

TIMBER BRIDGE PROJECT NOTES:

1. UNLESS OTHERWISE SPECIFIED, ALL SAWN LUMBER SHALL BE SOUTHERN YELLOW PINE AND GRADED UNDER THE SOUTHERN PINE INSPECTION BUREAU (SPIB) RULES.
2. UNLESS OTHERWISE SPECIFIED, ALL SAWN LUMBER SHALL BE GRADE NO. 2, S4S (SURFACED FOUR SIDES). PILE CAP TO BE ROUGH SAWN.
3. UNLESS OTHERWISE SPECIFIED, ALL SAWN LUMBER SHALL BE PRESSURE TREATED WITH CCA ON TIMBERS DENOTED BY THE BRIDGE BUILDER AND REFLECTED ON THE BILL OF MATERIALS OR WITH ACQ. RETENTION LEVELS SHALL BE DEFINED IN DESIGN PLANS. PRESSURE TREATMENT SHALL BE IN ACCORDANCE WITH THE AMERICAN WOOD PRESERVERS ASSOCIATION (AWPA) STANDARD P5-90 AND A2-88. ALL LUMBER AND TIMBERS SHALL BE PRESSURE IMPREGNATED UNDER AWPA STANDARDS C1-90, C2-90, C14-90, AND C18-90 WHERE APPLICABLE.
4. ALL SAWCUTS, DRILLED HOLES OR OTHER PENETRATIONS (EXCEPT PILE SPLICES) SHALL BE TREATED WITH CCA SOLUTION PRIOR TO INSTALLING HARDWARE, BOLTS OR OTHER BRIDGE MEMBERS OR DEVICES.
5. UNLESS OTHERWISE SPECIFIED, TIMBER PILES SHALL BE SOUTHERN YELLOW PINE CONFORMING TO ASTM STANDARD D-25 (LATEST EDITION) FOR QUALITY. SPECIFICATION FOR SIZE SHALL BE 1 INCH TAPER IN 10 LINEAR FEET.
6. ALL PILING SHALL BE PRESSURE IMPREGNATED UNDER AWPA STANDARDS C1-90, C3-90, C14-90, AND C18-90 WHERE APPLICABLE.
7. HARDWARE THAT IS TO BE STAINLESS STEEL WILL BE SPECIFIED ON THE DRAWINGS.
8. WEAR-DECKING SHALL BE ATTACHED WITH 304 STAINLESS STEEL OR BETTER SCREWS RECESSED AT A MINIMUM OF 1/2 INCH BELOW DECK SURFACE.
9. ALL DECK SCREWS NOT BELOW MINIMUM DEPTH SHALL BE DRIVEN BELOW DECK SURFACE WITH AN APPROVED STEEL PUNCH.
10. HAND AUGURING AND JETTING ARE NOT APPROVED PILE INSTALLATION METHODS.
11. PILES ARE REQUIRED TO BE DRIVEN TO REFUSAL AS NOTED ON THE DRAWINGS PER CONTRACT. REFUSAL SHALL BE DEFINED AS AN INSERTION RATE OF 6 INCH PER MINUTE. IF THE SOIL CONDITIONS WARRANT ADDITIONAL DRIVING AT THE DIRECTION OF THE ENGINEER, THE PROJECT MANAGER AND/OR THE FOREMAN IN THE FIELD MAY CONTINUE TO APPLY LOAD ON THE PILE UNTIL THERE IS NOT ANY ADDITIONAL MOVEMENT. IN THE EVENT OF PREMATURE REFUSAL THE ENGINEER WILL BE CONSULTED.
12. UPON ENCOUNTERING DENSE SOIL OR OTHER SIMILAR SOIL CONDITIONS THAT PREVENT DRIVING PILING, THE AUGURING METHOD MAY BE UTILIZED TO ASSIST WITH PILE DRIVING EQUIPMENT.
13. PILING SHALL BE DRIVEN WITH NPK C8 UNLESS HARD SOIL OR ROCK IS ENCOUNTERED.
14. ABUTMENTS WILL HAVE MIRAFI 500X NEEDLE PUNCHED, WOVEN GEOTEXTILE, OR EQUAL.
15. ALL BOLT CONNECTIONS TO HAVE LOCK WASHERS.
16. WE ARE PROVIDING A WOOD DECK IN THIS PROJECT IN ACCORDANCE WITH THE SPECIFICATIONS AND/OR CONTRACT DOCUMENTS. BE AWARE THAT MOST PEDESTRIAN LIABILITY CLAIMS ARE DUE TO SLIP AND FALL CLAIMS, IT IS THE RESPONSIBILITY OF THE OWNER TO KEEP THE DECK FREE FROM SLIP OR TRIP HAZARDS DUE TO CUPPING, SPLITS, GAPS AND SMOOTH SURFACES.
17. THE STRUCTURAL CAPACITY WAS DESIGNED WITH THE FOLLOWING ITEMS TAKEN INTO CONSIDERATION: LOADING/CAPACITY OF COMPONENTS, WIND LOAD/UPLIFT AND STANDARD SOIL.

THIS SHEET SIZE IS 22"x34" ANYTHING SMALLER IS A REDUCTION

	ENGINEER:	LICENSED:	REVISIONS			PROJECT DESCRIPTION		HIGGINS BIKE PATH PROJECT			
			REV	DATE	DESCRIPTION	TIMBER PEDESTRIAN BRIDGE		HOFFMAN ESTATES, IL			
						DESIGNED LOADING		PROJECT NOTES			
						85-PSF OR 5 TON GVW (L/360 DEFLECTION)		DATE	DRAWN BY:	PROJECT NUMBER	SHEET NUMBER:
						APPROVED BY:	DATE APPROVED:	4/6/11	D. MATTHEWS	209031	46 of 86 002