GENERAL NOTES

CONSTRUCTION SPECIFICATIONS

MATERIALS, CONSTRUCTION AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE STATE OF IDAHO TRANSPORTATION DEPARTMENT, "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION", 2004 EDITION, THE PROJECT PLANS AND SPECIFICATIONS.
THE ENGLISH UNITS SYSTEM OF MEASUREMENT SHALL BE USED AS STANDARD.

MATERIAL

CONCRETE : DECK SLAB AND PARAPET - CLASS 40A ---------- f'c = 4.00 ksi
ABUTMENTS AND WINGS - CLASS 40B ---------- f'c = 4.00 ksi
METAL REINFORCEMENT : AASHTO M31, GRADE 60 ---------- fy = 60.00 ksi
STRUCTURAL STEEL : AASHTO M270 GRADE 50W ---------- fy = 50.00 ksi
BASE METAL & WELD METAL CHARPY V-NOTCH REQUIREMENT SHALL MEET ZONE (XX).
HIGH STRENGTH BOLTS : AASHTO M164 TYPE 3
CARBON STEEL BOLTS : ASTM A307

PLAN DIMENSIONS AND ELEVATIONS

ALL EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 3/4" UNLESS NOTED OTHERWISE.
ALL DIMENSIONS TO REINFORCING STEEL ARE TO CENTERLINE OF BAR UNLESS NOTED OTHERWISE.
CONCRETE COVER MEASURED FROM THE FACE OF THE CONCRETE TO THE FACE OF ANY REINFORCING BAR SHALL BE 2", UNLESS SHOWN OTHERWISE ON THE DRAWINGS.

CONSTRUCTION

ALL REINFORCING STEEL TO BE EPOXY COATED IS DESIGNATED BY AN "E" AFTER THE BAR MARK.
CONSTRUCTION JOINTS WILL BE PERMITTED ONLY AT THE LOCATIONS SHOWN ON THE PLANS OR AS APPROVED BY THE ENGINEER.
PERMANENT METAL DECK SLAB FORMS MAY BE USED AT CONTRACTOR'S OPTION.
THE END OF EACH GIRDER (EXCEPT TOP FLANGE), BEARING UNITS, AND END DIAPHRAGMS WITHIN A HORIZONTAL DISTANCE OF 1.5 X GIRDER DEPTH FROM DECK EXPANSION JOINTS SHALL BE PAINTED IN ACCORDANCE WITH ITD STANDARD SPECIFICATIONS FOR PAINT SYSTEM D, ZINC BASE.
PAINTING OF CONCRETE SUBSTRUCTURES, IF REQUIRED, SHALL BE WITH CLEAR PROTECTIVE COATING OR A PIGMENTED COATING IN ACCORDANCE WITH SUBSECTION 627.03 OF THE STANDARD SPECIFICATIONS.
ALL SURFACES OF THE SUBSTRUCTURE EXCEPT WINGWALLS WHICH WILL BE EXPOSED ON THE COMPLETED STRUCTURE SHALL BE PROTECTED TO PREVENT STAINING WITH PLASTIC SHEETS OR OTHER APPROVED METHODS UNTIL DECK PLACEMENT IS COMPLETED AND GIRDERS ARE BLAST CLEANED.
WELDED FABRICATION SHALL BE IN ACCORDANCE WITH ANSI/AASHTO/AWS D 1.5 AND ALL INTERIM REVISIONS PUBLISHED BY AASHTO.
ANY SHORING SYSTEM THAT IMPACTS THE RAILROAD'S OPERATION AND/OR SUPPORTS THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER RAILROAD GUIDELINES FOR TEMORARY SHORING.
ALL DEMOLITION WITHIN THE RAILROAD'S RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS SHALL COMPLY WITH THE RAILROAD'S DEMOLITION REQUIREMENTS.
ERECTION OVER THE RAILROAD'S TRACK SHALL BE PLANNED SUCH THAT IT ENABLES THE TRACK(S) TO REMAIN OPEN TO TRAFFIC PER RAILROAD REQUIREMENTS.
THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION.
ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.
THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT CHANGE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD DITCHES AND/OR DRANAGE STRUCTURES.
THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD PRIOR TO BEGINNING ANY GRADING ON THE PROJECT SITE.
FOR RAILROAD COORDINATION PLEASE REFER TO THE RAILROAD'S COORDINATION REQUIREMENTS AS PART OF THE SPECIFICATIONS OR SPECIAL PROVISIONS OF THE PROJECT.
TEMPORARY CONSTRUCTION CLEARANCES,INCLUDING FALSEWORK CLEARANCES,SHALL COMPLY WITH FIGURE 1.
ALL PERMANENT CLEARANCES SHALL BE VERIFIED BEFORE PROJECT CLOSEOUT.

INCIDENTAL ITEMS

ALL ITEMS SHOWN OR NOTED ON PLANS WHICH ARE NOT SPECIFICALLY BID ITEMS ARE CONSIDERED INCIDENTAL ITEMS. THE COST OF FURNISHING AND INSTALLING ALL INCIDENTAL ITEMS WILL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS, UNLESS NOTED OTHERWISE.

MSE WALLS

MSE WALLS SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION I DESIGN, SECTION 5, RETAINING WALLS, PARTS A AND B.
THE FOLLOWING TABLE SUMMARIZES THE SOIL INFORMATION TO BE USED IN THE WALL DESIGN. OTHER INFORMATION NEEDED FOR THE WALL DESIGN CAN BE FOUND IN THE ITD FOUNDATION INVESTIGATION REPORT AVAILABLE AT THE DISTRICT OR HQ MATERIALS OFFICE.

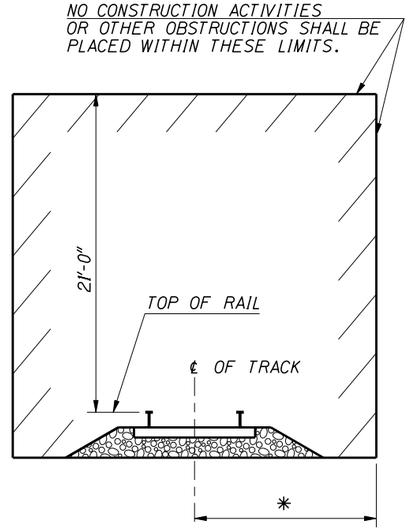
MSE WALL DESIGN PARAMETERS

SOIL	WET UNIT WEIGHT (pcf)	COHESION (psf)	FRICTION ANGLE (DEGREE)	ALLOWABLE BEARING CAPACITY (ksf)
WALL BACKFILL	*	*	*	N/A
RETAINED SOIL				N/A
FOUNDATION SOIL DENSE SAND & GRAVEL				
FOUNDATION SOIL GRANULAR FILL				

* - TO BE DETERMINED BY THE CONTRACTOR

ELASTOMERIC BEARINGS

DESIGN PROCEDURE: METHOD _
GRADE 4 _ DUROMETER POLYISOPRENE
GRADE 3 _ DUROMETER POLYCHLOROPRENE
DESIGN LOADS: (SERVICE 1)
ABUTMENT xxx kips
PIER xxx kips



* 15'-0" FOR BNSF AND 12'-0" FOR UPRR

FIGURE 1
MINIMUM CONSTRUCTION CLEARANCE ENVELOPE
(NORMAL TO RAILROAD)

REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED
DESIGN CHECKED
DETAILED
DWG. CHECKED
CORRECTIONS

SCALES SHOWN ARE FOR 34" X 22" PRINTS ONLY
CADD FILE NO. \prj00000\bridge\b17_1d.dgn
DRAWING DATE: APR 2008

ORIGINAL SIGNED BY:
DATE SIGNED: DATE
ORIGINAL STORED AT ITD BRIDGE SECTION

IDAHO TRANSPORTATION DEPARTMENT

English
PROJECT NO.

DESIGN AND GENERAL NOTES 2 OF 2
WEATHERING STEEL GIRDER BRIDGE
RAILROAD BRIDGE

BRIDGE PLANS
BRIDGE LRFD MANUAL, PAGE B17.1D
COUNTY | KEY NO.
BRIDGE DRAWING NO. | SHEET OF