

Bench Mark: Brass Cap, Top of N.E. wingwall, Station 443+77.5, 25' Lt.; Elev. 518.26

Existing Structure: S.N. 026-0039 built in 1921 under S.B.I. 2, Sec. 24-B-Y at Sta. 443+66.18. The super and substructure were widened in 1960 under S.B.I. Rte. 2 (F.A. Rte. 2), Section 24-BY at Sta. 443+66.18. The superstructure is a simple span slab bridge supported on closed abutments. The Bk. to Bk. dimension measures 25'-5 1/2" while the O.-O. width measures 46'-4". The existing structure is to be removed and replaced utilizing stage construction.

No salvage

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
F.A.P. 322	(24B)B-1	FAYETTE	22	11
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

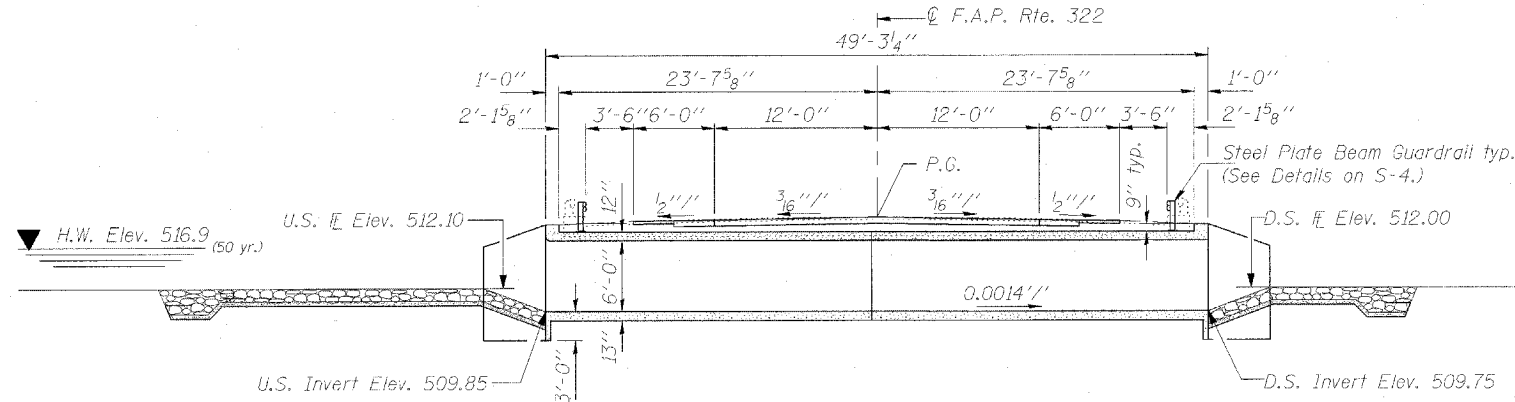
7 SHEETS

TOTAL BILL OF MATERIAL

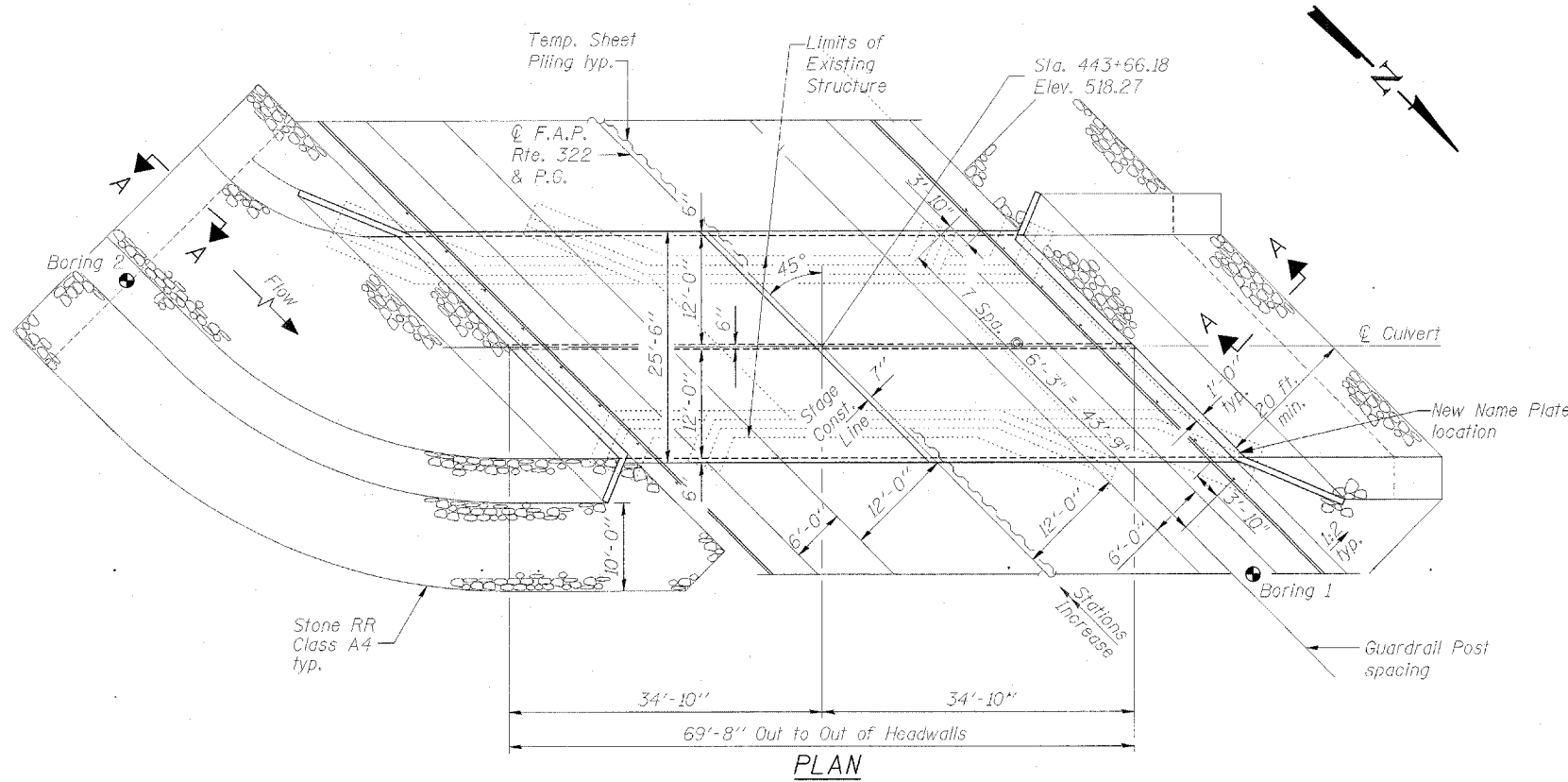
ITEM	UNIT	TOTAL
Removal of Existing Structure	Each	1
Concrete Box Culverts	Cu Yd	180.6
Reinforcement Bars	Pound	47,840
Name Plates	Each	1
Stone Riprap, Class A4	Sq Yd	186
Temporary Sheet Piling	Sq Ft	650
Steel Plate Beam Guardrail, Attached to Structures	Ft	87.5
Bar Splicers	Each	118
Porous Granular Backfill	Cu Yd	280
Filter Fabric	Sq Yd	186

NOTES:

- It shall be the responsibility of the Contractor to divert the stream flow during construction in order to keep the construction areas free of water. The method of water diversion shall be subject to the approval of the Engineer and cost shall be included with "Concrete Box Culvert".
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- Excavation behind existing abutment walls shall be done before removing the existing superstructure. The Contractor shall sawcut the existing abutments at the stage removal line before Stage I Removal.
- For backfilling and embankment, see Standard Specifications.
- Exposed edges shall be beveled 3/4".
- All construction joints shall be banded.
- Reinforcement Bars shall conform to the requirements of AASHTO M31, or M322, Grade 60.
- Precast alternate not allowed.



LONGITUDINAL SECTION
(Horiz. dim. @ Rt. L's to Rdwy.)
(Looking South)



PLAN

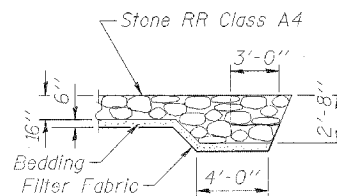
WATERWAY INFORMATION

Drainage Area = 0.8 sq. mi. Low Grade Elev. 518.35 @ Sta. 442+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater Et.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	520	53	96	516.9	1.8	0.6	518.7	517.5
Base	100	600	53	96	517.1	1.7	0.9	518.8	518.0
Overtopping	200	700	53	96	517.6	1.3	1.1	518.9	518.7
Max. Calc.	-	-	-	-	-	-	-	-	-

Sta. 443+00	Elev. 518.32
Sta. 443+50	Elev. 518.30
Sta. 444+00	Elev. 518.22
Sta. 444+50	Elev. 518.29

PROFILE GRADE
(along @ roadway)



SECTION A-A

STATION 443+66.18
BUILT BY
STATE OF ILLINOIS
F.A.P. RT. 322 SEC. (24B)B-1
LOADING HS20
STR. NO. 026-2018
NAME PLATE
See Std. 515001

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

DESIGN SPECIFICATIONS
2002 AASHTO

DESIGN STRESSES

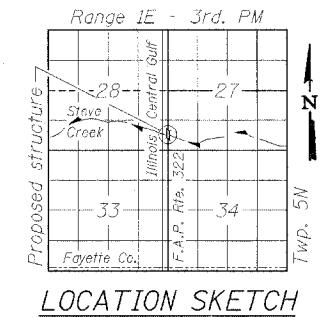
FIELD UNITS
f_c = 3,500 psi
f_y = 60,000 psi (reinforcement)



Structural Engineer
Clark Dietz, Inc.

DATE: 5-13-05
License Expires 11-30-06

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
ENGINEER OF BRIDGES AND STRUCTURES



GENERAL PLAN AND ELEVATION
U.S. ROUTE 51 OVER
STEVE CREEK
F.A.P. ROUTE 322 - SECTION (24B)B-1
FAYETTE COUNTY
STATION 443+66.18
STRUCTURE NO. 026-2018

CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
INDIANAPOLIS, INDIANA
EVANSVILLE, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

DESIGNED BY: S.M.M.	PROJECT NO.: 102206
DRAWN BY: M.E.W.	DATE: 4-05
CHECKED BY: M.M.	
APPROVED BY: S.C.J.	
ACTIVITY: INITIALS	

REVISIONS	
NAME	DATE

DRAWING NUMBER
S-1