

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Route	10-00046-00-BT	JO DAVESS	69	4
CONTRACT NO. -----			ILLINOIS FED. AID PROJECT	

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED APRIL 1, 2016". THESE PLANS AND THE SPECIAL PROVISIONS ARE INCLUDED IN THE CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL COORDINATE ACTIVITIES WITH ALL UTILITIES WITHIN THE PROJECT LIMITS. THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT ARE NOT GUARANTEED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION. THE CONTRACTOR IS REQUIRED TO CONTACT J.U.L.I.E. AT 1-800-892-0123 PRIOR TO PROCEEDING WITH ANY EXCAVATION AND WORK ON THE PROJECT.
- ALL WORK, INCLUDING TEMPORARY STAGING, WHICH OCCURS WITHIN THE RAILROAD RIGHT-OF-WAY SHALL BE COORDINATED DIRECTLY WITH THE RAILROAD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REQUIRED FLAGGING, INSURANCE, AND PERMITS REQUIRED TO COMPLETE WORK WITHIN THE RAILROAD RIGHT-OF-WAY AS PER SECTION 107.12 OF THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION.
- THE SHARED USE PATH SHALL BE CLOSED TO ALL USERS DURING CONSTRUCTION. THE ACCESS ROAD SHALL BE LEFT OPEN TO LOCAL TRAFFIC. ALL TRAFFIC CONTROL DEVICES, PROCEDURES, AND LAYOUTS WITHIN THE LIMITS OF THIS PROJECT SHALL CONFORM TO THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD)" AS ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. THE CONTRACTOR SHALL FURNISH TRAFFIC CONTROL INCLUDING SIGNS AND BARRICADES IN CONFORMANCE WITH STANDARD NO. 701801 & 701901 AND THE MUTCD. CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN ALL NECESSARY TRAFFIC CONTROL DEVICES ON A 24 HOUR PER DAY, 7 DAYS A WEEK BASIS DURING THE CONSTRUCTION PERIOD.
- TRAFFIC CONTROL SHALL INCLUDE ALL MEANS NECESSARY TO PROTECT ANY CONTRACTOR, EQUIPMENT AND MATERIALS. ACCESS SHALL CONTINUE TO BE PROVIDED ALONG ALL ROADWAYS (INCLUDING RAILROAD MAINTENANCE ROADWAYS) DURING CONSTRUCTION. TRAFFIC CONTROL SHALL BE PROVIDED TO PREVENT ANY USE OF THE SHARED USE PATH OR SHARED USE PATH SEGMENTS WITHIN THE CONSTRUCTION LIMITS BY ALL POTENTIAL PATH USERS UNTIL THE SHARED USE PATH IS FULLY OPEN TO ALL USERS.
- TYPE III BARRICADES SHALL BE INSTALLED AT EACH END OF EACH STRUCTURE UNTIL SHARED USE PATH IS COMPLETE AND OPEN TO ALL USERS.

DESIGN SPECIFICATIONS

2012 AASHTO LRFD BRIDGE DESIGN SPECIFICATION - 6TH ED

LOADING

LIVE: 90 #/SQ FT - 2500# VEHICLE

DESIGN STRESSES

FIELD UNITS:

$f'_c = 3,500$ psi
 $F_y = 60,000$ psi (REINFORCEMENT)

STRUCTURAL CONCRETE:

$f'_c = 4,000$ psi

ALUMINUM:

$F_{T_y} = 35,000$ PSI, ALLOY 6061-T6

PEDESTRIAN TRUSS SUPERSTRUCTURE GENERAL NOTES

THE PEDESTRIAN TRUSS SUPERSTRUCTURE SHALL CONSIST OF A WELDED ALUMINUM WALKWAY SYSTEM, INCLUDING DECKING, FRAMING, BEARINGS, MATERIAL ISOLATION, RAILING AND FASTENERS.

THE PEDESTRIAN TRUSS SUPERSTRUCTURE SHALL CONFORM TO AASHTO BRIDGE DESIGN SPECIFICATIONS FOR ALUMINUM STRUCTURES, INCLUDING REFERENCED MATERIAL SPECIFICATIONS, AASHTO LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES.

THE PEDESTRIAN TRUSS SUPERSTRUCTURE DECK UNITS SHALL CONSIST OF A FULLY WELDED ENCASED BOX FRAME INCLUDING THE WALKING SURFACE. ALL HARDWARE SHALL BE STAINLESS STEEL TYPE 304. INSULATING WASHERS SHALL BE PROVIDED WHERE STAINLESS STEEL AND ALUMINUM CONTACT IS ANTICIPATED TO MINIMIZE THE POTENTIAL FOR GALVANIC ACTION.

THE PEDESTRIAN TRUSS SUPERSTRUCTURE SHALL INCORPORATE A PEDESTRIAN RAIL (SPECIAL) CONSISTING OF VERTICAL PICKETS, A GRASPABLE TOP RAIL, AND CURB BOTTOM RAIL, WHICH SHALL MINIMIZE CLIMBING HAZARDS AND SERVE THE FUNCTION OF GUARD, HAND, AND TOE RAIL. THE RAIL SYSTEM SHALL MEET ALL THE DIMENSIONAL REQUIREMENTS OF THE AMERICAN WITH DISABILITIES ACT (ADA).

- TOP OF TOP RAIL SHALL NOT BE LESS THAN 42" ABOVE THE FINISHED DECK.
- CLEAR OPENING BETWEEN PICKETS SHALL REJECT THE PASSAGE OF A 4" DIAMETER SPHERE FULL HEIGHT OF THE RAILING.
- CLEAR OPENING BETWEEN BOTTOM RAIL AND FINISHED DECK SHALL REJECT THE PASSAGE OF A 2" DIAMETER SPHERE.
- GRASPABLE PORTION OF TOP RAIL SHALL BE ROUND WITH A 1 1/4" TO 2" OD OR EQUIVALENT GRIPPING SURFACE.
- ENDS OF HANDRAILS SHALL BE RETURNED SMOOTHLY TO FLOOR OR POSTS.
- A 1.5" CLEAR DISTANCE BETWEEN OBSTRUCTIONS AND TOP RAIL MUST BE MAINTAINED.
- ALL GEOMETRY IS TO BE SMOOTH WITH NO SHARP CORNERS.

PEDESTRIAN TRUSS SUPERSTRUCTURE DESIGN LOADS:

UNIFORMLY DISTRIBUTED LIVE LOAD OF 90 POUNDS PER SQUARE FOOT.

2,500 POUND VEHICLE, 60% ON THE REAR AXLE AND 40% ON THE FRONT AT A MAXIMUM WHEEL BASE OF 6 FEET.

WIND LOADS - HORIZONTAL WIND LOAD OF 35 POUNDS PER SQUARE FOOT, APPLIED TO THE FULL VERTICAL PROJECTED AREA OF THE PEDESTRIAN TRUSS SUPERSTRUCTURE AS IF ENCLOSED, OVERTURNING WIND LOAD APPLIED AT THE WINDWARD QUARTER POINT OF THE TRANSVERSE SUPERSTRUCTURE WIDTH OF 20 POUNDS PER SQUARE FOOT OF DECK.

THE TOP CHORD, TOP RAIL, AND VERTICAL POSTS SHALL BE DESIGNED FOR A SIMULTANEOUS VERTICAL AND HORIZONTAL LOAD OF 50 POUNDS PER LINEAR FOOT OR A 200 POUND POINT LOAD VERTICAL PICKETS 200 POUND POINT LOAD APPLIED TRANSVERSELY OVER AN AREA OF 1 SQUARE FOOT.

FASTENERS SHALL BE TYPE 304 STAINLESS STEEL. ANY INSTALLATION OF ALUMINUM AGAINST CONCRETE OR POTENTIALLY CORROSIVE INSTALLATION OF DISSIMILAR METALS SHALL BE PROPERLY ISOLATED.

NO FIELD WELDING IS PERMITTED EXCEPT AS SPECIFIED IN THE CONTRACT DOCUMENTS.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

THE ORGANIC ZINC RICH PRIMER/EPOXY/URETHANE PAINT SYSTEM SHALL BE USED FOR PAINTING OF NEW STRUCTURAL STEEL EXCEPT WHERE OTHERWISE NOTED. THE ENTIRE SYSTEM SHALL BE SHOP APPLIED, WITH THE EXCEPTION OF THE EXTERIOR SURFACE AND THE BOTTOM OF THE BOTTOM FLANGE OF FASCIA BEAMS, MASKED OFF CONNECTION SURFACES, FIELD INSTALLED FASTENERS AND DAMAGED AREAS SHALL BE TOUCHED UP IN THE FIELD. THE COLOR OF THE FINAL FINISH COAT FOR ALL INTERIOR STEEL SURFACES SHALL BE GRAY, MUNSELL NO. 5B 7/1. THE COLOR OF THE FINAL FINISH COAT FOR THE EXTERIOR AND BOTTOM FLANGE OF THE FASCIA BEAMS SHALL BE (GRAY, MUNSELL NO. 5B).

ENVIRONMENTAL COMMITMENTS

- TREES GREATER THAN OR EQUAL TO FIVE INCHES DIAMETER BREAST HEIGHT (DBH) TO BE CUT WITHIN THE PROJECT AREA SHALL BE CLEARLY FLAGGED AND/OR MARKED AND SHALL NOT BE CUT BETWEEN THE DATES OF APRIL 1 - OCTOBER 14.
- THE CONTRACTOR SHALL FOLLOW MEASURES THAT WILL MINIMIZE OFF-SITE IMPACTS TO THE CASPER BLUFF LWR SUCH AS USING EROSION CONTROL BEST MANAGEMENT PRACTICES AND ENSURING THAT EQUIPMENT AND CLOTHING IS FREE OF INVASIVE SEED/PROPAGULES WHEN WORKING ADJACENT TO THE LWR.

DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY

USER NAME = NHOFRICHTER	DESIGNED -- --	REVISED --- 10/20/2016
	DRAWN -- NOAH HOFRICHTER	REVISED -- --
PLOT SCALE = --	CHECKED -- --	REVISED -- --
PLOT DATE = 10/19/2016 2:35 PM	DATE -- --	REVISED -- --

iiw
563.556.2464 ♦ 800.556.4491
IIW, P.C. ♦ www.iiwengr.com

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GALENA RIVER TRAIL PHASE 3
GENERAL NOTES

FILE NAME =
P:\12\028\028-01\Drawings\G:\11\2028_general sheets

SCALE: N/A SHEET 4 OF 69 SHEETS STA. -- TO STA. --

SHEET NAME G1.04