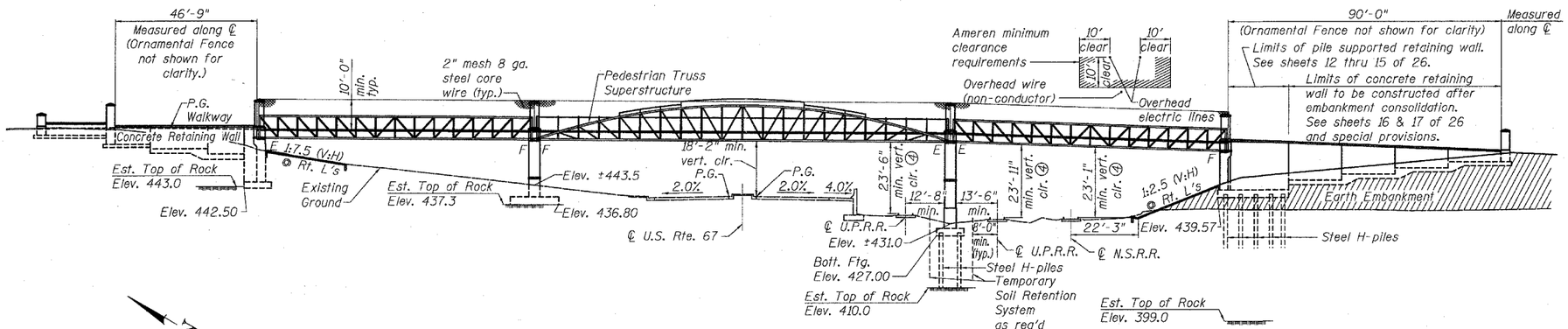
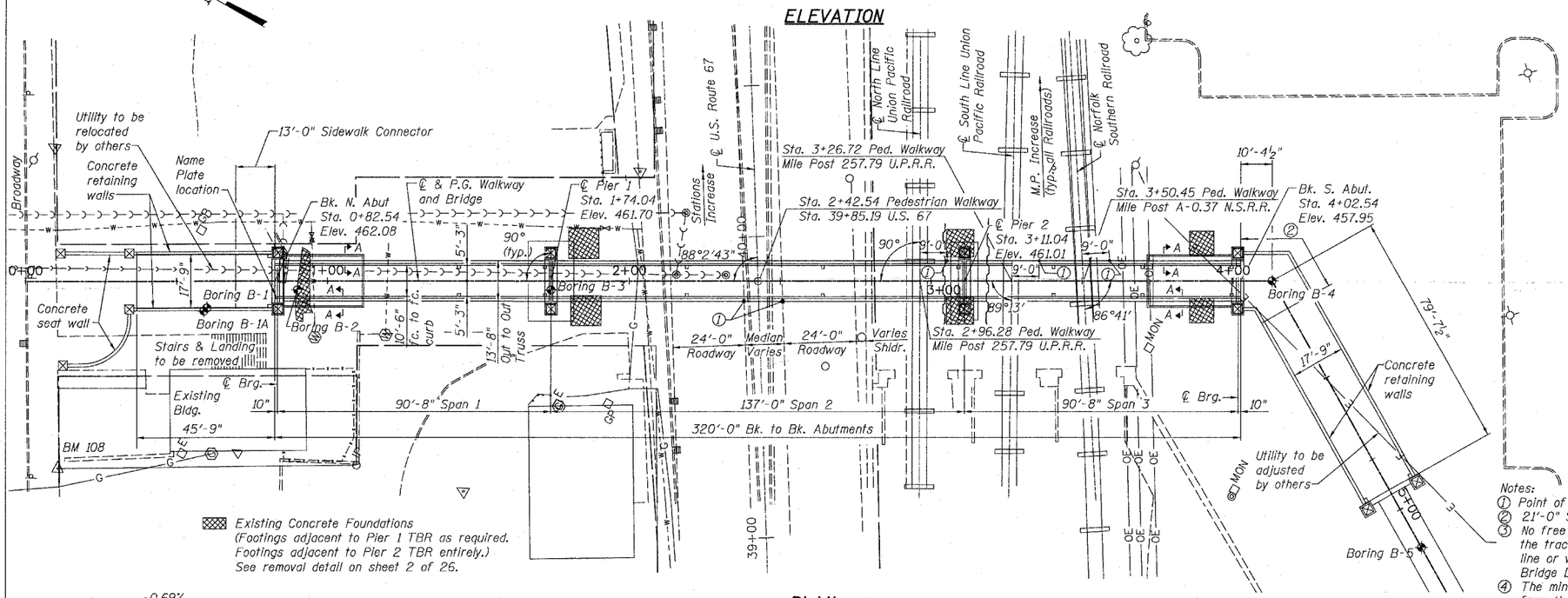
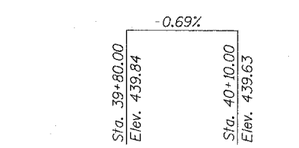
Benchmark: BM 108 a chiseled "X" on an existing foundation o/s 62.10' Rt., Sta. 0+10.73 Pedestrian Walkway, Elev. 463.05
Existing Structure: None. Existing substructure units exist below ground in the vicinity of the north abutment, pier 1 and pier 2.
Traffic Control: See special provision.



ELEVATION

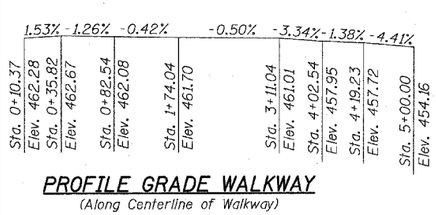


PLAN



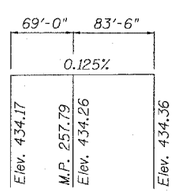
PROFILE GRADE U.S. ROUTE 67

(Along Inside Edge of Pavement)



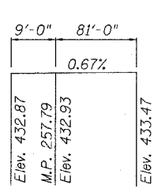
PROFILE GRADE WALKWAY

(Along Centerline of Walkway)



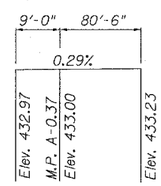
PROFILE GRADE NORTH LINE UNION PACIFIC RAILROAD

(Looking North)
Along top of south rail



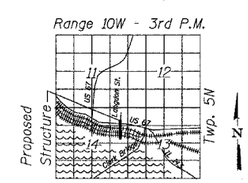
PROFILE GRADE SOUTH LINE UNION PACIFIC RAILROAD

(Looking North)
Along top of north rail



PROFILE GRADE NORFOLK SOUTHERN RAILROAD

(Looking North)
Along top of north rail



LOCATION SKETCH

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Robert E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

Plans Prepared By:
Oates Associates, Inc.

I certify the structural design of the abutments, piers and retaining walls for the required loadings.

LICENSED STRUCTURAL ENGINEER
BRUCE P. SCHOPP
081-005158
COLLINSVILLE, ILLINOIS
STATE OF ILLINOIS

5/27/08
EXPIRES 11/30/08

INDEX OF SHEETS

1	General Plan
2	General Notes, Details & Total Bill of Mat'ls
3	Superstructure
4	Superstructure Details
5	Fence & Rub Rail Details
6	Bridge Drainage System Details
7-8	North Abutment Plan & Details
9-10	North Retaining Wall Plan & Details
11	North Abutment & Retaining Wall Form Liner Details
12-15	South Abutment Plan & Details
16-17	South Retaining Wall Plan & Details
18	South Abutment & Retaining Wall Form Liner Details
19	Pier 1 Plan & Details
20	Pier 2 Plan & Details
21	Pile Details
22	Ornamental Fence Details
23-26	Boring Logs

STATION 2+42.54
BUILT 200_ BY
CITY OF ALTON
SEC. 06-00224-00-BR
LOADING H-10 TRUCK
STRUCTURE NO. 060-6111

NAME PLATE

See Std. 515001

DESIGN SPECIFICATIONS

2002 AASHTO &
1997 AASHTO Guide Specification for Design of Pedestrain Bridges

DESIGN STRESSES

f'c = 3500 p.s.i.
fy = 60,000 p.s.i. (Reinforcement)
Structural Steel = See Special Provisions
Max. Allowable Bearing Pressure = 30 k.s.f. (Rock @ N. Abut. and Pier 1)
Max. Allowable Bearing Pressure = 2 k.s.f. (Soil for north and south retaining walls)

LOADING

Pedestrian Live Load = 85 PSF
Vehicle Live Load = H-10
Allow 25#/sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Category (SPC) = B
Acceleration Coefficient (A) = 0.100g
Site Coefficient (S) = 1.0

Notes:
① Point of minimum vertical clearance.
② 21'-0" Sidewalk Connector measured along the centerline.
③ No free fall deck drains will be permitted in the span over the tracks or within 10 feet of cross arms of a railroad pole line or within US 67 roadway limits. See sheet 6 of 26 for Bridge Drainage System.
④ The minimum railroad vertical clearances were calculated 9 feet from the centerline of the railroad as shown in the plan view.
⑤ See sheet 2 of 26 for slopewall details and Section A-A.
⑥ Truss manufacturer shall camber truss to provide min. vertical clearances and profile grade as shown with an allowance for dead load deflection.
⑦ The substructure is designed per AASHTO & based on assumed truss dead loads shown below:

Total superstructure dead load (Spans 1 & 3):	157,500 pounds
Total superstructure dead load (Span 2):	235,500 pounds
Total superstructure dead load at abutment:	78,750 pounds
Total superstructure dead load at piers:	196,500 pounds

GENERAL PLAN
ALTON PEDESTRIAN WALKWAY OVER UNION PACIFIC RAILROAD, NORFOLK SOUTHERN RAILROAD AND US ROUTE 67
SECTION 06-00224-00-BR
MADISON COUNTY
STA. 2+42.54
STRUCTURE NO. 060-6111

REVISIONS

OATES ASSOCIATES
Contractors
Eastport Business Center I
100 Lenox Court, Suite 1
Collinsville, Illinois 62234
Phone: 618 345-2200
Facsimile: 618 345-7233
e-mail: oa@oatesassociates.com
web-site: www.oatesassociates.com

ALTON, ILLINOIS
PEDESTRIAN OVERPASS AT LANGDON ST.

DWG. NO.	S1
6111-01-GENPLNSHT.	
REF. BK.	PG.
JOB NO.	26053
DSN. BY:	JGS
DWN. BY:	JGS
CHK. BY:	DGL
DATE:	3/28/08
SCALE:	
SHEET 21	OF 5