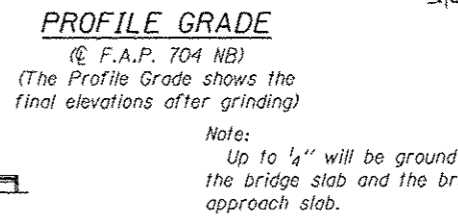
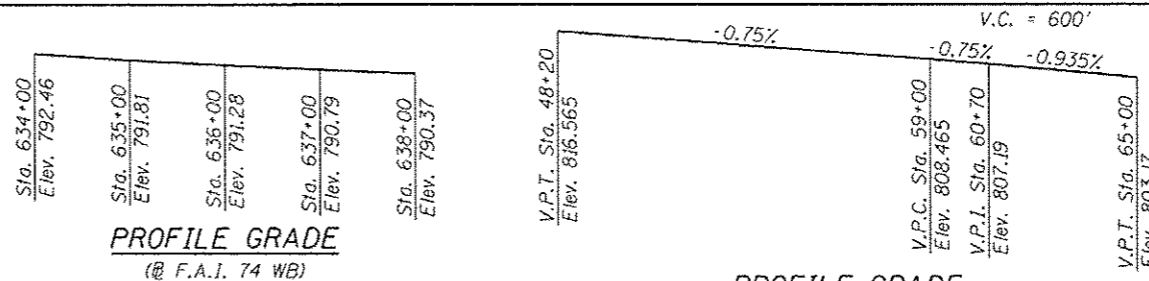


Benchmark: #4848-2 - Chiseled square on the Southwest wing of Structure No. 057-0061. Elev. 813.96.

Existing Structure: S.N. 057-0061 was constructed in 1963 as F.A.I. Rte. 74, Section 57-20HB, at Sta. 635+75.15. The bridge is three simple composite spans with concrete deck slab on steel beams located on a horizontal curve on the F.A.P. Rte. 704 northbound alignment and spans 156'-7" back to back abutments and varies up to 40'-0" in width. The bridge is skewed 31°11'24" left forward over a tangent section of the F.A.I. 74 WB alignment. The bridge was rehabilitated in 1993 as F.A.I. 74, Section 57-20HBR with a concrete overlay, new parapets and steel diaphragms, and substructure repairs.

The existing structure will be removed and replaced using staged construction to maintain one lane of traffic. No salvage.

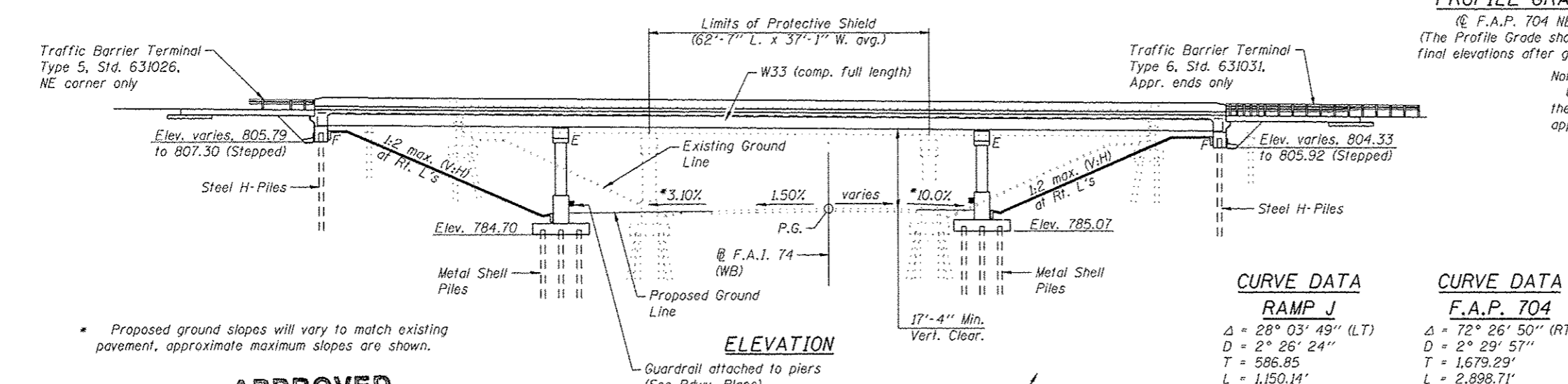
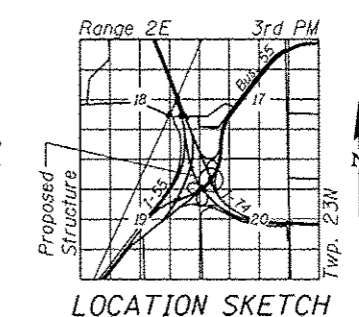


INDEX OF SHEETS

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2. General Data
3. Slope Wall and Foundation Layout
4. Stage Construction Details
5. Modified Temporary Concrete Barrier
- 6.-8. Top of Slab Elevations
- 9.-10. Top of Approach Slab Elevations
11. Superstructure
12. Superstructure Details
13. Integral Abutment Diaphragm Details
- 14.-16. Bridge Approach Slab Details
17. Structural Steel
18. Bearing Details
- 19.-20. Abutments
- 21.-22. Piers
23. Metal Shell Pile Details
24. HP Pile Details
25. Bar Splicer Assembly
- 26.-28. Soil Borings

STATION 635+73.19
 BUILT BY
 STATE OF ILLINOIS
 F.A.I. RT. 74 SEC. (57-20HB)BR
 LOADING HL-93
 STRUCTURE NO. 057-0253

NAME PLATE
 See Std. 515001



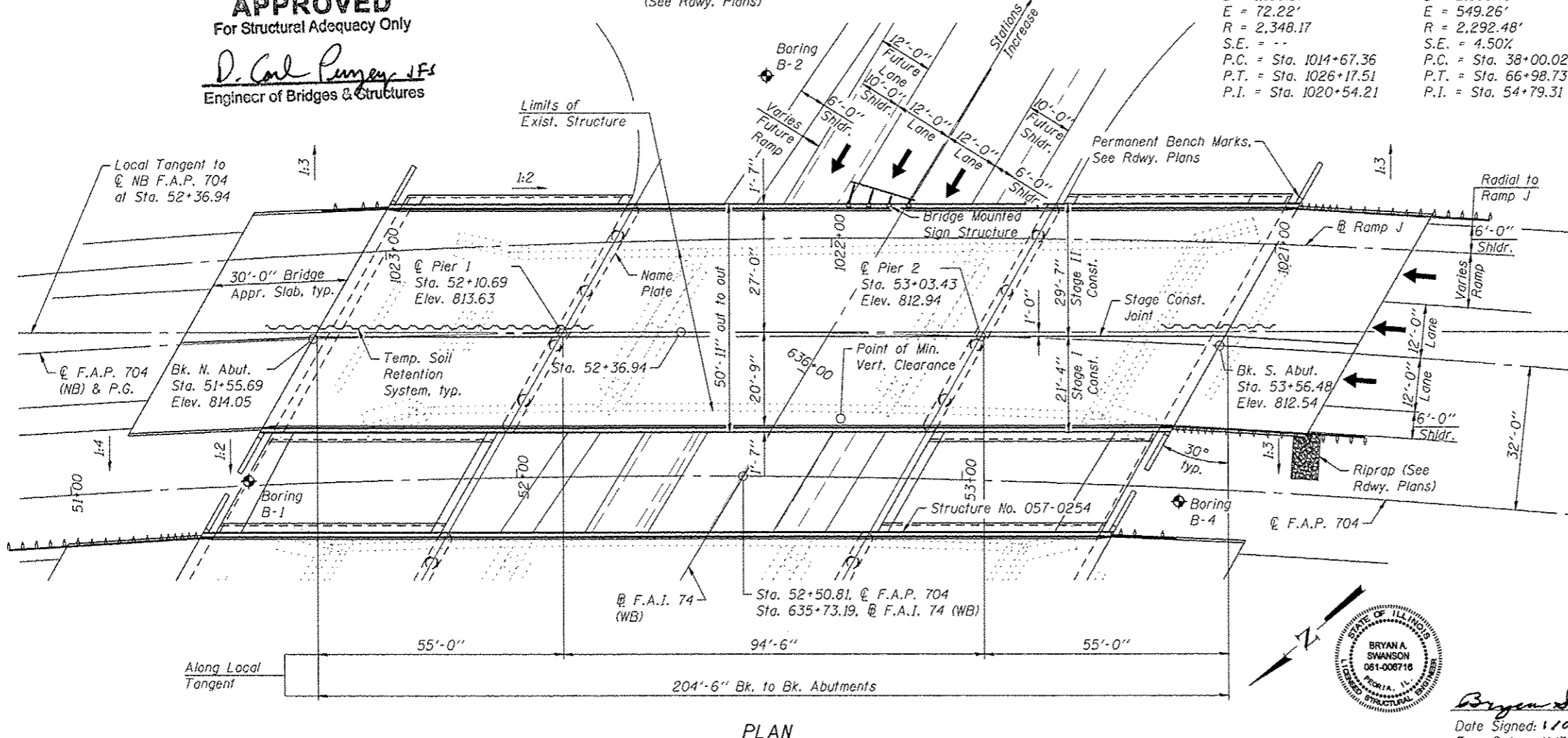
CURVE DATA RAMP J

$\Delta = 28^\circ 03' 49''$ (LT)
 $D = 2^\circ 26' 24''$
 $T = 586.85$
 $L = 1,150.14'$
 $E = 72.22'$
 $R = 2,348.17$
 $S.E. = -$
 $P.C. = \text{Sta. } 1014+67.36$
 $P.T. = \text{Sta. } 1026+17.51$
 $P.I. = \text{Sta. } 1020+54.21$

CURVE DATA F.A.P. 704

$\Delta = 72^\circ 26' 50''$ (RT)
 $D = 2^\circ 29' 57''$
 $T = 1,679.29'$
 $L = 2,898.71'$
 $E = 549.26'$
 $R = 2,292.48'$
 $S.E. = 4.50'$
 $P.C. = \text{Sta. } 38+00.02$
 $P.T. = \text{Sta. } 66+98.73$
 $P.I. = \text{Sta. } 54+79.31$

APPROVED
 For Structural Adequacy Only
D. Carl Runyon, P.E.
 Engineer of Bridges & Structures



DESIGN SPECIFICATIONS
 2010 AASHTO LRFD Bridge Design Specifications
 with 2010 Interims

LOADING HL-93
 Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES
FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50) (Primary)
 $f_y = 36,000$ psi (M270 Grade 36)

SEISMIC DATA
 Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{a1}) = 0.087
 Design Spectral Acceleration at 0.2 sec. (S_{a5}) = 0.152
 Soil Site Class = C

GENERAL PLAN AND ELEVATION
FAI 55 BUSINESS (NB) OVER I-74(WB)
F.A.I. 74 (WB) - SEC. (57-20HB)BR
MCLEAN COUNTY
STA. 635+73.19
STRUCTURE NO. 057-0253

FILE NAME: 0570253-70570-001-GPE.dgn	USER NAME: bswanson	DESIGNED: BAS	REVISED: -
MAURER-STUTZ ENGINEERS SURVEYORS	PLOT SCALE: 1/4" = 1'-0"	CHECKED: JAE	REVISED: -
PLOT DATE: 11/7/2012 11:00:07 AM	CHECKED: BAS	DRAWN: SCM	REVISED: -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-20HB)BR	MCLEAN	440	208
CONTRACT NO. 70570			ILLINOIS FED. AID PROJECT	