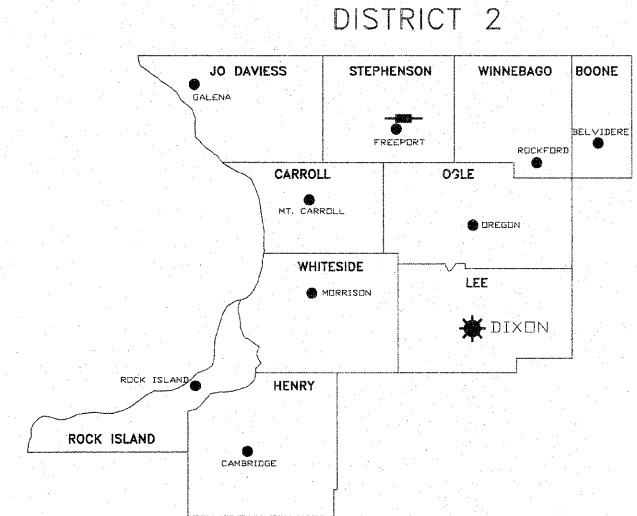


PLANS FOR PROPOSED ARA FUNDED PROJECT FREEPORT PARK DISTRICT PECATONICA PRAIRIE PATH SECTION 09-P4000-00-BT PROJECT No. ARA-00D2(139) STEPHENSON COUNTY JOB NO. C-92-198-09

CONTRACT NO. 85484



DISTRICT HEADQUARTERS
 PROJECT LOCATION

LEGEND

	DECIDUOUS TREE		EXISTING
	EVERGREEN TREE		PROPOSED
	SIGN		EASEMENT LINE
	UTILITY POLE		RIGHT-OF-WAY
	TELEPHONE PEDESTAL		SECTION LINE
	ELECTRIC TRANSFORMER		CENTER LINE
	EXISTING CABLE TELEVISION LINE		WET LAND
	EXISTING OVERHEAD ELECTRIC LINE		BARBED WIRE FENCE
	EXISTING GAS MAIN		LANDSCAPE LIMITS
	EXISTING UNDERGROUND TELEPHONE LINE		EXISTING MANHOLE
	EXISTING OVERHEAD ELECTRIC/TELEVISION		EXISTING STORM SEWER
	EXISTING WATER MAIN		PROPOSED STORM SEWER
	EXISTING VALVE AND VAULT		EXISTING SANITARY SEWER
	EXISTING FIRE HYDRANT ASSEMBLY		EXISTING INLET TYPE 700
	EXISTING ELECTRIC HANDHOLE		EXISTING INLET TYPE 6-A
	EXISTING BUILDING		EXISTING INLET SPECIAL

INDEX OF SHEETS

1	COVER SHEET
2	GENERAL NOTES
3	TYPICAL SECTIONS
4	SUMMARY OF QUANTITIES
5-6	PLAN AND PROFILE BRIDGE 99
7-10	BRIDGE 99
11-12	PLAN AND PROFILE BRIDGE 104
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15	PLAN AND PROFILE BRIDGE 107
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17	BRIDGE GENERAL NOTES
18	BRIDGE DETAILS
19	STORM WATER POLLUTION PREVENTION
20-21	BRIDGE 99 EROSION CONTROL PLAN
22	BRIDGE 104 EROSION CONTROL PLAN
23	BRIDGE 107 EROSION CONTROL PLAN
24-26	CROSS-SECTIONS

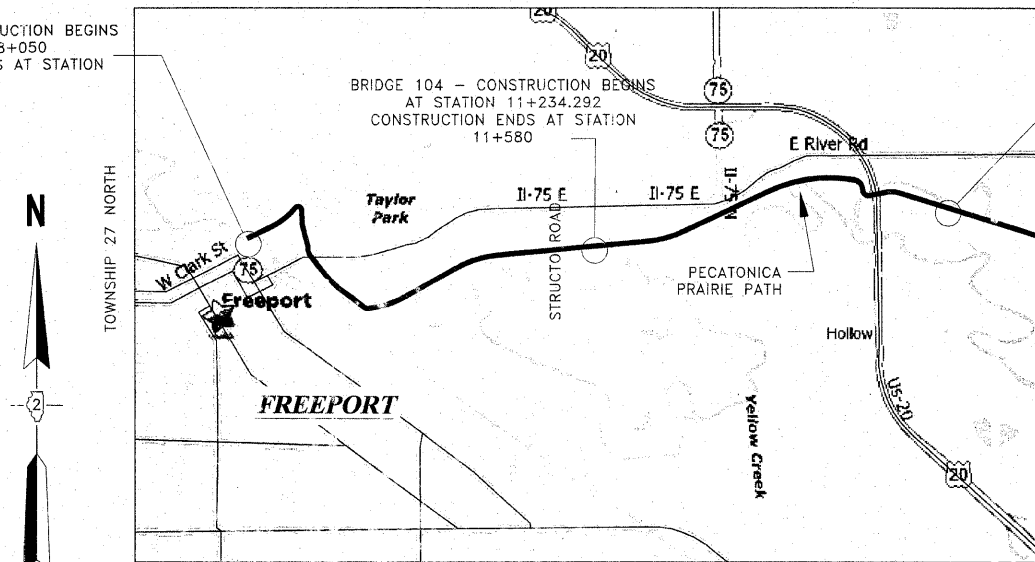
STANDARDS

280001-04	TEMPORARY EROSION CONTROL SYSTEMS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 4.5m (15') AWAY
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS (SIGNS, MARKERS, AND DELINEATORS)
701801-04	LANE CLOSURE 1W OR 2W, CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATION OF TYPES A & B METAL POSTS

BRIDGE 99 - CONSTRUCTION BEGINS AT STATION 8+050
CONSTRUCTION ENDS AT STATION 8+280

BRIDGE 104 - CONSTRUCTION BEGINS AT STATION 11+234.292
CONSTRUCTION ENDS AT STATION 11+580

BRIDGE 107 - CONSTRUCTION BEGINS AT STATION 14+580
CONSTRUCTION ENDS AT STATION 14+700



RANGE 8 EAST OF THE FOURTH P.M.

PROJECT LENGTH
PECATONICA PRAIRIE PATH = 695.71 METERS = .696 KILOMETERS

BRIDGE/PROJECT LOCATIONS

UTILITIES:

<p>ELECTRIC: ComEd MIKE O'GRADY (815) 238-8062 JIM FOX (815) 233-4100 123 ENERGY AVE ROCKFORD, IL 61109 DAMAGE PREVENTION SPECIALISTS NORTH REGION (630) 333-2231</p> <p>GAS: NICOR LOCATING QUALITY ASSESSORS TIM BISHOAR (630) 918-0545 (MOBILE) JOHN MCGOWAN (630) 918-0562 (MOBILE) PETE DUMAIS (630) 417-0284 (MOBILE) TINA GOELLNER (630) 918-0541 (MOBILE) GINA BURNS (815) 965-5416 EXT. 251</p> <p>CITY: CITY OF FREEPORT PUBLIC WORKS DEPARTMENT 230 WEST STEPHENSON STREET FREEPORT, ILLINOIS 61032 (815) 235-8874</p>	<p>SEWER: JOHN JOHNSON FREEPORT WATER & SEWER COMMISSION 230 WEST STEPHENSON STREET FREEPORT, ILLINOIS 61032 (815) 291-5973</p> <p>WATER: UNITED WATER PUBLIC-PRIVATE PARTNERSHIPS FREEPORT, ILLINOIS 61032 (815) 233-0111</p> <p>TELEPHONE: SBC SBC DAMAGE PREVENTION TEAM SHARON TILJAK (888) 306-9288, OPTION#2</p> <p>VERIZON VERIZON DAMAGE PREVENTION TEAM PAULO JAVIER 2239 NEWBURG RD BELVIDERE, IL 61008 (815) 547-0395</p>	<p>C.A.T.V.: COMCAST MIKE OWENS 4450 KISHWAUKEE ST ROCKFORD, IL 61109 (815) 395-8977</p>	<p>BRIDGE 99 - STA. 8+153.506 BRIDGE 104 - STA. 11+447.24 BRIDGE 107 - STA. 14+647.5</p>
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CALL J.U.L.I.E. BEFORE YOU DIG
1-800-892-0123
TOLL FREE

SCALES:

PLAN & PROFILE:	1:1000 HORIZONTAL - 1:50 VERTICAL (RURAL)
CROSS SECTIONS:	1:250 HORIZONTAL - 1:50 VERTICAL (URBAN) OR 1:500 HORIZONTAL - 1:50 VERTICAL (RURAL)

SHEETS 7-10, 13, 14, 16-18 DATE SIGNED 7/8/09 EXPIRES 11/30/10	SHEETS 1-6, 19-26 DATE SIGNED 7/8/09 EXPIRES 11/30/09

PASSED <u>July 21 20 09</u> DISTRICT ENGINEER OF LOCAL ROADS & STREETS	DEPUTY DIRECTOR OF HIGHWAYS, REGION 2 ENGINEER
RELEASED FOR BID BASED ON LIMITED REVIEW <u>July 21 20 09</u>	
APPROVED <u>July 7 20 09</u> Stephen E. Ehrlich FREEPORT PARK DISTRICT	

REVISIONS		
NO.	ITEM	DATE

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COVER STEPHENSON COUNTY PECATONICA PRAIRIE PATH SECTION 09-P4000-00-BT JOB NUMBER: 04-28-98-037

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", JANUARY 1, 2007 AND "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" JANUARY 1, 2009 EDITION WHERE APPLICABLE.
2. THE CONTRACTOR SHALL SUBMIT A PROGRESS SCHEDULE TOGETHER WITH A LIST OF SUPPLIERS AND SUBCONTRACTORS AT THE PRE-CONSTRUCTION MEETING.
3. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. HE WILL NOT BE ALLOWED TO BUILD FIRES ON THE SITE.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, ORDERING MATERIALS, OR BEGINNING CONSTRUCTION, PARTICULARLY AS THEY RELATE TO LUMP SUM PAY ITEMS.
5. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO COMMENCING WORK ON THIS PROJECT. PERMITS HAVE BEEN GRANTED FOR THIS PROJECT BY THE CORPS OF ENGINEERS, AND DIVISION OF WATER RESOURCES.
6. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED OR DISTURBED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS, MONUMENTS AND RIGHT OF WAY PINS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS WITH NO ADDITIONAL COMPENSATION BEING ALLOWED. REPLACEMENT OF MONUMENTS SHALL BE DETERMINED BY THE ENGINEER.
7. MAINTENANCE OF TRAFFIC WILL BE REQUIRED WHEN WORKING WITHIN THE RIGHT OF WAY OF RURAL ROADWAYS OR URBAN STREETS.
8. THE CONTRACTOR SHALL KEEP EXISTING ROADWAYS AND PAVEMENTS FREE OF MUD AND OTHER DEBRIS AND SHALL INSTITUTE DUST CONTROL MEASURES DURING CONSTRUCTION.
9. NO OVERHAUL HAS BEEN COMPUTED AND NONE SHALL BE PAID FOR FROM ANY SOURCE.
10. SOD AND TOPSOIL SHALL BE REMOVED IN THE PATH AND SHOULDER AREAS, HOWEVER, IT MAY BE USED IN CONSTRUCTING THE SIDESLOPES OF FILL AREAS ADJACENT TO THE SHOULDER. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR PROPERLY DISPOSING OF ALL SUITABLE AND UNSUITABLE MATERIAL, AWAY FROM THE JOB SITE, THAT IS IN EXCESS OF WHAT IS REQUIRED OR REJECTED AS EMBANKMENT FILL BY THE ENGINEER. THE COST FOR ADDITIONAL HANDLING AND DISPOSAL OF SUCH MATERIAL SHALL BE CONSIDERED INCIDENTAL TO "SHAPING AND GRADING ROADWAY".
11. THE CONTRACTOR SHALL CONFINE WORK ACTIVITIES TO THE CONSTRUCTION LIMITS AS DEFINED ON THE TYPICAL SECTIONS AND CROSS SECTIONS. AREAS DISTURBED OUTSIDE THE CONSTRUCTION LIMITS WILL BE RESTORED AT THE CONTRACTOR'S OWN EXPENSE.
12. THE CONTRACTOR SHALL PLACE EROSION CONTROL AND SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS USING SEEDING CLASS 1 OR CLASS 4 WHERE INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. STRAW MULCH SHALL BE APPLIED AT THE RATE OF 4.5 METRIC TONS PER HECTARE OVER SEEDED AREAS. FERTILIZER SHALL BE APPLIED AT A RATE OF 300 KILOGRAMS OF FERTILIZER NUTRIENTS PER HECTARE AT A 1:1:1 RATIO.
13. THE FINAL TOP 100mm OF SOIL IN ANY AREAS DISTURBED BY THE CONTRACTOR MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION.
14. ONLY THOSE TREES DESIGNATED BY THE ENGINEER AND MARKED IN THE FIELD SHALL BE REMOVED. THE CONTRACTOR WILL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS. BRUSH AND WOODY PLANTS ALONG THE EDGE OF THE PATH WHICH NEED TO BE REMOVED MAY BE CHIPPED AND LEFT ON THE SLOPES AS MULCH. BRUSH REMOVAL WITHIN CONSTRUCTION LIMITS WILL BE PAID FOR AS SELECTIVE CLEARING.
15. ALL EXISTING SIGNS, GATES, AND TRAFFIC CONTROL SIGNS LOCATED ALONG THE PROPOSED PATH SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR WITH THE EXCEPTION OF UTILITY WARNING SIGNS OR ANY OTHER SIGNS DESIGNATED BY THE ENGINEER TO REMAIN IN PLACE. THE COST FOR REMOVING AND DISPOSING OF SUCH SIGNS AND GATES, SHOWN OR NOT SHOWN ON THE PLANS, SHALL BE INCIDENTAL TO "SELECTIVE CLEARING".
16. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND THE OWNER OR REPLACED. THIS WORK SHALL BE AT THE CONTRACTOR'S OWN EXPENSE. UTILITIES SHOWN ON THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND NO GUARANTEE OF THEIR ACCURACY IS MADE OR INFERRED. THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE DRAWINGS REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL-INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATION INTO THE LOCATION, SIZE, DEPTH, AND NATURE OF ANY AND ALL EXISTING UTILITIES, WHICH MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES THAT ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY REPAIRED AT NO ADDITIONAL COST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. TELEPHONE NUMBER IS (800)-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR ALL NON-EMERGENCY WORK.
18. ANY RAILROAD TIE AND/OR RAILS FOUND WITHIN THE GRADING LIMITS SHALL BE REMOVED AND DISPOSED OF AT AN APPROVED WASTE SITE.
19. WHERE NGS BENCH MARKS SHOWN ON THE PLANS WILL BE DISTURBED BY CONSTRUCTION THE ENGINEER WILL RESET A NEW MONUMENT IN THE NEW WORK. THE CONTRACTOR SHALL NOT DISTURB THE BENCH MARK UNTIL THE ENGINEER HAS REFERENCED IT.
20. SCALE APPLIES TO FULL SIZE DRAWINGS.
21. THE BRIDGES IN THIS SECTION HAVE BEEN DESIGNED FOR AND ARE RATED AT 20,000 LBS (H-10) GROSS VEHICLE WEIGHT. IF THE CONTRACTOR MUST CROSS A BRIDGE WITH A LOAD EXCEEDING 20,000 LBS G.V.W., A RUN AROUND OR ALTERNATE ACCESS MUST BE USED.
22. BITUMINOUS MATERIALS (PRIME COAT) SHALL BE APPLIED AT A RATE OF 0.3 L/SQ.M ON PAVED SURFACES, AND 1.5 L/SQ.M ON AGGREGATE SURFACES.

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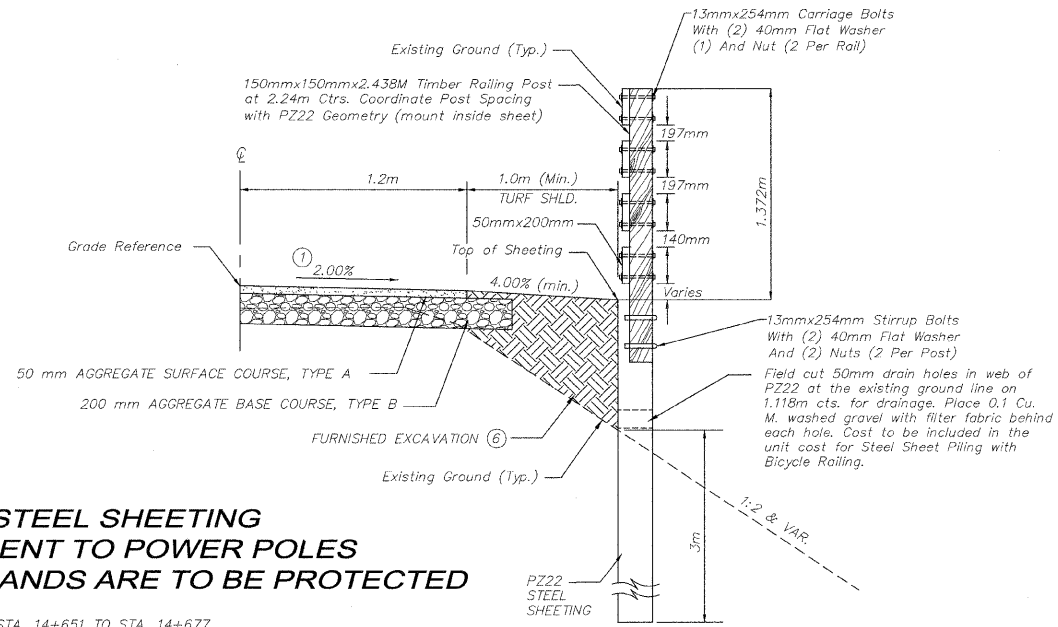
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GENERAL NOTES

PECATONICA PRAIRIE PATH

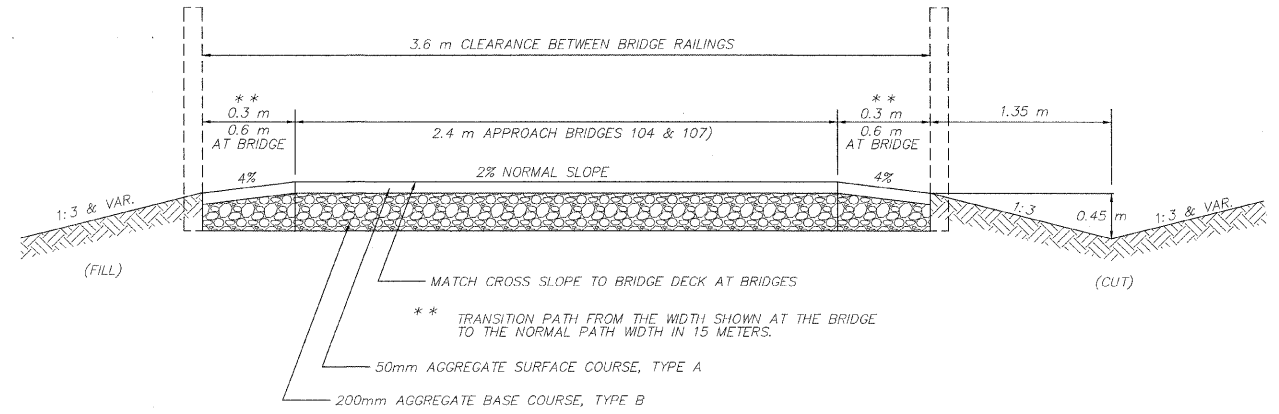
STEPHENSON COUNTY SECTION 09-P4000-00-BT

JOB NUMBER: 04-28-98-037



**STEEL SHEETING
ADJACENT TO POWER POLES
WHERE WETLANDS ARE TO BE PROTECTED**

STA. 14+651 TO STA. 14+677



RURAL SECTION

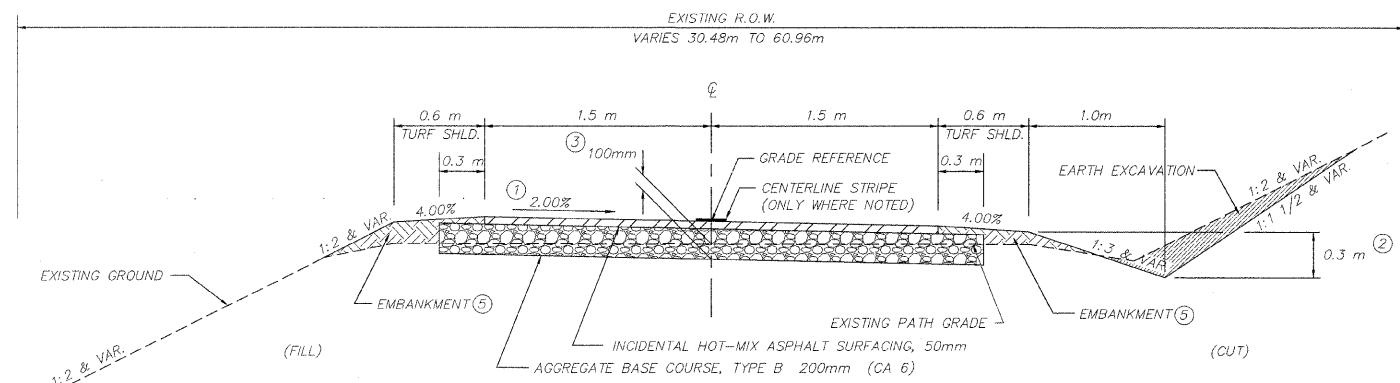
SEE OTHER TYPICAL SECTIONS FOR ADDITIONAL DETAILS AND NOTES

STA. 11+234.292 TO STA. 11+580

STA. 14+580 TO STA. 14+700 (EXCEPT AT POWER POLE)

NOTES:

- ① NORMAL PATH CROSS SLOPE IS TO THE SOUTH (AWAY FROM POWER POLES.) TRANSITION LENGTH SHALL BE 15m MINIMUM DISTANCE WHEN REVERSING SLOPE.
- ② VARIES AS NECESSARY TO MAINTAIN DRAINAGE. CONSULT CROSS SECTIONS FOR SPECIAL DITCH CUTS.
- ③ NOMINAL 100mm SURFACE MATERIAL IS TO BE REMOVED AND USED TO BUILD SHOULDERS. THIS REMOVAL IS TO BE PAID FOR AS SHAPING AND GRADING ROADWAY.
- ④ CLEARANCE AT POLES IS 0.6m TO EITHER THE FOUNDATION RING OR THE FACE OF POLE IF NO FOUNDATION RING IS PRESENT.
- ⑤ EMBANKMENT AS SHOWN WILL NOT BE PAID FOR SEPARATELY, BUT IS THE RESULT OF SHAPING AND GRADING ROADWAY. IF FILL MATERIAL MUST BE BROUGHT FROM A REMOTE LOCATION, IT WILL BE PAID AS EARTH EXCAVATION OR FURNISHED EXCAVATION.
- ⑥ FURNISHED EXCAVATION SHALL BE CLEAN NON-ORGANIC SOIL EXCEPT FOR THE TOP 100MM



URBAN/RURAL PAVED SECTION

STA. 8+050 TO STA. 8+083.3
STA. 8+223.7 TO STA. 8+280

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TYPICAL SECTIONS
PECATONICA PRAIRIE PATH
STEPHENSON COUNTY SECTION 09-P4000-00-BT
JOB NUMBER: 04-28-98-037

SUMMARY OF QUANTITIES

CONSTRUCTION TYPE CODE: Y047

ITEM #	ITEM DESCRIPTION	UNITS	BRIDGE 99 QTY	BRIDGE 104 QTY	BRIDGE 107 QTY	TOTAL QTY
M2010110*	TREE REMOVAL (6-15 UNIT DIAMETER)	UNIT	236	6	0	242
M2010210*	TREE REMOVAL (OVER 15 UNIT DIAMETER)	UNIT	124	0	0	124
M2020010*	EARTH EXCAVATION	CU M	1,183	0	0	1,183
M2040800	FURNISHED EXCAVATION	CU M	0	0	750	750
M2060310*	QUARRY RUN GRANULAR EMBANKMENT	CU M	0	0	86	86
M2070220	POROUS GRANULAR EMBANKMENT	CU M	95	5	0	100
M2090110	POROUS GRANULAR BACKFILL	CU M	0	0	420	420
M2500100	SEEDING, CLASS 1	HA	0.32	0.00	0.00	0.32
M2500310	SEEDING, CLASS 4	HA	0.00	0.15	0.27	0.42
M2500400	NITROGEN FERTILIZER NUTRIENT	KG	32	15	27	74
M2500500	PHOSPHOROUS FERTILIZER NUTRIENT	KG	32	15	27	74
M2500600	POTASSIUM FERTILIZER NUTRIENT	KG	32	15	27	74
M2510115	MULCH, METHOD 2	HA	0.32	0.15	0.27	0.74
M2510800	EROSION CONTROL MAT	SQ M	3,200	140	200	3,540
M2800400	PERIMETER EROSION BARRIER	METER	350	160	120	630
M2810109	STONE RIPRAP, CLASS A5	SQ M	630	0	23	653
M2810709	STONE DUMPED RIPRAP, CLASS A5	SQ M	0	0	200	200
M2811700*	RIP-RAP, SPECIAL	M TON	410	0	0	410
M2820200	FILTER FABRIC	SQ M	630	0	200	830
M3010300*	SHAPING AND GRADING ROADWAY	UNITS	0	11	21	32
M3511200	AGGREGATE BASE COURSE, TYPE B 200MM	SQ M	252	830	1,476	2,558
M4020050*	AGGREGATE SURFACE COURSE, TYPE A, 50 MM	SQ M	0	830	1,476	2,306
M4060200	BITUMINOUS MATERIALS, PRIME COAT	M TON	5	0	0	5
M4080500	INCIDENTAL HOT-MIX ASPHALT SURFACING	M TON	32	0	0	32
5010100*	REMOVAL OF EXISTING STRUCTURES	EACH	0	0	1	1
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	0	1	0	1
M2013300*	CONCRETE REMOVAL (SPECIAL)	SQ M	24.3	0.0	0.0	24.3
M5030350	CONCRETE STRUCTURES	CU M	89.9	2.4	0.0	92.3
MX033694*	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 125MM)	SQ. M.	38.9	0	0	38.9
MX033693*	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 125MM)	SQ. M.	44.4	0	0	44.4
M5070105	TREATED TIMBER	CU M	0.0	3.0	0.0	3.0
M5070305	HARDWARE	KG	0	126	0	126
M5080105	REINFORCEMENT BARS	KG	4,220	236	0	4,456
M5120176	FURNISHING METAL SHELL PILES, 356MM X 6.35MM	METER	66	0	0	66
51203200	TEST PILE METAL SHELLS	EACH	2	0	0	2
M5120335*	DRIVING PILES	METER	66	0	0	66
51500110*	NAME PLATES (SPECIAL)	EACH	1	1	1	3
M5210020	ANCHOR BOLTS, M20	EACH	0	20	0	20
M5210022	ANCHOR BOLTS, M24	EACH	32	0	0	32
54001000	BOX CULVERT END SECTIONS	EACH	0	0	2	2
M5401160	PRECAST CONCRETE BOX CULVERT 3.0M X 2.4M	METER	0	0	18	18
M5403220	EXPANSION BOLTS, M20	EACH	16	0	0	16
60255500	MANHOLES TO BE ADJUSTED	EACH	1	0	0	1
M6650100	WOVEN WIRE FENCE, 1.2METER	METER	0	0	116	116
M6650350	BARBED WIRE FENCE REMOVAL	METER	0	0	116	116
67100100	MOBILIZATION	L SUM	1	0	0	1
70101700*	TRAFFIC CONTROL AND PROTECTION	L SUM	1	0	0	1
78200100	UNIDIRECTIONAL PRISMATIC BARRIER REFLECTORS	EACH	12	12	12	36
MX030570*	PNEUMATIC BRIDGE SUPERSTRUCTURE	SQ M	504	0	0	504
MZ078000*	WOOD RAIL	METER	10	10	116	136
MZ064600*	SELECTIVE CLEARING	HA	0.01	0.15	0.27	0.43
XX008022*	MASONRY CLEANING AND TUCK POINTING	L SUM	0	1	0	1
XU323817*	SEDIMENT CONTROL, SILT CURTAIN	EACH	3	0	1	4
X2800500*	INLET PROTECTION, SPECIAL	EACH	3	0	0	3
X5020501*	UNDERWATER STRUCTURE EXCAVATION PROTECTION LOCATION 1	EACH	1	0	0	1
X5020502*	UNDERWATER STRUCTURE EXCAVATION PROTECTION LOCATION 2	EACH	0	0	1	1
XX009023*	REMOVE & RESET EXISTING STEEL STRINGER ASS'Y.	EACH	0	1	0	1
M5090505*	BICYCLE RAILING (SPECIAL)	METER	0	0	26	26
Z0018965	DRILL AND GROUT BARS	EACH	118	156	0	274
SPECIALTY ITEMS						


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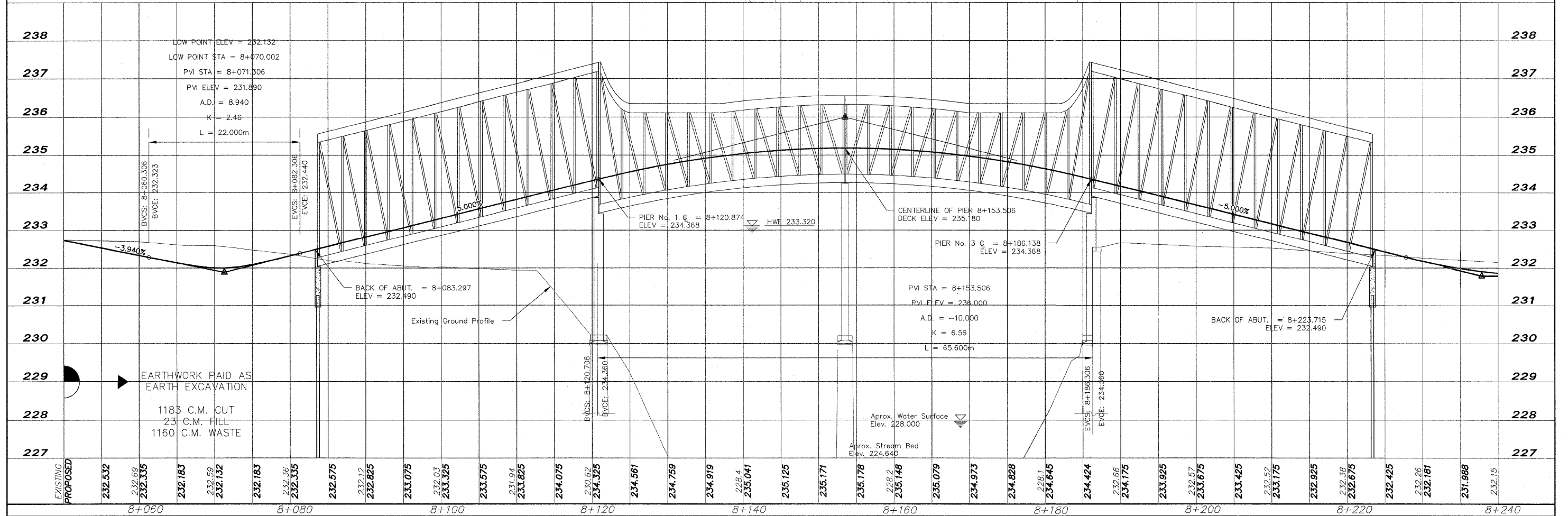
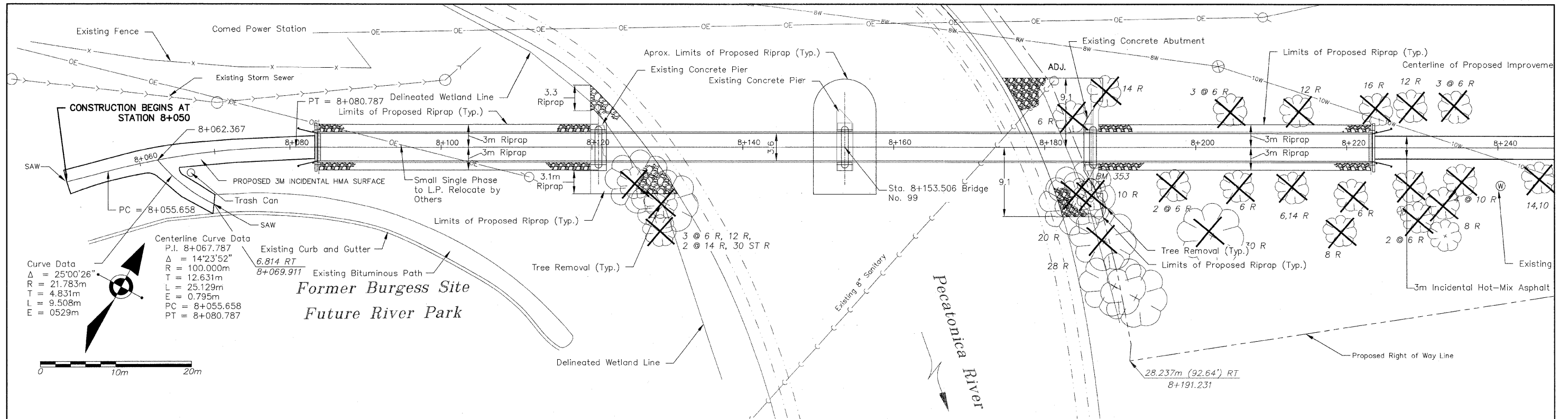
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SUMMARY OF QUANTITIES

PECATONICA PRAIRIE PATH

STEPHENSON COUNTY SECTION 08-P4000-00-BT

JOB NUMBER: 04-28-98-037



EXISTING	PROPOSED
232.532	232.532
232.60	232.535
232.535	232.183
232.59	232.132
232.183	232.36
232.36	232.355
232.575	232.575
232.12	232.825
233.075	233.075
232.03	233.325
233.575	233.575
231.94	233.825
234.075	234.075
230.62	234.325
234.561	234.561
234.759	234.759
234.919	234.919
228.4	235.041
235.125	235.125
235.171	235.171
235.178	235.178
228.2	235.148
235.079	235.079
234.973	234.973
234.828	234.828
228.1	234.645
234.424	234.424
232.66	234.175
233.925	233.925
232.57	233.675
233.425	233.425
232.52	233.175
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232.425	232.425
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232.15	232.15

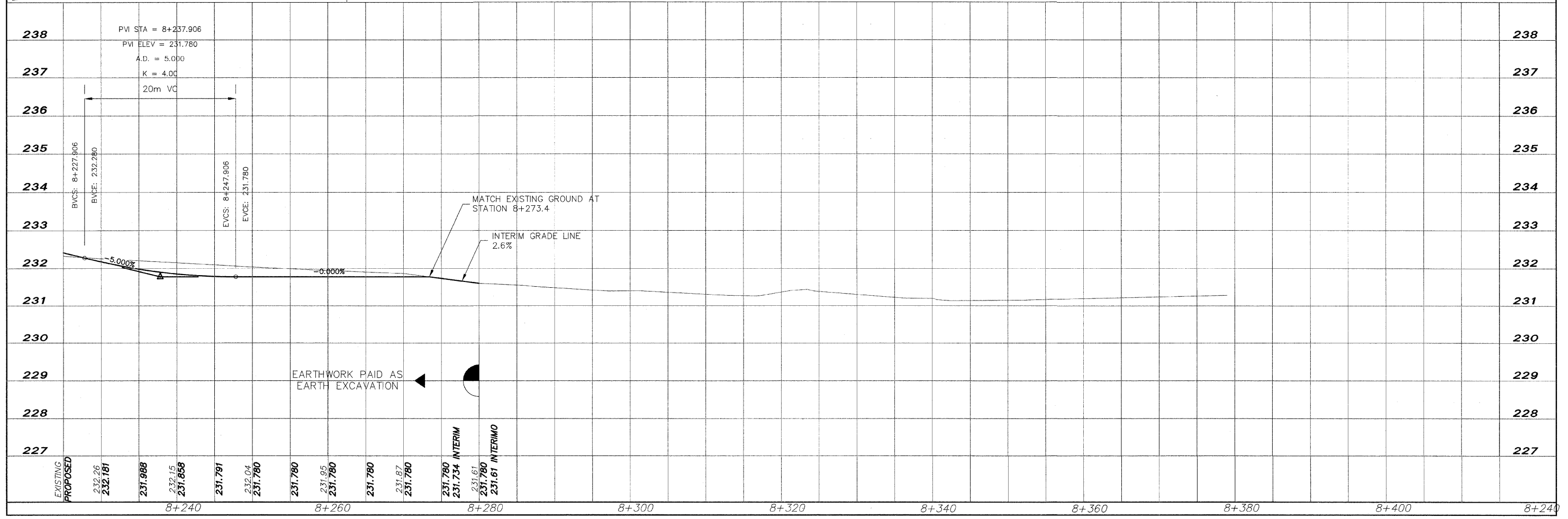
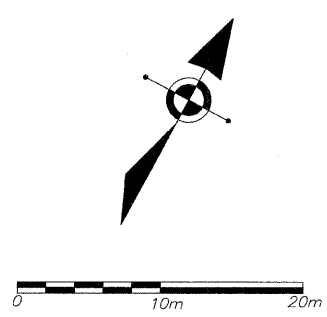
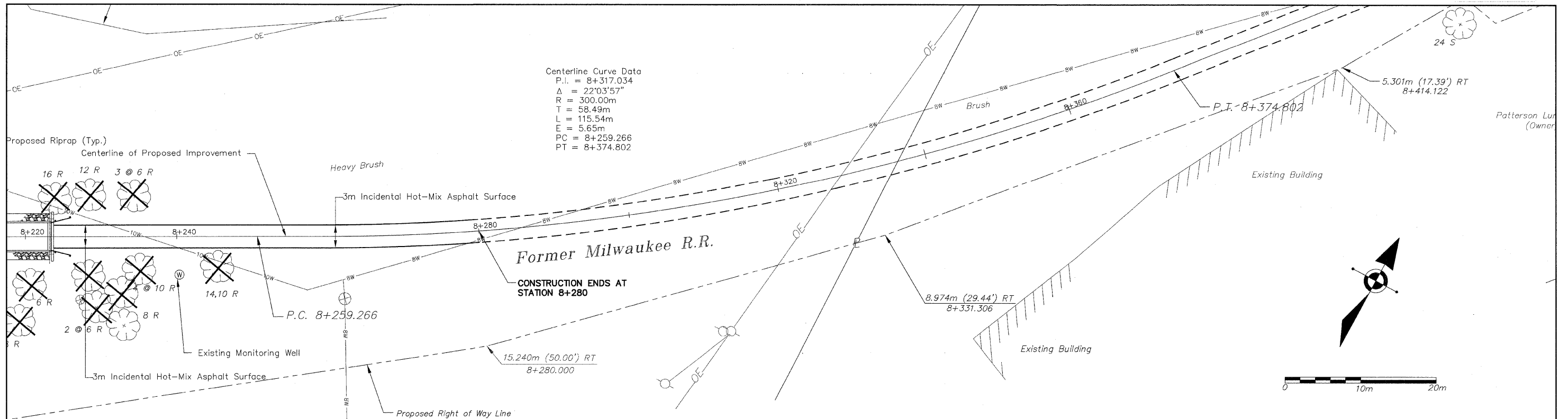
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PLAN AND PROFILE BRIDGE 99
PECATONICA PRAIRIE PATH
STEPHENSON COUNTY SECTION 09-P4000-00-BT
JOB NUMBER: 04-28-98-037

SHEET NO.
5
OF
26



<p>FILE NAME: G:\98-037 PECPATH\Stephenson\DESIGN\DRAWINGS\#05 BRIDGE 99 4 SPAN.dwg</p>	<table border="1"> <thead> <tr><th colspan="3">REVISIONS</th></tr> <tr><th>NO.</th><th>ITEM</th><th>DATE</th></tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	REVISIONS			NO.	ITEM	DATE							<p>PLOTTING SCALE: 1 : 1 DRAWN BY: REK CHECKED BY: DATE: JUNE, 2009</p>	<p>7282 Argus Drive (815) 398-2332 Rockford, Illinois 61107-5837 FAX (815) 398-2496 Design Firm License: Illinois 184-000816 Copyright 2009 By McClure Engineering Associates, Inc.</p>	<p align="center">PLAN AND PROFILE BRIDGE 99 PECATONICA PRAIRIE PATH STEPHENSON COUNTY SECTION 09-P4000-00-BT JOB NUMBER: 04-28-98-037</p>	<p>SHEET NO. 6 OF 26</p>
REVISIONS																	
NO.	ITEM	DATE															

BENCH MARK

BM 356 Cut Square On North End
Of Original West Abutment Of Bridge 99
Station 8+122.951 3.02m Lt
Elev. = 230.447

PILE DATA (WEST ABUT.)

Type & Size: Metal Shell - 356mm dia. x 6.35mm Walls (14in. dia. x 0.250in. Walls)
Nominal Required Bearing: 510 KN (111 Kips)
Allowable Resistance Available: 170 KN (37 Kips)
Est. Length: 16.5 M
No. Production Piles: 2 Each
No. Test Piles: 1 Each

PILE DATA (EAST ABUT.)

Type & Size: Metal Shell - 356mm dia. x 6.35mm Walls (14in. dia. x 0.250in. Walls)
Nominal Required Bearing: 510 KN (111 Kips)
Allowable Resistance Available: 170 KN (37 Kips)
Est. Length: 16.5 M
No. Production Piles: 2 Each
No. Test Piles: 1 Each

ELEVATION VIEW (LOOKING UPSTREAM)

NOT TO SCALE

PLAN VIEW

NOT TO SCALE

WATERWAY INFORMATION

Drainage Area = 3,434 sq.km. Low Grade Elev. = 231.28 @ 8+257.81					
Flood	Freq. Year	Q (cfs)	Opening (sq.ft.)		H.W.E.
			Existing	Proposed	
Design	100	19,620	10,091	6,688	233.320

BILL OF MATERIALS - BRIDGE 99

ITEM	UNIT	QUANTITY
CONCRETE STRUCTURES	CM	89.9
REINFORCEMENT BARS	KG	4220
FURNISHING PILES, METAL SHELL 356mmx6.35mm	M	66
DRIVING PILES	M	66
TEST PILE, METAL SHELLS	EA	2
PEDESTRIAN BRIDGE SUPERSTRUCTURE	SM	504
ANCHOR BOLTS, M24	EA	32
STONE RIPRAP, CLASS A5	SM	630
FILTER FABRIC	SM	630
RIPRAP, SPECIAL	M TONS	410
DRILL AND GROUT BARS	EA	118
POROUS GRANULAR EMBANKMENT	CM	95.0
WOOD RAIL	M	10
NAME PLATE, SPECIAL	EA	1
MONODIRECTIONAL PRISMATIC BARRIER REFLECTORS	EA	12
STRUCTURAL REPAIR OF CONCRETE (DEPTH>125mm)	SM	44.4
STRUCTURAL REPAIR OF CONCRETE (DEPTH≤125mm)	SM	38.9
CONCRETE REMOVAL, SPECIAL	SM	24.3
EXPANSION BOLTS, M20	EA	16
UNDERWATER STRUCTURE EXCAVATION PROTECTION L1	EA	1

DESIGN LOADING

MS9 (H-10)
4.07 KN/M² (85 psf)
Lateral Stream Force (See Bridge General Notes)

DESIGN STRESSES

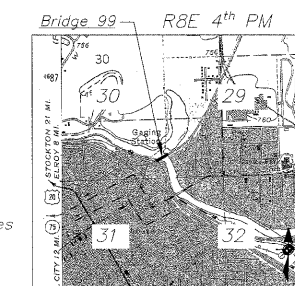
f_c = 24 MPa (Field Placed Concrete)
f_y = 420 MPa (Reinforcement Bars)

DESIGN SPECIFICATIONS

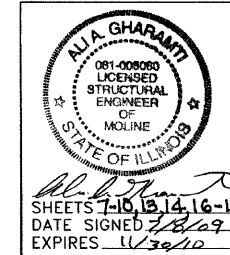
2002 AASHTO Standard Specifications - 17th Edition
(Excluding Article 3.18.2 - See Bridge General Notes)
AASHTO Guide Specifications for Design of Pedestrian Bridges

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 3.15%
Site Coefficient(s) = 1.0



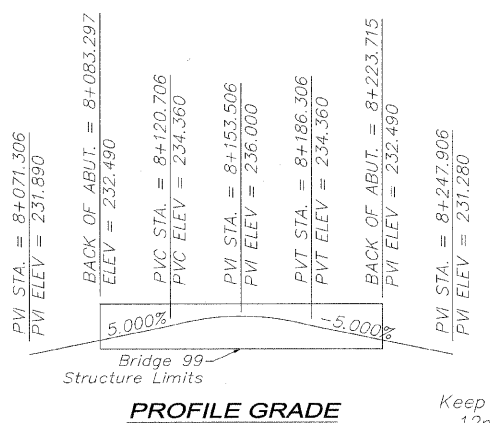
LOCATION SKETCH



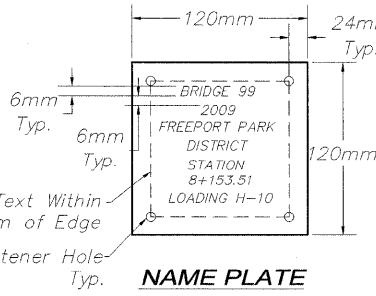
DIMENSIONS AND ELEVATIONS
MAY VARY WITH PREFABRICATED
BRIDGE MANUFACTURER.
DETERMINE ACTUAL BACK WALL
HEIGHT AND BRIDGE SEAT
ELEVATION IN ACCORDANCE WITH
SHOP DRAWINGS SUPPLIED FOR
THIS PROJECT.

GENERAL PLAN & ELEVATION
OVER THE PECATONICA RIVER
SECTION 09-P4000-00-BT
STEPHENSON COUNTY
STATION 8+153.506

Sheet 1 of 4



PROFILE GRADE



NAME PLATE

REVISIONS

NO.	ITEM	DATE
1.	Revised from 5-span structure to 4-spans	2-26-09
2.	Preliminary IDOT Submittal	5-5-09

PLOTTING SCALE: 1 : 100

DRAWN BY: CTB/CDS

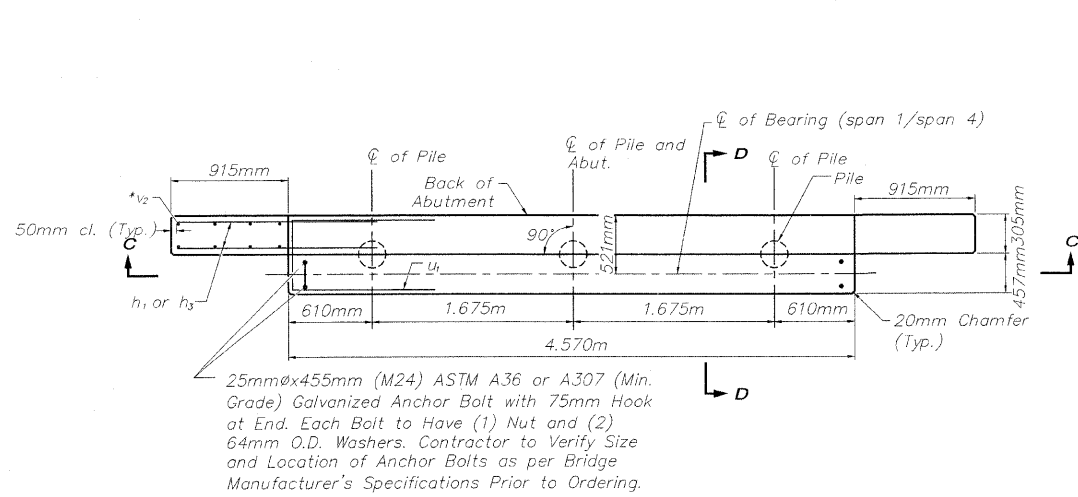
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DATE: JUNE, 2009

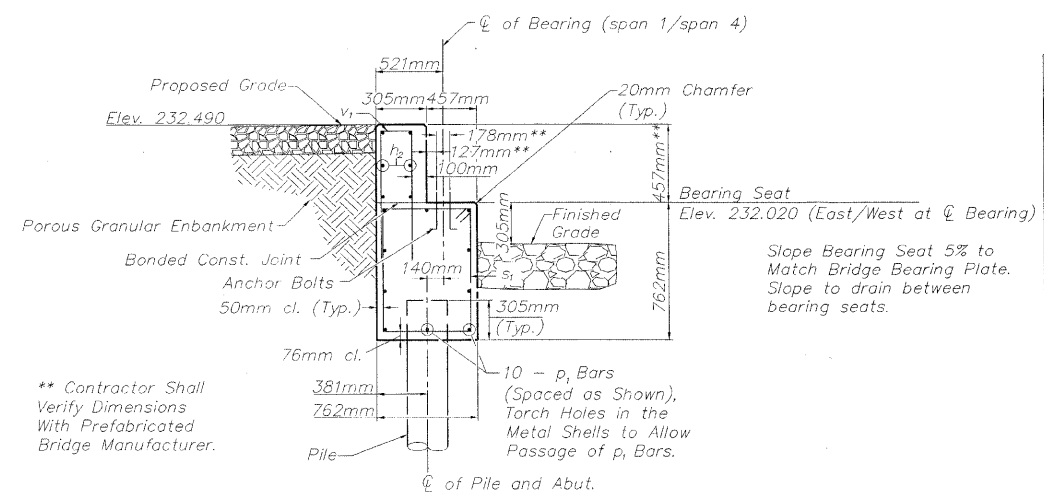
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Bridge No. 99 STA. 8+153.506
PECATONICA PRAIRIE PATH
STEPHENSON COUNTY SECTION 09-P4000-00-BT
JOB NUMBER: 04-28-98-037

SHEET NO.
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OF
26



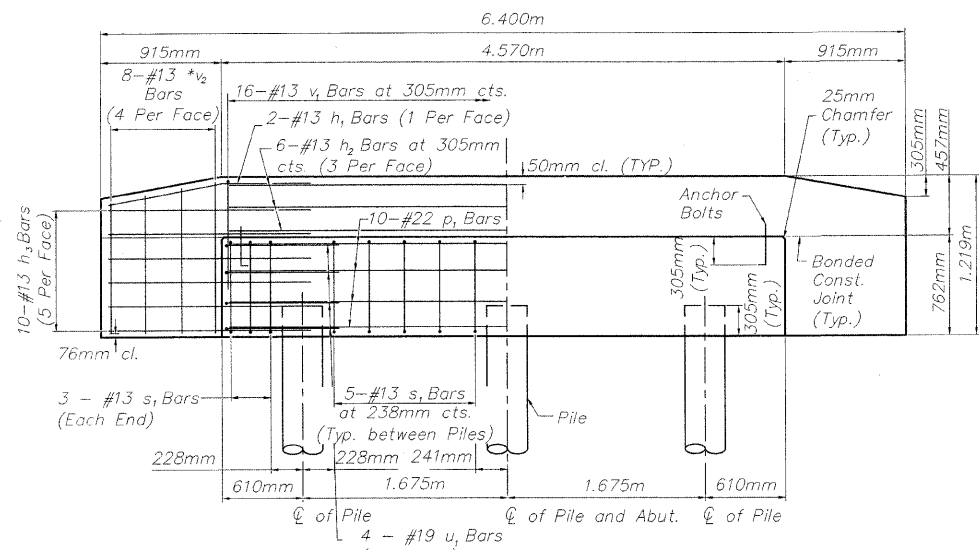
ABUTMENT PLAN VIEW NOT TO SCALE



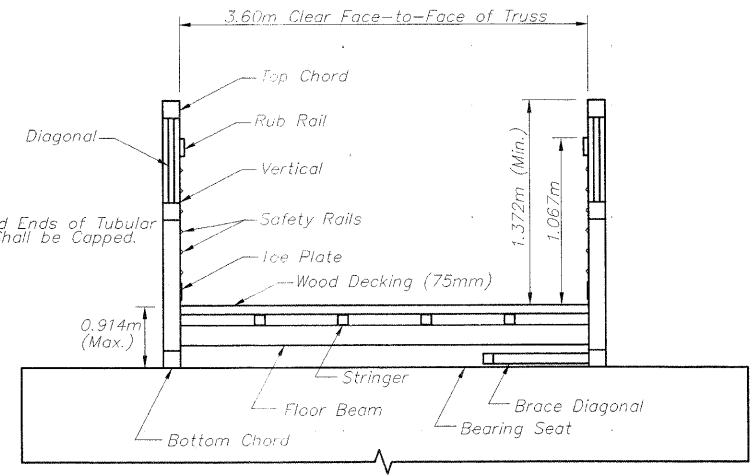
SECTION D-D NOT TO SCALE

LOG OF BORING NO. 3									
CLIENT		PROJECT							
McClure Engineering Associates		Pecatonica Prairie Path Bridges							
SITE		BRIDGE NO. 99 FORMER BURGESS SITE							
DESCRIPTION		APPROX. SURFACE ELEV.: 781 ft (238 m)							
1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11	11	11
12	12	12	12	12	12	12	12	12	12

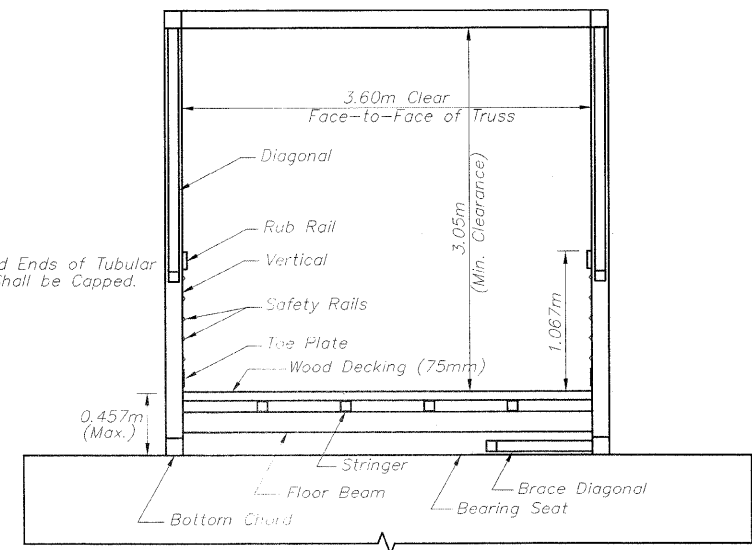
Boring Logs in Feet



SECTION C-C NOT TO SCALE



SECTION A-A NOT TO SCALE



SECTION B-B NOT TO SCALE

LOG OF BORING NO. 4									
CLIENT		PROJECT							
McClure Engineering Associates		Pecatonica Prairie Path Bridges							
SITE		BRIDGE NO. 99 FORMER BURGESS SITE							
DESCRIPTION		APPROX. SURFACE ELEV.: 781 ft (238 m)							
1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9
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12	12	12	12	12	12	12	12	12	12

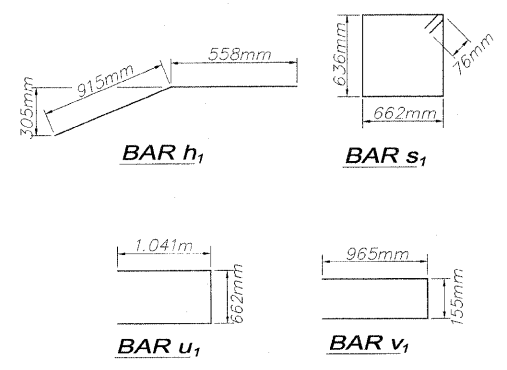
DIMENSIONS AND ELEVATIONS MAY VARY WITH PREFABRICATED BRIDGE MANUFACTURER. DETERMINE ACTUAL BACK WALL HEIGHT AND BRIDGE SEAT ELEVATION IN ACCORDANCE WITH SHOP DRAWINGS SUPPLIED FOR THIS PROJECT.

NEW ABUTMENT DETAILS OVER THE PECATONICA RIVER SECTION 09-P4000-00-BT STEPHENSON COUNTY STATION 8+153.506

BILL OF MATERIALS FOR BOTH ABUTMENTS

Bar	No.	Size	Length	Shape
h ₁	8	#13	1.473m	—
h ₂	12	#13	4.470m	—
h ₃	40	#13	1.423m	—
p ₁	20	#22	4.470m	—
s ₁	32	#13	2.748m	□
u ₁	16	#19	2.744m	□
v ₁	32	#13	2.085m	□
v ₂	32	#13	1.093m	—
Reinforcement Bars		KG	690	
Concrete Structures		CM	7.6	
Anchor Bolts, M24		Each	8	

*Cut v₂ Bars to Fit Top of Wall Taper

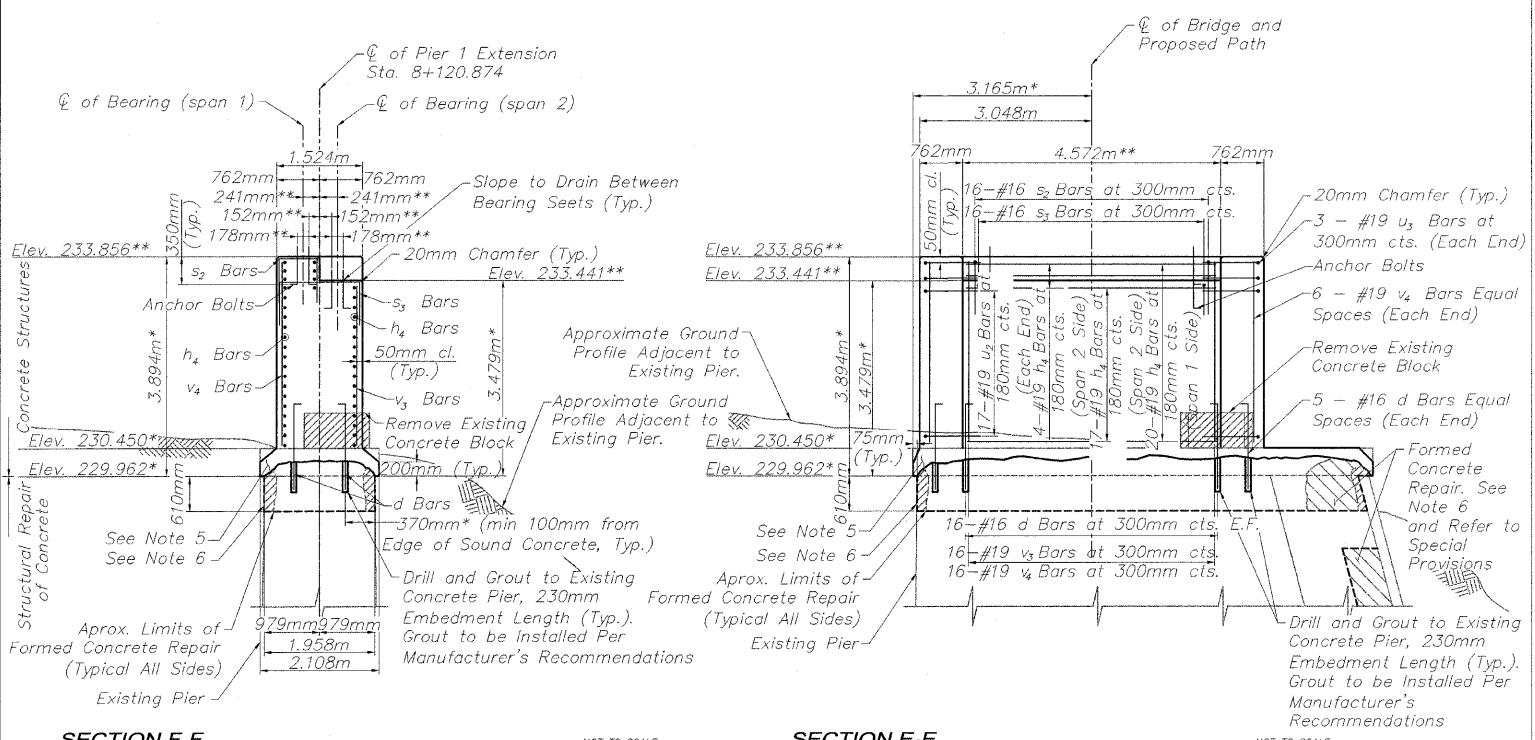


REVISIONS		
NO.	ITEM	DATE

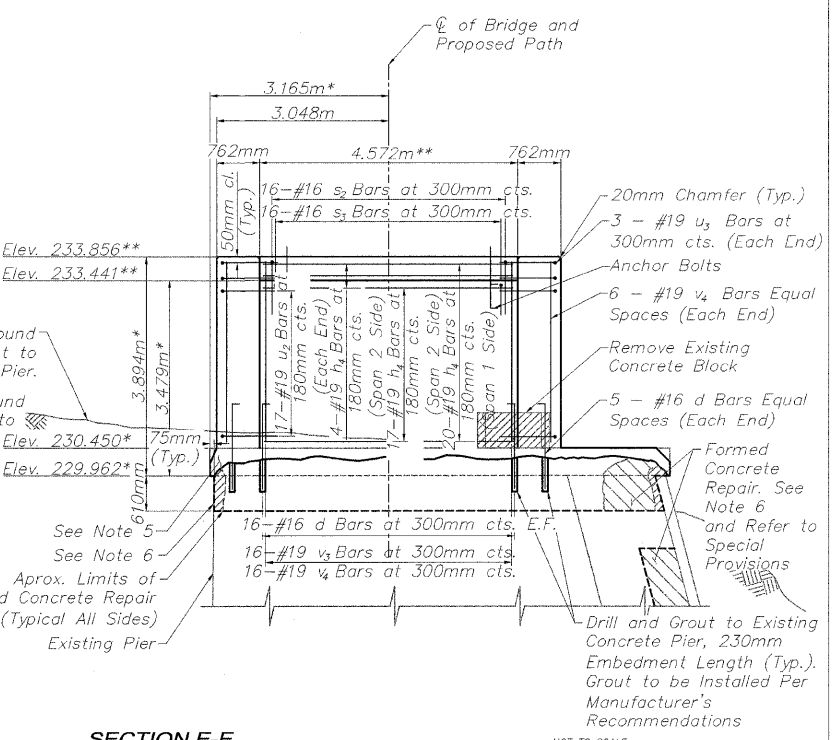
PLOTTING SCALE:	1 : 100
DRAWN BY:	PLH/CDS
CHECKED BY:	
DATE:	JUNE, 2009

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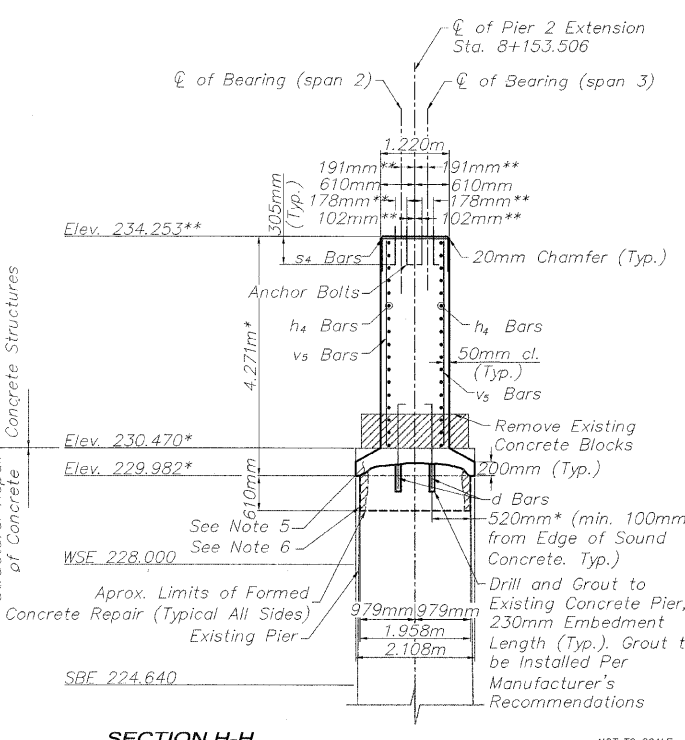
BRIDGE NO. 99 STA. 8+153.506
PECATONICA PRAIRIE PATH
 STEPHENSON COUNTY SECTION 09-P4000-00-BT
 JOB NUMBER: 04-28-98-037



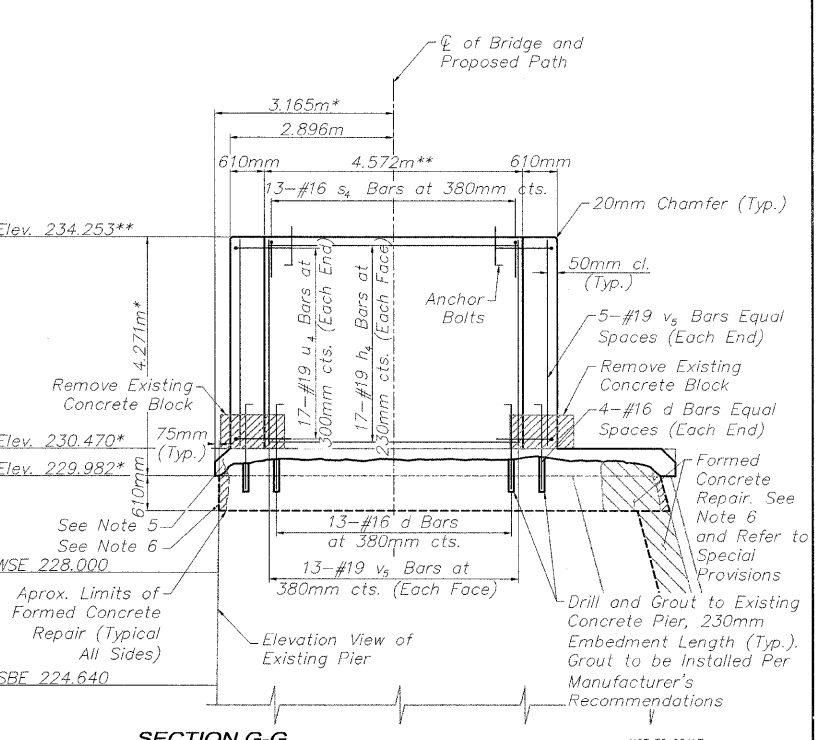
SECTION F-F NOT TO SCALE



SECTION E-E NOT TO SCALE



SECTION H-H NOT TO SCALE

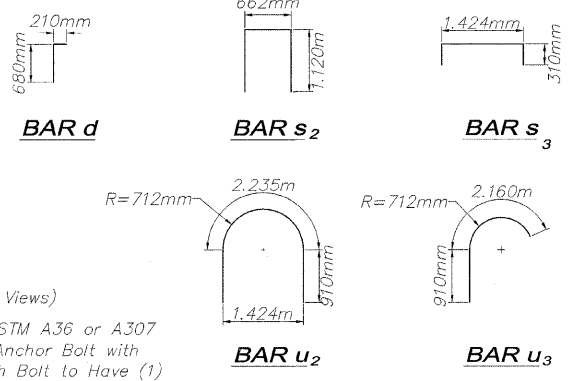


SECTION G-G NOT TO SCALE

*CONTRACTOR SHALL FIELD VERIFY DIMENSIONS.
 **VERIFY DIMENSIONS. CONTRACTOR SHALL VERIFY DIMENSIONS WITH PREFABRICATED BRIDGE MANUFACTURER.

BRIDGE 99 NOTES

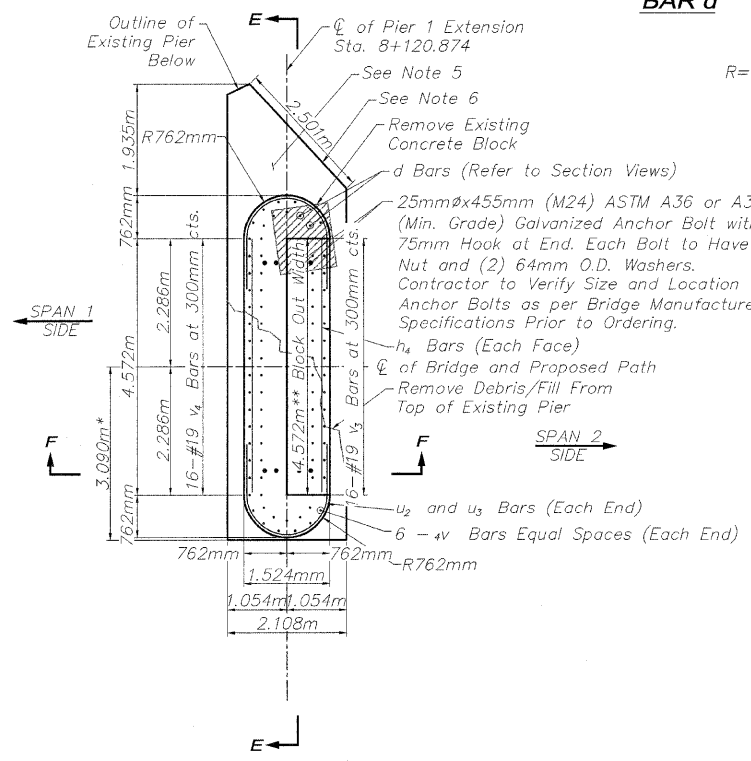
- (Partial List - Refer to Next Sheet)
- THE TOP PORTION OF THE EXISTING PIER/ABUTMENT CAPS SHALL BE REMOVED TO A MINIMUM DEPTH OF 150MM OR TO SOUND CONCRETE AND REPLACED AS SHOWN. THIS WORK SHALL BE IN ACCORDANCE WITH IDOT GBSP 53 "STRUCTURAL REPAIR OF CONCRETE" EXCEPT THAT THE NEW CONCRETE SHALL BE ANCHORED TO THE EXISTING CONCRETE WITH 12.7MM DIA. HOOK BOLTS SPACED AT 610MM MAX. CENTERS AND ONE LAYER OF NO. 13 REINFORCEMENT BARS AT 300MM CENTERS EACH WAY SHALL BE PLACED A MINIMUM OF 50MM CLEAR DISTANCE TO THE PROPOSED SURFACE. ALL MATERIAL AND LABOR REQUIRED TO COMPLETE THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE METER FOR STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 125MM). REFER TO SPECIAL PROVISION FOR FURTHER DETAILS.
 - THE VERTICAL SURFACES OF THE EXISTING PIER/ABUTMENT WITH AREAS OF CRACKED, LOOSE, SPALLED AND/OR DETERIORATED CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF 100MM OR TO SOUND CONCRETE AND REPLACED WITH FORMED CONCRETE REPAIR ARE AS SHOWN HOWEVER, THIS LIMIT SHOULD NOT BE CONSIDERED AS A MINIMUM REMOVAL LIMIT. THE EXACT LIMITS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER WITH THE CONTRACTOR AND SOME OF THE AREA WITHIN THE LIMITS SHOWN MAY NOT REQUIRE REMOVAL WHILE SOME AREAS BEYOND THE LIMITS SHOWN MAY BE ADDED. THIS WORK SHALL BE IN ACCORDANCE WITH IDOT GBSP 53 "STRUCTURAL REPAIR OF CONCRETE" EXCEPT THAT THE NEW CONCRETE SHALL BE ANCHORED TO THE EXISTING CONCRETE WITH 12.7MM DIA. HOOK BOLTS SPACED AT 610MM MAX. CENTERS AND ONE LAYER OF NO. 13 REINFORCEMENT BARS AT 300MM CENTERS EACH WAY SHALL BE PLACED A MINIMUM OF 50MM CLEAR DISTANCE TO THE PROPOSED SURFACE. ALL MATERIAL AND LABOR REQUIRED TO COMPLETE THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE METER FOR STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 125MM). REFER TO SPECIAL PROVISION FOR FURTHER DETAILS.



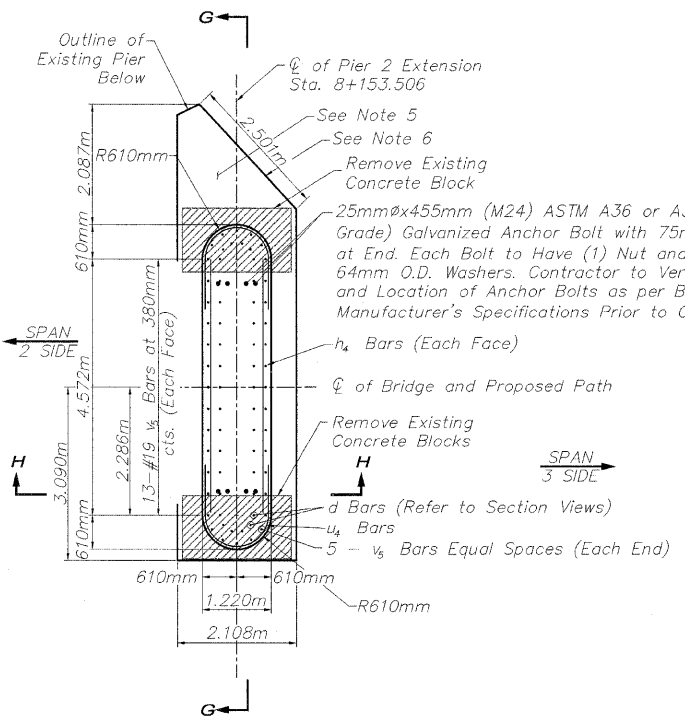
BILL OF MATERIALS FOR PIER 1 EXTENSION

Bar	No.	Size	Length	Shape
d	42	#16	0.890m	┐
h4	41	#19	4.570m	—
s2	16	#16	2.902m	┐
s3	16	#16	2.044m	┐
u2	34	#19	4.055m	┌
u3	6	#19	3.070m	┌
***v5	16	#19	2.930m	—
***v4	28	#19	3.350m	—
Reinforcement Bars		KG	1270	
Concrete Structures		CM	29.9	
Drill and Grout Bars	Each		42	
Anchor Bolts, M24	Each		8	
Structural Repair of Concrete (Depth greater than 125mm)		SM	16.8	
Structural Repair of Concrete (Depth Equal to or Less Than 125mm)		SM	17.4	
Concrete Removal Sp.		SM	2.6	

*** Trim Bars if Required to Fit.



PIER 1 EXTENSION PLAN VIEW NOT TO SCALE



PIER 2 EXTENSION PLAN VIEW NOT TO SCALE

BILL OF MATERIALS FOR PIER 2 EXTENSION

Bar	No.	Size	Length	Shape
d	42	#16	0.890m	┐
h4	34	#19	4.570m	—
s4	13	#16	1.740m	┐
u4	34	#19	3.579m	┌
***v5	36	#19	3.720m	—
Reinforcement Bars		KG	1010	
Concrete Structures		CM	26.5	
Drill and Grout Bars	Each		34	
Anchor Bolts, M24	Each		8	
Structural Repair of Concrete (Depth greater than 125mm)		SM	16.9	
Structural Repair of Concrete (Depth Equal to or Less Than 125mm)		SM	14.1	
Concrete Removal Sp.		SM	5.1	

*** Trim Bars if Required to Fit.

**DIMENSIONS AND ELEVATIONS MAY VARY WITH PREFABRICATED BRIDGE MANUFACTURER. DETERMINE ACTUAL BACK WALL HEIGHT AND BRIDGE SEAT ELEVATION IN ACCORDANCE WITH SHOP DRAWINGS SUPPLIED FOR THIS PROJECT.

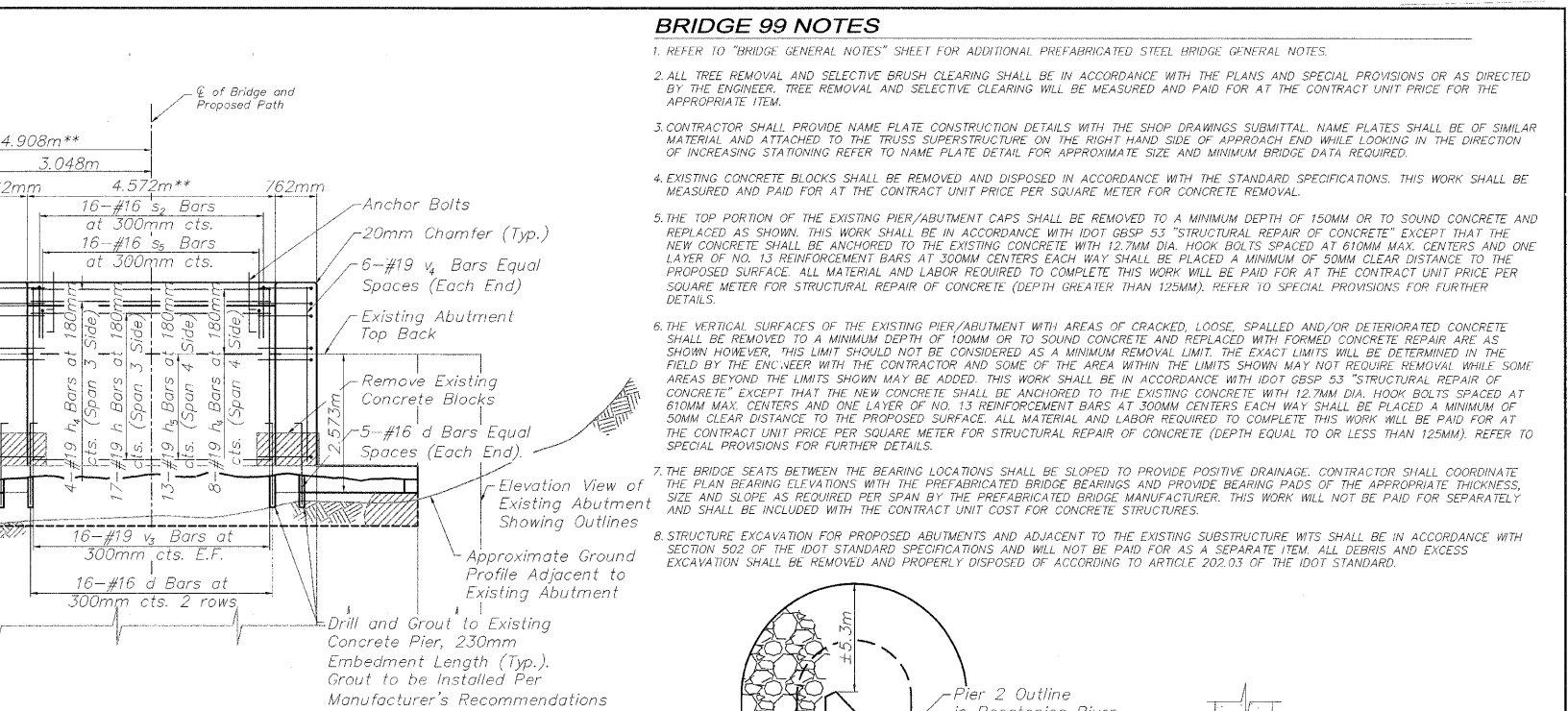
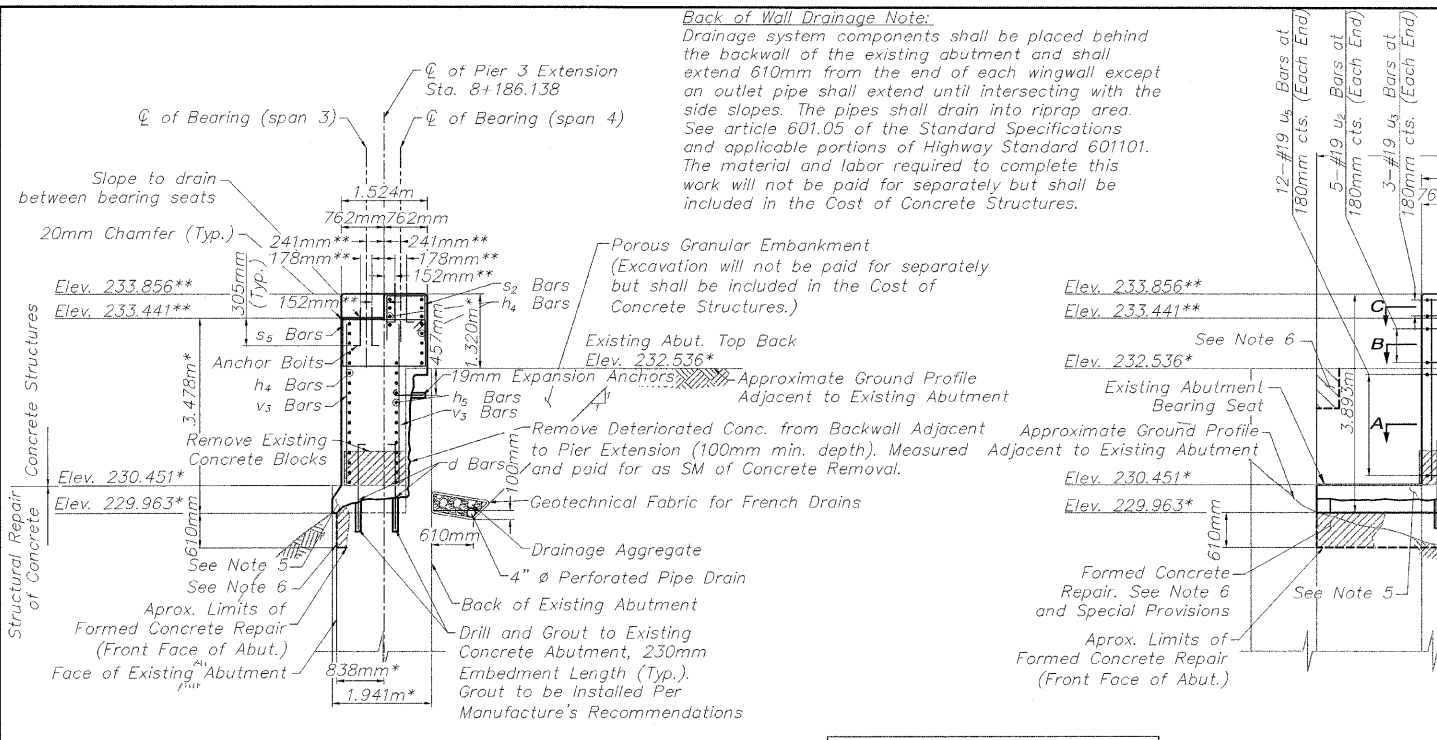
EXTENSION OF EXISTING PIERS OVER THE PECATONICA RIVER SECTION 09-P4000-00-BT STEPHENSON COUNTY STATION 8+153.506

REVISIONS		
NO.	ITEM	DATE

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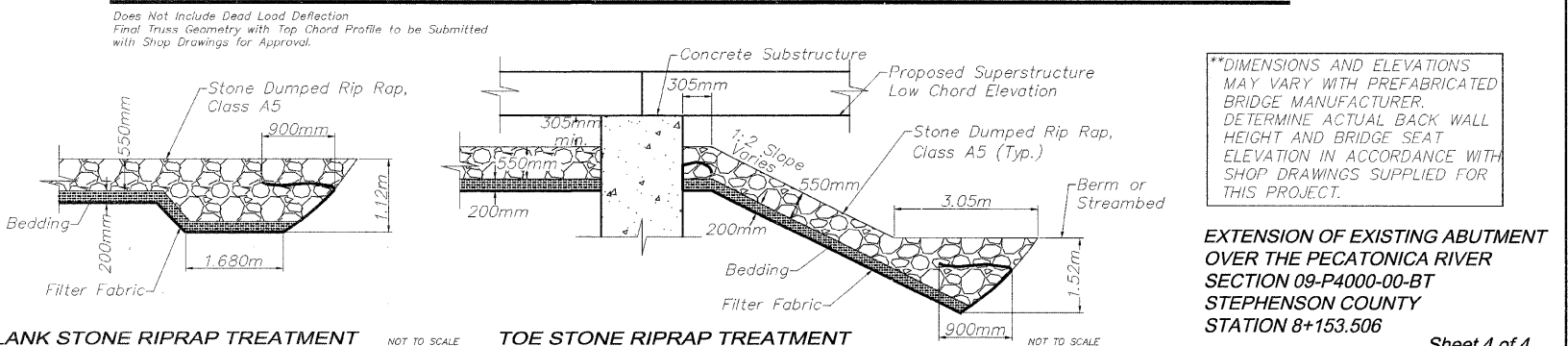
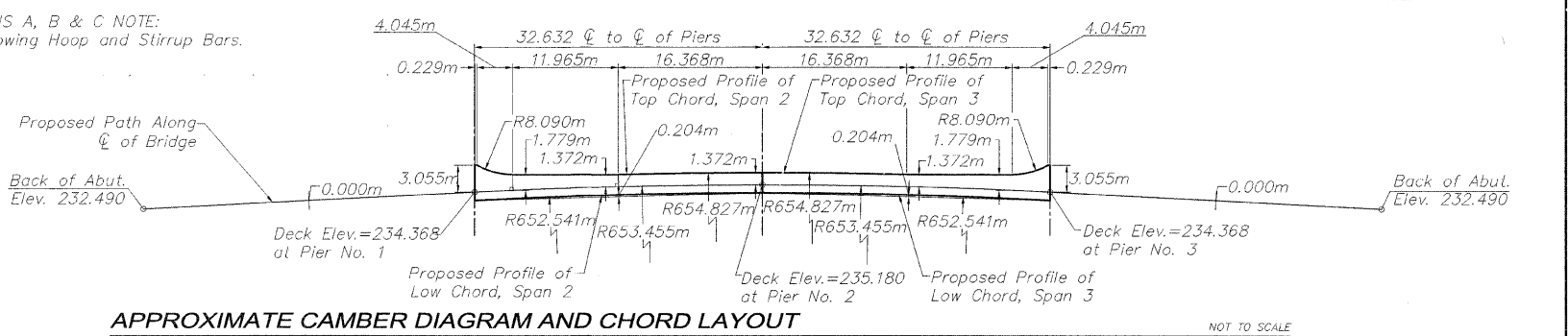
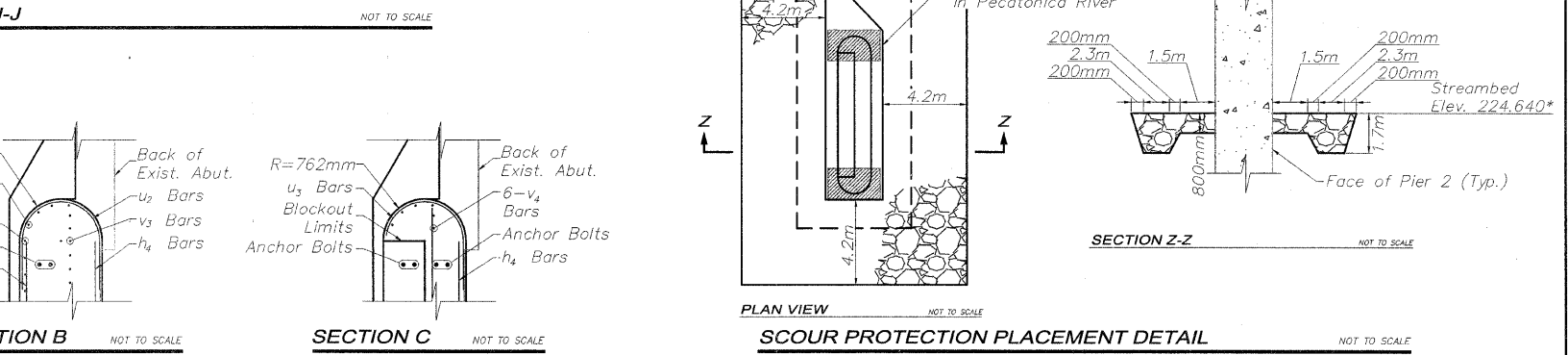
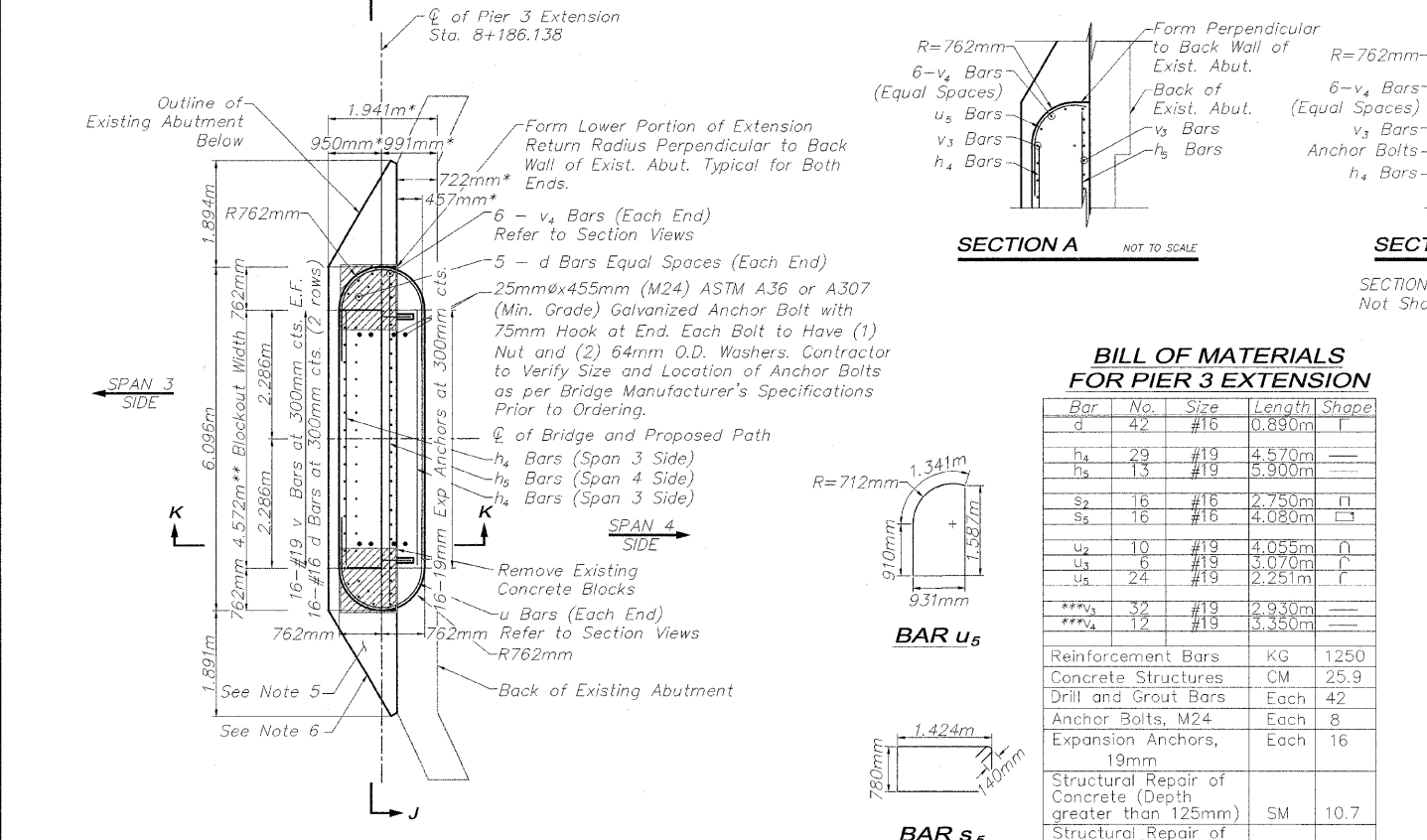
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BRIDGE NO. 99 STA. 8+153.506
 PECATONICA PRAIRIE PATH
 STEPHENSON COUNTY SECTION 09-P4000-00-BT
 JOB NUMBER: 04-28-98-037



BRIDGE 99 NOTES

- REFER TO "BRIDGE GENERAL NOTES" SHEET FOR ADDITIONAL PREFABRICATED STEEL BRIDGE GENERAL NOTES.
- ALL TREE REMOVAL AND SELECTIVE BRUSH CLEARING SHALL BE IN ACCORDANCE WITH THE PLANS AND SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER. TREE REMOVAL AND SELECTIVE CLEARING WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPROPRIATE ITEM.
- CONTRACTOR SHALL PROVIDE NAME PLATE CONSTRUCTION DETAILS WITH THE SHOP DRAWINGS SUBMITTAL. NAME PLATES SHALL BE OF SIMILAR MATERIAL AND ATTACHED TO THE TRUSS SUPERSTRUCTURE ON THE RIGHT HAND SIDE OF APPROACH END WHILE LOOKING IN THE DIRECTION OF INCREASING STATIONING REFER TO NAME PLATE DETAIL FOR APPROXIMATE SIZE AND MINIMUM BRIDGE DATA REQUIRED.
- EXISTING CONCRETE BLOCKS SHALL BE REMOVED AND DISPOSED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE METER FOR CONCRETE REMOVAL.
- THE TOP PORTION OF THE EXISTING PIER/ABUTMENT CAPS SHALL BE REMOVED TO A MINIMUM DEPTH OF 150MM OR TO SOUND CONCRETE AND REPLACED AS SHOWN. THIS WORK SHALL BE IN ACCORDANCE WITH IDOT GSP 53 "STRUCTURAL REPAIR OF CONCRETE" EXCEPT THAT THE NEW CONCRETE SHALL BE ANCHORED TO THE EXISTING CONCRETE WITH 12.7MM DIA. HOOK BOLTS SPACED AT 610MM MAX. CENTERS AND ONE LAYER OF NO. 13 REINFORCEMENT BARS AT 300MM CENTERS EACH WAY SHALL BE PLACED A MINIMUM OF 50MM CLEAR DISTANCE TO THE PROPOSED SURFACE. ALL MATERIAL AND LABOR REQUIRED TO COMPLETE THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE METER FOR STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 125MM). REFER TO SPECIAL PROVISIONS FOR FURTHER DETAILS.
- THE VERTICAL SURFACES OF THE EXISTING PIER/ABUTMENT WITH AREAS OF CRACKED, LOOSE, SPALLED AND/OR DETERIORATED CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF 100MM OR TO SOUND CONCRETE AND REPLACED WITH FORMED CONCRETE REPAIR ARE AS SHOWN HOWEVER, THIS LIMIT SHOULD NOT BE CONSIDERED AS A MINIMUM REMOVAL LIMIT. THE EXACT LIMITS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER WITH THE CONTRACTOR AND SOME OF THE AREA WITHIN THE LIMITS SHOWN MAY NOT REQUIRE REMOVAL WHILE SOME AREAS BEYOND THE LIMITS SHOWN MAY BE ADDED. THIS WORK SHALL BE IN ACCORDANCE WITH IDOT GSP 53 "STRUCTURAL REPAIR OF CONCRETE" EXCEPT THAT THE NEW CONCRETE SHALL BE ANCHORED TO THE EXISTING CONCRETE WITH 12.7MM DIA. HOOK BOLTS SPACED AT 610MM MAX. CENTERS AND ONE LAYER OF NO. 13 REINFORCEMENT BARS AT 300MM CENTERS EACH WAY SHALL BE PLACED A MINIMUM OF 50MM CLEAR DISTANCE TO THE PROPOSED SURFACE. ALL MATERIAL AND LABOR REQUIRED TO COMPLETE THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE METER FOR STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 125MM). REFER TO SPECIAL PROVISIONS FOR FURTHER DETAILS.
- THE BRIDGE SEATS BETWEEN THE BEARING LOCATIONS SHALL BE SLOPED TO PROVIDE POSITIVE DRAINAGE. CONTRACTOR SHALL COORDINATE THE PLAN BEARING ELEVATIONS WITH THE PREFABRICATED BRIDGE BEARINGS AND PROVIDE BEARING PADS OF THE APPROPRIATE THICKNESS, SIZE AND SLOPE AS REQUIRED PER SPAN BY THE PREFABRICATED BRIDGE MANUFACTURER. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED WITH THE CONTRACT UNIT COST FOR CONCRETE STRUCTURES.
- STRUCTURE EXCAVATION FOR PROPOSED ABUTMENTS AND ADJACENT TO THE EXISTING SUBSTRUCTURE WTS SHALL BE IN ACCORDANCE WITH SECTION 502 OF THE IDOT STANDARD SPECIFICATIONS AND WILL NOT BE PAID FOR AS A SEPARATE ITEM. ALL DEBRIS AND EXCESS EXCAVATION SHALL BE REMOVED AND PROPERLY DISPOSED OF ACCORDING TO ARTICLE 202.03 OF THE IDOT STANDARD.



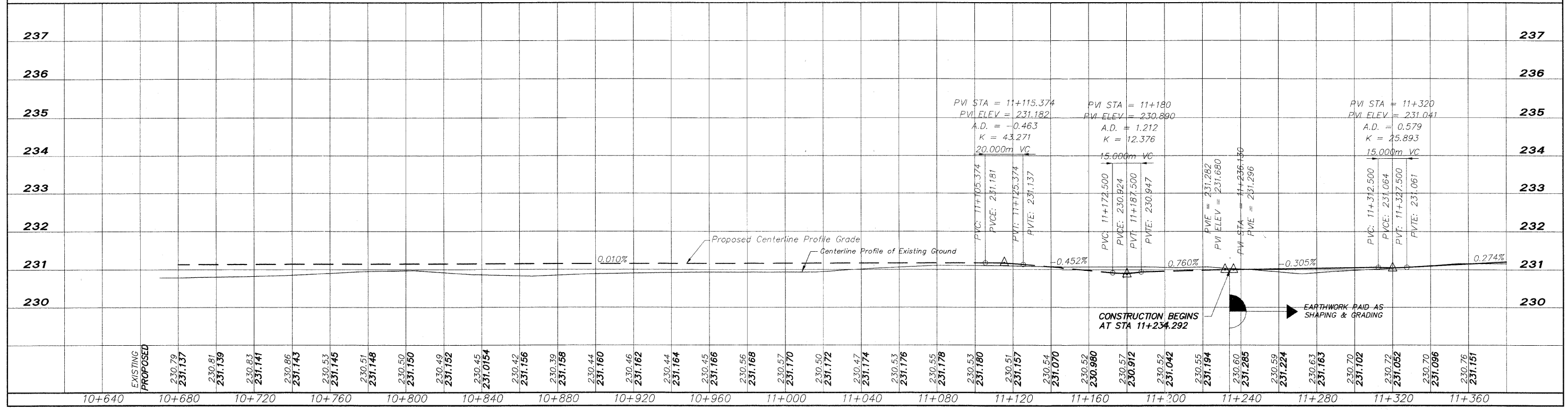
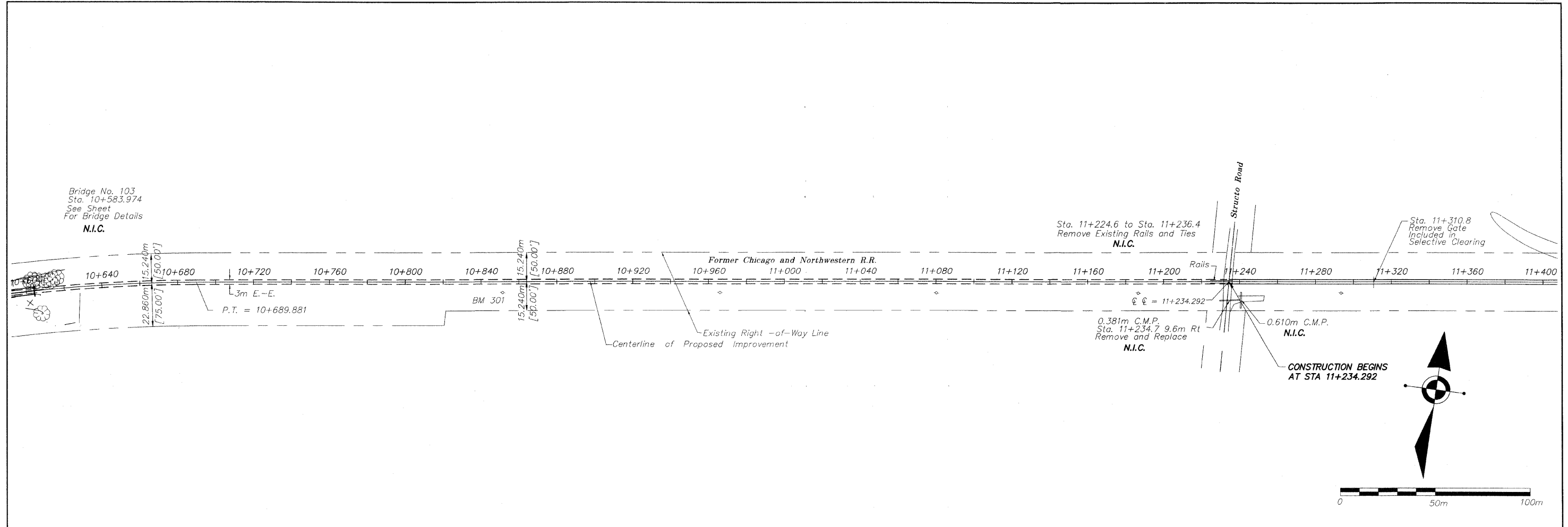
BILL OF MATERIALS FOR PIER 3 EXTENSION

Bar	No.	Size	Length	Shape
d	42	#16	0.890m	□
h ₄	29	#19	4.570m	—
h ₅	13	#19	5.900m	—
s ₂	16	#16	2.750m	□
s ₅	16	#16	4.080m	□
u ₂	10	#19	4.055m	□
u ₃	6	#19	3.070m	□
u ₅	24	#19	2.251m	□
***v ₃	32	#19	2.930m	—
***v ₄	12	#19	3.350m	—
Reinforcement Bars	KG	1250		
Concrete Structures	CM	25.9		
Drill and Grout Bars	Each	42		
Anchor Bolts, M24	Each	8		
Expansion Anchors, 19mm	Each	16		
Structural Repair of Concrete (Depth greater than 125mm)	SM	10.7		
Structural Repair of Concrete (Depth Equal to or Less Than 125mm)	SM	7.4		
Porous Granular Embankment	CM	72.25		
Concrete Removal Sp.	SM	16.6		

*** Trim Bars if Required to Fit.

**DIMENSIONS AND ELEVATIONS MAY VARY WITH PREFABRICATED BRIDGE MANUFACTURER. DETERMINE ACTUAL BACK WALL HEIGHT AND BRIDGE SEAT ELEVATION IN ACCORDANCE WITH SHOP DRAWINGS SUPPLIED FOR THIS PROJECT.

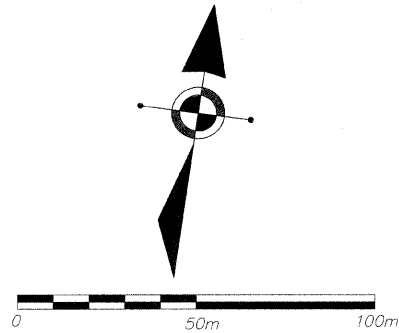
EXTENSION OF EXISTING ABUTMENT OVER THE PECATONICA RIVER
SECTION 09-P4000-00-BT
STEPHENSON COUNTY
STATION 8+153.506



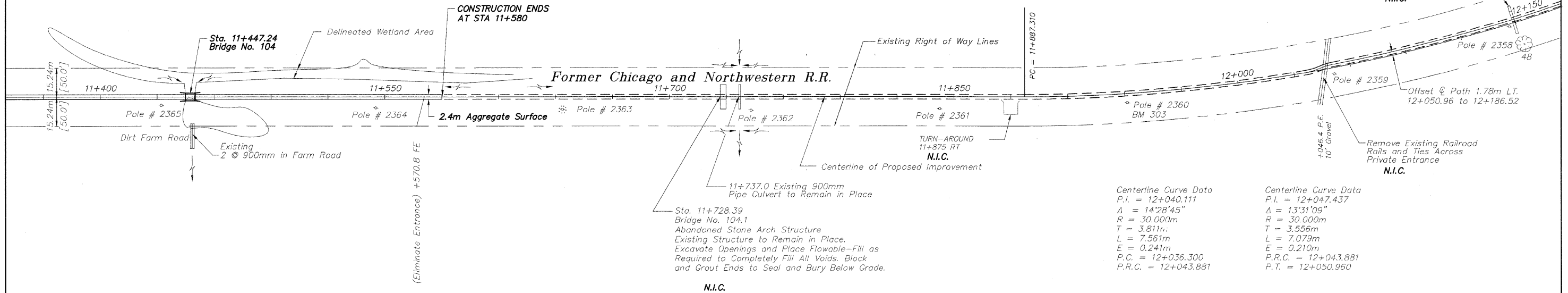
	REVISIONS	PLOTING SCALE: 1 : 1	McClure Engineering Associates, Inc. <small>7282 Argus Drive Rockford, Illinois 61107-5837 (815) 398-2332 FAX (815) 398-2496 Design Firm License: Illinois 184-000816 Copyright 2009 By McClure Engineering Associates, Inc.</small>	PLAN AND PROFILE BRIDGE 104 PECATONICA PRAIRIE PATH <small>STEPHENSON COUNTY SECTION 08-P4000-00-BT</small>	SHEET NO. 11 OF 26

BM 303 RR Spike in Power Pole No. 2360
Sta. 11+948.512 4.038m RT.
Elev. 234.372

Centerline Curve
Data P.I. = 12+038.414
 $\Delta = 19'46''03''$
 $R = 867.238m$
 $T = 151.104m$
 $L = 299.205m$
 $E = 13.066m$
P.C. = 11+887.310
P.T. = 12+186.515

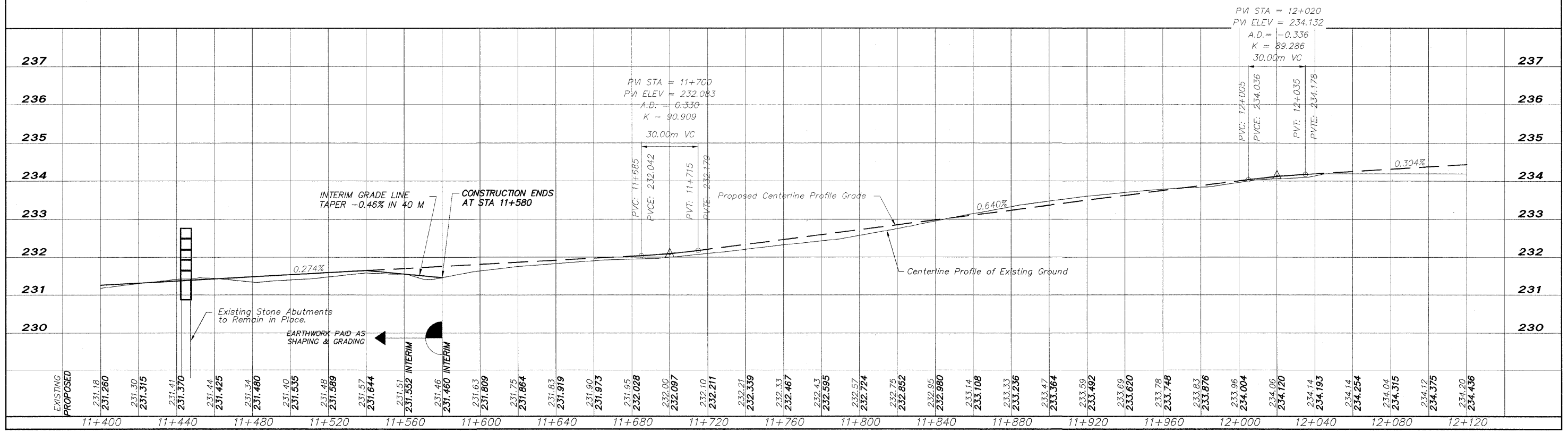


Former Structo Plant



Centerline Curve Data
P.I. = 12+040.111
 $\Delta = 14'28''45''$
 $R = 30.000m$
 $T = 3.811m$
 $L = 7.561m$
 $E = 0.241m$
P.C. = 12+036.300
P.R.C. = 12+043.881

Centerline Curve Data
P.I. = 12+047.437
 $\Delta = 13'31''09''$
 $R = 30.000m$
 $T = 3.556m$
 $L = 7.079m$
 $E = 0.210m$
P.R.C. = 12+043.881
P.T. = 12+050.960



FILE NAME: G:\98-037 PECPATH\Stephenson\DESIGN\DRAWINGS\#12 BRIDGE 104.dwg

REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE: 1 : 1

DRAWN BY: REK

CHECKED BY:

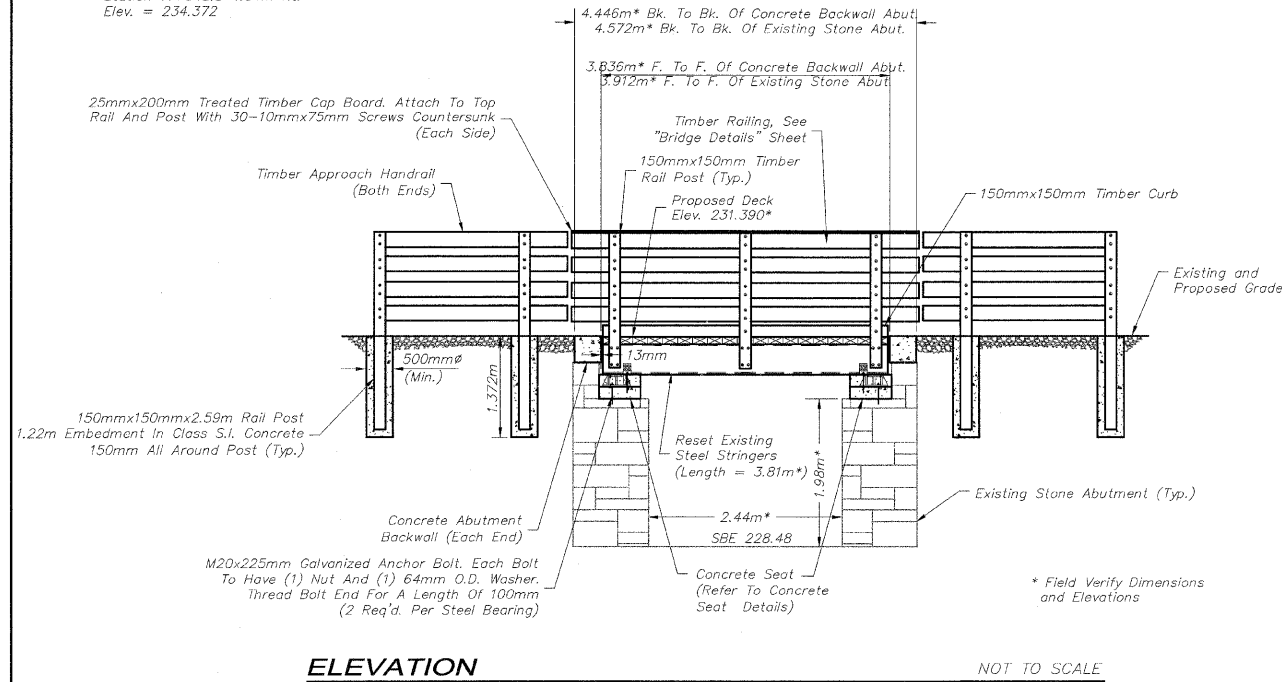
DATE: JUNE, 2009

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PLAN AND PROFILE BRIDGE 104
PECATONICA PRAIRIE PATH
STEPHENSON COUNTY SECTION 09-P4000-00-BT
JOB NUMBER: 04-28-98-037

BENCH MARK

BM 303 RR Spike In PP No. 2360
Station 11+948.5 4.04m Rt.
Elev. = 234.372



BRIDGE 104 NOTES

- REFER TO "BRIDGE GENERAL NOTES" SHEET FOR ADDITIONAL TIMBER BRIDGE GENERAL NOTES.
- THE CONTRACTOR SHALL REMOVE ALL ELEMENTS OF THE EXISTING TIMBER DECKING AND PROPERLY DISPOSE OF OFF-SITE. THIS INCLUDES THE TRANSVERSE RAILROAD TIES, TIMBER WALKWAY, STEEL ANGLE RAIL POSTS AND CABLE, TIMBER BEARING SUPPORTS, AND ANY OTHER ITEMS AS APPLICABLE TO THE EXISTING TIMBER DECKING. ALL ITEMS TO BE REMOVED SHALL BE DISPOSED OF IN CONFORMANCE WITH THE REQUIREMENTS OF SECTION 202.03 OF THE 100T STANDARD SPECIFICATIONS. ALL MATERIAL AND LABOR NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR REMOVAL OF EXISTING SUPERSTRUCTURE WITH NO ADDITIONAL COMPENSATION ALLOWED.
- THE INTENT OF THE PLAN IS TO REUSE/RESET THE EXISTING S 18x54.7 (US STANDARD DIMENSIONS) 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. 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 MEASURED AS ONE (1) UNIT EACH PER BRIDGE AS APPLICABLE.
- CONTRACTOR SHALL REMOVE ANY LOOSE OR DETERIORATED MORTAR FROM THE EXISTING MASONRY LIMESTONE ABUTMENT JOINTS, CLEAN, AND TUCK POINT IN ACCORDANCE WITH THE CONTRACT SPECIAL PROVISIONS. THIS WORK WILL BE PAID FOR AS LUMP SUM AT THE CONTRACT UNIT PRICE FOR MASONRY CLEANING & TUCKPOINTING.
- ALL TREE REMOVAL AND SELECTIVE BRUSH CLEARING SHALL BE IN ACCORDANCE WITH THE PLANS AND SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER. TREE REMOVAL AND SELECTIVE CLEARING WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPROPRIATE ITEM.
- CONTRACTOR SHALL FURNISH AND INSTALL A BRASS NAME PLATE IN ACCORDANCE WITH SECTION 515 OF THE 100T STANDARD SPECIFICATIONS EXCEPT THAT IT SHALL BE INSTALLED WITH FOUR (4) TAMPER RESISTANT SCREWS TO THE TOP TIMBER BRIDGE RAIL ON THE RIGHTHAND SIDE OF APPROACH END WHILE LOOKING IN THE DIRECTION OF INCREASING STATIONING. THE PLATE SHALL BE MADE OF SOLID BRASS 3mm THICK WITH IMPRINTED STAMP LETTERING 6mm HIGH. THIS ITEM WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR NAME PLATES.

DESIGN LOADING

MS9 (H-10)
4.07 KN/M² (85 psf)

DESIGN STRESSES

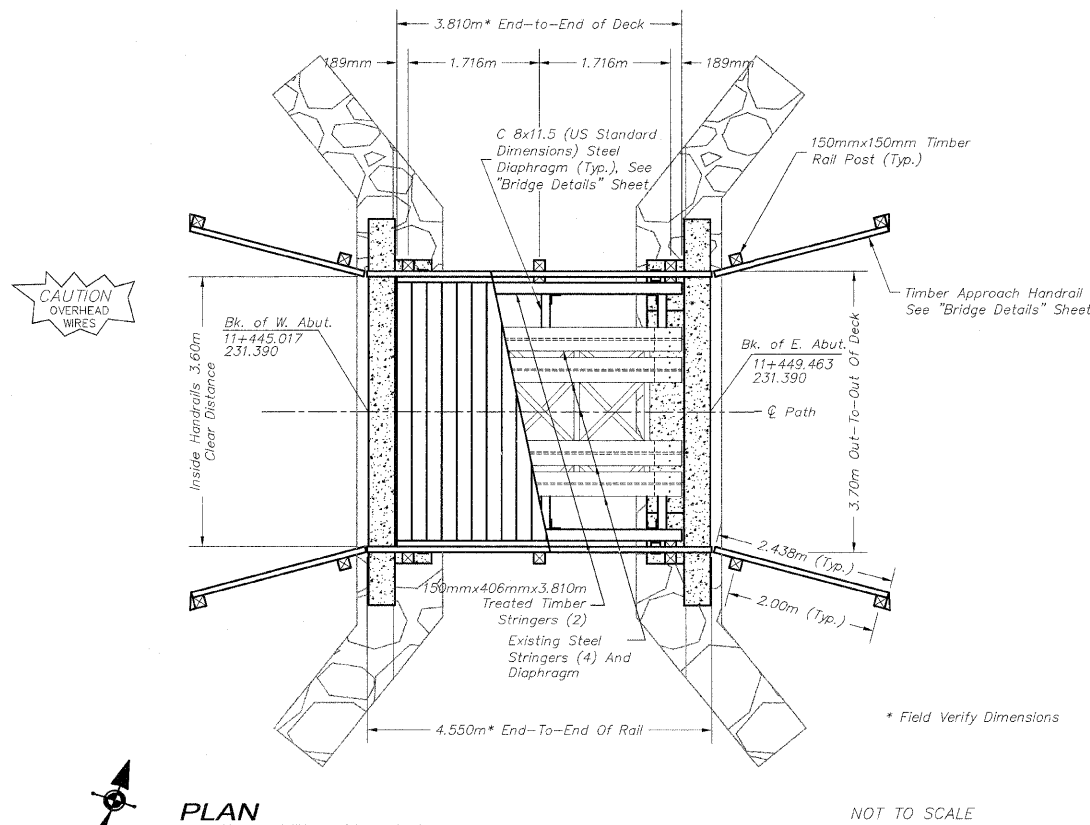
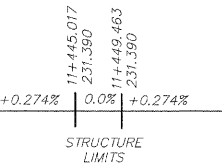
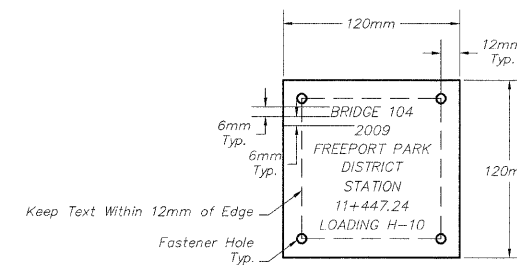
$f'_c = 24 \text{ MPa}$
Reinforcing $f_y = 420 \text{ MPa}$
Fasteners $f_y = 250 \text{ MPa}$
Diaphragm Steel $f_y = 345 \text{ MPa}$
Structural Timber $F_b = 9.3 \text{ MPa}$
Structural Timber $F_v = 1.14 \text{ MPa}$

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications - 17th Edition

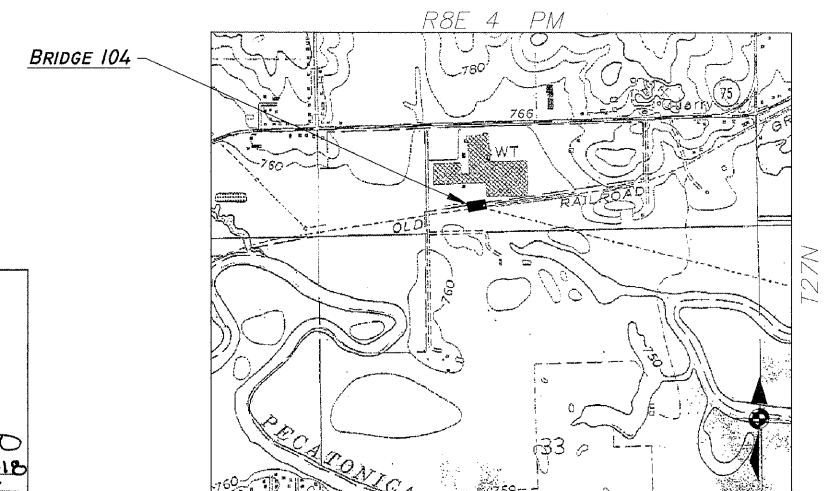
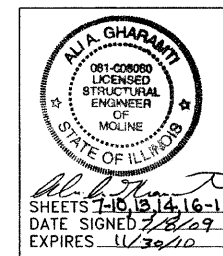
SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (4) = 3.15%
Site Coefficient(s) = 1.0



BILL OF MATERIALS - BRIDGE 104

ITEM	UNIT	QUANTITY
REMOVE & RESET EXISTING STEEL STRINGER ASSEMBLIES	EA	1
REMOVAL OF EXISTING SUPERSTRUCTURE	EA	1
CONCRETE STRUCTURES	CM	2.4
REINFORCEMENT BARS	Kg	236
TREATED TIMBER	CM	3.0
HARDWARE	Kg	126
WOOD RAIL	M	10
DRILL AND GROUT BARS	EA	156
ANCHOR BOLTS, M20	EA	20
MASONRY CLEANING & TUCKPOINTING	LS	1
NAME PLATE, SPECIAL	EA	1
MONODIRECTIONAL PRISMATIC BARRIER REFLECTORS	EA	12
POROUS GRANULAR EMBANKMENT	CM	5



GENERAL PLAN & ELEVATION
OVER A TRIBUTARY DITCH TO
THE PECATONICA RIVER
SECTION 09-P4000-00-BT
STEPHENSON COUNTY
STATION 11+447.24

REVISIONS

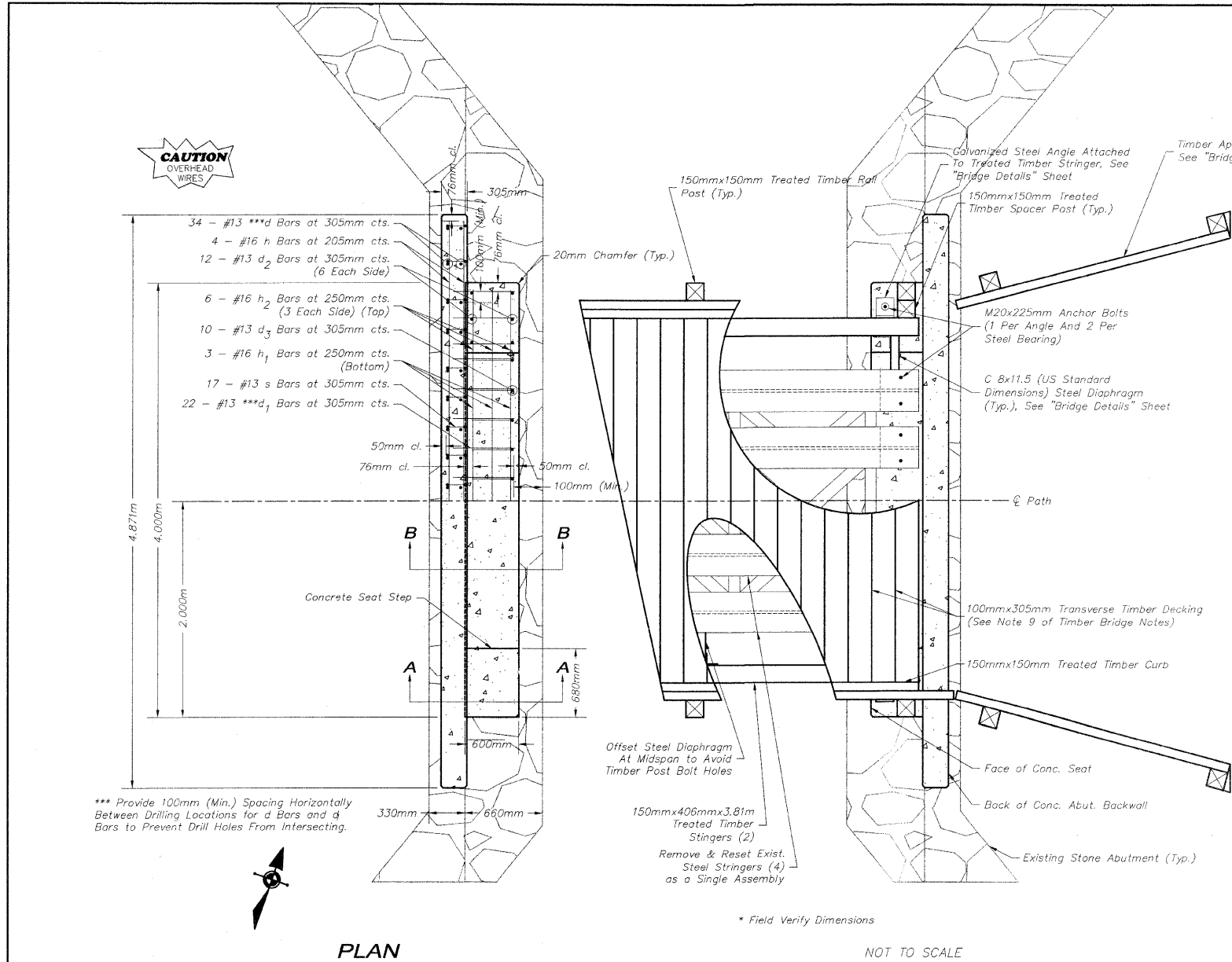
NO.	ITEM	DATE

PLOTTING SCALE: 1 : 1
DRAWN BY: FLH/CDS
CHECKED BY:
DATE: JUNE, 2009

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BRIDGE NO. 104 STA. 11+447.24

PECATONICA PRAIRIE PATH
STEPHENSON COUNTY SECTION 09-P4000-00-BT
JOB NUMBER: 04-28-98-037

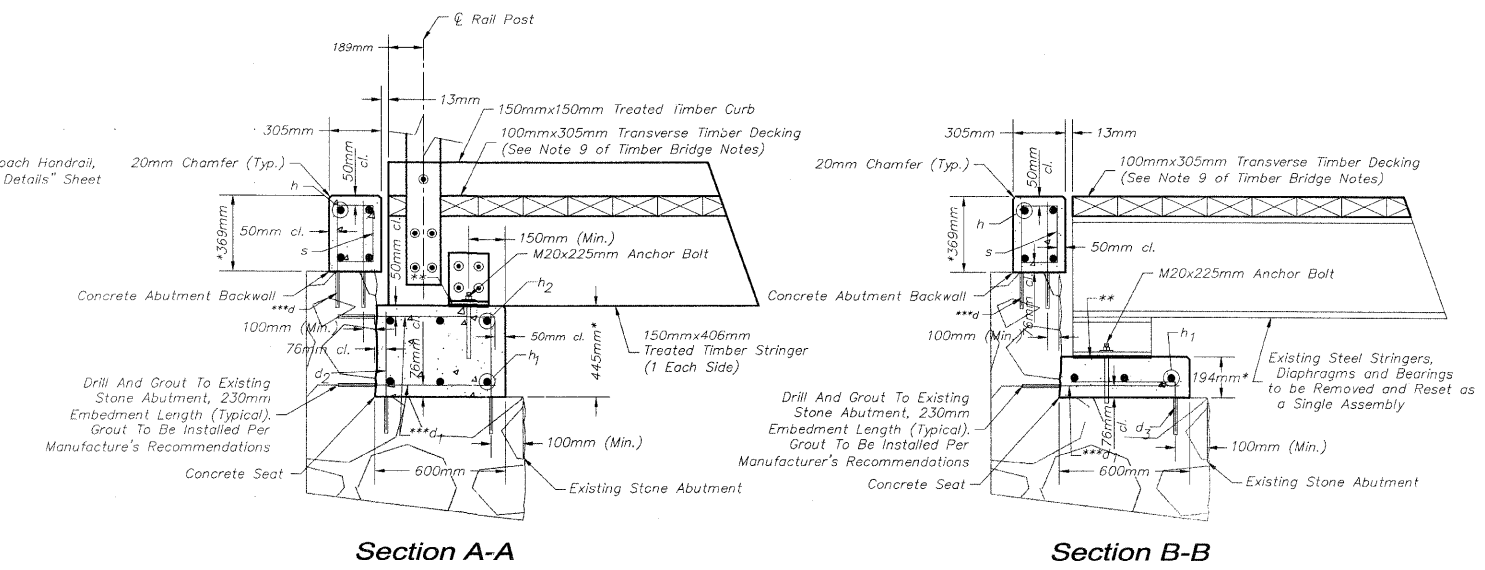


PLAN

NOT TO SCALE

BILL OF MATERIAL FOR BOTH ABUTMENTS

Bar	No.	Size	Length	Shape
d	68	#13	0.548m	—
d ₁	44	#13	0.779m	—
d ₂	24	#13	0.624m	—
d ₃	20	#13	0.818m	—
h	8	#16	4.719m	—
h ₁	6	#16	3.848m	—
h ₂	12	#16	0.528m	—
s	34	#13	1.048m	□
Reinforcement Bars	kg		236	
Concrete Structures	CM		2.44	
Drill and Grout Bars	EA		156	
Anchor Bolts, M20	Each		20	



Section A-A

Section B-B

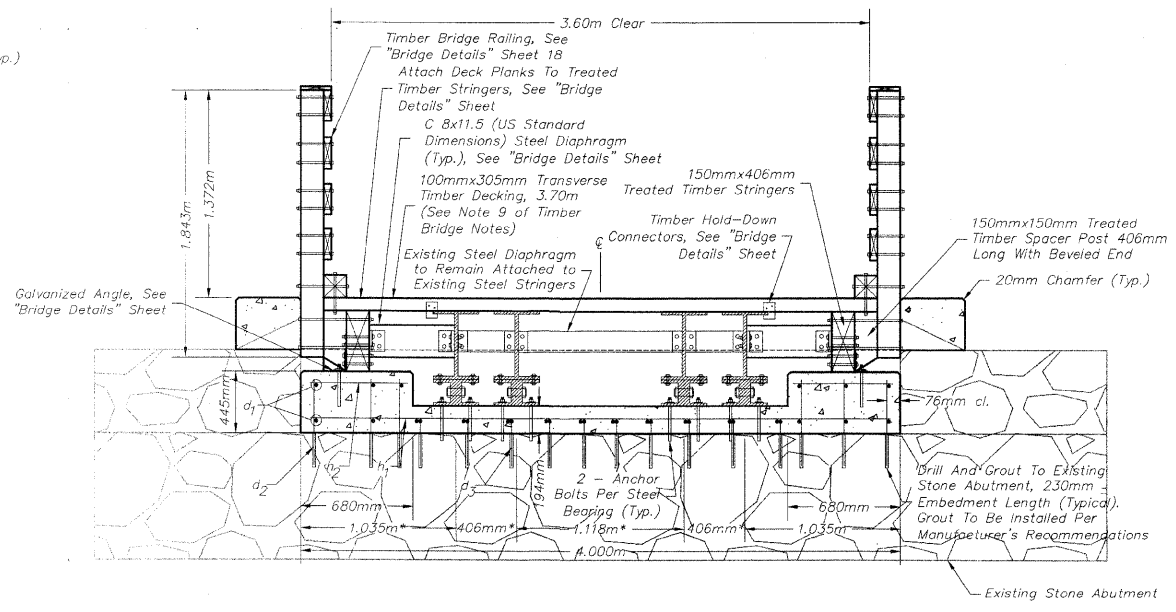
* The Concrete Abutment Backwall Above The Existing Stone Abutment Shall Be Cast After The Timber And Steel Stringers Have Been Set In-Place. Field Verify Dimension To Match Top Of Timber Deck.

** Provide 3mm Elastomeric Neoprene Leveling Pad According To The Material Properties Of Art. 1052.02 Of The IDOT Standard Specifications (Typ.). This Item Of Work Shall Not Be Paid For Separately But Shall Be Included With The Cost Of Concrete Structures.

*** Provide 100mm (Min.) Spacing Horizontally Between Drilling Locations for h Bars and h Bars to Prevent Drill Holes From Intersecting.

CONCRETE SEAT DETAILS

NOT TO SCALE



SECTION THRU DECK (DOUBLE BEAMS)

NOT TO SCALE

BRIDGE DETAILS OVER A TRIBUTARY DITCH TO THE PECATONICA RIVER SECTION 09-P4000-00-BT STEPHENSON COUNTY STATION 11+447.24

REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE: 1 : 1

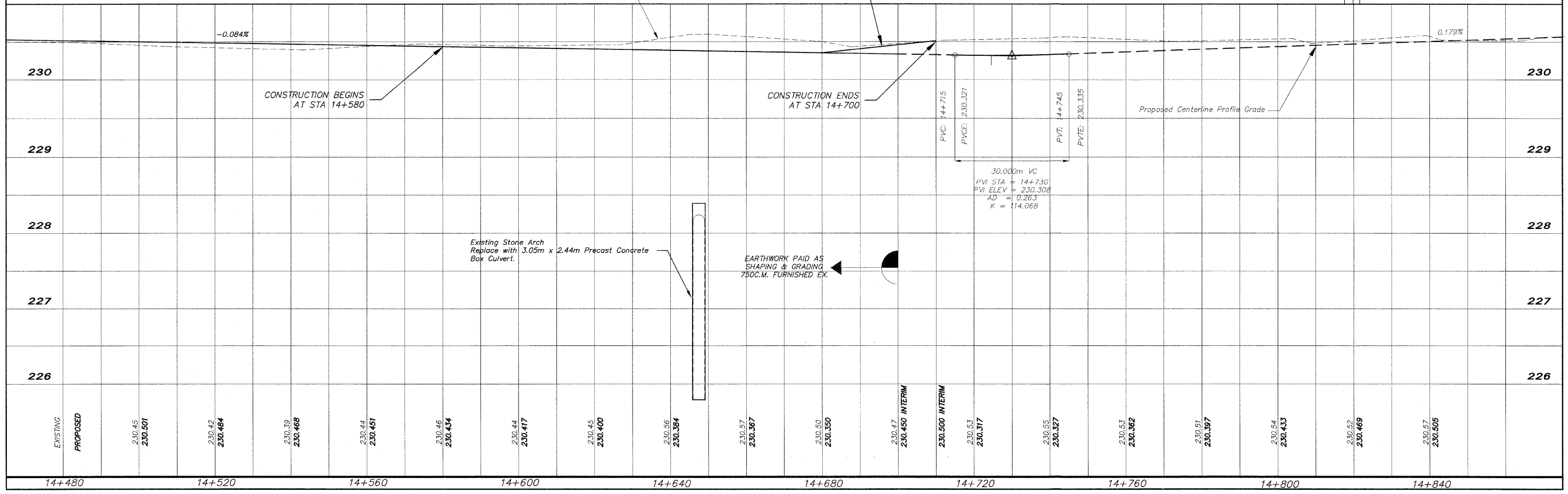
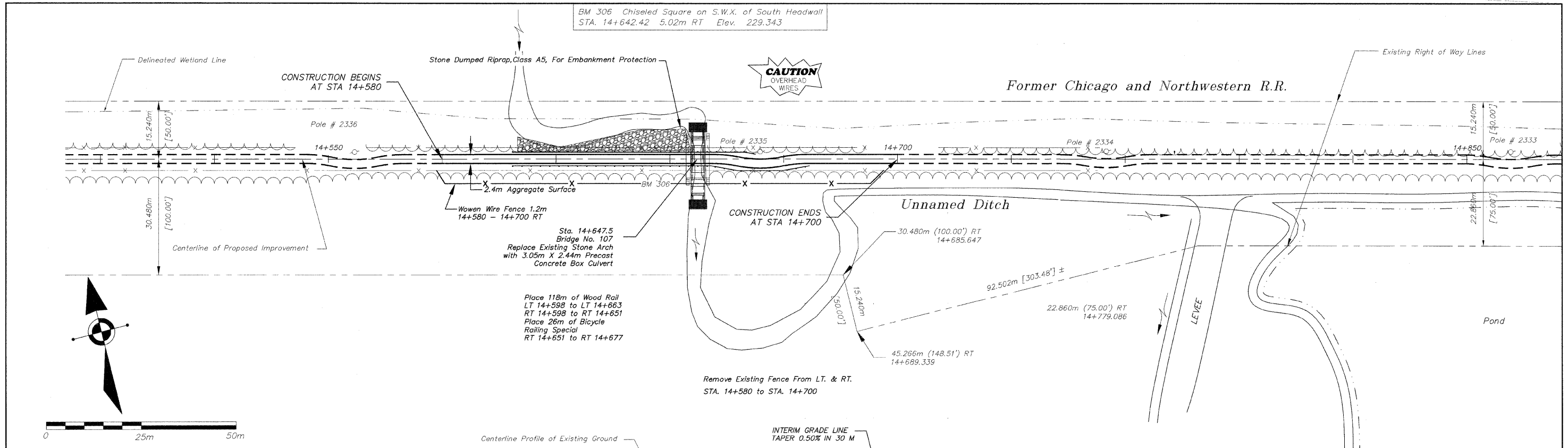
DRAWN BY: PLH/CDS

CHECKED BY:

DATE: JUNE, 2009

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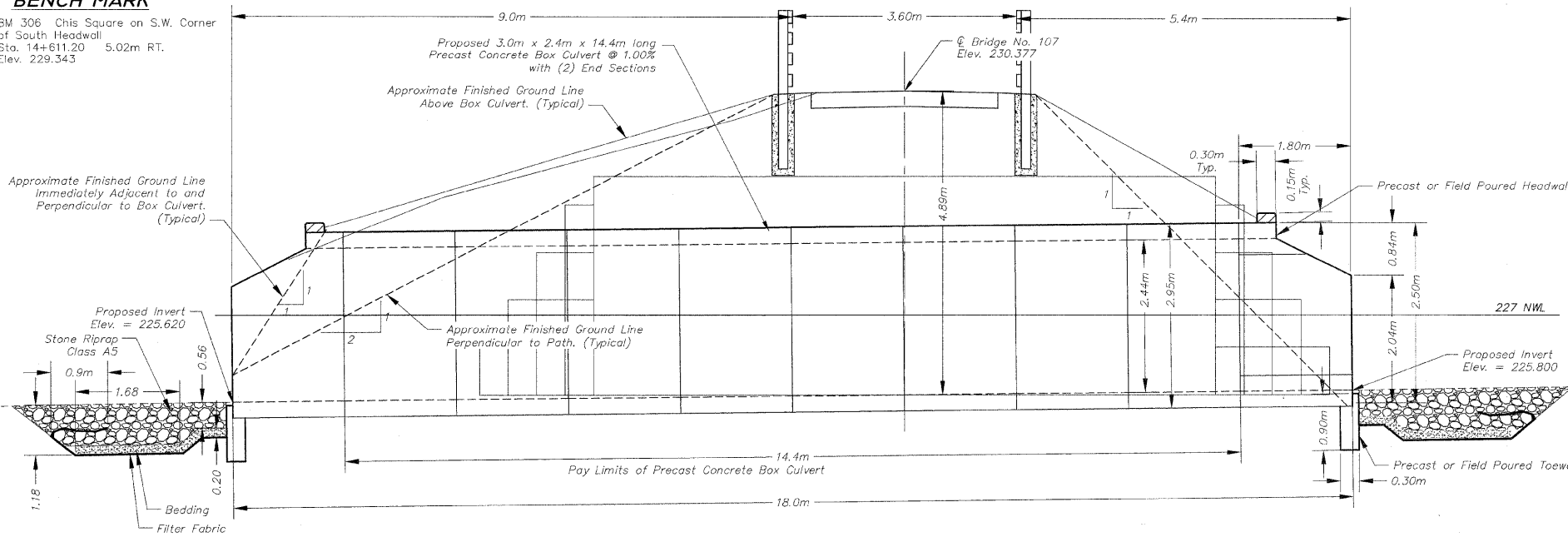
BRIDGE NO. 104 STA. 11+447.24
PECATONICA PRAIRIE PATH
 STEPHENSON COUNTY SECTION 09-P4000-00-BT
 JOB NUMBER: 04-28-98-037



REVISIONS			PLOTTING SCALE: 1 : 1	<p>7282 Argus Drive Rockford, Illinois 61107-5837 (815) 398-2332 FAX (815) 398-2496 Design Firm License: Illinois 184-000816 Copyright 2009 By McClure Engineering Associates, Inc.</p>	PLAN AND PROFILE BRIDGE 107		SHEET NO. 15 OF 26
NO.	ITEM	DATE	DRAWN BY: REK		PECATONICA PRAIRIE PATH		
			CHECKED BY:		STEPHENSON COUNTY		
			DATE: JUNE, 2009		SECTION 09-P4000-00-BT		
			JOB NUMBER: 04-28-98-037				

BENCH MARK

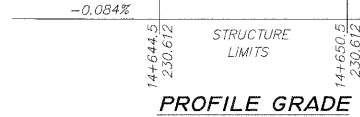
BM 306 Chis Square on S.W. Corner of South Headwall Sta. 14+611.20 Elev. 229.343
 5.02m RT.



LONGITUDINAL SECTION NOT TO SCALE
 (Looking West)

BILL OF MATERIAL - BRIDGE 107

ITEM	UNIT	QUANTITY
PRECAST CONC BOX CULVERT 3.0M X 2.4M	M	18
BOX CULVERT END SECTIONS	EA	2
FURNISHED EXCAVATION	CM	750
REMOVAL OF EXISTING STRUCTURE	EA	1
SEDIMENT CONTROL, SILT CURTAIN	EA	1
POROUS GRANULAR BACKFILL	CM	420
STONE RIPRAP, CLASS A5	SM	23
FILTER FABRIC	SM	200
QUARRY RUN GRANULAR EMBANKMENT	CM	86
STONE DUMPED RIPRAP, CLASS A5	SM	200
NAME PLATE, SPECIAL	EA	1
UNDERWATER STRUCTURE EXCAVATION PROTION L2	EA	1
MONODIRECTIONAL PRISMATIC BARRIER REFLECTORS	EA	12

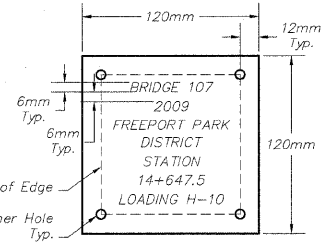


If the Material Encountered at the Plan Bottom Elevation is Found To Be Unsuitable, the Material Shall Be Removed Up To 1m Depth, and Replaced With Up To (86 CM) Quarry Run Granular Embankment, Compacted As Directed By the Engineer. Then (86 SM) Geotechnical Fabric Shall Be Placed Between Stone and Porous Granular Backfill in Accordance to Section 210. Additional Excavation Will not Be Paid for Separately But Shall Be Included in the Contract Unit Price for Quarry Run Granular Embankment.

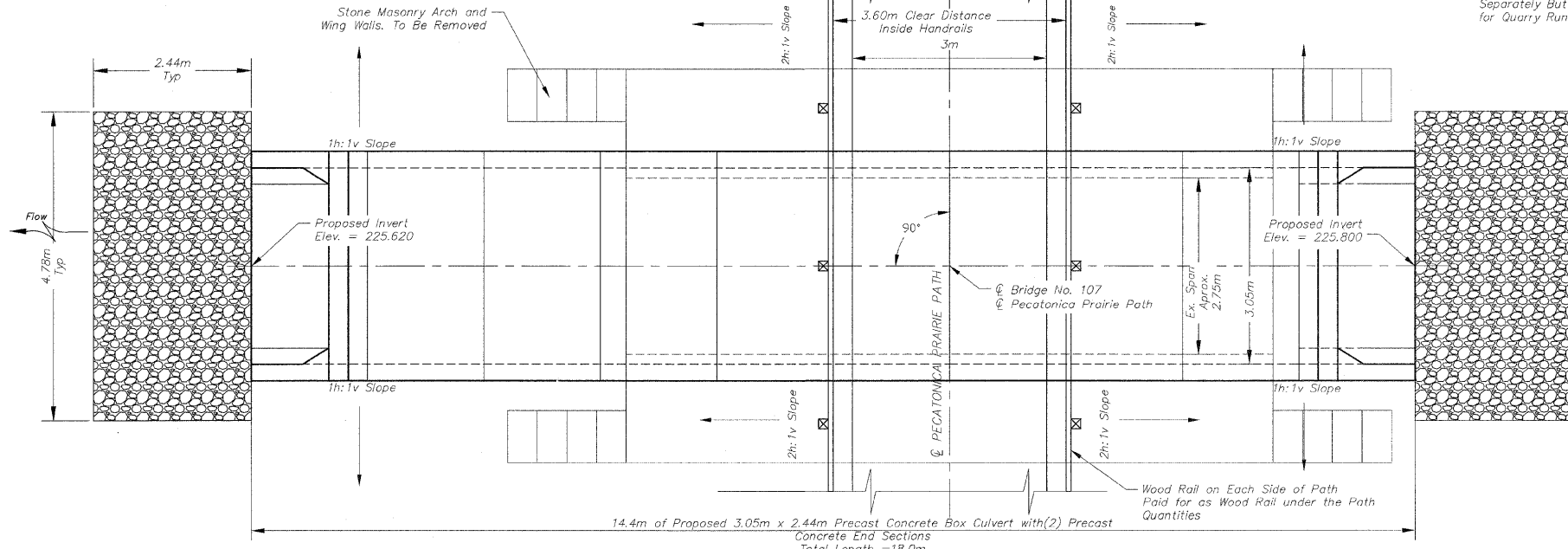
BRIDGE 107 NOTES

1. THE PRECAST CONCRETE BOX CULVERT BARREL SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C850 AND THE END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF ARTICLES 1003.02 AND 1004.02 OF THE STANDARD SPECIFICATIONS, WITH THE EXCEPTION OF A GRADATION.
2. ALL TREE REMOVAL AND SELECTIVE BRUSH CLEARING SHALL BE IN ACCORDANCE WITH THE PLANS AND SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER. TREE REMOVAL AND SELECTIVE CLEARING WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPROPRIATE ITEM.
3. THE CONTRACTOR SHALL REMOVE THE PARTIALLY COLLAPSED EXISTING STONE ARCH TO A MINIMUM DEPTH OF 1.5m BELOW FINISHED GRADE. THE CONTRACTOR SHALL REMOVE EXISTING WING WALLS. THIS WORK WILL BE PAID AT THE CONTRACT UNIT PRICE FOR REMOVE EXISTING STRUCTURE.
4. PRECAST CONCRETE BOX CULVERT SECTIONS AND BOX CULVERT END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 540.06 OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE REQUIREMENTS OF AASHTO M273M.
5. REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENT OF AASHTO M31M, M42M OR M53M GRADE #20.
6. LIFTING HOLES SHALL BE FILLED WITH CONCRETE PLUGS AND MASTIC AFTER BOX SECTIONS ARE IN PLACE.
7. BOX CULVERT SECTIONS AND END SECTIONS SHALL BE PRECAST, CAST-IN-PLACE CONCRETE ALTERNATIVE FOR BOX CULVERT SECTIONS AND END SECTIONS IS NOT ALLOWED. HEADWALL AND TOEWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE.
8. THE EXCAVATION AND BACKFILLING FOR PRECAST CONCRETE BOX CULVERT SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 502 OF THE STANDARD SPECIFICATIONS EXCEPT A LAYER OF POROUS GRANULAR BACKFILL, AT LEAST 457mm(18") IN THICKNESS, SHALL BE PLACED BELOW THE ELEVATION OF THE BOTTOM OF THE BOX. THE POROUS GRANULAR BACKFILL SHALL BE PLACED TO EXTEND AT LEAST 60mm(2") EACH SIDE OF THE BOX. THE PRECAST CONCRETE BOX CULVERT SHALL BE LAID IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF ARTICLE 542.04 (d) OF THE IDOT STANDARD SPECIFICATIONS. STRUCTURE EXCAVATION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED WITH THE COST OF REMOVING THE EXISTING STRUCTURE.
9. SHOP DRAWINGS FOR THE PRECAST CONCRETE BOX CULVERT SECTIONS AND THE END SECTION SHALL BE SUBMITTED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 1042.03 (b) OF THE IDOT STANDARD SPECIFICATIONS.
10. THE PRECAST CONCRETE BOX CULVERT EXCLUDING END SECTIONS WILL BE MEASURED AND PAID PER METER FOR PRECAST CONCRETE BOX CULVERT, OF THE SIZE SPECIFIED, AND INCLUDES POROUS GRANULAR BACKFILL EXCEPT EXCAVATION OF ROCK AND/OR UNSTABLE OR UNSUITABLE MATERIAL BELOW BEDDING GRADE.
11. THE PRECAST CONCRETE BOX CULVERT END SECTION WILL BE MEASURED ON AN EACH BASIS. THE END SECTIONS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR BOX CULVERT END SECTIONS, OF THE CULVERT NUMBER SPECIFIED, AND INCLUDE EXCAVATION, TOEWALL AND HEADWALL.
12. CONTRACTOR SHALL FURNISH AND INSTALL A BRASS NAME PLATE IN ACCORDANCE WITH SECTION 515 OF THE IDOT STANDARD SPECIFICATIONS EXCEPT THAT IT SHALL BE INSTALLED WITH FOUR (4) TAMPER RESISTANT SCREWS TO THE TOP TIMBER RAIL ON THE RIGHT-HAND SIDE ABOVE THE CULVERT WHILE LOOKING IN THE DIRECTION OF INCREASING STATIONING. THE PLATE SHALL BE MADE OF SOLID BRASS 3MM THICK WITH IMPRINTED STAMP LETTERING 6MM HIGH. THIS ITEM WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR NAME PLATES.
13. LAYOUT OF THE RIPRAP AND SLOPE PROTECTION SYSTEM MAY BE VARIED TO SUIT GROUND CONDITIONS IN THE FIELD OR AS DIRECTED BY THE ENGINEER. REFER TO PLAN AND PROFILE SHEET FOR APPROXIMATE PLACEMENT LOCATIONS.

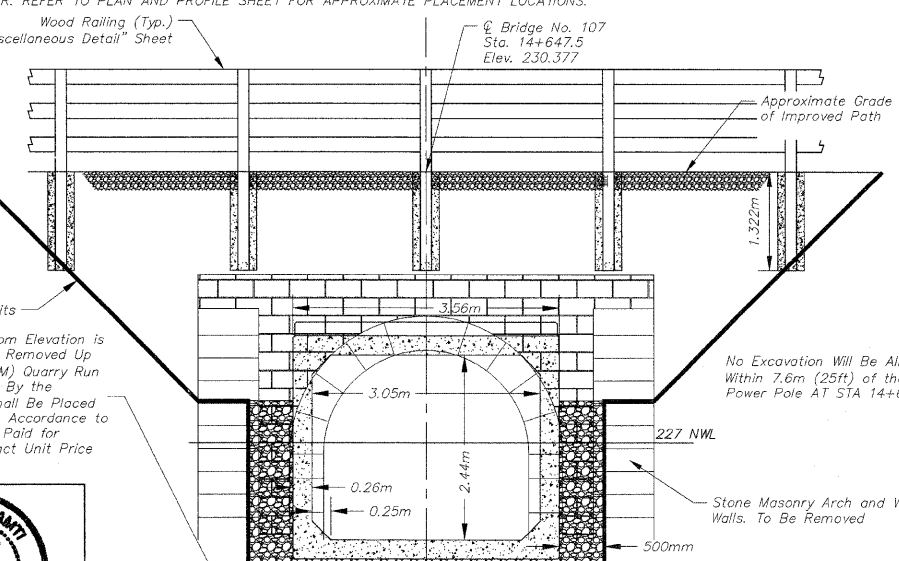
Final Grading Note:
 Provide Furnished Excavation Adjacent to the Path and the Box Culvert. Transition 2:1 Slope Along Path to Uniformly Blend with 1:1 Slope at Culvert End Sections (Typical). This Work shall be Paid for at the Contract Unit Price for Furnished Excavation - Aprox. 20 cubic meters per Quadrant. Porous Granular Backfill Material Shall not be Exposed. Disturbed Areas Adjacent to the End Sections Shall be Protected with Erosion Control Blanket as Directed by the Engineer.



NAME PLATE



PLAN PLAN NOT TO SCALE



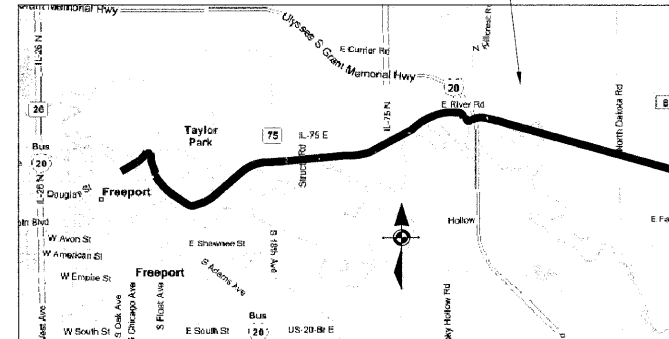
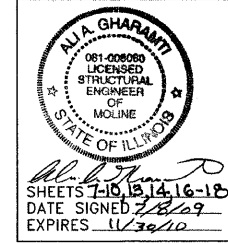
DESIGN LOADING

MS9 (H-10)
 Design Fill Height > 610mm
DESIGN STRESSES
 f_c = 35 MPa (PRECAST)
 f_c = 24 MPa (FIELD POURED)
 Reinforcing f_y = 450 MPa (WELDED WIRE FABRIC)
 Reinforcing f_y = 420 MPa (FIELD POURED)
 Fasteners f_y = 248 MPa

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications - 17th Edition
SEISMIC DATA
 Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 3.25%
 Site Coefficient(s) = 1.0

GENERAL PLAN & ELEVATION OVER A TRIBUTARY DITCH TO THE PECATONICA RIVER SECTION 09-P4000-00-BT STEPHENSON COUNTY STATION 14+647.5



LOCATION SKETCH

REVISIONS	ITEM	DATE

PLOTTING SCALE:	1 : 1
DRAWN BY:	REK
CHECKED BY:	
DATE:	JUNE, 2009

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BRIDGE NO. 107 STA. 14+647.5
 PECATONICA PRAIRIE PATH
 STEPHENSON COUNTY SECTION 09-P4000-00-BT
 FILE NAME: G:\98-057 PECPATH\Stephenson\DESIGN\DRAWINGS\BRIDGE 107.dwg JOB NUMBER: 04-28-98-037

BRIDGE NO. 107 STA. 14+647.5
 PECATONICA PRAIRIE PATH
 STEPHENSON COUNTY SECTION 09-P4000-00-BT
 FILE NAME: G:\98-057 PECPATH\Stephenson\DESIGN\DRAWINGS\BRIDGE 107.dwg JOB NUMBER: 04-28-98-037

SHEET NO.
16 OF 26

PREFABRICATED STEEL BRIDGE(S) GENERAL NOTES

(BRIDGE 99)

- 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".
- 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.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS. DIMENSIONS SHOWN ON THE PLANS ARE METRIC UNLESS LABELED OTHERWISE.
- THE ABUTMENTS, PIERS AND PILE 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.
- THE PILES SHALL BE CONSTRUCTED TO THE DEPTH SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL CONFORM TO SECTION 512 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION.
- THE EXISTING PIER/ABUTMENT SUBSTRUCTURE UNITS AND THE PROPOSED PIER EXTENSIONS HAVE BEEN DESIGNED IN ACCORDANCE WITH THE "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" EXCEPT THAT ARTICLE 3.18.2 WAS DETERMINED NOT TO BE APPLICABLE FOR THE PECATONICA RIVER IN ACCORDANCE WITH ARTICLE 3.9.3.5 OF THE MAY 2008 IDOT BRIDGE MANUAL. THE PROPOSED CONCRETE SUBSTRUCTURES 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". BEARING SEATS SHALL BE SLOPED TO ACCOMMODATE THE BRIDGE BEARING PLATES AND FOR DRAINAGE BETWEEN BEARING LOCATIONS.
- 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.
- 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.
- 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.
- 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.
- 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".
- 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).
- THE PEDESTRIAN BRIDGE DESIGN SHALL BE BASED ON THE COMBINATIONS OF THE FOLLOWING LOADS WHICH WILL PRODUCE MAXIMUM CRITICAL MEMBER STRESSES:
 - 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.
 - 1.67 kN/m² (35 psf) WIND LOAD ON THE FULL HEIGHT OF THE BRIDGE, AS IF ENCLOSED.
 - 0.96 kN/m² (20 psf) UPWARD FORCE APPLIED AT THE WINDWARD QUARTER POINT OF THE TRANSVERSE BRIDGE WIDTH (AASHTO 3.15.3).
- THE PEDESTRIAN BRIDGE SUPERSTRUCTURE SHALL ALSO BE DESIGNED FOR LATERAL FORCES TO THE STRUCTURE CAUSED BY HIGH WATER FLOW AND FLOATING DEBRIS GIVEN THAT THE PROPOSED BRIDGE WILL BE INUNDED BY STORM EVENTS BETWEEN THE DESIGN YEAR AND 100 YEAR FLOOD EVENTS (AND THOSE OF GREATER EVENTS). THE FABRICATOR WILL BE REQUIRED TO STRICTLY ADHERE TO: THE PROPOSED LOW BEAM ELEVATION, THE PROPOSED PROFILE GRADE, AND THE FOLLOWING MINIMUM DESIGN REQUIREMENTS FOR SPANS SUBJECT TO STREAM FORCE.
 - STREAM PRESSURE SHALL BE CALCULATED IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATION ARTICLE 3.18.1.1.2.
 - AVERAGE STREAM VELOCITY IN THE OVERTHE BANK SECTION SHALL BE GIVEN AS 1.97ft/s. (BASED ON HYDRAULIC MODELING)
 - P_{max} SHALL BE BASED ON THE ASSUMPTION THAT DRIFT BUILD-UP WILL OCCUR.
 - DESIGN FORCES AND SUPPORTING COMPUTATIONS SHALL BE SUBMITTED WITH SHOP DRAWINGS.
- 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.
- 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.
- VIBRATIONS SHALL BE IN ACCORDANCE WITH "AASHTO GUIDE SPECIFICATIONS FOR DESIGN OF PEDESTRIAN BRIDGES", ARTICLE 1.3.2.
- TOP CHORD HEIGHT SHALL BE A MINIMUM OF 1.372m ABOVE THE BRIDGE DECK AND SHALL SERVE AS THE TOP RAIL ON OPEN TRUSSES.
- A 50mm x 150mm WOODEN RUB RAIL SHALL BE INSTALLED ON THE INSIDE OF TRUSSES AT 1.067m ABOVE THE BRIDGE DECK. COST OF THE RAIL SHALL BE INCLUDED WITH PEDESTRIAN TRUSS SUPERSTRUCTURE.
- 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.
- 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.
- 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. METAL SHELL PILES AND PILE ENCASEMENT SHALL BE CLASS DS WITH A 14 DAY COMPRESSIVE STRENGTH OF 27,500 kPa OR GREATER. ALL CONSTRUCTION JOINTS SHALL BE BONDED.
- 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.
- 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.
- 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. A MINIMUM CLEARANCE OF 305mm SHALL BE MAINTAINED BETWEEN THE BOTTOM CHORD OF THE BRIDGE SUPERSTRUCTURE AND THE TOP OF THE RIPRAP.
- THE CONTRACTOR SHALL REMOVE 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 ARTICLE 202.03 OF THE IDOT STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED WITH THE STRUCTURE REMOVAL COST WITH NO ADDITIONAL COMPENSATION ALLOWED.
- 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.
- SOIL BORING INFORMATION HAS BEEN PROVIDED BY TERRACON DATED OCTOBER 2004 AND HAS BEEN INCLUDED IN THE PLANS. IF FIELD CONDITIONS DIFFER GREATLY FROM THIS INFORMATION CONTACT THE ENGINEER. IT SHALL BE NOTED THAT THE EXISTING PIER/ABUTMENT SUBSTRUCTURE UNITS WERE ANALYZED FOR THE PROPOSED LOADINGS BASED ON ASSUMED TRAIN LOADINGS FROM PAST USE.
- ACCUMULATED DEBRIS CONSISTING OF SEDIMENT, ROCKS, TREE LIMBS, AND POTENTIALLY PARTS OF THE FORMER RAILROAD TRUSS MAY BE FOUND AROUND BRIDGE 99 PIER NO. 2. THE REMOVAL OF ALL DEBRIS AND EXCAVATION FOR SCOUR PROTECTION SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR RIPRAP SPECIAL, PIER SCOUR PROTECTION AND SHALL BE PROPERLY DISPOSED OF OFF-SITE IN ACCORDANCE WITH SECTION 202.3 OF THE IDOT STANDARD SPECIFICATIONS.
- FORMED CONCRETE REPAIRS SHALL CONSIST OF THE REMOVAL OF DETERIORATED CONCRETE, TO A POINT WHERE SOUND CONCRETE IS FOUND, AND REPLACEMENT WITH NEW CLASS SI CONCRETE EXPECTED TO BE VERTICAL AND SOME HORIZONTAL. HORIZONTAL SURFACES DO NOT REQUIRE FACIAL FORMS. THE CONTRACTOR SHALL TAKE CARE THAT THE MATERIALS REMOVED ARE NOT ALLOWED TO FALL IN THE RIVER. THIS WORK SHALL BE IN ACCORDANCE WITH IDOT GBSP 53 AND WILL BE PAID AT THE APPROPRIATE CONTRACT UNIT PRICE PER SQUARE METER FOR STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 125mm) OR STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 125mm).
- REFER TO BRIDGE SHEETS FOR ADDITIONAL NOTES AND DETAILS SPECIFIC TO EACH INDIVIDUAL BRIDGE.

TIMBER BRIDGE(S) GENERAL NOTES

(BRIDGE 104)

- 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. DIMENSIONS SHOWN ON THE PLANS ARE METRIC UNLESS LABELED OTHERWISE.
- 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 ARTICLE 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.
- 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.
- 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.
- 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.
- 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 ACO (ALKALINE COPPER QUATERNARY).
- 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.
- ALL STRINGERS SHALL BE BLOCKED WITH CONTINUOUS DIAPHRAGMS AT BOTH ENDS AND AT EITHER THE MIDPOINT OR THIRD POINTS LONG 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. NEW STEEL DIAPHRAGMS SHALL BE ASTM M270M, GRADE 34W OF THE SIZE AND SHAPE SPECIFIED.
- 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. IF THE DECK PANEL OPTION IS USED, 76mm x 76mm x 7mm TIMBER DECK ANGLES SHALL BE INSTALLED EVENLY SPACED 2 PER PANEL (EACH END) AS SHOWN ON THE BRIDGE DETAILS.
- 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.
- 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 2.43m 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.
- 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 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 RAILING, WHICH SHALL INCLUDE ALL MATERIAL AND LABOR TO EXCAVATE POST HOLES AND TO PROVIDE AND INSTALL CONCRETE EMBEDMENT, HARDWARE, TIMBER RAILINGS AND POSTS.
- 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.
- 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/59 m² (2.0 oz/59 ft²). DECK HOLD-DOWN CONNECTORS AND ANGLES FOR BRACING TIMBER STRINGERS WILL BE PAID AT THE CONTRACT UNIT PRICE FOR HARDWARE.
- 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.
- 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.
- 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.
- 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.
- ALL FASTENERS SHALL BE TAMPER RESISTANT. THREADS ON ALL BOLTS SHALL BE SET WITH A CENTER PUNCH AT THE NUT AFTER TIGHTENING.
- 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.
- REFER TO BRIDGE SHEETS FOR ADDITIONAL NOTES AND DETAILS SPECIFIC TO EACH INDIVIDUAL BRIDGE.

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)
75x200	3x8	2 1/2 x 7 1/4	(63.5x184.15)
50x200	2x8	1 1/2 x 7 1/4	(38.1x184.15)
50x100	2x4	1 1/2 x 3 1/2	(38.1x88.9)
25x200	1x8	3/4 x 7 1/4	(19.05x184.15)

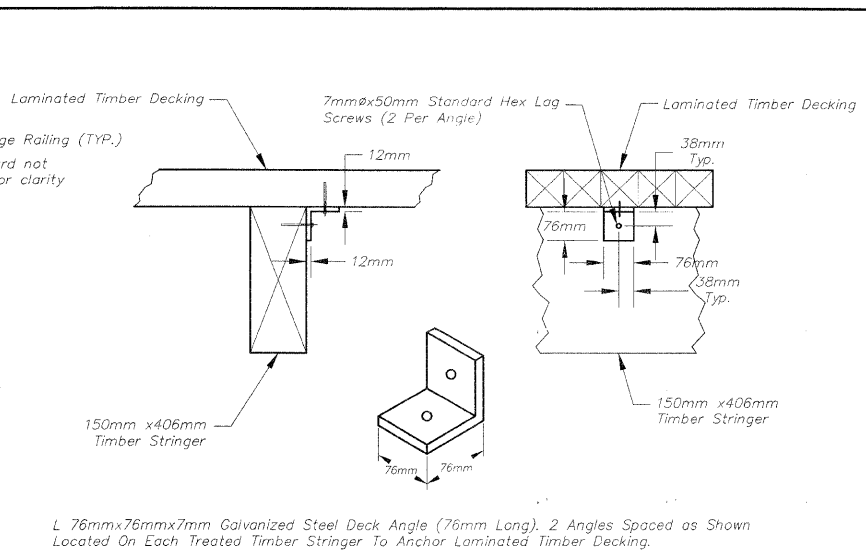
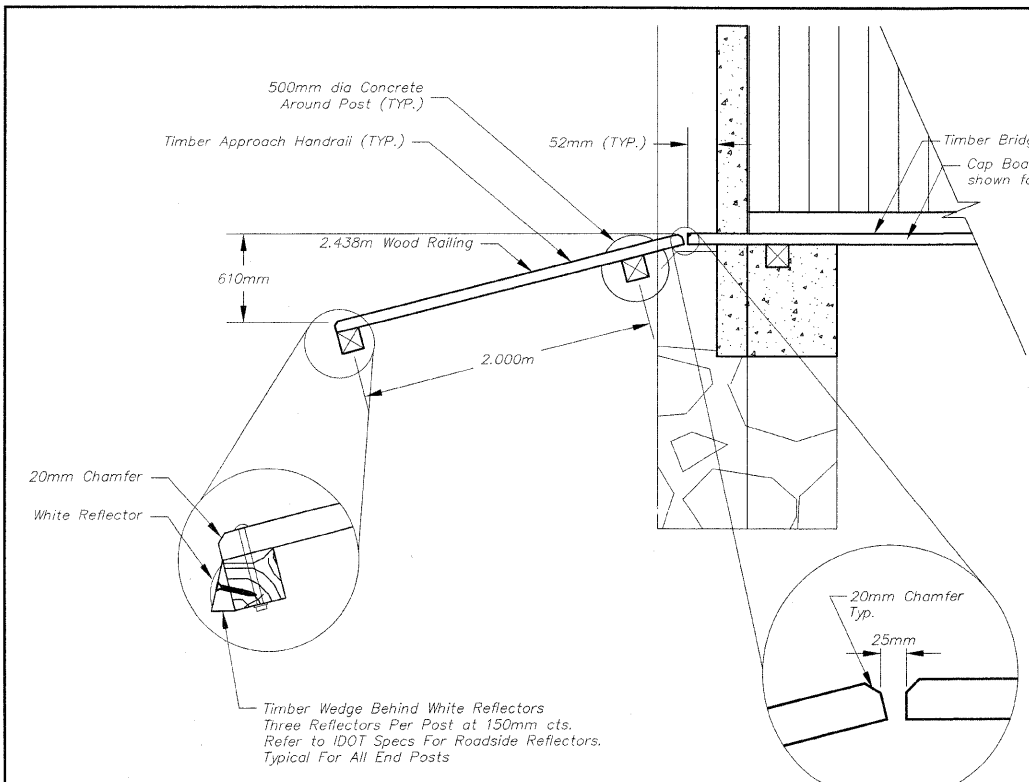
REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE: 1 : 1
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DATE: JUNE, 2009

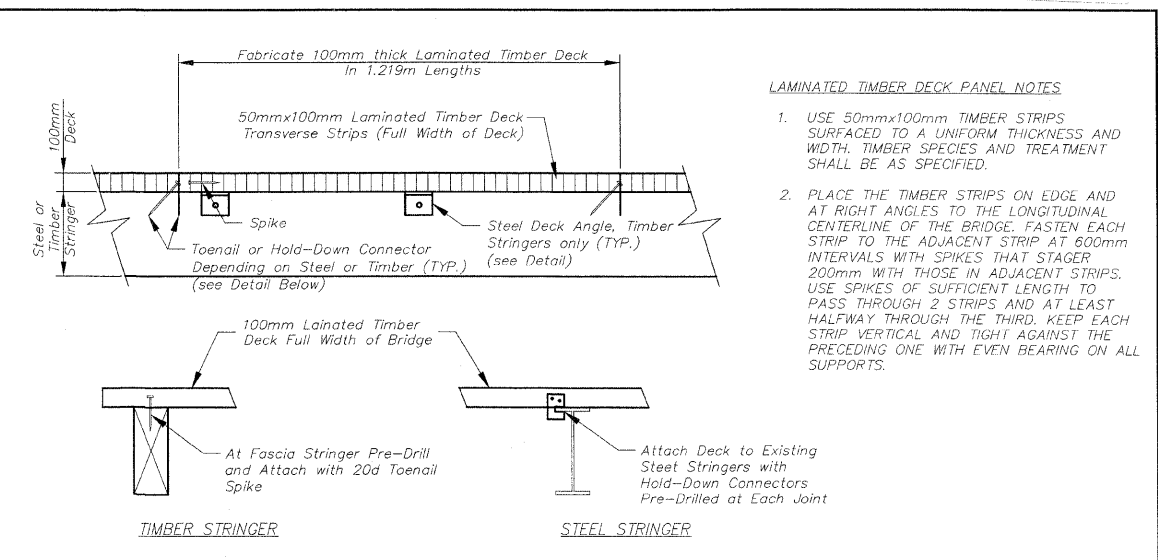


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BRIDGE GENERAL NOTES
PECATONICA PRAIRIE PATH
STEPHENSON COUNTY SECTION 09-P4000-00-BT
JOB NUMBER: 04-28-98-037

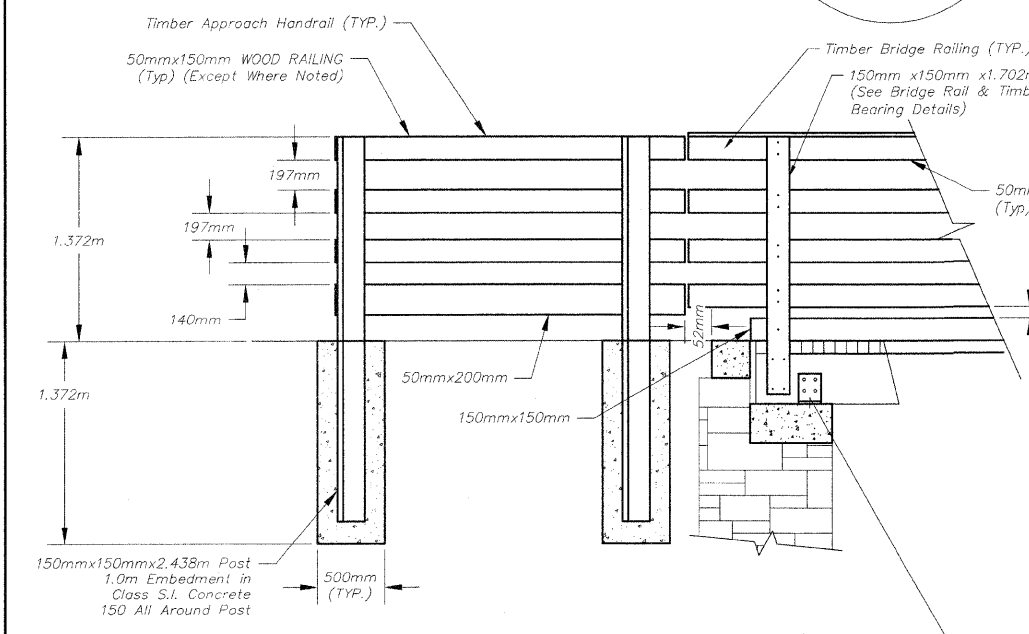


LAMINATED TIMBER DECK ANGLE NOT TO SCALE

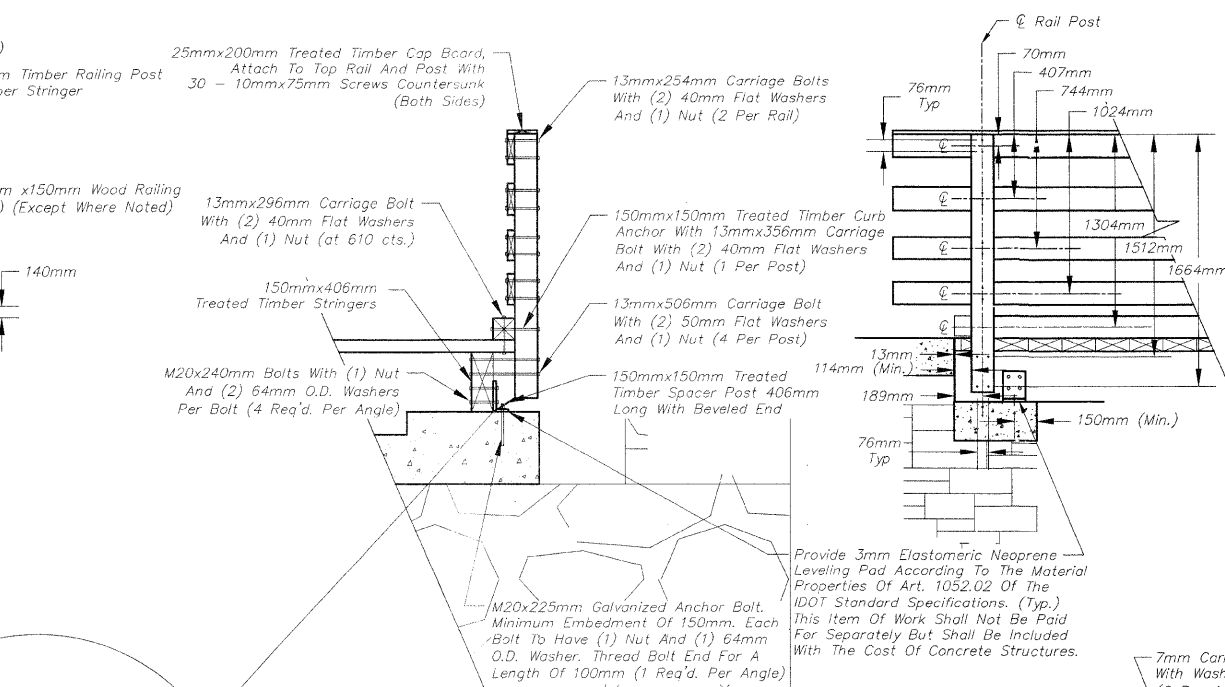


- LAMINATED TIMBER DECK PANEL NOTES**
- USE 50mmx100mm TIMBER STRIPS SURFACED TO A UNIFORM THICKNESS AND WIDTH. TIMBER SPECIES AND TREATMENT SHALL BE AS SPECIFIED.
 - PLACE THE TIMBER STRIPS ON EDGE AND AT RIGHT ANGLES TO THE LONGITUDINAL CENTERLINE OF THE BRIDGE. FASTEN EACH STRIP TO THE ADJACENT STRIP AT 600mm INTERVALS WITH SPIKES THAT STAGER 200mm WITH THOSE IN ADJACENT STRIPS. USE SPIKES OF SUFFICIENT LENGTH TO PASS THROUGH 2 STRIPS AND AT LEAST HALFWAY THROUGH THE THIRD. KEEP EACH STRIP VERTICAL AND TIGHT AGAINST THE PRECEDING ONE WITH EVEN BEARING ON ALL SUPPORTS.

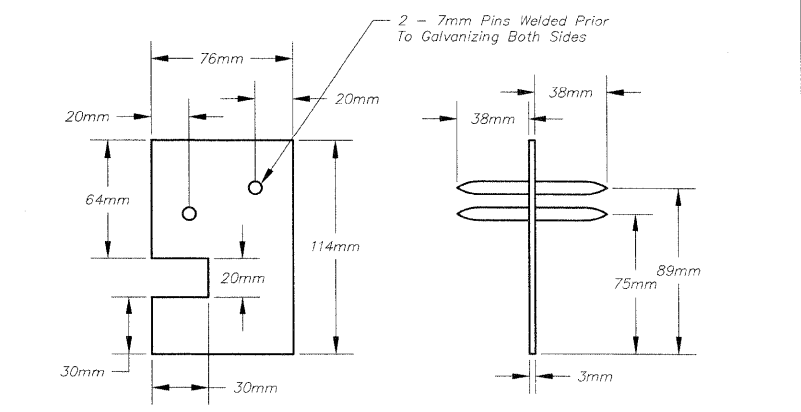
LAMINATED TIMBER DECK PANEL NOT TO SCALE
 ALTERNATE METHOD OF DECKING



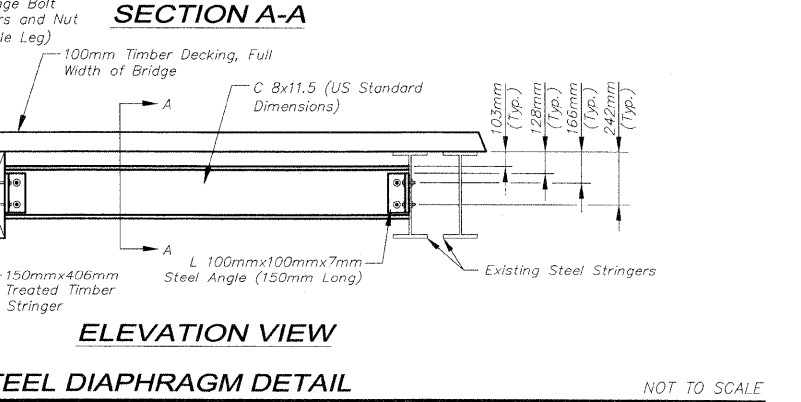
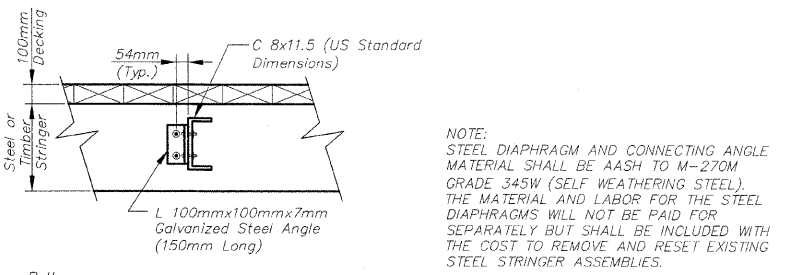
WOOD RAILING DETAIL NOT TO SCALE



BRIDGE RAIL & TIMBER STRINGER BEARING DETAILS NOT TO SCALE



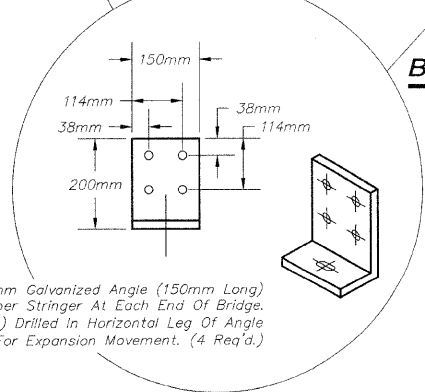
TIMBER DECK HOLD-DOWN CONNECTORS NOT TO SCALE



ELEVATION VIEW NOT TO SCALE
STEEL DIAPHRAGM DETAIL

MINIMUM REINFORCEMENT BAR LAP LENGTHS

SIZE	LAP
#13	510mm
#16	660mm
#19	790mm
#22	1040mm
#25	1370mm



REVISIONS

NO.	ITEM	DATE

PLOTTING SCALE: 1 : 1

DRAWN BY: REK

CHECKED BY:

DATE: JUNE, 2009

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BRIDGE DETAILS
 PECATONICA PRAIRIE PATH
 STEPHENSON COUNTY SECTION 09-P4000-00-BT
 JOB NUMBER: 04-28-98-037

STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL PLAN

THE FOLLOWING PLAN WAS ESTABLISHED AND INCLUDED IN THESE PLANS TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE SILTATION WITHIN THE CONSTRUCTION ZONE AND TO ELIMINATE SEDIMENTS FROM ENTERING AND LEAVING THE CONSTRUCTION ZONE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN ITEMS, AS SHOWN IN THIS PLAN AND REFERENCED BY THE LEGEND, SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION RESULTING FROM THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL PLACE PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A REASONABLE AMOUNT OF TIME: THEREFORE, REDUCING THE AMOUNT OF AREA BEING OPEN TO THE POSSIBILITY OF EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE RESIDENT ENGINEER WILL DETERMINE IF TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED, THE SIZE OF THE PROPOSED DITCH CHECKS, THE PROPER METHOD OF INSTALLATION, AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS SHALL BE ADDED WHICH ARE NOT INCLUDED IN THE PLANS. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SITE DESCRIPTION

DESCRIPTION OF CONSTRUCTION ACTIVITY: REMOVAL AND REPLACEMENT OF EXISTING STRUCTURES.

THIS PROJECT CONSISTS OF CONSTRUCTION OF A PREFABRICATED PEDESTRIAN TRUSS BRIDGE ON EXISTING AND PROPOSED SUBSTRUCTURE REMOVAL AND REPLACEMENT OF A TIMBER SUPERSTRUCTURE, AND REMOVAL OF A STONE ARCH AND REPLACEMENT WITH A PRECAST CONCRETE BOX CULVERT.

DESCRIPTION OF INTENDED SEQUENCE OF ACTIVITIES:

THE SEQUENCE OF EVENTS ARE AS FOLLOW: CLEARING, EMBANKMENT, EXCAVATION, GRADING AND PAVING.

TOTAL CONSTRUCTION SITE (CONSTRUCTION LIMIT TO CONSTRUCTION LIMIT) 0.74 HECTARES

PROPOSED R.O.W (TOTAL PARCEL AREA) 0 HECTARES

DISTURBED BY EXCAVATION (E.O.P TO CONSTRUCTION LIMIT) 0.70 HECTARES

SUPPORTING REPORTS AND PLANS

THE FOLLOWING ASSISTED IN DEVELOPING THE EROSION CONTROL PLAN AS REFERENCED DOCUMENTS:

SOIL PROFILE SHEET, SOILS REPORTS, BORING LOGS
USGS DRAINAGE MAPS, PROJECT PLAN DOCUMENTS

DRAINAGE TRIBUTARIES RECEIVING WATER FROM CONSTRUCTION SITE

PECATONICA RIVER, AND UNNAMED DRAINAGE DITCHES THAT ARE TRIBUTARY TO THE PECATONICA RIVER.

EROSION CONTROLS AND SEDIMENT CONTROL PROCEDURES
STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:
PERIMETER EROSION CONTROL SHALL BE PLACED PRIOR TO BEGINNING EARTHWORK.

STABILIZATION PRACTICES DURING CONSTRUCTION:
AS EARTH EXCAVATION AND EMBANKMENT ARE BEING COMPLETED THE CONTRACTOR SHALL PLACE INLET AND PIPE PROTECTION, EROSION CONTROL BLANKET, AND SEEDING AS STAGES OF THE PROJECT ARE COMPLETED. PERIMETER EROSION BARRIER WILL BE INSTALLED AT ADDITIONAL LOCATIONS AS THE PROJECT PROGRESSES. SEEDING SHALL BE COMPLETED AS SPECIFIED IN THE EROSION CONTROL/SEEDING MOBILIZATION AND TEMPORARY SEEDING SPECIAL PROVISION. SILT CURTAIN WILL BE USED WHILE WORKING ON SUBSTRUCTURES IN THE PECATONICA RIVER.

MAINTENANCE AFTER FINAL GRADING

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED WITH THE PROPER STAND. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP AND DISTURBED TURF RESEDED.

FILE NAME = District 2 Standard	USER NAME = IDOT/District 2	DESIGNED -	REVISED - 5-12-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
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	PLOT SCALE = 1:8000' / IN.	CHECKED -	REVISED -									
	PLOT DATE = August 23 2007	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.		
										FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO.

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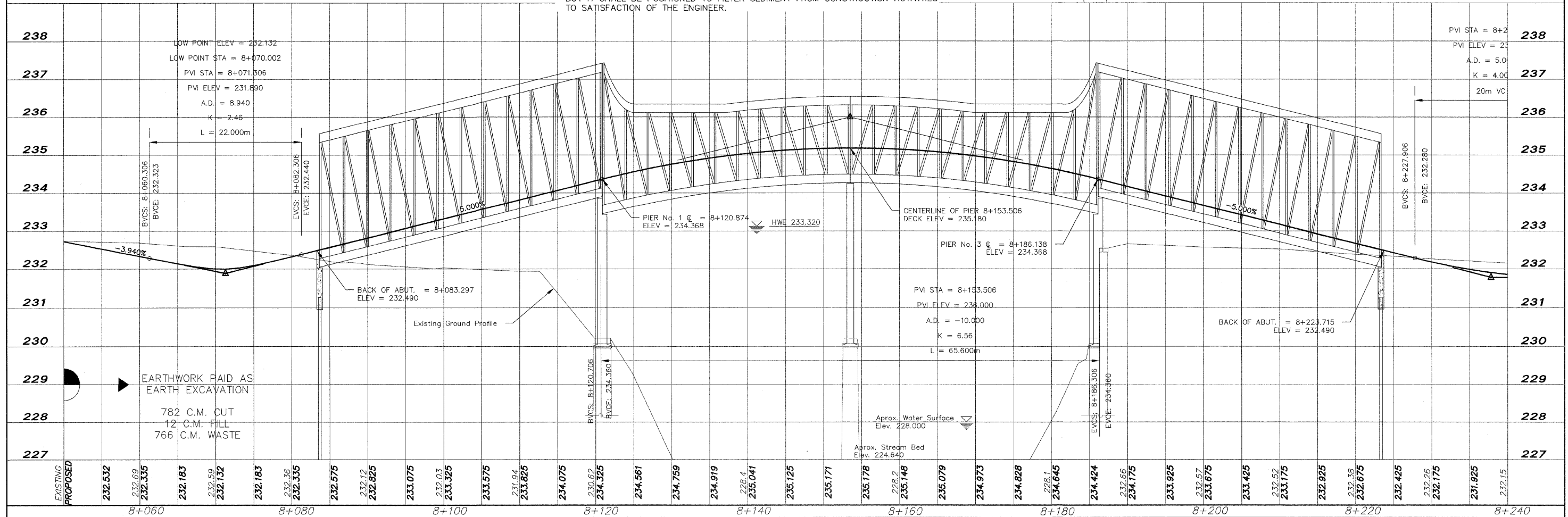
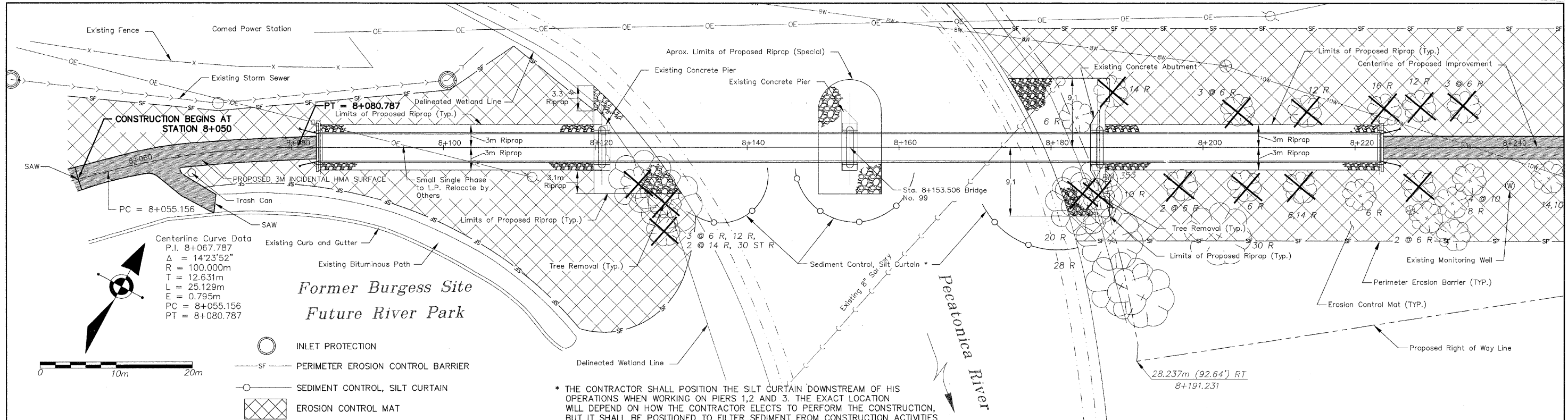
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STORM WATER POLLUTION PREVENTION
PECATONICA PRAIRIE PATH
STEPHENSON COUNTY SECTION 09-P4000-00-BT
JOB NUMBER: 04-28-98-037



EXISTING	PROPOSED	STATION	ELEVATION
		8+060	232.532
			232.69
			232.305
			232.183
			232.59
			232.132
		8+080	232.183
			232.36
			232.305
			232.575
			232.12
			232.825
			233.075
			232.03
			233.325
			233.575
			231.94
			233.825
			234.075
			230.62
			234.325
			234.561
			234.759
			234.919
			228.4
			235.041
			235.125
			235.171
			235.178
			228.2
			235.148
			235.079
			234.973
			234.828
			228.1
			234.645
			234.424
			232.66
			234.175
			233.925
			232.57
			233.675
			233.425
			232.52
			233.175
			232.925
			232.38
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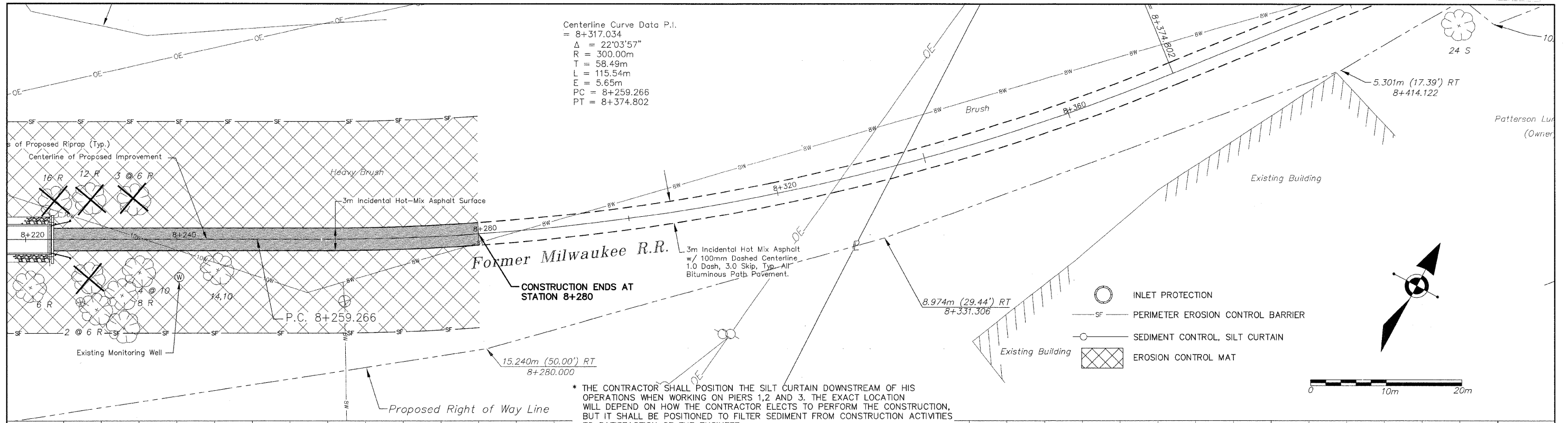
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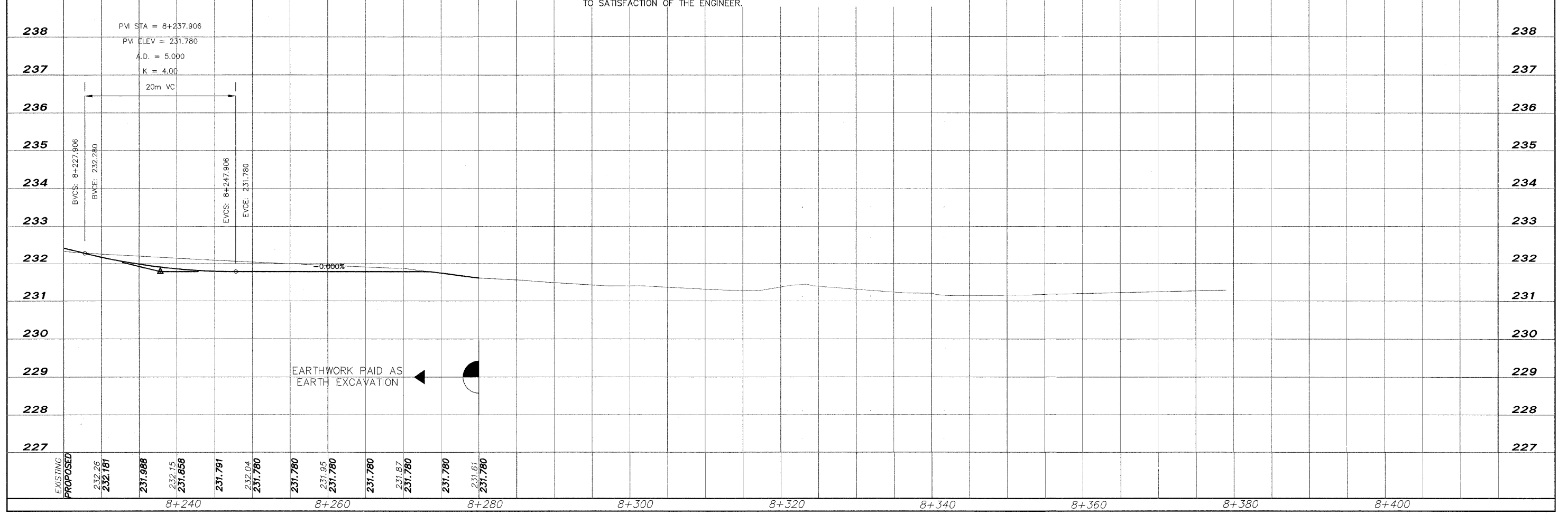
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BRIDGE 99 EROSION CONTROL PLAN
 PECATONICA PRAIRIE PATH
 STEPHENSON COUNTY SECTION 09-P4000-00-BT
 JOB NUMBER: 04-28-98-037

SHEET NO.
20
 OF
26



* THE CONTRACTOR SHALL POSITION THE SILT CURTAIN DOWNSTREAM OF HIS OPERATIONS WHEN WORKING ON PIERS 1,2 AND 3. THE EXACT LOCATION WILL DEPEND ON HOW THE CONTRACTOR ELECTS TO PERFORM THE CONSTRUCTION, BUT IT SHALL BE POSITIONED TO FILTER SEDIMENT FROM CONSTRUCTION ACTIVITIES TO SATISFACTION OF THE ENGINEER.



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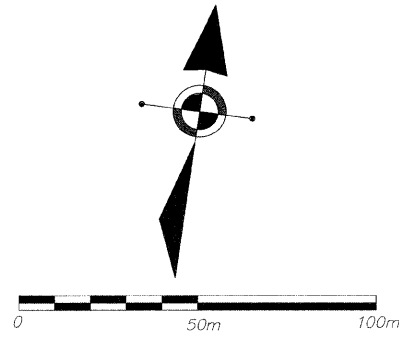
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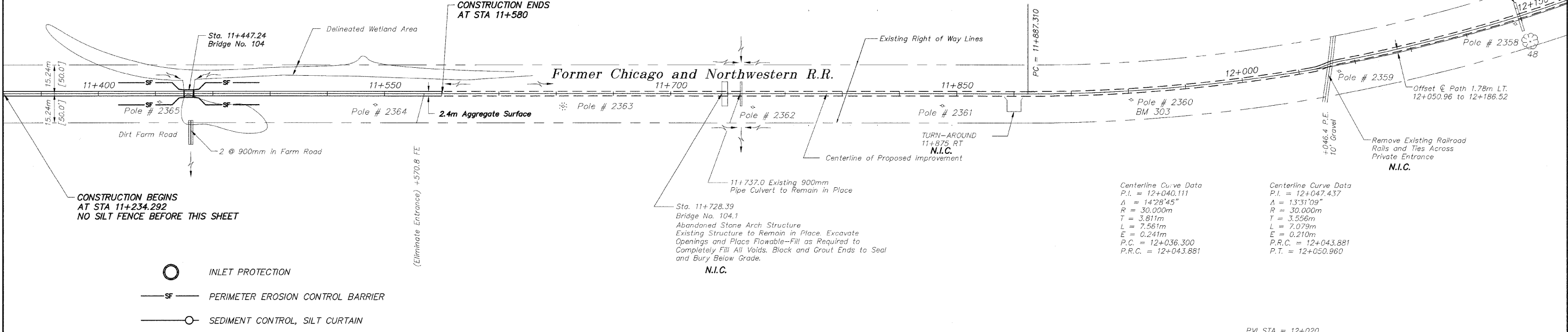
BRIDGE 99 EROSION CONTROL PLAN
 PECAONICA PRAIRIE PATH
 STEPHENSON COUNTY SECTION 09-P4000-00-BT
 JOB NUMBER: 04-28-98-037

BM 303 RR Spike in Power Pole No. 2360
Sta. 11+948.512 4.038m RT.
Elev. 234.372

Centerline Curve Data
P.I. = 12+038.414
Δ = 19°46'03"
R = 867.238m
T = 151.104m
L = 299.205m
E = 13.066m
P.C. = 11+887.310
P.T. = 12+186.515

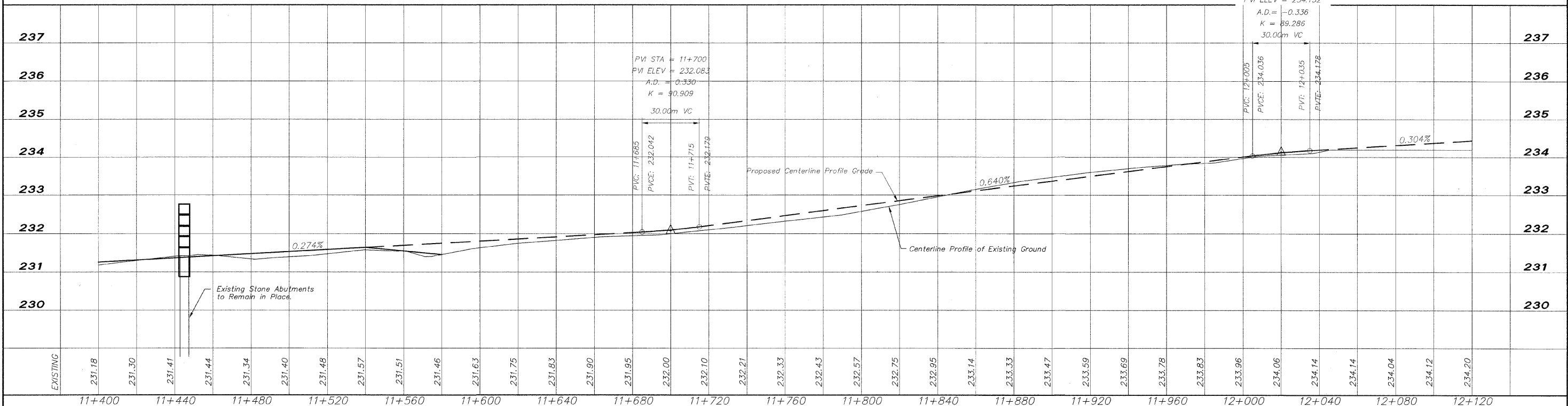


Former Structo Plant



Centerline Curve Data
P.I. = 12+040.111
Δ = 14°28'45"
R = 30.000m
T = 3.811m
L = 7.561m
E = 0.241m
P.C. = 12+036.300
P.R.C. = 12+043.881

Centerline Curve Data
P.I. = 12+047.437
Δ = 13°51'09"
R = 30.000m
T = 3.556m
L = 7.079m
E = 0.210m
P.R.C. = 12+043.881
P.T. = 12+050.960

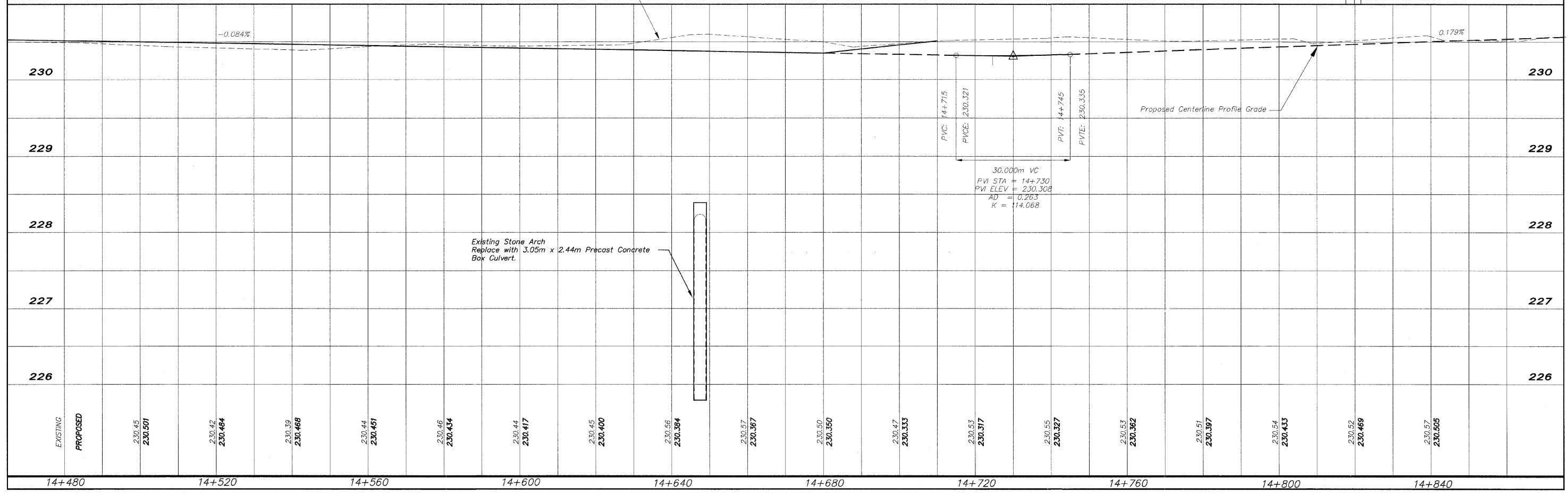
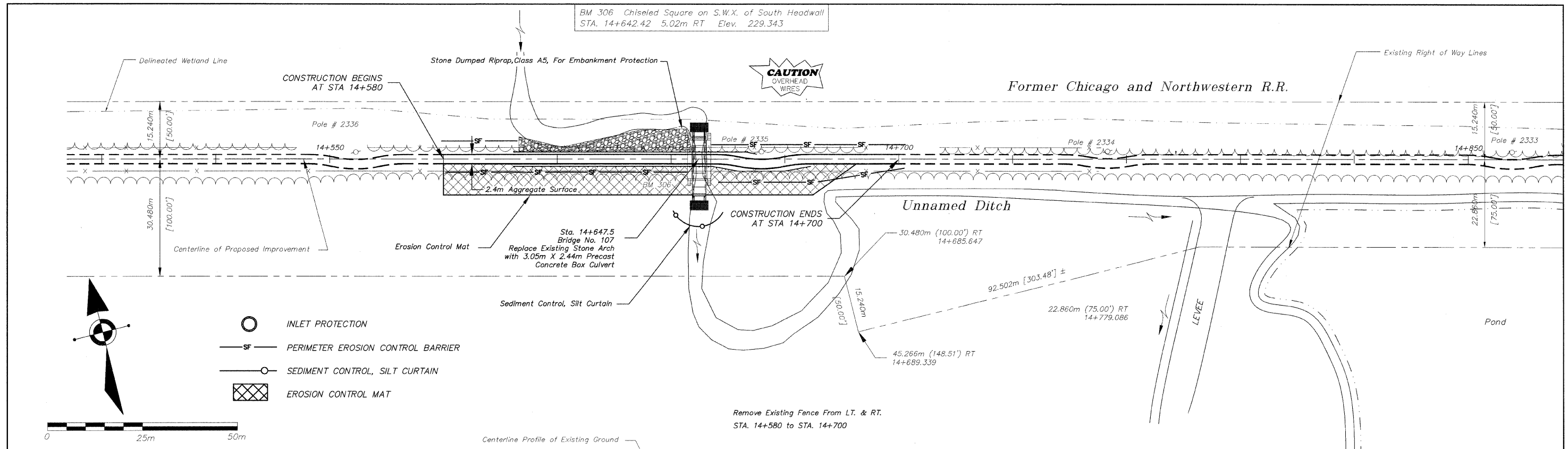


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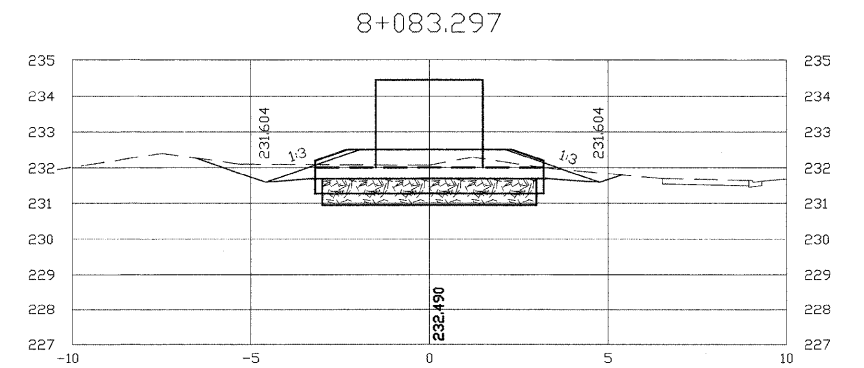
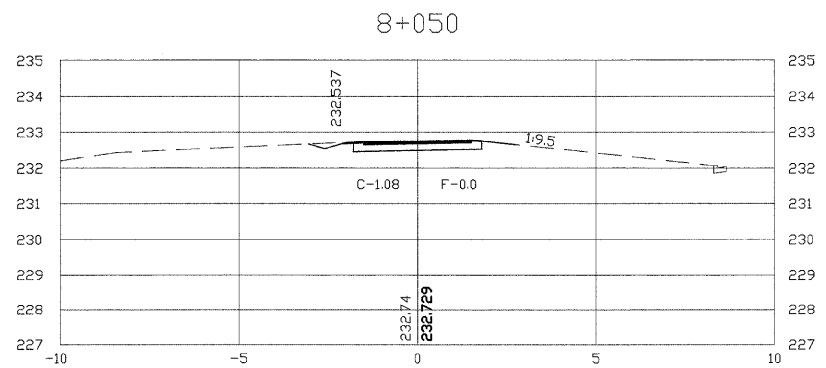
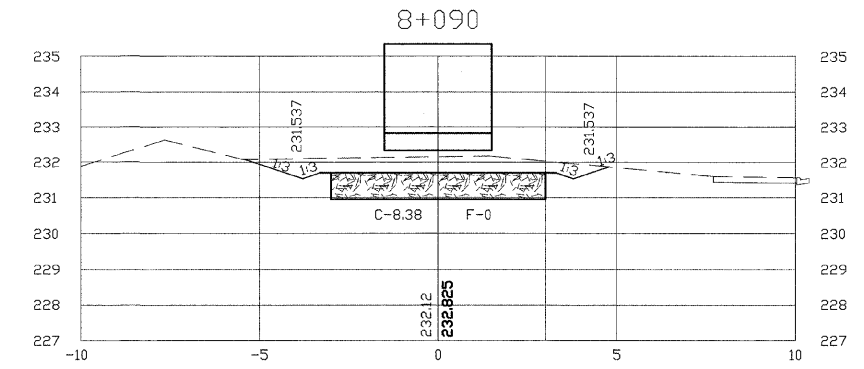
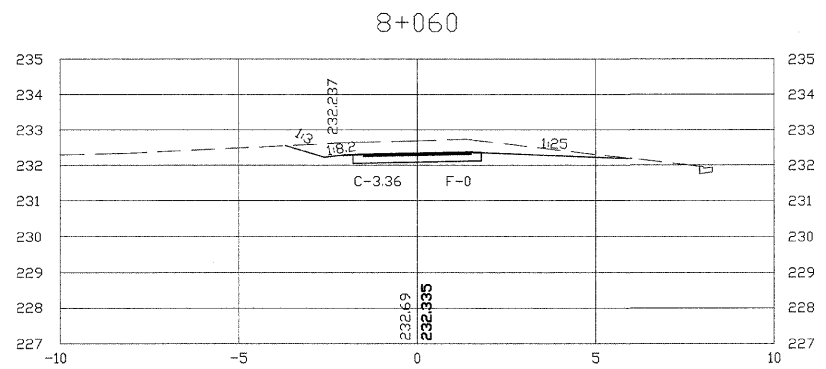
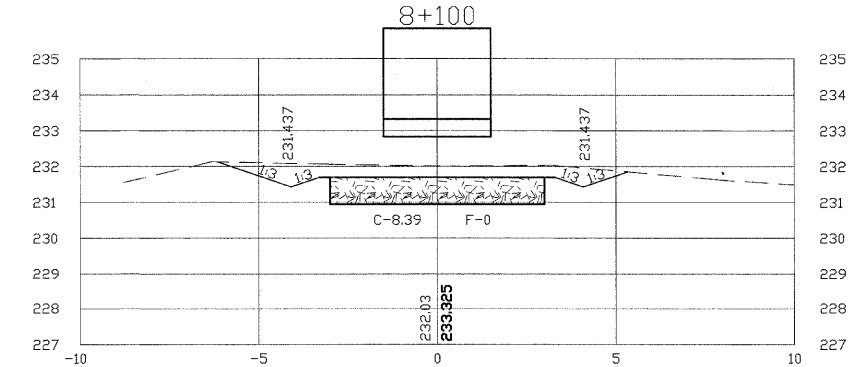
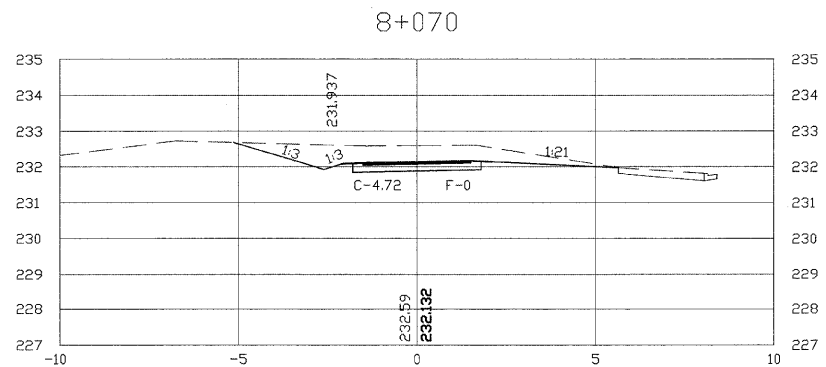
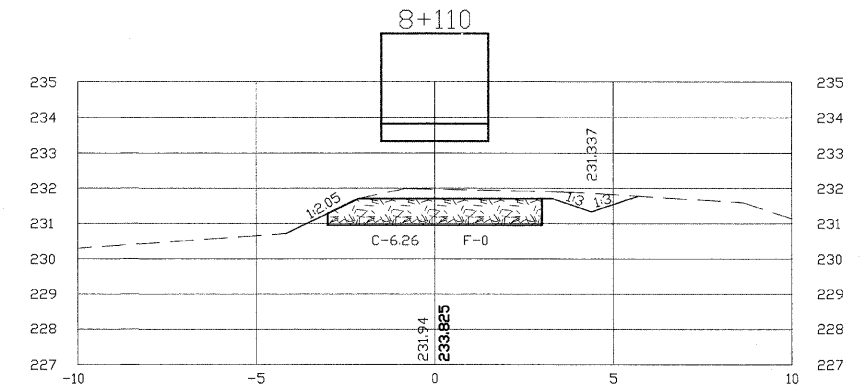
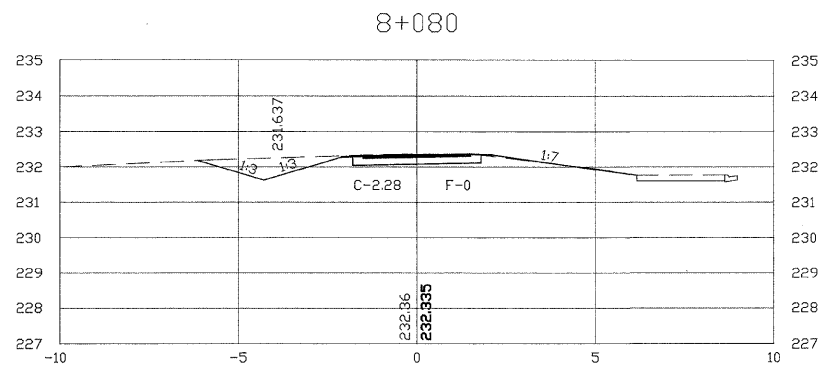
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BRIDGE 104 EROSION CONTROL PLAN
PECATONICA PRAIRIE PATH
STEPHENSON COUNTY SECTION 09-P4000-00-BT
JOB NUMBER: 04-28-98-037



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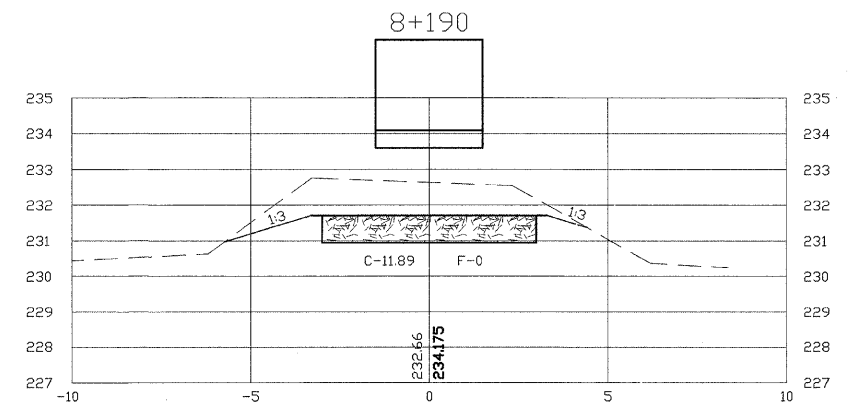
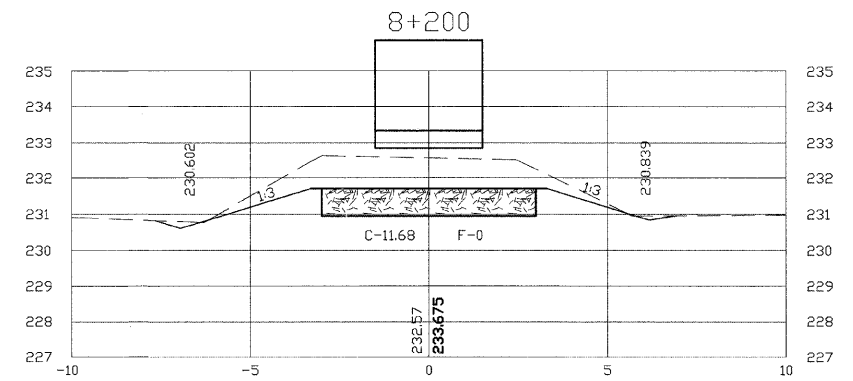
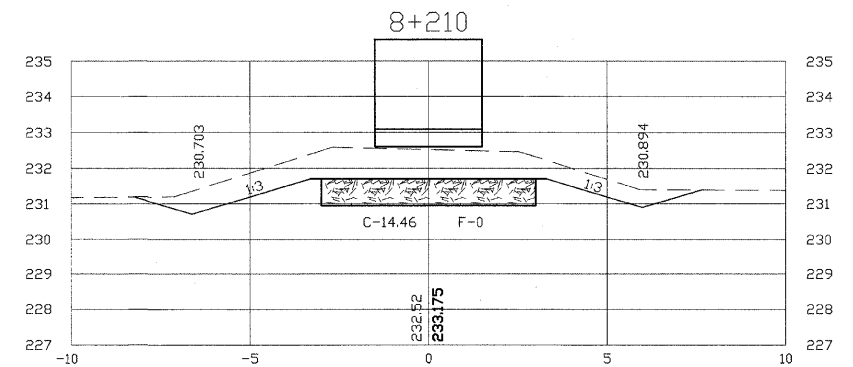
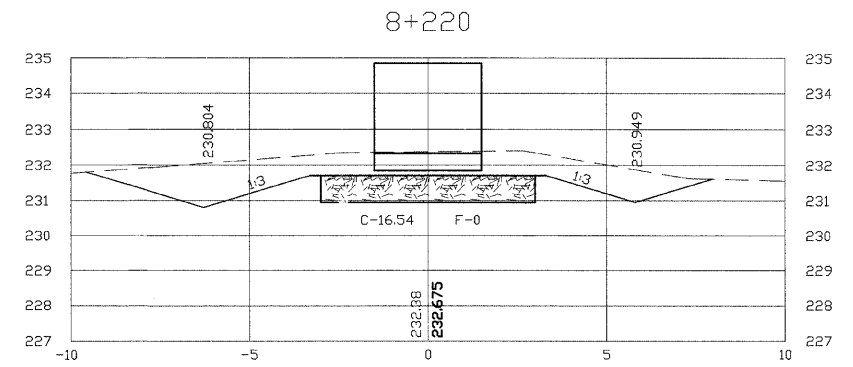
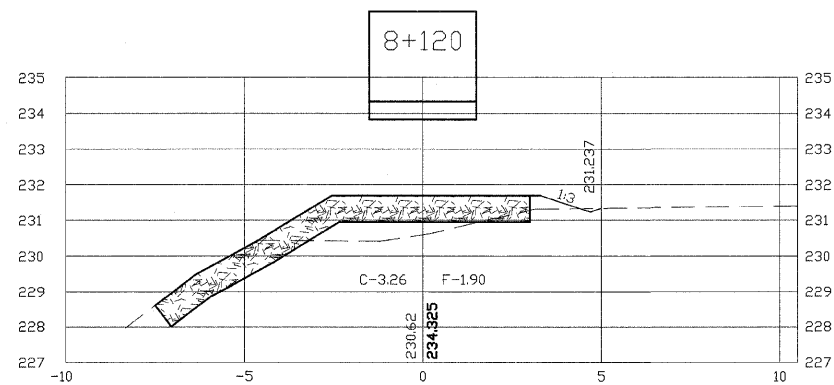
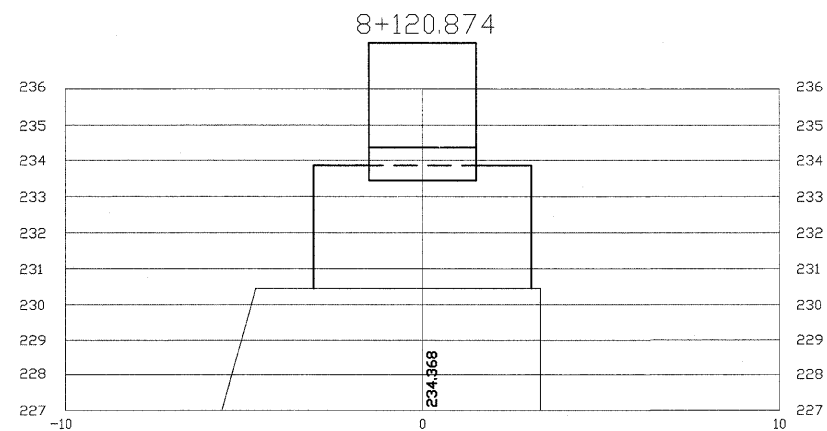
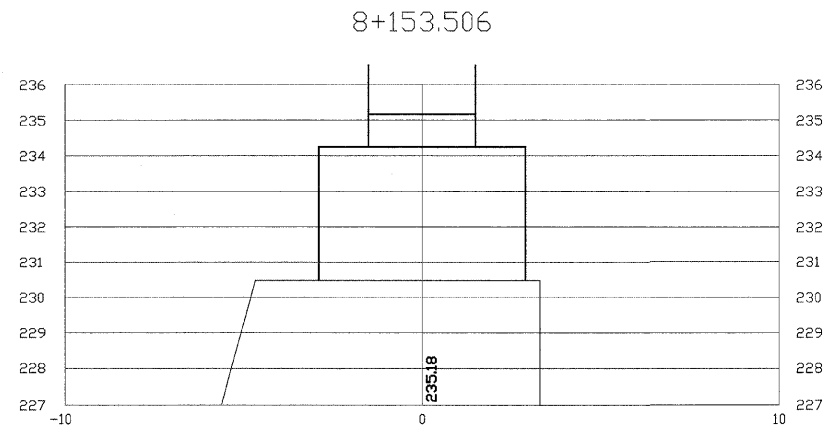
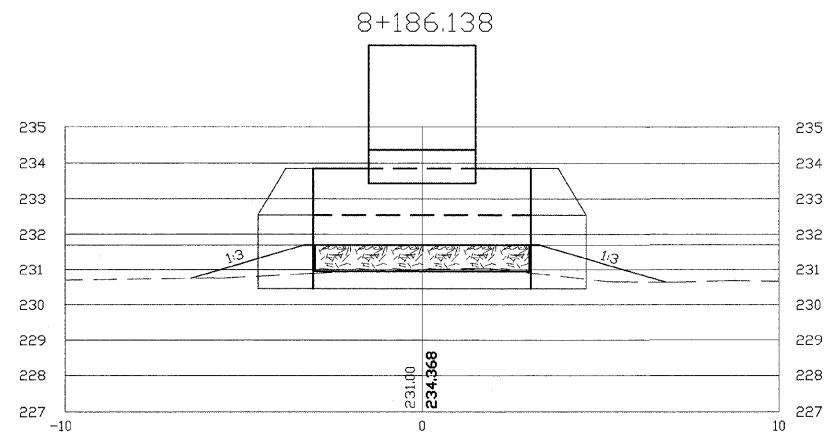


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JOB NUMBER: 04-28-98-037

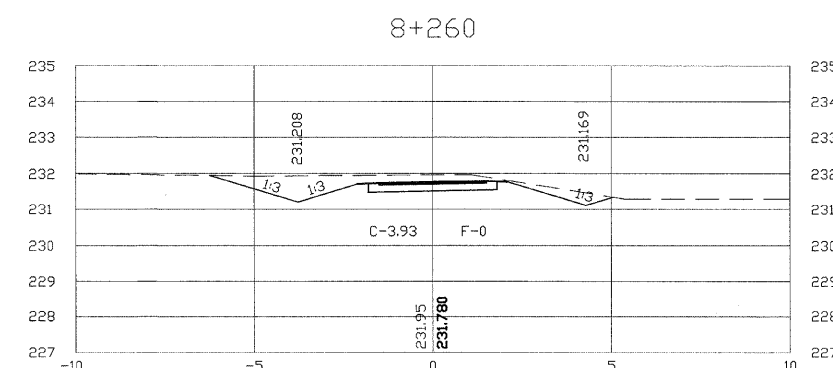
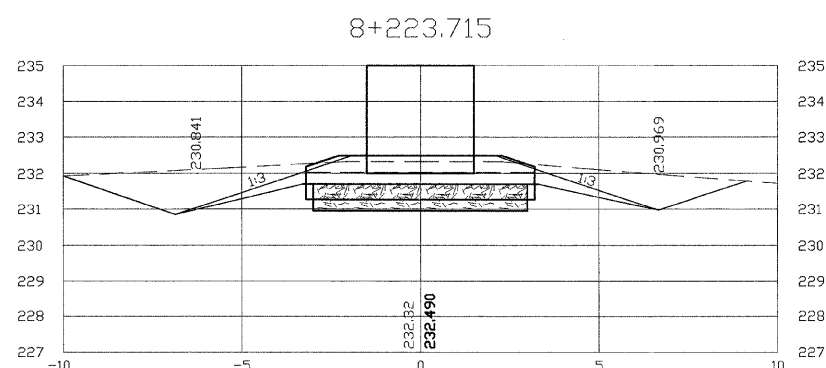
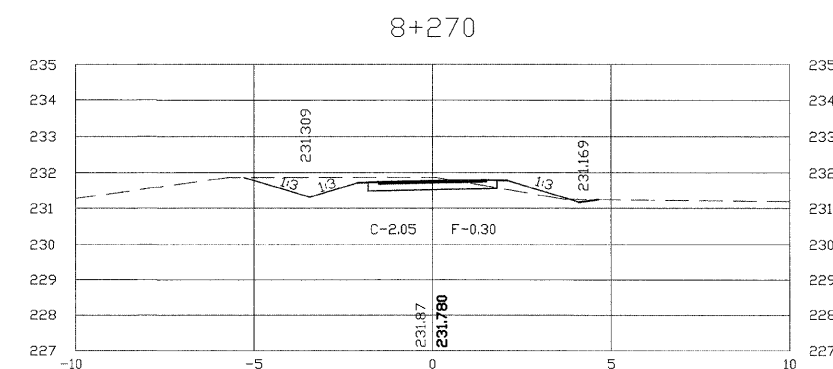
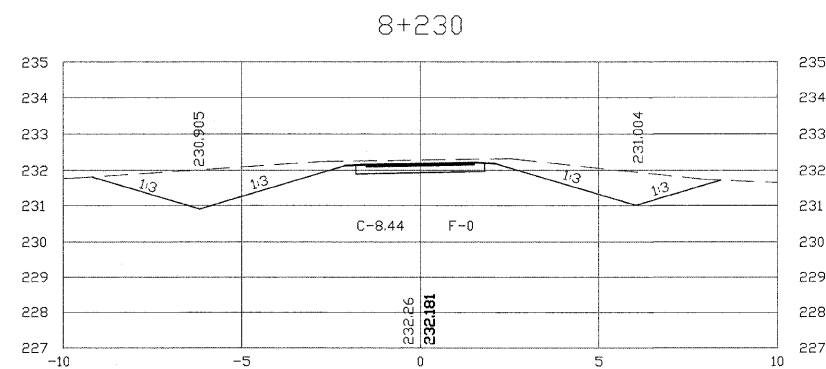
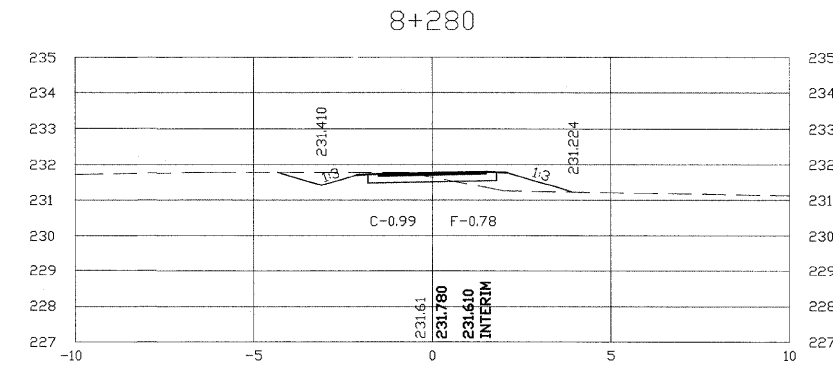
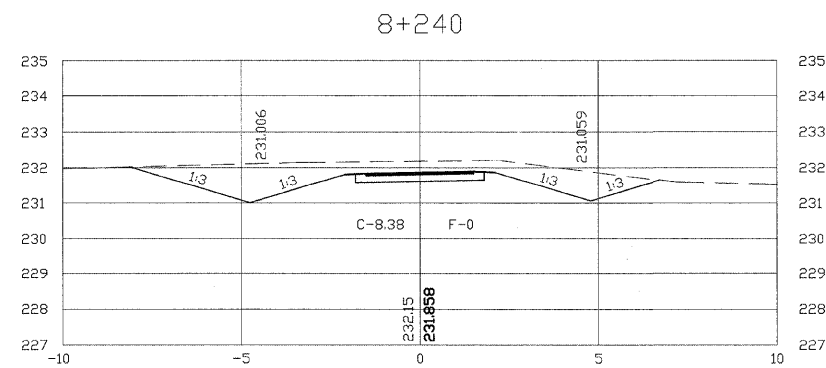
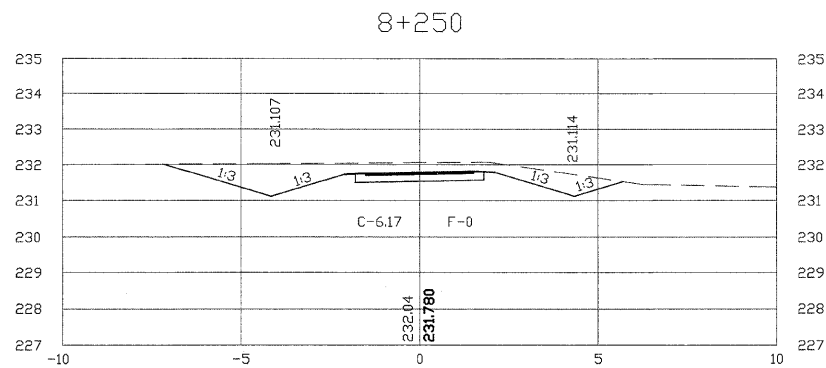


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