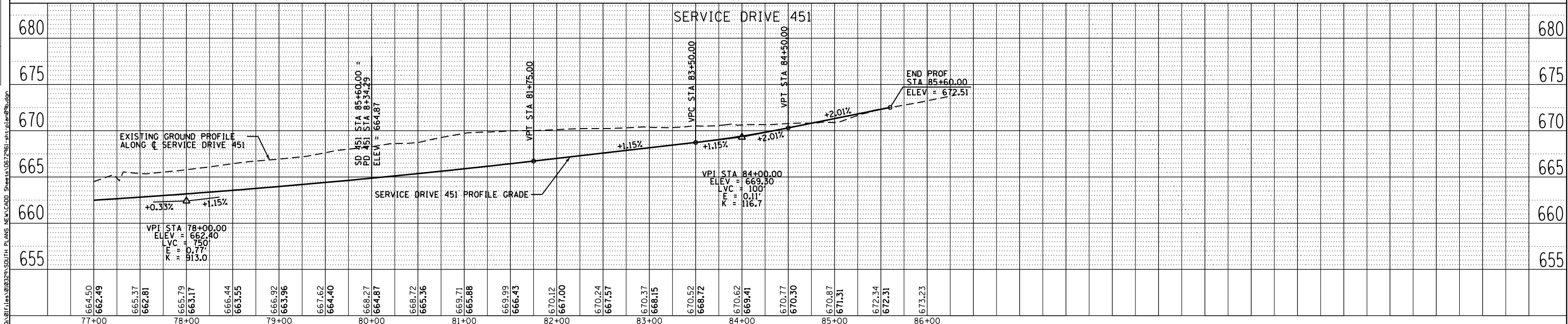
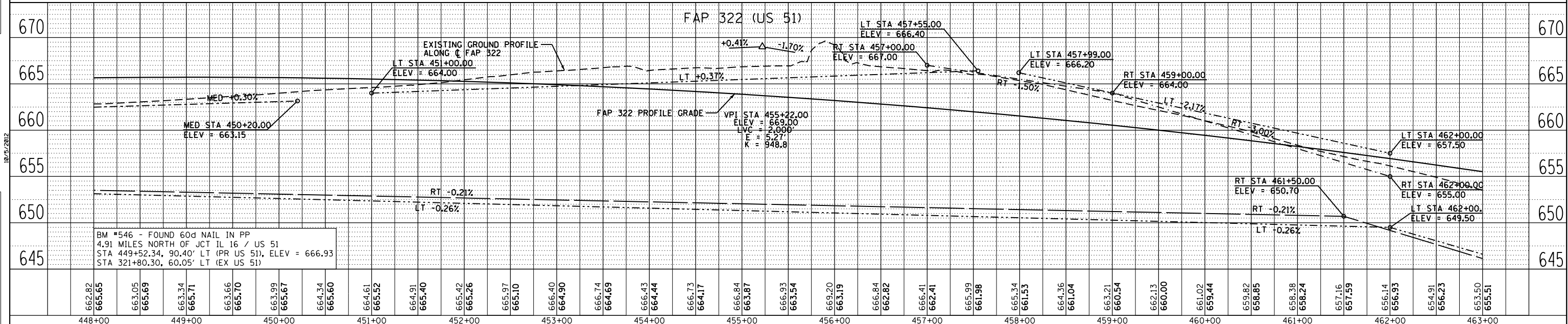
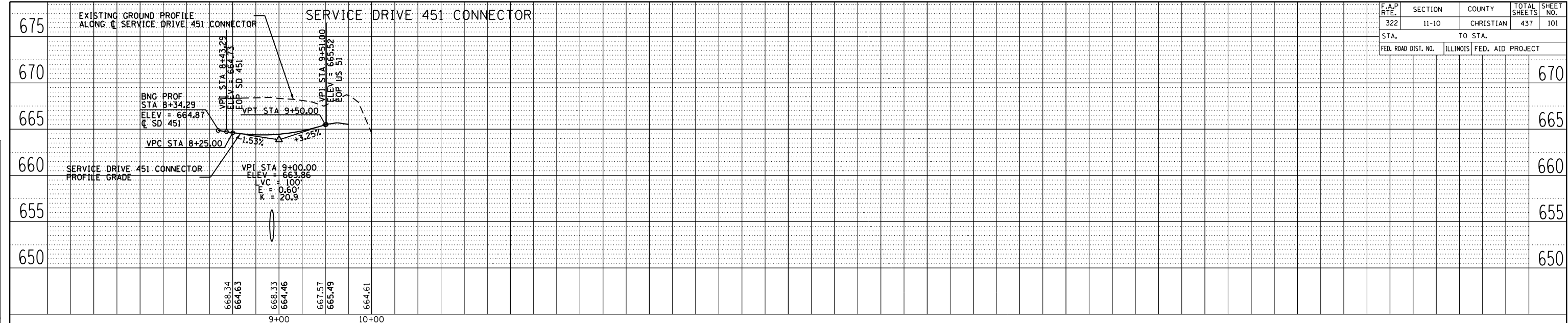


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-10	CHRISTIAN	437	101
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

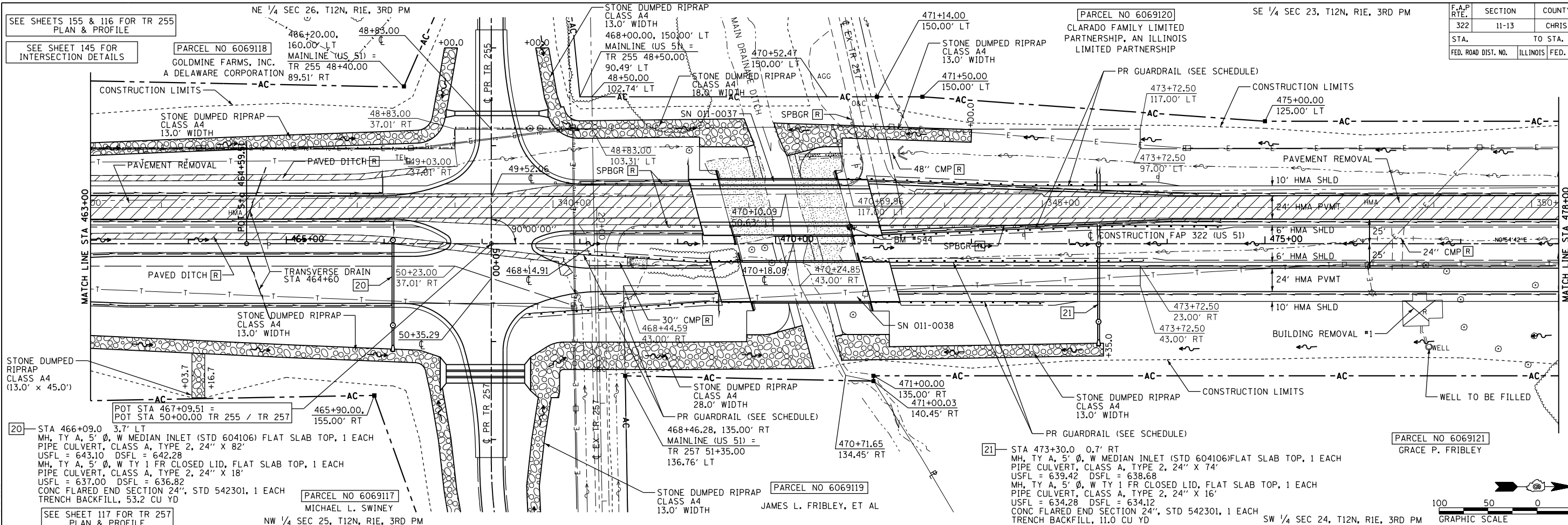


FAP 322 (US 51) STA 448+00 TO STA 463+00, SERVICE DRIVE 451 CONNECTOR, & SERVICE DRIVE 451 PROFILE

DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY

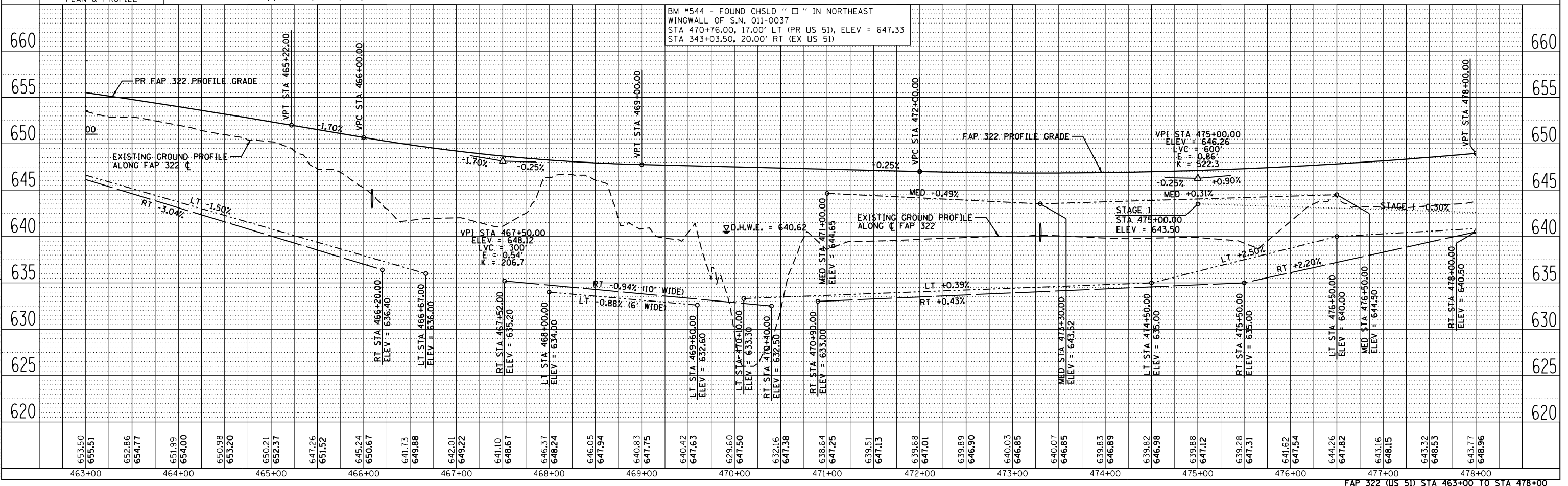
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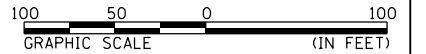
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	102
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

20 - STA 466+09.0 3.7' LT  
 MH, TY A, 5' Ø, W MEDIAN INLET (STD 604106) FLAT SLAB TOP, 1 EACH  
 PIPE CULVERT, CLASS A, TYPE 2, 24" X 82"  
 USFL = 643.10 DSFL = 642.28  
 MH, TY A, 5' Ø, W TY 1 FR CLOSED LID, FLAT SLAB TOP, 1 EACH  
 PIPE CULVERT, CLASS A, TYPE 2, 24" X 18"  
 USFL = 637.00 DSFL = 636.82  
 CONC FLARED END SECTION 24", STD 542301, 1 EACH  
 TRENCH BACKFILL, 53.2 CU YD

21 - STA 473+30.0 0.7' RT  
 MH, TY A, 5' Ø, W MEDIAN INLET (STD 604106) FLAT SLAB TOP, 1 EACH  
 PIPE CULVERT, CLASS A, TYPE 2, 24" X 74"  
 USFL = 639.42 DSFL = 638.68  
 MH, TY A, 5' Ø, W TY 1 FR CLOSED LID, FLAT SLAB TOP, 1 EACH  
 PIPE CULVERT, CLASS A, TYPE 2, 24" X 16"  
 USFL = 634.28 DSFL = 634.12  
 CONC FLARED END SECTION 24", STD 542301, 1 EACH  
 TRENCH BACKFILL, 11.0 CU YD



BM #544 - FOUND CHSLD " " IN NORTHEAST  
 WINGWALL OF S.N. 011-0037  
 STA 470+76.00, 17.00' LT (PR US 51), ELEV = 647.33  
 STA 343+03.50, 20.00' RT (EX US 51)



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DATE	BY

DATE	BY
DATE	BY

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SE 1/4 SEC 23, T12N, R1E, 3RD PM

NE 1/4 SEC 23, T12N, R1E, 3RD PM

PARCEL NO 6069120  
CLARADO FAMILY LIMITED PARTNERSHIP, AN ILLINOIS LIMITED PARTNERSHIP

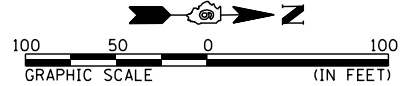
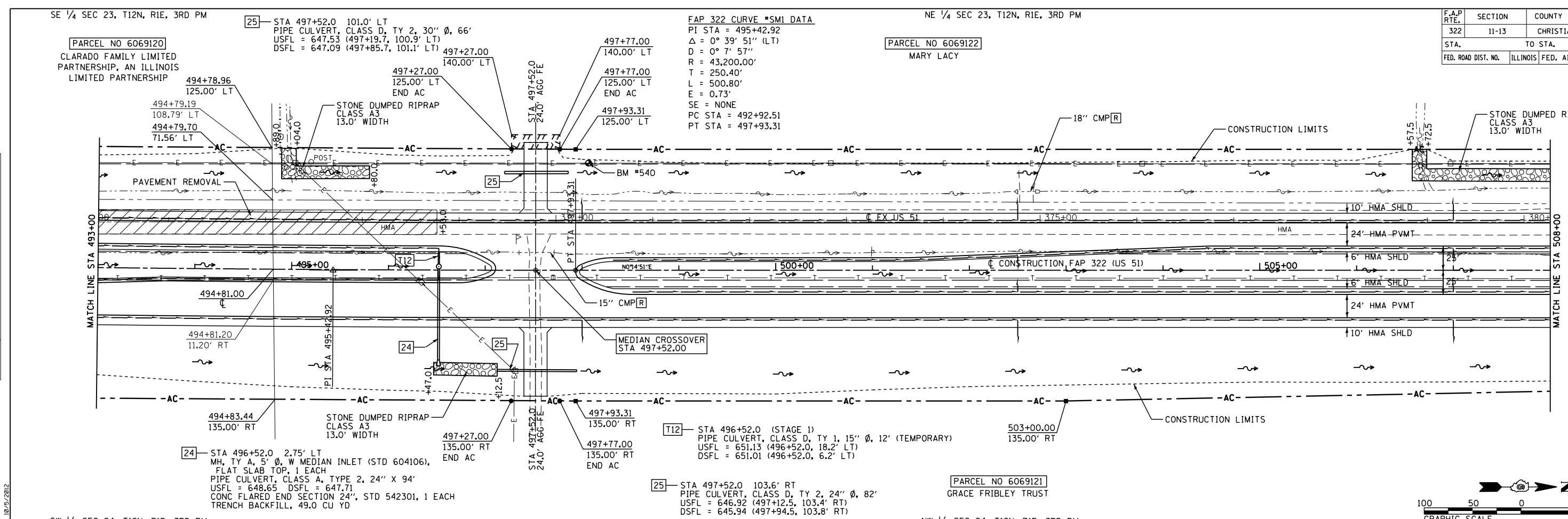
PARCEL NO 6069122  
MARY LACY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	104
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FAP 322 CURVE \*SMI DATA  
 PI STA = 495+42.92  
 $\Delta = 0^\circ 39' 51''$  (LT)  
 $D = 0^\circ 7' 57''$   
 $R = 43,200.00'$   
 $T = 250.40'$   
 $L = 500.80'$   
 $E = 0.73'$   
 $SE = NONE$   
 PC STA = 492+92.51  
 PT STA = 497+93.31

DATE	BY

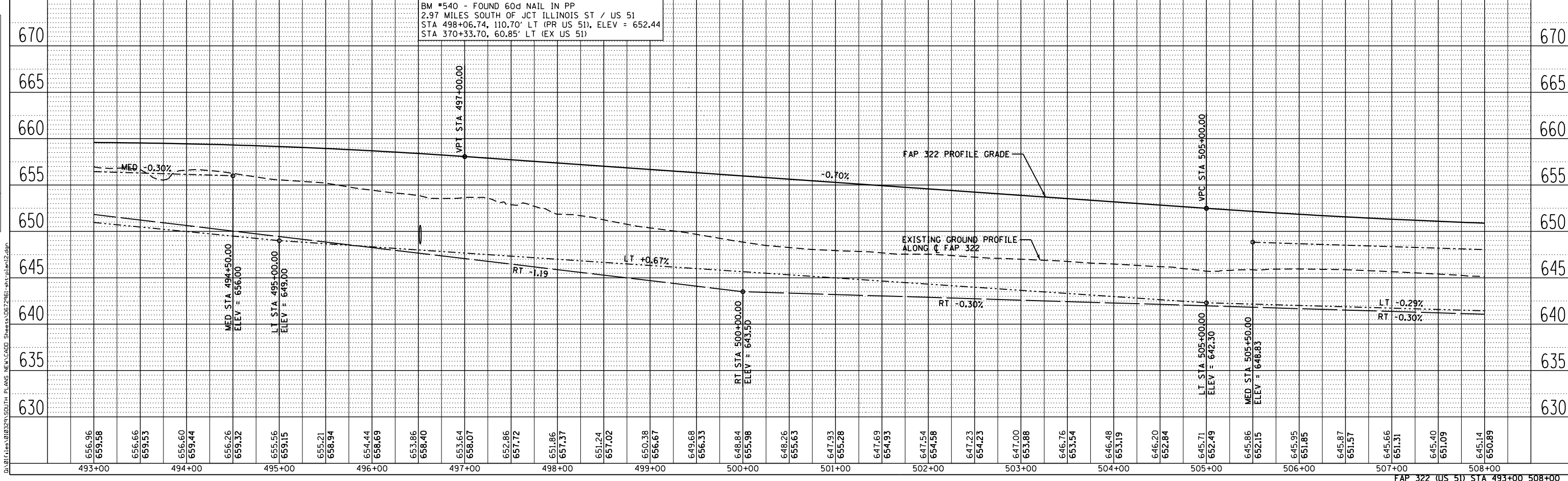
DATE	BY



SW 1/4 SEC 24, T12N, R1E, 3RD PM

NW 1/4 SEC 24, T12N, R1E, 3RD PM

BM #540 - FOUND 60d NAIL IN PP  
 2.97 MILES SOUTH OF JCT ILLINOIS ST / US 51  
 STA 498+06.74, 110.70' LT (PR US 51), ELEV = 652.44  
 STA 370+33.70, 60.85' LT (EX US 51)



FAP 322 (US 51) STA 493+00 508+00

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NE 1/4 SEC 23, T12N, R1E, 3RD PM

SEE SHEET 118 FOR TR 243 PLAN & PROFILE

SEE SHEET 146 FOR INTERSECTION DETAILS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	105

STA. TO STA. ILLINOIS FED. AID PROJECT

SE 1/4 SEC 14, T12N, R1E, 3RD PM

PARCEL NO 6069124

JAMES F. & DONNA S. HOWSE

522+50.00, 125.00' LT

90.02' LT

522+50.00, 115.00' RT

TR 243 21+15.94

87.46' LT

STONE DUMPED RIPRAP CLASS A3 13.0' WIDTH

LA CHARITE FARMS, INC. A NEVADA CORPORATION

SW 1/4 SEC 13, T12N, R1E, 3RD PM

27 STA 509+20.0  
 DOUBLE PIPE CULVERT, CLASS A, TYPE 2, 54" Ø X 16'  
 TRENCH BACKFILL, 130.6 CU YD  
 CAST-IN-PLACE REINFORCED CONCRETE FLARED END SECTIONS.  
 (SEE DETAILS SHEETS 261c-261d)  
 USFL = 641.07 (82.5' LT) DSFL = 640.73 (83.5' RT)  
 DRAINAGE AREA = 186 ACRES  
 Q50 = 257 CFS Q100 = 305 CFS

PARCEL NO 6069122 MARY LACY

STONE DUMPED RIPRAP CLASS A3 16.0' WIDTH

521+41.81, 109.28' LT  
 MAINLINE (US 51) =  
 TR 243 18+90.52  
 18.32' RT

520+60.00, 125.00' LT  
 MAINLINE (US 51) =  
 TR 243 18+73.93  
 99.96' RT

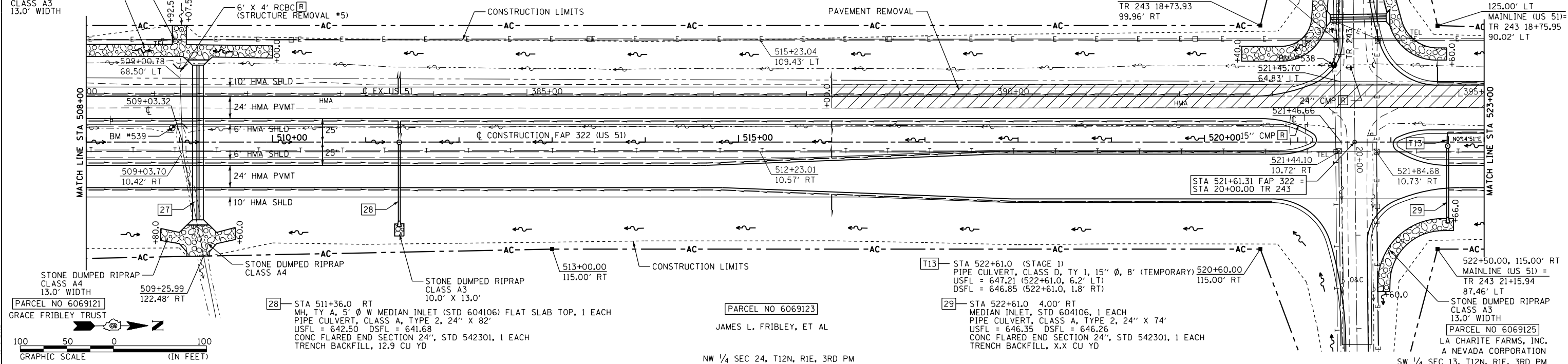
STONE DUMPED RIPRAP CLASS A3 15.0' x 20.5'

STONE DUMPED RIPRAP CLASS A3 13.0' WIDTH

6' X 4' RCBCR (STRUCTURE REMOVAL #5)

CONSTRUCTION LIMITS

PAVEMENT REMOVAL



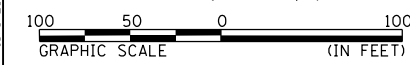
PARCEL NO 6069121 GRACE FRIBLEY TRUST

28 STA 511+36.0 RT  
 MH, TY A, 5' Ø W MEDIAN INLET (STD 604106) FLAT SLAB TOP, 1 EACH  
 PIPE CULVERT, CLASS A, TYPE 2, 24" X 82"  
 USFL = 642.50 DSFL = 641.68  
 CONC FLARED END SECTION 24", STD 542301, 1 EACH  
 TRENCH BACKFILL, 12.9 CU YD

PARCEL NO 6069123 JAMES L. FRIBLEY, ET AL

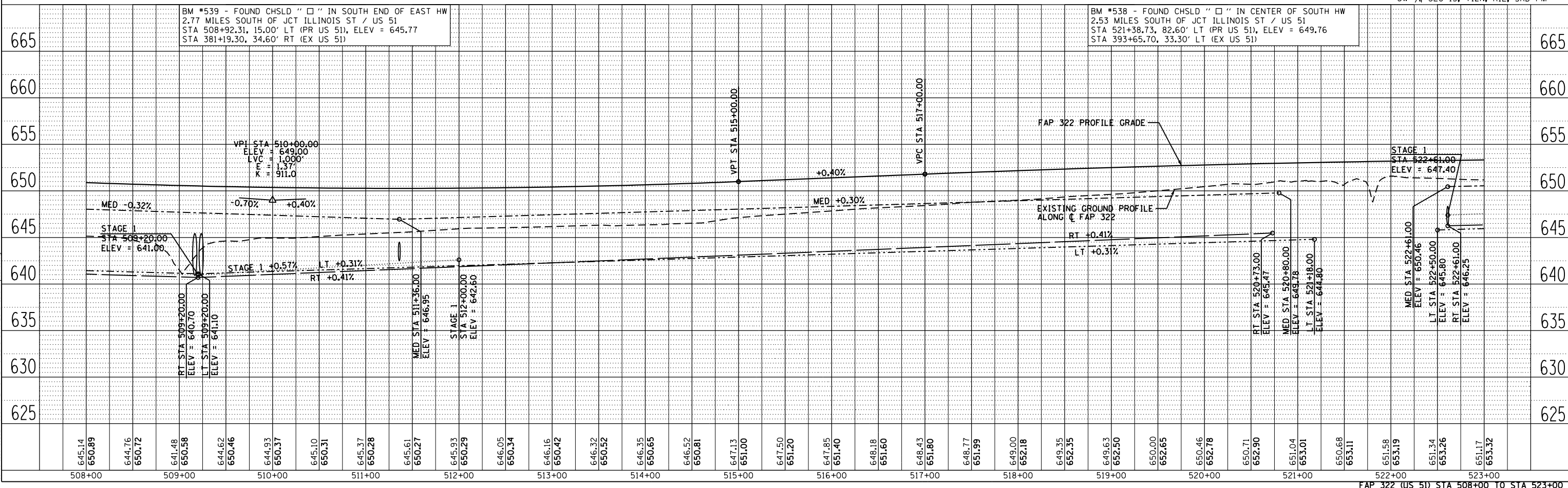
T13 STA 522+61.0 (STAGE 1)  
 PIPE CULVERT, CLASS D, TY 1, 15" Ø, 8' (TEMPORARY)  
 USFL = 647.21 (522+61.0, 6.2' LT)  
 DSFL = 646.85 (522+61.0, 1.8' RT)

29 STA 522+61.0 4.00' RT  
 MEDIAN INLET, STD 604106, 1 EACH  
 PIPE CULVERT, CLASS A, TYPE 2, 24" X 74"  
 USFL = 646.35 DSFL = 646.26  
 CONC FLARED END SECTION 24", STD 542301, 1 EACH  
 TRENCH BACKFILL, X.X CU YD



NW 1/4 SEC 24, T12N, R1E, 3RD PM

SW 1/4 SEC 13, T12N, R1E, 3RD PM



BM #539 - FOUND CHSLD " □ " IN SOUTH END OF EAST HW  
 2.77 MILES SOUTH OF JCT ILLINOIS ST / US 51  
 STA 508+92.31, 15.00' LT (PR US 51), ELEV = 645.77  
 STA 381+19.30, 34.60' RT (EX US 51)

BM #538 - FOUND CHSLD " □ " IN CENTER OF SOUTH HW  
 2.53 MILES SOUTH OF JCT ILLINOIS ST / US 51  
 STA 521+38.73, 82.60' LT (PR US 51), ELEV = 649.76  
 STA 393+65.70, 33.30' LT (EX US 51)

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FAP 322 (US 51) STA 508+00 TO STA 523+00



SE 1/4 SEC 14, T12N, R1E, 3RD PM

NE 1/4 SEC 14, T12N, R1E, 3RD PM

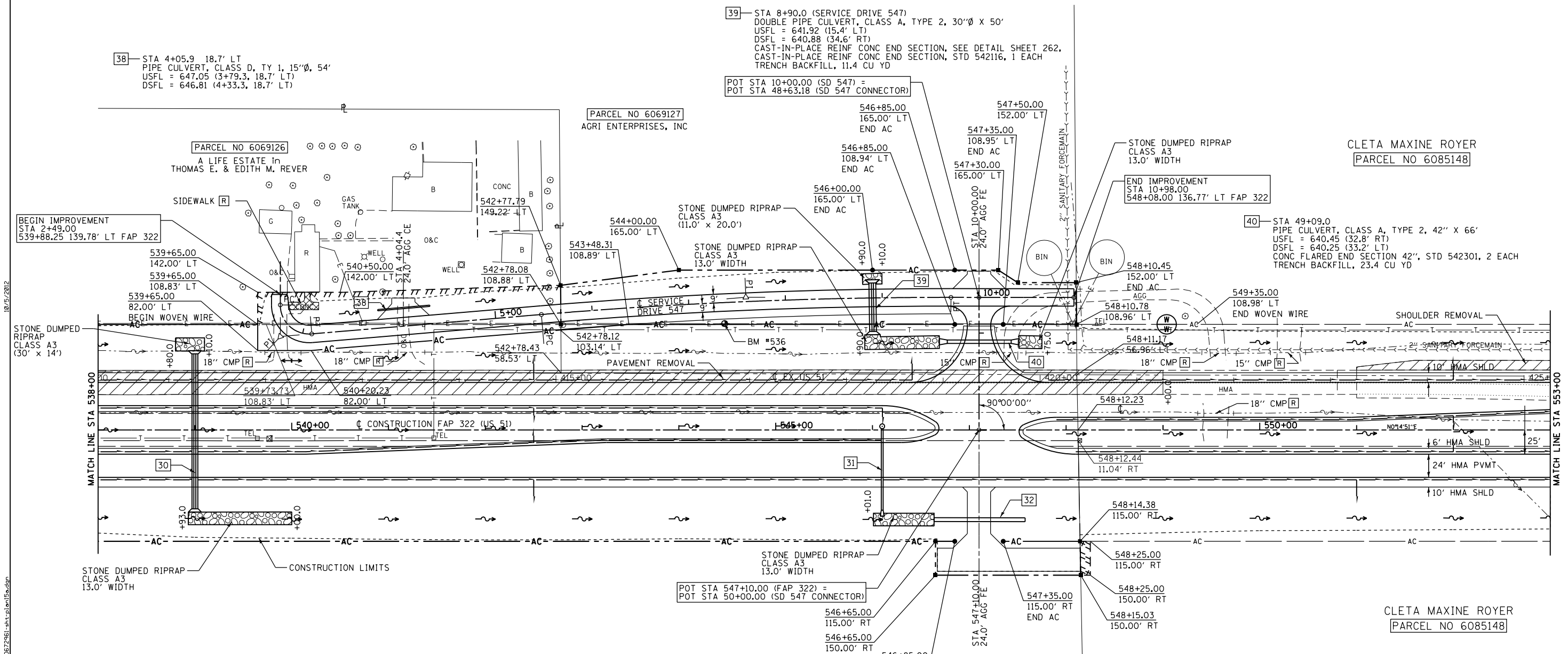
SERVICE DRIVE CURVE #1 DATA

PI STA = 2+92.42 =  
 539+88.23 96.36' LT FAP 322  
 $\Delta = 94^\circ 51' 13''$  (LT)  
 $D = 190^\circ 59' 09''$   
 $R = 30.00'$   
 $T = 32.66'$   
 $L = 49.67'$   
 $E = 14.34'$   
 $SE = NONE$   
 PC STA = 2+59.77 =  
 539+88.25 129.02' LT FAP 322  
 PT STA = 3+09.43 =  
 540+20.77 99.11' LT FAP 322

SERVICE DRIVE CURVE #2 DATA

PI STA = 7+59.36 =  
 544+69.11 136.95' LT FAP 322  
 $\Delta = 4^\circ 51' 12''$  (RT)  
 $D = 1^\circ 08' 45''$   
 $R = 5000.00'$   
 $T = 211.89'$   
 $L = 423.53'$   
 $E = 4.49'$   
 $SE = NONE$   
 PC STA = 5+47.47 =  
 542+57.96 119.113' LT FAP 322  
 PT STA = 9+71.00 =  
 546+81.00 136.84' LT FAP 322

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	107
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



38— STA 4+05.9 18.7' LT  
 PIPE CULVERT, CLASS D, TY 1, 15"Ø, 54'  
 USFL = 647.05 (3+79.3, 18.7' LT)  
 DSFL = 646.81 (4+33.3, 18.7' LT)

39— STA 8+90.0 (SERVICE DRIVE 547)  
 DOUBLE PIPE CULVERT, CLASS A, TYPE 2, 30"Ø X 50'  
 USFL = 641.92 (15.4' LT)  
 DSFL = 640.88 (34.6' RT)  
 CAST-IN-PLACE REINF CONC END SECTION, SEE DETAIL SHEET 262,  
 CAST-IN-PLACE REINF CONC END SECTION, STD 542116, 1 EACH  
 TRENCH BACKFILL, 11.4 CU YD

POT STA 10+00.00 (SD 547) =  
 POT STA 48+63.18 (SD 547 CONNECTOR)

40— STA 49+09.0  
 PIPE CULVERT, CLASS A, TYPE 2, 42" X 66'  
 USFL = 640.45 (32.8' RT)  
 DSFL = 640.25 (33.2' LT)  
 CONC FLARED END SECTION 42", STD 542301, 2 EACH  
 TRENCH BACKFILL, 23.4 CU YD

30— STA 539+00.0  
 DOUBLE PIPE CULVERT, CLASS A, TYPE 2, 24"Ø X 160'  
 USFL = 643.71 (STA 539+00.0 78.5' LT)  
 DSFL = 642.84 (STA 539+00.0 81.5' RT)  
 CAST-IN-PLACE REINFORCED CONCRETE FLARED END SECTIONS,  
 (SEE DETAILS SHEETS 261a-261b)  
 TRENCH BACKFILL, 141.6 CU YD  
 DRAINAGE AREA = 19 ACRES  
 O50 = 37 CFS O100 = 44 CFS

31— STA 546+10.0 3.7' LT  
 MH TY A, 5' Ø, W MEDIAN INLET (STD 604106) FLAT SLAB TOP, 1 EACH  
 PIPE CULVERT, CLASS A, TYPE 2, 24" X 84'  
 USFL = 640.19 DSFL = 639.93  
 CONC FLARED END SECTION 24", STD 542301, 1 EACH  
 TRENCH BACKFILL, 50.1 CU YD

BM #536 - FOUND 60d NAIL IN PP  
 2.09 MILES SOUTH OF JCT ILLINOIS ST / US 51  
 STA 544+47.21, 109.75' LT (PR US 51), ELEV = 648.49  
 STA 416+74.20, 60.85' LT (EX US 51)

32— STA 547+10.0 92.7' RT  
 PIPE CULVERT, CLASS D, TY 1, 48"Ø, 94'  
 USFL = 639.78 (546+63.6, 92.6' RT)  
 DSFL = 639.56 (547+57.6, 92.7' RT)

PARCEL NO 6069125  
 LA CHARITE FARMS, INC.  
 A NEVADA CORPORATION



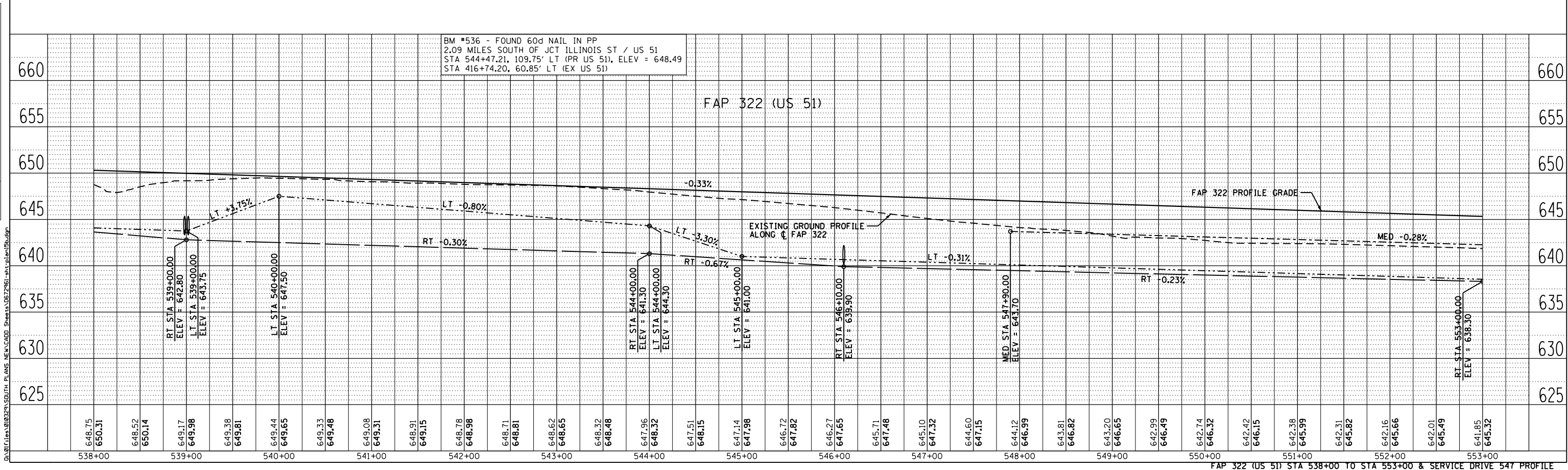
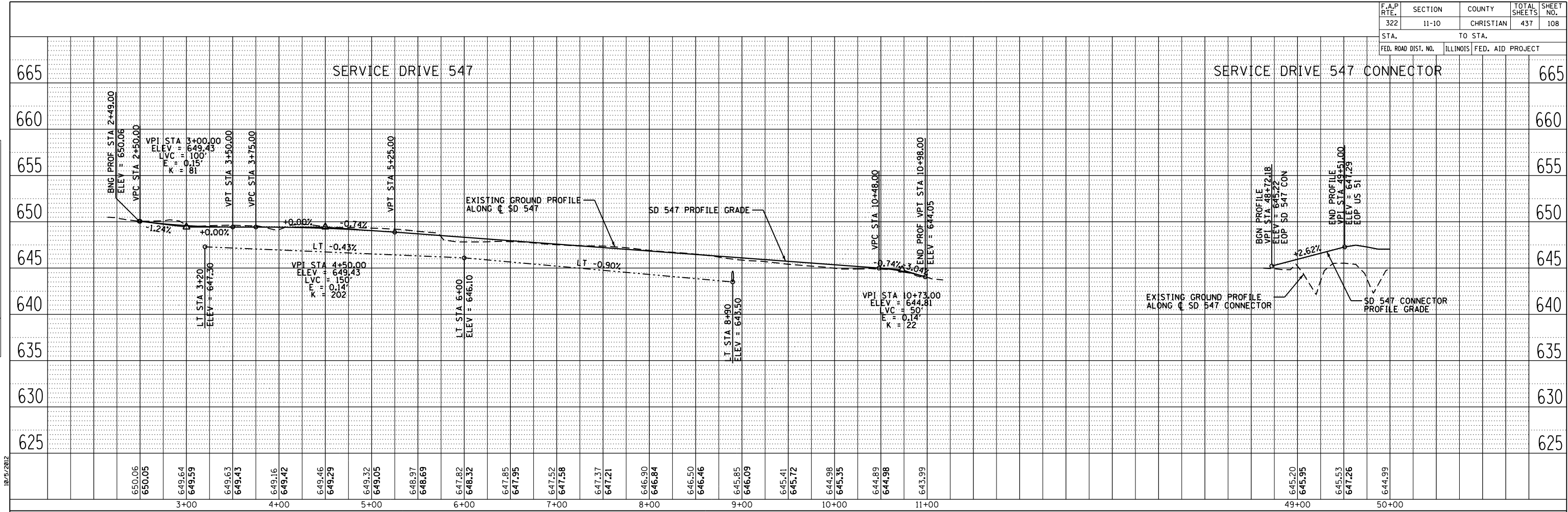
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: DRAWN BY  
 DATE: CHECKED BY

Sw 1/4 SEC 13, T12N, R1E, 3RD PM

FAP 322 (US 51) STA 538+00 TO STA 553+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-10	CHRISTIAN	437	108
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



FAP 322 (US 51) STA 538+00 TO STA 553+00 & SERVICE DRIVE 547 PROFILE

PLAN	DATE
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NOTE BOOK	CHECKED
NO.	DATE

PROFILE	DATE
SURVEYED	BY
GRADES CHECKED	CHECKED
NO.	DATE

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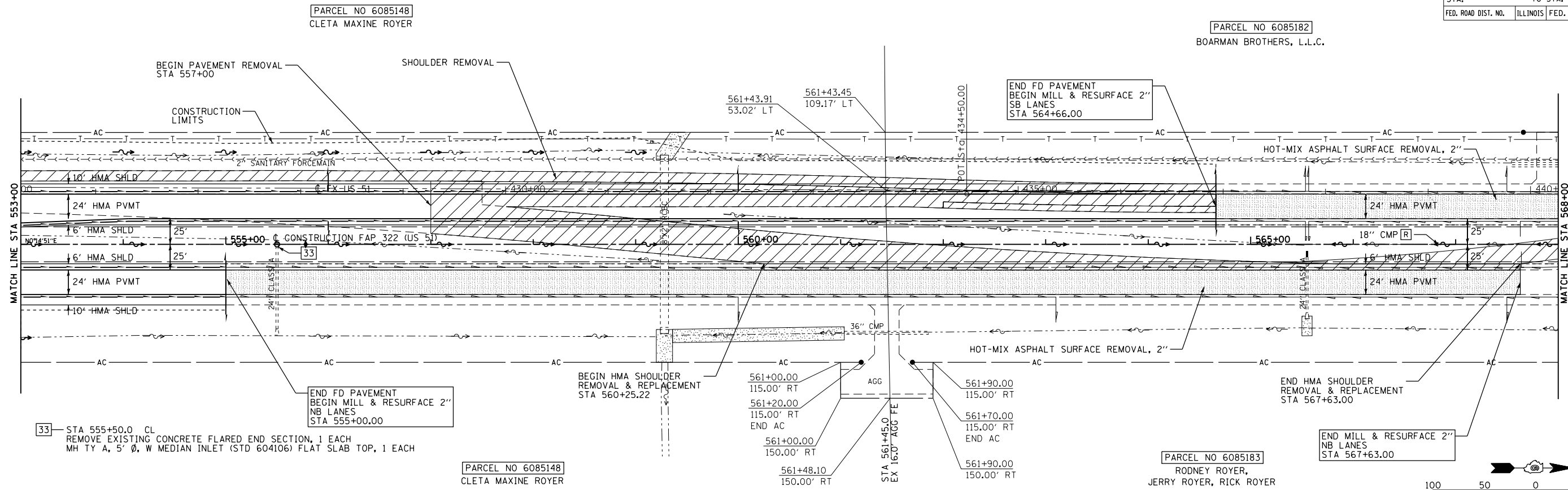


NE 1/4 SEC 14, T12N, R1E, 3RD PM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	109
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

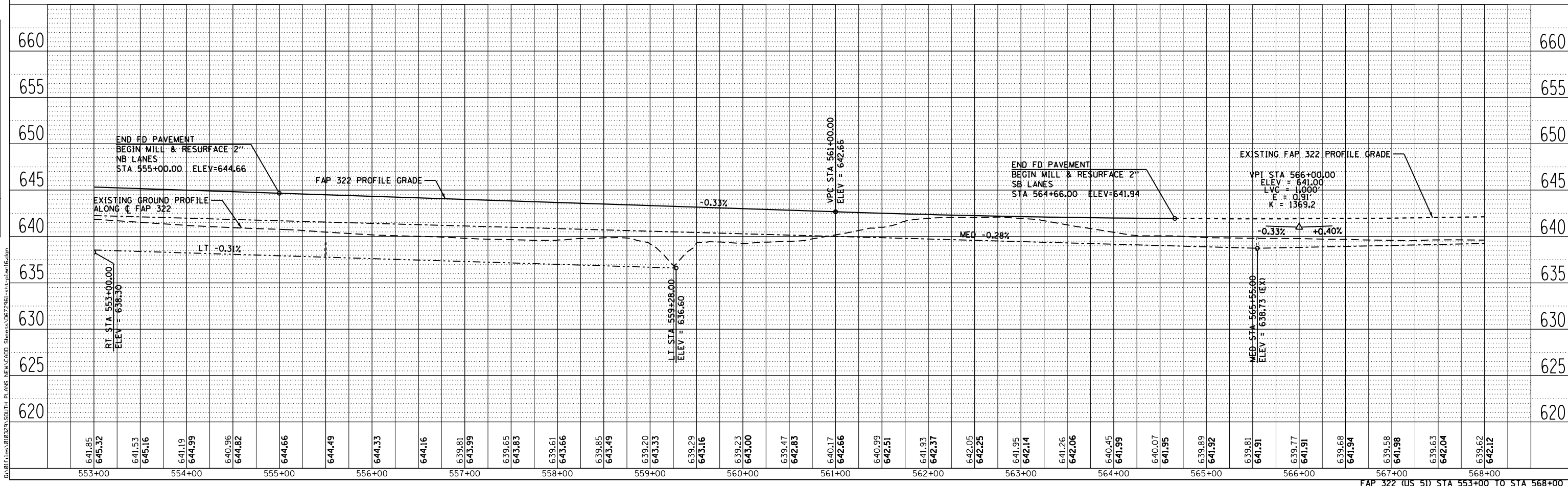
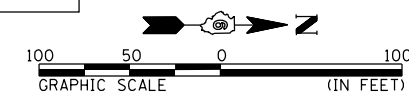
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33 STA 555+50.0 CL  
 REMOVE EXISTING CONCRETE FLARED END SECTION, 1 EACH  
 MH TY A, 5' Ø, W MEDIAN INLET (STD 604106) FLAT SLAB TOP, 1 EACH

NW 1/4 SEC 13, T12N, R1E, 3RD PM



FAP 322 (US 51) STA 553+00 TO STA 568+00

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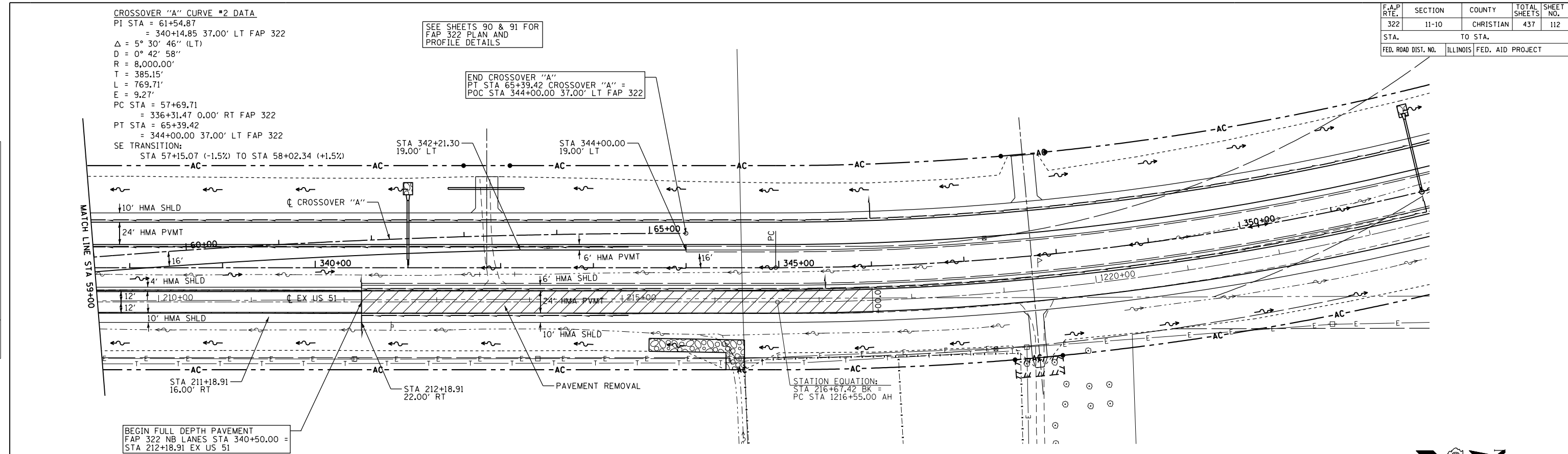


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-10	CHRISTIAN	437	112
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

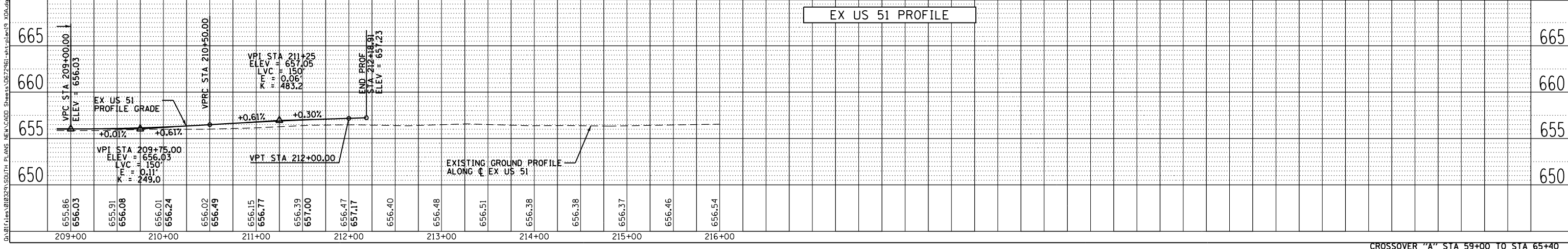
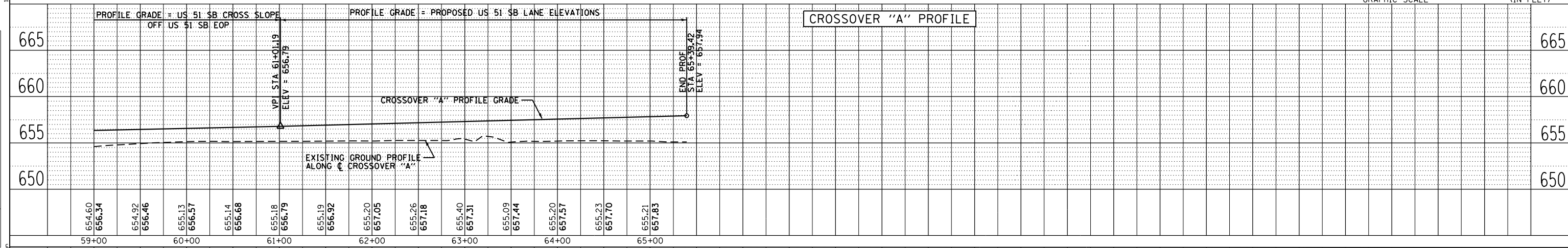
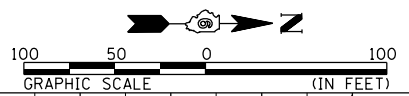
CROSSOVER "A" CURVE #2 DATA  
 PI STA = 61+54.87  
 = 340+14.85 37.00' LT FAP 322  
 $\Delta = 5^\circ 30' 46''$  (LT)  
 $D = 0^\circ 42' 58''$   
 $R = 8,000.00'$   
 $T = 385.15'$   
 $L = 769.71'$   
 $E = 9.27'$   
 PC STA = 57+69.71  
 = 336+31.47 0.00' RT FAP 322  
 PT STA = 65+39.42  
 = 344+00.00 37.00' LT FAP 322  
 SE TRANSITION:  
 STA 57+15.07 (-1.5%) TO STA 58+02.34 (+1.5%)

SEE SHEETS 90 & 91 FOR  
 FAP 322 PLAN AND  
 PROFILE DETAILS

END CROSSOVER "A"  
 PT STA 65+39.42 CROSSOVER "A" =  
 POC STA 344+00.00 37.00' LT FAP 322



BEGIN FULL DEPTH PAVEMENT  
 FAP 322 NB LANES STA 340+50.00 =  
 STA 212+18.91 EX US 51



CROSSOVER "A" STA 59+00 TO STA 65+00

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DATE	

10/19/2012  
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SE 1/4 SEC 26, T12N, R1E, 3RD PM

SW 1/4 SEC 25, T12N, R1E, 3RD PM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	114
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PARCEL NO 6069116  
FIRST NATIONAL BANK OF PANA

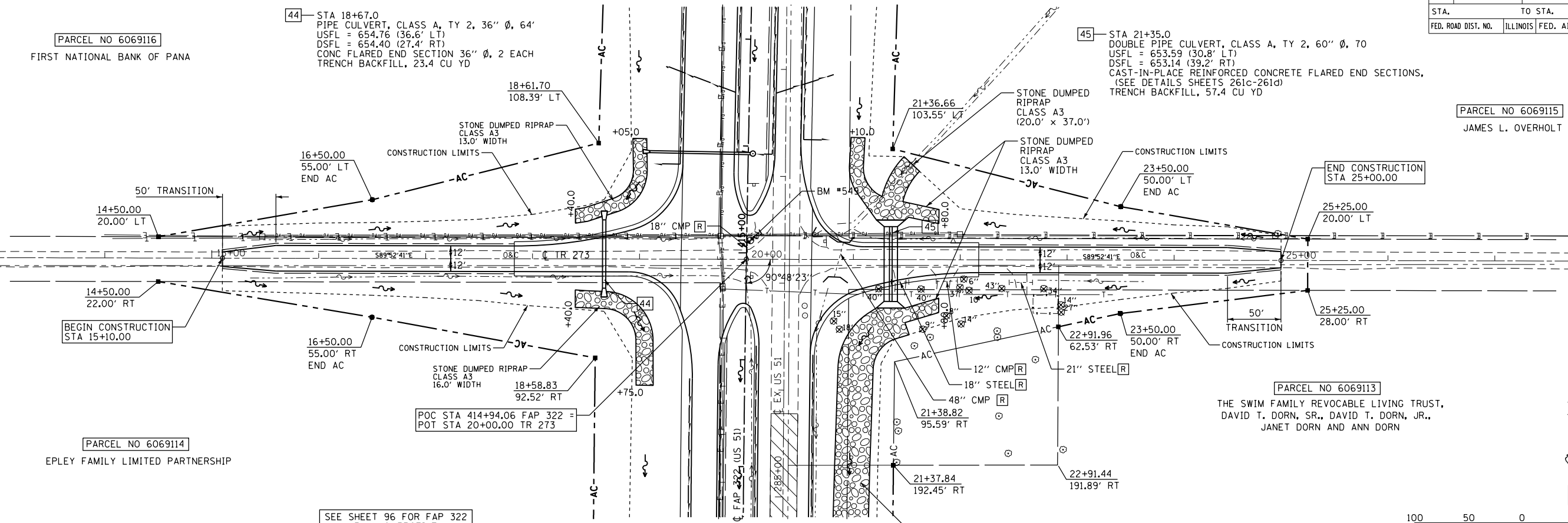
44— STA 18+67.0  
PIPE CULVERT, CLASS A, TY 2, 36" Ø, 64'  
USFL = 654.76 (36.6' LT)  
DSFL = 654.40 (27.4' RT)  
CONC FLARED END SECTION 36" Ø, 2 EACH  
TRENCH BACKFILL, 23.4 CU YD

45— STA 21+35.0  
DOUBLE PIPE CULVERT, CLASS A, TY 2, 60" Ø, 70'  
USFL = 653.59 (30.8' LT)  
DSFL = 653.14 (39.2' RT)  
CAST-IN-PLACE REINFORCED CONCRETE FLARED END SECTIONS,  
(SEE DETAILS SHEETS 261c-261d)  
TRENCH BACKFILL, 57.4 CU YD

PARCEL NO 6069115  
JAMES L. OVERHOLT

PARCEL NO 6069114  
EPLEY FAMILY LIMITED PARTNERSHIP

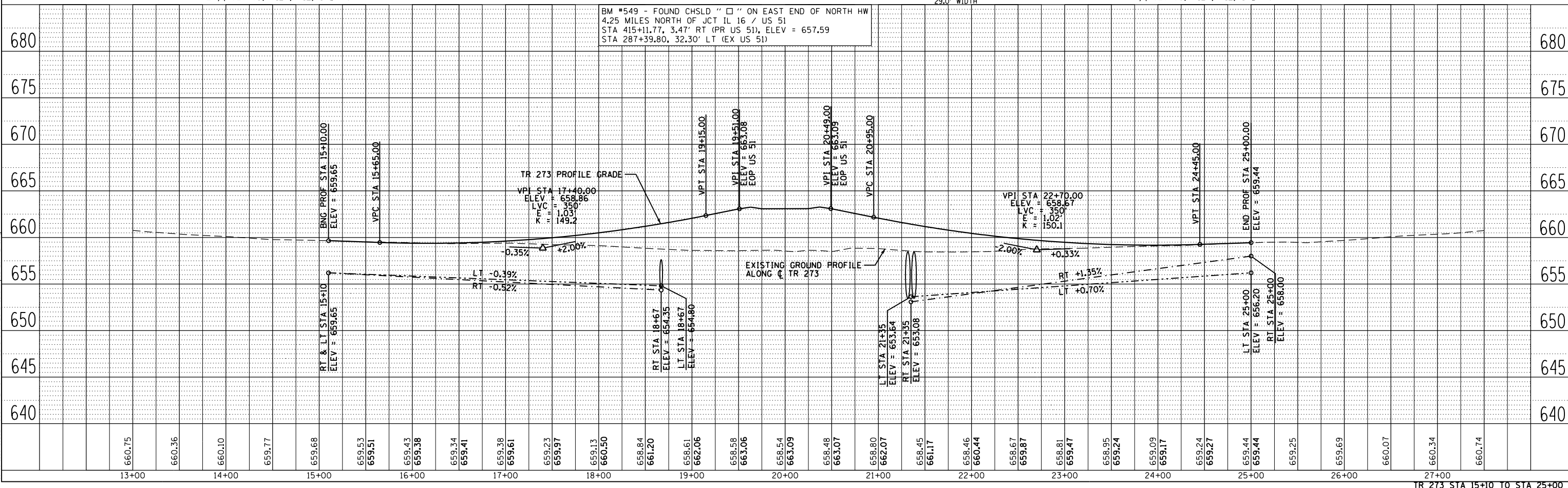
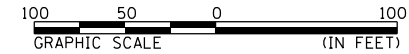
PARCEL NO 6069113  
THE SWIM FAMILY REVOCABLE LIVING TRUST,  
DAVID T. DORN, SR., DAVID T. DORN, JR.,  
JANET DORN AND ANN DORN



SEE SHEET 96 FOR FAP 322  
PLAN & PROFILE

NE 1/4 SEC 35, T12N, R1E, 3RD PM

NW 1/4 SEC 36, T12N, R1E, 3RD PM



BM #549 - FOUND CHSL " " ON EAST END OF NORTH HW  
4.25 MILES NORTH OF JCT IL 16 / US 51  
STA 415+11.77, 3.47' RT (PR US 51), ELEV = 657.59  
STA 287+39.80, 32.30' LT (EX US 51)

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PROFILE	DATE
BY	
NO.	

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	115
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SE 1/4 SEC 23, T12N, R1E, 3RD PM

SW 1/4 SEC 24, T12N, R1E, 3RD PM

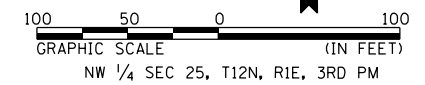
PARCEL NO 6069120  
 CLARADO FAMILY LIMITED PARTNERSHIP, AN ILLINOIS LIMITED PARTNERSHIP

TR 255 CURVE 907-P DATA  
 PI STA = 45+62.70  
 $\Delta = 21^\circ 00' 00''$  (LT)  
 $D = 8^\circ 48' 53''$   
 $R = 650.00'$   
 $T = 120.47'$   
 $L = 238.24'$   
 $E = 11.07'$   
 $SE = 3.3\%$   
 PC STA = 44+42.23  
 PT STA = 46+80.47  
 SE ATTAINED STA 43+75 TO STA 44+62  
 (TR STA 43+75 TO STA 44+02)  
 SE REMOVED STA 46+60 TO STA 47+47  
 (TR STA 47+20 TO STA 47+47)

PARCEL NO 6069118  
 GOLDMINE FARMS, INC  
 A DELAWARE CORPORATION

TR 255 CURVE 908-P DATA  
 PI STA = 40+29.27  
 $\Delta = 33^\circ 47' 56''$  (RT)  
 $D = 16^\circ 22' 13''$   
 $R = 350.00'$   
 $T = 106.33'$   
 $L = 206.47'$   
 $E = 15.80'$   
 $SE = 3.9\%$   
 PC STA = 39+22.94  
 PT STA = 41+29.40  
 SE ATTAINED STA 38+49 TO STA 39+47  
 (TR STA 38+49 TO STA 38+76)  
 SE REMOVED STA 41+05 TO STA 42+03  
 (TR STA 41+76 TO STA 42+03)

46 STA 48+67.0  
 PIPE CULVERT, CLASS A, TY 2, 54"  $\phi$ , 86'  
 USFL = 635.38 (37.2' RT)  
 DSFL = 634.63 (48.8' LT)  
 CONC FLARED END SECTION 54"  $\phi$ , 2 EACH  
 TRENCH BACKFILL, 49.3 CU YD



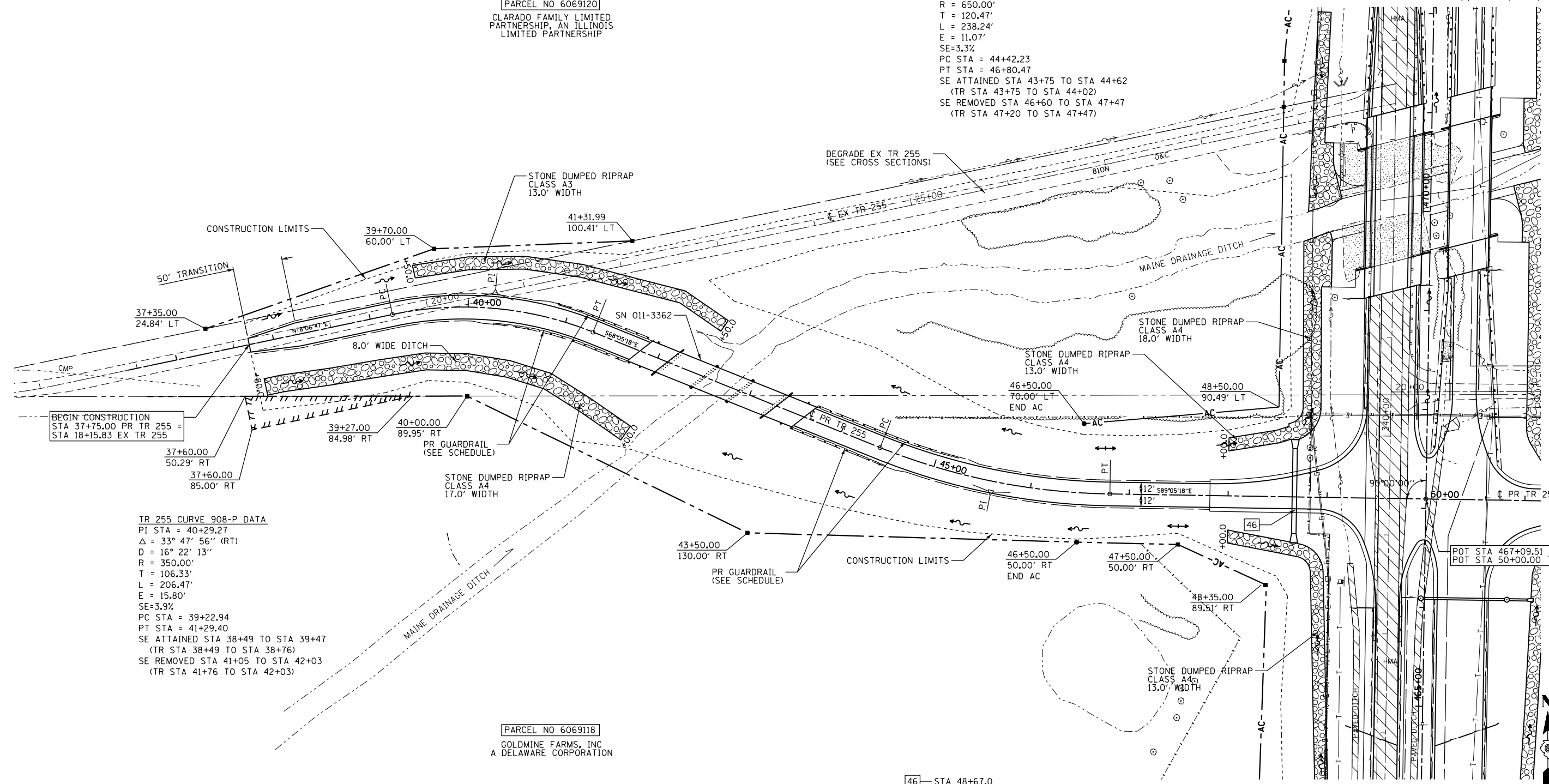
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 PLAN SHEET  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
 DATE \_\_\_\_\_ CHECKED BY \_\_\_\_\_  
 TR 255 PLAN STA 37+00 TO STA 50+00

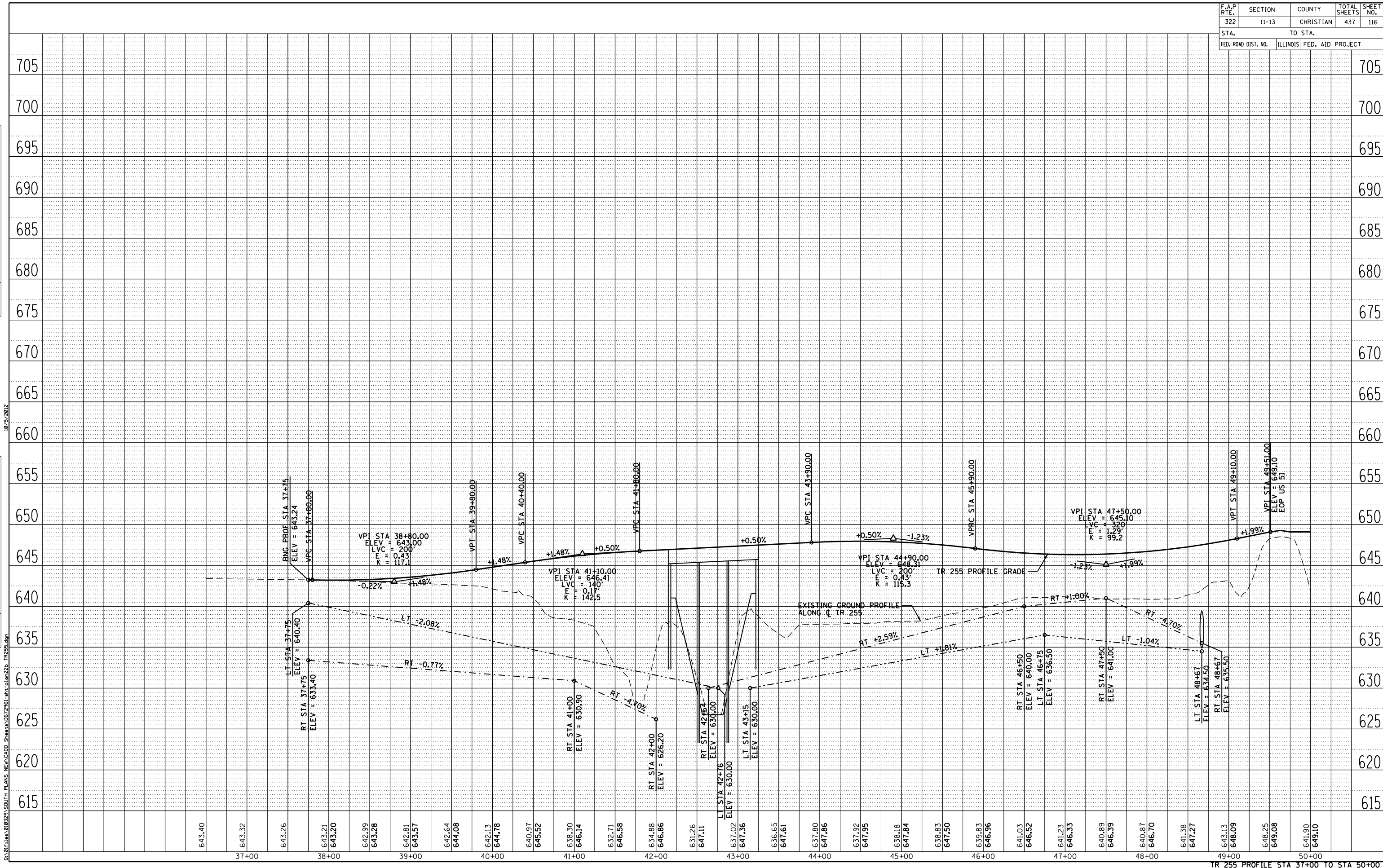
NE 1/4 SEC 26, T12N, R1E, 3RD PM

10/5/2012

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	116
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	GRADES CHECKED		
	ALIGNMENT CHECKED		
	PLAN FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	GRADES CHECKED		
	ALIGNMENT CHECKED		
	PLAN FILE NAME		

10/15/2012  
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TR 255 PROFILE STA 37+00 TO STA 50+00



SE 1/4 SEC 23, T12N, R1E, 3RD PM

SW 1/4 SEC 24, T12N, R1E, 3RD PM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	117
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DATE	BY	PLAN

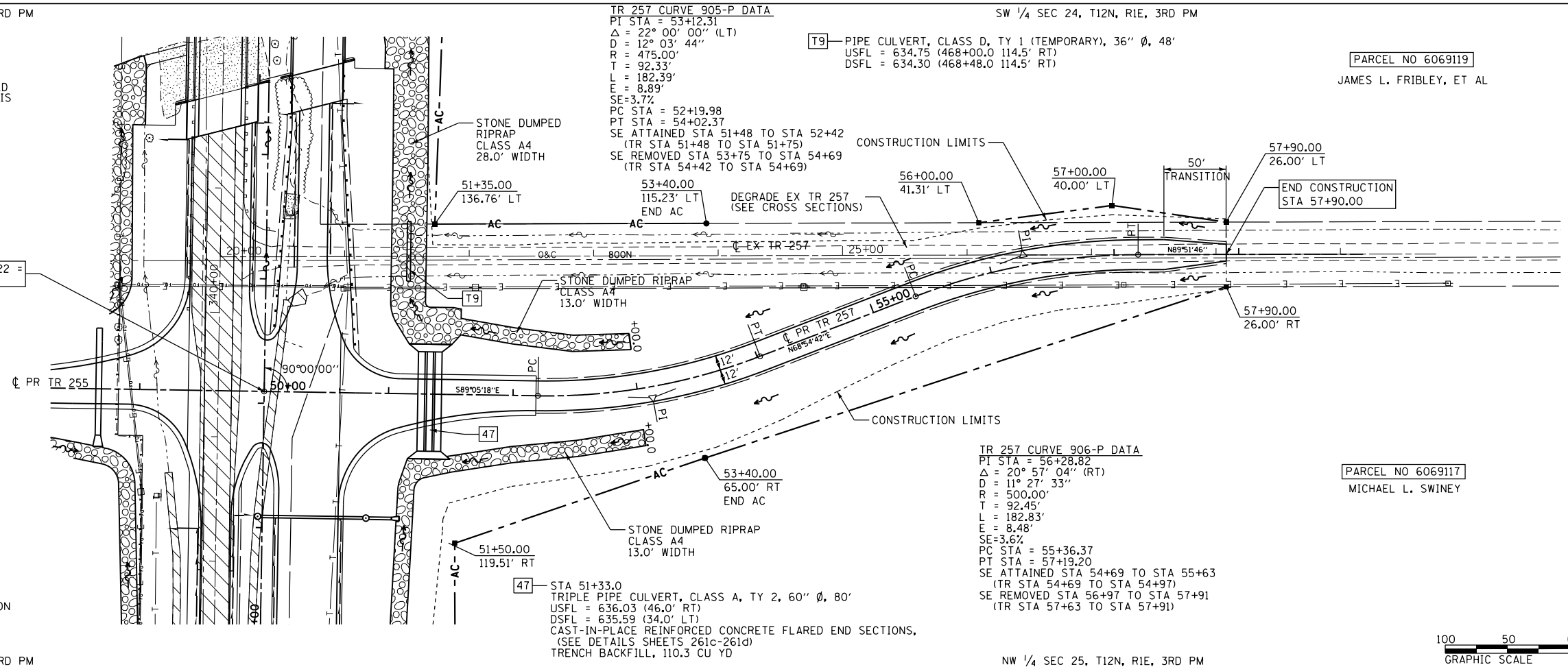
DATE	BY	PROFILE

PARCEL NO 6069120  
CLARADO FAMILY LIMITED PARTNERSHIP, AN ILLINOIS LIMITED PARTNERSHIP

PARCEL NO 6069119  
JAMES L. FRIBLEY, ET AL

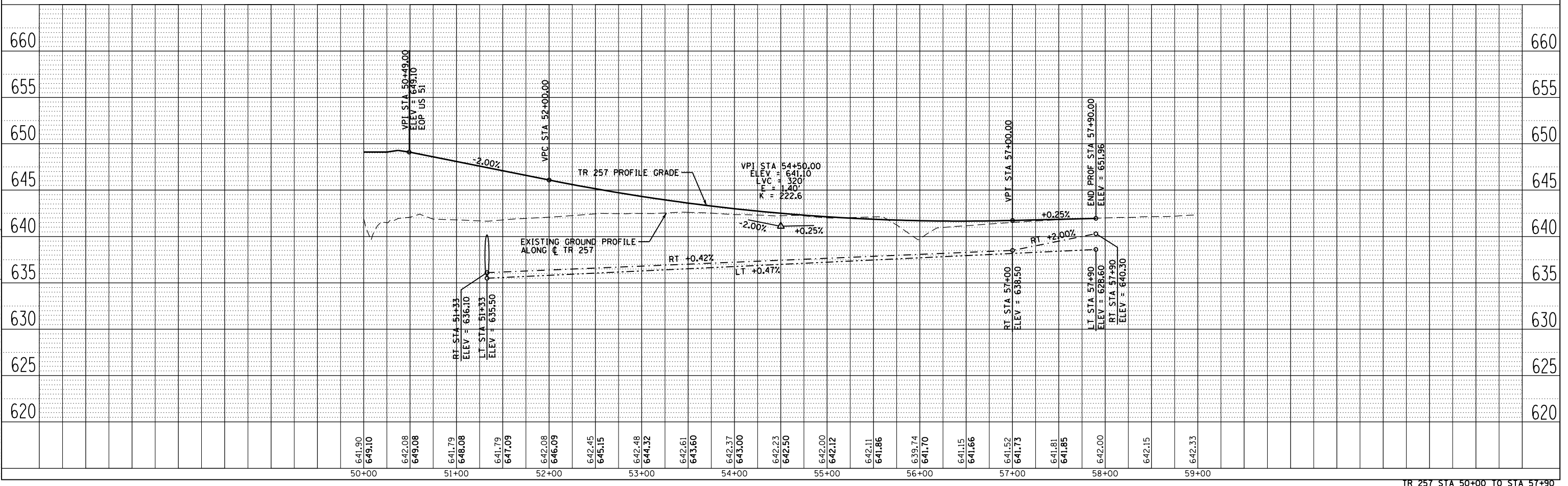
PARCEL NO 6069118  
GOLDMINE FARMS, INC. A DELAWARE CORPORATION

PARCEL NO 6069117  
MICHAEL L. SWINEY



NE 1/4 SEC 26, T12N, R1E, 3RD PM

NW 1/4 SEC 25, T12N, R1E, 3RD PM





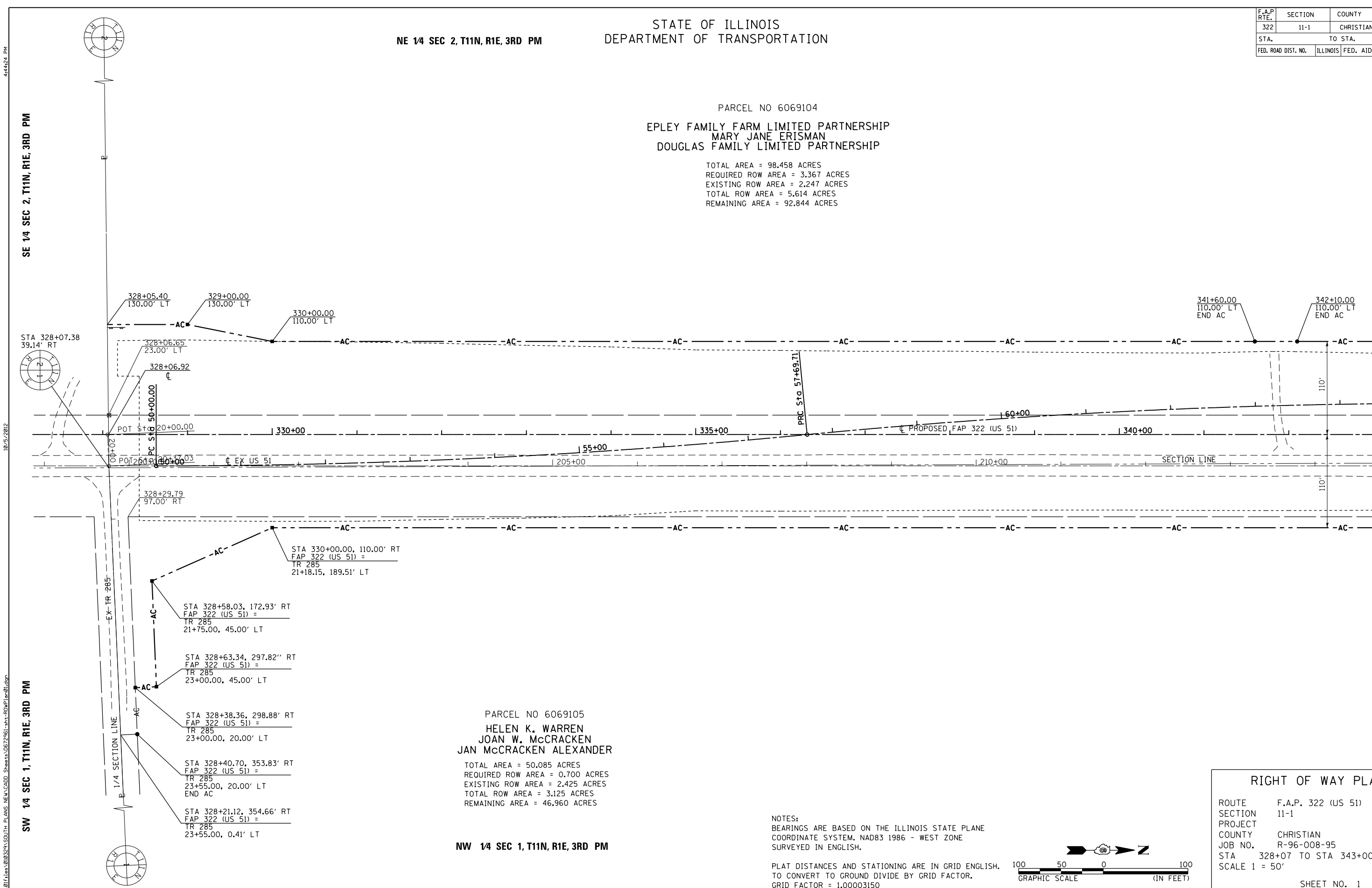
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	119
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NE 1/4 SEC 2, T11N, R1E, 3RD PM

PARCEL NO 6069104  
EPLEY FAMILY FARM LIMITED PARTNERSHIP  
MARY JANE ERISMAN  
DOUGLAS FAMILY LIMITED PARTNERSHIP

TOTAL AREA = 98.458 ACRES  
REQUIRED ROW AREA = 3.367 ACRES  
EXISTING ROW AREA = 2.247 ACRES  
TOTAL ROW AREA = 5.614 ACRES  
REMAINING AREA = 92.844 ACRES



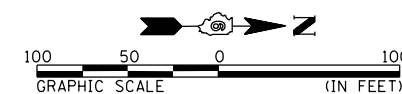
PARCEL NO 6069105  
HELEN K. WARREN  
JOAN W. McCracken  
JAN McCracken ALEXANDER

TOTAL AREA = 50.085 ACRES  
REQUIRED ROW AREA = 0.700 ACRES  
EXISTING ROW AREA = 2.425 ACRES  
TOTAL ROW AREA = 3.125 ACRES  
REMAINING AREA = 46.960 ACRES

NW 1/4 SEC 1, T11N, R1E, 3RD PM

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150



RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 328+07 TO STA 343+00  
SCALE 1" = 50'

444254 PM

10/5/2012

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	120
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

NE 1/4 SEC 2, T11N, R1E, 3RD PM

PARCEL NO 6069104  
EPLEY FAMILY FARM LIMITED PARTNERSHIP  
MARY JANE ERISMAN  
DOUGLAS FAMILY LIMITED PARTNERSHIP

SEE TABULATIONS ON SHEET 1

PARCEL NO 6069108 A, B & TE  
THE FIRST NATIONAL BANK OF PANAMA

TOTAL AREA = 94.920 ACRES  
REQUIRED ROW AREA A = 3.667 ACRES  
EXISTING ROW AREA A = 4.633 ACRES  
TOTAL ROW AREA A = 8.300 ACRES

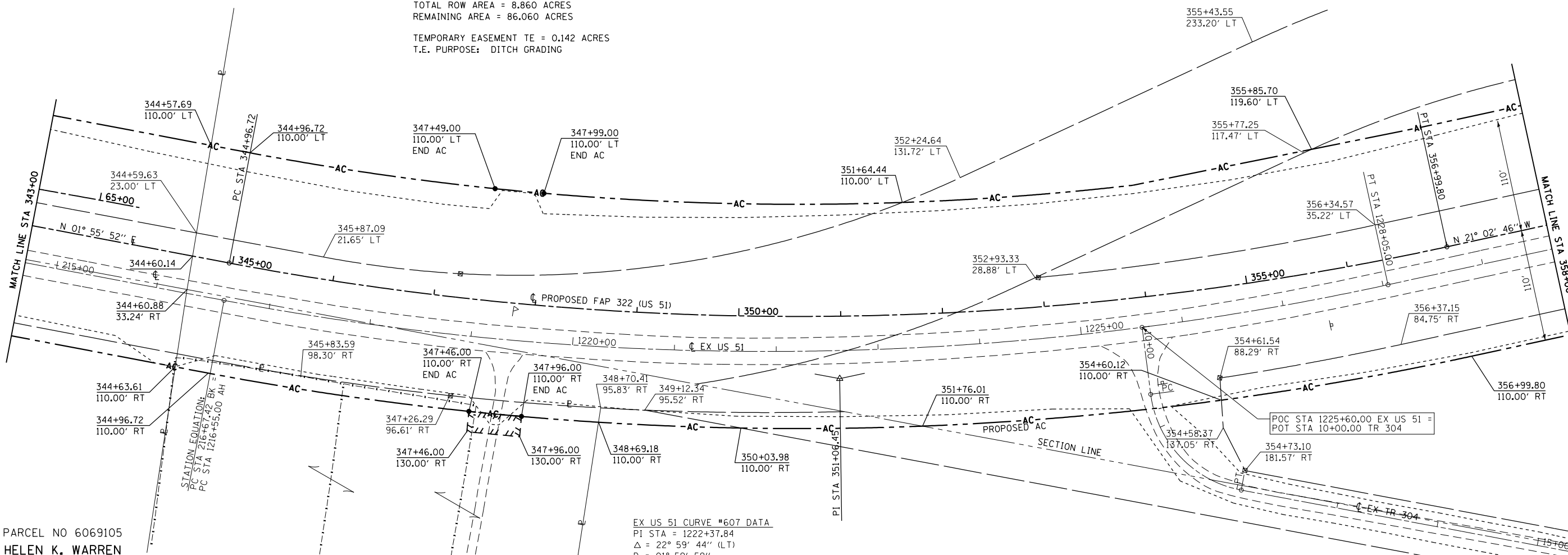
REQUIRED ROW AREA B = 0.548 ACRES  
EXISTING ROW AREA B = 0.012 ACRES  
TOTAL ROW AREA B = 0.560 ACRES

TOTAL ROW AREA = 8.860 ACRES  
REMAINING AREA = 86.060 ACRES

TEMPORARY EASEMENT TE = 0.142 ACRES  
T.E. PURPOSE: DITCH GRADING

FAP 322 CURVE SCA01 DATA

PI STA = 351+06.45  
 $\Delta = 22^\circ 58' 38''$  (LT)  
D =  $01^\circ 54' 35''$   
R = 3,000.00'  
T = 609.73'  
L = 1,203.08'  
E = 61.34'  
SE = 5.3%  
PC STA = 344+96.72  
PT STA = 356+99.80



PARCEL NO 6069105  
HELEN K. WARREN  
JOAN W. McCracken  
JAN McCracken ALEXANDER  
SEE TABULATIONS ON SHEET 1

EX US 51 CURVE #607 DATA

PI STA = 1222+37.84  
 $\Delta = 22^\circ 59' 44''$  (LT)  
D =  $01^\circ 59' 59''$   
R = 2,865.34'  
T = 582.84'  
L = 1,150.00'  
E = 58.68'  
PC STA = 1216+55.00  
PT STA = 1228+05.00

PARCEL NO 6069107 A & B  
MICHAEL R. & SANDRA K. PINKSTON

TOTAL AREA = 65.931 ACRES  
REQUIRED ROW AREA A = 0.031 ACRES  
EXISTING ROW AREA A = 0.067 ACRES  
TOTAL ROW AREA A = 0.098 ACRES

REQUIRED ROW AREA B = 0.017 ACRES  
EXISTING ROW AREA B = 0.082 ACRES  
TOTAL ROW AREA B = 0.099 ACRES

TOTAL ROW AREA = 0.197 ACRES  
REMAINING AREA = 65.734 ACRES

EX TR 304 CURVE DATA

PI STA = 11+46.21  
 $\Delta = 72^\circ 02' 27''$  (LT)  
D =  $52^\circ 05' 38''$   
R = 109.99'  
T = 79.97'  
L = 138.29'  
E = 26.00'  
PC STA = 10+66.24  
PT STA = 12+04.53

PARCEL NO 6069106 & TE  
PAUL H. & LAURA S. FLEET

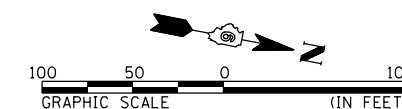
TOTAL AREA = 6.123 ACRES  
REQUIRED ROW AREA = 0.122 ACRES  
EXISTING ROW AREA = 0.000 ACRES  
TOTAL ROW AREA = 0.122 ACRES  
REMAINING AREA = 6.001 ACRES

TEMPORARY EASEMENT TE = 0.024 ACRES  
T.E. PURPOSE: CONSTRUCT ENTRANCE

NW 1/4 SEC 1, T11N, R1E, 3RD PM

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150



RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 343+00 TO STA 358+00  
SCALE 1" = 50'

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	121
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

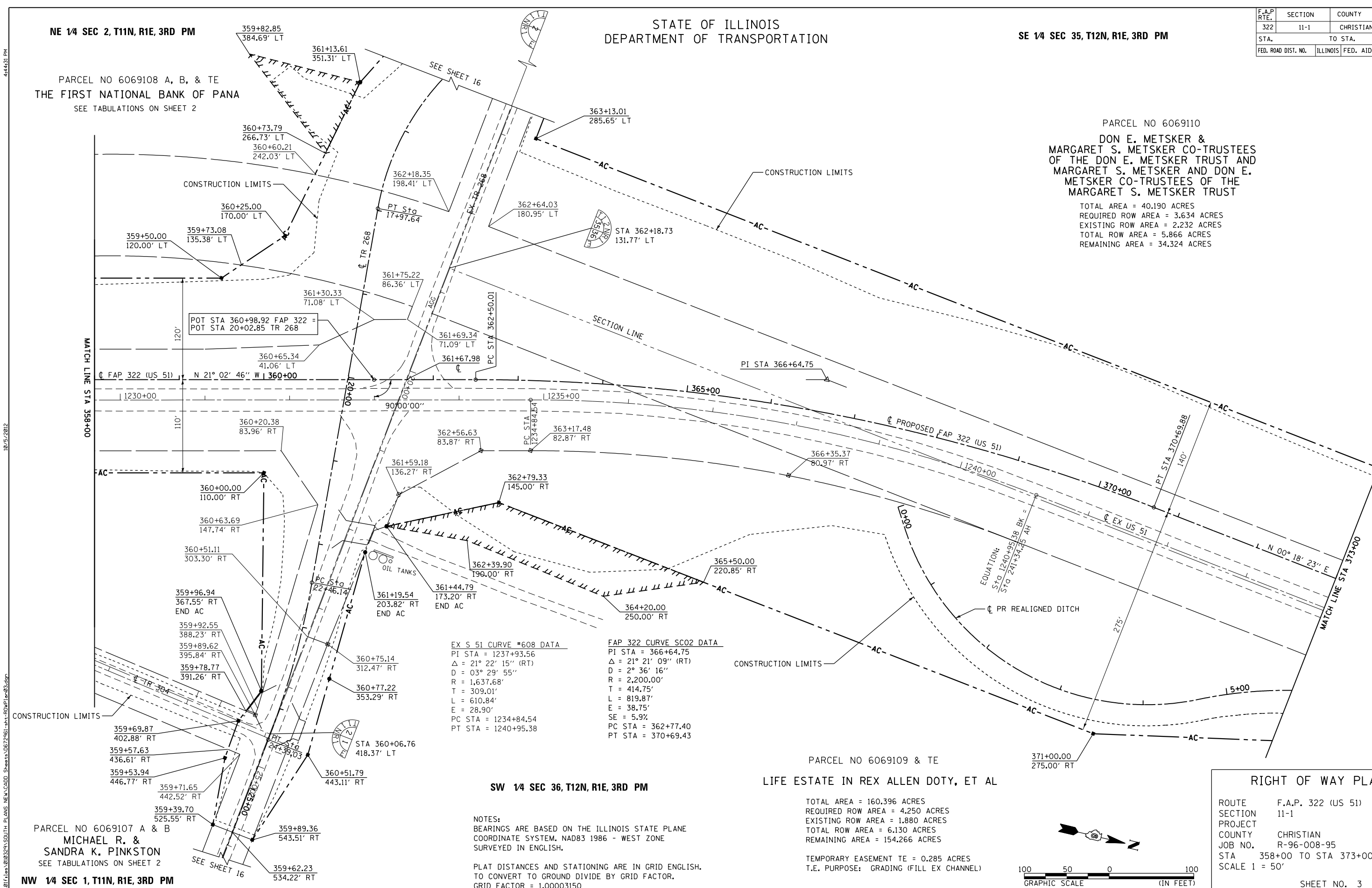
NE 1/4 SEC 2, T11N, R1E, 3RD PM

SE 1/4 SEC 35, T12N, R1E, 3RD PM

PARCEL NO 6069108 A, B, & TE  
THE FIRST NATIONAL BANK OF PANA  
SEE TABULATIONS ON SHEET 2

PARCEL NO 6069110  
DON E. METSKER &  
MARGARET S. METSKER CO-TRUSTEES  
OF THE DON E. METSKER TRUST AND  
MARGARET S. METSKER AND DON E.  
METSKER CO-TRUSTEES OF THE  
MARGARET S. METSKER TRUST

TOTAL AREA = 40.190 ACRES  
REQUIRED ROW AREA = 3.634 ACRES  
EXISTING ROW AREA = 2.232 ACRES  
TOTAL ROW AREA = 5.866 ACRES  
REMAINING AREA = 34.324 ACRES



POT STA 360+98.92 FAP 322 =  
POT STA 20+02.85 TR 268

EX S 51 CURVE #608 DATA  
 PI STA = 1237+93.56  
 $\Delta = 21^\circ 22' 15''$  (RT)  
 $D = 03^\circ 29' 55''$   
 $R = 1,637.68'$   
 $T = 309.01'$   
 $L = 610.84'$   
 $E = 28.90'$   
 PC STA = 1234+84.54  
 PT STA = 1240+95.38

FAP 322 CURVE SC02 DATA  
 PI STA = 366+64.75  
 $\Delta = 21^\circ 21' 09''$  (RT)  
 $D = 2^\circ 36' 16''$   
 $R = 2,200.00'$   
 $T = 414.75'$   
 $L = 819.87'$   
 $E = 38.75'$   
 $SE = 5.9\%$   
 PC STA = 362+77.40  
 PT STA = 370+69.43

SW 1/4 SEC 36, T12N, R1E, 3RD PM

PARCEL NO 6069109 & TE  
LIFE ESTATE IN REX ALLEN DOTY, ET AL

TOTAL AREA = 160.396 ACRES  
REQUIRED ROW AREA = 4.250 ACRES  
EXISTING ROW AREA = 1.880 ACRES  
TOTAL ROW AREA = 6.130 ACRES  
REMAINING AREA = 154.266 ACRES

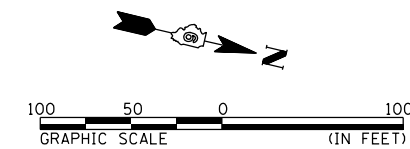
TEMPORARY EASEMENT TE = 0.285 ACRES  
T.E. PURPOSE: GRADING (FILL EX CHANNEL)

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150

RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 358+00 TO STA 373+00  
SCALE 1" = 50'



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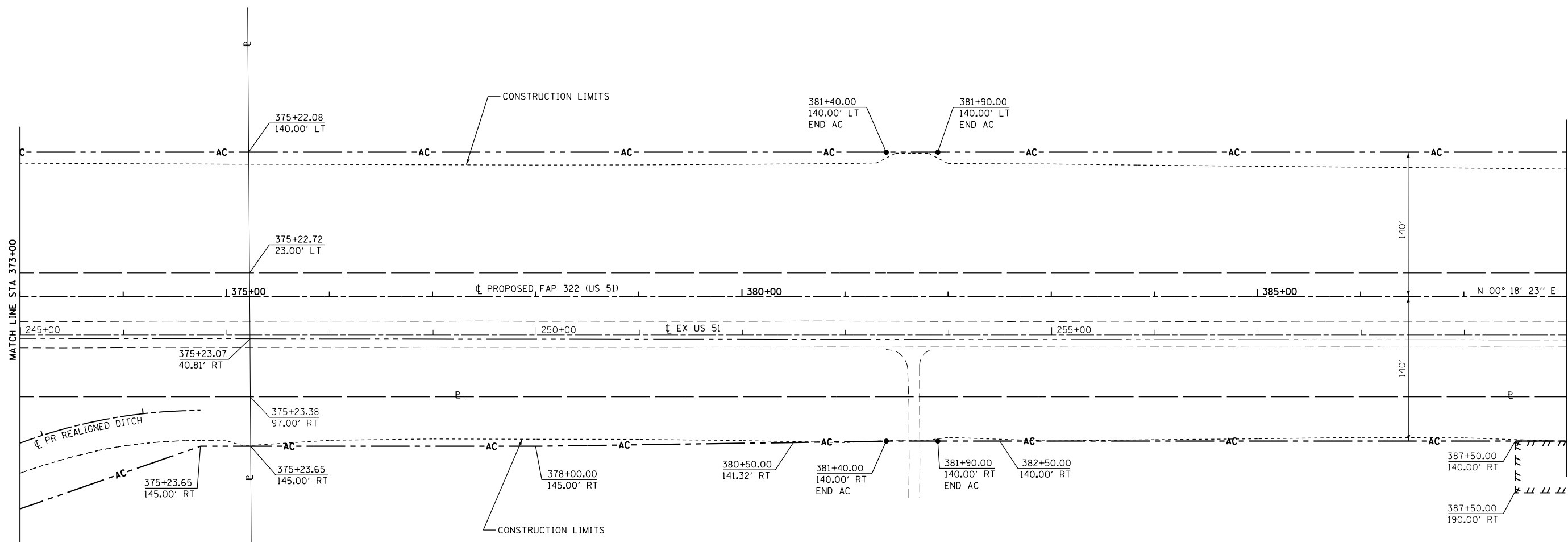
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SE 1/4 SEC 35, T12N, R1E, 3RD PM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	122
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

PARCEL NO 6069110  
 DON E. METSKER &  
 MARGARET S. METSKER CO-TRUSTEES  
 OF THE DON E. METSKER TRUST AND  
 MARGARET S. METSKER AND DON E.  
 METSKER CO-TRUSTEES OF THE  
 MARGARET S. METSKER TRUST  
 SEE TABULATIONS ON SHEET 3

PARCEL NO 6069112  
 GERALD D. HANDEGAN JR.  
 AND NANCY M. HANDEGAN  
 TOTAL AREA = 40.195 ACRES  
 REQUIRED ROW AREA = 3.576 ACRES  
 EXISTING ROW AREA = 1.968 ACRES  
 TOTAL ROW AREA = 5.544 ACRES  
 REMAINING AREA = 34.651 ACRES



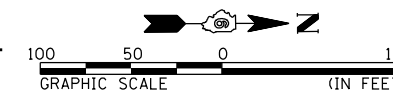
PARCEL NO 6069109 & TE  
 LIFE ESTATE IN REX ALLEN DOTY, ET AL  
 SEE TABULATIONS ON SHEET 3

PARCEL NO 6069111 & TE  
 MUNZ, INC.  
 TOTAL AREA = 158.044 ACRES  
 REQUIRED ROW AREA = 1.365 ACRES  
 EXISTING ROW AREA = 0.000 ACRES  
 TOTAL ROW AREA = 1.365 ACRES  
 REMAINING AREA = 156.679 ACRES  
 TEMPORARY EASEMENT TE = 0.052 ACRES  
 T.T. PURPOSE: DITCG GRADING

SW 1/4 SEC 36, T12N, R1E, 3RD PM

NOTES:  
 BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
 COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
 SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
 TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
 GRID FACTOR = 1.00003150



RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
 SECTION 11-1  
 PROJECT  
 COUNTY CHRISTIAN  
 JOB NO. R-96-008-95  
 STA 373+00 TO STA 388+00  
 SCALE 1" = 50'

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	123
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

NE 1/4 SEC 35, T12N, R1E, 3RD PM

PARCEL NO 6069114  
EPLEY FAMILY FARM LIMITED PARTNERSHIP

TOTAL AREA = 80.423 ACRES  
REQUIRED ROW AREA = 7.432 ACRES  
EXISTING ROW AREA = 4.186 ACRES  
TOTAL ROW AREA = 11.618 ACRES  
REMAINING AREA = 68.805 ACRES

PARCEL NO 6069112  
GERALD D. HANDEGAN JR.  
AND NANCY M. HANDEGAN  
SEE TABULATIONS ON SHEET 4

CONSTRUCTION LIMITS

402+36.96  
140.00' LT

STATION EQUATION:  
PC STA 402+36.96 BK =  
PC STA 100+00.00 AH

MATCH LINE STA 388+00

388+53.35  
140.00' LT

388+54.02  
23.00' LT

388+54.15  
CL

388+54.73  
97.00' RT

388+54.99  
140.00' RT

STA 388+54.39  
41.95' RT

388+75.00  
140.00' RT

388+75.00  
190.00' RT

388+55.28  
190.00' RT

CONSTRUCTION LIMITS

402+36.96  
140.00' RT

PARCEL NO 6069111 & TE  
MUNZ, INC.  
SEE TABULATIONS ON SHEET 4

PARCEL NO 6069113 A, B, & TE

THE SWIM FAMILY REVOCABLE LIVING TRUST,  
DAVID T. DORN, SR., DAVID T. DORN, JR.,  
JANET DORN AND ANN DORN

TOTAL AREA = 120.456 ACRES  
REQUIRED ROW AREA A = 2.444 ACRES  
EXISTING ROW AREA A = 3.098 ACRES  
TOTAL ROW AREA A = 5.542 ACRES

REQUIRED ROW AREA B = 0.082 ACRES  
EXISTING ROW AREA B = 0.126 ACRES  
TOTAL ROW AREA B = 0.208 ACRES

TOTAL ROW AREA = 5.75 ACRES  
REMAINING AREA = 114.706 ACRES

TEMPORARY EASEMENT TE = 0.023 ACRES  
T.E. PURPOSE: DITCH GRADING

FAP 322 CURVE #SC03 DATA

PI STA = 100+60.06  
 $\Delta = 00^\circ 08' 16''$  (RT)  
D = 00' 06" 53"  
R = 50,000.00'  
T = 60.07'  
L = 120.13'  
E = 0.04'  
SE = NONE  
PC STA = 100+00.00  
PT STA = 101+20.13

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

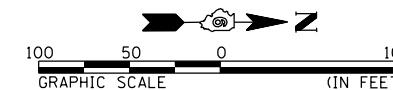
PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150

NW 1/4 SEC 36, T12N, R1E, 3RD PM

RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 388+00 TO STA 100+75  
SCALE 1" = 50'

SHEET NO. 5 OF 22



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

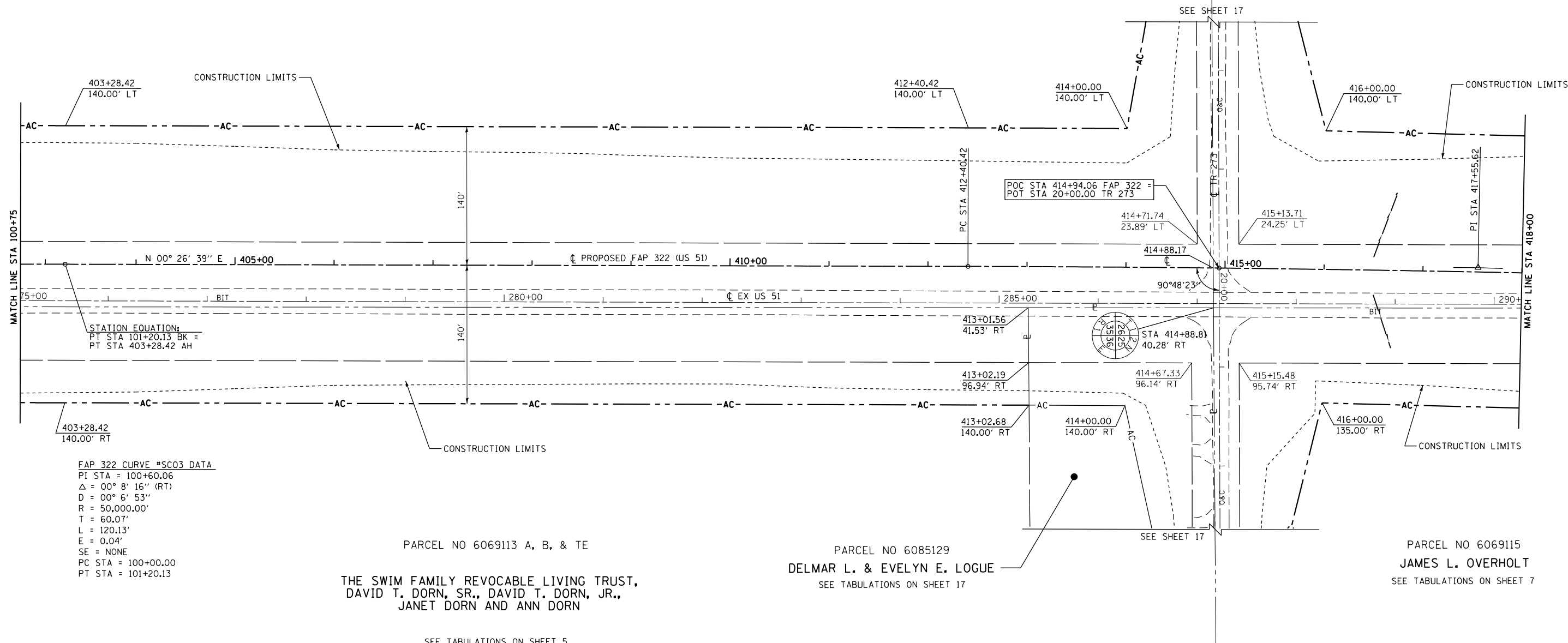
NE 1/4 SEC 35, T12N, R1E, 3RD PM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	124
STA. TO STA.		FED. AID PROJECT		
FED. ROAD DIST. NO.		ILLINOIS		

SE 1/4 SEC 26, T12N, R1E, 3RD PM

PARCEL NO 6069114  
EPLEY FAMILY FARM LIMITED PARTNERSHIP  
SEE TABULATIONS ON SHEET 5

PARCEL NO 6069116  
FIRST NATIONAL BANK OF PANA  
SEE TABULATIONS ON SHEET 7



STATION EQUATION:  
PT STA 101+20.13 BK =  
PT STA 403+28.42 AH

FAP 322 CURVE #SC03 DATA  
 PI STA = 100+60.06  
 $\Delta = 00^\circ 8' 16''$  (RT)  
 D = 00° 6' 53"  
 R = 50,000.00'  
 T = 60.07'  
 L = 120.13'  
 E = 0.04'  
 SE = NONE  
 PC STA = 100+00.00  
 PT STA = 101+20.13

PARCEL NO 6069113 A, B, & TE  
THE SWIM FAMILY REVOCABLE LIVING TRUST,  
DAVID T. DORN, SR., DAVID T. DORN, JR.,  
JANET DORN AND ANN DORN  
SEE TABULATIONS ON SHEET 5

PARCEL NO 6085129  
DELMAR L. & EVELYN E. LOGUE  
SEE TABULATIONS ON SHEET 17

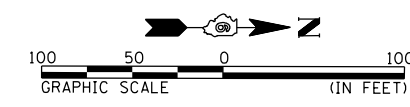
PARCEL NO 6069115  
JAMES L. OVERHOLT  
SEE TABULATIONS ON SHEET 7

NW 1/4 SEC 36, T12N, R1E, 3RD PM

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150

FAP 322 CURVE #SC04 DATA  
 PI STA = 417+55.62  
 $\Delta = 01^\circ 58' 04''$  (RT)  
 D = 00° 11' 28"  
 R = 30,000.00'  
 T = 515.20'  
 L = 1,030.29'  
 E = 4.42'  
 SE = NONE  
 PC STA = 412+40.42  
 PT STA = 422+70.71



RIGHT OF WAY PLANS	
ROUTE	F.A.P. 322 (US 51)
SECTION	11-1
PROJECT	
COUNTY	CHRISTIAN
JOB NO.	R-96-008-95
STA	100+75 TO STA 418+00
SCALE	1" = 50'
SHEET NO. 6 OF 22	

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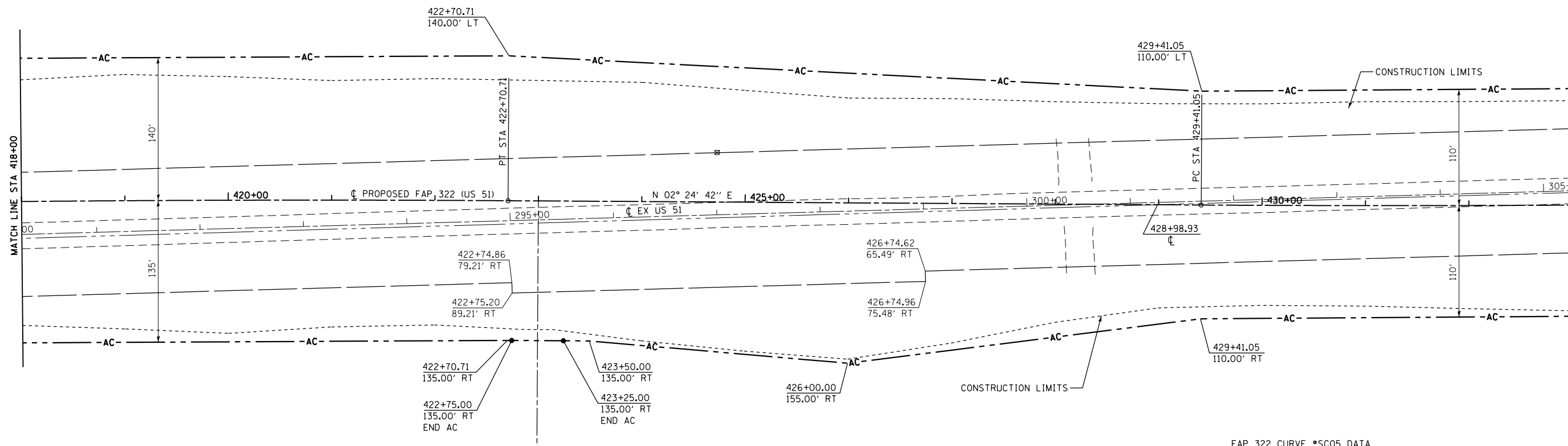
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	125
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SE 1/4 SEC 26, T12N, R1E, 3RD PM

PARCEL NO 6069116  
THE FIRST NATIONAL BANK OF PANA

TOTAL AREA = 80.402 ACRES  
REQUIRED ROW AREA = 4.388 ACRES  
EXISTING ROW AREA = 4.132 ACRES  
TOTAL ROW AREA = 8.520 ACRES  
REMAINING AREA = 71.882 ACRES



FAP 322 CURVE #SC04 DATA  
 PI STA = 417+55.62  
 $\Delta = 01^\circ 58' 04''$  (RT)  
 $D = 00^\circ 11' 28''$   
 $R = 30,000.00'$   
 $T = 515.20'$   
 $L = 1,030.29'$   
 $E = 4.42'$   
 SE = NONE  
 PC STA = 412+40.42  
 PT STA = 422+70.71

PARCEL NO 6069115  
 JAMES L. OVERHOLT

TOTAL AREA = 325.037 ACRES  
 REQUIRED ROW AREA = 3.967 ACRES  
 EXISTING ROW AREA = 3.859 ACRES  
 TOTAL ROW AREA = 7.826 ACRES  
 REMAINING AREA = 317.211 ACRES

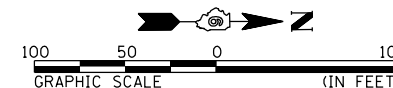
TEMPORARY EASEMENT TE = 0.047 ACRES  
 T.E. PURPOSE: CONSTRUCT SERVICE DRIVE

SW 1/4 SEC 25, T12N, R1E, 3RD PM

FAP 322 CURVE #SC05 DATA  
 PI STA = 433+33.78  
 $\Delta = 01^\circ 30' 00''$  (LT)  
 $D = 00^\circ 11' 28''$   
 $R = 30,000.00'$   
 $T = 392.72'$   
 $L = 785.40'$   
 $E = 2.57'$   
 SE = NONE  
 PC STA = 429+41.05  
 PT STA = 437+26.45

NOTES:  
 BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
 COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
 SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
 TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
 GRID FACTOR = 1.00003150



RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
 SECTION 11-1  
 PROJECT  
 COUNTY CHRISTIAN  
 JOB NO. R-96-008-95  
 STA 418+00 TO STA 433+00  
 SCALE 1 = 50'

4/4/13B PM

10/5/2012

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

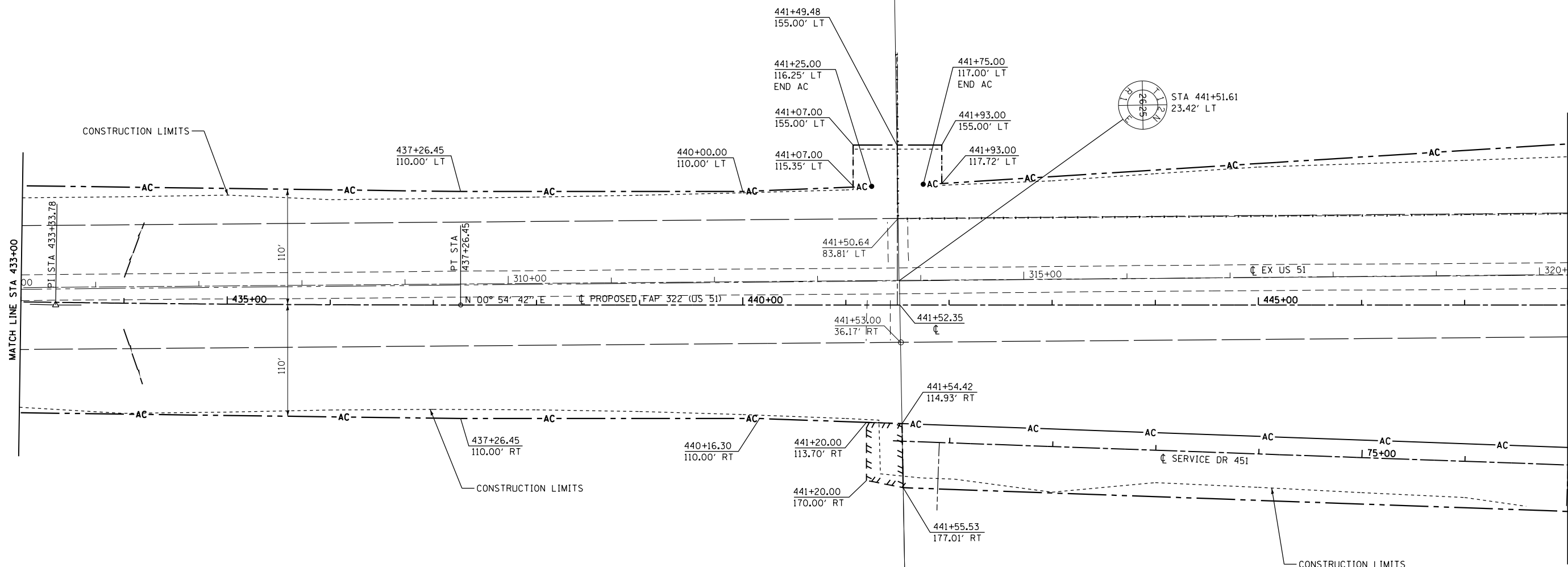
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	126
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SE 1/4 SEC 26, T12N, R1E, 3RD PM

NE 1/4 SEC 26, T12N, R1E, 3RD PM

PARCEL NO 6069116  
FIRST NATIONAL BANK OF PANA  
SEE TABULATIONS ON SHEET 7

PARCEL NO 6069118 & TE  
GOLDMINE FARMS, INC.  
A DELAWARE CORPORATION  
SEE TABULATIONS ON SHEET 9



FAP 322 CURVE #SC05 DATA  
 PI STA = 433+33.78  
 $\Delta = 1^\circ 30' 00''$  (LT)  
 $D = 0^\circ 11' 28''$   
 $R = 30,000.00'$   
 $T = 392.72'$   
 $L = 785.40'$   
 $E = 2.57'$   
 $SE = NONE$   
 PC STA = 429+41.05  
 PT STA = 437+26.45

PARCEL NO 6069115  
JAMES L. OVERHOLT  
SEE TABULATIONS ON SHEET 7

PARCEL NO 6069117  
MICHAEL L. SWINEY  
SEE TABULATION ON SHEET 9

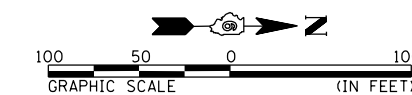
SW 1/4 SEC 25, T12N, R1E, 3RD PM

NW 1/4 SEC 25, T12N, R1E, 3RD PM

NOTES:  
 BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
 COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
 SURVEYED IN ENGLISH.  
 PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
 TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
 GRID FACTOR = 1.00003150

RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
 SECTION 11-1  
 PROJECT  
 COUNTY CHRISTIAN  
 JOB NO. R-96-008-95  
 STA 433+00 TO STA 448+00  
 SCALE 1 = 50'



4/4/10 PM

10/5/2012

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NE 1/4 SEC 26, T12N, R1E, 3RD PM

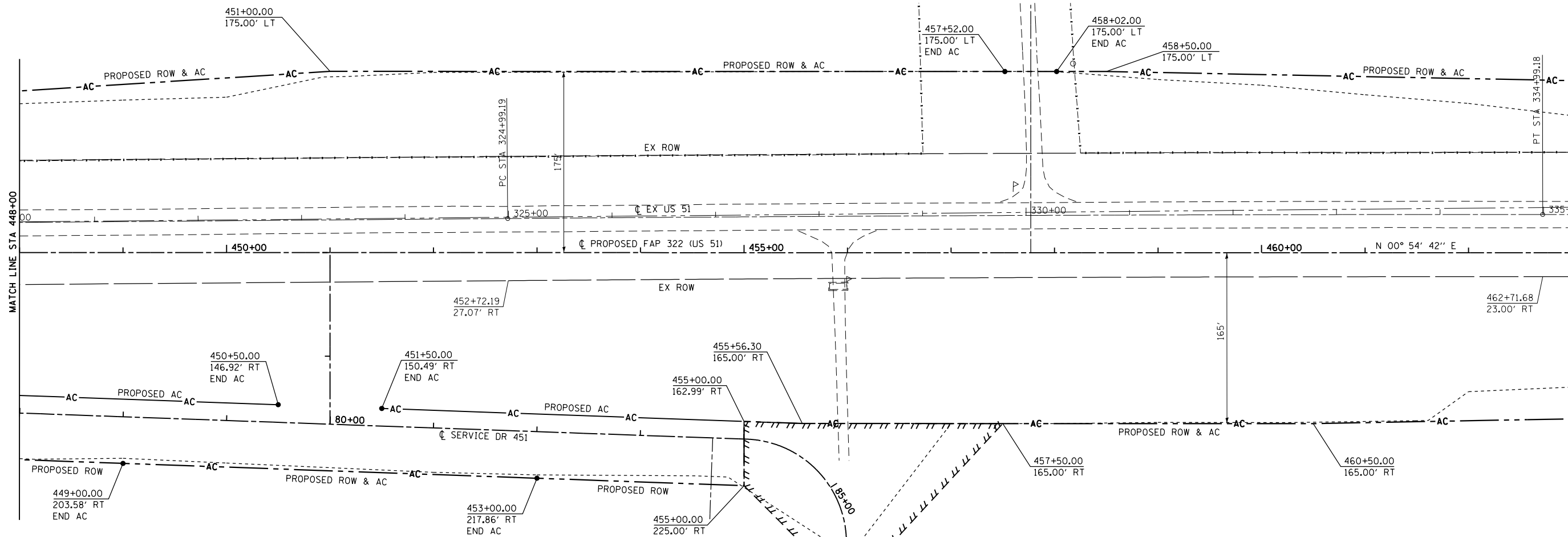
PARCEL NO 6069118 & TE1, TE2  
GOLDMINE FARMS, INC.  
A DELAWARE CORPORATION

TOTAL AREA = 160.778 ACRES  
REQUIRED ROW AREA = 6.607 ACRES  
EXISTING ROW AREA = 3,530 ACRES  
TOTAL ROW AREA = 10,137 ACRES  
REMAINING AREA = 150,641 ACRES

TEMPORARY EASEMENT TE-1 = 0,066 ACRES  
T.E. PURPOSE: CONSTRUCT ENTRANCE

TEMPORARY EASEMENT TE-2 = 0,413 ACRES  
T.E. PURPOSE: CONSTRUCT ENTRANCE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	127
STA. 448+00		TO STA. 463+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PARCEL NO 6069117  
MICHAEL L. SWINEY

TOTAL AREA = 81,429 ACRES  
REQUIRED ROW AREA = 10,734 ACRES  
EXISTING ROW AREA = 4,323 ACRES  
TOTAL ROW AREA = 15,057 ACRES  
REMAINING AREA = 66,372 ACRES

TEMPORARY EASEMENT TE = 0.518 ACRES  
T.E. PURPOSE: CONSTRUCT SERVICE DRIVE

NW 1/4 SEC 25, T12N, R1E, 3RD PM

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

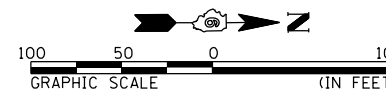
PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150

EX US 51 CURVE #617 DATA  
PI STA = 329+99.19  
Δ = 00° 27' 58" (RT)  
D = 00° 02' 48"  
R = 122,929.92'  
T = 500.00'  
L = 999.99'  
E = 1.02'  
PC STA = 324+99.19  
PT STA = 334+99.18

RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 448+00 TO STA 463+00  
SCALE 1 = 50'

SHEET NO. 9 OF 22



4/4/4/2 PM

10/5/2012

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	128
STA. 463+00		TO STA. 478+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

NE 1/4 SEC 26, T12N, R1E, 3RD PM

PARCEL NO 6069118 & TE  
GOLDMINE FARMS, INC  
A DELAWARE CORPORATION  
SEE TABULATIONS ON SHEET 9

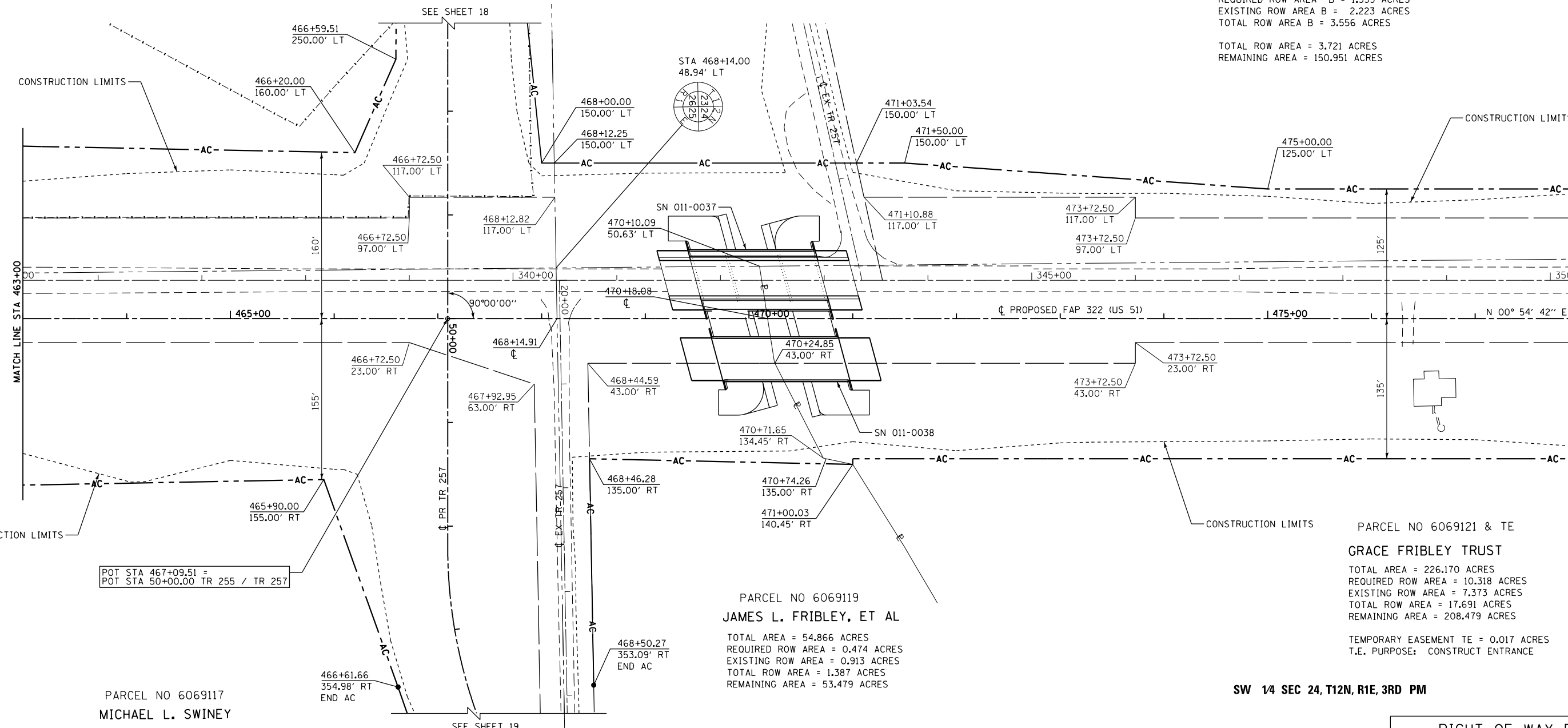
SE 1/4 SEC 23, T12N, R1E, 3RD PM

PARCEL NO 6069120 A & B  
CLARADO FAMILY LIMITED  
PARTNERSHIP, AN ILLINOIS  
LIMITED PARTNERSHIP

TOTAL AREA = 154.672 ACRES  
REQUIRED ROW AREA A = 0.165 ACRES  
EXISTING ROW AREA A = 0.000 ACRES  
TOTAL ROW AREA A = 0.165 ACRES

REQUIRED ROW AREA B = 1.333 ACRES  
EXISTING ROW AREA B = 2.223 ACRES  
TOTAL ROW AREA B = 3.556 ACRES

TOTAL ROW AREA = 3.721 ACRES  
REMAINING AREA = 150.951 ACRES



POT STA 467+09.51 =  
POT STA 50+00.00 TR 255 / TR 257

PARCEL NO 6069117  
MICHAEL L. SWINEY  
SEE TABULATIONS ON SHEET 9

PARCEL NO 6069119  
JAMES L. FRIBLEY, ET AL

TOTAL AREA = 54.866 ACRES  
REQUIRED ROW AREA = 0.474 ACRES  
EXISTING ROW AREA = 0.913 ACRES  
TOTAL ROW AREA = 1.387 ACRES  
REMAINING AREA = 53.479 ACRES

PARCEL NO 6069121 & TE  
GRACE FRIBLEY TRUST

TOTAL AREA = 226.170 ACRES  
REQUIRED ROW AREA = 10.318 ACRES  
EXISTING ROW AREA = 7.373 ACRES  
TOTAL ROW AREA = 17.691 ACRES  
REMAINING AREA = 208.479 ACRES

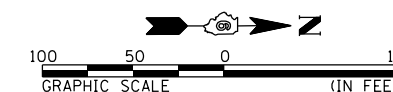
TEMPORARY EASEMENT TE = 0.017 ACRES  
T.E. PURPOSE: CONSTRUCT ENTRANCE

SW 1/4 SEC 24, T12N, R1E, 3RD PM

NW 1/4 SEC 25, T12N, R1E, 3RD PM

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150



RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 463+00 TO STA 478+00  
SCALE 1" = 50'

4/4/4/3 PM  
10/5/2012  
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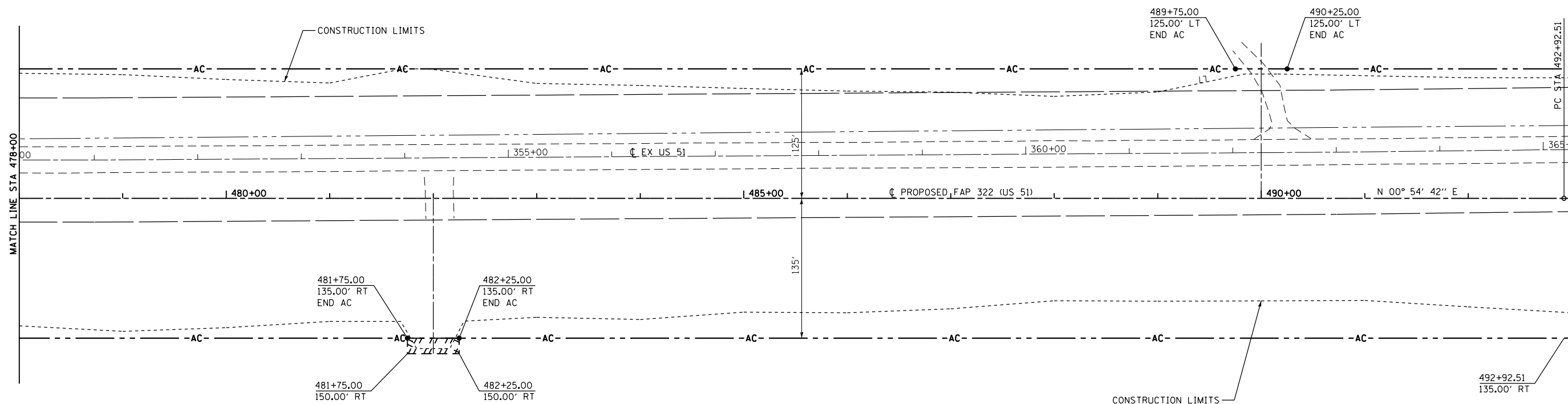
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	129
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SE 1/4 SEC 23, T12N, R1E, 3RD PM

PARCEL NO 6069120 A & B  
CLARADO FAMILY LIMITED  
PARTNERSHIP, AN ILLINOIS  
LIMITED PARTNERSHIP  
SEE TABULATIONS ON SHEET 10

FAP 322 CURVE \*SMI DATA  
PI STA = 495+42.92  
 $\Delta = 00^\circ 39' 51''$  (LT)  
D = 00° 07' 57"  
R = 43,200.00'  
T = 250.40'  
L = 500.80'  
E = 0.73'  
SE = NONE  
PC STA = 492+92.51  
PT STA = 497+93.31

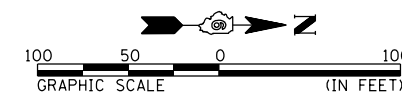


PARCEL NO 6069121 & TE  
GRACE P. FRIBLEY  
SEE TABULATIONS ON SHEET 10

SW 1/4 SEC 24, T12N, R1E, 3RD PM

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150



RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 478+00 TO STA 493+00  
SCALE 1 = 50'

4/4/45 PM

10/5/2012

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	130
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SE 1/4 SEC 23, T12N, R1E, 3RD PM

NE 1/4 SEC 23, T12N, R1E, 3RD PM

PARCEL NO 6069120 A & B  
CLARADO FAMILY LIMITED  
PARTNERSHIP, AN ILLINOIS  
LIMITED PARTNERSHIP  
SEE TABULATIONS ON SHEET 10

PARCEL NO 6069122 & TE  
MARY LACY

TOTAL AREA = 161.461 ACRES  
REQUIRED ROW AREA = 1.273 ACRES  
EXISTING ROW AREA = 2.535 ACRES  
TOTAL ROW AREA = 3.808 ACRES  
REMAINING AREA = 157.653 ACRES

TEMPORARY EASEMENT TE = 0.017 ACRES  
T.E. PURPOSE: CONSTRUCT ENTRANCE

FAP 322 CURVE \*SMI DATA  
PI STA = 495+42.92  
 $\Delta = 00^\circ 39' 51''$  (LT)  
D = 00° 07' 57"  
R = 43,200.00'  
T = 250.40'  
L = 500.80'  
E = 0.73'  
SE = NONE  
PC STA = 492+92.51  
PT STA = 497+93.31

STA 494+79.70  
71.56' LT

497+27.00  
140.00' LT

497+77.00  
140.00' LT

497+27.00  
125.00' LT  
END AC

497+77.00  
125.00' LT  
END AC

494+78.95  
125.68' LT

494+79.19  
108.79' LT

494+81.00

494+81.20  
11.20' RT

494+83.44  
135.00' RT

PI STA 495+42.92

497+27.00  
135.00' RT  
END AC

497+93.31  
135.00' RT

497+77.00  
135.00' RT  
END AC

503+00.00  
135.00' RT

CONSTRUCTION LIMITS

CONSTRUCTION LIMITS

MATCH LINE STA 493+00

MATCH LINE STA 508+00

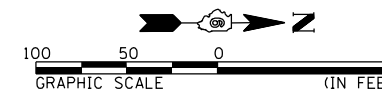
PARCEL NO 6069121 & TE  
GRACE P. FRIBLEY  
SEE TABULATIONS ON SHEET 10

SW 1/4 SEC 24, T12N, R1E, 3RD PM

NW 1/4 SEC 24, T12N, R1E, 3RD PM

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150



RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 493+00 TO STA 508+00  
SCALE 1" = 50'

SHEET NO. 12 OF 22

4/4/4/7 PM

10/5/2012

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NE 1/4 SEC 23, T12N, R1E, 3RD PM

PARCEL NO 6069122 & TE

MARY LACY

SEE TABULATIONS ON SHEET 12

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	131
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SE 1/4 SEC 14, T12N, R1E, 3RD PM

PARCEL NO 6069124  
JAMES F. & DONNA S. HOWSE  
SEE TABULATIONS ON SHEET 14



PARCEL NO 6069121 & TE  
GRACE P. FRIBLEY  
SEE TABULATIONS ON SHEET 10

PARCEL NO 6069123 & TE  
JAMES L. FRIBLEY, ET AL

TOTAL AREA = 44.360 ACRES  
REQUIRED ROW AREA = 3.212 ACRES  
EXISTING ROW AREA = 2.233 ACRES  
TOTAL ROW AREA = 5.445 ACRES  
REMAINING AREA = 38.915 ACRES

TEMPORARY EASEMENT TE = 0.036 ACRES  
T.E. PURPOSE: CONSTRUCT ENTRANCE

PARCEL NO 6069125 & TE  
LA CHARITE FARMS, INC.  
A NEVADA CORPORATION  
SEE TABULATIONS ON SHEET 14

SW 1/4 SEC 13, T12N, R1E, 3RD PM

RIGHT OF WAY PLANS

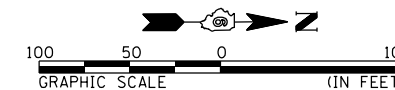
ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 508+00 TO STA 523+00  
SCALE 1" = 50'

SHEET NO. 13 OF 22

NW 1/4 SEC 24, T12N, R1E, 3RD PM

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	132
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SE 1/4 SEC 14, T12N, R1E, 3RD PM

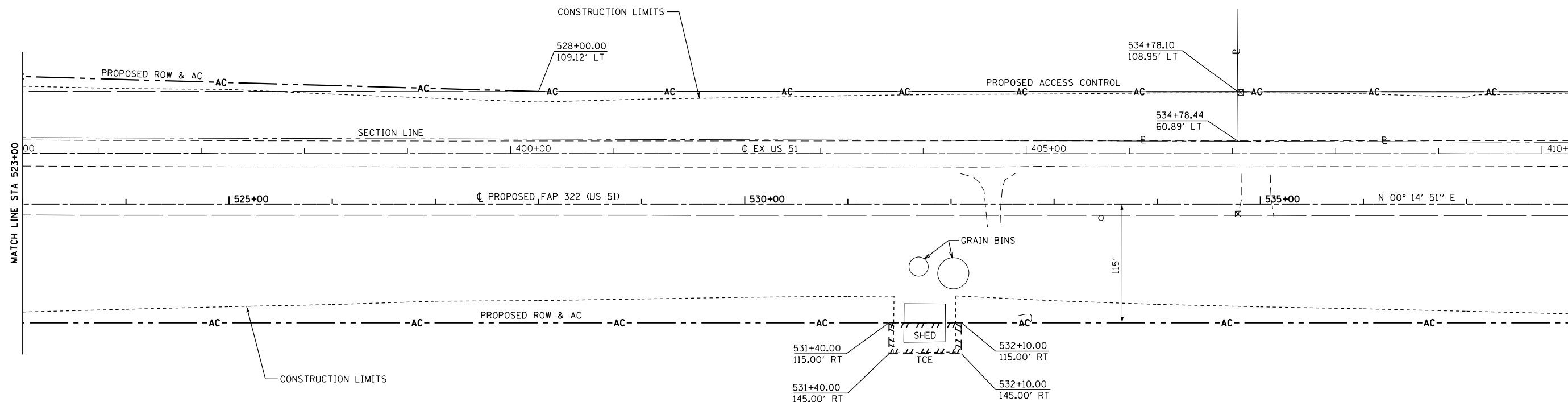
PARCEL NO 6069124  
JAMES F. & DONNA S. HOWSE

TOTAL AREA = 40.405 ACRES  
REQUIRED ROW AREA = 0.366 ACRES  
EXISTING ROW AREA = 1.749 ACRES  
TOTAL ROW AREA = 2.115 ACRES  
REMAINING AREA = 38.290 ACRES

PARCEL NO 6069126 & TE  
A LIFE ESTATE in  
THOMAS E. & EDITH M. REVER

TOTAL AREA = 4.995 ACRES  
REQUIRED ROW AREA = 0.000 ACRES  
EXISTING ROW AREA = 0.903 ACRES  
TOTAL ROW AREA = 0.903 ACRES  
REMAINING AREA = 4.092 ACRES

TEMPORARY EASEMENT TE-1 = 0.257 ACRES  
T.E. PURPOSE: CONSTRUCT SERVICE DRIVES



PARCEL NO 6069125 & TE  
LA CHARITE FARMS, INC.  
A NEVADA CORPORATION

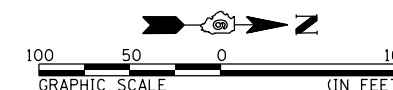
TOTAL AREA = 163.051 ACRES  
REQUIRED ROW AREA = 6.575 ACRES  
EXISTING ROW AREA = 4.681 ACRES  
TOTAL ROW AREA = 11.256 ACRES  
REMAINING AREA = 151.795 ACRES

TEMPORARY EASEMENT TE = 0.048 ACRES  
T.E. PURPOSE: BUILDING REMOVAL

SW 1/4 SEC 13, T12N, R1E, 3RD PM

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150



RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 523+00 TO STA 538+00  
SCALE 1" = 50'



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	133
STA. 538+00		TO STA. 553+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SE 1/4 SEC 14, T12N, R1E, 3RD PM

PARCEL NO 6069127  
AGRI ENTERPRISES, INC

TOTAL AREA = 116.274 ACRES  
REQUIRED ROW AREA = 0.643 ACRES  
EXISTING ROW AREA = 0.626 ACRES  
TOTAL ROW AREA = 1.269 ACRES  
REMAINING AREA = 115.005 ACRES

NE 1/4 SEC 14, T12N, R1E, 3RD PM

PARCEL NO 6085148  
CLETA MAXINE ROYER

**SERVICE DRIVE CURVE #1 DATA**  
 PI STA = 2+92.42 =  
 539+88.23 96.36' LT FAP 322  
 $\Delta = 94^\circ 51' 13''$  (LT)  
 $D = 190^\circ 59' 09''$   
 $R = 30.00'$   
 $T = 32.66'$   
 $L = 49.67'$   
 $E = 14.34'$   
 SE = NONE  
 PC STA = 2+59.77 =  
 539+88.25 129.02' LT FAP 322  
 PT STA = 3+09.43 =  
 540+20.77 99.11' LT FAP 322

**SERVICE DRIVE CURVE #2 DATA**  
 PI STA = 7+59.36 =  
 544+69.11 136.95' LT FAP 322  
 $\Delta = 4^\circ 51' 12''$  (RT)  
 $D = 1^\circ 08' 45''$   
 $R = 5000.00'$   
 $T = 211.89'$   
 $L = 423.53'$   
 $E = 4.49'$   
 SE = NONE  
 PC STA = 5+47.47 =  
 542+57.96 119.113' LT FAP 322  
 PT STA = 9+71.00 =  
 546+81.00 136.84' LT FAP 322

PARCEL NO 6069126 & TE  
A LIFE ESTATE in  
THOMAS E. & EDITH M. REVER  
SEE TABULATIONS ON SHEET 14

PARCEL NO 6069125 & TE  
LA CHARITE FARMS, INC.  
A NEVADA CORPORATION  
SEE TABULATIONS ON SHEET 14

SW 1/4 SEC 13, T12N, R1E, 3RD PM

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150



FOUND  
1 1/2" IRON BAR  
SW CORNER  
NE 1/4  
SEC 14



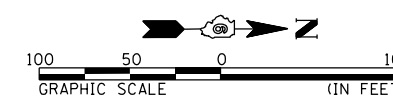
SET #4 REBAR  
SW CORNER  
NW 1/4  
SEC 13  
STA 548+11.17  
56.96' LT

1/4 SECTION LINE



FOUND CHUNK OF  
CONCRETE & #5 REBAR  
SE CORNER  
NE 1/4  
SEC 13

NW 1/4 SEC 13, T12N, R1E, 3RD PM



RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 538+00 TO STA 553+00  
SCALE 1" = 50'

444452 PM

10/5/2012

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

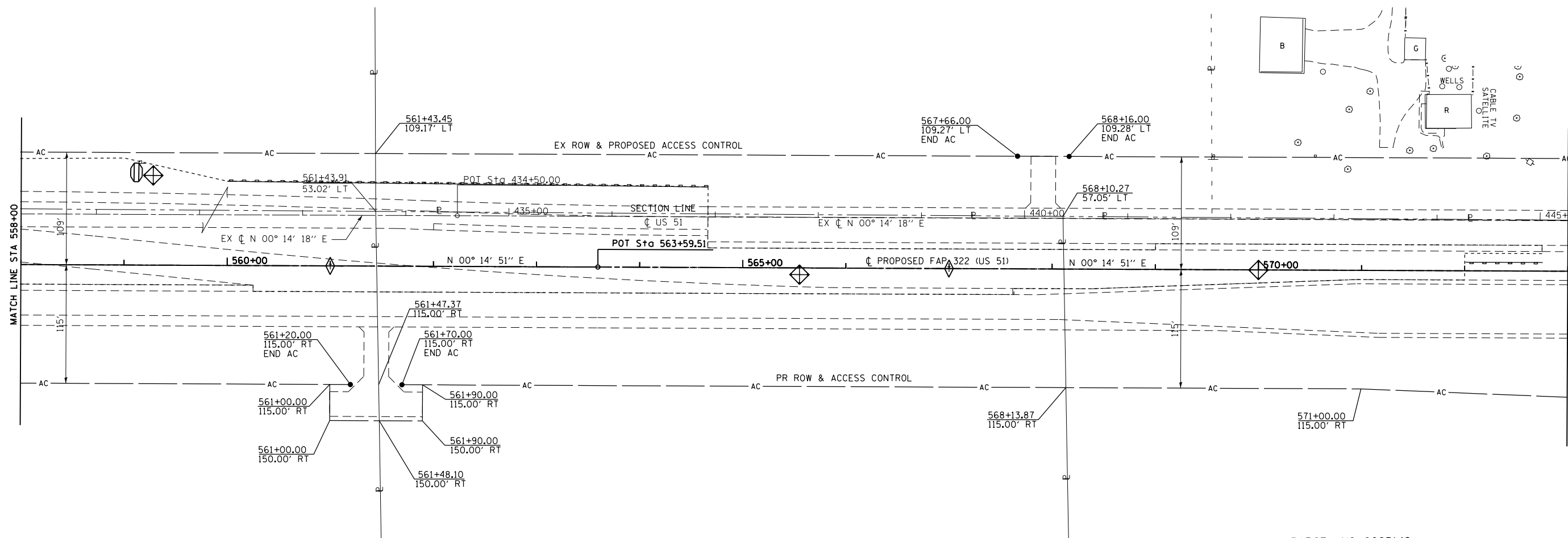
NE 1/4 SEC 14, T12N, R1E, 3RD PM

PARCEL NO 6085148  
CLETA MAXINE ROYER

PARCEL NO 6085182  
BOARMAN BROTHERS, L.L.C.

PARCEL NO 6085188  
MARK A. MILLER  
ROBIN M. MILLER

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	134
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



PARCEL NO 6085183  
RODNEY ROYER,  
JERRY ROYER, RICK ROYER

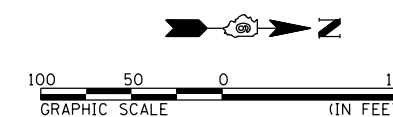
PARCEL NO 6085149  
JUDY WADE, JAMES ROYER,  
PEGGY DIVELY

PARCEL NO 6085148  
CLETA MAXINE ROYER

NW 1/4 SEC 13, T12N, R1E, 3RD PM

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150



RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 558+00 TO STA 573+00  
SCALE 1 = 50'

4/4/14 PM

10/5/2012

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	135
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

NE 1/4 SEC 14, T12N, R1E, 3RD PM

PARCEL NO 6085188  
MARK A. MILLER  
ROBIN M. MILLER

SE 1/4 SEC 11, T12N, R1E, 3RD PM

PARCEL NO 6085151  
JANEANE BARROR  
HEATHER RENEE IRVINE  
& HOLLI NICOLE BARROR

PARCEL NO 6085153  
RICHARD O. WORKMAN  
MARY ALICE WORKMAN &  
THE ESTATE OF GRACE WORKMAN

NW 1/4 SEC 13, T12N, R1E, 3RD PM

PARCEL NO 6085149  
JUDY WADE, JAMES ROYER,  
PEGGY DIVELY



FOUND STONE  
NW CORNER  
SEC 14  
(\*5 REBAR 0.50' SOUTH)

FAP 322 (US 51)  
575+15.43, 225.44' LT =  
TR 229A  
17+75.00, 40.00' LT

SET #4 REBAR  
NW CORNER  
SEC 13  
FAP 322 (US 51)  
574+76.64, 49.08' LT =  
TR 229A  
19+50.63, 5.09' RT

FAP 322 (US 51)  
574+83.99, 0' =  
TR 229A  
20+00.00, 0'

FAP 322 (US 51)  
575+30.04, 248.96' RT =  
TR 229A  
22+50.00, 40.00' LT

FOUND 1/2" GAS PIPE  
NE CORNER  
NW 1/4  
SEC 13



FAP 322 (US 51)  
574+35.44, 224.21' LT =  
TR 229A  
17+75.00, 40.00' RT

573+50.00  
109.37' LT

576+10.00  
109.41' LT

584+72.68  
109.55' LT

MATCH LINE STA 573+00

MATCH LINE STA 588+00

573+75.00  
125.00' RT

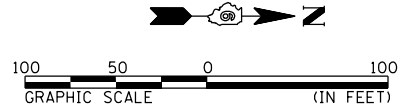
575+85.00  
115.00' RT

FAP 322 (US 51)  
574+50.07, 250.90' RT =  
TR 229A  
22+50.00, 40.00' RT

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150

SW 1/4 SEC 12, T12N, R1E, 3RD PM



**RIGHT OF WAY PLANS**

ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 573+00 TO STA 588+00  
SCALE 1" = 50'

SHEET NO. 17 OF 22

4/4/15 PM  
10/5/2012  
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SE 1/4 SEC 35, T12N, R1E, 3RD PM

SW 1/4 SEC 36, T12N, R1E, 3RD PM

TR 268 CURVE SC13 DATA  
PI STA. = 24+62.70  
Δ = 12° 54' 49" (LT)  
D = 19° 05' 55"  
R = 300.00'  
T = 33.95'  
L = 67.61'  
E = 1.92'  
SE = 4.0%  
PC STA. = 24+28.75  
PT STA. = 24+96.37

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	136
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PARCEL NO 6069110  
DON E. METSKER &  
MARGARET S. METSKER CO-TRUSTEES  
OF THE DON E. METSKER TRUST AND  
MARGARET S. METSKER AND DON E.  
METSKER CO-TRUSTEES OF THE  
MARGARET S. METSKER TRUST  
SEE TABULATIONS ON SHEET 3

PARCEL NO 6069109 A, B, & TE  
LIFE ESTATE IN REX ALLEN DOTY, ET AL  
SEE TABULATIONS ON SHEET 3

PARCEL NO 6069108 A, B, & TE  
THE FIRST NATIONAL BANK OF PANAMA  
SEE TABULATIONS ON SHEET 2

PARCEL NO 6069107 A & B  
MICHAEL R. &  
SANDRA K. PINKSTON  
SEE TABULATIONS ON SHEET 2

NW 1/4 SEC 1, T11N, R1E, 3RD PM

RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
SECTION 11-1  
PROJECT  
COUNTY CHRISTIAN  
JOB NO. R-96-008-95  
STA 12+42 TO STA 25+75 (TR 268)  
SCALE 1" = 50'

BEGIN CONSTRUCTION  
STA 12+80.00 PROPOSED TR 268 =  
STA 13+38.15 EXISTING TR 268

POT STA 361+67.98 FAP 322 =  
POT STA 20+10.88 EX TR 268

363+13.01, 285.65' LT  
FAP 322 (US 51) =  
TR 268 15+90.43  
127.21' LT

363+33.94, 354.73' LT  
FAP 322 (US 51) =  
TR 268 15+25.00  
94.57' LT  
END AC

361+13.61, 351.31' LT  
FAP 322 (US 51) =  
TR 268 16+80.00  
75.00' RT  
END AC

POT STA 360+98.92 FAP 322 =  
POT STA 20+02.85 TR 268

360+25.00, 170.00' LT  
FAP 322 (US 51) =  
TR 268 18+48.27  
102.32' RT  
END AC

359+50.00, 120.00' LT  
FAP 322 (US 51) =  
TR 268 19+10.54  
167.50' RT  
END AC

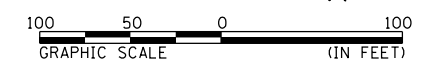
PROP. CURVE TR268-2  
PI STA. = 17+02.99  
Δ = 37° 33' 32" (LT)  
D = 19° 05' 55"  
R = 300.00'  
T = 102.01'  
L = 196.66'  
E = 16.87'  
e = 4.0%  
P.C. STA. = 16+00.98  
P.T. STA. = 17+97.64

PROP. CURVE TR268-3  
PI STA. = 23+42.88  
Δ = 11° 03' 06" (RT)  
D = 5° 43' 46"  
R = 1,000.00'  
T = 96.74'  
L = 192.89'  
E = 4.67'  
e = 4.0%  
P.C. STA. = 22+46.14  
P.T. STA. = 24+39.03

NE 1/4 SEC 2, T11N, R1E, 3RD PM

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

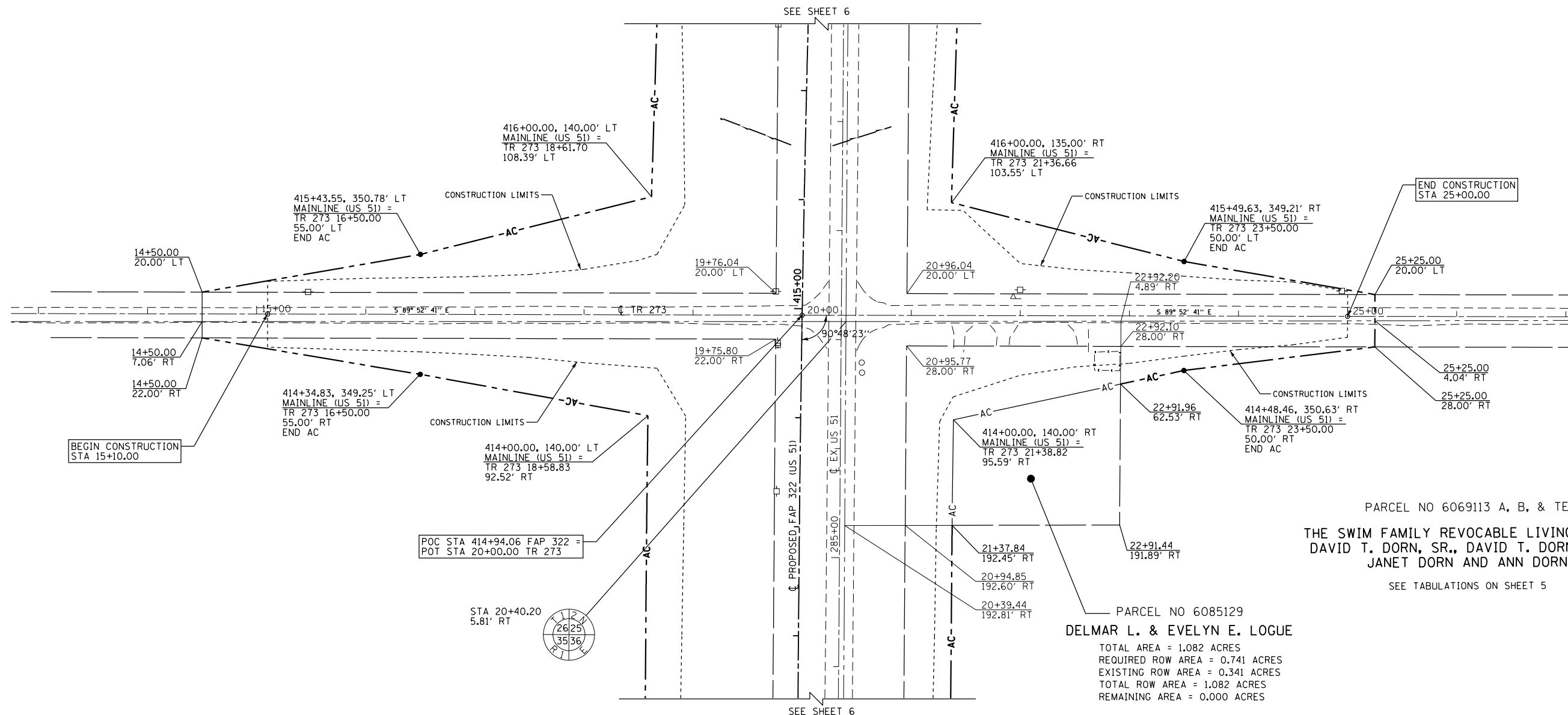
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	137
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SE 1/4 SEC 26, T12N, R1E, 3RD PM

SW 1/4 SEC 25, T12N, R1E, 3RD PM

PARCEL NO 6069116  
THE FIRST NATIONAL BANK OF PANAMA  
SEE TABULATIONS ON SHEET 7

PARCEL NO 6069115 & TE  
JAMES L. OVERHOLT  
SEE TABULATIONS ON SHEET 7



BEGIN CONSTRUCTION  
STA 15+10.00

END CONSTRUCTION  
STA 25+00.00

POC STA 414+94.06 FAP 322 =  
POT STA 20+00.00 TR 273

STA 20+40.20  
5.81' RT

PARCEL NO 6069113 A, B, & TE  
THE SWIM FAMILY REVOCABLE LIVING TRUST,  
DAVID T. DORN, SR., DAVID T. DORN, JR.,  
JANET DORN AND ANN DORN  
SEE TABULATIONS ON SHEET 5

PARCEL NO 6085129  
DELMAR L. & EVELYN E. LOGUE  
TOTAL AREA = 1.082 ACRES  
REQUIRED ROW AREA = 0.741 ACRES  
EXISTING ROW AREA = 0.341 ACRES  
TOTAL ROW AREA = 1.082 ACRES  
REMAINING AREA = 0.000 ACRES

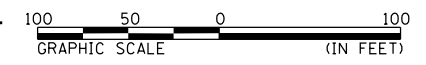
PARCEL NO 6069114  
EPLEY FAMILY FARM LIMITED PARTNERSHIP  
SEE TABULATIONS ON SHEET 5

NE 1/4 SEC 35, T12N, R1E, 3RD PM

NW 1/4 SEC 36, T12N, R1E, 3RD PM

NOTES:  
BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

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TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150



RIGHT OF WAY PLANS	
ROUTE	F.A.P. 322 (US 51)
SECTION	11-1
PROJECT	
COUNTY	CHRISTIAN
JOB NO.	R-96-008-95
STA	14+50 TO STA 25+25 (TR 273)
SCALE	1" = 50'
SHEET NO. 19 OF 22	

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	138
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SE 1/4 SEC 23, T12N, R1E, 3RD PM

PARCEL NO 6069120 A & B  
CLARADO FAMILY LIMITED PARTNERSHIP, AN ILLINOIS LIMITED PARTNERSHIP  
SEE TABS ON SHEET 10

TR 255 CURVE #2 DATA  
 PI STA = 45+62.70  
 $\Delta$  = 21° 00' 00" (LT)  
 D = 8° 48' 53"  
 R = 650.00'  
 T = 120.47'  
 L = 238.24'  
 E = 11.07'  
 SE=3.3%  
 PC STA = 44+42.23  
 PT STA = 46+80.47

SW 1/4 SEC 24, T12N, R1E, 3RD PM

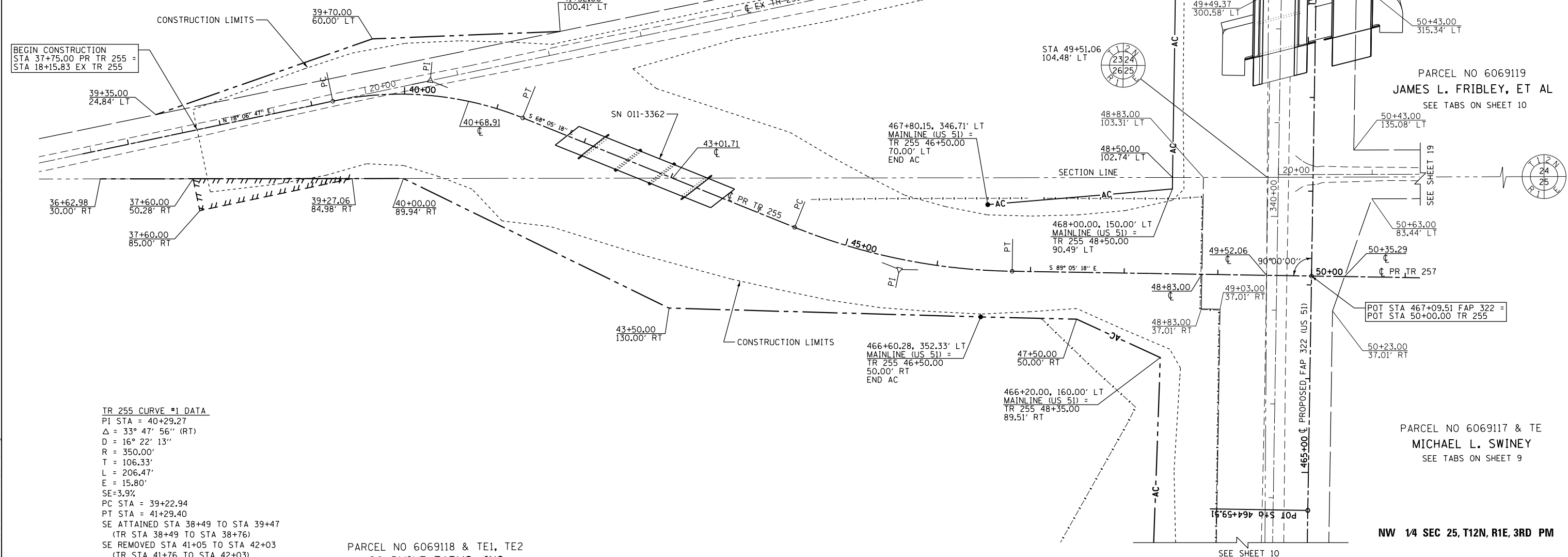
PARCEL NO 6069121  
GRACE P. FRIBLEY  
SEE TABS ON SHEET 10

PARCEL NO 6069119  
JAMES L. FRIBLEY, ET AL  
SEE TABS ON SHEET 10

PARCEL NO 6069117 & TE  
MICHAEL L. SWINEY  
SEE TABS ON SHEET 9

NW 1/4 SEC 25, T12N, R1E, 3RD PM

BEGIN CONSTRUCTION  
STA 37+75.00 PR TR 255 =  
STA 18+15.83 EX TR 255



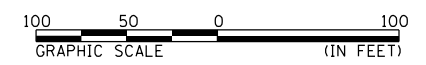
TR 255 CURVE #1 DATA  
 PI STA = 40+29.27  
 $\Delta$  = 33° 47' 56" (RT)  
 D = 16° 22' 13"  
 R = 350.00'  
 T = 106.33'  
 L = 206.47'  
 E = 15.80'  
 SE=3.9%  
 PC STA = 39+22.94  
 PT STA = 41+29.40  
 SE ATTAINED STA 38+49 TO STA 39+47  
 (TR STA 38+49 TO STA 38+76)  
 SE REMOVED STA 41+05 TO STA 42+03  
 (TR STA 41+76 TO STA 42+03)

PARCEL NO 6069118 & TE1, TE2  
GOLDMINE FARMS, INC  
A DELAWARE CORPORATION  
SEE TABS ON SHEET 9

NE 1/4 SEC 26, T12N, R1E, 3RD PM

NOTES:  
 BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE  
 COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
 SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
 TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
 GRID FACTOR = 1.00003150



RIGHT OF WAY PLANS

ROUTE	F.A.P. 322 (US 51)
SECTION	11-1
PROJECT	
COUNTY	CHRISTIAN
JOB NO.	R-96-008-95
STA	36+62.98 TO STA 50+00 (TR 255)
SCALE	1" = 50'

SHEET NO. 20 OF 22

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-1	CHRISTIAN	437	139
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SE 1/4 SEC 23, T12N, R1E, 3RD PM

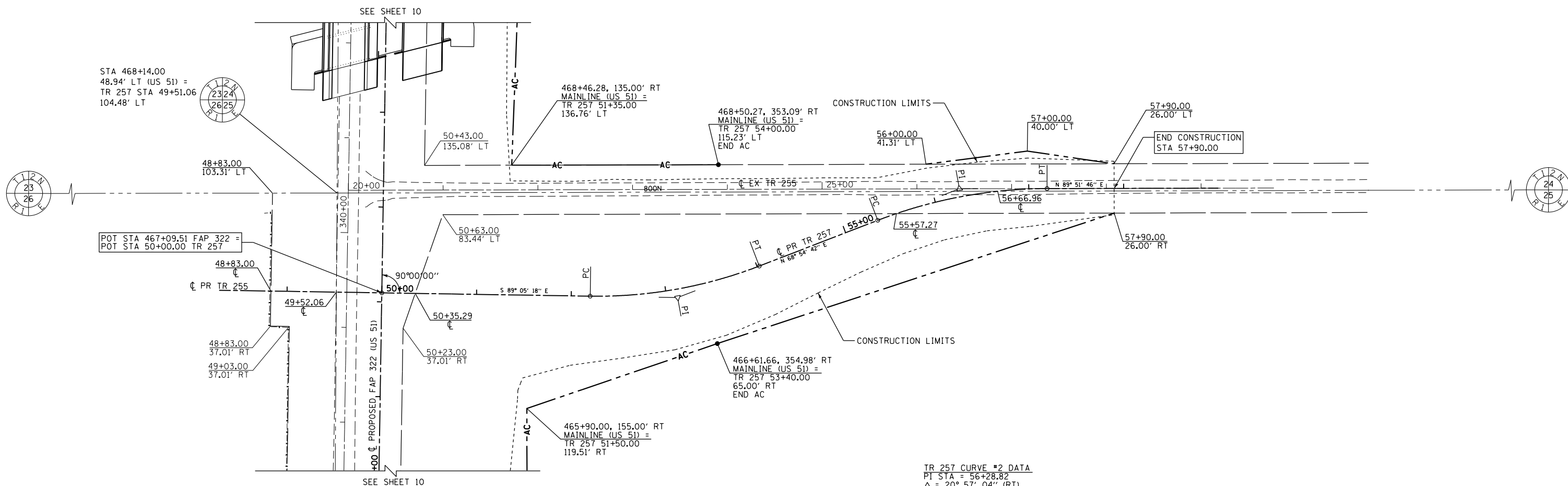
SW 1/4 SEC 24, T12N, R1E, 3RD PM

PARCEL NO 6069120 A & B  
CLARADO FAMILY LIMITED  
PARTNERSHIP, AN ILLINOIS  
LIMITED PARTNERSHIP  
SEE TABULATIONS ON SHEET 10

PARCEL NO 6069119  
JAMES L. FRIBLEY, ET AL  
SEE TABULATIONS ON SHEET 10

TR 257 CURVE #1 DATA  
 PI STA = 53+12.31  
 $\Delta = 22^\circ 00' 00''$  (LT)  
 $D = 12^\circ 03' 44''$   
 $R = 475.00'$   
 $T = 92.33'$   
 $L = 182.39'$   
 $E = 8.89'$   
 $SE = 3.7\%$   
 PC STA = 52+19.98  
 PT STA = 54+02.37

TR 257 CURVE #2 DATA  
 PI STA = 56+28.82  
 $\Delta = 20^\circ 57' 04''$  (RT)  
 $D = 11^\circ 27' 33''$   
 $R = 500.00'$   
 $T = 92.45'$   
 $L = 182.83'$   
 $E = 8.48'$   
 $SE = 3.6\%$   
 PC STA = 55+36.37  
 PT STA = 57+19.20



PARCEL NO 6069118 & TE1, TE2  
GOLDMINE FARMS, INC.  
A DELAWARE CORPORATION  
SEE TABULATIONS ON SHEET 9

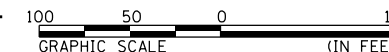
PARCEL NO 6069117 & TE  
MICHAEL L. SWINEY  
SEE TABULATIONS ON SHEET 9

NE 1/4 SEC 26, T12N, R1E, 3RD PM

NW 1/4 SEC 25, T12N, R1E, 3RD PM

NOTES:  
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COORDINATE SYSTEM, NAD83 1986 - WEST ZONE  
SURVEYED IN ENGLISH.

PLAT DISTANCES AND STATIONING ARE IN GRID ENGLISH.  
TO CONVERT TO GROUND DIVIDE BY GRID FACTOR.  
GRID FACTOR = 1.00003150



RIGHT OF WAY PLANS

ROUTE F.A.P. 322 (US 51)  
 SECTION 11-1  
 PROJECT  
 COUNTY CHRISTIAN  
 JOB NO. R-96-008-95  
 STA 50+00 TO STA 57+90 (TR 257)  
 SCALE 1" = 50'

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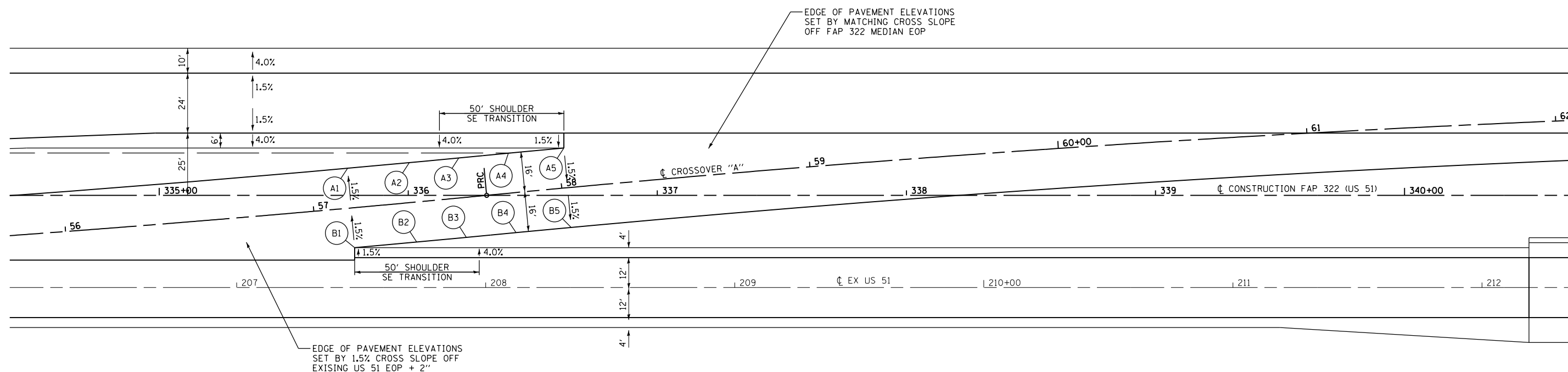
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	141
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

POINT	FAP 322 (US 51)		CROSSOVER "A"		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	335+75.63	10.87 LT	57+15.07	16.00 LT	655.11
A2	336+00.42	13.13 LT	57+40.00	16.00 LT	655.47
A3	336+20.29	15.00 LT	57+60.00	16.00 LT	655.76
A4	336+40.20	16.91 LT	57+80.00	16.00 LT	656.05
A5	336+62.48	19.00 LT	58+02.34	16.00 LT	656.37

**CROSSOVER "A" CURVE #1 DATA**  
 PI STA = 53+85.15  
 = 332+48.10 37.00' RT FAP 322  
 $\Delta = 5^\circ 30' 46''$  (LT)  
 $D = 0^\circ 42' 58''$   
 $R = 8,000.00'$   
 $T = 385.15'$   
 $L = 769.71'$   
 $E = 9.27'$   
 PC STA = 50+00.00  
 = 328+62.95 37.00' RT FAP 322  
 PT STA = 57+69.71  
 = 336+31.47 0.00' RT FAP 322  
 SE TRANSITION:  
 STA 57+15.07 (-1.5%) TO STA 58+02.34 (+1.5%)

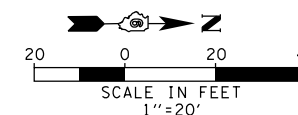
**CROSSOVER "A" CURVE #2 DATA**  
 PI STA = 61+54.87  
 = 340+14.85 37.00' LT FAP 322  
 $\Delta = 5^\circ 30' 46''$  (LT)  
 $D = 0^\circ 42' 58''$   
 $R = 8,000.00'$   
 $T = 385.15'$   
 $L = 769.71'$   
 $E = 9.27'$   
 PC STA = 57+69.71  
 = 336+31.47 0.00' RT FAP 322  
 PT STA = 65+39.42  
 = 344+00.00 37.00' LT FAP 322  
 SE TRANSITION:  
 STA 57+15.07 (-1.5%) TO STA 58+02.34 (+1.5%)

**CROSSOVER "A" SE DATA:**  
 TRANSITION SE:  
 STA 57+15.07 (-1.5%) TO STA 58+02.34 (+1.5%)



POINT	FAP 322 (US 51)		CROSSOVER "A"		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B1	335+78.49	21.00 RT	57+15.07	16.00 RT	655.59
B2	336+03.37	18.73 RT	57+40.00	16.00 RT	655.67
B3	336+23.32	16.86 RT	57+60.00	16.00 RT	655.74
B4	336+43.23	14.95 RT	57+80.00	16.00 RT	655.81
B5	336+65.43	12.86 RT	58+02.34	16.00 RT	655.89

**NOTES:**  
 ALL STATIONS, OFFSETS, AND ELEVATIONS SHOWN ARE FOR FINAL PAVING.  
 SEE SHEETS 90, 111 & 112 FOR PLAN AND PROFILES.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 GEOMETRIC DETAILS  
 CROSSOVER "A"  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: 1"=20'  
 DATE: 07//12  
 DRAWN BY: EBB  
 CHECKED BY:

10/5/2012

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	142
STA. TO STA.		ILLINOIS FED. AID PROJECT		

POINT	FAP 322 (US 51)		TR 268		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	360+06.20	49.00 LT	19+70.70	99.83 RT	658.82
A2	360+20.28	49.57 LT	19+67.70	86.06 RT	658.85
A3	360+34.26	51.27 LT	19+63.59	72.58 RT	658.86
A4	360+48.07	54.08 LT	19+58.42	59.47 RT	658.91
A5	360+61.61	58.00 LT	19+52.21	46.82 RT	658.93
A6	360+74.78	63.00 LT	19+45.00	34.71 RT	658.92
A7	360+83.48	67.77 LT	19+38.79	26.98 RT	658.88
A8	360+91.06	74.17 LT	19+31.18	20.62 RT	658.81
A9	360+97.23	81.94 LT	19+22.46	15.90 RT	658.71
A10	361+01.74	90.77 LT	19+12.97	12.98 RT	658.58
A11	361+04.43	100.32 LT	19+03.10	12.00 RT	658.42

TR 268 C & EOP ELEVATIONS

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION	OFFSET	ELEVATION
18+59.60	12.00 LT	657.49	0.00 RT	657.67	12.00 RT	657.58
18+74.00	12.00 LT	657.76	0.00 RT	657.94	12.00 RT	657.86
19+03.10	12.00 LT	658.45	0.00 RT	658.50	12.00 RT	658.42
19+25.00	12.00 LT	658.96	0.00 RT	658.92	12.00 RT	658.84
19+40.91	12.00 LT	659.33	0.00 RT	659.23	12.00 RT	659.15

POINT	FAP 322 (US 51)		TR 268		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B1	361+45.75	196.47 LT	18+01.24	12.00 LT	656.25
B2	361+43.45	178.93 LT	18+18.91	12.78 LT	656.66
B3	361+42.71	161.25 LT	18+36.45	15.12 LT	656.93
B4	361+43.54	143.58 LT	18+53.71	19.01 LT	657.18
B5	361+45.92	126.04 LT	18+70.56	24.40 LT	657.44
B6	361+49.85	108.79 LT	18+86.87	31.26 LT	657.80
B7	361+56.40	93.23 LT	19+01.06	40.41 LT	658.31
B8	361+66.74	79.87 LT	19+12.42	52.91 LT	658.97
B9	361+80.17	69.63 LT	19+20.17	67.92 LT	659.61
B10	361+95.78	63.19 LT	19+23.80	84.41 LT	659.98
B11	362+12.53	61.00 LT	19+23.05	101.29 LT	660.20

FAP 322 CURVE S001 DATA  
 PI STA = 351+06.45  
 $\Delta = 22^\circ 58' 38''$  (LT)  
 $D = 1^\circ 54' 35''$   
 $R = 3,000.00'$   
 $T = 609.73'$   
 $L = 1,203.08'$   
 $E = 61.34'$   
 $SE = 5.3\%$   
 PC STA = 344+96.72  
 PT STA = 356+99.80  
 SE ATTAINED STA 342+99 TO STA 343+38  
 (TR STA 342+99 TO STA 343+38)  
 SE REMOVED STA 356+21 TO STA 358+99  
 (TR STA 358+60 TO STA 358+99)

TR 268 CURVE #2 DATA  
 PI STA = 17+02.99  
 $\Delta = 37^\circ 33' 32''$  (LT)  
 $D = 19^\circ 05' 55''$   
 $R = 300.00'$   
 $T = 102.01'$   
 $L = 196.66'$   
 $E = 16.87'$   
 $SE = 4.0\%$   
 PC STA = 16+00.98  
 PT STA = 17+97.64  
 SE ATTAINED STA 15+48 TO STA 16+21  
 SE REMOVED STA 17+74 TO STA 18+74  
 (TR STA 18+47 TO STA 18+74)

FAP 322 CURVE #S002 DATA  
 PI STA = 366+64.75  
 $\Delta = 21^\circ 21' 09''$  (RT)  
 $D = 2^\circ 36' 16''$   
 $R = 2,200.00'$   
 $T = 414.75'$   
 $L = 819.87'$   
 $E = 38.75'$   
 $SE = 5.9\%$   
 PC STA = 362+77.40  
 PT STA = 370+69.43  
 SE ATTAINED STA 360+34 TO STA 363+39  
 (TR STA 360+34 TO STA 360+73)  
 SE REMOVED STA 369+80 TO STA 372+85  
 (TR STA 372+46 TO STA 372+85)

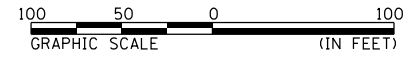
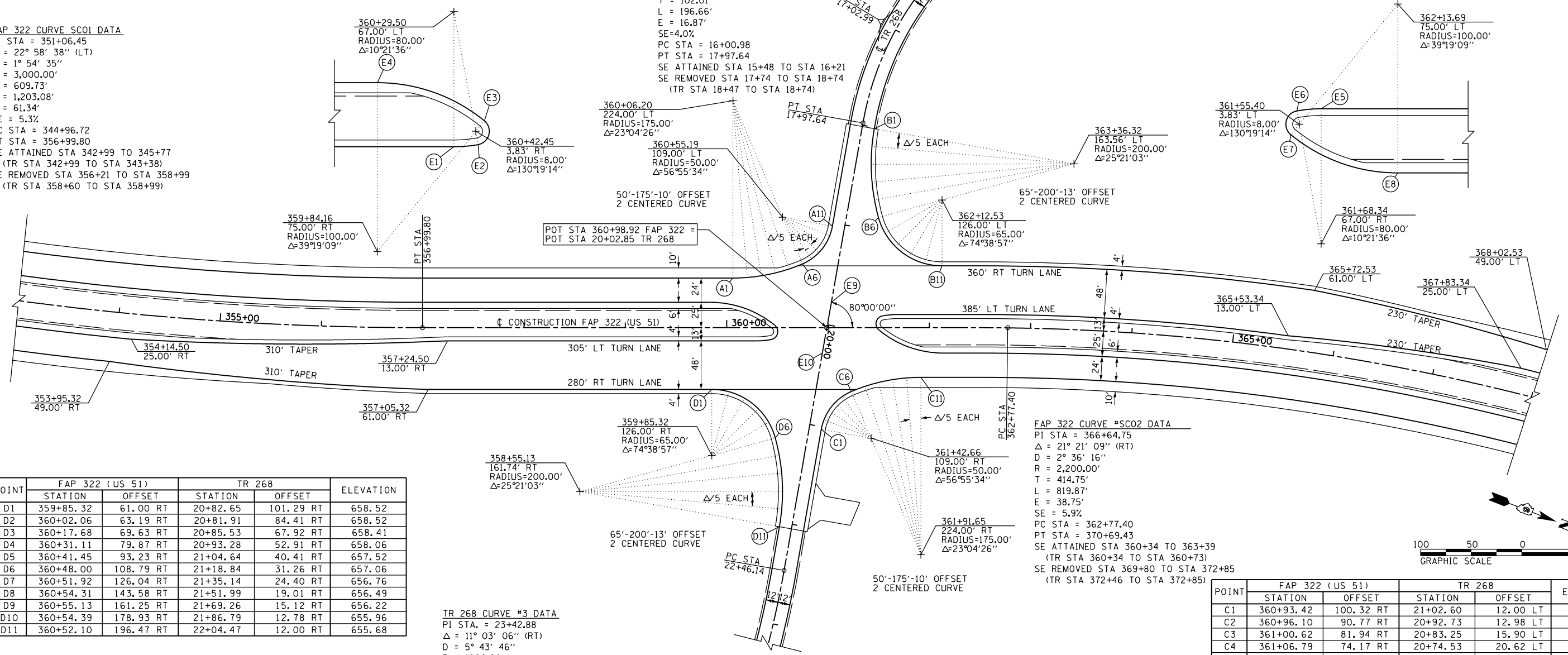
TR 268 CURVE #3 DATA  
 PI STA = 23+42.88  
 $\Delta = 11^\circ 03' 06''$  (RT)  
 $D = 5^\circ 43' 46''$   
 $R = 1000.00'$   
 $T = 96.74'$   
 $L = 192.89'$   
 $E = 4.67'$   
 $SE = 2.6\%$   
 PC STA = 22+46.14  
 PT STA = 23+39.03  
 SE ATTAINED STA 21+87 TO STA 22+62  
 (TR STA 21+87 TO STA 22+14)  
 SE REMOVED STA 23+23 TO STA 23+98  
 (TR STA 23+71 TO STA 23+98)

POINT	FAP 322 (US 51)		TR 268		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
D1	359+85.32	61.00 RT	20+82.65	101.29 RT	658.52
D2	360+02.06	63.19 RT	20+81.91	84.41 RT	658.52
D3	360+17.68	69.63 RT	20+85.53	67.92 RT	658.41
D4	360+31.11	79.87 RT	20+93.28	52.91 RT	658.06
D5	360+41.45	93.23 RT	21+04.64	40.41 RT	657.52
D6	360+48.00	108.79 RT	21+18.84	31.26 RT	657.06
D7	360+51.92	126.04 RT	21+35.14	24.40 RT	656.76
D8	360+54.31	143.58 RT	21+51.99	19.01 RT	656.49
D9	360+55.13	161.25 RT	21+69.26	15.12 RT	656.22
D10	360+54.39	178.93 RT	21+86.79	12.78 RT	655.96
D11	360+52.10	196.47 RT	22+04.47	12.00 RT	655.68

TR 268 C & EOP ELEVATIONS

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION	OFFSET	ELEVATION
20+64.79	12.00 LT	658.55	0.00 RT	658.58	12.00 RT	658.59
20+75.00	12.00 LT	658.30	0.00 RT	658.37	12.00 RT	658.37
21+02.60	12.00 LT	657.64	0.00 RT	657.82	12.00 RT	657.78
21+25.00	12.00 LT	657.20	0.00 RT	657.38	12.00 RT	657.30
21+50.00	12.00 LT	656.70	0.00 RT	656.88	12.00 RT	656.76
21+75.00	12.00 LT	656.21	0.00 RT	656.39	12.00 RT	656.23
21+87.00	12.00 LT	655.98	0.00 RT	656.16	12.00 RT	655.98

POINT	FAP 322 (US 51)		TR 268		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
E1	360+29.50	13.00 RT	20+27.71	66.11 RT	658.65
E2	360+43.89	11.70 RT	20+23.93	52.17 RT	658.72
E3	360+47.52	2.36 LT	20+09.45	51.03 RT	658.61
E4	359+84.16	25.00 LT	19+98.16	117.37 RT	658.75
E5	361+68.34	13.00 LT	19+78.00	66.11 LT	658.77
E6	361+53.96	11.70 LT	19+81.78	52.17 LT	658.99
E7	361+50.33	2.36 RT	19+96.25	51.03 LT	658.82
E8	362+13.69	25.00 RT	20+07.54	117.37 LT	659.44
E9	361+03.33	25.00 LT	19+77.47	659.11	
E10	360+94.51	25.00 RT	20+28.24	659.08	



POINT	FAP 322 (US 51)		TR 268		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
C1	360+93.42	100.32 RT	21+02.60	12.00 LT	657.64
C2	360+96.10	90.77 RT	20+92.73	12.98 LT	657.86
C3	361+00.62	81.94 RT	20+83.25	15.90 LT	658.03
C4	361+06.79	74.17 RT	20+74.53	20.62 LT	658.20
C5	361+14.37	67.77 RT	20+66.91	26.98 LT	658.36
C6	361+23.06	63.00 RT	20+60.70	34.71 LT	658.47
C7	361+36.24	58.00 RT	20+53.50	46.82 LT	658.56
C8	361+49.77	54.08 RT	20+47.28	59.47 LT	658.60
C9	361+63.58	51.27 RT	20+42.11	72.58 LT	658.63
C10	361+77.57	49.57 RT	20+38.01	86.06 LT	658.65
C11	361+91.65	49.00 RT	20+35.01	99.83 LT	658.64

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 GEOMETRIC DETAILS  
 TR 268  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY

SCALE: DATE 7/12

DRAWN BY CHECKED BY

NOTES:  
 ALL STATIONS, OFFSETS, AND ELEVATIONS SHOWN ARE FOR FINAL PAVING.  
 SEE SHEETS 92, 93, & 113 FOR PLAN AND PROFILES.

10/5/2012 D:\Files\010329\South PLANS\_NEW\CA00\_Sheets\05\2961-shl\geom\trc\_data\02\_TR268.dgn

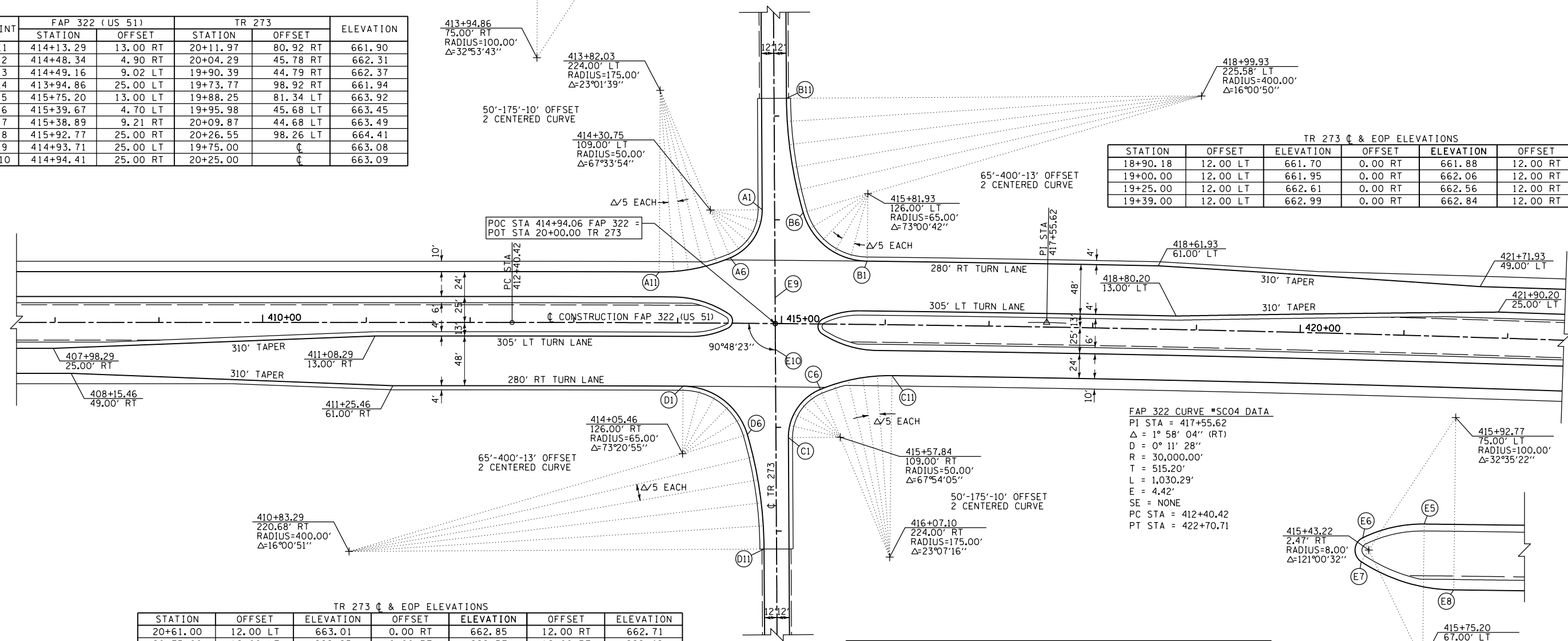
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	143
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

POINT	FAP 322 (US 51)		TR 273		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	414+80.57	109.64 LT	18+90.18	12.00 RT	661.70
A2	414+79.35	97.94 LT	19+01.87	13.38 RT	661.90
A3	414+75.43	86.85 LT	19+12.90	17.46 RT	662.08
A4	414+69.04	76.98 LT	19+22.68	24.00 RT	662.19
A5	414+60.52	68.89 LT	19+30.66	32.65 RT	662.26
A6	414+50.34	63.02 LT	19+36.40	42.92 RT	662.28
A7	414+37.23	58.02 LT	19+41.24	56.12 RT	662.23
A8	414+23.75	54.09 LT	19+45.00	69.67 RT	662.15
A9	414+10.00	51.27 LT	19+47.67	83.48 RT	662.06
A10	413+96.06	49.57 LT	19+49.21	97.46 RT	661.94
A11	413+82.03	49.00 LT	19+49.63	111.51 RT	661.81

POINT	FAP 322 (US 51)		TR 273		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B1	415+81.93	61.00 LT	19+40.37	88.90 LT	664.02
B2	415+65.58	63.10 LT	19+38.00	72.55 LT	663.73
B3	415+50.29	69.28 LT	19+31.57	57.33 LT	663.30
B4	415+37.05	79.12 LT	19+21.52	44.21 LT	662.67
B5	415+26.73	92.00 LT	19+08.49	34.06 LT	662.04
B6	415+19.99	107.07 LT	18+93.32	27.52 LT	661.56
B7	415+14.13	128.64 LT	18+71.66	21.96 LT	661.15
B8	415+09.48	150.51 LT	18+49.73	17.61 LT	660.89
B9	415+06.06	172.60 LT	18+27.59	14.50 LT	660.63
B10	415+03.88	194.85 LT	18+05.31	12.63 LT	660.38
B11	415+02.94	217.18 LT	17+82.97	12.00 LT	660.12

POINT	FAP 322 (US 51)		TR 273		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
E1	414+13.29	13.00 RT	20+11.97	80.92 RT	661.90
E2	414+48.34	4.90 RT	20+04.29	45.78 RT	662.31
E3	414+49.16	9.02 LT	19+90.39	44.79 RT	662.37
E4	413+94.86	25.00 LT	19+73.77	98.92 RT	661.94
E5	415+75.20	13.00 LT	19+88.25	81.34 LT	663.92
E6	415+39.67	4.70 LT	19+95.98	45.68 LT	663.45
E7	415+38.89	9.21 RT	20+09.87	44.68 LT	663.49
E8	415+92.77	25.00 RT	20+26.55	98.26 LT	664.41
E9	414+93.71	25.00 LT	19+75.00	∅	663.08
E10	414+94.41	25.00 RT	20+25.00	∅	663.09

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION	OFFSET	ELEVATION
18+90.18	12.00 LT	661.70	0.00 RT	661.88	12.00 RT	661.70
19+00.00	12.00 LT	661.95	0.00 RT	662.06	12.00 RT	661.89
19+25.00	12.00 LT	662.61	0.00 RT	662.56	12.00 RT	662.40
19+39.00	12.00 LT	662.99	0.00 RT	662.84	12.00 RT	662.69



STATION	OFFSET	ELEVATION	OFFSET	ELEVATION	OFFSET	ELEVATION
20+61.00	12.00 LT	663.01	0.00 RT	662.85	12.00 RT	662.71
20+75.00	12.00 LT	662.63	0.00 RT	662.57	12.00 RT	662.42
21+00.00	12.00 LT	661.96	0.00 RT	662.08	12.00 RT	661.90
21+09.95	12.00 LT	661.70	0.00 RT	661.88	12.00 RT	661.70

POINT	FAP 322 (US 51)		TR 273		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
D1	414+05.46	61.00 RT	20+59.88	89.28 RT	661.81
D2	414+21.95	63.11 RT	20+62.18	72.84 RT	661.96
D3	414+37.38	69.32 RT	20+68.57	57.52 RT	662.02
D4	414+50.74	79.22 RT	20+78.63	44.32 RT	661.96
D5	414+61.15	92.16 RT	20+91.71	34.10 RT	661.77
D6	414+67.95	107.31 RT	21+06.94	27.52 RT	661.52
D7	414+73.83	128.89 RT	21+28.60	21.96 RT	661.20
D8	414+78.49	150.76 RT	21+50.53	17.61 RT	660.88
D9	414+81.93	172.85 RT	21+72.67	14.50 RT	660.59
D10	414+84.12	195.10 RT	21+94.95	12.63 RT	660.32
D11	414+85.06	217.44 RT	22+17.29	12.00 RT	660.05

POINT	FAP 322 (US 51)		TR 273		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
C1	415+07.66	109.77 RT	21+09.95	12.00 LT	661.70
C2	415+08.89	98.01 RT	20+98.21	13.40 LT	661.98
C3	415+12.85	86.87 RT	20+87.13	17.51 LT	662.20
C4	415+19.33	76.96 RT	20+77.32	24.12 LT	662.54
C5	415+27.95	68.85 RT	20+69.34	32.84 LT	662.99
C6	415+38.24	62.98 RT	20+63.62	43.19 LT	663.35
C7	415+51.47	57.99 RT	20+58.84	56.48 LT	663.66
C8	415+65.06	54.07 RT	20+55.15	70.11 LT	663.92
C9	415+78.93	51.26 RT	20+52.57	83.99 LT	664.17
C10	415+92.97	49.57 RT	20+51.11	98.03 LT	664.41
C11	416+07.10	49.00 RT	20+50.80	112.15 LT	664.62

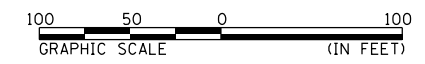
NOTES:  
 ALL STATIONS, OFFSETS, AND ELEVATIONS SHOWN ARE FOR FINAL PAVING.  
 SEE SHEETS 96 & 114 FOR PLAN AND PROFILES.

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 GEOMETRIC DETAILS  
 TR 273  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY

SCALE: 4/10  
 DATE: 4/10

DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_



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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	144
STA. _____		TO STA. _____		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SD 451 CONNECTOR & EOP ELEVATIONS

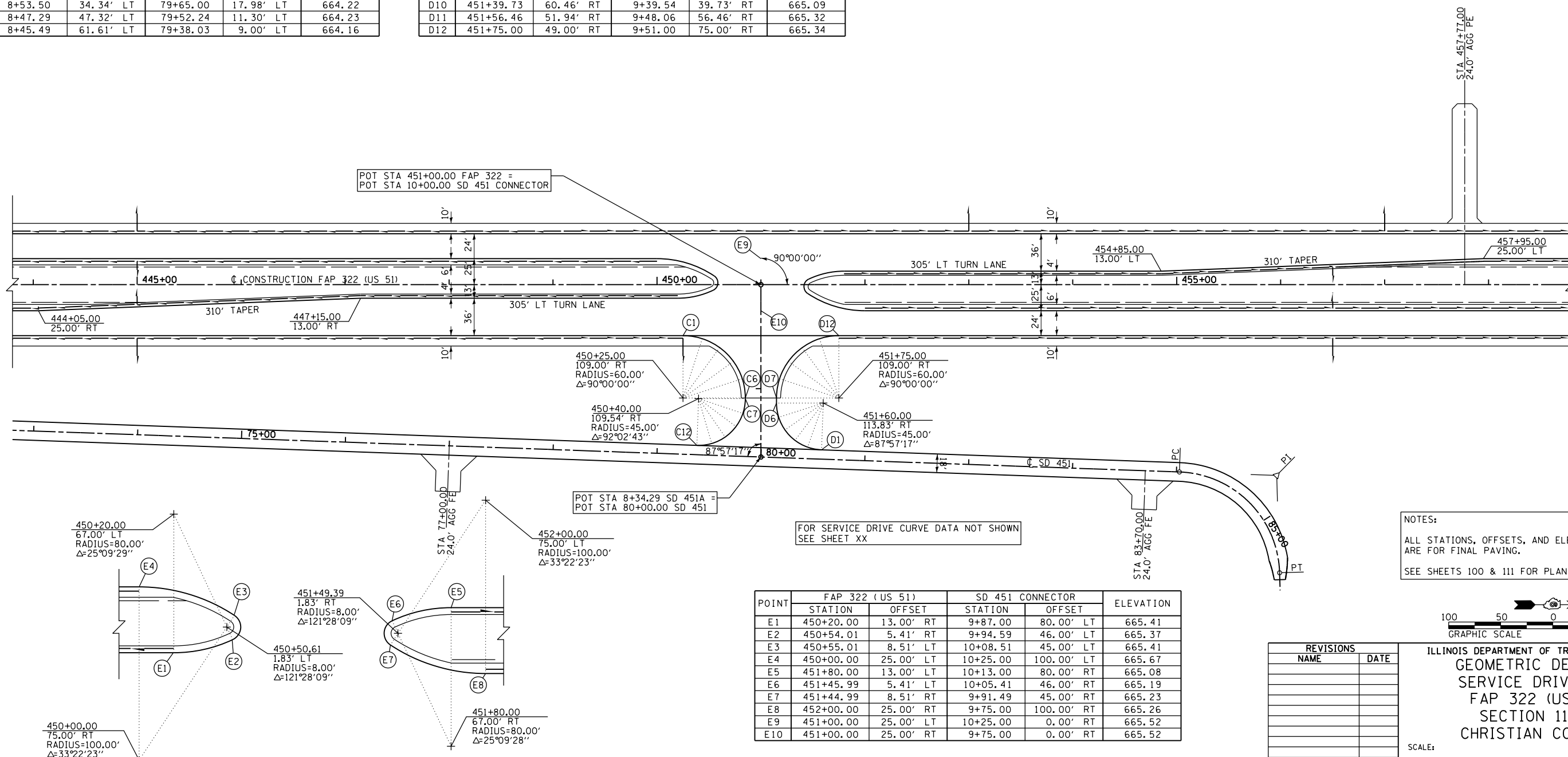
STATION	OFFSET	ELEVATION	OFFSET	ELEVATION	OFFSET	ELEVATION
8+43.29	15.00' LT	664.59	0.00' RT	664.73	15.00' RT	664.87
8+50.00	15.00' LT	664.49	0.00' RT	664.63	15.00' RT	664.76
8+75.00	15.00' LT	664.30	0.00' RT	664.39	15.00' RT	664.49
9+00.00	15.00' LT	664.41	0.00' RT	664.46	15.00' RT	664.51
9+25.00	15.00' LT	664.81	0.00' RT	664.82	15.00' RT	664.83
9+51.00	15.00' LT	665.55	0.00' RT	665.52	15.00' RT	665.49

POINT	FAP 322 (US 51)		SD 451 CONNECTOR		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
C1	450+25.00	49.00' RT	9+51.00	75.00' LT	665.64
C2	450+43.54	51.94' RT	9+48.06	56.46' LT	665.55
C3	450+60.27	60.46' RT	9+39.54	39.73' LT	665.26
C4	450+73.54	73.73' RT	9+26.27	26.46' LT	664.72
C5	450+82.06	90.46' RT	9+09.54	17.94' LT	664.44
C6	450+85.00	109.00' RT	8+91.00	15.00' LT	664.33

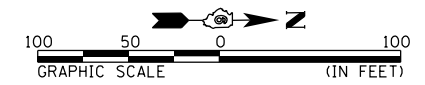
POINT	SD 451 CONNECTOR		SD 451		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
D1	8+41.21	58.39' RT	80+58.11	9.00' LT	665.31
D2	8+43.79	44.88' RT	80+44.51	11.10' LT	665.10
D3	8+50.35	32.78' RT	80+32.18	17.22' LT	664.80
D4	8+60.25	23.22' RT	80+22.28	26.78' LT	664.57
D5	8+72.58	17.10' RT	80+15.73	38.88' LT	664.46
D6	8+86.18	15.00' RT	80+13.14	52.39' LT	664.46

POINT	SD 451 CONNECTOR		SD 451		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
C7	8+90.46	15.00' LT	79+83.00	55.61' LT	664.33
C8	8+76.25	17.30' LT	79+81.21	41.32' LT	664.25
C9	8+63.50	23.98' LT	79+75.00	28.34' LT	664.20
C10	8+53.50	34.34' LT	79+65.00	17.98' LT	664.22
C11	8+47.29	47.32' LT	79+52.24	11.30' LT	664.23
C12	8+45.49	61.61' LT	79+38.03	9.00' LT	664.16

POINT	FAP 322 (US 51)		SD 451 CONNECTOR		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
D7	451+15.00	109.00' RT	8+91.00	15.00' RT	664.47
D8	451+17.94	90.46' RT	9+09.54	17.94' RT	664.55
D9	451+26.46	73.73' RT	9+26.27	26.46' RT	664.76
D10	451+39.73	60.46' RT	9+39.54	39.73' RT	665.09
D11	451+56.46	51.94' RT	9+48.06	56.46' RT	665.32
D12	451+75.00	49.00' RT	9+51.00	75.00' RT	665.34



NOTES:  
 ALL STATIONS, OFFSETS, AND ELEVATIONS SHOWN ARE FOR FINAL PAVING.  
 SEE SHEETS 100 & 111 FOR PLAN AND PROFILES.



POINT	FAP 322 (US 51)		SD 451 CONNECTOR		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
E1	450+20.00	13.00' RT	9+87.00	80.00' LT	665.41
E2	450+54.01	5.41' RT	9+94.59	46.00' LT	665.37
E3	450+55.01	8.51' LT	10+08.51	45.00' LT	665.41
E4	450+00.00	25.00' LT	10+25.00	100.00' LT	665.67
E5	451+80.00	13.00' LT	10+13.00	80.00' RT	665.08
E6	451+45.99	5.41' LT	10+05.41	46.00' RT	665.19
E7	451+44.99	8.51' RT	9+91.49	45.00' RT	665.23
E8	452+00.00	25.00' RT	9+75.00	100.00' RT	665.26
E9	451+00.00	25.00' LT	10+25.00	0.00' RT	665.52
E10	451+00.00	25.00' RT	9+75.00	0.00' RT	665.52

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 GEOMETRIC DETAILS  
 SERVICE DRIVE 451  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY

SCALE: \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
 DATE 7/12 \_\_\_\_\_ CHECKED BY \_\_\_\_\_

10/5/2012

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	145
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

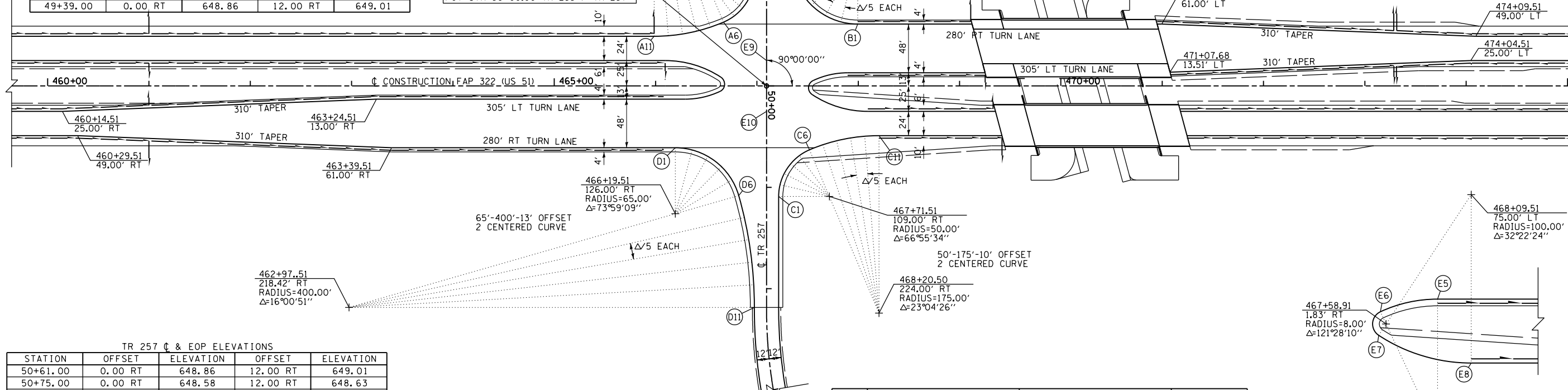
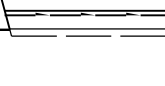
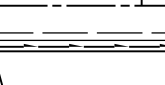
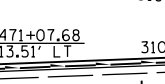
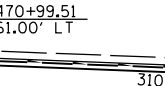
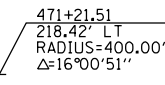
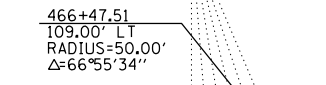
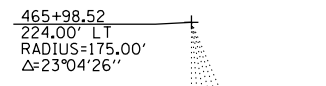
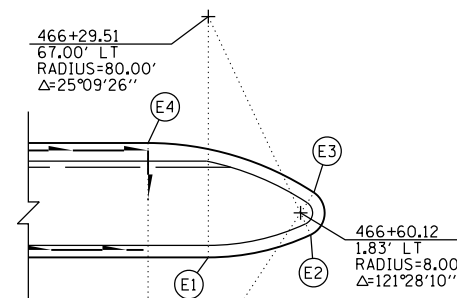
POINT	FAP 322 (US 51)		TR 255		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	466+97.51	109.00 LT	48+91.00	12.00 RT	647.74
A2	466+96.16	97.43 LT	49+02.58	13.36 RT	648.01
A3	466+92.16	86.48 LT	49+13.52	17.36 RT	648.28
A4	466+85.73	76.76 LT	49+23.24	23.79 RT	648.58
A5	466+77.23	68.79 LT	49+31.21	32.29 RT	648.99
A6	466+67.11	63.00 LT	49+37.00	42.40 RT	649.35
A7	466+53.93	58.00 LT	49+42.00	55.58 RT	649.65
A8	466+40.40	54.08 LT	49+45.92	69.12 RT	649.93
A9	466+26.59	51.27 LT	49+48.73	82.92 RT	650.19
A10	466+12.60	49.57 LT	49+50.43	96.91 RT	650.45
A11	465+98.52	49.00 LT	49+51.00	110.99 RT	650.70

POINT	FAP 322 (US 51)		TR 255		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B1	467+99.51	61.00 LT	49+39.00	90.00 LT	648.01
B2	467+82.91	63.16 LT	49+36.84	73.40 LT	648.08
B3	467+67.41	69.48 LT	49+30.52	57.90 LT	648.08
B4	467+54.04	79.55 LT	49+20.45	44.53 LT	647.99
B5	467+43.69	92.71 LT	49+07.29	34.17 LT	647.80
B6	467+37.04	108.07 LT	48+91.93	27.52 LT	647.53
B7	467+31.47	129.72 LT	48+70.28	21.96 LT	647.18
B8	467+27.13	151.65 LT	48+48.35	17.61 LT	646.91
B9	467+24.01	173.79 LT	48+26.21	14.50 LT	646.72
B10	467+22.14	196.07 LT	48+03.93	12.63 LT	646.55
B11	467+21.51	218.42 LT	47+81.58	12.00 LT	646.38

POINT	FAP 322 (US 51)		TR 255 / TR 257		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
E1	466+29.51	13.00 RT	50+13.00	80.00 RT	649.95
E2	466+63.52	5.41 RT	50+05.41	45.99 RT	649.47
E3	466+64.52	8.51 LT	49+91.49	44.99 RT	649.49
E4	466+09.51	25.00 LT	49+75.00	100.00 RT	650.52
E5	467+89.51	13.00 LT	49+87.00	80.00 LT	648.08
E6	467+55.51	5.41 LT	49+94.59	45.99 LT	648.39
E7	467+54.51	8.51 RT	50+08.51	44.99 LT	648.44
E8	468+09.51	25.00 RT	50+25.00	100.00 LT	648.17
E9	467+09.51	25.00 LT	49+75.00	0	649.10
E10	467+09.51	25.00 RT	50+25.00	0	649.10

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
48+91.00	0.00 RT	647.92	12.00 RT	647.74
49+00.00	0.00 RT	648.09	12.00 RT	647.97
49+25.00	0.00 RT	648.58	12.00 RT	648.63
49+39.00	0.00 RT	648.86	12.00 RT	649.01

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
48+91.00	0.00 RT	647.92	12.00 LT	647.74
49+00.00	0.00 RT	648.09	12.00 LT	647.92
49+25.00	0.00 RT	648.58	12.00 LT	648.43
49+39.00	0.00 RT	648.86	12.00 LT	648.73



STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
50+61.00	0.00 RT	648.86	12.00 RT	649.01
50+75.00	0.00 RT	648.58	12.00 RT	648.63
51+00.00	0.00 RT	648.08	12.00 RT	647.96
51+09.00	0.00 RT	647.90	12.00 RT	647.72

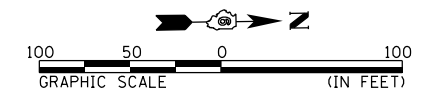
POINT	FAP 322 (US 51)		TR 257		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
C1	467+21.51	109.00 RT	51+09.00	12.00 LT	647.72
C2	467+22.87	97.43 RT	50+97.43	13.36 LT	647.94
C3	467+26.87	86.48 RT	50+86.48	17.36 LT	648.12
C4	467+33.30	76.76 RT	50+76.76	23.79 LT	648.26
C5	467+41.80	68.79 RT	50+68.79	32.29 LT	648.34
C6	467+51.92	63.00 RT	50+63.00	42.40 LT	648.37
C7	467+65.09	58.00 RT	50+58.00	55.58 LT	648.35
C8	467+78.63	54.08 RT	50+54.08	69.12 LT	648.31
C9	467+92.44	51.27 RT	50+51.27	82.92 LT	648.25
C10	468+06.42	49.57 RT	50+49.57	96.91 LT	648.19
C11	468+20.50	49.00 RT	50+49.00	110.99 LT	648.10

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
50+61.00	0.00 RT	648.86	12.00 LT	648.73
50+75.00	0.00 RT	648.58	12.00 LT	648.43
51+00.00	0.00 RT	648.08	12.00 LT	647.91
51+09.00	0.00 RT	647.90	12.00 LT	647.72

POINT	FAP 322 (US 51)		TR 257		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
D1	466+19.51	61.00 RT	50+61.00	90.00 RT	650.11
D2	466+36.12	63.16 RT	50+63.16	73.40 RT	649.79
D3	466+51.61	69.48 RT	50+69.48	57.90 RT	649.32
D4	466+64.99	79.55 RT	50+79.55	44.53 RT	648.67
D5	466+75.34	92.71 RT	50+92.71	34.18 RT	648.03
D6	466+81.99	108.07 RT	51+08.07	27.52 RT	647.54
D7	466+87.56	129.72 RT	51+29.72	21.96 RT	647.12
D8	466+91.90	151.65 RT	51+51.65	17.61 RT	646.85
D9	466+95.02	173.79 RT	51+73.79	14.50 RT	646.57
D10	466+96.89	196.07 RT	51+96.07	12.63 RT	646.29
D11	466+97.51	218.42 RT	52+18.42	12.00 RT	646.02

NOTES:  
 ALL STATIONS, OFFSETS, AND ELEVATIONS SHOWN ARE FOR FINAL PAVING.  
 SEE SHEETS 102, 115-117 FOR PLAN AND PROFILES.

REVISIONS	
NAME	DATE



ILLINOIS DEPARTMENT OF TRANSPORTATION  
 GEOMETRIC DETAILS  
 TR 255 / TR 257  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: DATE 7/12  
 DRAWN BY: CHECKED BY:

10/5/2012  
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	146
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

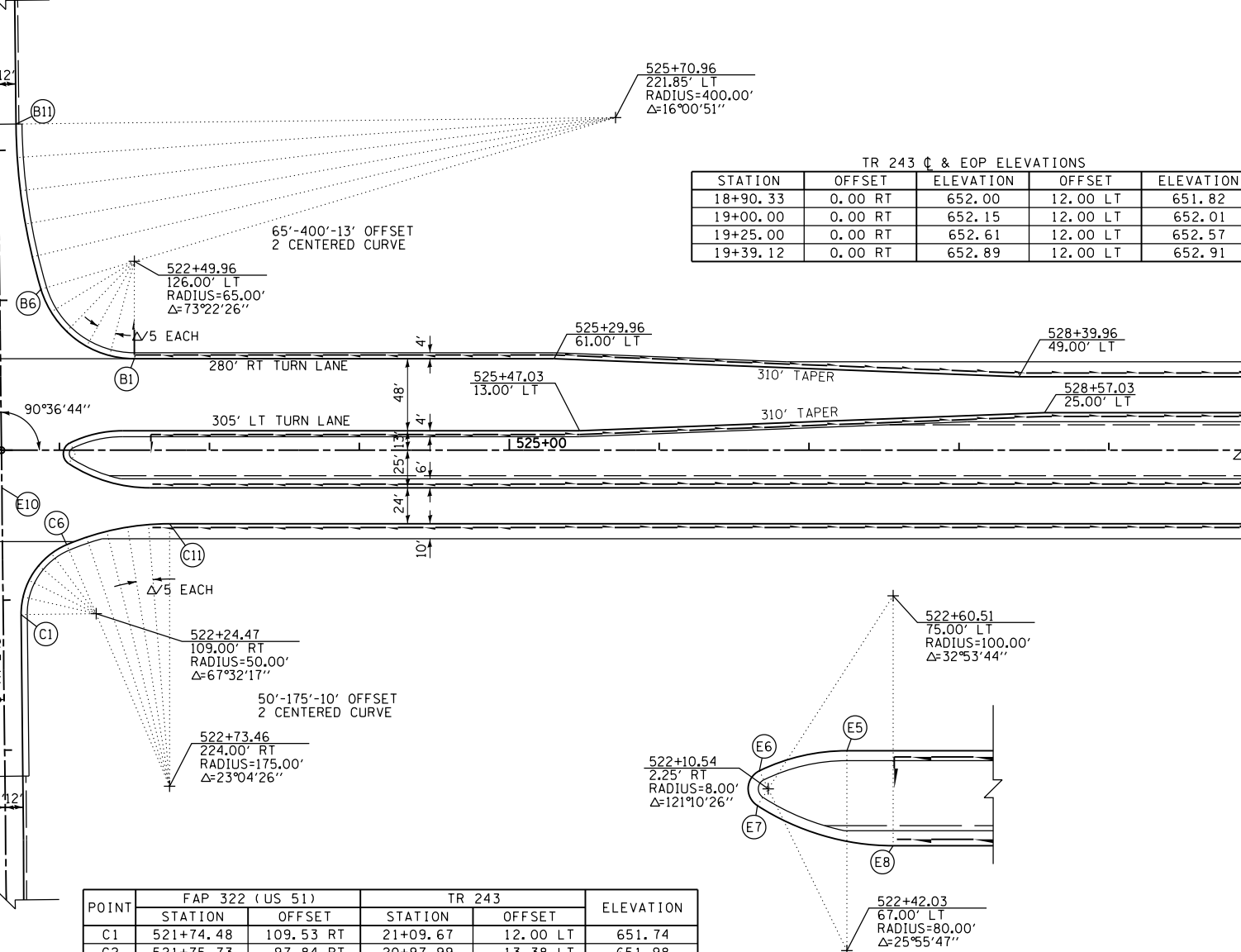
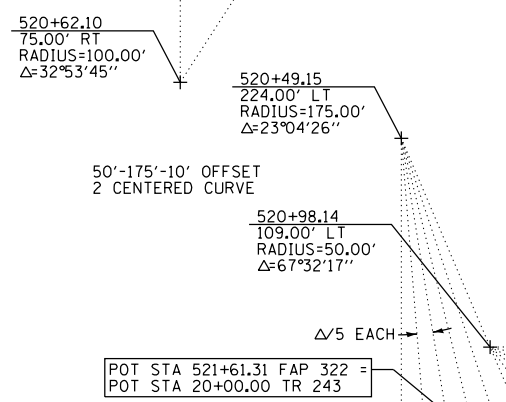
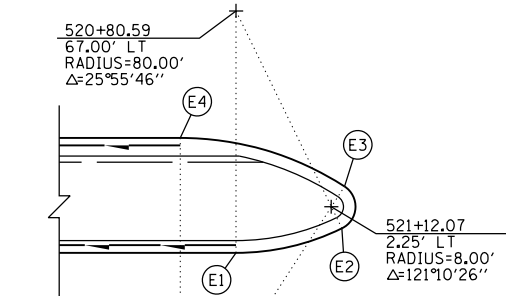
POINT	FAP 322 (US 51)		TR 243		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	521+48.13	109.53 LT	18+90.33	12.00 RT	651.82
A2	521+46.88	97.84 LT	19+02.01	13.38 RT	652.02
A3	521+42.92	86.77 LT	19+13.04	17.46 RT	652.22
A4	521+36.49	76.92 LT	19+22.82	23.99 RT	652.42
A5	521+27.94	68.85 LT	19+30.80	32.63 RT	652.62
A6	521+17.73	63.00 LT	19+36.54	42.90 RT	652.76
A7	521+04.56	58.00 LT	19+41.39	56.13 RT	652.84
A8	520+91.02	54.08 LT	19+45.17	69.70 RT	652.89
A9	520+77.22	51.27 LT	19+47.84	83.54 RT	652.92
A10	520+63.23	49.57 LT	19+49.39	97.54 RT	652.92
A11	520+49.15	49.00 LT	19+49.80	111.63 RT	652.90

POINT	FAP 322 (US 51)		TR 243		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
E1	520+80.59	13.00 RT	20+12.14	80.85 RT	652.73
E2	521+15.57	4.95 RT	20+04.46	45.79 RT	652.81
E3	521+16.41	8.97 LT	19+90.56	44.79 RT	652.86
E4	520+62.10	25.00 LT	19+73.94	98.93 RT	652.93
E5	522+42.03	13.00 LT	19+87.86	80.85 LT	653.01
E6	522+07.04	4.95 LT	19+95.54	45.79 LT	652.97
E7	522+06.20	8.97 RT	20+09.44	44.79 LT	653.02
E8	522+60.51	25.00 RT	20+26.06	98.93 LT	653.28
E9	521+61.04	25.00 LT	19+75.00	0	653.13
E10	521+61.57	25.00 RT	20+25.00	0	653.13

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
18+90.33	0.00 RT	652.00	12.00 RT	651.82
19+00.00	0.00 RT	652.15	12.00 RT	652.00
19+25.00	0.00 RT	652.61	12.00 RT	652.54
19+38.87	0.00 RT	652.89	12.00 RT	652.86

POINT	FAP 322 (US 51)		TR 243		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B1	522+49.96	61.00 LT	19+39.95	89.31 LT	653.08
B2	522+33.50	63.12 LT	19+37.65	72.86 LT	652.94
B3	522+18.11	69.34 LT	19+31.27	57.54 LT	652.75
B4	522+04.79	79.26 LT	19+21.21	44.33 LT	652.41
B5	521+94.43	92.23 LT	19+08.13	34.10 LT	651.99
B6	521+87.68	107.40 LT	18+92.89	27.52 LT	651.65
B7	521+81.89	129.00 LT	18+71.23	21.96 LT	651.35
B8	521+77.31	150.88 LT	18+49.30	17.61 LT	651.21
B9	521+73.96	172.98 LT	18+27.16	14.50 LT	651.11
B10	521+71.85	195.24 LT	18+04.88	12.63 LT	651.05
B11	521+70.98	217.58 LT	17+82.54	12.00 LT	651.03

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
18+90.33	0.00 RT	652.00	12.00 LT	651.82
19+00.00	0.00 RT	652.15	12.00 LT	652.01
19+25.00	0.00 RT	652.61	12.00 LT	652.57
19+39.12	0.00 RT	652.89	12.00 LT	652.91



STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
20+60.88	0.00 RT	652.89	12.00 RT	652.87
20+75.00	0.00 RT	652.61	12.00 RT	652.54
21+00.00	0.00 RT	652.11	12.00 RT	651.96
21+09.67	0.00 RT	651.92	12.00 RT	651.74

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
20+61.13	0.00 RT	652.89	12.00 LT	652.91
20+75.00	0.00 RT	652.61	12.00 LT	652.57
21+00.00	0.00 RT	652.11	12.00 LT	651.97
21+09.67	0.00 RT	651.92	12.00 LT	651.74

POINT	FAP 322 (US 51)		TR 243		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
C1	521+74.48	109.53 RT	21+09.67	12.00 LT	651.74
C2	521+75.73	97.84 RT	20+97.99	13.38 LT	651.98
C3	521+79.69	86.77 RT	20+86.96	17.46 LT	652.17
C4	521+86.12	76.92 RT	20+77.18	23.99 LT	652.39
C5	521+94.68	68.85 RT	20+69.20	32.63 LT	652.69
C6	522+04.88	63.00 RT	20+63.46	42.90 LT	652.91
C7	522+18.05	58.00 RT	20+58.61	56.13 LT	653.04
C8	522+31.59	54.08 RT	20+54.83	69.70 LT	653.13
C9	522+45.40	51.27 RT	20+52.16	83.54 LT	653.21
C10	522+59.38	49.57 RT	20+50.61	97.54 LT	653.26
C11	522+73.46	49.00 RT	20+50.20	111.63 LT	653.29

POINT	FAP 322 (US 51)		TR 243		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
D1	520+72.65	61.00 RT	20+60.05	89.31 RT	652.71
D2	520+89.11	63.12 RT	20+62.35	72.86 RT	652.70
D3	521+04.51	69.34 RT	20+68.73	57.54 RT	652.58
D4	521+17.82	79.26 RT	20+78.79	44.33 RT	652.32
D5	521+28.19	92.23 RT	20+91.87	34.10 RT	651.94
D6	521+34.93	107.40 RT	21+07.11	27.52 RT	651.59
D7	521+40.72	128.99 RT	21+28.77	21.96 RT	651.17
D8	521+45.30	150.88 RT	21+50.70	17.61 RT	650.81
D9	521+48.66	172.98 RT	21+72.84	14.50 RT	650.47
D10	521+50.77	195.24 RT	21+95.12	12.63 RT	650.15
D11	521+51.63	217.58 RT	22+17.46	12.00 RT	649.85

NOTES:  
 ALL STATIONS, OFFSETS, AND ELEVATIONS SHOWN ARE FOR FINAL PAVING.  
 SEE SHEETS 105 & 118 FOR PLAN AND PROFILES.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 GEOMETRIC DETAILS  
 TR 243  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY

SCALE: DATE 7/12

DRAWN BY: CHECKED BY:

10/5/2012  
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	147
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

POINT	FAP 322 (US 51)		SD 547 CONNECTOR		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	546+38.00	49.00 LT	49+51.00	72.00 RT	647.52
A2	546+56.21	51.83 LT	49+48.17	53.79 RT	647.38
A3	546+72.70	60.05 LT	49+39.95	37.30 RT	647.09
A4	546+85.92	72.89 LT	49+27.11	24.08 RT	646.68
A5	546+94.62	89.14 LT	49+10.86	15.38 RT	646.26
A6	546+97.97	107.26 LT	48+92.74	12.03 RT	645.83

POINT	SERVICE DRIVE 547		SD 547 CONNECTOR		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A6	9+90.99	29.57 RT	48+92.74	12.03 RT	645.83
A7	9+90.16	23.26 RT	48+86.42	12.86 RT	645.65
A8	9+87.38	17.52 RT	48+80.69	15.64 RT	645.46
A9	9+82.94	12.96 RT	48+76.12	20.08 RT	645.32
A10	9+77.29	10.01 RT	48+73.18	25.73 RT	645.38
A11	9+71.00	9.00 RT	48+72.16	32.02 RT	645.45

**SERVICE DRIVE CURVE #1 DATA**  
 PI STA = 2+92.42 = 539+88.23 96.36' LT FAP 322  
 $\Delta = 94^\circ 51' 13''$  (LT)  
 D = 190° 59' 09"  
 R = 30.00'  
 T = 32.66'  
 L = 49.67'  
 E = 9.70'  
 SE = NONE  
 PC STA = 2+59.77 = 539+88.25 129.02' LT FAP 322  
 PT STA = 3+09.43 = 540+20.77 99.11' LT FAP 322

**SERVICE DRIVE CURVE #2 DATA**  
 PI STA = 7+59.36 = 544+69.11 136.95' LT FAP 322  
 $\Delta = 4^\circ 51' 12''$  (RT)  
 D = 1° 08' 45"  
 R = 5000.00'  
 T = 211.89'  
 L = 423.53'  
 E = 4.48'  
 SE = NONE  
 PC STA = 5+47.77 = 542+57.96 119.13' LT FAP 322  
 PT STA = 9+71.00 = 546+81.00 136.84' LT FAP 322

POINT	SERVICE DRIVE 547		SD 547 CONNECTOR		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B1	10+32.03	9.00 RT	48+72.19	32.03 LT	644.98
B2	10+25.74	10.02 RT	48+73.21	25.73 LT	644.99
B3	10+20.08	12.96 RT	48+76.15	20.08 LT	645.04
B4	10+15.64	17.54 RT	48+80.73	15.63 LT	645.22
B5	10+12.87	23.28 RT	48+86.47	12.86 LT	645.47
B6	10+12.04	29.61 RT	48+92.79	12.03 LT	645.68

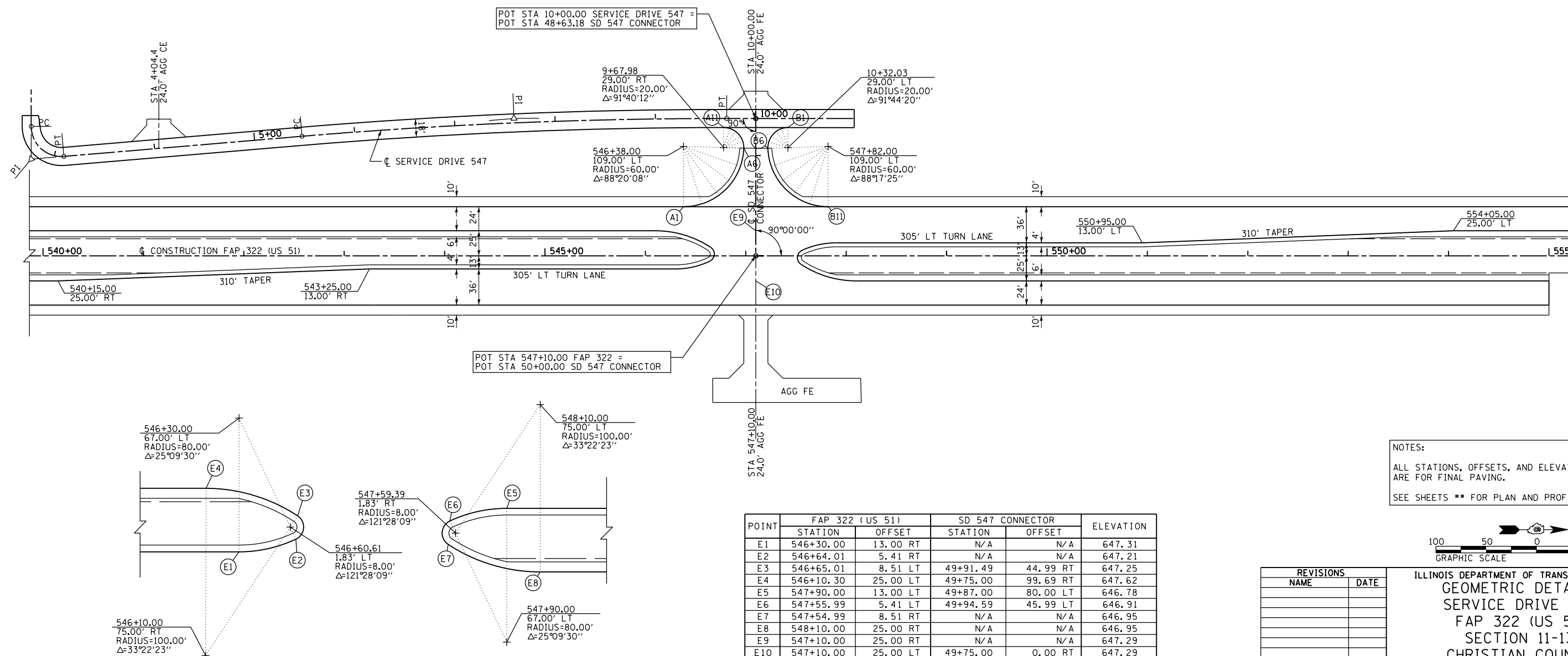
POINT	FAP 322 (US 51)		SD 547 CONNECTOR		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B6	547+22.03	107.21 LT	48+92.79	12.03 LT	645.68
B7	547+25.40	89.10 LT	49+10.90	15.40 LT	646.10
B8	547+34.10	72.87 LT	49+27.13	24.10 LT	646.52
B9	547+47.31	60.04 LT	49+39.96	37.32 LT	646.87
B10	547+63.80	51.83 LT	49+48.17	53.80 LT	647.04
B11	547+82.00	49.00 LT	49+51.00	72.00 LT	647.05

SD 547 CONNECTOR C & EOP ELEVATIONS

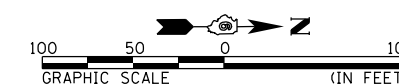
STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
48+72.17	0.00 RT	645.22	12.00 RT	645.31
49+00.00	0.00 RT	645.95	12.00 RT	646.02
49+25.00	0.00 RT	646.60	12.00 RT	646.66
49+51.00	0.00 RT	647.29	12.00 RT	647.33

SD 547 CONNECTOR C & EOP ELEVATIONS

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
48+72.18	0.00 RT	645.22	12.00 LT	645.13
49+00.00	0.00 RT	645.95	12.00 LT	645.88
49+25.00	0.00 RT	646.60	12.00 LT	646.55
49+51.00	0.00 RT	647.29	12.00 LT	647.25



NOTES:  
 ALL STATIONS, OFFSETS, AND ELEVATIONS SHOWN ARE FOR FINAL PAVING.  
 SEE SHEETS \*\* FOR PLAN AND PROFILES.



POINT	FAP 322 (US 51)		SD 547 CONNECTOR		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
E1	546+30.00	13.00 RT	N/A	N/A	647.31
E2	546+64.01	5.41 RT	N/A	N/A	647.21
E3	546+65.01	8.51 LT	49+91.49	44.99 RT	647.25
E4	546+10.30	25.00 LT	49+75.00	99.69 RT	647.62
E5	547+90.00	13.00 LT	49+87.00	80.00 LT	646.78
E6	547+55.99	5.41 LT	49+94.59	45.99 LT	646.91
E7	547+54.99	8.51 RT	N/A	N/A	646.95
E8	548+10.00	25.00 RT	N/A	N/A	646.95
E9	547+10.00	25.00 RT	N/A	N/A	647.29
E10	547+10.00	25.00 LT	49+75.00	0.00 RT	647.29

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 GEOMETRIC DETAILS  
 SERVICE DRIVE 547  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY

SCALE: DATE 7/12

DRAWN BY CHECKED BY

10/5/2012

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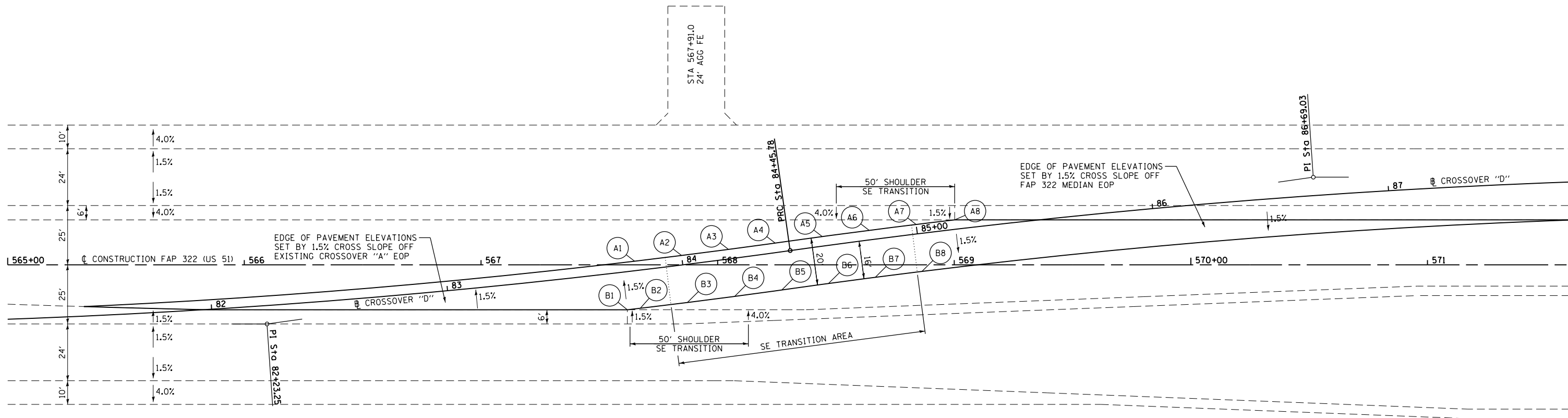
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	148
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

POINT	FAP 322 (US 51)		CROSSOVER "D"		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
A1	567+64.95	1.51 LT	83+80.00	4.00 LT	641.68
A2	567+84.78	3.94 LT	84+00.00	4.00 LT	641.71
A3	568+04.59	6.49 LT	84+20.00	4.00 LT	641.77
A4	568+24.38	9.16 LT	84+40.00	4.00 LT	641.85
A5	568+44.21	11.91 LT	84+60.00	4.00 LT	641.94
A6	568+64.06	14.54 LT	84+80.00	4.00 LT	642.05
A7	568+83.93	17.04 LT	85+00.00	4.00 LT	642.16
A8	569+00.18	19.00 LT	85+16.35	4.00 LT	642.25

CROSSOVER "D" CURVE #1 DATA  
 PI STA = 82+23.25  
 = 566+09.57 25.00' RT FAP 322  
 $\Delta = 7^\circ 58' 54''$  (LT)  
 $D = 1^\circ 47' 26''$   
 $R = 3,200.00'$   
 $T = 223.25'$   
 $L = 445.78'$   
 $E = 7.78'$   
 $SE = 1.5\%$   
 PC STA = 80+00.00  
 = 563+86.32 25.00' RT FAP 322  
 PRC STA = 84+45.78  
 = 568+30.66 6.00' LT FAP 322

CROSSOVER "D" CURVE #2 DATA  
 PI STA = 86+69.03  
 = 570+51.75 37.00' LT FAP 322  
 $\Delta = 7^\circ 58' 54''$  (RT)  
 $D = 1^\circ 47' 26''$   
 $R = 3,200.00'$   
 $T = 223.25'$   
 $L = 445.78'$   
 $E = 7.76'$   
 $SE = 1.5\%$   
 PRC STA = 84+45.78  
 = 568+30.66 6.00' LT FAP 322  
 PT STA = 88+91.56  
 = 572+75.00 37.00' LT FAP 322

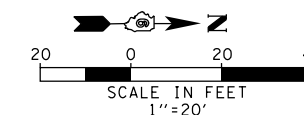
STA 567+91.0  
24' AGG FE



CROSSOVER "D" SE DATA:  
 TRANSITION SE (55 MPH):  
 STA 83+93 (+1.5%) TO STA 84+98 (-1.5%)

POINT	FAP 322 (US 51)		CROSSOVER "D"		ELEVATION
	STATION	OFFSET	STATION	OFFSET	
B1	567+61.84	19.00 RT	83+74.51	16.00 RT	641.97
B2	567+67.32	18.35 RT	83+80.00	16.00 RT	641.98
B3	567+87.27	15.91 RT	84+00.00	16.00 RT	641.97
B4	568+07.21	13.34 RT	84+20.00	16.00 RT	641.92
B5	568+27.13	10.65 RT	84+40.00	16.00 RT	641.88
B6	568+46.90	7.91 RT	84+60.00	16.00 RT	641.86
B7	568+66.62	5.30 RT	84+80.00	16.00 RT	641.85
B8	568+86.37	2.81 RT	85+00.00	16.00 RT	641.86

NOTES:  
 ALL STATIONS, OFFSETS, AND ELEVATIONS SHOWN ARE FOR FINAL PAVING.  
 SEE SHEET 76a FOR PLAN AND PROFILES.



REVISIONS	
NAME	DATE
NEW SHEET	12/10

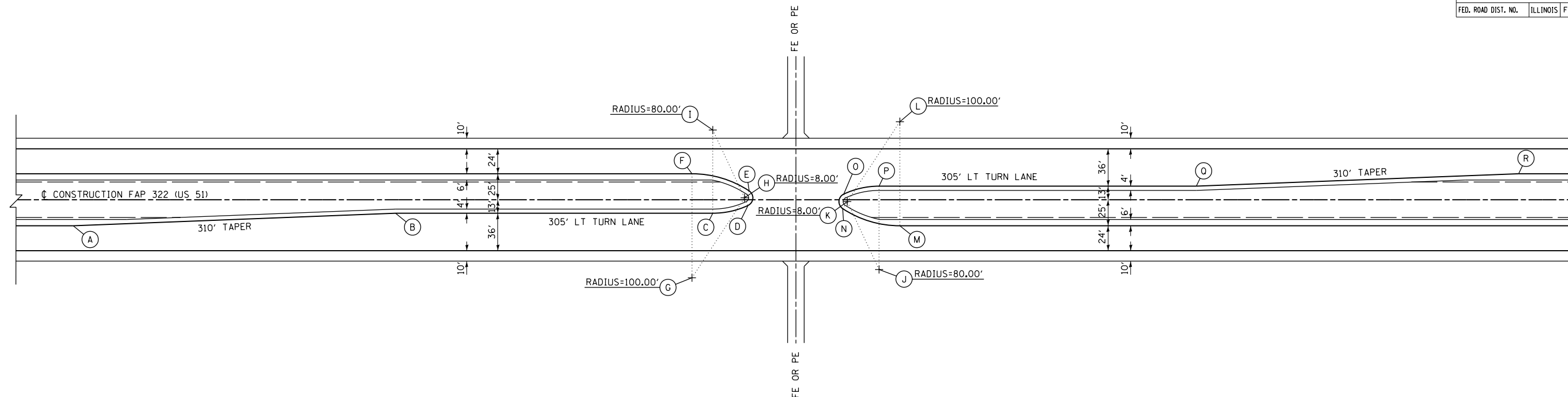
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 GEOMETRIC DETAILS  
 CROSSOVER "D"  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: 1"=20'  
 DATE 12/03/10  
 DRAWN BY EBB  
 CHECKED BY XXX

10/5/2012

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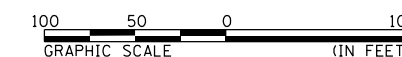


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	149
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



POINT	STA 381+65.0		
	STATION	OFFSET	ELEVATION
A	374+70.00	25.00 RT	658.96
B	377+80.00	13.00 RT	659.10
C	380+85.00	13.00 RT	660.00
D	381+19.01	5.41 RT	660.08
E	381+20.01	8.51 LT	660.13
F	380+65.00	25.00 LT	660.19
G	380+65.00	75.00 RT	n/a
H	381+15.61	1.83 LT	n/a
I	380+85.00	67.00 LT	n/a
J	382+45.00	67.00 RT	n/a
K	382+14.39	1.83 RT	n/a
L	382+65.00	75.00 LT	n/a
M	382+65.00	25.00 RT	660.33
N	382+09.99	8.51 RT	660.19
O	382+10.99	5.41 LT	660.15
P	382+45.00	13.00 LT	660.12
Q	385+50.00	13.00 LT	659.31
R	388+60.00	25.00 LT	658.75

POINT	STA 497+52.0		
	STATION	OFFSET	ELEVATION
A	490+56.88	25.00 RT	659.25
B	493+66.88	13.00 RT	659.27
C	496+71.87	13.00 RT	658.02
D	497+06.06	5.34 RT	657.80
E	497+07.04	8.58 LT	657.84
F	496+52.17	25.00 LT	658.39
G	496+52.17	75.00 RT	n/a
H	497+02.64	1.89 LT	n/a
I	496+71.88	67.00 LT	n/a
J	498+31.94	67.00 RT	n/a
K	498+01.41	1.79 RT	n/a
L	498+52.07	75.00 LT	n/a
M	498+52.07	25.00 RT	657.01
N	497+97.00	8.47 RT	657.21
O	497+98.02	5.45 LT	657.16
P	498+31.94	13.00 LT	656.91
Q	501+36.94	13.00 LT	654.78
R	504+46.94	25.00 LT	652.86



NOTES:  
 ALL STATIONS, OFFSETS, AND ELEVATIONS SHOWN ARE FOR FINAL PAVING.  
 SEE SHEET 67 FOR PLAN AND PROFILES.

REVISIONS	
NAME	DATE

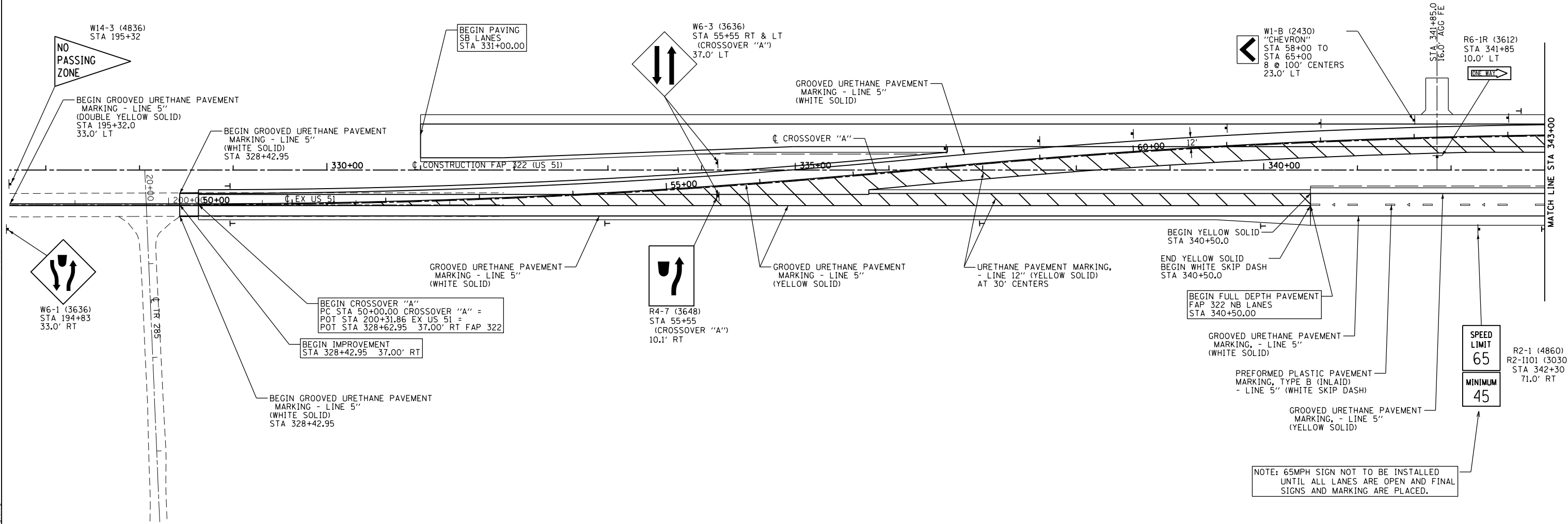
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 GEOMETRIC DETAILS  
 MEDIAN CROSSOVERS  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: DATE 7/12  
 DRAWN BY CHECKED BY



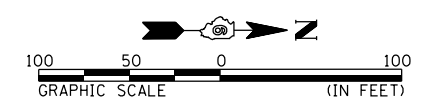
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	151
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

**CROSSOVER "A" CURVE #1 DATA**  
 PI STA = 53+85.15  
 = 332+48.10 37.00' RT FAP 322  
 $\Delta = 5^\circ 30' 46''$  (LT)  
 $D = 0^\circ 42' 58''$   
 $R = 8,000.00'$   
 $T = 385.15'$   
 $L = 769.71'$   
 $E = 9.27'$   
 PC STA = 50+00.00  
 = 328+62.95 37.00' RT FAP 322  
 PT STA = 57+69.71  
 = 336+31.47 0.00' RT FAP 322  
 SE TRANSITION:  
 STA 57+15.07 (-1.5%) TO STA 58+02.34 (+1.5%)

**CROSSOVER "A" CURVE #2 DATA**  
 PI STA = 61+54.87  
 = 340+14.85 37.00' LT FAP 322  
 $\Delta = 5^\circ 30' 46''$  (LT)  
 $D = 0^\circ 42' 58''$   
 $R = 8,000.00'$   
 $T = 385.15'$   
 $L = 769.71'$   
 $E = 9.27'$   
 PC STA = 57+69.71  
 = 336+31.47 0.00' RT FAP 322  
 PT STA = 65+39.42  
 = 344+00.00 37.00' LT FAP 322  
 SE TRANSITION:  
 STA 57+15.07 (-1.5%) TO STA 58+02.34 (+1.5%)



NOTE: 65MPH SIGN NOT TO BE INSTALLED UNTIL ALL LANES ARE OPEN AND FINAL SIGNS AND MARKING ARE PLACED.



**DELINEATOR SYMBOLS:**  
 I - SINGLE  
 II - DOUBLE  
 LOCATE 4' OFF EDGE OF PAVED SHOULDER. SEE STANDARD 635001 FOR SPACING

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING PLAN  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: 1"=50'  
 DATE: \_\_\_\_\_ DRAWN BY SEB  
 CHECKED BY \_\_\_\_\_

10/5/2012

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	152
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FAP 322 CURVE SCA01 DATA  
 PI STA = 351+06.45  
 $\Delta = 22^\circ 58' 38''$  (LT)  
 $D = 1^\circ 54' 35''$   
 $R = 3,000.00'$   
 $T = 609.73'$   
 $L = 1,203.08'$   
 $E = 61.34'$   
 $SE = 5.3\%$   
 PC STA = 344+96.72  
 PT STA = 356+99.80  
 SE ATTAINED STA 342+99 TO 345+77  
 (TR STA 342+99 TO STA 343+38)  
 SE REMOVED STA 356+21 TO STA 358+99  
 (TR STA 358+60 TO STA 358+99)

W1-B (2430)  
 "CHEVRON"  
 STA 58+00 TO  
 STA 65+00  
 $8 \text{ @ } 100'$  CENTERS  
 23.0' LT

END CROSSOVER "A"  
 PT STA 65+39.42 CROSSOVER "A" =  
 POC STA 344+00.00 37.00' LT FAP 322

R6-1R (3612)  
 STA 347+73  
 10.0' LT

STA 347+73.0  
 16.0' AGG FE

W1-B (2430)  
 "CHEVRON"  
 STA 344+50 TO  
 STA 353+50  
 $10 \text{ @ } 100'$  CENTERS  
 11' RT OF YELLOW EDGE LINE

GROOVED URETHANE PAVEMENT  
 MARKING, - LINE 5"  
 (YELLOW SOLID)

GROOVED URETHANE PAVEMENT  
 MARKING, - LINE 5"  
 (WHITE SOLID)

PERFORMED PLASTIC PAVEMENT  
 MARKING, TYPE B (INLAID)  
 - LINE 5" (WHITE SKIP DASH)

BEGIN SKIP DASH  
 STA 354+00.0

END TAPER  
 STA 354+00.0

GROOVED URETHANE PAVEMENT  
 MARKING - LINE 5"  
 (WHITE SOLID)

GROOVED URETHANE PAVEMENT  
 MARKING - LINE 5"  
 (YELLOW SOLID)

PERFORMED PLASTIC PAVEMENT  
 MARKING, TYPE B (INLAID)  
 -LINE 6" (WHITE SKIP DASH 2'-6')

LEFT  
 TURN  
 LANE

PERFORMED PLASTIC PAVEMENT  
 MARKING, TYPE B (INLAID)  
 -LETTERS & SYMBOLS  
 (WHITE)

R5-1a (3624)  
 STA 357+30  
 2.5' LT / 82.5' RT

PERFORMED PLASTIC PAVEMENT  
 MARKING, TYPE B (INLAID)  
 - LINE 6" (WHITE SOLID)

R3-1100L (3636)  
 M6-2L (2115)  
 STA 353+15  
 10.0' RT

R3-1100R (3636)  
 M6-2R (2115)  
 STA 352+95  
 70.0' RT

E 600N RD

W2-1 (3636) &  
 W16-8 (2412)  
 STA 351+30  
 9.5' RT / 70.5' RT

GROOVED URETHANE PAVEMENT  
 MARKING, - LINE 5"  
 (WHITE SOLID)

GROOVED URETHANE PAVEMENT  
 MARKING - LINE 5"  
 (YELLOW SOLID)

PERFORMED PLASTIC PAVEMENT  
 MARKING, TYPE B (INLAID)  
 - LINE 5" (WHITE SKIP DASH)

PERFORMED PLASTIC PAVEMENT  
 MARKING, TYPE B (INLAID)  
 -LINE 5" (WHITE SKIP DASH)

RAISED REFLECTIVE  
 PAVEMENT MARKERS  
 (1-WAY CHRYSTAL)

R6-1R (3612)  
 STA 347+72  
 10.0' RT

STA 347+72.0  
 16.0' HMA PE

30'  
 10'  
 80'

STA 347+73.0  
 16.0' AGG FE

BEGIN TAPER  
 STA 344+00.0

URETHANE PAVEMENT MARKING,  
 - LINE 12" (YELLOW SOLID)  
 AT 30' CENTERS

MATCH LINE STA 343+00

MATCH LINE STA 358+00

CONSTRUCTION FAP 322 (US 51)

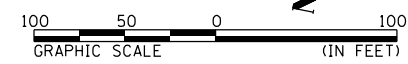
L 350+00

L 355+00

L 345+00

L 65+00

PC STA 344+96.72



DELINEATOR SYMBOLS:  
 I - SINGLE  
 II - DOUBLE  
 LOCATE 4' OFF EDGE OF PAVED  
 SHOULDER. SEE STANDARD 635001  
 FOR SPACING

REVISIONS	
NAME	DATE

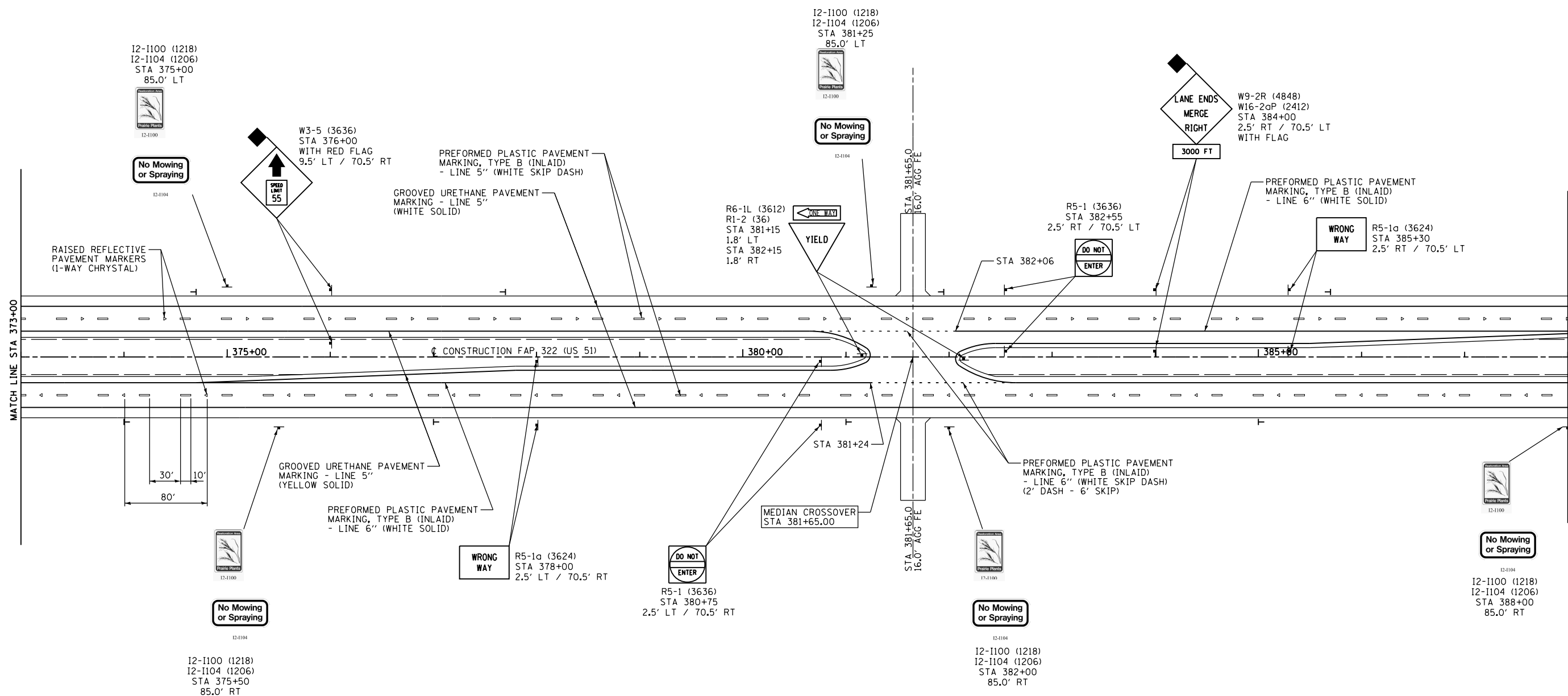
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING  
 PLAN  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: 1"=50'  
 DATE: \_\_\_\_\_ DRAWN BY SEB  
 CHECKED BY \_\_\_\_\_

10/5/2012

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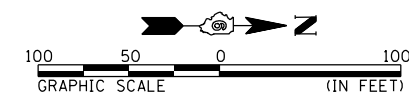


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	154
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



10/5/2012

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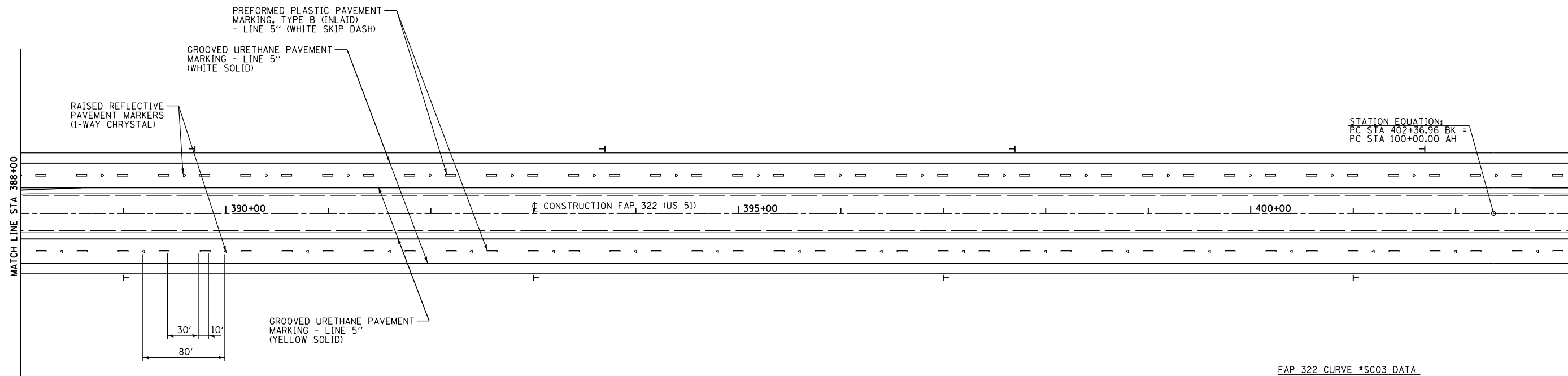
**DELINEATOR SYMBOLS:**  
 ┆ - SINGLE  
 ┆┆ - DOUBLE  
 LOCATE 4' OFF EDGE OF PAVED SHOULDER. SEE STANDARD 635001 FOR SPACING

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING PLAN  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: 1"=50'  
 DATE: \_\_\_\_\_ DRAWN BY SEB  
 CHECKED BY \_\_\_\_\_

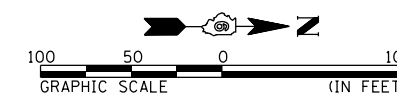
FAP 322 (US 51) STA 373+00 TO STA 388+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	155
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STATION EQUATION:  
 PC STA 402+36.96 BK =  
 PC STA 100+00.00 AH

FAP 322 CURVE #SC03 DATA  
 PI STA = 100+60.06  
 Δ = 0° 8' 16" (RT)  
 D = 0° 6' 53"  
 R = 50,000.00'  
 T = 60.07'  
 L = 120.13'  
 E = 0.04'  
 SE = NONE  
 PC STA = 100+00.00  
 PT STA = 101+20.13



DELINEATOR SYMBOLS:

- ┆ - SINGLE
- || - DOUBLE

LOCATE 4' OFF EDGE OF PAVED SHOULDER. SEE STANDARD 635001 FOR SPACING.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING  
 PLAN  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY

SCALE: 1"=50' DRAWN BY SEB  
 DATE CHECKED BY

FAP 322 (US 51) STA 388+00 TO STA 100+75

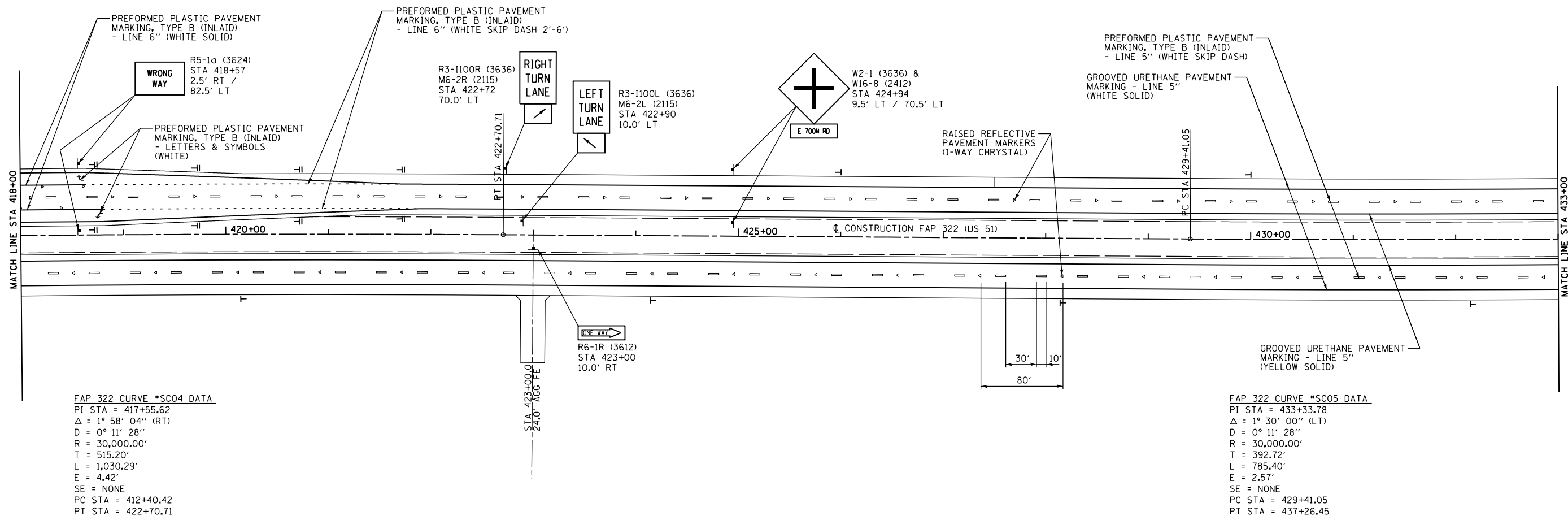
10/5/2012

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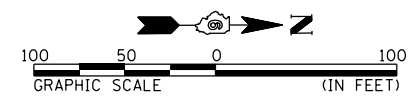


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	157
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



10/5/2012

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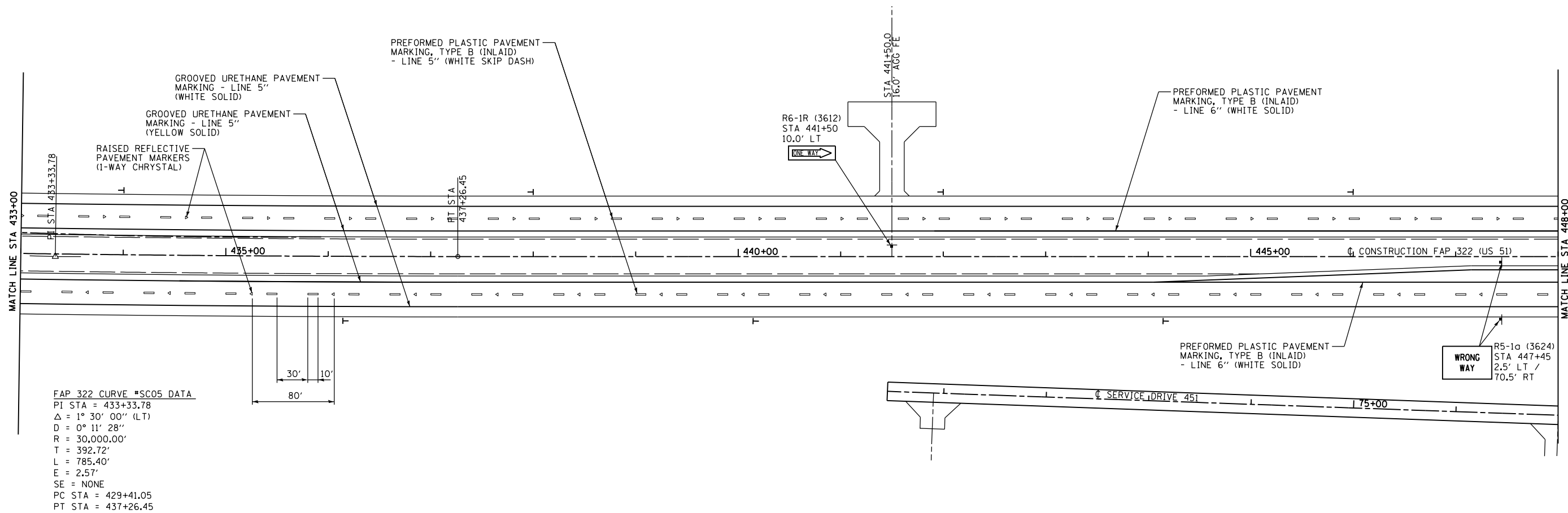


**DELINEATOR SYMBOLS:**  
 I - SINGLE  
 II - DOUBLE  
 LOCATE 4' OFF EDGE OF PAVED SHOULDER. SEE STANDARD 635001 FOR SPACING.

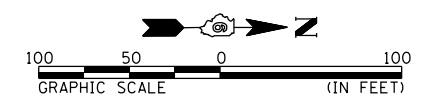
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING PLAN  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: 1"=50'  
 DATE: \_\_\_\_\_ DRAWN BY: SEB  
 CHECKED BY: \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	158
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



FAP 322 CURVE \*SC05 DATA  
 PI STA = 433+33.78  
 Δ = 1° 30' 00" (LT)  
 D = 0° 11' 28"  
 R = 30,000.00'  
 T = 392.72'  
 L = 785.40'  
 E = 2.57'  
 SE = NONE  
 PC STA = 429+41.05  
 PT STA = 437+26.45



DELINEATOR SYMBOLS:  
 — - SINGLE  
 || - DOUBLE  
 LOCATE 4' OFF EDGE OF PAVED SHOULDER. SEE STANDARD 635001 FOR SPACING.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING PLAN  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: 1"=50'  
 DATE: \_\_\_\_\_ DRAWN BY: SEB  
 CHECKED BY: \_\_\_\_\_

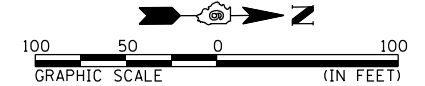
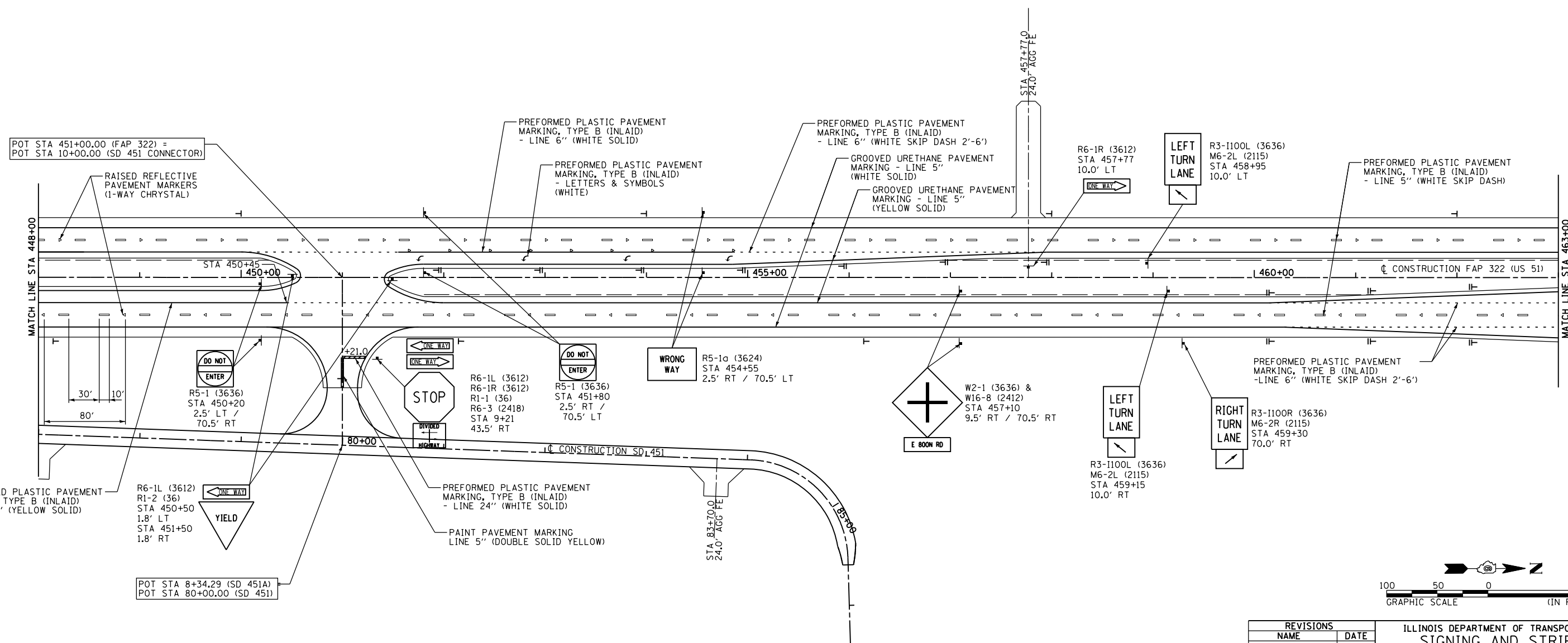
FAP 322 (US 51) STA 433+00 TO STA 448+00

10/5/2012

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	159
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

10/5/2012  
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**DELINEATOR SYMBOLS:**

┆ - SINGLE  
 ┆┆ - DOUBLE

LOCATE 4' OFF EDGE OF PAVED SHOULDER. SEE STANDARD 635001 FOR SPACING.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING PLAN  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY

SCALE: 1"=50'  
 DATE: \_\_\_\_\_

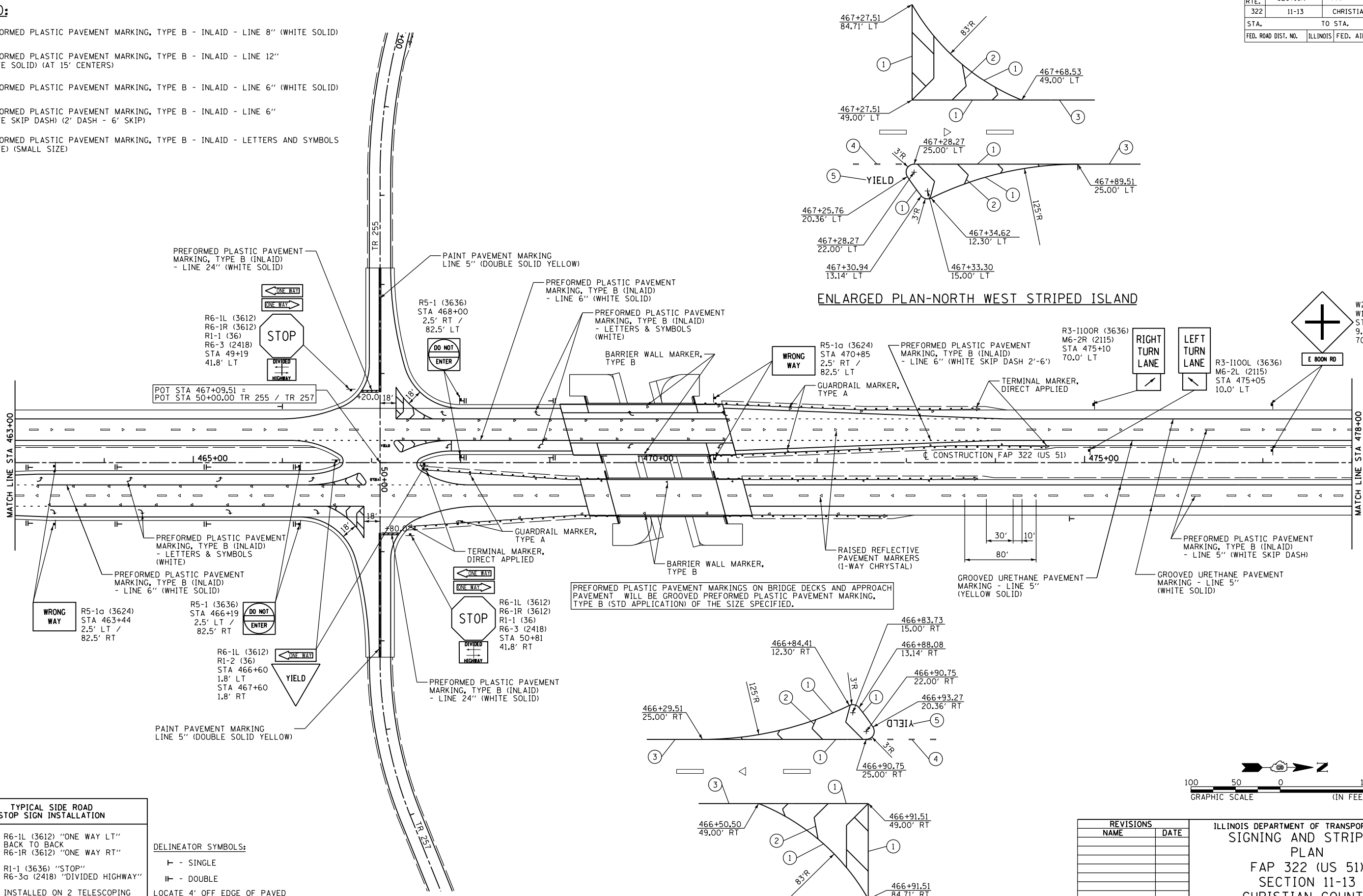
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 CHECKED BY \_\_\_\_\_

FAP 322 (US 51) STA 448+00 TO STA 463+00

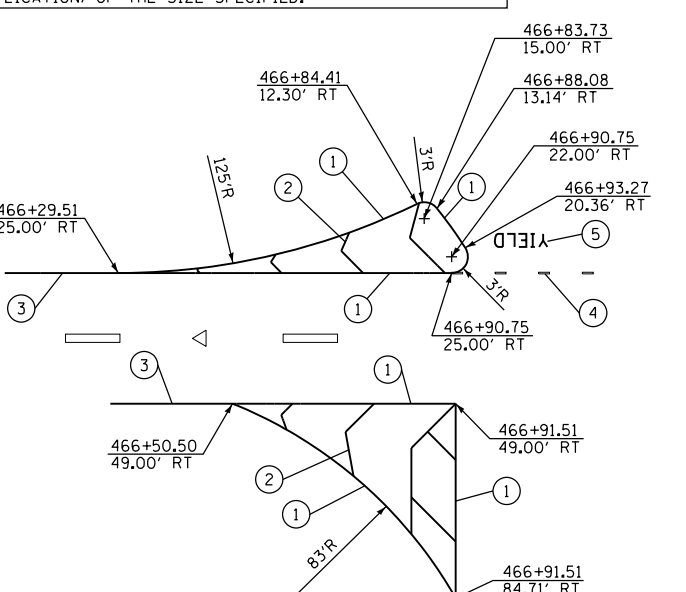
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	160
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**LEGEND:**

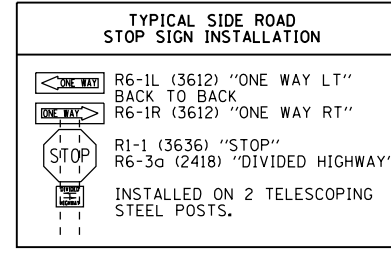
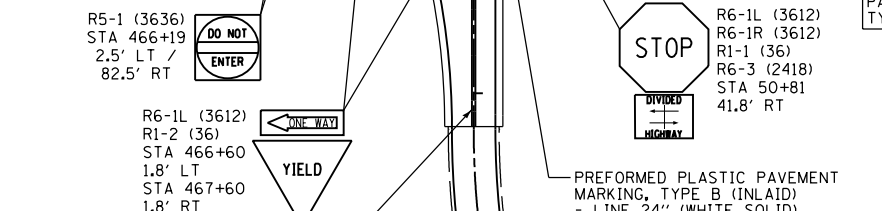
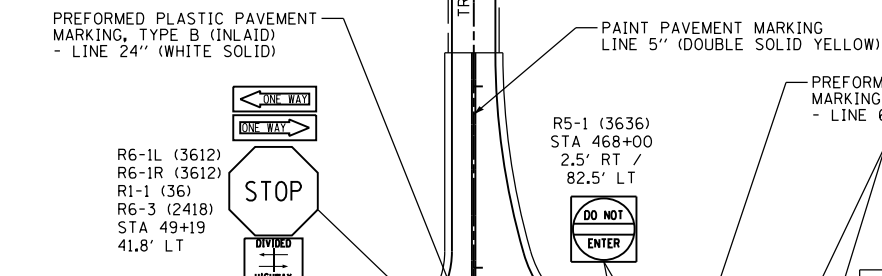
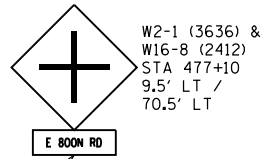
- ① PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 8" (WHITE SOLID)
- ② PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 12" (WHITE SOLID) (AT 15' CENTERS)
- ③ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6" (WHITE SOLID)
- ④ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6" (WHITE SKIP DASH) (2' DASH - 6' SKIP)
- ⑤ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS AND SYMBOLS (WHITE) (SMALL SIZE)



**ENLARGED PLAN-NORTH WEST STRIPED ISLAND**



**ENLARGED PLAN-SOUTH EAST STRIPED ISLAND**

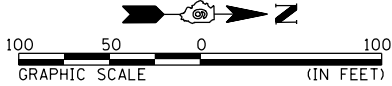


**DELINEATOR SYMBOLS:**

- I - SINGLE
- II - DOUBLE

LOCATE 4' OFF EDGE OF PAVED SHOULDER. SEE STANDARD 635001 FOR SPACING.

REVISIONS	
NAME	DATE



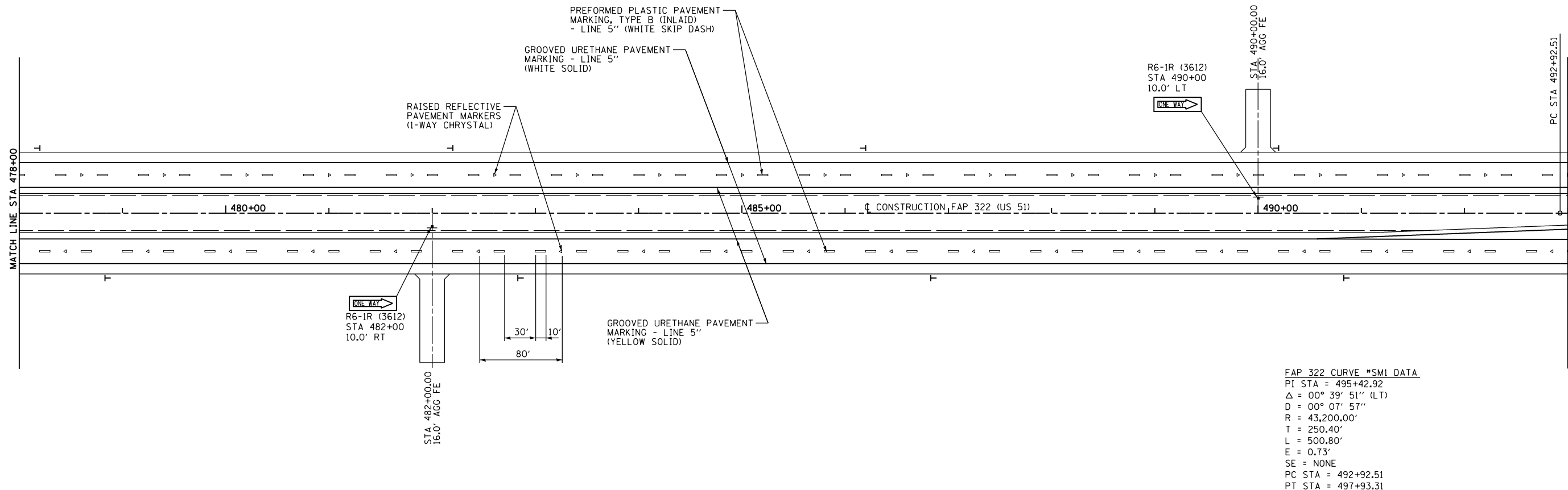
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SIGNING AND STRIPING PLAN**  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY

SCALE: 1"=50'  
 DATE: \_\_\_\_\_ DRAWN BY SEB  
 CHECKED BY \_\_\_\_\_

FAP 322 (US 51) STA 463+00 TO STA 478+00

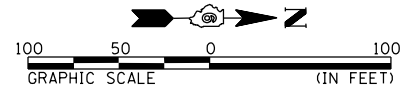
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	161
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FAP 322 CURVE \*SMI DATA

PI STA =	495+42.92
Δ =	00° 39' 51" (LT)
D =	00° 07' 57"
R =	43,200.00'
T =	250.40'
L =	500.80'
E =	0.73'
SE =	NONE
PC STA =	492+92.51
PT STA =	497+93.31



DELINEATOR SYMBOLS:  
 I - SINGLE  
 II - DOUBLE  
 LOCATE 4' OFF EDGE OF PAVED SHOULDER. SEE STANDARD 635001 FOR SPACING.

REVISIONS	
NAME	DATE

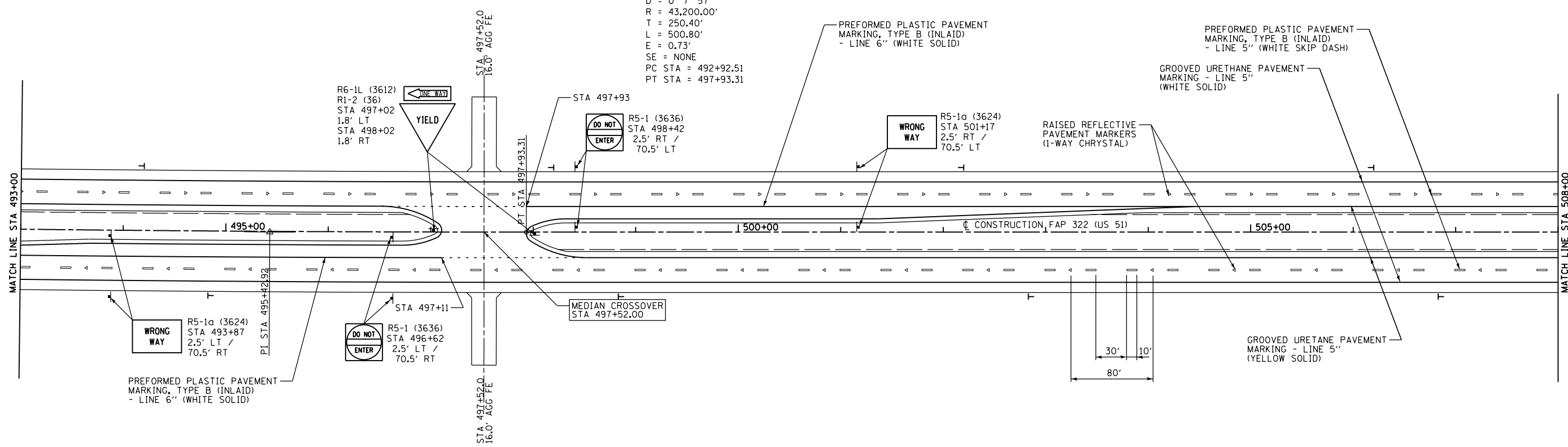
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING PLAN  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: 1"=50'  
 DATE: \_\_\_\_\_ DRAWN BY: SEB  
 CHECKED BY: \_\_\_\_\_

10/5/2012

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	162
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

FAP 322 CURVE \*SMI DATA  
 PI STA = 495+42.92  
 $\Delta = 0^\circ 39' 51''$  (LT)  
 $D = 0^\circ 7' 57''$   
 $R = 43,200.00'$   
 $T = 250.40'$   
 $L = 500.80'$   
 $E = 0.73'$   
 $SE = NONE$   
 $PC STA = 492+92.51$   
 $PT STA = 497+93.31$

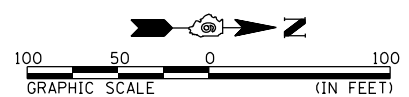


10/5/2012

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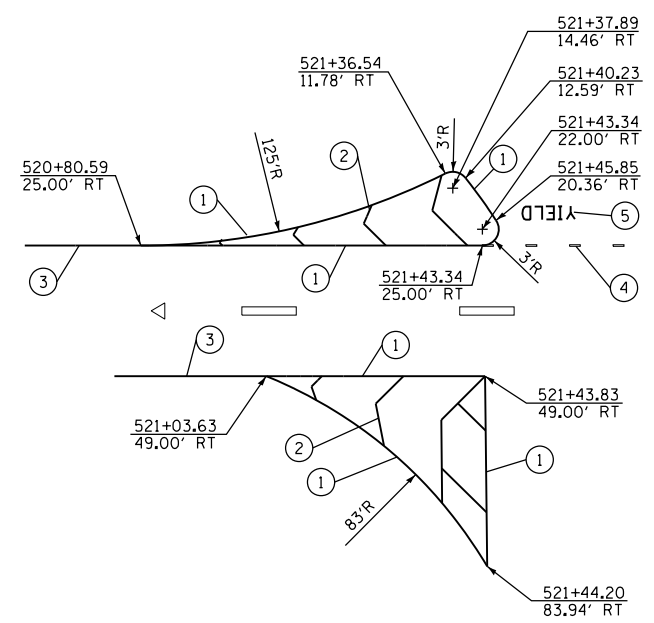
DELINATOR SYMBOLS:  
 T - SINGLE  
 || - DOUBLE  
 LOCATE 4' OFF EDGE OF PAVED SHOULDER, SEE STANDARD 635001 FOR SPACING.

REVISIONS	
NAME	DATE

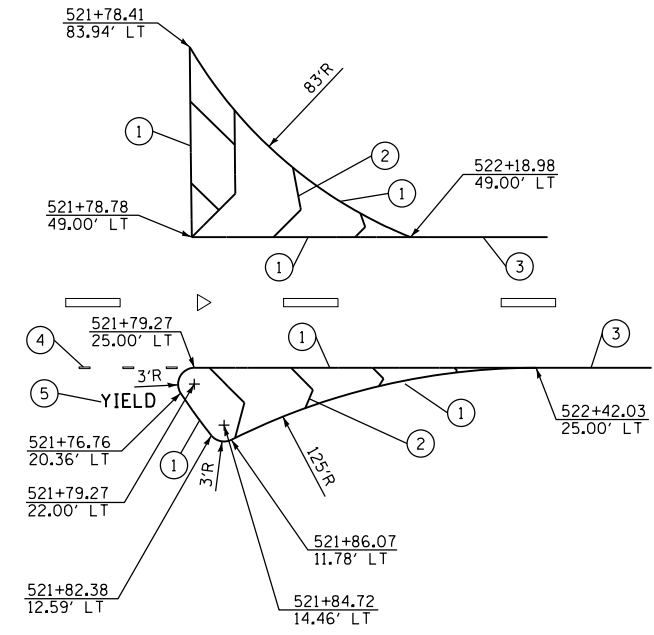


ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING PLAN  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: 1"=50'  
 DATE: \_\_\_\_\_ DRAWN BY: SEB  
 CHECKED BY: \_\_\_\_\_

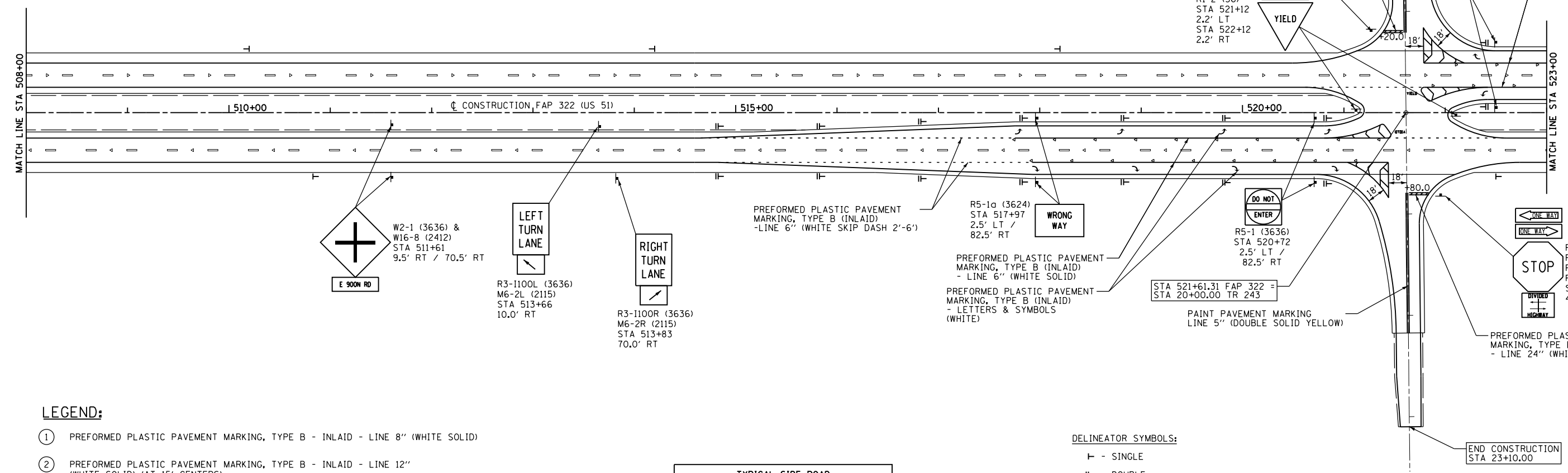
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	163
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



ENLARGED PLAN-SOUTH EAST STRIPED ISLAND

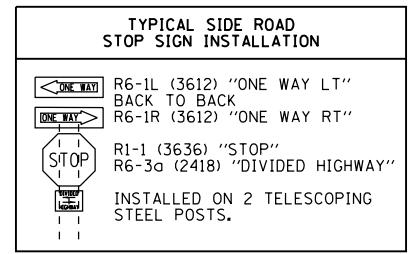


ENLARGED PLAN-NORTH WEST STRIPED ISLAND



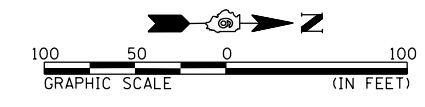
LEGEND:

- ① PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 8" (WHITE SOLID)
- ② PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 12" (WHITE SOLID) (AT 15' CENTERS)
- ③ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6" (WHITE SOLID)
- ④ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6" (WHITE SKIP DASH) (2' DASH - 6' SKIP)
- ⑤ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS AND SYMBOLS (WHITE) (SMALL SIZE)



DELINEATOR SYMBOLS:

- I - SINGLE
  - II - DOUBLE
- LOCATE 4' OFF EDGE OF PAVED SHOULDER. SEE STANDARD 635001 FOR SPACING.

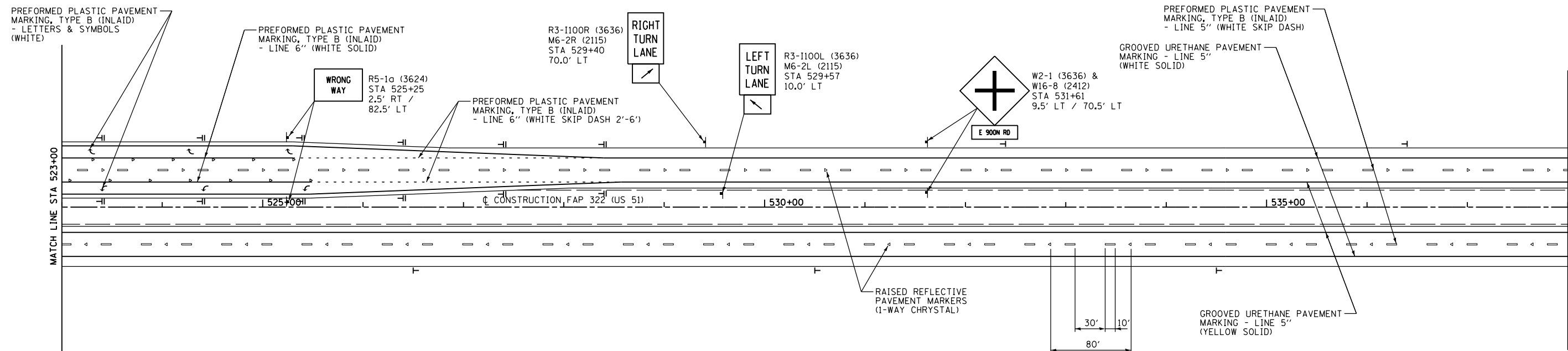


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING PLAN  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: 1"=50'  
 DATE: \_\_\_\_\_ DRAWN BY SEB  
 CHECKED BY \_\_\_\_\_  
 FAP 322 (US 51) STA 508+00 TO STA 523+00

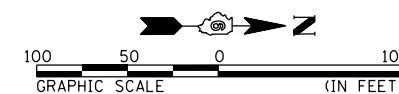
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	164
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



10/5/2012

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DELINEATOR SYMBOLS:

- I - SINGLE
- II - DOUBLE

LOCATE 4' OFF EDGE OF PAVED SHOULDER. SEE STANDARD 635001 FOR SPACING.

REVISIONS	
NAME	DATE

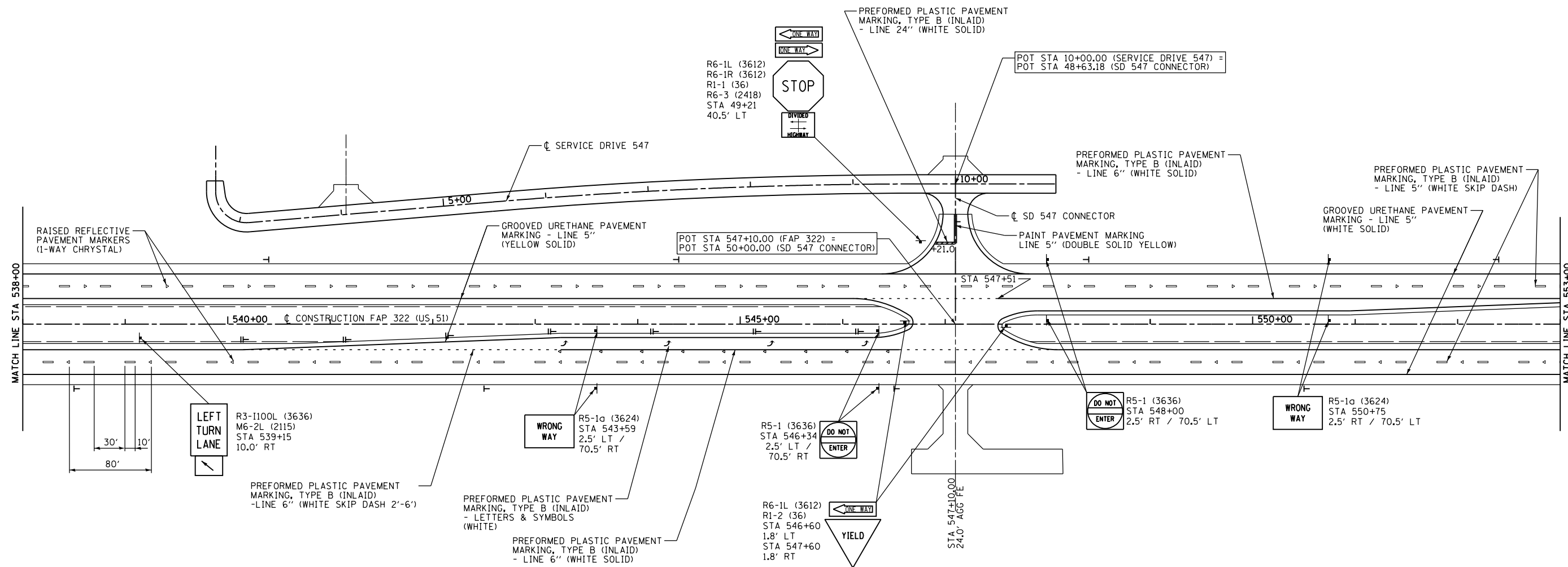
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SIGNING AND STRIPING  
 PLAN  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY

SCALE: 1"=50' DRAWN BY SEB  
 DATE CHECKED BY

FAP 322 (US 51) STA 523+00 TO STA 538+00

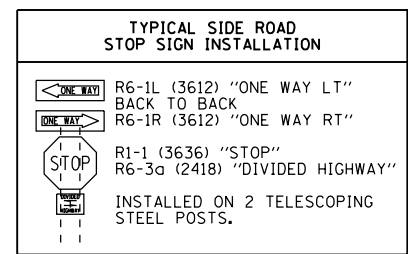


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	165
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



10/5/2012

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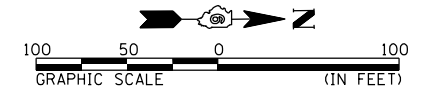


**DELINEATOR SYMBOLS:**

- H - SINGLE
- || - DOUBLE

LOCATE 4' OFF EDGE OF PAVED SHOULDER. SEE STANDARD 635001 FOR SPACING.

REVISIONS	
NAME	DATE

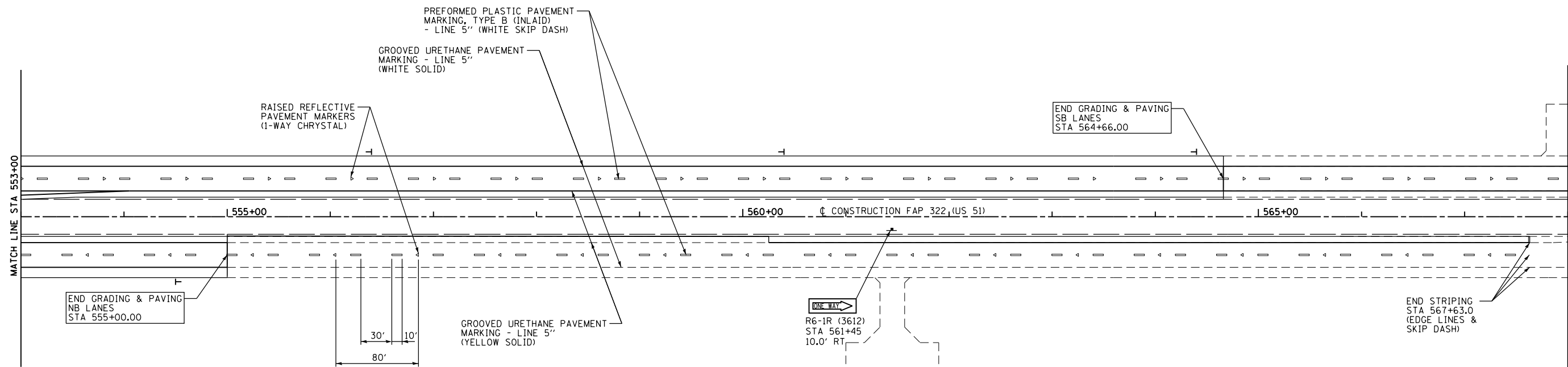


ILLINOIS DEPARTMENT OF TRANSPORTATION  
SIGNING AND STRIPING PLAN  
FAP 322 (US 51)  
SECTION 11-13  
CHRISTIAN COUNTY

SCALE: 1"=50'  
DATE: \_\_\_\_\_ DRAWN BY: SEB  
CHECKED BY: \_\_\_\_\_

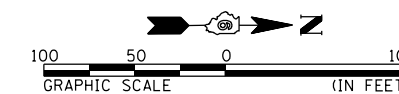
FAP 322 (US 51) STA 538+00 TO STA 553+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	166
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



10/5/2012

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DELINEATOR SYMBOLS:

- I - SINGLE
- II - DOUBLE

LOCATE 4' OFF EDGE OF PAVED SHOULDER. SEE STANDARD 635001 FOR SPACING.

REVISIONS	
NAME	DATE

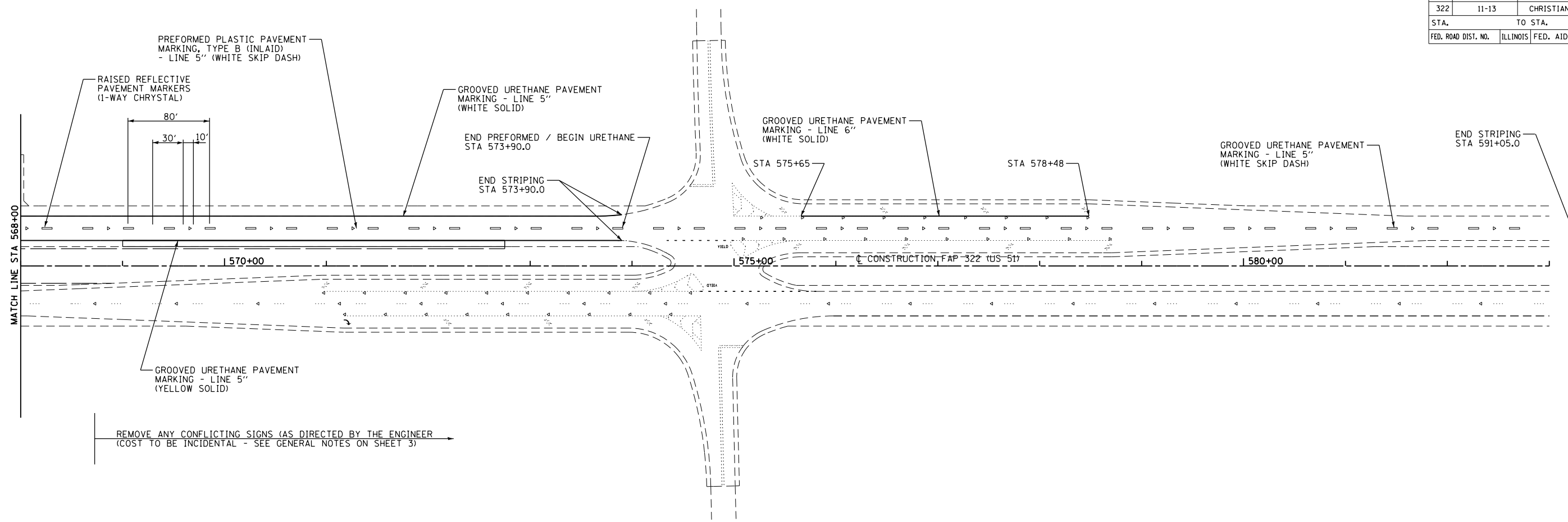
ILLINOIS DEPARTMENT OF TRANSPORTATION  
SIGNING AND STRIPING  
PLAN  
FAP 322 (US 51)  
SECTION 11-13  
CHRISTIAN COUNTY

SCALE: 1"=50'  
DATE

DRAWN BY SEB  
CHECKED BY

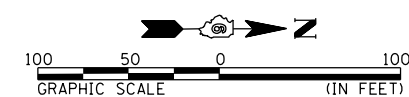
FAP 322 (US 51) STA 553+00 TO STA 568+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	167
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



10/5/2012

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**DELINEATOR SYMBOLS:**  
 I - SINGLE  
 II - DOUBLE  
 LOCATE 4' OFF EDGE OF PAVED SHOULDER. SEE STANDARD 635001 FOR SPACING.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SIGNING AND STRIPING PLAN**  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: 1"=50'  
 DATE: \_\_\_\_\_ DRAWN BY: SEB  
 CHECKED BY: \_\_\_\_\_  
 FAP 322 (US 51) STA 568+00 TO STA 583+00

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	168
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

GENERAL LIGHTING NOTES

- ALL PROPOSED LIGHTING UNITS SHALL BE LABELED ACCORDING TO THE STANDARD SPECIFICATIONS, WITH POLE NUMBERS ATTACHED WITH STAINLESS STEEL BANDING. LIGHTING UNIT NUMBERING SHALL BE AS DIRECTED BY THE ENGINEER.
- CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.
- CONTRACTOR SHALL INSTALL LIGHT POLES AT THE LOCATIONS INDICATED ON THE PLANS, MAINTAINING ADEQUATE CLEARANCE FROM OVERHEAD UTILITY LINES. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY CLEARANCES PER THE NATIONAL ELECTRICAL SAFETY CODE AND/OR THE REQUIREMENTS OF THE UTILITY COMPANIES. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY. REROUTING, DISCONNECTION, RELOCATION, PROTECTION ETC., OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK IS TO BE INCLUDED WITH THE "UNDERGROUND CONDUIT" PAY ITEM.
- PROPOSED LIGHT POLES TO BE INSTALLED AT A 15 FEET SETBACK FROM THE EDGE OF TRAVELED PAVEMENT OR 4 FEET BEHIND THE GUARDRAIL UNLESS NOTED OTHERWISE ON THE PLANS. NO POLES TO BE INSTALLED IN THE FLOWLINE OF DITCH. POLE SETBACK TO BE ADJUSTED IF NECESSARY AS DIRECTED BY THE ENGINEER.
- NO LIGHTING CIRCUIT OR PORTION THEREOF SHALL BE REMOVED FROM NIGHTTIME OPERATION WITHOUT APPROVAL OF THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEM UNTIL IDOT HAS TAKEN ACCEPTANCE OF THE SYSTEM. ALL EXISTING CIRCUITS AND CABLES TO THE LIGHT POLES SHALL BE MAINTAINED AS NEEDED AND THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- BREAKAWAY DEVICES SHALL NOT BE INSTALLED FOR POLES LOCATED BEHIND THE GUARDRAIL OR MOUNTED ON BRIDGE PARAPET WALLS.
- DISTANCE FROM PRIMARY TRANSFORMER TO PROPOSED LIGHTING CONTROLLER NOT TO EXCEED 250 FT.
- UNDERGROUND PVC CONDUIT SHALL BE SCHEDULE 80.
- IF MINIMUM UNIT DUCT DEPTH OF 2 FT IS NOT ACHIEVABLE THEN UNIT DUCT SHALL BE INSTALLED IN 2" PVC, SCHEDULE 80 CONDUIT UNDER PROPOSED CULVERTS.

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ILLINOIS DEPARTMENT OF TRANSPORTATION LUMINAIRE PERFORMANCE TABLE - PROPOSED LIGHTING		
4/10/12		
<u>GIVEN CONDITIONS</u>		
<b>ROADWAY DATA:</b>	Pavement Width	48 FT
	Number Of Lanes	4
	Median Width	FT
	IES Surface Classification	R3
	Q-Zero Value	.07
<b>LIGHT POLE DATA:</b>	Mounting Height	45 FT
	Mast Arm Length	15 FT
	Pole Set-Back From Edge Of Pavement	15 FT
<b>LUMINAIRE DATA:</b>	Lamp Type	HPS
	Lamp Lumens	28000
	IES Vertical Distribution	M
	IES Control Of Distribution	FC
	IES Lateral Distribution	3
	Total Light Loss Factor	0.684
<b>LAYOUT DATA:</b>	Spacing	140 FT
	Configuration	One Side
	Luminaire Overhang Over Edge Of Pavement Lane	0 FT
<p><b>NOTE:</b> Variations from the above specified IES distribution pattern may be requested and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.</p>		
<u>PERFORMANCE REQUIREMENTS</u>		
<p><b>NOTE:</b> These performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.</p>		
<b>ILLUMINATION:</b>	Average Horizontal Illumination, (E <sub>Ave</sub> )	0.90 fc
	Uniformity Ratio, (E <sub>Ave</sub> /E <sub>Min</sub> )	3.0
<b>LUMINANCE:</b>	Average Luminance: (L <sub>Ave</sub> )	0.60 Cd/m <sup>2</sup>
	Uniformity Ratios: (L <sub>Ave</sub> /L <sub>Min</sub> )	3.5
	(L <sub>Max</sub> /L <sub>Min</sub> )	6.0
	Maximum Veiling Luminance Ratio: (L <sub>v</sub> /L <sub>Ave</sub> )	0.3

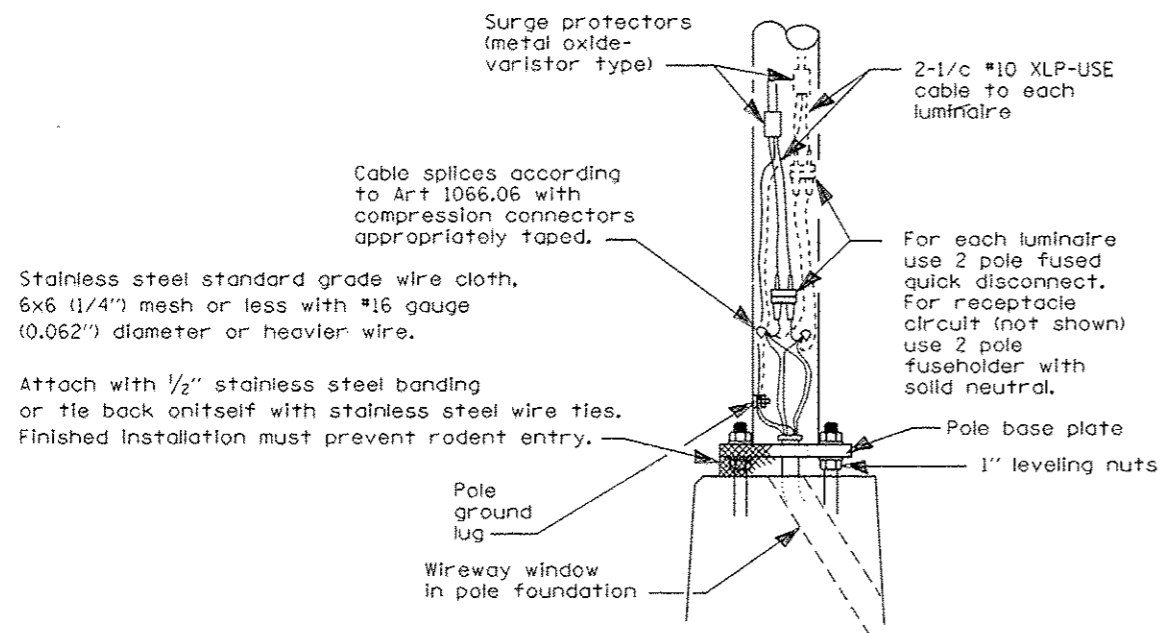
ILLINOIS DEPARTMENT OF TRANSPORTATION LUMINAIRE PERFORMANCE TABLE - TEMPORARY LIGHTING		
4/10/12		
<u>GIVEN CONDITIONS</u>		
<b>ROADWAY DATA:</b>	Pavement Width	24 FT
	Number Of Lanes	2
	Median Width	FT
	IES Surface Classification	R3
	Q-Zero Value	.07
<b>LIGHT POLE DATA:</b>	Mounting Height	50 FT
	Mast Arm Length	FT
	Pole Set-Back From Edge Of Pavement	30 FT
<b>LUMINAIRE DATA:</b>	Lamp Type	HPS
	Lamp Lumens	50000
	IES Vertical Distribution	M
	IES Control Of Distribution	NC
	IES Lateral Distribution	3
	Total Light Loss Factor	0.684
<b>LAYOUT DATA:</b>	Spacing	260 FT
	Configuration	One Side
	Luminaire Overhang Over Edge Of Pavement Lane	-30 FT
<p><b>NOTE:</b> Variations from the above specified IES distribution pattern may be requested and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.</p>		
<u>PERFORMANCE REQUIREMENTS</u>		
<p><b>NOTE:</b> These performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.</p>		
<b>ILLUMINATION:</b>	Average Horizontal Illumination, (E <sub>Ave</sub> )	0.90 fc
	Uniformity Ratio, (E <sub>Ave</sub> /E <sub>Min</sub> )	3.0
<b>LUMINANCE:</b>	Average Luminance: (L <sub>Ave</sub> )	0.60 Cd/m <sup>2</sup>
	Uniformity Ratios: (L <sub>Ave</sub> /L <sub>Min</sub> )	3.5
	(L <sub>Max</sub> /L <sub>Min</sub> )	6.0
	Maximum Veiling Luminance Ratio: (L <sub>v</sub> /L <sub>Ave</sub> )	0.3

REVISIONS	
NAME	DATE
SEB	10/10/12
SEB	11/14/12

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**LIGHTING PLAN -**  
**LIGHTING DETAILS 1 OF 4**  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY

SCALE: NONE DRAWN BY: 100T  
 DATE:                      CHECKED BY:

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	43	169
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



### WIRING DETAIL

NO SCALE

#### GENERAL NOTES

All taped splices shall use 2 layers of electrical tape over 3 layers of rubber tape as required by the Standard Specifications. Coat the finished taped splice with bonding compound.

All cable splices shall be taped unless another method has been specifically approved by the Engineer.

For example purposes the pole is shown on an anchor base. If the pole is required to be set on a breakaway base, consult the Standard Specifications.

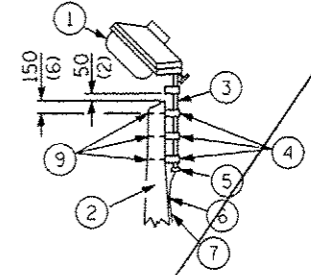
POLE HANDHOLE WIRING

#### NOTE:

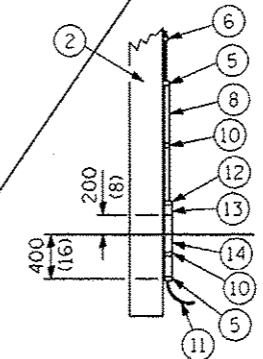
Luminaire(s) shall have a 2-pole inline weatherproof quick disconnect fuse holder.

Luminaire(s) shall be oriented and the mounting angle adjusted as recommended by the Engineer.

Connect luminaire equipment ground to ACSR messenger.



- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 63 (2 1/2) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 600 (24) centers
- ⑦ 2/c #10 Type USE cable
- ⑧ 25 (1) Galv. steel conduit 3.0 m (10') in length
- ⑨ 16 (5/8) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- ⑩ Conduit clamps on 900 (36) centers
- ⑪ Unit duct
- ⑫ Threaded reducer
- ⑬ 1" Condulet, threaded
- ⑭ 40 (1 1/2) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



POLE, WOOD

POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')

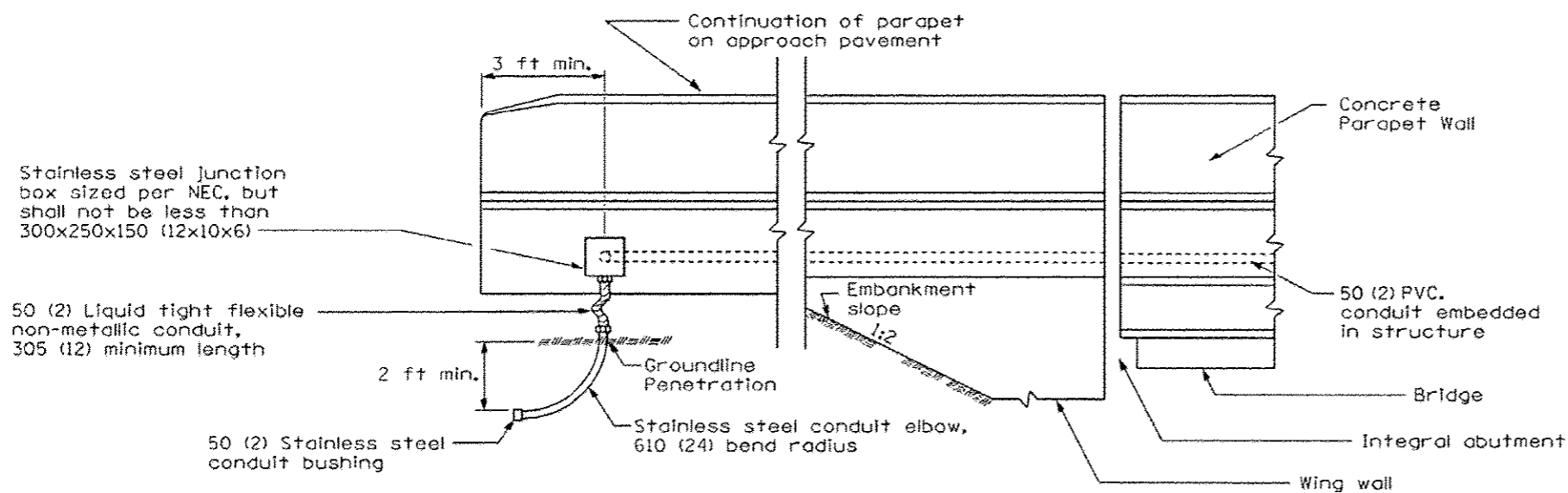
#### TEMPORARY ROADWAY LIGHTING

REVISIONS	
NAME	DATE
SEB	10/10/12
SEB	11/14/12

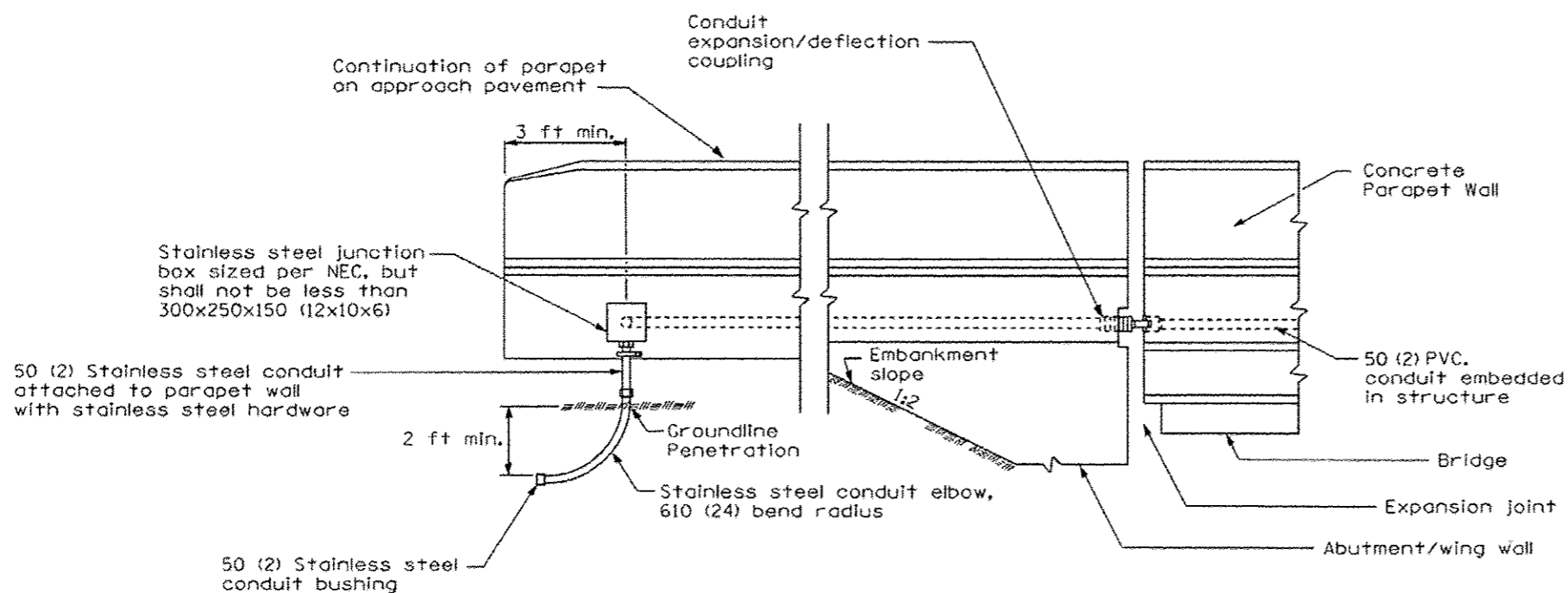
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 LIGHTING PLAN -  
 LIGHTING DETAILS 2 OF 4  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY

SCALE: NONE  
 DATE: NONE  
 DRAWN BY: 100T  
 CHECKED BY:

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	170
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**CONDUIT DETAIL**  
(Integral Abutment)



**CONDUIT DETAIL**  
(Open Abutment)

**GENERAL NOTES**

Stainless steel conduit, couplings, and elbows shall be according to Section 810 of the Standard Specifications, as applicable, shall be Type 304 or Type 316, and shall be manufactured according to UL Standard 6A and ANSI Standard C 80.1.

Conduit fittings shall be the threaded type, shall be Type 304 or Type 316 stainless steel, and shall be manufactured according to UL Standard 514B.

All stainless steel and liquid tight flexible non-metallic conduit, including all fittings, bushings, couplings, and elbows shall be included in the cost of the "Junction Box, Stainless Steel, Attached to Structure, 12" X 10" X 6" " pay item.

All dimensions are in millimeters (inches) unless otherwise shown.

REVISIONS	
NAME	DATE
SEB	10/10/12
SEB	11/14/12

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**LIGHTING PLAN -**  
**LIGHTING DETAILS 3 OF 4**  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY

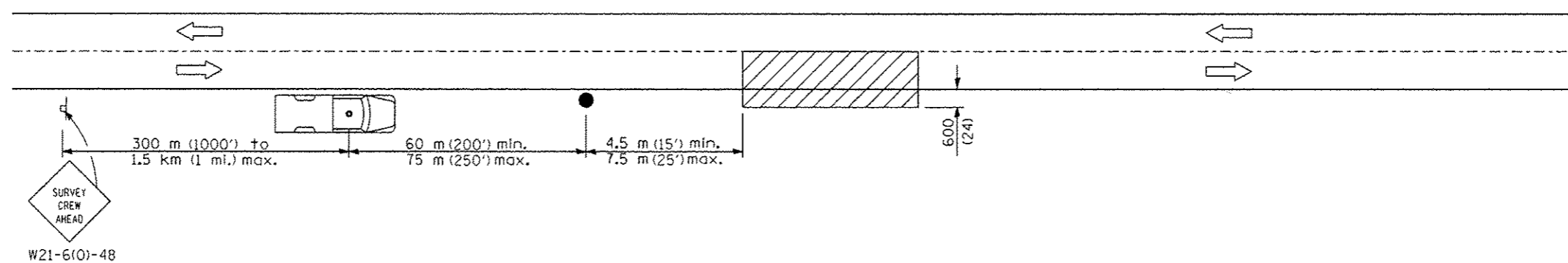
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 DATE CHECKED BY

CONDUIT - PARAPET ON APPROACH PAVEMENT

11/14/2012



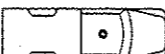

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	171
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FLAGGER SHALL BE EQUIPPED WITH AND REQUIRED TO USE A HIGH INTENSITY, OR HIGH PERFORMANCE " STOP - SLOW " TRAFFIC CONTROL PADDLE. FLAGGER AND LIGHTING INSPECTOR SHALL BE REQUIRED TO WEAR A HIGH VISIBILITY, REFLECTIVE ORANGE VEST AND EITHER A HARD HAT OR AN ORANGE CAP.

SYMBOLS

-  Work area
-  Sign on portable or permanent support
-  Truck with flashing amber light and dual emergency flashers
-  Flagger with traffic control sign

TYPICAL APPLICATIONS  
Utility operations

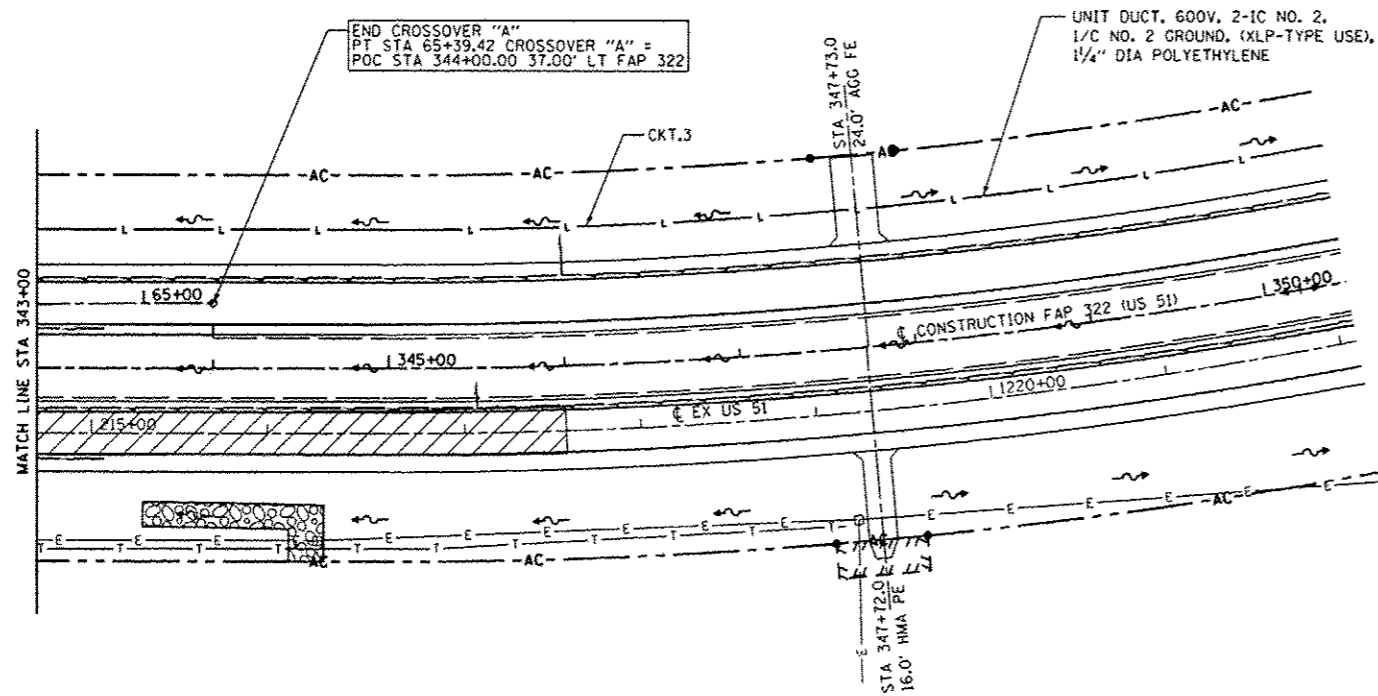
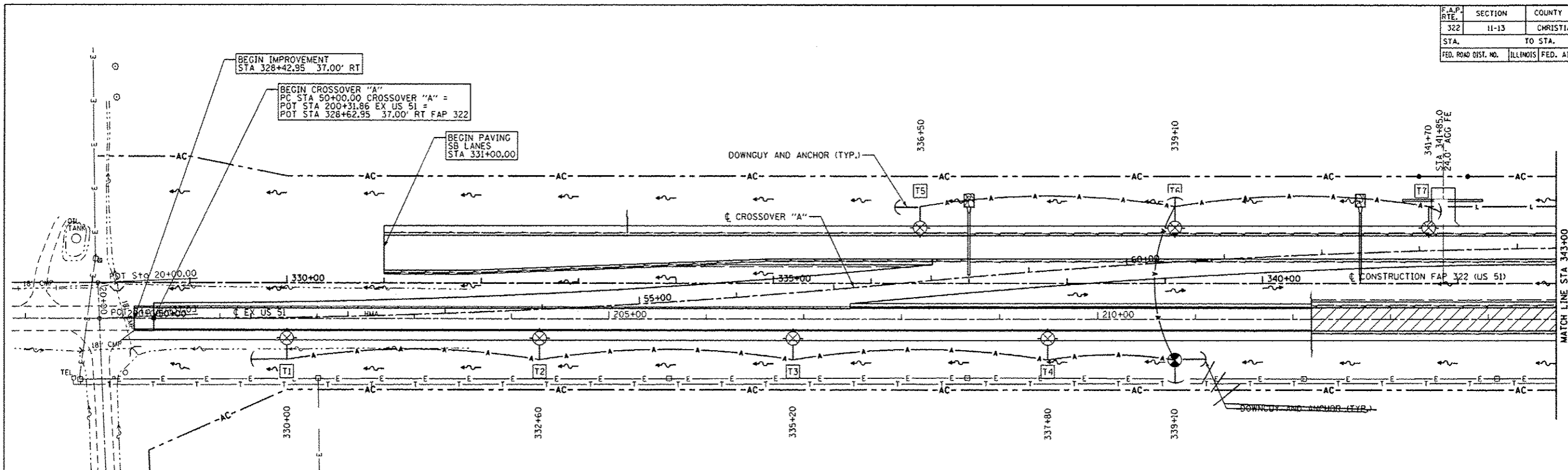
DETAIL FOR NIGHTTIME LIGHTING INSPECTION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 LIGHTING PLAN -  
 LIGHTING DETAILS 4 OF 4  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY  
 SCALE: NONE  
 DATE: \_\_\_\_\_  
 DRAWN BY: IDOT  
 CHECKED BY: \_\_\_\_\_

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 10/15/2012

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	172
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



**NOTES:**

1. WOOD POLES TO BE SET BACK 30' FROM EDGE OF PAVEMENT UNLESS THIS DISTANCE FALLS IN THE FLOW LINE OF THE DITCH. IN THAT CASE MOVE FURTHER BACK OUT OF THE FLOW LINE OR AS DIRECTED BY THE ENGINEER.
2. SEAL UNIT DUCT AT TOP OF POLE T7 TO KEEP MOISTURE OUT.
3. WHERE UNDERGROUND CABLE IS SPLICED TO AERIAL, KEEP ALUMINUM OVER COPPER.
4. PROTECT THE VERTICAL RUN OF UNIT DUCT WITH STEEL U-GUARD.
5. TEMPORARY WOOD POLES SHALL BE TALLER AS NEEDED TO MAINTAIN REQUIRED GROUND CLEARANCE OF AERIAL CABLES AND 50 FEET LUMINAIRE MOUNTING HEIGHT.

**LEGEND**

- WOOD LIGHTING POLE, 60' CLASS 3 WITH 400 WATT HPS MULTI MOUNT LUMINAIRE.
- UNIT DUCT (AS NOTED)
- AERIAL CABLE, 2-1/C#1/0, ALUMINUM WITH MESSENGER WIRE
- TEMPORARY WOOD POLE, 60' CLASS 3



REVISIONS	
NAME	DATE
SEB	10/10/12
SEB	11/14/12

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**LIGHTING PLAN -**  
**CROSSOVER "A"**  
**FAP 322 (US 51)**  
**SECTION 11-13**  
**CHRISTIAN COUNTY**

SCALE: DRAWN BY EBB  
 DATE 8/27/07 CHECKED BY

11/14/2012

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	173
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**LEGEND**

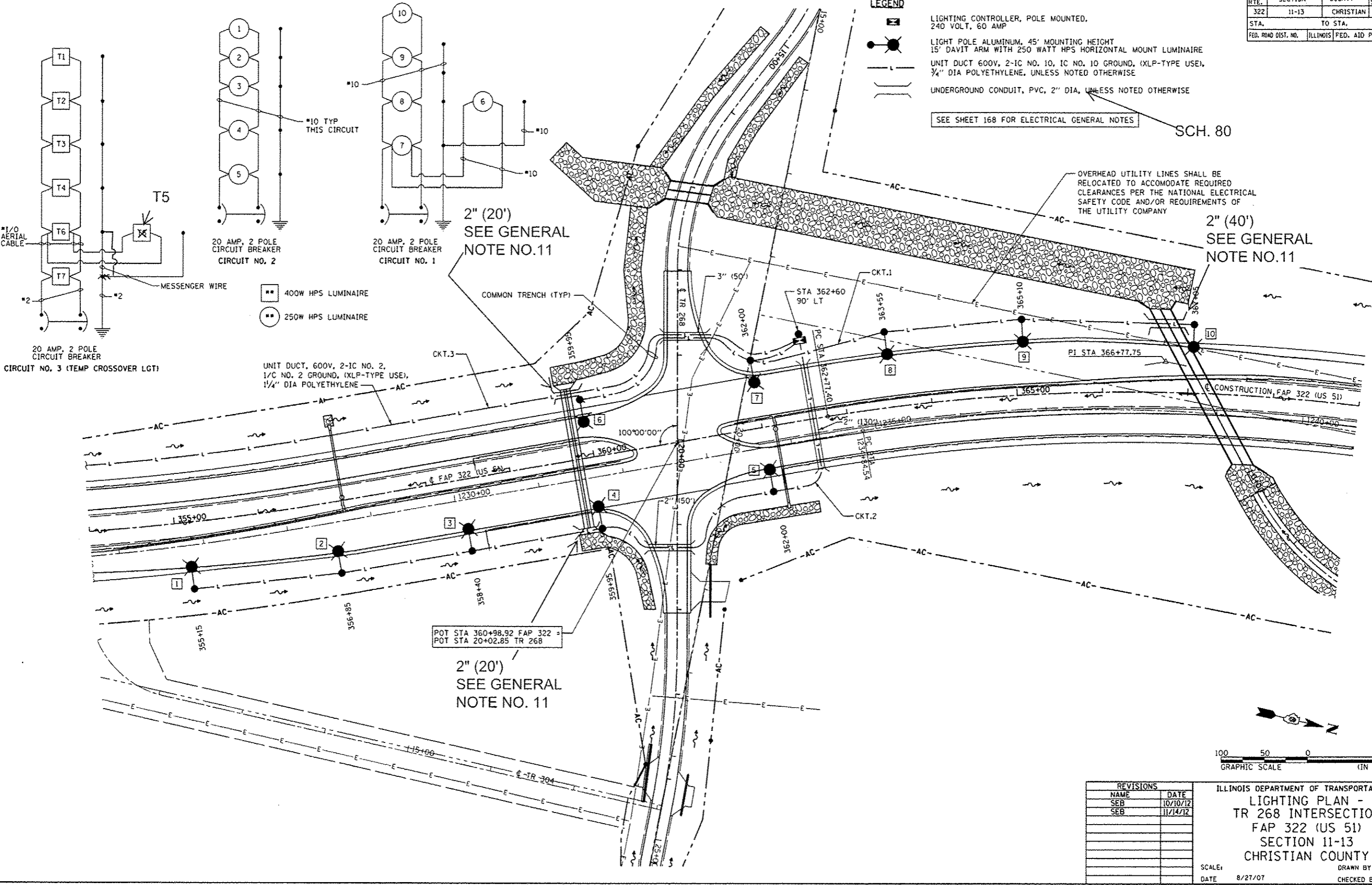
- LIGHTING CONTROLLER, POLE MOUNTED, 240 VOLT, 60 AMP
- LIGHT POLE ALUMINUM, 45' MOUNTING HEIGHT 15' DAVIT ARM WITH 250 WATT HPS HORIZONTAL MOUNT LUMINAIRE
- UNIT DUCT 600V, 2-1C NO. 10, 1C NO. 10 GROUND, (XLP-TYPE USE), 3/4" DIA POLYETHYLENE, UNLESS NOTED OTHERWISE
- UNDERGROUND CONDUIT, PVC, 2" DIA, UNLESS NOTED OTHERWISE

SEE SHEET 168 FOR ELECTRICAL GENERAL NOTES

SCH. 80

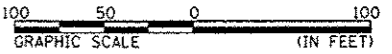
OVERHEAD UTILITY LINES SHALL BE RELOCATED TO ACCOMMODATE REQUIRED CLEARANCES PER THE NATIONAL ELECTRICAL SAFETY CODE AND/OR REQUIREMENTS OF THE UTILITY COMPANY

2" (40')  
SEE GENERAL NOTE NO.11



11/14/2012

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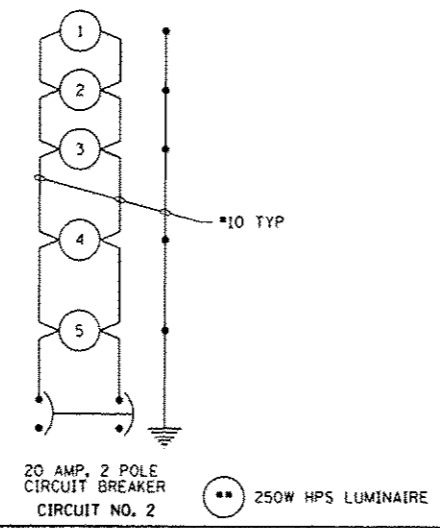
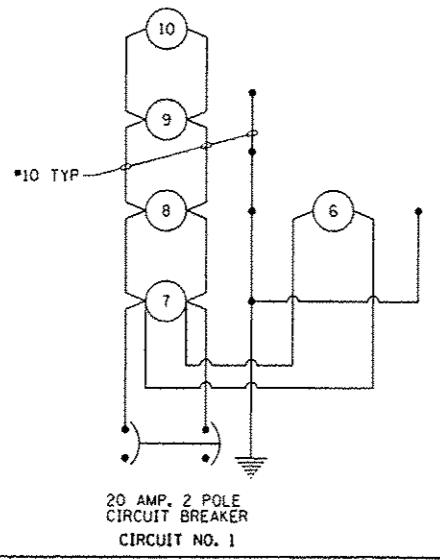
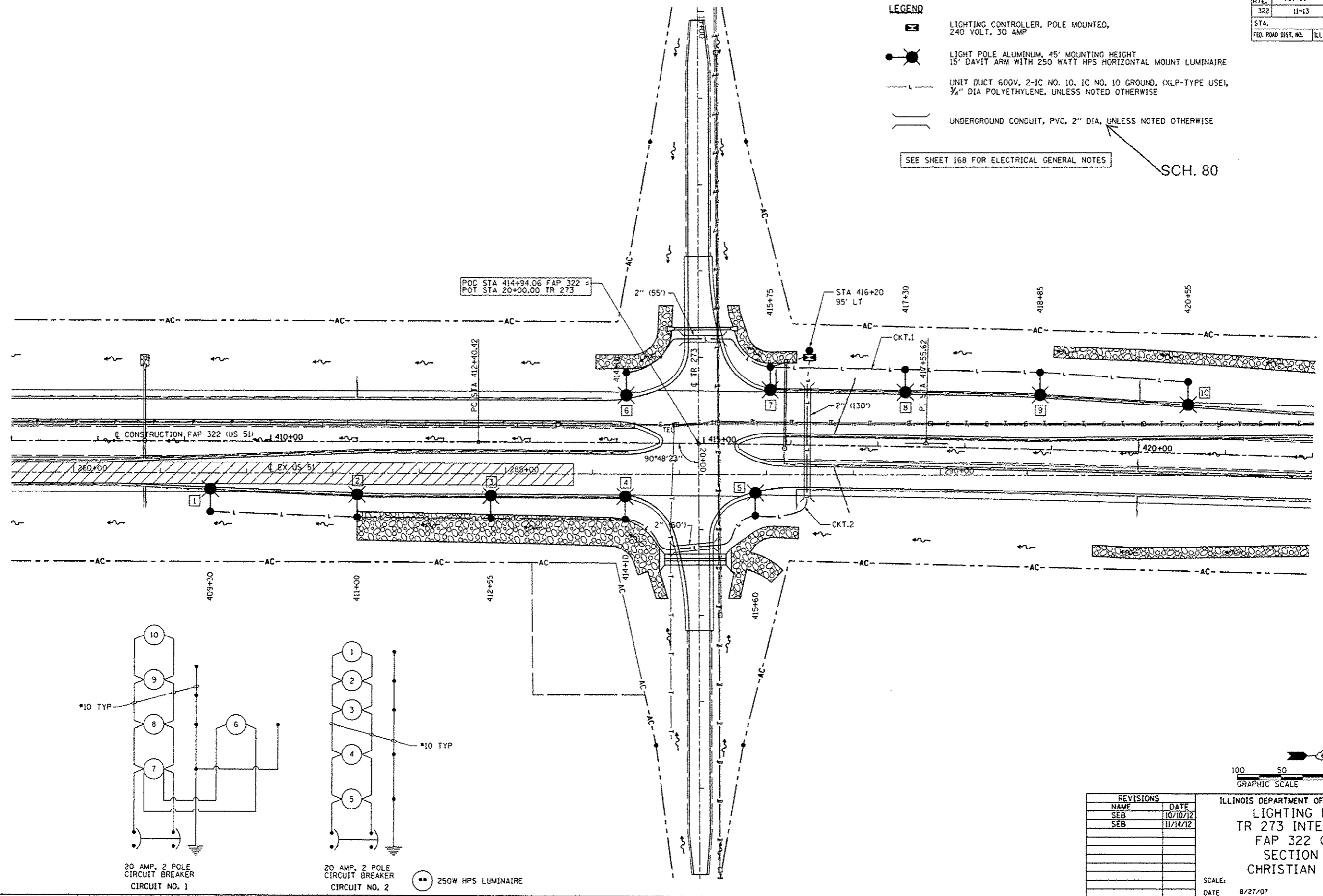
REVISIONS	
NAME	DATE
SEB	10/10/12
SEB	11/14/12

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**LIGHTING PLAN -**  
**TR 268 INTERSECTION**  
**FAP 322 (US 51)**  
**SECTION 11-13**  
**CHRISTIAN COUNTY**

SCALE: DATE 8/27/07 DRAWN BY EBB CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	174
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

- LEGEND**
- LIGHTING CONTROLLER, POLE MOUNTED, 240 VOLT, 30 AMP
  - LIGHT POLE ALUMINUM, 45' MOUNTING HEIGHT, 15' DAVIT ARM WITH 250 WATT HPS HORIZONTAL MOUNT LUMINAIRE
  - UNIT DUCT 600V, 2-IC NO. 10, IC NO. 10 GROUND, (XLP-TYPE USE), 3/4" DIA POLYETHYLENE, UNLESS NOTED OTHERWISE
  - UNDERGROUND CONDUIT, PVC, 2" DIA, UNLESS NOTED OTHERWISE
- SEE SHEET 168 FOR ELECTRICAL GENERAL NOTES
- SCH. 80



•• 250W HPS LUMINAIRE



REVISIONS	
NAME	DATE
SEB	10/10/12
SEB	11/14/12






ILLINOIS DEPARTMENT OF TRANSPORTATION  
**LIGHTING PLAN -**  
**TR 273 INTERSECTION**  
**FAP 322 (US 51)**  
**SECTION 11-13**  
**CHRISTIAN COUNTY**

SCALE: \_\_\_\_\_ DRAWN BY: EBB  
 DATE: 8/27/07 CHECKED BY: \_\_\_\_\_

ILLINOIS DEPARTMENT OF TRANSPORTATION, PLANS, MATERIALS, SPECIFICATIONS, AND CONTRACTS DIVISION, CHICAGO, ILLINOIS 60681-1000, SHEET 174 OF 174, PROJECT NO. 11-13-174, DATE 8/27/07

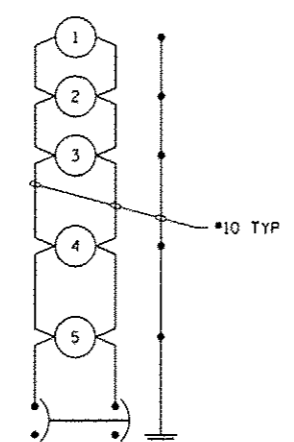
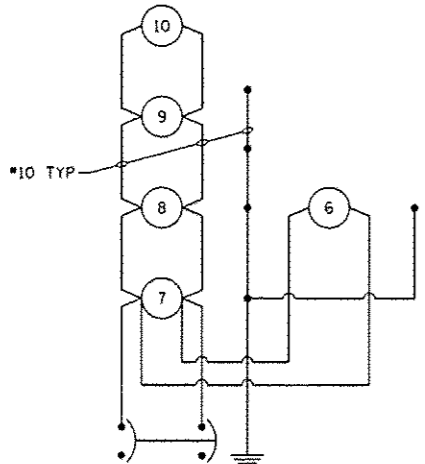
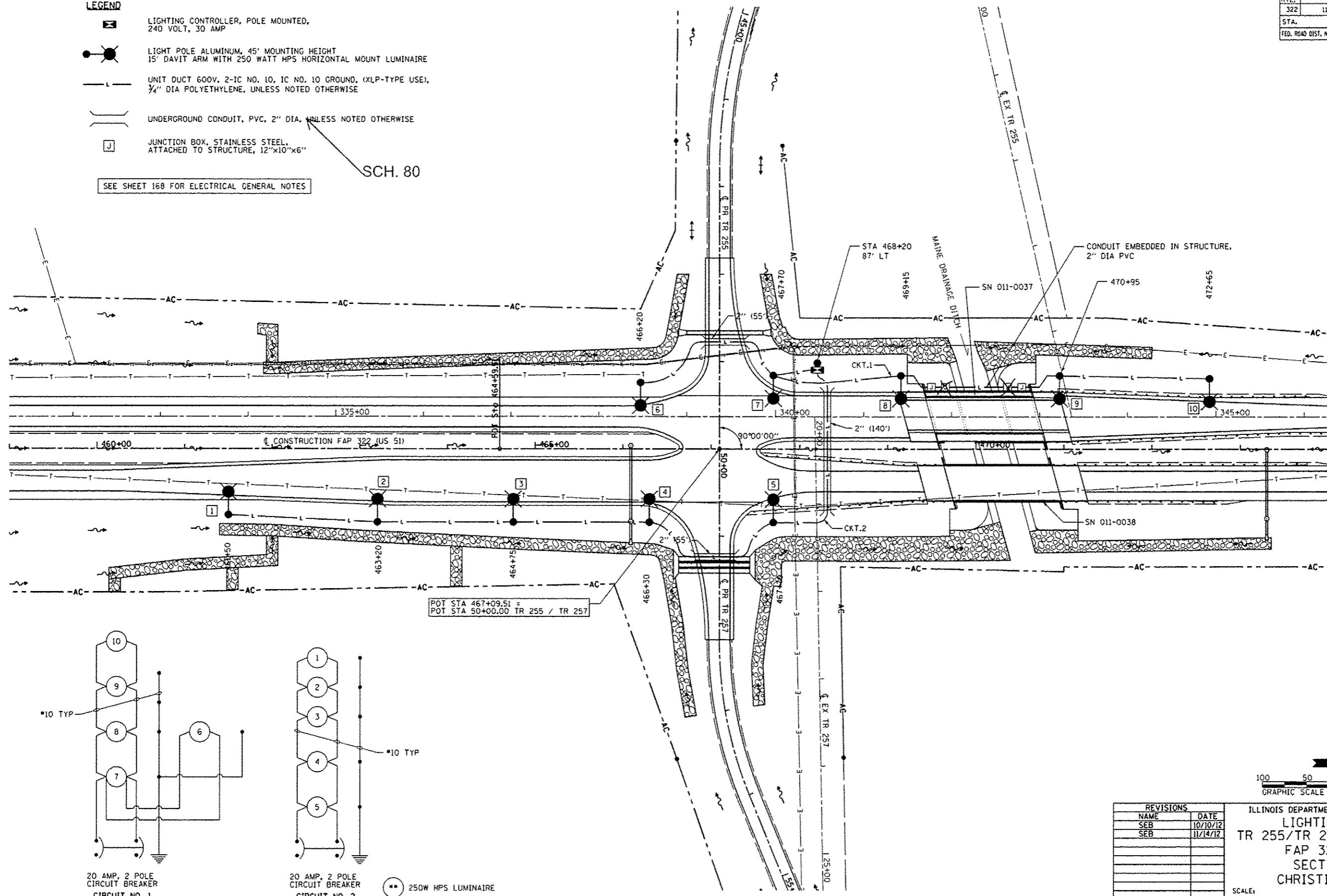
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	175
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LEGEND

-  LIGHTING CONTROLLER, POLE MOUNTED, 240 VOLT, 30 AMP
-  LIGHT POLE ALUMINUM, 45' MOUNTING HEIGHT 15' DAVIT ARM WITH 250 WATT HPS HORIZONTAL MOUNT LUMINAIRE
-  UNIT DUCT 600V, 2-IC NO. 10, IC NO. 10 GROUND, (XLP-TYPE USE), 3/4" DIA POLYETHYLENE, UNLESS NOTED OTHERWISE
-  UNDERGROUND CONDUIT, PVC, 2" DIA. UNLESS NOTED OTHERWISE
-  JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"x10"x6"

SEE SHEET 168 FOR ELECTRICAL GENERAL NOTES

SCH. 80



•• 250W HPS LUMINAIRE



REVISIONS	
NAME	DATE
SEB	10/10/12
SEB	11/14/12

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**LIGHTING PLAN -**  
**TR 255/TR 257 INTERSECTION**  
**FAP 322 (US 51)**  
**SECTION 11-13**  
**CHRISTIAN COUNTY**





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DATE: 8/27/07 CHECKED BY:

11/14/2012

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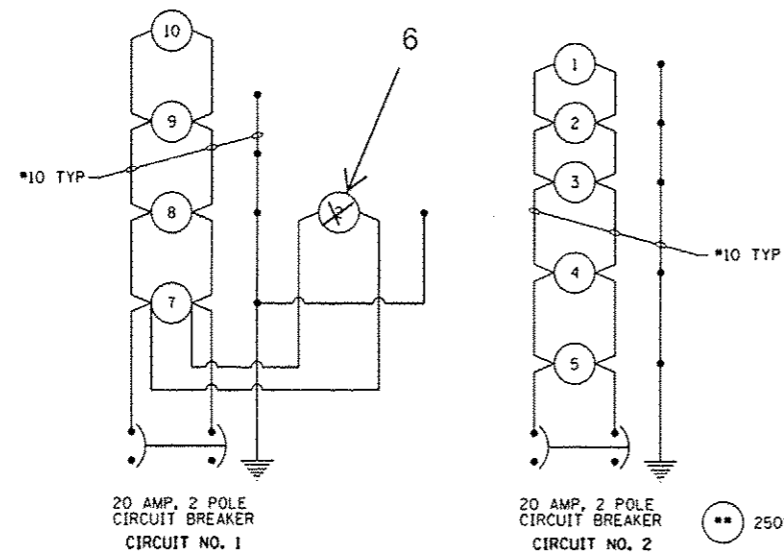
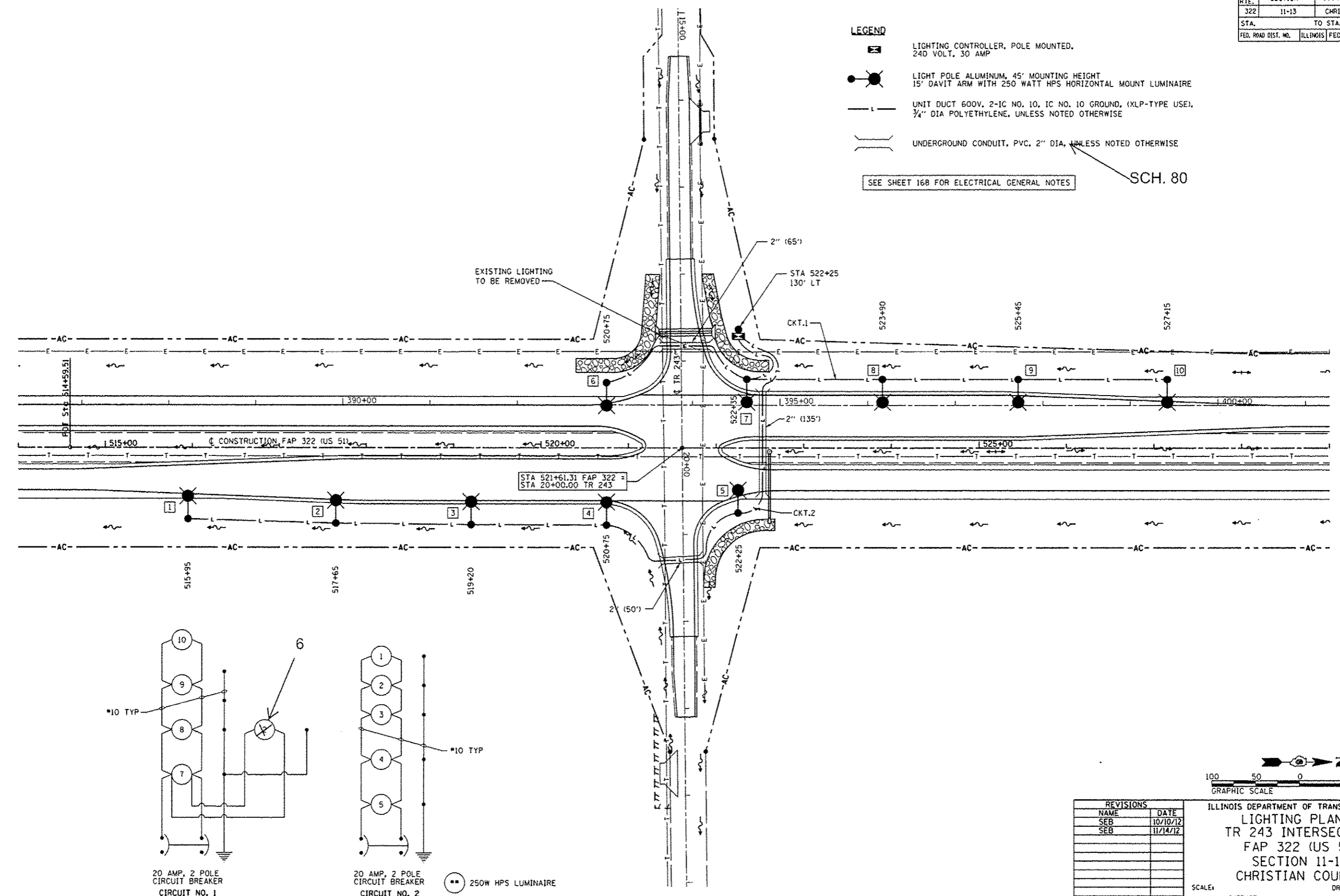
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	176
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**LEGEND**

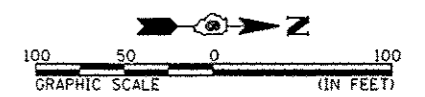
-  LIGHTING CONTROLLER, POLE MOUNTED, 240 VOLT, 30 AMP
-  LIGHT POLE ALUMINUM, 45' MOUNTING HEIGHT 15' DAVIT ARM WITH 250 WATT HPS HORIZONTAL MOUNT LUMINAIRE
-  UNIT DUCT 600V, 2-1C NO. 10, 1C NO. 10 GROUND, (XLP-TYPE USE), 3/4" DIA POLYETHYLENE, UNLESS NOTED OTHERWISE
-  UNDERGROUND CONDUIT, PVC, 2" DIA, UNLESS NOTED OTHERWISE

SEE SHEET 168 FOR ELECTRICAL GENERAL NOTES

SCH. 80



•• 250W HPS LUMINAIRE



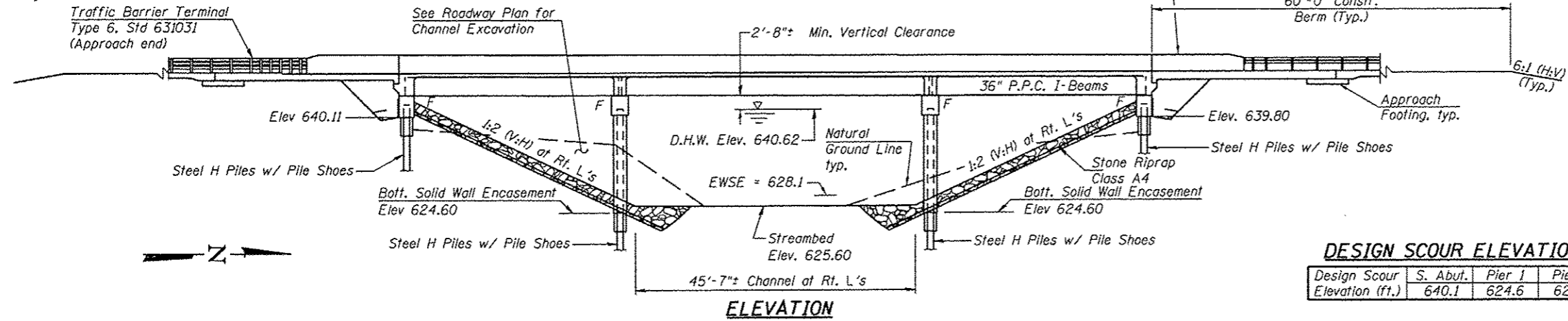
REVISIONS	
NAME	DATE
SEB	10/10/12
SEB	11/14/12

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 LIGHTING PLAN -  
 TR 243 INTERSECTION  
 FAP 322 (US 51)  
 SECTION 11-13  
 CHRISTIAN COUNTY

SCALE: DATE 8/27/07 DRAWN BY EBB CHECKED BY

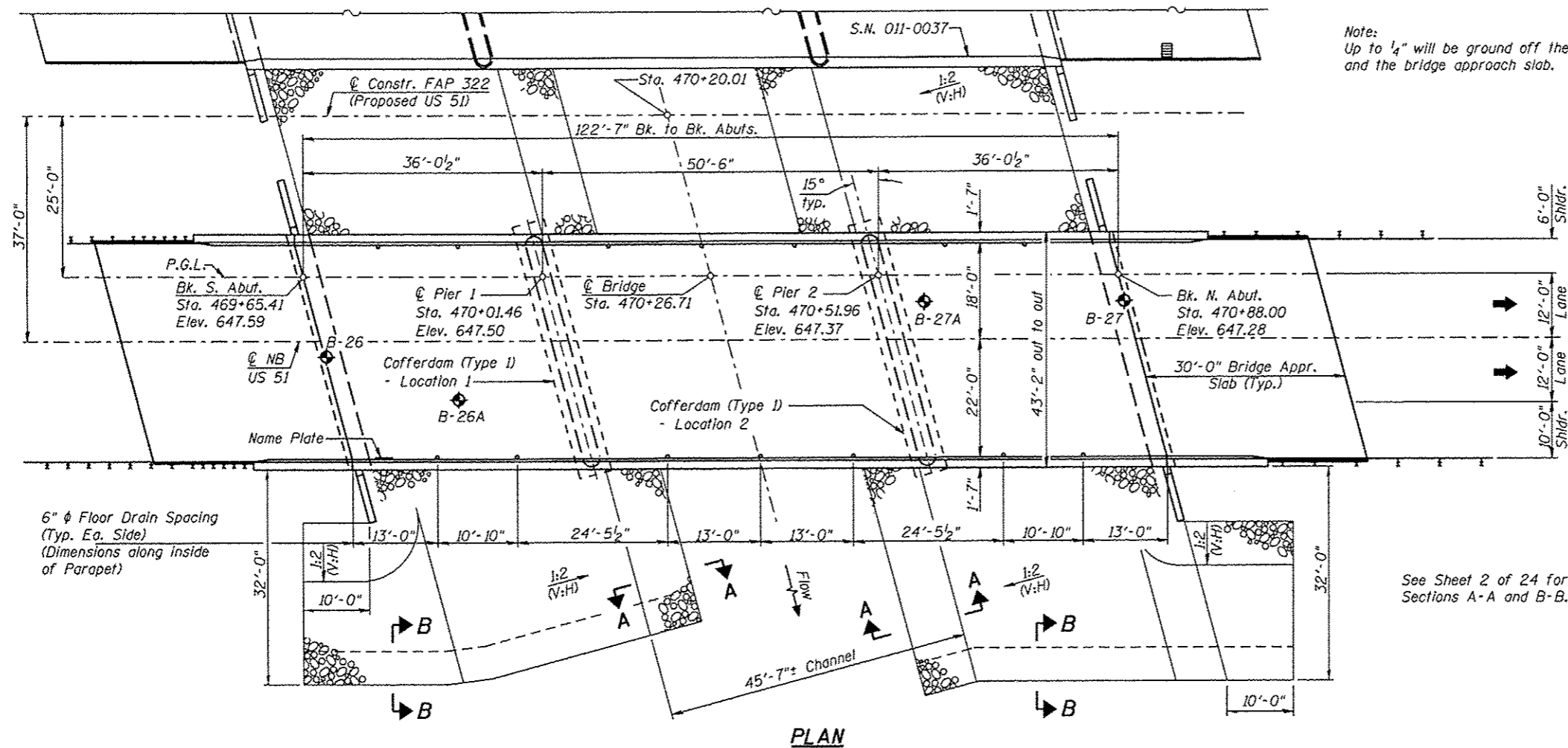
11/14/2012  
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BM - Chiseled "□" on Northeast Wingwall of SN 011-0037 Sta. 470+76.0, 17.0' Lt., Elev. 647.33  
Two-way traffic shall be maintained on S.N. 011-0037 while S.N. 011-0038 is being constructed.  
Existing Structure - None



DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	Pier 1	Pier 2	N. Abut.
	640.1	624.6	624.6	639.8



PLAN

Note: Up to 1/4" will be ground off the bridge deck and the bridge approach slab.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
- 3.-4. Top of Slab Elevations
- 5.-6. Top of Approach Slab Elevations
7. Superstructure
8. Superstructure Details
- 8A. Concrete Parapet Slipforming Option
9. Concrete Diaphragm Details
- 10.-11. Bridge Approach Slab Details
12. Framing Plan
13. PPC-1 Beam Details Spans 1 and 3
14. PPC-1 Beam Details Span 2
15. 36" PPC-1 Beam Details
16. South Abutment
17. North Abutment
18. Pier 1 Details
19. Pier 2 Details
20. HP Pile Details
21. Bar Splicer Assembly Details
- 22.-24. Boring Logs

DESIGN STRESSES

FIELD UNITS

$f_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinf.)

PRECAST PRESTRESSED UNITS

$f_c = 6,000$  psi  
 $f_{ci} = 5,000$  psi  
 $f_s = 270,000$  psi (1/2"  $\phi$  Low Relaxation Strands)  
 $f_{sl} = 201,960$  psi (1/2"  $\phi$  Low Relaxation Strands)

DESIGN SPECIFICATIONS

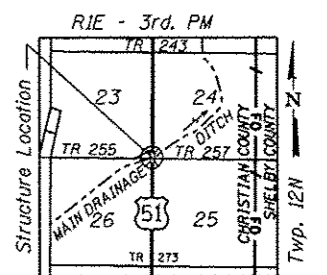
2002 AASHTO "Standard Specifications for Highway Bridges", 17th Edition

LOADING HS20-44

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

SEISMIC DATA

Seismic Performance Category (SPC) = A  
Bedrock Acceleration Coefficient (A) = 0.057g  
Site Coefficient (S) = 1.0



LOCATION SKETCH

WATERWAY INFORMATION

Existing Low Grade = 645.46 at Sta. 349+39 (old)/477+11.5 (new)  
Proposed Low Grade = 646.84 at Sta. 473+29.89

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head-Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	10	2270	981	973	639.90	0.12	0.04	640.02	639.94	
Base	50	3580	1061	1064	640.62	0.20	0.23	640.82	640.85	
Overtopping	100	4150	1100	1105	640.96	0.25	0.30	641.21	641.26	
Max. Calc.	500	5530	1187	1202	641.69	0.35	0.49	642.04	642.18	

10 Yr. Velocity thru Exist. Bridge = 3.20 ft/s    10 Yr. Velocity thru Prop. Bridge = 3.27 ft/s



Michael J. Haley 11-21-12 Date

Michael T. Haley  
Licensed Structural Engineer  
State of Illinois No. 81-5991  
Expires 11/30/2012

APPROVED  
For Structural Adequacy Only

*Michael J. Haley*  
Engineer of Bridges & Structures

GENERAL PLAN AND ELEVATION  
US RTE 51 OVER MAIN DRAINAGE DITCH  
FAP RTE 322-SECTION 11-13  
CHRISTIAN COUNTY  
STATION 470+20.01  
S.N. 011-0038

<p>LIN ENGINEERING, LTD. Consulting Engineers Champaign, Illinois</p>	USER NAME	DESIGNED - KWB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION STRUCTURE NO. 011-0038 SHEET NO. 1 OF 24 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME	CHECKED - MTH	REVISED -			322	11-13	CHRISTIAN	437	177
	PLOT SCALE	DRAWN - JMD	REVISED -							
PLOT DATE	CHECKED - MTH	REVISED -				CONTRACT NO. 72961		ILLINOIS FED. AID PROJECT		

**GENERAL NOTES**

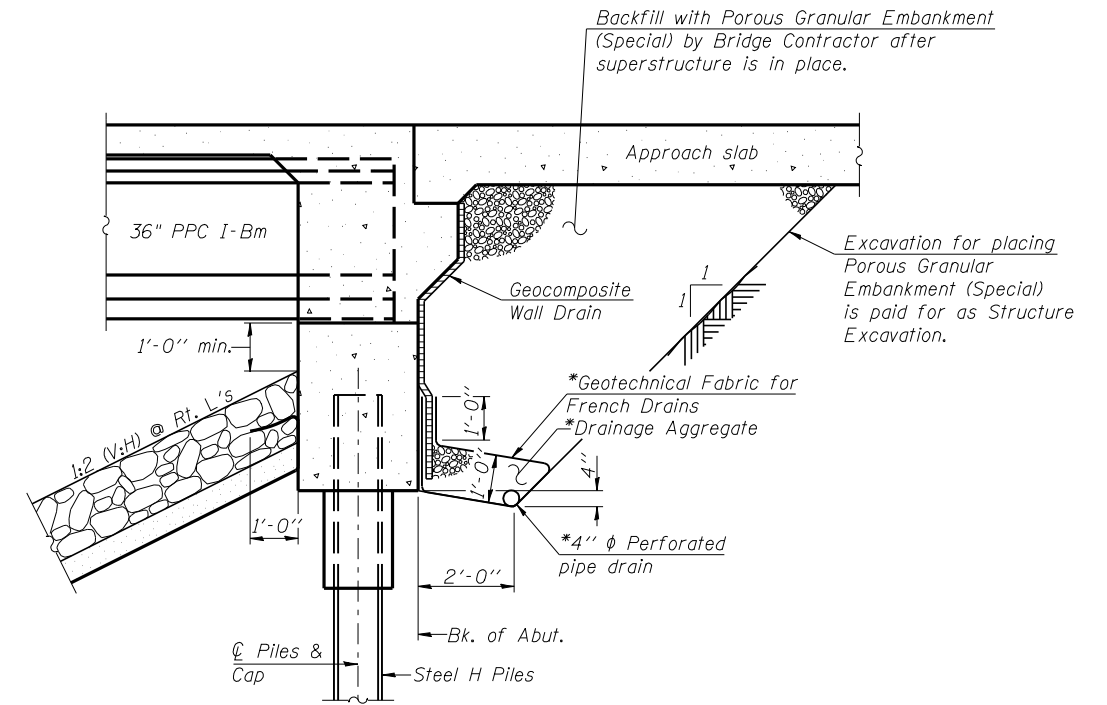
Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60.

Reinforcement bars designated (E) shall be epoxy coated.

Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

Slipforming of the parapet is not allowed.



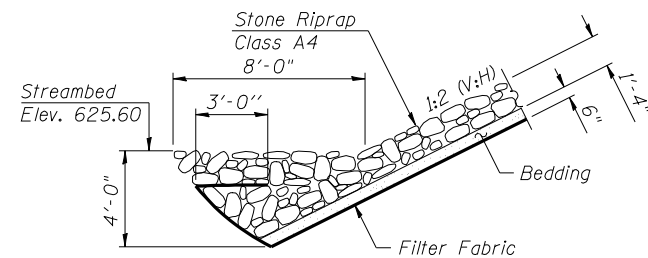
**SECTION THRU INTEGRAL ABUTMENT**

(Horiz. dim. @ Rt. L's)

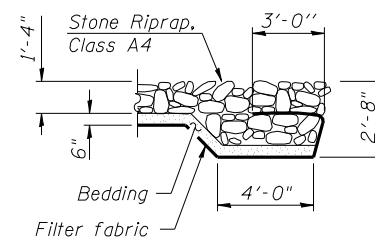
\*Included in the cost of Pipe Underdrains for Structures, 4".

Note:

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



**SECTION A-A**

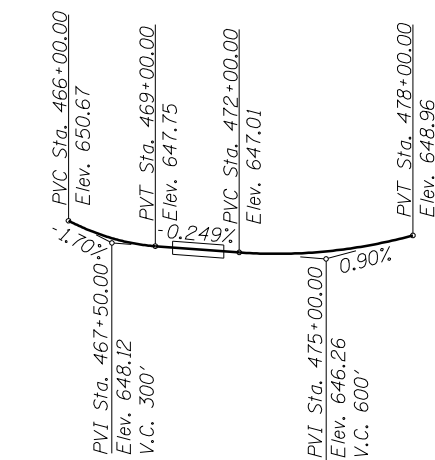


**SECTION B-B**

STATION 470+20.01  
BUILT 20 BY  
STATE OF ILLINOIS  
F.A.P. RT. 322 SEC. 11-13  
LOADING HS20  
STR. NO. 011-0038

**NAME PLATE**

See Std. 515001



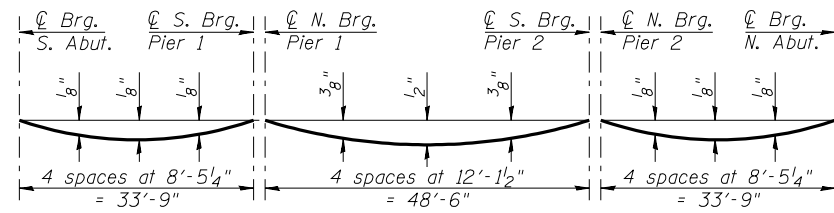
**FAP RTE. 322 PROFILE GRADE**

(Along edge of inside N.B. lane)

The profile grade shows the final elevations after grinding.

**TOTAL BILL OF MATERIAL**

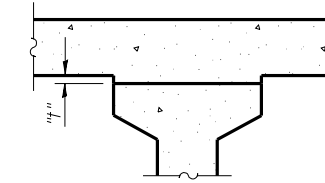
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	1234	1234
Filter Fabric	Sq. Yd.	-	1234	1234
Structure Excavation	Cu. Yd.	-	292	292
Cofferdam Excavation	Cu. Yd.	-	5	5
Cofferdam (Type 1) - Location 1	Each	-	1	1
Cofferdam (Type 1) - Location 2	Each	-	1	1
Floor Drains	Each	14	-	14
Concrete Structures	Cu. Yd.	-	226.3	226.3
Concrete Superstructure	Cu. Yd.	349.6	-	349.6
Bridge Deck Grooving	Sq. Yd.	771	-	771
Concrete Encasement	Cu. Yd.	-	8.4	8.4
Protective Coat	Sq. Yd.	947	-	947
Furnishing and Erecting Precast Prestressed Concrete I-Beams 36"	Foot	714	-	714
Reinforcement Bars, Epoxy Coated	Pound	71440	22620	94060
Bar Splicers	Each	88	-	88
Furnishing Steel Piles HP12x63	Foot	-	1436	1436
Driving Piles	Foot	-	1436	1436
Test Pile Steel HP12x63	Each	-	2	2
Pile Shoes	Each	-	24	24
Name Plates	Each	1	-	1
Geocomposite Wall Drain	Sq. Yd.	-	76	76
Porous Granular Embankment, Special	Cu. Yd.	-	150	150
Pipe Underdrains for Structures, 4"	Foot	-	132	132
Diamond Grinding (Bridge Section)	Sq. Yd.	734	-	734



**DEAD LOAD DEFLECTION DIAGRAM**

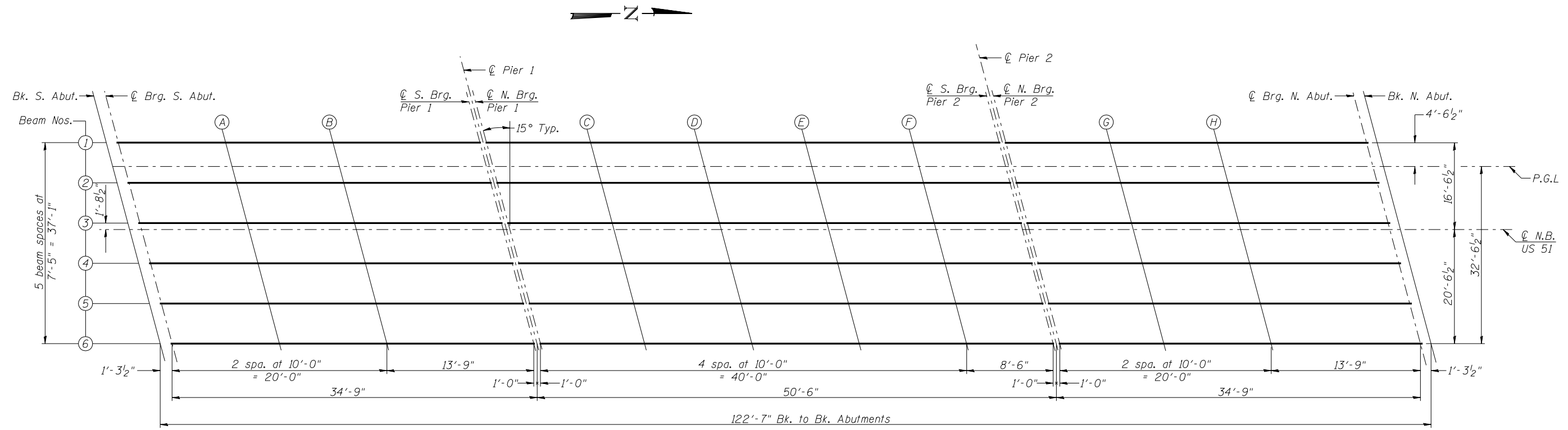
(Includes weight of concrete, excluding beams).

Note:  
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on Sheet 4 of 24.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding" shown on Sheet 4 of 24, minus slab thickness, equals the fillet heights "t" above top flanges of beams.  
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheet 4 of 24. For grinding the deck, see Special Provisions.

**FILLET HEIGHTS**



**PLAN**

(Sheet 1 of 2)



USER NAME =	DESIGNED - KMB	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - JMD	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 011-0038**

SHEET NO. 3 OF 24 SHEETS

F.A.P. RTE. = 322	SECTION = 11-13	COUNTY = CHRISTIAN	TOTAL SHEETS = 437	SHEET NO. = 179
CONTRACT NO. 72961				

ILLINOIS FED. AID PROJECT

**BEAM 1**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of S. Abut.	469+64.20	-4.54	647.50	647.52
⊙ Brg. S. Abut.	469+65.49	-4.54	647.49	647.51
A	469+75.49	-4.54	647.47	647.50
B	469+85.49	-4.54	647.44	647.47
⊙ S. Brg. Pier 1	469+99.24	-4.54	647.41	647.43
⊙ Pier 1	470+00.24	-4.54	647.41	647.43
⊙ N. Brg. Pier 1	470+01.24	-4.54	647.40	647.43
C	470+11.24	-4.54	647.38	647.43
D	470+21.24	-4.54	647.35	647.41
E	470+31.24	-4.54	647.33	647.39
F	470+41.24	-4.54	647.30	647.35
⊙ S. Brg. Pier 2	470+49.74	-4.54	647.28	647.30
⊙ Pier 2	470+50.74	-4.54	647.28	647.30
⊙ N. Brg. Pier 2	470+51.74	-4.54	647.28	647.30
G	470+61.74	-4.54	647.25	647.28
H	470+71.74	-4.54	647.23	647.26
⊙ Brg. N. Abut.	470+85.49	-4.54	647.19	647.21
Bk. of N. Abut.	470+86.78	-4.54	647.19	647.21

**P.G.L.**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of S. Abut.	469+65.41	0.00	647.59	647.61
⊙ Brg. S. Abut.	469+66.71	0.00	647.58	647.60
A	469+76.71	0.00	647.56	647.59
B	469+86.71	0.00	647.53	647.56
⊙ S. Brg. Pier 1	470+00.46	0.00	647.50	647.52
⊙ Pier 1	470+01.46	0.00	647.50	647.52
⊙ N. Brg. Pier 1	470+02.46	0.00	647.49	647.52
C	470+12.46	0.00	647.47	647.52
D	470+22.46	0.00	647.45	647.51
E	470+32.46	0.00	647.42	647.48
F	470+42.46	0.00	647.40	647.44
⊙ S. Brg. Pier 2	470+50.96	0.00	647.37	647.40
⊙ Pier 2	470+51.96	0.00	647.37	647.39
⊙ N. Brg. Pier 2	470+52.96	0.00	647.37	647.39
G	470+62.96	0.00	647.34	647.37
H	470+72.96	0.00	647.32	647.35
⊙ Brg. N. Abut.	470+86.71	0.00	647.29	647.31
Bk. of N. Abut.	470+88.00	0.00	647.28	647.30

**BEAM 2**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of S. Abut.	469+66.18	2.88	647.63	647.65
⊙ Brg. S. Abut.	469+67.48	2.88	647.63	647.65
A	469+77.48	2.88	647.60	647.63
B	469+87.48	2.88	647.58	647.61
⊙ S. Brg. Pier 1	470+01.23	2.88	647.54	647.56
⊙ Pier 1	470+02.23	2.88	647.54	647.56
⊙ N. Brg. Pier 1	470+03.23	2.88	647.54	647.56
C	470+13.23	2.88	647.51	647.56
D	470+23.23	2.88	647.49	647.55
E	470+33.23	2.88	647.46	647.52
F	470+43.23	2.88	647.44	647.48
⊙ S. Brg. Pier 2	470+51.73	2.88	647.42	647.44
⊙ Pier 2	470+52.73	2.88	647.41	647.44
⊙ N. Brg. Pier 2	470+53.73	2.88	647.41	647.43
G	470+63.73	2.88	647.39	647.42
H	470+73.73	2.88	647.36	647.39
⊙ Brg. N. Abut.	470+87.48	2.88	647.33	647.35
Bk. of N. Abut.	470+88.77	2.88	647.32	647.35

**BEAM 3**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of S. Abut.	469+68.17	10.29	647.74	647.76
⊙ Brg. S. Abut.	469+69.46	10.29	647.74	647.76
A	469+79.46	10.29	647.71	647.74
B	469+89.46	10.29	647.69	647.72
⊙ S. Brg. Pier 1	470+03.21	10.29	647.65	647.67
⊙ Pier 1	470+04.21	10.29	647.65	647.67
⊙ N. Brg. Pier 1	470+05.21	10.29	647.65	647.67
C	470+15.21	10.29	647.62	647.67
D	470+25.21	10.29	647.60	647.66
E	470+35.21	10.29	647.57	647.63
F	470+45.21	10.29	647.55	647.59
⊙ S. Brg. Pier 2	470+53.71	10.29	647.53	647.55
⊙ Pier 2	470+54.71	10.29	647.53	647.55
⊙ N. Brg. Pier 2	470+55.71	10.29	647.52	647.54
G	470+65.71	10.29	647.50	647.53
H	470+75.71	10.29	647.47	647.50
⊙ Brg. N. Abut.	470+89.46	10.29	647.44	647.46
Bk. of N. Abut.	470+90.76	10.29	647.44	647.46

**⊙ N.B. US 51**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of S. Abut.	469+68.63	12.00	647.77	647.79
⊙ Brg. S. Abut.	469+69.92	12.00	647.76	647.78
A	469+79.92	12.00	647.74	647.77
B	469+89.92	12.00	647.71	647.74
⊙ S. Brg. Pier 1	470+03.67	12.00	647.68	647.70
⊙ Pier 1	470+04.67	12.00	647.68	647.70
⊙ N. Brg. Pier 1	470+05.67	12.00	647.67	647.70
C	470+15.67	12.00	647.65	647.70
D	470+25.67	12.00	647.62	647.68
E	470+35.67	12.00	647.60	647.66
F	470+45.67	12.00	647.57	647.62
⊙ S. Brg. Pier 2	470+54.17	12.00	647.55	647.58
⊙ Pier 2	470+55.17	12.00	647.55	647.57
⊙ N. Brg. Pier 2	470+56.17	12.00	647.55	647.57
G	470+66.17	12.00	647.52	647.55
H	470+76.17	12.00	647.50	647.53
⊙ Brg. N. Abut.	470+89.92	12.00	647.46	647.49
Bk. of N. Abut.	470+91.21	12.00	647.46	647.48

**BEAM 4**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of S. Abut.	469+70.16	17.71	647.67	647.69
⊙ Brg. S. Abut.	469+71.45	17.71	647.67	647.69
A	469+81.45	17.71	647.65	647.67
B	469+91.45	17.71	647.62	647.65
⊙ S. Brg. Pier 1	470+05.20	17.71	647.59	647.61
⊙ Pier 1	470+06.20	17.71	647.58	647.60
⊙ N. Brg. Pier 1	470+07.20	17.71	647.58	647.60
C	470+17.20	17.71	647.56	647.60
D	470+27.20	17.71	647.53	647.59
E	470+37.20	17.71	647.51	647.57
F	470+47.20	17.71	647.48	647.53
⊙ S. Brg. Pier 2	470+55.70	17.71	647.46	647.48
⊙ Pier 2	470+56.70	17.71	647.46	647.48
⊙ N. Brg. Pier 2	470+57.70	17.71	647.46	647.48
G	470+67.70	17.71	647.43	647.46
H	470+77.70	17.71	647.41	647.44
⊙ Brg. N. Abut.	470+91.45	17.71	647.37	647.39
Bk. of N. Abut.	470+92.74	17.71	647.37	647.39

**BEAM 5**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of S. Abut.	469+72.15	25.13	647.55	647.57
⊙ Brg. S. Abut.	469+73.44	25.13	647.54	647.56
A	469+83.44	25.13	647.52	647.55
B	469+93.44	25.13	647.49	647.52
⊙ S. Brg. Pier 1	470+07.19	25.13	647.46	647.48
⊙ Pier 1	470+08.19	25.13	647.46	647.48
⊙ N. Brg. Pier 1	470+09.19	25.13	647.45	647.48
C	470+19.19	25.13	647.43	647.48
D	470+29.19	25.13	647.40	647.47
E	470+39.19	25.13	647.38	647.44
F	470+49.19	25.13	647.36	647.40
⊙ S. Brg. Pier 2	470+57.69	25.13	647.33	647.36
⊙ Pier 2	470+58.69	25.13	647.33	647.35
⊙ N. Brg. Pier 2	470+59.69	25.13	647.33	647.35
G	470+69.69	25.13	647.30	647.33
H	470+79.69	25.13	647.28	647.31
⊙ Brg. N. Abut.	470+93.44	25.13	647.24	647.27
Bk. of N. Abut.	470+94.73	25.13	647.24	647.26

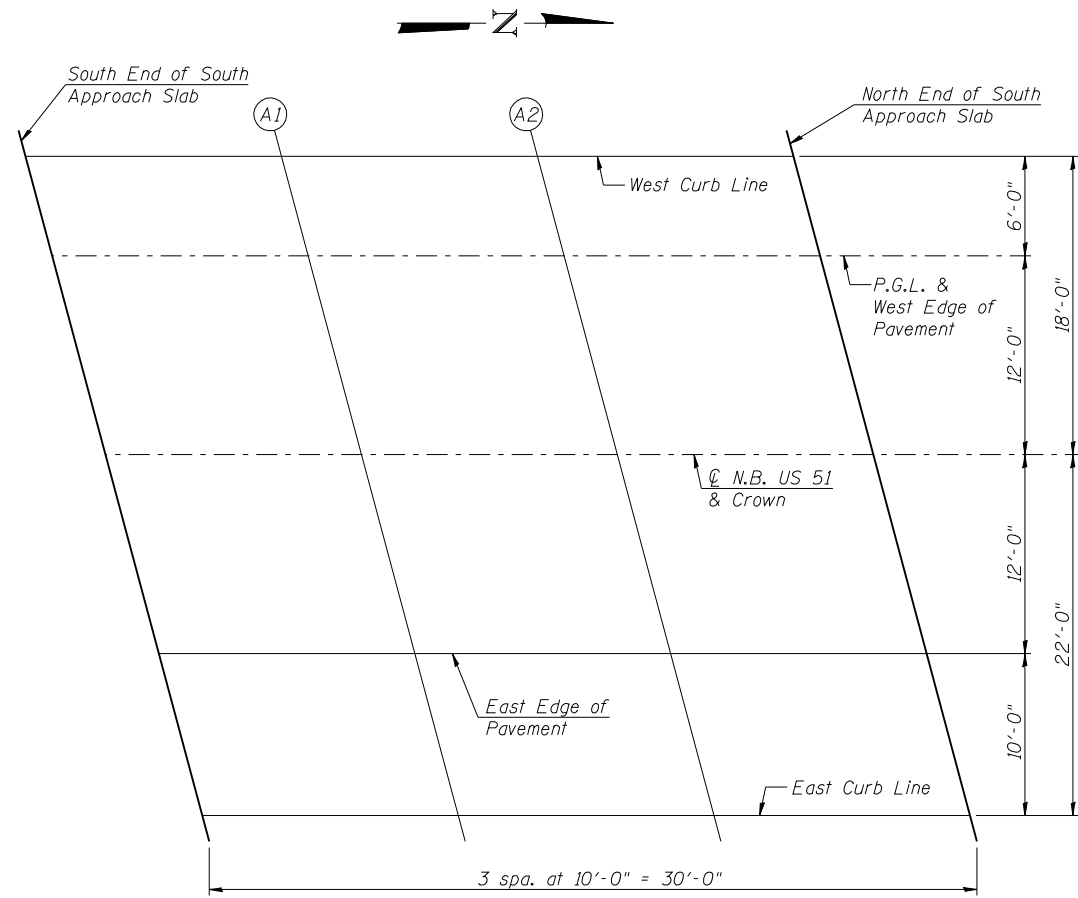
**BEAM 6**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of S. Abut.	469+74.13	32.54	647.39	647.41
⊙ Brg. S. Abut.	469+75.43	32.54	647.38	647.41
A	469+85.43	32.54	647.36	647.39
B	469+95.43	32.54	647.33	647.36
⊙ S. Brg. Pier 1	470+09.18	32.54	647.30	647.32
⊙ Pier 1	470+10.18	32.54	647.30	647.32
⊙ N. Brg. Pier 1	470+11.18	32.54	647.30	647.32
C	470+21.18	32.54	647.27	647.32
D	470+31.18	32.54	647.25	647.31
E	470+41.18	32.54	647.22	647.28
F	470+51.18	32.54	647.20	647.24
⊙ S. Brg. Pier 2	470+59.68	32.54	647.17	647.20
⊙ Pier 2	470+60.68	32.54	647.17	647.19
⊙ N. Brg. Pier 2	470+61.68	32.54	647.17	647.19
G	470+71.68	32.54	647.14	647.17
H	470+81.68	32.54	647.12	647.15
⊙ Brg. N. Abut.	470+95.43	32.54	647.09	647.11
Bk. of N. Abut.	470+96.72	32.54	647.08	647.10

Note:  
Offsets are measured from P.G.L.

(Sheet 2 of 2)





**SOUTH APPROACH PLAN**

Note: Offsets are measured from P.G.L.

**WEST CURB LINE**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End S. Appr. Slab	469+33.81	-6.00	647.54	647.56
A1	469+43.81	-6.00	647.52	647.54
A2	469+53.81	-6.00	647.49	647.51
N. End S. Appr. Slab	469+63.81	-6.00	647.47	647.49

**P.G.L. & WEST EDGE OF PAVEMENT**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End S. Appr. Slab	469+35.41	0.00	647.66	647.68
A1	469+45.41	0.00	647.64	647.66
A2	469+55.41	0.00	647.61	647.63
N. End S. Appr. Slab	469+65.41	0.00	647.59	647.61

**CL N.B. US 51 & CROWN**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End S. Appr. Slab	469+38.63	12.00	647.84	647.86
A1	469+48.63	12.00	647.82	647.84
A2	469+58.63	12.00	647.79	647.81
N. End S. Appr. Slab	469+68.63	12.00	647.77	647.79

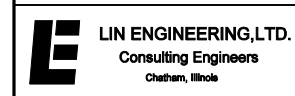
**EAST EDGE OF PAVEMENT**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End S. Appr. Slab	469+41.85	24.00	647.65	647.67
A1	469+51.85	24.00	647.62	647.64
A2	469+61.85	24.00	647.60	647.62
N. End S. Appr. Slab	469+71.85	24.00	647.57	647.59

**EAST CURB LINE**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End S. Appr. Slab	469+44.52	34.00	647.43	647.45
A1	469+54.52	34.00	647.41	647.43
A2	469+64.52	34.00	647.38	647.40
N. End S. Appr. Slab	469+74.52	34.00	647.36	647.38

(Sheet 1 of 2)



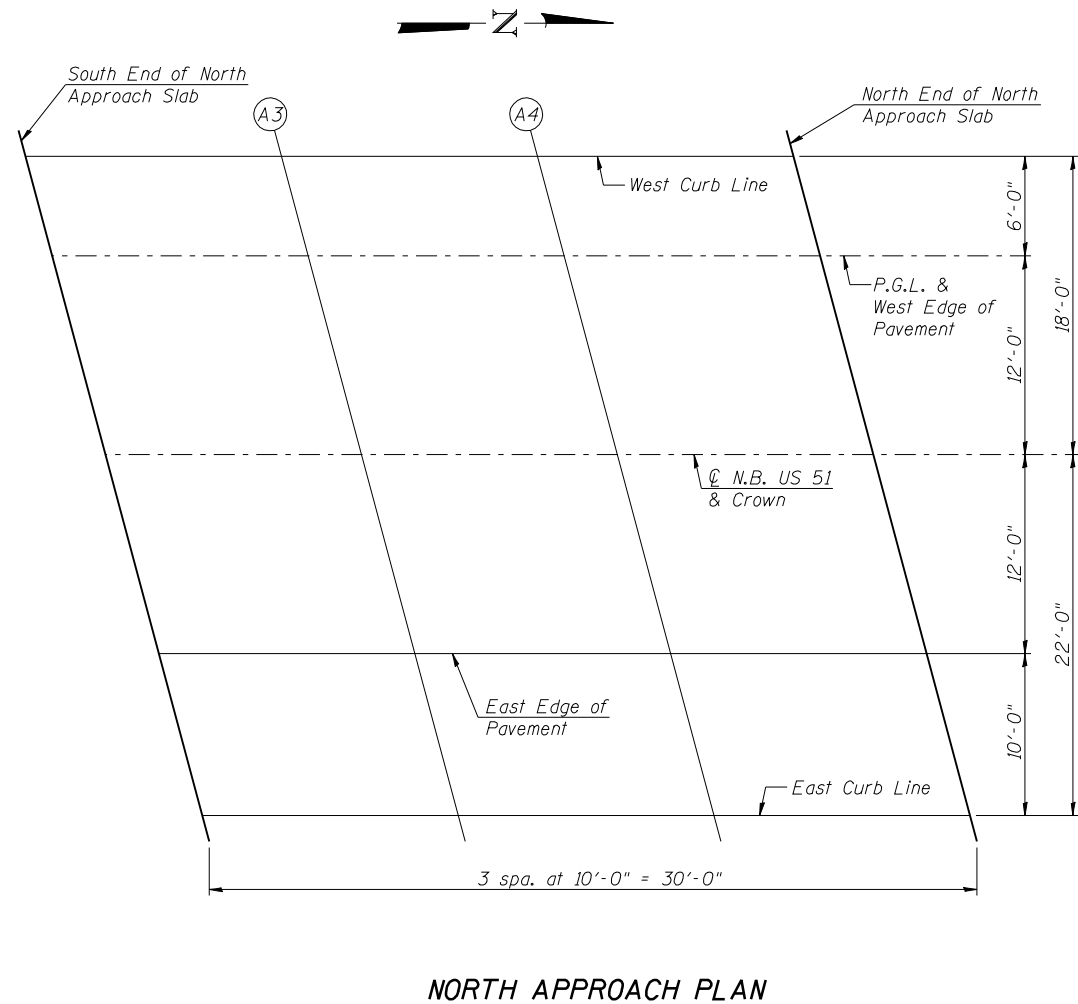
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FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - JMD	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 011-0038**

SHEET NO. 5 OF 24 SHEETS

F.A.P. RTE. = 322	SECTION = 11-13	COUNTY = CHRISTIAN	TOTAL SHEETS = 437	SHEET NO. = 181
CONTRACT NO. 72961			ILLINOIS FED. AID PROJECT	



Note: Offsets are measured from P.G.L.

**WEST CURB LINE**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End N. Appr. Slab	470+86.39	-6.00	647.16	647.18
A3	470+96.39	-6.00	647.14	647.16
A4	471+06.39	-6.00	647.11	647.13
N. End N. Appr. Slab	471+16.39	-6.00	647.09	647.11

**P.G.L. & WEST EDGE OF PAVEMENT**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End N. Appr. Slab	470+88.00	0.00	647.28	647.30
A3	470+98.00	0.00	647.26	647.28
A4	471+08.00	0.00	647.23	647.25
N. End N. Appr. Slab	471+18.00	0.00	647.21	647.23

**☉ N.B. US 51 & CROWN**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End N. Appr. Slab	470+91.21	12.00	647.46	647.48
A3	471+01.21	12.00	647.44	647.46
A4	471+11.21	12.00	647.41	647.43
N. End N. Appr. Slab	471+21.21	12.00	647.39	647.41

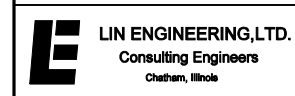
**EAST EDGE OF PAVEMENT**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End N. Appr. Slab	470+94.43	24.00	647.27	647.29
A3	471+04.43	24.00	647.24	647.26
A4	471+14.43	24.00	647.22	647.24
N. End N. Appr. Slab	471+24.43	24.00	647.19	647.21

**EAST CURB LINE**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
S. End N. Appr. Slab	470+97.11	34.00	647.05	647.07
A3	471+07.11	34.00	647.03	647.05
A4	471+17.11	34.00	647.00	647.02
N. End N. Appr. Slab	471+27.11	34.00	646.98	647.00

(Sheet 2 of 2)



USER NAME =	DESIGNED - KMB	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - JMD	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

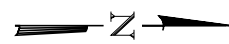
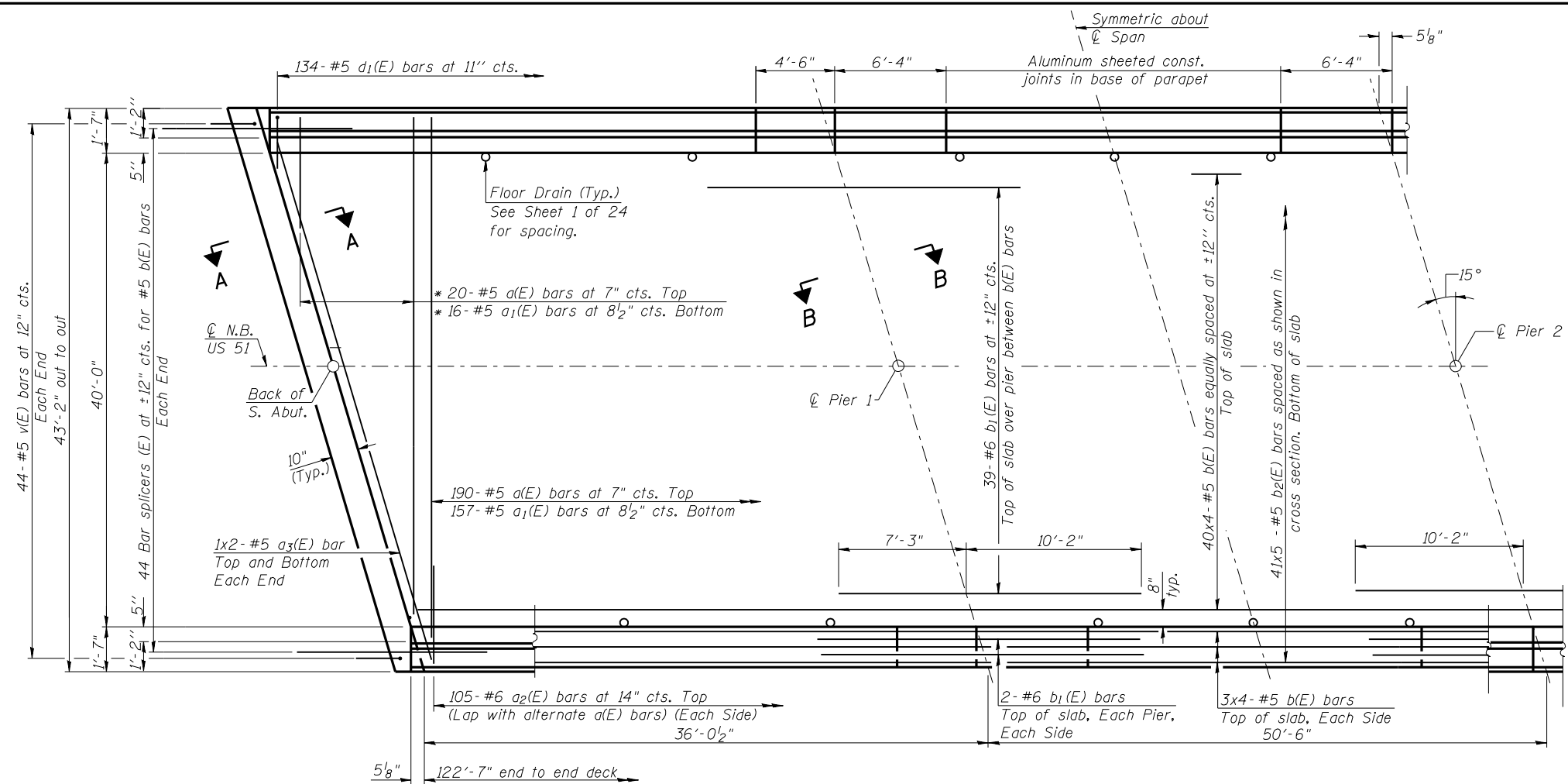
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 011-0038**

SHEET NO. 6 OF 24 SHEETS

F.A.P. RTE. = 322	SECTION = 11-13	COUNTY = CHRISTIAN	TOTAL SHEETS = 437	SHEET NO. = 182
CONTRACT NO. 72961				

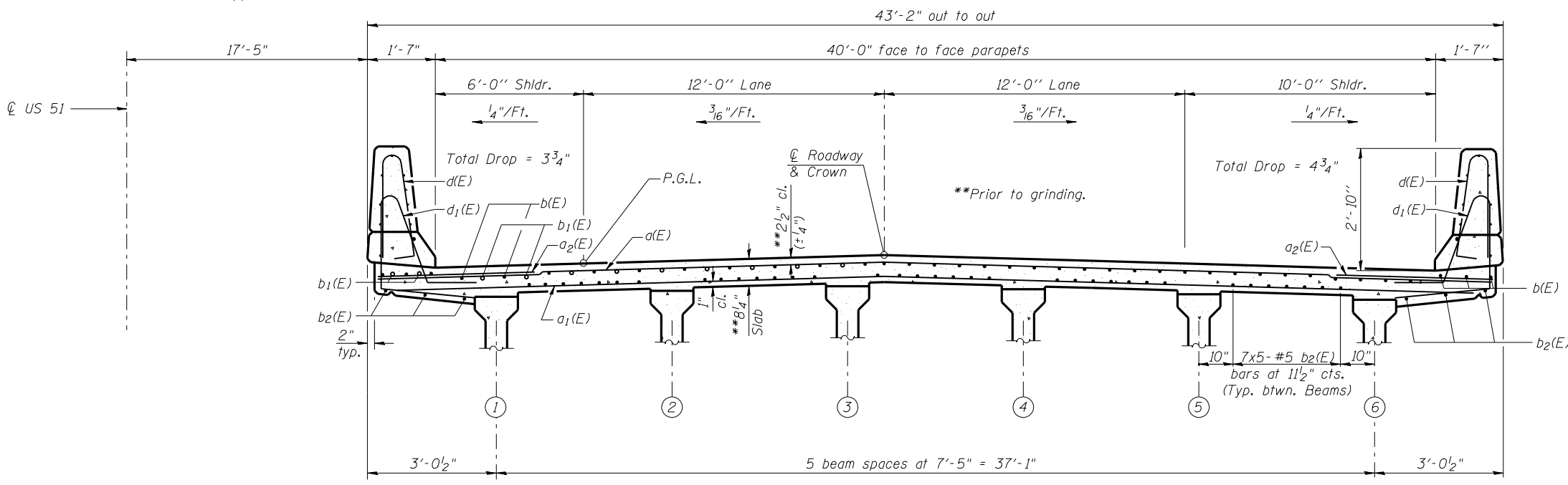
ILLINOIS FED. AID PROJECT



**PARTIAL PLAN**

\*Order a(E) & a1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

**MIN. BAR LAP**  
#5 bars = 2'-7"



Notes:  
See Sheet 8 of 24 for Superstructure Details, parapet reinforcement and Bill of Material.  
See Sheet 9 of 24 for Section A-A, Section B-B and Diaphragm Details.  
Bars indicated thus 40 x 4-#5 etc. indicates 40 lines of bars with 4 lengths per line.  
See Sheet 21 of 24 for Bar Splicer Details.

**CROSS SECTION**

(Looking North)  
(Floor Drains not shown for clarity)



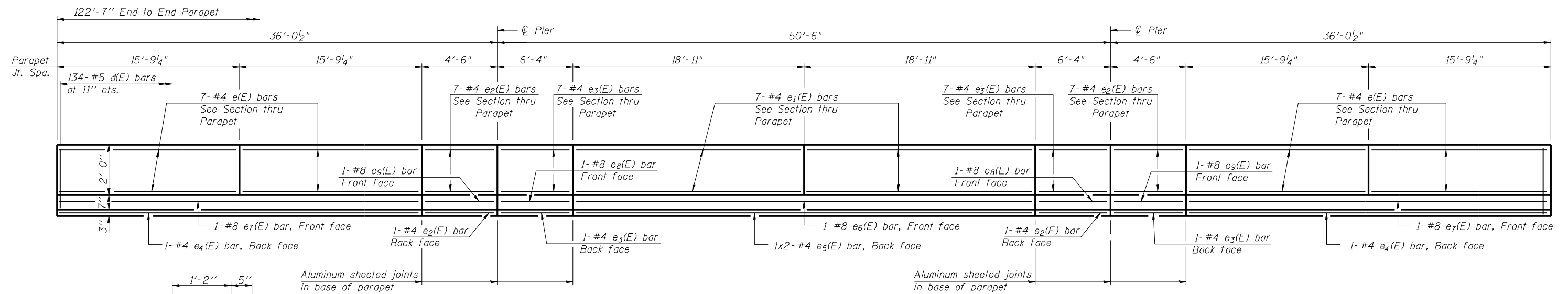
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FILE NAME =	CHECKED - MTH	REVISED -
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PLOT DATE =	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

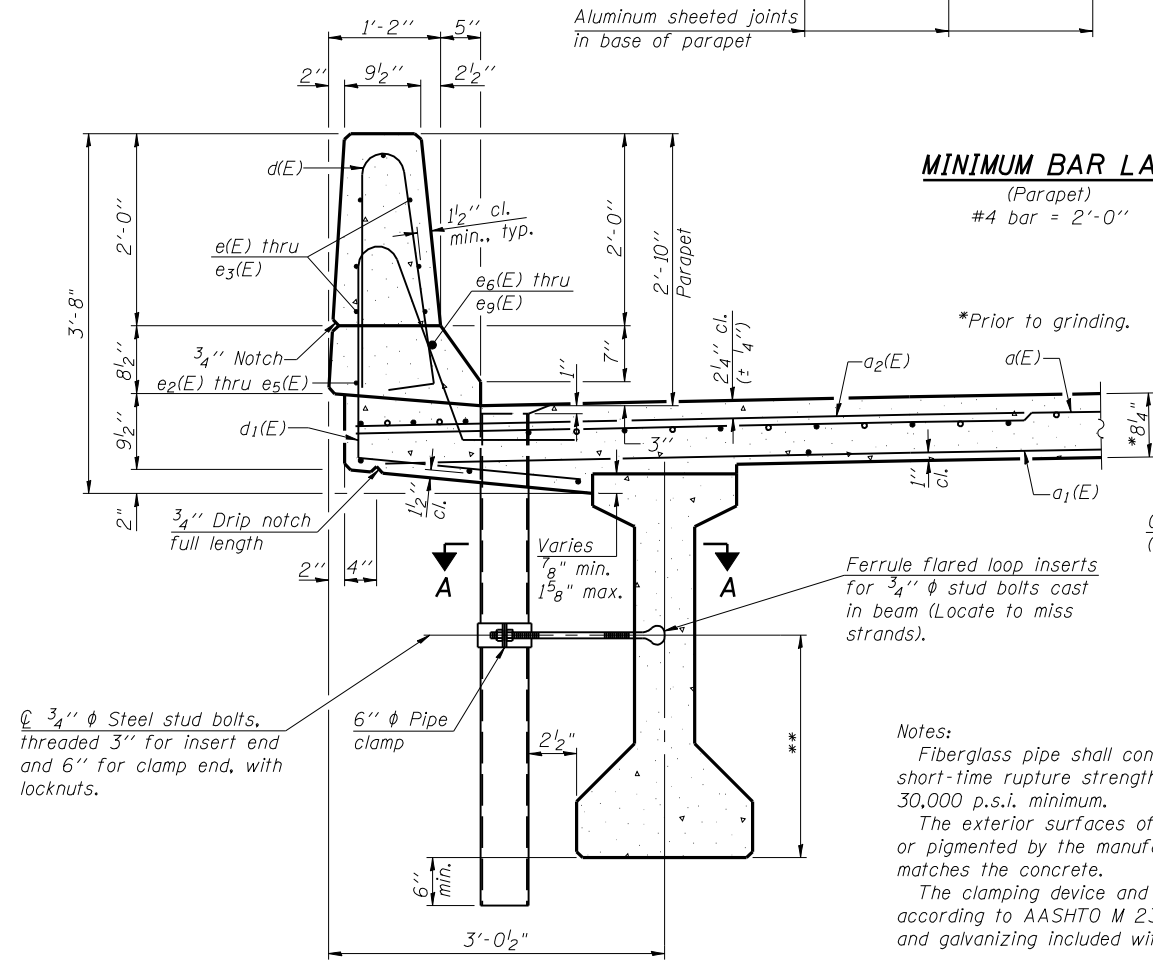
**SUPERSTRUCTURE**  
**STRUCTURE NO. 011-0038**

SHEET NO. 7 OF 24 SHEETS

F.A.P. RTE. = 322	SECTION = 11-13	COUNTY = CHRISTIAN	TOTAL SHEETS = 437	SHEET NO. = 183
CONTRACT NO. 72961			ILLINOIS FED. AID PROJECT	



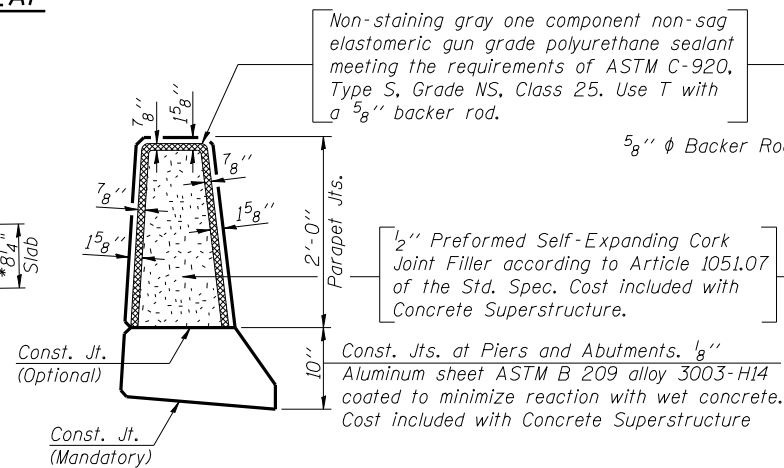
**INSIDE ELEVATION OF PARAPET**



**SECTION THRU PARAPET**

\*\*For insert locations See sheets 13 and 14 of 24.

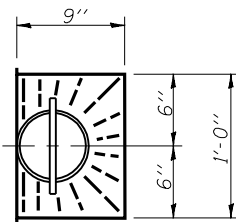
**MINIMUM BAR LAP**  
(Parapet)  
#4 bar = 2'-0"



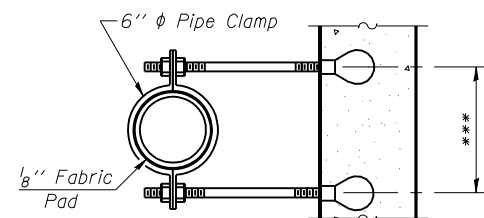
**PARAPET JOINT DETAILS**

3/4" Drip notch full length

Notes:  
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.  
The exterior surfaces of the floor drains shall be coated or pigmented by the manufacturer with a color that matches the concrete.  
The clamping device and inserts shall be galvanized according to AASHTO M 232. Cost of clamping device and galvanizing included with Floor Drains.

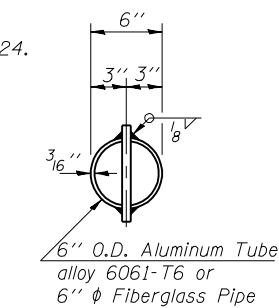


**TOP PLAN**



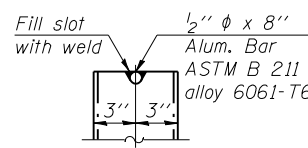
**SECTION A-A**

\*\*\*Dimension as required by Pipe Clamp

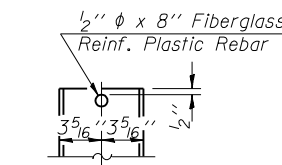


**TOP PLAN**

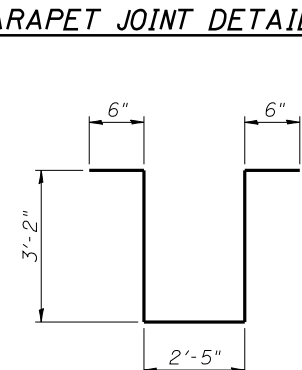
(Showing Aluminum Tube)



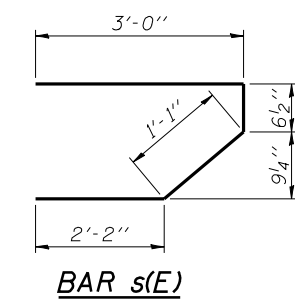
**ALUMINUM TUBE**



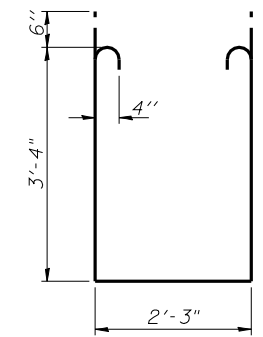
**FIBERGLASS PIPE**



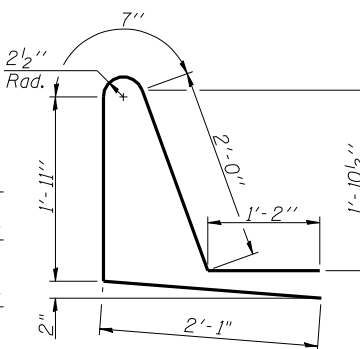
**BAR s2(E)**



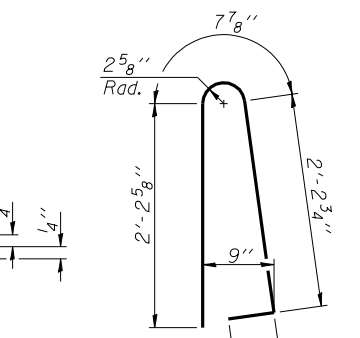
**BAR s1(E)**



**BAR v(E)**



**BAR d1(E)**

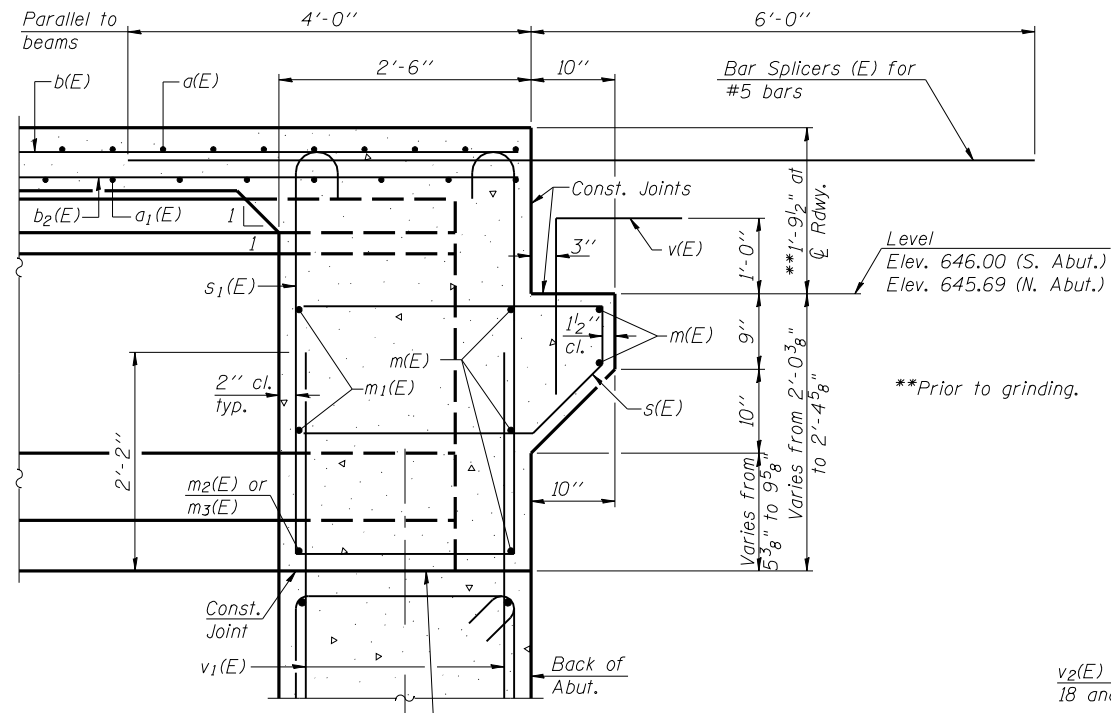


**BAR d(E)**

**SUPERSTRUCTURE BILL OF MATERIAL**

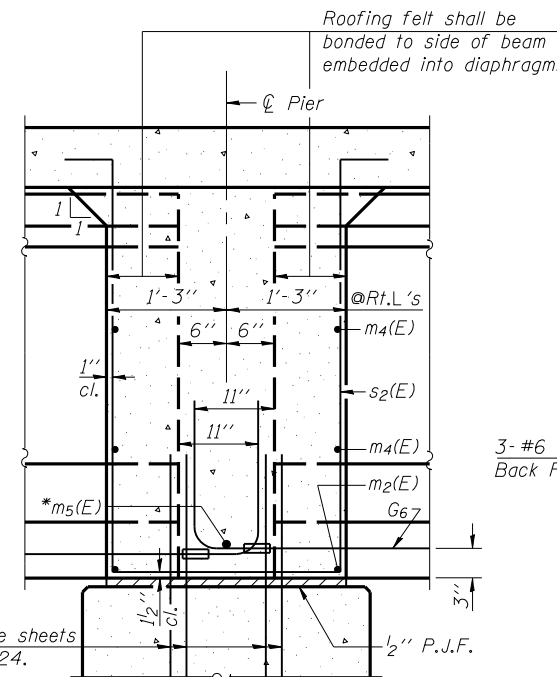
Bar	No.	Size	Length	Shape
a(E)	210	#5	42'-6"	—
a1(E)	173	#5	41'-10"	—
a2(E)	210	#6	6'-6"	—
a3(E)	4	#5	23'-4"	—
b(E)	184	#5	32'-7"	—
b1(E)	86	#6	17'-5"	—
b2(E)	205	#5	26'-7"	—
d(E)	268	#5	5'-7"	U
d1(E)	268	#5	7'-9"	U
e(E)	56	#4	15'-6"	—
e1(E)	28	#4	18'-8"	—
e2(E)	32	#4	4'-3"	—
e3(E)	32	#4	6'-1"	—
e4(E)	4	#4	31'-3"	—
e5(E)	4	#4	19'-11"	—
e6(E)	2	#8	37'-7"	—
e7(E)	4	#8	31'-3"	—
e8(E)	4	#8	6'-1"	—
e9(E)	4	#8	4'-3"	—
m(E)	10	#6	44'-4"	—
m1(E)	24	#6	10'-2"	—
m2(E)	30	#6	5'-9"	—
m3(E)	4	#6	2'-0"	—
m4(E)	40	#4	6'-9"	—
m5(E)	12	#8	5'-6"	—
s(E)	92	#5	6'-10"	U
s1(E)	82	#4	9'-11"	U
s2(E)	70	#4	9'-9"	U
v(E)	88	#5	3'-9"	L
Reinforcement Bars, Epoxy Coated			Lbs.	42510
Concrete Superstructure			Cu. Yds.	212.9

Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.



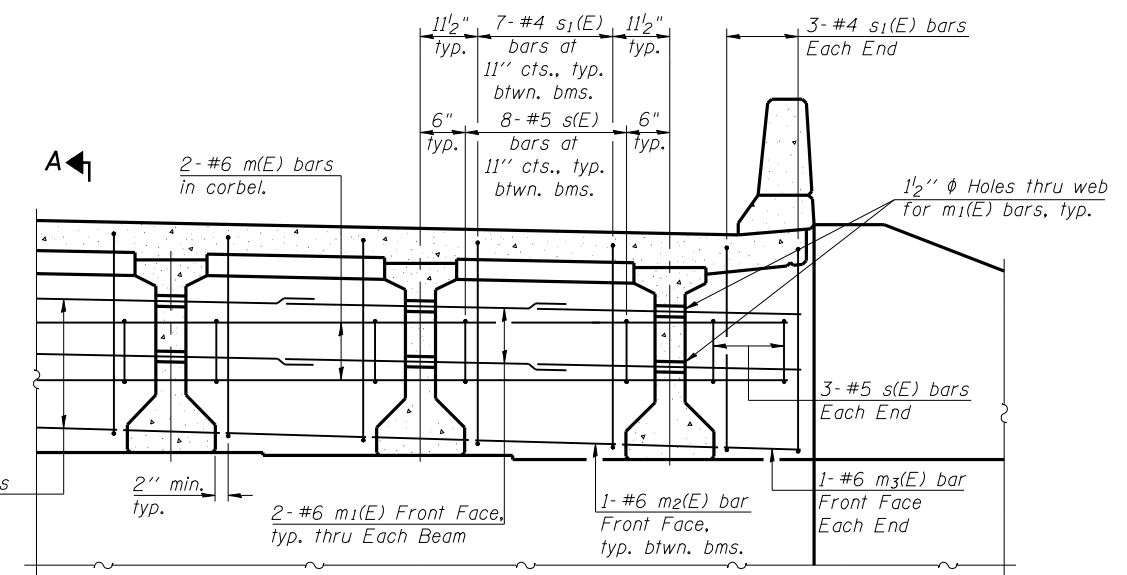
**SECTION A-A**

Dimensions at right angles to abutment, except as shown.



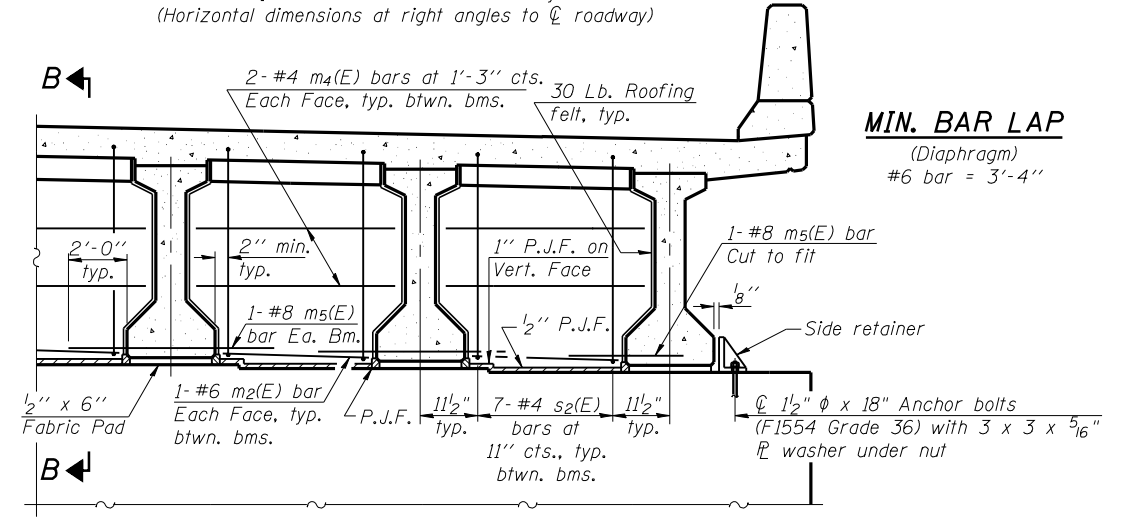
**SECTION B-B**

Dimensions along centerline of beam, except as shown.



**DIAPHRAGM ELEVATION AT ABUTMENT**

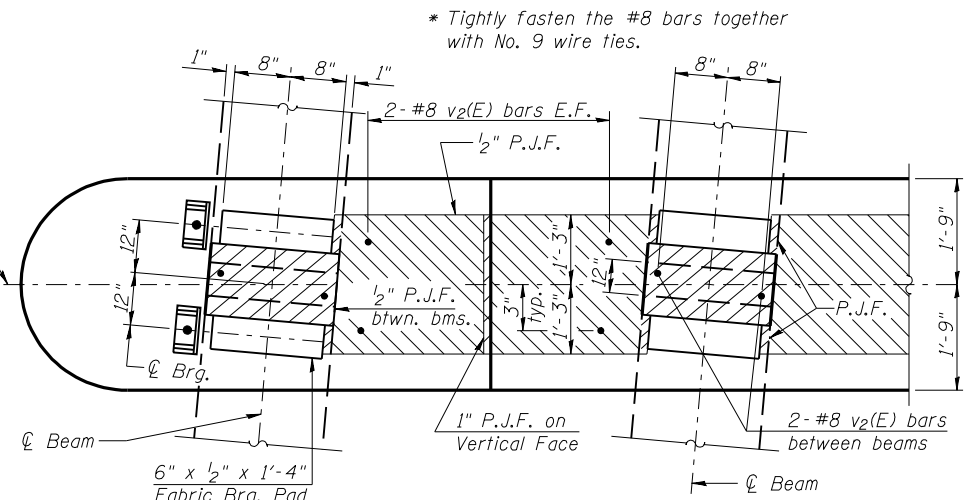
(v1(E) bars not shown for clarity)  
(Horizontal dimensions at right angles to centerline roadway)



**DIAPHRAGM AT PIER**

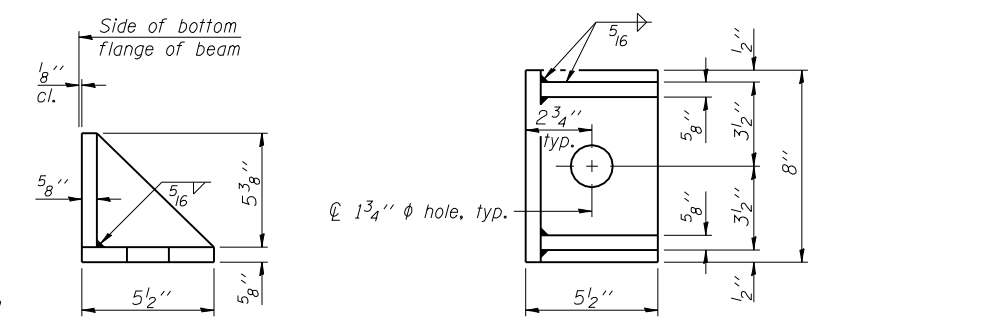
(v2(E) bars not shown for clarity)  
(Horizontal dimensions at right angles to centerline roadway)

**Notes:**  
 Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 24.  
 Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 24.  
 For details of bars s(E), s1(E) and s2(E) see sheet 8 of 24.  
 The s(E), s1(E) and s2(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.  
 Cost of 30 Lb. roofing felt is included with Concrete Superstructure.  
 The side retainer shall be galvanized after shop fabrication according to AASHTO M 111.  
 Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications.  
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
 Anchor bolts for side retainers may be either cast in place or installed in holes drilled after the supporting member is in place and prior to pouring the deck.  
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.  
 Cost of side retainer and anchor bolts shall be included with Concrete Structures. See sheet 7 of 24 for location of Sections A-A and B-B.



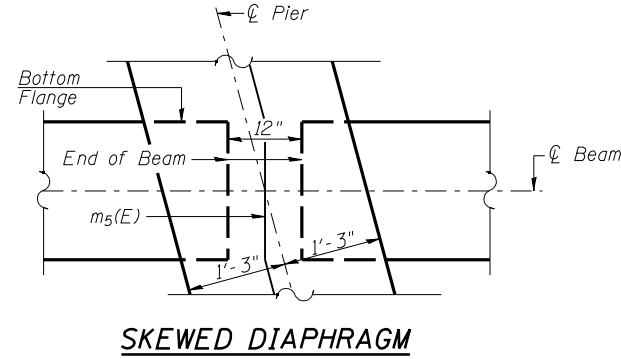
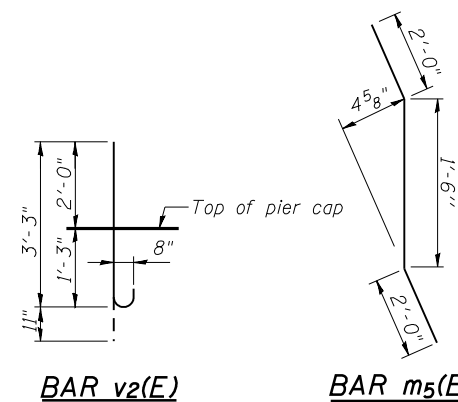
**PIER DETAIL**

(Showing bearing pad and P.J.F. details)



**SIDE RETAINER**

(2 required each side of pier).  
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



**BAR v2(E)**

**BAR m5(E)**

**SKEWED DIAPHRAGM**



USER NAME =	DESIGNED - KMB	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - JMD	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

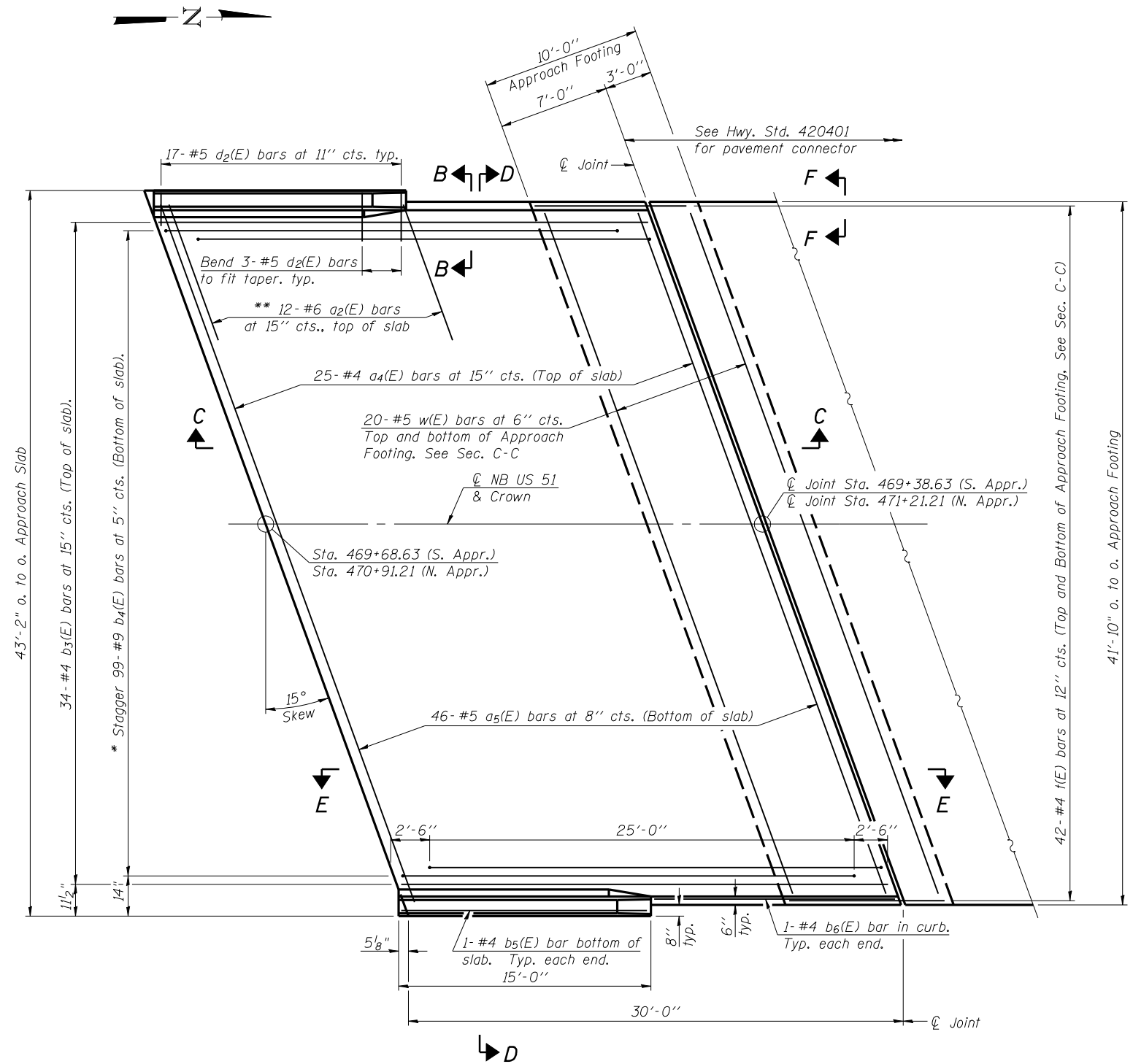
**CONCRETE DIAPHRAGM DETAILS  
STRUCTURE NO. 011-0038**

SHEET NO. 9 OF 24 SHEETS

F.A.P. RTE. 322	SECTION 11-13	COUNTY CHRISTIAN	TOTAL SHEETS 437	SHEET NO. 185
CONTRACT NO. 72961				

ILLINOIS FED. AID PROJECT

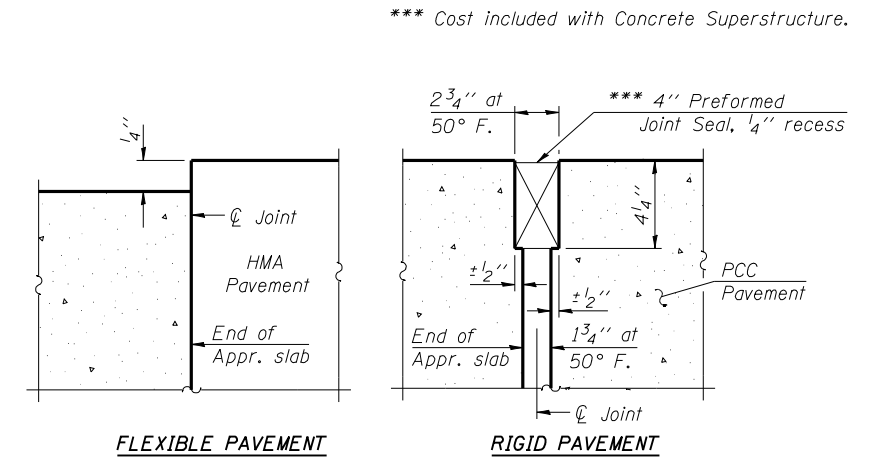
Notes:  
See sheet 11 of 24 for Sections C-C & D-D and View E-E.  
a<sub>4</sub>(E) and a<sub>5</sub>(E) bar spacings measured along  $\varnothing$  Rdwy.



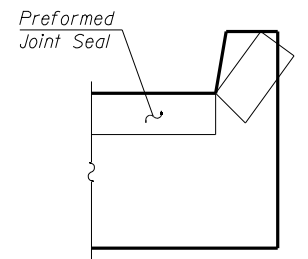
**PLAN**

(North Approach shown, South Approach similar)

\* Tilt #9 b<sub>4</sub>(E) bars as required to maintain clearance.  
\*\* Space between a<sub>4</sub>(E) bars, typ. each parapet.

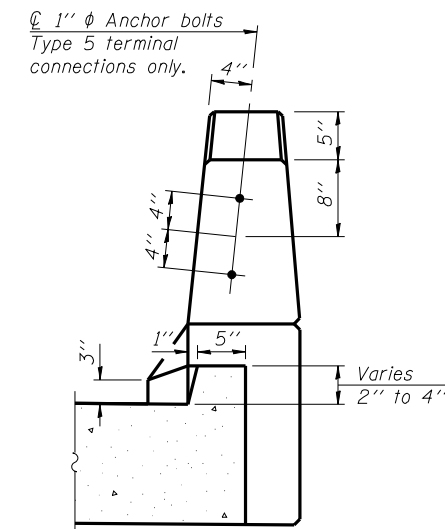


**DETAIL A**



**VIEW F-F**

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



**VIEW B-B**

(Sheet 1 of 2)



USER NAME =	DESIGNED - KMB	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - JMD	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

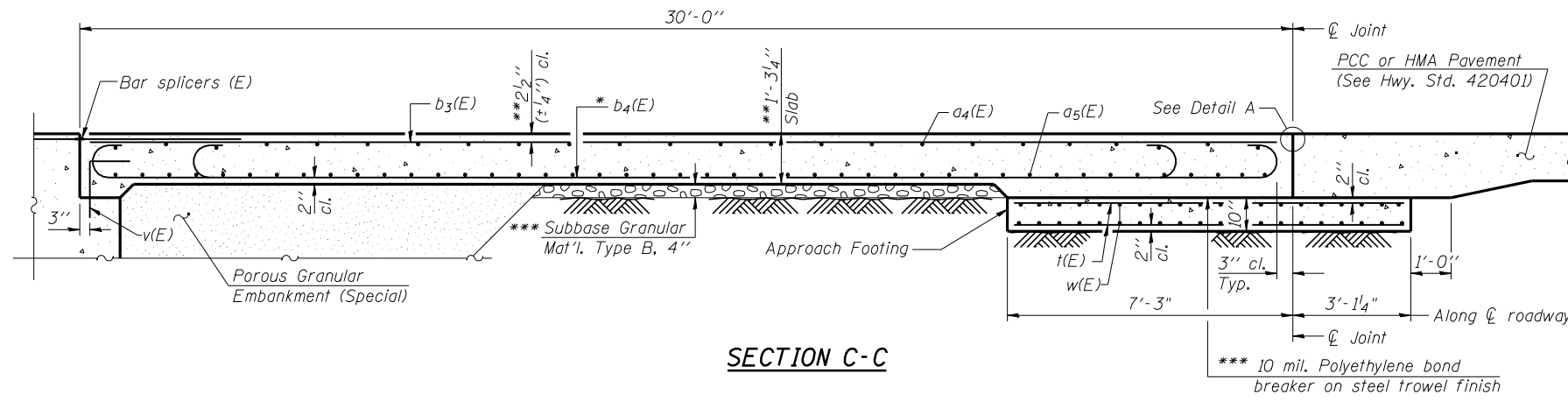
**BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 011-0038**

SHEET NO. 10 OF 24 SHEETS

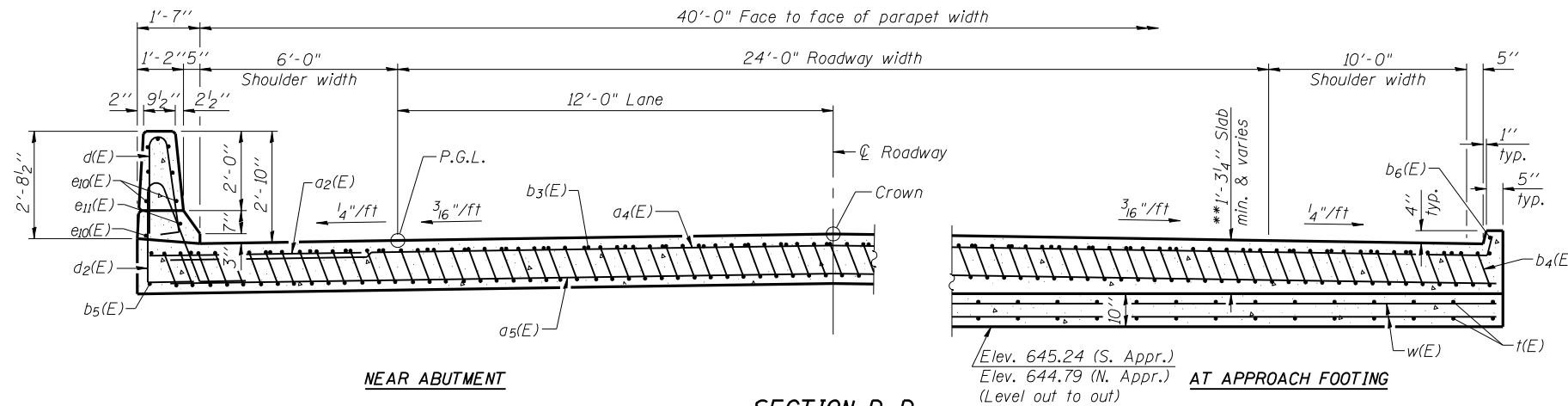
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	186
CONTRACT NO. 72961				

ILLINOIS FED. AID PROJECT

Notes:  
 See sheet 10 of 24 for Detail A and View B-B.  
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.  
 Approach footing concrete shall be paid for as Concrete Structures.  
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
 For v(E) bar details, see sheet 8 of 24.  
 The approach footing maximum applied service bearing pressure (Q<sub>max</sub>) = 2.0 ksf.  
 For bar splicer details, see sheet 21 of 24.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 24.  
 For additional parapet details, see sheet 8 of 24.



**SECTION C-C**



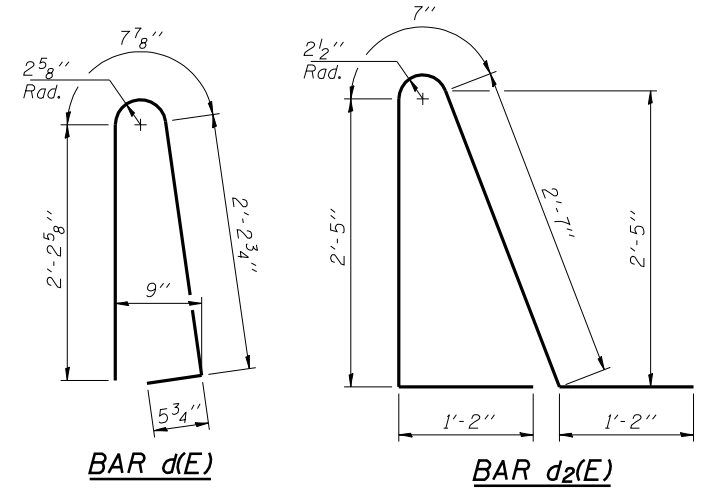
**NEAR ABUTMENT**

**SECTION D-D**

(See Plan for dimensions not shown)  
 (Looking North)

**AT APPROACH FOOTING**

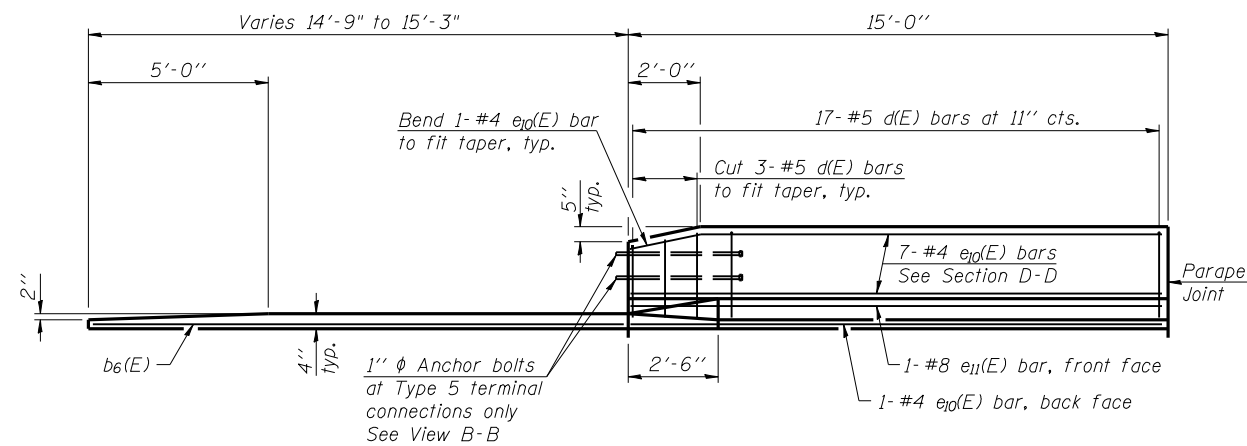
(Level out to out)



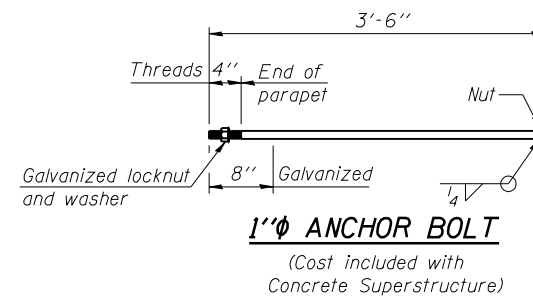
**BAR d(E)**

**BAR d2(E)**

- \* Tilt #9 b<sub>4</sub>(E) bars as required to maintain clearance.
- \*\* Prior to grinding.
- \*\*\* Cost included with Concrete Superstructure.

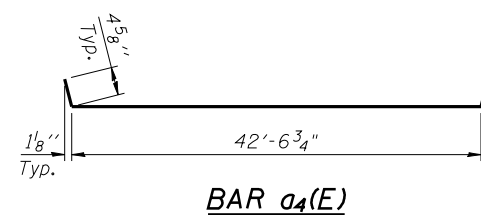


**VIEW E-E**

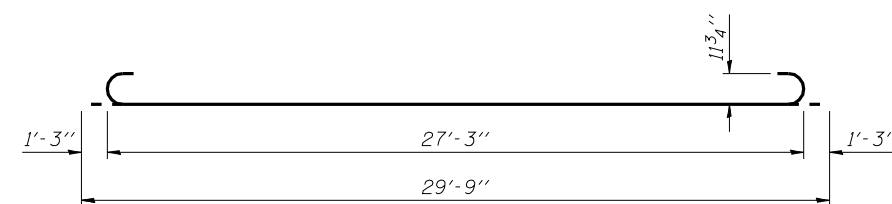


**1" ANCHOR BOLT**

(Cost included with Concrete Superstructure)



**BAR a<sub>4</sub>(E)**

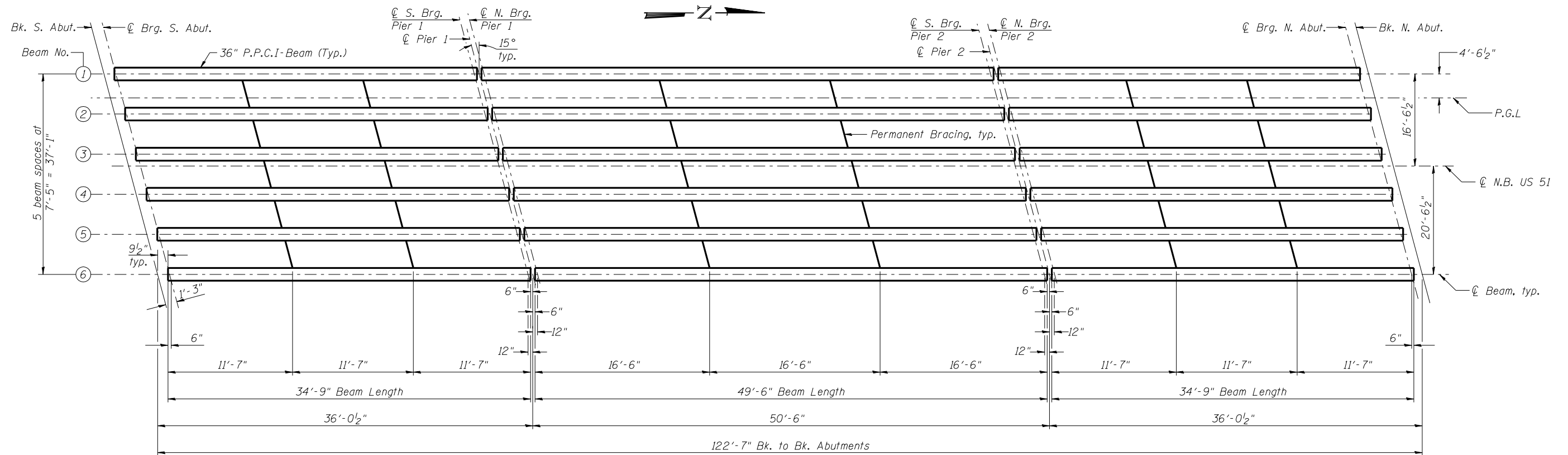


**BAR b<sub>4</sub>(E)**

**TWO APPROACHES  
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a <sub>2</sub> (E)	48	#6	6'-6"	—
a <sub>4</sub> (E)	50	#4	43'-4"	—
a <sub>5</sub> (E)	92	#5	43'-0"	—
b <sub>3</sub> (E)	68	#4	29'-8"	—
b <sub>4</sub> (E)	198	#9	29'-9"	—
b <sub>5</sub> (E)	4	#4	14'-8"	—
b <sub>6</sub> (E)	4	#4	14'-6"	—
d(E)	68	#5	5'-7"	—
d <sub>2</sub> (E)	68	#5	7'-11"	—
e <sub>10</sub> (E)	32	#4	14'-8"	—
e <sub>11</sub> (E)	4	#8	14'-8"	—
t(E)	168	#4	10'-1"	—
w(E)	80	#5	43'-0"	—
Concrete Superstructure			Cu. Yd.	136.7
Concrete Structures			Cu. Yd.	26.7
Reinforcement Bars, Epoxy Coated			Pound	33650

(Sheet 2 of 2)



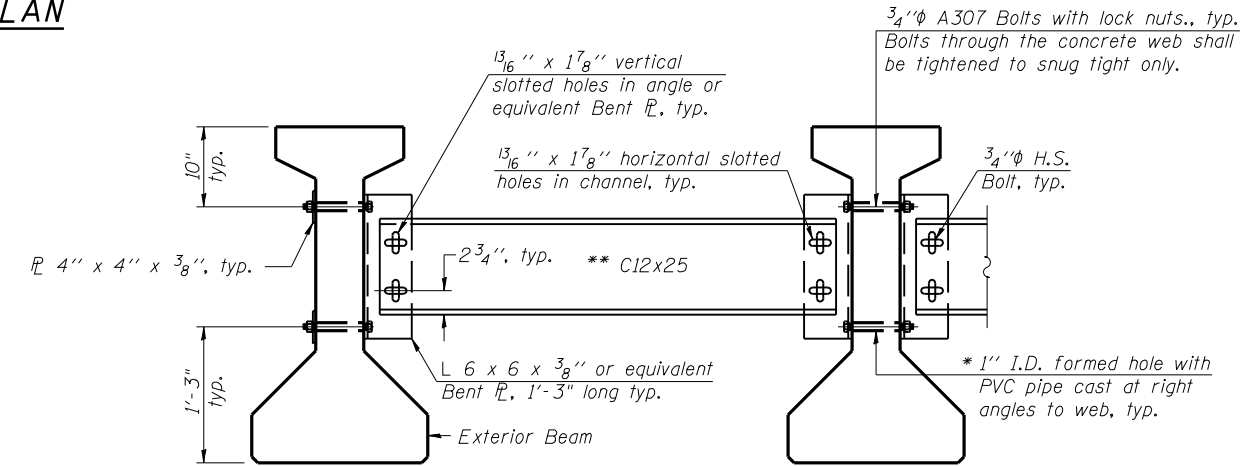
**FRAMING PLAN**

		0.4 Sp. 1 0.6 Sp. 3	Pier 1 or 2	0.5 Sp. 2
$I$	(in <sup>4</sup> )	48648	-	48648
$I'$	(in <sup>4</sup> )	182288	-	182288
$S_b$	(in <sup>3</sup> )	3165	-	3165
$S_b'$	(in <sup>3</sup> )	6028	-	6028
$S_t$	(in <sup>3</sup> )	2358	-	2358
$S_t'$	(in <sup>3</sup> )	31640	-	31640
$Q$	(k/ft)	1.13	-	1.13
$M_Q$	(k)	170.1	-	359.2
$s_Q$	(k/ft)	0.52	0.52	0.52
$M_s Q$	(k)	35.9	100.6	65.4
$M_L$	(k)	198.8	187.8	251.6
$M_I$	(k)	59.6	56.0	70.4

		Abut.	Pier 1 Span 1 Pier 2 Span 3	Pier 1 Span 2 Pier 2 Span 2
$R_Q$	(k)	19.6	19.6	28.5
* $R_s Q$	(k)	6.2	12.5	12.5
* $R_L$	(k)	38.4	25.0	25.0
* $R_I$	(k)	11.5	6.0	6.0
$R_{Total}$	(k)	75.7	63.1	72.0

\* The total  $R_s Q$ ,  $R_L$ , and impact reactions are assumed to be distributed evenly to each bearing line at a pier regardless of the span ratios.

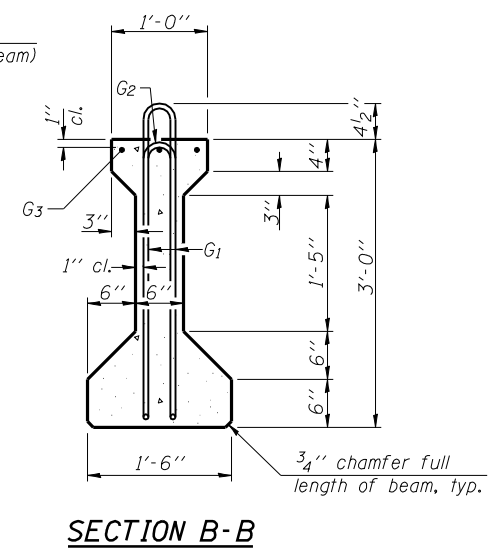
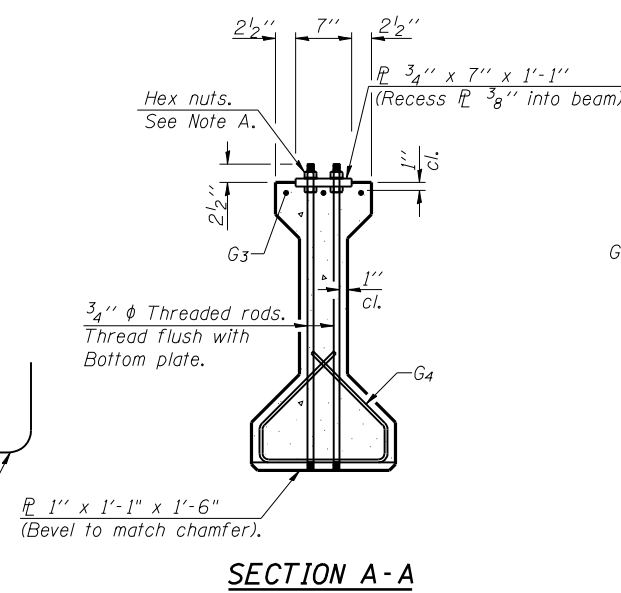
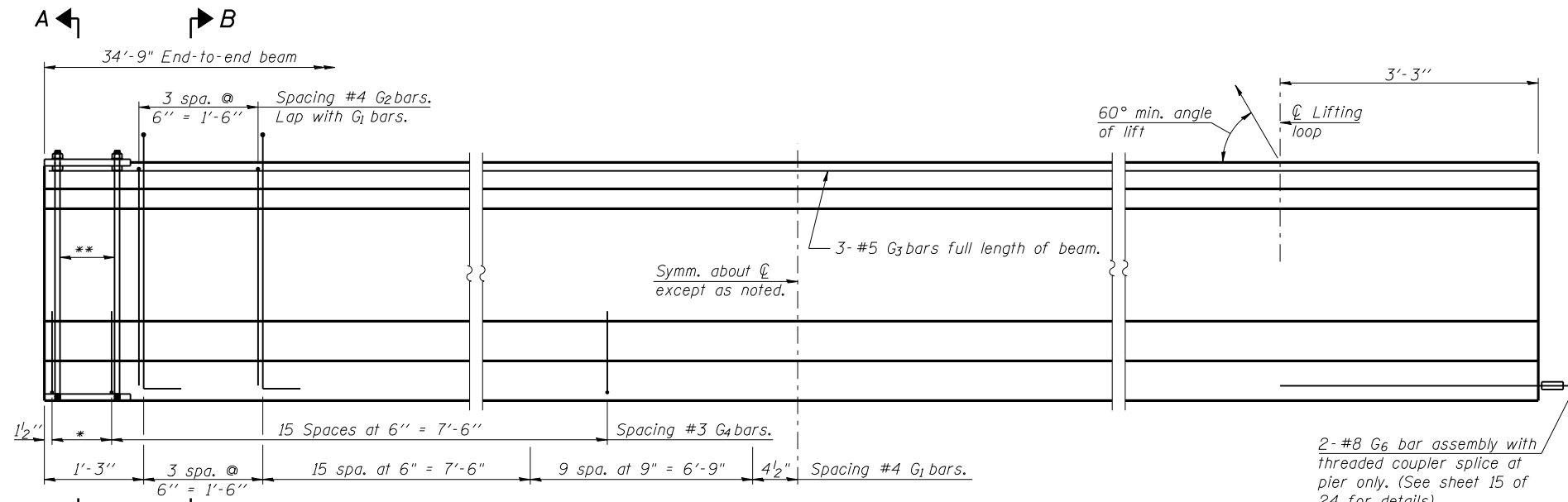
- $I$ : Non-composite moment of inertia of beam section (in<sup>4</sup>).
- $I'$ : Composite moment of inertia of beam section (in<sup>4</sup>).
- $S_b$ : Non-composite section modulus for the bottom fiber of the prestressed beam (in<sup>3</sup>).
- $S_b'$ : Composite section modulus for the bottom fiber of the prestressed beam (in<sup>3</sup>).
- $S_t$ : Non-composite section modulus for the top fiber of the prestressed beam (in<sup>3</sup>).
- $S_t'$ : Composite section modulus for the top fiber of the prestressed beam (in<sup>3</sup>).
- $Q$ : Un-factored non-composite dead load (kips/ft.).
- $M_Q$ : Un-factored moment due to non-composite dead load conservatively taken at 0.5 of the span (kip-ft.).
- $s_Q$ : Un-factored long-term composite (superimposed) dead load (kips/ft.).
- $M_s Q$ : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
- $M_L$ : Un-factored live load moment on the composite section (kip-ft.).
- $M_I$ : Un-factored moment due to impact on the composite section (kip-ft.).



- Notes:**
- All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
  - Two hardened washers are required for each set of oversized holes.
  - All holes shall be 15/16"  $\phi$  unless otherwise noted.
  - 5/16" x 3" x 3" plate washers are required over all slotted holes.
  - All bolts shall be galvanized according to AASHTO M232.
  - Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
  - Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete I-Beams.
- \* Fabricator shall locate to miss strands within permissible tolerances.
  - \*\* Alternate C12x30 channels are permitted to facilitate material acquisition.

**PERMANENT BRACING DETAILS**





**ELEVATION OF BEAM**  
(Showing reinforcement & dimensions)

Note A:  
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

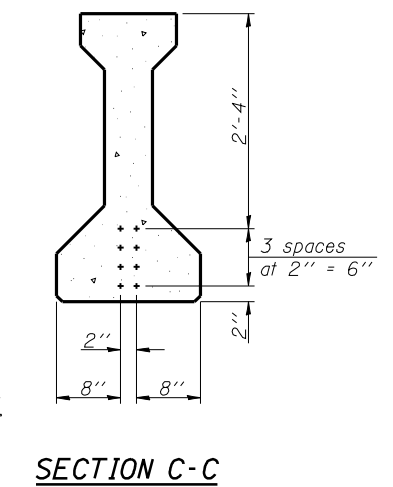
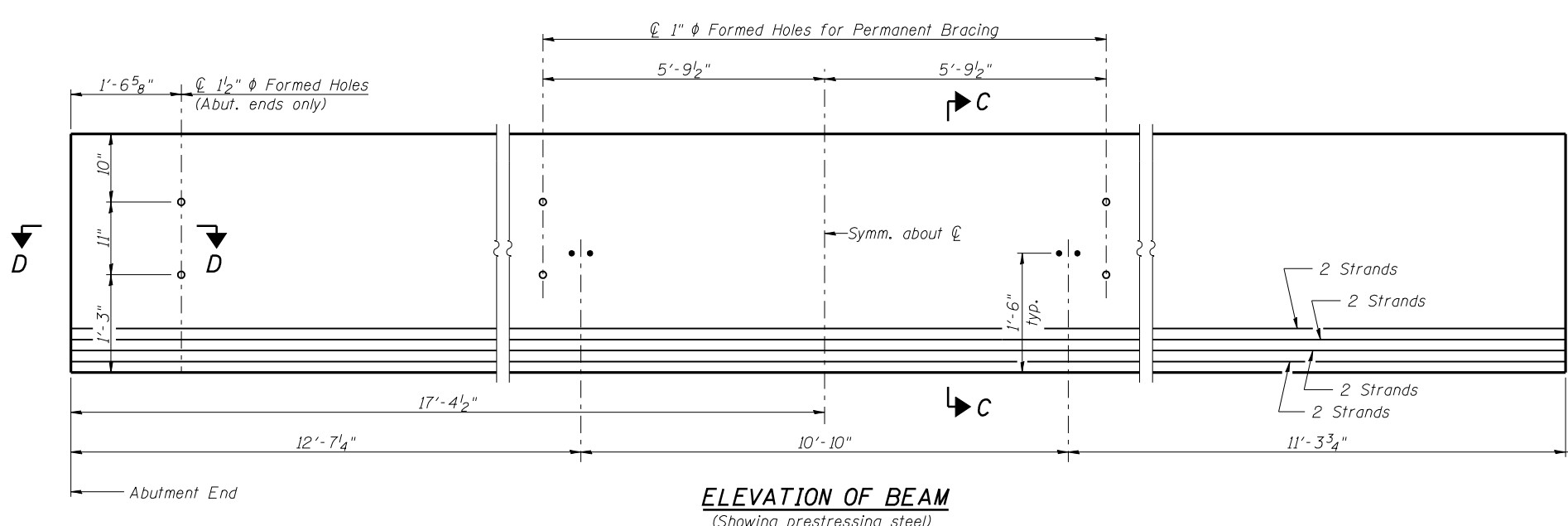
\* 3 spaces at 3" = 9".  
\*\* 4-3/4" φ threaded dowel rods at 3" cts., Each Face

**\*\*\*BAR LIST  
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G1	56	#4	7'-5"	⊏
G2	8	#4	5'-8"	⊏
G3	3	#5	34'-6"	—
G4	38	#3	4'-1"	⊏
G6	2	#8	6'-6"	⊏

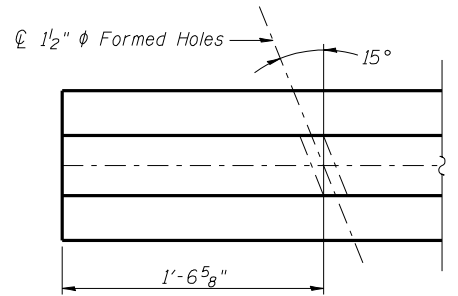
\*\*\*For information only

Notes:  
See sheet 15 of 24 for additional details and Bill of Material.  
Required release strength, f'ci, shall be 5,000 psi.

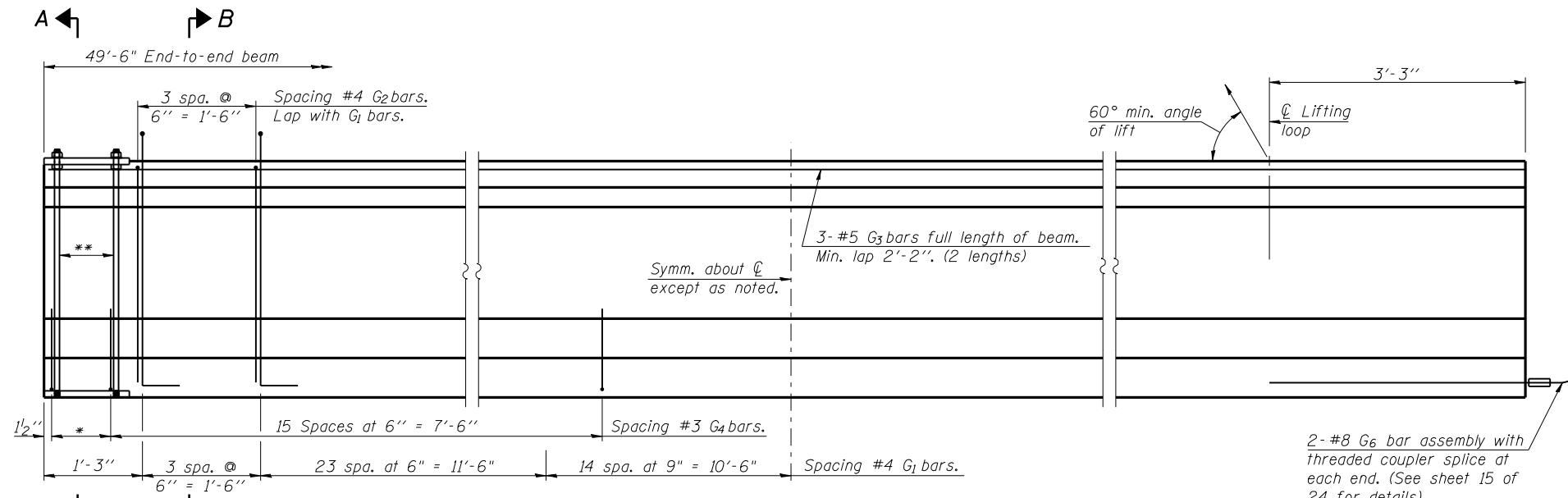


**ELEVATION OF BEAM**  
(Showing prestressing steel)

Insert spacing for floor drain connections. Outside face of exterior beams only.



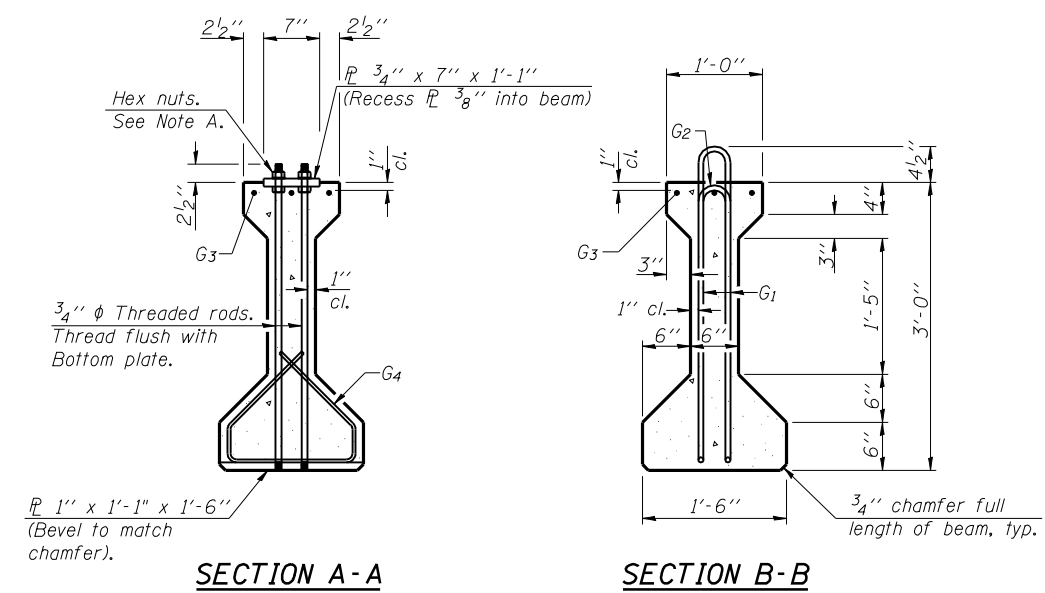
**SECTION D-D**



**ELEVATION OF BEAM**  
(Showing reinforcement & dimensions)

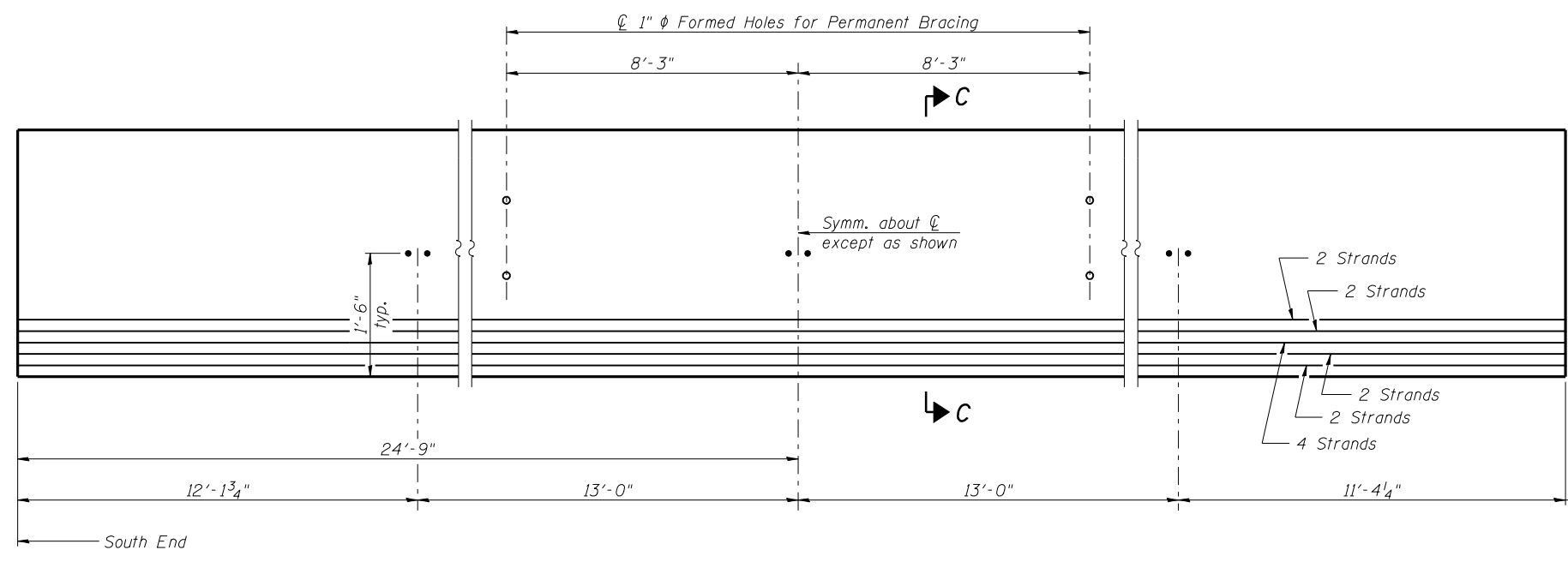
\* 3 spaces at 3" = 9"  
\*\* 4-3/4" φ threaded dowel rods at 3" cts., Each Face

Note A:  
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

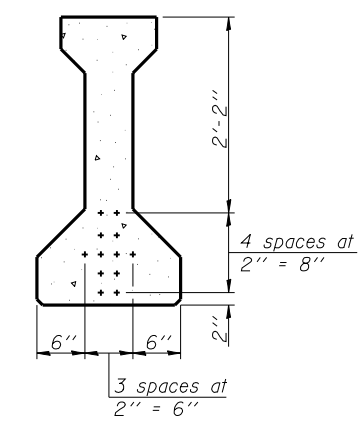


**SECTION A-A**

**SECTION B-B**



**ELEVATION OF BEAM**  
(Showing prestressing steel)



**SECTION C-C**

**\*\*\*BAR LIST  
ONE BEAM ONLY**

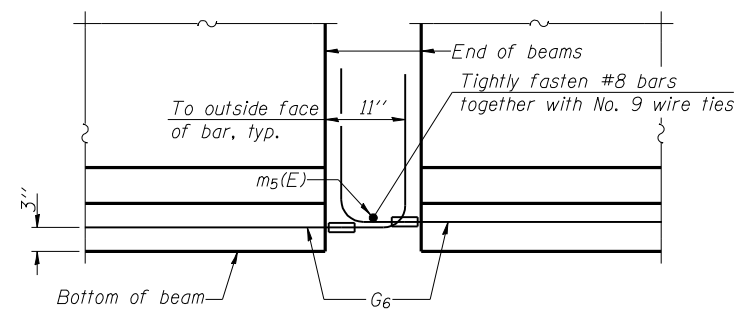
Bar	No.	Size	Length	Shape
G <sub>1</sub>	81	#4	7'-5"	⊏
G <sub>2</sub>	8	#4	5'-8"	⊏
G <sub>3</sub>	6	#5	25'-9"	—
G <sub>4</sub>	38	#3	4'-1"	⊏
G <sub>6</sub>	4	#8	6'-6"	⊏

\*\*\*For information only

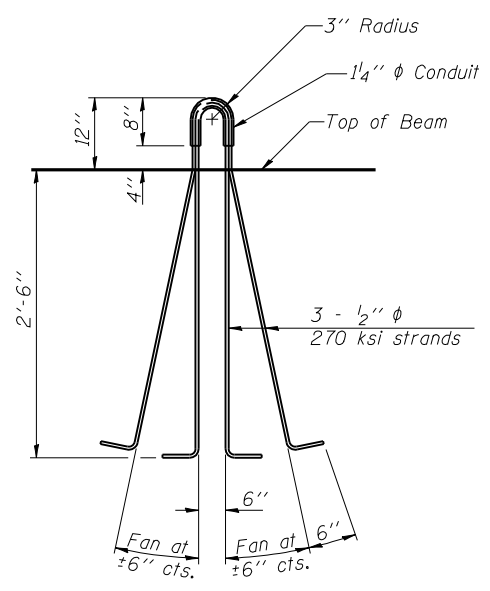
Notes:  
See sheet 15 of 24 for additional details and Bill of Material.  
Required release strength, *f*'*c**i*, shall be 5,000 psi.

**NOTES**

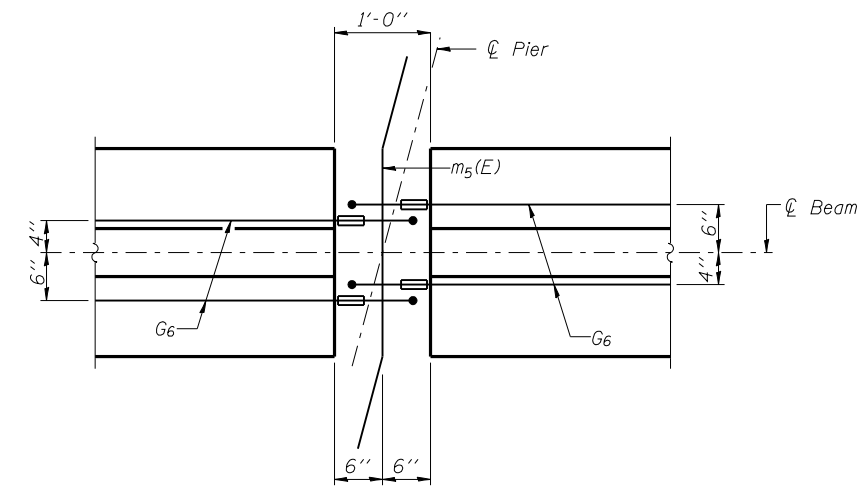
Inserts for  $\frac{3}{4}$ "  $\phi$  threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.  
 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be  $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.  
 Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions). A minimum  $2\frac{1}{2}$ "  $\phi$  lifting pin shall be used to engage the lifting loops during handling. Tilt  $G_6$  bars when necessary to maintain  $1\frac{1}{2}$ " clearance.  
 The top and bottom plates shall be AASHTO M270 Grade 50. The bottom plates shall be galvanized according to AASHTO M111. Top plates and threaded rods need not be galvanized.  
 Threaded rods shall be ASTM F 1554 Grade 55.  
 The  $G_6$  bar assembly shall be capable of developing 125 percent of the yield strength of the grade 60 reinforcement bar components. The assembly shall allow completion of the splice without turning of the hook bar. The hook bar shall be threaded such that the entire coupler can be threaded onto the hook bar.  
 Beams requiring  $G_6$  bar assemblies shall not be released from the fabricator until they have attained 45 days of age or older.



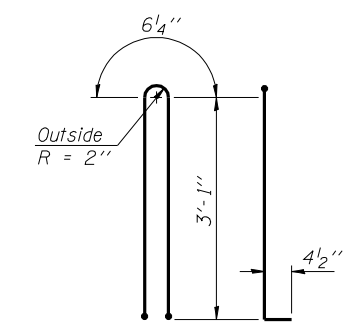
**ELEVATION OF BEAM AT PIER**



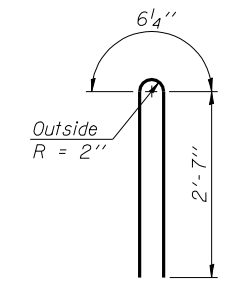
**LIFTING LOOP DETAIL**



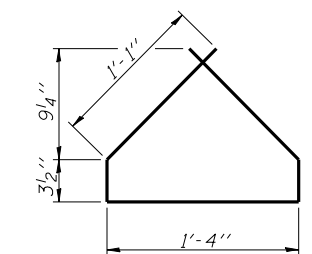
**PLAN OF BEAM AT PIER**



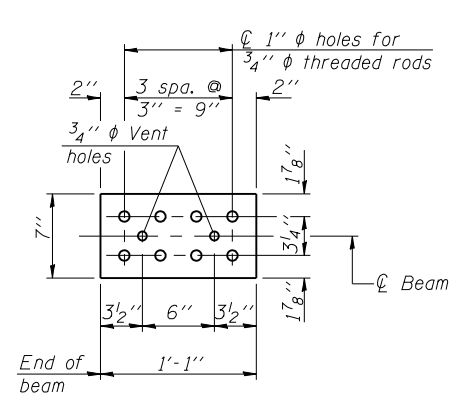
**BAR G1**



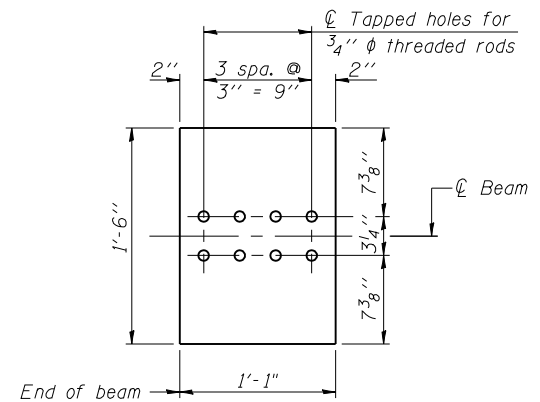
**BAR G2**



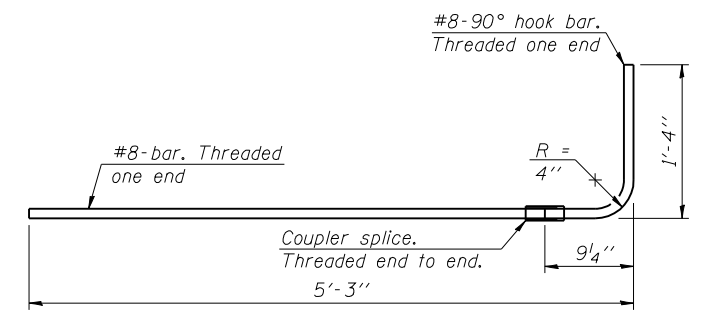
**BAR G4**



**TOP PLATE**



**BOTTOM PLATE**



**G6 BAR ASSEMBLY**

**BILL OF MATERIAL**

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Ft.	714

PI-4-36D

1-28-11



USER NAME =	DESIGNED - KMB	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - JMD	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

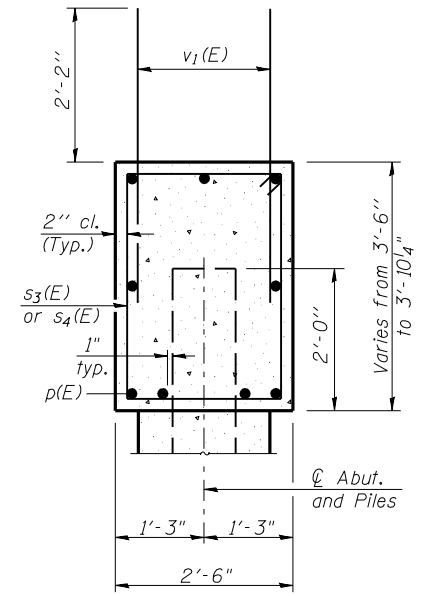
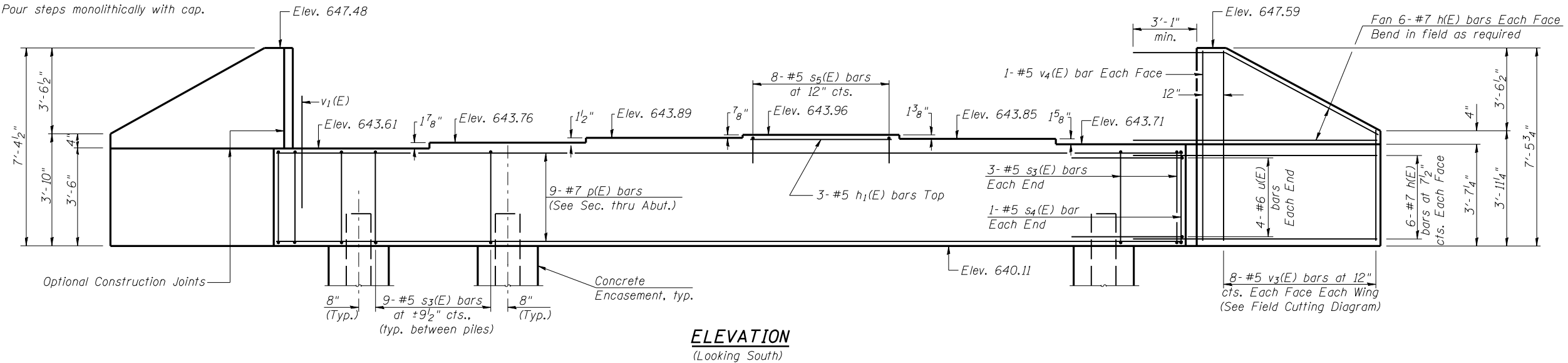
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**36" PPC I-BEAM DETAILS  
STRUCTURE NO. 011-0038**

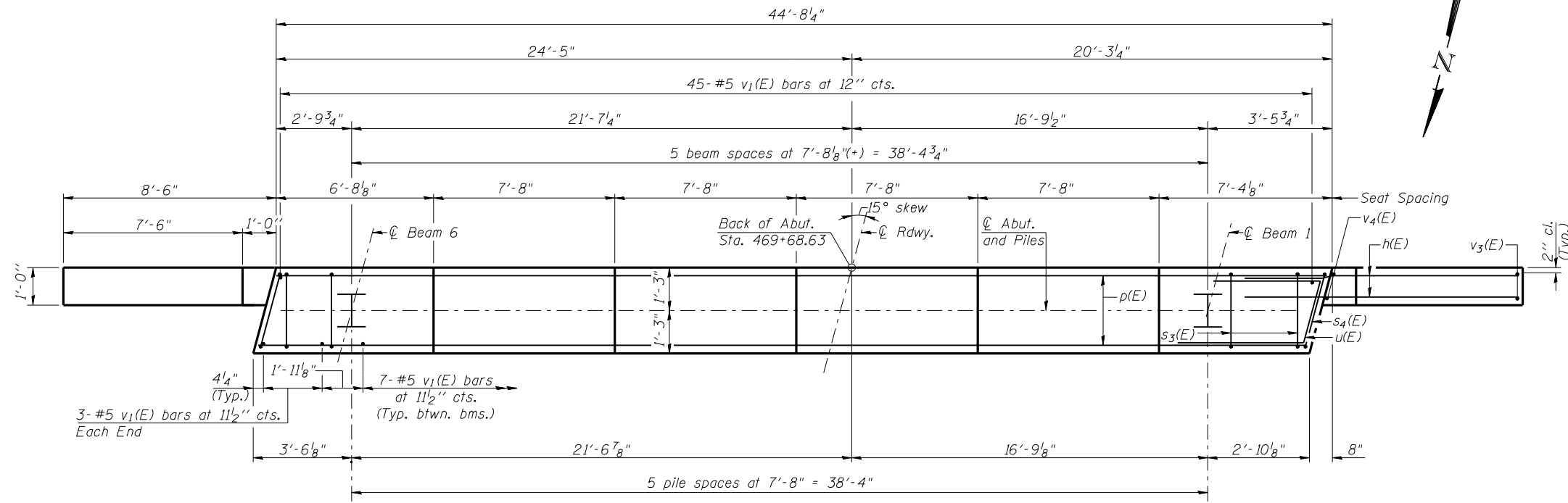
SHEET NO. 15 OF 24 SHEETS

F.A.P. RTE. 322	SECTION 11-13	COUNTY CHRISTIAN	TOTAL SHEETS 437	SHEET NO. 191
CONTRACT NO. 72961			ILLINOIS FED. AID PROJECT	

Notes:  
Pour steps monolithically with cap.



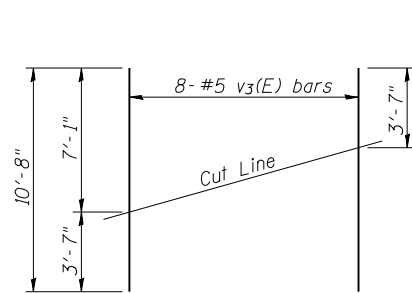
**SEC. THRU ABUT.**  
(Dimensions at Rt. L's)



**PLAN**

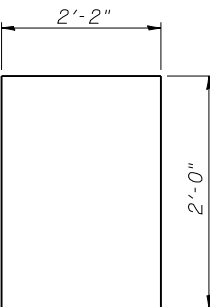
**PILE DATA**

Type: Steel HP12x63 with Pile Shoes  
Nominal Required Bearing: 497 kips  
Allowable Resistance Available: 158 kips  
Est. Length: 67 ft  
No. Production Piles: 6  
No. Test Piles: 0

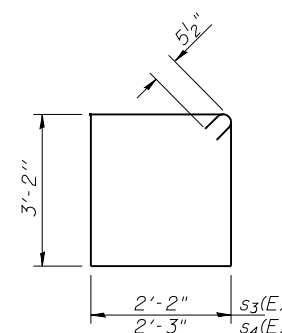


**FIELD CUTTING DIAGRAM**

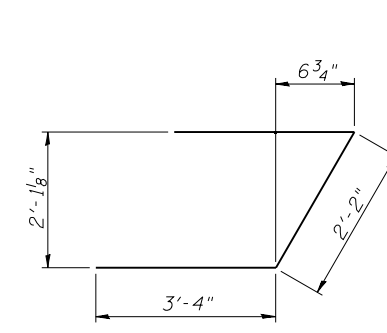
Order v3(E) full length. Cut as shown and use remainder of bars in opposite face.



**BAR s5(E)**



**BARS s3(E) & s4(E)**



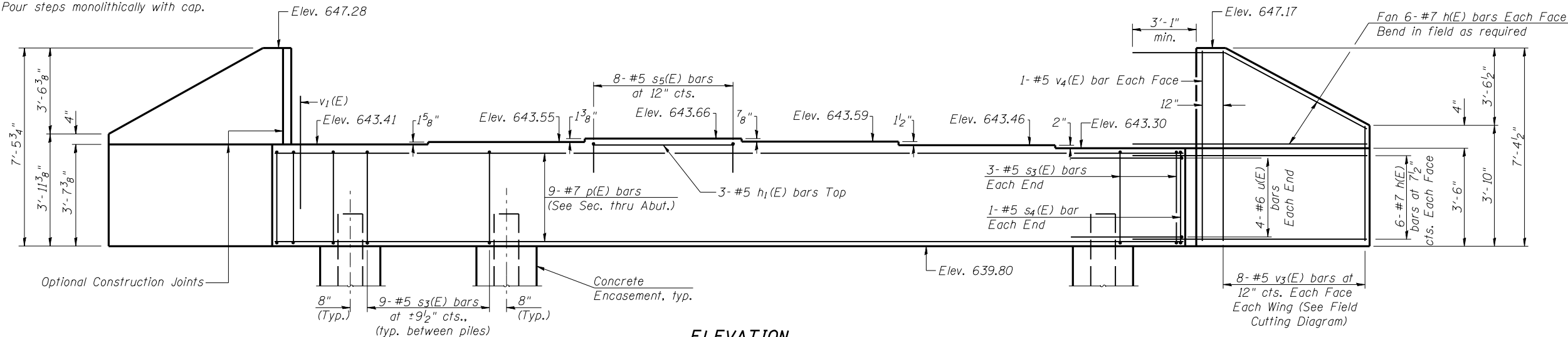
**BAR u(E)**

**BILL OF MATERIAL**

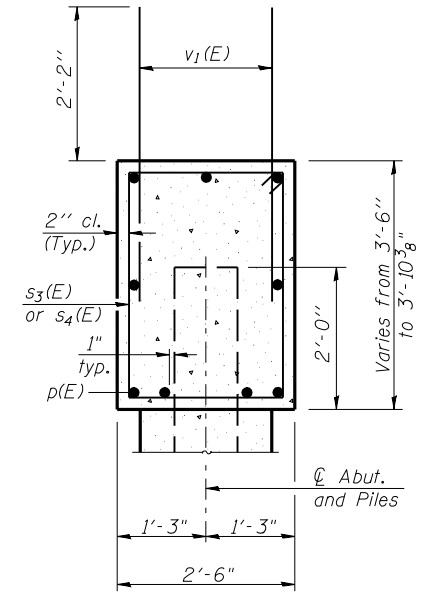
Bar	No.	Size	Length	Shape	
h(E)	48	#7	11'-7"	—	
h1(E)	3	#5	7'-4"	—	
p(E)	9	#7	44'-4"	—	
s3(E)	51	#5	11'-7"	□	
s4(E)	2	#5	11'-9"	□	
s5(E)	8	#5	6'-2"	□	
u(E)	8	#6	8'-10"	┘	
v1(E)	86	#5	4'-4"	—	
v3(E)	16	#5	10'-8"	—	
v4(E)	4	#5	7'-1"	—	
Concrete Structures				Cu. Yd.	18.9
Reinforcement Bars, Epoxy Coated				Pound	3370
Structure Excavation				Cu. Yd.	146
Furnishing Steel Piles HP12x63				Foot	402
Pile Shoes				Each	6
Concrete Encasement				Cu. Yd.	2.1
Driving Piles				Foot	402

For details of Bar Splicers, see sheet 21 of 24.  
For details of piles and Concrete Encasement, see sheet 20 of 24.  
For drainage details, see sheet 2 of 24.

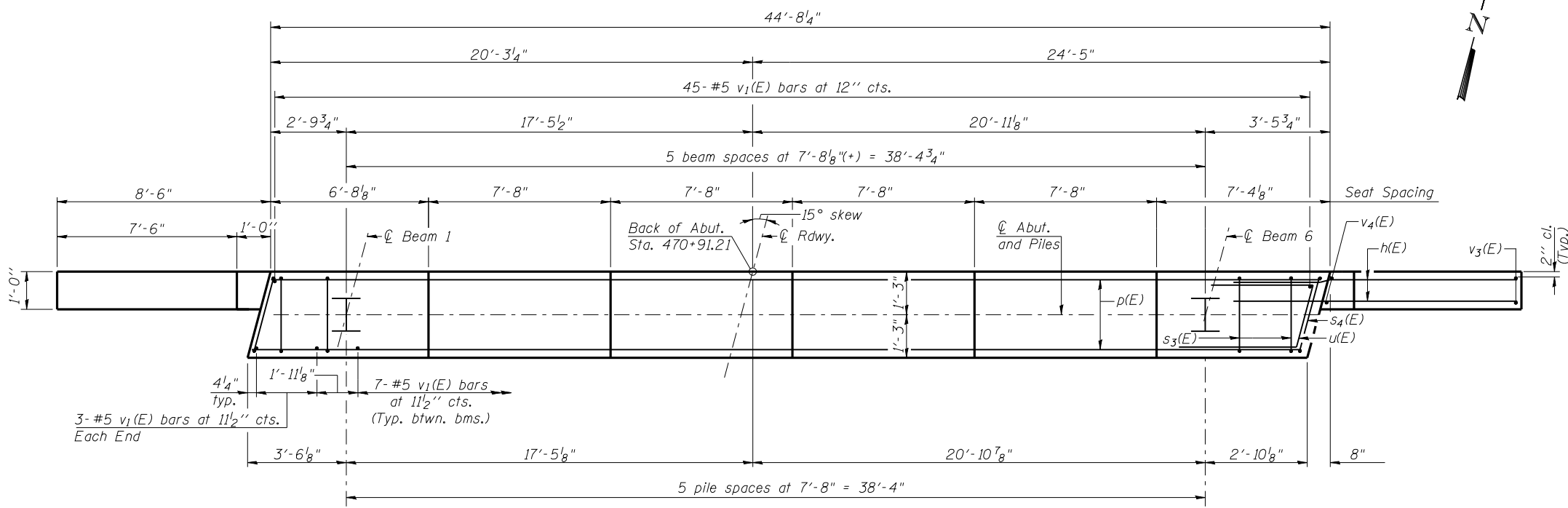
Notes:  
Pour steps monolithically with cap.



**ELEVATION**  
(Looking North)



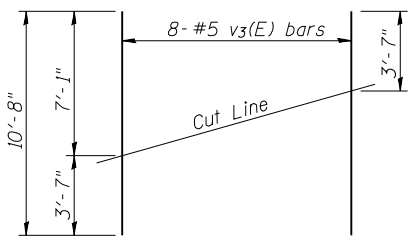
**SEC. THRU ABUT.**  
(Dimensions at Rt. L's)



**PLAN**

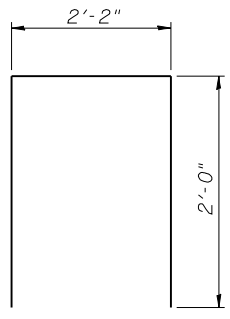
**PILE DATA**

Type: Steel HP12x63 with Pile Shoes  
Nominal Required Bearing: 497 kips  
Allowable Resistance Available: 158 kips  
Est. Length: 64 ft  
No. Production Piles: 5  
No. Test Piles: 1

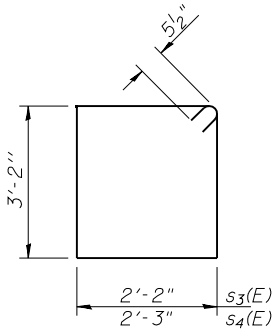


**FIELD CUTTING DIAGRAM**

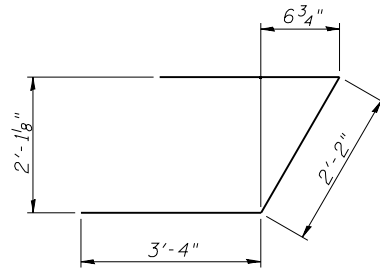
Order v3(E) full length. Cut as shown and use remainder of bars in opposite face.



**BAR s5(E)**



**BARS s3(E) & s4(E)**



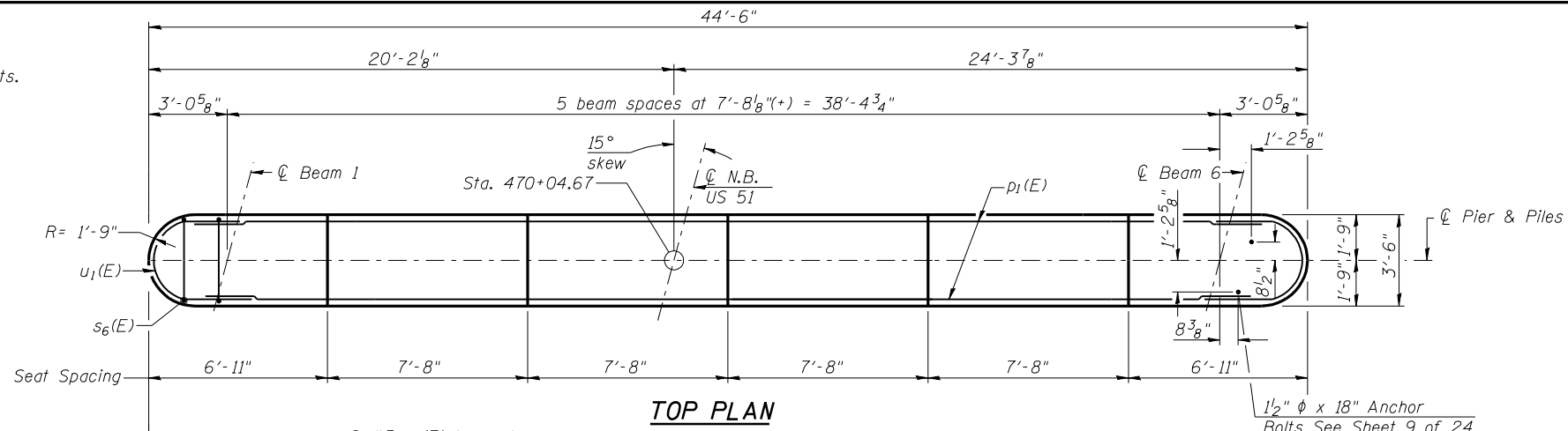
**BAR u(E)**

**BILL OF MATERIAL**

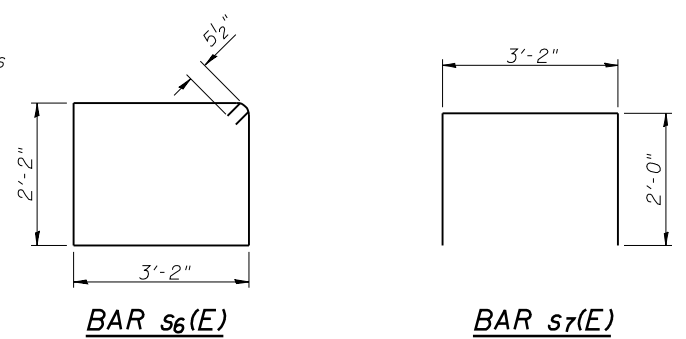
Bar	No.	Size	Length	Shape
h(E)	48	#7	11'-7"	—
h1(E)	3	#5	7'-4"	—
p(E)	9	#7	44'-4"	—
s3(E)	51	#5	11'-7"	□
s4(E)	2	#5	11'-9"	□
s5(E)	8	#5	6'-2"	□
u(E)	8	#6	8'-10"	┌
v1(E)	86	#5	4'-4"	—
v3(E)	16	#5	10'-8"	—
v4(E)	4	#5	7'-1"	—
Concrete Structures			Cu. Yd.	18.9
Reinforcement Bars, Epoxy Coated			Pound	3370
Structure Excavation			Cu. Yd.	146
Test Pile Steel HP12x63			Each	1
Furnishing Steel Piles HP12x63			Foot	320
Pile Shoes			Each	6
Concrete Encasement			Cu. Yd.	2.1
Driving Piles			Foot	320

For details of Bar Splicers, see sheet 21 of 24.  
For details of piles and Concrete Encasement, see sheet 20 of 24.  
For drainage details, see sheet 2 of 24.

Notes:  
 Space reinforcement in cap to miss anchor bolts.  
 Pour steps monolithically with cap.  
 For details of piles and Concrete Encasement,  
 see sheet 20 of 24.

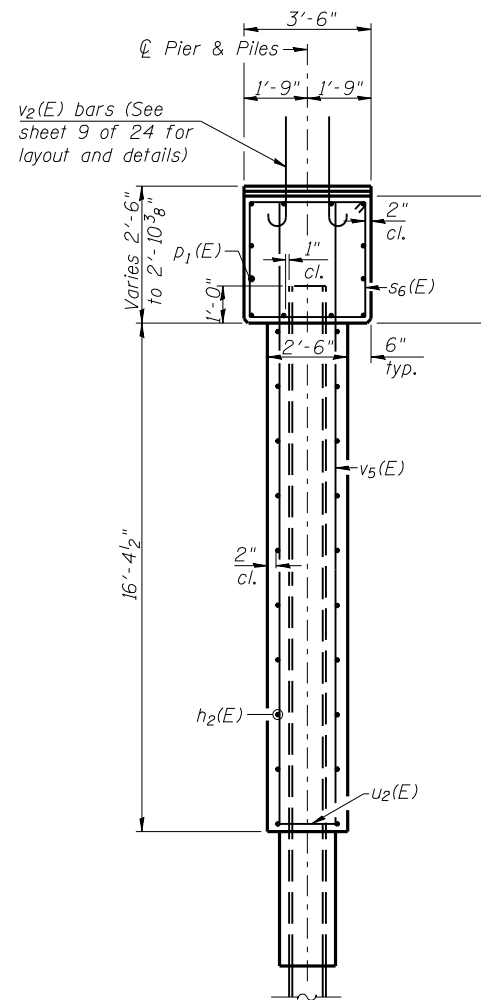


**TOP PLAN**

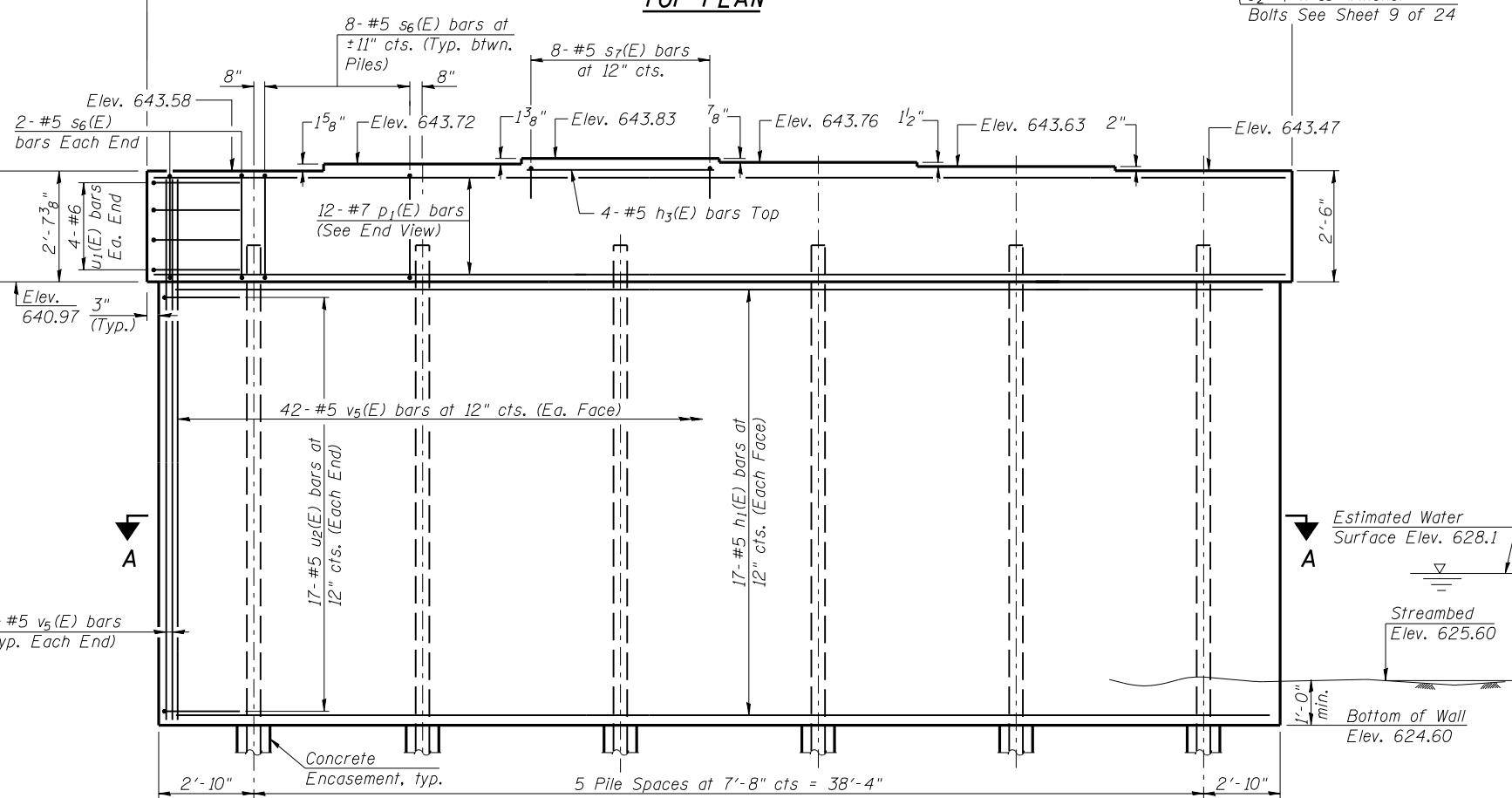


**BAR s6(E)**

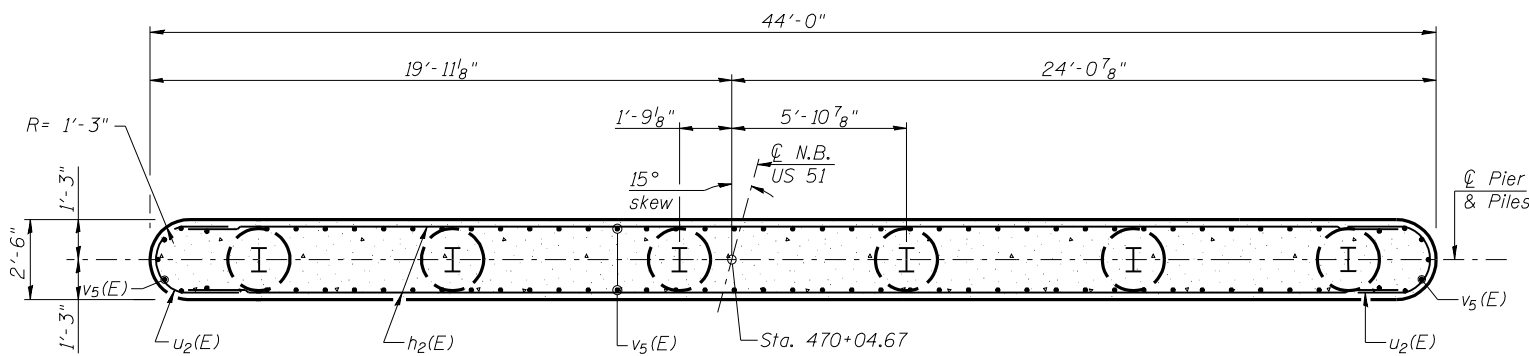
**BAR s7(E)**



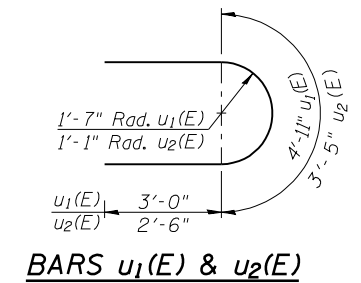
**END VIEW**



**ELEVATION**  
(Looking North)



**SECTION A-A**



**BARS u1(E) & u2(E)**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
h2(E)	34	#5	41'-6"	—	
h3(E)	4	#5	7'-4"	—	
p1(E)	12	#7	41'-0"	—	
s6(E)	44	#5	11'-7"	□	
s7(E)	8	#5	7'-2"	□	
u1(E)	8	#6	10'-11"	U	
u2(E)	34	#5	8'-5"	U	
v2(E)	32	#8	4'-2"	C	
v5(E)	90	#5	18'-0"	—	
Concrete Structures				Cu. Yd.	81.2
Reinforcement Bars, Epoxy Coated				Pound	5580
Cofferdam Excavation				Cu. Yd.	2.5
Furnishing Steel Piles HPI2x63				Foot	330
Driving Piles				Foot	330
Cofferdam (Type 1) - Location 1				Each	1
Concrete Encasement				Cu. Yd.	2.1
Pile Shoes				Each	6
Test Pile Steel HPI2x63				Each	1

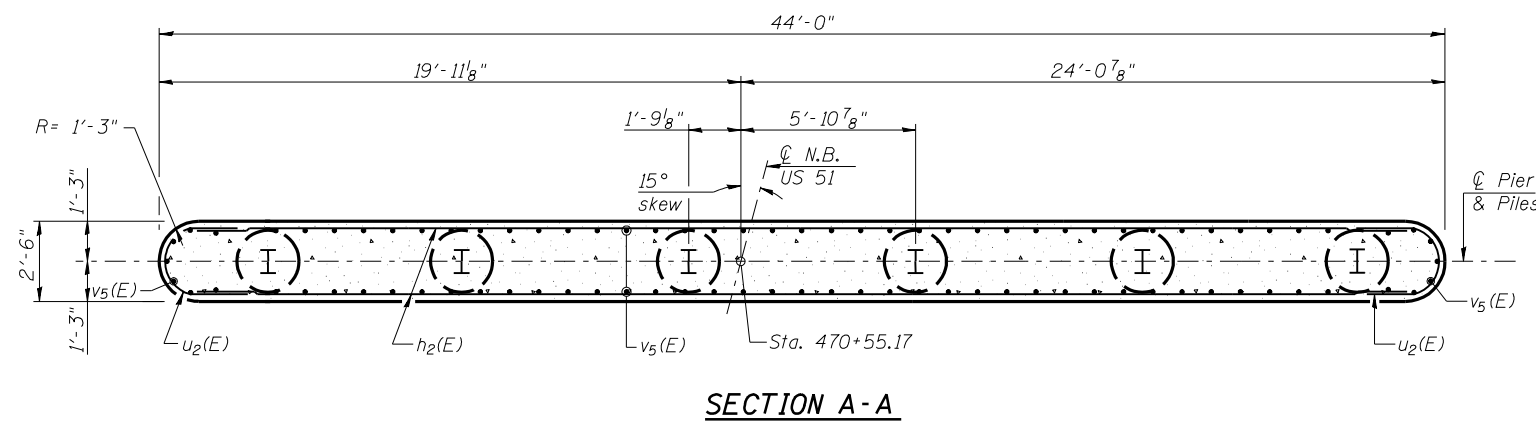
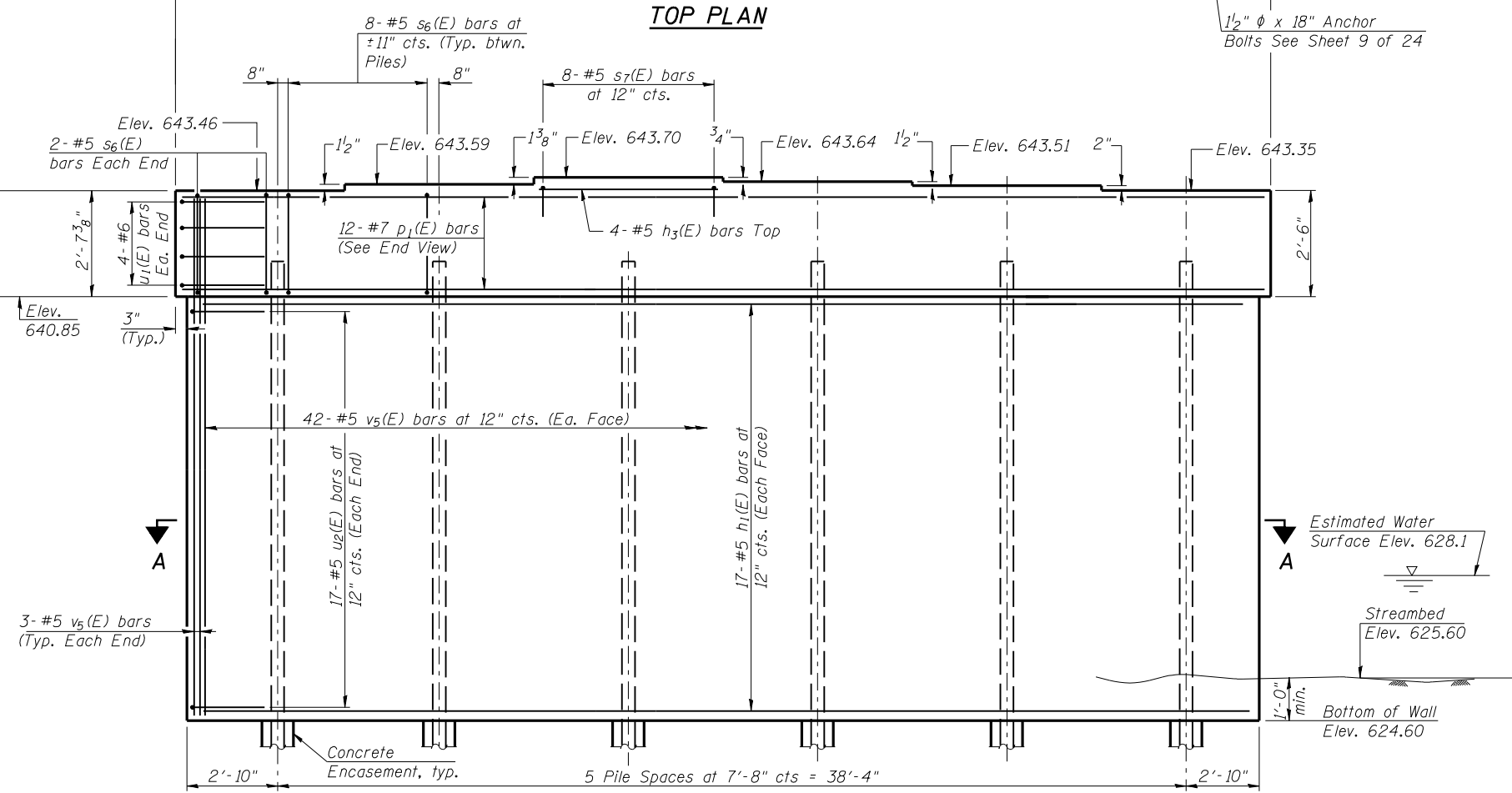
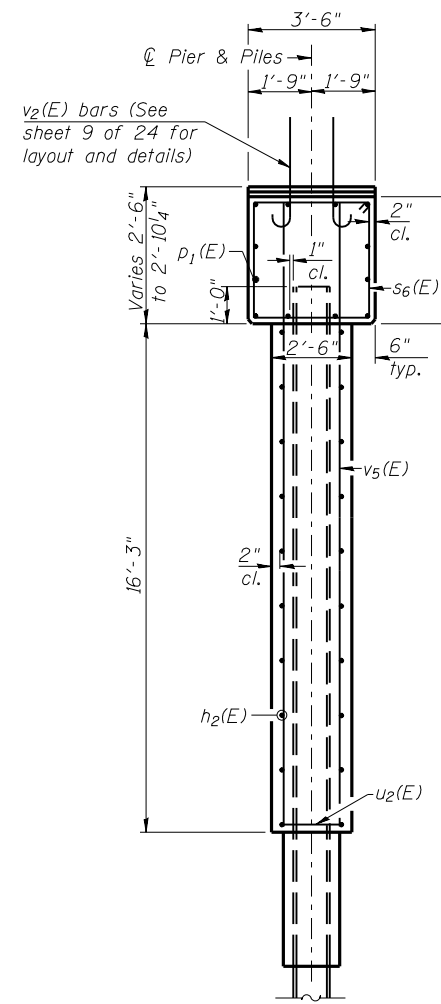
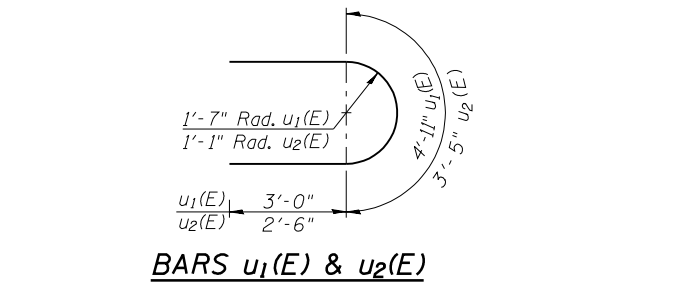
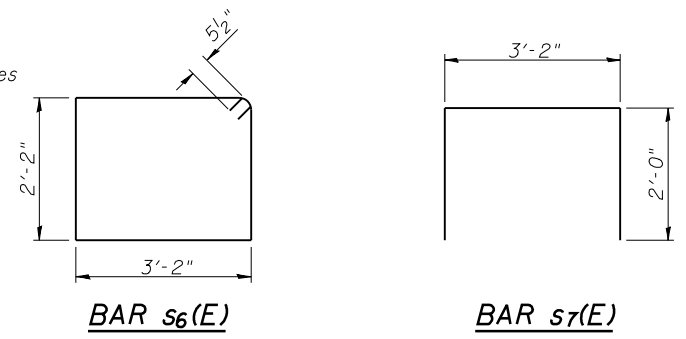
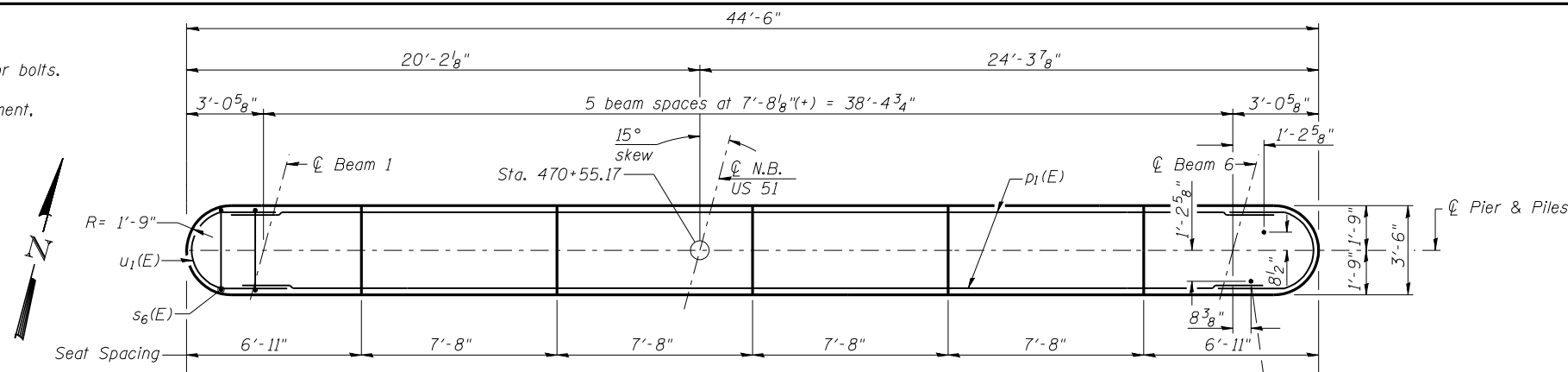
**PILE DATA**

Type: Steel HP12x63 with Pile Shoes  
 Nominal Required Bearing: 497 k  
 Allowable Resistance Available: 158 ft  
 Est. Length: 66 ft  
 No. Production Piles: 5  
 No. Test Piles: 1

USER NAME =	DESIGNED - KMB	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - JMD	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

F.A.P. RTE. = 322	SECTION = 11-13	COUNTY = CHRISTIAN	TOTAL SHEETS = 437	SHEET NO. = 194
CONTRACT NO. 72961			ILLINOIS FED. AID PROJECT	

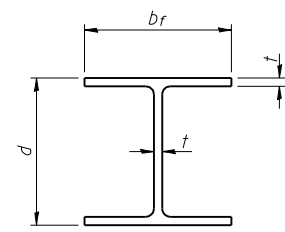
Notes:  
 Space reinforcement in cap to miss anchor bolts.  
 Four steps monolithically with cap.  
 For details of piles and Concrete Encasement,  
 see sheet 20 of 24.



**PILE DATA**  
 Type: Steel HPI2x63 with Pile Shoes  
 Nominal Required Bearing: 497 k  
 Allowable Resistance Available: 158 k  
 Est. Length: 64 ft  
 No. Production Piles: 6  
 No. Test Piles: 0

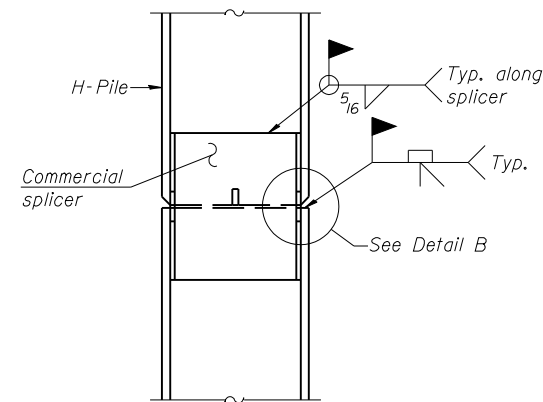
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h2(E)	34	#5	41'-6"	—
h3(E)	4	#5	7'-4"	—
p1(E)	12	#7	41'-0"	—
s6(E)	44	#5	11'-7"	⊠
s7(E)	8	#5	7'-2"	⊠
u1(E)	8	#6	10'-11"	⊂
u2(E)	34	#5	8'-5"	⊂
v2(E)	32	#8	4'-2"	⊂
v5(E)	90	#5	18'-0"	—
Concrete Structures		Cu. Yd.	80.6	
Reinforcement Bars, Epoxy Coated		Pound	5580	
Cofferdam Excavation		Cu. Yd.	2.5	
Furnishing Steel Piles HPI2x63		Foot	384	
Driving Piles		Foot	384	
Cofferdam (Type 1) - Location 2		Each	1	
Concrete Encasement		Cu. Yd.	2.1	
Pile Shoes		Each	6	

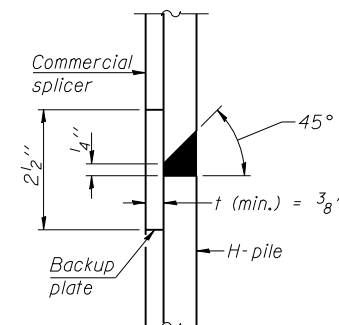


**STEEL PILE TABLE**

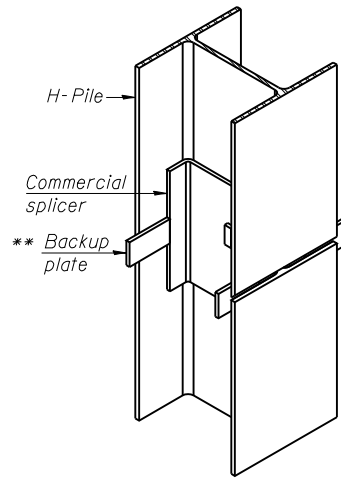
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



**ELEVATION**

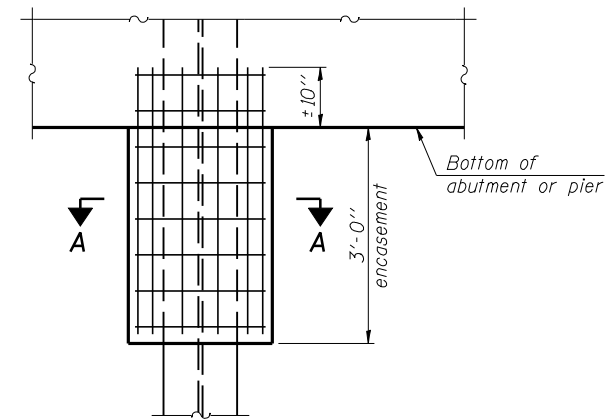


**DETAIL "B"**



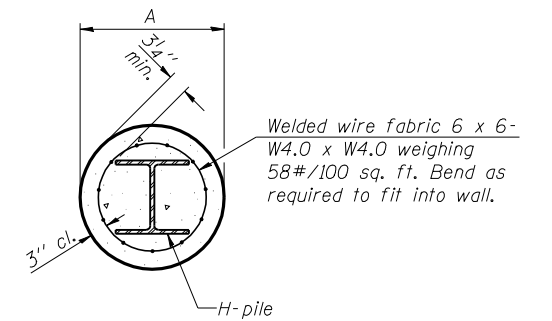
**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**



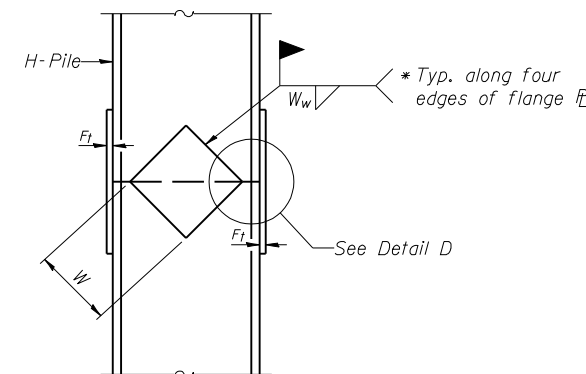
**ELEVATION**

**PILE ENCASEMENT**

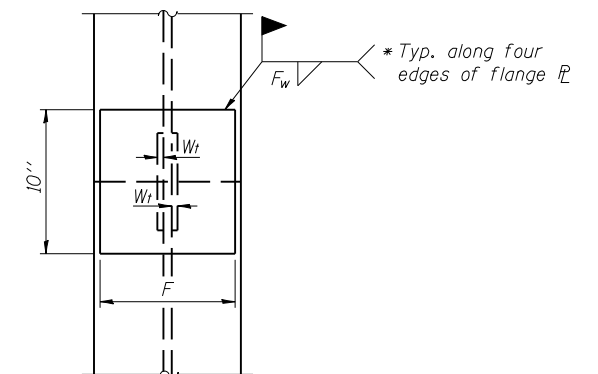


**SECTION A-A**

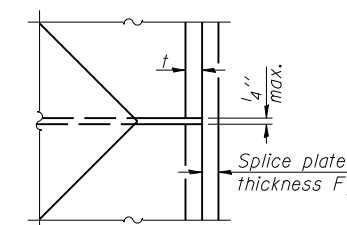
Note:  
Forms for encasement may be omitted when soil conditions permit.



**ELEVATION**



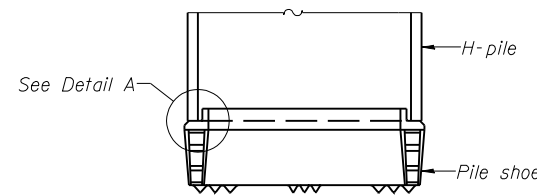
**END VIEW**



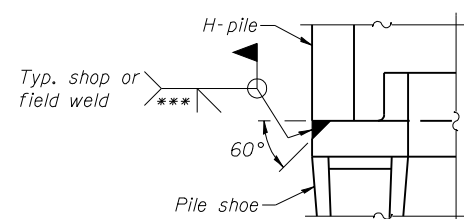
**DETAIL D**

**WELDED PLATE FIELD SPLICE**

Designation	F	F <sub>t</sub>	F <sub>w</sub>	W	W <sub>t</sub>	W <sub>w</sub>
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

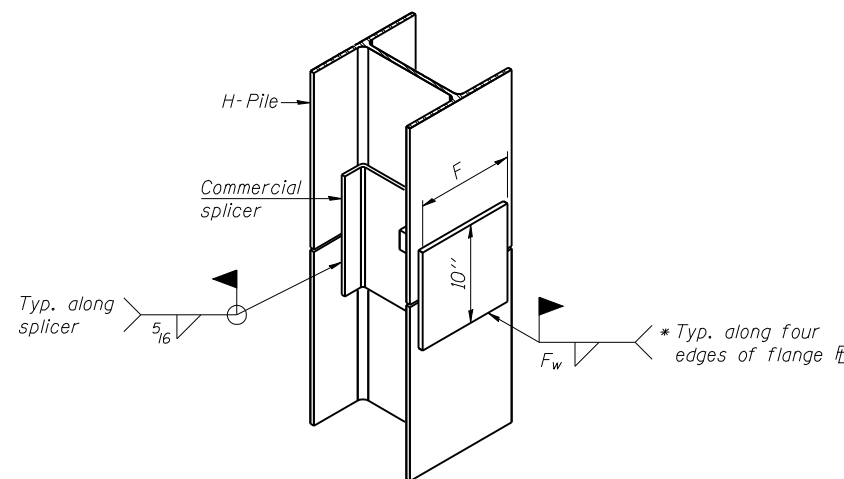


**ELEVATION**



**DETAIL A**

**H-PILE SHOE ATTACHMENT**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).

Note:  
The steel H-piles shall be according to AASHTO M270 Grade 50.

F-HP 7-1-10



USER NAME =	DESIGNED - KMB	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - JMD	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

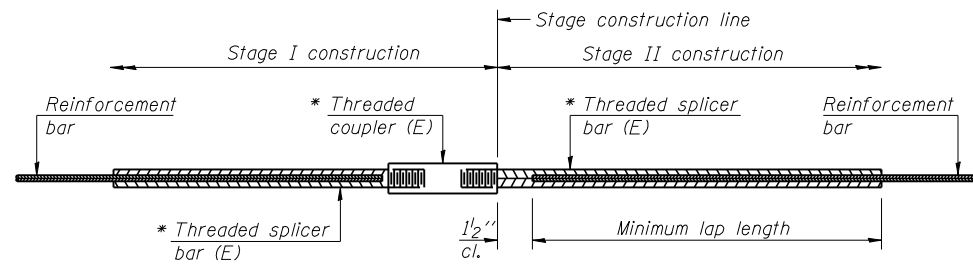
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**HP PILE DETAILS  
STRUCTURE NO. 011-0038**

SHEET NO. 20 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	196
CONTRACT NO. 72961			ILLINOIS FED. AID PROJECT	





**STANDARD BAR SPLICER ASSEMBLY**

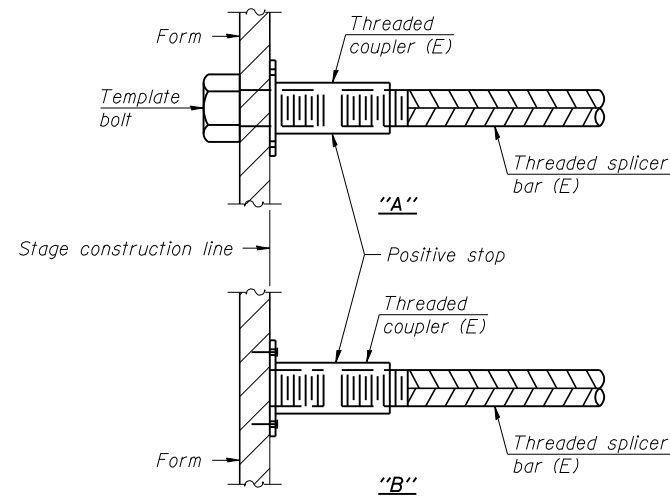
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1/2" + thread length

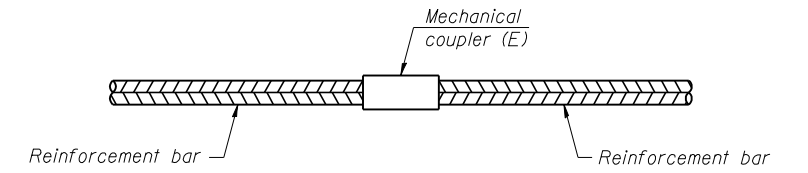
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



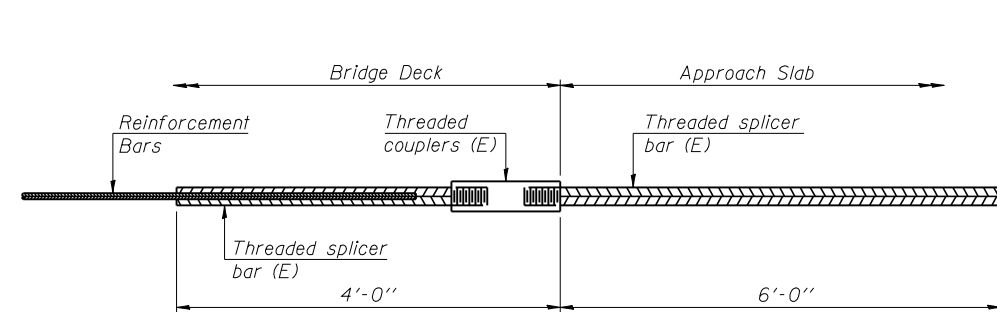
**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.  
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
 (E) : Indicates epoxy coating.



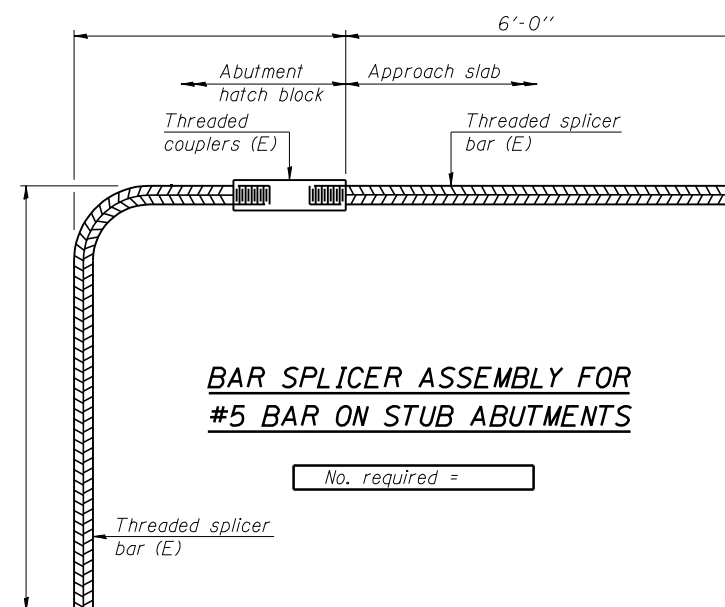
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required = 88



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
 All reinforcement shall be lapped and tied to the splicer bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
 See special provision for Mechanical Splicers.  
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

7-1-10



USER NAME =	DESIGNED - KMB	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - JMD	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
STRUCTURE NO. 011-0038

SHEET NO. 21 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	11-13	CHRISTIAN	437	197
CONTRACT NO. 72961				ILLINOIS FED. AID PROJECT



SOIL BORING LOG

ROUTE FAP 322 (US 51) DESCRIPTION over Main Drainage Ditch LOGGED BY M. Tappan  
SECTION 11-10 LOCATION SW 1/4, SEC. 24, TWP. 12 N, RNG. 1 E, 3 PM  
COUNTY Christian DRILLING METHOD HSA HAMMER TYPE 140 # Auto

Table with columns for Soil Description, Depth (ft), and SPT values (Blow Count, Penetration, etc.). Includes soil types like Brown and Dark Grey Moist Silty Clay, Brown and Grey Moist CLAY LOAM (Till), etc.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE FAP 322 (US 51) DESCRIPTION over Main Drainage Ditch LOGGED BY M. Tappan  
SECTION 11-10 LOCATION SW 1/4, SEC. 24, TWP. 12 N, RNG. 1 E, 3 PM  
COUNTY Christian DRILLING METHOD HSA HAMMER TYPE 140 # Auto

Table with columns for Soil Description, Depth (ft), and SPT values. Includes soil types like Grey Moist CLAY LOAM (Till), Grey Crystalline LIMESTONE, etc.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE FAP 322 (US 51) DESCRIPTION over Main Drainage Ditch LOGGED BY M. Tappan  
SECTION 11-10 LOCATION SW 1/4, SEC. 24, TWP. 12 N, RNG. 1 E, 3 PM  
COUNTY Christian DRILLING METHOD HSA HAMMER TYPE 140 # Auto

Table with columns for Soil Description, Depth (ft), and SPT values. Includes soil types like Brown and Grey Moist SILTY CLAY, Grey Moist CLAY LOAM (Till), etc.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)

(Sheet 1 of 3)



Table with columns: USER NAME, FILE NAME, PLOT SCALE, PLOT DATE, DESIGNED, CHECKED, DRAWN, CHECKED, REVISED, REVISIONS.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS  
STRUCTURE NO. 011-0038

SHEET NO. 22 OF 24 SHEETS

Table with columns: F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



SOIL BORING LOG

Page 2 of 2
Date 7/23/03

ROUTE FAP 322 (US 51) DESCRIPTION over Main Drainage Ditch LOGGED BY M. Tappan
SECTION 11-10 LOCATION SW 1/4, SEC. 24, TWP. 12 N, RNG. 1 E, 3 PM
COUNTY Christian DRILLING METHOD HSA HAMMER TYPE 140 # Auto

Table with columns for Soil Description, Depth (ft), Blows (B), Unconfined Compressive Strength (UCS) in tsf, and Moisture Content (M) in %. Includes soil types like Grey Moist CLAY LOAM (Till), Washed, Grey Medium Grained Dirty SANDY GRAVEL, and Grey Crystalline LIMESTONE.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 2
Date 3/11/91

ROUTE FAP 322 (US 51) DESCRIPTION over Main Drainage Ditch LOGGED BY K. Winschief
SECTION 11-10 LOCATION SW 1/4, SEC. 24, TWP. 12 N, RNG. 1 E, 3 PM
COUNTY Christian DRILLING METHOD HSA HAMMER TYPE 140 # Auto

Table with columns for Soil Description, Depth (ft), Blows (B), UCS in tsf, and Moisture Content (M) in %. Includes soil types like Dark Brown Mottled SILTY CLAY, Medium to Coarse Brown SAND, Grey SANDY CLAY LOAM (Till), Grey Brown Mottled CLAY LOAM, Brown Grey Mottled CLAY LOAM, Coarse Brown SAND Free Water, Grey SILT, and Medium to Coarse Brown SAND.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2
Date 3/11/91

ROUTE FAP 322 (US 51) DESCRIPTION over Main Drainage Ditch LOGGED BY K. Winschief
SECTION 11-10 LOCATION SW 1/4, SEC. 24, TWP. 12 N, RNG. 1 E, 3 PM
COUNTY Christian DRILLING METHOD HSA HAMMER TYPE 140 # Auto

Table with columns for Soil Description, Depth (ft), Blows (B), UCS in tsf, and Moisture Content (M) in %. Includes soil types like Grey SANDY CLAY LOAM (Till), Grey CLAY LOAM (Till), and Boring Completed notes.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

(Sheet 2 of 3)



Table with columns for USER NAME, FILE NAME, PLOT SCALE, PLOT DATE, DESIGNED, CHECKED, DRAWN, and REVISED, with values like KMB, MTH, JMD, MTH.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 011-0038

SHEET NO. 23 OF 24 SHEETS

Table with columns for F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO. Values include 322, 11-13, CHRISTIAN, 437, 199, and 72961.

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