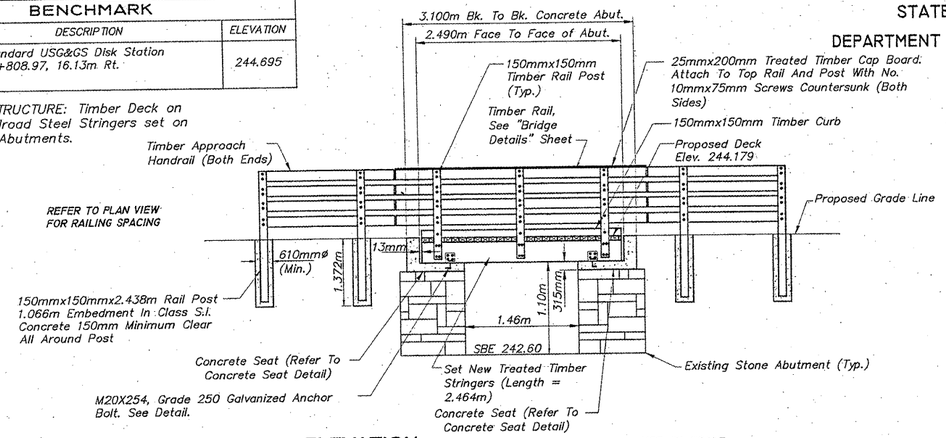
CONTRACT NO. 85546

STATE OF ILLINOIS

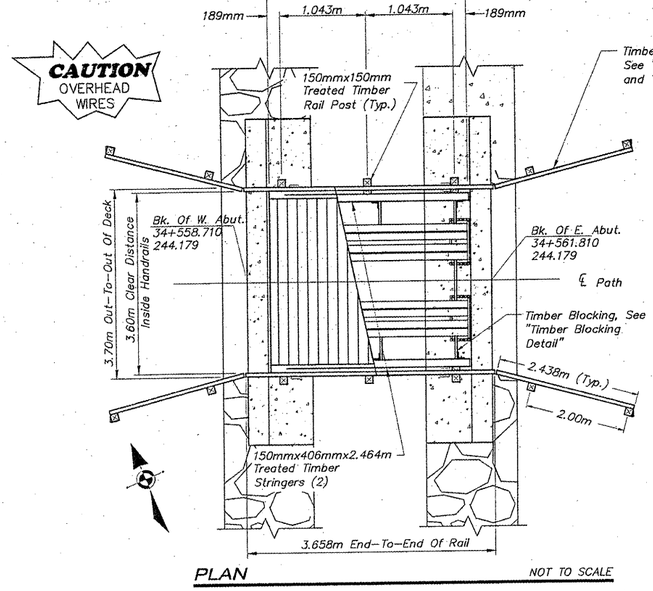
DEPARTMENT OF TRANSPORTATION

BENCHMARK		
NO.	DESCRIPTION	ELEVATION
Q-228	Standard USG&GS Disk Station 34+808.97, 16.13m Rt.	244.695

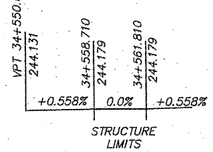
EXISTING STRUCTURE: Timber Deck on Original Railroad Steel Stringers set on Limestone Abutments.



ELEVATION NOT TO SCALE

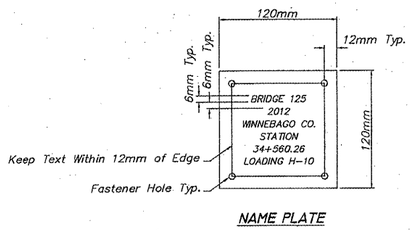


PLAN NOT TO SCALE



PROFILE GRADE

INDEX OF BRIDGE SHEETS



NAME PLATE

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

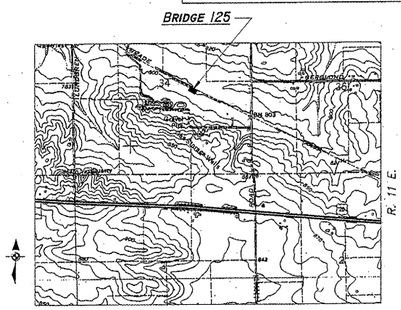
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.0325g
Site Coefficient (s) = 1.0

BRIDGE 125 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.
7. The intent of the Plan is to Reuse/Reset the existing Steel Stringers as an assembly after modifying the existing abutments. The assembly includes the existing Steel Stringers with the connected Diaphragms and Steel Bearings. The Contractor shall take the necessary precautions so as not to cause damage when removing the existing Steel Stringer Assemblies. The Contractor will be responsible for the repair or replacement of any item damaged, with no additional compensation allowed. The Contractor shall coordinate the schedule of this work with the Engineer to allow for detailed inspection of the Steel Stringer Assemblies if required. All material and labor necessary to complete this item of work shall be included in the Contract unit price for REMOVE AND RESET EXISTING STEEL STRINGER ASSEMBLIES and shall as one (1) unit per bridge as applicable.

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.	4.13
Reinforcement Bars	Kg	352
Treated Timber	Cu. M.	1.99
Hardware	Kg	102
Wood Rail	Meter	9.75
Drill and Grout Bars	Each	114
Anchor Bolts, M20	Each	12
Masonry Cleaning and Tuckpointing	L. Sum	1
Name Plate	Each	1
Monodirectional Prismatic Barrier Reflectors	Each	12
Porous Granular Embankment	Cu. M.	5
Structure Excavation	Cu. M.	5.3



LOCATION SKETCH

ALI A. GHARAMTI
001-005060
LICENSED STRUCTURAL ENGINEER OF
MOLINE
STATE OF ILLINOIS

Signature
Date 12/14/11
Exp. Date 11/30/13

GENERAL PLAN & ELEVATION
BRIDGE 125
OVER A MINOR DITCH
TRIBUTARY TO THE PECATONICA RIVER
WINNEBAGO COUNTY
SECTION NO. 94-00267-00-BT
STATION 34+560.26

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.
7282 Argus Drive Rockford, Illinois 61107-5837
(815) 398-2332 FAX (815) 398-2496
Design Firm License: Illinois 184-000816

BRIDGE NO. 125 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 BI25.DWG JOB:04-30-10-042

SHEET NO. 96 OF 107