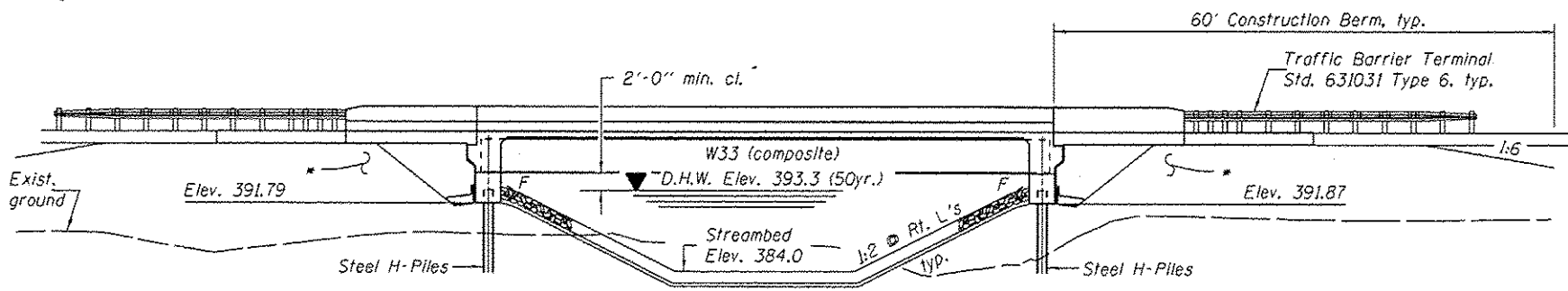


Bench Mark: #135, Square cut in NW wingwall on S.N. 100-3008, Elev. 399.68

Existing Structure: S.N. 100-3008 was built in 1956 as F.A.S. 906, Sec. 390 at Sta. 34+44. The structure consists of a single span WF supporting a reinforced concrete deck. The substructure consists of closed abutments supported by spread footings. The Bk. to Bk. dimension measures 39'-8" while the O.-O. width measures 38'-3". The traffic shall remain on the existing bridge while the new structure is being constructed on a new alignment. The traffic shall be shifted to the new structure after its completion, then the existing structure shall be removed.

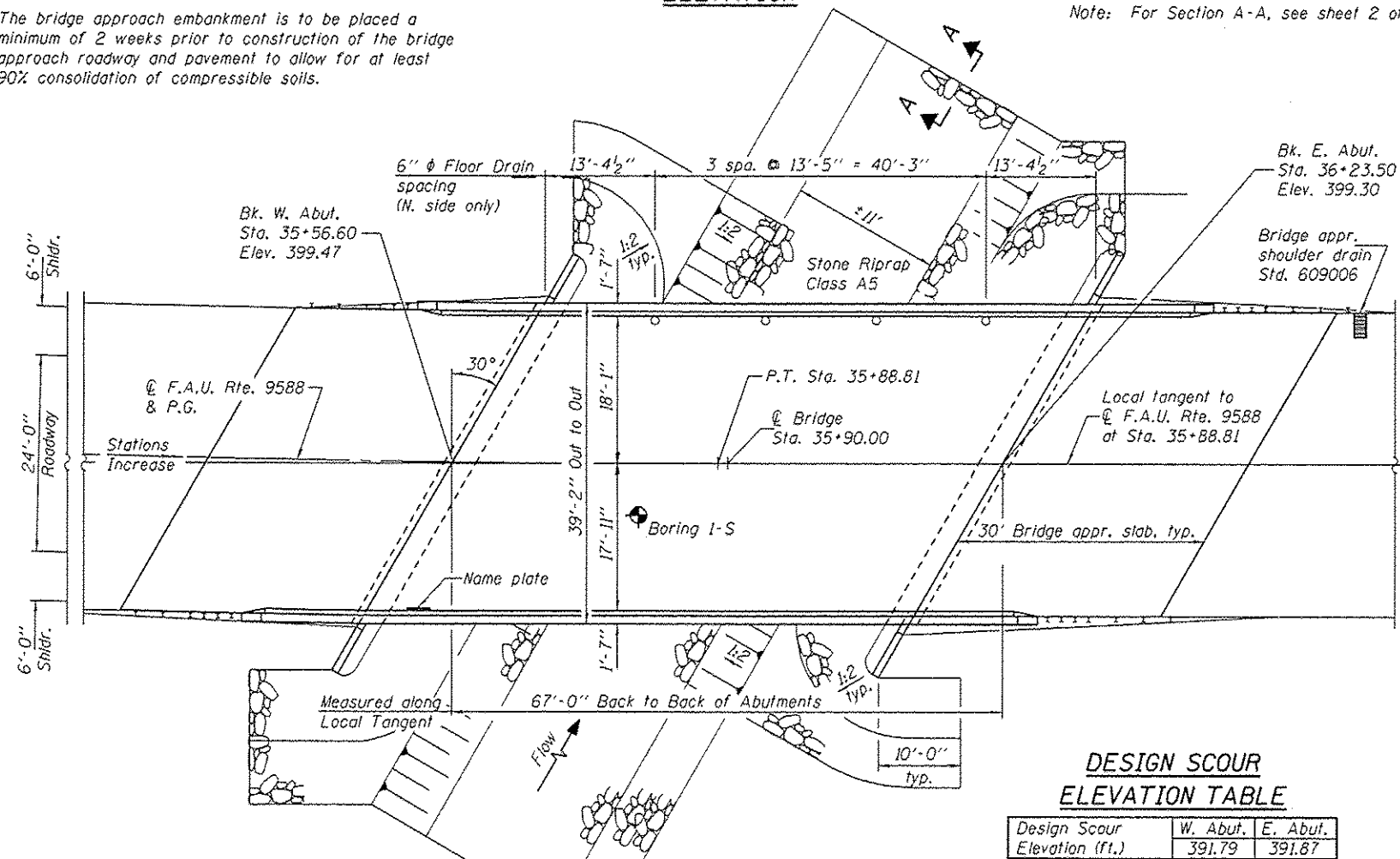
No Salvage.



ELEVATION

Note: For Section A-A, see sheet 2 of 18.

*The bridge approach embankment is to be placed a minimum of 2 weeks prior to construction of the bridge approach roadway and pavement to allow for at least 90% consolidation of compressible soils.



PLAN

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	E. Abut.
	391.79	391.87

WATERWAY INFORMATION

Exist. Low Grade Elev. 398.94 @ Sta. 38+00 (Exist. Alignment)
 Prop. Low Grade Elev. 398.87 @ Sta. 38+00 (Prop. Alignment)

Flood	Freq. Yr.	C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	10	1085	211.0	233.5	392.4	1.7	0.6	394.1	393.0	
Design	50	1450	243.8	275.3	393.3	1.9	0.8	395.2	394.1	
Base	100	1570	251.1	285.0	393.5	2.0	0.8	395.5	394.3	
Max. Calc.	500	1890	276.7	320.3	394.2	2.3	0.9	396.5	395.1	



EXPIRES 11-30-2014

STATION 35+90.00
 BUILT 20 BY
 STATE OF ILLINOIS
 F.A.U. RTE. 9588 SEC. 39B-1
 LOADING HS20-44
 STRUCTURE NO. 100-0080

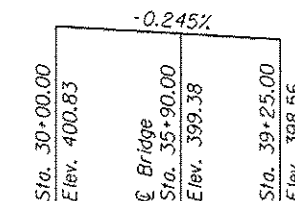
NAME PLATE
 See Std. 515001

CURVE DATA (CURVE C23)

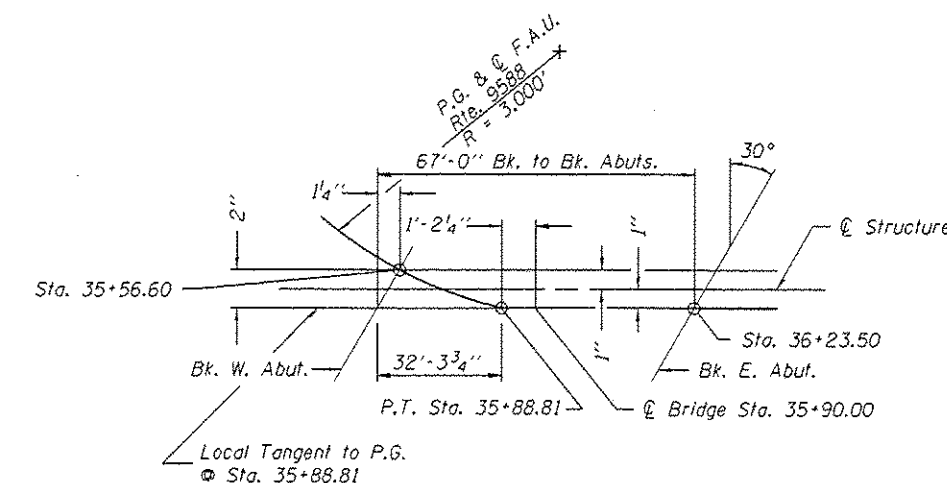
@ F.A.U. 9588
 P.I. Sta. = 28+80.39
 $\Delta = 27^\circ-36'-23''$ (LT.)
 $D = 1^\circ-54'-35''$
 $R = 3,000.00'$
 $T = 737.05'$
 $L = 1,445.47'$
 $E = 89.21'$
 $S.E. = 4.4\%$
 $P.C. Sta. = 21+43.33$
 $P.T. Sta. = 35+88.81$
 $S.E. Removed from Sta. 35+27.81$
 to Sta. 37+71.81

INDEX OF SHEETS

- 1 General Plan & Elevation
- 2 General Data
- 3-4 Top of Slab Elevations
- 5 Top of West Approach Slab Elevations
- 6 Top of East Approach Slab Elevations
- 7 Superstructure
- 8 Superstructure Details
- 9 Integral Abutment Diaphragm Details
- 10-12 Bridge Approach Slab Details
- 13 Structural Steel
- 14 West Abutment
- 15 East Abutment
- 16 HP Pile Details
- 17 Bar Splicer Assembly Details
- 18 Soil Boring Logs



PROFILE GRADE
 (along @ roadway)



OFFSET SKETCH

LOADING HS20-44

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

DESIGN SPECIFICATIONS

2002 AASHTO

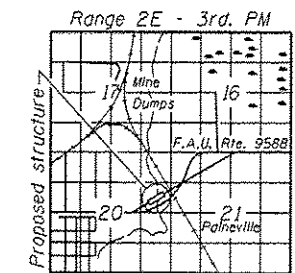
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 50,000$ psi (structural steel)
 M270 Gr. 50W

SEISMIC DATA

Seismic Performance Category (SPC) = B
 Bedrock Acceleration Coefficient (A) = 12%g
 Site Coefficient (S) = 1.0



LOCATION SKETCH

GENERAL PLAN & ELEVATION
 HERRIN ROAD OVER
 POND CREEK TRIBUTARY
 F.A.U. RTE. 9588 - SEC. 39B-1
 WILLIAMSON COUNTY
 STATION 35+90.00
 STRUCTURE NO. 100-0080

DESIGNED: <i>David M. Erwin</i>	EXAMINED: <i>Jay F. ...</i>	DATE: JANUARY 24, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 100-0080	F.A.U. RTE. 9588	SECTION 39B-1	COUNTY WILLIAMSON	TOTAL SHEETS 224	SHEET NO. 76		
CHECKED: <i>Phillip E. Coppens</i>	PASSED: <i>...</i>	REVISED:			SHEET NO. 1 OF 18 SHEETS	CONTRACT NO. 78277					
DRAWN: <i>h.t. ...</i>	REVISED:	REVISED:			ILLINOIS FED. AID PROJECT						
CHECKED: <i>FT/GRH</i>	REVISED:	REVISED:									