

Bench Mark: Chiseled "□" on SE Wingwall of N. Structure, Sta. 226+14.59, 19.04' Rt. - Elev. 613.16

Existing Structure: Existing Structure: S.N. 043-0002 & S.N. 043-0003 built in 1963 as F.A. Route 6 (S.B.I. Rte. 5), Section 43B Each Structure consists of a 3 span reinforced concrete deck on continuous WF steel beams supported by 2 reinforced concrete stub abutments and 2 reinforced concrete solid wall piers founded on pile supported footings. The bridge deck was repaired in 1970-71, 1994, and 2001. Structural Steel was cleaned and painted in 1977 & 1987. The slopewall was repaired in 1984. 129'-2 1/2" back-to-back abutments and 37'-5" out-to-out deck. Concrete deck to be removed and replaced using stage construction.

No salvage

SCOPE OF WORK

1. Remove and replace existing concrete deck.
2. Make new deck composite full length of bridge.
3. Reconfigure existing abutments and wingwalls to semi-integral.
4. Replace steel rocker bearings at abutments w/ elastomeric bearings.
5. Clean, paint and reuse fixed and expansion bearings at the piers.
6. Remove and replace end diaphragms at both abutments.
7. Remove existing concrete slopewall and replace with riprap.
8. Clean and paint existing structural steel.

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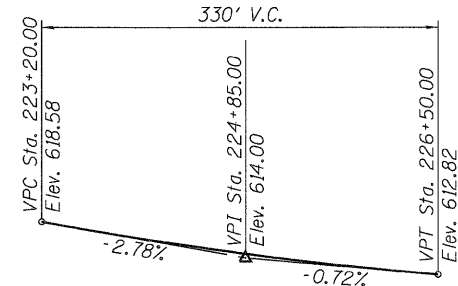
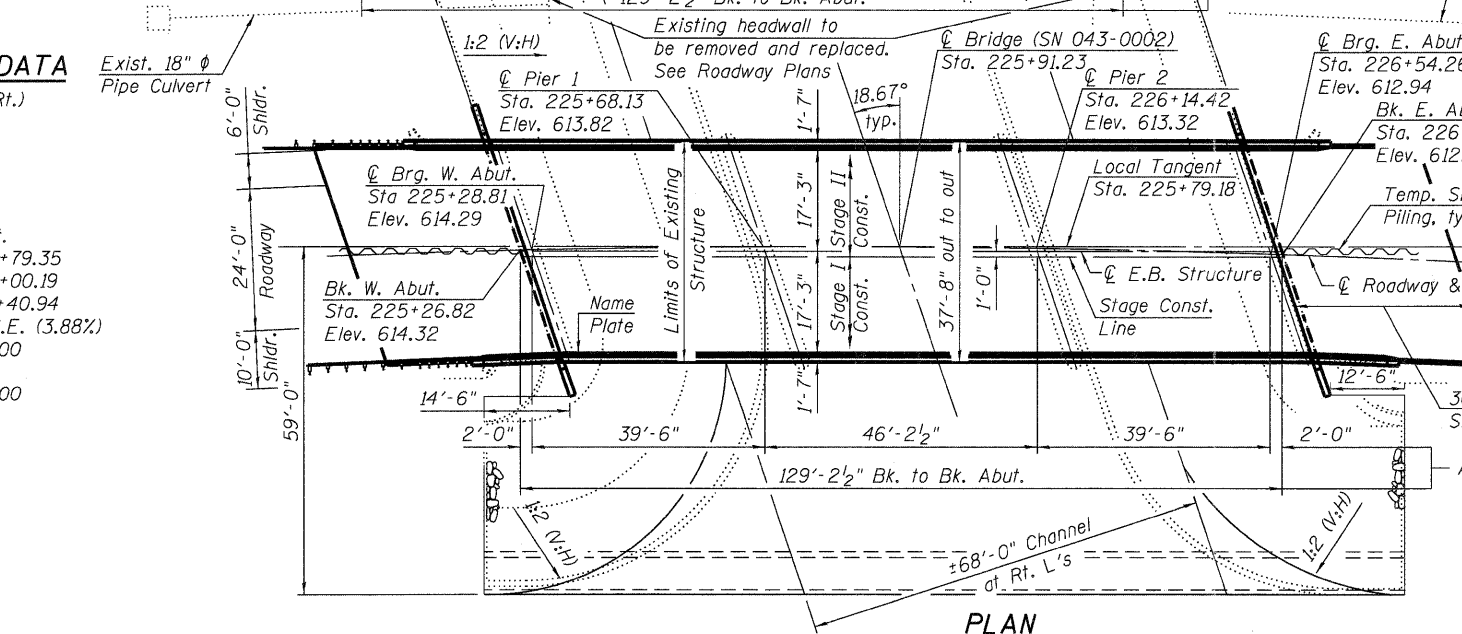
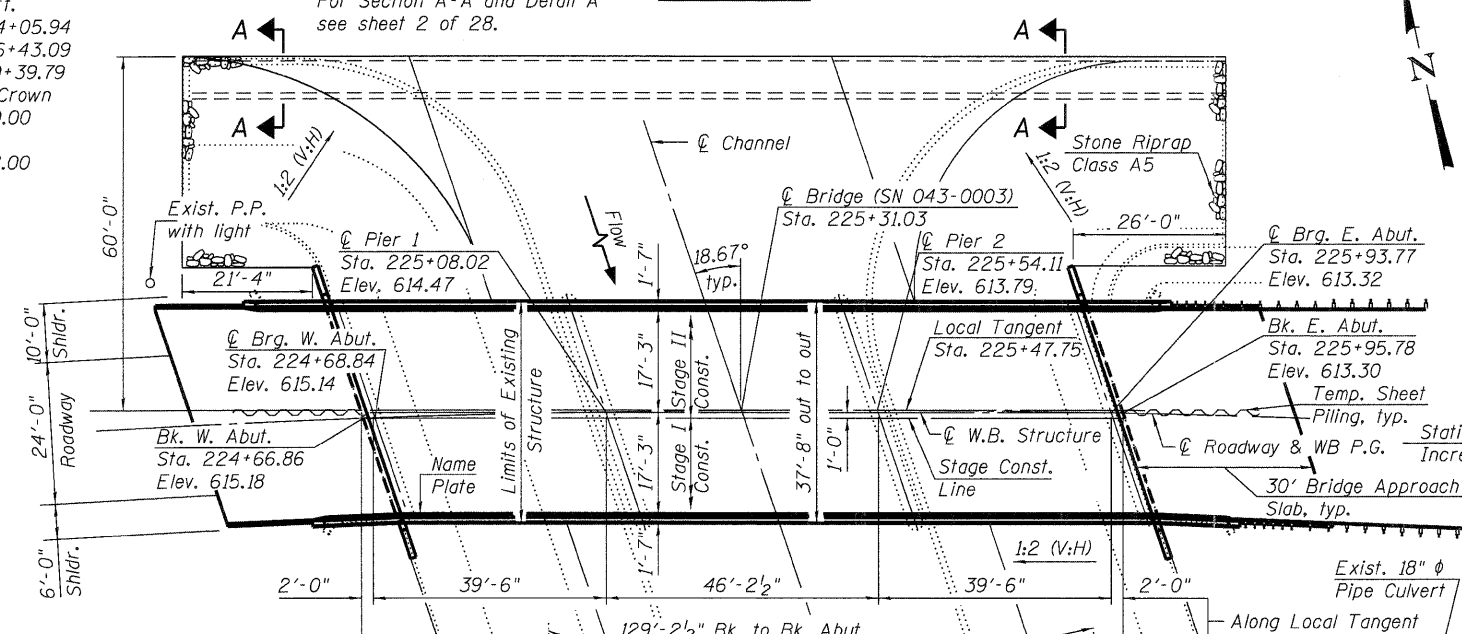
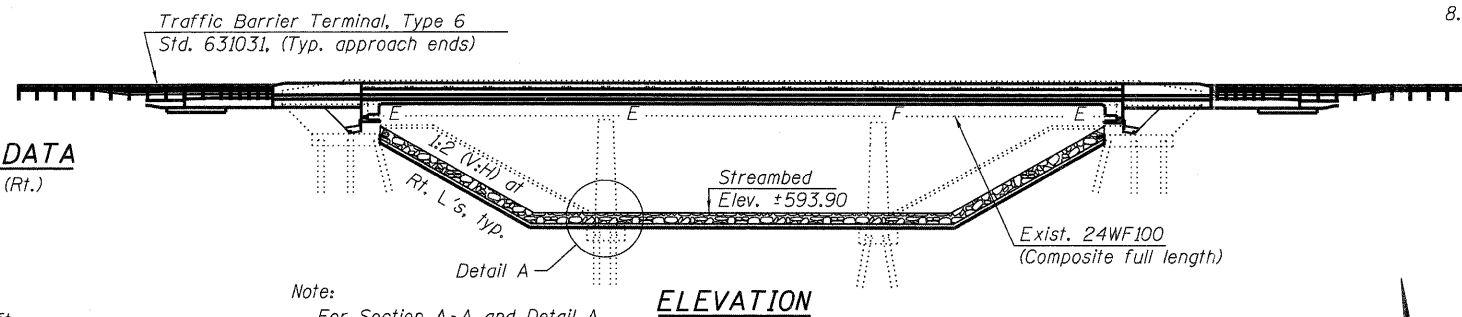
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WB CURVE DATA

$\Delta = 30^{\circ}44'08''$ (Rt.)
 $D = 2^{\circ}29'04''$
 $T = 633.85'$
 $L = 1,237.15'$
 $E = 85.52'$
 $R = 2,306.25'$
 $S.E. = 0.045'/ft.$
 $P.C. = Sta. 224+05.94$
 $P.T. = Sta. 236+43.09$
 $P.I. = Sta. 230+39.79$
 Match Existing Crown at Sta. 222+80.00
 Attain Full S.E. at Sta. 224+48.00

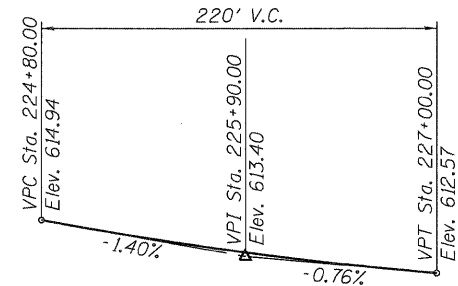
EB CURVE DATA

$\Delta = 13^{\circ}14'48''$ (Rt.)
 $D = 2^{\circ}32'36''$
 $R = 2,252.80'$
 $T = 261.58'$
 $L = 520.84'$
 $E = 15.14'$
 $S.E. = 0.045'/ft.$
 $P.C. = Sta. 223+79.35$
 $P.T. = Sta. 229+00.19$
 $P.I. = Sta. 226+40.94$
 Match Existing S.E. (3.88%) at Sta. 224+80.00
 Attain Full S.E. at Sta. 225+00.00



PROFILE GRADE WB

Along C of W.B. Roadway



PROFILE GRADE EB

Along C of E.B. Roadway

STATION 225+91.23 REBUILT 20 BY STATE OF ILLINOIS F.A.P. RT. 301 SEC. 43B LOADING HS20-44 STR. NO. 043-0002 (E.B.)	STATION 225+31.03 REBUILT 20 BY STATE OF ILLINOIS F.A.P. RT. 301 SEC. 43B LOADING HS20-44 STR. NO. 043-0003 (W.B.)
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NAME PLATE

See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

LOADING HS20-44
 Allow 25#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO

DESIGN STRESSES

FIELD UNITS (New Construction)

$f'c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 36,000$ psi (structural steel)

FIELD UNITS (Existing Construction)

$f'c = 3,500$ psi
 $f_y = 40,000$ psi (reinforcement)
 $f_y = 36,000$ psi (structural steel)

SEISMIC DATA

Seismic Performance Category (SPC) = A
 Horizontal Bedrock Acceleration Coefficient (A) = 0.030g
 Site Coefficient (S) = 1.5

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY

J. Carl Papp (700)
 ENGINEER OF BRIDGES AND STRUCTURES



GENERAL PLAN & ELEVATION

U.S. ROUTE 20 OVER

MENOMINEE RIVER

F.A.P. ROUTE 301 - SEC. 43B

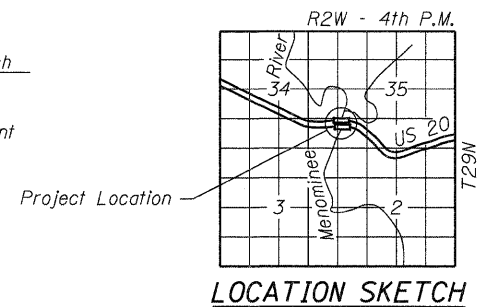
JO DAVIESS COUNTY

STATION 225+91.23 (E.B.)

STATION 225+31.03 (W.B.)

STRUCTURE NO. 043-0002 (E.B.)

STRUCTURE NO. 043-0003 (W.B.)



LOCATION SKETCH

USER NAME = dheber-ling	DESIGNED - RJN/BRD	REVISED -		7018 KINGSMILL CT., SPRINGFIELD, IL (217) 483-9457 DESIGN FIRM #184001038	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. RTE. 301	SECTION (43B, 44B, 44HB, 45B)D	COUNTY JO DAVIESS	TOTAL SHEETS 309	SHEET NO. 86
FILE NAME = 0430002&3-64C94.dgn	CHECKED - SBC	REVISED -		SHEET NO. 1 OF 28 SHEETS		CONTRACT NO. 64C94				
PLOT DATE = 12/6/2011	DRAWN - DLH	REVISED -		ILLINOIS FED. AID PROJECT						
PLOT TIME = 10:01:58 AM	CHECKED - SBC	REVISED -								