

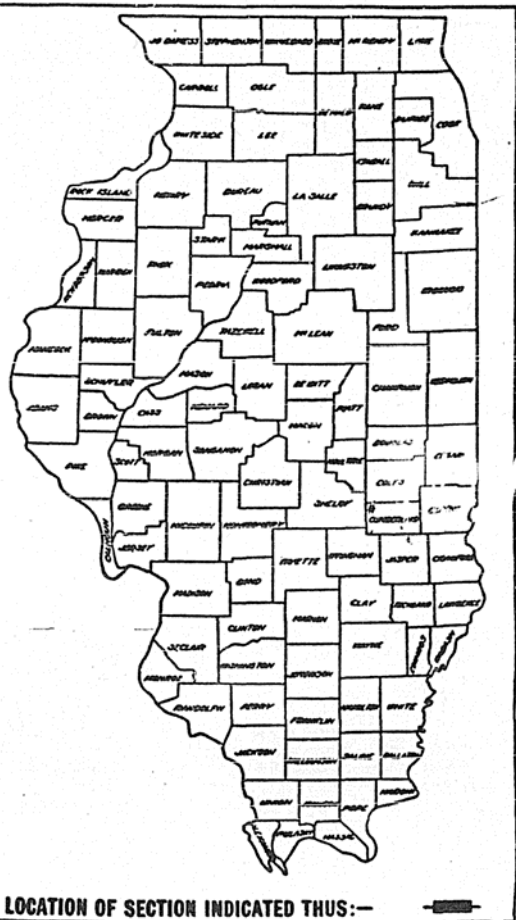
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	18-IVB	CUMBERLAND	22	1
S. P. R. REG. NO. 4 ILLINOIS PROJECT IG-57-4(27)177				

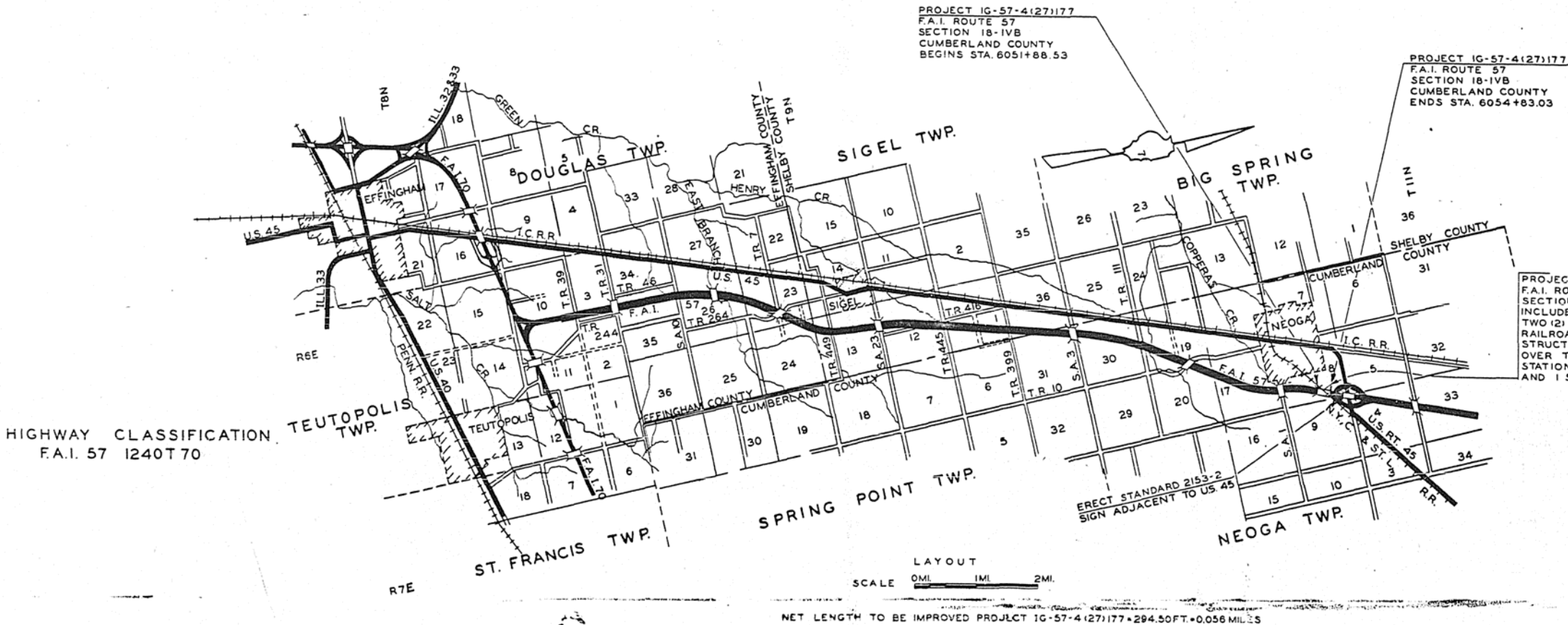
INDEX OF SHEETS		
SHEET NO.	TITLE	CONTENTS
1.	TITLE SHEET AND INDEX OF SHEETS	
2.	TYPICAL SECTIONS	
3.	SIGNATURES, SUMMARY OF QUANTITIES, GENERAL NOTES AND CLASS "X"	
4.	CONCRETE SCHEDULE	
5-20	PLAN AND PROFILE SHEET	
21	PLANS FOR BRIDGE, STATION 6053+21.53	
22	STANDARDS 2113, 2114 AND 1971-3	
	STANDARDS 1686-2 AND 2153-2	

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
SECTION 18-IVB
PROJECT IG-57-4(27)177
CUMBERLAND COUNTY



LOCATION OF SECTION INDICATED THUS:—



PROJECT IG-57-4(27)177
F.A.I. ROUTE 57
SECTION 18-IVB
INCLUDES THE CONSTRUCTION OF
TWO (2) PARALLEL 3 SPAN W/ BEAM
RAILROAD GRADE SEPARATION
STRUCTURES CARRYING F.A.I. ROUTE 57
OVER THE N.Y.C. & ST. L. RAILROAD AT
STATION 6053+21.53; 2 SPANS AT 87'-11"
AND 1 SPAN AT 113'-3"

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS AND BUILDINGS DIVISION OF HIGHWAYS	
SUBMITTED	December 12, 1962
EXAMINED	December 12, 1962
PASSED	December 12, 1962
APPROVED	December 16, 1962
APPROVED	December 12, 1962

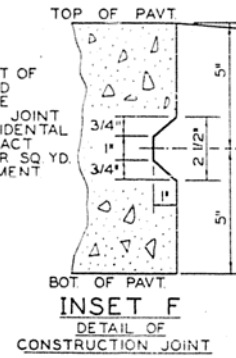
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED	
DIVISION ENGINEER	DATE

NET LENGTH TO BE IMPROVED PROJECT IG-57-4(27)177 = 294.50 FT. = 0.056 MILES

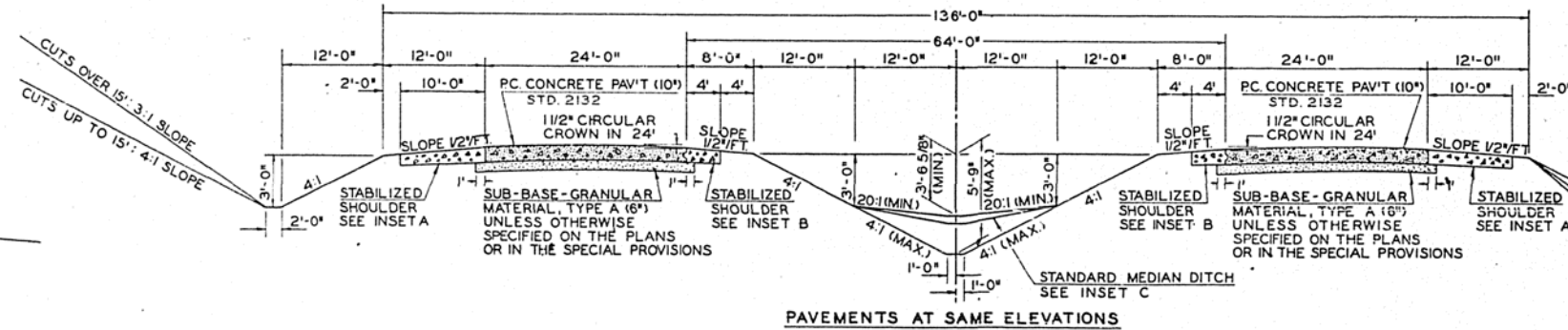
TYPICAL SECTIONS F.A.I. ROUTE 57

BOND ISSUE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	18-1VB	CUMBERLAND	22	2
TYPICAL SECTIONS				
FED. ROAD DIST. NO. 71 (ILLINOIS) FED. AID PROJECT				

NOTE THE COST OF FURNISHING AND INSTALLING THE CONSTRUCTION JOINT SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE PER SQ. YD. FOR P.C. PAVEMENT

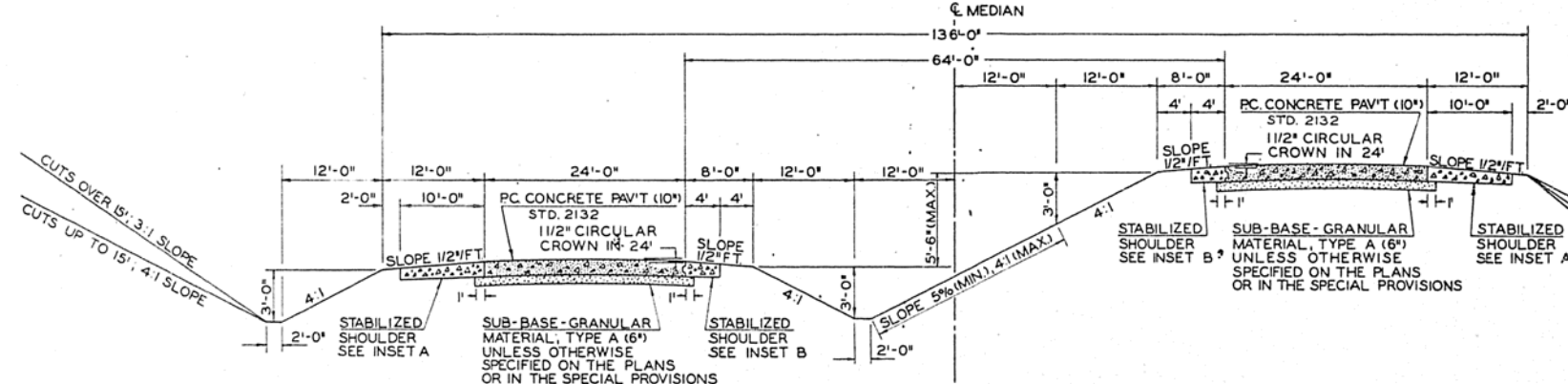


CUTS OVER 15' 3:1 SLOPE
CUTS UP TO 15' 4:1 SLOPE

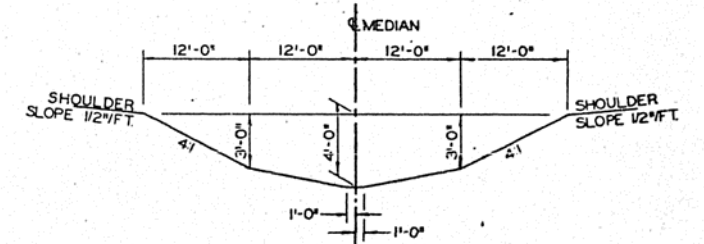


PAVEMENTS AT SAME ELEVATIONS

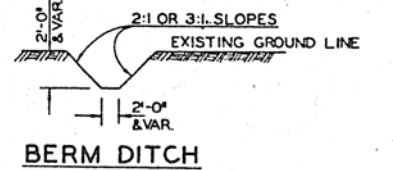
CUTS OVER 15' 3:1 SLOPE
CUTS UP TO 15' 4:1 SLOPE



PAVEMENTS AT DIFFERENT ELEVATIONS

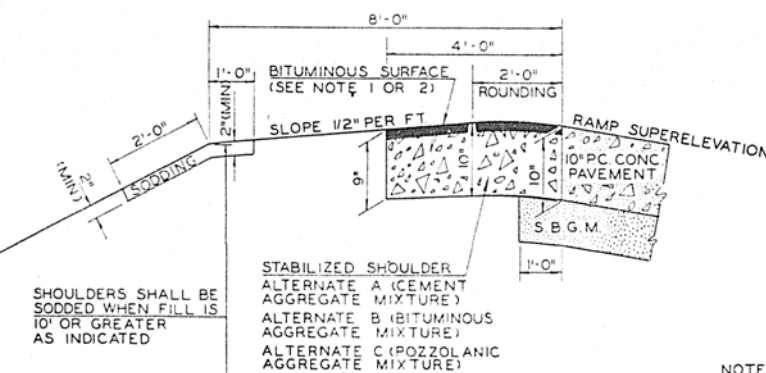


INSET C
STANDARD MEDIAN DITCH



BERM DITCH

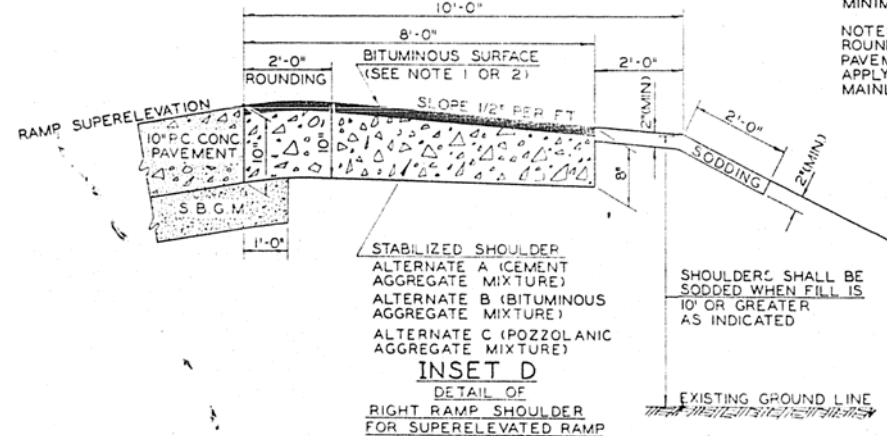
NOTE: THE NOMINAL THICKNESS FOR SUB-BASE-GRANULAR MATERIAL AND GRAVEL OR CRUSHED STONE BASE AND SURFACE COURSES ARE SHOWN ON THE TYPICAL SECTIONS, STANDARDS, SCHEDULES OR SPECIAL DETAILS. THE CONSTRUCTED THICKNESSES OF THE ABOVE ITEMS SHALL NOT BE LESS THAN 90 PER CENT OF THE NOMINAL THICKNESS AT ANY LOCATION.



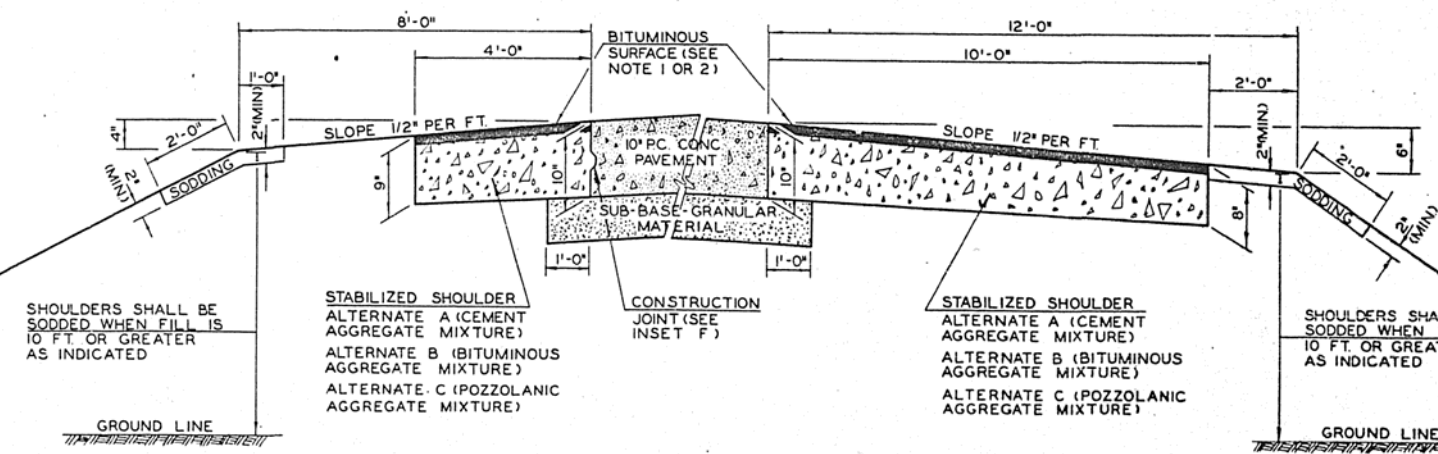
INSET E
DETAIL OF LEFT RAMP SHOULDER FOR SUPERELEVATED RAMP

NOTE: THE 2 FOOT ROUNDING OF SHOULDER AT PAVEMENT EDGE TO BE OMITTED WHERE SHOULDER IS ON THE INSIDE OF A CURVE. HERE THE SHOULDER SLOPE SHALL BE THE SAME AS THE PAVEMENT SUPERELEVATION RATE WITH A MINIMUM SLOPE OF 1/2 PER FOOT.

NOTE: DETAILS OF THE 2 FOOT ROUNDING OF SHOULDER AT PAVEMENT EDGE SHALL ALSO APPLY TO MAINLINE WHEN MAINLINE IS SUPERELEVATED.



INSET D
DETAIL OF RIGHT RAMP SHOULDER FOR SUPERELEVATED RAMP



INSET B
DETAIL OF MEDIAN SHOULDER

INSET A
DETAIL OF OUTSIDE SHOULDER

ALTERNATE "A" - CEMENT AGGREGATE MIXTURE; ALTERNATE "C" - POZZOLANIC AGGREGATE MIXTURE
NOTE # 1: FOR RURAL SHOULDERS USE 1/2" BITUMINOUS SURFACE TREATMENT, SUB-CLASS A-3 MODIFIED (OMIT PRIME AND SEAL COAT) FOR URBAN SHOULDERS USE 2 1/2" BITUMINOUS SURFACE CONSISTING OF 1 1/2" BITUMINOUS CONCRETE BINDER COURSE AND 1" BITUMINOUS CONCRETE SURFACE COURSE, SUB-CLASS 1-11.
ALTERNATE "B" - BITUMINOUS AGGREGATE MIXTURE
NOTE # 2: FOR RURAL SHOULDERS BITUMINOUS SURFACE TREATMENT NOT REQUIRED. FOR URBAN SHOULDERS USE 2 1/2" BITUMINOUS SURFACE CONSISTING OF 1 1/2" BITUMINOUS CONCRETE BINDER COURSE AND 1" BITUMINOUS CONCRETE SURFACE COURSE, SUB-CLASS 1-11.

SIGNATURES
F.A.I. ROUTE 57, SECTION 18-IVB, VF
CUMBERLAND COUNTY
PLANS PREPARED BY DISTRICT 7 DESIGN OFFICE

EXAMINED October 30 1962 Fred C. Nehren
DISTRICT ENGINEER OF DESIGN
EXAMINED Nov 2 1962 Robert H. Gumbel
DISTRICT ENGINEER OF CONSTRUCTION
EXAMINED October 30 1962 T. R. King
DISTRICT ENGINEER OF MAINTENANCE
EXAMINED October 30 1962 W. H. Woelfer
DISTRICT ENGINEER OF RESEARCH AND PLANNING
EXAMINED October 30 1962 Hugh Osborn
DISTRICT ENGINEER OF TRAFFIC
APPROVED Nov 2 1962 P. C. Bliss
DISTRICT ENGINEER

GENERAL NOTES
F.A.I. ROUTE 57, SECTION 18-IVB
CUMBERLAND COUNTY

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 2, 1958, AND THE "SUPPLEMENTAL SPECIFICATIONS," EFFECTIVE APRIL 2, 1962, AND THE SPECIAL PROVISIONS.

THE WORK INCLUDED IN SECTION 18-IVB CONSISTS OF THE CONSTRUCTION OF TWO PARALLEL 3-SPAN WF BEAM BRIDGES CARRYING F.A.I. ROUTE 57 OVER THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD AT STATION 6053+21.53. TWO SPANS AT 87'-11", ONE SPAN AT 113'-3" AND OTHER NECESSARY WORK TO COMPLETE THE SECTION.

THE EMBANKMENT SHALL BE CONSTRUCTED BY THE CONTRACTOR AS SHOWN ON THE PLANS. THE MATERIAL REQUIRED FOR THE EMBANKMENT SHALL BE OBTAINED FROM BORROW PITS FURNISHED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

NO PAYMENT WILL BE MADE FOR OVERHAUL ON MATERIAL MOVED FROM ANY SOURCE.

ONE (1) SIGN CONFORMING TO STANDARD 2153-2 SHALL BE ERECTED AT THE LOCATION SHOWN ON SHEET NO. 1 OF THE PLANS.

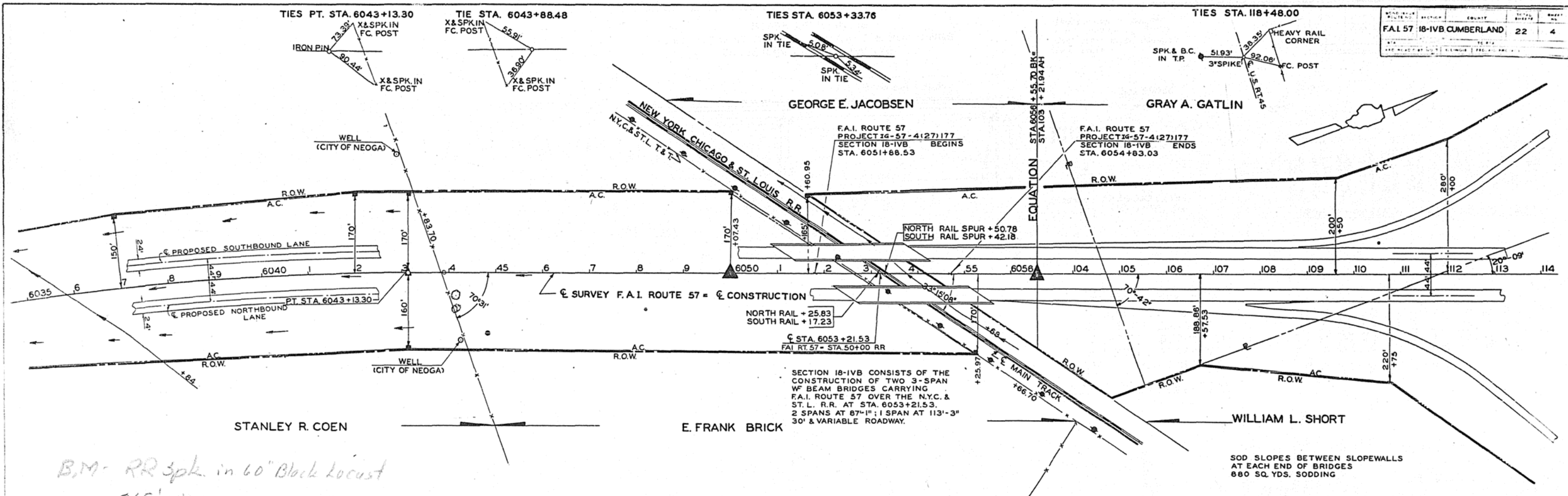
SUMMARY OF QUANTITIES

F.A.I. ROUTE 57 SECTION 18-IVB
CUMBERLAND COUNTY

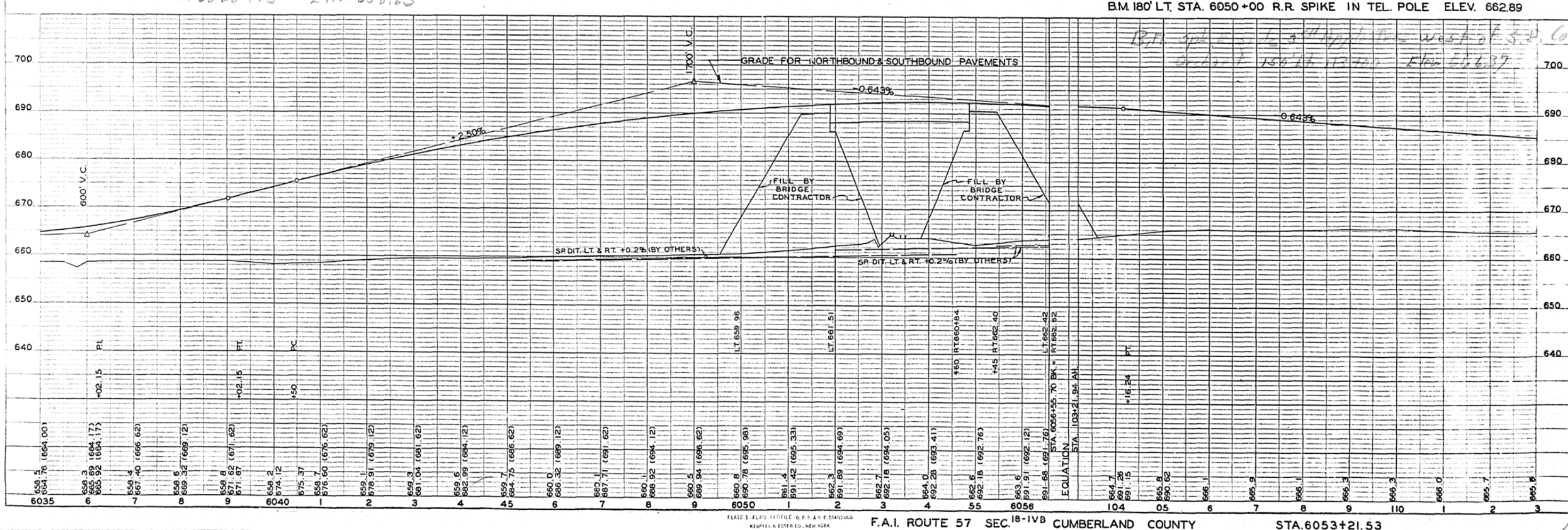
CODE NO.	ITEM	UNIT	QUANTITY
013001	BORROW EXCAVATION	CU. YD.	88,760
050001	CLASS A EXCAVATION FOR STRUCTURES	CU. YD.	420
052003	CLASS X CONCRETE	CU. YD.	1,452.6
052021	PROTECTIVE COAT	SQ. YD.	2710
054001	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	849,520
059001	REINFORCEMENT BARS	POUND	241,500
060004	FURNISHING CREOSOTED PILES UP TO 20 FEET	LIN. FT.	3480
060007	TEST PILE TIMBER	EACH	2
060008	DRIVING TIMBER PILES	LIN. FT.	3480
060043	DRIVING CONCRETE PILES	LIN. FT.	3380
060044	FURNISHING CONCRETE PILES	LIN. FT.	3380
060047	TEST PILE CONCRETE	EACH	2
061001	NAME PLATES	EACH	2
083002	SLOPE WALL, 4 INCH	SQ. YD.	3090
112001	SODDING	SQ. YD.	880
112002	SUPPLEMENTAL WATERING	UNIT	3
201065	RAILROAD PROTECTIVE SERVICE	LUMP SUM	1
201152	ALTERNATE A ALUMINUM HANDRAIL - TYPE D	LIN. FT.	1157
055015	ALTERNATE B METAL HANDRAIL - TYPE E	LIN. FT.	1157

CLASS X CONCRETE SCHEDULE
TWO BRIDGES STATION 6053+21.53

BRIDGE DECKS (2)	691.6 CU. YD.	165,030 POUNDS REINF. BARS
ABUTMENTS (4)	295.4 CU. YD.	17,970 POUNDS REINF. BARS
PIERS (4)	465.6 CU. YD.	58,500 POUNDS REINF. BARS
TOTAL	1,452.6 CU. YD.	241,500 POUNDS REINF. BARS



B.M. - RR spk. in 60" Black Locust
268' LT. 6028+13 Elev 658.63



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

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18-IVB	18-IVB	CUMBERLAND	22	6
18-IVB	18-IVB	CUMBERLAND	22	6

SW Cor. S. Abut

Boring No.	Station	Offset	Elevation	Z	W	U	W (%)
1	6050+89	60' Lt.					
Ground Surface	662.20						
Soft dark grey SILTY CLAY LOAM (frozen to 661.0)	660.7						29
Very stiff mottled tan, grey and brown CLAY							
	657.2						
Stiff mottled grey and brown CLAY to CLAY LOAM							
	656.9						
Stiff mottled grey and brown CLAY LOAM to CLAY							
	652.4						
Hard light brown CLAY LOAM	649.9						13
Loose light brown SANDY LOAM - wet							
	645.2						9
Medium, grey, water bearing SANDY LOAM							
	640.4						21
Medium, grey, water bearing SANDY LOAM							
	637.2						14
Dense blue grey CLAY LOAM and M st streaks of SANDY LOAM	635.2						12
Hard blue grey to grey CLAY LOAM TILL							
	631.2						7
Extent of Exploration							
*No failure in test specimen							

NE Cor. 30. Pier of W. Bridge

Boring No.	Station	Offset	Elevation	Z	W	U	W (%)
2	6052+43	28' Lt.					
Ground Surface	662.90						
Soft dark grey SILTY CLAY LOAM (frozen to 661.6)	661.4						24
Very stiff mottled tan, brown and grey CLAY							
	656.9						25
Stiff mottled grey and brown CLAY LOAM to CLAY							
	652.4						19
Hard light brown CLAY LOAM	649.9						13
Loose light brown SANDY LOAM - wet							
	645.2						9
Medium, grey, water bearing SANDY LOAM							
	640.4						21
Medium, grey, water bearing SANDY LOAM							
	637.2						14
Dense blue grey CLAY LOAM and M st streaks of SANDY LOAM	635.2						12
Hard blue grey to grey CLAY LOAM TILL							
	631.2						7
Extent of Exploration							
*No failure in test specimen							

Between 30. Pier of E. Bridge

Boring No.	Station	Offset	Elevation	Z	W	U	W (%)
3	6053+11	60' Rt.					
Ground Surface	662.10						
Soft dark grey to grey SILTY CLAY LOAM	660.6						20
Stiff to very stiff mottled tan, brown and grey CLAY to SILTY CLAY							
	655.6						15
Stiff mottled grey and brown CLAY LOAM to CLAY							
	650.6						17
Stiff mottled grey and brown CLAY LOAM to SANDY CLAY LOAM	648.1						15
Very soft (wet to water bearing) light brown SILT	646.1						27
Medium brown grey water bearing SANDY LOAM							
	642.1						20
Very dense brown grey GRAVELLY LOAM	641.1						7
Hard grey CLAY LOAM TILL							
	637.1						9
Extent of Exploration							
*No failure in test specimen							

Between 54. Pier of East Bridge

Boring No.	Station	Offset	Elevation	Z	W	U	W (%)
4	6053+44	60' Lt.					
Ground Surface	622.50						
Medium, dark grey SILTY CLAY LOAM	661.0						23
Stiff, mottled grey and brown, CLAY to CLAY LOAM							
	650.5						11
Soft to medium, grey brown, wet, GRAVELLY, CLAY LOAM to LOAM							
	646.5						20
Medium, greytan, SILTY LOAM - wet							
	644.0						20
Dense to very dense, water bearing, grey, SANDY LOAM	641.5						18
Hard, grey, CLAY LOAM TILL							
	637.1						9
Extent of Exploration							
*No failure in test specimen							

Boring No.	Station	Offset	Elevation	Z	W	U	W (%)
5	6054+12.6	28' Rt.					
Ground Surface	662.30						
Stiff, dark grey, SILTY CLAY LOAM	660.8						23
Stiff, mottled grey and brown, CLAY to CLAY LOAM							
	650.3						19
Soft, grey brown, wet, GRAVELLY CLAY LOAM							
	647.3						24
Medium, brown grey, wet, SANDY LOAM							
	645.3						14
Hard, grey, CLAY LOAM TILL							
	641.8						9
Very dense, grey, water bearing fine SANDY LOAM	640.8						19
Hard, grey, CLAY LOAM TILL							
	638.3						5
Extent of Exploration							
*No failure in test specimen							

Boring No.	Station	Offset	Elevation	Z	W	U	W (%)
6	6054+66.6	60' Rt.					
Ground Surface	662.60						
Stiff, dark grey, SILTY CLAY LOAM	661.3						21
Stiff, mottled grey and brown, CLAY to CLAY LOAM							
	650.6						17
Stiff, grey brown, SANDY CLAY LOAM	649.7						12
Medium to dense, grey brown, wet, SANDY LOAM							
	645.2						9
Hard, grey, CLAY LOAM TILL							
	641.8						19
Very dense, grey, water bearing fine SANDY LOAM	640.8						19
Hard, grey, CLAY LOAM TILL							
	638.3						5
Extent of Exploration							
*No failure in test specimen							

NOTES: W - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler (2" with 140# hammer falling 30")
Qu - Unconfined Compressive Strength - t/sf
w - Water Content - percentage of oven dry weight-%
Type failure:
B - Bulge Failure
S - Shear Failure
E - Estimated Value

DESIGNED	Wei Hsing	EXAMINED	H.G. Baumann	1962
CHECKED	Emery J. Sticker	PASSED		
DRAWN	Wei Hsing	APPROVED		
CHECKED	Emery J. Sticker	CHIEF HIGHWAY ENGINEER		

BORING DATA
EAST & WEST BRIDGES
F.A.I. RT. 57 SEC. 18-IVB
CUMBERLAND COUNTY
STA. 6053 + 21.53

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

PROJECT	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAI 57	18-IVB	CUMBERLAND	22	7
100' X 40' X 10' NO. 2	ILLINOIS	100' X 40' X 10'		

Beam	Station	Offset from E	Elevation	
			Theoretical Grade	Adjust by @ Defl.
Bk S Abut.	2 605240.961	9.625	691.962	691.962
	3 605250.747	3.208	692.052	692.052
	4 605255.640	.000	692.074	692.074
	5 605260.533	3.208	692.076	692.076
	6 605270.319	9.625	692.044	692.044
E Brg S Abut.	2 605244.502	9.625	691.962	691.962
	3 605254.289	3.208	692.061	692.061
	4 605259.182	.000	692.084	692.084
	5 605264.075	3.208	692.087	692.087
	6 605273.861	9.625	692.040	692.040
	2 605254.502	9.625	691.991	692.019
	3 605264.289	3.208	692.088	692.117
	4 605269.182	.000	692.109	692.138
	5 605274.075	3.208	692.112	692.141
	6 605283.861	9.625	692.053	692.091
	2 605264.502	9.625	692.017	692.074
	3 605274.289	3.208	692.112	692.170
	4 605279.182	.000	692.133	692.190
	5 605284.075	3.208	692.135	692.192
	6 605293.861	9.625	692.084	692.141
	2 605274.502	9.625	692.041	692.106
	3 605284.289	3.208	692.135	692.200
	4 605289.182	.000	692.155	692.219
	5 605294.075	3.208	692.156	692.220
	6 605303.861	9.625	692.103	692.167
	2 605284.502	9.625	692.064	692.131
	3 605294.289	3.208	692.156	692.223
	4 605299.182	.000	692.175	692.241
	5 605304.075	3.208	692.175	692.242
	6 605313.861	9.625	692.120	692.187
	2 605294.502	9.625	692.085	692.140
	3 605304.289	3.208	692.175	692.230
	4 605309.182	.000	692.193	692.248
	5 605314.075	3.208	692.192	692.247
	6 605323.861	9.625	692.135	692.191
	2 605304.502	9.625	692.104	692.140
	3 605314.289	3.208	692.192	692.228
	4 605319.182	.000	692.209	692.245
	5 605324.075	3.208	692.207	692.243
	6 605333.861	9.625	692.149	692.185
	2 605314.502	9.625	692.121	692.142
	3 605324.289	3.208	692.208	692.228
	4 605329.182	.000	692.223	692.244
	5 605334.075	3.208	692.221	692.241
	6 605343.861	9.625	692.161	692.181
	2 605324.502	9.625	692.136	692.145
	3 605334.289	3.208	692.221	692.230
	4 605339.182	.000	692.236	692.244
	5 605344.075	3.208	692.237	692.241
	6 605353.861	9.625	692.171	692.179
E Brg Pier 1	2 605331.586	9.625	692.146	692.146
	3 605341.372	3.208	692.229	692.230
	4 605346.265	.000	692.244	692.244
	5 605351.158	3.208	692.240	692.240
	6 605360.944	9.625	692.176	692.176
	2 605341.586	9.625	692.158	692.180
	3 605351.372	3.208	692.240	692.262
	4 605356.265	.000	692.253	692.275
	5 605361.158	3.208	692.246	692.270
	6 605370.944	9.625	692.183	692.205
	2 605351.586	9.625	692.169	692.213
	3 605361.372	3.208	692.248	692.292
	4 605366.265	.000	692.261	692.305
	5 605371.158	3.208	692.255	692.299
	6 605380.944	9.625	692.188	692.232
	2 605361.586	9.625	692.177	692.242
	3 605371.372	3.208	692.255	692.320
	4 605376.265	.000	692.266	692.331
	5 605381.158	3.208	692.260	692.324
	6 605390.944	9.625	692.191	692.256
	2 605371.586	9.625	692.184	692.261
	3 605381.372	3.208	692.260	692.337
	4 605386.265	.000	692.270	692.348
	5 605391.158	3.208	692.263	692.340
	6 605400.944	9.625	692.192	692.270

Beam	Station	Offset from E	Elevation	
			Theoretical Grade	Adjust by @ Defl.
	2 605381.586	9.625	692.188	692.279
	3 605391.372	3.208	692.263	692.353
	4 605396.265	.000	692.272	692.363
	5 605401.158	3.208	692.264	692.354
	6 605410.944	9.625	692.192	692.282
	2 605391.586	9.625	692.191	692.286
	3 605401.372	3.208	692.264	692.358
	4 605406.265	.000	692.272	692.367
	5 605411.158	3.208	692.263	692.358
	6 605420.944	9.625	692.189	692.284
	2 605401.586	9.625	692.192	692.274
	3 605411.372	3.208	692.263	692.345
	4 605416.265	.000	692.271	692.353
	5 605421.158	3.208	692.260	692.342
	6 605430.944	9.625	692.185	692.266
	2 605411.586	9.625	692.191	692.260
	3 605421.372	3.208	692.260	692.329
	4 605426.265	.000	692.267	692.336
	5 605431.158	3.208	692.256	692.325
	6 605440.944	9.625	692.178	692.247
	2 605421.586	9.625	692.189	692.240
	3 605431.372	3.208	692.256	692.307
	4 605436.265	.000	692.262	692.313
	5 605441.158	3.208	692.250	692.301
	6 605450.944	9.625	692.170	692.222
	2 605431.586	9.625	692.184	692.214
	3 605441.372	3.208	692.250	692.279
	4 605446.265	.000	692.255	692.284
	5 605451.158	3.208	692.242	692.271
	6 605460.944	9.625	692.160	692.190
E Brg Pier 2	2 605444.586	9.625	692.175	692.175
	3 605454.622	3.208	692.238	692.238
	4 605459.515	.000	692.242	692.242
	5 605464.408	3.208	692.228	692.228
	6 605474.194	9.625	692.144	692.144
	2 605454.586	9.625	692.167	692.179
	3 605464.622	3.208	692.228	692.240
	4 605469.515	.000	692.231	692.243
	5 605474.408	3.208	692.216	692.227
	6 605484.194	9.625	692.130	692.142
	2 605464.586	9.625	692.156	692.180
	3 605474.622	3.208	692.215	692.239
	4 605479.515	.000	692.217	692.241
	5 605484.408	3.208	692.201	692.225
	6 605494.194	9.625	692.114	692.138
	2 605474.586	9.625	692.143	692.185
	3 605484.622	3.208	692.201	692.243
	4 605489.515	.000	692.202	692.244
	5 605494.408	3.208	692.185	692.227
	6 605504.194	9.625	692.096	692.138
	2 605484.586	9.625	692.129	692.190
	3 605494.622	3.208	692.185	692.246
	4 605499.515	.000	692.185	692.246
	5 605504.408	3.208	692.167	692.228
	6 605514.194	9.625	692.076	692.137
	2 605494.586	9.625	692.113	692.179
	3 605504.622	3.208	692.167	692.233
	4 605509.515	.000	692.166	692.232
	5 605514.408	3.208	692.147	692.214
	6 605524.194	9.625	692.055	692.121
	2 605504.586	9.625	692.095	692.159
	3 605514.622	3.208	692.147	692.211
	4 605519.515	.000	692.145	692.209
	5 605524.408	3.208	692.126	692.189
	6 605534.194	9.625	692.031	692.095
	2 605514.586	9.625	692.075	692.124
	3 605524.622	3.208	692.125	692.172
	4 605529.515	.000	692.123	692.172
	5 605534.408	3.208	692.102	692.151
	6 605544.194	9.625	692.006	692.055
	2 605524.586	9.625	692.053	692.074
	3 605534.622	3.208	692.102	692.122
	4 605539.515	.000	692.098	692.119
	5 605544.408	3.208	692.077	692.097
	6 605554.194	9.625	691.979	691.999
E Brg N Abut.	2 605531.919	9.625	692.037	692.037
	3 605541.705	3.208	692.084	692.084
	4 605546.598	.000	692.080	692.080
	5 605551.491	3.208	692.058	692.058
	6 605561.278	9.625	691.958	691.958
	2 605535.461	9.625	692.028	692.028
	3 605545.247	3.208	692.075	692.075
	4 605550.140	.000	692.070	692.070
	5 605555.033	3.208	692.048	692.048
	6 605564.819	9.625	691.948	691.948
Bk N Abut.	2 605531.586	9.625	692.188	692.279
	3 605541.372	3.208	692.263	692.353
	4 605546.265	.000	692.272	692.363
	5 605551.158	3.208	692.264	692.354
	6 605560.944	9.625	692.192	692.282

Beam	Station	Offset from E	Elevation	
			Theoretical Grade	Adjust by @ Defl.
Bk S Abut.	I 605231.174	16.041	691.793	691.793
	G 605280.105	16.041	691.926	691.926
E Brg S Abut	I 605234.716	16.041	691.804	691.804
	G 605283.647	16.041	691.934	691.934
	I 605244.716	16.041	691.834	691.872
	G 605293.647	16.041	691.965	691.999
	I 605254.716	16.041	691.862	691.939
	G 605303.647	16.041	691.974	692.050
	I 605264.716	16.041	691.889	691.974
	G 605313.647	16.041	691.991	692.076
	I 605274.716	16.041	691.913	692.501
	G 605323.647	16.041	692.006	692.096
	I 605285.716	16.041	691.936	692.009
	G 605333.647	16.041	692.020	692.693
	I 605296.716	16.041	691.957	692.006
	G 605343.647	16.041	692.032	692.081
	I 605304.716	16.041	691.976	692.004
	G 605353.647	16.041	692.042	692.070
	I 605314.716	16.041	691.993	692.005
	G 605363.647	16.041	692.050	692.062
E Brg Pier 1	I 605321.799	16.041	692.004	692.004
	G 605370.730	16.041	692.054	692.054
	I 605331.799	16.041	692.018	692.047
	G 605380.730	16.041	692.059	692.089
	I 605341.799	16.041	692.030	692.089
	G 605390.730	16.041	692.062	692.121
	I 605351.799	16.041	692.040	692.126
	G 605400.730	16.041	692.063	692.150
	I 605361.799	16.041	692.048	692.153
	G 605410.730	16.041	692.063	692.168
	I 605371.799	16.041	692.055	692.178
	G 605420.730	16.041	692.060	692.183
	I 605381.799	16.041	692.060	692.189
	G 605430.730	16.041	692.056	692.185
	I 605391.799	16.041	692.062	692.173
	G 605440.730	16.041	692.050	692.161
	I 605401.799	16.041	692.063	692.156
	G 605450.730	16.041	692.042	692.134
	I 605411.799	16.041	692.063	692.131
	G 605460.730	16.041	692.032	692.100
	I 605421.799	16.041	692.060	692.099
	G 605470.730	16.041	692.020	692.059
E Brg Pier 2	I 605435.049	16.041	692.053	692.053
	G 605483.980	16.041	692.002	692.002
	I 605445.049	16.041	692.046	692.063
	G 605493.980	16.041	691.996	692.002
	I 605455.049	16.041	692.038	692.071
	G 605503.980	16.041	691.968	692.001
	I 605465.049	16.041	692.027	692.023
	G 605513.980	16.041	691.968	692.004
	I 605475.049	16.041	692.014	692.094
	G 605523.980	16.041	691.926	692.006
	I 605485.049	16.041	692.000	692.087
	G 605533.980	16.041	691.903	691.990
	I 605495.049	16.041	691.988	692.068
	G 605543.980	16.041	691.978	691.962
	I 605505.049	16.041	691.966	692.031
	G 605513.980	16.041	691.851	691.916
	I 605515.049	16.041	691.946	691.973
	G 605563.980	16.041	691.822	691.849
E Brg N Abut.	I 605522.133	16.041	691.931	691.931
	G 605571.064	16.041	691.800	691.800
Bk N Abut	I 605525.674	16.041	691.923	691.923
	G 605574.605	16.041	691.789	691.789

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

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 57	18-IVB	CUMBERLAND	22	8
FILED ROAD DIST. NO. 7	ILLINOIS	FILED AID PROJECT		

SHEET NO. 4
16 SHEETS

Beam #1	Station	Offset from E	Elevation	
			Theoretical Grade	Adjust. by E. Defl.
Bk. S. Abut.	605098.162	15.250	691.225	691.225
E Brg. S. Abut.	605101.703	15.250	691.245	691.245
	605111.532	15.362	691.296	691.324
	605121.362	15.473	691.346	691.403
	605131.192	15.585	691.393	691.457
	605141.022	15.696	691.440	691.507
	605150.852	15.808	691.484	691.540
	605160.681	15.920	691.526	691.560
	605170.512	16.031	691.567	691.587
	605180.341	16.143	691.606	691.614
E Brg. Pier 1	605187.305	16.221	691.632	691.632
	605197.132	16.333	691.667	691.689
	605206.963	16.445	691.708	691.752
	605216.792	16.557	691.735	691.800
	605226.623	16.668	691.765	691.842
	605236.452	16.780	691.794	691.884
	605246.283	16.891	691.821	691.916
	605256.112	17.003	691.846	691.928
	605265.941	17.115	691.870	691.939
	605275.772	17.226	691.891	691.942
	605285.601	17.338	691.911	691.940
E Brg. Pier 2	605298.625	17.486	691.934	691.934
	605308.456	17.597	691.952	691.964
	605318.285	17.709	691.965	691.989
	605328.114	17.820	691.975	692.017
	605337.945	17.932	691.986	692.047
	605347.774	18.044	691.994	692.060
	605357.605	18.155	692.001	692.065
	605367.434	18.267	692.006	692.055
	605377.263	18.379	692.010	692.030
E Brg. N. Abut.	605384.229	18.456	692.010	692.010
Bk. N. Abut.	605384.259	18.456	692.011	692.011

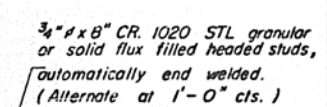
Beam	Station	Offset from E	Elevation	
			Theoretical Grade	Adjust. by E. Defl.
Bk. S. Abut.	605103.119	12.000	691.321	691.321
	605113.794	5.000	691.482	691.482
	605121.420	.000	691.544	691.544
	605124.470	2.000	691.556	691.556
	605135.146	9.000	691.543	691.543
E Brg. S. Abut.	605106.660	12.000	691.340	691.340
	605117.336	5.000	691.501	691.501
	605124.962	.000	691.562	691.562
	605128.012	2.000	691.574	691.574
	605138.688	9.000	691.560	691.560
	605116.660	12.000	691.394	691.423
	605127.336	5.000	691.552	691.581
	605134.962	.000	691.612	691.641
	605138.012	2.000	691.624	691.653
	605148.688	9.000	691.608	691.637
	605126.660	12.000	691.446	691.503
	605137.336	5.000	691.602	691.660
	605144.962	.000	691.661	691.718
	605148.012	2.000	691.672	691.729
	605158.688	9.000	691.654	691.712
	605136.660	12.000	691.496	691.560
	605147.336	5.000	691.715	691.772
	605154.962	.000	691.778	691.835
	605158.012	2.000	691.782	691.842
	605168.688	9.000	691.698	691.763
	605146.660	12.000	691.544	691.611
	605157.336	5.000	691.697	691.763
	605164.962	.000	691.752	691.819
	605168.012	2.000	691.762	691.829
	605178.688	9.000	691.740	691.807
	605156.660	12.000	691.590	691.646
	605167.336	5.000	691.741	691.796
	605174.962	.000	691.795	691.851
	605178.012	2.000	691.805	691.860
	605188.688	9.000	691.781	691.836
	605166.660	12.000	691.635	691.671
	605177.336	5.000	691.783	691.820
	605184.962	.000	691.836	691.873
	605188.012	2.000	691.845	691.881
	605198.688	9.000	691.819	691.856
	605176.660	12.000	691.677	691.698
	605187.336	5.000	691.824	691.845
	605194.962	.000	691.876	691.896
	605198.012	2.000	691.884	691.904
	605208.688	9.000	691.856	691.877
	605186.660	12.000	691.718	691.727
	605197.336	5.000	691.863	691.871
	605204.962	.000	691.913	691.921
	605208.012	2.000	691.921	691.929
	605218.688	9.000	691.891	691.899
E Brg. Pier 1	605193.744	12.000	691.746	691.746
	605204.419	5.000	691.889	691.889
	605212.045	.000	691.938	691.938
	605215.095	2.000	691.946	691.946
	605225.771	9.000	691.915	691.915
	605203.744	12.000	691.784	691.806
	605214.419	5.000	691.925	691.947
	605222.045	.000	691.973	691.995
	605225.095	2.000	691.979	692.001
	605235.771	9.000	691.946	691.968
	605213.744	12.000	691.819	691.863
	605224.419	5.000	691.959	692.003
	605232.045	.000	692.005	692.049
	605235.095	2.000	692.011	692.055
	605245.771	9.000	691.976	692.020
	605223.744	12.000	691.853	691.918
	605234.419	5.000	691.991	692.055
	605242.045	.000	692.035	692.100
	605245.095	2.000	692.041	692.106
	605255.771	9.000	692.004	692.069
	605233.744	12.000	691.885	691.963
	605244.419	5.000	692.021	692.098
	605252.045	.000	692.064	692.142
	605255.095	2.000	692.069	692.147
	605265.771	9.000	692.030	692.108
	605243.744	12.000	691.916	692.006
	605254.419	5.000	692.049	692.139
	605262.045	.000	692.091	692.181
	605265.095	2.000	692.095	692.186
	605275.771	9.000	692.055	692.145

Beam	Station	Offset from E	Elevation	
			Theoretical Grade	Adjust. by E. Defl.
	605253.744	12.000	691.944	692.039
	605264.419	5.000	692.075	692.170
	605272.045	.000	692.116	692.211
	605275.095	2.000	692.120	692.214
	605285.771	9.000	692.077	692.172
	605263.744	12.000	691.970	692.052
	605274.419	5.000	692.100	692.182
	605282.045	.000	692.139	692.221
	605285.095	2.000	692.142	692.224
	605295.771	9.000	692.098	692.179
	605273.744	12.000	691.995	692.064
	605284.419	5.000	692.123	692.192
	605292.045	.000	692.160	692.229
	605295.095	2.000	692.163	692.232
	605305.771	9.000	692.116	692.185
	605283.744	12.000	692.018	692.069
	605294.419	5.000	692.144	692.195
	605302.045	.000	692.180	692.231
	605305.095	2.000	692.182	692.233
	605315.771	9.000	692.133	692.185
	605293.744	12.000	692.039	692.068
	605304.419	5.000	692.163	692.192
	605312.045	.000	692.197	692.227
	605315.095	2.000	692.199	692.228
	605325.771	9.000	692.148	692.178
E Brg. Pier 2	605306.994	12.000	692.064	692.064
	605317.669	5.000	692.185	692.185
	605325.295	.000	692.218	692.218
	605328.345	2.000	692.219	692.219
	605339.021	9.000	692.165	692.165
	605316.994	12.000	692.081	692.092
	605327.669	5.000	692.200	692.211
	605335.295	.000	692.231	692.243
	605338.345	2.000	692.231	692.243
	605349.021	9.000	692.176	692.188
	605326.994	12.000	692.095	692.119
	605337.669	5.000	692.212	692.236
	605345.295	.000	692.243	692.267
	605348.345	2.000	692.242	692.266
	605359.021	9.000	692.185	692.209
	605336.994	12.000	692.108	692.150
	605347.669	5.000	692.223	692.265
	605355.295	.000	692.252	692.294
	605358.345	2.000	692.251	692.293
	605369.021	9.000	692.192	692.234
	605346.994	12.000	692.119	692.180
	605357.669	5.000	692.233	692.293
	605365.295	.000	692.260	692.321
	605368.345	2.000	692.259	692.319
	605379.021	9.000	692.197	692.258
	605356.994	12.000	692.129	692.195
	605367.669	5.000	692.240	692.306
	605375.295	.000	692.266	692.332
	605378.345	2.000	692.264	692.330
	605389.021	9.000	692.201	692.267
	605366.994	12.000	692.136	692.200
	605377.669	5.000	692.245	692.309
	605385.295	.000	692.270	692.334
	605388.345	2.000	692.267	692.331
	605399.021	9.000	692.202	692.266
	605376.994	12.000	692.142	692.191
	605387.669	5.000	692.249	692.298
	605395.295	.000	692.272	692.321
	605398.345	2.000	692.269	692.318
	605409.021	9.000	692.202	692.251
	605386.994	12.000	692.146	692.166
	605397.669	5.000	692.251	692.271
	605405.295	.000	692.273	692.293
	605408.345	2.000	692.269	692.289
	605419.021	9.000	692.200	692.220
	605394.077	12.000	692.147	692.147
	605404.753	5.000	692.251	692.251
	605412.278	.000	692.272	692.272
	605415.429	2.000	692.268	692.268
	605426.104	9.000	692.197	692.197
E Brg. N. Abut.	605397.619	12.000	692.147	692.147
	605408.294	5.000	692.251	692.251
	605415.920	.000	692.271	692.271
	605418.970	2.000	692.267	692.267
	605429.646	9.000	692.195	692.195

Beam #6	Station	Offset from E	Elevation	
			Theoretical Grade	Adjust. by E. Defl.
Bk. S. Abut.	605145.822	16.000	691.457	6

ROUTE NO.	DISTRICT	COUNTY	TOTAL SHEETS	SHEET NO.
F.R.I. F.A.I. 57	18- IVB	CUMBERLAND	22	9
SEA ROAD DIST. NO. 1		SLIDING	FIX. AND PROJECT.	

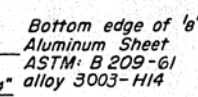
SHEET NO. 5
16 SHEETS



vent holes at 12" cts



HALF PLAN



CURB DETAIL

Cost of aluminum sheets and tubing shall be incidental to Class X Concrete.

Bar	No.	Size	Length	Shape
a	168	#6	37'-5"	~~~~~
a1	482	#6	35'-6"	——
b	253	#5	27'-9"	——
b1	572	#5	23'-6"	——
b2	96	#6	32'-0"	——
b3	72	#5	26'-0"	——
b4	48	#5	14'-6"	——
b5	36	#5	28'-9"	——
c	406	#5	6'-3"	┐
d	1164	#5	2'-9"	┐
Reinforcement Bars			Lbs.	70850
Class X Concrete			Cu Yds	3144

STANDARD FILLET DETAIL

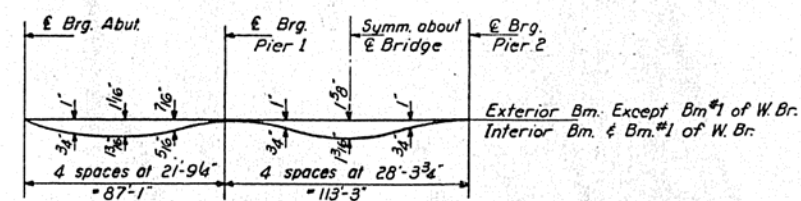
To determine "1": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet "344#4. These elevations subtracted from the "Grade Elevation Adjusted for Dead Load Deflections" shown on sheet minus slab thickness, equals the fillet heights "1" above top of beams.



NEAR PIERS

NEAR MIDSPAN

CROSS SECTION



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)
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 as shown on sheets 3 & 4

SUPERSTRUCTURE
EAST BRIDGE
F.A.I. RT. 57 SEC. 18-1VB
CUMBERLAND COUNTY
STA. 6053+21.53

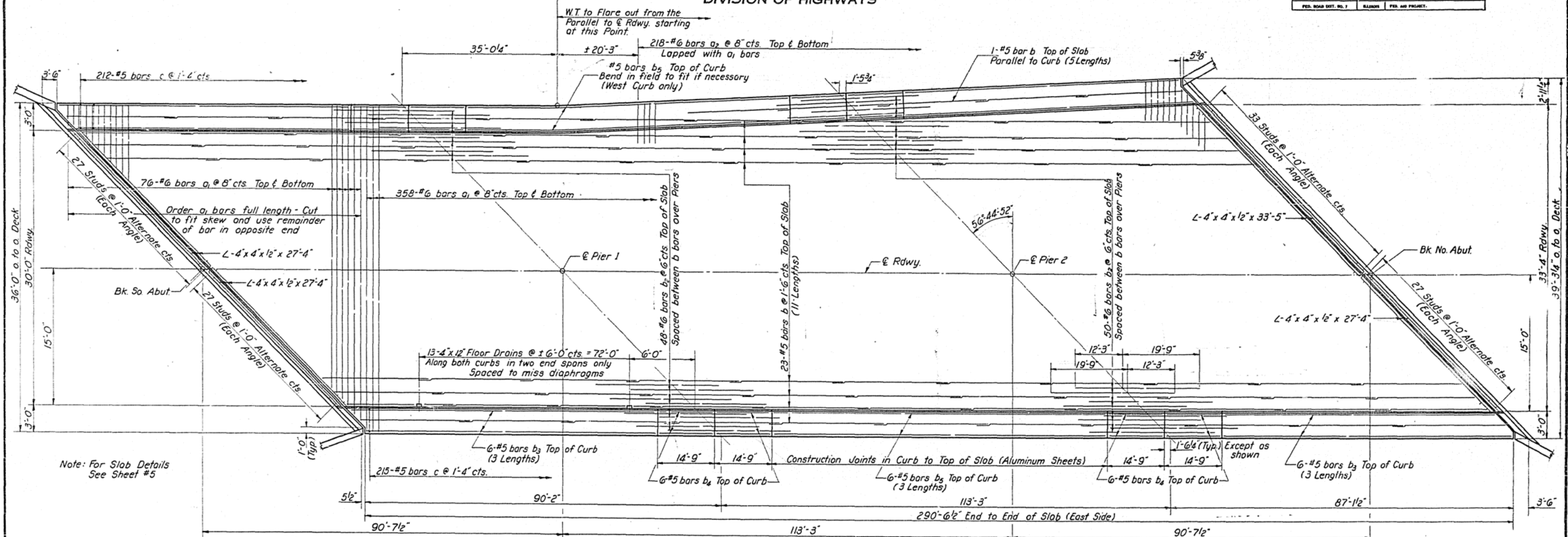
DESIGNED	<i>W. H. Hines</i>	EXAMINED	<i>H. E. Baumann</i>
CHECKED	<i>Emory J. Stedman</i>	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES	
w. H. J. L. Armstrong		PASSED	
DRAWN	<i>D. L. Beemer</i>	APPROVED	ENGINEER OF DESIGN
CHECKED	<i>Emory J. Stedman</i>		CHIEF HIGHWAY ENGINEER

I-6-R ($> 10^\circ$) 3-1-62

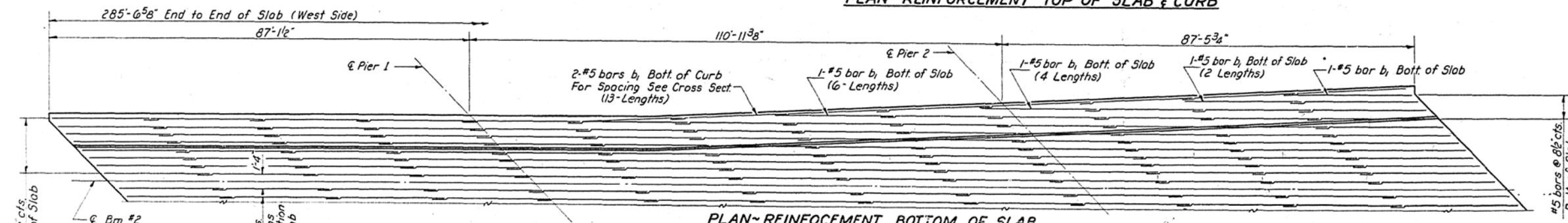
Revised 10/2/82. In PLAN & CURB DETAIL changed drains from 2"x6" to 4"x12" N.S.

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

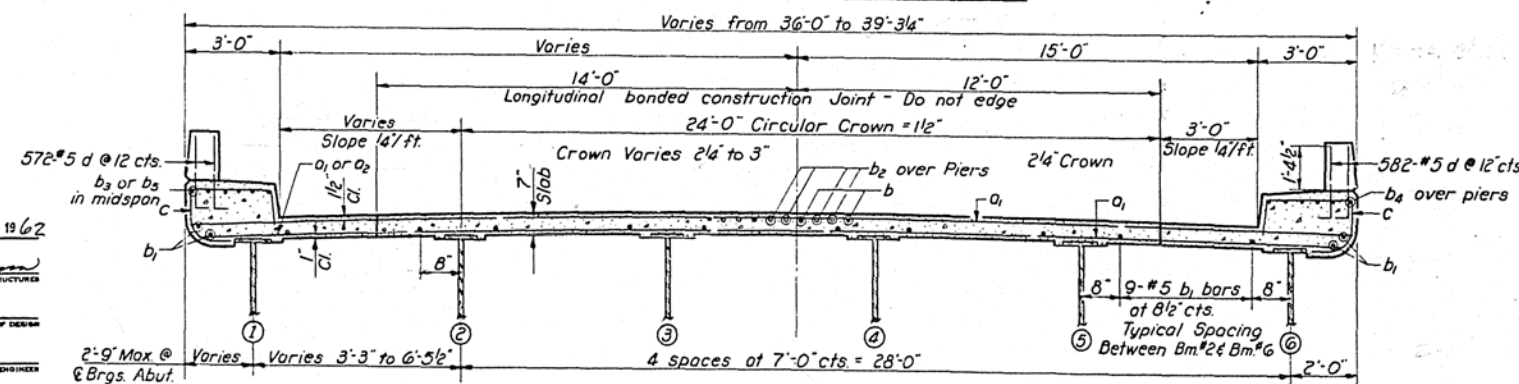
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FAI 57	18-IVB	CUMBERLAND	22	10	16 SHEETS
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT		



PLAN-REINFORCEMENT TOP OF SLAB & CURB



PLAN-REINFORCEMENT BOTTOM OF SLAB



CROSS SECTION

BILL OF MATERIAL

Bar	No	Size	Length	Shape
a ₁	868	#6	35'-6"	—
a ₂	436	#6	4'-9"	—
b	258	#5	27'-9"	—
b ₁	637	#5	23'-6"	—
b ₂	98	#6	32'-0"	—
b ₃	72	#5	26'-0"	—
b ₄	48	#5	14'-6"	—
b ₅	36	#5	28'-9"	—
c	427	#5	6'-3"	┐
d	1154	#5	7'-9"	└
Class X Concrete		Cu Yds	3181	
Reinforcement Bars		Lbs.	87,040	

DESIGNED	W. H. Armstrong
CHECKED	Emery J. Sticker
DRAWN	J. L. Armstrong
CHECKED	Emery J. Sticker

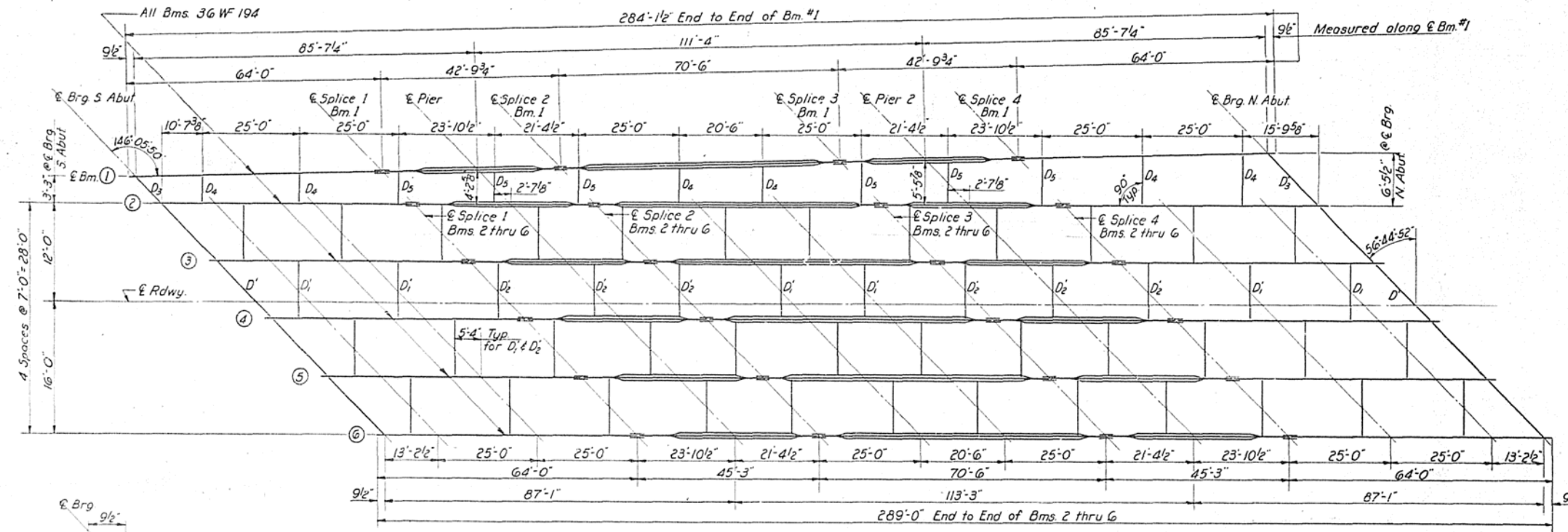
EXAMINED	W. E. Baumann	Aug 7 1962
PASSED		
APPROVED		

NOTE: For all Details
See Sheet #5

SUPERSTRUCTURE
WEST BRIDGE
FAI. RT. 57 SEC. 18-IVB
CUMBERLAND COUNTY
STA. 6053 + 21.53

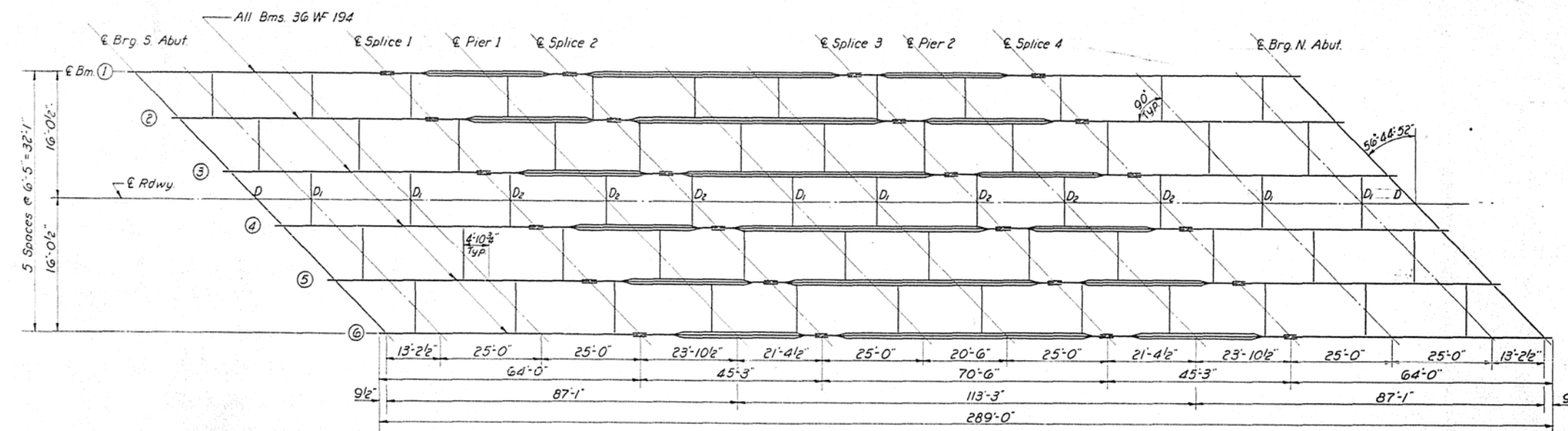
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18-1V6	F.A.I. 57	CUMBERLAND	22	11
SHEET NO. 7				
16 SHEETS				



FRAMING PLAN~ WEST STRUCTURE

END OF BEAM DETAIL
@ No. 5 So. ABUT.



FRAMING PLAN~ EAST STRUCTURE

TOP OF WF ELEVATION

	Brig. S. Abut.	Splice #1	Brig. Pier #1	Splice #2	Splice #3	Brig. Pier #2	Splice #4	Brig. N. Abut.
Bm. #1	690.68	690.90	690.99	691.08	691.26	691.28	691.31	691.42
#2	690.77	690.99	691.08	691.17	691.35	691.37	691.40	691.51
#3	690.93	691.15	691.24	691.33	691.51	691.53	691.56	691.67
#4	690.96	691.18	691.27	691.36	691.54	691.56	691.59	691.70
#5	690.89	691.11	691.20	691.29	691.47	691.49	691.52	691.63
#6	690.75	690.97	691.06	691.15	691.33	691.35	691.38	691.49
Bm. #1	691.24	691.29	691.31	691.33	691.33	691.31	691.29	691.24
#2	691.40	691.45	691.47	691.49	691.49	691.47	691.45	691.40
#3	691.50	691.55	691.57	691.59	691.59	691.57	691.55	691.50
#4	691.50	691.55	691.57	691.59	691.59	691.57	691.55	691.50
#5	691.40	691.45	691.47	691.49	691.49	691.47	691.45	691.40
#6	691.24	691.29	691.31	691.33	691.33	691.31	691.29	691.24

BILL OF MATERIAL

Item	Unit	Quantity
Structural Steel	Lbs.	849,520

Weight of bolsters, rockers, bearing plates, lead plates and anchor bolts included in Structural Steel. Est. Wt. 15,260#

MAIN STRUCTURAL STEEL
EAST & WEST BRIDGES
F.A.I. RT. 57 SEC. 18-IV.B
CUMBERLAND COUNTY
STA. 6053+21.53

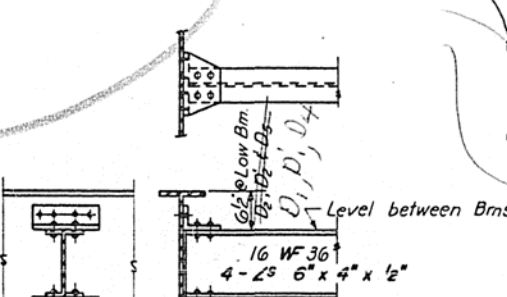
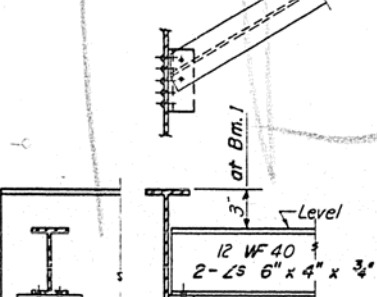
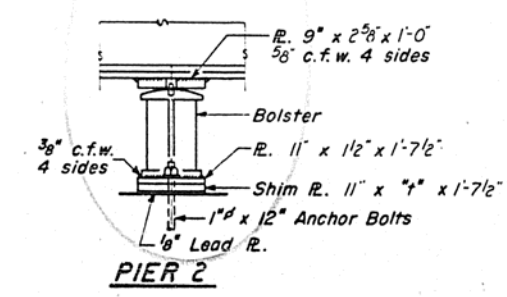
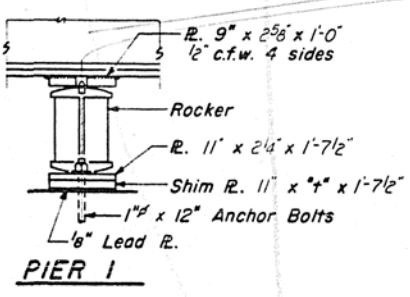
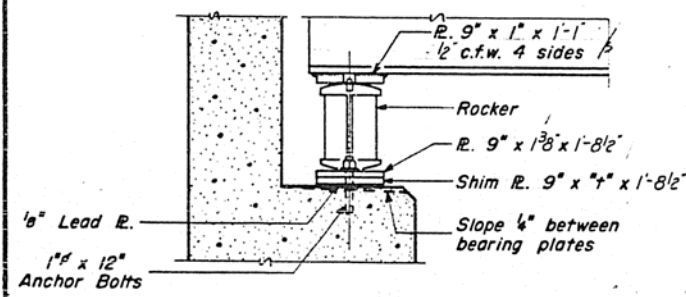
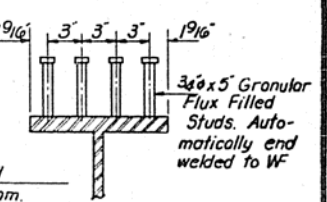
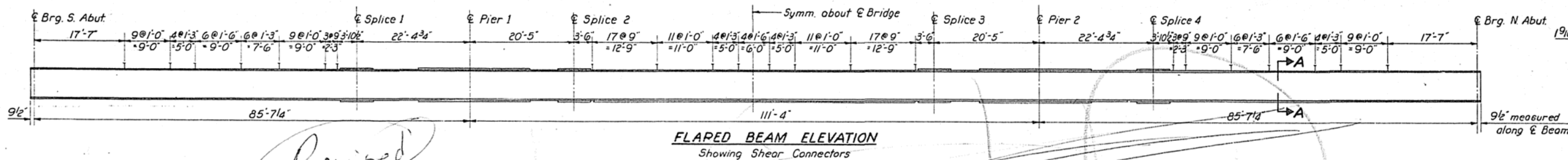
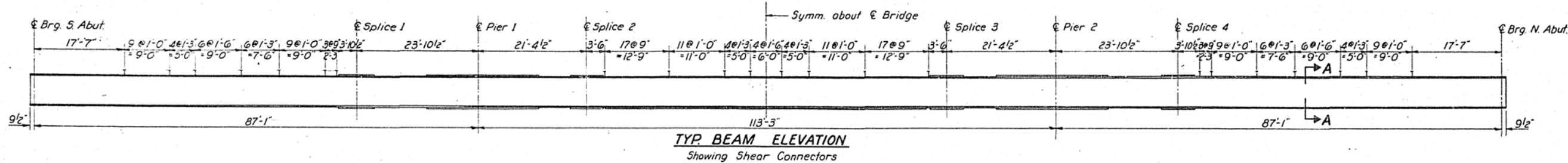
DESIGNED <i>Wei Hsing</i>	EXAMINED <i>W.E. Bauman</i>
CHECKED <i>Emory J. Sticheau</i>	PASSED
DRAWN <i>J.L. Armstrong</i>	APPROVED
CHECKED <i>E. J. Sticheau</i>	

AUG 7 1962

ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
ENGINEER OF DESIGN
CHIEF HIGHWAY ENGINEER

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	18-IVB	CUMBERLAND	22	12
SHEET NO. 8				
16 SHEETS				



SHIM "T" DIMENSIONS
"T" = 3/8" @ Bm. 4 West Structure only
changed
Ltr. Bauman
7-26-63

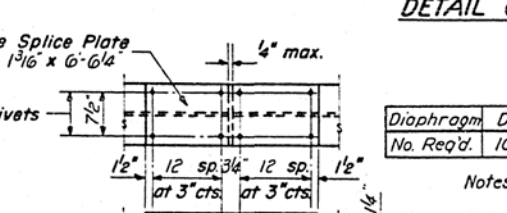
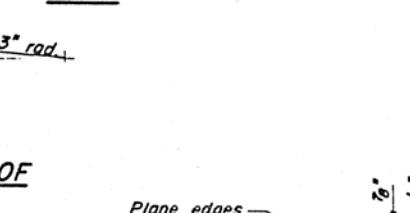
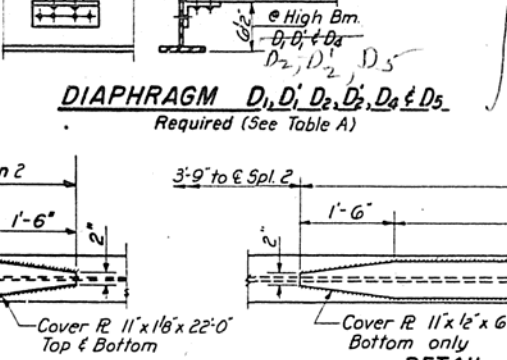
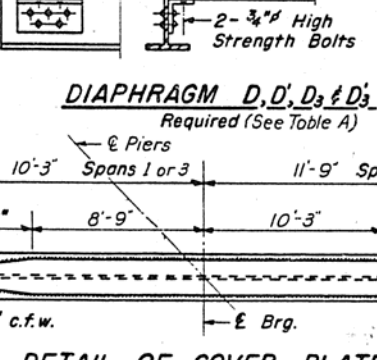
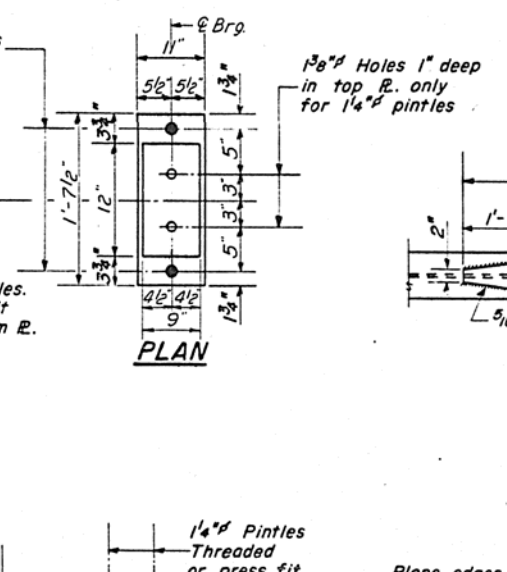
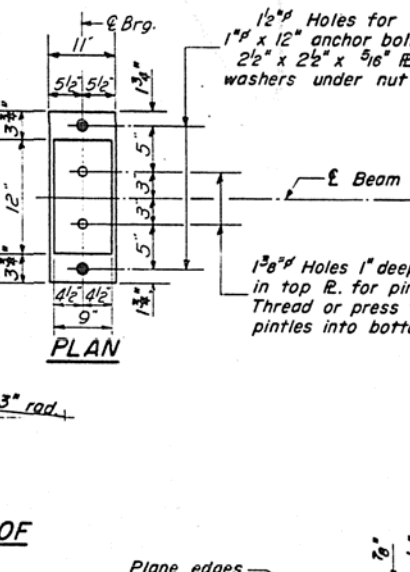
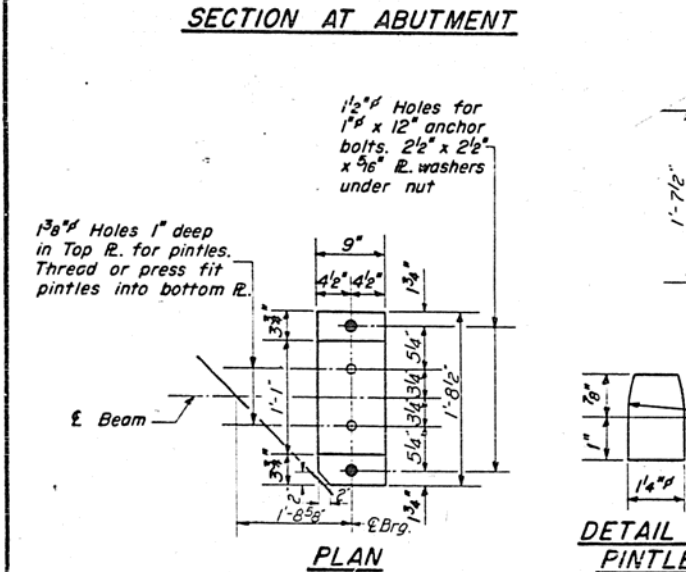


TABLE A

Diaphragm	D	D'	D ₁	D ₁ '	D ₂	D ₂ '	D ₃	D ₃ '	D ₄	D ₅
No. Req'd.	10	8	30	24	30	24	1	1	6	6

Notes: Lengths of D₄ & D₅ varies from 3'-4" to 6'-4"

DESIGNED Wei Hsiao
CHECKED Emory J. Stuckman
W. H. J. L. Armstrong
DRAWN W. A. Soussan Jr.
CHECKED Emory J. Stuckman

AUG 7 1962
EXAMINED H. E. Bauman
PASSED
APPROVED

STRUCTURAL STEEL DETAILS
EAST & WEST BRIDGES
FAI RT. 57 SEC. 18-IV B
CUMBERLAND COUNTY
STA. 6053+21.53

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8
FAI. 57	18-IVB	CUMBERLAND	22	12	16 SHEETS
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			

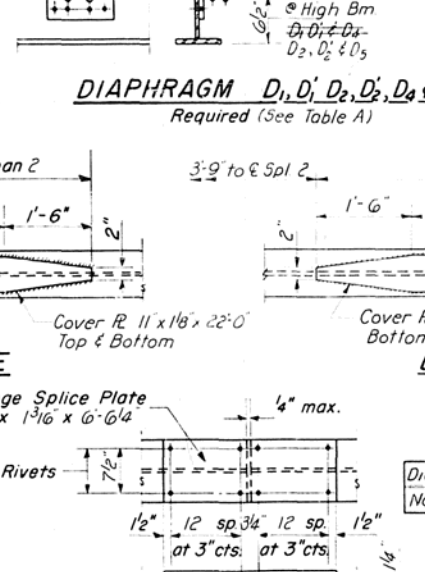
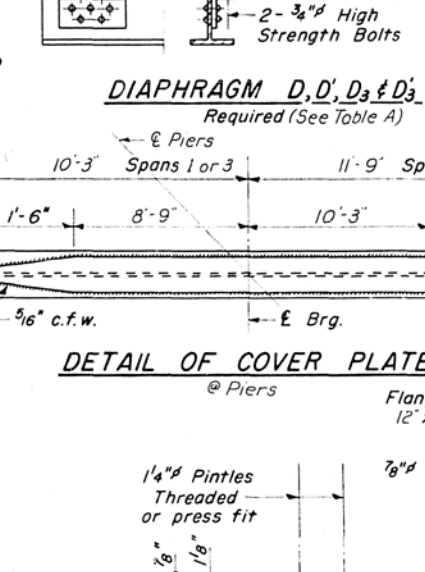
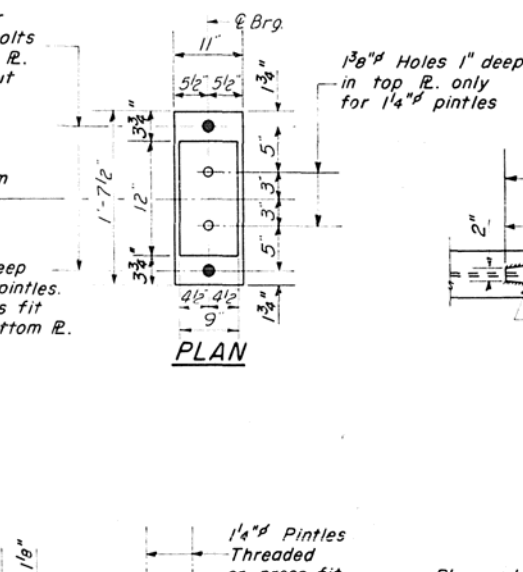
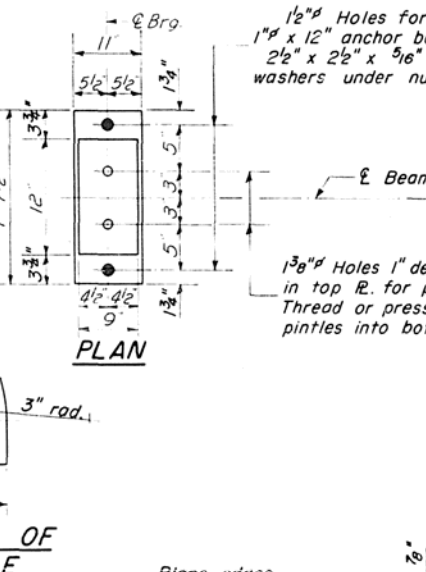
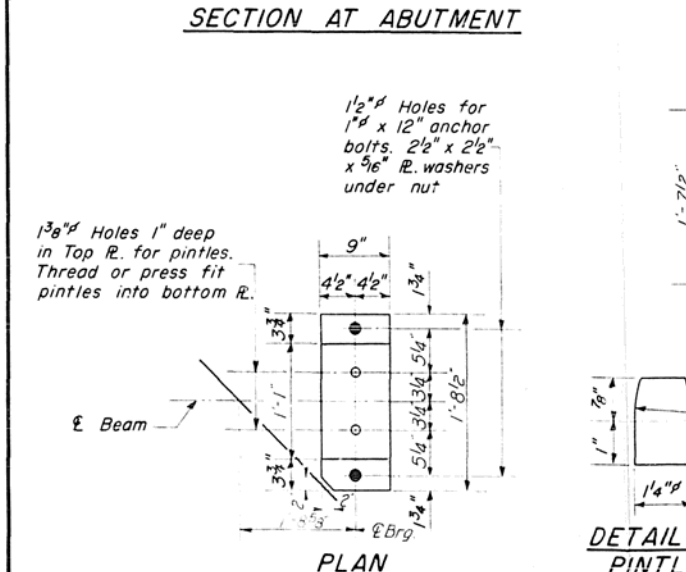
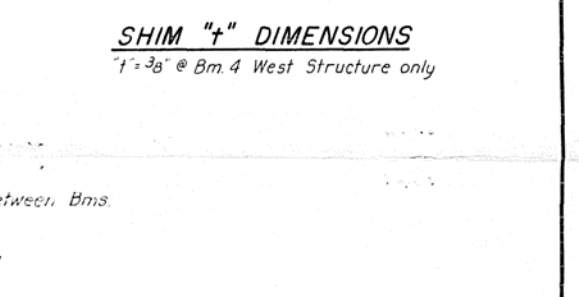
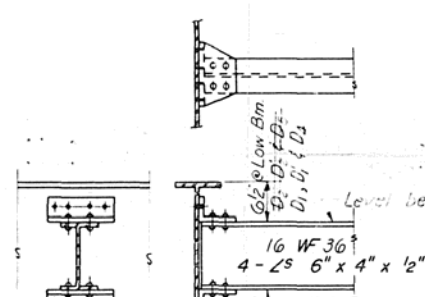
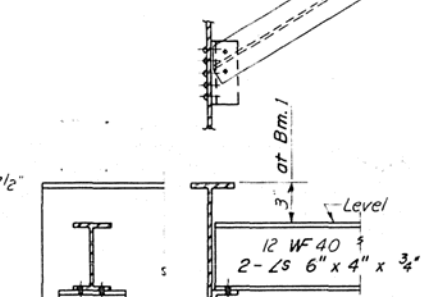
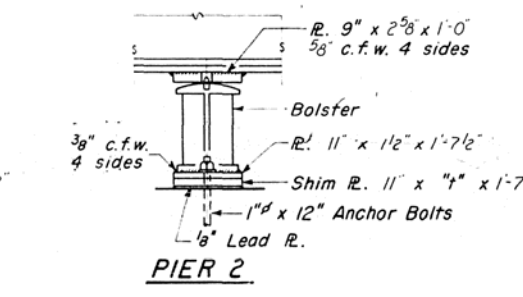
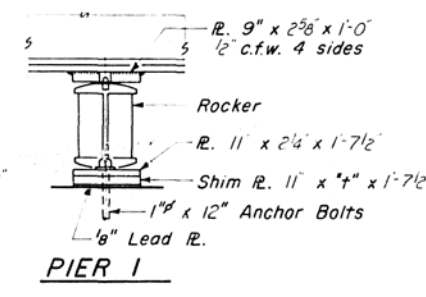
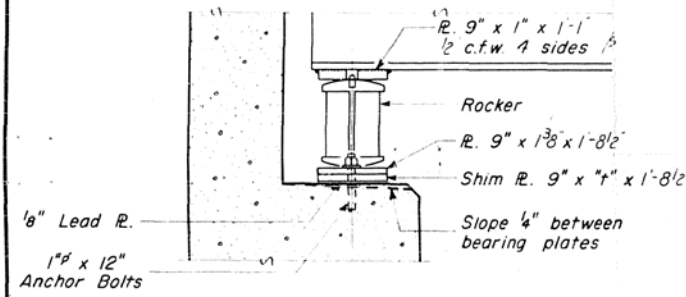
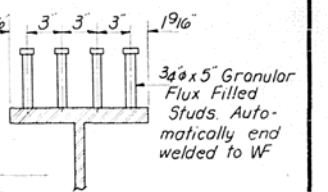
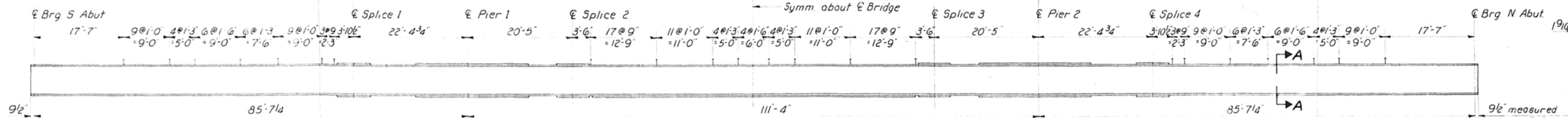
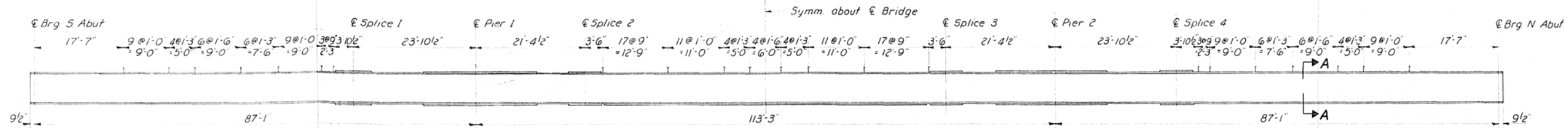
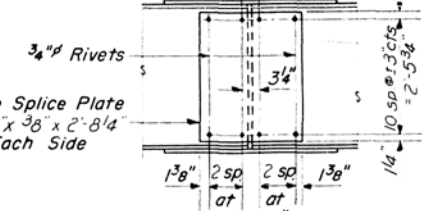
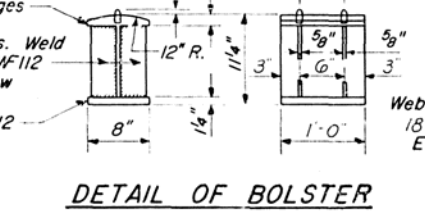
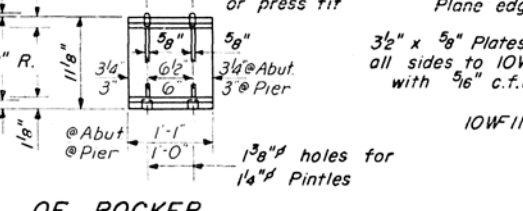
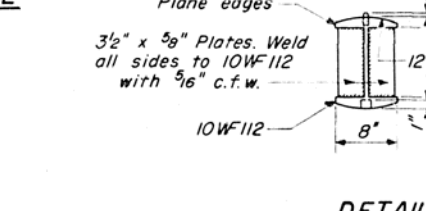
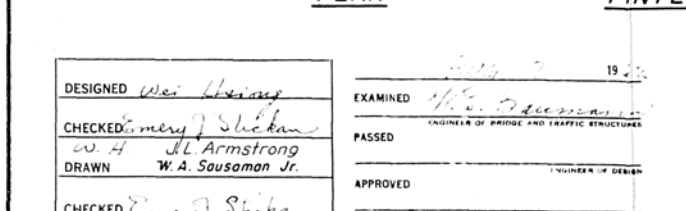


TABLE A

Diaphragm	D	D'	D ₁	D ₂	D ₃	D ₄	D ₅
No. Req'd.	10	8	30	24	30	24	6

Notes: Lengths of D₄ & D₅ varies from 3'-4" to 6'-4"



STRUCTURAL STEEL DETAILS
EAST & WEST BRIDGES
FAI. RT. 57 SEC. 18-IV B
CUMBERLAND COUNTY
STA. 6053+21.53

DESIGNED: Wei Hsiao
CHECKED: Emory J. Shick
W. H. J. L. Armstrong
DRAWN: W. A. Sausman Jr.
CHECKED: Emory J. Shick

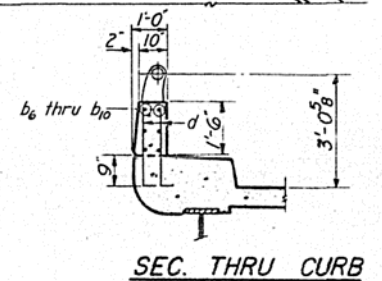
EXAMINED: W. H. J. L. Armstrong
PASSED: W. A. Sausman Jr.
APPROVED: Emory J. Shick

19 21

I-2-C 2-20-62

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 157	13-14B	CUMBERLAND	22	16
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

SHEET NO. 16



Item	Unit	Quantity
Aluminum Handrail	Lin. Ft.	1157
Class X Concrete	Cu.Yds.	59.1
Reinforcement Bars	Lbs.	7140

BAR LIST				
<i>Bar</i>	<i>No.</i>	<i>Size</i>	<i>Length</i>	<i>Shape</i>
<i>b₆</i>	168	#5	18'-3"	—
<i>b₇</i>	96	#5	14'-6"	—
<i>b₈</i>	90	#5	16'-6"	—
<i>b₉</i>	30	#5	16'-0"	—
<i>b₁₀</i>	24	#5	17'-6"	—

TYPE D
ALUMINUM HANDRAIL

PARAPET HANDRAIL
EAST & WEST BRIDGES
F.A.I. RT. 57 SEC. 18-IVB
CUMBERLAND COUNTY
STA. 6053+21.53

NOTES

All Posts shall be placed normal to parapet

All Posts shall be of Aluminum conforming to ASTM Specification B-108 alloy SG-70B-T6.

All Rail Tubing shall be of Aluminum conforming to ASTM Specification B-235 alloy GS-11A-T6.

Alclad Washers shall be made from sheet conforming to ASTM Specification B-209 alloy clad CG-42A-T4.

Rail Tubing may be cut to random lengths, run three panels maximum.

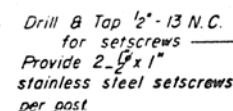
For material composition of Prefabricated Pad, See Art. 54.9 (f), (Bearings and Anchorage), of the Std. Specs.

Set Screws shall be of Aluminum conforming to ASTM Specification B-211 alloy CG-42A-T4.

R-10 Drawn 2-16-60

Sheet No	Section	County	Total and PIV	Sheet No
181 F.S. 157	10-IVB	CUMBERLAND	22	15A
FOR ROAD DIST NO 1	Station	PER AIR PHOTO		

For INSIDE ELEVATION and PLAN see sheet 9



VIEW B-B



SECTION A-A

CAST END CAP

DRIVE FIT TYPE

4 Required
Galvanize to A.S.T.M. A-153.

- Incidental to item "Metal Handrail".

1- 5/8" Threaded Inserts. Provide 1- Stainless Steel Washer and 1- 5/8" x 2" Stainless Steel Bolt with each Insert
4 - Required each post
1" Inserts shall be cast in place.

NOTES

All Posts shall be placed normal to parapet.

All Posts shall be malleable cast iron conforming to ASTM A-47.

Gmde. 35018, galvanized to A.S.T.M. A-153.

All Rail Tubing shall conform to A.S.T.M. A-53, Grade B, (Pipe or Tube)

galvanized to A.S.T.M. A-120.

Metal handrail shall be measured in lineal feet. The length paid for shall be the overall length along the top longitudinal railing member through all posts and gaps.

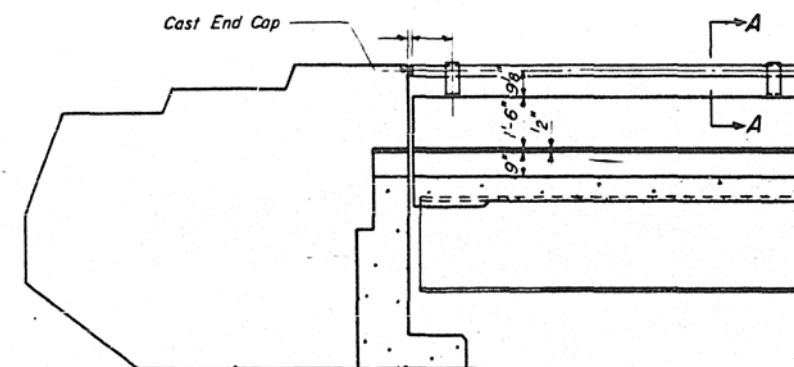
Metal handrail will be paid for at the contract unit price per lineal foot for METAL HANDRAIL, measured as specified, which price shall be payment in full for all materials, fabrication, transportation, and erection.

If any of the galvanizing coat is damaged or removed during erection, the affected area shall be painted with one coat of zinc paint in accordance with Military Specification MIL-P-26915 Type I, air-dry cure.

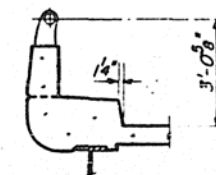
Rail Tubing may be cut to random lengths.

For material composition of Prefabricated Pad, see Art. 54.9(f), (Bearing and Anchorage), of the Standard Specifications.

Galvanized railing shall not be painted



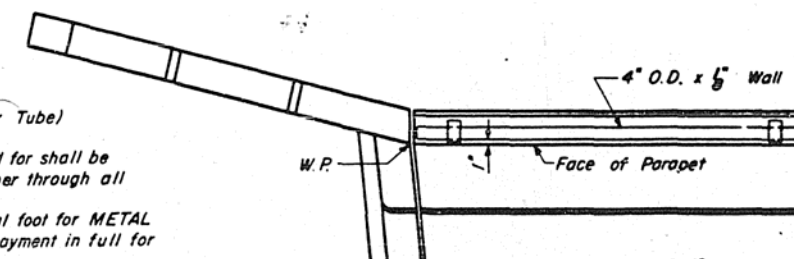
ELEVATION - END POST



SEC. THRU CURB

BILL OF MATERIAL

Item	Unit	Quantity
METAL HANDRAIL	Lin. Ft.	1157



PLAN - END POST

TYPE E
METAL HANDRAIL

PARAPET HANDRAIL
EAST & WEST BRIDGES
F.A.I. RT. 57 SEC. 18-1VB
CUMBERLAND COUNTY
STA 6053+21.53

DESIGNED
CHECKED
DRAWN <i>Wm M Best</i>
CHECKED

19

EXAMINED

PASSED

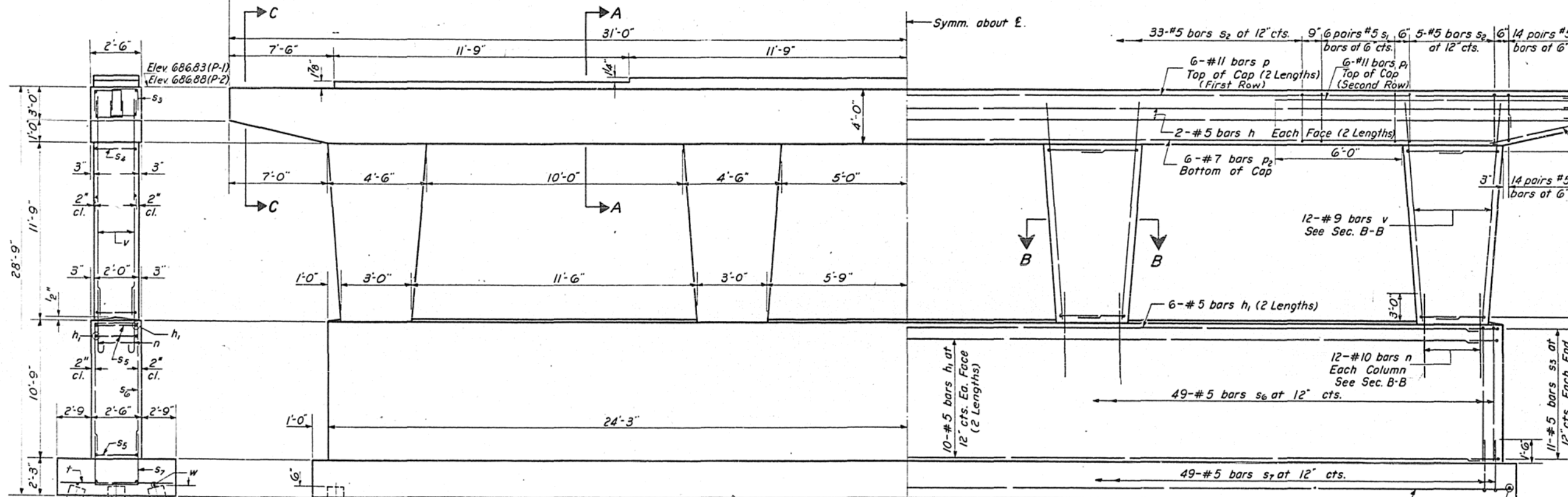
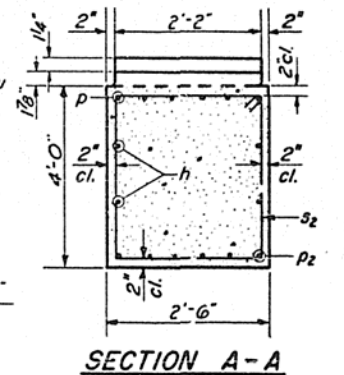
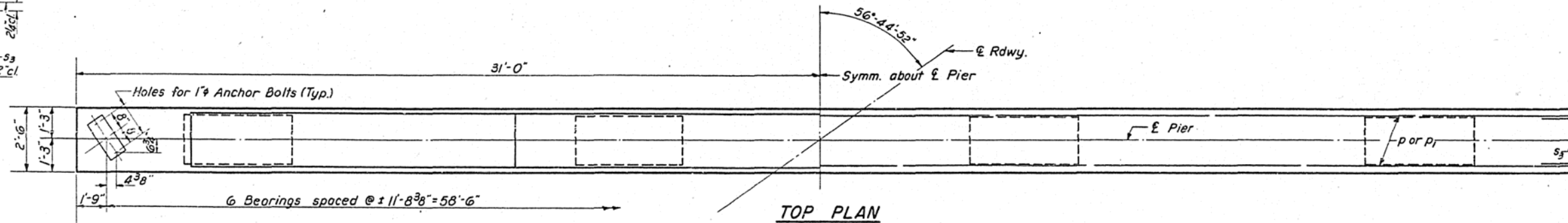
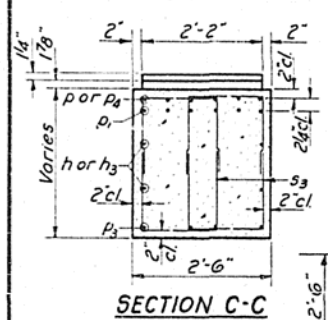
APPROVED

R-14 Drawn 11-2-62

Revised: 11/7/02: Sheet 9A added. W.S.

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18-IVB	67	CUMBERLAND	22	14
F.A.I. RT. 57				
FED. ROAD DIST. NO. 7	BLANKS	FED. AID PROJECT		



SECTION A-A

SECTION B-B

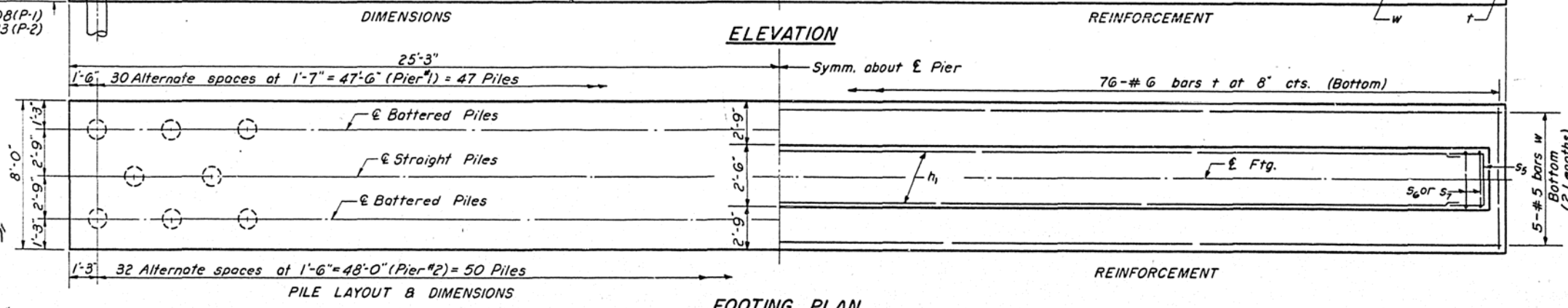
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	16	#5	31'-6"	
h1	104	#5	25'-0"	
n	96	#10	7'-6"	C
p	24	#11	32'-0"	
p1	24	#11	17'-3"	
p2	12	#7	48'-0"	
p3	16	#5	7'-3"	
s1	48	#5	10'-11"	
s2	86	#5	12'-5"	
s3	224	#5	6'-3"	
s4	192	#4	6'-10"	
s5	44	#5	5'-9"	
s6	98	#5	23'-2"	
s7	98	#5	8'-8"	
t	152	#6	7'-9"	
u	12	#6	8'-1"	
v	96	#9	14'-0"	
w	20	#5	26'-0"	
Class A Excav. for Struct				Cu. Yds. 200
Class X Concrete				Cu. Yds. 230.5
Reinforcement Bars				Lbs. 28,460
Creosoted Piles				Lin. Ft. 14,555
Test Piles (Timber)				Each 1

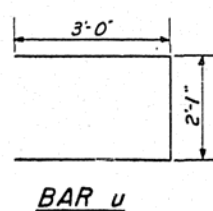
END VIEW

PILE DATA

Type - Creosoted
Capacity - 20 Ton
Est. Length - 15 Feet
No. Req'd. - 97
Test Piles - 1 in the vicinity of Pier #1

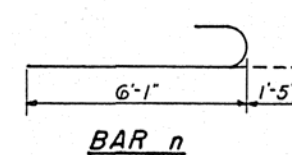
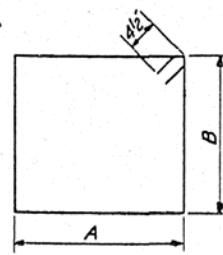


FOOTING PLAN



A & B DIMENSIONS

Bar	A	B
s1	1'-5"	3'-8"
s2	2'-2"	3'-8"
s3	1'-5"	2'-5"
s4	1'-8"	2'-7"
s5	2'-1"	1'-10"
s6	2'-2"	10'-6"
s7	2'-2"	3'-3"



Note:
Space reinforcement in cap to miss anchor bolts.
Min. bar laps = 20 dia. unless otherwise noted
All edges shall have standard 3/4" chamfers except as noted.
Pour steps monolithically with cap.

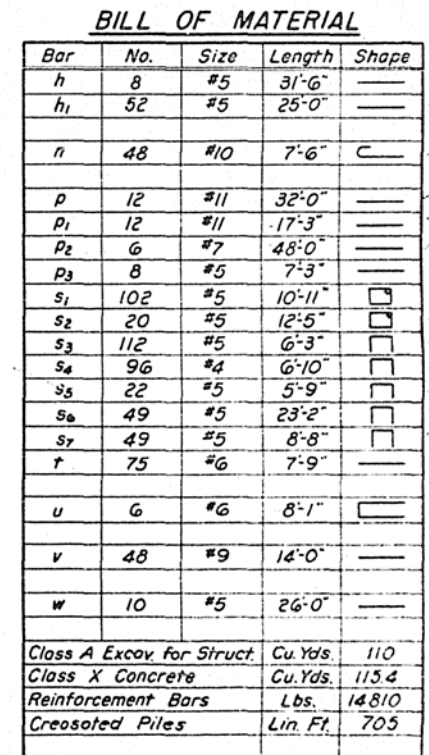
PIERS 1 & 2
EAST BRIDGE
F.A.I. RT. 57 SEC. 18-IVB
CUMBERLAND COUNTY
STA. 6053 + 21.53

DESIGNED Wei Hsiao
CHECKED Emory J. Shick
W. H. J. L. Armstrong
DRAWN W. A. Sausman Jr.
CHECKED E. Shick

EXAMINED H. C. Baumann
PASSED
APPROVED
AUG 7 1962

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
R.R. F.A.I. 57	18-1VB	CUMBERLAND	22	15
FED. ROAD BKT. NO. 1		BLK/BOX	FED. AID PROJECT.	

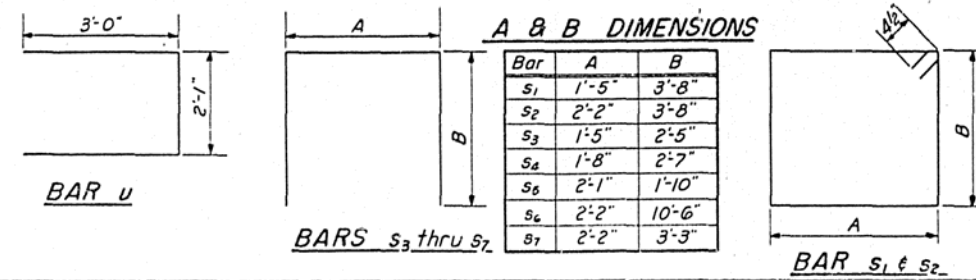
SHEET NO. 11
16 SHEETS



PIER #1
WEST BRIDGE
F.A.I. RT. 57 SEC. 18-IVB
CUMBERLAND COUNTY
STA. 6053 + 21.53

DESIGNED	W. A. Armstrong
CHECKED	T. J. Stuckman
BY	J. L. Armstrong
DRAWN	W. A. Sausman Jr.
CHECKED	T. J. Stuckman

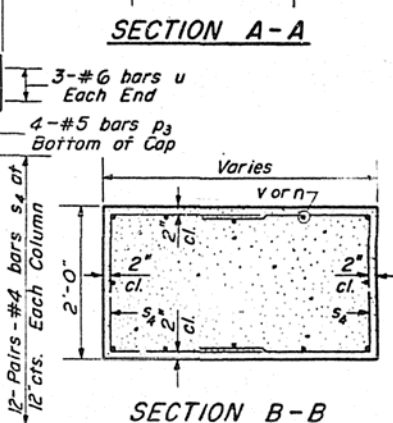
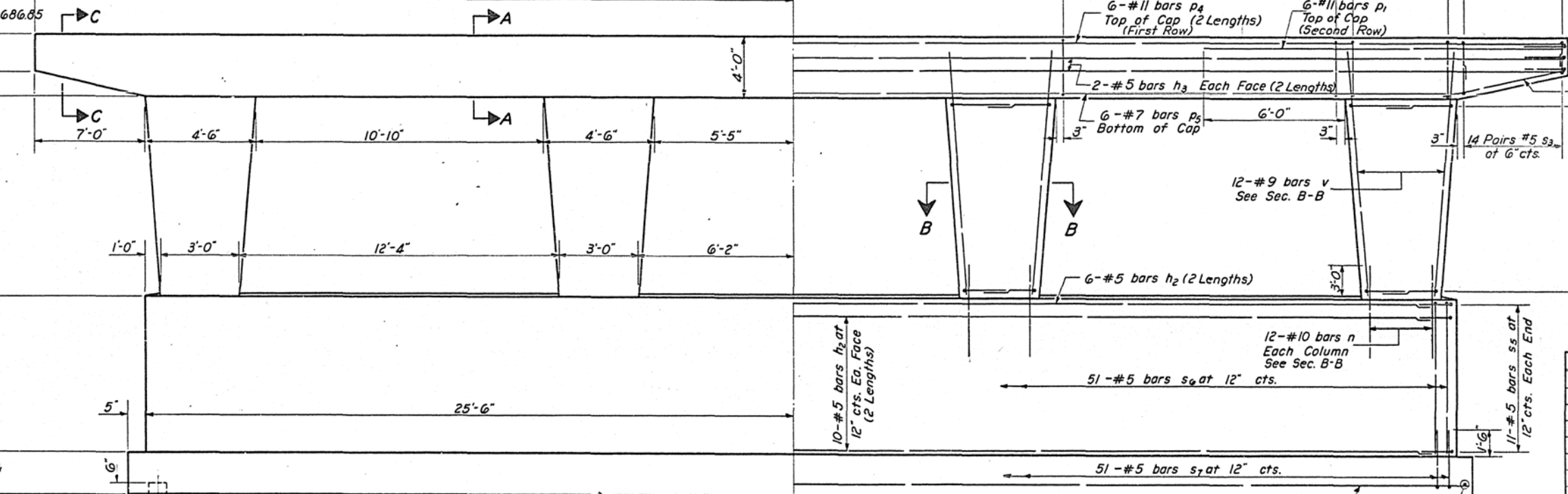
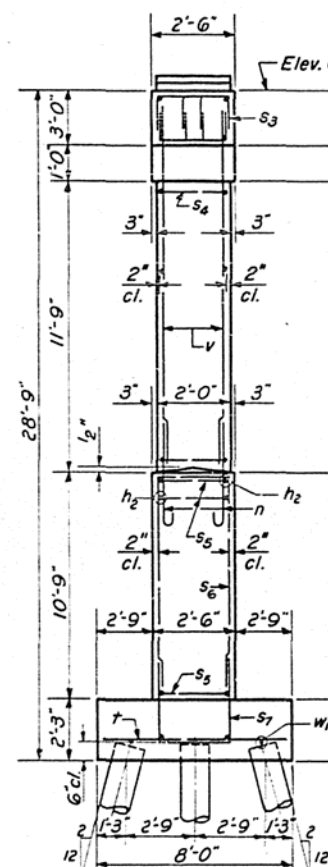
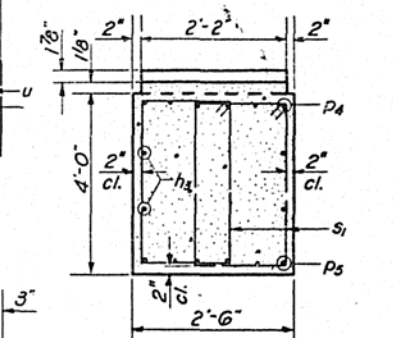
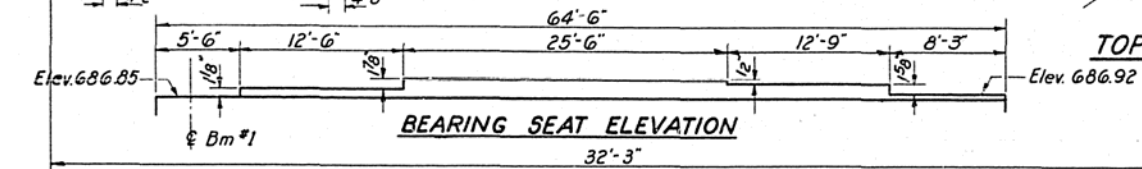
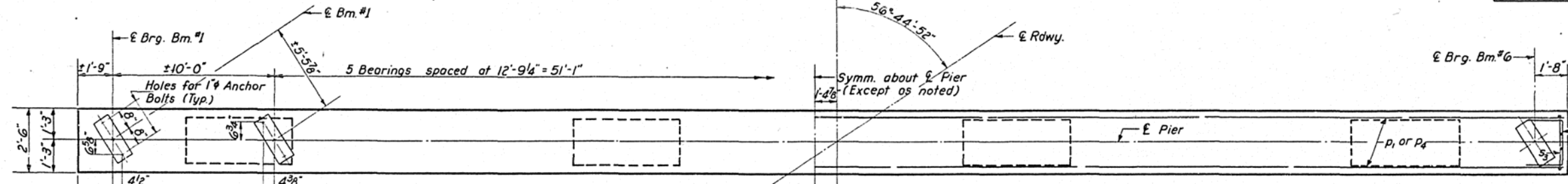
AUG 7 1962
 EXAMINED *W.E. Bannan*
 ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
 PASSED
 ENGINEER OF TRAFFIC
 APPROVED



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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	18-IVB	CUMBERLAND	22	16
P.B. ROAD DIST. NO. 7	ILLINOIS	P.B. AIR PROJECT		

SHEET NO. 12
16 SHEETS

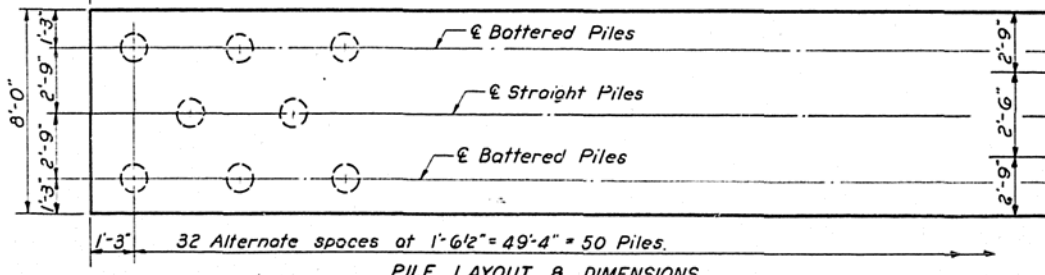


BILL OF MATERIAL

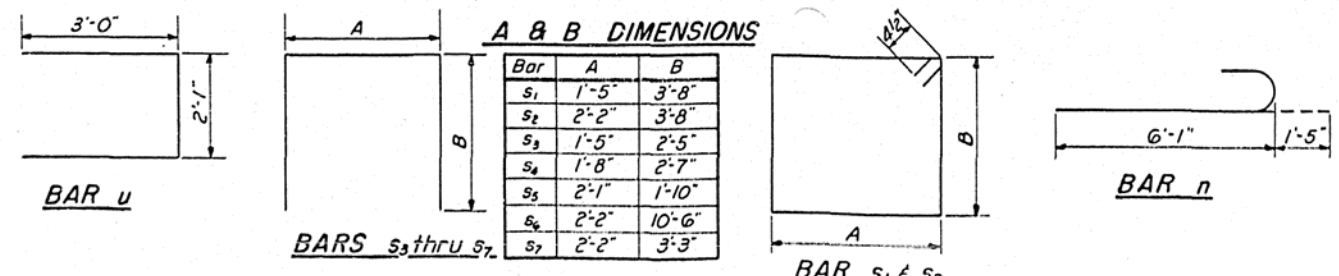
Bar	No.	Size	Length	Shape
h_2	52	#5	26'-3"	—
h_3	8	#5	32'-9"	—
n	48	#10	7'-6"	—
p_1	12	#11	17'-3"	—
p_3	8	#5	7'-3"	—
p_4	12	#11	33'-3"	—
p_5	6	#7	50'-0"	—
s_1	114	#5	10'-11"	□
s_2	20	#5	12'-5"	□
s_3	112	#5	6'-3"	□
s_4	96	#4	6'-10"	□
s_5	22	#5	5'-9"	□
s_6	51	#5	23'-2"	□
s_7	51	#5	8'-8"	□
t	78	#6	7'-9"	□
u	6	#6	8'-1"	□
v	48	#9	14'-0"	—
w_1	10	#5	26'-6"	—
Class A Excav for Struct				Cu Yds. 110
Class X Concrete				Cu Yds. 119.7
Reinforcement Bars				Lbs. 15,230
Creosoted Piles				Lin Ft. 750
Test Piles (Timber)				Soch. 1

PILE DATA

Type - Creosoted
Capacity - 20 Ton
Est. Length - 15 Ft.
No. Req'd. - 50
Test Piles - 1 in the vicinity of Pier #2



FOOTING PLAN



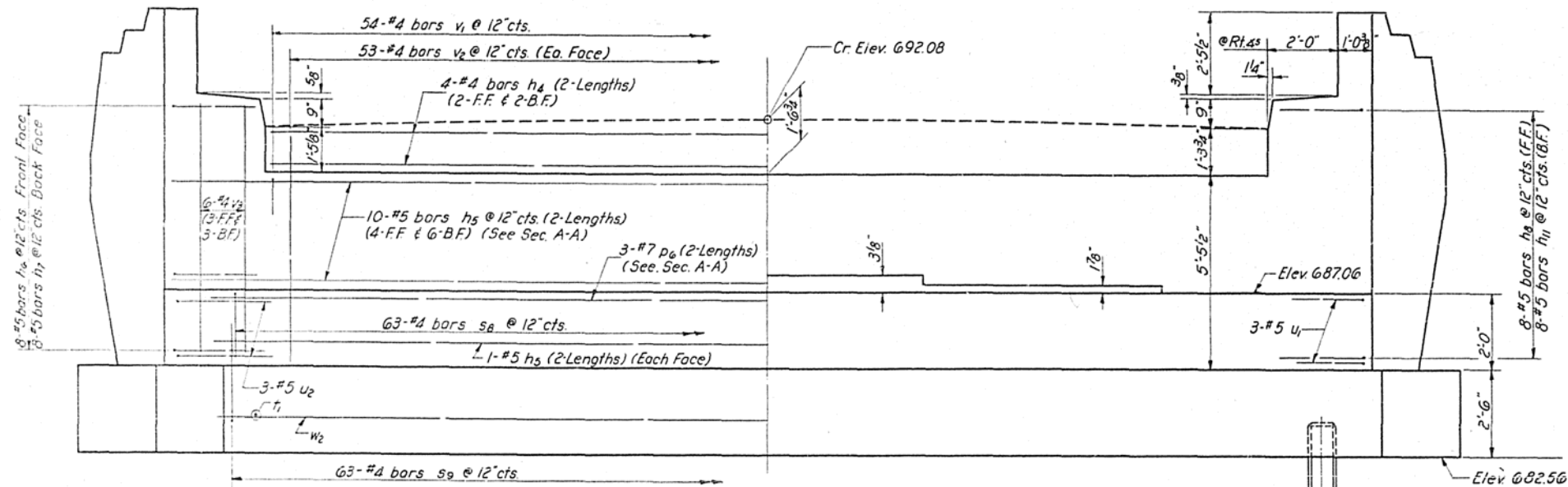
Note:
Space reinforcement in cap to miss anchor bolts.
Min. bar laps = 20 dia. unless otherwise noted.
All edges shall have standard $\frac{3}{4}$ " chamfers except as noted.
Pour steps monolithically with cap.
For Section C-C see sheet #10 of 16

PIER #2
WEST BRIDGE
FAI RT. 57 SEC. 18-IVB
CUMBERLAND COUNTY
STA. 6053+21.53

DESIGNED <i>W. H. H. H.</i>	EXAMINED <i>W. H. H. H.</i>	1962
CHECKED <i>W. H. H. H.</i>	PASSED	
DRAWN <i>W. A. Sausman Jr.</i>	APPROVED	
CHECKED <i>W. H. H. H.</i>		

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

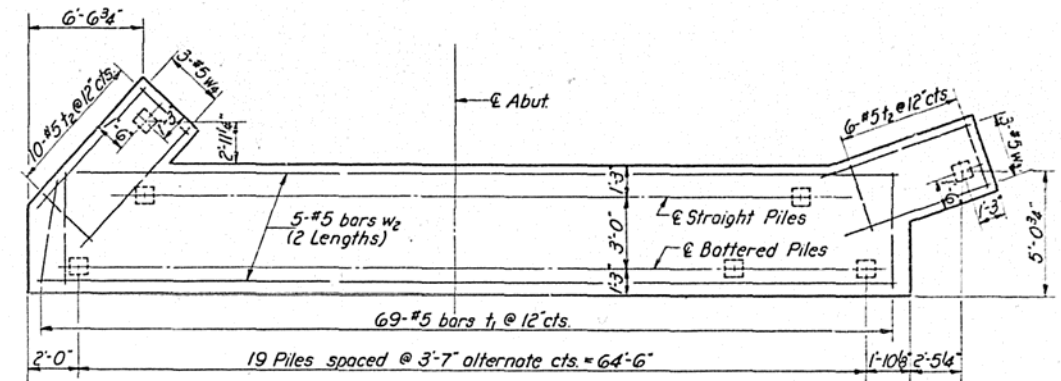
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13
FAI 57	18-IVB	CUMBERLAND	22	17	16 SHEETS
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT:			



ELEVATION

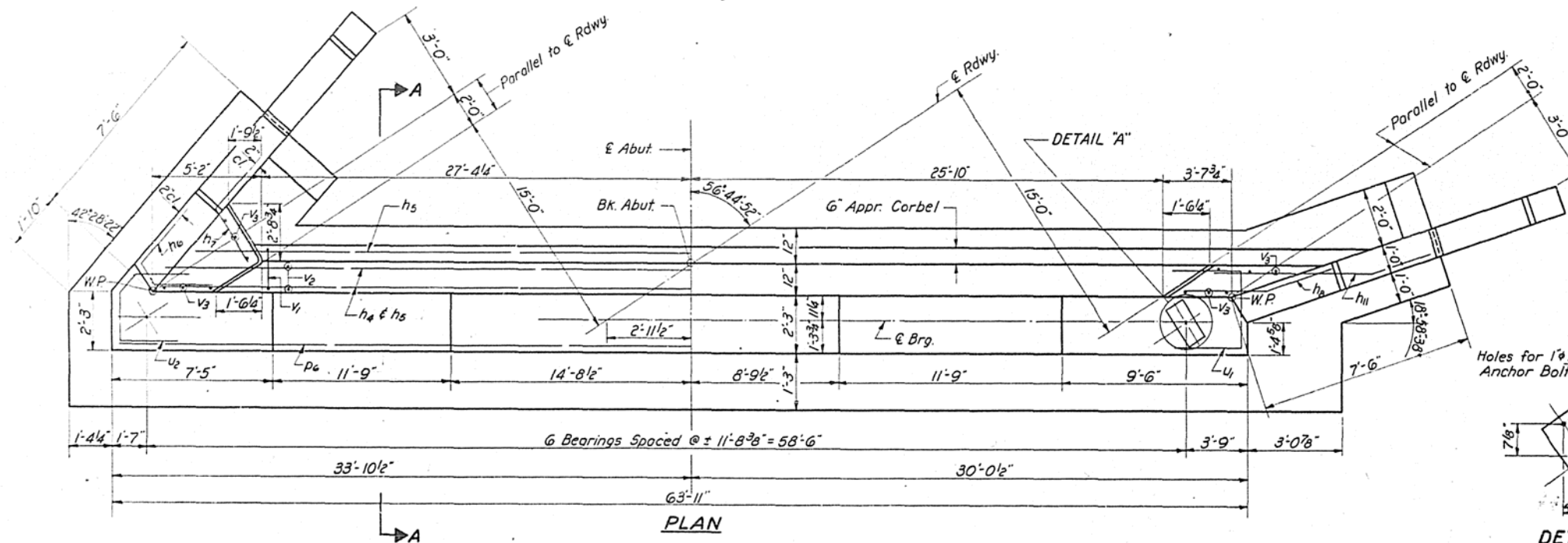
@ Rt 45 to E Rdwy.
(S Abut. looking South)
(N Abut. looking North)

Note: All Elevations are given
along face of Abut.



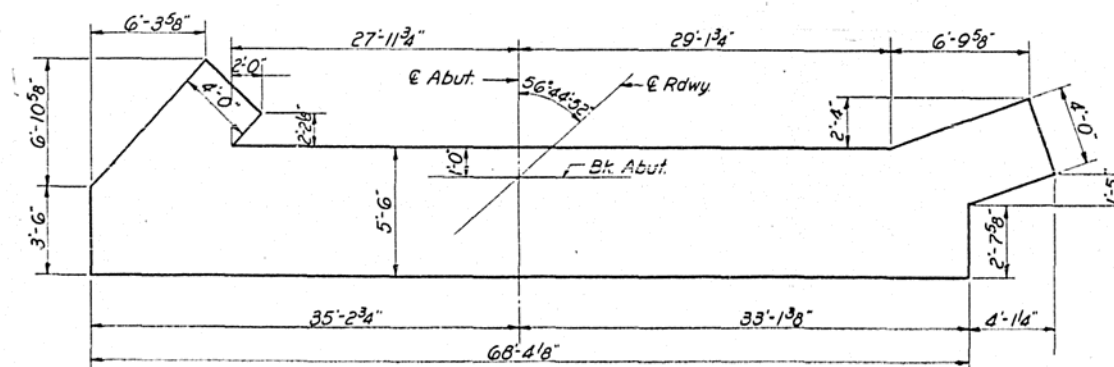
FOOTING PLAN

Showing Pile Spacing & Reinforcement



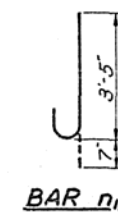
PLAN

For Details of End Post &
see A-A, See Sheet #15

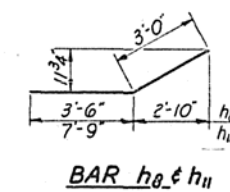


FOOTING PLAN

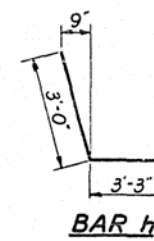
Showing Dimensions



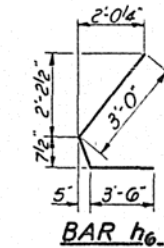
BAR n1



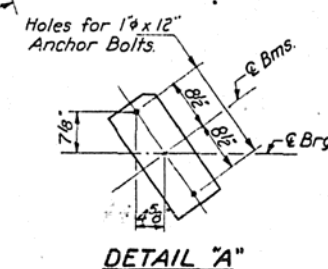
BAR h8 & h11



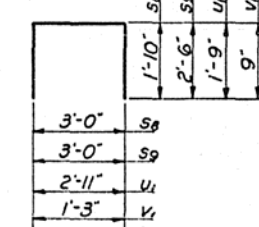
BAR h7



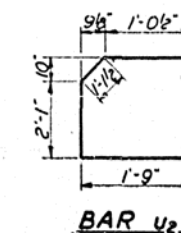
BAR h6



DETAIL "A"



BARS s8, s9, u1 & v1



BAR u2

BAR LIST ~ 2 ABUTS.

Bar	No.	Size	Length	Shape
h4	16	#4	27'-9"	—
h5	48	#5	31'-9"	—
h6	16	#5	7'-3"	—
h7	16	#5	6'-3"	—
h8	16	#5	6'-6"	—
h9	16	#5	10'-9"	—
n1	72	#5	4'-0"	—
p6	12	#7	32'-9"	—
s8	126	#4	6'-8"	—
s9	126	#4	6'-0"	—
t1	138	#5	5'-3"	—
t2	32	#5	3'-9"	—
u1	6	#5	6'-5"	—
u2	6	#5	6'-0"	—
v1	108	#4	2'-9"	—
v2	212	#4	6'-6"	—
v3	24	#4	7'-3"	—
w2	20	#5	35'-0"	—
w3	6	#5	5'-0"	—
w4	6	#5	9'-0"	—

* See Sheet #15

BILL OF MATERIAL ~ 2 ABUTS.

Item	Unit	Quantity
Class X Concrete	Cu Yds.	1452
Reinforcement Bars	Lbs.	8820
Concrete Piles	Lin Ft.	1740
Test Piles (Concrete)	Each	1
Name Plates	Each	1

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

PILE DATA

Type: Concrete
Capacity: 26 Tons
Est. Length: 40 Ft. (S Abut.)
45 Ft. (N Abut.)
No. Req'd: 21 (S Abut.)
20 + 1 test pile (N Abut.)

ABUTMENTS

EAST BRIDGE
FAI RT 57 SEC 18-IVB
CUMBERLAND COUNTY
STA. 6053 + 21.53

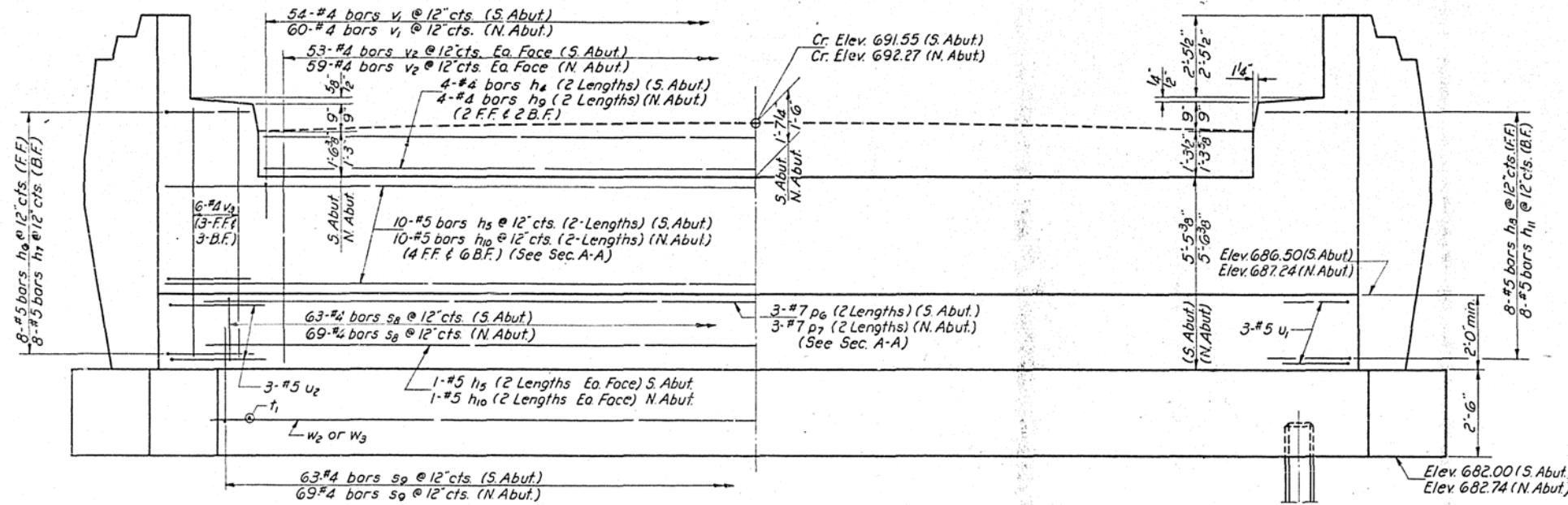
DESIGNED <i>W. H. Armstrong</i>
CHECKED <i>Emory J. Sticker</i>
DRAWN <i>J. L. Armstrong</i>
CHECKED <i>Emory J. Sticker</i>

EXAMINED <i>W. G. Baumann</i>
PASSED
APPROVED

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA.I. 57	18-IVB	CUMBERLAND	22	18
FED. ROAD DIST. NO. 7		BLANKS	FED. AID PROJECT	

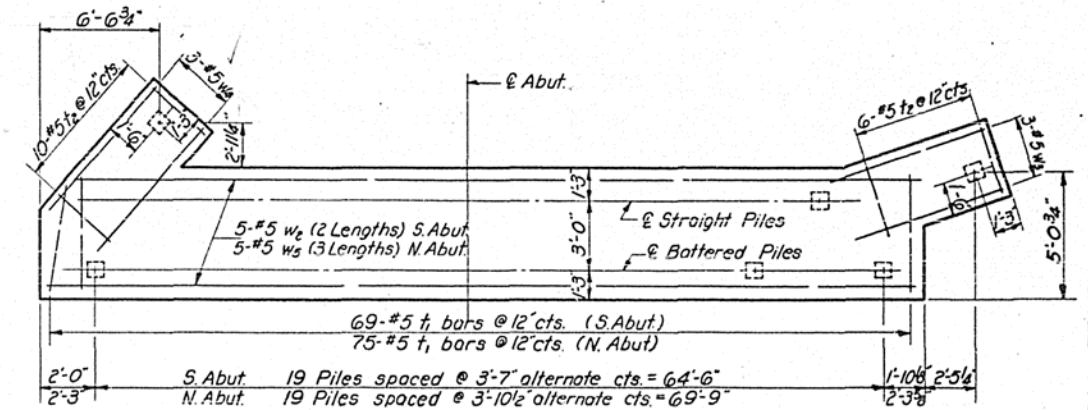
SHEET NO. 14
16 SHEETS



ELEVATION

@ Rt. to & Rdwy.
(South Abut. looking South)
(North Abut. looking North)
For Seat Detail See Sheet #15 of 16

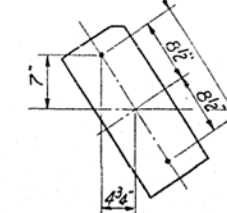
Note: All elevations are given along face of Abut.



FOOTING PLAN

Showing Pile Spacing & Reinforcement

Holes for 2-1\"/>



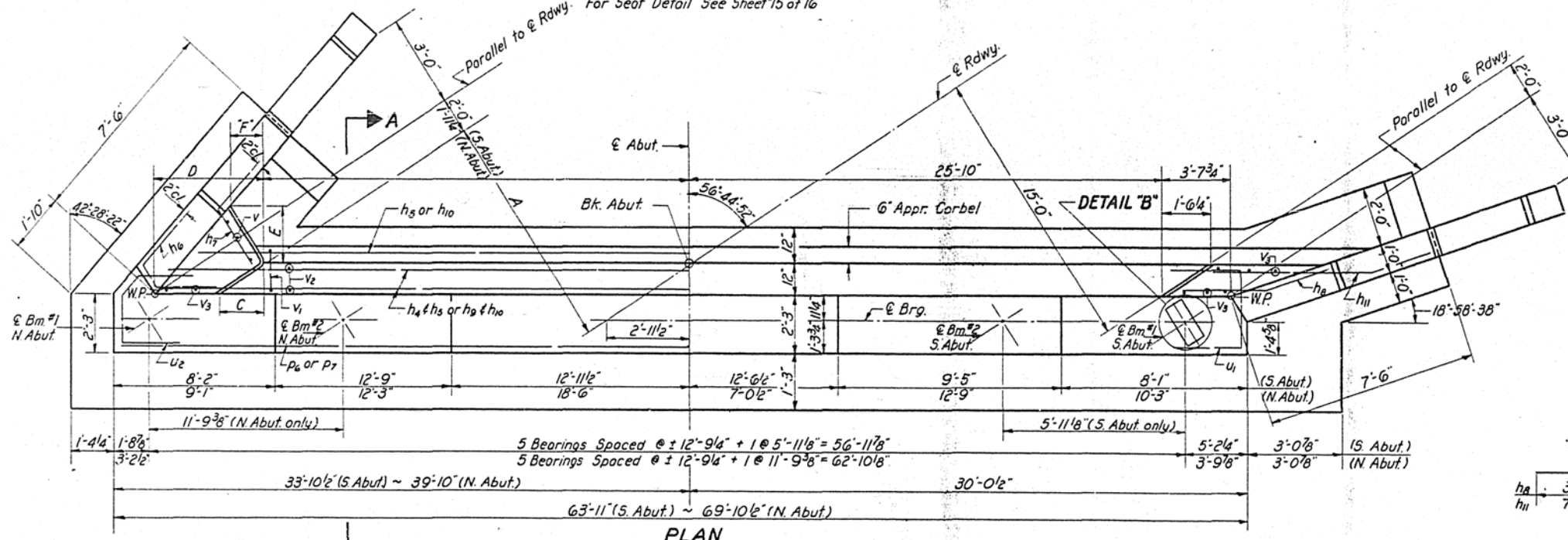
DETAIL "B"

(For Bm.#1 only, others see Detail "A" on sheet 13 of 16)

BAR LIST ~ 2 ABUT

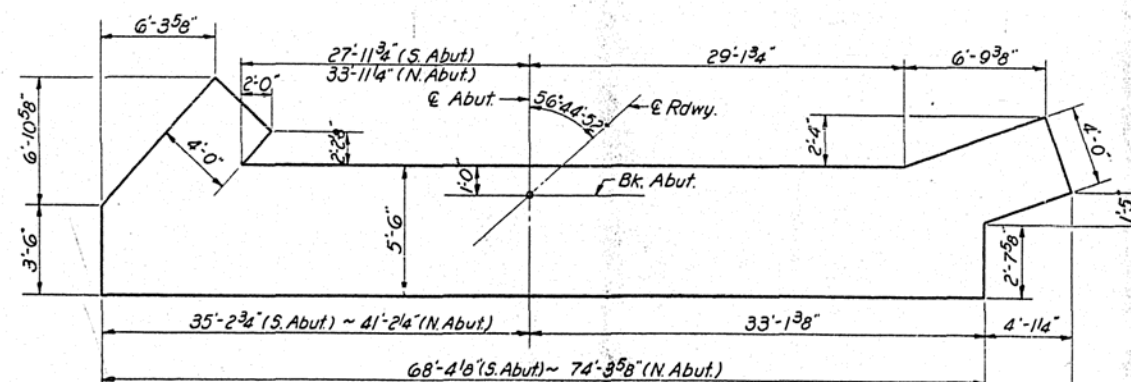
Bar	No.	Size	Length	Notes
h ₄	8	#4	27'-9"	
h ₅	24	#5	31'-9"	
h ₆	16	#5	7'-3"	
h ₇	16	#5	6'-3"	
h ₈	16	#5	6'-6"	
h ₉	8	#4	31'-0"	
h ₁₀	24	#5	34'-9"	
h ₁₁	16	#5	10'-9"	
h ₁₂	72	#5	4'-0"	
p ₆	6	#7	32'-9"	
p ₇	6	#7	35'-9"	
s ₈	132	#4	6'-8"	
s ₉	132	#4	8'-0"	
t ₁	144	#5	5'-3"	
t ₂	32	#5	3'-9"	
u ₁	6	#5	6'-5"	
u ₂	6	#5	6'-0"	
v ₁	114	#4	2'-9"	
v ₂	224	#4	6'-6"	
v ₃	24	#4	7'-3"	
w ₂	10	#5	35'-0"	
w ₃	6	#5	5'-0"	
w ₄	6	#5	9'-0"	
w ₅	15	#5	25'-9"	

* See Sheet #15



PLAN

Note: For Details of End Post & Sec. A-A
See Sheet #15 of 16



FOOTING PLAN

Showing Dimensions

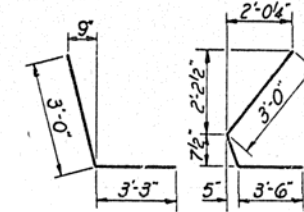
PILE DATA

Type: Concrete
Capacity: 26 Tons
Est. Length: 40 Ft.
No. Req'd: 41 + 1 test pile @ S. Abut.

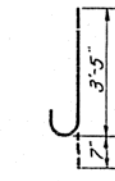
TABLE OF DIMENSIONS A,B,C,D,E & F

	A	B	C	D	E	F
S. Abut.	15'-0"	27'-4 1/4"	1'-6 1/4"	5'-2"	2'-8 3/4"	1'-9 1/2"
N. Abut.	18'-4 3/8"	33'-5 1/8"	1'-5 1/2"	4'-11 7/8"	2'-6 7/8"	1'-9 1/8"

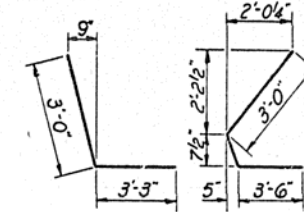
BAR h₇



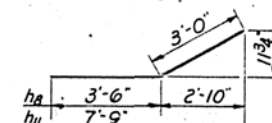
BAR n₁



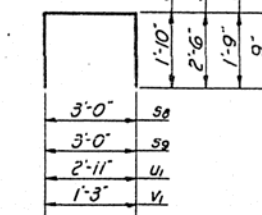
BAR h₆



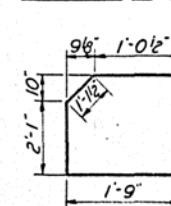
BAR h₈ & h₁₁



BARS s₈, s₉, u₁ & v₁



BAR u₂



BILL OF MATERIAL ~ 2 ABUTS

Item	Unit	Quantity
Class X Concrete	Cu Yds	150.2
Reinforcement Bors	Lbs	9150
Concrete Piles	Lin Ft	1640
Test Piles (Concrete)	Each	1
Name Plate	Each	1

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

ABUTMENTS

WEST BRIDGE

FA.I. RT. 57 SEC. 18-IVB

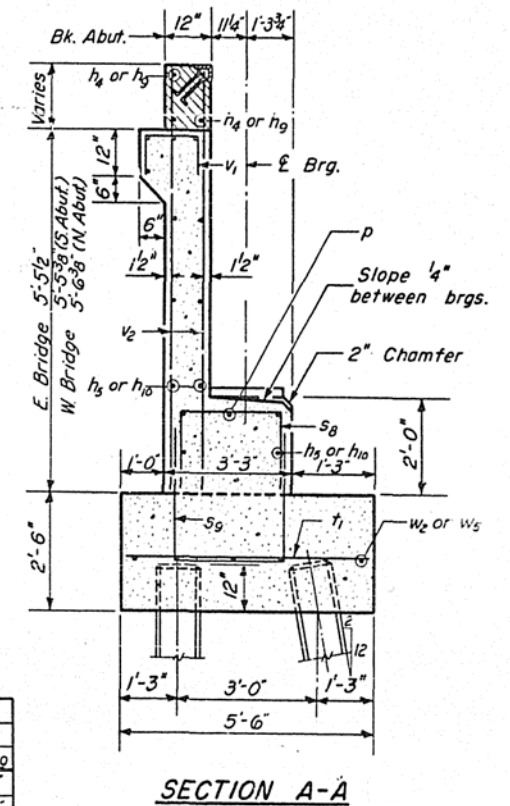
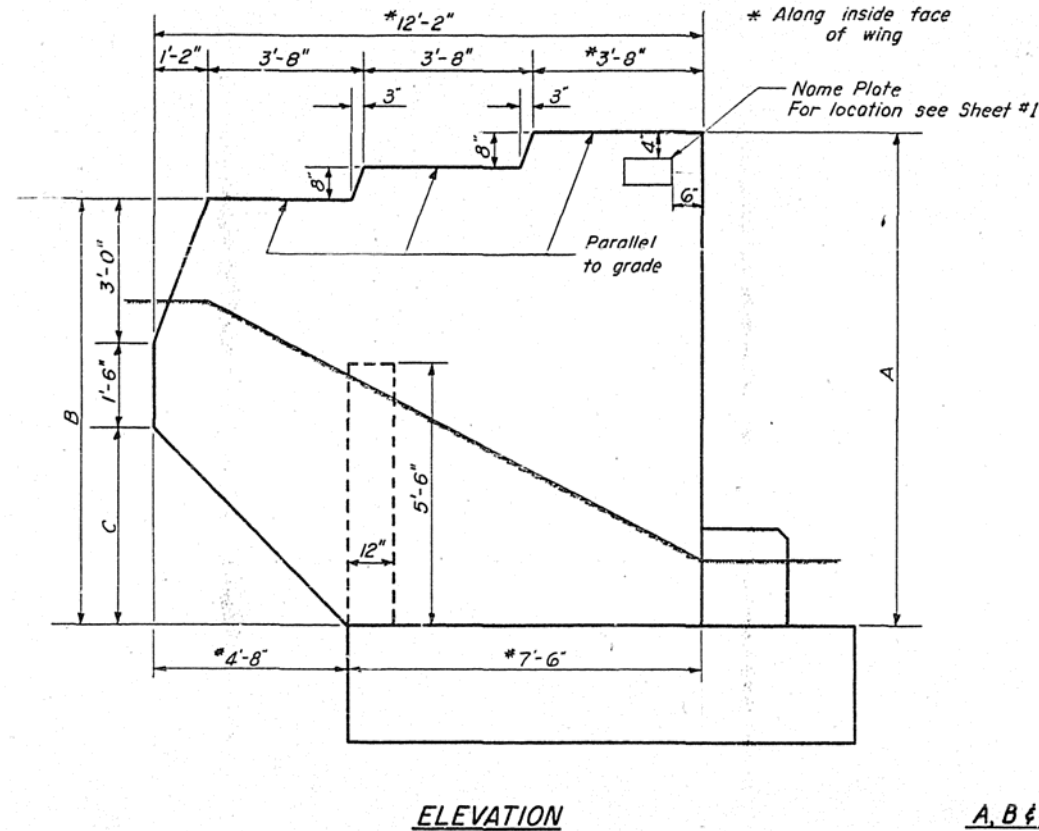
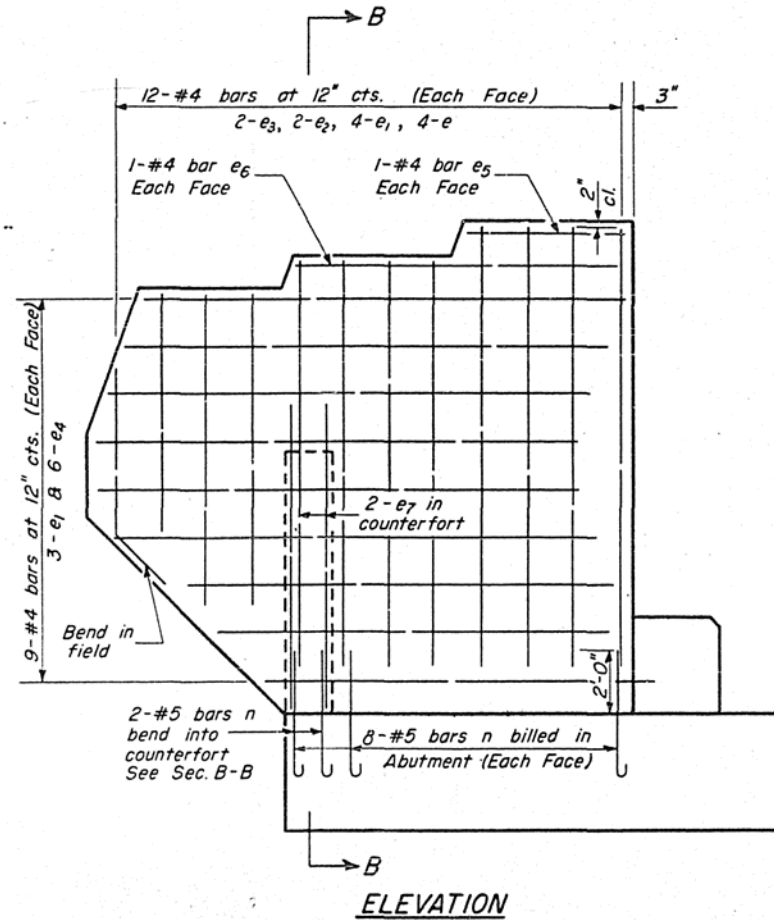
CUMBERLAND COUNTY

STA. 6053 + 21.53

DESIGNED <i>W. H. Armstrong</i>	EXAMINED <i>H. E. Baumann</i>	1962
CHECKED <i>Emery J. Sticker</i>	PASSED	
DRAWN <i>J. L. Armstrong</i>	APPROVED	
CHECKED <i>Emery J. Sticker</i>	CHIEF HIGHWAY ENGINEER	

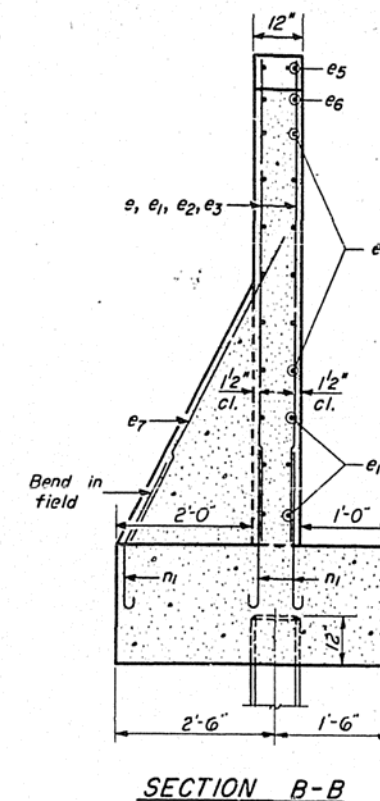
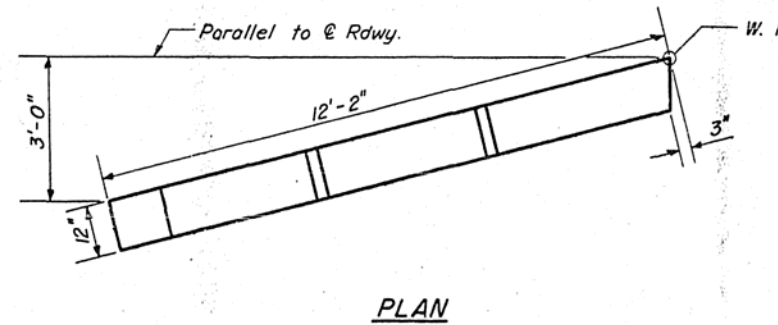
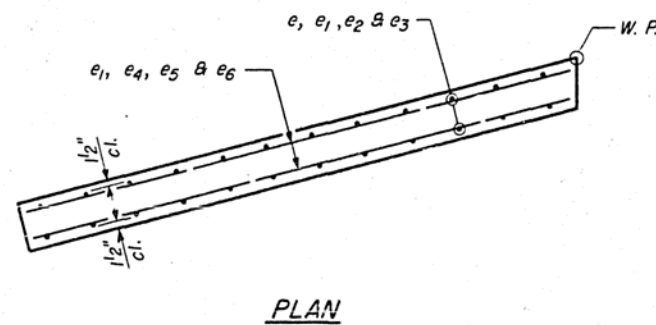
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18-IVB	18-IVB	CUMBERLAND	22	19
F.A.T. 57				16 SHEETS
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



A, B & C DIMENSIONS

Location	EAST BRIDGE				WEST BRIDGE			
	S. Abut.	N. Abut.	S. Abut.	N. Abut.	S. Abut.	N. Abut.	S. Abut.	N. Abut.
A	10'-0"	10'-1"	10'-1"	10'-0"	9'-11"	10'-2"	10'-0"	10'-1"
B	8'-7"	8'-9"	8'-9"	8'-7"	8'-5"	8'-10"	8'-6"	8'-9"
C	4'-1"	4'-3"	4'-3"	4'-1"	3'-11"	4'-4"	4'-2"	4'-3"



**ONE END POST
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
e	8	#4	9'-3"	—
e1	14	#4	8'-6"	—
e2	4	#4	6'-6"	—
e3	4	#4	5'-0"	—
e4	12	#4	10'-6"	—
e5	2	#4	3'-3"	—
e6	2	#4	6'-9"	—
e7	2	#5	7'-0"	—
Class X Concrete			Cu. Yds.	4.0
Reinforcement Bars			Lbs.	270

Quantities for wing walls included in Abut.

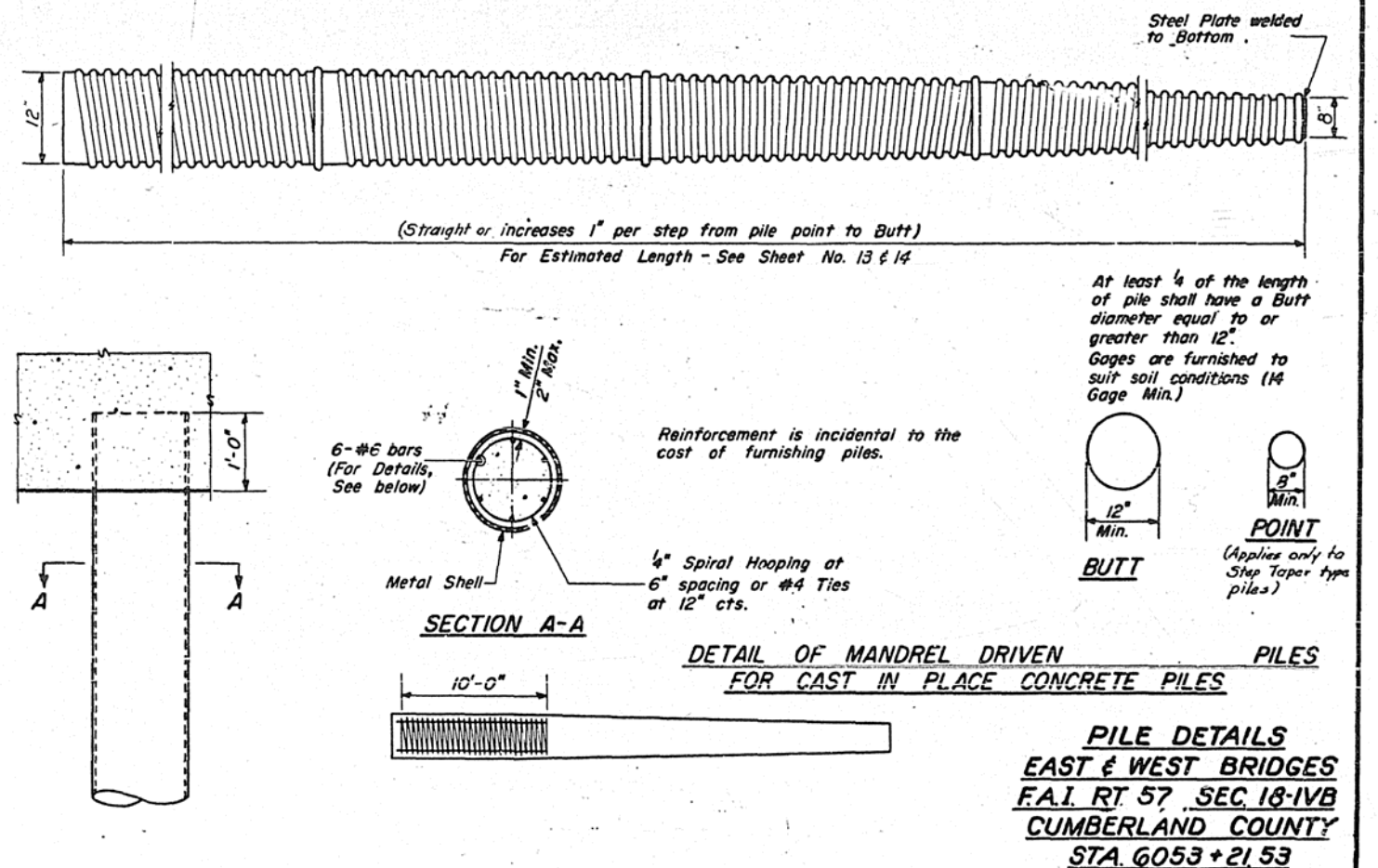
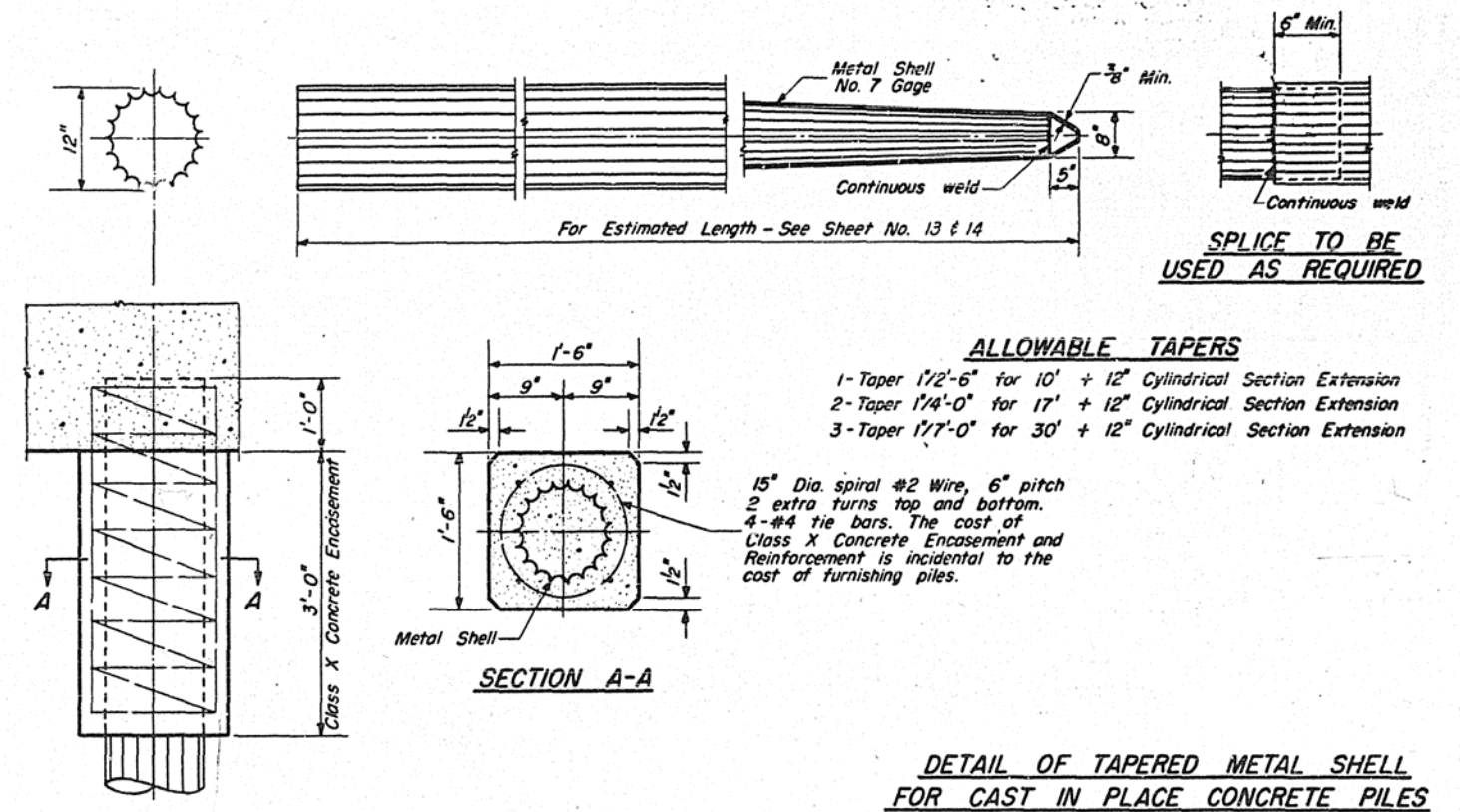
Elev. 686.50 W. Bridge S. Abut.
Elev. 687.24 W. Bridge N. Abut.

SEAT ELEVATION @ ABUT.
West Bridge Only
See Sheet 14 of 16 for other dimensions

DESIGNED <i>Wei Hsiang</i>	EXAMINED <i>H.E. Baumann</i>
CHECKED <i>Emery J. Strick</i>	PASSED
DRAWN <i>W. A. Sausman</i>	APPROVED
CHECKED <i>Emery J. Strick</i>	CHIEF HIGHWAY ENGINEER

WING WALL & ABUT. DETAILS
EAST & WEST BRIDGES
F.A.T. RT. 57 SEC. 18-IVB
CUMBERLAND COUNTY
STA. 6053+21.53

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
F.R.I. F.A.I. 57	18-143	CUMBERLAND	22	20
FED. ROAD DIST. NO. 1		SHEET NO. 16 16 SHEETS		
SHEET NO.		FED. AID PROJECT-		

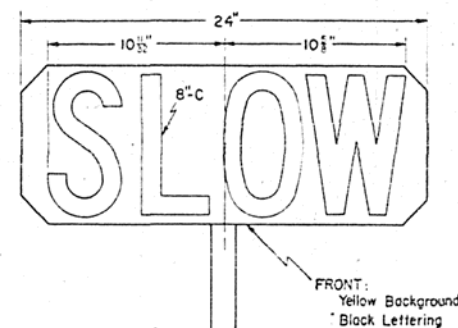
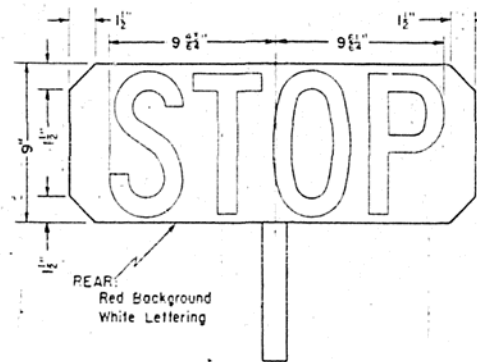


DESIGNED <i>Wm. Haring</i>	AUG 7 1964
CHECKED <i>Emory J. Sticker</i>	EXAMINED <i>H.E. Baumann</i> ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
<i>W. H. J. L. A.</i>	PASSED
DRAWN <i>W. A. Sausaman</i>	ENGINEER OF DESIGN
CHECKED <i>Emory J. Sticker</i>	APPROVED CHIEF HIGHWAY ENGINEER

X-1 Re-drawn 9-24-59 Rev. 9-23-60 Rev. 11-23-60

DETAIL OF PRECAST CONCRETE PILES

STANDARD DESIGN FOR FLAGMAN TRAFFIC CONTROL SIGN



—NOTE—
The paddle type sign used by the flagmen to direct traffic shall be constructed with "STOP" on one side and "SLOW" on the reverse side.
Signs may be constructed with a short handle or a long staff which rests on the ground.

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

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

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

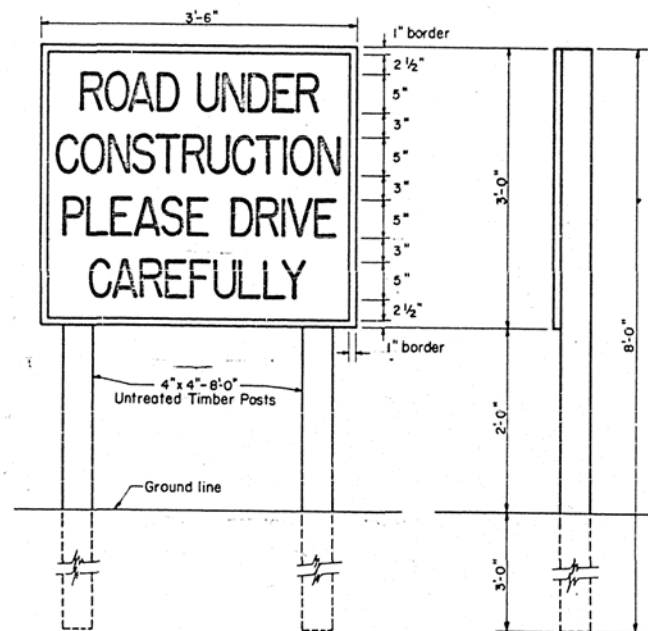
STANDARD 2114

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS AND BLDGS. DIVISION OF HIGHWAYS		REVISIONS	
PASSED	DATE	BY	DATE
APRIL 10, 1954			
ENGINEER OF ROAD PLANS AND CONTRACTS			
APPROVED	DATE		
APRIL 12, 1954			
ENGINEER OF DESIGN			

STANDARD DESIGN SIGN FOR ROAD UNDER CONSTRUCTION

GENERAL NOTES

Signs shall be made of wood (1" lumber rigidly cleated); or of metal (18 gage); or of 8-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 and labor for constructing and erecting the signs. The signs shall be placed prior to the starting of actual construction operations at each end of the construction section, or as directed by the Engineer. 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 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 cost of the signs, the erection and later removal of the signs shall be incidental to the cost of construction.



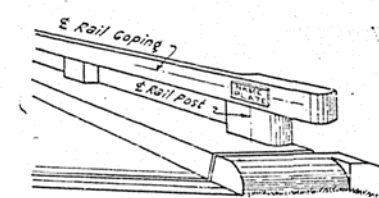
STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS DIVISION OF HIGHWAYS		REVISIONS	
PASSED	DATE	BY	DATE
NOVEMBER 28, 1951		I.B.	5-10-56
ENGINEER OF ROAD PLANS AND CONTRACTS		J.F.L.	11-15-58
APPROVED	DATE	W.H.F.	4-28-61
NOVEMBER 29, 1951			
ENGINEER OF DESIGN			

STANDARD 1971-3

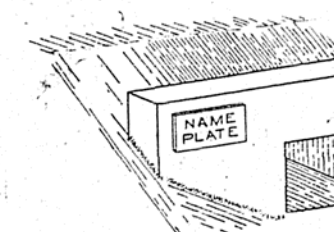
Redrawn W.H.F. 4-28-61

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

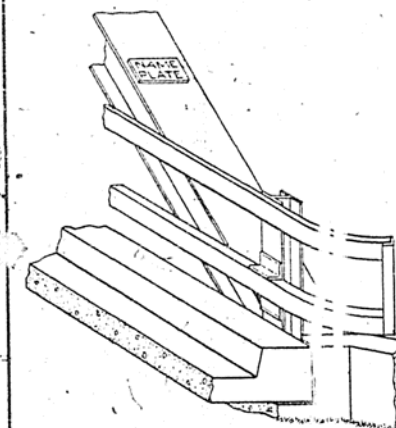
Sheet 1 of 1



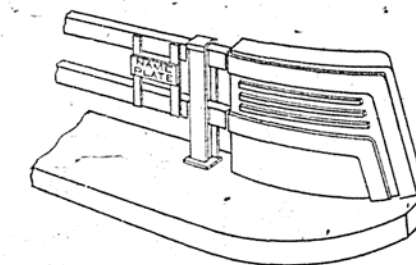
FOR CONCRETE RAILS



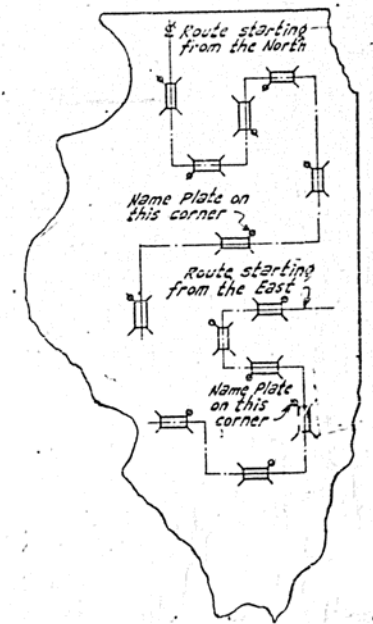
FOR CULVERT
HEADWALLS



FOR TRUSSES



FOR STEEL RAILS



SEE DESIGN PLANS FOR LETTERING

EXAMINED	OCT. 5 1959
ENGINEER OF BRIDGE & TRAFFIC STRUCTS	
PASSED	
ENGINEER OF DESIGN	
APPROVED	
CHIEF HIGHWAY ENGINEER	

MATERIAL - Best quality brass or bronze.
BORDER & LETTERING - Raised 1/8 inch. Square cut and not tapered. Top surface polished.
FOR CONCRETE RAILS, SUBWAYS: Four lugs of 1/8 inch diameter, spaced 3 inches apart, cast on back of plate.
FOR STEEL TRUSS SPAN: Plate to be fastened on steel member at fabricating shop by bolting around entire perimeter of plate.
FOR STEEL RAILS: Plate to be bolted on with 4-1/2 inch brass or bronze hex head bolts.
FOR CONCRETE RAILS: Plate to be centered on 1/2 of rail post and 1/2 of handrail coping.
FOR STEEL TRUSS SPAN: Brace to end post about five feet above roadway.
FOR STEEL RAILS: Place midway between horizontal rail members.
FOR SUBWAYS: See design plans for location.

SEC. A-A

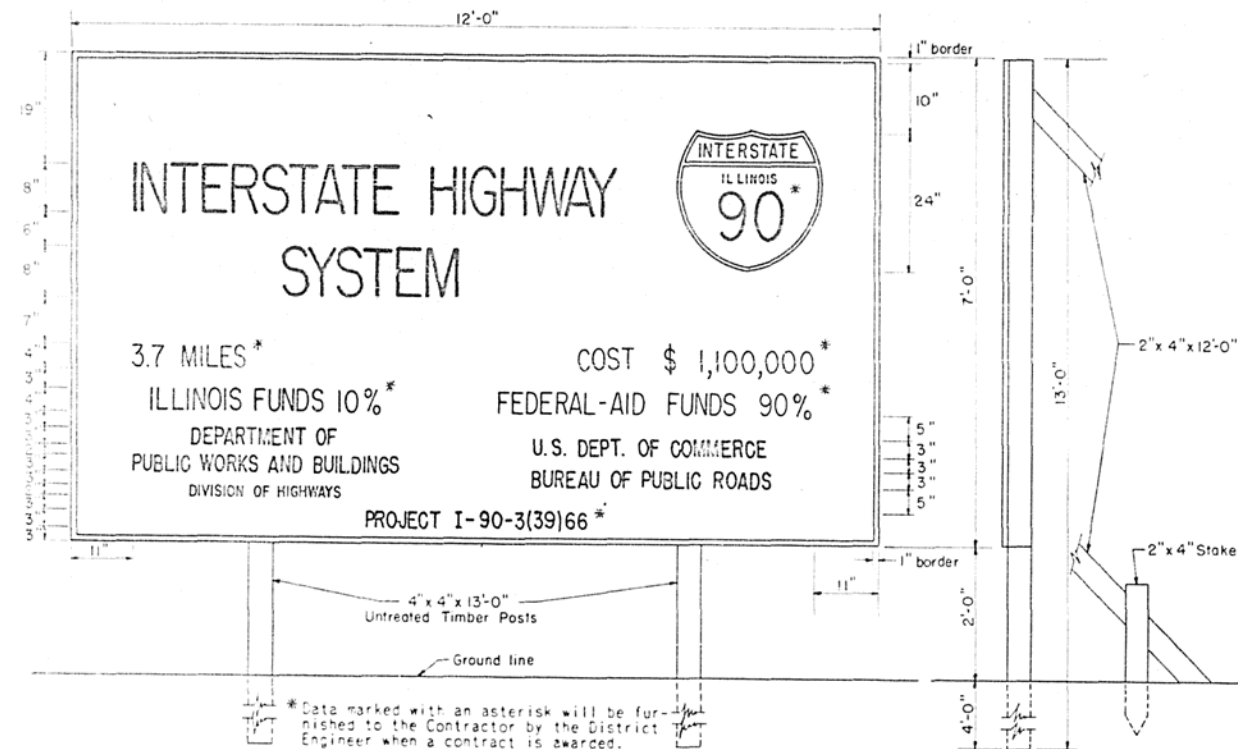
DETAIL OF NAME PLATE FOR BRIDGES

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

238

STD. No. 2113

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."

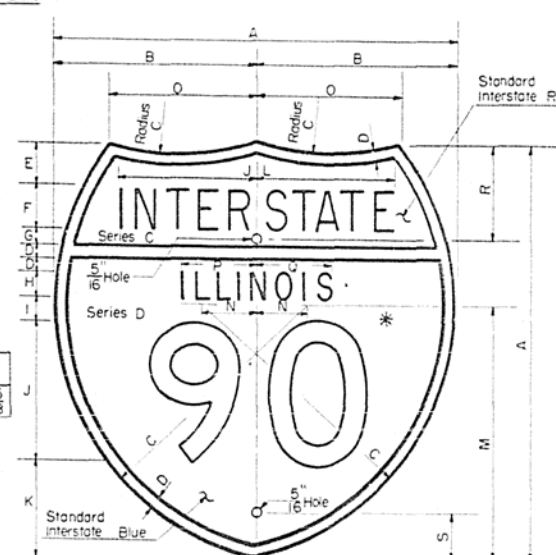
The number of signs and their location will be shown on the plans. The cost of the signs, the erection and later removal of the signs shall be incidental to the cost of construction.

SHIELD FOR SIGN

Shields shall be made of Aluminum Alloy Sheet and Plate, A.S.T.M. Designation B 209, Alloy 5052, H14-T6, 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	Size	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
V-101	24	24	12	15	3/4	2 1/8	2 1/2	1	1 1/2	1 3/8	8	5 3/4	8 1/4	14 5/8	3	8 3/4	4 1/8	4 1/8	4 1/8	12 5/8



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

Letters, numerals, and border, White.

STANDARD 2153-2

WHF 11-18-60

STANDARD SYMBOLS AND ABBREVIATIONS

THESE SYMBOLS AND ABBREVIATIONS ARE USED THROUGHOUT THESE PLANS UNLESS OTHERWISE NOTED

SYMBOLS

State Line	Hedge	Catch Basin to be filled with Sand & Connection Sealed
Shelby Co. Fayette Co.	Railroad or Utility Tracks	Existing Manhole, Manhole to be Adjusted, or Manhole to be Reconstructed
Township Line	Curb Wall	Manhole to be Constructed
City, Village or Town Limits	Retaining Wall	Manhole to be filled with Sand & Connection Sealed
Section or Grant Line	Existing Drive or Traveled Way	Existing Valve Vault, Valve Vault to be Adjusted, or Valve Vault to be Reconstructed
Section Corner	Pipe Lines	Valve Vault to be Constructed
Quarter Corner	Gas	Valve Vault to be filled with Sand & Connection Sealed
Same Ownership	Water	Existing Fire Hydrant, or Fire Hydrant to be Adjusted
Unfenced Property Line	Oil	Fire Hydrant & Auxiliary Valve to be Moved (Symbol with Letter Indicates New Location)
Fenced Property Line	North Arrow	Existing Light Standard, or Light Standard to be Adjusted
Fence Line	Centerline	Light Standard to be Moved (Symbol with Letter Indicates New Location)
Construction Identification Sign	Roadway	Existing Stop & Go Light, or Stop & Go Light to be Adjusted
Right of Way Marker	Traffic Direction Arrow	Stop & Go Light to be Moved (Symbol with Letter Indicates New Location)
Existing Right of Way Line	Longitudinal Construction Joint	Existing Traffic Sign, or Traffic Sign to be Adjusted
Existing Fenced Right of Way Line	Longitudinal Metal Joint	Traffic Sign to be Moved (Symbol with Letter Indicates New Location)
Proposed Right of Way Line	Contraction Joint	Existing House Service Box or House Meter Vault, or House Service Box or House Meter Vault to be Adjusted
Proposed Right of Way Line coincident with access control line	Expansion Joint	House Service Box or House Meter Vault to be Moved (Symbol with Letter Indicates New Location)
Access Control Line (Not coincident with Right of Way Line)	Guard Rail	Existing Main Service Box or Main Meter Vault, or Main Service Box or Main Meter Vault to be Adjusted
Proposed Right of Way Dimension	Existing Pavement, Curb & Gutter, Driveway Pavement & Sidewalk to be removed	Main Service Box or Main Meter Vault to be Moved (Symbol with Letter Indicates New Location)
Construction Limits	Existing Culvert	
Base or Survey Line	Culvert to be Constructed	
Channel Change Easement	Culvert with Drop Inlet	
Temporary Easement (Detour, Grading etc.)	Elevation of Surface of Finished Pavement at Point Indicated	
Stream	P 936.25	Trolley Pole
Lake or Pond	C 936.50	Telephone or Telegraph Pole
Marsh	G 936.00	Power Line Pole
Levee	19.467	House
Summit	31.97	Church
Deciduous Trees	Existing Inlet, Inlet to be Adjusted, or Inlet to be Reconstructed	Shed
Evergreen Trees	Inlet to be Constructed	Business Building
	Inlet to be filled with Sand & Connection Sealed	Barn
	Existing Catch Basin, Catch Basin to be Adjusted, or Catch Basin to be Reconstructed	School
	Catch Basin to be Constructed	Town Hall

ABBREVIATIONS

T.D. Tile Drain	Centerline to Back of Curb	R.P.S. Reference Point Stake	Sec. Section
S.S. Storm Sewer (Existing)	Central Angle	I.P. Iron Pipe	Sta. Station
S.S. Storm Sewer (Size, Length and Type)	Degree of Curve	N&W Nail & Washer	P.L. Property Line
S.S. Storm Sewer (Size, Length, Type and Material)	Tangent Length	T.P. Telephone Pole	F.E. Field Entrance
C.M.P. Corrugated Metal Pipe	Curve Length	P.P. Power Pole	P.E. Private Entrance
C.I.P. Cast Iron Pipe	Radius of Curve	F.P. Fence Post	F.A.I. Federal-aid Interstate
P.C. Pipe Culvert (Existing)	External Distance	F.H. Fire Hydrant	F.A. Federal-aid
P. Pipe Culvert (Size, Length and Type)	Superelevation (ft. per ft. of width)	B.M. Bench Mark	F.A.S. Federal-aid Secondary
P. Pipe Culvert (Size, Length, Type and Material)	Point of Curvature	R.R.S. Railroad Spike	S.B.I. State Bond Issue
P.C.C. Portland Cement Concrete	Point of Intersection	R.O.W. Right of Way	M.F.T. Motor Fuel Tax
F-F Face to Face of Curb	Point of Tangency	Inv. Invert	S.A. State-aid Road
B-B Back to Back of Curb	Point on Tangent	F.L. Flow Line	C.H. County Highway
Centerline to Face of Curb	Point of Compound Curvature	S.M. State of Illinois Survey Marker	T.R. Township Road
	Point of Reverse Curvature	U.S.C.&G.S. U.S. Coast & Geodetic Survey	C.S. City Street
	Vertical Curve	U.S.G.S. U.S. Geological Survey	Proj. Project
	External Distance of Vertical Curve	Elev. Elevation	A.C. Access Control
		Rt. Route	

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS DIVISION OF HIGHWAYS	REVISIONS
PASSED..... March 17..... 1953	J.F.L. 11-18-58
Engineer of Road Plans And Contracts	W.F. 9-9-59
APPROVED..... March 17..... 1953	W.F. 11-19-62
Engineer of Design	

If it is definitely known that adjustment or reconstruction is required, place A or R inside the symbol. If a new casting is required, show the casting number. Use P for open, C for closed lid. Example - Catch Basin to be reconstructed with new type 5 frame, open lid = (P) 5P.

First character denotes type of structure. Use Sp. for special design. Second character denotes number of frame or grate. Example - Type A manhole with type 1 frame and closed lid = (A) 1C

STANDARD 1686-2

Redrawn WHF 11-19-62