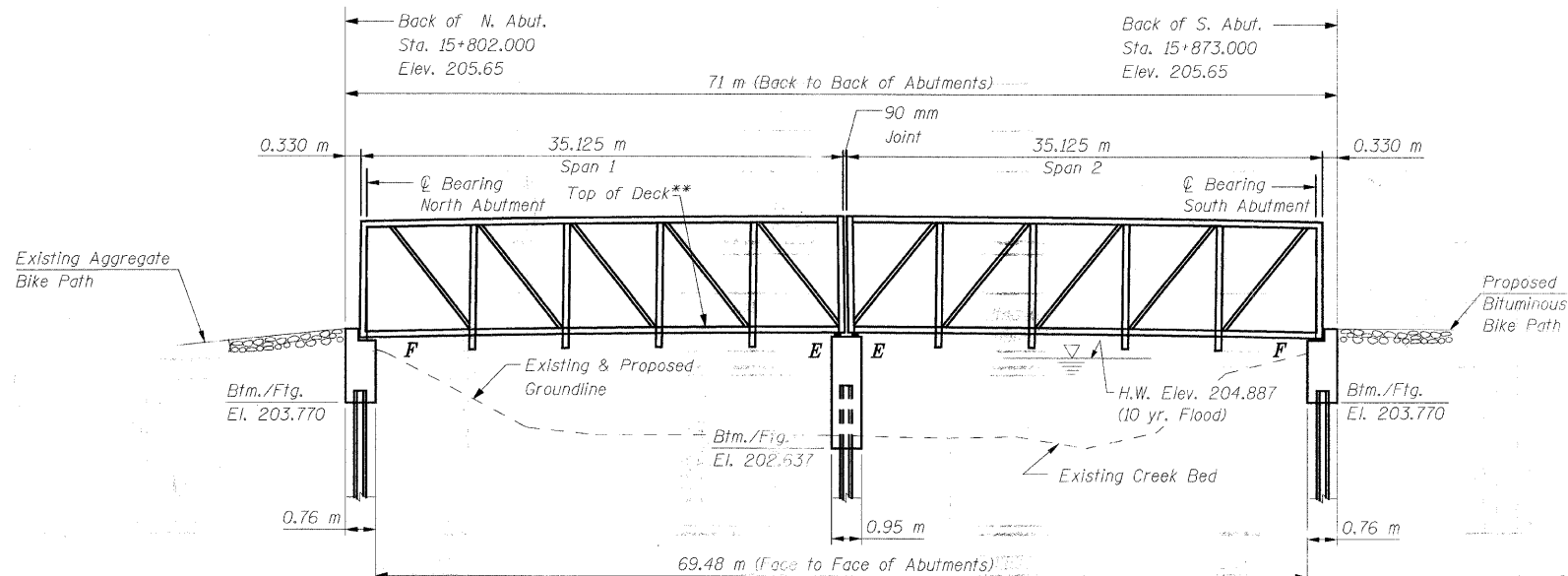
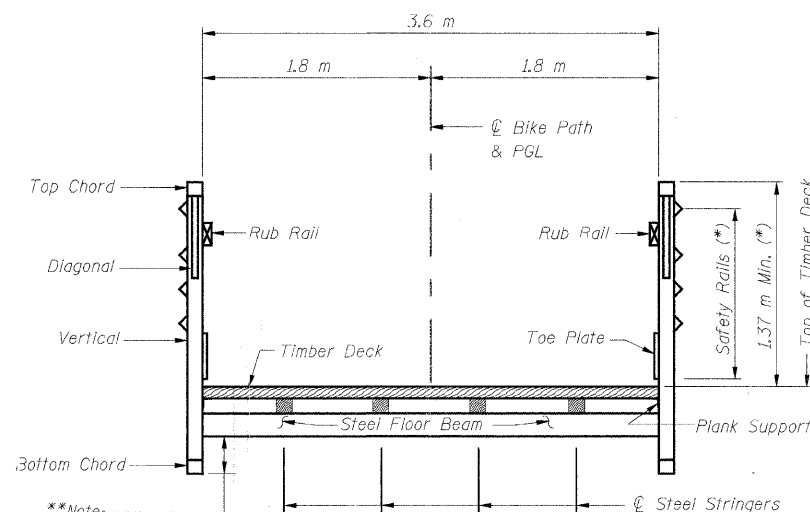




ELEVATION OF BRIDGE OVER SALT CREEK (CRICKET CREEK)

(Looking East)



TYPICAL CROSS SECTION

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

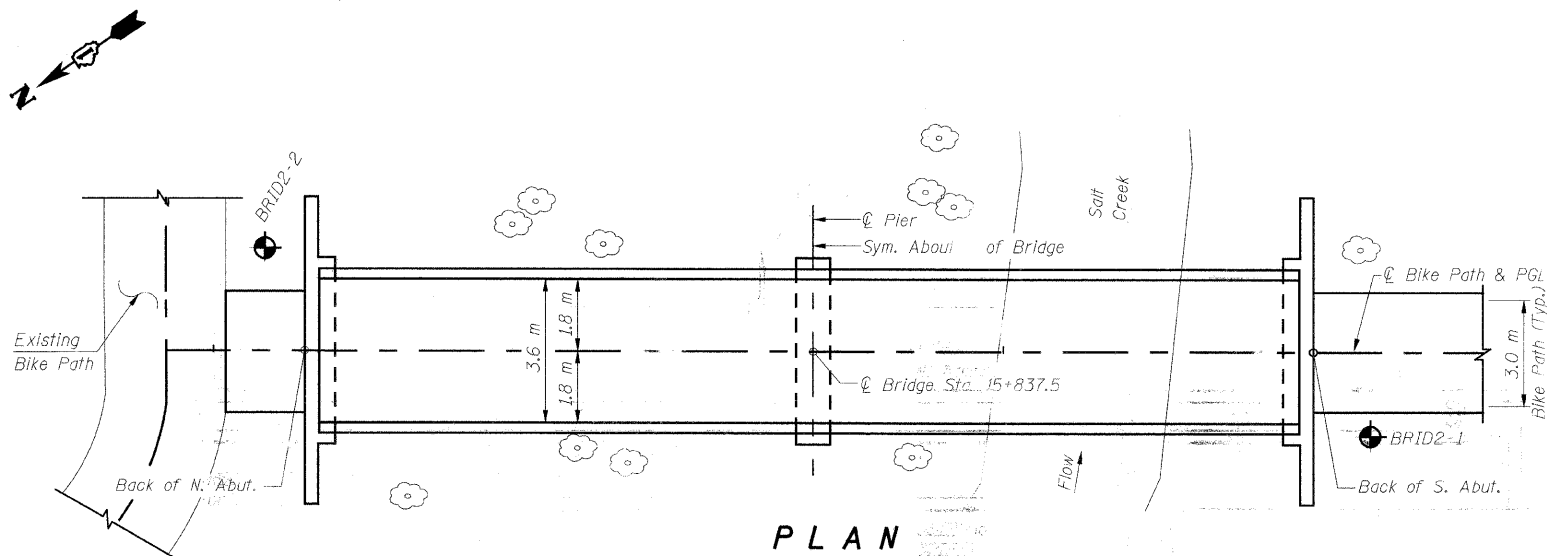
(*) Note:
If the top of the top chord is greater than 1.37 m above the top of deck, a second rub rail shall be placed at 1.37 m above top of deck.

TOTAL BILL OF MATERIAL

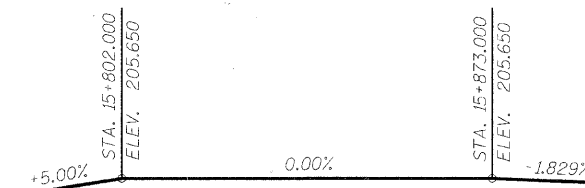
Item	Unit	Total
Structure Excavation	Cu. M	35.6
Concrete Structures	Cu. M	22.9
Reinforcement Bars, Epoxy Coated	kg	1,280
Pedestrian Bridge Superstructure	Sq. M	253
Furnishing Steel Piles HP310x79	Meter	163
Metal Shoes	Each	8
Driving Steel Piles	Meter	163
Test Pile Steel HP310x79	Each	1

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 North 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.



PLAN



PROFILE GRADE

CLASSIFICATION

Pedestrian/Bicycle Bridge

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

Illinois Department of Transportation Standard Specifications for Road & Bridge Construction, Adopted January 1, 2007 and Supplemental Specifications and Recurring Special Provisions adopted January 1, 2009.

AASHTO Guide Specifications for the Design of Pedestrian Bridges, 997 Edition.

DESIGN STRESSES

$f'_c = 24 \text{ MPa}$

$f_y = 400 \text{ MPa}$ (Reinf.)

SEISMIC DATA

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

LEGEND

Tree to Remain
Soil Boring

Signature: *[Signature]*
Current Date: 2/13/09
License Expires: 11/30/10

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

URS

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ROLLING MEADOWS, IL 60008
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FAX (847) 228-1115

VILLAGE OF ADDISON
SALT CREEK GREENWAY TRAIL
PEDESTRIAN BRIDGE, STA. 15+837.5
GENERAL PLAN AND ELEVATION

DATE: 02/13/2009
DESIGNED BY: MDS

DRAWN BY: MDS
CHECKED BY: GAT