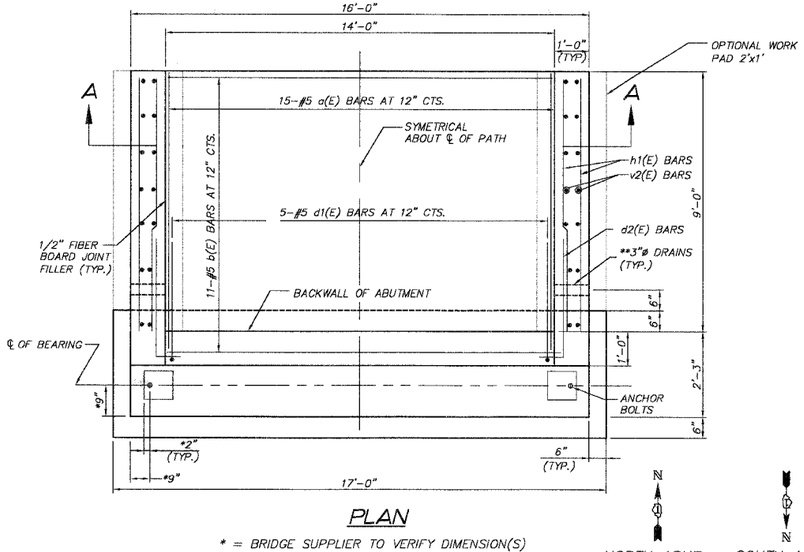
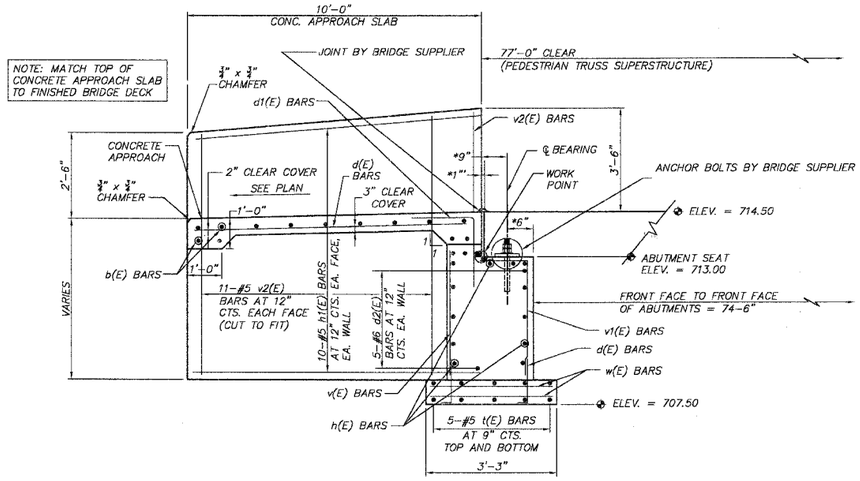
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	04-00075-00-BT	LAKE	42	35
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		

CONTRACT NO. 83890



PLAN

* = BRIDGE SUPPLIER TO VERIFY DIMENSION(S)
** = INCLUDED IN THE COST OF "CONCRETE STRUCTURES" NORTH ABUT. SOUTH ABUT.

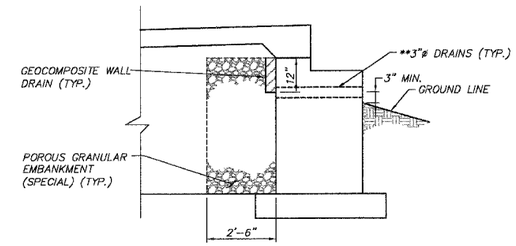


SECTION THROUGH ABUTMENT

(REINFORCEMENT)

* = BRIDGE SUPPLIER TO VERIFY DIMENSION(S)

MIN. LAP LENGTH FOR #6 BAR = 2'-7" (BASIC LAP), 3'-7" (TOP BAR LAP)



SECTION THROUGH ABUTMENT

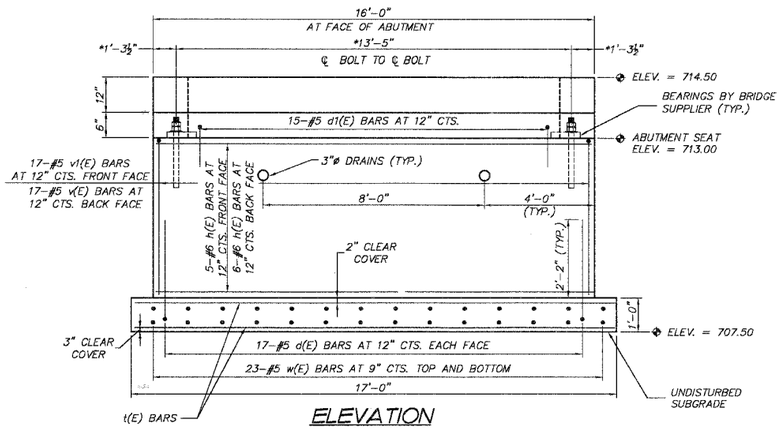
(DRAINAGE SYSTEM)

** = INCLUDED IN THE COST OF "CONCRETE STRUCTURES"

BACKFILL REMAINDER OF STRUCTURE EXCAVATION AND OVER EXCAVATION WITH SAME MATERIAL FOR PATH EMBANKMENT

TOTAL BILL OF MATERIAL

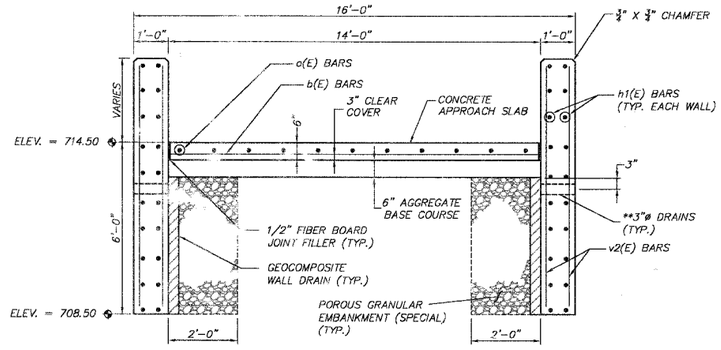
Bar	No.	Size	Length	WT. (LB)
a (E)	30	#5	9'-8"	302
b (E)	22	#5	13'-8"	314
d (E)	68	#5	3'-10"	272
d1 (E)	30	#5	5'-8"	177
d2 (E)	20	#6	5'-2"	155
h (E)	28	#6	15'-8"	659
h1 (E)	80	#5	9'-8"	807
t (E)	20	#5	16'-8"	348
v (E)	34	#5	4'-2"	148
v1 (E)	34	#5	5'-8"	201
v2 (E)	88	#5	8'-10"	810
w (E)	92	#5	2'-11"	280
Reinforcement Bars, Epoxy Coated		Pounds		3,860
Structure Excavation		Cu. Yds.		79
Concrete Structures		Cu. Yds.		18
Pedestrian Truss Superstructure		Sq. Ft.		1,078
Geocomposite Wall Drain		Sq. Yd.		21
Porous Granular Embankment (Special)		Cu. Yds.		25



ELEVATION

(LOOKING NORTH @ NORTH ABUTMENT
LOOKING SOUTH @ SOUTH ABUTMENT)

* = BRIDGE SUPPLIER TO VERIFY DIMENSION(S)



SECTION A-A

** = INCLUDED IN THE COST OF "CONCRETE STRUCTURES"

DESIGN SPECIFICATIONS

SEE PROJECT SPECIFICATIONS

AASHTO GUIDE SPECIFICATIONS FOR DESIGN OF PEDESTRIAN BRIDGES – 1997

LOADING

DEAD LOAD = PER DESIGN BY BRIDGE SUPPLIER
(END REACTION OF 26,000 LB ASSUMED FOR SUBSTRUCTURE DESIGN)

WIND LOAD = 35 PSF
PEDESTRIAN LIVE LOAD = 85 PSF
VEHICLE LOAD = H-5 TRUCK (10,000 LB DESIGN VEHICLE)

DESIGN STRESSES

SUBSTRUCTURE:
f'c = 3,500 PSI (CLASS SI)
fy = 60,000 PSI

SUPERSTRUCTURE:
PER DESIGN OF THE BRIDGE SUPPLIER

GENERAL NOTES

Bridge Supplier = Pedestrian Truss Superstructure Supplier

The term "Standard Specification" refers to the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, adopted January 1, 2007.

Contractor shall notify Owner at least 48 hours prior to placing concrete.

Reinforcing bars shall conform the requirements of AASHTO M31 or M32 grade 60.

Minimum 14-day concrete cylinder strength shall be: 3500 psi (Class SI) with air entrained content between 5% and 7%.

Reinforcement bars designated (E) shall be epoxy coated.

All construction joints shall be bonded.

3"ø Drains shall be installed 3" (min.) above the ground line.

Contractor shall sample each truckload of concrete as follows:
- mold two (2) compressive strength cylinders in accord with Article 1020.09, cure on site.
- Owner may have cylinders tested at Owners expense or may instruct Contractor to discard cylinders at time of project close out.

Concrete Approach Slab: Concrete materials and concrete construction used for the approaches shall comply with the Standard Specification Section 423 and for class "SI" concrete outlined in Section 503. Concrete approach slab shall be included in the unit bid price for PEDESTRIAN TRUSS SUPERSTRUCTURE.

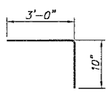
Concrete surface texture on the deck and approach slabs shall conform to the Standard Specification Article 423.06.

Anchor bolts and bearing assemblies shall be designed and furnished by the Pedestrian Truss Superstructure Supplier and shall be included in the unit bid price for PEDESTRIAN TRUSS SUPERSTRUCTURE.

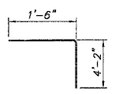
All expansion joint plates, attached bars, expansion bearing assemblies, fixed bearing assemblies, shims and fasteners necessary to install the above items shall be included in the unit bid price for PEDESTRIAN TRUSS SUPERSTRUCTURE.

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 exception that the masked off connection surface, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat shall be reddish-brown Munsell No. 2.5 YR ¾. See Special Provision for "Cleaning and Painting New Metal Structures".

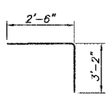
Fabrication is subject to inspections according to Section 505.05.



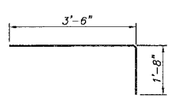
d(E) BARS



v(E) BARS



d1(E) BARS



d2(E) BARS

REVISIONS		
	NAME	DATE
7.		
6.		
5.		
4.		
3.		
2.		
1.		

SMITH ENGINEERING CONSULTANTS, INC.
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■ McHENRY ■ HUNTLEY ■ YORKVILLE
ILLINOIS PROFESSIONAL DESIGN FIRM # 184-000108

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF MUNDELEIN
CMAQ/SEAVEY BIKE PATH
BRIDGE FOUNDATION SECTIONS, NOTES, AND DETAILS

SCALE: "NTS" DRAWN BY CFR

DATE 11-15-06 CHECKED BY GFR

PLOT FILE: STANDARD
PEN TBL: 35
COMP. FILE: 050460-E36.dwg

SMITH ENGINEERING CONSULTANTS INC.