BOND ISSUE ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	●	MACON &	107	1
(S.B.I. 10)	● ●	PIATT	77	
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT S-835(4),(5)		

● SEC. 10W-1,(11,12)W
● ● SEC. 11RS,(10,12)RS-1

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
STATE BOND ISSUE HIGHWAY

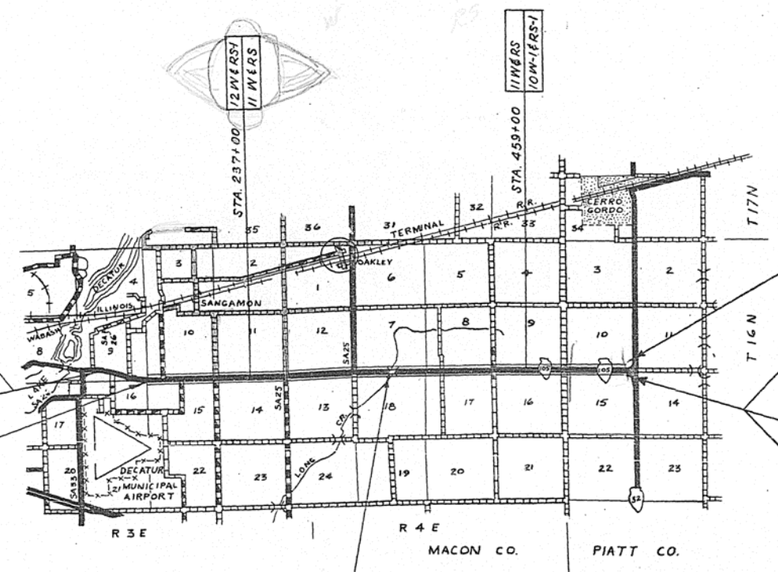
Official copy
Received

SCALES			
	PLAN	1 INCH	100 FT.
	PROFILE, HOR.	1 INCH	100 FT.
	PROFILE, VERT.	1 INCH	10 FT.
	CROSS-SECTIONS	1 INCH	5 FT.

F.A.S. 540(S.B.I. 10) SEC. 10W-1,(11,12)W MACON & PIATT CO'S.
F.A.S. 540(S.B.I. 10) SEC. 11RS,(10,12)RS-1 MACON & PIATT CO'S.
PROJECTS S-835(4),(5)

LOCATION OF SECTION INDICATED THUS:—

FOR INDEX OF SHEETS
SEE SHEET NO. 4



SEC. 10W-1(11,12)W
BEGINS AT STA. 120+95

SEC. 11 RS(10,12,)RS-1
BEGINS AT STA. 120+95

PROJECTS S-835(4),(5)
BEGINS AT STA. 163+53

STATION EQUATION:
STA. 56+95.7=
STA. 530+91.65

SEC. 10W-1(11,12)W
ENDS AT STA. 530+91.65

SEC. 11RS(10,12)RS-1
ENDS AT STA. 530+91.65

PROJECTS S-835(4),(5)
ENDS AT STA. 530+91.65

SCALE: 1" = 1 MILE

DESIGN CLASSIFICATION
275 - P - 55

OMISSION FROM PROJECT S-835 (6)
STA. 349-13.88 TO STA. 349+46.13

Bridge included in Proj. S-835(6)

OMISSION FROM RESURFACING & WIDENING
STA. 349+13.88 TO STA. 349+46.13

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS

SUBMITTED July 24 1960
J. J. Cychel
DISTRICT ENGINEER

EXAMINED July 8 1960
ENGINEER OF ROAD PLANS AND CONTRACTS

PASSED July 8 1960
ENGINEER OF DESIGN

APPROVED July 8 1960
CHIEF HIGHWAY ENGINEER

APPROVED July 8 1960
DIRECTOR

TOTAL	LENGTH	OF	SECTION	10W-1(11,12)W	=	40,996.65	FEET	= 7.765	MILES
NET	LENGTH	OF	SECTION	10W-1(11,12)W	=	40,964.40	FEET	= 7.758	MILES
TOTAL	LENGTH	OF	SECTION	11RS(10,12)RS-1	=	40,996.65	FEET	= 7.765	MILES
NET	LENGTH	OF	SECTION	11RS(10,12)RS-1	=	40,964.40	FEET	= 7.758	MILES
NET	LENGTH	OF	PROJECT		=	36,706.40	FEET	= 6.952	MILES

Job No. 20492(W)
20493(RS)

MACON & PIATT COUNTY SECTION 10W-1(11,12)W / 11RS(10,12)RS-1 S. B. I. ROUTE 10

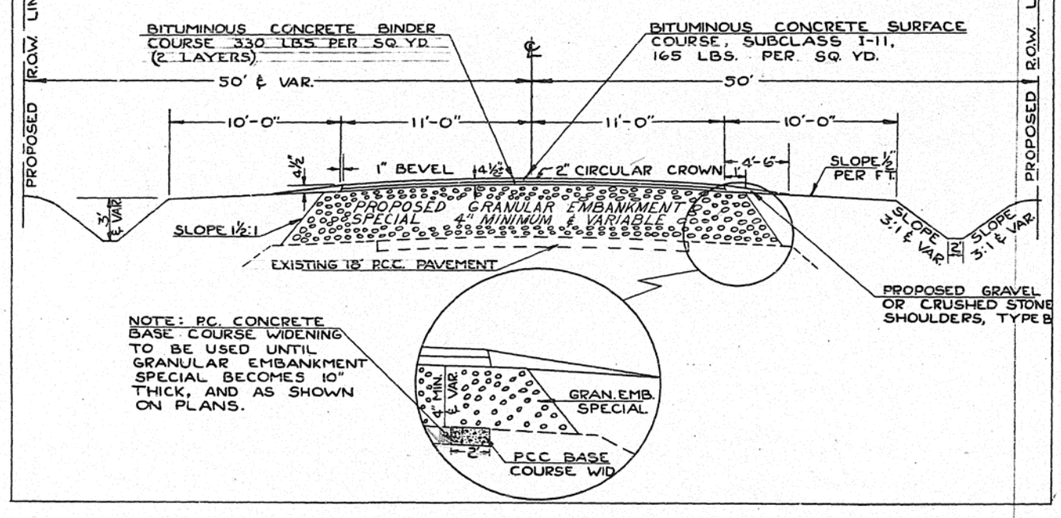
Route No.	Section	COUNTY	TOTAL SHEETS
FAS 540	*	MACON PIATT	102 22

Federal Aid No. F.A.P. No. PROJECT

* 10W-1 (11,12) W
11 RS (10,12) RS-1

2 — TYPICAL CROSS SECTION SHOWING PROPOSED GRANULAR EMBANKMENT SPECIAL AND BITUMINOUS RESURFACING

① STA. 171+15 TO STA. 179+76 ①
① STA. 182+19 TO STA. 188+92 ④



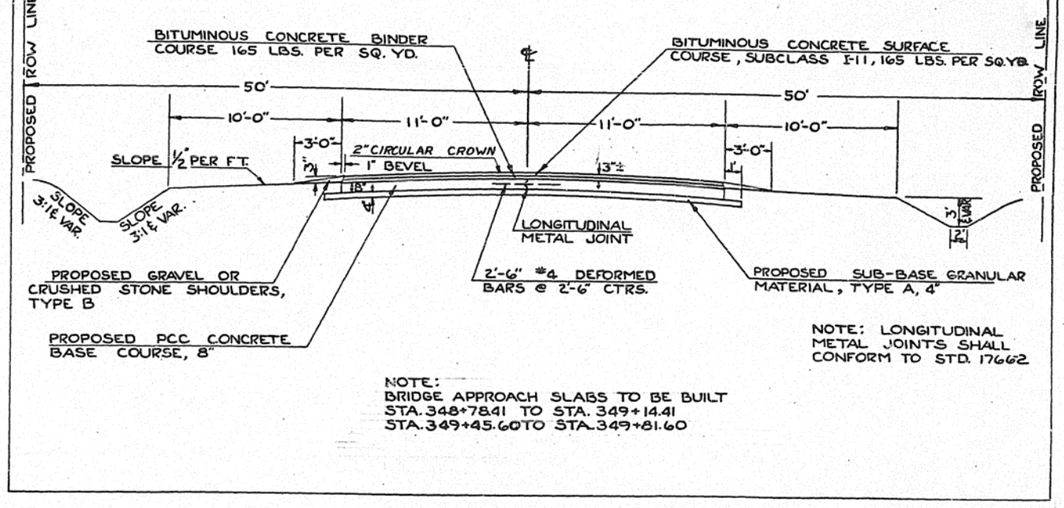
Route No.	Section	COUNTY	TOTAL SHEETS
FAS 540	*	MACON PIATT	102 22

Federal Aid No. F.A.P. No. PROJECT

* 10W-1 (11,12) W
11 RS (10,12) RS-1

3 — TYPICAL CROSS SECTION SHOWING PROPOSED P.C. CONCRETE BASE COURSE AND 2.2' FT. BITUMINOUS RESURFACING

① STA. 335+00 TO STA. 349+14.41 (BRIDGE)
(BRIDGE) STA. 349+45.60 TO STA. 362+64 ④



NOTE:
BRIDGE APPROACH SLABS TO BE BUILT
STA. 348+78.41 TO STA. 349+14.41
STA. 349+45.60 TO STA. 349+81.60

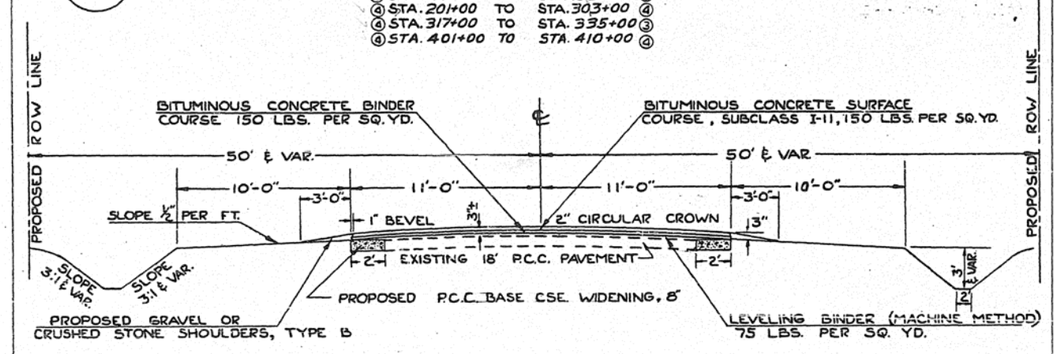
Route No.	Section	COUNTY	TOTAL SHEETS
FAS 540	*	MACON PIATT	102 22

Federal Aid No. F.A.P. No. PROJECT

* 10W-1 (11,12) W
11 RS (10,12) RS-1

1 — TYPICAL CROSS SECTION SHOWING PROPOSED PCC WIDENING AND RESURFACING

⑤ STA. 163+53 TO STA. 171+15 ②
② STA. 179+76 TO STA. 182+19 ②
④ STA. 201+00 TO STA. 303+00 ④
④ STA. 317+00 TO STA. 335+00 ③
④ STA. 401+00 TO STA. 410+00 ④



NOTE: LEVELING BINDER (MACHINE METHOD) TO BE INCREASED TO OBTAIN ADDITIONAL I-11 THICKNESS (FROM 3" TO 8½") AT EACH END OF GRANULAR EMBANKMENT SPECIAL. QUANTITIES INCLUDED IN THOSE LISTED IN GENERAL NOTES.

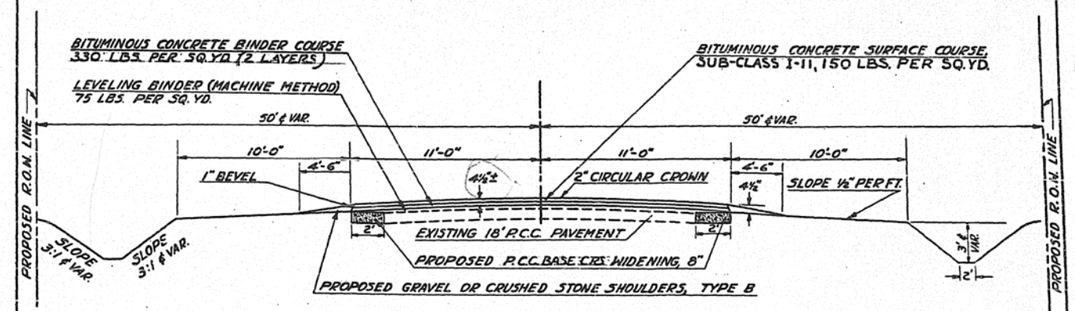
Route No.	Section	COUNTY	TOTAL SHEETS
FAS 540	*	MACON PIATT	102 22

Federal Aid No. F.A.P. No. PROJECT

* 10W-1 (11,12) W
11 RS (10,12) RS-1

4 — TYPICAL CROSS-SECTION SHOWING PROPOSED P.C.C. WIDENING AND RESURFACING

② STA. 188+92 TO STA. 201+00 ①
① STA. 303+00 TO STA. 317+00 ①
③ STA. 362+64 TO STA. 401+00 ①
① STA. 410+00 TO STA. 530+91.65

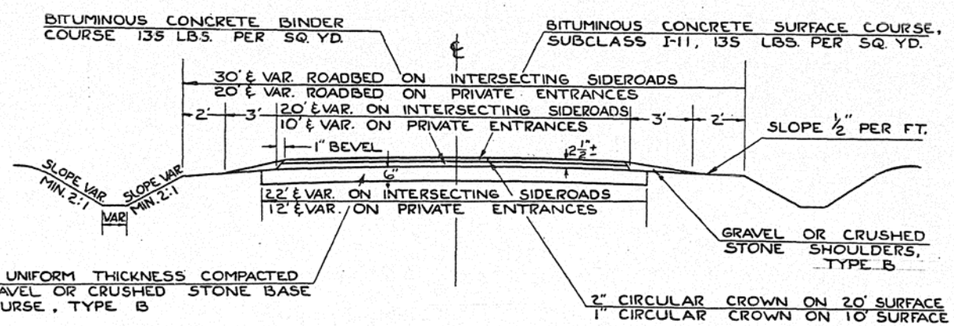


NOTE:
PAVEMENT REMOVAL AND REPLACEMENT TO BE HELD TO A MINIMUM WHERE IT OCCURS UNDER PROPOSED 4½ INCH I-11 RESURFACING

Route No.	Section	County	Total Sheets
FAS 540	*	MACON / PIATT	10 / 22
Fed. Aid Proj.		Ill. * 12	Project No.

* 10W-1 (11,12)W
11 RS (10,12) RS-1

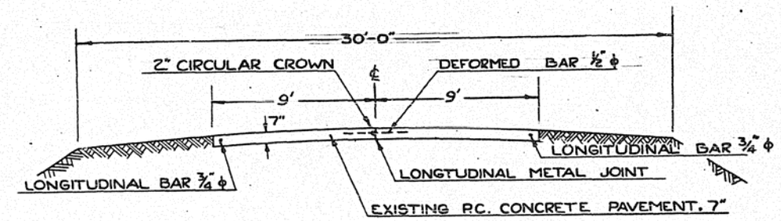
TYPICAL CROSS SECTION FOR INTERSECTING SIDEROADS AND PRIVATE ENTRANCES
STA. 163+53 TO STA 530+91.65



Route No.	Section	County	Total Sheets
FAS 540	*	MACON / PIATT	10 / 22
Fed. Aid Proj.		Ill. * 12	Project No.

* 10W-1 (11,12)W
11 RS (10,12) RS-1

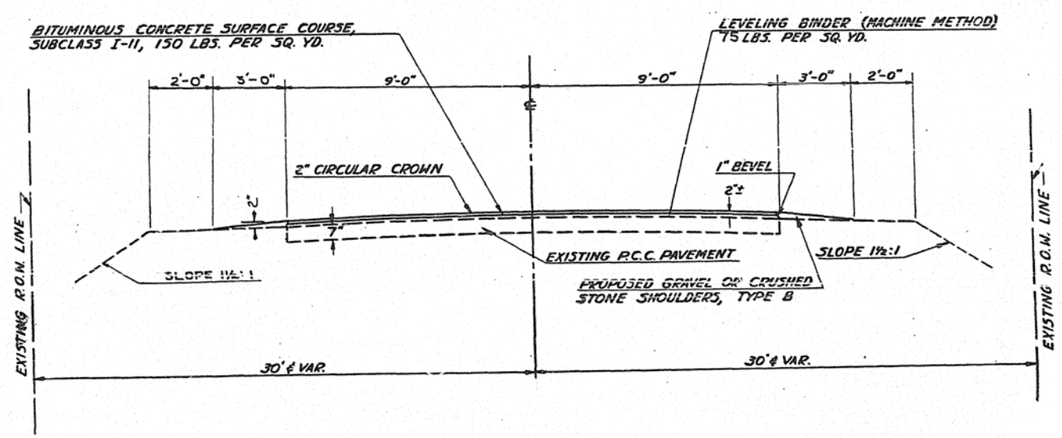
TYPICAL CROSS SECTION OF EXISTING 18' P.C. CONCRETE PAVEMENT
STA. 120+95 TO STA 530+91.65



Route No.	Section	County	Total Sheets
FAS 540	*	MACON / PIATT	10 / 22
Fed. Aid Proj.		Ill. * 12	Project No.

* 10W-1 (11,12)W
11 RS (10,12) RS-1

TYPICAL CROSS-SECTION SHOWING PROPOSED I-11 RESURFACING OF EXISTING 18' P.C.C. PAVEMENT
(5) STA. 120+95 TO STA. 163+53 ①



Route No.	Section	County	Total Sheets	Sheet No.
FAS 540	*	MACON & PIATT	107	4
Fed. Aid Proj. No.	State	Job No.	Project	

* 10W-1 (11,12)W

INDEX OF SHEETS

SHEET NO.	CONTENTS
1	Cover Sheet
2	Typical Cross-sections Nos. 1, 2, 3 & 4, Type 1 & 1A
3	Typical Cross-section No. 5, Typical Cross-section of Existing Pavement, Typical Cross-section for Intersecting Sideroads and Private Entrances
4	Summary of Quantities, Index of Sheets
5	Summary of Existing Culverts to be Removed, Tabulation of Concrete Patching & I-11 Resurfacing
6	General Notes, Summary of Class X Concrete
7 - 19 (Incl.)	Plan & Profile Sheets (Sta. 120+95 to Sta. 530+91.65)
20	Detail of Intersection of F.A.S. 540 and S.A. 25 (Oakley Road)
21	Typical Detail of Intersecting Sideroads & Private Entrances (Sta. 120+95 to Sta. 163+53), Typical Detail of Intersection Sideroads & Private Entrances (Sta. 163+53 to Sta. 530+91.65)
22	Special Tile Outlet Headwall, Detail of Special Inlet for Comb. Conc. Curb & Gutter, Type 6, Detail of Special Outlet for Comb. Conc. Curb & Gutter, Type 5
23	Special Design for Paved Ditch & Transition from Pipe Culvert to Paved Ditch, Special Design for Paved Ditch Inlets
24	Special Culvert Extension, 2' x 1.5' Box, Sta. 181+32
25	Special Culvert Extension, 2' x 1.5' Box, Sta. 235+95
26	Special Culvert Extension, 2' x 1.5' Box, Sta. 281+53
27	Special Culvert Extension, 2' x 2' Box, Sta. 327+69.5
28	Special Culvert Extension, 2' x 2' Box, Sta. 342+24
29	Special Culvert Design, 4' x 4' Box, Rt. Sta. 351+40.5
30	Special Culvert Design, 4' x 3' Box, Rt. Sta. 362+23
31	Special Culvert Design, 4' x 3' Box, Rt. Sta. 363+25
32	Special Culvert Design, 4' x 3' Box, Rt. Sta. 378+10
33	Special Culvert Extension 3' x 1.5' Box, Sta. 383+84
34	Special Culvert Extension, 2' x 2' Box, Sta. 410+54
35	Special Culvert Extension, 2' x 2' Box, Sta. 498+35
36	Special Culvert Extension, 2' x 1.5' Box, Sta. 530+11
37 - 99 (Incl.)	Station Cross-sections (Sta. 163+00 to Sta. 530+91.65)
100	Standards 1516B, 1527
101	Standards 1538B, 1975 & 1744-1
102	Standard 2051
103	Standards 1755-2 & 1790
104	Standard for Bridge Approach Slabs, Base Course
105	Standards 1999-1, 2135, 1971-2 & 2114
106	Standards 1972-1, 2216, 2143 & 1776R
107	Standard 1977-4 & 2122

Route No.	Section	County	Total Sheets	Sheet No.
FAS 540	*	MACON & PIATT	107	4
Fed. Aid Proj. No.	State	Job No.	Project	

* 10W-1 (11,12)W

SUMMARY OF QUANTITIES

Total As Built	QUANTITY PROJ. S-835(4)	QUANTITY State Work	QUANTITY Total	UNITS	ITEM	CODE NUMBER
426.3	600		600	In.Dia.	Tree Removal (6 to 15 inch diameter)	010001
1247.9	1,200		1,200	In.Dia.	Tree Removal (Over 15 inch diameter)	010002
79169	77,937		77,937	Cu.Yds.	Earth Excavation	011001
2969	2,827		2,827	Tons	Granular Embankment - Special	017001
180.3	90		90	Cu.Yds.	Trench Backfill	020001
1967	1,900		1,900	Tons	Sub-base-Granular Material, Type A	024001
1385	1,600		1,600	Tons	Gravel or Crushed Stone Base Course, Type B	029003
7455	7,433		7,433	Sq.Yds.	Portland Cement Concrete Base Course (8")	032005
176	176		176	Sq.Yds.	Portland Cement Concrete Base Course 14½'-10½'-14½'	032009
14931	14,744		14,744	Sq.Yds.	Portland Cement Concrete Base Course Widening (8")	032005
126.8	126.8		126.8	Cu.Yds.	Class X Concrete	052003
44.3	44.3		44.3	Cu.Yds.	Class X Concrete (Headwall)	052016
540	496		496	Lin.Ft.	Pipe Culverts, Type 1A, 18"	058005
140	140		140	Lin.Ft.	Pipe Culverts, Type 1A, 24"	058007
88	132		132	Lin.Ft.	Pipe Culverts, Type 1A, (Reinforced Concrete Culvert Class III), 18"	058074
78	48		48	Lin.Ft.	Pipe Culverts, Type 1A, (Reinforced Concrete Culvert Class III), 24"	058076
1698	1,584		1,584	Lin.Ft.	Pipe Culverts, Type 1, 15"	058199
336	336		336	Lin.Ft.	Pipe Culverts, Type 1, 18"	058200
164	164		164	Lin.Ft.	Pipe Culverts, Type 1, 24"	058202
46	46		46	Lin.Ft.	Pipe Culverts, Type 2, 15"	058222
48	48		48	Lin.Ft.	Pipe Culverts, Type 2, 24"	058225
23875	23,875		23,875	Lbs.	Reinforcement Bars	059001
168	100		100	Lin.Ft.	Storm Sewers, Type 1, 10"	066002
202	234		234	Lin.Ft.	Storm Sewers, Type 1, 12"	066003
212	100		100	Lin.Ft.	Storm Sewers, Type 2, 8"	066024
260	225		225	Lin.Ft.	Storm Sewers, Type 2, 10"	066025
124	100		100	Lin.Ft.	Storm Sewers, Type 2, 12"	066026
117	108		108	Lin.Ft.	Storm Sewers, Type 2, 6"	066028
0	52		52	Lin.Ft.	Copper Service Pipe, 3/4 Inch	073001
1	2		2	Each	Catch Basins, Type C, Type II Frame	075027
1	1		1	Each	Catch Basins, Type C, with Type I Frame, Closed Lid	075186
1	1		1	Each	Filling Existing Catch Basins	079002
261	275		275	Lin.Ft.	Combination Concrete Curb and Gutter, Type 6	080008
158	160		160	Lin.Ft.	Combination Concrete Curb and Gutter, Type 10	080010
30	30		30	Sq.Yds.	P.C. Concrete Median, Type 3, Special	081018
1157	1,157		1,157	Sq.Yds.	Pavement Removal	082001
189	189		189	Sq.Ft.	Sidewalk Removal	082006
141.3	230	70	300	Sq.Yds.	Pavement Removal and Replacement, Type I (8")	085001
152.4	490	260	750	Sq.Yds.	Pavement Removal and Replacement, Type 1A (8")	085002
904.4	1,065	635	1,700	Sq.Yds.	Pavement Removal and Replacement, Type II (8")	085003
1308.5	550	250	800	Sq.Yds.	Pavement Removal and Replacement, Type III (8")	085004
1928.9	290	160	450	Sq.Yds.	Pavement Removal and Replacement, Type IV (8")	085005
82	291		291	Sq.Ft.	Portland Cement Concrete Sidewalk (5")	089003
2803	2,752		2,752	Lin.Ft.	Paved Ditch, 6 Feet	091005
81	115		115	Lin.Ft.	Paved Ditch, 9 Feet	091008
24	24		24	Each	Guard Post Removal	096003
4.5	6.2		6.2	Tons	Calcium Chloride Applied	102001
179	177		177	Each	Furnishing and Erecting Right of Way Markers	104001
2	2		2	Each	Re-erecting Right of Way Markers	104002
57	24.1		24.1	Acres	Temporary Seeding	110001
0	24.1		24.1	Acres	Complete Seeding	110004
138	68		68	Tons	Straw for Asphalt-Coated Mulch	111002
13425	6,800		6,800	Gals.	Emulsified Asphalt	111003
1135.5	1,050		1,050	Sq.Yds.	Sodding	112001
5	4		4	Units	Supplemental Watering	112002
1	1		1	Each	Furnishing and Erecting Drainage Markers	200125
~~1~~	~~1~~		~~1~~	~~Each~~	~~Building Removal~~	~~200101~~
1	1		1		Remove Existing Shed	

Revised 7/14/60 P.C.C. Base Course

Route	Section	County	Total Sheets	Sheet No.
FAS 540	*	MACON & PIATT	107	5
Fed. Aid Proj. No.	Full Sign	Project		

* 10W-1 (11,12) W
11 RS (10,12) RS-1

TABULATION OF CONCRETE PATCHING AND I-11 RESURFACING

PAVEMENT REMOVAL AND REPLACEMENT Type 1	Type 1A	Type II	Type III	Type IV	THICKNESS OF I-11 RESURFACING	STA. TO STA.	REMARKS
70	260	635	250	160	2 inches	120+95 - 163+53	
25	40	100			3 inches	163+53 - 171+15	
					4-1/2 inches	171+15 - 179+76	Grade Change - Granular Embankment
	25				3 inches	179+76 - 182+19	
					4-1/2 inches	182+19 - 188+92	Grade Change - Granular Embankment
	10		30		4-1/2 inches	188+92 - 201+00	
140	330	640	375	70	3 inches	201+00 - 303+00	
					4-1/2 inches	303+00 - 317+00	
10	25	30			3 inches	317+00 - 335+00	
					3 inches	335+00 - 362+64	Grade Change - P.C.C. Base Course
10	10	75			4-1/2 inches	362+64 - 401+00	
10	10				3 inches	401+00 - 410+00	
10	15	180	110	200	4-1/2 inches	410+00 - 530+91.65	
275	725	1660	765	430	TOTALS - SQ. YDS.		
300	750	1700	800	450	USE: TOTALS - SQ. YDS.		

NOTE:

PAVEMENT REMOVAL AND REPLACEMENT TO BE HELD TO A MINIMUM WHERE IT OCCURS UNDER PROPOSED 4-1/2 INCH I-11 RESURFACING

Route	Section	County	Total Sheets	Sheet No.
FAS 540	*	MACON & PIATT	107	5
Fed. Aid Proj. No.	Full Sign	Project		

* 10W-1 (11,12) W

SUMMARY OF EXISTING CULVERTS TO BE REMOVED

LOCATION	SIZE	TYPE
Lt. 176+81.5	15" x 30'	Pipe Culvert
Rt. 176+96	15" x 20'	Pipe Culvert
Lt. 189+98	18" x 16'	Pipe Culvert
Rt. 190+18.5	18" x 30'	Pipe Culvert
Rt. 203+63	12" x 16'	Pipe Culvert
Lt. 203+64	12" x 18'	Pipe Culvert
Lt. 216+87	18" x 33'	Pipe Culvert
Rt. 216+87	18" x 33'	Pipe Culvert
Rt. 218+08.5	12" x 25'	Pipe Culvert
Rt. 242+17	15" x 17.5'	Pipe Culvert
Lt. 243+64.5	15" x 17'	Pipe Culvert
Lt. 250+39	12" x 34'	Pipe Culvert
Rt. 250+42	12" x 16.5'	Pipe Culvert
Lt. 252+83	12" x 16'	Pipe Culvert
Rt. 256+63.5	12" x 17'	Pipe Culvert
Rt. 263+21	12" x 20'	Pipe Culvert
Lt. 277+80	12" x 17.5'	Pipe Culvert
Rt. 286+06	12" x 17'	Pipe Culvert
Rt. 288+09	12" x 16'	Pipe Culvert
Lt. 297+37	12" x 16.5'	Pipe Culvert
Rt. 297+54	12" x 15'	Pipe Culvert
Lt. 310+62.5	12" x 17'	Pipe Culvert
Rt. 310+68	12" x 18'	Pipe Culvert
Lt. 315+26	12" x 17'	Pipe Culvert
Rt. 318+22	12" x 24'	Pipe Culvert
Rt. 323+94	15" x 31'	Pipe Culvert
Rt. 325+59.5	15" x 18'	Pipe Culvert
Rt. 328+57	15" x 18'	Pipe Culvert
Lt. 329+20	12" x 20'	Pipe Culvert
Rt. 337+14	12" x 19.5'	Pipe Culvert
Lt. 337+77	12" x 13.5'	Pipe Culvert
Rt. 339+60	15" x 17'	Pipe Culvert
Rt. 351+40.5	2' x 2' (21')	Box Culvert
Lt. 354+21.5	18" x 17'	Pipe Culvert
Lt. 358+82	18" x 17.5'	Pipe Culvert
Lt. 362+22	18" x 17.5'	Pipe Culvert
Rt. 362+23	4' x 2' (21')	Box Culvert
Rt. 363+54.5	4' x 2' (31')	Box Culvert
Lt. 367+90	18" x 17'	Pipe Culvert
Rt. 378+00.5	4' x 2' (21')	Box Culvert
Lt. 378+33.5	18" x 17'	Pipe Culvert
Lt. 388+97	18" x 17.5'	Pipe Culvert
Rt. 391+57	18" x 32'	Pipe Culvert
Lt. 391+57	18" x 31.5'	Pipe Culvert
Lt. 398+41.5	18" x 15'	Pipe Culvert
Rt. 400+44	15" x 17.5'	Pipe Culvert
Lt. 405+13	12" x 122'	Pipe Culvert
Rt. 418+00.5	12" x 17'	Pipe Culvert
Rt. 424+49	12" x 17'	Pipe Culvert
Lt. 431+21	18" x 32'	Pipe Culvert
Rt. 431+24	18" x 32'	Pipe Culvert
Rt. 437+75	15" x 18'	Pipe Culvert
Lt. 444+36.5	15" x 17'	Pipe Culvert
A.R. 444+50	2' x 2'	Box Culvert

SUMMARY OF EXISTING CULVERTS TO BE REMOVED (Cont'd.)

LOCATION	SIZE	TYPE
Lt. 451+84	12" x 14'	Pipe Culvert
Rt. 454+22	12" x 27.5'	Pipe Culvert
Lt. 454+30.5	12" x 17'	Pipe Culvert
Rt. 470+72	15" x 18.5'	Pipe Culvert
Lt. 484+00	18" x 31.5'	Pipe Culvert
Rt. 484+00	18" x 31.5'	Pipe Culvert
Rt. 497+49	18" x 19'	Pipe Culvert
Lt. 506+02	12" x 19'	Pipe Culvert
Lt. 519+10	18" x 20'	Pipe Culvert
Lt. 524+36	18" x 18'	Pipe Culvert
Lt. 524+62	18" x 16'	Pipe Culvert

NOTE: ALL EXISTING CULVERTS TO BE REMOVED, EXCEPT AS OTHERWISE NOTED, SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH SECTION 49 OF THE STANDARD SPECIFICATIONS.

Route	Section	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 2860	-	MACON & PIATT	107	6
Federal Aid Project		ILLINOIS	PROJECT	

* 10W-1 (11,12)W

GENERAL NOTES

All notes in these plans apply to Section 10W-1(11,12)W unless otherwise specified.

Trees that interfere with construction operations shall be removed as directed by the Engineer.

ESTIMATED QUANTITIES:

600 Inch Dia. TREE REMOVAL (6" to 15" Dia.)
1,200 Inch Dia. TREE REMOVAL (Over 15" Dia.)

Earthwork quantities for the entire section:

EARTH EXCAVATION	EARTH EMBANKMENT	WASTE
77,937 Cu.Yds.	32,346 Cu. Yds.	35,687 Cu. Yds.

77,937 Cu. Yds. EARTH EXCAVATION

Granular Embankment Special shall be placed over the existing pavement at locations shown on the plans and to a depth sufficient to raise the grade to 4-1/2 inches below the elevations shown on the plans.

ESTIMATED QUANTITY:

2,827 Tons GRANULAR EMBANKMENT - SPECIAL

Trench Backfill shall be placed in all trenches made in the subgrade of the proposed improvement and in all trenches outside of the subgrade where the inner edge of the trench is closer than 2 feet to the edge of the proposed pavement.

ESTIMATED QUANTITY:

90 Cu.Yds. TRENCH BACKFILL

Sub-base Granular Material shall be placed 4 inches thick compacted, under the proposed P.C. Concrete Base Course in accordance with the typical cross sections included in the plans and as directed by the Engineer.

ESTIMATED QUANTITY:

1,900 Tons SUB-BASE GRANULAR MATERIAL, TYPE A

Gravel or Crushed Stone Base Course, Type B shall be placed 6 inches thick compacted on private entrances and turnouts, and 4 inches thick compacted on mail box turnouts.

ESTIMATED QUANTITY:

1,600 Tons GRAVEL OR CRUSHED STONE BASE COURSE, TYPE B

The proposed Portland Cement Concrete Base Course, and Base Course Widening shall be constructed as shown on the typical cross sections and special details and as directed by the Engineer.

ESTIMATED QUANTITIES:

7,425 Sq.Yds. P.C. CONCRETE BASE COURSE, 8 INCH
14,744 Sq.Yds. P.C. CONCRETE BASE COURSE WIDENING, 8 INCH

The existing pavement shall be removed and replaced in accordance with Standard 2110 at locations where in the opinion of the Engineer it is necessary to patch the existing pavement.

ESTIMATED QUANTITIES:

300 Sq.Yds. PAVEMENT REMOVAL AND REPLACEMENT, TYPE I (8")
750 Sq.Yds. PAVEMENT REMOVAL AND REPLACEMENT, TYPE IA (8")
1,750 Sq.Yds. PAVEMENT REMOVAL AND REPLACEMENT, TYPE II (9")
800 Sq.Yds. PAVEMENT REMOVAL AND REPLACEMENT, TYPE III (9")
450 Sq.Yds. PAVEMENT REMOVAL AND REPLACEMENT, TYPE IV (8")

Calcium chloride is to be applied on the Granular Embankment Special is directed by the Engineer.

ESTIMATED QUANTITY:

6.2 Tons CALCIUM CHLORIDE APPLIED

Shoulders, ditches, side slopes, backslopes, and other portions of the right of way having insufficient vegetation shall be seeded as directed by the Engineer.

ESTIMATED QUANTITIES:

24.1 Acres TEMPORARY SEEDING
24.1 Acres COMPLETE SEEDING

Side slopes and backslopes having a slope of 4 to 1 or greater and all shoulders shall be mulched as directed by the Engineer.

ESTIMATED QUANTITIES:

68 Tons STRAW FOR ASPHALT-COATED MULCH
6,800 Gals. EMULSIFIED ASPHALT

A strip of sod 18 inches wide shall be placed on each side of paved ditches, paved ditch transitions, and as directed by the Engineer.

ESTIMATED QUANTITIES:

1,050 Sq.Yds. SODDING
4 Units SUPPLEMENTAL WATERING

Existing Guard Posts shall be removed from the ends of culverts and at other locations as designated by the Engineer. They shall be stored along the right of way as directed by the Engineer.

ESTIMATED QUANTITY:

24 Each GUARD POST REMOVAL

APPROACHES:

Dotted Lines indicate earth roadbed, without surfacing material.

Solid Lines indicate approaches to be surfaced with Gravel or Crushed Stone Base Course, Type B.

Right of way markers shall be set at locations indicated on the plans and as directed by the Engineer. All right of way markers shall be made to the dimensions of, and constructed in accordance with, Standard 1744-1, Method A.

Symbols for right of way markers:

- Indicates right of way marker to remain in place.
- Indicates right of way marker to be removed and reset at another location.
- Indicates right of way marker to be set at this location.

GENERAL NOTES (Cont'd.)

Symbols for power line poles:

- Indicates present location of power line pole.
- Indicates proposed location of power line pole.

Symbols for telephone or telegraph poles:

- Indicates present location of telephone or telegraph poles.
- Indicates proposed location of telephone or telegraph poles.

Before ordering storm sewers and pipe culverts the Contractor shall consult the Engineer for exact lengths.

The elevations shown on the plans and cross sections are based on U.S.G.S. MSL datum.

Elevations shown on the plans and station cross sections are the elevations for the top of the existing pavement along the existing centerline except as listed below:

1. From Sta. 170+00 to 193+00; Sta. 335+00 to Sta. 349+14.41 and: Sta. 349+45.60 to Sta. 362+64

The elevations shown are to the top of the proposed I-11 Resurfacing along the centerline.

The minimum stopping sight distance is 442 feet at the vertical curve at Sta. 399+00.

The maximum grade is 3.57% at Sta. 390+00 and extends for 100 feet.

The minimum radius of horizontal curves within the limits of these sections is at Sta. 121+35 with a radius of 829.34 feet.

The horizontal clearance of the proposed bridge at Sta. 349+30 is 41 feet with unlimited vertical clearance.

The boundary between Macon and Piatt Counties is at Sta. 484+00.

Two signs conforming to Standard 2136 shall be erected at locations designated by the Engineer. The cost of these shall be considered as incidental to the contract.

Route	Section	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 2860	-	MACON & PIATT	107	6
Federal Aid Project		ILLINOIS	PROJECT	

* 10W-1 (11,12)W

SUMMARY OF CLASS X CONCRETE

	STATION TO STATION	TYPE OF STRUCTURE	CU. YDS.
L	176+81.5	Std. 2051-DS18-2	3.1*
LAR	181+32	Special Culvert Extension 2' x 1.5' Box	4.1
R	190+20	Std. 2051-DS18-2	3.1*
L	216+87	Std. 2051-DS18-2	3.1*
R	216+87	Std. 2051-DS18-2	3.1*
L	217+29	Std. 1976-D18-2 (1 Hdw.)	0.65*
R	217+29	Std. 1976-D18-2 (1 Hdw.)	0.65*
LAR	235+95	Special Culvert Extension 2' x 1.5' Box	4.0
L	262+15	Std. 1976-D18-2 (1 Hdw.)	0.65*
R	262+15	Std. 1976-D18-2 (1 Hdw.)	0.65*
AR	270+50	Std. 1976-D18-2	1.3*
L	270+96.9	Std. 2051-DS18-2	2.6*
LAR	281+53	Special Culvert Extension 2' x 1.5' Box	4.6
L	294+24	Std. 1976-D18-2 (1 Hdw.)	0.65*
R	294+24	Std. 1976-D18-2 (1 Hdw.)	0.65*
L	303+72	Std. 1976-D18-2 (1 Hdw.)	0.65*
R	303+72	Std. 1976-D18-2 (1 Hdw.)	0.65*
L	322+88.98	Special Inlet for Comb. Conc. C.& G., Type 6	0.5
~~L~~	~~325+44~~	~~Special Tile Outlet Headwall~~	~~0.4*~~
R	323+90.8	Std. 2051-DS18-2	2.8*
~~L~~	~~324+56~~	~~Special Tile Outlet Headwall~~	~~0.4*~~
L	325+10.70	Special Outlet for Comb. Conc. C.& G., Type 6	1.5
LAR	327+69.5	Special Culvert Extension 2' x 2' Box	5.9
LAR	342+24	Special Culvert Extension 2' x 2' Box	10.0
L	340+50 - 348+65	Paved Ditch Inlet	2.1
R	348+50 - 348+65	Paved Ditch Inlet	2.1
AR	348+98 & 349+62	Reinforced Concrete Piling Caps	3.2
L	350+35 - 350+50	Paved Ditch Inlet	2.1
R	350+35 - 350+50	Paved Ditch Inlet	3.0
R	351+40.5	Special Culvert Design 4' x 4' Box	16.3
R	351+60	Special Tile Outlet Headwall	0.2*
R	362+23	Special Culvert Design 4' x 3' Box	11.2
R	363+25	Special Culvert Design 4' x 3' Box	11.2
R	378+10	Special Culvert Design 4' x 3' Box	11.2
LAR	383+84	Special Culvert Extension 3' x 1.5' Box	5.4
L	388+59 - 388+84	Transition from Pipe Culvert to Paved Ditch	1.3
L	389+10 - 389+25	Transition from Pipe Culvert to Paved Ditch	1.3
L	391+16 - 391+31	Transition from Pipe Culvert to Paved Ditch	1.3
R	391+16 - 391+31	Transition from Pipe Culvert to Paved Ditch	1.6
L	391+83 - 391+98	Transition from Pipe Culvert to Paved Ditch	1.3
R	391+83 - 391+98	Transition from Pipe Culvert to Paved Ditch	1.6
L	398+14 - 398+29	Transition from Pipe Culvert to Paved Ditch	1.3
R	399+50 - 399+65	Paved Ditch Inlet	2.3
LAR	410+54	Special Culvert Extension 2' x 2' Box	4.9
L	431+21	Std. 2051-DS18-2	2.6*
R	431+24	Std. 2051-DS18-2	2.6*
LAR	444+60	Std. 1976-D24-2	2.0*
L	484+00	Std. 2051-DS24-2	4.1*
R	484+00	Std. 2051-DS24-2	4.1*
LAR	498+35	Special Culvert Extension 2' x 2' Box	4.8
LAR	530+11	Special Culvert Extension 2' x 1.5' Box	3.9
L	50+45	Std. 2051-DS24-2 (1 Hdw.)	1.8*
R	50+45	Std. 2051-DS24-2 (1 Hdw.)	1.7*
L	50+84.32	Special Outlet for Comb. Conc. C.& G., Type 6	1.4
R	50+98.81	Special Outlet for Comb. Conc. C.& G., Type 6	1.4

*CLASS X CONCRETE (HEADWALL) = 44.3 CU. YDS. O.K.

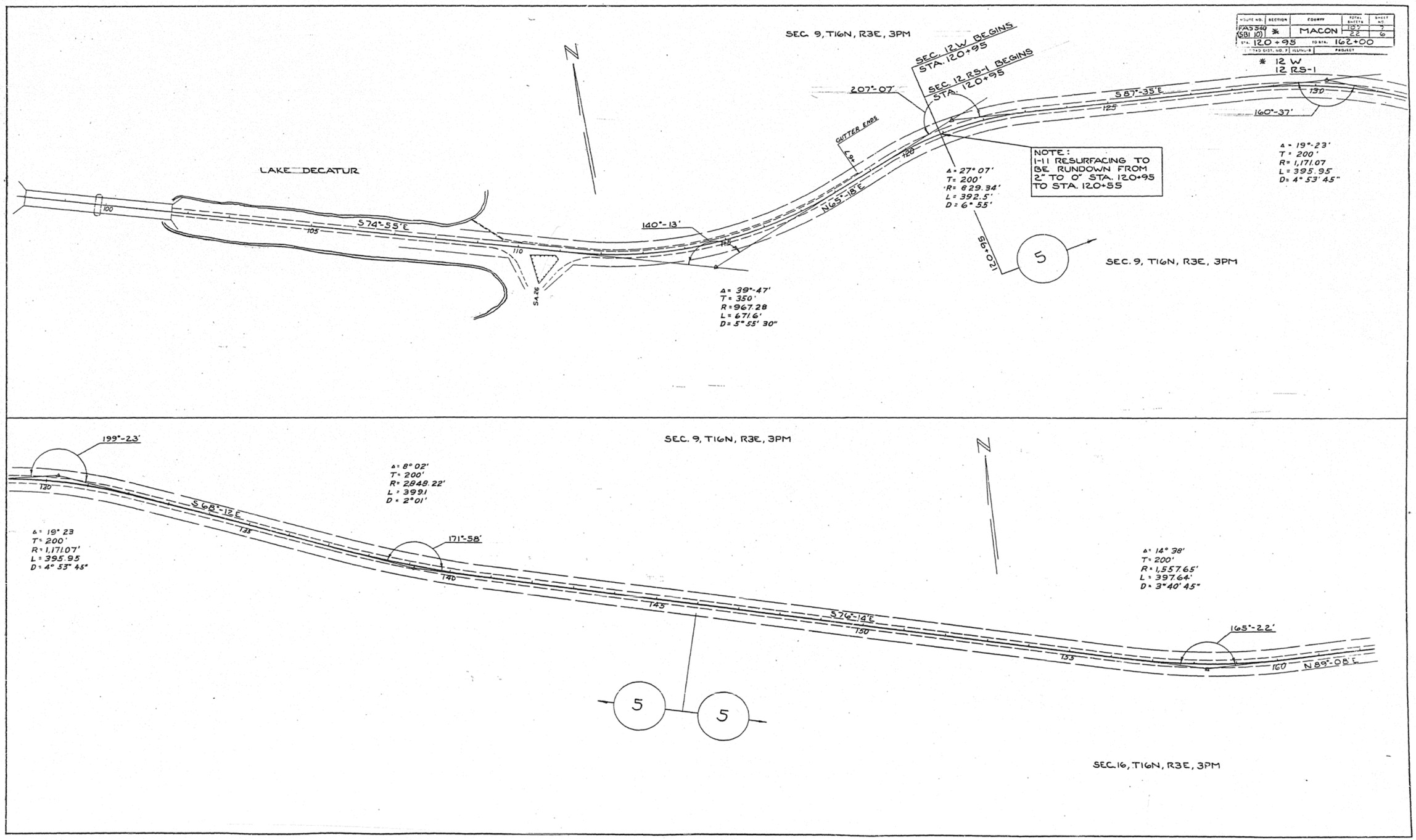
CLASS X CONCRETE = 126.8 CU. YDS. O.K.

R 318+15	Special Tile Outlet Headwall	0.4
R 478+00	Special Tile Outlet Headwall	0.4

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 560		MACON	152	7
(SBI 10)	*		22	6

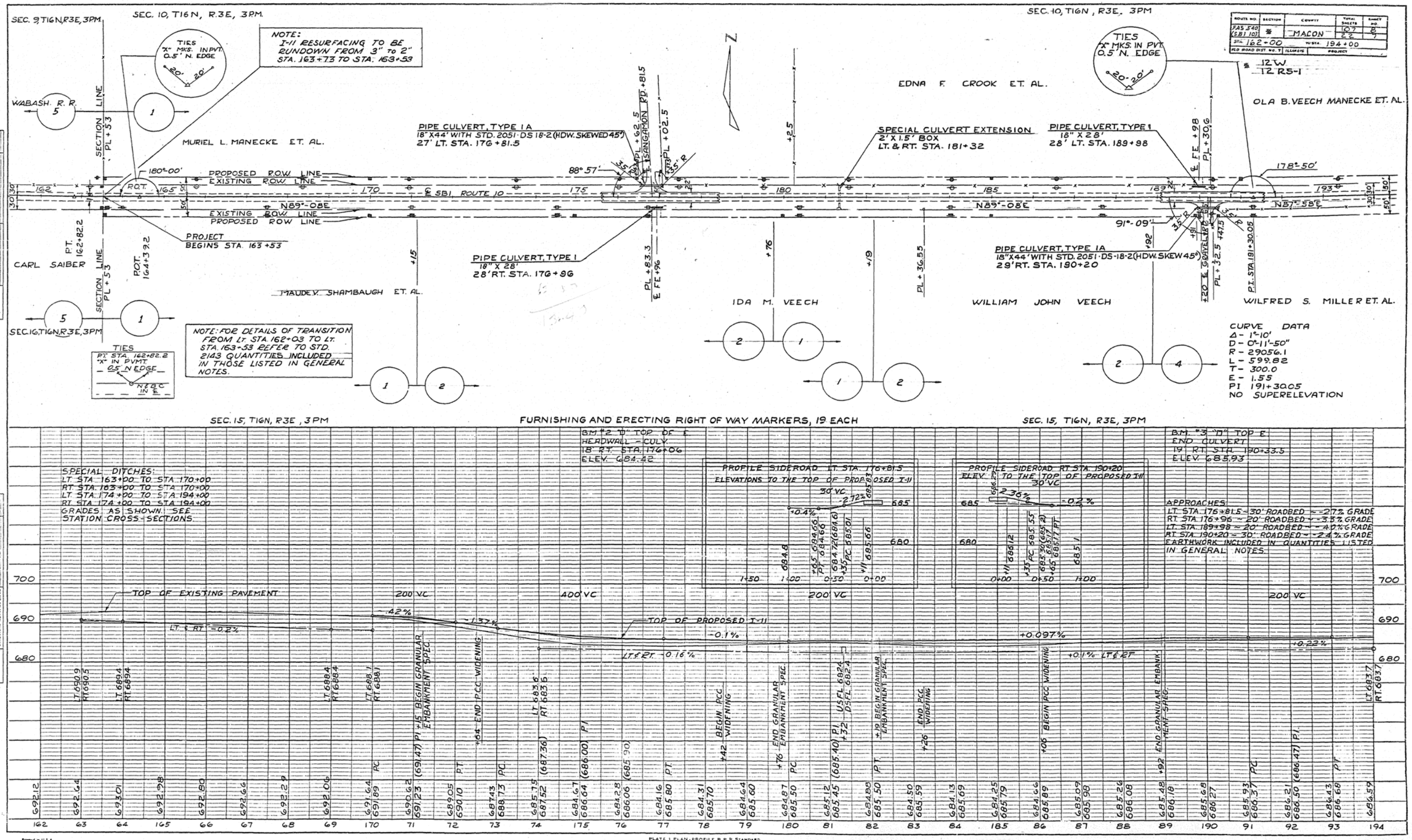
STA. 120+95 TO STA. 162+00

FED. DIST. NO. 7 | ILLINOIS | PROJECT



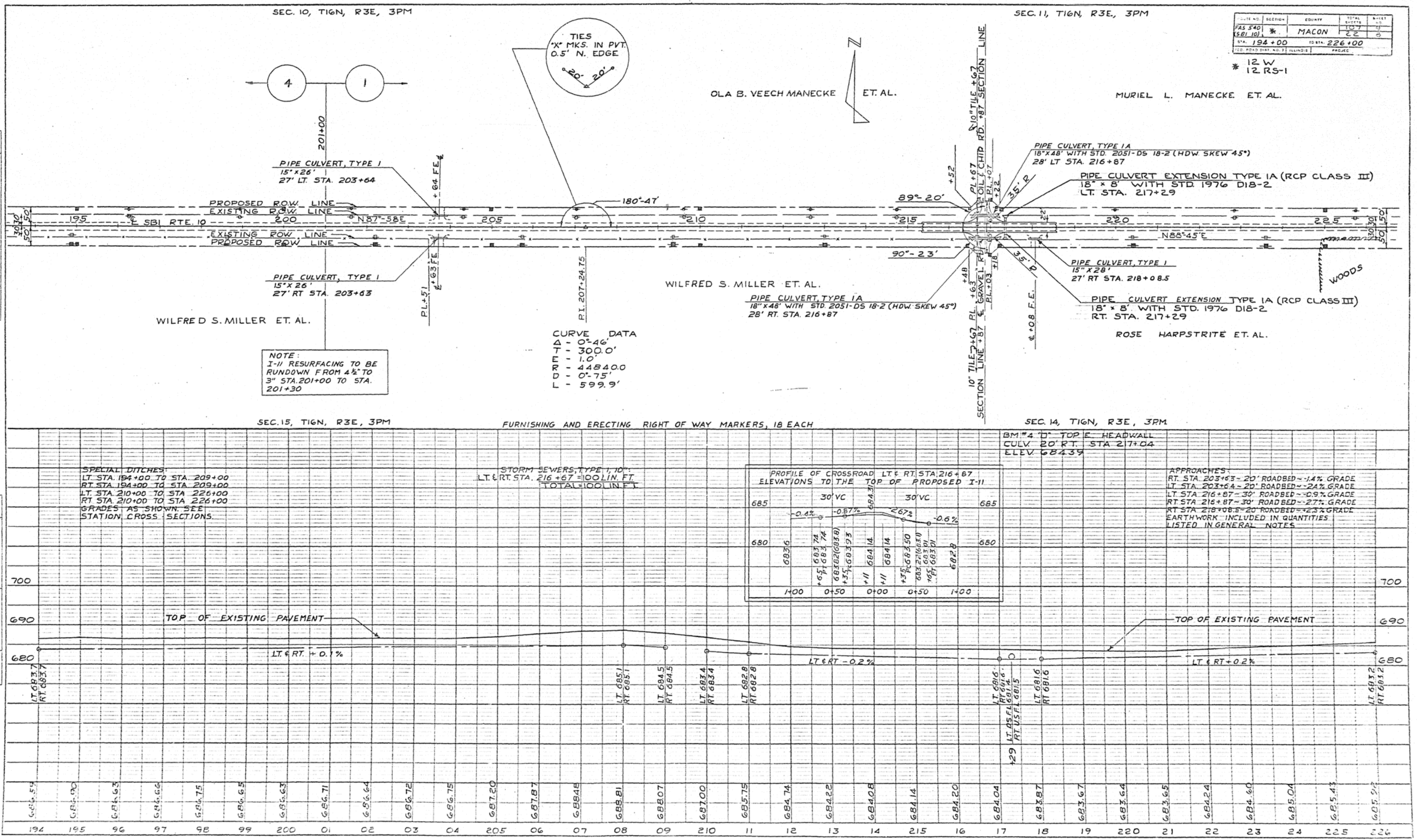
ENTIRE SECTION INSPECTED AND APPROVED AS TO POLICY
DISTRICT ENGINEER J. J. Epsie
DATE June 25, 1980

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 540 (SBI 10)	*	MACON	107	8
STA. 162+00	TO STA. 194+00		22	7
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 540 (SBI 10)	*	MACON	107 22	9 8
STA. 194+00		TO STA. 226+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

* 12 W
12 RS-1



NOTE:
I-11 RESURFACING TO BE RUNDOWN FROM 4½" TO 3" STA. 201+00 TO STA. 201+30

CURVE DATA
Δ - 0°-46'
T - 300.0'
E - 1.0'
R - 44840.0
D - 0°-7.5'
L - 599.9'

SPECIAL DITCHES:
LT. STA. 194+00 TO STA. 209+00
RT. STA. 194+00 TO STA. 209+00
LT. STA. 210+00 TO STA. 226+00
RT. STA. 210+00 TO STA. 226+00
GRADES AS SHOWN. SEE STATION CROSS SECTIONS.

STORM SEWERS, TYPE 1, 10":
LT. & RT. STA. 216+67 = 100 LIN. FT.
TOTAL = 100 LIN. FT.

PROFILE OF CROSSROAD LT. & RT. STA. 216+87
ELEVATIONS TO THE TOP OF PROPOSED I-11

BM "4 "D" TOP E. HEADWALL
CULV. 20' RT. STA 217+04
ELEV. 684.39

APPROACHES:
RT. STA. 203+63 ~ 20' ROADBED ~ -1.4% GRADE
LT. STA. 203+64 ~ 20' ROADBED ~ -2.4% GRADE
LT. STA. 216+87 ~ 30' ROADBED ~ -0.9% GRADE
RT. STA. 216+87 ~ 30' ROADBED ~ -2.7% GRADE
RT. STA. 218+08.5 ~ 20' ROADBED ~ +2.3% GRADE
EARTHWORK INCLUDED IN QUANTITIES LISTED IN GENERAL NOTES

PLAN		BY	DATE
NOTE BOOK	SURVEYED	O.W.S.	6-58
NO.	PLOTTED	T.L.A.	8-58
	ALIGNMENT CHECKED	J.L.F.	2-60
	RT. OF WAY CHECKED	J.L.F.	2-60

PROFILE		BY	DATE
NOTE BOOK	SURVEYED	O.W.S.	6-58
NO.	PLOTTED	T.L.A.	8-58
	GRADES CHECKED	C.J.B.	3-60
	B.M.s NOTED	J.L.F.	3-60
	STRUCTURE NOTATIONS CHKD	R.A.S.	3-60

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 540 (S.B. 10)	*	MACON	107	10
			52	9
STA. 226+00		TO STA. 258+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

* 11,12 W
11 RS, 12 RS-1

SEC. 11, T16N, R3E, 3PM

TIES
"X" MKS. IN PVT.
0.5' N. EDGE
20' 20'

Pipe Culvert Type 1-15"
Lt. 230+49

MURIEL L. MANECKE ET. AL.

EDNA F. CROOK

CARL G VEECH

CARL G VEECH ET. AL.

SPECIAL CULVERT EXTENSION
2' X 15' BOX
LT. & RT. STA 235+95

PIPE CULVERT, TYPE 1
15" x 34'
31' LT. STA. 230+22

PIPE CULVERT, TYPE 1
18" x 30'
29' LT. STA. 243+63

PIPE CULVERT, TYPE 1
15" x 34'
31' LT STA. 247+98

PIPE CULVERT, TYPE 1
15" x 38'
31' LT. STA. 249+59

PIPE CULVERT, TYPE 1
15" x 34'
31' LT. STA 250+49

PIPE CULVERT, TYPE 1
15" x 34'
31' LT. STA. 252+83

PIPE CULVERT, TYPE 1
15" x 36'
31' LT. STA. 257+21

PROPOSED R.O.W. LINE
EXISTING R.O.W. LINE
EXISTING R.O.W. LINE
PROPOSED R.O.W. LINE

℄ SBI RTE. 10

N88°-45'E

N88°-16'-30"E

PIPE CULVERT, TYPE 1
15" x 34'
31' RT. STA. 230+65

PIPE CULVERT, TYPE 1
15" x 34'
32' RT. STA. 230+25

PIPE CULVERT, TYPE 1
15" x 46'
31' RT. STA. 227+03

PIPE CULVERT, TYPE 1
15" x 32'
31' RT STA. 250+39

PIPE CULVERT, TYPE 1
15" x 32'
32' RT STA. 256+64

FILLING EXISTING WELLS
32' RT. STA. 228+35
(SEE SPECIAL PROVISIONS)

END SEC. 12 W — BEGIN SEC. 11 W
END SEC. 12 RS-1 — BEGIN SEC. 11 RS

ROSE HARPSTRITE ET. AL.

MURIEL L. MANECKE

OLA B. MANECKE

HESTER A. WHEELER

SEC. 14, T16N, R3E, 3PM

FURNISHING & ERECTING RIGHT OF WAY MARKERS, 12 EACH

BM #5 - N & BC IN
POWER POLE 27'
RT. STA. 235+43
ELEV. 685.46

BM #6 "D" TOP
N.E. HEADWALL CULV.
20' RT. STA. 250+33.5
ELEV. 689.53

SPECIAL DITCHES:
LT. STA. 226+00 TO STA. 247+00
RT. STA. 226+00 TO STA. 247+00
GRADES AS SHOWN. SEE
STATION CROSS-SECTIONS

SIDEWALK REMOVAL:
RT. STA. 226+89.5 = 60 SQ. FT.

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH:
RT. STA. 226+89.5 = 73 SQ. FT.

STORM SEWERS, TYPE 1, 12":
RT. STA. 235+95 = 108 LIN. FT.
LT. & RT. STA. 242+70 = 100 LIN. FT.
TOTAL = 208 LIN. FT.

APPROACHES:
RT. STA. 227+07 ~ 30.5' ROADBED ~ +0.8% GRADE
LT. STA. 230+22 ~ 20' ROADBED ~ +3.5% GRADE
RT. STA. 230+25 ~ 20' ROADBED ~ +1.4% GRADE
RT. STA. 230+65 ~ 20' ROADBED ~ +0.7% GRADE
LT. STA. 243+63 ~ 20' ROADBED ~ +3.4% GRADE
LT. STA. 247+98 ~ 20' ROADBED ~ +1.7% GRADE
LT. STA. 249+59 ~ 22' ROADBED ~ +1.5% GRADE
LT. STA. 250+49 ~ 20' ROADBED ~ 0.0% GRADE
RT. STA. 250+39 ~ 20' ROADBED ~ -2.0% GRADE
LT. STA. 252+83 ~ 20' ROADBED ~ -2.5% GRADE
RT. STA. 256+64 ~ 20' ROADBED ~ +2.0% GRADE
LT. STA. 257+21 ~ 20' ROADBED ~ +7.5% GRADE
EARTHWORK INCLUDED IN QUANTITIES LISTED IN GENERAL NOTES.

TOP OF EXISTING PAVEMENT

LT. & RT. +0.2% — LT. & RT. -0.5% — LT. & RT. -0.26% — LT. & RT. +0.2%

LT. 687.2 RT. 683.2 — LT. 683.6 RT. 683.6 — LT. 682.6 RT. 682.6 — LT. 681.3 RT. 681.3 — 695 RT. US FL. 681.2 LT. DS FL. 681.1 — LT. 681.3 RT. 681.3 — LT. 683.2 RT. 683.2

685.92 — 686.36 — 686.59 — 686.57 — 686.23 — 685.99 — 685.38 — 684.76 — 684.16 — 683.78 — 683.62 — 683.39 — 683.28 — 683.36 — 683.61 — 684.24 — 684.84 — 685.18 — 685.57 — 685.83 — 686.23 — 686.90 — 687.72 — 688.52 — 689.32 — 689.9 — 690.15 — 690.21 — 690.39 — 690.59 — 690.42 — 689.44 — 688.45

700 — 690 — 680

226 27 28 29 230 31 32 33 34 235 36 37 38 39 240 41 42 43 44 245 46 47 48 49 250 51 52 53 54 255 56 57 258

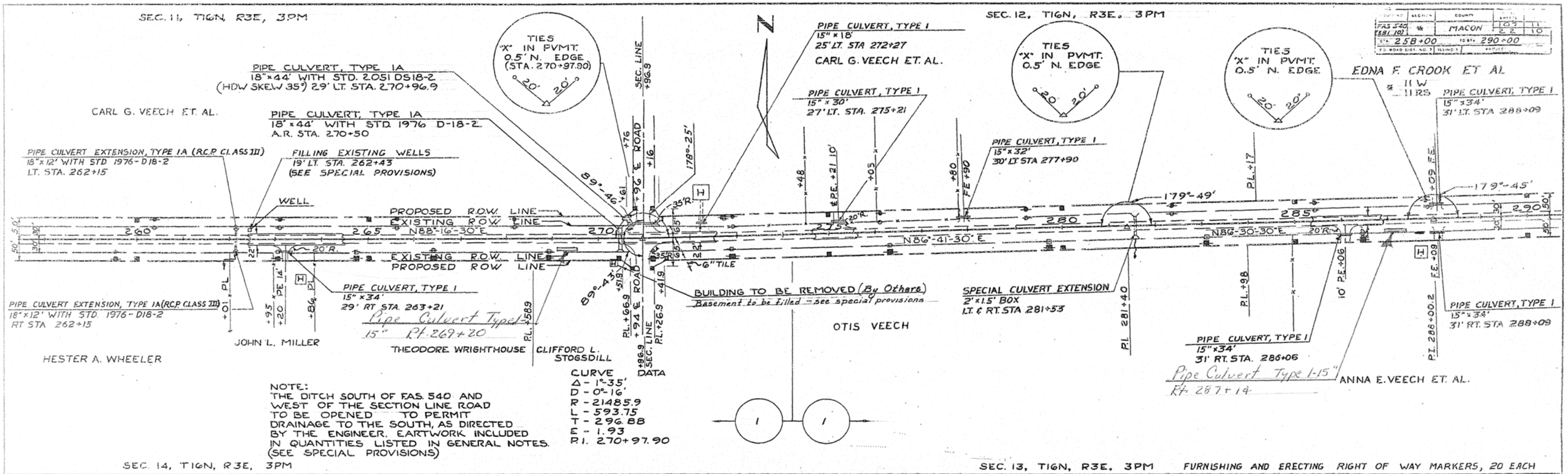
PLAN	SURVEYED	PLOTTED	ALIGNMENT CHECKED	RIGHT OF WAY STAKED	NOTE BOOK	NO
DATE	6-28-90	8-30-90	8-30-90	8-30-90		
BY	D.W.S.	D.L.J.	D.L.J.	D.L.J.		

PROFILE	SURVEYED	PLOTTED	GRADES CHECKED	B.M. NOTED	STRUCTURE NOTATIONS CHKD	NOTE BOOK	NO
DATE	6-28-90	8-30-90	8-30-90	8-30-90			
BY	D.W.S.	D.L.J.	D.L.J.	D.L.J.			

PLATE 1 PLAN-PROFILE & P.R. STANDARD
KEUFFEL & ESSER CO. CHICAGO-NEW YORK

Printed in U.S.A.
On ARMBRUSTER Tracing Cloth

FAS 540 (SBI 10) | * | MACON | 102 | 22 | 10
STA. 258+00 TO STA. 290+00
F.A. ROAD DIST. NO. 3 | ILLINOIS



PIPE CULVERT, TYPE IA
18"×44' WITH STD. 2051 DS18-2
(HDW SKEW 35°) 29' LT. STA. 270+96.9

PIPE CULVERT, TYPE IA
18"×44' WITH STD. 1976 D-18-2
A.R. STA. 270+50

PIPE CULVERT EXTENSION, TYPE IA (R.C.P. CLASS III)
18"×12' WITH STD 1976-D18-2
LT. STA. 262+15

FILLING EXISTING WELLS
19' LT. STA. 262+43
(SEE SPECIAL PROVISIONS)

PIPE CULVERT EXTENSION, TYPE IA (R.C.P. CLASS III)
18"×12' WITH STD. 1976-D18-2
RT STA 262+15

PIPE CULVERT, TYPE I
15"×34'
29' RT STA. 263+21

Pipe Culvert Type I
15" Rt. 269+20

PIPE CULVERT, TYPE I
15"×18'
25' LT. STA 272+27

PIPE CULVERT, TYPE I
15"×30'
27' LT. STA. 275+21

PIPE CULVERT, TYPE I
15"×32'
30' LT STA 277+90

PIPE CULVERT, TYPE I
15"×34'
31' LT. STA 288+09

BUILDING TO BE REMOVED (By Others)
Basement to be filled – see special provisions

SPECIAL CULVERT EXTENSION
2'×1.5' BOX
LT. & RT. STA 281+53

PIPE CULVERT, TYPE I
15"×34'
31' RT. STA. 286+06

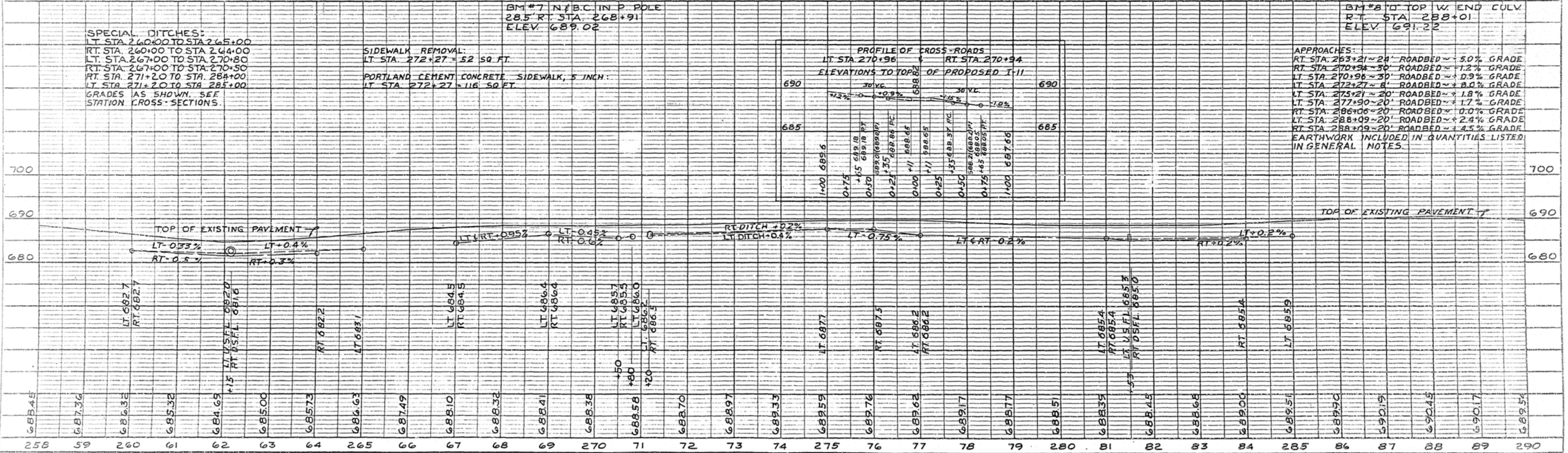
Pipe Culvert Type I-15"
Rt. 287+14

PIPE CULVERT, TYPE I
15"×34'
31' RT. STA. 288+09

CURVE DATA
Δ - 1°-35'
D - 0°-16'
R - 21485.9
L - 593.75
T - 296.88
E - 1.93
P.I. 270+97.90

NOTE:
THE DITCH SOUTH OF FAS. 540 AND WEST OF THE SECTION LINE ROAD TO BE OPENED TO PERMIT DRAINAGE TO THE SOUTH, AS DIRECTED BY THE ENGINEER. EARTWORK INCLUDED IN QUANTITIES LISTED IN GENERAL NOTES. (SEE SPECIAL PROVISIONS)

FURNISHING AND ERECTING RIGHT OF WAY MARKERS, 20 EACH



BM #7 N & B.C. IN P. POLE
28.5' RT. STA. 268+91
ELEV. 689.02

BM #8 "□" TOP W. END CULV.
RT. STA. 288+01
ELEV. 691.22

SPECIAL DITCHES:
LT. STA. 260+00 TO STA 265+00
RT. STA. 260+00 TO STA 264+00
LT. STA. 267+00 TO STA. 270+80
RT. STA. 267+00 TO STA. 270+50
RT. STA. 271+20 TO STA. 284+00
LT. STA. 271+20 TO STA. 285+00
GRADES AS SHOWN. SEE STATION CROSS-SECTIONS.

SIDEWALK REMOVAL:
LT. STA. 272+27 = 52 SQ. FT.

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH:
LT. STA. 272+27 = 116 SQ. FT.

APPROACHES:
RT. STA. 263+21 ~ 24' ROADBED ~ - 5.0% GRADE
RT. STA. 270+94 ~ 30' ROADBED ~ -1.2% GRADE
LT. STA. 270+96 ~ 30' ROADBED ~ + 0.9% GRADE
LT. STA. 272+27 ~ 8' ROADBED ~ + 8.0% GRADE
LT. STA. 275+21 ~ 20' ROADBED ~ + 1.8% GRADE
LT. STA. 277+90 ~ 20' ROADBED ~ + 1.7% GRADE
RT. STA. 286+06 ~ 20' ROADBED ~ 0.0% GRADE
LT. STA. 288+09 ~ 20' ROADBED ~ + 2.4% GRADE
RT. STA. 288+09 ~ 20' ROADBED ~ + 4.5% GRADE
EARTHWORK INCLUDED IN QUANTITIES LISTED IN GENERAL NOTES.

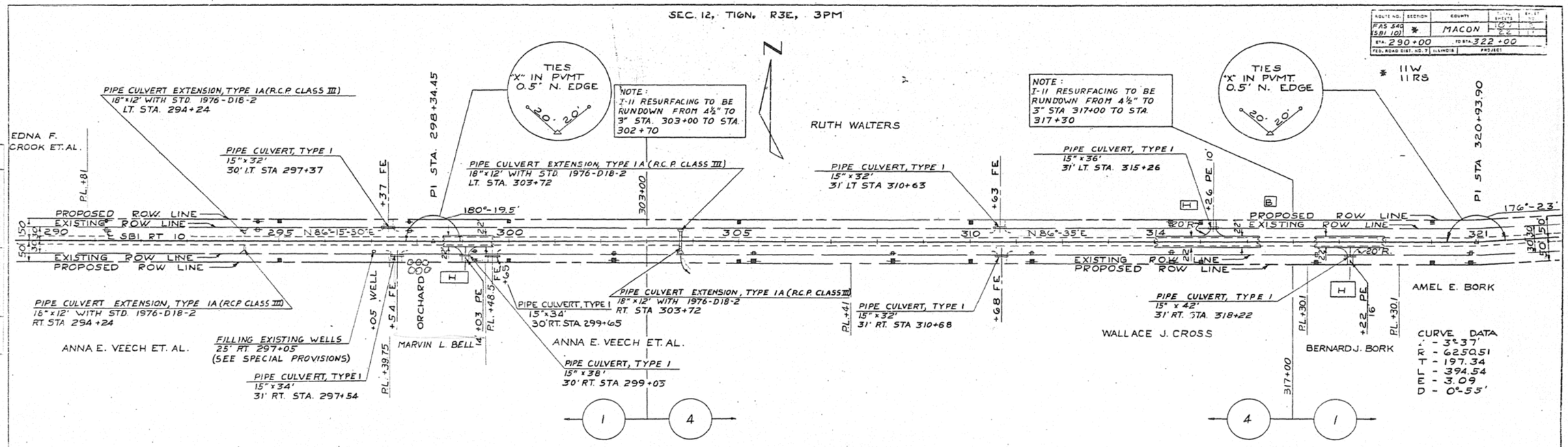
Printed in U.S.A.

PLATE 1 PLAN - PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

Revised 7/14/60 Note to Building removal

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 540 (SBI 10)	*	MACON	10 / 22	
STA. 290+00		TO STA. 322+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

SEC. 12, T16N, R3E, 3PM



SEC. 13, T16N, R3E, 3PM

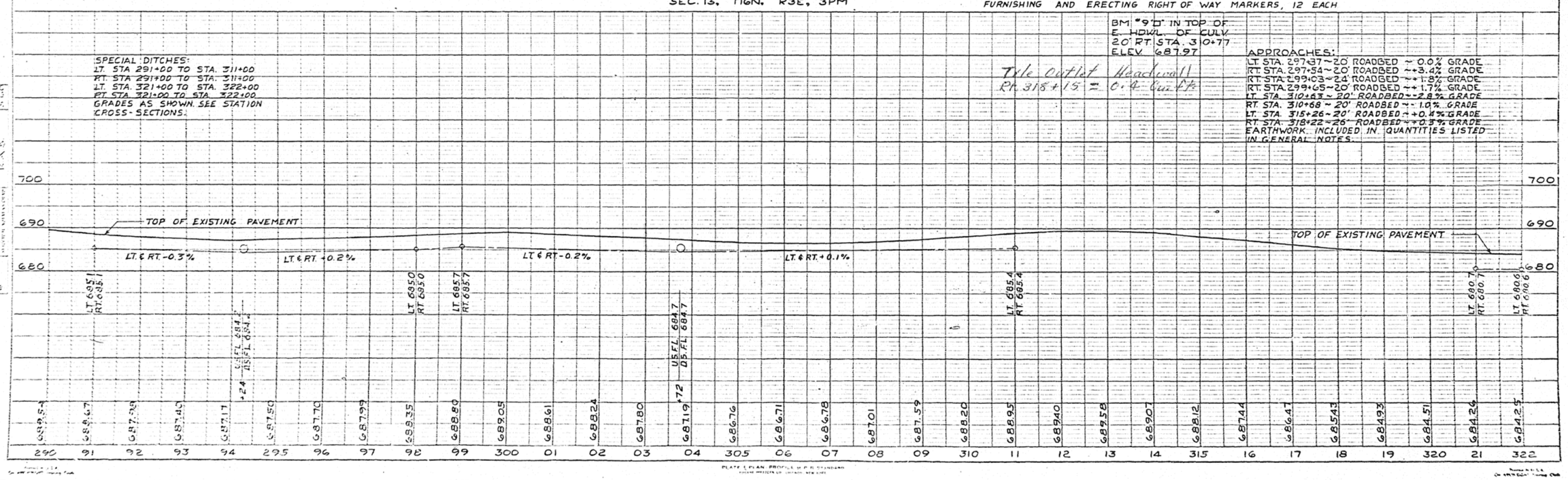
FURNISHING AND ERECTING RIGHT OF WAY MARKERS, 12 EACH

BM #9 "D" IN TOP OF E. HDWL. OF CULV. 20' RT. STA. 310+77 ELEV. 687.97

Tile Outlet Headwall RT. 318+15 = 0.4 Cu. Yd.

SPECIAL DITCHES:
LT. STA 291+00 TO STA. 311+00
RT. STA 291+00 TO STA. 311+00
LT. STA. 321+00 TO STA. 322+00
RT. STA. 321+00 TO STA. 322+00
GRADES AS SHOWN. SEE STATION CROSS-SECTIONS.

APPROACHES:
LT. STA. 297+37 ~ 20' ROADBED ~ 0.0% GRADE
RT. STA. 297+54 ~ 20' ROADBED ~ +3.4% GRADE
RT. STA. 299+03 ~ 24' ROADBED ~ +1.8% GRADE
RT. STA. 299+65 ~ 20' ROADBED ~ +1.7% GRADE
LT. STA. 310+63 ~ 20' ROADBED ~ -2.8% GRADE
RT. STA. 310+68 ~ 20' ROADBED ~ -1.0% GRADE
LT. STA. 315+26 ~ 20' ROADBED ~ +0.4% GRADE
RT. STA. 318+22 ~ 26' ROADBED ~ +0.3% GRADE
EARTHWORK INCLUDED IN QUANTITIES LISTED IN GENERAL NOTES.



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS540 (SBI 10)	*	MACON	107	13
			22	15
STA. 322+00		TO STA. 354+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

* 11W
11R5

SEC. 12, T. 16N., R. 3 E., 3 P.M.

SEC. 7 T16N R4E 3PM

RUTH WALTERS

CHARLES E. REEVES

BERTHA M. MAYBERRY EST.

THELMA CLARKSON ET. AL.

AMEL E. BORK

MICHAEL MARQUARDT

ARNOLD E. BORK

GEORGE WILLARD LEONARD

THELMA CLARKSON ET. AL.

SEC. 13, T. 16N., R. 3 E., 3 P.M.

SEC. 18 T16N R4E 3PM

SEC. LINE

ROAD

FOR DETAIL OF INTERSECTION SEE SHEET NO. 20 (WIDENING SECTION) NO. 19 (RESURFACING SECTION)

TIES "X" IN PVMT. 0.5' N. EDGE

95°-52'

184°-44'

84°-45'

N82°-58' E

R.I. +25.10

PROPOSED R.O.W. LINE

EXISTING R.O.W. LINE

EXISTING R.O.W. LINE

PROPOSED R.O.W. LINE

PIPE CULVERT, TYPE 1
15" x 36'
32' LT. STA 329+20

PIPE CULVERT, TYPE 1
15" x 32'
32' RT. STA. 328+57

PIPE CULVERT, TYPE 1
18" x 36'
30' RT. STA 325+69.5

PIPE CULVERT, TYPE 1A
18" x 68' WITH STD 2051-DS18-2 (HDW. SKEW 40°)
31' RT STA 323+90.8

CURVE DATA
Δ - 4°-44'
DD - 1°-11'
R - 4841.98
L - 400.00
T - 200.15
E - 4.12
PI - 327+25.10

SPECIAL CULVERT EXTENSION
2'x2' BOX
LT. & RT. STA. 327+69.5

PIPE CULVERT, TYPE 1
15" x 30'
31' LT. STA 337+77

PIPE CULVERT, TYPE 1
15" x 30'
31' RT. STA. 337+14

PIPE CULVERT, TYPE 1
15" x 34'
33' RT. STA. 339+60

SPECIAL CULVERT EXTENSION
2'x2' BOX
LT. & RT. STA. 342+24

P.C. CONCRETE STEPS
TO BE REMOVED
(SEE SPECIAL PROVISIONS)

EXISTING STRUCTURE TO BE REMOVED
INCLUDED IN SEC. 11BR

PIPE CULVERT, TYPE 2
15" x 46'
36' LT. STA. 346+33.5

EASEMENT LINE

PIPE CULVERT, TYPE 2, 24" x 48'
38' LT. STA. 351+88

SPECIAL TILE OUTLET HEADWALL

SPECIAL CULVERT DESIGN
4' x 4' BOX
39' RT. STA. 351+40.5

TIES "X" IN PVMT. 0.5' N. EDGE

BRIDGE APPROACH SLABS (METHOD II)
STA. 348+78.41 TO STA. 349+13.88 ℄
STA. 349+46.13 TO STA. 349+81.60
QUANTITIES FOR APPROACHES:
P.C.C. BASE COURSE 16½'-10½'-16½' = 176 SQ.YDS.
REINFORCEMENT BARS = 10,610 LBS.
124 TRANSVERSE BARS #5 @ 2.2'-11"
116 LONGITUDINAL BARS #8 @ 17'-4"
64 LONGITUDINAL BARS #8 @ 13'-4"
NOTE: SAME AS STANDARD FOR BRIDGE APPROACH SLABS, BASE COURSE, EXCEPT LENGTH OF APPROACH SLABS ARE 16'-0"
INCLUDED IN SEC. 10W-1 (11, 12) W
2 CAPS - 3.2 CU.YDS. CLASS X CONC.
1140 LBS. REIN. BARS

SPECIAL BRIDGE DESIGN
R.C. DECK GIRDER ON SOLID CONCRETE ABUTMENTS
1 SPAN @ 30'-1½" ALONG ℄, SKEWED 20°
41' ROADWAY
STA. 349+30
INCLUDED IN SEC. 11BR

NOTE:
BRIDGE APPROACH SLABS TO BE RESURFACED WITH 3" ± BITUMINOUS RESURFACING (165 LBS. PER SQ.YD. BITUMINOUS CONCRETE SURFACE COURSE SUBCLASS I-11 AND 165 LBS. PER SQ.YD. BITUMINOUS CONCRETE BINDER COURSE)

OMISSION FROM RESURFACING & WIDENING
STA. 349+13.88 TO STA. 349+46.13

FURNISHING AND ERECTING RIGHT OF WAY MARKERS, 20 EACH

BM #10 TOP OF ROW MARKER
NW QUAD. JCT. SBI 10 ℄
OAKLEY RD. 78' LT. STA 323+60
ELEV. 685.22

SPECIAL DITCHES:
LT. STA. 322+00 TO STA. 323+60
RT. STA. 322+00 TO STA. 323+00
LT. STA. 326+50 TO STA. 326+00
LT. STA. 327+00 TO STA. 337+00
RT. STA. 327+00 TO STA. 337+00
LT. STA. 338+00 TO STA. 348+50
RT. STA. 340+00 TO STA. 348+50
RT. STA. 350+50 TO STA. 354+00
LT. STA. 350+50 TO STA. 354+00
GRADES AS SHOWN. SEE STATION CROSS-SECTIONS.

PROFILE OF CROSS-ROADS
Elevations To Top Of Proposed I-11 Resurfacing

LT. & RT. STA. 323+94

BM #11 "D" CUT IN TOP OF E. CULV. HDWL. 18' RT. STA. 339+68
ELEV. 677.66

PAVED DITCH, 9 FEET:
RT. STA. 349+20 TO STA. 350+35 = 115 LIN. FT.

PAVED DITCH, 6 FEET:
RT. STA. 348+65 TO STA. 349+12 = 47 LIN. FT.
LT. STA. 348+65 TO STA. 349+42 = 77 LIN. FT.
LT. STA. 349+51 TO STA. 350+35 = 84 LIN. FT.
TOTAL = 208 LIN. FT.

PAVED DITCH INLETS:
RT. STA. 348+50 TO STA. 348+65 = 2.1 CU. YDS. CLASS "X" CONCRETE
LT. STA. 348+50 TO STA. 349+65 = 2.1 CU. YDS. CLASS "X" CONCRETE
RT. STA. 350+35 TO STA. 350+50 = 2.1 CU. YDS. CLASS "X" CONCRETE
LT. STA. 350+35 TO STA. 350+50 = 2.1 CU. YDS. CLASS "X" CONCRETE
TOTAL = 9.3 CU. YDS. CLASS "X" CONCRETE

SPECIAL TILE OUTLET HEADWALL
42' RT. STA. 351+60 = 0.2 CU. YDS.
CLASS "X" CONCRETE

BM #12 "D" CUT IN TOP OF N.W. WINGWALL OF BRIDGE 11' LT.
STA. 349+67.5
ELEV. 675.98

APPROACHES:
LT. STA. 323+94 = 36' ROADBED ~ -0.8% GRADE
RT. STA. 323+94 = 30' ROADBED ~ +1.2% GRADE
RT. STA. 325+69.5 = 20' ROADBED ~ -0.8% GRADE
RT. STA. 328+57 = 20' ROADBED ~ -4.5% GRADE
LT. STA. 329+20 = 20' ROADBED ~ -10.0% GRADE
RT. STA. 337+14 = 20' ROADBED ~ -4.0% GRADE
LT. STA. 337+77 = 20' ROADBED ~ -6.0% GRADE
RT. STA. 339+60 = 20' ROADBED ~ -8.9% GRADE
LT. STA. 346+33.5 = 20' ROADBED ~ -6.6% GRADE
RT. STA. 351+40.5 = 20' ROADBED ~ -10.0% GRADE
RT. STA. 351+88 = 20' ROADBED ~ -10.0% GRADE
EARTHWORK INCLUDED IN QUANTITIES LISTED IN GENERAL NOTES.

PAVEMENT REMOVAL
STA. 335+00 TO STA. 337+50 = 500 SQ. YDS.

TOP OF EXISTING PAVEMENT

TOP OF PROPOSED I-11 RESURFACING

PLATE 1 PLAN-PROFILE & P.E. STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

Revised 7/14/80 Channel Change easement

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 540	*	MACON	10	2
(SBI 101)			10	3
STA. 354+00		TO STA. 386+00		

* 11 W
11 RS

SEC. 7 T16N R4E 3PM

TIES
"X" IN PVMT.
0.5' N. EDGE
20' 20'

THELMA CLARKSON ET. AL.

PIPE CULVERT, TYPE 1
24" X 32'
31' LT. STA. 358 +82

PIPE CULVERT, TYPE 1
24" X 34'
31' LT. STA. 362+22

ERVIN EARL SHOBE

THELMA CLARKSON

PIPE CULVERT, TYPE 1
24" X 36'
31' LT. STA. 367 + 90

PIPE CULVERT, TYPE 1
18" X 34'
31' LT. STA. 378 + 37

SEC. LINE

TIES
"X" IN PVMT.
0.5' N. EDGE
20' 20'

SEC. 8 T16N R4E 3PM

EUGENE MANECKE

+82 ℄ FE
+22 ℄ FE
+93 PL
+93
+90 ℄ PE 12
+18 PL
+26.95 PL
+37 ℄ FE
P.I. 379+16.6

180°-24'
ORCHARD
PROPOSED R.O.W. LINE
EXISTING R.O.W. LINE
181°-30.5'

35.5 N87°-28'-30"E 360 365 370 375 N87°-52'-30"E 380 N89°-23"E 385

EXISTING R.O.W. LINE
PROPOSED R.O.W. LINE

20' R.
20' PA
WATER WAY
+40
+16.5
+29.5
+81
+2.3 ℄ PE 10'
362+64
+2.5 ℄ 10' PE
P.I. 364+17.5
+90 PL
8" TILE
+10 ℄ FE

STA. 378+26.95 - 3/4" ϕ PIN
IN PAVEMENT 3.2' RT. ℄
SE. COR. SEC. 7, T16N, R4E, 3PM
(PIN SHOULD BE PRESERVED)

SPECIAL CULVERT DESIGN
4' × 3' BOX
34' RT. STA. 378+10

THE NATIONAL BANK OF DECATUR

SPECIAL CULVERT EXTENSION
3' X 1.5' BOX
LT. ℄ RT. STA. 383 + 84

THELMA CLARKSON ET. AL.

NOTE:
I-11 RESURFACING TO BE RUNDOWN FROM 4½" TO 3" STA. 362+64 TO STA. 362+34

3 4

SPECIAL CULVERT DESIGN
4' × 3' BOX
32' RT. STA. 363+25

SPECIAL CULVERT DESIGN
4' × 3' BOX
32' RT. STA. 362+23

SEC. 18 T16N R4E 3PM

FURNISHING AND ERECTING RIGHT OF WAY MARKERS, 14 EACH

SEC. 17 T16N R4E 3PM

SPECIAL DITCHES:
LT. STA. 356+00 TO STA. 358+00
RT. STA. 356+00 TO STA. 361+00
RT. STA. 375+00 TO STA. 379+00
LT. STA. 381+00 TO STA. 385+00
RT. STA. 381+00 TO STA. 385+00
GRADES AS SHOWN. SEE STATION CROSS SECTIONS.

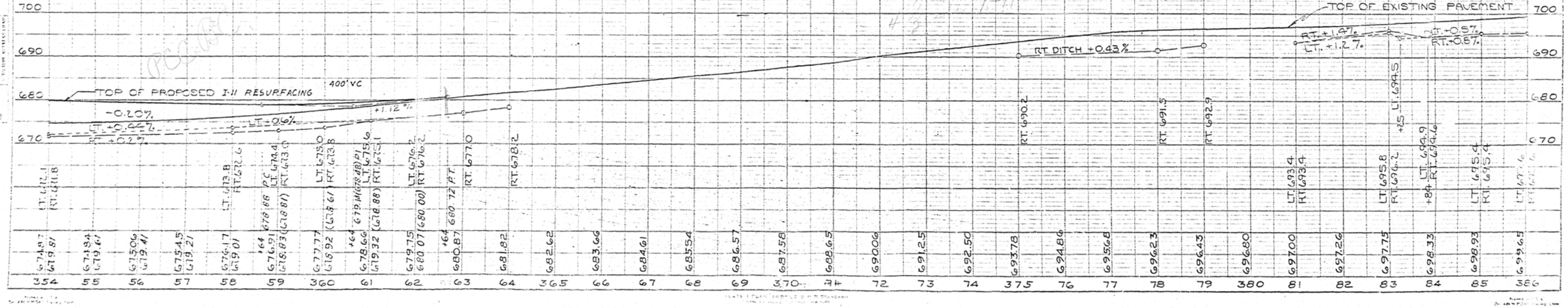
BM #13 "X" CUT IN TOP OF E. HEADWALL 20 RT. STA. 363+70
ELEV. 681.66

PAVED DITCH, 6 FEET:
LT. STA. 385+00 TO STA. 386+00 = 100 LIN. FT.
RT. STA. 385+00 TO STA. 386+00 = 100 LIN. FT.
TOTAL = 200 LIN. FT.

PAVEMENT REMOVAL:
STA. 359+40 TO STA. 362+64 = 648 SQ. YDS.

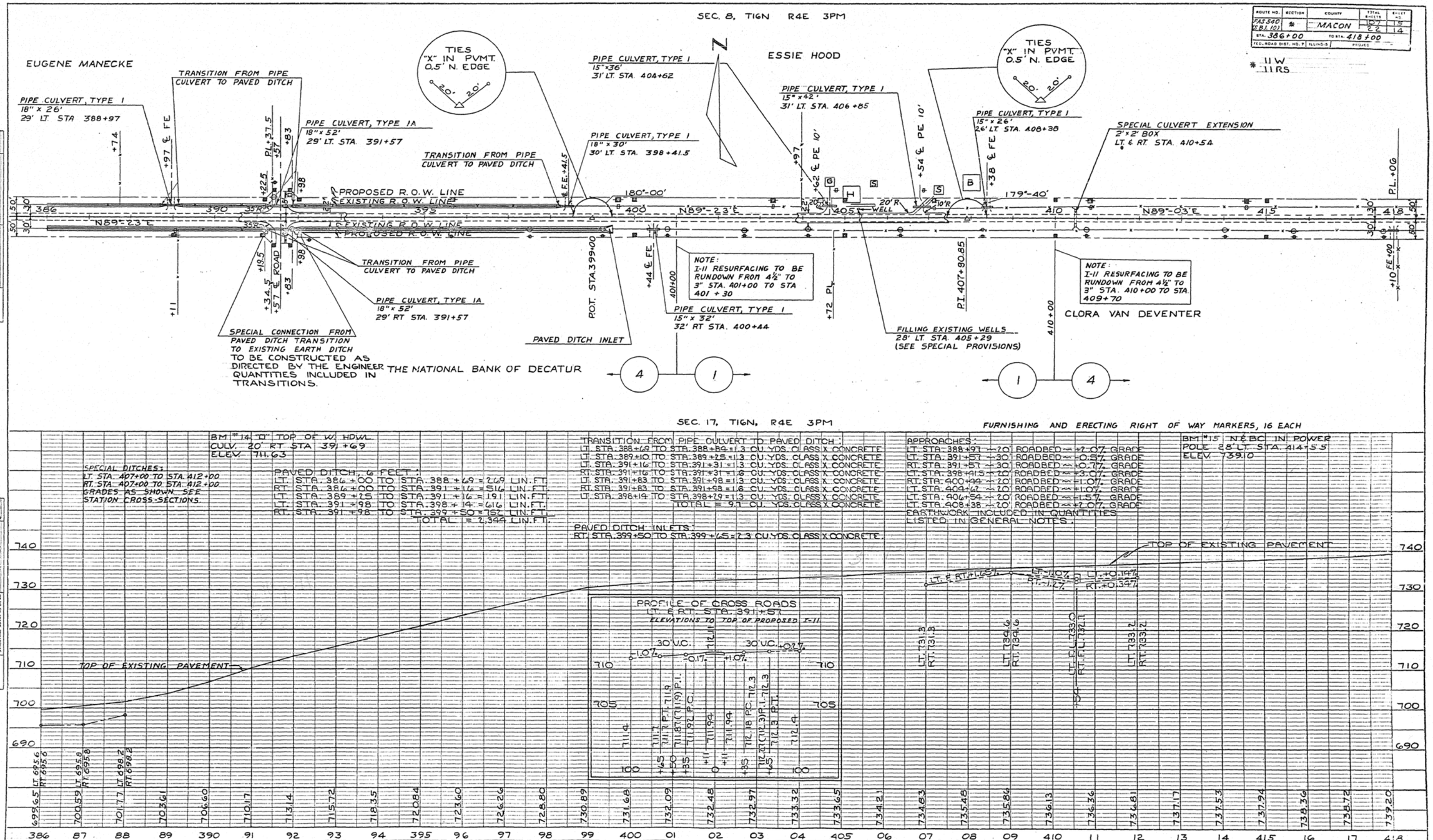
STORM SEWER, TYPE 2, 8"
LT. & RT. STA. 369+30 = 100 LIN. FT.

APPROACHES:
LT. STA. 358+82 ~ 20' ROADBED ~ -4.1% GRADE
LT. STA. 362+22 ~ 20' ROADBED ~ +1.0% GRADE
RT. STA. 367+23 ~ 20' ROADBED ~ +1.5% GRADE
RT. STA. 363+25 ~ 20' ROADBED ~ +2.5% GRADE
LT. STA. 367+90 ~ 22' ROADBED ~ -1.0% GRADE
RT. STA. 378+10 ~ 20' ROADBED ~ -1.7% GRADE
LT. STA. 378+37 ~ 20' ROADBED ~ +3.1% GRADE
EARTHWORK INCLUDED IN QUANTITIES LISTED IN GENERAL NOTES.



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 540 (S.B.I. 10)	*	MACON	107 / 22	5 / 14
STA. 386+00		TO STA. 418+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

* 11 W
11 RS



SEC. 17, T16N, R4E 3PM

FURNISHING AND ERECTING RIGHT OF WAY MARKERS, 16 EACH

BM #14 "D" TOP OF W. HDWL. CULV. 20' RT STA 391+69 ELEV. 711.63

SPECIAL DITCHES:
LT. STA. 407+00 TO STA. 412+00
RT. STA. 407+00 TO STA. 412+00
GRADES AS SHOWN. SEE STATION CROSS-SECTIONS.

PAVED DITCH, 6 FEET:
LT. STA. 386+00 TO STA. 388+69 = 269 LIN. FT.
RT. STA. 386+00 TO STA. 391+16 = 516 LIN. FT.
LT. STA. 389+25 TO STA. 391+16 = 191 LIN. FT.
LT. STA. 391+98 TO STA. 398+14 = 616 LIN. FT.
RT. STA. 391+98 TO STA. 399+50 = 752 LIN. FT.
TOTAL = 2,344 LIN. FT.

TRANSITION FROM PIPE CULVERT TO PAVED DITCH:
LT. STA. 388+69 TO STA. 388+89 = 1.3 CU. YDS. CLASS X CONCRETE
LT. STA. 389+10 TO STA. 389+25 = 1.3 CU. YDS. CLASS X CONCRETE
LT. STA. 391+16 TO STA. 391+31 = 1.3 CU. YDS. CLASS X CONCRETE
RT. STA. 391+16 TO STA. 391+31 = 1.6 CU. YDS. CLASS X CONCRETE
LT. STA. 391+83 TO STA. 391+98 = 1.3 CU. YDS. CLASS X CONCRETE
RT. STA. 391+83 TO STA. 391+98 = 1.6 CU. YDS. CLASS X CONCRETE
LT. STA. 398+19 TO STA. 398+29 = 1.3 CU. YDS. CLASS X CONCRETE
TOTAL = 9.1 CU. YDS. CLASS X CONCRETE

PAVED DITCH INLETS:
RT. STA. 399+50 TO STA. 399+65 = 2.3 CU. YDS. CLASS X CONCRETE

APPROACHES:
LT. STA. 388+97 ~ 20' ROADBED ~ +2.0% GRADE
LT. STA. 391+57 ~ 30' ROADBED ~ +0.5% GRADE
RT. STA. 391+57 ~ 30' ROADBED ~ +0.7% GRADE
LT. STA. 398+45 ~ 20' ROADBED ~ +3.0% GRADE
RT. STA. 400+99 ~ 20' ROADBED ~ +1.0% GRADE
LT. STA. 409+62 ~ 20' ROADBED ~ +1.0% GRADE
LT. STA. 406+54 ~ 20' ROADBED ~ +1.5% GRADE
LT. STA. 408+38 ~ 20' ROADBED ~ +2.0% GRADE
EARTHWORK INCLUDED IN QUANTITIES LISTED IN GENERAL NOTES.

BM #15 N.E. BC IN POWER POLE 28' LT. STA. 414+55 ELEV. 739.10

PLATE 1 PLAN-PROFILE B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 540 (SBI 10)	*	MACON	107	16
STA. 418+00		TO STA. 450+00		
F.A.S. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

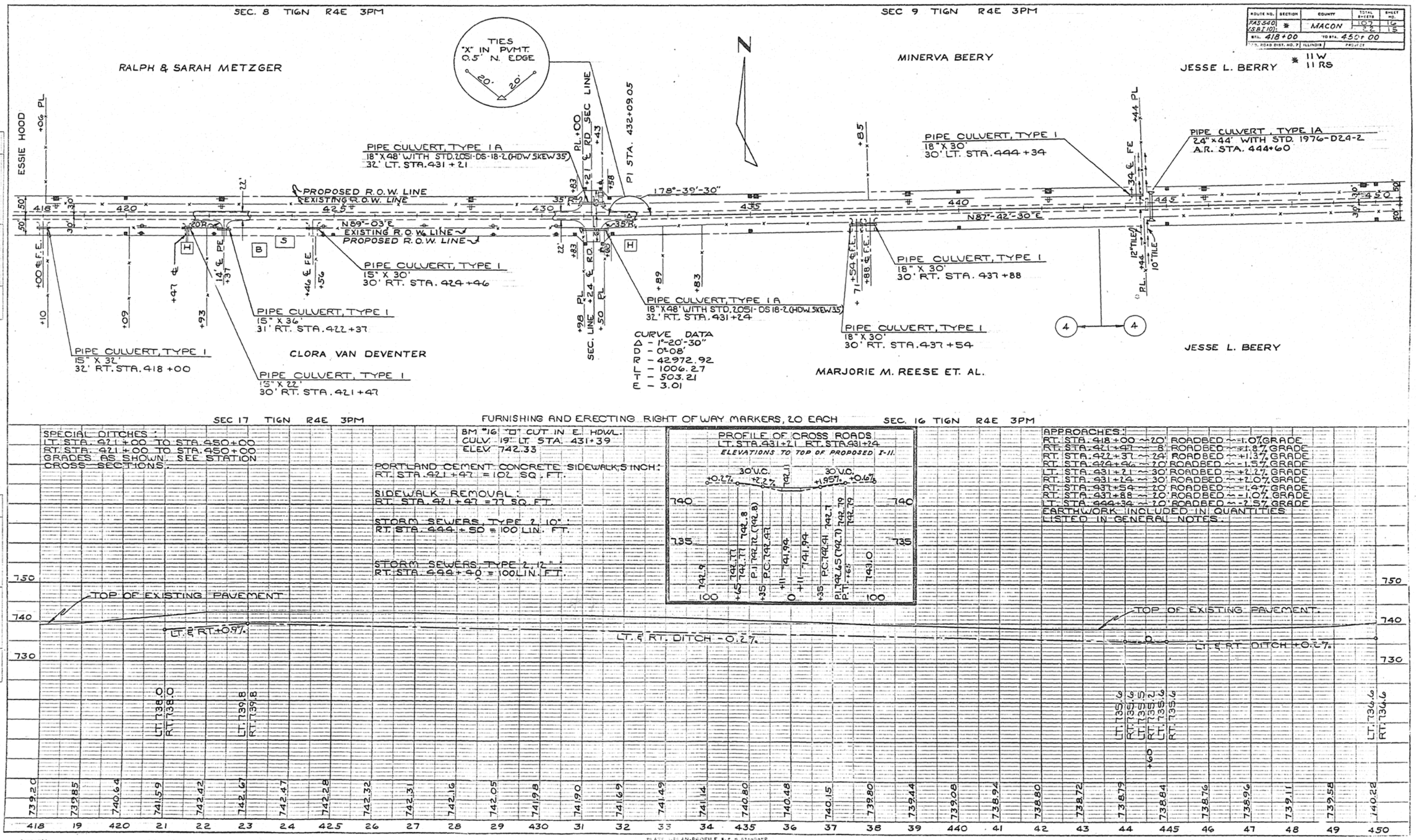
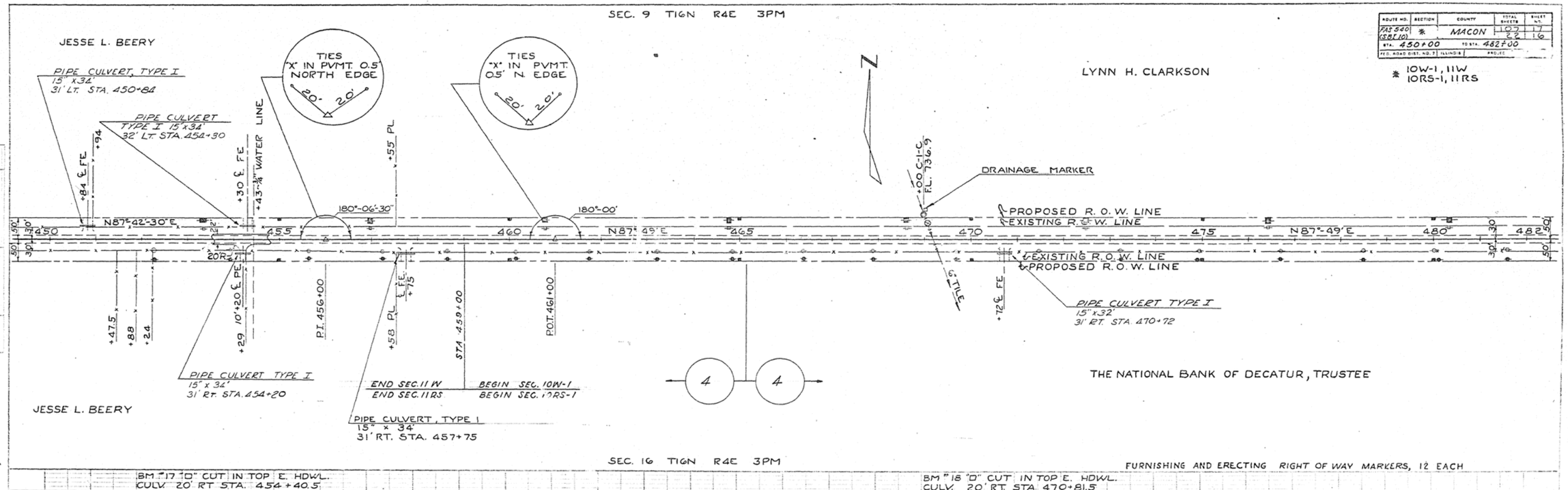


PLATE - PLAN-PROFILE R.F.H. STANDARD

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 940 (SBI 10)	*	MACON	107 22	17 16
STA. 450+00		TO STA. 482+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

* 10W-1, 11W
10RS-1, 11RS



SEC. 16 T16N R4E 3PM

FURNISHING AND ERECTING RIGHT OF WAY MARKERS, 12 EACH

BM "17 'D' CUT IN TOP E. HDWL.
CULV. 20' RT. STA. 454+40.5
ELEV. 742.30

SPECIAL DITCHES:
LT. STA. 457+00 TO STA. 459+00
RT. STA. 457+00 TO STA. 459+00
LT. STA. 461+00 TO STA. 471+00
RT. STA. 461+00 TO STA. 471+00
GRADES AS SHOWN. SEE STATION CROSS SECTIONS

COPPER SERVICE PIPE 3/4 INCH:
LT. STA. 454+43 = 26 LIN. FT.
RT. STA. 454+43 = 26 LIN. FT.
TOTAL = 52 LIN. FT.
(SEE SPECIAL PROVISIONS)

CATCH BASIN, TYPE C, WITH TYPE I FRAME, CLOSED LID: C-1-C ⊕
50' LT. STA. 469+00

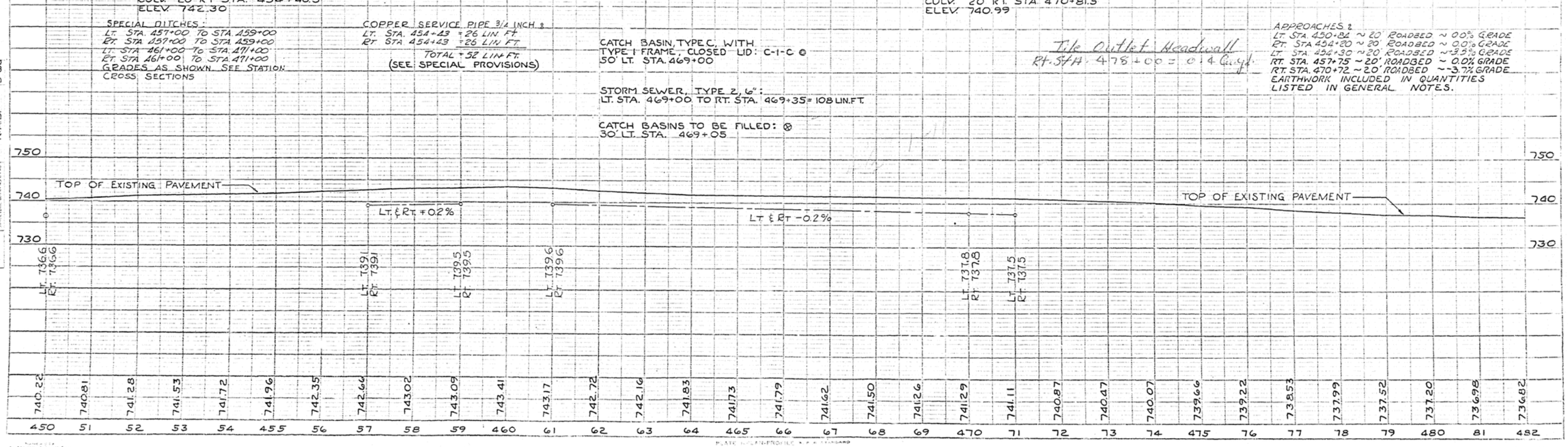
STORM SEWER, TYPE 2, 6":
LT. STA. 469+00 TO RT. STA. 469+35 = 108 LIN. FT.

CATCH BASINS TO BE FILLED: ⊗
30' LT. STA. 469+05

BM "18 'D' CUT IN TOP E. HDWL.
CULV. 20' RT. STA. 470+81.5
ELEV. 740.99

Tile Outlet Headwall
Rt. Sta. 478+00 = 0.4 Cu. yd.

APPROACHES:
LT. STA. 450+84 ~ 20' ROADBED ~ 0.0% GRADE
RT. STA. 454+20 ~ 20' ROADBED ~ 0.0% GRADE
LT. STA. 454+30 ~ 20' ROADBED ~ -3.3% GRADE
RT. STA. 457+75 ~ 20' ROADBED ~ 0.0% GRADE
RT. STA. 470+72 ~ 20' ROADBED ~ -3.7% GRADE
EARTHWORK INCLUDED IN QUANTITIES LISTED IN GENERAL NOTES.



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 540	*	MACON &	107	15
SBI 10		PIATT	22	17
STA. 482+00		TO STA. 514+00		
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT	

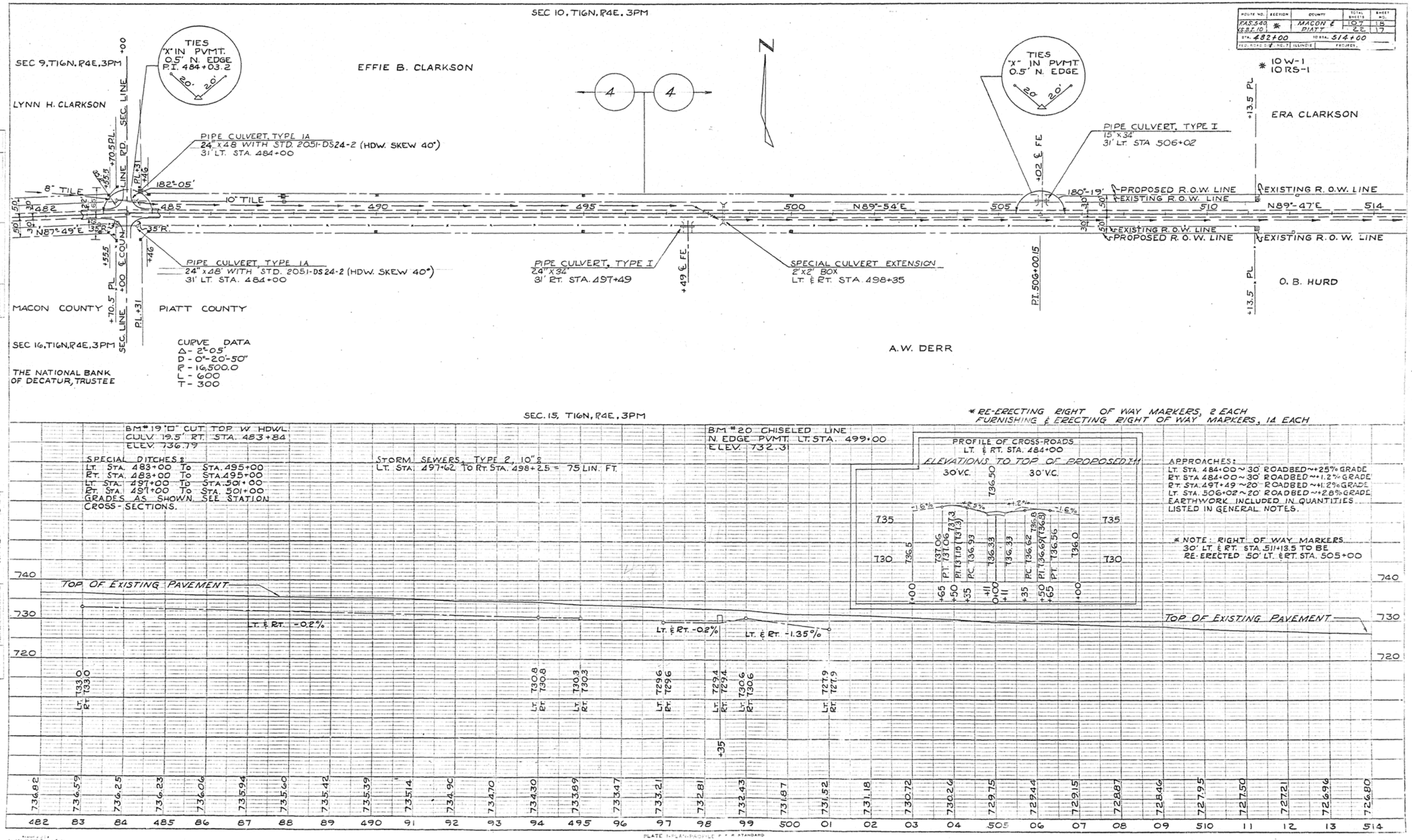
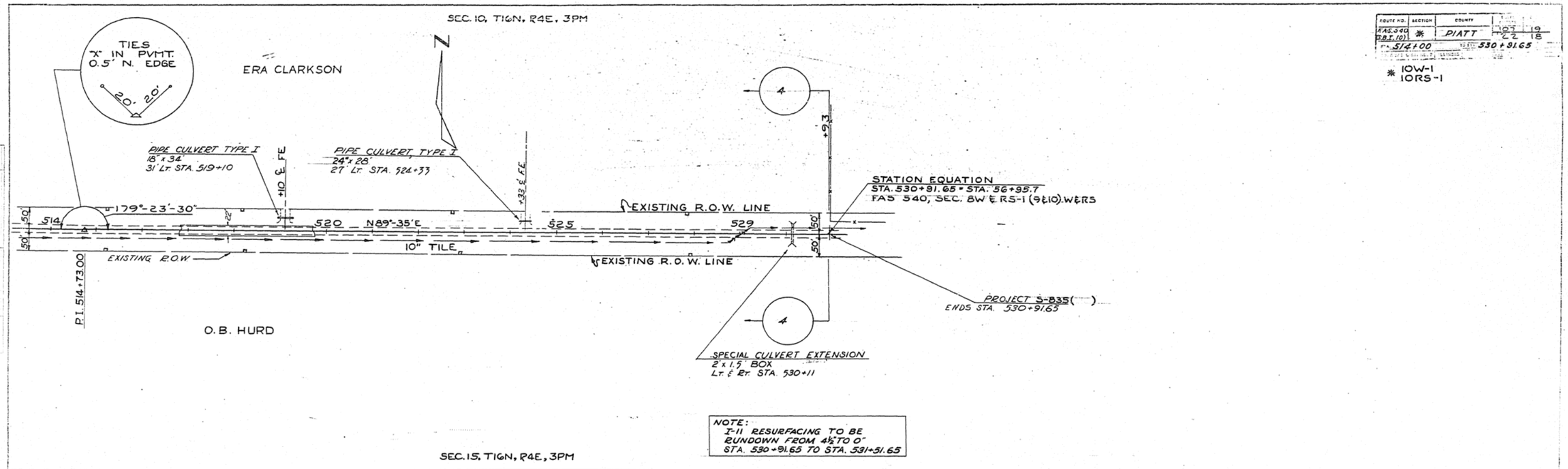


PLATE 1-PLAN & PROFILE F.A.S. STANDARD

ROUTE NO.	SECTION	COUNTY		
FAS 540	*	PIATT	107	19
D.B.T. (10)			22	18

FR. 514+00 TO STA. 530+91.65

* 10W-1
10RS-1

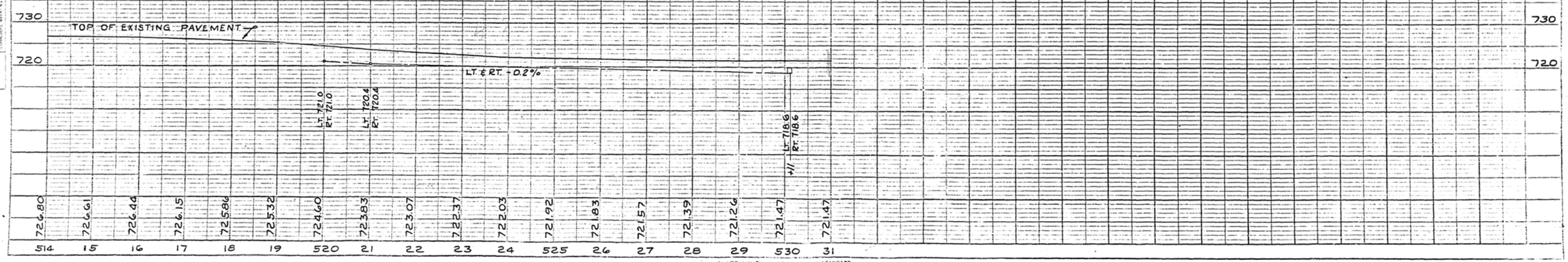


SPECIAL DITCHES
LT. STA. 520+00 TO STA. 530+11
RT. STA. 520+00 TO STA. 530+11
GRADES AS SHOWN. SEE STATION CROSS SECTIONS

STORM SEWERS TYPE 2, 10":
RT STA. 528+70 TO LT. STA. 529+23 50 LIN. FT.

PAVEMENT REMOVAL:
10' LT. STA. 530+41.65 TO 11' LT. STA. 530+91.65 = 9 SQ. YDS.

APPROACHES:
LT. STA. 519+10 ~ 20' ROADBED ~ +1.7% GRADE
LT. STA. 524+33 ~ 20' ROADBED ~ +3.0% GRADE
EARTHWORK INCLUDED IN QUANTITIES LISTED IN GENERAL NOTES.



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 540	*	MACON	107	20
IS B 110			22	19

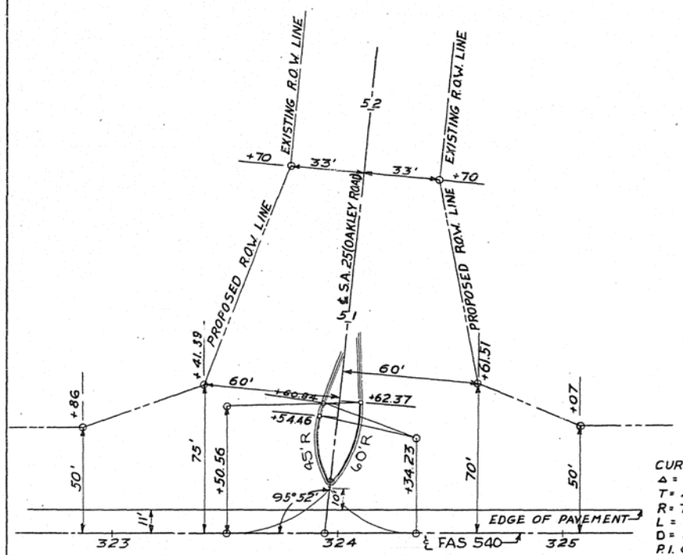
STA. 323 + 94 TO STA.

FED. ROAD DIST. NO. 7 ILLINOIS PROJECT

* 11W
11RS

DETAIL OF PROPOSED INTERSECTION FOR S.A. 25 (OAKLEY ROAD) CONNECTION WITH FAS 540
SCALE 1"=20'

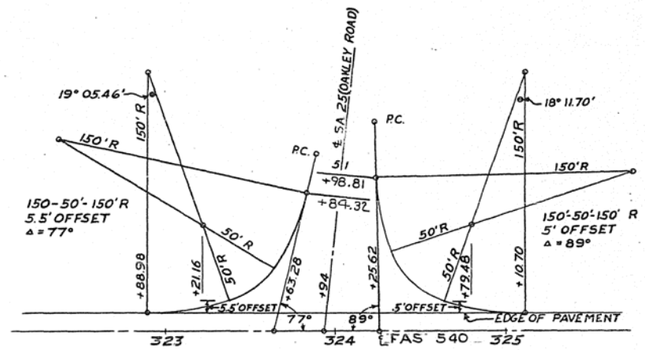
FOR PROFILE OF S.A. 25 INTERSECTION SEE SHEET NO. 13 (WIDENING SECTION) NO. 12 (RESURFACING SECTION)



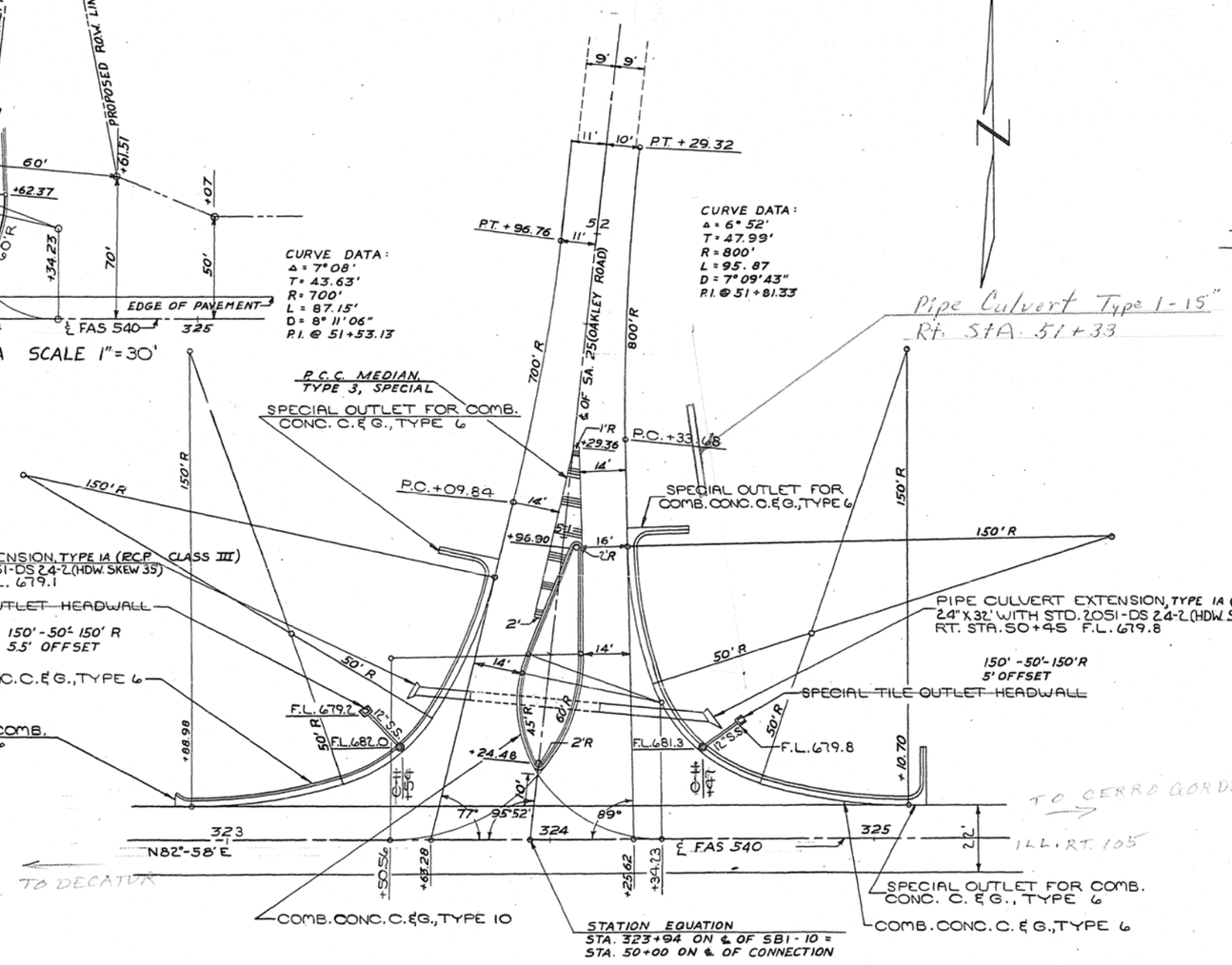
INTERSECTION DESIGN DATA SCALE 1"=30'

CURVE DATA:
Δ = 7° 08'
T = 43.63'
R = 700'
L = 87.15'
D = 8° 11' 06"
P.I. @ 51+53.13

CURVE DATA:
Δ = 6° 52'
T = 47.99'
R = 800'
L = 95.87
D = 7° 09' 43"
P.I. @ 51+81.33



INTERSECTION DESIGN DATA SCALE 1"=40'



PORTLAND CEMENT CONCRETE BASE COURSE, 8":
LT. STA. 322+88.98 TO STA. 325+10.70 = 92.9 SQ. YDS.

P.C. CONCRETE MEDIAN, TYPE 3, SPECIAL:
STA. 50+63 TO STA. 51+30.36 = 30 SQ. YDS.

BITUMINOUS CONCRETE SURFACE COURSE, SUB-CLASS I-11:
LT. STA. 322+88.98 TO STA. 325+10.70 = 92.9 SQ. YDS.

~~SPECIAL TILE OUTLET HEADWALLS:~~
~~LT. STA. 323+44 = .4 CU. YDS. CLASS X CONCRETE.~~
~~LT. STA. 324+56 = .4 CU. YDS. CLASS X CONCRETE.~~
~~TOTAL = .8 CU. YDS. CLASS X CONCRETE.~~

STORM SEWERS, TYPE 1, 12":
LT. STA. 323+54 = 14 LIN. FT.
LT. STA. 324+47 = 12 LIN. FT.
TOTAL = 26 LIN. FT.

COMBINATION CONCRETE CURB & GUTTER, TYPE 10:
LT. STA. 50+22.48 TO LT. STA. 50+98.90 = 81 LIN. FT.
RT. STA. 50+22.48 TO RT. STA. 50+98.90 = 79 LIN. FT.
TOTAL = 160 LIN. FT.

COMBINATION CONCRETE CURB & GUTTER, TYPE 6:
LT. STA. 322+88.98 TO LT. STA. 50+84.32 = 134 LIN. FT.
RT. STA. 50+98.81 TO LT. STA. 325+10.70 = 141 LIN. FT.
TOTAL = 275 LIN. FT.

SPECIAL INLET FOR COMBINATION CONCRETE C.&G., TYPE 6:
LT. STA. 322+88.98 = .5 CU. YDS. CLASS X CONCRETE.

SPECIAL OUTLET FOR COMBINATION CONCRETE C.&G., TYPE 6:
LT. STA. 50+84.32 = 1.4 CU. YDS. CLASS X CONCRETE.
RT. STA. 50+98.81 = 1.4 CU. YDS. CLASS X CONCRETE.
LT. STA. 325+10.70 = 1.5 CU. YDS. CLASS X CONCRETE.
TOTAL = 4.3 CU. YDS. CLASS X CONCRETE.

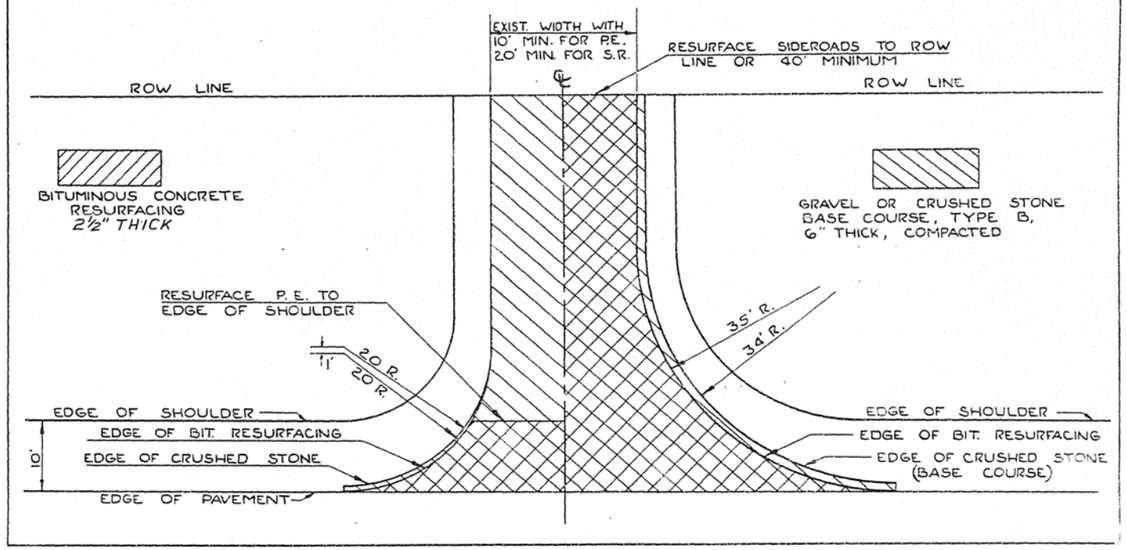
FAS	*	MACON	107	21
540		PIATT	22	20

* 10W-1 (11,12) W
11 RS (10,12) RS-1

TYPICAL DETAIL OF INTERSECTING SIDEROADS AND PRIVATE ENTRANCES

STA. 163+53 TO STA. 530+91.65

DETAIL OF PRIVATE ENTRANCES SHOWN ON LEFT.
DETAIL OF SIDEROADS SHOWN ON RIGHT.

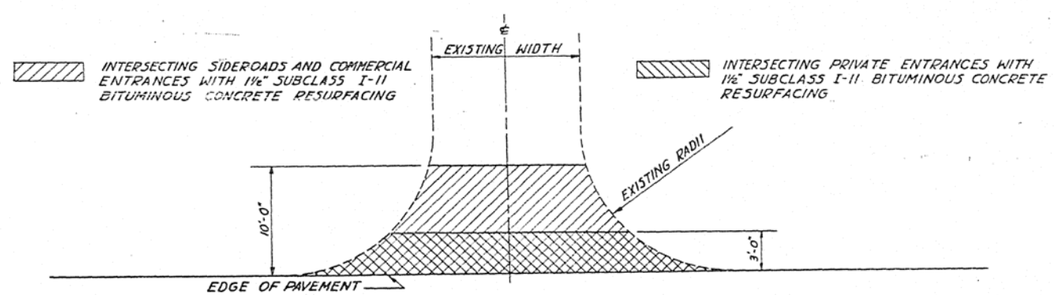


FAS	*	MACON	107	21
540		PIATT	22	20

* 10W-1 (11,12) W
11 RS (10,12) RS-1

TYPICAL DETAIL OF INTERSECTING SIDEROADS AND PRIVATE ENTRANCES

STA. 120+95 TO STA. 163+53



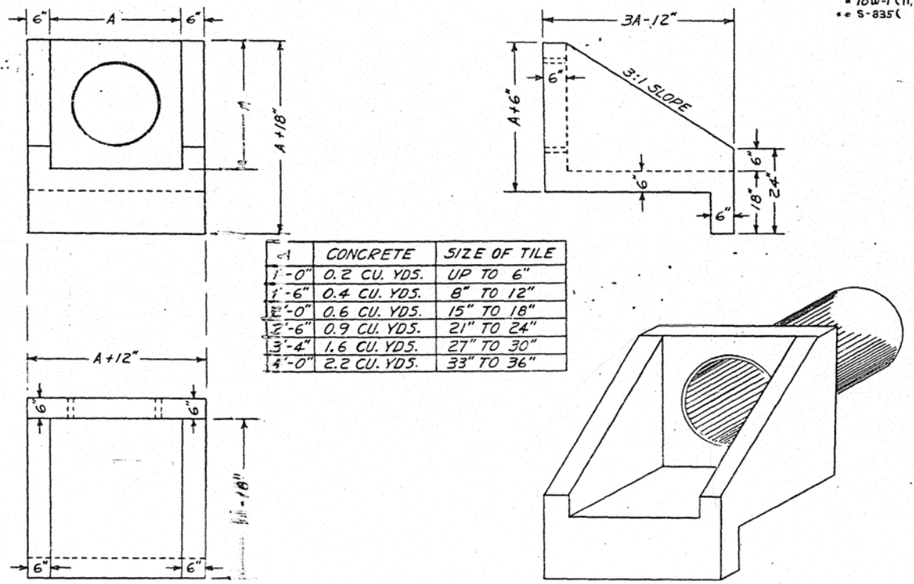
SPECIAL TILE OUTLET HEADWALL

Route No.	Section	County	Total Sheets	Sheet No.
FAS 540	*	MACON & PIATT	107	22

Fed. Aid Proj. No. | Illinois | Project No.

* 10W-1 (11,12) W

** S-835 ( )



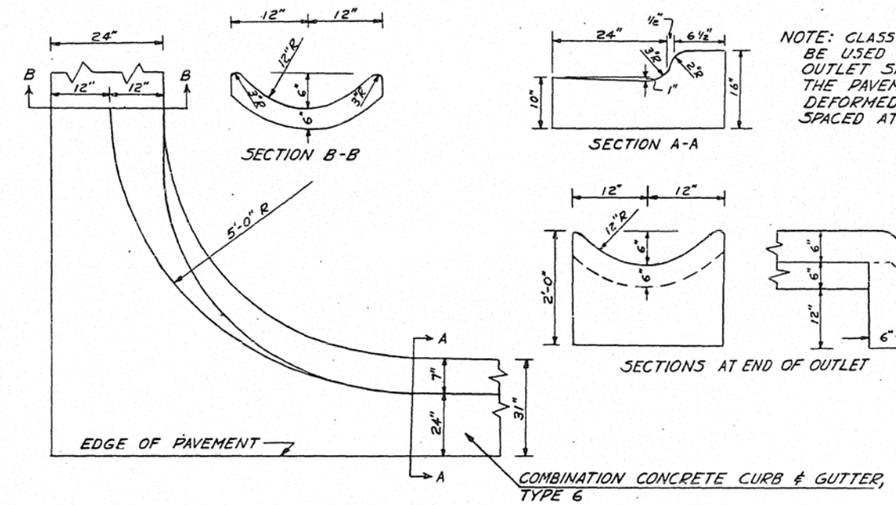
A	CONCRETE	SIZE OF TILE
1'-0"	0.2 CU. YDS.	UP TO 6"
1'-6"	0.4 CU. YDS.	8" TO 12"
2'-0"	0.6 CU. YDS.	15" TO 18"
2'-6"	0.9 CU. YDS.	21" TO 24"
3'-4"	1.6 CU. YDS.	27" TO 30"
4'-0"	2.2 CU. YDS.	33" TO 36"

DETAIL OF SPECIAL OUTLET FOR COMBINATION CONCRETE CURB & GUTTER, TYPE 6

Route No.	Section	County	Total Sheets	Sheet No.
FAS 540	*	MACON & PIATT	107	22

Fed. Aid Proj. No. | Illinois | Project

* 10W-1 (11,12) W



NOTE: CLASS X CONCRETE SHALL BE USED THROUGHOUT. THE OUTLET SHALL BE TIED TO THE PAVEMENT WITH NO. 4 DEFORMED BARS 2'-6" LONG SPACED AT 2'-6" CENTERS.

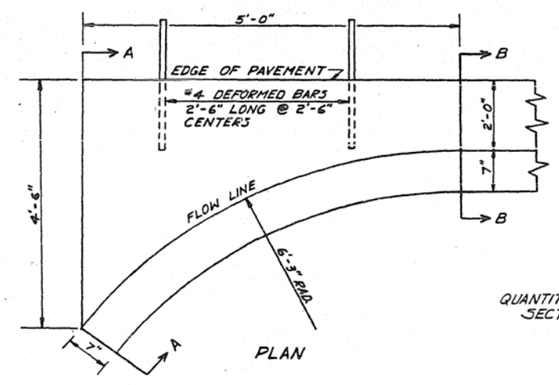
QUANTITY FOR SPECIAL OUTLET FOR COMBINATION CONCRETE CURB & GUTTER, TYPE 6:
SECTION A-A TO SECTION B-B AND CURTAIN WALL = 0.90 CU. YDS. CLASS X CONCRETE.
SECTION B-B = 0.042 CU. YDS. CLASS X CONCRETE PER LIN. FT.

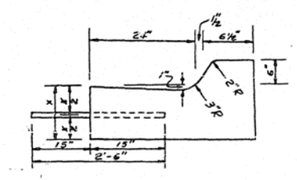
DETAIL OF SPECIAL INLET FOR COMBINATION CONCRETE CURB & GUTTER, TYPE 6

Route No.	Section	County	Total Sheets	Sheet No.
FAS 540	*	MACON & PIATT	107	22

Fed. Aid Proj. No. | Illinois | Project

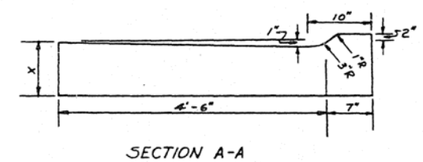
* 10W-1 (11,12) W





SECTION B-B

QUANTITIES FOR TYPE 6 CURB & GUTTER INLETS
SECTION A-A TO SECTION B-B
WHEN X = 9" V = 0.51 CU. YDS. CLASS X CONC.
WHEN X = 10" V = 0.56 CU. YDS. CLASS X CONC.



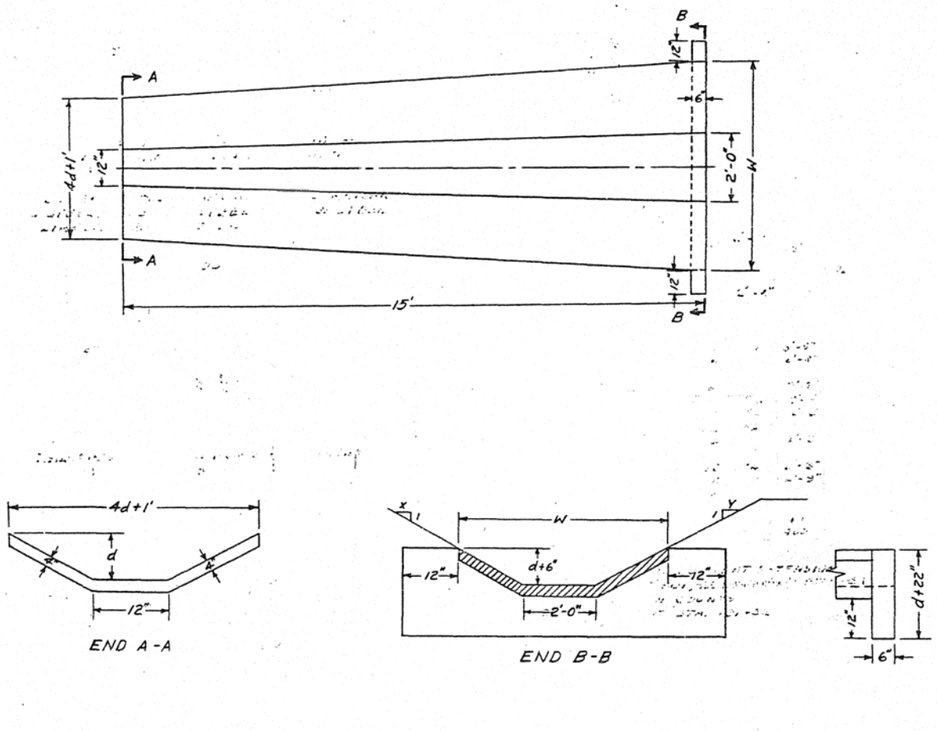
SECTION A-A

NOTE:
CLASS X CONCRETE SHALL BE USED THROUGHOUT. THE GUTTER INLET SHALL BE TIED TO THE PAVEMENT WITH NO. 4 DEFORMED BARS 2'-6" LONG, SPACED AT 2'-6" CENTERS.

Route No.	Section	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 540	*	MACON & PIATT	107	23
Fed. Aid Proj. No.		PROJECT		

* 10 W-1 (11, 12) W

SPECIAL DESIGN FOR PAVED DITCH INLETS



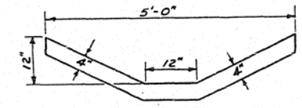
NOTE: PAVED DITCH INLETS SHALL BE CONSTRUCTED OF CLASS "X" CONCRETE THROUGHOUT AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CLASS "X" CONCRETE.

SLOPES		5 FEET			6 FEET			7 FEET		
X:1	Y:1	d	W	CL."X" CONC. CU. YDS.	d	W	CL."X" CONC. CU. YDS.	d	W	CL."X" CONC. CU. YDS.
2:1	2:1	12"	8'	1.7	15"	9'	1.9	18"	10'	2.2
3:1	2:1	12"	9'-6"	1.8	15"	10'-9"	2.1	18"	12'	2.4
3:1	3:1	12"	11'	2.0	15"	12'-6"	2.3	18"	14'	2.7
4:1	2:1	12"	11'	2.0	15"	12'-6"	2.3	18"	14'	2.7
4:1	3:1	12"	12'-6"	2.2	15"	14'-3"	2.6	18"	16'	2.9
4:1	4:1	12"	14'	2.4	15"	16'	2.8	18"	18'	3.2

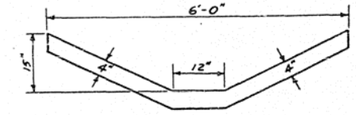
SPECIAL DESIGN FOR PAVED DITCH

Route No.	Section	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 540	*	MACON & PIATT	107	23
Fed. Aid Proj. No.		PROJECT		

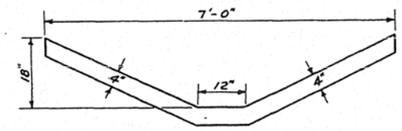
* 10 W-1 (11, 12) W



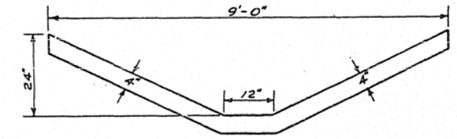
CROSS - SECTION
PAVED DITCH, 5 FEET



CROSS - SECTION
PAVED DITCH, 6 FEET



CROSS - SECTION
PAVED DITCH, 7 FEET

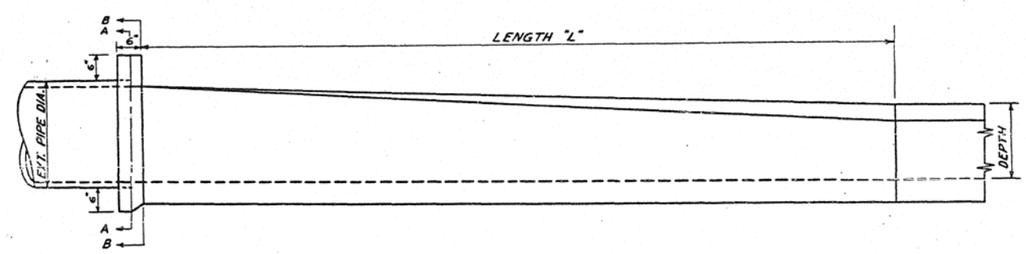


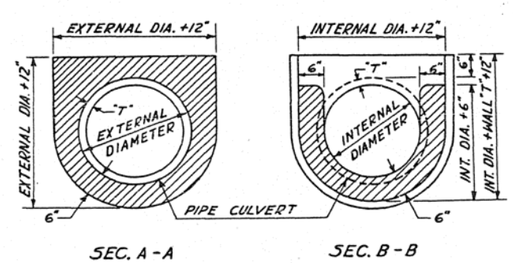
CROSS - SECTION
PAVED DITCH, 9 FEET

NOTE: PAVED DITCHES SHALL BE CONSTRUCTED OF CLASS "X" CONCRETE THROUGHOUT. TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CLASS "X" CONCRETE.

VOLUME IN TRANSITIONS CU. YDS. OF CONCRETE REQUIRED												
PIPE SIZE	5 FEET			6 FEET			7 FEET			9 FEET		
	L	CONC.	C.M.P.	L	CONC.	C.M.P.	L	CONC.	C.M.P.	L	CONC.	C.M.P.
12"	15'	1.0	1.0									
15"	15'	1.1	1.1									
18"	15'	1.2	1.2	15'	1.3	1.3						
21"	25'	2.2	2.2	15'	1.5	1.5						
24"				25'	2.5	2.5	15'	1.7	1.7			
30"				35'	4.0	3.9	25'	3.0	3.0	15'	2.1	2.1
33"							35'	4.3	4.3	25'	3.5	3.5
36"							35'	4.6	4.6	25'	3.7	3.6
42"										35'	5.5	5.5

SPECIAL DESIGN FOR TRANSITION FROM PIPE CULVERT TO PAVED DITCH

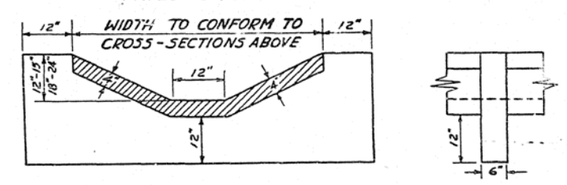




SEC. A-A

SEC. B-B

DETAIL OF ANCHOR WALL FOR PAVED DITCH



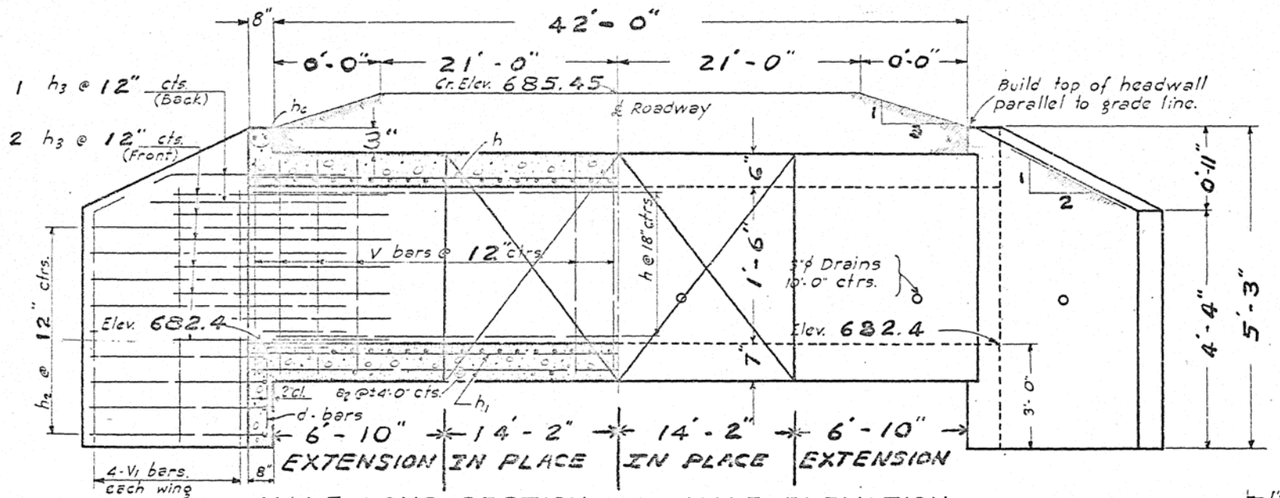
ANCHOR WALLS SHALL BE PROVIDED AT 100 FOOT CENTERS, AND SHALL BE MONOLITHIC WITH THE PAVED DITCH. PAVED DITCHES SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR PAVED DITCH OF THE WIDTH SPECIFIED, WHICH PRICE OR PRICES SHALL INCLUDE THE ANCHOR WALLS.

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

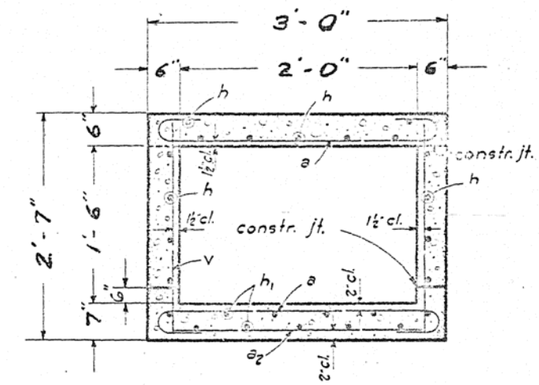
BOND ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	*	MACON & PIATT	106	24
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT S-835( )		

SHEET NO.
SHEETS

* 10W-1(11,12)W

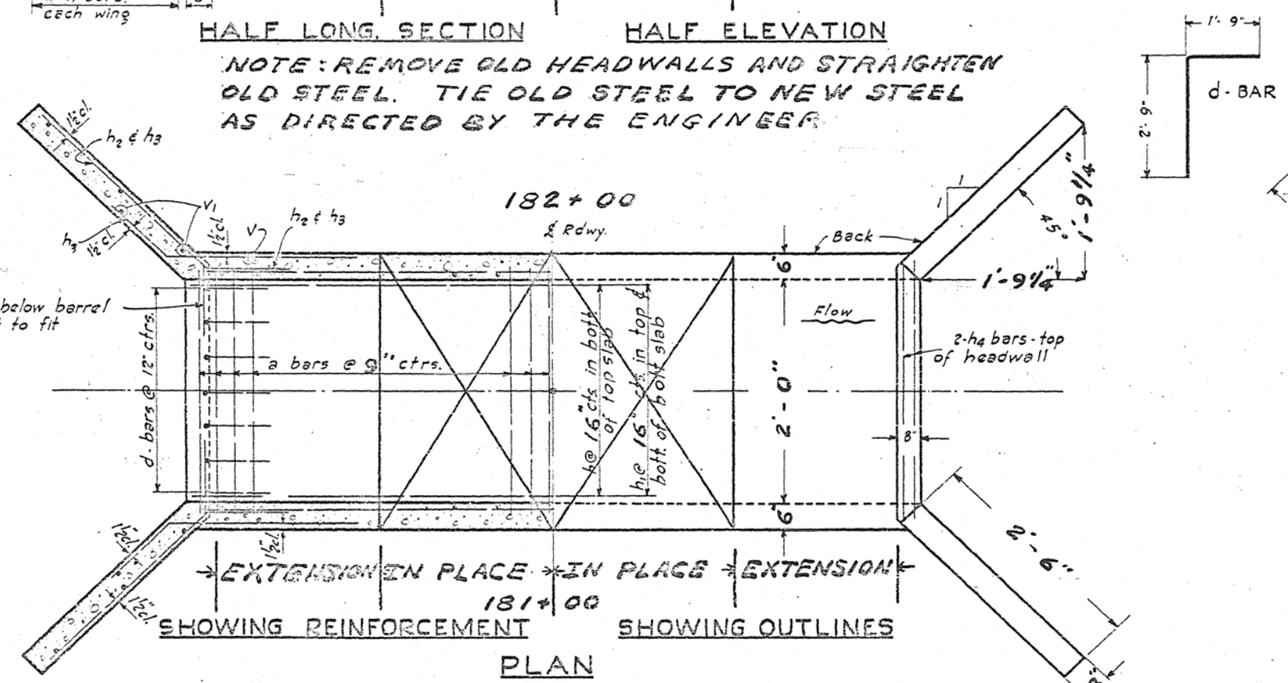


HALF LONG. SECTION HALF ELEVATION



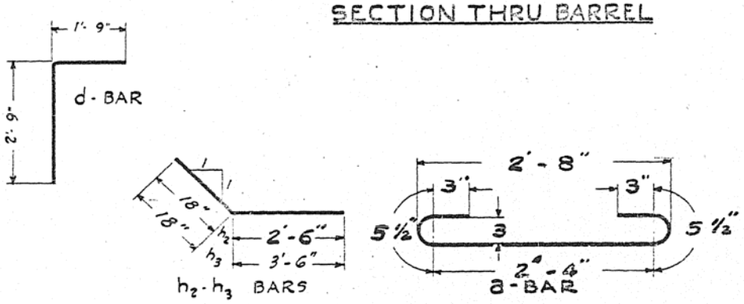
SECTION THRU BARREL

NOTE: REMOVE OLD HEADWALLS AND STRAIGHTEN OLD STEEL. TIE OLD STEEL TO NEW STEEL AS DIRECTED BY THE ENGINEER



SHOWING REINFORCEMENT SHOWING OUTLINES

PLAN



BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	40	#4	3'-9"
a_2	4	#4	1'-3"
h	16	#4	7'-3"
h_1	10	#4	7'-3"
h_2	20	#4	4'-0"
h_3	12	#4	5'-0"
h_4	4	#6	2'-3"
V	36	#4	2'-3"
V_1	16	#4	4'-9"
d	6	#4	4'-6"
Class "X" Concrete Cu. Yds.			4.1
Reinforcement bars Lbs.			460

NOTE:- All bars shall be round ASTM A305-49. The size number is the number of ⅛ inches in the nominal diameter.

STANDARD	COMPUTED	
	CHECKED	
	DRAWN	-C.L. HAZLETT-
	CHECKED	
SPECIAL	ASSEMBLED	R.G.S.
	CHECKED	J.L.F.

EXAMINED 7-1 1950
W.M. Zemmer
BRIDGE ENGINEER
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

GENERAL NOTES

Class X concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wing walls.
Exposed edges shall be beveled 3/4".
For backfilling & embankments see st'd. Spec's.
Tilt hook of "a" bars, if necessary, to obtain 1½" minimum clearance at top of hook.

fs = 20,000 #/□"
fc = 1200 #/□"
n = 10
H-20 LOADING

SPECIAL CULVERT EXTENSION
2'x 1.5' BOX, SEC. 10W-1(11,12)W & 11RS(10,12)RS-1
MACON COUNTY
LT. & RT. STA. 181+32

Reinf. Revised - 11-50 - J.S.M.

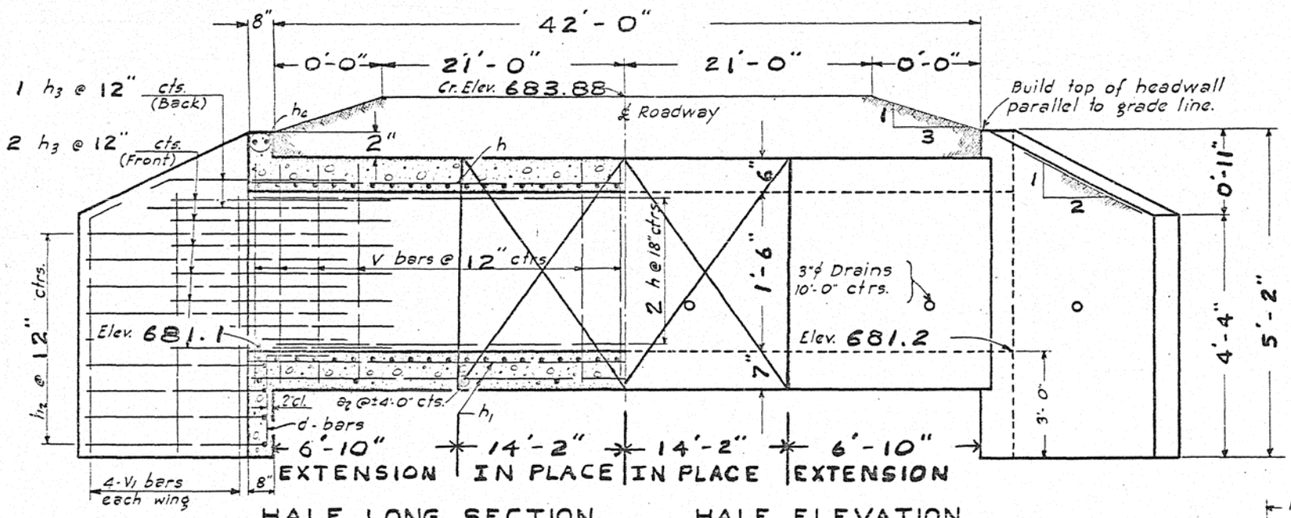
STANDARD 2020

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

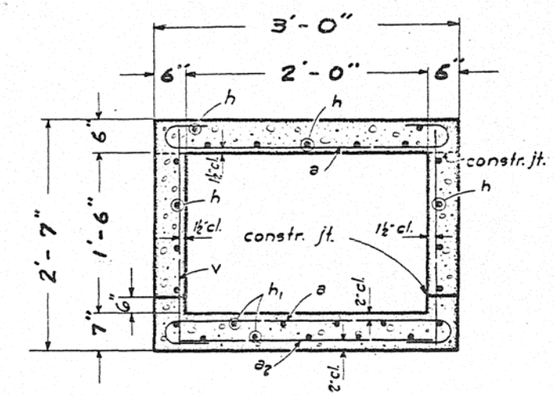
BOND ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	*	MACON & PIATT	106	25
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT S-835( )		

SHEET NO.
SHEETS

*10W-1 (11,12)W.

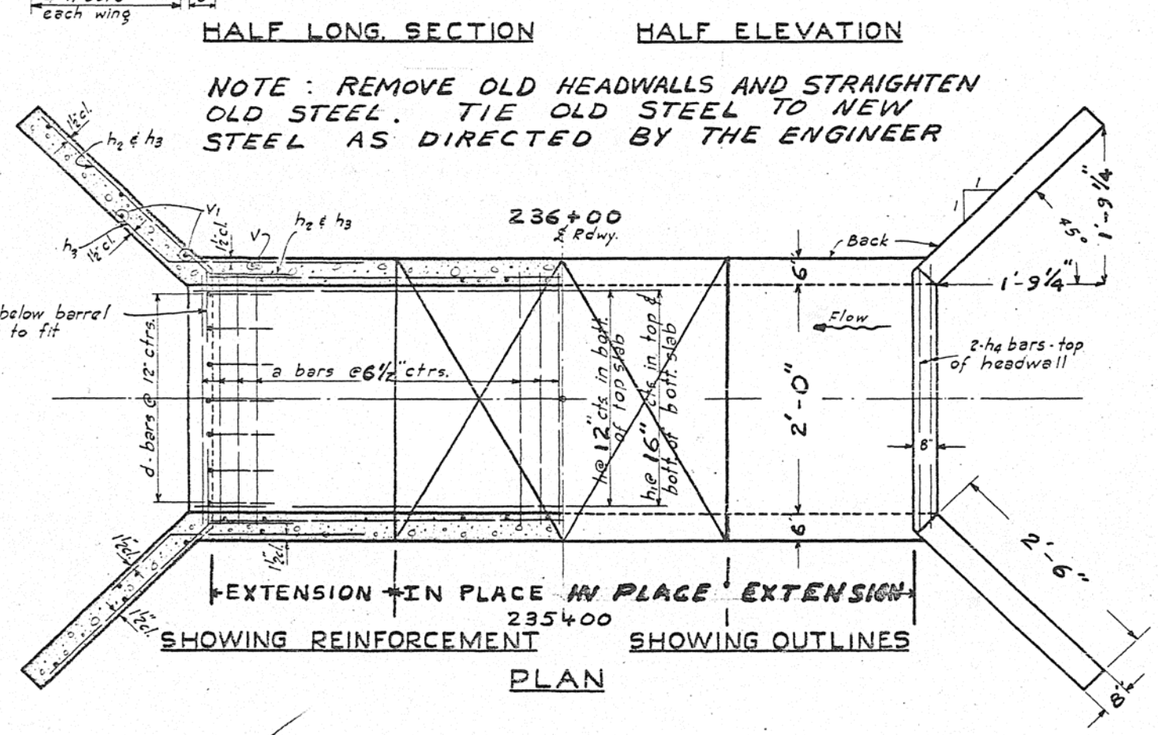


HALF LONG. SECTION HALF ELEVATION



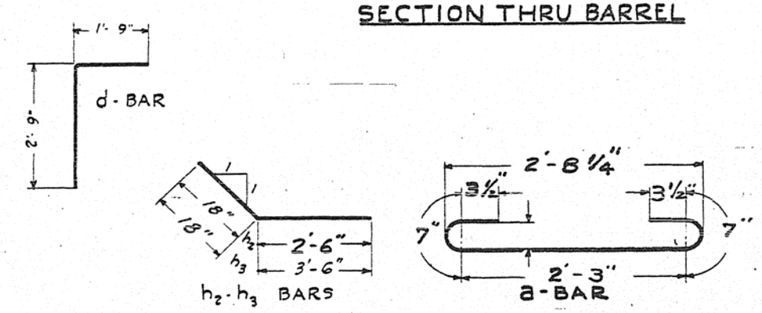
SECTION THRU BARREL

NOTE: REMOVE OLD HEADWALLS AND STRAIGHTEN OLD STEEL. TIE OLD STEEL TO NEW STEEL AS DIRECTED BY THE ENGINEER



SHOWING REINFORCEMENT SHOWING OUTLINES

PLAN



BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	56	#5	4'-0"
a2	4	#4	2'-3"
h	16	#4	7'-3"
h1	10	#4	7'-3"
h2	20	#4	4'-0"
h3	12	#4	5'-0"
h4	4	#6	2'-3"
V	36	#4	2'-3"
V1	16	#4	4'-9"
d	6	#4	4'-6"
Class "X" Concrete Cu. Yds.			4.0
Reinforcement bars Lbs.			600

NOTE:- All bars shall be round ASTM A305-49. The size number is the number of ⅛ inches in the nominal diameter.

STANDARD	COMPUTED	
	CHECKED	
	DRAWN	-C.L. HAZLETT-
	CHECKED	
SPECIAL	ASSEMBLED	R.G.S.
	CHECKED	J.L.F.

EXAMINED 7-1 1960
V.M. Romano
BRIDGE ENGINEER
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

GENERAL NOTES

Class "X" concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wing walls.
Exposed edges shall be beveled ¾".
For backfilling & embankments See St'd. Spec's.
Tilt hook of "a" bars, if necessary, to obtain 1½" minimum clearance at top of hook.

fs = 20,000 #/□" 2'X 1.5" BOX, SEC. 10W-1 (11,12)W & 11RS (10,12) RS-1
fc = 1200 #/□"
n = 10

SPECIAL CULVERT EXTENSION
MACON COUNTY
LT. & RT. STA. 235+95

H=20 LOADING

Reinf. Revised - 11-50 - J.S.M.

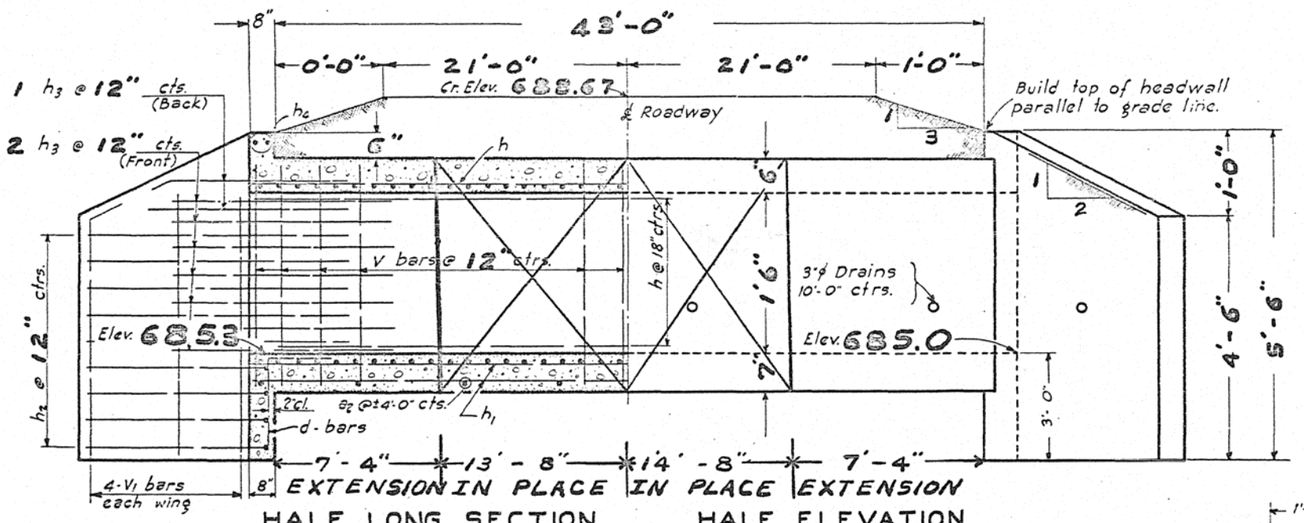
STANDARD 2020

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

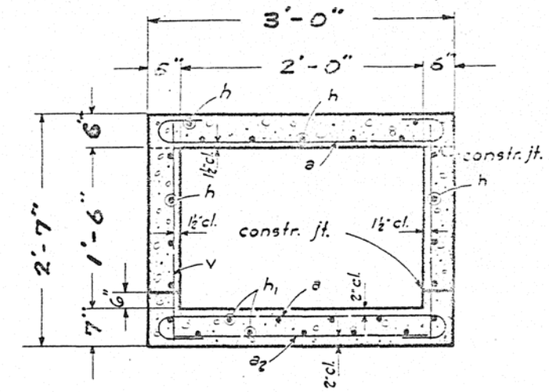
ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	*	MACON & PIATT	106	26
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT S-833( )		

SHEET NO.
SHEETS

*10W-1 (11,12)W

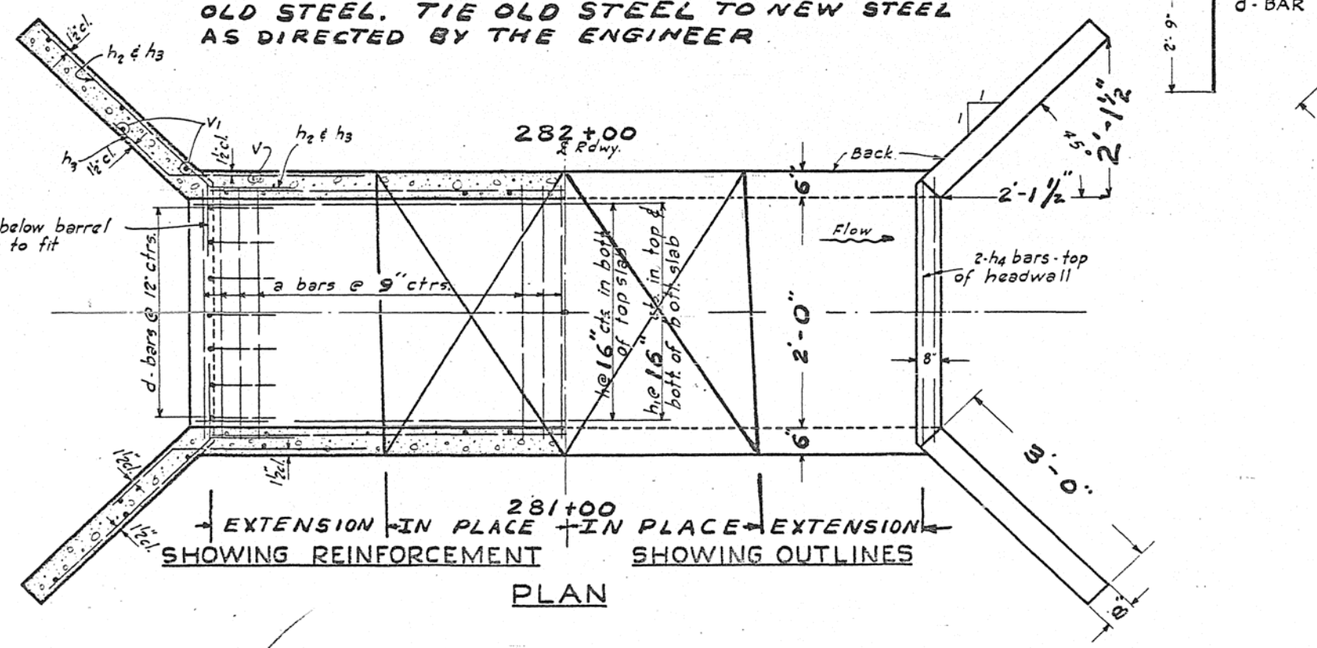


HALF LONG. SECTION HALF ELEVATION



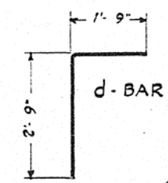
SECTION THRU BARREL

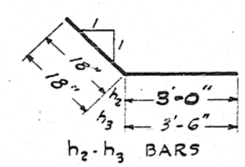
NOTE: REMOVE OLD HEADWALLS AND STRAIGHTEN OLD STEEL. TIE OLD STEEL TO NEW STEEL AS DIRECTED BY THE ENGINEER

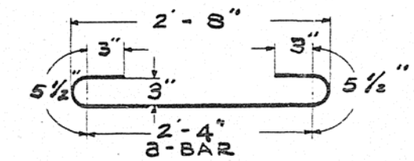


SHOWING REINFORCEMENT SHOWING OUTLINES

PLAN







BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	40	#4	3'-9"
a2	4	#4	2'-3"
h	16	#4	7'-9"
h1	10	#4	7'-9"
h2	20	#4	4'-6"
h3	12	#4	5'-0"
h4	4	#6	2'-3"
V	36	#4	2'-3"
V1	16	#4	5'-0"
d	6	#4	4'-6"
Class "X" Concrete Cu. Yds.			4.6
Reinforcement bars Lbs.			480

Note:- All bars shall be round ASTM A305-49. The size number is the number of 1/8 inches in the nominal diameter.

STANDARD	COMPUTED	
	CHECKED	
	DRAWN	-C.L. HAZLETT-
	CHECKED	
SPECIAL	ASSEMBLED	R.G.S.
	CHECKED	J.L.F.

EXAMINED 7-1 1950
H. M. Hansen
BRIDGE ENGINEER
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

GENERAL NOTES

Class X concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wing walls.
Exposed edges shall be beveled 3/4".
For backfilling & embankments see std. Spec's.
Tilt hook of "a" bars, if necessary, to obtain 1½" minimum clearance at top of hook.

f_s = 20,000 #/□"
f_c = 1200 #/□"
n = 10

H-20 LOADING

SPECIAL CULVERT EXTENSION
2'X 1.5' BOX, SEC. 10W-1 (11,12)W & 11RS (10,12) RS-1
MACON COUNTY
LT. & RT. STA. 281+53

Reinf. Revised - 11-50 - J.S.M.

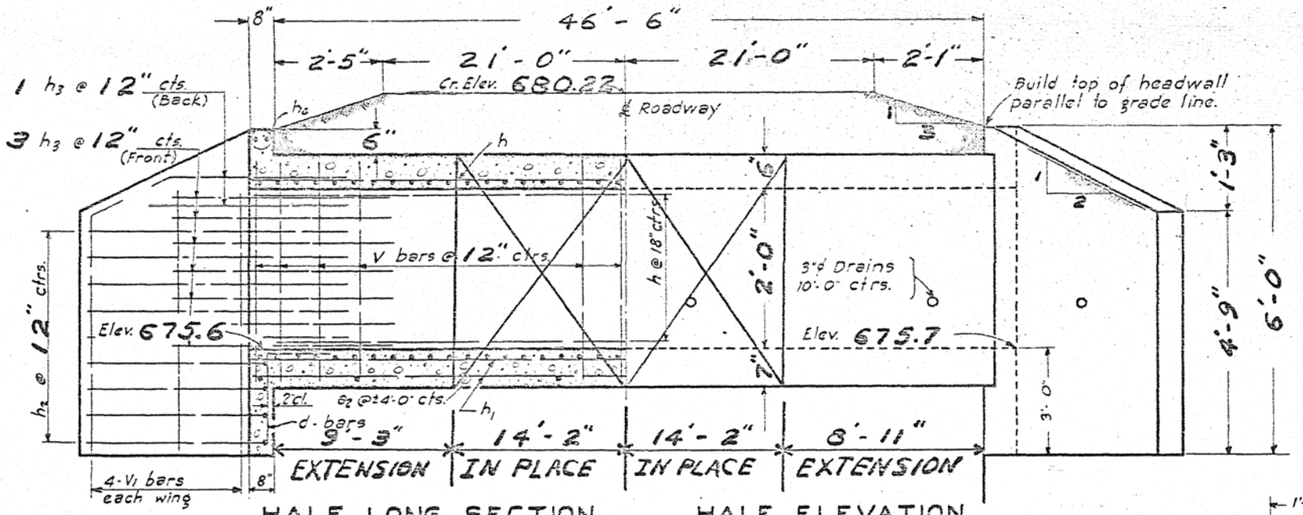
STANDARD 2020

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

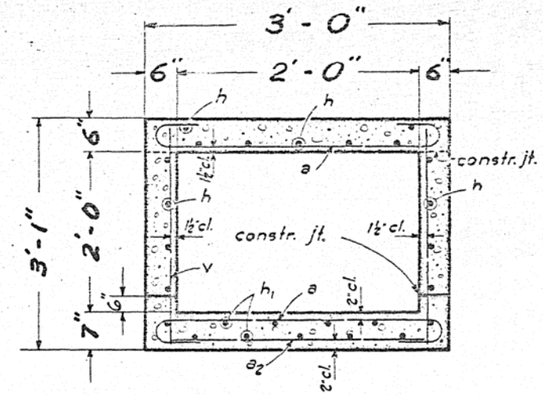
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	&	MACON & PIATT	106	27
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT S-835( )	

SHEET NO.
SHEETS

*10W-1(11,12)W

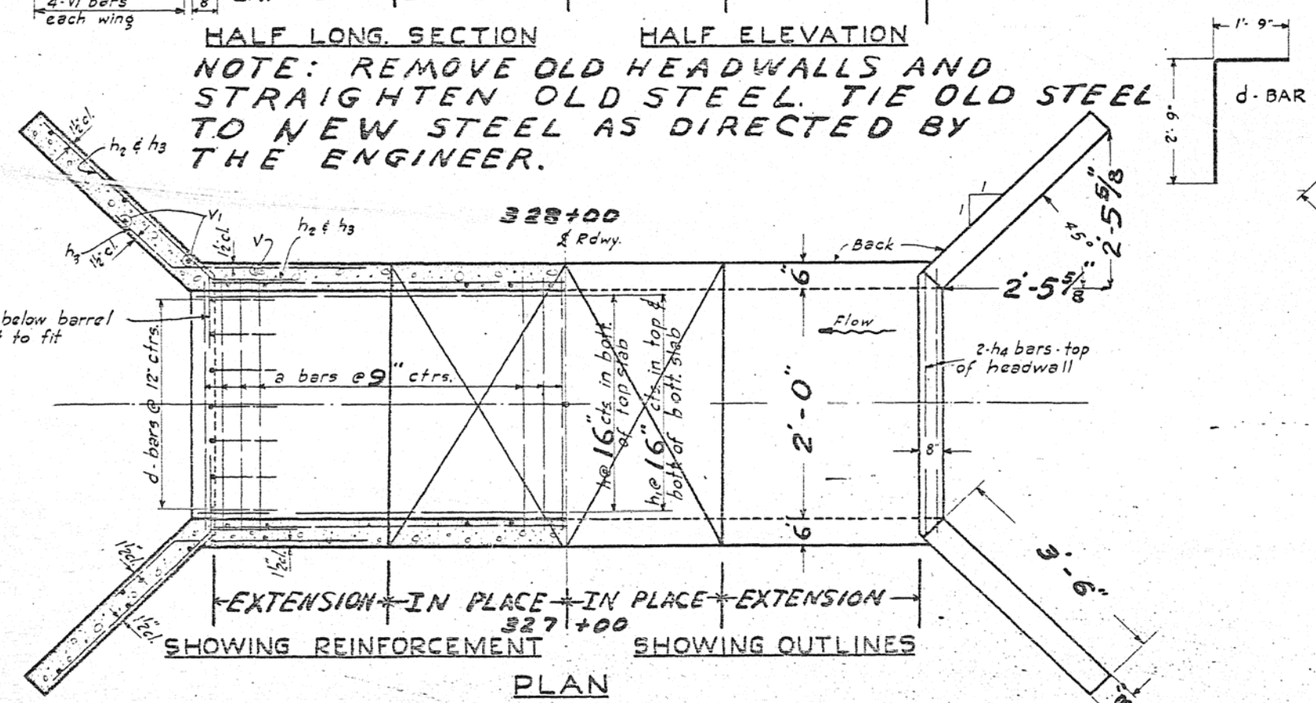


HALF LONG. SECTION HALF ELEVATION



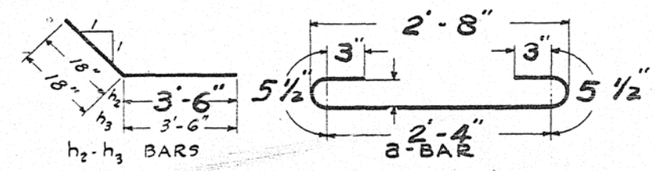
SECTION THRU BARREL

NOTE: REMOVE OLD HEADWALLS AND STRAIGHTEN OLD STEEL. TIE OLD STEEL TO NEW STEEL AS DIRECTED BY THE ENGINEER.



SHOWING REINFORCEMENT SHOWING OUTLINES

PLAN



BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	54	#4	3'-9"
a2	6	#4	2'-3"
hL	8	#4	9'-9"
hR	8	#4	9'-6"
h1L	5	#4	9'-9"
h2	20	#4	5'-0"
h3	16	#4	5'-0"
h4	4	#6	2'-3"
h1R	5	#4	9'-6"
V	44	#4	2'-9"
V1	16	#4	5'-6
d	6	#4	4'-6"
Class "X" Concrete Cu. Yds.			5.9
Reinforcement bars Lbs.			600

NOTE:- All bars shall be round ASTM A 305-49. The size number is the number of ⅛ inches in the nominal diameter.

GENERAL NOTES

Class X concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wing walls.
Exposed edges shall be beveled ¾".
For backfilling & embankments see std. Spec's.
Tilt hook of "a" bars, if necessary, to obtain 1½" minimum clearance at top of hook.

STANDARD	COMPUTED		
	CHECKED		
	DRAWN	-C.L. HAZLETT-	
	CHECKED		
SPECIAL	ASSEMBLED	R.G.S.	
	CHECKED	J.L.F.	

EXAMINED 7-1 1960
V. M. Romes
BRIDGE ENGINEER
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

Reinf. Revised - 11-50 - J.S.M.

fs = 20,000 #/□"
fc = 1200 #/□"
n = 10

H-20 LOADING

SPECIAL CULVERT EXTENSION
2'x 2 BOX, SEC. 10W-1(11,12)W & 11RS(10,12)RS-1
MACON COUNTY
LT. & RT. STA. 327+69.5

STANDARD 2020

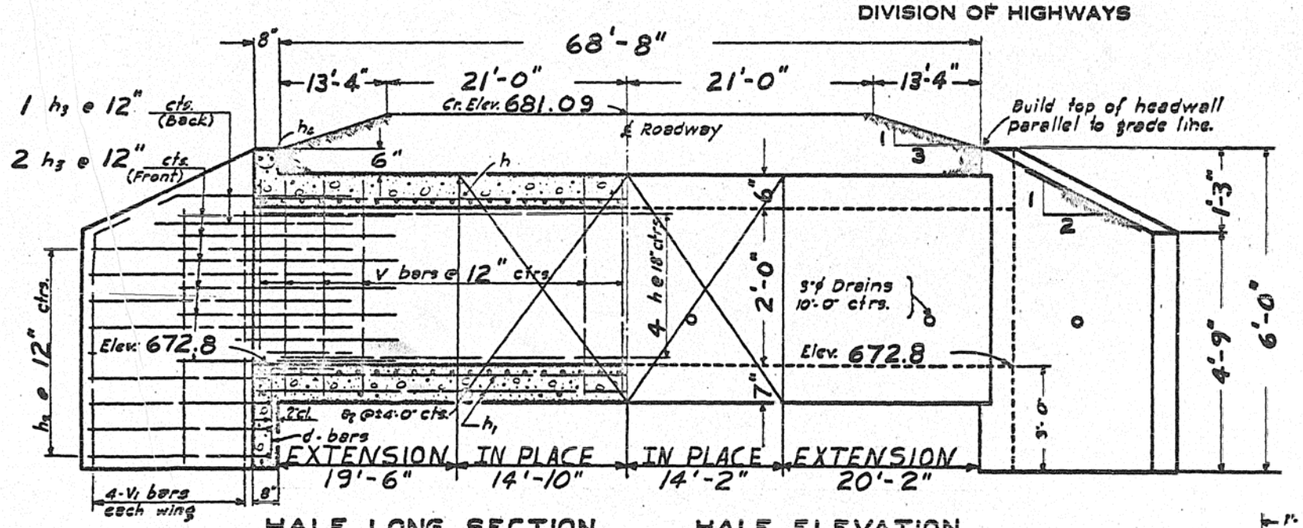
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

COUNTY	TOTAL SHEETS	SHEET NO.
PIATT & MACON	106	28

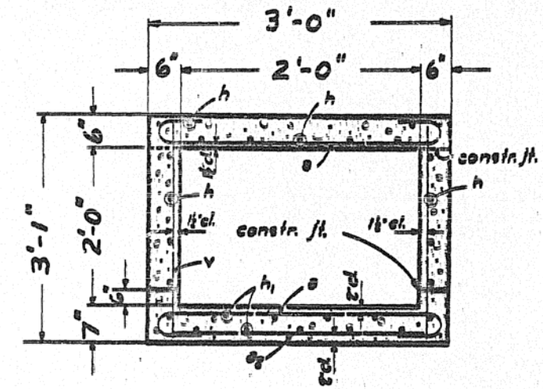
SHEETS

F.A.S. 540

10W-1 (11,12) W

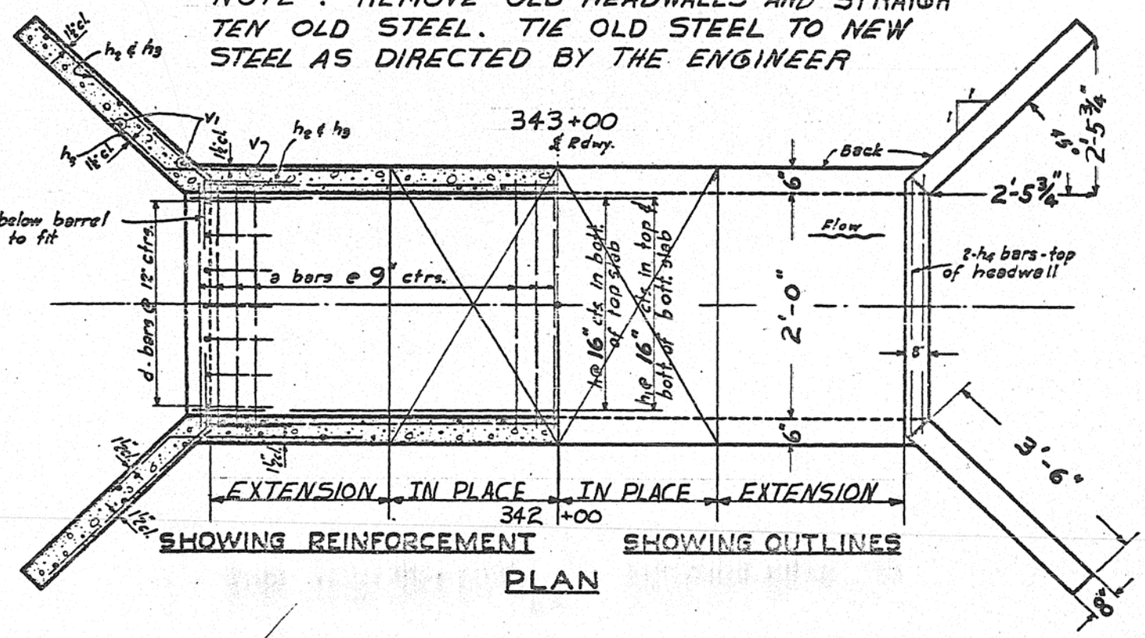


HALF LONG. SECTION HALF ELEVATION



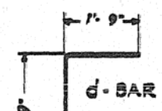
SECTION THRU BARREL

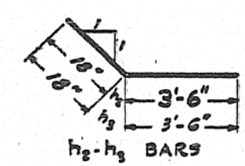
NOTE : REMOVE OLD HEADWALLS AND STRAIGHTEN OLD STEEL. TIE OLD STEEL TO NEW STEEL AS DIRECTED BY THE ENGINEER

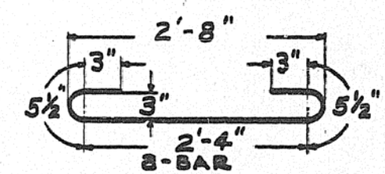


SHOWING REINFORCEMENT SHOWING OUTLINES

PLAN







BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	110	#4	3'-9"
a_2	10	#4	2'-3"
h_L	8	#4	20'-0"
h_R	8	#4	20'-6"
h_1	5	#4	20'-0"
h_2	20	#4	5'-0"
h_3	12	#4	5'-0"
h_4	4	#6	2'-3"
$h_{1,R}$	5	#4	20'-6"
V	86	#4	2'-9"
V_1	16	#4	5'-6"
d	6	#4	6'-6"
Class "X" Concrete Cu.Yds.			10.0
Reinforcement bars Lbs.			1,000

NOTE:-All bars shall be round ASTM A305-49. The size number is the number of ⅛ inches in the nominal diameter.

STANDARD	COMPUTED	
	CHECKED	
	DRAWN	-C.L. HAZLETT-
	CHECKED	
SPECIAL	ASSEMBLED	R.G.S.
	CHECKED	G.K.C.

EXAMINED 7-1 1960
V. M. Komma
PASSED
APPROVED

Reinf. Revised-11-50-J.S.H.

GENERAL NOTES

Class X concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wing walls.
Exposed edges shall be beveled ¾".
For backfilling & embankments see st'd. Spec's.
Tilt hook of "a" bars, if necessary, to obtain 1½" minimum clearance at top of hook.

f_s = 20,000 #/□"
f_c = 1200 #/□"
n = 10
H20 LOADING

SPECIAL CULVERT EXTENSION 2'x2' BOX
F.A.S. 540, SEC. 10W-1 (11,12) W & 11RS (10,12) RS-1
MACON COUNTY
LT. & RT. STA. 342+24

STANDARD 2020

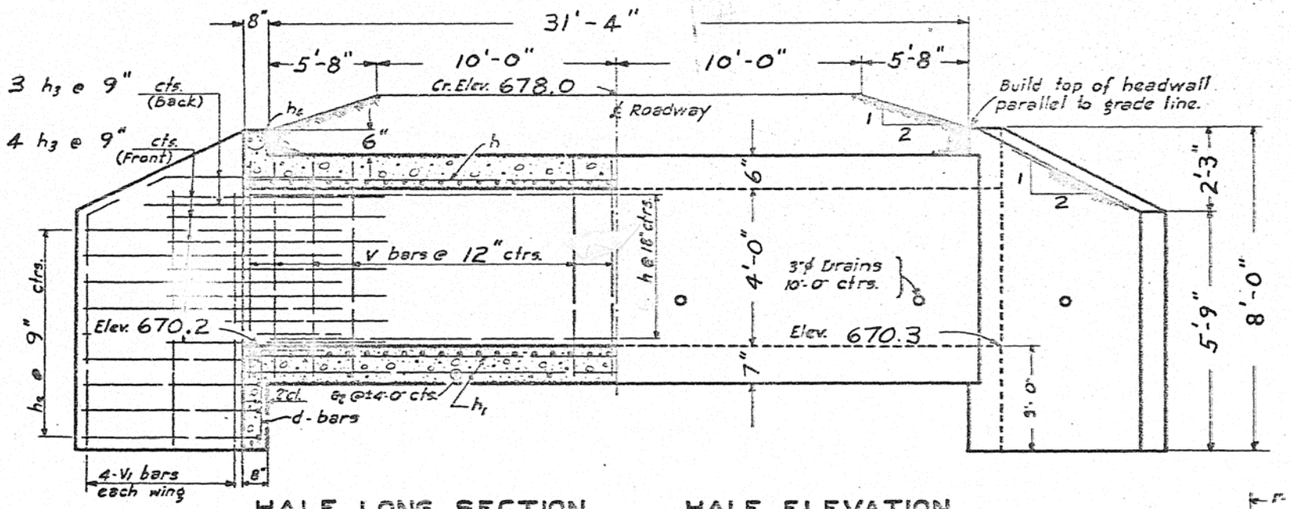
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	*	MACON & PIATT	106	29

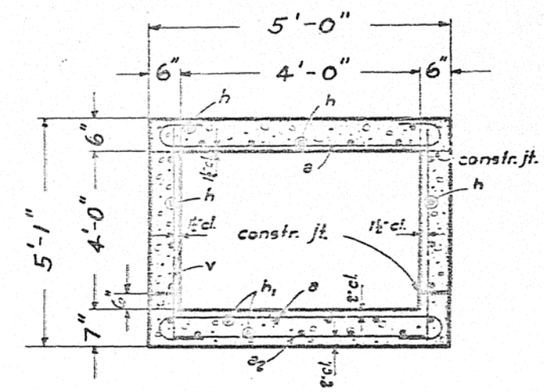
SHEET NO.
SHEETS.

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT S-835(_)

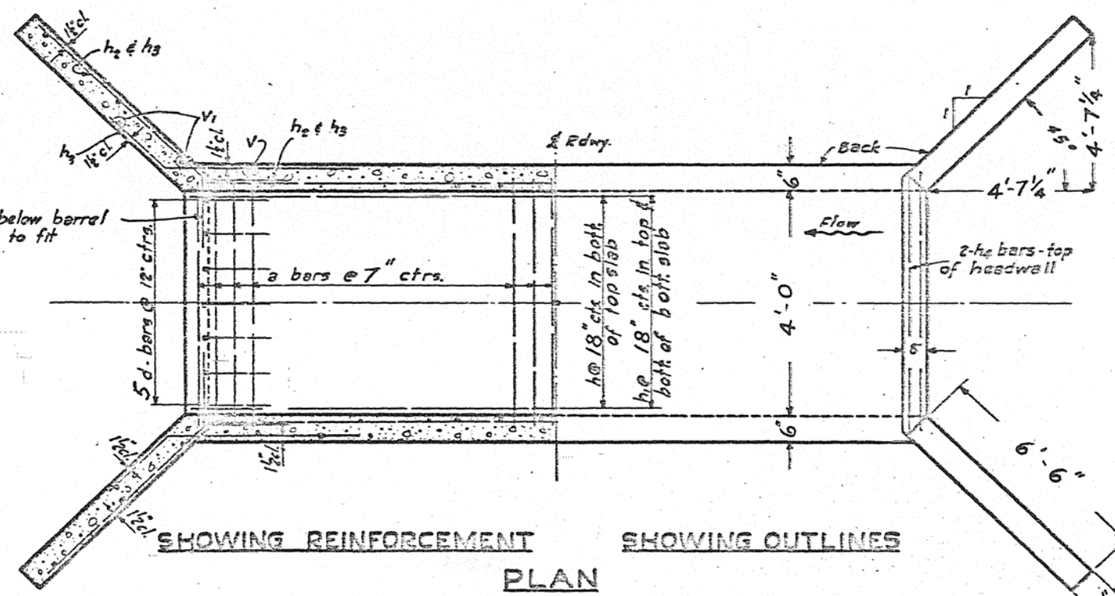
*10W-1(11,12)W



HALF LONG. SECTION HALF ELEVATION

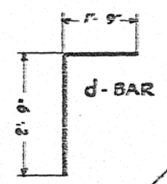


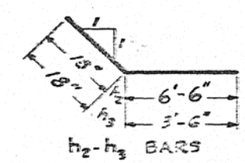
SECTION THRU BARREL



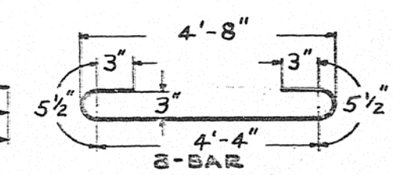
SHOWING REINFORCEMENT SHOWING OUTLINES

PLAN





h_2-h_3 BARS



a-BAR

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	110	#4	5'-9"
a_2	8	#4	4'-3"
h	22	#4	16'-6"
h_1	14	#4	16'-6"
h_2	32	#4	8'-0"
h_3	28	#4	5'-0"
h_4	4	#4	4'-3"
V	68	#4	4'-9"
V_1	16	#4	6'-9"
d	10	#4	4'-6"
Class "X" Concrete Cu. Yds.			16.3
Reinforcement bars Lbs.			1,440

NOTE:- All bars shall be round ASTM A305-49. The size number is the number of 1/8 inches in the nominal diameter.

STANDARD	COMPUTED	
	CHECKED	
	DRAWN	-C.L.HAZLETT-
	CHECKED	
SPECIAL	ASSEMBLED	R.G.S.
	CHECKED	C.J.B.

EXAMINED 7-1 1960
PASSED
APPROVED

GENERAL NOTES

Class X concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wing walls.
Exposed edges shall be beveled ¾".
For backfilling & embankments see std. Spec's.
Tilt hook of "a" bars, if necessary, to obtain 1½" minimum clearance at top of hook.

f_s = 20,000 #/□" f_c = 1000 #/□" n = 10

H15 Loading

SPECIAL CULVERT DESIGN 4'-4' BOX
SEC. 10W-1(11,12)W & 11RS (10,12) RS-1
MACON COUNTY
39' RT. STA. 351 + 40.5

Reinf. Revised-11-50-J.C.M.

STANDARD 2020

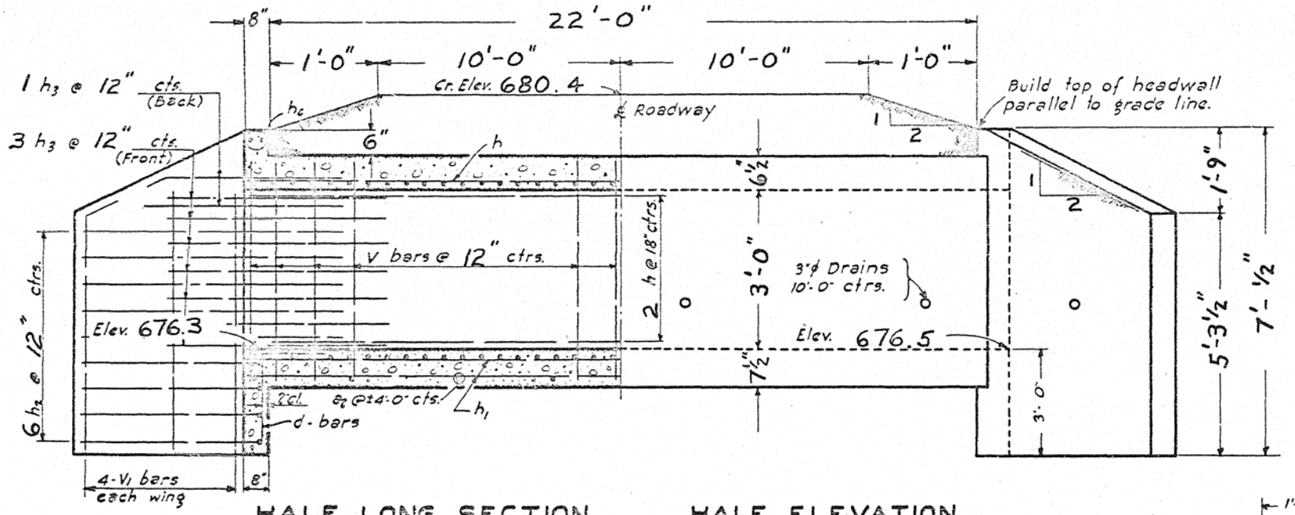
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	*	MACON & PIATT	106	30

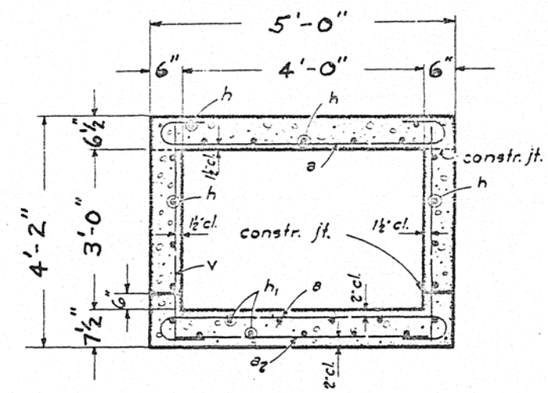
SHEET NO
SHEETS

FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT S-835( )

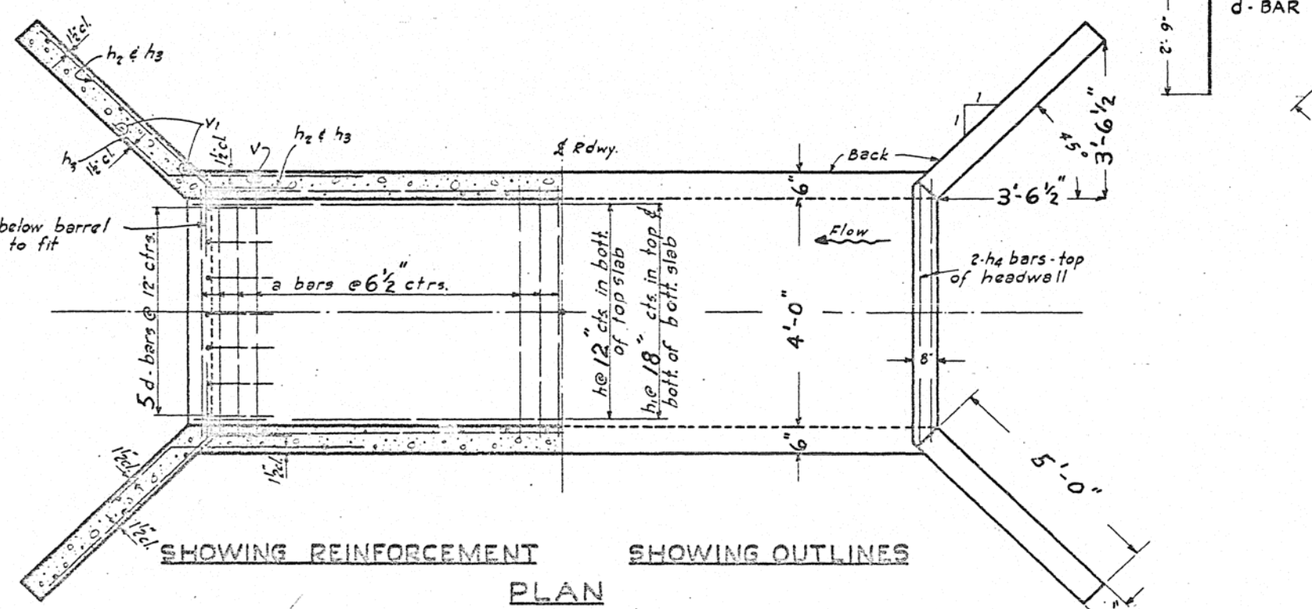
*10W-1 (11,12)W



HALF LONG. SECTION HALF ELEVATION

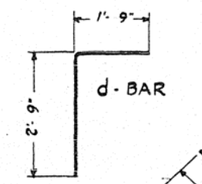


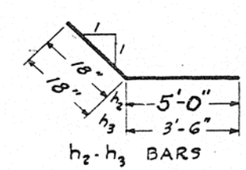
SECTION THRU BARREL

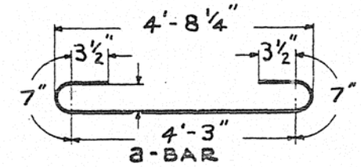


SHOWING REINFORCEMENT SHOWING OUTLINES

PLAN







BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	84	#5	6'-0"
a2	6	#4	4'-3"
h	10	#4	22'-6"
h1	7	#4	22'-6"
h2	24	#4	6'-6"
h3	16	#4	5'-0"
h4	4	#6	4'-3"
V	50	#4	3'-9"
V1	16	#4	6'-3"
d	10	#4	4'-6"
Class "X" concrete cu.yds.			11.2
Reinforcement bars Lbs.			1,200

Note:- All bars shall be round ASTM A305-49. The size number is the number of ⅛ inches in the nominal diameter.

STANDARD	COMPUTED	
	CHECKED	
	DRAWN	-C.L. HAZLETT-
	CHECKED	
SPECIAL	ASSEMBLED	R. G. S.
	CHECKED	C. J. B.

EXAMINED 7-1 1960
BRIDGE ENGINEER
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

Reinf. Revised - 11-50 - J.S.M.

GENERAL NOTES

Class X concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wing walls.
Exposed edges shall be beveled ¾".
For backfilling & embankments see std. Spec's.
Tilt hook of "a" bars, if necessary, to obtain 1½" minimum clearance at top of hook.

f_s = 20,000 #/□"
f_c = 1200 #/□"
n = 10
H15 LOADING

SPECIAL CULVERT DESIGN 4'×3' BOX
SEC. 10W-1 (11,12)W & 11RS (10,12) RS-1
MACON COUNTY
32' RT. STA. 362+23

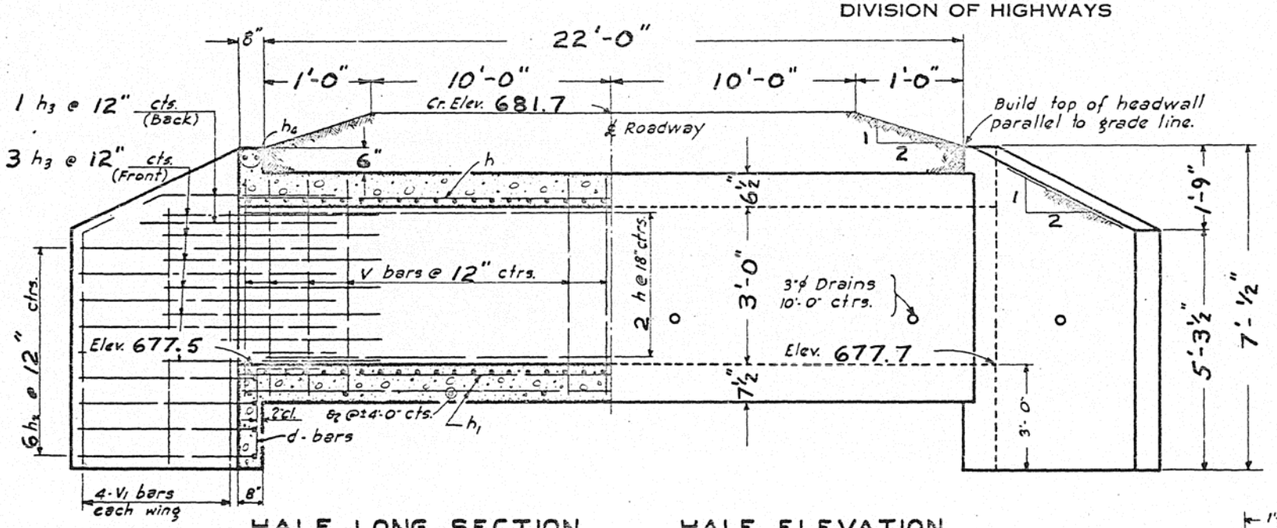
STANDARD 2020

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

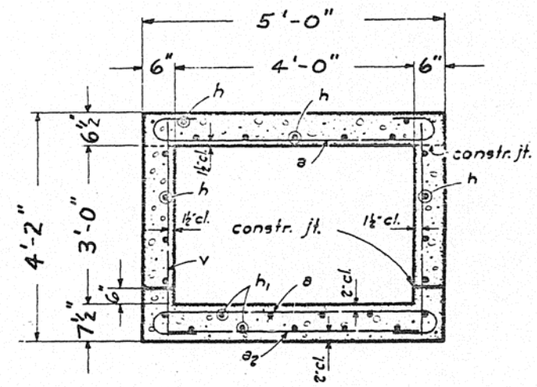
BOND ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	*	MACON & PIATT	106	31
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	S-835( )

SHEET NO.
SHEETS

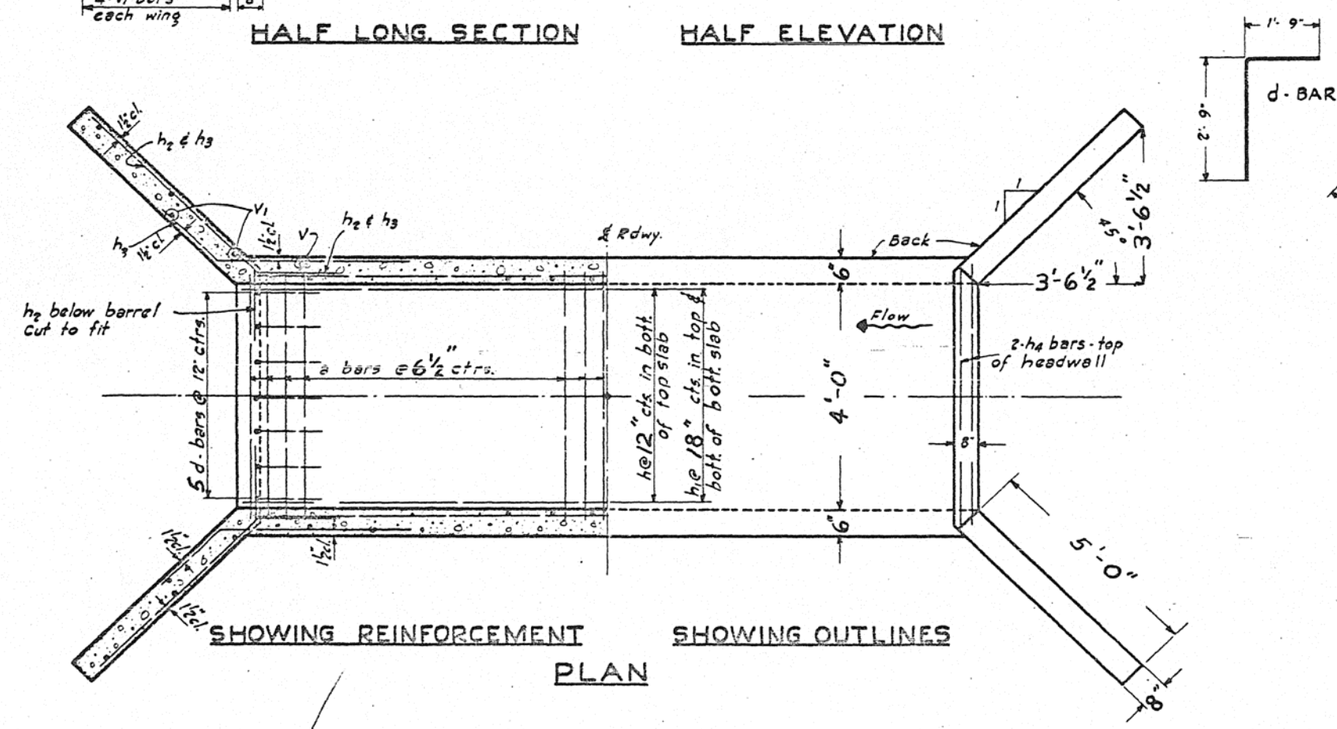
* 10W-1 (11,12)W



HALF LONG. SECTION HALF ELEVATION

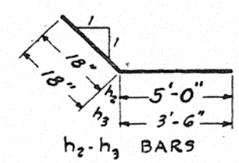


SECTION THRU BARREL

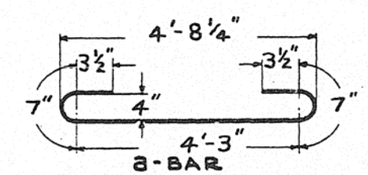


SHOWING REINFORCEMENT SHOWING OUTLINES

PLAN



h2-h3 BARS



a-BAR

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	84	#5	6'-0"
a2	6	#4	4'-3"
h	10	#4	22'-6"
h1	7	#4	22'-6"
h2	24	#4	6'-6"
h3	16	#4	5'-0"
h4	4	#6	4'-3"
V	50	#4	3'-9"
V1	16	#4	6'-3"
d	10	#4	4'-6"
Class "X" Concrete Cu. Yds.			11.2
Reinforcement bars Lbs.			1,200

NOTE:-All bars shall be round ASTM A305-49. The size number is the number of ⅛ inches in the nominal diameter.

STANDARD	COMPUTED	
	CHECKED	
	DRAWN	-C.L. HAZLETT-
	CHECKED	
SPECIAL	ASSEMBLED	R.G.S.
	CHECKED	C.J.B.

EXAMINED 7-1 1960
V. M. Kolomis
BRIDGE ENGINEER
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

GENERAL NOTES

Class X concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wing walls.
Exposed edges shall be beveled ¾".
For backfilling & embankments see std. Spec's.
Tilt hook of "a" bars, if necessary, to obtain 1½" minimum clearance at top of hook.

f_s = 20,000 #/□"
f_c = 1200 #/□"
n = 10
H 15 LOADING

SPECIAL CULVERT DESIGN 4'×3' BOX
SEC. 10W-1 (11,12)W & 11RS (10,12) RS-1
MACON COUNTY
32' RT. STA. 363 + 25

Reinf. Revised-11-50-J.S.M.

STANDARD 2020

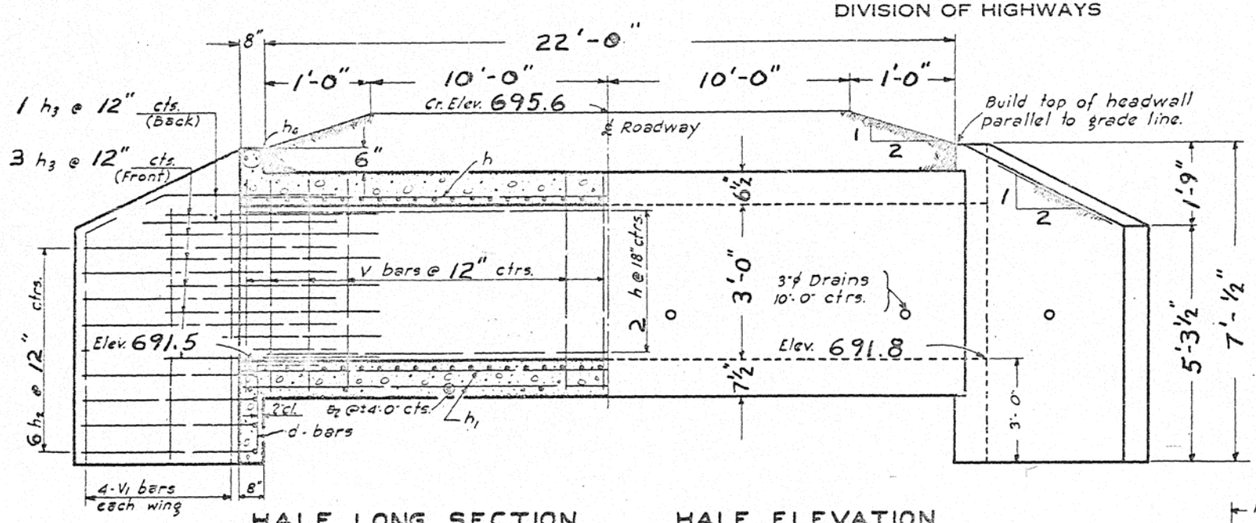
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	*	MACON & PIATT	106	32

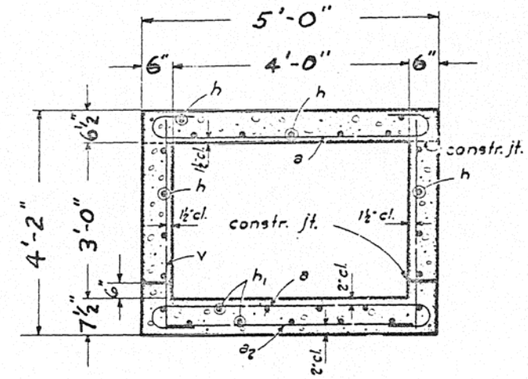
SHEET NO.
SHEETS

FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT S-835( )

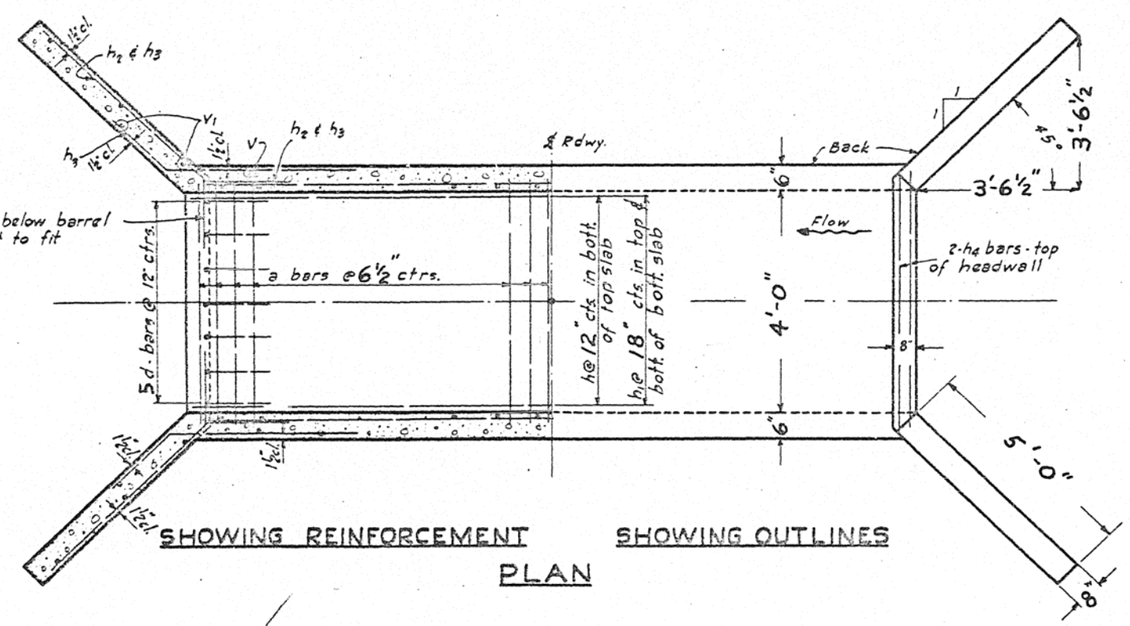
*10W-1(11,12)W



HALF LONG. SECTION HALF ELEVATION

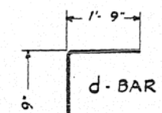


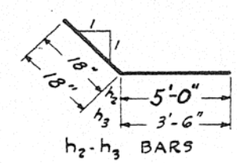
SECTION THRU BARREL

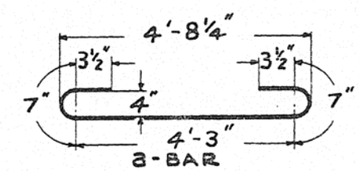


SHOWING REINFORCEMENT SHOWING OUTLINES

PLAN







BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	84	#5	6'-0"
a2	6	#4	4'-3"
h	10	#4	22'-6"
h1	7	#4	22'-6"
h2	24	#4	6'-6"
h3	16	#4	5'-0"
h4	4	#6	4'-3"
V	50	#4	3'-9"
V1	16	#4	6'-3"
d	10	#4	4'-6"
Class "X" Concrete Cu. Yds.			11.2
Reinforcement bars Lbs.			1,200

Note:- All bars shall be round ASTM A305-49. The size number is the number of 1/8 inches in the nominal diameter.

STANDARD	COMPUTED	
	CHECKED	
	DRAWN	-C.L. HAZLETT-
	CHECKED	
SPECIAL	ASSEMBLED	R.G.S.
	CHECKED	C.J.B.

EXAMINED 7-1 1960
V. M. Malmquist
BRIDGE ENGINEER
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

Reinf. Revised - 11-56 - J.S.M.

GENERAL NOTES

Class X concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wing walls.
Exposed edges shall be beveled ¾".
For backfilling & embankments see St'd. Spec's.
Tilt hook of "a" bars, if necessary, to obtain 1½" minimum clearance at top of hook.

f_s = 20,000 #/□"
f_c = 1200 #/□"
n = 10
H15 LOADING

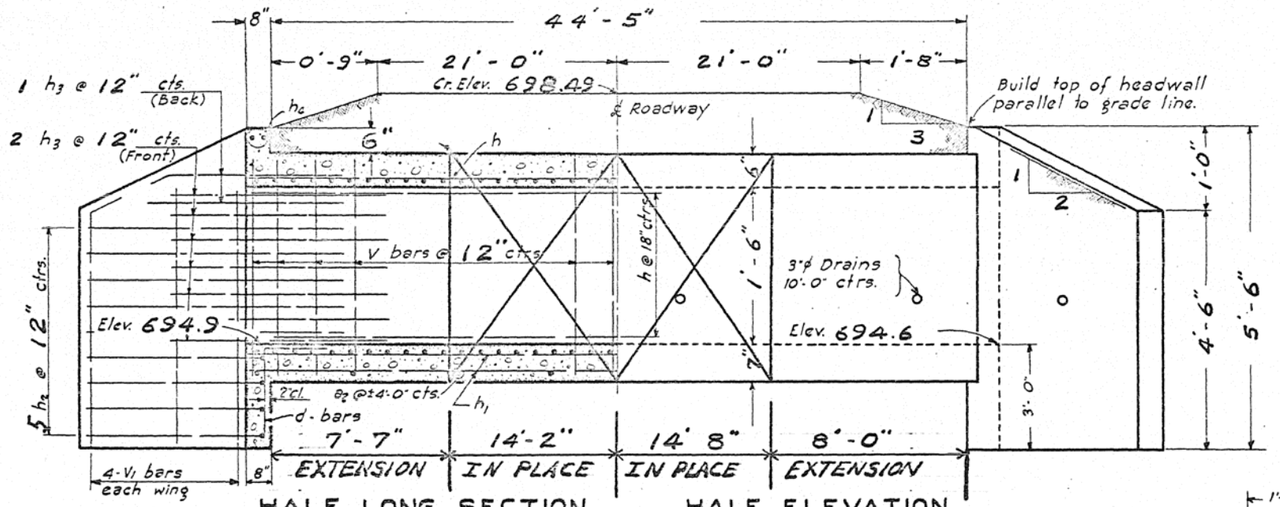
SPECIAL CULVERT DESIGN 4'×3' BOX
SEC. 10W-1 (11,12)W & 11 RS (10,12) RS-1
MACON COUNTY
34' RT. STA. 378+10

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	*	MACON & PIATT	106	33
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT S-8350( )	

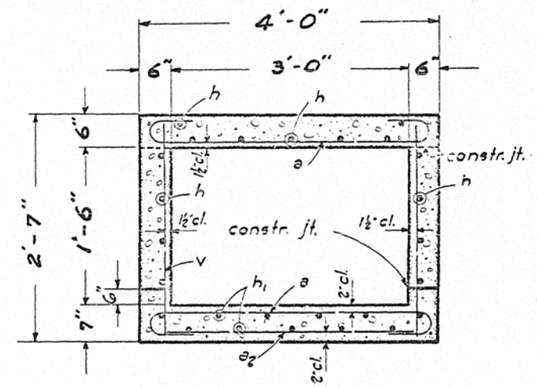
SHEET NO.
SHEETS

*10W-1(11,12)W

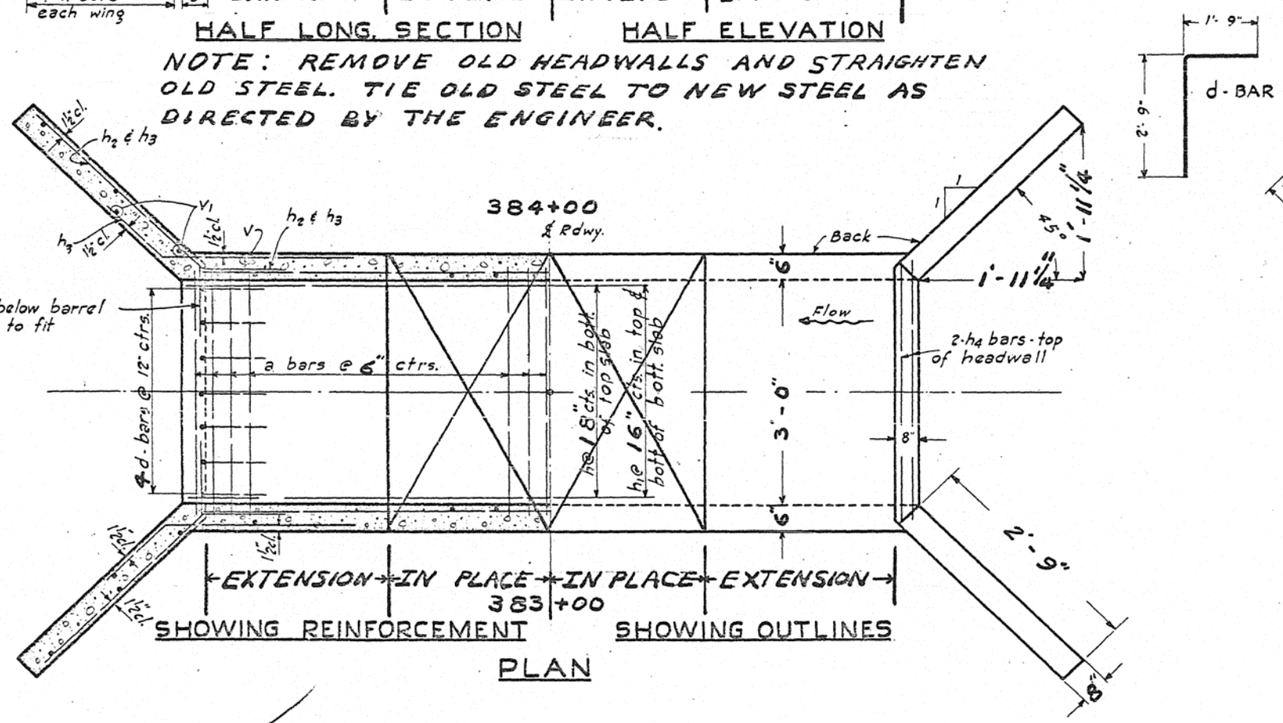


HALF LONG. SECTION HALF ELEVATION

NOTE: REMOVE OLD HEADWALLS AND STRAIGHTEN OLD STEEL. TIE OLD STEEL TO NEW STEEL AS DIRECTED BY THE ENGINEER.

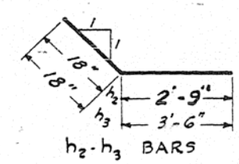


SECTION THRU BARREL

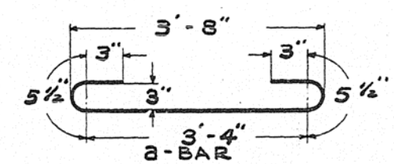


SHOWING REINFORCEMENT SHOWING OUTLINES

PLAN



h2-h3 BARS



a-BAR

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	70	#4	4'-9"
a2	6	#4	3'-3"
hL	9	#4	8'-0"
hR	9	#4	8'-6"
h1L	7	#4	8'-0"
h2	20	#4	4'-3"
h3	12	#4	5'-0"
h4	4	#6	3'-3"
h1R	7	#4	8'-6"
V	40	#4	2'-3"
V1	16	#4	5'-0"
d	8	#4	4'-6"
Class "X" Concrete Cu.Yds.			5.4
Reinforcement bars Lbs.			670

NOTE:-All bars shall be round ASTM A305-49. The size number is the number of ⅛ inches in the nominal diameter.

STANDARD	COMPUTED	
	CHECKED	
	DRAWN	-C.L.HAZLETT-
	CHECKED	
SPECIAL	ASSEMBLED	R.G.S.
	CHECKED	J.L.F.

EXAMINED 7-1 1950
J. M. [illegible] BRIDGE ENGINEER
PASSED ENGINEER OF DESIGN
APPROVED CHIEF HIGHWAY ENGINEER

Reinf. Revised-11-50-J.S.M.

GENERAL NOTES

Class X concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wing walls.
Exposed edges shall be beveled ¾".
For backfilling & embankments see st'd. Spec's.
Tilt hook of "a" bars, if necessary, to obtain 1½" minimum clearance at top of hook.

fs = 20,000 #/□"
fc = 1200 #/□"
n = 10

H-20 LOADING

SPECIAL CULVERT EXTENSION
3'x1.5' BOX, SECTION 10W-1(11,12)W & FAS(10,12) RS-1
MACON COUNTY
LT & RT STA 383+04

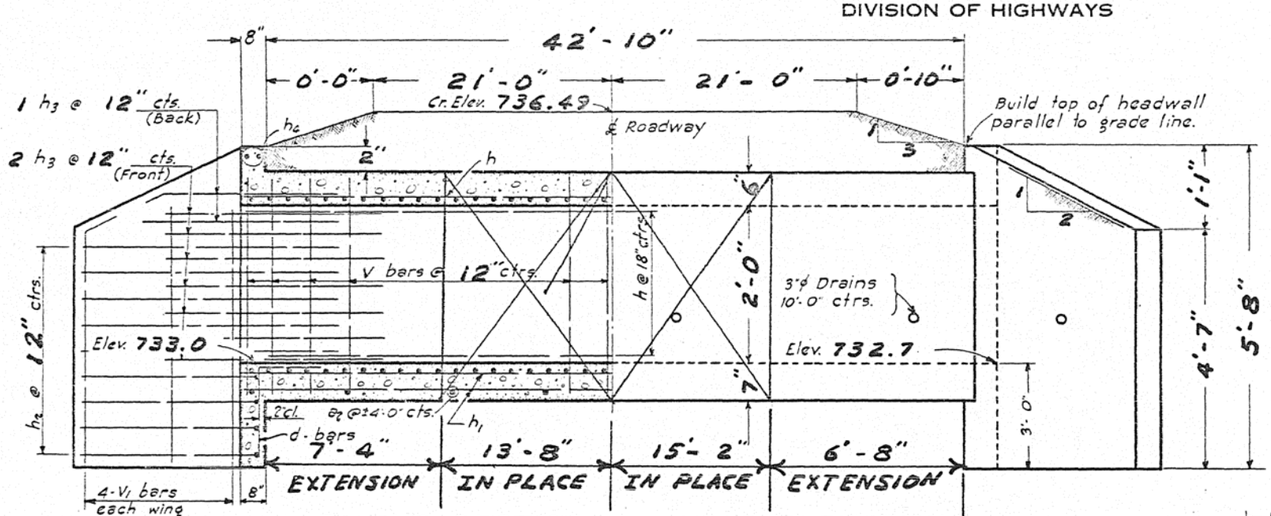
STANDARD 2020

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

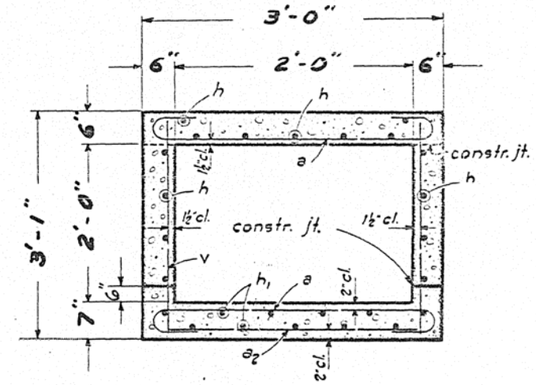
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	*	MACON & PIATT	106	34
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT S-835( )		

SHEET NO.
SHEETS

*10W-1(11,12)W

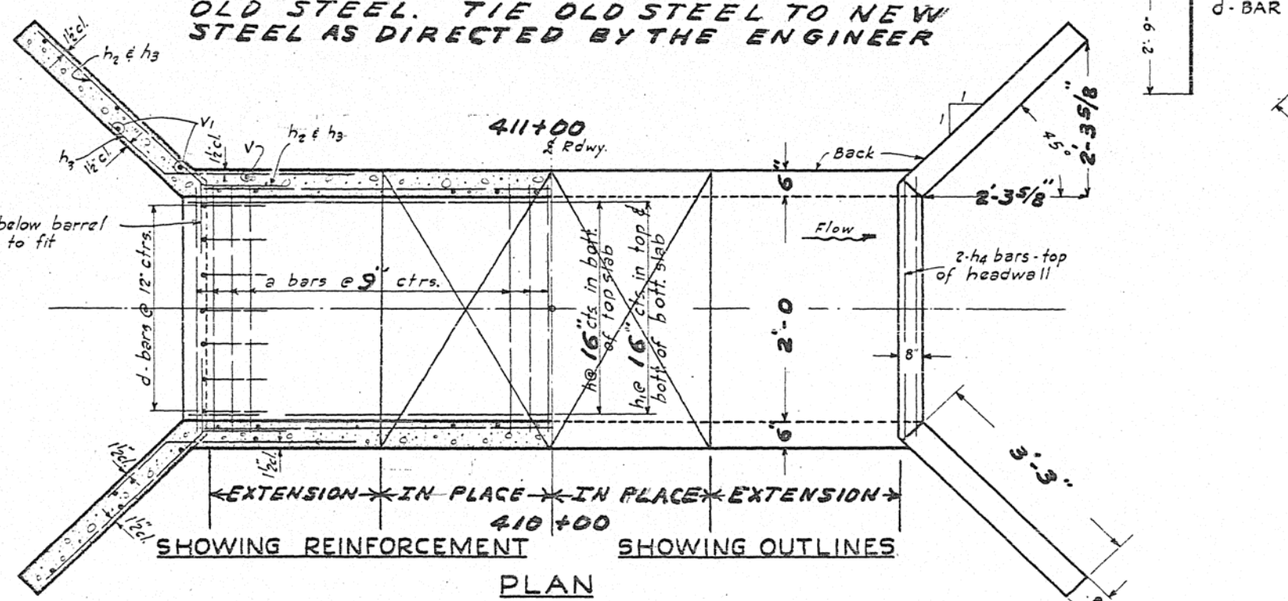


HALF LONG. SECTION HALF ELEVATION



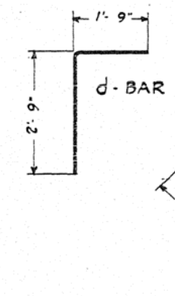
SECTION THRU BARREL

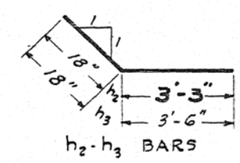
NOTE: REMOVE OLD HEADWALLS AND STRAIGHTEN OLD STEEL. TIE OLD STEEL TO NEW STEEL AS DIRECTED BY THE ENGINEER



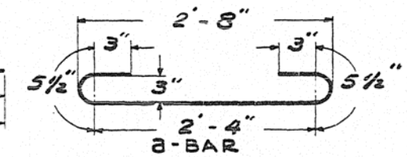
SHOWING REINFORCEMENT SHOWING OUTLINES

PLAN





h2-h3 BARS



a-BAR

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	42	#4	3'-9"
a2	6	#4	2'-3"
hL	8	#4	7'-9"
hR	8	#4	7'-0"
h1L	5	#4	7'-9"
h2	20	#4	4'-9"
h3	12	#4	5'-0"
h4	4	#6	2'-3"
h1R	5	#4	7'-0"
V	36	#4	2'-9"
V1	16	#4	5'-3"
d	6	#4	4'-6"
Class "X" Concrete Cu. Yds.			4.9
Reinforcement bars Lbs.			500

NOTE:-All bars shall be round ASTM A305-49. The size number is the number of ⅛ inches in the nominal diameter.

STANDARD	COMPUTED	
	CHECKED	
	DRAWN	-C.L. HAZLETT-
	CHECKED	
SPECIAL	ASSEMBLED	R.G.S.
	CHECKED	J.L.F.

EXAMINED 7-11 19 60
BRIDGE ENGINEER
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

Reinf. Revised-11-30-J.S.M.

GENERAL NOTES

Class X concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wing walls.
Exposed edges shall be beveled 3/4".
For backfilling & embankments see st'd. Spec's.
Tilt hook of "a" bars, if necessary, to obtain 1½" minimum clearance at top of hook.

fs = 20,000 #/□"
fc = 1200 #/□"
n = 10

H-20 LOADING

SPECIAL CULVERT EXTENSION
2'X2' BOX, SEC. 10W-1(10,12)W & 11RS(10,12)RS-1
MACON COUNTY
LT. & RT. STA. 410+50

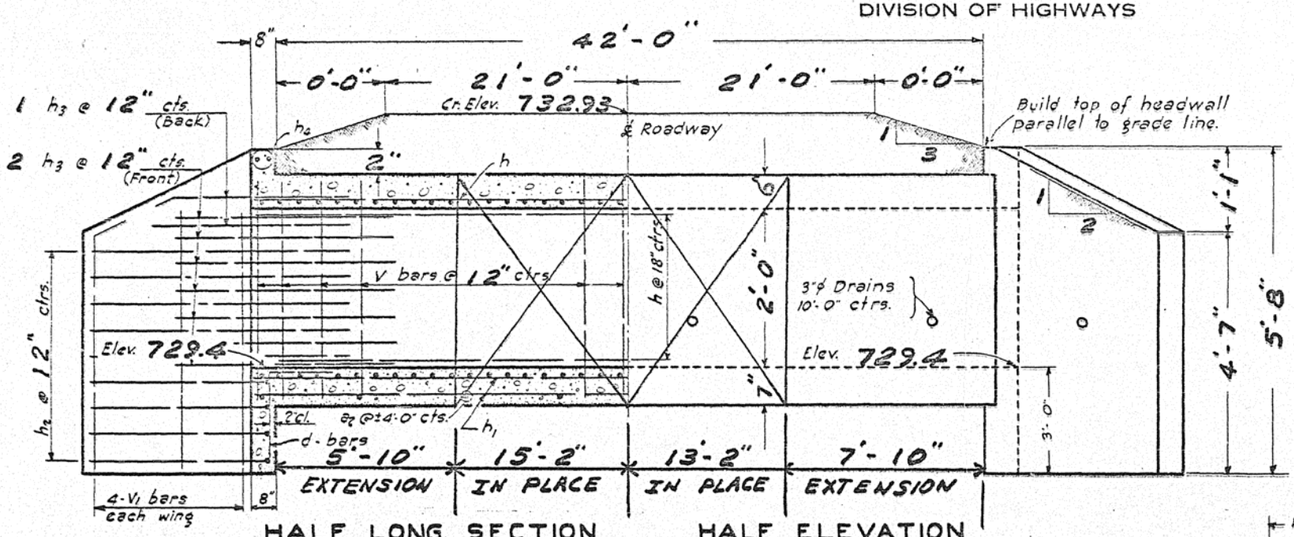
STANDARD 2020

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

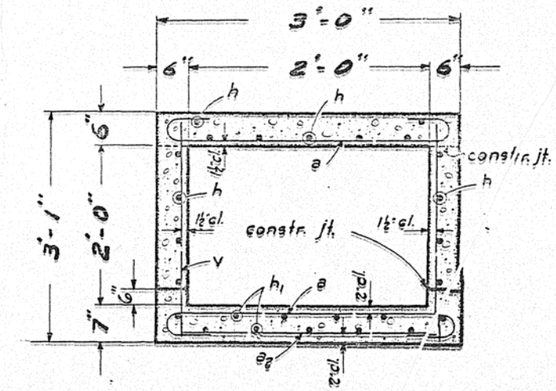
BOND ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 560	#	MACON & PIATT	106	35
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT S-835( )	

SHEET NO.
SHEETS

*10W-1(11,12)W

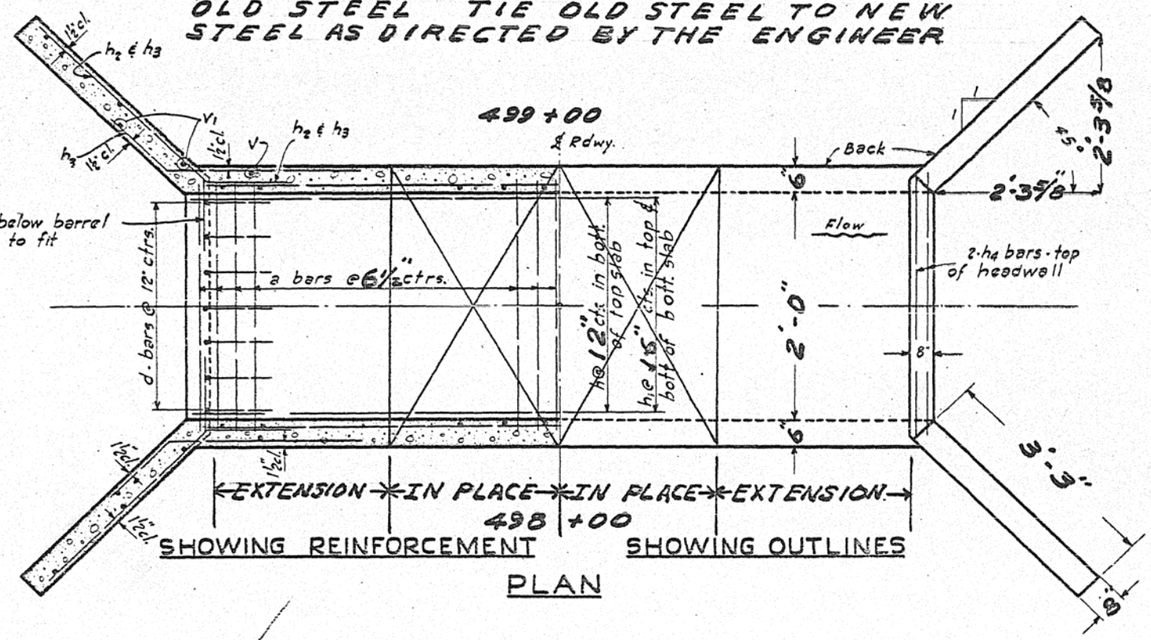


HALF LONG. SECTION HALF ELEVATION



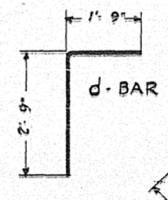
SECTION THRU BARREL

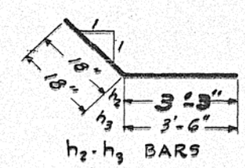
NOTE: REMOVE OLD HEADWALLS AND STRAIGHTEN OLD STEEL TIE OLD STEEL TO NEW STEEL AS DIRECTED BY THE ENGINEER



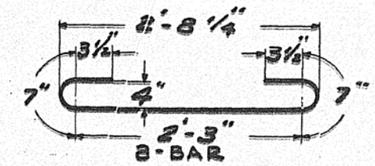
SHOWING REINFORCEMENT SHOWING OUTLINES

PLAN





h2-h3 BARS



a-BAR

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	56	#5	4'-0"
a2	5	#4	2'-3"
h4	8	#4	6'-3"
hR	8	#4	8'-3"
h1 L	5	#4	6'-3"
h2	20	#4	4'-9"
h3	12	#4	5'-0"
h4	4	#6	2'-3"
h1 R	5	#4	8'-3"
V	36	#4	2'-9"
V1	16	#4	5'-3"
d	6	#4	4'-6"
Class "X" Concrete Cu. Yds.			4.8
Reinforcement bars Lbs.			620

NOTE:- All bars shall be round ASTM A305-49. The size number is the number of ⅛ inches in the nominal diameter.

STANDARD	COMPUTED	
	CHECKED	
	DRAWN	-C.L. HAZLETT-
	CHECKED	
SPECIAL	ASSEMBLED	R.G.S.
	CHECKED	J.L.F.

EXAMINED 7-1 19
BRIDGE ENGINEER
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

Reinf. Revised - 11-50 - J.S.M.

GENERAL NOTES

Class X concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wing walls.
Exposed edges shall be beveled ¾".
For backfilling & embankments see st'd. Spec's.
Tilt hook of "a" bars, if necessary, to obtain 1½" minimum clearance at top of hook.

fs = 20,000 #/□"
fc = 1200 #/□"
n = 10
H-20 LOADING

SPECIAL CULVERT EXTENSION
2'X2' BOX, SEC. 10W-1(11,12)W & 11RS(10,12)RS-1
PIATT COUNTY
LT. & RT. STA. 498+35

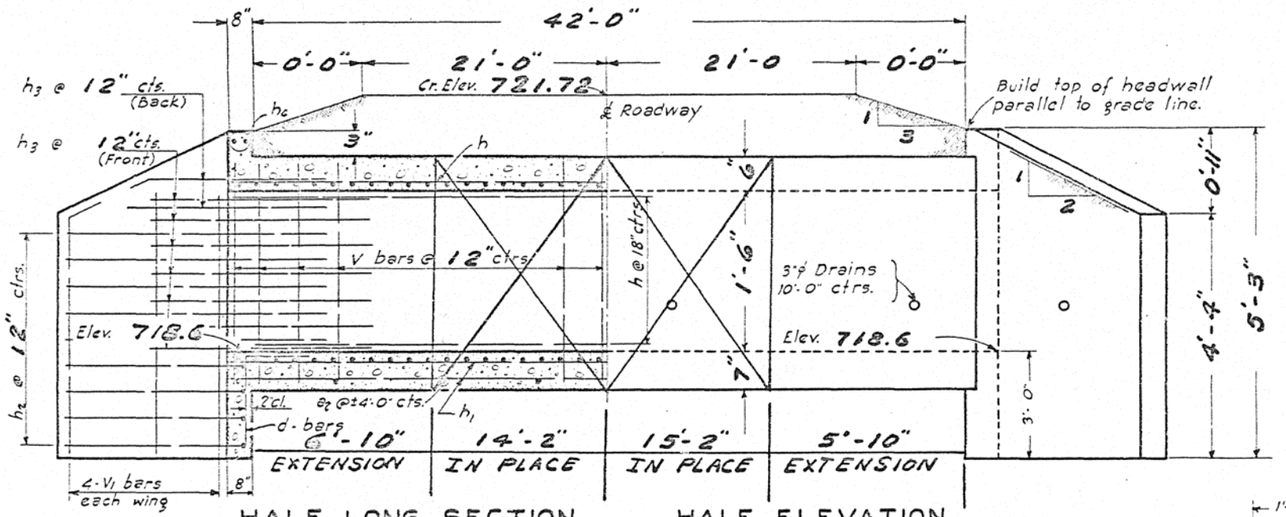
STANDARD 2020

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

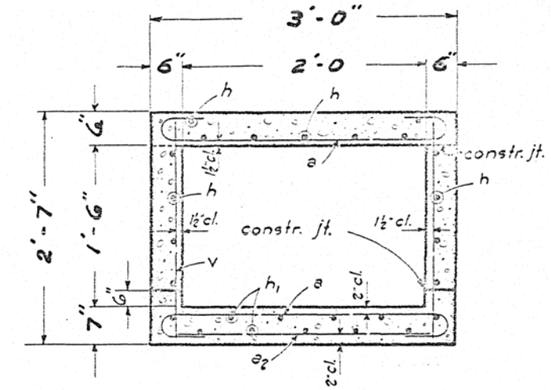
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	*	MACON & PIATT	106	36
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT S-835( )		

SHEET NO.
SHEETS

* 10W-1(11,12)W

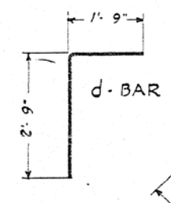


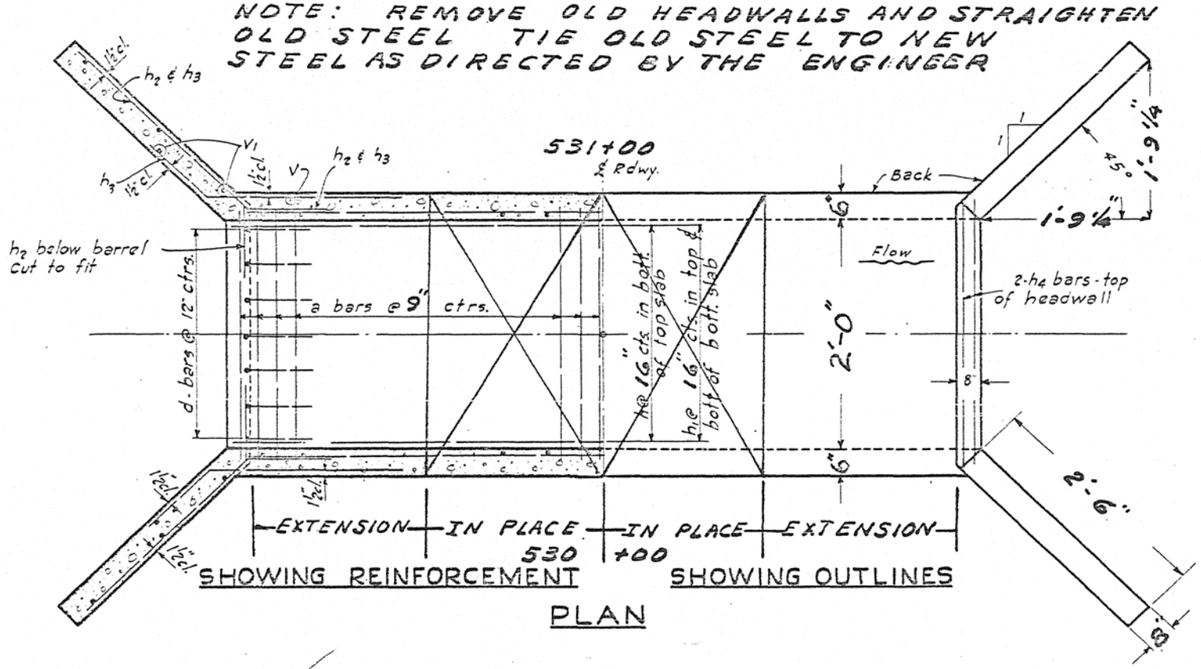
HALF LONG. SECTION HALF ELEVATION



SECTION THRU BARREL

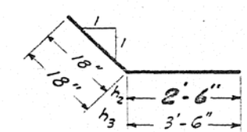
NOTE: REMOVE OLD HEADWALLS AND STRAIGHTEN OLD STEEL TIE OLD STEEL TO NEW STEEL AS DIRECTED BY THE ENGINEER



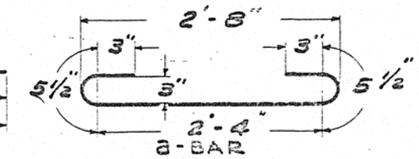


SHOWING REINFORCEMENT SHOWING OUTLINES

PLAN



h2-h3 BARS



a-BAR

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH
a	38	#4	3'-9"
a2	4	#4	2'-3"
hL	8	#4	7'-3"
hR	8	#4	6'-3"
h1 L	5	#4	7'-3"
h2	20	#4	4'-0"
h3	12	#4	5'-0"
h4	4	#6	2'-3"
h1 R	5	#4	6'-3"
V	34	#4	2'-3"
V1	16	#4	4'-9"
d	6	#4	4'-6"
Class "X" Concrete Cu. Yds. 3.9			
Reinforcement bars Lbs. 450			

NOTE:-All bars shall be round ASTM A305-49. The size number is the number of ⅛ inches in the nominal diameter.

STANDARD	COMPUTED	
	CHECKED	
	DRAWN	-C.L. HAZLETT-
	CHECKED	
SPECIAL	ASSEMBLED	R.G.S.
	CHECKED	J.L.F.

EXAMINED 7-1 1950
BRIDGE ENGINEER
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

GENERAL NOTES

Class X concrete shall be used throughout.
At least six feet of Barrel shall be poured monolithically with wing walls.
Exposed edges shall be beveled ¾".
For backfilling & embankments see st'd. Spec's.
Tilt hook of "a" bars, if necessary, to obtain 1½" minimum clearance at top of hook.

f_s = 20,000 #/□" f_c = 1200 #/□" n = 10

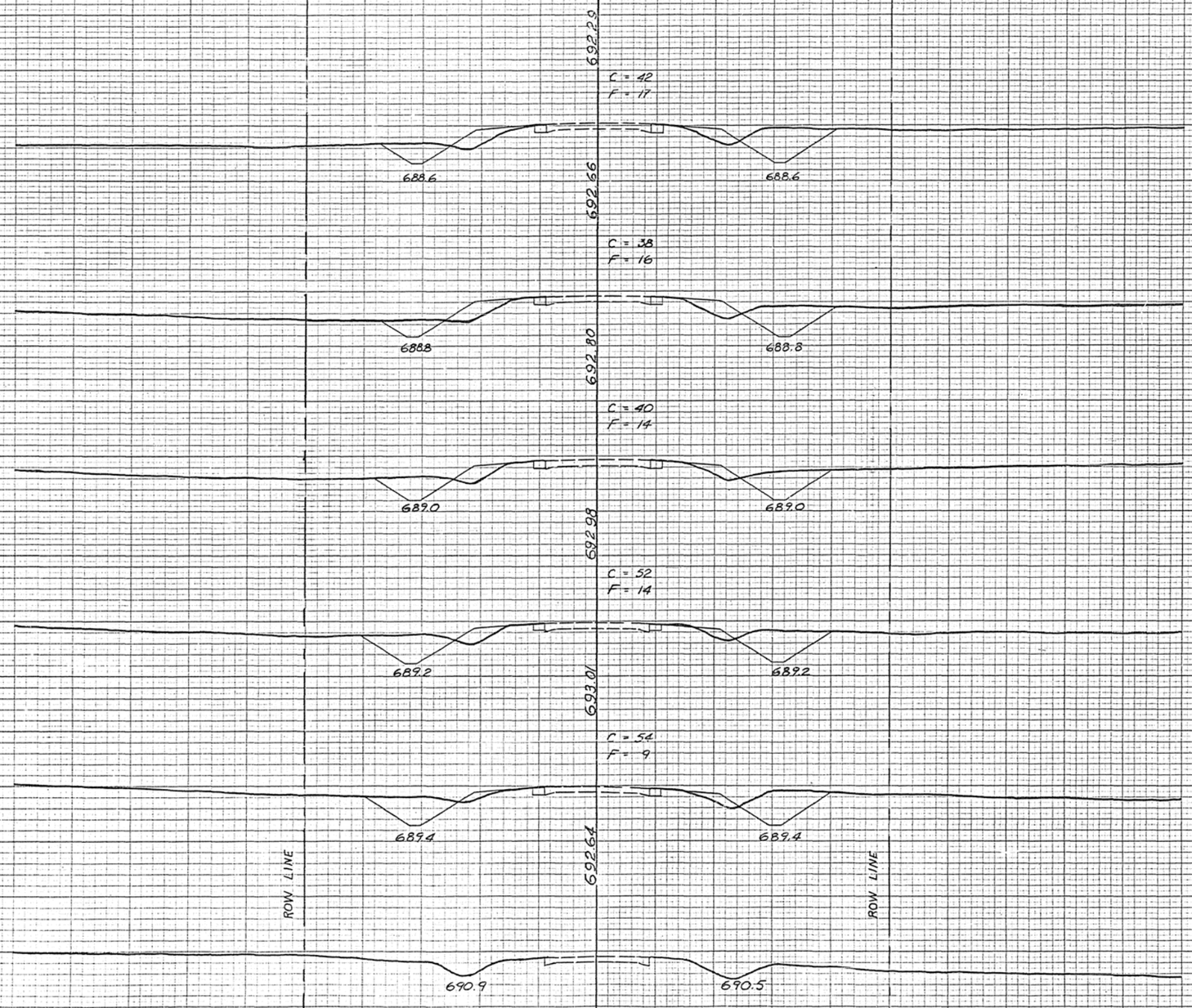
H-20 LOADING

SPECIAL CULVERT EXTENSION
2' x 1.5' BOX, SEC. 10W-1(11,12)W & 11 RS(10,12)RS-1
PIATT COUNTY
LT. & RT. STA. 530+11

Reinf. Revised-11-50-J.S.M.

STANDARD 2020

SITE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(DW-1) (1, 12W)	MACON & PIATT	107	37
STA. 163+00		168+00		
PROJECT NO.			S-835C	



692 (168)

693 (167)

693 (166)

693 (165)

693 (164)

693 (163)

FINAL SURVEY		BY
NOTE BOOK NO. 2	SURVEYED	STARBACK
	PLOTTED	L.A.
	TEMPLATE	L.A.
	AREAS	L.A.
	AREAS CHECKED	C.E.B.

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

PLATE 3 CROSS SECTION B.P.R. STANDARD

Printed in U.S.A.
On Abbott Draft Training Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 (11.10)W	MACON & PIATT	107	38
STA. 169 + 00		TO STA. 174 + 00		
FED. ROAD DIST. NO. 7	ILLINOIS		SECTION 3-8331 (2)	

FINAL SURVEY		BY	DATE
NOTE BOOK NO. 2	SURVEYED	SMARBUCK	6/58
	PLOTTED	J.L.L.	8/58
	TEMPLATE	J.L.L.	2/60
	AREAS	J.J.B.	2/60
	AREAS CHECKED	J.J.B.	5/60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

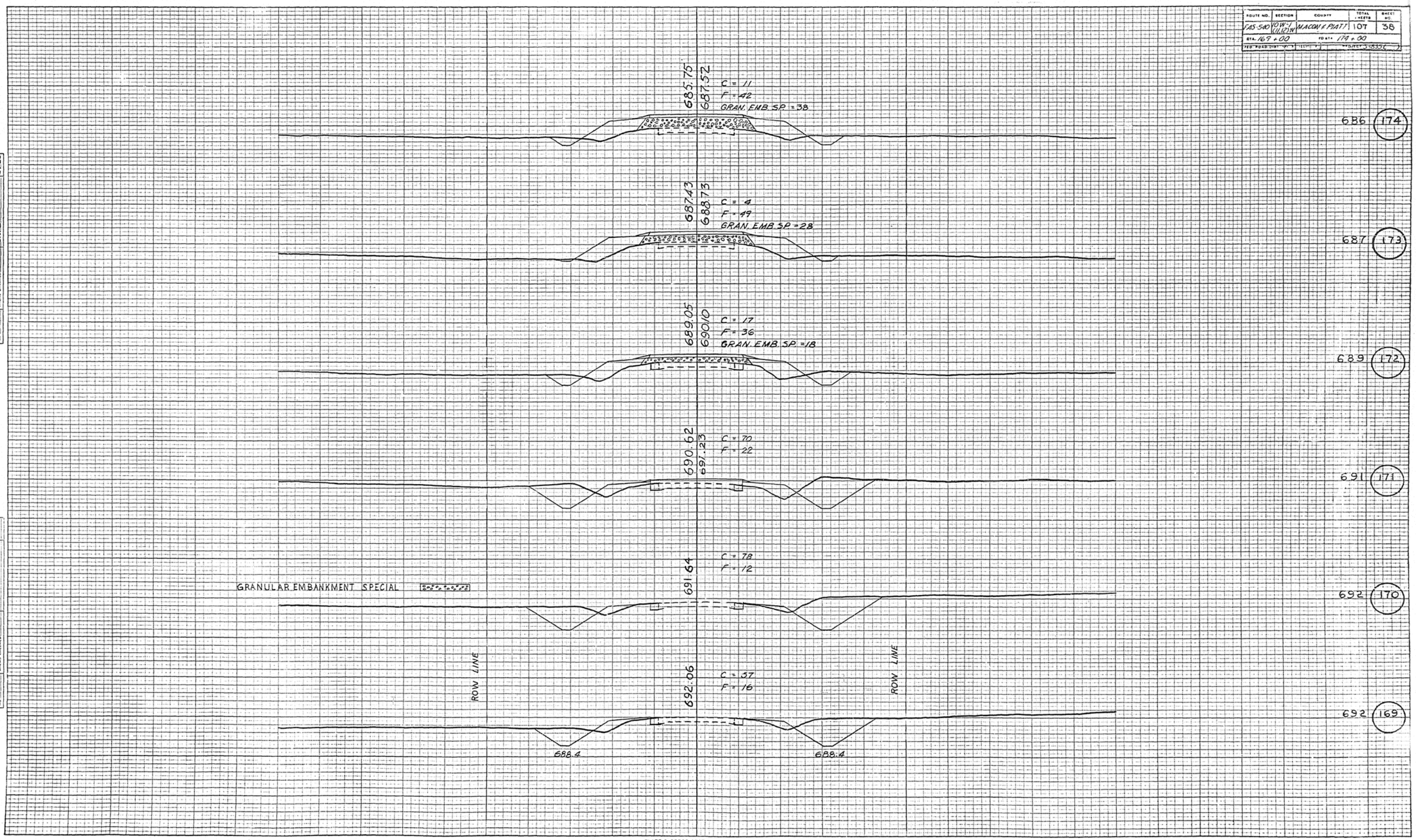


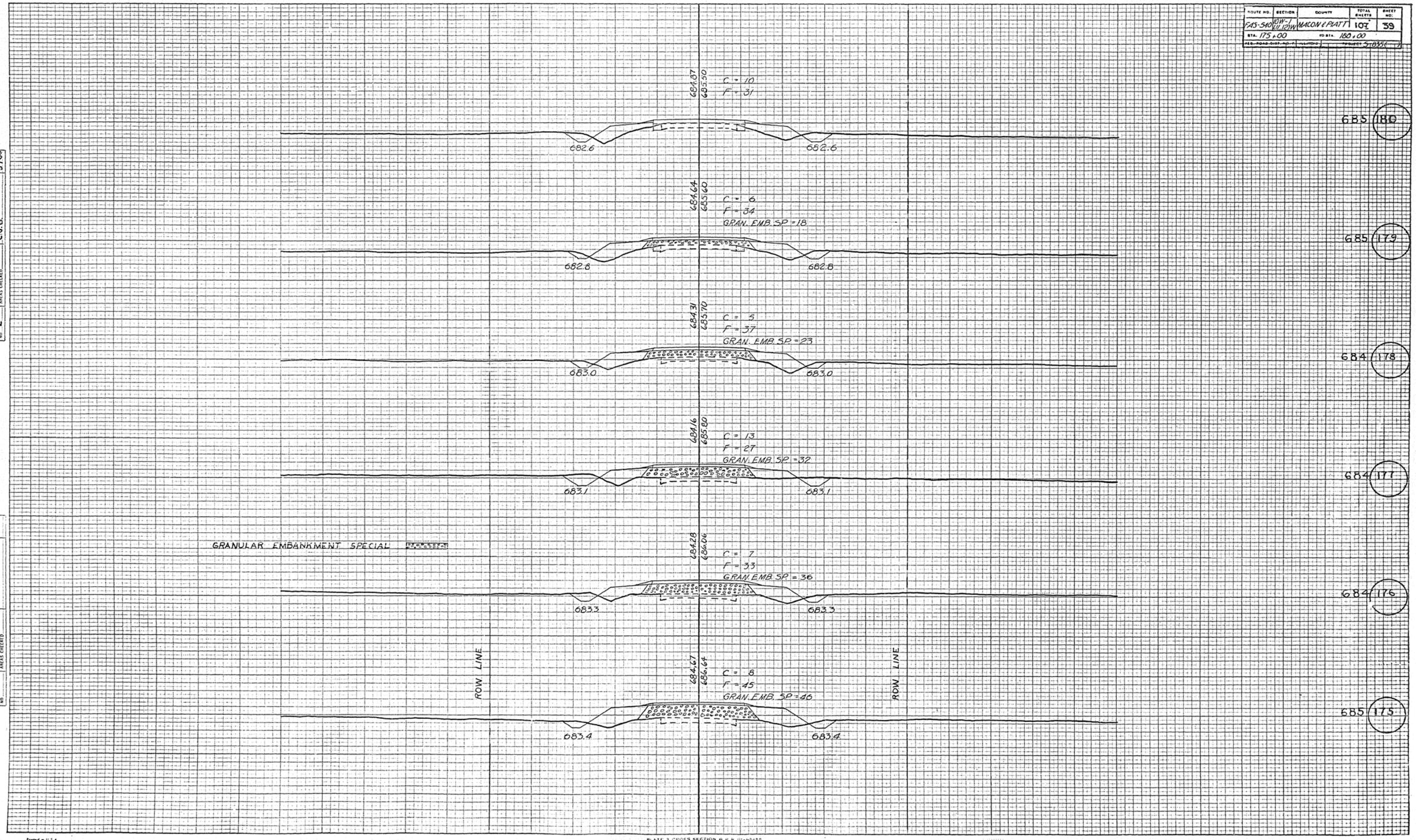
PLATE 3 CROSS SECTION B.P.R. STANDARD

Printed in U.S.A.
On ARWRIGHT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 KU 13W	MACON & PIATT	107	39
STA. 175+00		TO STA. 180+00		
FED. ROAD DIST. NO. 7	ILLINOIS		PROJECT	5-035(-)

FINAL SURVEY		BY	DATE
	SURVEYED	STARBUCK	8/58
	PLOTTED	T.L.A.	8/58
	TEMPLATE	T.L.A.	8/59
NOTE BOOK	AREAS	J.L.B.	2/60
NO. 2	AREAS CHECKED	C.J.B.	5/60

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
	TEMPLATE		
NOTE BOOK	AREAS		
NO.	AREAS CHECKED		



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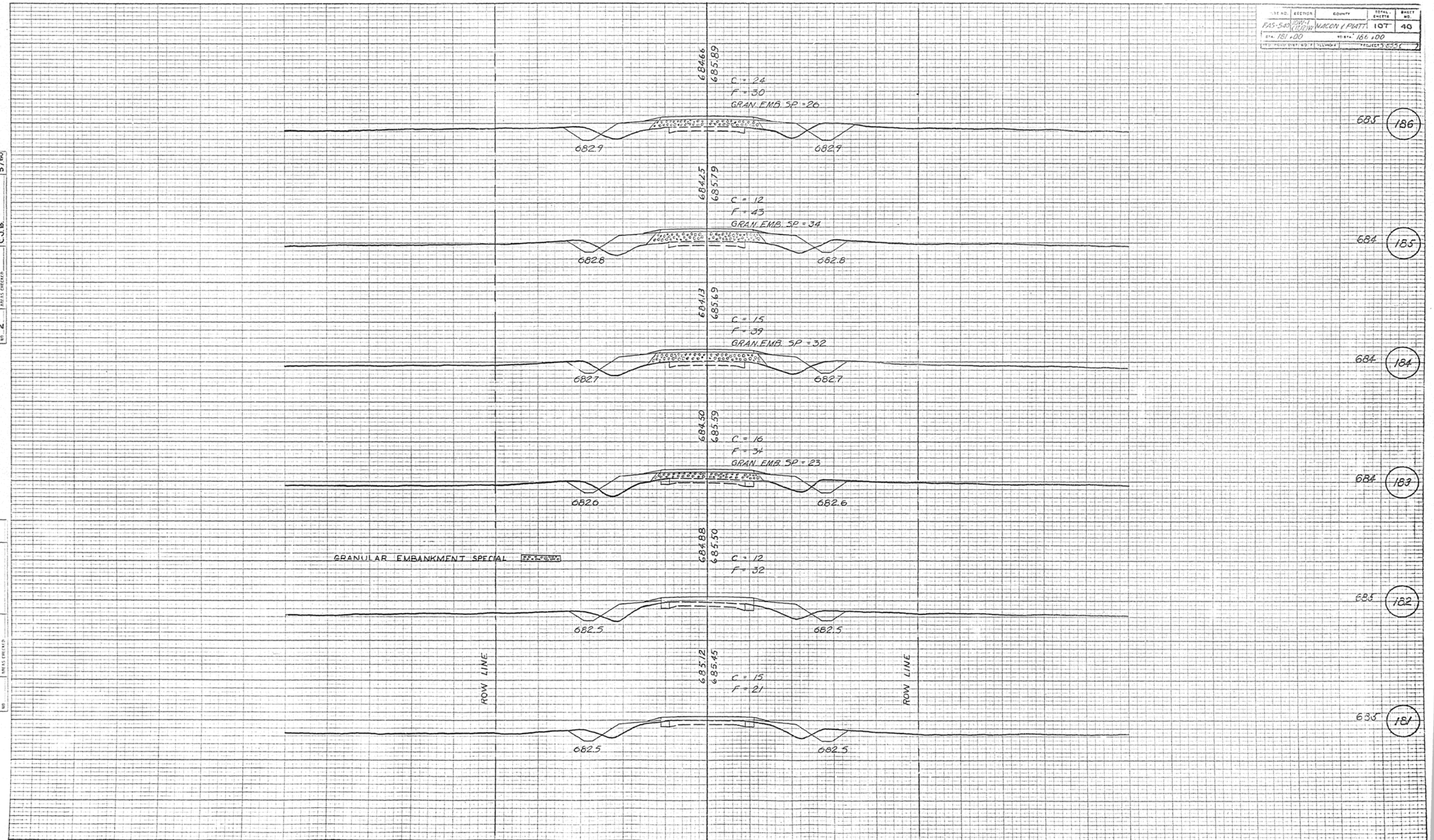
On ARKWRIGHT Tracing Cloth

PLATE 3 CROSS SECTION ⊕ P.R. STANDARD
FIGHT & WILSON CO. CHICAGO - NEW YORK

Printed in U.S.A.
On ARKWRIGHT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-542	(OW-1 (1)(2)W)	MACON & PIATT	107	40
STA. 181+00		TO STA. 186+00		
FED. ROAD DIST. NO. 7	ILLINOIS		PROJECT S-835-C	



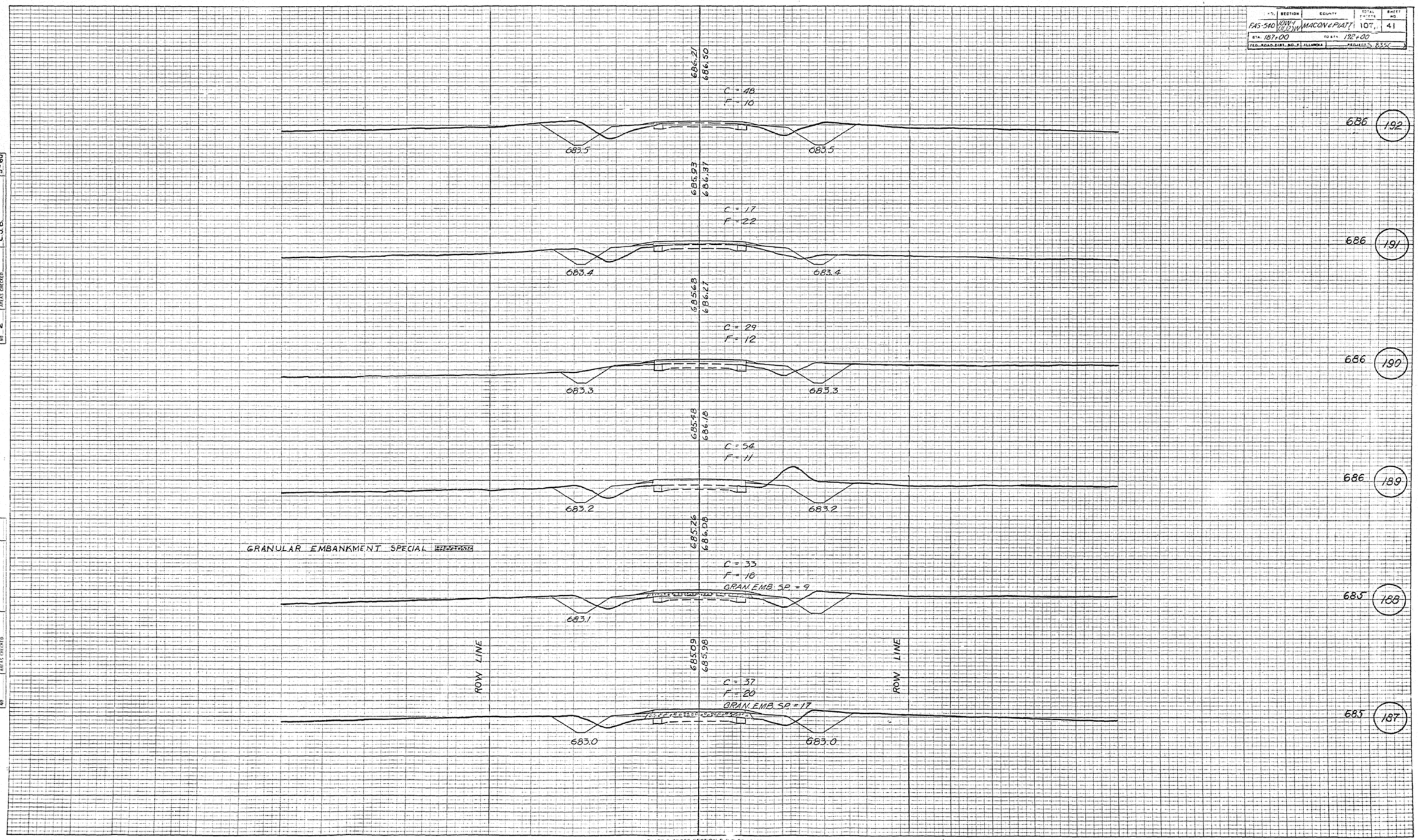
FINAL SURVEY		BY	DATE
NOTE BOOK NO. 2	SURVEYED	S. TARBUCK	6/58
	PLOTTED	T.L.A.	6/58
	TEMPLATE	T.L.A.	8/58
	AREAS	J.L.B.	8/58
	AREAS CHECKED	J.L.B.	5/60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

Printed in U.S.A.
Dr. Arkwright Tracing Cloth

FAS-540	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	HOWE TILDEN	MACON & PIATT	107	41
STA. 187+00		TO STA. 192+00		
FED. ROAD DIST. NO. 5	ILLINOIS		PROJECT S. 835(	



FINAL SURVEY	SUBMITTED	BY STARBUCK
NOTE BOOK	SYSTEM	TIME
NO. 2	TEMPLATE	DATE 6-56
	AREAS	8-58
	AREAS CHECKED	8-58
		2-60
		2-60

ORIGINAL SURVEY	SUBMITTED	BY	DATE
NOTE BOOK	SYSTEM		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

PLATE 3 CROSS SECTION B F H STANDARD

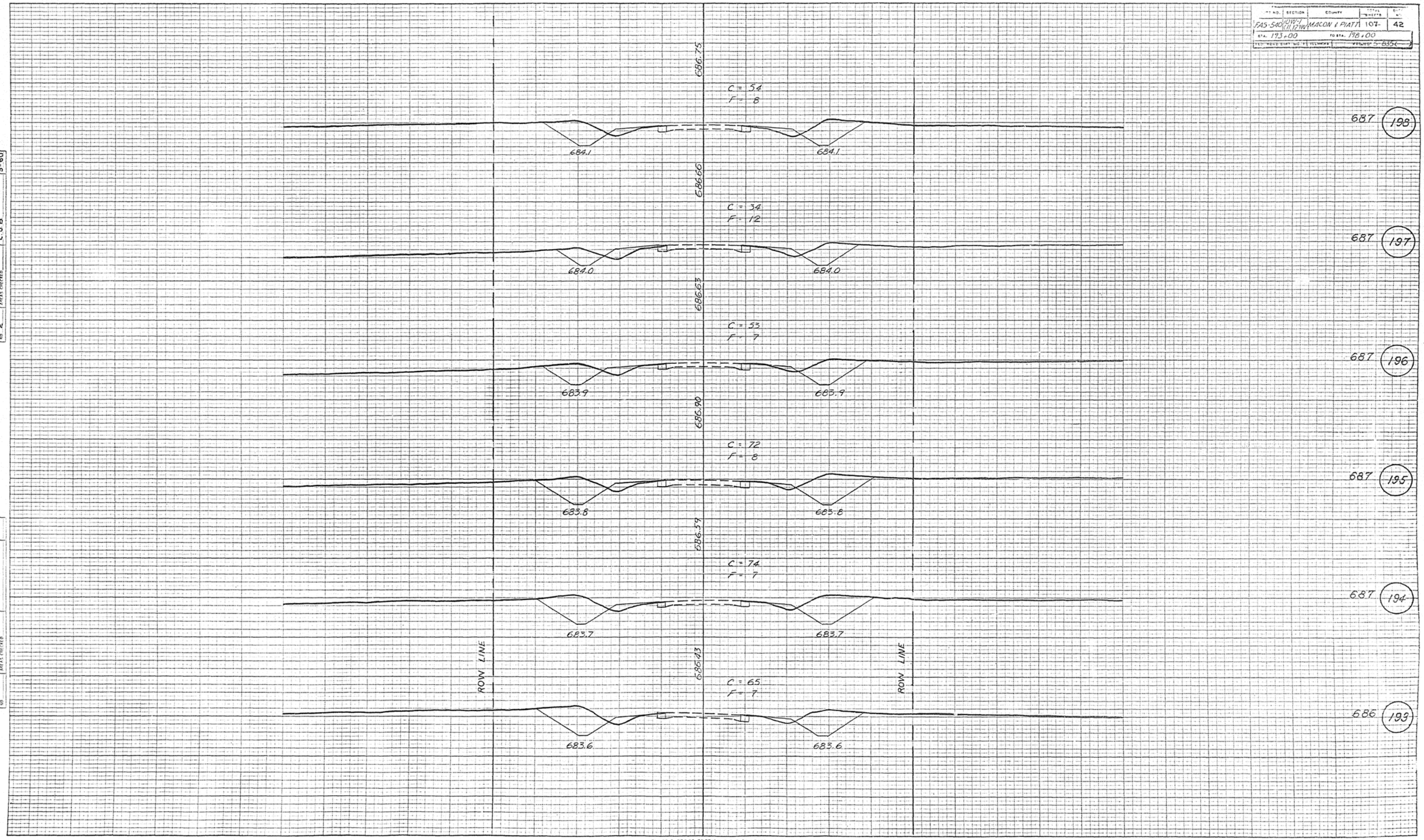
FAS NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 (11)12W	MACON & PIATT	107	42

STA. 193+00 TO STA. 198+00

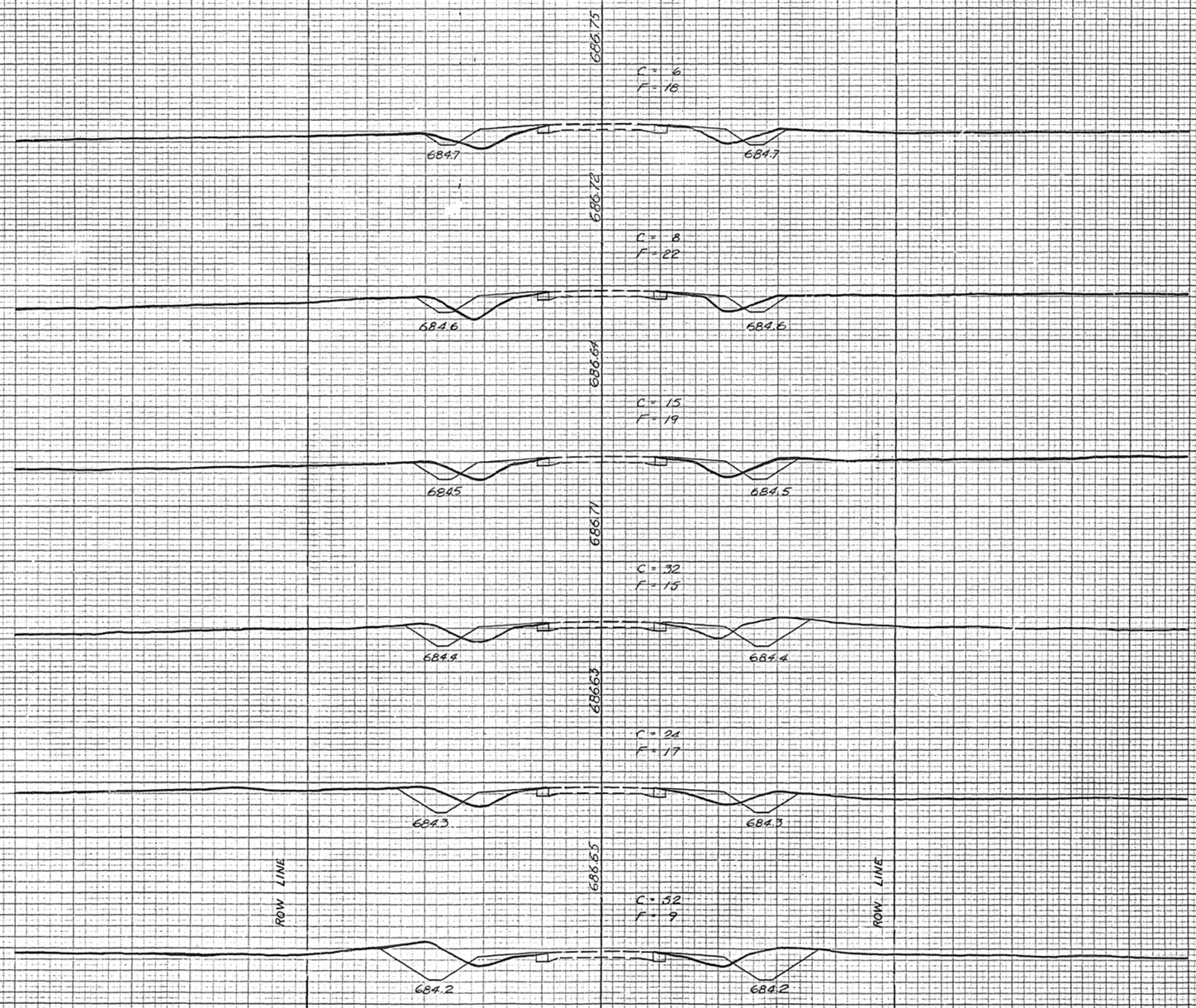
SED PROJECT NO. & TELEWORK PROJECT S-6356

FINAL SURVEY		BY	DATE
NOTE BOOK NO. 2	SURVEYED	STARBUCK	9-58
	PLOTTED	T.L.A.	9-58
	TEMPLATE		9-58
	AREAS	J.L.B.	2-60
	AREAS CHECKED	C.J.B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(10W-1 (11/12)W	MACON & PIATT	107	43
STA. 199+00		TO STA. 204+00		
FED. ROAD DIST. NO. 5 ILLINOIS			PROJECT NO. BRSC	



687 (204)

687 (203)

687 (202)

687 (201)

687 (200)

687 (199)

FINAL SURVEY	
NOTE BOOK NO. 2	SUBMITTED STARBUCK
	PLOTTED T.L.A.
	TEMPLATE T.L.A.
	AREAS J.J.E.
	AREAS CHECKED C.V.B.

DATE: 5-5-60, 5-5-60, 5-6-60, 5-6-60

ORIGINAL SURVEY	
NOTE BOOK NO.	SUBMITTED
	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED

BY | DATE

PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(DIV-1 (11,12))	MACON & PIATT	107	44
STA. 205 +00		TO 210 + 00		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-58
	PLOTTED	J.L.A.	8-58
	TRACED	J.L.A.	8-58
	AREAS	J.L.A.	2-60
NO. 2	AREAS CHECKED	J.J.B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TRACED		
	AREAS		
NO.	AREAS CHECKED		

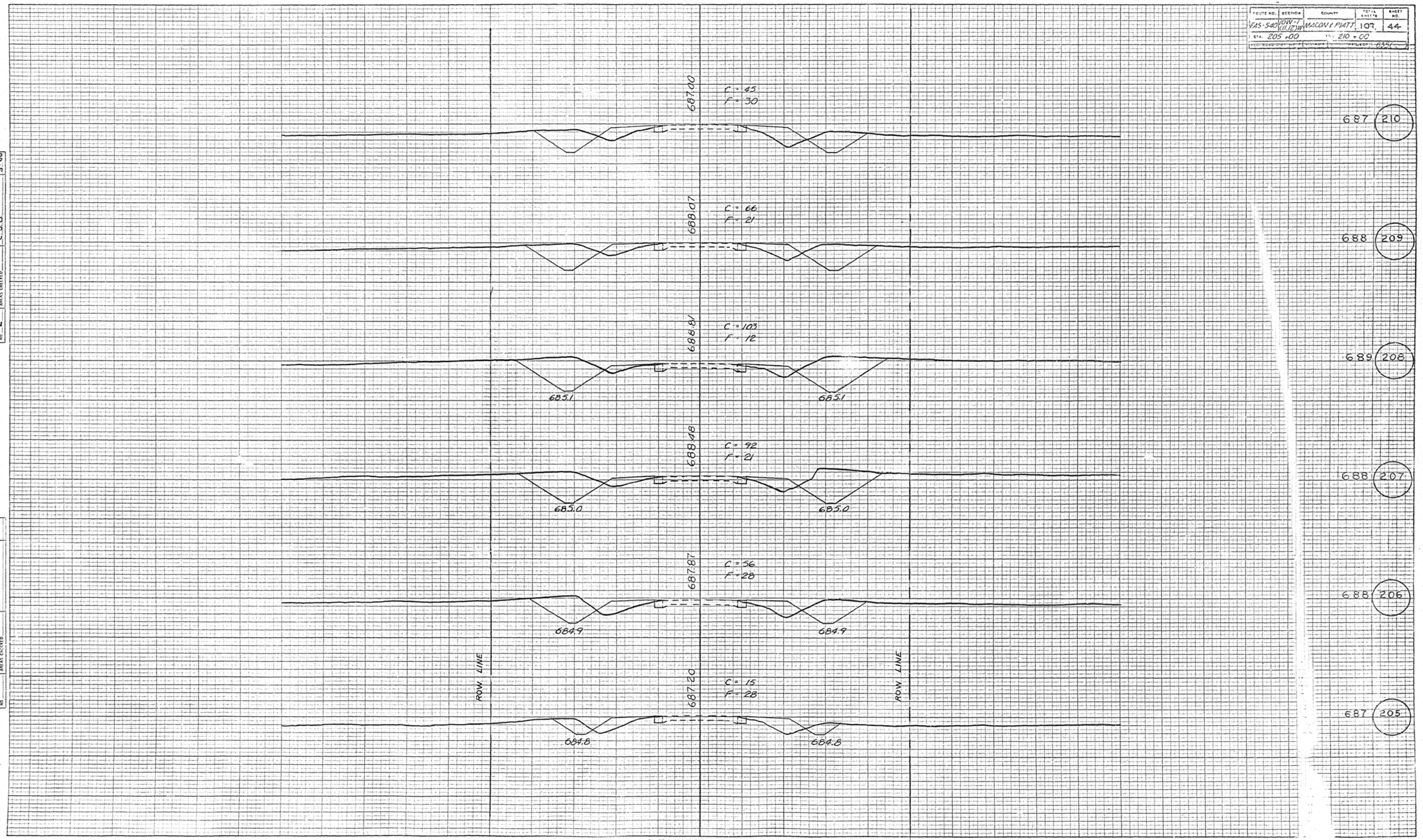


PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO, NEW YORK

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On ARWright Tracing Cloth

SITE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 (11,12)W	MACON & PIATT	107	45
STA. 211+00		TO STA. 216+00		
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJ.	

FINAL SURVEY			BY	DATE
NOTE BOOK	SURVEYED	STARBUCK		6-5-58
	PLOTTED	T.L.A.		6-5-58
	TEMPLATE	T.L.A.		6-5-58
	AREAS	J.J.B.		2-5-60
NO. 2	AREAS CHECKED	J.J.B.		2-5-60

ORIGINAL SURVEY			BY	DATE
NOTE BOOK	SURVEYED			
	PLOTTED			
	TEMPLATE			
	AREAS			
NO.	AREAS CHECKED			

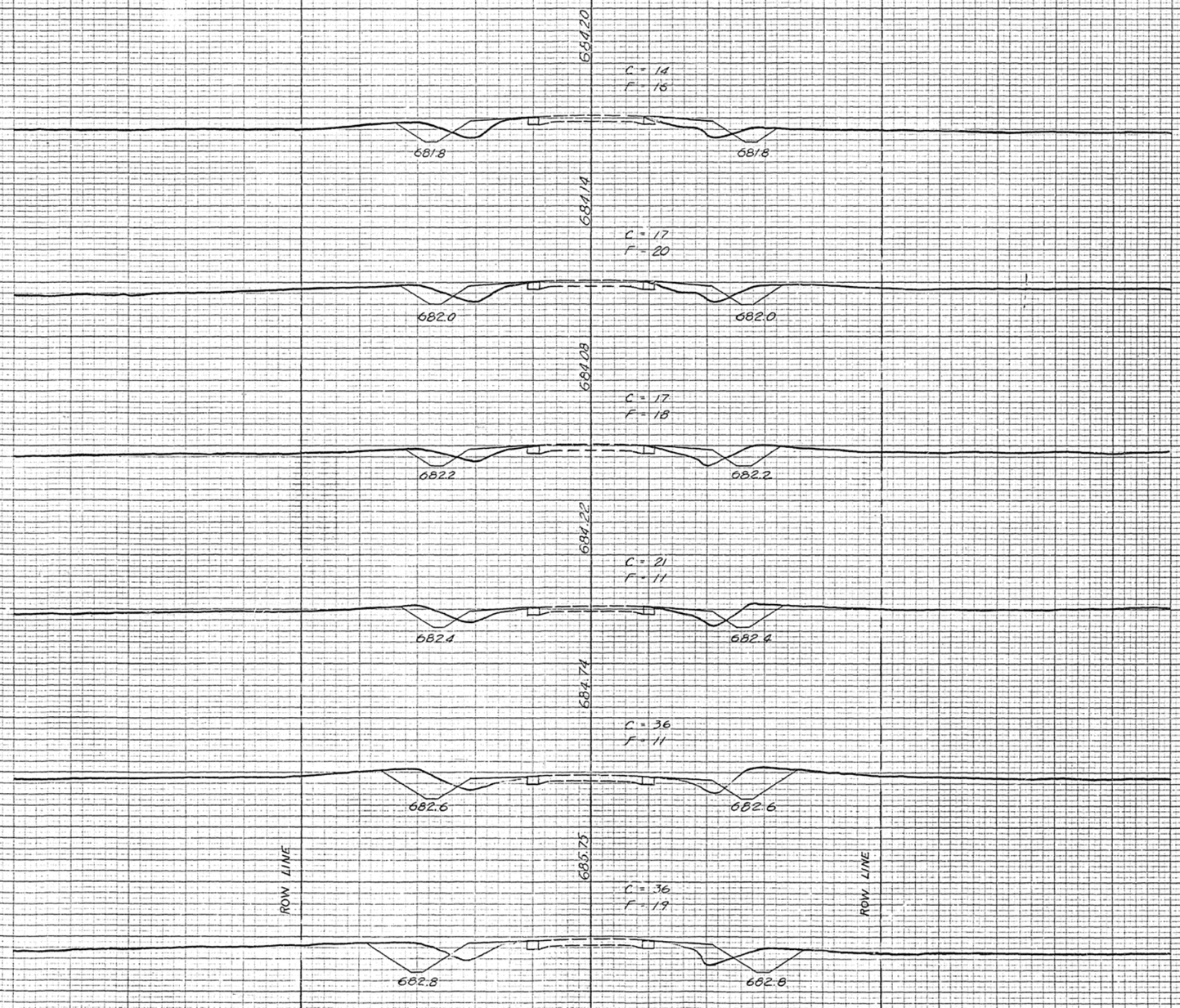

PLATE 2 CROSS SECTION @ P.R. STANDARD

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(OW-1) (11.12)W	MACON & PIATT	107	46
STA. 216+87		TO STA. 227+00		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT S-835( )		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-55
	PLOTTED	T.L.A.	8-58
	TEMPLATE	T.L.A.	9-58
	AREAS	T.L.E.	9-60
NO. 2	AREAS CHECKED	E.J.B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

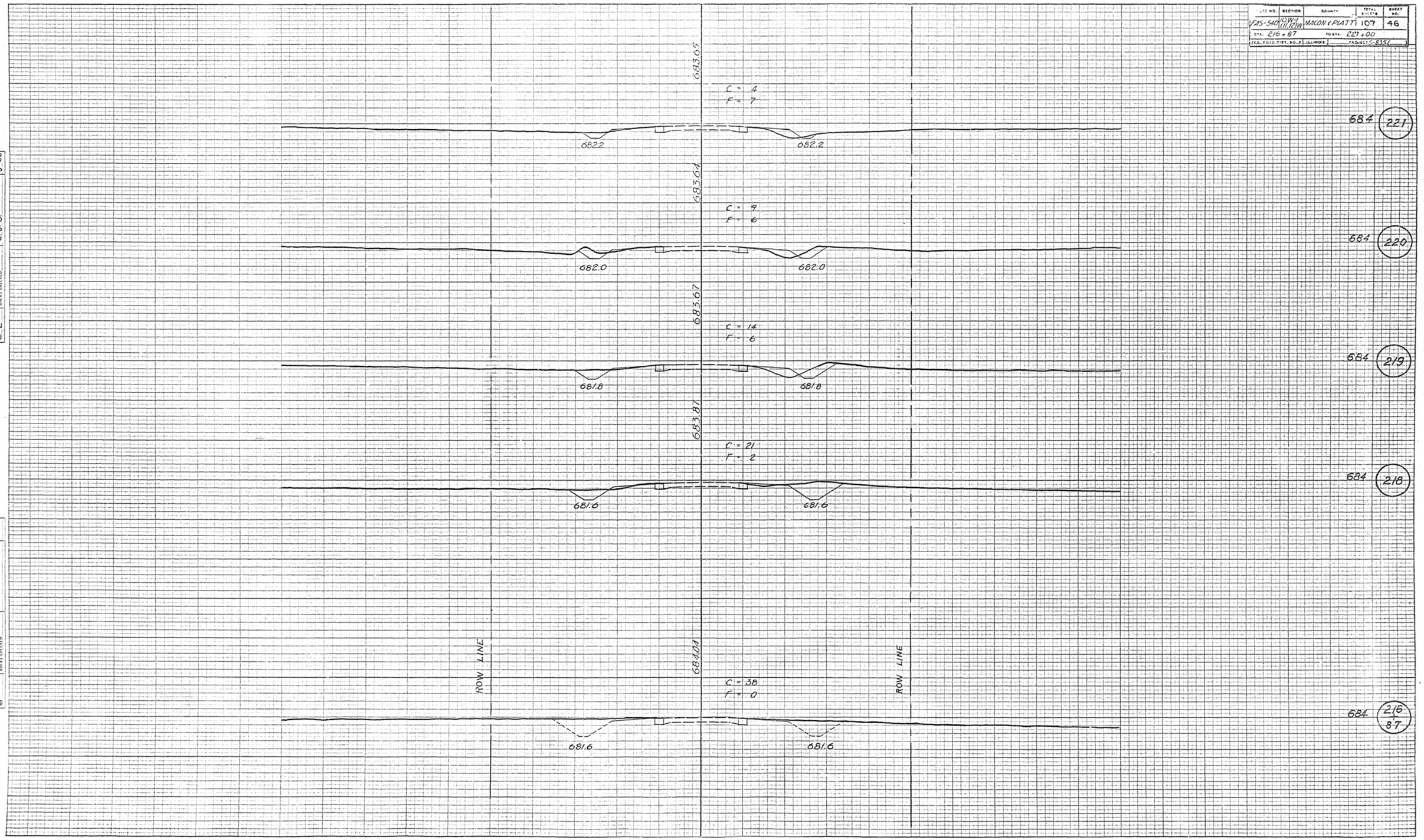

PLATE 3 CROSS SECTION R.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO-NEW YORK

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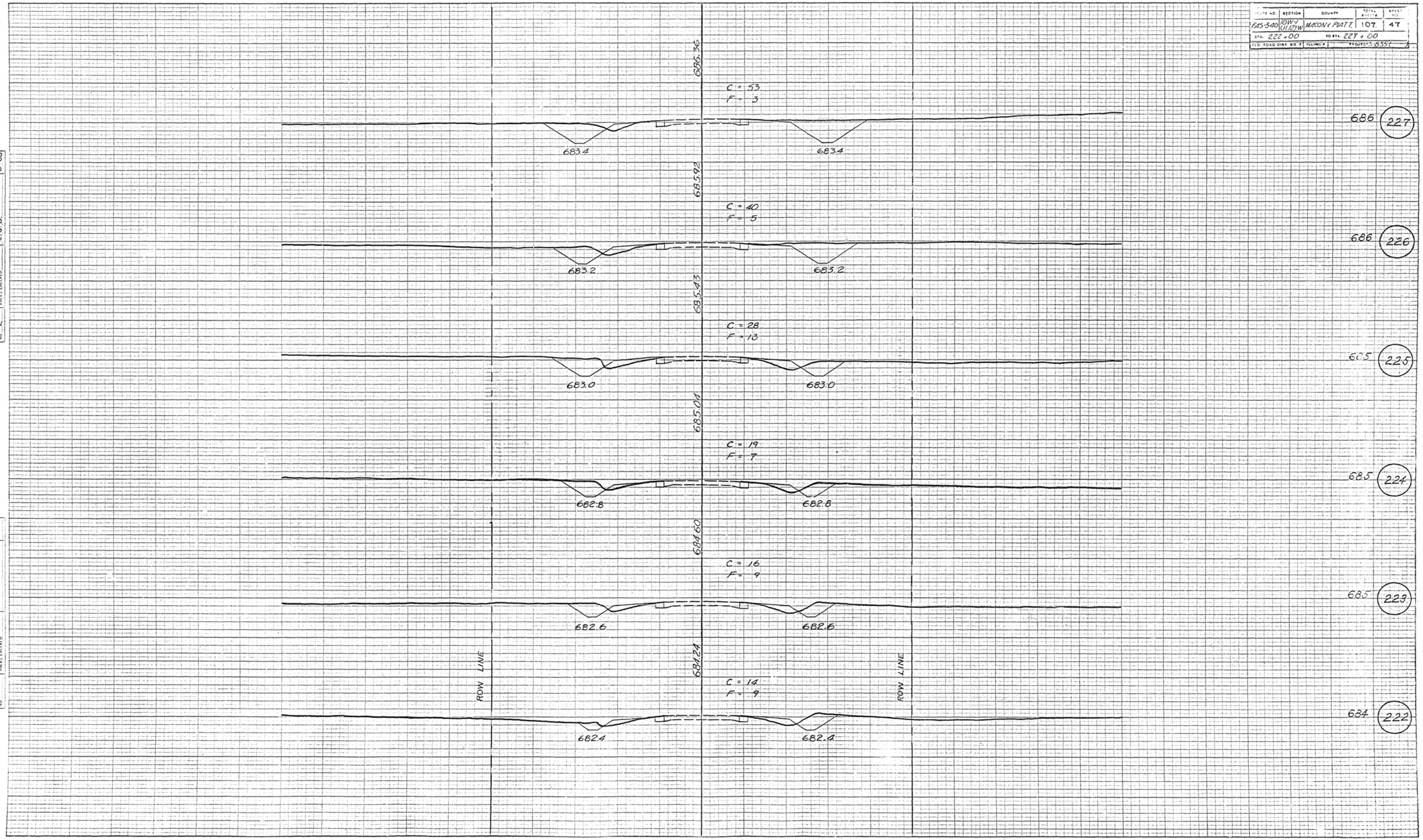
On ARVIN-SMIT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(OW-1 (11,12,W)	MACON & PIATT	107	47
STA. 222+00		TO STA. 227+00		
F.A.S. ROAD DIST. NO. 9	ILLINOIS	PROJECT: 8357		



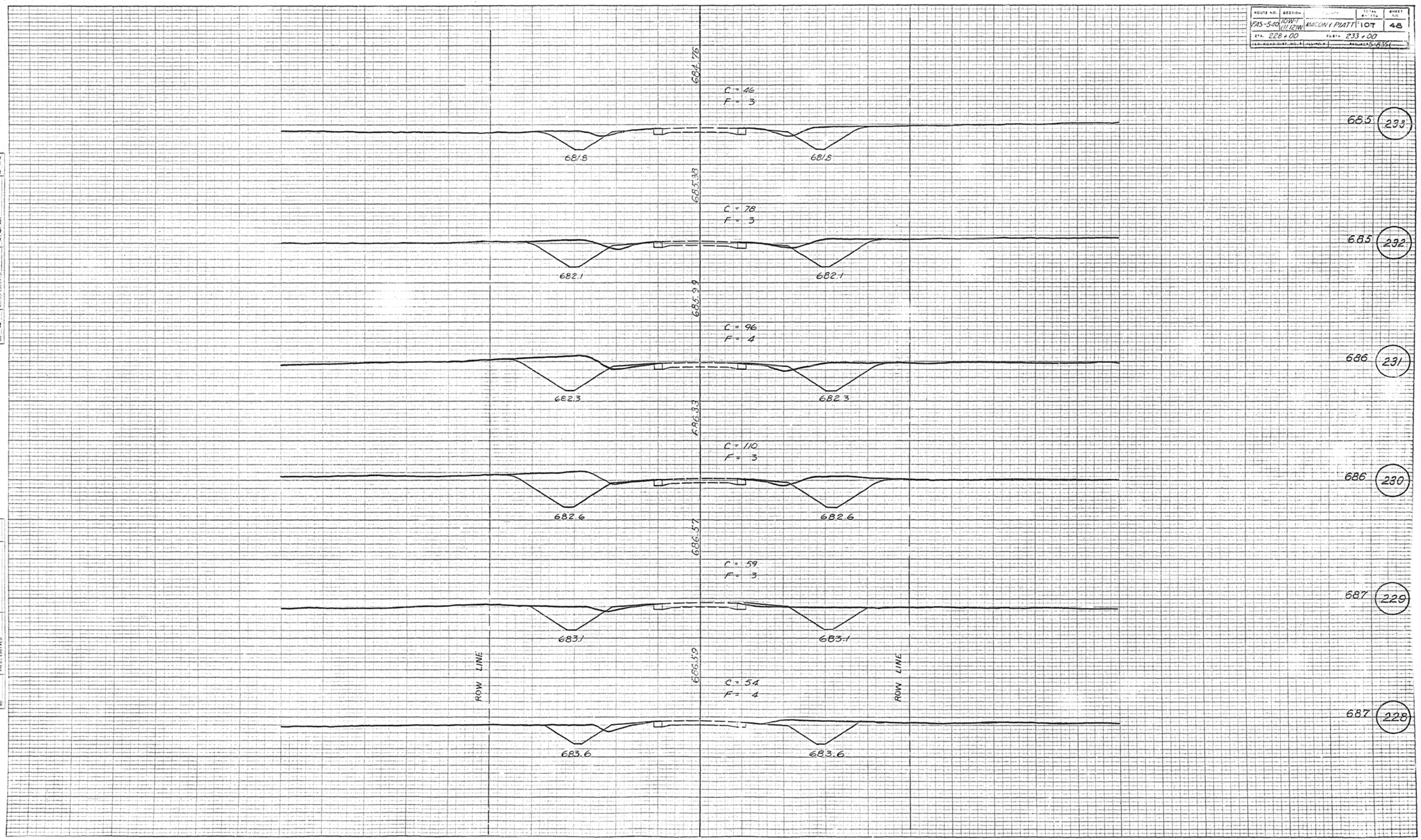
FINAL SURVEY	SURVEYED	STARBUCK	DATE
NOTE BOOK	PLOTTED	T.L.A.	6-56
	TEMPLATE	T.L.A.	8-56
NO. 2	AREAS	J.L.F.	8-56
	AREAS CHECKED	J.J.B.	2-60
			3-60

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

PLATE 3 CROSS-SECTION & R.R. STANDARD

Printed in U.S.A.
On Alphagraphic Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 (1.12W)	MACON & PIATT	10T	4B
STA. 228+00		STA. 233+00		
FED. ROAD DIST. NO. 4	ILLINOIS		PROJECT S-8554	



FIELD SURVEY		BY	DATE
NOTE BOOK NO. 2	SURVEYED	STAPBUCK	6-58
	PLOTTED	T.L.A.	8-58
	TEMPLATE	T.L.A.	9-58
	AREAS	J.J.F.	12-60
	AREAS CHECKED	C.J.B.	15-60

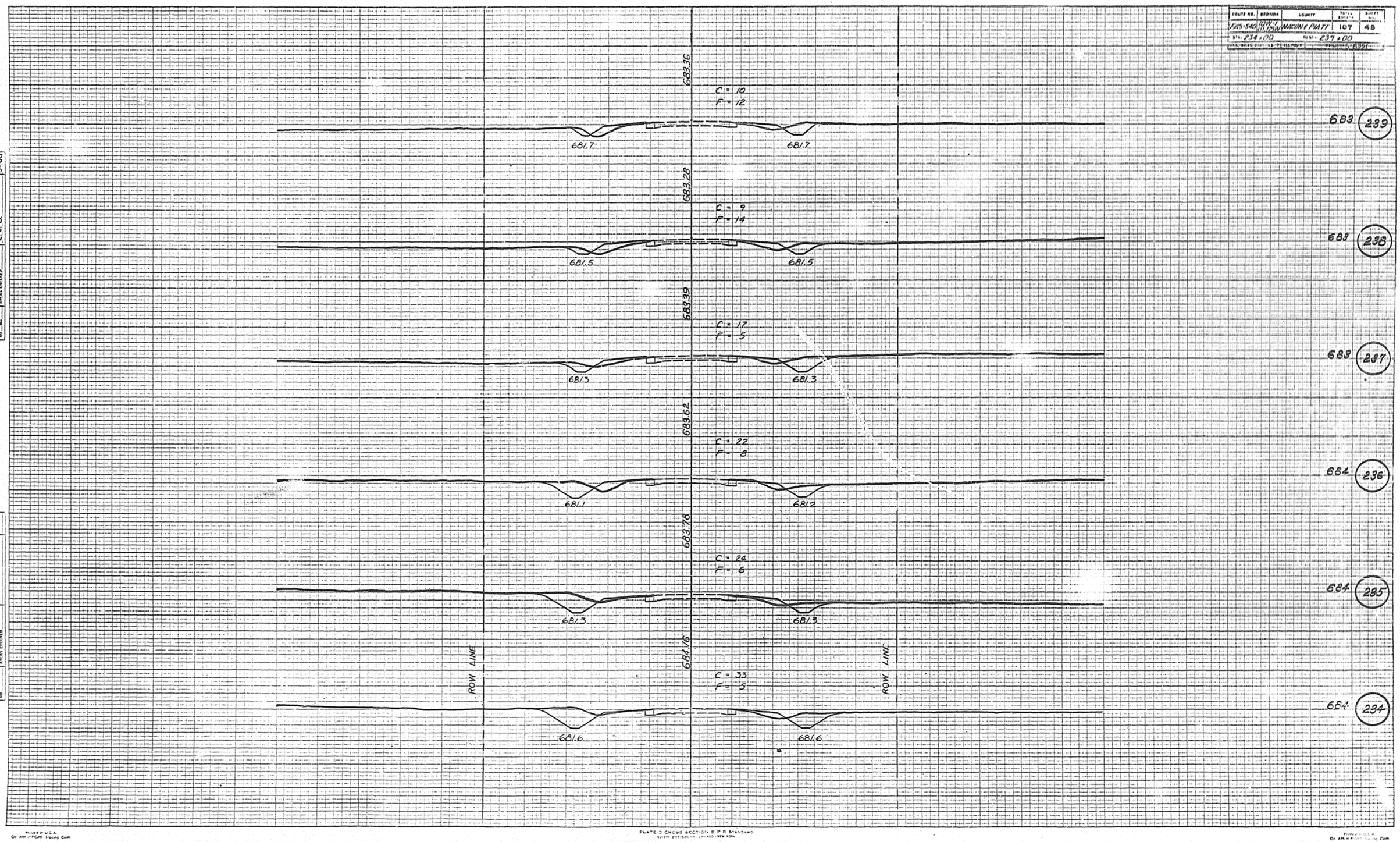
ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

PLATE 3 CROSS SECTION B.P.R. STANDARD

Printed in U.S.A.
Dir. ABR Wright Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1	MACON & PIATT	107	48

STA. 234+00 TO STA. 239+00



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-55
	PLOTTED	A.	8-55
	TEMPLATE	J.	8-55
	AREAS	A.	2-56
NO. 2	AREAS CHECKED	E. J. B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

PLATE D CROSS SECTION B.P.R. STANDARD
SUTTON DIVISION, CHICAGO - NEW YORK

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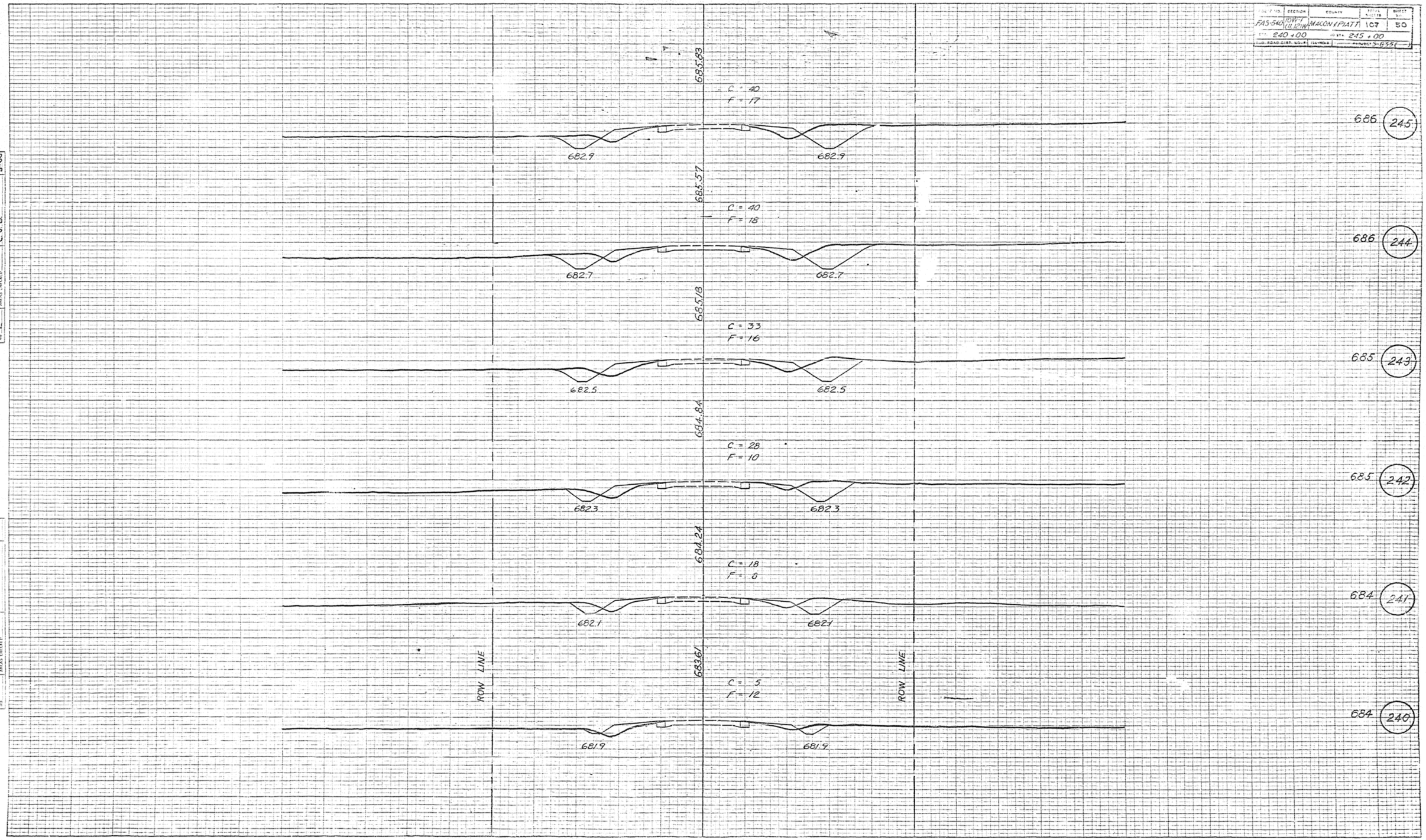
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(TOW-1) (11,12,14)	MACON & PIATT	107	50

STA. 240+00 TO STA. 245+00

FED. ROAD DIST. NO. 4 ILLINOIS — ROUTE S-855



ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO. 2	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK NO. 2	SURVEYED	STARBUCK	6-58
	PLOTTED	T.L.J.	8-58
	TEMPLATE	A.E.	9-59
	AREAS	J.J.B.	2-60
	AREAS CHECKED	J.C.J.B.	5-60

PLATE 3 CROSS SECTION D.H.W. STANDARDS

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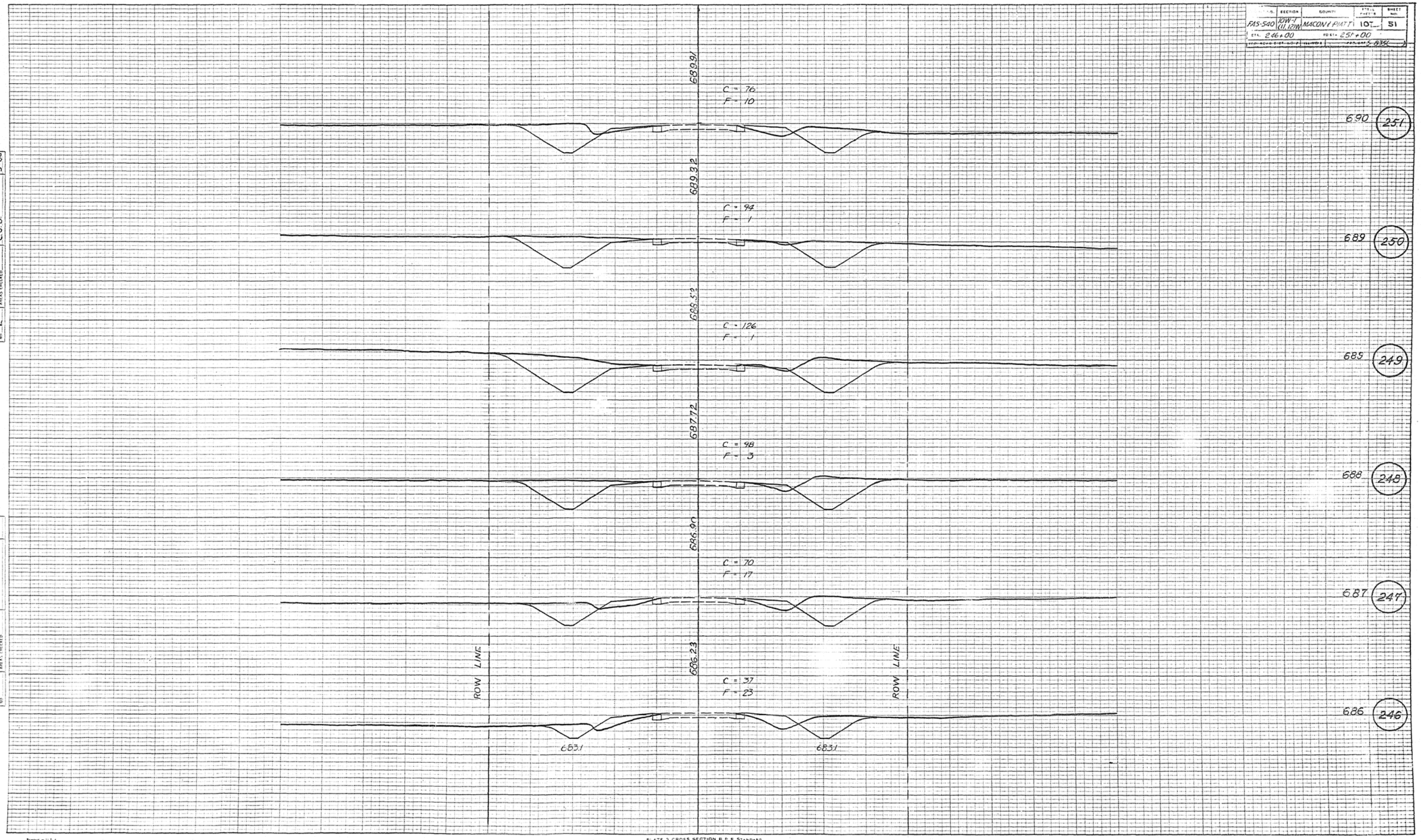
ROUTE	SECTION	COUNTY	PROJECT	SHEET NO.
FAS-540	10W-1 (11, 12)W	MACON & PIATT	10I	51

STA. 246+00 TO STA. 251+00



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-56
	PLOTTED	E. A.	6-56
	TEMPLATE	E. J.	2-60
	AREAS	J. E.	2-60
NO. 2	AREAS CHECKED	J. J. B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

PLATE 3 CROSS SECTION B.F.R. STANDARD

EUGENE DIETZGEN CO. CHICAGO · NEW YORK

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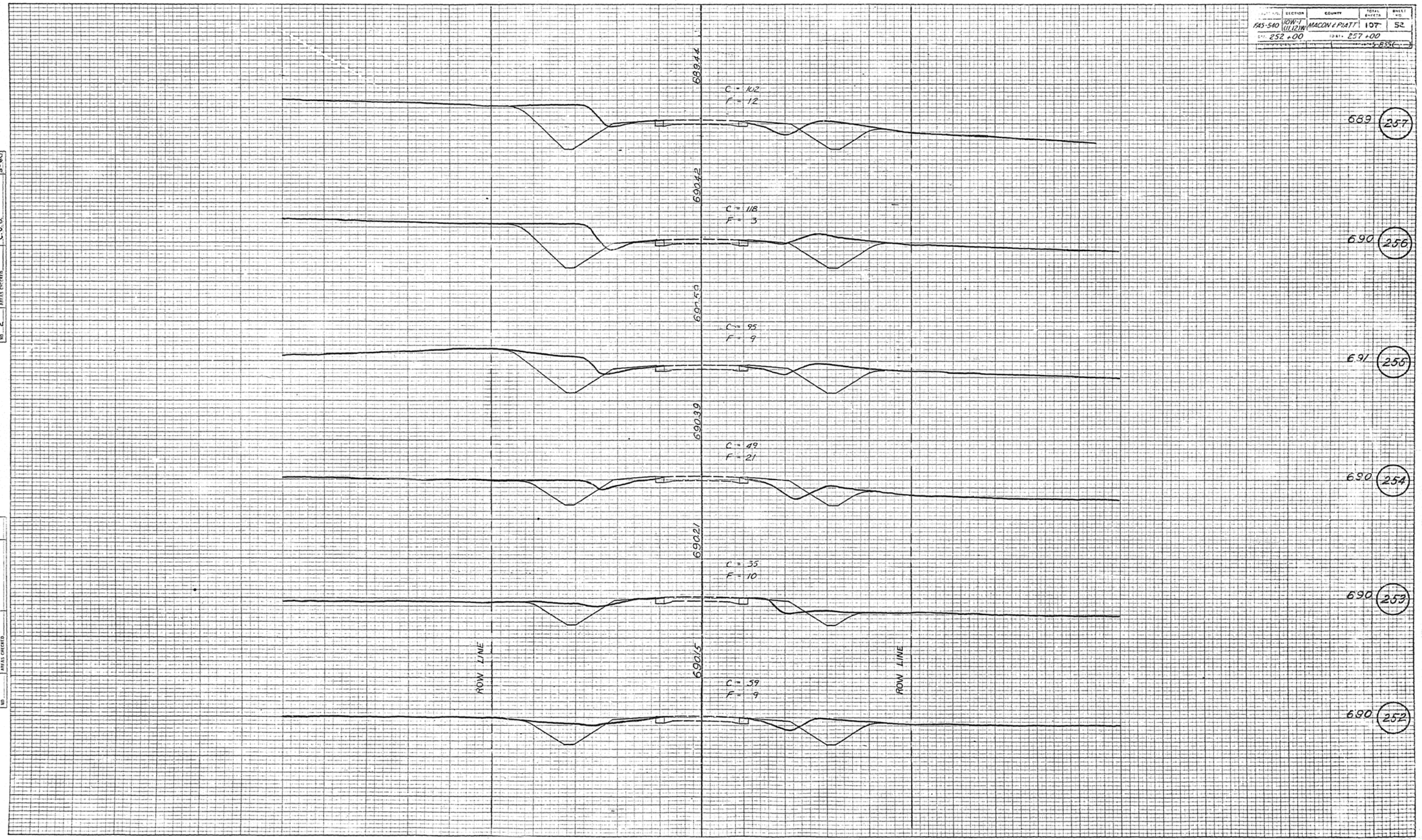
FAS-540	SECTION (10W-1 (11,12)W)	COUNTY MACON & PIATT	TOTAL SHEETS 107	SHEET NO. 52
STA. 252+00		STA. 257+00		



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-28-60
	PLOTTED	T.L.A.	8-8-60
	TRAVERSE		
	AREAS	J.L.E.	8-25-60
NO. 2	AREAS CHECKED	J.J.B.	8-25-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TRAVERSE		
	AREAS		
NO.	AREAS CHECKED		

PLATE: CROSS SECTION B.P.R. STANDARD
FULLER DIETSCH CO. CHICAGO - NEW YORK

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(RW) (U) (RW)	MACON & PIATT	107	53
STA. 258 + 00		TO STA. 263 + 00		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-3-59
	PLOTTED	F.L.A.	6-5-59
	TEMPLATE	J.J.E.	6-22-59
	AREAS	C.J.B.	6-25-59
NO. 2	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		
NO.			

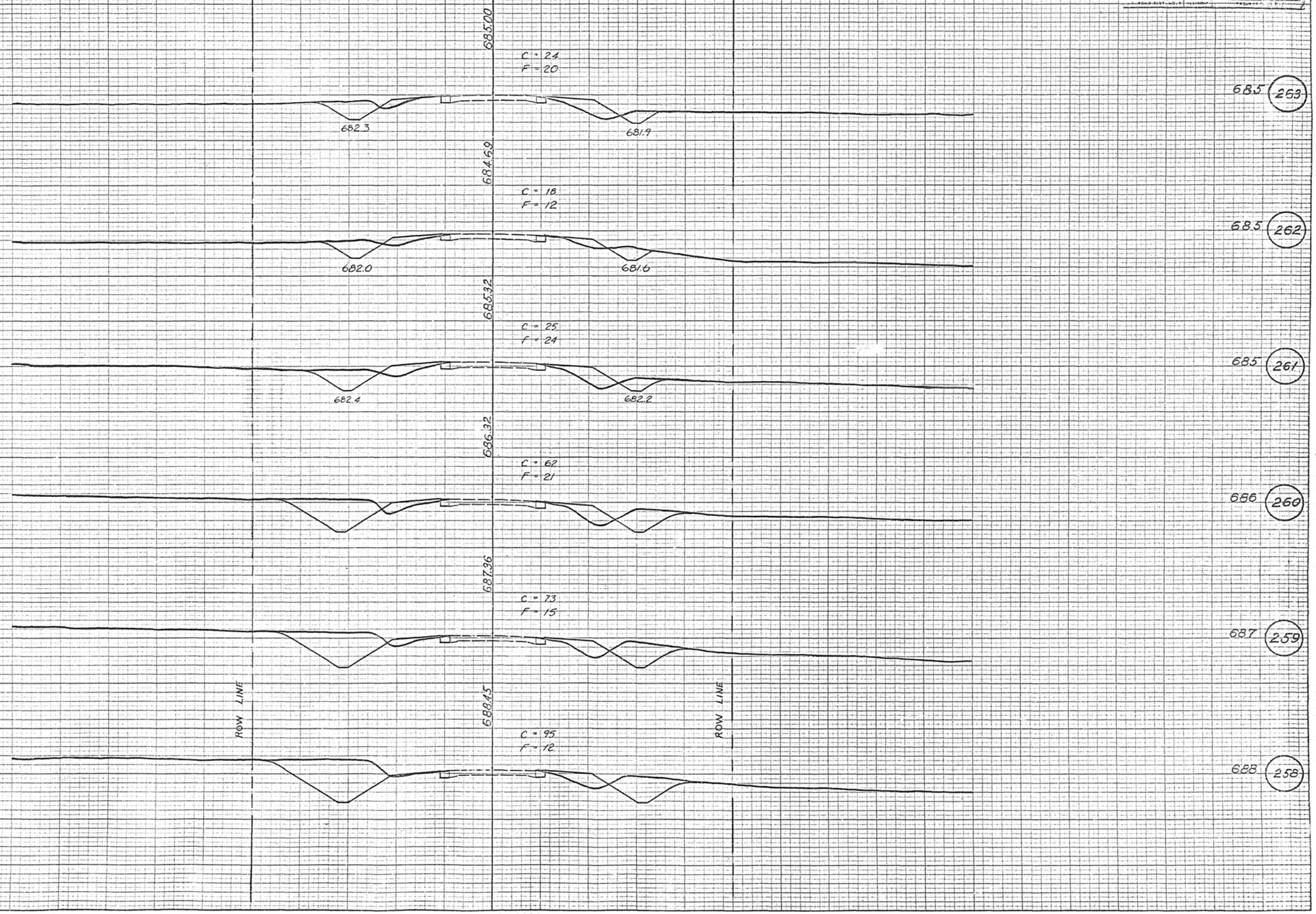


PLATE 3 CROSS SECTION B.P.R. STANDARD

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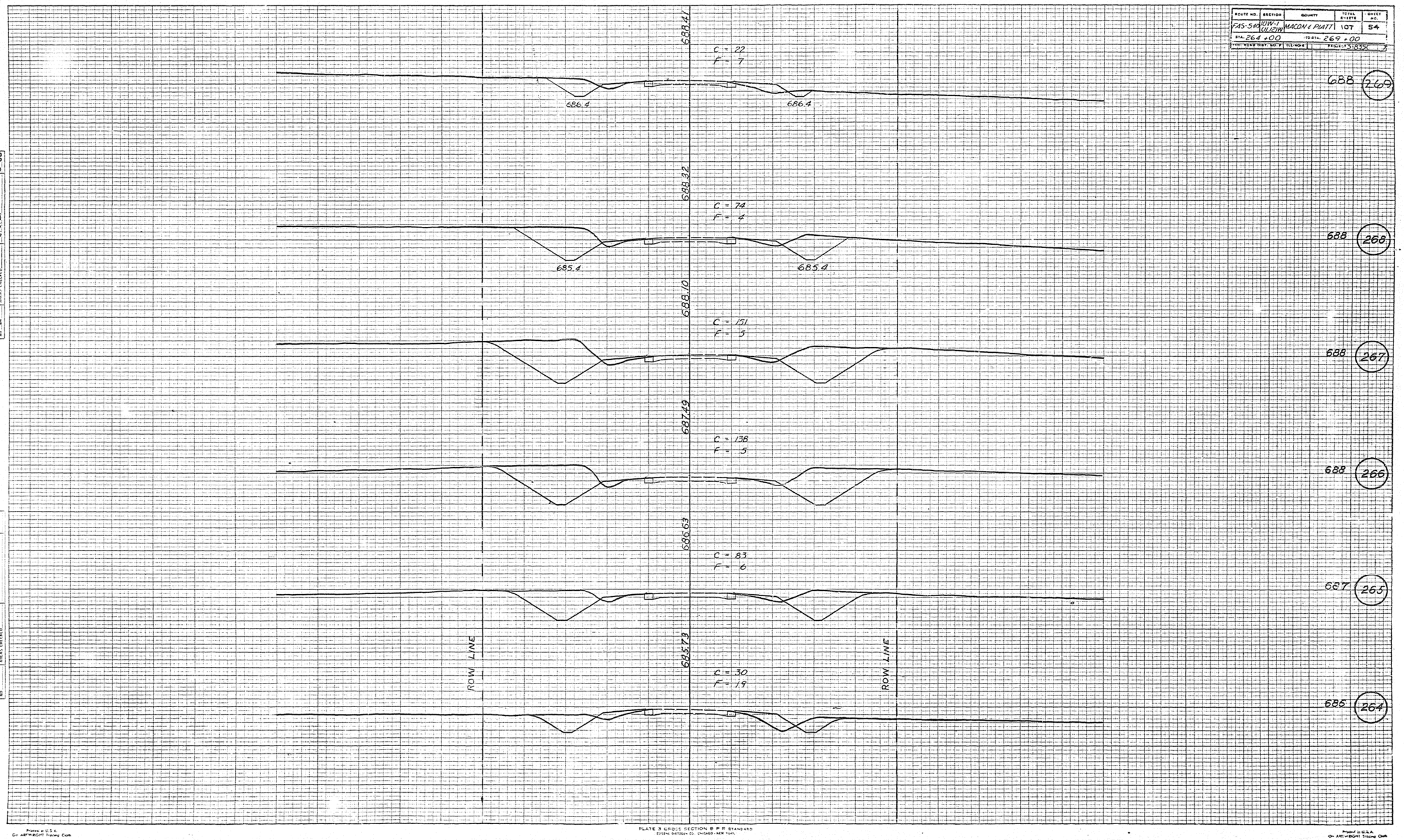
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	101W-1 (1)(2)W	MACON & PIATT	107	54
STA. 264 +00		TO STA. 269 +00		
FED. ROAD DIST. NO. 7	ILLINOIS		PROJ. HPR-1-5(835)	3



FINAL SURVEY	SURVEYED	BY STARBUCK	DATE 5-18-50
	PLOTTED	T.L.A.	5-20-50
NOTE BOOK	TEMPLATE	T.L.A.	5-20-50
NO. 2	AREAS	J.J.B.	5-20-50
	AREAS CHECKED	C.J.B.	5-20-50

ORIGINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

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PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

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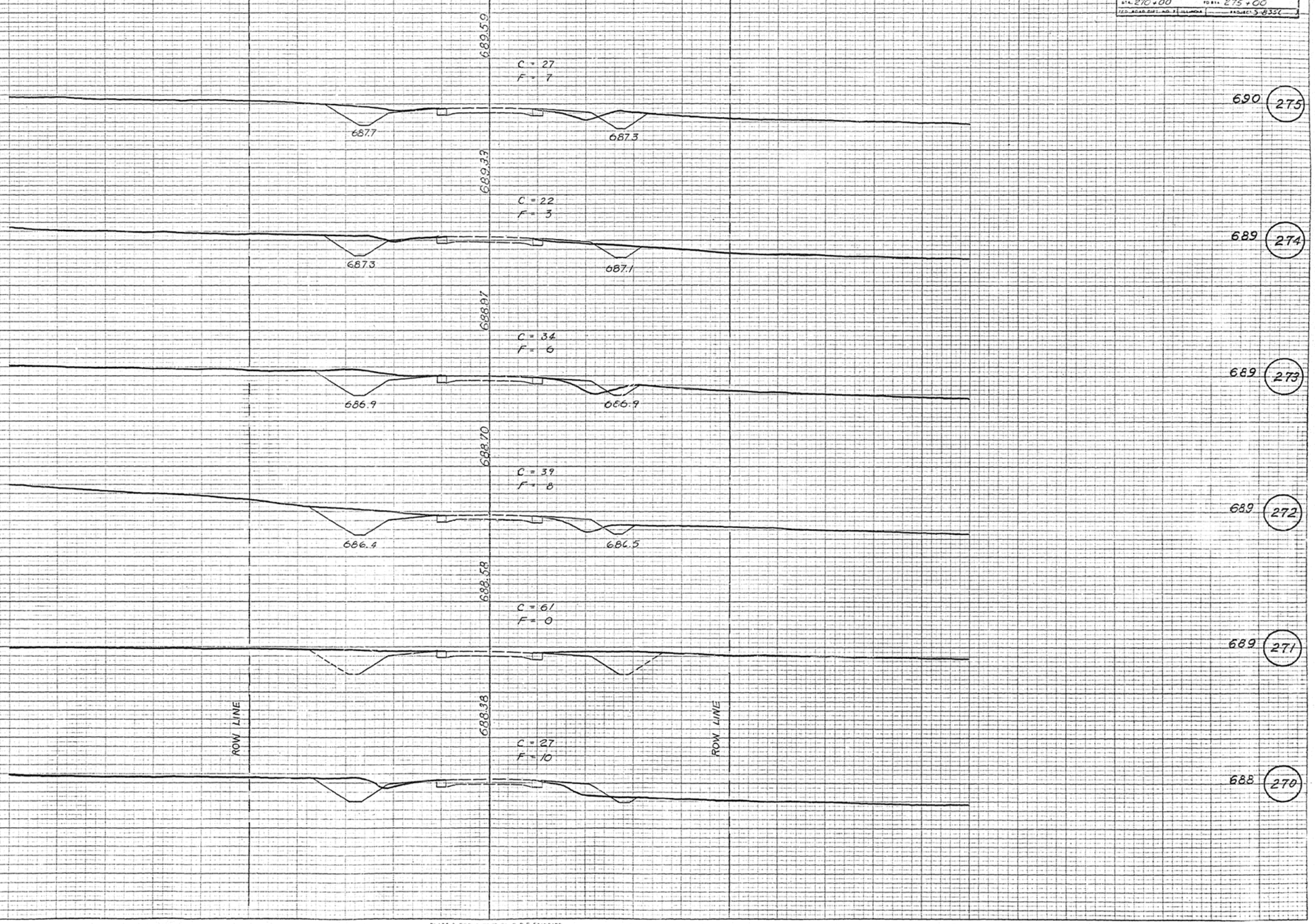
On ARE-WRIGHT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(0)W1 (1)(2)W	MACON & PIATT	107	55
STA. 270+00		TO STA. 275+00		
FED. ROAD DIST. NO. 3	ILLINOIS		PROJECT S-8332	



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	5-58
	PLOTTED	T.L.A.	8-58
	TRACED	T.L.A.	8-58
	AREAS	J.J.E.	2-60
NO. 2	AREAS CHECKED	C.J.B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TRACED		
	AREAS		
NO.	AREAS CHECKED		

PLATE 3 CROSS SECTION E.P.R. STANDARD

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-548	10W1 (1)(2)W	MACON & PIATT	107	56
STA. 276+00		TO STA. 281+00		
F.A.S. ROUTE DIST. NO. 7	ILLINOIS		PROJECT S-8356	

FINAL SURVEY		BY	DATE
NOTE BOOK NO. 2	SURVEYED	STARBUCK	6-58
	PLOTTED	L.A.	6-58
	TEMPLATE	F.L.L.	6-58
	AREAS	J.L.L.	6-58
	AREAS CHECKED	C.J.B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

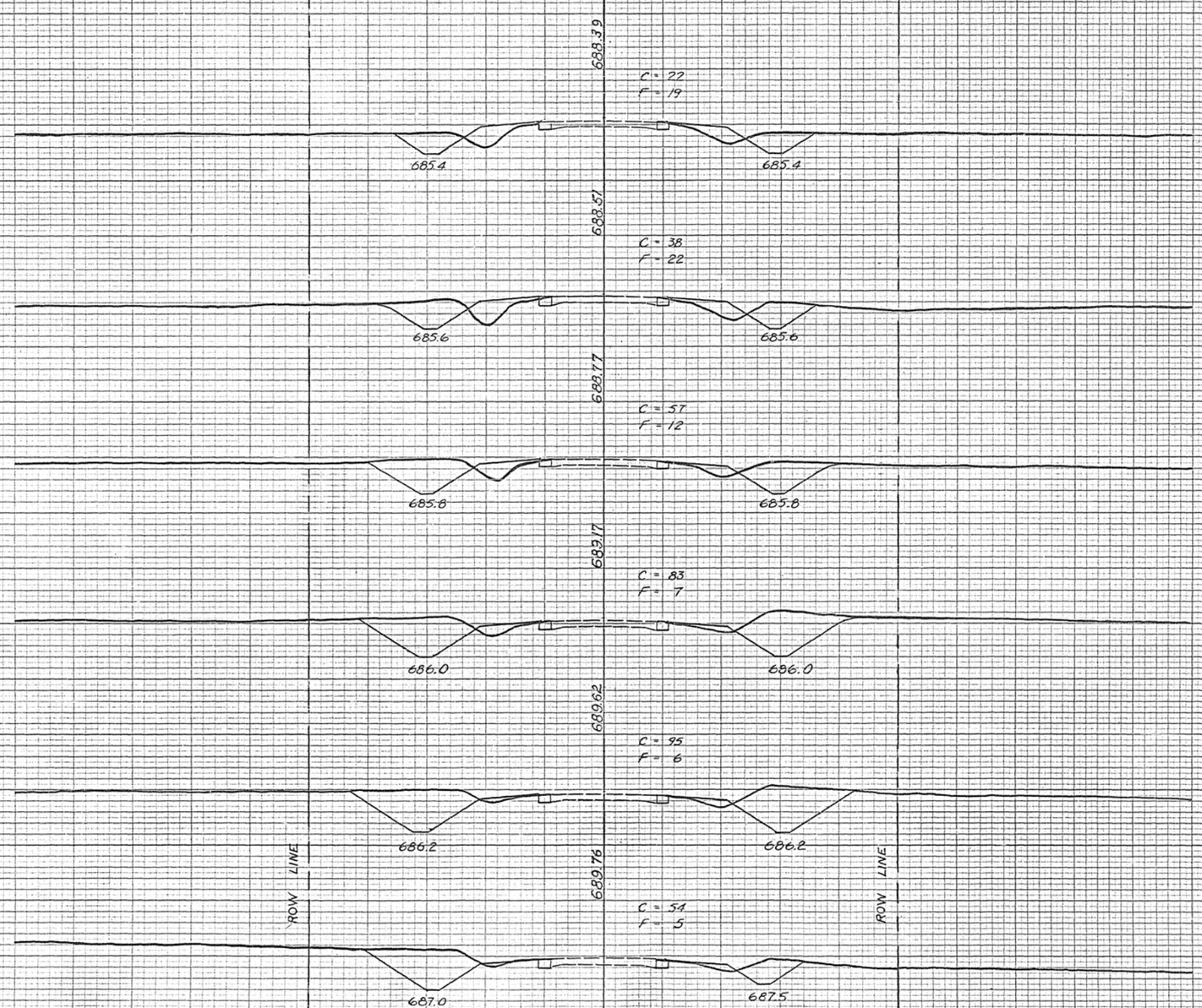


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PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

Printed in U.S.A.
On ABY-WRIGHT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 (11,12)W	MACON & PIATT	107	57
STA. 282 + 00		TO STA. 287 + 00		
			PROJECT S-8351	

FINAL SURVEY		BY	DATE
NOTE BOOK NO. 2	SURVEYED	STARBUCK	6-19
	PLOTTED	A.	6-58
	TEMPLATE	L.J.	1-59
	AREAS	F.J.	6-22
	AREAS CHECKED	J.B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

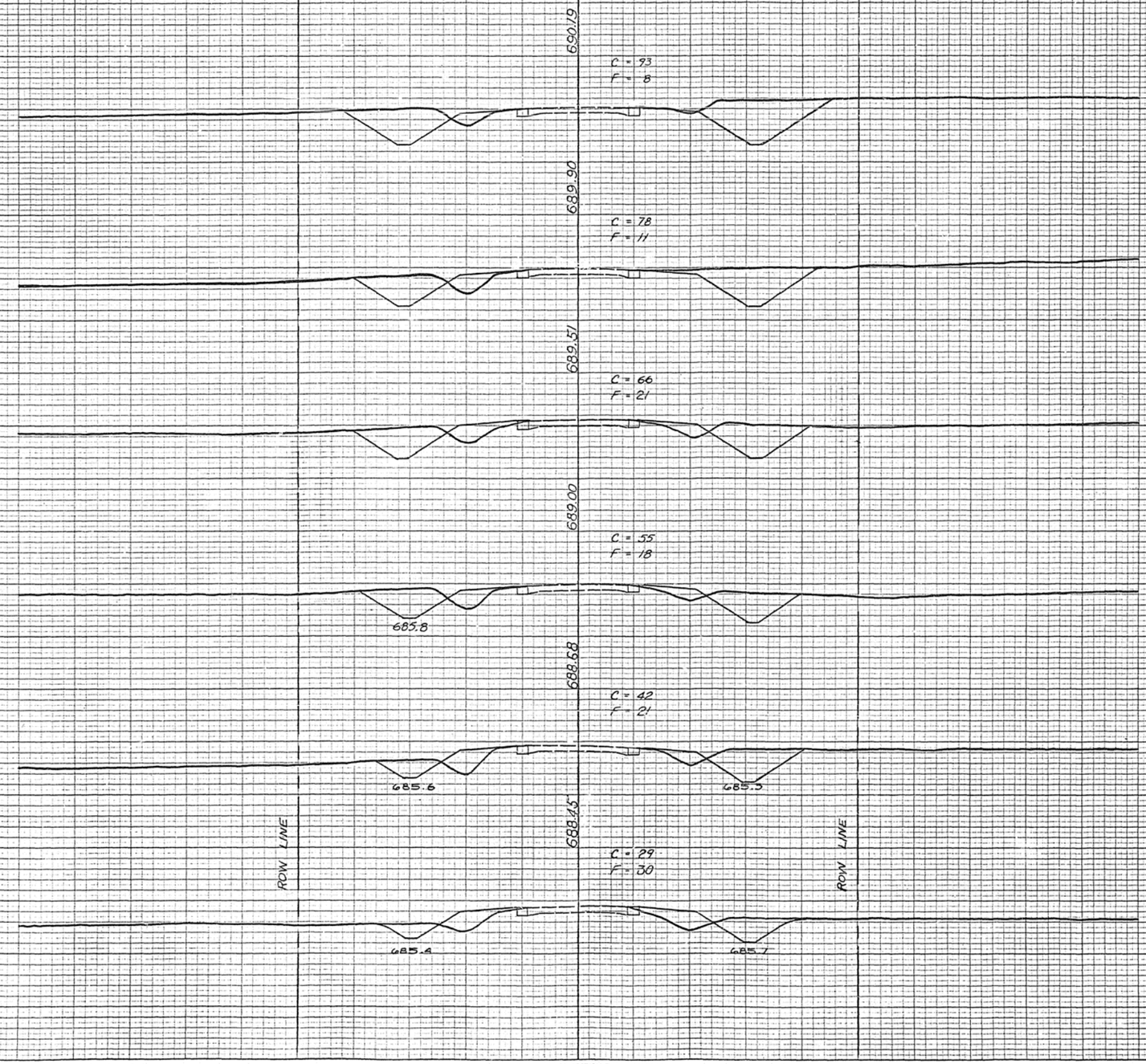

PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO-NEW YORK

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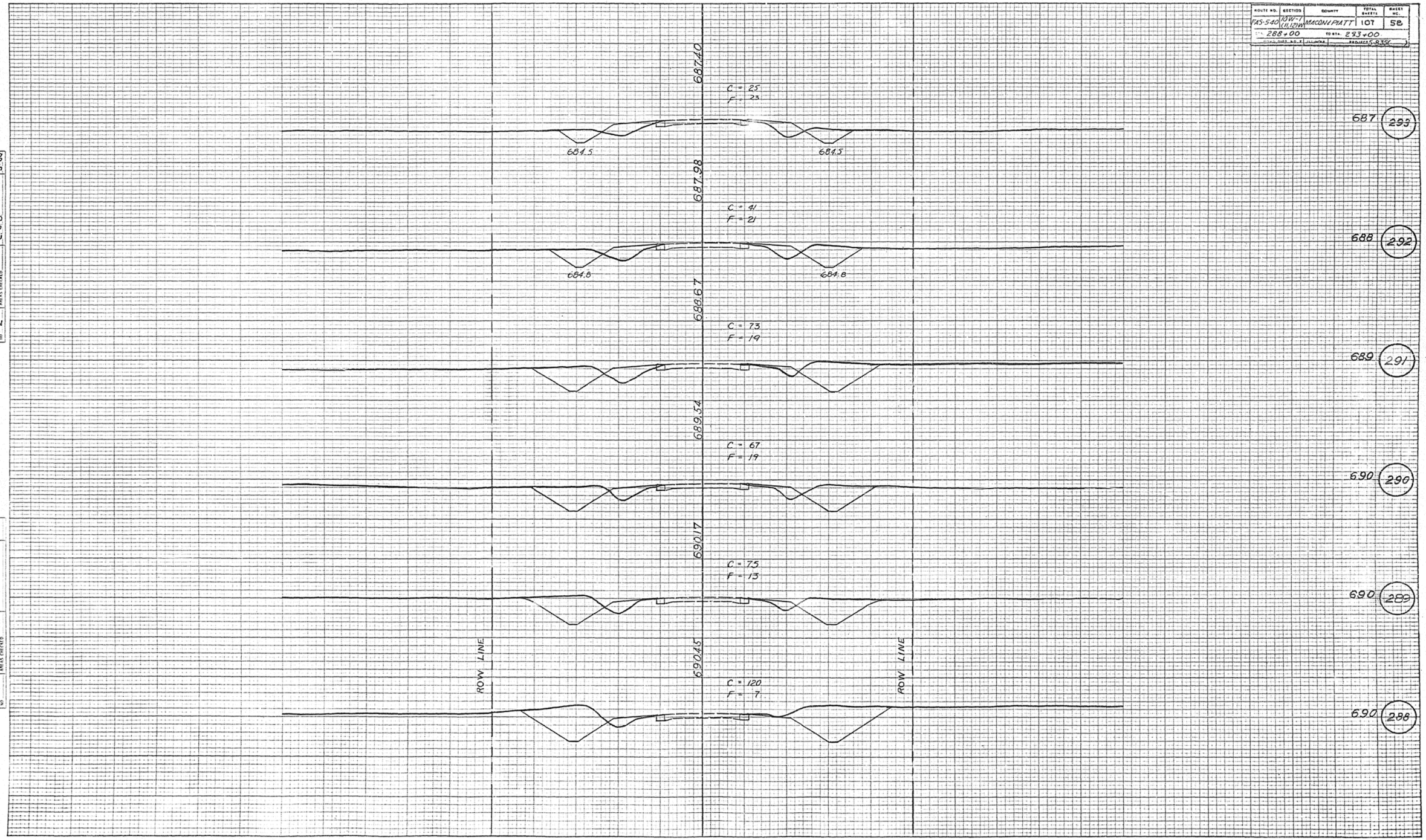
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 (11,12)W	MACON & PIATT	107	58
288+00	TO STA. 293+00			
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT S-836( )		

FINAL SURVEY		BY	DATE
	SURVEYED	STARBUCK	6-55
	COMPUTED	J.L.A.	6-55
	PLOTTED	J.L.A.	6-55
	TEMPLATE	F.E.	2-60
NOTE BOOK	AREAS	J.J.B.	2-60
NO. 2	AREAS CHECKED	J.J.	

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	COMPUTED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



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On ARWRIGHT Tracing Cloth

PLATE 3 CROSS SECTION B.F.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO · NEW YORK

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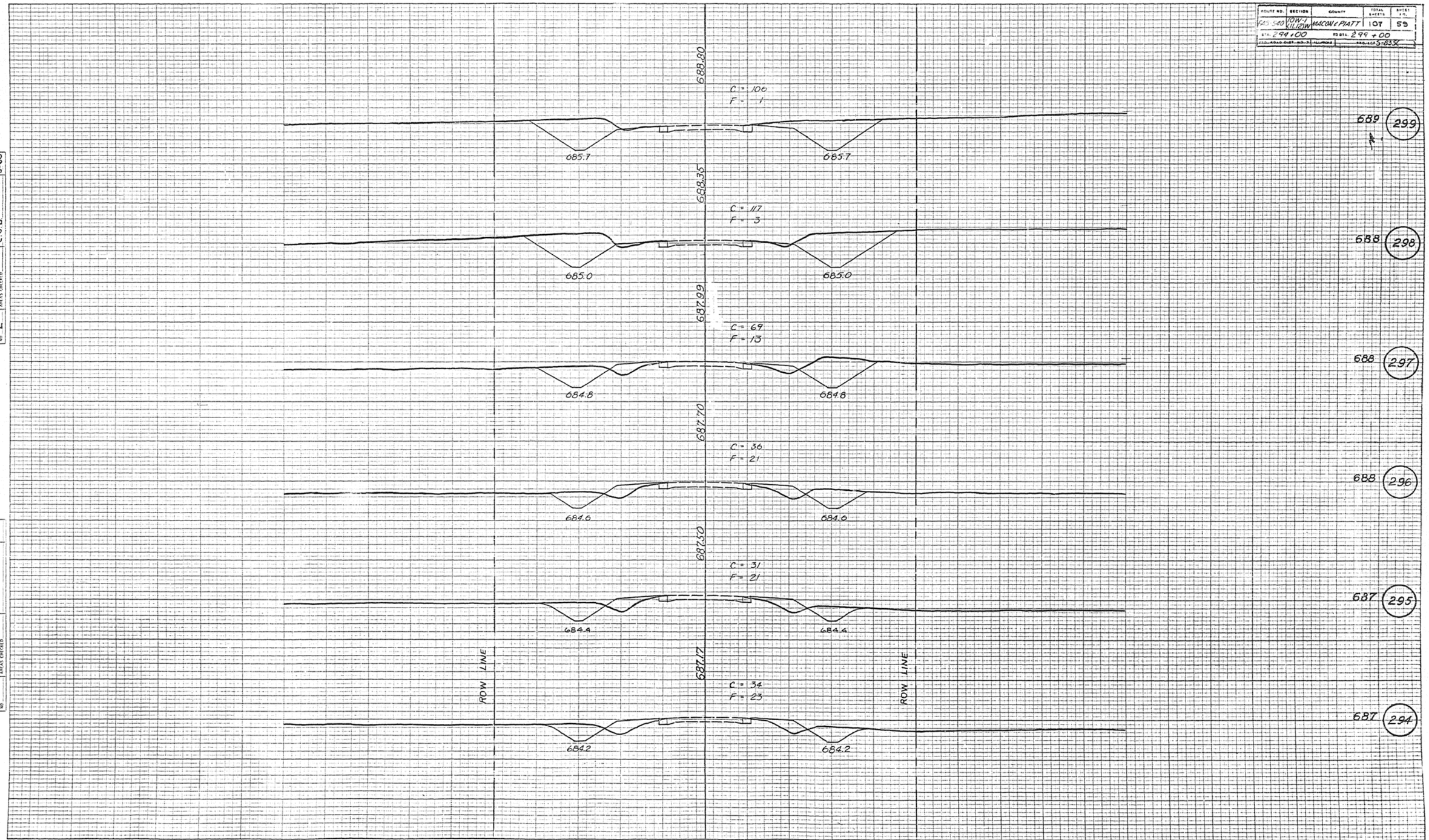
On ARWRIGHT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 540	10W-1 (1,12)W	MACON & PIATT	107	59
STA. 294+00		TO STA. 299+00		
F.A.S. ROAD DIST. NO. 3	ILLINOIS		PROJECT S-1033	



FINAL SURVEY		BY	DATE
	SURVEYED	STARBUCK	5-56
	PLOTTED	T.L.A.	5-56
NOTE BOOK	TEMPLATE	T.L.A.	5-56
	AREAS	J.L.F.	2-60
NO. 2	AREAS CHECKED	J.J.B.	5-60

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

PLATE 3 CROSS SECTION B.P.R. STANDARD

EUGENE DIETZGEN CO. CHICAGO - NEW YORK

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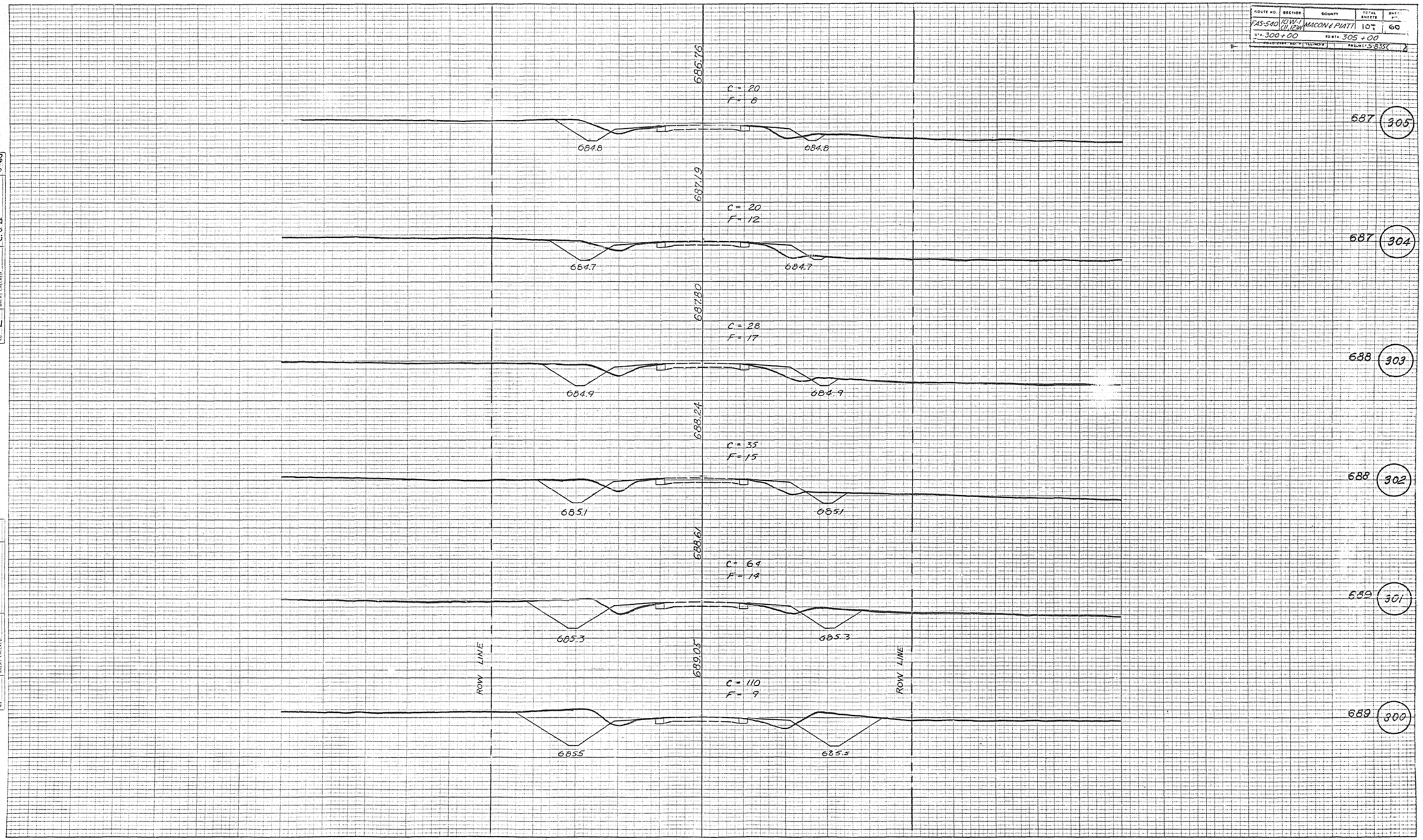
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 (1,12W)	MACON & PIATT	107	60

STA. 300+00 TO STA. 305+00

ROAD DIST. NO. 7 ILLINOIS PROJECT S-8355



FINAL SURVEY — NOTE BOOK NO. 2 — SURVEYED: STARBUCK; PLOTTED: T.L.A.; TEMPLATE: T.L.A.; AREAS: J.J.B.; AREAS CHECKED: — DATE: 1-15-58, 6-5-58, 6-6-58, 6-9-58, 6-10-58

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED — BY — DATE

PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO · NEW YORK

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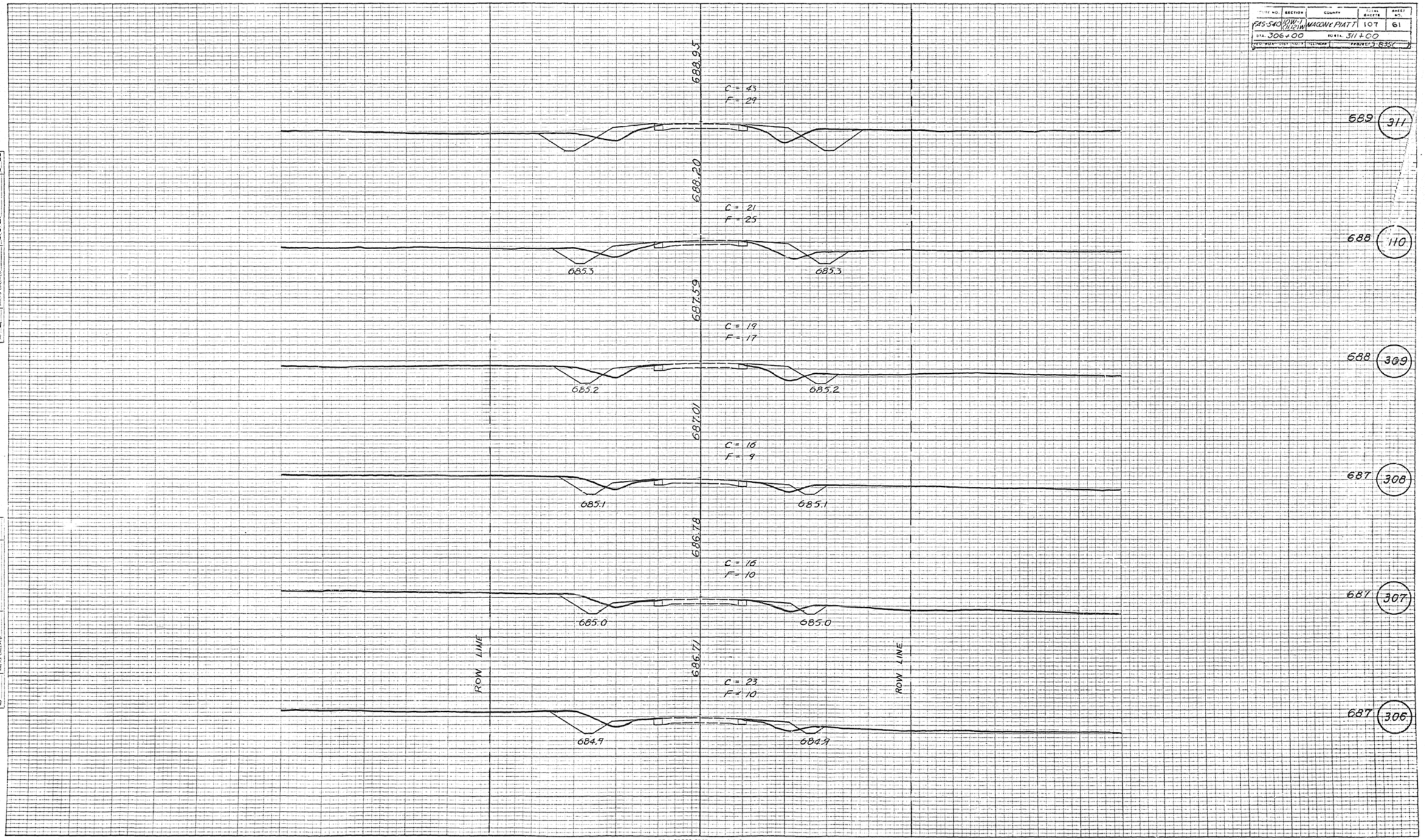
TITLE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(OW-1 OLD IW)	MACON & PIATT	107	61
STA. 306+00		TO STA. 311+00		
ST. ROUTE NO.	SECTION		PROJECT	

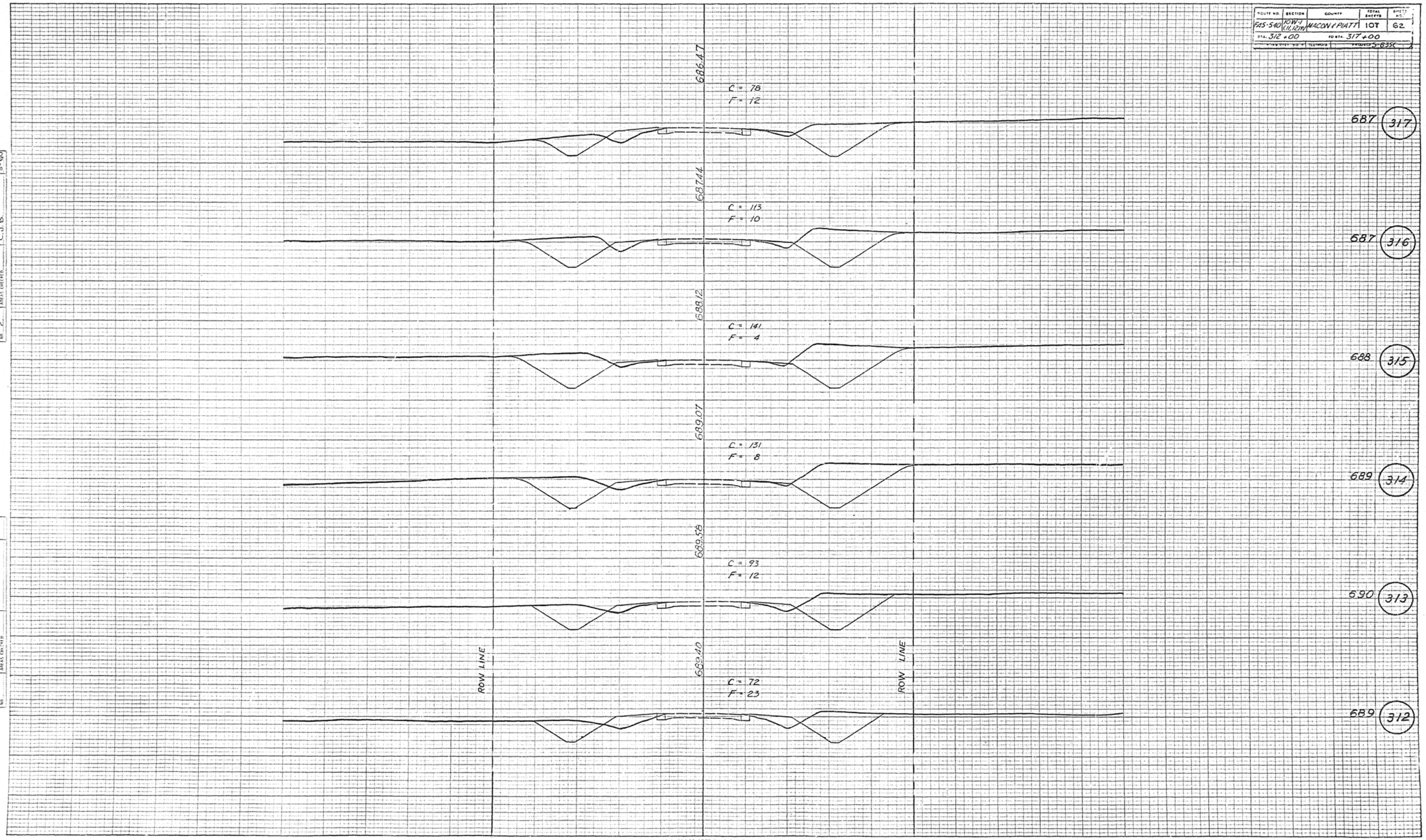


FINAL SURVEY		BY	DATE
	SURVEYED	STARBUCK	6-58
	PLOTTED	T.L.A.	9-59
NOTE BOOK	TEMPLATE	T.L.A.	1-60
	AREAS	J.J.B.	2-60
NO. 2	AREAS CHECKED	C.J.B.	3-60

PRELIMINARY SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 (11,12W)	MACON & PIATT	108	62
STA. 312+00		TO STA. 317+00		



FINAL SURVEY	SUBMITTED	R. A. SYKEBUCK
	PLOTTED	T. L. A.
	TEMPLATE	T. L. A.
NOTE BOOK	AREAS	J. L. D.
NO. 2	AREAS CHECKED	C. J. B.

DATE
8-15-58
8-25-58
8-26-58
12-1-58
12-9-58

OFFICE SURVEY	CONSULTED	BY
	PLOTTED	
NOTE BOOK	TEMPLATE	
	AREAS	
NO.	AREAS CHECKED	

DATE

PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

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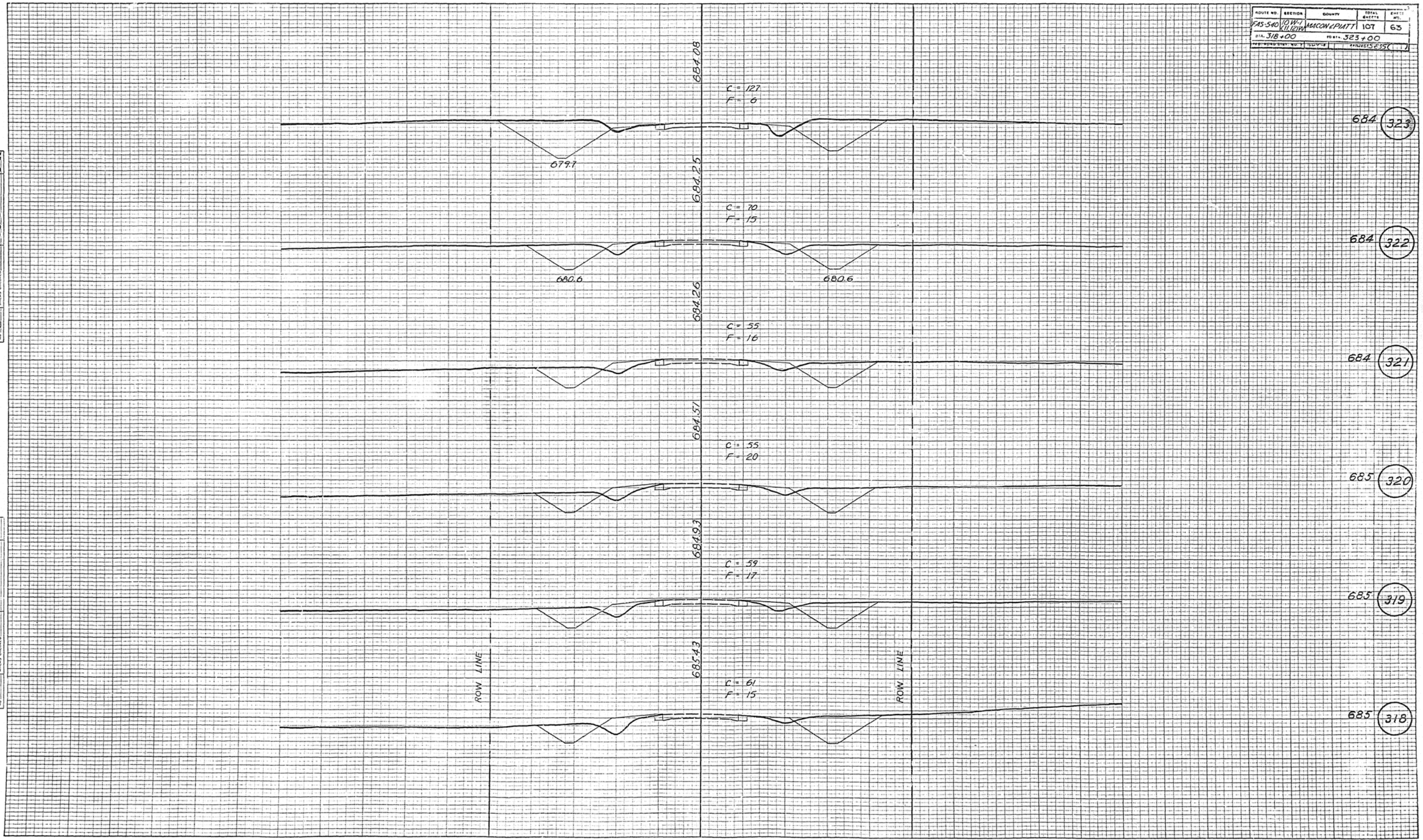
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10 W-1 (11,12) W	MACON & PIATT	107	63
STA. 318+00		TO STA. 323+00		
PRELIMINARY ROAD PLAN NO. 7		ISSUED 7-1-58	APPROVED 6-30-59	



FINAL SURVEY	BY	DATE
SURVEYED	STARBUCK	6-30-59
PLOTTED	T.L.A.	6-30-59
TEMPLATE	J.J.P.	6-30-59
AREAS	A.M.S.	6-30-59
AREAS CHECKED	C.J.B.	6-30-59
NOTE BOOK NO. 2		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK NO.		

PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	
FAS-540	(0)W-1 (1)(2)W	MACON & PIATT	107	64
STA. 323 + 94		TO STA. 329 + 00		
FED. ROAD DIST. NO. 7	ILLINOIS		PARCEL NO. 5350	

FINAL SURVEY		BY	DATE
	SURVEYED	STARBUCK	6-58
	PLOTTED	J. L. A.	8-58
	DATUM CHECKED	J. L. A.	9-58
NOTE BOOK	AREAS	J. L. A.	2-60
NO. 2	AREAS CHECKED	C. J. B.	2-60

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	DATUM CHECKED		
	AREAS		
NO.	AREAS CHECKED		

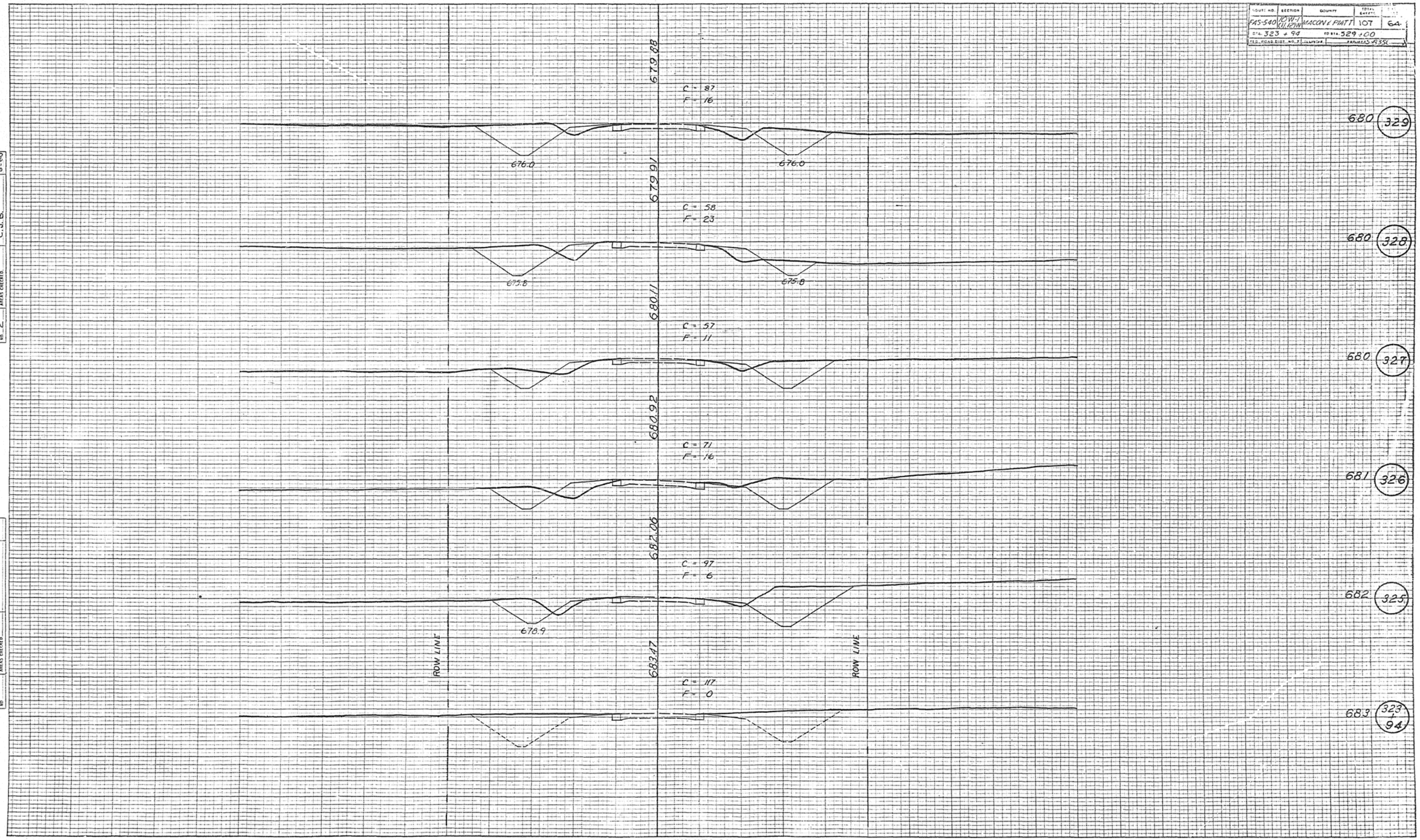


PLATE 3 CROSS SECTION B P N STANDARD
EUGENE DIETZGEN CO. CHICAGO NEW YORK

Printed in U.S.A.
On ARCWRIGHT Tracing Cloth

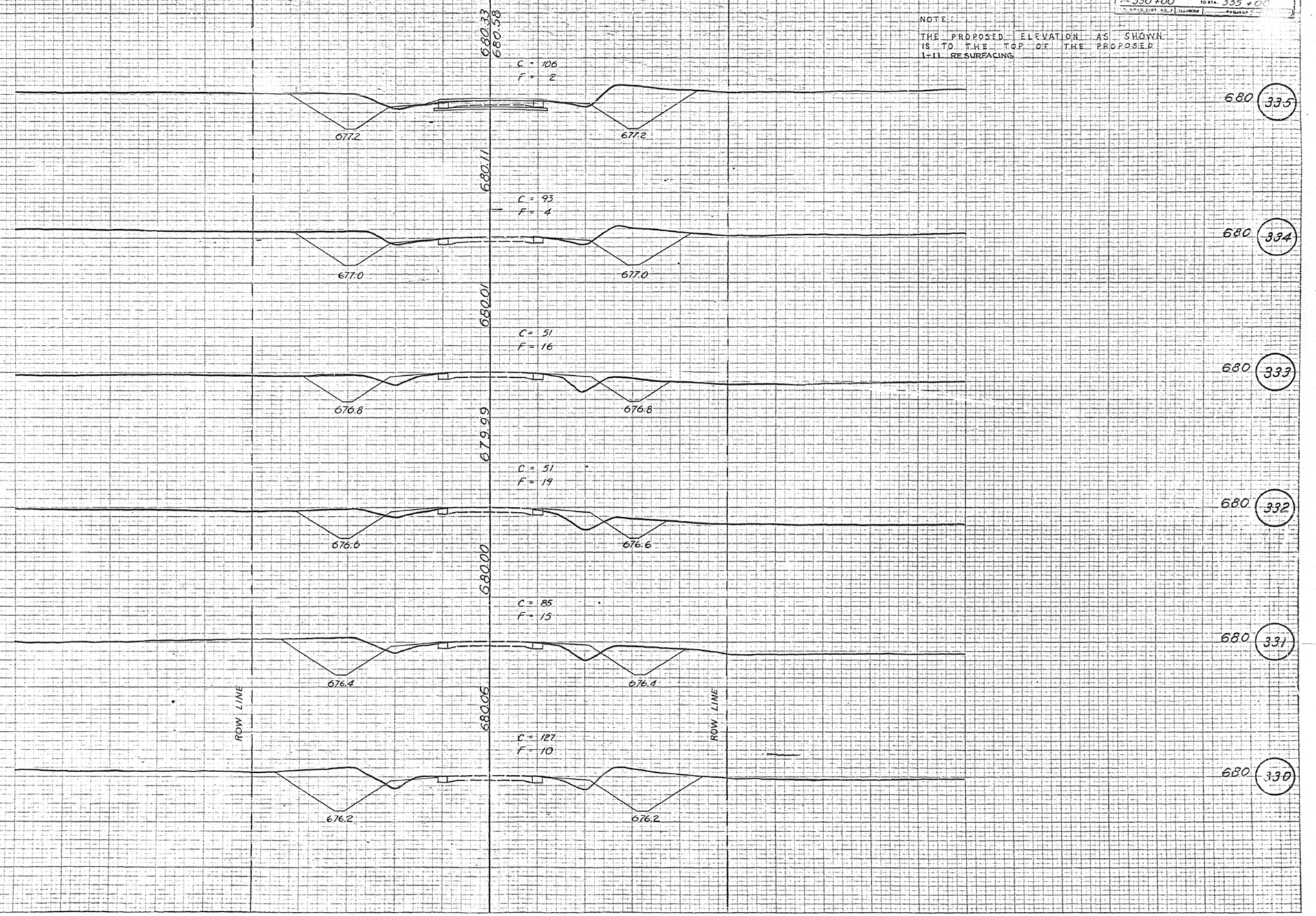
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(10 W-1 (11.10) W)	MACON & PIATT	107	65

STA. 330+00 TO STA. 335+00

TR. SPECIAL DIST. NO. 7 ILLINOIS PROJECT

NOTE:

THE PROPOSED ELEVATION AS SHOWN IS TO THE TOP OF THE PROPOSED I-11 RESURFACING.



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-55
NO 2	PLOTTED	T.J.A.	6-55
	TEMPLATE	T.J.A.	2-56
	AREAS	J.J.B.	2-56
	AREAS CHECKED	C.J.B.	5-60

OPTIONAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO	AREAS CHECKED		

PLATE 3 CROSS SECTION B.P.R. STANDARD
EXISTING PATTERN AND CHARGE - NEW TOPS

Printed in U.S.A.
On ARNWRIGHT Drafting Film

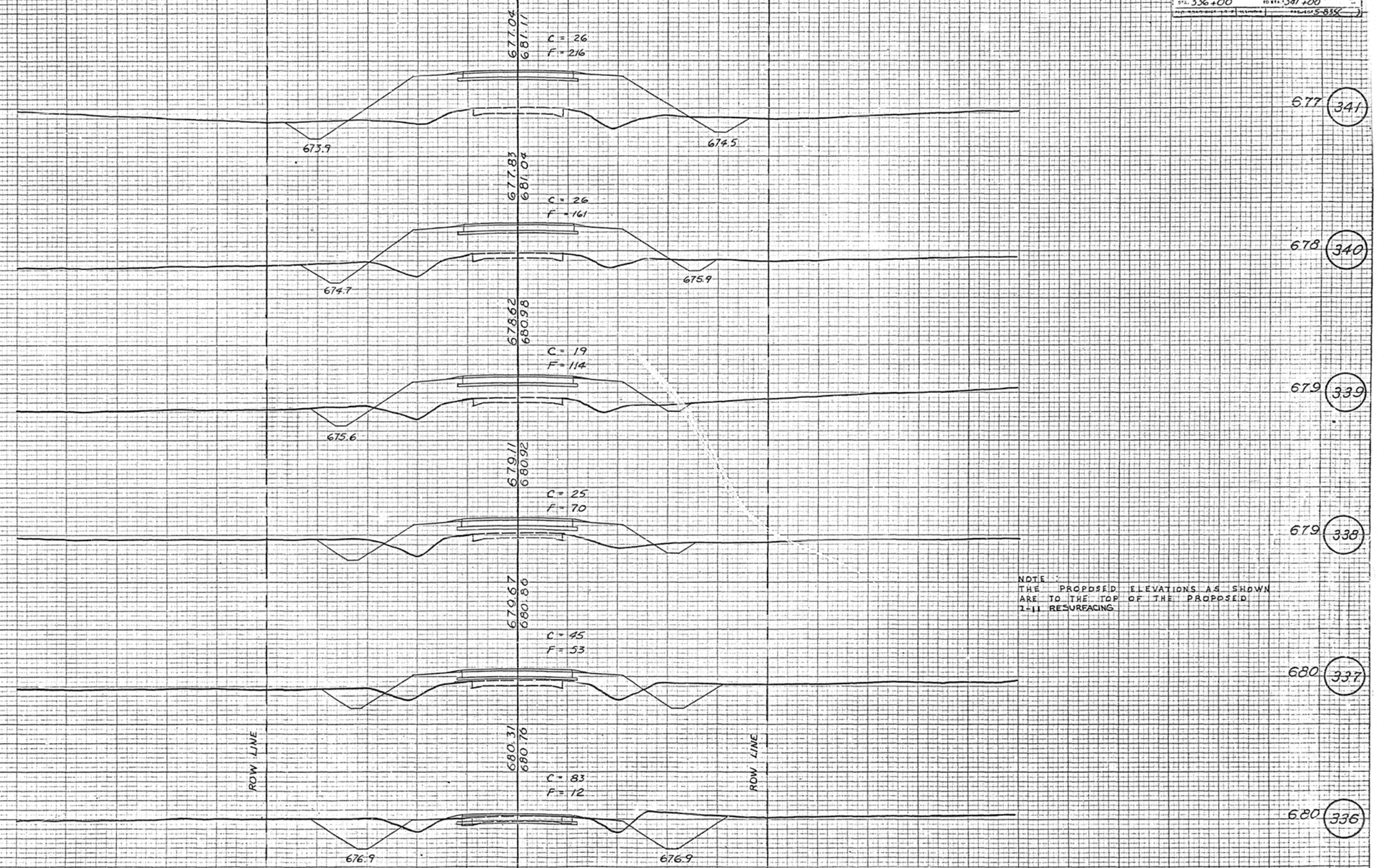
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(OTHER) (11,12)	MACON & PIATT	109	66

STA. 336+00 TO STA. 341+00

FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJ. S-835(

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-56
	PLOTTED	T.J.A.	6-56
	TEMPLATE	J.J.A.	2-60
	AREAS	J.J.B.	2-60
NO. 2	AREAS CHECKED	C.J.B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

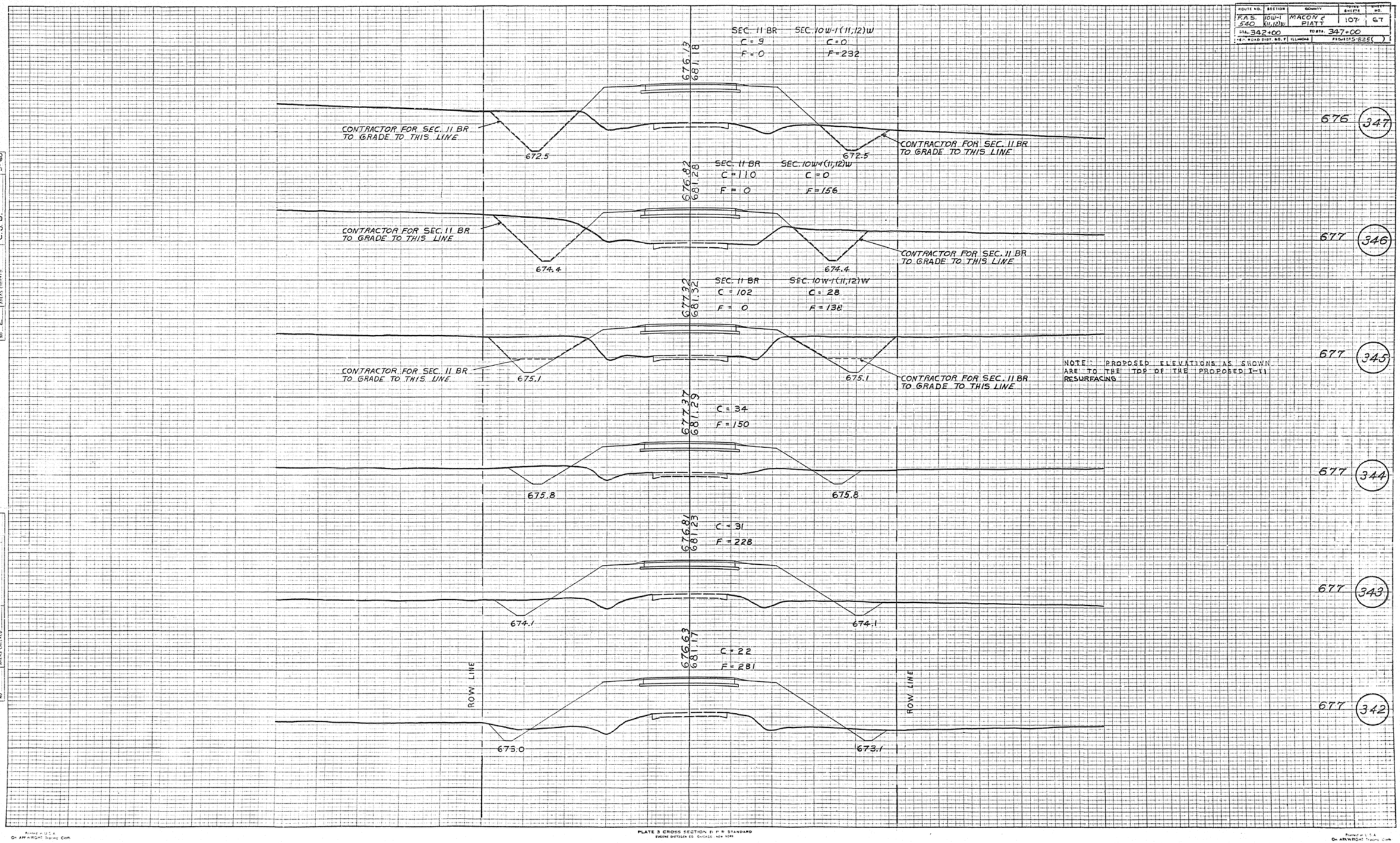


NOTE:
THE PROPOSED ELEVATIONS AS SHOWN ARE TO THE TOP OF THE PROPOSED I-11 RESURFACING.

PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO · NEW YORK

Printed in U.S.A.
On APH WRIGHT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	10W-1 (11,12)W	MACON & PIATT	107	67
STA. 342+00		TO STA. 347+00		
FED. ROAD DIST. NO. 7	ILLINOIS		PROJECT S-8265( )	



NOTE: PROPOSED ELEVATIONS AS SHOWN ARE TO THE TOP OF THE PROPOSED I-11 RESURFACING

FINAL SURVEY		BY
	SUBMITTED	STARBUCK
	PLOTTED	T.L.A.
NOTE BOOK	TEMPLATE	T.L.A.
	AREAS	1/89
NO. 2	AREAS CHECKED	J.L.E.
		C.J.B.

DATE
6-30
8-30
1/89
5-30
5-30

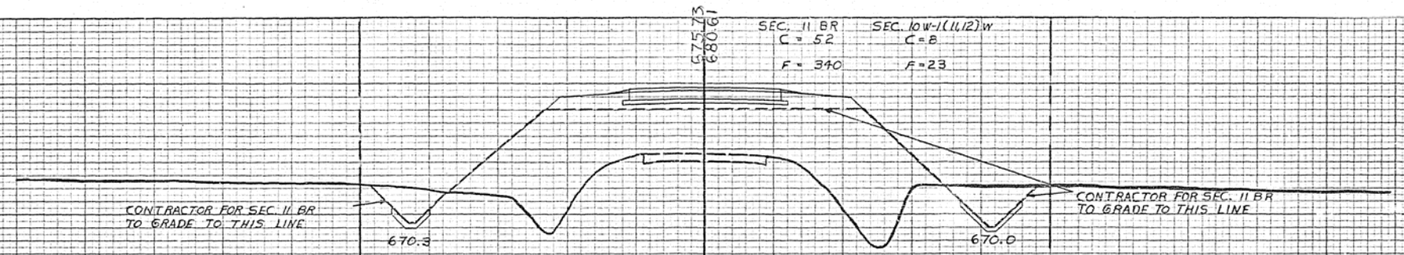
ORIGINAL SURVEY		BY
	SUBMITTED	
	PLOTTED	
NOTE BOOK	TEMPLATE	
	AREAS	
NO.	AREAS CHECKED	

DATE

PLATE 3 CROSS SECTION IN F.A.S. STANDARD

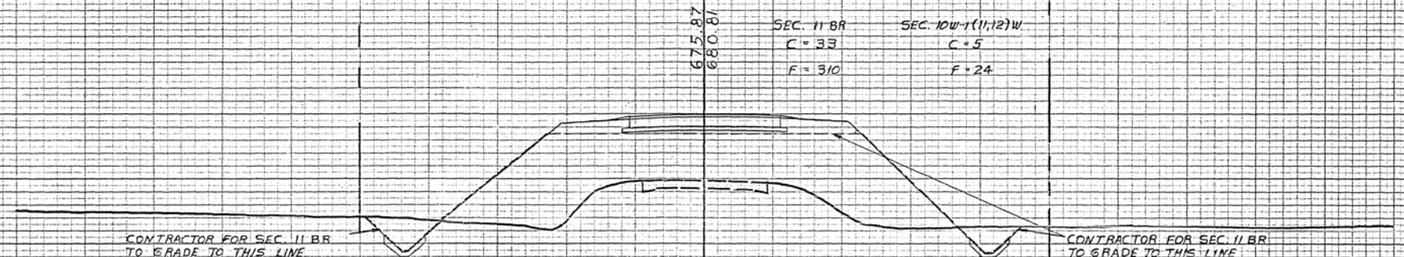
Printed in U.S.A. On Air-Right Training Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	10W-1 (11,12)W	MACON & PIATT	107	68
STA. 348+00		TO STA. 350+00		
FED. ROAD DIST. NO. 9	ILLINOIS		PROJECT C-351( )	

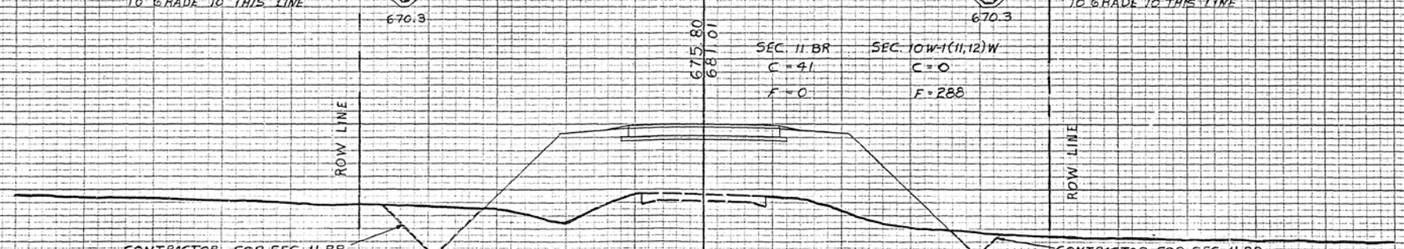


676 350

NOTE: PROPOSED ELEVATIONS AS SHOWN ARE TO THE TOP OF THE PROPOSED I-11 RESURFACING.



676 349



676 348

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-58
	PLOTTED	T.L.A.	6-58
	TEMPLATE	T.L.A.	1-59
	AREAS	J.L.K.	2-60
	AREAS CHECKED	J.J.B.	5-60

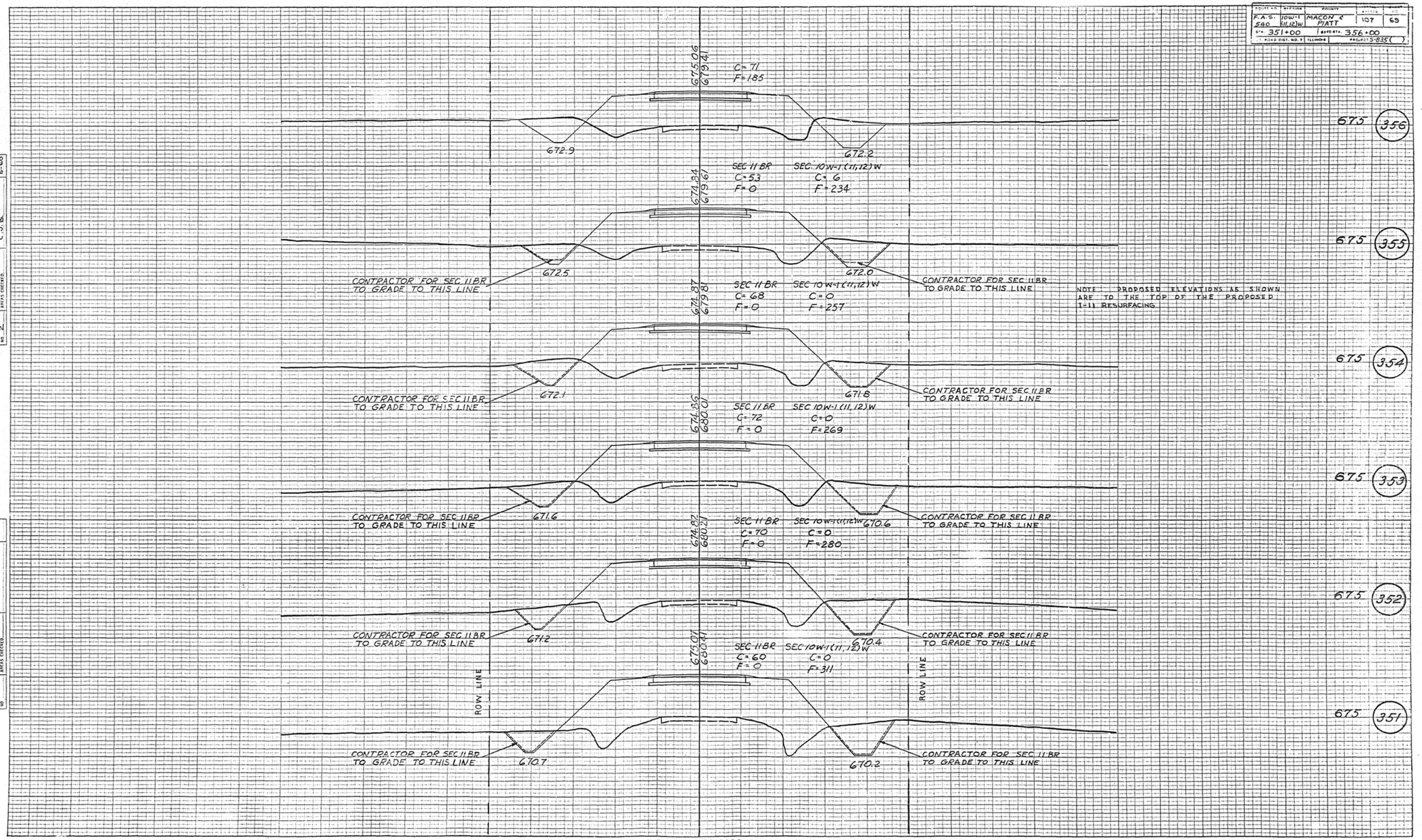
NO. 2

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

NO.

PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO NEW YORK

ROUTE NO.	SECTION	COUNTY	SHEET	TOTAL SHEETS
F.A.S. 540	10W-1 (11,12)W	MACON & PIATT	107	69
STA. 351+00		STA TO STA. 356+00		
DIST. NO. 5	ILLINOIS		PROJECT S-835( )	



FINAL SURVEY		BY	DATE
	SURVEYED	S. TARBUCK	6-58
	PLOTTED	T.L.A.	6-58
NOTE BOOK	TEMPLATE	T.L.A.	1/59
	AREAS	J.C.J.B.	2-60
NO. 2	AREAS CHECKED	J.C.J.B.	3-60

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

PLATE 3 CROSS SECTION B.P.R. STANDARD

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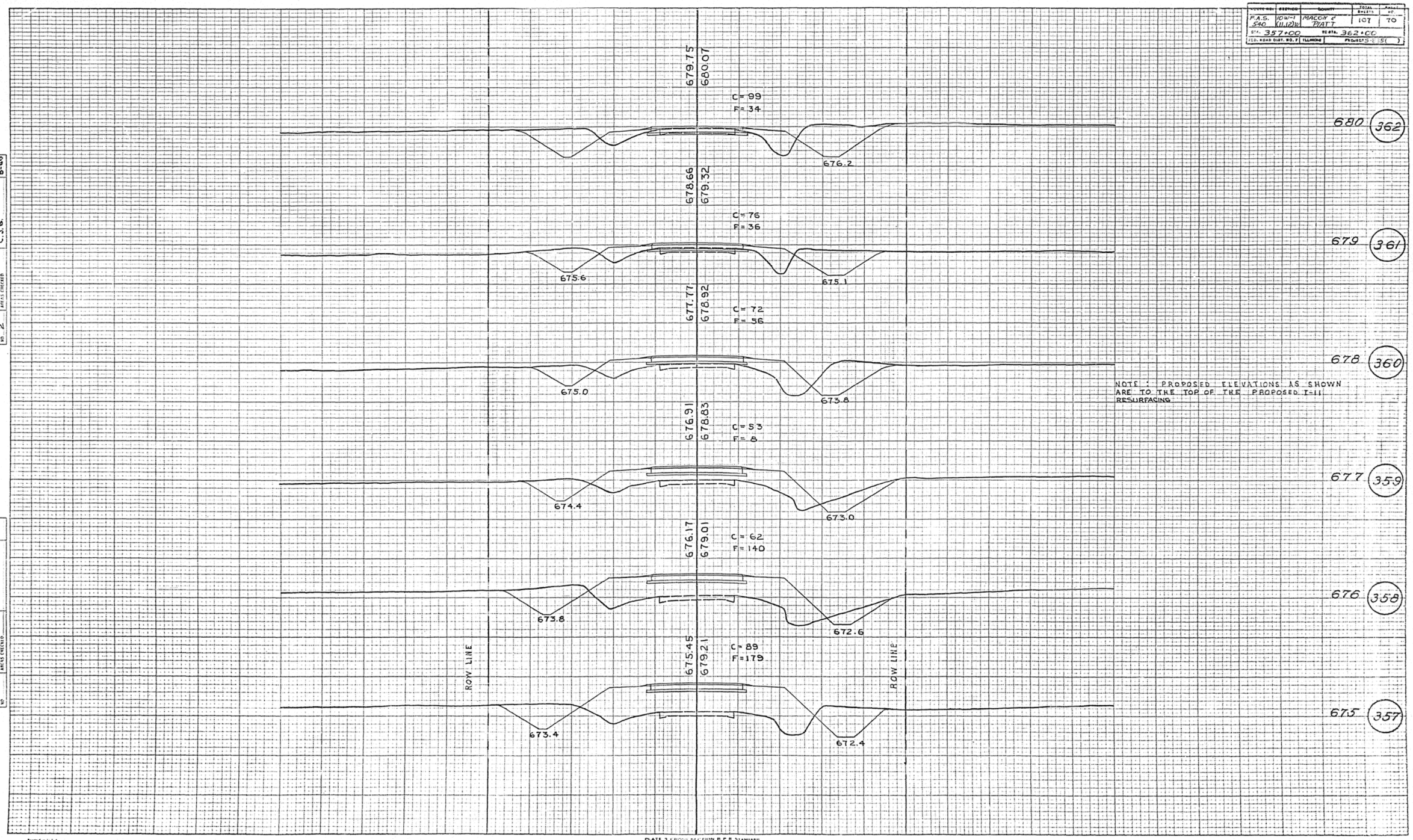
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	10W-1 (1,2)B	MACON & PATT	107	70

STA. 357+00 TO STA. 362+00

FED. ROAD DIST. NO. 7 ILLINOIS PROJECT S-(5)( )



NOTE : PROPOSED ELEVATIONS AS SHOWN ARE TO THE TOP OF THE PROPOSED I-11 RESURFACING.

FINAL SURVEY		BY	DATE
	SURVEYED	STARBUCK	6-86
	PLOTTED	T.L.A.	6-86
NOTE BOOK	TEMPLATE	T.L.A.	1/59
	AREAS	J.J.F.	2-60
NO. 2	AREAS CHECKED	C.J.B.	8-60

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

PLATE 3 CROSS SECTION B.P.R. STANDARD

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	(10W-1 (11,12)W	MACON & PIATT	107	71
STA. 363+00		TO STA. 368+00		
F.A.S. ROAD DIST. NO. 9	ILLINOIS	F.A.S. 615-635 ( )		

FINAL SURVEY			BY	DATE
NOTE BOOK	SURVEYED	STAEBLUCK		6-85
	PLOTTED	T.L.A.		6-85
	TEMPLATE	T.L.A.		1/89
	AREAS	J.L.B.		2-90
NO. 2	AREAS CHECKED	C.J.B.		5-90

ORIGINAL SURVEY			BY	DATE
NOTE BOOK	SURVEYED			
	PLOTTED			
	TEMPLATE			
	AREAS			
NO.	AREAS CHECKED			

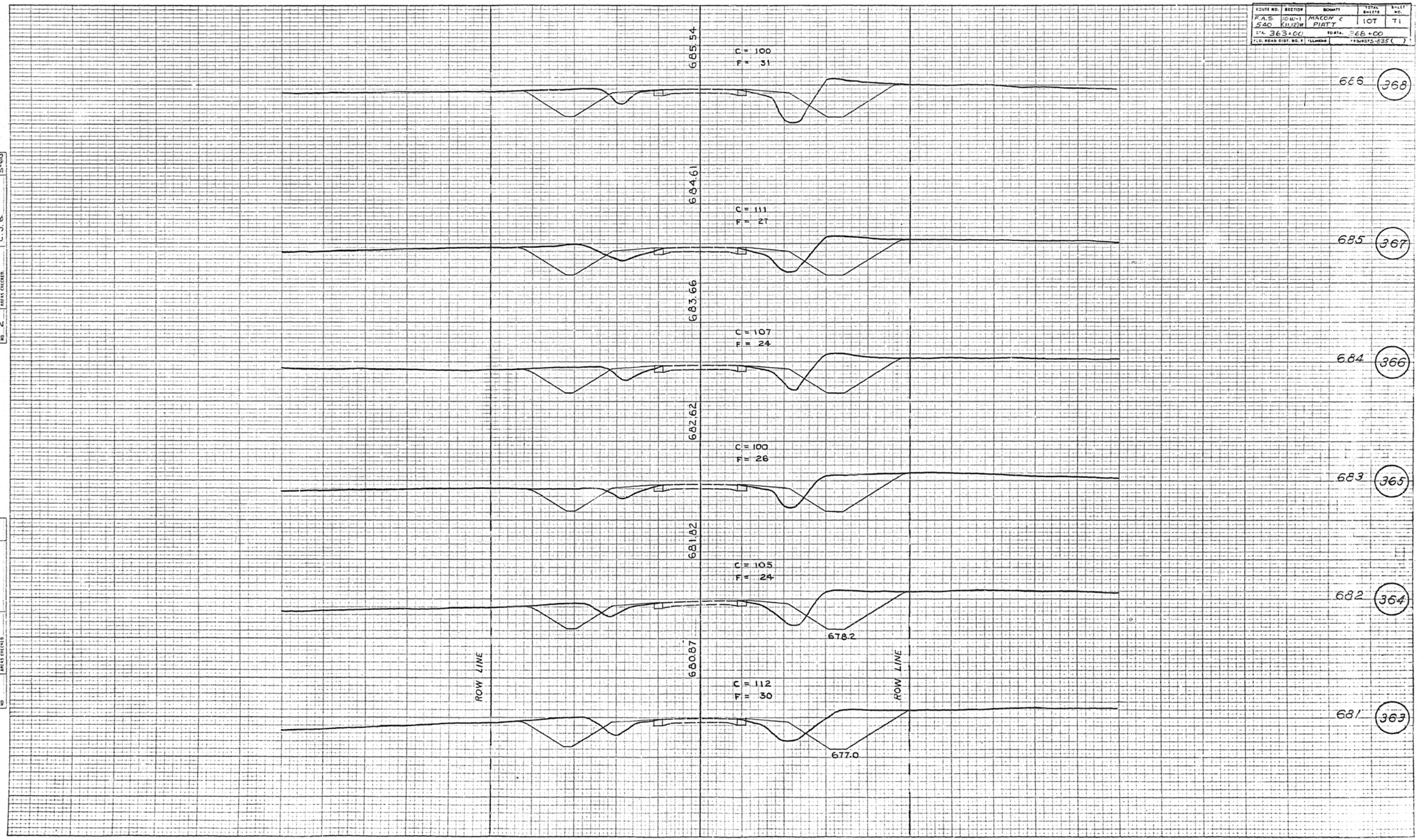


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PLATE X CROSS SECTION B P R STANDARD
FRANK WESTON CO. CHICAGO, NEW YORK

Printed in U.S.A.
On ARWRIGHT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 580	10W-1 K11.121W	MACON & PIATT	107	72
STA. 369+00		TO STA. 374-00		
FED. ROAD DIST. NO. 5	ILLINOIS		ACRES 5.635( )	

FINAL SURVEY	SURVEYED	STARBUCK	DATE 6-60
	PLOTTED	T.L.A.	8-60
NOTE BOOK	TRACED	T.L.A.	11-60
	AREAS	J.L.P.	2-60
NO. 2	AREAS CHECKED	C.J.B.	5-60

ORIGINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	TRACED		
	AREAS		
NO.	AREAS CHECKED		

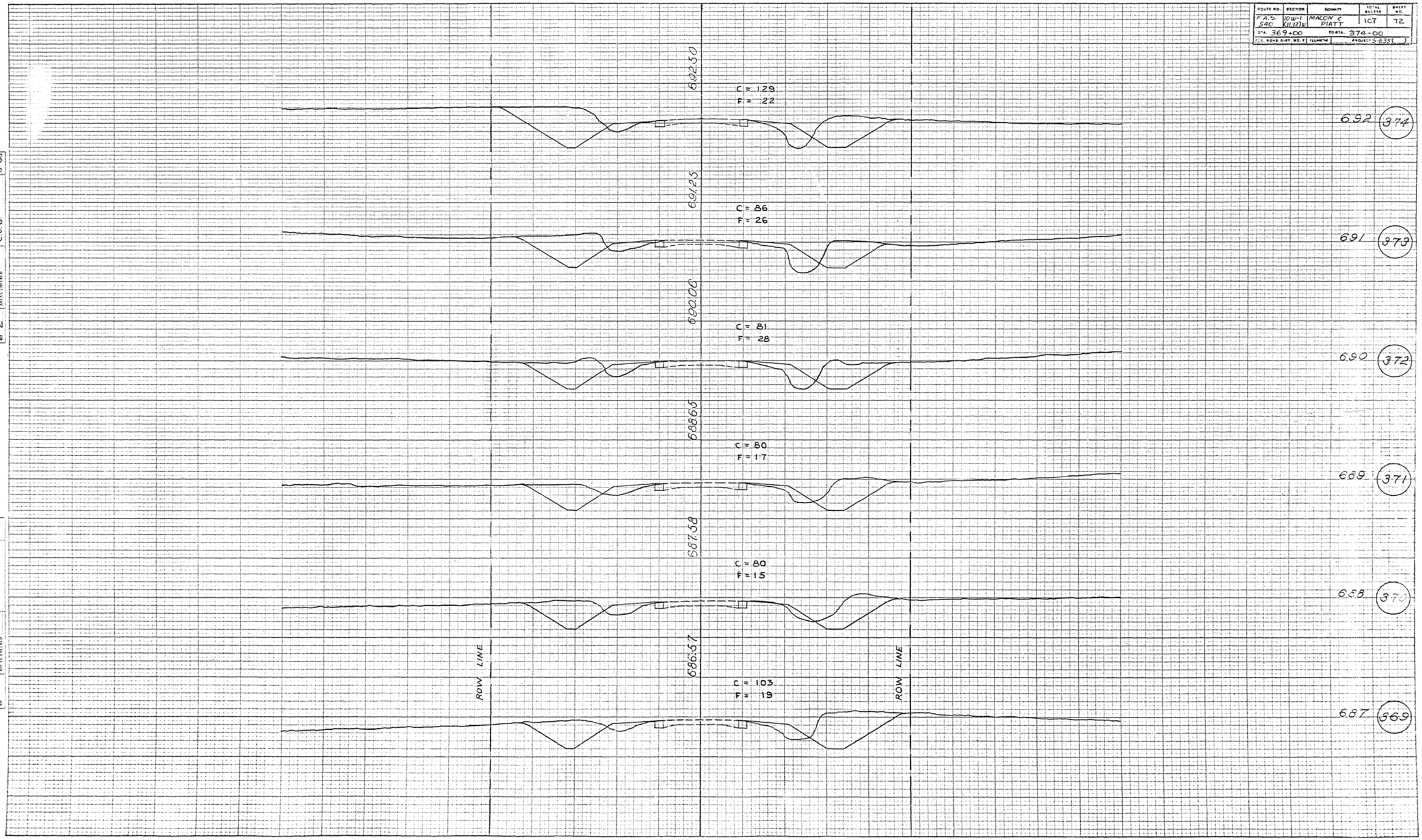
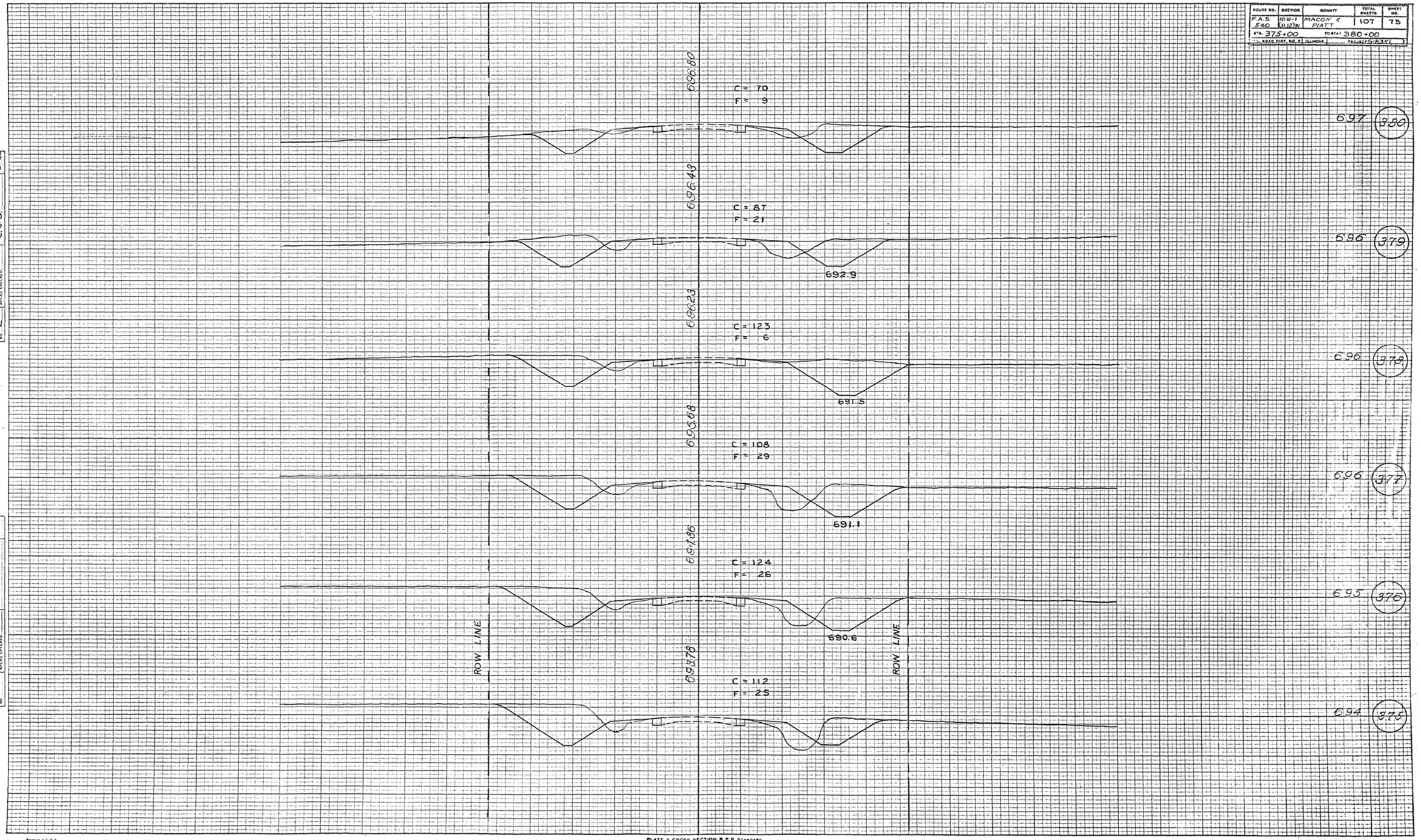


PLATE 3 CROSS SECTION D.P.H. STANDARD
BREW METCALF CO. CHICAGO, ILL.

Printed in U.S.A.
Co. ARMY-POST Training Book

Printed in U.S.A.
Co. ARMY-POST Training Book

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	10W-1 (1.12) N	MACON & PIATT	107	73
STA. 375+00		TO STA. 380+00		
ROAD DIST. NO. 7 ILLINOIS		PROJECT S-B36( )		



FINAL SURVEY		BY	DATE
NOTE BOOK NO. 2	SURVEYED	STARBUCK	8-58
	PLOTTED	T.L.A.	8-58
	TEMPLATE	T.L.A.	1/59
	AREAS	J.J.B.	2-60
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

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On ARKWRIGHT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	10W-1 (11,12)k	MACON & PIATT	107	74
STA. 381+00			EQ. STA. 350+00	
PROJ. DIST. NO. 4	ILLINOIS		MO. 1004 S-635( )	

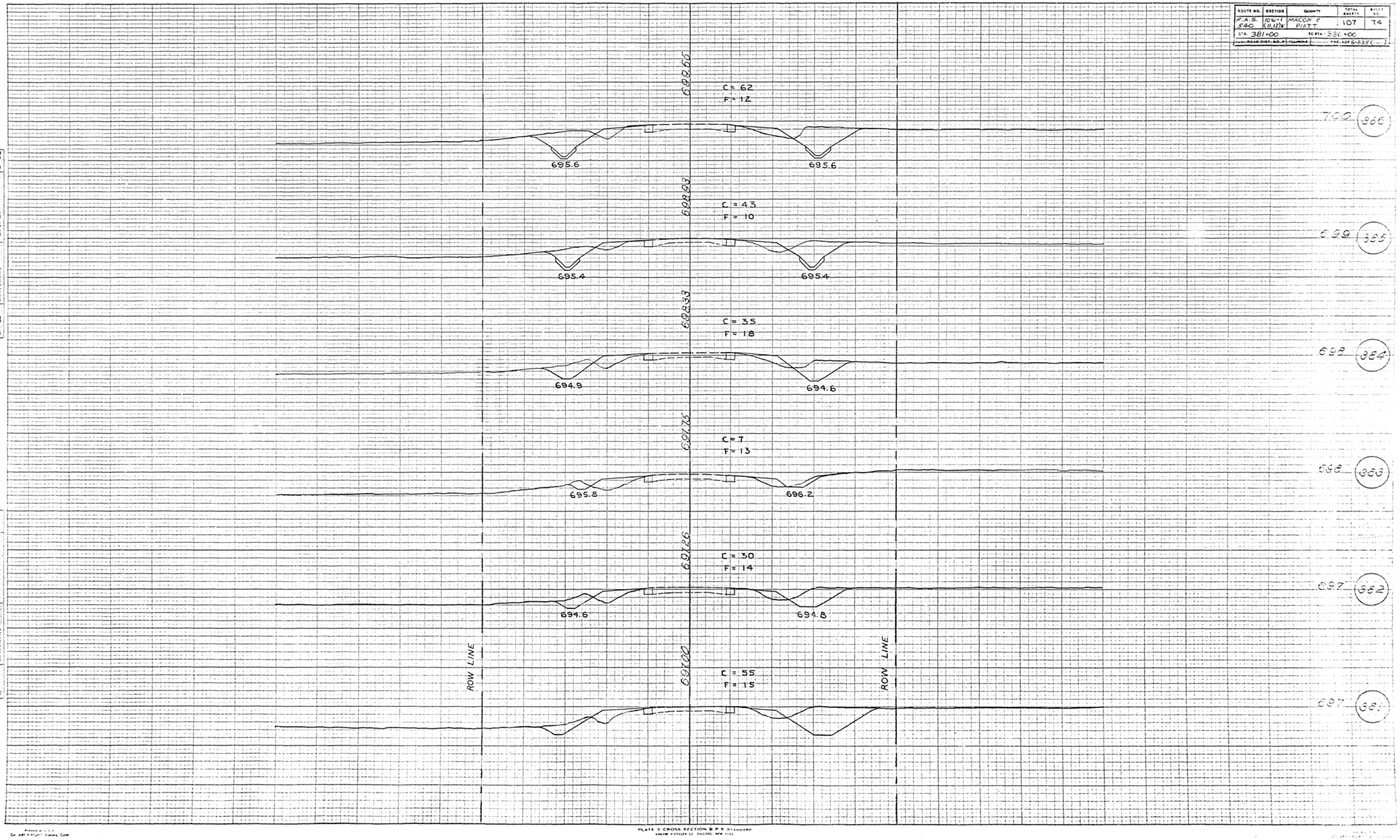

PLATE 3 CROSS SECTION B.P.R. STANDARD

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-58
	PLOTTED	T.L.A.	8-58
	TEMPLATE	J.L.A.	1-59
	AREAS		2-59
NO. 2	AREAS CHECKED	C.J.B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10-W-1 11-12-W	MACON & PIATT	1 CT	15
STA. 387+00		TO STA. 392+00		
ILL. ROAD DIST. NO. 7				

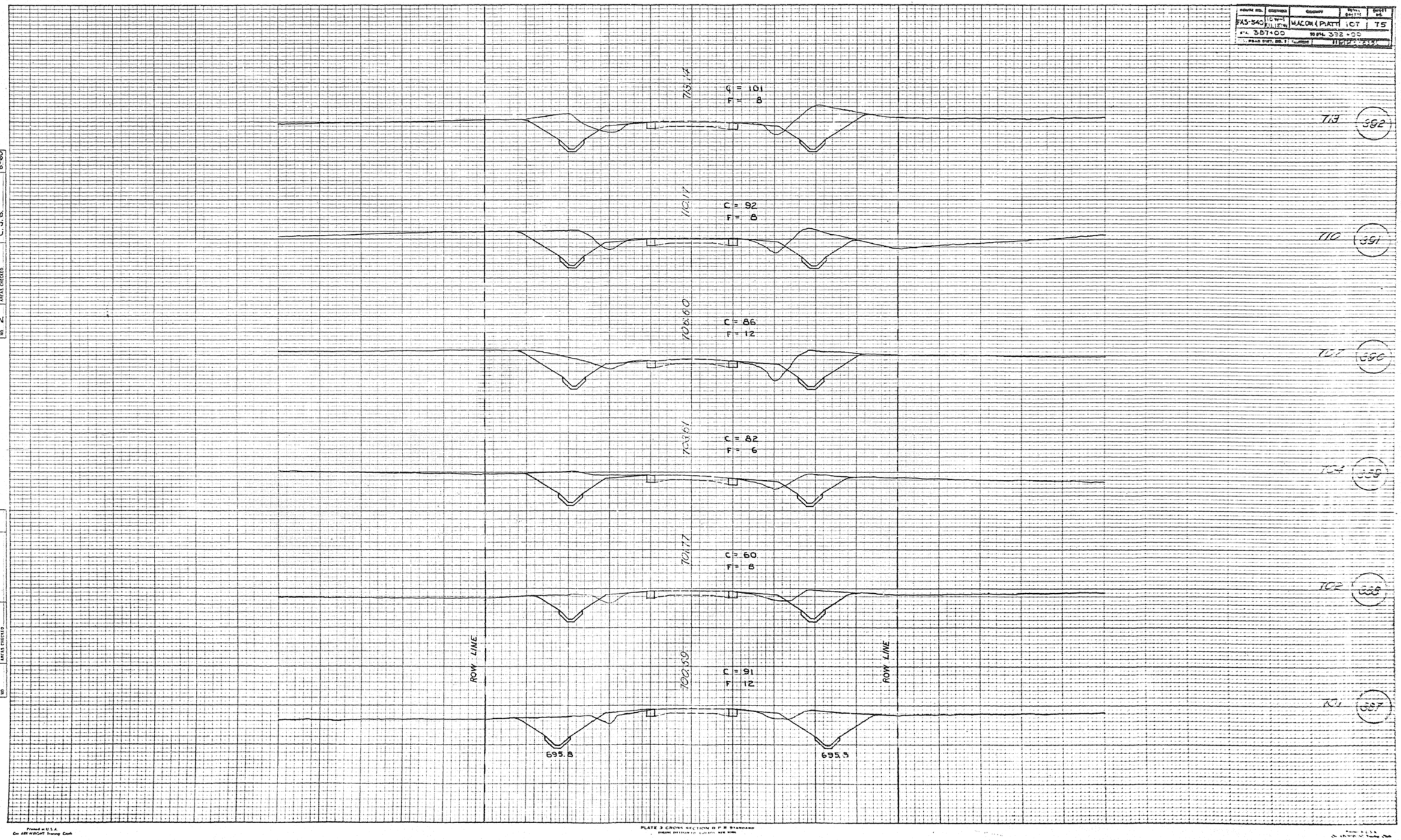

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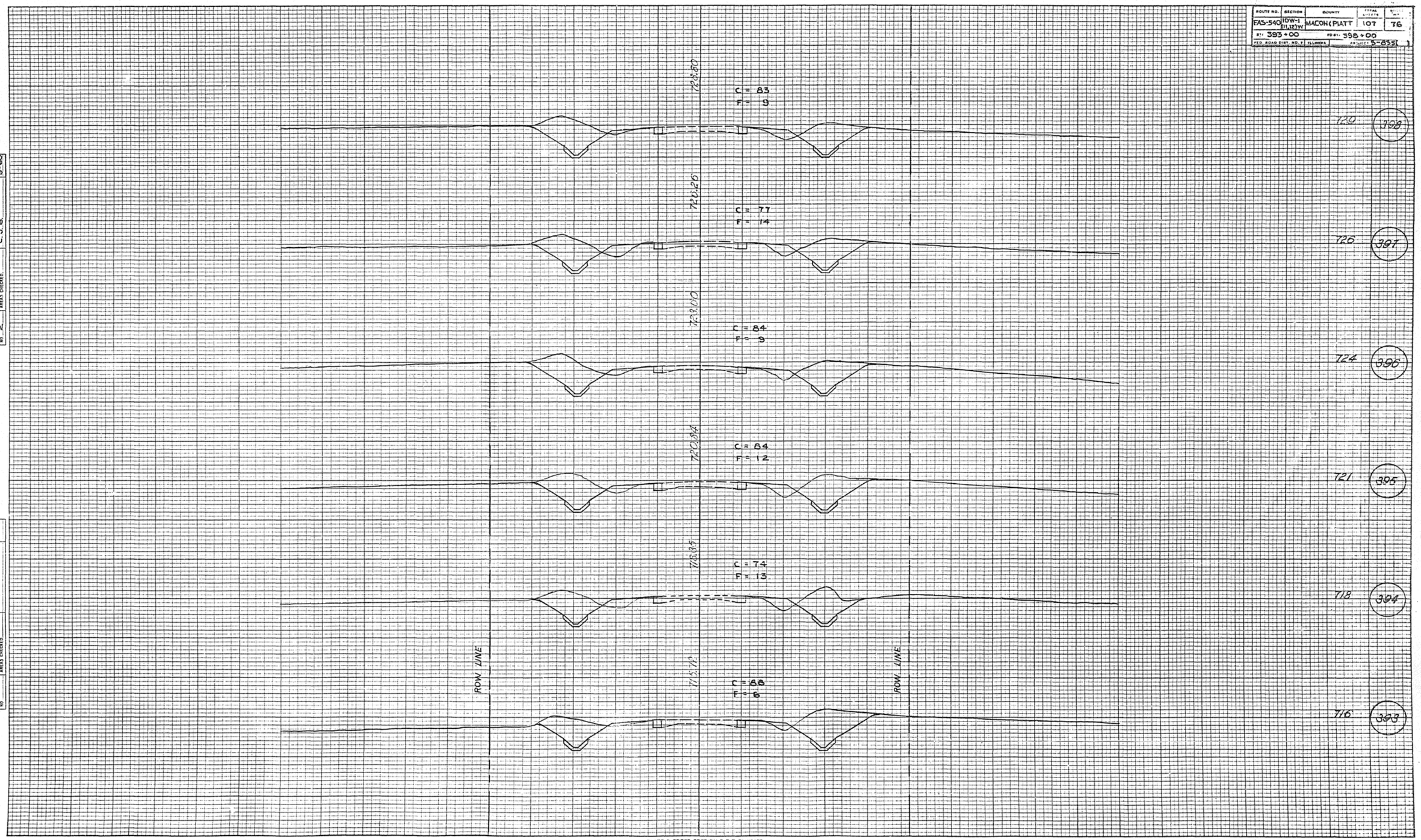
PLATE 3 CROSS SECTION B.P.R. STANDARD
PRINTS DISTINCTLY LIGHTER THAN THIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 (11.13)W	MACON & PIATT	107	76
AT: 393+00		TO AT: 398+00		
FED. ROAD DIST. NO. 7	ILLINOIS		PROJECT	S-8551



FINAL SURVEY		BY	DATE
NOTE BOOK NO. 2	SURVEYED	STARBUCK	6-58
	PLOTTED	J.L.A.	5-59
	TEMPLATE	J.L.A.	1/59
	AREAS	J.J.B.	2-60
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

PLATE 3 CROSS SECTION B.P.R. STANDARD
ENGEL BRITSCH CO. CHICAGO - NEW YORK

Printed in U.S.A.
On ARF WRIGHT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	15W-1	MACON & PIATT	107	77

STA. 399+00 TO STA. 404+00

PROJECT S-8930

FINAL SURVEY	
NOTE BOOK NO. 2	SURVEYED
	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED

BY S. FARBRUCK
T. L. A.
T. L. A.
J. J. B.

DATE
6-85
6-85
1/89
5-90
12-90

ORIGINAL SURVEY	
NOTE BOOK NO.	SURVEYED
	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED

BY

DATE

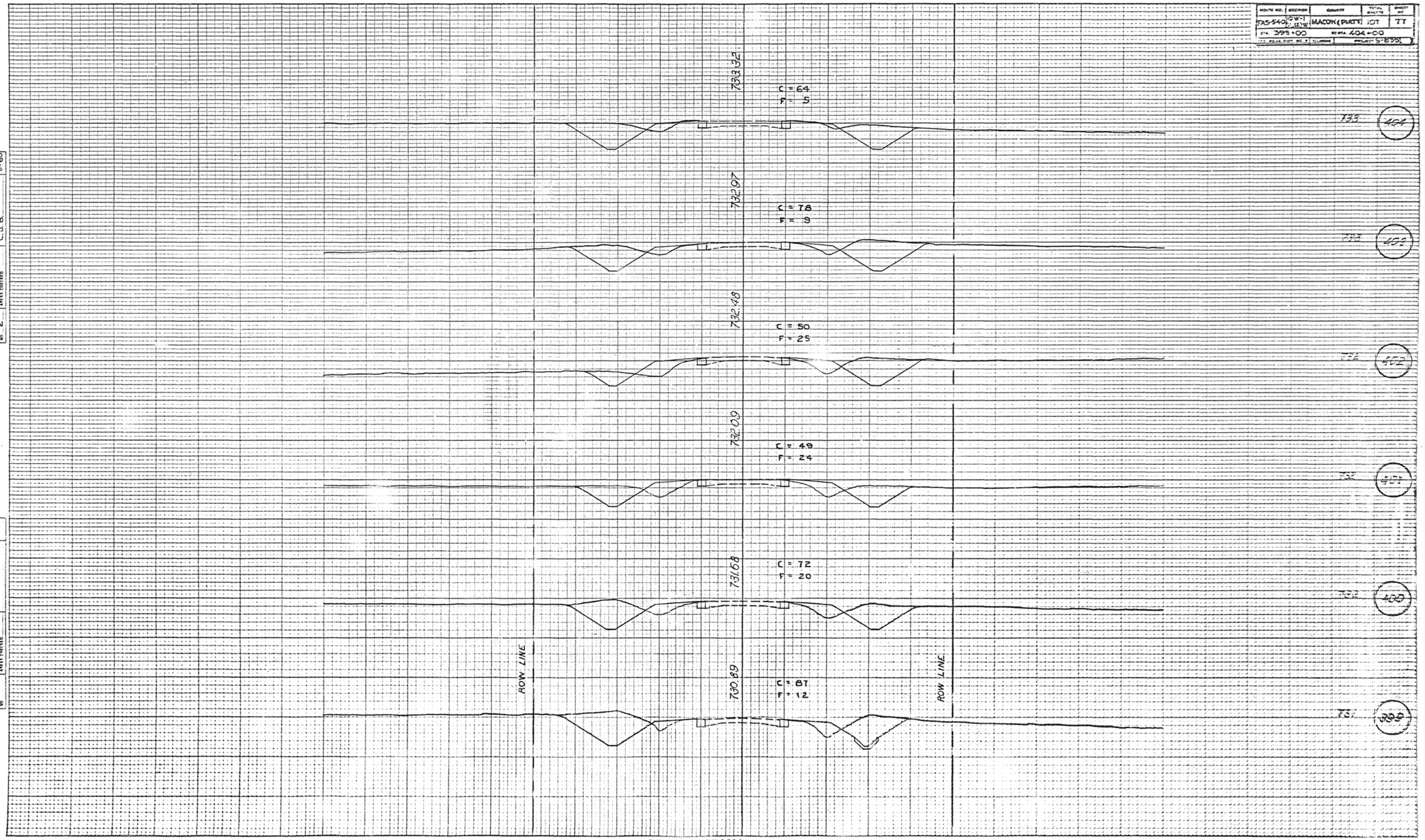
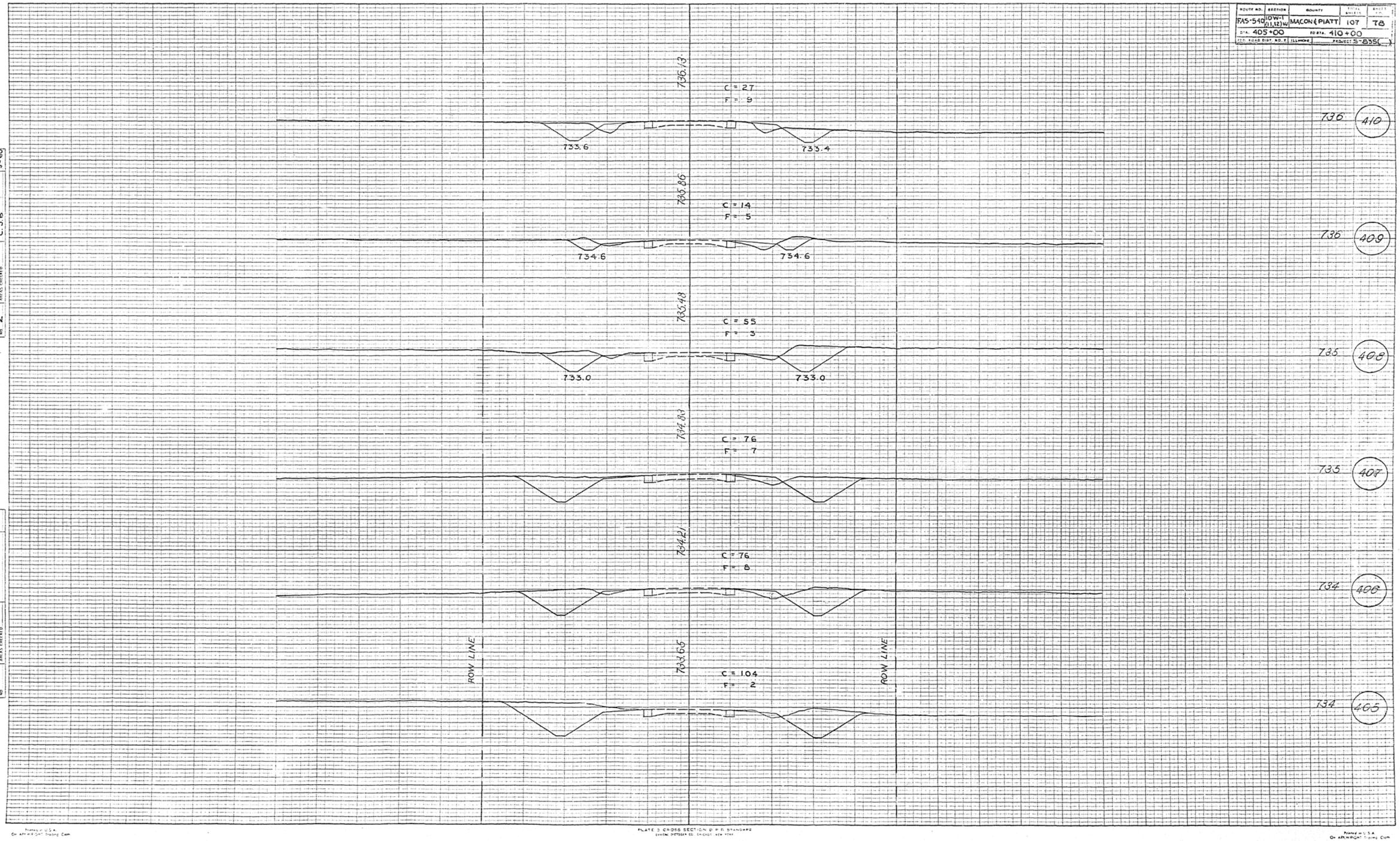


PLATE 1 - BRIDGE SECTION B.P.R. Standard

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(10W-1 (11,12)W)	MACON & PIATT	107	78
STA. 405+00		TO STA. 410+00		
FED. ROAD DIST. NO. 5	ILLINOIS		PROJECT S-855( )	



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	8-58
	PLOTTED	T.L.A.	8-58
	TEMPLATE	T.L.B.	1/59
NO. 2	AREAS	J.J.K.	12-59
	AREAS CHECKED	C.J.B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

PLATE 3 CROSS SECTION D.P.R. STANDARD
EWING PETTIGREW CO. CHICAGO NEW YORK

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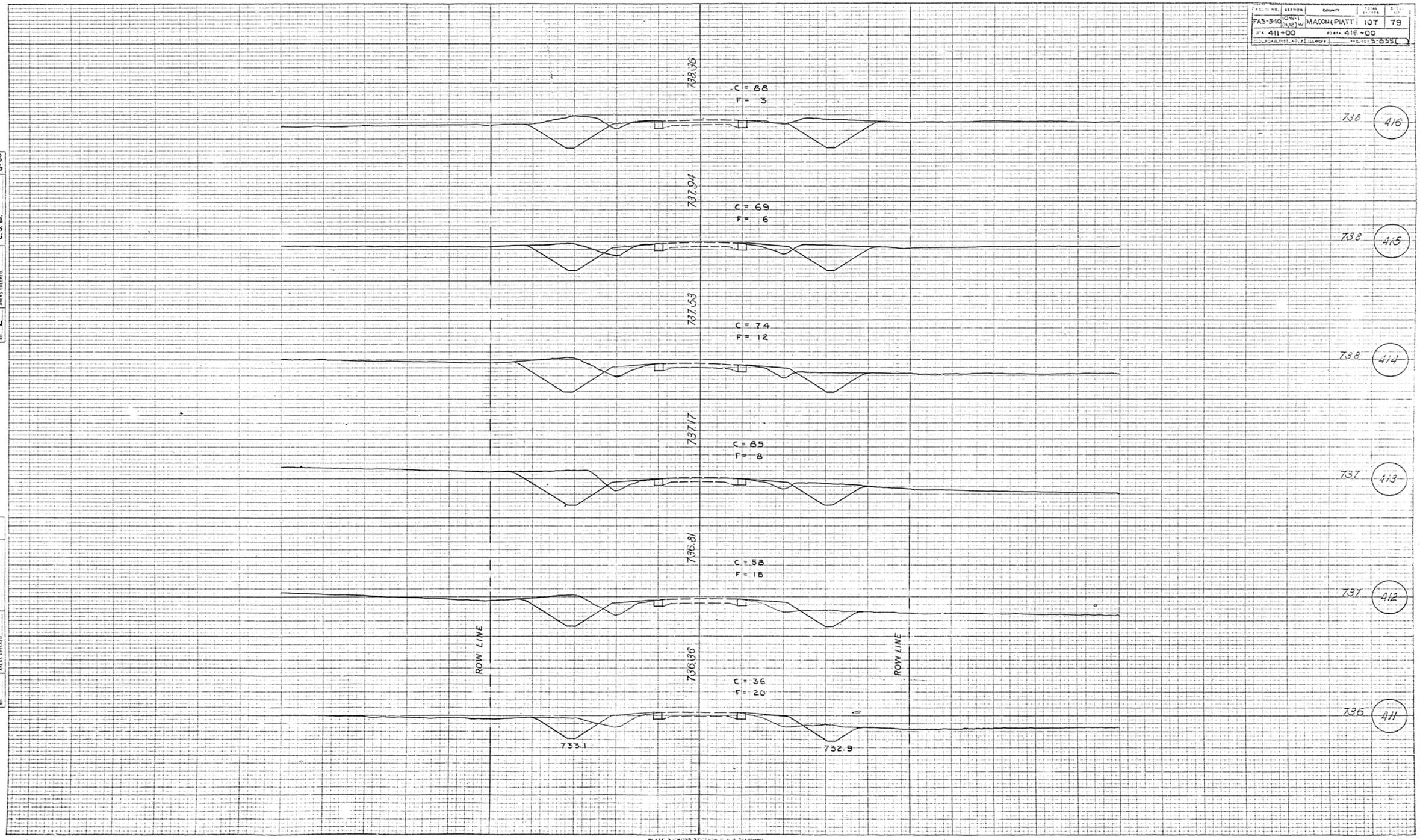
FEDERAL AID PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(W-1) (4,12) W	MACON & PIATT	107	79
STA. 411+00		TO STA. 418+00		
ILLINOIS DEPT. OF TRANSPORTATION			ILLINOIS	D-91-157-85



FINAL SURVEY		BY	DATE
	SURVEYED	STARBUCK	6-56
	PLOTTED	T.L.A.	8-56
	TEMPLATE	J.L.P.	2-60
NOTE BOOK	AREAS	J.L.P.	2-60
NO. 2	AREAS CHECKED	C.J.B.	6-60

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

Printed in U.S.A.
On ARKWRIGHT Tracing Cloth

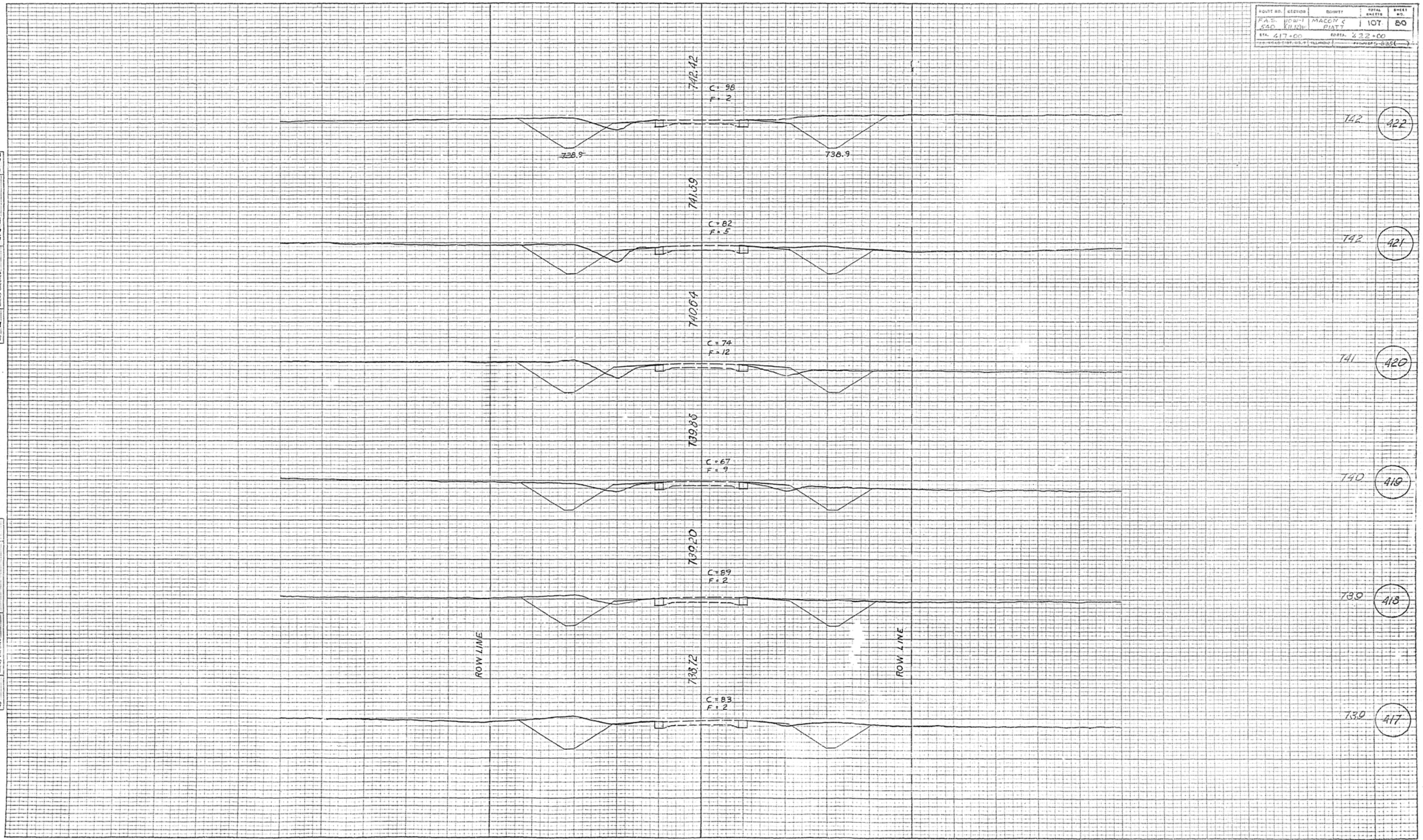
PLATE 3 CROSS SECTION
KIEFER-DIETZGEN CO. CHICAGO NEW YORK

Drawn in U.S.A.
On ARKWRIGHT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	10-W-1 10-W-2	MACON & PIATT	107	80

STA. 417+00 STATA. 422+00

10-W-1-0-0-0187-03-P1 ILLINOIS PROJECT S-4351



FINAL SURVEY		BY	DATE
NOTE BOOK NO. 2	SURVEYED	STARBUCK	6-55
	PLOTTED	T.L.A.	8-55
	TEMPLATE	J.L.A.	1-56
	AREAS	J.L.A.	1-56
	AREAS CHECKED	C.J.B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

PLATE 3 CROSS SECTION B.P.R. STANDARD
TRACK EITTON CO. CHICAGO NEW YORK

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On ARTWRIGHT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
FAS 540	10W-1 (11,12)W	MACON & PIATT	107	81

STA. 423+00 TO STA. 428+00

☐ ROAD DIST. NO. 5 ☐ ILLINOIS

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-58
	PLOTTED	T.L.A.	8-58
	TEMPLATE	T.L.A.	1-60
	AREAS	C.J.B.	8-60
NO. 2	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

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On ABWRIGHT Tracing Cloth

PLATE 3 CROSS SECTION B P R STANDARD
TRUDOW JUTTSON CO. ENGRS. NEW YORK

Printed in U.S.A.
On ABWRIGHT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 540	10W-1 (11,12)R	MACON & PIATT	107	82

STA. 429+00 TO STA. 434+00

SECTION | COUNTY | TOWNSHIP | PROJECT NO. 8351

FINAL SURVEY		BY	DATE
	SURVEYED	S. YARBUCK	8-58
	PLOTTED	S.S.B.	8-58
	TEMPLATE	T.L.A.	1/59
NOTE BOOK	AREAS	J.J.E.	8-60
NO. 3	AREAS CHECKED		8-60

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
	TEMPLATE		
NOTE BOOK	AREAS		
NO.	AREAS CHECKED		

PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DITZLER CO. CHICAGO - NEW YORK

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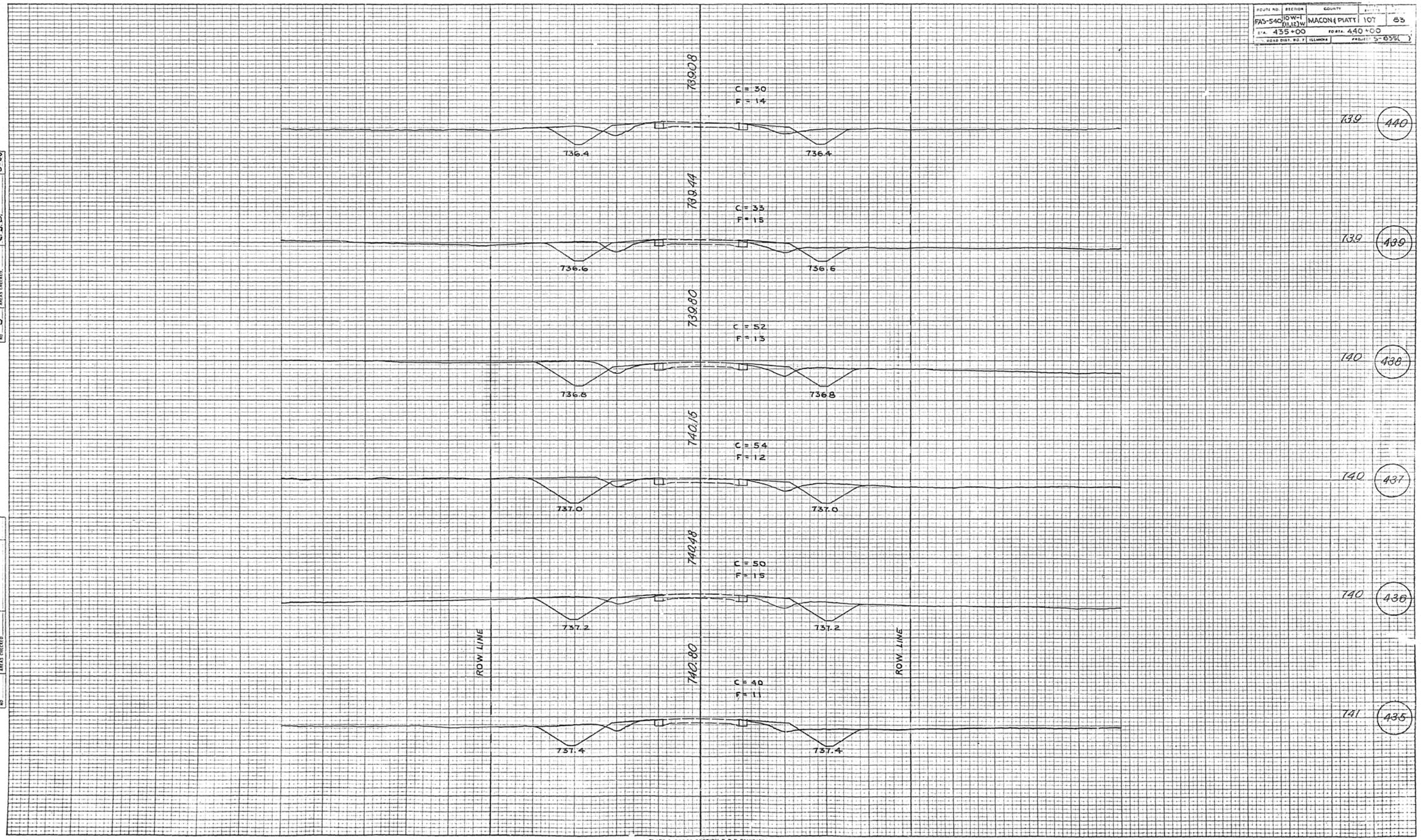
ROUTE NO.	SECTION	COUNTY		SHEET
FAS-540	10W-1 (U.L.)W	MACON & PIATT	107	83
STA. 435+00		TO STA. 440+00		
ROAD DIST. NO. 7	ILLINOIS		PROJECT S-855( )	



FINAL SURVEY		BY	DATE
NOTE BOOK NO. 3	SURVEYED	STARBUCK	6-55
	PLOTTED	T.L.A.	6-59
	TEMPLATE	T.L.A.	7/59
	AREAS	J.J.S.	7-60
	AREAS CHECKED		8-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

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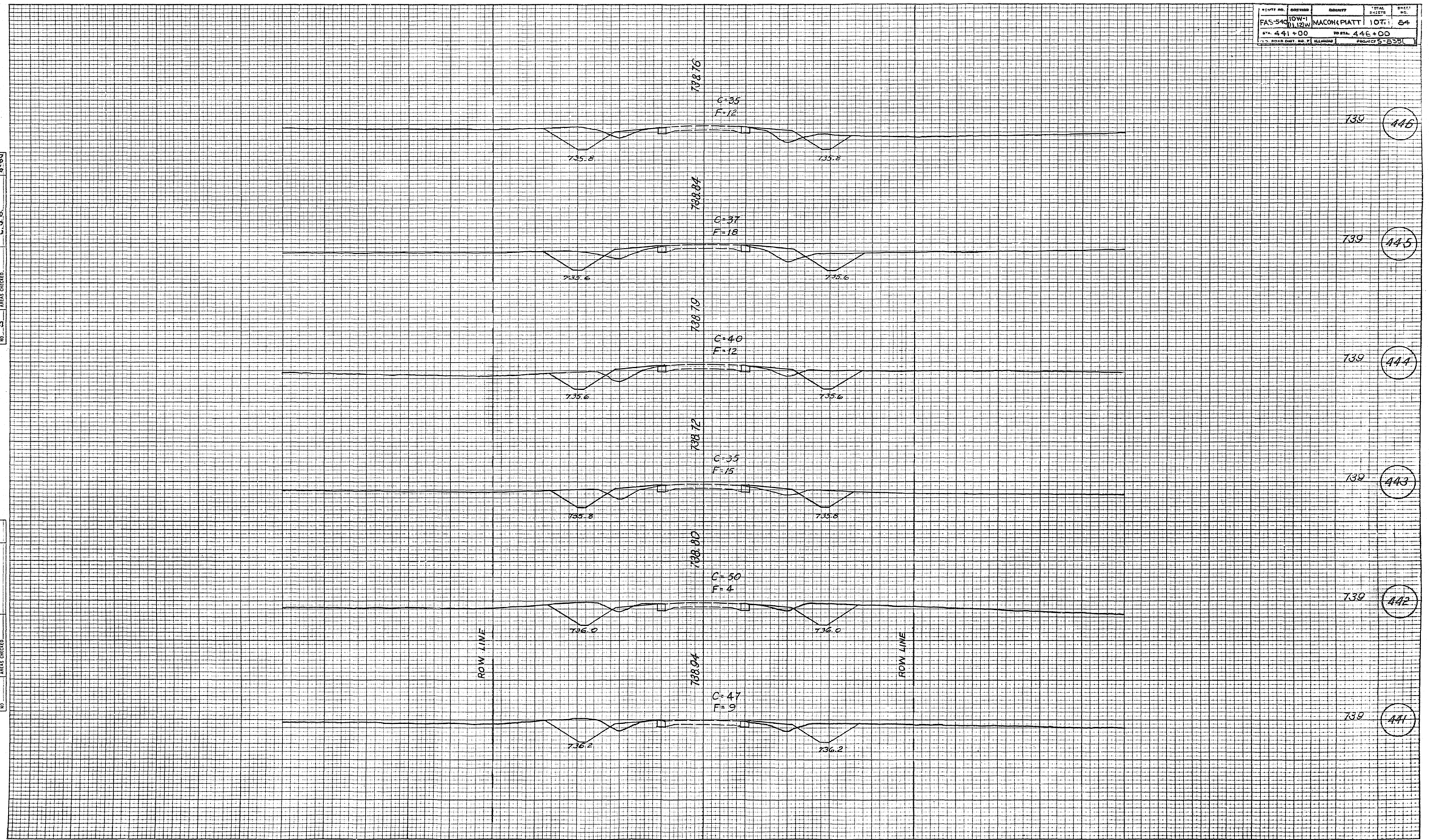
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-549	10W-1 11,12W	MACON & PIATT	107	84
STA. 441+00		TO STA. 446+00		
STATE DIST. NO. 7	ILLINOIS		PROJECT S-839	



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-58
	FLOTTED	T.L.A.	8-58
	TEMPLATE	T.L.A.	1-59
	AREAS	J.J.B.	1-59
NO. 3	AREAS CHECKED	C.J.B.	6-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	FLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

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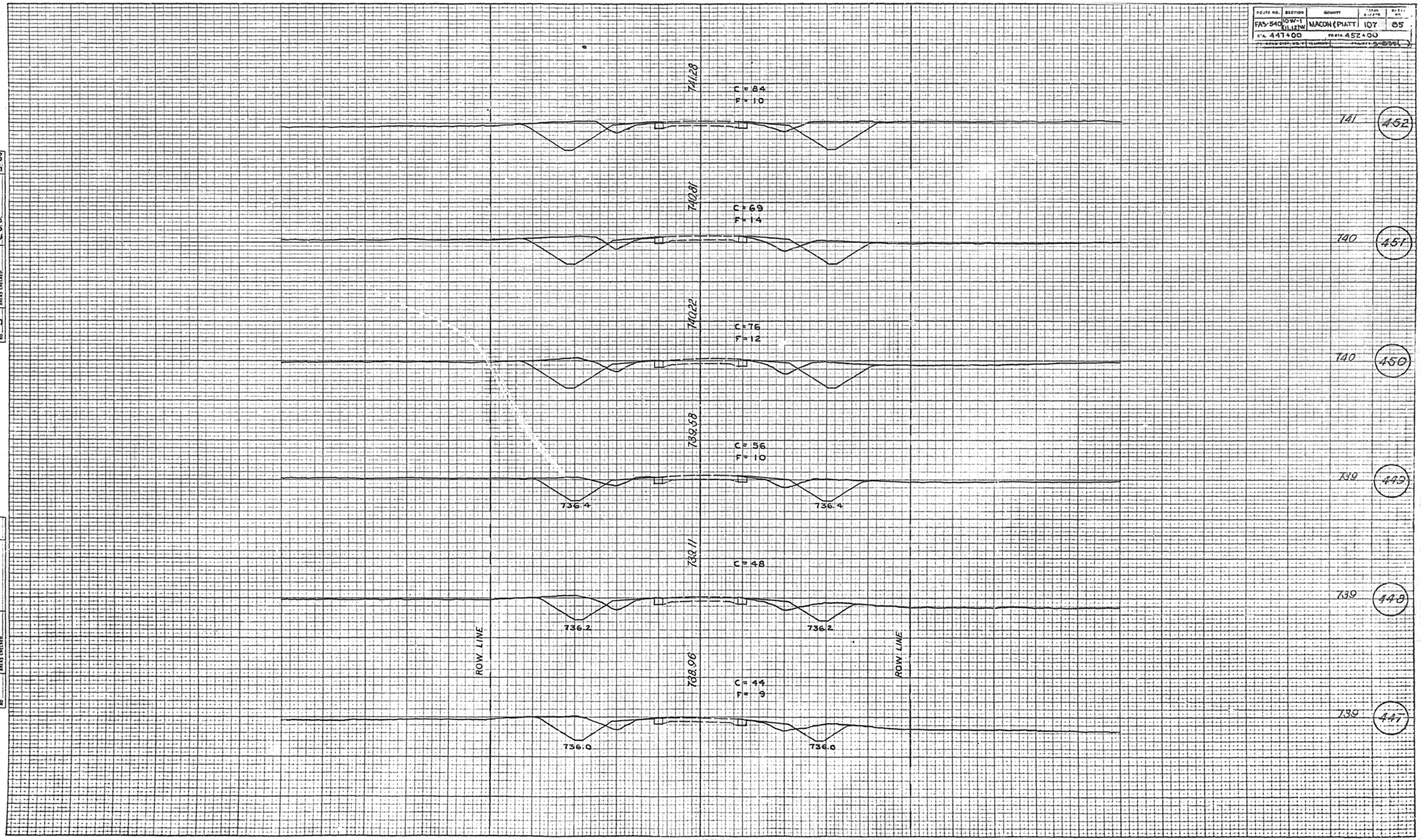
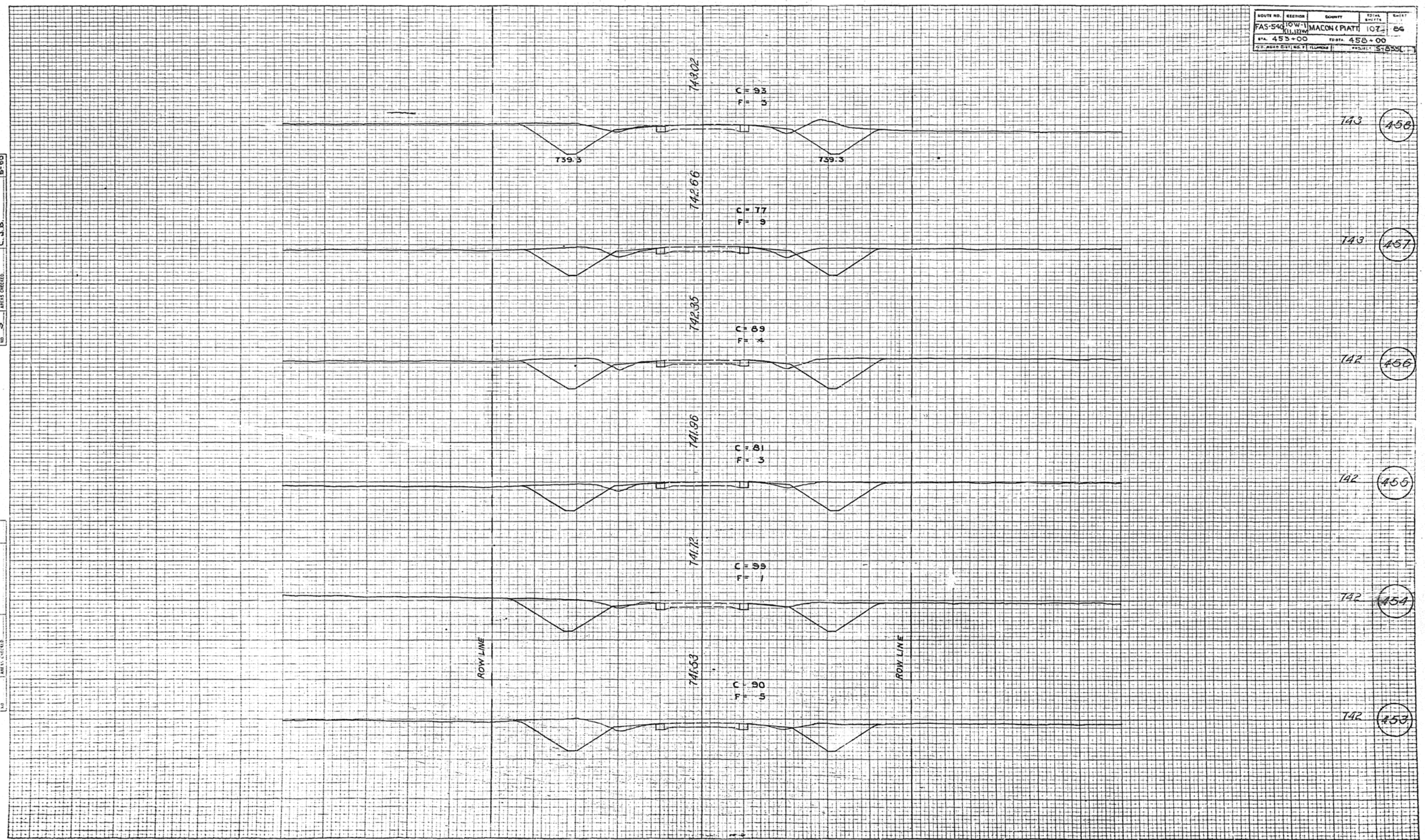
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 KILLEEN	MACON & PIATT	107	85
STA. 447+00		STA. 452+00		

FINAL SURVEY		BY	DATE
WRITE BOOK NO. 3	SURVEYED	STARBUCK	8-56
	PLOTTED	T.L.A.	8-56
	TRAVERSE	J.L.R.	11-59
	AREAS	J.L.R.	2-60
	AREAS CHECKED	J.J.B.	3-60

ORIGINAL SURVEY		BY	DATE
WRITE BOOK NO.	SURVEYED		
	PLOTTED		
	TRAVERSE		
	AREAS		
	AREAS CHECKED		



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
FAS-540	10W-1 (11,12)W	MACON & PIATT	107	86
STA. 453+00		TO STA. 458+00		
F.A.P. AUTH. DIST.	NO. F	ILLINOIS	PROJECT	S-8540(1)



FINAL SURVEY		BY	DATE
NOTE BOOK NO. 3	SURVEYED	STARBUCK	6-56
	PLOTTED	T.L.A.	8-58
	TRACED	T.L.A.	7-60
	AREAS	J.L.P.	7-60
	AREAS CHECKED	C.J.B.	8-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TRACED		
	AREAS		
	AREAS CHECKED		

PLATE 3 CROSS SECTION R.P.M. STANDARD

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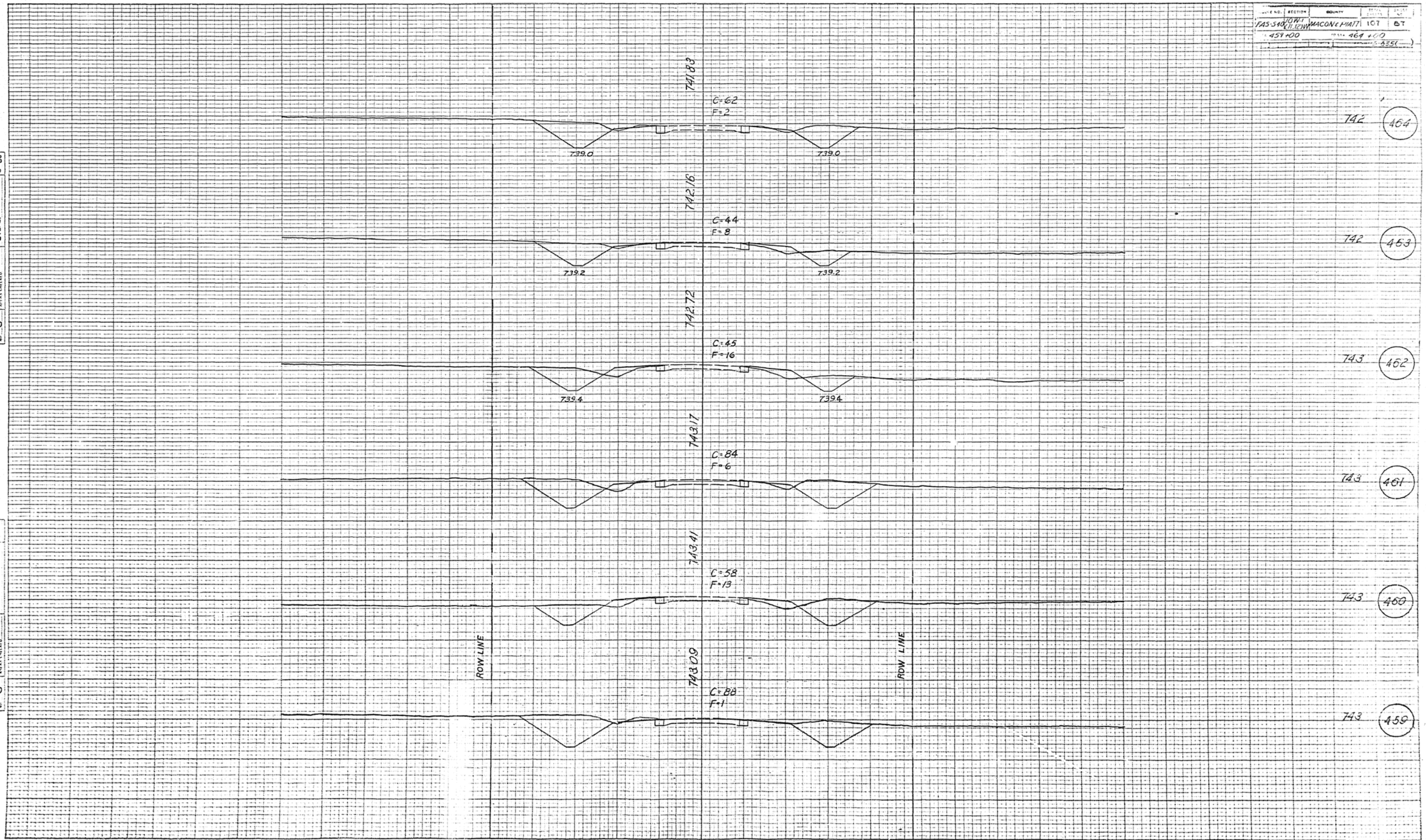
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(0W.1 (11.12)W	MACON & MATT	107	87

459+00 — 464+00 (5.325)

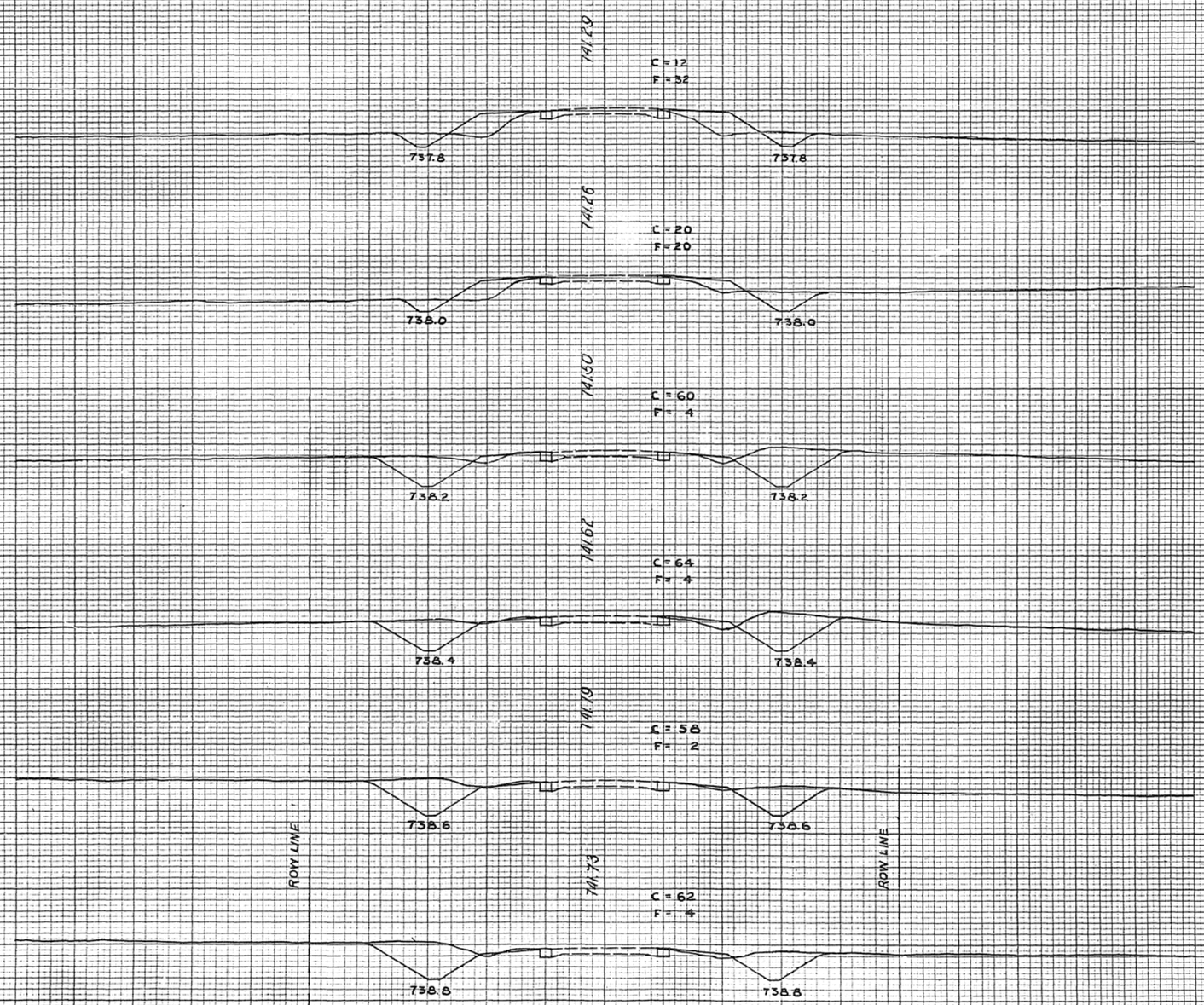


FINAL SURVEY	SURVEYED	BY STARBUCK	DATE
WRITE BOOK	PLOTTED	T.J.A.	8-86
NO. 3	TEMPLATE	T.J.A.	8-86
	AREAS	J.J.S.	7-86
	AREAS CHECKED	J.J.S.	7-86

ORIGINAL SURVEY	SURVEYED	BY STARBUCK	DATE
WRITE BOOK	PLOTTED	F.L.R. & J.D.S.	11/68
NO. 3	TEMPLATE		
	AREAS		
	AREAS CHECKED		

PLATE 3 CROSS SECTION O F R STANDARD

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 & 11.12W	MACON & PIATT	107	88
STA. 465 + 00		TO STA. 470 + 00		
FED. ROAD DIST. NO. 9	ILLINOIS		PROJECT S-8330	



741	470
741	469
742	468
742	467
742	466
742	465

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-8-58
	PLOTTED	F.L.A.	6-8-58
	TEMPLATE	T.L.A.	1/50
	AREAS	J.J.B.	1/20
	AREAS CHECKED		1-60
NO. 3			

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	
	PLOTTED	F.R. & E.C.G.	11/58
	TEMPLATE		
	AREAS		
	AREAS CHECKED		
NO.			

PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DITTGEN CO. CHICAGO - NEW YORK

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	170, 170W	MACON & MAT	102	89

STA. 471+00 TO STA. 476+00

FED. ROAD DIST. NO. 7 ILLINOIS FAS 0035C

FINAL SURVEY		BY	DATE
NOTE BOOK NO. 3	SURVEYED	STARBUCK	5-55
	PLOTTED	A.A.	8-56
	TEMPLATE	J.J.J.	8-56
	AREAS	T.H.J.	8-56
	AREAS CHECKED	C.J.B.	11-56

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

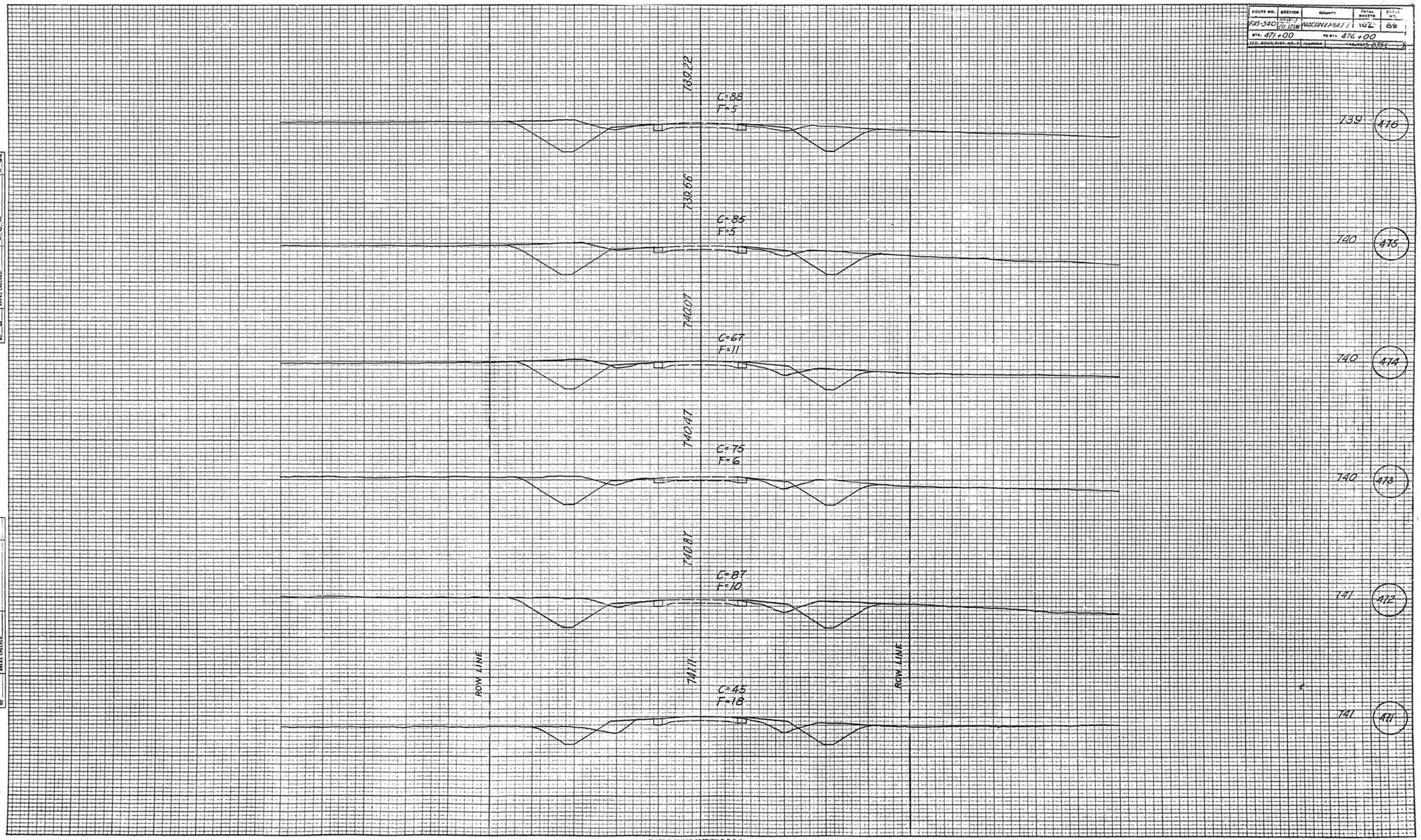

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PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 KILLEEN	MACON & PIATT	107	90
STA. 477+00		TO STA. 482+00		

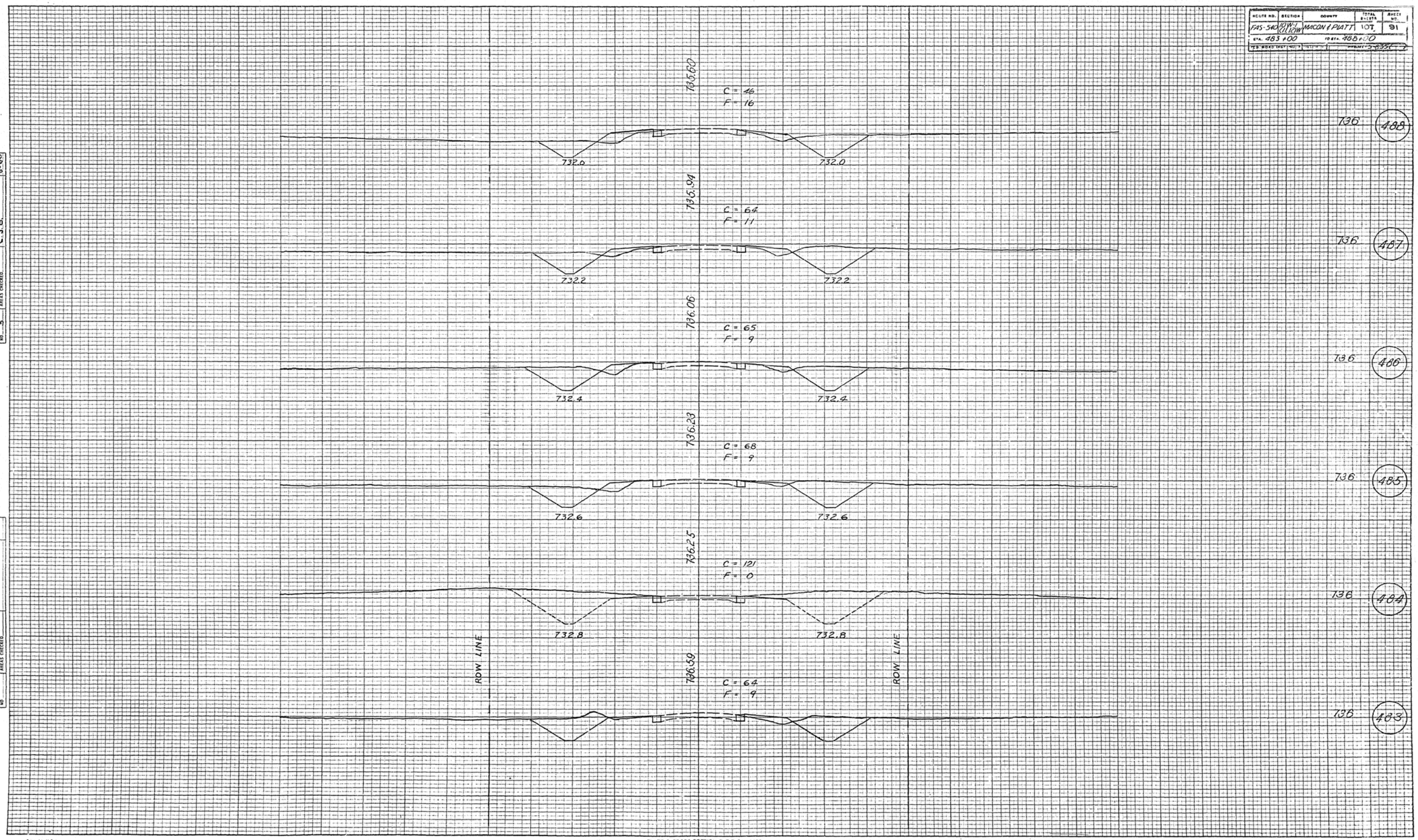
FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-1-56
	PLOTTED	T.L.A.	6-1-56
	TEMPLATE	T.J.G.	6-1-56
NO. 3	AREAS	J.J.B.	6-1-56
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	
	PLOTTED	E.L.R. & J.O.S.	11-56
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 (1)(2)W	MACON & PIATT	107	91
STA. 483+00		TO STA. 488+00		
F.A.S. ROAD DIST. NO. 7	ILLINOIS		SHEET 3-8-56	

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-55
	PLOTTED	J.L.A.	8-55
	TRIAL PROFILE	J.L.E.	8-55
	AREAS	J.C.J.B.	2-56
NO. 3	AREAS CHECKED		

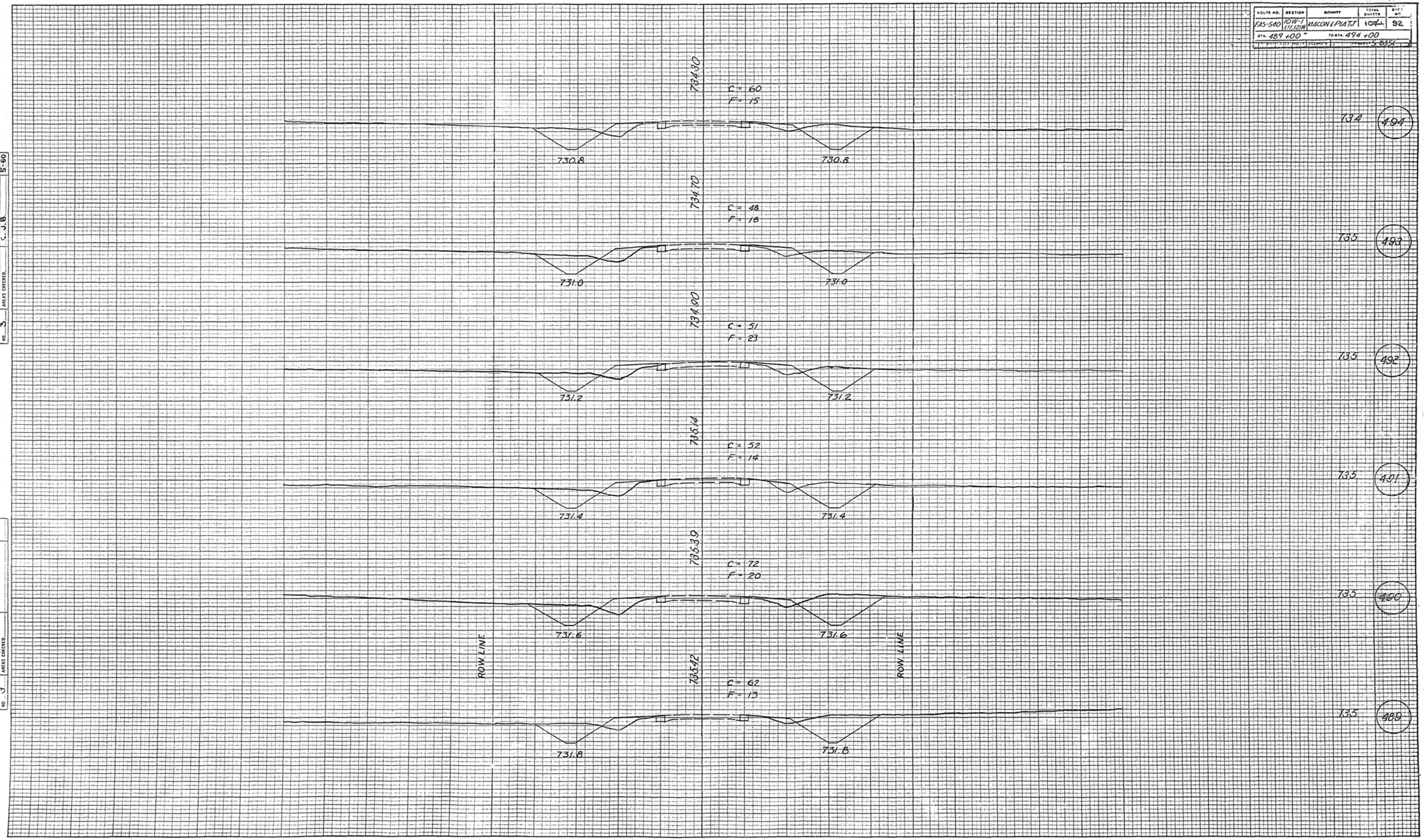
ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	
	PLOTTED	R.L.R. & V.G.S.	1/58
	TRIAL PROFILE		
	AREAS		
NO.	AREAS CHECKED		



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 (1.12 IM)	MACON & PIATT	107	92
STA. 489+00		TO STA. 494+00		

FINAL SURVEY — NOTE BOOK NO. 3 — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY STARBUCK — T.L.A. — J.L.E. — C.J.B. — DATE 5-58 5-58 5-58 5-58 5-60

ORIGINAL SURVEY — NOTE BOOK NO. 3 — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY F.E.R. STARBUCK R.C.S. — DATE 11-58



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(1)W-1 (1)(2)W	MACON & PIATT	10T	95
STA. 495+00	—	TO STA. 500+00		
DATE	DIST.	FUND	PROJECT NO.	ARCHIVES S-8356

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	STARBUCK	6-58
	PLOTTED	T.L.A.	6-58
	TYPE LINE	T.L.A.	6-58
NO. 3	AREAS	J.L.F.	2-60
	AREAS CHECKED	C.J.B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	F.L.R. & STARBUCK	11-58
	PLOTTED	J.D.S.	
NO. 3	TYPE LINE		
	AREAS		
	AREAS CHECKED		

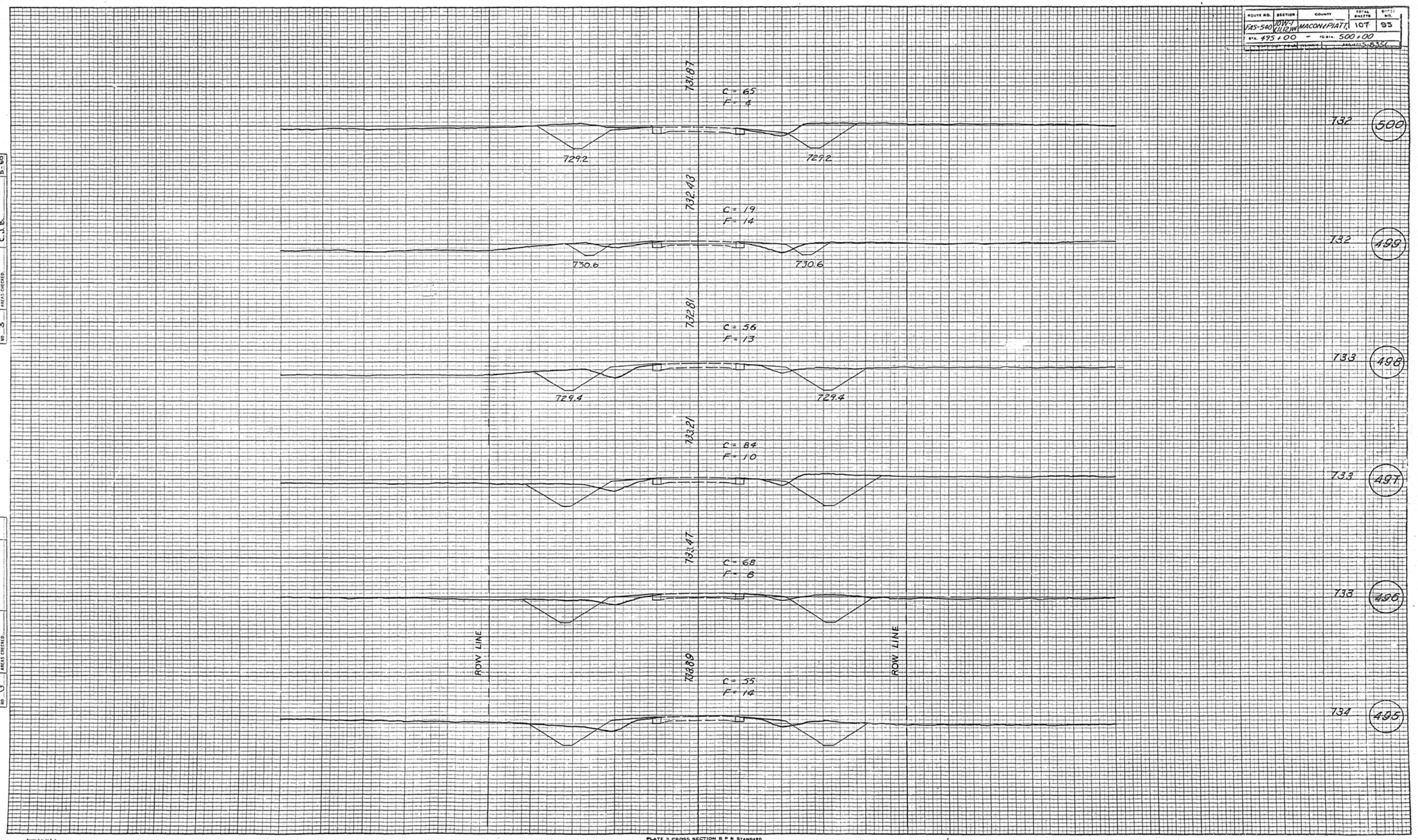


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PLATE 3 CROSS SECTION B.P.R. STANDARD
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NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	(W-4 (W-12) W	MACON & PIATT	107	94

STA. 501+00 TO STA. 506+00

CO. ROAD DIST. NO. 7 ILLINOIS

FINAL SURVEY — NOTE BOOK NO. 3 — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY STARBUCK, T.L.A., T.J.B., J.J.B. — DATE 10-5-58, 10-5-58, 10-6-58, 10-6-58, 10-6-58

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY R.E.R. & STARBUCK, J.C.S. — DATE 11/58

PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

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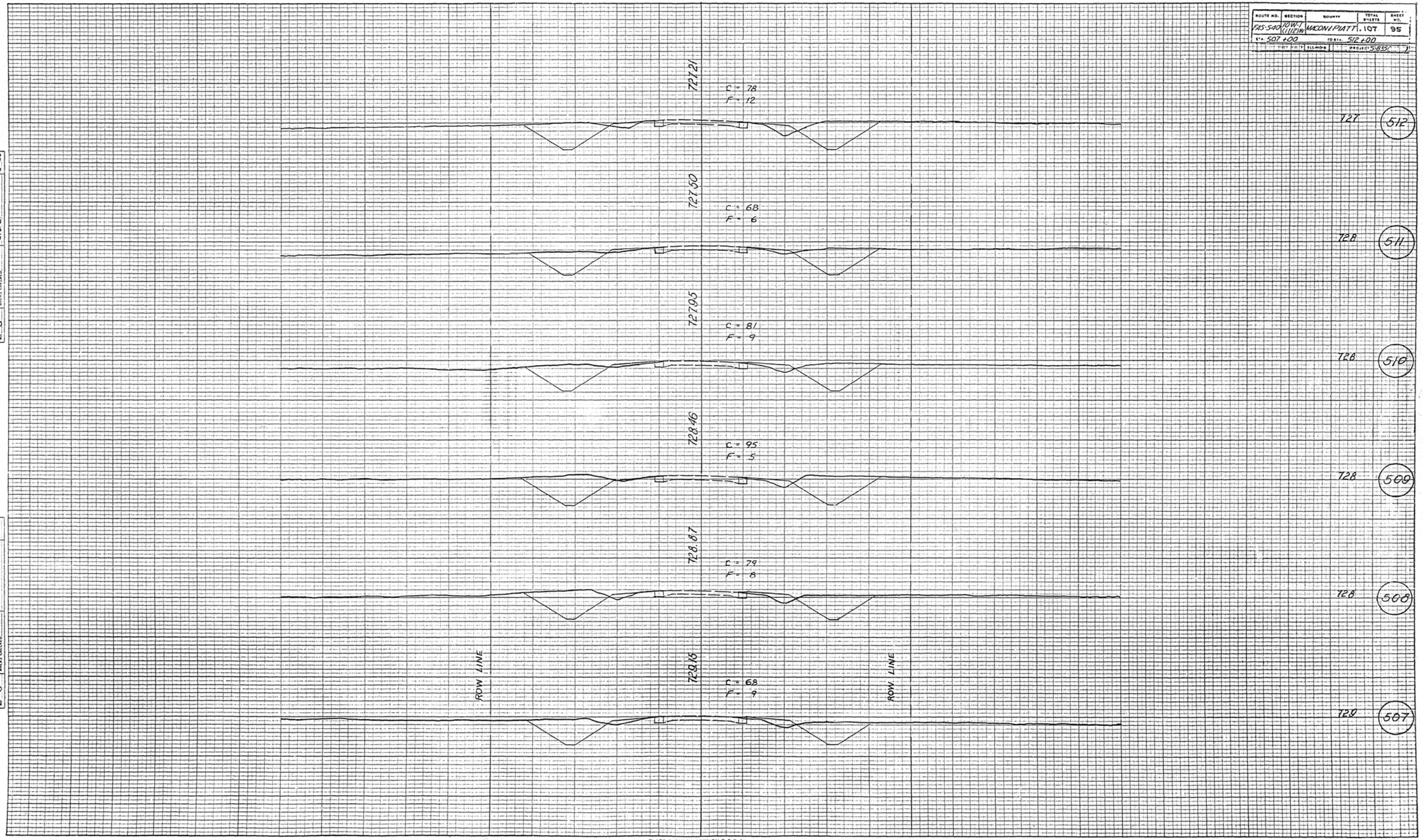
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 540	10W-1 (1,112)W	MACON & PIATT	107	95
STA. 507+00		TO STA. 512+00		
	PRET. R.O.T.	ILLINOIS	PROJECT 5183	

FINAL SURVEY		BY	DATE
NOTE BOOK NO. 3	SURVEYED	STARBUCK	6-86
	PLOTTED	T.L.A.	6-86
	TEMPLATE	T.L.A.	6-86
	AREAS	J.J.B.	6-90
	AREAS CHECKED	J.J.B.	6-90

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO. 3	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS	E.L.K. & STARBUCK	
	AREAS CHECKED	W.O.L.	



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 (1,12)W	MACON & PIATT	107	96
STA. 513+00		TO STA. 518+00		
			PROJECT S-535C	

FINAL SURVEY		BY	DATE
NOTE BOOK	SUBMITTED	STARBUCK	
	PLOTTED	T.L.A.	
	TEMPLATE	T.L.A.	
	AREAS	J.J.B.	
NO. 3	AREAS CHECKED	J.J.B.	

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SUBMITTED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO	AREAS CHECKED		

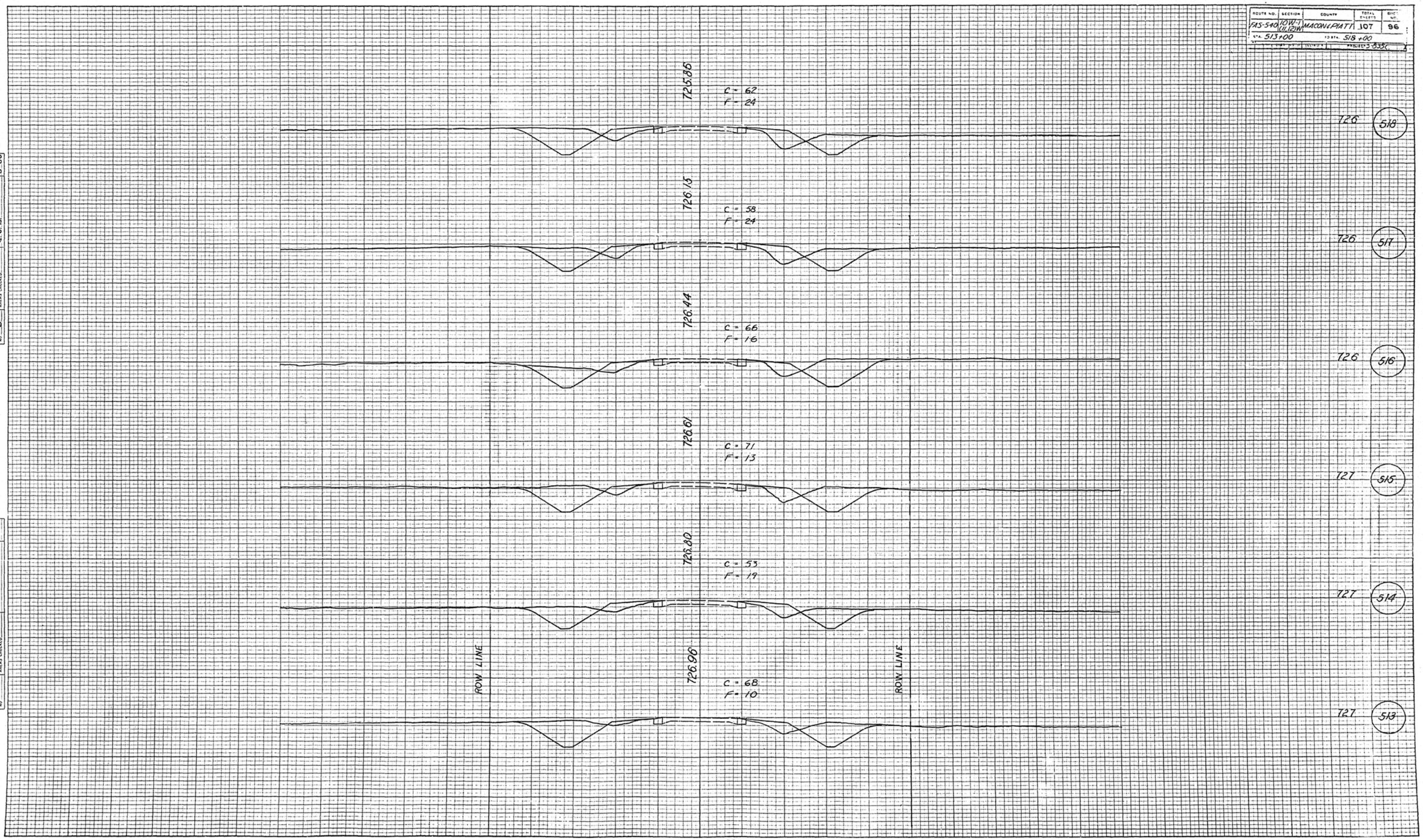


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PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO · NEW YORK

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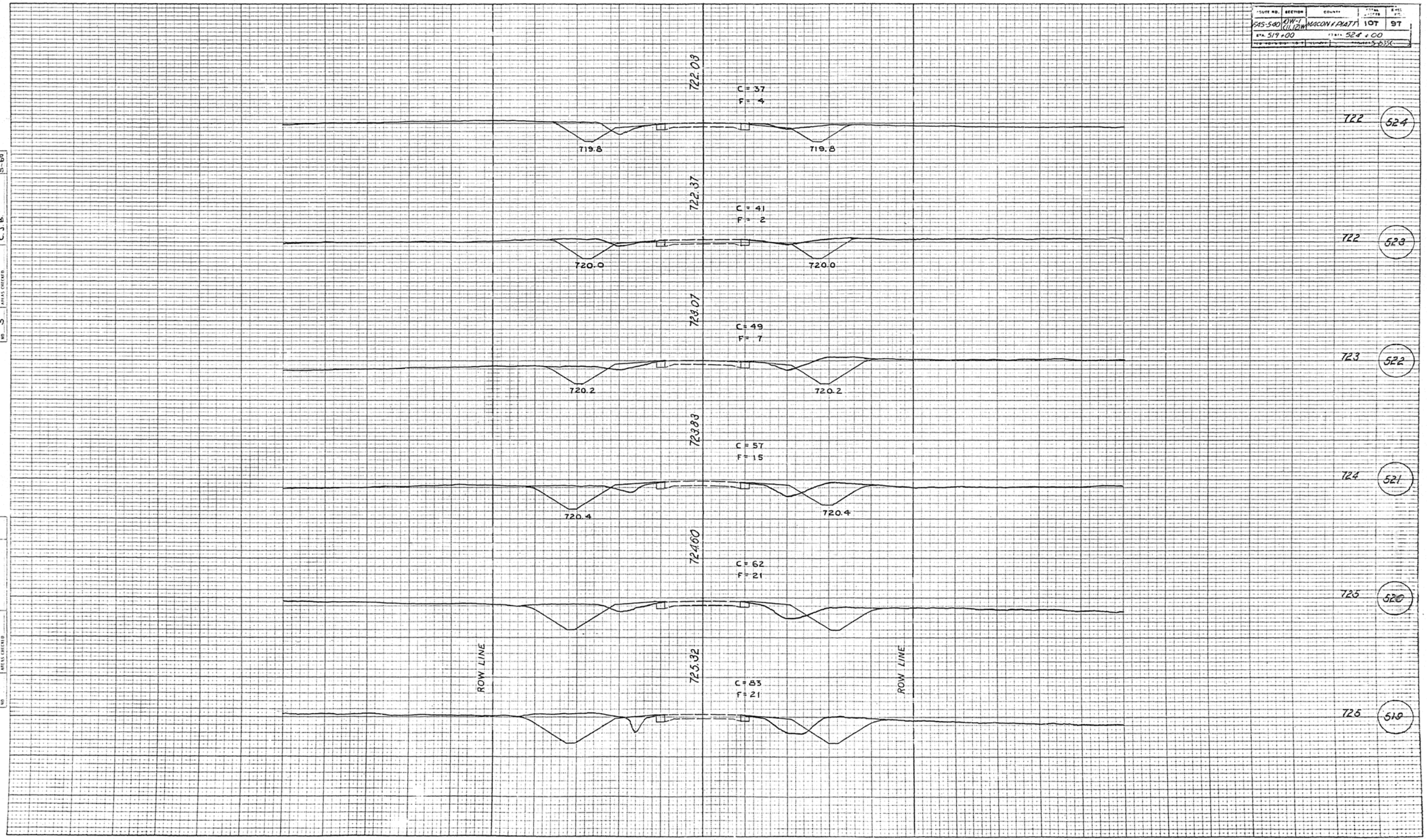
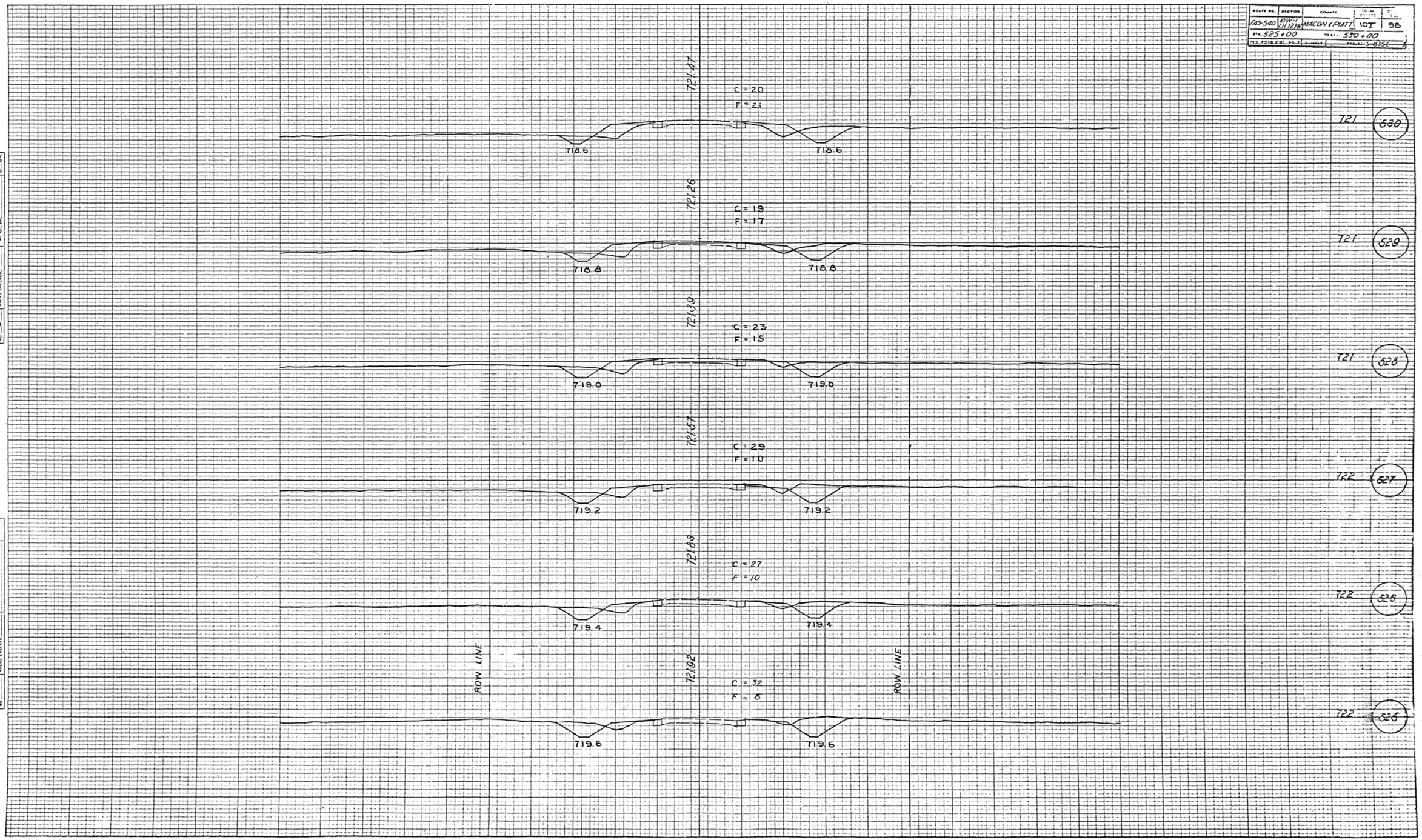
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS-540	10W-1 (11,12)W	MACON & PIATT	107	97
STA. 519+00		TO STA. 524+00		
		PROJECT S-635(-)		

FINAL SURVEY		BY	DATE
NOTE BOOK NO 3	SURVEYED	STARBUCK	6-58
	PLOTTED	T.L.A.	8-58
	TEMPLATE	T.L.A.	8-58
	AREAS	J.L.F.	2-60
	AREAS CHECKED	C.J.B.	5-60

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO	SURVEYED	STARBUCK	11/50
	PLOTTED	FLR & JOS	
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



ROUTE NO.	SECTION	COUNTY	TO. NO.	SHEET NO.
FAS-540	RW-1 (1.12 IN)	MACON (PLAT)	10I	98
STA. 525+00		TO STA. 530+00		
TO. 2210 F.R. NO. 3				



FINAL SURVEY		BY	DATE
NOTE BOOK NO. 3	SURVEYED	STARBUCK	6-85
	PLOTTED	T.L.A.	8-85
	TEMPLATE	T.L.A.	8-85
	AREAS	T.J.B.	12-85
	AREAS CHECKED	T.J.B.	

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED	F.E.R. & K.C.C.	11/53
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

PLATE 3 CROSS SECTION B.P.R. STANDARD

Printed in U.S.A.
On ARBWRIGHT Tracing Cloth

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
FAS-540	10W-1 (11,12)W	MACON & PIATT	107	99

STA. 530+91.65 TO STA.

NOTE: NEAR PIATT CO. LINE | 1" = 10' HORIZ. | VERTICAL 5 = 0.55C

FINAL SURVEY:	
NOTE BOOK	SURVEYED
NO. 3	PLOTTED
	TYPICAL SECT.
	AREAS
	AREAS CHECKED

BY STARBUCK DATE 6-8-55

	6-30-60
	7-5-60
	7-20-60

ORIGINAL SURVEY	
NOTE BOOK	SURVEYED
NO. 3	PLOTTED
	TYPICAL SECT.
	AREAS
	AREAS CHECKED

BY STARBUCK DATE 6-8-55

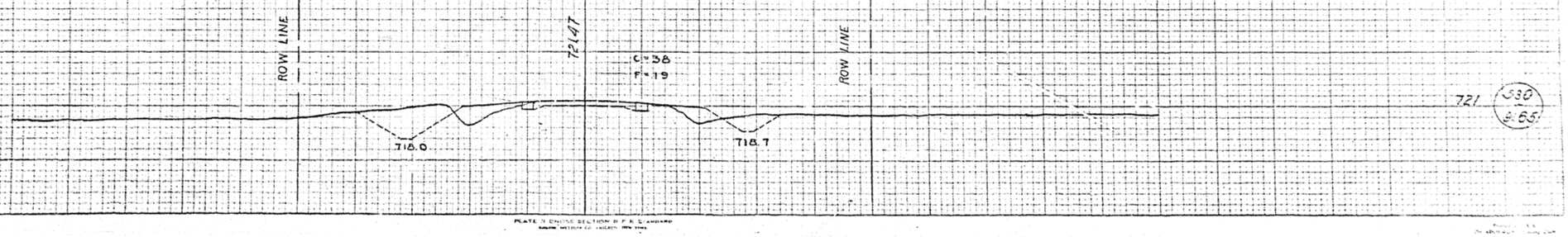
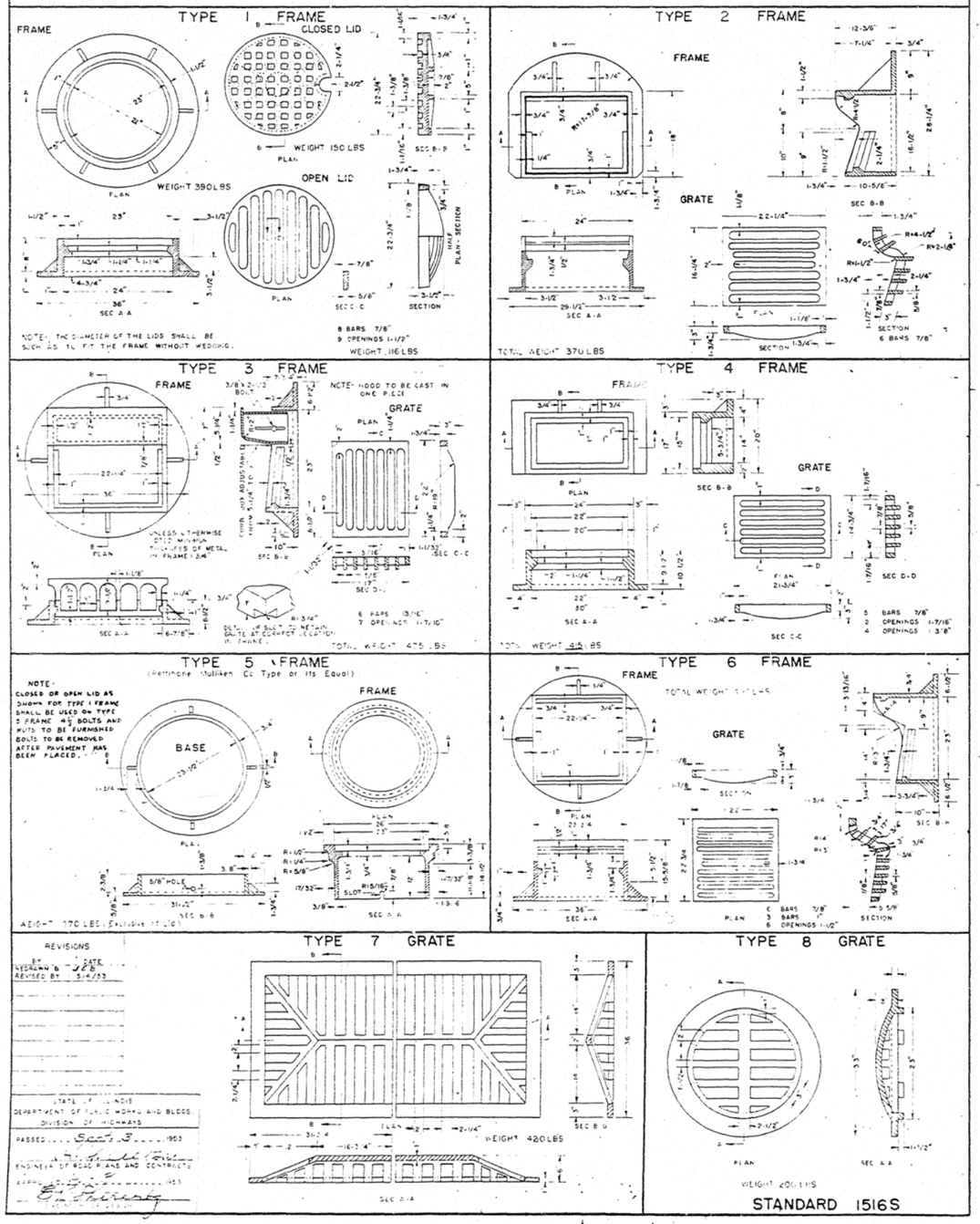
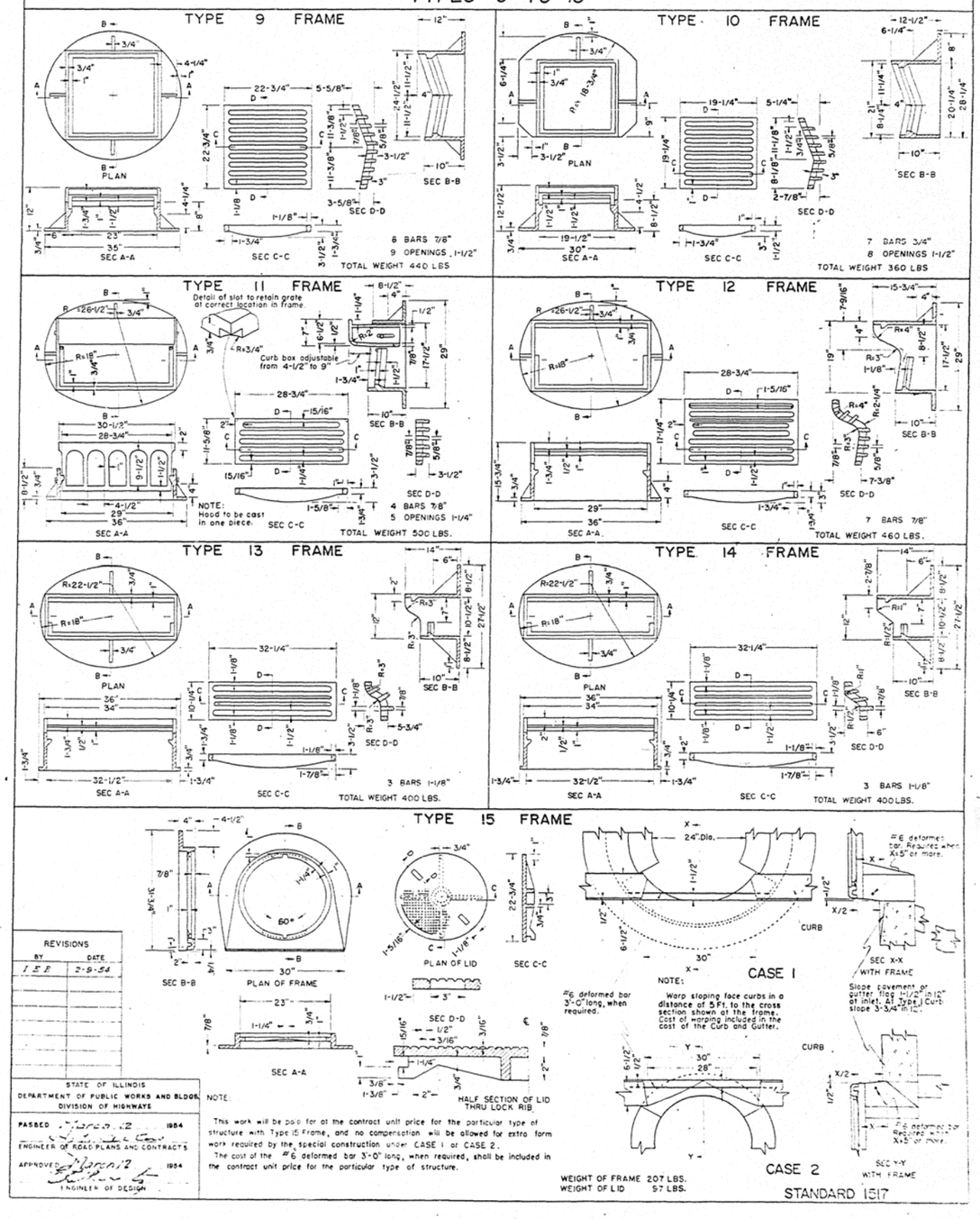


PLATE 7 CROSS SECTION B.P.R. STANDARD

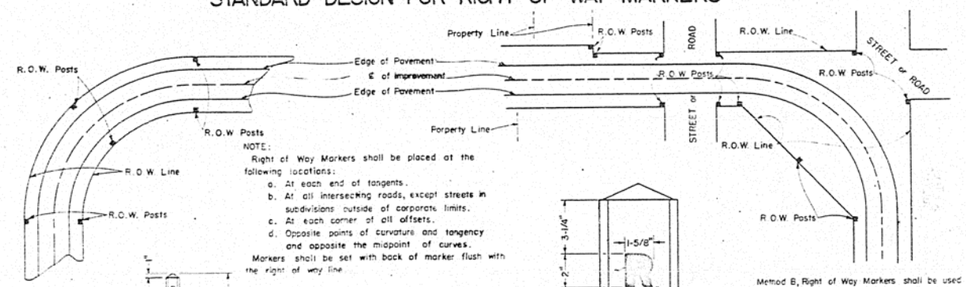
DETAILS OF STANDARD FRAMES AND GRATES TYPES 1 TO 8



DETAILS OF STANDARD FRAMES AND GRATES TYPES 9 TO 15

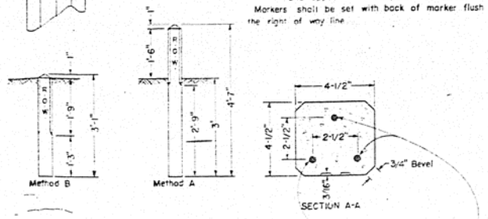


STANDARD DESIGN FOR RIGHT OF WAY MARKERS

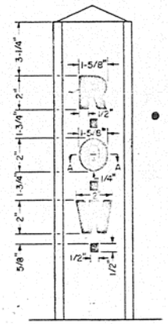


NOTE:
Right of Way Markers shall be placed at the following locations:
a. At each end of tangents.
b. At all intersecting roads, except streets in subdivisions outside of corporate limits.
c. At each corner of all offsets.
d. Opposite points of curvature and tangency and opposite the midpoint of curves.

Markers shall be set with back of marker flush with the right of way line.



Use = 3 bars 4'-2" long for Method A
Use = 3 bars 2'-8" long for Method B.



Method B, Right of Way Markers shall be used within improved residential areas at the locations indicated on the plans or as directed by the Engineer.

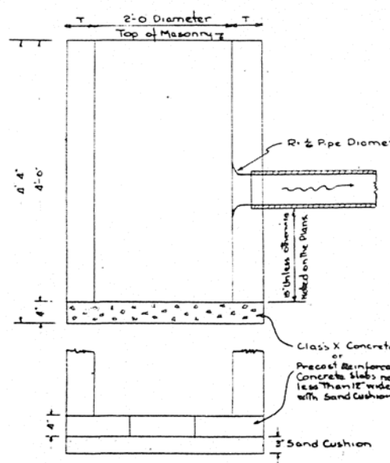
Class X Concrete shall be used in the posts.

Specification Reference: Section 104

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS AND BLDGS. DIVISION OF HIGHWAYS	REVISIONS BY	DATE
PASSED August 16 1954	J.F.L.	11-19-58
ENGINEER OF ROAD PLANS AND CONTRACTS		
APPROVED August 16 1954		
ENGINEER OF DESIGN		

STANDARD 1744-1

STANDARD DESIGN FOR CATCH BASIN TYPE C



ALTERNATE MATERIALS FOR WALLS	T
Precast Reinforced Concrete Risers	3"
Concrete Masonry Units	5"
Monolithic Concrete	6"
Building Brick, Grade SW, from Clay or Shale	8"
Concrete Building Brick, Grade A	8"

Type C Catch Basin to be provided with
Type 1 Frame & Open Lid
or Type 2 Frame
or Type 3 Frame
or Type 5 Frame & Open Lid
or Type 6 Frame
or Type 8 Grate
or Type 9 Frame or Type 13 Frame
or Type 10 Frame or Type 14 Frame
or Type 11 Frame or Type 15 Frame
or Type 12 Frame
Brick, Concrete Masonry Units and Precast R.C. Risers are to be laid in full mortar beds with flush joints.
The Contract Unit Price for "Catch Basins, Type C" shall include frame and lid or grate, as specified.

Passed July 23, 1962
Approved July 23, 1962

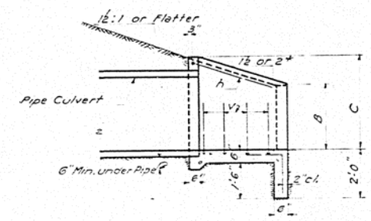
REVISED BY	

— Note —
Furnishing & Installing Sand Cushion to be included in the Contract Unit Price for "Catch Basins, Type C"

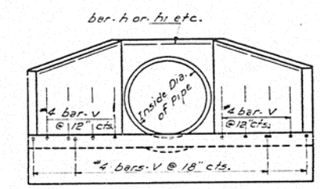
STANDARD NO. 1533 R

Retraced

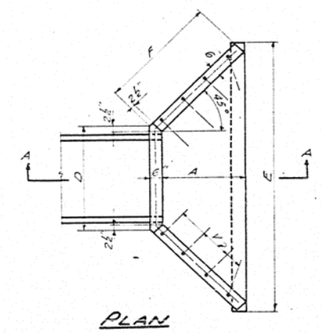
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



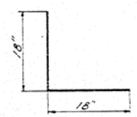
SECTION A-A



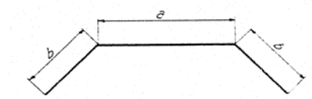
END VIEW



PLAN



BAR V



BARS h TO h9
Bend in field
One req'd. in each headwall

Mark	B	D
h	1'-10"	2'-5¾"
h1	1'-10"	3'-0¾"
h2	2'-1"	2'-5¾"
h3	2'-1"	3'-0¾"
h4	2'-9"	3'-3
h5	2'-9"	4'-7½
h6	3'-3"	3'-10½"
h7	3'-3"	4'-10½"
h8	3'-11"	4'-6"
h9	3'-11"	5'-9¾"

TABLE OF DIMENSIONS

Design No.	Inside dia. of Pipe	Slope of Fill	Dimensions A	B	C	D	E	F	Cl. X Conc. 2 Hdwls. Cu. Yds.	Reinforcement Bars h-Bars Mark	Length	V-Bars No.	Total Wt. 2 Hdwls.
D15-1½	15"	1½:1	1'-7"	10"	1'-11"	2'-0"	5'-5¾"	2'-5¾"	0.9	h	6'-9"	16	40
D15-2	15"	2:1	2'-2"	10"	1'-11	2'-0"	6'-7¾"	3'-9¾"	*	h1	8'-3"	22	60
D18-1½	18"	1½:1	1'-7	1'-1"	2'-2"	2'-3"	5'-6¾"	2'-5¾"	1.0	h2	7'-10"	16	40
D18-2	18"	2:1	2'-2"	1'-1"	2'-2"	2'-3"	6'-10¾"	3'-3¾"	1.3	h3	8'-6"	22	60
D24-1½	24"	1½:1	2'-11"	1'-4"	2'-9"	2'-11"	7'-4¾"	3'-2"	1.5	h4	9'-3"	22	60
D24-2	24"	2:1	2'-10"	1'-4"	2'-9"	2'-11"	8'-10¾"	4'-2¾"	2.0	h5	11'-0"	28	70
D30-1½	30"	1½:1	2'-6"	1'-7	3'-3"	3'-5"	8'-8¾"	3'-9"	2.0	h6	11'-0"	28	70
D30-2	30"	2:1	3'-4"	1'-7"	3'-3"	3'-5"	10'-4¾"	4'-11"	2.6	h7	13'-0"	34	80
D36-1½	36"	1½:1	3'-0	1'-10"	3'-10"	4'-1"	10'-4¾"	4'-5¾"	2.6	h8	13'-9"	30	80
D36-2	36"	2:1	4'-0"	1'-10"	3'-10"	4'-1"	12'-4¾"	5'-10¾"	3.5	h9	15'-6"	40	100

* If embankment slope above headwall is flatter than 2:1 provide wings for 2:1 Slope.

Note:
Class-X Concrete shall be used throughout.

OCT 5 1959
EXAMINED
PASSED
APPROVED

REINFORCED CONCRETE HEADWALLS
FOR
15"-18"-24"-30" & 36" DIAMETER
PIPE CULVERTS
AT RIGHT ANGLES WITH ROADWAY

STANDARD 197A

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I.				
F.A.				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO.
SHEETS

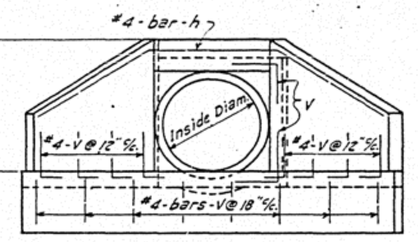
WINGS FOR 1½:1 SLOPE

Skew Angle	Design No.	Ins. Dia. of Pipe	Dimensions for Concrete													Conc. 2-H.W. Cu.Yds.	Reinf. Bars - 2-H.W.					Bars 2-H.W. Lbs.
			A	B	C	D	E	F	G	H	J	K	M	N	∝		h-bars				V-bars No.	
																	o	p	q	Lgth.		
5°	DS 15-1½	15"	2-4	0-10	2-5	1-7	6-11¾	3-5½	3-2	1-7	3-5¾	3-6	0-2¾	0-2¼	85°	1.4	3-6	1-9	3-9	9-0	28	70
	DS 18-1½	18"	2-4	1-1	2-8	1-10	7-2¾	3-5½	3-2	1-10	3-7¼	3-7½	"	"	"	1.6	3-6	2-0	3-9	9-3	28	70
	DS 24-1½	24"	2-10	1-4	3-3	2-6	8-10¾	4-2¼	3-10	2-6	4-5¼	4-5½	"	"	"	2.2	4-3	2-8	4-7	11-6	32	80
	DS 30-1½	30"	3-3	1-7	3-9	3-0	10-3	4-9¾	4-5	3-0	5-1¼	5-1¾	"	"	"	2.7	4-10	3-3	5-2	13-3	36	90
	DS 36-1½	36"	3-9	1-10	4-4	3-8¼	11-11	5-6½	5-1	3-8	5-11¼	5-11¾	0-2¾	0-2¼	85°	3.3	5-7	3-11	6-0	15-6	42	100
10°	DS 15-1½	15"	2-4	0-10	2-5	1-7¼	7-0½	3-7½	3-0½	1-7	3-6	3-6½	0-2¾	0-2¼	80°	1.5	3-4	1-10	3-10	9-0	28	70
	DS 18-1½	18"	2-4	1-1	2-8	1-10¼	7-3¾	3-7½	3-0½	1-10	3-7½	3-8¼	"	"	"	1.6	3-4	2-1	3-10	9-3	28	70
	DS 24-1½	24"	2-10	1-4	3-3	2-6½	9-0	4-5	3-8½	2-6	4-5¾	4-6¼	"	"	"	2.2	4-1	2-9	4-8	11-6	34	80
	DS 30-1½	30"	3-3	1-7	3-9	3-0½	10-4¼	5-0¾	4-3	3-0	5-1¾	5-2½	"	"	"	2.8	4-9	3-3	5-6	13-6	36	90
	DS 36-1½	36"	3-9	1-10	4-4	3-8¾	12-0½	5-10	4-10¾	3-8	6-0	6-0½	0-2¾	0-2¼	80°	3.5	5-6	3-11	6-4	15-9	42	110
15°	DS 15-1½	15"	2-4	0-10	2-5	1-7¾	7-2	3-10	2-11¼	1-7	3-6½	3-7½	0-3	0-2	75°	1.5	3-4	1-10	4-1	9-3	28	70
	DS 18-1½	18"	2-4	1-1	2-8	1-10¾	7-5½	3-10	2-11¼	1-10	3-8	3-9¼	"	"	"	1.7	3-4	2-1	4-1	9-6	28	70
	DS 24-1½	24"	2-10	1-4	3-3	2-7	9-2	4-7¾	3-6¾	2-6	4-6½	4-7½	"	"	"	2.3	4-0	2-10	4-11	11-9	34	80
	DS 30-1½	30"	3-3	1-7	3-9	3-1¼	10-6½	5-4	4-1¼	3-0	5-2¾	5-3¾	"	"	"	2.9	4-8	3-4	5-9	13-9	40	100
	DS 36-1½	36"	3-9	1-10	4-4	3-9½	12-3¼	6-2	4-8¾	3-8	6-1	6-2¼	0-3	0-2	75°	3.8	5-3	4-0	6-6	15-9	46	110
20°	DS 15-1½	15"	2-4	0-10	2-5	1-8¼	7-4	4-0¾	2-10¼	1-7	3-7¼	3-8¾	0-3	0-2	70°	1.6	3-3	1-11	4-4	9-6	28	70
	DS 18-1½	18"	2-4	1-1	2-8	1-11½	7-7½	4-0¾	2-10¼	1-10	3-9	3-10½	"	"	"	1.7	3-3	2-2	4-4	9-9	28	70
	DS 24-1½	24"	2-10	1-4	3-3	2-8	9-4½	4-11¼	3-5½	2-6	4-7½	4-9	"	"	"	2.4	3-11	2-11	5-2	12-0	38	90
	DS 30-1½	30"	3-3	1-7	3-9	3-2¼	10-9¾	5-8	3-11½	3-0	5-4¼	5-5½	"	"	"	3.1	4-5	3-5	5-11	13-9	42	100
	DS 36-1½	36"	3-9	1-10	4-4	3-10¾	12-7	6-6½	4-7	3-8	6-2¾	6-4¼	0-3	0-2	70°	4.0	5-3	4-1	6-11	16-3	50	120
25°	DS 15-1½	15"	2-4	0-10	2-5	1-9	7-7	4-4	2-9¼	1-7	3-8½	3-10½	0-3¼	0-1¾	65°	1.6	3-3	1-11	4-7	9-9	28	70
	DS 18-1½	18"	2-4	1-1	2-8	2-0¼	7-10¼	4-4	2-9¼	1-10	3-10¼	4-0	"	"	"	1.8	3-2	2-3	4-7	10-0	32	80
	DS 24-1½	24"	2-10	1-4	3-3	2-9	9-8½	5-3¼	3-4½	2-6	4-9¼	4-11¼	"	"	"	2.5	3-10	2-11	5-6	12-3	38	90
	DS 30-1½	30"	3-3	1-7	3-9	3-3¾	11-2	6-0½	3-10¼	3-0	5-6	5-8	"	"	"	3.3	4-5	3-6	6-4	14-3	44	110
	DS 36-1½	36"	3-9	1-10	4-4	4-0½	13-0¼	6-11¾	4-5¼	3-8	6-5¼	6-7	0-3¼	0-1¾	65°	4.3	5-0	4-3	7-3	16-6	50	120
30°	DS 15-1½	15"	2-4	0-10	2-5	1-10	7-10¾	4-8	2-8¼	1-7	3-10¼	4-0½	0-3½	0-1½	60°	1.7	3-1	2-0	4-11	10-0	36	90
	DS 18-1½	18"	2-4	1-1	2-8	2-1½	8-2¼	4-8	2-8¼	1-10	4-0	4-2¼	"	"	"	1.9	3-2	2-4	5-0	10-6	36	90
	DS 24-1½	24"	2-10	1-4	3-3	2-10¾	10-1¼	5-8	3-3½	2-6	4-11½	5-1¾	"	"	"	2.7	3-9	3-1	5-11	12-9	40	100
	DS 30-1½	30"	3-3	1-7	3-9	3-5½	11-7¾	6-6	3-9	3-0	5-8¾	5-11	"	"	"	3.5	4-4	3-8	6-9	14-9	46	110
	DS 36-1½	36"	3-9	1-10	4-4	4-2¾	13-7	7-6	4-4	3-8	6-8½	6-10½	0-3½	0-1½	60°	4.6	5-0	4-5	7-10	17-3	54	130
35°	DS 15-1½	15"	2-4	0-10	2-5	1-11¼	8-3¾	5-0¾	2-7½	1-7	4-0½	4-3	0-3¾	0-1½	55°	1.8	3-1	2-2	5-3	10-6	36	90
	DS 18-1½	18"	2-4	1-1	2-8	2-3	8-7¼	5-0¾	2-7½	1-10	4-2¼	4-5	"	"	"	2.0	3-1	2-5	5-3	10-9	36	90
	DS 24-1½	24"	2-10	1-4	3-3	3-0½	10-7¾	6-1¾	3-2¼	2-6	5-2½	5-5¼	"	"	"	2.9	3-8	3-3	6-4	13-3	40	100
	DS 30-1½	30"	3-3	1-7	3-9	3-8	12-3¼	7-0½	3-8	3-0	6-0¼	6-3	"	"	"	3.7	4-2	3-11	7-2	15-3	50	120
	DS 36-1½	36"	3-9	1-10	4-4	4-5¾	14-3¾	8-1½	4-2¾	3-8	7-0½	7-3¼	0-3¾	0-1½	55°	4.9	4-11	4-8	8-5	18-0	56	140
40°	DS 15-1½	15"	2-4	0-10	2-5	2-0¾	8-10	5-6¼	2-7	1-7	4-3½	4-6½	0-3¾	0-1¼	50°	1.9	3-1	2-3	5-8	11-0	38	90
	DS 18-1½	18"	2-4	1-1	2-8	2-4¾	9-1¾	5-6¼	2-7	1-10	4-5½	4-8¼	"	"	"	2.2	3-0	2-7	5-8	11-3	38	90
	DS 24-1½	24"	2-10	1-4	3-3	3-3¼	11-4	6-8½	3-1½	2-6	5-6½	5-9½	"	"	"	3.1	3-8	3-6	6-10	14-0	48	110
	DS 30-1½	30"	3-3	1-7	3-9	3-11	13-0¾	7-8¼	3-7	3-0	6-5	6-7¾	"	"	"	4.0	4-2	4-2	7-11	16-3	54	130
	DS 36-1½	36"	3-9	1-10	4-4	4-9½	15-3	8-10½	4-1¾	3-8	7-6	7-9	0-3¾	0-1¼	50°	5.3	4-10	5-0	9-2	19-0	62	150
45°	DS 15-1½	15"	2-4	0-10	2-5	2-3	9-6	6-1¼	2-6¼	1-7	4-7½	4-10½	0-4	0-1¼	45°	2.1	3-0	2-5	6-1	11-6	40	100
	DS 18-1½	18"	2-4	1-1	2-8	2-7	9-10¼	6-1¼	2-6¼	1-10	4-9½	5-0¾	"	"	"	2.4	3-0	2-10	6-2	12-0	44	100
	DS 24-1½	24"	2-10	1-4	3-3	3-6½	12-2½	7-4¾	3-0¾	2-6	5-11½	6-3	"	"	"	3.4	3-8	3-9	7-7	15-0	50	120
	DS 30-1½	30"	3-3	1-7	3-9	4-3	14-1	8-6	3-6¼	3-0	6-11	7-2	"	"	"	4.4	4-2	4-5	8-8	17-3	62	150
	DS 36-1½	36"	3-9	1-10	4-4	5-2¼	16-5¼	9-9½	4-0¾	3-8	8-1	8-4¼	0-4	0-1¼	45°	5.7	4-10	5-5	10-0	20-3	66	160
50°	DS 15-1½	15"	2-4	0-10	2-5	2-5½	10-4½	6-10	2-5¾	1-7	5-0½	5-4	0-4¼	0-1	40°	2.3	2-11	2-8	6-11	12-6	46	110
	DS 18-1½	18"	2-4	1-1	2-8	2-10¼	10-9	6-10	2-5¾	1-10	5-2¾	5-6¼	"	"	"	2.6	3-0	3-1	6-11	13-0	46	110
	DS 24-1½	24"	2-10	1-4	3-3	3-10¾	13-4¼	8-3½	3-0¼	2-6	6-6¼	6-10	"	"	"	3.7	3-7	4-1	8-4	16-0	56	130
	DS 30-1½	30"	3-3	1-7	3-9	4-8	15-5	9-6	3-5½	3-0	7-6¾	7-10¼	"	"	"	4.8	4-1	4-10	9-7	18-6	66	160
	DS 36-1½	36"	3-9	1-10	4-4	5-8½	18-0¼	10-11½	4-0	3-8	8-10¼	9-2	0-4½	0-1	40°	6.3	4-9	5-11	11-1	21-9	74	180
55°	DS 15-1½	15"	2-4	0-10	2-5	2-9	11-6¼	7-9	2-5¼	1-7	5-7¼	5-11	0-4½	0-1	35°	2.6	2-11	3-0	7-10	13-9	50	120
	DS 18-1½	18"	2-4	1-1	2-8	3-2¼	11-11½	7-9	2-5¼	1-10	5-9¾	6-1¾	"	"	"	2.9	3-0	3-5	7-10	14-3	50	120
	DS 24-1½	24"	2-10	1-4	3-3	4-4¼	14-10½	9-5	2-11¾	2-6	7-3¼	7-7¼	"	"	"	4.2	3-6	4-7	9-5	17-6	62	150
	DS 30-1½	30"	3-3	1-7	3-9	5-2¾	17-2¼	10-9¾	3-5	3-0	8-5¼	8-9	"	"	"	5.4	4-1	5-6	10-11	20-6	74	180
	DS 36-1½	36"	3-9	1-10	4-4	6-4¾	20-1¼	12-5¾	3-11¼	3-8	9-10¾	10-2½	0-4½	0-1	35°	7.1	4-9	6-7	12-8	24-0	86	200
60°	DS 15-1½	15"	2-4	0-10	2-5	3-2	13-1¼	9-0¼	2-6	1-7	6-4½	6-8¾	0-4½	0-0¾	30°	2.9	2-10	3-5	9-0	15-3	54	130
	DS 18-1½	18"	2-4	1-1	2-8	3-8	13-7¼	9-0¼	2-5	1-10	6-7½	6-11¾	"	"	"	3.2	2-10	3-11	9-0	15-9	58	140
	DS 24-1½	24"	2-10	1-4	3-3	5-0	16-11¼	10-11¼	2-11¼	2-6	8-3½	8-7¾	"	"	"	4.7	3-6	5-3	11-0	19-9	72	170
	DS 30-1½	30"	3-3	1-7	3-9	6-0	19-7¼	12-6¾	3-4½	3-0	9-7½	9-11¾	"	"	"	6.1	4-1	6-3	12-8	23-0	82	200
	DS 36-1½	36"	3-9	1-10	4-4	7-4	22-11¼	14-5¾	3-10½	3-8	11-3½	11-7¾	0-4½	0-0¾	30°	8.1	4-7	7-7	14-7	26-9	98	230
Skew Angle	Design No.	Ins. Dia. of Pipe	A	B	C	D	E	F	G	H	J	K	M	N	∝	Conc. 2-H.W. Cu.Yds.	o	p	q	Lgth.	V-bars No.	Bars 2-H.W. Lbs.
			Dimensions for Concrete														h-bars					
																	Reinf. Bars - 2-H.W.					

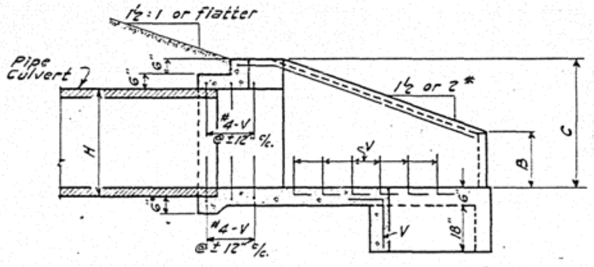
WINGS FOR 2:1 SLOPE

Skew Angle	Design No.	Ins. Dia. of Pipe	Dimensions for Concrete													Conc. 2-H.W. Cu.Yds.	Reinf. Bars - 2-H.W.					Bars 2-H.W. Lbs.
			A	B	C	D	E	F	G	H	J	K	M	N	∝		h-bars				V-bars No.	
																	o	p	q	Lgth.		
5°	DS 15-2	15"	3-2	0-10	2-5	1-7	8-7¾	4-8¼	4-3½	1-7	4-3¾	4-4	0-2¾	0-2¼	85°	1.9	4-7	1-9	4-11	11-3	34	80
	DS 18-2	18"	3-2	1-1	2-8	1-10	8-10¾	4-8¼	4-3½	1-10	4-5¼	4-5½	"	"	"	2.0	4-7	2-0	4-11	11-6	34	80
	DS 24-2	24"	3-10	1-4	3-3	2-6	10-11	5-8	5-2½	2-6	5-5¼	5-5¾	"	"	"	2.9	5-5	2-8	5-11	14-0	42	100
	DS 30-2	30"	4-4	1-7	3-9	3-0	12-5	6-5	5-10½	3-0	6-2¼	6-2¾	"	"	"	3.7	6-3	3-3	6-9	16-3	48	120
	DS 36-2	36"	5-0	1-10	4-4	3-8¼	14-5	7-4¾	6-9¼	3-8	7-2¼	7-2¾	0-2¾	0-2¼	85°	4.5	7-2	3-11	7-8	18-9	54	130
10°	DS 15-2	15"	3-2	0-10	2-5	1-7¼	8-9	4-11	4-1½	1-7	4-4	4-5	0-2¾	0-2¼	80°	2.0	4-4	1-10	5-1	11-3	34	80
	DS 18-2	18"	3-2	1-1	2-8	1-10¼	9-0	4-11	4-1½	1-10	4-5¾	4-6¼	"	"	"	2.1	4-4	2-1	5-1	11-6	34	80
	DS 24-2	24"	3-10	1-4	3-3	2-6½	11-0¼	5-11½	5-0	2-6	5-5¾	5-6½	"	"	"	3.0	5-4	2-9	6-2	14-3	42	100
	DS 30-2	30"	4-4	1-7	3-9	3-0½	12-6¾	6-9	5-8	3-0	6-3	6-3¾	"	"	"	3.8	6-0	3-3	7-0	16-3	48	120
	DS 36-2	36"	5-0	1-10	4-4	3-8¾	14-7	7-9¼	6-6¼	3-8	7-3	7-4	0-2¾	0-2¼	80°	4.7	7-0	3-11	8-1	19-0	54	130
15°	DS 15-2	15"	3-2	0-10	2-5	1-7¾	8-10¾	5-2½	4-0	1-7	4-4¾	4-6	0-3	0-2	75°	2.0	4-3	1-10	5-5	11-6	34	80
	DS 18-2	18"	3-2	1-1	2-8	1-10¾	9-2	5-2½	4-0	1-10	4-6½	4-7½	"	"	"	2.2	4-3	2-1	5-5	11-9	34	80
	DS 24-2	24"	3-10	1-4	3-3	2-7	11-2¾	6-3½	4-10	2-6	5-6¾	5-8	"	"	"	3.1	5-2	2-10	6-6	14-6	42	100
	DS 30-2	30"	4-4	1-7	3-9	3-1¼	12-9¼	7-1½	5-5½	3-0	6-4	6-5¼	"	"	"	3.9	5-10	3-4	7-4	16-6	52	130
	DS 36-2	36"	5-0	1-10	4-4	3-9½	14-10¼	8-2½	6-3½	3-8	7-4½	7-5¾	0-3	0-2	75°	5.0	6-9	4-0	8-6	19-3	56	140
20°	DS 15-2	15"	3-2	0-10	2-5	1-8¼	9-1½	5-6¼	3-10½	1-7	4-6	4-7½	0-3	0-2	70°	2.1	4-2	1-11	5-8	11-9	36	90
	DS 18-2	18"	3-2	1-1	2-8	1-11½	9-4½	5-6¼	3-10½	1-10	4-7½	4-9	"	"	"	2.3	4-2	2-2	5-8	12-0	36	90
	DS 24-2	24"	3-10	1-4	3-3	2-8	11-6¼	6-8¼	4-8¼	2-6	5-8½	5-9¾	"	"	"	3.2	5-0	2-11	6-10	14-9	48	120
	DS 30-2	30"	4-4	1-7	3-9	3-2¼	13-1¼	7-6¾	5-3½	3-0	6-6	6-7¼	"	"	"	4.1	5-9	3-5	7-10	17-0	52	130
	DS 36-2	36"	5-0	1-10	4-4	3-10¾	15-3	8-8½	6-1½	3-8	7-6¾	7-8¼	0-3	0-2	70°	5.3	6-6	4-1	8-11	19-6	58	140
25°	DS 15-2	15"	3-2	0-10	2-5	1-9	9-5	5-10¾	3-9	1-7	4-7½	4-9½	0-3¼	0-1¾	65°	2.2	4-1	1-11	6-0	12-0	38	90
	DS 18-2	18"	3-2	1-1	2-8	2-0¼	9-8½	5-10¾	3-9	1-10	4-9¼	4-11¼	"	"	"	2.4	4-0	2-3	6-0	12-3	42	100
	DS 24-2	24"	3-10	1-4	3-3	2-9	11-11	7-1½	4-6½	2-6	5-10½	6-0½	"	"	"	3.4	4-11	3-0	7-4	15-3	48	120
	DS 30-2	30"	4-4	1-7	3-9	3-3¾	13-6¾	8-0¾	5-1¾	3-0	6-8½	6-10¼	"	"	"	4.3	5-6	3-6	8-3	17-3	52	130
	DS 36-2	36"	5-0	1-10	4-4	4-0½	15-9¼	9-3¾	5-11¼	3-8	7-9¾	7-11½	0-3¼	0-1¾	65°	5.6	6-5	4-3	[illegible]	20-3	60	150
30°	DS 15-2	15"	3-2	0-10	2-5	1-10	9-9¾	6-4	3-8	1-7	4-9¾	5-0	0-3½	0-1½	60°	2.3	4-0	2-0	6-6	12-6	42	100
	DS 18-2	18"	3-2	1-1	2-8	2-1½	10-1½	6-4	3-8	1-10	4-11½	5-2	"	"	"	2.5	4-0	2-4	6-5	12-9	42	100
	DS 24-2	24"	3-10	1-4	3-3	2-10¾	12-5	7-8	4-5	2-6	6-1½	6-3½	"	"	"	3.6	4-10	3-1	7-10	15-9	52	130
	DS 30-2	30"	4-4	1-7	3-9	3-5½	14-1¾	8-8	5-0	3-0	6-11¾	7-2	"	"	"	4.5	5-6	3-8	8-10	18-0	56	140
	DS 36-2	36"	5-0	1-10	4-4	4-2¾	16-5½	10-0	5-9¼	3-8	8-1¾	8-3¾	0-3½	0-1½	60°	5.9	6-4	4-5	10-3	21-0	66	160
35°	DS 15-2	15"	3-2	0-10	2-5	1-11¼	10-4	6-10¼	3-6¾	1-7	5-0¾	5-3¼	0-3¾	0-1½	55°	2.4	3-11	2-2	6-11	13-0	44	110
	DS 18-2	18"	3-2	1-1	2-8	2-3	10-7¾	6-10¼	3-6¾	1-10	5-2½	5-5¼	"	"	"	2.6	3-11	2-5	6-11	13-3	44	110
	DS 24-2	24"	3-10	1-4	3-3	3-0½	13-1	8-3½	4-3¾	2-6	6-5¼	6-7¾	"	"	"	3.8	4-8	3-3	8-4	16-3	52	130
	DS 30-2	30"	4-4	1-7	3-9	3-8	14-11	9-4½	4-10½	3-0	7-4¼	7-6¾	"	"	"	4.8	5-4	3-11	9-6	18-9	60	150
	DS 36-2	36"	5-0	1-10	4-4	4-5¾	17-4¼	10-10	5-7¾	3-8	8-6¾	8-9½	0-3¾	0-1½	55°	6.3	6-1	4-8	11-0	21-9	70	170
40°	DS 15-2	15"	3-2	0-10	2-5	2-0¾	11-0	7-6	3-6	1-7	5-4½	5-7½	0-3¾	0-1¼	50°	2.6	3-10	2-4	7-7	13-9	48	120
	DS 18-2	18"	3-2	1-1	2-8	2-4¾	11-4	7-6	3-6	1-10	5-6½	5-9½	"	"	"	2.8	3-10	2-7	7-7	14-0	48	120
	DS 24-2	24"	3-10	1-4	3-3	3-3¼	13-11¼	9-0¾	4-2¾	2-6	6-10¼	7-1	"	"	"	4.1	4-7	3-6	9-2	17-3	58	140
	DS 30-2	30"	4-4	1-7	3-9	3-11	15-10¾	10-3	4-9½	3-0	7-10	8-0¾	"	"	"	5.2	5-3	4-2	10-4	19-9	64	150
	DS 36-2	36"	5-0	1-10	4-4	4-9½	18-6	11-10	5-6¼	3-8	9-1½	9-4½	0-3¾	0-1¼	50°	6.8	6-0	5-0	12-0	23-0	78	190
45°	DS 15-2	15"	3-2	0-10	2-5	2-3	11-10½	8-3¼	3-5¼	1-7	5-9½	6-0¾	0-4	0-1¼	45°	2.8	3-9	2-5	8-4	14-6	48	120
	DS 18-2	18"	3-2	1-1	2-8	2-7	12-2½	8-3¼	3-5¼	1-10	5-11½	6-3	"	"	"	3.1	3-10	2-10	8-4	15-0	52	120
	DS 24-2	24"	3-10	1-4	3-3	3-6½	15-0¼	10-0¼	4-1¾	2-6	7-4½	7-7¾	"	"	"	4.4	4-6	3-9	10-0	18-3	60	140
	DS 30-2	30"	4-4	1-7	3-9	4-3	17-1¾	11-4	4-8¼	3-0	8-5¼	8-8½	"	"	"	5.6	5-2	4-5	11-5	21-0	72	170
	DS 36-2	36"	5-0	1-10	4-4	5-2¼	19-11¾	13-0¾	5-5	3-8	9-10¼	10-1½	0-4	0-1¼	45°	7.4	5-11	5-5	13-2	24-6	82	200
50°	DS 15-2	15"	3-2	0-10	2-5	2-5½	12-11½	9-3	3-4½	1-7	6-4	6-7½	0-4¼	0-1	40°	3.1	3-9	2-8	9-4	15-9	54	130
	DS 18-2	18"	3-2	1-1	2-8	2-10¼	13-4¼	9-3	3-4½	1-10	6-6¼	6-10	"	"	"	3.4	3-8	3-1	9-3	16-0	54	130
	DS 24-2	24"	3-10	1-4	3-3	3-10¾	16-5½	11-2½	4-1	2-6	8-1	8-4½	"	"	"	4.8	4-6	4-1	11-2	19-9	68	160
	DS 30-2	30"	4-4	1-7	3-9	4-8	18-9½	12-8	4-7¼	3-0	9-3	9-6½	"	"	"	6.2	5-1	4-11	12-9	22-9	78	190
	DS 36-2	36"	5-0	1-10	4-4	5-8½	21-10¾	14-7½	5-3¾	3-8	10-9½	11-1¼	0-4½	0-1	40°	8.1	5-10	5-11	14-9	26-6	90	220
55°	DS 15-2	15"	3-2	0-10	2-5	2-9	14-5	10-6¼	3-4	1-7	7-0½	7-4½	0-4½	0-1	35°	3.4	3-8	3-0	10-7	17-3	60	140
	DS 18-2	18"	3-2	1-1	2-8	3-2¼	14-10¼	10-6¼	3-4	1-10	7-3¼	7-7	"	"	"	3.7	3-9	3-5	10-7	17-9	60	140
	DS 24-2	24"	3-10	1-4	3-3	4-4¼	18-4¼	12-9	4-0¼	2-6	9-0¼	9-4	"	"	"	5.4	4-5	4-7	12-9	21-9	74	180
	DS 30-2	30"	4-4	1-7	3-9	5-2¾	20-11½	14-5	4-6½	3-0	10-3¾	10-7¾	"	"	"	6.9	5-1	5-5	14-6	25-0	88	210
	DS 36-2	36"	5-0	1-10	4-4	6-4¾	24-5½	16-7½	5-3	3-8	12-0¾	12-4¾	0-4½	0-1	35°	9.1	5-10	6-7	16-7	29-0	102	240
60°	DS 15-2	15"	3-2	0-10	2-5	3-2	16-5¼	12-2¾	3-3¼	1-7	8-0½	8-4¾	0-4½	0-0¾	30°	3.9	3-8	3-5	12-2	19-3	64	150
	DS 18-2	18"	3-2	1-1	2-8	3-8	16-11¼	12-2¾	3-3¼	1-10	8-3½	8-7¾	"	"	"	4.2	3-8	3-11	12-2	19-9	70	170
	DS 24-2	24"	3-10	1-4	3-3	5-0	20-11¼	14-9¾	3-11¾	2-6	10-3½	10-7¾	"	"	"	6.1	4-5	5-3	14-10	24-6	86	200
	DS 30-2	30"	4-4	1-7	3-9	6-0	23-11¼	16-9	4-5¾	3-0	11-9½	12-1¾	"	"	"	7.9	5-0	6-3	16-9	28-0	100	240
	DS 36-2	36"	5-0	1-10	4-4	7-4	27-11¼	19-3¾	5-2	3-8	13-9½	14-1¾	0-4½	0-0¾	30°	10.4	5-10	7-7	19-4	32-9	114	270
Skew Angle	Design No.	Ins. Dia. of Pipe	A	B	C	D	E	F	G	H	J	K	M	N	∝	Conc. 2-H.W. Cu.Yds.	o	p	q	Lgth.	V-bars No.	Bars 2-H.W. Lbs.
			Dimensions for Concrete														h-bars					
																	Reinf. Bars - 2-H.W.					

NOTE:- All bars shall be round ASTM A305-49.
The size number (indicated thus-#4) is the number of ⅛ inches in the nominal diameter.

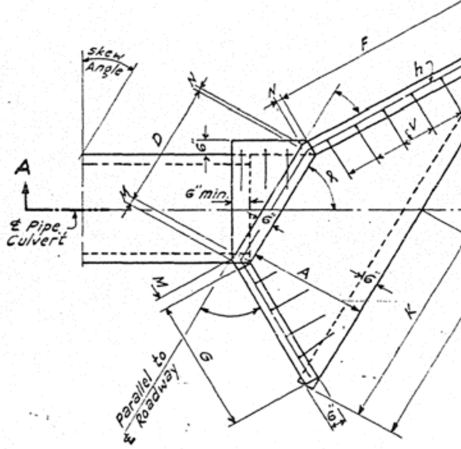


END VIEW

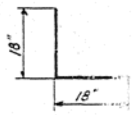


* If embankment slope above headwall is flatter than 2:1, provide wings for 2:1 slope.

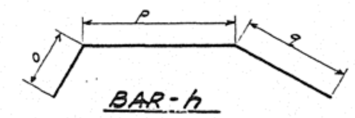
SECTION A-A



PLAN



BAR-V



BAR-h

Bent in field
One required for each headwall

NOTES :- Class X concrete shall be used throughout.
Build tops of headwalls parallel to grade line.
This standard to be used for skew angles given.
For other skew angles use Standard 1981.

DESIGNED	
CHECKED	
DRAWN	J. S. Malecki
CHECKED	

OCT. 5 1959
EXAMINED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED E. L. Sherertz
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

Redrawn May 1952

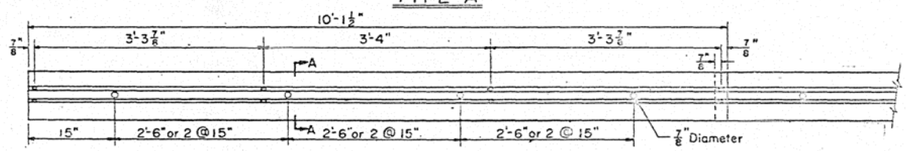
Sign's. Rev. Nov. 58

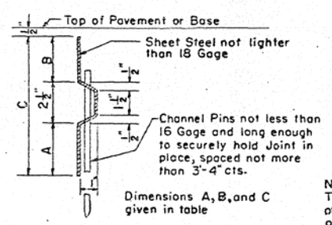
REINFORCED CONCRETE HEADWALLS
15"-18"-24"-30" & 36" DIAMETER
PIPE CULVERTS
SKEWED WITH ROADWAY

STANDARD 2051

ALTERNATE DESIGNS FOR LONGITUDINAL METAL JOINT

TYPE A



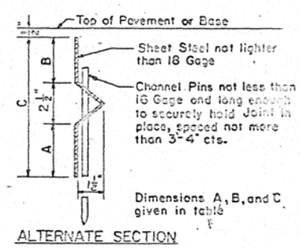


SECTION A-A

Dimensions for TYPE A Metal Joint

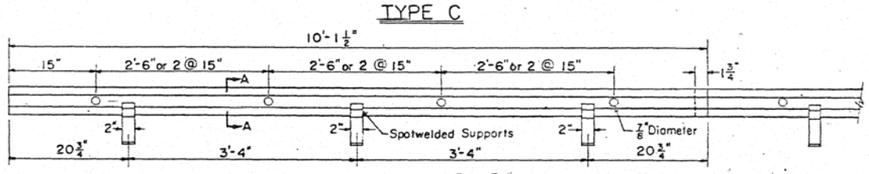
TYPE	A	B	C
P.C.Concrete (9")	3¼	2½	6½
Bituminous (8" P.C.Conc. Base)	2⅝	1½	7½
P.C. Concrete (10")	3¼	3½	5½
Bituminous (9" P.C.Conc. Base)	3¼	2½	6½

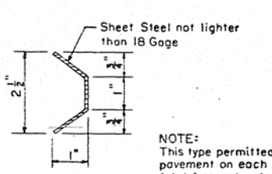
NOTE:
This type permitted where pavement on each side of the joint is constructed either in one or separate operations. Metal joints shall remain in place in all cases



ALTERNATE SECTION

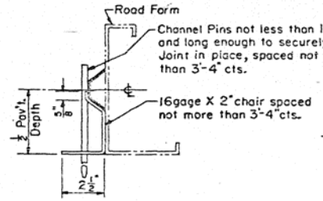
TYPE C



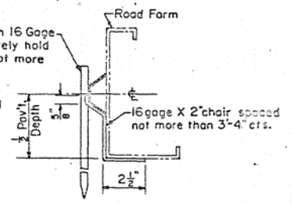


SECTION A-A

NOTE:
This type permitted only where pavement on each side of the joint is constructed in separate operations. The metal joint shall remain in place

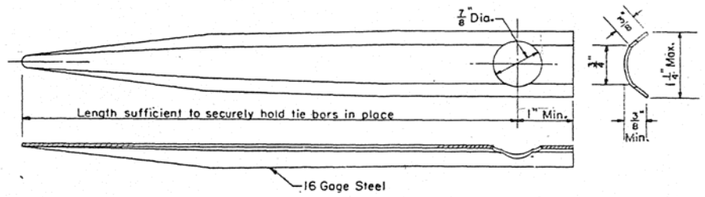


SUPPORTING CHAIR ALTERNATE



SUPPORTING CHAIR ALTERNATE

SUPPORT PIN DESIGN FOR TIE BARS THRU LONGITUDINAL METAL JOINTS

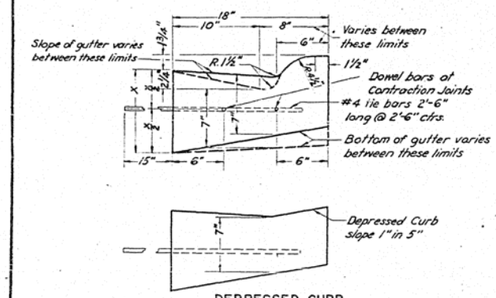


STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS DIVISION OF HIGHWAYS	REVISIONS BY	DATE
PASSED November 18 1959 — Engineer of Road Plans And Contracts	W.H.F.	11-9-59
APPROVED November 23 1959 — Engineer of Design		

STANDARD 1766-2

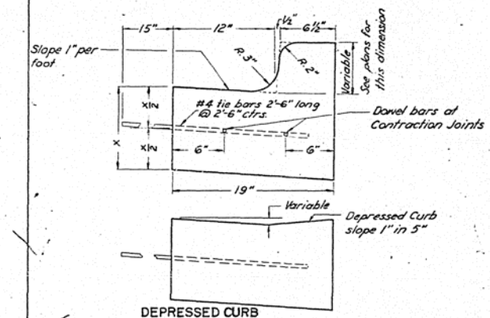
DETAILS OF CURB AND GUTTERS TYPES 1,3,4,5,6,7 AND 10

TYPE 1 — COMBINATION CONCRETE CURB AND GUTTER



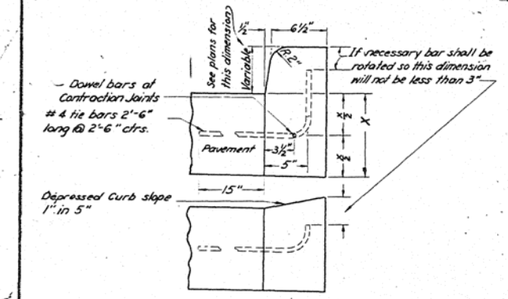
DEPRESSED CURB

TYPE 3 — COMBINATION CONCRETE CURB AND GUTTER



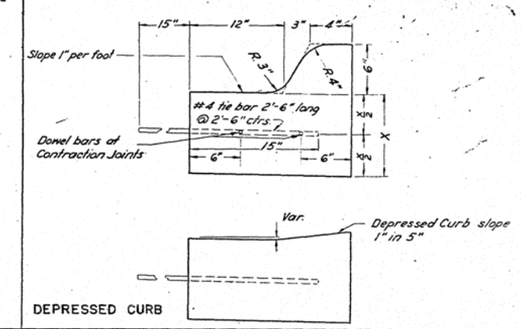
DEPRESSED CURB

TYPE 4 — CONCRETE CURB



DEPRESSED CURB

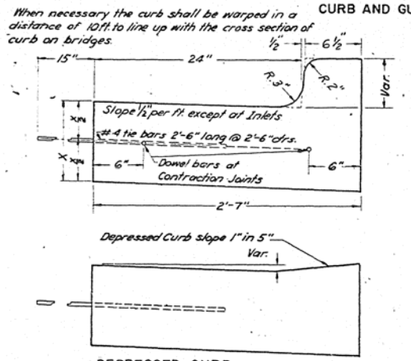
TYPE 5 — COMBINATION CONCRETE CURB AND GUTTER



DEPRESSED CURB

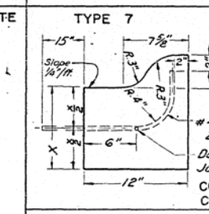
TYPE 6 — COMBINATION CONCRETE CURB AND GUTTER

When necessary the curb shall be warped in a distance of 10 ft. to line up with the cross section of curb on bridges.

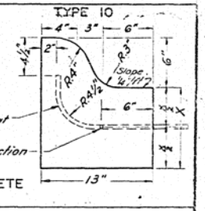


DEPRESSED CURB

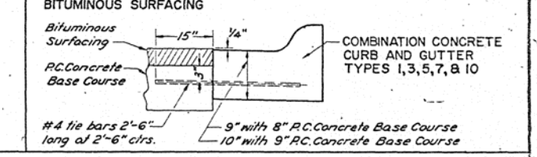
TYPE 7 — COMBINATION CONCRETE CURB AND GUTTER



TYPE 10 — COMBINATION CONCRETE CURB AND GUTTER



TYPICAL SECTION SHOWING CONSTRUCTION OF COMBINATION CONCRETE CURB AND GUTTER ADJACENT TO P.C.CONCRETE BASE COURSE AND BITUMINOUS SURFACING



Dimension "X" is equal to the adjacent pavement edge thickness.

DEPRESSED CURBS – The top of curbs shall be depressed where the Curb and Gutter is constructed across street intersections and for private drives opposite each lot, tract or parcel of land fronting on the improvement upon request of the owner or owners thereof or where directed by the Engineer.

CONTRACTION JOINTS – Contraction Joints of a type similar to that used in the adjacent pavement shall be installed in the Curb and Curb and Gutter in prolongation with the joints in the pavement. The details of the transverse joints in the Curb and Curb and Gutter shall be approved by the Engineer. If Contraction Joints are not provided in the pavement, Contraction Joints are not required in the Curb or Curb and Gutter. The cost of Contraction Joints including dowel bars shall be included in the contract unit price per lineal foot for the particular type of Curb and Curb and Gutter specified.

The cost of furnishing and installing tie bars shall be included in the contract unit price per lineal foot for the particular type of Curb and Curb and Gutter specified.

Where Curb and Curb and Gutter are not adjacent to P.C.Concrete Pavement or P.C.Concrete Base Course, tie bars, Contraction Joints and dowel bars shall be omitted.

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS AND BUILDINGS DIVISION OF HIGHWAYS	REVISIONS
PASSED January 10 1955 — Engineer of Road Plans and Contracts	
APPROVED January 10 1955 — Engineer of Design	

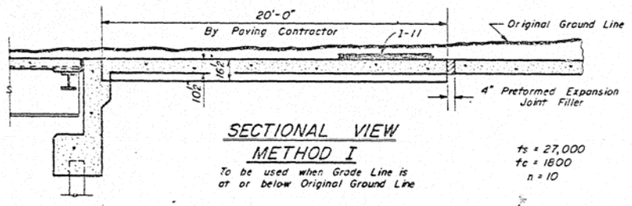
Specification Reference: Section 81

STANDARD 1790 F

Drawn 12-9-53

DETAILS OF BRIDGE APPROACHES

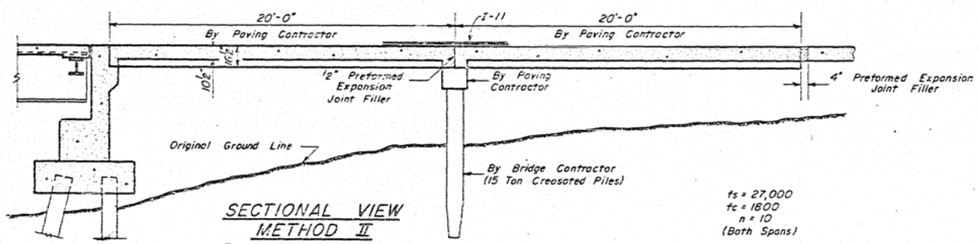
P.C.C. BASE COURSE (16½-10½-16½)



SECTIONAL VIEW
METHOD I

To be used when Grade Line is at or below Original Ground Line

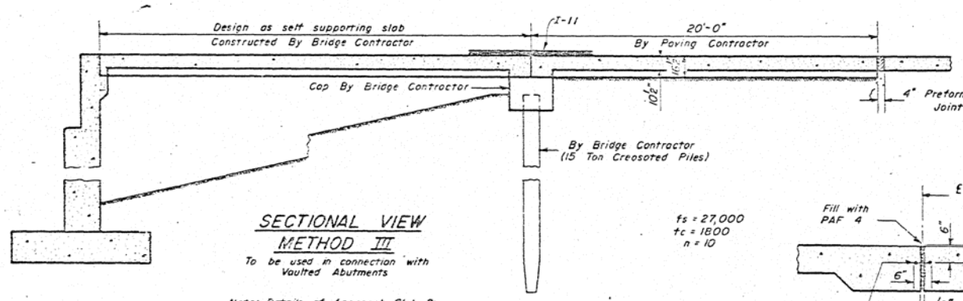
fs = 27,000
fc = 1800
n = 10



SECTIONAL VIEW
METHOD II

To be used when Grade Line is above Natural Ground

fs = 27,000
fc = 1800
n = 10
(Both Spans)

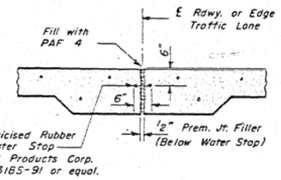


SECTIONAL VIEW
METHOD III

To be used in connection with Vaulted Abutments

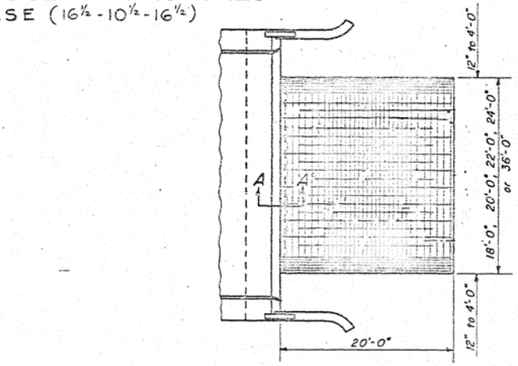
Note: Details of Approach Slab By Paving Contractor same as shown for Method I

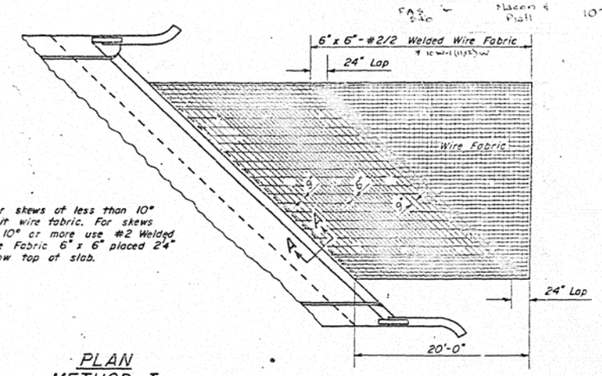
fs = 27,000
fc = 1800
n = 10



LONGITUDINAL JOINT

To be used when Approach Slabs are greater than 36' Wide

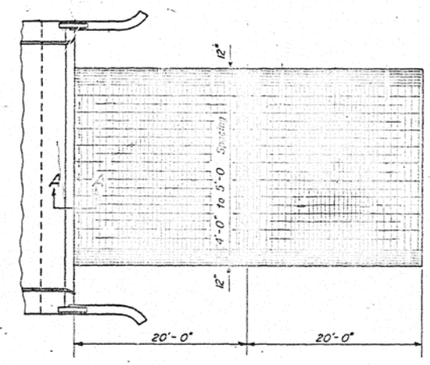


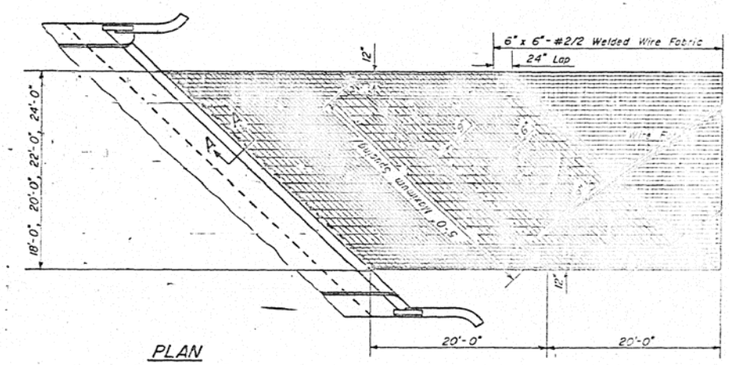


For skews of less than 10° omit wire fabric. For skews of 10° or more use #2 Welded Wire Fabric 6" x 6" placed 2" below top of slab.

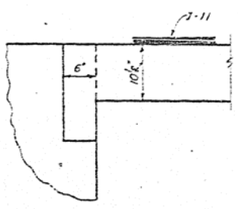
PLAN
METHOD I

Expanded Metal weighing not less than 78 Lbs. per 100 sq.ft. or a welded bar mat weighing not less than 78 Lbs. per 100 sq.ft. having members of equal size in both directions and spaced not over 8" apart may be used instead of the #2 Welded Wire Fabric 6" x 6", provided the expanded metal or bar mat is furnished at no additional cost to the State.

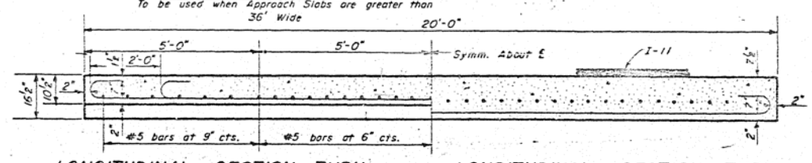




PLAN
METHOD II

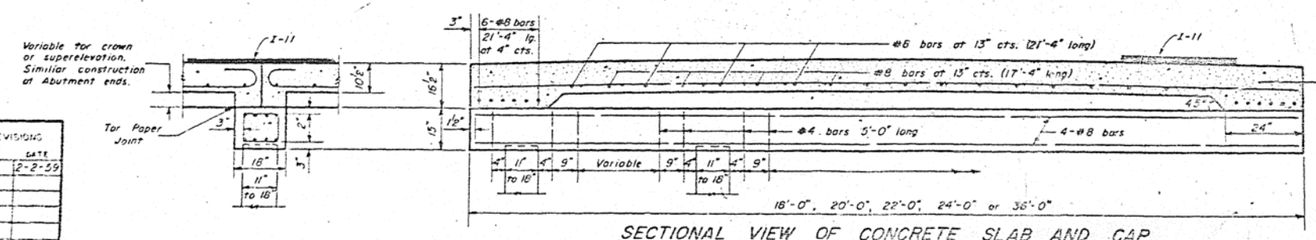


SECTION A-A



LONGITUDINAL SECTION THRU CENTER OF SLAB

LONGITUDINAL SECTION THRU THICKENED EDGE OF SLAB



SECTIONAL VIEW OF CONCRETE SLAB AND CAP

Note: When road plans show curb and gutter adjacent to approach slabs place #4 Tie bar 2'-6" long at 2'-6" cts. Cost of tie bars included in contract unit price for Curb & Gutter.

The transition for gutter shall be made in 100 feet and will be paid for as CONCRETE GUTTER, of the type specified.

The transition for curb and gutter shall be made in 20 feet and will be paid for as COMBINATION CURB and GUTTER, of the type specified.

GENERAL NOTES

The slab or slabs shall be paid for at the contract unit price for P.C. CONC BASE COURSE (16'2"-10'2"-16'2").

The concrete cap shall be paid for at the contract unit price for CLASS X CONCRETE.

All Reinforcement Bars shall be paid for at the contract unit price for REINFORCEMENT BARS.

The Welded Wire Fabric, ~~Mud-Jack Cylinders~~ and Preformed Expansion Joint Filler shall be included in the contract unit price for P.C. CONC BASE COURSE (16'2"-10'2"-16'2").

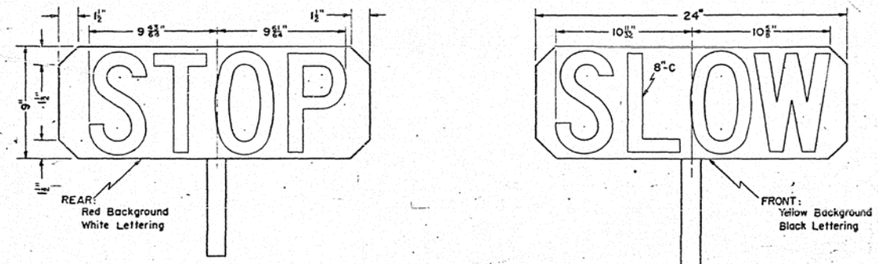
Preformed Expansion Joint Filler shall conform to Section 129 of the Standard Specifications.

No Mud Jack Cylinders are required.

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS AND BUILDINGS DIVISION OF HIGHWAYS	REVISIONS BY	DATE
APPROVED Dec. 18 1958 — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES	WAS	2-2-59
APPROVED Dec. 18 1958 — ENGINEER OF DESIGN		

DESIGNED CET JR. CHECKED WAS JR. DRAWN WAS JR. 8-58

STANDARD DESIGN FOR FLAGMAN TRAFFIC CONTROL SIGN



—NOTE—

The paddle type sign used by the flagmen to direct traffic shall be constructed with "STOP" on one side and "SLOW" on the reverse side.

Signs may be constructed with a short handle or a long staff which rests on the ground.

The material for the sign shall be 1/4" Exterior-Grade A-A Plywood or Exterior D.F.P.A.-2 sides sound.

These signs shall be furnished by the Contractor and shall be used by the flagmen in lieu of red flags or other signaling devices.

The cost of furnishing and maintaining the signs will be considered incidental to the contract and no additional compensation will be allowed.

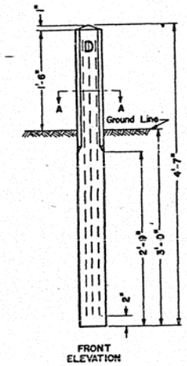
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BLDGS.
DIVISION OF HIGHWAYS

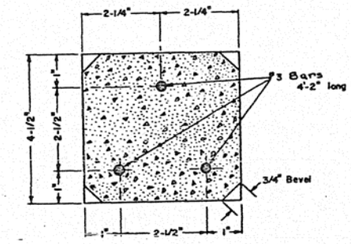
PASSED April 10 1954
H. J. Oelze
ENGINEER OF ROAD PLANS AND CONTRACTS
APPROVED April 12 1954
ENGINEER OF DESIGN

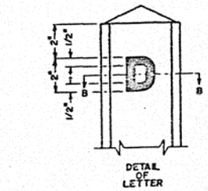
REVISIONS	
BY	DATE

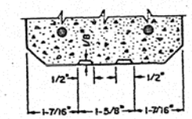
STANDARD 2114

STANDARD DESIGN FOR DRAINAGE MARKERS









NOTE:

Drainage Markers shall be constructed of Class X Concrete. All materials shall conform to Division III of the Standard Specifications.

Markers shall be placed on the right of way line at the locations shown on the plans or where directed by the Engineer. They shall be erected in accordance with Sec. 105.3 of the Standard Specifications.

This work will be paid for at the contract unit prices each for ERECTING DRAINAGE MARKERS or FURNISHING AND ERECTING DRAINAGE MARKERS, which price shall include the cost of furnishing and placing the reinforcement bars.

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS

PASSED September 15 1954
H. J. Oelze
ENGINEER OF ROAD PLANS AND CONTRACTS
APPROVED September 15 1954
ENGINEER OF DESIGN

REVISIONS	
BY	DATE
RJL	11-18-53

STANDARD 1999-1

STANDARD DESIGN FOR SIGN FOR HIGHWAY IMPROVEMENT

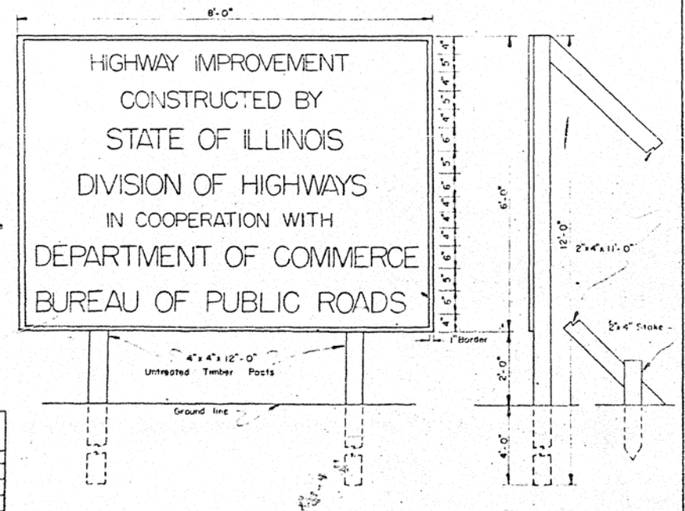
GENERAL NOTES

Signs shall be made of wood (1" lumber rigidly cleated), plywood (5/8" thick), or of metal, (18 gage or equivalent).

The Contractor shall furnish all material and labor for constructing and erecting the signs. The signs shall be placed prior to the starting of actual construction operations. Before any sign is erected it shall be approved by the Engineer as to appearance and quality of construction. The signs shall remain in place and shall be maintained in a satisfactory condition until the project is accepted by the Department. The Contractor shall then remove the signs and the material will become his.

The border shall be black and the letters printed black on a white background. The letters, width of strokes, width of letters and shape shall be Series C of the "Standard Alphabets for Highway Signs, Public Roads Administration, Federal Works Agency, 1945."

The number of signs and their location will be shown on the plans. The cost of the signs, the erection and later removal of the signs shall be incidental to the cost of the construction.



STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS

PASSED August 8 1958
W. Vandenberg
ENGINEER OF ROAD PLANS AND CONTRACTS
APPROVED August 8 1958
ENGINEER OF DESIGN

REVISIONS	
BY	DATE

STANDARD 2136

LICENSED BY VFZ 8/8/58

STANDARD DESIGN FOR ROAD UNDER CONSTRUCTION SIGN

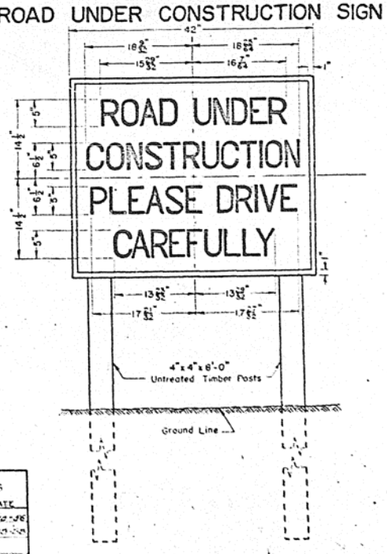
GENERAL NOTES

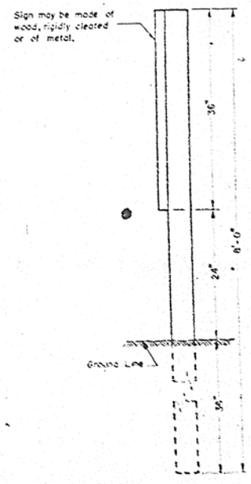
The border and letters shall be printed black on a white background.

The letters shall have a stroke 2" wide and a width in proportion to the dimensions shown.

The Contractor shall furnish all materials and labor for constructing and erecting this sign at each end of the construction section, or as directed by the Engineer. The signs shall be placed prior to the actual starting of construction operations.

Furnishing and erecting these signs will be considered incidental to the contract and no additional compensation will be allowed.





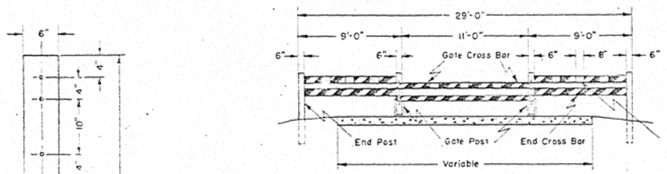
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS

PASSED Nov. 28 1951
H. J. Oelze
ENGINEER OF ROAD PLANS AND CONTRACTS
APPROVED Nov. 29 1951
ENGINEER OF DESIGN

REVISIONS	
BY	DATE
RJL	5-10-58

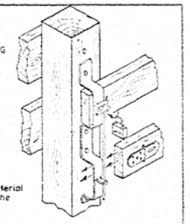
STANDARD 1971-2

STANDARD DESIGN FOR BARRICADE

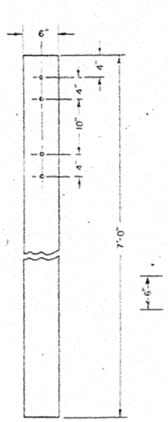


BARRICADE ASSEMBLY

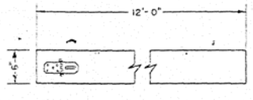
SUGGESTED LOCKING DETAIL OF GATE CROSS BARS



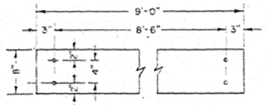
Red reflector sheet material on side of rail facing the barricaded traffic.



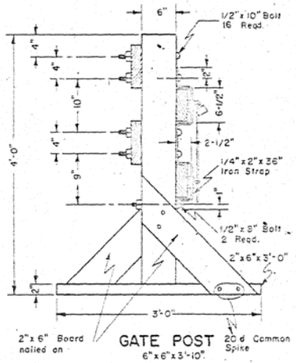
END POST
6"x6"x7'-0"



GATE CROSS BAR
2"x6"x12'-0"



END CROSS BAR
2"x8"x9'-0"



GATE POST
6"x6"x3'-10".

NOTES

Barricades wider than 29'-0" shall be constructed with a gate panel as shown, and with two or more side panels similar to those shown. The length of side panels shall not exceed 12'-0", between posts.

All bolt holes are 5/8" in diameter.

All lumber shall be substantial and durable and shall be approved by the Engineer.

All cross bars shall be painted on one side with alternate black and yellow stripes 6" wide at an angle of 45°. The paint shall be furnished by the Contractor.

This work shall be incidental to the contract and no additional compensation will be allowed.

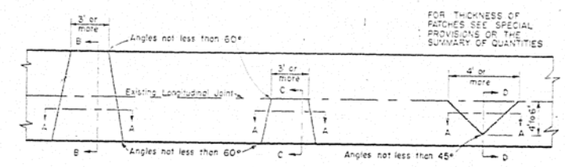
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BLDGS.
DIVISION OF HIGHWAYS

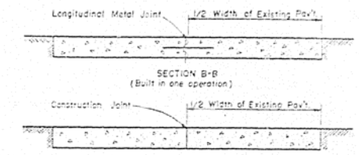
PASSED August 12 1954
ENGINEER OF ROAD PLANS AND CONTRACTS
APPROVED August 12 1954
ENGINEER OF DESIGN

REVISIONS	
BY	DATE
J.F.L.	11-18-58

STANDARD 1972-1

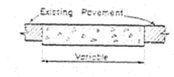
STANDARD PATCHING DETAILS



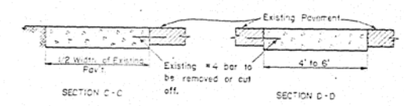


SECTION B-B
(Built in one operation)

SECTION B-B
(Built in two operations)

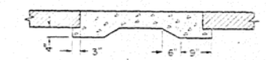


SECTION A-A

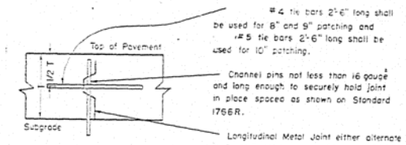


SECTION C-C

SECTION D-D



DETAIL OF UNDERCUTTING
(When specified in Special Provisions)



LONGITUDINAL METAL JOINT AND TIE BARS

#4 tie bars 2'-6" long shall be used for 8" and 9" patching and #5 tie bars 2'-6" long shall be used for 10" patching.

Channel pins not less than 16 gauge and long enough to securely hold joint in place spaced as shown on Standard 1766R.

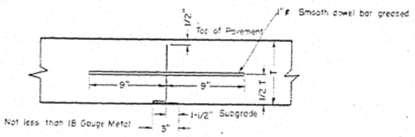
Longitudinal Metal Joint either alternate A, B, or C as shown on Standard 1766R

NOTE:

Contraction Joints shall be provided at intervals of 100 feet if patches exceed 200 feet in length. For patches 100 to 200 feet in length the Contraction Joint shall be centrally located or placed in prolongation of existing contraction or construction joints in the adjacent lane.

NOTE:-

Where expansion joints exist in the portion of pavement to remain in place, the adjacent new pavement shall provide the same width and type of joint and joint filler in prolongation with the existing joint.



METAL PLATE CONTRACTION JOINT

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BLDGS.
DIVISION OF HIGHWAYS

PASSED August 12 1954
ENGINEER OF ROAD PLANS AND CONTRACTS
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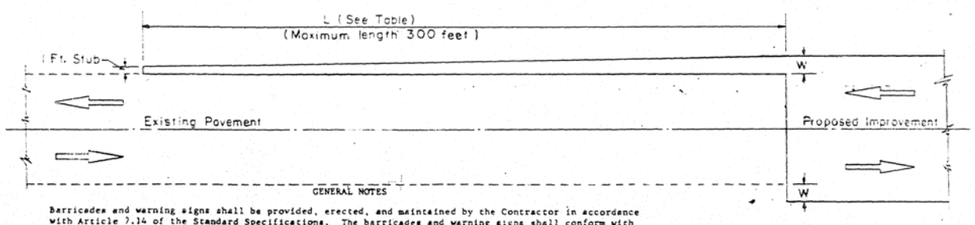
ENGINEER OF DESIGN

REVISIONS	
BY	DATE

STANDARD 2116

STANDARD DESIGN FOR WIDTH TRANSITION



GENERAL NOTES

Barricades and warning signs shall be provided, erected, and maintained by the Contractor in accordance with Article 7.14 of the Standard Specifications. The barricades and warning signs shall conform with those shown on Standard 1977-4, and they shall be placed at the locations designated by the Engineer.

At locations where there will be a temporary gap in the widening due to a narrow bridge which is being, or is to be, reconstructed or widened, the length of transition from the wider surface to the bridge shall be as shown in the table.

The material used for the transition shall be the same type as was used to construct the widening or pavement. The thickeness shall be the same as that of the widening or pavement being constructed.

This work will be paid for at the contract unit price included in the contract for the type of widening or pavement being constructed.

TRANSITION LENGTHS FOR VARIOUS WIDTHS

W feet	L feet
2	150
3	200
4	250
6	300

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
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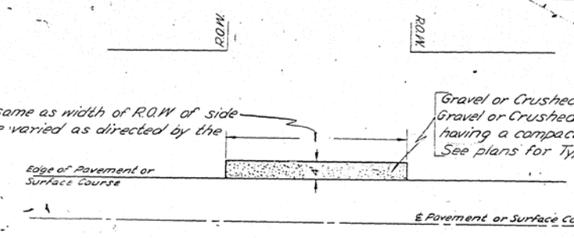
PASSED July 7 1959
Engineer of Road Plans And Contracts
APPROVED July 7 1959
Engineer of Design

REVISIONS	
BY	DATE

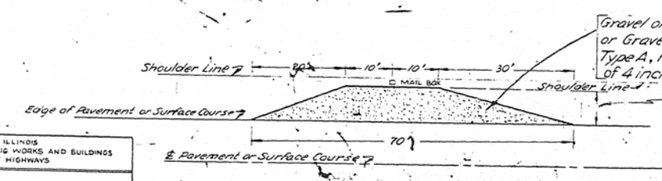
STANDARD 2143

Drawn By WF 7/1/59

DETAILS OF GRAVEL OR CRUSHED STONE AT SIDE ROADS AND MAIL BOXES



DETAIL OF SIDE ROAD APPROACH



DETAIL OF MAIL BOX TURNOUT

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS

PASSED Nov. 7 1952
ENGINEER OF ROAD PLANS & CONTRACTS
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REVISIONS	
BY	DATE

STANDARD 1776R