

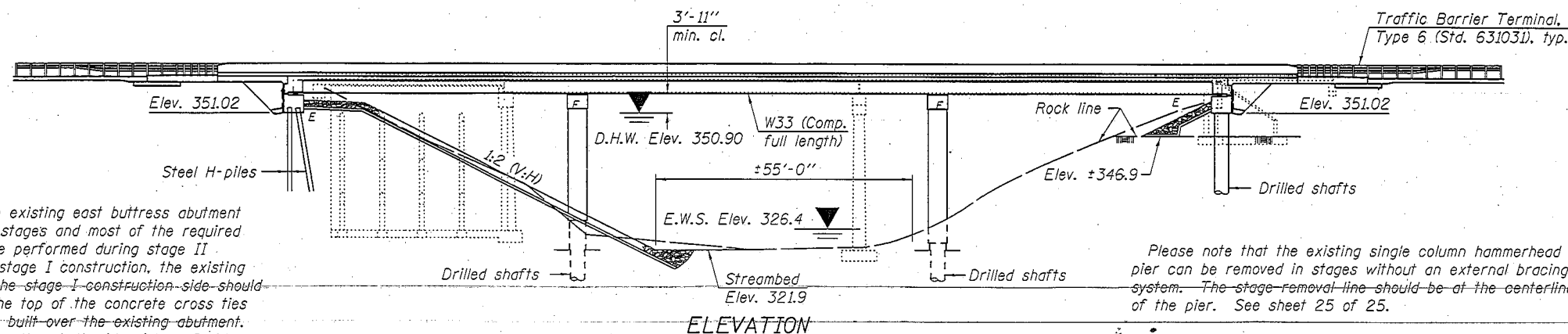
Bench Mark: B.M. M-11 located at the NW abutment of Struct. No. 076-0002. Elev. 358.894 NAVD

Existing structure: Structure No. 076-0002, built in 1925 as SBI Route 34 Section 6B-C, 150 ft span truss on reinforced concrete closed abutments. In 1975, truss was replaced with 2 span PPC deck beams and a single column hammerhead pier was constructed. Out to out bridge width is 33'-0" and back to back bridge length is 149'-6". East approach span 39'-11"; West approach span 25'-11". Structure is to be completely replaced. One lane of traffic is to be maintained using stage construction.

Salvage: None

INDEX OF SHEETS

- 1 General Plan & Elevation
- 2 General Data
- 3 Stage Construction & Temporary Soil Retention System Details
- 4 Temporary Concrete Barrier for Stage Construction
- 5-7 Top of Slab Elevations
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- 23 Bar Splicer Assembly & Mechanical Splicer Details
- 24 Soil Boring Logs
- 25 Soil-Boring Log & Concrete Removal Details



Please note that the existing east buttress abutment cannot be removed in stages and most of the required removal will need to be performed during stage II construction. During stage I construction, the existing soil and concrete on the stage I construction side should be removed down to the top of the concrete cross ties and the new structure built over the existing abutment. During stage II construction, both sides (stage I side and stage II side) of the existing east buttress abutment will be removed down to 1 foot below proposed ground elevation and then the riprap can be placed. Cost of concrete removal included with Removal of Existing Structures. See sheet 25 of 25.

Please note that the existing single column hammerhead pier can be removed in stages without an external bracing system. The stage removal line should be at the centerline of the pier. See sheet 25 of 25.

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications, 5th Edition

DESIGN STRESSES

FIELD UNITS

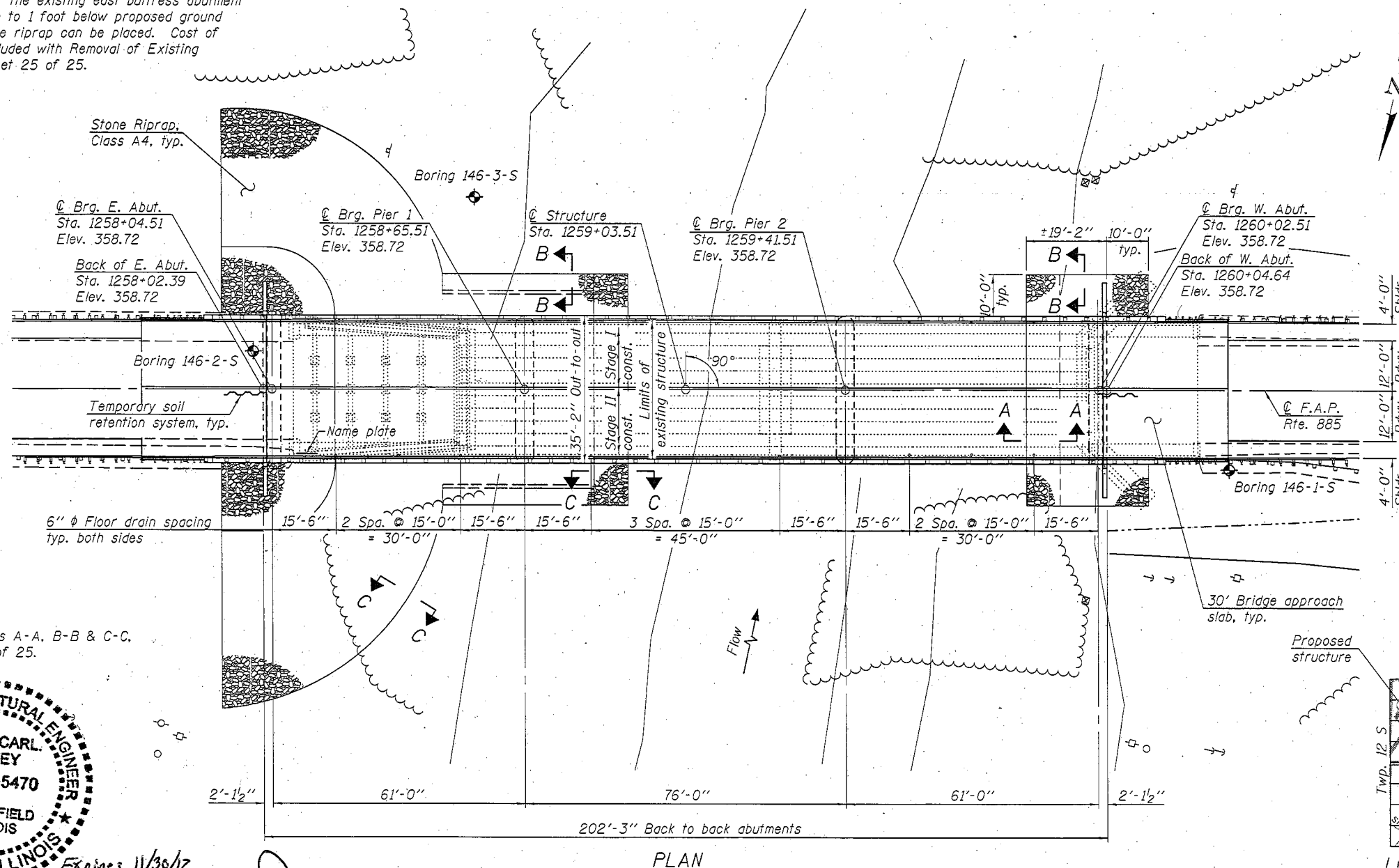
$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50W)

LOADING HL-93

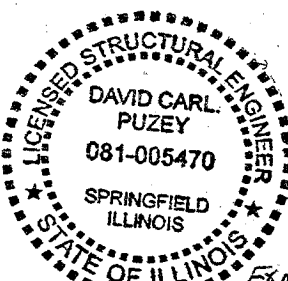
Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.272
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.749
 Soil Site Class = C



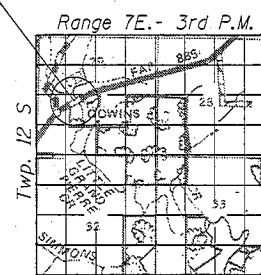
Note: For Sections A-A, B-B & C-C, see sheet 2 of 25.



STATION 1259+03.51
 BUILT 20 BY
 STATE OF ILLINOIS
 F.A.P. RTE. 885 SEC. 6B-2
 LOADING HL93
 STRUCTURE NO. 076-0031

NAME PLATE
 See Std. 515001

PROFILE GRADE
 (Along \bar{C} F.A.P. Rte. 885)



GENERAL PLAN AND ELEVATION
IL ROUTE 146 OVER
BIG GRAND PIERRE CREEK
F.A.P. RT. 885 - SEC. 6B-2
POPE COUNTY
STATION 1259+03.51
STRUCTURE NO. 076-0031

DESIGNED - Nicholas R. Bennett	EXAMINED - Thomas J. [Signature]	DATE - 3-20-12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		GENERAL PLAN & ELEVATION STRUCTURE NO. 076-0031		F.A.P. RTE. 885	SECTION 6B-2	COUNTY POPE	TOTAL SHEETS	SHEET NO.
CHECKED - Michael D. [Signature]	PASSED - [Signature]	REVISOR	ENGINEER OF BRIDGES AND STRUCTURES		SHEET NO. 1 OF 25 SHEETS		CONTRACT NO. 78168		ILLINOIS FED. AID PROJECT		