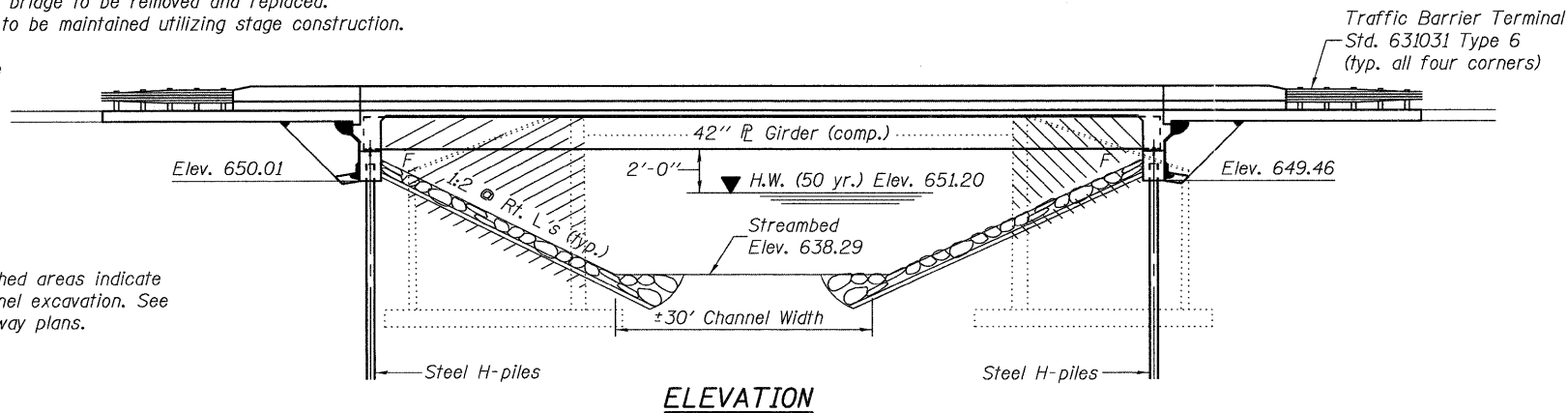


Bench Mark: #201 Chiseled square on top of Southwest Wingwall of Structure 070-0001
 Station 139+44; 23.4' Lt. Elevation 657.57
 Existing Structure: S.N. 070-0001 Built 1930 as SBI Route 132, Section 102 at Station 139+30 as a reinforced concrete T-beam bridge, 53'-2" Bk. to Bk. closed abutments supported on untreated timber piles. In 1970, bridge widening & superstructure replacement with PPC deck beams. Existing bridge to be removed and replaced.
 Traffic to be maintained utilizing stage construction.

No salvage

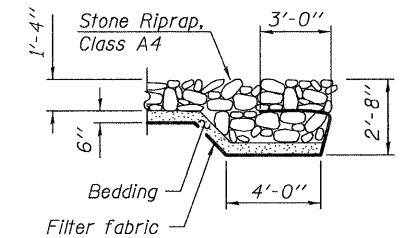
Note: Hatched areas indicate channel excavation. See roadway plans.



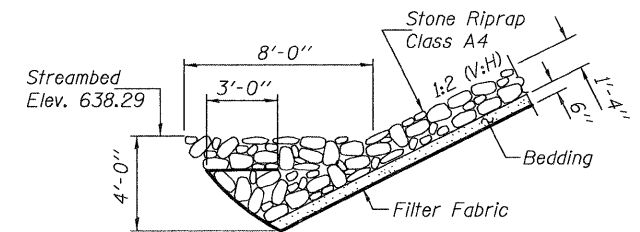
ELEVATION

INDEX OF SHEETS

- 1 General Plan & Elevation
- 2 General Data & Stage Construction Details
- 3 Temporary Concrete Barrier for Stage Construction
- 4-5 Top of Slab Elevations
- 6 Top of North Approach Slab Elevations
- 7 Top of South Approach Slab Elevations
- 8 Superstructure
- 9 Superstructure Details
- 10 Diaphragm Details
- 11-12 Bridge Approach Slab Details
- 13 Structural Steel
- 14 Structural Steel Details
- 15 North Abutment
- 16 South Abutment
- 17 Bar Splicer Assembly Details
- 18 Steel H Pile Details
- 19-21 Soil Boring Logs



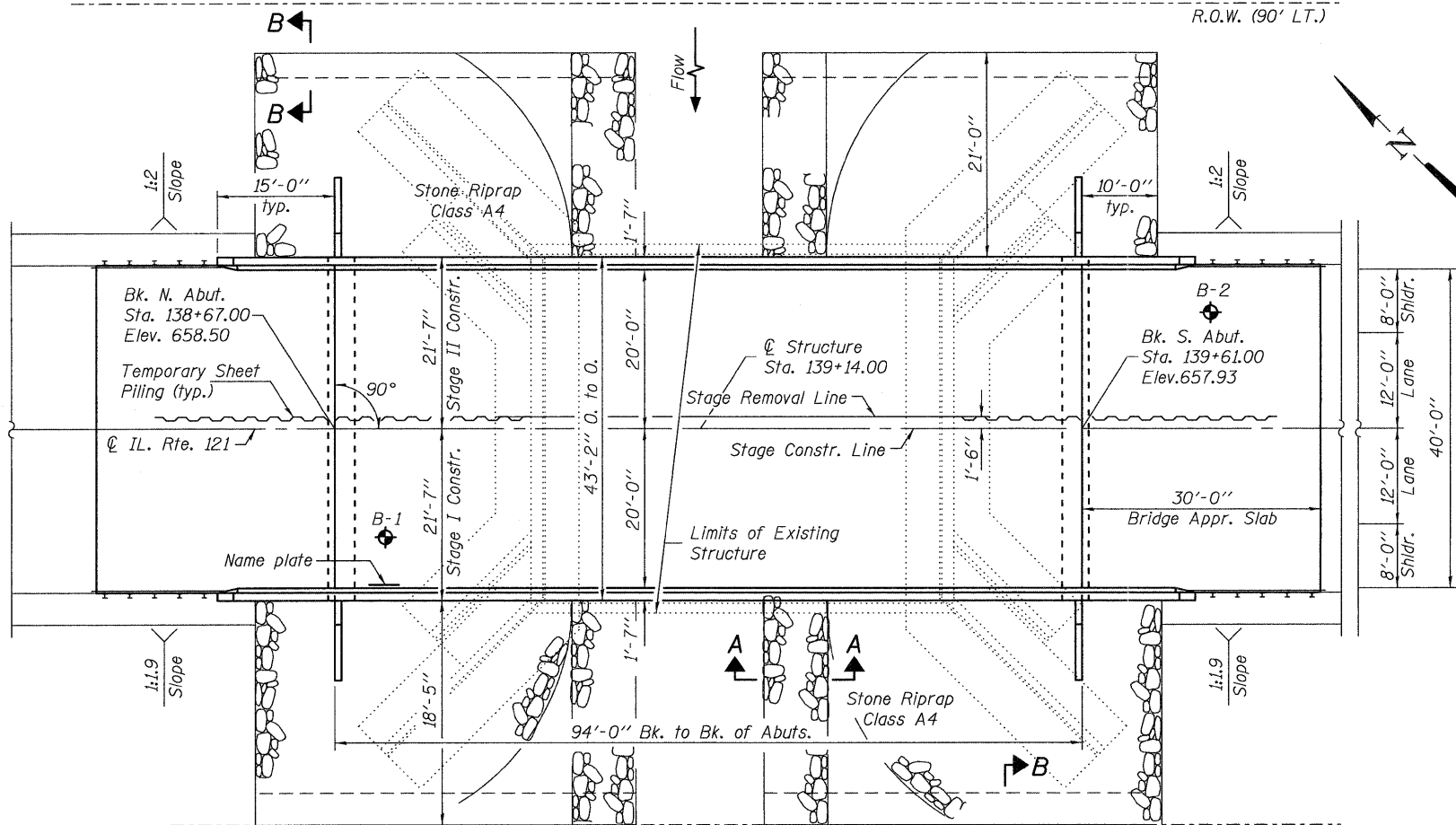
SECTION B-B



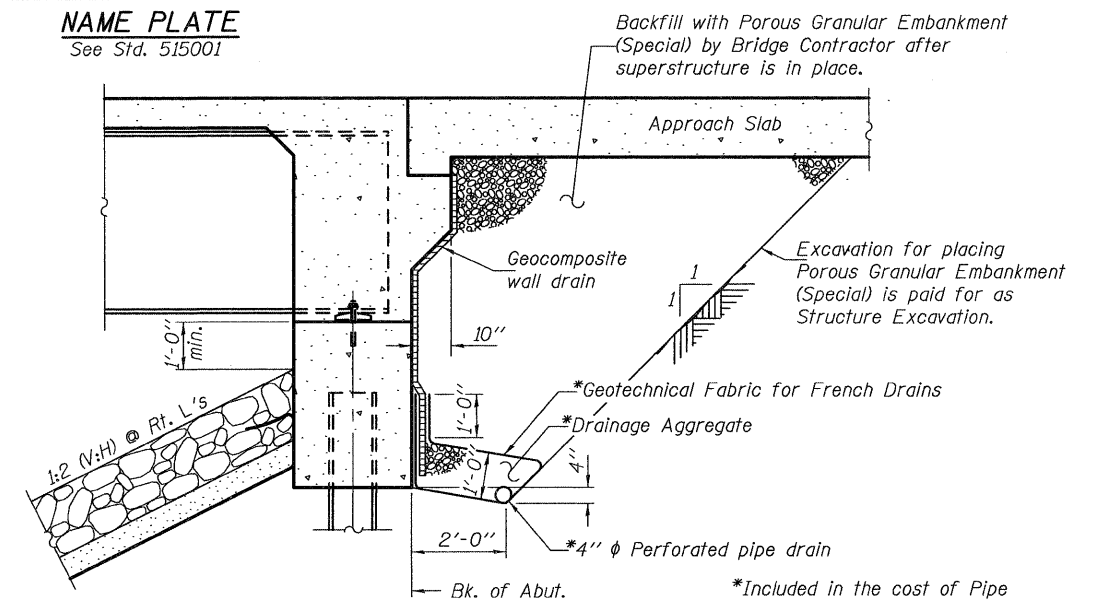
SECTION A-A

STATION 139+14.00
 BUILT 20 BY
 STATE OF ILLINOIS
 F.A.P. RTE. 320 SEC. (102BY)B-1
 LOADING HL93
 STRUCTURE NO. 070-0050

NAME PLATE
 See Std. 515001



PLAN



SECTION THRU INTEGRAL ABUTMENT

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

WATERWAY INFORMATION

Proposed Low Grade Elev. 656.66 @ Sta. 141+50.00
 Existing Low Grade Elev. 656.66 @ Sta. 114+50.00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head - Ft.		Headwater El.		
			Exist.	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.	
Design	50	2873	454	565	649.7	0	0	649.7	649.7
Base	100	3364	529	689	651.2	0.1	0	651.3	651.2
Overtopping	-	-	554	732	651.8	0.2	0	652.0	651.8
Max. Calc.	500	4566	618	848	653.0	0.5	0.1	653.5	653.1

10 yr. velocity thru exist. bridge = 3.97 cfs
 10 yr. velocity thru prop. bridge = 3.24 cfs

LOADING HL 93

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

DESIGN SPECIFICATIONS

2007 LRFD Bridge Design Specifications, 4th. Edition

DESIGN STRESSES

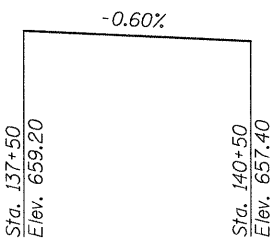
$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 50,000$ psi (structural steel)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Bedrock Acceleration Coefficient (A) = 4.95%g
 Site Coefficient (S) = 1.0

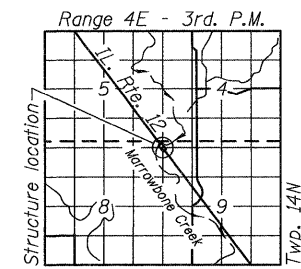
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (feet)	North Abut.	South Abut.
	650.01	649.46



PROFILE GRADE
 (IL. Rte. 121)

EXPIRES 11-30-2010



LOCATION SKETCH

**GENERAL PLAN & ELEVATION
 IL. RTE. 121 OVER MARROWBONE CREEK
 F.A.P. RTE. 320 - SEC. (102BY)B-1**

**MOULTRIE COUNTY
 STATION 139+14.00
 STRUCTURE NO. 070-0050**

DESIGNED - Stephen M. Ryan
 CHECKED - Fessha Tekle Woldemariam
 DRAWN - h.t. duong
 CHECKED - SMR/ET

EXAMINED - Thomas J. ...
 PASSED - ...
 DATE - 10/11/2011

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION
 STRUCTURE NO. 070-0050**

SHEET NO. 1 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	(102BY)B-1	MOULTRIE	48	17
CONTRACT NO. 74280			ILLINOIS FED. AID PROJECT	