Benchmarks: MRC Horizontal/Vertical Control Monument No. 8 (Elevation 401.95) Aluminum disc set in the South end of a headwall to a box culvert under Illinois Route 3; 0.7 miles South of Canal Street; 0.1 miles South of Industrial Ave. and North of railroad track.

Existing Structure: None.

CURVE DATA
(Relocated IL. Rte. 3)

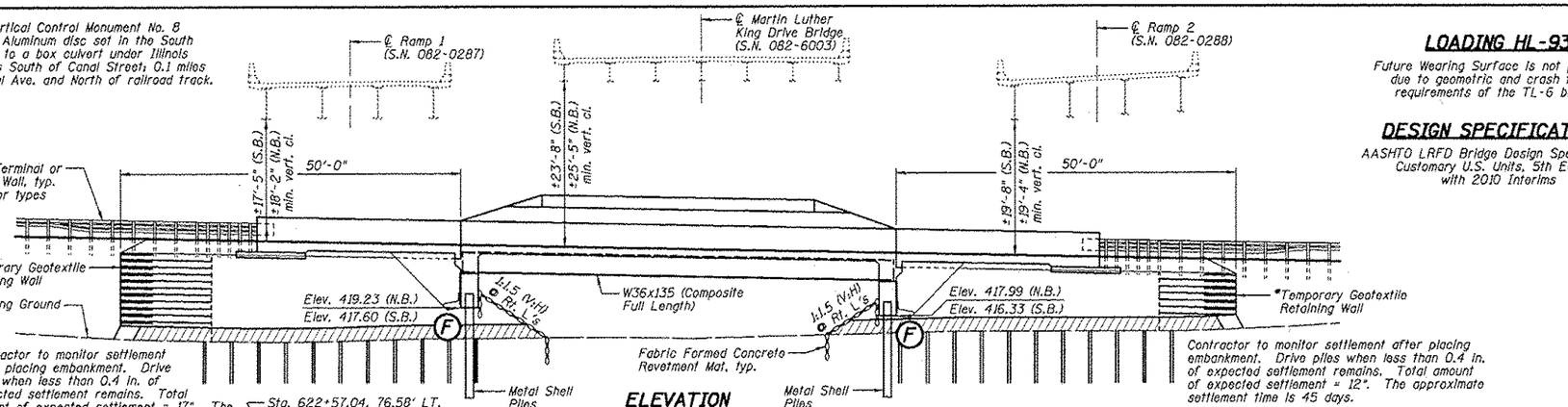
Δ = 39°34'55" (LT)
D = 2°45'00"
R = 2,083.48'
T = 749.73'
L = 1,439.34'
E = 130.79'
e = 4.3%
T.R. = 36'
S.E. RUN = 102'
P.C. STA. = 613+00.92
P.T. STA. = 627+40.27
P.I. STA. = 620+50.65

CURVE DATA
(Ramp 1)

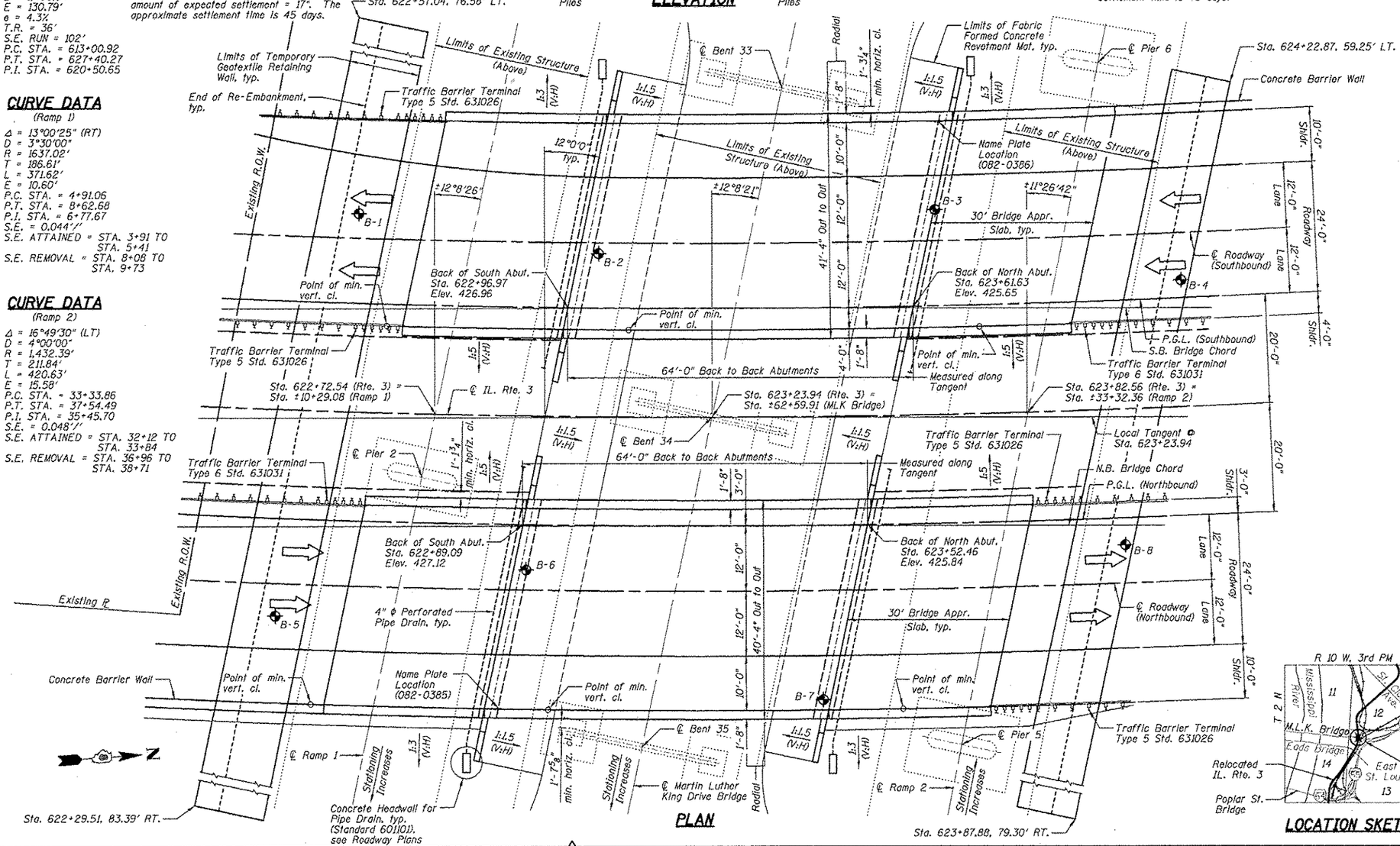
Δ = 13°00'25" (RT)
D = 3°30'00"
R = 1637.02'
T = 186.61'
L = 371.62'
E = 10.60'
P.C. STA. = 4+91.06
P.T. STA. = 8+62.68
P.I. STA. = 6+77.67
S.E. = 0.044'/'
S.E. ATTAINED = STA. 3+91 TO STA. 5+41
S.E. REMOVAL = STA. 8+08 TO STA. 9+73

CURVE DATA
(Ramp 2)

Δ = 16°49'30" (LT)
D = 4°00'00"
R = 1,432.39'
T = 211.84'
L = 420.63'
E = 15.58'
P.C. STA. = 33+33.86
P.T. STA. = 37+54.49
P.I. STA. = 35+45.70
S.E. = 0.048'/'
S.E. ATTAINED = STA. 32+12 TO STA. 33+84
S.E. REMOVAL = STA. 36+96 TO STA. 38+71



ELEVATION



PLAN

LOADING HL-93

Future Wearing Surface is not permitted due to geometric and crash testing requirements of the TL-6 barrier

DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications, Customary U.S. Units, 5th Edition, with 2010 Interims

DESIGN STRESSES

FIELD UNITS:
f'c = 3,500 psi (Cast-In-Place)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Structural Steel - M270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 3
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.347g
Design Spectral Acceleration at 0.2 sec. (SDs) = 0.766g
Soil Site Class = E

INDEX OF SHEETS

SHEET NO.	TITLE
A1	GENERAL PLAN AND ELEVATION
A2-A3	GENERAL DATA
A4	TOP OF SLAB ELEVATION LOCATIONS
A5-A6	TOP OF SLAB ELEVATIONS
A7-A8	TOP OF APPROACH SLAB ELEVATIONS
A9-A10	SUPERSTRUCTURE DECK
A11	SUPERSTRUCTURE CROSS SECTIONS
A12-A15	RAIL DETAILS
A16-A19	DIAPHRAGM DETAILS
A20-A23	BRIDGE APPROACH SLAB DETAILS
A24-A26	STRUCTURAL STEEL
A27	FIXED BEARING DETAILS
A28-A31	ABUTMENTS, SOUTHBOUND
A32-A35	ABUTMENTS, NORTHBOUND
A36	TEMPORARY GEOTEXTILE RETAINING WALLS
A37	METAL SHELL PILE DETAILS
A38	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
A39-A48	SOIL BORING LOGS

NOTE:

*South Temporary Geotextile Retaining Wall to remain within the current Right-of-Way Line. North Temporary Geotextile Retaining Wall to allow Missouri Avenue to remain open during construction.

JOSEPH M. LOWRANCE 081-006446 LICENSED STRUCTURAL ENGINEER OF BLOOMINGTON ILLINOIS

Joseph M. Lowrance Date 06-27-12
JOSEPH M. LOWRANCE
ILLINOIS STRUCTURAL ENGINEER
NO. 081-006446
Exp. Date 11/30/12

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

LOCATION SKETCH

GENERAL PLAN AND ELEVATION
RELOCATED IL. ROUTE 3 UNDER MARTIN LUTHER KING DRIVE BRIDGE
F.A.P. 788 - SECTION 520-1-2B
ST. CLAIR COUNTY
STATION 623+23.94
STRUCTURE NO. 082-0385 NB
STRUCTURE NO. 082-0386 SB

Farnsworth GROUP, INC.
2709 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax

	DESIGNED - TCR/JCZ	REVISED 1-4-13
	CHECKED - JML	REVISED
	DRAWN - DJM/JWK	REVISED
DATE - 06/26/12	CHECKED - MSW	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. A1 OF 48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2B	ST. CLAIR	94	32
		CONTRACT NO. 76F69		
	ILLINOIS FED. AID PROJECT			

24-8621