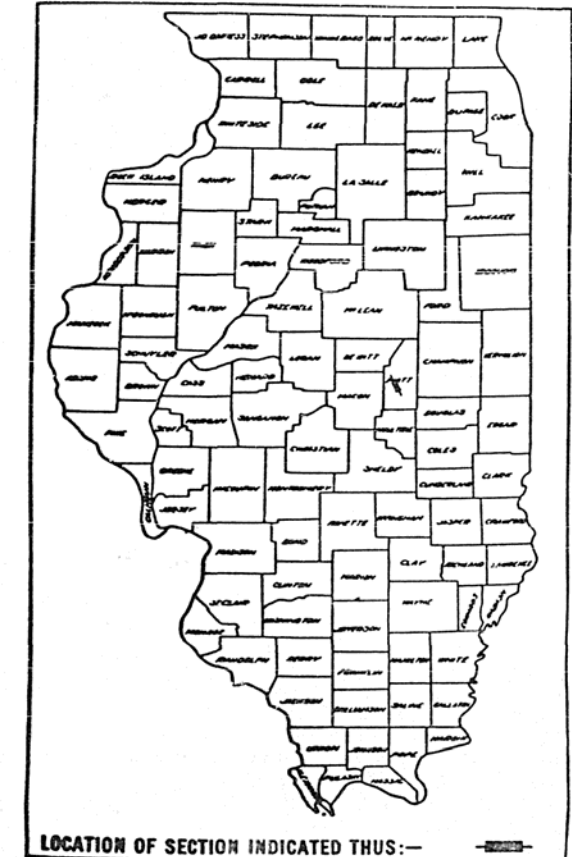


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET
FAI-72	74-68 HB-1	PIATT	36	1
ILLINOIS PROJECT I-72-2(52)60				

JOB NO. P-95-082-70



LOCATION OF SECTION INDICATED THUS:—

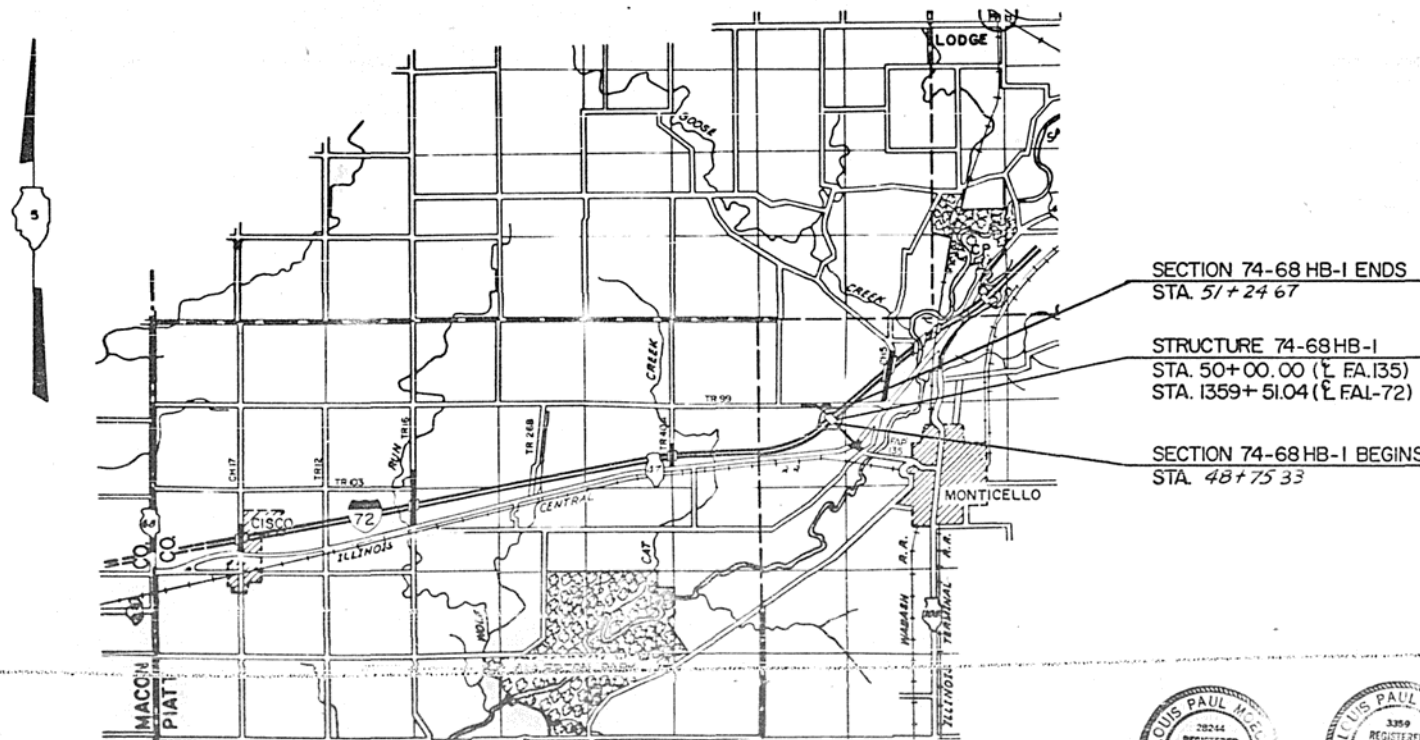
PLANS FOR PROPOSED
FEDERAL AID INTERSTATE HIGHWAY

SCALE IN FEET

MAIN LANES	PLAN & PROFILE	HOR.	0 100 200
MAIN LANES	PLAN & PROFILE	VERT.	0 10 20
CROSS ROADS	PLAN & PROFILE	HOR.	0 50 100
CROSS ROADS	PLAN & PROFILE	VERT.	0 5 10
CROSS-SECTIONS	CROSS-SECTIONS	HOR.	0 10 20
CROSS-SECTIONS	CROSS-SECTIONS	VERT.	0 5 10

As Built Plans

F.A.I. ROUTE - 72 SECTION 74-68 HB-1
PIATT COUNTY
PROJECT I - 72-2(52)60
CONSTRUCTION JOB NO C-95-024-72



SECTION 74-68 HB-1 ENDS
STA. 51+24.67

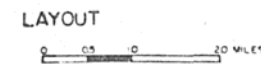
STRUCTURE 74-68 HB-1
STA. 50+00.00 (E. FA.135)
STA. 1359+51.04 (E. FAI-72)

SECTION 74-68 HB-1 BEGINS
STA. 48+75.33

STRUCTURE 74-68 HB-1, A TWO SPAN SEPARATION STRUCTURE CARRYING F.A.P. 135 OVER FAI.72 AT STATION 1359+51.04. SPANS: 2 @ 125'-4" ROADWAY: 2 LANES @ 14' WIDTH, 18' MEDIAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUBMITTED *Aug 17, 1973*
EXAMINED *Sept 26, 1973*
APPROVED *Sept 26, 1973*
ACTING CHIEF TRANSPORTATION ENGINEER

DESIGN DESIGNATION:
G/2 (G2) COLLECTOR 0.5I (SR.P.C.C.-20)



TOTAL LENGTH OF SECTION	74-68 HB-1	=	250.34	FEET 0.047 MILES
NET LENGTH OF SECTION	74-68 HB-1	=	250.34	FEET 0.047 MILES
NET LENGTH OF PROJECT	I-72-2(52)60	=	0.00	FEET 0.000 MILES



Louis Paul Moeck

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

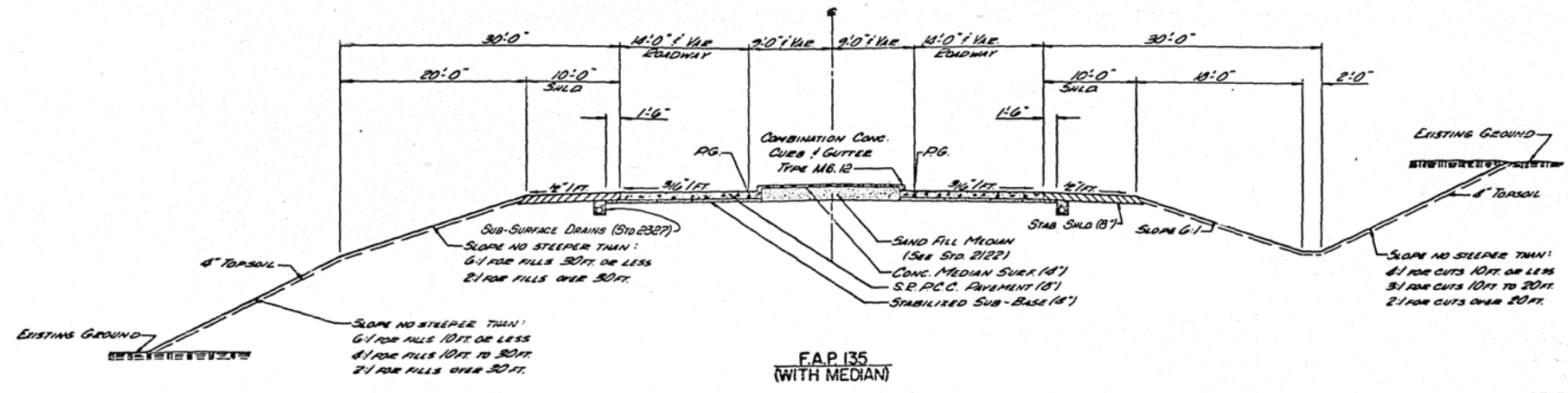
APPROVED _____

DIVISION ENGINEER DATE _____

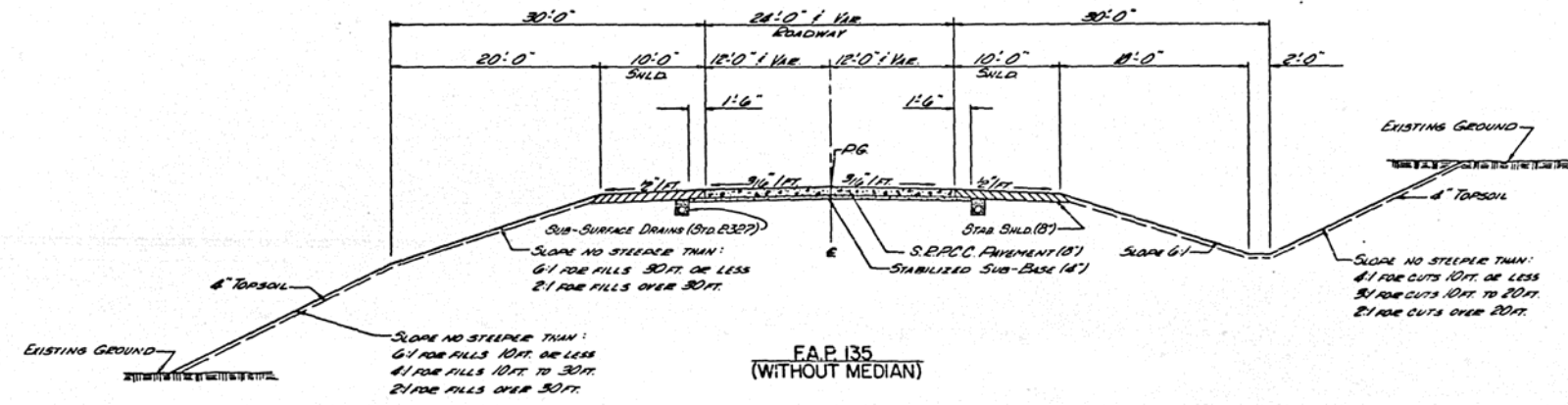
BRIGHTON ENGINEERING COMPANY
CONSULTING ENGINEERS
GLEN ELLYN, ILLINOIS

CONTRACT NO. 29762

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAL-72	74-69 HB-1	PIATT	36	2
FED. ROAD DIST. NOT BILLINGS PROJECT 1-72-21			TYPICAL SECTIONS	



F.A.P. 135
(WITH MEDIAN)



F.A.P. 135
(WITHOUT MEDIAN)

PAVEMENT DESIGN
 STRUCTURAL DESIGN TRAFFIC: YEAR 1982 P.C. 85.5%
 ADT = 4900 S.U. 13.5% M.U. 1.0%
 CLASS II ROAD
 MINIMUM SOIL SUPPORT: CBR = 2.00 (STA. 301.00 TO STA. 301.50)
 PERCENT OF S.D.T. IN DESIGN LANE: U₁ = 50%, U₂ = 50%, U₃ = 50%
 T.F.₁ = 0.51 D₁ = 6.8
 PAVEMENT STRUCTURE MATERIALS
 SURFACE COURSE TYPE: 8" S.R.P.C.C. P.V.M.'T. A = 0.50
 SURFACE COURSE TYPE: 4" STAB. SUBBASE A₂ = 0.23

TYPICAL SECTIONS

SHEET NO.	SECTION	COUNT	TOTAL SHEETS	SHEET NO.
P.A. I. 72	74-68HB-1	PIATT	36	3

INDEX OF SHEETS

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1.	COVER SHEET
2.	TYPICAL SECTIONS
3.	INDEX OF SHEETS & GENERAL NOTES
4.	SUMMARY OF QUANTITIES & SUMMARY OF CLASS X CONCRETE
5.	PLAN AND PROFILE P.A.I. ROUTE 72 STATION 1350+00 TO STATION 1380+00
6.-8.	PLAN AND PROFILE P.A.P. ROUTE 135 STATION 30+00 TO STATION 70+00
9.-11.	CONSTRUCTION DETAIL F.A.P. 135
12.	MISCELLANEOUS DETAILS
13.-26.	STRUCTURE PLANS 74-68HB-1
27.-30.	STATION CROSS SECTIONS F.A.P. 135 STA. 46+00 TO STA. 55+00
31.-36	STATION CROSS SECTIONS P.A.I. 72 STA. 1351+00 TO STA. 1372+00
	STANDARD NOS. 1686-3 2230-7
	2113-1 2235-4
	2237-7
	2299-4
	2300

GENERAL NOTES

THIS SECTION WILL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JULY 2, 1973, AND THE "MIMEOGRAPHED SPECIFICATIONS" NOTED IN THE "SPECIAL PROVISIONS".

ELEVATIONS BASED ON 1929 GENERAL ADJUSTMENT DATUM-U.S.C. AND G.S.

~~TWO (2) SIGNS CONFORMING TO STANDARD 2152 SHALL BE ERECTED AT THE LOCATIONS SPECIFIED AND IN A MANNER APPROVED BY THE ENGINEER.~~

WHERE SECTION OR SUB-SECTION MARKERS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED AGENT, OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

BEFORE ORDERING STORM SEWERS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTH.

ALL TREES, SHRUBS AND BRUSH WITHIN THE AREAS OF CONSTRUCTION SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

ESTIMATED QUANTITIES:

34 IN DIA TREE REMOVAL (6 TO 15 IN. DIA.)
342 IN DIA TREE REMOVAL (OVER 15 IN. DIA.)

ALL TRENCHES WITHIN THE PROPOSED SUBGRADE, ALL TRENCHES OUTSIDE THE PROPOSED SUBGRADE WHERE THE INNER EDGE OF THE TRENCH IS CLOSER THAN TWO FEET TO THE PROPOSED EDGE OF STABILIZED SHOULDERS SHALL BE BACKFILLED WITH TRENCH BACKFILL AS DIRECTED BY THE ENGINEER.

ESTIMATED QUANTITY:

100 CU YDS TRENCH BACKFILL

GENERAL NOTES CONTINUED:

A STRIP OF SOD 18" WIDE SHALL BE PLACED ON EACH SIDE OF THE SLOPE WALLS.

ESTIMATED QUANTITIES:

21 SQ YDS SODDING
1 UNIT SUPPLEMENTAL WATERING
0.1 TONS AGRICULTURAL GROUND LIMESTONE

AN ENGINEER'S FIELD OFFICE, TYPE A, AND AN ENGINEER'S FIELD LABORATORY SHALL BE FURNISHED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS" AND SPECIAL PROVISIONS.

ESTIMATED QUANTITIES:

1 EACH ENGINEER'S FIELD OFFICE, TYPE A
1 EACH ENGINEER'S FIELD LABORATORY

SYMBOLS FOR RIGHT-OF-WAY MARKERS:

☐ INDICATES RIGHT-OF-WAY MARKER TO BE SET AT THIS LOCATION.

ESTIMATE NO. 23
 FROM 1170173
 TO 9.2.76

BCA-R007
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 REPORT OF RESIDENT ENGINEER
 LINE ITEM DETAIL REPORT OF COMPLETED CONTRACT WORK
 RUN DATE 07/14/76 FAI-72

3284 CONTRACT NUMBER 29762
 6-95-024-72
 95-147 FUND
 74-68HB-1 TYPE CODE G42A

ITEM NUMBER	QUANTITY AWARDED	ADDED BY AUTHORIZATION	DEDUCTED BY AUTHORIZATION	ADJUSTED TOTAL CONTRACT	COMPLETED AT LAST REPORT	TOTAL COMPLETED TO DATE (IF CHANGED FROM LAST REPORT)
FR0002		7000.00	5899.07	1100.93	1100.93	
FR0009		3276.15		3276.15	3276.15	
MATALL						
X71100	2000.00		1477.00	523.00	523.00	
X21196	136.00			136.00	136.00	
X52201	124.00	95.00		219.00	219.00	
X57447			552.64	552.64	552.64	
X64201	3.30		3.30			
Z10037	1.00			1.00	1.00	
Z10038	1.00			1.00	1.00	
Z10039	1.00			1.00	1.00	
Z10040	1.00			1.00	1.00	
Z10041	1.00			1.00	1.00	
Z10042	1.00			1.00	1.00	
Z10043	1.00			1.00	1.00	
Z10044	1.00			1.00	1.00	
Z10227	983.00		983.00			
201001	34.00	297.70		331.70	331.70	
201002	342.00	421.90		763.90	763.90	
204001	66491.00	1720.00		70211.00	70211.00	
210001	100.00		100.00			
211005	727.00	61.70		788.70	788.70	
503043		12.00		12.00	12.00	
503003		12.00	12.00			
504003	1005.20		9.10	996.10	996.10	
504002		144.20		144.20	144.20	
504903		128.60	3.10	125.50	125.50	

W. H. Mann
 DISTRICT ENGINEER

SUMMARY OF QUANTITIES

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I.72	74-68HB-1	PIATT	36	4

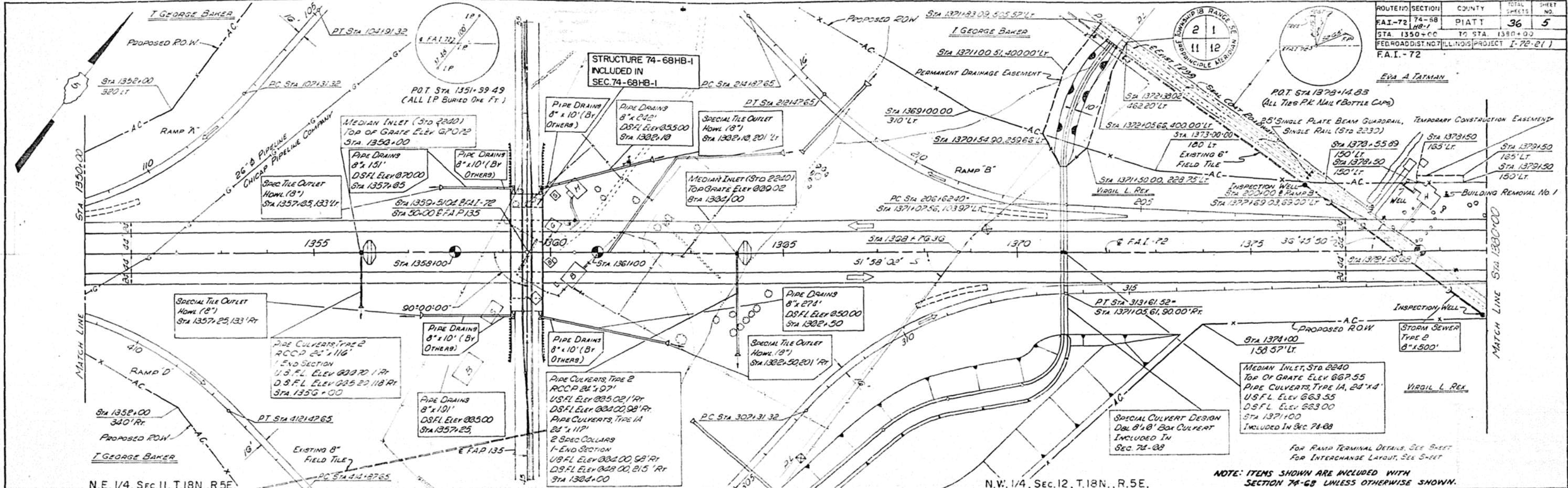
Location of Work: HB BRIDGE STA. 1359+51.04
 CONSTRUCTION TYPE CODE: Y771
 EROSION CONTROL Y005

CODE NO.	ITEM	UNIT	QUANTITY	QUANTITY
201001	TREE REMOVAL (6 to 15 INCH DIAMETER)	IN DIA	34	34
201002	TREE REMOVAL (OVER 15 INCH DIAMETER)	IN DIA	342	342
204001	BORROW EXCAVATION	CU YD	68,491	68,491
210001	TRENCH BACKFILL	CU YD	100	100
211005	SAND BACKFILL	CU YD	727	727
X50201	STRUCTURE EXCAVATION	CU YD	124	124
504003	CLASS X CONCRETE	CU YD	1,005.2	1,005.2
507025	STUD SHEAR CONNECTORS	RACH	2,916	2,916
507030	FURNISHING, AND ERECTING STRUCTURAL STEEL	L. SUM	1	1
508005	ALUMINUM RAILING	LIN FT	519	519
512001	REINFORCEMENT BARS	POUND	199,590	199,590
513005	FURNISHING CREOSOTED PILES 20.1 TO 38 FEET	LIN FT	352	352
513021	FURNISHING CONCRETE PILES	LIN FT	3,663	3,663
513022	DRIVING TIMBER PILES	LIN FT	352	352
513027	DRIVING CONCRETE PILES	LIN FT	3,663	3,663
513041	TEST PILE CONCRETE	EACH	3	3
514001	NAME PLATES	EACH	1	1
603002	STORM SEWERS, TYPE 1 6"	LIN FT	200	200
603003	STORM SEWERS, TYPE 1 8"	LIN FT	200	200
603004	STORM SEWERS, TYPE 1 10"	LIN FT	200	200
603005	STORM SEWERS, TYPE 1, 12"	LIN FT	200	200
603027	STORM SEWERS, TYPE 2, 6"	LIN FT	200	200
603028	STORM SEWERS, TYPE 2, 8"	LIN FT	200	200
603029	STORM SEWERS, TYPE 2 10"	LIN FT	200	200
603030	STORM SEWERS, TYPE 2, 12"	LIN FT	200	200
618001	SLOPE WALL 4 INCH	SQ YD	357	357
644001	TEMPORARY SEEDING SODDING	ACRE	3.3	3.3
644002	SUPPLEMENTAL WATERING	SQ YD	21	21
644006	AGRICULTURAL GROUND LIMESTONE	UNIT	1	1
646001	ENGINEER'S FIELD OFFICE, TYPE A	TON	0.1	0.1
646003	ENGINEER'S FIELD LABORATORY	EACH	1	1
210037	BUILDING REMOVAL NO. 1	EACH	1	1
210038	BUILDING REMOVAL NO. 2	L. SUM	1	1
210039	BUILDING REMOVAL NO. 3	L. SUM	1	1
210040	BUILDING REMOVAL NO. 4	L. SUM	1	1
210041	BUILDING REMOVAL NO. 5	L. SUM	1	1
210042	BUILDING REMOVAL NO. 6	L. SUM	1	1
210043	BUILDING REMOVAL NO. 7	L. SUM	1	1
210044	BUILDING REMOVAL NO. 8	L. SUM	1	1
Z10227	EXPLORATION TRENCH (52 IN DEPTH)	LIN FT	983	983
XZ1106	PREFORMED JOINT SEALER 2 1/2 INCH	LIN FT	136	136
XZ1100	TRAINEES	HOUR	2,000	2,000

SUMMARY OF CLASS X CONCRETE

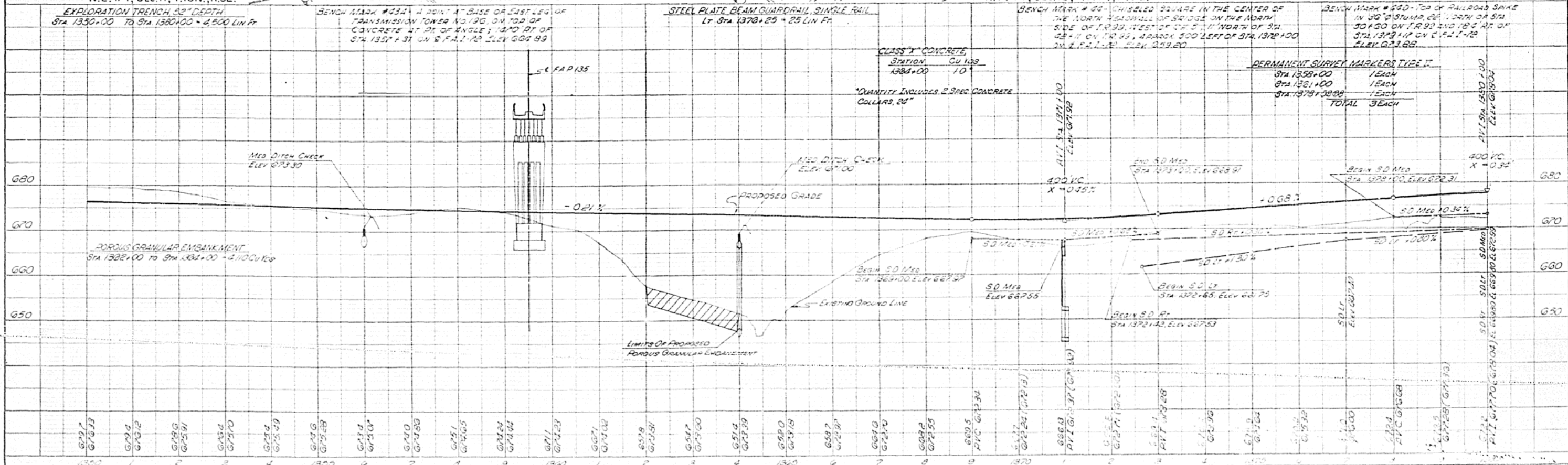
STATION	ITEM	CU. YDS.
1359+51.04	BRIDGE 74-68HB-1	994.0

ROUTE/SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-72 74-58	PIATT	36	5
STA 1350+00	TO STA 1380+00		
FEDROADDIST NO 7	ILLINOIS PROJECT I-72-2(1)		
FAI-72			

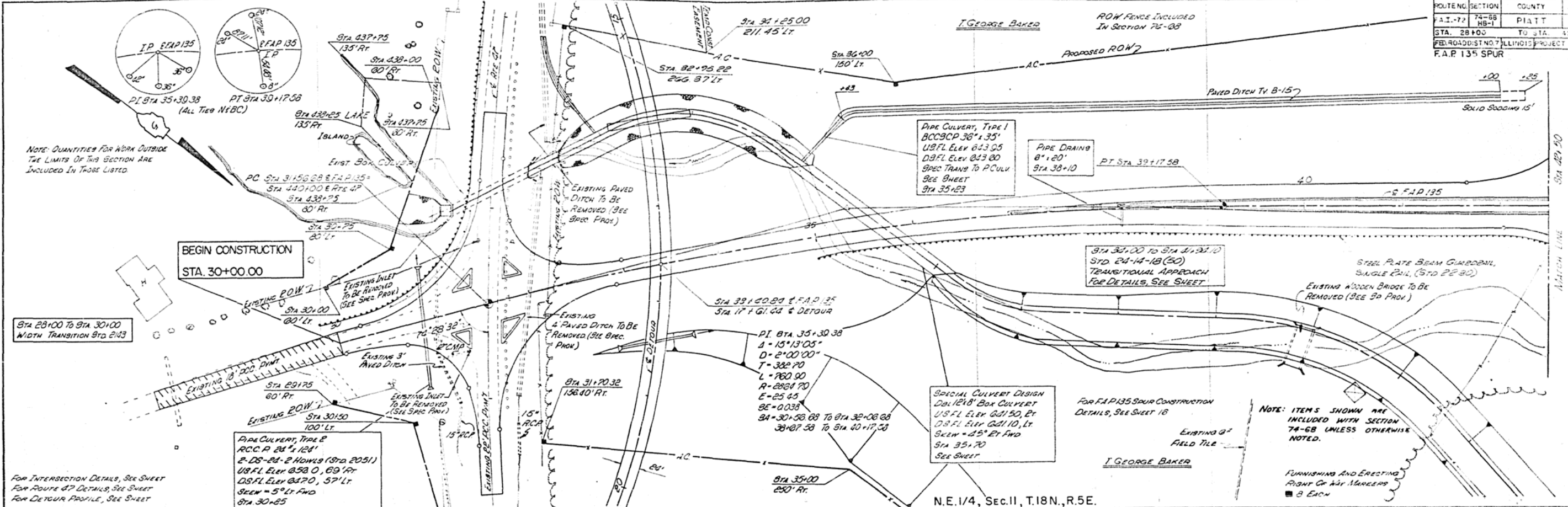


PLAN	DATE
REVISIONS	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

PROFILE	DATE
REVISIONS	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	



ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 135	74-58	PLATT	36	6
STA. 28+00	TO STA. 42+50			
F.A.P. 135 SPUR				



NOTE: QUANTITIES FOR WORK OUTSIDE THE LIMITS OF THIS SECTION ARE INCLUDED IN THOSE LISTED.

BEGIN CONSTRUCTION STA. 30+00.00

Sta 28+00 to Sta 30+00 WIDTH TRANSITION 9 TO 24.3

PIPE CULVERT, TYPE 2
R.C.C.P. 24" x 12"
2-DS-24-2 HOURS (STA 2051)
USFL Elev 658.0, 69' RT
DSFL Elev 647.0, 57' LT
SKEW = 5° LT FWD
Sta 30+85

PIPE CULVERT, TYPE 1
B.C.C.P. 36" x 35"
USFL Elev 643.95
DSFL Elev 623.80
SPEC TRANS TO PCULV
SEE SHEET
Sta 35+23

PIPE DRAIN
8" x 20"
Sta 38+10

Sta 31+00.32
136.40' RT

PI. STA 35+30.38
A = 15° 13' 05"
D = 2° 00' 00"
T = 382.90
L = 760.90
R = 2887.70
E = 25.45
SE = 0.038
Sta 30+38.88 To Sta 32+08.88
38+87.38 To Sta 40+17.38

SPECIAL CULVERT DESIGN
DIN 1248' BOX CULVERT
USFL Elev 601.50, RT
DSFL Elev 601.10, LT
SKEW = 25° RT FWD
Sta 35+70
SEE SHEET

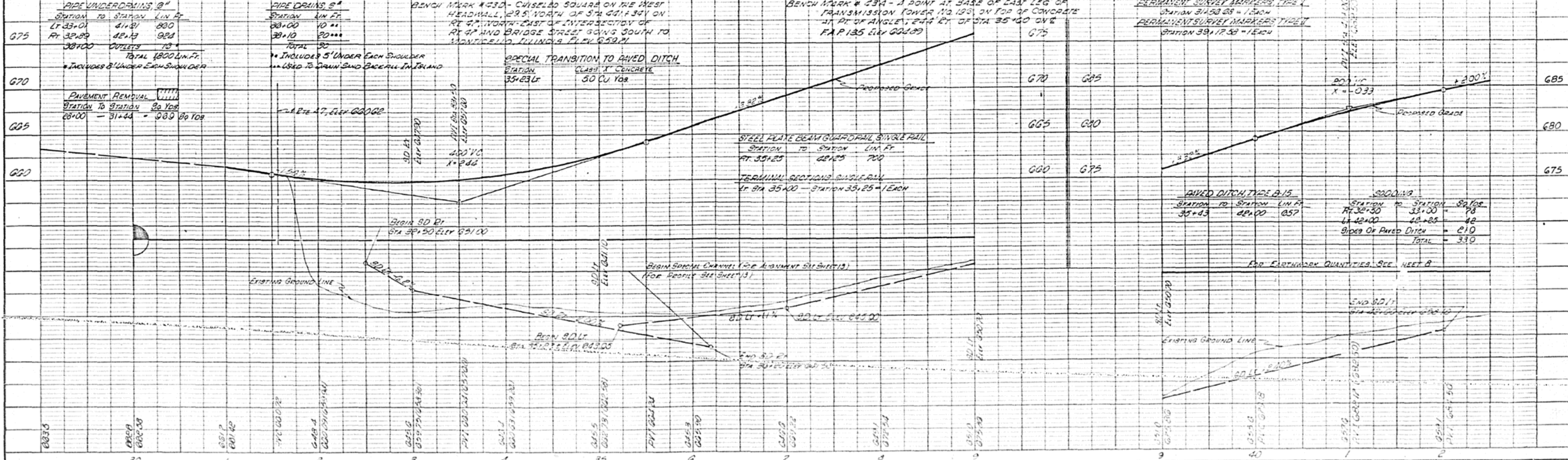
For F.A.P. 135 Spur Construction Details, See Sheet 18

NOTE: ITEMS SHOWN ARE INCLUDED WITH SECTION 74-58 UNLESS OTHERWISE NOTED.

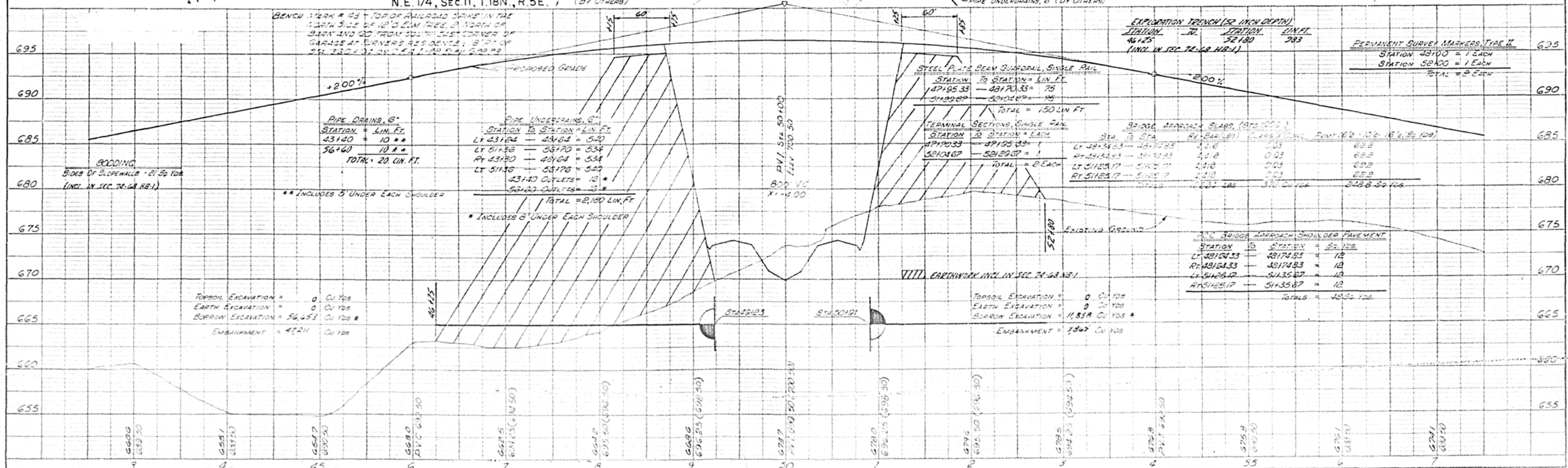
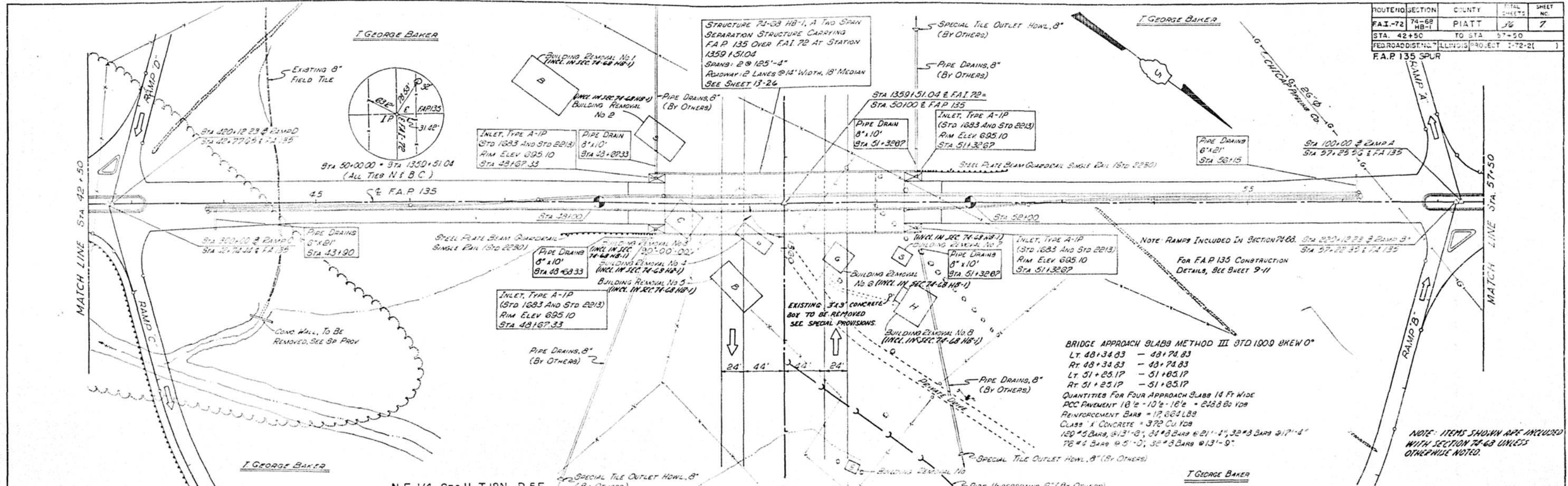
FURNISHING AND ERECTING
PILING OR AIR MARLERS
■ 8 EACH

For Intersection Details, See Sheet
For Route & P Details, See Sheet
For Detour Profile, See Sheet

N.E. 1/4, Sec. II, T. 18N., R. 5E.



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-72	74-68	PIATT	76	7
STA. 42+50	TO STA. 57+50			
FED. ROAD DIST. NO. 111 IN DIS. PROJECT 1-72-2()				
F.A.P. 135 SPUR				



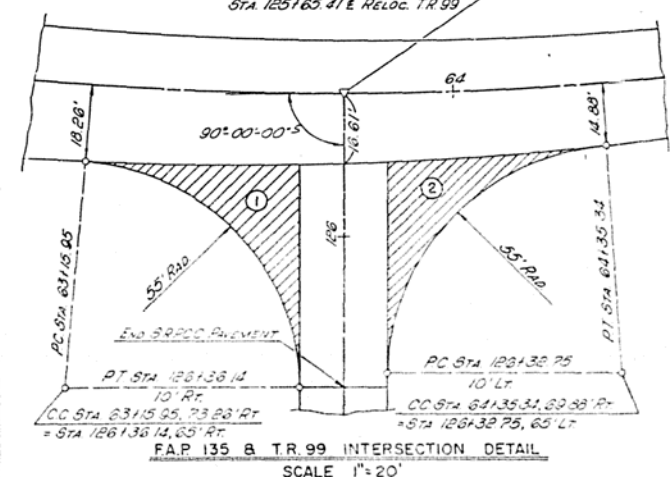
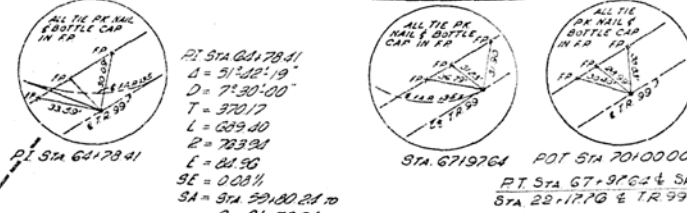
PCUTENO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-72	74-68 HB-1	PIATT	36	8
STA. 57+50 TO STA. 70+00		ILLINOIS PROJECT 1-72-21		
F.A.P. 135				

FURNISHING AND ERECTING
RIGHT-OF-WAY MARKERS
8 EACH

NOTE: ITEMS SHOWN ARE INCLUDED WITH SECTION 74-68 UNLESS OTHERWISE NOTED.

LOCATION	VARIABLE SRPCC	WIDTH	PAYMT.
1	68	68	SQ. YDS.
2	62	62	SQ. YDS.
TOTAL		130	SQ. YDS.

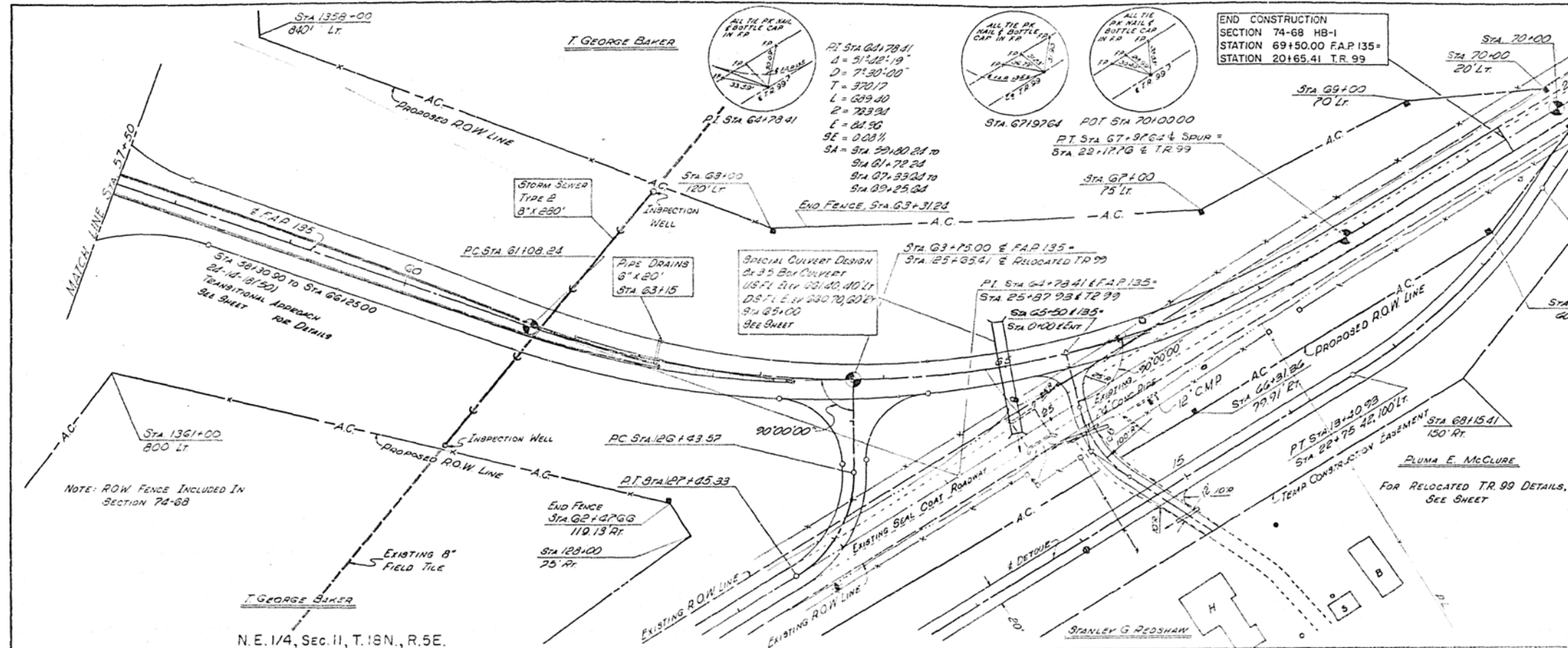
END CONSTRUCTION
SECTION 74-68 HB-1
STATION 69+50.00 F.A.P. 135+
STATION 20+65.41 T.R. 99



F.A.P. 135 & T.R. 99 INTERSECTION DETAIL
SCALE 1"=20'

PLAN
NOTE BOOK
11 OF 107 SHEETS

PROFILE
NOTE BOOK
1 OF 107 SHEETS



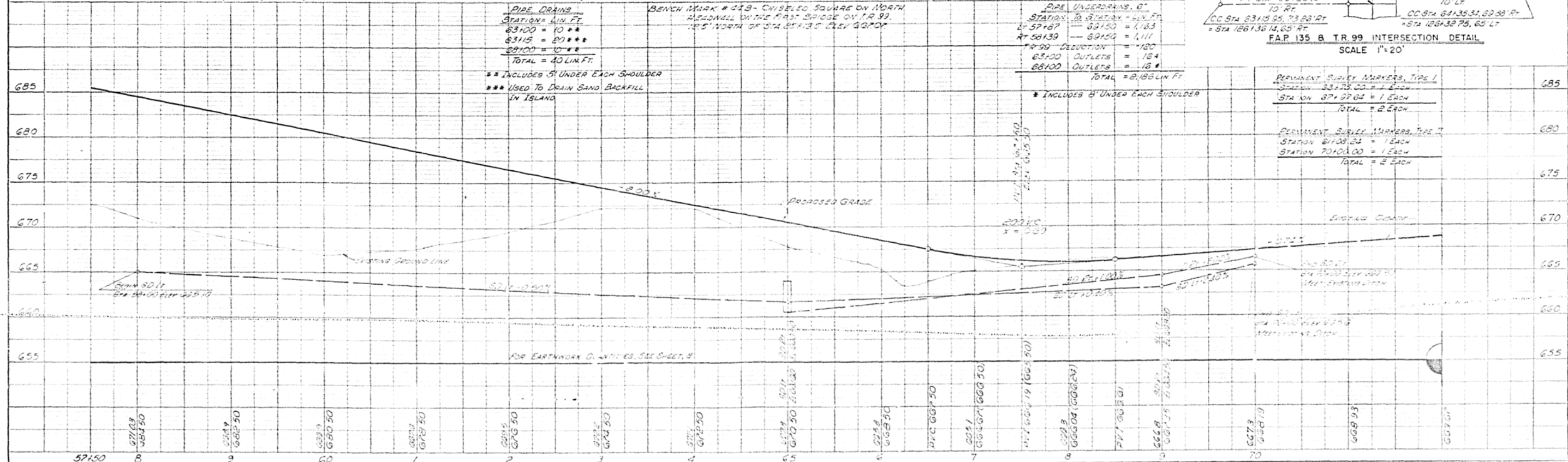
PIPE DRAINS
STATIONING LIN. FT.
63+00 = 10 **
63+15 = 20 ***
68+00 = 10 **
TOTAL = 40 LIN. FT.
** INCLUDES 5' UNDER EACH SHOULDER
*** USED TO DRAIN SAND BACKFILL IN ISLAND

BENCH MARK # 619 - CHISELED SQUARE ON NORTH
HEADSILL ON THE FIRST BRIDGE ON T.R. 99,
12.5' NORTH OF STA. 67+35.5 ELEV. 667.07

PIPE UNDERDRAINS, 6"
STATIONING TO STATION = LIN. FT.
ST 57+87 = 63+50 = 1,183
ST 58+39 = 69+50 = 1,111
T.R. 99 DEDUCTION = 120
63+00 OUTLETS = 124
68+00 OUTLETS = 16
TOTAL = 2,188 LIN. FT.
* INCLUDES 8" UNDER EACH SHOULDER

PERMANENT SURVEY MARKERS, TYPE I
STATION 63+75.00 = 1 EACH
STATION 67+57.62 = 1 EACH
TOTAL = 2 EACH

PERMANENT SURVEY MARKERS, TYPE II
STATION 61+09.24 = 1 EACH
STATION 70+00.00 = 1 EACH
TOTAL = 2 EACH





LOC.	VARIABLE WIDTH SRPCC PVMT	CONC. MEDIAN SURFACE 4"	COMB. CONC. C&G. TYPE N.6:2
(1)	295 Sq Yd	---	---
(2)	49 Sq Yd	---	---
(3)	32 Sq Yd	---	---
(4)	71 Sq Yd	---	---
(5)	---	1,895 Sq Ft	229 Lin Ft
(6)	145 Sq Yd	---	---
(7)	---	1,011 Sq Ft	635 Lin Ft
(8)	121 Sq Yd	---	---
(9)	5 Sq Yd	---	---
(10)	5 Sq Yd	---	---
(11)	5 Sq Yd	---	---
TOTAL	638 Sq Yd	2,906 Sq Ft	864 Lin Ft

AREAS INCLUDED IN SECTIONS 74-68

VARIABLE WIDTH SRPCC PVMT

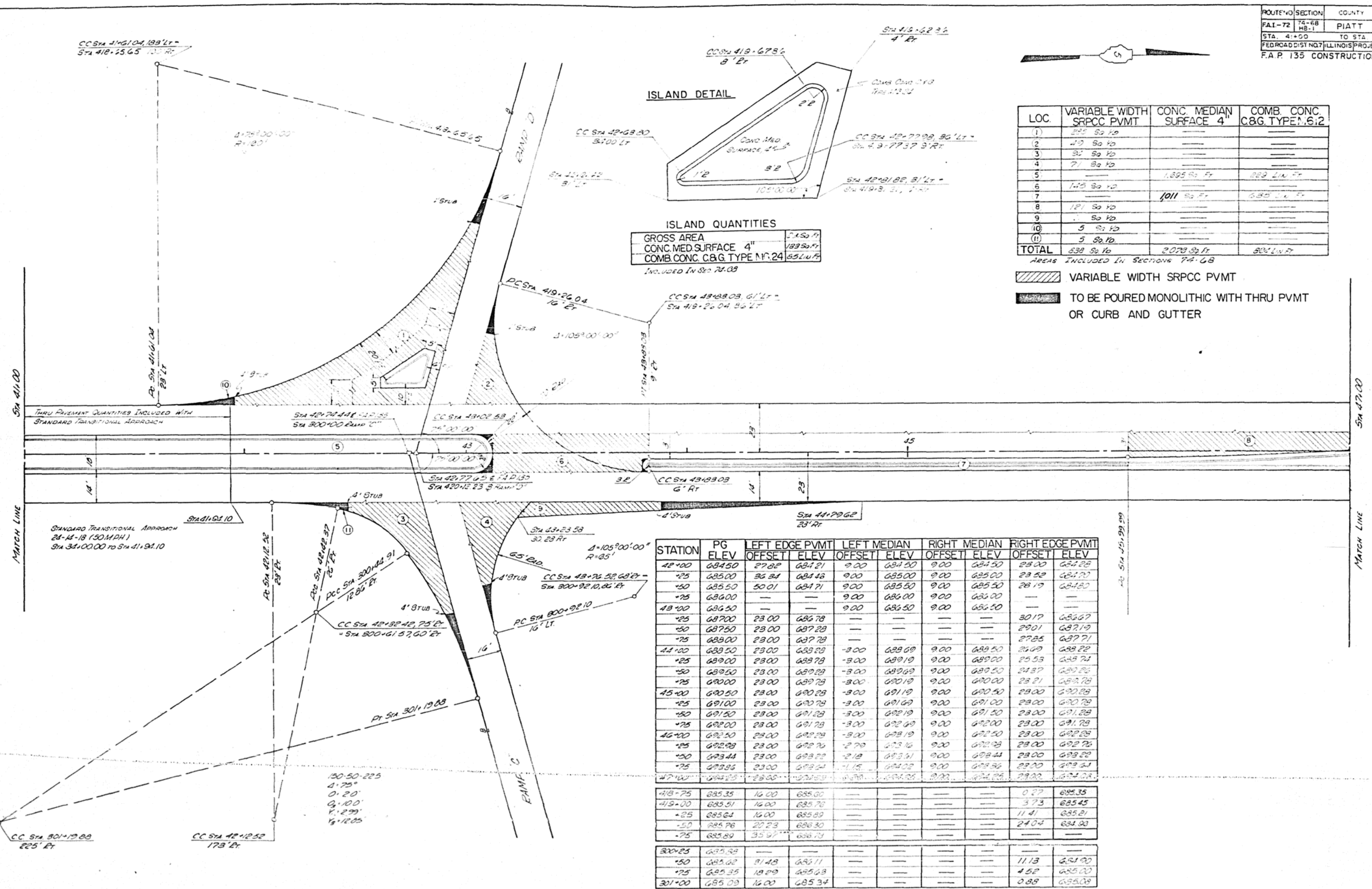
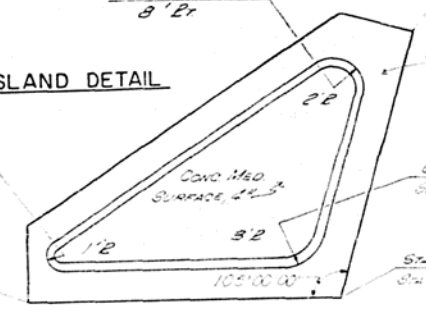
TO BE POURED MONOLITHIC WITH THRU PVMT OR CURB AND GUTTER

ISLAND QUANTITIES

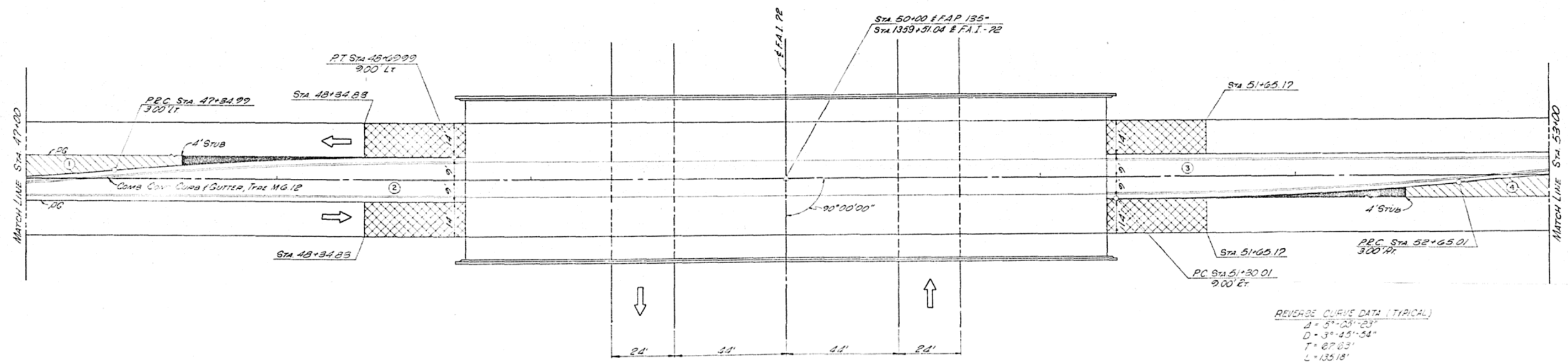
GROSS AREA	715 Sq Ft
CONC. MED. SURFACE 4"	1895 Sq Ft
COMB. CONC. C&G. TYPE N.6:2	654 Lin Ft

INCLUDED IN SECT 74-68

ISLAND DETAIL



STATION	PG ELEV	LEFT EDGE PVMT		LEFT MEDIAN		RIGHT MEDIAN		RIGHT EDGE PVMT	
		OFFSET	ELEV	OFFSET	ELEV	OFFSET	ELEV	OFFSET	ELEV
42+00	68450	27.82	68421	9.00	68450	9.00	68450	25.00	68428
+25	68500	36.34	68446	9.00	68500	9.00	68500	23.52	68477
+50	68550	50.01	68471	9.00	68550	9.00	68550	28.19	68480
+75	68600	---	---	9.00	68600	9.00	68600	---	---
43+00	68650	---	---	9.00	68650	9.00	68650	---	---
+25	68700	23.00	68678	---	---	---	---	30.17	68667
+50	68750	23.00	68728	---	---	---	---	29.01	68719
+75	68800	23.00	68778	---	---	---	---	27.85	68771
44+00	68850	23.00	68828	-3.00	68869	9.00	68850	26.69	68822
+25	68900	23.00	68878	-3.00	68919	9.00	68900	25.53	68873
+50	68950	23.00	68928	-3.00	68969	9.00	68950	24.37	68925
+75	69000	23.00	68978	-3.00	69019	9.00	69000	23.21	68978
45+00	69050	23.00	69028	-3.00	69119	9.00	69050	22.05	69029
+25	69100	23.00	69078	-3.00	69169	9.00	69100	20.89	69078
+50	69150	23.00	69128	-3.00	69219	9.00	69150	19.73	69128
+75	69200	23.00	69178	-3.00	69269	9.00	69200	18.57	69178
46+00	69250	23.00	69228	-3.00	69319	9.00	69250	17.41	69228
+25	69288	23.00	69276	-2.79	69316	9.00	69288	16.25	69276
+50	69344	23.00	69322	-2.18	69331	9.00	69344	15.09	69322
+75	69396	23.00	69374	-1.15	69402	9.00	69396	13.93	69374
47+00	69428	23.00	69409	0.38	69405	9.00	69428	12.77	69405
418+75	68535	16.00	68500	---	---	---	---	0.27	68535
419+00	68551	16.00	68578	---	---	---	---	3.73	68545
+25	68564	16.00	68589	---	---	---	---	11.41	68581
+50	68578	20.23	68630	---	---	---	---	24.04	68600
+75	68589	35.97	68673	---	---	---	---	---	---
320+25	68538	---	---	---	---	---	---	---	---
+50	68562	91.48	68671	---	---	---	---	11.13	68690
+75	68535	18.29	68563	---	---	---	---	4.52	68500
301+00	68509	16.00	68534	---	---	---	---	0.88	68508



REVERSE CURVE DATA (TYPICAL)
 $\Delta = 5^{\circ} 28' 23''$
 $D = 3^{\circ} 45' 54''$
 $T = 27.63'$
 $L = 135.18'$
 $R = 1521.75'$
 $E = 1.50'$

STATION	PG ELEV	LEFT EDGE PVMT		LEFT MEDIAN		RIGHT MEDIAN		RIGHT EDGE PVMT	
		OFFSET	ELEV	OFFSET	ELEV	OFFSET	ELEV	OFFSET	ELEV
47+00	694.25	23.00	694.08	0.29	694.59	9.00	694.25	23.00	694.03
+25	694.61	23.00	694.39	2.19	694.72	9.00	694.61	23.00	694.39
+50	694.94	23.00	694.72	4.26	695.01	9.00	694.94	23.00	694.72
+75	695.23	23.00	695.01	6.03	695.28	9.00	695.23	23.00	695.01
48+00	695.50	23.00	695.28	7.39	695.53	9.00	695.50	23.00	695.28
+25	695.73	23.00	695.51	8.54	695.74	9.00	695.73	23.00	695.51
+50	695.94	23.00	695.72	8.87	695.94	9.00	695.94	23.00	695.72
+75	696.11	23.00	695.89	9.20	696.11	9.00	696.11	23.00	695.89
51+00	696.11	23.00	695.89	9.00	696.11	9.00	696.11	23.00	695.89
+25	695.94	23.00	695.72	9.00	695.94	8.87	695.94	23.00	695.72
+50	695.73	23.00	695.51	9.00	695.73	8.54	695.73	23.00	695.51
52+00	695.50	23.00	695.28	9.00	695.50	7.39	695.50	23.00	695.28
+25	695.23	23.00	695.01	9.00	695.23	6.03	695.23	23.00	695.01
+50	694.94	23.00	694.72	9.00	694.94	4.26	694.94	23.00	694.72
+75	694.61	23.00	694.39	9.00	694.61	2.19	694.61	23.00	694.39
53+00	694.25	23.00	694.03	9.00	694.25	0.29	694.25	23.00	694.03

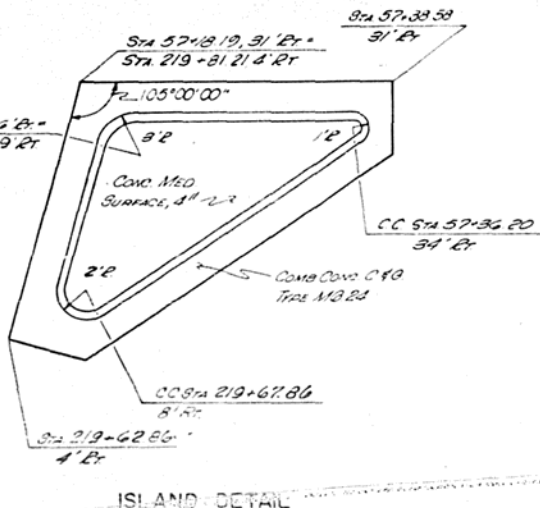
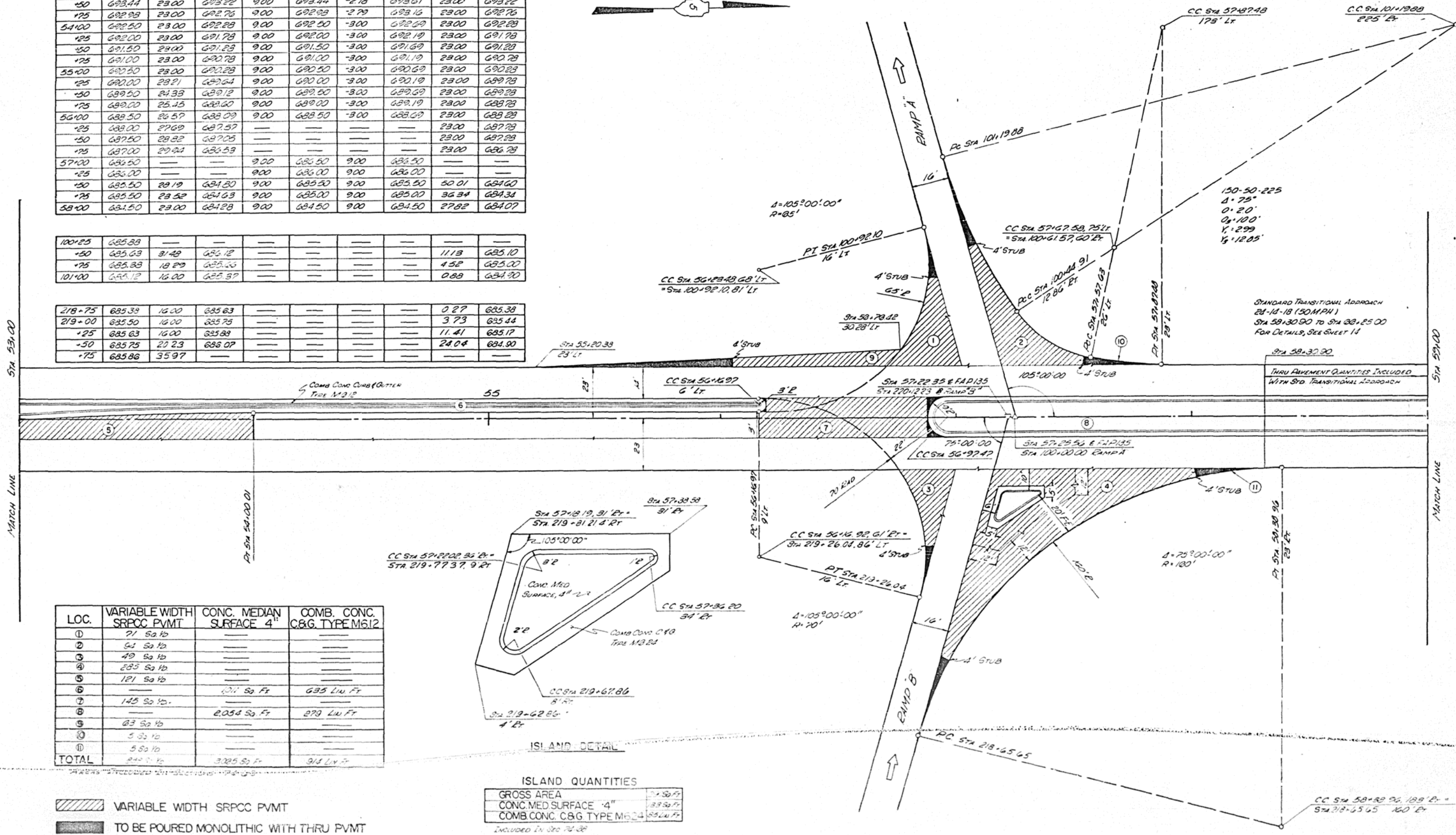
LOC.	VARIABLE WIDTH SRPCC PVMT.	CONC. MEDIAN SURFACE 4"	COMB. CONC. C.B.G. TYPE M6.12
1	59.53 F08	2,063 50 Ft	---
2	---	2,053 50 Ft	251 L/U Ft
3	---	---	251 L/U Ft
4	59.53 F08	---	---
TOTAL	119.06 F08	4,116 100 Ft	502 L/U Ft

- TO BE POURED MONOLITHIC W/TH THRU PVM'T
- VARIABLE WIDTH S.R.P.C.C. PAVEMENT
- BRIDGE APPROACH SLAB (1909)

STATION	PG ELEV	LEFT EDGE PVMIT OFFSET	LEFT MEDIAN ELEV	LEFT MEDIAN OFFSET	RIGHT MEDIAN ELEV	RIGHT MEDIAN OFFSET	RIGHT EDGE PVMIT ELEV
53+00	694.25	23.00	694.03	9.00	694.25	-0.22	694.39
53+25	693.86	23.00	693.64	9.00	693.86	-1.15	694.02
53+50	693.44	23.00	693.22	9.00	693.44	-2.18	693.61
53+75	692.98	23.00	692.76	9.00	692.98	-3.29	693.16
54+00	692.50	23.00	692.28	9.00	692.50	-4.30	692.69
54+25	692.00	23.00	691.78	9.00	692.00	-5.30	692.19
54+50	691.50	23.00	691.28	9.00	691.50	-6.30	691.69
54+75	691.00	23.00	690.78	9.00	691.00	-7.30	691.19
55+00	690.50	23.00	690.28	9.00	690.50	-8.30	690.69
55+25	690.00	23.21	689.64	9.00	690.00	-9.30	690.19
55+50	689.50	24.33	689.12	9.00	689.50	-10.30	689.69
55+75	689.00	25.45	688.60	9.00	689.00	-11.30	689.19
56+00	688.50	26.57	688.09	9.00	688.50	-12.30	688.69
56+25	688.00	27.69	687.57	9.00	688.00	-13.30	688.19
56+50	687.50	28.82	687.05	9.00	687.50	-14.30	687.69
56+75	687.00	29.94	686.53	9.00	687.00	-15.30	687.19
57+00	686.50	31.06	686.01	9.00	686.50	-16.30	686.69
57+25	686.00	32.18	685.49	9.00	686.00	-17.30	686.19
57+50	685.50	33.30	684.97	9.00	685.50	-18.30	685.69
57+75	685.00	34.42	684.45	9.00	685.00	-19.30	685.19
58+00	684.50	35.54	683.93	9.00	684.50	-20.30	684.69

STATION	PG ELEV	LEFT EDGE PVMIT OFFSET	LEFT MEDIAN ELEV	LEFT MEDIAN OFFSET	RIGHT MEDIAN ELEV	RIGHT MEDIAN OFFSET	RIGHT EDGE PVMIT ELEV
100+25	685.83	—	—	—	—	—	—
100+50	685.63	31.48	685.12	—	—	—	685.10
100+75	685.33	18.29	685.55	—	—	—	685.50
101+00	685.12	16.00	685.37	—	—	—	685.30

STATION	PG ELEV	LEFT EDGE PVMIT OFFSET	LEFT MEDIAN ELEV	LEFT MEDIAN OFFSET	RIGHT MEDIAN ELEV	RIGHT MEDIAN OFFSET	RIGHT EDGE PVMIT ELEV
218+75	685.33	16.00	685.63	—	—	—	685.38
219+00	685.50	16.00	685.75	—	—	—	685.44
219+25	685.63	16.00	685.88	—	—	—	685.17
219+50	685.75	22.23	686.07	—	—	—	684.90
219+75	685.86	35.97	—	—	—	—	—

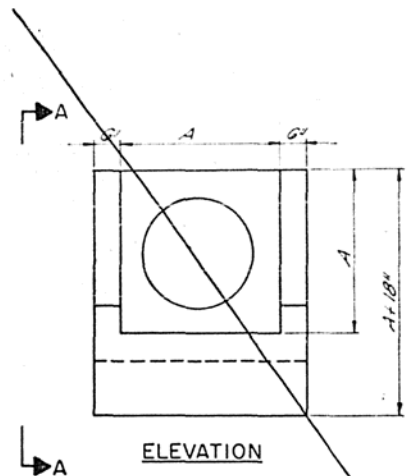


LOC.	VARIABLE WIDTH SRPCC PVMIT	CONC. MEDIAN SURFACE 4"	COMB. CONC. C.&G. TYPE M6.12
1	71 Sq Yd	—	—
2	64 Sq Yd	—	—
3	49 Sq Yd	—	—
4	285 Sq Yd	—	—
5	121 Sq Yd	—	—
6	—	121 Sq Ft	635 Lin Ft
7	145 Sq Yd	—	—
8	—	2,054 Sq Ft	279 Lin Ft
9	63 Sq Yd	—	—
10	5 Sq Yd	—	—
11	5 Sq Yd	—	—
TOTAL	244 Sq Yd	3,025 Sq Ft	914 Lin Ft

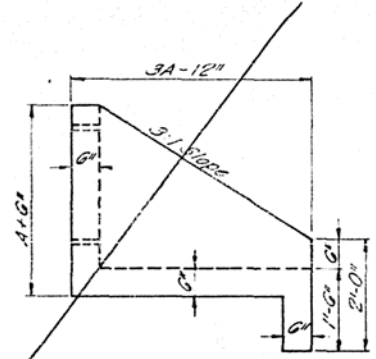
ISLAND QUANTITIES	
GROSS AREA	244 Sq Yd
CONC. MED SURFACE 4"	3,025 Sq Ft
COMB. CONC. C.&G. TYPE M6.12	914 Lin Ft

Included in Sta. 74-38

VARIABLE WIDTH SRPCC PVMIT
 TO BE POURED MONOLITHIC WITH THRU PVMIT OR CURB AND GUTTER



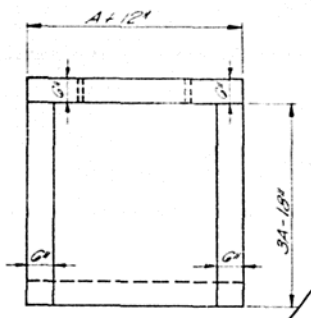
ELEVATION



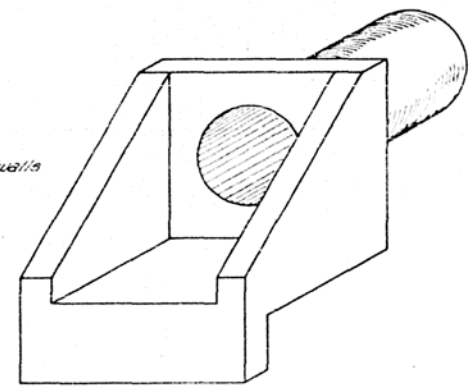
VIEW A-A

A	CONCRETE	SIZE OF TILE
1'-0"	0.2 Cu Yds	30" to 36"
1'-6"	0.4 Cu Yds	42" to 48"
2'-0"	0.6 Cu Yds	54" to 60"
2'-6"	0.9 Cu Yds	66" to 72"
3'-0"	1.5 Cu Yds	78" to 84"
3'-6"	2.2 Cu Yds	90" to 96"

NOTES:
 1. Special tile outlet headwall shall be constructed of Class X Concrete Headwalls throughout.
 2. All special tile outlet headwalls shall be constructed at right angles to the slope, unless otherwise directed by the Engineer.

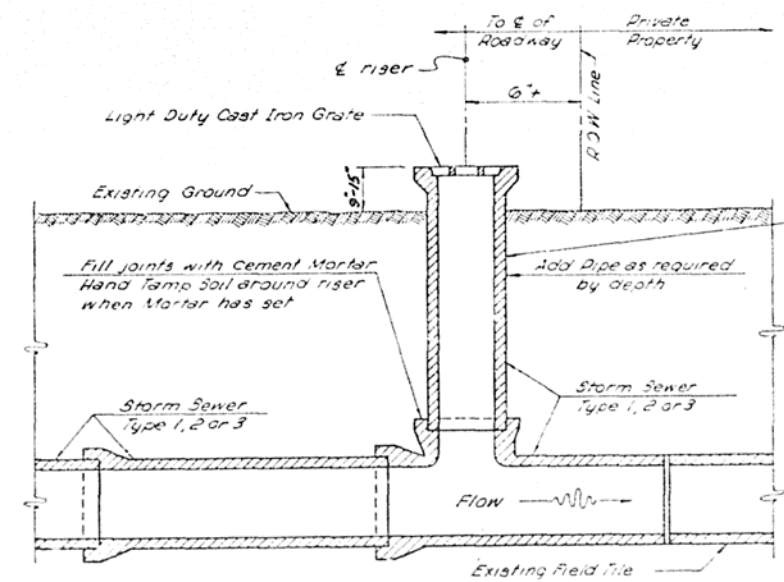
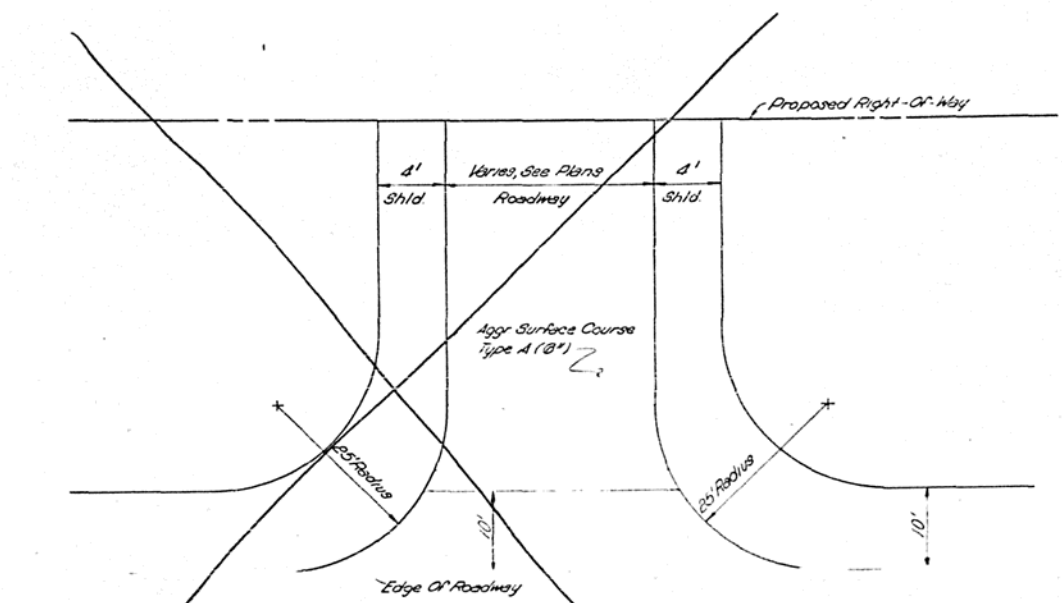


PLAN



OBLIQUE VIEW

SPECIAL TILE OUTLET HEADWALL



INSPECTION WELL DETAIL

STANDARD	SIZES
Storm Sewer	Riser
6"	6"
8"	8"
10"	8"
12" or Over	10"

NOTE:
 Where Storm Sewer crosses ROW Inspection Wells shall be placed 6" inside the ROW Line. Storm Sewer Riser & Grate to be incidental to Storm Sewers of the size and type specified.

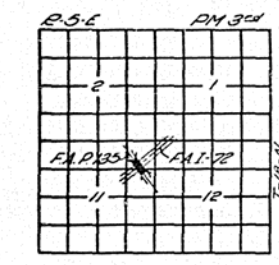
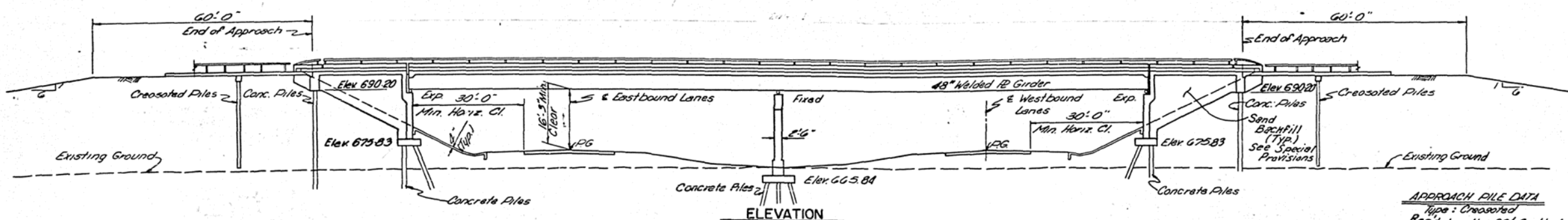
MISCELLANEOUS DETAILS

PROJ. I-72-2()

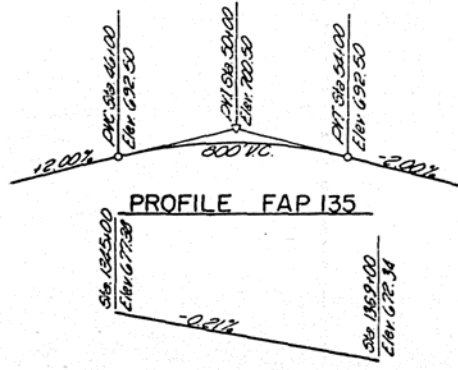
SECTION 74-68 HB-1 PIATT COUNTY

SCALE NONE

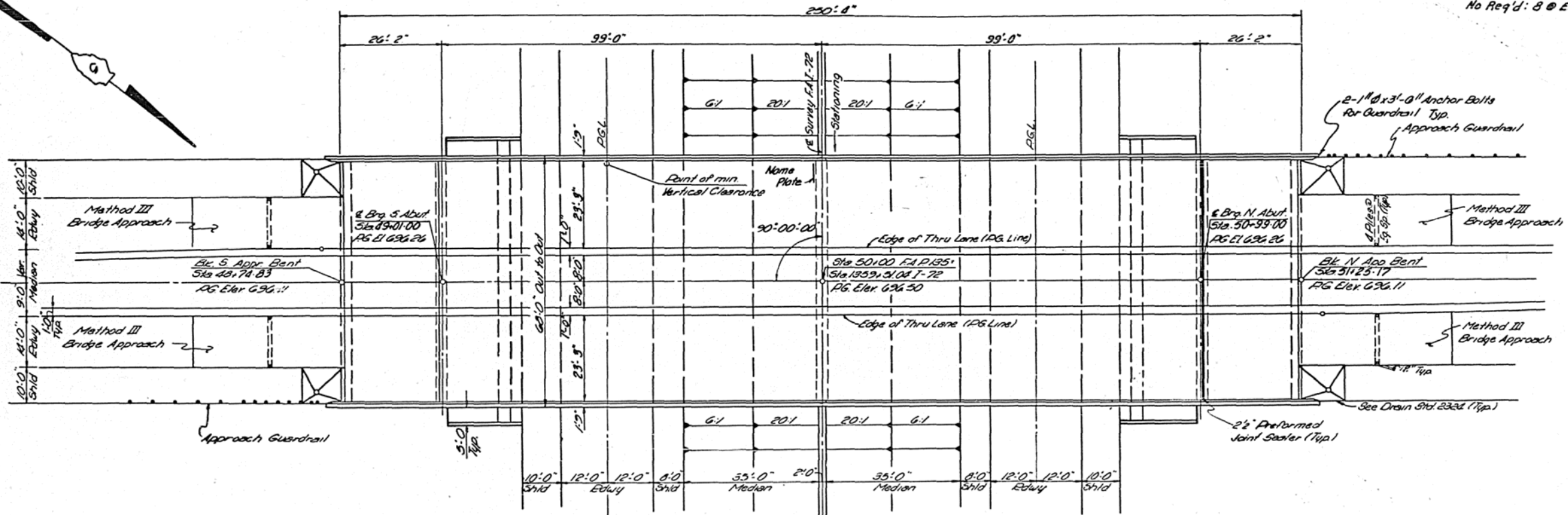
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
P.A.I.-72	74-68	PIATT	36	13	SHEETS 14
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



APPROACH PILE DATA
 Type: Creosoted
 Req'd Length: 22' South Appr.
 22' North Appr.
 No Req'd: 8 @ Each Approach



PROFILE FAP 135



PROFILE FAI-72

DESIGN STRESSES
 f_c = 4,000 psi Curb, Parapet, Substructure
 f_c = 1,800 psi Superstructure Deck
 f_s = 75 psi Footing
 f_s = 20,000 psi Reinforcing
 f_s = 20,000 psi Structural (A-36)
 n = 10
 LL Deflection = $\frac{L^4}{100}$ (Composite)
 Loading: HS20-44
 Allow 25% for Future W.S.

B.M. 43 - Top of EP spike in North side of 10' E.M. S' South of Sta. 1359+51.04 Elev. 672.73

TOTAL BILL OF MATERIALS

Item	Unit	Super	Sub	Total
Aluminum Railing	Lin. Ft.	519		519
Sand Backfill	Cu. Yd.		227	227
Structure Excavation	Cu. Yd.	570.98	124.425	695.405
Class X Concrete	Cu. Yd.	51,572.2	1,260	52,832.2
Furnishing & Erecting Structural Steel	Lump Sum	1		1
Furnishing Concrete Piles	Lin. Ft.		3663	3663
Furnishing Creosoted Piles (20/1 to 30/1)	Lin. Ft.		352	352
Driving Timber Piles	Lin. Ft.		352	352
Driving Concrete Piles	Lin. Ft.		3663	3663
Test Piles (Concrete)	Each		3	3
Name Plates	Each		1	1
Preformed Joint Sealer (2 1/2")	Lin. Ft.		130	130
Slope Wall (4 Inch)	Sq. Yd.		357	357
Stud Shear Connectors	Each	2916		2916
Reinforcement Bars	Lb.	161,416.7	48,570.3	209,987

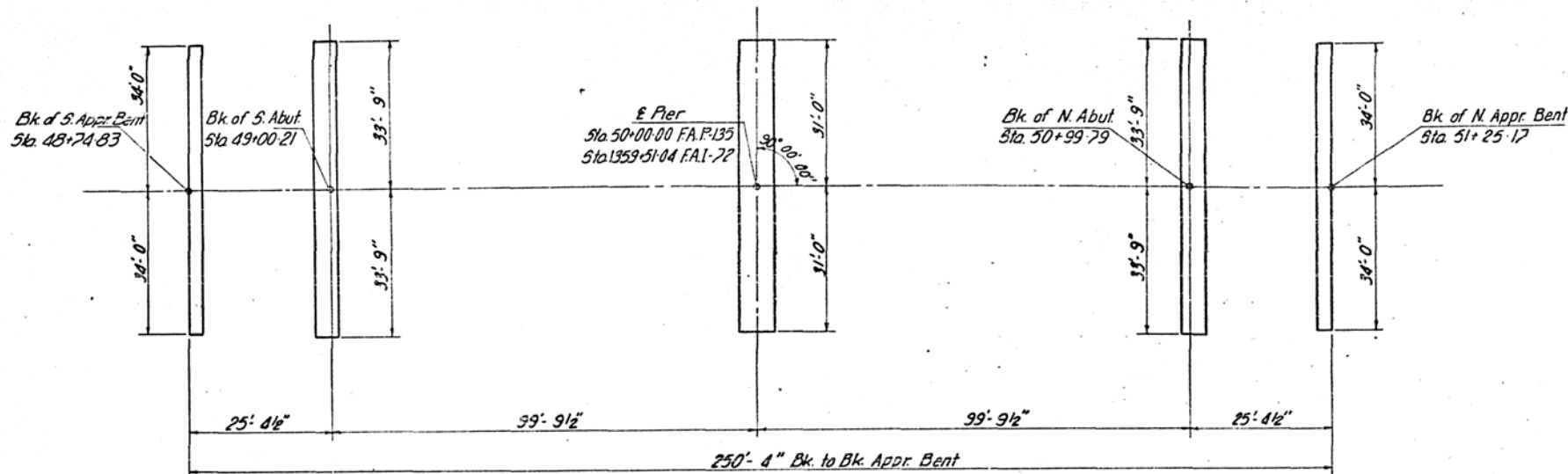
DESIGNED	LSY
CHECKED	ST
DRAWN	DD 11-18-71
CHECKED	DM i DM

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
 PAUL MOECK
 REGISTERED STRUCTURAL ENGINEER
 OF ILLINOIS

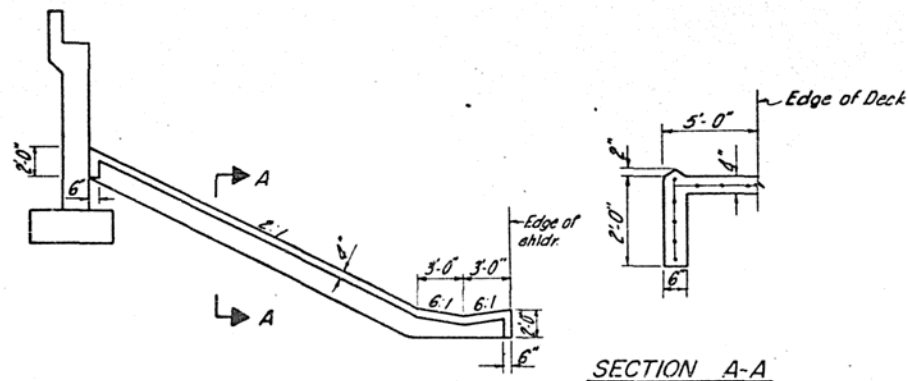
GENERAL PLAN & ELEVATION
 PROJ. I-72-2(52)60
 F.A.I. 72 - SEC. 74-68 HB I
 PIATT COUNTY
 STA. 1359+51.04 (FAI-72)

Rev. C1 X Conc. from 9940 Cu Yds to 10052 Cu Yds. Furn & Driving Conc. Piles from 3078 Lin. Ft. to 3663 Lin. Ft. Test Piles (Conc.) from 1 to 3. Reinf. Bars from 198,370# to 199,590# Deleted Protective Coat - 572 Sq. Yds., Bit Conc. Surf. Course, Class I - 151 Tons, Coal Tar Interlayer Protective Coat 1356 Sq. Yds. 9-10-73 L.W.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	74-68 HB-1	PLATT	36	14
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



FOOTING LAYOUT



SLOPE WALL DETAIL

STATION 1359+51.04
BUILT 1974 BY
STATE OF ILLINOIS
F.A.I. 72 SEC. 74-68-HB-1
F.A. PROJ. 1-72-2(52)
LOADING HS20 & ALT.

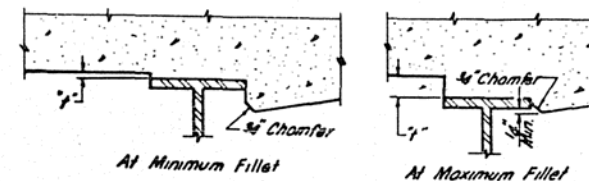
BRIDGE NAME PLATE
See Std. 2113

GENERAL NOTES

- All Reinforcement Bars Shall Be Lapped 2d Diameters Unless Otherwise Shown.
- Fasteners Shall Be High Strength Bolts, Bolts 3/4" ϕ ; Open Holes 1 1/8" ϕ , Unless Otherwise Noted.
- Calculated Weight Of Structural Steel = 409,222 lbs.
- The Basic Lead Silico Chromate Paint System Shall Be Used For Shop And Field Painting Of Structural Steel.
- Field Welding Of Construction Accessories Will Not Be Permitted To The Bottom Flange Of Beams Or Girders Nor To The Top Flange For A Distance Equal To One-Fourth The Span Length Each Way From The Pier Supports. Field Welding In Other Areas Will Be Permitted Only When Approved By The Engineer.
- Anchor Bolts Shall Be Set Before Bolting Diaphragms (Bolting Cross Frames) Over Supports.
- Slope Wall Shall Be Reinforced With Welded Wire Fabric 6" \times 6" Mesh, Weighing 50 # Per 100 Sq. Ft.
- The Contractor Shall Drive 3 Concrete Test Piles In A Permanent Location (1) Each Abutment & Pier As Directed By The Engineer Before Ordering The Remainder Of Piles.
- The Embankment Configuration Shown Shall Be The Minimum Embankment That Must Be Constructed Prior To Construction Of The Abutments.
- The Concrete Rail Section Above The Mandatory Construction Joint At The Top Of The Slab Shall Be Constructed Of Class X Concrete, Except The Aggregates Shall Conform To The Requirements Of Handrail Concrete.
- Bearing Seat Surfaces Shall Be Constructed Or Adjusted To The Designated Elevations Within A Tolerance Of 1/8 Inch. Adjustment Shall Be Made Either By Grinding The Surface Or By Shimming The Bearing. Two 1/2" Adjusting Shims, Of The Dimensions Of The Bottom Bearing Plate, Shall Be Provided For Each Bearing In Addition To All Other Plates Or Shims.
- Protective Coat Shall Not Be Applied To Surfaces To Which Coat Or Interlayer Protective Coat Is Applied.
- Concrete Piles at Abutments shall be Driven in Holes Precored through the Embankment in Accordance with Art. 513.03(c) of the Std. Specs.
- The main load carrying member components subject to the Supplemental Requirements for Notch Toughness are the flanges, webs, and splice plates of the steel girders or wide flange beams.

DESIGNED S.T.
CHECKED M.S.S.
DRAWN M.M.P. 6-27-72
CHECKED K.S.Y.

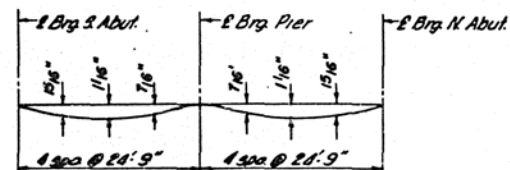
SUBSTRUCTURE LAYOUT
F.A.I. 72 SEC. 74-68-HB-1
PLATT COUNTY
STA. 1359+51.04 (F.A.I. 72)



FILLET HEIGHTS

To determine "f": After all Structural Steel or Precast Prestressed has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "f" above top flange of beams.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. #	74-68 HB-1	PIATT	36	15
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 grade elevations adjusted for dead load deflections as shown below.

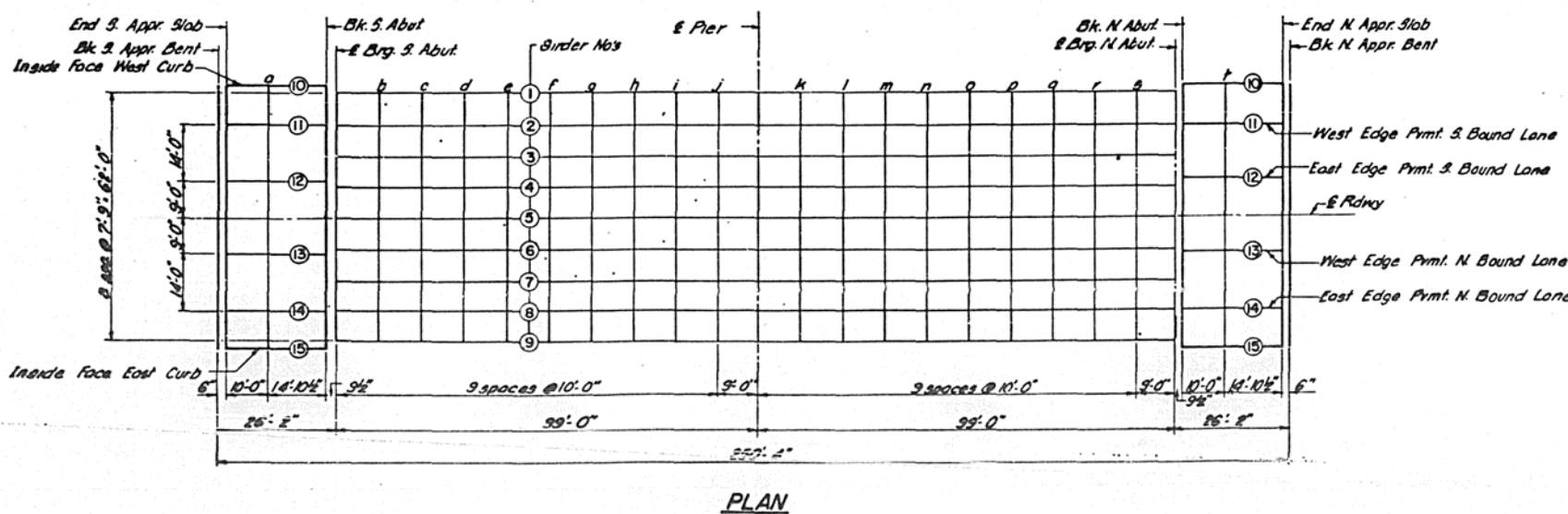
SOUTH APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elev. Adjusted For D.L. Deflection
BACK OF APPROACH BENT				
10	4874.830	-32.250	695.574	695.574
11	4874.830	-23.000	695.765	695.765
12	4874.830	-9.000	695.983	695.983
13	4874.830	9.000	695.983	695.983
14	4874.830	23.000	695.765	695.765
15	4874.830	32.250	695.574	695.574
BACK OF APPROACH SLAB				
10	4875.330	-32.250	695.578	695.578
11	4875.330	-23.000	695.768	695.768
12	4875.330	-9.000	695.987	695.987
13	4875.330	9.000	695.987	695.987
14	4875.330	23.000	695.768	695.768
15	4875.330	32.250	695.578	695.578
g				
10	4885.330	-32.250	695.637	695.637
11	4885.330	-23.000	695.828	695.828
12	4885.330	-9.000	696.046	696.046
13	4885.330	9.000	696.046	696.046
14	4885.330	23.000	695.828	695.828
15	4885.330	32.250	695.637	695.637
BACK OF ABUTMENT				
10	4900.210	-32.250	695.717	695.717
11	4900.210	-23.000	695.908	695.908
12	4900.210	-9.000	696.126	696.126
13	4900.210	9.000	696.126	696.126
14	4900.210	23.000	695.908	695.908
15	4900.210	32.250	695.717	695.717

Location	Girder	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elev. Adjusted For D.L. Deflection
E Brg. S. Abut.	1	4901.000	-31.000	695.747	695.747
	2	4901.000	-23.250	695.906	695.906
	3	4901.000	-15.500	696.029	696.029
	4	4901.000	-7.750	696.150	696.150
	5	4901.000	-0.000	696.271	696.896
	6	4901.000	7.750	696.150	696.150
	7	4901.000	15.500	696.029	696.029
	8	4901.000	23.250	695.906	695.906
	9	4901.000	31.000	695.747	695.747
d	1	4911.000	-31.000	695.794	695.832
	2	4911.000	-23.250	695.953	695.991
	3	4911.000	-15.500	696.076	696.113
	4	4911.000	-7.750	696.197	696.234
	5	4911.000	-0.000	696.318	696.943
	6	4911.000	7.750	696.197	696.234
	7	4911.000	15.500	696.076	696.113
	8	4911.000	23.250	695.953	695.991
	9	4911.000	31.000	695.794	695.832
c	1	4921.000	-31.000	695.836	695.905
	2	4921.000	-23.250	695.995	696.064
	3	4921.000	-15.500	696.118	696.187
	4	4921.000	-7.750	696.239	696.308
	5	4921.000	-0.000	696.360	696.988
	6	4921.000	7.750	696.239	696.308
	7	4921.000	15.500	696.118	696.187
	8	4921.000	23.250	695.995	696.064
	9	4921.000	31.000	695.836	695.905

Location	Girder	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elev. Adjusted For D.L. Deflection
d	1	4931.000	-31.000	695.873	695.962
	2	4931.000	-23.250	696.032	696.121
	3	4931.000	-15.500	696.155	696.244
	4	4931.000	-7.750	696.276	696.365
	5	4931.000	-0.000	696.397	697.022
	6	4931.000	7.750	696.276	696.365
	7	4931.000	15.500	696.155	696.244
	8	4931.000	23.250	696.032	696.121
	9	4931.000	31.000	695.873	695.962
e	1	4941.000	-31.000	695.905	696.001
	2	4941.000	-23.250	696.064	696.160
	3	4941.000	-15.500	696.187	696.282
	4	4941.000	-7.750	696.308	696.403
	5	4941.000	-0.000	696.429	697.054
	6	4941.000	7.750	696.308	696.403
	7	4941.000	15.500	696.187	696.282
	8	4941.000	23.250	696.064	696.160
	9	4941.000	31.000	695.905	696.001
f	1	4951.000	-31.000	695.932	696.021
	2	4951.000	-23.250	696.091	696.181
	3	4951.000	-15.500	696.214	696.303
	4	4951.000	-7.750	696.335	696.424
	5	4951.000	-0.000	696.456	697.081
	6	4951.000	7.750	696.335	696.424
	7	4951.000	15.500	696.214	696.303
	8	4951.000	23.250	696.091	696.181
	9	4951.000	31.000	695.932	696.021

Location	Girder	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elev. Adjusted For D.L. Deflection
g	1	4961.000	-31.000	695.954	696.025
	2	4961.000	-23.250	696.113	696.185
	3	4961.000	-15.500	696.236	696.307
	4	4961.000	-7.750	696.357	696.428
	5	4961.000	-0.000	696.478	697.103
	6	4961.000	7.750	696.357	696.428
	7	4961.000	15.500	696.236	696.307
	8	4961.000	23.250	696.113	696.185
	9	4961.000	31.000	695.954	696.025
h	1	4971.000	-31.000	695.971	696.018
	2	4971.000	-23.250	696.130	696.178
	3	4971.000	-15.500	696.253	696.300
	4	4971.000	-7.750	696.374	696.421
	5	4971.000	-0.000	696.495	697.120
	6	4971.000	7.750	696.374	696.421
	7	4971.000	15.500	696.253	696.300
	8	4971.000	23.250	696.130	696.178
	9	4971.000	31.000	695.971	696.018
i	1	4981.000	-31.000	695.983	696.006
	2	4981.000	-23.250	696.142	696.166
	3	4981.000	-15.500	696.265	696.288
	4	4981.000	-7.750	696.386	696.409
	5	4981.000	-0.000	696.507	697.132
	6	4981.000	7.750	696.386	696.409
	7	4981.000	15.500	696.265	696.288
	8	4981.000	23.250	696.142	696.166
	9	4981.000	31.000	695.983	696.006



Note:
 Elevations Given For Girders 4, 5, 6 Are For A Theoretical Top of Roadway Deck Slab - If Top of Median Slab is Desired Add .625 ft. To The Elevation Given Above.

DESIGNED	K.S.Y.
CHECKED	C.S.
DRAWN	M.P./B.G.
CHECKED	K.S.Y.

TOP OF SLAB ELEVATIONS
 F.A.I.-72 SEC. 74-68-HB-1
 PIATT COUNTY
 STA. 1359+51.04 (F.A.I.-72)

STATE OF ILLINOIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-72	74-68 HB-1	PIATT	36	16
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

SHEET NO. 4
SHEETS 14

Location	Girder	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elev. Adjusted For D.L. Deflection
J	1	4991.000	-31.000	695.990	695.996
	2	4991.000	-23.250	696.149	696.156
	3	4991.000	-15.500	696.277	696.278
	4	4991.000	-7.750	696.393	696.399
	5	4991.000	-0.000	696.514	697.139
	6	4991.000	7.750	696.393	696.399
	7	4991.000	15.500	696.272	696.278
	8	4991.000	23.250	696.149	696.156
	9	4991.000	31.000	695.990	695.996
E Pier	1	5000.000	-31.000	695.992	695.992
	2	5000.000	-23.250	696.151	696.151
	3	5000.000	-15.500	696.274	696.274
	4	5000.000	-7.750	696.395	696.395
	5	5000.000	-0.000	696.516	697.141
	6	5000.000	7.750	696.395	696.395
	7	5000.000	15.500	696.274	696.274
	8	5000.000	23.250	696.151	696.151
	9	5000.000	31.000	695.992	695.992
K	1	5010.000	-31.000	695.989	695.996
	2	5010.000	-23.250	696.149	696.156
	3	5010.000	-15.500	696.271	696.278
	4	5010.000	-7.750	696.392	696.399
	5	5010.000	-0.000	696.513	697.131
	6	5010.000	7.750	696.392	696.399
	7	5010.000	15.500	696.271	696.278
	8	5010.000	23.250	696.149	696.156
	9	5010.000	31.000	695.989	695.996
I	1	5020.000	-31.000	695.982	696.007
	2	5020.000	-23.250	696.141	696.167
	3	5020.000	-15.500	696.264	696.289
	4	5020.000	-7.750	696.385	696.410
	5	5020.000	-0.000	696.506	697.131
	6	5020.000	7.750	696.385	696.410
	7	5020.000	15.500	696.264	696.289
	8	5020.000	23.250	696.141	696.167
	9	5020.000	31.000	695.982	696.007

Location	Girder	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elev. Adjusted For D.L. Deflection
m	1	5030.000	-31.000	695.969	696.019
	2	5030.000	-23.250	696.129	696.179
	3	5030.000	-15.500	696.251	696.301
	4	5030.000	-7.750	696.372	696.422
	5	5030.000	-0.000	696.493	697.118
	6	5030.000	7.750	696.372	696.422
	7	5030.000	15.500	696.251	696.301
	8	5030.000	23.250	696.129	696.179
	9	5030.000	31.000	695.969	696.019
n	1	5040.000	-31.000	695.952	696.026
	2	5040.000	-23.250	696.111	696.185
	3	5040.000	-15.500	696.234	696.307
	4	5040.000	-7.750	696.355	696.428
	5	5040.000	-0.000	696.476	697.101
	6	5040.000	7.750	696.355	696.428
	7	5040.000	15.500	696.234	696.307
	8	5040.000	23.250	696.111	696.185
	9	5040.000	31.000	695.952	696.026
o	1	5050.000	-31.000	695.929	696.020
	2	5050.000	-23.250	696.089	696.179
	3	5050.000	-15.500	696.211	696.301
	4	5050.000	-7.750	696.332	696.422
	5	5050.000	-0.000	696.453	697.078
	6	5050.000	7.750	696.332	696.422
	7	5050.000	15.500	696.211	696.301
	8	5050.000	23.250	696.089	696.179
	9	5050.000	31.000	695.929	696.020
p	1	5060.000	-31.000	695.902	695.997
	2	5060.000	-23.250	696.061	696.157
	3	5060.000	-15.500	696.184	696.279
	4	5060.000	-7.750	696.305	696.400
	5	5060.000	-0.000	696.426	697.051
	6	5060.000	7.750	696.305	696.400
	7	5060.000	15.500	696.184	696.279
	8	5060.000	23.250	696.061	696.157
	9	5060.000	31.000	695.902	695.997

Location	Girder	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elev. Adjusted For D.L. Deflection
q	1	5070.000	-31.000	695.869	695.957
	2	5070.000	-23.250	696.029	696.116
	3	5070.000	-15.500	696.151	696.238
	4	5070.000	-7.750	696.272	696.359
	5	5070.000	-0.000	696.393	697.018
	6	5070.000	7.750	696.272	696.359
	7	5070.000	15.500	696.151	696.238
	8	5070.000	23.250	696.029	696.116
	9	5070.000	31.000	695.869	695.957
r	1	5080.000	-31.000	695.832	695.898
	2	5080.000	-23.250	695.991	696.057
	3	5080.000	-15.500	696.114	696.180
	4	5080.000	-7.750	696.235	696.301
	5	5080.000	-0.000	696.356	696.981
	6	5080.000	7.750	696.235	696.301
	7	5080.000	15.500	696.114	696.180
	8	5080.000	23.250	695.991	696.057
	9	5080.000	31.000	695.832	695.898
s	1	5090.000	-31.000	695.789	695.823
	2	5090.000	-23.250	695.949	695.983
	3	5090.000	-15.500	696.071	696.105
	4	5090.000	-7.750	696.192	696.226
	5	5090.000	-0.000	696.313	696.938
	6	5090.000	7.750	696.192	696.226
	7	5090.000	15.500	696.071	696.105
	8	5090.000	23.250	695.949	695.983
	9	5090.000	31.000	695.789	695.823
E. Erg. N. Abut.	1	5099.000	-31.000	695.747	695.747
	2	5099.000	-23.250	695.906	695.906
	3	5099.000	-15.500	696.029	696.029
	4	5099.000	-7.750	696.150	696.150
	5	5099.000	-0.000	696.271	696.886
	6	5099.000	7.750	696.150	696.150
	7	5099.000	15.500	696.029	696.029
	8	5099.000	23.250	695.906	695.906
	9	5099.000	31.000	695.747	695.747

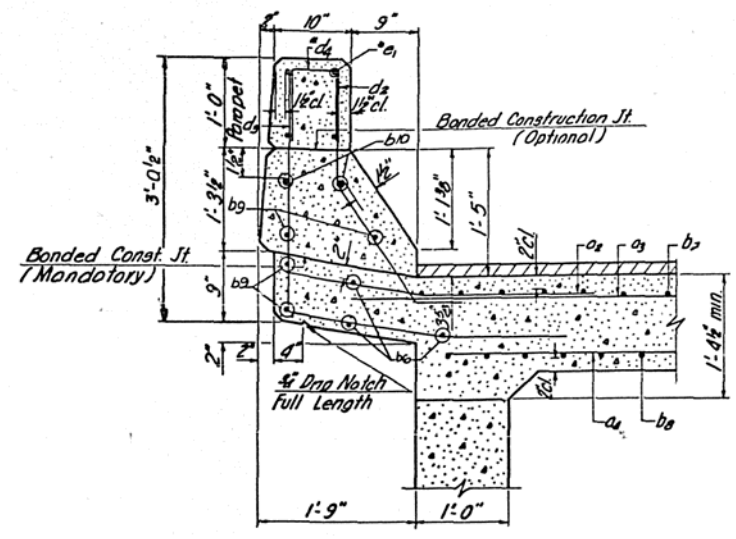
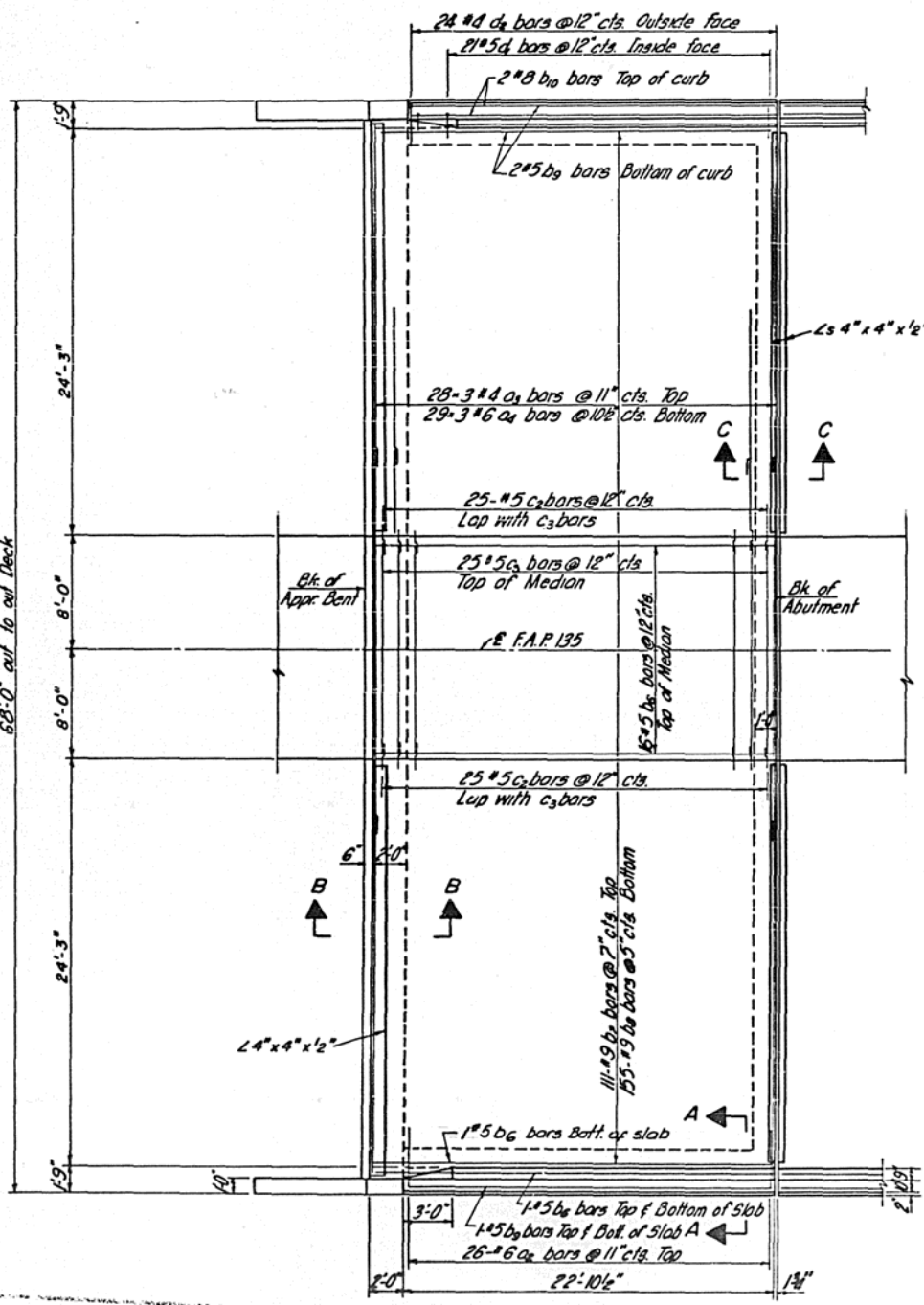
NORTH APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elev. Adjusted For D.L. Deflection
BACK OF ABUTMENT				
10	5099.790	-32.250	695.717	695.717
11	5099.790	-23.000	695.908	695.908
12	5099.790	-9.000	696.126	696.126
13	5099.790	9.000	696.126	696.126
14	5099.790	23.000	695.908	695.908
15	5099.790	32.250	695.717	695.717
I				
10	5109.790	-32.250	695.665	695.665
11	5109.790	-23.000	695.855	695.855
12	5109.790	-9.000	696.074	696.074
13	5109.790	9.000	696.074	696.074
14	5109.790	23.000	695.855	695.855
15	5109.790	32.250	695.665	695.665
BACK OF APPROACH SLAB				
10	5124.670	-32.250	695.578	695.578
11	5124.670	-23.000	695.768	695.768
12	5124.670	-9.000	695.987	695.987
13	5124.670	9.000	695.987	695.987
14	5124.670	23.000	695.768	695.768
15	5124.670	32.250	695.578	695.578
BACK OF APPROACH BENT				
10	5125.170	-32.250	695.574	695.574
11	5125.170	-23.000	695.765	695.765
12	5125.170	-9.000	695.983	695.983
13	5125.170	9.000	695.983	695.983
14	5125.170	23.000	695.765	695.765
15	5125.170	32.250	695.574	695.574

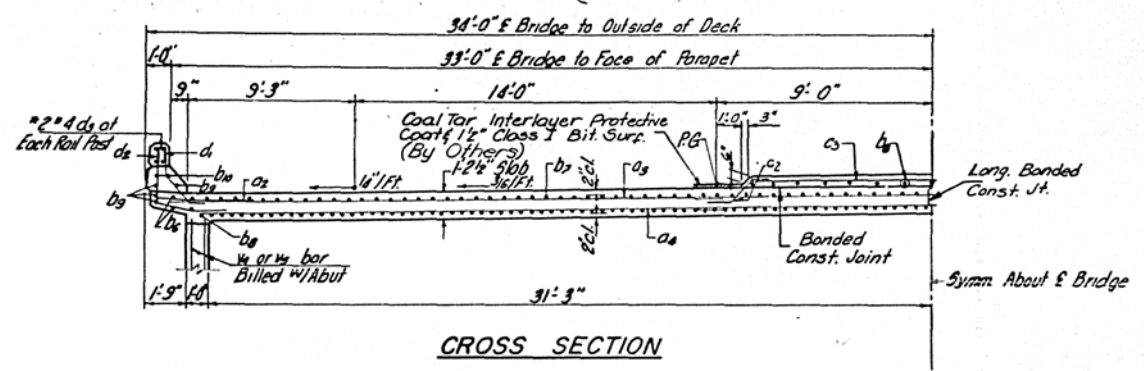
DESIGNED	K.S.Y.
CHECKED	M.S.S.
DRAWN	S.G.
CHECKED	K.S.Y.

TOP OF SLAB ELEVATIONS
F.A.I.-72 SEC. 74-68-HB-1
PIATT COUNTY
STA. 1359+51.04 (F.A.I.-72)

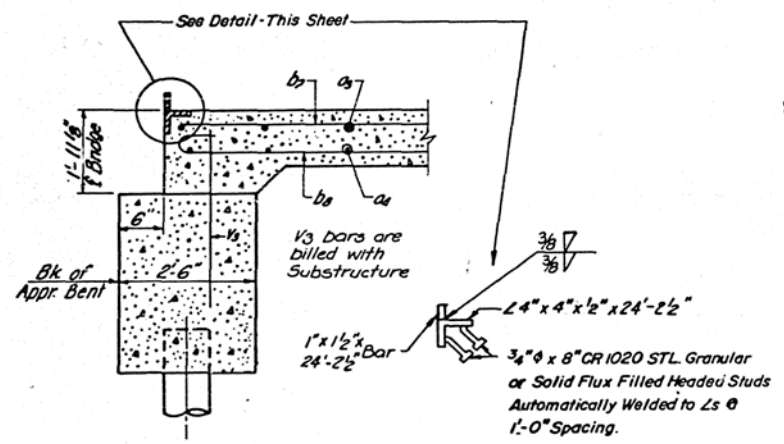
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3 SHEETS 14
R.S.L.	74-68	PIATT	36	17	
F.A.I. 72	HB-1				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



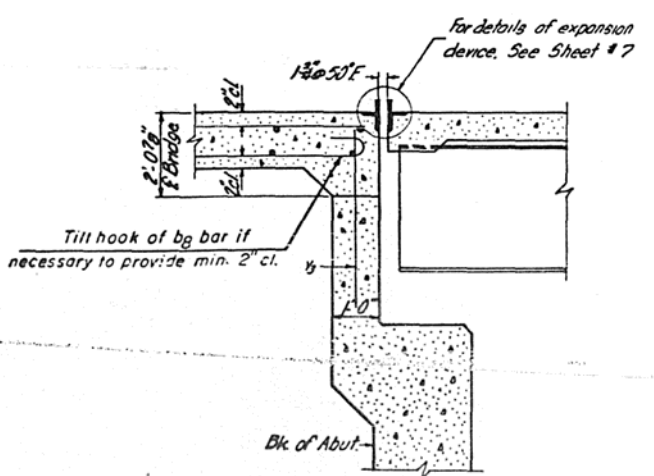
SECTION A-A



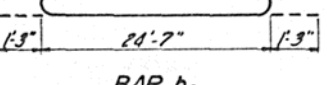
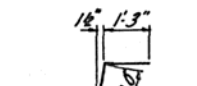
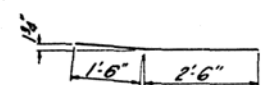
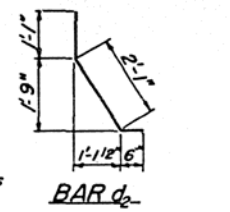
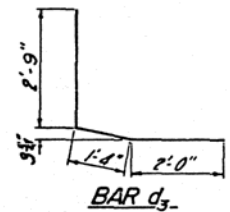
CROSS SECTION



SECTION B-B



SECTION C-C



BILL OF MATERIAL - ONE SLAB

Bar	No.	Size	Length	Shape
a1	52	#6	4'-0"	—
a2	84	#4	2'-9"	—
a3	87	#6	2'-9"	—
b1	22	#5	24'-6"	—
b2	111	#9	24'-6"	—
b3	155	#9	27'-1"	—
b4	8	#5	22'-6"	—
b5	4	#8	22'-6"	—
c1	50	#5	3'-6"	—
c2	25	#5	13'-4"	—
d1	42	#5	3'-8"	—
d2	48	#4	6'-1"	—
		Class X Concrete	Cu. Yds.	88.7
		Reinforcement Bars	Lbs.	30,056.0

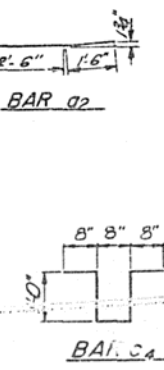
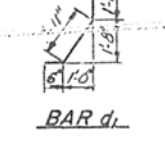
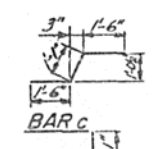
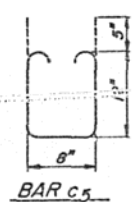
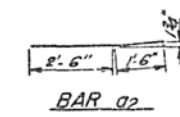
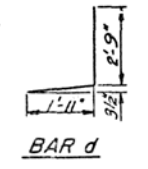
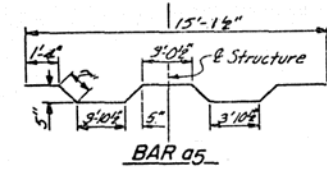
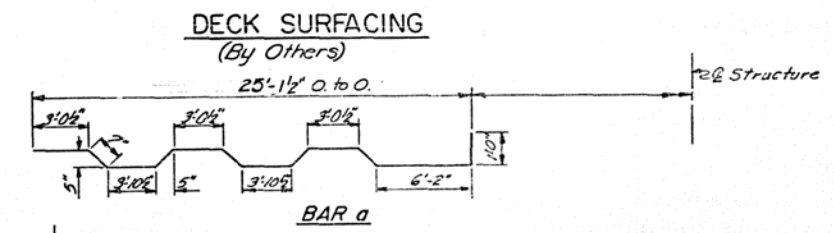
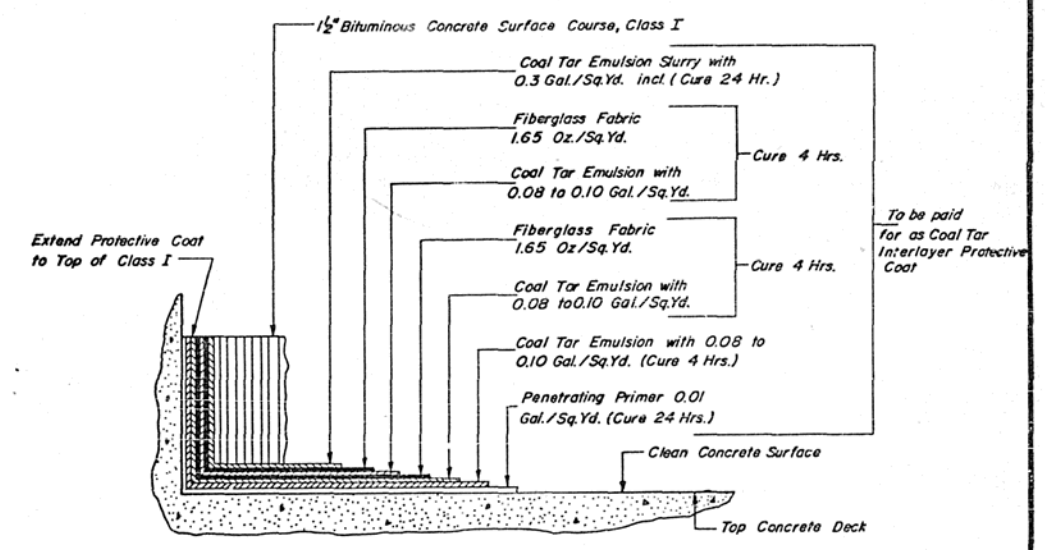
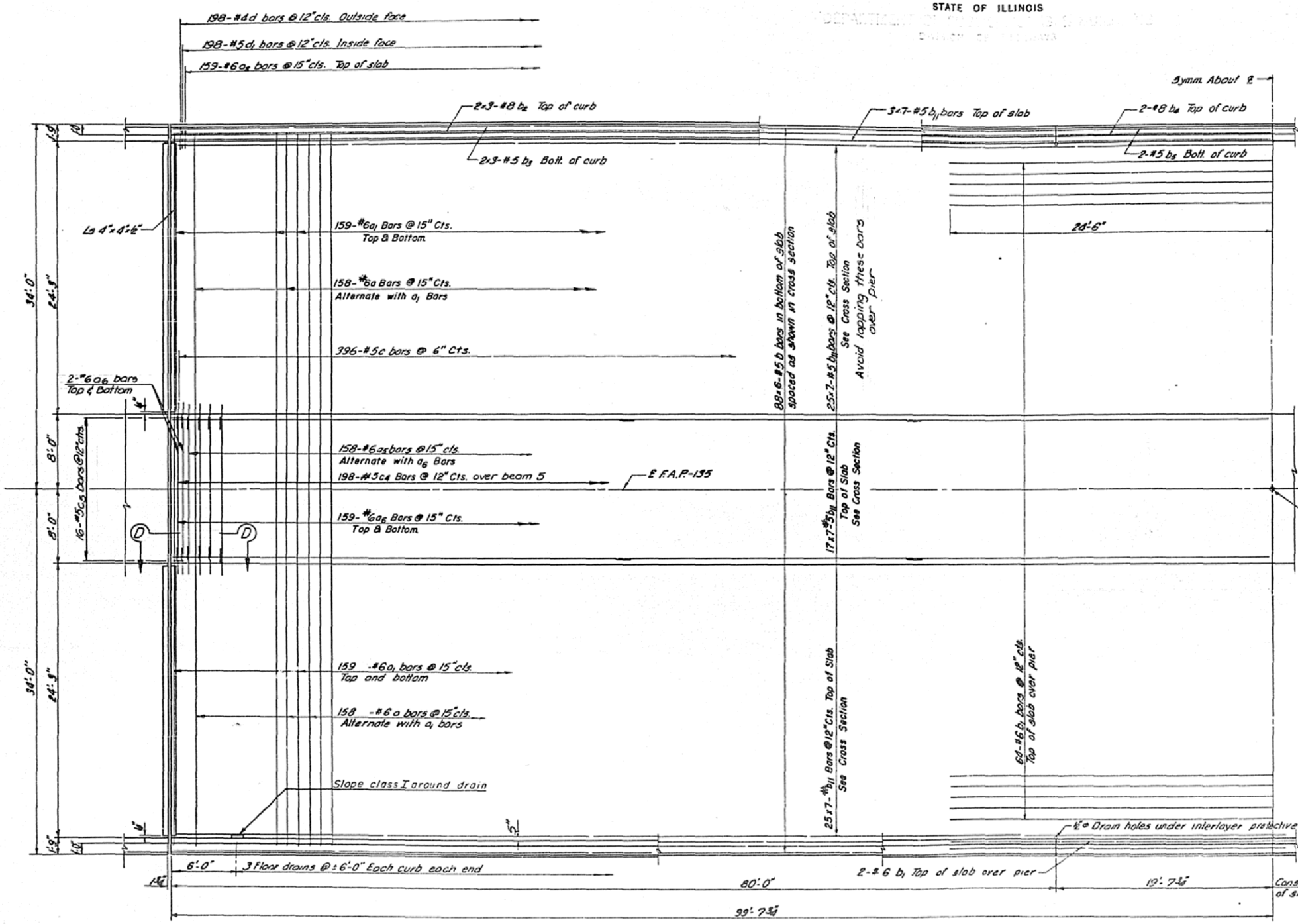
*Parapet Reinforcement And Class X Concrete Are Billed On Sheet #8

Note: Bars Indicated Thus, 20-3-#5 etc. Indicates 20 Lines of Bars With 3 Lengths Per Line
Min Bar Lap = 24 Diameters

DESIGNED	ST
CHECKED	M.S.S.
DRAWN	M.M.P. 6-28-72
CHECKED	K.S.Y.

SLAB DETAILS
F.A.I.-72 SEC. 74-68-HB-1
PIATT COUNTY
STA. 1359+51.04 (F.A.I.-72)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	74-68 HB-1	PIATT	36	18
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



BILL OF MATERIAL

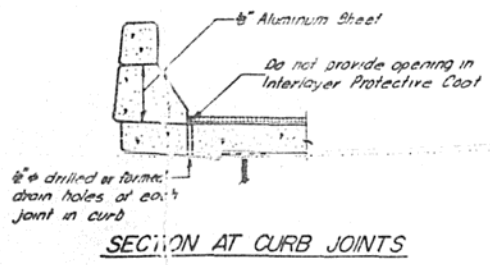
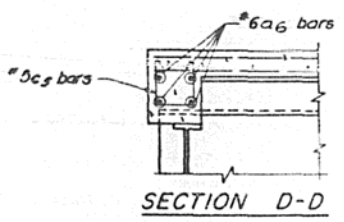
Bar	No.	Size	Length	Shape
a	316	#6	26'-11 1/2"	
a ₁	636	#6	25'-3"	
a ₂	318	#6	4'-0"	
a ₃	158	#6	15'-3 1/2"	
a ₄	326	#6	15'-2"	
b	528	#5	34'-4"	
b ₁	68	#6	49'-0"	
b ₂	24	#8	28'-0"	
b ₃	24	#5	27'-6"	
b ₄	8	#8	15'-3"	
b ₅	8	#5	19'-3"	
b ₁₁	511	#5	29'-8"	
c	792	#5	4'-1"	
c ₁	198	#5	4'-0"	
c ₂	32	#5	3'-6"	
d	396	#4	8'-8"	
d ₁	396	#5	3'-6"	

Reinforcement Bars	Lbs.	97,774.6
Class 1 Concrete	Cu Yds.	377.6

Reinforcement and class 1 concrete are billed on sheet #8

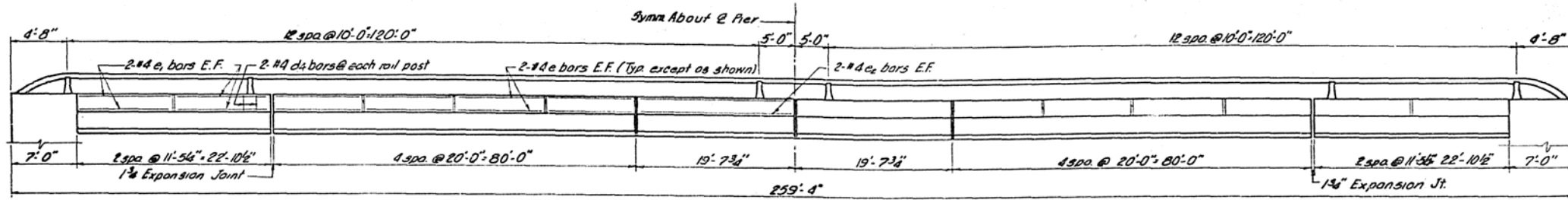
NOTE:
For Detail of Floor Drain,
See Sheet 7.

HALF PLAN

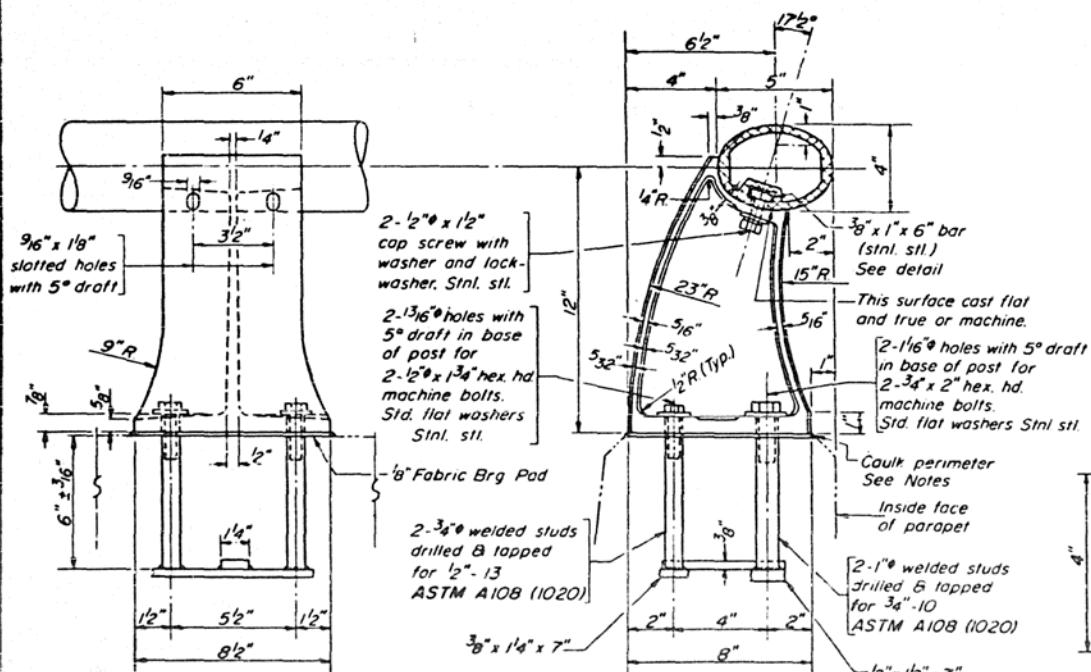


DESIGNED	J.T.
CHECKED	M.S.S.
DRAWN	M.M.P. Aug 2nd '72
CHECKED	K.S.V.

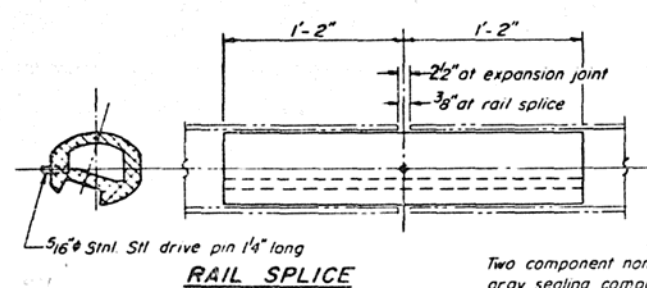
SLAB DETAILS
FAI-72 SEC. 74-68-HB-1
PIATT COUNTY
STA. 1359+51-04 (FAI-72)



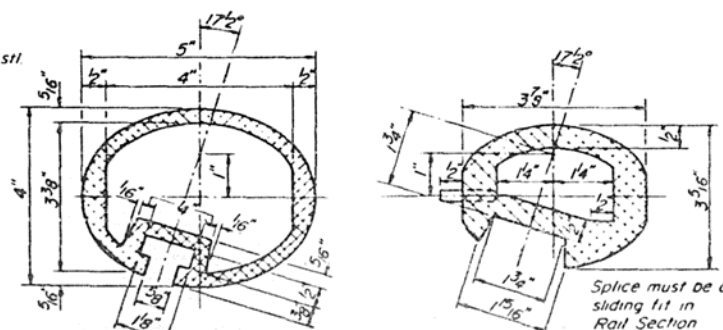
ELEVATION



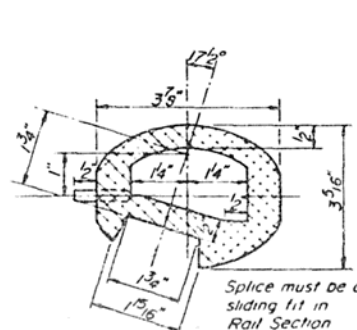
RAIL POST DETAILS



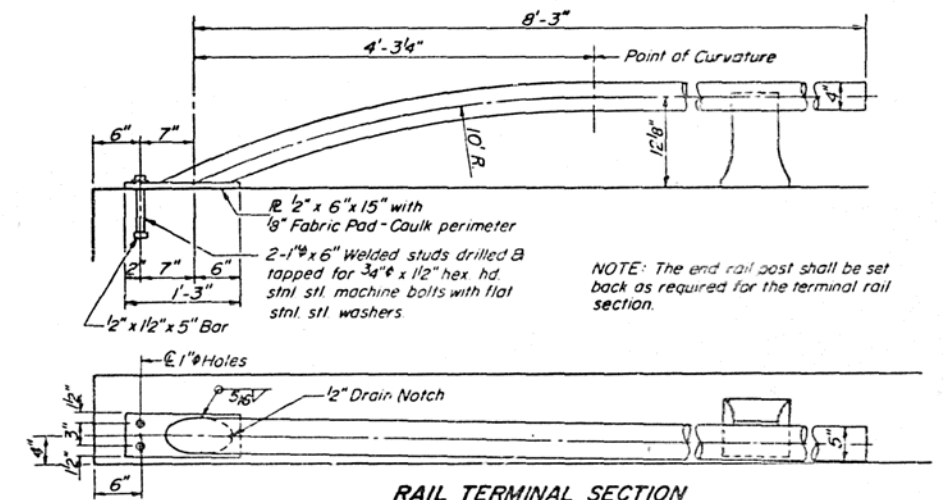
RAIL SPLICE



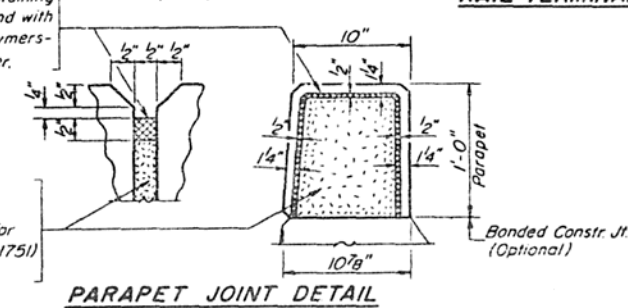
SEC THRU ELLIPTICAL RAIL SECTION



SEC THRU SPLICE



RAIL TERMINAL SECTION



PARAPET JOINT DETAIL

TWO PARAPETS & RAILS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e	64	#4	19'-8"	
e ₁	32	#4	11'-1"	
e ₂	16	#4	19'-5"	
d ₁	104	#4	2'-1"	□
Reinforcement Bars			Lbs	1430
Class X Concrete			Cu Yds	15.8
Aluminum Railing			Lin Ft	519

DESIGNED S.T.
CHECKED K.S.V.
DRAWN M.M.P. 8-4-72
CHECKED K.S.V.

R-17 4-22-68 9-18-69 3-3-71

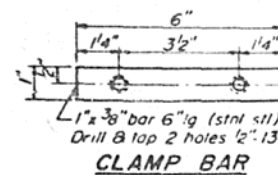
NOTES:

All Aluminum Alloy Extruded Rail 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.
Provide 1 - 1/8" and 2 - 1/16" Aluminum Chims for 25% of the Posts. Rail element shall be parallel to Grade - high spots shall be ground on low spots shimmed.

Seal perimeter of base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers, gun grade with primer. Fabric Bearing Pad shall have same dimensions as base of post.

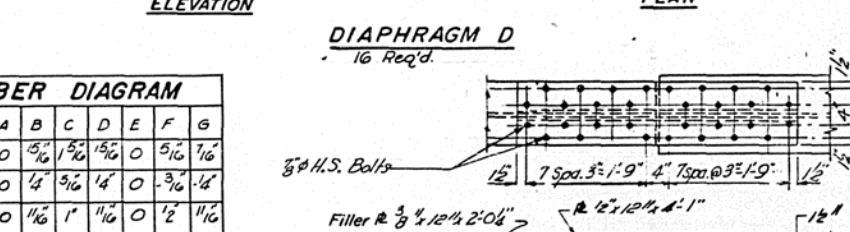
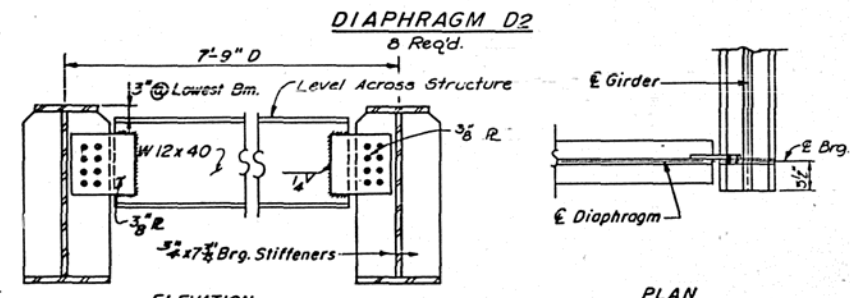
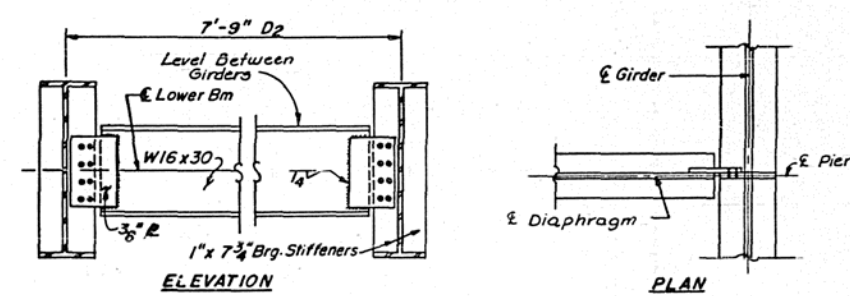
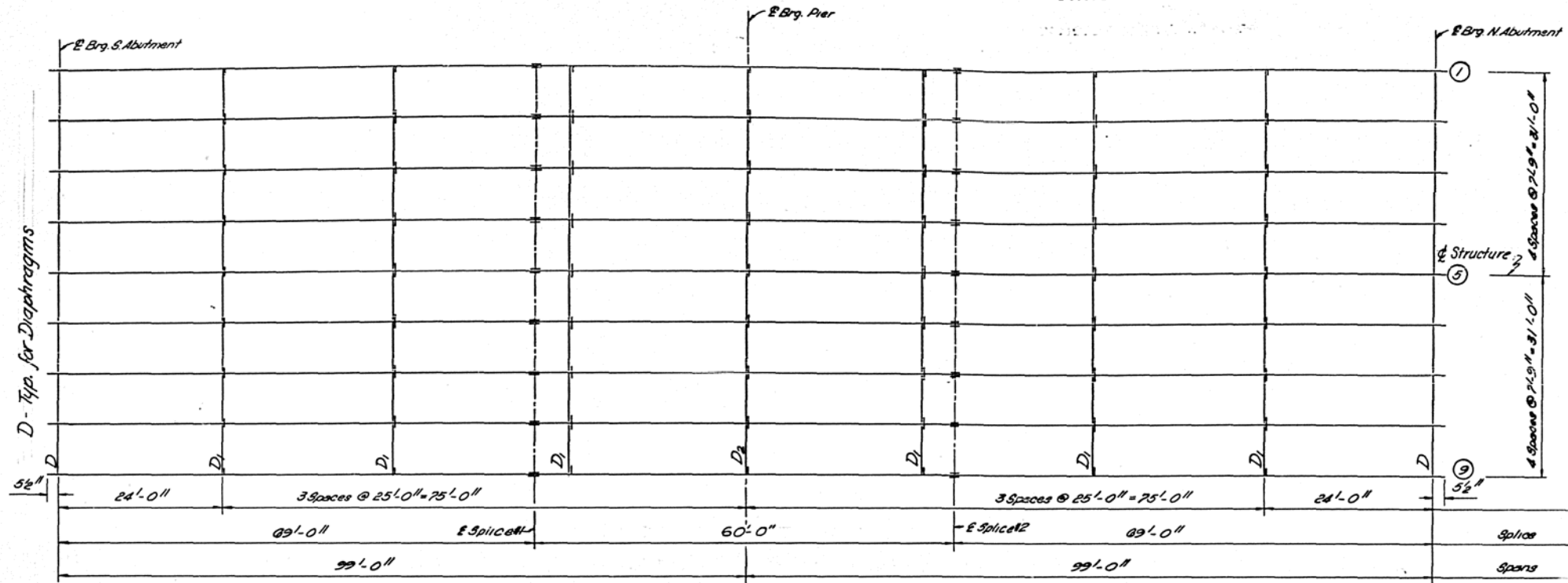
Aluminum alloy rail shall conform to ASTM B 221 alloy 5051-T6 or 6351-T5 with min yield 35 ksi, min tensile 38 ksi, and elongation of 10% in 2 inches.



CLAMP BAR

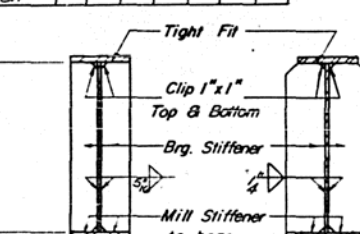
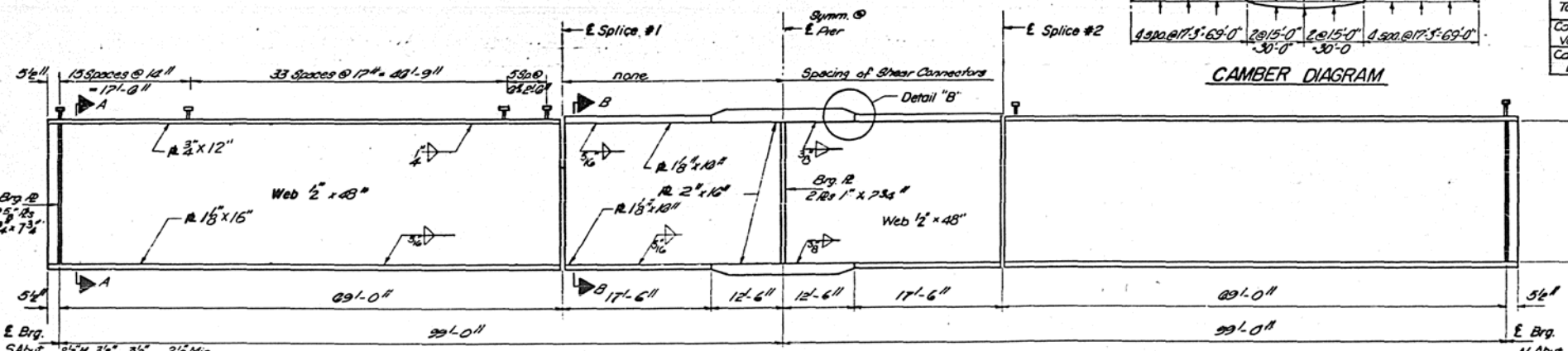
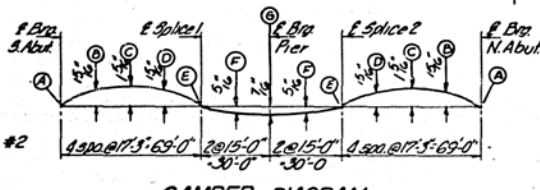
RAILING DETAILS
FAI-72 SEC. 74-68-HB-1
PIATT COUNTY
STA. 1359+51.04 (FAI-72)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9 SHEETS 18
74-68	HB-1	PIATT	36	21	
PIATT COUNTY PROJECT					

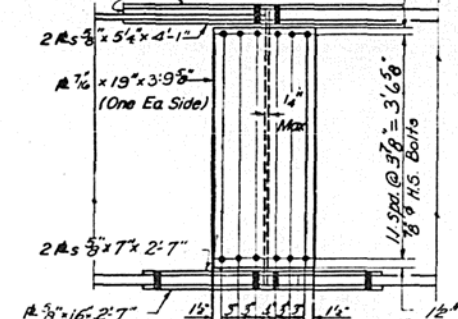


FRAMING PLAN

Dimension	A	B	C	D	E	F	G
Total Camber	0	15/16	15/16	15/16	0	5/16	1/16
Camber Due to Vertical Curve	0	1/4	5/16	1/4	0	3/16	1/8
Camber Due to Deflection	0	1/16	1/16	1/16	0	1/2	1/16



SECTION AT ABUTMENT



FIELD SPLICE DETAIL

GIRDER ELEVATION

ELEVATIONS TOP OF WEB

Girder	E Brg. S. Abut.	E Splice #1	E Brg. Pier	E Splice #2	E Brg. N. Abut.
149	024.38	025.16	025.12	025.16	024.28
248	025.14	025.32	025.28	025.32	025.14
347	025.26	025.44	025.40	025.44	025.26
446	025.38	025.56	025.52	025.56	025.38
5	025.50	025.68	025.64	025.68	025.50

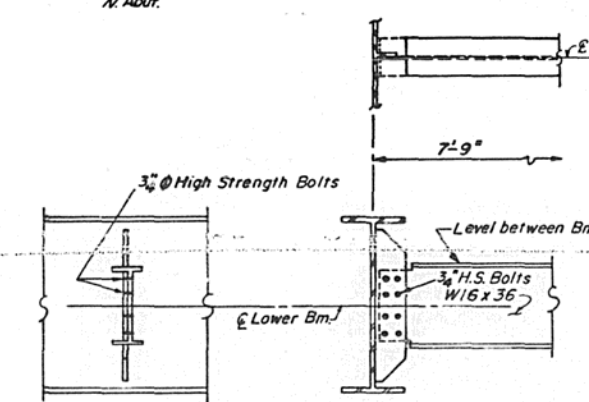
MOMENT TABLE

Interior Girder		Pier
I_x (in ⁴)	19844	44629
I_y (in ⁴)	55462	
S_x (in ³)	956	1717
S_y (in ³)	1352	
Q (in)	392	1,459
M_x (K)	573	1886
M_y (K)	7.2	13.2
S_x (in ³)	.36	
M_x (K)	250	
M_y (K)	882	718
M_{total} (K)	196	160
Total (K)	1323	2763
Roll (K)	11.8	6.1
Abutment (K)	19.0	19.32
VR (K)	67.2	

REACTION TABLE

Interior Girder		Abutment	Pier
R_x (K)	47.2	173.8	
R_{LL} (K)	45.0	23.1	
I_{max} (K)	9.9	16.3	
R_{total} (K)	102.1	263.2	

Note: I_x and S_x are the moment of inertia and section modulus of the steel section.
 I_c and S_c are the moment of inertia and section modulus of the composite section used in computing R_x .
 V_r is the maximum ± 1 shear range in span used to determine shear stud spacing max.



DIAPHRAGM D1

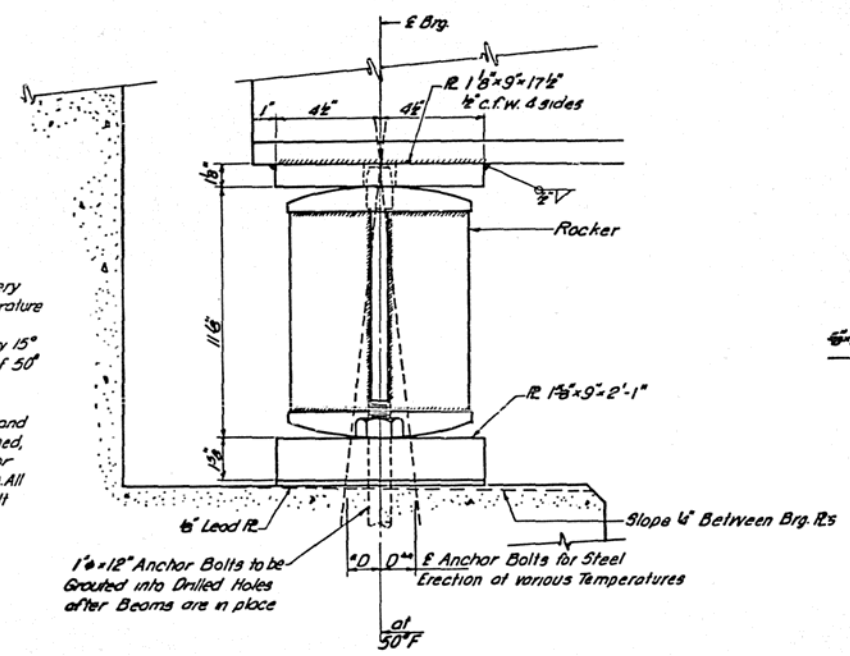
DESIGNED	ST
CHECKED	MSS
DRAWN	DD 8-8-72
CHECKED	KSY

G-1 3-29-71

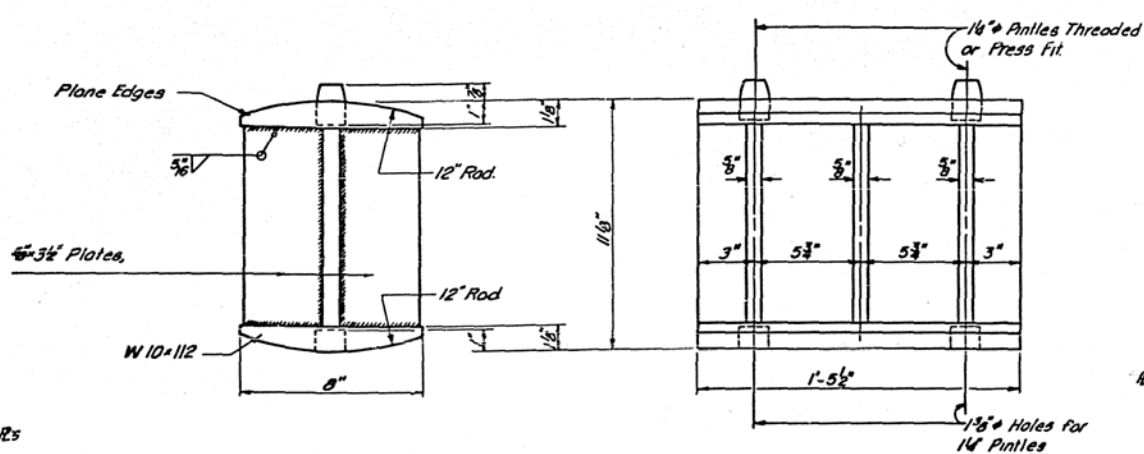
FRAMING DETAILS
 F.A.I.-72 SEC. 74-68HB-1
 PIATT COUNTY
 STA. 1359+51.04 (F.A.I.-72)

• $D = \frac{1}{100}$ ft of Expansion for Every 15° Below the Normal Temperature of 50°
 • $D^* = \frac{1}{100}$ ft of Expansion for Every 15° Above the Normal Temperature of 50°

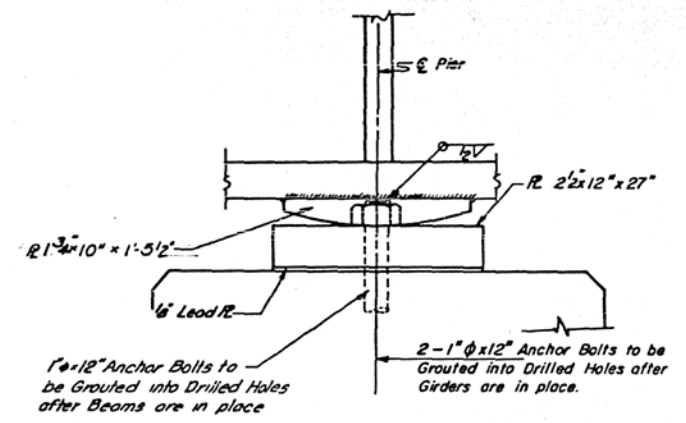
NOTE:
 After beams have been erected and dimensions D and D^* determined, holes shall be drilled and anchor bolts shall be grouted in place. All fixed anchor bolts may be built into the masonry



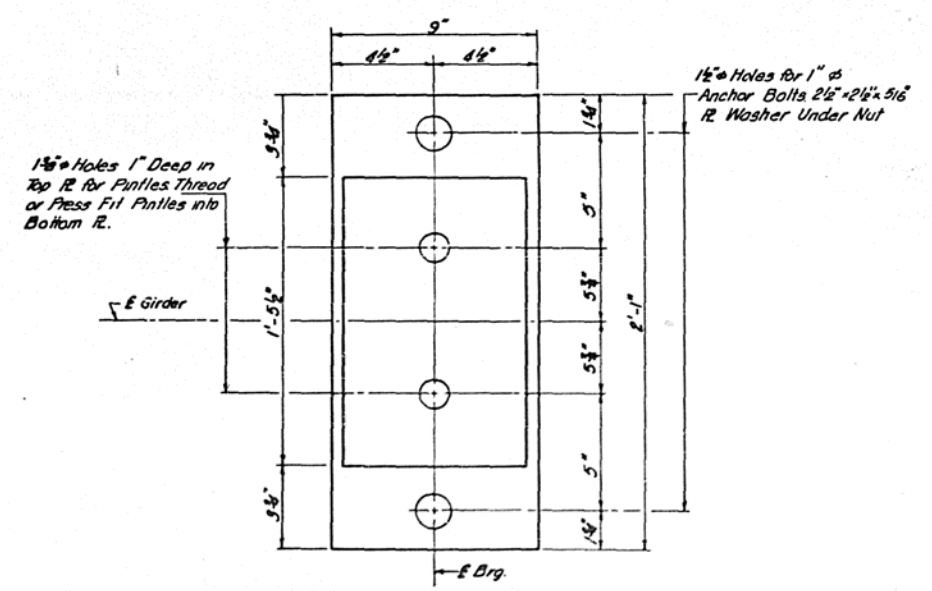
SECTION AT ABUTMENT



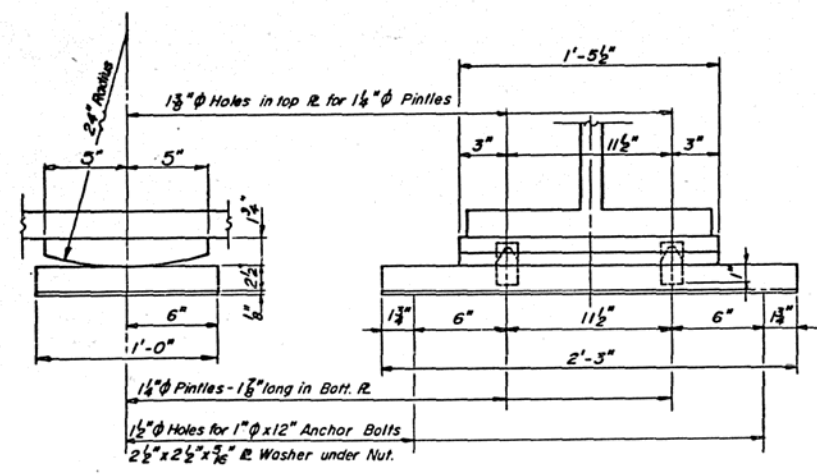
DETAIL OF ROCKER AT ABUTMENT



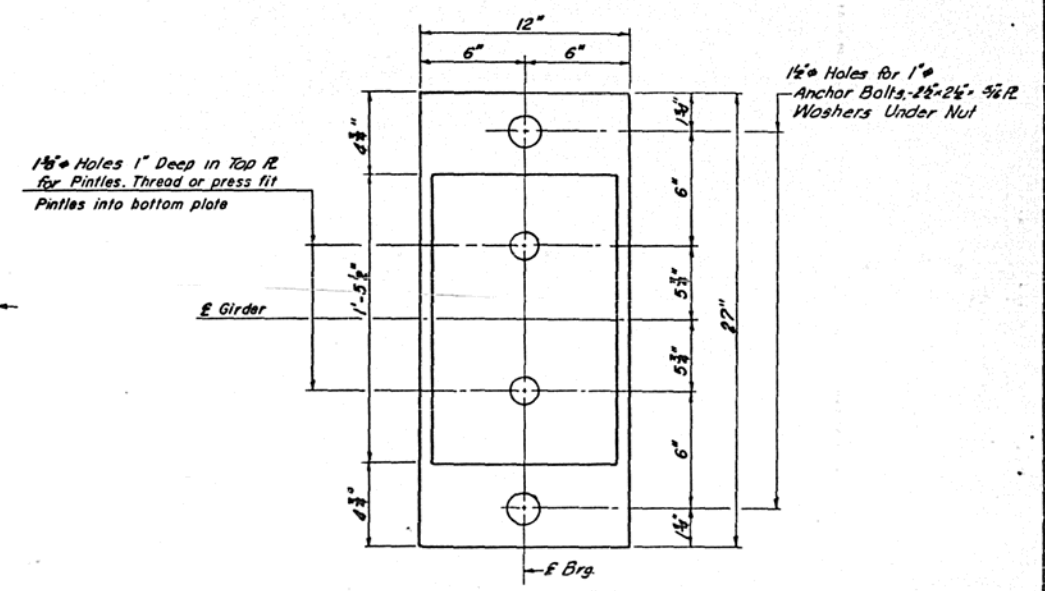
SECTION AT PIER



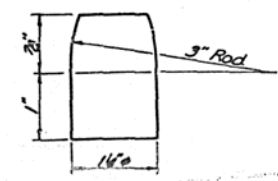
PLAN AT ABUTMENT



DETAIL OF BOLSTER AT PIER



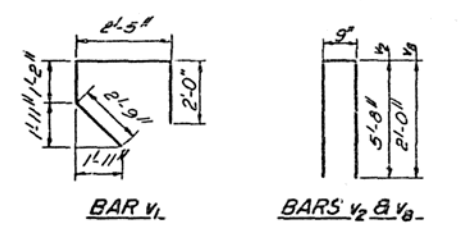
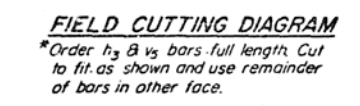
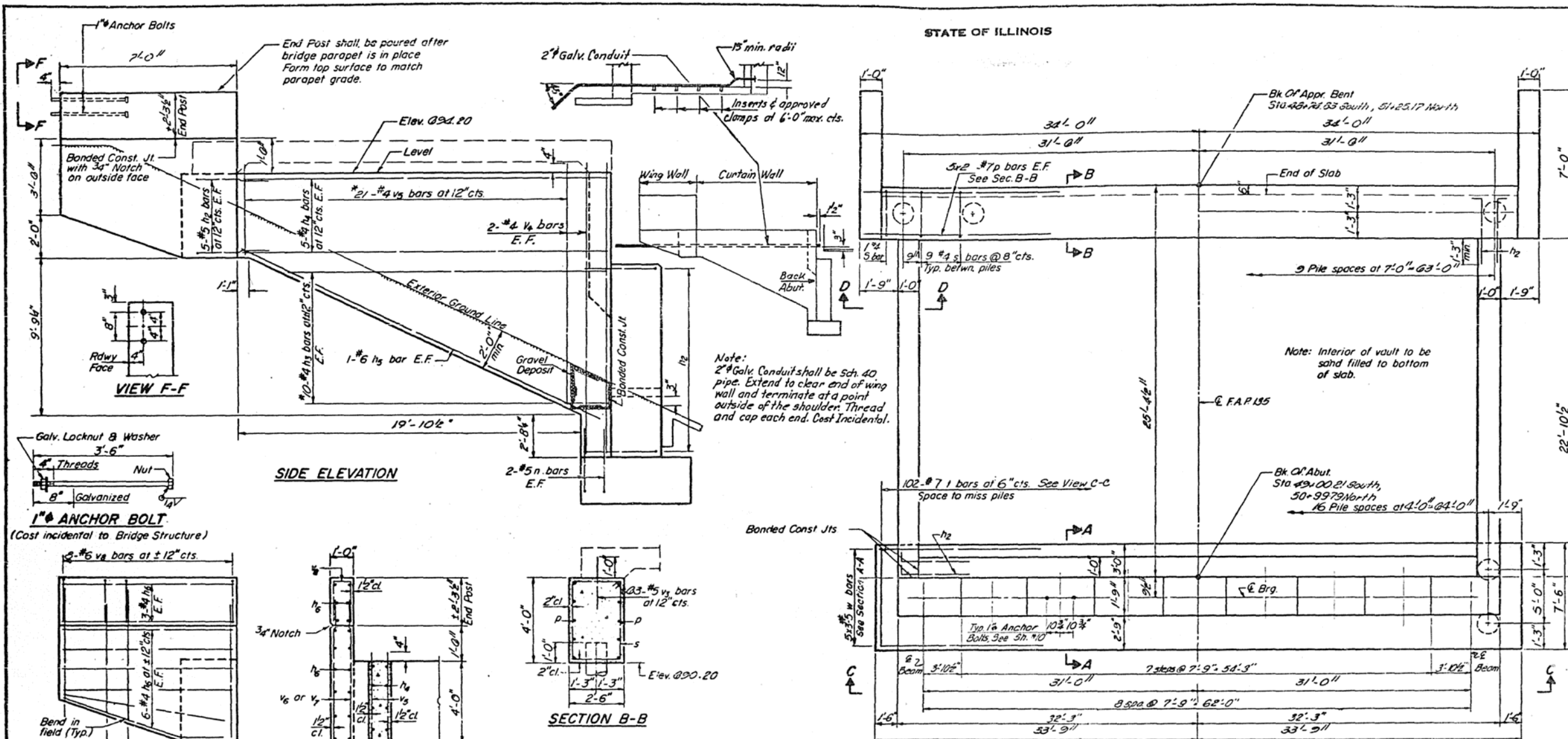
PLAN AT PIER



DETAIL OF PINTLE

DESIGNED S.T.
CHECKED M.S.S.
DRAWN M.M.P. 8-3-72
CHECKED K.S.Y.

BEARING DETAILS
 F.A.I. 72 SEC. 74-68-HB-1
 PIATT COUNTY
 STA 1359+51.04 (F.A.I. 72)



ONE ABUTMENT BILL OF MATERIAL

Bar	No	Size	Length	Shape
h	81	#5	22'2"	—
h1	26	#5	21'7"	—
h2	92	#5	4'0"	—
h3	20	#4	23'6"	—
h4	1	#4	23'6"	—
h5	1	#6	25'4"	—
h6	30	#4	6'8"	—
n	73	#5	3'2"	—
n1	78	#8	4'11"	—
p	20	#7	32'3"	—
s	23	#4	12'5"	—
t	102	#7	7'2"	—
v	65	#5	11'6"	—
v1	23	#5	8'2"	—
v2	23	#5	12'11"	—
v3	22	#5	2'30"	—
v4	8	#4	13'5"	—
v5	22	#4	12'11"	—
v6	20	#6	8'3"	—
v7	12	#6	5'20"	—
v8	10	#6	6'30"	—
v9	78	#7	11'6"	—
w	15	#5	23'3"	—

Reinforcement Bars * Lbs. 14,524
 Class X Concrete * Cu Yds. 149
 Test Piles (Concrete) Each 2
 Concrete Piles (E Abut.) Lin. Ft. 2751
 Sand Berms!!! Cu Yds. 223.5

ABUT - PILE DATA

Type	Concrete Piles
Capacity	35 Tons
Est. Length	34' South Abut
No. Req'd	33+1 Test Pile
Est. Length	25' North Abut.
No. Req'd	33+1 Test Pile

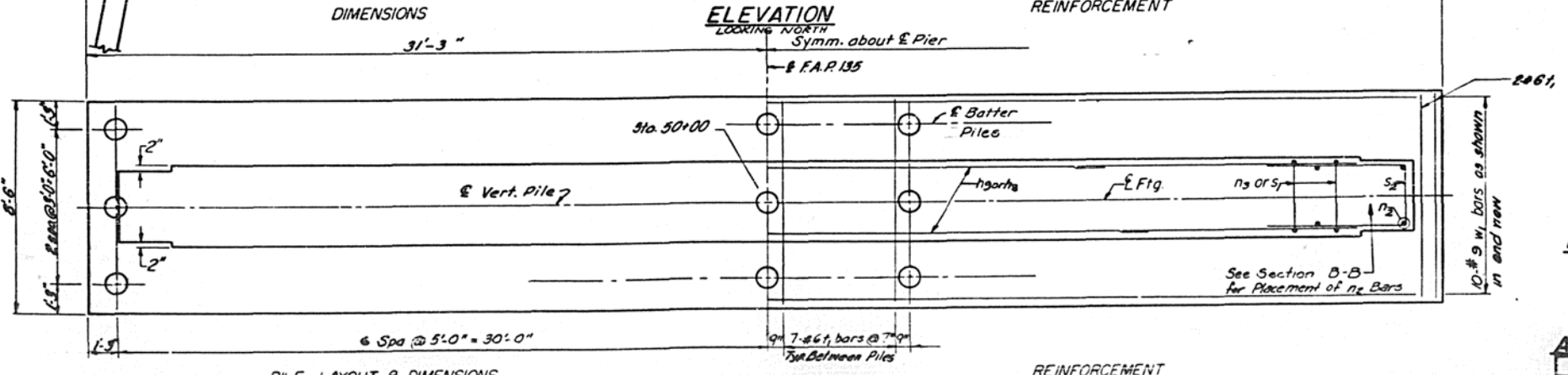
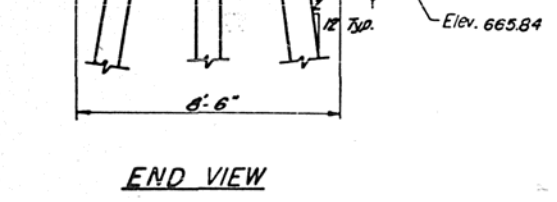
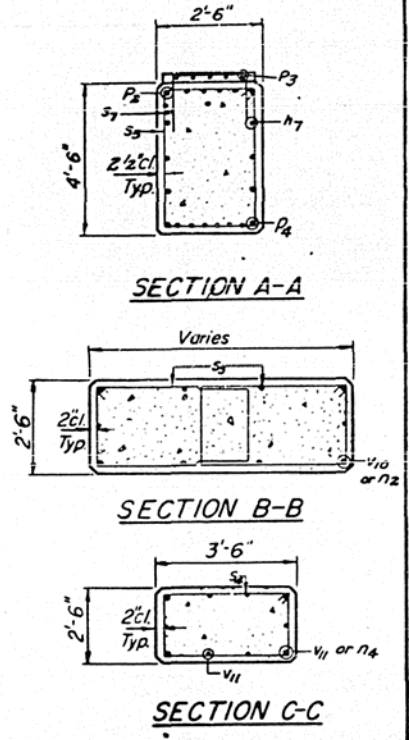
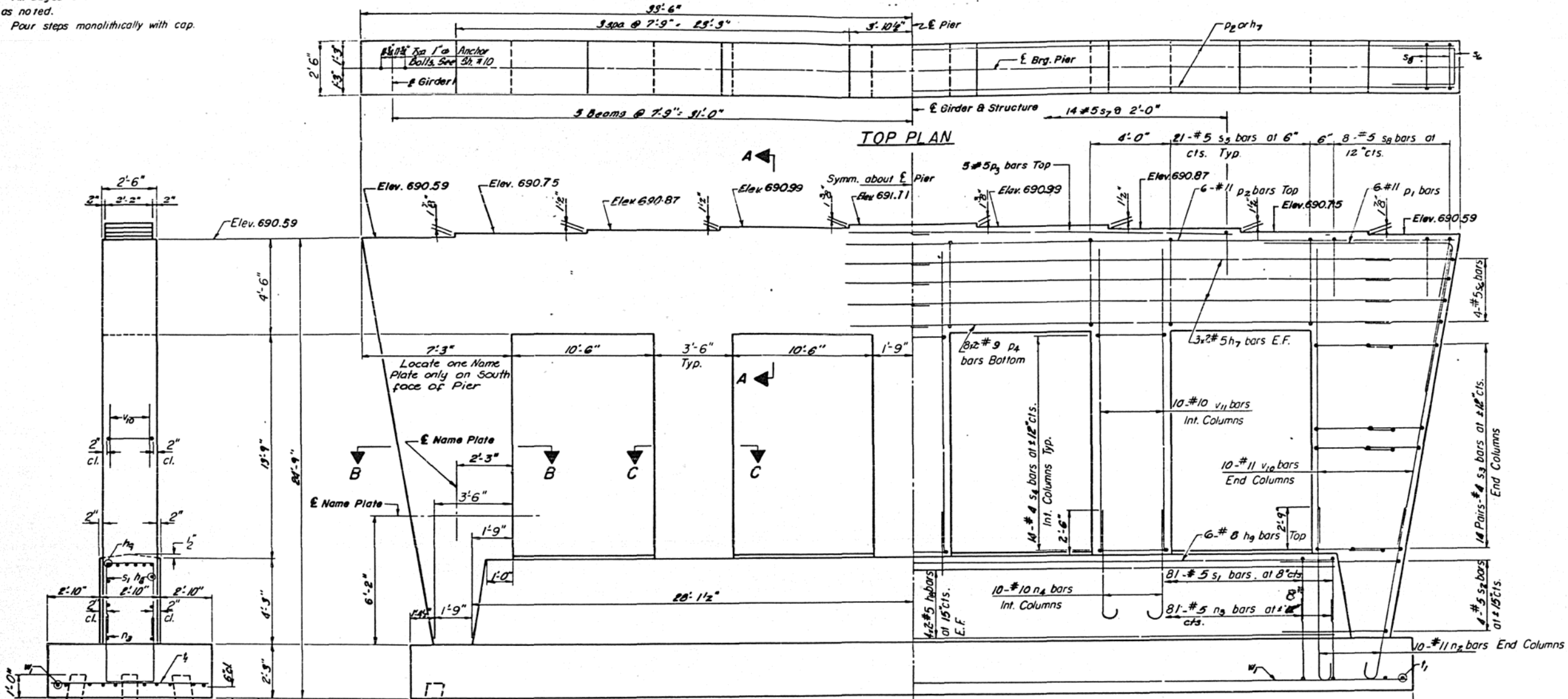
APPR. BENT - PILE DATA

Type	Concrete Piles
Capacity	35 Tons
Est. Length	49' South
No. Req'd	10
Est. Length	39' North
No. Req'd	10

DESIGNED	GT
CHECKED	KSY
DRAWN	DD 8-2-72
CHECKED	KSY

VAE-O 3-23-71
 Rev. Reinf. Bars from 13,760# to 14,370# Cl. X Conc. from 144.5 Cu. Yds. to 150.1 Cu. Yds. Test Piles (Conc.) from 1 to 2.
 Conc. Piles (2 abut.) from 2166 Lin. Ft. to 2751 Lin. Ft. 9-10-73 L.W.

NOTES:
 Space reinforcement in cap to miss anchor bolts.
 All edges shall have standard 4 chamfers except as noted.
 Pour steps monolithically with cap.



BILL OF MATERIAL

Bar No.	Size	Length	Shape
h7	#5	30'-3"	—
h8	#5	28'-0"	—
h9	#8	54'-0"	—
n2	#11	10'-4"	—
n3	#5	11'-0"	U
n4	#10	6'-7"	U
p1	#11	15'-6"	7
p2	#11	64'-0"	—
p3	#5	15'-9"	—
p4	#9	30'-0"	—
s1	#5	8'-6"	□
s2	#5	11'-2"	□
s3	#4	11'-9"	□
s4	#4	11'-5"	□
s5	#5	12'-5"	□
s6	#5	12'-4"	□
s7	#5	4'-11"	□
s8	#5	8'-9"	□
l1	#6	8'-2"	—
v10	#11	16'-9"	—
v11	#10	16'-9"	—
w1	#9	62'-0"	—

PILE DATA
 Type Concrete Piles
 Capacity 35 Tons
 Est. Length 24'-0"
 No. Required 38 + 1 Test Pile

DESIGNED S.T.
 CHECKED K.S.Y.
 DRAWN M.M.P. 8-8-72
 CHECKED K.S.Y.

P-14 11-18-69

ABB DIMENSIONS

Bar	A	B
n2	2'-2"	2'-1"
s1	2'-6"	3'-0"
s2	2'-2"	4'-6"
s6	2'-2"	5'-1"
s7	1'-11"	1'-6"
s8	2'-1"	3'-4"

Class X Concrete Cu. Yds. 125.5
 Reinforcement Bars Lbs. 17,522
 Test Pile Concrete Each 1
 Concrete Piles Lbs. 212

PIER DETAILS
 FA.I-72 SEC. 74-68-HB-1
 PIATT COUNTY
 STA. 1359+51.04 (FA.I-72)

BRIDGE FOUNDATION BORING LOG

PROJECT I-72-2(10)40 BRIDGE RELOCATED TR 99 Date 10/6/71
 ROUTE FAI-72 OVER FAI-72 Bored By BAKER
 SEC 74-68 HBI-1 STA 1360+55 Checked By CWK
 COUNTY PIATT

Elevation	N	Q _u (t/sf)	W (%)	Surface Water El.	Groundwater El. at Completion	After Hours	Elevation	N	Q _u (t/sf)	W (%)
668.3	0					DRY				
663.8	6	1.2	17							
661.8	16	6.0	13							
656.3	21	3.9	12							
649.8	12	5.4	14							
647.8	13	2.9	22							
	11	2.1	20							

SOIL DESCRIPTIONS:
 STIFF DARK BROWN SILTY CLAY
 LOOSE DARK BROWN SANDY CLAY LOAM
 HARD BROWN CLAY TILL
 VERY STIFF TO HARD GRAY BROWN CLAY LOAM
 SAND LENS
 VERY STIFF DARK BROWN SILTY CLAY LOAM (SOIL ZONE)
 VERY STIFF GRAY GREEN CLAY

BRIDGE FOUNDATION BORING LOG

PROJECT I-72-2(10)40 BRIDGE RELOCATED TR 99 Date 10/6/71
 ROUTE FAI-72 OVER FAI-72 Bored By BAKER
 SEC 74-68 HBI-1 STA 1360+55 Checked By CWK
 COUNTY PIATT

Elevation	N	Q _u (t/sf)	W (%)	Surface Water El.	Groundwater El. at Completion	After Hours	Elevation	N	Q _u (t/sf)	W (%)
670.7	0									
669.2										
669.2	9	1.5	20							
662.7	6									
662.7	5									
639.7	16	2.9	25							
639.7	23	6.2	12							
639.7	28	6.2	12							
639.7	20	6.2	12							
633.2	17	3.18	13							
	20	4.18	14							

SOIL DESCRIPTIONS:
 STIFF BLACK SILTY CLAY
 STIFF BROWN MOTTLED SILTY CLAY
 LOOSE COARSE BROWN SANDY CLAY LOAM FREE WATER
 LOOSE TO MEDIUM COARSE BROWN SAND WITH SOME GRAVEL
 HARD GRAY BROWN CLAY LOAM TILL
 HARD GRAY BROWN CLAY LOAM TILL
 VERY STIFF TO HARD GRAY BROWN CLAY LOAM TILL

BRIDGE FOUNDATION BORING LOG

PROJECT I-72-2(10)40 BRIDGE RELOCATED TR 99 Date 10/9/71
 ROUTE FAI-72 OVER FAI-72 Bored By BAKER
 SEC 74-68 HBI-1 STA 1360+55 Checked By CWK
 COUNTY PIATT

Elevation	N	Q _u (t/sf)	W (%)	Surface Water El.	Groundwater El. at Completion	After Hours	Elevation	N	Q _u (t/sf)	W (%)
670.3	0									
668.8										
666.3										
664.3	8	1.0								
664.3	3	0.5	23							
661.3										
640.0	13	2.3	27							
638.8										
638.8	21	6.2	12							
638.8	27	9.3	10							
638.8	21	7.4	11							
638.8	21	7.8	12							
638.8	18	7.0	13							
648.3										

SOIL DESCRIPTIONS:
 STIFF BLACK SILTY CLAY
 STIFF BROWN MOTTLED SILTY CLAY
 STIFF RED BROWN SANDY CLAY LOAM
 SOFT BROWN CLAY LOAM
 GRAY CLAY LOAM TILL
 MEDIUM FINE GRAY SAND FREE WATER
 HARD GRAY BROWN CLAY LOAM TILL
 STIFF DARK BROWN ORGANIC SILTY CLAY LOAM (SOIL ZONE)

LEGEND

N - STANDARD PENETRATION TEST - BLOWS PER FOOT TO DRIVE 2" O.D. SPLIT SPOON SAMPLER 12" WITH 140 lb. HAMMER FALLING 30"
 Q_u - UNCONFINED COMPRESSIVE STRENGTH - t/sf
 W - WATER CONTENT PERCENTAGE OF OVEN DRY WEIGHT - %

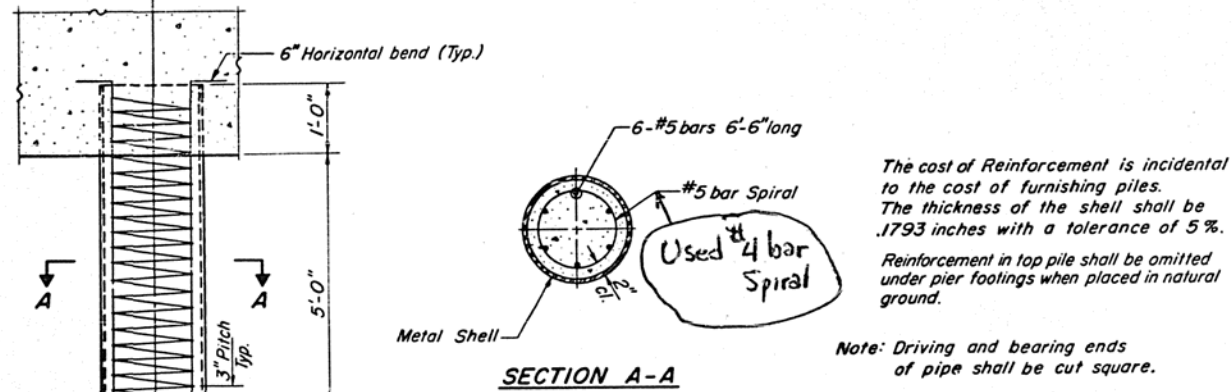
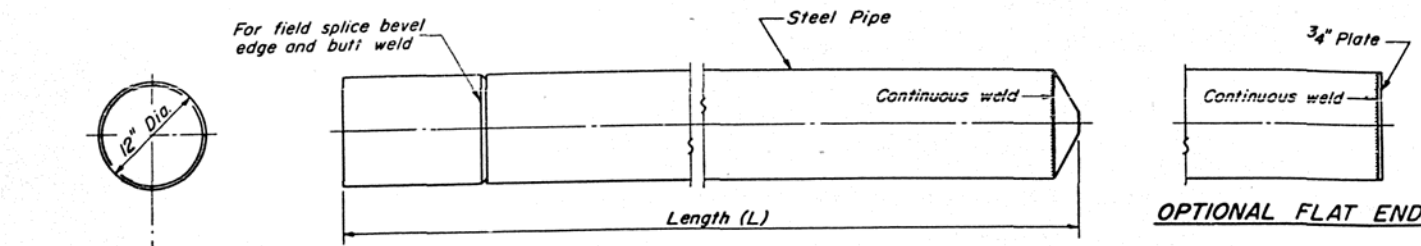
TYPE FAILURE:
 B - BULGE
 S - SHEAR
 E - ESTIMATED VALVE
 P - PENETROMETER

BORING DATA
 FAI 72 SEC. 74-68-HBI
 PIATT COUNTY
 STA. 1359+51.04 (FAI-72)

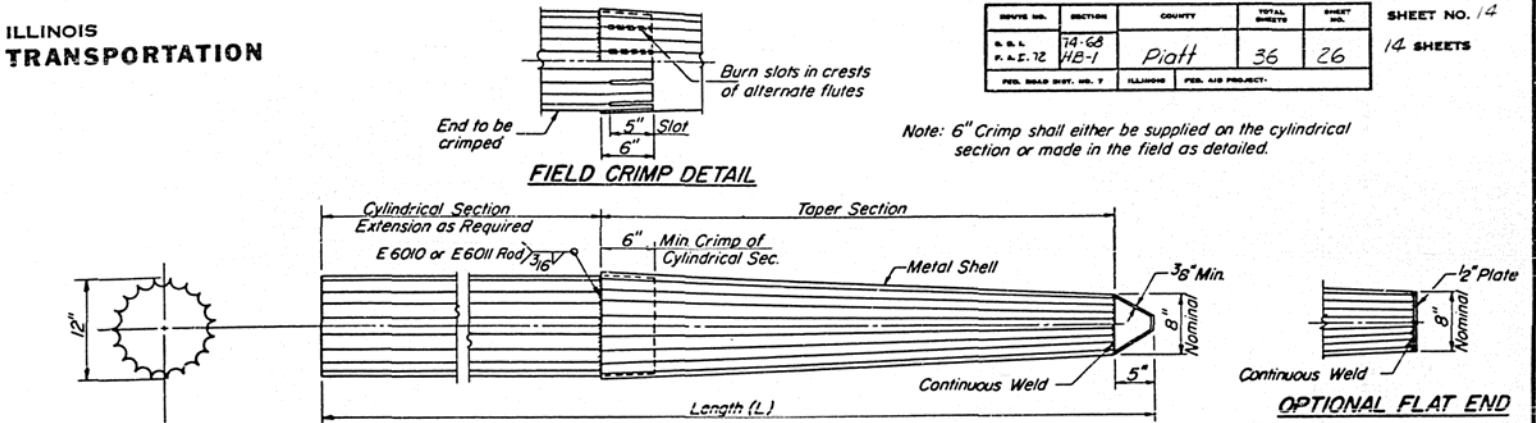
DESIGNED
CHECKED
DRAWN
CHECKED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REVISE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 14
R. & L. P. & E. 72	74-68 HB-1	PIATT	36	26	14 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



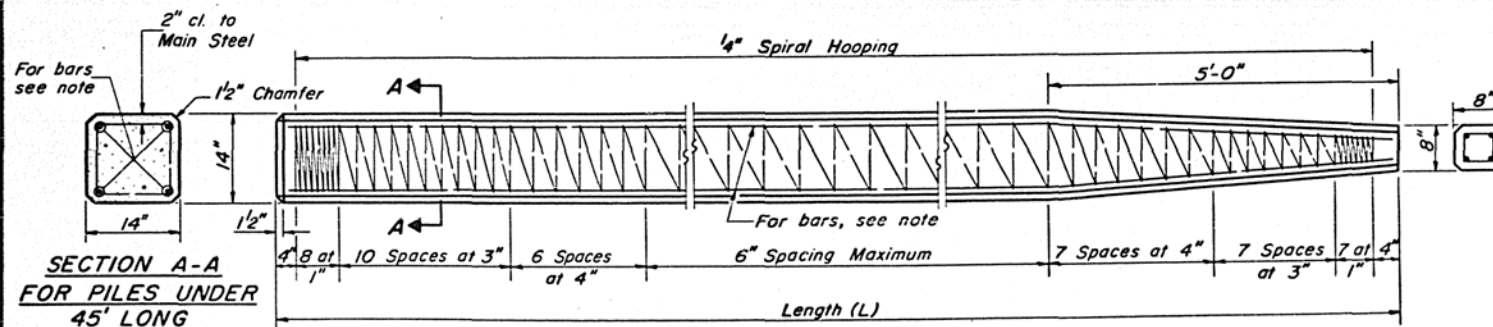
DETAIL OF CYLINDRICAL STEEL SHELL
FOR CAST IN PLACE CONCRETE PILES



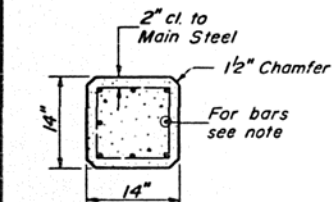
ALLOWABLE TAPER SECTIONS

- 10' Length - Taper 1" in 2'-6"
- 17' Length - Taper 1" in 4'-0"
- 25' Length - Taper 1" in 7'-0"
- 30' Length - Taper 1" in 7'-0"

DETAIL OF TAPERED METAL SHELL
FOR CAST IN PLACE CONCRETE PILES



SECTION A-A
FOR PILES UNDER
45' LONG

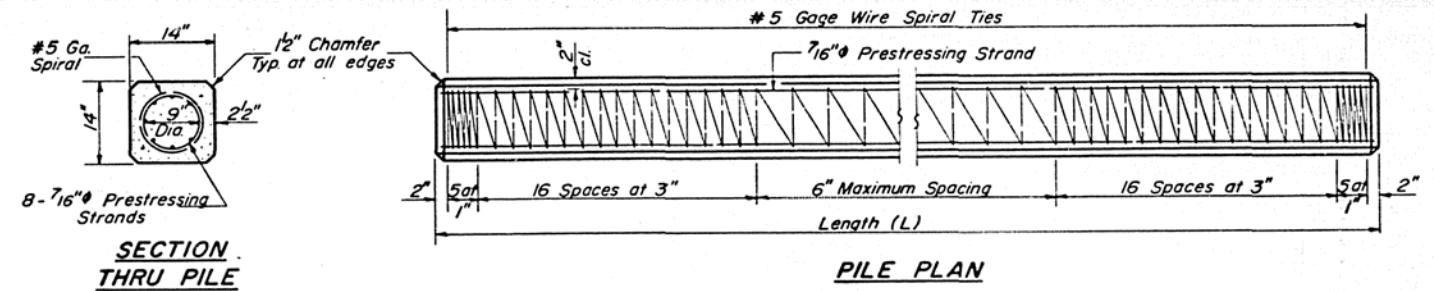


SECTION A-A
FOR PILES 45'
OR MORE

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

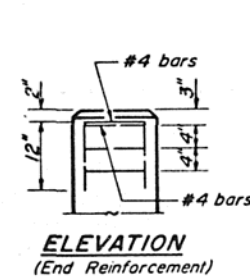
Handling: For Pile lengths up to 45', use two slings placed at a distance of 0.21 L from each end. For Piles longer than 45', use three slings placed at a distance of 0.12 L from each end and at mid-point of pile.

DETAIL OF PRECAST CONCRETE PILES

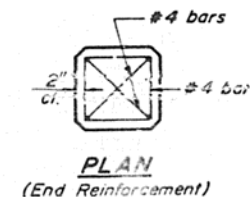


SECTION
THRU PILE

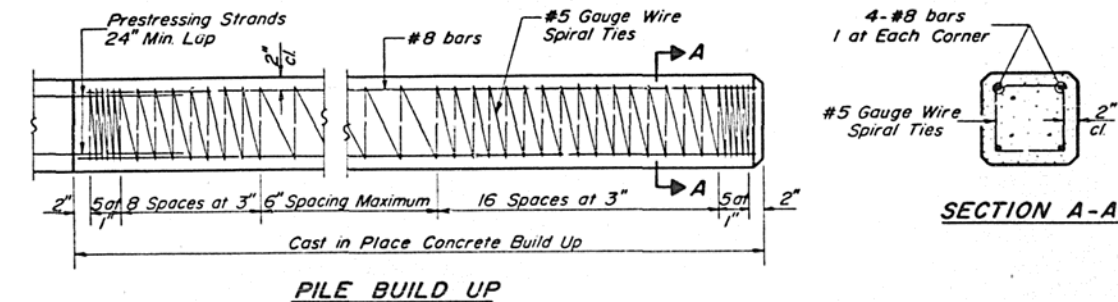
PILE PLAN



ELEVATION
(End Reinforcement)



PLAN
(End Reinforcement)



PILE BUILD UP

SECTION A-A

DESIGN STRESSES

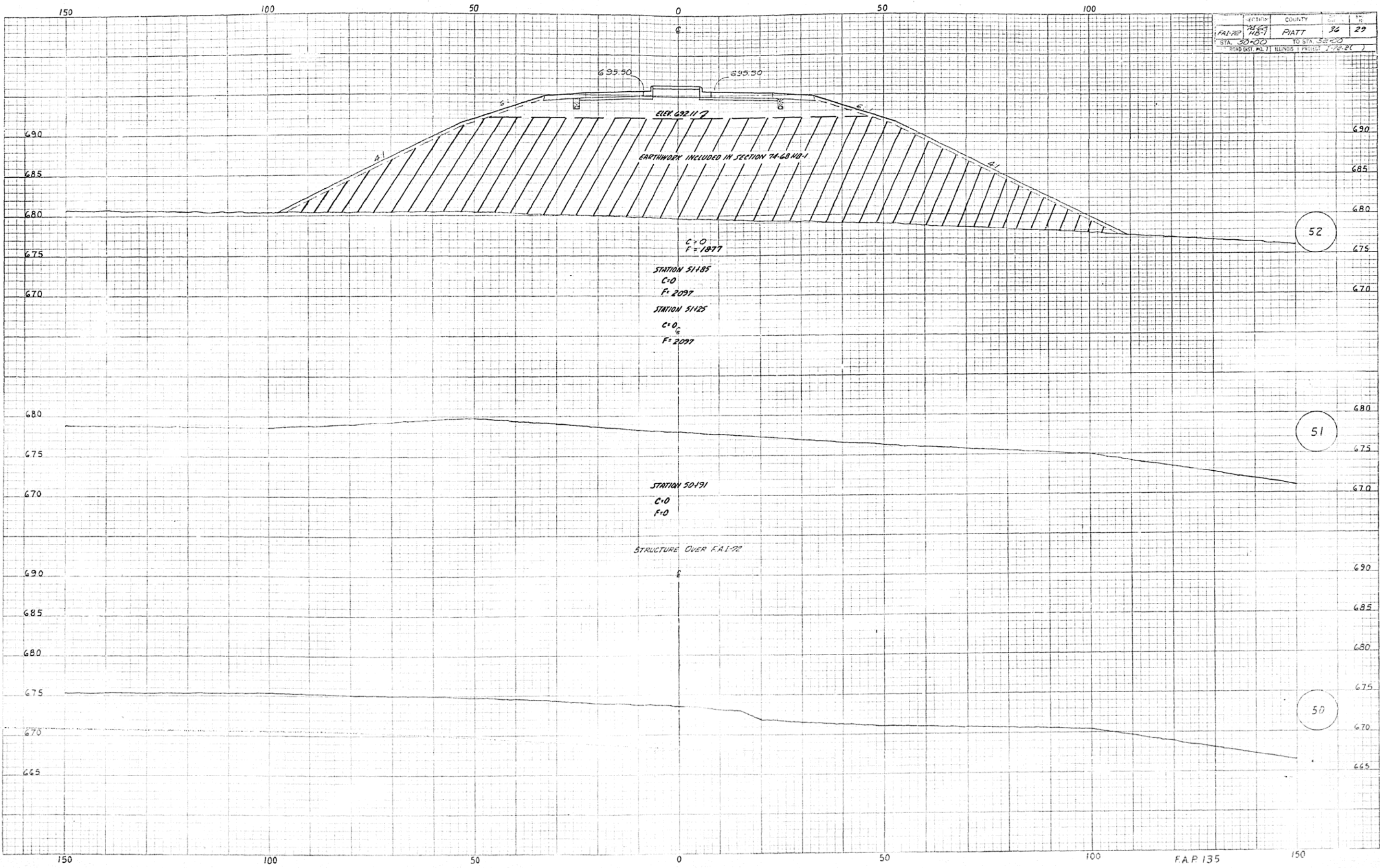
$f'_c = 5,000$ psi
 $f'_t = 4,000$ psi
 $f_s = 268,000$ psi (31,000 lbs.)
 $f_{s'} = 188,000$ psi (21,700 lbs.)

Note: Prestressing steel shall be non-galvanized extra high strength stress-relieved 7 wire strand. The nominal diameter shall be .16" and the minimum nominal cross-sectional area shall be 0.1155 square inch.
Handling: For pile lengths up to 65', use two slings placed at a distance of 0.21 L from each end. For piles longer than 65', use three slings placed at a distance of 0.12 L from each end at midpoint of pile.

PILE DETAILS
F.A.I. 72 SEC. 74-68-HB-1
PIATT COUNTY
STA 1359+51.04 (F.A.I.-72)

DETAIL OF PRECAST PRESTRESSED CONCRETE PILES

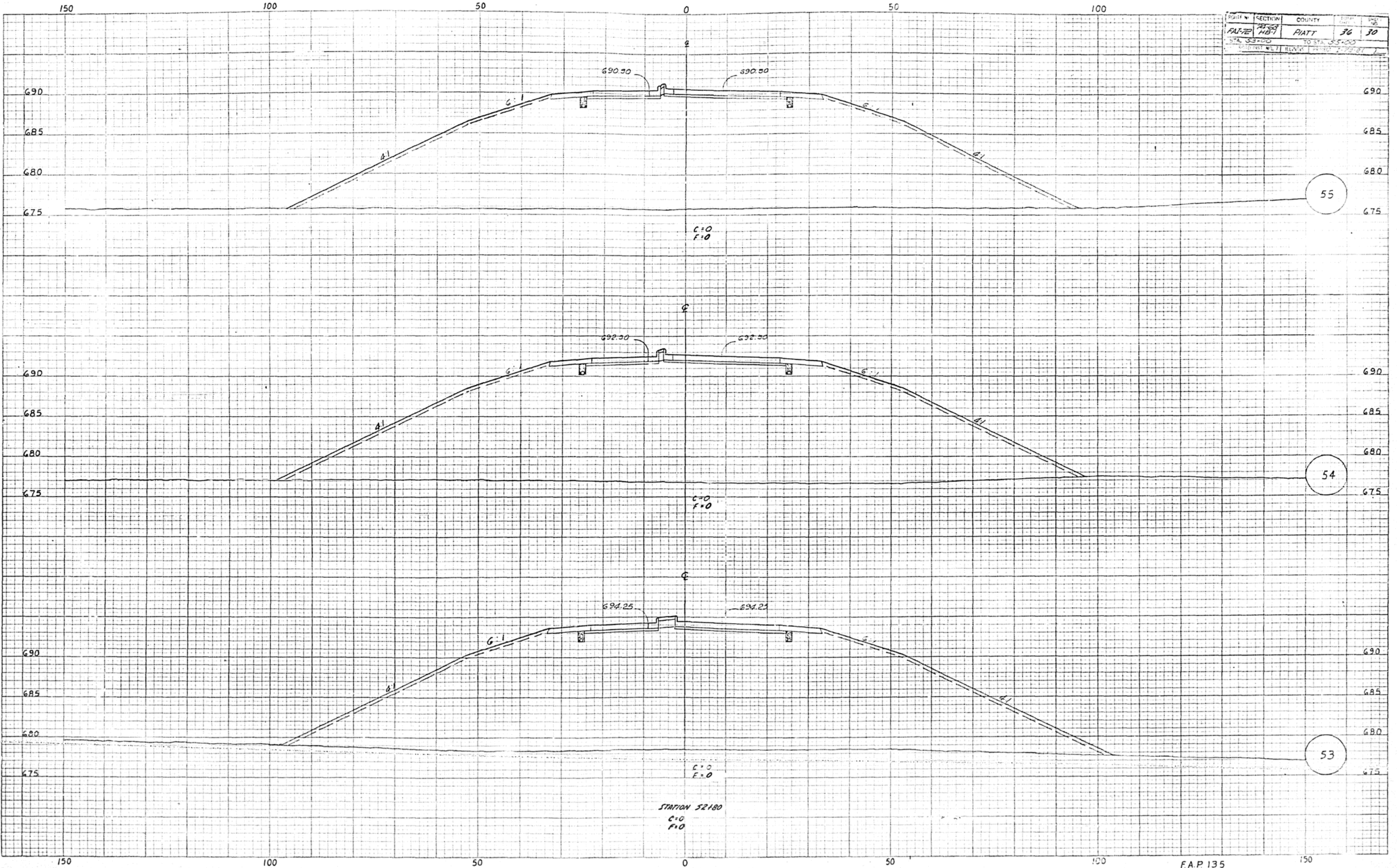
SECTION	COUNTY	DATE
74-68 NB-1	PIATT	36 29
STA. 50+00	TO STA. 32+20	
ROAD DIST. NO. 71	ILLINOIS PROJECT 1-72-20	



DATE
BY
CHECKED
APPROVED
FINAL SURVEY
NOTE BOOK
NO.

DATE
BY
CHECKED
APPROVED
ORIGINAL SURVEY
NOTE BOOK
NO.

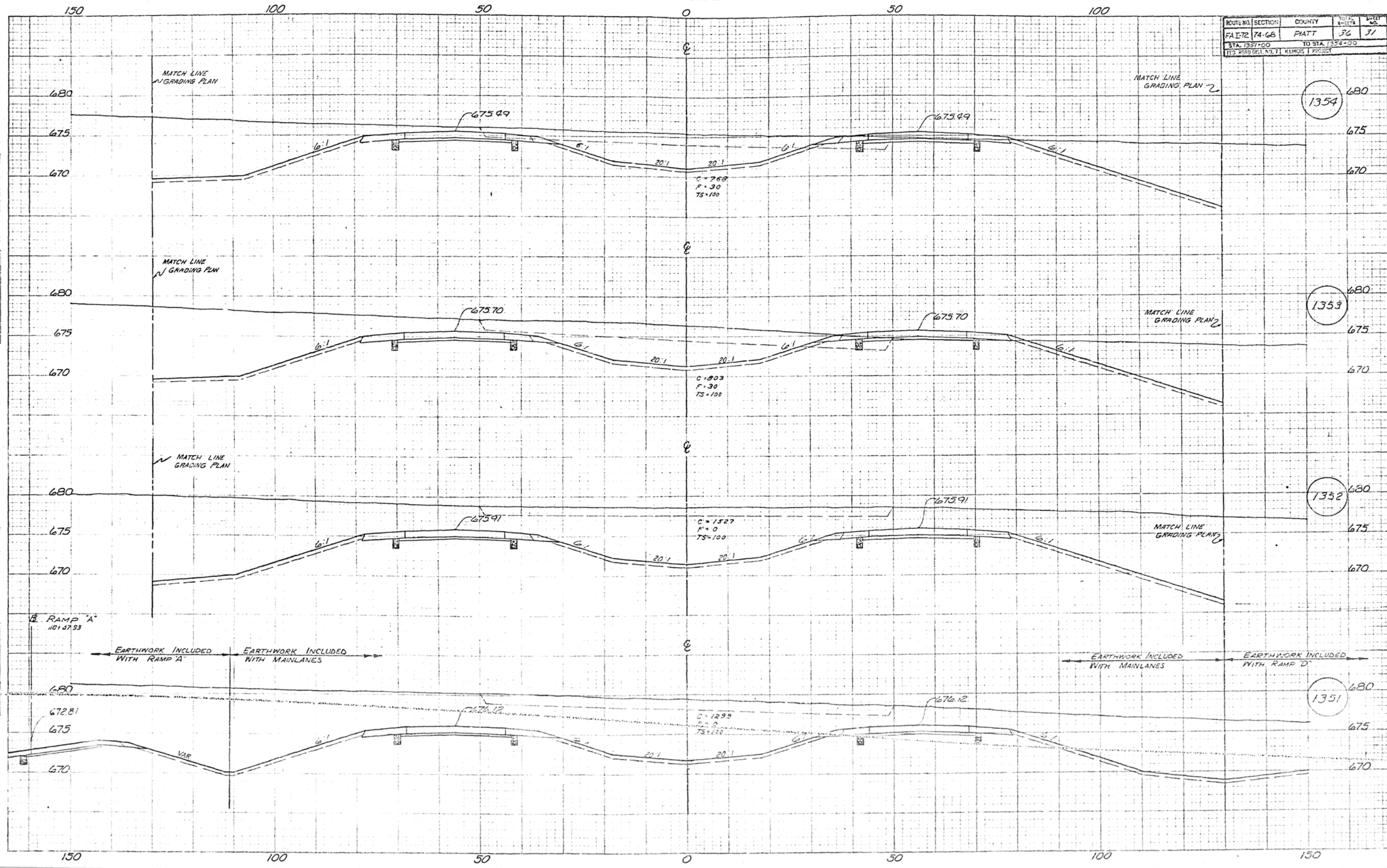
POINT NO.	SECTION	COUNTY	TOTAL	SHEET
PA-72	23-23	PIATT	36	30
STA. 33+00		TO STA. 35+00		
CONTRACT NO. 1111111111111111				



DATE	
BY	
FINAL SURVEY	
NOTED	
NOTE BOOK	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTED	
NOTE BOOK	
NO.	

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 172	74-68	PIATT	36	31
STA. 1357+00		TO STA. 1354+00		
FED. ROAD DIST. NO. 71 KANSAS PROJECT				

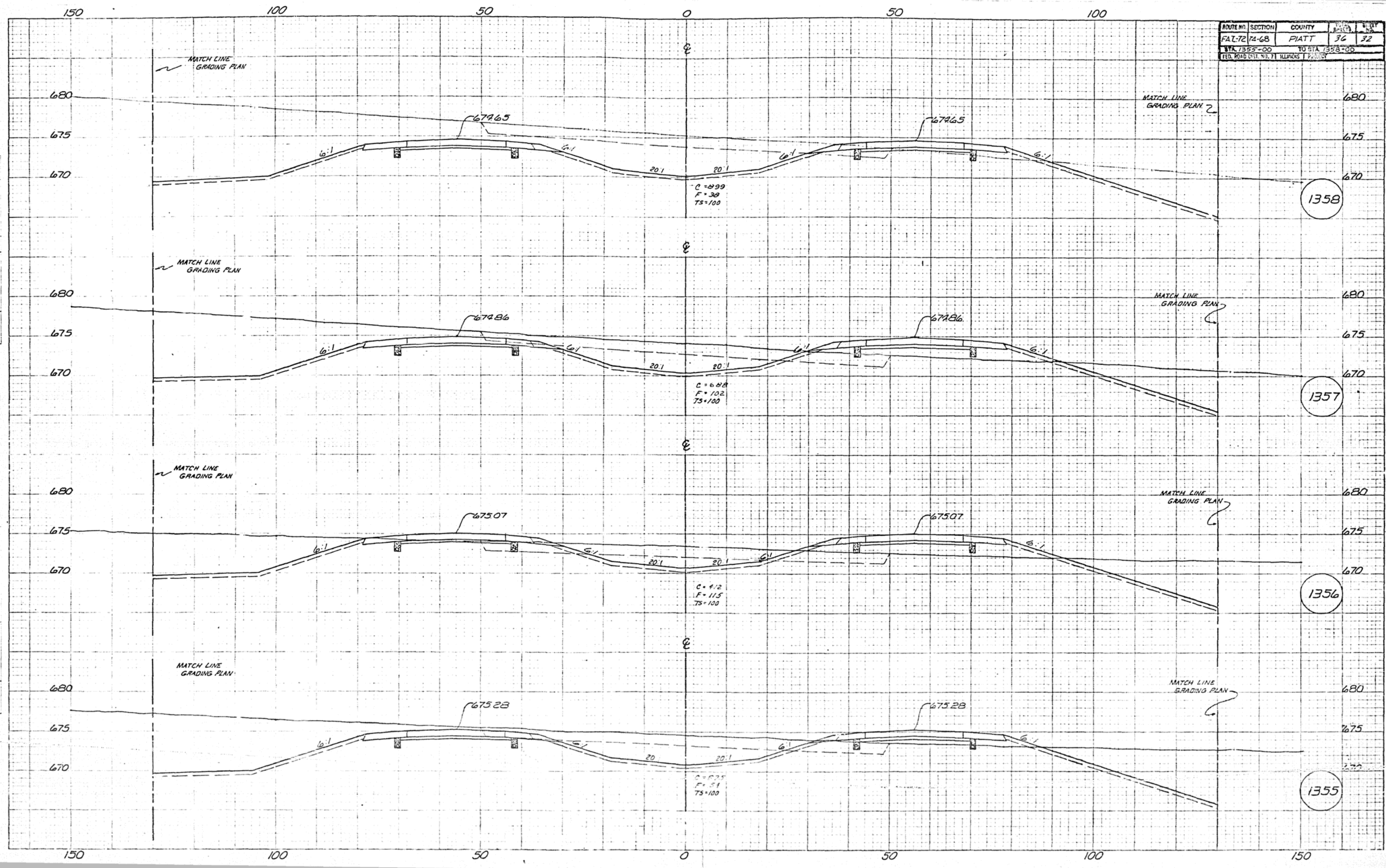


DATE: _____
 BY: _____
 CHECKED: _____
 SURVEYED: _____
 FINAL SURVEY: _____
 NOTE BOOK: _____
 NO. _____

DATE: _____
 BY: _____
 CHECKED: _____
 SURVEYED: _____
 ORIGINAL SURVEY: _____
 NOTE BOOK: _____
 NO. _____

DATE: _____
 BY: _____
 CHECKED: _____
 SURVEYED: _____
 ORIGINAL SURVEY: _____
 NOTE BOOK: _____
 NO. _____

ROUTE NO.	SECTION	COUNTY	PROJECT NO.	SHEET NO.
FA-72	74-68	PIATT	36	32
STA. 1355+00		TO STA. 1358+00		
FED. ROAD DIST. NO. 7 ILLINOIS				



DATE	
BY	
DESIGNED	
CHECKED	
APPROVED	
PROJECT NO.	
SHEET NO.	
TOTAL SHEETS	
SCALE	
DATE	
BY	
DESIGNED	
CHECKED	
APPROVED	
PROJECT NO.	
SHEET NO.	
TOTAL SHEETS	
SCALE	

DATE	
BY	
DESIGNED	
CHECKED	
APPROVED	
PROJECT NO.	
SHEET NO.	
TOTAL SHEETS	
SCALE	
DATE	
BY	
DESIGNED	
CHECKED	
APPROVED	
PROJECT NO.	
SHEET NO.	
TOTAL SHEETS	
SCALE	

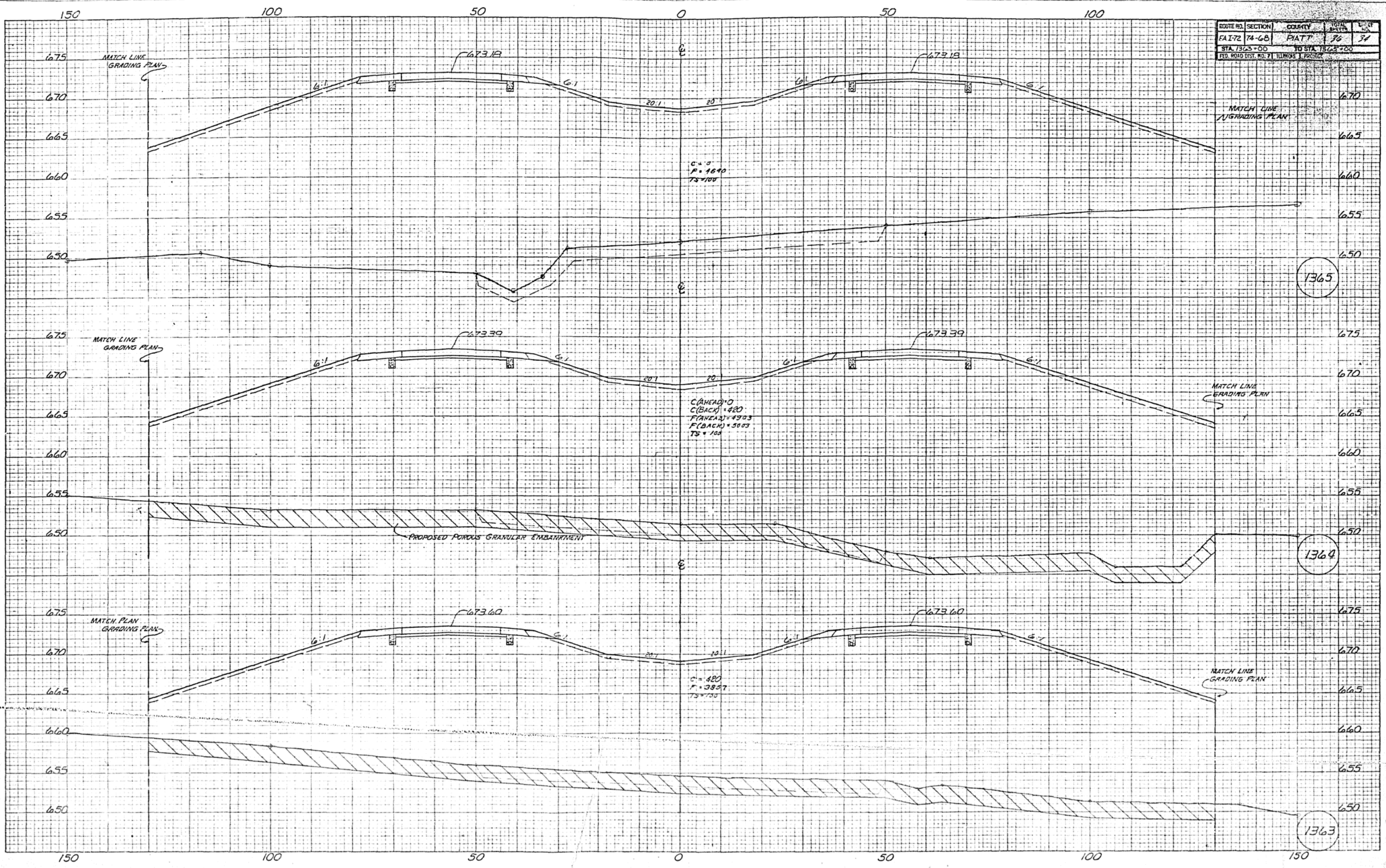
1358

1357

1356

1355

ROUTE NO.	SECTION	COUNTY	TOTAL PLOTS	PLAT
FAI-72	74-68	PIATT	36	34
STA. 1363+00		TO STA. 1365+00		
FED. ROAD DIST. NO. 71 ILLINOIS I. PARKER				



BY	DATE

FINAL SURVEY SUBMITTED
 SURVEY PLOTTED
 NOTE BOOK TYPED
 CHECKED BY
 DATE CHECKED

BY	DATE

ORIGINAL SURVEY SUBMITTED
 SURVEY PLOTTED
 NOTE BOOK TYPED
 CHECKED BY
 DATE CHECKED

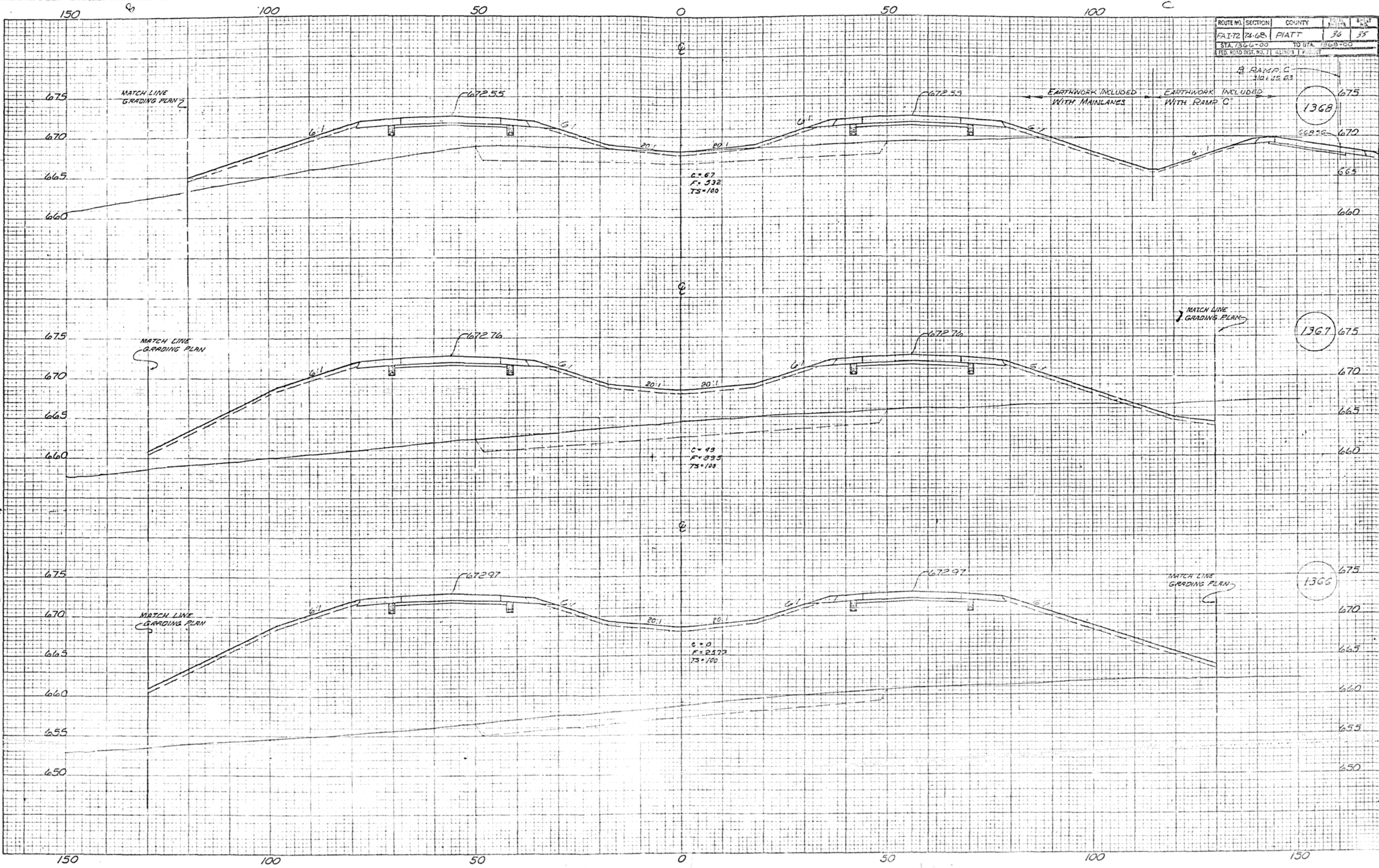
ROUTE NO.	SECTION	COUNTY	POST MILE	STATION
FA-72	74-68	PIATT	36	35
STA. 7366+00		TO STA. 7368+00		
FED. ROAD DIST. NO. 71 ILLINOIS PROJECT				

DATE	BY

FINAL SURVEY	SURVEYED	PLOTTED	DATE
NOTE BOOK	NO. 1	NO. 1	NO. 1
AREAS CHECKED			

DATE	BY

ORIGINAL SURVEY	SURVEYED	PLOTTED	DATE
NOTE BOOK	NO. 1	NO. 1	NO. 1
AREAS CHECKED			



1368

1367

1366

EARTHWORK INCLUDED WITH MAINLANES

EARTHWORK INCLUDED WITH RAMP 'C'

RAMP 'C' 310' US. 63

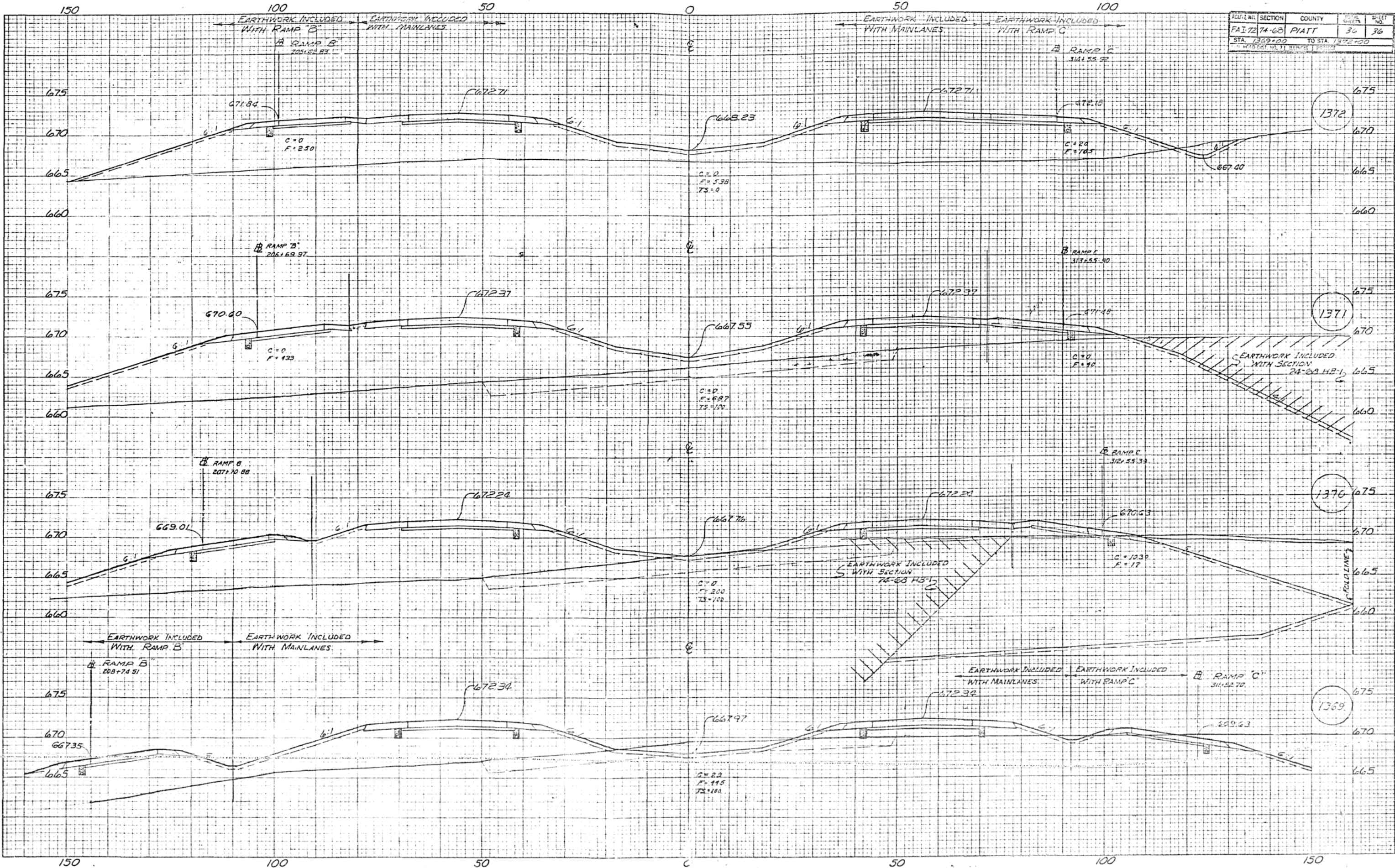
MATCH LINE GRADING PLAN 2

MATCH LINE GRADING PLAN

MATCH LINE GRADING PLAN

MATCH LINE GRADING PLAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 172	74-68	PIATT	36	36
STA. 1369+00		TO STA. 1372+00		



DATE _____
 BY _____
 CHECKED _____
 ORIGINAL SURVEY PLOTTED _____
 SURVEY PLOTTED _____
 TEMPLATE _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____

DATE _____
 BY _____
 CHECKED _____
 ORIGINAL SURVEY PLOTTED _____
 SURVEY PLOTTED _____
 TEMPLATE _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____

STANDARD SYMBOLS AND ABBREVIATIONS

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

SYMBOLS

<p>----- State Line</p> <p>Shelby Co. County Line Fayette Co.</p> <p>----- Township Line</p> <p>----- City, Village or Town Limits</p> <p>----- Section or Grant Line</p> <p>⊕ Section Corner</p> <p>⊕ Quarter Corner</p> <p>Z Same Ownership</p> <p>PL Unfenced Property Line</p> <p>* PL * Fenced Property Line</p> <p>-X-X- Fence Line</p> <p>SM No. Construction Identification Sign</p> <p>■ Right of Way Marker</p> <p>R.O.W. Existing Right of Way Line</p> <p>-X.R.O.W.- Existing Fenced Right of Way Line</p> <p>----- Proposed Right of Way Line</p> <p>-AC- Proposed Right of Way Line coincident with access control line</p> <p>-AC- Access Control Line (Not coincident with Right of Way Line)</p> <p>150' Proposed Right of Way Dimension</p> <p>----- Construction Limits</p> <p>----- Base or Survey Line</p> <p>----- Channel Change Easement</p> <p>----- Temporary Easement (Detour, Grading etc.)</p> <p>Stream</p> <p>Lake or Pond</p> <p>Marsh</p> <p>Levee</p> <p>Summit</p> <p>Deciduous Trees</p> <p>Evergreen Trees</p>	<p>Hedge</p> <p>Railroad or Utility Tracks</p> <p>Curb Wall</p> <p>Retaining Wall</p> <p>Existing Drive or Traveled Way</p> <p>Pipe Lines</p> <p>Gas</p> <p>Water</p> <p>Oil</p> <p>North Arrow</p> <p>Centerline</p> <p>Roadway</p> <p>Traffic Direction Arrow</p> <p>Longitudinal Construction Joint</p> <p>Longitudinal Metal Joint</p> <p>Contraction Joint</p> <p>Expansion Joint</p> <p>Guard Rail</p> <p>Existing Pavement, Curb & Gutter, Driveway Pavement & Sidewalk to be removed</p> <p>Existing Culvert</p> <p>Culvert to be Constructed</p> <p>Culvert with Drop Inlet</p> <p>P 936.25 Elevation of Surface of Finished Pavement at Point Indicated</p> <p>C 936.50 Elevation of Top of Curb at Point Indicated</p> <p>G 936.00 Elevation of Flow Line of Gutter at Point Indicated</p> <p>19.46 Storm Sewer (Direction of Flow & Invert Elevation Indicated)</p> <p>31.9 Tile Drain (Direction of Flow & Invert Elevation Indicated)</p> <p>Existing Inlet, Inlet to be Adjusted, or Inlet to be Reconstructed</p> <p>Inlet to be Constructed</p> <p>Inlet to be filled with Sand & Connection Sealed</p> <p>Existing Catch Basin, Catch Basin to be Adjusted, or Catch Basin to be Reconstructed</p> <p>Catch Basin to be Constructed</p>	<p>⊗ Catch Basin to be filled with Sand & Connection Sealed</p> <p>● Existing Manhole, Manhole to be Adjusted, or Manhole to be Reconstructed</p> <p>● Manhole to be Constructed</p> <p>⊗ Manhole to be filled with Sand & Connection Sealed</p> <p>● Existing Valve Vault, Valve Vault to be Adjusted, or Valve Vault to be Reconstructed</p> <p>● Valve Vault to be Constructed</p> <p>⊗ Valve Vault to be filled with Sand & Connection Sealed</p> <p>● Existing Fire Hydrant, or Fire Hydrant to be Adjusted</p> <p>● Fire Hydrant & Auxiliary Valve to be Moved (Symbol with Letter Indicates New Location)</p> <p>● Existing Light Standard, or Light Standard to be Adjusted</p> <p>● Light Standard to be Moved (Symbol with Letter Indicates New Location)</p> <p>● Existing Stop & Go Light, or Stop & Go Light to be Adjusted</p> <p>● Stop & Go Light to be Moved (Symbol with Letter Indicates New Location)</p> <p>● Existing Traffic Sign, or Traffic Sign to be Adjusted</p> <p>● Traffic Sign to be Moved (Symbol with Letter Indicates New Location)</p> <p>● Existing House Service Box or House Meter Vault, or House Service Box or House Meter Vault to be Adjusted</p> <p>● House Service Box or House Meter Vault to be Moved (Symbol with Letter Indicates New Location)</p> <p>● Existing Main Service Box or Main Meter Vault, or Main Service Box or Main Meter Vault to be Adjusted</p> <p>● Main Service Box or Main Meter Vault to be Moved (Symbol with Letter Indicates New Location)</p> <p>Trolley Pole</p> <p>Telephone or Telegraph Pole</p> <p>Power Line Pole</p> <p>H House</p> <p>Church</p> <p>S Shed</p> <p>Business Building</p> <p>B Barn</p> <p>P School</p> <p>TH Town Hall</p>
---	---	--

ABBREVIATIONS

T.D. Tile Drain	C-B. Centerline to Back of Curb	R.P.S. Reference Point Stake	Sec. Section
S.S. Storm Sewer (Existing)	Δ Central Angle	I.P. Iron Pipe	Sta. Station
S.S. Storm Sewer (Size, Length and Type)	D. Degree of Curve	N&W Nail & Washer	P.L. Property Line
S.S. Storm Sewer (Size, Length, Type and Material)	T. Tangent Length	T.P. Telephone Pole	F.E. Field Entrance
S.S. Storm Sewer (Size, Length, Type and Material) TYPE 1	L. Curve Length	PP. Power Pole	P.E. Private Entrance
RCP	R. Radius of Curve	F.P. Fence Post	F.A.I. Federal-aid Interstate
C.M.P. Corrugated Metal Pipe	E. External Distance	F.H. Fire Hydrant	F.A. Federal-aid
C.I.P. Cast Iron Pipe	S. Superelevation (ft. per ft. of width)	B.M. Bench Mark	F.A.S. Federal-aid Secondary
P.C. Pipe Culvert (Existing)	P.C. Point of Curvature	RRS. Railroad Spike	S.B.I. State Bond Issue
P. Pipe Culvert (Size, Length and Type)	P.I. Point of Intersection	R.O.W. Right of Way	M.F.T. Motor Fuel Tax
P. Pipe Culvert (Size, Length, Type and Material) TYPE 1	P.T. Point of Tangency	Inv. Invert	S.A. State-aid Road
P. Pipe Culvert (Size, Length, Type and Material) TYPE 1 CMCP	P.O.T. Point on Tangent	F.L. Flow Line	C.H. County Highway
P.C.C. Portland Cement Concrete	P.C.C. Point of Compound Curvature	S.M. State of Illinois Survey Marker	T.R. Township Road
F-F. Face to Face of Curb	P.R.C. Point of Reverse Curvature	U.S.C.&G.S. U.S. Coast & Geodetic Survey	C.S. City Street
B-B. Back to Back of Curb	V.C. Vertical Curve	U.S.G.S. U.S. Geological Survey	Proj. Project
C-F. Centerline to Face of Curb	X. 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
BY DATE

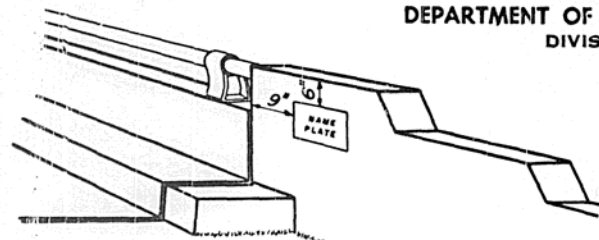
PASSED May 12 1966
J.F.L. 11-18-58
W.F. 9-9-59
W.F. 11-19-62
W.F. 5-12-66

APPROVED May 12 1966
W.F. 5-12-66

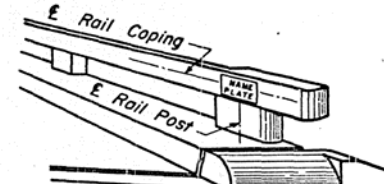
● If it is definitely known that adjustment or reconstruction is required, place A or R inside the symbol. If a new casting is required, show the casting number. Use P for open, C for closed lid. Example - Catch Basin to be reconstructed with new type 5 frame, open lid = (⊕) 5P.

● 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

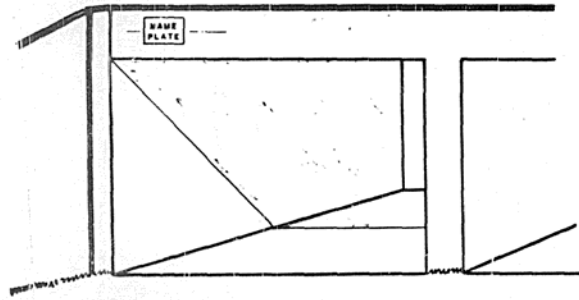
STANDARD 1686-3



FOR END POST
MOUNTED

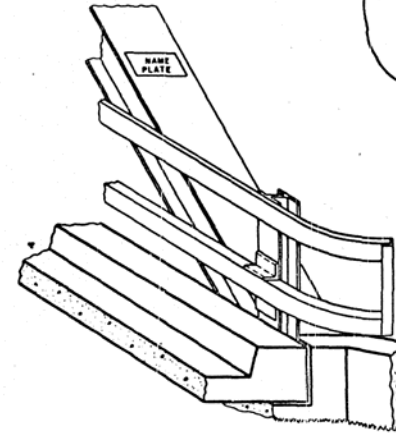


FOR CONCRETE RAILS

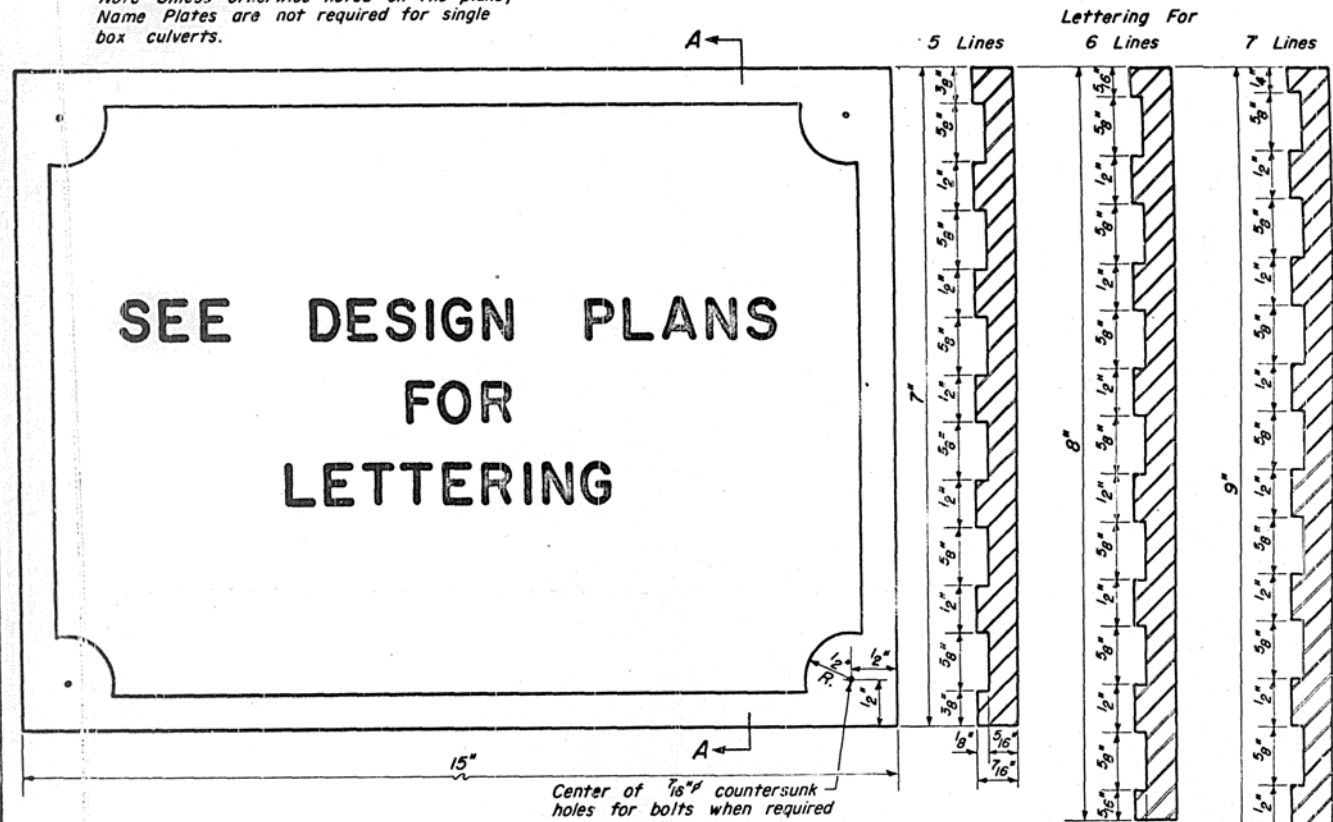
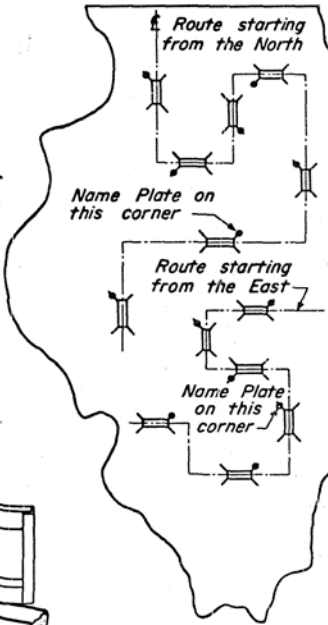


FOR MULTI-SPAN CULVERTS

Note: Unless otherwise noted on the plans,
Name Plates are not required for single
box culverts.



FOR TRUSSES



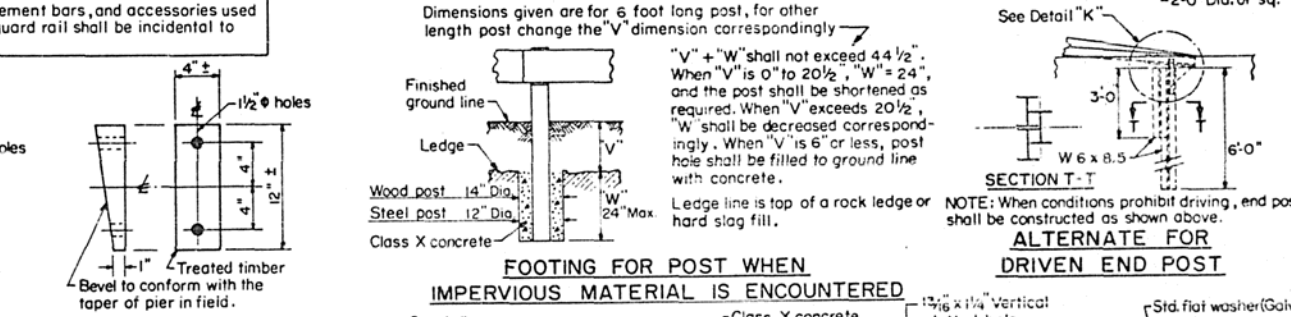
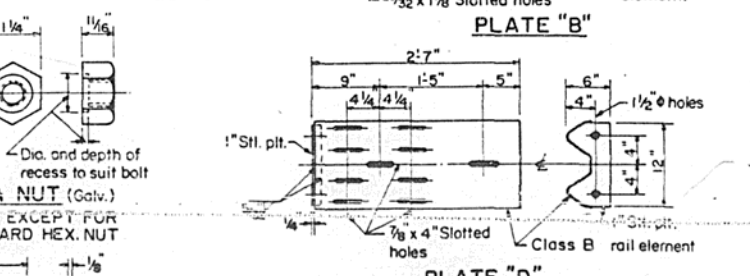
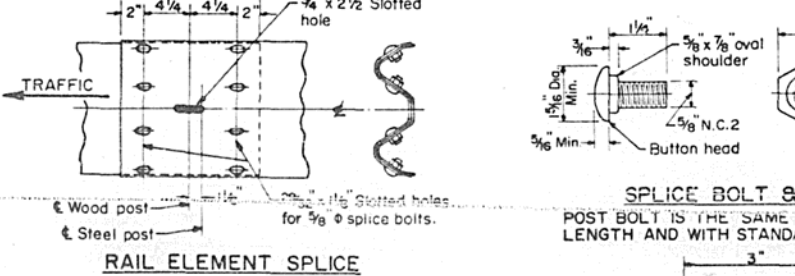
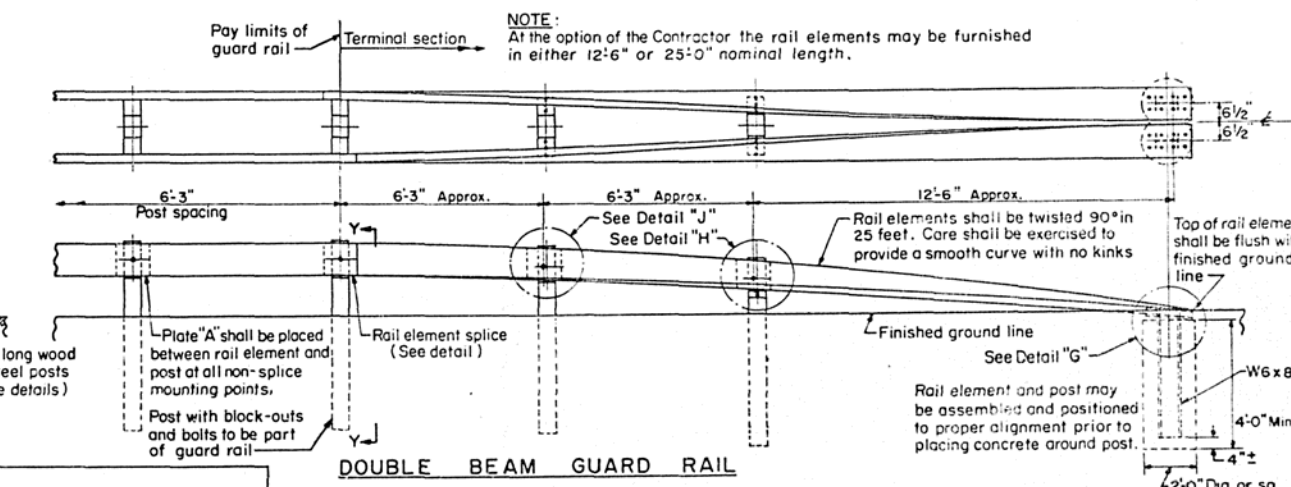
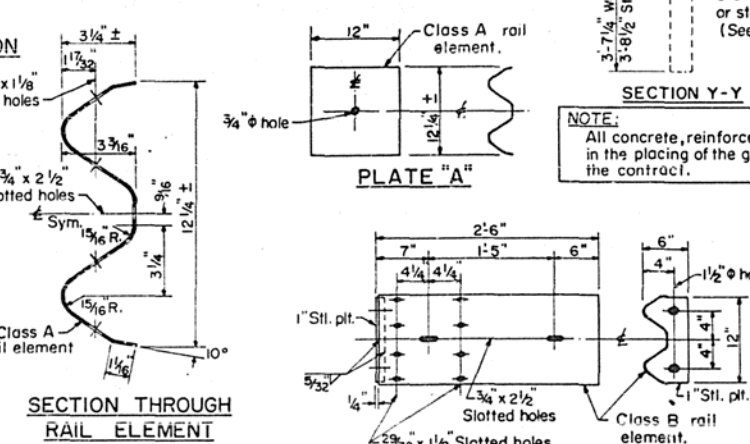
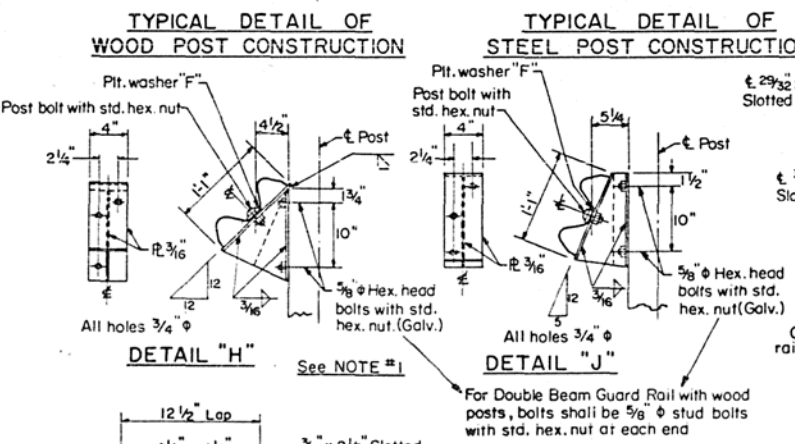
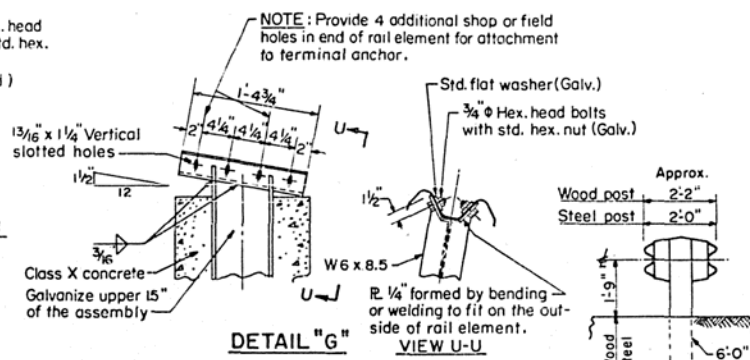
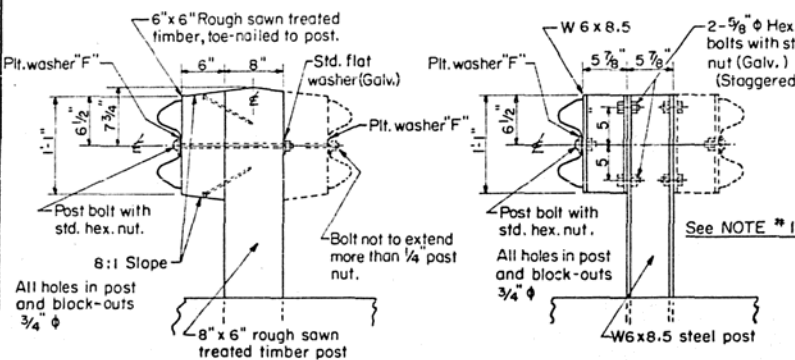
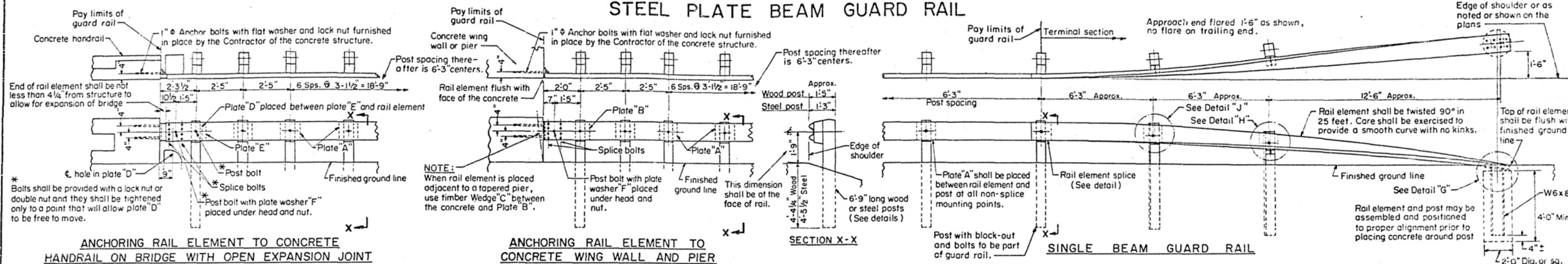
Material: Best quality brass or bronze.
Border & Lettering: Raised 1/8 inch. Square cut and not tapered. Top surface polished.

- For Concrete Rails, Culvert --- Four lugs at least three inches long, Headwalls & Subways cast on back of plate.
- For Steel Truss Span --- Plate to be fastened on steel member at fabricating shop by brazing around entire perimeter of plate.
- For Steel Rails --- Plate to be bolted on with 4 - 3/8" brass or bronze machine bolts with countersunk head.
- For Concrete Rails --- Plate to be centered on E of rail post and E of handrail coping.
- For Steel Truss Span --- Braze to end post about five feet above roadway.
- For Steel Rails --- Place midway between horizontal rail members.
- For Subways --- See design plans for location.

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS
PASSED NOVEMBER 15, 1963
R. W. Wankersdall
Engineer of Road Plans and Contracts
APPROVED NOVEMBER 15, 1963
Ed. Smith
Engineer of Design

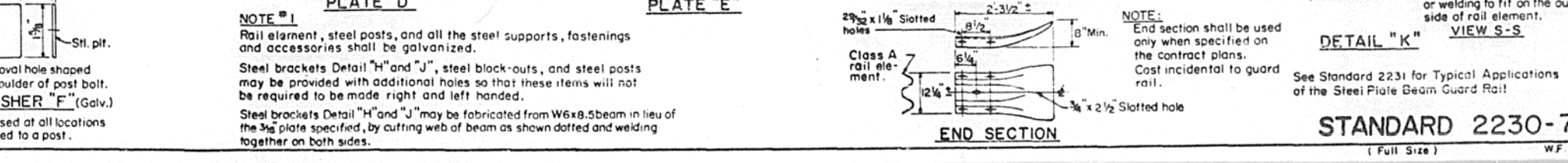
DETAIL OF NAME PLATE FOR BRIDGES

STANDARD DESIGN STEEL PLATE BEAM GUARD RAIL



STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS DIVISION OF HIGHWAYS	ISSUED 2-11-66	W.F. 10-26-70
	REVISIONS	W.F. 3-22-71
PASSED..... Mar. 22, 1971	W.F. 5-4-67	
APPROVED..... Mar. 22, 1971	W.F. 8-9-67	
	W.F. 12-1-69	
	W.F. 3-2-70	
	W.F. 7-29-70	

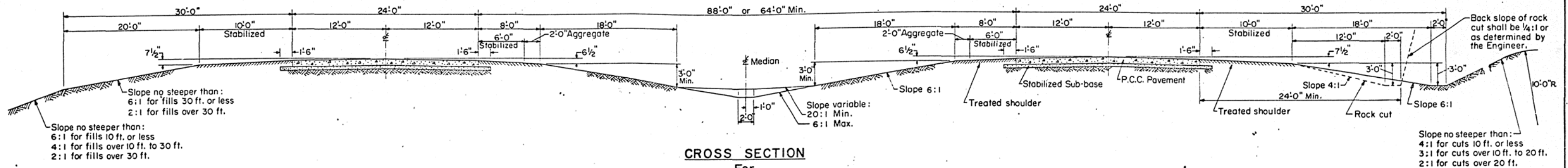
REDRAWN 5-4-67



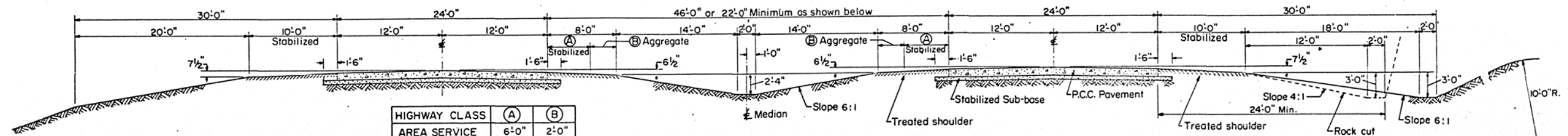
STANDARD DESIGN

ROADWAY CROSS SECTIONS FOR DUAL 24 FT. P.C.C. PAVEMENT

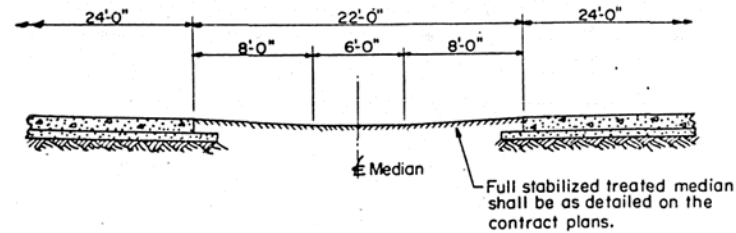
(HIGHWAY CLASSES "TRUNK", "MAJOR", "AREA SERVICE", AND "COLLECTOR")



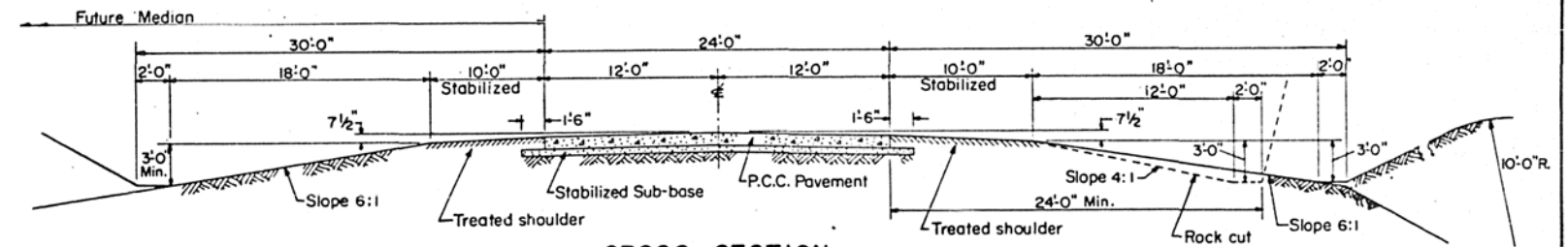
CROSS SECTION
For
"TRUNK" And "MAJOR" Class Highways With One-Way DHV Under 1900



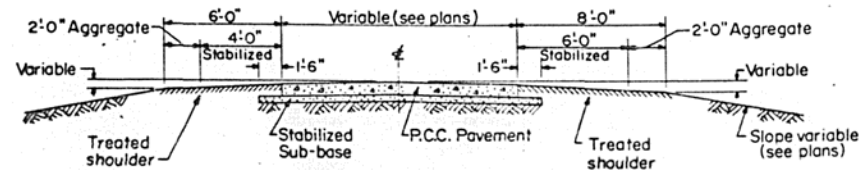
CROSS SECTION
For
"AREA SERVICE" Class Highway With One-Way DHV Under 1900.
"COLLECTOR" Class Highway With Two-Way DHV Over 1425



CROSS SECTION
For
22 Ft. Median



CROSS SECTION
For
"MAJOR", "AREA SERVICE", And "COLLECTOR" Class Highways With Future Median.



CROSS SECTION
For
Ramp

Portland Cement Concrete Pavement:-

The thickness and type of the pavement shall be as shown on the plans or specified in the special provisions.
For detail of the pavement see Standards:
2179 Standard reinforced pavement.
2224 and 2261 Continuously reinforced pavement.

Stabilized Sub-base:-

The stabilized sub-base shall be 4 inches thick unless shown otherwise on the plans.
When a slip form paver not equipped with approved automatic grade controls is to be used, it shall operate on the stabilized sub-base which shall be extended so that the overall width is 6 inches greater than the width from outside to outside of the slip form paver's tracks. Such extended width will not be measured for payment but shall be considered incidental to the contract.
If the slip form paver is equipped with approved automatic grade controls that control the four corner supports of the paver and the Contractor elects to use these controls, the stabilized sub-base shall be made wider than the design pavement width by not less than 12 inches nor more than necessary for the type of equipment used. An appropriate deduction will be made in quantity of stabilized sub-base when the width is less than 3 feet wider than the design pavement width.

Treated Shoulder:-

The treated shoulders shall be as detailed on Standard 2237 unless shown otherwise on the plans.

General Notes:-

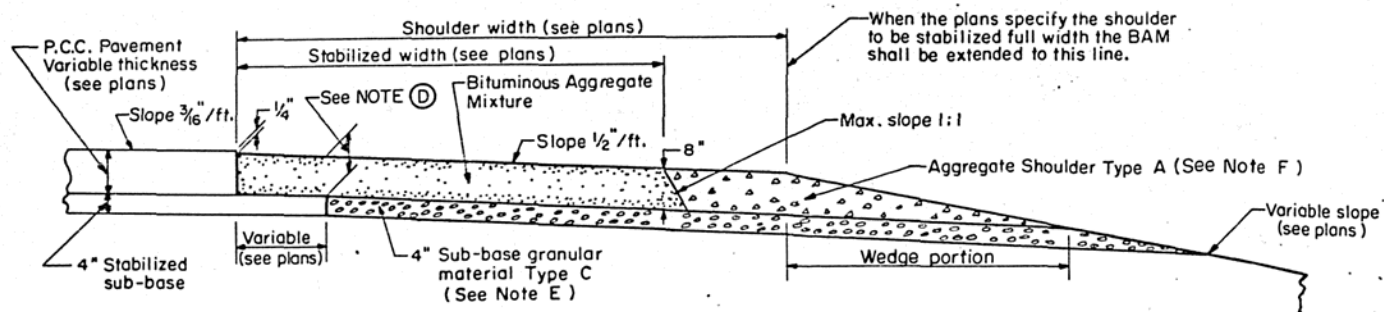
The superelevation of the pavement shall be as shown on the plans.

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	
ISSUED 7-7-66	REVISIONS
PASSED Aug. 1, 1972	W.F. 8-17-67
<i>W.F. Sawyer</i> Engineer of Road Plans and Contracts	W.F. 8-15-68
APPROVED Aug. 1, 1972	W.F. 12-1-69
<i>W.F. Baumann</i> Engineer of Design	W.F. 8-1-72

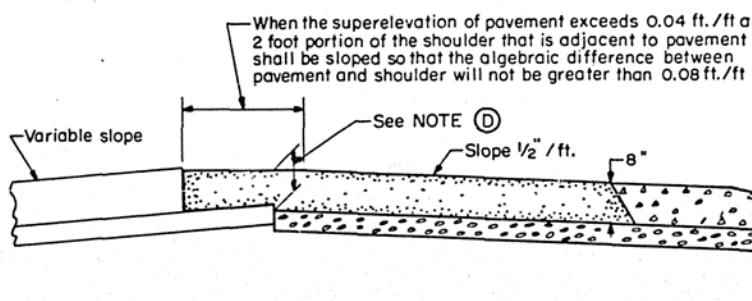
Redrawn 8-17-67

STANDARD DESIGN SHOULDER DETAILS

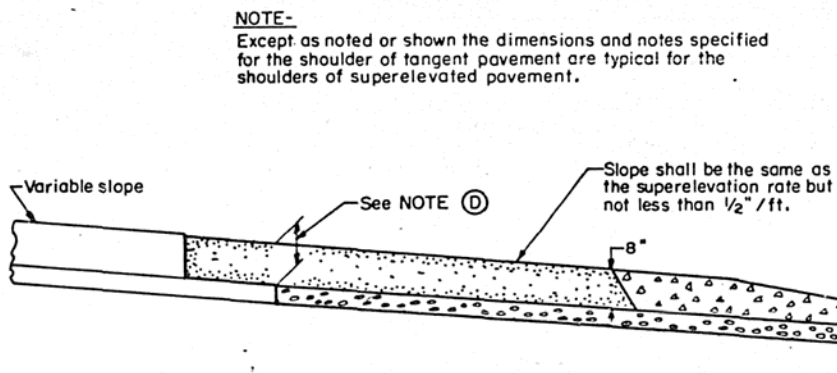
SHOULDER WITH B.A.M. STABILIZATION



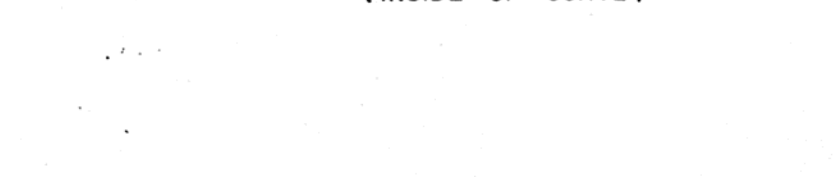
SHOULDER FOR TANGENT PAVEMENT



SHOULDER FOR SUPERELEVATED PAVEMENT (OUTSIDE OF CURVE)



SHOULDER FOR SUPERELEVATED PAVEMENT (INSIDE OF CURVE)



NOTE "D"

This thickness will vary with the thickness of pavement, extended length of sub-base, and the slope of pavement. When this thickness is less than 8 inches the stabilized shoulder shall be stepped down at this line to provide an 8 inch minimum thick stabilized shoulder.

NOTE "E"

The 4" sub-base granular material Type C is omitted when a sub-surface drain is provided in accordance with Standard 2327.

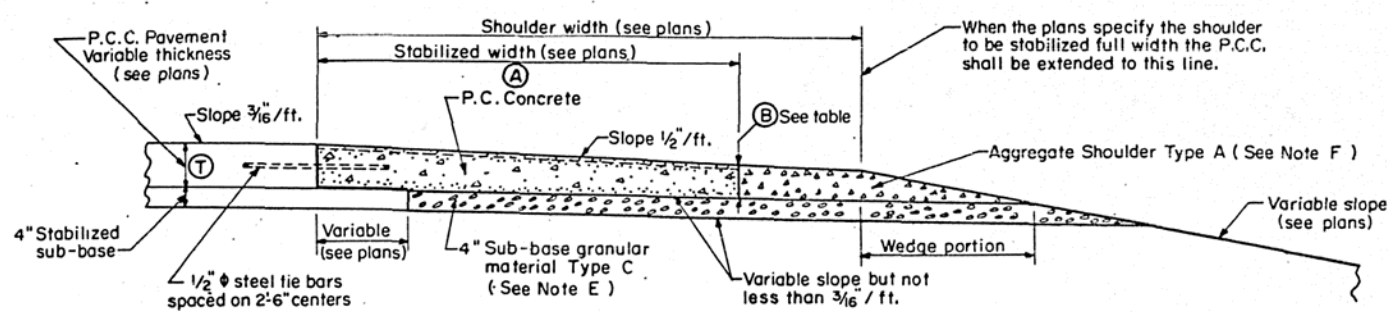
NOTE "F"

The wedge portion of the Aggregate Shoulder Type A may be compacted in accordance with Type B shoulder requirements. The wedge portion shall be earth in lieu of the Aggregate Shoulder Type A when the 4" sub-base granular material Type C is omitted and the shoulder is stabilized with BAM or PCC for the full width.

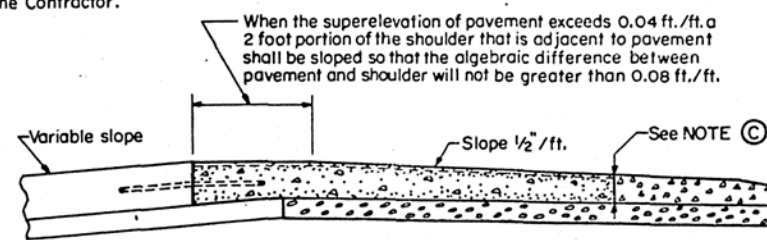
GENERAL NOTES

Only one type of shoulder shall be used throughout a contract. The cost of furnishing and placing the tie bars, furnishing and placing the sealing material, constructing the transverse grooves, and constructing the single or multiple corrugations will not be paid for separately, but shall be considered as incidental to the Stabilized Shoulder.

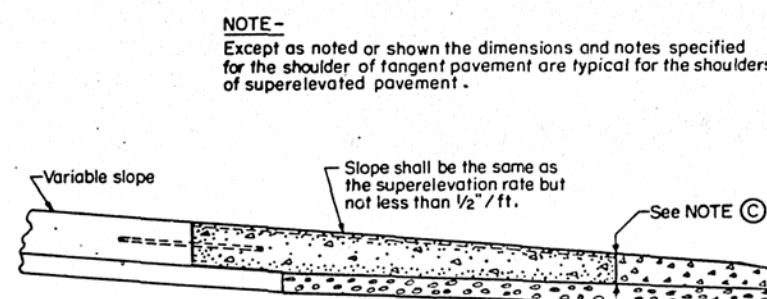
SHOULDER WITH P.C.C. STABILIZATION



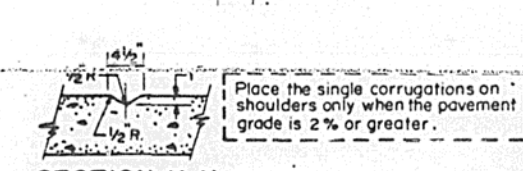
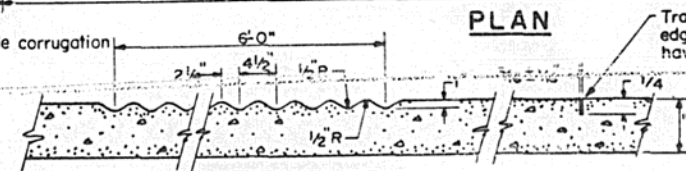
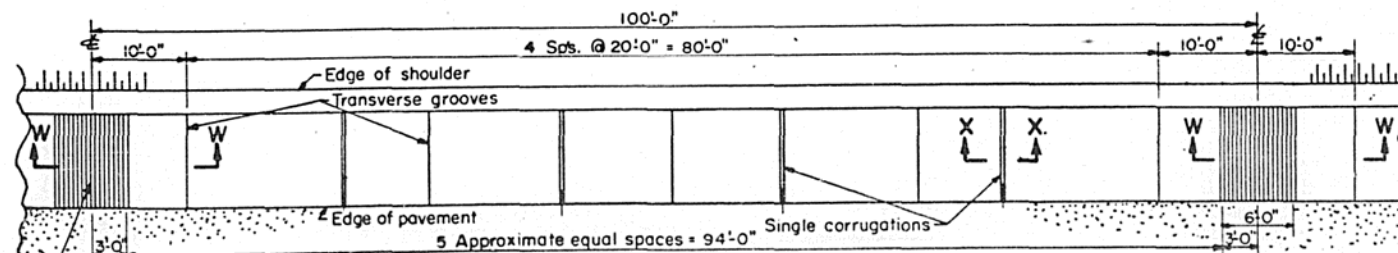
SHOULDER FOR TANGENT PAVEMENT



SHOULDER FOR SUPERELEVATED PAVEMENT (OUTSIDE OF CURVE)



SHOULDER FOR SUPERELEVATED PAVEMENT (INSIDE OF CURVE)



Stab. width	Pav't. thickness (T)			
	8"	9"	10"	11"
4'-0"	6 3/4"	7 3/4"	8 3/4"	8 3/4"
6'-0"	6"	7 1/8"	8 1/8"	8 1/8"
8'-0"	6"	6 1/2"	7 1/2"	7 1/2"
10'-0"	6"	6"	6 3/8"	6 3/8"

NOTE-When dimension "B" is more than 6" the bottom slope of 3/16" / ft. is the controlling factor.

NOTE-

Except as noted or shown the dimensions and notes specified for the shoulder of tangent pavement are typical for the shoulders of superelevated pavement.

NOTE "C"

Thickness shall be 6 inches, but because of the variations in the thickness of pavement and the slope of superlevation it may be necessary to increase this thickness so that the bottom slope will not be less than 3/16" / ft.

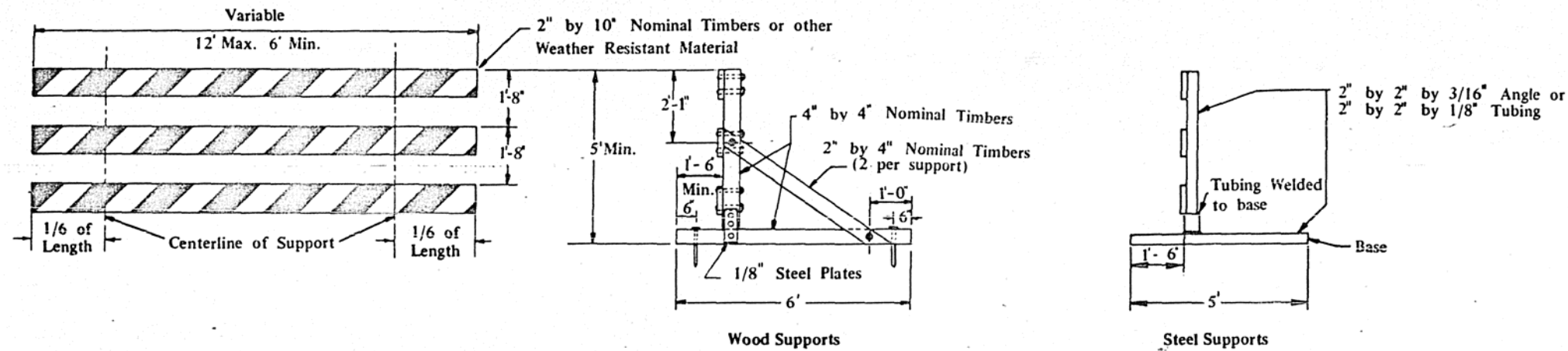
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ISSUED 7-7-66
PASSED _____ Aug. 1, 1972 Engineer of Road Plans and Contracts	REVISIONS
APPROVED _____ Aug. 1, 1972 Engineer of Design	W.F. 12-22-70
	W.F. 1-5-71
	W.F. 8-1-72

Redrawn 12-22-70

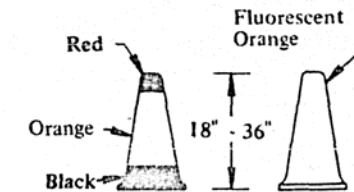
STANDARD DESIGN

DESIGN OF TRAFFIC CONTROL DEVICES FOR HIGHWAY CONSTRUCTION AND MAINTENANCE

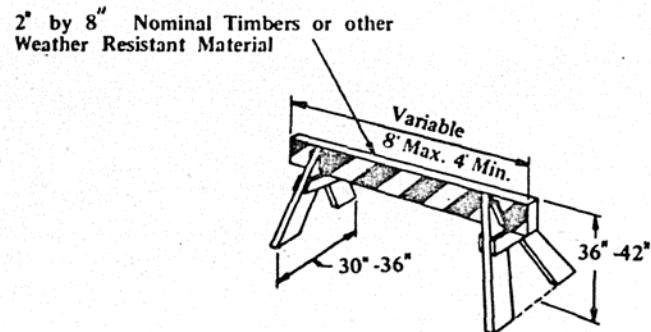
CLASS I BARRICADES



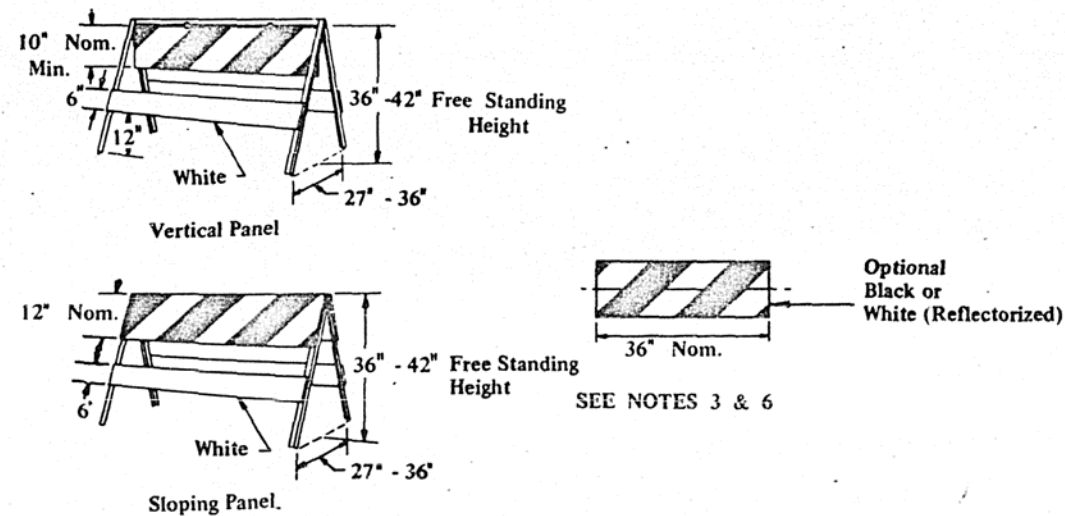
CONES



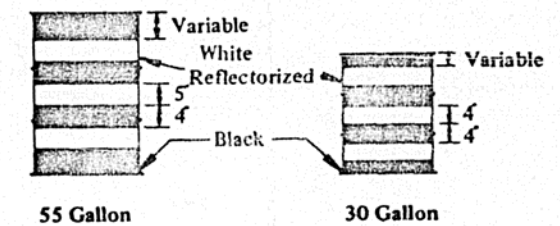
CLASS II BARRICADE



CLASS III BARRICADES

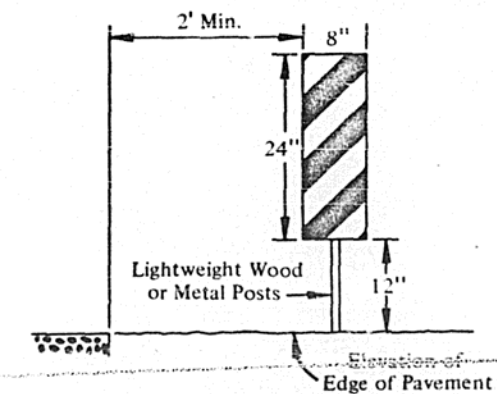


STEEL DRUMS



GENERAL NOTES

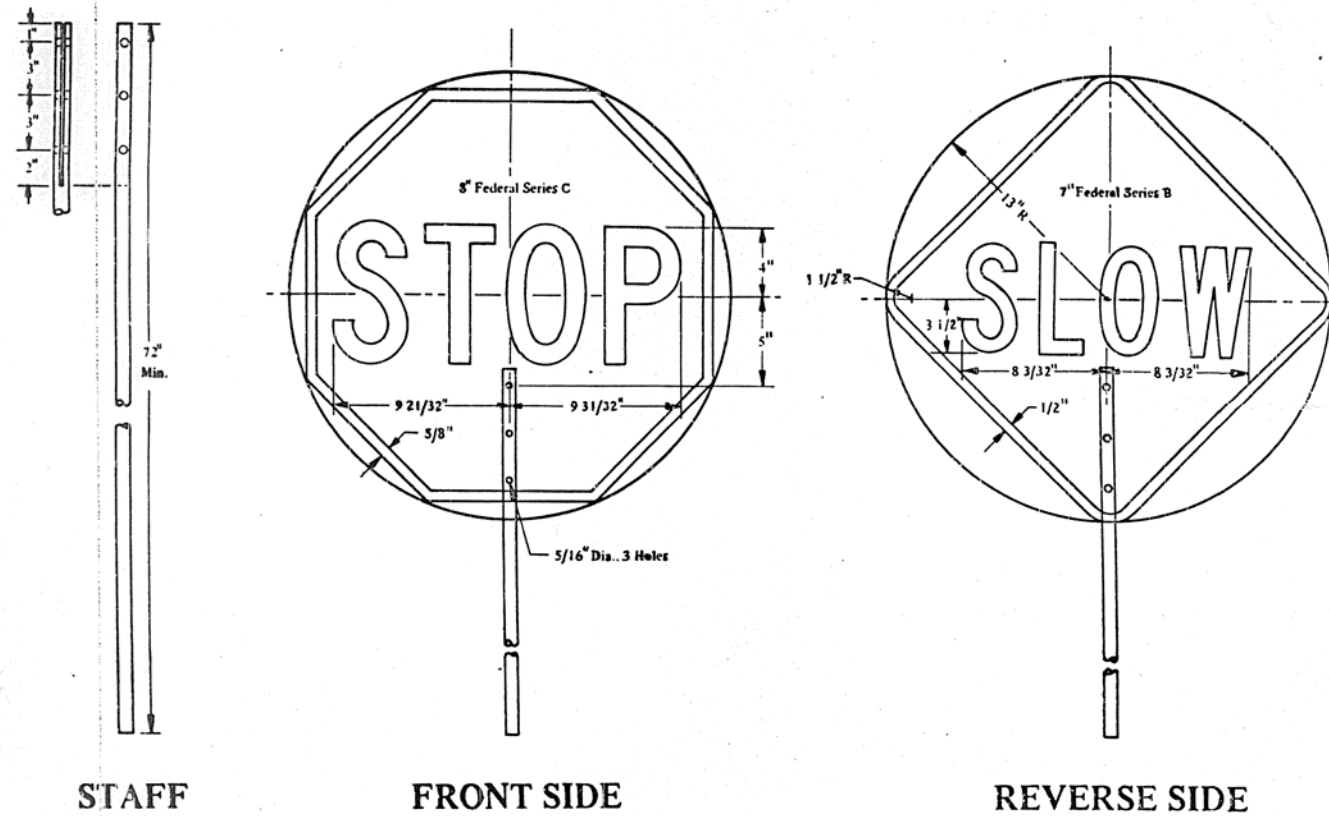
1. Barricade legs or supports shall be constructed of either timber or steel and shall be galvanized or painted white or black.
2. All reflectorized material shall have a smooth sealed surface covering the reflective elements.
3. Barricade swinging panels may be divided in two pieces either horizontally or vertically but the combined surface area must be not less than 10 times the required width.
4. All barricades shall have alternating white reflectorized and black stripes at 45° from the vertical. Barricade stripes shall be 6 in. in width. Stripes on vertical panels shall be 3 in. in width.
5. Diagonal stripes shall slope downward at 45° toward the side on which traffic will pass.
6. Stripe placement on barricades shall be symmetrical and provide maximum reflective material along the end of the panel.
7. Stripe placement is shown for 12-inch barricade panels. If a vertical panel of less than 12 inches is used, the stripe placement along the horizontal center line of the panel shall be the same as shown for 12-inch panels.
8. Class II and Class III Barricades shall be striped on both sides.
9. Barricades may be identified with a legend that does not exceed one inch in height at a location not visible to traffic.
10. Weights of concrete, stone, or brick will not be allowed and all weights used to stabilize barricades other than sandbags must be rigidly attached to the barricades.
11. Alternate designs and/or materials may be permitted when authorized in writing by the District Engineer. All materials shall be substantial and durable.
12. Vertical panels placed on the outside of curves shall be reflectorized in the direction(s) of approaching traffic.



STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS DIVISION OF HIGHWAYS	REVISED BY DATE
APPROVED <i>W. A. Trich</i> Engineer of Traffic	D.A.B. 12-8-69 D.A.B. 7-1-71 D.L. 4-27-72

STANDARD 2299-4

STANDARD DESIGN FOR FLAGMAN TRAFFIC CONTROL SIGN



GENERAL NOTES

1. The "STOP" face shall consist of white letters and border on a red reflectorized background.
2. The "SLOW" face shall consist of black letters and border on a orange reflectorized background.
3. Areas outside sign borders shall be light blue.
4. The portion of the staff within the sign face shall match the sign colors.
5. All colors and letters shall meet applicable federal standards.
6. The sign shall be attached to the staff with rust resistant 1/4 in. hardware.
7. The sign base material shall be 0.08 aluminum. The staff shall consist of two sections of 3/4 in. galvanized steel conduit joined by a coupling located 60 in. from the bottom of the staff. Alternate designs and/or materials may be used when approved by the District Engineer. All materials shall be substantial and durable.
8. This sign shall be furnished by the contractor and shall be used by the flagman in lieu of flags or other signaling devices. The cost of furnishing and maintaining the sign shall be considered incidental to the contract and no additional compensation will be allowed.

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS DIVISION OF HIGHWAYS		REVISED BY DATE
APPROVED	April 3, 1962	
<i>W. A. Frick</i> Engineer of Traffic		

STANDARD 2300