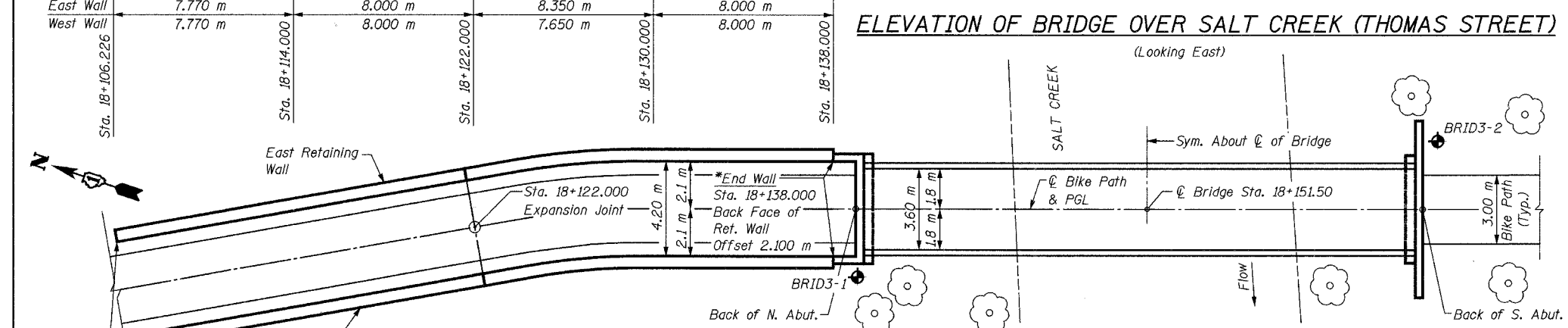


****Note:**
 Bridge Fabricator to adjust depth so that bottom chord elevation is above high water elevation.

(*) 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.



***NOTE:**
 For horizontal curve and alignment information, see Plan & Profile drawings.

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 AASHTOM 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 South 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.
- Steel sheet piling shall conform to the requirements of Section 1006.05 of the Standard Specifications.
- If the Contractor chooses to alter the sheet piling design requirements shown on the plans for lesser design requirements, then full design submittal including plan details and sealed calculations will be required for review and acceptance by the Engineer.
- All dimensions are in millimeters (mm) except as noted.
- For Soil Boring Logs, see Special Provisions.
- Any pre-excavation carried out for placement of the sheet piling shall not extend below the bottom of concrete facing.

LOADING

Live Loading + Impact
 4100 N/Sq. M Live Load
 (May be adjusted for influence area)
 50 kN Vehicle Load (MS-5 Truck)

DESIGN STRESSES

$f'_c = 24 \text{ MPa}$
 $f_y = 400 \text{ Mpa (Reinf.)}$
 $f_y = 265 \text{ Mpa (Sheet Piling)}$

LEGEND

- Tree to Remain
- Soil Boring

Equivalent Fluid Lateral Soil Pressure
 6.3 kN/Cu. M

CLASSIFICATION

Pedestrian/Bicycle Bridge

TOTAL BILL OF MATERIAL

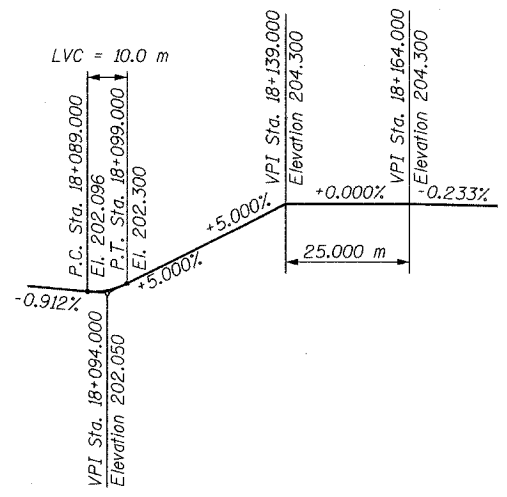
Item	Unit	Total
Structure Excavation	Cu. M	31
Concrete Structures	Cu. M	57.0
Reinforcement Bars, Epoxy Coated	kg	3,360
Pedestrian Bridge Superstructure	Sq. M	90
Furnishing Steel Pile HP310x79	Meter	50
Driving Steel Piles	Meter	50
Test Pile Steel HP310x79	Each	1
Metal Shoes	Each	5
Permanent Steel Sheet Piling	Sq. M	306
Pipe Handrail	Meter	64

SEISMIC DATA

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

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.



Signature: *[Signature]*
 Current Date: 7/21/05
 License Expires: 1/30/06

"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'."

REVISIONS		NAME	DATE
NO.	DESCRIPTION		

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

VILLAGE OF OAKBROOK
**SALT CREEK GREENWAY TRAIL
 BRIDGE & RET. WALL, STA. 18+151.5**
GENERAL PLAN AND ELEVATION

DATE: 06/30/05
 DESIGNED BY: MDS
 DRAWN BY: MDS
 CHECKED BY: GAT