

B.M. #115: Railroad Spike in Power Pole at Northwest Quadrant of Shabbona St. and Broadway St. Elevation Taken From Streator BM's 3/1989, 23.41' Lt., Sta. 16+01.55, Elev. 628.51

B.M. #116: Railroad Spike in Power Pole at Northwest Quadrant of Iowa St. and Broadway St. Elevation Taken From Streator BM's 3/1989, 39.84' Lt., Sta. 27+53.58, Elev. 627.48

EXISTING STRUCTURE:

SN 050-8016, The existing bridge was built in 1930 and reconstructed in 1976. The structure consists of 20 spans, 843' back to back abutments with 22'-6" min. roadway width and one 5'-9" sidewalk. Approaches to the bridge consist of concrete retaining walls 119' long on the West and 112' on the East.

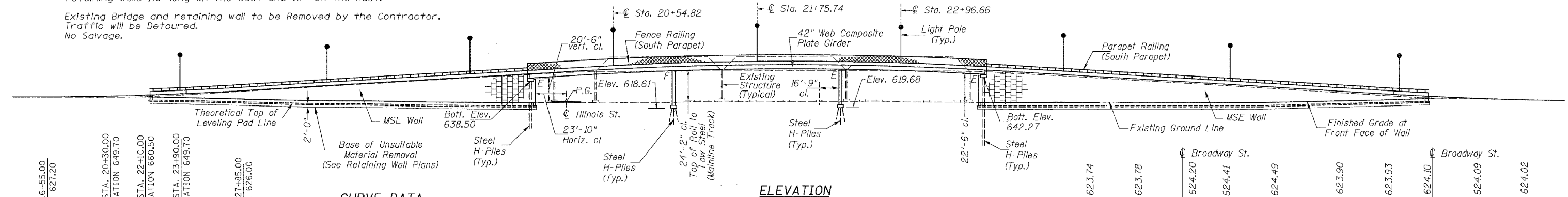
Existing Bridge and retaining wall to be Removed by the Contractor. Traffic will be Detoured. No Salvage.

ROUTE NO.	SEC.	COUNTY	SHEET NO.	SHEET NO.
FAU 6145	*	LASALLE	168	81
FED. ROAD DIST. NO. 3		ILLINOIS	PROJECT	
		* 01-00590-00-BR (County)		CONTRACT NO. 87293

VERTICAL CLEARANCE TABLE

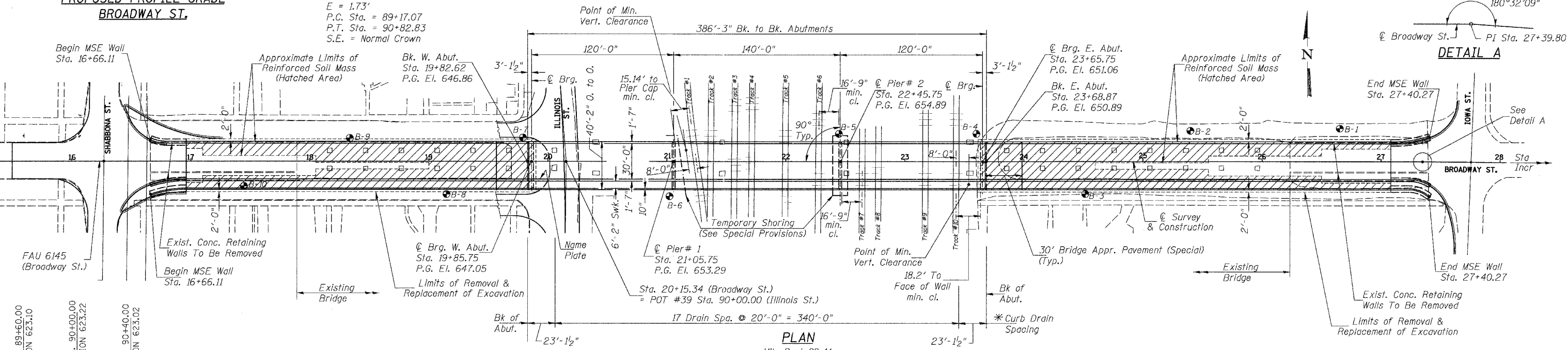
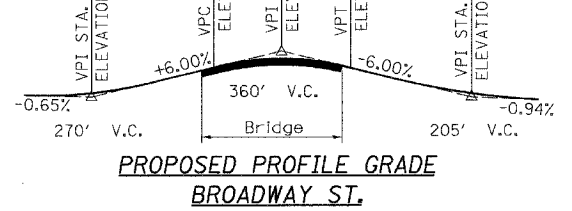
Track Number	1	2	3	4	5	6	7	8	9	10
Station (Broadway St.)	21+24.9	21+36.9	21+56.8	21+71.4	21+99.6	22+27.5	22+64.2	22+77.8	23+17.3	23+43.0
Low Beam Elevation	649.0	649.4	649.8	650.0	650.3	650.2	649.9	649.7	648.2	647.2
T/R Elevation	624.41	624.41	624.49	624.25	624.49	625.18	624.55	624.66	624.47	624.10
** Vertical Clearance (Ft.)	24.5	24.9	25.3	25.7	25.8	25.0	25.3	25.0	23.7	23.1

** Clearances in table are calculated from centerline of track to estimated low steel elevation.



CURVE DATA ILLINOIS STREET

P.I. Sta. = 90+00.00
 $\Delta = 4^\circ 47' 31''$ (Lt)
 $D = 2^\circ 53' 27''$
 $R = 1,981.98'$
 $T = 82.93'$
 $L = 165.76'$
 $E = 1.73'$
 P.C. Sta. = 89+17.07
 P.T. Sta. = 90+82.83
 S.E. = Normal Crown



SKIEW ANGLES FROM TRACK TO LINE TO ROADWAY

TRACK NO.	STATION	ANGLE	DIRECTION
Track #1	21+24.93	8° 08' 11"	Left
Track #2	21+36.87	0° 33' 56"	Right
Track #3	21+56.67	0° 32' 45"	Right
Track #4	21+71.28	0° 32' 10"	Right
Track #5	21+99.67	0° 19' 54"	Right
Track #6	22+27.36	0° 36' 45"	Right
Track #7	22+64.12	0° 18' 43"	Right
Track #8	22+77.72	0° 15' 51"	Right
Track #9	23+17.16	0° 19' 03"	Right
Track #10	23+43.00	0° 07' 12"	Right

DESIGN STRESSES

(FIELD UNITS)
 $f'_c = 3,500$ p.s.i.
 $f_y = 60,000$ p.s.i. (Reinforcement)
 $f_y = 50,000$ p.s.i. (Structural Steel)
 (AASHTO M270 Grade 50W)

SEISMIC DATA

Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.040g
 Site Coefficient (S) = 1.0

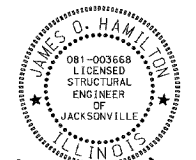
DESIGN SPECIFICATIONS

2002 AASHTO

LOADING HS20-44

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

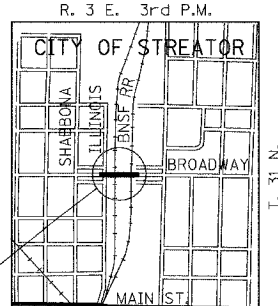
*Drains are 3" PVC pipe through curb for sidewalk drainage onto bridge deck. See Sheet #10 of 41.



James O. Hamilton
 3/10/2006
 License Expires 11/30/2006

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.

James O. Hamilton
 Illinois Structural No. 3668
 Expires 11/30/2006

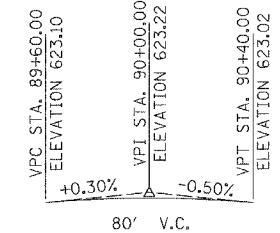


LOCATION SKETCH

GENERAL PLAN DETAILS
 FAU ROUTE 6145 OVER
 BNSF RAILROAD
 SECTION 01-00590-00-BR (COUNTY)
 LASALLE COUNTY
 STATION 21+75.75
 STR. NO. 050-8023

HUTCHISON ENGINEERING, INC.
 JACKSONVILLE & JOLIET, ILLINOIS
 Date: 3/10/2006

PROPOSED PROFILE GRADE ILLINOIS ST.



DESIGNED	JOH
CHECKED	BRT
DRAWN	TC
CHECKED	JOH