

INDEX OF SHEETS

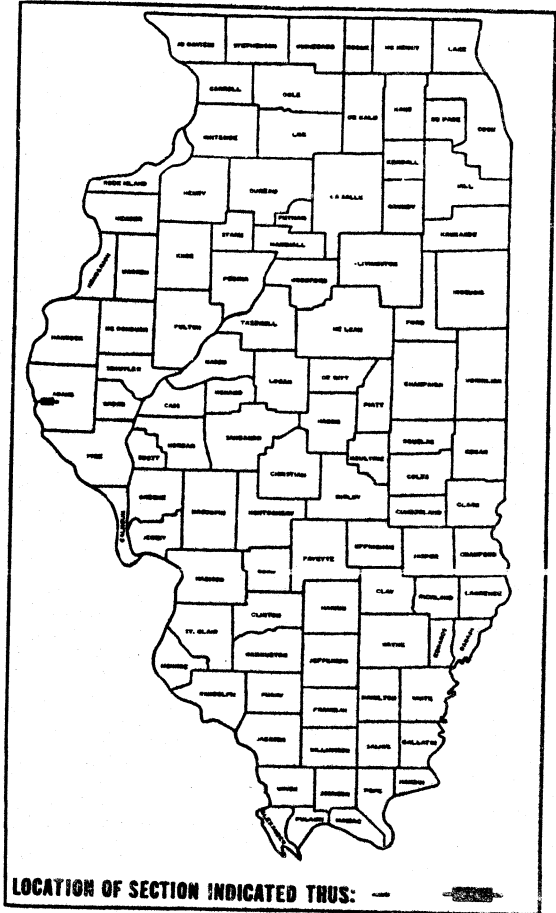
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- 3. SUMMARY OF QUANTITIES
- 4. MEDIAN REMOVAL DETAILS
- 5. PLAN VIEW
- 6. STAGE CONSTRUCTION DETAILS
- 7. DECK SURFACE SURVEY
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- 9.-10. BRIDGE REHABILITATION DETAILS
- 11.-12. TRAFFIC CONTROL AND PROTECTION DETAILS

98%
6-17-95

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
 FEDERAL AID HIGHWAY**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63 (US-24)	(78-3B)I	ADAMS	12	1
F.H.W.A. REG.		ILLINOIS PROJECT		

D-96-041-94



PLAN PROFILE HORIZ.

PROFILE VERT.

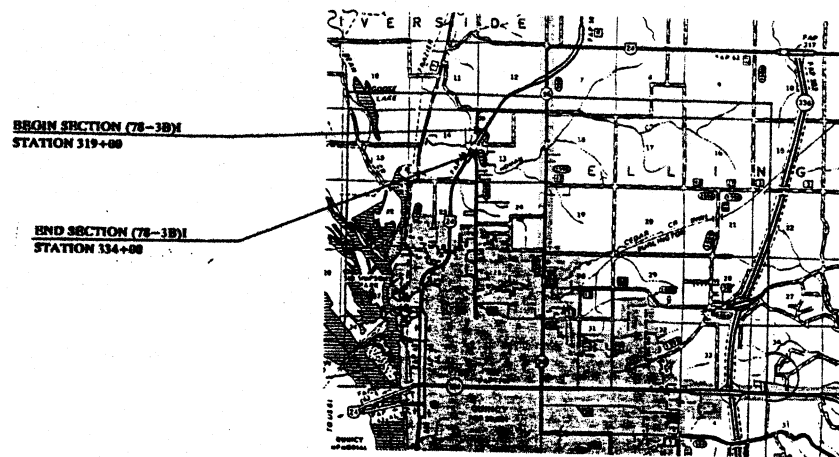
CROSS SECTIONS HORIZ.

CROSS SECTIONS VERT.

F.A.P. 63 (US RTE 24)
 SECTION (78-3B)I
 ADAMS COUNTY
 C-96-098-94

STANDARDS

- 2122-16 P.C.C. MEDIANS
- 2296-10 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
- 2299-14 DESIGN OF TRAFFIC CONTROL DEVICES
- 2300-4 FLAGMAN TRAFFIC CONTROL SIGN
- 2372 DETAIL OF SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATIONS



SECTION (78-3B)I INCLUDES:
 SCARIFICATION, MICROSELICA CONCRETE OVERLAY, DECK DRAIN REPLACEMENT AND INFLATABLE PREFORMED JOINT SEAL ON STRUCTURE 001-0010 WHICH CARRIES US 24 OVER HUMAN CREEK AT STATION 323+32.
 THIS SECTION ALSO INCLUDES BITUMINOUS RAMPS AND SHOULDERS AT THE APPROACHES, AND CONCRETE MEDIAN REMOVAL AND REPLACEMENT AT THE INTERSECTIONS ON EACH SIDE OF THE STRUCTURE.



GROSS LENGTH OF SECTION / PROJECT = 1500 FEET = 0.284 MILES
 NET LENGTH OF SECTION / PROJECT = 1500 FEET = 0.284 MILES



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED: JUNE 30, 1994

EXAMINED: [Signature] DISTRICT ENGINEER

PASSED: JULY 29, 1994 ENGINEER OF PLANS AND CONTRACTS

APPROVED: JULY 29, 1994 [Signature] CHIEF OF DESIGN

DIRECTOR DIVISION OF HIGHWAYS

JOINT UTILITY LOCATING INFORMATION FOR EXCAVATIONS PHONE: 800-892-0123



PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS

DESIGN AND PLANNING ENGINEER: TERRY FOUNTAIN (217)786-4036
DESIGN SQUAD: C. DOWNING / B. REAZER (217)624-9160

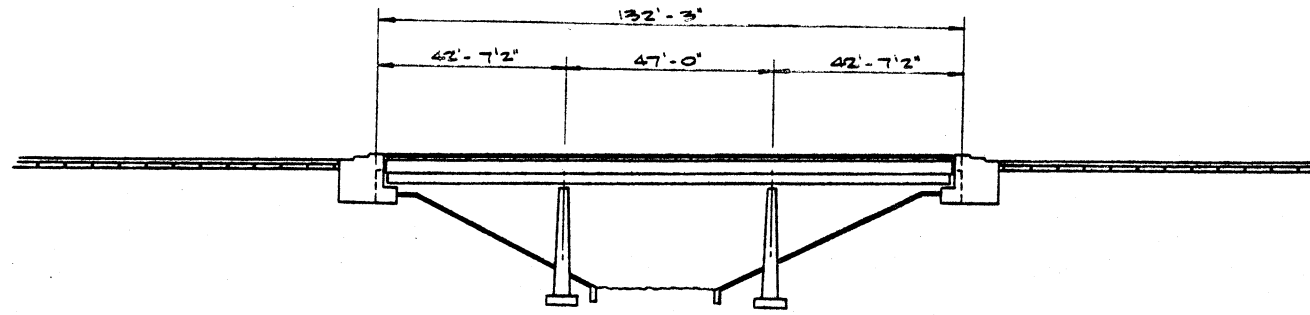
CONTRACT NO. 92885

ADAMS COUNTY SECTION (78-3B)I F.A.P. 63 (US RTE 24)

001-0010

6-210

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 63 (US 24)	(78-3B)I	ADAMS	12	5
STA. 319+00		TO STA. 334+00		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



ELEVATION

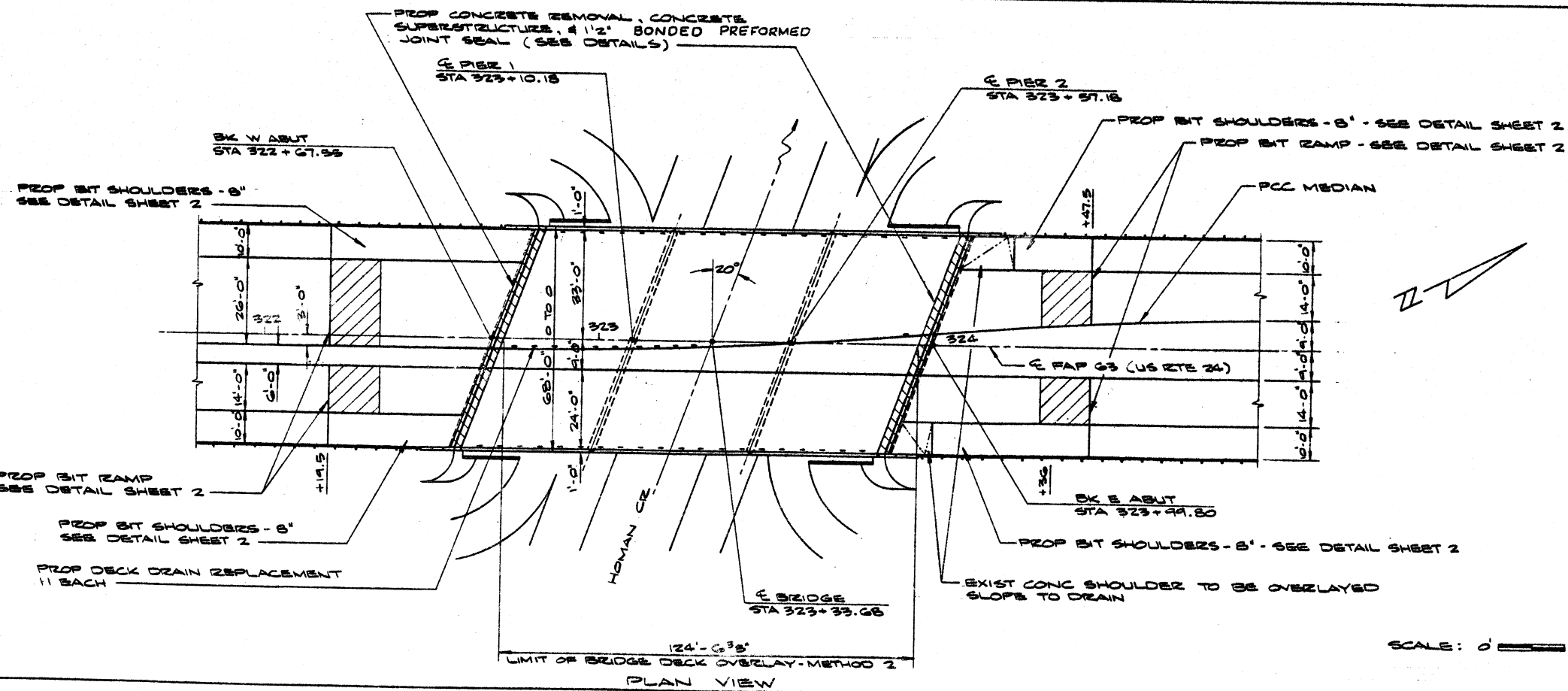
GENERAL NOTES

PLAN DIMENSIONS AND DETAILS OF THE EXISTING STRUCTURE ARE TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND TO MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF WORK; HOWEVER THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO CLASSIFICATION M-31, M-42, OR M-53 GRADE 60.

ITEM BILL OF MATERIAL

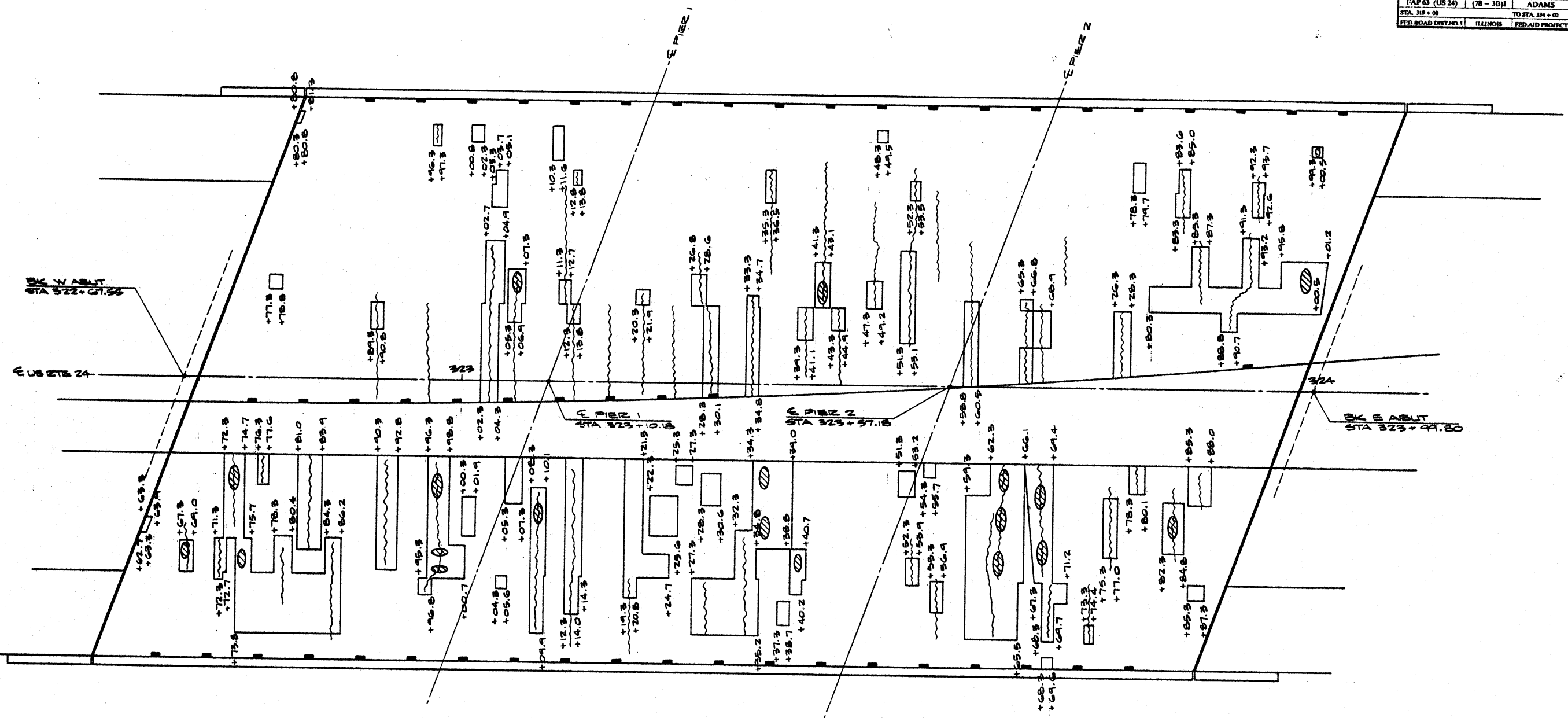
ITEM	QUANTITY	UNIT PRICE	TOTAL
DECK SLAB REPAIR (PARTIAL)	5.7	11.9	67.83
BRIDGE DECK MICROSILICA CONCRETE OVERLAY	88.0	1.0	88.00
BRIDGE DECK SCARIFICATION	88.0	1.0	88.00
REINFORCEMENT BARS, EPOXY COATED	8.8	23.27	204.76
CONCRETE REMOVAL	10.0	13.4	134.00
CONCRETE SUPERSTRUCTURE	10.0	17.7	177.00
BONDED PREFORMED JOINT SEAL	11.0	16.9	185.90
DECK DRAIN REPLACEMENT	11.0	11.0	121.00



BRIDGE PLAN VIEW
 FAP 63 (US RTE 24)
 SECTION (78-3B)I
 ADAMS COUNTY
 S/N 001-0010

SCALE: 0 = 20'

ROUTE NO. FAP 63 (US 24)	SECTION (78 - 3B)I	COUNTY ADAMS	TOTAL SHEETS 12	SHEET NO. 7
STA. 319 + 00	TO STA. 334 + 00			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT -		

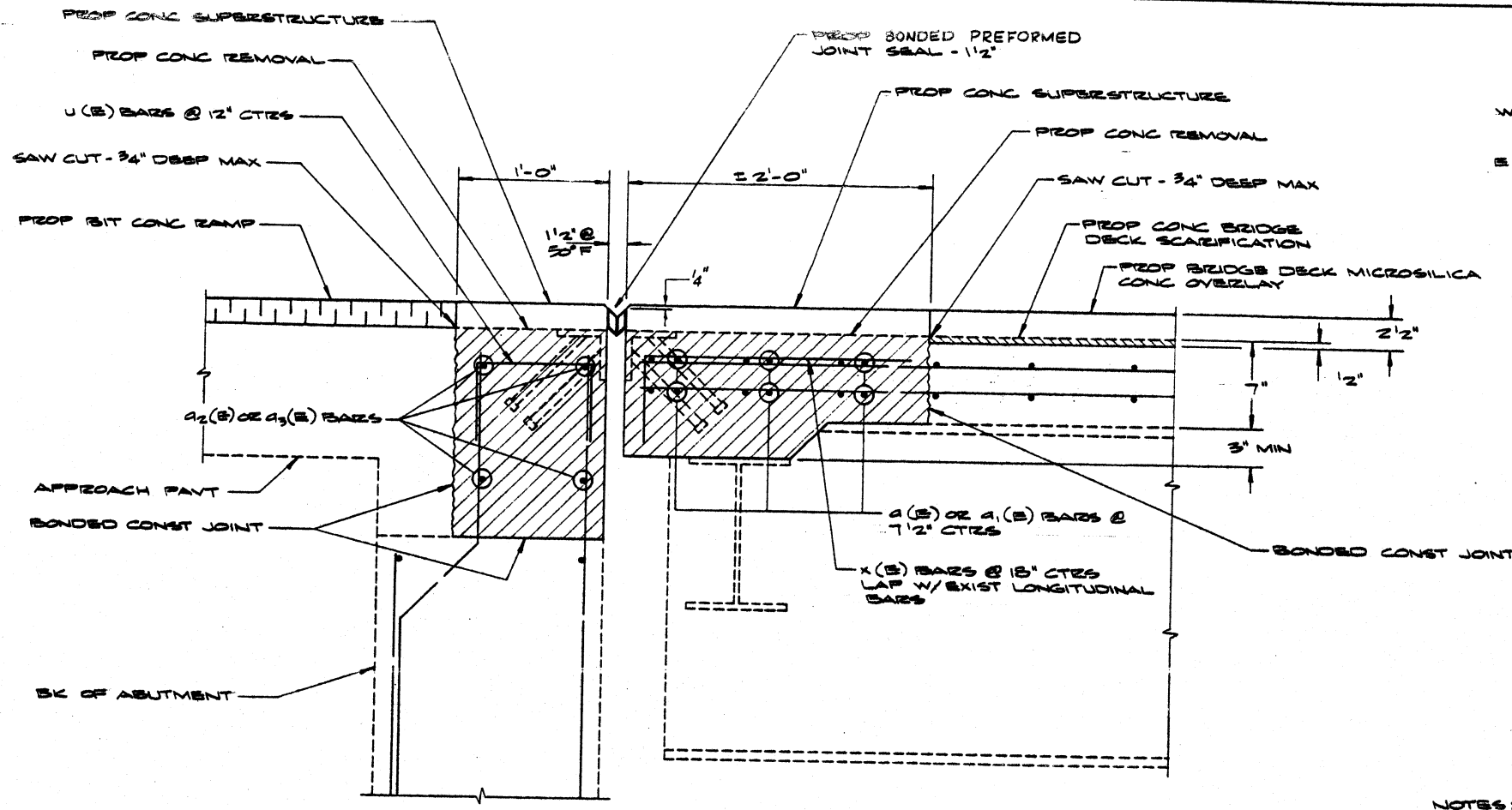


LEGEND
 [Symbol] FLOOR DRAIN
 [Symbol] DECK CRACKING
 [Symbol] DELAMINATED AREAS
 [Symbol] SPALL AREAS

THIS SHEET IS INCLUDED FOR INFORMATION ONLY. THE ENGINEER IN THE FIELD WILL LOCATE ALL AREAS FOR DECK SLAB REPAIR.

SCALE:
 VERT 1" = 2'
 HORIZ 1" = 20'

DECK SURFACE SURVEY
 FAP 63 (US RTE 24)
 SECTION (78-3B)I
 ADAMS COUNTY
 SN 221-0010



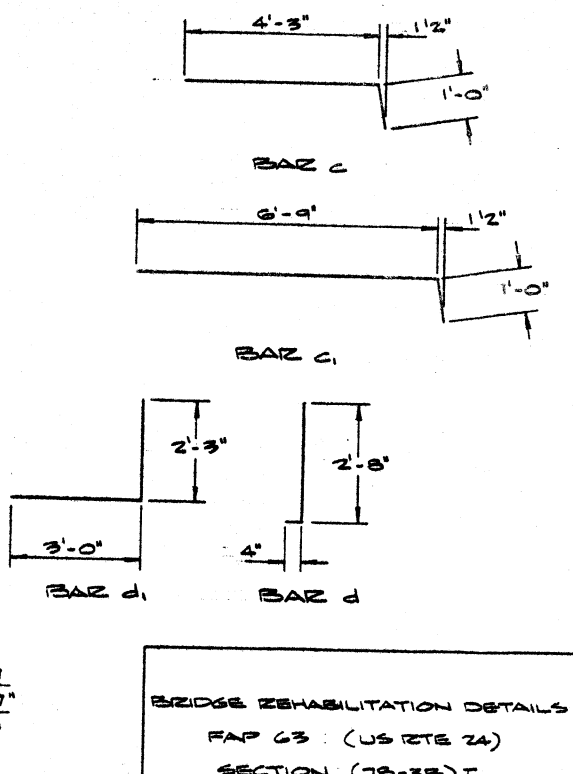
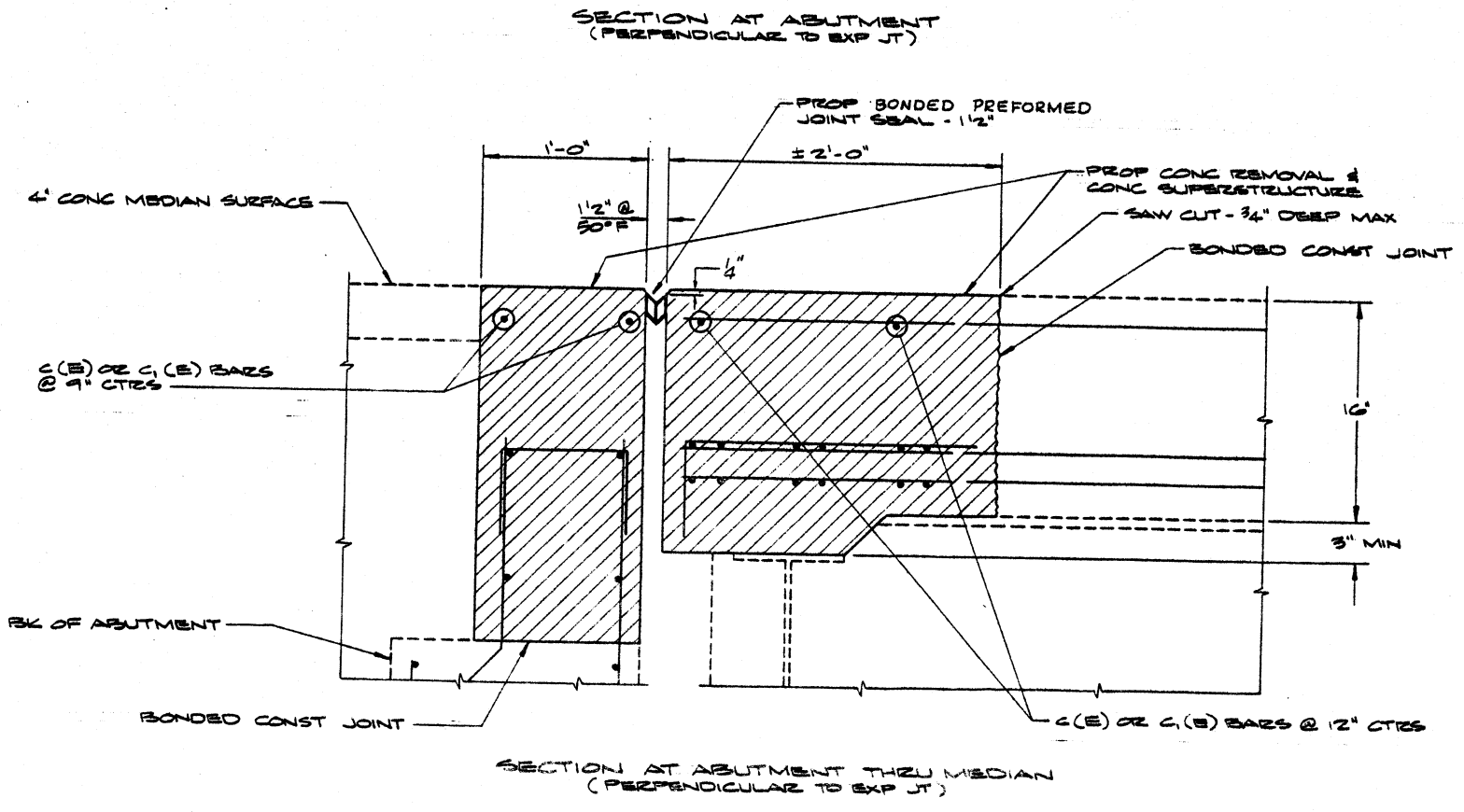
	STAGE I	STAGE II
W ABUT	a ₁ (E) a ₂ (E) c ₁ (E)	a ₁ (E) a ₂ (E) c ₁ (E)
E ABUT	a ₁ (E) a ₂ (E) c ₁ (E)	a ₁ (E) a ₂ (E) c ₁ (E)

BILL OF MATERIAL

BAR	NO	SIZE	LENGTH	SHAPE
a ₁ (E)	12	#6	42'-11"	—
a ₂ (E)	12	#6	30'-11"	—
a ₃ (E)	8	#8	41'-11"	—
a ₄ (E)	8	#8	29'-7"	—
c ₁ (E)	8	#4	5'-3"	┌
c ₂ (E)	8	#4	7'-9"	┌
d ₁ (E)	16	#5	3'-0"	┌
d ₂ (E)	8	#5	5'-3"	┌
u ₁ (E)	62	#5	1'-11"	┌
x ₁ (E)	46	#5	2'-4"	┌
CONCRETE SUPERSTRUCTURE		CUYD6	17.7	
REINFORCING BARS		LS6	2327.0	
BONDED PREFORMED JOINT SEAL - 1 1/2"		LIN FT	146.0	

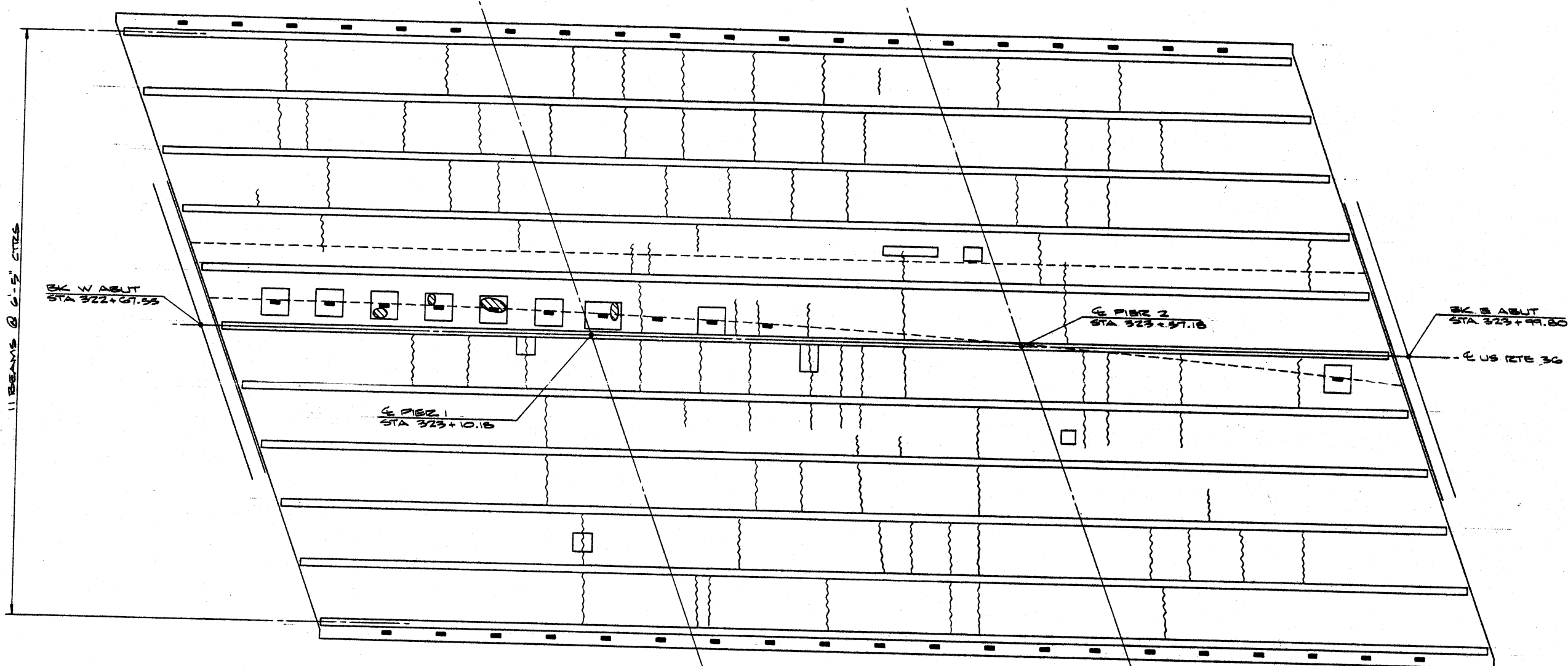
MINIMUM BAR LAPS - #5 Bars = 1'-8"
#6 Bars = 2'-0"

- NOTES:**
- CARE SHALL BE EXERCISED BY THE CONTRACTOR DURING AND FOLLOWING REMOVAL OPERATIONS TO ENSURE THAT THE EXISTING REBARS REMAINING IN PLACE ARE NOT DAMAGED. ALL PROTRUDING REBAR SHALL BE CLEANED, STRAIGHTENED, AND PROPERLY POSITIONED PRIOR TO CONCRETE PLACEMENT.
 - REMOVAL OF THE EXISTING ARMORED ANGLES SHALL BE INCIDENTAL TO CONCRETE REMOVAL.
 - (E) DENOTES EPOXY COATED REBARS.
 - QUANTITIES SHOWN IN BILL OF MATERIAL REFLECT THIS AND THE FOLLOWING SHEET.



BRIDGE REHABILITATION DETAILS
FAP 63 (US RTE 24)
SECTION (78-35) I
ADAMS COUNTY
S/N 001-0010

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 63 (US 24)	(78 - 31)I	ADAMS	12	8
STA. 319 + 00		TO STA. 324 + 00		
FED. ROAD DIST. NO. 51	11 LINES	FED. AID PROJECT -		



AS VIEWED FROM BELOW
DIAPHRAGMS NOT SHOWN

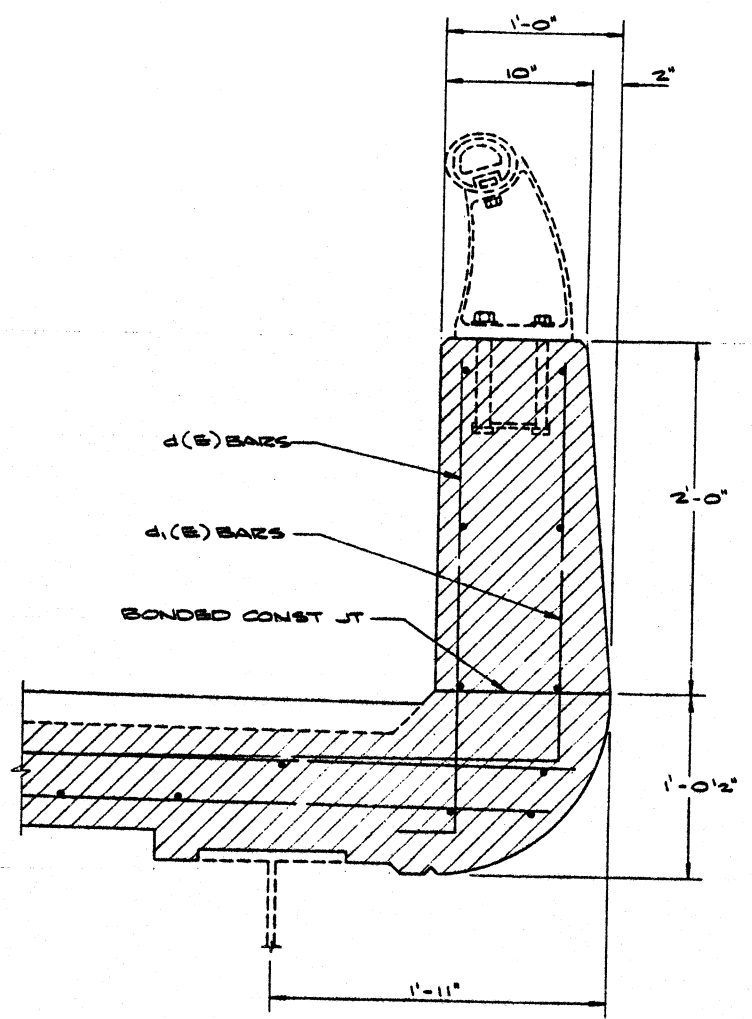
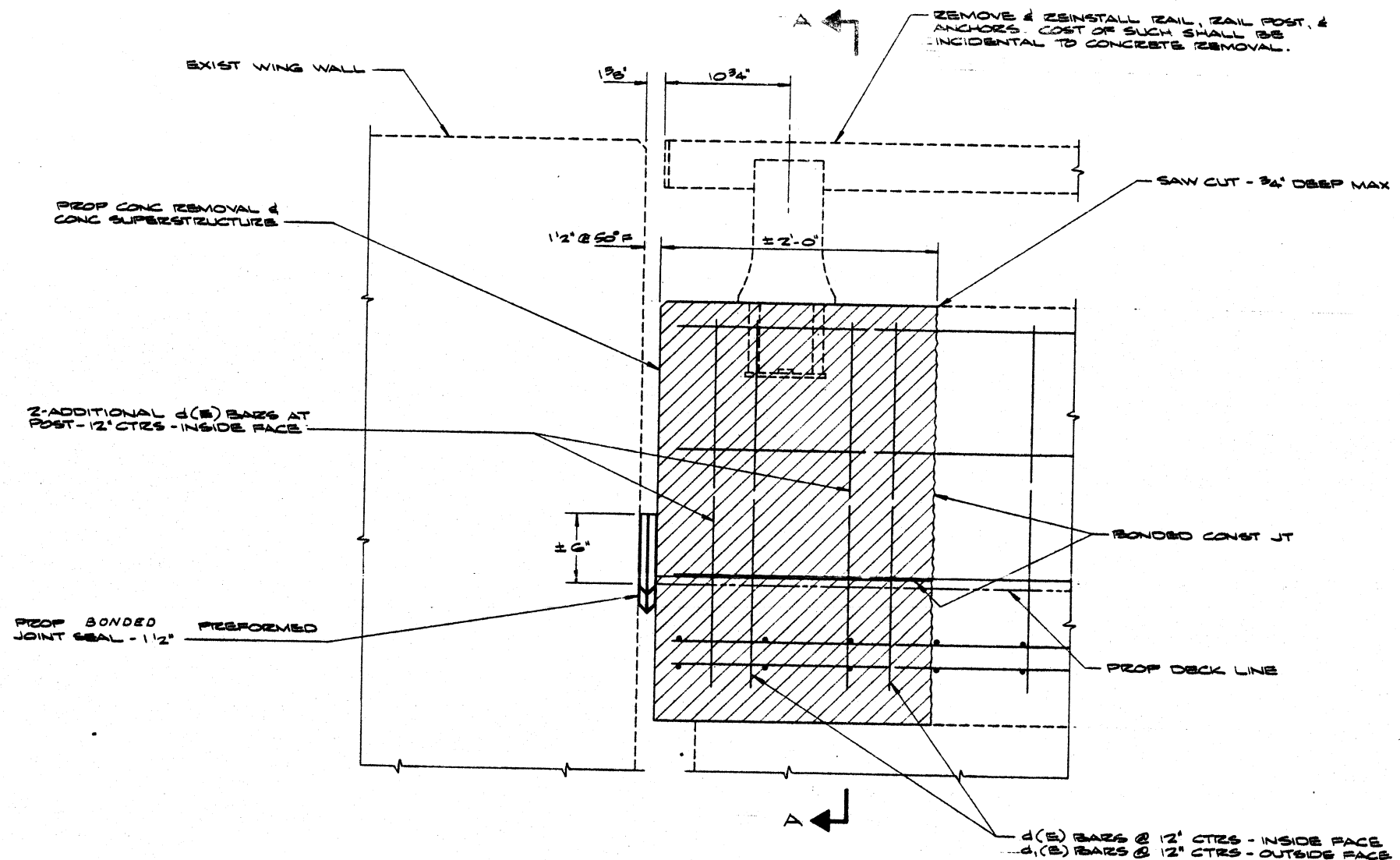
- FLOOR DRAIN
- ~ TRANSVERSE CRACKING
- DELAMINATED AREAS
- SPALL AREAS

THIS SHEET IS INCLUDED FOR INFORMATION ONLY. THE ENGINEER IN THE FIELD WILL LOCATE ALL AREAS FOR DECK SLAB REPAIR.

SCALE:
VERT 0' = 1"

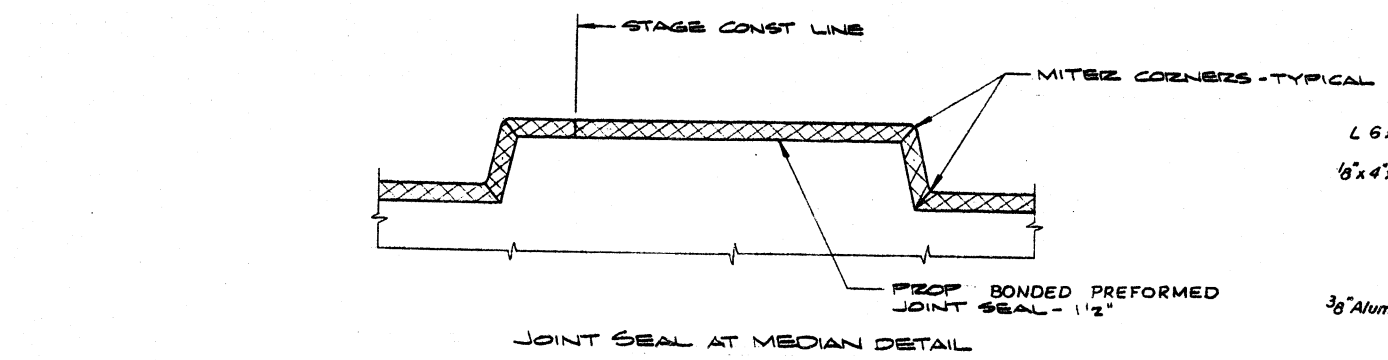
DECK SOFFIT SURVEY
FAP 63 (US RTE 24)
SECTION (78-38)I
ADAMS COUNTY
S/N 201-0010

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 63 (US 24)	(78-38)I	ADAMS	12	10
STA. 319 + 00	TO STA. 324 + 00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT -		

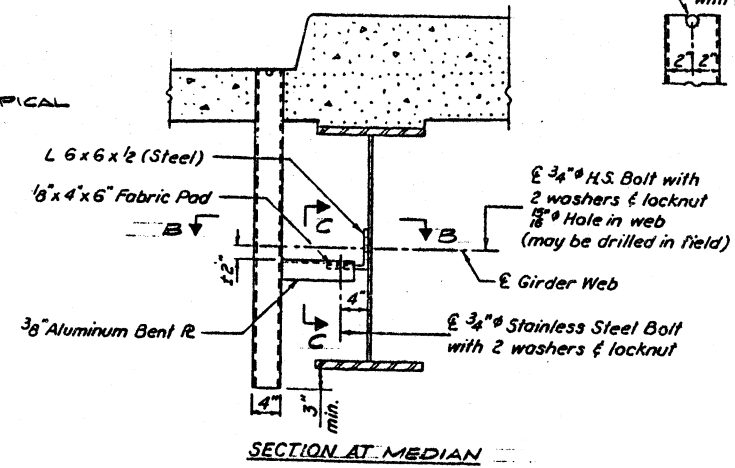


SECTION AT PARAPET

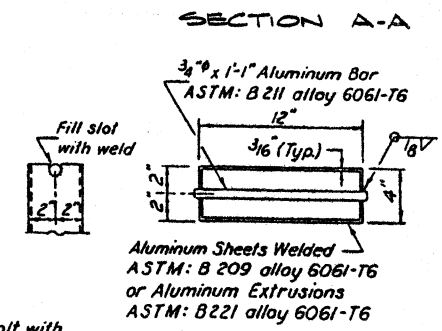
NOTE: FOR DETAIL OF d & d1 BARS, SEE PREVIOUS SHEET



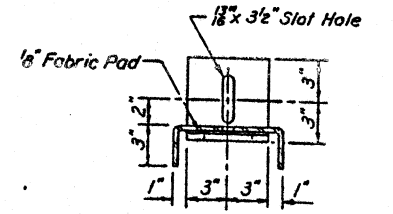
JOINT SEAL AT MEDIAN DETAIL



SECTION AT MEDIAN

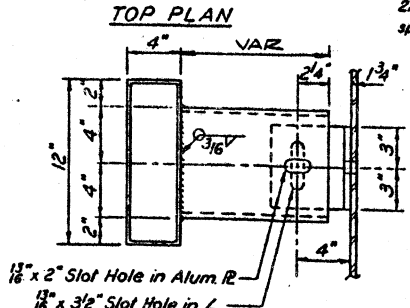


SECTION A-A



SECTION C-C

Note: The exterior surfaces of the aluminum drains shall be cleaned and given a washcoat pre-treatment in accordance with the Steel Struct. Painting Council's Spec. SSPC-SPI & SSPC-Paint 27 followed by the vinyl enamel coat painting specified for Structural Steel.



TOP PLAN

1/8" x 2" Slot Hole in Alum. R.
1/8" x 3/2" Slot Hole in L.

SECTION B-B

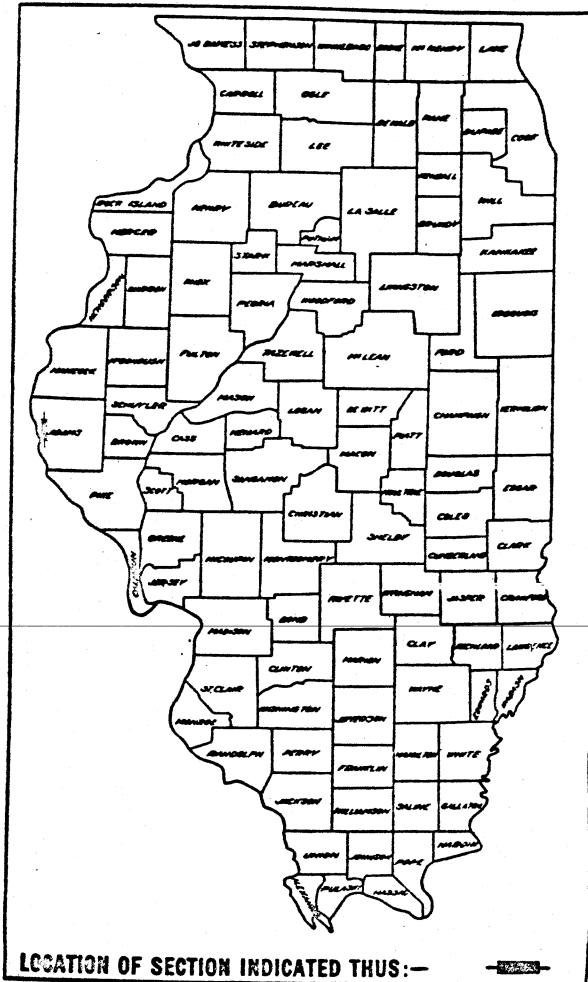
BRIDGE REHABILITATION DETAILS
FAP 63 (US 24)
SECTION (78-38)I
ADAMS COUNTY
S/N 001-0010

43

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.
36	78-3B	ADAMS	28	1
S. P. & R. C. NO. 4 ILLINOIS PROJECT F-17(18)				

P-96-067-00



F.A. ROUTE 36, SECTION 78-3B, ADAMS COUNTY
 PROJECT F-17 (18)
 C-96-072-64

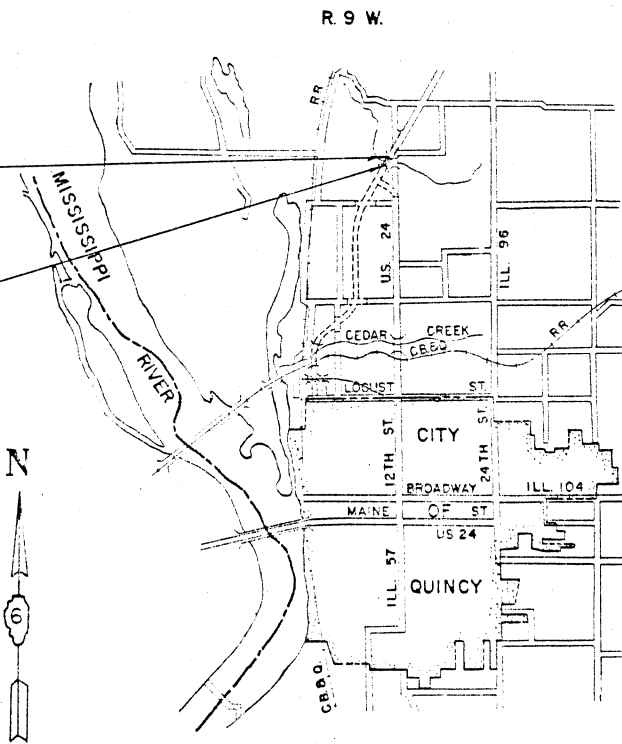
CET set
43
5-26-67

SCALES

PLAN	1" = 100'
PROFILE HOR.	1" = 100'
PROFILE VERT.	1" = 10'
CROSS-SECTIONS	1" = 10'

PROJECT F-17(18)
 SECTION 78-3B
 ENDS
 STA. 323+99.27

PROJECT F-17(18)
 SECTION 78-3B
 BEGINS
 STA. 322+68.08



APPROX. SCALE 1" = 0.05 MILE

SECTION 78-3B INCLUDES THE FURNISHING OF ALL MATERIALS AND CONSTRUCTION OF A 3 SPAN, 2@40'-1" AND 1@47'-0" STEEL W/BEAM BRIDGE CARRYING F.A. ROUTE 36 OVER HOMAN CREEK AT STATION 323+32.

T. I. S.

NET LENGTH OF PROJECT = 131.19 FEET = 0.025 MILE

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

SUBMITTED Dec. 5 1966
[Signature]
 DISTRICT ENGINEER

EXAMINED JAN. 13 1967
[Signature]
 CHIEF OF ROAD PLANS AND CONTRACTS

PASSED JAN. 13 1967
[Signature]
 DIVISION ENGINEER

APPROVED JAN. 13 1967
[Signature]
 CHIEF HIGHWAY SECTION

APPROVED JAN. 13 1967
[Signature]
 DISTRICT ENGINEER

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

APPROVED _____

DIVISION ENGINEER _____ DATE _____

Reel-6-56

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 36	78-3B	ADAMS	28	3
BY: 303+00		TO STA: 335+00		
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				

SEC 78-3B			
TREE REMOVAL (OVER 15 INCH DIAMETER)			
STATION	DIST	IN DIA	
317-87	16'R	34	STUMP
318-11	2'R	42	STUMP
319-85	43'L	36	
TOTAL		112	IN DIA

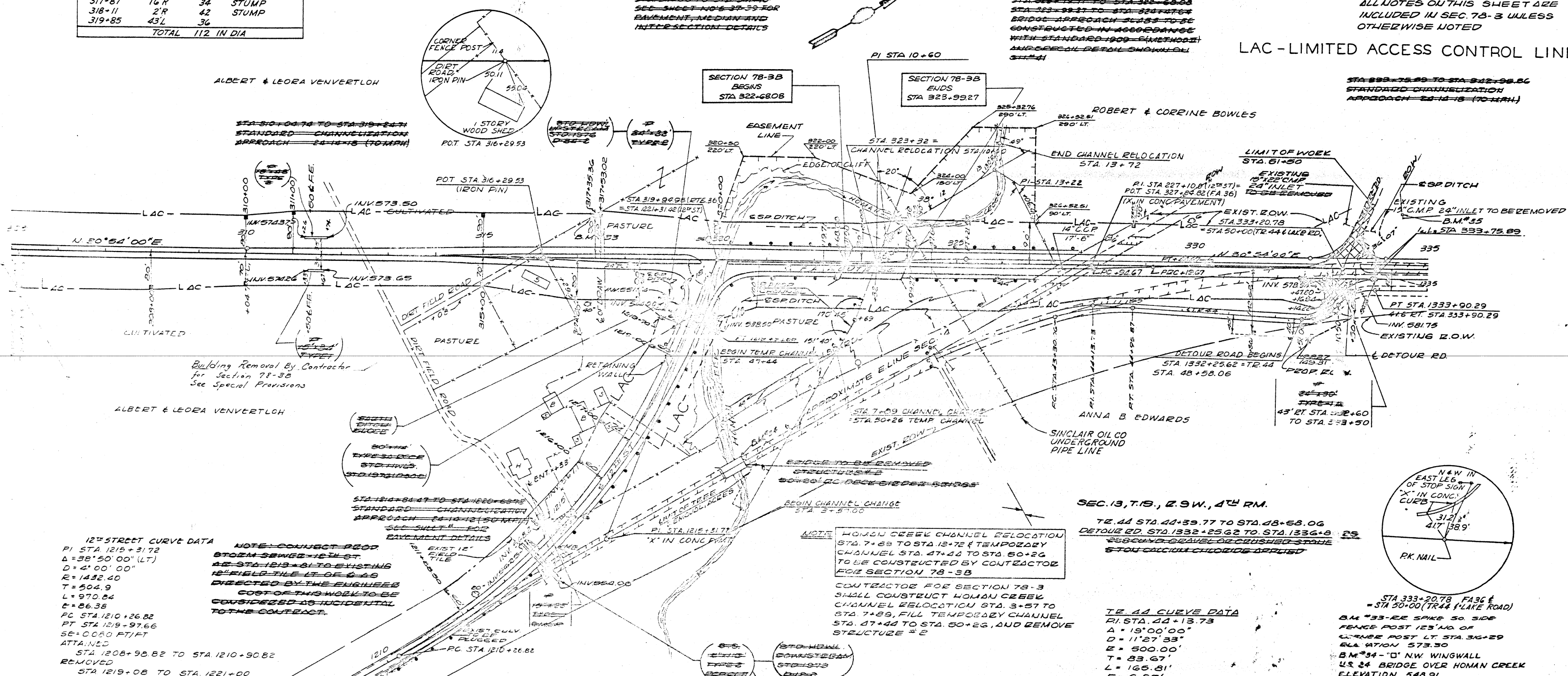
NOTE:
 STA 311+00 TO STA 311+40
 SEE SHEET NO. 5 37-38 FOR
 PAVEMENT, MEDIAN AND
 INTERSECTION DETAILS

STA 323+19.71 TO STA 323+69.08
 STA 323+99.27 TO STA 324+78.64
 BRIDGE APPROACH SLABS TO BE
 CONSTRUCTED IN ACCORDANCE
 WITH STANDARD 1909 (METHOD 2)
 AND SPECIAL DETAIL SHOWN ON
 SHEET 4

ALL NOTES ON THIS SHEET ARE
 INCLUDED IN SEC. 78-3 UNLESS
 OTHERWISE NOTED

LAC - LIMITED ACCESS CONTROL LINE

STA 333+75.89 TO STA 333+90.29
 STANDARD CHANNELIZATION
 APPROACH 24'-14"-18" (TO MARK)



Building Removal By Contractor
 for Section 78-3B
 See Special Provisions

NOTE:
 HOMAN CREEK CHANNEL RELOCATION
 STA 7+89 TO STA 13+72 & TEMPORARY
 CHANNEL STA. 47+44 TO STA. 50+26
 TO BE CONSTRUCTED BY CONTRACTOR
 FOR SECTION 78-3B

CONTRACTOR FOR SECTION 78-3
 SHALL CONSTRUCT HOMAN CREEK
 CHANNEL RELOCATION STA. 3+57 TO
 STA 7+89, FILL TEMPORARY CHANNEL
 STA. 47+44 TO STA. 50+26, AND REMOVE
 STRUCTURE # 2

SEC. 13, T. 15, R. 9W., 4TH PM.

TR. 44 STA. 44+39.77 TO STA. 48+58.06
 DETOUR RD. STA. 1332+25.62 TO STA. 1336+8.95
 2\"/>

TR. 44 CURVE DATA
 P.I. STA. 44+13.73
 Δ = 19°00'00"
 D = 11'27'33"
 R = 500.00'
 T = 83.67'
 L = 165.81'
 E = 6.95'
 RC STA. 43+30.06
 PT. STA. 44+95.87
 S.E. = NONE

STA 333+20.78 FA 36 &
 STA 50+00 (TR 44 (LAKE ROAD))
 B.M. #33-RE SPIKE 50' SIDE
 FENCE POST 123' NO. OF
 CURVE POST LT. STA. 316+29
 ELEVATION 573.30
 B.M. #34-0' N.W. WINGWALL
 US 24 BRIDGE OVER HOMAN CREEK
 ELEVATION 548.91
 B.M. #35-0' S.W. CORNER
 MOND MOTEL SIGN
 ELEVATION 583.60

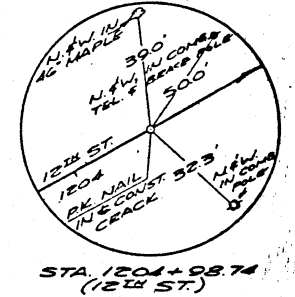
12" STREET CURVE DATA
 P.I. STA. 1215+31.72
 Δ = 38°50'00" (LT)
 D = 4'00'00"
 R = 1432.40
 T = 504.9
 L = 970.84
 E = 86.38
 PC STA. 1210+26.82
 PT. STA. 1219+97.66
 SE = 0.050 FT/FT
 ATTAINED
 STA 1208+98.82 TO STA 1210+90.82
 REMOVED
 STA 1219+08 TO STA 1221+00
 REMOVE CROWN

NOTE: CONNECT PROP.
 8" TO 12" SEWER 12" LT ST.
 AT STA 1213+81 TO EXISTING
 12" FIELD TILE LT OF 6-68
 DIRECTED BY THE ENGINEER
 COST OF THIS WORK TO BE
 CONSIDERED AS INCIDENTAL
 TO THE CONTRACT.

SEE SH. 18 FOR 12" ST. PROFILE

FA 36 CURVE DATA

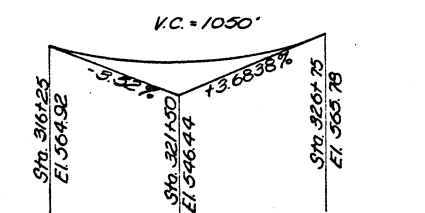
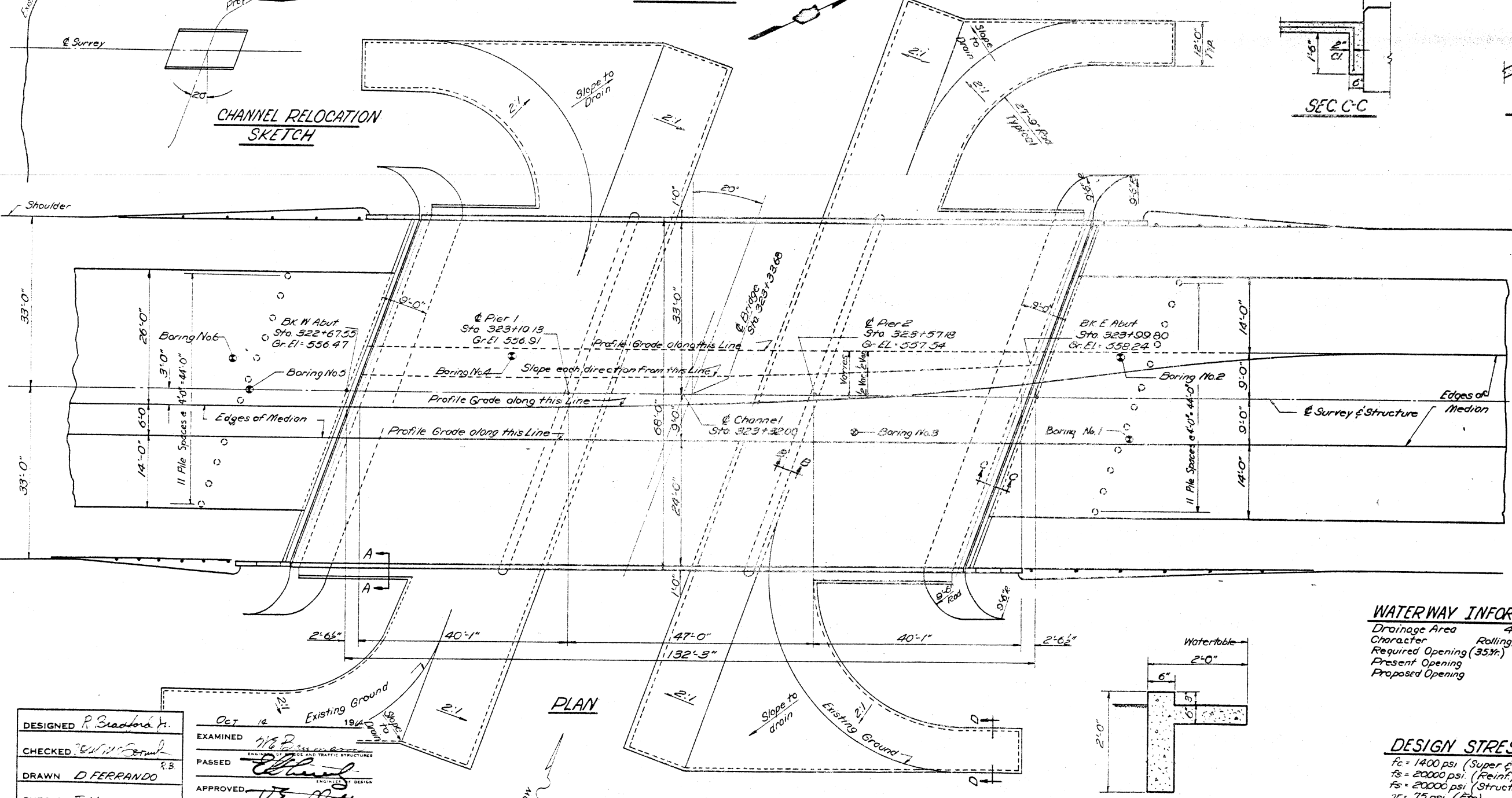
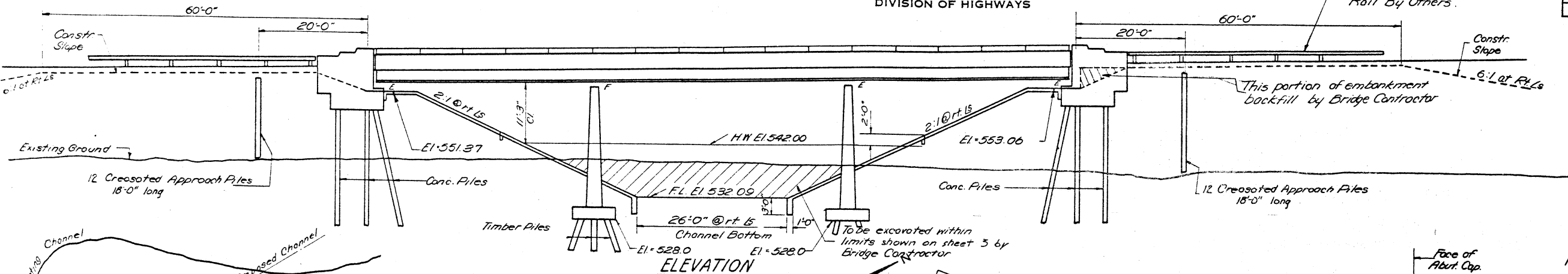
LOCATION	P.I. STATION	P.C. STATION	P.R.C. STATION	P.T. STATION	Δ	D	R	T	L	E'
LT MEDIAN EDGE	3' RT 323+34.14	3' RT 322+71.50	3' LT 323+06.50		5°29'42" (LT)	4°23'25"	1305.08	62.64	125.19	1.50
LT MEDIAN EDGE	9' LT 324+59.26		3' LT 323+99.50	9' LT 325+21.50	5°29'42" (RT)	4°23'25"	1305.08	62.64	125.19	1.50
RT MEDIAN EDGE	9' RT 324+59.26	9' RT 327+94.67	9' RT 329+19.67		5°29'42" (LT)	4°23'25"	1305.08	62.64	125.19	1.50
RT MEDIAN EDGE	9' LT 325+02.08		3' RT 325+19.67	9' LT 330+44.67	5°29'42" (RT)	4°23'25"	1305.08	62.64	125.19	1.50
DETOUR ROAD	1332 + 70.82	1332 + 25.65 = 109.08' RT 332+45.25	1333 + 10.50		48°36'59" (LT)	57°17'45"	100.00	45.17	84.85	9.73
DETOUR ROAD	1333 + 52.66 = 476' RT 333+48.13		1333 + 10.50	1333 + 90.29 = 476' RT 333+90.29	45°43'06" (RT)	57°17'45"	100.00	42.16	79.79	8.52
DETOUR ROAD	1336 + 36.75 = 476' RT 336+36.75	1336 + 00.00 = 476' RT 336+00.00	1336 + 70.44 = 23.8' RT 336-64.76		40°21'39" (LT)	57°17'45"	100.00	36.75	70.44	6.54
DETOUR ROAD	1337 + 07.19 = E 336+92.77		1336 + 70.44 = 23.8' RT 336-64.76	1337 + 40.88 = E 337+29.52	40°21'39" (RT)	57°17'45"	100.00	36.75	70.44	6.54



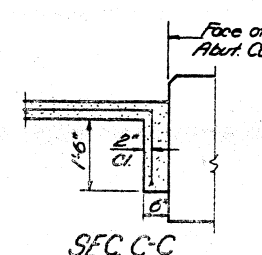
B.M. # 34 1/2" W.M. Magnall existing Bridge US 24 over Homan Creek El 548.91
 Existing Bridge - RCDB, RC Abuts, 21'-3" Rdwy
 Paving Contractor shall remove after new Road is open to traffic.
 Salvage - None
 Temporary Bridge - None

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

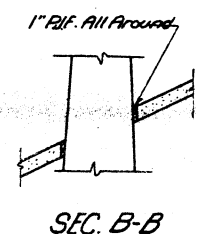
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
P.A. 36	78-3B	ADAMS	28	6	12 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: F-17(18)			



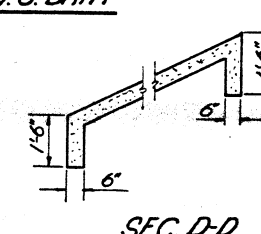
V.C. DATA



SEC. C-C



SEC. B-B

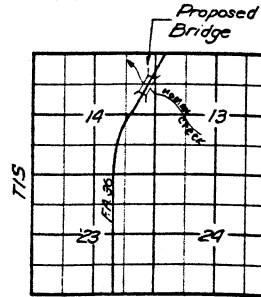


SEC. D-D

STATION 323+32
 BUILT 196 BY
 STATE OF ILLINOIS
 FA. RT-36 SEC. 78-3B
 FA. PROJ. F-17(18)
 LOADING HS 20
NAME PLATE
 (See Std. 2113-1)

WATERWAY INFORMATION

Drainage Area	4522 Acres
Character	Rolling, Cultivated
Required Opening (35%)	400 Sq Ft
Present Opening	420 Sq Ft
Proposed Opening	400 Sq Ft



GENERAL PLAN & ELEVATION
PROJECT F-17(18)
FA. RT-36 SEC. 78-3B
HOMAN CREEK
ADAMS COUNTY
STA. 323+32

DESIGN STRESSES
 $f_c = 1400$ psi (Super & Sub)
 $f_s = 20000$ psi (Reinf.)
 $f_s = 20000$ psi (Struct)
 $v = 75$ psi (Ftg)
 $n = 10$
 Allowable $\frac{1}{4}$ Defl / 1000
LOADING HS 20

DESIGNED **P. Bradford Jr.**
 CHECKED **W. J. ...**
 DRAWN **D. FERRANDO**
 CHECKED **T.M.**

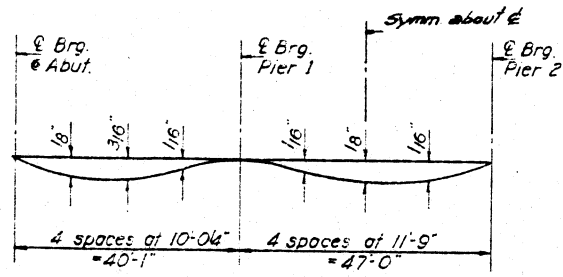
EXAMINED **W. J. ...**
 PASSED **...**
 APPROVED **...**

Road Class. C
 A.D.T. 3552

SEC. A-A

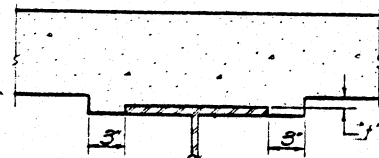
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2
P.A. 36	78-3B	ADAMS	28	7	12 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



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 gross elevations adjusted for dead load deflections as shown sheet #4.



STANDARD FILLET DETAIL

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

GENERAL NOTES

Coarse aggregate to be used in parapet, handrails, and end posts must be free of chert, flint, limonite, lignite and soft sandstone.
The concrete floor slab shall be finished in accordance with Article 51.19 of the Standard Specifications.
Slope Wall shall be reinforced with welded wire fabric 6"x6" mesh, weighing 58# per 100 Sq. Ft.
Layout of slope walls may be varied to suit ground conditions in the field as directed by the Engineer.
All reinforcement bars shall be lapped 20 diameters unless otherwise shown.
All Structural Steel shall conform to ASTM Specifications Des. A-36. Rivets 3/4", Open Holes 1 3/16", unless otherwise noted.
Anchor bolts shall be set before riveting diaphragms over supports. The exposed surfaces of the expansion guard shall be given two shop coats of red lead paint. The contact surfaces shall be given one coat of red lead paint. Anchor studs shall not be painted.
Expansion guards are included in the quantity of Structural Steel. Estimated Weight = 3360 lbs.
Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Article 56.1 to 56.5 inclusive of the Standard Specifications.
The Contractor shall drive one concrete test pile at the E. Abut. and one timber test pile at Pier #1 in permanent locations as directed by the Engineer before ordering the remainder of piles.
Concrete piles at abutments shall be driven in holes precored through the embankment in accordance with Article 60.9(c) of the Standard Specifications.
Class A Excavation for Structures includes excavation for slope wall.
PERMANENT FORMS WILL NOT BE PERMITTED IN FORMING THE CONCRETE DECK.
EXCAVATION FOR PORTIONS OF STRUCTURES IN THE EMBANKMENTS SHALL NOT BE CLASSIFIED.
FIELD WELDING OF CONSTRUCTION ACCESSORIES TO THE BOTTOM FLANGES OR FOR A DISTANCE OF 1/4 OF THE SPAN EACH WAY FROM PIER SUPPORTS ON THE TOP FLANGES OF BEAMS OR GIRDERS WILL NOT BE PERMITTED. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Class A Concrete	Cu. Yds.		401.6	401.6
Class A Excavation for Structures	Cu. Yds.		540	540
Structural Steel	Lbs.	175,870		175,870
Class X Concrete	Cu. Yds.	253.5	127.4	380.9
Aluminum Handrail	Lin. Ft.			259
Reinforcement Bars	Lbs.	59060	20,110	79,170
Untreated Piles	Lin. Ft.		1377	1377
Creosoted Piles	Lin. Ft.		432	432
Test Piles (Timber)	Each		1	1
Concrete Piles	Lin. Ft.		750	750
Test Piles (Concrete)	Each		1	1
Name Plates	Each	1		1
Slope Wall	Sq. Yds.		1640	1640
Protective Coat	Sq. Yds.	1030		1030
* Bridge Seat Sealant	Lump Sum	1		1

* Applied at Abutments only.

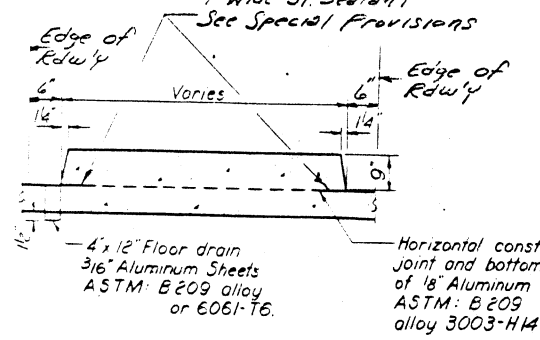
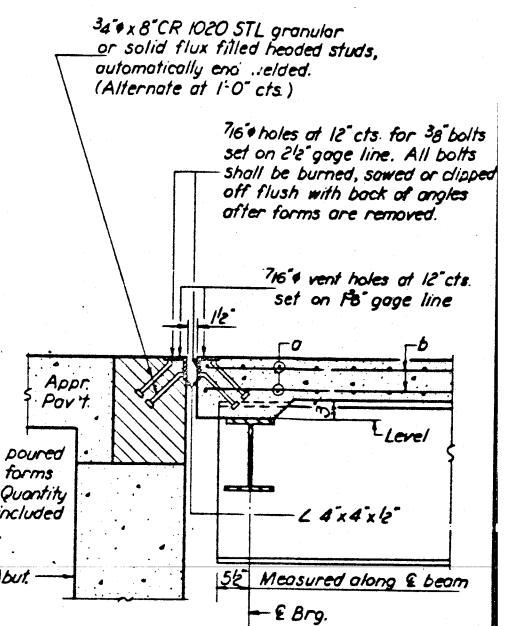
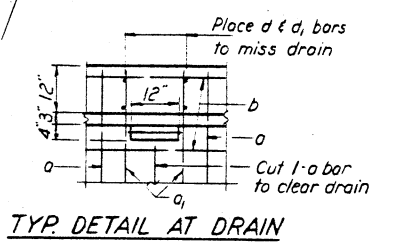
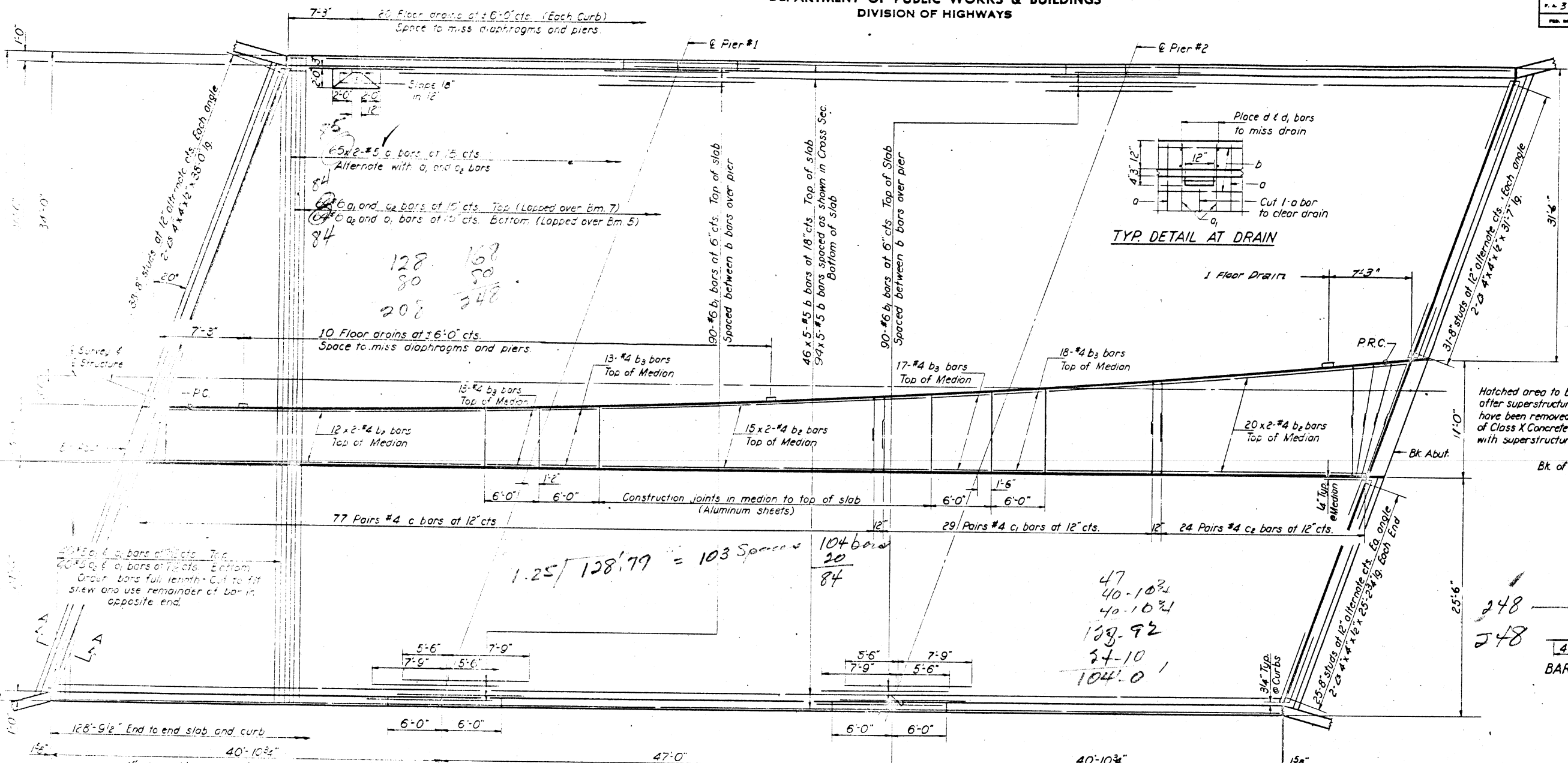
DESIGNED P. Bradford J.	OCT 14 1964
CHECKED J. K. Coomb	EXAMINED W. E. Permann
DRAWN J. L. Armstrong	PASSED [Signature]
CHECKED T. M.	APPROVED U. E. [Signature]

GENERAL NOTES & BILL OF MATERIAL
F.A. RT 36 SEC. 78-3B
ADAMS COUNTY
STA. 323+32

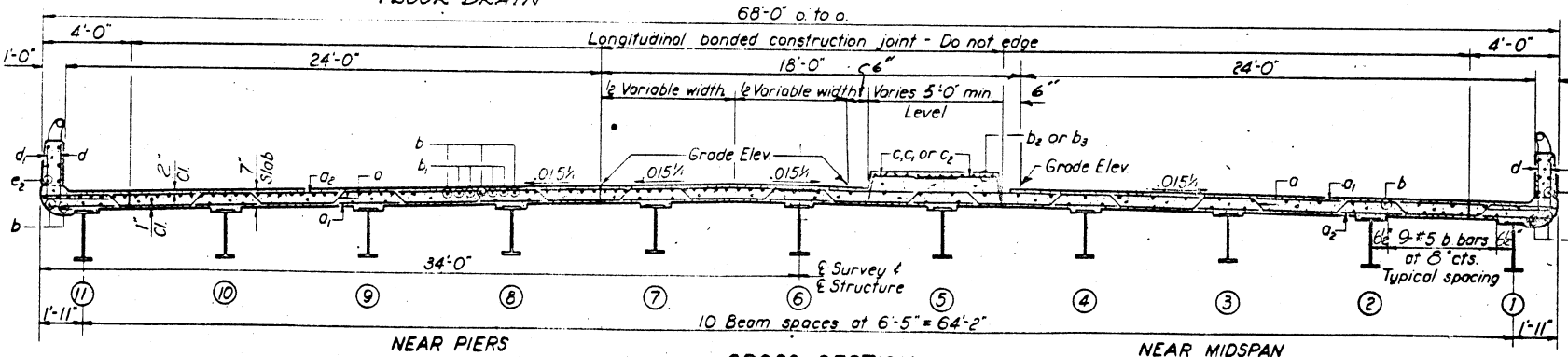
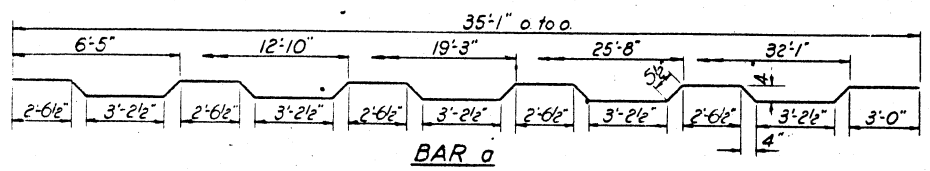
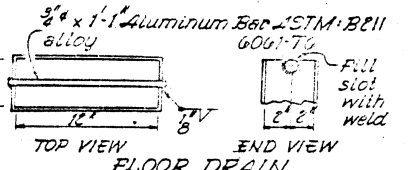
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

DATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.R. 36	78-36	ADAMS	28	B
FEL. ROAD DIST. NO. 7		ILLINOIS	FEL. AID PROJECT	

SHEET NO. 3
12 SHEETS



NOTE:
bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line. Min bar laps = 20 dia. Cost of aluminum drains & sheets shall be incidental to Class X Concrete. See sheet #2 for Dead Load Deflection Diagram & Fillet Detail. See sheet #5 for Parapet Detail.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	130	#6	36'-4"	~
a ₁	208	#6	41'-3"	~
a ₂	208	#6	28'-6"	~
a ₃	18	#5	24'-6"	~
b	700	#5	26'-9"	~
b ₁	180	#6	13'-3"	~
b ₂	94	#4	16'-0"	~
b ₃	61	#4	5'-9"	~
c	158	#4	5'-3"	~
c ₁	58	#4	6'-6"	~
c ₂	52	#4	6'-9"	~
d	316	#5	3'-0"	~
d ₁	260	#5	5'-3"	~
e	48	#5	17'-3"	~
e ₁	24	#5	17'-0"	~
e ₂	48	#5	5'-9"	~

Reinforcement Bars	Lbs.	53000
Structural Steel	Lbs.	175,870
Class X Concrete	Cu. Yds.	257.5

Note: See sheet #5 for spacing of d & e bars.
Weight of bearing assemblies with lead plates and anchor bolts are included as structural steel. Est. Weight = 10,770#

DESIGNED	R. Bradford	DATE	OCT 16 1964
CHECKED	W. W. Samb	EXAMINED	H. C. Baumann
DRAWN	J. L. Armstrong	PASSED	C. H. ...
CHECKED	T. M.	APPROVED	V. E. ...

SUPERSTRUCTURE
F.A.R. 36 SEC. 78-36
ADAMS COUNTY
STA. 23+32

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4 12 SHEETS
P.A. 36	7B-3B	ADAMS	28	9	
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT:		

SPAN 1

SPAN 2

SPAN 3

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
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Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
------	---------	--------	------------------------------	--

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
------	---------	--------	------------------------------	--

BK W Abut

E Brg W Foot

E Brg Pier #1

E Brg E Abut

BK W Abut

1	32255.875	32.083	556.020	556.020
2	32256.208	25.666	556.135	556.135
3	32256.541	19.249	556.251	556.251
4	32262.879	12.833	556.367	556.367
5	32272.221	6.416	556.482	556.482
6	32274.556	19.250	556.375	556.375
7	32276.892	25.666	556.301	556.301
8	32279.227	32.083	556.227	556.227
9	32256.414	32.083	556.041	556.041
10	32260.750	25.666	556.156	556.156
11	32263.085	19.249	556.272	556.272
12	32265.421	12.833	556.389	556.389
13	32272.427	6.416	556.548	556.548
14	32274.763	12.833	556.474	556.474
15	32277.098	19.250	556.399	556.399
16	32279.434	25.666	556.326	556.326
17	32281.769	32.083	556.252	556.252
18	32268.414	32.083	556.127	556.139
19	32270.750	25.666	556.244	556.256
20	32273.085	19.249	556.362	556.377
21	32275.421	12.833	556.480	556.492
22	32282.427	6.416	556.644	556.656
23	32284.763	12.833	556.571	556.582
24	32287.098	19.250	556.498	556.510
25	32289.434	25.666	556.426	556.438
26	32291.769	32.083	556.354	556.366
27	32276.414	32.083	556.220	556.234
28	32280.750	25.666	556.336	556.352
29	32283.085	19.249	556.458	556.472
30	32285.421	12.833	556.577	556.591
31	32292.427	6.416	556.746	556.760
32	32294.763	12.833	556.675	556.689
33	32297.098	19.250	556.604	556.618
34	32299.434	25.666	556.533	556.547
35	32301.769	32.083	556.463	556.477
36	32268.414	32.083	556.319	556.327
37	32290.750	25.666	556.440	556.447
38	32293.085	19.249	556.561	556.568
39	32295.421	12.833	556.682	556.689
40	32302.427	6.416	556.856	556.869
41	32304.763	12.833	556.786	556.793
42	32307.098	19.250	556.716	556.724
43	32309.434	25.666	556.647	556.656
44	32311.769	32.083	556.579	556.588
45	32306.498	32.083	556.427	556.427
46	32310.833	25.666	556.549	556.549
47	32315.169	19.249	556.671	556.671
48	32315.504	12.833	556.794	556.794
49	32312.511	6.416	556.913	556.913
50	32314.846	12.833	556.906	556.906
51	32317.181	19.250	556.837	556.837
52	32319.517	25.666	556.770	556.770
53	32321.852	32.083	556.703	556.703
54	32318.498	32.083	556.788	556.788
55	32330.833	25.666	556.915	556.923
56	32333.169	19.249	557.042	557.050
57	32335.504	12.833	557.170	557.178
58	32342.511	6.416	557.303	557.311
59	32344.846	12.833	557.289	557.306
60	32347.181	19.250	557.236	557.245
61	32349.517	25.666	557.174	557.182
62	32351.852	32.083	557.112	557.120
63	32338.498	32.083	556.922	556.926
64	32340.833	25.666	557.050	557.054
65	32343.169	19.249	557.178	557.183
66	32345.504	12.833	557.309	557.313
67	32352.511	6.416	557.506	557.510
68	32354.846	12.833	557.445	557.448
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70	32359.517	25.666	557.322	557.326
71	32361.852	32.083	557.262	557.266
72	32345.498	32.083	557.020	557.020
73	32347.833	25.666	557.150	557.150
74	32350.169	19.249	557.280	557.280
75	32352.504	12.833	557.410	557.410
76	32359.511	6.416	557.611	557.611
77	32361.846	12.833	557.550	557.550
78	32364.181	19.250	557.490	557.490
79	32366.517	25.666	557.430	557.430
80	32368.852	32.083	557.371	557.371
81	32355.498	32.083	557.478	557.490
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83	32380.169	19.249	557.347	557.359
84	32382.504	12.833	557.482	557.494
85	32389.511	6.416	558.096	558.110
86	32391.846	12.833	558.042	558.054
87	32394.181	19.250	557.987	557.999
88	32396.517	25.666	557.931	557.943
89	32398.852	32.083	557.877	557.889
90	32355.581	32.083	557.643	557.645
91	32367.916	25.666	557.762	557.762
92	32390.252	19.249	557.918	557.918
93	32396.587	12.833	558.056	558.056
94	32398.924	6.416	558.275	558.275
95	32401.929	12.833	558.221	558.221
96	32404.934	19.250	558.167	558.167
97	32406.938	25.666	558.114	558.114
98	32408.938	32.083	558.061	558.061
99	32368.188	32.083	557.609	557.609
100	32390.498	25.666	557.825	557.825
101	32392.794	19.249	557.962	557.962
102	32395.129	12.833	558.099	558.099
103	32402.136	6.416	558.321	558.321
104	32404.471	12.833	558.267	558.267
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106	32409.142	25.666	558.161	558.161
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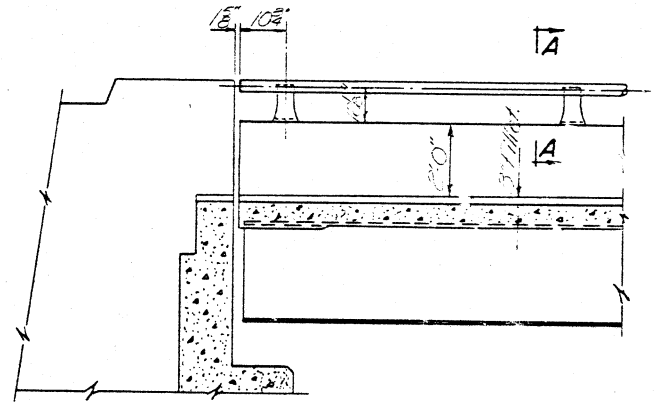
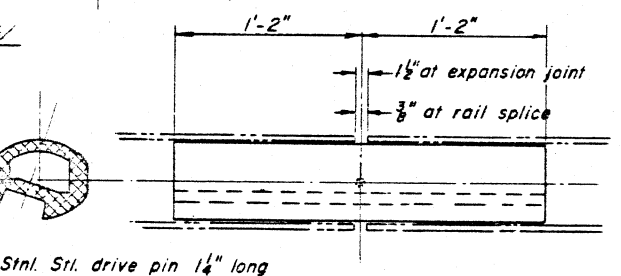
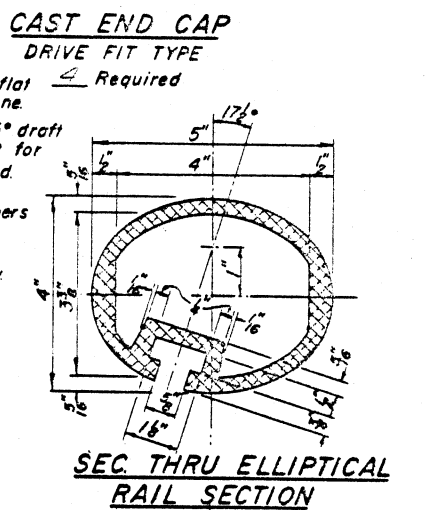
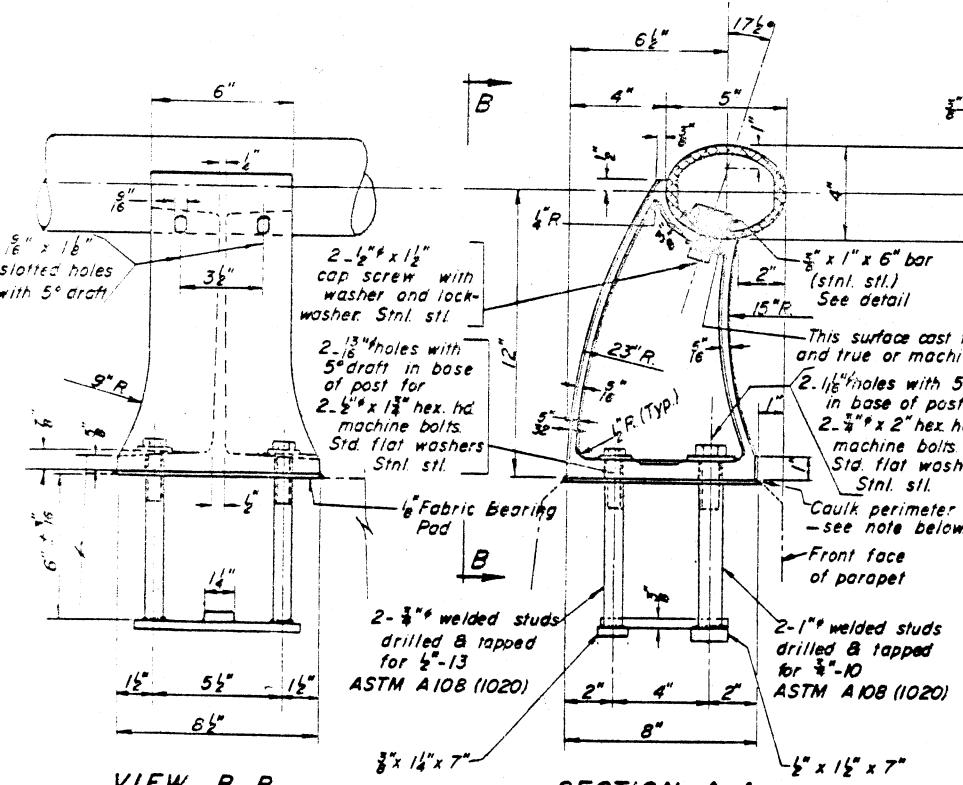
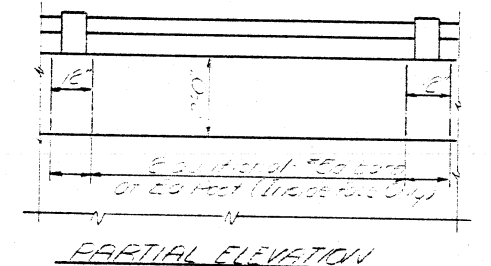
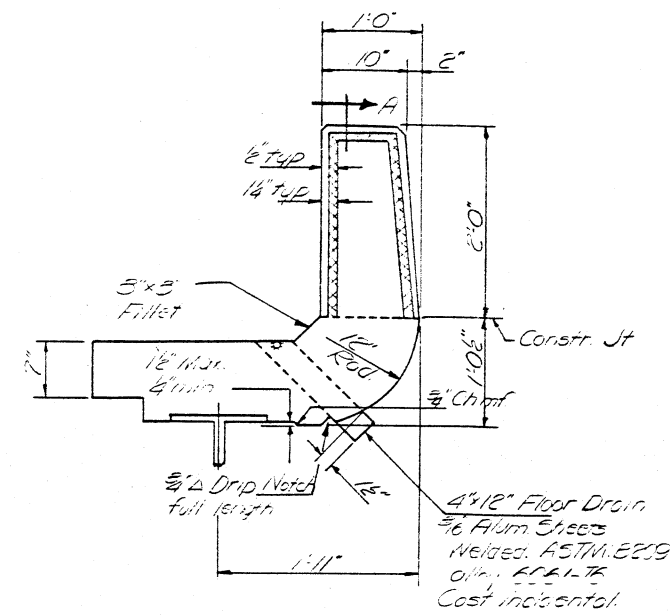
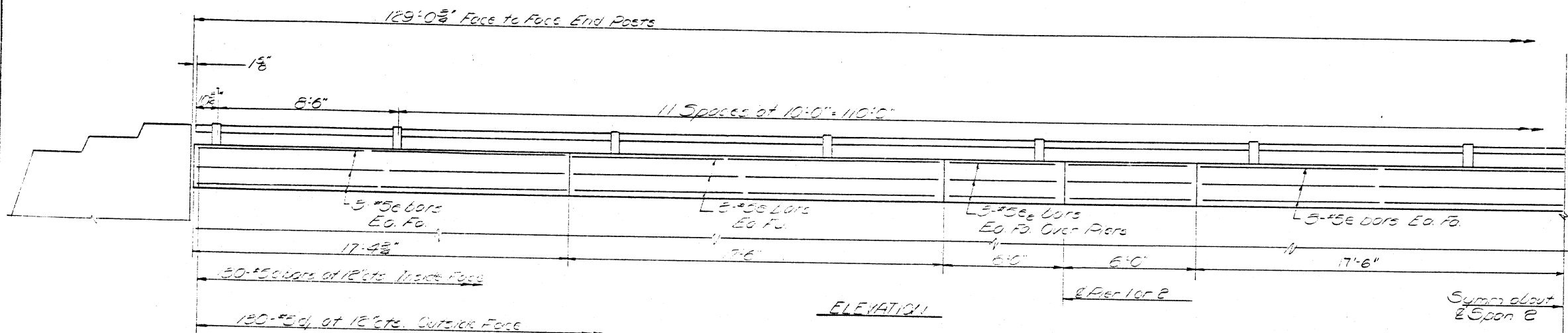
DESIGNED R Bradford Jr.
OCT 14 1964
CHECKED T M
DRAWN L Wanless RB
CHECKED T M

EXAMINED H G Berman
PASSED E J...
APPROVED U E...
OCT 14 1964

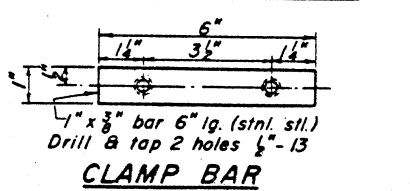
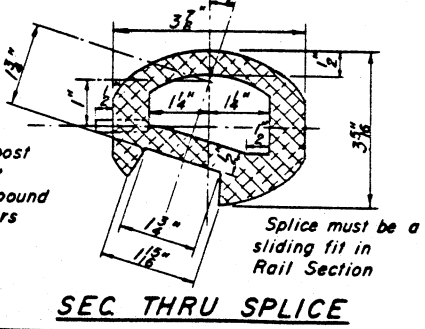
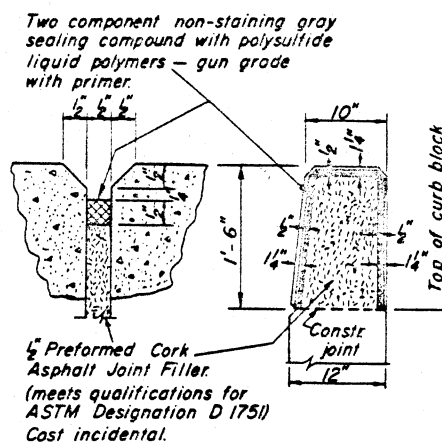
ELEVATIONS TOP OF SLAB
FA. RT. 36 SEC. 7B-3B
ADAMS COUNTY
STA. 323+32

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

DATE: 11-18-66	BY: ADAMS	TOTAL SHEETS: 28	SHEET NO.: 10
PROJECT: 78-3E		SHEET NO. 10	
SHEET NO. 5			
10 SHEETS			



NOTES:
 All Posts shall be normal to parapet.
 All Aluminum Alloy Extruded Rail shall conform to ASTM specification B-221 alloy 6061-T6 and shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.
 All joints in rail shall be spliced per detail.
 See Special Provisions for following Material Specifications:
 Cast Aluminum Alloy Bridge Post—Alloy A344-T4.
 Stainless Steel Bars, Cap Screws, Washers and Lockwashers.
 Fabric Bearing Pad.
 Note: d & e bars called on Superstructure sheet.



DESIGNED	19
CHECKED	PASSED
DRAWN	APPROVED
CHECKED	

Note:
 Seal perimeter of base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers—gun grade with primer.

BILL OF MATERIALS

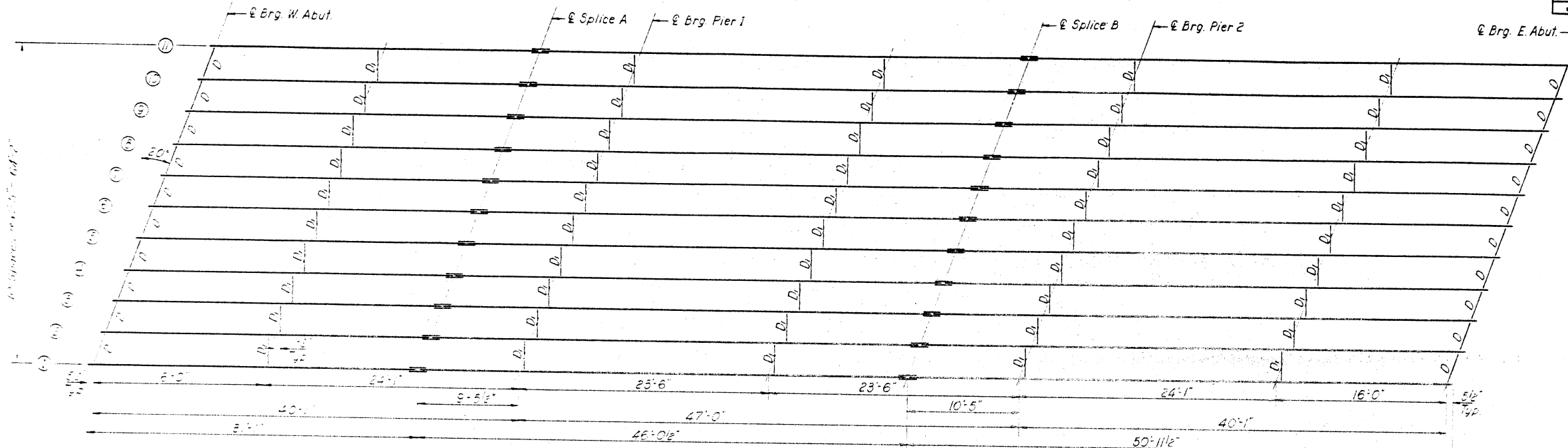
ITEM	UNIT	QUAN.
Aluminum Handrail	Lin. Ft.	259

ALUMINUM HANDRAIL
 FA RT 36-SEC 78-3E
 ADAMS COUNTY
 STA. 328+32

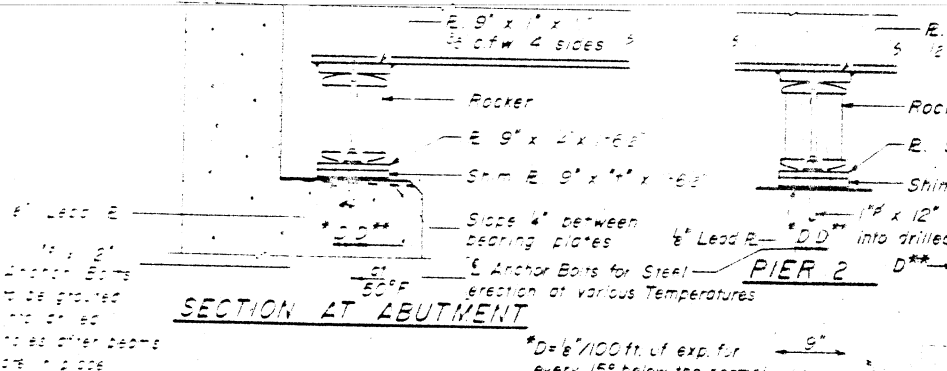
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
78-38	ADAMS	23		

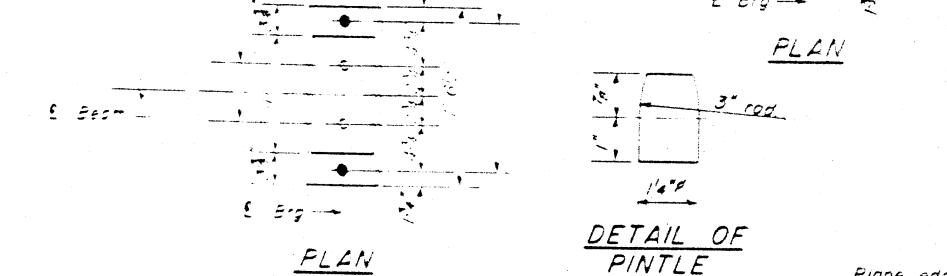
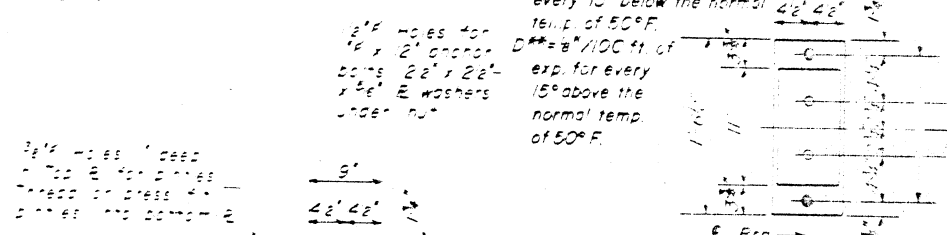
SHEET NO. 6
72 SHEETS



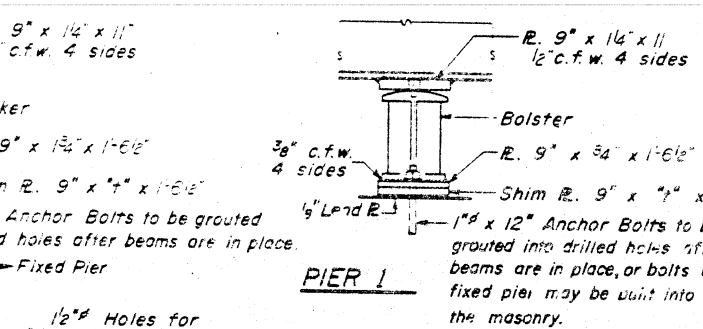
FRAMING PLAN
(All Beams 27 WF 94)



SECTION AT ABUTMENT

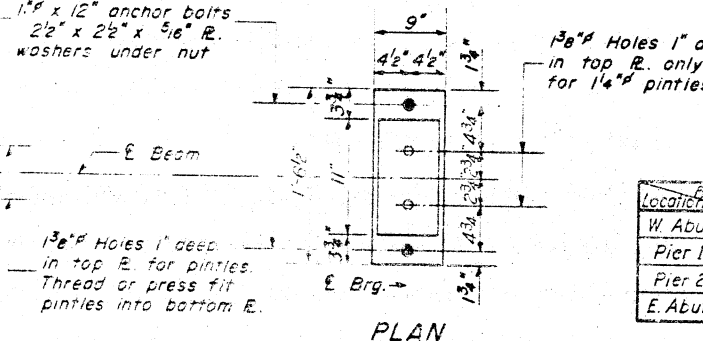


DETAIL OF PINTLE

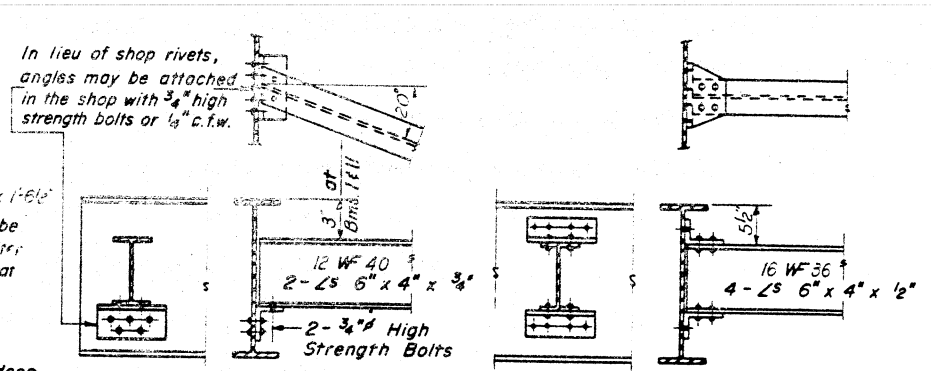


PIER 1

PIER 2



PLAN



DIAPHRAGM D
20 Required

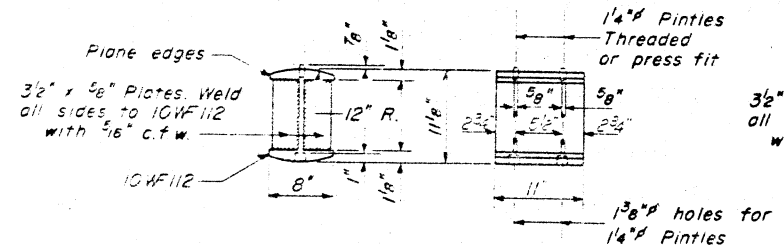
DIAPHRAGM D1
50 Required

SHIM " DIMENSIONS

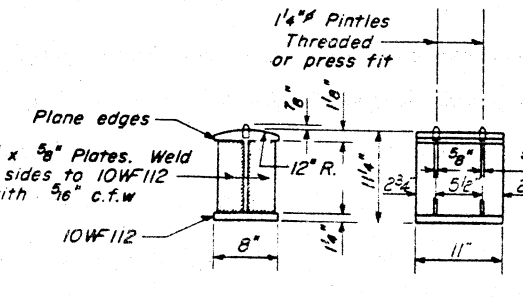
Beam Location	1	2	3	4	5	6	7	8	9	10	11
W. Abut.	-	-	-	14"	18"	18"	18"	18"	18"	18"	18"
Pier 1	-	-	-	14"	18"	18"	18"	18"	18"	18"	18"
Pier 2	-	-	-	14"	18"	18"	18"	18"	18"	18"	18"
E. Abut.	-	-	-	14"	18"	18"	18"	18"	18"	18"	18"

ELEVATION TOP OF WF

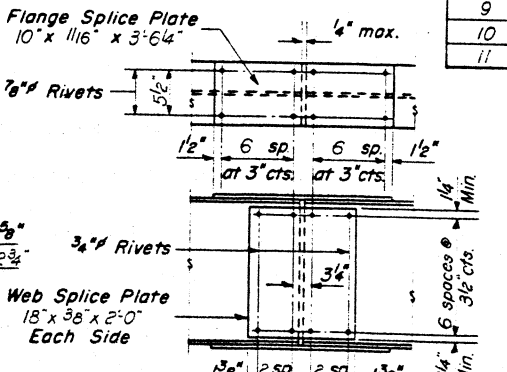
Loc. Beam	E Brg. W. Abut.	E Splice A	E Brg. Pier 1	E Splice B	E Brg. Pier 2	E Brg. E. Abut.
1	555.37	555.64	555.73	556.22	556.39	557.06
2	555.51	555.78	555.67	556.36	556.53	557.20
3	555.65	555.92	556.01	556.50	556.67	557.34
4	555.78	556.05	556.14	556.63	556.80	557.47
5	555.88	556.15	556.24	556.73	556.90	557.57
6	555.93	556.20	556.29	556.78	556.95	557.63
7	555.94	556.21	556.30	556.79	556.96	557.63
8	555.87	556.14	556.23	556.72	556.89	557.56
9	555.80	556.07	556.16	556.65	556.82	557.49
10	555.72	555.99	556.08	556.57	556.74	557.4
11	555.66	555.93	556.02	556.51	556.68	557.35



DETAIL OF ROCKER AT ABUTS & PIER 2



DETAIL OF BOLSTER AT PIER 1



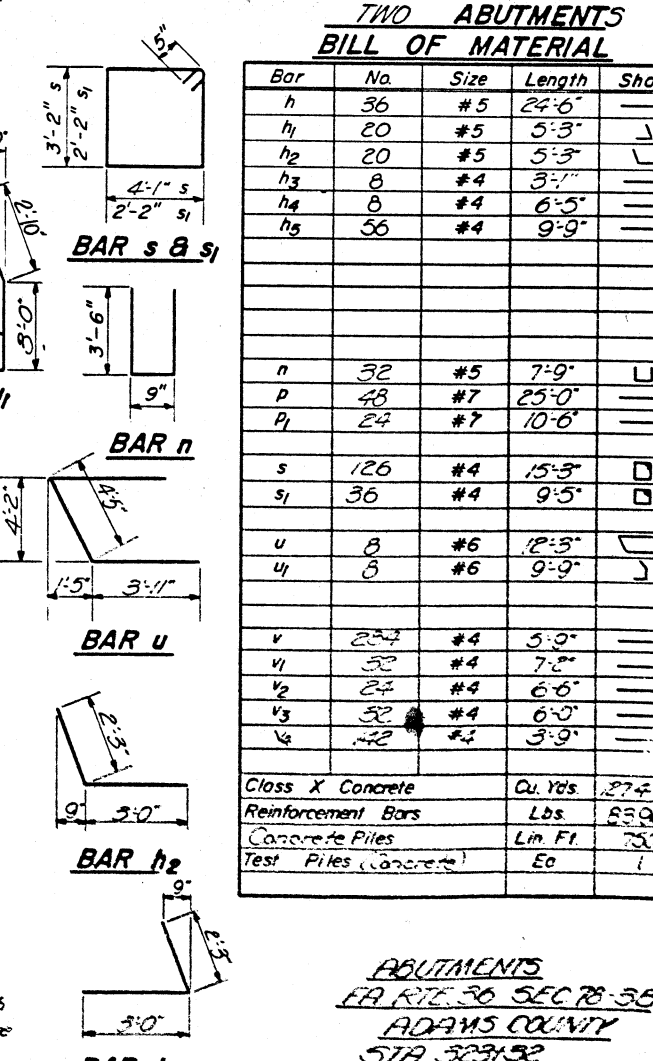
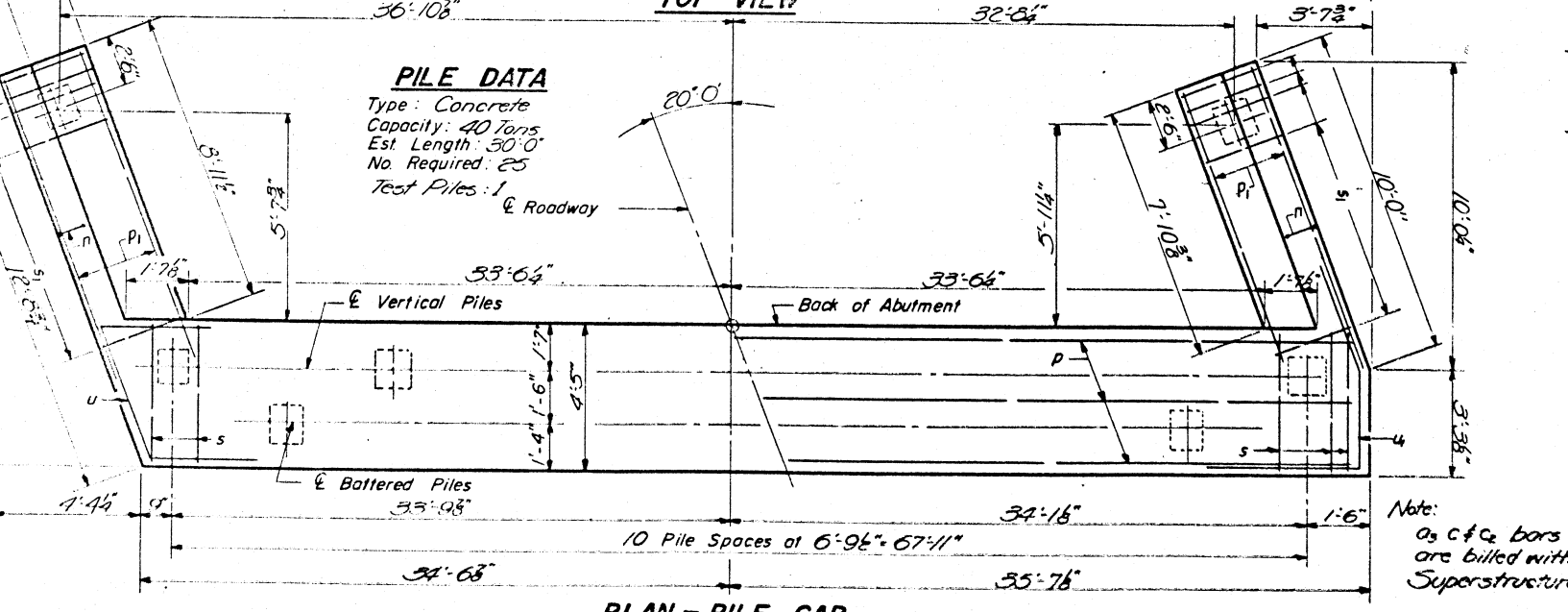
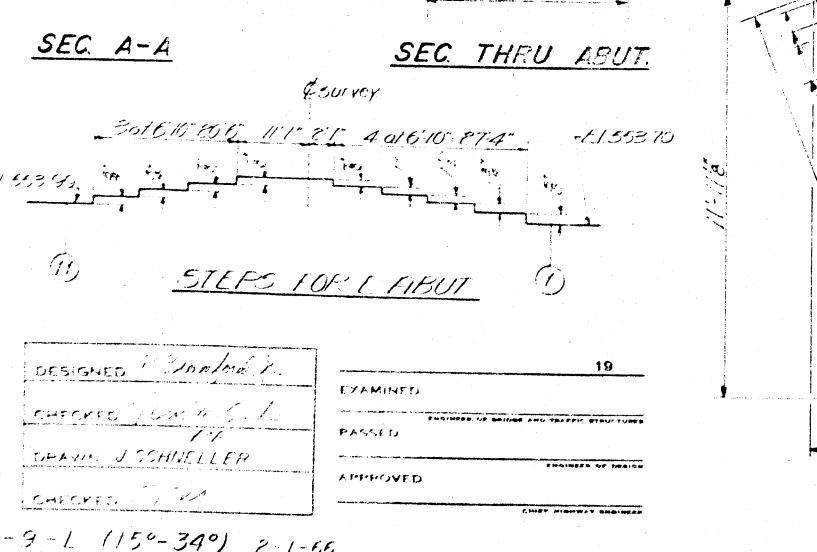
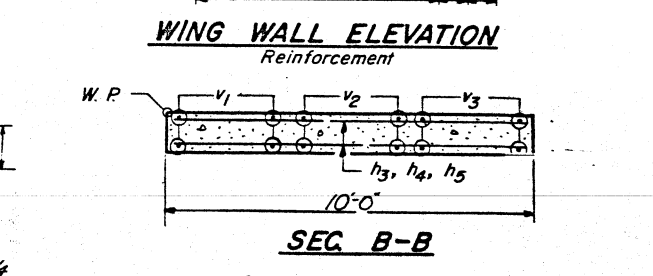
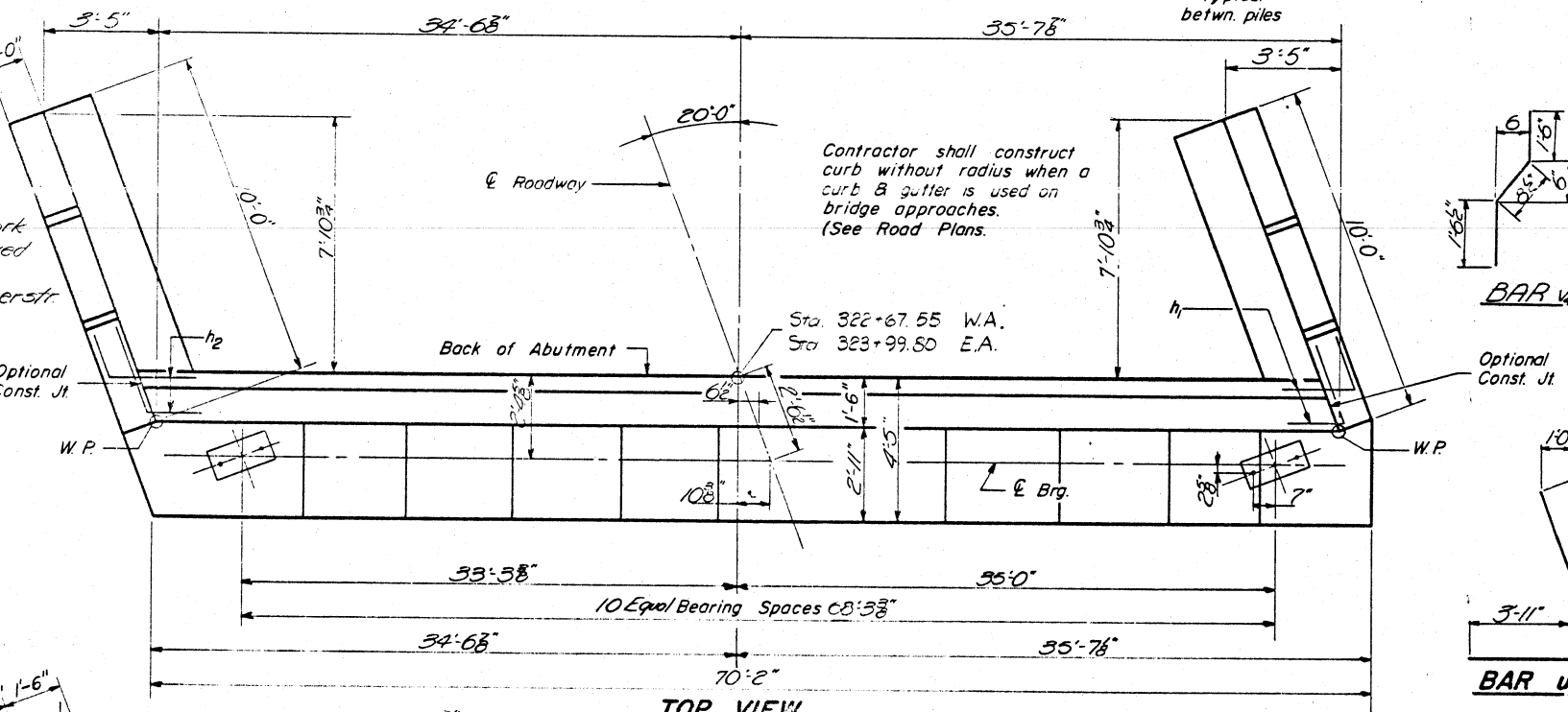
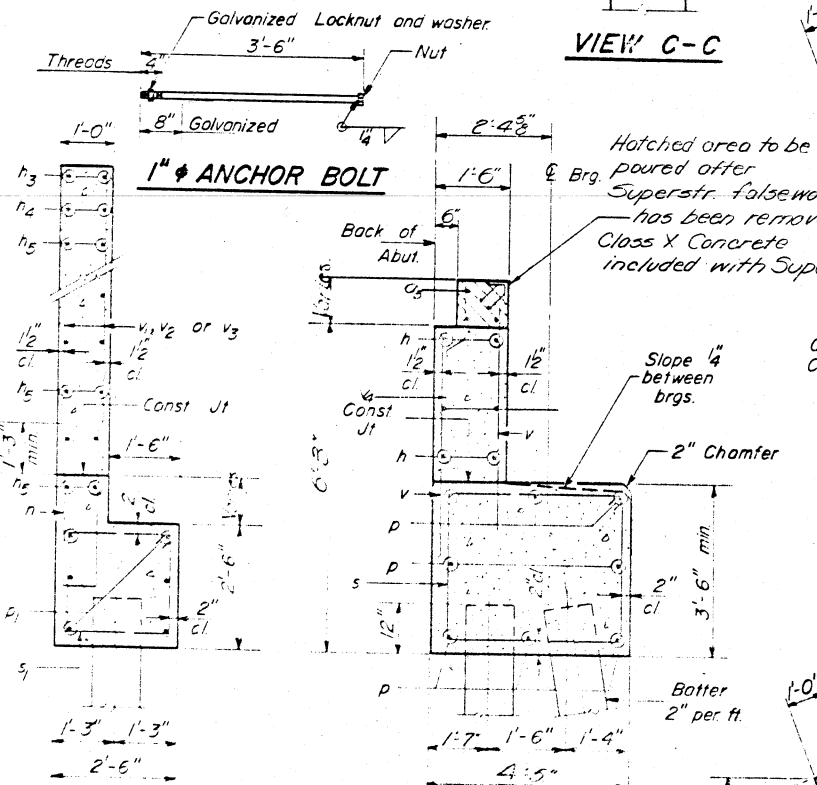
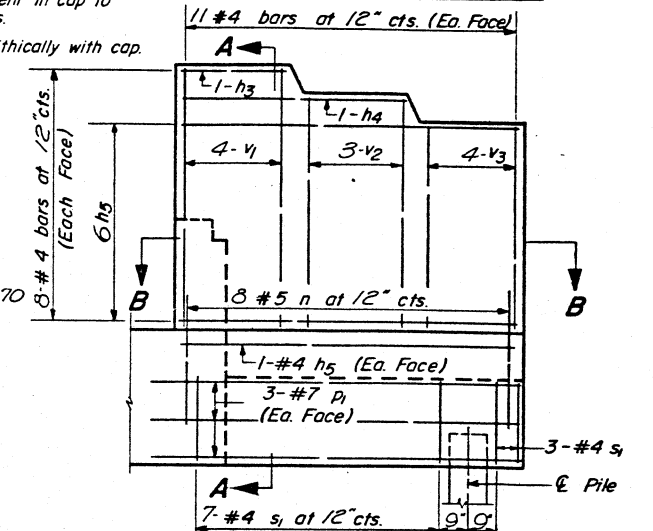
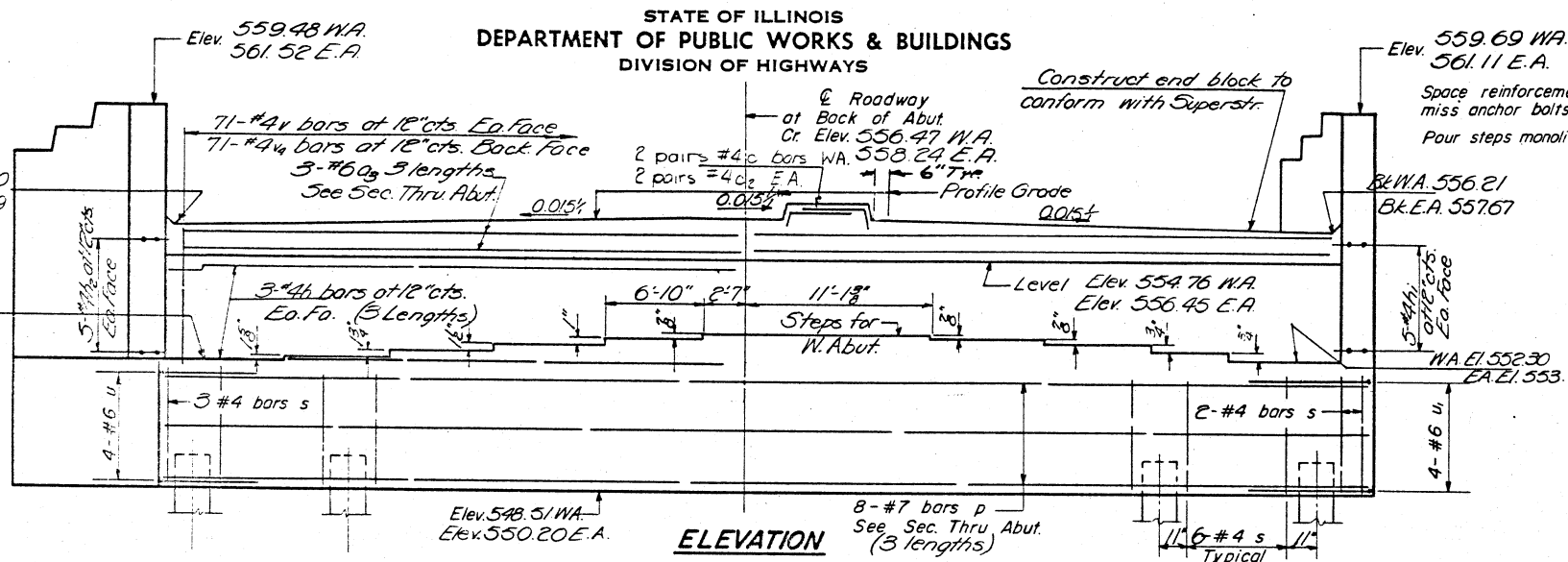
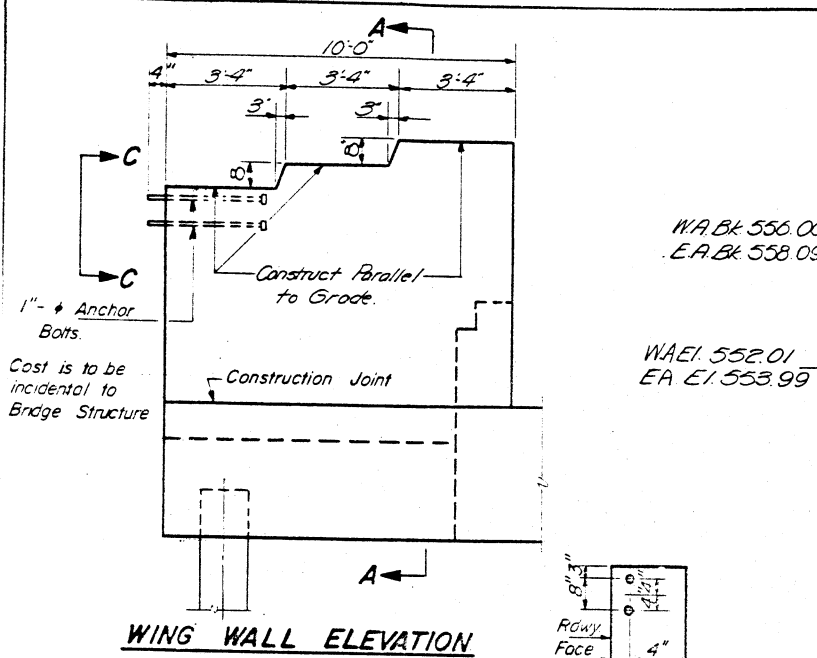
DETAIL OF SPLICE

DESIGNED BY: [Signature]
CHECKED BY: [Signature]
DATE: [Date]

STRUCTURAL STEEL
F.A. RT. 36 SEC. 78-38
ADAMS COUNTY
STA. 323+32

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
36	78-3B	ADAMS	28	12
SHEET NO. 7		12 SHEETS		

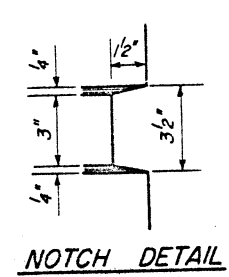
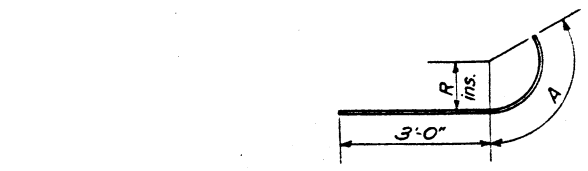
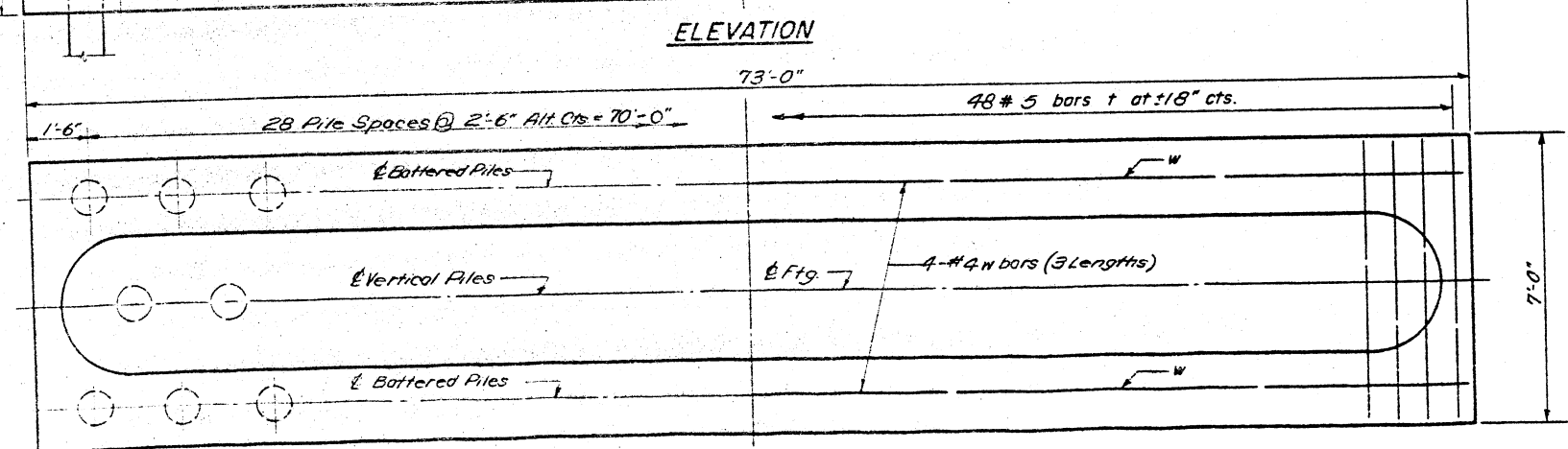
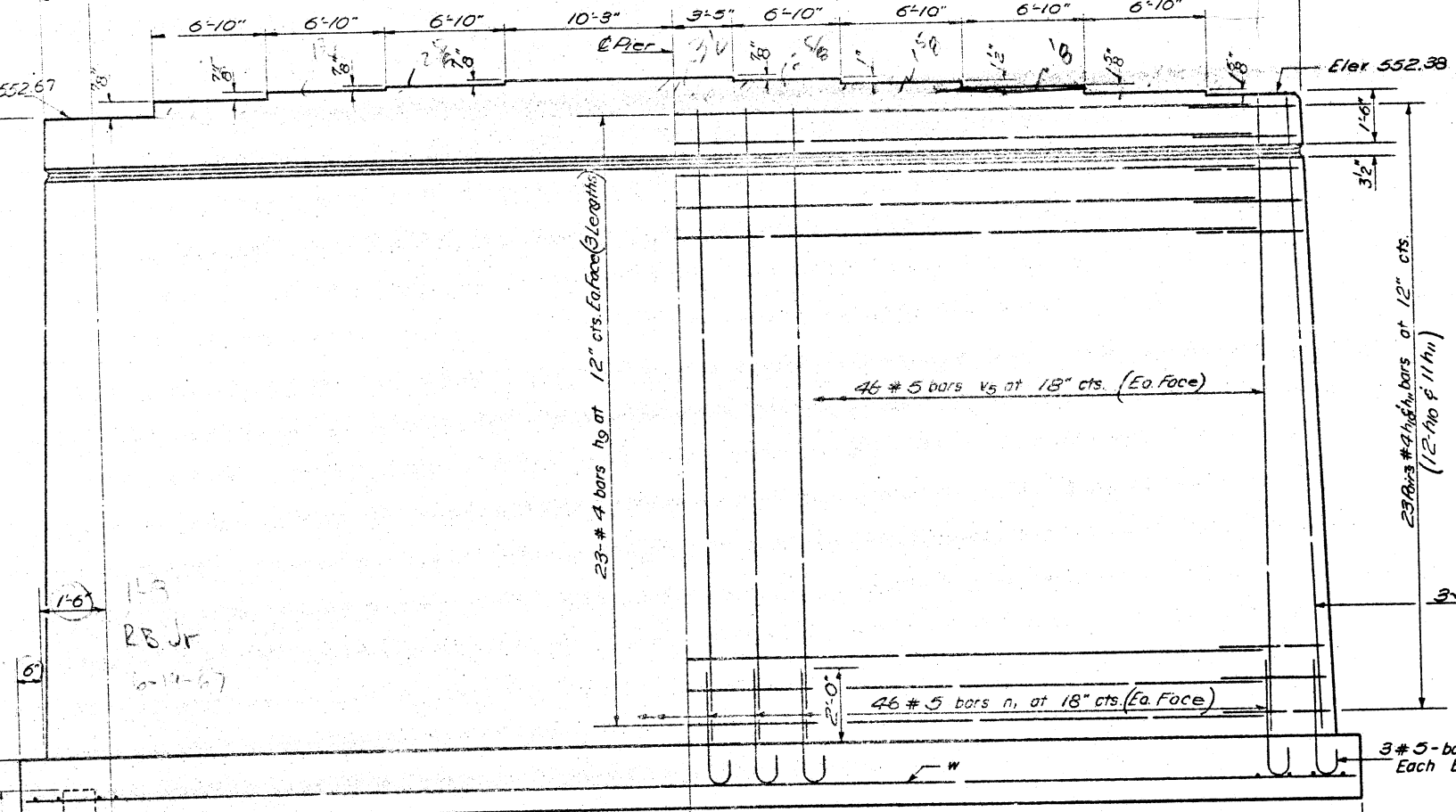
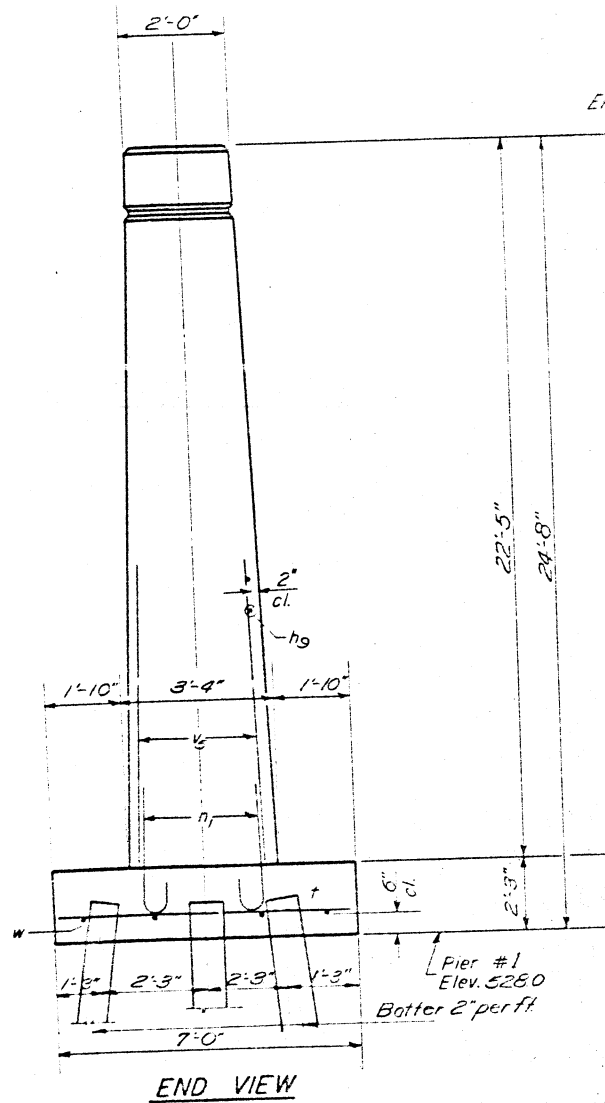
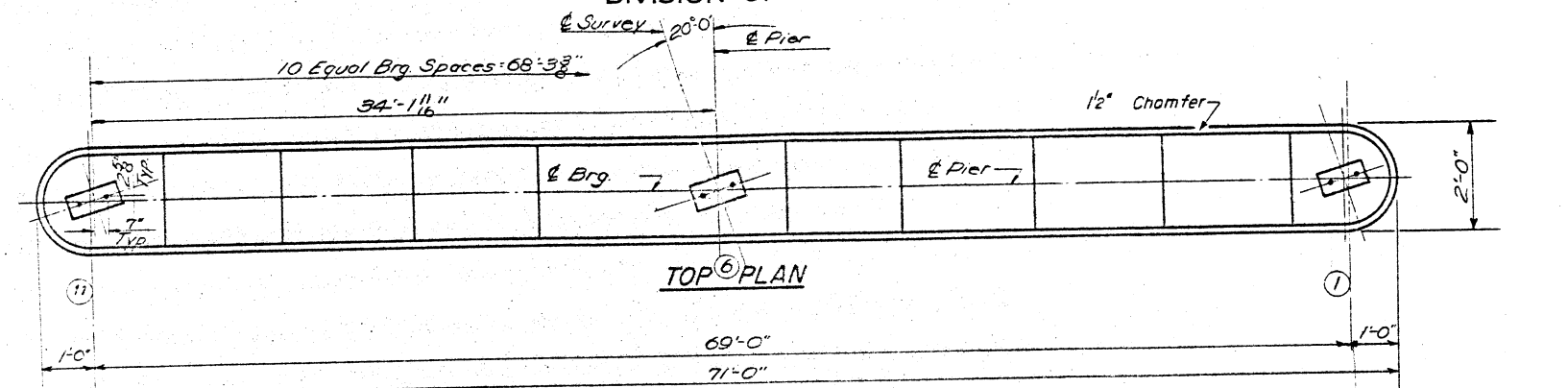


ABUTMENTS
FR. R.T. 36 SEC 78-3B
ADAMS COUNTY
STA 323+32

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

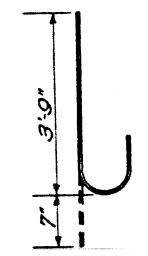
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. OF
78-36	ADAMS	28	13	12	SHEETS

PILE DATA
Type Untreated
Capacity 20 Tons
Est. Length 17'
No. Req'd. 43
Test Pile 1



Bar	R	A
h ₁₀	9"	1'-7"
h ₁₁	1'-4"	2'-9"

DETAIL OF BARS
h₁₀ & h₁₁



BAR n₁

**PIER-1
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h ₉	138	#4	24'-9"	—
h ₁₀	48	#4	4'-7"	—
h ₁₁	44	#4	5'-9"	—
n ₁	98	#5	4'-4"	C
t	48	#5	6'-9"	—
v ₅	98	#5	22'-0"	—
w	12	#4	25'-0"	—
Class A Concrete			Cu. Yds.	2018
Reinforcement Bars			Lbs.	30
Untreated Piles			Lin. Ft.	731
Test Pile (Timber)			Ea.	1

PIER 1
F.A. RT.36 SEC. 78-36
ADAMS COUNTY
STA. 323+32

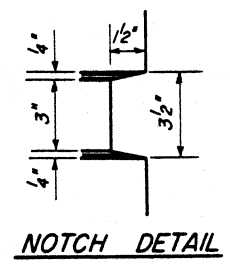
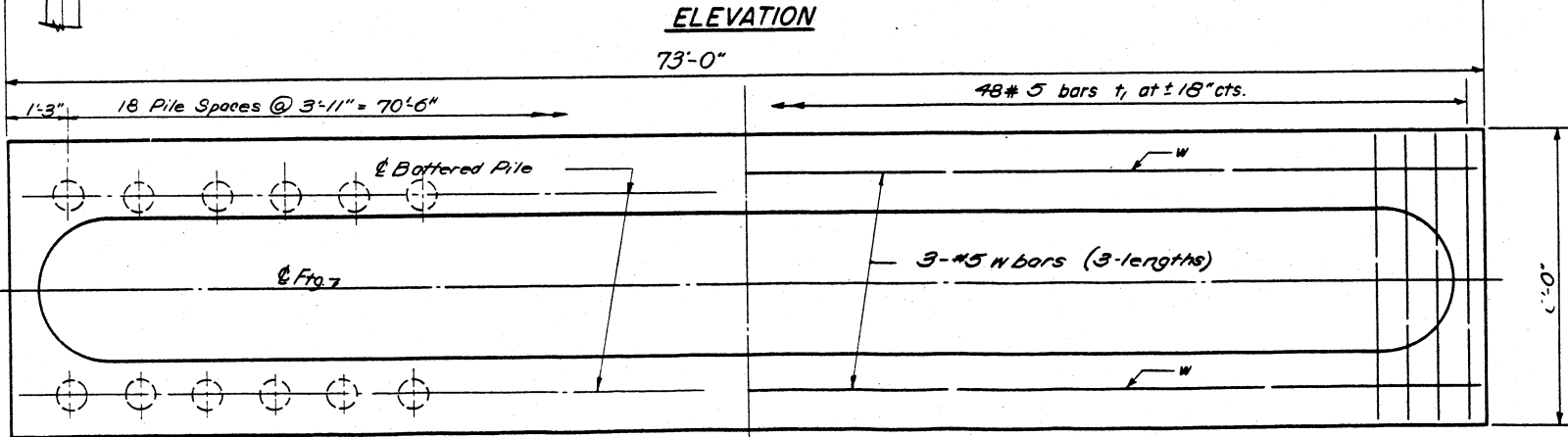
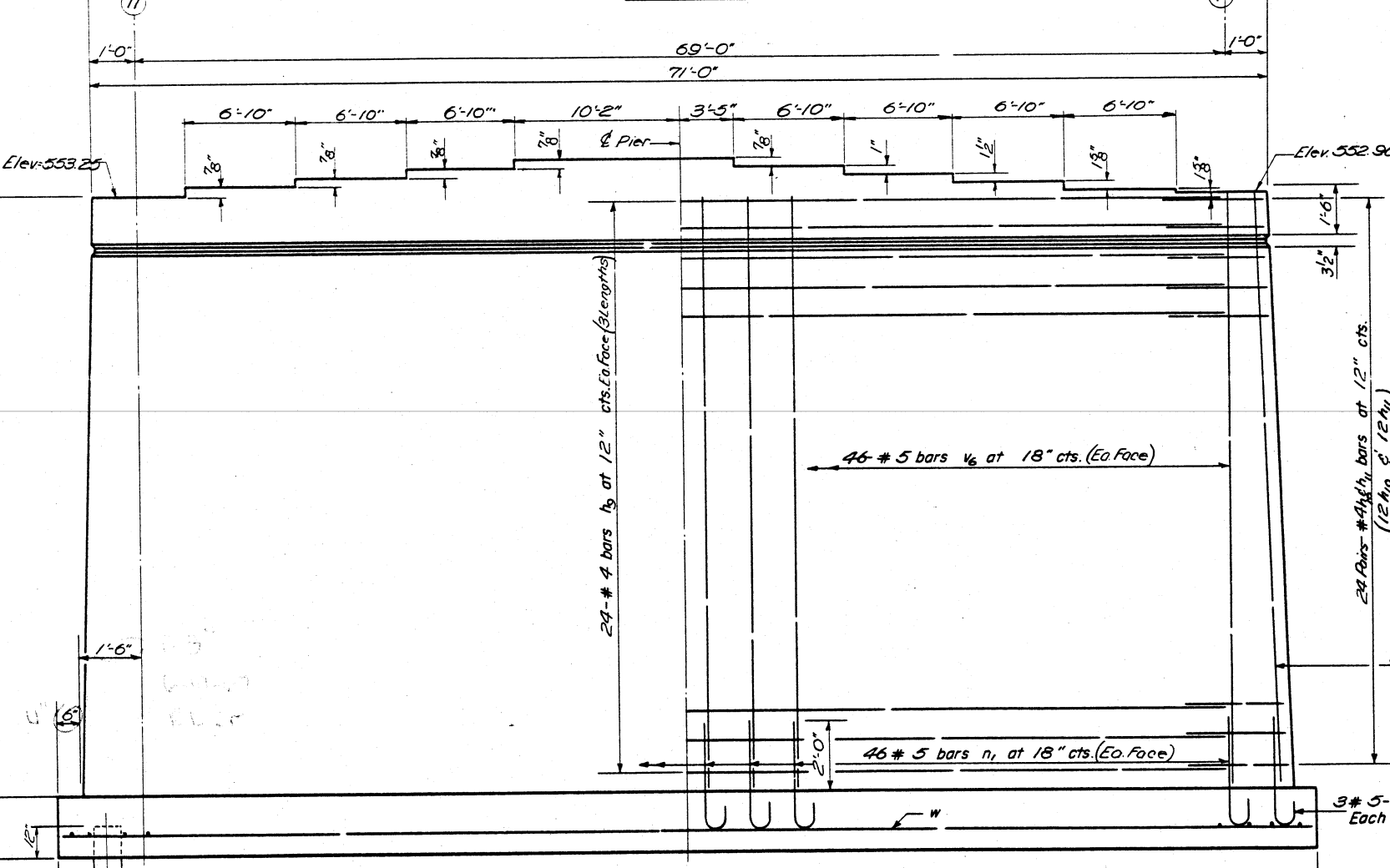
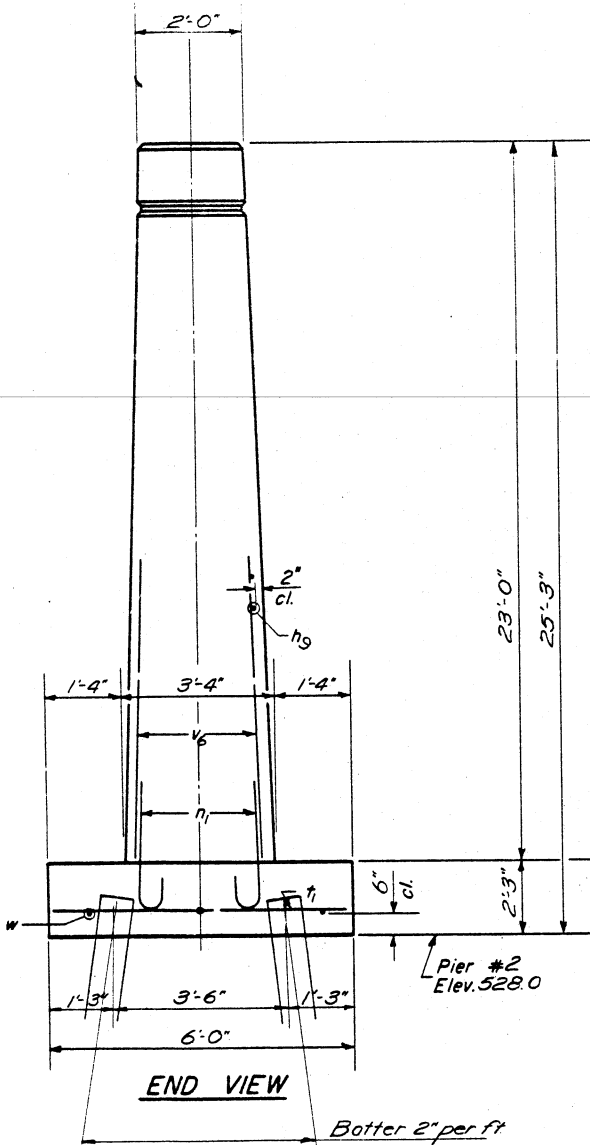
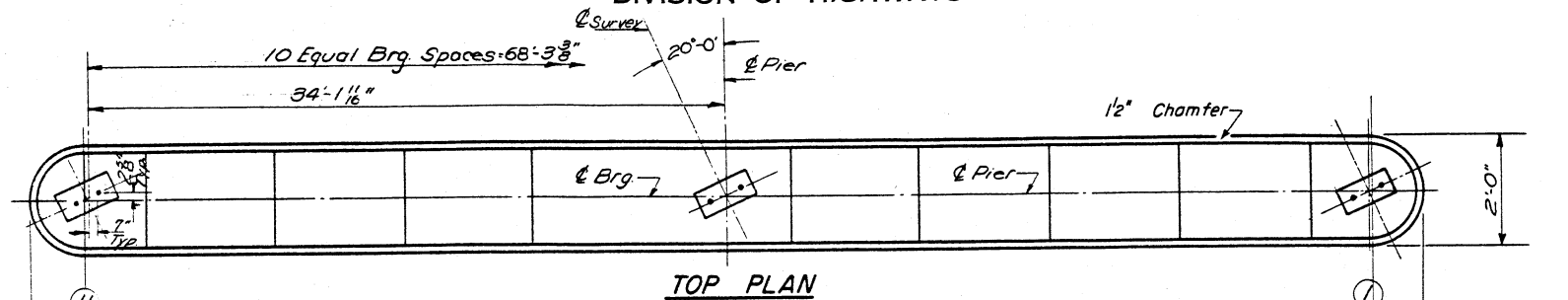
DESIGNED BY: P. Bradfield
CHECKED BY: W. A. Sausamon
DATE: OCT 16 1964
APPROVED BY: U.E. Boff

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9 12 SHEETS
R.A. 36	78-3B	ADAMS	28	14	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.			

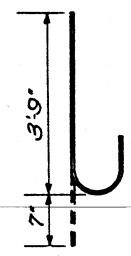
FILE DATA

Type *Untreated*
Capacity 20 Tons
Est. Length 17'
No. Req'd. 38



Bar	R	A
h_{10}	9"	1'-7"
h_{11}	1'-4"	2'-9"

DETAIL OF BARS
 h_{10} & h_{11}



BAR n_1

PIER 2
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_9	144	#4	24'-9"	—
h_{10}	48	#4	4'-7"	—
h_{11}	48	#4	5'-9"	—
n_1	98	#5	4'-4"	C
t_1	48	#5	5'-9"	—
v_6	98	#5	22'-6"	—
w	9	#4	25'-0"	—
Class A Concrete		Cu. Yds.	199.8	
Reinforcement Bars		Lbs.	5890	
Untreated Piles		Lin. Ft.	646	

DESIGNED R. Bradford Jr.
CHECKED T.M.
DRAWN W.A. Sausman
OCT 14 1964
EXAMINED W.E. Baumann
PASSED [Signature]
APPROVED U.E. Hoff

PIER 2
F.A. RT-36-SEC. 78-3B
ADAMS COUNTY
STA. -323 +32

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

Boring No.	Station	Offset	Elevation	N	Q _u /A.T.	w (%)
1	323+32	51.50	530.0			
Ground Surface						
Brown Silty Clay						
			525.0			
Dark Gray-Silt (Stiff)						
			520.0			
Light Gray Sandy Loam (Very Stiff)						
			520.0			
Gray-Silt (Very Stiff)						
			515.0			
Brown Medium-Coarse Sand (Loose)						
			510.0			
Brown Medium Sand & Fine Gravel Max 3/8" (Medium Density)						
			505.0			
Boring Completed						

Boring No.	Station	Offset	Elevation	N	Q _u /A.T.	w (%)
2	323+32	51.50	530.0			
Ground Surface						
Brown Silty Clay						
			525.0			
Light Gray Sandy Loam (Very Stiff)						
			520.0			
10% Strain						
			515.0			
Gray-Silt (Very Stiff)						
			510.0			
10% Strain						
			505.0			
Gray-Silt (Very Stiff)						
			500.0			
15% Strain						
			495.0			
Brown Silty Clay						
			490.0			
15% Strain						
			485.0			
Dark Gray Silty Clay (Very Stiff)						
			480.0			
20% Strain						
			475.0			
Boring Completed						

Boring No.	Station	Offset	Elevation	N	Q _u /A.T.	w (%)
3	323+32	51.50	530.0			
Ground Surface						
Brown Silty Clay						
			525.0			
Dark Gray Silty Clay Loam						
			520.0			
Brown Medium-Coarse Sand (Loose)						
			515.0			
Gray-Silt (Very Stiff)						
			510.0			
20% Strain						
			505.0			
20% Strain						
			500.0			
20% Strain						
			495.0			
Brown Medium Sand & Fine Gravel Max 3/8" (Medium Density)						
			490.0			
Boring Completed						

Boring No.	Station	Offset	Elevation	N	Q _u /A.T.	w (%)
3	323+32	51.50	530.0			
Ground Surface						
Brown Silty Clay						
			525.0			
Dark Gray Silty Clay Loam						
			520.0			
Brown Medium-Coarse Sand (Loose)						
			515.0			
Gray-Silt (Very Stiff)						
			510.0			
20% Strain						
			505.0			
20% Strain						
			500.0			
20% Strain						
			495.0			
Brown Medium Sand & Fine Gravel Max 3/8" (Medium Density)						
			490.0			
Boring Completed						

Boring No.	Station	Offset	Elevation	N	Q _u /A.T.	w (%)
3	323+32	51.50	530.0			
Ground Surface						
Brown Medium-Coarse Sand (Medium Density)						
			525.0			
Dark Gray Silt (Stiff)						
			520.0			
15% Strain						
			515.0			
Dark Gray Silty Clay (Very Stiff)						
			510.0			
20% Strain						
			505.0			
Boring Completed						

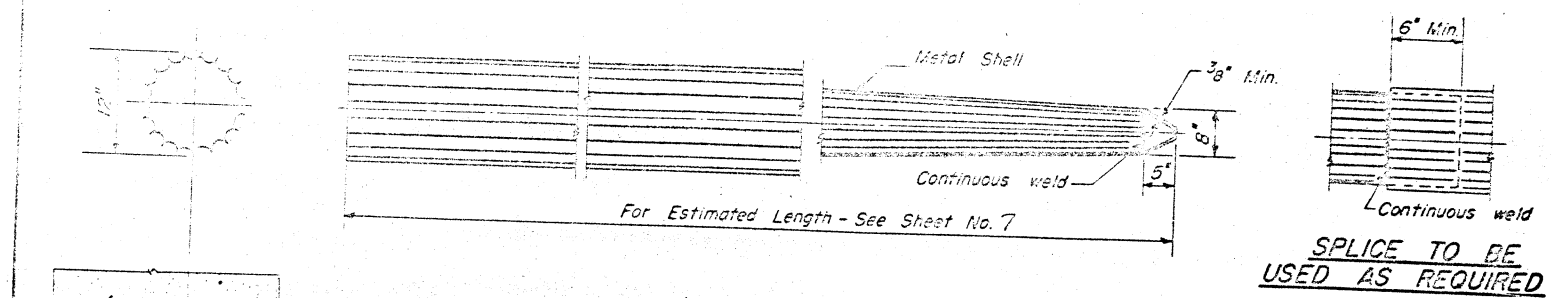
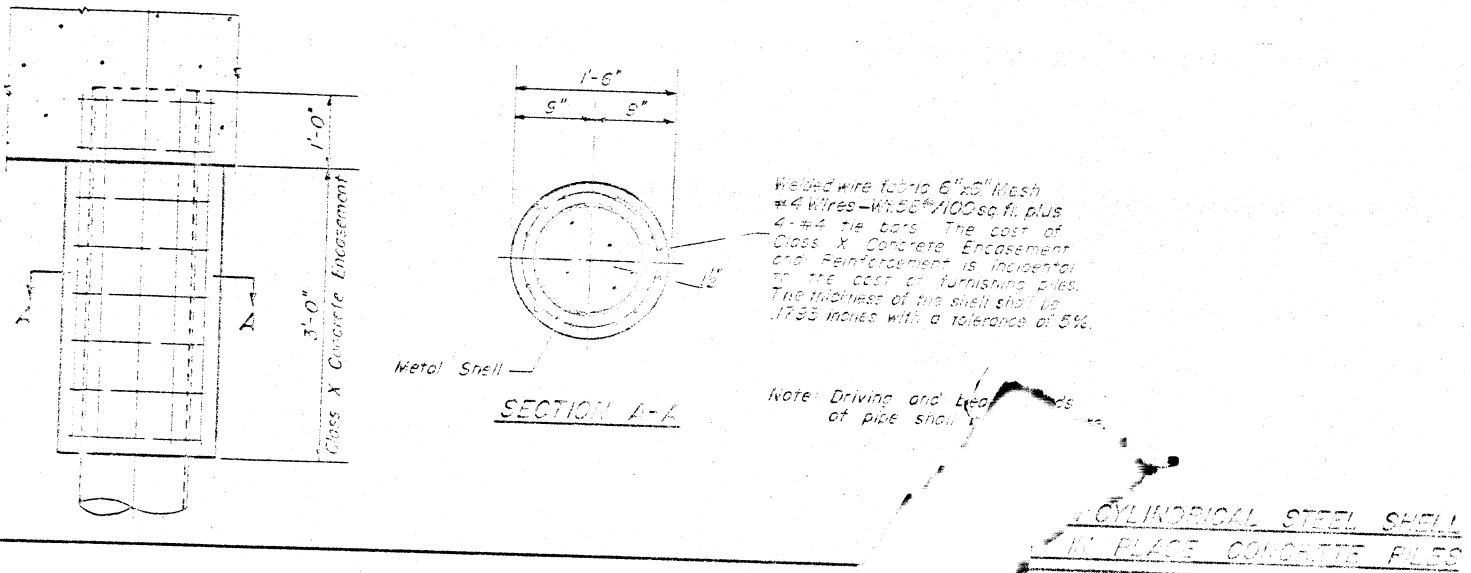
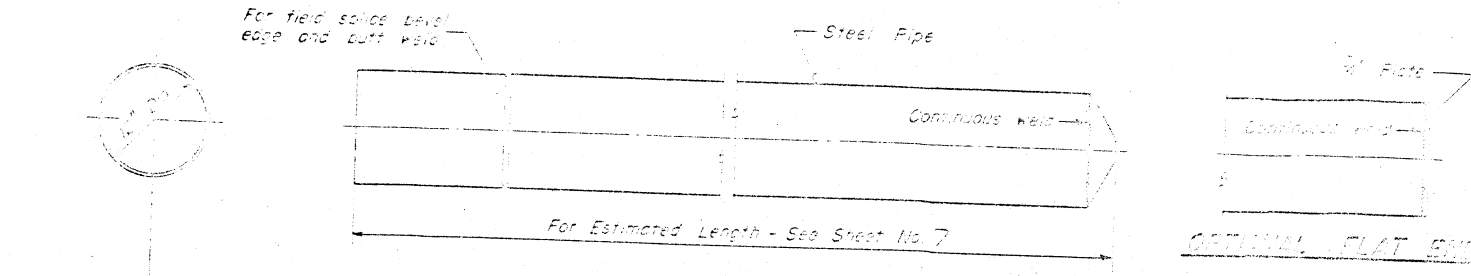
Water Pumped in Hole
Surface Water El. _____
Groundwater El. at Completion 538.9
After _____ hours _____

*Water Pumped in Hole
Surface Water El. _____
Groundwater El. at Completion 538.9
After _____ hours _____

DESIGNED: *G. Bradford*
EXAMINED: *M. P. ...*
CHECKED: *R. B. ...*
APPROVED: *U.E. ...*

N - Standard Penetration Test - blows per foot to drive 2" C.P. Split Spear Sampler 12" with 140# hammer falling 30".
Q_u - Unconfined Compressive Strength - t/sf
w - Water Content - percentage of oven dry weight - %
Type failure: B - Bulge Failure, S - Shear Failure, E - Estimated Value

BORINGS 1, 2 & 3
FA. RT. 36 SEC. 78-36
ADAMS COUNTY
STA. 323+32

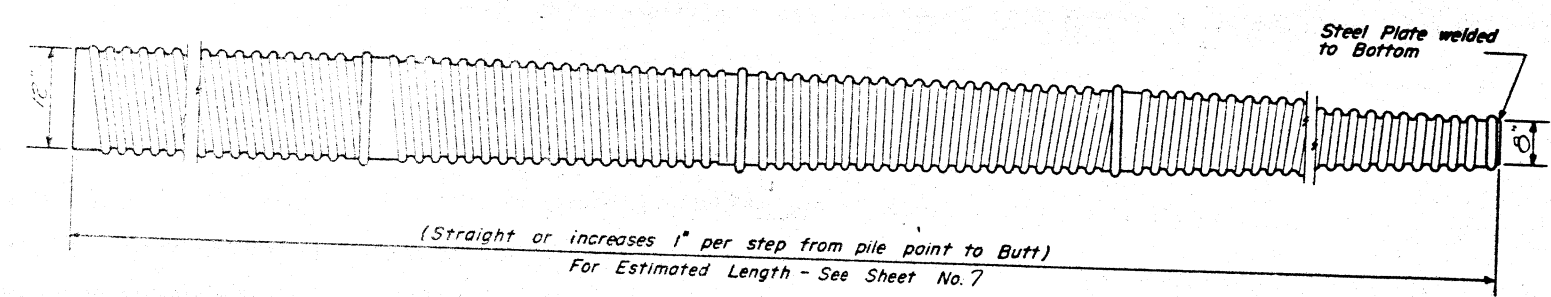


ALLOWABLE TAPERS

- 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

Welded wire fabric 6"x6" Mesh #4 Wires - Wt. 55#/100sq.ft. plus 4-#4 tie bars. The cost of Class X Concrete Encasement and Reinforcement is incidental to the cost of furnishing piles. The thickness of the shell shall be .1793 inches with a tolerance of 5%.

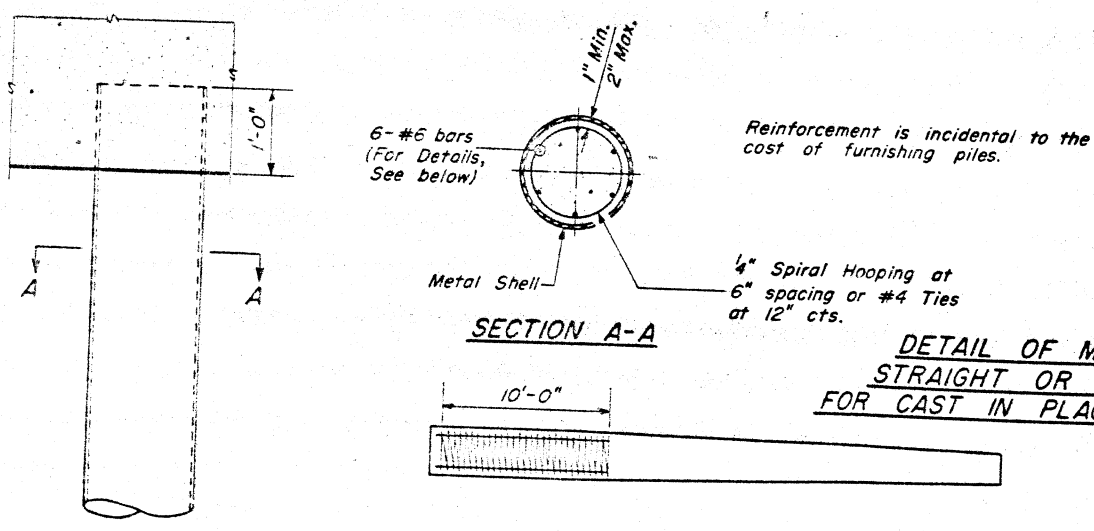
DETAIL OF TAPERED METAL SHELL FOR CAST IN PLACE CONCRETE PILES



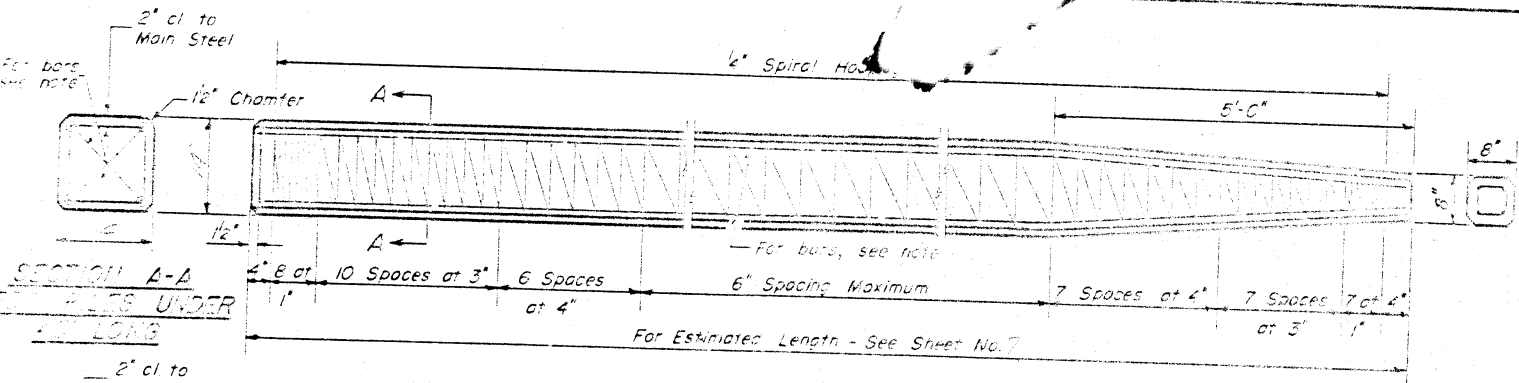
At least 1/4 of the length of pile shall have a Butt diameter equal to or greater than 12". Gages are furnished to suit soil conditions (14 Gage Min.)

BUTT (12" Min.)

POINT (8" Min.) (Applies only to Step Taper type pile)



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



SECTION A-A FOR PILES UNDER 45' LONG

Note: For 12" 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.

DESIGNED	W. A. Sausaman	EXAMINED	
CHECKED	J. M. ...	PASS	
DRAWN	W. A. Sausaman	ENGINEER OF DESIGN	
CHECKED	J. M. ...	CHIEF HIGHWAY ENGINEER	

DETAIL OF PRECAST CONCRETE PILES

PILE DETAILS
FA RT 36 SEC. 78-33
ADAMS COUNTY
STA. 323+52