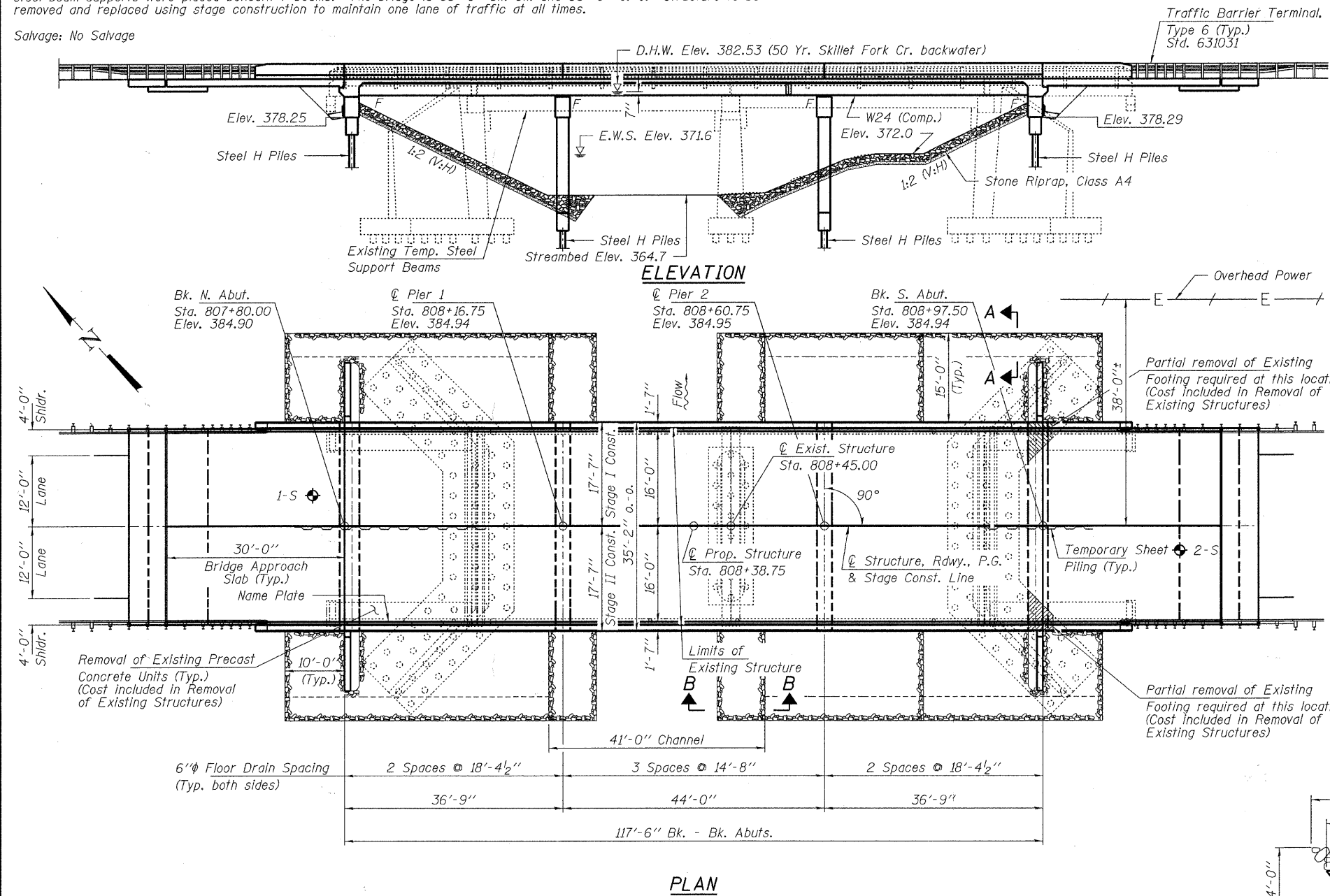


BENCHMARK: Chiseled "□" in S.E. wingwall of structure 19' Rt., Sta. 808+94, Elev. 381.79.

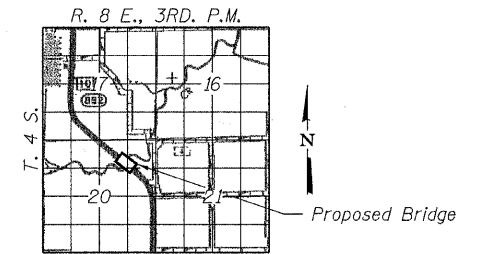
EXISTING STRUCTURE: SN 097-0022 was originally constructed in 1928 as a 2-span RC T-girder bridge on closed abutments and solid wall pier. In 1973 the bridge was reconstructed with a new PPC deck beam superstructure on the widened existing substructure. In 2004 beam repairs were made and a 5" concrete wearing surface added. In 2008 steel beam supports were placed beneath 7 beams. The bridge is 86'-0" bk.-bk. and 33'-0" o.-o. Structure to be removed and replaced using stage construction to maintain one lane of traffic at all times.

Salvage: No Salvage

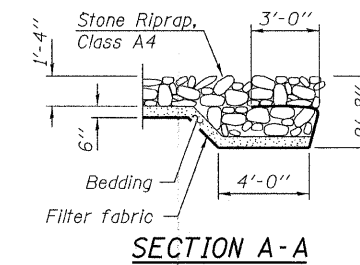


INDEX OF STRUCTURE SHEETS

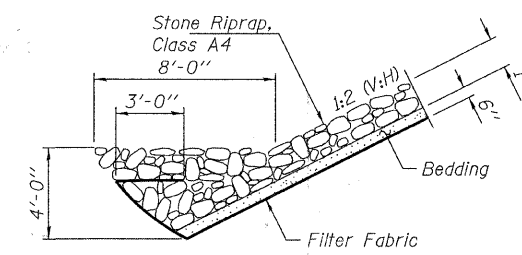
1. General Plan & Elevation
2. General Details
3. Stage Construction Details
4. Temp. Concrete Barrier for Stage Construction
- 5.-7. Top of Slab Elevations
8. Top of North Approach Slab Elevations
9. Top of South Approach Slab Elevations
10. Superstructure
- 11.-12. Superstructure Details
- 13.-14. Bridge Approach Slab Details
15. Structural Steel
16. Structural Steel Details
17. Bearing Details
18. Abutments
19. Piers 1 & 2
20. Bar Splicer Assembly & Mechanical Splicer Det.
21. Cantilever Forming Brackets for Beams ≤ W27
22. HP Pile Details
- 23.-24. Borings



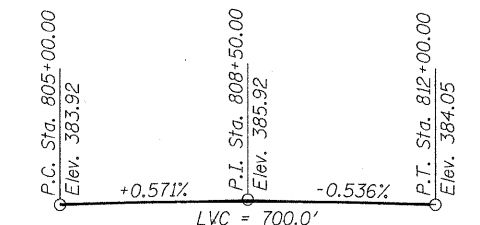
LOCATION SKETCH



SECTION A-A



SECTION B-B



PROFILE GRADE
(along centerline of roadway)

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 & 2009 Interims

LOADING HL-93

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

DESIGN STRESSES

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinf.)
 $f_y = 50,000$ psi (Structural Steel M270 GR. 50)
 $f_y = 36,000$ psi (Structural Steel M270 GR. 36)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
 Design Spectral Acceleration at 1.0 sec. (S_{d1}) = 0.299 g
 Design Spectral Acceleration at 0.2 sec. (S_{d5}) = 0.716 g
 Soil Site Class = D

DESIGN SCOUR ELEVATION TABLE

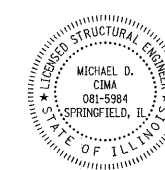
Design Scour Elevation (ft.)	N. Abut.	Pier 1	Pier 2	S. Abut.
	378.3	349.3	349.3	378.3

WATERWAY INFORMATION

Drainage Area = 20.8 Sq. Mi. Existing Low Grade Elev. 381.6 @ Sta. 820+00
 Proposed Low Grade Elev. 381.6 @ Sta. 820+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Natural Head - Ft.		Headwater El.		
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
Design	10	3230	1020	1120	380.63	0.25	0.25	380.88	380.88
Base	50	5130	1100	1260	382.53	0.06	0.04	382.59	382.57
Overtop	100	5970	1100	1260	383.42	0.07	0.01	383.49	383.43
	25	4270	1100	1230	381.73	0.34	0.21	382.07	381.94

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Michael D. Cina
ENGINEER OF BRIDGES AND STRUCTURES



Michael D. Cina
ILLINOIS STRUCTURAL NO. 081-5984 Expires 11-30-2012
12-29-2010

GENERAL PLAN & ELEVATION
US ROUTE 45
OVER BEAVER CREEK
FAP ROUTE 328 - SECTION 105B-2
WHITE COUNTY
STATION 808+38.75
STRUCTURE NO. 097-0075

FILE NAME = 090116-sh1-bridge.dgn	USER NAME =	DESIGNED - S.M.S.	REVISED - 10/14/10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 097-0075	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC.		CHECKED - A.S.L.	REVISED - 12/10/10			328	105B-2	WHITE	55	22	
366 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62765	PLOT SCALE =	DRAWN - D.A.B.	REVISED -			CONTRACT NO. 78188					
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000950	PLOT DATE = 1/5/2011	CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT					