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**GENERAL NOTES**

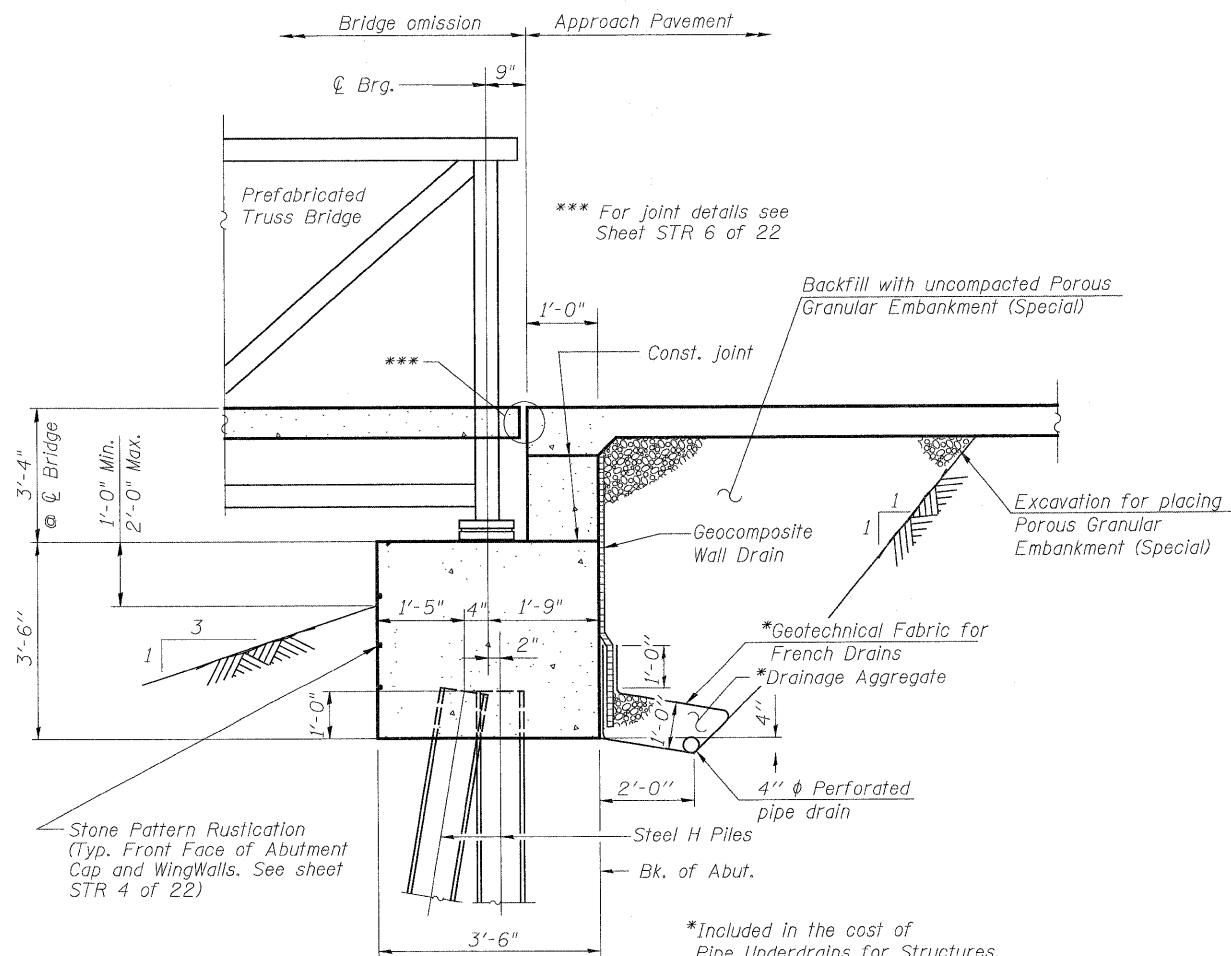
1. All work shall be done in accordance with the Illinois Department of Transportation (IDOT) Standard Specifications For Road and Bridge Construction; Adopted January 1, 2007 and latest Supplemental Specifications and recurring Special Provisions, unless noted otherwise.
2. All structural steel shall be AASHTO M 270 Grade 50W.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
7. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

**PREFABRICATED PEDESTRIAN BRIDGE**

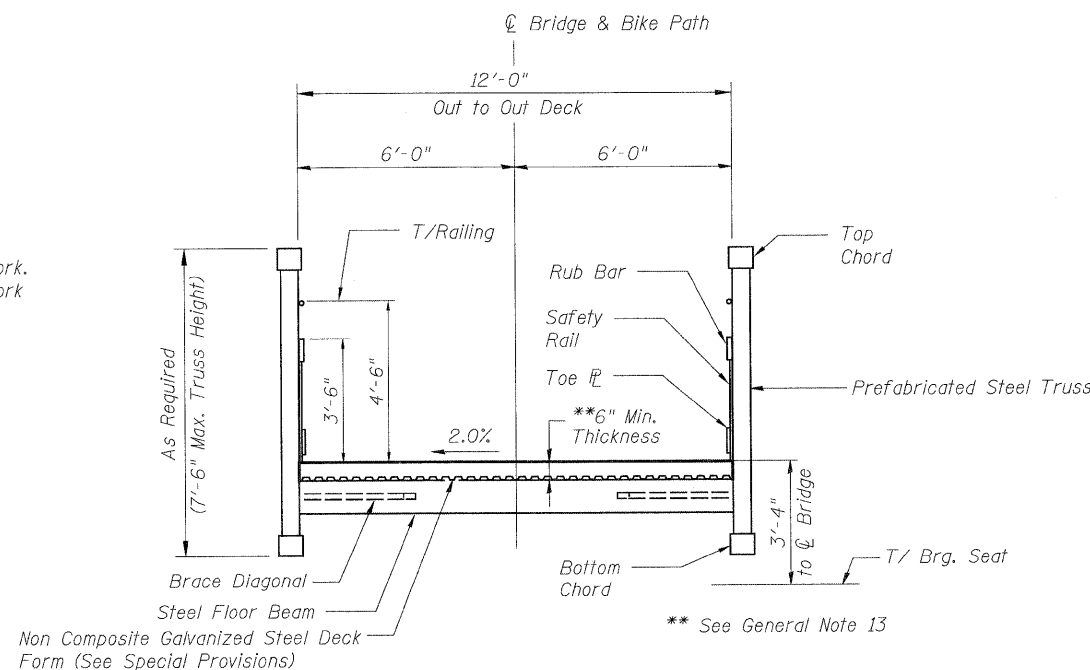
8. The Prefabricated Pedestrian Bridge shall be designed, fabricated, delivered, and erected according to the Special Provisions of "Pedestrian Truss Superstructure" and design plans.
9. The style of the bridge shall be Pratt Truss or Approved Equal.
10. All steel shall be unpainted weathering steel conforming to the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel."
11. Field welding of construction accessories will not be permitted to the Truss Superstructure.
12. Steel fabrication inspection services shall be performed by the Bureau of Bridges and Structures, Illinois Department of Transportation.
13. Contractor shall coordinate with Pre-Engineered Bridge Manufacturer for Concrete and Reinforcement Requirements for Reinforced Concrete Bridge Deck. Cost of Concrete Bridge Deck included with the pay item "Pedestrian Truss Superstructure".
14. Protective coat shall be applied over top surface of Concrete Bridge Deck. Cost shall be paid for separately with the item "Protective Coat".
15. Road closure times for setting the pedestrian bridge over Rakow Road shall be as directed by the Engineer and may require night time closure and work. No additional compensation shall be paid for night time road closures and/or work for setting the Pedestrian Bridge.

STATION 173+34.68  
BUILT 2010 BY  
MCHENRY COUNTY  
LOADING H10  
STRUCTURE NO. 056-9921

**NAME PLATE**  
See Std. 515001



**SECTION THRU ABUTMENT**  
(Horiz. dim. @ Rt. L's)



**CROSS SECTION**  
(Looking upstation)

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd	---	60	60
Structure Excavation	Cu. Yd	---	160	160
Concrete Structures	Cu. Yd	---	95.8	95.8
Form Liner Textured Surface	Sq. Ft	---	582	582
Protective Coat	Sq. Yd	387	27	414
Reinforcement Bars, Epoxy Coated	Pound	---	11,020	11,020
Bicycle Railing, Special	Foot	---	43	43
Furnishing Steel Piles HP10X42	Foot	---	160	160
Driving Piles	Foot	---	160	160
Test Pile Steel HP10X42	Each	---	2	2
Name Plates	Each	---	1	1
Concrete Sealer	Sq. Ft	---	195	195
Geocomposite Wall Drain	Sq. Yd	---	41	41
Pipe Underdrains for Structures 4"	Foot	---	76	76
Pedestrian Truss Superstructure	Sq. Ft	3,480	---	3,480

**BRIDGE REACTION TABLE**

(75'-0" SPAN)

ITEM	VERTICAL (LBS)	LATERAL (LBS)	LONGITUDINAL (LBS)
DEAD LOAD	27,050	---	---
UNIFORM LIVE LOAD	19,130	---	---
SERVICE VEHICLE LOAD	11,170	---	---
UPLIFT WIND 20 PSF WINDWARD/LEEWARD	-6,660/ -2,340	---	---
WIND	±2,392	3,990	3,700
THERMAL	---	---	1,630

Bridge Lifting Weight = 21,000 lbs. (larger of 2 pieces)  
Total Bridge Weight = 40,700 lbs (without Concrete Deck)

**BRIDGE REACTION TABLE**

(140'-0" SPAN)

ITEM	VERTICAL (LBS)	LATERAL (LBS)	LONGITUDINAL (LBS)
DEAD LOAD	58,700	---	---
UNIFORM LIVE LOAD	35,700	---	---
SERVICE VEHICLE LOAD	11,370	---	---
UPLIFT WIND 20 PSF WINDWARD/LEEWARD	-12,440/ -4,370	---	---
WIND	±4,465	7,450	6,400
THERMAL	---	---	3,530

Bridge Lifting Weight = 36,400 lbs. (largest of 3 pieces)  
Total Bridge Weight = 108,800 lbs (without Concrete Deck)

Note:  
Bridge Reactions are the envelope of Service Loads at each bearing assembly. All footings have been designed based on these reactions.

**GENERAL NOTES AND TOTAL BILL OF MATERIAL**

**RAKOW ROAD FROM ACKMAN ROAD TO ILLINOIS ROUTE 31  
PEDESTRIAN BRIDGE OVER RAKOW ROAD  
STA 173+34.68 STRUCTURE NO. 056-9921**

F.A. RTE. 0336	SECTION 05-00308-00-WR	COUNTY MCHENRY	TOTAL SHEETS 606	SHEET NO. 404
SCALE: NONE		SHEET NO. STR 2 OF 22		TO STA.
FED. ROAD DIST. NO. [ILLINOIS]		FED. AID PROJECT		



USER NAME = Rdwy\_Lisle  
PLOT CONFIG = PDFG-eg\_Large.plt  
PLOT SCALE = 1:1.33333  
PLOT DATE = 7/28/2010

DESIGNED - A. Yargicoglu  
DRAWN - A. Yargicoglu  
CHECKED - A. Durbak  
DATE - 8/2/2010

REVISED -  
REVISED -  
REVISED -  
REVISED -



**MCHENRY COUNTY  
DIVISION OF TRANSPORTATION**