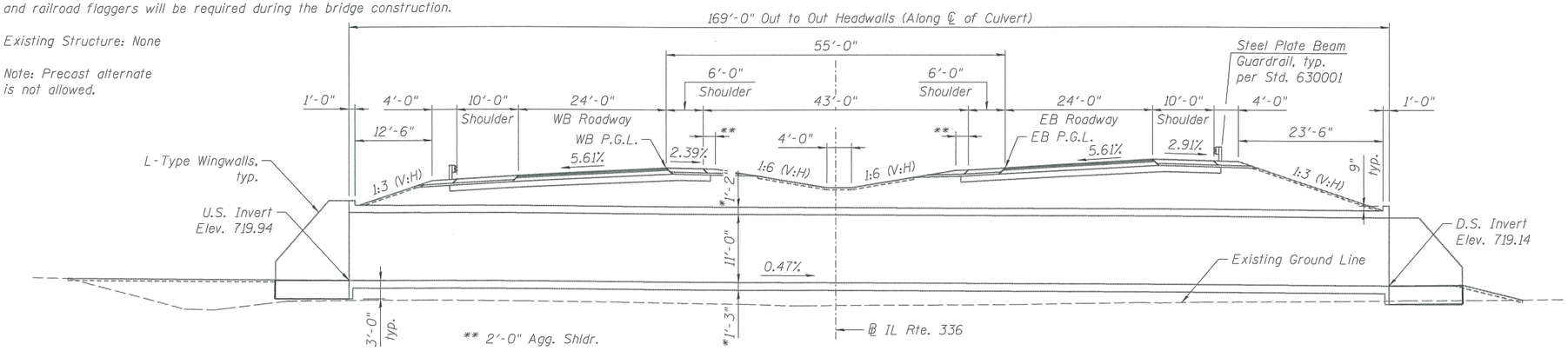
Bench Mark: CB-14 chiseled "+" on the north cap bolt of a fire hydrant on the south side of IL Rte. 116 ±50 feet west of the Greengold Road intersection. Elev. 727.838 (NAVD 88)

Traffic Control: There is no current traffic on the UPRR (The rails have been removed.) If the railway is re-opened to traffic, the construction of this culvert will have to be coordinated with the railroad. Train traffic restrictions and railroad flaggers will be required during the bridge construction.

Existing Structure: None

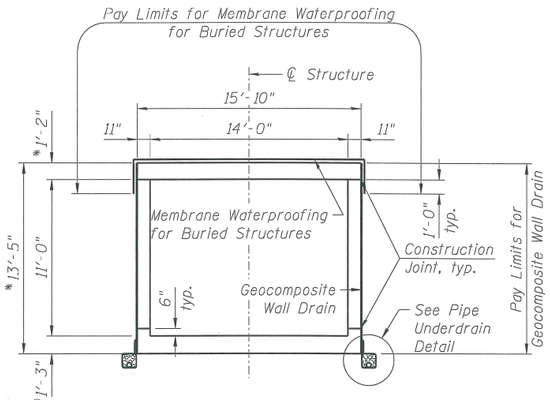
Note: Precast alternate is not allowed.



LONGITUDINAL SECTION

(Along ℄ of Culvert)

Dimensions measured @ Rt L's to ℄ of IL Rte. 336 unless noted otherwise



SECTION THROUGH BARREL

(@ Rt. L's to ℄ Structure)

* Top & Bottom Slab thickness subject to refinement in final design.

UPRR-3

169'-0" Out to Out Headwalls (Along ℄ of Culvert)

79'-0"

90'-0"

Stations Increase

UPRR-2

Steel Plate Beam Guardrail, typ. per Std. 630001

℄ Structure & ℄ IL Rte. 336 Sta. 4746+00.00 P.G. Elev. 738.17

WB P.G.L. Sta. 4746+00.00 Elev. 738.17

EB P.G.L. Sta. 4746+00.00 Elev. 738.17

4746

1:2 (V:H)

1:3 (V:H)

135°0'0"

11"

15'-10"

14'-0"

11"

1'-0" typ.

90°0'0" typ.

℄ Culvert/ Bicycle Trail Tunnel

17'-9" typ.

6'-0" Shoulder

6'-0" Shoulder

10'-0" Shoulder

24'-0" WB Roadway

43'-0"

24'-0" EB Roadway

10'-0" Shoulder

123'-0"

UPRR-1

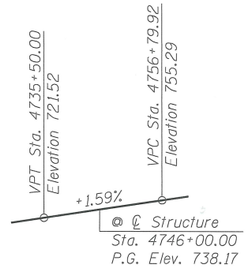
℄ IL. Rte. 336 Curve 01C16-3

PLAN

APPROVED

MAY 23 2019

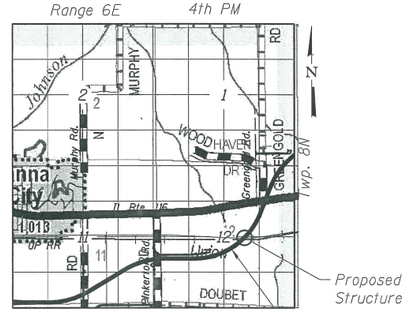
AS A BASIS FOR PREPARATION OF DETAILED PLANS



PROFILE GRADE

(IL. Rte. 336)

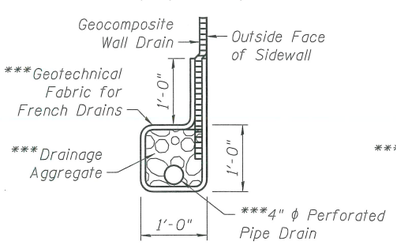
(Along EB & WB P.G.L.'s)



LOCATION SKETCH

IL. RTE. 336 CURVE DATA

Prop. Curve 01C16-3
PI STA. = 4744+85.30
Δ = 68° 19' 27" (LT)
D = 2° 07' 19"
R = 2,700.00'
T = 1,832.30'
L = 3,219.70'
E = 563.03'
e = 5.61%
T.R. = 40.00'
S.E. RUN = 250.00'
P.C. STA = 4726+53.00
P.T. STA = 4758+72.70



PIPE UNDERDRAIN DETAIL

*** Cost included with Pipe Underdrains for Structures 4". All drainage components shall extend to 2'-0" from the end of each wingwall, except an outlet pipe shall extend until intersecting with side slopes. The pipes shall drain into concrete headwalls. See Highway Standard 601101.

LEGEND

⊕ - Soil Boring Location

HIGHWAY CLASSIFICATION

FAP Rte. 315 - IL. Rte. 336
Functional Class: Freeway
ADT: 7700 (2015); 9400 (2035)
ADTT: 770 (2015); 940 (2035)
DHV: 1030 (2035)
Design Speed: 70 m.p.h.
Posted Speed: 65 m.p.h.
2 -Way Traffic
Directional Distribution: 50/50

LOADING HL-93

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

DESIGN SPECIFICATIONS

2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi (Concrete)
fy = 60,000 psi (Reinforcement)

GENERAL PLAN
IL RTE. 336 OVER UNION PACIFIC RAILROAD/ BICYCLE TRAIL TUNNEL
FAP 315 - SEC. 72-1
PEORIA COUNTY
STATION 4746+00.00
STRUCTURE NO. 072-2514

AECOM	USER NAME = dabezicd	DESIGNED - DD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - ATB	REVISED -	
	PLOT SCALE =	DRAWN - GF	REVISED -	
	PLOT DATE = 4/8/2019	CHECKED - DD	REVISED -	

SHEET NO. 1 OF 1 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	72-1	PEORIA	1	1
		CONTRACT NO. 68A04		
	ILLINOIS FED. AID PROJECT			

D468A04-072-2514-SHT-001-UPRR-TSL.dgn