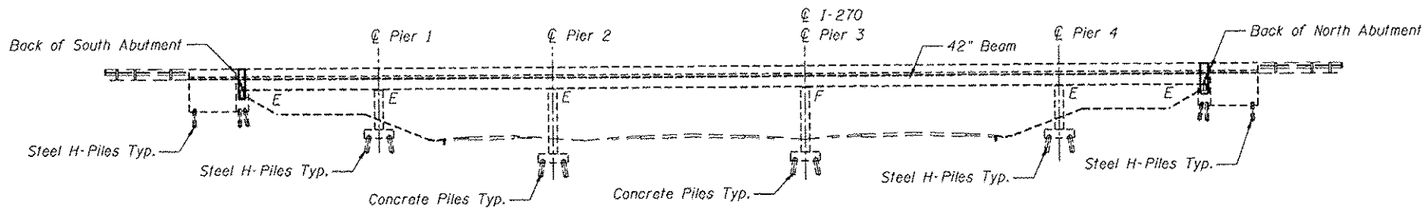
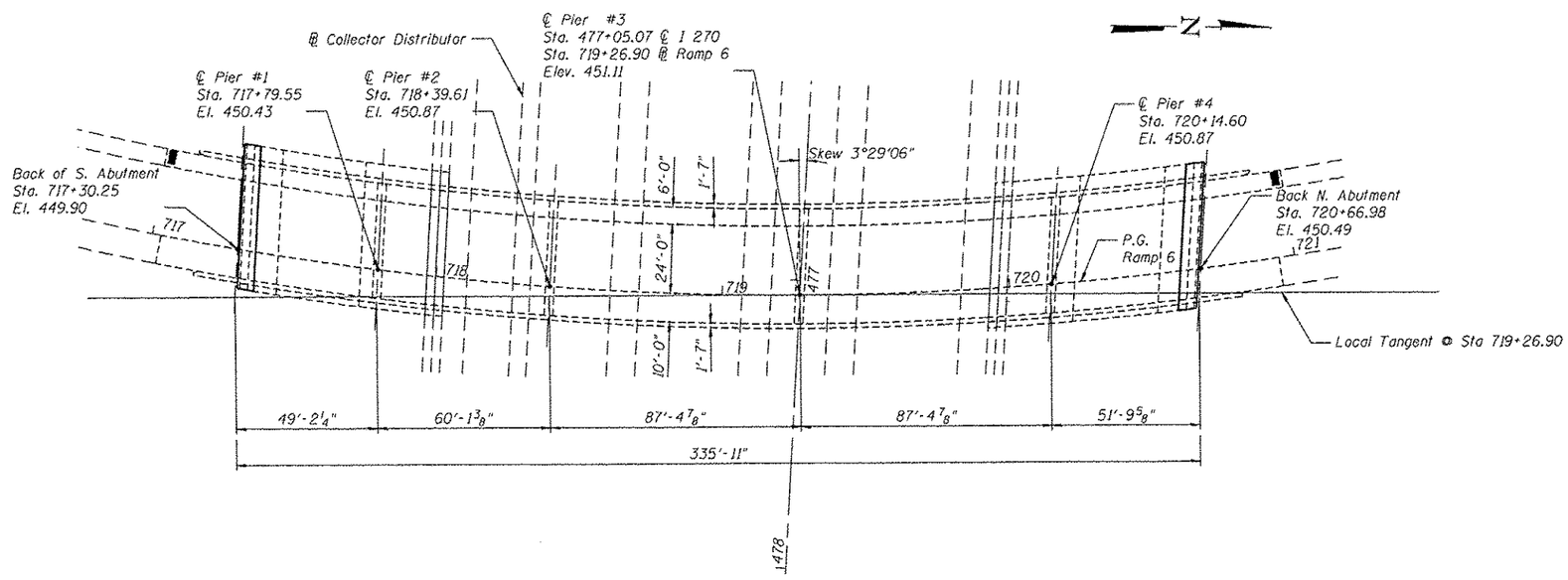
Bench Mark: B.M. No. 12 Elev. 424.62 Chiseled Square on top of Concrete Headwall 80' Rt. of ℄ F.A.I.-270 Sta. 455+72.

Existing Structures:
The original structure was constructed in 1987 as FAI Route 255, Section 60-9HB-2. The superstructure is a continuous, five span, curved, composite welded plate girder bridge with a 7½" deck. The substructures consist of open abutments and concrete piers. The abutments and piers 1 and 4 are supported by steel piles; piers 2 and 3 are supported by concrete piles. The structure measures 335'-11" back -to- back of abutments and 43"-2" out-to-out of deck. The span lengths (CI bearing to CI bearing) are 49'-2¼", 60'-1⅜", 87'-4⅞", 87'-4⅞" and 51'-9⅝". The structure has a 3°-29'-06" left forward skew.



ELEVATION



PLAN

DESIGN SPECIFICATIONS

Original Construction
AASHTO 1977 and 1978 thru 1983 Interims

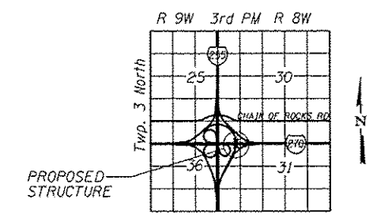
DESIGN CRITERIA:

Original Construction
Loading HS20-44
or Alternate Military Loading
Allow 25 psf future wearing Surface.

DESIGN STRESSES

Original Construction
field units
f'c = 3500 psi
fy = 60000 psi (Reinforcement)
fy = 50000 psi (M223 Gr 50) (Structural Steel)
fy = 36000 psi (M183) (Structural Steel)

New Construction
Field units
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)



LOCATION SKETCH

F. ALLEN SMITH, P.E., S.E.
NO. 081-005860
EXP. DATE 11/30/2014
10/18/13

FRANCIS A. SMITH JR.
081-005860
LICENSED STRUCTURAL ENGINEER
ILLINOIS

F.A.I.255 / RAMP 6 OVER
F.A.I. 270
SECTION 60-(8,9)RS-1
STATION 719-26.90
MADISON COUNTY
SN 060-0224

FILE NAME = $FILES$
$TIME$ - q:\SLI2\C000\Sr-Ridge\CAD\sheets\Bridge 0224\0600224-76F10-01-GPE.dgn
10/17/2013

TranSystems

USER NAME = $dgn	DESIGNED - SDG	REVISED -	
	CHECKED - FAS	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - DMG	REVISED -	
PLOT DATE = 10/17/2013	CHECKED - SDG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 060-0224NB
SHEET NO. 1 OF 13 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
255	60-(8,9) RS-1	MADISON	206	184
		CONTRACT NO. 76F10		
		ILLINOIS FED. AID PROJECT		