PREFABRICATED STEEL BRIDGE(S) GENERAL NOTES

(BRIDGE 124)

1. THE DESIGN AND FABRICATION OF THE PEDESTRIAN BRIDGE SUPERSTRUCTURE SHALL COMPLY WITH THE REQUIREMENTS OF THE "AASHTO GUIDE SPECIFICATIONS FOR DESIGN OF PEDESTRIAN BRIDGES", THE "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" (17th EDITION), THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) AND SHALL ALSO BE IN CONFORMANCE WITH THE CURRENT IDOT GUIDE BRIDGE SPECIAL PROVISION, GBSP 33, "PEDESTRIAN TRUSS SUPERSTRUCTURE".
2. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS IN ACCORDANCE WITH GBSP 33 TO THE ENGINEER PRIOR TO BEGINNING FABRICATION AND PRIOR TO THE CONSTRUCTION OF THE CONCRETE SUBSTRUCTURE IN THE FIELD.
3. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
4. THE ABUTMENTS, PIERS AND PILE/DRILLED SHAFT LOCATIONS, AS APPLICABLE, WILL BE STAKED IN THE FIELD BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE ENGINEER 48 HRS PRIOR TO THE START OF THIS WORK.
5. THE DRILLED SHAFT FOUNDATIONS SHALL BE CONSTRUCTED TO THE DEPTH SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL CONFORM TO SECTION 516 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION.
6. THE CONCRETE SUBSTRUCTURE SHALL BE CONSTRUCTED, AS SHOWN, IN ACCORDANCE WITH THE "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" AND SECTION 503 OF THE CURRENT EDITION OF THE "IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". ABUTMENT SEATS SHALL BE SLOPED FOR DRAINAGE BETWEEN BEARING LOCATIONS.
7. REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706M GRADE 420. SEE SPECIAL PROVISIONS. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED OR AS INDICATED BY SPECIFIC PLAN SHEET PER STRUCTURE. COVER FROM THE FACE OF CONCRETE TO THE FACE OF REINFORCING BARS SHALL BE 50mm MINIMUM UNLESS OTHERWISE SHOWN.
8. ALL EXPOSED EDGES OF CONCRETE SUBSTRUCTURE SHALL HAVE A 20mm x 45° CHAMFER, EXCEPT AS SHOWN OTHERWISE. CHAMFERS ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF 305mm BELOW FINISHED GROUND LEVEL. EXPOSED CONCRETE SHALL RECEIVE A 'NORMAL' FINISH WHICH SHALL BE INCLUDED WITH THE CONTRACT UNIT COST FOR CONCRETE STRUCTURES.
9. ALL STRUCTURAL STEEL SHALL CONFORM TO THE REQUIREMENTS OF SECTION 1006 OF THE IDOT STANDARD SPECIFICATIONS, ASTM A847 FOR COLD FORMED WELDED SQUARE AND RECTANGULAR TUBING, AASHTO M270M 345W FOR ATMOSPHERIC CORROSION RESISTANT STRUCTURAL STEEL, AS APPLICABLE, UNLESS OTHERWISE SHOWN ON THE PLANS OR APPROVED BY THE ENGINEER.
10. BRIDGE DECK SHALL BE 75mm THICK TREATED TIMBER PLANK. THE TREATED TIMBER DECKING SHALL BE #1 GRADE SOUTHERN YELLOW PINE OR SELECT STRUCTURAL FIR. TIMBER MATERIAL AND PRESERVATIVE TREATMENT SHALL BE IN ACCORDANCE WITH SECTION 1007 OF THE IDOT STANDARD SPECIFICATIONS (CREOSOTE OIL WILL NOT BE ALLOWED). TIMBER PLANKS SHALL BE SECURELY FASTENED WITH 13mm MINIMUM DIAMETER CARRIAGE BOLTS. A MINIMUM OF TWO BOLTS WILL BE REQUIRED AT EACH OUTER SUPPORT AND THE CENTER SUPPORT SO THAT THE TIMBER IS SUPPORTED BY THE STEEL STRUCTURE.
11. WELDING SHALL BE PERFORMED IN ACCORDANCE WITH "THE AMERICAN WELDING SOCIETY" (AWS). ALL WELDERS SHALL BE QUALIFIED IN ACCORDANCE WITH AWS D1.5–88 (ANSI/AASHTO/AWS D1.5–88) "BRIDGE WELDING CODE".
12. UNLESS OTHERWISE NOTED, WELDED CONNECTIONS SHALL BE FILLET WELDS PROPERLY SIZED TO THE THICKNESS OF THE LIGHTEST GAGE MEMBER IN THE CONNECTION AND SHALL BE DESIGNED IN ACCORDANCE WITH THE STRUCTURAL WELDING CODE – STEEL ANSI/AWS D1.1. METAL THICKNESS SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 10.8 OF THE "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES", EXCEPT THAT THE MINIMUM THICKNESS OF CLOSED STRUCTURAL TUBING MEMBERS SHALL BE 6.35mm (0.25in).
13. THE PEDESTRIAN BRIDGE DESIGN SHALL BE BASED ON THE COMBINATIONS OF THE FOLLOWING LOADS WHICH WILL PRODUCE MAXIMUM CRITICAL MEMBER STRESSES:
    A. 4.07 KN/m² (85 psf) UNIFORM LIVE LOADING ON THE FULL DECK AREA REDUCED PER "AASHTO GUIDE SPECIFICATION FOR DESIGN OF PEDESTRIAN BRIDGES", SECTION 1.2.1.1 OR ONE 88.96 KN (H–10) VEHICLE LOAD. THE LOAD SHALL BE DISTRIBUTED AS A TWO AXLE VEHICLE WITH 80% OF LOAD ON THE REAR AXLE. THE AXLES SHALL BE SPACED 4.27m (14ft) APART.
    B. 1.67 KN/m² (35 psf) WIND LOAD ON THE FULL HEIGHT OF THE BRIDGE, AS IF ENCLOSED.
    C. 0.96 KN/m² (20 psf) UPWARD FORCE APPLIED AT THE WINDWARD QUARTER POINT OF THE TRANSVERSE BRIDGE WIDTH (AASHTO 3.15.3).
14. BRIDGE CAMBER SHALL BE USED TO OFFSET DEAD LOAD DEFLECTION TO MATCH PROPOSED PROFILE GRADE LINE AS SHOWN ON THE PLANS. ALL VERTICAL TRUSS MEMBERS SHALL BE PERPENDICULAR TO THE GROUND (HORIZON) AFTER THE BRIDGE IS ERECTED AND DEAD LOADS APPLIED.
15. VERTICAL DEFLECTION DUE TO LIVE LOADS SHALL NOT EXCEED 1/500 OF SPAN LENGTH. HORIZONTAL DEFLECTION DUE TO WIND LOAD SHALL NOT EXCEED 1/500 OF SPAN LENGTH.
16. VIBRATIONS SHALL BE IN ACCORDANCE WITH "AASHTO GUIDE SPECIFICATIONS FOR DESIGN OF PEDESTRIAN BRIDGES", ARTICLE 1.3.2.
17. TOP CHORD HEIGHT SHALL BE A MINIMUM OF 1.372m ABOVE THE BRIDGE DECK AND SHALL SERVE AS THE TOP RAIL ON OPEN TRUSSES.
18. A 50mm x 150mm WOODEN RUB RAIL SHALL BE INSTALLED ON THE INSIDE OF OPEN TRUSSES AT 1.067m ABOVE THE BRIDGE DECK. COST OF THE RAIL SHALL BE INCLUDED WITH PEDESTRIAN TRUSS SUPERSTRUCTURE.
19. TUBULAR STEEL OR ANGLE SAFETY RAILS OF SELF–WEATHERING STEEL SHALL BE INSTALLED BELOW THE WOODEN RUB RAIL OR HANDRAIL ON THE INSIDE OF THE TRUSS. THE SAFETY RAILS SHALL BE SPACED SO THAT THE CLEAR OPENING BETWEEN RAILS DOES NOT EXCEED 150mm. COST OF THE RAILS SHALL BE INCLUDED WITH PEDESTRIAN TRUSS SUPERSTRUCTURE.
20. A STEEL TOE PLATE OF SELF–WEATHERING STEEL SHALL BE INSTALLED ABOVE THE WOOD DECKING ON THE INSIDE OF THE TRUSS. COST OF THE PLATE SHALL BE INCLUDED WITH PEDESTRIAN TRUSS SUPERSTRUCTURE.
21. CAST–IN–PLACE CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 1020 OF THE IDOT STANDARD SPECIFICATIONS. SUBSTRUCTURE UNITS SHALL BE CLASS SI CONCRETE WITH A 14 DAY COMPRESSIVE STRENGTH OF 24,000 kPa OR GREATER. DRILLED SHAFTS AND METAL SHELL PILES SHALL BE CLASS DS WITH A 14 DAY COMPRESSIVE STRENGTH OF 27,500 kPa OR GREATER. ALL CONSTRUCTION JOINTS SHALL BE BONDED.
22. THE PROFILE OF THE PATH AT THE BRIDGE INTERFACE SHALL BE COORDINATED DURING CONSTRUCTION TO PROVIDE AN ACCEPTABLE TRANSITION BETWEEN THE PATH AND THE BRIDGE.
23. THE CONTRACTOR SHALL VERIFY SIZE AND LOCATION OF ANCHOR BOLTS, AS PER BRIDGE MANUFACTURE'S SPECIFICATIONS, PRIOR TO ORDERING AND SETTING BOLTS INTO CAST–IN–PLACE CONCRETE CAPS OR DRILLING AND EPOXY GROUTING BOLTS INTO CONCRETE CAPS. SPACE CAP REINFORCEMENT TO MISS ANCHOR BOLTS. ANCHOR BOLTS SHALL CONFORM TO ARTICLE 1006.09 OF THE IDOT STANDARD SPECIFICATIONS.
24. LAYOUT OF THE SLOPE AND STREAM BANK PROTECTION SYSTEM MAY BE VARIED TO SUIT GROUND CONDITIONS IN THE FIELD OR AS DIRECTED BY THE ENGINEER. RIPRAP SHALL BE OF THE SIZE SPECIFIED ON THE PLANS AND SHALL BE IN ACCORDANCE WITH SECTION 281 OF THE IDOT STANDARD SPECIFICATIONS. EXCAVATION AND BEDDING FOR RIPRAP WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR RIPRAP.
25. THE CONTRACTOR SHALL REMOVE ALL ELEMENTS OF THE EXISTING STRUCTURE(S) AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH SECTION 501 OF THE IDOT STANDARD SPECIFICATIONS. ALL DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE PROPERLY DISPOSED OF OFF–SITE. REMOVAL AND DISPOSAL OF UNSALVAGEABLE MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF SECTION 202.03 OF THE IDOT STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED WITH THE STRUCTURE REMOVAL COST WITH NO ADDITIONAL COMPENSATION ALLOWED.
26. SOIL BORING INFORMATION HAS BEEN PROVIDED BY TERRACON DATED FEBRUARY 2008 AND ASSUME A MAXIMUM NET ALLOWABLE BEARING PRESSURE OF 478.8 kPa (10ksf). IF FIELD CONDITIONS DIFFER GREATLY FROM THIS INFORMATION CONTACT THE ENGINEER.
27. STRUCTURE EXCAVATION SHALL BE IN ACCORDANCE WITH SECTION 502 OF THE IDOT STANDARD SPECIFICATIONS AND WILL NOT BE PAID FOR AS A SEPARATE ITEM BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE STRUCTURES OF EACH APPROPRIATE STRUCTURE.
28. REFER TO BRIDGE SHEETS FOR ADDITIONAL NOTES AND DETAILS SPECIFIC TO EACH INDIVIDUAL BRIDGE.

TIMBER BRIDGE(S) GENERAL NOTES

(BRIDGE 121, BRIDGE 122, BRIDGE 125, BRIDGE 129 & BRIDGE 130)

1. PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURES HAVE BEEN TAKEN FROM FIELD SURVEYS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AND INSTALLED AT THE CONTRACT UNIT PRICE FOR THE SPECIFIC PAY ITEM.
2. THE CONTRACTOR SHALL REMOVE THE ELEMENTS OF THE EXISTING SUPERSTRUCTURE AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH SECTION 501 OF THE IDOT STANDARD SPECIFICATIONS. THE SUPERSTRUCTURE ELEMENTS TO BE REUSED SHALL BE HANDLED AND STORED IN SUCH A MANNER AS TO NOT CAUSE DAMAGE. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF ANY ITEM DAMAGED WITH NO ADDITIONAL COMPENSATION ALLOWED. ALL DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE PROPERLY DISPOSED OF OFF–SITE. REMOVAL AND DISPOSAL OF UNSALVAGEABLE MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF SECTION 202.03 OF THE IDOT STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED WITH THE COST FOR REMOVAL OF EXISTING SUPERSTRUCTURE WITH NO ADDITIONAL COMPENSATION ALLOWED.
3. REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706M GRADE 420. SEE SPECIAL PROVISIONS. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED OR AS INDICATED BY SPECIFIC PLAN SHEET PER STRUCTURE. COVER FROM THE FACE OF CONCRETE TO THE FACE OF REINFORCING BARS SHALL BE 50mm MINIMUM UNLESS OTHERWISE SHOWN.
4. CAST–IN–PLACE CONCRETE SHALL BE IN ACCORDANCE WITH THE APPLICABLE ARTICLES OF SECTIONS 503 AND 1020 OF THE IDOT STANDARD SPECIFICATIONS. SUBSTRUCTURE UNITS SHALL BE CLASS SI CONCRETE WITH A 14 DAY COMPRESSIVE STRENGTH OF 24,000 kPa OR GREATER. ALL CONSTRUCTION JOINTS SHALL BE BONDED.
5. ALL EXPOSED EDGES OF CONCRETE SUBSTRUCTURE SHALL HAVE A 20mm x 45° CHAMFER, EXCEPT AS SHOWN OTHERWISE. CHAMFERS ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF 305mm BELOW FINISHED GROUND LEVEL. EXPOSED CONCRETE SHALL RECEIVE A 'NORMAL' FINISH WHICH SHALL BE INCLUDED WITH THE CONTRACT UNIT COST FOR CONCRETE STRUCTURES.
6. ALL TIMBER CONSTRUCTION FOR THE BRIDGES AND APPURTENANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE ARTICLES OF SECTION 507 OF THE IDOT STANDARD SPECIFICATIONS. ALL LUMBER AND TIMBER INCORPORATED IN THE COMPLETED WORK SHALL BE #1 GRADE SOUTHERN YELLOW PINE OR SELECT STRUCTURAL FIR. TIMBER MATERIAL AND PRESERVATIVE TREATMENT SHALL BE IN ACCORDANCE WITH SECTION 1007 OF THE IDOT STANDARD SPECIFICATIONS (CREOSOTE OIL WILL NOT BE ALLOWED). LUMBER USED FOR THE TIMBER RAILING AND POSTS, BRIDGE DECKING, AND ANY OTHER AREAS THAT PEDESTRIANS WILL FREQUENTLY COME INTO CONTACT WITH SHALL BE TREATED WITH ARSENIC FREE AND/OR CHROMIUM FREE PRESERVATIVE TREATMENT SUCH AS ACQ (ALKALINE COPPER QUARTERNARY).
7. ALL CUTTING, FRAMING AND BORING OF TREATED TIMBER SHALL BE DONE BEFORE TREATMENT INSOFAR AS IS PRACTICABLE. ALL CUTS, ABRASIONS, AND HOLES MADE AFTER TREATMENT SHALL BE REPAIRED ACCORDING TO ARTICLE 1007.13 OF THE IDOT STANDARD SPECIFICATIONS..
8. ALL STRINGERS SHALL BE BLOCKED WITH CONTINUOUS DIAPHRAGMS AT BOTH ENDS AND AT EITHER THE MIDPOINT OR THIRD POINTS ALONG THE SPAN AS INDICATED ON THE BRIDGE SHEETS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT RATHER SHALL BE INCLUDED WITH THE APPROPRIATE STRINGER PAY ITEM.
9. TRANSVERSE TIMBER DECKING SHALL BE PRE–DRILLED FOR THE HOLD–DOWN CONNECTORS AND TOE NAILS. CONTRACTOR SHALL PLACE TWO (2) CONNECTORS BETWEEN EACH JOINT AS SHOWN ON THE PLANS AND TOE NAIL EACH PLANK/PANEL OUTER END TO TIMBER STRINGERS WITH 20d SPIKES. CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER FULL BRIDGE WIDTH 100mm x 305mm TIMBER DECK PLANKS OR FABRICATE 100mm x 1.219m FULL BRIDGE WIDTH LAMINATED TIMBER DECK PANELS. REFER TO "BRIDGE DETAILS" SHEET FOR LAMINATED PANEL REQUIREMENTS. TIMBER DECK SHALL BE MEASURED AND PAID AT THE CONTRACT UNIT PRICE FOR TREATED TIMBER WITH NO ADDITIONAL COMPENSATION ALLOWED FOR EITHER OPTION.
10. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR REVIEW BY THE ENGINEER FOR THE PROPOSED FASTENING METHODS AT THE BEARING SEAT LOCATIONS. FASTENING LOCATIONS SHALL INCLUDE: THE TIMBER STRINGERS TO NEW CONCRETE BEARING SEATS AND THE EXISTING STEEL BEAMS TO NEW CONCRETE BEARING SEATS. SHOP DRAWINGS FOR TIMBER HOLD–DOWN CONNECTORS FOR FASTENING THE BRIDGE DECKING TO THE STRINGERS SHALL ALSO BE SUBMITTED TO THE ENGINEER.
11. THE BICYCLE RAILING SHALL BE A MINIMUM OF 1.372m IN HEIGHT MEASURED FROM THE TOP OF THE TIMBER BRIDGE DECK SURFACE TO THE TOP OF TOP RAIL. THE MAXIMUM CLEAR OPENING BETWEEN RAILS, OR BETWEEN THE LOWER RAIL AND THE WALKWAY SURFACE, SHALL BE PER PLAN DETAIL. TIMBER APPROACH RAILS SHALL BE AT LEAST 2.695m LONG WITH A 610mm FLARE. APPROACH POSTS SHALL BE SPACED 2.0m CENTER TO CENTER WITH A MINIMUM 1.22m EMBEDMENT INTO THE CONCRETE FOOTING. REFER TO "BRIDGE DETAILS" SHEET FOR APPROACH RAIL DETAIL.
12. THE TREATED TIMBER RAILS, POSTS AND CURB ATTACHED TO THE BRIDGE WILL BE MEASURED AND PAID AT THE CONTRACT UNIT PRICE PER CUBIC METER FOR TREATED TIMBER. THE WOODEN TIMBER APPROACH HANDRAILS, WHICH ARE NOT ATTACHED TO THE BRIDGE BUT RATHER WHERE THE POSTS ARE SET IN CONCRETE, WILL BE MEASURED AND PAID AT THE CONTRACT UNIT PRICE PER METER FOR WOOD RAIL, WHICH SHALL INCLUDE ALL MATERIAL AND LABOR TO EXCAVATE POST HOLES AND TO PROVIDE AND INSTALL CONCRETE EMBEDMENT, HARDWARE, TIMBER RAILINGS AND POSTS.
13. THE PROFILE OF THE PATH AT THE BRIDGE INTERFACE SHALL BE COORDINATED DURING CONSTRUCTION TO PROVIDE AN ACCEPTABLE TRANSITION BETWEEN THE PATH AND THE BRIDGE.
14. ALL FASTENERS, CONNECTORS, CLIP ANGLES, AND MISCELLANEOUS HARDWARE USED WITH TREATED WOOD PRODUCTS SHALL BE STAINLESS STEEL ACCORDING TO ARTICLE 1006.29(d) OF THE IDOT STANDARD SPECIFICATIONS OR HOT–DIPPED GALVANIZED ACCORDING TO AASHTO M232, CLASS C, EXCEPT THAT THE MINIMUM MASS (WEIGHT) OF ZINC COATING SHALL BE 610 g/sq m (2.0 oz/sq ft). DECK HOLD–DOWN CONNECTORS AND ANGLES FOR BRACING TIMBER STRINGERS WILL BE PAID AT THE CONTRACT UNIT PRICE FOR HARDWARE.
15. THE CONCRETE BEARING SEAT AND BACKWALL SHALL BE CONSTRUCTED, AS SHOWN, IN ACCORDANCE WITH THE "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" AND SECTION 503 OF THE CURRENT EDITION OF THE "IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". ABUTMENT SEATS SHALL BE SLOPED FOR DRAINAGE BETWEEN BEARING LOCATIONS. CONCRETE ABUTMENT BACKWALL SHALL NOT BE ALLOWED TO BE PLACED PRIOR TO SETTING STRINGERS.
16. THE CONTRACTOR SHALL VERIFY LOCATION OF ANCHOR BOLTS PRIOR TO SETTING BOLTS INTO CAST–IN–PLACE CONCRETE CAPS OR DRILLING AND EPOXY GROUTING BOLTS INTO CONCRETE CAPS. SPACE CAP REINFORCEMENT TO MISS ANCHOR BOLTS. ANCHOR BOLTS SHALL CONFORM TO ARTICLE 1006.09 OF THE IDOT STANDARD SPECIFICATIONS.
17. CONTRACTOR SHALL PROVIDE AN INERT BARRIER, APPROVED BY THE ENGINEER, BETWEEN TIMBER–TO–STEEL AND TIMBER–TO–CONCRETE CONTACT AREAS TO REDUCE FUTURE DETERIORATION AND CORROSION. THIS ITEM OF WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR TREATED TIMBER.
18. ANY NUT OR BOLT HEAD IN DIRECT CONTACT WITH A TIMBER SURFACE SHALL HAVE A WASHER BETWEEN THE NUT OR BOLT AND TIMBER SURFACE. ANY NUT OR BOLT HEAD IN DIRECT CONTACT WITH A METAL SURFACE SHALL HAVE A CUT WASHER BETWEEN THE NUT OR BOLT HEAD AND METAL SURFACE.
19. ALL FASTENERS SHALL BE TAMPER RESISTANT. THREADS ON ALL BOLTS SHALL BE SET WITH A CENTER PUNCH AT THE NUT AFTER TIGHTENING.
20. STRUCTURE EXCAVATION SHALL BE IN ACCORDANCE WITH SECTION 502 OF THE IDOT STANDARD SPECIFICATIONS AND WILL NOT BE PAID FOR AS A SEPARATE ITEM BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE STRUCTURES OF EACH APPROPRIATE STRUCTURE.
21. REFER TO BRIDGE SHEETS FOR ADDITIONAL NOTES AND DETAILS SPECIFIC TO EACH INDIVIDUAL BRIDGE.
22. THE INTENT OF THE PLAN IS TO REUSE/RESET THE EXISTING STEEL STRINGERS AS AN ASSEMBLY AFTER MODIFYING THE EXISTING ABUTMENTS. THE ASSEMBLY INCLUDES THE EXISTING STEEL STRINGERS WITH THE CONNECTED DIAPHRAGMS AND STEEL BEARINGS. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS SO AS NOT TO CAUSE DAMAGE WHEN REMOVING THE EXISTING STEEL STRINGER ASSEMBLIES. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF ANY ITEM DAMAGED, WITH NO ADDITIONAL COMPENSATION ALLOWED. THE CONTRACTOR SHALL COORDINATE THE SCHEDULE OF THIS WORK WITH THE ENGINEER TO ALLOW FOR DETAILED INSPECTION OF THE STEEL STRINGER ASSEMBLIES IF REQUIRED. ALL MATERIAL AND LABOR NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR REMOVE AND RESET EXISTING STEEL STRINGER ASSEMBLIES AND SHALL BE BID AS ONE (1) UNIT PER BRIDGE AS APPLICABLE.

BOARD CONVERSION CHART

mm	INCH	DRESSED INCH	DRESSED mm
150x406	6x16	5 1/2 x 15 1/2	(139.7x393.7)
150x150	6x6	5 1/2 x 5 1/2	(139.7x139.7)
100x305	4x12	3 1/2 x 11 1/4	(88.9x285.75)
50x200	2x8	1 1/2 x 7 1/4	(38.1x184.15)
50x150	2x6	1 1/2 x 5 1/2	(38.1x139.7)
50x100	2x4	1 1/2 x 3 1/2	(38.1x88.9)
25x200	1x8	3/4 x 7 1/4	(19.05x184.15)

JOB:04-30-10-042

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE:	N/A
DRAWN BY:	REK
CHECKED BY:	JWH
DATE:	DECEMBER 12, 2011

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GENERAL NOTES BRIDGE

PECATONICA PRAIRIE PATH

WINNEBAGO COUNTY HIGHWAY DEPARTMENT SECTION 94-00267-00-BT

FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 GENERAL NOTES BRIDGE.DWG