

B.M.:

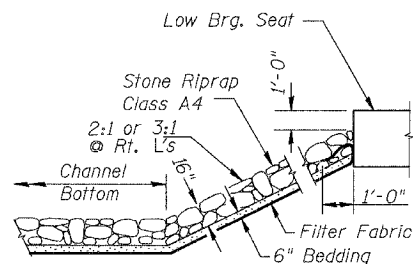
RR Spike In Power Pole
Sta. 161+32, 38' Rt.
Elev. 450.40

EXISTING STRUCTURE:

Single span concrete deck with monolithic curb on steel stringer superstructure on timber closed abutments with timber piling. The structure is 48'-0" back to back of abutments, 23'-0" out to out deck, and on a 0° skew. Str. No. 069-3005

Salvage: None

Road to be closed to traffic during construction.



STONE RIPRAP DETAIL

**CONOVER BRANCH
BUILT 200_ BY
MORGAN COUNTY
SEC. 02-00088-00-BR
C.H. 19 STATION 160+96.19
F.A. PROJ. RS-BRS-611(106)
STR. NO. 069-3254 LOADING HS20-44**

NAME PLATE

Locate Name Plate at S.W. Wingwall
Corner of Bridge (See Std. 515001)

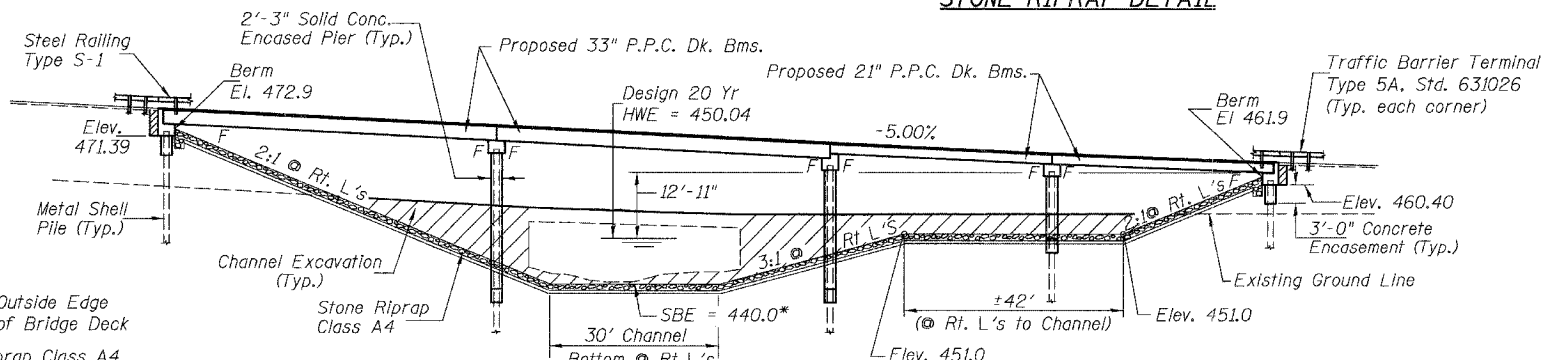
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
CH 19	*	MORGAN	76	22
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT RS-BRS-611(106)	
*02-00088-00-BR				

SHEET NO. 1
14 SHEETS

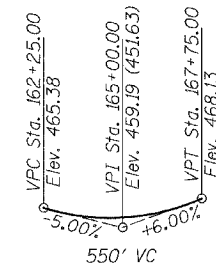
93388

GENERAL NOTES

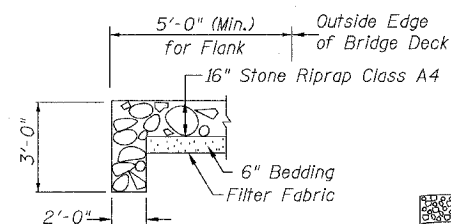
The Contractor shall drive 5 test piles, in permanent locations, one at each substructure, as directed by the Engineer before ordering the remaining piles. For Soil Boring Logs, See Special Provisions.
A Corrosion Inhibitor, as covered in the Special Provisions, shall be used in the concrete for Precast Prestressed Concrete Deck Beams.
Reinforcement Bars shall conform to AASHTO M-31 or M-322, Grade 60. Layout of the slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
The top surface of the beams shall be finished in accordance with Article 504.06 of the Standard Specifications except that the surface shall not be roughened by brooming. The finished surface shall be free of depressions or high spots with sharp corners, and the top edge of keys shall be rounded or chamfered a minimum of 1/4".
The existing structural steel coating may contain lead. The contractor should take appropriate precautions to deal with the presence of lead on this project.
The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.
Concrete piles at West Abutment shall be driven in holes precored through the embankment according to Article 512.10(c) of the Standard Specifications.
For horizontal curve and superelevation information, see Sheet #9 of 76.



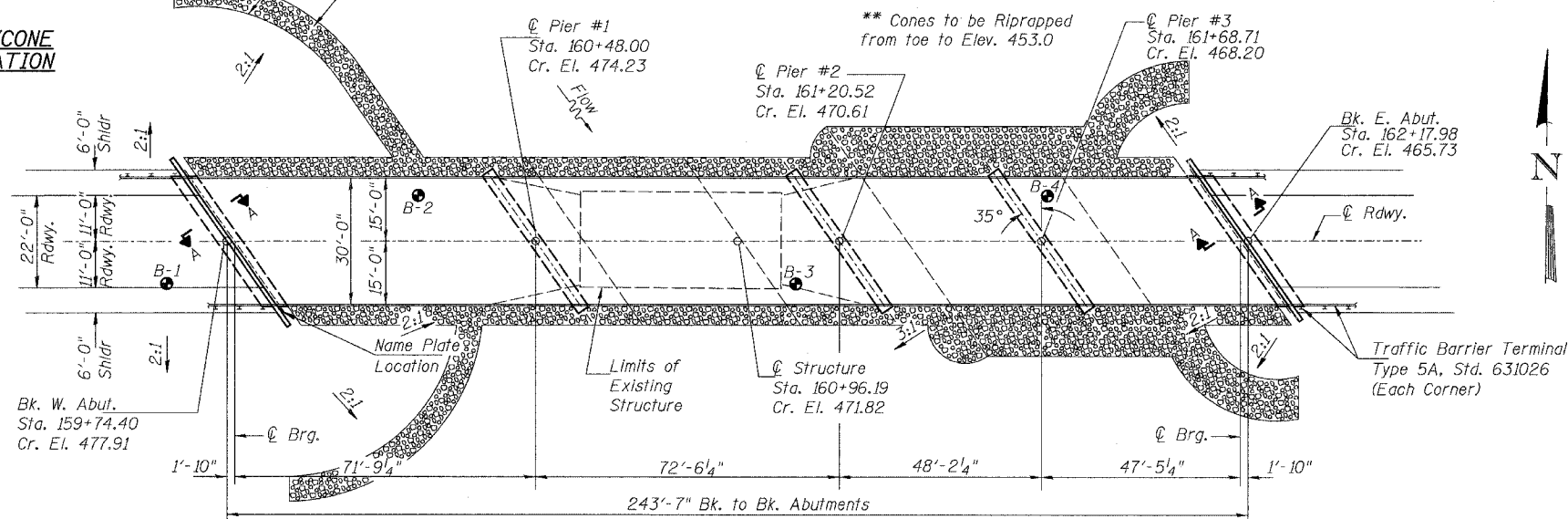
ELEVATION



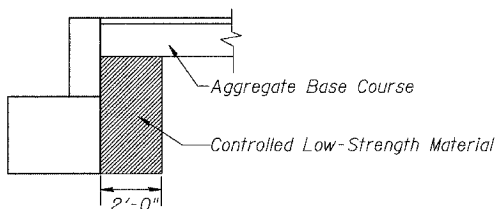
PROFILE GRADE



TYPICAL FLANK/CONE RIPRAP TERMINATION



PLAN



SECTION A-A

DESIGNED	J.E.H.
CHECKED	J.O.H.
DRAWN	T.A.C./T.R.D.
CHECKED	J.E.H.

WATERWAY INFORMATION

Drainage Area = 15.44 Sq. Mi.		Low Grade Elev. = 459.13 @ Sta. 164+75.00							
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. ft.		Nat. H.W.E. ft.	Head - ft.		Headwater Elev. - ft.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	20	2,120	304	553	450.04	0.62	0.15	450.66	450.19
Base	100	3,190	338	627	450.94	1.54	0.58	452.48	451.52

Construction of this project complies with IDNR,
Office of Water Resources Statewide Permit No. 2

DESIGN SPECIFICATIONS

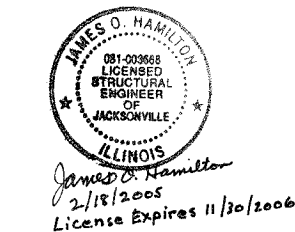
2002 AASHTO & Interims

DESIGN STRESSES

(FIELD UNITS) $f'_c = 3,500$ p.s.i., $f_y = 60,000$ p.s.i. (Rein.)
(PRECAST PRESTRESSED UNITS) $f'_c = 5,000$ p.s.i., $f'_{cl} = 4,000$ p.s.i., $f'_s = 270,000$ p.s.i. (1/2" Strands), $f'_{sl} = 201,960$ p.s.i. (1/2" Strands)

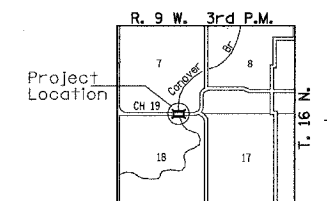
LOADING HS20-44

Allow 50#/sq. ft. future wearing surface.



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 requirements of the current AASHTO Standard Specification for Highway Bridges. This design complies with all requirements of the current AASHTO Guide Specifications for Seismic Design of highway bridges.

James O. Hamilton
Illinois Structural No. 3668
Expires 11/30/2006



LOCATION SKETCH

**GENERAL PLAN & ELEVATION
C.H. 19 OVER CONOVER BRANCH
SECTION 02-00088-00-BR
MORGAN COUNTY
STATION 160+96.19
STR. NO. 069-3254**