

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

*Official Copy  
 5-7-63  
 H*

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 57	10-31HB	CHAMPAIGN	17	1
ILLINOIS PROJECT 1-57-5(28)222				

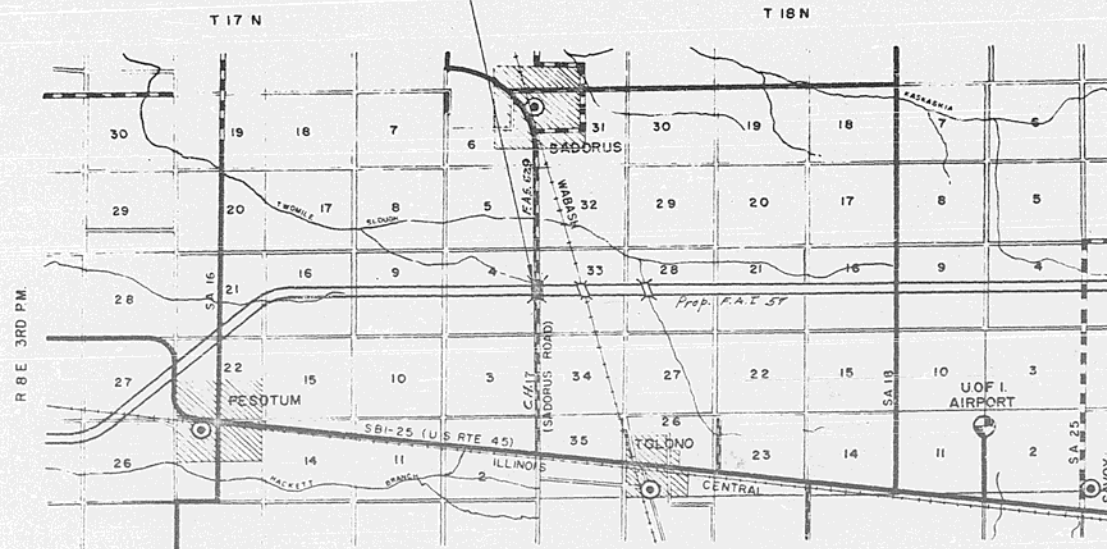
SCALES  
 PLAN 1 INCH = 100 FT.  
 PROFILE, HOR. 1 INCH = 100 FT.  
 PROFILE, VERT. 1 INCH = 10 FT.  
 CROSS-SECTIONS 1 INCH = 5 FT. VERT, 10 HORIZ.

*REVISED AS  
 BUILT*

F. A. I. ROUTE 57 SEC. 10-31HB CHAMPAIGN COUNTY  
 PROJECT 1-57-5(28)222



SECTION 10-31HB INCLUDES THE CONSTRUCTION OF ONE 4-SPAN CONTINUOUS WF - BEAM GRADE SEPARATION STRUCTURE CARRYING C.M. ROUTE 17 OVER FAL ROUTE 57. TWO SPANS AT 41'-7" AND TWO SPANS AT 67'-4" WITH 26' ROADWAY WIDTH AND TWO SAFETY WALKS AT 2'-0" @ STA. 367+59.97



LAYOUT  
 SCALE 1" = 1 MI.

NET LENGTH OF PROJECT = 0.00 MILES

INDEX OF SHEETS ON SHEET 2

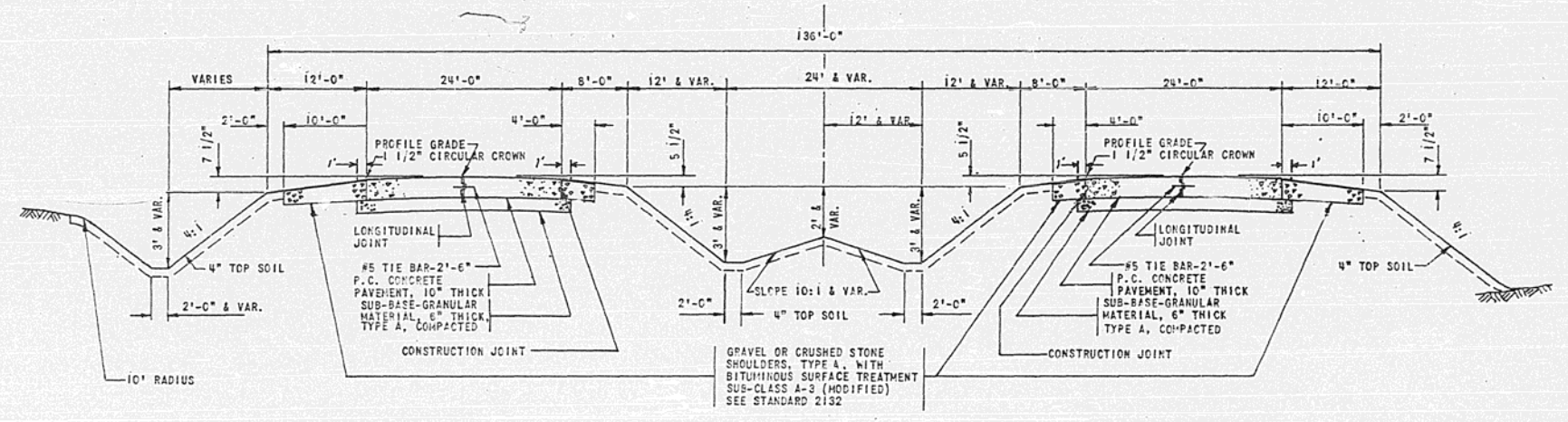
STATE OF ILLINOIS  
 DEPARTMENT OF PUBLIC WORKS AND BUILDINGS  
 DIVISION OF HIGHWAYS  
 SUBMITTED *March 7, 1963*  
*G. J. Cychol*  
 EXAMINED *April 1, 1963*  
*A. W. Van Cusdall*  
 PASSED *April 1, 1963*  
*Carthage*  
 APPROVED *April 1, 1963*  
*James K. Garing*

CLARK, DAILY & DIETZ  
 211 N. RACE ST. URBANA, ILL.

*Clyde L. Daily*  
 PARTNER  
 DEPARTMENT OF COMMERCE  
 BUREAU OF PUBLIC ROADS  
 APPROVED \_\_\_\_\_  
 DIVISION ENGINEER  
 DATE \_\_\_\_\_



TYPICAL CROSS SECTION OF PROPOSED  
 F.A.I. ROUTE 57

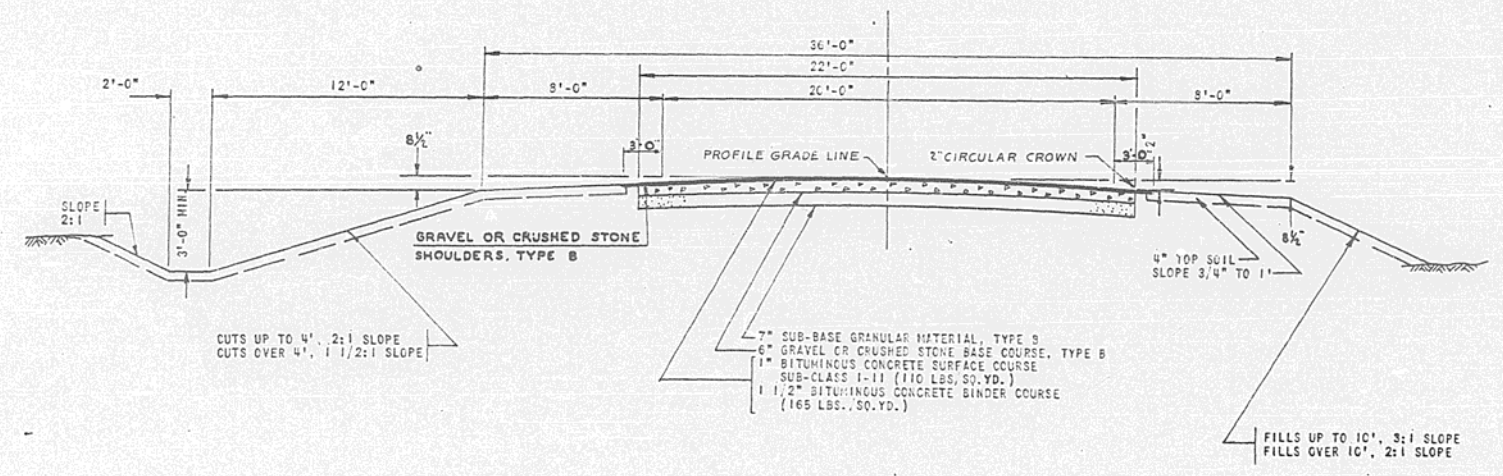


INDEX OF SHEETS

- 1 COVER SHEET
- 2 INDEX OF SHEETS, SUMMARY OF QUANTITIES, TYPICAL SECTION F.A.I. ROUTE 57, AND TYPICAL SECTION C.M. RTE. 17.
- 3 PLAN & PROFILE C.M. RTE. 17 STA. 15+00 TO STA. 45+00
- 4 PLAN & PROFILE F.A.I. RTE 57 STA. 342+00 TO STA. 374+00
- 5 CROSS SECTIONS C.M. RTE. 17 STA. 28+00 TO STA. 32+00
- 6-15 BRIDGE PLANS: BRIDGE STATION 367+59.97
- 16 STANDARDS 2113, 1971-3, 1972-1
- 17 STANDARDS 2114, 2153-2

TYPICAL CROSS SECTION OF PROPOSED C.M. ROUTE 17  
 (SADCRUS ROAD)

STA. 16+00 TO STA. 28+79.86  
 STA. 31+01.36 TO STA. 43+00



SUMMARY OF QUANTITIES

QUANTITY	UNIT	ITEM	CODE NUMBER
21.962	CU. YD.	BORROW EXCAVATION	013001
253	CU. YD.	CLASS A EXCAVATION FOR STRUCTURES	050001
162,680	POUND	FURNISHING AND ERECTING STRUCTURAL STEEL	054201
426.7	CU. YD.	CLASS Y CONCRETE	052003
826	SO. YD.	PROTECTIVE COAT	053001
441	LIN. FT.	FURNISHING AND ERECTING METAL HANDRAIL	059001
59,760	POUND	REINFORCEMENT BARS	059001
595	LIN. FT.	DRIVING CONCRETE PILES	060043
595	LIN. FT.	FURNISHING CONCRETE PILES	060044
1	EACH	TEST PILE (CONCRETE)	060047
2	EACH	NAME PLATES	061001
417	SO. YDS.	SLOPE WALL, 4"	083002

DESIGNED BY: \_\_\_\_\_ DRAWN BY: \_\_\_\_\_ CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

Revised 10/1/62 - In Summary of Quantities added Item Protective Coat @ 826 Sq. Yds. @ 1.0











FINAL SURVEY PLOTTED WITH MISTAKES CHECKED

DATE 10/11/18

ORIGINAL SURVEY PLOTTED WITH MISTAKES CHECKED

Embankment of Contractor for Sect. 10-11-18

C = 33  
F = 180  
TS = 90  
708.59

C = 10  
F = 105

C = 35  
F = 180  
TS = 90  
708.45

C = 35  
F = 180  
TS = 90  
708.65

C = 40  
F = 180  
TS = 51  
706.59

FOR PARTWORK ONLY

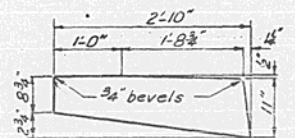
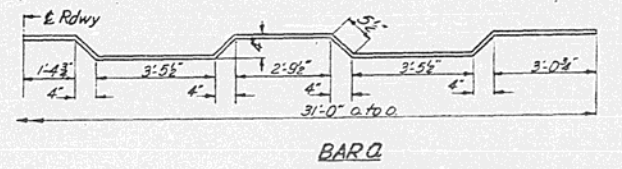
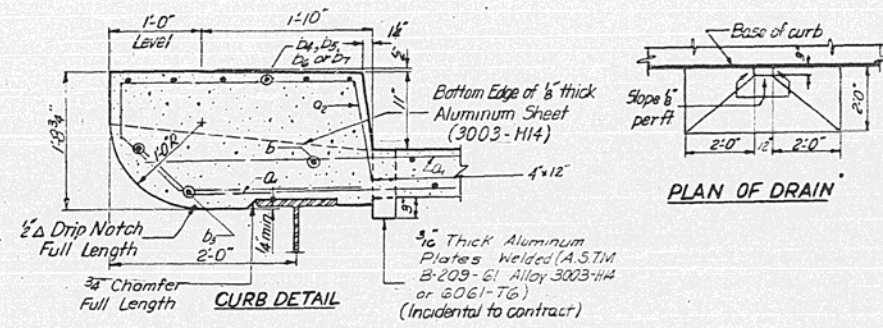
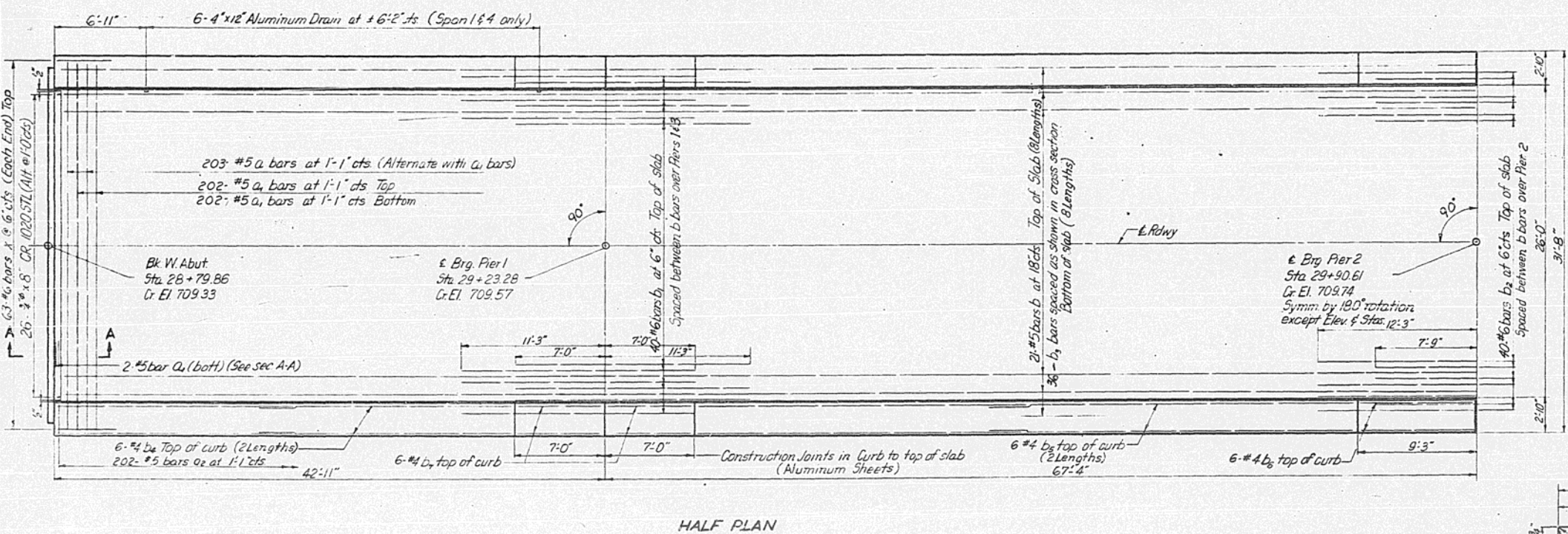
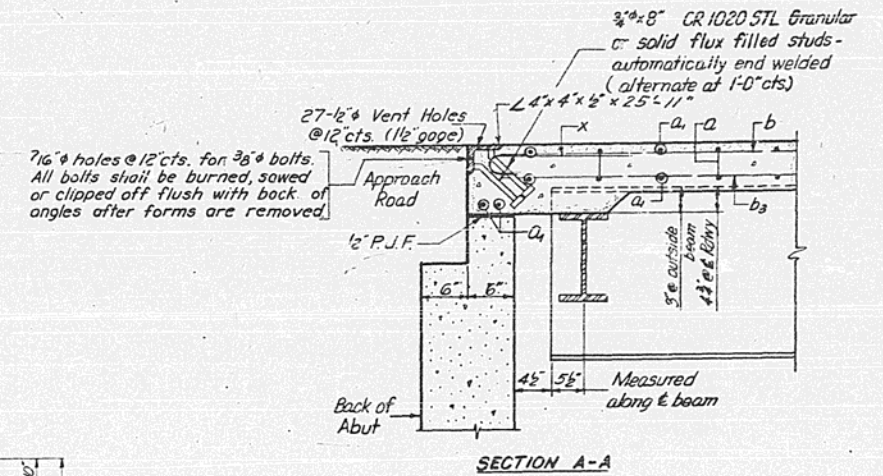
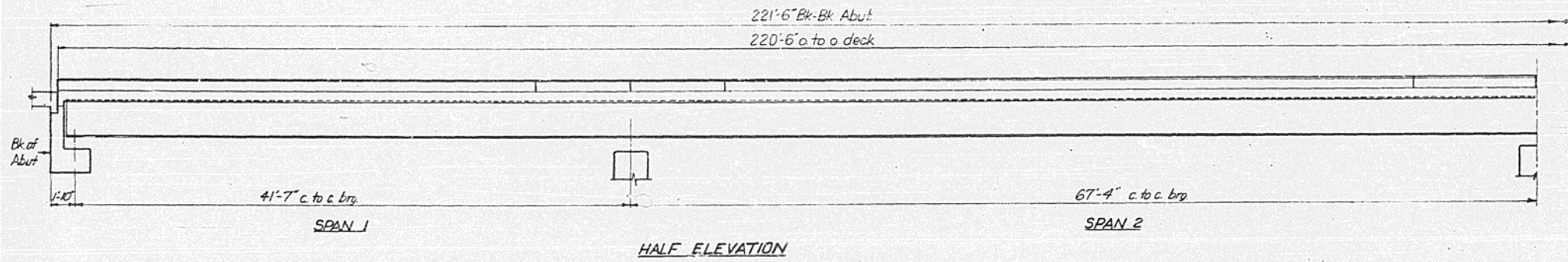
R. ACCESS RD.

ROUTE NO. SECTION COUNTY TOWNSHIP  
FAI-57 0318BCHAMPAIGN 17 5  
STA 28+00 TO STA 32+00  
MID. LEGAL DIST. NO. 100' RINGS 100' RINGS  
CH. RITE IV SADORUS ROAD  
STA 367+5997 FAI 57

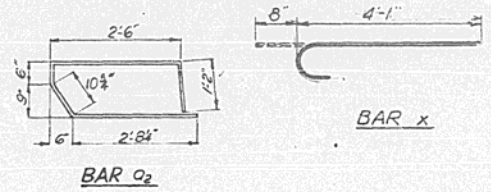








DETAIL OF 1/8" ALUMINUM SHEETS Used in curb joints (3003-H14) (Incidental to contract)



BILL OF MATERIAL

Bar	No	Size	Length	Shape
a	203	#5	32'-0"	~
a <sub>1</sub>	408	#5	30'-6"	~
b	168	#5	27'-9"	~
b <sub>1</sub>	80	#6	18'-5"	~
b <sub>2</sub>	40	#6	20'-0"	~
d <sub>3</sub>	288	#5	27'-9"	~
b <sub>4</sub>	48	#4	18'-6"	~
b <sub>5</sub>	48	#4	26'-3"	~
b <sub>6</sub>	24	#4	9'-0"	~
b <sub>7</sub>	48	#4	6'-9"	~
x	126	#6	4'-9"	~
a <sub>2</sub>	404	#5	7'-9"	~

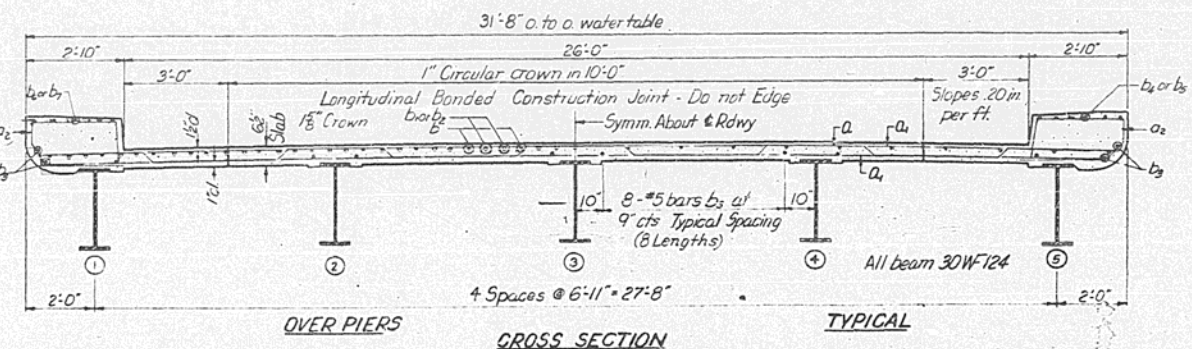
Class x Concrete Cu Yds 92.5

Structural Steel lbs 452,650

Reinforcement Bars lbs 46,425

Weight of Rockers, Bolsters, Bearing Plates, Lead Plates and Anchor Bolts include Structural Steel. Est. Weight = 600

METHOD OF DETERMINING "FILLET HEIGHTS"  
After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the stations shown on sheet #9. These elevations subtracted from the Theoretical Grade Elevation Adjusted for Dead Load Deflection shown on sheet #9, minus floor thickness equals the fillet heights above top of beams.



DESIGNED *W. Tomasko*  
CHECKED *Fred Stone*  
DRAWN *W. Tomasko*  
CHECKED *FS*

EXAMINED *W. Baumann*  
PREPARED *W. Tomasko*  
APPROVED *Ch. B. Catelmann*

JAN 29 1962

SUPERSTRUCTURE  
FAI Rt 57 SEC 10-3112  
CHAMPAIGN COUNTY  
Sta 367+59.97

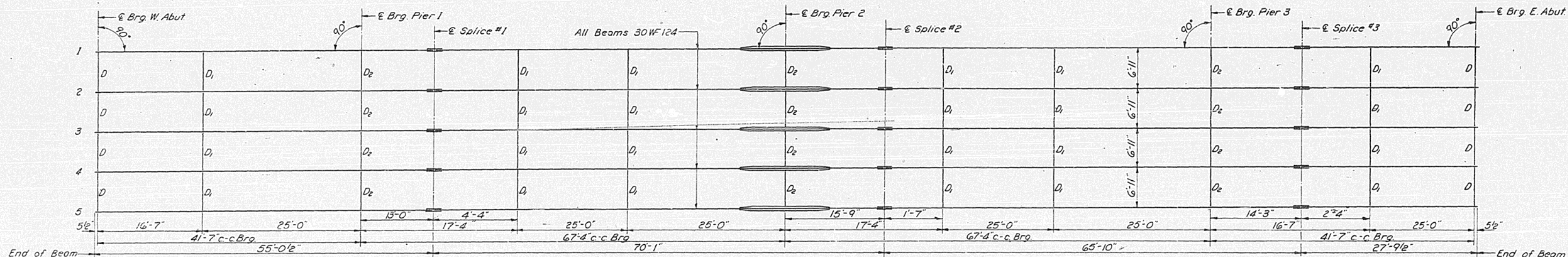
Revised 10-31-62 in HALF PLAN, CURB DETAIL, & PLAN OF DRAIN changed drains from 3/8" Extruded Aluminum Tube to 1/2" Aluminum Plates, N.C.



STATE OF ILLINOIS  
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DIVISION OF HIGHWAYS

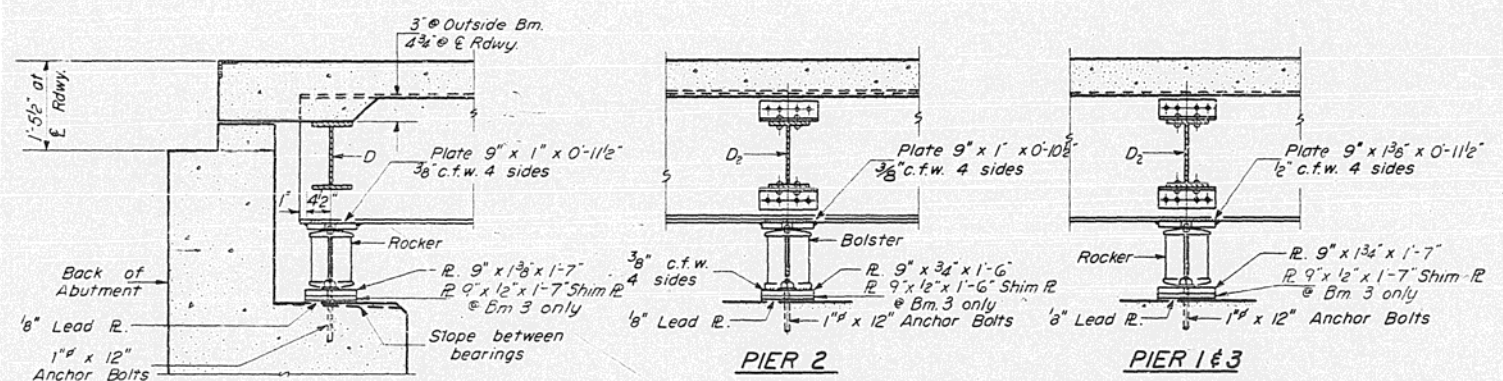
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.R. 57	10-31HB	CHAMPAIGN	17	8
FEL. ROAD DIST. NO. 7	ILLINOIS	FEL. AID PROJECT		

SHEET NO. 3  
10 SHEETS



PLAN OF STRUCTURAL STEEL

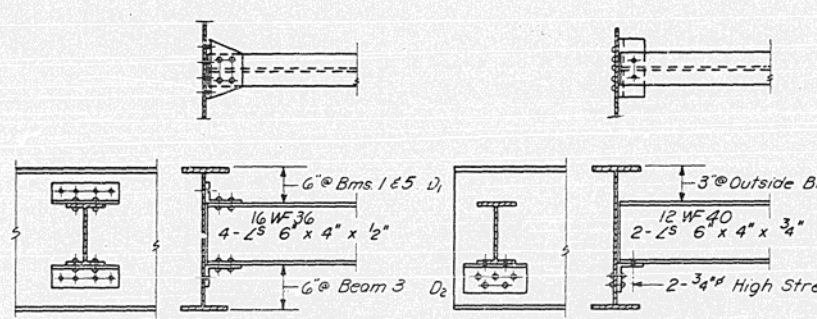
NOTE: The diagram below is included as a matter of record only. Allowance for D.L. Deflection is included in Top of Slab Elevations on Sheet #9.



SECTION AT ABUTMENT

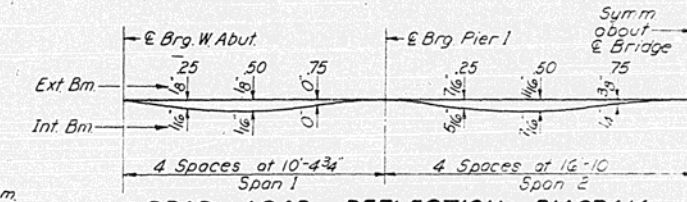
PIER 2

PIER 1 & 3



DIAPHRAGM D<sub>1</sub> & D<sub>2</sub>

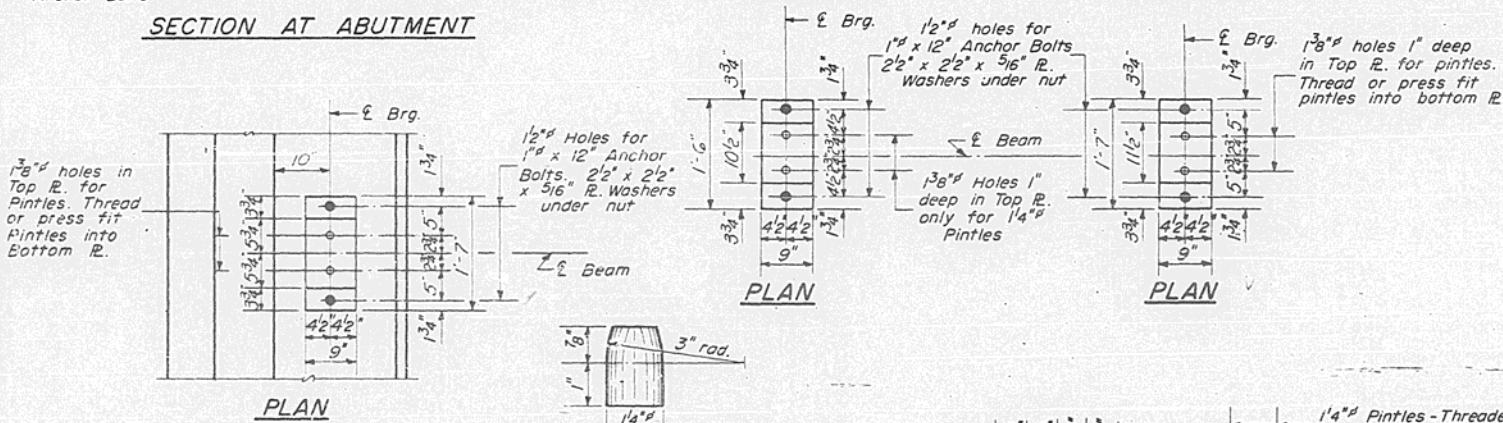
DIAPHRAGM D



DEAD LOAD DEFLECTION DIAGRAM  
(Weight of Concrete Only)

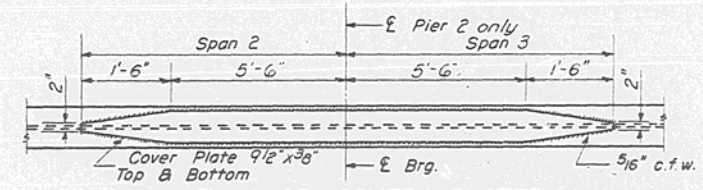
ELEVATION TOP OF BEAMS

Location Beam	E. Brg. W. Abut.	E. Brg. Pier 1	Splice #1	E. Brg. Pier 2	Splice #2	E. Brg. Pier 3	Splice #3	E. Brg. E. Abut.
Bm #1	70865	70884	70889	70898	70901	70889	70886	70877
Bm #2	70876	70895	70900	70909	70912	70900	70897	70888
Bm #3	70880	70899	70904	70913	70916	70904	70901	70892
Bm #4	70876	70895	70900	70909	70912	70900	70897	70888
Bm #5	70865	70884	70889	70898	70901	70889	70886	70877

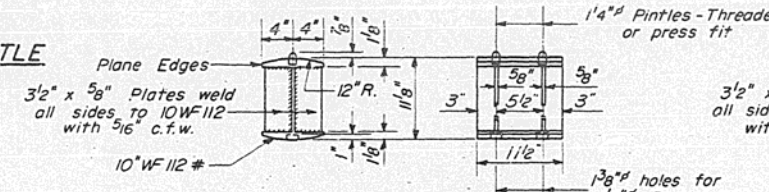


PLAN

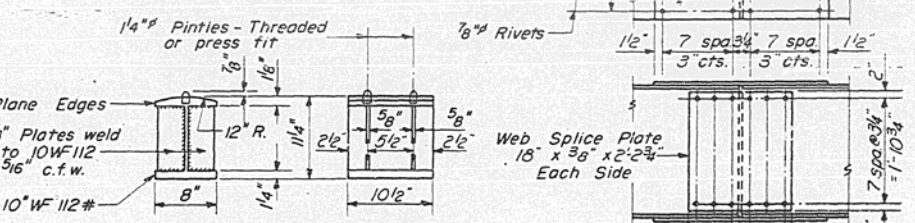
DETAIL OF PINTLE



DETAIL OF COVER PLATES



DETAIL OF BEARING AT PIER 1 & 3 & ABUT.



DETAIL OF BEARING AT PIER 2

DETAIL OF SPLICE

DESIGNED: *F. S.*  
CHECKED: *F. S.*  
DRAWN: *W. A. Sausaman*  
CHECKED: *F. S.*

EXAMINED: *H. E. Bannerman*  
PASSED: *J. L. Armstrong*  
APPROVED: *W. A. Sausaman*

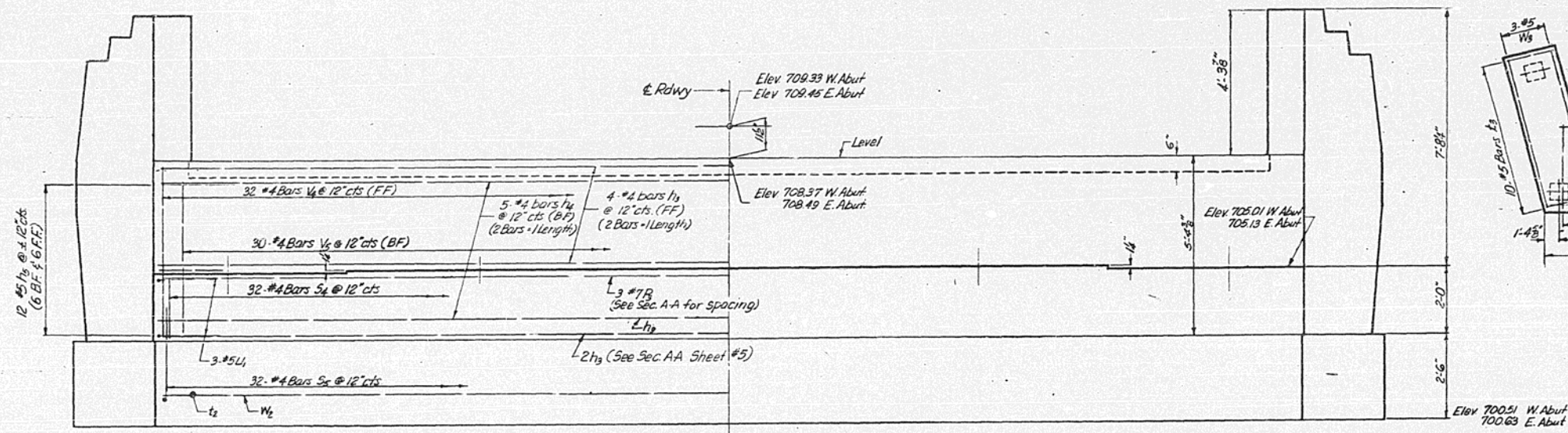
JAN 29 1962

STRUCTURAL STEEL LAYOUT  
F.A.I. RT. 57 SEC. 10-31HB  
CHAMPAIGN COUNTY  
STA. 367+59.97



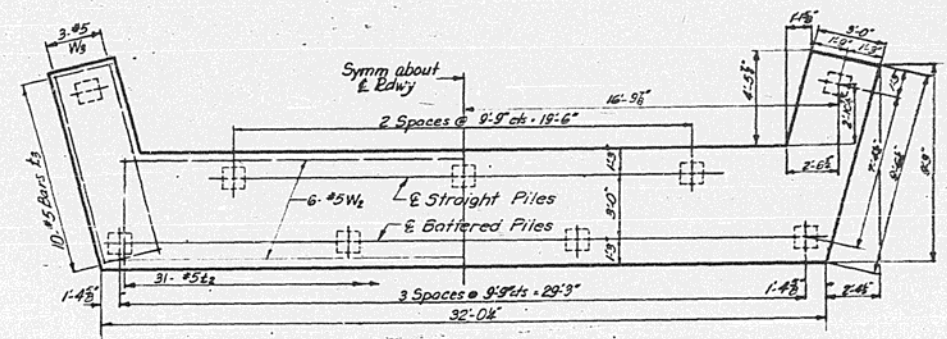
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. OF SHEETS
FAI RT. 57	10-31/18	CHAMPAIGN	17	9	10 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. ROAD DIST. NO.		



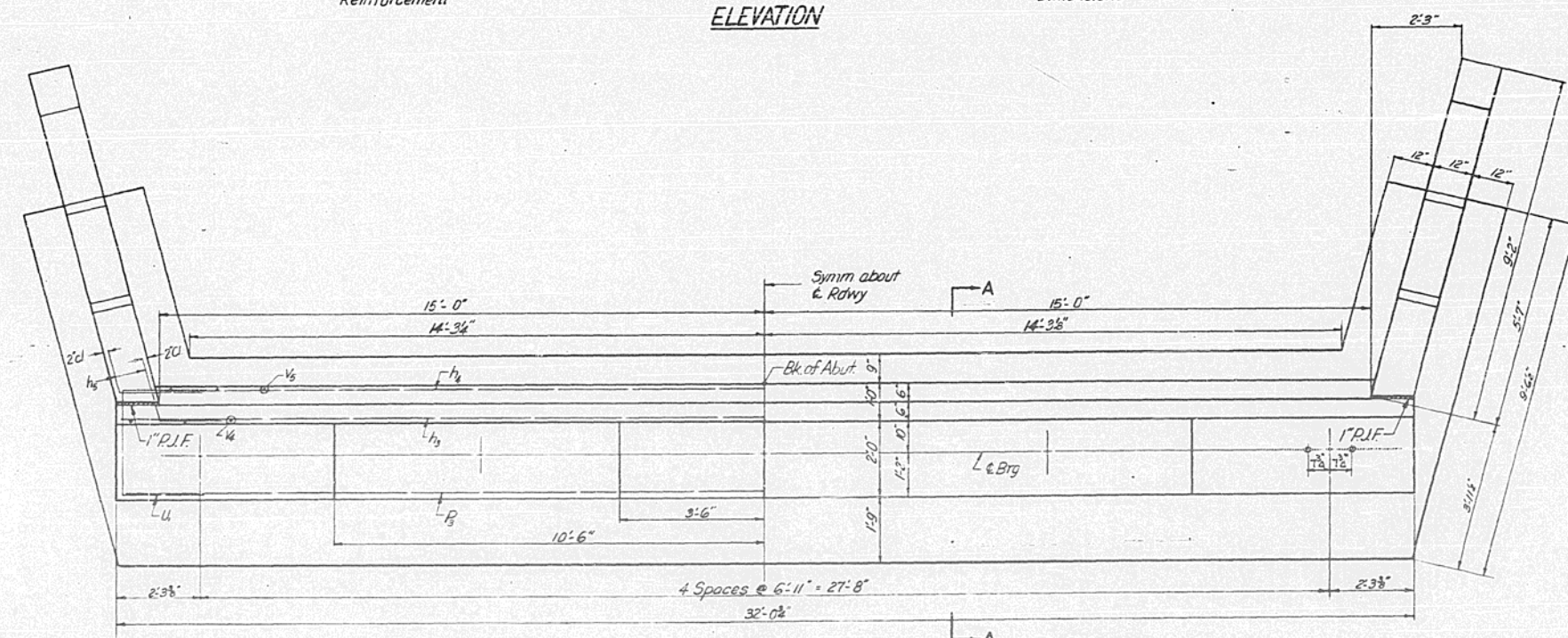
Reinforcement Dimensions

ELEVATION



Reinforcement Pile Layout & Dimensions

FOOTING PLAN



Reinforcement Dimensions

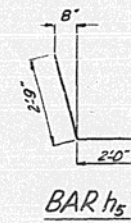
PLAN

Elev 700.51 W. Abut  
Elev 700.63 E. Abut

58.5  
+ 1.5  
73.5

2 ABUTMENTS  
BAR LIST

Bar	No.	Size	Length	Shape
h <sub>1</sub>	28	#4	16'-9"	—
h <sub>2</sub>	20	#4	15'-8"	—
h <sub>3</sub>	48	#5	4'-9"	┌
h <sub>4</sub>	48	#5	4'-0"	└
h <sub>5</sub>	6	#7	3'-6"	—
S <sub>4</sub>	64	#4	6'-5"	┌
S <sub>5</sub>	64	#4	8'-9"	└
L <sub>2</sub>	62	#5	5'-3"	—
L <sub>3</sub>	40	#5	2'-9"	—
U <sub>1</sub>	12	#5	7'-8"	┌
V <sub>4</sub>	64	#4	5'-2"	—
V <sub>5</sub>	60	#4	4'-8"	—
W <sub>2</sub>	12	#5	3'-6"	—
W <sub>3</sub>	12	#5	5'-0"	—



BAR h<sub>1</sub>

BARS S<sub>4</sub>, S<sub>5</sub> & U<sub>1</sub>

Type - Concrete  
Capacity - 30 Tons  
Est Length - 35'-0"  
No. Reqd - 17 + 1 Test Pile

2 ABUTMENTS  
BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu Yds	71.5
Reinforcement Bars	Lbs	4190
Concrete Piles	Ln Ft	595
Test Piles (Concrete)	Each	1

Note: Bill of Material includes Reinforcement and Class X Concrete for End Posts

EAST & WEST ABUTMENT  
FAI RT. 57 SEC. 10-31/18  
CHAMPAIGN COUNTY  
STA. 367+59.97

DESIGNED *M. Damasio*  
CHECKED *Fred. Stone*  
DRAWN *M.T.*  
CHECKED *F.S.*

JAN 29 1962  
EXAMINED *H.C. Bannerman*  
PASSED *E. Stewart*  
APPROVED *R.D. ...*

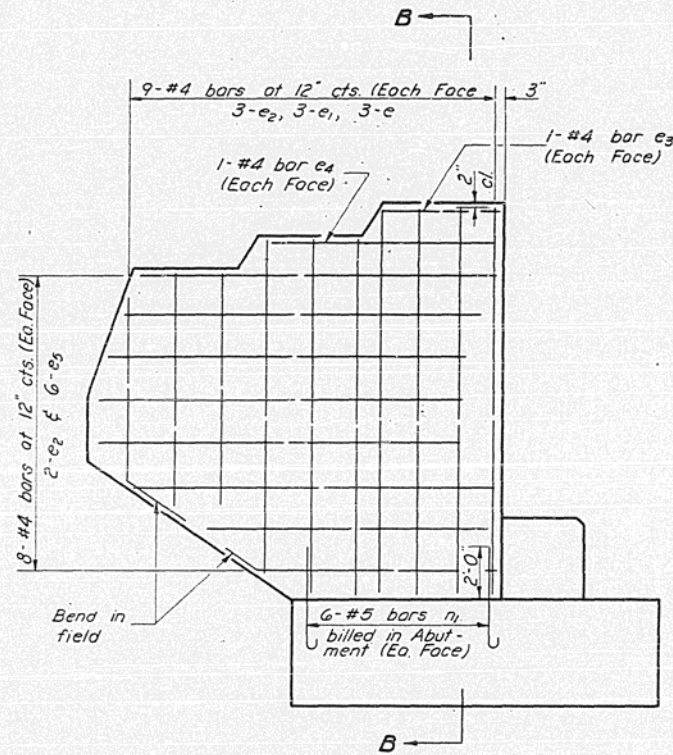
For Details of End post & Sec A-A See Sheet 5



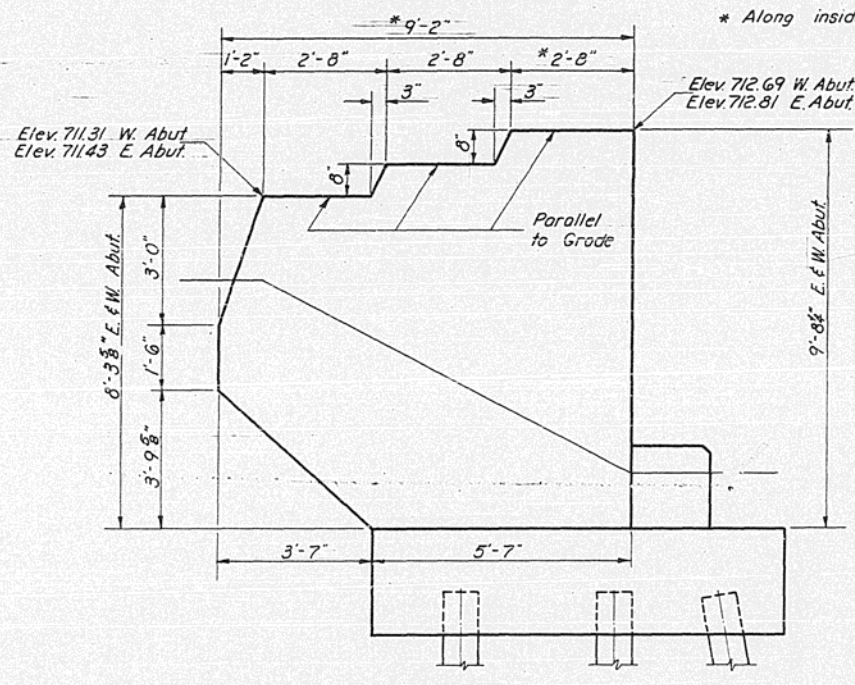
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.R. 57	10-31/HB	CHAMPAIGN	17	10
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

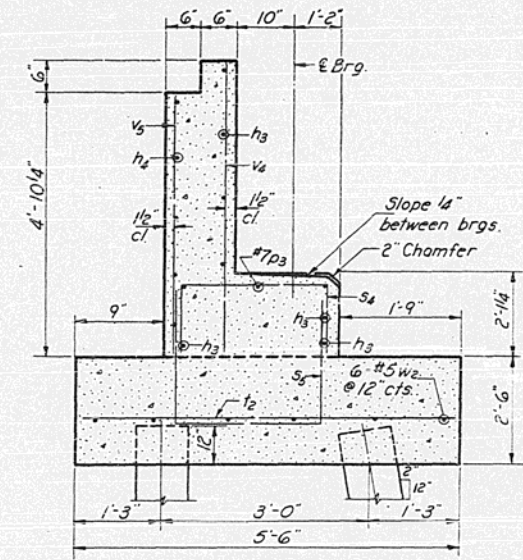
SHEET NO. 5  
10 SHEETS



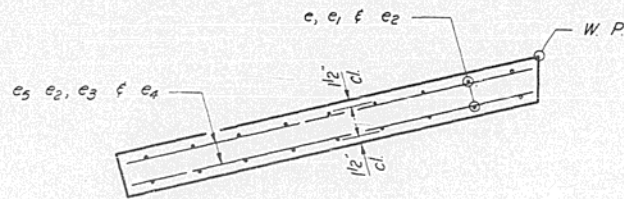
ELEVATION



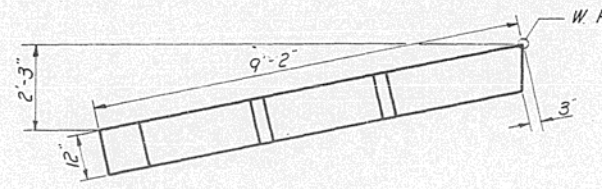
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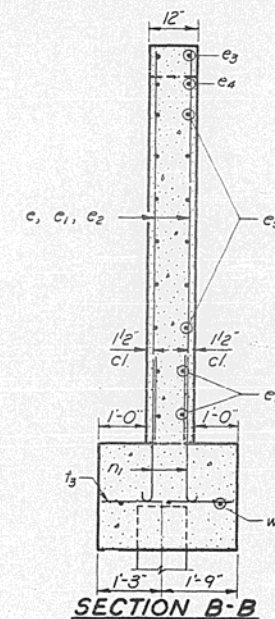
SECTION A-A  
See Sheet #4



PLAN



PLAN



SECTION B-B

ONE END POST  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
c	6	#4	9'-6"	—
c1	6	#4	8'-9"	—
c2	10	#4	6'-0"	—
c3	2	#4	2'-6"	—
c4	2	#4	5'-0"	—
c5	12	#4	7'-9"	—
Class X Concrete			Cu.Yds.	2.7
Reinforcement Bars			Lbs.	185

Note: Bill of Material to be included with Abutment. See Sheet #4

DESIGNED *M. Panastis*  
CHECKED *Fred Stone*  
DRAWN *J.L. Armstrong*  
CHECKED *F.S.*

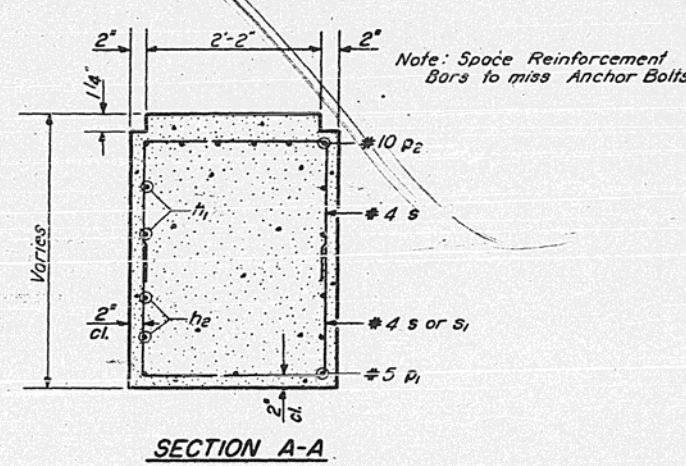
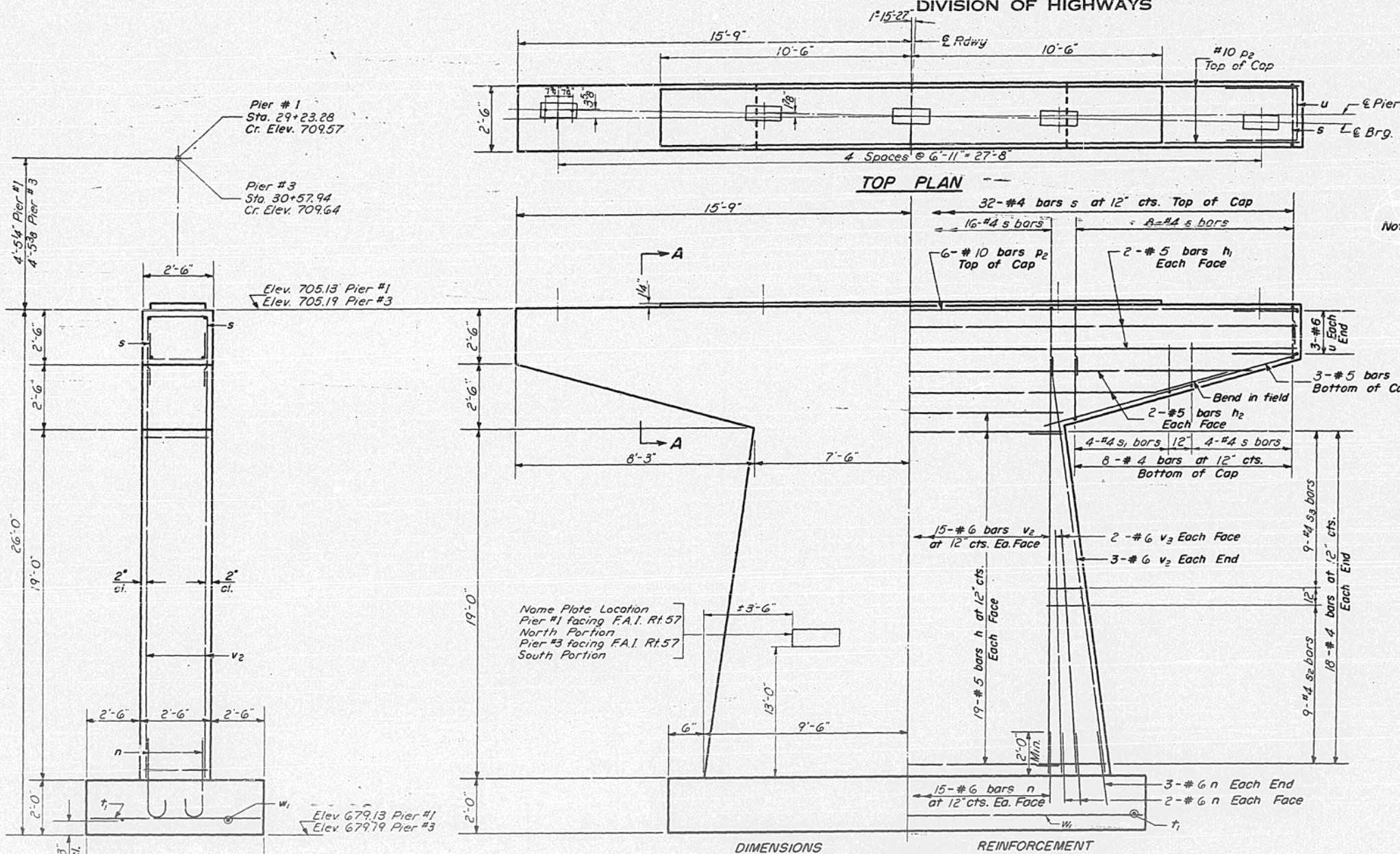
JAN 29 1962  
EXAMINED *W.E. Bauman*  
PASSED *[Signature]*  
APPROVED *[Signature]*

END POST DETAILS E.&W. ABUT.  
F.A.I. RT. 57 SEC. 10-31/HB  
CHAMPAIGN COUNTY  
STA. 367+59.97

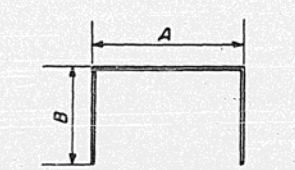


STATE OF ILLINOIS  
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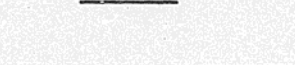
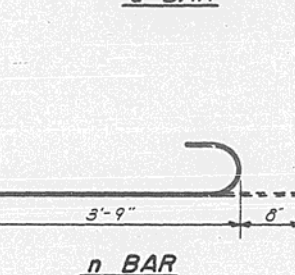
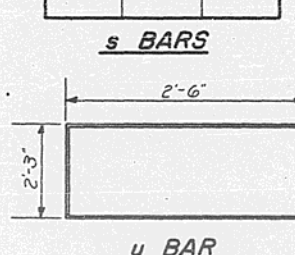
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7.2.57	10-31HB	CHAMPAIGN	17	11
SHEET NO. 6 10 SHEETS				



Note: All edges shall have standard 3/4" chamfers except footings.



Bar	A	B
s	2'-2"	2'-2"
s1	2'-2"	3'-0"
s2	2'-3"	3'-6"
s3	2'-3"	2'-6"



PIERS 1&3  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	76	#5	14'-0"	—
h1	8	#5	30'-0"	—
h2	8	#5	28'-0"	—
n	88	#6	4'-5"	U
p1	12	#5	9'-9"	—
p2	12	#10	31'-3"	—
s	80	#4	6'-6"	U
s1	16	#4	8'-2"	U
s2	36	#4	9'-3"	U
s3	36	#4	7'-3"	U
v1	54	#5	7'-3"	—
u	12	#6	7'-3"	U
v2	72	#6	23'-0"	—
v3	16	#6	12'-0"	—
w1	14	#5	19'-9"	—
Class x Concrete		Cu. Yds.	107.8	
Reinforcement Bars		Lbs.	8350	

PIERS 1&3  
F.A.I. RT. 57 SEC. 10-31HB  
CHAMPAIGN COUNTY  
STA. 367+59.97

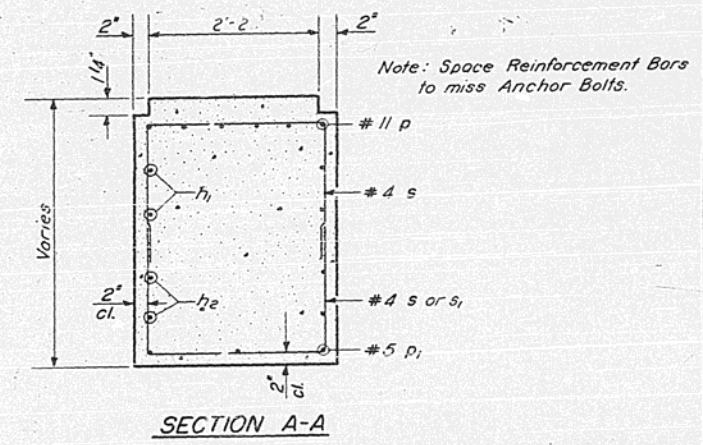
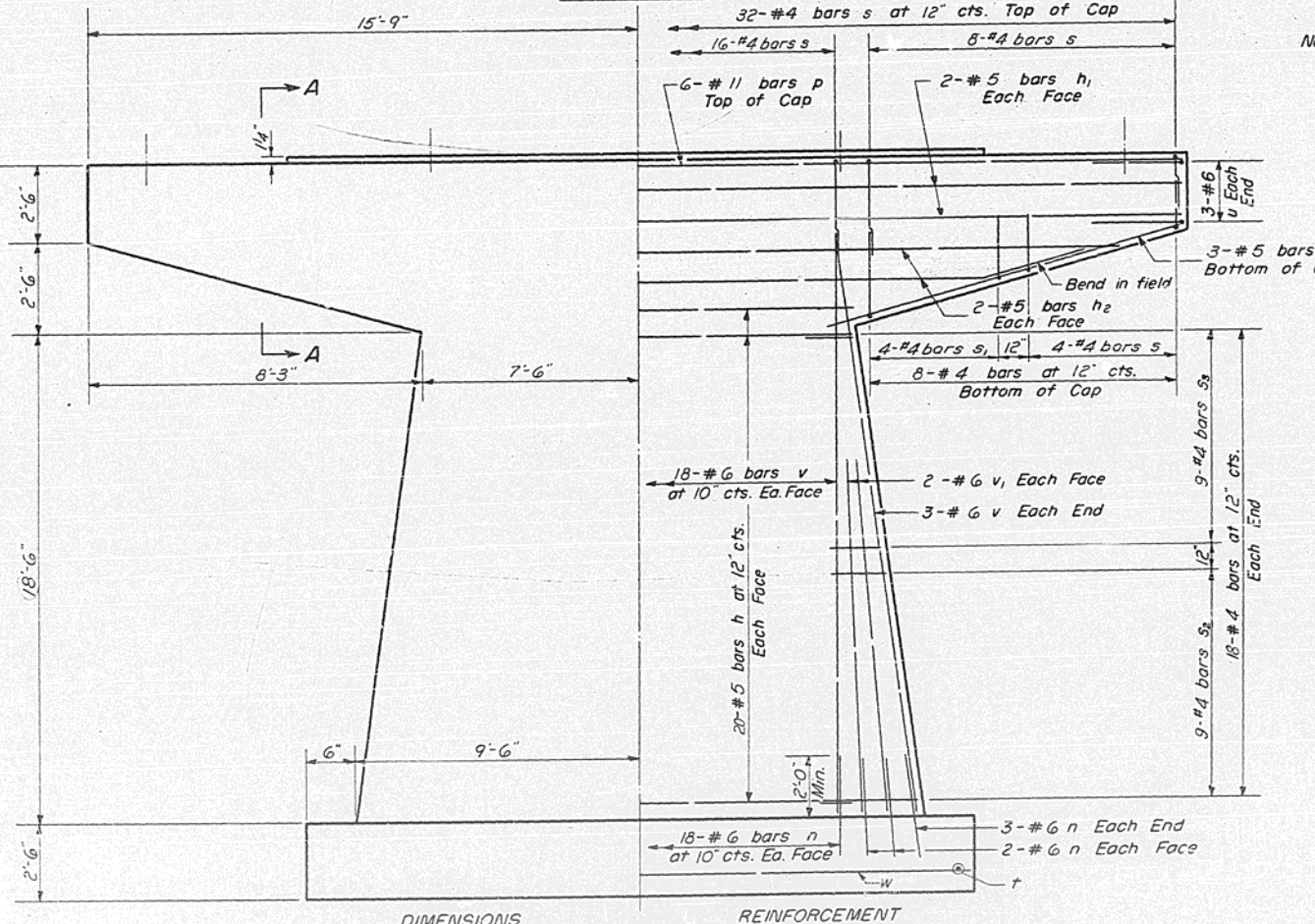
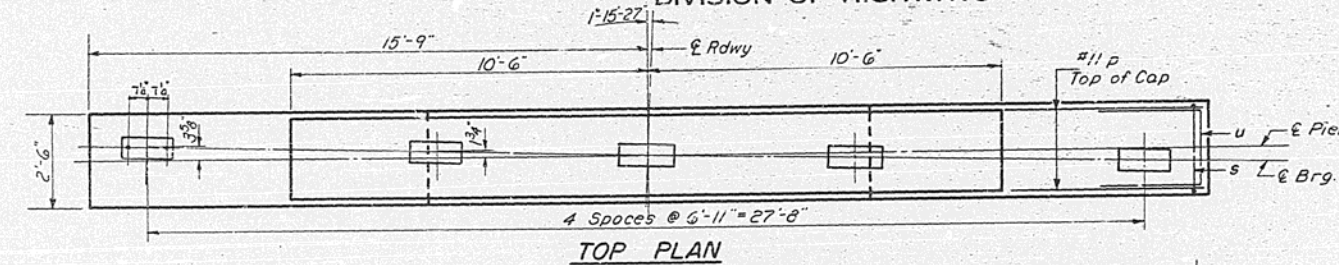
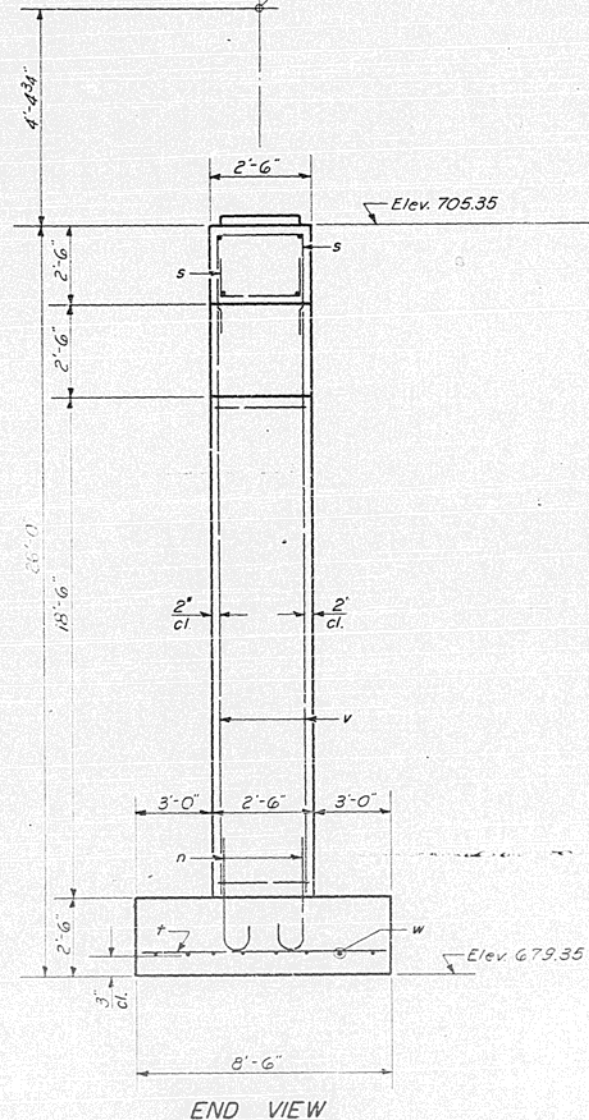
DESIGNED *M. Parnashio*  
CHECKED *Fred Stone*  
DRAWN *W. A. Sausaman*  
CHECKED *F.S.*  
EXAMINED *H. B. Bennett*  
PASSED *J. L. Armstrong*  
APPROVED *R. B. Bantelmege*



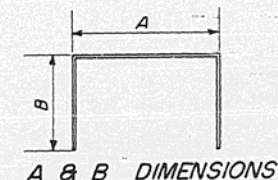
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10-311B	CHAMPAIGN	17	12	10 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

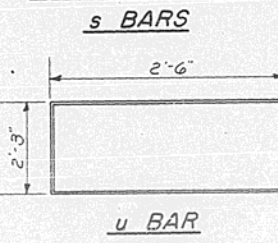
Pier # 2  
Sta. 29+90.61  
Cr. Elev. 709.74



Note: All edges shall have standard 3/4" chamfers except footings.

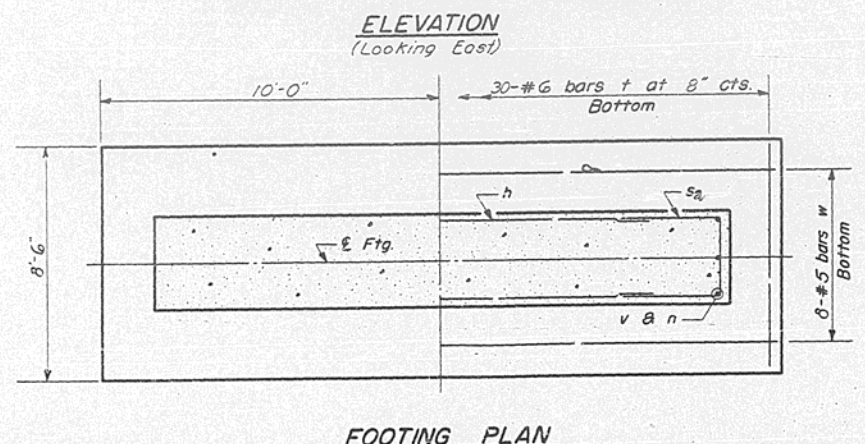


Bar	A	B
s	2'-2"	2'-2"
s1	2'-2"	3'-0"
s2	2'-3"	3'-6"
s3	2'-3"	2'-6"



PIER 2  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	40	#5	14'-0"	—
h1	4	#5	30'-0"	—
h2	4	#5	28'-0"	—
n	50	#6	4'-5"	U
p	6	#11	31'-3"	—
p1	6	#5	9'-9"	—
s	40	#4	6'-6"	□
s1	8	#4	8'-2"	□
s2	16	#4	9'-3"	□
s3	16	#4	7'-3"	□
t	30	#6	8'-3"	—
u	6	#6	7'-3"	□
v	42	#6	22'-0"	—
v1	8	#6	13'-0"	—
w	8	#5	19'-9"	—
Class x Concrete			Cu. Yds	55.7
Reinforcement Bars			Lbs.	4750



DESIGNED M. Tamashus  
CHECKED Fred Stone  
DRAWN W. A. Sausamor  
CHECKED F. S.  
EXAMINED H. G. Baumgardner  
PASSED J. L. Armstrong  
APPROVED R. B. [Signature]

JAN 29 1962

P-2 Re-drawn 7-17-59 Rev. 11-25-59

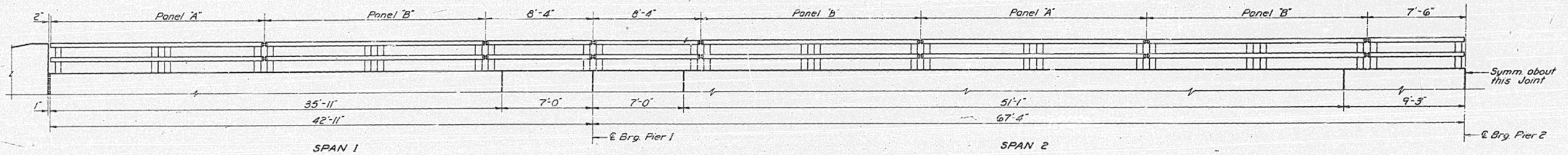
PIER 2  
F.A.I. RT. 57 SEC 10-311B  
CHAMPAIGN COUNTY  
STA. 367+59.97



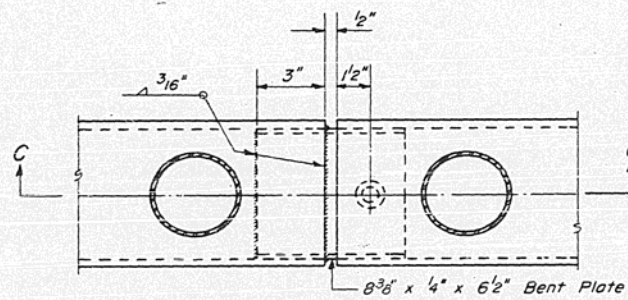
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
U.S. 57	10-31B	CHAMPAIGN	17	13
FED. ROAD DIST. NO. 1		BLANKS	FED. AID PROJECT	

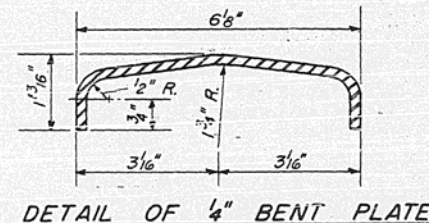
SHEET NO. 6  
10 SHEETS



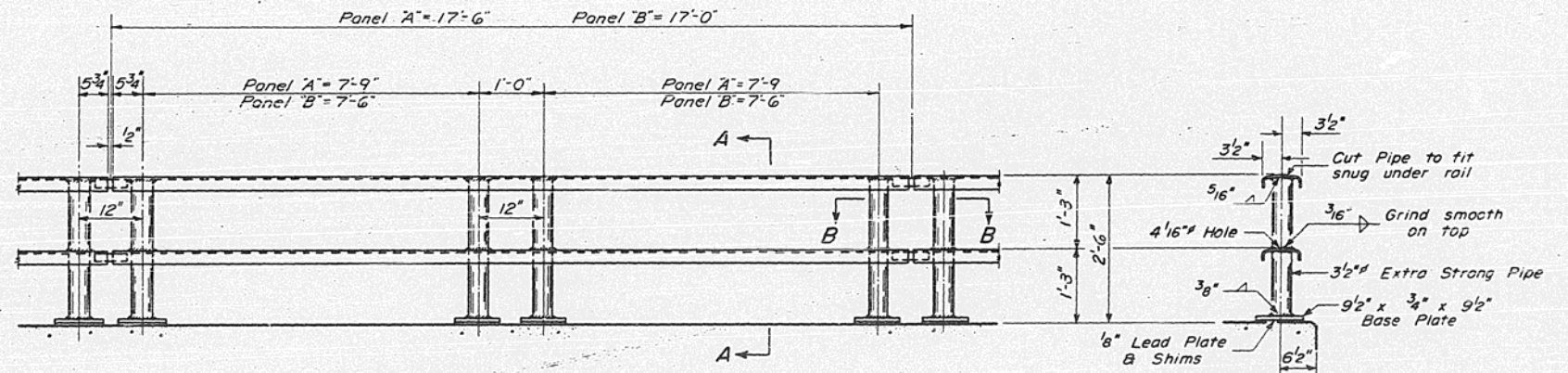
ELEVATION



SECTION B-B

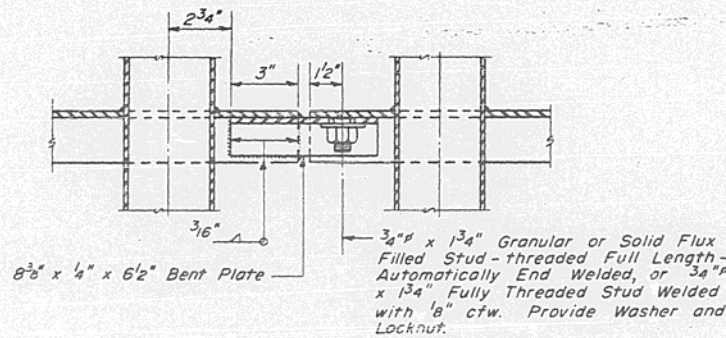


DETAIL OF 1/4" BENT PLATE

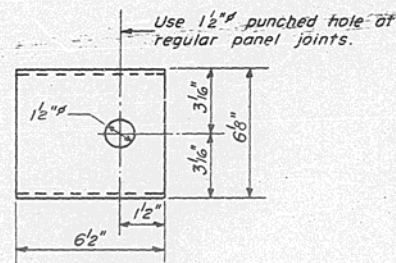


ELEVATION TYPICAL PANEL

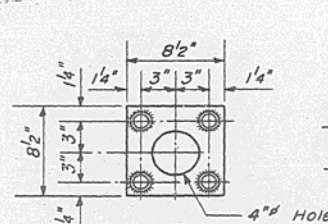
SECTION A-A



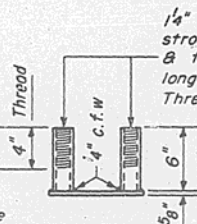
SECTION C-C



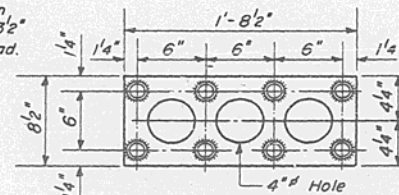
PLAN



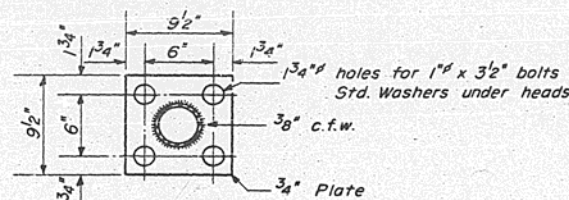
ANCHOR DEVICE  
For Single Post at each  
End of Panel



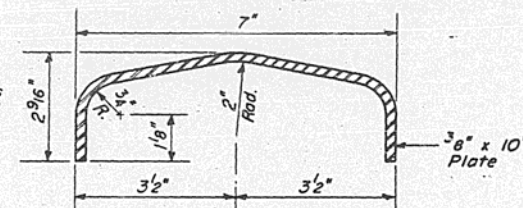
END VIEW



ANCHOR DEVICE  
For Double Posts within  
Each Panel



BASE PLATE  
ALL POSTS



DETAIL OF RAIL

GENERAL NOTES

After erection all Bolts and Washers shall be spot painted with one coat of red lead paint before painting entire handrail with two coats of aluminum paint. Provide 1-8" and 2-1/16" Shims for 50% of the Posts.

BILL OF MATERIAL

Item	Unit	Quantity
Metal Handrail	Lin.Ft.	441

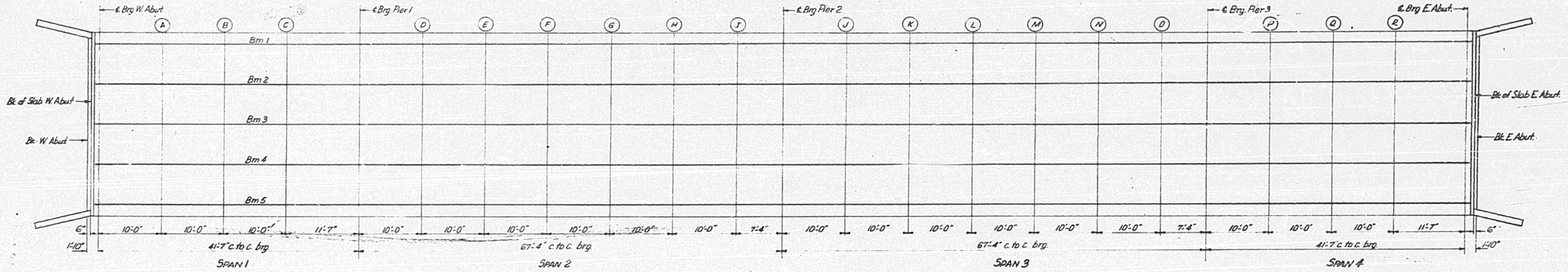
HANDRAIL DETAILS  
F.A.I. RT. 57 SEC. 10-31 HB  
CHAMPAIGN COUNTY  
STA. 367+59.97

DESIGNED <i>M. Yamashiro</i>	EXAMINED <i>H. E. Bannister</i>
CHECKED <i>Fred Stone</i>	PASSED <i>[Signature]</i>
DRAWN <i>J. L. Armstrong</i> <i>W. A. Sausamon</i>	APPROVED <i>[Signature]</i>
CHECKED <i>F.S.</i>	



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

ROUTE NO.	SECTION	COUNTY	TOWNSHIP	RANGE	SHEET NO.
10-311B	CHAMPAIGN	IT	14		10 SHEETS
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					



Beam	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. W. Abut.	2879.860	6.916	709.288	709.288
	2879.860	.000	709.328	709.328
	2879.860	6.916	709.288	709.288
Bk. of Slab W. Abut.	2880.360	6.916	709.291	709.291
	2880.360	.000	709.331	709.331
	2880.360	6.916	709.291	709.291
Bk. W. Abut.	2881.693	6.916	709.300	709.300
	2881.693	.000	709.340	709.340
	2881.693	6.916	709.300	709.300
A	2891.693	6.916	709.365	709.370
	2891.693	.000	709.405	709.410
	2891.693	6.916	709.365	709.370
B	2901.693	6.916	709.424	709.430
	2901.693	.000	709.464	709.469
	2901.693	6.916	709.424	709.430
C	2911.693	6.916	709.477	709.478
	2911.693	.000	709.517	709.518
	2911.693	6.916	709.477	709.478
Bk. W. Abut.	2879.860	13.833	709.180	709.180
	2879.860	.000	709.180	709.180
	2879.860	13.833	709.180	709.180
Bk. of Slab W. Abut.	2880.360	13.833	709.184	709.184
	2880.360	.000	709.184	709.184
	2880.360	13.833	709.184	709.184
Bk. W. Abut.	2881.693	13.833	709.193	709.193
	2881.693	.000	709.193	709.193
	2881.693	13.833	709.193	709.193
A	2891.693	13.833	709.258	709.265
	2891.693	.000	709.258	709.265
	2891.693	13.833	709.258	709.265
B	2901.693	13.833	709.317	709.325
	2901.693	.000	709.317	709.325
	2901.693	13.833	709.317	709.325
C	2911.693	13.833	709.370	709.371
	2911.693	.000	709.370	709.371
	2911.693	13.833	709.370	709.371

Beam	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. Pier 1	2923.277	6.916	709.532	709.532
	2923.277	.000	709.572	709.572
	2923.277	6.916	709.532	709.532
D	2933.277	6.916	709.573	709.574
	2933.277	.000	709.613	709.614
	2933.277	6.916	709.573	709.574
E	2943.277	6.916	709.608	709.611
	2943.277	.000	709.648	709.651
	2943.277	6.916	709.608	709.611
F	2953.277	6.916	709.638	709.641
	2953.277	.000	709.678	709.681
	2953.277	6.916	709.638	709.641
G	2963.277	6.916	709.662	709.665
	2963.277	.000	709.701	709.705
	2963.277	6.916	709.662	709.665
H	2973.277	6.916	709.680	709.682
	2973.277	.000	709.720	709.722
	2973.277	6.916	709.680	709.682
I	2983.277	6.916	709.692	709.693
	2983.277	.000	709.732	709.733
	2983.277	6.916	709.692	709.693
Bk. Pier 1	2923.277	13.833	709.425	709.425
	2923.277	.000	709.425	709.425
	2923.277	13.833	709.425	709.425
D	2933.277	13.833	709.466	709.487
	2933.277	.000	709.466	709.487
	2933.277	13.833	709.466	709.487
E	2943.277	13.833	709.501	709.541
	2943.277	.000	709.501	709.541
	2943.277	13.833	709.501	709.541
F	2953.277	13.833	709.530	709.587
	2953.277	.000	709.530	709.587
	2953.277	13.833	709.530	709.587
G	2963.277	13.833	709.554	709.610
	2963.277	.000	709.554	709.610
	2963.277	13.833	709.554	709.610
H	2973.277	13.833	709.572	709.617
	2973.277	.000	709.572	709.617
	2973.277	13.833	709.572	709.617
I	2983.277	13.833	709.585	709.604
	2983.277	.000	709.585	709.604
	2983.277	13.833	709.585	709.604

Beam	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. Pier 2	2990.610	6.916	709.698	709.698
	2990.610	.000	709.737	709.737
	2990.610	6.916	709.698	709.698
J	3000.610	6.916	709.700	709.701
	3000.610	.000	709.740	709.741
	3000.610	6.916	709.700	709.701
K	3010.610	6.916	709.697	709.700
	3010.610	.000	709.737	709.739
	3010.610	6.916	709.697	709.700
L	3020.610	6.916	709.688	709.692
	3020.610	.000	709.728	709.731
	3020.610	6.916	709.688	709.692
M	3030.610	6.916	709.673	709.677
	3030.610	.000	709.713	709.717
	3030.610	6.916	709.673	709.677
N	3040.610	6.916	709.653	709.655
	3040.610	.000	709.693	709.695
	3040.610	6.916	709.653	709.655
O	3050.610	6.916	709.627	709.628
	3050.610	.000	709.667	709.668
	3050.610	6.916	709.627	709.628
Bk. Pier 1	2990.610	13.833	709.590	709.590
	2990.610	.000	709.590	709.590
	2990.610	13.833	709.590	709.590
J	3000.610	13.833	709.593	709.619
	3000.610	.000	709.593	709.619
	3000.610	13.833	709.593	709.619
K	3010.610	13.833	709.590	709.637
	3010.610	.000	709.590	709.637
	3010.610	13.833	709.590	709.637
L	3020.610	13.833	709.581	709.639
	3020.610	.000	709.581	709.639
	3020.610	13.833	709.581	709.639
M	3030.610	13.833	709.566	709.618
	3030.610	.000	709.566	709.618
	3030.610	13.833	709.566	709.618
N	3040.610	13.833	709.546	709.582
	3040.610	.000	709.546	709.582
	3040.610	13.833	709.546	709.582
O	3050.610	13.833	709.520	709.535
	3050.610	.000	709.520	709.535
	3050.610	13.833	709.520	709.535

Beam	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. Pier 3	3057.943	6.916	709.604	709.604
	3057.943	.000	709.644	709.644
	3057.943	6.916	709.604	709.604
P	3067.943	6.916	709.568	709.569
	3067.943	.000	709.608	709.608
	3067.943	6.916	709.568	709.569
Q	3077.943	6.916	709.527	709.532
	3077.943	.000	709.566	709.572
	3077.943	6.916	709.527	709.532
R	3087.943	6.916	709.479	709.484
	3087.943	.000	709.519	709.524
	3087.943	6.916	709.479	709.484
Bk. Pier 3	3099.526	6.916	709.417	709.417
	3099.526	.000	709.457	709.457
	3099.526	6.916	709.417	709.417
Bk. of Slab E. Abut.	3100.860	6.916	709.409	709.409
	3100.860	.000	709.449	709.449
	3100.860	6.916	709.409	709.409
Bk. of E. Abut.	3101.360	6.916	709.407	709.407
	3101.360	.000	709.446	709.446
	3101.360	6.916	709.407	709.407
Bk. Pier 3	3057.943	13.833	709.497	709.497
	3057.943	.000	709.497	709.497
	3057.943	13.833	709.497	709.497
P	3067.943	13.833	709.461	709.461
	3067.943	.000	709.461	709.461
	3067.943	13.833	709.461	709.461
Q	3077.943	13.833	709.419	709.427
	3077.943	.000	709.419	709.427
	3077.943	13.833	709.419	709.427
R	3087.943	13.833	709.372	709.380
	3087.943	.000	709.372	709.380
	3087.943	13.833	709.372	709.380
Bk. Pier 3	3099.526	13.833	709.310	709.310
	3099.526	.000	709.310	709.310
	3099.526	13.833	709.310	709.310
Bk. of Slab E. Abut.	3100.860	13.833	709.302	709.302
	3100.860	.000	709.302	709.302
	3100.860	13.833	709.302	709.302
Bk. of Abut.	3101.360	13.833	709.299	709.299
	3101.360	.000	709.299	709.299
	3101.360	13.833	709.299	709.299

DESIGNED *M. Tamashiro*  
CHECKED *Fred Stone*  
APPROVED *F. S.*

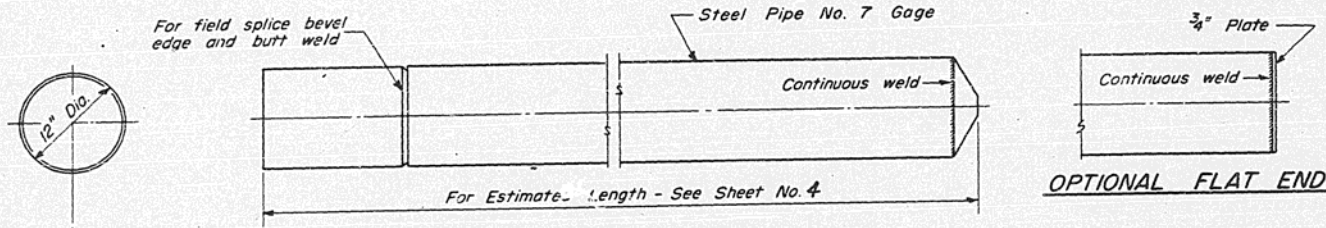
JAN 29 1962  
EXAMINED *H. C. Bauman*  
PASSED *[Signature]*  
APPROVED *[Signature]*

ELEVATION - TOP OF SLAB  
FAI. RT. 57 - SEC. 10-311B  
CHAMPAIGN COUNTY  
STA. 367+59.97

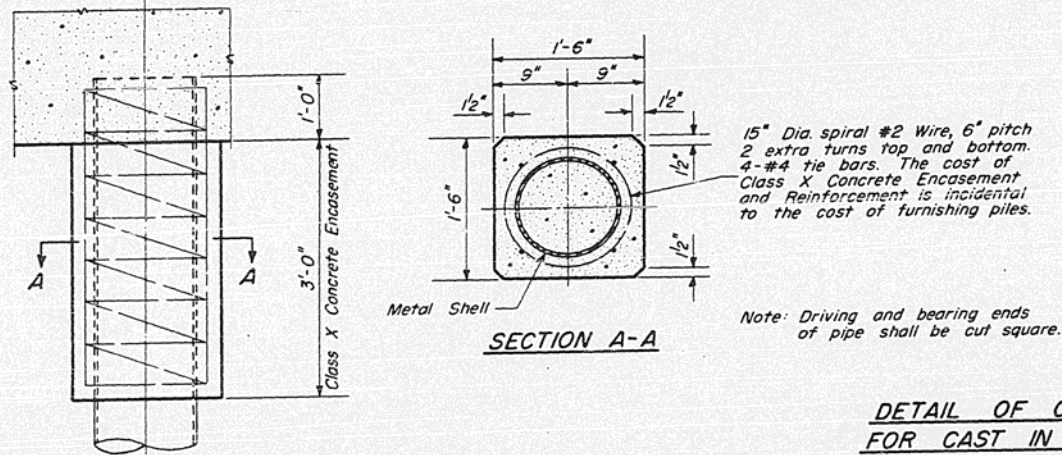


STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

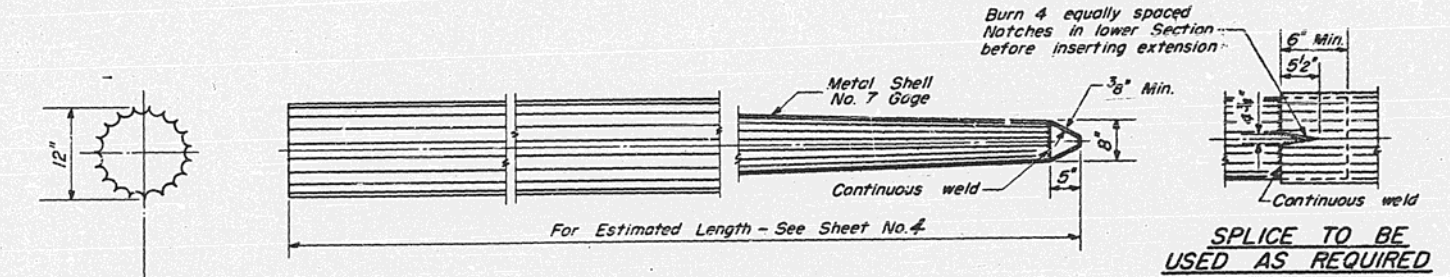
SHEET NO.	SECTION	QUANTITY	TOTAL SHEETS	SHEET NO.
10	10-31HB	CHAMPAIGN	17	15
SHEET NO. 10 10 SHEETS				



OPTIONAL FLAT END



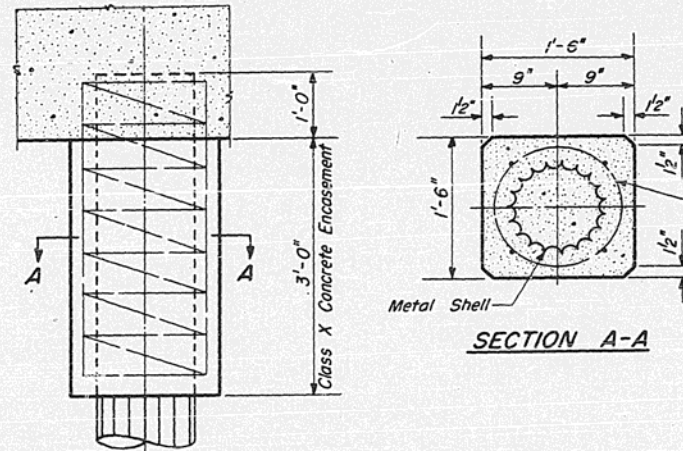
DETAIL OF CYLINDRICAL STEEL SHELL  
FOR CAST IN PLACE CONCRETE PILES



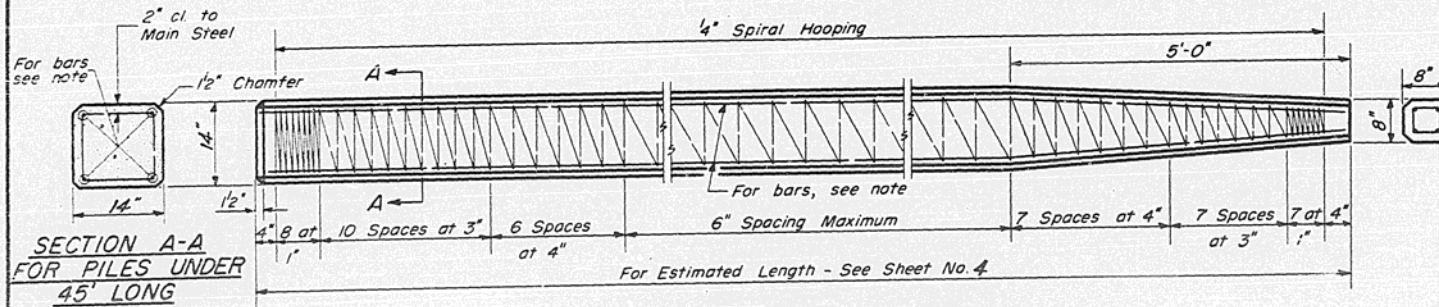
ALLOWABLE TAPERS

- 1-Taper 1/2'-6" for 10' + 12" Cylindrical Section Extension
- 2-Taper 1/4'-0" for 17' + 12" Cylindrical Section Extension
- 3-Taper 1/7'-0" for 30' + 12" Cylindrical Section Extension

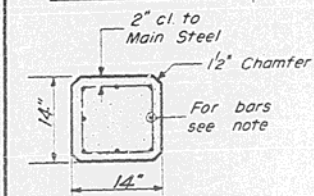
15" Dia. spiral #2 Wire, 6" pitch  
2 extra turns top and bottom.  
4-#4 tie bars. The cost of  
Class X Concrete Encasement and  
Reinforcement is incidental to the  
cost of furnishing piles.



DETAIL OF TAPERED METAL SHELL  
FOR CAST IN PLACE CONCRETE PILES



SECTION A-A  
FOR PILES UNDER  
45' LONG

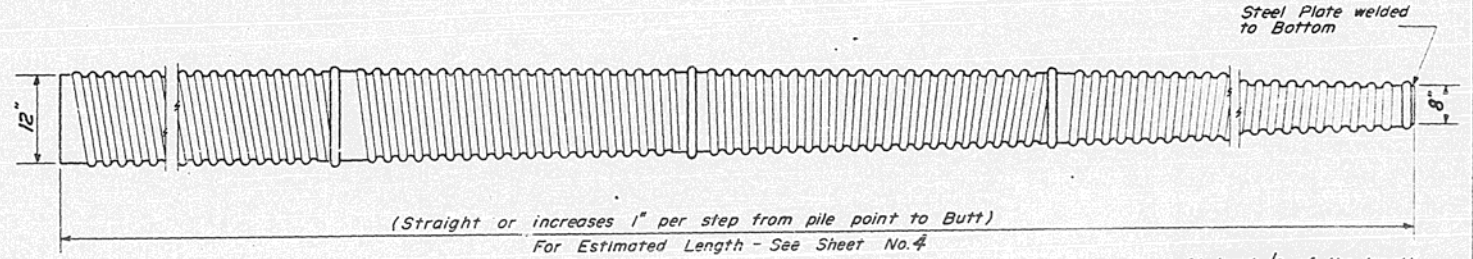


SECTION A-A  
FOR PILES 45'  
OR MORE

Note: For 14" Piles 45' long or more use 8-#8 bars  
4 for the full length and 4 to the point of bevel.  
For 14" Piles under 45' long use 4-#9 bars the  
full length.

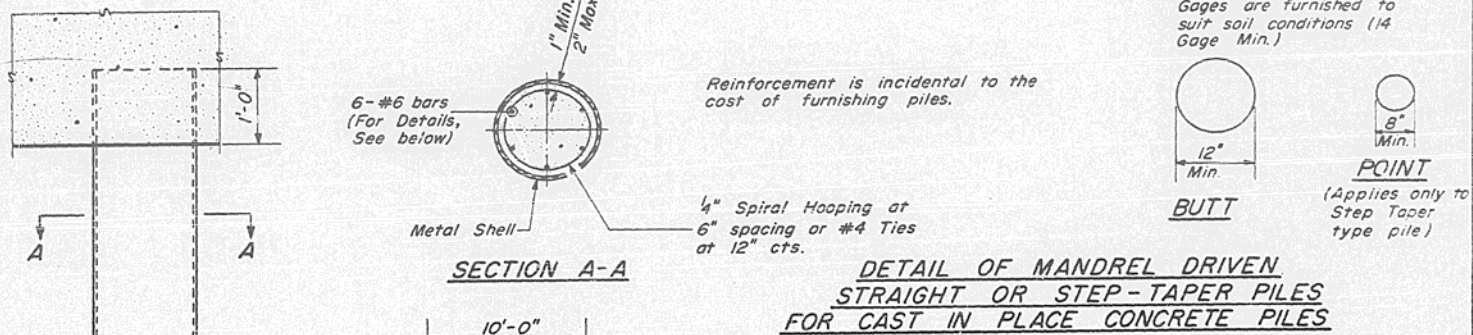
Handling: For Pile lengths up to 45', use two slings placed  
at a distance of 0.21 L\* from each end.  
For Piles longer than 45', use three slings placed  
at a distance of 0.12 L\* from each end and  
at mid-point of pile.

\*L = Over all length of pile to be handled.



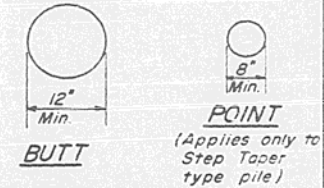
(Straight or increases 1" per step from pile point to Butt)  
For Estimated Length - See Sheet No. 4

At least 1/4 of the length  
of pile shall have a Butt  
diameter equal to or  
greater than 12".  
Gages are furnished to  
suit soil conditions (14  
Gage Min.)



SECTION A-A

DETAIL OF MANDREL DRIVEN  
STRAIGHT OR STEP-TAPER PILES  
FOR CAST IN PLACE CONCRETE PILES



BUTT POINT  
(Applies only to  
Step Taper  
type pile)

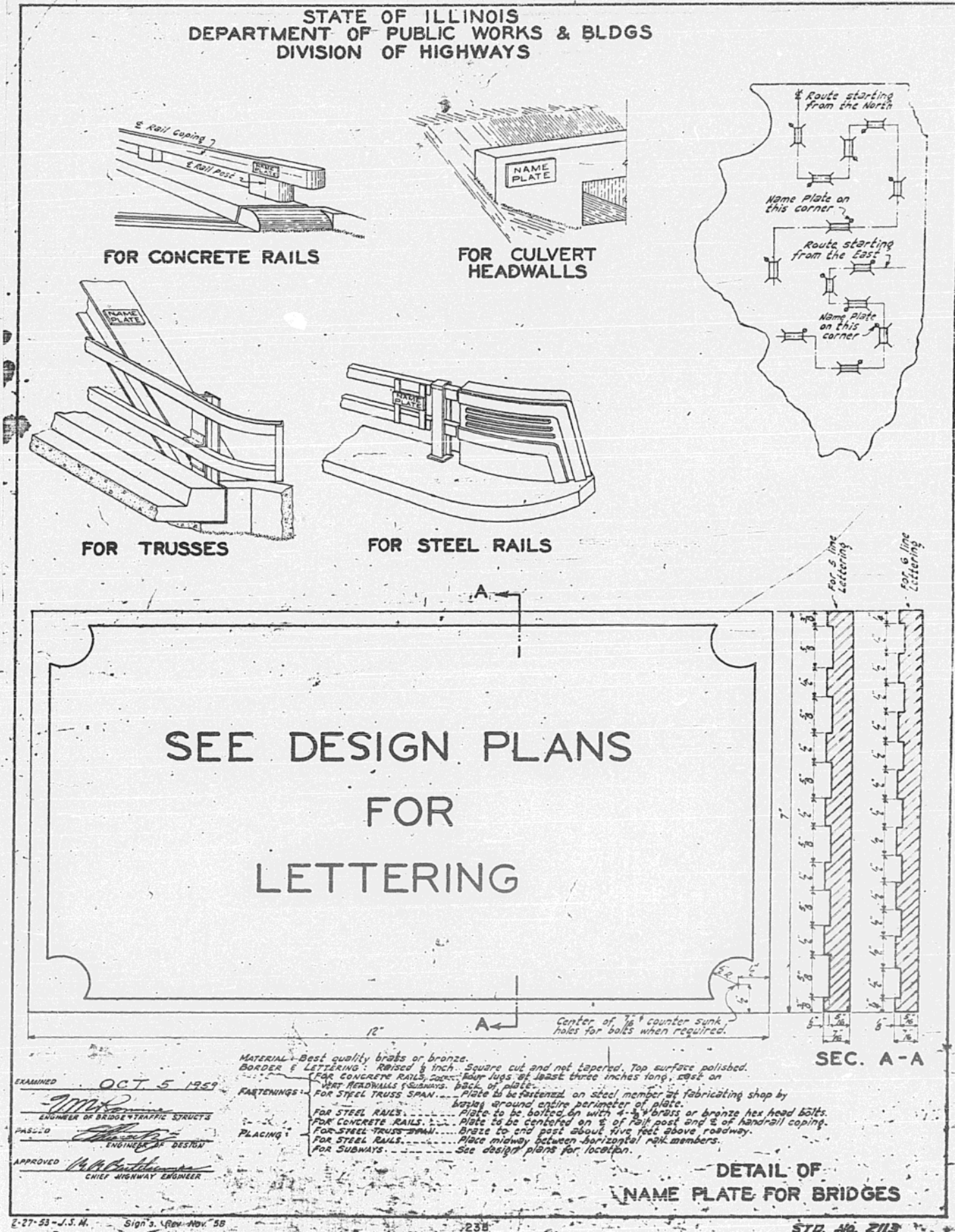
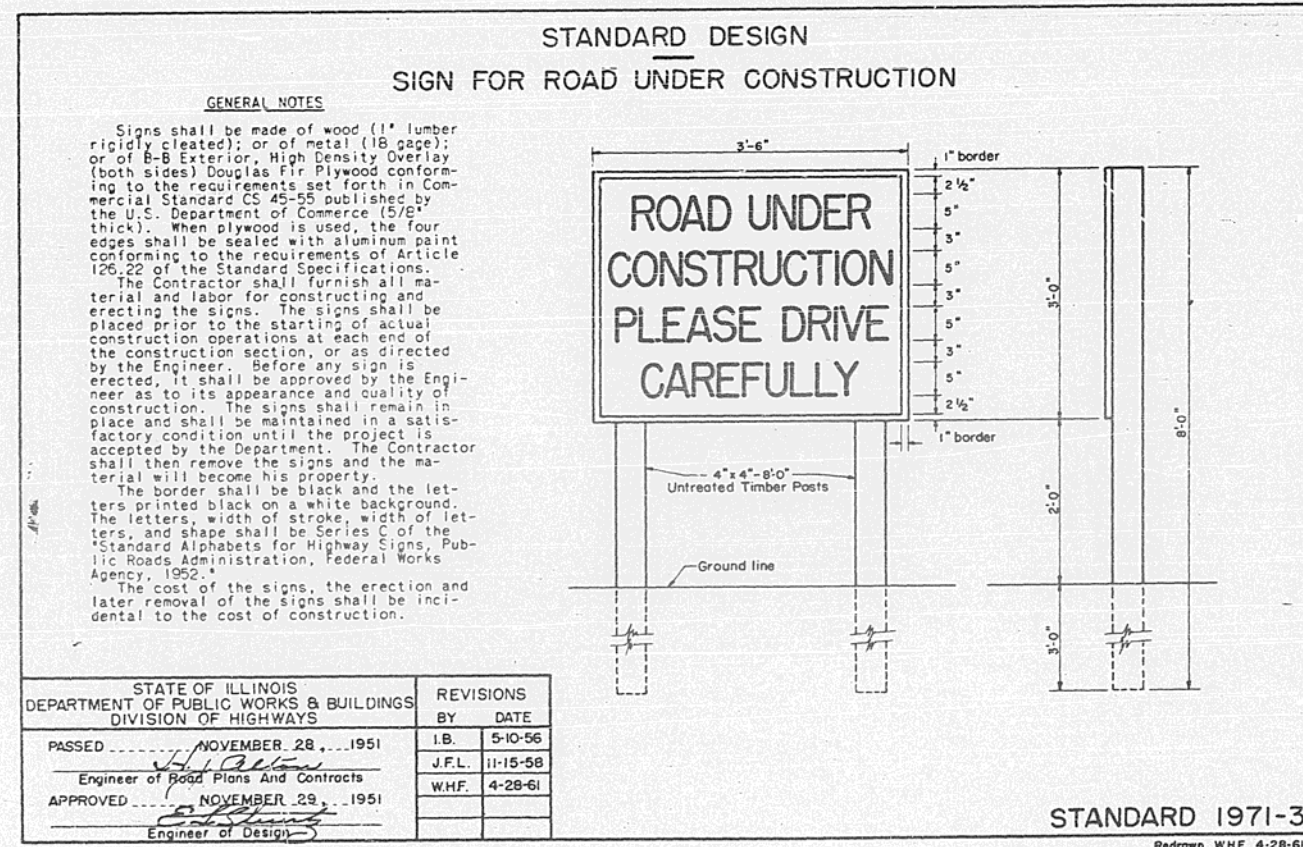
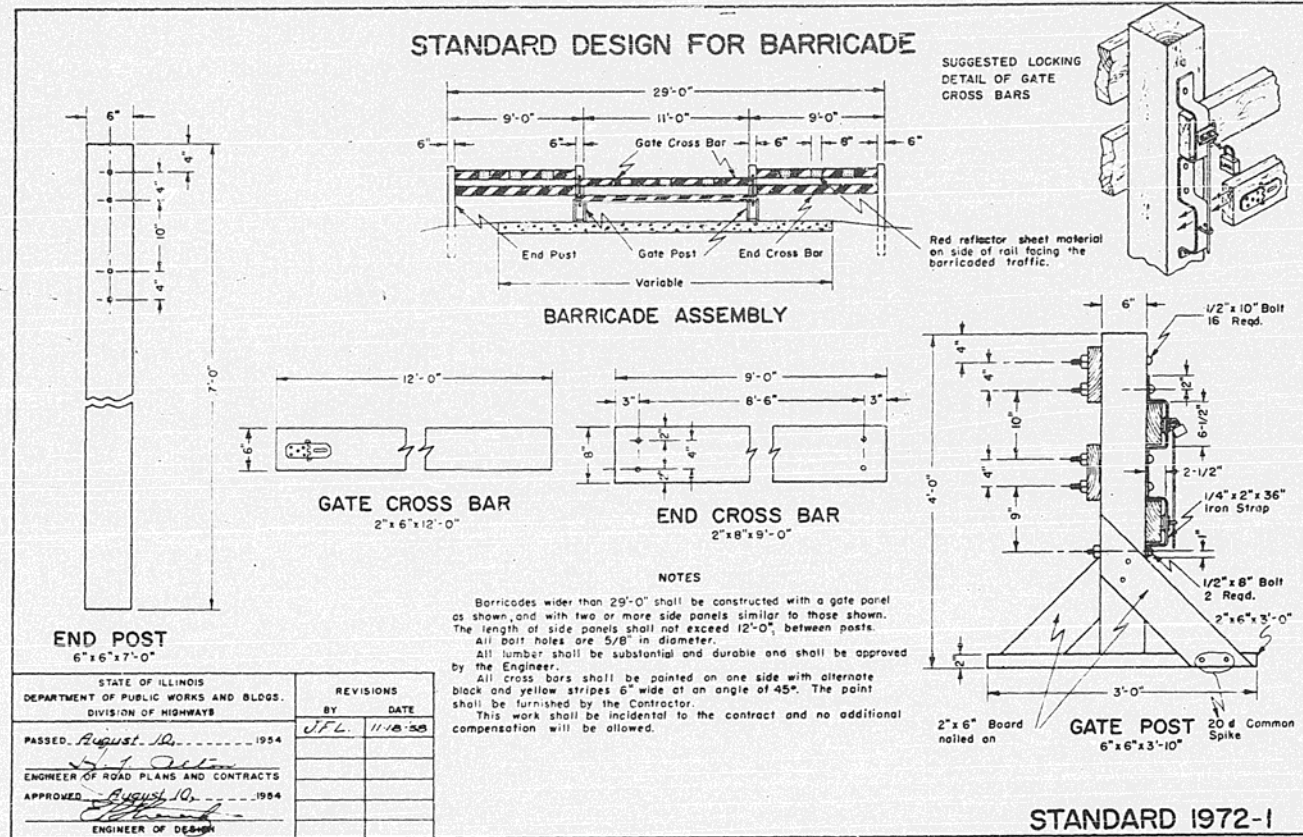
DESIGNED	M. Tamashio
CHECKED	Fred Stone
DRAWN	W. A. Sausaman
CHECKED	F. S.

EXAMINED	H. G. Bannerman
PASSED	[Signature]
APPROVED	[Signature]

DETAIL OF PRECAST CONCRETE PILES

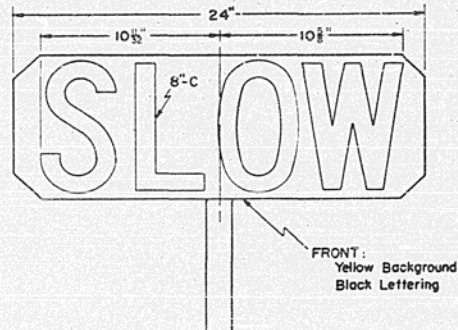
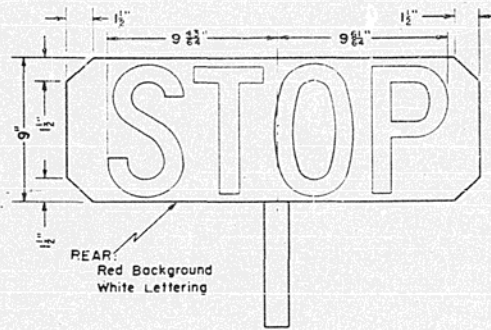
PILE DETAIL  
F.A.I. Rt. 57 SEC. 10-31HB  
CHAMPAIGN COUNTY  
Sta. 367+59.97







STANDARD DESIGN FOR  
FLAGMAN TRAFFIC CONTROL SIGN



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

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

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

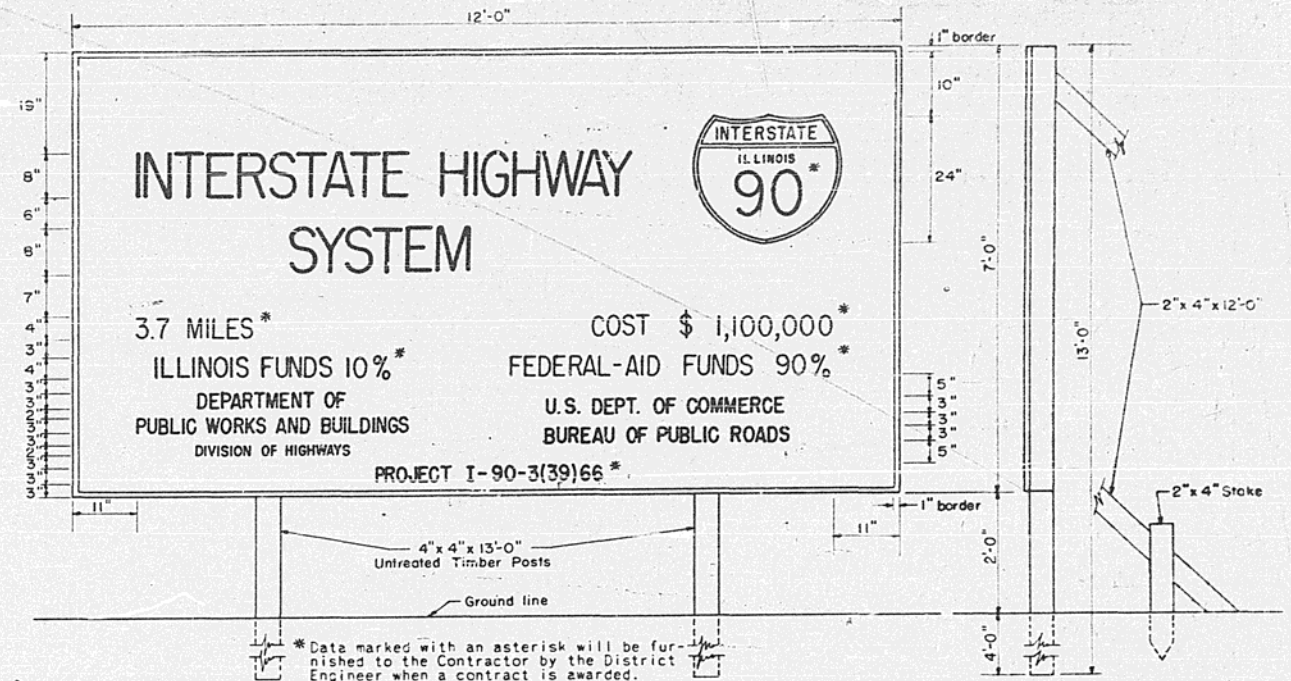
These signs shall be furnished by the Contractor and shall be used by the flagmen in lieu of red flags or other signaling devices.

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

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS AND BLDGS DIVISION OF HIGHWAYS		REVISIONS	
PASSED	BY	DATE	
APRIL 12 1954	[Signature]		
APRIL 12 1954	[Signature]		

STANDARD 2114

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



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	8	5 3/4	8 1/4	14 3/8	3	8 3/4	4 1/8	4 9/16	1 3/8	1 3/8



STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS DIVISION OF HIGHWAYS		REVISIONS	
PASSED	BY	DATE	
NOVEMBER 30 1960	[Signature]	2-1-61	
NOVEMBER 30 1960	[Signature]	4-25-61	

Background, as indicated, Red or Blue, the colors to conform to the standard colors shown in the AASHTO "Manual for Signing and Pavement Marking of the National System of Interstate and Defense Highways."

Letters, numbers, and border, White.

STANDARD 2153-2