

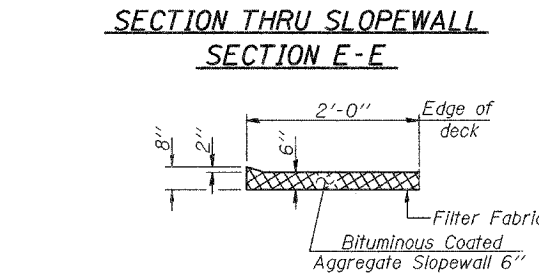
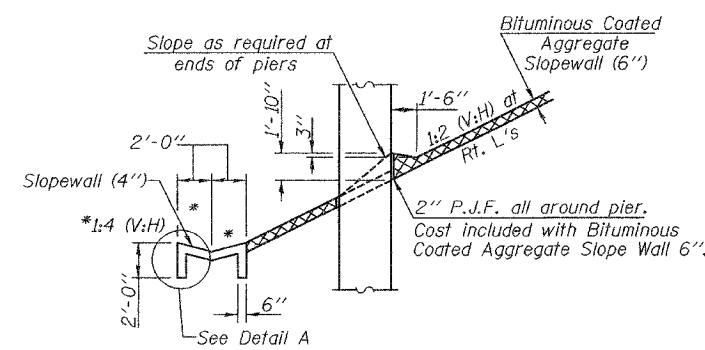
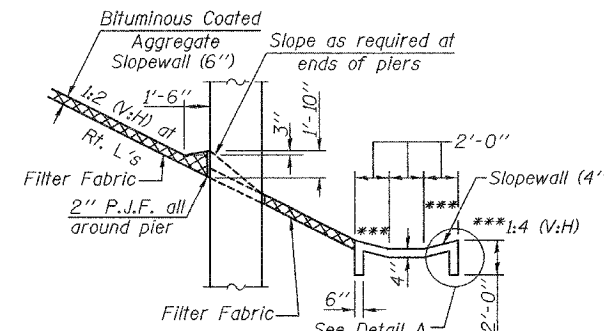
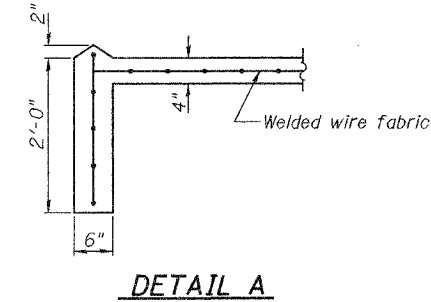
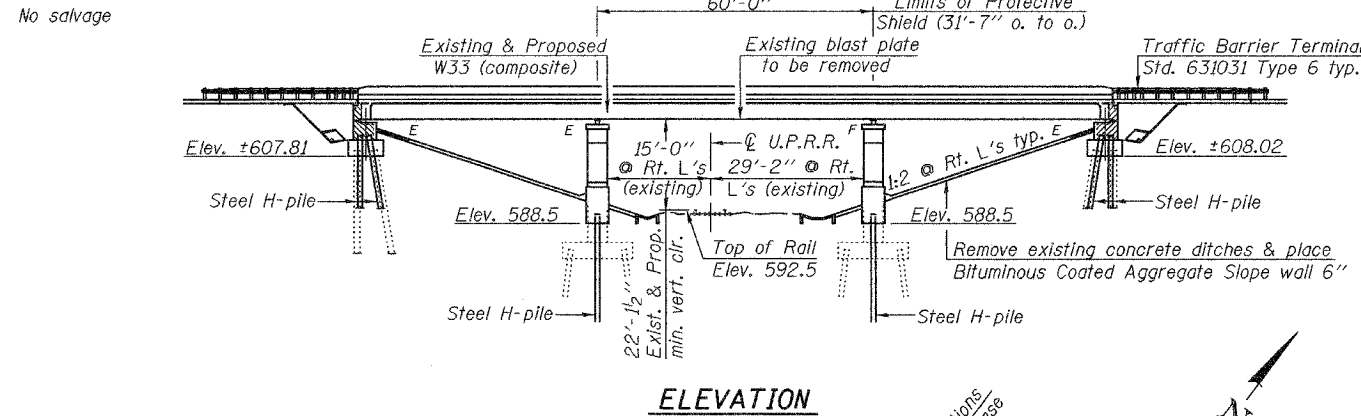
Bench Mark: Cut "□" on N.W. corner abutment on U.S. 30 bridge over U.P.R.R. tracks, Sta. 46+35.03 Left 19.9' Elevation 618.66.

Existing Structure: S.N. 098-6001 was built in 1954-56 under City of Clinton Bridge Commission, Contract No. 7, Illinois Federal Aid Route 7. The structure is a three span continuous non-composite WF superstructure supported on spill through pile bent abutments & dual column piers. The deck is to be removed and widened. Traffic will be detoured during construction.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1 22 SHEETS
F.A.P. 309	TVBR	WHITESIDE	146	61	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #84883



LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface.

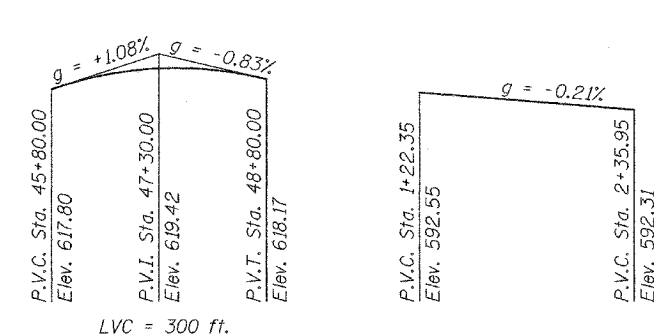
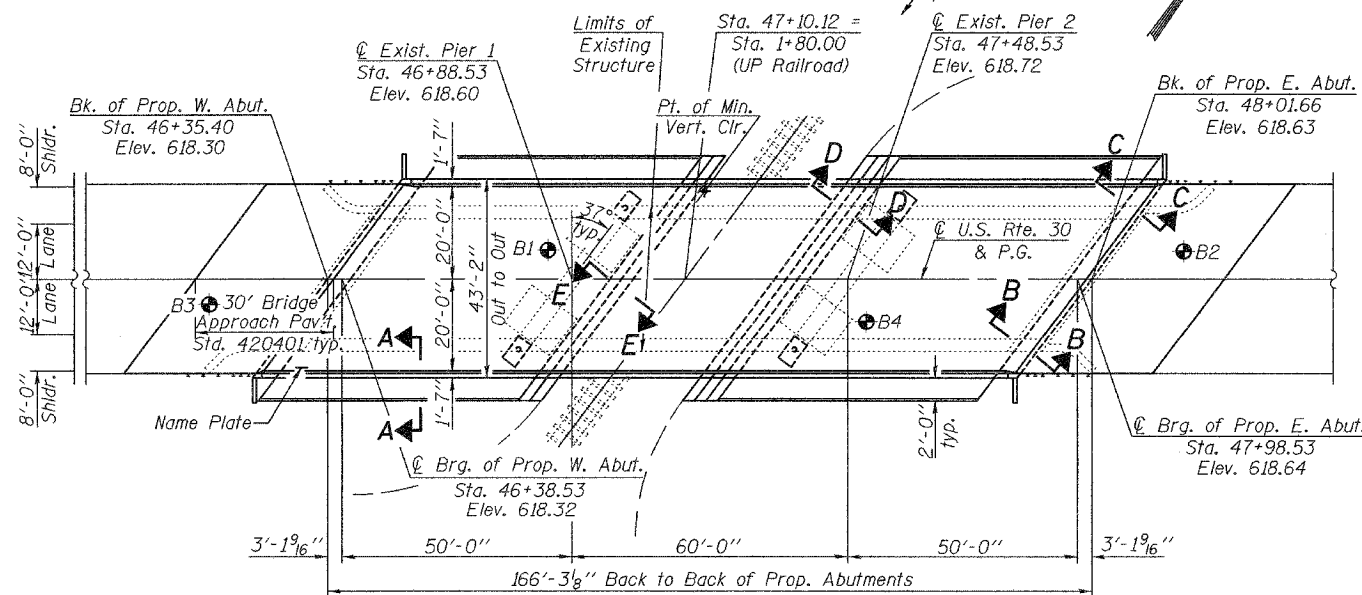
DESIGN SPECIFICATIONS
2002 AASHTO

DESIGN STRESSES

FIELD UNITS	NEW CONSTRUCTION
$f'_c = 3,500$ psi	$f'_c = 3,500$ psi
$f_y = 40,000$ psi (reinforcement)	$f_y = 60,000$ psi
$f_y = 33,000$ psi (structural steel)	$f_y = 36,000$ psi (structural steel)
(1949 AASHTO Specifications)	(M270 Gr. 36)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 3.0%
Site Coefficient (S) = 1.0



STATION 47+18.53
REBUILT 200 BY
STATE OF ILLINOIS
F.A.P. RTE. 309 SECTION TVBR
LOADING HS20
STR. NO. 098-6001

NAME PLATE

See Std. 515001
Existing name plate shall be cleaned and placed next to new name plate. Cost included in Name Plates.

CURVE DATA

P.I. Sta. = 37+61.94
 $\Delta = 29^\circ 29' 54''$ (LT)
 $D = 1^\circ 39' 53''$
 $R = 3,441.91'$
 $T = 906.12'$
 $L = 1,772.28'$
 $e = 3.125\%$
 $TR = 35'$
 $S.E. = \text{Run Off} = 70'$
P.C. Sta. = 28+55.82
P.T. Sta. = 46+27.86
 $S.E. \text{ Transition Sta. } 45+66.03 \text{ to Sta. } 46+71.03$

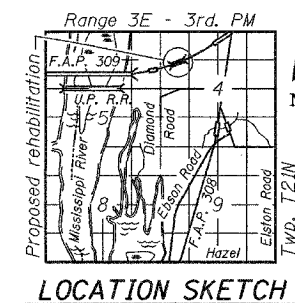
INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
- 3.-4. Top of Slab Elevations
- 5.-6. Superstructure
7. Abutment Diaphragm Details
- 8.-9. Structural Steel Details
- 10-11. Bearings
12. Concrete Removal-Abutments
- 13.-14. Abutments
- 15.-16. Pier Details
17. Bar Splicers
18. Anchor Bolt Details
- 19 Structural Steel Removal
- 20.-22. Soil Boring Logs

Note: The Cost of Removing Existing Concrete Ditches Shall be included with Slope Wall 4".

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Concrete Deck	Each	1		1
Structure Excavation	Cu. Yd.		334	334
Protective Coat	Sq. Yd.	879		879
Concrete Structures	Cu. Yd.		145.4	145.4
Concrete Superstructure	Cu. Yd.	270.2		270.2
Furnishing and Erecting Structural Steel	L. Sum	0.45		0.45
Reinforcement Bars, Epoxy Coated	Pound	54370	10520	64890
Name Plates	Each	1		1
Bridge Deck Grooving	Sq. Yd.	701		701
Bar Splicers	Each	80		80
Furnishing Steel Piles HP 12 x 53	Foot		852	852
Driving Steel Piles	Foot		852	852
Stud Shear Connectors	Each	3129		3129
Bituminous Coated Aggregate Slope - Wall 6"	Sq. Yd.		492	492
Elastomeric Bearing Assembly Type 1	Each	21		21
Concrete Removal	Cu. Yd.		72.0	72.0
Structural Steel Removal	Pound	27310		27310
Structural Steel Repair	Pound	1060		1060
Jack and Remove Existing Bearings	Each	15		15
Protective Shield	Sq. Yd.	211		211
Slope Wall 4"	Sq. Yd.		66	66
Porous Granular Embankment Special	Cu. Yd.		182	182
Filter Fabric	Sq. Yd.		492	492
Cleaning & Painting Steel Bridge #2	L. Sum			1
Blasting Residue Containment & Disposal Bridge #2	L. Sum			1
Bridge Cleaning & Painting Warranty #2	L. Sum			1



GENERAL PLAN
U.S. ROUTE 30 OVER
UNION PACIFIC RAILROAD
F.A.P. ROUTE 309 SECTION TVBR
WHITESIDE COUNTY
STATION 47+18.53
STRUCTURE NO. 098-6001

DESIGNED Patrick M. Phelan
CHECKED Stephen M. Ryan
DRAWN R. Sommer
CHECKED pmp SMR

EXAMINED Thomas J. Smyth
PASSED Ralph E. Anderson



EXPIRES 11-30-2006