

Existing Structure: S.N. 074-0009 built in 1928 as S.B.I. Route 39, Section 12V at Sta. 289+23.00. Superstructure replaced in 1975 as S.B.I. Route 39, Section 12VBR. Structure consists of five span PPC deck beams on spill-thru counter-fort abutments and multi-column piers. 218'-7 $\frac{7}{8}$ " back-to-back abutments. 33'-0" out-to-out deck. SN 074-0086 to be built on new alignment approximately 49' south of existing bridge. Road closed and traffic detoured during construction.

No Salvage.

Traffic Barrier Terminal
Std. 631031 Type 6
(typ. all four corners)

Elev. 750.39

F

W27
(composite)

E

1:2 @ Rt. L's typ.

10'-0" min.

34'-0"

23'-0" min. vert. clr.

20'-0"

4'-0" min.

4"

Existing Ground Line

Steel H-piles

Elev. 722.9

Steel H-piles

3' max. typ.

T.O.R.
Elev. 731.06

Steel H-piles

Elev. 722.9

Steel H-piles

Note: DOT/AAR #479 064 m

ELEVATION

N

PLAN

The plan view shows the bridge structure with the following details:

- Abutments:**
 - Bk. of W. Abut. Sta. 288+40.37 Elev. 757.29
 - Bk. of E. Abut. Sta. 290+04.37 Elev. 757.28
- Piers:**
 - Center of Pier 1 Sta. 288+91.37 Elev. 757.67
 - Center of Pier 2 Sta. 289+53.37 Elev. 757.67
- Structure:**
 - Structure Sta. 289+22.37
 - Point of minimum vertical clearance Sta. 289+29.48 (F.A.S. Rte. 1517) = 9+51.00 (N.S. R.R.)
- Dimensions:**
 - 164'-0" Back to Back of Abutments
 - 51'-0" (from abutment center to Pier 1)
 - 62'-0" (between Pier 1 and Pier 2)
 - 51'-0" (from Pier 2 to abutment center)
 - 36'-0" cl. (clearance between Pier 1 and Pier 2)
 - 22'-0" cl. (clearance between Pier 2 and abutment)
 - 14'-0" (width of bridge deck)
 - 9'-42"-41" (width of bridge deck at Pier 1)
 - 1'-7" (width of bridge deck at abutment)
 - 16'-0" (width of bridge deck at Pier 1)
 - 35'-2" Out-to-Out (width of bridge deck at Pier 1)
 - 1'-7" (width of bridge deck at abutment)
 - 2'-0" typ. (width of bridge deck at abutment)
 - 4'-0" Shldr. (shoulder width)
 - 12'-0" Lane (lane width)
 - 12'-0" Lane (lane width)
 - 4'-0" Shldr. (shoulder width)
- Other Features:**
 - Boring B-6 (at Pier 1)
 - Boring B-5 (at Pier 2)
 - Prop. U.S. Rte. 150 & P.G. (Proposed U.S. Route 150 and P.G. line)
 - 30' Bridge Appr. Slab typ. (typical 30-foot bridge approach slab)
 - 10° typ. (typical 10-degree angle)
 - 9° (angle at Pier 1)
 - 14'-0" (width of bridge deck)
 - 22'-0" cl. (clearance between Pier 2 and abutment)
 - 36'-0" cl. (clearance between Pier 1 and Pier 2)
 - 1'-7" (width of bridge deck at abutment)
 - 2'-0" typ. (width of bridge deck at abutment)
 - 4'-0" Shldr. (shoulder width)
 - 12'-0" Lane (lane width)
 - 12'-0" Lane (lane width)
 - 4'-0" Shldr. (shoulder width)

PLAN

Range 6E - 3rd, P.M.

V-74

3

2

Golden Creek

U.S. Rte. 150

10

11

12

Proposed structure

LOCATION SKETCH

GENERAL PLAN & ELEVATION
U.S. ROUTE 150 OVER
NORFOLK SOUTHERN R.R.
F.A.S. RTE. 1517 - SEC. 12VBR-1
PIATT COUNTY
STATION 289+22.37
STRUCTURE NO. 074-0086

SHEET NO. 1 25 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1517	12VBR-1	PIATT	168	86
				CONTRACT NO. 70388	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

1 Revised 12/17/2009, DPN

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