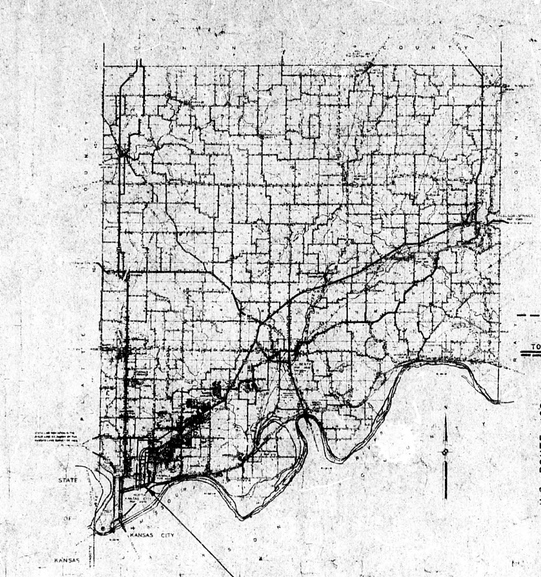
MISSOURI
STATE HIGHWAY COMMISSION
PLAN AND PROFILE
OF PROPOSED
STATE ROAD

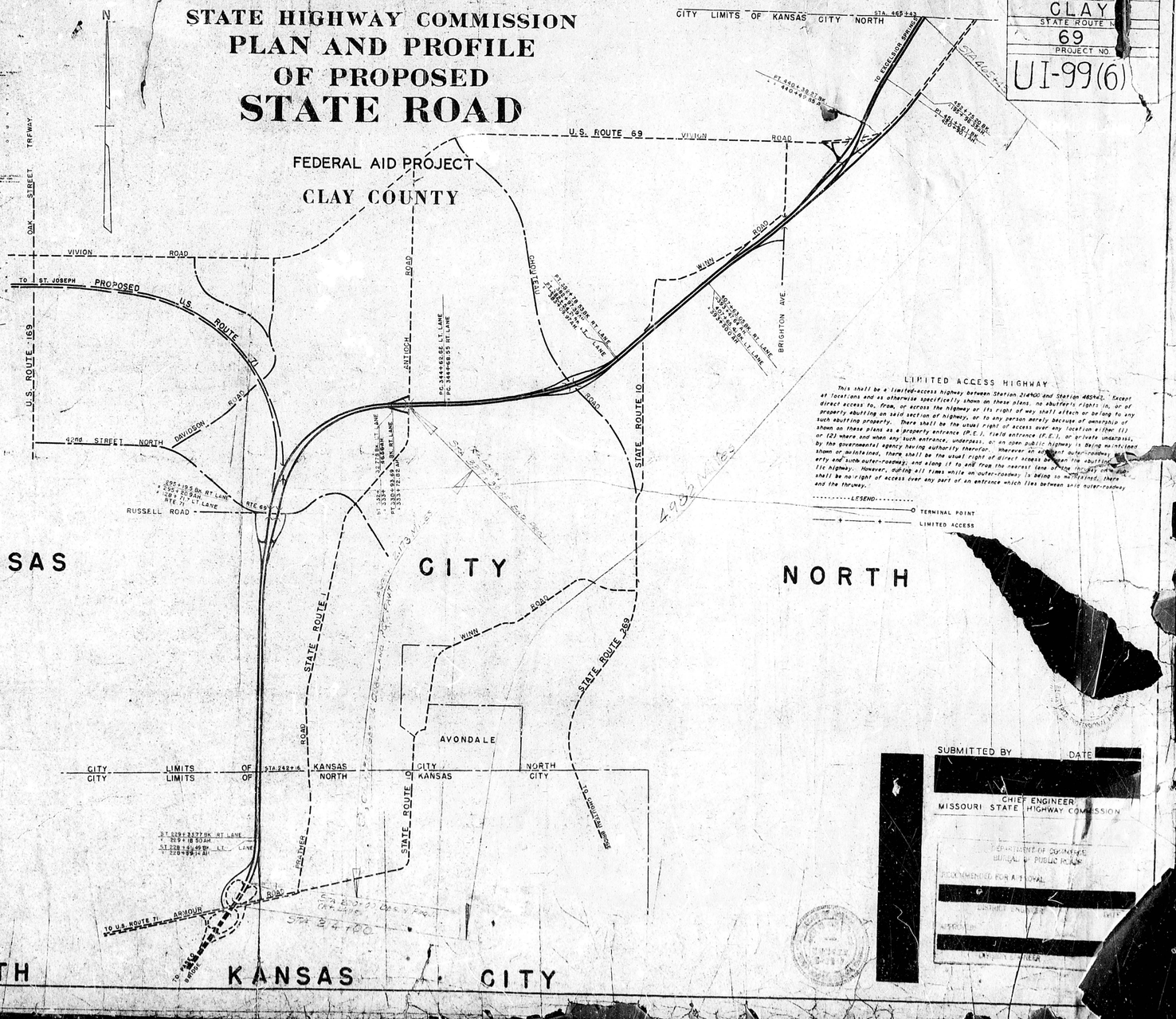
FEDERAL AID PROJECT

CLAY COUNTY

COUNTY CLAY
STATE ROUTE NO. 69
PROJECT NO. UI-99(6)

LOCATION MAP





LIMITED ACCESS HIGHWAY

This shall be a limited-access highway between Station 214+00 and Station 485+43. Except at locations and as otherwise specifically shown on these plans, no abutters rights in, or of direct access to, from, or across the highway or its right of way shall attach or belong to any property abutting on said section of highway, or to any person merely because of ownership of such abutting property. There shall be the usual right of access over any location either (1) shown on these plans as a property entrance (P.E.), field entrance (F.E.), or private underpass, or (2) where and when any such entrance, underpass, or an open public highway is being maintained by the governmental agency having authority therefor. Wherever an interchange outer-roadway is shown or maintained, there shall be the usual right of direct access between the abutting property and such outer-roadway, and along it to and from the nearest lane of the through traffic highway. However, during all times while an outer-roadway is being so maintained, there shall be no right of access over any part of an entrance which lies between said outer-roadway and the highway.

LEGEND

TERMINAL POINT

LIMITED ACCESS

LEGEND

PROPOSED CONSTRUCTION

EXISTING FEDERAL AND STATE ROUTES

CITY STREETS AND PROJECTS

CONVENTIONAL SIGNS

STATE AND NATIONAL LINE	LEVEE
COUNTY LINE	CULVERTS
CITY, VILLAGE OR BOROUGH	DROP INLET
TOWNSHIP LINE	TROLLEY POLE
SECTION LINE	POWER POLE
GRANT LINE	TELEPHONE OR TELEGRAPH POLE
FENCE LINE	MARSH
GUARD RAIL	HEDGE
UNFENCED PROPERTY	
RIGHT OF WAY LINE	GROUND ELEVATION
TRAVELED WAY	
RAILROADS	GRADE ELEVATION
RETAINING WALL	SURFACE LINE
BASE OR SURVEY LINE	GRADE LINE

SUBMITTED BY [redacted] DATE [redacted]

CHIEF ENGINEER
MISSOURI STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
RECOMMENDED FOR APPROVAL

[redacted]

DISTRICT ENGINEER

[redacted]

ENGINEER

4138

488

UI 99(6) 3
CLAY 69
FINAL PLANS

SE 1/4 NW 1/4 SEC. 13
T. 50 N. R. 33 W.

NE 1/4 NW 1/4 SEC. 13
T. 50 N. R. 33 W.

NE 1/4 SW 1/4 SEC. 13
T. 50 N. R. 33 W.

NORTH KANSAS CITY
POP. 6000 (1954)

QUEBEC

22ND AVE.

WOODLAND AVE.

ARMOUR RD.

RAMP B

RAMP C

BASELINE RAMP A

BASELINE RAMP D

BRIDGE (BY OTHERS)

STA. 220+00 15 A POINT 2170' EAST & 2180' SOUTH OF N.W. COR. SEC. 13 T 50 N R 33 W

NOTE: SEE SPECIAL SHEET NO'S 2-6 INCL. FOR PAVING LAYOUT OF RAMPS.

SEE SHEET NO. 8 FOR RAMP ALIGNMENTS.

R/W CURVE DATA
R. 705.96'
Δ 30°
L. 389.64'

R/W CURVE
Δ 47°44'53"
L. 629.61'
R. 755.51'

Rl. 222+05.13 LT. LANE
Rl. 222+97.41 RT. LANE
Δ 350°50" LT.
Dc 3°10'
Ts. 673.02'
Lc. 909.38'
Ls. 200.00'
Rc. 1809.34'
S.E. 0.05 FT.

Sta. 222+56 - Ll Lane
Built 12"+52' R.C.P. Culv.
36E Drop Inlet Rl.
Conc. U-Gutter Ll.

Sta. 227+70 Ll Lane
Built 12"+77' R.C. Culv.
Skew 10° Rlt A
36E Drop Inlet Rl. Ll
Conc. U-Gutter Ll.

STA. 227+70 BLT X-OVER
STA. 228+20 LT. LT. LANE
BLT. CROWN P.E.

N. K. C. Development Co.
21.534 Ac. New R/W
2.421 Ac. R/W in Old Rds or Str.
0.115 Ac. Ch. Easement
0.299 Ac. Constr. Easement

LEVEE R/W

STA. 228+80 LT. LANE
24'-6" x 15'-5" SPEC. RIGID FRAME
SKEW 19° L.A. SEE DRWG. # L 605

+40 CL. A UNDERDR.
+20 CL. A. UNDERDR.
+25 CL. A. UNDERDR.
+65 CL. A UNDERDR.
+00 CL. A UNDERDR.
+00 CL. A. UNDERDR.

36E D.I.
12" PIPE
36E-D.I.
C 12" Pipe

CONSTR. EASE.

CHAIN LINK FENCE TYPE GATES

CONC. GUTTER

STA. 220+00 RT LANE
BEGIN PROJ. UI 99(6)

STA. 221+40 LT. LANE Built 24"x 122" R.C.P. CULV. EXT. Ll. 60° L.A. SKEW C-230 RB HW Ll.

STA. 227+60 RT. (RT LANE) BUILT CROWN P.E.

C. S. Foreman Co. 1.99 Ac. R/W.

1/4 SEC. LINE

LEVEE DISTRICT

+15 C/L LEVEE (RT LANE)

+60 C/L DITCH (RT LANE)

HILLSIDE ADDITION

Sta. 230+32 Rl. Lane
Built 12"+55' R.C.P. Culv.
36E Drop Inlet Ll.
C-230 R.C. Hdwl. Rl.

Sta. 232+95 - 235+15 12" Rl. of Rl. Ln.
Built 100'+220' C.M.P. Multiplate (12 Guage) Culv. (No manufactured ends)

Sta. 235+20 Rl. of Rl. Ln.
Built 18"+58' Bituminous Coated C.M.P. downspout.

Sta. 237+00 Parkway
Built 12"+32' R.C. Rlt.
Between 36E Drop Inlet & Outlet in 9'8' Conc. x-Rd. Culv.

STA. 236+70 C/L PARKWAY
D.A. 550 AC. OF 0.5 LAND
BLT. C 529 9'x8' CON. CULV.
SKEW 25° L.A.

Rl. Lane Profile

200' VC
M=0.44

BM #1 ☐ on N.E. corner D.I. 24' Rl
Sta. 220+00 Lt. Ln. EL. 761.65

BM #2 ☐ on S.E. corner east hdwl. conc. box culv. Sta. 228+80 EL. 759.78

BM #3 S.E. corner hdwl. conc. box culv. Sta. 236+1 EL. 774.12

| | | |

UI 99(6) 3

CLAY 69

FINAL PLANS

SE 1/4 NW 1/4 SEC. 13
T. 50 N. R. 33 W.

NE 1/4 NW 1/4 SEC. 13
T. 50 N. R. 33 W.

NE 1/4 SW 1/4 SEC. 13
T. 50 N. R. 33 W.

NORTH KANSAS CITY
POP. 6000 (1954)

HILLSIDE ADDITION

QUEBEC

22ND AVE.

WOODLAND AVE.

ARMOUR RD.

BASELINE RAMP A

BASELINE RAMP D

RAMP C

BRIDGE (BY OTHERS)

STA. 220+00 IS A POINT 2170' EAST & 2180' SOUTH OF N.W. COR. SEC. 13 T 50 N R 33 W

NOTE: SEE SPECIAL SHEET NO'S 2-6 INCL. FOR PAVING LAYOUT OF RAMPS.

SEE SHEET NO. 8 FOR RAMP ALIGNMENTS.

See Sheet 3

R/W CURVE DATA
R. 705.96'
Δ 30°
L. 389.64'

P.I. 222+05.13 LT. LANE
P.I. 222+97.41 RT. LANE
Δ 35°07'50" LT.
Dc 3°10'
Ts. 673.02'
Lc 909.38'
Ls. 200.00'
Rc. 1809.34'
S.E. 0.05'/FT.

STA. 227+74 BLD X OVER
STA. 227+74 LT. LT. LANE
BLD. CROWN P.E.

N. K. C. Development Co.
21.594 Ac. R/W in New R/W
2.421 Ac. R/W in Old Rds. or Str.
0.115 Ac. Ch. Or. Easement
0.299 Ac. Constr. Easement

STA. 228+80 LT. LANE
18'x15' SPEC. RIGID FRAME
SKEW 19° L.A. SEE DRWG. # L 605

STA. 220+00 RT LANE
BEGIN PROJ. UI-99(6)

STA. 221+40 LT. LANE
BLD. 24" R.C.P. CULV. EXT. WITH HDW'LL.
60° L.A. SKEW

STA. 227+80 RT. (RT. LANE)
BUILD CROWN P.E.

STA. 236+70 C/L PARKWAY
D.A. 550 AC. OF 0.5 LAND
BLD. C 529 9'X8' CON. CULV.
SKEW 25° L.A.

C. S. Foreman Co.
1.990 Ac. R/W

NOTE: SEE SPECIAL SHEET NO'S 2-6 INCL. FOR PAVING LAYOUT OF RAMPS.

SEE SHEET NO. 8 FOR RAMP ALIGNMENTS.

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R/W MONUMENTED — NOTE BOOK — NO. — BY — DATE

PROFILE — SURVEYED / PLOTTED / ELEVATIONS CHECKED / ELS. M.S. NOTED / STRUCTURE NOTES CHECKED — NOTE BOOK — NO. — BY — DATE

PLATE 1—PLAN-PROFILE C. P. R. & R. E. STANDARD
© S. B. I.E. Chicago

UI 99(6) 4

CLAY 69

FINAL PLANS

SUNSET HILL

NORTH WAYNE

SE 1/4 SW 1/4 SEC. 12 T.50N. R.33W.

NE 1/4 SW 1/4 SEC. 12 T.50N. R.33W.

KANSAS CITY NORTH

POP. 456622

N. WOODLAND

HILLSIDE

ADDITION

NORTH HIGHLAND

NORTH WOODLAND

Sta. 246+57 Lt. Lane Built 18"x68' R.C.P. Culv. 36 E Drop Inlet Rt. Conc. U-Gutter Lt.

Sta. 249+75 Lt. to Built 6"x60' Main C.M.P. Underdrain

Sta. 241+35 Lt. Lane Built 12"x75' R.C.P. Culv. C-230 RB Hdwl. Lt. 36 E Drop Inlet Rt.

Sta. 251+97 Lt. Lane Built 18"x78' R.C.P. Culv. C-230 RC Hdwl. Lt. 36 E Drop Inlet Rt.

Sta. 257+18 Lt. Lane Built 12"x69' R.C.P. Culv. 36 E Drop Inlet Rt. Conc. U-Gutter Lt.

Sta. 262+70 Lt. Lane Built 12"x76' R.C.P. Culv. 36 E Drop Inlet Rt. Conc. U-Gutter Lt.

Sta. 268+00 Lt. Lane Built 18"x85' R.C.P. Culv. 36 E Drop Inlet Rt. C-230 R.C. Hdwl. Lt.

Sta. 265+67 & Parkway Built 18"x196'5.18"x88' R.C.P. 36-D Drop Inlet Rt. C-230 RB Hdwl. Lt. Skew 25° R/A D.A. 15 Ac. 0.6

Conn Withers 21.855 Ac. R/M

STA. 257+90 C/L PARKWAY C 530 3'x3' CON. CULV. SKEW 30° R.A. D.A. 80 AC. OF 0.A LAND

Sta. 253+61.0 & Pkwy +2.10 E Sewer

Sta. 257+64.0 E Pkwy +2.30 E Sewer

10" Sewer Pipe By Others

Sta. 233+46 & PKWY. Built 30"x198' R.C.P. Culv. C-230 RC Hdwl. Rt. C-230 RB Hdwl. Lt. D.A. 30 Ac. 0.6

Sta. 246+34 & PKWY. Built 24"x207' R.C.P. Culv. C-230 RB Hdwl. Lt. 36-D Drop Inlet Rt. D.A. 15 Ac. 0.6

Conn Withers

Joe Di Lorenzo

Joe Di Lorenzo 1.768 Ac. R/W

N.K.C. Developement Co.

SE. COR. SW. 1/4 SEC. 12

+40.1 CTR. SEC. 12

DAM

CONC. U. GUTTER

36 E D.I.

36 D D.I.

12" PIPE

Right Lane Profile

BM#1 ☐ on S.W. corner east hdwl. 36D D.I. Sta. 246+34 Rt. Ela. Fl. 802.51

BM#5 ☐ on S.E. corner east hdwl. culv. Sta. 653+46 El. 815.79

BM#6 ☐ on N.W. corner D.I. Sta. 266+00 El. 849.20

SE 1/4 SW 1/4 SEC. 12
T. 50 N. R. 33 W.

KANSAS CITY NORTH
POP. 456622

NE 1/4 SW 1/4 SEC. 12
T. 50 N. R. 33 W.

U I 99(6) 40
CLAY 69

FINAL PLANS
SUNSET HILL
NORTH WAYNE

NORTH HIGHLAND

NORTH WOODLAND
+40.1 CTR. SEC. 12

N. WOODLAND
HILLSIDE
ADDITION

N.K.C. Developement Co.

Joe Di Lorenzo
1.768 Ac. R/W

Conn Withers
21.855 Ac. R/W

See Sheet 4

STA. 246+34 C/L PARKWAY

STA. 253+46 C/L PARKWAY

STA. 257+90 C/L PARKWAY
C 530 3'x3' CON. CULV.
SKEW 30° R.A.
D.A. 60 AC. OF 0.6 LAND

STA. 265+67 C/L PARKWAY
14' PIPE CULV. WITH HDW LL, LT. & DI. RT.
SKEW 25° R.A.
D.A. 5 AC. OF 0.8 LAND

PLATE 1—PLAN-PROFILE O P R & B E STANDARD
U. S. BLDF. Chicago

UI 99(6) 5

CLAY 69

FINAL PLANS

SE 1/4 SW 1/4 SEC. 1 T. 50N. R. 33W.

SE 1/4 NW 1/4 SEC. 12 T. 50N. R. 33W.

NE 1/4 NW 1/4 SEC. 12

SUNSET HILL

WAYNE AVE.

NORTH WOODLAND

1/4 SEC. LINE

39TH ST. N.

RUSSELL RD.

ROUTE 71

SUNSET HILL TRACTS

NW 1/4 NE 1/4 SEC. 12 T. 50N. R. 33W.

SW 1/4 NE 1/4 SEC. 12 T. 50N. R. 33W.

SW 1/4 SE 1/4 SEC. 1 T. 50N. R. 33W.

Sta. 272+46 ℄ Parkway Built 24"x 175' R.C.P. Culv. C-230 RC HWL, RB H.W. Rl. D.A. 5 Ac. 0.6

Sta. 273+60 Lt. Lane Built 12"x 70' R.C.P. Culv. 36 E Drop Inlet Rl. Conc. U. Gutter Lt.

Sta. 275+12 ℄ Parkway Built 36"x 242' R.C.P. Culv. Skew 45° R/A C-230 RB Hdwls. Rl. Rl. D.A. 50 Ac. 0.6

Sta. 278+68 Rt. Lane Built 15"x 208' R.C.P. Culv. 36 E Drop Inlet Lt. C-230 RC Hdwl. Rl.

Sta. 281+65 Rt. Lo. Built 15"x 166' R.C.P. Pipe 36 Gas Line Conduit Skew Rt.

Sta. 282+34 ℄ Lt. Lane Built 42"x 71' R.C.P. Culv. Skew 45° R/A 36 G Dr. Lt., C-230 RC HW. Rl.

Sta. 284+00 Rt. Lane Built 18"x 232' R.C.P. Culv. 36 E Drop Inlet Lt. C-230 RC Hdwl. Rl.

Sta. 284+72 Rt. Lane Built 15"x 213' R.C.P. Culv. 18° skew R/A C-230 RC Hdwls. Rl. Rl. Lt.

Sta. 295+40± Lt. Lane Built 12"x 37' R.C.P. Culv. 36 G Drop Inlets Rl. Rl. Lt.

Sta. 295+41 L. - 296+00 Lt. Lo. Built 12"x 39' R.C.P. Culv. From D.I. to Outlet Rl.

Sta. 295+61 Rt. Lo. Built 12"x 29' R.C.P. Culv. From D.I. to Outlet Lt.

Sta. 295+65 Rt. Lo. Built 12"x 37' R.C.P. Culv. 36 G Drop Inlets Rl. Rl. Lt.

EQUATION 294+15.1 Bk. = 294+13.55 Ah.

EQUATION 295+60.15 Bk. = 295+63.9 Ah'd (RTE. 69)

294+77.32 Lt. Lane = 54+05.91 Russell Rd.

294+92.86 Rt. Lane = 55+68.64 Russell Rd.

55+95.04 NE. Cor. NW. 1/4 Sec. 12

P.C. 57+43.40

P.T. 53+31.79

J. A. Bruening

0.178 Ac. Constr. Ease.

Const. Easement

NOTE: SEE SPECIAL SHEET NO'S 7-11 INCL. FOR PAVING LAYOUT OF RAMPS.

SEE SHEET NO. 9 FOR RAMP ALIGNMENTS.

NOTE: SEE SPECIAL SHEET 20 FOR RTE 71 & 69 INTERSECTION.

STA. 294+24.15 RT. LANE BL. 35'-60'-35' CONC. DECK - RDF - SPANS SKEW 14° R.A. SEE DRWG. NO. L-659 40' Rdwy., 1920-21 Std. Loading Exception Begins Sta. 294+24.15 = 137.5 Pf.

STA. 294+19.25 LT. LANE 30'-60'-28' CONC. DECK GIRDER SPANS SKEW 7° R.A. SEE DRWG. NO. L-659 40' Rdwy., 1920-21 Std. Loading Exception Begins Sta. 294+13.25 = 142.5 Pf.

LEFT LANE P.I. 280+38.13 Const. ℄ D 6°00' I. P.D. 1900' T. 348.8' L. 698.3'

RIGHT LANE P.I. 284+00.00 ℄ = 147.05' D. P.D. T. 297.74 L. 1498.3

Ramp "E"

Rt. Lane Profile

BM#7 ☐ on ctr. east hdwl. Sta. 272+46 EL. 861.79

BM#8 R.R. spike in W. root 15" Elm 140' N. 28' W. EL. 891.06

BM#9 ☐ on SW. corner W. hdwl. Sta. 285+90 Ramp "E" EL. 895.16

BM#10 ☐ on Rt. wing Lt. Ln. Bridge EL. 900.15

BM#11 ☐ on Lt. wing Rt. Ln. Bridge EL. 904.85

PLAN: SURVEYED, DRAWN, ALIGNMENT CHECKED, RT. OF W. PLAT CHECKED, NOTE BOOK

PROFILE: SURVEYED, DRAWN, GRADES CHECKED, QUANTITIES CHECKED, STRUCTURE

DATE, BY, NO.

UI 99(6) 5
CLAY 69

FINAL PLANS

SE 1/4 SW 1/4 SEC. 1
T. 50N. R. 33W.

SE 1/4 NW 1/4 SEC. 12
T. 50N. R. 33W.

SUNSET HILL

NE 1/4 NW 1/4 SEC. 12

WAYNE AVE.

NORTH 38TH

NORTH WOODLAND

39TH ST.

SUNSET HILL TRACTS

NW 1/4 NE 1/4 SEC. 12
T. 50N. R. 33W.

SW 1/4 NE 1/4 SEC. 12
T. 50N. R. 33W.

SW 1/4 SE 1/4 SEC. 1
T. 50N. R. 33W.

RUSSELL RD.

ROUTE 71

J. A. Bruening

Ida M. Oyer &
A. W. Brooks
0.556 Ac. R/W

V. G. Rigley

C. W. Hough
0.030 Ac. R/W

Ed Bradley
0.089 Ac. R/W

Edith Humphreys
0.036 Ac. R/W

0.178 Ac. Constr. Ease.

CONSTR. EASEMENT

See Sheet 5

NOTE: SEE SPECIAL SHEET NO'S 7-11 INCL. FOR PAVING LAYOUT OF RAMPS.

SEE SHEET NO. 9 FOR RAMP ALIGNMENTS.

STA. 294 + 24.15 RT. LANE BLD.
35'-60'-35' CONC. DECK GIRDER SPANS
SKEW 14° R.A. SEE DRWG. NO. 1-660
40' Rdwy., H20-S16, Surfacing
Exception Begins Sta. 294+26.15 + 137.5 Ft.

STA. 294 + 13.25 LT. LANE
30'-60'-25' CONC. DECK GIRDER SPANS
SKEW 1° R.A. SEE DRWG. NO. 1-659
40' Rdwy., H20-S16, Surfacing
Exception Begins Sta. 294+13.25 + 122.5 Ft.

STA. 2 + 11.05 ± Rt. Lane Build
15" Rein. Conc. Pipe Conduit
for Glo Line.

RIGHT LANE
P.I. 284+01.0
D = 13°59' Rt.
D. 900'
T. 702.7'
L. 1398.3'
E. 42.9'

L.L. Zone Profile

PLATE 1—PLAN-PROFILE O. P. & A. R. E. STANDARD
U. S. BUR. Chicago

UI 99(6) 6

CLAY 69

FINAL PLANS

SE 1/4 SW 1/4 SEC. 1
T. 50N. R. 33W.

J. A. Bruening

C/L RT. LANE ROUTE 71

C/L LT. LANE ROUTE 71

N. 7°22.5' E.

P.T. 1184.26' Ofset Rt. to P.T. Lane Rte. 71

I.P. 228.7' (BTE. 73+30.8 Ofset 60')

305

120

300

+25 R/W 75'

115

+00 R/W 75'

310

+00 R/W 120'

60'

0-75

N. 14°22.5' E.

Sta. 312+23 Lt. Lane
Built 24"x.329" R.C.P. Culv.
C-230 R.C. Hdwl. Rt.
Conc. U-Gutter Lt.

+42 CL. A UNDERDR.

CONC. U. SUTTER

+00 CL. A UNDERDR.

+48 CL. A UNDERDR.

+50 CL. A UNDERDR.

+00 CL. A UNDERDR.

+50 CL. A UNDERDR.

36" D.I.

18" P

SPEC. 6' V DITCH

80' R/W

+00 R/W 100'

+50 R/W 100'

1/4 1/4 SEC. LINE

D.A. 2 Mi. CREEK

1/4 SEC. LINE

+00 R/W 75'

315

NW 1/4 SE 1/4 SEC. 1
T. 50N. R. 33W.

+50 R/W 75'

+00 R/W 120'

+00

15' CONSTR. EASEMENT

+00

N. 78° 52.5' E.

J. A. Bruening

320

N. 87°46.5' E.

27" Sewer Pipe By Others
Sta. 311+30 Rt. L.
33+36.0 E. of P.O. Sew.

+20 CL. A UNDERDR.

+00 CL. A UNDERDR.

15" PIPE WITH HDWLS

30° Tang. to C.

+92 CL. A UNDERDR.

+00 CL. A UNDERDR.

C/L OUTER RDY.

Sta. 317+00 Rt. Lane
Built 15"x77" R.C.P. Culv.
Skew 30° L/A
C-230 RC Hdwls. Rt. S.L.L.

C/L CH. CH. 311+60

FLOW LINE

HALF SECTION
GROUTED HEAVY STONE REVET.
40' UP & DN. STR. FROM END OF CULV. 6' ABOVE F.L.

STA. 311+60 RT. LANE
(BE IT 2 (11'X 10') SPEC. CONC. CULV.
SEE DRWG. "L 806

CHANNEL SECTION

J. A. Bruening
31.992 Ac. New R/W
1.599 Ac. Cn. Ch. Easement
1.127 Ac. Constr. Easement

LEFT LANE	
P.I.	317+36.7
Δ	80°24' RT.
Dc	2°15'
Ta	2227.225'
Lc	3423.333'
Ls	150.00'
Re	2546.48'
K.	75.00'
P	0.37'
Es	787.98'
S	0.03'/'

RIGHT LANE	
P.I.	314+38.78
Δ	82°30' RT.
Dc	2°30'
Ts	1465.46'
T.	1391.18'
Lc	2425.00'
Ls	150.00'
Re	2291.85'
K.	75.00'
P	0.41'
Es	1°52'30"
Es	398.5'
S	0.04'/'

RIGHT LANE	
P.I.	326+22.93
Δ	10°54' RT.
D.	2°00'
T.	273.34'
L.	545.0'
S	0.03'/'

Sta. 304+86.8 Rt. Lane
Built 15"x 69" R.C.P. Culv.
Skew 30° R/A
36-D Drop Inlet L/W
C-230 RC Hdwl. Rt.

SEE SPEC. SH. NO. 12 FOR PAVING LAYOUT AT JCT. RTES. 69 & 71

SW 1/4 SE 1/4 SEC. 1
T. 50N. R. 33W.

Sta. 320+40 Rt. Lane
Built 15"x 130' R.C. Pipe
Gas Line Conduit
(Under Both Lanes)

Sta. 323+41 Rt. Lane
Built 15"x 68' R.C.P. Culv.
30° Skew L/A
C-230 RC Hdwls. Rt. S.L.L.

NE 1/4 SE 1/4 SEC. 1
T. 50N. R. 33W.

325

ROAD

330

STREET

KELSEY

43RD STREET

BROOKWOOD EXTENSION

N. OLIVE

1/4 1/4 SEC. LINE

1/4 SEC. LINE

P.A. McMickle 0.639 Ac. R/W

R.H. Lappins 0.309 Ac. R/W

T. Lappins 1.259 Ac. R/W

Crystal Pool 0.004 Ac. R/W

Crusher Service 0.101 Ac. R/W

K. Hydeman

4" WATER

8" GAS

Ind. Pipe

P/L

R/W

+00 CL. A UNDERDR.

+50 CL. A UNDERDR.

+00 CL. A UNDERDR.

+50 CL. A UNDERDR.

+00 CL. A UNDERDR.

+50 CL. A UNDERDR.

+00 CL. A UNDERDR.

+50 CL. A UNDERDR.

2-15"P WITH HW

30"

328+33 32' LT. WELL OBLITERATE

324+00 30' RT. WELL OBLITERATE

Sta. 325+48.5 Rt. Lane
Sta. 326+48.5 Rt. Lane
Remove C.M.P.

Sta. 325+48.5 Rt. Lane
Sta. 326+48.5 Rt. Lane
Sta. 331+48.5 Rt. Lane
Sta. 332+72.8 Rt. Lane

PROFILE

Planning
Gradelining
Feet of Weld

| | | |

UI 99(6) 60

CLAY 69

FINAL PLANS

STA. 329+00 RT. LANE
D.A. 3 AC.
BLD. 18" PIPE CULV. WITH HDW'LLS

SE 1/4 SW 1/4 SEC. 1
T. 50N. R. 33W.

J.A. Bruening

NW 1/4 SE 1/4 SEC. 1
T. 50N. R. 33W.

SW 1/4 SE 1/4 SEC. 1
T. 50N. R. 33W.

NE 1/4 SE 1/4 SEC. 1
T. 50N. R. 33W.

C/L RT. LANE ROUTE 71

C/L LT. LANE ROUTE 71

OLD R.R. R/W

BROOKWOOD EXTENSION

HELSEY STREET

N. OLIVE STREET

438D STREET

ROAD 325

STREET 330

1/4 SEC. LINE

1/4 1/4 SEC. LINE

D.A. 2 SQ. MI. CREEK

STA. 311+60 RT. LANE
2 (11'X 10') SPEC. CONC. CULV.
SEE DRWG. № L 606

CHANNEL SECTION

J.A. Bruening
31.992 Ac. New R/W
1.599 Ac. Ch. Ch. Easement
1.127 Ac. Constr. Easement

SEE SPEC. SH. NO. 12 FOR PAVING LAYOUT AT JCT. RTES. 69 & 71

HALF SECTION
GROUTED HEAVY STONE REVET. 40' UP & DN. STR. FROM END OF CULV. 6' ABOVE F.L.

STA. 320+40 Rt. Long. Build Conc. Pipe Conduit for Gas Line.

See Sheet C6

LEFT LANE	RIGHT LANE	RIGHT LANE
P.I. 317+36.7	P.I. 314+38.78	P.I. 328+22.03
Δ 80°24' RT.	Δ 62°30' RT.	Δ 10°54' RT.
D_c 2°15'	D_c 2°30'	D. 2°00'
T_s 222.7.225'	T_s 1485.48'	T. 273.34'
L_c 3423.333'	T. 1391.19'	L. 545.0'
L_s 150.00'	L_s 2425.00'	S 0.03'/'
R_c 2546.48'	L_s 150.00'	
K. 75.00'	R_c 2291.83'	
P. 0.37'	K. 75.00'	
E_s 787.98'	P. 0.41'	
S. 0.03'/'	θ_s 1°52'30"	
	L_s 398.5'	
	S 0.04'/'	

PROFILE
SURVEYED
PLOTTED
LAID OUT
STRUCTURE NUMBERS GIVEN

PLAN
SURVEYED
PLOTTED
ALL DETAILS CHECKED
LAID OUT
STRUCTURE NUMBERS GIVEN

DATE
BY

900' V.C.
M = 9.00

+40%

-5.0%

+40%

Ft. 832.5'

P.I. 832.25'

P.I. 832.25'

P.I. 832.25

UI 99(6) 5
CLAY 69

FINAL PLANS

SE 1/4 SW 1/4 SEC. 1
T. 50N. R. 33W.

SE 1/4 NW 1/4 SEC. 12
T. 50N. R. 33W.

SUNSET HILL

NE 1/4 NW 1/4 SEC. 12

WAYNE AVE.

NORTH 38TH

NORTH WOODLAND

39TH ST.

SUNSET HILL TRACTS

NW 1/4 NE 1/4 SEC. 12
T. 50N. R. 33W.

SW 1/4 NE 1/4 SEC. 12
T. 50N. R. 33W.

SW 1/4 SE 1/4 SEC. 1
T. 50N. R. 33W.

RUSSELL RD.

ROUTE 71

J. A. Bruening

Ida M. Oyer &
A. W. Brooks
0.556 Ac. R/W

V. G. Rigley

C. W. Hough
0.030 Ac. R/W

Ed Bradley
0.089 Ac. R/W

Edith Humphreys
0.036 Ac. R/W

0.178 Ac. Constr. Ease.

CONSTR. EASEMENT

See Sheet 5

NOTE: SEE SPECIAL SHEET NO'S 7-11 INCL. FOR PAVING LAYOUT OF RAMPS.

SEE SHEET NO. 9 FOR RAMP ALIGNMENTS.

STA. 294 + 24.15 RT. LANE BLD.
35'-60'-35' CONC. DECK GIRDER SPANS
SKEW 14° R.A. SEE DRWG. NO. 1-660
40' Rdwy., H20-S16, Surfacing
Exception Begins Sta. 294+26.15 + 137.5 Ft.

STA. 294 + 13.25 LT. LANE
30'-60'-25' CONC. DECK GIRDER SPANS
SKEW 1° R.A. SEE DRWG. NO. 1-659
40' Rdwy., H20-S16, Surfacing
Exception Begins Sta. 294+13.25 + 122.5 Ft.

STA. 2 + 11.05 ± Rt. Lane Build
15" Rein. Conc. Pipe Conduit
for Glo Line.

RIGHT LANE
P.I. 284+01.0
D = 13°59' Rt.
D. 900'
T. 702.7'
L. 1398.3'
E. 42.9'

L.L. Zone Profile

PLATE 1—PLAN-PROFILE O. P. & A. R. E. STANDARD
U. S. BUR. Chicago

UI 99(6) 60

CLAY 69

FINAL PLANS

STA. 329+00 RT. LANE
D.A. 3 AC.
BLD. 18" PIPE CULV. WITH HDW'LLS

SE 1/4 SW 1/4 SEC. 1
T. 50N. R. 33W.

J.A. Bruening

NW 1/4 SE 1/4 SEC. 1
T. 50N. R. 33W.

SW 1/4 SE 1/4 SEC. 1
T. 50N. R. 33W.

NE 1/4 SE 1/4 SEC. 1
T. 50N. R. 33W.

C/L RT. LANE ROUTE 71

C/L LT. LANE ROUTE 71

OLD R.R. R/W

BROOKWOOD EXTENSION

HELSEY STREET

N. OLIVE STREET

438D STREET

ROAD 325

STREET 330

1/4 SEC. LINE

1/4 1/4 SEC. LINE

D.A. 2 SQ. MI. CREEK

STA. 311+60 RT. LANE
2 (11'X 10') SPEC. CONC. CULV.
SEE DRWG. № L 606

CHANNEL SECTION

J.A. Bruening
31.992 Ac. New R/W
1.599 Ac. Ch. Ch. Easement
1.127 Ac. Constr. Easement

SEE SPEC. SH. NO. 12 FOR PAVING LAYOUT AT JCT. RTES. 69 & 71

HALF SECTION
GROUTED HEAVY STONE REVET. 40' UP & DN. STR. FROM END OF CULV. 6' ABOVE F.L.

STA. 320+40 Rt. Long. Build Conc. Pipe Conduit for Gas Line.

See Sheet C6

LEFT LANE	RIGHT LANE	RIGHT LANE
P.I. 317+36.7	P.I. 314+38.78	P.I. 328+22.03
Δ 80°24' RT.	Δ 62°30' RT.	Δ 10°54' RT.
D_c 2°15'	D_c 2°30'	D. 2°00'
T_s 222.7.225'	T_s 1485.48'	T. 273.34'
L_c 3423.333'	T. 1391.19'	L. 545.0'
L_s 150.00'	L_s 2425.00'	S 0.03'/'
R_c 2546.48'	L_s 150.00'	
K. 75.00'	R_c 2291.83'	
P. 0.37'	K. 75.00'	
E_s 787.98'	P. 0.41'	
S. 0.03'/'	θ_s 1°52'30"	
	L_s 398.5'	
	S 0.04'/'	

PROFILE
SURVEYED
PLOTTED
LAID OUT
STRUCTURE NUMBERS GIVEN

PLAN
SURVEYED
PLOTTED
ALL DETAILS CHECKED
LAID OUT
STRUCTURE NUMBERS GIVEN

DATE
BY

900' V.C.
M = 9.00

+40%

-5.0%

+40%

Ft. 832.5'

P.I. 832.25'

P.I. 832.25'

P.I. 832.25

UI 99(6) 7

CLAY 69

FINAL PLANS

SE 1/4 NE 1/4 SEC. 1
T.50N. R.33W.

SW1/4 NW1/4 SEC. 6
T.50N. R.32W.

SE 1/4 NW1/4 SEC. 6
T. 50N. R.32W.

NE1/4 SE1/4 SEC. 1
T.50N. R.33W.

NW1/4 SW1/4 SEC.6
T.50N. R.32W.

NE1/4 SW1/4 SEC. 6
T.50N. R.32W.

E. 1/4 COR. SEC. 1, T.50N., R.33W. (COR. IS 0.22' E. OF C/L RTE. 1 & 269.86' LT. OF STA. 336+78.7 LT. LANE)

W. 1/4 COR. SEC. 6, T.50N., R.32W. (COR. IS 0.22' E. OF C/L RTE. 1 & 275.6' LT. OF STA. 336+78.7 LT. LANE)

STA. 343+65 RT. LANE
D.A. 11 AC. OF 0.6 LAND
24" PIPE CULV. WITH HDW'LLS

STA. 347+33 RT. LANE
D.A. 3 AC. OF 0.6 LAND
18" PIPE CULV. WITH HDW'LLS

STA. 351+05 RT. LANE
D.A. 3 AC. OF 0.6 LAND
18" PIPE CULV. WITH HDW'LL LT.
DROP INLET RT.

P.I. 357+07.41 LT. LANE
P.I. 357+13.28 RT. LANE
Δ 12° 23' 55" LT.
D 0° 30'
T. 1244.73'
L. 2479.73'
R. 11459.2'

STA. 357+48 LT. LANE
D.A. 320 AC. OF 0.6 LAND
C.S.29 7'x7' CON. CULV.
SKEW 40° R.A.

J.R.Lofferty
0.078 Ac. New Rd.
0.331 Ac. Old Rd.

C.M. Neal
0.303 Ac. R/W

J. E. Swisher
2.621 Ac. R/W

H. A. Kimberlin

C. Dayton
0.230 Ac. R/W

John Hague

J. T. Kidd

D. R. Cochrane
0.662 Ac. R/W

R.R. Mead
2.268 Ac. R/W

O.B. Livesay
0.763 Ac. R/W

K. Dikeson
0.655 Ac. R/W

A.C. Woodbury
0.644 Ac. R/W

L.F. Livesay
1.288 Ac. R/W

V. Garrison
0.572 Ac. R/W

W. Benedict & W.H. Wetzel
6.277 Ac. New R/W
0.632 Ac. Old Rd.
0.023 Ac. Constr. Ease.

44TH STREET

NORTH OLIVE RD.

ST. 200'

43RD STREET NORTH

BROOKWOOD EXTENSION

ANTIOCH

ARBOR

CHAUMIERE WOODS

MIDLAND HEIGHT

Sta 330+50 Rt Lane
Built 15"x53' R.C.P. Culv.
36'E Drop Inlet L&V
Conc. U-Gutter Rt.

336+78.7 LT. LANE =
300+30 RTE. 1

N. 87°48' 51"E.

N. 75°22' 56"E.

DITCH BLOCK

SPEC. U DITCH

STA. 336+14.95 LT. LANE —
30'-60'-30' CONC. DECK GIRDER SPANS
SKEW 2°44' L.A. SEE DRWG. NO. L-854
28' Rdwy. H 20-S16. Surfacing Exception
Begins Sta. 336+14.95 = 1215 Ft.

STA. 336+12.35 RT. LANE —
30'-60'-30' CONC. DECK GIRDER SPANS
SKEW 2°44' L.A. SEE DRWG. NO. L-853
28' Rdwy. H 20-S16. Surfacing
Exception Begins Sta. 336+12.35 = 1275 Ft.

STA 337+39.85 IS A POINT 2960' SOUTH & 60' EAST OF N.E. COR. SEC. 1 T 50 N R 33 W

NOTE: SEE SPECIAL SHEETS NO.13,14,15 FOR PAVING LAYOUT OF RAMPS.

SEE SHEET NO. 10 FOR RAMP ALIGNMENTS.

END PROJ. UI-99(6) +50 PI. 920.70

Rt. Lane Profile

BM #16 Rt. wing Bent #3 Rt. Ln Bridge 336+12 El. 906.81

488

UI 99(6) 7

CLAY 69

FINAL PLANS

SE 1/4 NE 1/4 SEC. 1
T. 50N. R. 33W.

SW 1/4 NW 1/4 SEC. 6
T. 50N. R. 32W.

SE 1/4 NW 1/4 SEC. 6
T. 50N. R. 32W.

NE 1/4 SE 1/4 SEC. 1
T. 50N. R. 33W.

NW 1/4 SW 1/4 SEC. 6
T. 50N. R. 32W.

NE 1/4 SW 1/4 SEC. 6
T. 50N. R. 32W.

E. 1/4 COR. SEC. 1, T. 50N., R. 33W. (COR. IS 0.22' E. OF C/L RTE. 1 & 269.86' LT. OF STA. 336+78.7 LT. LANE)

W. 1/4 COR. SEC. 6, T. 50N., R. 32W. (COR. IS 0.22' E. OF C/L RTE. 1 & 275.8' LT. OF STA. 336+78.7 LT. LANE)

STA. 343+85 RT. LANE
D.A. 11 AC. OF 0.6 LAND
24" PIPE CULV. WITH HDW'LLS

STA. 347+33 RT. LANE
D.A. 3 AC. OF 0.6 LAND
18" PIPE CULV. WITH HDW'LLS

STA. 351+05 RT. LANE
D.A. 3 AC. OF 0.6 LAND
18" PIPE CULV. WITH HDW'LL LT.
DROP INLET RT.

P.I. 357+07.41 LT. LANE
P.I. 357+13.28 RT. LANE
Δ 12°23'55" LT.
D 0°30'
T. 1244.73'
L. 2479.73'
R. 11459.2'

STA. 357+48 LT. LANE
D.A. 320 AC. OF 0.6 LAND
- C529 7'x 7' CON. CULV.
SKEW 40° R.A.

J.R. Lofferty
0.078 Ac. New Rd.
0.331 Ac. Old Rd.

C.M. Neal
0.303 Ac. R/W

J.E. Swisher
2.621 Ac. R/W

H.A. Kimberlin

R.R. Mead
2.268 Ac. R/W

D.R. Cochrane
0.662 Ac. R/W

G. Doyton
0.230 Ac. R/W

John Hogue

J.T. Kidd

O.B. Lucus
0.763 Ac. R/W

K. Dikerson
0.655 Ac. R/W

A.C. Woodbury
0.844 Ac. R/W

L.E. Livsey
1.285 Ac. R/W

V. Garrison
0.572 Ac. R/W

W. Benedict & W.H. Wetzel
6.277 Ac. New R/W
0.632 Ac. Old Rd.
0.023 Ac. Constr. Ease.

See Sheet 7

336+78.7 LT. LANE = 300+30 RTE. 1

STA. 336+14.95 LT. LANE —
30'-60'-30' CONC. DECK GIRDER SPANS
SKEW 2°44' L.A. SEE DRWG. NO. L-854
28' Rdwy. H 20-S16. Surfacing Exception
Begins Sta: 336+14.95 = 127.5 Ft.

STA. 336+12.35 RT. LANE —
30'-60'-30' CONC. DECK GIRDER SPANS
SKEW 2°44' L.A. SEE DRWG. NO. L-853
28' Rdwy. H 20-S16. Surfacing
Exception Begins Sta. 336+12.35 = 127.5 Ft.

STA 337+39.85 IS A POINT 2960' SOUTH & 60' EAST OF NE. COR. SEC 1 T 50 N R 33 W

STA. 337+39.85 RT. LANE
END PROJ. UI-99(6)

NOTE: SEE SPECIAL SHEETS NO. 13, 14, 15 FOR PAVING LAYOUT OF RAMPS.

SEE SHEET NO. 10 FOR RAMP ALIGNMENTS.

N. OLIVE RD.

43RD STREET NORTH

BROOKWOOD EXTENSION

ANTIOCH

MIDLAND HEIGHT

44TH STREET NORTH

ARBOR

CHAUMIERE WOODS

V.I. Line Profile

PLATE 1—PLAN-PROFILE O.P.R.&.R.E. STANDARD
U.S. BUR. Chicago

UI 99(6) 8

CLAY 69

FINAL PLANS
RAMPS AT ARMOUR ROAD

RAMP A
P.I. 213+10.82
Δ 64°17' 25.5"
D. 24°54' 40"
T. 144.53'
L. 258.08'
R. 230
S. 0.08'/'
LT. 200'

STA. 1+13.7 ARMOUR RD. Built 18"ø R.C.PIPE CULV. & D.I. (LT.) 36G Connects to 12" Storm Sewer

STA. 1+48 RAMP A Built 18"ø R.C.P. CULV. C-230 R.C. Howl. Rl. See Drop Inlet Rl.

STA. 2+93 QUEBEC ST. Blt. 42"ø R.C. PIPE CULV.

RAMP A
P.I. 217+67.28
Δ 35°13' 25"
D. 8°46' 29"
T. 207.28'
L. 401.42'
R. 652.96'
S. 0.05'/'
LT. 200' SPC'L.

STA. 2+93+82 RAMP A Built 24"ø R.C.P. CULV. SKEW 40° L.A. C-230 RB Howl. Rl. S.L.L.

RAMP A
P.I. 223+55.80
Δ 47°45' 23.17"
D. 7°00'
T. 382.34'
L. 682.23'
R. 818.51'
S. 0.08'/'
LT. 250'

PT 228+75.69 RAMP A

STA. 223 to STA. 226+33.18 Parallel at 28 from ℄ Rt. Lane

RAMP D
P.I. 223+03.3
Δ 23° 39'
D. 11°00'
T. 170.3'
L. 329.7'
R. 520.83'
S. 0.06'/'
LT. 200' SPC'L.

RAMP D
P.I. 217+24.54
Δ 90°00'
R 180-65-180
T. 93.44'
X. 40.00'
Y. 4.5'
L. 153.63'
S. 0.027'

STA. 216+34 RAMP D Built 18"ø R.C. PIPE C-230 Howl. RB Rl.-Ecc.ll. 45° R.A. SKEW

STA. 2+00 RAMP D Built 18"ø R.C. PIPE C-230 RB Howl. Rl. DROP INLET Ll. (Sta.)

STA. 2+29.37 ℄ RTE. 66 (U.S.) 10+00 ARMOUR RD.-RTE.

STA. 213+33.10 RAMP A 18"ø R.C.P. ARMOUR RD. 17+33.44

STA. 216+32 LT. LANE 24" R.C.P.

STA. 225+72 RAMP B 24" R.C.P.

STA. 229+00 RAMP C 24" R.C.P.

STA. 232+70 RAMP C 30" R.C.P.

8+28.87 ARMOUR RD. 0+00 QUEBEC ST.

STA. 1+39 43' LT. M.H. (BELL TEL.) STA. 1+48 C.L. COVER - DO NOT DISTURB STA. 1+48.9 2'-0" LT. - U.P. STA. 1+67 0.7' LT. M.H. - DO NOT DISTURB

SEE SHEET NO. 3 FOR ALIGNMENT

BASELINE RAMP 1A

BASELINE RAMP D

RAMP B

RAMP C

ARMOUR ROAD

21ST AVE.

QUEBEC ST.

OZARK ST.

TANEY ST

Junk Yard

IDENTICAL POINTS

MIN. SLOPE 1% TO A POINT 2' BELOW SHOULDER ON INSLOPE

2:1 SLOPE

VAR.

SEE DETAIL OF U-GUTTER ON TYPICAL SECTION SHEET.

SECTION SHOWING U-GUTTER IN LOOPS OF RAMPS B&C

BM Dp on curb 40'W 2125 Armour EL 739.96

Ramp A

Ramp D

PLATE 1—PLAN-PROFILE O.P.P. & R.E. STANDARD

© S. BLEE, Chicago

PLAN
DRAWN
PLOTTED
NOTE BOOK
QUANTITIES CHECKED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NO.
BY
DATE

PROFILE
DRAWN
PLOTTED
NOTE BOOK
QUANTITIES CHECKED
ELEVATIONS NOTATIONS CHKD.
NO.
BY
DATE

400

UI 99(6) 9

CLAY 69

RAMPS TO RUSSELL ROAD

FINAL PLANS

PLAN — SURVEYED: — PLOTTED: — NOTE BOOK — NO. — ALIGNMENT CHECKED: — R/W & CONSTR. EASEMENTS CHECKED: — ST. OF WAY CHECKED: — STRUCTURE NO.(T-P-S OR H.S.) — DATE — BY — REMARKS

WAYNE AVE. — HIGHLAND — WOODLAND AVE. — ST. — ROAD

Pl. 285+78.7 RAMP E
Δ = 17°24' LT.
D = 5°00'
T = 175.4'
L = 348.0'
R = 1145.9'

Pl. 291+53.37 RAMP D
Δ = 25°33'22" RT.
D = 5°00'
T = 270.77'
L = 531.79'
R = 1145.9'

Sta. 4100 Wayne Ave.
Built 15"+32' CMP Culv.
D.A. 2 Ac. 0.5

Sta. 7427 Wayne Ave.
Built 15"+32' CMP Culv.
D.A. 2 Ac. 0.5

75+70 PRES. RUSSELL RD.
10+14.8 N. WAYNE AVE.

+16 P.E. LT. - CROWN

CONSTRUCTION EASEMENT

CONSTR. EASEMENT

DITCH BLOCK

Sta. 2941.65 Ramp E
Built 15"x 64' R.C.P. Culv.
Skew 62° R/A
C-230 RC Hdwls. Rl. & Ll.

+00 C.I.A Underdrain

Base Line Ramp E

Sta. 5150 Russell Rd.
Built 24"x 56' CMP el.
Between D.I. & M.H.

Sta. 2941.50 Ramp E
Built 18" x 112' R.C.P. Culv.
36-E Drop Inlet & Ap.
C-230 RC Hdwls. Ll.

Sta. 51.50-56.86 Russell
Built 84" x 53' R.C. Pipe
Between Manholes & El.
Sta. 51.50 & 56.86

128+08.05 RTE. 71
12' Lt. OF T.B. RTE. 69

+50 C.I.A Underdrain

2941+25 C.I.A Underdrain

50+50 Russell Rd.
2951+02 Ramp E

Pl. 49+36.98
Δ 38°05'30" LT.
D 5°00'
T 406.85'
L 781.60'
R 1145.92'
S.E. 0.00

RT. LANE RTE. 71

LT. LANE RTE. 71

T.B. 293+09.45

S.C. 288+59.45

294+60 C/A Underdrain

Sta. 56.86 Russell Rd.
Built 28"x 72' RCP Culv.
Built 28"x 16' RCP
16 A Manhole El.
C-230 RC Hdwls. Rl. & Ll.

2951+56 Ramp F
397.80 Abutment

RC. 37143.4
594+50 C/A Underdrain

Pl. 292+32.06 Ramp F
Δ = 23°35'11" LT.
D = 5°00'
T = 243.9'
L = 511.33'
R = 1142.39'

Sta. 601+50 Russell Rd.
Built Connection R/Wa old Russell
30"x 30" C.M.P. Culv.

BASE LINE - RAMP F
P.I. 283+87.58
Δ 21°30' RT.
D 5°00'
T 217.56'
L 430.00'
R 1145.92'
S 0.049'
Lr 150'

Sta. 2831+36 Ramp F
Built 15"x 68' R.C.P. Culv.
Skew 37° L/A
C-230 RC Hdwls. Rl. & Ll.

BASE LINE RAMP F

CL. A EXC. 29,472 C.Y.

45-17

Ramp F

Wayne Ave.

Russell Rd.

BM — Cut on S.E. corner Manh. Rt. Sta. 56+90 Russell Rd. El. 879.97

BM — S/W in P.B. 190' Rt. & Hob Wayne Ave. El. 916.00

PLATE 1—PLAN-PROFILE O F R A R E STANDARD
U. S. BLUE, Chicago

UI 99(6) 10

CLAY 69

FINAL PLANS

ANTIOCH ROAD - ROUTE 1.

SE 1/4 NE 1/4 SEC. 1 T. 50N. R. 33W.

SW 1/4 NW 1/4 SEC. 6 T. 50N. R. 32W.

NE 1/4 SE 1/4 SEC. 1 T. 50N. R. 33W.

NW 1/4 SW 1/4 SEC. 6 T. 50N. R. 32W.

SEE SPEC. SHEET NO. 15 FOR DRAINAGE STRUCTURE LAY-OUT

RAMP "G"
P.I. 325+08.43
Δ 11°11'52" RT.
D 1°30'
T. 374.46'
L. 748.52
R. 3819.83'
E. 18.31
S.E. 0.02
Lt 150'

RAMP "G"
P.I. 330+37.9
Δ 6° 47'
D 1° 33' 36"
T 179.33'
L 358.3
R 3676.33'
S.E.
Lt 130'

Sta. 326+50 - 327+08 Ramp G
Built 12"x 68' R.C.P. Culv.
From D.I. Rt. 327+08 to Outlet
@ 326+50

Sta. 327+08 - 328+12 Ramp G
Built 12"x 103' R.C.P.
(between Drop Inlets)

E. 1/4 COR. SEC. 1, T. 50N. R. 33 W. (COR. IS 0.22' E. OF C/L RTE. 1 & 269.66' LT. OF STA. 336+78.7 LT. LANE)

W. 1/4 COR. SEC. 6 T. 50N. R. 32 W. (COR. IS 0.22' E. OF C/L RTE. 1 & 275.8 LT. OF STA. 336+78.7 LT. LANE)

ANTIOCH ROAD - ROUTE 1

STA. 335+88.64 RAMP "G"
STA. 299+15.0 ANTIOCH RD.

336+78.7 LT. LANE = 300+30 RTE. 1

STA. 303+48.89 RAMP "H"
STA. 302+05.41 ANTIOCH RD.

BASE LINE RAMP "G"

BASE LINE RAMP "H"

RAMP "H"
P.I. 326+05.5
Δ 2° 06' RT.
D 2° 59' 32"
T. 69.3
L. 138.6
R. 1433.82'
S.E. 0.05

N. OLIVE ST.

KELSEY ST.

430 D STREET, NORTH

+21 CL A UNDERDR.

+40 CL A UNDERDR.

CONST. EASE.

NOTE: SEE SPEC. SHEET NO. 15 FOR DRAINAGE LAY-OUT RTE. 1

PLAN: SURVEYED, ALIGNMENT CHECKED, R.C.P. OFF SET CHECKED

PROFILE: PLOTTED, GRADES CHECKED, STRUCTURE NOTATIONS Chkd.

Ramp G

Ramp H

Antioch

PLATE 1—PLAN-PROFILE O P R & R E STANDARD

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JOINT NO.	STATE	FEDERAL PROJECT NO.	YEAR	NO.	SHEETS
5	IND	UI 99(6)		11	
FED. NO.	COUNTY			ROUTE	NO.
14	CLAY			71	

FINAL PLANS

SE 1/4 NW1/4 SEC. 1
T.50N. R.33W.

NW1/4 SE 1/4 SEC. 1
T.50N. R.33W.

SW1/4 SE1/4 SEC. 1
T.50N. R.33W.

NE 1/4 SW1/4 SEC. 1
T.50N. R.33W.

SE 1/4 SW1/4 SEC.1
T.50N. R.33W.

ROCK CREEK

DAVIDSON RD.

APPROX. 1/4 SEC. LINE

LT. RAMP
P.I. 95+18.12
Δ 11°27'08"
D 4°
T 143.63
L 286.31
R 1432.39

LT. RAMP
P.I. 101+79.42
Δ 26°20'18"
D 6°-15'
T 214.50
L 421.41
R 916.73

RT. RAMP
P.I. 91+75.51
Δ 16°09'16"
D 4°
T 203.28
L 403.86
R 1432.39

RT. RAMP
P.I. 107+03.98
Δ 17°28'16"
D 4°
T 220.10
L 436.76
R 1432.39

RT. RAMP
P.I. 111+32.96
Δ 8°00'53"
D 6°
T 66.90
L 133.56
R 954.93

LT. RAMP
P.I. 108+87.46
Δ 3°43'12"
D 2°05'
T 88.30
L 176.56
R 2750.20

RIGHT LANE
P.I. 109+08.80
Δ 41°46' RT.
D 2°00'
T 1093.06'
L 2088.33'
R 2864.93'
E 201.45'
SE .03'/FT.
L 150'

LEFT LANE
P.I. 114+16.7
Δ 49°46' RT.
D 1°34'
T 1857.7'
L 3112.7'
R 3651.29'
E 358.16'
SE .02'/FT.
L 149'

STA. 117+00 LT. LANE
D.A. 1.1 AC. OF 0.6 LAND
Built 30'x76' RCP Culv.
SKEW 20° R.A.
C-230 RB Hdwls. Rt. Sd.

STA. 117+19 RT. LANE
D.A. 9 AC. OF 0.6 LAND
Built 24'x105' RCP Culv.
SKEW 25° R.A.
C-230 RB Hdwls. Rt. & Lt.

STA. 118+95.35 AHD
118+95.35 AHD

DITCH

SPEC.

PLATE 1—PLAN-PROFILE O. P. R. & B. E STANDARD
U. S. BUR. Chicago

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
ELEV. BY PAT CHECKED
NOTE BOOK
NO.

PROFILE
PLOTTED
GRADES CHECKED
ALIGNMENT CHECKED
STRUCTURE NOTATIONS CHKD.
NOTE BOOK
NO.

DATE | BY | CT

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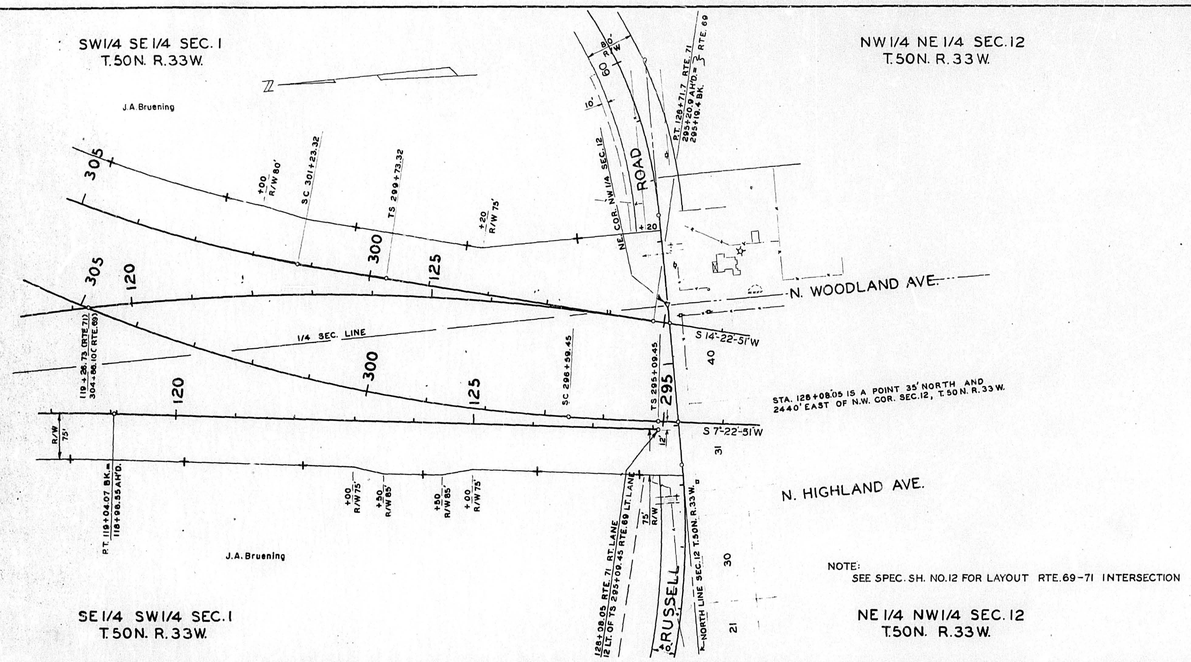
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3	UI 99(6)	12	
4	CLAY	71	

FINAL PLANS

SW1/4 SE 1/4 SEC. 1
T.50N. R.33W.

NW 1/4 NE 1/4 SEC.12
T.50N. R.33W.



NOTE:
SEE SPEC. SH. NO.12 FOR LAYOUT RTE.69-71 INTERSECTION

SE 1/4 SW1/4 SEC. 1
T.50N. R.33W.

NE 1/4 NW1/4 SEC. 12
T.50N. R.33W.

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
DATE
BY
CHECKED
ALIGNMENT CHECKED
ET. OF WAY CHECKED

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO.
DATE
BY
CHECKED
CHECKED
ALIGNMENT CHECKED
ET. OF WAY CHECKED
ELEVATIONS CHECKED

PLATE 1—PLAN-PROFILE C.P.A.&R.E. STANDARD
U.S. BUR. Chicago

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