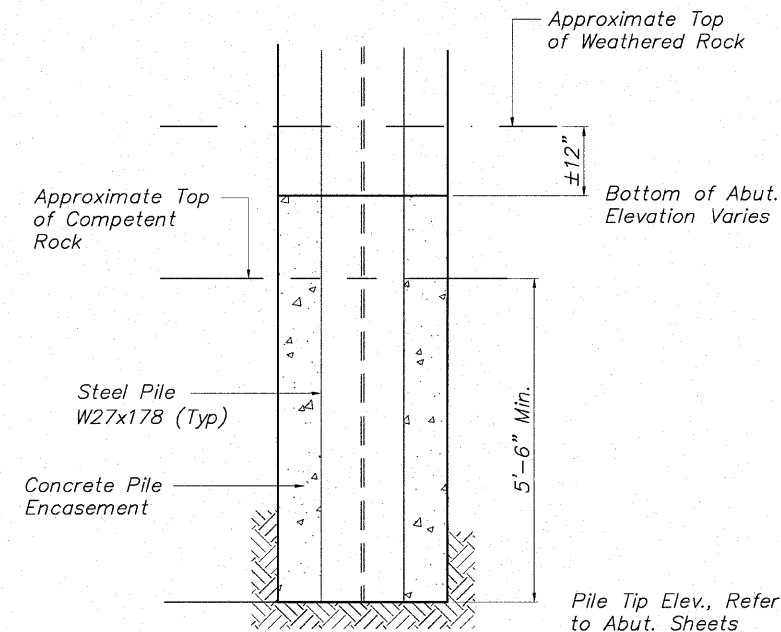


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

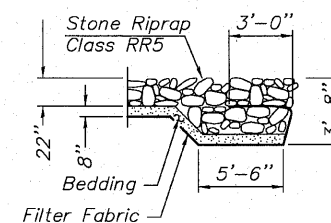
**GENERAL NOTES:**

- All Structural Steel shall be AASHTO M 270 Grade 50 except as noted.
- Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- All construction joints shall be bonded.
- No field welding will be permitted.
- If the design reactions for the individual superstructure units are larger than the reactions shown on the Substructure Layout, the Contractor shall redesign the affected substructure units, or verify the adequacy of the substructure as shown on the plans, submit the Design and Calculations signed and sealed by an Illinois Licensed Structural Engineer for the approval of the Engineer.
- The Manufacturer shall coordinate with the Lighting Plan. Connections or clips for lighting brackets, conduit, pull boxes, and lighted rail shall be provided by the factory and factory welded.
- Concrete sealer shall be applied to designated areas of the bearing seat and face of the back of abutment.
- Bearing Seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8" (0.01 ft.). Adjustment shall be made either by grinding or by shimming the bearings.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
  - At least 72 hours shall have elapsed from the end of the previous pour.
  - The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.
- It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering materials.
- Contractor shall be responsible for any dewatering in accordance with the erosion control plan at no additional cost to the contract.
- Anchor bolts and bearings shall be designed and provided by the manufacturer. Anchor bolt projection shall be specified on the shop drawings. Anchor bolts at fixed bearings may be either cast-in-place or installed in holes after the supported member is in place. Anchor bolts at expansion bearings shall be drilled after the members are in place.

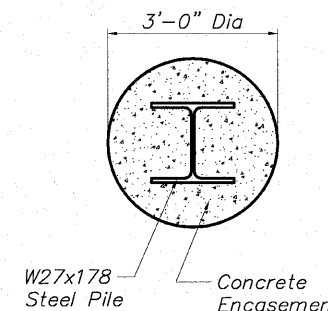
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- The cost of furnishing and installing anchor bolts and bearing assemblies shall be included in the cost of the Pedestrian Cable-Stayed Truss Superstructure.
- Reinforcing bars shall be lapped a minimum as shown on plans where splices occur. Radius bars shall be factory bent and delivered to the site with appropriate radius. Field bending will only be allowed to achieve form clearances.
- Penetrations in the back of abutment for electrical conduit shall be located in the field prior to forming the back of abutment. Coordinate locations with Electrical Plans.
- Exposed surfaces of concrete shall be given a "rubbed" finish except where form liner is specified. Form liner pattern shall be as specified to match wall facings.
- Exposed edges shall have a 3/4" x 45° chamfer except as shown otherwise. Chamfers on vertical edges shall be continued a minimum of one foot below finished ground level.
- The approximate embedment depth for the soldier pile tip is as provided on the plans and considers a penetration into competent rock of 5.5 feet (minimum) based on the soil boring information and uniaxial compressive rock strength value of 4,000 psi (minimum) as provided by Terracon Consultants, Inc. The actual top of rock elevation, which qualifies as competent rock meeting the minimum requirements of the design, shall be determined and field verified by the geotechnical engineer during the drilling operation at each soldier pile location. Final pile tip elevations shall be a minimum of 5.5 feet below actual top of competent rock elevations.
- Backfill behind wall shall be placed to the lines and grades as shown on the plans. The Contractor shall take care to ensure the use of suitable material and proper compaction of all fill areas. Compaction shall be performed with a loose thickness of no more than 8" and each lift shall be compacted to a density equal to or greater than 95% standard proctor maximum dry density (ASTM D-698) taking care not to over compact the soil density behind the wall. Moisture shall be within -2 to +3 percent of optimum. No heavy equipment shall be allowed within 6 feet of the wall during backfilling and compaction. Compaction shall be by hand method, "walk behind", equipment in the areas within 6 feet of the face of the wall.
- The Superstructure of the Prefabricated Cable-Stayed Bridge and all elements of the Superstructure above "Top of Pier", including all truss members, railings, bearings, base plates, grout, anchor bolts (size, location, and embedment), concrete deck, drainage scuppers, and all attachments on the Superstructure shall be designed by the Contractor. Superstructure details as shown in these Plans along with the Special Provision "Pedestrian Truss Superstructure-Prefabricated Cable-Stayed" shall be the basis for preparation of detailed Superstructure Plans.
- Top of Pier elevation and Bearing Seat to Top of Abutment dimensions shall be verified by the Bridge Manufacturer prior to the start of construction. The Contractor shall coordinate and verify final pier shaft dimensions with the Bridge Manufacturer to ensure proper placement of tower base plates.



**ELEVATION**

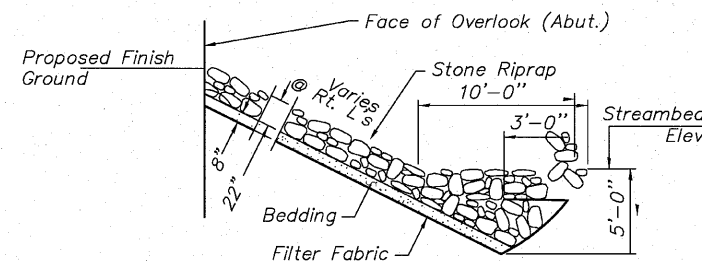


**FLANK STONE RIPRAP TREATMENT**

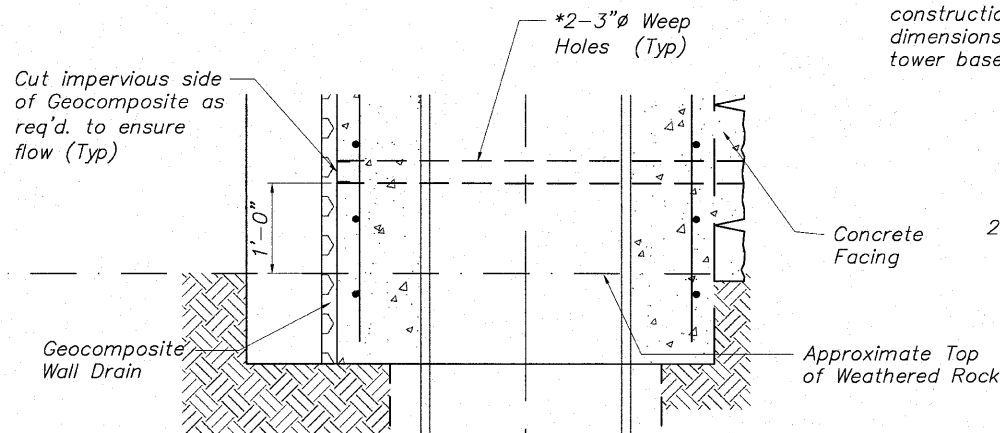


**PLAN**

**PILE ENCASEMENT SECTION**

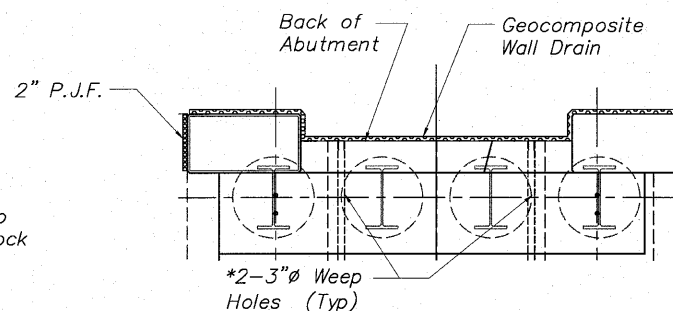


**TOE STONE RIPRAP TREATMENT**



**WEEP HOLE DETAIL**

\* Included in the cost for Concrete Structures



**WALL DRAIN DETAIL**

**Note:**  
Location of Weep Holes as Shown on Plan View or as Directed by the Engineer based on Field Conditions

**TYPICAL DETAILS AND GENERAL NOTES  
CABLE-STAYED PEDESTRIAN BRIDGE  
PEDESTRIAN RIVERWALK  
ALONG THE ROCK RIVER  
WINNEBAGO COUNTY  
SECTION NO. 06-00543-00-BT  
STATION 209+48.25  
STRUCTURE NO. 101-6350**

DESIGNED	CTB
CHECKED	AAG
DRAWN	JAW
PEER REVIEWED	

**McClure**  
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Design Firm License: Illinois #184-000816  
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SHEET NO. II II SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		06-00543-00-BT	WINNEBAGO	148	66
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO.	85521

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