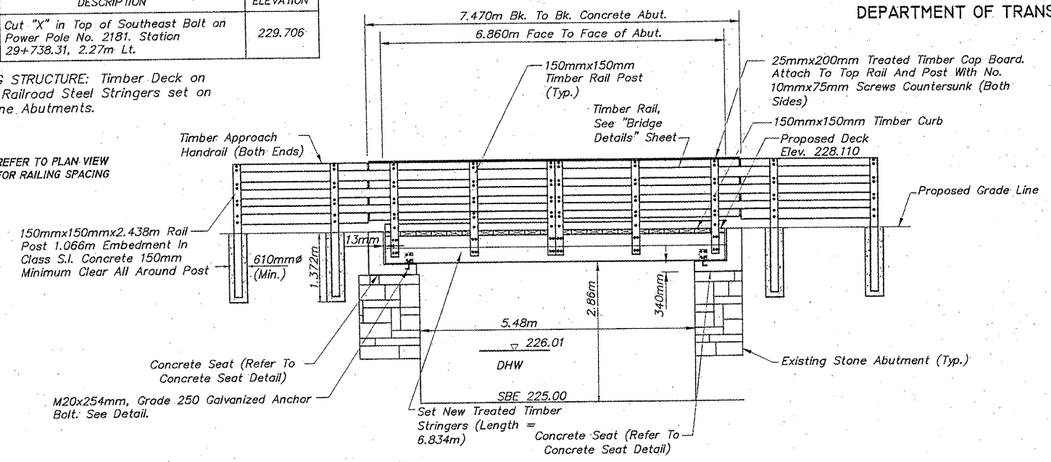
CONTRACT NO. 85546

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHMARK

NO.	DESCRIPTION	ELEVATION
325	Cut "X" in Top of Southeast Bolt on Power Pole No. 2181. Station 29+738.31, 2.27m Lt.	229.706

EXISTING STRUCTURE: Timber Deck on Original Railroad Steel Stringers set on Limestone Abutments.



ELEVATION — NOT TO SCALE

DESIGN LOADING
Pedestrian/Bicycle = 4.07KN/m² (85 psf)
Vehicular = H-10

HIGHWAY CLASSIFICATION
Pecatonica Prairie Path
Functional Class: Multi-Use Path

DESIGN SPECIFICATIONS
2002 AASHTO "Standard Specifications for Highway Bridges" – 17th Edition
1997 AASHTO "Guide Specifications for Design of Pedestrian Bridges"

DESIGN STRESSES
FIELD UNITS

f'c = 24 MPa (3,500 psi) – Cast-in-Place Concrete
fy = 400 MPa (60,000 psi) – Reinforcement
fy = 250 MPa (36,000 psi) – Fasteners
fy = 250 MPa (36,000 psi) – Diaphragm Steel
Fb = 5.9 MPa (850 psi) – Timber Stringers
Fv = 0.7 MPa (100 psi) – Timber Stringers
Fb = 6.7 MPa (975 psi) – Timber Decking

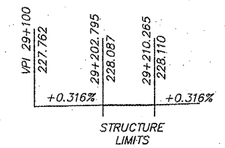
SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.0325g
Site Coefficient (s) = 1.0

BRIDGE 122 GENERAL NOTES

1. Refer to "BRIDGE GENERAL NOTES" Sheet for additional Timber Bridge GENERAL NOTES.
2. The Contractor shall remove all elements of the existing Timber Decking and properly dispose of it off-site. This includes: Transverse Railroad Ties, Timber Walkway, Steel Angle, Timber Bearing Supports, Excess Limestone Blocks, and any other items as applicable to the existing Timber Decking which is necessary to set new Timber Stringers. All items to be removed shall be disposed of in conformance with the requirements of Section 202.03 of the IDOT Standard Specifications. All material and labor necessary to complete this item of work shall be included in the Contract Unit Price for REMOVAL OF EXISTING SUPERSTRUCTURE with no additional compensation.
3. The Contractor shall remove any loose or deteriorated mortar from the existing masonry limestone abutment joints. He shall then clean and tuck point in accordance with the Contract Special Provisions. This work will be paid for as Lump Sum at the Contract Unit Price for MASONRY CLEANING AND TUCK POINTING.
4. All tree removal and selective brush clearing shall be in accordance with the Plans and Special Provisions or as directed by the Engineer. TREE REMOVAL and SELECTIVE CLEARING will be measured and paid for at the Contract Unit Price for the respective individual items.
5. The Contractor shall furnish and install a brass Name Plate in accordance with the Section 515 of the IDOT Standard Specifications except that it shall be installed with four (4) tamper resistant screws to the top timber bridge rail on the right hand side side of the approach end while looking in the direction of increasing Stationing. The plate shall be made of solid brass 3mm thick with imprinted stamp lettering 6mm high. This item will be measured and paid at the Contract Unit Price EACH for NAME PLATE.
6. Diaphragm Blocking and incidental hardware will not be paid separately, but shall be incidental to the TREATED TIMBER STRINGERS.
7. The Northeast Wing Wall is in need of more extensive repairs than Tuck Pointing. The Contractor shall remove loose and deteriorated stones and reset or replace them. Limestone blocks removed from the top and back of the abutment which are in good condition may be reused in repairing the wing wall. This work shall be paid for at the Contract Unit Price per LUMP SUM FOR MASONRY REPAIRS for the work indicated.
8. Modify approach rail flare on the East end of Bridge 122 to avoid encroachment into the traveled way of the farm entrances crossing the path.

TOTAL BILL OF MATERIALS

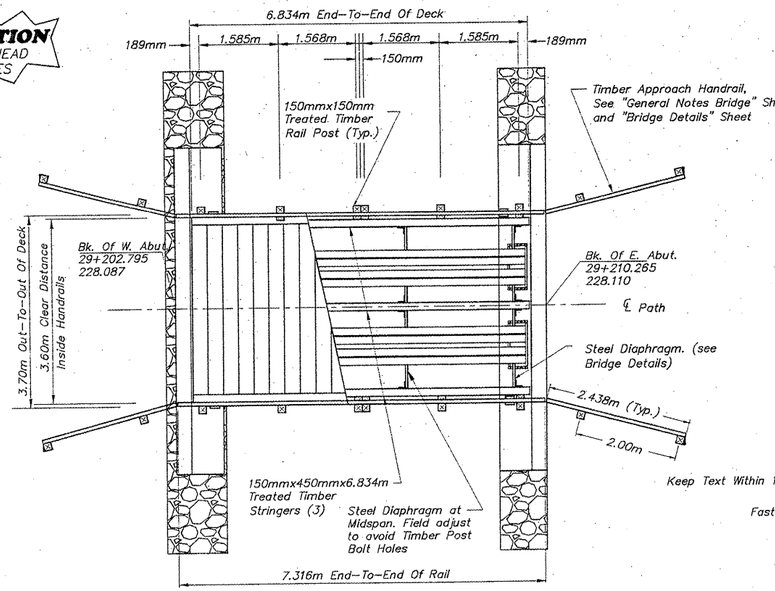
ITEM	UNITS	TOTAL
Remove and Reset Existing Steel Stringer Assembly	Each	1
Removal of Existing Superstructure	Each	1
Concrete Structures	Cu. M.	5.68
Reinforcement Bars	Kg	399
Treated Timber	Cu. M.	5.40
Hardware	Kg	201
Wood Rail	Meter	9.75
Drill and Grout Bars	Each	132
Anchor Bolts, M20	Each	14
Masonry Cleaning and Tuckpointing	L. Sum	1
Stone Masonry Repairs and Replacement	L. Sum	1
Name Plate	Each	1
Monodirectional Prismatic Barrier Reflectors	Each	12
Porous Granular Embankment	Cu. M.	5
Structure Excavation	Cu. M.	6.6



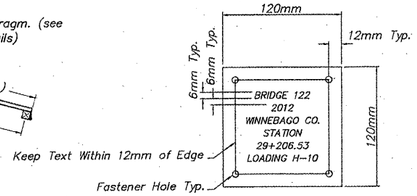
PROFILE GRADE

INDEX OF BRIDGE SHEETS

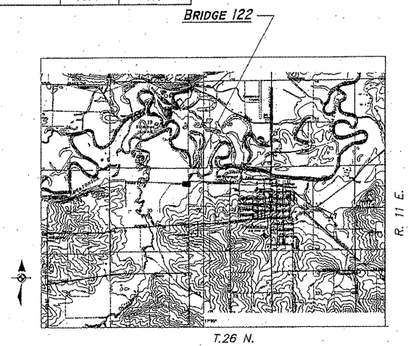
CAUTION OVERHEAD WIRES



PLAN — NOT TO SCALE



NAME PLATE



LOCATION SKETCH

ALI A. GHARAMTI
061-005060
LICENSED STRUCTURAL ENGINEER
OF
MOLINE
STATE OF ILLINOIS
Signature
Date 12/14/11
Exp. Date 11/30/12

GENERAL PLAN & ELEVATION
BRIDGE 122
OVER A DITCH TRIBUTARY
TO THE PECATONICA RIVER
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 29+206.53

SHEET 1 OF 3

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE:	N/A
DRAWN BY:	REK
CHECKED BY:	JWH
DATE:	DECEMBER 12, 2011

McClure Engineering Associates, Inc.
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(815) 398-2332
FAX (815) 398-2496
Design Firm License: Illinois, 184-000816

BRIDGE NO. 122 GP&E
PECATONICA PRAIRIE PATH
WINNEBAGO COUNTY HIGHWAY DEPARTMENT — SECTION 94-00267-00-BT
FILE:H:\10-042 WINN CO PEC PATH\DESIGN\DRAWINGS\BRIDGES\10-042 BI22.DWG — JOB:04-30-10-042

SHEET NO. 88 OF 107