Existing Structure: S.N. 090-0048 built in 1958 as S.B.I. Rte. 24, Section 11BR-1 at Station 275+77.36 as a 3-span continuous PC bridge with a 24'-6'' span to 29'-6'' of abutments with two 24 ft. roadways and a 4 ft. median.

Open pile piers and slabs, supported on concrete piles. Existing structure is to be removed & replaced. Traffic to be maintained using staged construction.

Bridge Approach Pavement

F.A.P. Rte. 669  -  Il. Rte. 29

Functional Class: Other Principal Arterial

ADT: 24,300 (1999); 31,411 (2020)
ADTT: 1,700 (1999); 2,200 (2020)

Speed: 45 m.p.h. (posted); 55 m.p.h. (design)

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DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications

DESIGN STRESSES

FIELD UNITS

f = 60,000 psi (reinforcement)

f = 1,000 psi

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1

Design Spectral Acceleration at 1.0 sec. (S1) = 0.050g

Design Spectral Acceleration at 0.2 sec. (S2) = 0.13g

S U T S E C I O N  T H R U  A B U T M E N T

DESIGN ELEVATION TABLE

DESIGNER: C.F.S.

Flood Protection Elevation

f = 65,000 psi (reinforcement)

f = 1,000 psi

Design Spectral Acceleration at 1.0 sec. (S1) = 0.050g

Design Spectral Acceleration at 0.2 sec. (S2) = 0.13g

Section thru Abutment

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

LOADING HL 93

LOCATIONS: 3.5% Abut. 2.5% Bridge

PLAN

ELEVATION

WATERWAY INFORMATION

Bridge Omission Sta. 275+34.36 to Sta. 276+00.00

Traffic Barrier Elevation Type: STK 655533.49 (Prop.)

Profile Grade

PROFILE

(see Plan for spacing)

Trafic to be maintained using stage construction.

EXISTING MECHANICAL

12'-0'' Back to Back of Abutments

Sanitary Sewer

Existing CMP

Trafic Barrier Terminal

Water Main

Existing Water Main

New Water Main

Water Main (typ.)

50' Bridge approach

Bridge Approach Pavement

Bridge Omission Line

Bridge Approach Pavement


design

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION

ILLINOIS ROUTE 29 OVER LITTLE LICK CREEK

F.A.P. RTE. 669  -  SEC. 11BR-2

TAZEWELL COUNTY

STATION 275+17.36

STRUCTURE NO. 090-0174

P.E.: 234 S.W. Ext. 464-95 brass disk in the S.W. corner of existing S.R. 090-0048.

Existing Structure: S.N. 090-0048 built in 1958 as S.B.I. Rte. 24, Section 11BR-1 at Station 275+17.36 as a 3-span continuous PC bridge with a 24'-6'' span to 29'-6'' of abutments with two 24 ft. roadways and a 4 ft. median.

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Bridge Approach Pavement

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ADT: 24,300 (1999); 31,411 (2020)
ADTT: 1,700 (1999); 2,200 (2020)

Speed: 45 m.p.h. (posted); 55 m.p.h. (design)

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications

DESIGN STRESSES

FIELD UNITS

f = 60,000 psi (reinforcement)

f = 1,000 psi

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1

Design Spectral Acceleration at 1.0 sec. (S1) = 0.050g

Design Spectral Acceleration at 0.2 sec. (S2) = 0.13g

S U T S E C I O N  T H R U  A B U T M E N T

DESIGN ELEVATION TABLE

DESIGNER: C.F.S.

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Section thru Abutment

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

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LOCATIONS: 3.5% Abut. 2.5% Bridge

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