

BENCHMARK		
NO.	DESCRIPTION	ELEVATION
J-228	Standard USC&GS Tablet set in the NW Abutment stone in 1960. Station 40+862.8, 3.2m Lt.	257.610

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE 129 GENERAL 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 it off-site. This includes the Transverse Railroad Ties, Timber Walkway, Excess Limestone Blocks, 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 IDOT 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.
- The intent of the Plan is to Reuse/Reset the existing .S15X50 (US Standard Dimension) Steel Stringers as an assembly after modifying the existing abutments. The assembly includes the existing Steel Stringers with the connected Diaphragms and Steel Bearings. The Contractor shall take the necessary precautions so as not to cause damage when removing the existing Steel Stringer Assemblies. The Contractor will be responsible for the repair or replacement of any item damaged, with no additional compensation allowed. The Contractor shall coordinate the schedule of this work with the Engineer to allow for detailed inspection of the Steel Stringer Assemblies if required. All material and labor necessary to complete this item of work shall be included in the Contract unit price for REMOVE AND RESET EXISTING STEEL STRINGER ASSEMBLIES and shall as one (1) unit per bridge as applicable.
- The Contractor shall remove any loose or deteriorated mortar from the existing masonry limestone abutment joints. He shall then 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 AND TUCK POINTING.
- 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 respective individual items.
- The Contractor shall furnish and install a brass Name Plate in accordance with the Section 515 of the IDOT Standard Specifications except that it shall be installed with four (4) tamper resistant screws to the top timber bridge rail on the right hand side side of the 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 at the Contract Unit Price EACH for NAME PLATE.

DESIGN LOADING
Pedestrian/Bicycle = 4.07KN/m² (85 psf)
Vehicular = H-10

HIGHWAY CLASSIFICATION
Pecatonica Prairie Path
Functional Class: Multi-Use Path

DESIGN SPECIFICATIONS
2002 AASHTO "Standard Specifications for Highway Bridges" - 17th Edition
1997 AASHTO "Guide Specifications for Design of Pedestrian Bridges"

DESIGN STRESSES
FIELD UNITS
f'c = 24 MPa (3,500 psi) - Cast-in-Place Concrete
fy = 400 MPa (60,000 psi) - Reinforcement
fy = 250 MPa (36,000 psi) - Fasteners
fy = 250 MPa (36,000 psi) - Diaphragm Steel
Fb = 5.9 MPa (850 psi) - Timber Stringers
Fb = 0.7 MPa (100 psi) - Timber Stringers
Fb = 6.7 MPa (975 psi) - Timber Decking

SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.0325g
Site Coefficient (s) = 1.0

EXISTING STRUCTURE: Timber Deck on original Railroad Steel Stringers set on Limestone Abutments.

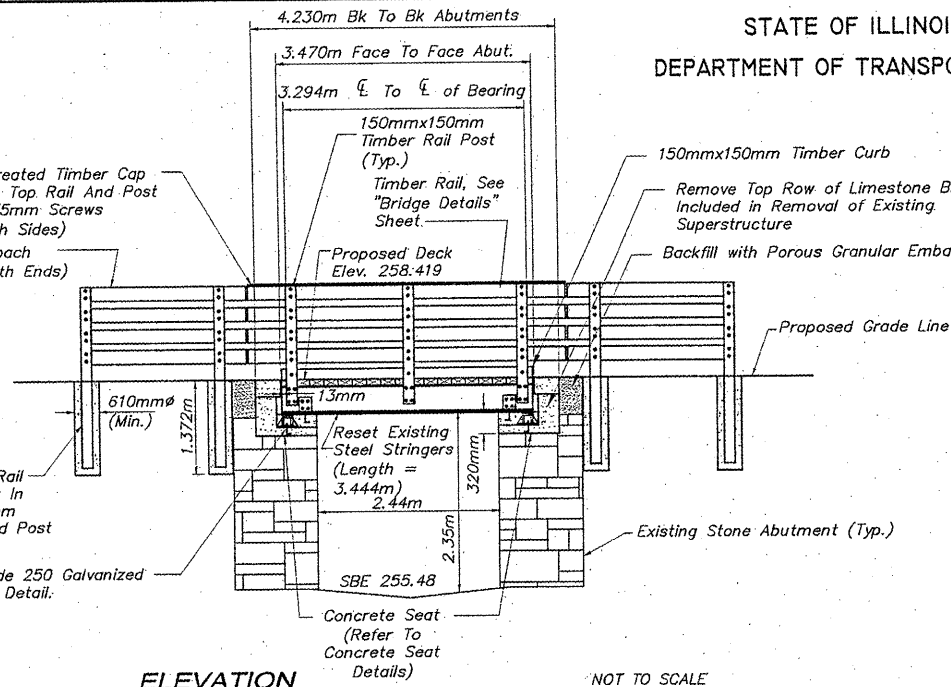
25mmx200mm Treated Timber Cap Board. Attach To Top Rail And Post With No. 10mmx75mm Screws Countersunk (Both Sides)

Timber Approach Handrail (Both Ends)

REFER TO PLAN VIEW FOR RAILING SPACING

150mmx150mmx2.438m Rail Post 1.066m Embedment In Class S.I. Concrete 150mm Minimum Clear All Around Post

M20x151mm, Grade 250 Galvanized Anchor Bolt. See Detail.



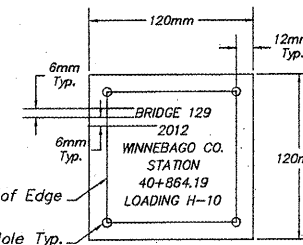
ELEVATION NOT TO SCALE

TOTAL BILL OF MATERIALS

ITEM	UNITS	TOTAL
Remove and Reset Existing Steel Stringer Assemblies	Each	1
Removal of Existing Superstructure	Each	1
Concrete Structures	Cu. M.	3.83
Reinforcement Bars	Kg	316
Treated Timber	Cu. M.	2.45
Hardware	Kg	112
Wood Rail	Meter	9.75
Drill and Grout Bars	Each	102
Anchor Bolts, M20	Each	12
Masonry Cleaning and Tuckpointing	L. Sum	1
Name Plate	Each	1
Monodirectional Prismatic Barrier Reflectors	Each	12
Porous Granular Embankment	Cu. M.	5
Structure Excavation	Cu. M.	4.8



Signature: *[Signature]*
Date: 12/14/11
Exp. Date: 11/30/17



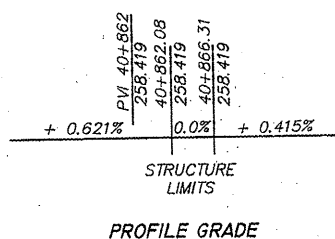
NAME PLATE

INDEX OF BRIDGE SHEETS

- Bridge NO. 129 GP&E
- Bridge Details
- Bridge Details

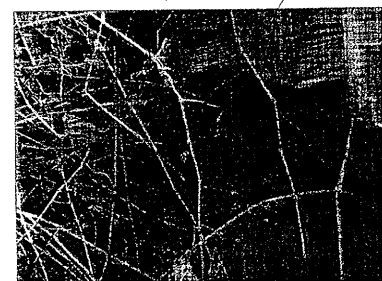
**GENERAL PLAN & ELEVATION
BRIDGE 129
OVER A TRIBUTARY TO THE
COOLIDGE CREEK
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 40+864.19**

SHEET 1 OF 3

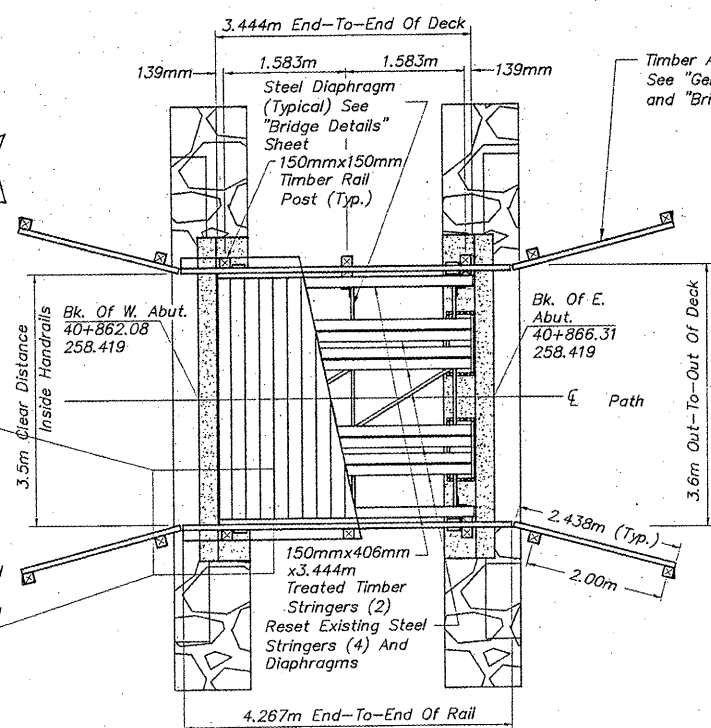


PROFILE GRADE

**CAUTION
OVERHEAD
WIRES**

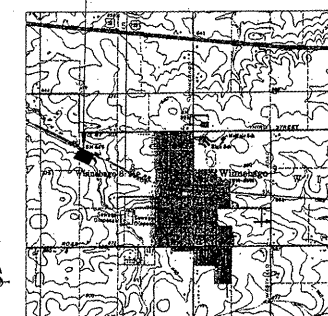


Existing Steel Stinger
Existing Steel Bearing
Existing Stone Abutment



PLAN NOT TO SCALE

BRIDGE 129



LOCATION SKETCH

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE:	
DRAWN BY:	CHK
CHECKED BY:	JMH
DATE:	DECEMBER 12, 2011

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

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BRIDGE NO. 129 GP&E	
PECATONICA PRAIRIE PATH	
WINNEBAGO COUNTY HIGHWAY DEPARTMENT	SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 B129-150.DWG	JOB:04-30-10-042

SHEET NO.	99
OF	107