

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

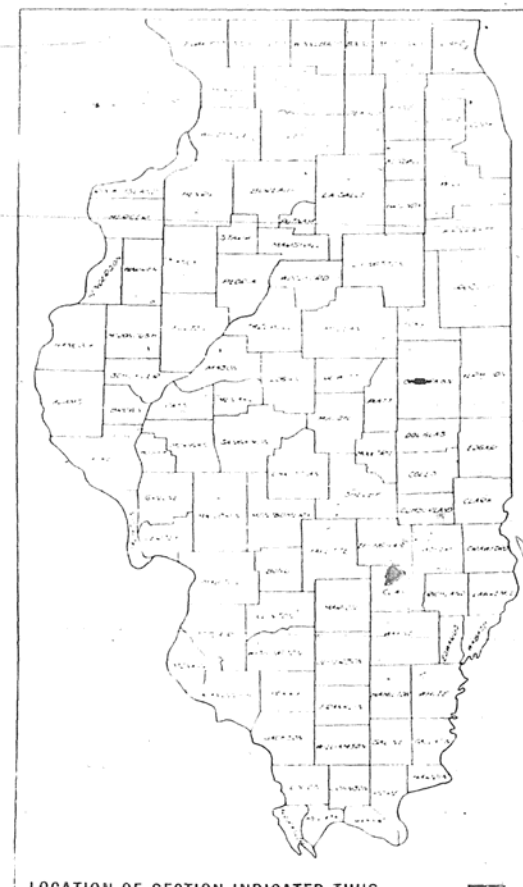
BOND ISSUE ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
10	4B	CHAMPAIGN	11	1

INDEX TO SHEETS		
Sheet No.	Title	Page
2	Typical Cross Section	
3	Plan and Profile Sheet Sta. 62+96 to Sta. 65+29	
4	Cross Sections	
5 & 6	Special Bridge Design Sta. 64+55 (Sheets 1 and 2 of 2)	
7 & 8	Sta. 227+28 (Sheets 1 and 2 of 2)	
9	Standards No. 1688, 1810 & 1820	
10	1783 & 1766	
11	1744, 1776 & 1635	

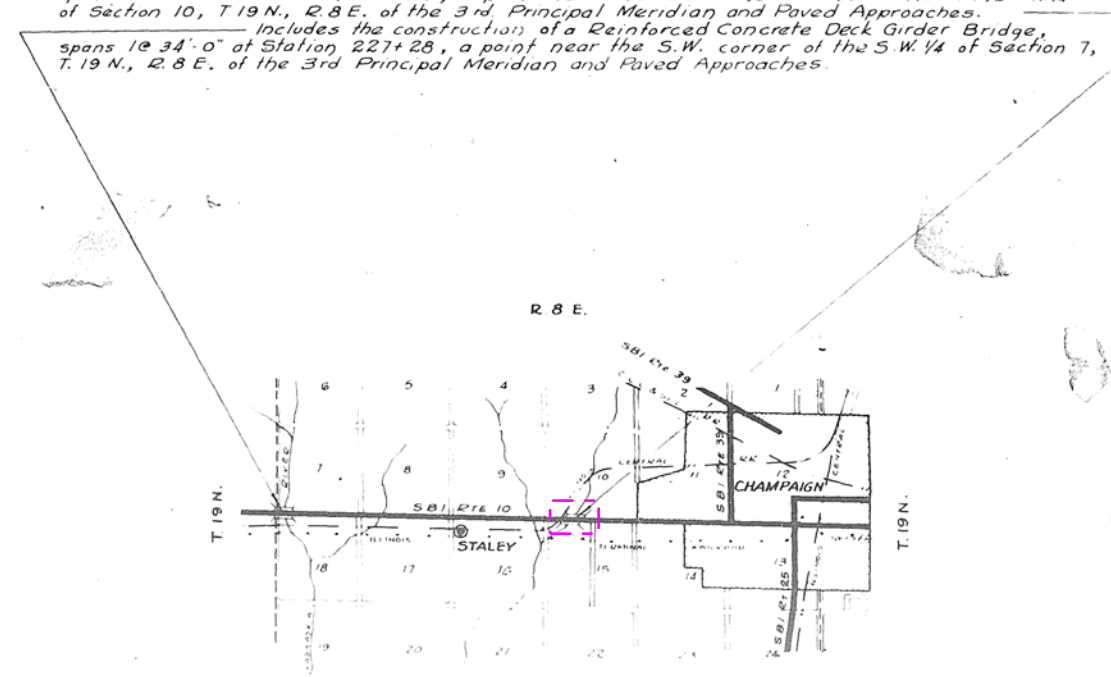
SCALES
PROFILE VERT. 1" = 10'
CROSS SECTIONS 1" = 40'

S.B.I. ROUTE 10 SEC. 4B CHAMPAIGN CO.

SECTION 4B ~ Includes the construction of a Reinforced Concrete Deck Girder Bridge, spans 1 @ 30'-0" at Station 64+55, a point near the S.E. corner of the S.W. 1/4 of the S.W. 1/4 of Section 10, T.19 N., R.8 E. of the 3rd Principal Meridian and Paved Approaches.
Includes the construction of a Reinforced Concrete Deck Girder Bridge, spans 1 @ 34'-0" at Station 227+28, a point near the S.W. corner of the S.W. 1/4 of Section 7, T.19 N., R.8 E. of the 3rd Principal Meridian and Paved Approaches.



LOCATION OF SECTION INDICATED THUS: —



Summary of Quantities

80	8.0	Cu. Yds.	Handrail Concrete
464.7	464.7	Cu. Yds.	Class X Concrete
120080	120080	Lbs.	Reinforcement Bars
480	480	Lin. Ft.	Furnishing Untreated Piles, Up to 30 ft long
480	480	Lin. Ft.	Driving Timber Piles 20 ft long
16	16	Each	Floor Drain
2	2	Each	Removal of Existing Structures
1242	1293	Bbbs.	Portland Cement
663	663	Cu. Yds.	Earth Excavation
700	1430	Cu. Yds.	Borrow Excavation
1186	1138	Sq. Yds.	Pavement and Driveway Removal
148	148	Lin. Ft.	Guard Rail Removal
1108	1060	Sq. Yds.	P.C.C. Pavement
406	406	Sq. Yds.	P.C.C. Pavement (10 1/2" 10 1/2" 10 1/2")
1056	1010	Sq. Yds.	Pavement Fabric
1600	1600	Sq. Yds.	Earth Shoulders
20	20	Cu. Yds.	Gravel or Crushed Stone Surface Course - Type A
130	130	Cu. Yds.	Gravel or Crushed Stone Embankment
78	78	Lin. Ft.	Pipe Culverts (Up to 3 ft cover) 15 inch
120	120	Lin. Ft.	Pipe Culverts (up to 3 ft cover) (CMCP) 18 inch
34	30	Lin. Ft.	Corrugated Metal Pipe - 15 inch
30	30	Lin. Ft.	Corrugated Metal Pipe - 21 inch
22	30	Lin. Ft.	Corrugated Metal Pipe - 30 inch
50	50	Lin. Ft.	Storm Sewers (3 ft to 12 ft cover) 10 inch
42	50	Lin. Ft.	Storm Sewers (3 ft to 12 ft cover) 15 inch
50	50	Lin. Ft.	Storm Sewers (3 ft to 12 ft cover) 24 inch
10	10	Each	Erecting ROW Markers

~ Layout ~
Approximate Scale: 1 inch = 100 feet

STATE LINE	-----	RETAINING WALL	-----
COUNTY LINE	-----	BASE OR SURVEY LINE	-----
CITY, VILLAGE OR TOWN	-----	LEVEE	-----
TOWNSHIP LINE	-----	CULVERT	-----
SECTION LINE	-----	STORM SEWER	-----
GRANT LINE	-----	TILE DRAIN	-----
SECTION CORNER	-----	DROP INLET	-----
FENCE LINE	-----	TROLLEY POLE	-----
UNFENCED PROPERTY	-----	POWER POLE	-----
RIGHT OF WAY LINE	-----	TELEPHONE OR TELEGRAPH POLE	-----
GUARD RAIL	-----	MARSH	-----
STEAM RAIL ROAD	-----	WEDGE	-----
ELECTRIC RAILROAD	-----		

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
JULY 20 1938
C. C. BRYSON
S. J. BRYSON
S. J. BRYSON
S. J. BRYSON
S. J. BRYSON

HATTIE F. KAUFMAN

ROY E. STINEHELPER

HORACE W & CLARA MARSHALL

SEC 10 T19N R8E 3PM

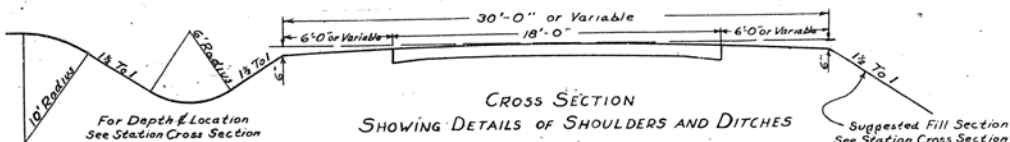
THOMAS ELMER CURTIS

10	A-B	Champaign	11	2
STA 62+96			TO STA 65+29	
DATE		DRAWN BY		SCALE
8/10/38		T. E. CURTIS		1" = 40'

TYPICAL CROSS SECTION OF PAVEMENT TO BE REMOVED



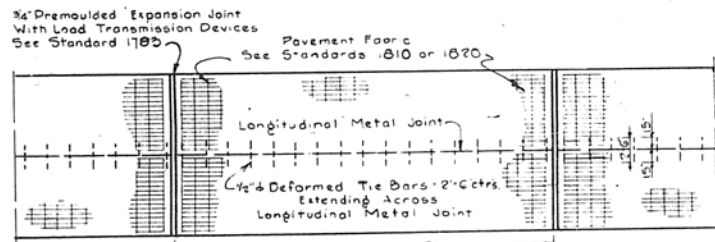
TYPICAL CROSS SECTION OF 18 FT. P.C.C. PAVEMENT TO BE BUILT



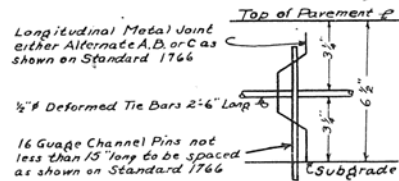
CROSS SECTION SHOWING DETAILS OF SHOULDERS AND DITCHES



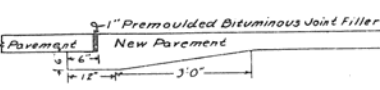
CROSS SECTION



PLAN FOR P.C. CONCRETE PAVEMENT



LOCATION OF TIE BARS



DETAIL OF CONNECTION BETWEEN NEW & EXISTING PAVEMENT

GENERAL NOTES

Except as otherwise noted on the plans, an 18 ft. P.C.C. Pavement (9'-6 1/2'-9) on a 30 ft. existing and variable roadbed, as shown by typical cross section on the plans, shall be built throughout the length of this section.

At locations shown on the plans a 22 ft. P.C.C. Pavement for Bridge Approach slabs (Std. 1608) shall be built on a 40 ft. Roadbed.

Except as otherwise shown on the plans 3/4" Pre-moulded expansion joints spaced at 50 ft. centers, shall be installed in the 18 ft. P.C.C. Pavement.

Earth shoulders shall be built as shown on the station cross sections and as directed by the Engineer.

Total estimated Quantity = 1600 Sq. yds. Earth Shoulders.

The size, length, and locations of Pipe Culverts, corrugated metal pipe, and storm sewers shown on the plans, are approximate only. Before ordering material the Contractor shall consult the Engineer.

A gravel or crushed stone surface course Type 'A', 4 inch thickness compacted, shall be placed at drives to all mail boxes in accordance with Std. 1776, and on that portion of all existing surfaced driveways that are disturbed by construction operations:

Estimated Quantity = 20 Cu Yds. Gravel or Crushed Stone Surface Course Type 'A'.

Existing Wood Guard Rail shall be carefully removed and stored neatly on the Right of Way as directed by the Engineer.

Estimated Quantities:-

Rt. Sta. 64+15 - 64+33 = 18 LIN Ft	Rt. Sta. 226+80 - 227+10 = 30 LIN Ft
Lt. Sta. 64+20 - 64+33 = 13 " "	Lt. Sta. 227+00 - 227+40 = 10 " "
Rt. Sta. 64+69 - 64+78 = 9 " "	Rt. Sta. 227+47 - 227+67 = 20 " "
Lt. Sta. 64+69 - 64+88 = 18 " "	Lt. Sta. 227+47 - 227+77 = 30 " "

Total: 148 LIN Ft. Guard Rail Removal

Existing 18 Ft. P.C.C. Pavement shall be Removed at the following locations

Sta. 63+81 - 64+34	Sta. 226+50 - 227+10
Sta. 64+68 - 65+29	Sta. 227+46 - 229+86
Sta. 223+70 - 225+25	

Total estimated quantity = 1138 Sq. Yds. Pavement and Driveway Removal

Gravel or Crushed Stone Embankment shall be placed back of the bridge abutments and wing wall at the following location

Sta. 64+39 and Sta. 64+71
Sta. 227+10 and Sta. 227+46

Total estimated quantity = 130 Cu Yds. Gravel or Crushed Stone Embankment

Elevations shown on the plans are based on an assumed datum to agree with old S.B.I. Route 10 Sect. 4 Plans

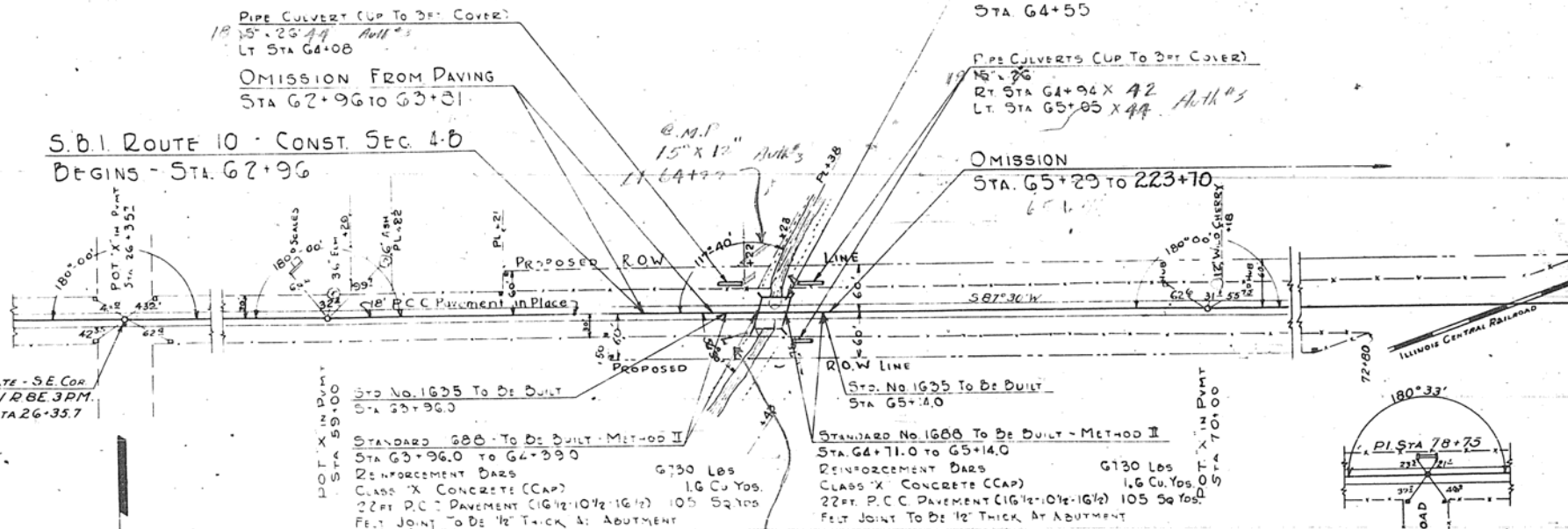
SPECIAL BRIDGE DESIGN
ONE R.C.D.G. SPAN (30 FT ALONG E)
40 FT ROADWAY - SKEWED 15°
STA 64+55

P.P.C. CULVERTS (UP TO 3 FT COVER)
18" x 25" x 44' Arch
LT STA 64+08

OMISSION FROM PAVING
STA 62+96 TO 63+81

OMISSION
STA 65+29 TO 223+10

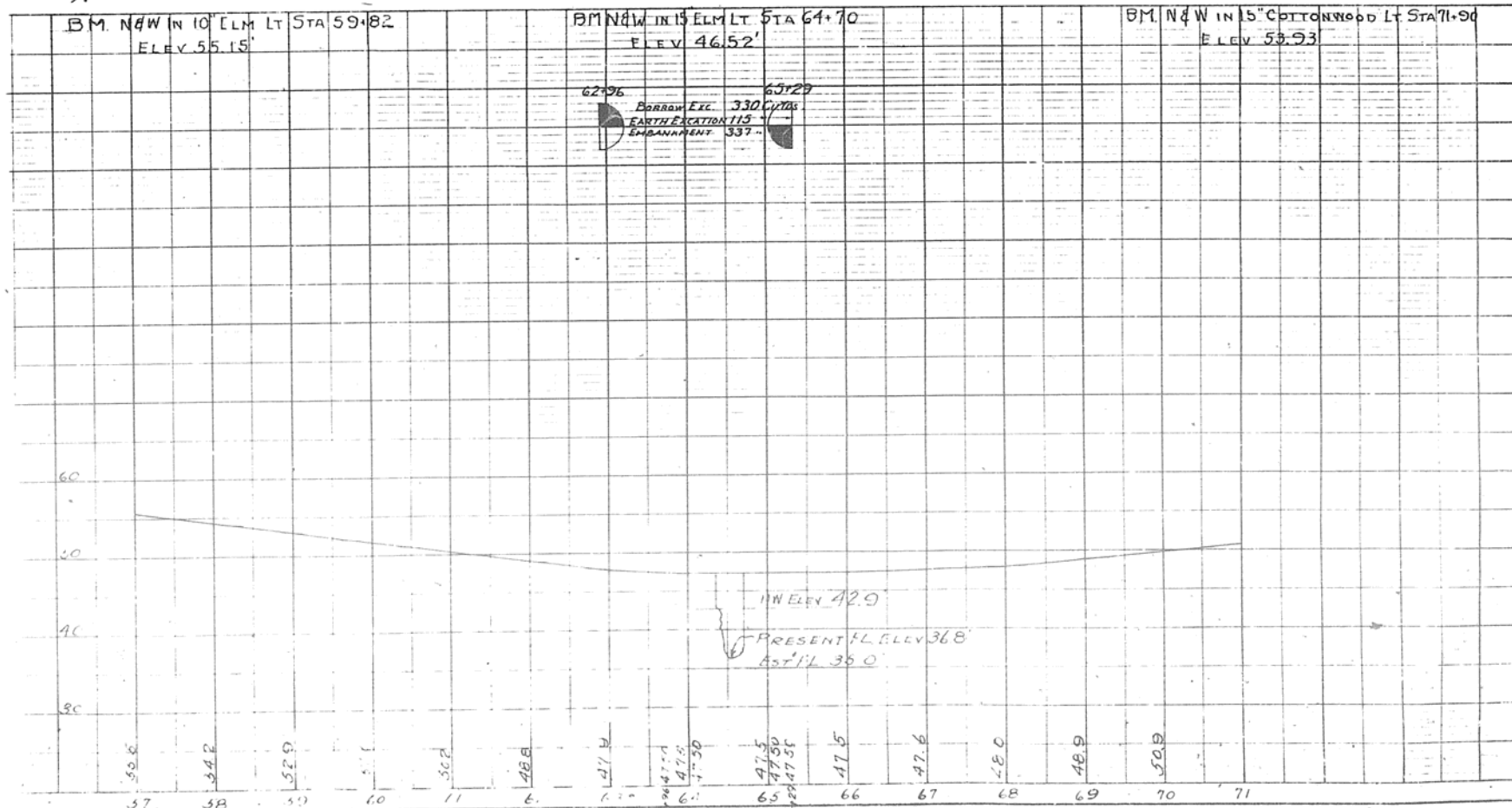
S.B.I. ROUTE 10 - CONST. SEC. 4-B
BEGINS - STA. 62+96



6" IRON PLATE - S.E. COR
SEC. 10, T19N R8E 3PM.
235 Ft. Rt. Sta. 26+35.7

HATTIE F. KAUFMAN

SEC 10 T19N R8E 3PM



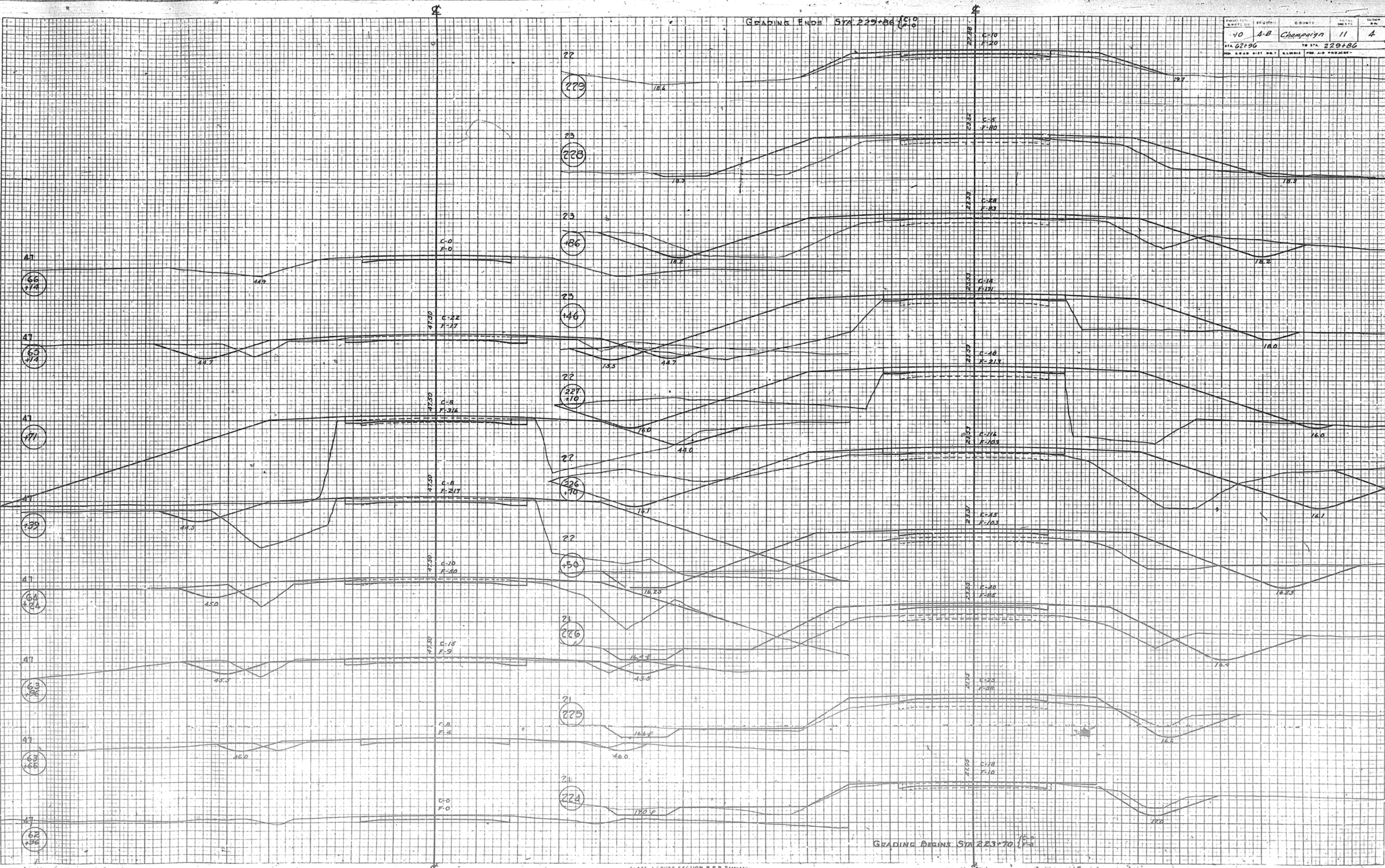
DATE 8/10/38
BY O.S. LOWERY
CHECKED W.E. CHASTAIN
DATE 8/10/38

ENTIRE SECTION INSPECTED AND APPROVED AS TO POLICY
DISTRICT ENGINEER R. I. GOSH
DATE 8-13-38

DATE 8-13-38
BY O.S. LOWERY
CHECKED W.E. CHASTAIN
DATE 8-13-38

GRADING ENDS STA 229+86 (C-10)

GRADING BEGINS STA 223+70 (C-0)



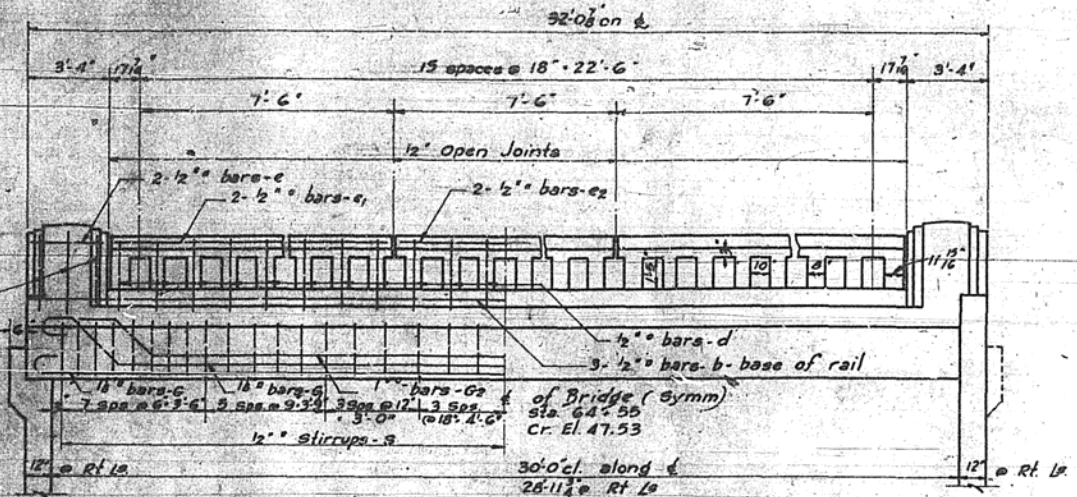
FINAL SURVEY SURVEYED BY O. H. OWEN
 PLOTTED BY J. W. McCARTY
 CHECKED BY L. P. HANCOCK
 DATE 4-1-38
 7-38
 6-38

ORIGINAL SURVEY SURVEYED BY O. H. OWEN
 PLOTTED BY J. W. McCARTY
 CHECKED BY L. P. HANCOCK
 DATE 4-1-38
 7-38
 6-38

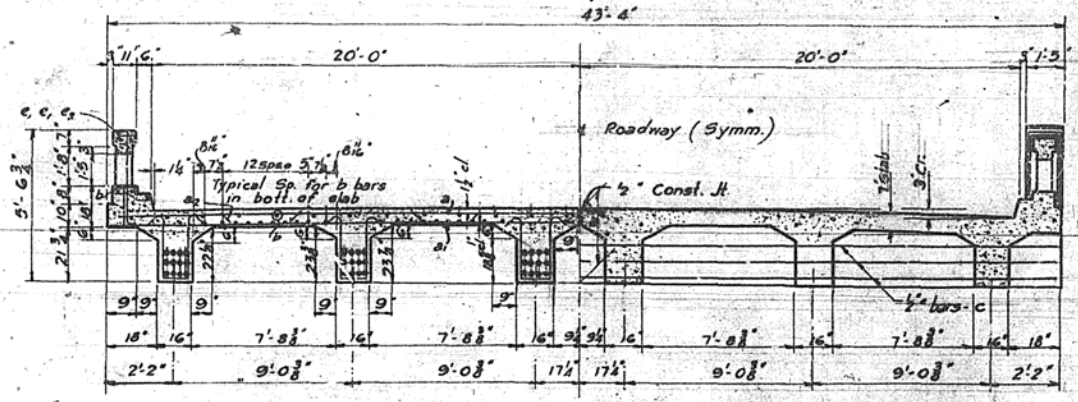
B.M. NEW IN 15' ELM LFT. OF STA. 64 + 70 ELEV. 46.52
 EXISTING STRUCTURE THROUGH CONCRETE GIRDER SPAN 30' RDWY. 10'
 CONCRETE ABUTMENTS TO BE REMOVED BY BRIDGE CONTRACTOR

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

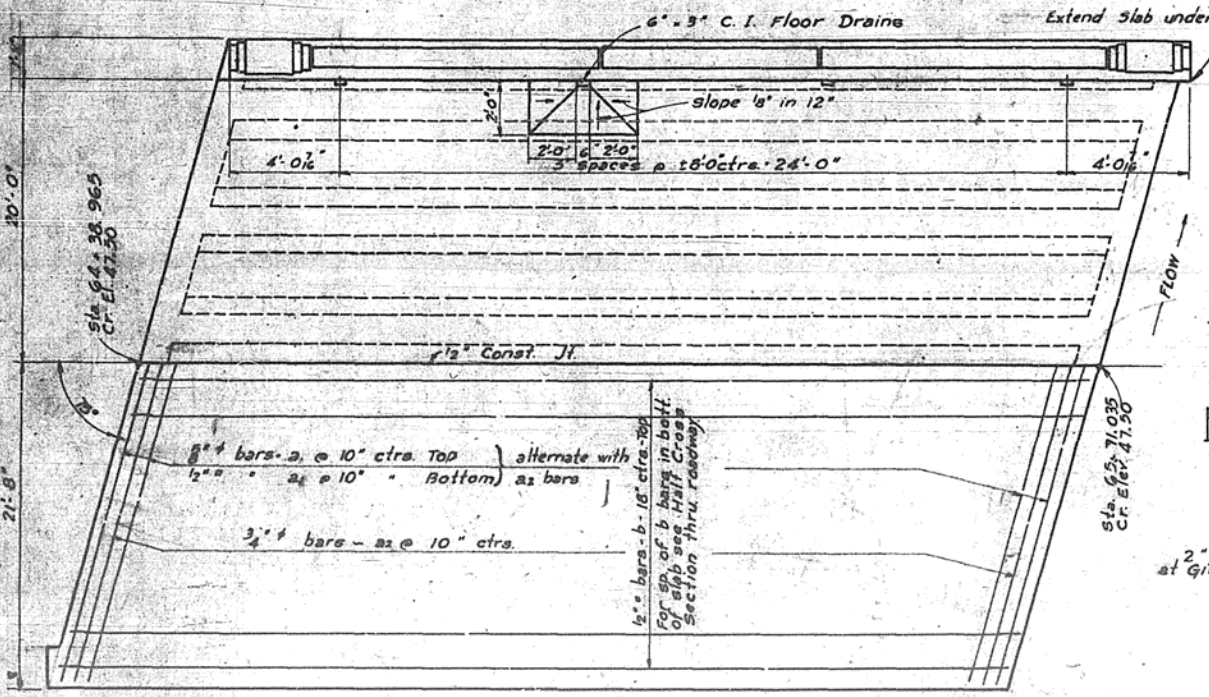
ROAD NAME	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	CHEET NO. 1
10	A-B	Champaign	11	5	2 SHEETS
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT	



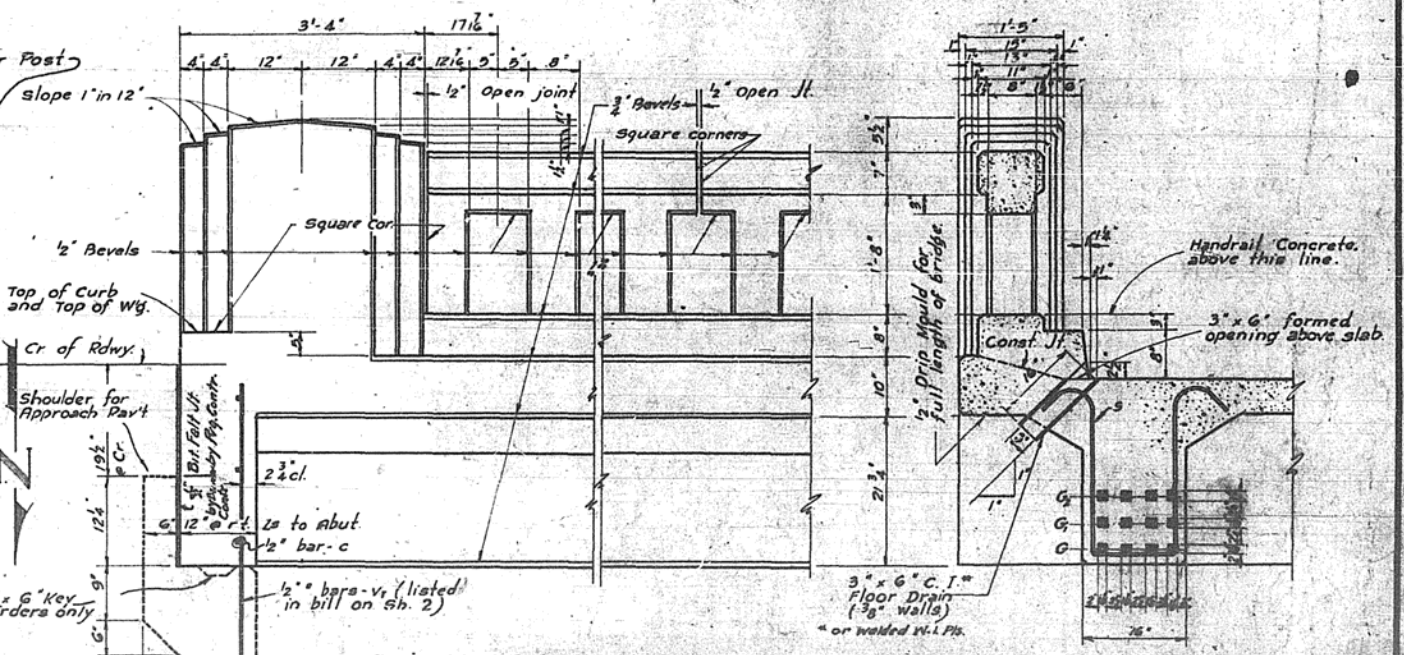
OUTSIDE ELEVATION



HALF CROSS SECTION THROUGH ROADWAY
 HALF CROSS SECTION NEAR FACE OF ABUTMENT



PLAN



TYPICAL SECTION NEAR FACE ABUT.

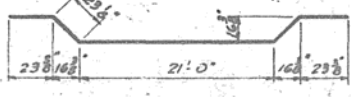
D. L. DEFLECTION DIAGRAM



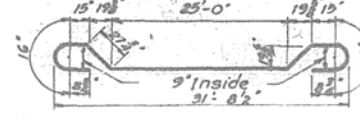
BARS - a2

STIRRUPS - s

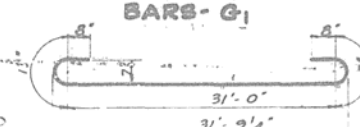
BARS - d



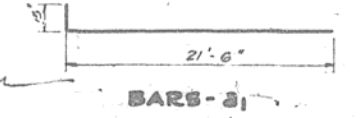
BARS - G2



BARS - G1



BARS - G



BARS - G1

STANDARD	COMPUTED	J. G. Martin
	CHECKED	
SPECIAL	DRAWN	S. J. M.
	CHECKED	
	ASSEMBLED	J. G. Martin
	CHECKED	Max Kellinger

EXAMINED	8-1-1938
PASSED	
APPROVED	

BILL OF MATERIAL - SUPERS.

BAR	No.	SIZE	LENGTH
a	78	3/4"	22'-0"
a1	78	1/2"	22'-9"
b	98	1/2"	30'-9"
a2	76	3/4"	23'-3"
c	12	1/2"	22'-0"
d	58	1/2"	4'-0"
e	8	1/2"	3'-0"
e1	8	1/2"	8'-6"
e2	4	1/2"	7'-3"
G	24	1 1/8"	34'-6"
G1	24	1 1/8"	36'-5"
G2	24	1"	28'-9"
G	222	1/2"	6'-6"

Handrail Concrete Cu. Yds. 3.8
 Class X Concrete Cu. Yds. 39.8
 Reinforcement Bars Lbs. 19,920
 Floor Drains Ea. 8
 Name Plate Ea. None
 Removal of Existing Struct. Ea.

GENERAL NOTES

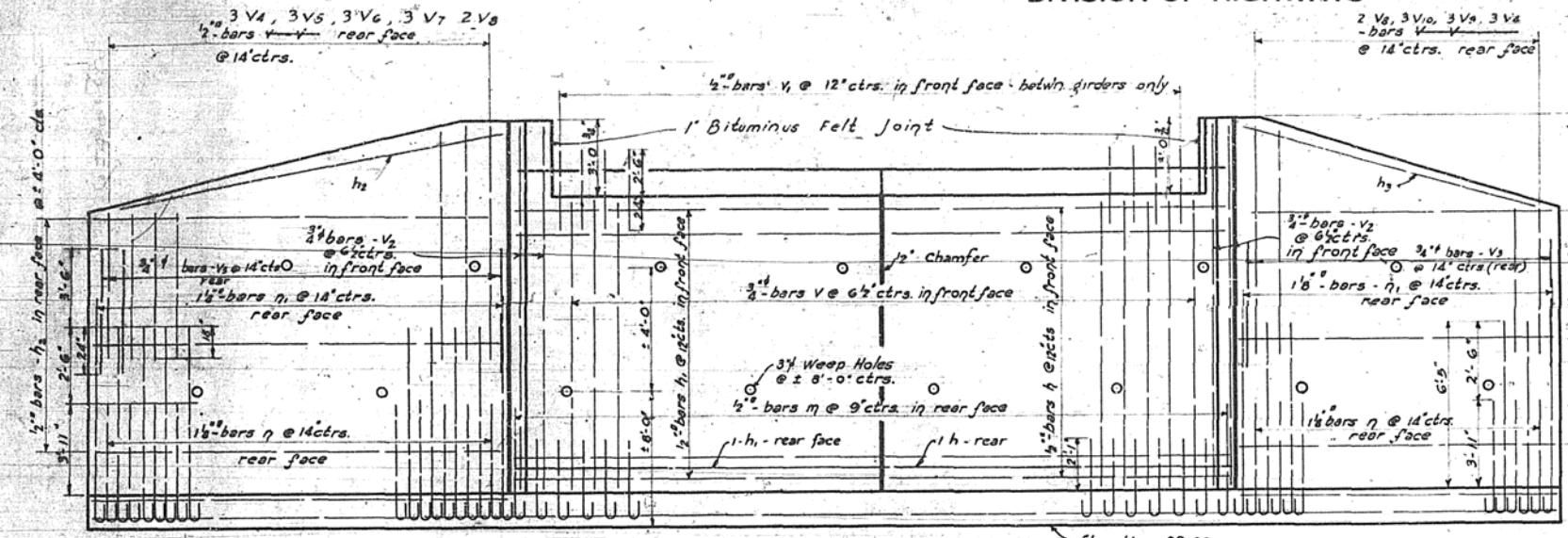
Class X Concrete shall be used throughout.
 Aggregates which are to be used in the handrail shall be absolutely free of chert, flint, limonite, lignite and soft sandstone.
 The concrete floor shall be finished according to Art. 57.3 (e) of the Specifications.
 The Contractor shall pour the girders and slab in one continuous operation.
 The Contractor shall make allowance for the deflection of forms and for shrinkage and settlement of falsework, in addition to the allowance for D.L. Deflection and camber. Falsework shall not be removed until the concrete has attained a minimum modulus of rupture of 650 psi and not less than 7 days from the time the pouring of concrete is completed.
 The concrete handrail shall not be poured until after the falsework has been removed.
 Bridge camber is indicated by the Cr. Elev's shown.
 No backfill shall be placed until the entire structure is completed.
 Backfill shall be carried up simultaneously at both abutments and at no time shall the backfill at one abutment be more two feet higher than at the other abutment.

S. B. I. RTE. 10 - SEC. 4-B
 CHAMPAIGN COUNTY
 STA. 64 + 55

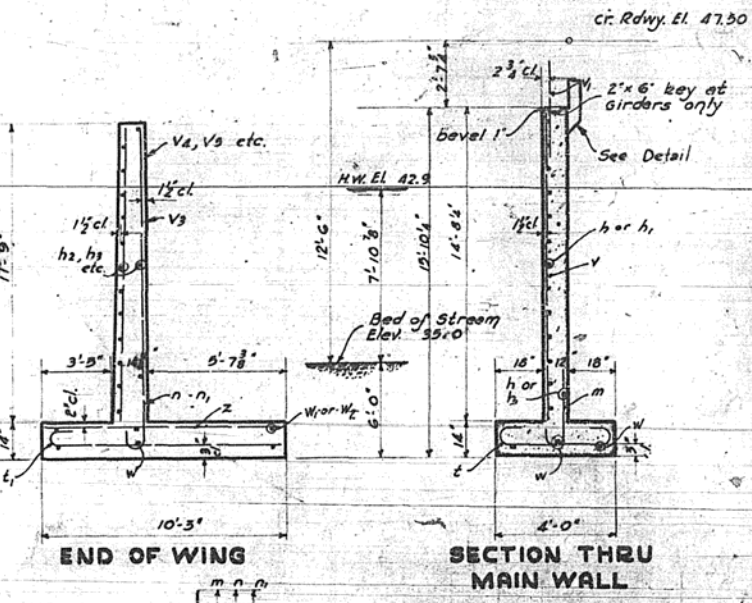
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

BOND ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	4-B	Champaign	11	@
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT

SHEET NO. 2
2 SHEETS

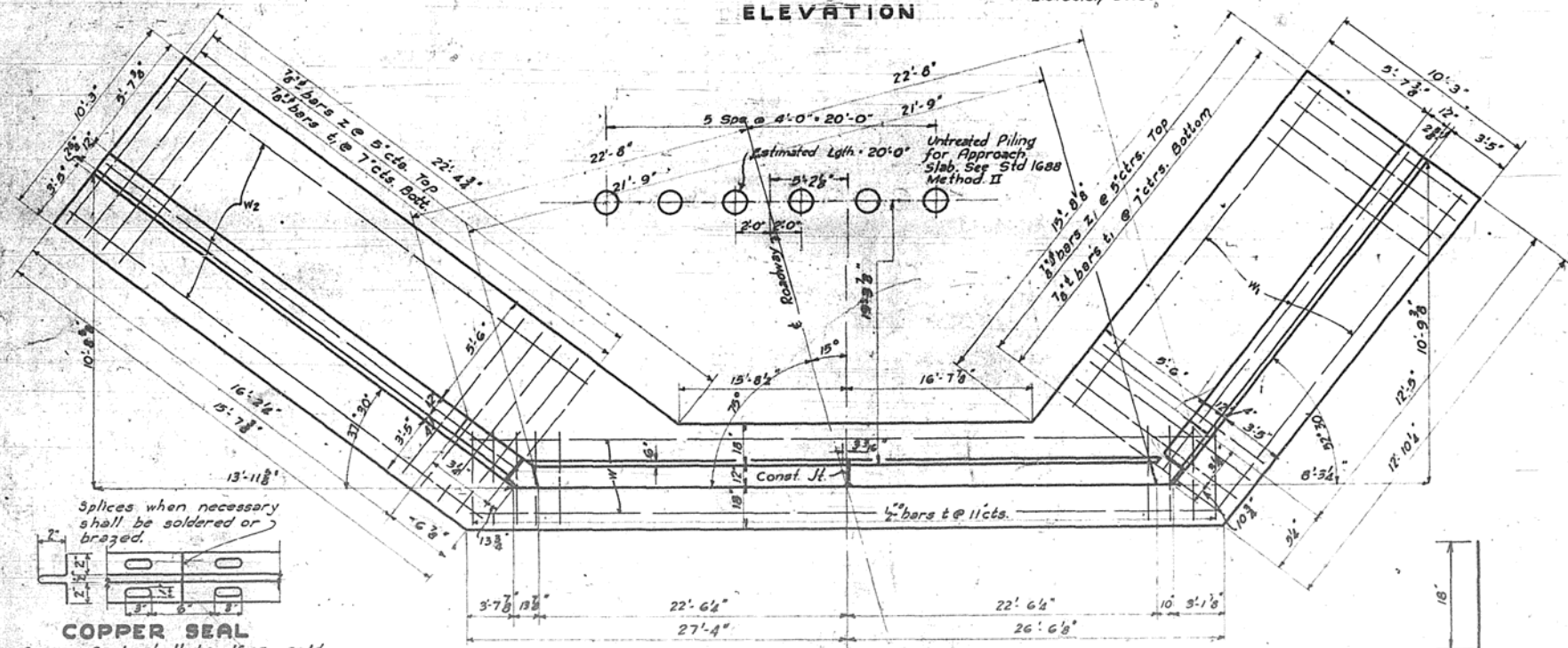


ELEVATION



END OF WING

SECTION THRU MAIN WALL



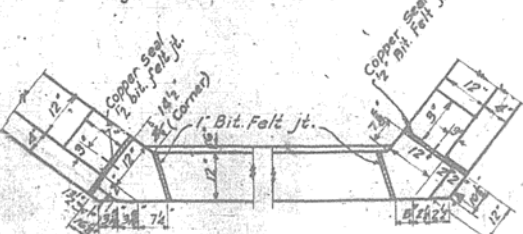
PLAN

BILL OF MATERIAL TWO ABUTMENTS

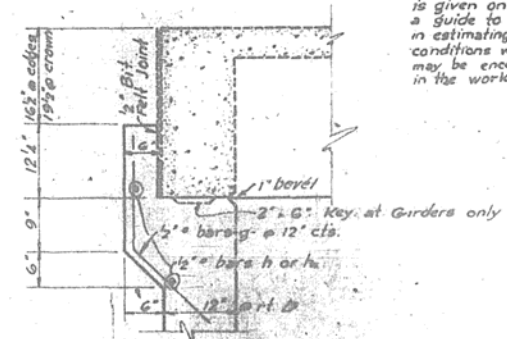
BAR	NO.	SIZE	LENGTH
V	168	3/4"	14'-6"
V1	76	1/2"	4'-6"
V2	12	3/8"	17'-6"
V3	50	3/8"	5'-6"
V4	12	1/2"	6'-9"
V5	6	"	8'-0"
V6	6	"	9'-9"
V7	6	"	10'-9"
V8	8	"	12'-0"
V9	6	"	8'-6"
V10	6	"	10'-3"
V11	4	"	12'-3"
V12	2	"	13'-9"
h	34	1/2"	23'-6"
h1	34	"	24'-3"
h2	34	"	16'-0"
h3	34	"	12'-3"
h4	2	"	14'-0"
h5	4	"	11'-0"
h6	4	"	8'-6"
h7	2	"	5'-9"
m	128	1/2"	3'-9"
n	50	1 1/8"	6'-6"
n1	50	1 1/8"	9'-0"
t	118	1/2"	5'-0"
t1	98	7/8"	11'-0"
z	146	7/8"	9'-9"
w	12	1/2"	27'-3"
w1	12	"	12'-6"
w2	12	"	15'-6"
h8	4	1/2"	3'-0"
h9	2	"	6'-9"

Class X Concrete - cu yds. 1377
Reinforcement Bars - lbs. 17770
Piling Untreated (20'-0" dia) 147-240

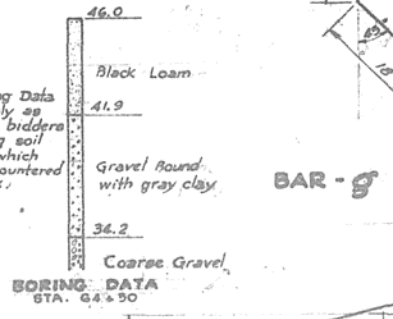
COPPER SEAL
Copper seal shall be 16oz. cold rolled annealed copper with perforated flanges. Cost of Copper seal and bit felt jt to be included in price of Class X Concrete.



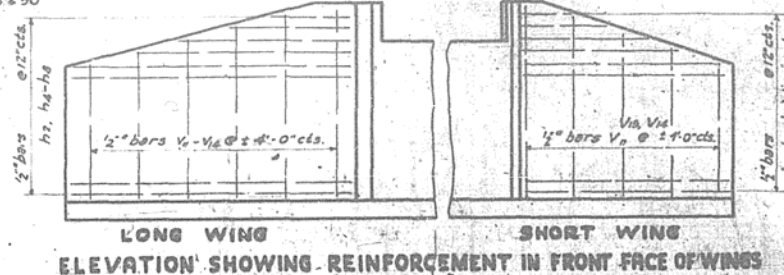
CORNER & JOINT DETAILS



DETAIL - TOP OF MAIN WALL SHOULDER FOR APPROACH SLAB



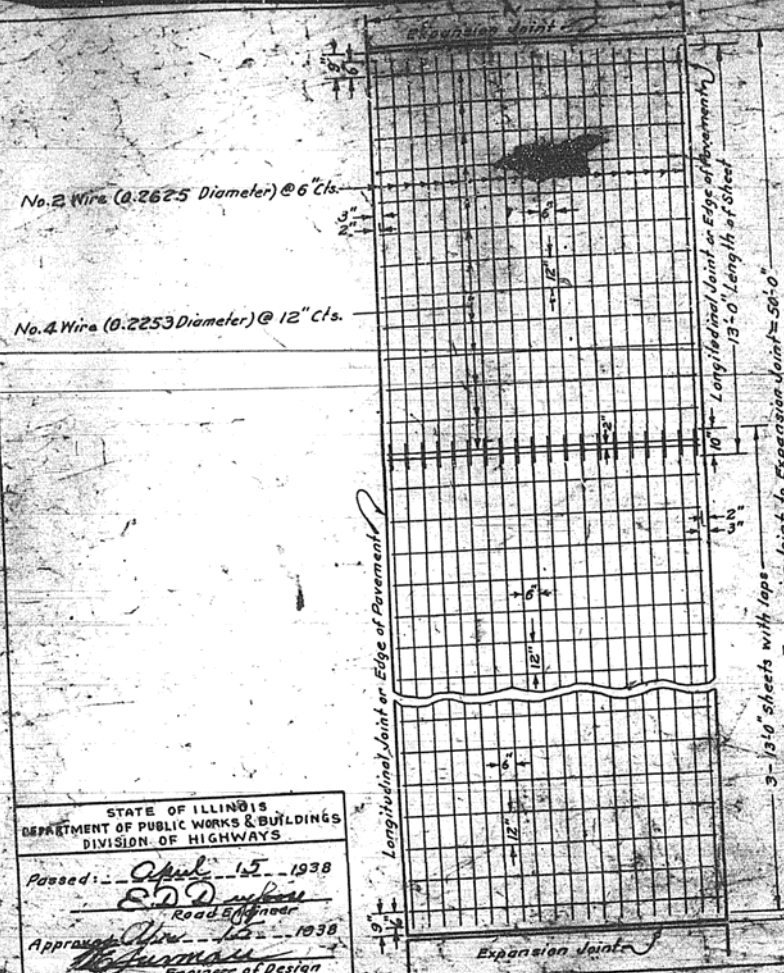
BORING DATA STA. 64+50



LONG WING ELEVATION SHOWING REINFORCEMENT IN FRONT FACE OF WINGS

STANDARD	COMPUTED	Paul H. Harrison	EXAMINED	8-1-1930
	CHECKED	A. J. Martin		
	DRAWN	C. L. HAZLETT		
SPECIAL	CHECKED	S. G. M.	PASSED	
	ASSEMBLED	S. G. Martin	APPROVED	
	CHECKED	Max Schlegel		

S. B. I. RTE. 10 - SEC. 4-B
CHAMPAIGN COUNTY
STA. 64 + 55



STANDARD DESIGN FOR PAVEMENT FABRIC (TYPE A)

Pavement Fabric (Type A) shall conform to the requirements of the Standard Specifications for Welded Steel Wire Fabric for Concrete Reinforcement, A.S.T.M. Designation, A-185.

All Pavement Fabric must be shipped from the factory and delivered on the site of the work in flat sheets.

Sheets shall be placed 2 1/2" below the surface of the finished pavement. The use of sleds to support the sheets will not be permitted.

Dimension "W" represents width between edges of pavement, between longitudinal joints, or between a longitudinal joint and an edge of pavement.

If more than one sheet is used transversely, the side lap between adjacent sheets shall be six (6) inches.

All laps in sheets shall be held firmly together by wire or approved clips, spaced not more than four (4) feet apart.

PAVEMENT FABRIC will be paid for at the contract unit price per square yard based on the net square yards required, with no allowance for necessary laps or splices, or for lapped or cut sheets due to odd panel lengths, which price shall include furnishing and placing all materials, and all labor, equipment, tools and incidentals required.

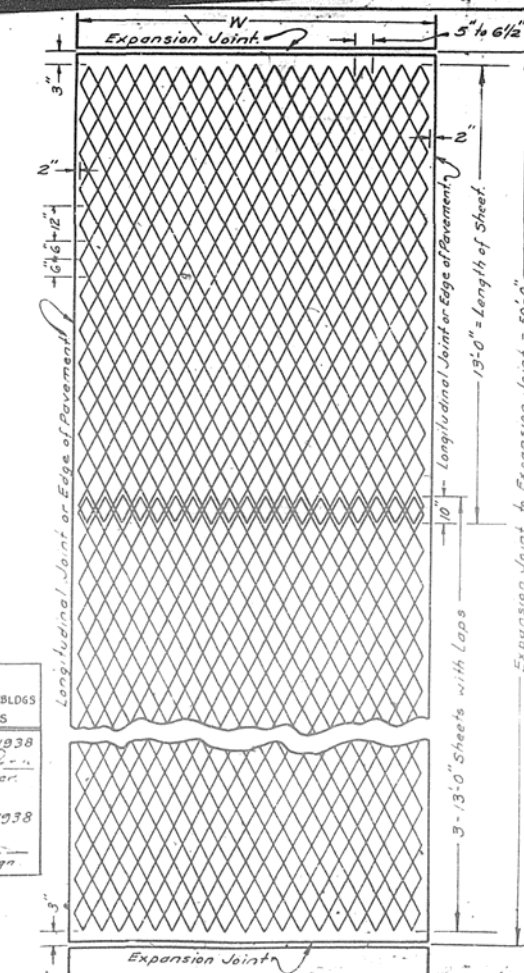
Approximate Weight per Sheet 13'-0" x 9'-8" = 65.0 Lbs.
 Approximate Weight per 100 Sq. Ft. = 54.0 Lbs.

STANDARD 1810

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

Passed: April 15, 1938
 E.D. [Signature]
 Road Engineer

Approved: [Signature]
 Engineer of Design



STANDARD DESIGN FOR PAVEMENT FABRIC (TYPE B)

Pavement Fabric (Type B) shall consist of diamond shaped steel mesh manufactured from high-grade, open-hearth steel plates, with phosphorus not over 0.05%, by a cold-drawn process which will cut and draw the material so that uniform strands are formed at regular intervals along the length of the sheet with the plate intact between successive strands. It shall possess ductile properties which will permit any strand to be bent through an angle of 180° over one diameter, without fracturing, and to have a yield point of not less than 55,000 lbs. per square inch. The diamond in the mesh shall be twelve (12) inches long and not less than five (5) inches nor more than six and one-half (6 1/2) inches in width. The tension and bend test specimens shall be taken from straight sections of strands.

All Pavement Fabric must be shipped from the factory and delivered on the site of the work in flat sheets, and shall be free from mud, clay, paint, oil, excessive rust, or any other coatings that will interfere with proper bond with the concrete.

Sheets shall be placed 2 1/2" below the surface of the finished pavement. The use of sleds to support the sheets will not be permitted.

Dimension "W" represents width between edges of pavement, between longitudinal joints, or between a longitudinal joint and an edge of pavement.

If more than one sheet is used transversely the side lap between adjacent sheets shall be six (6) inches.

All laps in sheets shall be held firmly together by wire or approved clips, spaced not more than four (4) feet apart.

PAVEMENT FABRIC will be paid for at the contract unit price per square yard based on the net square yards required, with no allowance for necessary laps or splices, or for lapped or cut sheets due to odd panel lengths, which price shall include furnishing and placing all materials, and all labor, equipment, tools and incidentals required.

Approximate Weight per Sheet 13'-0" x 9'-8" = 65.0 Lbs.
 Approximate Weight per 100 Sq. Ft. = 54.0 Lbs.

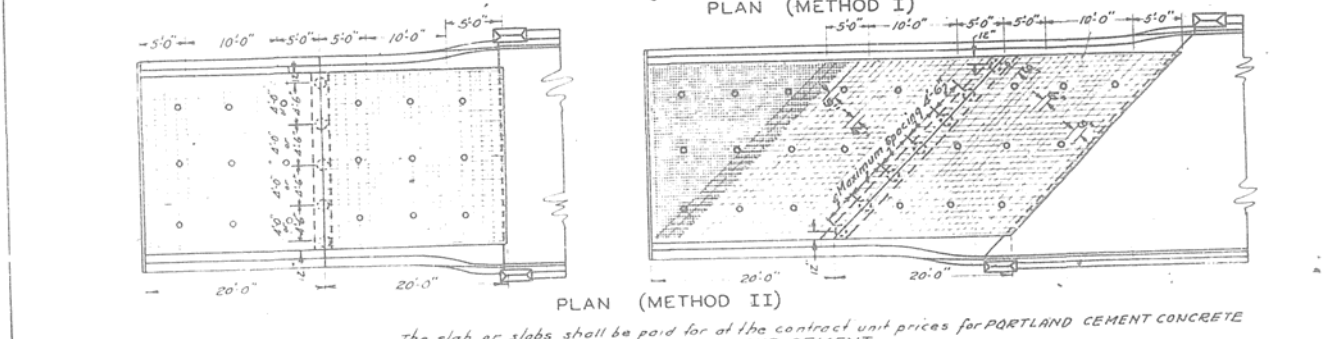
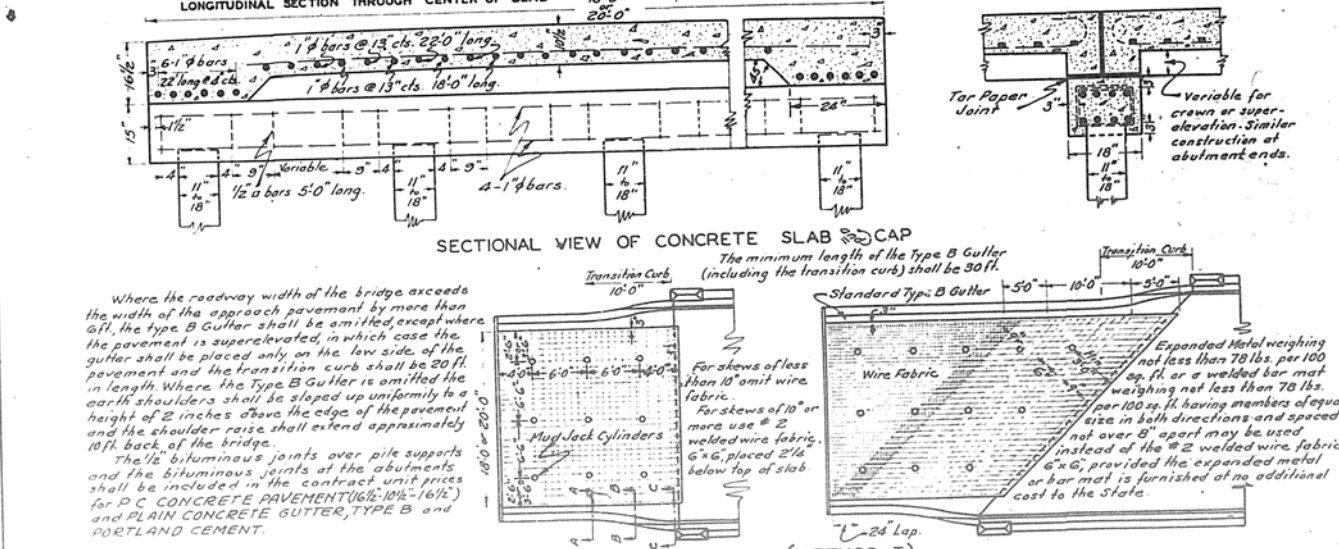
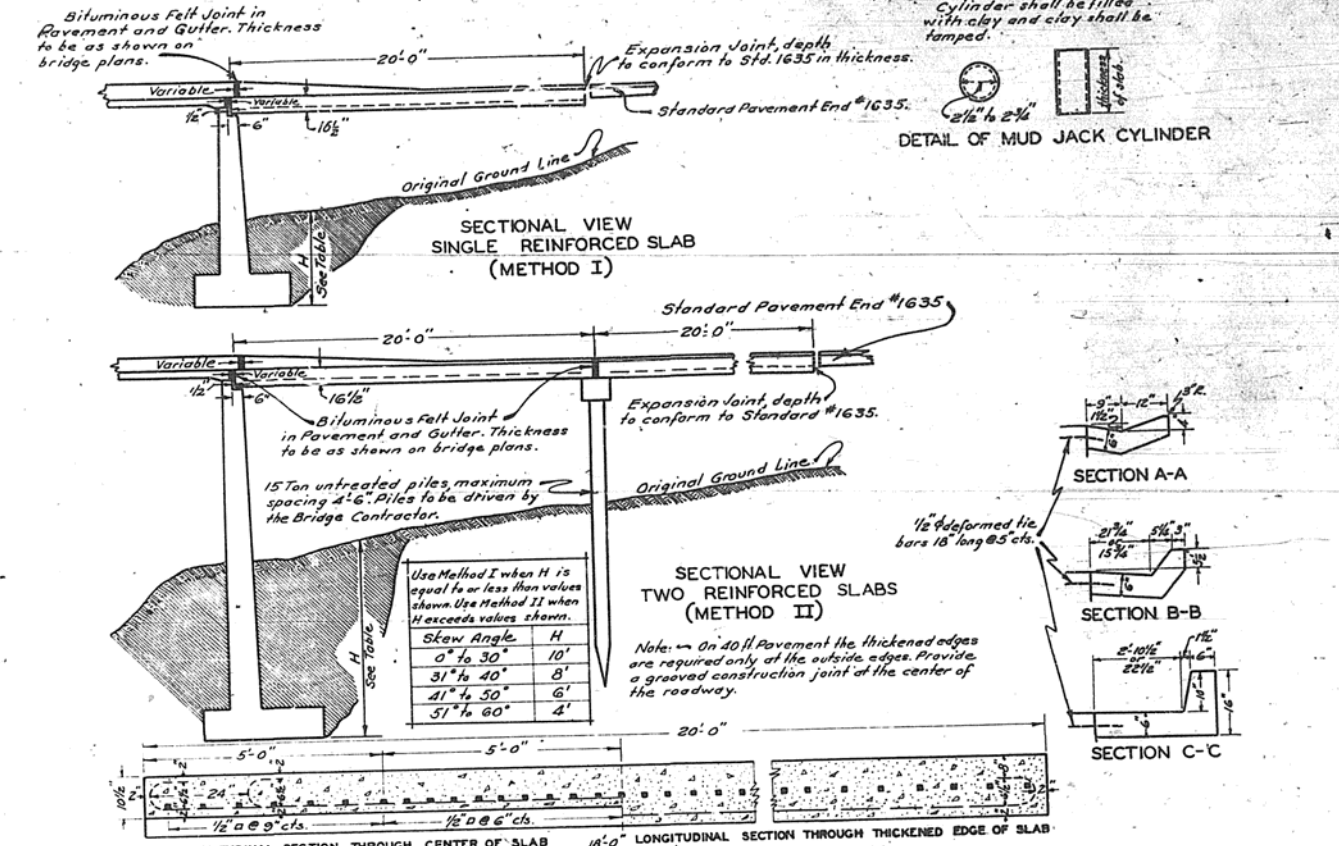
STANDARD 1820

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

Passed: [Signature] 1938
 Road Engineer

Approved: [Signature] 1938
 Engineer of Design

DETAILS OF BRIDGE APPROACHES



Where the roadway width of the bridge exceeds the width of the approach pavement by more than 20 ft., the Type B Gutter shall be omitted, except where the pavement is super-elevated, in which case the gutter shall be placed only on the low side of the pavement and the transition curb shall be 20 ft. in length. Where the Type B Gutter is omitted the earth shoulders shall be sloped up uniformly to a height of 2 inches above the edge of the pavement and the shoulder raise shall extend approximately 10 ft. back of the bridge.

The 1/2" biluminous joints over pile supports and the bituminous joints at the abutments shall be included in the contract unit price for PORTLAND CEMENT CONCRETE PAVEMENT (1612-1012-1612) and PLAIN CONCRETE GUTTER, TYPE B and PORTLAND CEMENT.

The slab or slabs shall be paid for at the contract unit prices for PORTLAND CEMENT CONCRETE PAVEMENT (1612-1012-1612) and for PORTLAND CEMENT.

The Type B Gutter shall be paid for at the contract unit prices for PLAIN CONCRETE GUTTER, TYPE B and for PORTLAND CEMENT.

The Transition Curb (including tie bars), and the Conc. Cap shall be paid for at the contract unit prices for CLASS X CONCRETE and for PORTLAND CEMENT.

All Reinforcement Bars except the gutter tie bars shall be paid for at the contract unit price for REINFORCEMENT BARS.

The Welded Wire Fabric and the Mud Jack Cylinders shall be furnished and installed by the paving contractor, and included in the contract unit prices for PORTLAND CEMENT CONCRETE PAVEMENT (1612-1012-1612) and for PORTLAND CEMENT.

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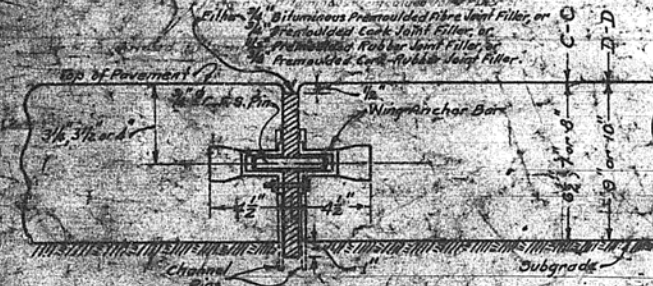
Passed: [Signature] 1935
 Road Engineer

Approved: [Signature] 1935
 Engineer of Design

DETAILS



SECTION A-A OR B-B



SECTION C-C OR D-D



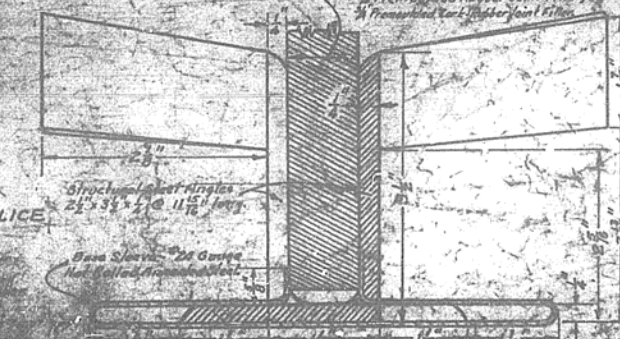
SECTION Y-Y



SECTION X-X



SECTION E-E OR F-F



DETAILS OF TRANSVERSE ANGLES

ALTERNATE DESIGNS
LONGITUDINAL METAL JOINT

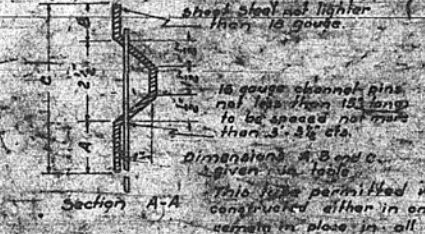
TYPE A



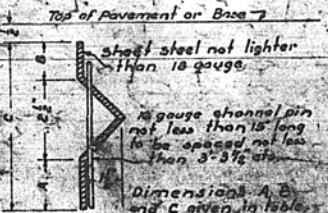
View of Pavement or Base

Dimensions for Type A Metal Joint

Type	A	B	C
R.C. Concrete (6")	5 1/2"	7 1/2"	6"
Brick (3 1/2" R.C. Conc. Base)	7 1/2"	7 1/2"	6"
Bifuminous (3 1/2" R.C. Conc. Base)	7 1/2"	7 1/2"	6"
R.C. Concrete (7")	2 1/2"	7 1/2"	6 1/2"
Brick (6" R.C. Conc. Base)	7 1/2"	7 1/2"	5 1/2"
Bifuminous (6" R.C. Conc. Base)	7 1/2"	7 1/2"	5 1/2"
R.C. Concrete (8")	2 1/2"	7 1/2"	7 1/2"
Brick (7" R.C. Conc. Base)	2 1/2"	7 1/2"	6 1/2"
Bifuminous (7" R.C. Conc. Base)	2 1/2"	7 1/2"	6 1/2"

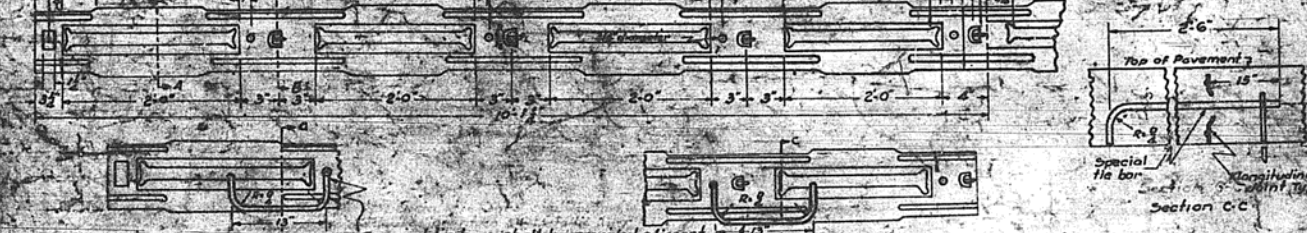


Section A-A



Alternate Section

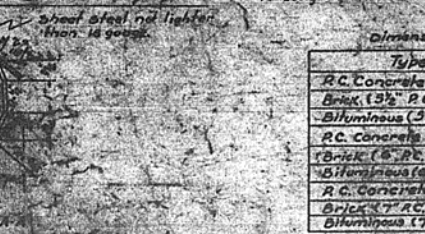
TYPE B



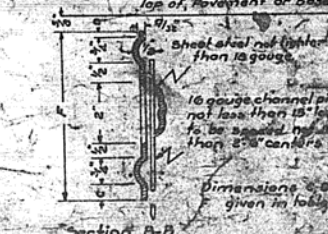
View of Pavement or Base

Dimensions for Type B Metal Joint

Type	A	B	C	D	E	F
R.C. Concrete (6 1/2")	6"	7 1/2"	7 1/2"	4 1/2"	6"	6 1/2"
Brick (3 1/2" R.C. Conc. Base)	7 1/2"	7 1/2"	7 1/2"	4 1/2"	6"	6 1/2"
Bifuminous (3 1/2" R.C. Conc. Base)	7 1/2"	7 1/2"	7 1/2"	4 1/2"	6"	6 1/2"
R.C. Concrete (7")	2 1/2"	7 1/2"	7 1/2"	5 1/2"	6 1/2"	6 1/2"
Brick (6" R.C. Conc. Base)	7 1/2"	7 1/2"	7 1/2"	5 1/2"	6 1/2"	6 1/2"
Bifuminous (6" R.C. Conc. Base)	7 1/2"	7 1/2"	7 1/2"	5 1/2"	6 1/2"	6 1/2"
R.C. Concrete (8")	2 1/2"	7 1/2"	7 1/2"	7 1/2"	7 1/2"	7 1/2"
Brick (7" R.C. Conc. Base)	2 1/2"	7 1/2"	7 1/2"	7 1/2"	6 1/2"	6 1/2"
Bifuminous (7" R.C. Conc. Base)	2 1/2"	7 1/2"	7 1/2"	7 1/2"	6 1/2"	6 1/2"

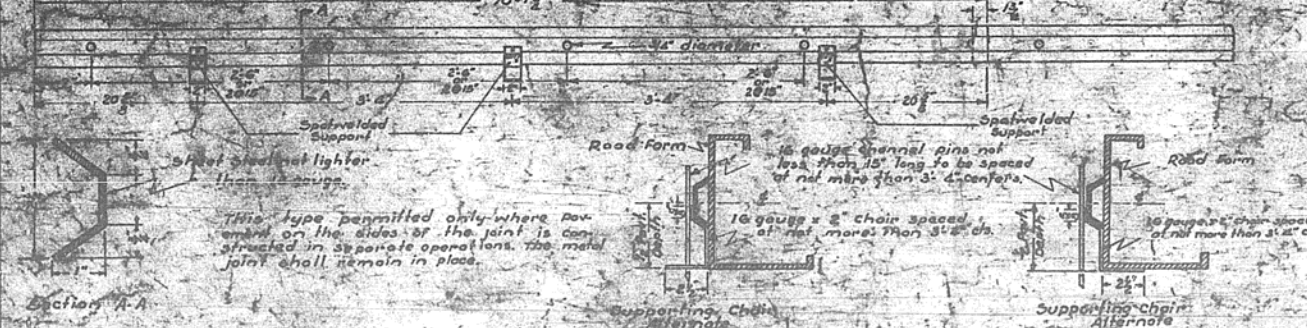


Section B-B



Section C-C

TYPE-C



View of Pavement or Base

Dimensions for Type C Metal Joint

Type	A	B	C	D	E	F
R.C. Concrete (6 1/2")	6"	7 1/2"	7 1/2"	4 1/2"	6"	6 1/2"
Brick (3 1/2" R.C. Conc. Base)	7 1/2"	7 1/2"	7 1/2"	4 1/2"	6"	6 1/2"
Bifuminous (3 1/2" R.C. Conc. Base)	7 1/2"	7 1/2"	7 1/2"	4 1/2"	6"	6 1/2"
R.C. Concrete (7")	2 1/2"	7 1/2"	7 1/2"	5 1/2"	6 1/2"	6 1/2"
Brick (6" R.C. Conc. Base)	7 1/2"	7 1/2"	7 1/2"	5 1/2"	6 1/2"	6 1/2"
Bifuminous (6" R.C. Conc. Base)	7 1/2"	7 1/2"	7 1/2"	5 1/2"	6 1/2"	6 1/2"
R.C. Concrete (8")	2 1/2"	7 1/2"	7 1/2"	7 1/2"	7 1/2"	7 1/2"
Brick (7" R.C. Conc. Base)	2 1/2"	7 1/2"	7 1/2"	7 1/2"	6 1/2"	6 1/2"
Bifuminous (7" R.C. Conc. Base)	2 1/2"	7 1/2"	7 1/2"	7 1/2"	6 1/2"	6 1/2"



Section A-A



Alternate Section

Design for Support Pins for Tie Bars thru Longitudinal Metal Joints



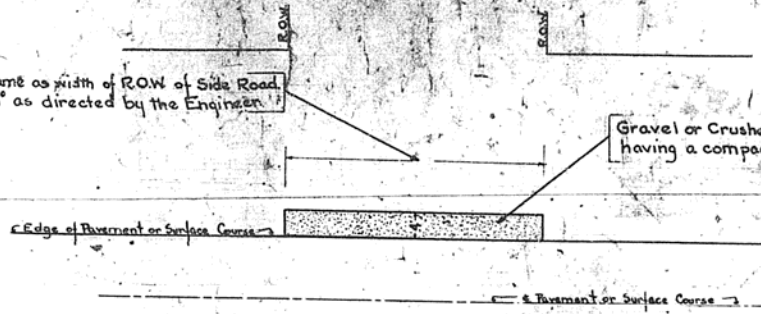
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BLDGS.
DIVISION OF HIGHWAYS
EXAMINED July 26 1957
F.D. Dwyer
City Engineer
BASED ON July 26 1957
W. J. ...
City Engineer

STANDARD NO. 1756
M.C.B. 7-28-57
REV. R.C.B. 7-28-57
REV. R.C.B. 7-28-57

DETAILS OF GRAVEL OR CRUSHED STONE SURFACE COURSE, TYPE A, AT SIDE ROADS AND MAIL BOXES.

In general, same as width of ROW of Side Road. May be varied as directed by the Engineer.

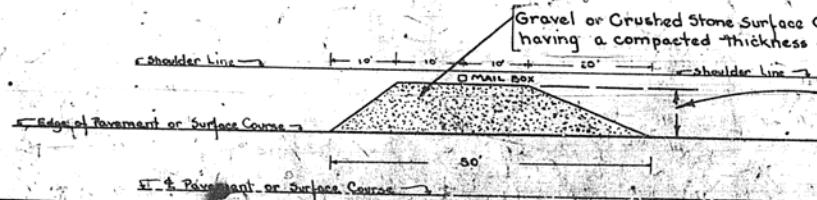
Gravel or Crushed Stone Surface Course, Type A having a compacted thickness of 4 inches.



DETAIL OF SIDE ROAD APPROACH

Gravel or Crushed Stone Surface Course, Type A having a compacted thickness of 4 inches.

12" less than distance from edge of pavement to shoulder line, but not to exceed 8 feet.



DETAIL OF MAIL BOX TURNOUT

Passed *April 5* 1937
C. D. Duff
 Road Engineer
 Approved *Apr 5* 1937

DETAIL OF END OF PORTLAND CEMENT CONCRETE PAVEMENT AND PORTLAND CEMENT CONCRETE BASE COURSE

PORTLAND CEMENT CONCRETE PAVEMENT



PORTLAND CEMENT CONCRETE BASE COURSE UNDER BRICK PAVEMENT



PORTLAND CEMENT CONCRETE BASE COURSE UNDER BITUMINOUS PAVEMENT

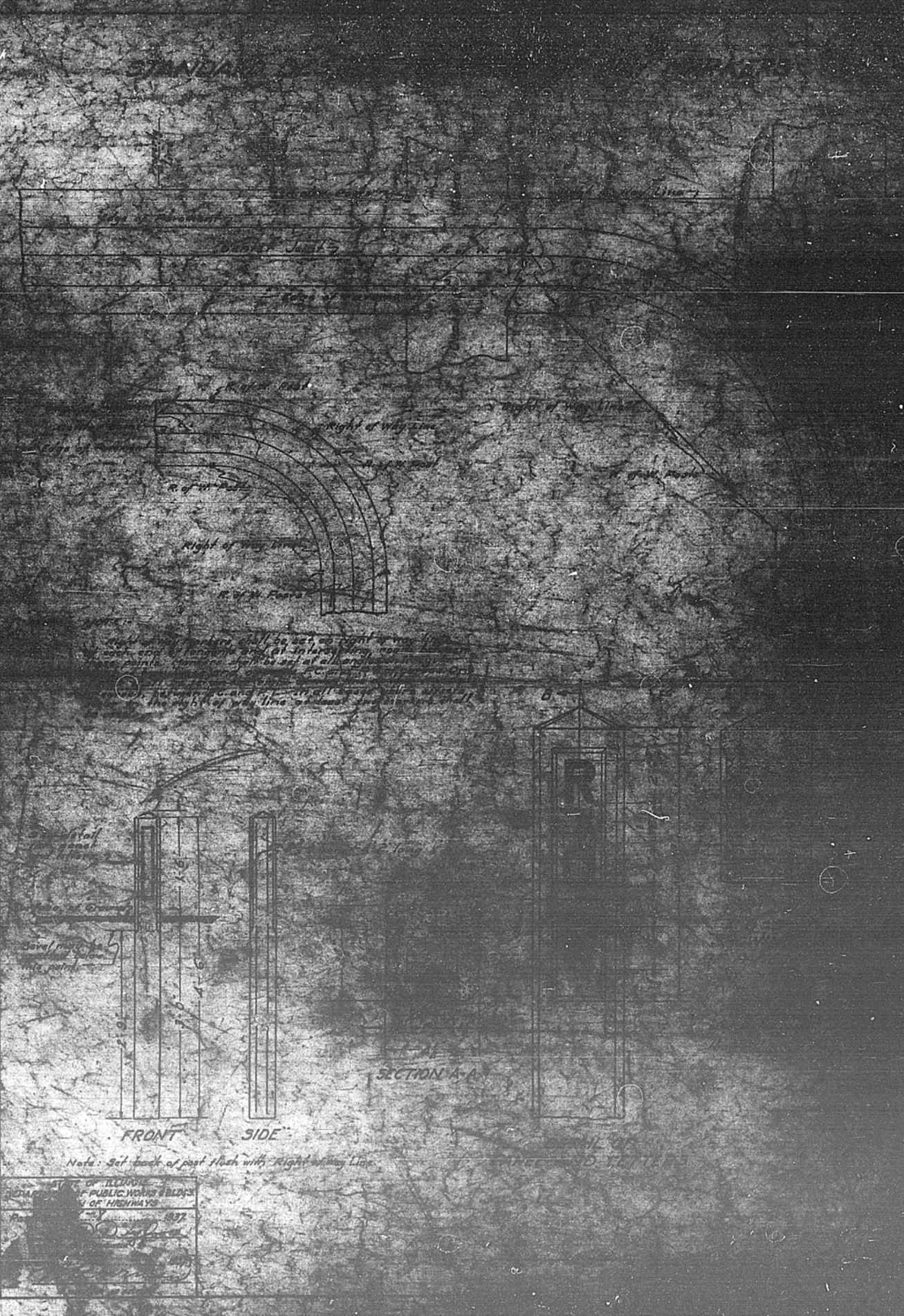


NOTE

Longitudinal joint shall extend thru the thickened portion of the Pavement or Base Course. The joint shall contact the entire thickened section, except for the portion shown by cross-hatching. The joint shall be the same type, except for the thickened end, as used in the remainder of the Pavement or Base Course.

Passed *April 2* 1934
S. D. Duff
 ROAD ENGINEER
 Approved *Apr 2* 1934

STANDARD NO. 1635



STATE OF ILLINOIS
 DEPARTMENT OF PUBLIC WORKS & BLDGS.
 DIVISION OF HIGHWAYS
 1937