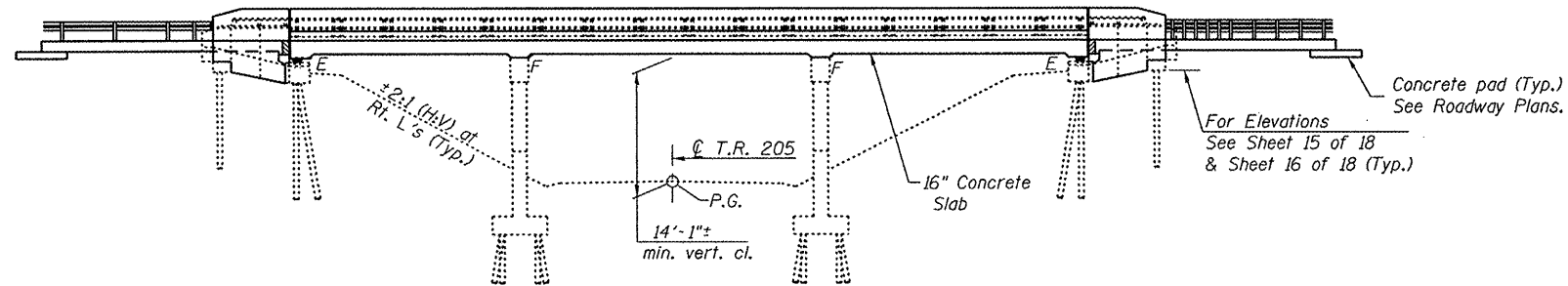


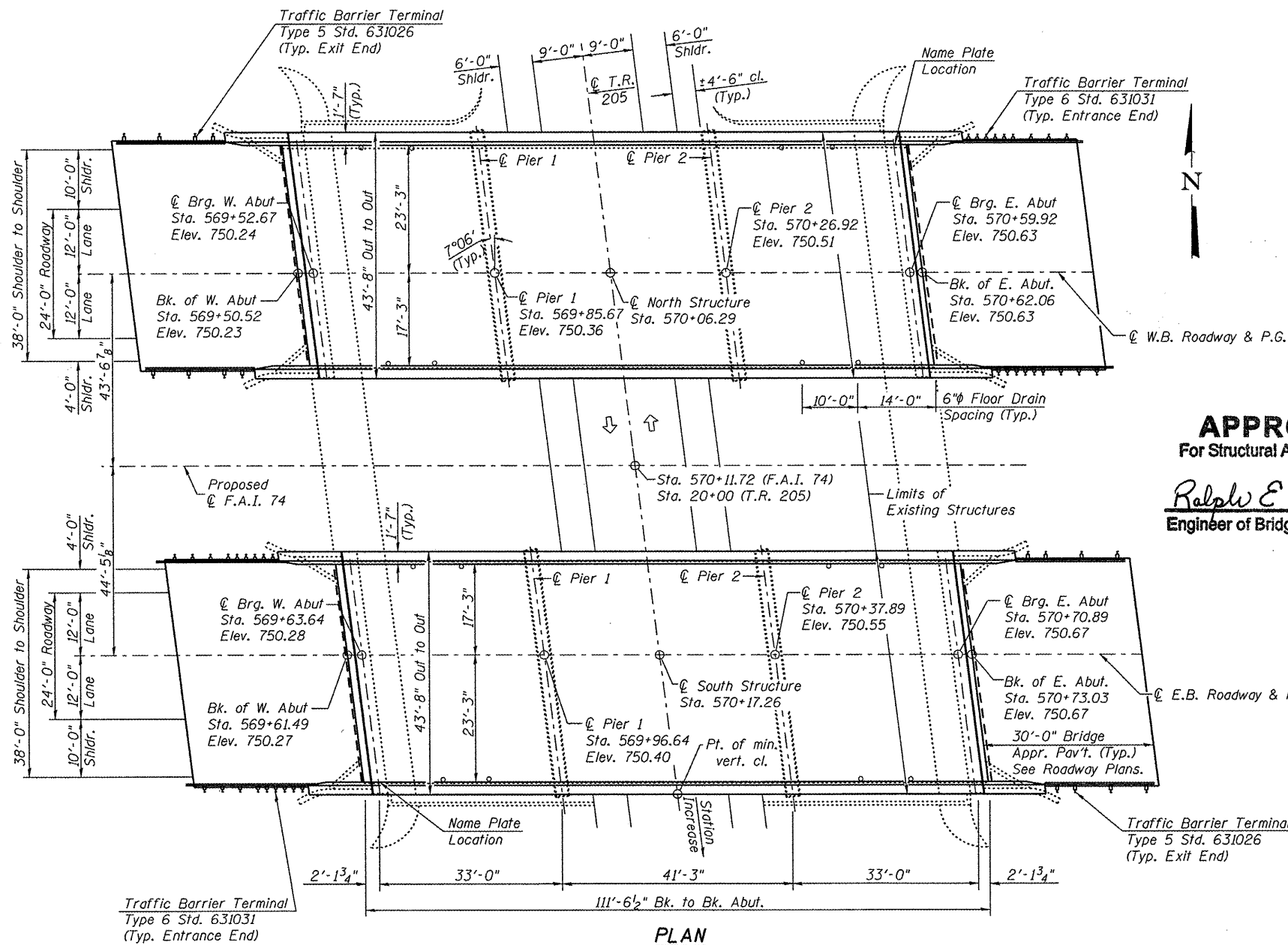
Bench Mark: Chiseled square on the North end of West Abutment S.N. 048-0011 Elevation 750.72

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Existing Structure: The existing dual structures (Structure No. 048-0011 & 048-0012), constructed in 1963 under I-74-2(12)51, Section 48-27HB-5, are three continuous span reinforced concrete slab bridges on stub abutments with wingwalls. Back to back abutment length is 111'-6 1/2" and out to out deck width is 43'-8". The span length is 33'-0" brg. to center pier for the end spans and 41'-3" center pier to center pier for the middle span. The existing structure was rehabilitated in 1997. The rehabilitation work consisted of closing the longitudinal slab joints under contract C-94-315-96 and replacing the expansion joints. The Contractor shall remove and replace the existing superstructure and repair the substructure. Two-way traffic to be maintained utilizing crossovers between E.B. and W.B. lanes. Traffic on TR 205 shall be detoured during construction. No Salvage.



ELEVATION



PLAN

INDEX OF SHEETS

1. General Plan
2. General Notes & Details
3. Temporary Concrete Barrier
4. Deck Elevations - 1
5. Deck Elevations - 2
6. Approach Pavement Elevations - 1
7. Approach Pavement Elevations - 2
8. Superstructure
9. Superstructure Details
10. Preformed Joint Strip Seal
11. Bearing Details
12. Concrete Removal
13. Abutment Modifications - 1
14. Abutment Modifications - 2
15. Abutment Details - 1
16. Abutment Details - 2
17. Piers 1 & 2
18. Bar Splicer Assembly Details

LOADING HL-93 (New Const.)
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 Interims (New Construction)
1995 FHWA Seismic Retrofitting Manual for Highway Bridges. (Existing)

DESIGN STRESSES

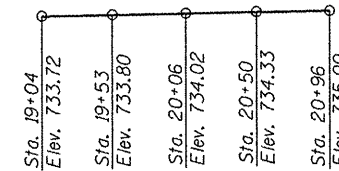
FIELD UNITS (New Const.)	FIELD UNITS (Existing)
$f'_c = 3,500$ psi	$f'_c = 1,400$ psi
$f_y = 60,000$ psi (Reinforcement)	$f_y = 20,000$ psi (Reinforcement)

SEISMIC DATA

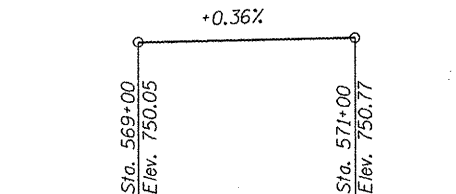
Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.038g
Site Coefficient (S) = 1.5

SCOPE OF WORK

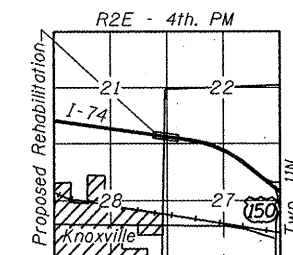
1. Remove existing concrete slab and roller bearings at abutments.
2. Remove approach pavements and hatch block.
3. Repair substructure.
4. Provide drainage system behind abutments.
5. Replace with concrete slab, elastomeric bearings, and F-shape parapets.
6. Reconstruct wingwalls.
7. Replace approach pavements and hatch block.



PROFILE GRADE T.R. 205
(along centerline T.R. 205)



PROFILE GRADE F.A.I. RTE. 74



LOCATION SKETCH

APPROVED
For Structural Adequacy Only

Ralph E. Anderson
Engineer of Bridges & Structures



Michael J. Haley 12/17/08
Date

Michael T. Haley
Licensed Structural Engineer
State of Illinois No. 81-5991
Expires 11/30/2010

GENERAL PLAN
I-74 OVER TOWNSHIP ROAD 205
F.A.I. RTE. 74 - SEC. 48-(27HB-5)I,I-1
KNOX COUNTY
STATION 570+11.72
STRUCTURE NO. 048-0011 (WB), 0012 (EB)

	SHEET NO. 1	F.A.I. RTE. 74	SECTION 48-(27HB-5)I,I-1	COUNTY KNOX	TOTAL SHEETS 104	SHEET NO. 40
	18 SHEETS	CONTRACT NO. 68062			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	