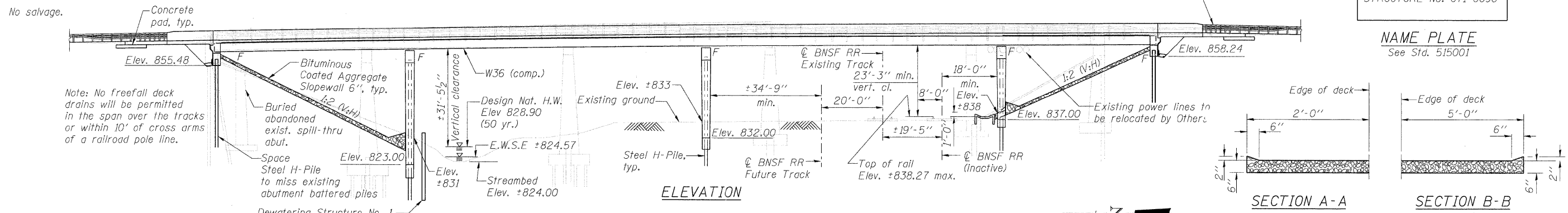


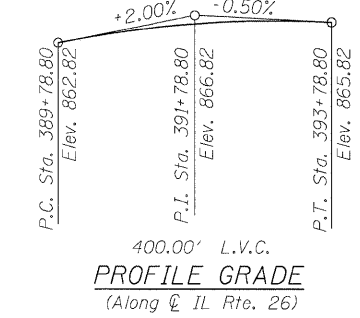
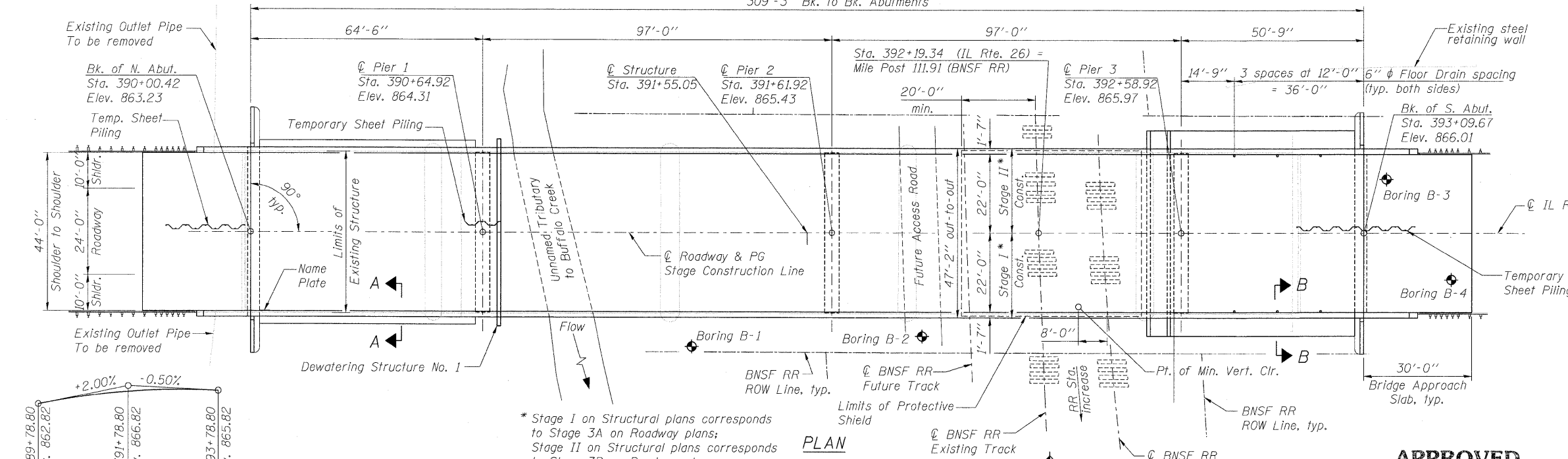
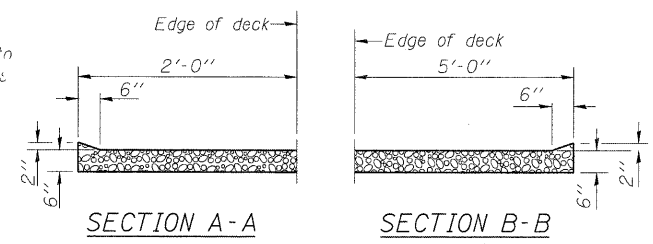
Benchmark: 401: Top of ROW marker at Sta. 378+72.77, 58.82' Lt. 405: Chiseled "C" on top of existing northwest wing-wall at Sta. 389+98.36, 23.67' Rt. 407: Chiseled "C" on top of existing southwest wingwall at Sta. 392+91.87, 23.33' Rt.

Existing Structure: S.N. 071-0010, originally constructed in 1928 under SBI 26, Section 4V at Station 27+55 using reinforced concrete tee-beams, full-height abutments and multi-column piers founded on untreated timber piles. Reconstructed in 1976 under Section 4VB-1 with the placement of new PPC Deck Beams. Stub abutments were constructed, founded on metal shell concrete piles. Rehabilitated in 1995 with the replacement of the bituminous wearing surface with a 5" concrete overlay (section unknown). 294'-6" bk. to bk. abutments, 45'-0" out-to-out deck, no skew. One lane of traffic shall be maintained during staged construction.

STATION 391+55.05  
BUILT 201 BY  
STATE OF ILLINOIS  
LOADING HL-93  
STRUCTURE NO. 071-0096



Note: No freefall deck drains will be permitted in the span over the tracks or within 10' of cross arms of a railroad pole line.



**WATERWAY INFORMATION**

Drainage Area = 2.6 sq. mi. Low Grade Elev. 858.30 at Sta. 386+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
10	508	41.2	41.2	828.00				828.00	828.00
Design	50	822	58.3	58.3	828.90			828.90	828.90
Base	100	966	65.6	65.6	829.20			829.20	829.20
Overtopping									
Max. Calc.	500	1320	82.3	82.3	829.80			829.80	829.80

**DESIGN SCOUR ELEVATION TABLE**

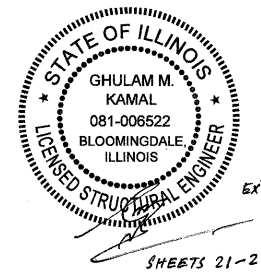
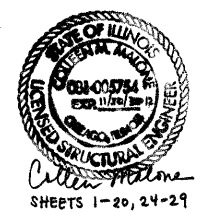
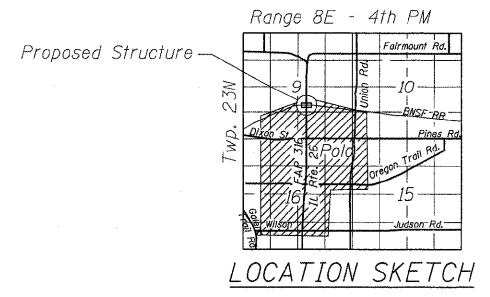
Design Scour Elevation (ft.)	N. Abut.	Pier 1	Pier 2	Pier 3	S. Abut.
	855.5	823.0	832.0	837.0	858.2

**LOADING HL-93**  
Allow 50#/sq. ft. for Future Wearing Surface

**DESIGN SPECIFICATIONS**  
2010 AASHTO LRFD Bridge Design Specifications

**DESIGN STRESSES**  
**FIELD UNITS**  
f'c = 3,500 psi  
fy = 60,000 psi (Reinforcement)  
fy = 50,000 psi (M270 Grade 50)

**SEISMIC DATA**  
Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.084g  
Design Spectral Acceleration at 0.2 sec. (SD5) = 0.136g  
Soil Site Class = D



**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY  
D. Carl Pusey (T&D)  
ENGINEER OF BRIDGES AND STRUCTURES

**GENERAL PLAN AND ELEVATION**  
ILLINOIS ROUTE 26 OVER  
BNSF RAILROAD  
F.A.P. RTE. 316 - SEC. 4VBR-1  
OGLE COUNTY  
STATION 391+55.05  
STRUCTURE NO. 071-0096