

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

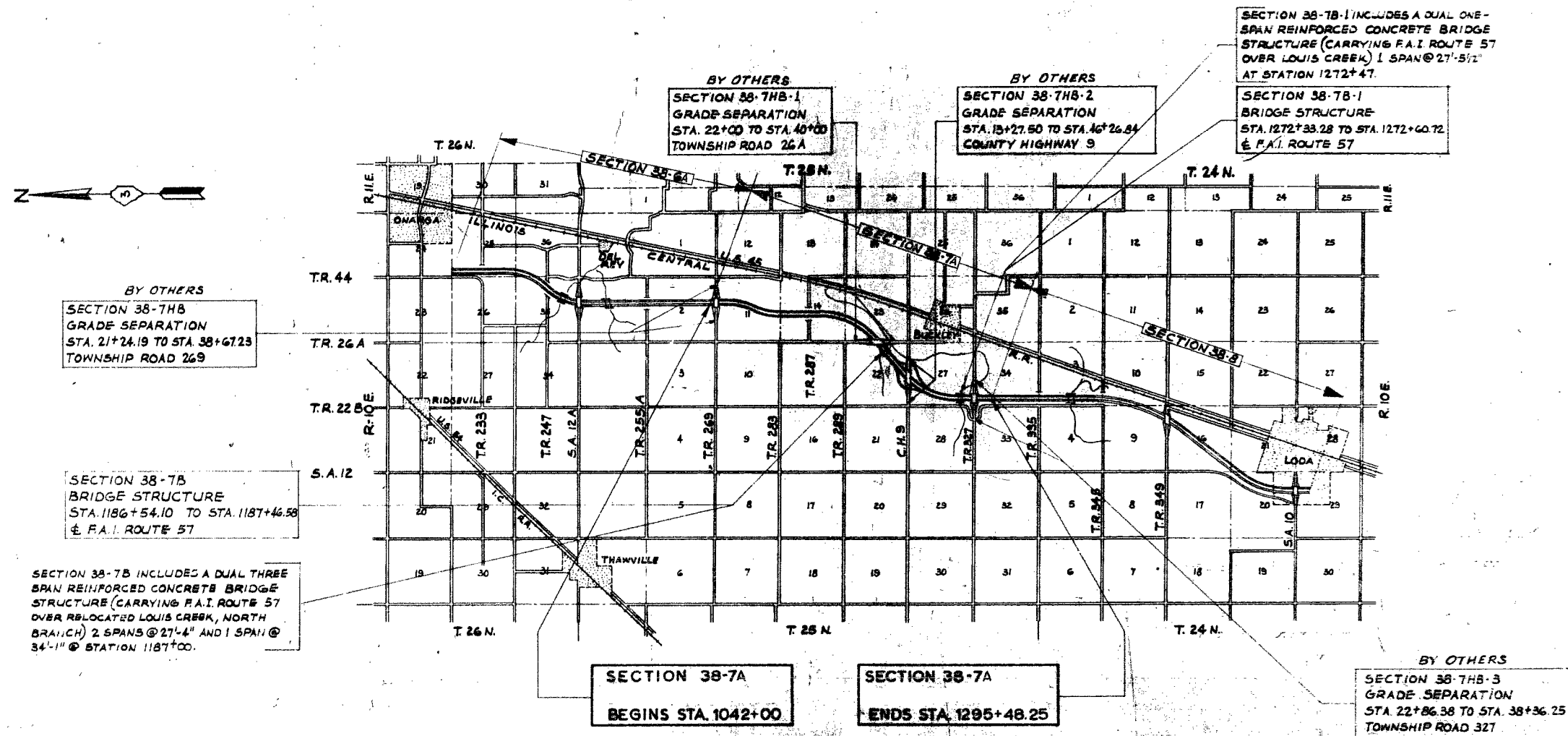
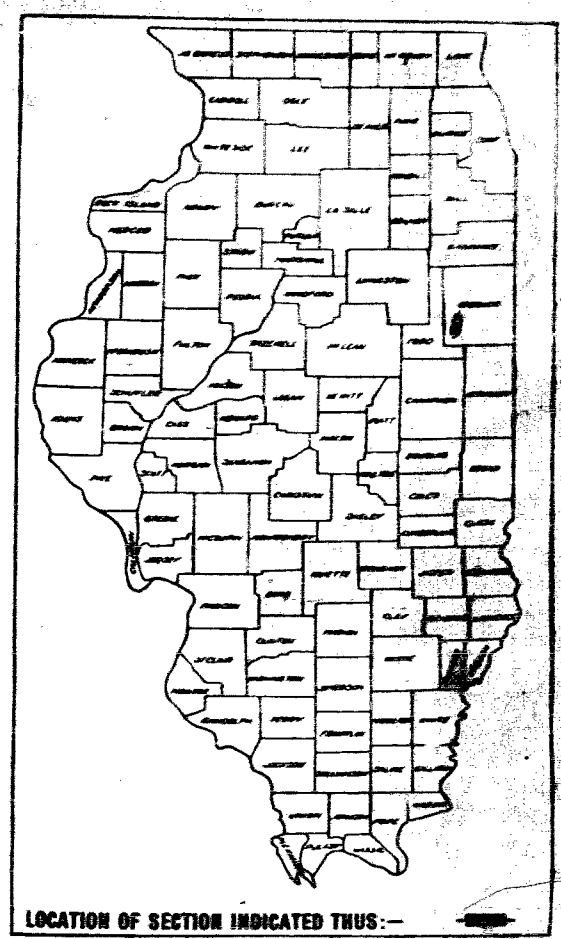
SET 2 OF  
2 SETS

SECTION	SHEET	COUNTY	DATE
38-7A 38-7B 38-7BI	10	IROQUOIS	10

INDEX OF SHEETS ON SHEET NO. 4

SCALES  
PLAN 1 INCH = 100 FT.  
PROFILE 1 INCH = 100 FT.  
CROSS-SECTION 1 INCH = 10 FT.

F.A.I. ROUTE 57, SECTION 38-7A, 38-7B & 38-7BI, IROQUOIS COUNTY



ROADWAY CLASSIFICATION  
F.A.I. ROUTE 57  
1748 (89) B-1 6.34 (PCC-20)

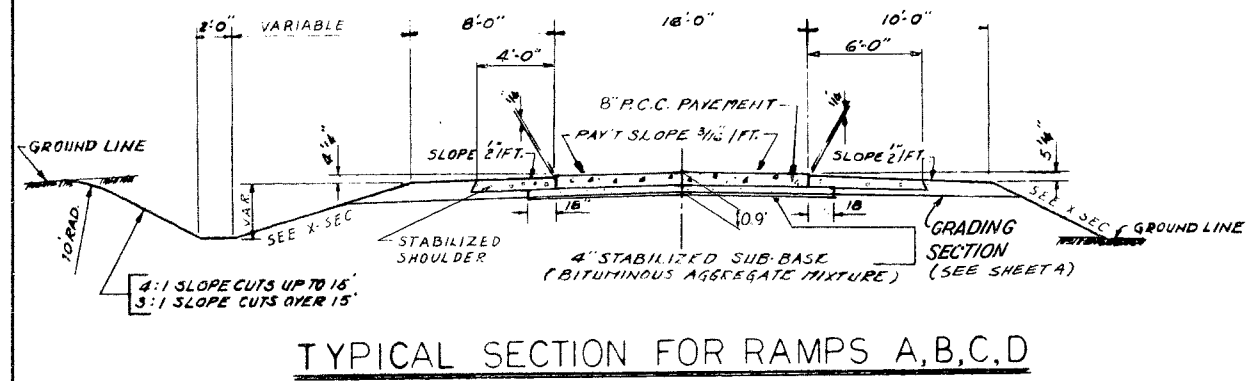
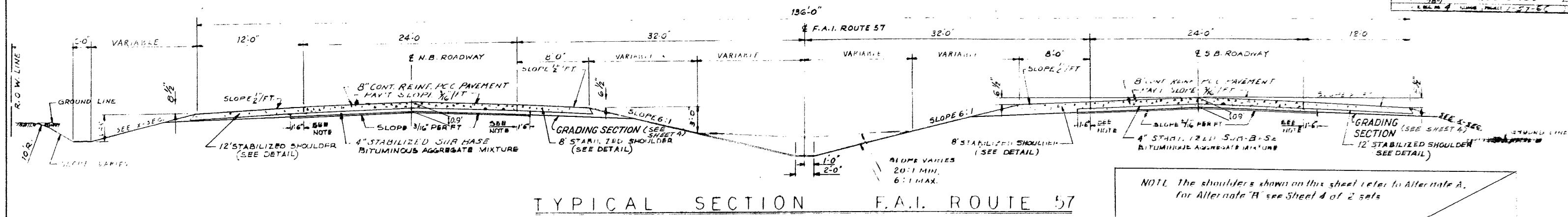
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS  
DIVISION OF HIGHWAYS

DESIGNED BY: *Challa & Goss*

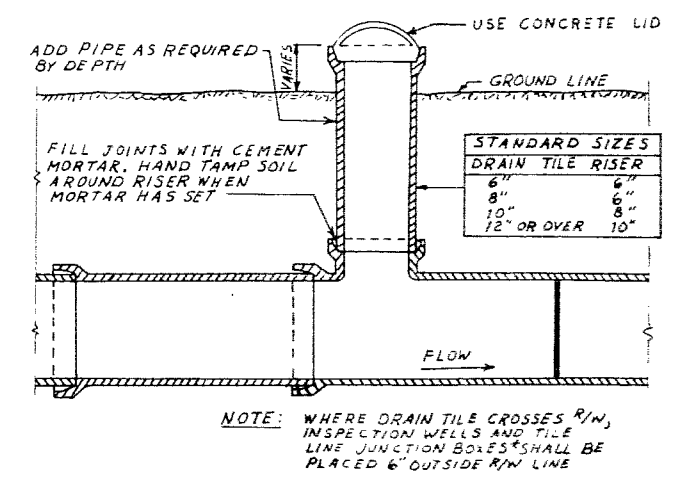
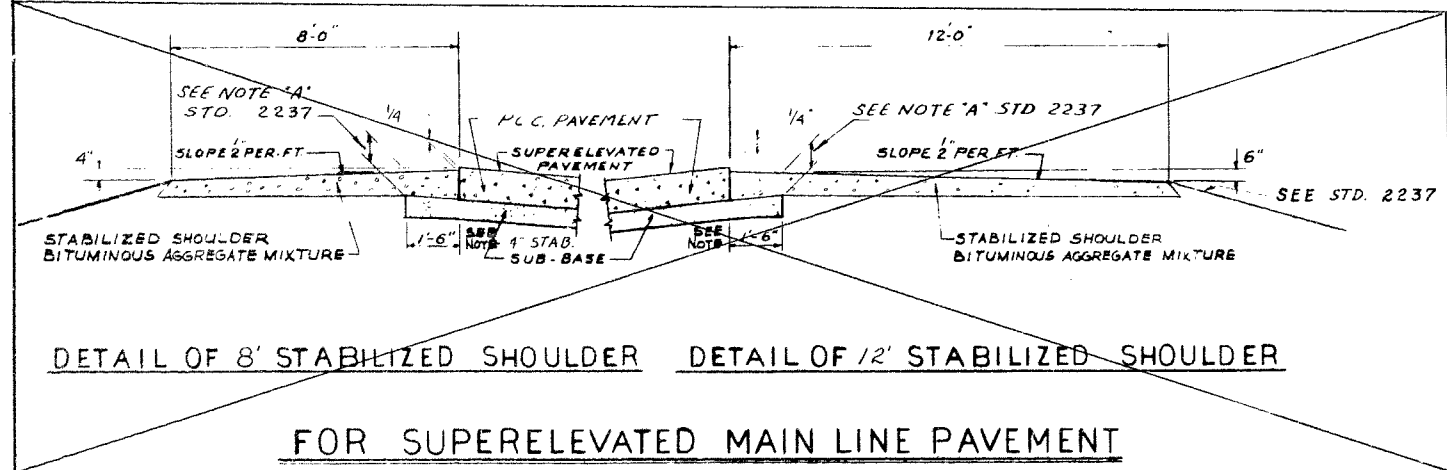
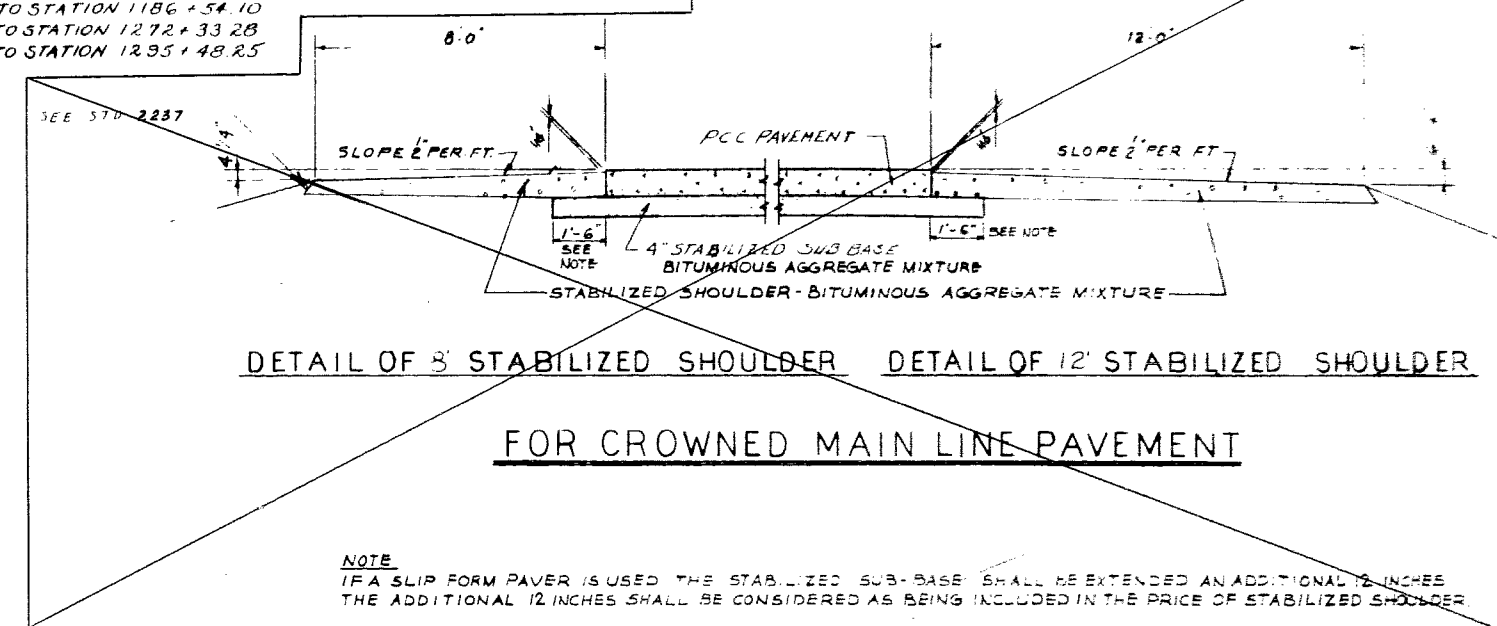
EXAMINED BY: \_\_\_\_\_

APPROVED BY: \_\_\_\_\_

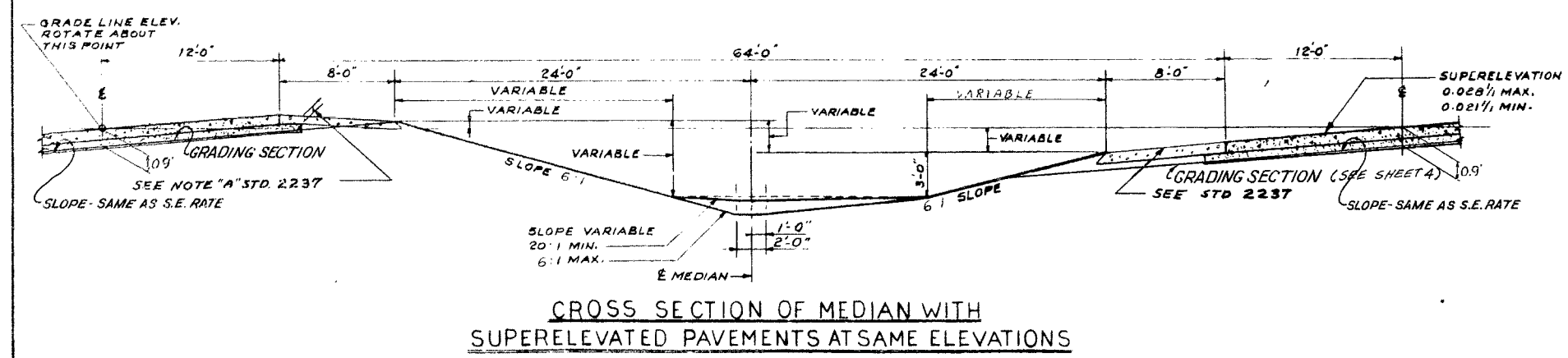
DATE: \_\_\_\_\_



STATION 1042+00 TO STATION 1186+54.10  
STATION 1187+46.58 TO STATION 1272+33.28  
STATION 1272+60.72 TO STATION 1295+48.25



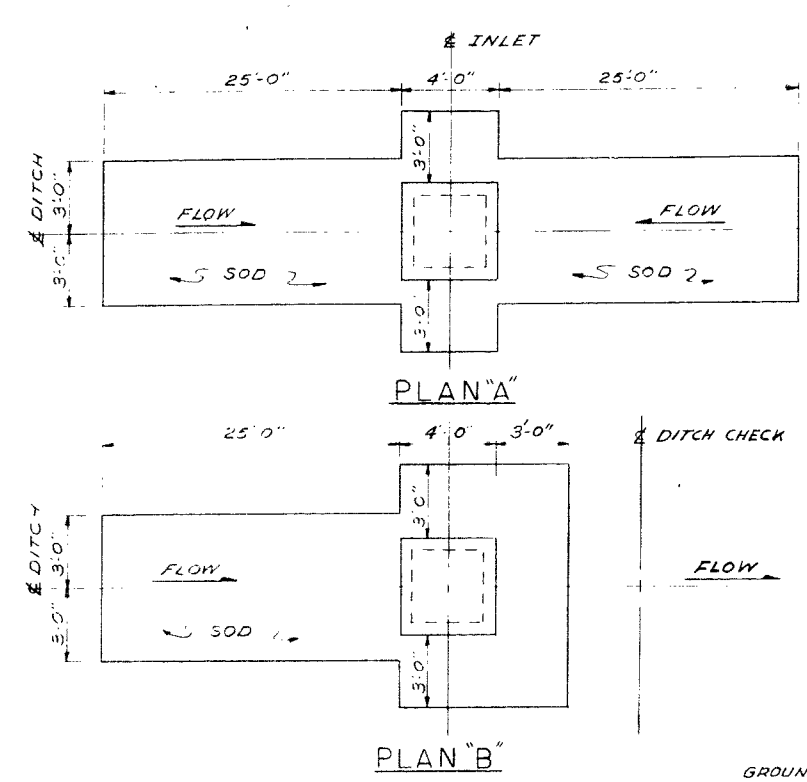
NOTE: PAVEMENT, STABILIZED BASE AND STABILIZED SHOULDERS (BY OTHERS)



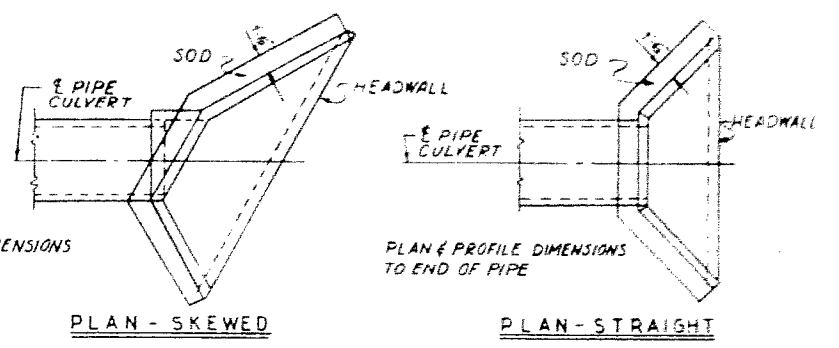
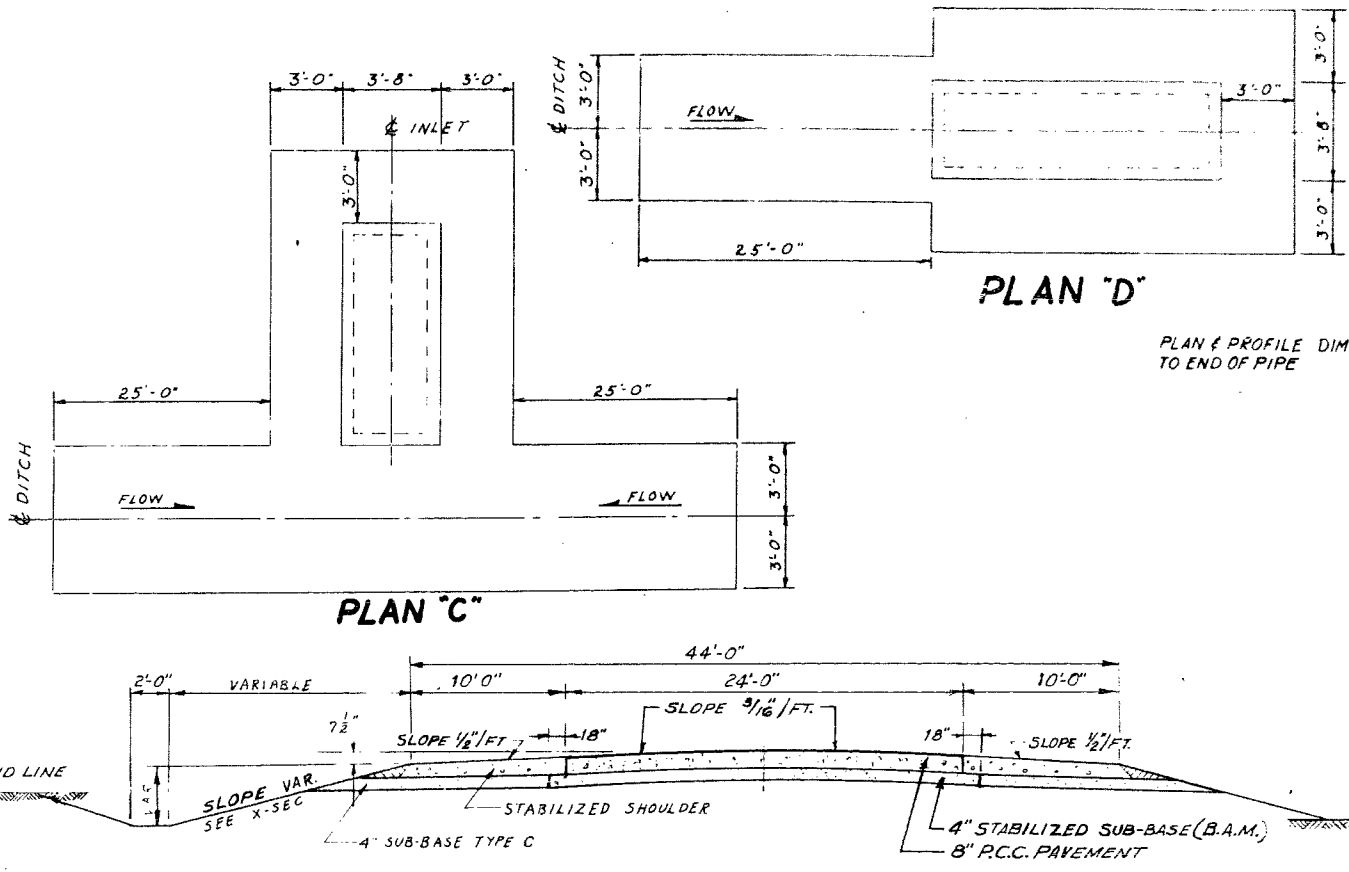
\*FOR DETAILS OF JUNCTION BOX, SEE SHEET 3 OF SET 1.

F.A.I. ROUTE 57 SECTION 38-7A  
IROQUOIS COUNTY

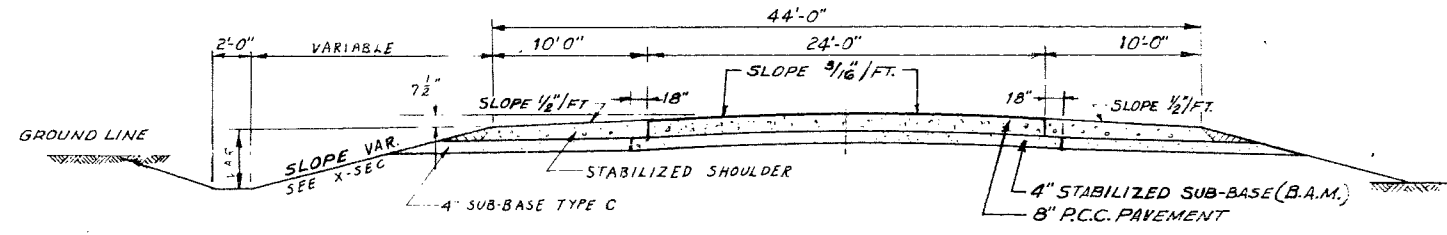
TYPICAL SECTIONS & INSPECTION WELL  
DRAWN BY G.T.S.



METHOD OF PLACING SOD AT INLETS

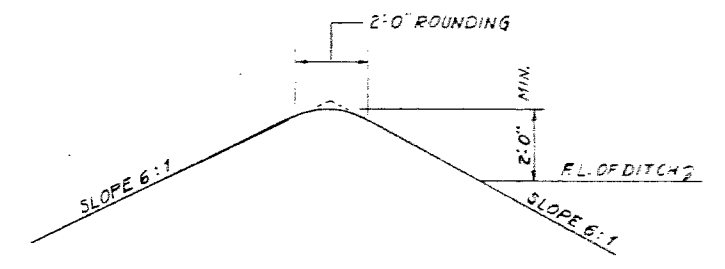
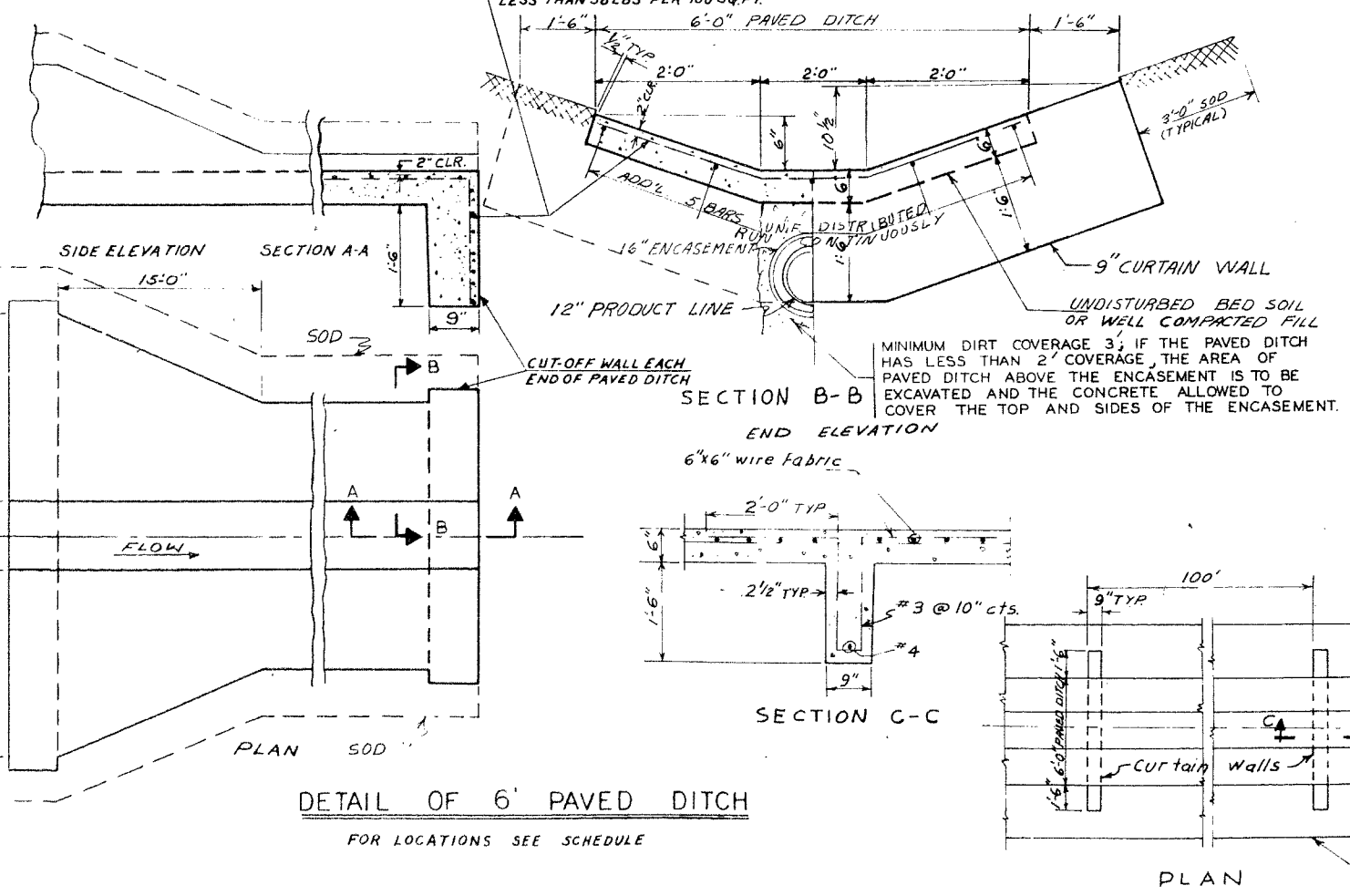


PIPE CULVERT INSTALLATION

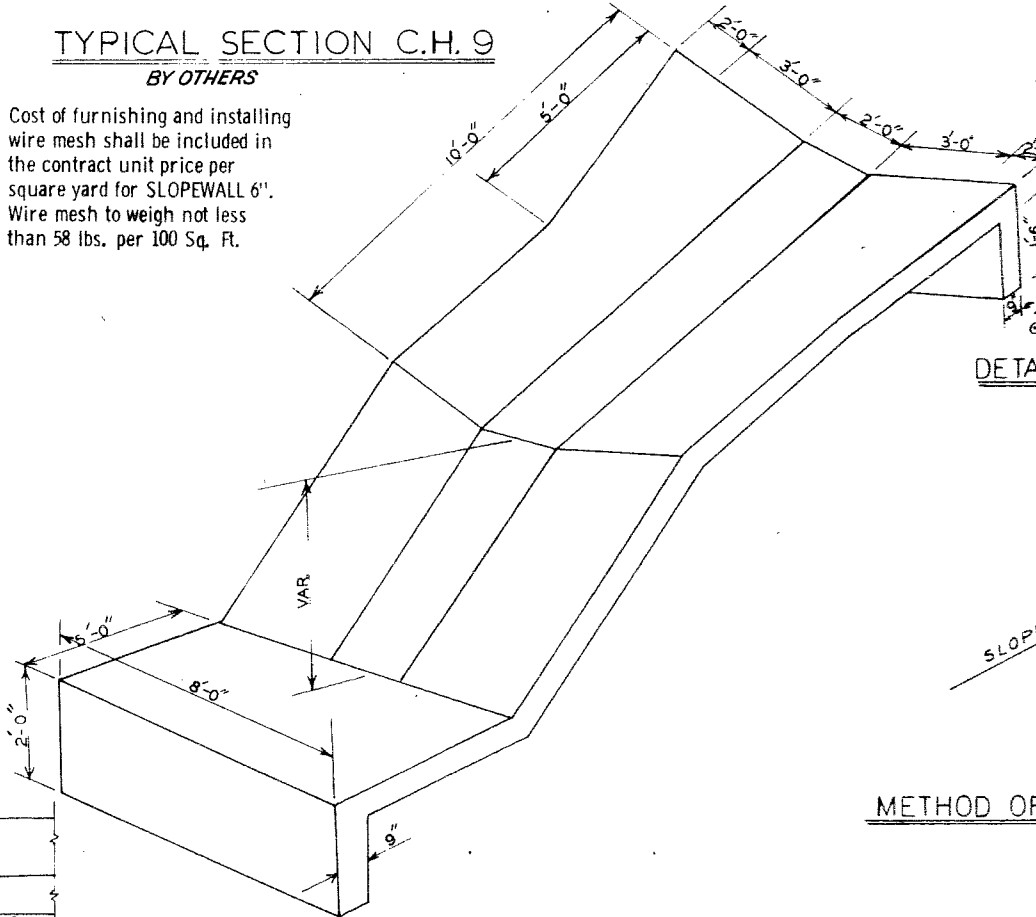


\* Note: Cost of furnishing and installing wire mesh shall be included in the contract unit price per square yard for SLOPEWALL 6". Wire mesh to weigh not less than 58 lbs. per 100 Sq. Ft.

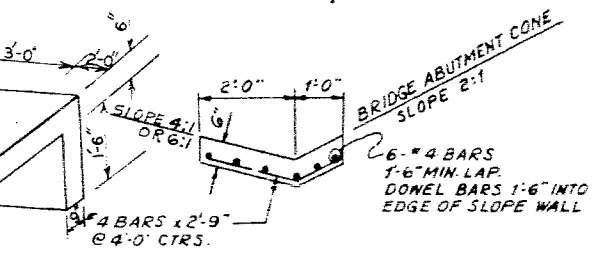
The cost of the flared transition, curtain walls, the cost of furnishing and placing the welded wire fabric and additional reinforcement shall be included in the contract unit price per Lin. Ft. of paved ditch.



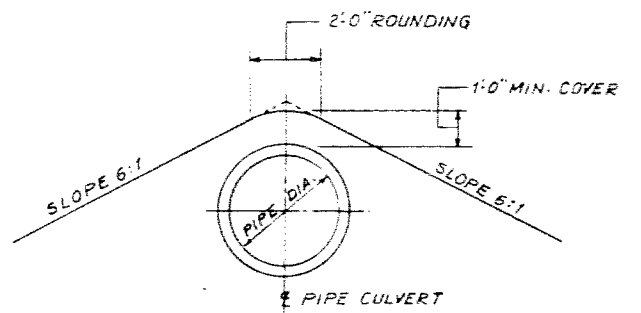
STANDARD DITCH CHECK



DETAIL OF SLOPEWALL  
FOR LOCATION SEE SCHEDULE



DETAIL OF SPECIAL PAVED DITCH  
FOR LOCATIONS SEE SCHEDULE



METHOD OF MOUNDING PIPE CULVERTS IN MEDIAN

# SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE STATION	ROAD STATION FAI ROUTE 57	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE STATION	ROAD STATION FAI ROUTE 57
					1042+00.00						
					TO						
				1187+00.0	1186+54.10	201369	WOVEN WIRE GATES, 12' SINGLE GATE	EACH	1		1
				AND	1137+46.58	201379	ENGINEERS FIELD OFFICE	EACH	05		05
				1272+47.0	TO	201394	STABILIZED SHOULDERS, 8"	SQ YD	121222		121222
					1272+33.28						
					1272+60.72	201398	ENGINEERS FIELD OFFICE TYPE A	EACH	05		05
					TO						
					1295+48.25						
						201615	ALTERNATE "A"				
						201616	STABILIZED SHOULDERS, 8"(8 FT WIDE)	-SQ YDS	-48,643		-48,643
						201617	STABILIZED SHOULDERS, 8"(10 FT WIDE)	-SQ YDS	-9,089		-9,089
						201618	STABILIZED SHOULDERS, 8"(12 FT WIDE)	-SQ YDS	-63,490		-63,490
						201619	ALTERNATE "B"				
						201620	STABILIZED SHOULDERS, 8"(4 FT WIDE)	-SQ YDS	-24,322		-24,322
						201621	STABILIZED SHOULDERS, 8"(8 FT WIDE)	-SQ YDS	-6,269		-6,269
						201622	STABILIZED SHOULDERS, 8"(10 FT WIDE)	-SQ YDS	-52,888		-52,888
010006	HEDGE REMOVAL	UNIT	5		5						
011001	EARTH EXCAVATION	CU YD	169036		169036						
012001	CHANNEL EXCAVATION	CU YD	12827	12,827							
013001	BORROW EXCAVATION	CU YD	437816		437816						
020001	TRENCH BACKFILL	CU YD	163		163						
024001	SUB-BASE GRANULAR MATERIAL, TYPE A	TON	144		144						
026016	STABILIZED SUB-BASE "A"	SQ YD	143762		143762						
027001	TOPSOIL	CU YD	37872		37872						
043006	PORTLAND CEMENT CONCRETE PAVEMENT, 8"	SQ YD	12453		12453						
043012	PORTLAND CEMENT CONCRETE PAVEMENT, 10" 12" 14" 16" 18"	SQ YD	599		599						
043019	REMOVING AND REPLACING CURBING COVER	UNIT	39		39						
043019	PAVEMENT FABRIC	SQ YD	12453		12453						
043027	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8"	SQ YD	12453		12453						
043043	PAVEMENT REINFORCEMENT 8"	SQ YD	12453		12453						
050001	CLASS A EXCAVATION FOR STRUCTURES	CU YD	1420	1420							
050002	CLASS B EXCAVATION FOR STRUCTURES	CU YD	1500	1000							
051002	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	7390	7390							
052001	HANDRAIL CONCRETE	CU YD	20.9	20.9							
052002	CLASS A CONCRETE	CU YD	336.8	336.8							
052003	CLASS B CONCRETE	CU YD	1262.8	1233.9	28.9						
052016	CLASS A CONCRETE HEADWALLS	CU YD	77.9		77.9						
052021	PROTECTIVE COAT	SQ YD	1183		1183						
058964	PIPE CULVERTS, TYPE 12, RCP, 24"	LIN FT	876		876						
058966	PIPE CULVERTS, TYPE 12, RCP, 36"	LIN FT	299		299						
058968	PIPE CULVERTS, TYPE 12, RCP, 42"	LIN FT	174		174						
058969	PIPE CULVERTS, TYPE 24, RCP, 24"	LIN FT	888		888						
058987	PIPE CULVERTS, TYPE 24, RCP, 36"	LIN FT	268		268						
059001	REINFORCEMENT BARS	POUND	238,907	233380	5,527						
061001	NAME PLATES	EACH	4		4						
066002	STORM SEWERS, TYPE 1 10"	LIN FT	210		210						
066003	STORM SEWERS, TYPE 1 12"	LIN FT	910		910						
066004	STORM SEWERS, TYPE 1 15"	LIN FT	215		215						
066007	STORM SEWERS, TYPE 1 24"	LIN FT	215		215						
066387	STORM SEWERS, TYPE 1 36"	LIN FT	2603		2603						
075196	JUNCTION BOX	EACH	5		5						
075534	FLUSH INLET BOX	EACH	12		12						
X03473	FLUSH INLET BOX (CMOD)	EACH	2		2						
093003	SLOPE WALL, 6 INCH	SQ YD	1283	1100	183						
091005	PAVED DITCH, 6 FEET	LIN FT	90		90						
091015	PAVED DITCH, SPECIAL	LIN FT	310		310						
094001	STEEL PLATE BEAM GUARD RAIL	LIN FT	50		50						
104001	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	87		87						
110006	AGRICULTURAL GROUND LINE STAKES	TON	218		218						
110024	SEEDING CLASS I	ACRE	71.7		71.7						
110026	SEEDING CLASS III	ACRE	1		1						
111002	GRAVEL FOR ASPHALT COATED WALK	TON	73		73						
111003	EMULSIFIED ASPHALT	GALLON	7296		7296						
111010	EXTRACTOR MULCH	TON	109		109						
112001	MULCHING	SQ YD	5558		5558						
112002	SUPPLEMENTAL WATERING	UNIT	23		23						
112014	NITROGEN FERTILIZER NUTRIENT	POUND	8672		8672						
112015	PHOSPHORUS FERTILIZER NUTRIENT	POUND	5239		5239						
112016	POTASSIUM FERTILIZER NUTRIENT	POUND	3511		3511						
112027	PIPE CULVERT, TYPE 12, RCP, 24"	LIN FT	240		240						
112028	PIPE CULVERT, TYPE 12, RCP, 36"	LIN FT	3		3						
112029	PIPE CULVERT, TYPE 12, RCP, 42"	LIN FT	20		20						
112030	PIPE CULVERT, TYPE 24, RCP, 24"	LIN FT	13		13						
112031	PIPE CULVERT, TYPE 24, RCP, 36"	LIN FT	05	05	13						
112032	PIPE CULVERT, TYPE 24, RCP, 42"	LIN FT	48924		48924						
112033	PIPE CULVERT, TYPE 36, RCP, 24"	LIN FT	651.5		651.5						
112034	PIPE CULVERT, TYPE 36, RCP, 36"	LIN FT	173	173	32						
112035	PIPE CULVERT, TYPE 36, RCP, 42"	LIN FT	3		3						
112036	PIPE CULVERT, TYPE 48, RCP, 24"	LIN FT	16,000		16,000						
112037	CONSTRUCTION LAYOUT STAKES	LUMP SUM	0.5		0.5						
112038	PERMANENT SURVEY MARKERS TYPE 1	EACH	3		3						

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74 and 75	Cross Sections, Ramp "B"
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89	Standard 2051
90	Standard 2070RA-2
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## GENERAL NOTES

SECTION 38-7A INCLUDES EARTH EXCAVATION, CHANNEL EXCAVATION, DRAINAGE STRUCTURES, SEEDING, SODDING AND OTHER INCIDENTAL CONSTRUCTION.

SECTION 38-7B INCLUDES THE FURNISHING OF ALL MATERIALS AND CONSTRUCTION OF A DUAL 40 FOOT WIDE, THREE SPAN, CONCRETE BRIDGE, CONSISTING OF REINFORCED CONCRETE SPAN SPANS WITH REINFORCED CONCRETE DECK SUPPORTED BY CONCRETE PIERS AND ABUTMENTS, TO CARRY TRAFFIC OVER THE RELOCATED SOUTH BRANCH OF LOUIS CREEK CROSSING AT STATION 1187+00 ON F. A. I. ROUTE 57 SURVEY LINE.

SECTION 38-7B-1 INCLUDES THE FURNISHING OF ALL MATERIALS AND CONSTRUCTION OF A DUAL 40 FOOT WIDE, SINGLE SPAN CONCRETE BRIDGE, CONSISTING OF REINFORCED CONCRETE DECKS SUPPORTED ON CONCRETE ABUTMENTS, WITH CONCRETE WING WALLS ON THE OUTSIDE AND CONCRETE RETAINING WALLS BETWEEN, TO CARRY TRAFFIC OVER THE SOUTH BRANCH OF LOUIS CREEK CROSSING AT STATION 1272+47 ON F. A. I. ROUTE 57 SURVEY LINE.

THE QUANTITY OF FERTILIZER NOTED ON THE PLANS PROVIDED FOR CONVEYING AREAS TO BE SODDED IN ADDITION TO THAT REQUIRED FOR SODDED AREAS. IT SHALL BE PLACED IN ACCORDANCE WITH SECTION 110 OF THE STANDARD SPECIFICATIONS JUST PRIOR TO PLACING THE SOIL. PLANTING SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR FERTILIZER NOTED ON PLANS.

ONE (1) SIGN CONFORMING TO STANDARD 2153-6 SHALL BE ERECTED BY THE CONTRACTOR AT THE LOCATION SHOWN ON THE COVER SHEET OR AS DIRECTED BY THE ENGINEER.



CLASS X CONCRETE, REINFORCEMENT BARS, STEEL GRATING,  
SODDING AT HEADWALLS, AND INLETS

SIDE	STATION TO STATION	TYPE	STANDARD	CONCRETE "X" HDWL CU. YDS.	"X" CU. YDS.	REINF. BARS LBS.	STEEL GRATING SQ. FT.	SODDING SQ. YDS.
L & R	1047+43.26	4 HDWLS	2051 DS36-2	10.9		290		12
L	1051+00	1 HDWL	1976 D24-2	1.0		35		2
CI	1051+00	1 INLET BOX	2244		1.9	180	33.9	52
L & R	1060+00	2 HDWLS	1976 D24-2	2.0		70		4
CI	1060+00	1 FLUSH INLET	2240					23
CI	1068+00	1 FLUSH INLET	2240 (MOD.)					24
L	1068+00	1 INLET BOX			2.0	220	43.8	12
R	1068+00	1 INLET BOX	2243		3.9	305	67.3	16
CI	1074+00	1 INLET BOX	2244		1.9	180	33.9	52
L	1074+00	1 HDWL	1976 D24-2	1.0		35		2
CI	1083+00	1 INLET BOX	2244		1.9	180	33.9	35
L	1083+00	1 HDWL	1976 D24-2	1.0		35		2
L & R	1093+00	2 HDWLS	1997 D48-2	7.6		460		7
CI	1099+00	1 FLUSH INLET	2240					36
L	1099+00	1 HDWL	1976 D24-2	1.0		35		2
CI	1108+00	1 INLET BOX	2244		1.9	180	33.9	52
R	1108+00	1 HDWL	1976 D24-2	1.0		35		2
CI	1115+00	1 INLET BOX	2244		1.9	180	33.9	35
L	1115+00	1 HDWL	1976 D24-2	1.0		35		2
CI	1128+47	1 INLET BOX	2244		1.9	180	33.9	28
L & R	1128+47	2 INLET BOXES	2243		7.8	610	134.6	32
CI	1135+00	1 INLET BOX	2244		1.9	180	33.9	35
L	1135+00	1 HDWL	1976 D24-2	1.0		35		2
CI	1164+00	1 FLUSH INLET	2240					23
R	1164+00	1 HDWL	1976 D24-2	1.0		35		2
CI	1174+00	1 FLUSH INLET	2240					23
R	1174+00	1 HDWL	1976 D24-2	1.0		35		2
R	1174+00	1 HDWL	1976 D24-2	1.0		35		2
R	1174+25.37	1 HDWL	2051 DS36-2	3.7		100		4
R	1175+72.35	1 HDWL	1976 D36-2	1.8		50		3
CI	1181+29.03	1 FLUSH INLET	2240					36
R	1181+29.03	1 HDWL	1976 D24-2	1.0		35		2
	1186+43	2 APPR. SLABS	2133			7756		
	1187+00.00	BRIDGE	SPECIAL		548.6	140940		
	1187+58	2 APPR. SLABS	2133			7756		
CI	1190+00	1 FLUSH INLET	2240					36
L	1190+00	1 HDWL	1976 D24-2	1.0		35		2
CI	1205+00	1 FLUSH INLET	2240					23
L	1205+00	1 HDWL	1976 D24-2	1.0		35		2
CI	1217+00	1 FLUSH INLET	2240					23
L	1217+00	1 HDWL	1976 D24-2	1.0		35		2
L	1226+09.63	1 HDWL	SPECIAL	4.6		326	67.3	16
CI	1226+96	1 FLUSH INLET	2240 MOD.					24
R	1227+31.85	1 HDWL	SPECIAL	4.6		326	67.3	16
CI	1233+00	1 FLUSH INLET	2240					23
L	1233+00	1 HDWL	1976 D24-2	1.0		35		2
CI	1262+00	1 FLUSH INLET	2240					23
R	1262+00	1 HDWL	1976 D24-2	1.0		35		2
CI	1270+75	1 FLUSH INLET	2240					36
	1272+21	2 APPR. SLABS	2133			7756		
	1272+47	BRIDGE	SPECIAL		685.3	92440		
	1272+73	2 APPR. SLABS	2133			7756		
CI	1274+25	1 FLUSH INLET	2240					36
L & R	1282+22.19	4 HDWLS	2051 DS36-2	11.2		300		16
CI	1284+00	1 INLET BOX	2244		1.9	180	33.9	52
R	1284+00	1 HDWL	1976 D24-2	1.0		35		2
L & R	RAMP "A" 2+00	2 HDWLS	1976 D24-2	2.0		70		4
L	RAMP "B" 12+37	1 HDWL	2051 DS36-2	3.0		90		4
R	RAMP "B" 12+37	1 HDWL	2051 DS36-2	3.0		90		4
L & R	RAMP "C" 12+37	2 HDWLS	1976 D24-2	2.0		70		4
L & R	RAMP "D" 12+37	2 HDWLS	1976 D36-2	3.0		100		4
L	1270+75	1 HDWL	1976 D24-2	1.0		35		2
L	1274+25	1 HDWL	1976 D24-2	1.0		35		2
		TOTAL		77.9	1262.8	238,907		926

STABILIZED SHOULDERS, 8"						
Lane	Station	to	Station	Length Feet	Width Feet	Square Yards
F. A. I. Route 57						
Stabilized Shoulders, 8"						
N. B.	1042+00.00		1047+75.85	575.85	8 & 12	1280
N. B.	1047+75.85		1073+43.39	2583.81	8 & 12	5742
N. B.	1073+43.39		1084+87.20	1143.81	8 & 12	2542
N. B.	1084+87.20		1110+08.79	2505.62	8 & 12	5568
N. B.	1110+08.79		1135+03.80	2495.01	8 & 12	5544
N. B.	1135+03.80		1180+25.27	4559.67	8 & 12	10133
N. B.	1180+25.27		1186+46.34	620.30	8 & 12	1378
N. B.	1187+38.82		1203+36.79	1598.74	8 & 12	3553
N. B.	1203+36.79		1212+86.84	950.05	8	844
N. B.	1212+86.84		1214+23.71	136.87	8 & 6 - 20	279
N. B.	1214+23.71		1222+60.95	837.24	8 & 12	1861
N. B.	1222+60.95		1234+40.88	1169.96	8 & 12	2600
N. B.	1234+40.88		1235+73.71	131.74	8 & 20-4	293
N. B.	1235+73.71		1241+08.87	532.54	8	473
N. B.	1241+08.87		1267+32.13	2601.10	8 & 12	5780
N. B.	1267+32.13		1272+12.76	478.58	8 & 12	1064
N. B.	1272+40.20		1295+48.25	2313.46	8 & 12	5141
S. B.	1042+00.00		1047+75.85	575.85	8 & 12	1280
S. B.	1047+75.85		1073+43.39	2551.27	8 & 12	5669
S. B.	1073+43.39		1084+87.20	1143.81	8 & 12	2542
S. B.	1084+87.20		1110+08.79	2537.56	8 & 12	5639
S. B.	1110+08.79		1135+03.80	2495.01	8 & 12	5544
S. B.	1135+03.80		1180+25.27	4483.27	8 & 12	9963
S. B.	1180+25.27		1186+61.86	637.36	8 & 12	1416
S. B.	1187+54.34		1211+45.26	2390.15	8 & 12	5311
S. B.	1211+45.26		1216+75.44	530.18	8	471
S. B.	1216+75.44		1218+06.74	131.30	8 & 4-20	202
S. B.	1218+06.74		1222+60.95	454.21	8 & 12	1009
S. B.	1222+60.95		1236+84.70	1435.78	8 & 12	3191
S. B.	1236+84.70		1238+13.16	129.47	8 & 20-6	270
S. B.	1238+13.16		1247+54.02	945.46	8	840
S. B.	1247+54.02		1267+32.13	1994.83	8 & 12	4433
S. B.	1267+32.13		1272+53.80	523.72	8 & 12	1164
S. B.	1272+81.24		1295+48.25	2264.96	8 & 12	5033
Ramp A	0+1242		0+72	59.58	8	71
	0+72		5+93.18	521.18	8	463
	0+1242		1+63.50	151.08	8 - 10	229
	1+63.50		5+93.18	429.68	10	477
	5+93.18		8+05.14	213.84	8 & 10	428
	8+05.14		8+65.61	60.03	10	67
	8+65.61		9+38.33	72.19	10	80
	9+38.33		18+88.28	949.95	10	1056
Ramp B	0+00		6+60.26	659.68	10	733
	6+60.26		12+00.04	544.57	8 & 10	1089
	12+00.04		14+57.89	257.85	8 & 10	516
	14+57.89		18+54.32	391.00	8 & 10	782
	18+54.32		19+41.22	86.90	8	77
	19+41.22		20+71.02	129.80	8	110
	20+71.02		19+33.32	79.00	10	88
Ramp C	0+00		6+62.40	662.40	10 - 8	231
	6+62.40		11+30.55	472.30	10	736
	11+30.55		13+88.40	257.85	8 & 10	945
	13+88.40		18+25.41	431.02	8 & 10	516
	18+25.41		19+13.49	88.08	8	862
	19+13.49		20+42.29	128.80	8	78
	20+42.29		19+05.09	79.68	8	109
	19+05.09		20+42.29	137.20	10 - 8	89
Ramp D	0+12.05		0+83.58	71.53	8	231
	0+83.58		7+20.28	636.70	8	104
	7+20.28		1+54.55	142.50	8 - 10	566
	1+54.55		7+20.28	565.73	10	227
	7+20.28		8+65.74	146.76	8 & 10	629
	8+65.74		9+19.40	53.27	10	294
	9+19.40		9+92.12	72.19	10	59
	9+92.12		19+43.80	952.50	10	80
						1058
Total Stabilized Shoulders- 8"				* 121222		
* ABOVE QUANTITY REFERS ONLY TO ALTERNATE "A"						

ALTERNATE "B"  
Stabilized Shoulders, 8" (4ft wide) 24,322 Sq.Yds.  
Stabilized Shoulders, 8" (8ft wide) 6,269 Sq.Yds.  
Stabilized Shoulders, 8" (10ft wide) 52,888 Sq.Yds.

Total Stabilized Shoulders: 8" \* 121222

\* ABOVE QUANTITY REFERS  
ONLY TO ALTERNATE "A"

SODDING IN DITCHES

STEEL PLATE BEAM GUARD RAIL

R.O.W. MARKERS

Station	Distance	Side	Station	Distance	Side
1050+00	115'	Lt	1188+00	150'	Rt
1051+45.02	100'	Rt	1189+72.52	130'	Rt
1052+00	100'	Lt	1190+00	120'	Lt
1060+59.87	100'	Lt	1193+00	115'	Rt
1060+95.80	100'	Rt	1195+20.09	115'	Rt
1068+00	100'	Rt	1197+54.27	120'	Lt
1070+00	110'	Rt	1199+00	130'	Lt
1073+43.39	100'	Lt	1206+00	130'	Lt
1073+43.39	110'	Rt	1206+00	115'	Rt
			1211+92.25	115'	Rt
			1214+75	173.90'	Lt
1084+87.20	100'	Lt	1218+40	155'	Rt
1084+87.20	110'	Rt	1220+95	245'	Rt
1087+00	100'	Lt	13+00 CH 9	55'	Lt
1088+00	105'	Lt	14+00 CH 9	80'	Lt
1093+00	105'	Lt	18+00 CH 9	100'	Lt
1094+00	100'	Lt	22+00 CH 9	130'	Lt
1098+00	110'	Rt	23+95 CH 9	355'	Lt
1100+00	100'	Rt	25+90 CH 9	485'	Lt
1102+01.06	100'	Lt	34+21.19 CH 9	484.87'	Rt
1102+24.03	100'	Rt	35+75 CH 9	380'	Rt
1110+08.79	112'	Lt	1231+00	275'	Lt
1110+08.79	100'	Rt	37+60 CH 9	140'	Lt
1120+00	112'	Lt	46+00 CH 9	40'	Lt
1120+00	100'	Rt	1234+00	155'	Lt
1128+34.30	112'	Lt	1236+00	200'	Rt
1128+84.35	100'	Lt	1238+00	130'	Rt
1135+03.80	100'	Lt	1240+00	125'	Lt
1135+03.80	100'	Rt	1243+00	130'	Rt
1142+00	100'	Lt	1245+00	115'	Rt
1143+00	100'	Rt	1255+60.34	125'	Lt
1148+00	130'	Lt	1256+09.80	115'	Rt
1148+00	125'	Rt	1261+00	115'	Rt
1155+00.71	130'	Lt	1262+00	120'	Rt
1155+96.69	125'	Rt	1269+00	125'	Lt
1157+00	130'	Rt	1269+00	120'	Rt
1165+00	130'	Lt	1271+00	150'	Lt
1165+00	130'	Rt	1272+00	160'	Rt
1177+00	130'	Rt	1272+00	202'	Rt
1180+25.27	120'	Lt	1273+00	150'	Lt
1180+25.27	130'	Rt	1275+00	130'	Lt
1182+00	130'	Rt	1276+13.49	200'	Rt
1184+00	120'	Lt	1288+38.74	181'	Rt
1184+00	150'	Rt			
1186+00	160'	Lt			
1188+00	160'	Lt			
TOTAL 87 ROW Markers					

Location Station to Station Length Feet F. A. I. Route 57

S. B. L. M	1046+55.8	1047+80.8	125.0
N. B. L. M	1047+05.8	1048+30.8	125.0
S. B. L. Rt	1128+59.76		25.0
N. B. L. Lt	1128+59.76		25.0
S. B. L. Rt	1174+64.1	1175+39.1	75.0
S. B. L. M	1175+27.8	1176+65.3	137.5
N. B. L. M	1175+87.8	1177+25.3	137.5
N. B. L. Lt	1177+13.9	1177+88.9	75.0
S. B. L. M	1185+11.4	1186+58.3	150.0
S. B. L. M	1185+11.4	1185+36.4	
S. B. L. Lt	1185+90.1	1186+65.1	75.0
N. B. L. Lt	1186+18.0	1186+43.0	75.0
N. B. L. Lt	1187+35.6	1188+10.6	75.0
N. B. L. M	1187+42.4	1188+29.3	150.0
N. B. L. M	1188+64.3	1189+39.3	
S. B. L. Lt	1187+57.7	1187+82.7	75.0
S. B. L. M	1224+79.0	1226+16.5	137.5
N. B. L. Lt	1225+33.9	1226+08.9	75.0
N. B. L. M	1225+34.5	1226+72.0	137.5
S. B. L. Rt	1225+42.7	1226+17.7	75.0
S. B. L. M	1270+98.2	1272+45.1	150.0
S. B. L. M	1270+98.2	1271+23.2	
N. B. L. Lt	1271+27.6	1272+02.6	75.0
S. B. L. Rt	1271+88.8	1272+63.8	75.0
N. B. L. Lt	1272+30.2	1273+05.2	75.0
N. B. L. M	1272+48.9	1273+95.8	150.0
N. B. L. M	1273+70.8	1273+95.8	
S. B. L. Rt	1272+91.4	1273+53.9	62.5
S. B. L. M	1281+34.7	1282+59.7	125.0
N. B. L. M	1281+84.7	1283+09.7	125.0
TOTAL			50.0

Note: CL stationing used  
Returned End - Std. 2253

CLASS III SEEDING

Roadway	Station	to	Station	Side	Acres
Channel Change	6+86.75		18+40	Lt & Rt (Seed halfway down slopes)	1.0
TOTAL					1.0

SLOPEWALLS

Side	Station	to	Station	Sq. Yds.	Length Feet	Width Feet	Sq. Yds.
F. A. I. Route 57							
Lt	1186+85		1187+10	27	20	2 @ 3	13
Rt	1186+94		1187+15	24	17	2 @ 3	11
Rt	1187+37		1187+61	28	21	2 @ 3	14
Lt	1271+70		1271+93	26	19	2 @ 3	13
Lt	1272+19		1272+42	26	19	2 @ 3	13
Rt	1272+52		1272+75	26	19	2 @ 3	13
Rt	1273+20		1273+43	26	19	2 @ 3	13
TOTALS				183			90

Side	Station	to	Station	Length Feet	Width Feet	Sq. Yds.
R	1186+84		1186+94	10	9	10
* Med	1185+81.25		1186+53.25	72	48	384
L	1187+10		1191+00	390	9	390
* Med	1187+46.75		1188+18.75	72	48	384
R	1187+61		1191+00	339	9	339
L	1268+00		1271+70	370	9	370
R	1269+00		1272+52	352	9	352
* Med	1271+61		1272+33	72	48	384
L	1272+42		1277+00	458	9	458
* Med	1272+61		1273+33	72	48	384
R	1273+43		1277+00	357	9	357
"Ramp" D						
R	1+20		8+50	730	9	730
TOTALS						4542
* At Slopewalls						

PAVED DITCH

Side	Station	to	Station	Length Feet	Width Feet	Sq. Yds.
F. A. I. Route 57						
L	1267+91		1278+21	30	2 @ 3	30
CL	1271+93		1279+23	30	2 @ 3	30
R	1280+61		1280+31	30	2 @ 3	30
TOTALS				90		90

PAVED DITCH, SPECIAL

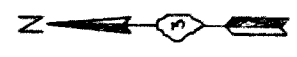
Side	Station	to	Station	Length Feet
F. A. I. Route 57				
L	1046+97		1047+43	46
R	1046+97		1047+43	46
R	1175+16		1175+28	12
L	1175+76		1176+26	50
L	1224+37		1224+87	50
R	1225+72		1226+22	50
L	1281+77		1282+05	28
R	1281+77		1282+05	28
TOTAL				310

PERMANENT SURVEY MARKERS I

Type	Station	Each
1 P. O. C.	1060+01.875	1
1 P. O. C.	1098+98.125	1
1 P. O. T.	1204+98.125	1
TOTAL		3

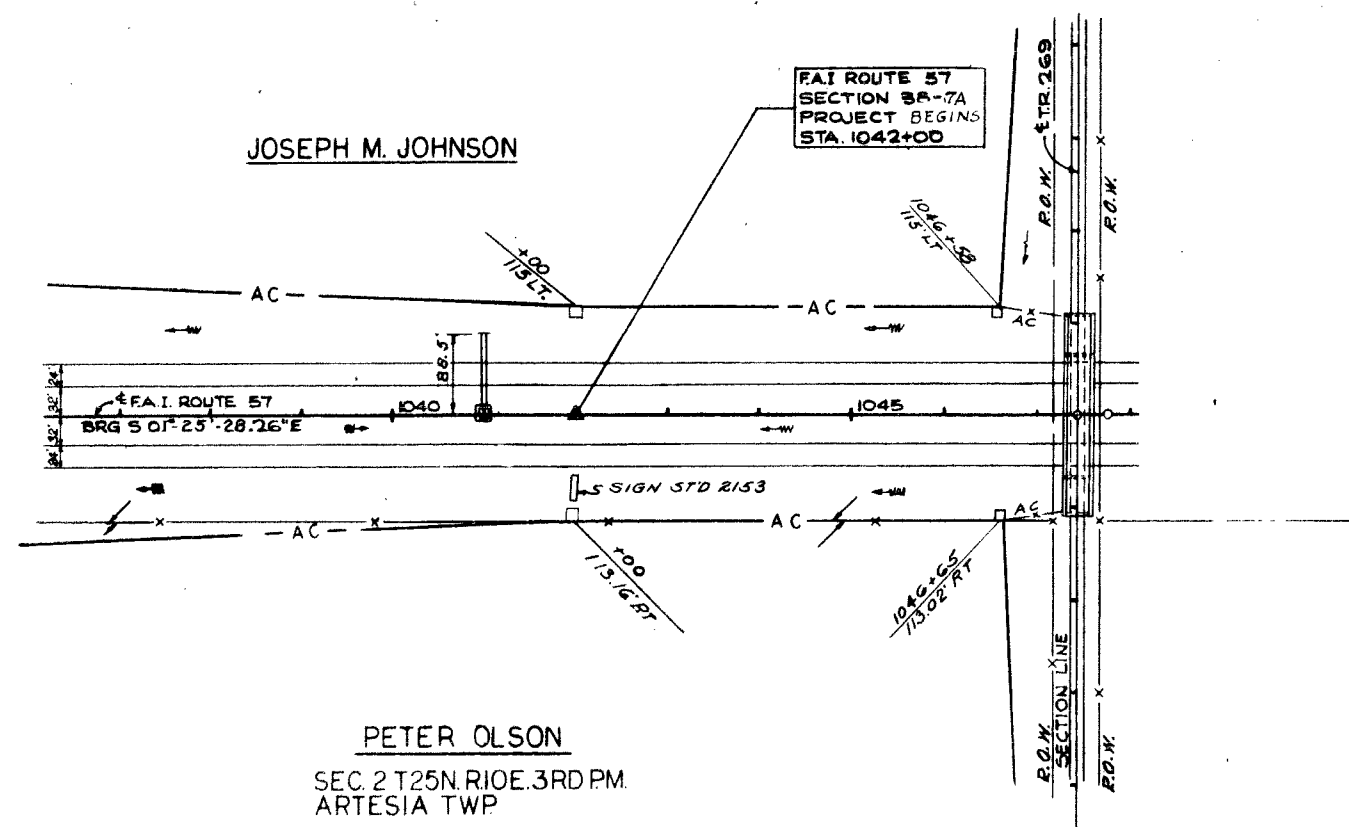
PERMANENT SURVEY MARKERS II

Type	Station	Each
II P. C.	1047+75.95	1
II P. T.	1073+43.39	1
II P. C.	1084+87.20	1
II P. T.	1110+08.79	1
II P. C.	1235+03.80	1
II P. O. C.	1157+64.54	1
II P. T.	1180+25.27	1
II P. C.	1222+60.95	1
II P. O. C.	1244+96.54	1
II P. T.	1267+32.13	1
II P. O. T.	1281+00.00	1
II P. O. T.	1283+00.00	1
II P. O. T.	1283+00.00	1
TOTAL		13



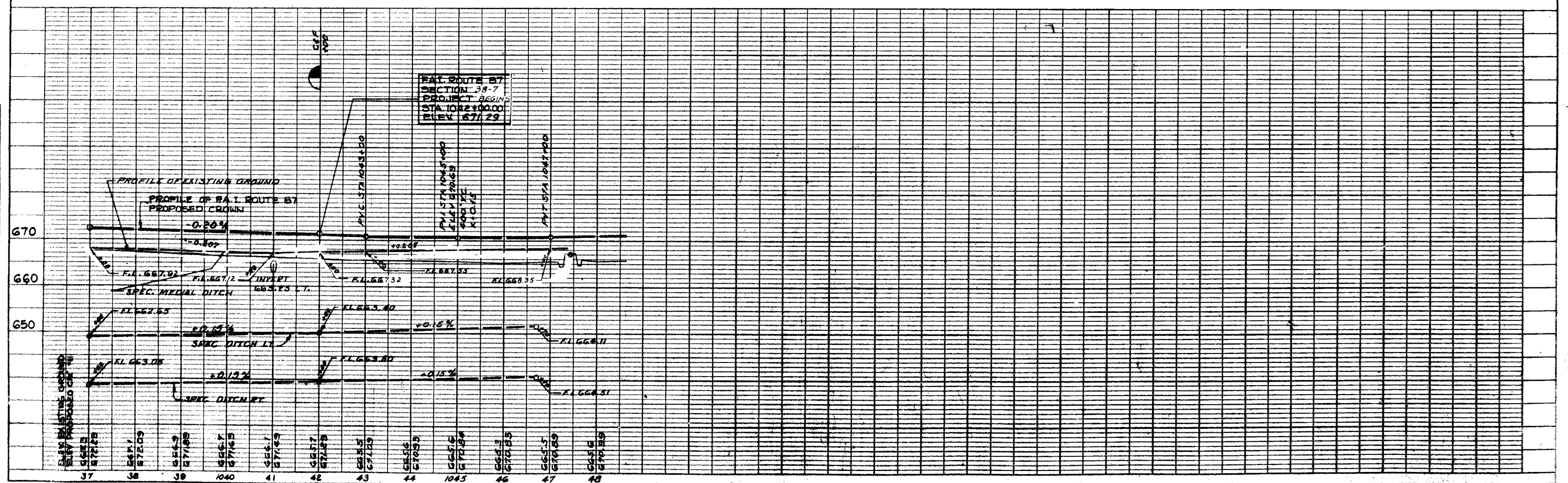
JOSEPH M. JOHNSON

FAI ROUTE 57  
SECTION 38-7A  
PROJECT BEGINS  
STA. 1042+00



PETER OLSON  
SEC. 2 T25N. R10E. 3RD PM.  
ARTESIA TWP.

FAI ROUTE 57  
SECTION 38-7  
PROJECT BEGINS  
STA. 1042+00.00  
ELEV. 671.29



FAI ROUTE 57  
SECTION 38-7  
PROJECT BEGINS  
STA. 1042+00.00

JOSEPH M. JOHNSON

25° SKEW  
STA. 1047+43.26 ± FAI ROUTE 57  
2-HDWL STD. 2051 DS 36-2  
5.3 CU YDS. CL. "X" CONC. HDWL.  
130 LBS. REINF. BARS

STA. 1047+43.26 ± FAI ROUTE 57  
STA. 30+00 ± TR. 269

ANNA M. HARTKE

R.C.C.P. 1A 24"x74"  
1 HDWL. STD. 1976 D24-2  
LT. STA. 1051+00  
1.0 CU. YDS. CL. "X" CONC. HDWL.  
35 LBS. REINF. BARS  
INV. ELEV. 665.40

CURVE DATA FAI ROUTE 57

PI STA 1060+71.84  
Δ=19° 15' 23.67"  
D=00° 45' 00"  
L=1295.99'  
T=2867.54'  
R=7658.44'  
E=109.15'  
S=002.14'

HARRY HARTKE

PETER & FERN E. OLSON

SEC. 2 T25N R10E 3RD PM  
ARTISIA TWP.

ALBERT & ANGELA KANOSKY

SEC. 11 T25N R10E 3RD PM  
ARTISIA TWP.

BM#22  
R.R. SPIKE IN TWP.  
STA. 1060+77.61 ±  
ELEV. 668.74

PI STA 1060+71.84

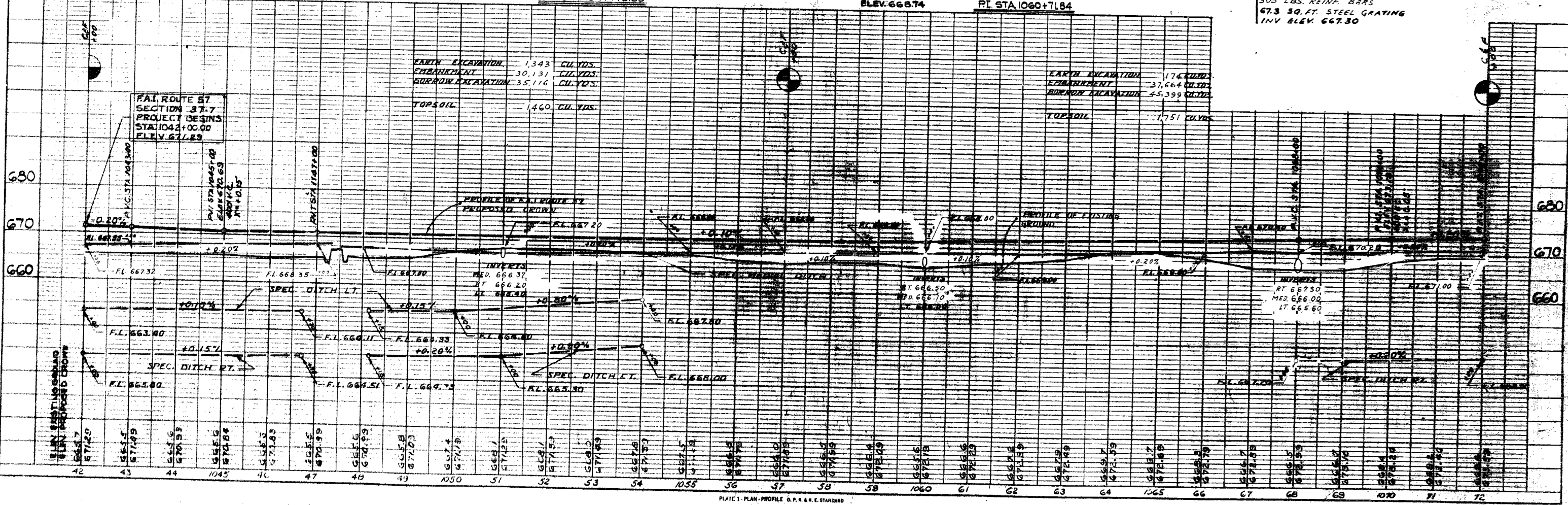
FLUSH INLET BOX STD. 2240 (MOD)  
± STA 1068+00 - INV. ELEV. 666.00  
46 ACRES  
R.C.C.P. 1A 36"x74"  
INLET BOX STD. 2248  
RT. STA. 1068+00  
3.9 CU. YDS. CL. "X" CONC.  
305 LBS. REINF. BARS  
67.3 SQ. FT. STEEL GRATING  
INV. ELEV. 667.30

BM#19  
R.R. SPIKE IN TWP.  
STA. 1047+68 - 112' RT.  
ELEV. 666.80

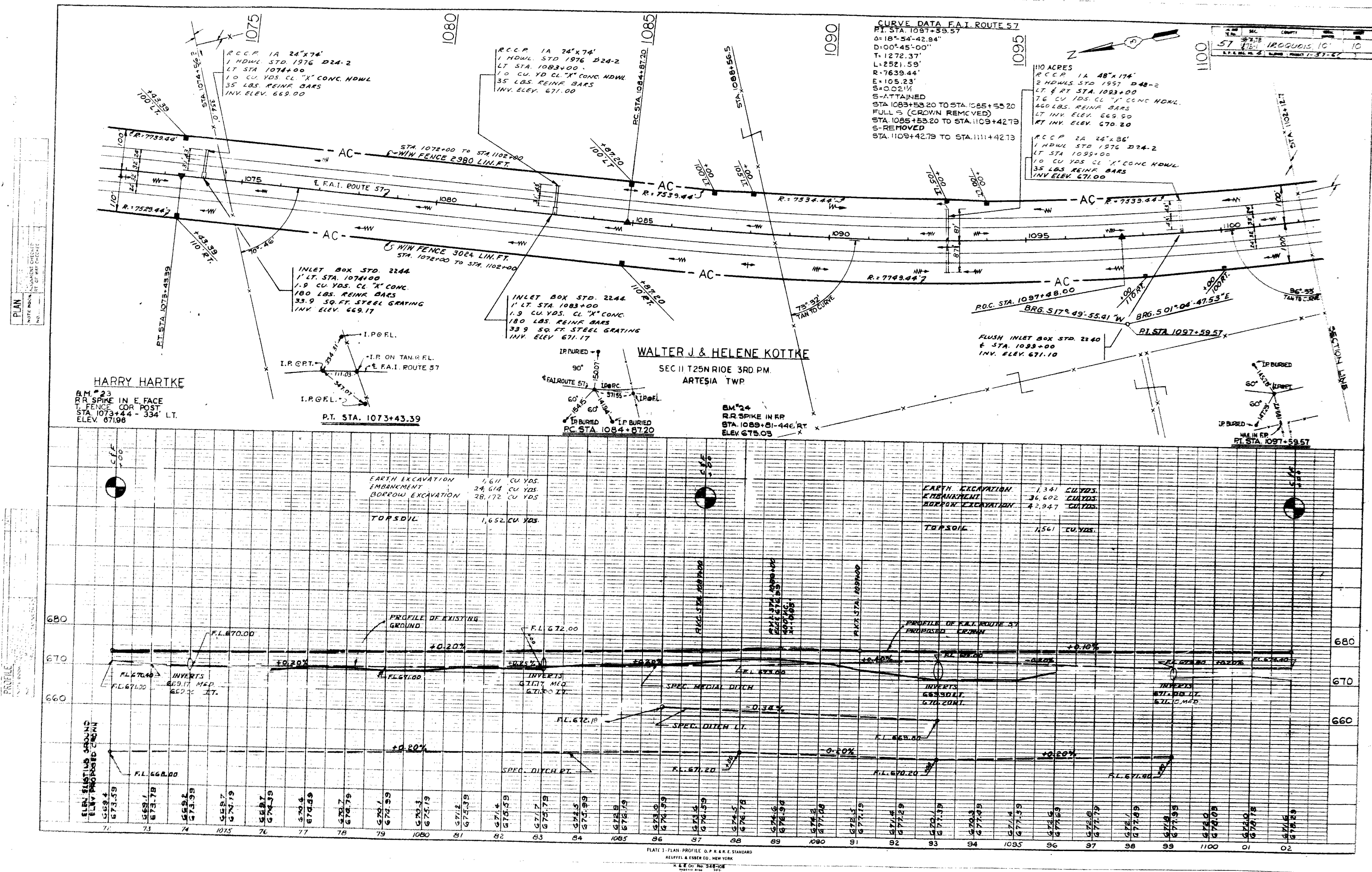
PC STA 1047+75.85

EARTH EXCAVATION 1,343 CU. YDS.  
EMBANKMENT 30,131 CU. YDS.  
BORROW EXCAVATION 35,116 CU. YDS.  
TOPSOIL 1,460 CU. YDS.

EARTH EXCAVATION 1,747 CU. YDS.  
EMBANKMENT 37,664 CU. YDS.  
BORROW EXCAVATION 45,399 CU. YDS.  
TOPSOIL 1,751 CU. YDS.









# CURVE DATA FA.I. ROUTE 57

PT. STA. 1097+59.57  
 $\Delta = 18^\circ 54' 42.94''$   
 $D = 00-45-00'$   
 $T = 1272.37'$   
 $L = 2521.59'$   
 $R = 7639.44'$   
 $E = 105.23'$   
 $S = 0.021\%$   
 $S = \text{ATTAINED}$   
 STA. 1083+53.20 TO STA. 1085+53.20  
 FULL S (CROWN REMOVED)  
 STA. 1085+53.20 TO STA. 1109+42.79  
 $S = \text{REMOVED}$   
 STA. 1109+42.79 TO STA. 1111+42.79

1105

STA. 1108+20  
 S.S. TYPE 2  
 15" x 2 1/2"

PETER H & ELMA E.  
 STERREBERG

1130

57 1130 1100 1110 1120 1130

R.C.C.P. 1A 24"x74"  
 1 HDWL. STD. 1976 D24-2  
 LT. STA. 1115+00  
 1.0 CU. YDS. CL. "X" CONC. HDWL.  
 35 LBS. REINF. BARS  
 INV. ELEV. 675.90

40 ACRES  
 R.C.C.P. 1A 36"x144"  
 2 INLET BOXES STD. 2248  
 LT & RT STA. 1128+47  
 7.8 CU. YDS. CL. "X" CONC.  
 610 LBS. REINF. BARS  
 134.6 SQ. FT. STEEL GRATING  
 LT. INV. 680.70 - RT. INV. 681.30

STA. 1128+59.76 FA.I. ROUTE 57  
 = STA. 30+00 ETR. 287

25' S.P.B.G.R. WITH END SECTIONS  
 +84.35  
 100' L.T.

STA. 1128+83  
 AERIAL LINE  
 EASTERN ILLINOIS POWER COOP  
 IN PLACE

STA. 1128+47  
 INLET BOX STD. 2244 TO BE CONSTRUCTED  
 PARALLEL TO E AND PERPENDICULAR TO K PIPE  
 INLET BOX TO BE CONNECTED TO 36" PIPE WITH  
 A FOUR (4) FOOT SECTION OF 24" PIPE TYPE 1A.  
 1.9 CU. YDS. CL. "X" CONC.  
 180 LBS. REINF. BARS  
 34.9 SQ. FT. STEEL GRATING  
 FL. DITCH 681.90 INV. ELEV. INLET 681.07

BM#27  
 RR SPIKE IN TR  
 STA. 1128+84.175 LT.  
 ELEV. 683.44

WALTER G & GRACE REDENIRFS

SEC. 14 T25N R10E 3RD PM  
 ARTESIA TWP

INLET BOX STD. 2244  
 1.7 STA. 1118+00  
 1.0 CU. YDS. CL. "X" CONC.  
 180 LBS. REINF. BARS  
 33.9 SQ. FT. STEEL GRATING  
 INV. ELEV. 674.17

WIN. FENCE 3011 LIN. FT.  
 STA. 1102+00 TO STA. 1132+00  
 STA. 1128+44.30  
 BURIED CABLE  
 GENERAL TELEPHONE CO.  
 IN PLACE

25' S.P.B.G.R.  
 WITH END SECTIONS

ROT. STA. 1128+59.76

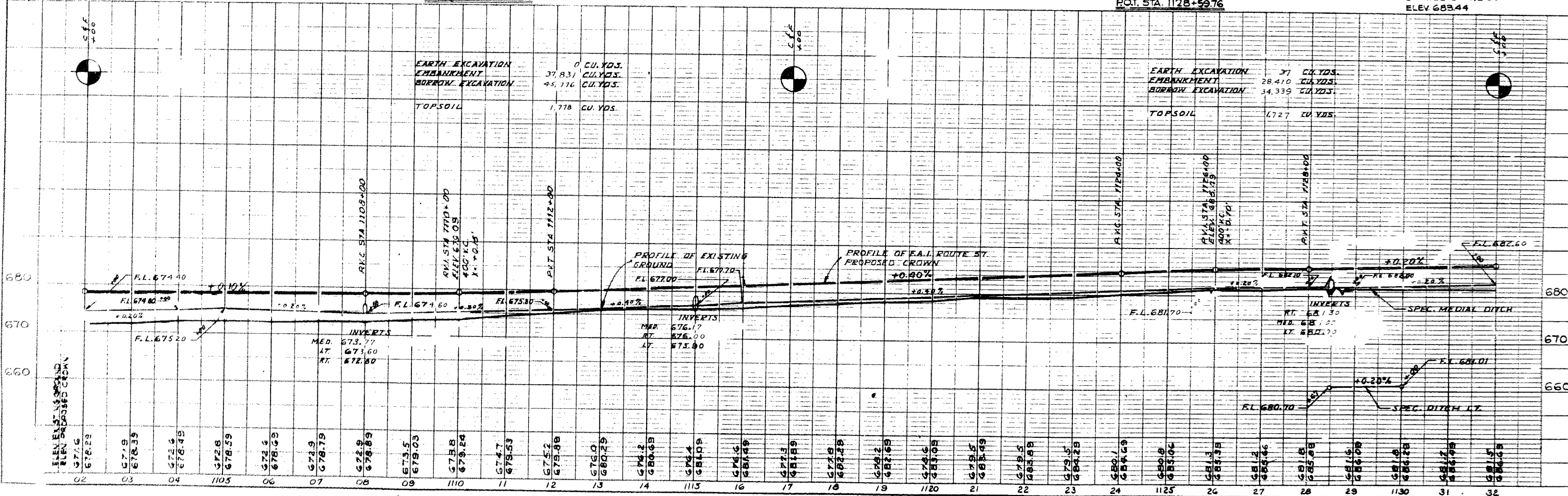
PT. STA. 1110+08.79

EARTH EXCAVATION  
 EMBANKMENT  
 BORROW EXCAVATION  
 TOPSOIL

0 CU. YDS.  
 37,831 CU. YDS.  
 45,116 CU. YDS.  
 1,778 CU. YDS.

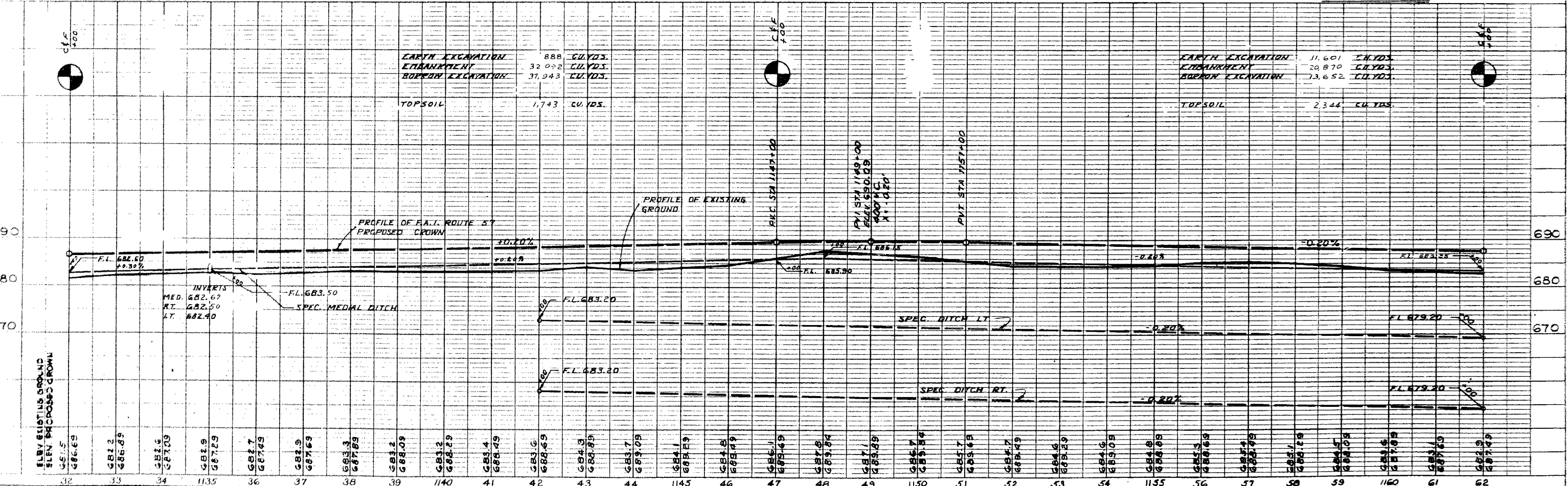
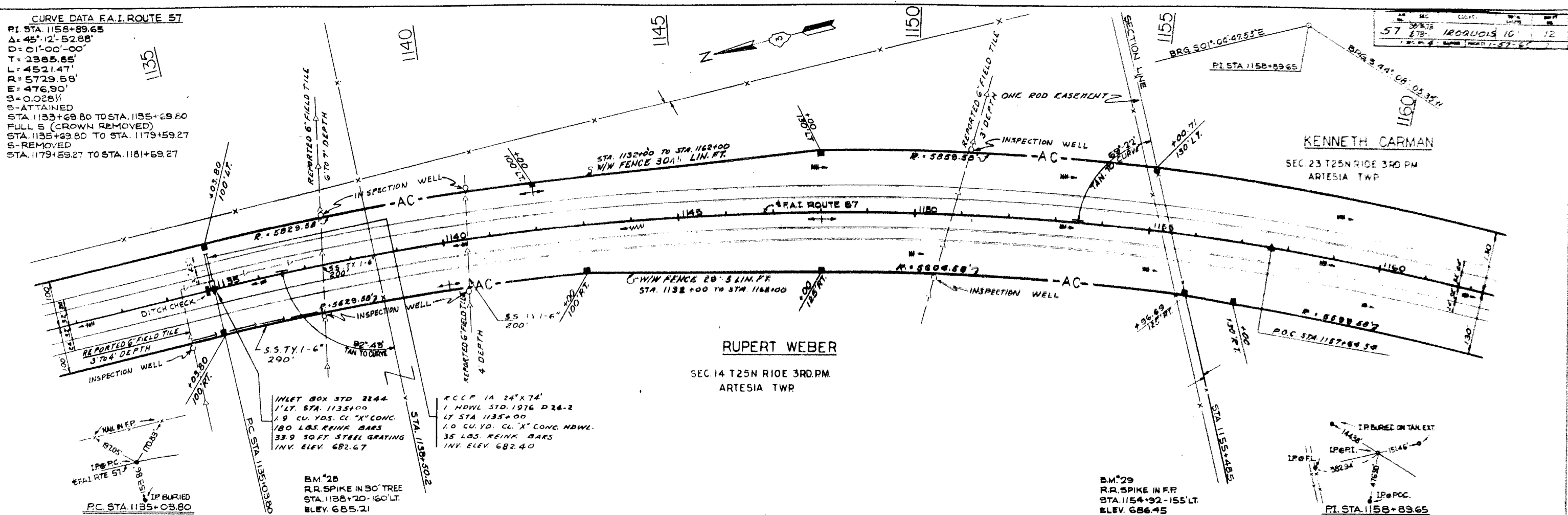
EARTH EXCAVATION  
 EMBANKMENT  
 BORROW EXCAVATION  
 TOPSOIL

37 CU. YDS.  
 28,410 CU. YDS.  
 34,339 CU. YDS.  
 1,727 CU. YDS.



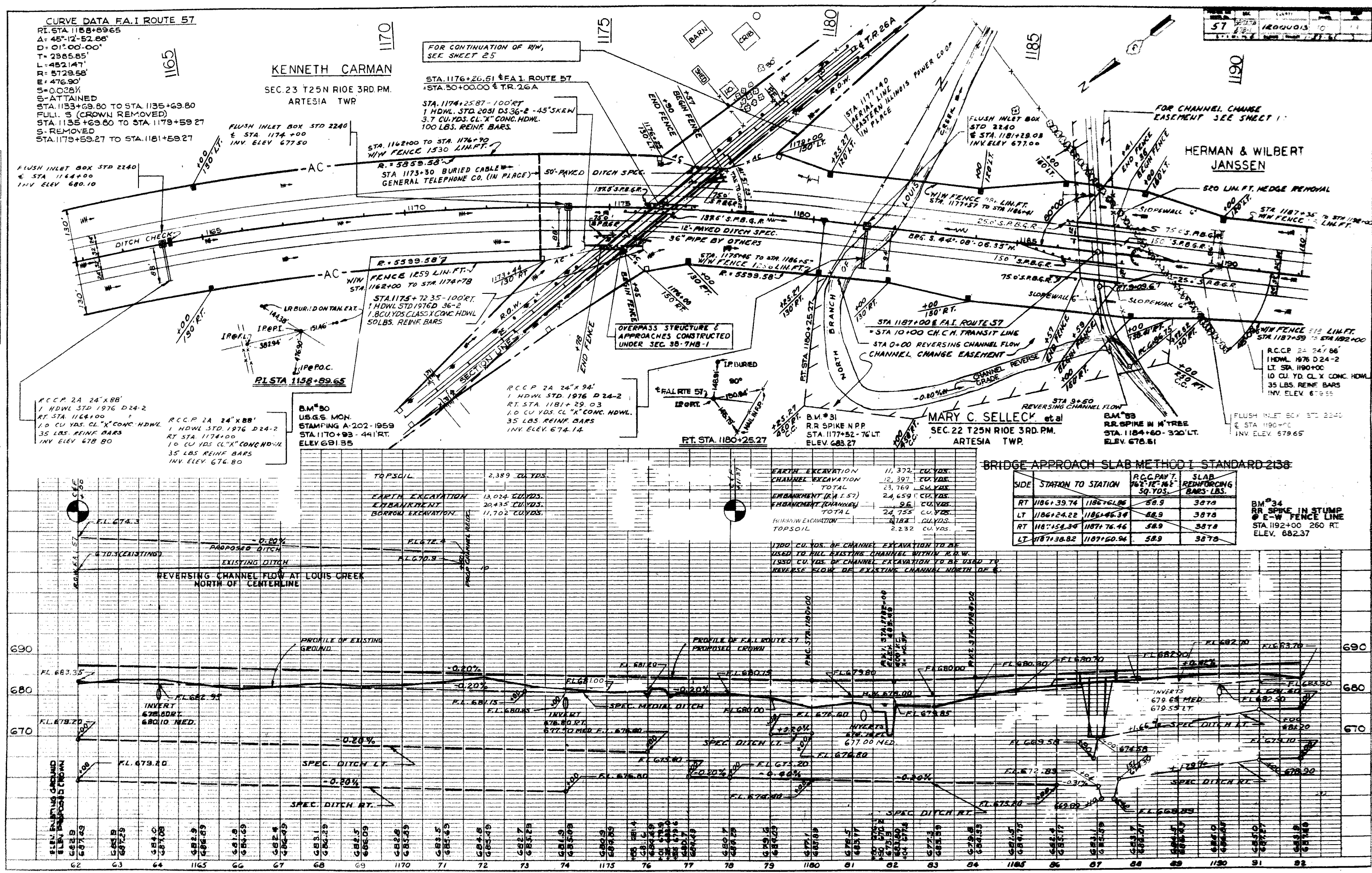
# CURVE DATA FA.I. ROUTE 57

P.I. STA. 1158+89.65  
 $\Delta = 45^\circ 12' 52.88''$   
 $D = 01' 00'' 00''$   
 $T = 2385.85'$   
 $L = 4521.47'$   
 $R = 5729.58'$   
 $E = 476.90'$   
 $S = 0.028\%$   
 S-ATTAINED  
 STA. 1133+69.80 TO STA. 1135+69.80  
 FULL S (CROWN REMOVED)  
 STA. 1135+69.80 TO STA. 1179+59.27  
 S-REMOVED  
 STA. 1179+59.27 TO STA. 1181+69.27



PLAN  
NOTES  
NO. 1  
NO. 2  
NO. 3  
NO. 4  
NO. 5  
NO. 6  
NO. 7  
NO. 8  
NO. 9  
NO. 10  
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NO. 97  
NO. 98  
NO. 99  
NO. 100

PROFILE  
NOTES  
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NO. 2  
NO. 3  
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NO. 23  
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NO. 28  
NO. 29  
NO. 30  
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NO. 32  
NO. 33  
NO. 34  
NO. 35  
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NO. 40  
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NO. 95  
NO. 96  
NO. 97  
NO. 98  
NO. 99  
NO. 100



BRIDGE APPROACH SLAB METHOD I STANDARD 2138

SIDE	STATION TO STATION	R.C.C. PAY 7. 165.12' 16.5' SQ. YDS.	SLAB REINFORCING BARS LBS.
RT	1186+39.74 1186+61.06	58.9	3878
LT	1186+24.22 1186+46.38	58.9	3878
RT	1187+58.38 1187+76.46	58.9	3878
LT	1187+38.82 1187+60.94	58.9	3878

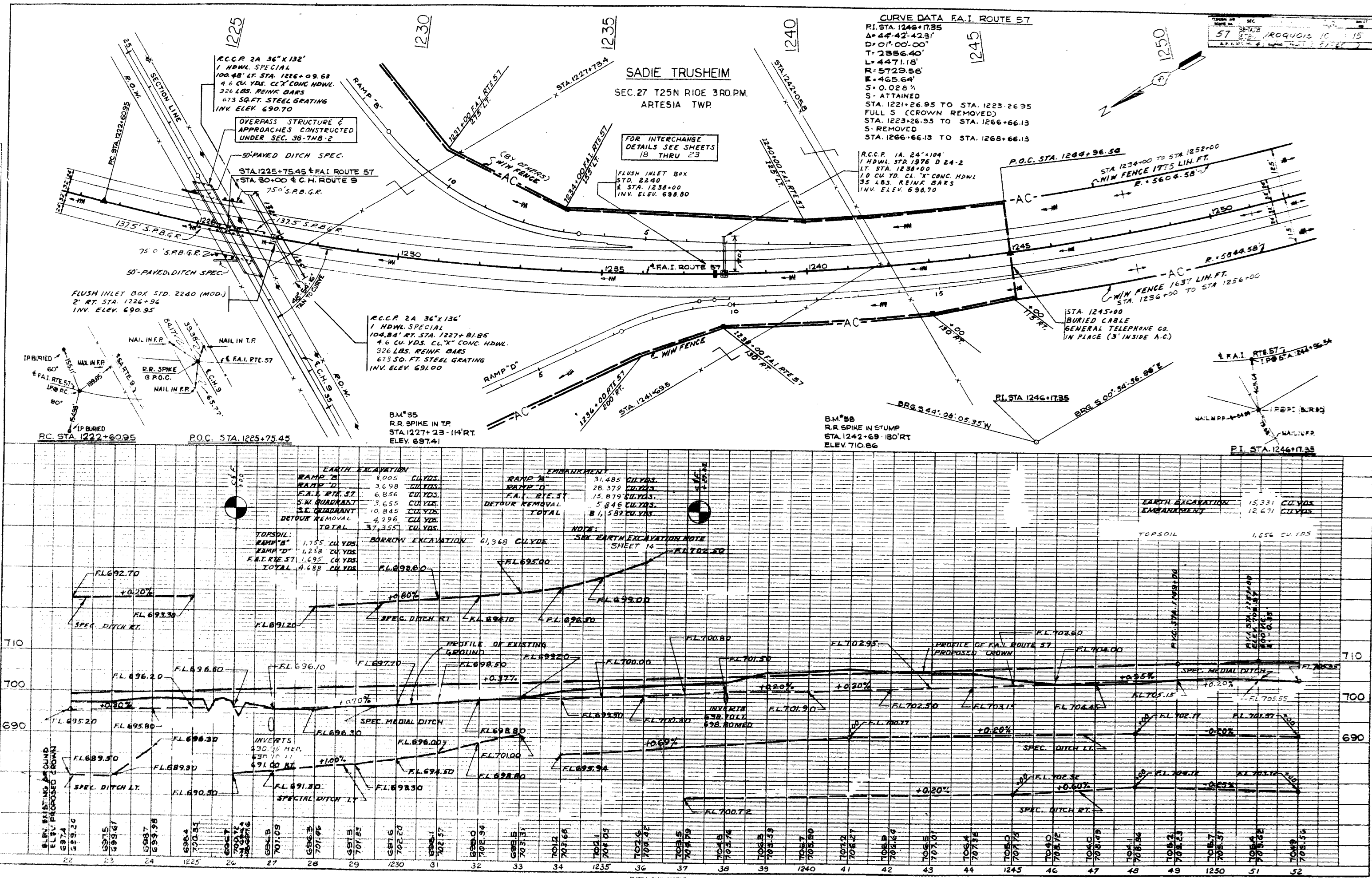
BM #34  
RR SPIKE IN STUMP  
E-W FENCE LINE  
STA 1192+00 260 RT  
ELEV. 682.37





PLAN  
NOTE BOOK  
NO.

PROFILE  
NOTE BOOK  
NO.

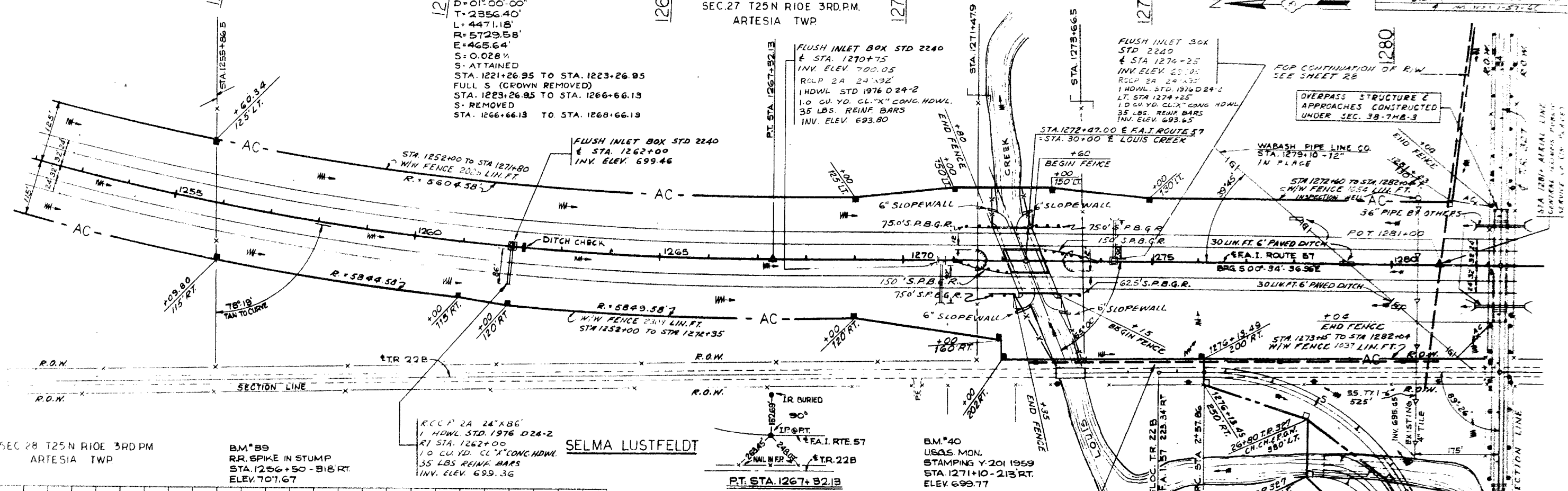




CURVE DATA FA.I ROUTE 57  
 PI STA 1246+17.35  
 Δ=44°42'42.31"  
 D=01°00'00"  
 T=2356.40'  
 L=4471.18'  
 R=5729.58'  
 E=465.64'  
 S=0.028%  
 S ATTAINED  
 STA. 1221+26.95 TO STA. 1223+26.95  
 FULL S (CROWN REMOVED)  
 STA. 1223+26.95 TO STA. 1266+66.13  
 S REMOVED  
 STA. 1266+66.13 TO STA. 1268+66.13

ALTA M. MARTIN  
 SEC. 27 T25N R10E 3RD PM.  
 ARTESIA TWP

57  
 1271+10-213 RT  
 1271+10-213 RT



SEC 28 T25N R10E 3RD PM  
 ARTESIA TWP  
 BM\*89  
 RR SPIKE IN STUMP  
 STA. 1256+50-318 RT  
 ELEV. 701.67

RCCP 24" X 86"  
 1 HDWL STD. 1976 D24-2  
 RT STA. 1262+00  
 10 CU. YD. CL. "X" CONC. HDWL  
 35 LBS REINF. BARS  
 INV. ELEV. 699.36  
 SELMA LUSTFELDT

BM\*40  
 USGS MON.  
 STAMPING Y. 201 1959  
 STA. 1271+10-213 RT  
 ELEV. 699.77

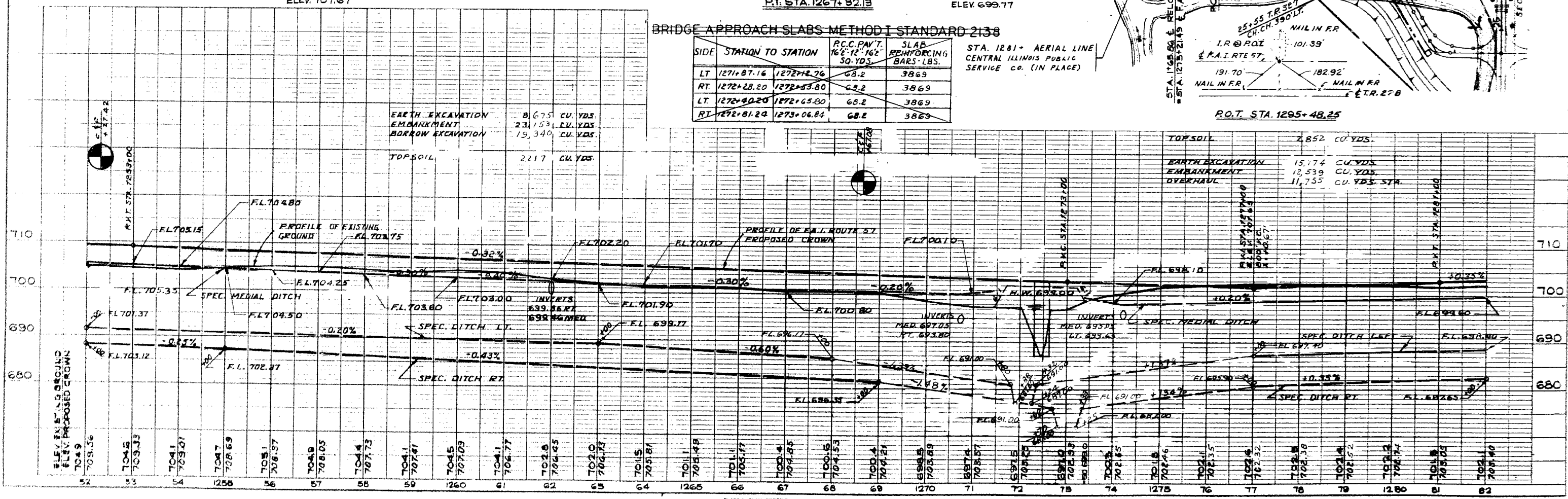
BRIDGE APPROACH SLABS METHOD I STANDARD 2138

SIDE	STATION TO STATION	R.C.C. PAV'T. 16'x12'x16" SQ. YDS.	SLAB REINFORCING BARS - LBS.
LT	1271+87.16 1272+12.76	68.2	3869
RT	1272+28.20 1272+53.80	68.2	3869
LT	1272+40.20 1272+65.80	68.2	3869
RT	1272+81.24 1273+06.84	68.2	3869

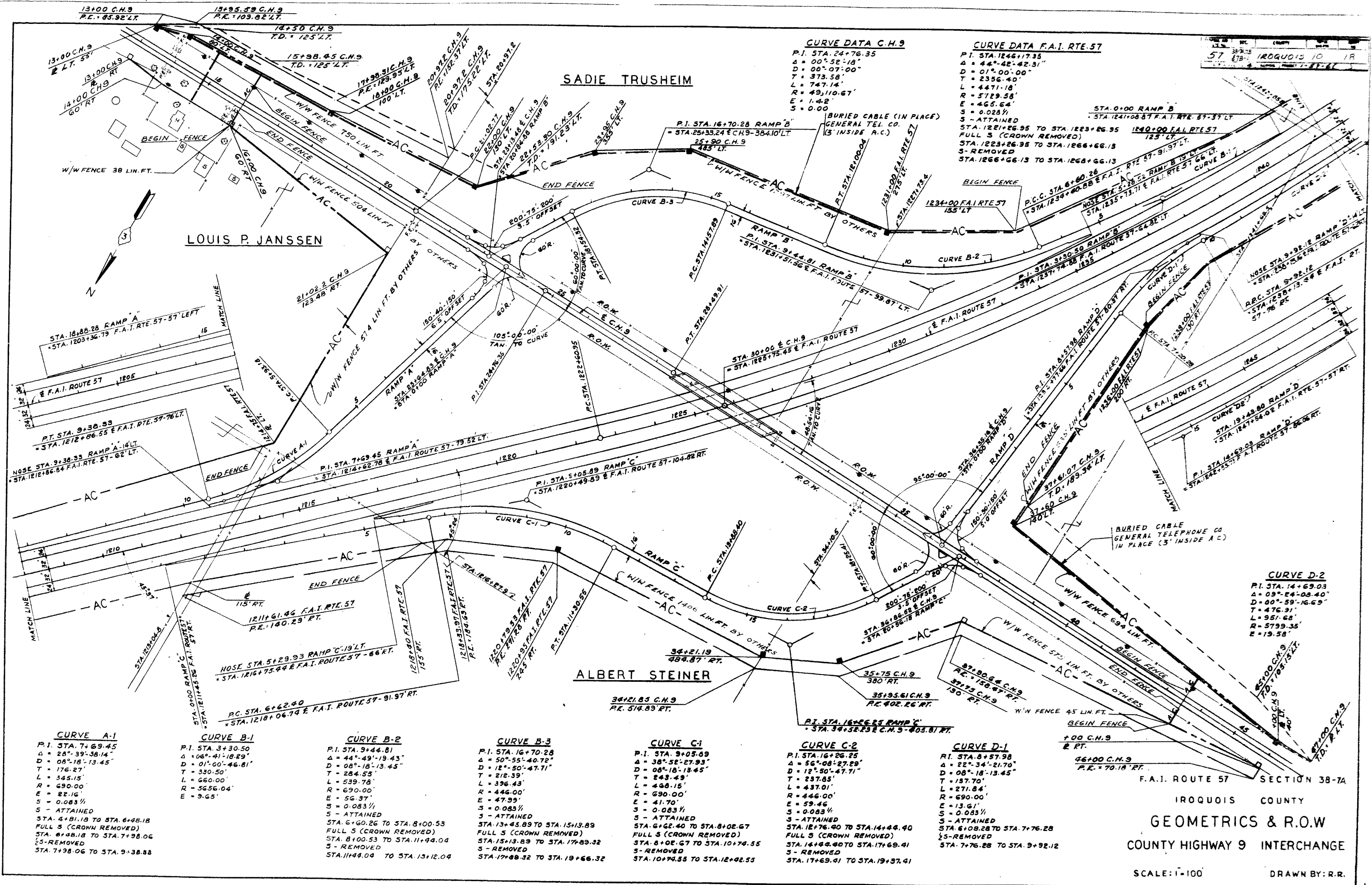
STA. 1281+ AERIAL LINE  
 CENTRAL ILLINOIS PUBLIC  
 SERVICE CO. (IN PLACE)

EARTH EXCAVATION	8,675	CU. YDS.
EMBANKMENT	23,153	CU. YDS.
BORROW EXCAVATION	19,340	CU. YDS.
TOTAL	2217	CU. YDS.

TOP SOIL	2,852	CU. YDS.
EARTH EXCAVATION	15,174	CU. YDS.
EMBANKMENT	12,539	CU. YDS.
OVERHAUL	11,755	CU. YDS. STA.







SADIE TRUSHEIM

LOUIS P. JANSSEN

ALBERT STEINER

IROQUOIS COUNTY  
GEOMETRICS & R.O.W.  
COUNTY HIGHWAY 9 INTERCHANGE

SCALE: 1"=100' DRAWN BY: R.R.

**CURVE DATA C.H.9**  
P.I. STA. 24+76.35  
Δ = 00° 52' 18"  
D = 00° 07' 00"  
T = 373.58'  
L = 747.14'  
R = 49,110.67'  
E = 1.42'  
S = 0.00

**CURVE DATA F.A.I. RTE. 57**  
P.I. STA. 1246+17.35  
Δ = 44° 42' 42.31"  
D = 01° 00' 00"  
T = 2356.40'  
L = 4471.18'  
R = 5723.58'  
E = 465.64'  
S = 0.028 1/4  
S - ATTAINED  
STA. 1221+26.95 TO STA. 1223+26.95  
FULL S (CROWN REMOVED)  
STA. 1223+26.95 TO STA. 1266+66.13  
S - REMOVED  
STA. 1266+66.13 TO STA. 1268+66.13

57 38.75 IROQUOIS 10 18  
1.75 4 1.75 1.75 1.75 1.75

**CURVE D-2**  
P.I. STA. 14+69.03  
Δ = 03° 24' 08.40"  
D = 00° 59' 16.69"  
T = 476.31'  
L = 951.68'  
R = 5799.35'  
E = 19.58'

**CURVE A-1**  
P.I. STA. 7+69.45  
Δ = 28° 39' 38.14"  
D = 08° 18' 13.45"  
T = 176.27'  
L = 345.15'  
R = 690.00'  
E = 22.16'  
S = 0.083 1/4  
S - ATTAINED  
STA. 4+81.18 TO STA. 6+48.18  
FULL S (CROWN REMOVED)  
STA. 6+48.18 TO STA. 7+98.06  
S - REMOVED  
STA. 7+98.06 TO STA. 9+38.88

**CURVE B-1**  
P.I. STA. 3+30.50  
Δ = 06° 41' 18.89"  
D = 01° 00' 46.81"  
T = 330.50'  
L = 660.00'  
R = 5656.04'  
E = 9.65'

**CURVE B-2**  
P.I. STA. 3+44.81  
Δ = 44° 49' 19.43"  
D = 08° 18' 13.45"  
T = 284.55'  
L = 539.78'  
R = 690.00'  
E = 56.37'  
S = 0.083 1/4  
S - ATTAINED  
STA. 6+60.26 TO STA. 8+00.53  
FULL S (CROWN REMOVED)  
STA. 8+00.53 TO STA. 11+44.04  
S - REMOVED  
STA. 11+44.04 TO STA. 13+12.04

**CURVE B-3**  
P.I. STA. 16+70.28  
Δ = 50° 55' 40.72"  
D = 12° 50' 47.71"  
T = 212.39'  
L = 396.43'  
R = 446.00'  
E = 47.99'  
S = 0.083 1/4  
S - ATTAINED  
STA. 13+45.89 TO STA. 15+13.89  
FULL S (CROWN REMOVED)  
STA. 15+13.89 TO STA. 17+89.32  
S - REMOVED  
STA. 17+89.32 TO STA. 19+66.32

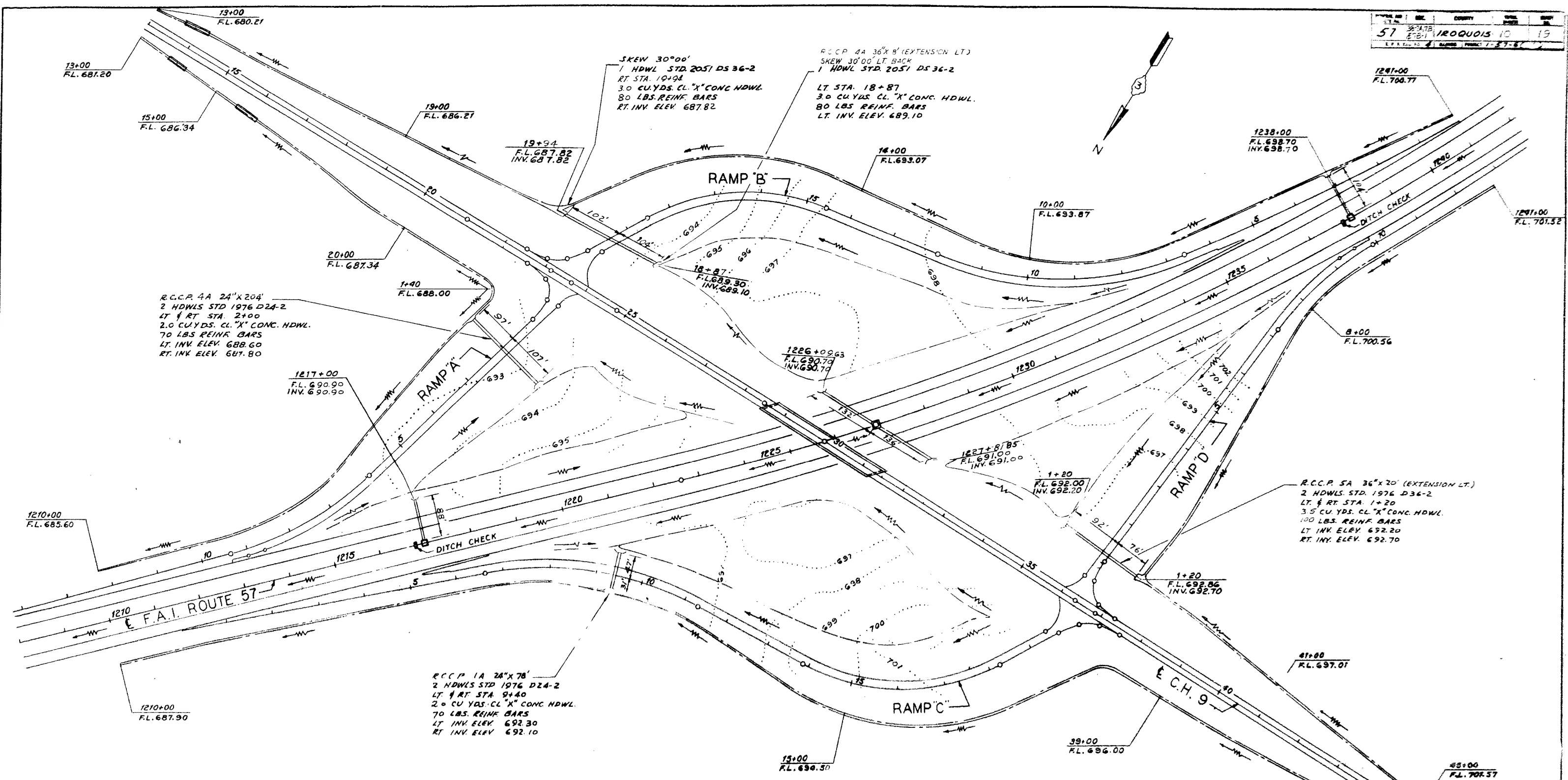
**CURVE C-1**  
P.I. STA. 9+05.69  
Δ = 38° 52' 27.29"  
D = 08° 18' 13.45"  
T = 243.49'  
L = 466.15'  
R = 690.00'  
E = 41.70'  
S = 0.083 1/4  
S - ATTAINED  
STA. 6+62.40 TO STA. 8+02.67  
FULL S (CROWN REMOVED)  
STA. 8+02.67 TO STA. 10+74.55  
S - REMOVED  
STA. 10+74.55 TO STA. 12+42.55

**CURVE C-2**  
P.I. STA. 16+26.25  
Δ = 56° 08' 27.29"  
D = 12° 50' 47.71"  
T = 237.85'  
L = 437.01'  
R = 446.00'  
E = 59.46'  
S = 0.083 1/4  
S - ATTAINED  
STA. 12+76.40 TO STA. 14+44.40  
FULL S (CROWN REMOVED)  
STA. 14+44.40 TO STA. 17+69.41  
S - REMOVED  
STA. 17+69.41 TO STA. 19+37.41

**CURVE D-1**  
P.I. STA. 8+57.98  
Δ = 22° 34' 21.70"  
D = 08° 18' 13.45"  
T = 157.70'  
L = 271.84'  
R = 690.00'  
E = 13.61'  
S = 0.083 1/4  
S - ATTAINED  
STA. 6+08.28 TO STA. 7+76.28  
S - REMOVED  
STA. 7+76.28 TO STA. 9+92.12

46+00 C.H.9  
P.E. = 70.18' RT.





\*CH ROUTE 9  
 STA. 13+92 - 49' LT.  
 P1  
 36" x 56'

\*CH ROUTE 9  
 STA. 13+96 - 42' RT.  
 P1  
 15" x 47'

\*CH ROUTE 9  
 STA. 15+76 - 49' RT.  
 P2  
 15" x 56'

NOTE:  
 \*BY CONTRACTOR FOR  
 SECTION 38-THB-2

F.A.I. ROUTE 57  
 R.C.C.P. 2A 24" x 88"  
 1 HDWL STD 1976 D24-2  
 LT STA. 1217+00  
 10 CU YDS. CL "X" CONC. HDWL.  
 35 LBS. REINF. BARS  
 INV. ELEV. 690.90  
 FLUSH INLET BOX STD 2240  
 E STA. 1217+00  
 INV. ELEV. 691.00

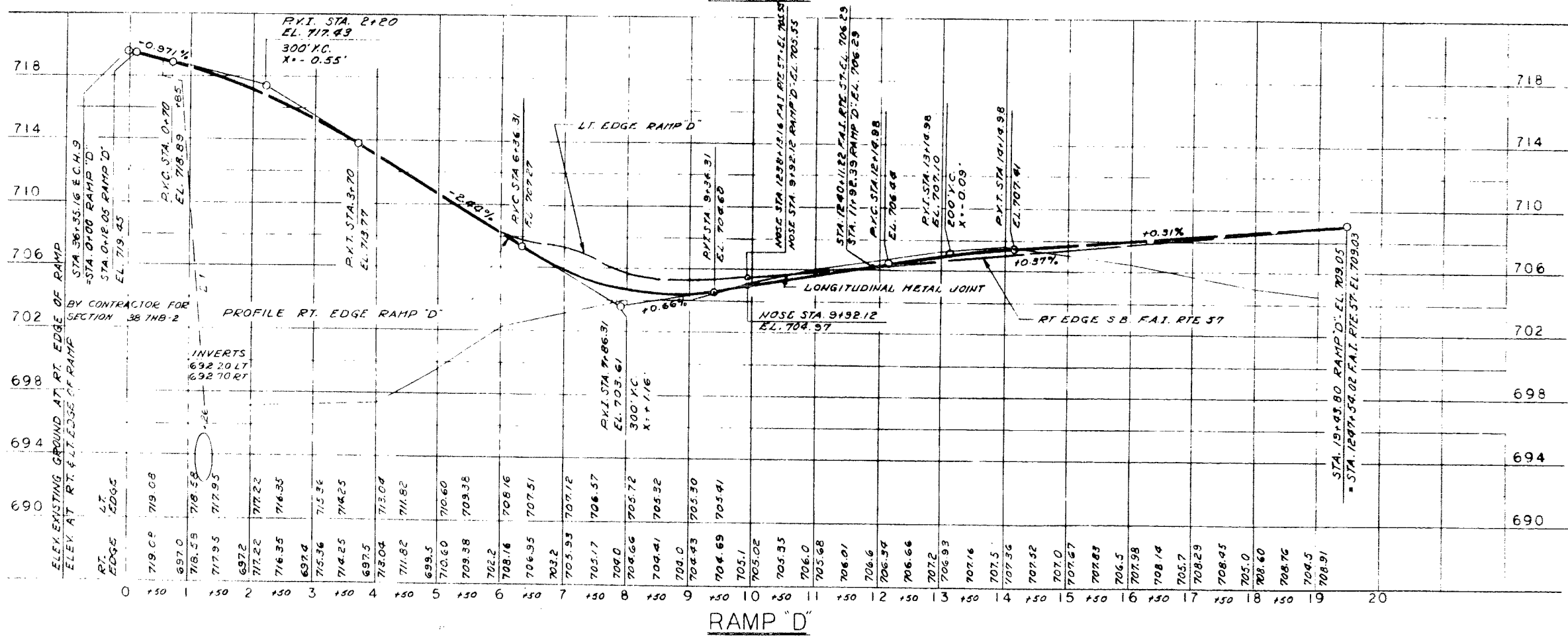
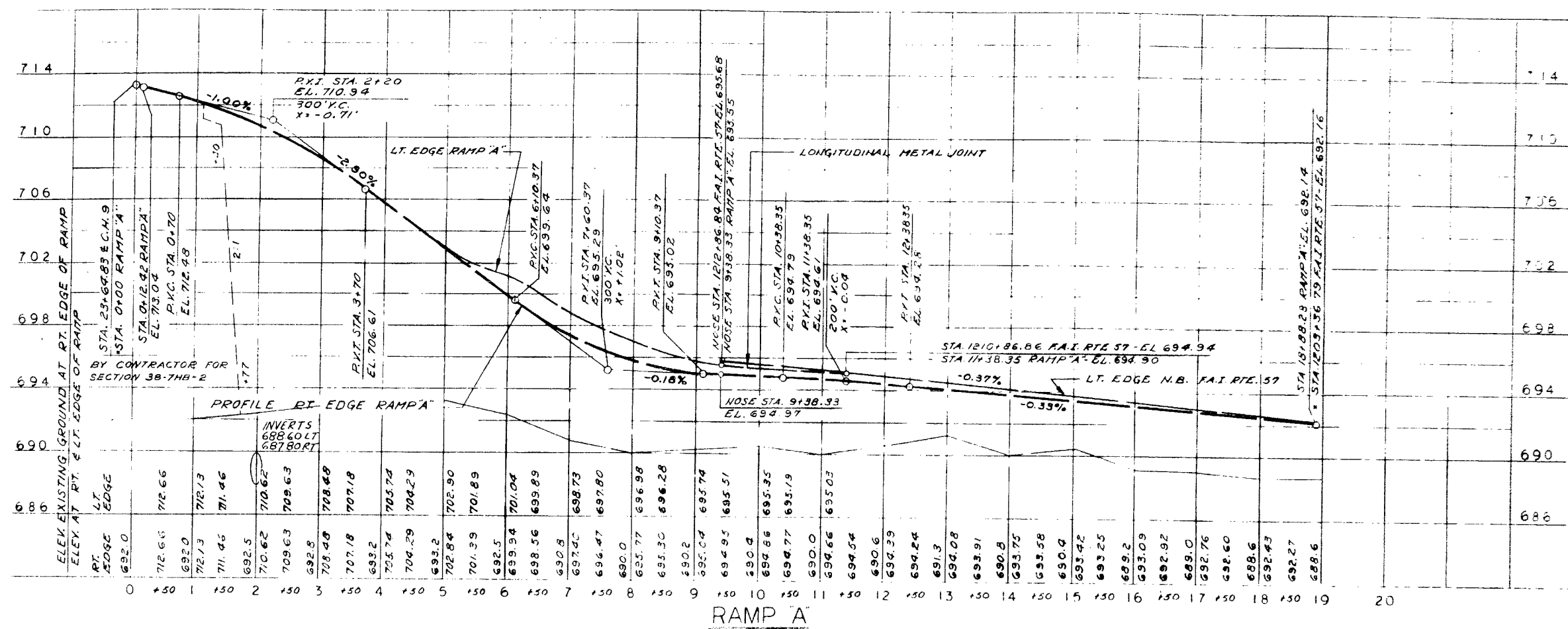
\*RAMP "B"  
 STA. 19+43 (SKEW 30°00')  
 P4A R.C.C.P.  
 36" x 206'

F.A.I. ROUTE 57  
 R.C.C.P. 2A 36" x 132"  
 1 HDWL STD.  
 100.48' LT STA. 1226+09.63  
 4.6 CU YDS. CL "X" CONC. HDWL.  
 326 LBS. REINF. BARS  
 673.50 FT. STEEL GRATING  
 INV. ELEV. 690.70  
 FLUSH INLET BOX STD. 2240 (MOD.)  
 2' RT. STA. 1226+96  
 INV. ELEV. 690.95  
 R.C.C.P. 2A 36" x 136"  
 1 HDWL STD.  
 104.84' RT. STA. 1227+81.85  
 4.6 CU YDS. CL "X" CONC. HDWL.  
 326 LBS. REINF. BARS  
 673.50 FT. STEEL GRATING  
 INV. ELEV. 691.00

\*RAMP "D"  
 STA. 1+20  
 P5A R.C.C.P.  
 36" x 168'

F.A.I. ROUTE 57  
 R.C.C.P. 1A 24" x 104"  
 1 HDWL STD 1976 D22-2  
 LT STA. 1238+00  
 1.0 CU YD. CL "X" CONC. HDWL.  
 35 LBS. REINF. BARS  
 INV. ELEV. 698.70  
 FLUSH INLET BOX STD. 2240  
 E STA. 1238+00  
 INV. ELEV. 698.80

F.A.I. ROUTE 57 SECTION 38-7A  
 IROQUOIS COUNTY  
 DRAINAGE  
 COUNTY HIGHWAY 9 INTERCHANGE  
 SCALE: 1"=100'  
 DRAWN BY J.R.G.



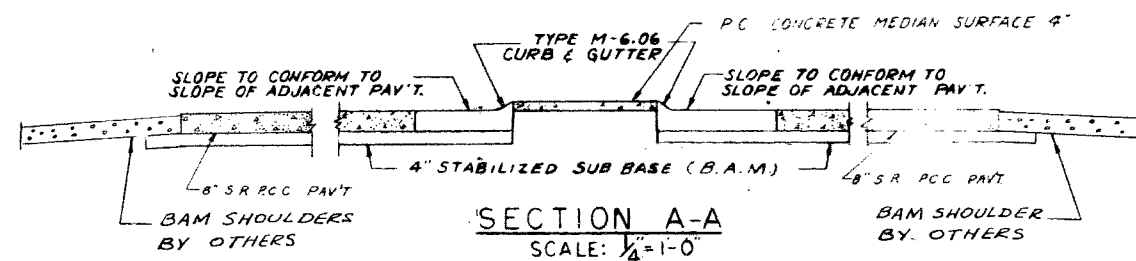
FAI. ROUTE 57 SECTION 38-7A  
 IROQUOIS COUNTY  
 PROFILES  
 RAMP "A" & RAMP "D"  
 C.H.9 INTERCHANGE  
 SCALE: HORIZ. 1"=100'  
 VERT. 1"=4'  
 DRAWN BY: JRG





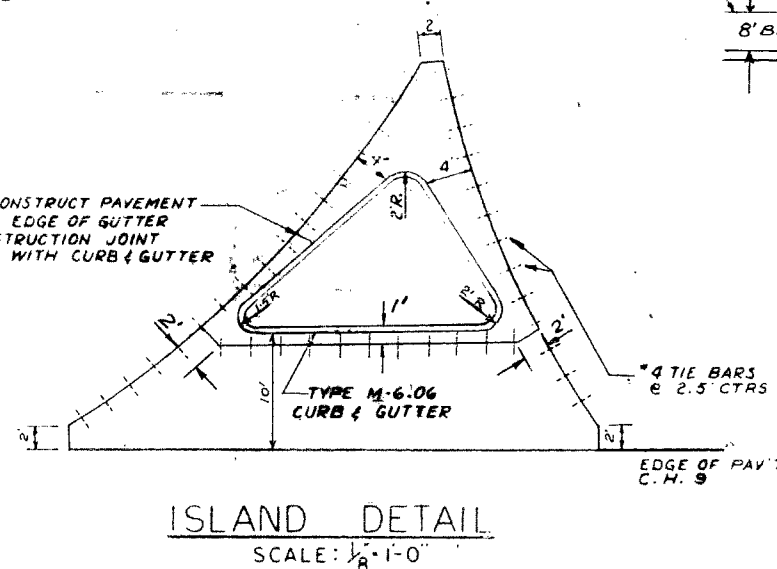
FOR INFORMATION ONLY

57 IROQUOIS 101 22



NOTE:  
RAMP TERMINALS TO BE PAVED WITHIN FOLLOWING LIMITS UNDER SECTION 38-THB-2  
RAMP A - STA. 0+12.42 TO STA. 1+10.27  
RAMP B - STA. 20+12.00 TO STA. 20+71.02  
RAMP C - STA. 19+42.99 TO STA. 20+42.29  
RAMP D - STA. 0+12.05 TO STA. 0+55.00  
STABILIZED SUB-BASE TO BE PLACED 10' BEYOND END OF TERMINAL PAVING LIMIT SHOWN ABOVE

NOTE: CONSTRUCT PAVEMENT BETWEEN EDGE OF GUTTER AND CONSTRUCTION JOINT INTEGRAL WITH CURB & GUTTER



RAMP TERMINAL DETAILS  
RAMP A & RAMP B  
SCALE: 1"=20'

RAMP TERMINAL DETAILS  
RAMP C & RAMP D  
SCALE: 1"=20'

FAI ROUTE 57 SECTION 38-2

IROQUOIS COUNTY

DETAILS

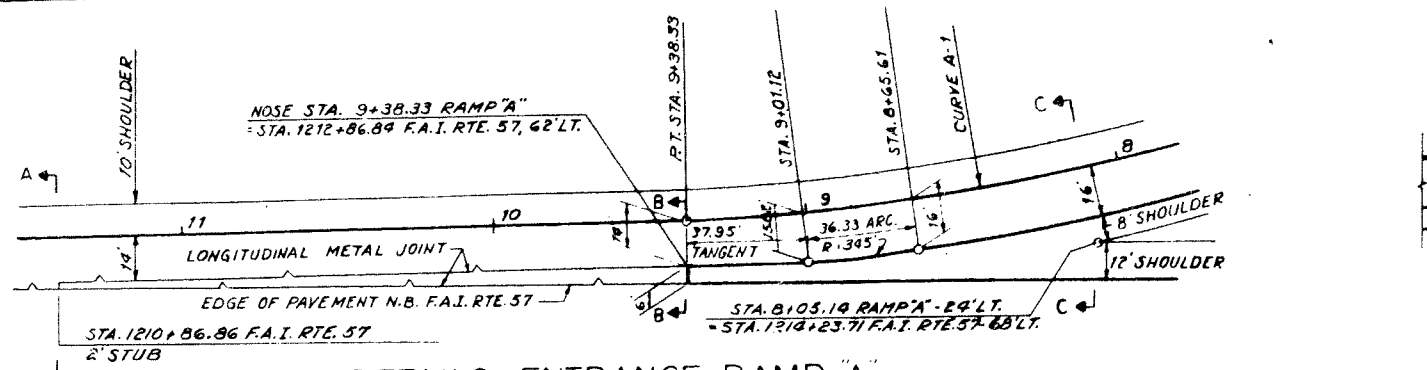
C.H.9 INTERCHANGE

SCALE: AS NOTED

DRAWN BY: JRG

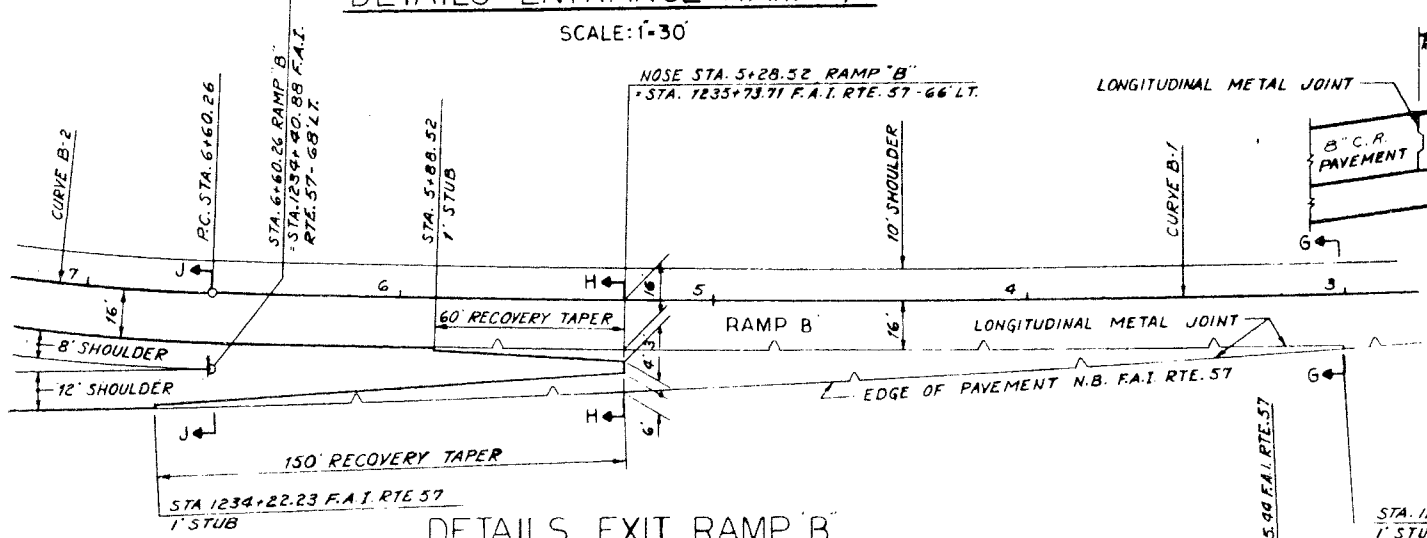
FOR INFORMATION ONLY

38-7A  
57 IROQUOIS CO



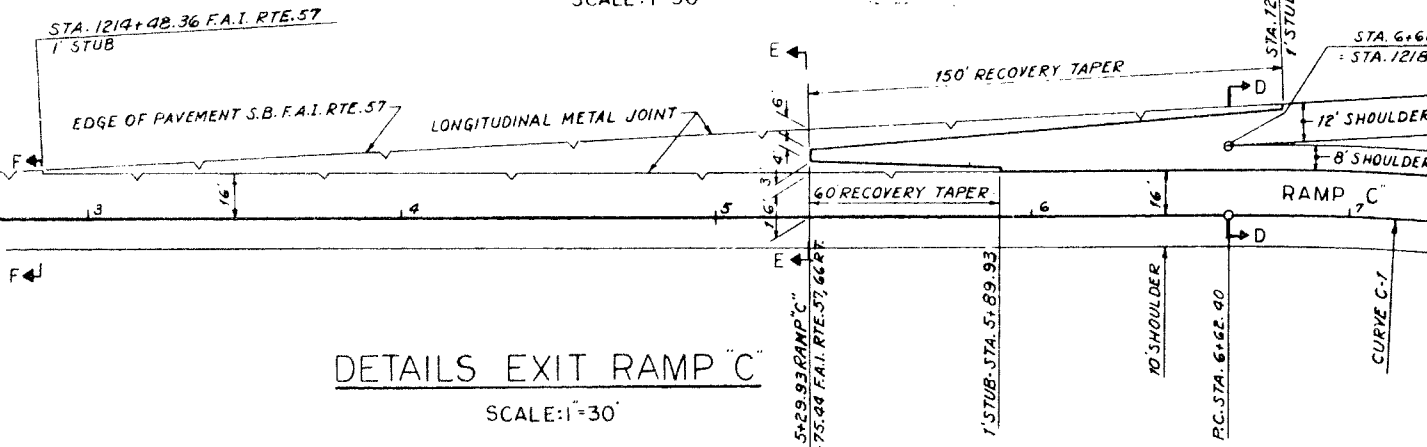
DETAILS ENTRANCE RAMP "A"

SCALE: 1"=30'



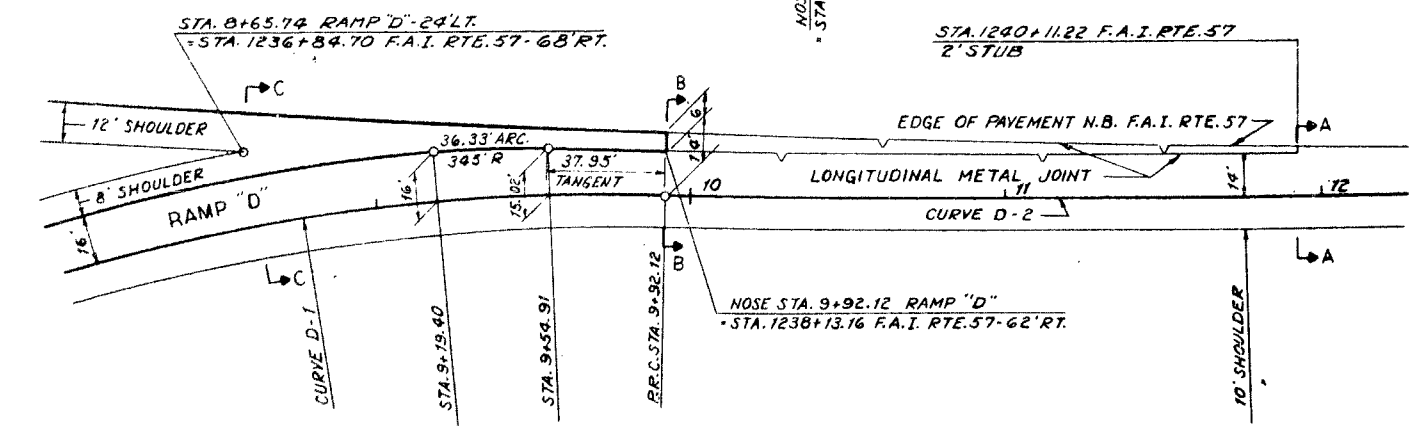
DETAILS EXIT RAMP "B"

SCALE: 1"=30'



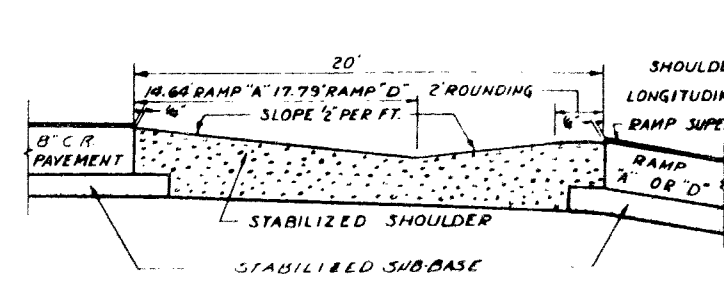
DETAILS EXIT RAMP "C"

SCALE: 1"=30'



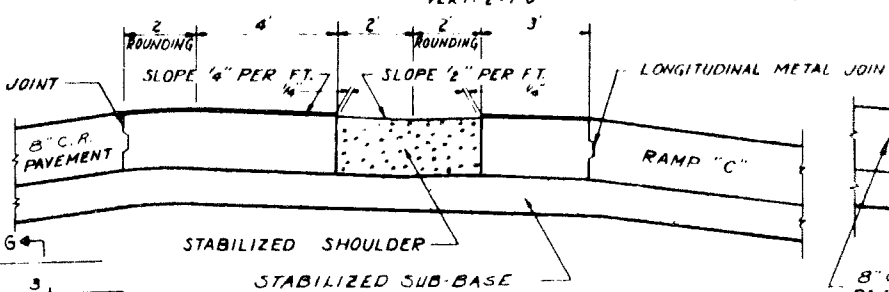
DETAILS ENTRANCE RAMP "D"

SCALE: 1"=30'



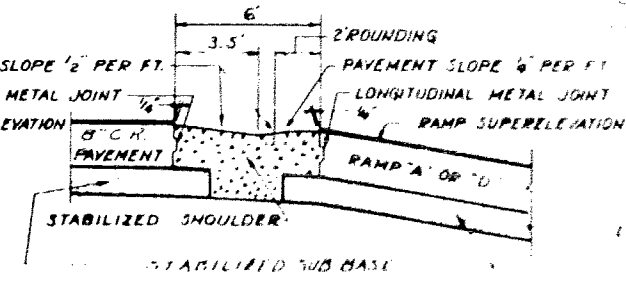
SECTION C-C

SCALE HOR: 4"=1' 0"  
VERT: 1"=1' 0"



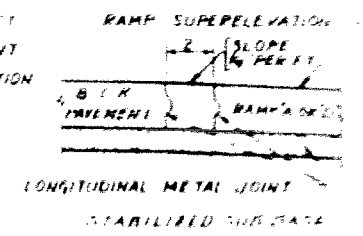
SECTION E-E

SCALE HOR: 3/8"=1' 0"  
VERT: 3/8"=1' 0"



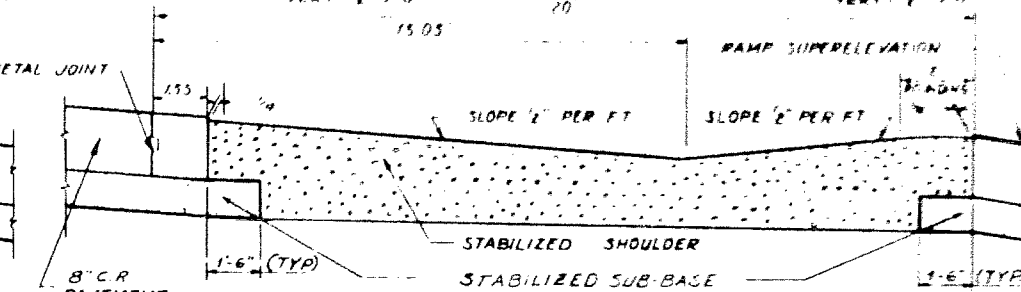
SECTION B-B

SCALE HOR: 4"=1' 0"  
VERT: 1"=1' 0"



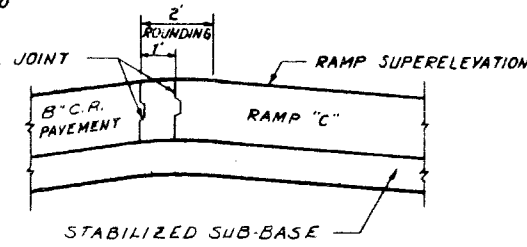
SECTION A-A

SCALE HOR: 4"=1' 0"  
VERT: 1"=1' 0"



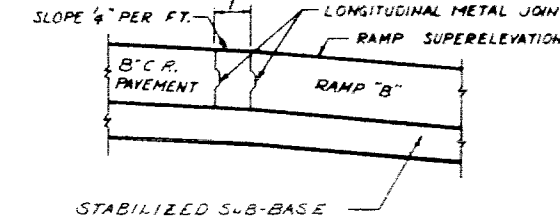
SECTION D-D

SCALE HOR: 3/8"=1' 0"  
VERT: 3/8"=1' 0"



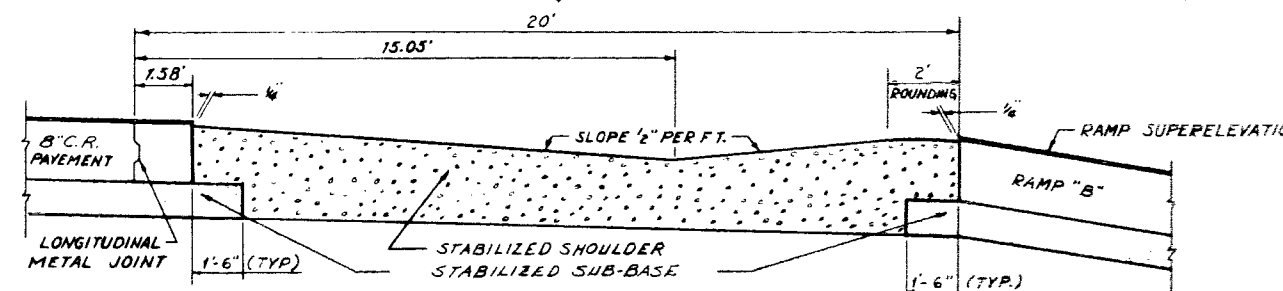
SECTION F-F

SCALE HOR: 3/8"=1' 0"  
VERT: 3/8"=1' 0"



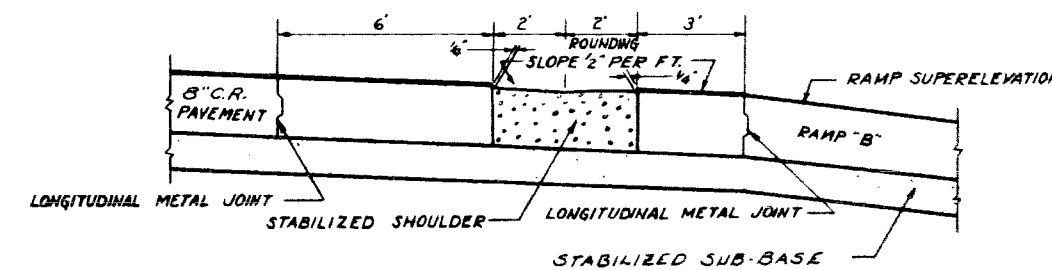
SECTION G-G

SCALE HOR: 3/8"=1' 0"  
VERT: 3/8"=1' 0"



SECTION J-J

SCALE HOR: 3/8"=1' 0"  
VERT: 3/8"=1' 0"



SECTION H-H

SCALE HOR: 3/8"=1' 0"  
VERT: 3/8"=1' 0"

F A I ROUTE 57 SECTION 38-7A

IROQUOIS COUNTY

DETAILS  
CH 9 INTERCHANGE

SCALE AS NOTED

DRAWN BY J.A.

THIS SHEET FOR INFORMATION ONLY

END CONSTRUCTION  
T.R. 269  
STA. 38+87.23

PETER & FERN E. OLSON

SEC. 2 T25N R10E 3RD PM.  
ARTESIA TWP.

BEGIN CONSTRUCTION  
T.R. 269  
STA. 21+24.19

JOSEPH M. JOHNSON

NOTE:  
TO TONS OF GRAVEL OR CRUSHED  
STONE BASE COURSE TYPE A TO BE  
USED AT BEGINNING AND END OF PROJECT  
FOR TRANSITION FROM EXISTING  
TO 14' EXISTING AS DIRECTED BY  
ENGINEER.

ALBERT & ANGELA KANOSKY

SEC. 11 T25N R10E 3RD PM.  
ARTESIA TWP.

NAIL IN F.R.  
35.08' S  
34.05' S  
I.P. P.O.T.  
25.37' S  
I.P.  
P.O.T. STA. 10+71.40

BM #21  
R.R. SPIKE IN 14' TREE  
STA. 18+45 - 22' RT.  
ELEV. 671.26

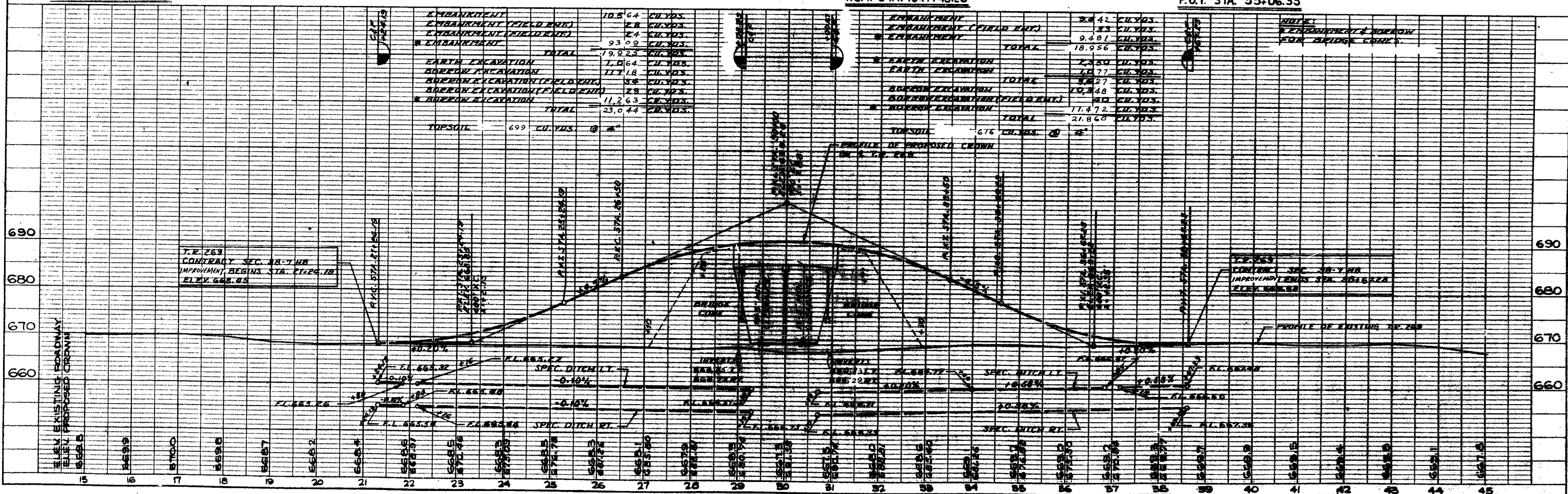
BM #19  
R.R. SPIKE IN F.R.  
STA. 10+71+20 - 106' RT  
ELEV. 666.80

BM #80  
R.R. SPIKE IN F.R.  
STA. 41+75 - 23' RT.  
ELEV. 670.02

NAIL IN F.R.  
32.60' S  
I.R. P.O.T.  
29.00' S  
NAIL IN F.R.  
P.O.T. STA. 55+06.35

CURVE DATA F.A.I. ROUTE 57  
R1. STA. 1060+71.84  
A = 18°-15'-23.67"  
D = 00°-45'-00"  
T = 1295.99'  
L = 2567.54'  
R = 7639.44'  
E = 109.15'  
S = 0.0214  
S - ATTAINED  
STA. 1046+41.85 TO STA. 1048+41.85  
FULL S (CROWN REMOVED)  
STA. 1048+41.85 TO STA. 1072+77.39  
S - REMOVED  
STA. 1072+77.39 TO STA. 1074+77.39

CLASS "X" CONC. HEADWALLS BY OTHERS (TYP) ANNA M. HARTKE



EMBANKMENT	105.64	CU. YDS.
EMBANKMENT (FIELD END)	2.8	CU. YDS.
EMBANKMENT (FIELD END)	2.4	CU. YDS.
EMBANKMENT	93.09	CU. YDS.
TOTAL	19.925	CU. YDS.
EARTH EXCAVATION	1.064	CU. YDS.
SOIL EXCAVATION	11.18	CU. YDS.
SOIL EXCAVATION (FIELD END)	5.9	CU. YDS.
SOIL EXCAVATION (FIELD END)	2.9	CU. YDS.
SOIL EXCAVATION	11.263	CU. YDS.
TOTAL	23.044	CU. YDS.
TOPSOIL	699	CU. YDS. @ 4"

EMBANKMENT	28.42	CU. YDS.
EMBANKMENT (FIELD END)	2.3	CU. YDS.
EMBANKMENT	9.481	CU. YDS.
TOTAL	18.956	CU. YDS.
EARTH EXCAVATION	2.350	CU. YDS.
SOIL EXCAVATION	14.77	CU. YDS.
TOTAL	17.12	CU. YDS.
SOIL EXCAVATION	15.448	CU. YDS.
SOIL EXCAVATION (FIELD END)	4.3	CU. YDS.
SOIL EXCAVATION	11.472	CU. YDS.
TOTAL	21.860	CU. YDS.
TOPSOIL	676	CU. YDS. @ 4"

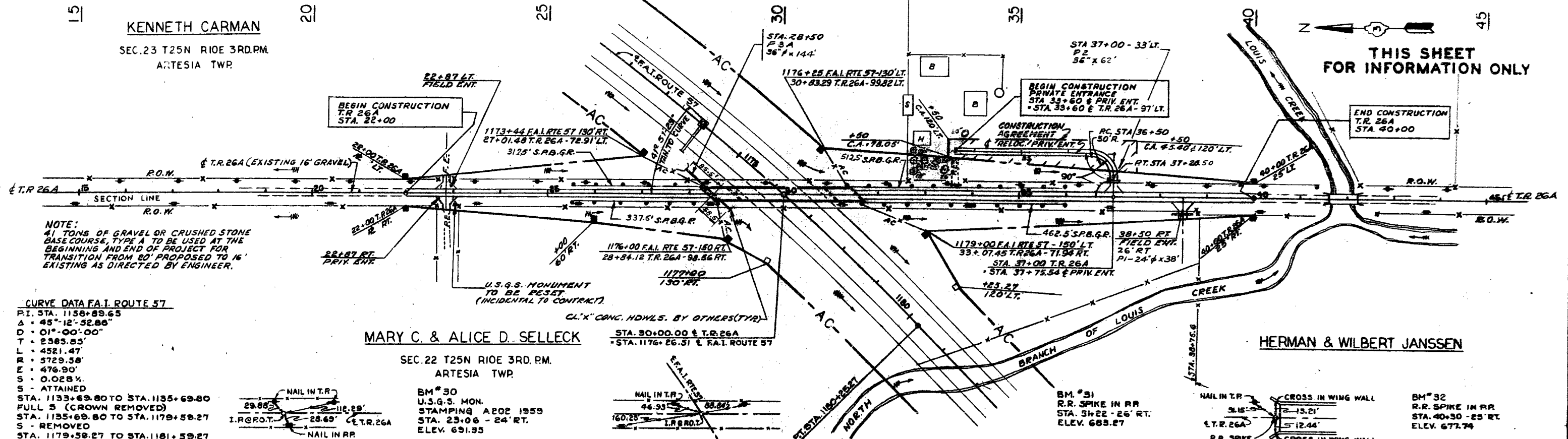
T.R. 269  
CONTRACT SEC. 18-7-88  
IMPROVEMENT BEGINS STA. 21+24.19  
ELEV. 668.85

T.R. 269  
CONTRACT SEC. 18-7-88  
IMPROVEMENT BEGINS STA. 21+24.19  
ELEV. 668.85



KENNETH CARMAN  
SEC. 23 T25N R10E 3RD PM  
ARTESIA TWP

THIS SHEET  
FOR INFORMATION ONLY



NOTE:  
41 TONS OF GRAVEL OR CRUSHED STONE  
BASE COURSE, TYPE A TO BE USED AT THE  
BEGINNING AND END OF PROJECT FOR  
TRANSITION FROM 20' PROPOSED TO 16'  
EXISTING AS DIRECTED BY ENGINEER.

CURVE DATA F.A.I. ROUTE 57  
P.I. STA. 1158+89.63  
A = 45°-12'-32.88"  
D = 01°-00'-00"  
T = 2385.85'  
L = 4521.47'  
R = 5729.58'  
E = 476.90'  
S = 0.028%  
S - ATTAINED  
STA. 1133+69.80 TO STA. 1135+69.80  
FULL S (CROWN REMOVED)  
STA. 1135+69.80 TO STA. 1179+59.27  
S - REMOVED  
STA. 1179+59.27 TO STA. 1181+59.27

MARY C. & ALICE D. SELLECK  
SEC. 22 T25N R10E 3RD PM.  
ARTESIA TWP.

BM #30  
U.S.G.S. MON.  
STAMPING A202 1959  
STA. 23+06 - 24' RT.  
ELEV. 691.35

BM #31  
R.R. SPIKE IN RR  
STA. 31+22 - 26' RT.  
ELEV. 685.27

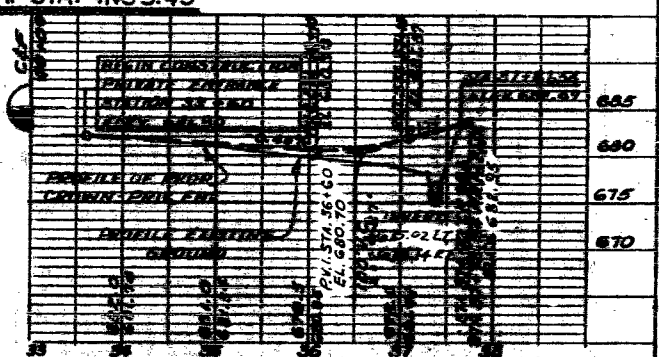
BM #32  
R.R. SPIKE IN RR  
STA. 40+30 - 25' RT.  
ELEV. 677.74

P.O.T. STA. 19+81.20

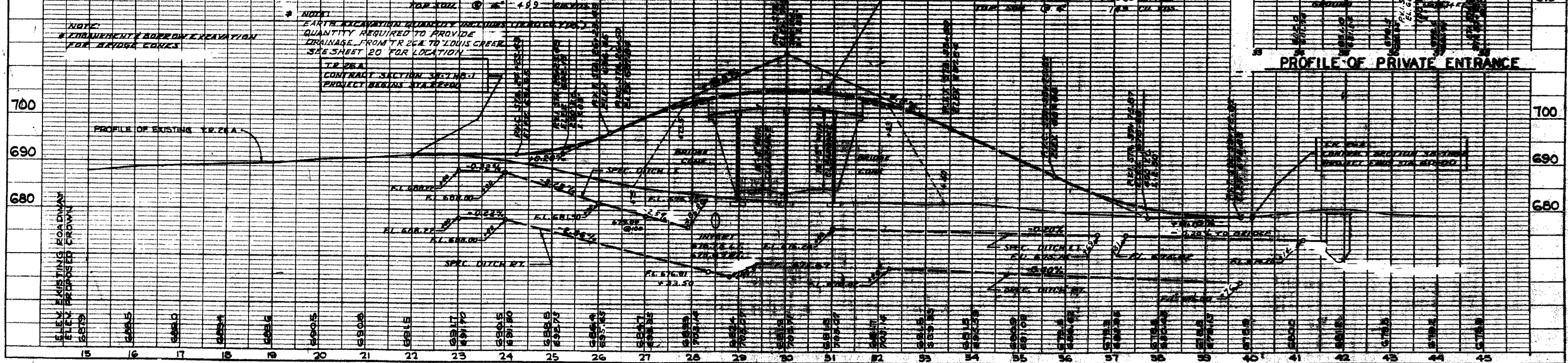
P.O.T. STA. 30+00.00

P.O.T. STA. 41+59.49

ITEM	QUANTITY
EMBANKMENT (FILL) (CY)	500.00
EMBANKMENT (FILL) (CY)	697.20
EMBANKMENT (FILL) (CY)	1795.20
EARTH EXCAVATION (FILL) (CY)	3507.00
EARTH EXCAVATION (FILL) (CY)	12.00
EARTH EXCAVATION (FILL) (CY)	3524.00
EARTH EXCAVATION (FILL) (CY)	387.80
EARTH EXCAVATION (FILL) (CY)	387.80
EARTH EXCAVATION (FILL) (CY)	2564.00
EARTH EXCAVATION (FILL) (CY)	18,218.00



PROFILE OF PRIVATE ENTRANCE





MARTIN STEINMAN

BEGIN CONSTRUCTION  
C.H. ROUTE  
STA. 10+00

U.S.S. MON.  
STAMPING 8801 1959  
STA. 10+80 - 14+00  
ELEV. 686.19

R.C. STA. 2+02.72

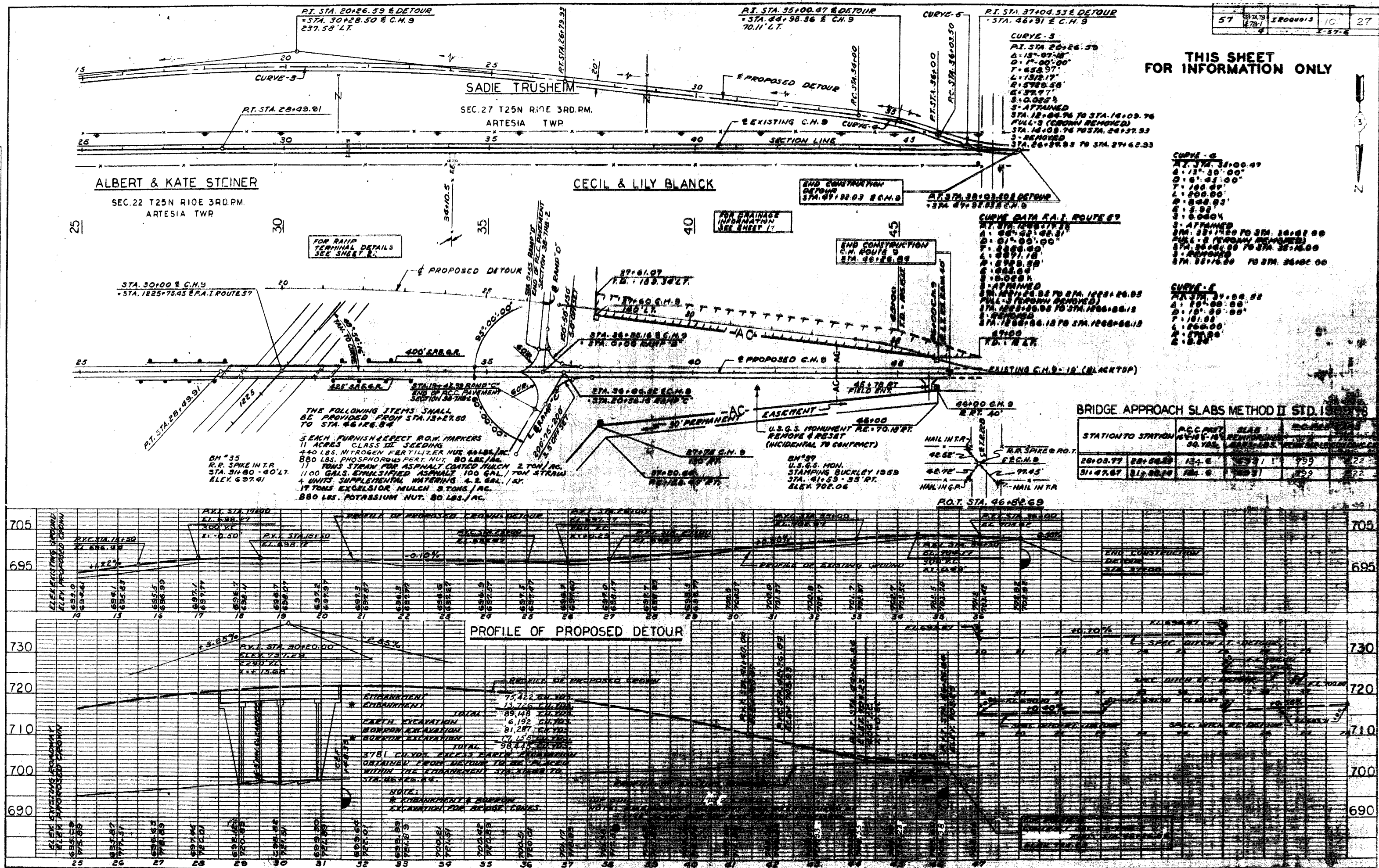
R.L. STA. 10+00

PROFILE OF PROPOSED DETOUR

EXISTING GRADE	79980
PROPOSED GRADE	742
EXCAVATION	228
EMBANKMENT	12725
TOTAL	93075
CARRY EXCAVATION	170833
TOTAL	10833
EXCAVATION	85943
EMBANKMENT	172
TOTAL	276
EXCAVATION	13908
TOTAL	102297



**THIS SHEET  
FOR INFORMATION ONLY**



15

**CURVE DATA RELOC. T.R. 22 B**  
P.I. STA. 3+36.67  
Δ = 60° 33' 50"  
D = 12° 00' 00"  
T = 278.81'  
L = 504.70'  
R = 477.46'  
E = 75.44'  
S = 0.052%  
S - ATTAINED  
STA. 1+74.86 TO STA. 2+93.86  
FULL S (CROWN REMOVED)  
STA. 2+93.86 TO STA. 6+74.08  
S - REMOVED  
STA. 6+74.08 TO STA. 8+00

SELMA LUSTFELDT

SEC. 28 T25N R10E 3RD PM.  
ARTESIA TWP.

BEGIN CONSTRUCTION  
T.R. 327  
STA. 22+86.38

BEGIN CHANNEL RELOC.  
STA. 0+00 & PROP. CHANNEL  
STA. 22+30.38 & T.R. 327

NOTE:  
23 TONS GRAVEL OR CRUSHED STONE  
BASE COURSE TYPE A TO BE USED  
FOR TRANSITION FROM 10' EXIST.  
TO 20' PROPOSED AT END OF  
PROJECT AS DIRECTED BY THE  
ENGINEER.

**CURVE DATA RELOC. T.R. 22 B**  
P.I. STA. 8+86.98  
Δ = 60° 00' 00"  
D = 114° 35' 29.6"  
T = 28.87'  
L = 52.36'  
R = 50.00'  
E = 7.74'  
STA. 22+86 RT.  
FL. 697.40  
INV. 695.40  
PIPE CULV. 24" X 15' 0"  
1 FLUSH INLET BOX  
STD. 2240  
INV. 694.20

BM #41A  
R.R. SPIKE IN TR.  
STA. 17+64 - 28' RT.  
ELEV. 703.61

NOTE:  
TENS GRAVEL OR CRUSHED STONE  
SURE COURSE TYPE A TO BE USED FOR  
TRANSITION AT BEGINNING AND END  
OF RELOCATION OF T.R. 22B BETWEEN  
EXIST. 14' AND PROP. 20'

2100 RT. FIELD ENT.  
PIPE CULVERT TYI  
15' X 30'

PT. STA. 5+09.1  
END CHANNEL RELOC.  
25+57 T.R. 327  
130' LT.

PT. STA. 7+62.56  
PC. STA. 8+57.01  
PT. STA. 2+64.78 CC  
24+50 T.R. 327  
164' LT.

CHANNEL CHANGE  
25+25 T.R. 327  
25' LT.

RT. STA. 8+59.97  
PC. STA. 10+38.88 CC  
24+00 T.R. 327  
332' LT.

PT. STA. 11+10.05  
24+10 T.R. 327  
170' RT.

PT. STA. 11+62.39  
PC. STA. 12+51.31

CHRYSTAL DIPPLE

SEC. 33 T25N R10E 3RD PM.  
ARTESIA TWP.

RELOC. TR. 22 B  
STA. 12+50 RT.  
FARM TILE TO BE OUTLETTED  
IN DITCH. 1- SPEC. HDWL.  
CLASS "X"  
CONC. 0.5 CU. YD.

PT. STA. 17+46.59 & RELOC. T.R. 22B  
= STA. 14+73.55 EXISTING T.R. 22B  
1888+38.74 FAL. RTE 57  
231' RT.  
STA. 18+38.58 RELOC. T.R. 22B  
STA. 1839+21.08 & FAL. 57 20725 RT.

INV. 702.20

**CURVE DATA CH. CH.**  
P.I. STA. 4+58.62  
Δ = 60° 00' 00"  
D = 88° 11' 50"  
T = 86.60'  
L = 137.08'  
R = 150.00'  
E = 23.81'  
**CURVE DATA CH. CH.**  
P.I. STA. 8+00.00  
Δ = 20° 00' 00"  
D = 75° 16' 44"  
T = 66.12'  
L = 130.30'  
R = 375.00'  
E = 8.90'

CHANNEL EXCAVATION  
3521 CU. YDS.  
(148 TO HILL ABANDONED CHANNEL)

STA. 10+00 & T.R. 327  
STA. 1000+22.15 & FAL. ROUTE 57  
1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

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31+30.16 T.R. 327 - 86.98 LT.

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31+30.16 T.R. 327 - 86.98 LT.

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1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

1221+23 FAL. RTE 57 120' LT.  
31+30.16 T.R. 327 - 86.98 LT.

**CURVE DATA RELOC. T.R. 22 B**  
P.I. STA. 15+23.88  
Δ = 58° 24' 00"  
D = 72° 00' 00"  
T = 272.53'  
L = 493.28'  
R = 477.46'  
E = 72.30'  
S = 0.052%  
S - ATTAINED  
STA. 12+08.88 TO STA. 13+31.88  
FULL S (CROWN REMOVED)  
STA. 13+31.88 TO STA. 17+04.86  
S - REMOVED  
STA. 17+04.86 TO STA. 18+28.86

CL. "X" CONC. HOMES  
BY OTHERS (TYP.)

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

RELOC. TR. 22B STA. 17+00 RT.  
FARM TILE TO BE OUTLETTED IN DITCH  
1 SPEC. HDWL. CLASS "X" CONC. 0.5 CU. YD.

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

STA. 29+01  
P.I. STA. 30+00  
36' X 112'

ALTA M. MARTIN

SEC. 27 T25N R10E 3RD PM  
ARTESIA TWP.

THIS SHEET  
FOR INFORMATION  
ONLY

BERNICE B. HALE

SEC. 34 T25N R10E 3RD PM.  
ARTESIA TWP.

SMALLS IN FENCE  
CORNER

SMALLS IN R.P.

SMALLS IN T.R.

P.O.T. STA. 39+00

BM #41  
R.R. SPIKE IN R.P.  
STA. 28+01 - 15' LT.  
ELEV. 701.99

BM #41B  
R.R. SPIKE IN 36" TREE  
STA. 43+40 - 16' LT.  
ELEV. 699.56

PROFILE-RELOCATED T.R. 22B

EMBANKMENT (FIELD ENTRANCE)	18 CU. YDS.
EMBANKMENT	6,968 CU. YDS.
EMBANKMENT (RELOC. T.R. 22B)	4,107 CU. YDS.
EMBANKMENT	7,719 CU. YDS.
TOTAL	18,862 CU. YDS.
EARTH EXCAVATION	352 CU. YDS.
EARTH EXCAVATION (RELOC. T.R. 22B)	1,234 CU. YDS.
EARTH EXCAVATION (ABANDONED T.R. 22B)	340 CU. YDS.
EARTH EXCAVATION (FAL. ROUTE 57)	19,069 CU. YDS.
TOTAL	20,955 CU. YDS.
HORROR EXCAVATION	1,868 CU. YDS.

TOP SOIL @ 4" 401 CU. YDS. FROM STA. 24+00 TO STA. 28+05 RT.  
TOP SOIL @ 4" 219 CU. YDS. FROM STA. 2+00 TO STA. 9+86 T.R. 22B

T.R. 327  
CONTRACT SEC. 38-THR-S  
IMPROVEMENT BEGINS STA. 22+86.38

PROFILE-RELOCATED T.R. 22B

EMBANKMENT & BORROW EXCAVATION FOR RELOC. T.R. 22B	1,520 CU. YDS.
EMBANKMENT (FIELD ENTR.)	7,000 CU. YDS.
EMBANKMENT	5,155 CU. YDS.
TOTAL	13,675 CU. YDS.
EARTH EXCAVATION	3,224 CU. YDS.
EARTH EXCAVATION (FAL. RTE 57)	3,014 CU. YDS.
TOTAL	6,238 CU. YDS.
HORROR EXCAVATION	9,220 CU. YDS.

TOP SOIL @ 4" 726 CU. YDS. FROM STA. 31+00 TO STA. 37+00 T.R. 22B  
TOP SOIL @ 4" 116 CU. YDS. FROM STA. 10+00 TO STA. 16+00 T.R. 22B

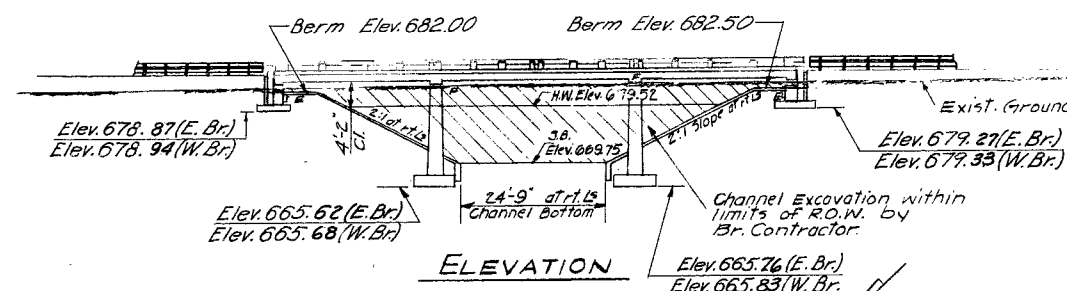


BM: #33 R.R. Spike in 14" tree  
Sta. 1184+60 320' Lt. Elev. 678.51

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

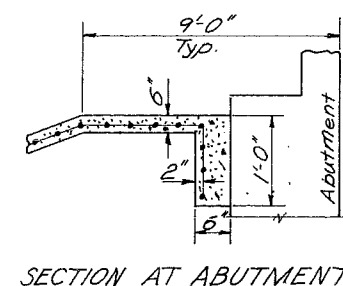
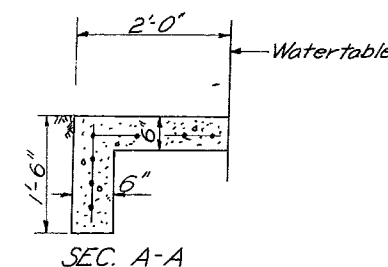
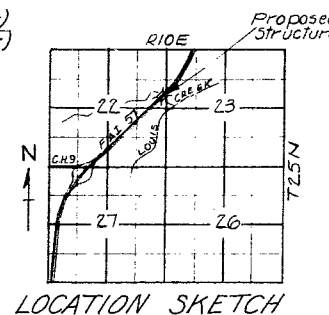
ROUTE NO.	SECTION	SUBJECT	TOTAL SHEETS	SHEET NO.
18-7A 18-7B 18-7C 18-7D 18-7E 18-7F 18-7G 18-7H 18-7I 18-7J 18-7K 18-7L 18-7M 18-7N 18-7O 18-7P 18-7Q 18-7R 18-7S 18-7T 18-7U 18-7V 18-7W 18-7X 18-7Y 18-7Z	18-7A 18-7B 18-7C 18-7D 18-7E 18-7F 18-7G 18-7H 18-7I 18-7J 18-7K 18-7L 18-7M 18-7N 18-7O 18-7P 18-7Q 18-7R 18-7S 18-7T 18-7U 18-7V 18-7W 18-7X 18-7Y 18-7Z	18-7A 18-7B 18-7C 18-7D 18-7E 18-7F 18-7G 18-7H 18-7I 18-7J 18-7K 18-7L 18-7M 18-7N 18-7O 18-7P 18-7Q 18-7R 18-7S 18-7T 18-7U 18-7V 18-7W 18-7X 18-7Y 18-7Z	101	29

SHEET NO. 1  
9 SHEETS



STATION 1187+00  
BUILT 196 BY  
STATE OF ILLINOIS  
F.A.I. RT.57 SEC.38-7B  
F.A. PROJ. 1-57-6(96)  
LOADING H520 & ALT

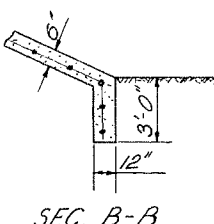
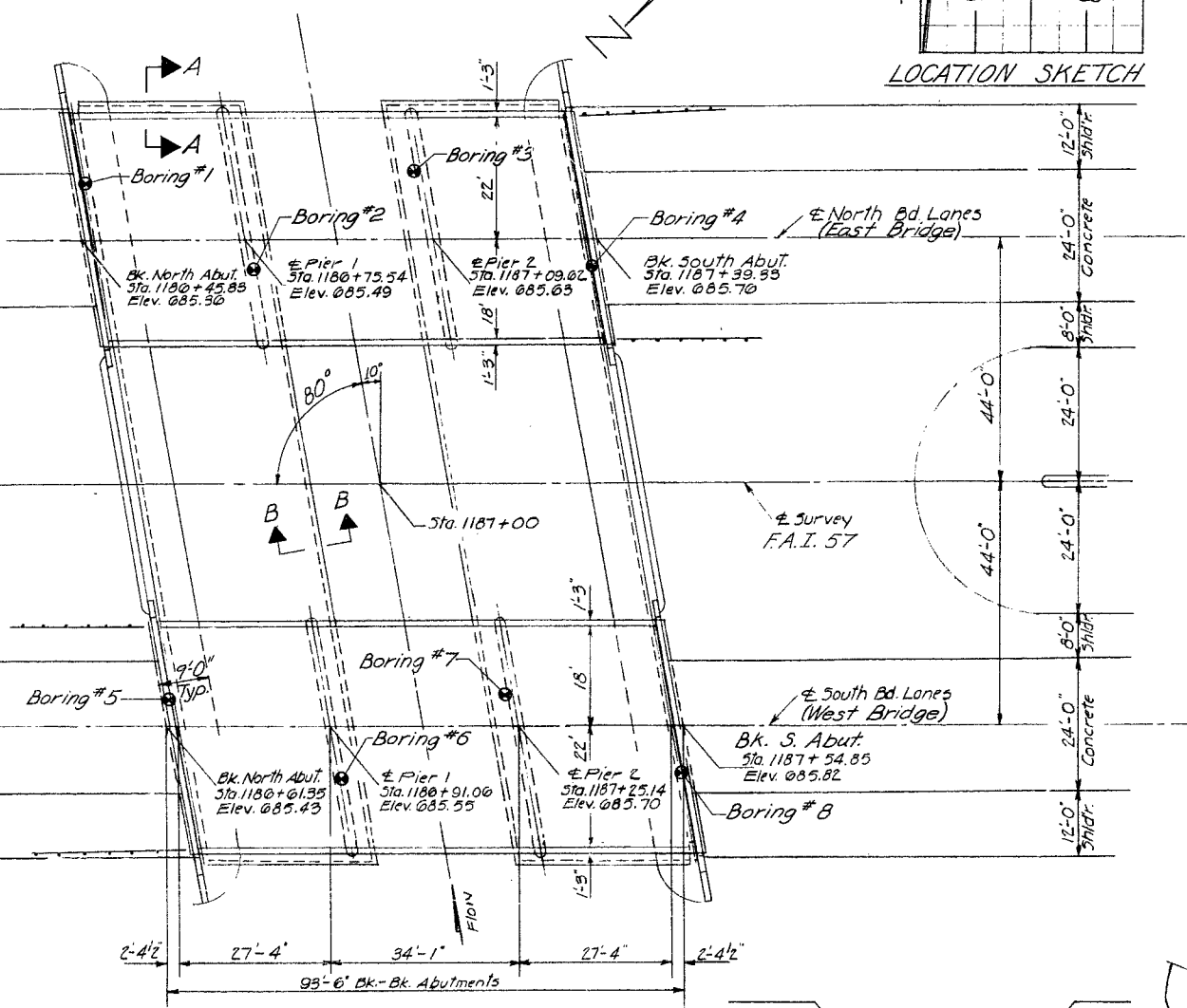
NAME PLATE  
See Std. 2113-1



TOTAL BILL OF MATERIAL

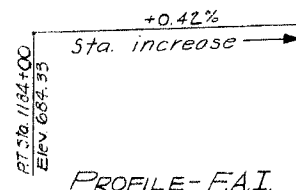
ITEM	UNIT	SUPER.	SUB.	TOTAL
* Class A Excav. for Structures	Cu. Yds.	750		750
Handrail Concrete	Cu. Yds.	14.2		14.2
Class A Concrete	Cu. Yds.	336.8		336.8
Class X Concrete	Cu. Yds.	408.2	140.4	548.6
Protective Coat	Sq. Yds.	910		910
Structural Steel	Lbs.	8020		8020
Reinforcement Bars	Lbs.	115,400	25,540	140,940
Name Plates	Ea.	2		2
Slope Wall (6")	Sq. Yds.			1100
** Preformed Jt. Sealer	Lin. Ft.	173		173

\* Includes slope wall excavation.  
\*\* At abutments only.



PLAN

TYP. CHANNEL SECTION



WATERWAY INFORMATION

Drainage Area	7000 Acres
Character	Level, Cultivated
Required Opening	(50 Yr. Flood) - 400 Sq. Ft.
Present Opening	None
Proposed Opening	400 Sq. Ft.
Low Water Elev.	670.7

PROPOSED CHANNEL CHANGE

DESIGN STRESSES	
$f_c = 1400$ psi	(Super. & Sub.)
$f_s = 20,000$ psi	(Reinf. & Struct.)
$v_c = 75$ psi	(Flgs)
$n = 10$	
Max. Soil Pressure at Abut.	2500 psf
Max. Soil Pressure at Piers	5000 psf
LOADING	H520-44 & ALT.

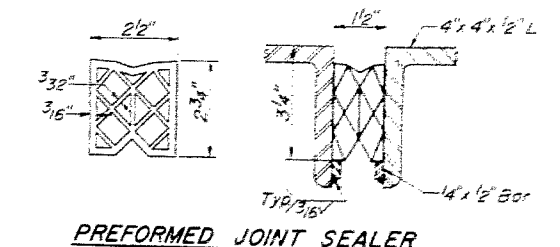
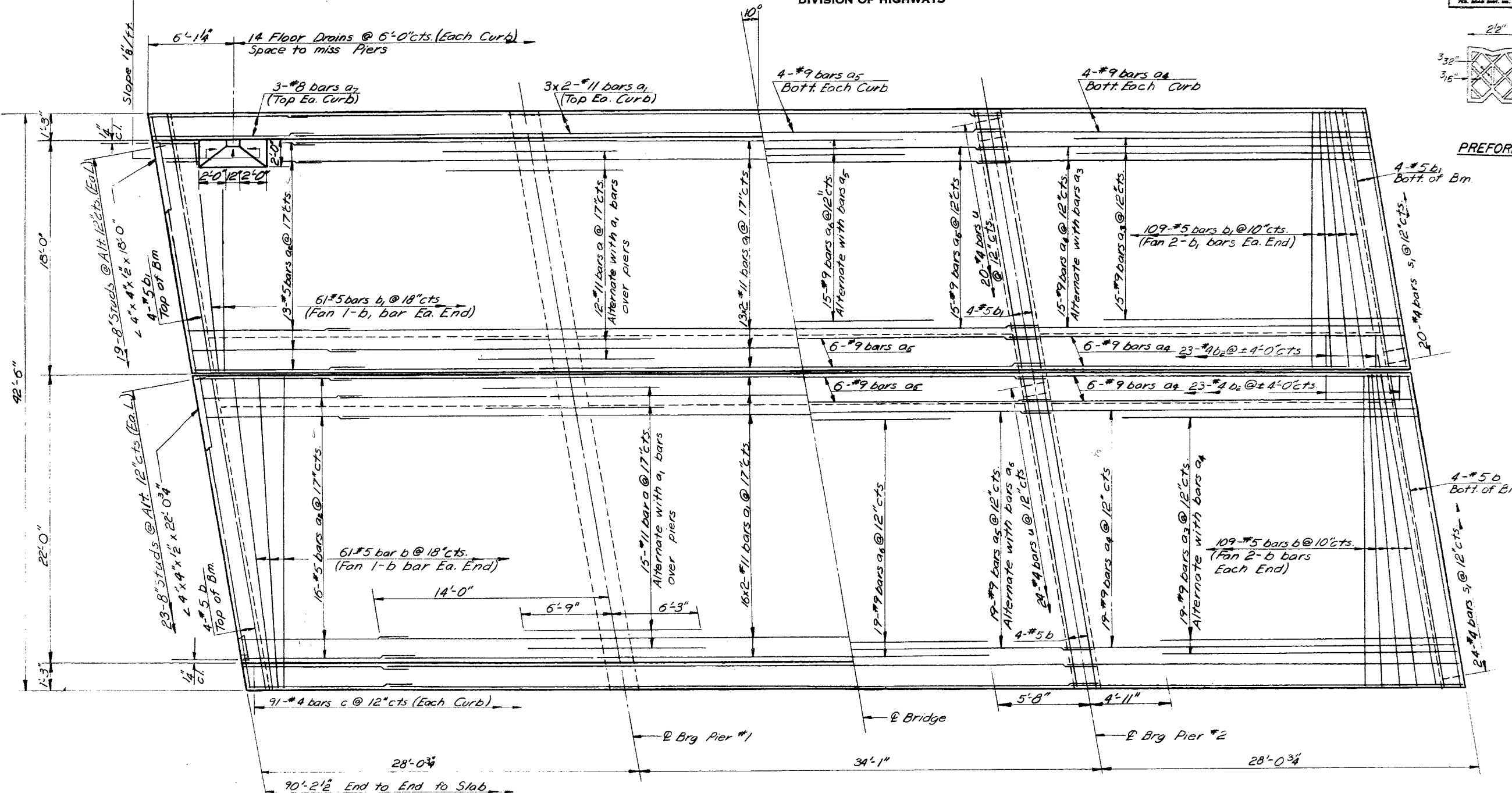
GENERAL PLAN & ELEVATION  
RELOCATED LOUIS CREEK  
(NORTH BRANCH)  
F.A. PROJ. 1-57-6(96)  
F.A.I. RT.57 SEC.38-7B  
IROQUOIS COUNTY  
STA. 1187+00

DESIGNED	John N. Clark
CHECKED	Wei Hsing
DRAWN	R. P. Summer
CHECKED	Wei Hsing
EXAMINED	June 29 1965
PASSED	H. J. Altman
APPROVED	J. C. Bluff



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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ILL. 57	38-7A 38-7B 38-7C	IRROQUOIS	101 30	9 SHEETS
PED. BRIDGE DIV. NO. 7	ILLINOIS	PED. BRIDGE DIV.		



Note:  
Bars indicated thus 16x2-#11 etc.  
indicates 16 lines of bars with  
2 lengths per line.  
Min. bar laps = 20 dia.

DESIGNED *John W. Clark*  
CHECKED *Wei Hsiang*  
DRAWN *R. P. Summer*  
CHECKED *Wei Hsiang*

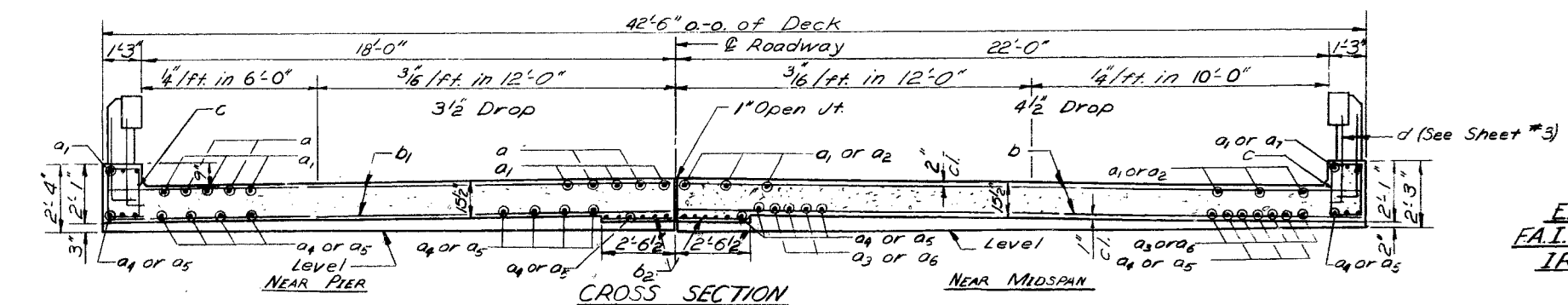
EXAMINED *June 29 1965*  
PASSED *W. J. Allen*  
APPROVED *W. E. Hest*

REINFORCEMENT TOP OF SLAB

PLAN  
(Showing West Bridge)  
(Rotate 180° for East Bridge)

REINFORCEMENT BOTTOM OF SLAB

For details & Bill of  
Material see Sheet #3

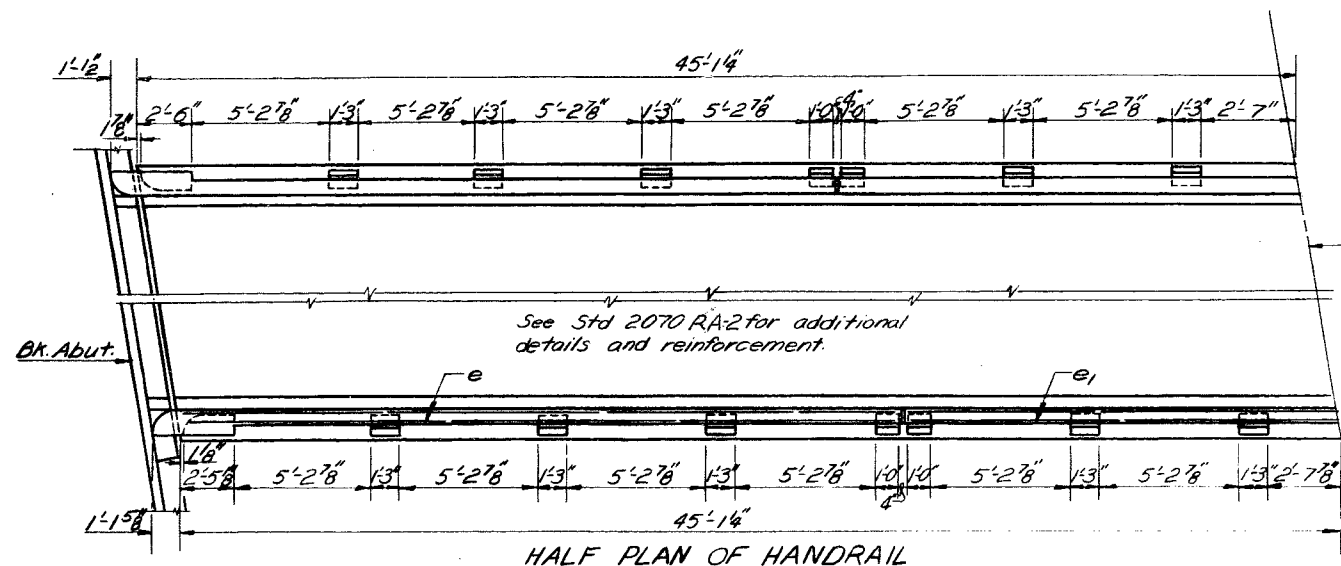


SUPERSTRUCTURE  
EAST & WEST BRIDGES  
I.A.I. RT. 57 SECTION 38-7B  
IRROQUOIS COUNTY  
STA. 1187+00

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

7/8" holes at 12" cts. for 3/8" bolts. Set on normal gage line. All bolts shall be burned, sawed or clipped off flush with the back of the LS after forms are removed.

PROJECT NO.	SECTION	SHEET NO.	TOTAL SHEETS	SHEET NO.
1187-78	1187-78	101	31	9



HALF PLAN OF HANDRAIL

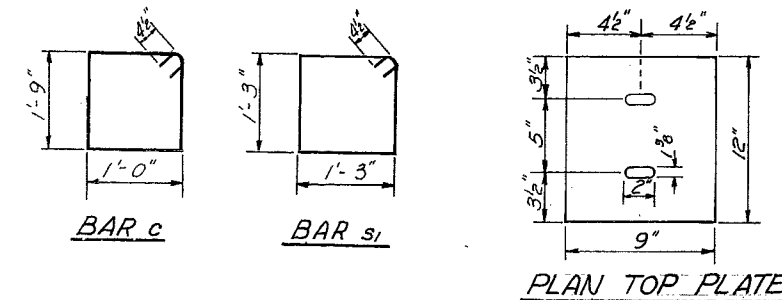
Handrail Symm. about  $\bar{C}$  of Slab by horizontal rotation thru 180°

Hatched area to be poured after Superstructure forms have been removed. Quantity of Class X Concrete included with Superstructure.

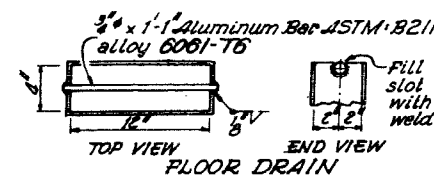
Bk. Abut.

Preformed Joint Sealer  
See detail on sheet #2

SECTION THRU ABUTMENT

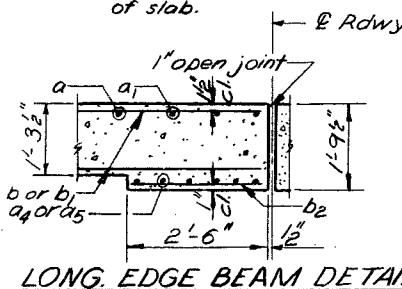


PLAN TOP PLATE

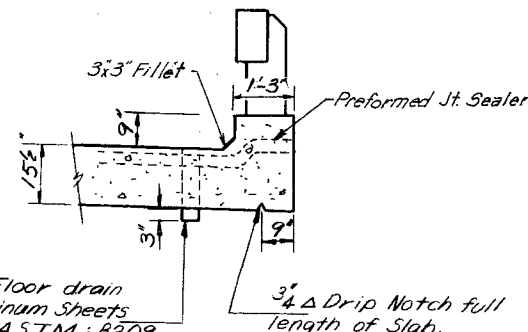


FLOOR DRAIN

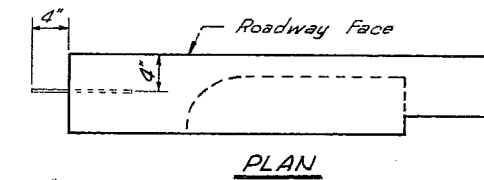
4' x 12" Floor drain  
3/8" Aluminum Sheets  
Welded A.S.T.M. B209  
alloy 6061-T6. Cost  
incidental to construction  
of slab.



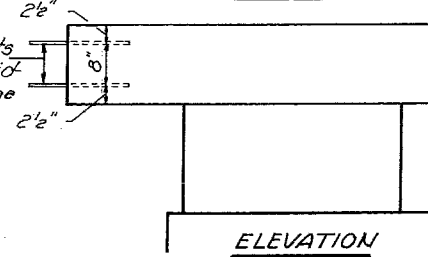
LONG EDGE BEAM DETAIL



SECTION AT PIER  
(Typ at pier)

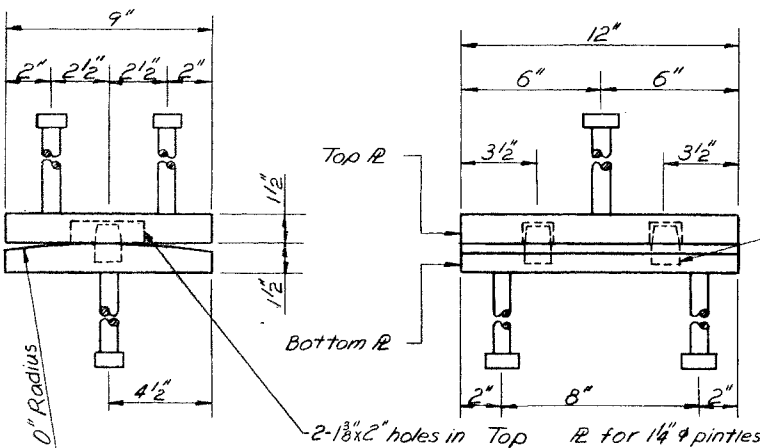


PLAN

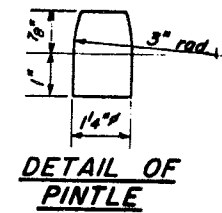


MODIFIED END POST

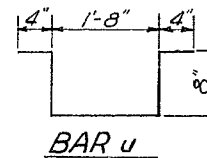
North end West Bridge; South end East Bridge



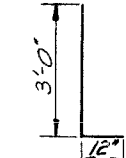
ABUTMENT BEARING ASSEMBLY DETAIL



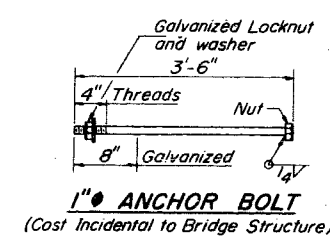
DETAIL OF PINTLE



BAR u



BAR d

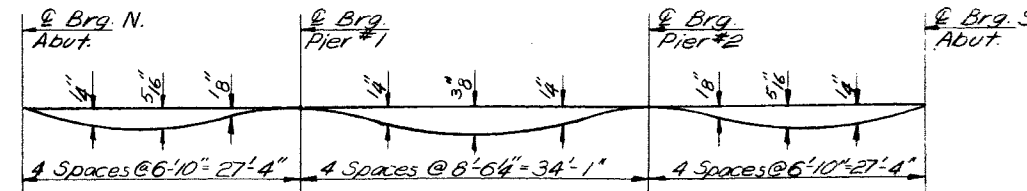


1" ANCHOR BOLT  
(Cost Incidental to Bridge Structure)

TABLE OF MOMENTS AND REACTIONS

Load	MOMENTS*			REACTIONS*	
	4 Sp. #1	Pier #1	5 Sp. #2	Abut.	Pier
D.L.	11.04	-20.66	10.75	95.4	321.7
L.L.	20.21	-16.47	20.50	90.1	121.5
IMP.	6.06	-4.94	6.15	27.0	36.8
TOTAL	37.31	-42.07	37.40	212.5	480.0

\* Moments are per ft width of slab in ft-kips.  
\* Reactions are for full width of Bridge in kips.



DEAD LOAD DEFLECTION DIAGRAM  
Includes weight of concrete only.

TWO SUPERSTRUCTURES  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	108	#11	13'-0"	—
a1	140	#11	32'-3"	—
a2	116	#5	16'-3"	—
a3	136	#9	24'-3"	—
a4	216	#9	28'-9"	—
a5	108	#9	36'-3"	—
a6	68	#9	22'-9"	—
a7	24	#8	16'-3"	—
b	388	#5	23'-0"	—
b1	388	#5	19'-0"	—
b2	92	#4	2'-3"	—
c	364	#4	6'-3"	□
d	328	#8	4'-0"	L
e	48	#8	27'-3"	—
e1	24	#8	33'-3"	—
r	128	#4	3'-0"	□
r1	24	#4	4'-0"	□
s	728	#3	3'-5"	□
s1	176	#4	5'-9"	□
u	176	#4	3'-8"	—
Handrail Concrete				Cu. Yds. 14.2
Class X Concrete				Cu. Yds. 406.2
Reinforcement Bar				Lbs. 115,400
Structural Steel				Lbs. 18,000

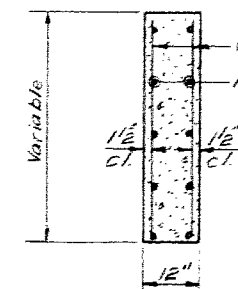
\*\* Weight of bearing assemblies with lead plates and anchor bolts are included as structural steel.  
Est. Weight = 35,400 lbs.  
\*\* 14-s bars in each panel

SUPERSTRUCTURE DETAILS  
EAST & WEST BRIDGES  
FAI RT. 57 SECTION 38-78  
IROQUOIS COUNTY  
STA. 1187+00

DESIGNED	John W. Clark Jr.	EXAMINED	June 23 1965
CHECKED	Wei Hsiang	PASSED	7-1-65
DRAWN	R.P. Summer	APPROVED	7-1-65
CHECKED	Wei Hsiang		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
E.R.L. P.A.Z. 57	38-7A 38-7B 38-7B1	IROQUOIS	101	32
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 4  
9 SHEETS



## TWO ABUTMENTS

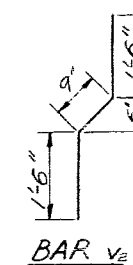
### BILL OF MATERIAL

Technical drawing of a reinforced concrete column cross-section. The column is square with a side length of 3'-6". It features a central core of 2'-0" x 2'-0" and an outer shell of 1'-6" x 1'-6". The drawing shows reinforcement bars ( $s_1, s_2, s_3$ ) and stirrups ( $v_1, v_2$ ) within the column. Dimensions are given in feet and inches. A label "E Brq" points to the outer shell. A note "4'-11  $\frac{7}{8}$ " is written vertically on the left side.

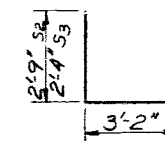
[illegible]

The drawing shows a cross-section of a bridge structure. The total width is 45'-0". The left side has a vertical dimension of 5'-6" and a horizontal dimension of 5'-2" - #5 (Bottom). The right side has a vertical dimension of 3'-6" and a horizontal dimension of 9". The bottom reinforcement is labeled 45-#5  $\pm$  bars @ 12" cts. (Bottom). The drawing is labeled 'ELEVATION' on the right side.

## DIMENSIONS



BAR  $u_i$



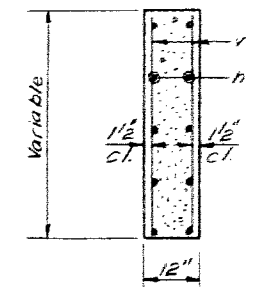
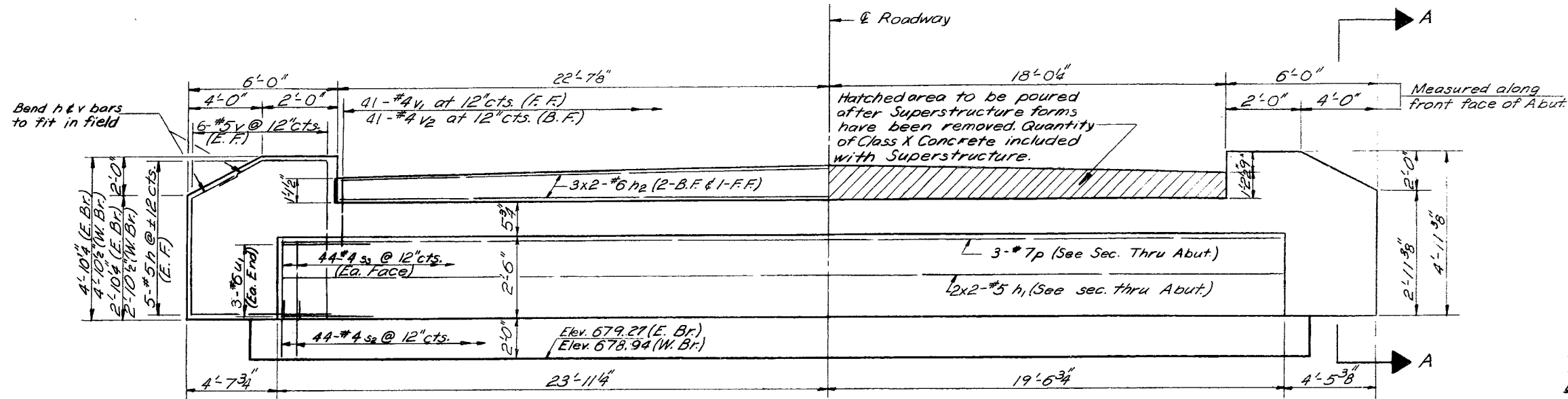
BAR  $s_2 \neq s_3$

DESIGNED	John W. Clark,	June 23 1965
CHECKED	Wei Hsiung,	EXAMINED <i>[Signature]</i>
DRAWN	R. P. Summer	ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
CHECKED	Wei Hsiung,	PASSED <i>[Signature]</i>
		ENGINEER OF DESIGN
		APPROVED <i>[Signature]</i>
		STATE ENGINEER, BRIDGES

NORTH ABUTMENT, EAST BRIDGE  
SOUTH ABUTMENT, WEST BRIDGE  
F.A.I. R-57 SECTION 38-7B  
IROQUOIS COUNTY  
STA 1187+00

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

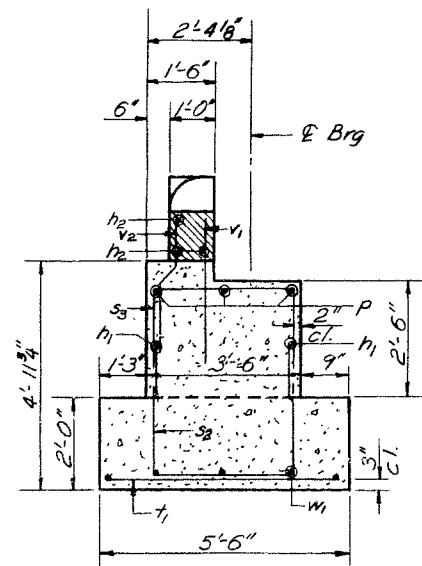
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5
157	38-7B	IROQUOIS	101	33	9 SHEETS
FOR ROAD DIST. NO. 1					



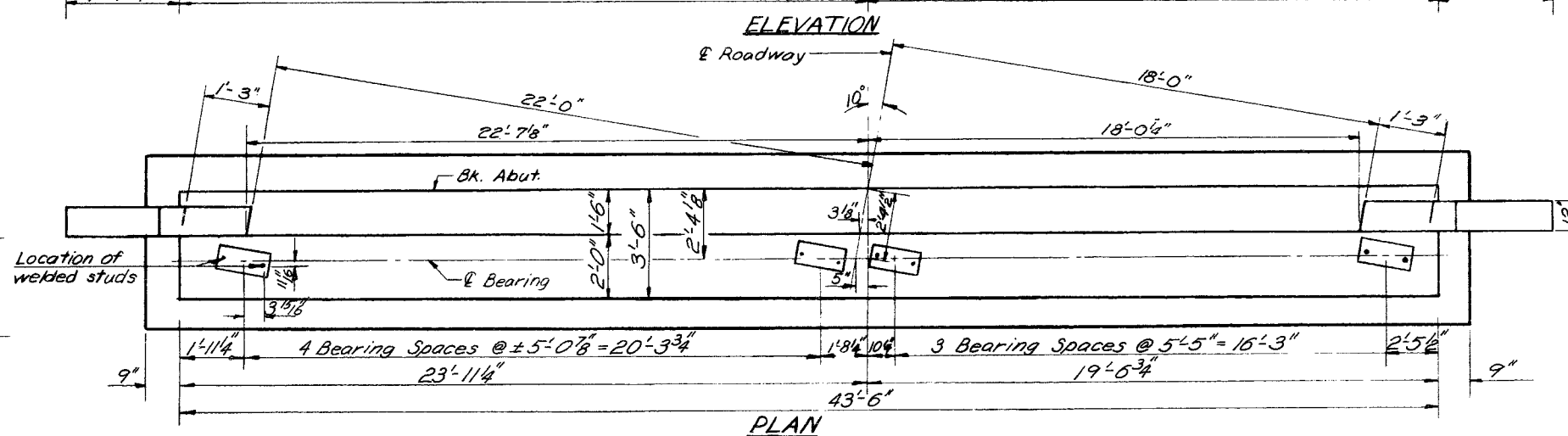
SECTION A-A

TWO ABUTMENTS  
BILL OF MATERIAL

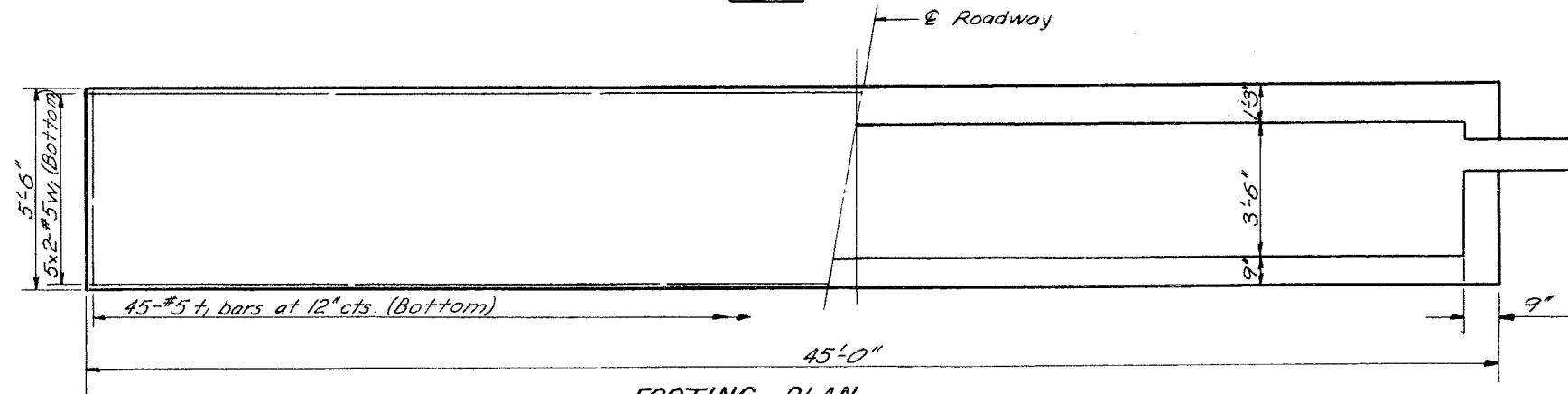
Bar	No	Size	Length	Shape
h	40	#5	6'-6"	—
h <sub>1</sub>	8	#5	22'-3"	—
h <sub>2</sub>	12	#6	20'-0"	—
p	6	#7	43'-3"	—
s <sub>2</sub>	88	#4	8'-8"	U
s <sub>3</sub>	88	#4	7'-10"	U
t <sub>1</sub>	90	#5	5'-3"	—
u <sub>1</sub>	12	#6	10'-9"	□
v	48 48	#5	4'-7"	—
v <sub>1</sub>	82 22	#4	3'-0"	—
v <sub>2</sub>	82 22	#4	3'-9"	—
w <sub>1</sub>	20	#5	23'-0"	—
Class X Concrete				Cu. Yds. 70.2
Reinforcement Bars				Lbs. 4080



SEC. THRU ABUTMENT



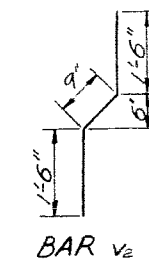
PLAN



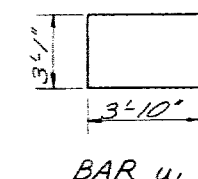
REINFORCEMENT

FOOTING PLAN

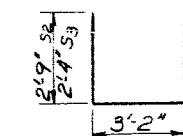
DIMENSIONS



BAR v<sub>2</sub>



BAR u<sub>1</sub>



BAR s<sub>2</sub> & s<sub>3</sub>

DESIGNED	John W. Clark Jr.
CHECKED	Wei Hsiong
DRAWN	R. P. Summer
CHECKED	Wei Hsiong

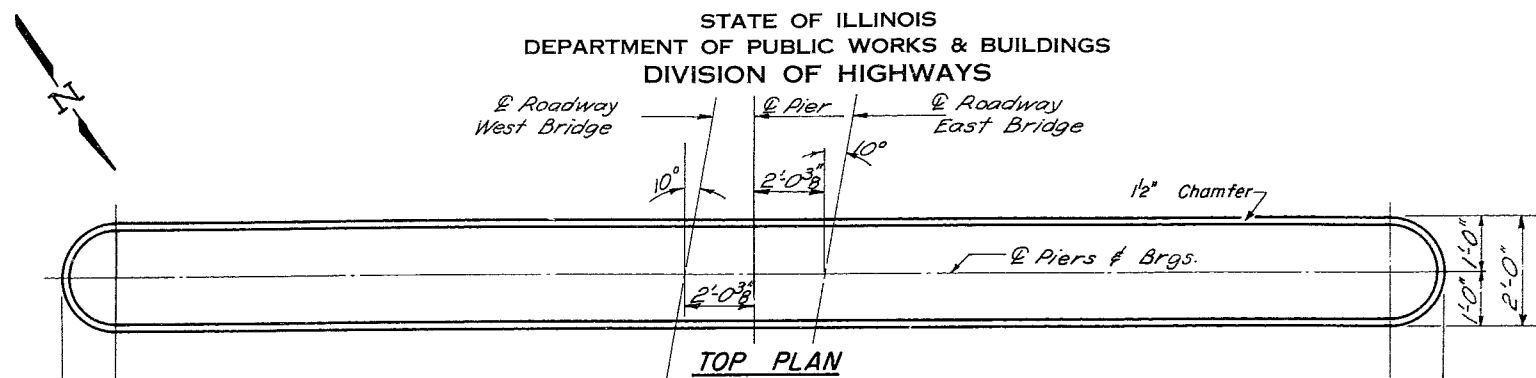
EXAMINED	June 23 1965
PASSED	H. J. Patton
APPROVED	V. C. Flath

SOUTH ABUTMENT, EAST BRIDGE  
NORTH ABUTMENT, WEST BRIDGE  
F.A.I. RT. 57 SECTION 38-7B  
IROQUOIS COUNTY  
STA 1187+00

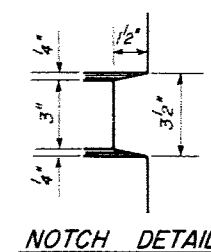


STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. OF SHEETS
157	38-78	IRROQUOIS	101	34	9



TOP PLAN



NOTCH DETAIL

Bar	R	A
$h_4$	10"	1'-9"
$h_5$	13"	2'-3"

DETAIL OF BARS



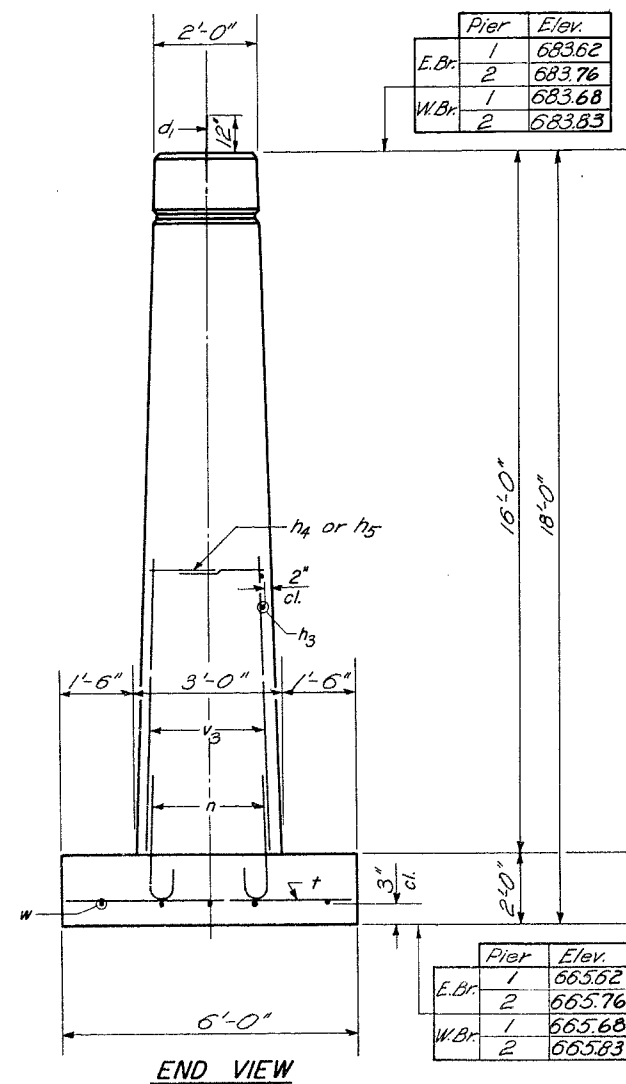
BAR n

FOUR PIERS  
BILL OF MATERIAL

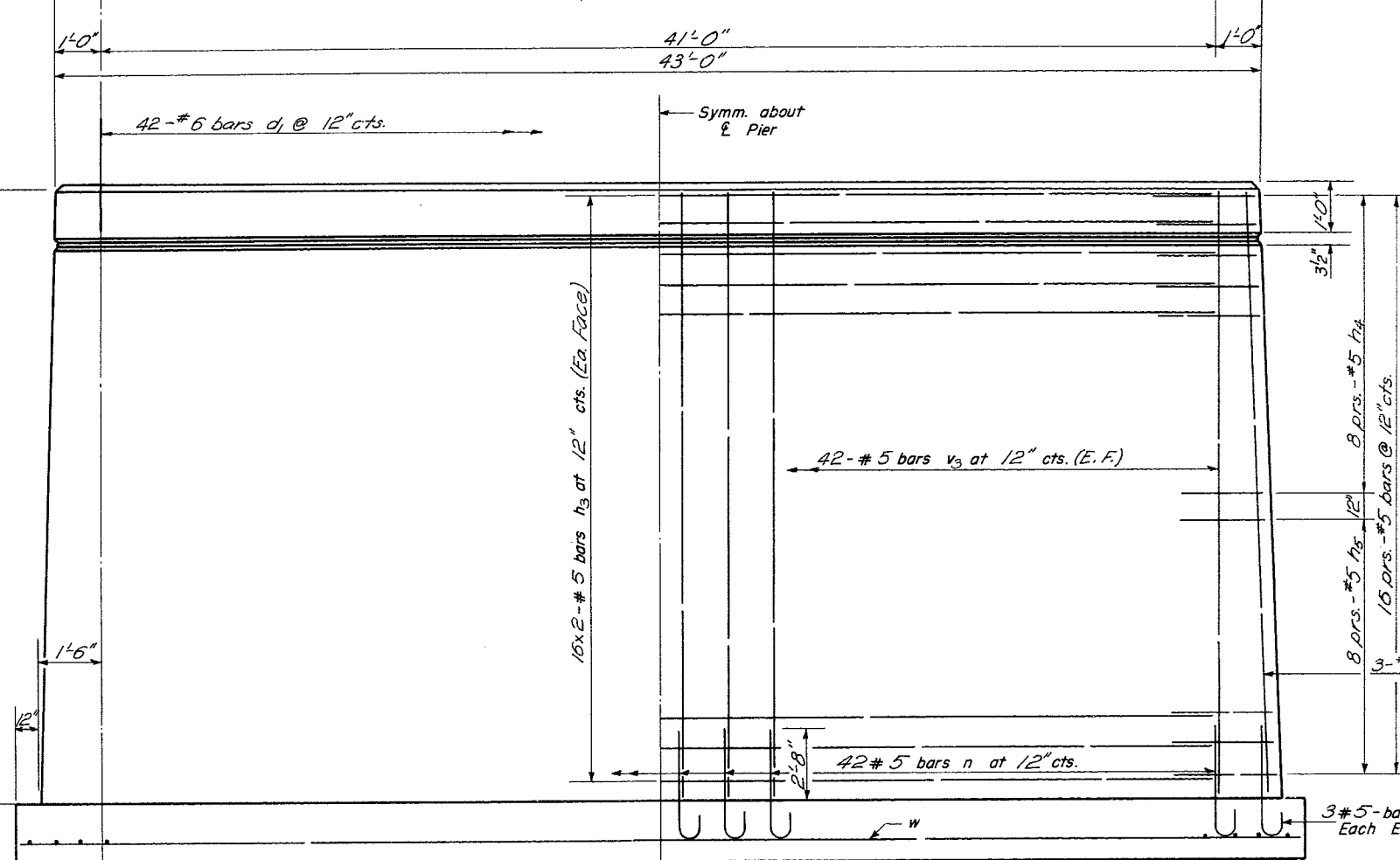
Bar	No.	Size	Length	Shape
$d_1$	168	#6	2'-0"	—
$n_3$	255	#5	2'-10"	—
$h_4$	128	#5	3'-0"	—
$h_5$	128	#5	3'-5"	—
$n$	360	#5	5'-0"	—
$t$	188	#6	5'-9"	—
$v_3$	360	#5	15'-9"	—
$w$	40	#5	23'-5"	—

Class A Concrete Cu. Yds. 336.8  
Reinforcement Bars Lbs. 17,380

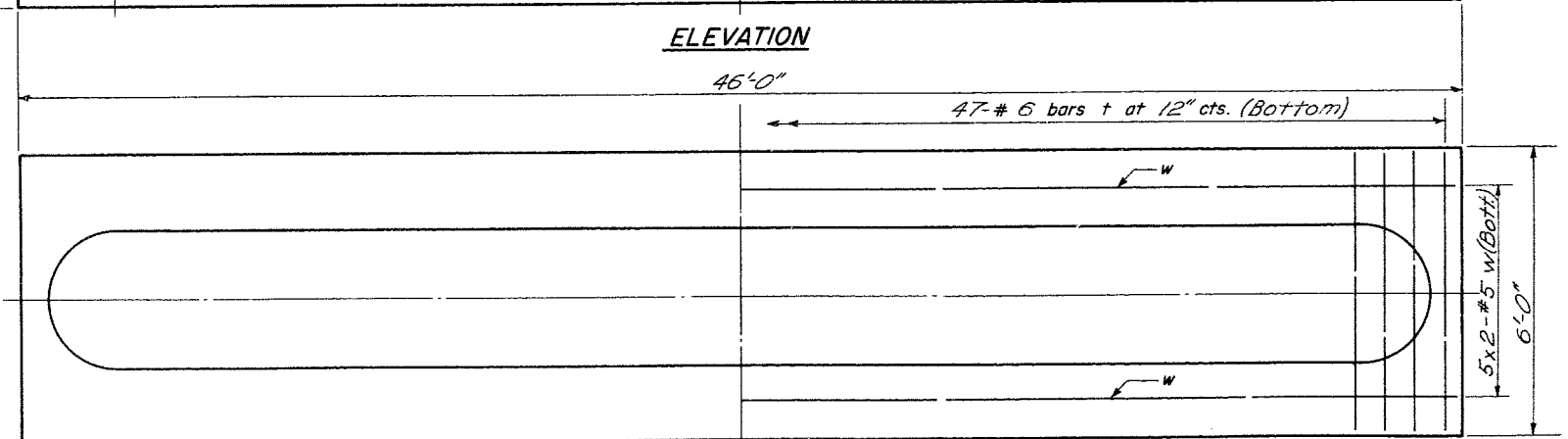
PIERS  
F.A.I. RT. 57 SEC. 38-78  
IRROQUOIS COUNTY  
STA. 1187+00



END VIEW



ELEVATION



FOOTING PLAN

DESIGNED *John W. Clark Jr.*  
CHECKED *Wei Hsiang*  
DRAWN *W. A. Sausaman*  
CHECKED *Wei Hsiang*  
EXAMINED *June 23 1965*  
PASSED *H. J. Alton*  
APPROVED *V. G. Bluff*

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

38-7A  
38-7B  
38-7C  
157 IROQUOIS 10 35 9

Boring No. 1				Surface Water El. 669.16			
Station 1186+46.2				Groundwater El. at Completion 673.74			
Offset 55' Lt.				After 20 Hours 675.74			
Elevation	N	Qu / t.f.	w (%)	Elevation	N	Qu / t.f.	w (%)
Ground Surface 682.74	0						
Very Stiff Yellowish Brown & Gray CLAY (Till)				-30	16	3.7 B	18
	10	2.0 B	21				
	16	3.1 S	24				
676.74							
Hard Brownish Gray CLAY (Till)				-35	10	2.1 B	23
	23	6.4 S	20				
	20	7.0 B	24				
671.74							
Very Stiff Gray CLAY & CLAY LOAM (Till)				-40	13	2.7 B	14
	11	4.3 B	26				
	11	3.5 B	16				
	13	3.7 B	15				
	12	2.9 B	15				
	12	2.3 B	15				
	14	2.9 B	15				
	15	3.5 B	18				

Boring No. 2				Surface Water El. 669.16			
Station 1186+76.8				Groundwater El. at Completion 676.41			
Offset 35' Lt.				After 20 Hours 676.91			
Elevation	N	Qu / t.f.	w (%)	Elevation	N	Qu / t.f.	w (%)
Ground Surface 682.91	0						
Stiff Yellowish Brown CLAY (Till)				-30	25	10.9 S	13
	10	2.3 S	26				
679.41							
Hard Brownish Gray CLAY (Till)				-35	9	1.9 B	19
	21	8.3 S	18				
	30	8.3 B	21				
674.41							
Very Stiff Gray CLAY (Till)				-40	15	2.7 B	14
	17	3.7 B	24				
	14	2.7 B	25				
669.41							
Stiff Gray CLAY (Till)				-45	9	1.4 B	23
	9	1.4 B	23				
666.91							
Very Stiff to Hard Gray CLAY LOAM (Till)				-50	15	3.3 B	16
	15	3.3 B	16				
	17	4.6 B	15				
661.91							
Very Stiff Gray CLAY & CLAY LOAM (Till)				-55	12	2.5 B	15
	11	4.1 B	16				
	12	2.5 B	15				
656.91							
Stiff Gray CLAY (Till)				-60	11	1.2 B	17
	11	1.2 B	17				

Boring No. 3				Surface Water El. 669.16			
Station 1187+7.3				Groundwater El. at Completion 678.21			
Offset 55' Lt.				After 20 Hours 680.31			
Elevation	N	Qu / t.f.	w (%)	Elevation	N	Qu / t.f.	w (%)
Ground Surface 683.34	0						
Stiff Yellowish Brown CLAY (Till)				-30	15	1.8 B	23
	5	1.8 B	23				
679.84							
Hard Yellowish Brown & Gray CLAY (Till)				-35	24	9.3 S	12
	24	9.3 S	12				
	29	6.9 B	20				
672.34							
Very Stiff Gray CLAY LOAM (Till)				-40	21	4.6 B	22
	21	4.6 B	22				
	14	3.3 B	24				
	8	2.3 B	27				
	13	2.9 B	15				
	19	4.3 B	14				
	15	3.1 B	15				
	13	2.3 B	15				

N-Standard Penetration Test--  
Blows per foot to drive 2"  
O.D. Split Spoon Sampler 12" with  
140-lb hammer falling 30"

Qu-Unconfined Compressive  
Strength--t/sf  
w-Water Content--percentage  
of oven dry weight--%

Type failure:  
B-Bulge Failure  
S-Shear Failure  
E-Estimated Value

DESIGNED *John W. Clark*  
CHECKED *Wes. Henry*  
DRAWN *R. P. Summer*  
CHECKED *Wes. Henry*

EXAMINED *Carl Hummer*  
PASSED *H. J. Alton*  
APPROVED *V. G. Staff*

BORING DATA  
F.A.I. RT. 57 SEC. 38-7B  
IROQUOIS COUNTY  
STA. 1187+00

157 38-7A  
38-7B  
38-7C IRDQUOIS 101 36

[illegible]

June 29 1965

EXAMINED *Cal E. Hummer*

PREPARED *H. J. Alton*

*V. E. Slapp*

Type failure:  
B—Bulge Failure  
S—Shear Failure  
E—Estimated Value

BORING DATA  
F.A.I. RT.57 SEC.38-7B  
IROQUOIS COUNTY  
STA.1187+00

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

38-7A 38-7B 38-7B	IRROQUOIS	101	37	SHEET NO. 9 9 SHEETS
-------------------------	-----------	-----	----	-------------------------

Boring No. 7 Station 1187+22.2 Offset 35' Rt.				Surface Water El. 669.16 Groundwater El. at Completion 677.21 After 8 Hours 677.21				
Ground Surface	683.21	0						
Stiff to Very Stiff Yellowish Brown CLAY (Till)								
		8	1.8	25				
		15	2.8	24				
Hard Yellowish Brown CLAY (Till)	677.21							
		30	5.4	22				
Very Stiff Gray CLAY & CLAY LOAM (Till)	674.71							
		10	3.4	22				
		12	2.7	25				
		15	1.9	25				
		10	2.3	28				
		14	2.5	16				
Very Stiff Gray CLAY (Till)								
		11	4.4	23				
		13	1.6	26				
		8	1.1	29				
Very Stiff Olive Gray SILTY CLAY LOAM (Till)								
		19	3.2	15				
Stiff Gray CLAY (Till)								
		19	1.6	14				
Hard Gray CLAY LOAM (Till)								
		37	8.5	12				
Dense Brown Angular to Sub Angular Fine to COARSE SAND								
		45						
Sand pushed up 14 feet into H. S. Augers								

Boring No. 8 Station 1187+24 Offset 55' Rt.				Surface Water El. 669.16 Groundwater El. at Completion 677.40 After 8 Hours 677.40				
Ground Surface	683.40	0						
Stiff Yellowish Brown CLAY (Till)								
		8	1.6	25				
Hard Yellowish Brown & Gray CLAY (Till)								
		26	5.9	20				
		33	6.8	20				
		19	3.4	24				
Very Stiff Gray CLAY (Till)								
		14	2.5	25				
		9	2.0	26				
		9	2.0	27				
		14	2.1	17				
Medium Gray CLAY (Till)								
		16	6.6	16				
Stiff Gray CLAY (Till)								
		16	1.0	16				
Hard Gray CLAY to CLAY LOAM (Till)								
		25	6.0	16				
		28	7.4	13				
Stiff Gray CLAY (Till)								
		45						
Dense Brown Angular to Sub Angular Coarse SAND								
		45						
Sand Pushed up 4 feet into H. S. Augers								

N - Standard Penetration Test -  
Blows per foot to drive 2"  
O.D. Split Spoon Sampler 12" with  
140# hammer falling 30".

Qu - Unconfined Compressive  
Strength - t/sf  
w - Water Content - percentage  
of oven dry weight - %

Type failure:  
B - Bulge Failure  
S - Shear Failure  
E - Estimated Value

DESIGNED John W. Clark Jr.  
CHECKED Wei Kiang  
DRAWN R. P. Summer  
CHECKED Wei Kiang

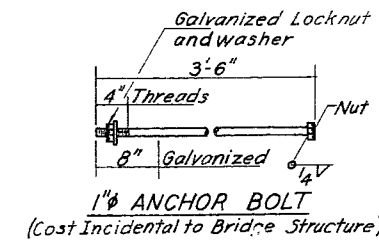
EXAMINED June 29, 1965  
PASSED  
APPROVED

BORING DATA  
F.A.I. RT. 57 SEC. 38-7B  
IROQUOIS COUNTY  
STA. 1187+00



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

ROUTE NO.	SECTION	SOLYTH	TOTAL SHEETS	SHEET NO.	SHEET NO.
1257	30-7A 30-7B 30-7C	IR10000	01	23	5 SHEETS
FED. ROAD DIST. NO. 7		— 105	FED. A.C. PROJECT		

[illegible]

STATION 1272+47  
BUILT 196 BY  
STATE OF ILLINOIS  
F.A.I. RT. 57 SEC. 38-78-1  
F.A. PROJ. I-57-6 (95)  
LOADING HS20 & ALT.

**NAME PLATE**  
(See Std. 2113-1)

Max. Ftq. Pressure = 2.2  $\frac{1}{2}$  ft

### WATERWAY INFORMATION

Drainage Area	-	4500 Acres
Character	-	Level, Cultivated
Required Opening (50 Yr. F <sub>1</sub> )	-	264 Sq. Ft.
Present Opening	-	-
Proposed Opening	-	264 Sq. Ft.
Ordinary water El.	-	638.5
Low water El.	-	637.5

### DESIGN STRESSES

DESIGN STRESSES  
 $f_c = 1400 \text{ psi Super.}$   
 $f_c = 1000 \text{ psi Sub.}$   
 $f_s = 20,000 \text{ psi Reinf.}$   
 $v_c = 75 \text{ psi Frgs.}$   
 $n = 10$  LOADING H520 E.ALT.

GENERAL NOTES

Class X Concrete shall be used throughout, except in handrails. The concrete slab shall be finished in accordance with article 51.19 of the Standard Specification. The handrail concrete in the rail post and railing shall be poured in separate operations. All reinforcement bars shall be lapped 20 diameters unless otherwise shown. The back face of the following shall be waterproofed: Abutment retaining walls and wings from the top of earth fill to the top of the footing. Nonmetallic water seal used in the joint shall extend from the top of the footing to within 6" of the top of the wing. Handrail Concrete shall be used in handrails.

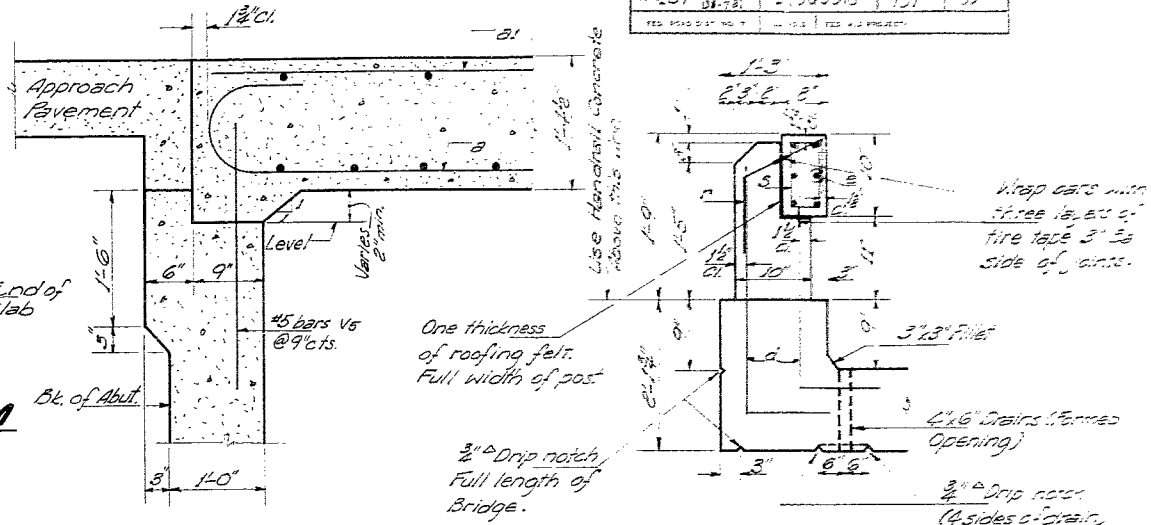
### BILL OF MATERIAL

Item	Super	Sub	Total
Channel Excavation	Cu Yds.		430
Class A" Excavation	Cu Yds.		670
Class B" Excavation	Cu Yds.		1,000
Handrail Concrete	Cu. Yds.	6.7	6.7
Class X Concrete	Cu. Yds.	126.8	558.5
Reinforcement Bars	Lbs	34,460	57,980
Name Plates	Ea	2	2
Protective Coat	Sq. Yds.	273	273

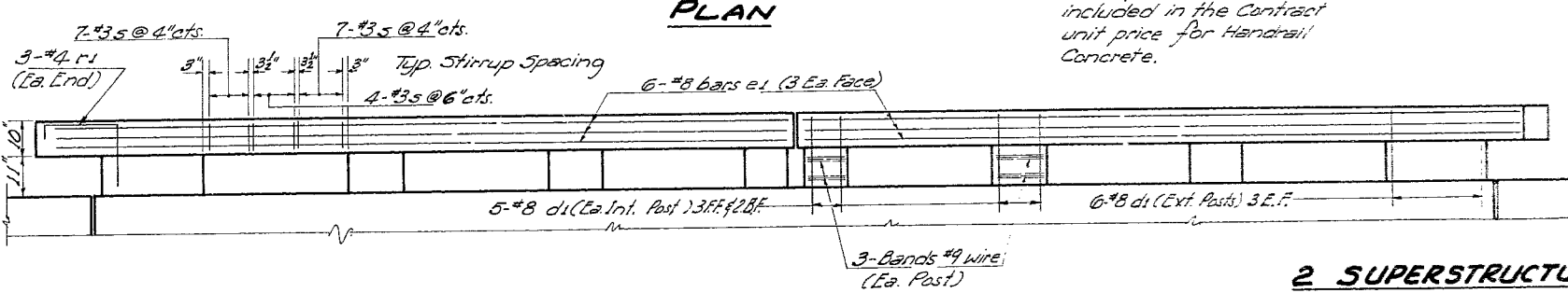
GENERAL PLAN & ELEVATION  
PROJ. 1-57-6 (95)  
F.A.I. RT. 57 SEC. 38-7B-1  
IROQUOIS COUNTY  
STA. 1272+47

DESIGNED <i>R. Patel</i>	EXAMINED <i>[Signature]</i>	19 <i>98</i>
CHECKED <i>[Signature]</i>	PASSED <i>[Signature]</i>	ENGINEER OF BRIDGE AND HAULING STRUCTURE
DRAWN <i>A. Baraza</i>	APPROVED <i>[Signature]</i>	ENGINEER OF BRIDGE
CHECKED <i>[Signature]</i>		CHIEF ENGINEER

Rev W. H. S. A. 65



CURB DETAIL



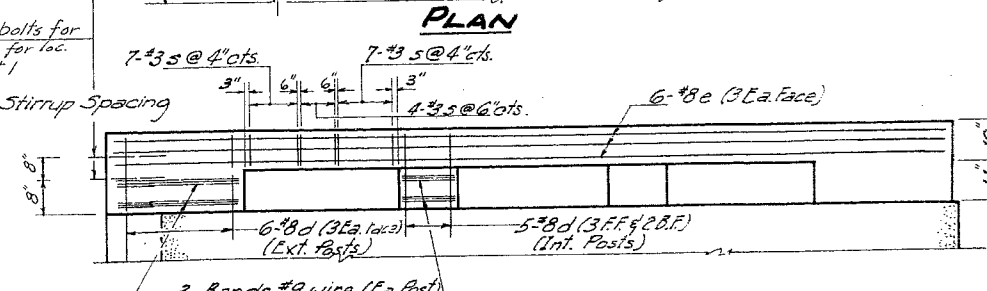
Cost of #9 wire shall be included in the Contract unit price for Handrail Concrete.

PLAN-N.B. LANES

S.B. Lanes same by rotation  
thru  $180^\circ$  about E slab



PLAN



ELEVATION  
SLAB HANDRAIL

Bar	No.	Size	Length	Shape
a	152	#10	38'-0"	C
a1	54	#8	57'-2"	—
a2	12	#8	67'-2"	—
b	76	#6	15'-8"	—
b1	76	#6	20'-6"	—
c2	148	#6	5'-2"	—
c3	38	#5	22'-3"	—
d4	38	#5	18'-3"	—
d1	88	#8	3'-6"	L
d2	84	#8	3'-0"	L
e	24	#8	28'-10"	—
e1	24	#8	27'-0"	—
r	76	#4	2'-5"	□
rv	12	#4	4'-3"	□
s	432	#3	2'-11"	□
s1	108	#4	6'-7"	□
Horizontal Concrete Curb				67
Class X Concrete Curb				268
Rein. Bars				34460

SUPERSTRUCTURE  
F.A.I. RT. 57 SEC. 38-7B-1  
IRROQUOIS COUNTY  
STA. 1272+47

1964

EXAMINED *W. E. Baker*

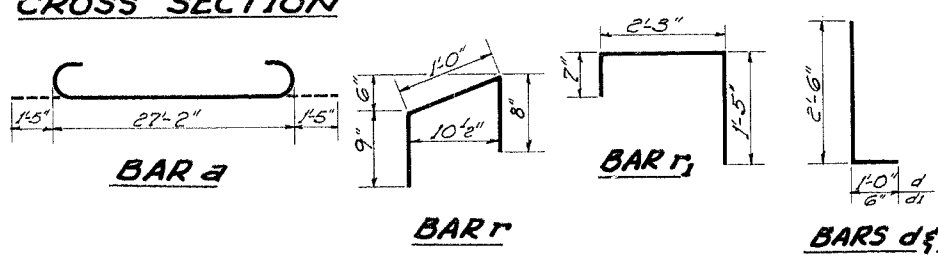
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

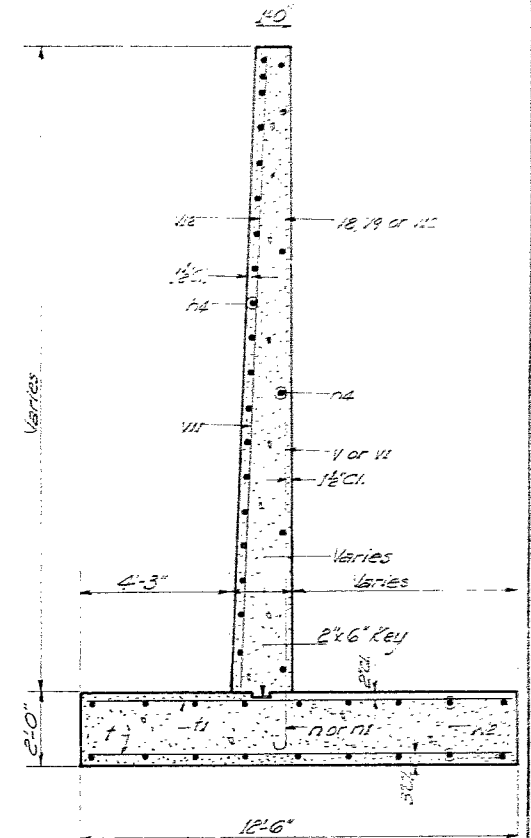
PASSED *Elmer*

ENGINEER OF DESIGN

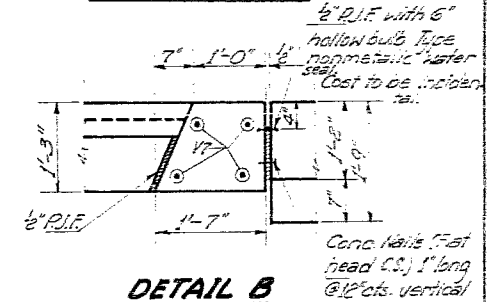
APPROVED *W. E. Baker*

CHIEF JUDICIAL ENGINEER

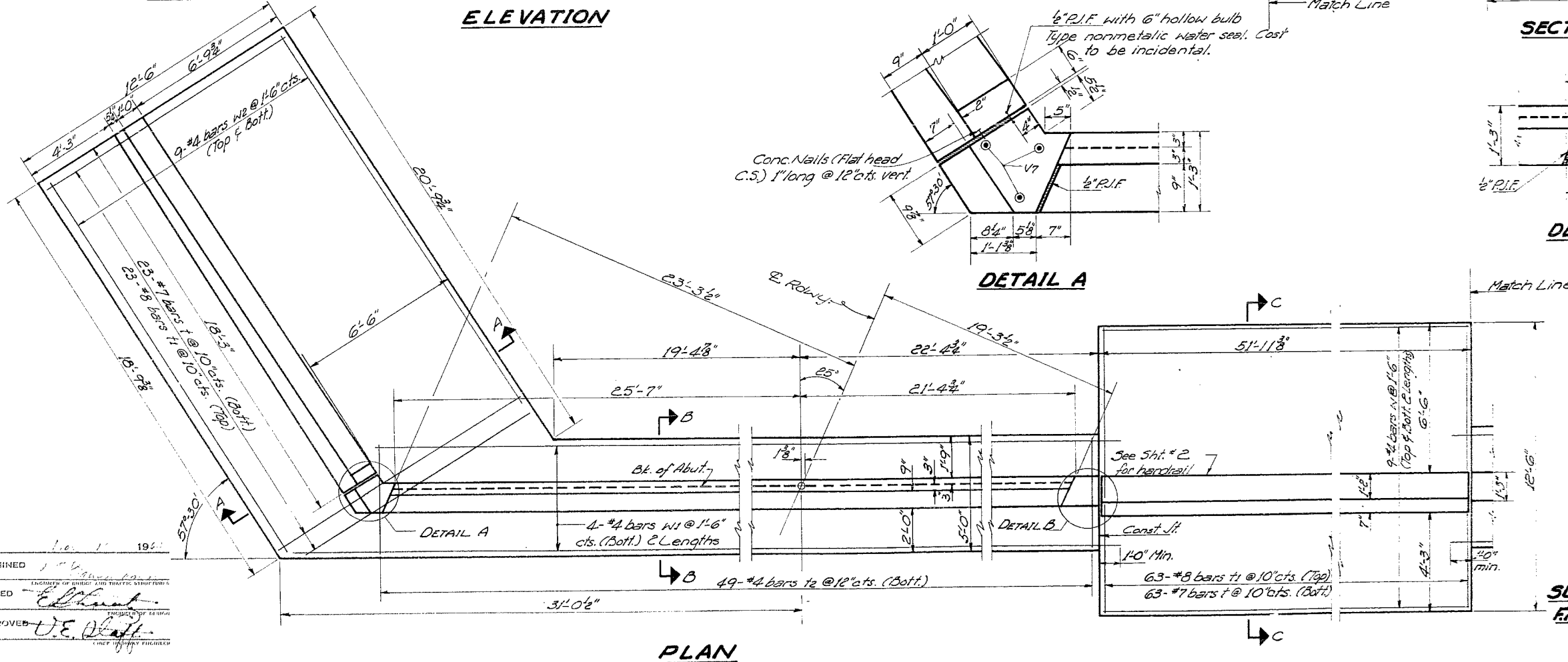




**SECTION A-A**



DETAIL B



DETAIL A

**SECTION C-C**

DESIGNED K. J. [Signature]  
CHECKED [Signature]  
DRAWN R. J. A. [Signature]  
CHECKED [Signature]

1961

EXAMINED

PASSED

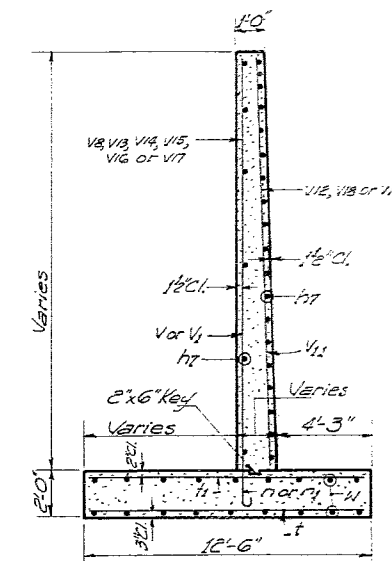
APPROVED

ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

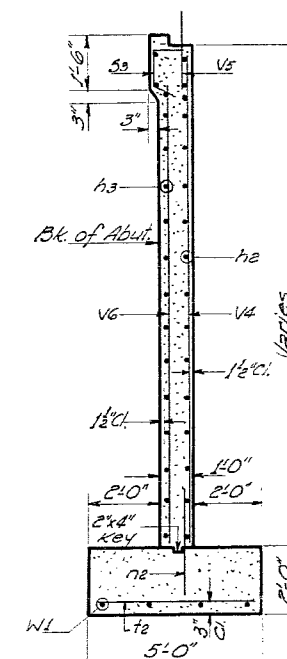
ENGINEER OF BRIDGE

UNIT IDENTITY FIELD

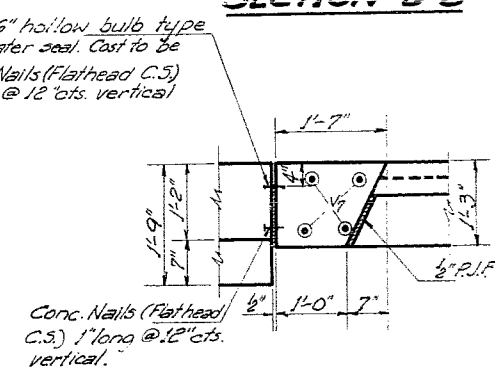
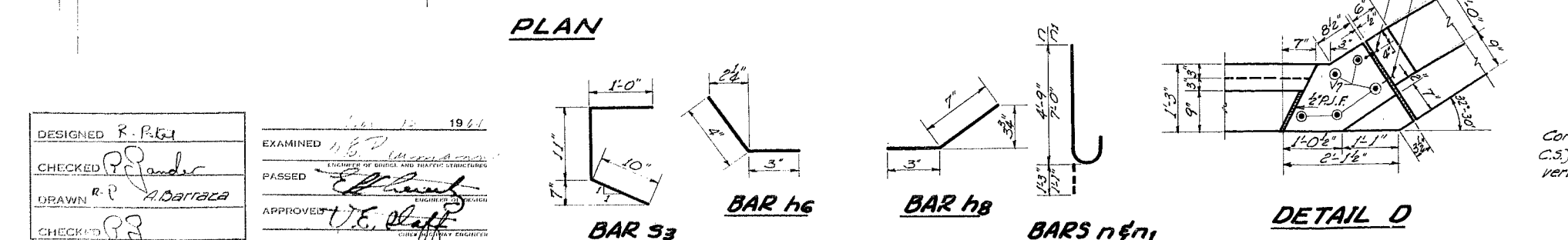
SUBSTRUCTURE  
F.A.I. RT. 57 SEC. 38-78-1  
IROQUOIS COUNTY  
STA. 1272+47



**SECTION D-D**



**SECTION B-B**



**DETAIL C**

TWO SUBSTRUCTURES  
BILL OF MATERIAL

Bar	No	Size	Length	Shape
h	12	24	9'	—
h1	96	24	28'-6"	—
h2	128	24	28'-6"	—
h3	128	24	28'-3"	—
h4	50	24	17'-9"	—
h5	12	24	13'-3"	—
h6	70	24	7'	✓
h7	50	24	28'-3"	—
h8	76	24	15'	✓
h	198	29	6'-0"	C
h1	192	28	8'-1"	C
h2	284	25	3'-0"	C
h3	96	24	2'-9"	✓
i	256	27	2'-0"	—
i1	256	28	15'-0"	—
i2	196	24	4'-6"	—
v	198	27	7'-9"	—
v1	192	26	6'-0"	—
v2	104	25	11'-6"	—
v3	26	24	15'-3"	—
v4	252	28	15'-9"	—
v5	252	25	2'-9"	—
v6	48	24	15'-6"	—
v7	32	27	18'-3"	—
v8	22	25	14'-3"	—
v9	12	25	9'-0"	—
v10	12	25	6'-6"	—
v11	26	22	10'-6"	—
v12	12	22	8'-6"	—
v13	10	25	10'-3"	—
v14	10	25	8'-9"	—
v15	10	25	7'-6"	—
v16	10	25	6'-0"	—
v17	8	25	4'-9"	—
v18	4	24	6'-6"	—
v19	4	24	4'-6"	—
21	108	24	26'-0"	—
211	32	24	27'-6"	—
212	36	24	18'-6"	—
213	12	24	14'-0"	—

Class X Conc.	Cu. Yd.	558.5
Reinf. Bars	Lbs.	57,980

SUBSTRUCTURE  
F.A.I. RT 57 SEC. 38-7B-1  
IROQUOIS COUNTY  
STA. 1272+47

DESIGNED	R. R. G.	EXAMINED	11/8/21
CHECKED	P. Jander	PASSED	11/8/21
DRAWN	R. P. A. Barriola	APPROVED	11/8/21
CHECKED	P. Jander		



DATE	SECTION	DATE	SHEET NO.
38-72			SHEET NO. 5
I 57	38-72 38-78 38-78	IROQUOIS	10 42
FED. ROAD DIST. NO.		SHEET NO. 5	
FED. ROAD DIST. NO.		SHEET NO. 5	

S. Asst.	Elevation	z	Qu' / (	z
Boring No. 4 CONT.				
Station 1273-08.5				
Offset 53.6' E.				
Ground Surface	697.81	22		
Very Stiff Gray CLAY (Till)	676.31	14	B	17
Stiff Gray CLAY (Till)		-25	13	16
			13	17
		-30	12	18
Very Stiff Gray CLAY (Till)	666.81			
	664.31	15	B	18
Stiff Gray CLAY (Till)		-35	12	18
Very Stiff Gray CLAY (Till)			13	17
		-40	13	20
Very Stiff Gray CLAY (Till)			13	25
		-45	17	25
			16	20
Very Stiff Gray CLAY (Till)	648.71	210	15	15

Very Stiff Gray CLAY (Till)	13	2.7	25
--------------------------------	----	-----	----

	648.72		X
Very Stiff Clay Grey	2.10	3.3	
CLAY SAND (1.1%)	647.11	S	15

Surface Water El.      688.14

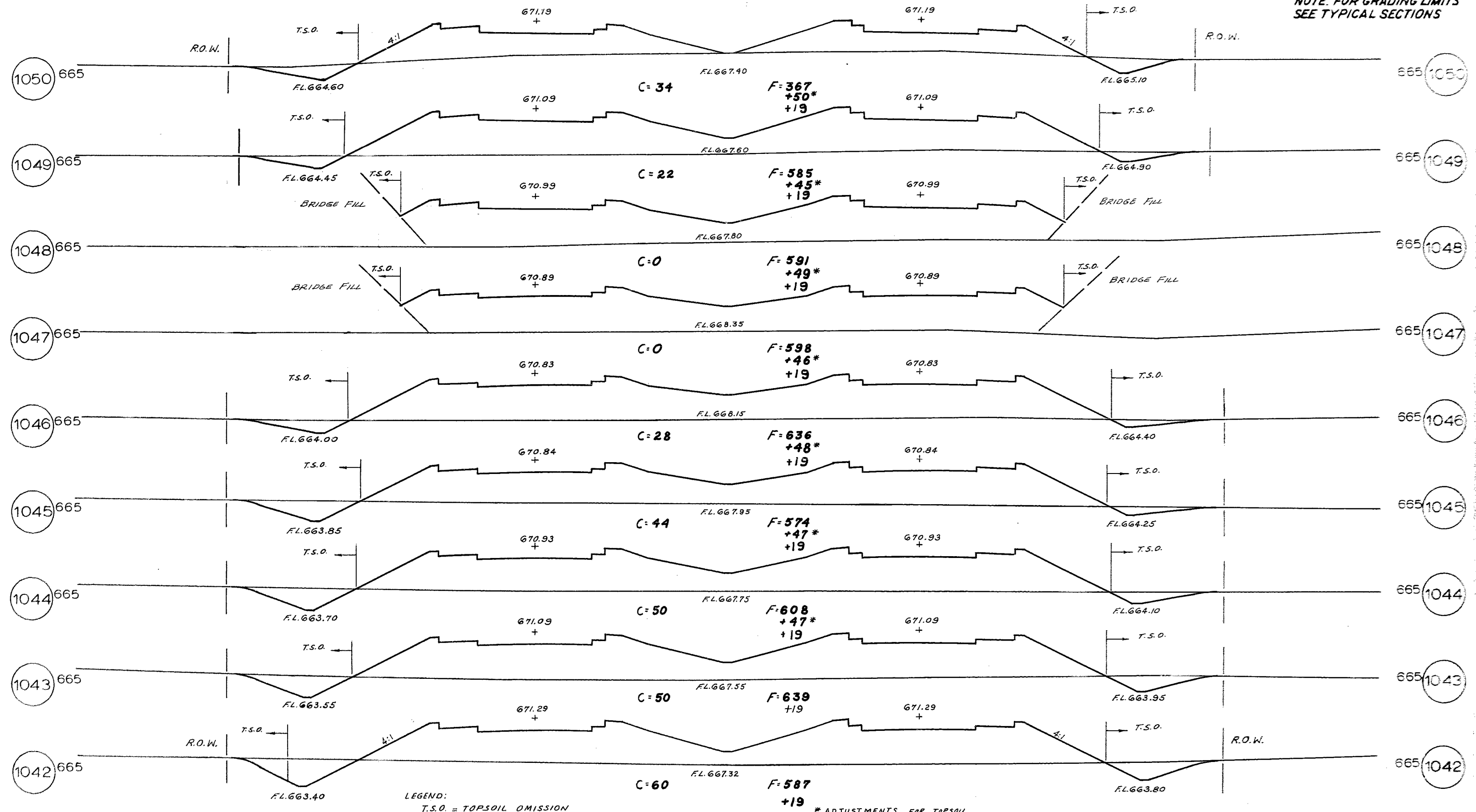
Groundwater El. at  
Completion        668.20

After 24 Hours     679.40

BORING DATA  
F.A.I. RT. 57 SEC. 38-1B-1  
IROQUOIS COUNTY  
STA. 1272+47

EARTHWORK QUANTITIES SHOWN ON CROSS SECTION SHEETS 42 THRU 71  
HAVE BEEN ADJUSTED TO REFLECT REVISED SHOULDER DETAIL AS  
SHOWN ON SHEET 2 OF PLANS

NOTE: FOR GRADING LIMITS  
SEE TYPICAL SECTIONS



LEGEND:  
T.S.O. = TOPSOIL OMISSION  
(SEE SPECIAL PROVISIONS)

\* ADJUSTMENTS FOR TOPSOIL  
REMOVAL UNDER SEC. 387 HB

150

100

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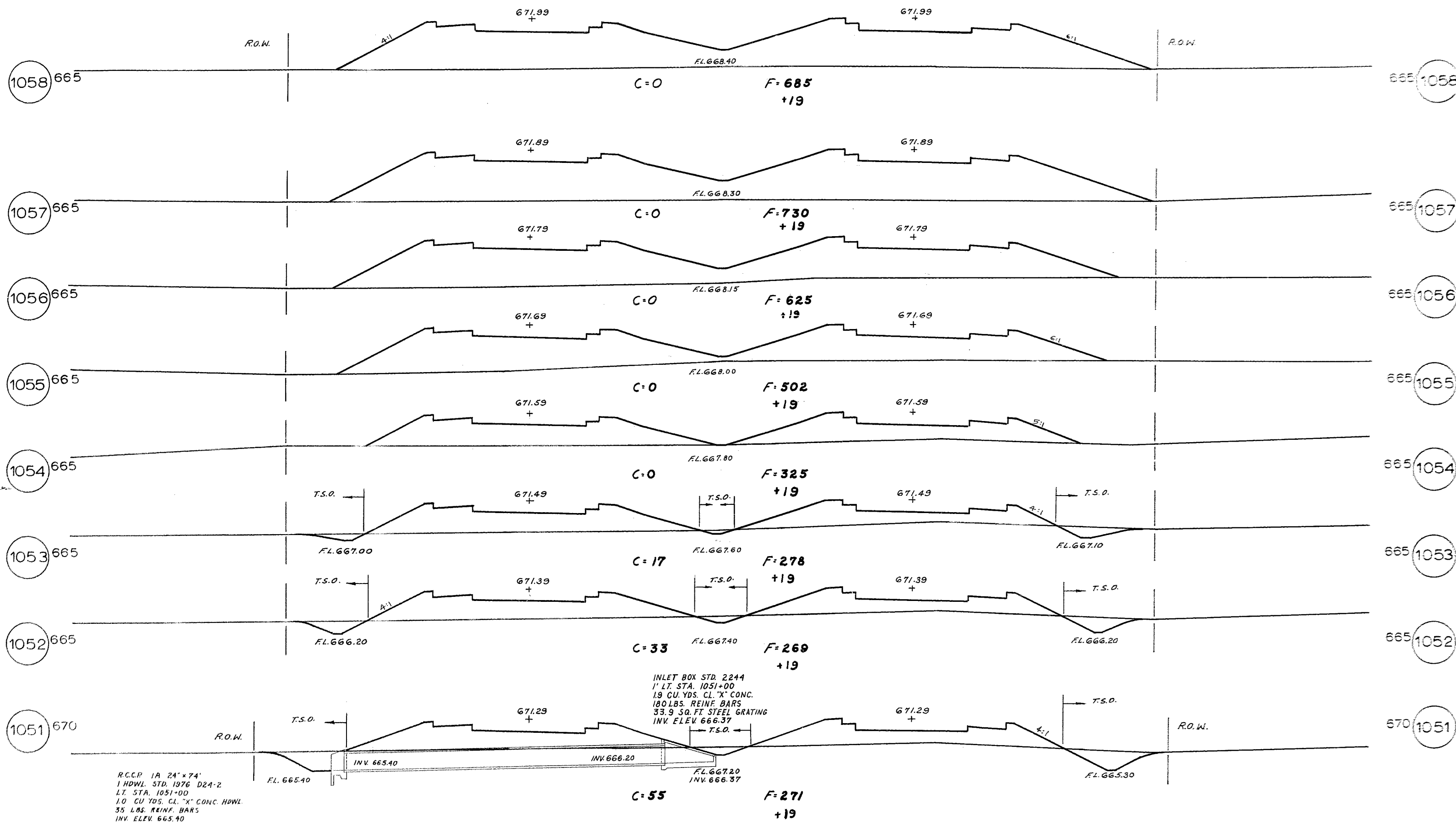
Φ

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150

57 75 100 101 44  
1051+00 1052+50  
BPR RES 10 2 1051+50



150

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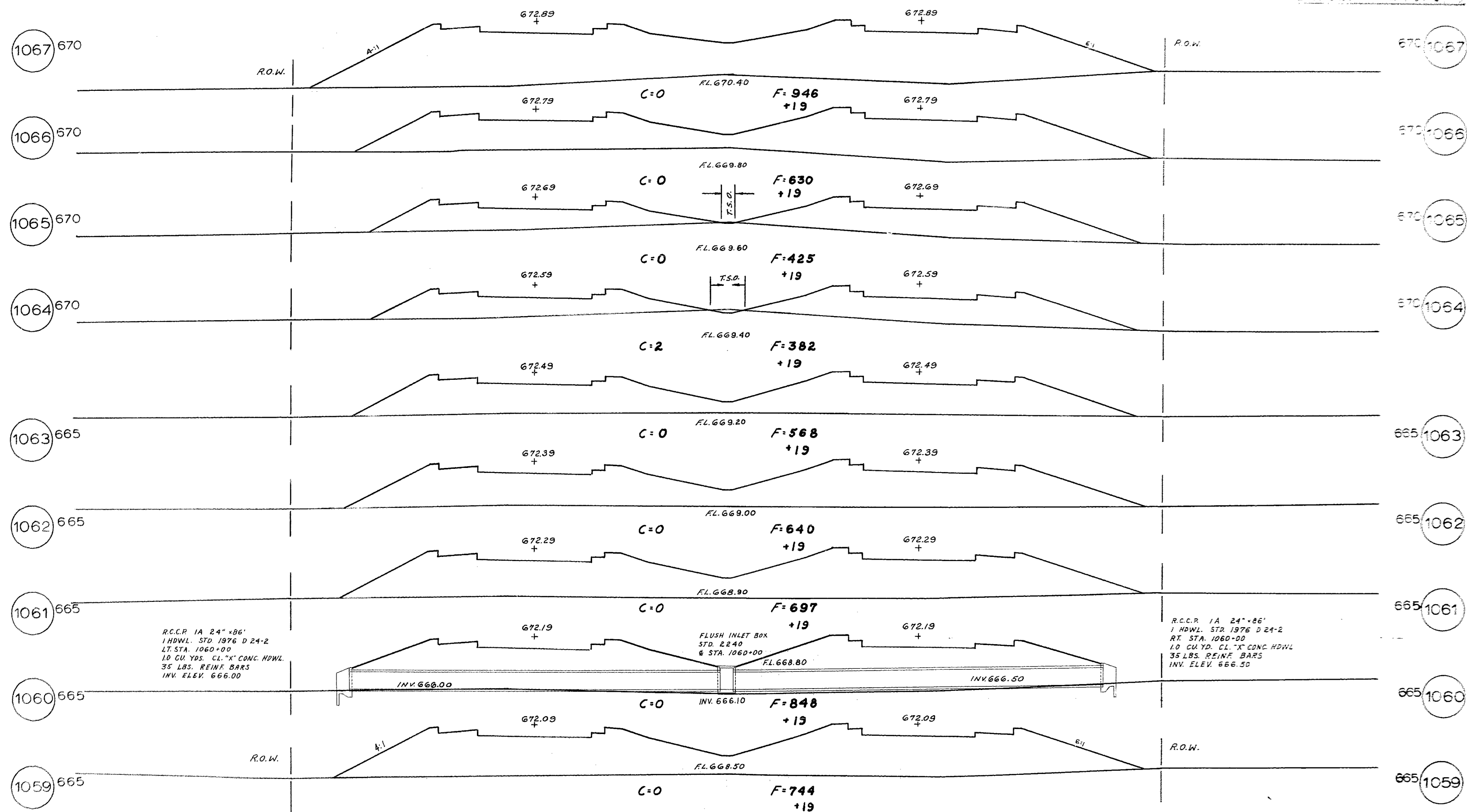
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150

51 107 1000000 10 45  
1259+00  
222 224 224



150

100

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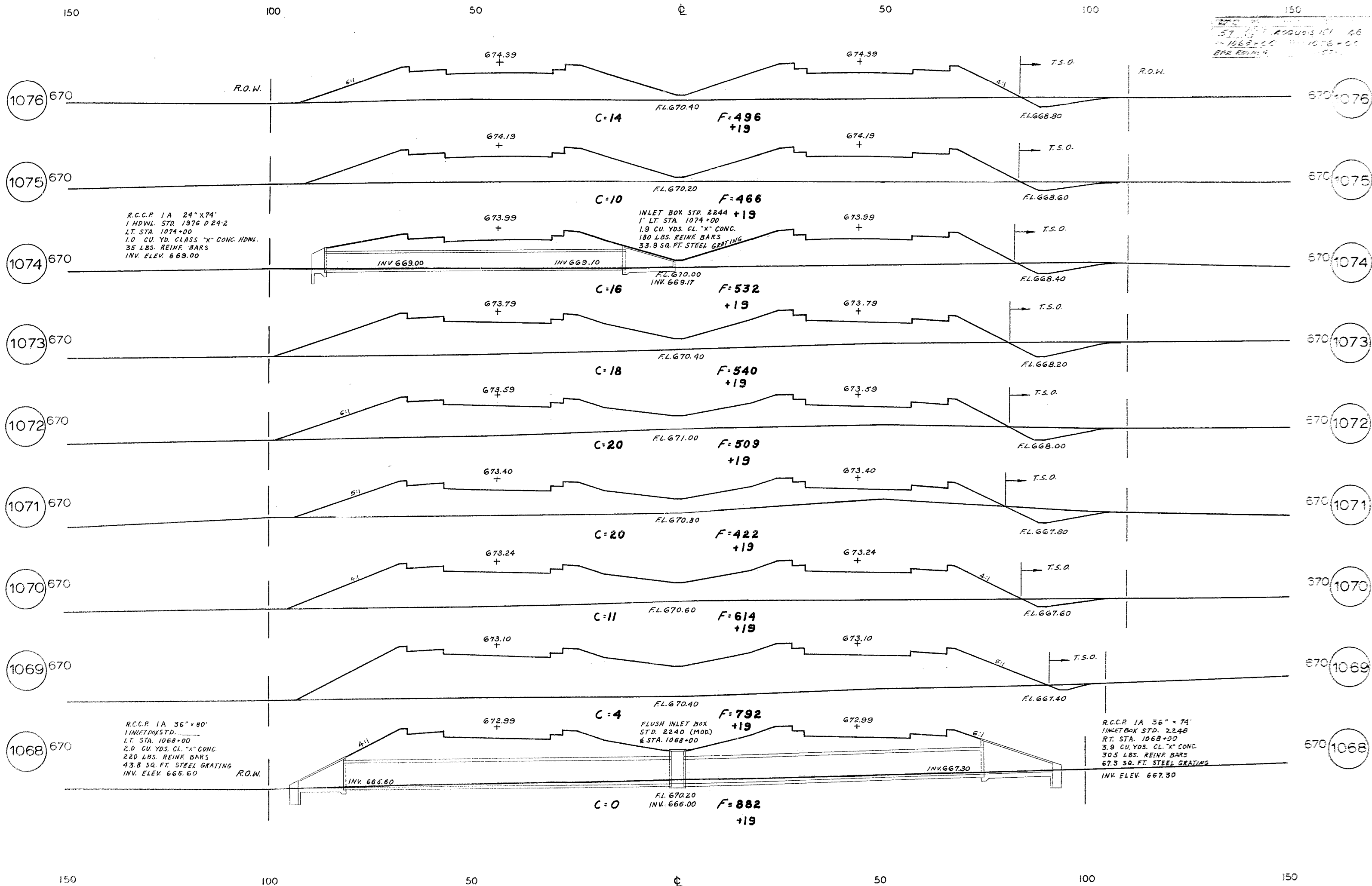
¢

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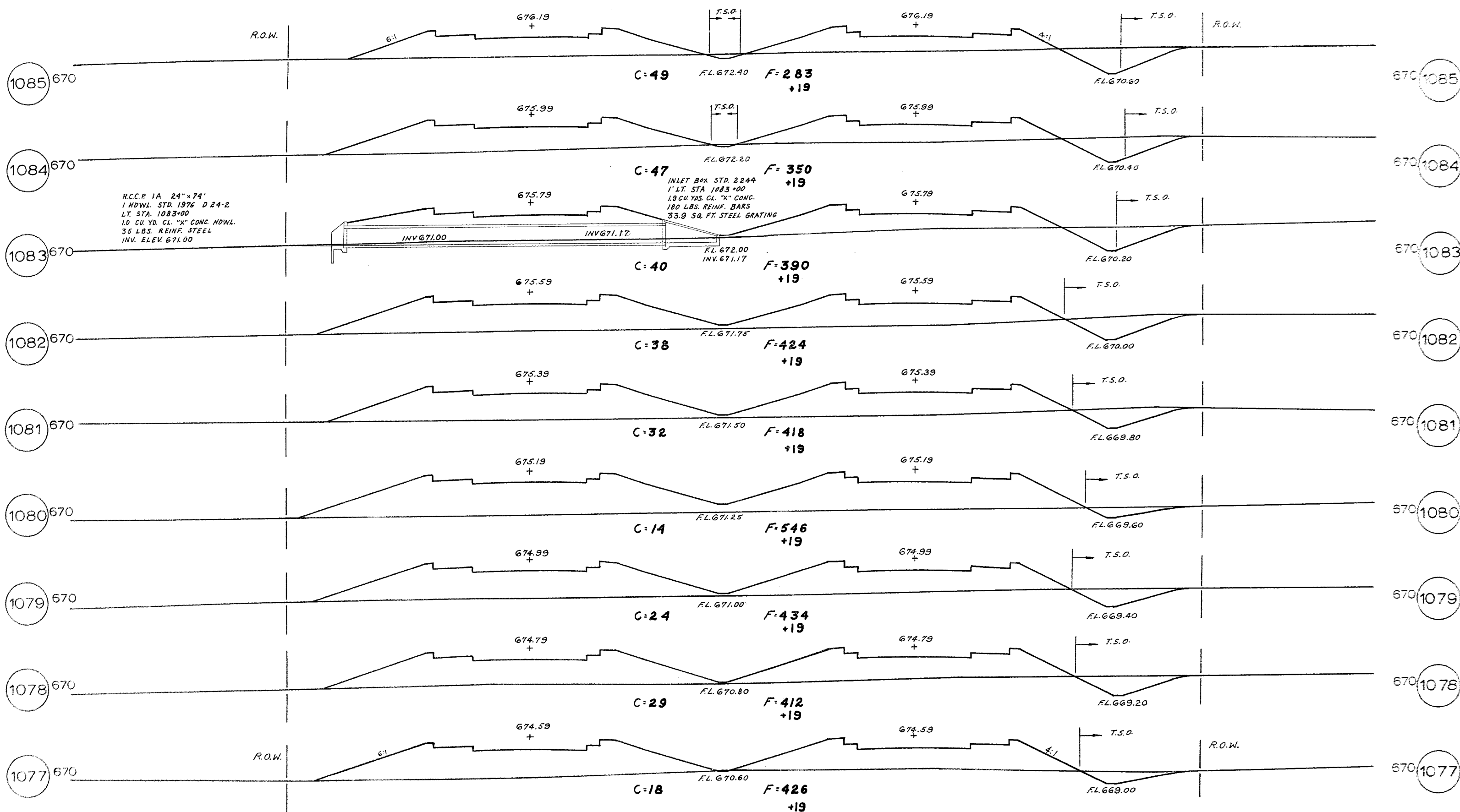
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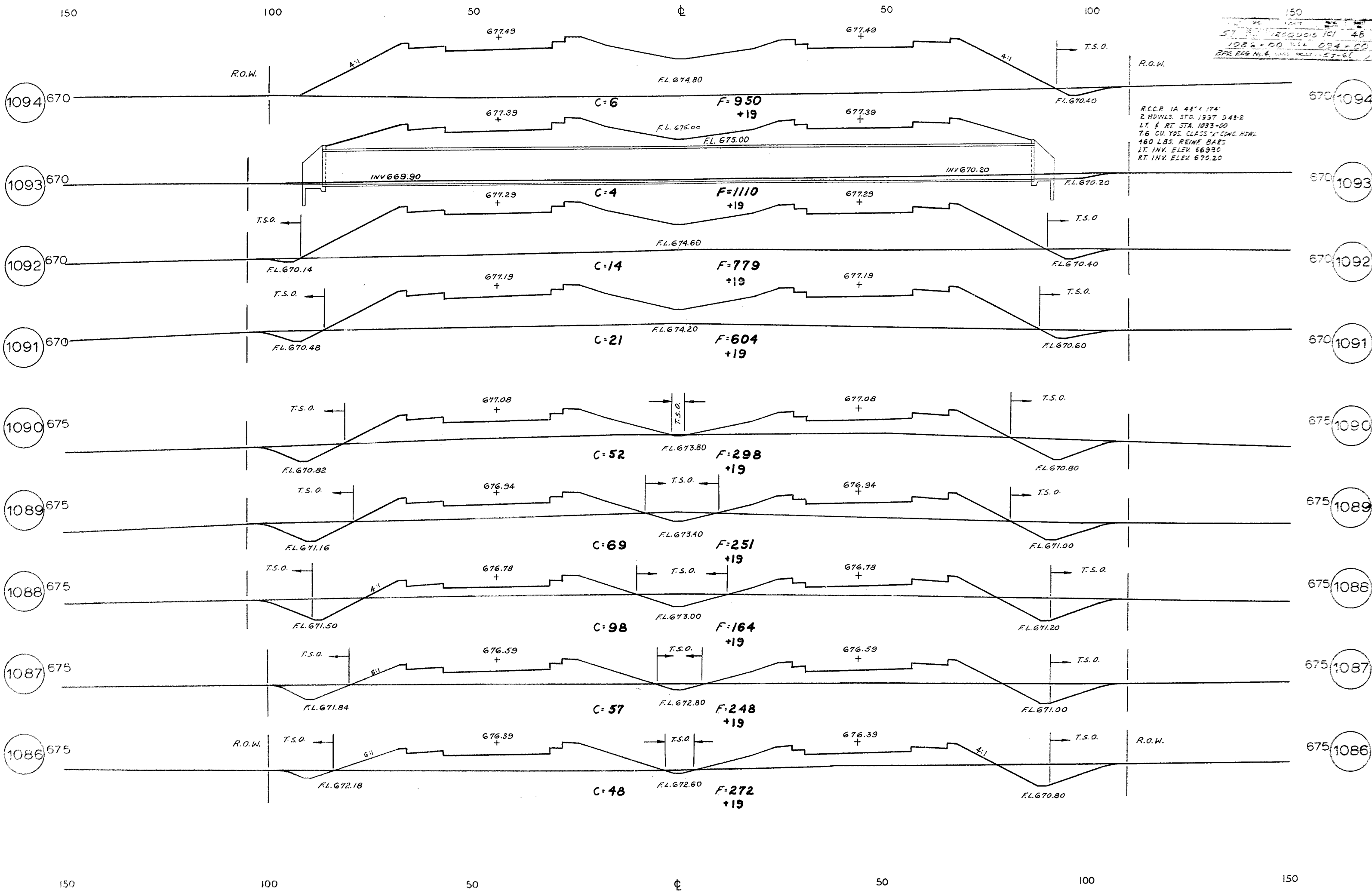
150





57 1077+00 1085+00 47  
 1077+00 1085+00  
 BPR REG. 4





57 1000000 101 48  
1086-00 1086-00  
BPR REG No. 4 1086-00-57-01

R.C.C.P. 1A 48" x 174"  
2 HDWLS. STD. 1937 D48-2  
LT. & RT. STA. 1083+00  
7.6 CU. YDS. CLASS "C" CONC. HDWL.  
160 LBS. REINF. BARS  
LT. INV. ELEV. 669.30  
RT. INV. ELEV. 670.20

150

100

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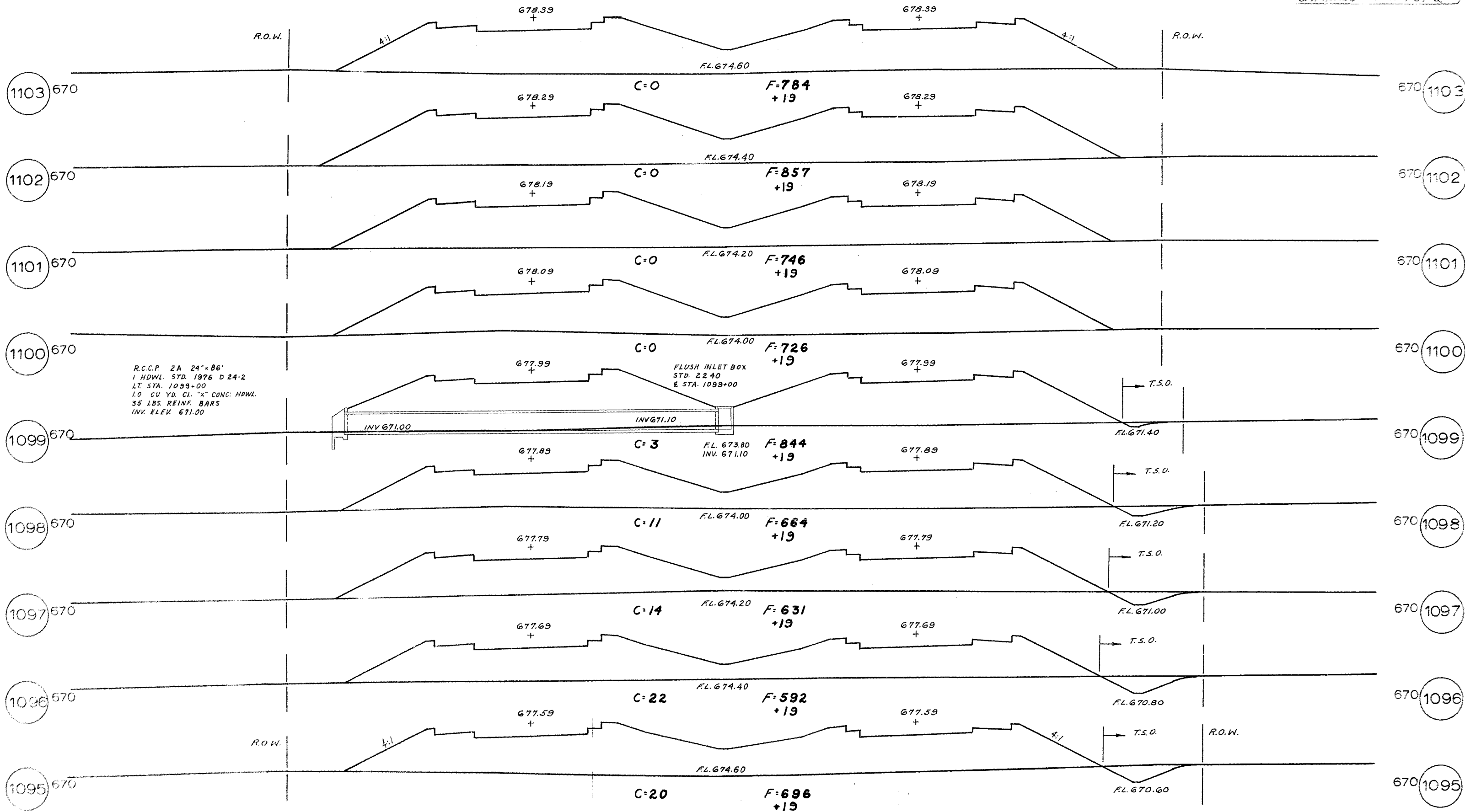
CL

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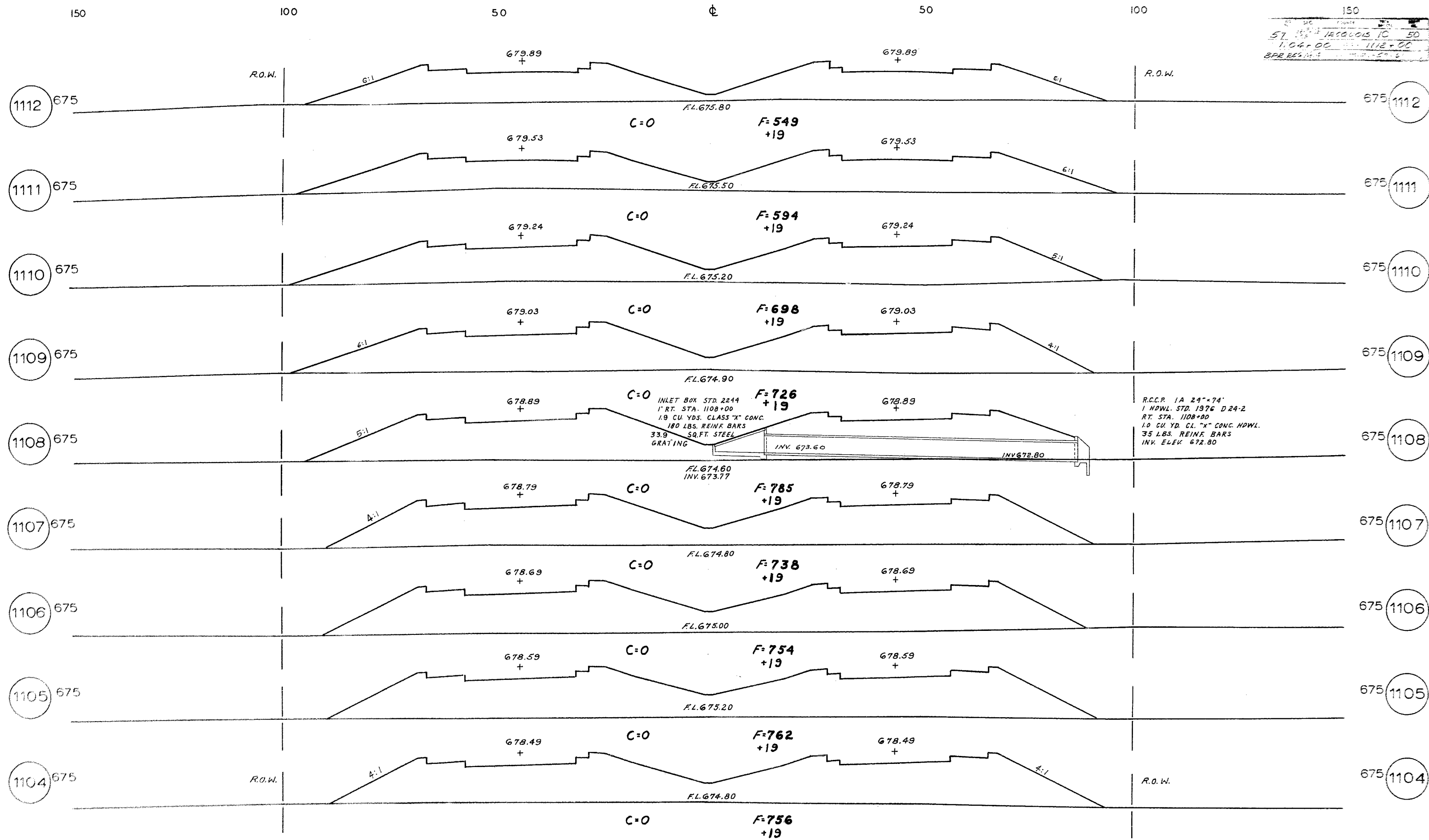
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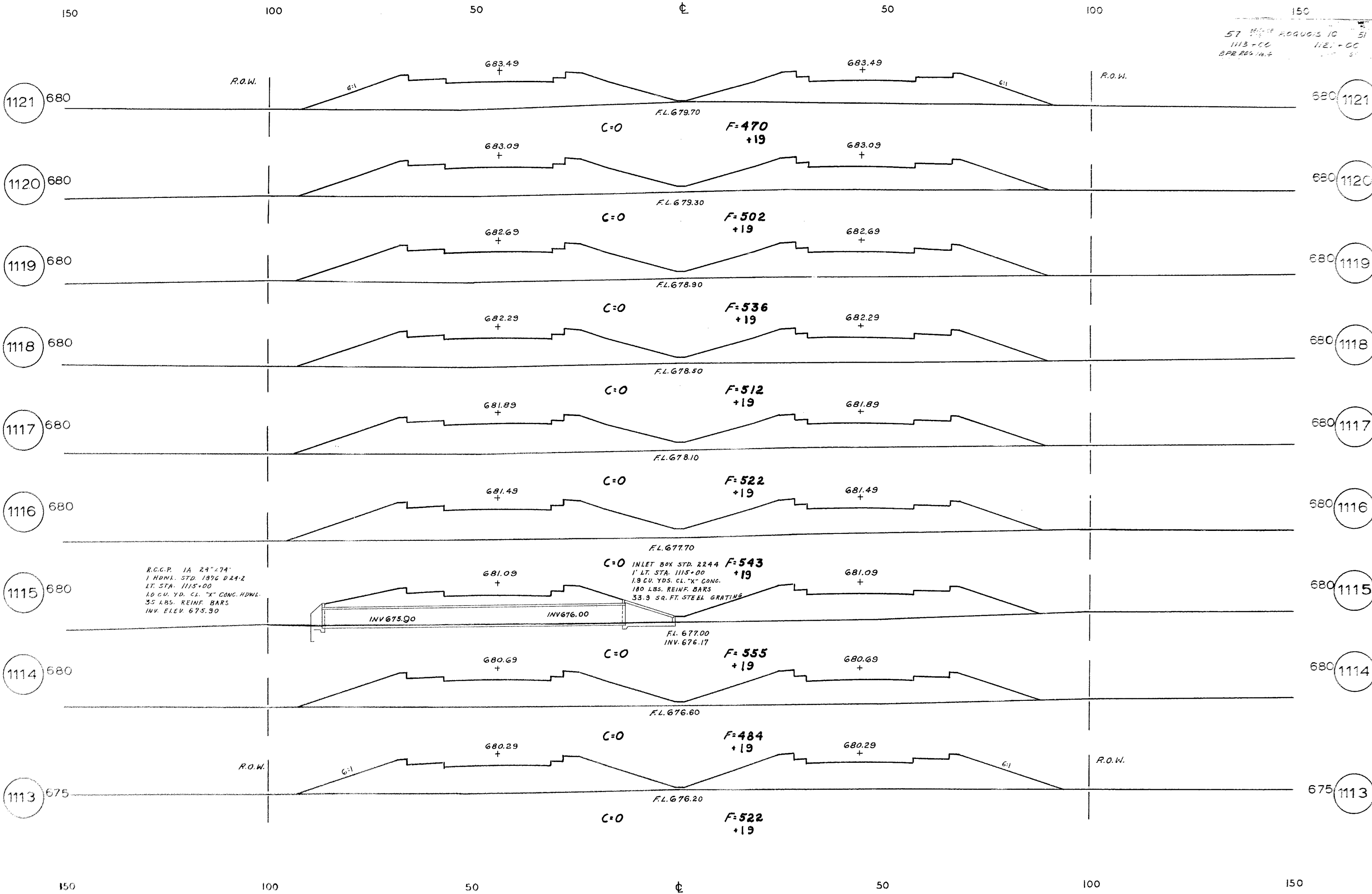
57 12001015 101 49  
1095+00 1103+00  
BPR 2010.4 1-57-6



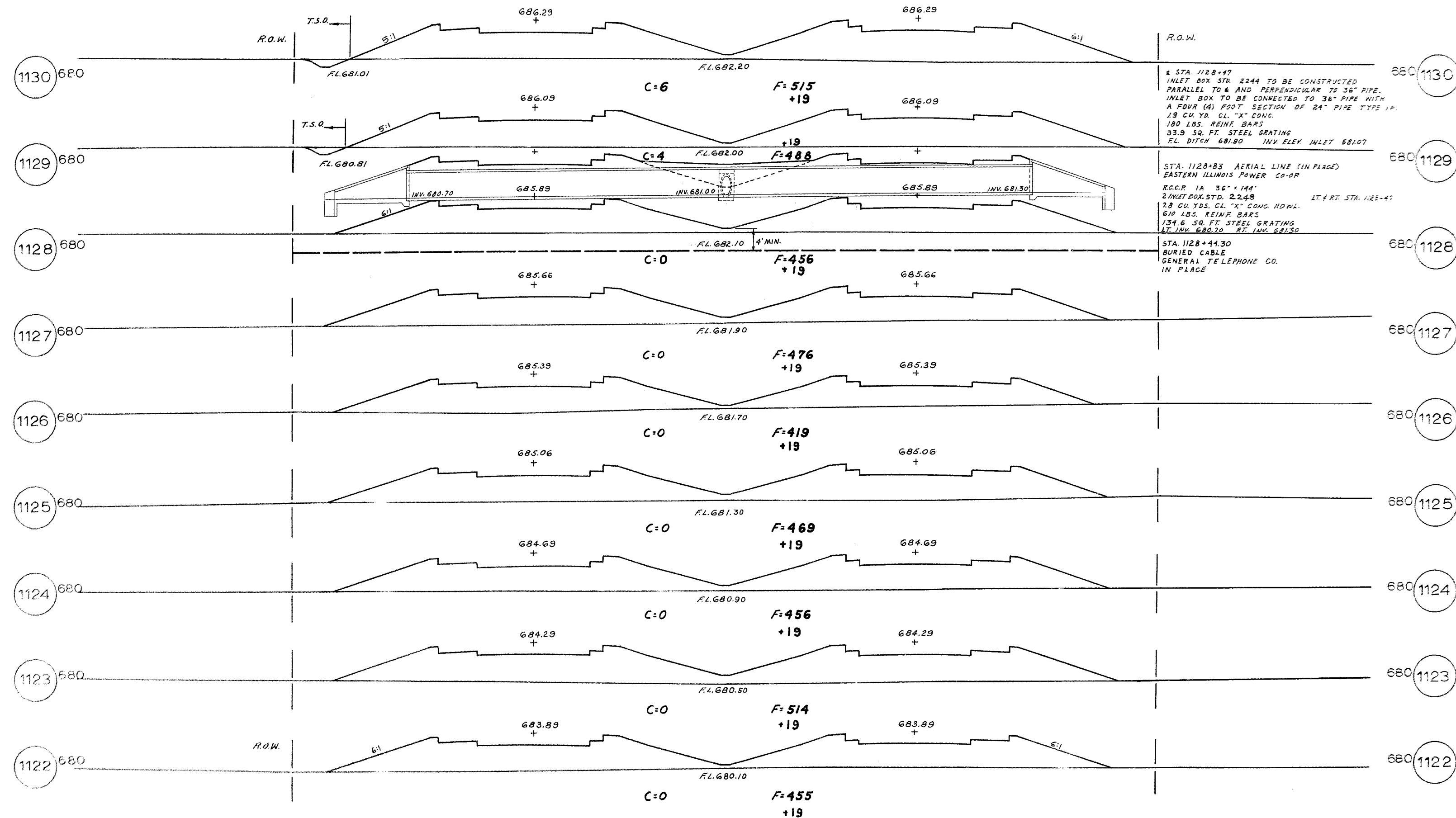




57 104+00 1112+00  
BPR RES 1112+00



57 1122+00 TO 1128+00 52  
1122+00 1130+00  
BPR REG. NO. 4, CULVERT, 1122+00



150

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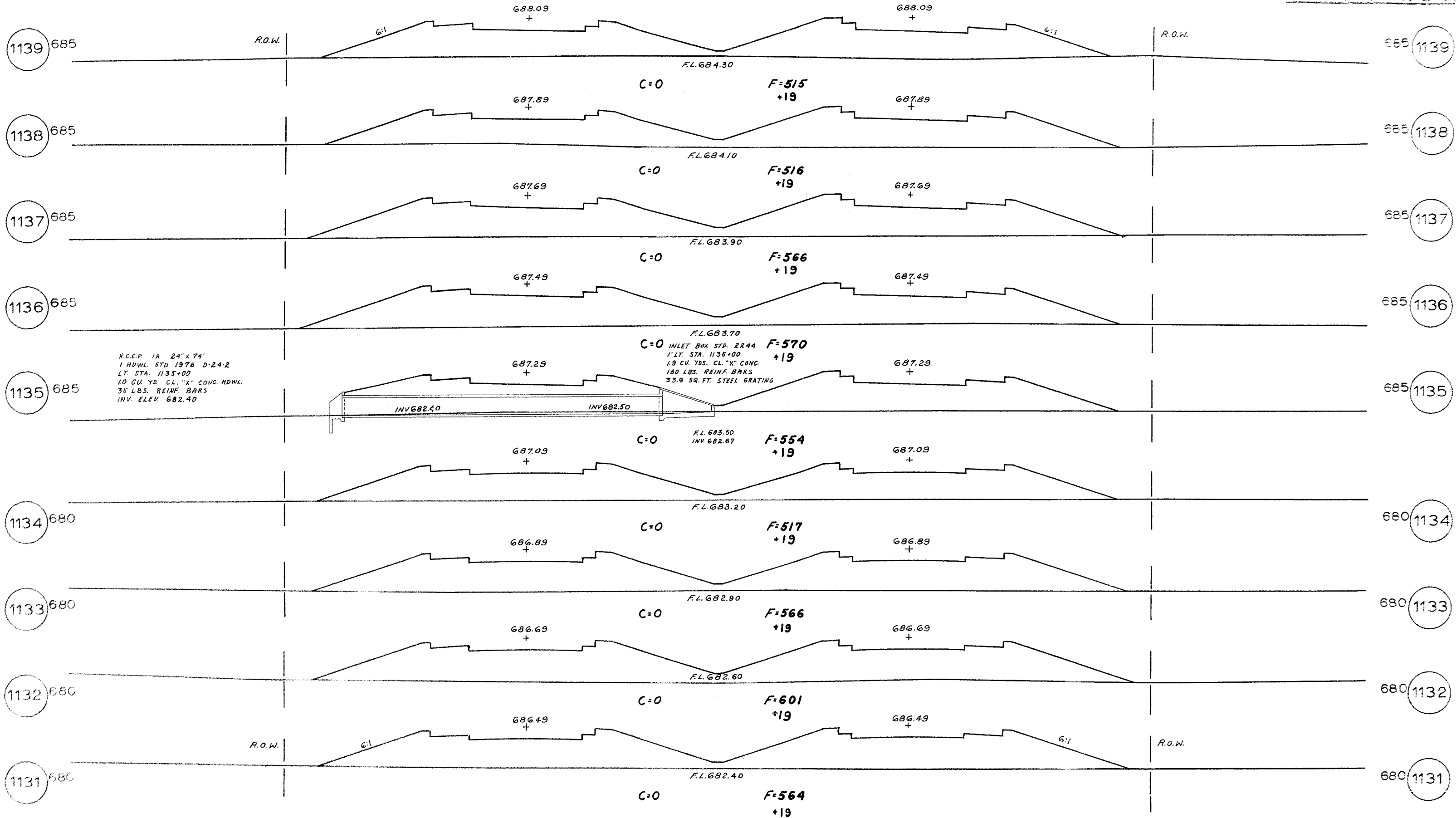
CL

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57 125 1250101 53  
1131+00 1133+00  
BPR 226116 4



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CL

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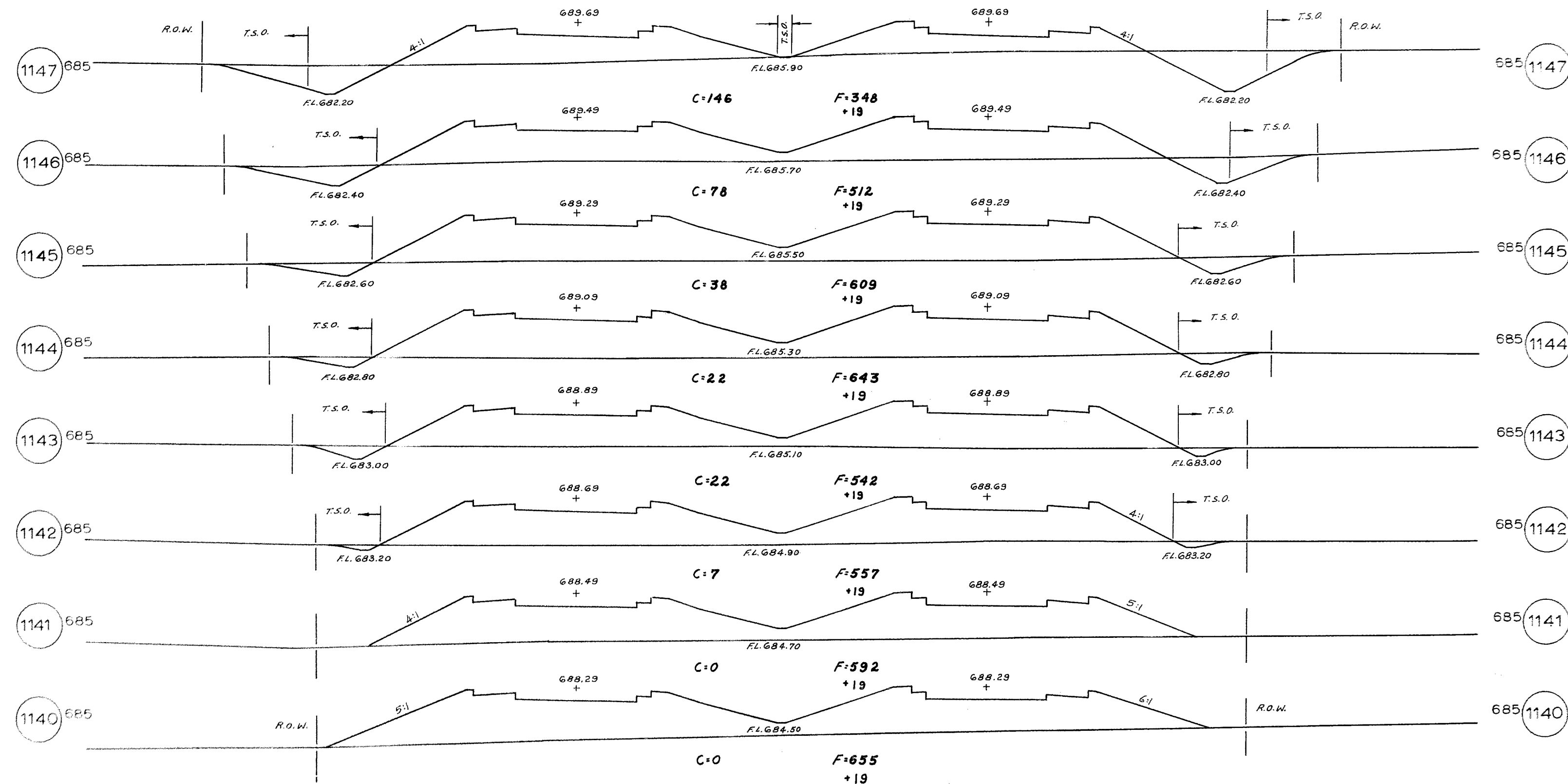
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57 1140-1147 10 54  
1140-1147 10 54  
BPR 25916 1140-1147 10 54



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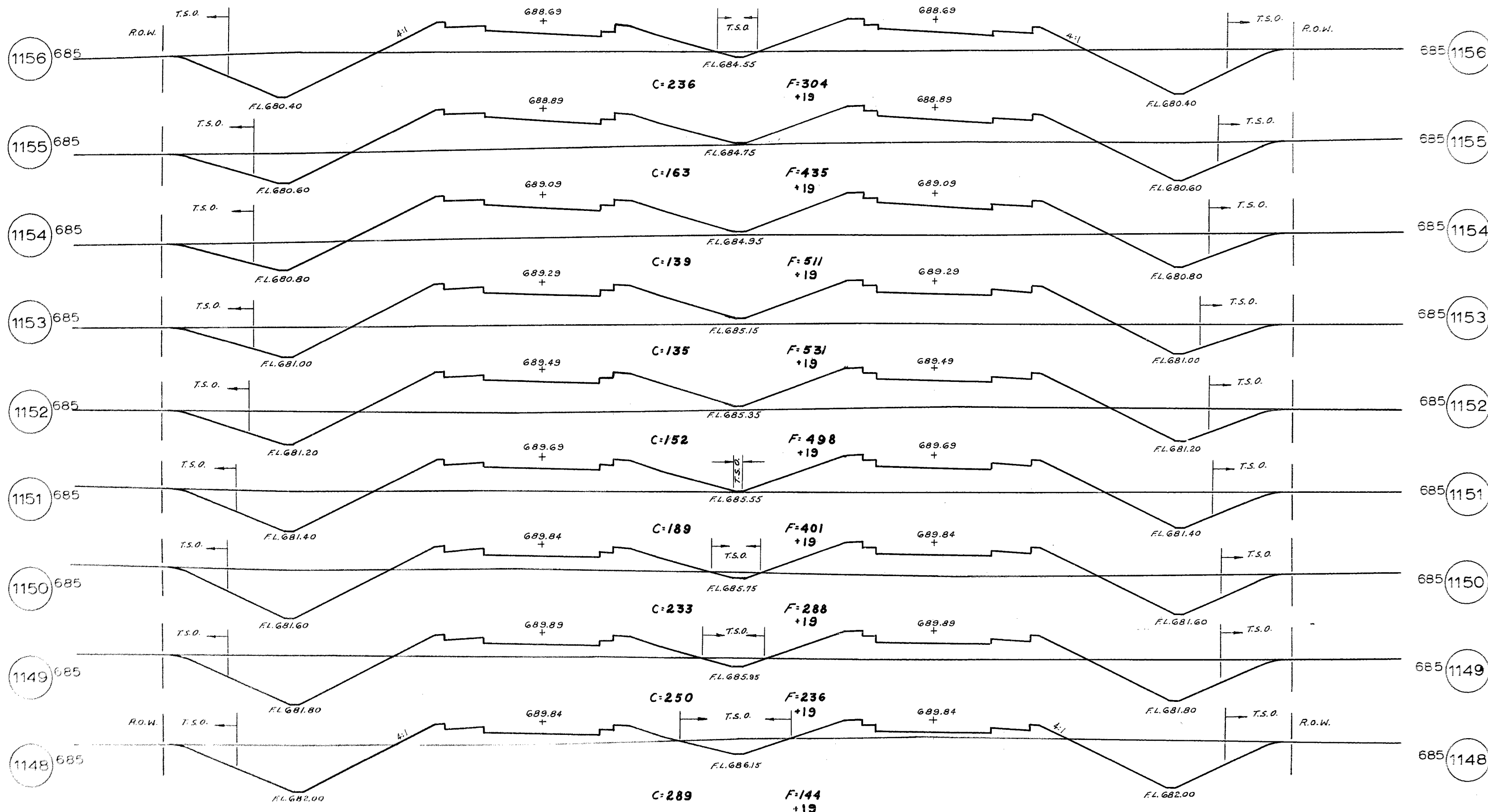
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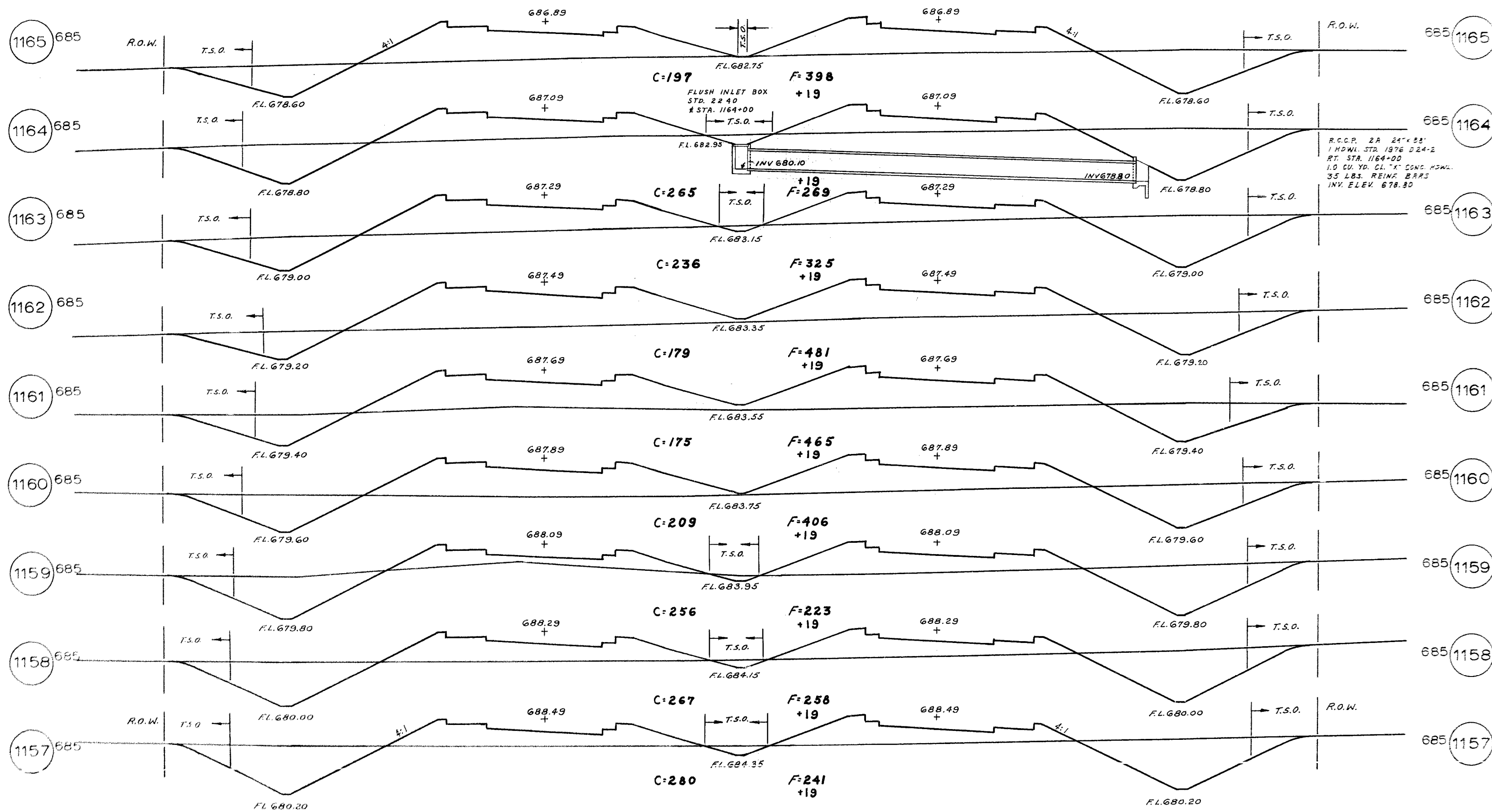
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57 14 1500015 10 55  
1148+00 1156+00  
BPR 285.164 1157-80

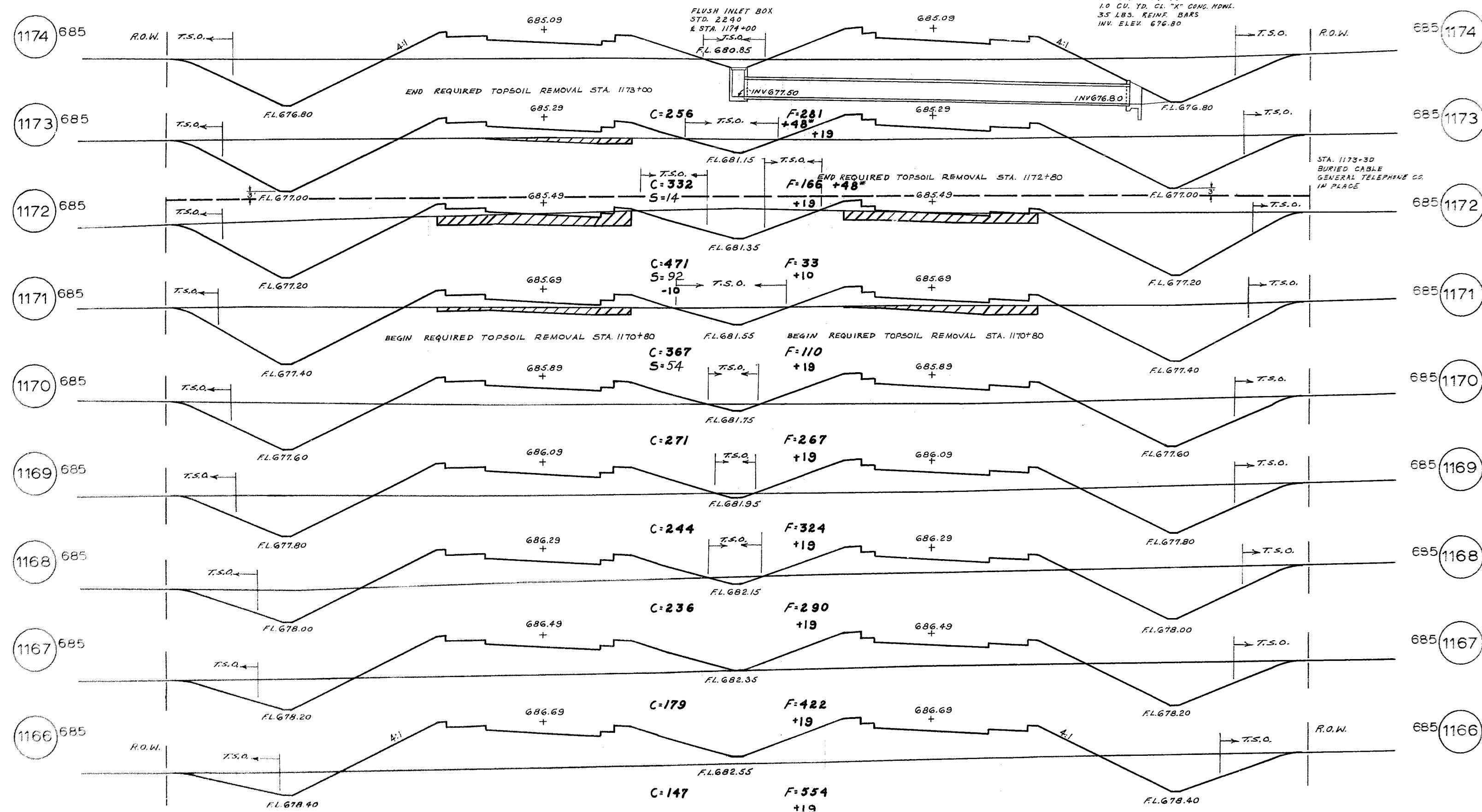


57 342 1000019 19 56  
1157+00 1165+00  
B.P. 66716.0



DATE	BY	CHKD	APPD
57	PLANNING	10	57
1166+50	TO STA. 1174+00		
BPR 66116.4	REVISION	11-57-61	

R.C.C.P. 2A 24"x88"  
1 HDWL. STD. 1976 D 24-2  
RT. STA. 1174+00  
1.0 CU. YD. CL. "X" CONC. HDWL.  
3.5 LBS. REINF. BARS  
INV. ELEV. 676.80



\*ADJUSTMENTS FOR TOPSOIL  
REMOVAL UNDER SEC. 38-7 HB-1





150

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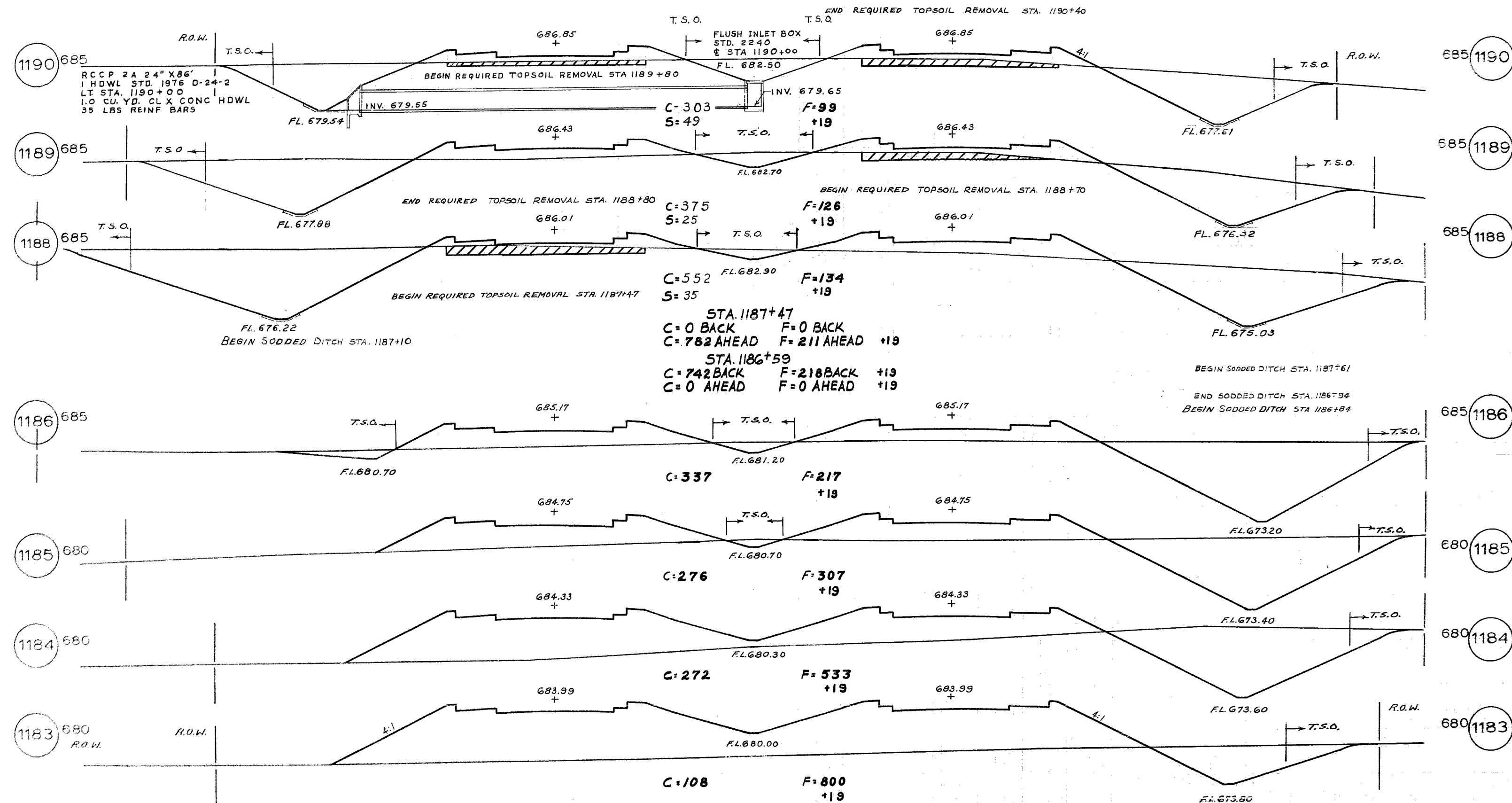
¢

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100

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DATE	SHEET	PROJECT	SCALE
57	12000013 101	59	
1183+00	1180+00	1180+00	
BPA REG. NO. 4	ILLINOIS	PROJECT 1183-46	



150

100

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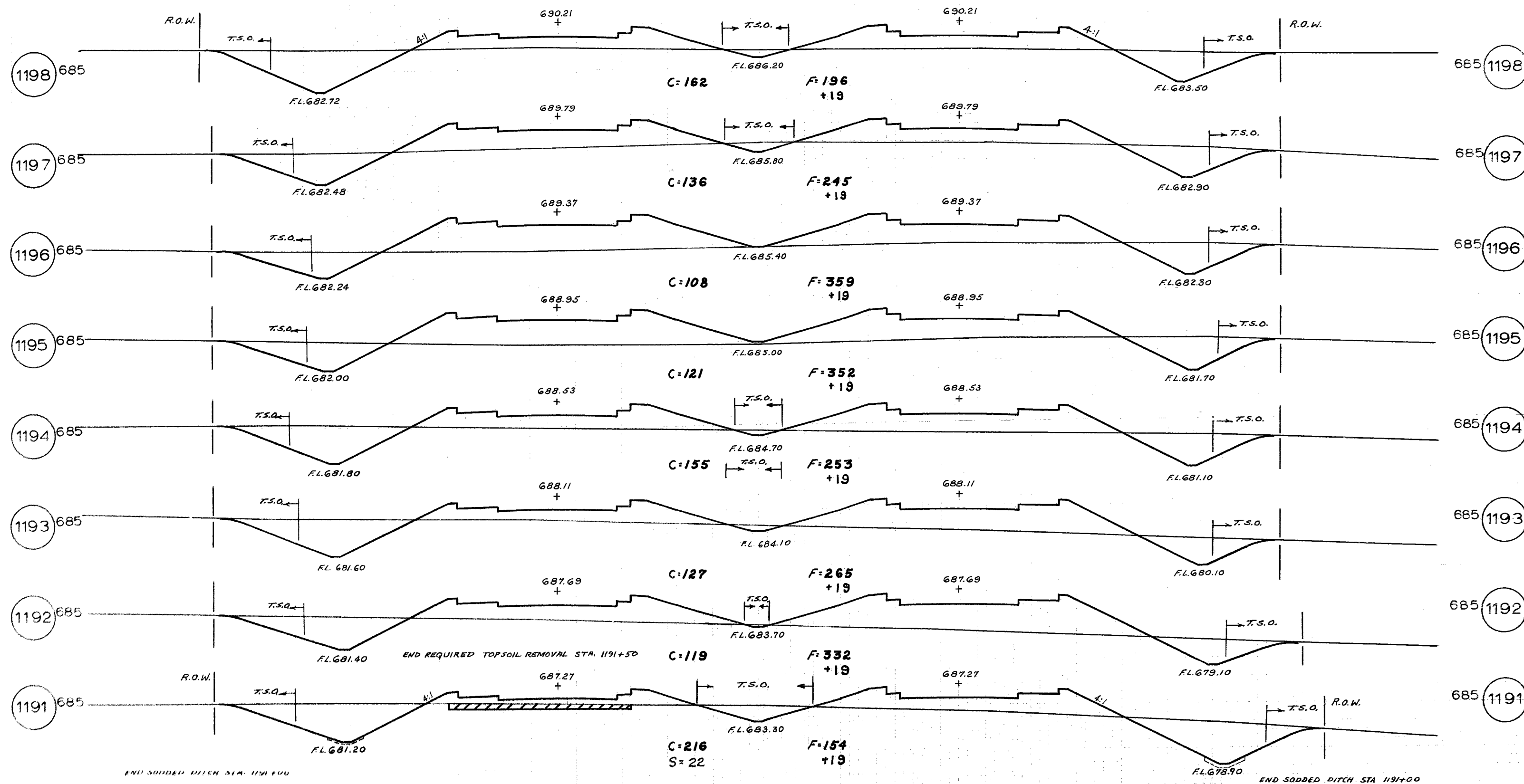
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SECTION	DATE	NO.
57	10/20/01	60
1191+00	1198+00	
APR 2001	1-57-60	



150

100

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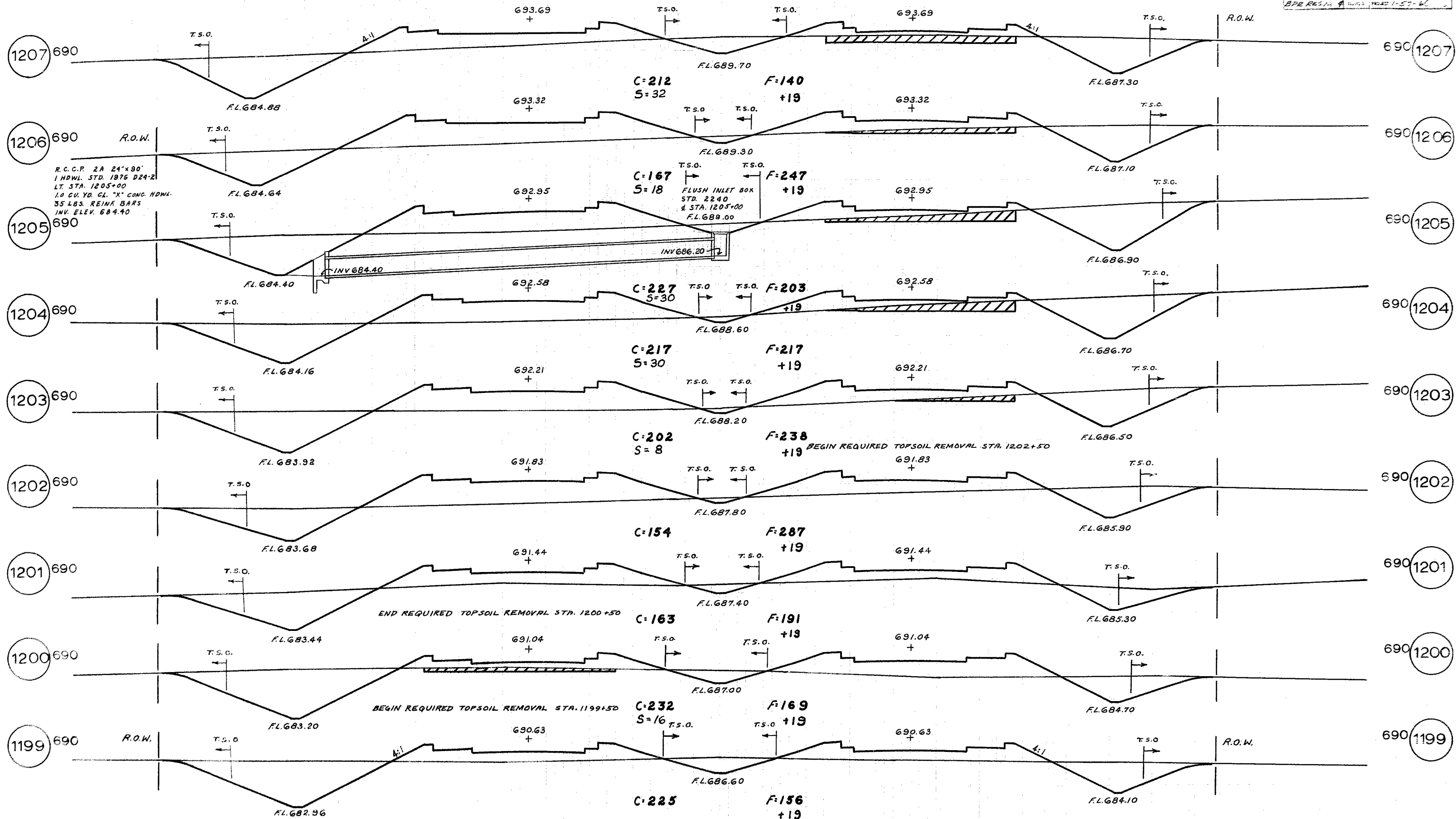
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AS 1-57-66	SEC	COUNTY	STA 1-57-66	SHEET NO.
57	SEC 16	IRON	10	61
1199 + 00		1207 + 00		
BPR RES 1/4		1-57-66		





150

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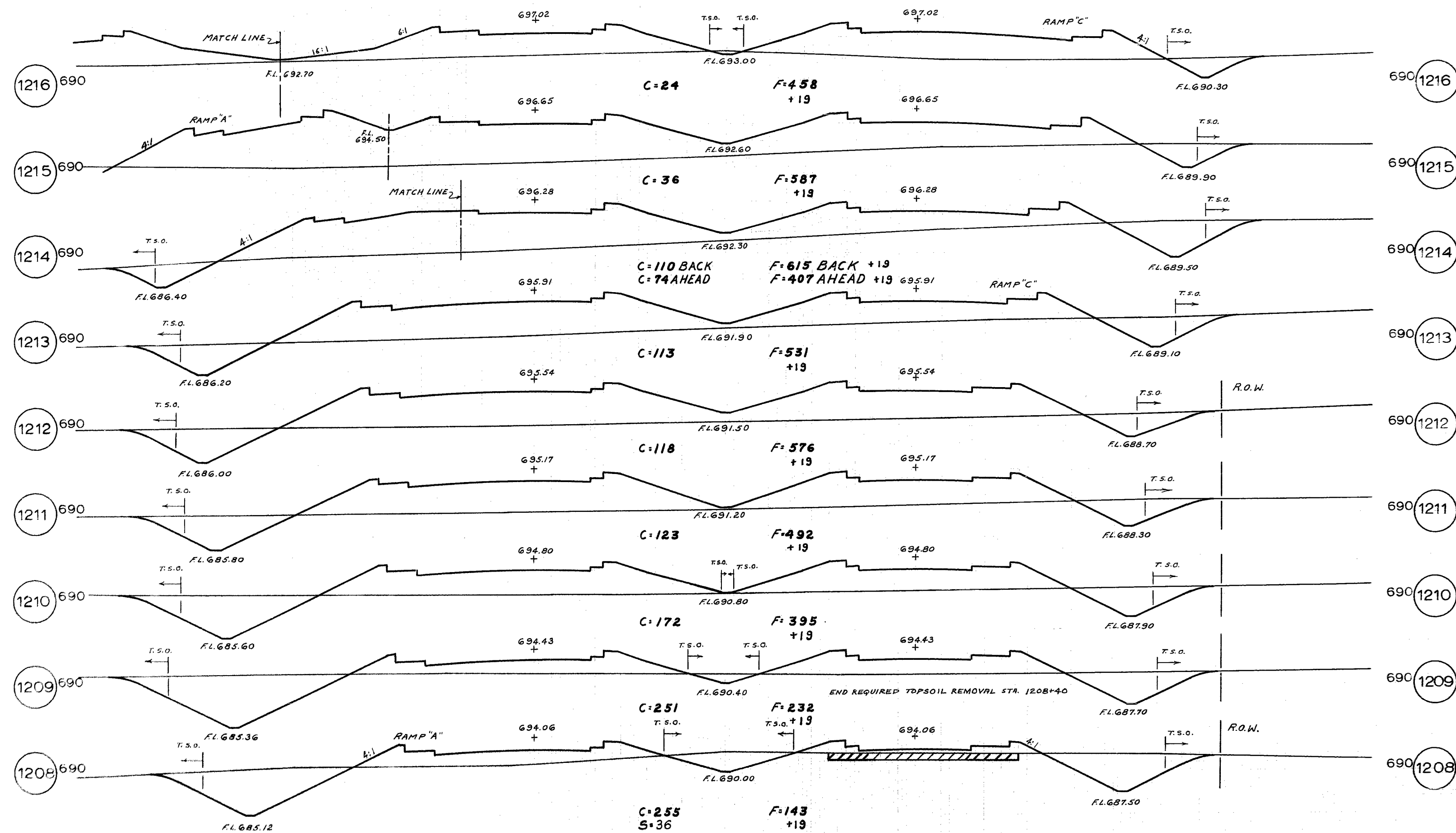
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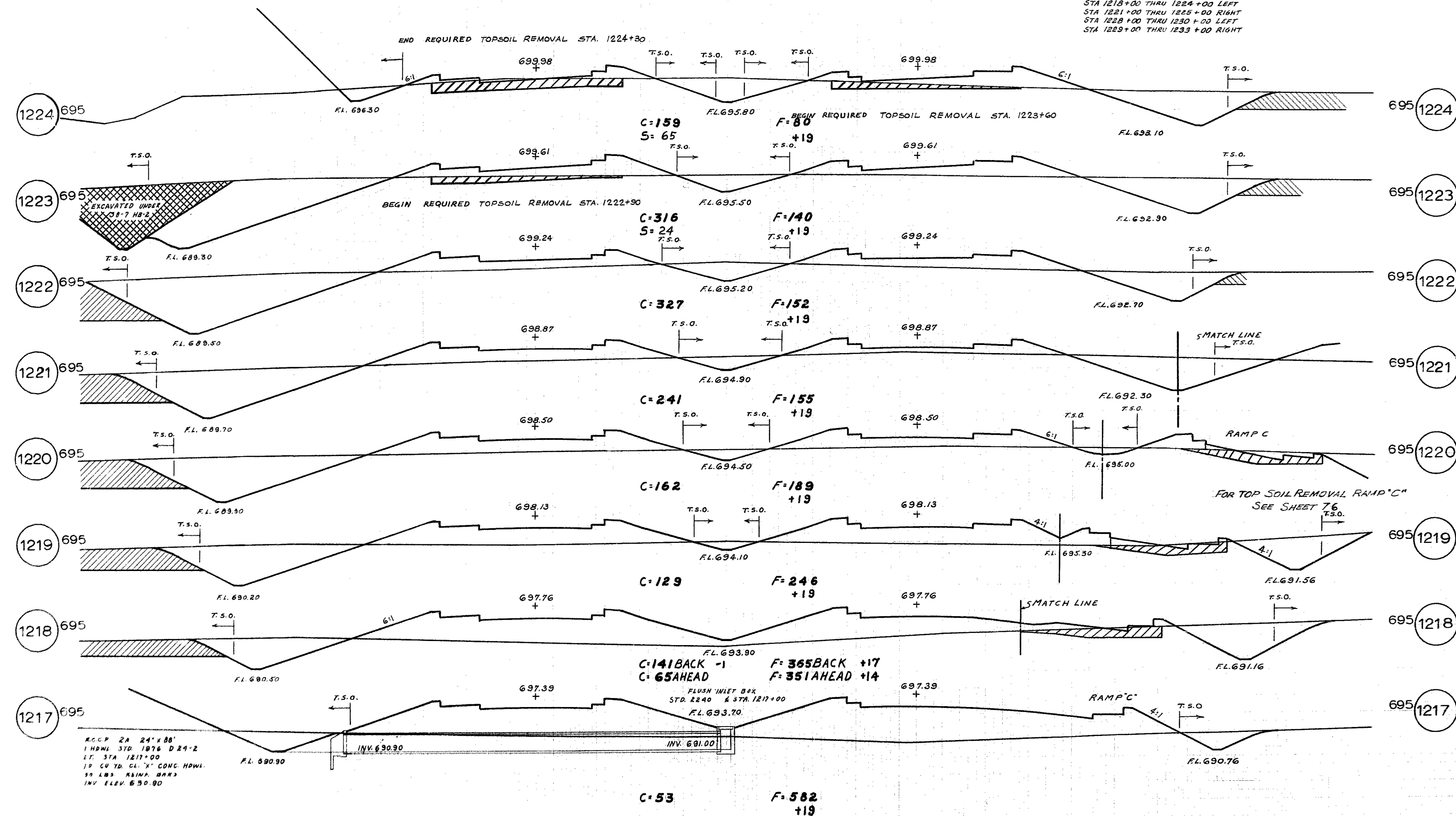
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DATE	SEC	COUNTY	TOWN	SHEET
57	125	12090015	10	62
1208+00 TO 1216+00				
BPR REG. NO. 4				



SECTION	DATE	COUNTY	PROJECT	SHEET
57	10-1-63	IRROQUOIS	10	63
1217+00 TO 1224+00				
BPR REG. NO. 41				

CROSS HATCHING WITHIN LIMITS LISTED  
BELOW DENOTES EARTH EXCAVATION IN INTERCHANGE  
AREA BY CONTRACTOR UNDER SECTION 38-7  
STA 1218+00 THRU 1224+00 LEFT  
STA 1221+00 THRU 1225+00 RIGHT  
STA 1228+00 THRU 1230+00 LEFT  
STA 1229+00 THRU 1233+00 RIGHT



150

100

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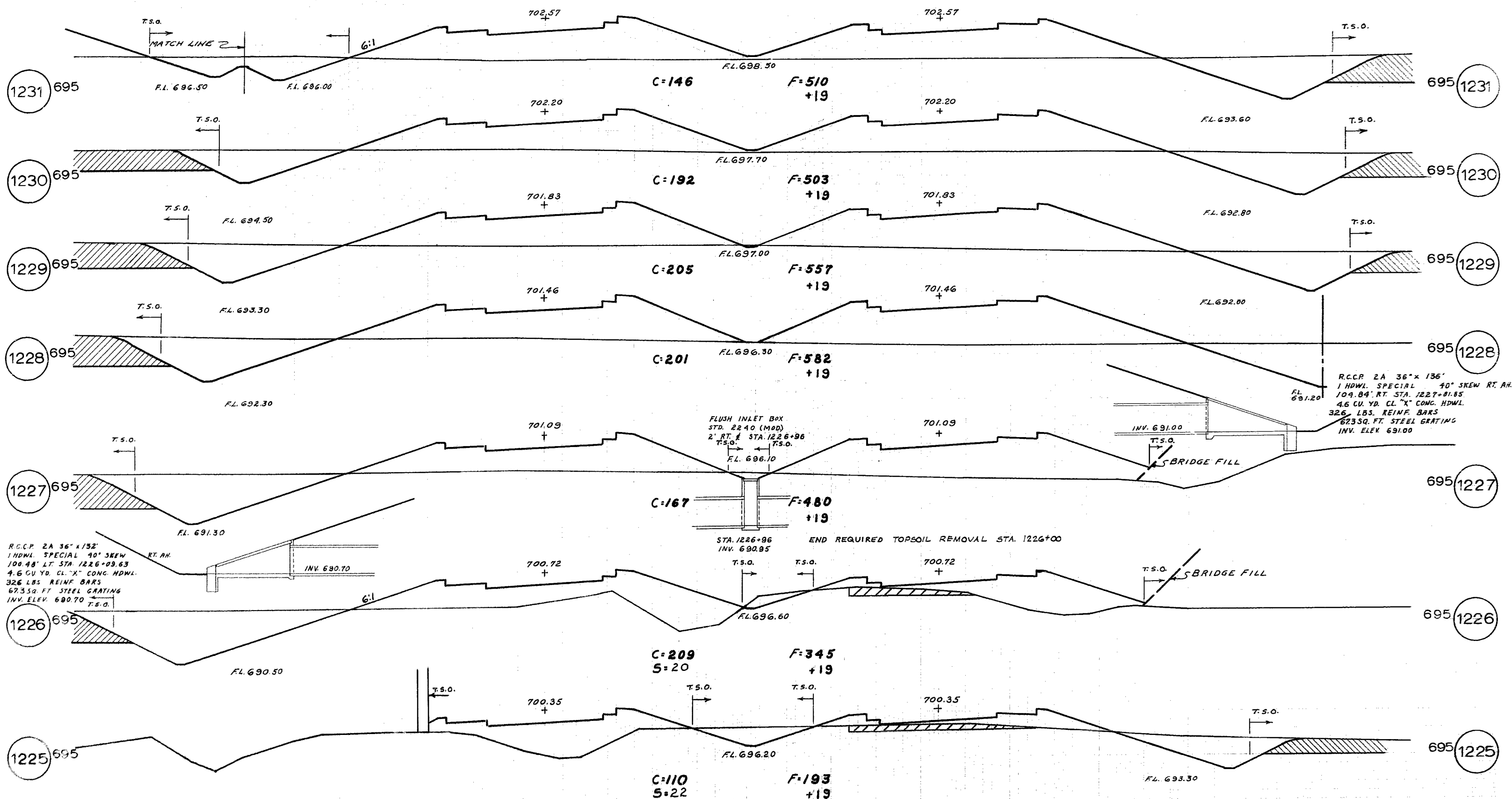
C

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100

150

57	1225+00	1231+00	64
1225+00	1231+00	1231+00	64
BPR REG. NO. 4	1225+00	1231+00	64



150

100

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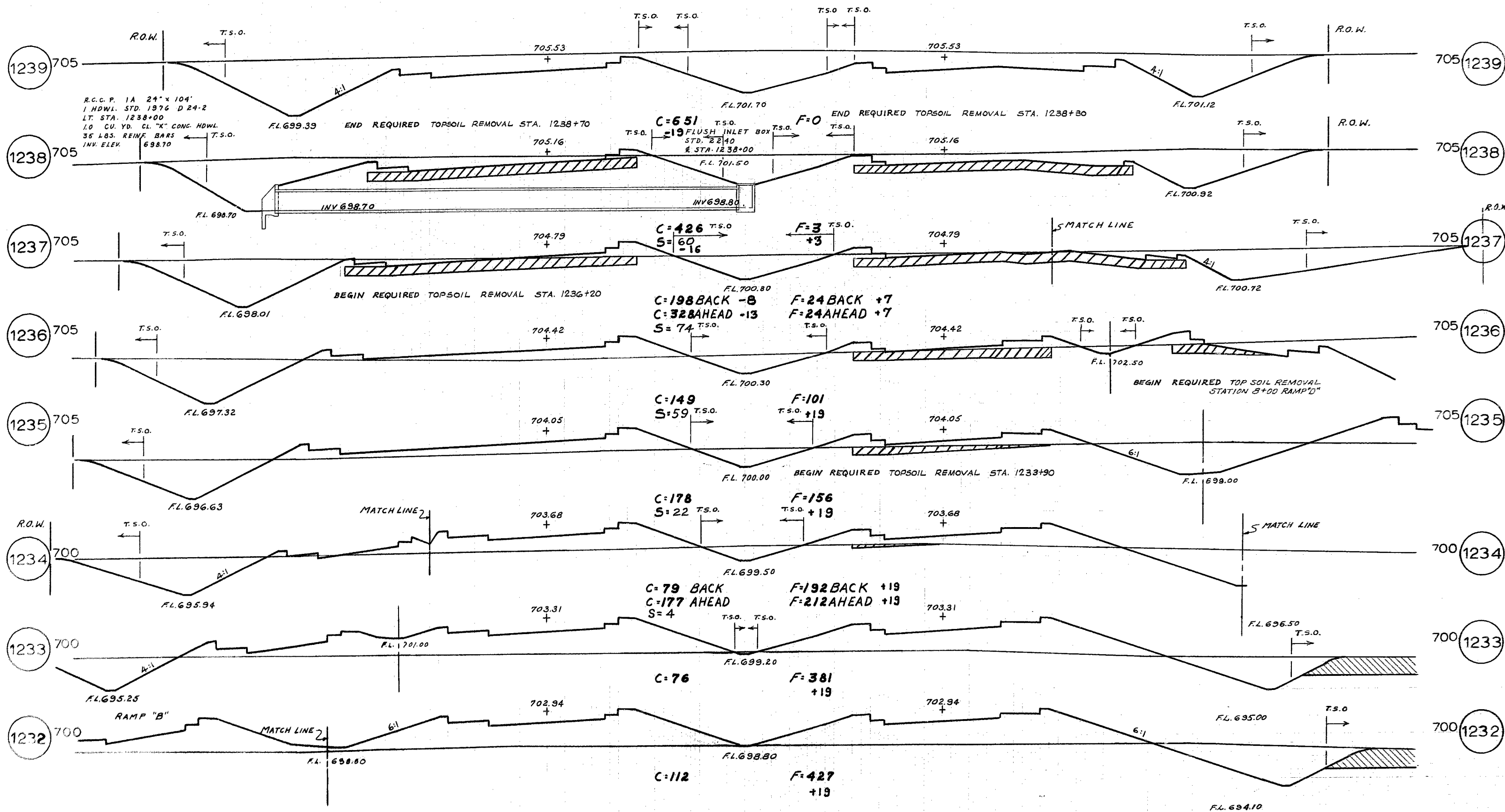
C

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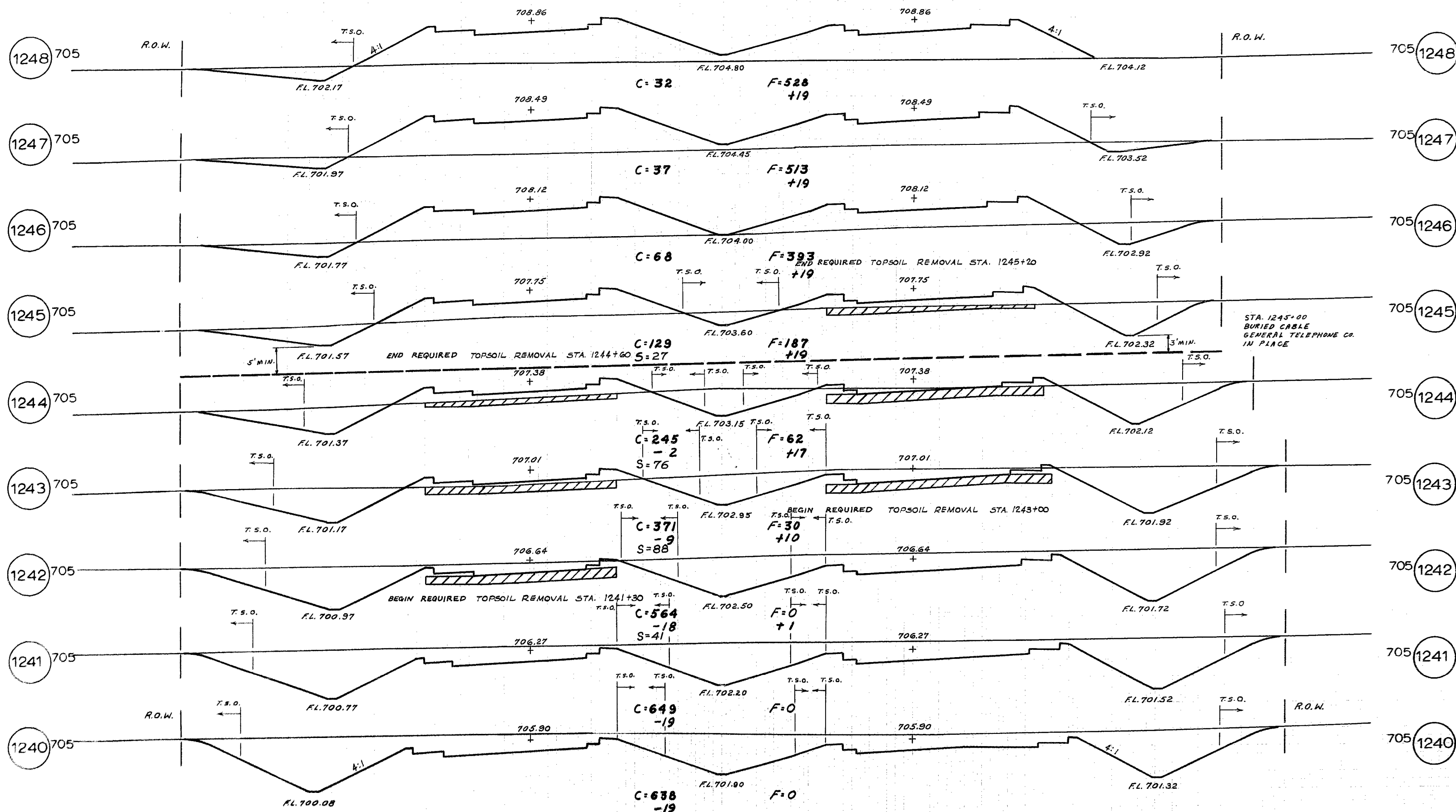
150

57	1232+00	1239+00
STA 1232+00	TO STA 1239+00	
BFE	NO. 4	NO. 4

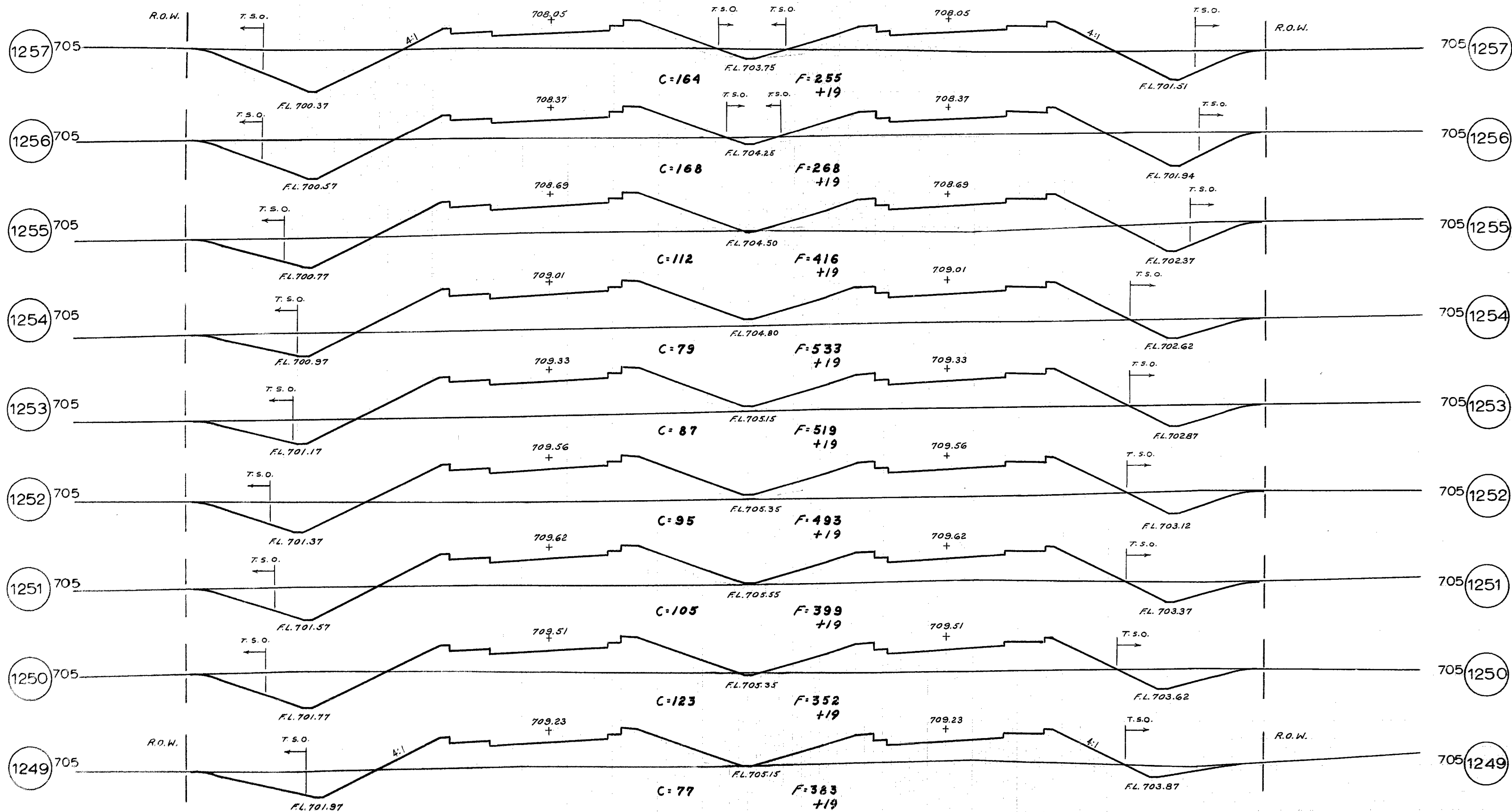


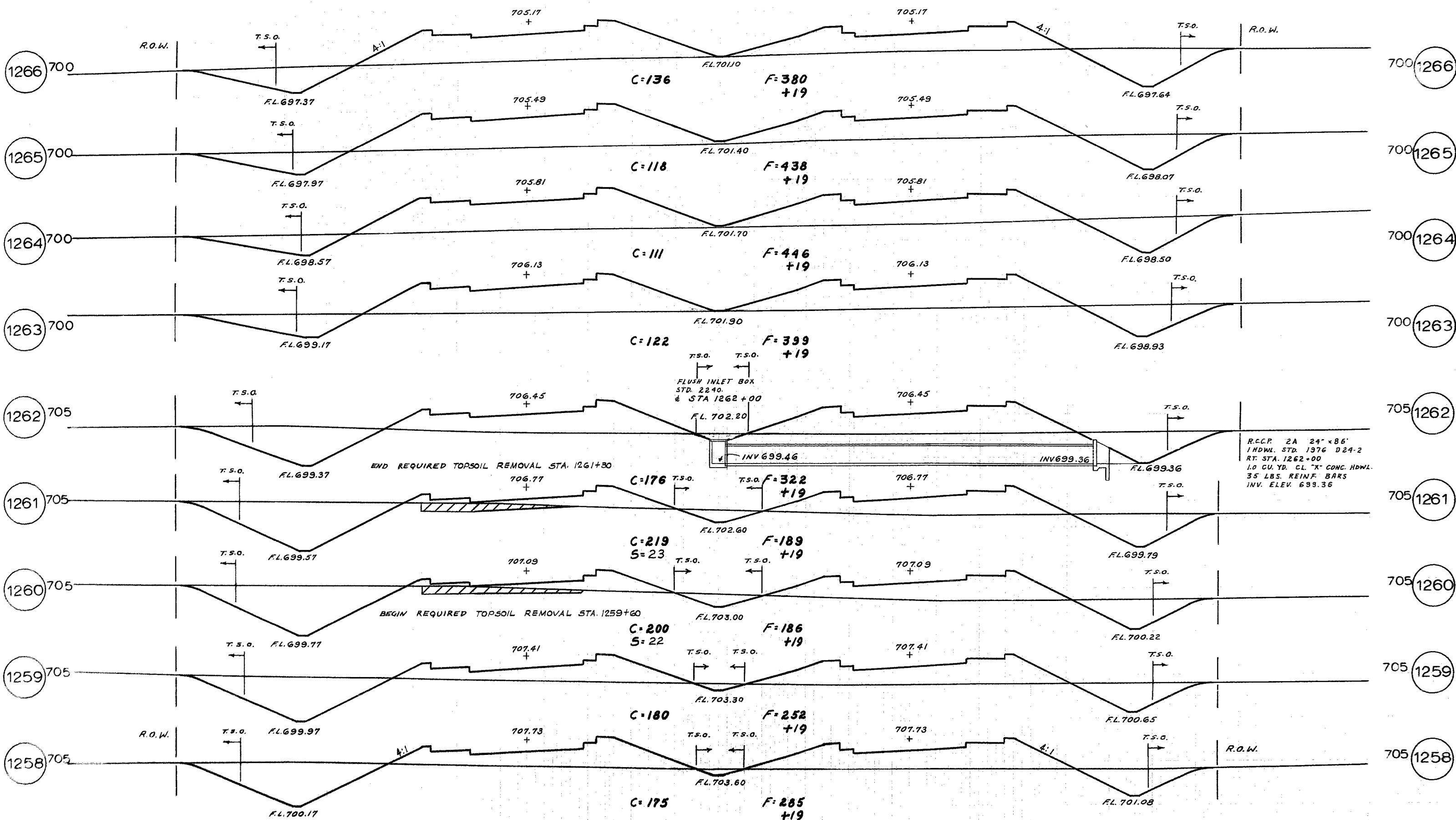


57	23	170000	10	66
STA 1240 + 00	TO STA 1248 + 00			
BPR REG No 4	ILLUMIN	PROJECT 1-57-6C		



57	SSC	10000.5	101	67
STA 1249+00	TO 5+1257+00			
BPR REG 1/4 4'	1-57-67			



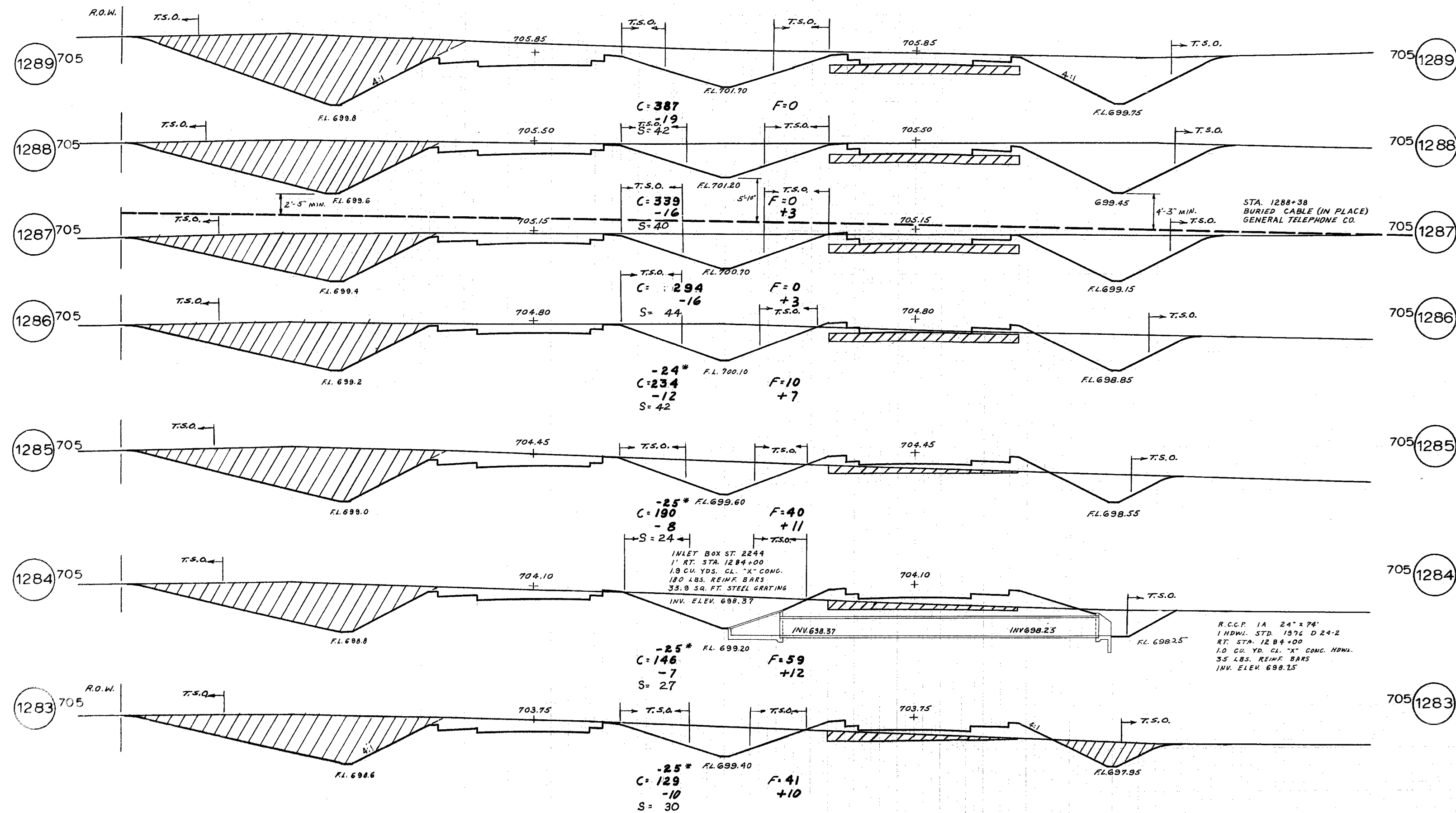




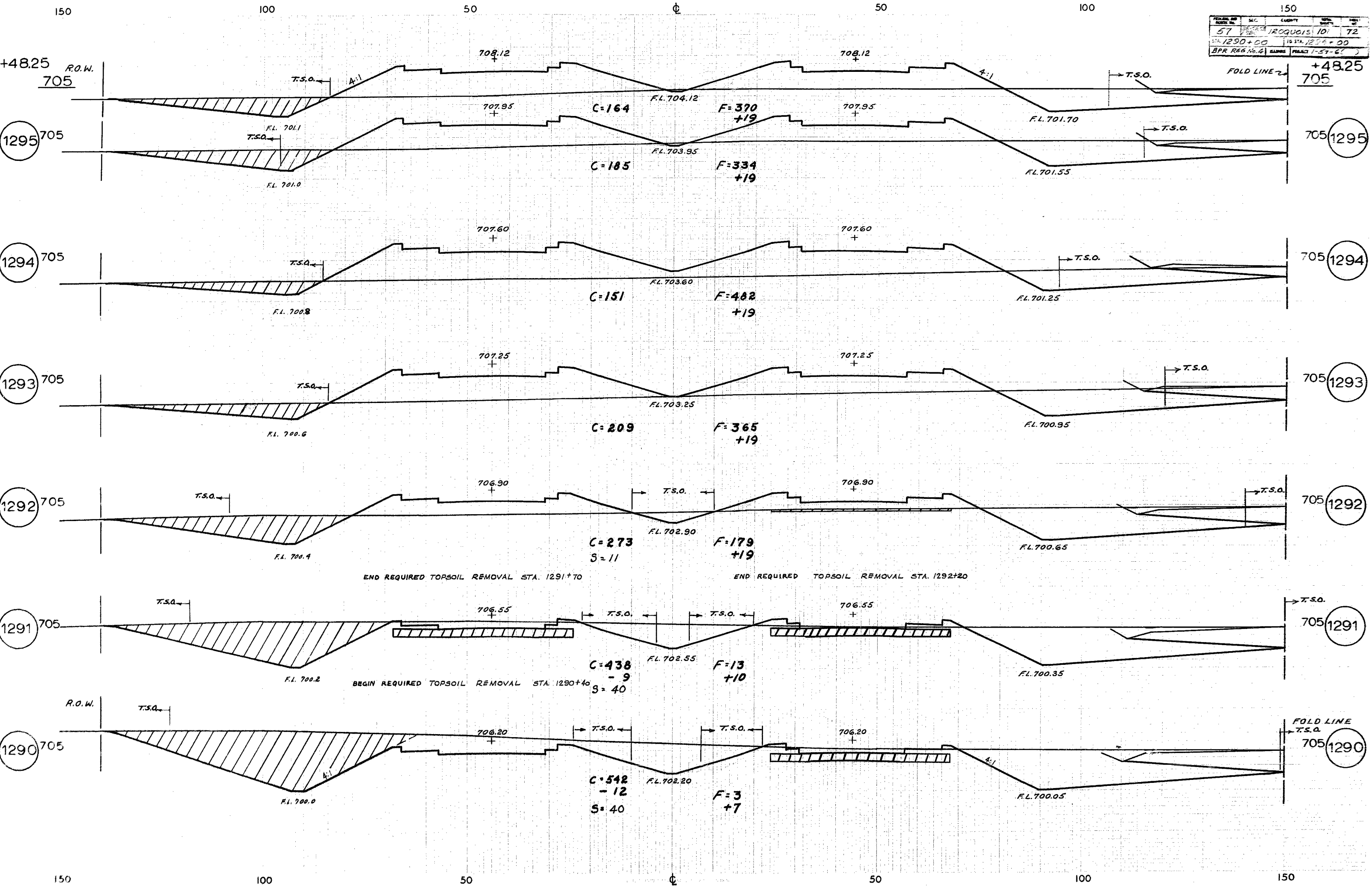




PROJECT NO.	SEC.	SUBJECT	DATE	BY
57	10	PROPOSED 10'	71	
STA. 1283+00		TO STA. 1289+00		
SPR REG. NO. 4		PROJECT 1-57-6C		

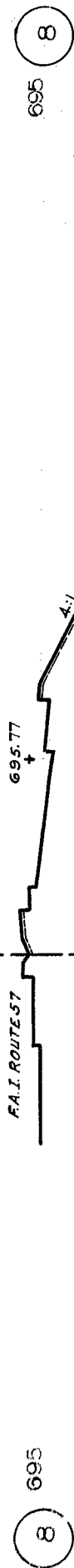


PROJECT NO.	SHEET NO.	COUNTY	TOWNSHIP	RANGE
57	10	ROQUOIS	10	72
STA. 1290+00 TO STA. 1295+00				
BPR REG. NO. 4				

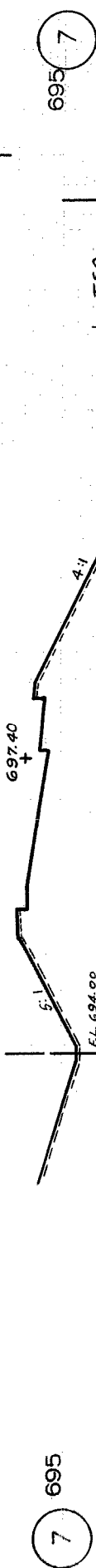


C=34 STA 8+25 F=208 +10

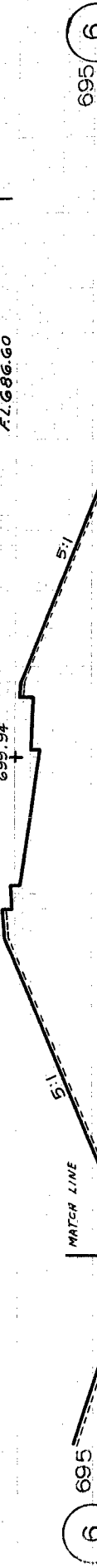
FAI ROUTE 57



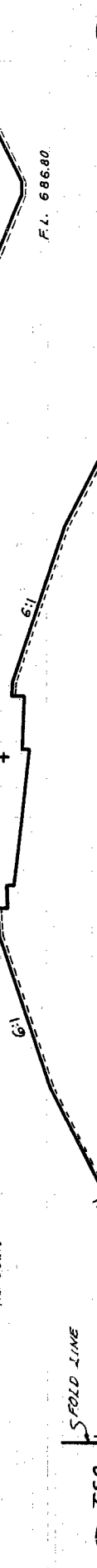
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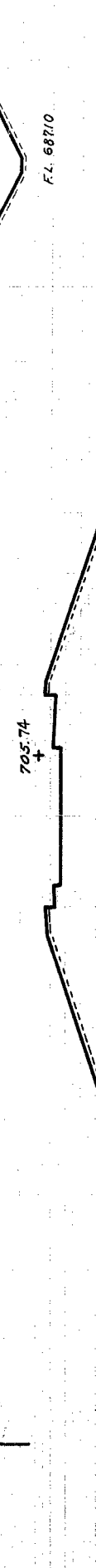
C=65 F=372 +10



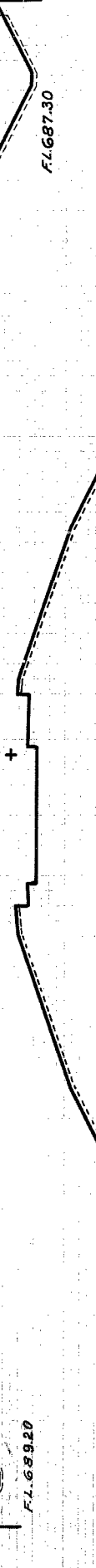
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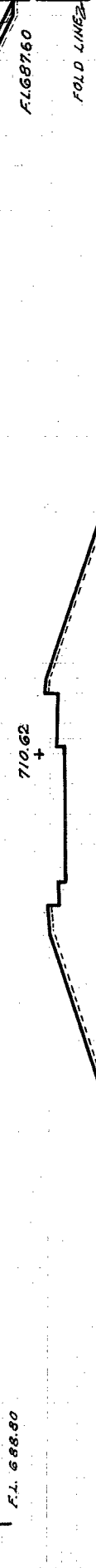
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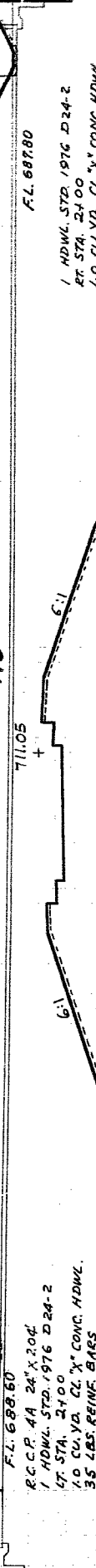
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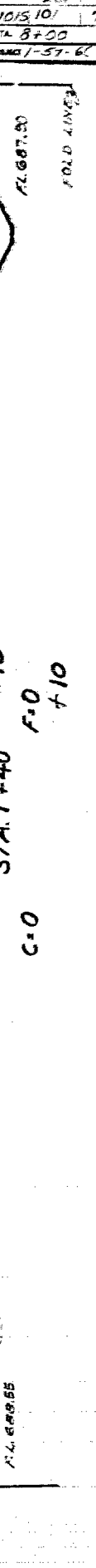
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C=159 F=2086 +10



C=214 F=2034 +10

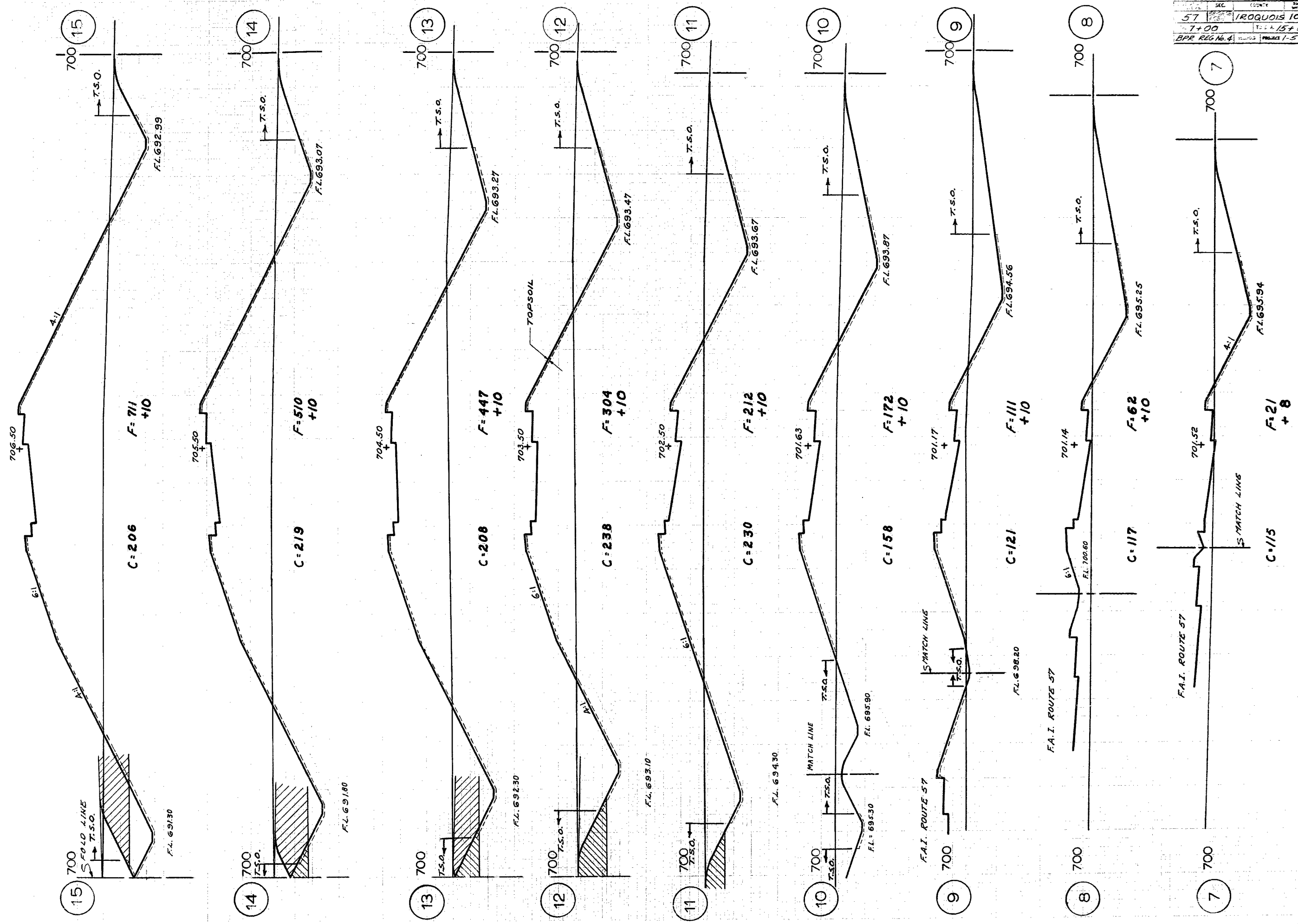


C.H. RTE. 9 RAMP 'A'

R.C.C.P. 44 24" X 20"  
1 HDWL STD. 1976 D24-2  
47 STA. 2+00  
10 CU. YD. CL. 1/2" CONC. HDWL.  
35 LBS. REIN. BARS  
INV. ELEV. 688.60

1 HDWL STD. 1976 D24-2  
27 STA. 2+00  
10 CU. YD. CL. 1/2" CONC. HDWL.  
35 LBS. REIN. BARS  
INV. ELEV. 687.80

PROJECT NO.	57	DATE	1/8/00	BY	10	73
1+00	1+00	1+00	1+00	1+00	1+00	1+00
BPR REG. NO. 4	1-57-6	1-57-6	1-57-6	1-57-6	1-57-6	1-57-6



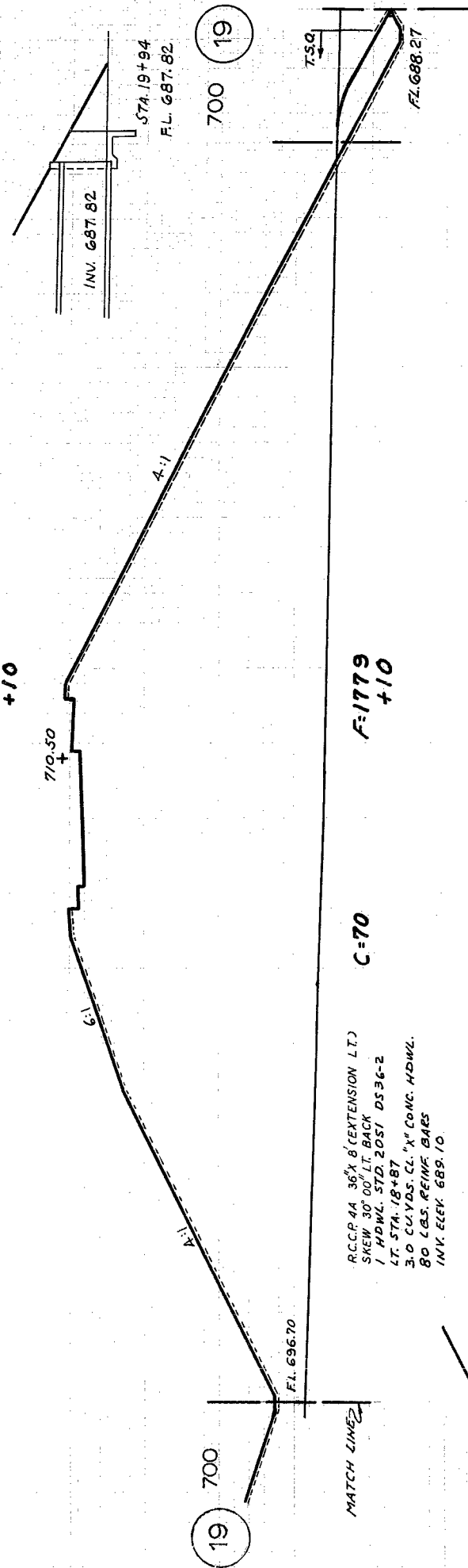
SEC	COUNTY	SHEET
57	1/ROQUOIS 10	74
7+00	15+00	
BPR REG No. 4	PROJECT 1-57-6C	



100 50 50 100

STA 19+82  
C=0  
F=0  
+10  
STA 19+48  
C=69  
F=1764  
+10

SKW 30°00'  
1 HDWL STD 2051 DS36-2  
RT STA 19+94  
3.0 CU YDS. CL. 4" CONC. HDWL.  
80 LBS. REINF. BARS  
INV. ELEV. 687.82



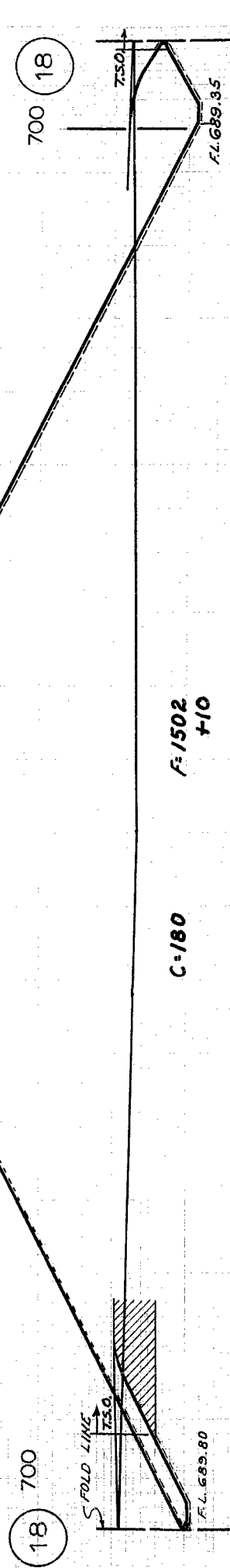
RCCP 44 36" X 8' EXTENSION LTD  
SKW 30° 00' LT BACK  
1 HDWL STD 2051 DS36-2  
LT STA 18+87  
3.0 CU YDS. CL. 4" CONC. HDWL.  
80 LBS. REINF. BARS  
INV. ELEV. 689.10

INV. 689.10

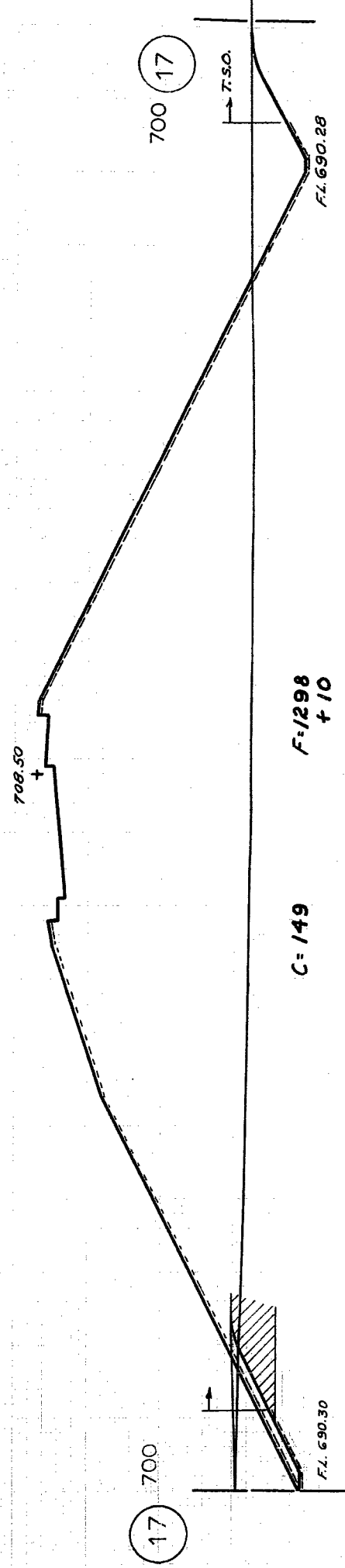
STA 18+87  
FL 689.30

700

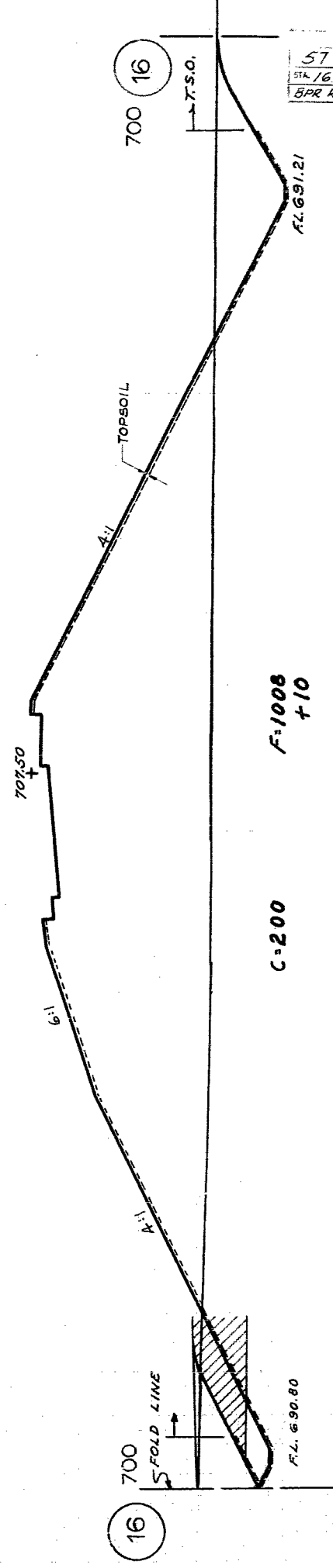
C=180  
F=1502  
+10



C=149  
F=1298  
+10



C=200  
F=1008  
+10

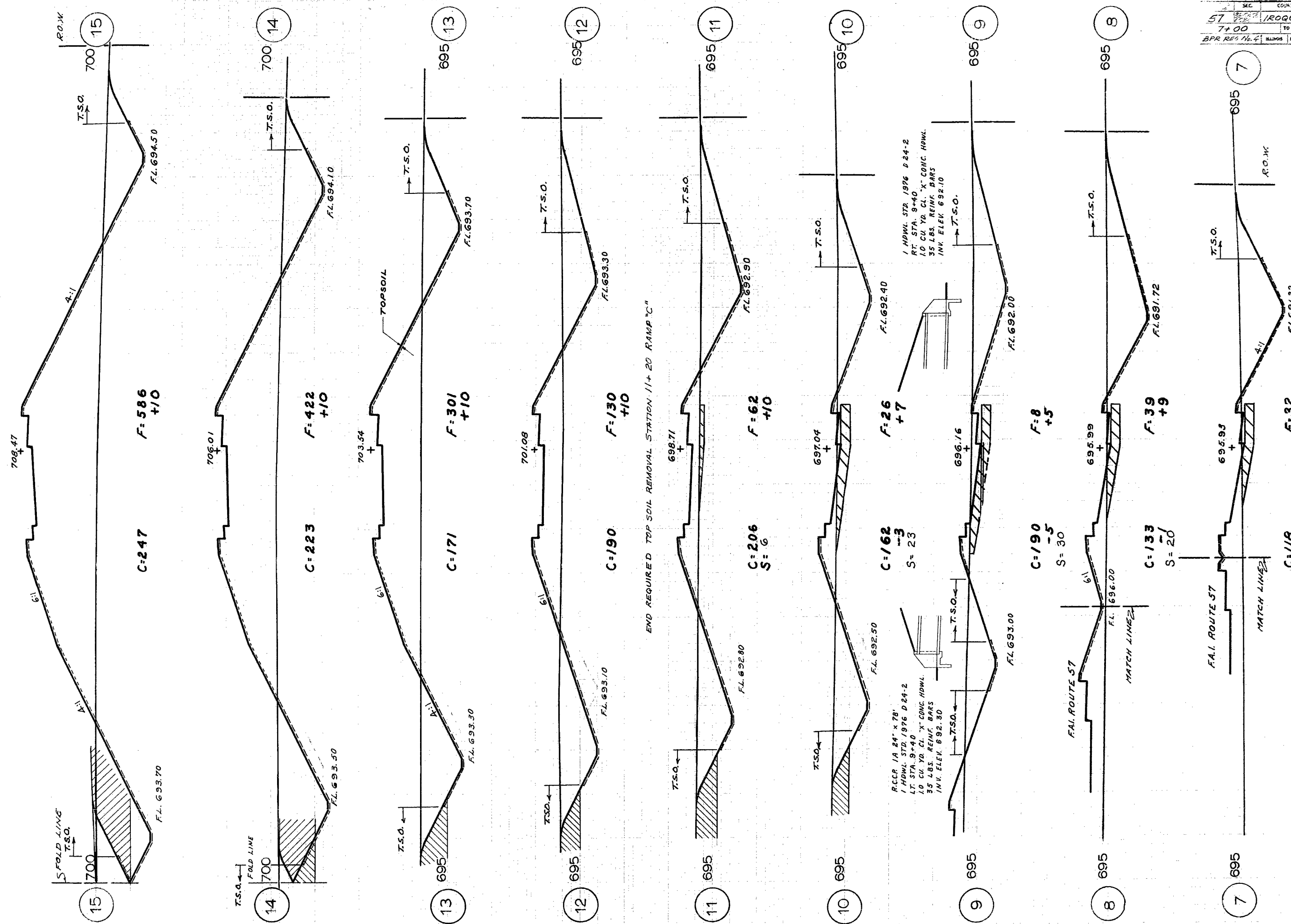


57 120 QUOIS 101 75  
STA 16+00 TO STA 19+00  
BPR REG No. 4 PROJECT 1-57-6C

C.H. RTE. 9 RAMP "B"

100 50 50 100

100 50 0 50 100



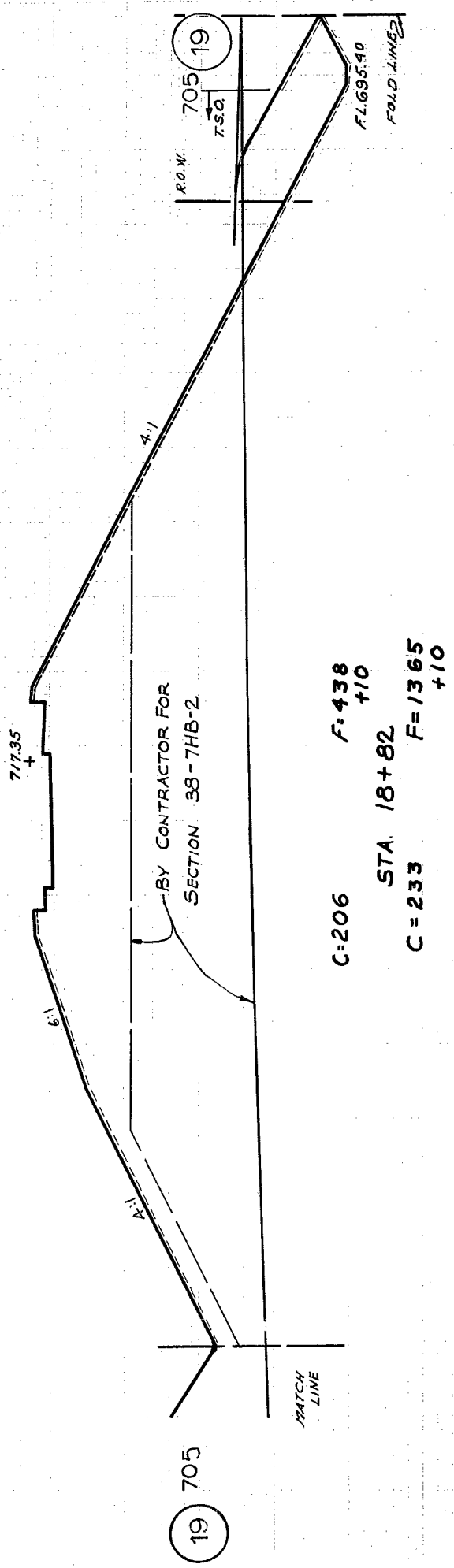
C.H. RTE.9 RAMP "C"

SEC.	COUNTY	PROJECT	DATE
57	ROQUOIS	101	76
7+00		TO STA. 15+00	
BPR RES. No. 4		ILLINOIS PROJECT I-57-6C	

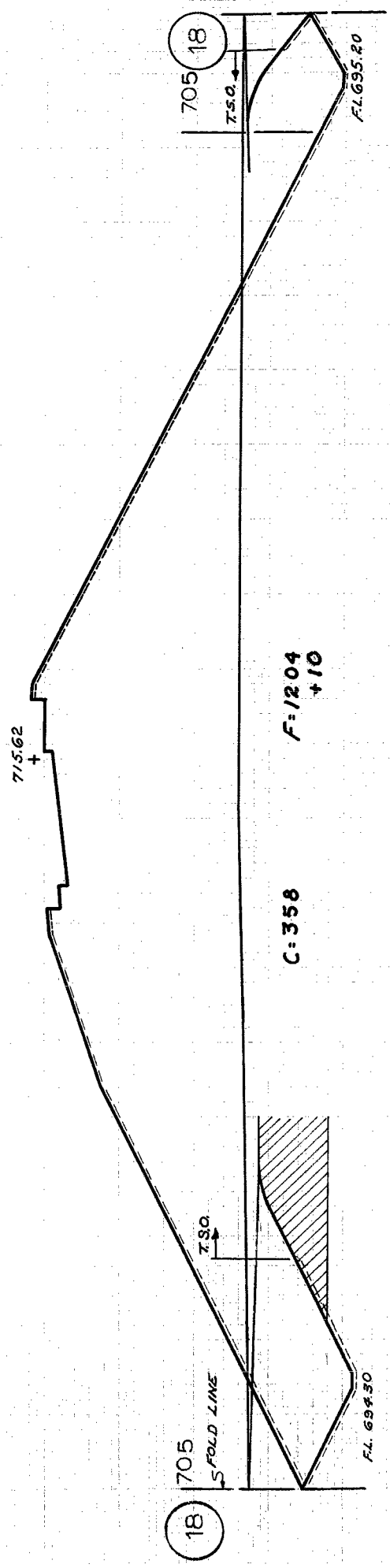
100 50 0 50 100

100 50 0 50 100

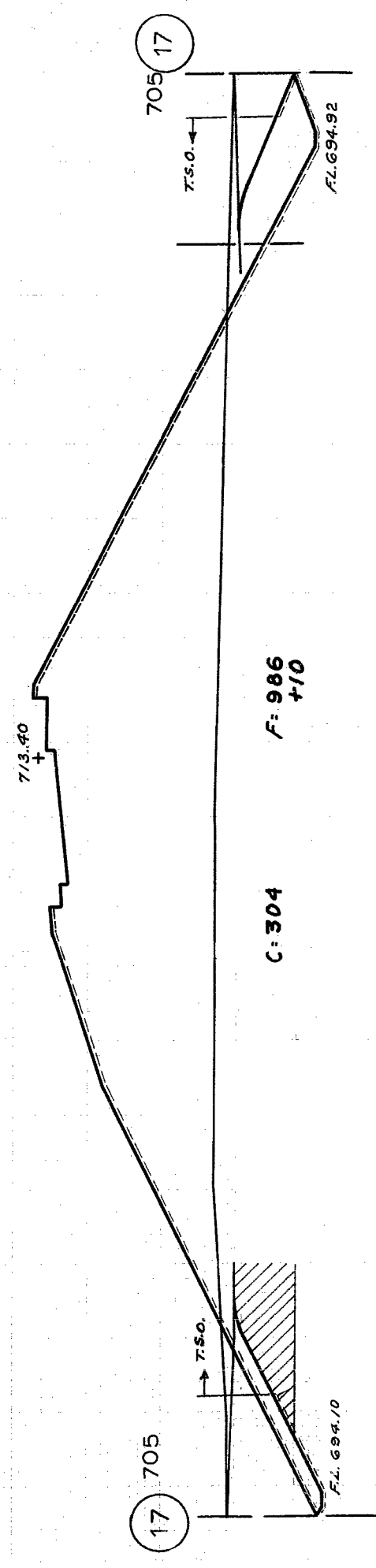
C=0 STA 19+13 F=0 +10



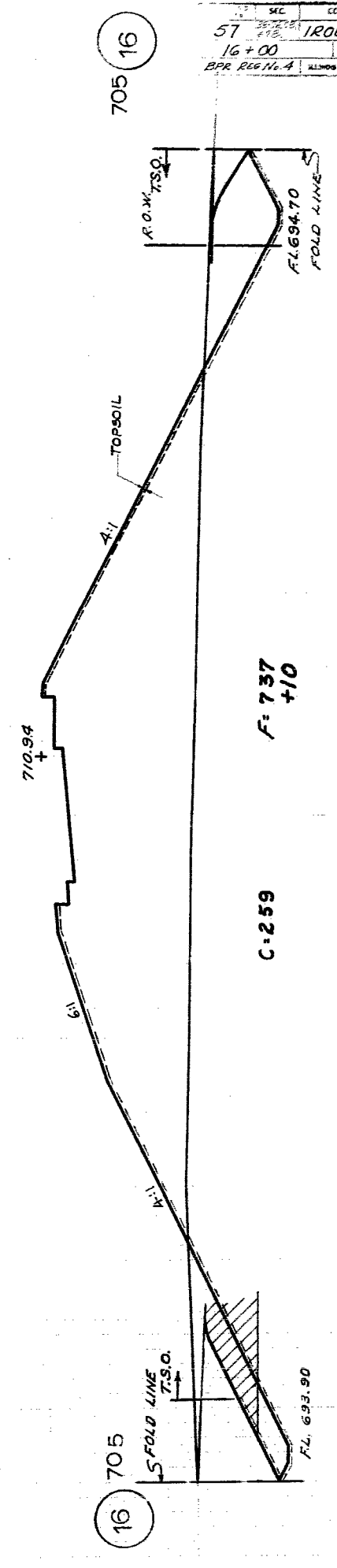
C=206 F=438 +10  
STA. 18+82  
C=233 F=1365 +10



C=358 F=1204 +10



C=304 F=986 +10

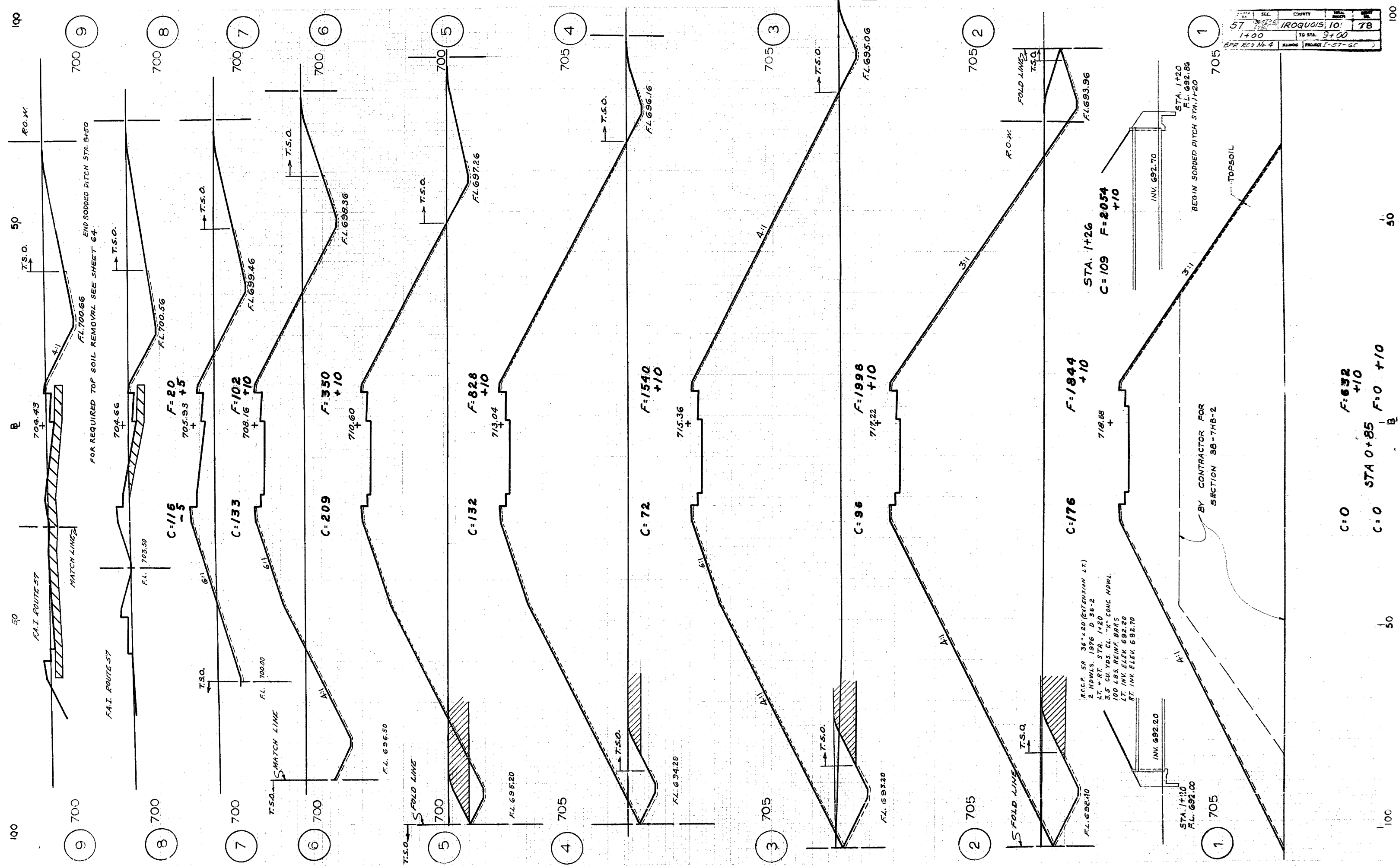


C=259 F=737 +10

C.H. RTE. 9 RAMP "C"

DATE	COUNTY	SHEET NO.	SHEET TOTAL
57	IRROQUOIS	101	77
16+00	TO STA. 19+00		
BPR 26611.4	ALPINE	PROJECT 1-57-6	

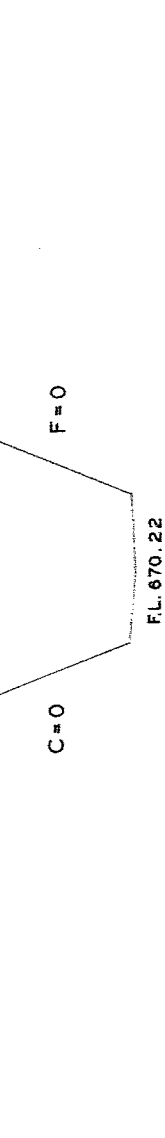
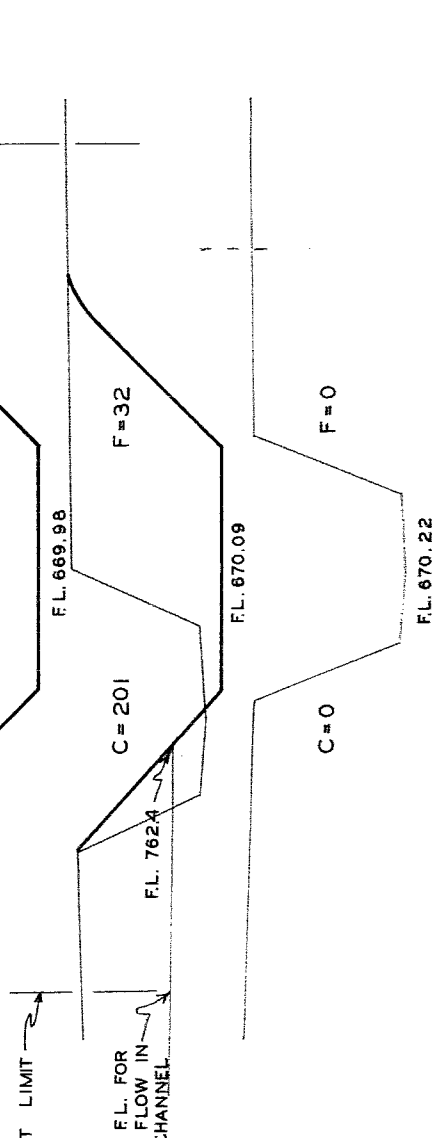
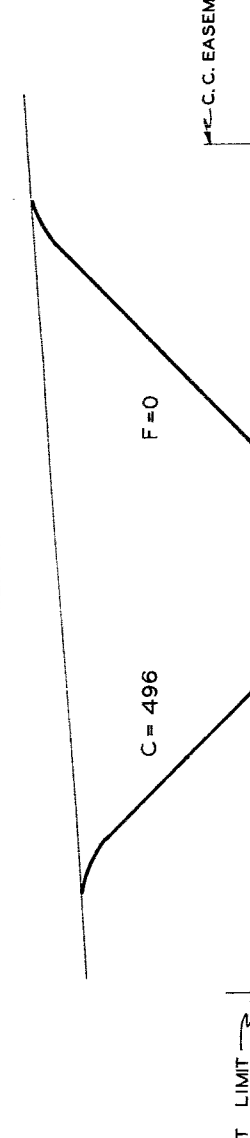
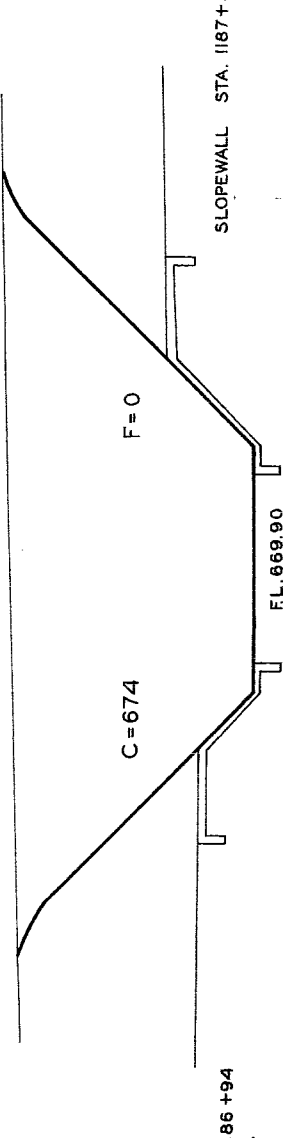
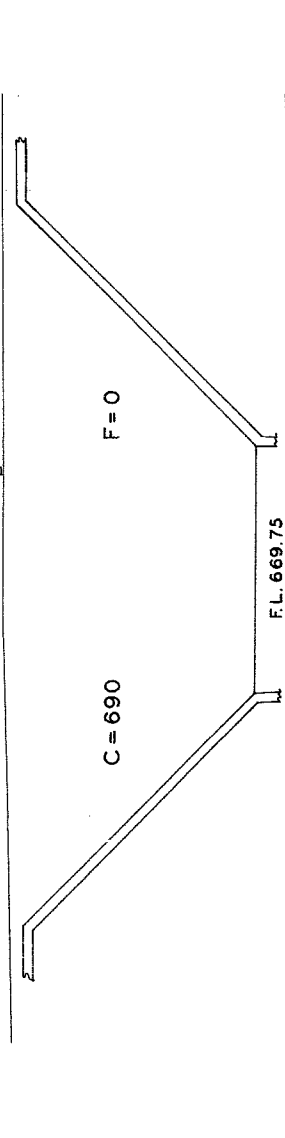
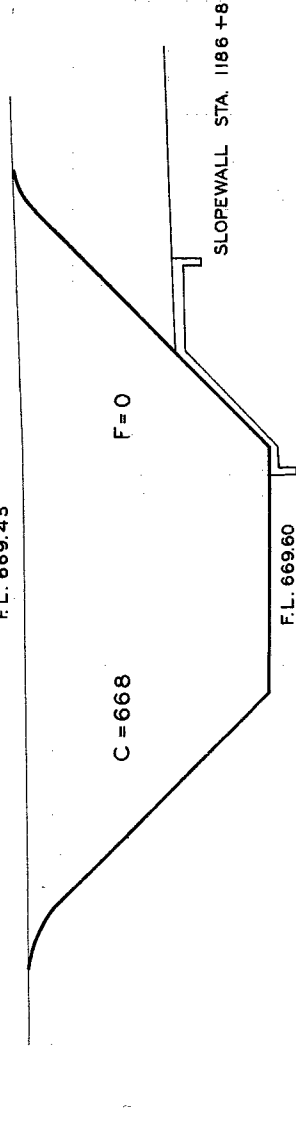
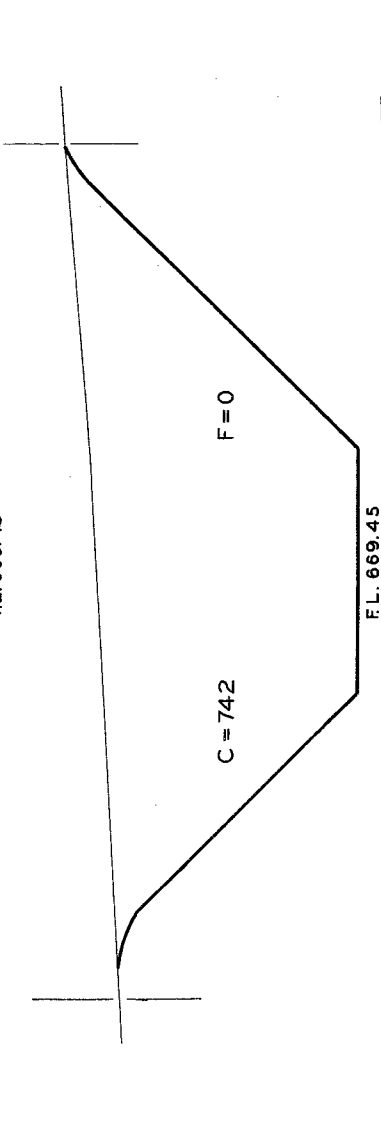
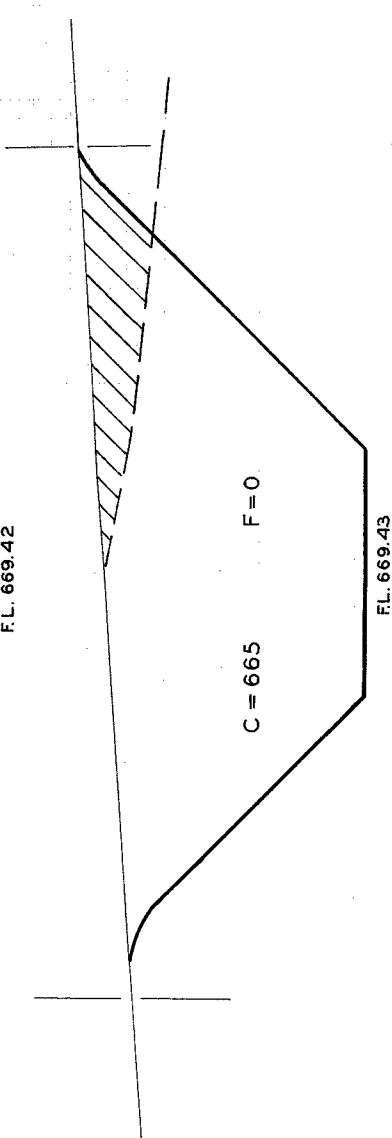
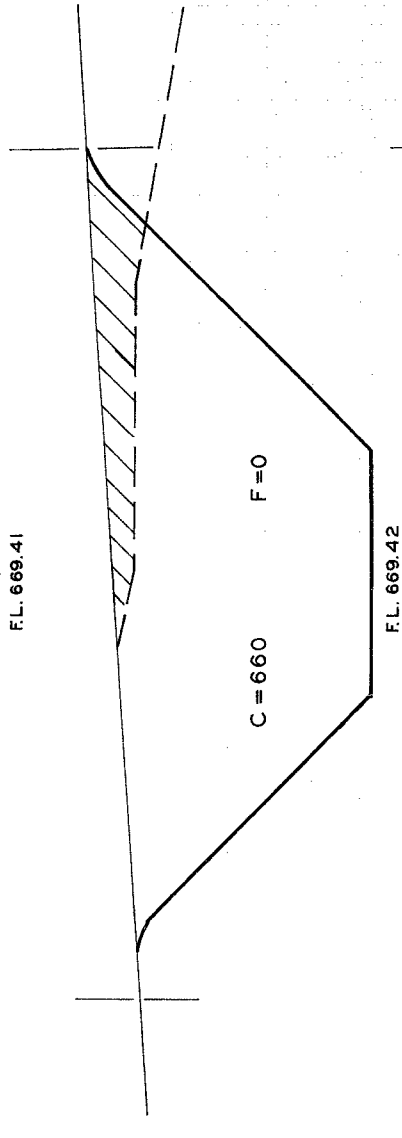
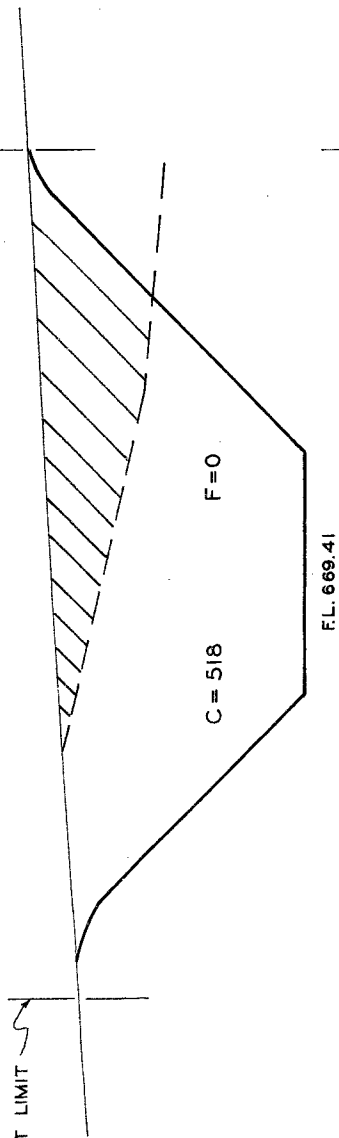
100 50 0 50 100



C.H. RTE. 9 RAMP 'D'

CROSS-HATCHED AREAS EXCAVATION  
BY 38-7HB-1 CONTRACTOR

C.C. EASEMENT LIMIT

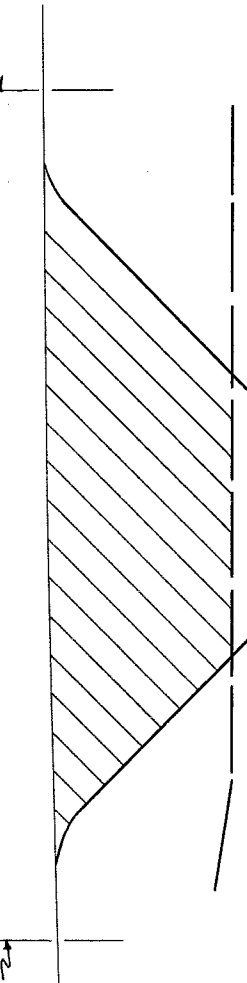


FAI 57 IROQUOIS 10 79

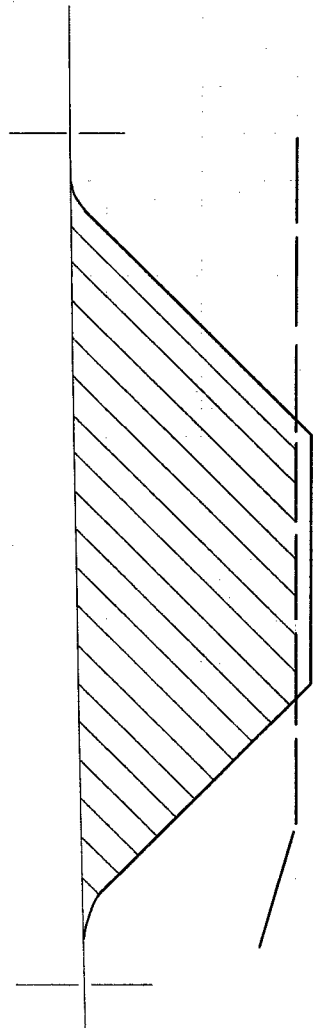


CROSS-HATCHED AREAS EXCAVATION  
BY 38-7HB-1 CONTRACTOR

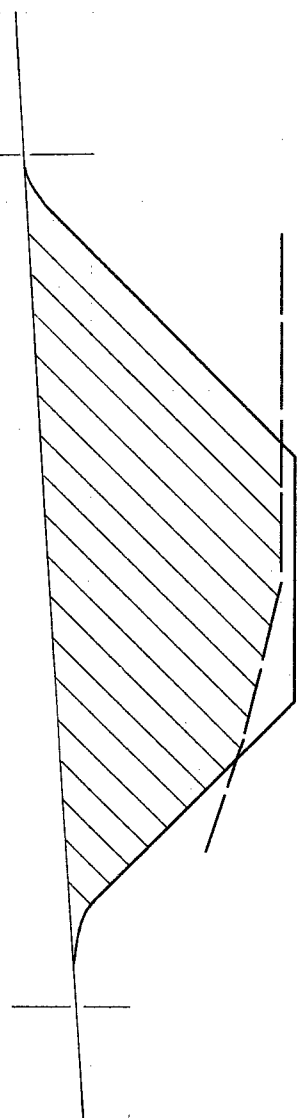
C.C. EASEMENT LIMIT →



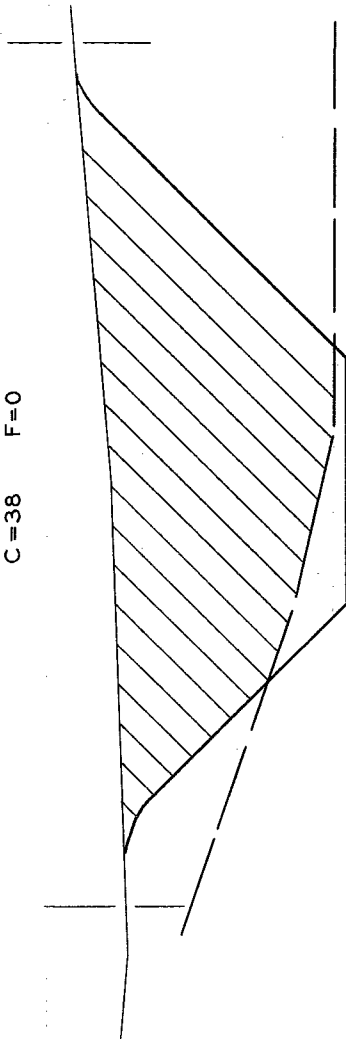
680  
15



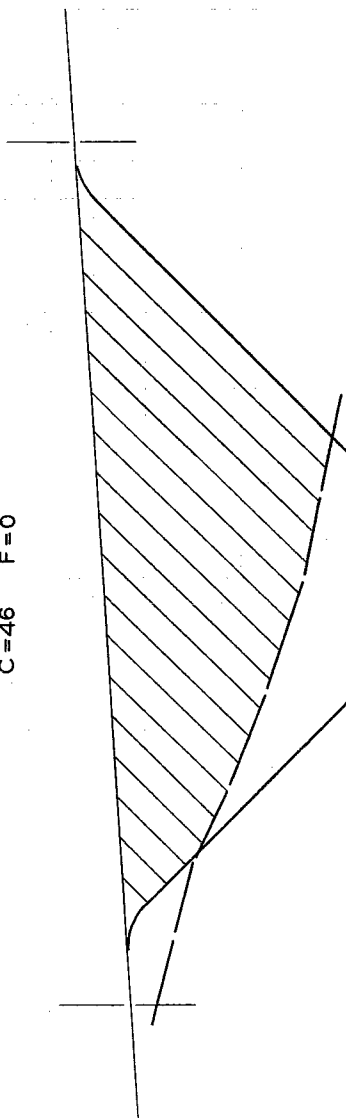
680  
14



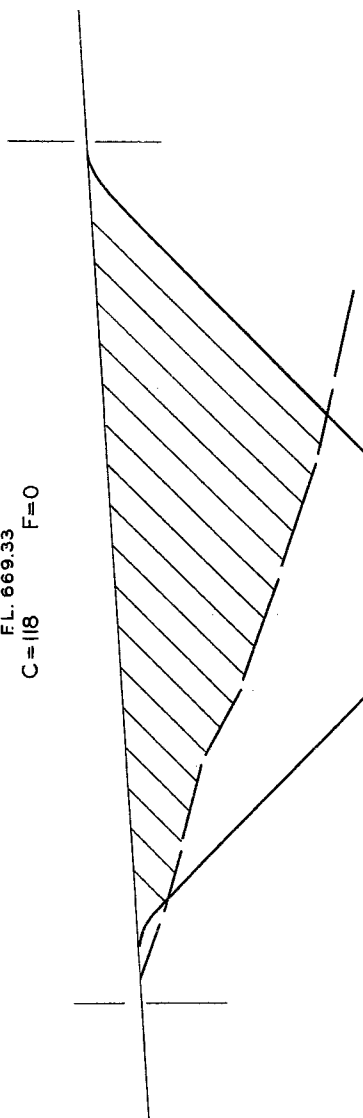
680  
13  
+  
08



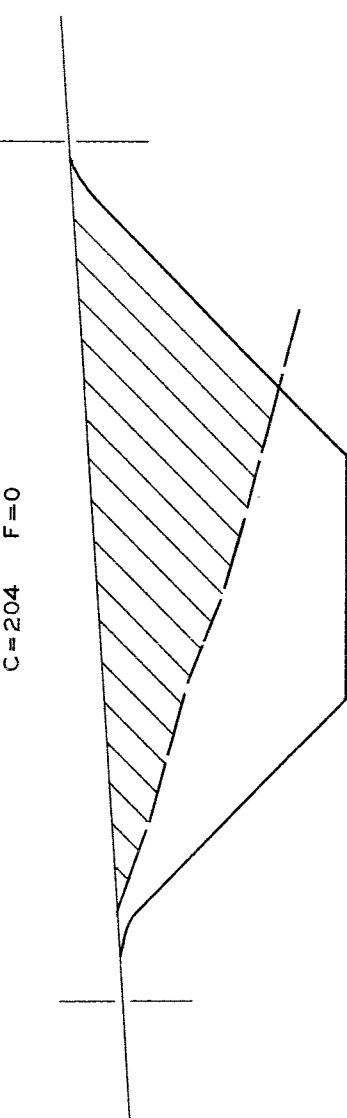
680  
13



680  
12  
+  
81

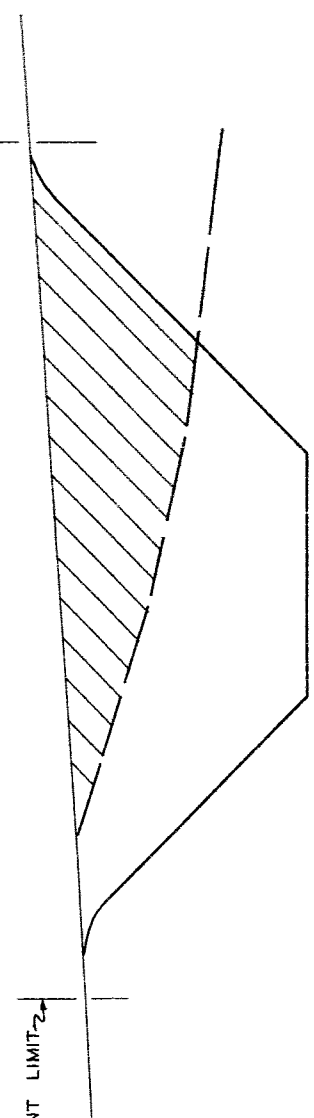


680  
12  
+  
60

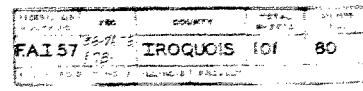


680  
12  
+  
54

C.C. EASEMENT LIMIT →



680  
12  
+  
43



STA. 18+61.32

C=0 F=0

C.C. EASEMENT LIMIT

18  
+  
40

675

C.C. EASEMENT LIMIT

F.L. 668.49  
C=346 F=0

18  
+  
27

675

F.L. 668.51  
C=419 F=0

18  
+  
18

675

F.L. 668.52  
C=308 F=0

18  
+  
11

675

F.L. 668.53  
C=200 F=0

18  
+  
04

675

F.L. 668.54  
C=114 F=0

CROSS-HATCHED AREAS EXCAVATION  
BY 38-7HB-1 CONTRACTOR

18

675

F.L. 668.55  
C=86 F=0

17  
+  
95

675

F.L. 668.56  
C=41 F=0

17

675

F.L. 668.70  
C=37 F=0

C.C. EASEMENT LIMIT

675

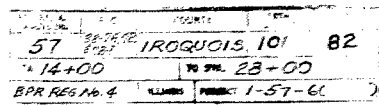
F.L. 668.85  
C=32 F=0

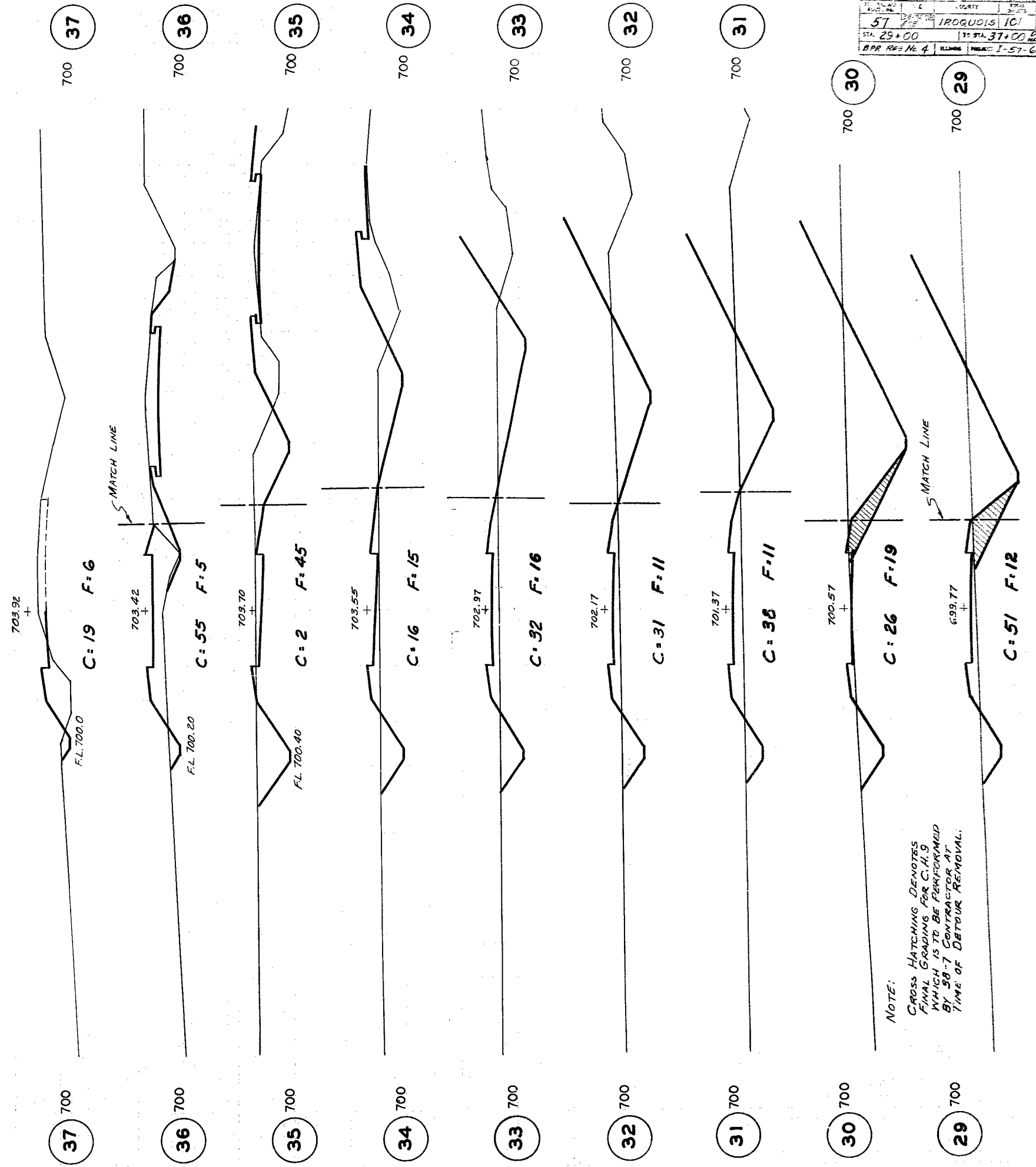
16

675

PROJECT NO.	DATE	BY	CHECKED	APPROVED
EAL 57	08/21/12	IR	IR	IR
COUNTY		SHEET		
IROQUOIS		10		
PROJECT		80 A		

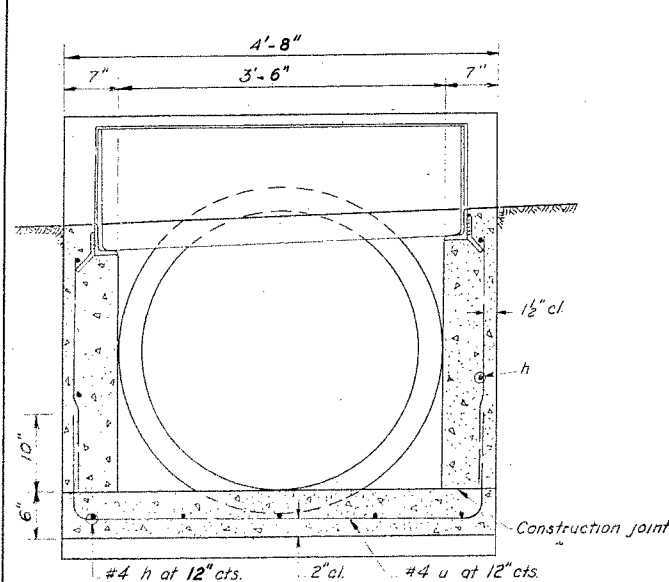






NOTE:  
CROSS HATCHING DENOTES  
FINAL GRADING FOR C.H. 9  
WHICH IS TO BE PERFORMED  
BY 58-7 CONTRACTOR AT  
TIME OF DETOUR REMOVAL.



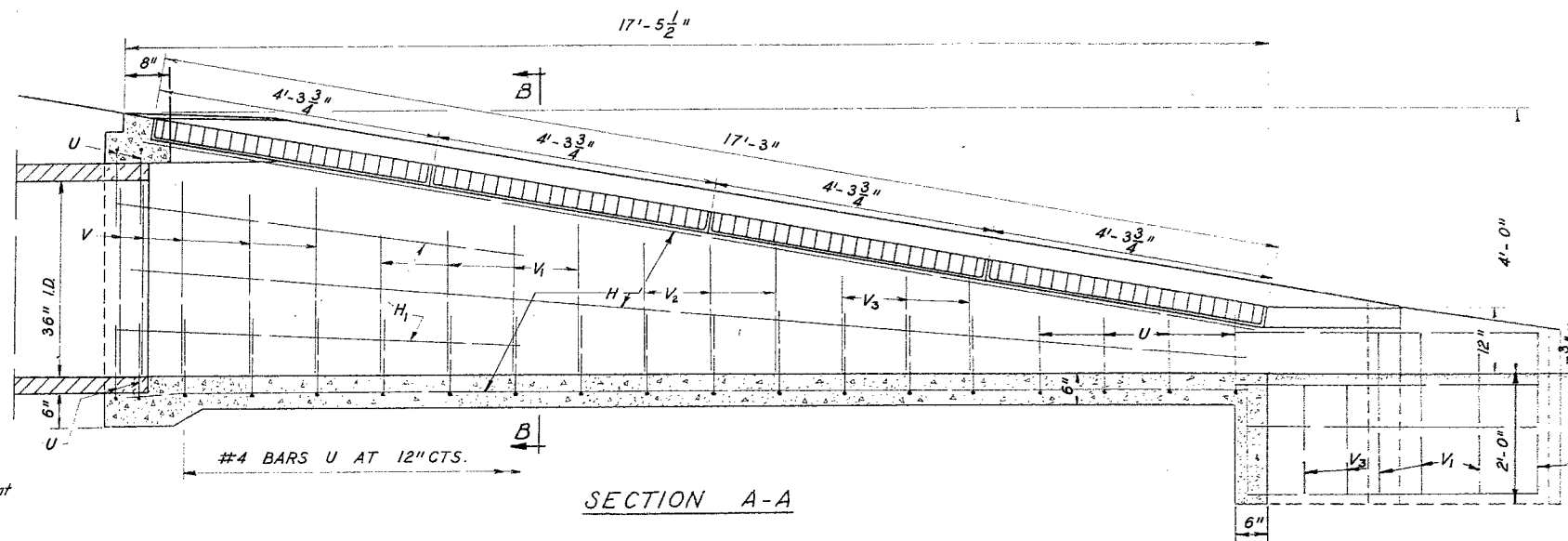


SECTION B-B  
at right angles to centerline of culvert

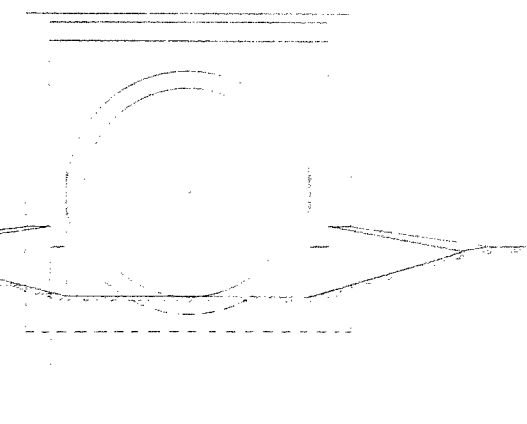
Grind grating to inside  
radius of angle or  
clip corners  $\frac{1}{4}$ "-45°

4" x 3" x  $\frac{1}{2}$ " angle frame  
(See note below)

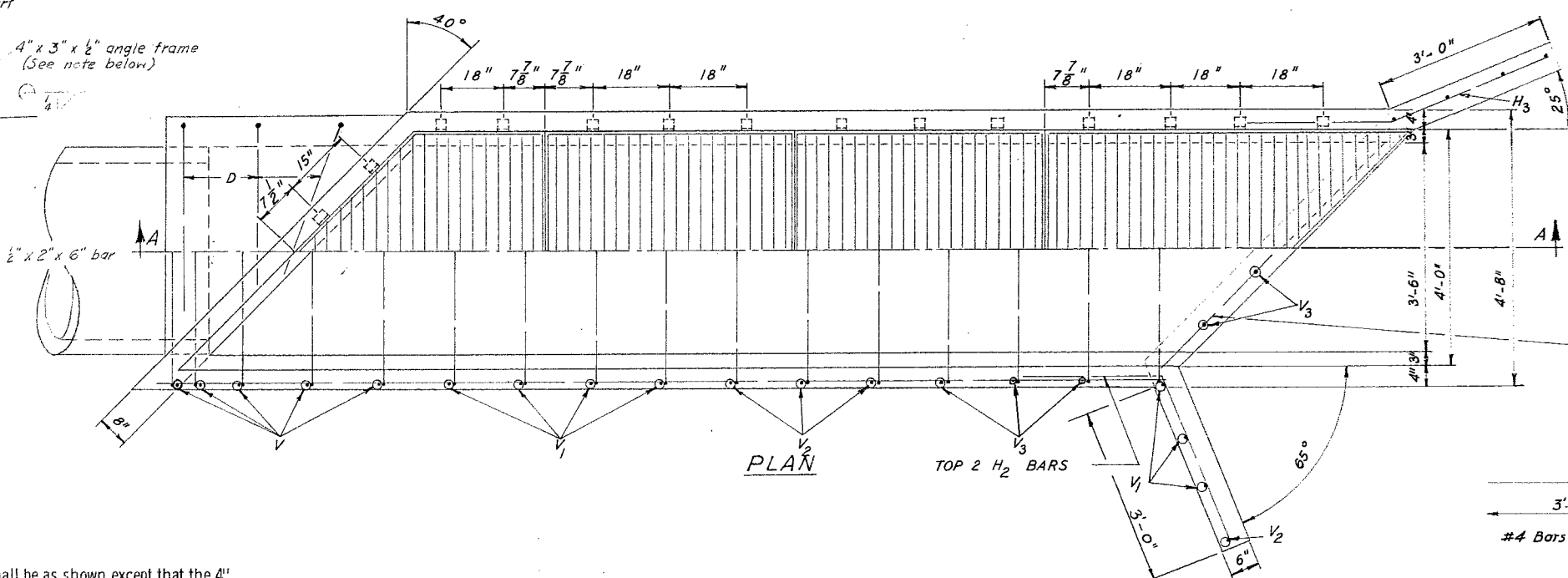
1/2" x 2" x 6" bar



SECTION A-A



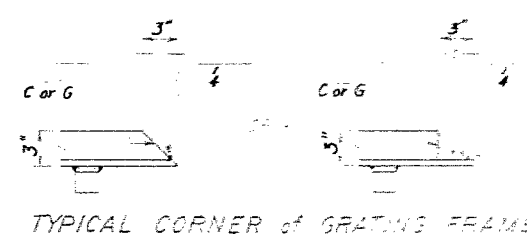
END VIEW  
Grating omitted for clarity



PLAN

TOP 2 H<sub>2</sub> BARS

BTM 2 H<sub>2</sub> BARS



TYPICAL CORNER of GRATING FRAME

NOTE:

The dimensions of the angle iron frames shall be as shown except that the 4" leg dimension may vary according to type of grating used. In all cases, the surface shall be flush with the top of edge of frame, wingwall and headwall. All frames shall be galvanized and anchored in concrete. They shall be factory assembled and all joints shall be welded per detail.

GENERAL NOTES

Class X concrete shall be used throughout.

Exposed edges shall be beveled  $\frac{3}{4}$ ".

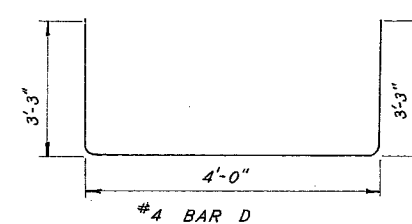
The steel grating shall have the main bearing bars running perpendicular to the centerline of the culvert. The main bearing bars shall have a minimum section modulus of 3.52 inches cube per foot width of grating or designed according to AASHTO Specifications for H-20 loading with a maximum fiber stress of 18,000 psi. The grating shall seat firmly in the frame but shall not be secured to the frame. The length and width of grating shall be such as to leave no more than  $\frac{1}{2}$ " clearance on each side when in place in the frame. The grating shall be cut in such manner that all riveted or welded connections are left intact. Grating shall be approved by the Engineer.

Steel grating and frames shall conform to ASTM designation A-7 or A-36 and galvanized to ASTM designation A-123 after fabrication.

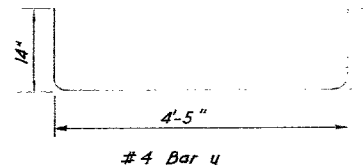
For backfilling and embankment, see Standard Specifications.

All bars shall be lapped 20 diameters unless otherwise specified.

The backs of sidewalls and wings above the top of the footing shall be waterproofed in accordance with Article 51.21 of the Standard Specifications.



#4 BAR D



#4 Bar u

BILL of MATERIAL

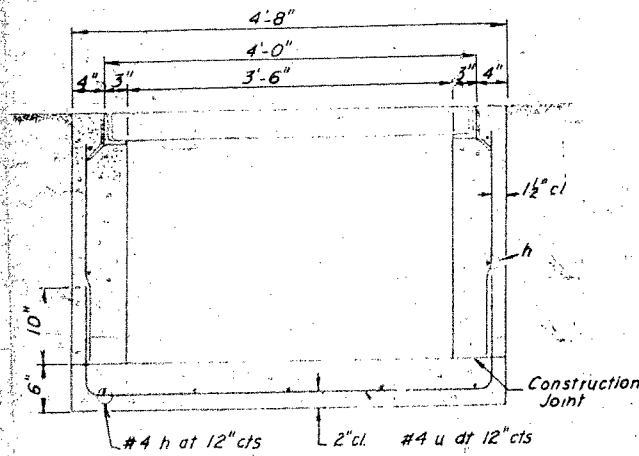
Bar	No.	Size	Length
h	9	#4	17'-0"
h <sub>1</sub>	4	#4	6'-3"
h <sub>2</sub>	4	#4	5'-0"
h <sub>3</sub>	4	#4	5'-0"
u	21	#4	6'-9"
v	10	#4	3'-0"
v <sub>1</sub>	14	#4	2'-6"
v <sub>2</sub>	8	#4	2'-0"
v <sub>3</sub>	10	#4	1'-6"
D	3	#4	10'-5"
Ct Y Concrete	Cu Yds.		4.5
Reinf Bars	Lbs.		326
Steel Grating	Sq. Ft.		573

CONCRETE HEADWALLS FOR  
36" CULVERT WITH 40° SKEW  
STA. 1226+09.63 LT. &  
STA. 1227+81.85 RT.

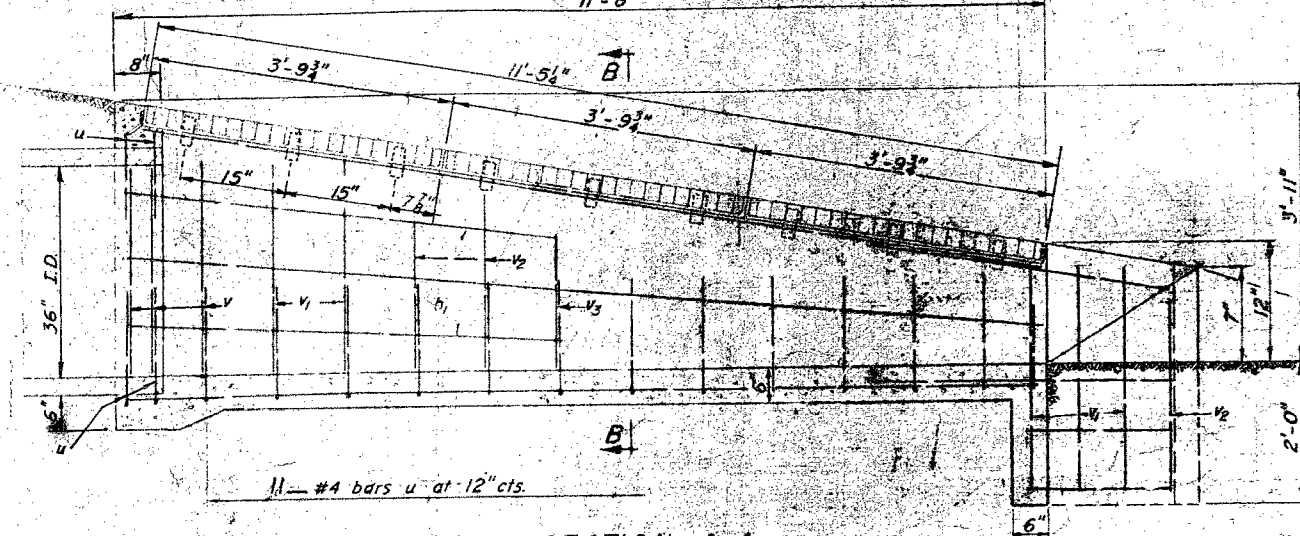


STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

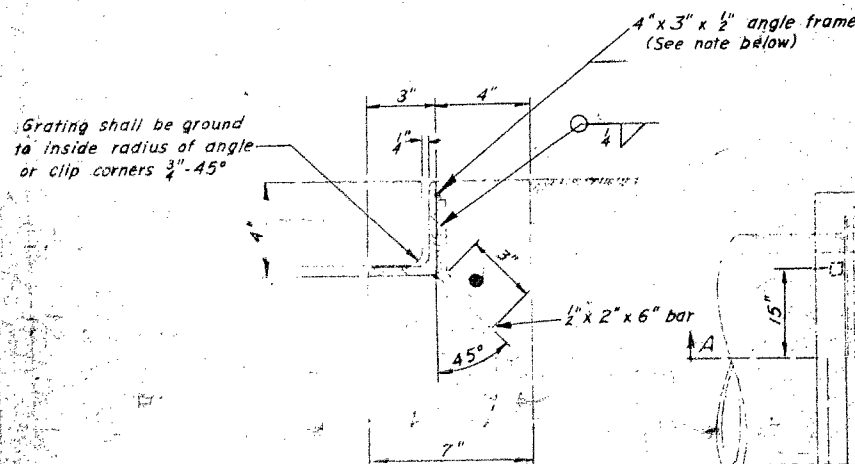
FED. AID RT. NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET TAG
57	38-74	IRROQUOIS	101	86	200000
S.P.R. REG. NO. 4 ILL. PROJECT 1-57-61					



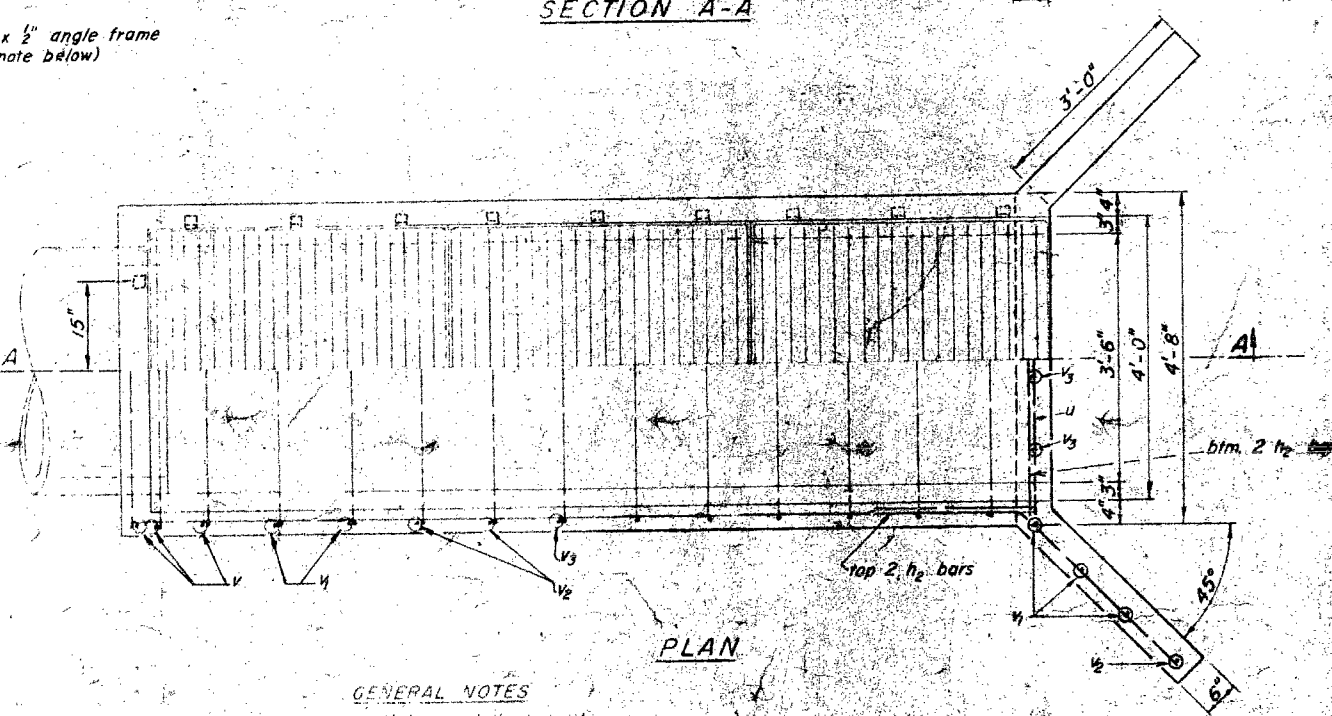
SECTION B-B



SECTION A-A



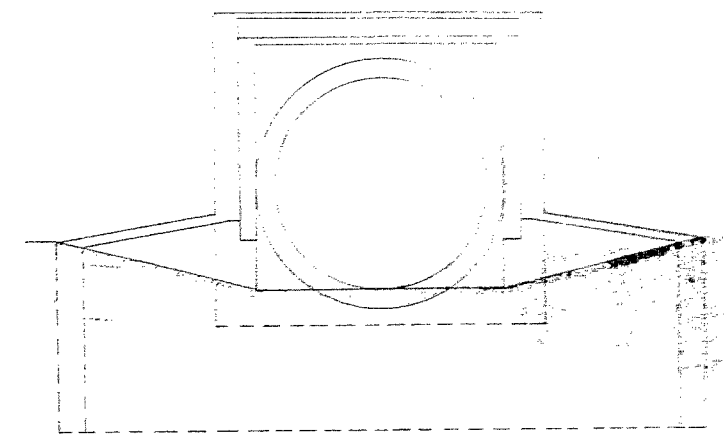
**NOTE:**  
The dimensions of the angle frame shall be as shown except that the 4" x 3" x 1/2" angle may vary according to the grating used. In all cases, the angle shall be fast with the top of edge of frame, wing wall and headwall. The frame shall be galvanized and anchored in concrete. It shall be factory assembled and all joints shall be welded per detail.



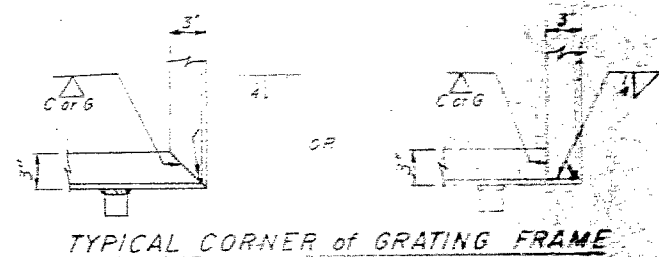
PLAN

**GENERAL NOTES**

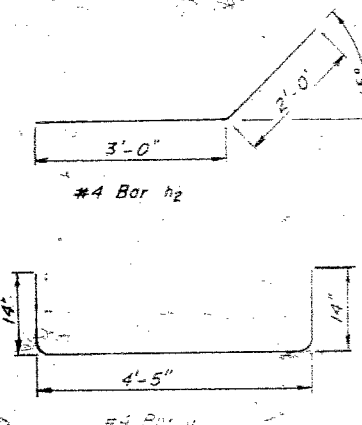
Class-X concrete shall be used throughout.  
Exposed edges shall be beveled 1/4".  
The steel grating shall have the main bearing bars running perpendicular to the center line of the culvert. The main bearing bars shall have a minimum section modulus of 3.52 inches cube per foot width of grating.  
The grating shall seat firmly in the frame but shall not be secured to the frame. The length and width of grating shall be such as to leave no more than 1/2" clearance on each side when in place in the frame. The grating shall be put in such manner that all riveted or welded connections are left in foot. Grating shall be approved by the Engineer.  
Steel grating and frames shall conform to ASTM designation A-7 or A-36 and galvanized to ASTM designation A-123 after fabrication.  
For backfilling and embankment, see Standard Specifications.  
All bars shall be lapped 20 diameters unless otherwise specified.  
The backs of sidewall and wings above the top of the footing shall be waterproofed in accordance with Article 51.21 of the Standard Specifications.



END VIEW  
(Grating omitted for clarity)



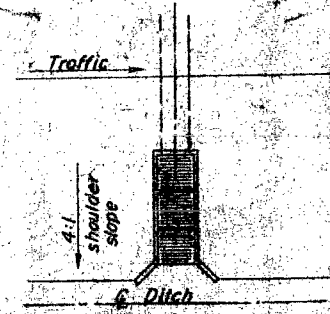
TYPICAL CORNER OF GRATING FRAME



Bar	No.	Size	Length
h	9	#4	4'-5"
h <sub>1</sub>	4	#4	4'-5"
h <sub>2</sub>	8	#4	5'-0"
u	15	#4	6'-9"
v	6	#4	3'-0"
v <sub>1</sub>	10	#4	2'-6"
v <sub>2</sub>	6	#4	2'-6"
v <sub>3</sub>	6	#4	1'-6"
CL. X Concrete	Cu. Yds.		2.0
Reinf. Bars	Lbs		220
Steel Grating	Sq. Ft.		43.8

Lt. Sta. 1058+00

**INLET BOX for 4:1 SHOULDER SLOPE and 36" I.D. CULVERT PIPE**  
(Flow line of pipe same as flow line of ditch and opening at lower end of box.)



Sketch showing location and direction of main bearing bars in relation to ditch.

DESIGNED  
CHECKED  
APPROVED  
DATE