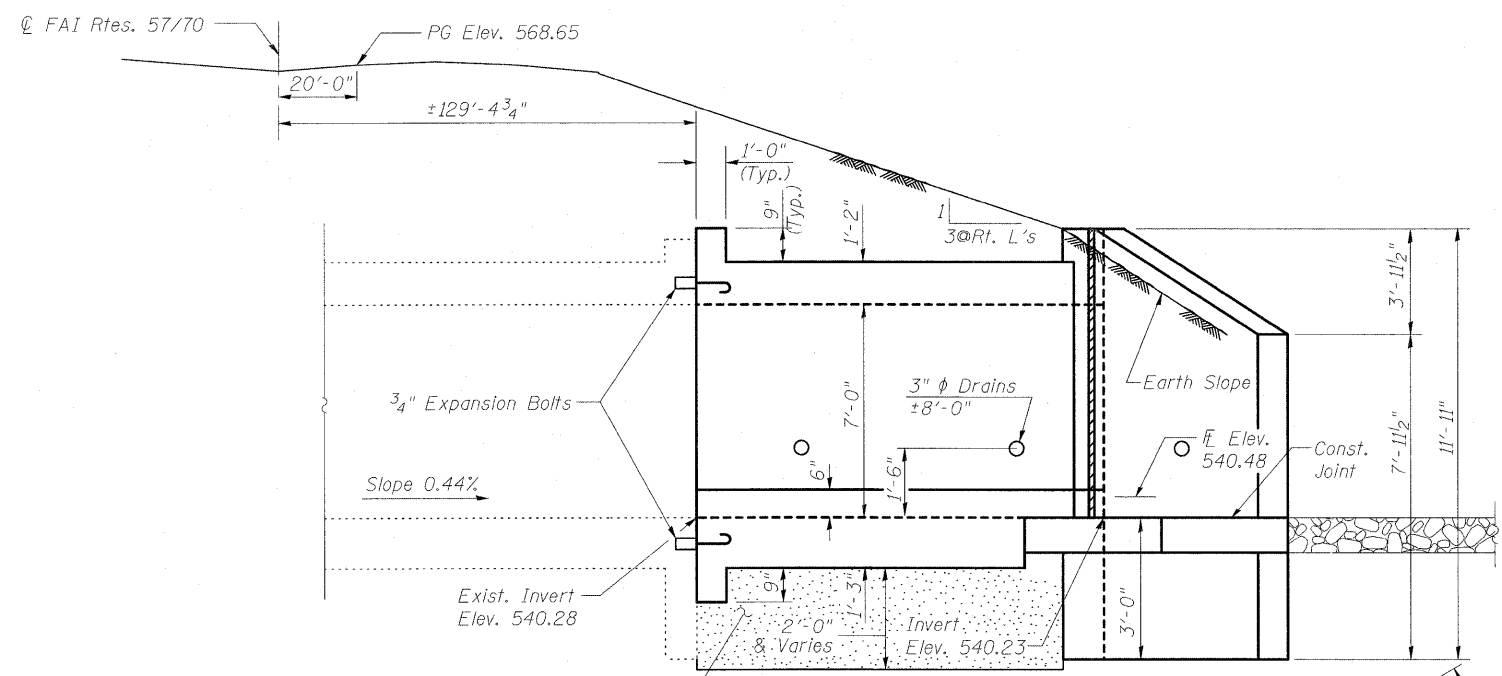


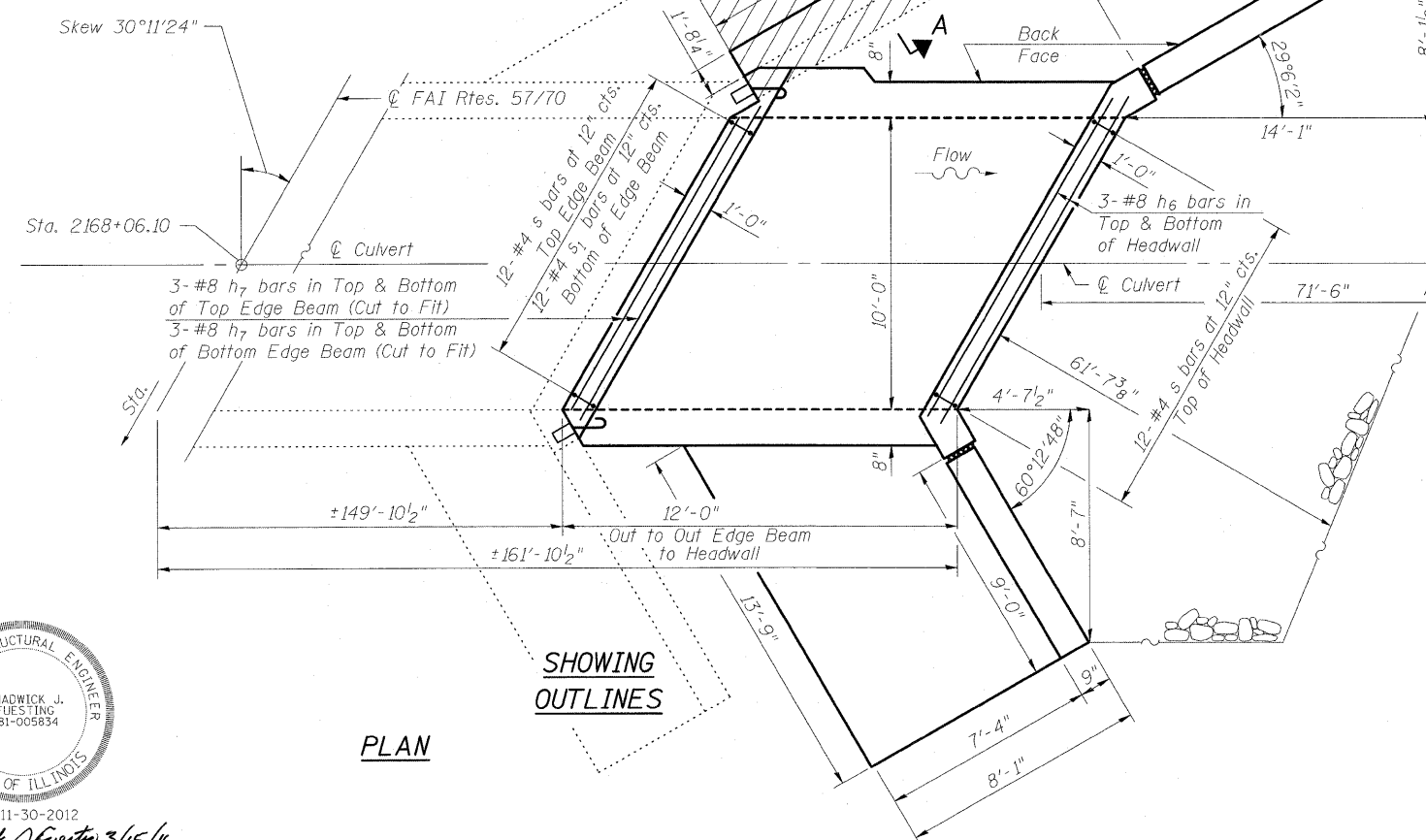
Sheet 358 is Deleted



ELEVATION

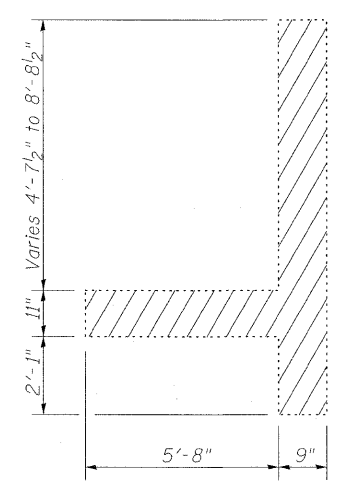
Dimensions at Rt. C's to C Roadway

Indicates concrete removal existing wing wall to be removed as shown

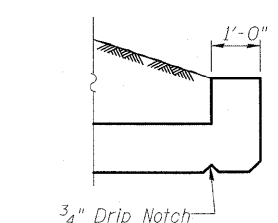


PLAN

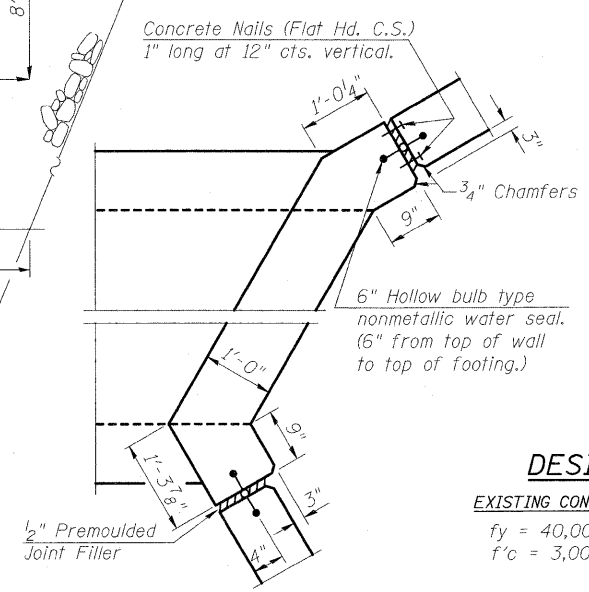
SHOWING OUTLINES



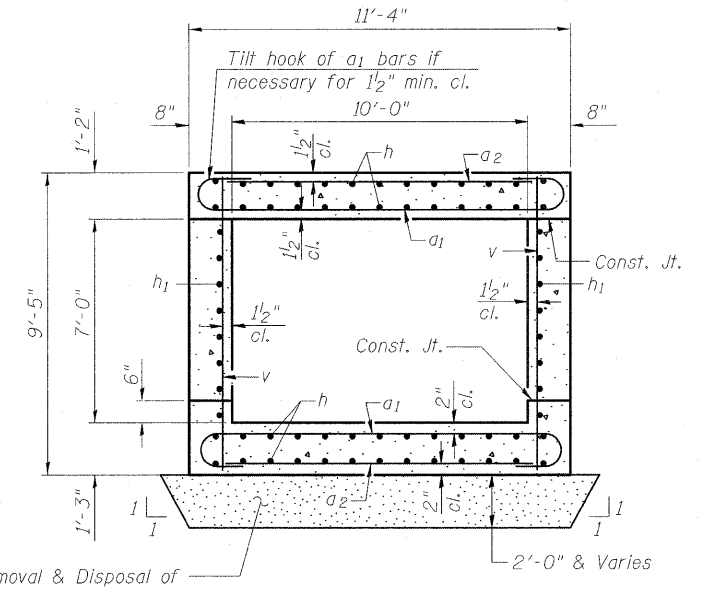
SECTION A-A



SECTION THRU HEADWALL



CORNER DETAIL



Removal & Disposal of Unsuitable Material and Rockfill-Replacement

SECTION THRU BARREL

Calculated Max. Soil Pressure Under Barrel = 2920 psf

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
 Removal of the existing wings during construction shall be completed according to Section 501.05 of the Standard Specifications.
 Reinforcement bars designated (E) shall be epoxy coated.
 Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of work, however, the Contractor will be paid for the quantity furnished at the unit price for the work.
 Expansion bolts shall be according to Standard Specification Article 1006.09.
 The depth of Removal and Replacement of Unsuitable Materials and Rockfill-Replacement as shown on the plans is estimated. The verification of allowable soil bearing pressure underlying the proposed box culvert and wingwall footings shall be verified by a dynamic cone penetration (DCP) test or other acceptable measures as provided by the District Geotechnical and Field Engineers. The results of the test must exceed the calculated bearing pressures shown on the plans prior to placement of the Concrete Box Culvert or Rockfill-Replacement. Tests failing to exceed the calculated bearing pressures as shown on the plans will require subsurface modification that must be coordinated with the District Geotechnical and Field Engineers.
 For riprap placement and quantity, see roadway plans.
 Existing wing wall shall be removed to existing wing wall joint as shown.

DESIGN STRESSES

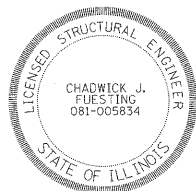
EXISTING CONSTRUCTION	NEW CONSTRUCTION
$f_y = 40,000 \text{ psi}$	$f_y = 60,000 \text{ psi}$
$f'_c = 3,000 \text{ psi}$	$f'_c = 3,500 \text{ psi}$

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

LOADING HS 20-44 & ALT.

BOX CULVERT DETAILS
 LT STA 2168+06.10
 FAI ROUTES 57/70



EXP. 11-30-2012
 Chadwick J. Files, Inc. 3/15/11

FILE NAME = \LT 2168-06.10.dgn	USER NAME =	DESIGNED - A.C.S.	REVISED -
BERNARDIN * LOCHMULLER & ASSOCIATES, INC.	Illinois Design Firm Number 184.001670	CHECKED - B.B.	REVISED -
3104 S. OLIVE MARTINE, ILLINOIS 62422 PHONE (618) 288-4666 FAX (618) 288-4666	PLOT SCALE =	DRAWN - A.C.S.	REVISED -
	PLOT DATE = 1:42:49 PM 3/15/2011	CHECKED - C.J.F.	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 11 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	(25-3,4)R	EFFINGHAM	1098	359
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT			CONTRACT NO. 74299	