

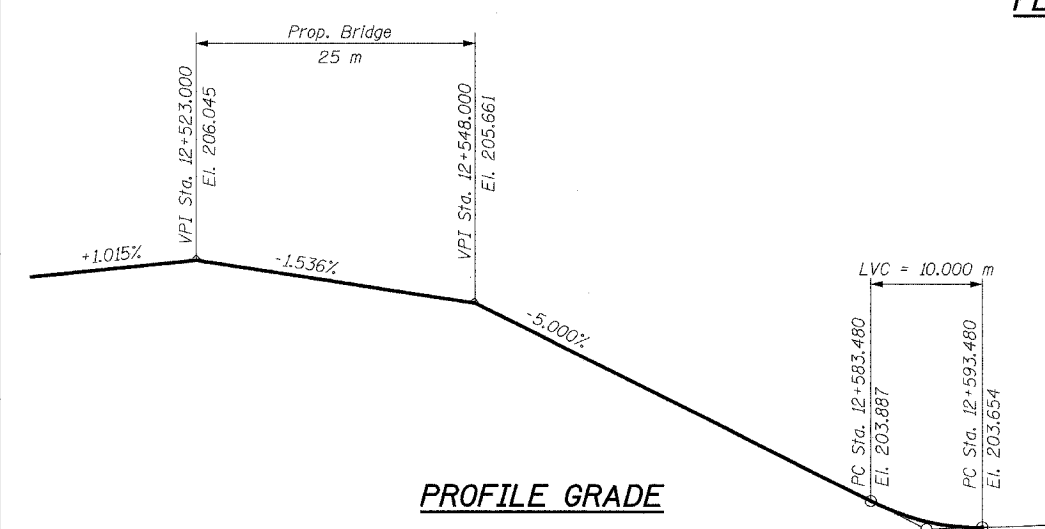
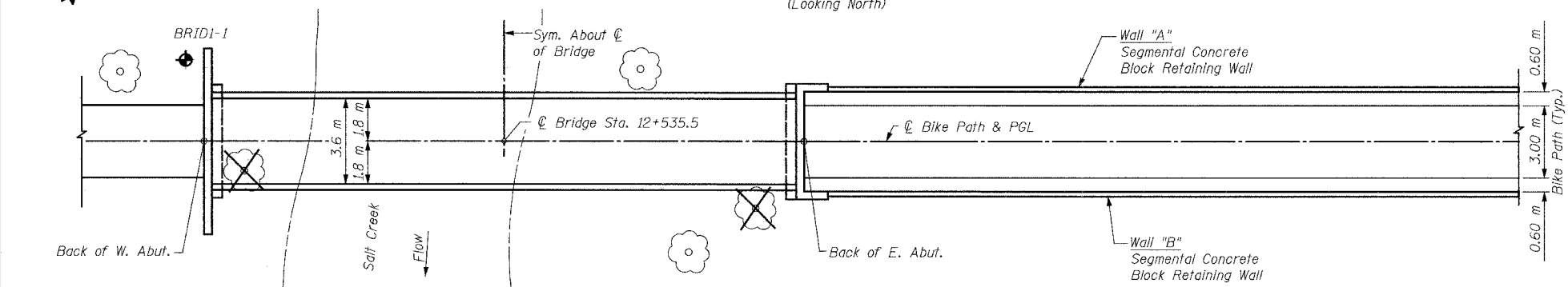
TYPICAL CROSS SECTION

(*) Note:
 If the top of the chord is greater than 1.37 m above the top of deck, a second rub rail shall be placed at 1.37 m above top of deck.

GENERAL NOTES:

- The superstructure, including all truss members, railings, toe plates, bearings, wood deck, and all attachments on superstructure, shall be designed and detailed by the Contractor.
- Reinforcement bars shall conform to the requirements of AASHTO M 31M, M 42M, or M 53M Grade 400.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 3 mm. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 3 mm adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.
- The Contractor shall drive one (1) test pile in the permanent location at the West Abutment (center pile of group) as directed by the Engineer before ordering the remainder of the piles.
- The profile of the structure shall be as shown, and as specified in the Special Provisions for camber.
- The Contractor shall verify the final location of anchor bolts with the Bridge Manufacturer prior to construction and placement.
- All dimensions are in millimeters (mm) except as noted.
- For Soil Boring Logs see Special Provisions.

SHEET S8 of S28



DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition.
 Illinois Department of Transportation Standard Specifications for Road & Bridge Construction, adopted January 1, 2002 and Supplemental Specifications and Recurring Special Provisions adopted January 1, 2004.
 AASHTO Guide Specifications for the Design of Pedestrian Bridges, 1997 Edition.

CLASSIFICATION

Pedestrian/Bicycle Bridge

DESIGN STRESSES

$f'_c = 24 \text{ MPa}$
 $f_y = 400 \text{ Mpa (Reinf.)}$

LEGEND

- Tree to Remain
- Tree to be Removed
- Soil Boring

Signature: *[Signature]*
 Current Date: 11/5/04
 License Expires: 11/30/06

"I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with the requirements of the current 'AASHTO Standard Specifications for Highway Bridges'."

SEISMIC DATA

Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.04g
 Site Coefficient (S) = 1.0

LOADING

Live Loading + Impact
 4100 N/Sq. M Live Load
 (May be adjusted for influence area)
 50kN Vehicle Load (MS-5 Truck)
 Equivalent Fluid Lateral Soil Pressure
 6.3 kN/Cu. M

TOTAL BILL OF MATERIAL

Item	Unit	Total
Structure Excavation	Cu. M	28.5
Concrete Structures	Cu. M	26.1
Reinforcement Bars, Epoxy Coated	kg	1360
Pedestrian Bridge Superstructure	Sq. M	88
Furnishing Steel Piles HP310x79	Meter	95
Driving Steel Piles	Meter	95
Test Pile Steel HP310x79	Each	1
Metal Shoes	Each	5
Segmental Concrete Block Wall	Sq. M	110
Pipe Handrail	Meter	60

REVISIONS		NAME	DATE

1701 GOLF ROAD, SUITE 1000 TEL (847) 228-0707
 ROLLING MEADOWS, IL 60008 FAX (847) 228-1115

VILLAGE OF ADDISON
SALT CREEK GREENWAY TRAIL
PEDESTRIAN BRIDGE, STA. 12+535.5
GENERAL PLAN AND ELEVATION

DATE: 11/03/04
 DESIGNED BY: MDS
 DRAWN BY: MDS
 CHECKED BY: GAT

