

10-34HB

# STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS AND BUILDINGS DIVISION OF HIGHWAYS PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FEDERAL AID ROUTE NO.	SBC.	COUNTY	TOTAL SHEETS
EAL 57	10-34 HB	CHAMPAIGN	17
FED. ROAD DIST. NO. 7 ILLINOIS			PROJECT 1-57-5

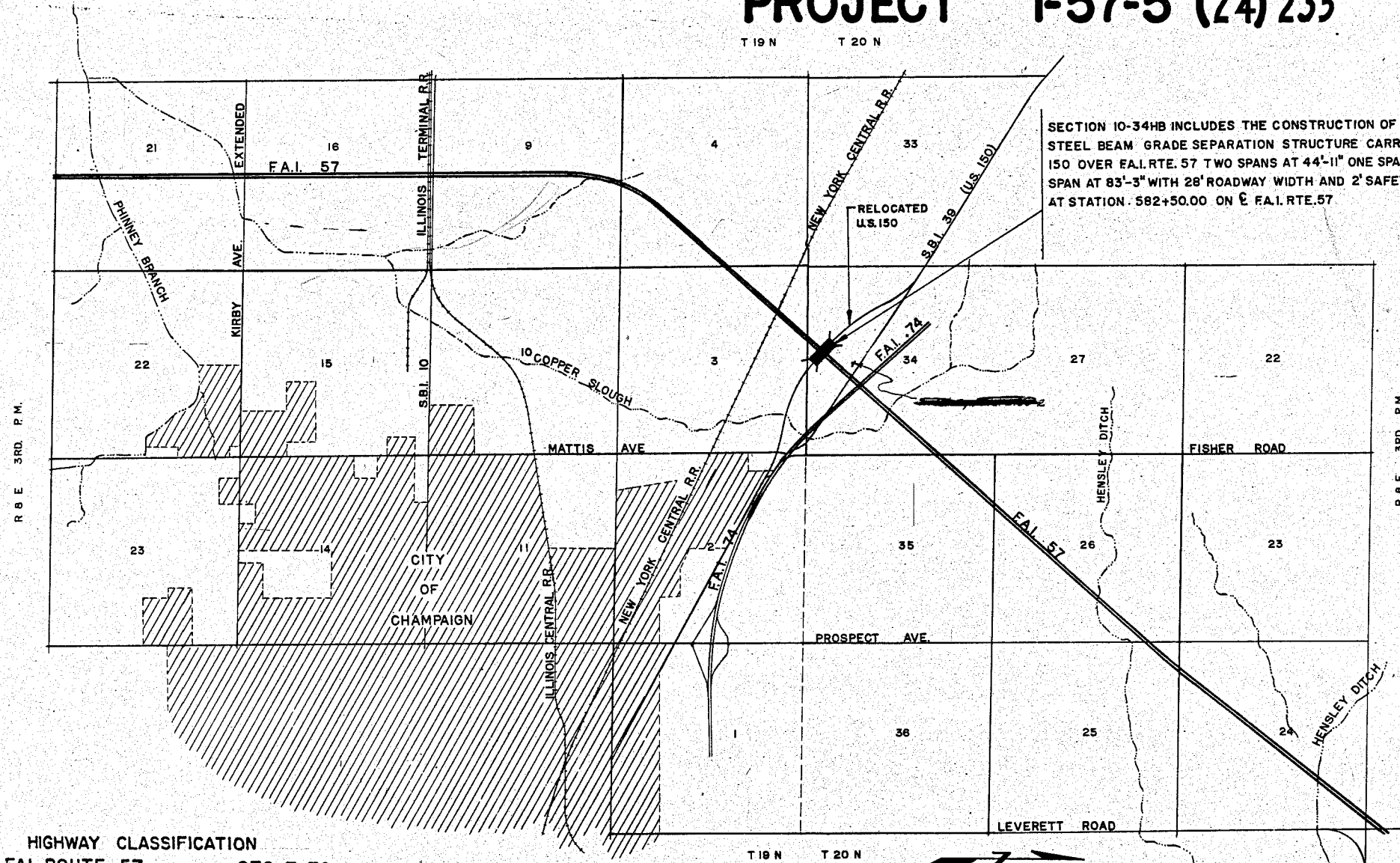
INDEX OF SHEETS ON SHEET 3 OF 17 FOR SECTION 10-34HB

SCALES

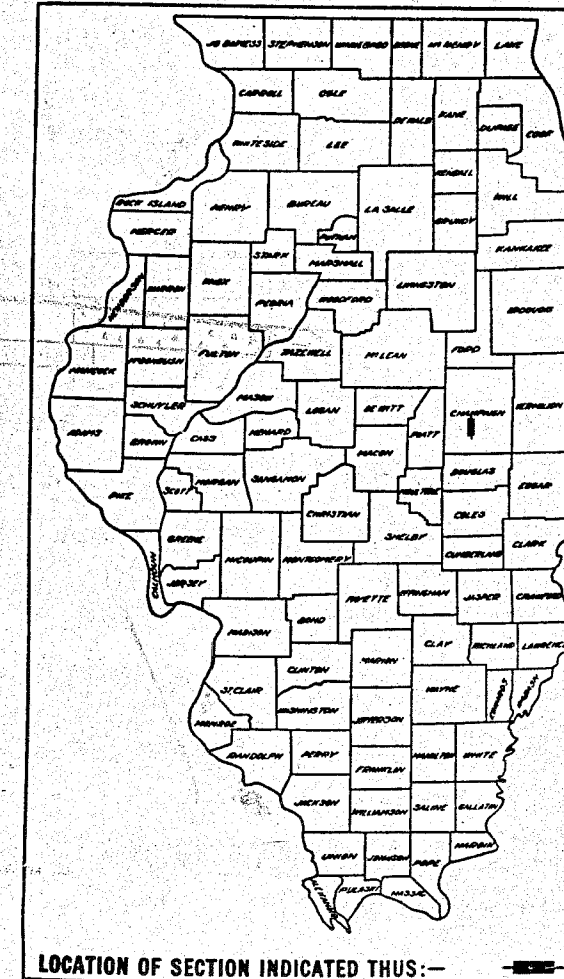
PLAN	1 INCH	100 FT.
PROFILE HOR.	1 INCH	100 FT.
PROFILE VERT.	1 INCH	10 FT.
CROSS-SECTIONS	1 INCH	5 FT.

## F.A.I. ROUTE 57 SEC. 10-34H B CHAMPAIGN COUNTY PROJECT 1-57-5 (24) 235

T 19 N T 20 N



SECTION 10-34HB INCLUDES THE CONSTRUCTION OF ONE 4-SPAN CONTINUOUS STEEL BEAM GRADE SEPARATION STRUCTURE CARRYING RELOCATED U.S. RTE. 150 OVER F.A.I. RTE. 57 TWO SPANS AT 44'-11" ONE SPAN AT 81'-10" AND ONE SPAN AT 83'-3" WITH 28' ROADWAY WIDTH AND 2' SAFETY WALKS EACH SIDE AT STATION 582+50.00 ON E F.A.I. RTE. 57.



HIGHWAY CLASSIFICATION  
 FAI ROUTE 57.....970-T-70  
 FAI ROUTE 74.....1550-T-70  
 SBI ROUTE 39(U.S. 150) . 190-M-50

NET LENGTH OF SECTION ~ =0.00 FEET =0.00 MILES  
 NET LENGTH OF PROJECT ~ =0.00 FEET =0.00 MILES

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

SUBMITTED: *January 7, 1963*  
*J. J. Coyne* PROJECT ENGINEER

EXAMINED: *April 17, 1963*  
*Clifford Russell* CHIEF ENGINEER

PASSED: *April 17, 1963*  
*E. J. ...* CHIEF OF DISTRICT

APPROVED: *April 17, 1963*  
*James P. ...* DIRECTOR

CLARK, DAILY, DIETZ AND ASSOCIATES  
 211 N. RACE ST., URBANA, ILL.  
*Engel J. ...*  
 GENERAL MANAGER

DEPARTMENT OF COMMERCE  
 BUREAU OF PUBLIC ROADS

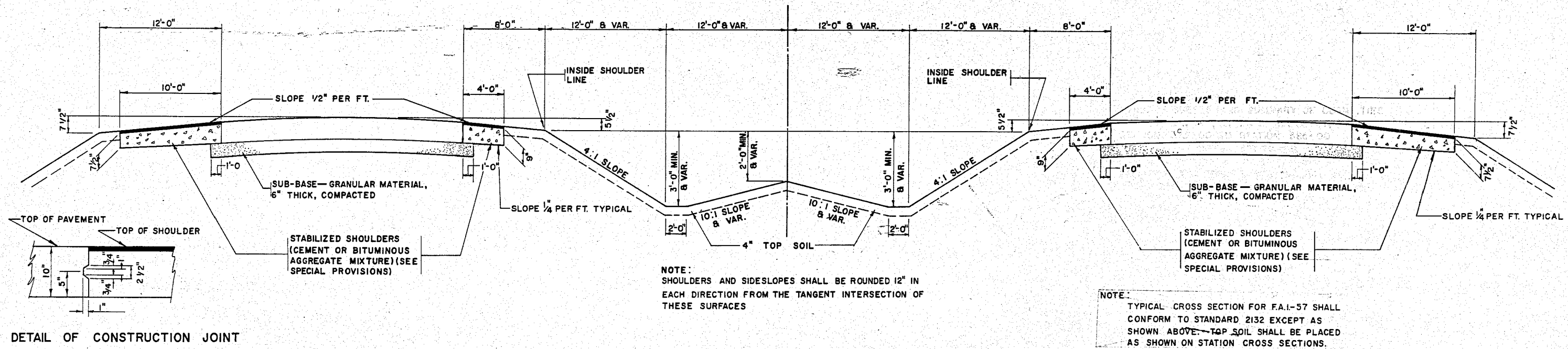
APPROVED  DATE

DIVISION ENGINEER

JOB NO. 22975

1 TYPICAL CROSS SECTION F. A. I.- 57 MEDIAN AND SHOULDERS

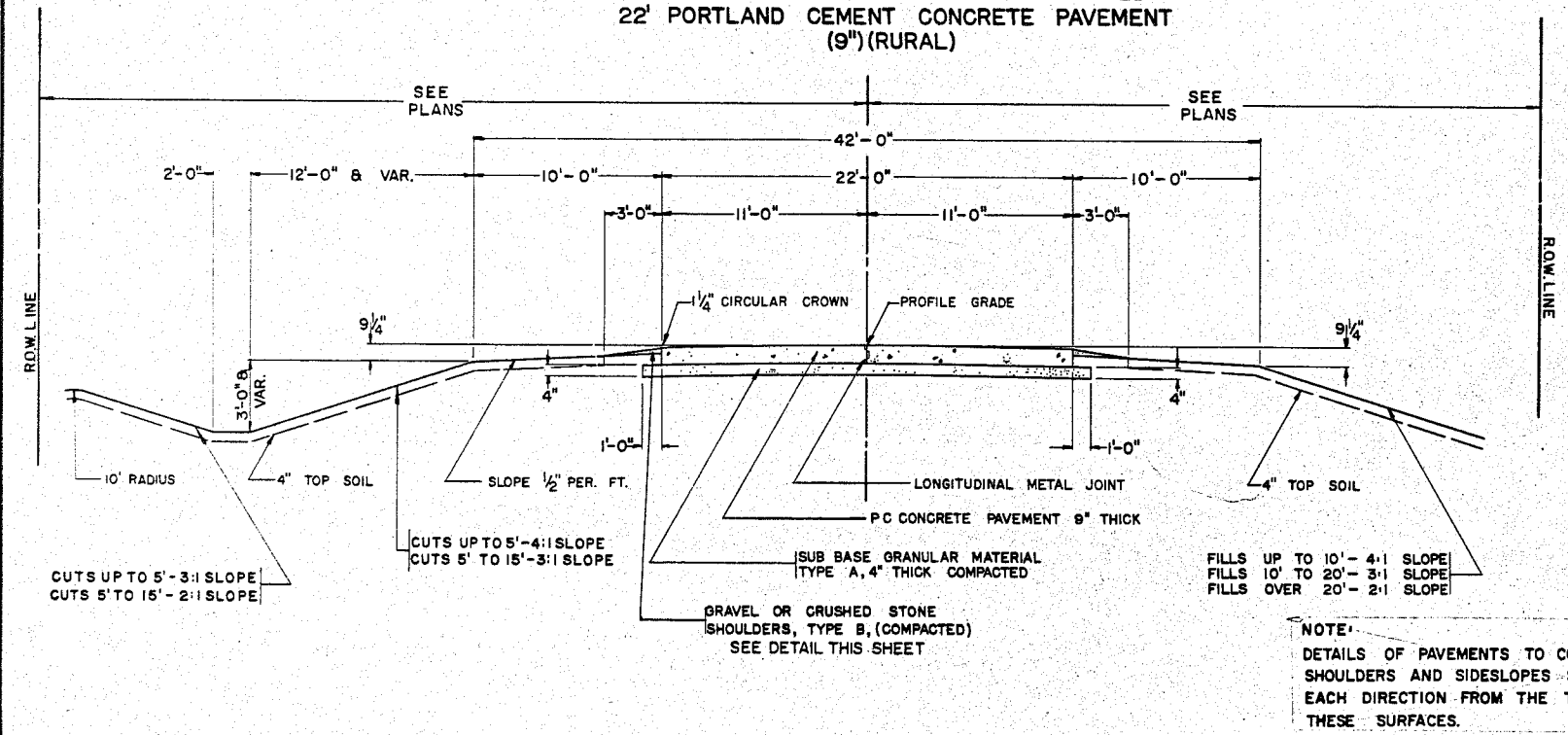
ROUTE NO.	SECTION	SHEET	TOTAL SHEETS
FAL-57	1034HB CHAMPAIGN	17	2
RD. ROAD DIST. NO. 7	KONS.	PROJ.	



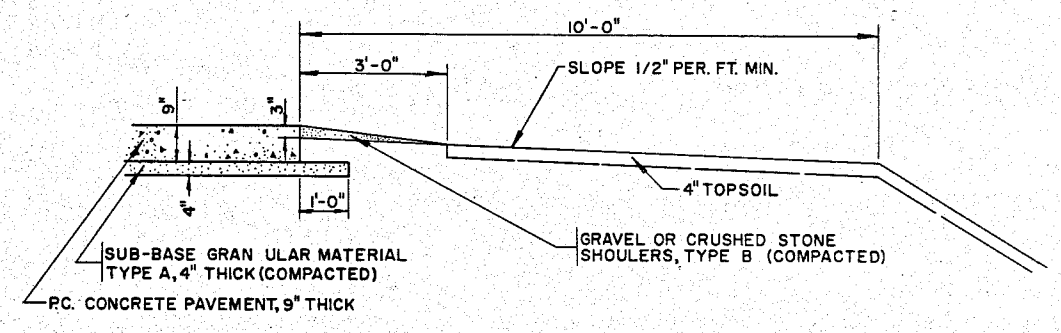
THE NOMINAL THICKNESSES FOR SUB-BASE GRANULAR MATERIAL AND STABILIZED SHOULDERS, BASE AND SURFACE COURSES ARE SHOWN ON THE TYPICAL SECTIONS, STANDARDS, SCHEDULES OR SPECIAL DETAILS. THE CONSTRUCTED THICKNESS OF THE ABOVE ITEMS SHALL NOT BE LESS THAN 90 PERCENT OF THE NOMINAL THICKNESS AT ANY LOCATION.

THIS SHEET FOR INFORMATIONAL PURPOSES ONLY

TYPICAL CROSS SECTION OF PROPOSED 22' PORTLAND CEMENT CONCRETE PAVEMENT (9") (RURAL)



DETAIL OF GRAVEL OR CRUSHED STONE SHOULDERS, TYPE B



DESIGNED BY: DATE: CHECKED BY: DATE: IN CHARGE

INDEX OF SHEETS

<u>SHEET NO</u>	<u>TITLE</u>
1.	COVER SHEET
2.	TYPICAL SECTIONS
3.	INDEX OF SHEETS AND SUMMARY OF QUANTITIES
4.	PLAN AND PROFILE, F.A.I. ROUTE 57, STATION 575+00 TO STATION 585+00
5.	PLAN AND PROFILE, RELOCATED U.S. ROUTE 150 STATION 150+00 TO STATION 165+00
6-13	BRIDGE PLANS, BRIDGE STATION 582+50.00
14-15	CROSS SECTIONS, RELOCATED U.S. ROUTE 150 STATION 154+00 TO STATION 161+00
16	STANDARDS 2113, 2114
17	STANDARD 1909-3

~~None~~

SUMMARY OF QUANTITIES

<u>QUANTITY</u>	<u>UNIT</u>	<u>ITEM</u>	<u>CODE NUMBER</u>
22,500	CU. YDS.	BORROW EXCAVATION	013001
205	CU. YDS.	CLASS A EXCAVATION FOR STRUCTURES	050001
469.1	CU. YDS.	CLASS X CONCRETE	052003
1020	SQ. YDS.	PROTECTIVE COAT	052021
254,315	LBS.	FURNISHING AND ERECTING STRUCTURAL STEEL	054001
513	LIN. FT.	FURNISHING AND ERECTING METAL HANDRAIL	055001
68,561	LBS.	REINFORCEMENT BARS	059001
175	LIN. FT.	FURNISHING CREOSOTED PILES, UP TO 20 FEET	060004
175	LIN. FT.	DRIVING TIMBER PILES	060008
480	LIN. FT.	DRIVING CONCRETE PILES	060043
480	LIN. FT.	FURNISHING CONCRETE PILES	060044
2	EACH	TEST PILE CONCRETE	060047
2	EACH	NAME PLATES	061001
440	SQ. YDS.	SLOPE WALL, 4"	083002
1	L.S.	BRIDGE SEAT SEALANT	201023

DESIGNED BY  
BDS

DRAWN BY  
BDS

CHECKED BY  
CBP

DATE  
10-15-62

DATE  
10-16-62

BY  
MFT

DATE	
BY	
PLANNING	
DESIGN	
CHECKED	
APPROVED	
DATE	
BY	
NOTE	
NO.	

DATE	
BY	
PROFILE	
DESIGNED	
CHECKED	
APPROVED	
DATE	
BY	
NOTE	
NO.	

ROUTE NO.	ACTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-57	10-34	CHAMPAIGN	17	4
STA. 575+00				TO STA. 583+00
TITLE SHEET				

NOTE: ITEMS THAT ARE BOXED-IN  PERTAIN TO SECTION 10-34-HB

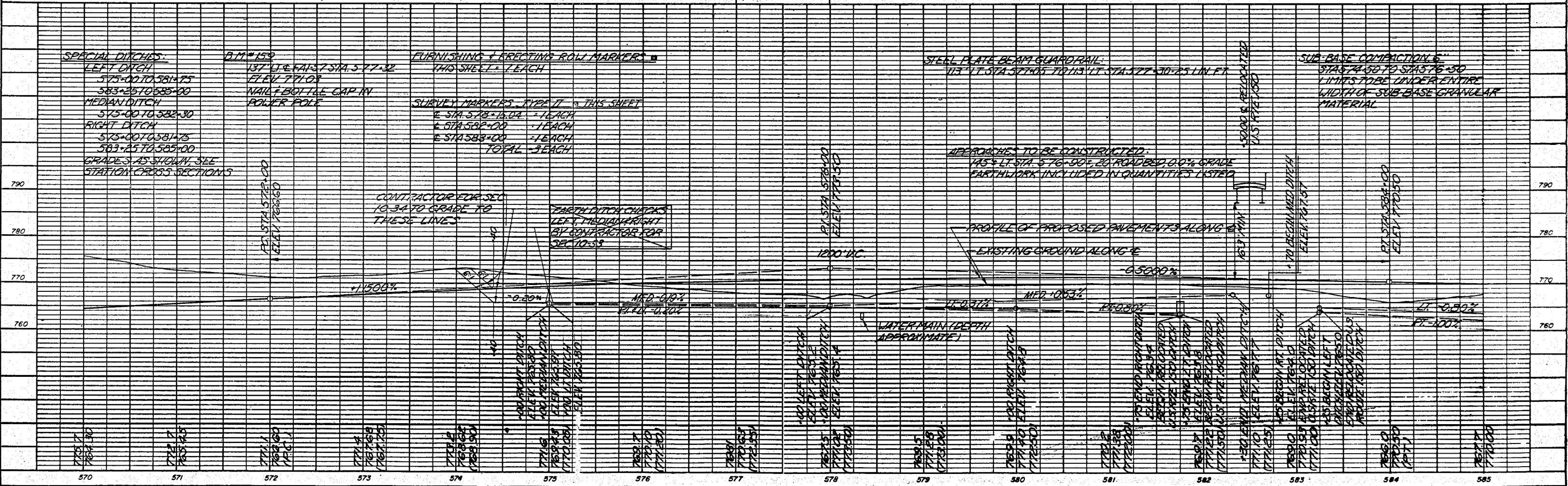
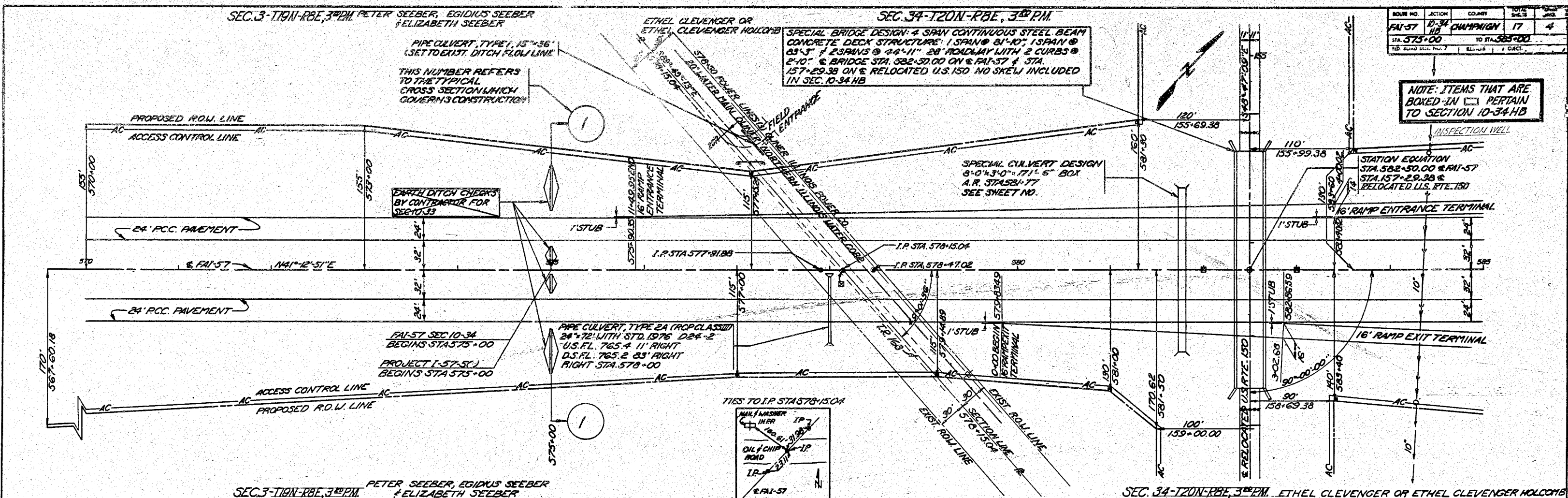
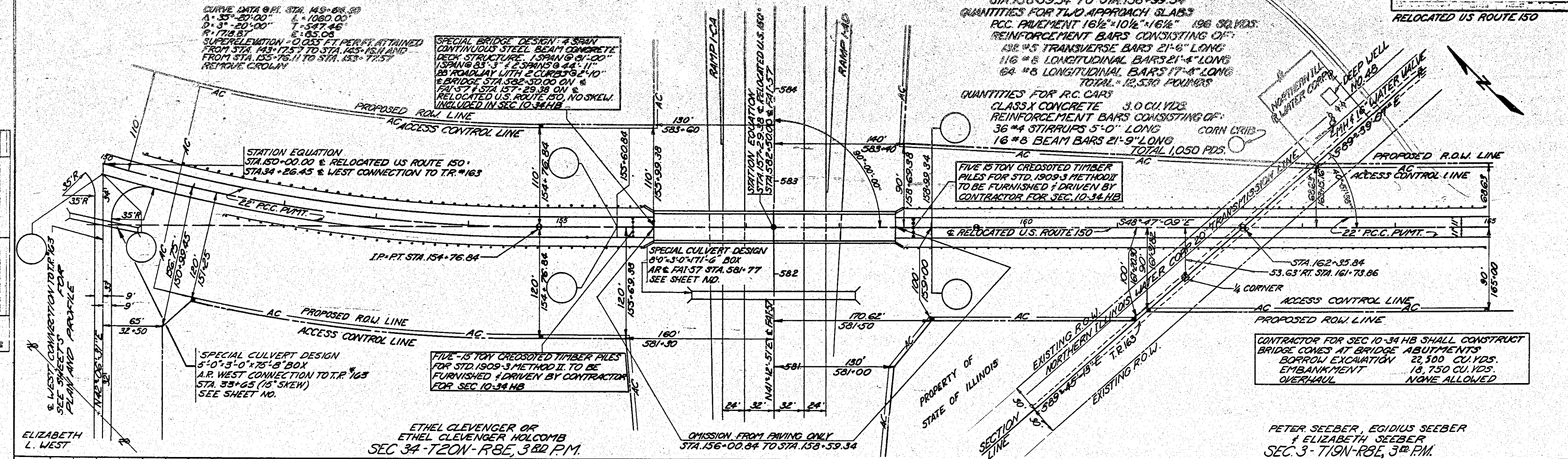


PLATE I - PLAN - PROFILE & E&M  
THE ENGINEERING CENTER

SEC. 34-720N-R8E, 3RD P.M.  
 ETHEL CLEVINGER OR ETHEL CLEVINGER HOLCOMB

ROUTE NO.	SECTION	COUNTY	TOWNSHIP	RANGE
150-00	10-34	CHAMPAIGN	17	5



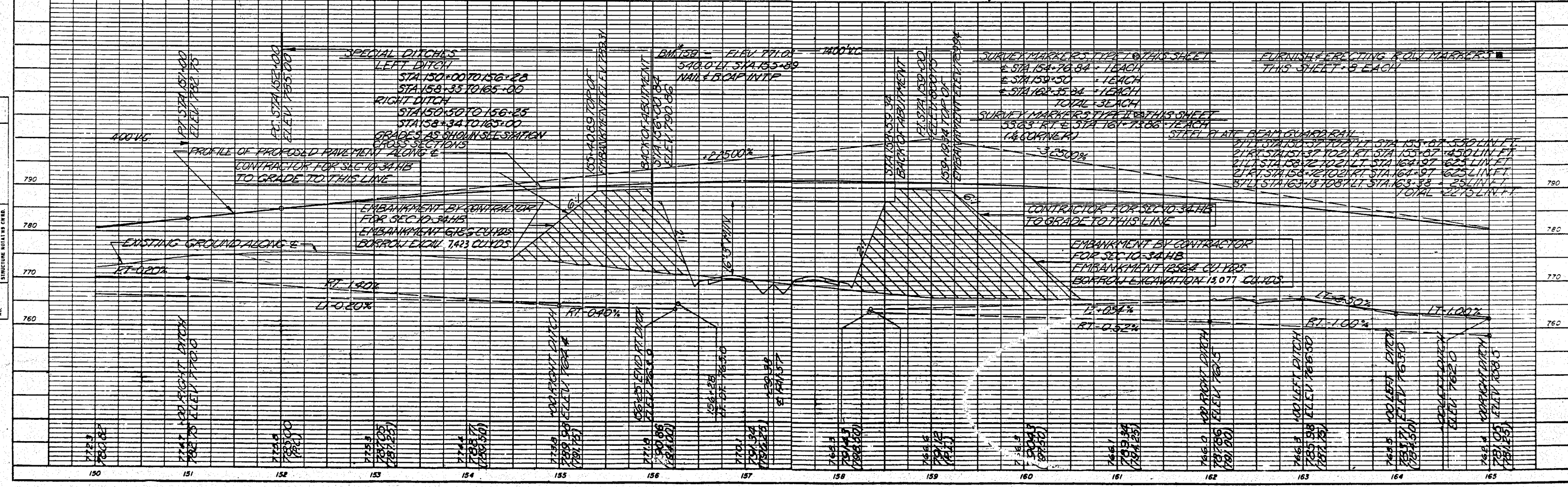
PLAN  
 DRAWING  
 REVISIONS  
 DATE

ELIZABETH L. WEST

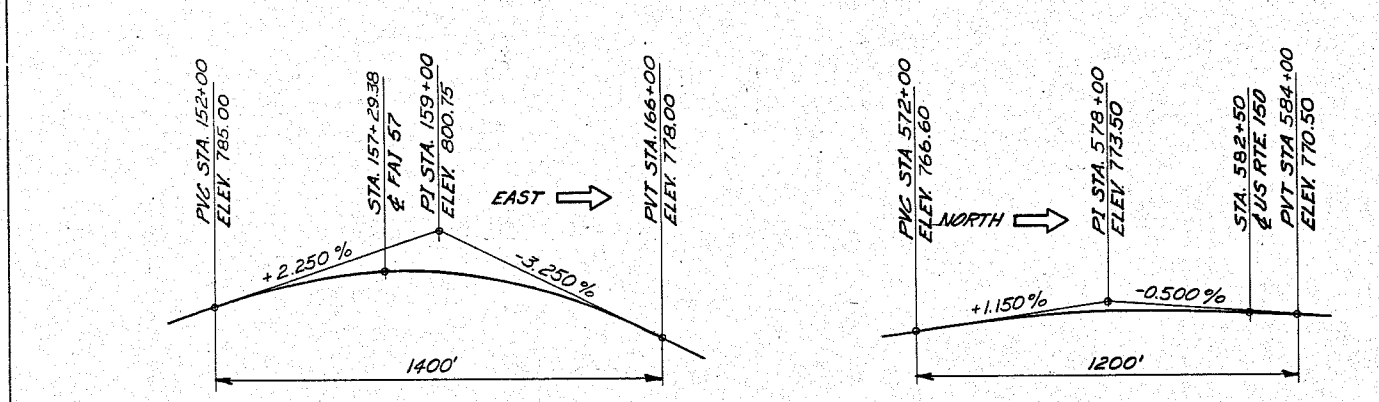
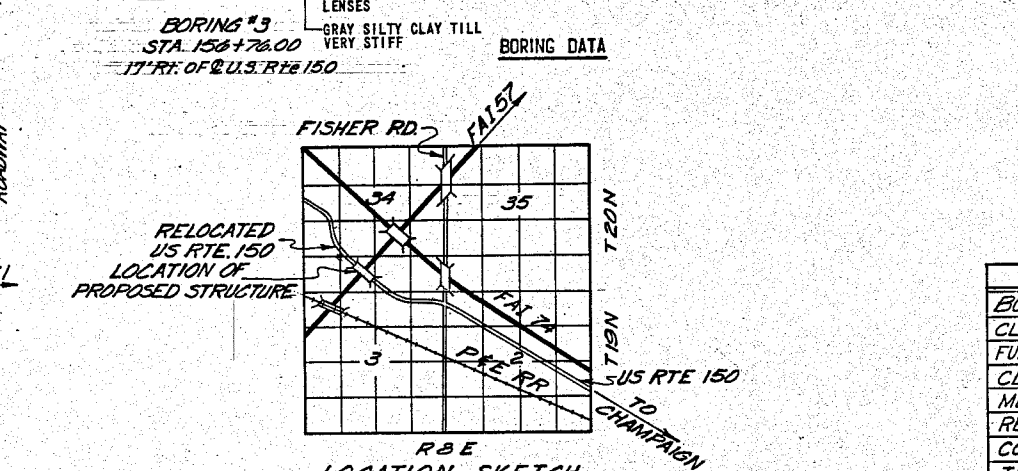
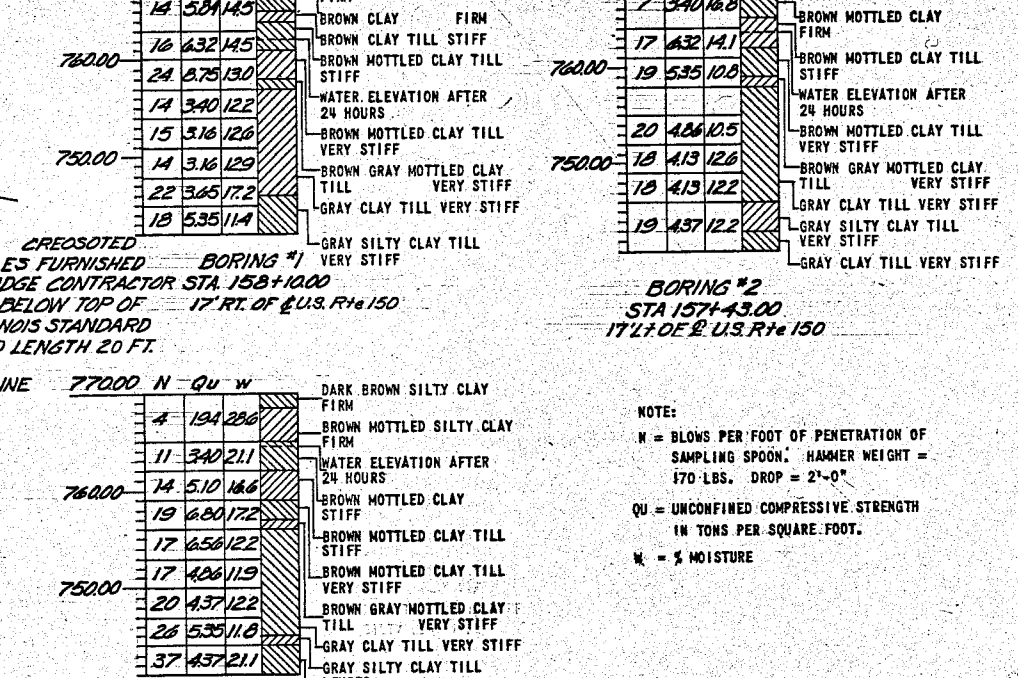
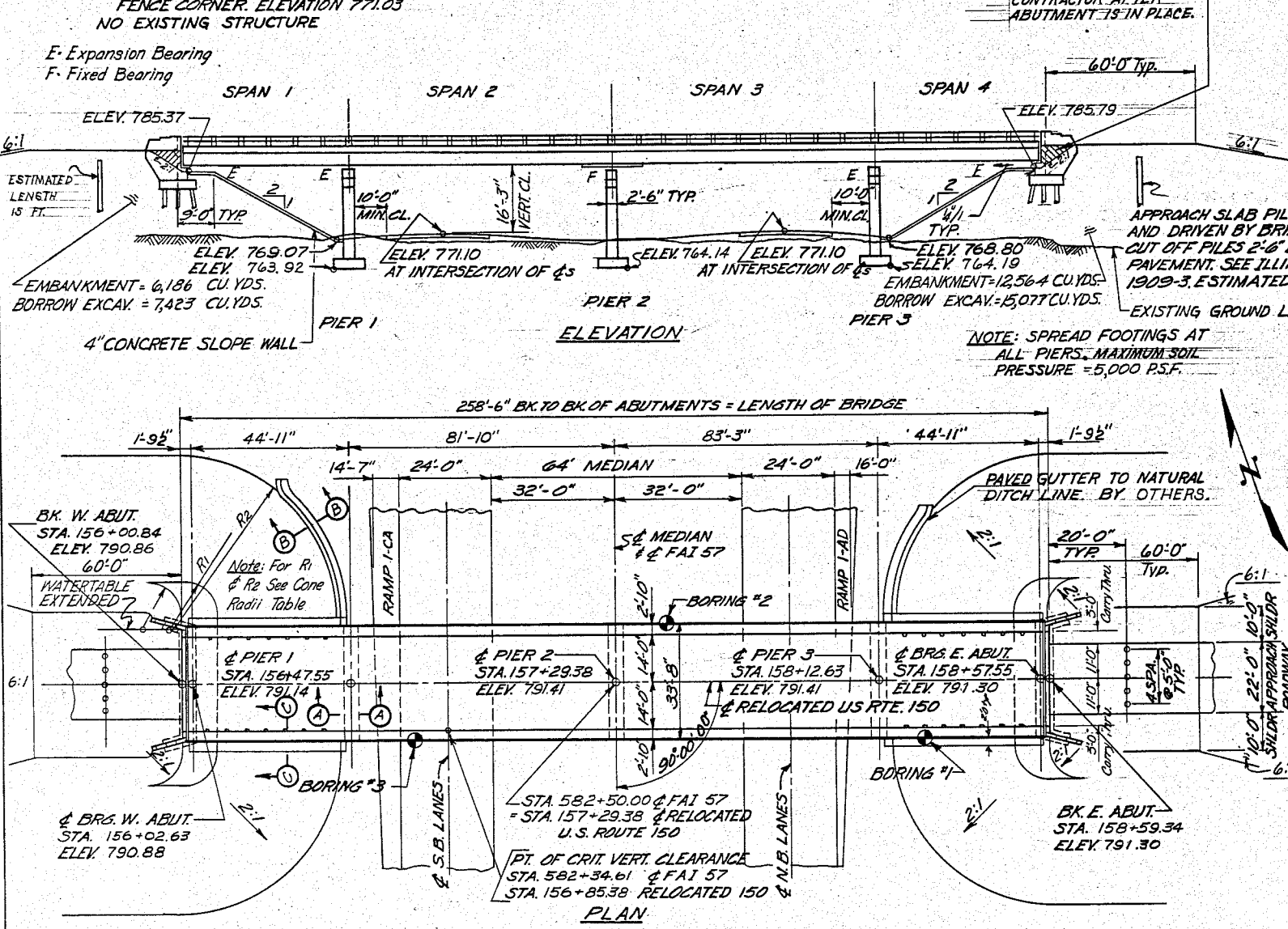
ETHEL CLEVINGER OR  
 ETHEL CLEVINGER HOLCOMB  
 SEC. 34-720N-R8E, 3RD P.M.

CONTRACTOR FOR SEC. 10-34 HB SHALL CONSTRUCT  
 BRIDGE COMES AT BRIDGE ABUTMENTS  
 BORROW EXCAVATION 22,300 CU. YDS.  
 EMBANKMENT 18,750 CU. YDS.  
 OVERHAUL NONE ALLOWED

PETER SEEBER, EGIDIUS SEEBER  
 & ELIZABETH SEEBER  
 SEC. 3-719N-R8E, 3RD P.M.

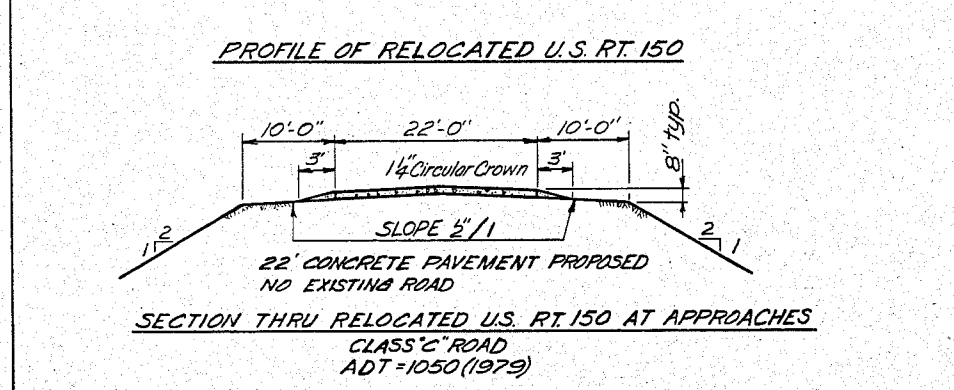
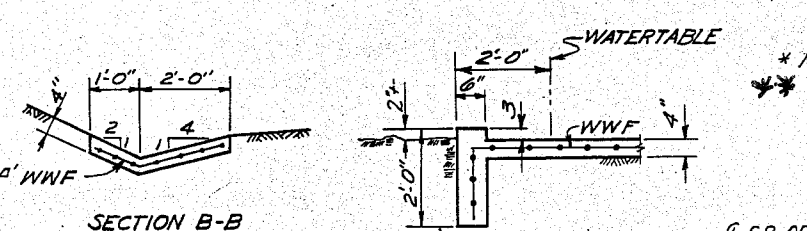


PROFILE  
 DRAWING  
 REVISIONS  
 DATE



CONE RADII TABLE

ABUTMENT	STATION	R1	R2
WEST	155+88.8	13'-0"	
	155+96.8	13'-0"	
	155+98.5		40'-0"
EAST	158+63.3	13'-0"	
	158+71.3		50'-6"

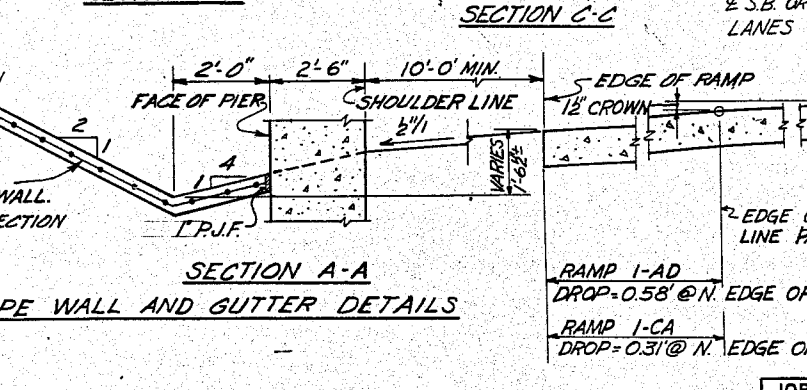


DESIGN STRESSES

$f_c = 1400$  psi  
 $f_s = 20,000$  psi (REINF)  
 $f_s = 20,000$  psi (STRUCT. A-36)  
 $n = 10$   
 $v = 75$  psi (FOOTINGS)  
 $\Delta = 1000$  (NON-COMP.)

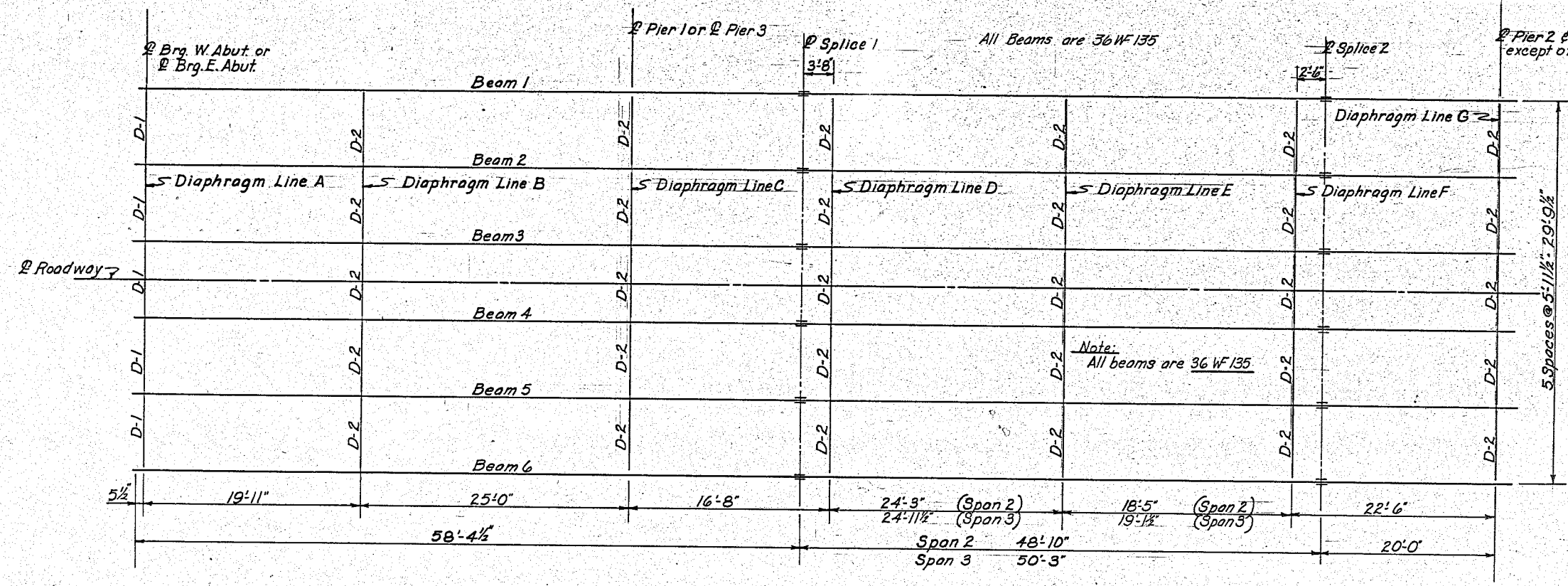
LOADING  
H20-S16-44

6 x 6-1/4 @ 58#/100° WWF INCLUDED IN COST OF SLOPE WALL. SLOPE BUTTER 0.5% IN DIRECTION OF NATURAL DRAINAGE.

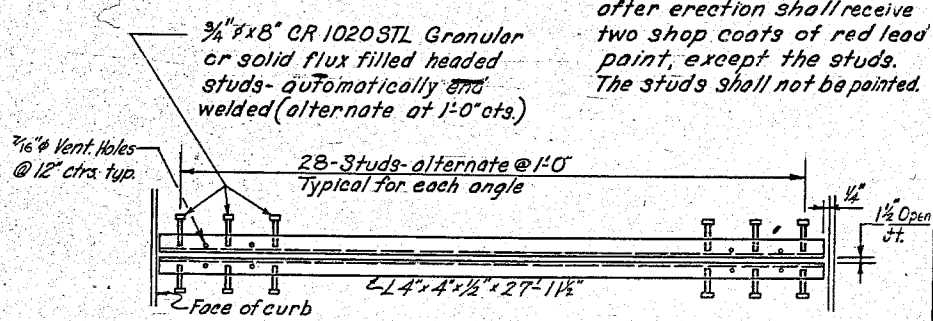


NO OVERHAUL WILL BE ALLOWED  
\*\* ABUTMENTS ONLY

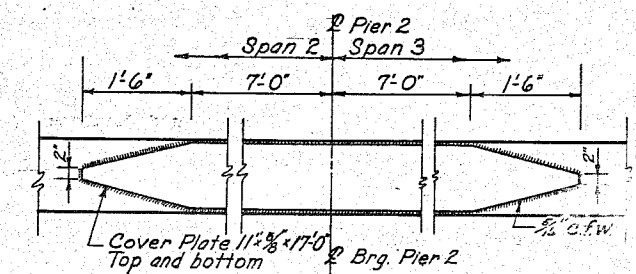
NO.	REVISION	BY	DATE
GENERAL PLAN AND ELEVATION			
SECTION 10-34HB		STATION 582+50.00	
F.A.I. RTE. 57		PROJECT I-57-5(24)235	
CHAMPAIGN COUNTY			
CLARK, DAILY, DIETZ AND ASSOCIATES			
CONSULTING ENGINEERS			
URBANA, ILLINOIS			
DESIGNED C.B.P.	SCALE AS NOTED	SHEET 1	
DRAWN R.C.M., B.D.S.	DATE 3-8-1961	OF 8	
CHECKED C.B.P.	JOB NO. 394-VII		



**Note:** The expansion device shall be fabricated to fit the roadway. All surfaces inaccessible after erection shall receive two shop coats of red lead paint, except the studs. The studs shall not be painted.

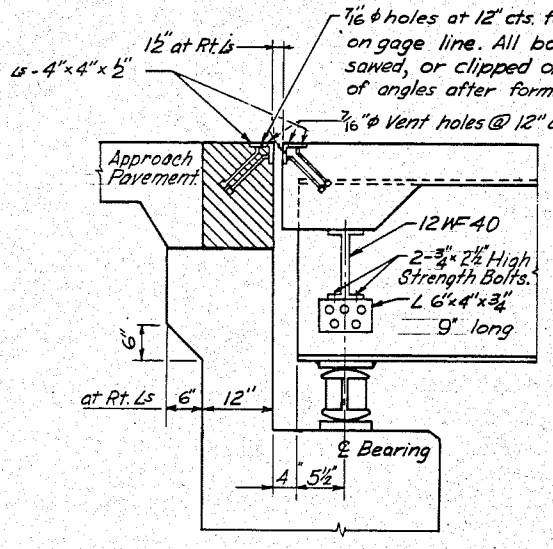


**DETAIL OF OPEN EXPANSION DEVICE AT ABUTMENTS**

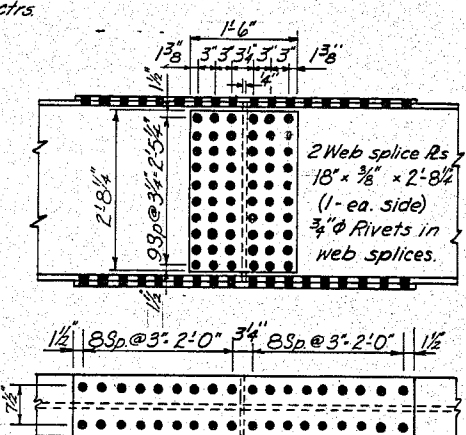


**COVER PLATE DETAILS**

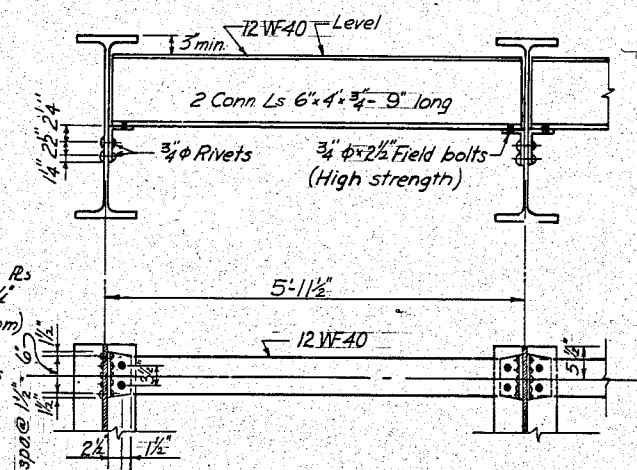
- SPECIAL NOTES:**
- Beams are not to be cambered for dead load deflection but advantage of natural camber is to be taken.
  - Anchor bolts shall be set before riveting cross frames over piers & abuts. See Art. 54.9(f) for setting of masonry bearing plates and anchor bolts.
  - All rockers, bearing plates, lead plates, anchor bolts, pintles and washers shall be fabricated, painted, and set in accordance with Art. 51.15 and are included for payment as Structural Steel.
  - Fill Plates: Place 3/4" thick fill plates with same length and width as bottom plates under each bearing of beams 3 and 4.



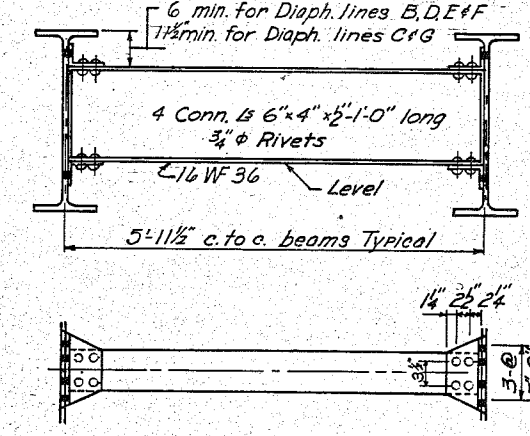
**DETAIL AT ABUTMENTS**



**SPLICE DETAIL 24 Req'd**



**DIAPHRAGM D-1 TO Req'd**



**DIAPHRAGM D-2 55 Req'd**

**BILL OF MATERIAL**

Item	Unit	Quantity
Structural Steel in Girders	Lbs	224
Structural Steel in Diaphragms	Lbs	1370
Structural Steel in Bearings	Lbs	932
Structural Steel in Exp Device	Lbs	1555
Structural Steel	Lbs	2043

**TOP OF BEAM ELEVATIONS**

Beam	@ Brg. W. Abut.	@ Pier 1	@ Splice 1	@ Splice 2	@ Pier 2	@ Splice 3	@ Splice 4	@ Pier 3	@ Brg. E. Abut.
1 & 6	790.08	790.34	790.42	790.56	790.61	790.67	790.65	790.62	790.50
2 & 5	790.19	790.45	790.53	790.67	790.72	790.78	790.76	790.73	790.61
3 & 4	790.25	790.51	790.59	790.73	790.78	790.84	790.82	790.79	790.67

**Note:** Elevations are to top of rolled beam flange, including locations where splice plates or cover plates are present. Beams are assumed straight between splices before D.L. deflection. D.L. deflection is not included.

**STEEL FRAMING PLAN**  
FAI RTE. 57 SEC. 10-34HB  
CHAMPAIGN COUNTY  
STA. 582+50.00

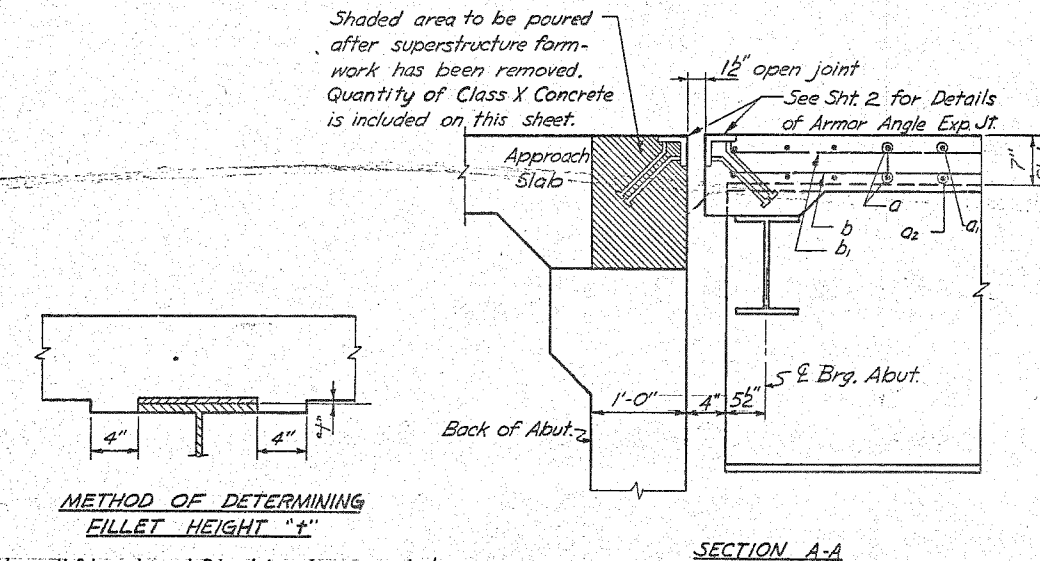
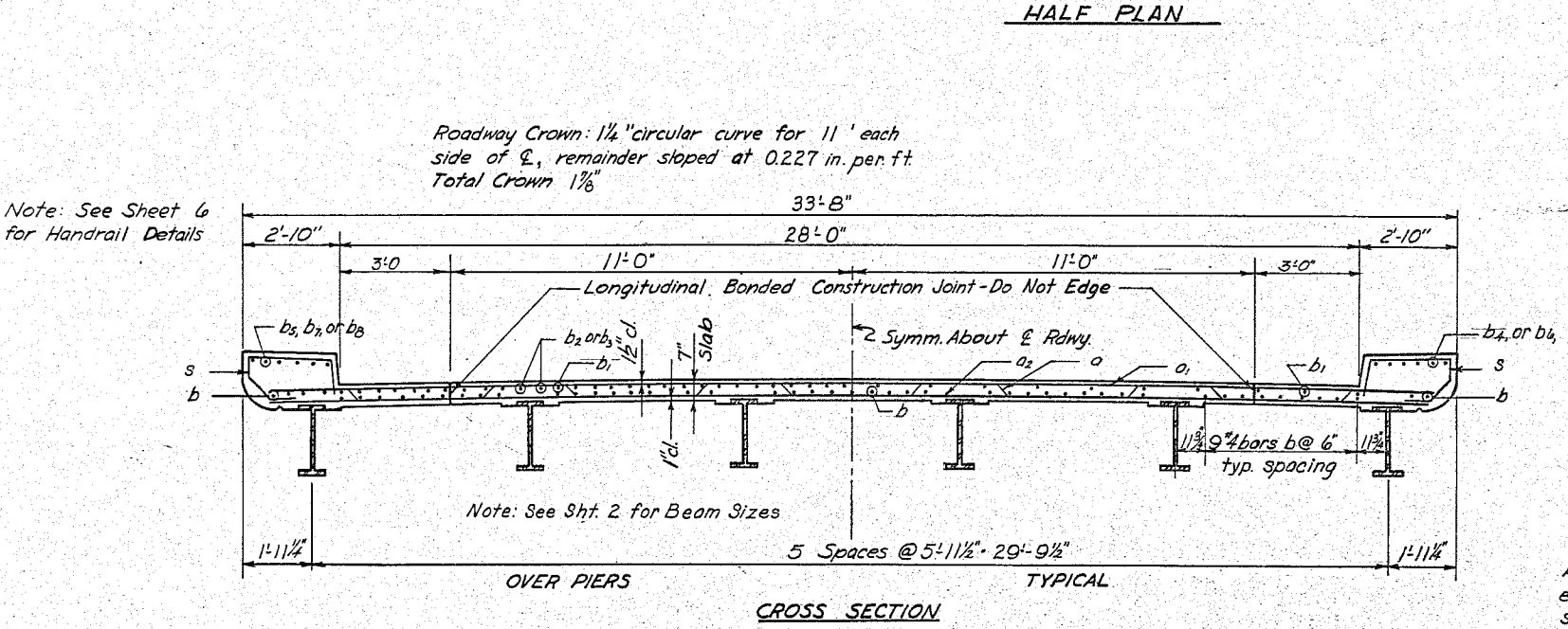
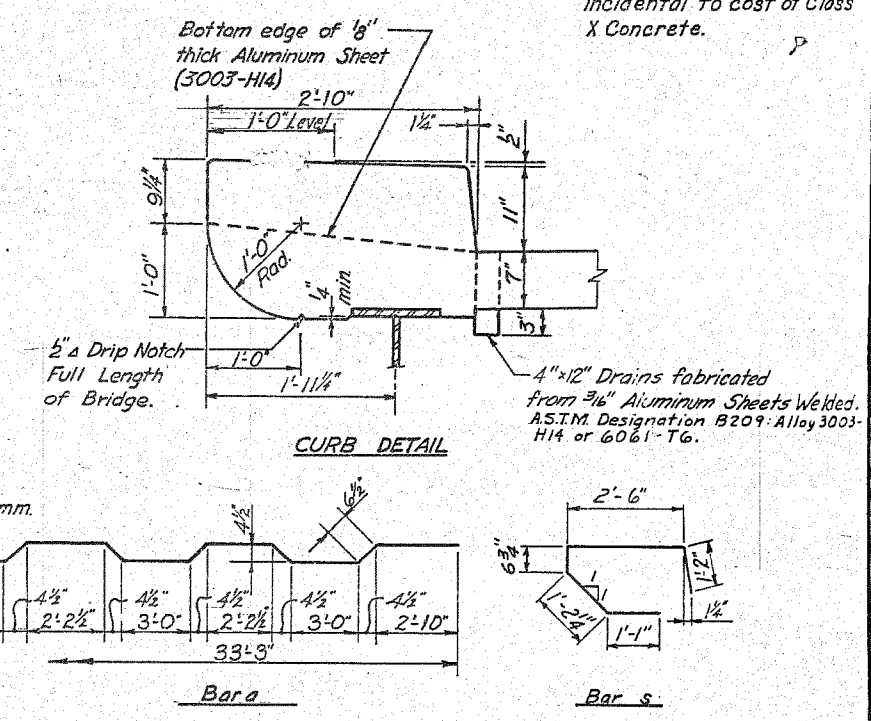
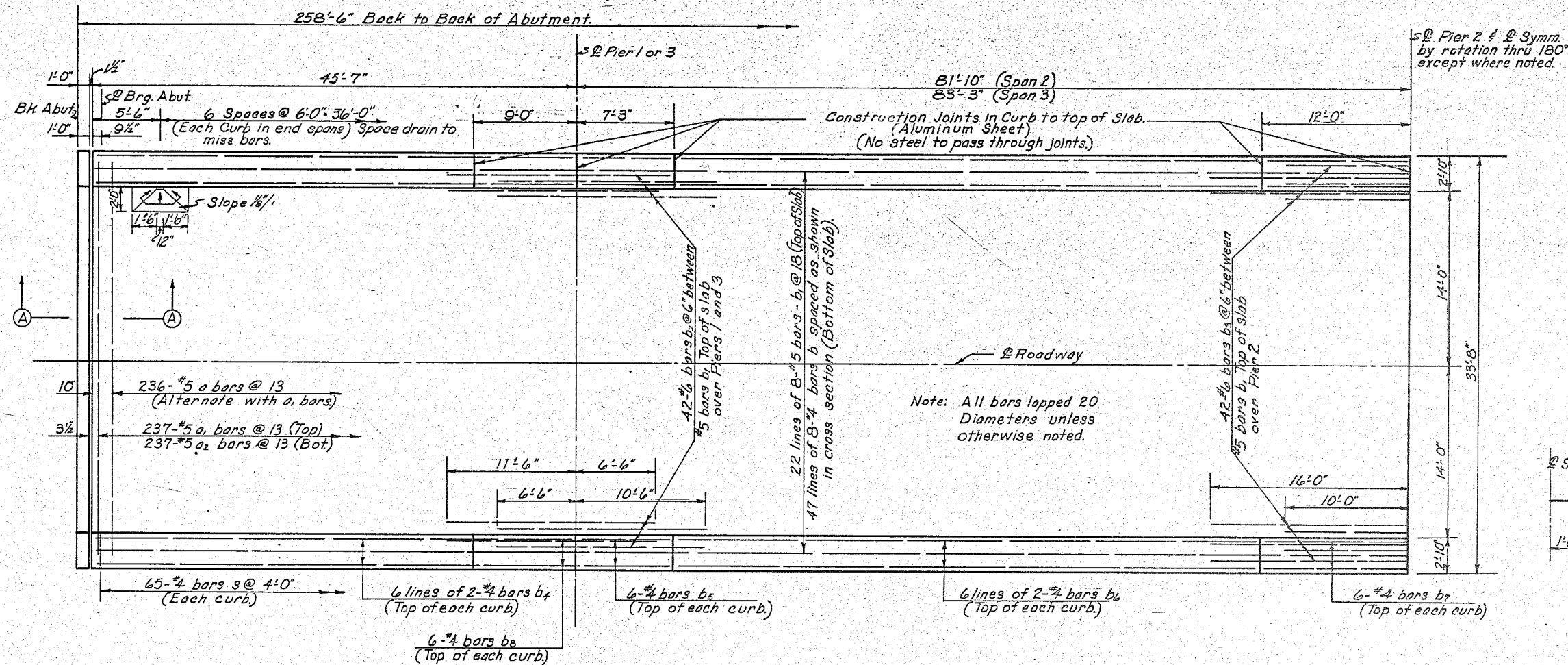
DESIGNED BY: DATE: CHECKED BY: DATE: IN CHARGE: DATE: 2-4-63 L.E.S. P.A.C. C.E.P. 7-21-71 P.A.V.

**EXPANSION BEARING AT ABUTMENTS - 12 Req'd**

**EXPANSION BEARING AT PIER 1 & 3 Req'd**

**FIXED BEARING AT PIER 2 - 6 Req'd**

REVISIONS: Remove F Section SEM.  
2-6-63



**BILL OF MATERIAL**

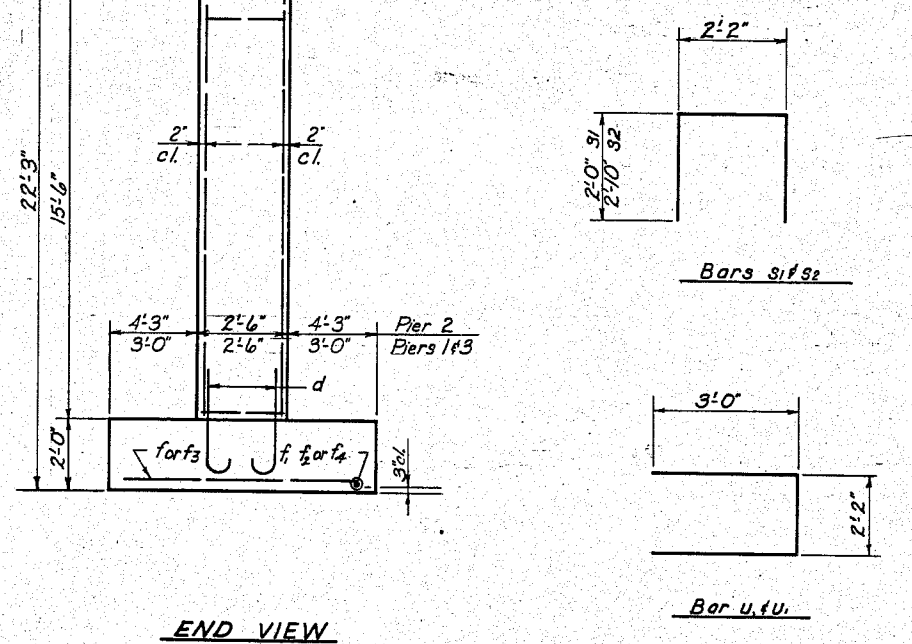
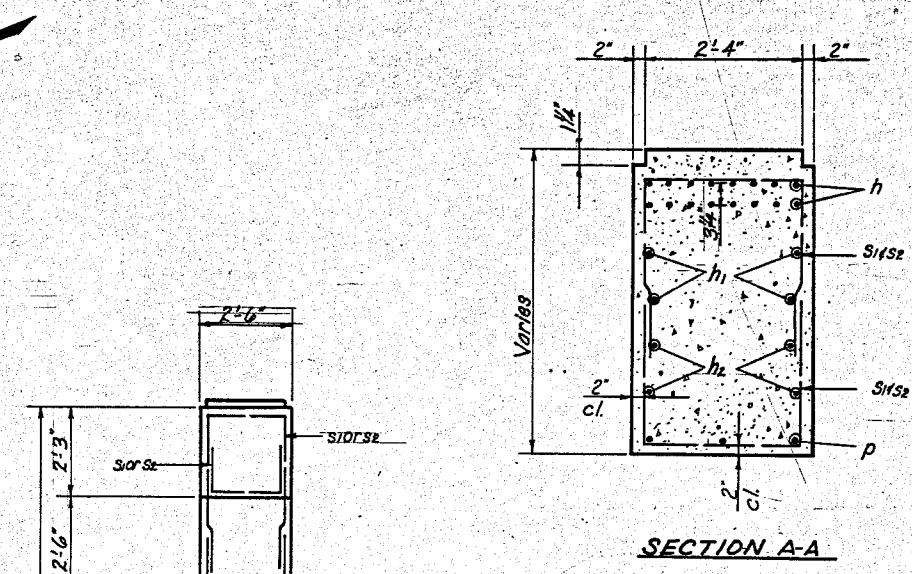
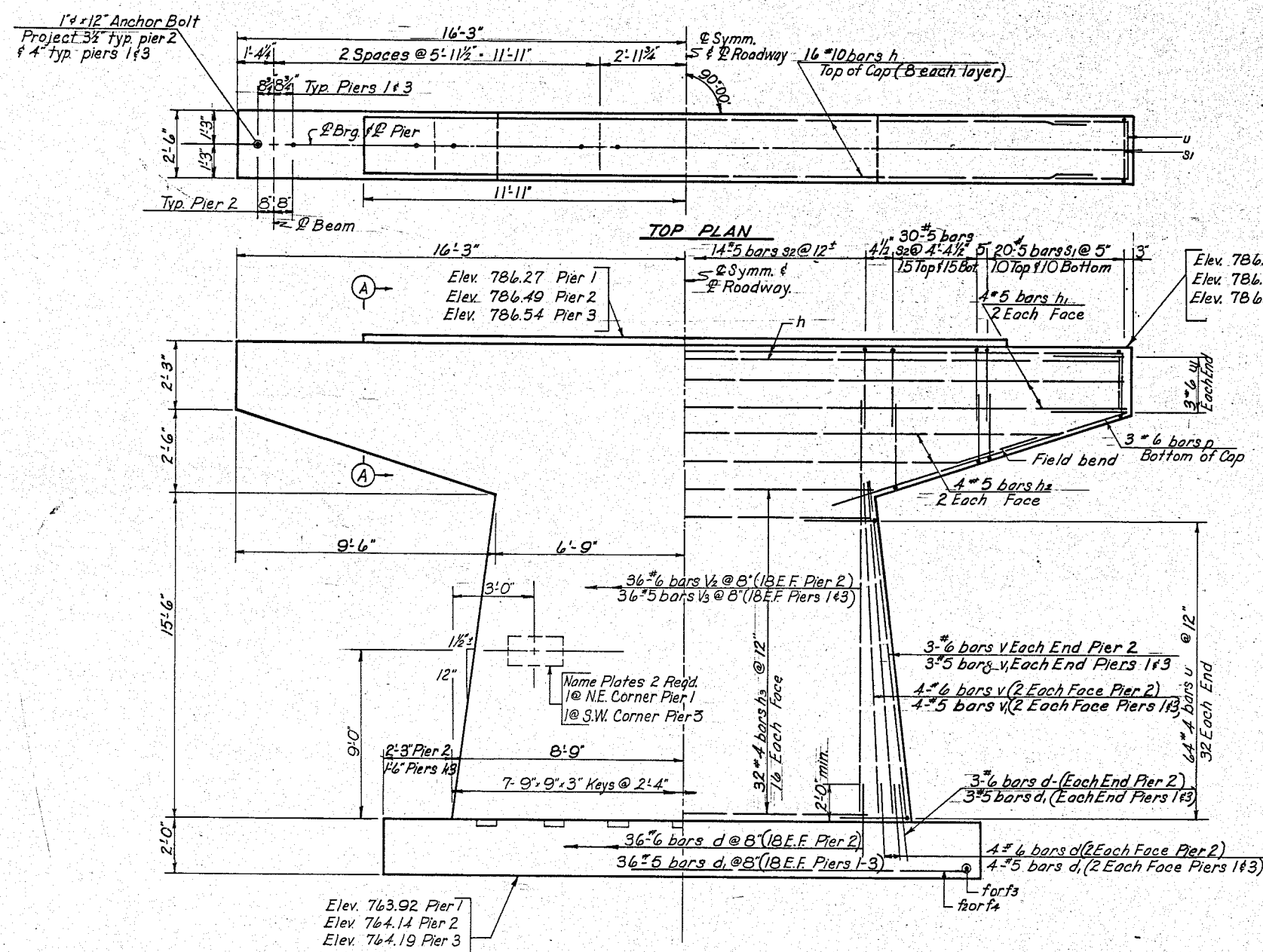
Bar No.	Size	Length	Shape
a	236 #5	34'-11"	~
a1	237 #5	33'-3"	~
a2	237 #5	32'-5"	~
b	376 #4	32'-10"	~
b1	176 #5	33'-1"	~
b2	9 #6	18'-0"	~
b3	44 #6	24'-0"	~
b4	48 #4	18'-10"	~
b5	24 #4	7'-8"	~
b6	48 #4	32'-6"	~
b7	24 #4	17'-0"	~
b8	24 #4	8'-0"	~
s	130 #4	6'-6"	~
Class X Concrete		Cu Yds	445.5
Reinforcement Bars		Lbs.	44,026

**METHOD OF DETERMINING FILLET HEIGHT "f"**

After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the stations shown on sheet 7. These elevations subtracted from the Theoretical Grade Elevations Adjusted for Dead Load Deflection shown on sheet 7, minus floor thickness equals the fillet heights above top of beams.

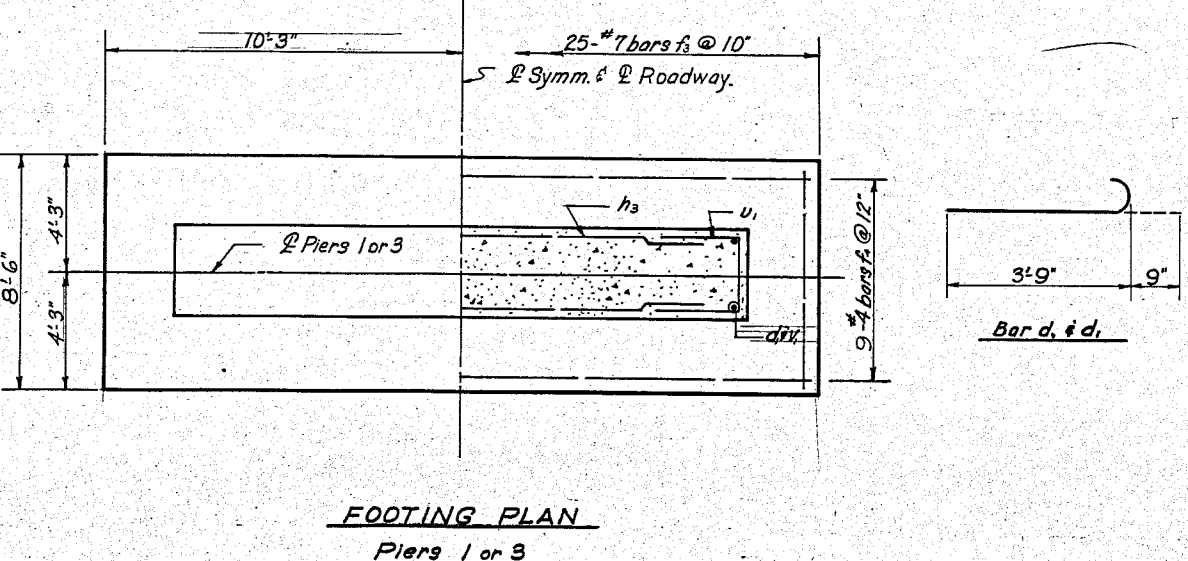
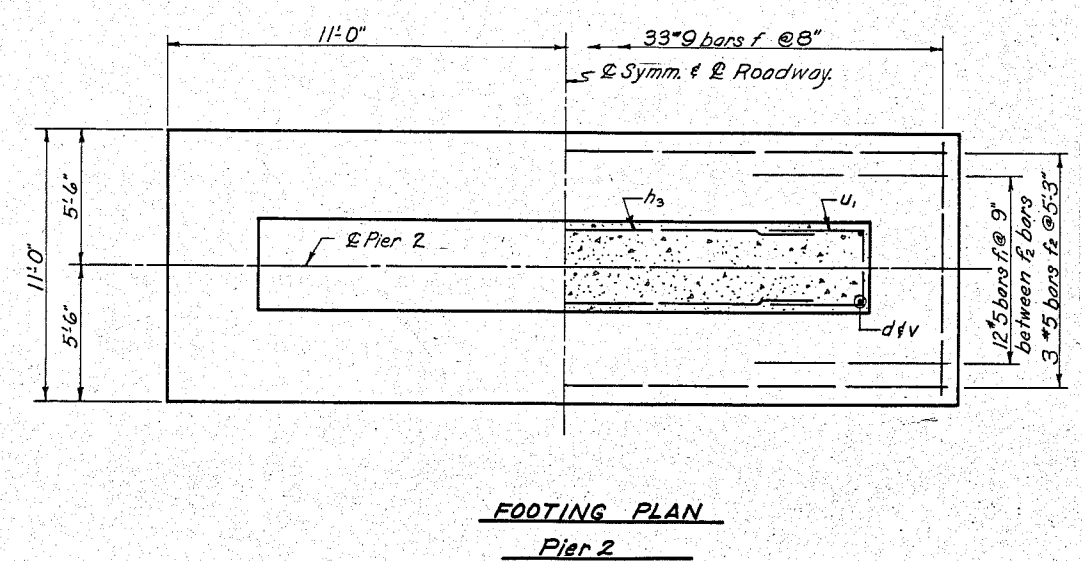
DESIGNED BY: DATE CHECKED BY: DATE IN CHARGE  
 D.A.S. 9-24-48 C.B.P. 2-24-48 R.A.N.



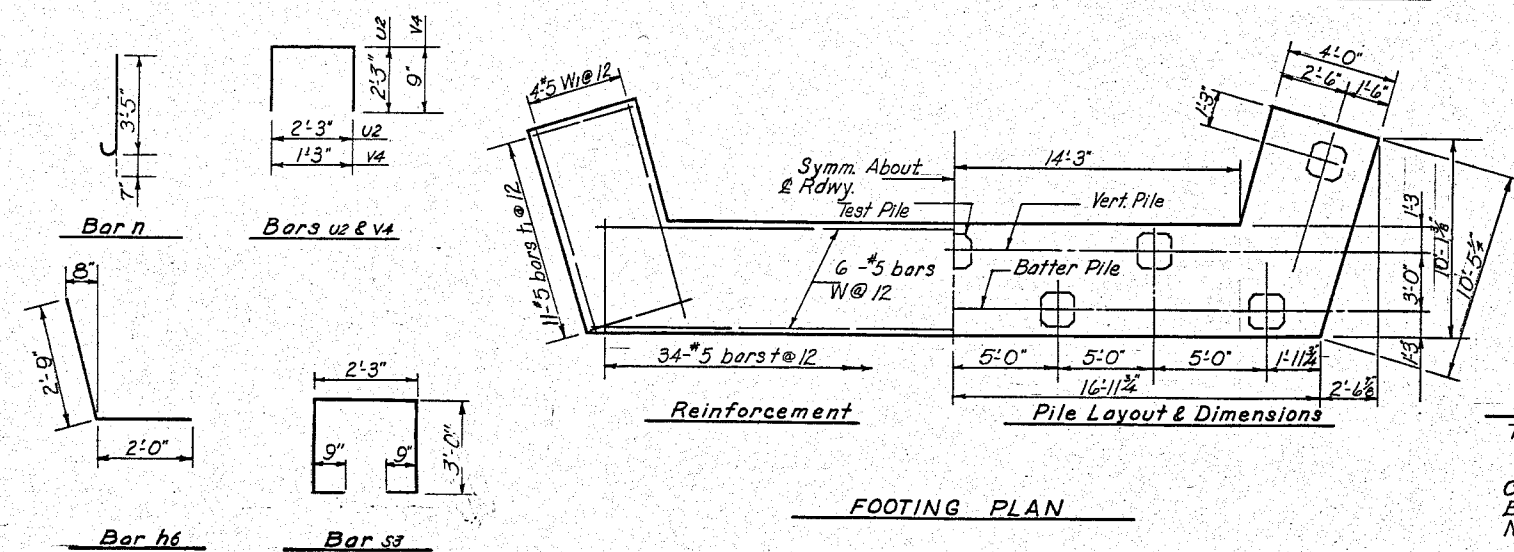
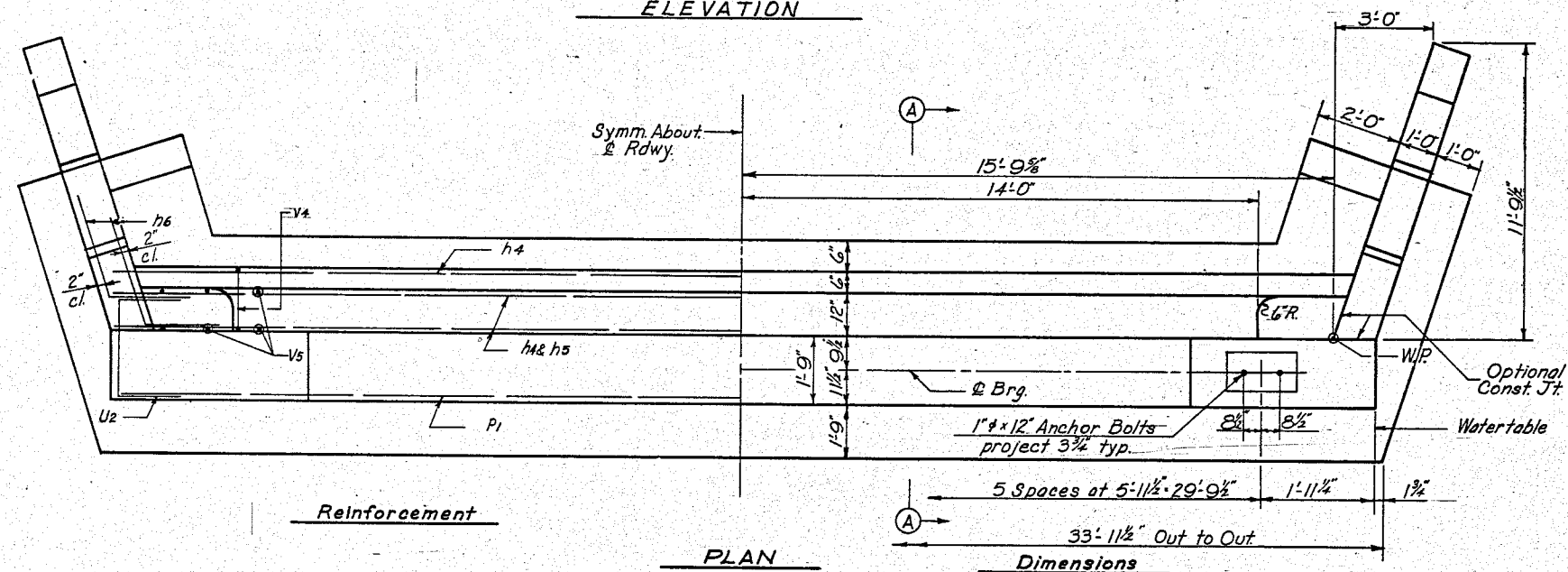
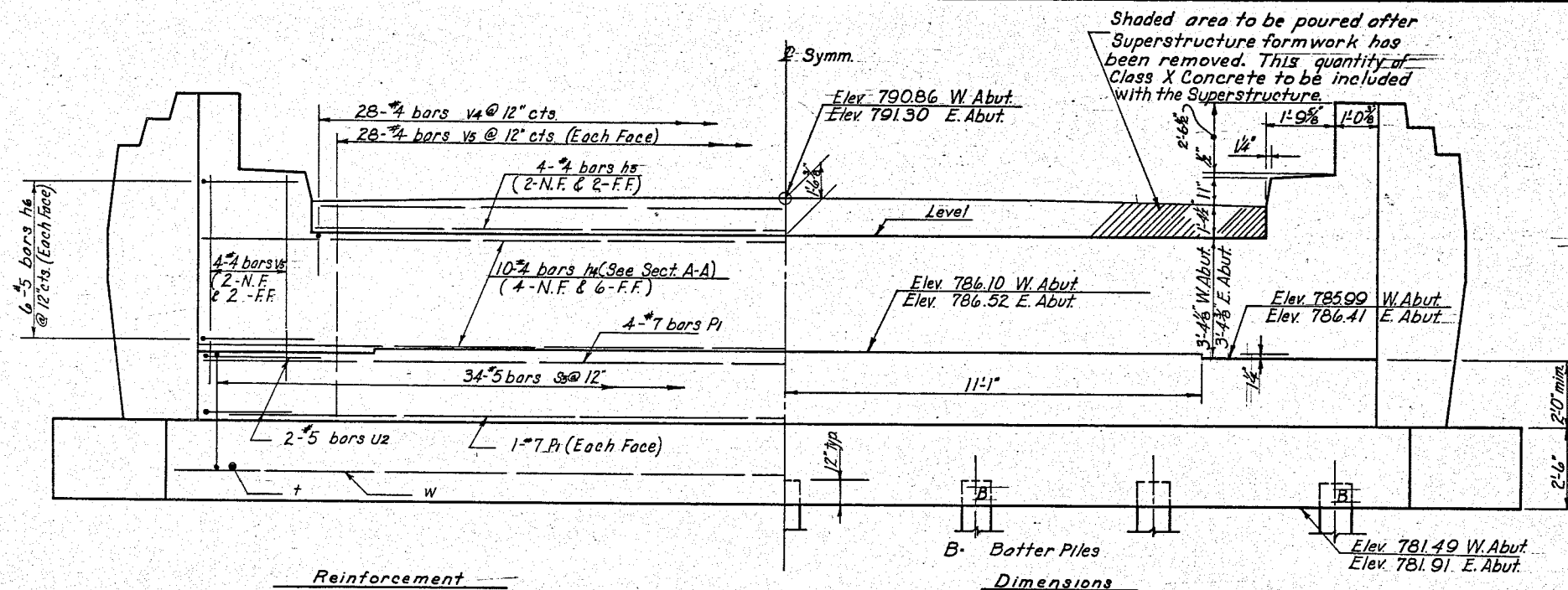


**PIERS 1, 2, & 3**  
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h	48	#10	32'-2"	—
h	12	#5	32'-2"	—
h <sub>2</sub>	12	#5	26'-2"	—
h <sub>3</sub>	96	#4	13'-2"	—
d	50	#6	4'-6"	U
d	100	#5	4'-6"	U
p	18	#6	10'-11"	—
u	192	#4	8'-2"	—
u	18	#6	8'-2"	—
s <sub>1</sub>	120	#5	6'-2"	—
s <sub>2</sub>	222	#5	7'-10"	—
v	14	#6	16'-6"	—
v	28	#5	14'-6"	—
v <sub>2</sub>	36	#6	18'-8"	—
v <sub>3</sub>	72	#5	18'-8"	—
f	33	#9	10'-6"	—
f	24	#5	5'-6"	—
f <sub>2</sub>	50	#5	21'-6"	—
f <sub>3</sub>	50	#7	8'-0"	—
f <sub>4</sub>	18	#4	20'-0"	—
Class X Concrete			Cu Yds	147.4
Reinforcement Bars			Lbs	18,672
C.I.A. Excav. for Structure			Cu Yds	205
Name Plates			Each	2



**PIERS**  
FAL RTE. 57 SEC. 10-34HB  
CHAMPAIGN COUNTY  
STA. 582+50.00



**PILE DATA**

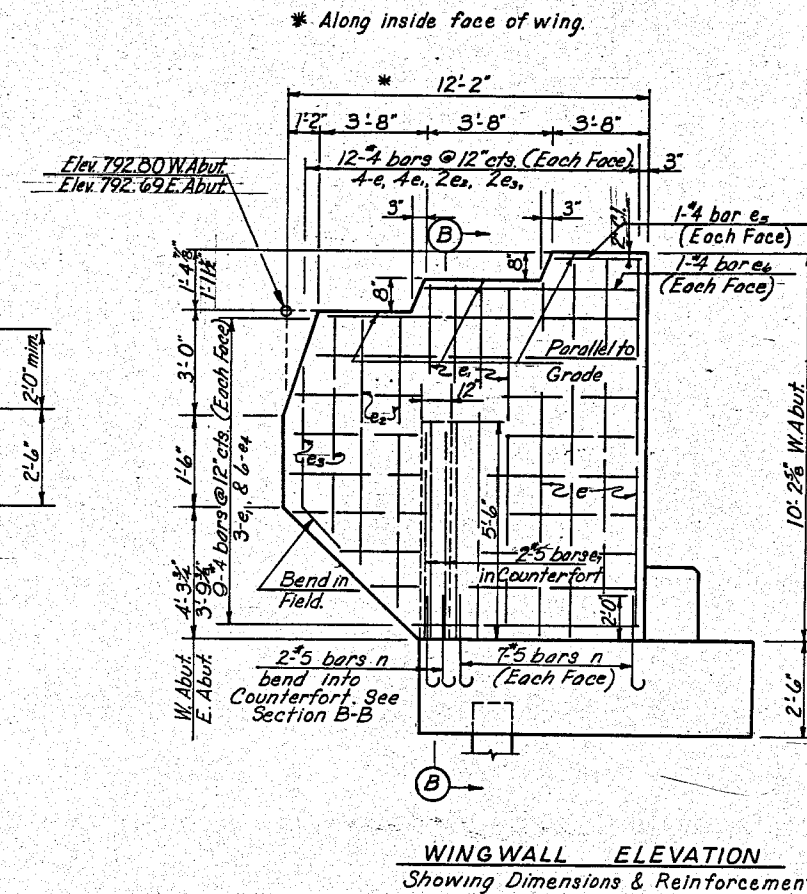
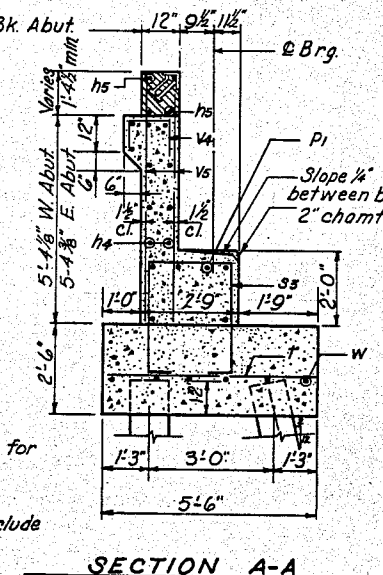
Type ----- Concrete. See Spec. Provisions for Optional Types.

Capacity ----- 31 Tons min.

Estimated Length ----- 30 Ft.

No. Reg'd ----- 16 (Does not include test piles)

Test Pile ----- 2 (1 Each Abut)



**BILL OF MATERIAL**  
(Two Abutments)

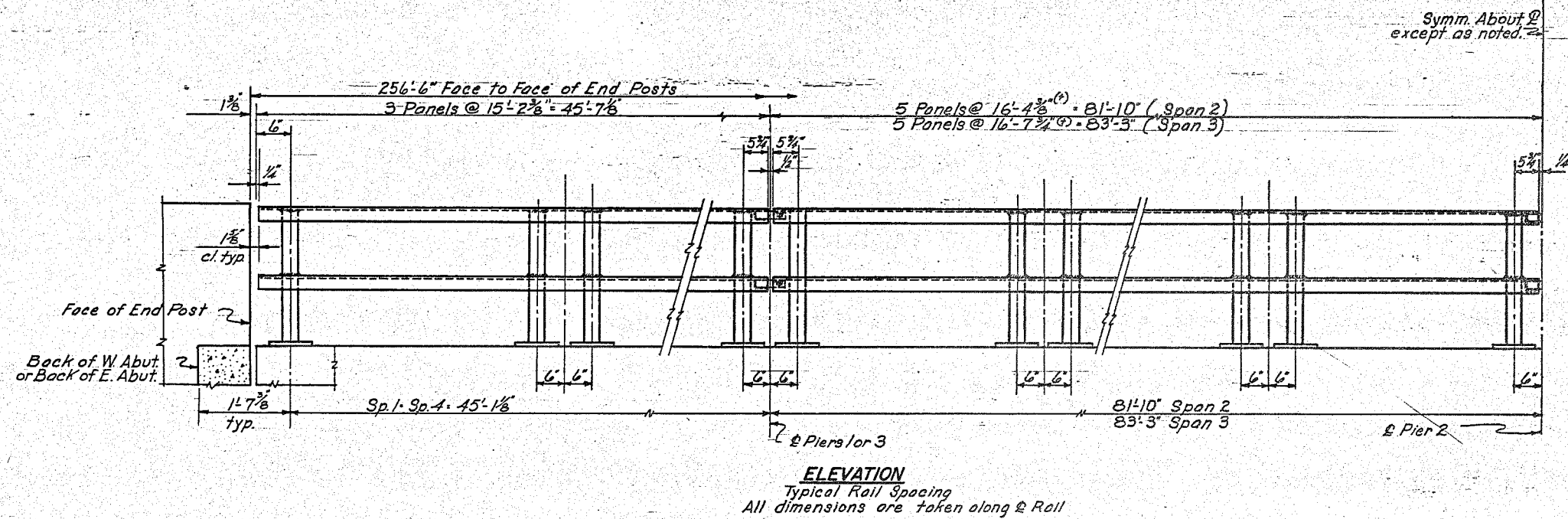
Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape
$e$	32	#4	9'-3"	---	$t$	68	#5	5'-0"	---
$e_1$	56	#4	8'-6"	---	$f$	44	#5	3'-6"	---
$e_2$	16	#4	6'-6"	---					
$e_3$	16	#4	5'-0"	---					
$e_4$	48	#4	10'-6"	---	$u_2$	8	#5	6'-9"	□
$e_5$	8	#4	3'-6"	---					
$e_6$	8	#4	7'-0"	---	$v_4$	56	#4	2'-9"	□
$e_7$	8	#5	7'-0"	---	$v_5$	128	#4	6'-3"	---
$h_4$	20	#4	33'-7"	---					
$h_5$	8	#4	27'-8"	---					
$h_6$	48	#5	4'-9"	---	$w$	12	#5	33'-6"	---
					$w_1$	16	#5	10'-0"	---
$n$	64	#5	4'-0"	---					

**ABUTMENTS**  
FAI. RTE 57 SEC 10-34HB  
CHAMPAIGN COUNTY  
STA. 582+50.00

DESIGNED BY: RAN  
CHECKED BY: DATE IN CHARGE: 7-61 DAS 7-61 RAN

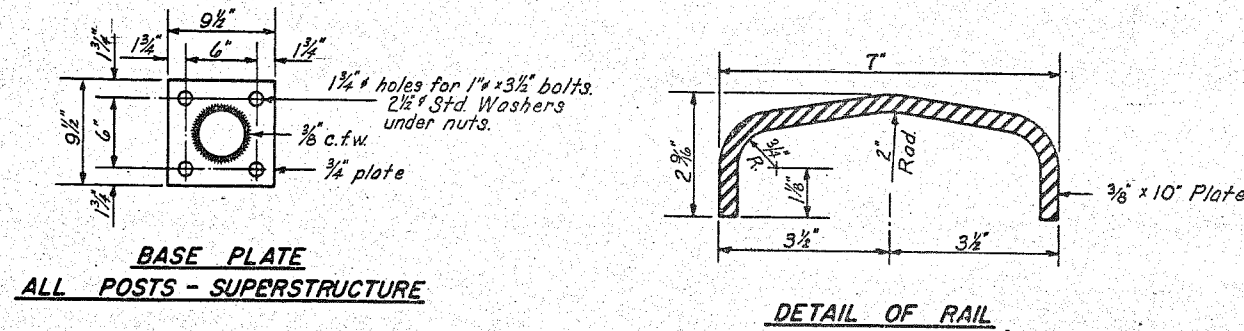
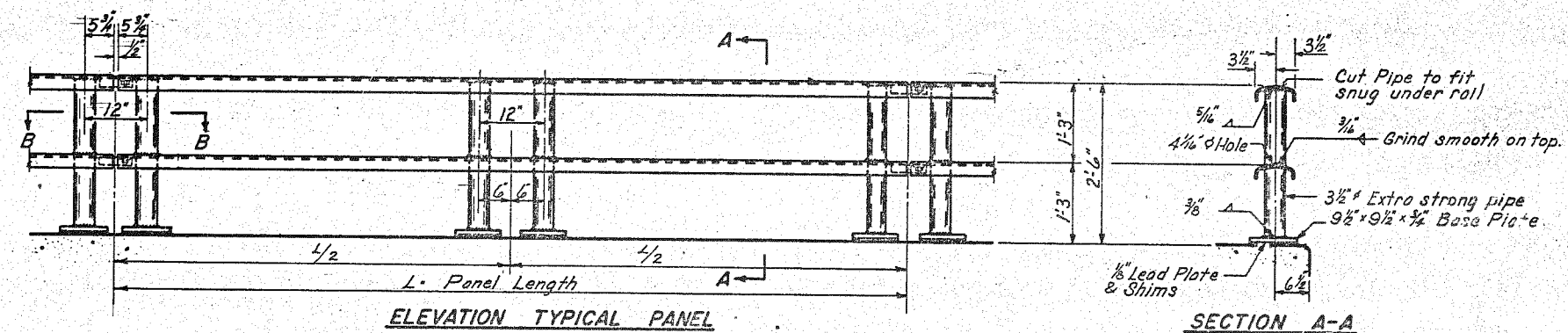
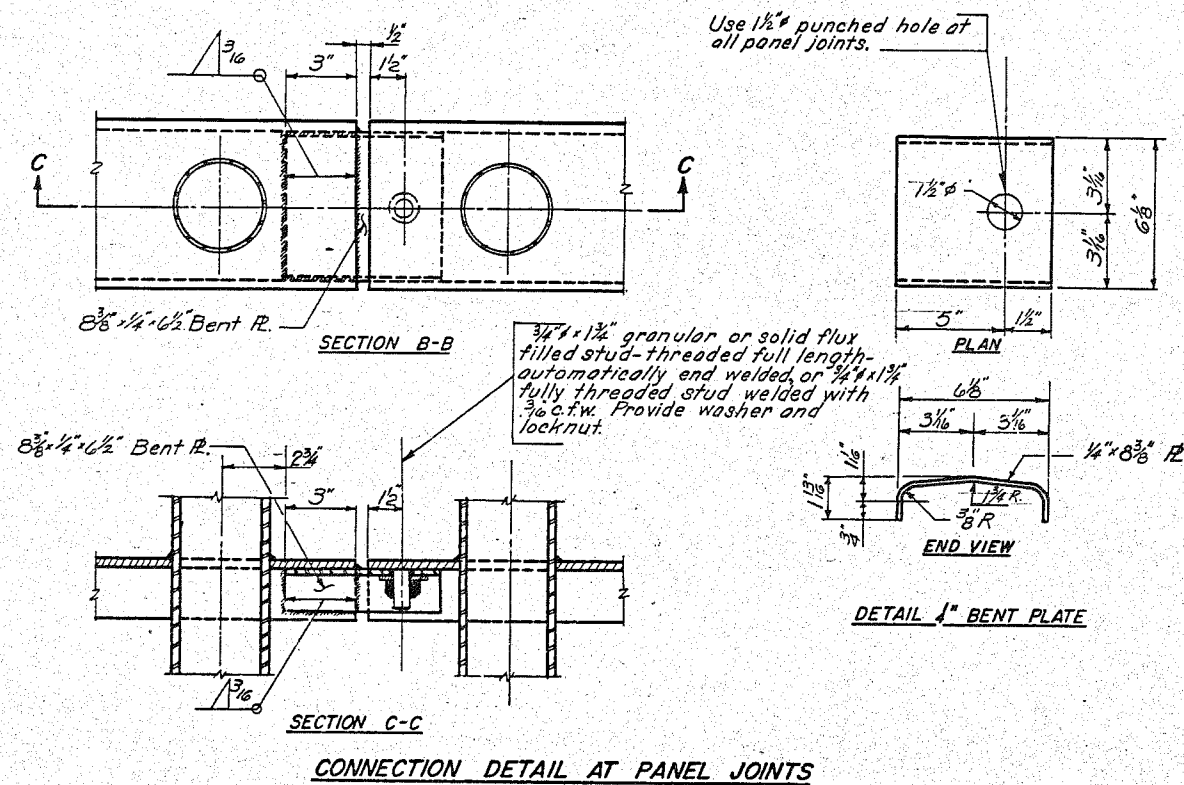
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 57	10-34HB	CHAMPAIGN	17	11
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 6  
8 SHEETS



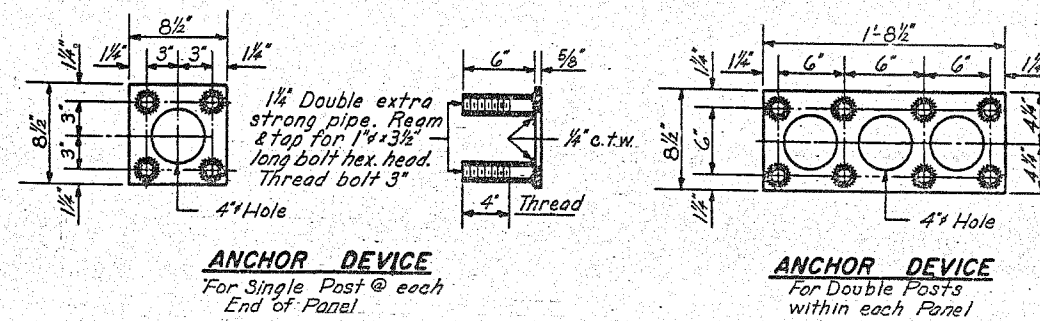
**GENERAL NOTES**

- AFTER ERECTION ALL BOLTS AND WASHERS SHALL BE SPOT PAINTED WITH ONE COAT OF RED LEAD AND TWO COATS OF ALUMINUM PAINT.
- PROVIDE 1-1/8" AND 2-1/16" SHIMS FOR 50% OF THE POSTS.



**BILL OF MATERIAL**

Item	Unit	Quant
Metal Handrail	Lin Ft	513

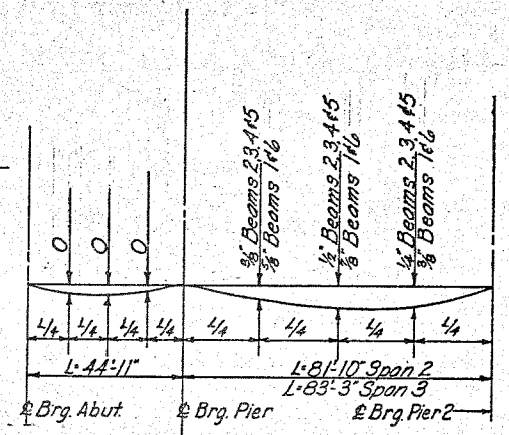
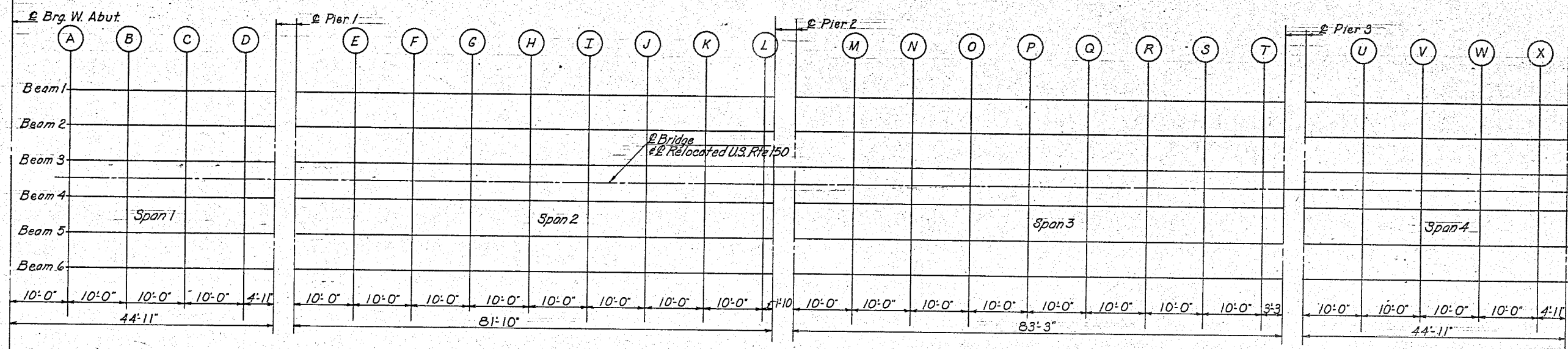


**HANDRAIL DETAILS**

F.A.I. RTE. 57 SEC. 10-34HB  
CHAMPAIGN COUNTY  
STA. 582+50.00

DRAWN BY DATE CHECKED BY DATE IN CHARGE  
DAS 7.6.61 CBP 7.6.61 RAN

REVISIONS: Change weldin 3/4" x 1 1/2" Stud from 3/4" x 2" c.f.w. SM.  
2. 6. 6. 3. Dimen. changes: 3. 5. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.



Note: The above deflections are not for use in the field if the Engineer is using the Theoretical Grade Elevations adjusted for Dead Load Deflection.

SPAN 1

Beams	Station	Offset from E (feet)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
-------	---------	----------------------	------------------------------	--

W. Abut	1/4	15602.630	14.895	790.697	790.697
	2/5	15602.630	8.937	790.806	790.806
	3/4	15602.630	2.979	790.867	790.867
A		15612.630	14.895	790.762	790.762
		15612.630	8.937	790.871	790.871
		15612.630	2.979	790.932	790.932
B		15622.630	14.895	790.823	790.823
		15622.630	8.937	790.932	790.932
		15622.630	2.979	790.993	790.993
C		15632.630	14.895	790.880	790.880
		15632.630	8.937	790.989	790.989
		15632.630	2.979	791.050	791.050
D		15642.630	14.895	790.933	790.933
		15642.630	8.937	791.042	791.042
		15642.630	2.979	791.103	791.103
Pier 1		15647.547	14.895	790.957	790.957
		15647.547	8.937	791.067	791.067
		15647.547	2.979	791.128	791.128

SPAN 2

E		15657.547	14.895	791.005	791.027
		15657.547	8.937	791.114	791.128
		15657.547	2.979	791.175	791.189
F		15667.547	14.895	791.048	791.098
		15667.547	8.937	791.157	791.188
		15667.547	2.979	791.218	791.249
G		15677.547	14.895	791.087	791.155
		15677.547	8.937	791.196	791.237
		15677.547	2.979	791.258	791.299
H		15687.547	14.895	791.123	791.196
		15687.547	8.937	791.232	791.276
		15687.547	2.979	791.293	791.337
I		15697.547	14.895	791.154	791.216
		15697.547	8.937	791.263	791.300
		15697.547	2.979	791.325	791.362
J		15707.547	14.895	791.182	791.221
		15707.547	8.937	791.291	791.315
		15707.547	2.979	791.352	791.376
K		15717.547	14.895	791.205	791.220
		15717.547	8.937	791.315	791.324
		15717.547	2.979	791.376	791.385
L		15727.547	14.895	791.225	791.237
		15727.547	8.937	791.334	791.335
		15727.547	2.979	791.395	791.396
Pier 2		15729.380	14.895	791.228	791.228
		15729.380	8.937	791.337	791.337
		15729.380	2.979	791.399	791.399

SPAN 3

M		15739.380	14.895	791.243	791.255
		15739.380	8.937	791.353	791.360
		15739.380	2.979	791.414	791.421
N		15749.380	14.895	791.255	791.289
		15749.380	8.937	791.364	791.385
		15749.380	2.979	791.425	791.446
O		15759.380	14.895	791.262	791.319
		15759.380	8.937	791.371	791.406
		15759.380	2.979	791.432	791.467
P		15769.380	14.895	791.265	792.337
		15769.380	8.937	791.374	792.417
		15769.380	2.979	791.435	792.478
Q		15779.380	14.895	791.264	791.336
		15779.380	8.937	791.374	791.417
		15779.380	2.979	791.435	791.478
R		15789.380	14.895	791.260	791.316
		15789.380	8.937	791.369	791.403
		15789.380	2.979	791.430	791.464
S		15799.380	14.895	791.251	791.282
		15799.380	8.937	791.360	791.379
		15799.380	2.979	791.422	791.441
T		15809.380	14.895	791.239	791.246
		15809.380	8.937	791.348	791.352
		15809.380	2.979	791.409	791.413
Pier 3		15812.630	14.895	791.234	791.234
		15812.630	8.937	791.343	791.343
		15812.630	2.979	791.404	791.404

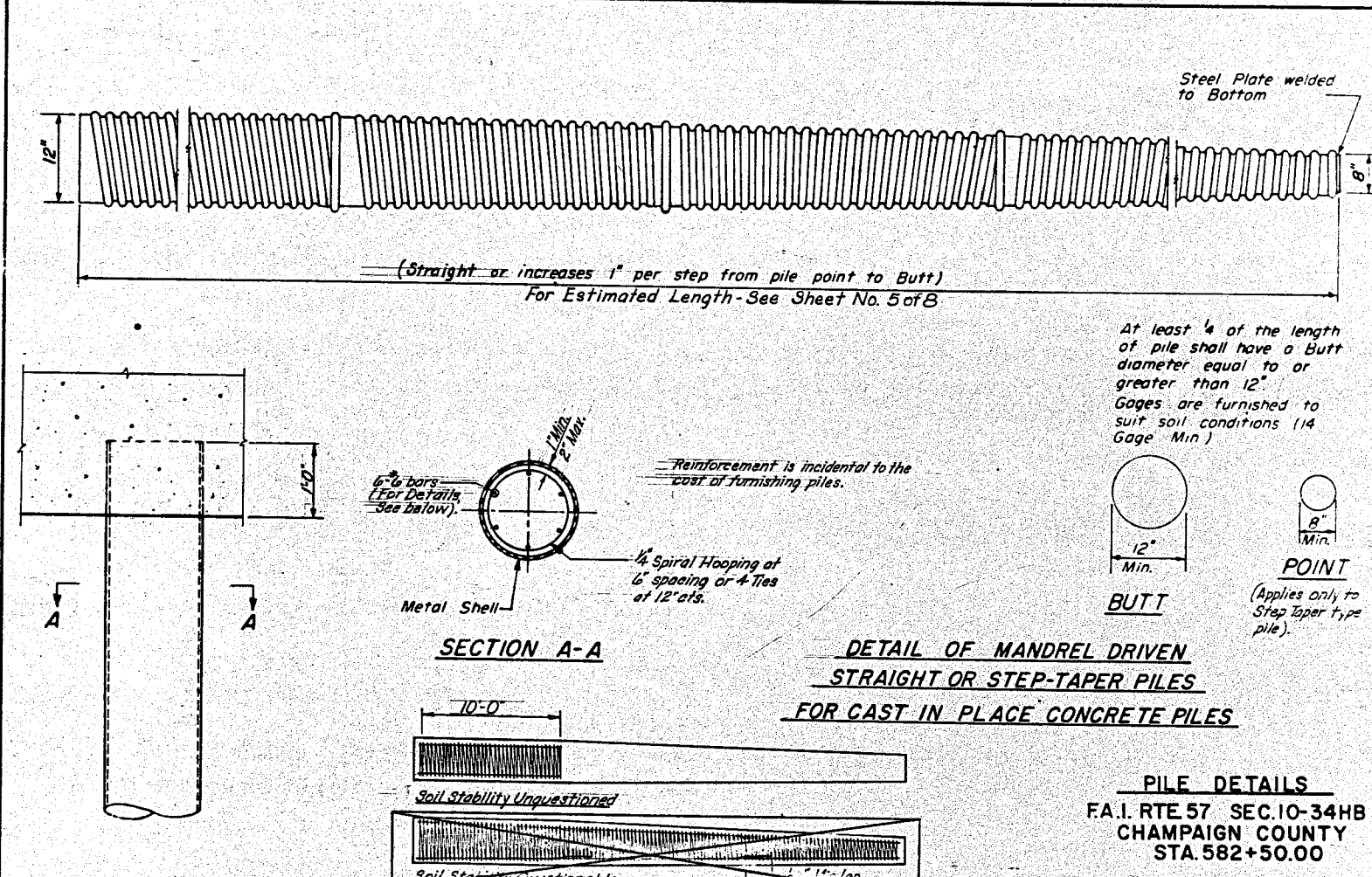
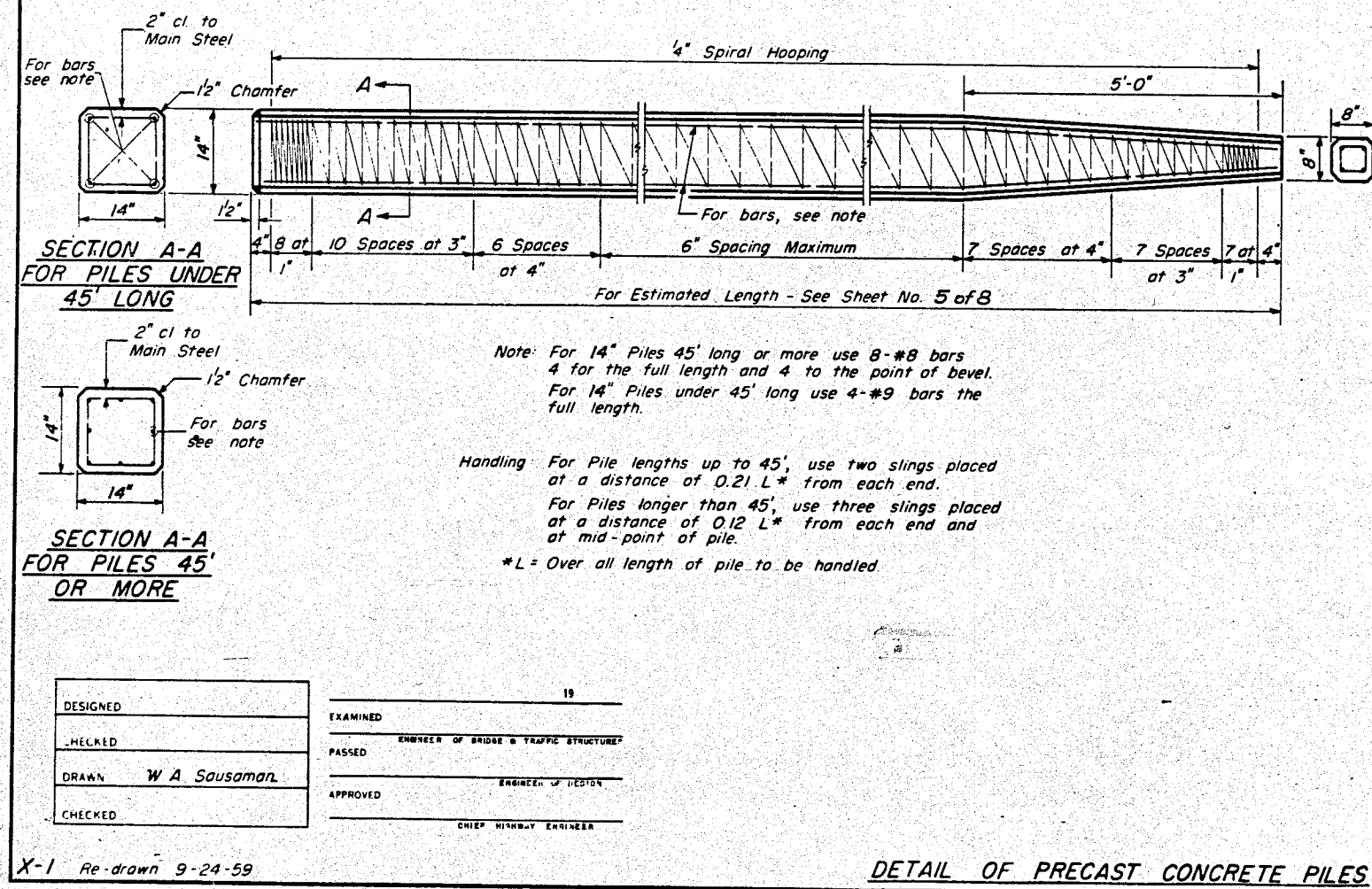
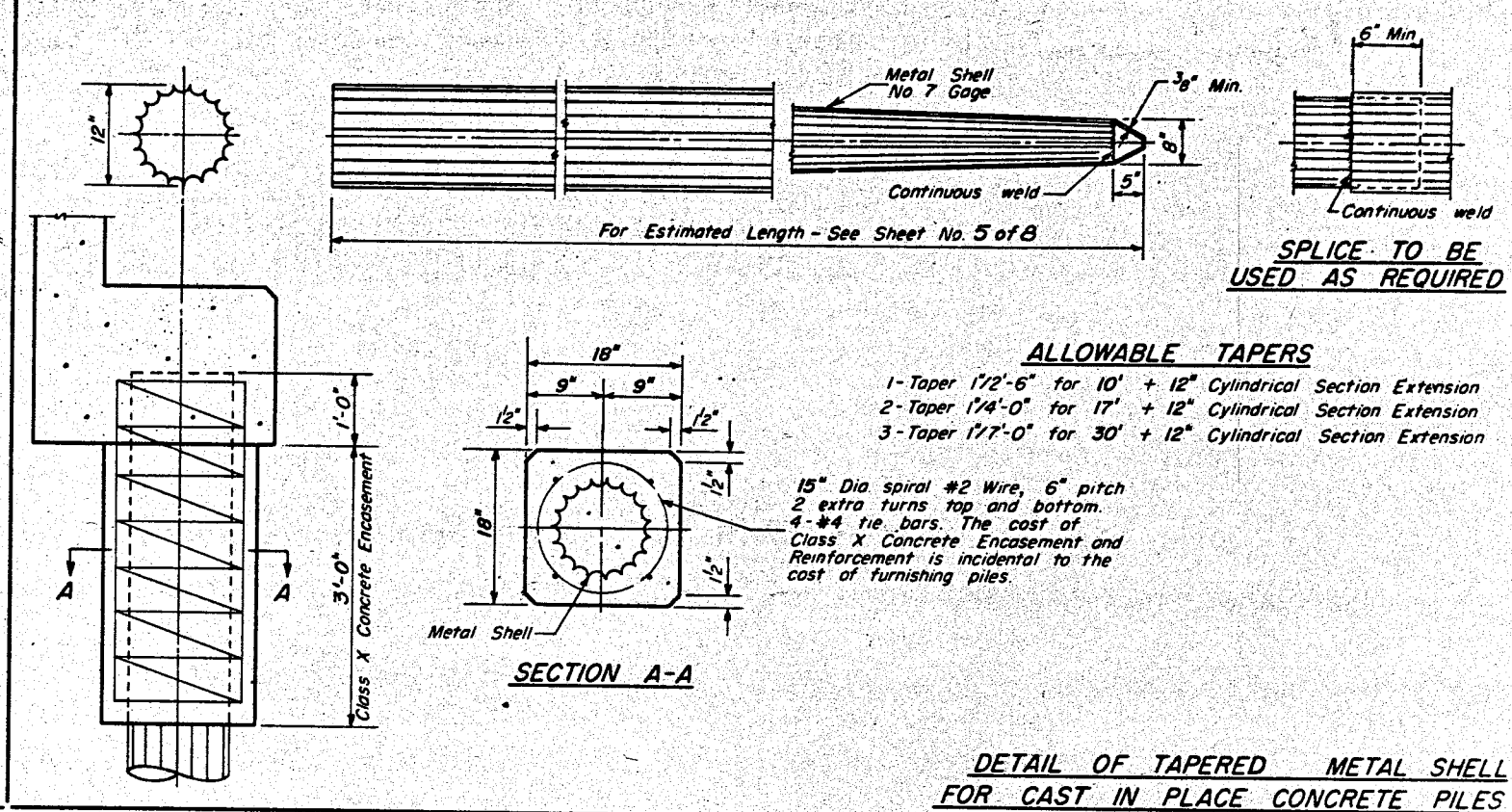
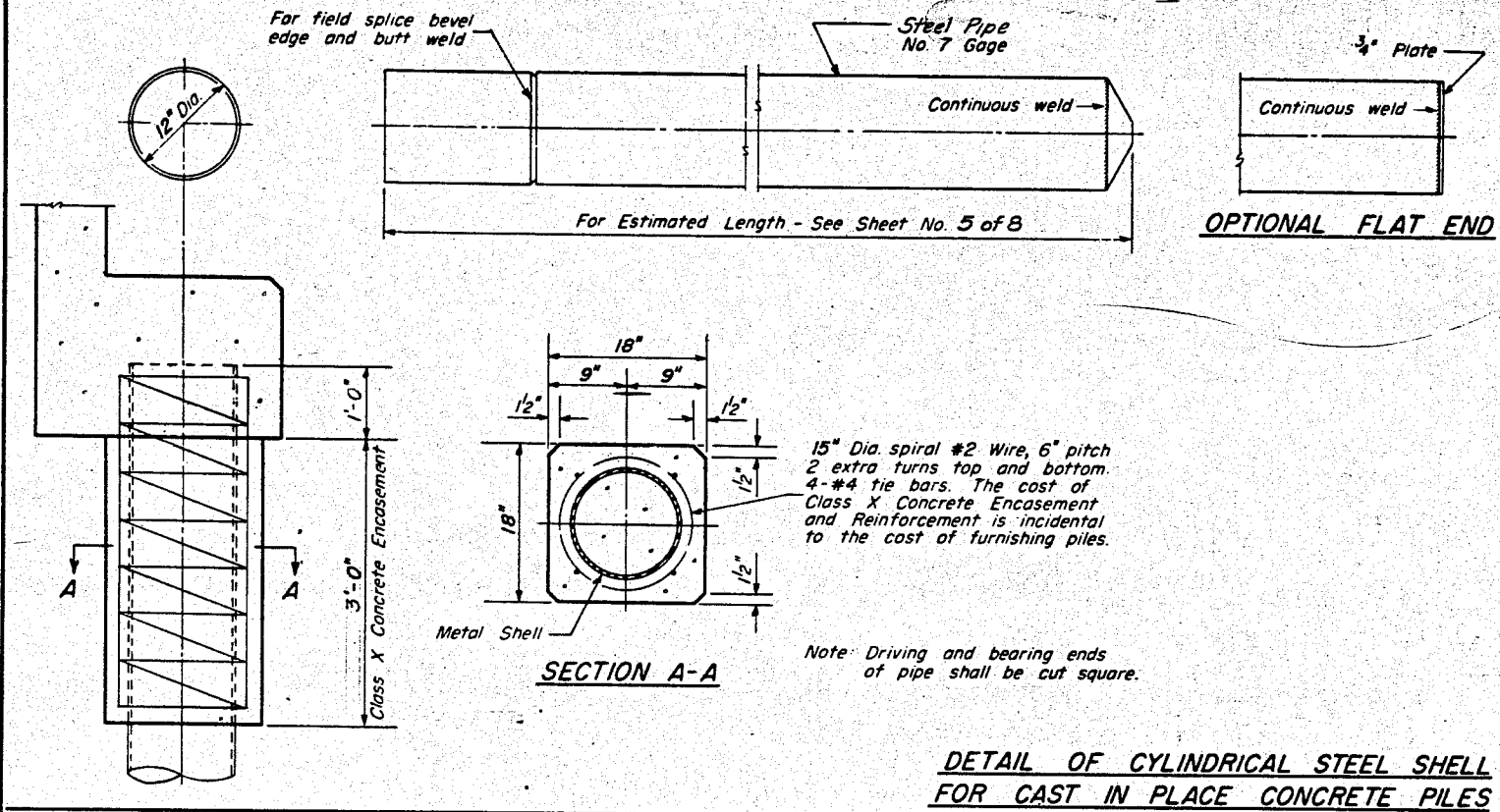
SPAN 4

U		15822.630	14.895	791.216	791.216
		15822.630	8.937	791.325	791.325
		15822.630	2.979	791.387	791.387
V		15832.630	14.895	791.195	791.195
		15832.630	8.937	791.304	791.304
		15832.630	2.979	791.365	791.365
W		15842.630	14.895	791.169	791.169
		15842.630	8.937	791.278	791.278
		15842.630	2.979	791.340	791.340
X		15852.630	14.895	791.140	791.140
		15852.630	8.937	791.249	791.249
		15852.630	2.979	791.310	791.310
E. Abut		15859.340	14.895	791.118	791.118
		15859.340	8.937	791.227	791.227
		15859.340	2.979	791.289	791.289

DESIGNED BY DATE CHECKED BY DATE IN CHARGE  
 WAS 7-61 CBP 7-61 RAN

TOP OF SLAB ELEVATIONS  
 FAI RTE. 57 SEC. 10-34HB  
 CHAMPAIGN COUNTY  
 STA. 582+50.00

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8
FAJ. 57	10-34HB	CHAMPAIGN	17	13	8 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

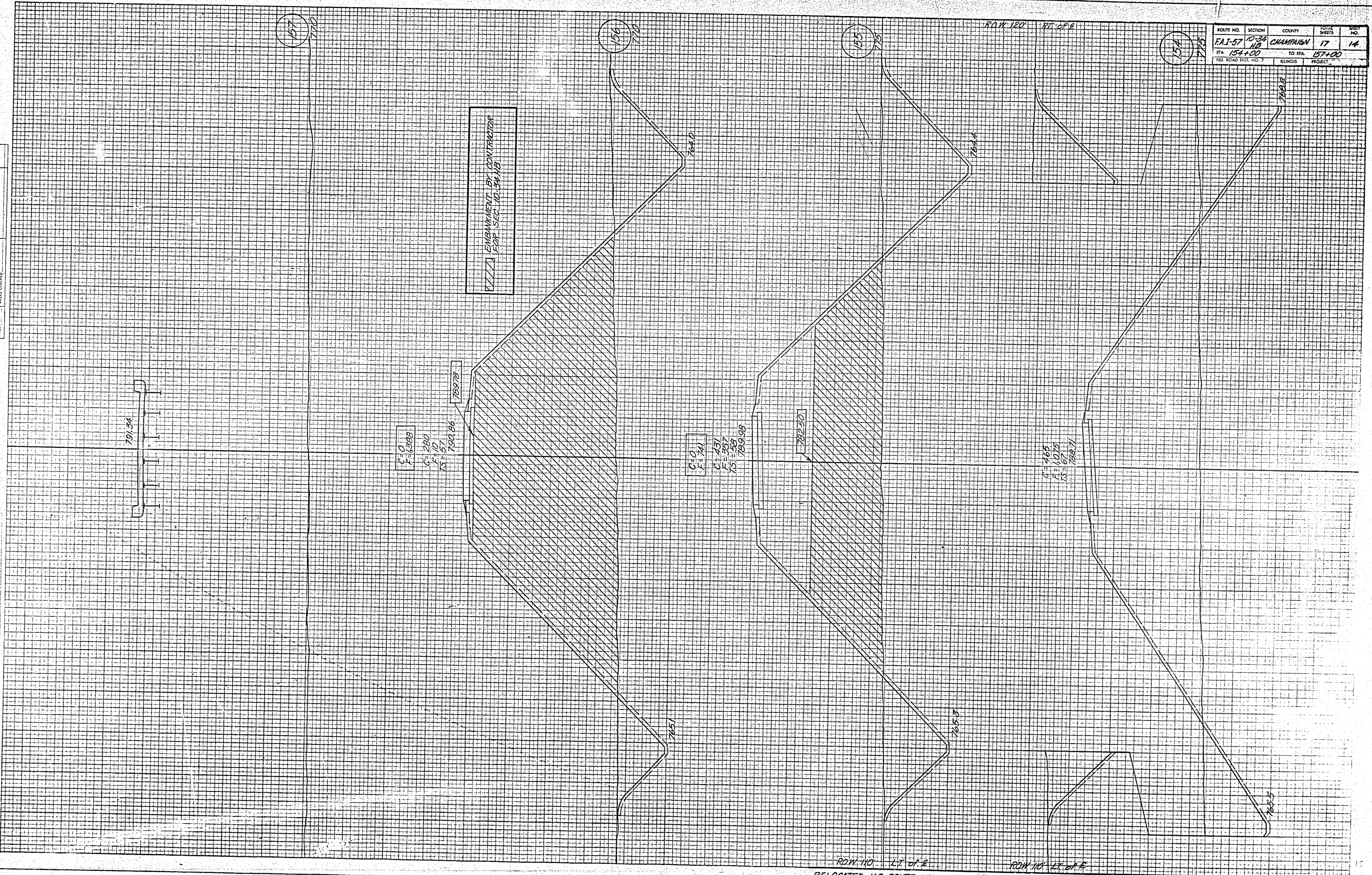


X-1 Re-drawn 9-24-59

REVISIONS: Revise Welding of Tapered Metal Shell SM 2-6-63 Revise notes on Step Taper piles

FINAL SURVEY  
 SWITZ  
 DATE

ORIGINAL SURVEY  
 SWITZ  
 DATE



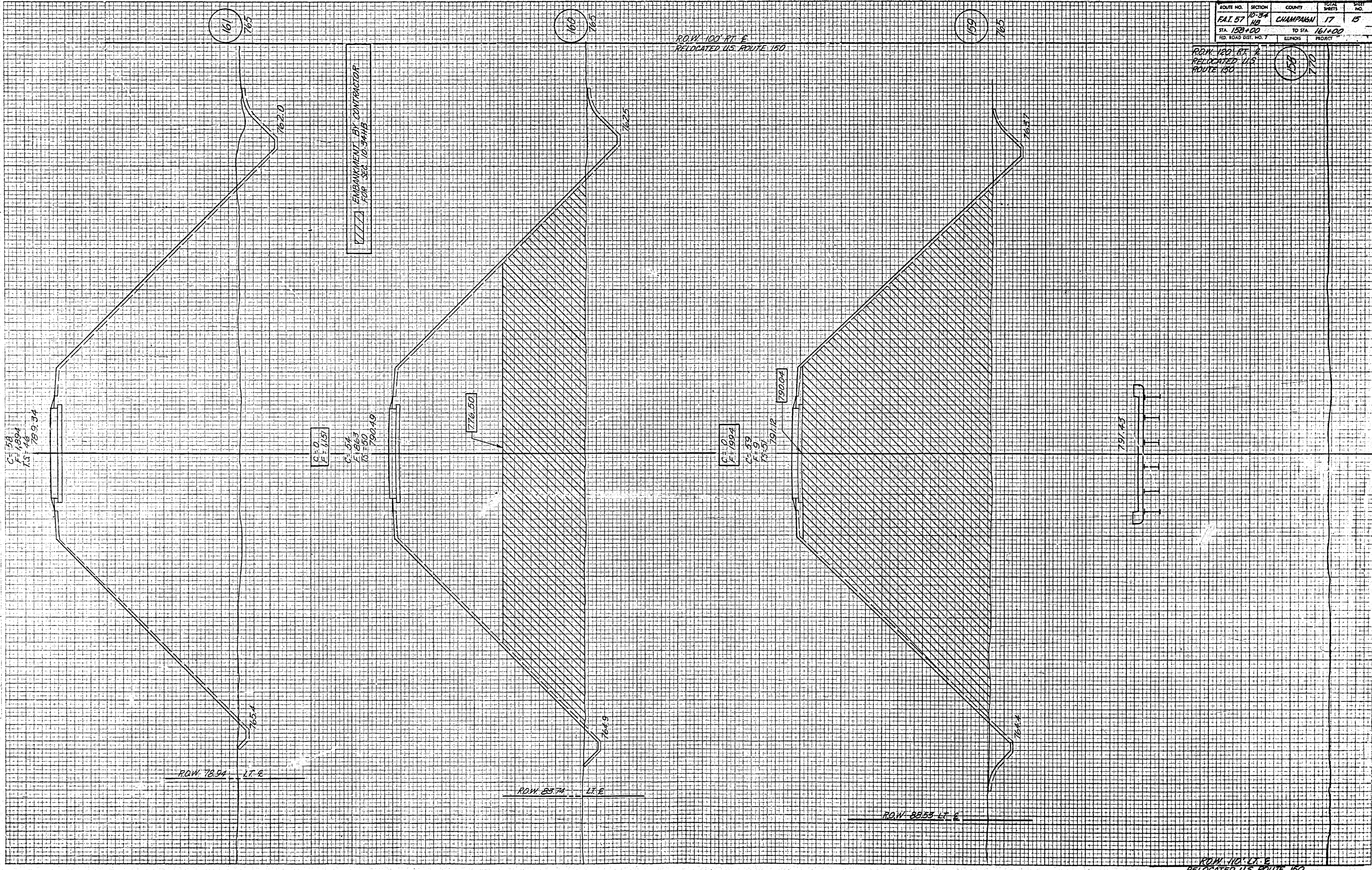
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FAI-57	10-34	CHAMPAIGN	17	14
STA	154+00	TO STA.	157+00	
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT	

ROW 110 LT OF R  
 RELOCATED U.S. ROUTE 150  
 ROW 110 LT OF R

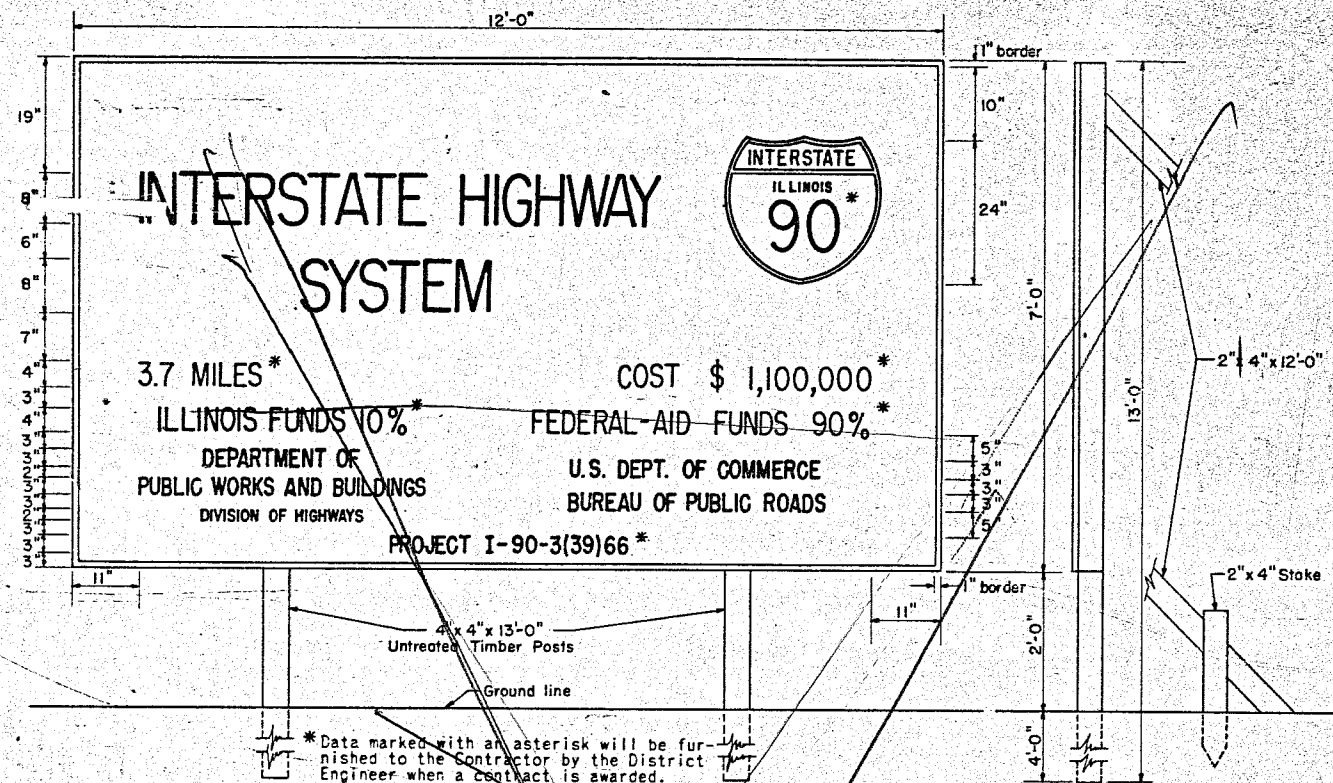
ORIGINAL SURVEY  
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 BY: \_\_\_\_\_  
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 DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 NO. \_\_\_\_\_

ORIGINAL SURVEY  
 DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 FINAL SURVEY  
 DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
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 NO. \_\_\_\_\_

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	10-34	CHAMPAIGN	17	15
STA. 158+00				TO STA. 161+00
FED. ROAD DIST. NO. 7			ELEMENTS	PROJECT



STANDARD DESIGN  
SIGN FOR INTERSTATE SYSTEM PROJECT  
(FEDERAL AND STATE)



\* Data marked with an asterisk will be furnished to the Contractor by the District Engineer when a Contract is awarded.

Signs shall be made of wood (1" lumber rigidly cleated) or of metal (18 gage); or of B-B Exterior, High Density Overlay (both sides) Douglas Fir Plywood conforming to the requirements set forth in Commercial Standard CS 45-55 published by the U.S. Department of Commerce (5/8" thick). When plywood is used, the four edges shall be sealed with aluminum paint conforming to the requirements of Article 126.22 of the Standard Specifications.

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

The border shall be black and the letters printed black on a white background. The letters, width of stroke, width of letters, and shape shall be Series C of the Standard Alphabets for Highway Signs, Public Roads Administration, Federal Works Agency, 1952.

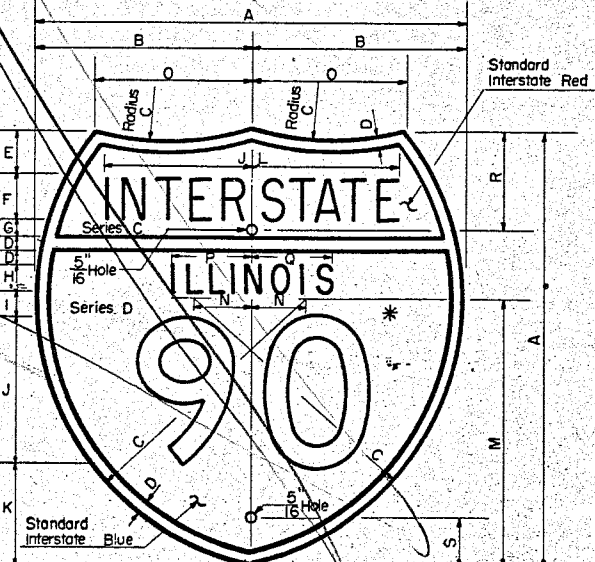
The number of signs and their location will be shown on the plans. The cost of the signs, the erection and later removal of the signs shall be incidental to the cost of construction.

SHIELD FOR SIGN

Shields shall be made of Aluminum Alloy Sheet and Plate, A.S.T.M. Designation B 209, Alloy G.S. 11A-16; or of steel (18 gage); or of B-B Exterior, High Density Overlay (both sides) Douglas Fir Plywood conforming to the requirements set forth in Commercial Standard CS 45-55 published by the U.S. Department of Commerce (5/8" thick). When plywood is used, the edge of the shield shall be sealed with aluminum paint conforming to the requirements of Article 126.22 of the Standard Specifications.

Reflectorized material shall not be used. Mounting hardware shall be rust proof.

NO	Shield Size	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
M-101	24	24	12	15	3/4	2 3/8	2 1/2	1	1 1/2	1 3/8	5	5 3/4	9 1/2	14 5/8	3	8 3/4	4 1/8	4 9/16	5 3/8	5 1/2



Background, as indicated, Red or Blue; the colors to conform to the standard colors shown in the A.A.S.H.O. Manual for Signing and Pavement Marking of the National System of Interstate and Defense Highways.

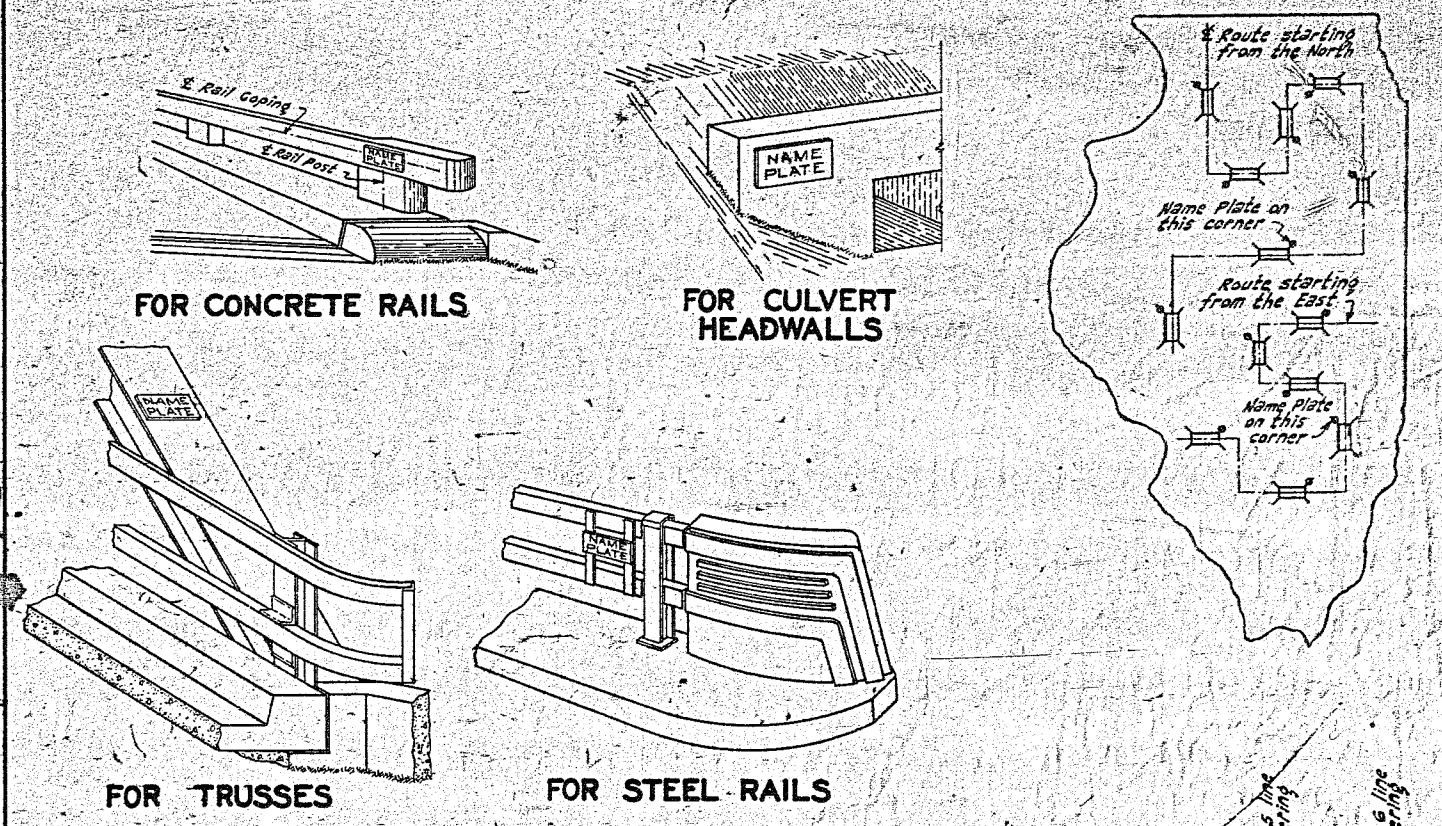
Letters, numerals, and border, White.

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS DIVISION OF HIGHWAYS		REVISIONS	
PASSED	DATE	BY	DATE
PASSED	November 30, 1960	W.H.F.	2-1-61
APPROVED	November 30, 1960	W.H.F.	4-25-61

STANDARD 2153-2  
WHF 11-18-60

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

Sheet 1 of 1



SEE DESIGN PLANS  
FOR  
LETTERING

SEC. A-A

DETAIL OF  
NAME PLATE FOR BRIDGES

MATERIAL - Best quality brass or bronze.  
BORDER & LETTERING - Raised 1/8 inch. Square cut and not tapered. Top surface polished.  
FOR CONCRETE TRUSS SPAN - Plate to be fastened on steel member of fabricating shop by bolting around entire perimeter of plate.  
FOR STEEL TRUSS SPAN - Plate to be fastened on steel member of fabricating shop by bolting around entire perimeter of plate.  
FOR CONCRETE RAILS - Plate to be centered on 1/2" of rail post and 1/2" of handrail coping.  
FOR STEEL TRUSS SPAN - Brass to end post about five feet above roadway.  
FOR STEEL RAILS - Place midway between horizontal rail members.  
FOR SUBWAYS - See design plans for location.

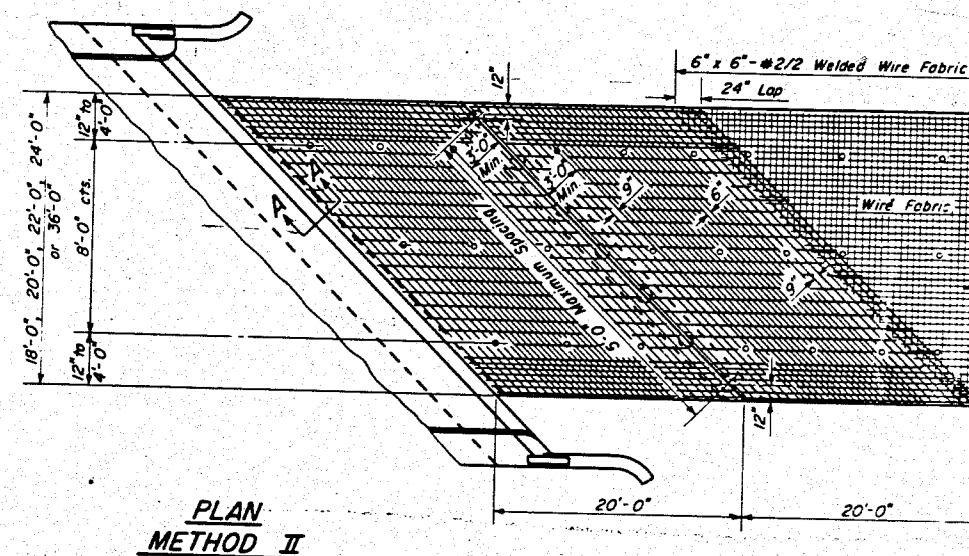
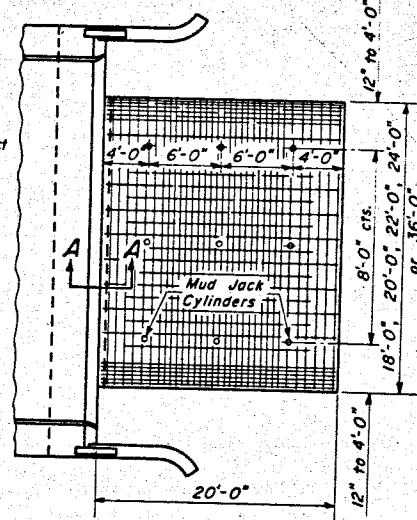
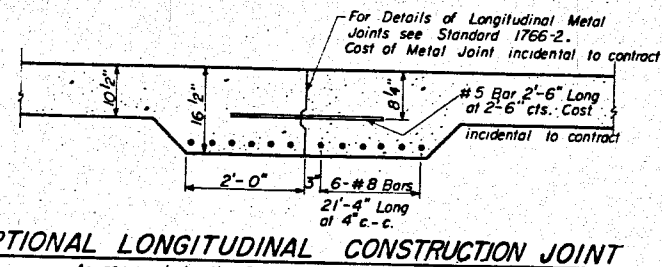
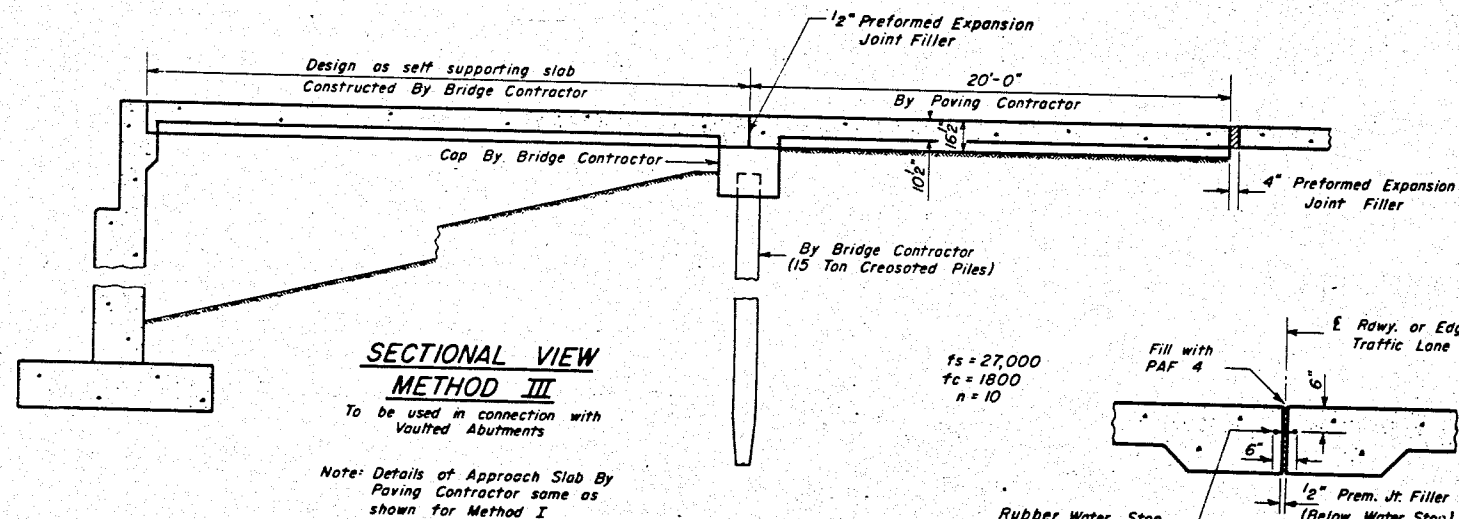
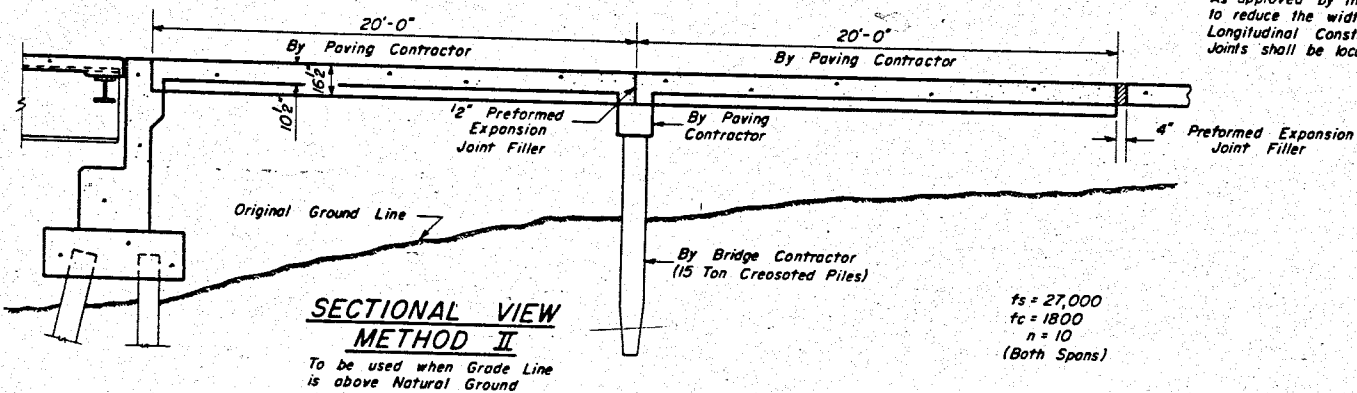
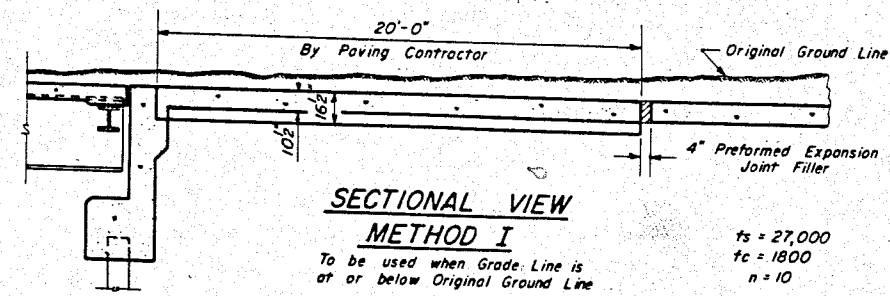
EXAMINED OCT 5 1957  
ENGINEER OF BRIDGE & TRAFFIC STRUCTS  
PASSED  
ENGINEER OF DESIGN  
APPROVED  
CHIEF HIGHWAY ENGINEER

2-27-53 - J.S.M. Sign's L. Rev. Nov. 58

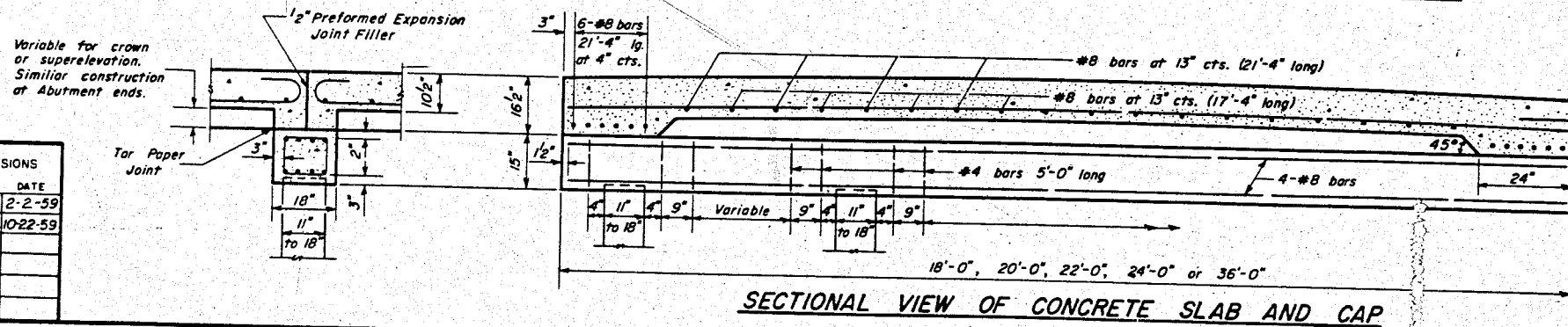
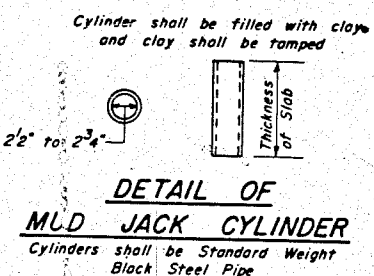
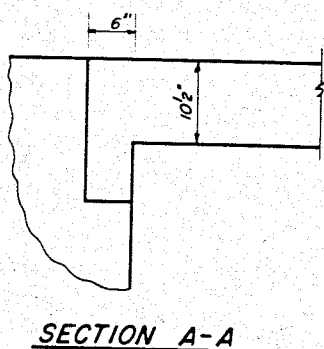
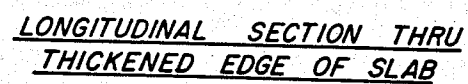
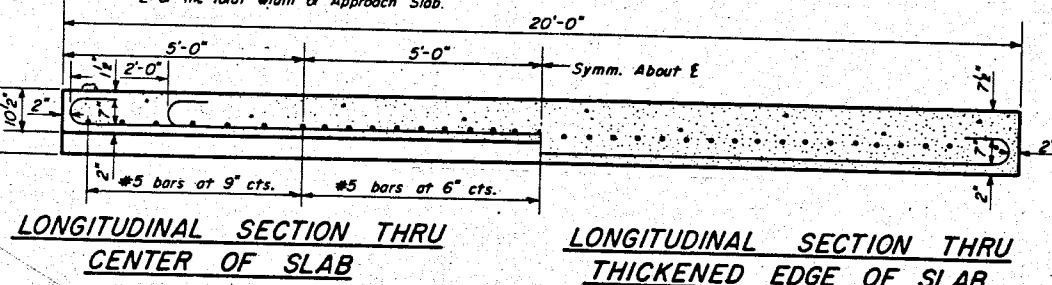
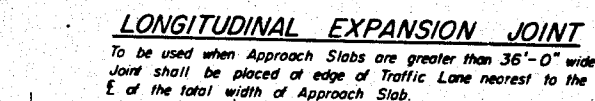
STD. No. 2113



# DETAILS OF BRIDGE APPROACHES



Expanded Metal weighing not less than 78 Lbs. per 100 sq. ft. or a welded bar mat weighing not less than 78 Lbs. per 100 sq. ft. having members of equal size in both directions and spaced not over 8" apart may be used instead of the #2 Welded Wire Fabric, 6" x 6", placed 24" below top of slab.



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

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

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

**GENERAL NOTES**

The slab or slabs will be paid for at the contract unit price for PORTLAND CEMENT CONCRETE PAVEMENT (16'-2"-10'-2"-16'-2")

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

All Reinforcement Bars, except tie bars for curb and gutter or gutter, will be paid for at the contract unit price for REINFORCEMENT BARS.

The Welded Wire Fabric, Mud Jack Cylinders and Preformed Expansion Joint Filler shall be included in the unit price bid for PORTLAND CEMENT CONCRETE PAVEMENT (16'-2"-10'-2"-16'-2")

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

Width of Bridge Approach Slab pours shall be determined before the reinforcement bars are fabricated.

Quantities shown for Reinforcement Bars are for two (2) thickened edges only.

STATE OF ILLINOIS		REVISIONS	
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS		BY	DATE
DIVISION OF HIGHWAYS		WAS	2-2-59
DESIGNED	DEC 18 1958	CET	10-22-59
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES			
APPROVED	DEC 18 1958		
ENGINEER OF DESIGN			