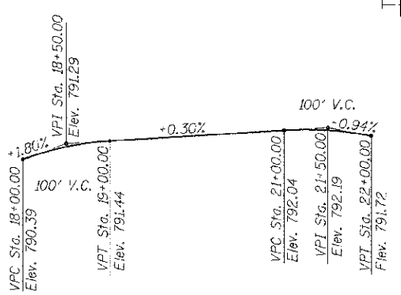
B.M. #1: Railroad Spike in Power Pole.
Station 11+60. 30' Lt.
Elev. 790.48

B.M. #2: Railroad Spike in Power Pole.
Sta 25+11, 33' Lt
Elev. 791.65

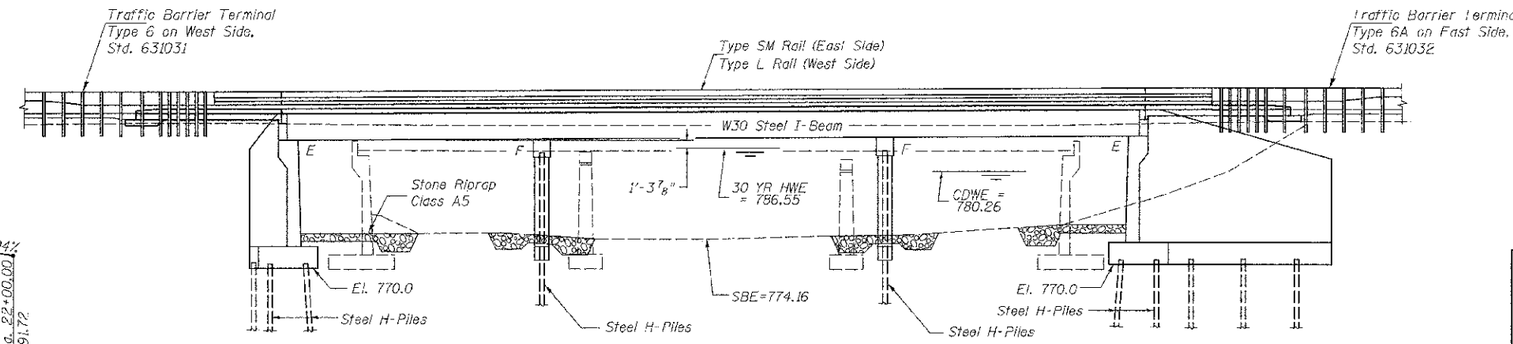
Existing Structure:
Three span steel I-Beam with reinforced concrete deck and steel bridge rail on curb superstructure with concrete closed abutments on timber pile supported footings and concrete wall piers on timber pile supported footings. Constructed in 1952. Structure is 159'-0" Bk. to Bk. of Abutments & 27'-8" O. to O. with 24'-0" pavement, skewed 35° Rt. Ah.
Exist. S.N. 019-3027

No Salvage

Road to be closed to traffic during construction.



PROPOSED PROFILE GRADE
COUNTY HIGHWAY 26



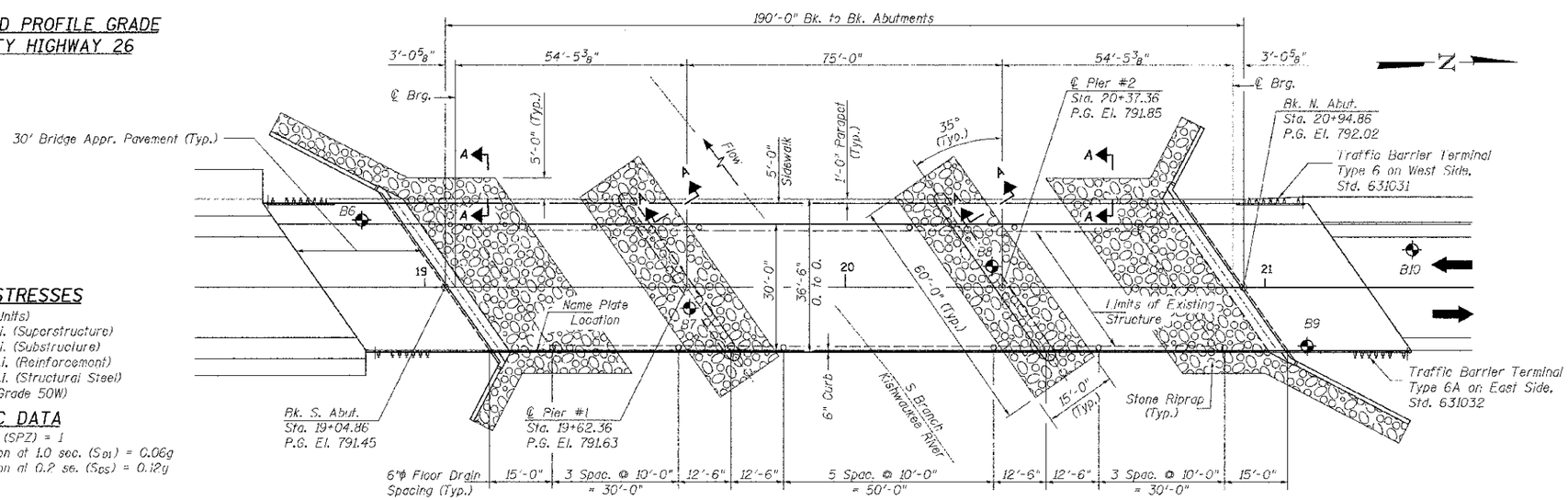
ELEVATION

Note: For Index of Sheets, Bill of Material and General Notes, See Sheet 2 of 28.

S. BRANCH KISHWAUKEE RIVER
BUILT 20__ BY
DEKALB COUNTY
SEC. 05-00044-01-BR
C.H. 26 STATION 19+99.86
F.A. PROJ.
STR. NO. 019-3065 LOADING HL-93

NAME PLATE

Locate Name Plate on S.E. Wingwall of Bridge (See Std. 515001)



PLAN

LOCATION SKETCH

DESIGN STRESSES

(Field Units)
f'c = 5,000 p.s.i. (Superstructure)
f'c = 3,500 p.s.i. (Substructure)
fy = 60,000 p.s.i. (Reinforcement)
fy = 50,000 p.s.i. (Structural Steel)
(AASHTO M270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.06g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.12g
Soil Site Class = C

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Design Specifications
4th Edition with Interims

LOADING HL-93

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

OVER-THE-ROAD AREA

Freq. Yr.	Existing	Proposed
30	0	0
100	15	4

Construction of this project complies with IDNR, Office of Water Resources Statewide Permit #2.

DESIGN SCOUR TABLE

Location	S. Abut	Pier 1	Pier 2	N. Abut
Design Scour Elevation	770.0	768.2	768.2	770.0

WATERWAY INFORMATION

Drainage Area = 279.4 Sq. Mi. Low Grade Elev. = 788.09 @ Sta. 15+84.45

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head Ft. Exist.	Head Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Design	30	7,978	1,374	1,645	786.55	0.90	0.23	787.45	786.78
Base	100	10,105	1,374	1,884	786.18	0.90	0.31	789.08	788.49

BENJAMIN A. NEBEL
ILLINOIS
Lic. Exp. 11/30/2014

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.

3/26/2013
Illinois Structural No. 6527
Expires 11/30/2014

GENERAL PLAN & ELEVATION
C.H. 26 OVER S. BRANCH
KISHWAUKEE RIVER
SECTION 05-00044-01-BR
DEKALB COUNTY
STATION 19+99.86
STR. NO. 019-3065

FILE NAME = V:\Bridge\2555-DeKalb\Structure\2555b00.dgn	USER NAME = bnebel	DESIGNED BAN	REVISED -
		DRAWN TAC	REVISED -
	PLOT SCALE = NONE	CHECKED CTM	REVISED -
	PLOT DATE = 3/26/2013	DATE -	REVISED -

DEKALB COUNTY
C.H. 26 (FIVE POINTS RD.)
OVER SOUTH BRANCH OF KISHWAUKEE RIVER

GENERAL PLAN & ELEVATION

SCALE: N/A | SHEET NO. 1 OF 28 SHEETS | STA. N/A | TO STA. N/A

RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH 26	05-00044-01-BR	DEKALB	49	16

CONTRACT NO. 87477
ILLINOIS FED. AID PROJECT BRS-1122(108)