

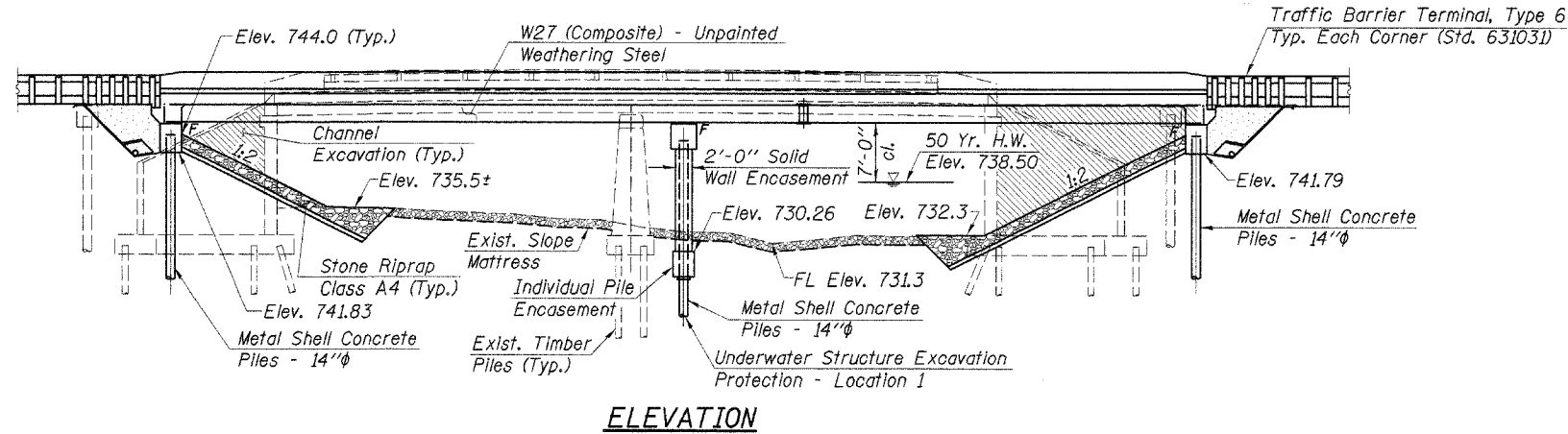
Bench Mark:

BM #100 - Chiseled "X" on top of NW Wingwall
S.N. 027-0069, 23.0' Lt. Sta. 993+32, Elev. 747.55.
BM #101 - R.R. Spike in East side of Power Pole,
81.0' Lt. Sta. 994+85, Elev. 749.33.

Existing Structure:

S.N. 027-0069 built in 1923 as SBI Route 9,
Section 17B. Superstructure replaced and
substructure widened in 1975 as FA Route 10,
Section 17BR-1. Structure consists of two
span PPC deck beams on closed abutments
and solid timber pile supported pier. 86'-0"
Bk.-Bk. abutments. 46'-0" O.-O. deck.
Structure to be removed and replaced using
stage construction.

No Salvage.



INDEX OF SHEETS

1. General Plan and Elevation
2. General Notes, Total Bill of Material & Miscellaneous Details
3. Riprap Details
4. Stage Construction Details
- 5.-6. Top of Slab Elevations
- 7.-9. Superstructure Details
- 10.-11. Structural Steel Plan and Details
12. Anchor Bolt Details
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15. Pier Details
16. Bar Splicer Assembly Details
17. Pile Details
18. Cantilever Forming Bracket Details
19. Temporary Concrete Barrier
20. Soil Borings

LOADING HS20-44

Allow 50 lbs/Sq. Ft. for future wearing surface

SEISMIC DATA

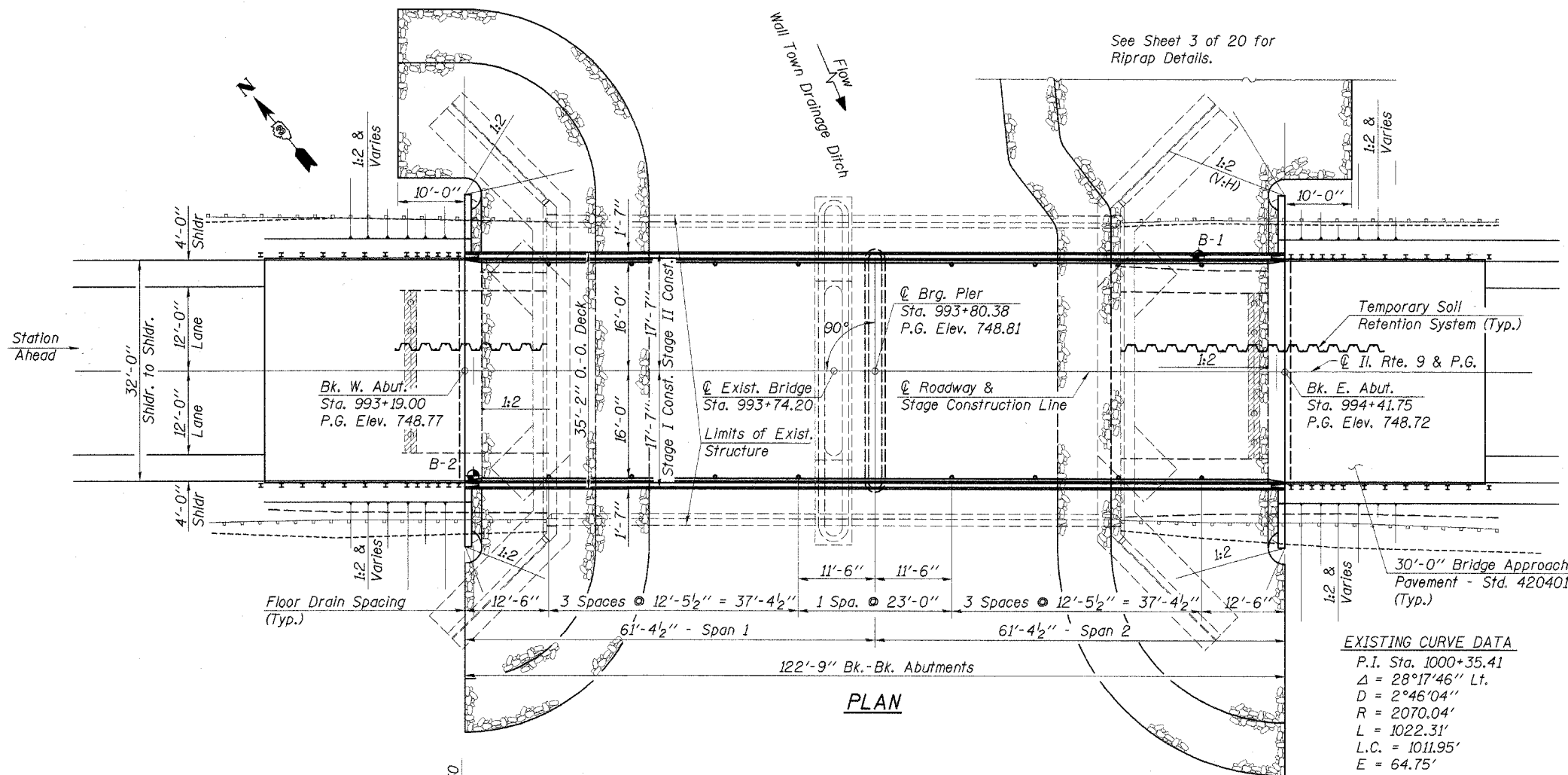
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.045
Site Coefficient (S) = 1.0

DESIGN STRESSES

Field Units:
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinf.)
 $f_y = 50,000$ psi AASHTO M270 GR 50W Structural Steel

DESIGN SPECIFICATIONS

2002 AASHTO



WATERWAY INFORMATION

Drainage Area = 49.7 mi² Prop. Low Grade Elev. 746.7 ft. @ Sta. 999+00

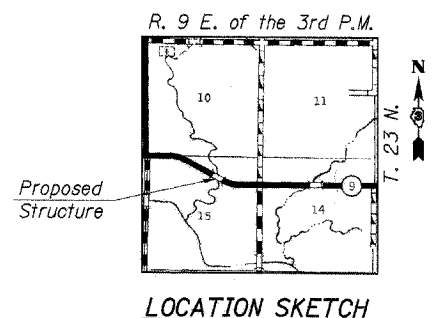
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head - Ft.		Headwater El.		
			Exist.	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.	
Design	10	1294	305	312	737.4	0.1	0.1	737.5	737.5
Base	50	1806	392	404	738.5	0.1	0.1	738.6	738.6
Overlapping	100	2005	416	430	738.8	0.1	0.1	738.9	738.9
Max. Calc.	500	2456	456	474	739.3	0.2	0.3	739.5	739.6

EXISTING CURVE DATA

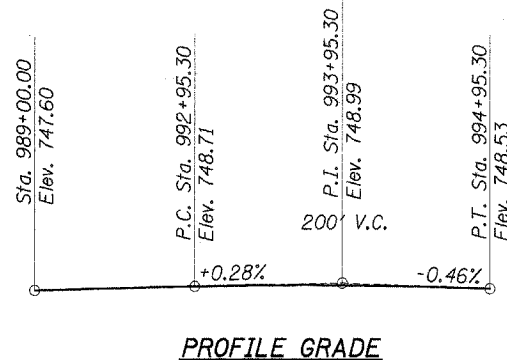
P.I. Sta. 1000+35.41
 $\Delta = 28^\circ 17' 46''$ Lt.
 $D = 2^\circ 46' 04''$
 $R = 2070.04'$
 $L = 1022.31'$
 $L.C. = 1011.95'$
 $E = 64.75'$
 $S.E. = 2.8\%$
P.C. Sta. 995+13.61
P.T. Sta. 1005+35.92

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES



DESIGNED	P.S.L.
CHECKED	A.R.K. & F.J.S.
DRAWN	K.T.R.
CHECKED	P.S.L. & A.R.K.



STATION 993+80.38
BUILT 200_ BY
STATE OF ILLINOIS
F.A.P. RTE. 697 - SEC. 17BR-1
LOADING HS20
STR. NO. 027-0094

LETTERING FOR NAME PLATE

See Std. 515001

"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 Specifications for Highway Bridges'."

Fred J. Anderson (9-9-03)
ILLINOIS STRUCTURAL NO. 2934 (Expires 11/30/04)



GENERAL PLAN & ELEVATION
IL. RTE. 9 OVER WALL TOWN DRAINAGE DITCH
FAP ROUTE 697 - SECTION 17BR-1
FORD COUNTY
STATION 993+80.38
S.N. 027-0094

4440 ASH GROVE SPRINGFIELD, IL 62707 (217) 793-8600 oasinc@tamvid.com	OZYURT AND STONE, INC. CONSULTING ENGINEERS	JOB NO.: 0306.2 FILE: GPE.DGN DATE: 06-08-04
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