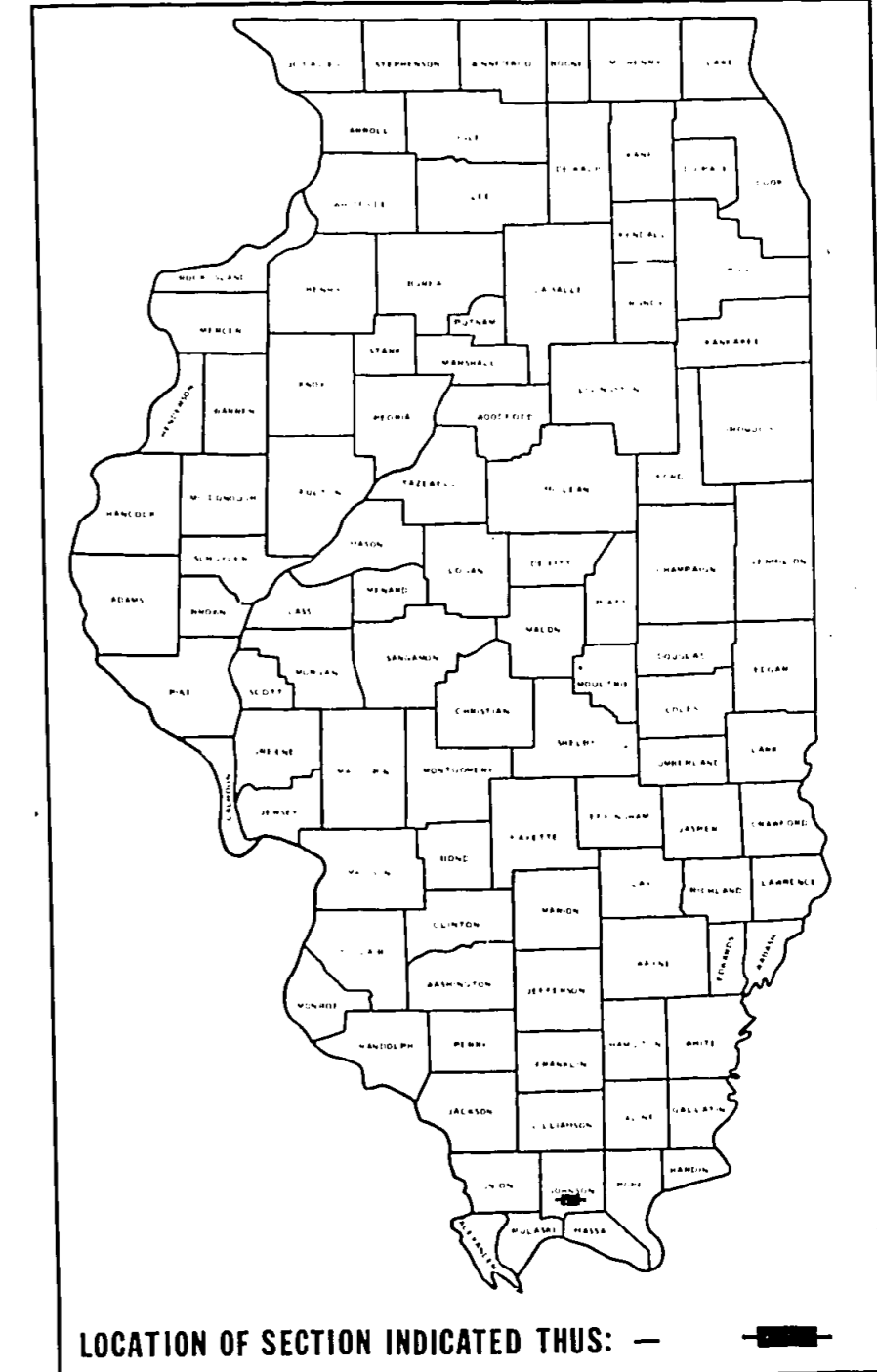


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY**

FA RTE.	SECTION	COUNTY	TOTAL SHEETS
885	*	JOHNSON	48
* SEC. 110 BC-1; 107(W-1,RS-5); 110(W-1,RS-2)			

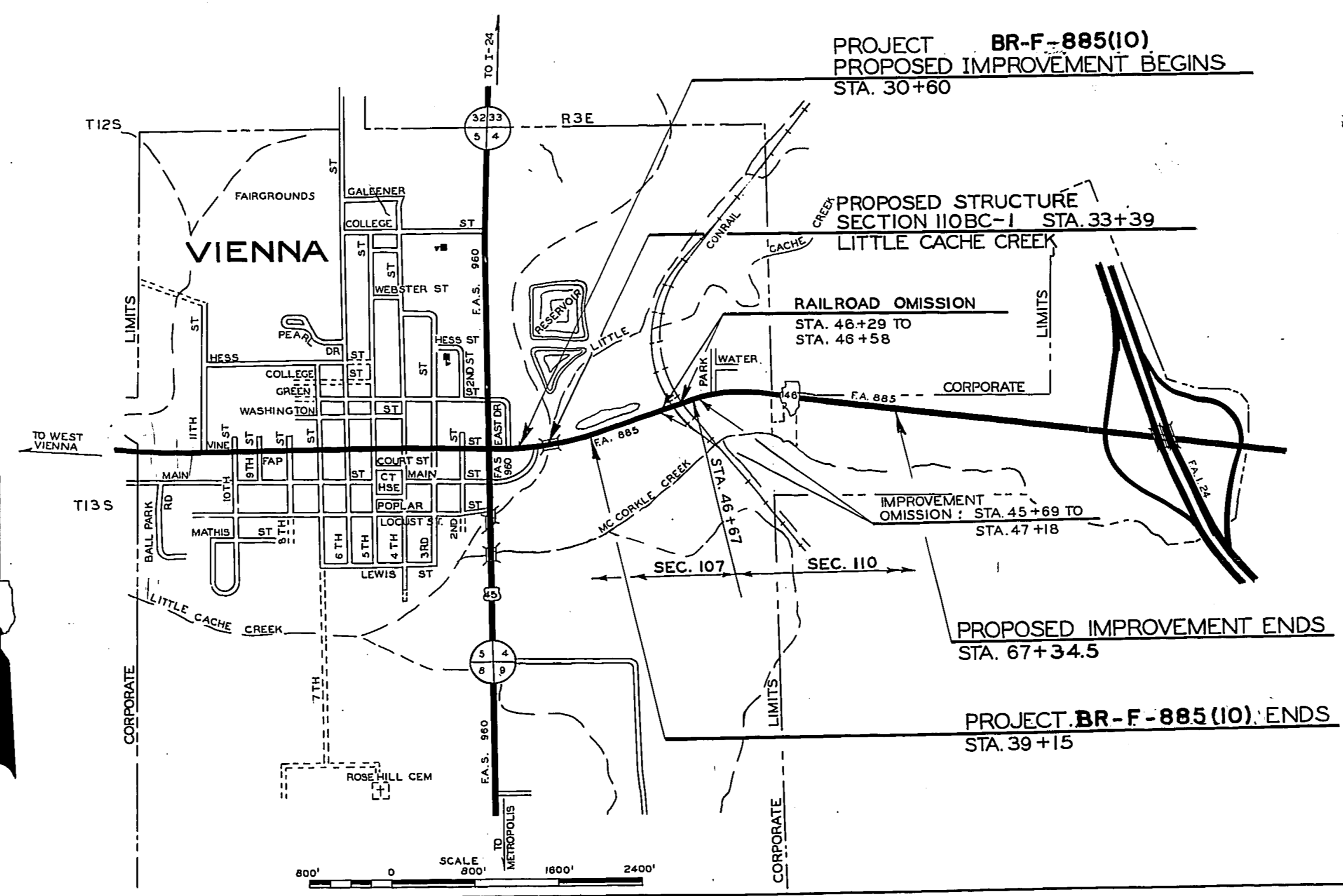
P-99-032-79



INDEX OF SHEETS	SHEET NO. <u>3</u>
SUMMARY OF QUANTITIES	SHEET NO. <u>4</u>

**F.A. ROUTE 885 (ILL. 146)  
SECTIONS 110BC-1; 107(W-1,RS-5); 110(W-1,RS-2)  
JOHNSON COUNTY  
PROJECT BR-F-885(10)  
C-99-008-81**

**SUMMARY OF LENGTH**  
PROJECT BR-F-885 SEC. 110BC-1 — 855 LIN. FT.  
SEC. 107(W-1,RS-5) — 654 LIN. FT.  
SEC. 110(W-1,RS-2) — 2016.5 LIN. FT.  
TOTAL LENGTH OF IMPROVEMENT: 3525.5 LIN. FT.  
= 0.6677 MILES



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS**

SUBMITTED: April 2, 1981  
 EXAMINED: May 26, 1981  
 PASSED: May 26, 1981  
 APPROVED: May 26, 1981

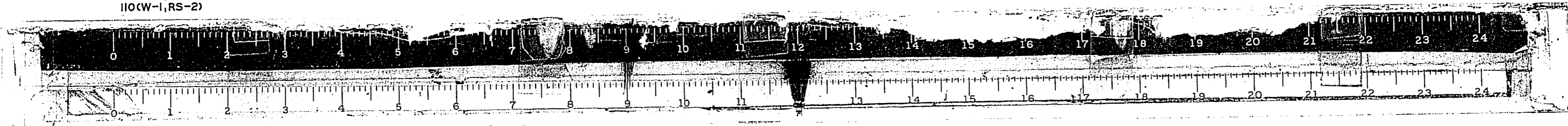
*J. F. Newton* DISTRICT ENGINEER  
*Thomas R. Bryant* ENGINEER OF DESIGN  
*Steve H. ...* ENGINEER OF RECORD

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION**

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
 DIVISION ADMINISTRATOR

**CONTRACT NO. 35066**

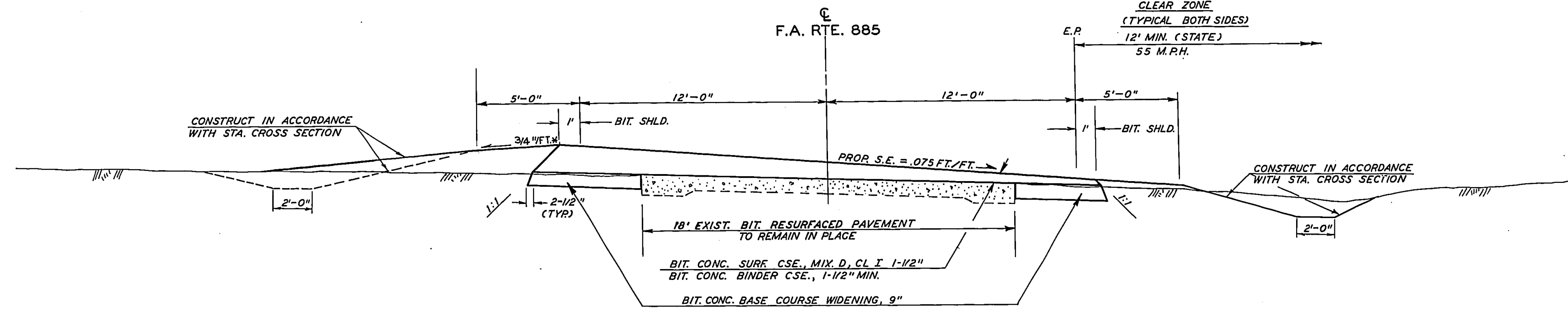
JOHNSON COUNTY SECTION 110 BC-1; F.A. ROUTE 885 (ILL. 146)  
 107(W-1,RS-5);  
 110(W-1,RS-2)



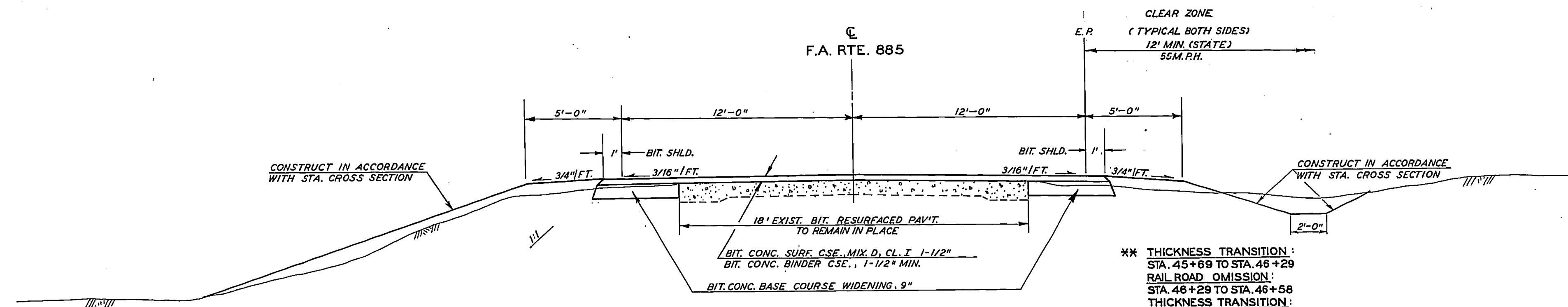
# TYPICAL SECTIONS

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 885	*	JOHNSON	48	2
F.I.D. ROAD DIST. NO. 1 ILLINOIS PROJECT				

\* SEC. 110BC-1; 107(W-1, RS-5); 110(W-1, RS-2)



TO BE USED: 46+75 TO 55+56

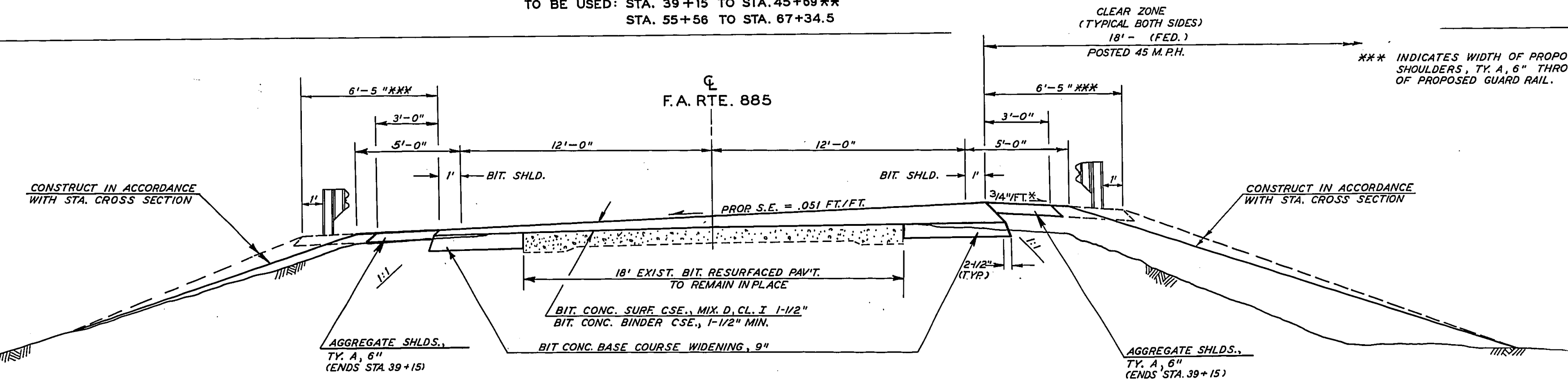


TO BE USED: STA. 39+15 TO STA. 45+69\*\*  
STA. 55+56 TO STA. 67+34.5

\*\* THICKNESS TRANSITION:  
STA. 45+69 TO STA. 46+29  
RAIL ROAD OMISSION:  
STA. 46+29 TO STA. 46+58  
THICKNESS TRANSITION:  
STA. 46+58 TO STA. 47+18  
(S.E. TRANSITION BEGINS STA. 46+75)

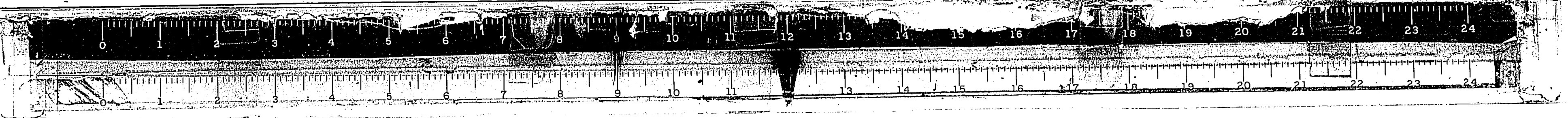
NOTE: THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

\* THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 0.10 FT./FT. IN AREAS OF SUPERELEVATION, THE SHOULDER SLOPES SHALL BE REDUCED ACCORDINGLY.



TO BE USED: STA. 30+60 TO STA. 39+15

\*\*\* INDICATES WIDTH OF PROPOSED AGGREGATE SHOULDER, TY. A, 6" THROUGH THE LIMITS OF PROPOSED GUARD RAIL.



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 885	*	JOHNSON	48	3
F.I.D. ROAD DIST. NO. 7		ILLINOIS	PROJECT	

\* SEC. 110 BC-1; 107W-1, RS-5; 110W-1, RS-2

**GENERAL NOTES**

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB-NUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.

FACTORS USED FOR QUANTITY CALCULATIONS ARE AS FOLLOWS:  
 ALL BITUMINOUS MIXTURES . . . . . 2.016 TONS/CU. YD.  
 ALL AGGREGATE . . . . . 2.05 TONS/CU. YD.  
 BIT. MATERIAL (PRIME COAT) . . . . . 0.09 GAL./SQ. YD.  
 ON CRUSHED STONE . . . . . 0.32 GAL./SQ. YD.  
 AGGREGATE (PRIME COAT) . . . . . 0.0015 TON/SQ. YD.

THE QUANTITY OF PAVEMENT MARKING TAPE SHOWN IN THE PLANS WAS COMPUTED BASED ON ONE APPLICATION EACH FOR THE PRIME COAT, BINDER COURSE, AND SURFACE COURSE AT THE RATE OF 4 LIN. FT. PER. 40' PER. APPLICATION.

PRIME COAT SHALL BE APPLIED TO THE EXISTING BITUMINOUS, THE PROPOSED BRIDGE APPROACH PAVEMENT, AND THE SIDE APPROACHES BEFORE PLACING THE NEW BITUMINOUS CONCRETE.

TRIM EDGES OF EXISTING BITUMINOUS CONCRETE SURFACE FLUSH WITH EXISTING CONCRETE PAVEMENT PRIOR TO CONSTRUCTING NEW BASE COURSE WIDENING.

COMPACTION OF THE PROPOSED EARTH EMBANKMENT SHALL BE TO THE SATISFACTION OF THE ENGINEER.

FURROWING OF SLOPES WILL NOT BE REQUIRED.

THE TEMPORARY BRIDGE RAIL SHALL EXTEND FROM END TO END OF THE PROPOSED BRIDGE APPROACH PAVEMENTS. THE RAIL AND ANCHORAGE DEVICES SHALL BE AS SHOWN ON SHEET NO. 44 OF THE PLANS. THE THREADED RODS SHALL EXTEND AT LEAST 6" INTO THE EXISTING AND PROPOSED CONCRETE PAVEMENT. THE POST SPACING OFF THE BRIDGE SHALL BE AS DETERMINED BY THE ENGINEER (7'-9" MAX.)

THE QUANTITY SHOWN IN THE PLANS FOR AGG. SURF. CSE. TY. A FOR MAINTAINING TRAFFIC, WIDENING RADII OF SIDE APPROACHES & THICKNESS TRANSITIONS IS AN ESTIMATE ONLY. THE ACTUAL AMOUNT REQUIRED SHALL BE AS DIRECTED BY THE ENGINEER.

THE QUANTITY OF PATCHING SHOWN IN THE PLANS INCLUDES AMOUNT FOR TRANSITIONING FROM THE EXISTING PAVEMENT TO THE PROPOSED BRIDGE APPROACH PAVEMENT, AS SHOWN ON STANDARD 2382. ADDITIONAL PATCHING MAY BE REQUIRED IF SO DETERMINED BY THE ENGINEER.

ON ALL SUPERELEVATED CURVES, THE PROPOSED BASE COURSE WIDENING SHALL BE CONSTRUCTED WITH A SLOPE CONFORMING TO THE RATE OF SUPERELEVATION OF THE EXISTING PAVEMENT.

ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE SHOWN ON THE TYPICAL SECTION, AND ARE NOT SHIELDED BY THE PROPOSED GUARDRAIL, SHALL BE REMOVED WITHIN THE IMPROVEMENT LIMITS. TYPICAL OBSTRUCTIONS INCLUDE HEADWALLS, FOUNDATIONS ETC. WHICH PROJECT 4" OR MORE ABOVE THE GROUNDLINE; AND TREES WHICH WILL MATURE TO A DIAMETER OF 4" OR GREATER. TREES ON BACKSLOPES WHICH ARE NOT LIKELY TO BE IMPACTED BY VEHICLES MAY GENERALLY REMAIN IN PLACE.

THE U.S.G.S. BENCH MARK DESCRIBED ON SHEET NO. 6 IS TO BE DESTROYED AND RESET BY I.D.O.T. DISTRICT FORCES.

THE J.U.L.I.E. (JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS)  
 TELEPHONE NUMBER IS 800-892-0123.

**INDEX OF SHEETS**

1. TITLE SHEET
2. TYPICAL SECTIONS
3. INDEX OF SHEETS; GENERAL NOTES
4. SUMMARY OF QUANTITIES
5. SCHEDULE OF QUANTITIES
6. PLAN - PROFILE - F.A. RTE. 885 - STA. 29+00 TO 35+00
7. PLAN - PROFILE - F.A. RTE. 885 - STA. 35+00 TO 41+00
8. PLAN - PROFILE - F.A. RTE. 885 - STA. 41+00 TO 55+00
9. PLAN - PROFILE - F.A. RTE. 885 - STA. 55+00 TO 70+00
10. BRIDGE APPROACH, SHOULDER AND GUARD RAIL DETAILS
11. DETAILS OF BUTT JOINT, ENDING TRANSITION, SEEDING AND MULCHING, TEMPORARY BITUMINOUS CONCRETE TRANSITIONS
12. DETAILS OF RAILROAD OMISSION; SIDE APPROACHES
13. TRAFFIC CONTROL AND PROTECTION - STANDARD 2309 (SPECIAL)
14. DETAILS OF 6'x3' BOX CULVERT EXTENSION
15. DETAILS OF CONCRETE COLLARS, ANCHOR BOLTS, MAIL BOX TURNOUTS, MODIFICATIONS TO BRIDGE APPR. PAVT. STANDARD 2382
- 16-32. CROSS SECTIONS F.A. ROUTE 885
34. CROSS SECTION - EAST MAIN STREET
- 35-48. BRIDGE PLANS 110BC-1 - LITTLE CACHE CREEK

**STANDARD NOS.:**

1686-4	2300-2	2323-5
2113-2	2302-4	2324-5
2117-1	2303-5	2336-2
2130-6	2305-4	2340-3
2230-13	2306-5	2381
2298-5	2307-5	2382-1
2299-8	2311-6	2383-1
		2388-1

PREPARED BY: Harry R. Dy  
 District Design Engineer

EXAMINED BY: Ray Harris  
 District Construction Engineer

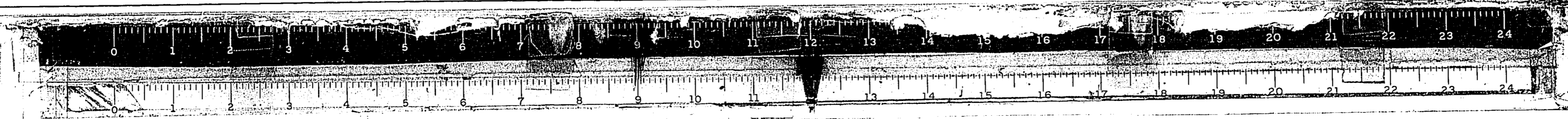
EXAMINED BY: Carl L. DeWitt  
 District Maintenance Engineer

EXAMINED BY: O. E. Redwood  
 District Traffic Engineer

EXAMINED BY: R. J. McConis  
 District Materials Engineer

EXAMINED BY: J. Madson  
 District Land Acquisition Engineer

APPROVED \_\_\_\_\_  
 Date April 2 1981  
J. F. Newton  
 District Engineer

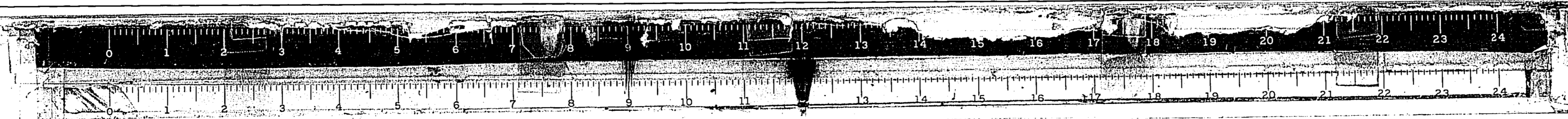


# SUMMARY OF QUANTITIES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 885	*	JOHNSON	48	4
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT	
* SEC. 110BC-1; 107(W-1,RS-5); 110(W-1,RS-2)				

LOCATION OF WORK						
PROJECT BR-F-885 (10)						
			PROJECT BR-F-885 (10)		NON-PART.	
			SEC. 110BC-1		SEC. 107(W-1,RS-5) SEC. 110(W-1,RS-2)	
			STA. 30+60 TO STA. 39+15		STA. 39+15 TO STA. 46+29	
			ROAD		BRIDGE	
			STA. 46+58 TO STA. 67+34.5			
CONSTRUCTION TYPE CODE						
			6706		X080	
			6706		6706	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	6706	X080	6706
202001	EARTH EXCAVATION	CU. YD.	1697	165		1532
203001	CHANNEL EXCAVATION	CU. YD.	900		900	
204001	BORROW EXCAVATION	CU. YD.	203	203		
208001	GRANULAR EMBANKMENT, SPECIAL	TON	173	173		
215001	AGGREGATE SHOULDERS, TYPE A	TON	249	192		57
306004	BITUMINOUS CONCRETE BASE COURSE WIDENING 9"	SQ. YD.	3,435	710		2,725
402001	AGGREGATE SURFACE COURSE, TYPE A	TON	350	100		250
406001	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1174	255		919
406003	AGGREGATE (PRIME COAT)	TON	11	2		9
406007	BITUMINOUS CONCRETE BINDER COURSE	TON	2252	752		1500
406013	BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I	TON	1073	244	31	798
408013	PROTECTIVE COAT	SQ. YD.	82	48	34	
408015	R.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT	SQ. YD.	24.6	24.6		
501001	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
501029	EXPANSION BOLTS 3/4 INCH	EACH	28			28
502001	STRUCTURE EXCAVATION	CU. YD.	157		157	
504003	CLASS X CONCRETE	CU. YD.	159.9		159.9	
504010	CLASS X CONCRETE COLLAR	EACH	2			2
505003	PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH)	SQ. FT.	3,520		3,520	
X50810	STEEL RAILING, TY T-1	LIN. FT.	202		202	
511025	PIPE CULVERTS, TYPE 1 15"	LIN. FT.	534			534
511048	PIPE CULVERTS, TYPE 1 RCCP 30"	LIN. FT.	12			12
511782	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	2			2
512001	REINFORCEMENT BARS	POUND	21,814	6,674	13,460	1680
513013	FURNISHING STEEL PILES HP 8 X 36	LIN. FT.	1,385		1,385	
513027	DRIVING STEEL PILES	LIN. FT.	1,350		1,350	
513033	TEST PILE STEEL HP 8 X 36	EACH	2		2	
514001	NAME PLATES	EACH	1		1	
601001	STONE RIPRAP	SQ. YD.	916		823	93
616050	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	LIN. FT.	73	73		
617001	PAVEMENT REMOVAL	SQ. YD.	164	164		
617005	COMBINATION CURB AND GUTTER REMOVAL	LIN. FT.	22	22		
620016	PAVEMENT REMOVAL AND BITUMINOUS REPLACEMENT, TYPE I, 9 INCH	SQ. YD.	15			15
620017	PAVEMENT REMOVAL AND BITUMINOUS REPLACEMENT, TYPE II, 9 INCH	SQ. YD.	100	12		88
620018	PAVEMENT REMOVAL AND BITUMINOUS REPLACEMENT, TYPE III, 9 INCH	SQ. YD.	40			40

LOCATION OF WORK						
PROJECT BR-F-885 (10)						
			PROJECT BR-F-885 (10)		NON-PART.	
			SEC. 110BC-1		SEC. 107(W-1,RS-5) SEC. 110(W-1,RS-2)	
			STA. 30+60 TO STA. 39+15		STA. 39+15 TO STA. 46+29	
			ROAD		BRIDGE	
			STA. 46+58 TO STA. 67+34.5			
CONSTRUCTION TYPE CODE						
			6706		X080	
			6706		6706	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	6706	X080	6706
628031	TRAFFIC BARRIER TERMINAL, TYPE I	EACH	4	4		
633003	STEEL PLATE BEAM GUARD RAIL REMOVAL	LIN. FT.	250	250		
642002	SEEDING, CLASS II	ACRE	2.8	0.7		2.1
646004	ENGINEER'S FIELD OFFICE, TYPE A	CAL. MO.	12	1	6	5
647001	PAVEMENT MARKING TAPE	LIN. FT.	1,108	256		852
648005	TRAFFIC CONTROL AND PROTECTION, STANDARD 2311	L. SUM	1	0.2		0.8
648009	TRAFFIC CONTROL AND PROTECTION, STANDARD 2309 (SPECIAL)	EACH	1		1	
X04748	MOBILIZATION	L. SUM	1	0.2	0.1	0.7
X05301	TEMPORARY SUPPORT SYSTEM	L. SUM	1		1	
X05728	TEMPORARY BRIDGE RAIL	LIN. FT.	155		155	
X40812	BRIDGE APPROACH PAVEMENT (STANDARD 2382)	SQ. YD.	143	143		
X50301	CLASS X CONCRETE BOX CULVERTS	CU. YD.	10.6			10.6
X61640	TEMPORARY CONCRETE BARRIER	LIN. FT.	180		180	
X61641	TEMPORARY CONCRETE BARRIER, TERMINAL SECTION	EACH	2		2	
X61642	RELOCATE TEMPORARY CONCRETE BARRIER	LIN. FT.	134		134	
X62837	STEEL PLATE BEAM GUARD RAIL, TYPE A	LIN. FT.	175	175		
X62843	TRAFFIC BARRIER TERMINAL, TYPE 5A	EACH	4	4		
X62875	TRAFFIC BARRIER TERMINAL, TYPE II	EACH	2		2	
Z10279	NEOPRENE EXPANSION JOINT 2"	LIN. FT.	37		37	
Z10317	PORTLAND CEMENT MORTAR FAIRING COURSE	LIN. FT.	905		905	
Z10530	WATERPROOFING MEMBRANE SYSTEM	SQ. YD.	376		376	



ROUTE NO.	SEC.	COUNTY	T. & R.	SHEET NO.
FA. 885	*	JOHNSON	48	5
FED. ROAD DIST. NO.	ILL. PROJ. NO.	PROJECT		

\* SEC. 110BC-1; 107W-1, RS-5; 110W-1, RS-2

SCHEDULE OF DRAINAGE STRUCTURES

STATION	LT. RT.	TYPE	CLASS X CONCRETE		PIPE CULVERT		P.R.C. FLARED END SECTION 30"	REINFORCE - MENT BARS POUND	EXPAN. BOLTS 3/4"
			COLLARS	BOX CULVERT	TYPE I (R.C.C.P.) 30"	TYPE I 15"			
			EACH	CU. YD.	LIN. FT.	LIN. FT.	EACH		EACH
47+56		6x3' BOX CULVERT		10.6				1680	28
48+77	LT.	ENTRANCE PIPE				48			
49+82	LT.	PARK STREET				56			
51+25	LT.	ENTRANCE PIPE				56			
52+30	RT.	ENTRANCE PIPE				30			
52+95	LT.	ENTRANCE PIPE				30			
53+38	RT.	ENTRANCE PIPE				50			
53+46	LT.	ENTRANCE PIPE				38			
54+21	RT.	ENTRANCE PIPE				30			
56+23	RT.	LEDBETTER ST.				36			
57+59		2x2' BOX CULVERT	2		12		2		
57+95	RT.	ENTRANCE PIPE				58			
60+58	RT.	ENTRANCE PIPE				42			
61+83	RT.	ENTRANCE PIPE				30			
62+35	RT.	ENTRANCE PIPE				30			
TOTALS			2	10.6	12	534	2	1680	28

NOTE: THE REMOVAL OF THE EXISTING PIPES AND HEADWALLS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE PARTICULAR TYPE OF PIPE BEING PLACED.

SCHEDULE OF EARTHWORK

LOCATION		EARTH EXCAVATION	EARTH EMBANKMENT	CHANNEL EXCAVATION	BORROW EXCAVATION	REMARKS
		CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	
STA. 30+60 TO STA. 39+15	BAL. #1	165.0	1160	900	203	OBTAIN 282 CU. YDS. (EXCESS) FROM BAL. NO. 2
STA. 39+15 TO STA. 67+50	BAL. #2	1532.0	739			
TOTALS		1697.0	1899	900	203	

NOTE: USE STRUCTURE EXCAVATION TO FLATTEN SLOPES AS DIRECTED BY THE ENGINEER.

SCHEDULE OF STEEL PLATE BEAM GUARD RAIL

LOCATION STATION - STATION	S.P.B.G.R.	TRAFFIC BARRIER TERM., TY. I	TRAFFIC BARRIER TERM., TY. 5A
	TY. A LIN. FT.	EACH	EACH
RT. STA. 32+20 TO STA. 32+81	25	/	/
RT. STA. 33+85 TO STA. 34+21		/	/
LT. STA. 32+56 TO STA. 32+92		/	/
LT. STA. 33+98 TO STA. 35+84	150	/	/
TOTALS	175	4	4

SCHEDULE OF GUARD RAIL REMOVAL

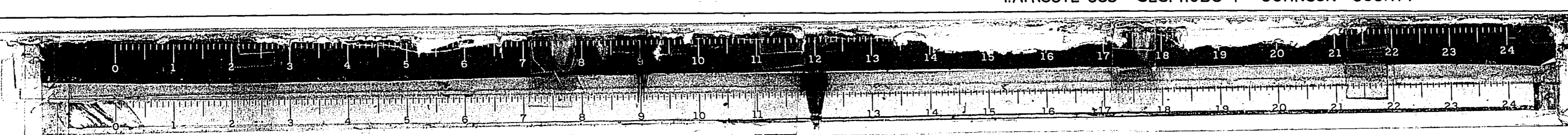
LOCATION STATION - STATION	LIN. FT.
RT. STA. 32+64 TO STA. 33+02	37.5
RT. STA. 33+74 TO STA. 34+12	37.5
LT. STA. 31+64 TO STA. 33+02	137.5
LT. STA. 33+74 TO STA. 34+12	37.5
TOTAL	250

SCHEDULE OF STONE RIPRAP

LOCATION STATION - STATION	SQ. YD. (EST.)
LT. STA. 47+56 TO STA. 47+81	22
LT. STA. 57+48 TO STA. 57+73	22
RT. STA. 56+50 TO STA. 56+75	22
RT. STA. 57+40 TO STA. 57+70	27
TOTAL	93

NOTE: BEDDING MATERIAL MAY BE ELIMINATED AT THE ABOVE LOCATIONS.

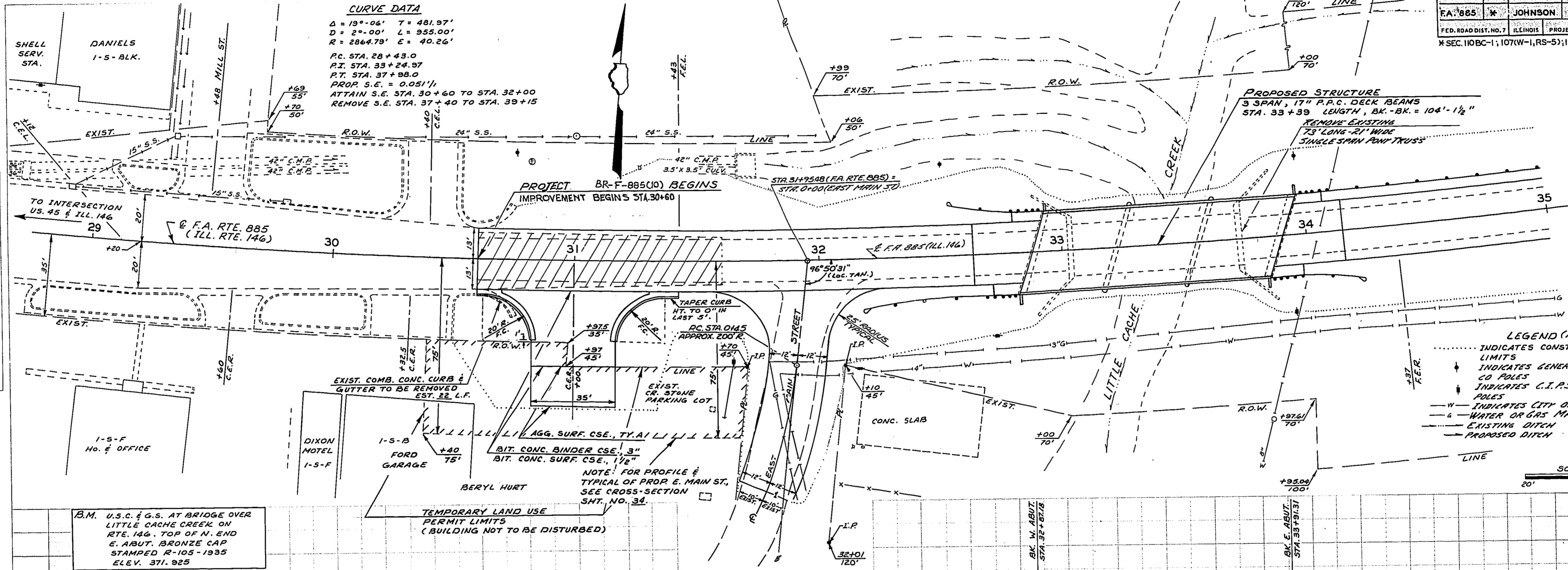
NOTE: FOR SCHEDULE OF SIDE APPROACHES, SEE SHEET NO. 12.



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 885	*	JOHNSON	48	6
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		
X SEC. 110BC-1; 107W-1, RS-5; 110W-1, RS-2				

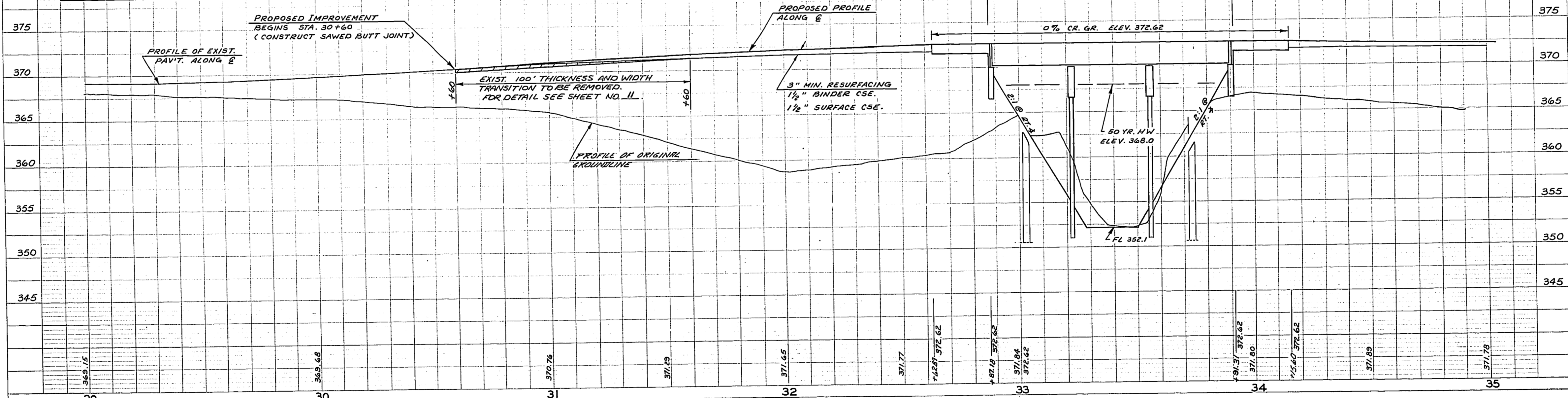
**CURVE DATA**

$\Delta = 19^{\circ}04'$   $T = 481.97'$   
 $D = 2^{\circ}00'$   $L = 955.00'$   
 $R = 2864.79'$   $E = 40.26'$   
 R.C. STA. 28+43.0  
 P.T. STA. 33+24.97  
 P.T. STA. 37+98.0  
 PROP. S.E. = 0.051/1  
 ATTAIN S.E. STA. 30+60 TO STA. 32+00  
 REMOVE S.E. STA. 37+40 TO STA. 39+15



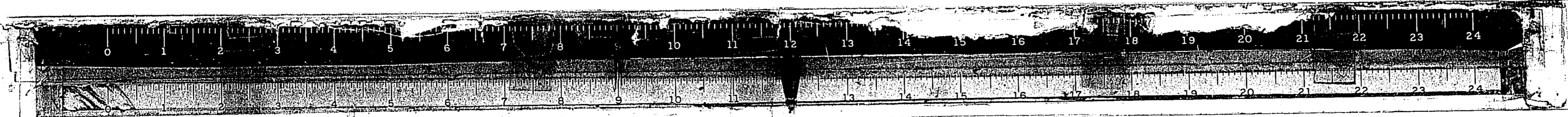
**PLAN**  
 UNLIMITED  
 LISTED RIGHTS  
 NOTE BOOK  
 E. A. HEDD  
 INCREASING CHECKS  
 IN THE FIELD  
 No.

**PROFILE**  
 UNLIMITED  
 LISTED RIGHTS  
 NOTE BOOK  
 E. A. HEDD  
 INCREASING CHECKS  
 IN THE FIELD  
 No.



**B.M. U.S.C. & G.S. AT BRIDGE OVER LITTLE CACHE CREEK ON RTE. 146. TOP OF N. END E. ABUT. BRONZE CAP STAMPED R-105-1935 ELEV. 371.925**

**TEMPORARY LAND USE PERMIT LIMITS (BUILDING NOT TO BE DISTURBED)**



**PLAN**  
 DRAWN BY: [ ]  
 CHECKED BY: [ ]  
 DATE: [ ]  
 NO. [ ]

**PROFILE**  
 DRAWN BY: [ ]  
 CHECKED BY: [ ]  
 DATE: [ ]  
 NO. [ ]

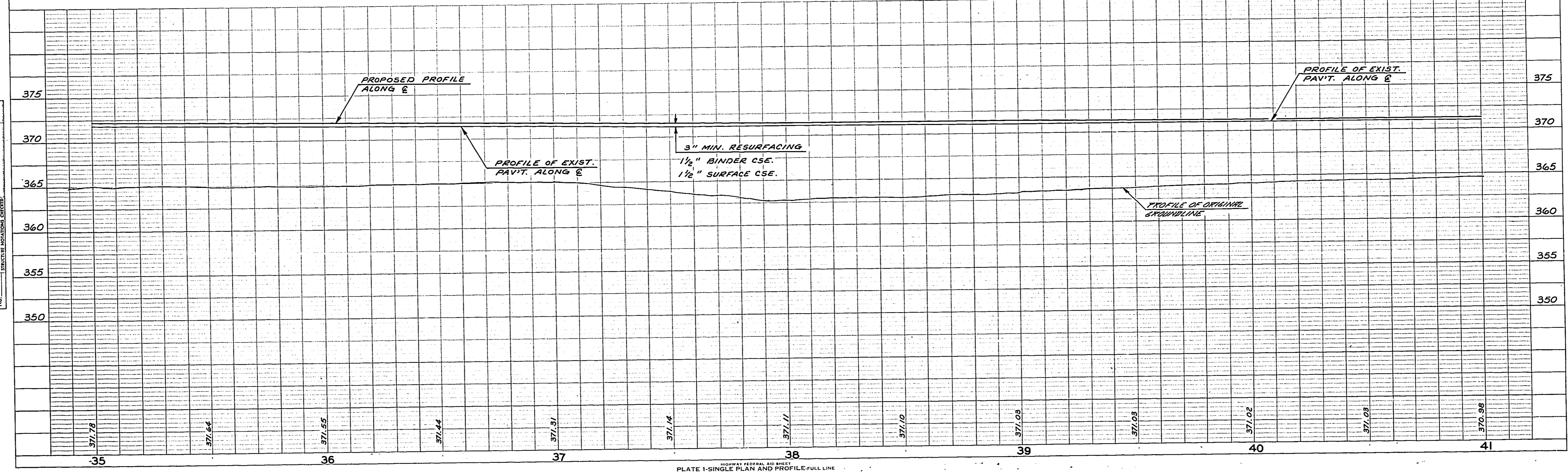
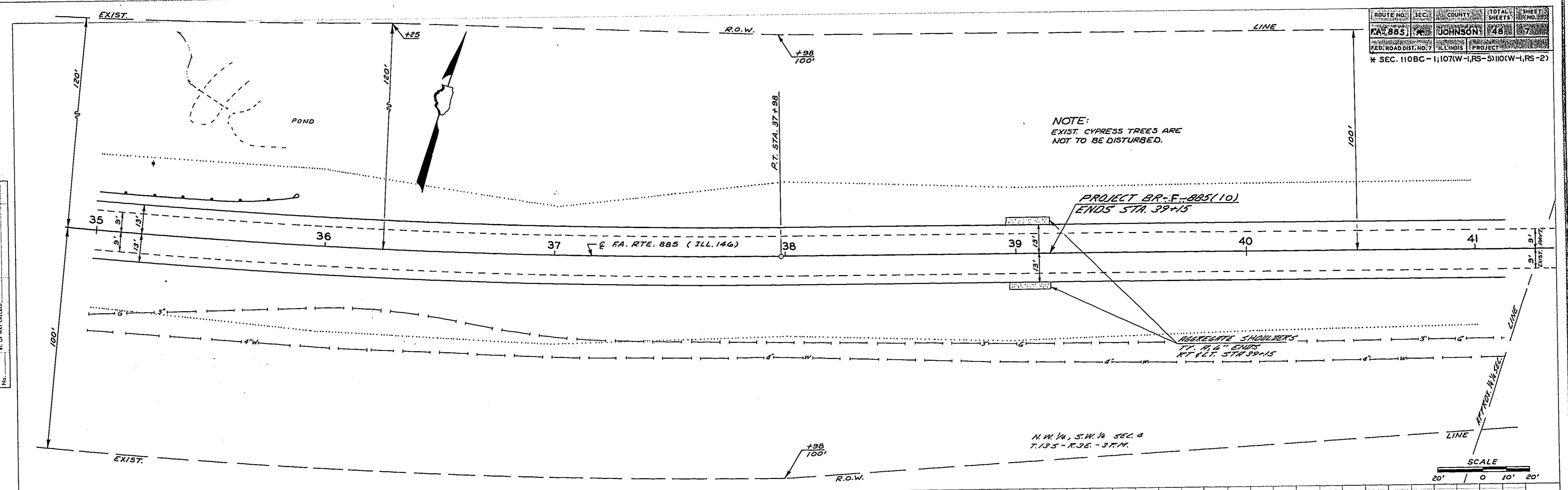
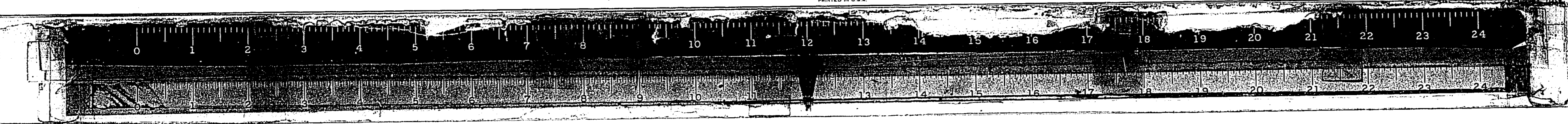
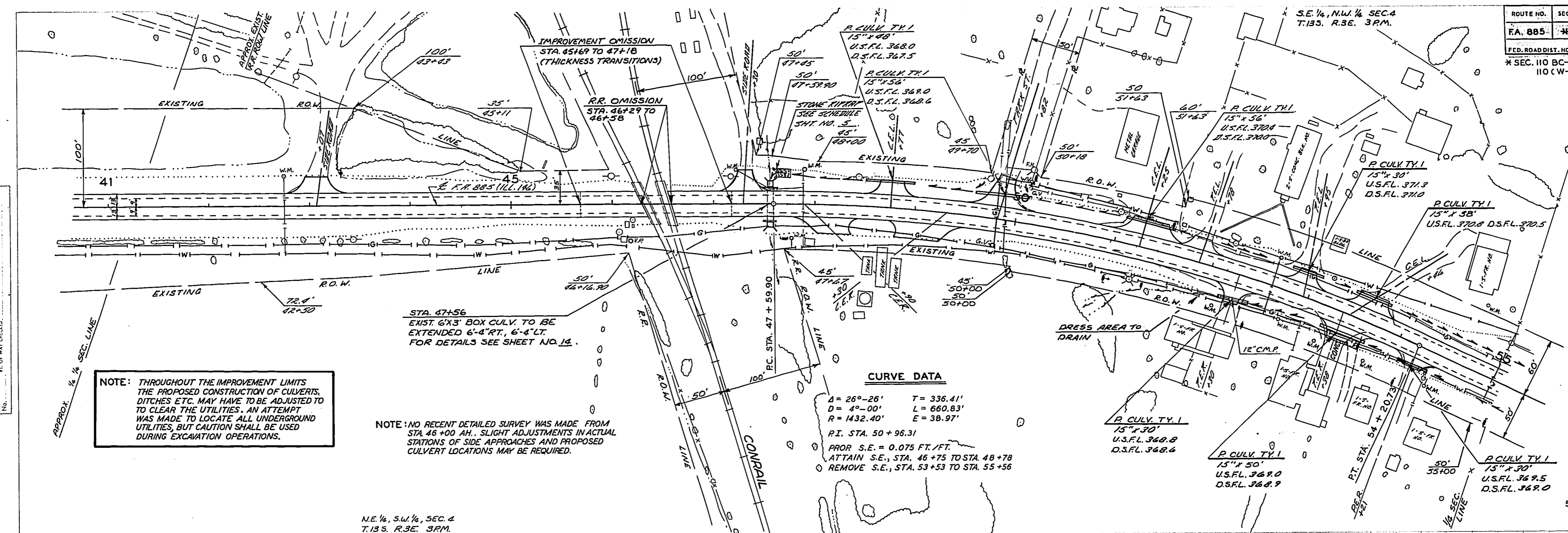


PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 885	4	JOHNSON	48	8
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				
* SEC. 110 BC-1; 107(W-1, RS-5); 110(W-1, RS-2)				

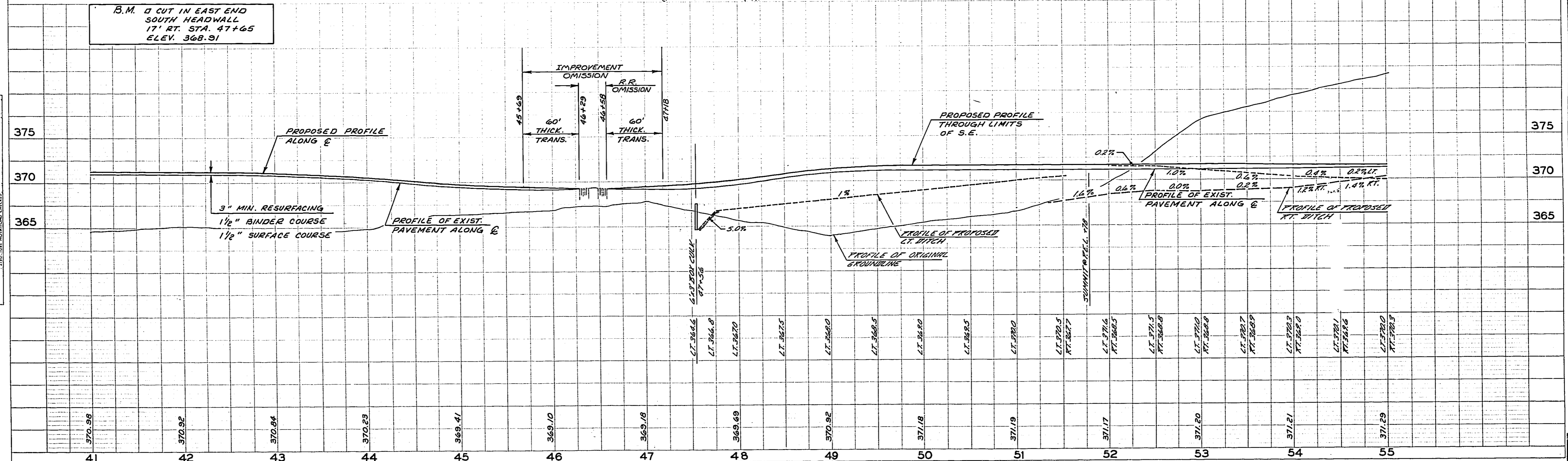


**NOTE:** THROUGHOUT THE IMPROVEMENT LIMITS THE PROPOSED CONSTRUCTION OF CULVERTS, DITCHES ETC. MAY HAVE TO BE ADJUSTED TO CLEAR THE UTILITIES. AN ATTEMPT WAS MADE TO LOCATE ALL UNDERGROUND UTILITIES, BUT CAUTION SHALL BE USED DURING EXCAVATION OPERATIONS.

**NOTE:** NO RECENT DETAILED SURVEY WAS MADE FROM STA. 45+00 ON. SLIGHT ADJUSTMENTS IN ACTUAL STATIONS OF SIDE APPROACHES AND PROPOSED CULVERT LOCATIONS MAY BE REQUIRED.

**CURVE DATA**  
 A = 26°-26'    L = 336.41'  
 D = 4°-00'    L = 660.83'  
 R = 1432.40'    E = 38.97'  
 P.I. STA. 50+96.31  
 PROR. S.E. = 0.075 FT./FT.  
 ATTAIN S.E., STA. 46+75 TO STA. 48+78  
 REMOVE S.E., STA. 53+53 TO STA. 55+56

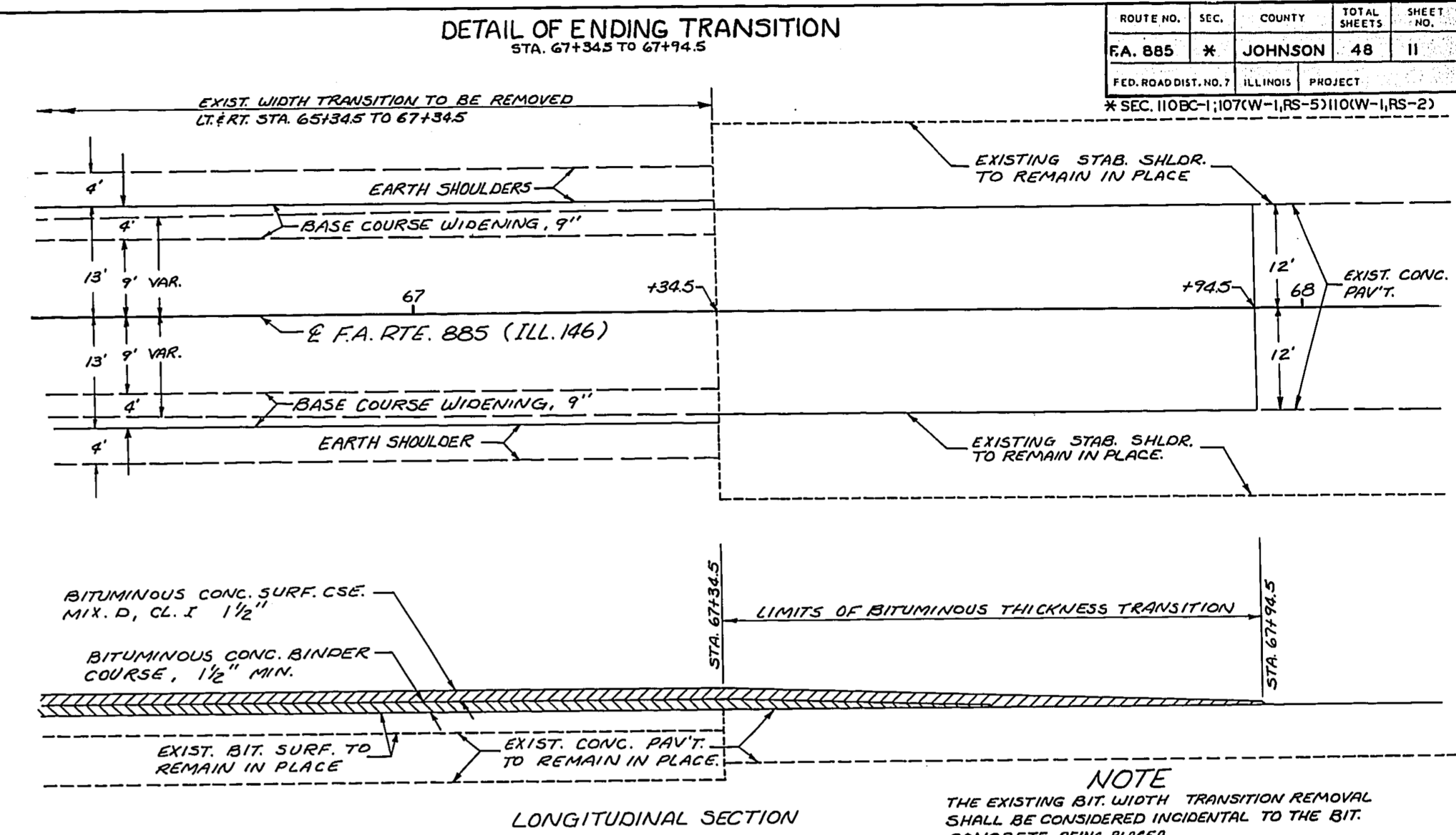
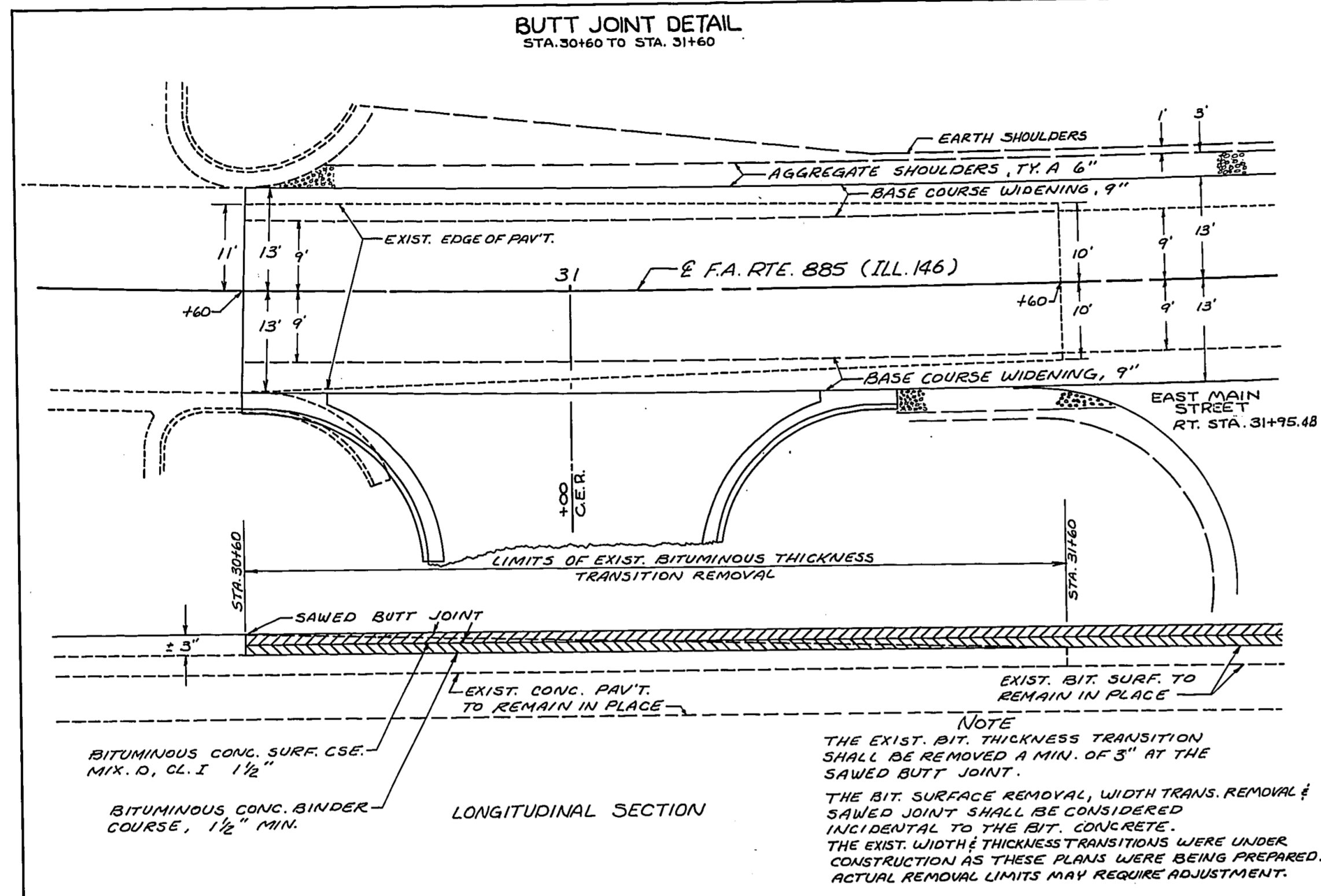
B.M. CUT IN EAST END SOUTH HEADWALL  
 17' RT. STA. 47+65  
 ELEV. 368.91



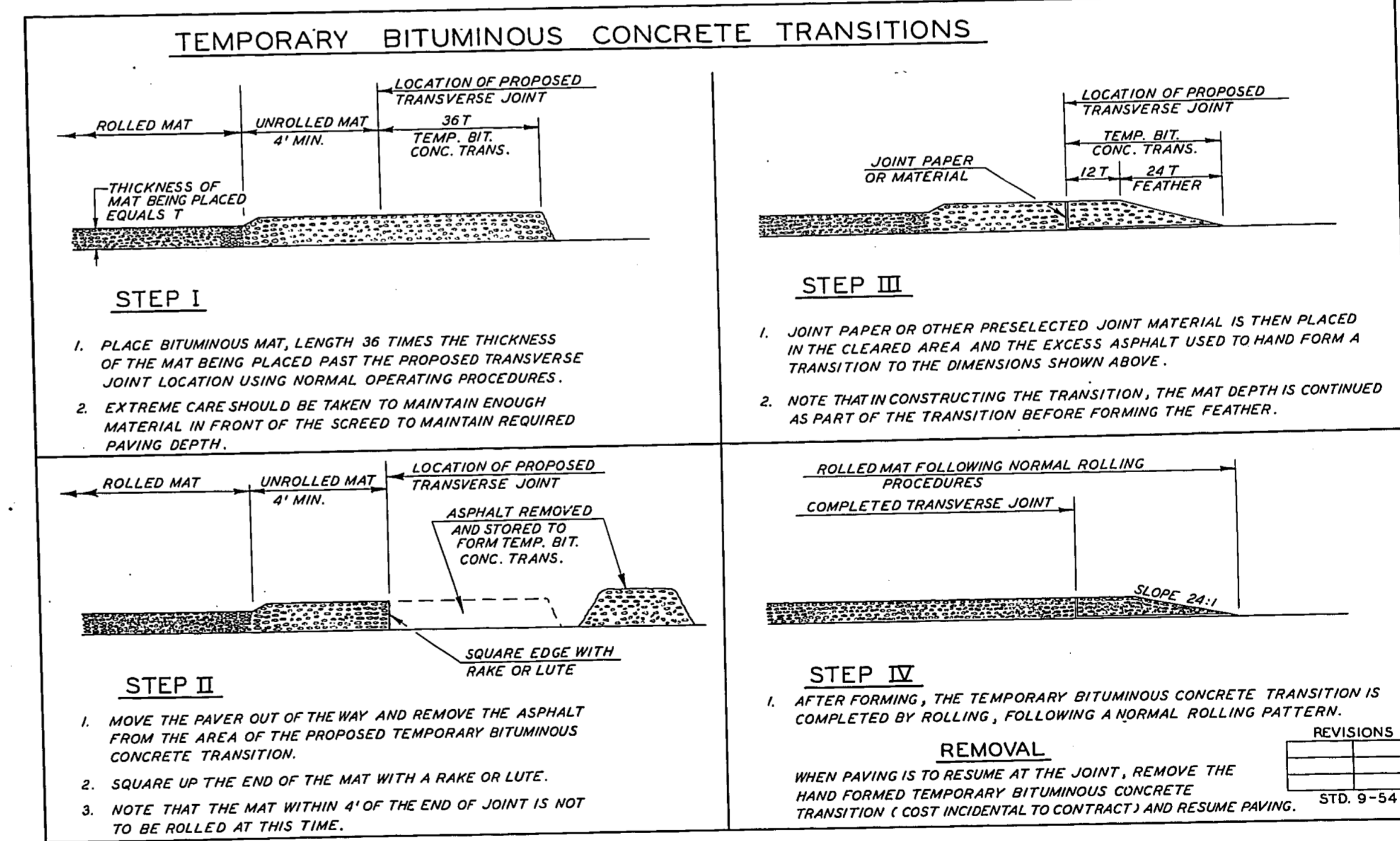
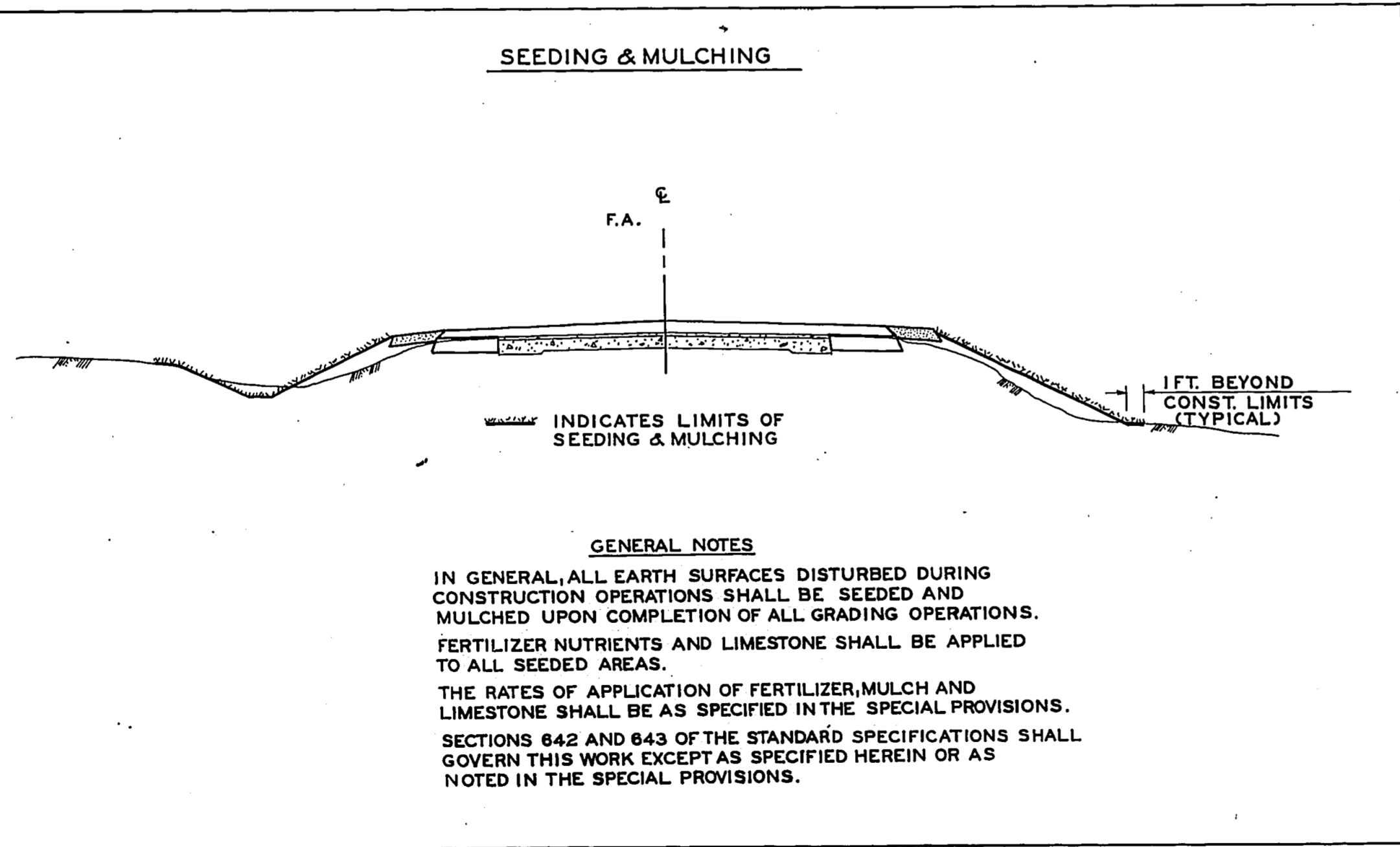




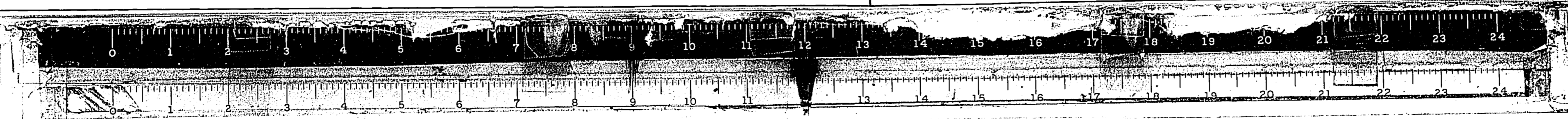




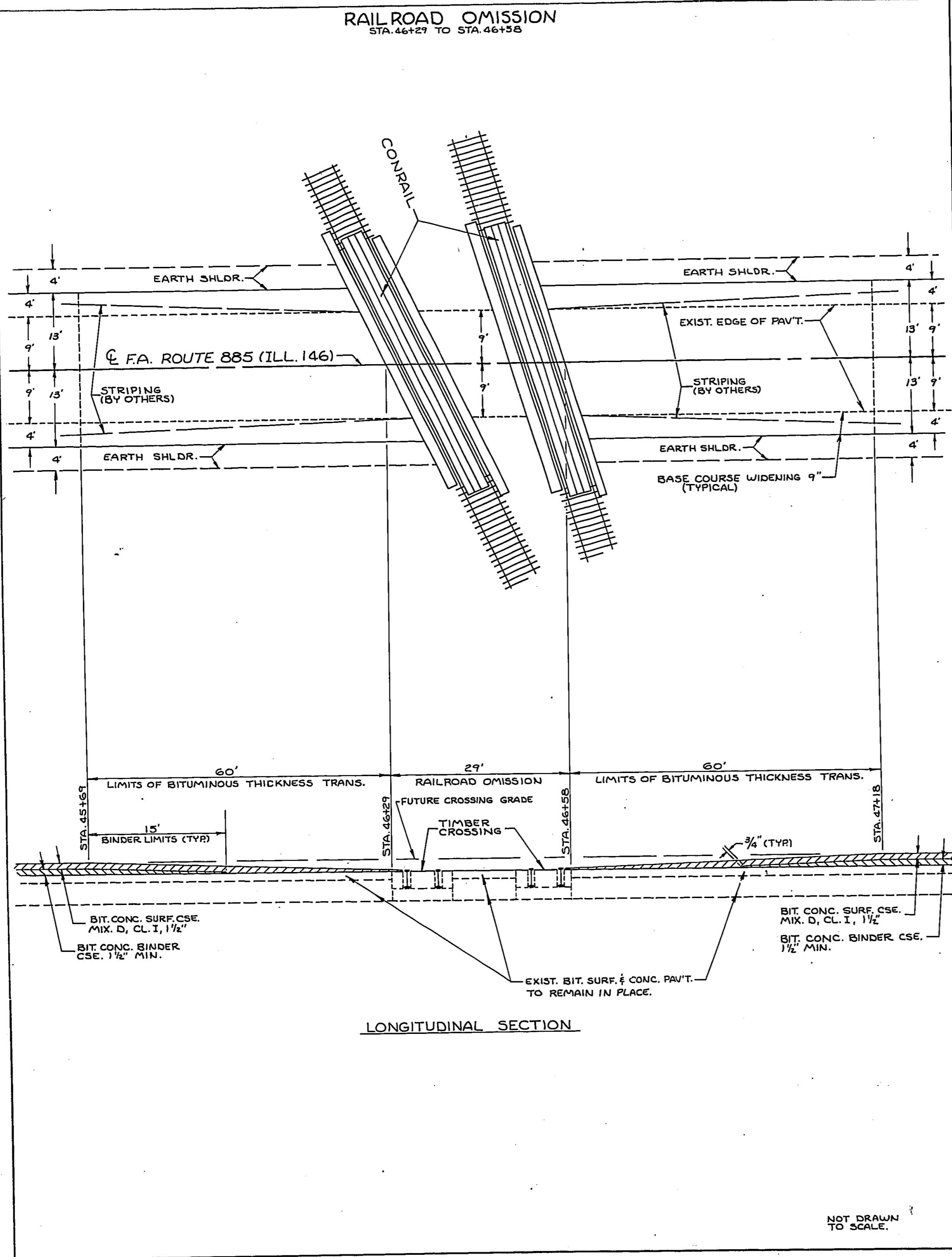
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 885	*	JOHNSON	48	11
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				
* SEC. 110BC-1; 107W-1, RS-5; 110W-1, RS-2				



FA. ROUTE 885 SEC. 110BC-1 JOHNSON COUNTY

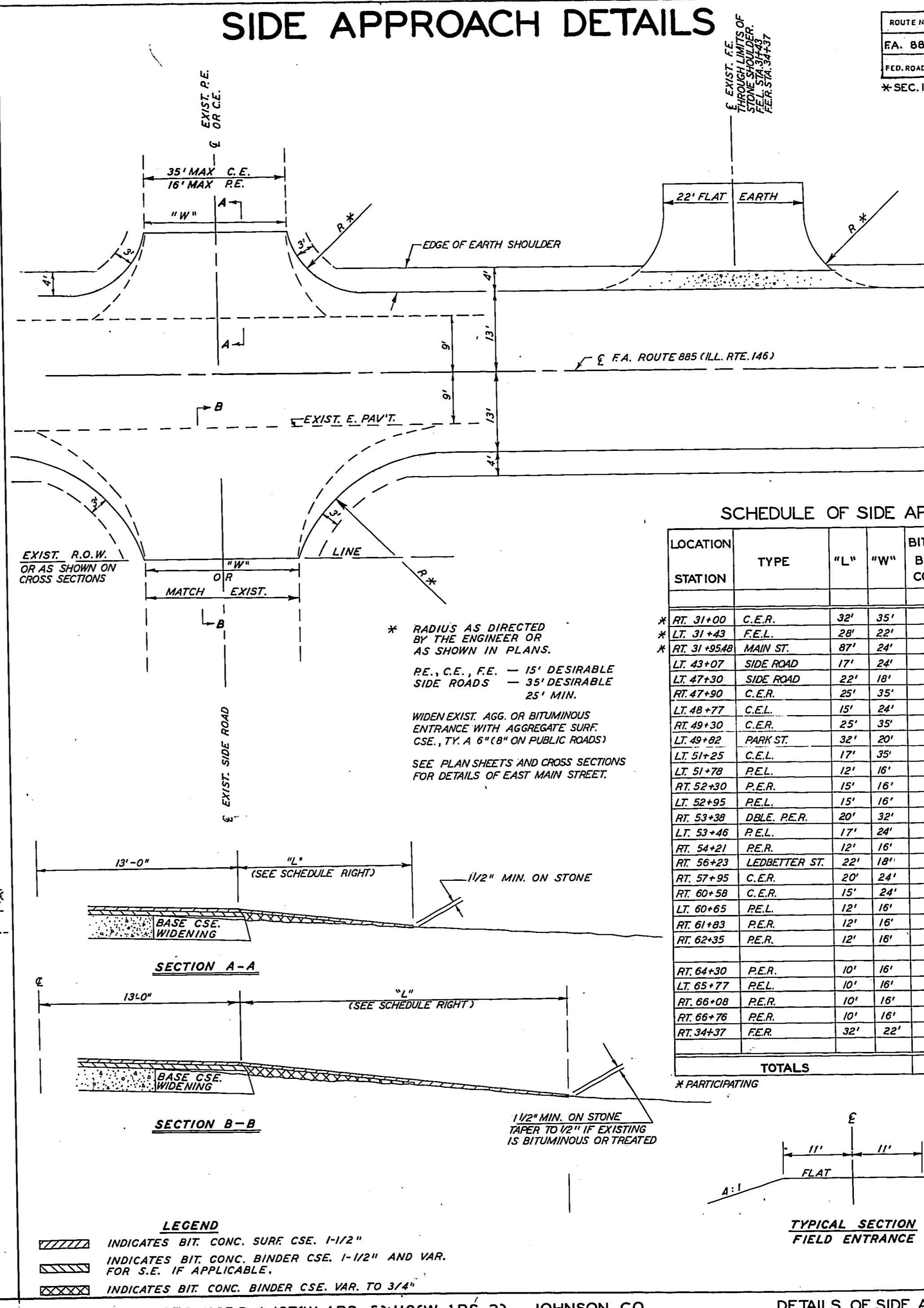


**RAILROAD OMISSION**  
STA. 46+27 TO STA. 46+35



LONGITUDINAL SECTION

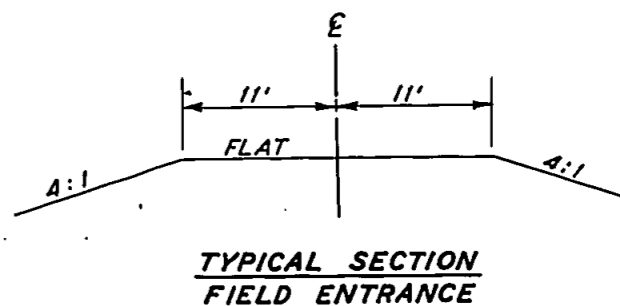
**SIDE APPROACH DETAILS**



SCHEDULE OF SIDE APPROACHES

STATION	TYPE	"L"	"W"	BIT. CONC. BINDER COURSE TONS	BIT. CONC. SURFACE COURSE TONS
* RT. 31+00	C.E.R.	32'	35'	24.4	121
* LT. 31+43	F.E.L.	28'	22'	—	—
* RT. 31+95.48	MAIN ST.	87'	24'	44.8	221
LT. 43+07	SIDE ROAD	17'	24'	6.4	6.3
LT. 47+30	SIDE ROAD	22'	18'	6.3	6.2
RT. 47+90	C.E.R.	25'	35'	9.2	91
LT. 48+77	C.E.L.	15'	24'	4.3	4.3
RT. 49+30	C.E.R.	25'	35'	9.2	91
LT. 49+82	PARK ST.	32'	20'	8.6	8.5
LT. 51+25	C.E.L.	17'	35'	6.5	6.5
LT. 51+78	P.E.L.	12'	16'	2.7	2.7
RT. 52+30	P.E.R.	15'	16'	3.2	3.2
LT. 52+95	P.E.L.	15'	16'	3.2	3.2
RT. 53+38	DBLE. P.E.R.	20'	32'	6.9	6.9
LT. 53+46	P.E.L.	17'	24'	4.7	4.7
RT. 54+21	P.E.R.	12'	16'	2.7	2.7
RT. 56+23	LEDBETTER ST.	22'	18'	4.7	4.6
RT. 57+95	C.E.R.	20'	24'	5.5	5.4
RT. 60+58	C.E.R.	15'	24'	4.3	4.3
LT. 60+65	P.E.L.	12'	16'	2.7	2.7
RT. 61+83	P.E.R.	12'	16'	2.7	2.7
RT. 62+35	P.E.R.	12'	16'	2.7	2.7
RT. 64+30	P.E.R.	10'	16'	2.4	2.4
LT. 65+77	P.E.L.	10'	16'	2.4	2.4
RT. 66+08	P.E.R.	10'	16'	2.4	2.4
RT. 66+78	P.E.R.	10'	16'	2.4	2.4
RT. 34+37	P.E.R.	32'	22'	—	—
<b>TOTALS</b>				<b>175.3</b>	<b>139.6</b>

\* PARTICIPATING

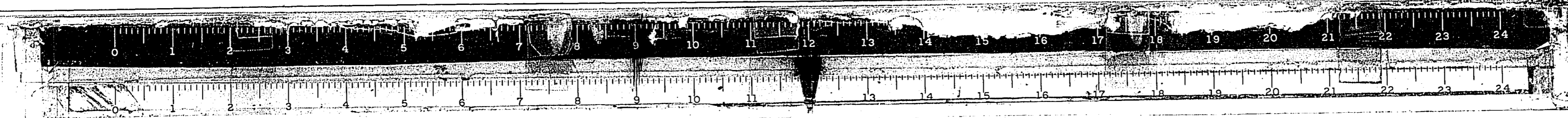


TYPICAL SECTION FIELD ENTRANCE

\* RADIUS AS DIRECTED BY THE ENGINEER OR AS SHOWN IN PLANS.  
R.E., C.E., F.E. — 15' DESIRABLE SIDE ROADS — 35' DESIRABLE 25' MIN.  
WIDEN EXIST. AGG. OR BITUMINOUS ENTRANCE WITH AGGREGATE SURF. CSE., T.Y. A 6" (8" ON PUBLIC ROADS)  
SEE PLAN SHEETS AND CROSS SECTIONS FOR DETAILS OF EAST MAIN STREET.

**LEGEND**  
 INDICATES BIT. CONC. SURF. CSE. 1-1/2"  
 INDICATES BIT. CONC. BINDER CSE. 1-1/2" AND VAR. FOR S.E. IF APPLICABLE.  
 INDICATES BIT. CONC. BINDER CSE. VAR. TO 3/4"

NOT DRAWN TO SCALE.



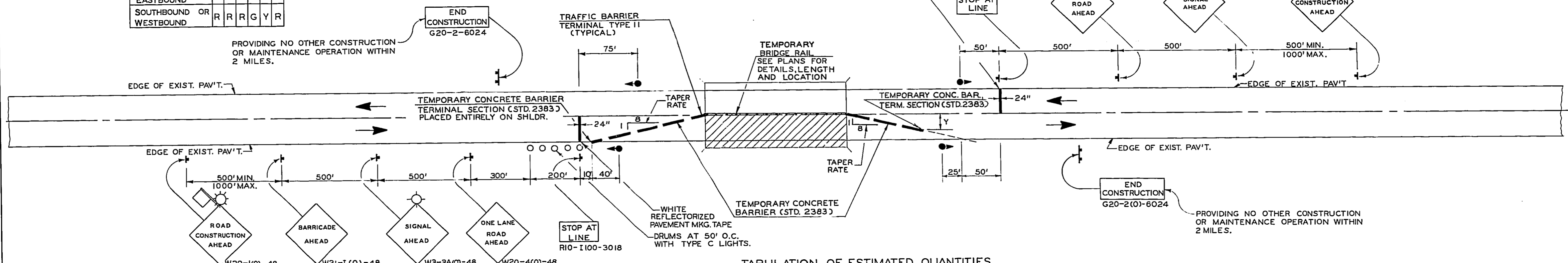
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 885	*	JOHNSON	48	13
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT	
*SEC. 110BC-1; 107(W-1,RS-5); 110(W-1,RS-2)				

## TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES TO BE USED WITH TEMPORARY BARRIER

**TRAFFIC SIGNALS**

SEQUENCE OF OPERATIONS						
PHASE	A			B		
INTERVAL	1	2	3	4	5	6
NORTHBOUND OR EASTBOUND	G	Y	R	R	R	R
SOUTHBOUND OR WESTBOUND	R	R	R	G	Y	R

POSTED SPEED M.P.H.	TAPER RATE FT./FT.	OFFSET DIST. "Y" FT.
40 AND ABOVE	12:1	8
BELOW 40	8:1	5



STAGE	LOCATION	LIN. FT.	TAPER RATE FT./FT.
I	EAST	80	8:1
I	WEST	40	8:1
II	WEST	110	8:1
II	EAST	70	8:1

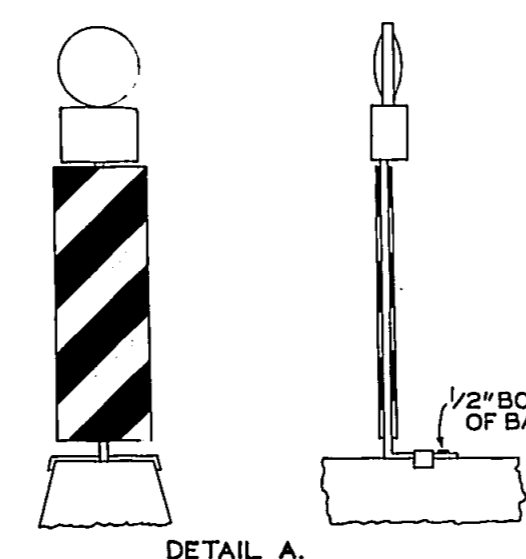
**TABULATION OF ESTIMATED QUANTITIES**

ITEM	STAGE 1	STAGE 2	PAYMENT QUANTITY
TRAF. CONT. & PROTECTION, STD. 2309 (SPECIAL)	-	-	1 EACH
TEMPORARY BRIDGE RAIL	-	-	LIN. FT.
TEMPORARY CONCRETE BARRIER	120	60	180 LIN. FT.
TEMP. CONC. BARRIER, TERMINAL SECTION	2	2	2 EACH
RELOCATE TEMPORARY CONC. BARRIER	-	134**	134 LIN. FT.
TRAFFIC BARRIER TERMINAL, TYPE II	2	2	2 EACH

(1 STAGE ONLY)

- SYMBOLS**
- WORK AREA
  - SIGN WITH 18 IN. BY 48 IN. (MINIMUM) ORANGE FLAG ATTACHED.
  - SIGN ON PORTABLE OR PERMANENT SUPPORT.
  - DRUM WITH STEADY BURNING LIGHTS.
  - TEMPORARY CONCRETE BARRIER (STD. 2383)
  - TRAFFIC SIGNAL.
  - FLASHING BEACON (A.C. POWERED)
  - HIGH INTENSITY FLASHING BEACON (TYPE B) (SEE ARTICLE 718.14 OF THE STD. SPECIFICATIONS)

- TYPICAL APPLICATION**  
BRIDGE DECK REPAIR/REPLACEMENT USING STAGE CONSTRUCTION.
- REFER TO SPECIAL PROVISIONS:
1. TRAFFIC CONTROL AND PROTECTION STANDARD 2309 (SPECIAL)
  2. TRAFFIC CONTROL PLAN
  3. KEEPING THE ROAD OPEN TO TRAFFIC
  4. TEMPORARY CONCRETE BARRIER
  5. TEMPORARY BRIDGE RAIL
  6. SEQUENCE OF CONSTRUCTION

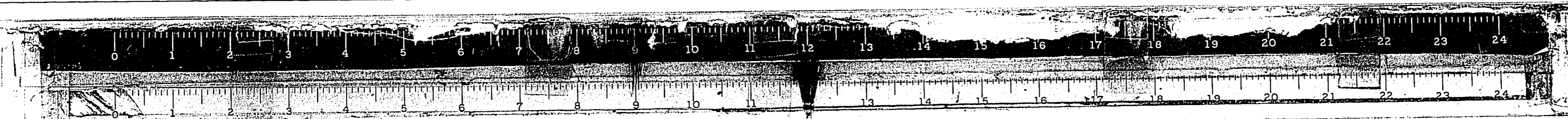


- GENERAL NOTES**
1. THE ENGINEER MUST BE NOTIFIED AT LEAST 72 HOURS PRIOR TO PLACING THE TEMPORARY SIGNALS IN OPERATION SO THAT ARRANGEMENTS CAN BE MADE TO INSPECT THE INSTALLATION AND SET THE TIMING OF THE SIGNALS. THE CONTRACTOR MUST FURNISH TIMING CYCLE GEARS OF 60, 65, 70, 80, 90, 100 AND 110 SECONDS FOR THE CONTROLLER.
  2. AT ANY TIME THAT THE SIGNALS ARE NOT OPERATING THE SIGNAL HEAD SHALL BE HOODED AND THE SIGNAL AHEAD SIGN COVERED OR REMOVED.
  3. THE LEFT SIGNAL HEAD SHALL NORMALLY BE MOUNTED AT A HEIGHT OF 10 FEET ABOVE THE ROAD SURFACE MEASURED TO THE BOTTOM OF THE SIGNAL HEAD. THE RIGHT HEAD SHALL NORMALLY BE MOUNTED AT HEIGHT OF 14 FEET ABOVE THE ROAD SURFACE. BAFFLE PLATES WILL BE REQUIRED ON ALL SIGNALS.
  4. ALL RED LENSES SHALL NORMALLY BE 12 INCH NOMINAL DIAMETER. THE RIGHT SIGNAL HEAD SHALL BE AIMED SO THE CENTERS OF THE LIGHT BEAMS OF THE INDICATIONS ARE DIRECTED TOWARD A POINT IN THE CENTER OF THE APPROACH LANE 500 FEET IN ADVANCE OF THE SIGNAL. THE LEFT INDICATION SHALL BE AIMED AT A POINT IN THE CENTER OF THE APPROACH LANE 100 FEET IN ADVANCE OF THE STOP LINE.
  5. BIDIRECTIONAL STEADY BURNING AMBER LIGHTS AND DOUBLE VERTICAL PANELS SHALL BE MOUNTED ON THE BARRIER AT 20 FOOT CENTERS. DETAIL A SHOWS A SUGGESTED MOUNTING. OTHER METHODS OF MOUNTING MAY BE USED UPON THE APPROVAL OF THE ENGINEER. THE LIGHTS SHALL ALSO BE ATTACHED TO THE TEMPORARY BRIDGE RAIL AT 20 FOOT CENTERS AND KEPT BURNING FROM DUSK UNTIL DAWN EACH NIGHT THE TEMPORARY CONCRETE BARRIER AND TEMPORARY BRIDGE RAIL IS IN USE.
  6. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
  7. HIGH INTENSITY FLASHING BEACONS SHALL BE USED ON EACH APPROACH IN ADVANCE OF THE WORK AREA DURING HOURS OF DARKNESS AND INSTALLED ABOVE THE ROAD CONSTRUCTION AHEAD SIGNS.
  8. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
  9. ALL WARNING SIGNS SHALL HAVE MINIMUM DIMENSIONS OF 48 IN. BY 48 IN. AND HAVE BLACK LEGEND AND BORDER ON AN ORANGE REFLECTORIZED BACKGROUND. ALL SIGNS OTHER THAN WARNING SIGNS SHALL HAVE AS A MINIMUM THE DIMENSIONS SHOWN AND SHALL HAVE A BLACK LEGEND AND BORDER ON A WHITE REFLECTORIZED BACKGROUND.
  10. ALL VEHICLES, EQUIPMENT, MEN AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
  11. FORM BT 725 IS REQUIRED.
  12. FLASHING BEACONS SHALL BE USED ON EACH APPROACH IN ADVANCE OF THE WORK AREA AND INSTALLED ABOVE THE SIGNAL AHEAD SIGNS. EACH OF THESE BEACONS SHALL HAVE A YELLOW LENS WITH A NOMINAL SIZE OF 8 INCHES, A PARABOLIC REFLECTOR, AND A CLEAR LAMP WITH A MINIMUM RATING OF 64 WATTS. THE FLASHING CONTROLLER SHALL BE SET FOR NOT LESS THAN FIFTY NOR MORE THAN SIXTY FLASHES PER MINUTE WITH EQUAL ON AND OFF INTERVALS.

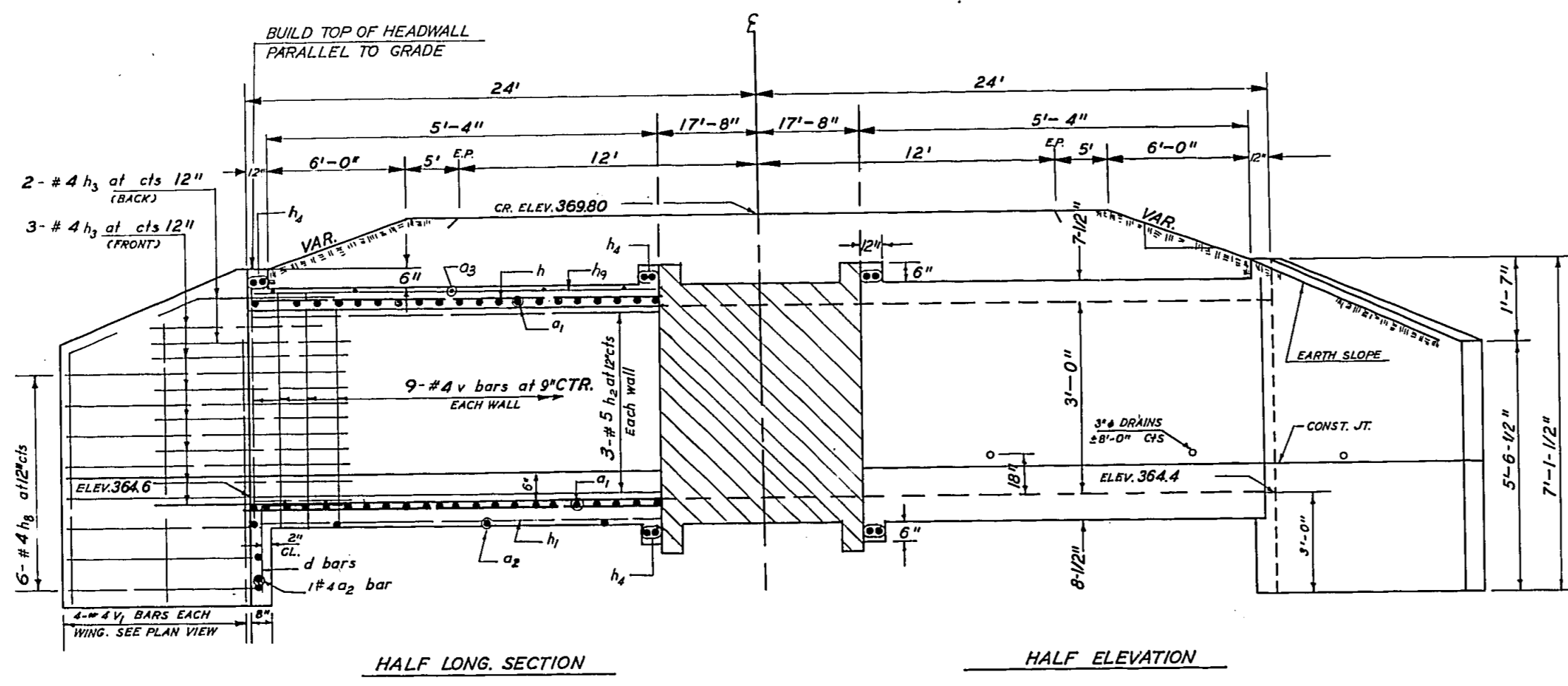
**TWO-LANE, TWO WAY TRAFFIC, RURAL ONE LANE CLOSURE ON A BRIDGE DECK DAY OR NIGHT OPERATIONS**

WHERE, AT ANY TIME, ANY VEHICLE, EQUIPMENT, MEN OR THEIR ACTIVITIES WILL ENCROACH ON ONE LANE OF A BRIDGE DECK AND TRAFFIC SIGNALS ARE REQUIRED.

STANDARD 2309 (SPECIAL)

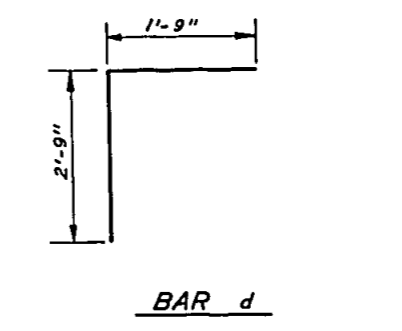


ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 885	*	JOHNSON	48	14
FED. ROAD DIST. NO.	ILLINOIS PROJECT			
* SEC. 110BC-1107CW-1,RS-5;110CW-1,RS-2				

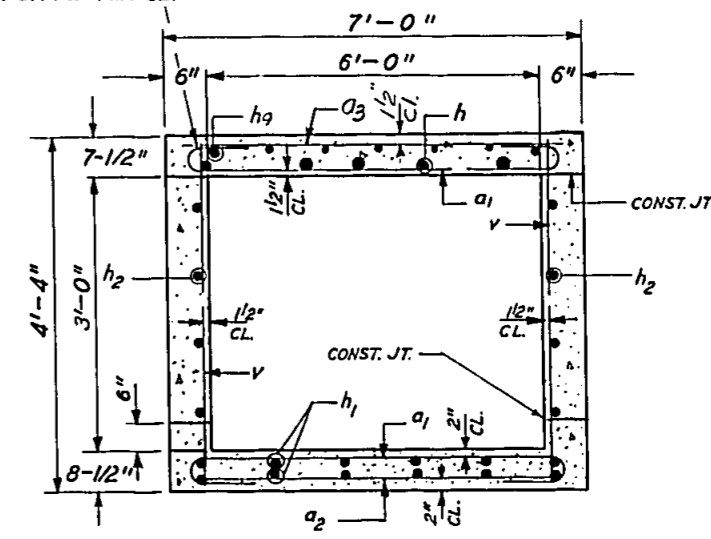


HALF LONG SECTION HALF ELEVATION

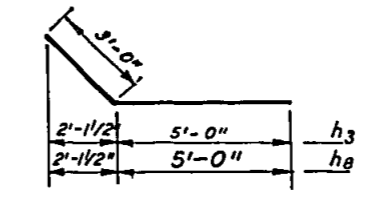
TILT HOOK OF  $a_1$  BARS IF NECESSARY FOR 1/2" MIN CL.



BAR d

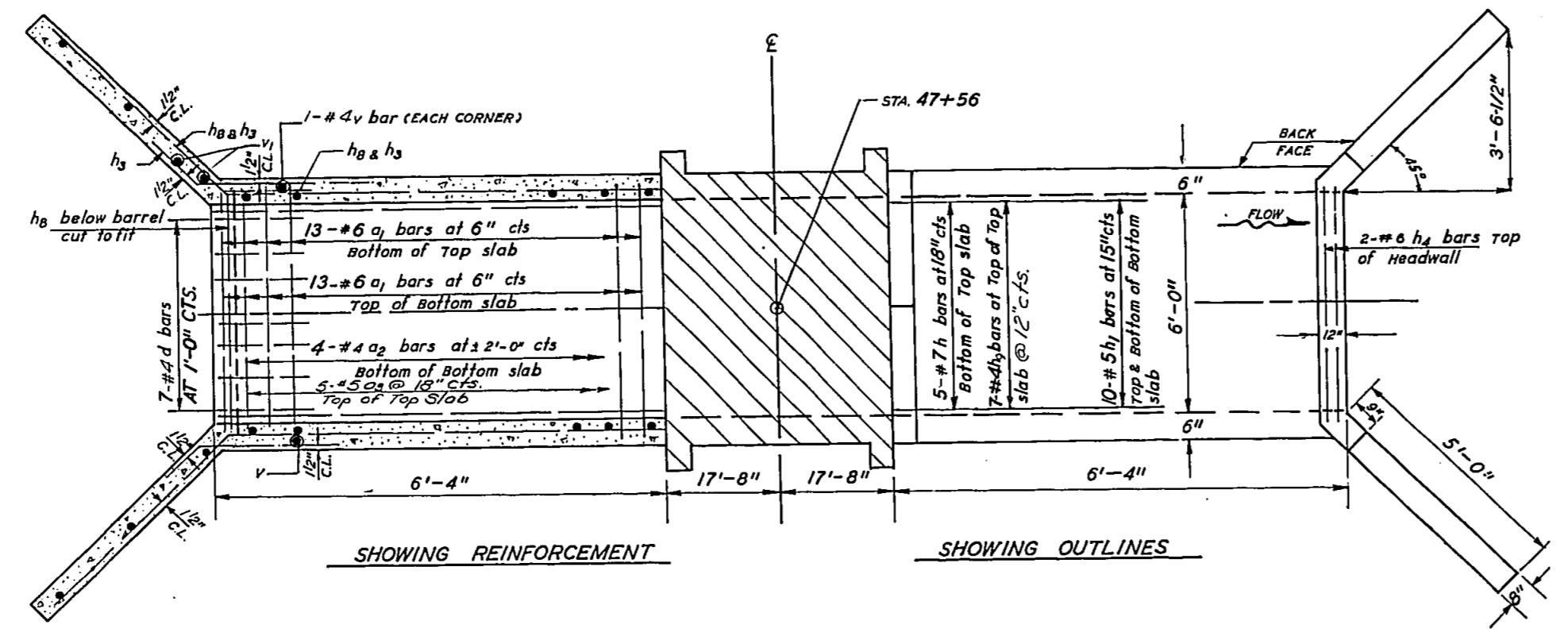


SECTION THRU BARREL

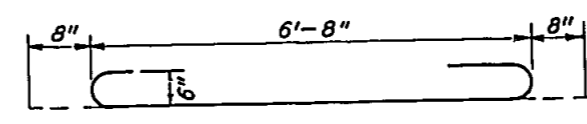


BARS  $h_3$  &  $h_8$

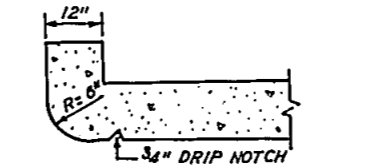
INDICATES EXISTING CULVERT



SHOWING REINFORCEMENT SHOWING OUTLINES



BAR  $a_1$



SECTION THRU HEADWALL (UP STREAM END ONLY)

NOTES:  
 "CLASS X CONCRETE" SHALL BE USED THROUGHOUT.  
 THE BARRELL SHALL BE POURED MONOLITHICALLY WITH WINGWALLS.  
 EXPOSED EDGE SHALL BE BEVELED 3/4".  
 FOR BACKFILLING AND EMBANKMENT, SEE STANDARD SPECIFICATIONS.  
 REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 OR M-53, GRADE 60.

FOR DETAILS OF 3/4" EXPANSION BOLTS REQUIRED FOR CULVERT EXTENSIONS, SEE SHT. NO. 15

BILL OF MATERIAL

BAR	NUMBER		SIZE	LENGTH	
	LT.	RT.		LT.	RT.
$a_1$	26	26	#6	8'-0"	8'-0"
$a_2$	5	5	#4	6'-3"	6'-3"
$a_3$	5	5	#5	6'-8"	6'-8"
d	7	7	#4	4'-6"	4'-6"
$h_1$	5	5	#7	6'-0"	6'-0"
$h_2$	10	10	#5	6'-0"	6'-0"
$h_3$	6	6	#5	6'-0"	6'-0"
$h_4$	10	10	#4	8'-0"	8'-0"
$h_5$	6	6	#6	6'-9"	6'-9"
$h_8$	12	12	#4	8'-0"	8'-0"
$h_9$	7	7	#4	6'-0"	6'-0"
v	20	20	#4	4'-0"	4'-0"
$v_1$	8	8	#4	6'-0"	6'-0"

CLASS X CONCRETE		TOTALS	
BOX CULVERT	CUYD	5.26	5.26
REINFORCEMENT BARS	LBS.	840	1680
3/4" EXP. BOLTS	EACH	14	14

STA. 47+56  
 6' X 3' BOX CULVERT EXTENSION  
 0° SKEW

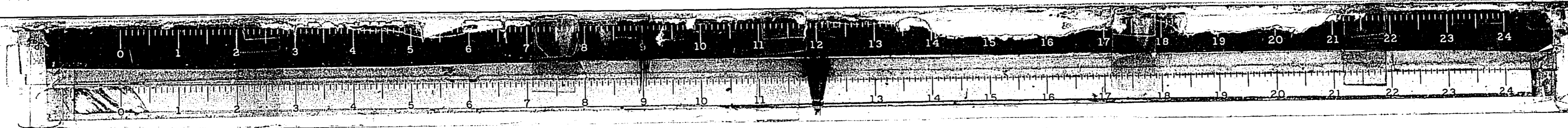
DESIGN STRESSES  
 $f_y = 60,000$  psi  
 $f'_c = 3,800$  psi

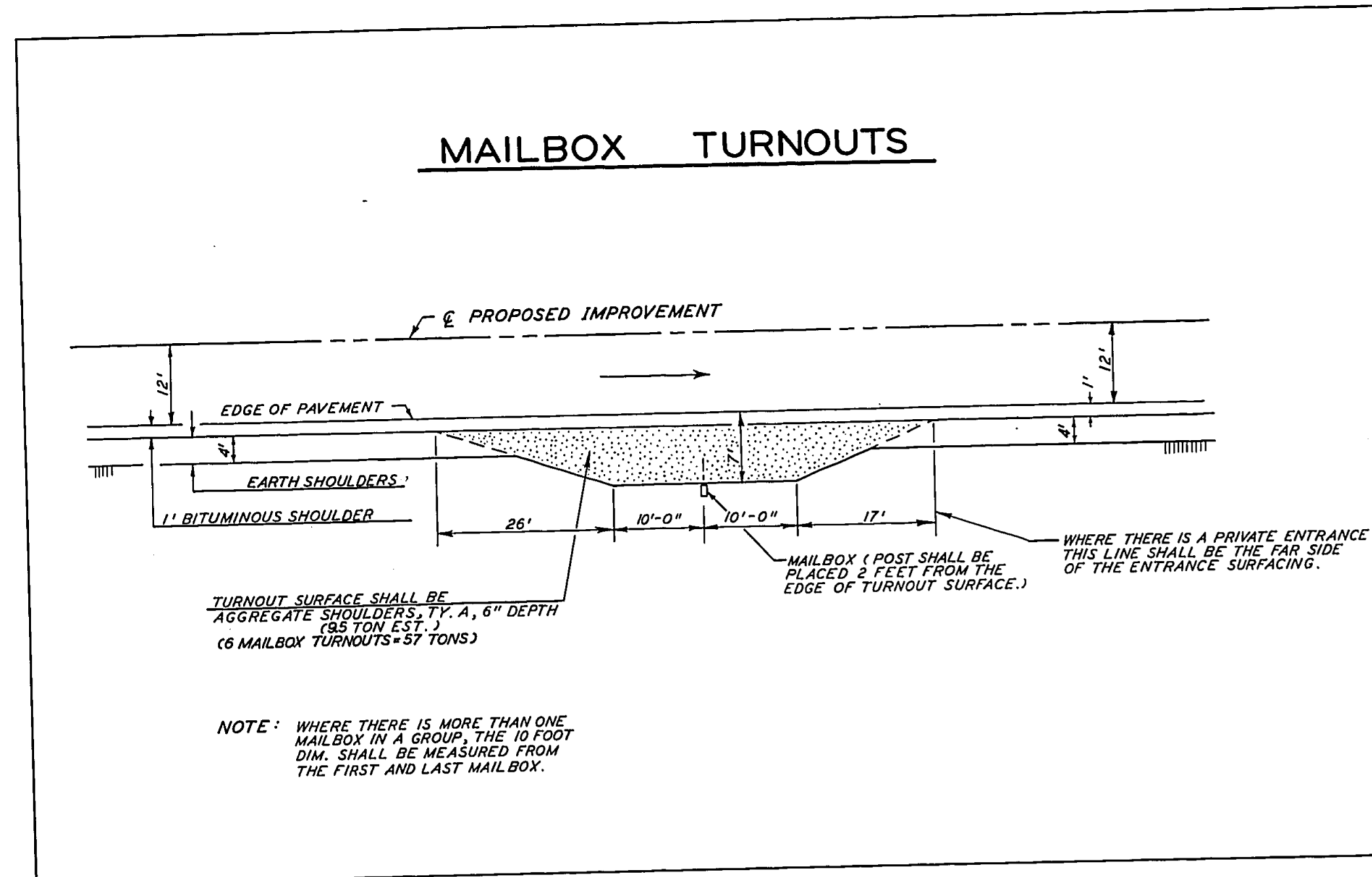
DESIGNED
CHECKED
DRAWN
CHECKED

Rev. Reinf. Bars from 1635# to 1680#, 4-28-81 L.W.

FA. ROUTE 885 SEC. 110(W-1,RS-2) JOHNSON CO.

LOADING HS 20-44 & ALT.





### EXPANSION BOLTS REQUIRED FOR CULVERT EXTENSIONS

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 885	X	JOHNSON	48	15
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

\* SEC. 107(W-1,RS-5); 110(W-1,RS-2)

EXPANSION BOLTS SHALL CONSIST OF SELF DRILLING EXPANSION SHIELDS AND 3/4" HOOKED BOLTS. HOOKED BOLTS SHALL EXTEND A MINIMUM OF 9" INTO NEW CONCRETE.

SEE TABLE FOR NO. OF EXPANSION BOLTS / SIDE

CROSS SECTION THRU BARREL

FOR ANCHOR BOLT REQUIREMENTS, SEE ARTICLE 710.2 OF THE STANDARD SPECIFICATIONS.

H OR S	NO. EXPANSION BOLTS REQD./SIDE		EXTENSION > 15'	
	EXTENSION ≤ 15'	EXTENSION > 15'	NO.	SPACING
2.0	*	*	*	*
2.5	2	18"	2	18"
3.0	2	24"	2	24"
4.0	3	18"	3	18"
5.0	4	16"	3	24"
6.0	5	15"	4	20"
7.0	5	18"	4	24"
8.0	6	15"	5	21"
9.0	6	19"	5	24"
10.0	7	18"	6	21"
11.0	8	17"	6	24"
12.0	8	19"	7	22"

\* NOTE: USE MINIMUM OF 1 EXPANSION BOLT AT EACH CORNER.

EXAMPLE: 6' X 4' BOX CULVERT TO BE EXTENDED 18' AT ONE END ONLY.

FROM TABLE FIND 6' SIDE REQUIRES 4-3/4" EXPANSION BOLTS AT 20" CENTERS

4' SIDE REQUIRES 3-3/4" EXPANSION BOLTS AT 18" CENTERS.

TOTAL NO. REQUIRED (4+3)2 = 14-3/4" EXPAN. BOLTS

REVISIONS	
L.B.M.	7-6-71

STD 9-20

### BRIDGE APPROACH PAVEMENT MODIFICATIONS TO STANDARD 2382 FOR ONE APPROACH ONLY

CONST. STAGE	SKEW ANGLE DEGREES	BOTTOM REINFORCEMENT		TOP REINFORCEMENT		REINFORCEMENT (TOTAL WEIGHT) (POUNDS)	SLAB AREA SQ. YDS.	6x6-W5.5xW5.5 W.W.F.			
		TRANSVERSE #5 NO.	LONGITUDINAL #7 NO. REQUIRED	TRANSVERSE #4 NO.	LONGITUDINAL #4 NO. REQUIRED			L x W	SQ. YDS.		
26'-0" WIDE PAVEMENT											
ILT.	20°	19	10'-7"	28 (7EA. EDGE BEAM) 35 (SLAB @ 5 1/2" CTS)	5	10'-7"	21 AT 19'-6" LONG WEIGHT=274 LBS.	3337	71.4	13'-6" x 13'-6"	20.3
IRT.		19	15'-11"	63 AT 19'-0" LONG WEIGHT=2447 LBS.	5	15'-11"					

\*\* AREA DOES NOT INCLUDE 8" LONGITUDINAL LAPS.

CUT LINE WELDED WIRE FABRIC CUTTING DIAGRAM

KEYED LONGITUDINAL CONSTRUCTION JOINT IN ACCORDANCE WITH DETAILS SHOWN ON STANDARD 2323

THE BRIDGE APPROACH PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 2382 EXCEPT AS MODIFIED BY THIS DETAIL.

REQUIRED LONGITUDINAL CONSTRUCTION JOINT

#7 AT ± 5 1/2" CTS.    7-#7 AT 4" CTS.    3-#3    7-#7 AT 4" CTS.    #7 AT ± 5 1/2" CTS.

### DETAILS OF SPECIAL HEADWALL

SIDE VIEW

END VIEW

DIAMETER OF PIPE	CL. X CONC. CU. YDS. EST.
12" OR LESS	0.32
15"	0.36
18"	0.40
24"	0.49
30"	0.58
36"	0.67

SPECIAL HEADWALL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CLASS X CONCRETE (HEADWALL) EXPOSED EDGES SHALL BE BEVELLED 1/4". CLASS X CONCRETE SHALL BE USED THROUGHOUT.

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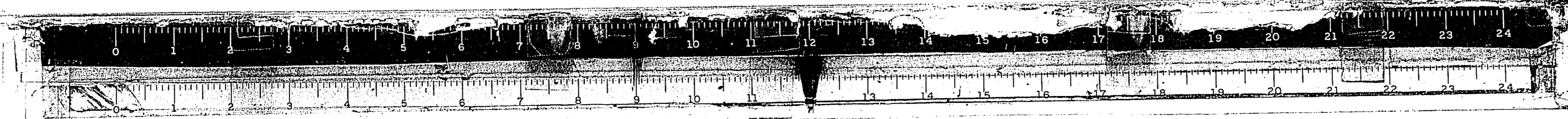
### DETAILS OF CONCRETE COLLAR

SIDE VIEW

END VIEW

DIAMETER OF PIPE	CL. X CONC. CU. YDS. EST.
12"	0.16
15"	0.19
18"	0.21
24"	0.29
30"	0.37
36"	0.44
42"	0.53
48"	0.62
54"	0.71
60"	0.81
72"	1.03

CONCRETE COLLAR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR CLASS X CONCRETE (COLLAR), WHICH PRICE SHALL INCLUDE THE REMOVAL OF SUCH PORTIONS OF THE EXISTING HEADWALLS AS MAY BE REQUIRED. CLASS X CONCRETE SHALL BE USED THROUGHOUT.









DATE	BY
FINAL SURVEY	NOTED
PROVIDED	REMARKS
NOTE BOOK	AREAS CHECKED
NO.	

DATE	BY
ORIGINAL SURVEY	NOTED
PROVIDED	REMARKS
NOTE BOOK	AREAS CHECKED
NO.	

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 885	110BC-1	JOHNSON	248	18
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		
* SEC. 110BC-1, 1107W-1, RS-5; 110W-1, RS-2				

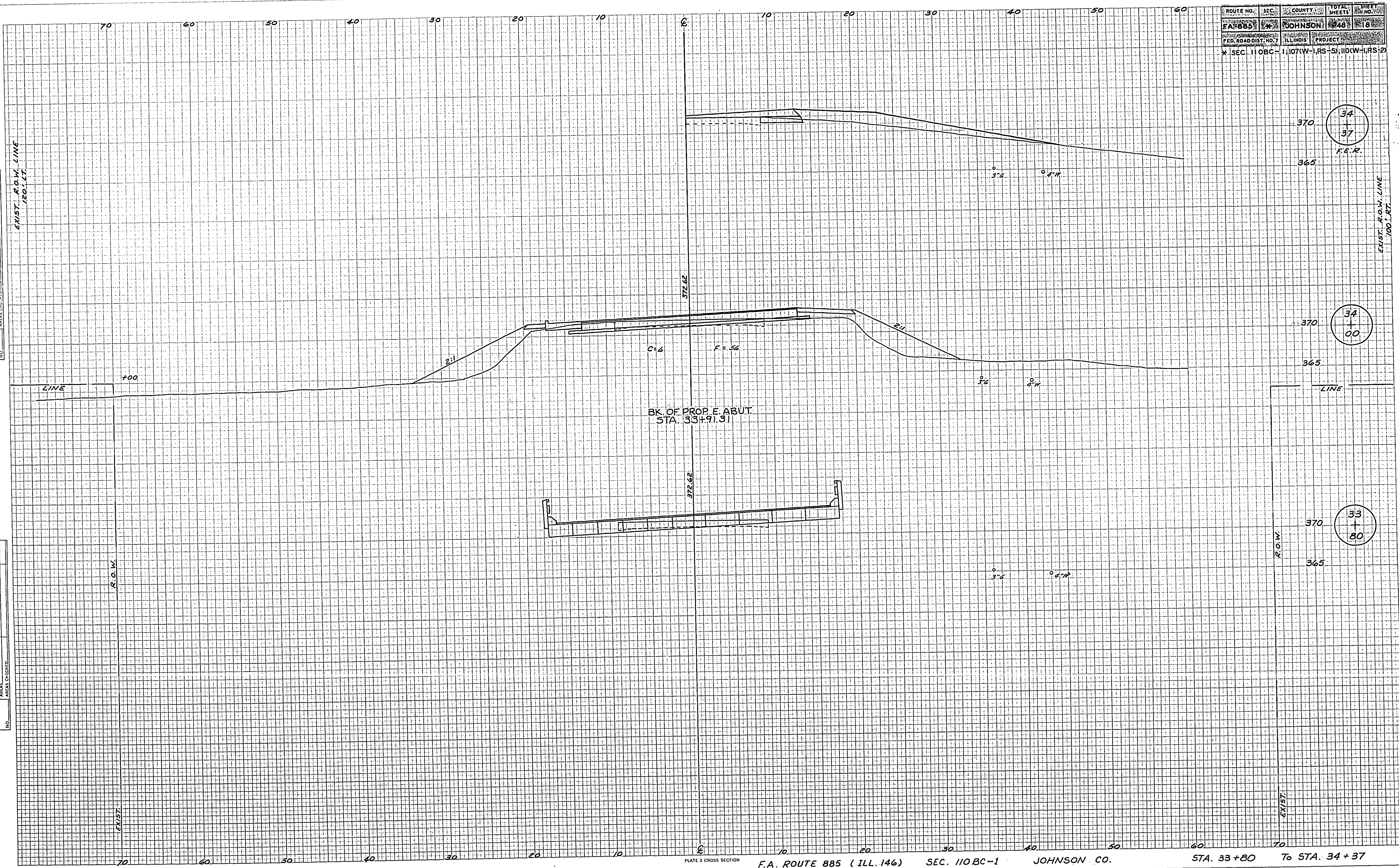
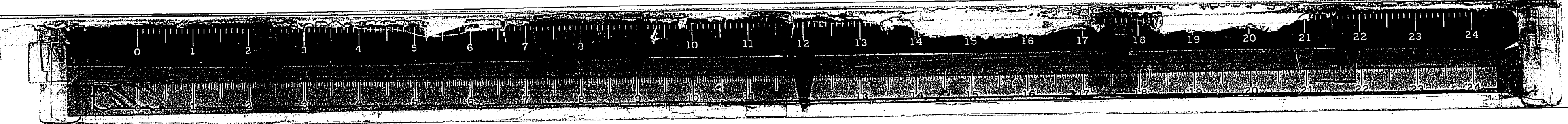
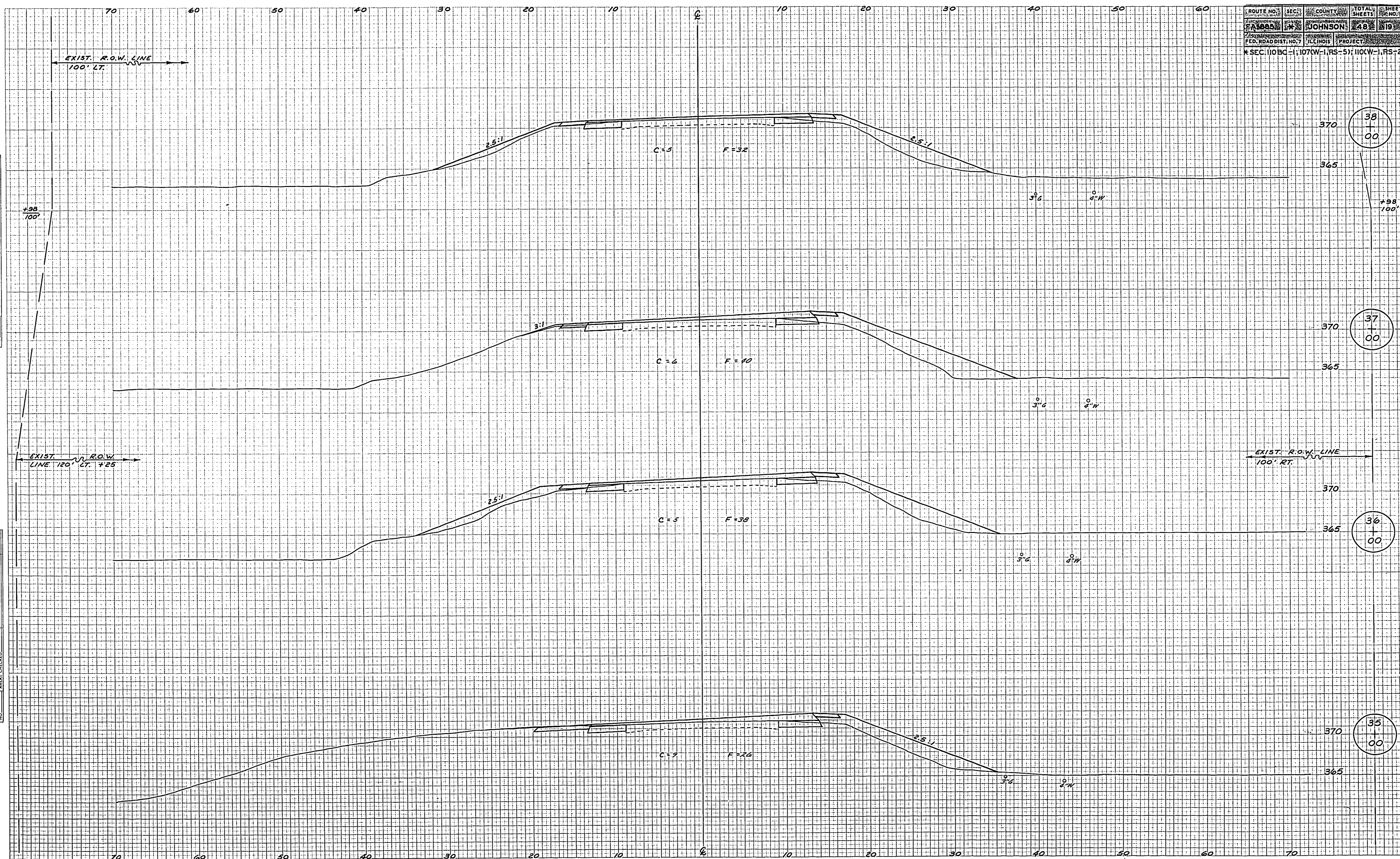


PLATE 3 CROSS SECTION F.A. ROUTE 885 (ILL. 146) SEC. 110BC-1 JOHNSON CO. STA. 33+80 To STA. 34+37



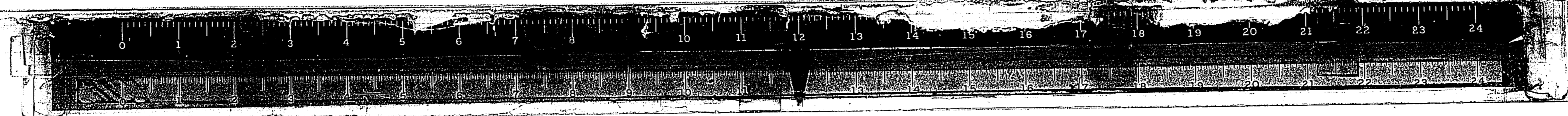


ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
885	110BC-1	JOHNSON	48	38
FED. ROAD DIST. NO. 7	ILL. DIST. NO. 1	PROJECT NO. 285		
X SEC. 110BC-1, 107W-1, RS-5; 110W-1, RS-2				

DATE	BY
APPROVED	SUPERVISOR
NOTED	NOTE BOOK
APPROVED	APPROVED

DATE	BY
APPROVED	SUPERVISOR
NOTED	NOTE BOOK
APPROVED	APPROVED

PLATE 3 CROSS SECTION F.A. ROUTE 885 (ILL. 146) SEC. 110BC-1 JOHNSON CO. STA. 35+00 TO STA. 38+00

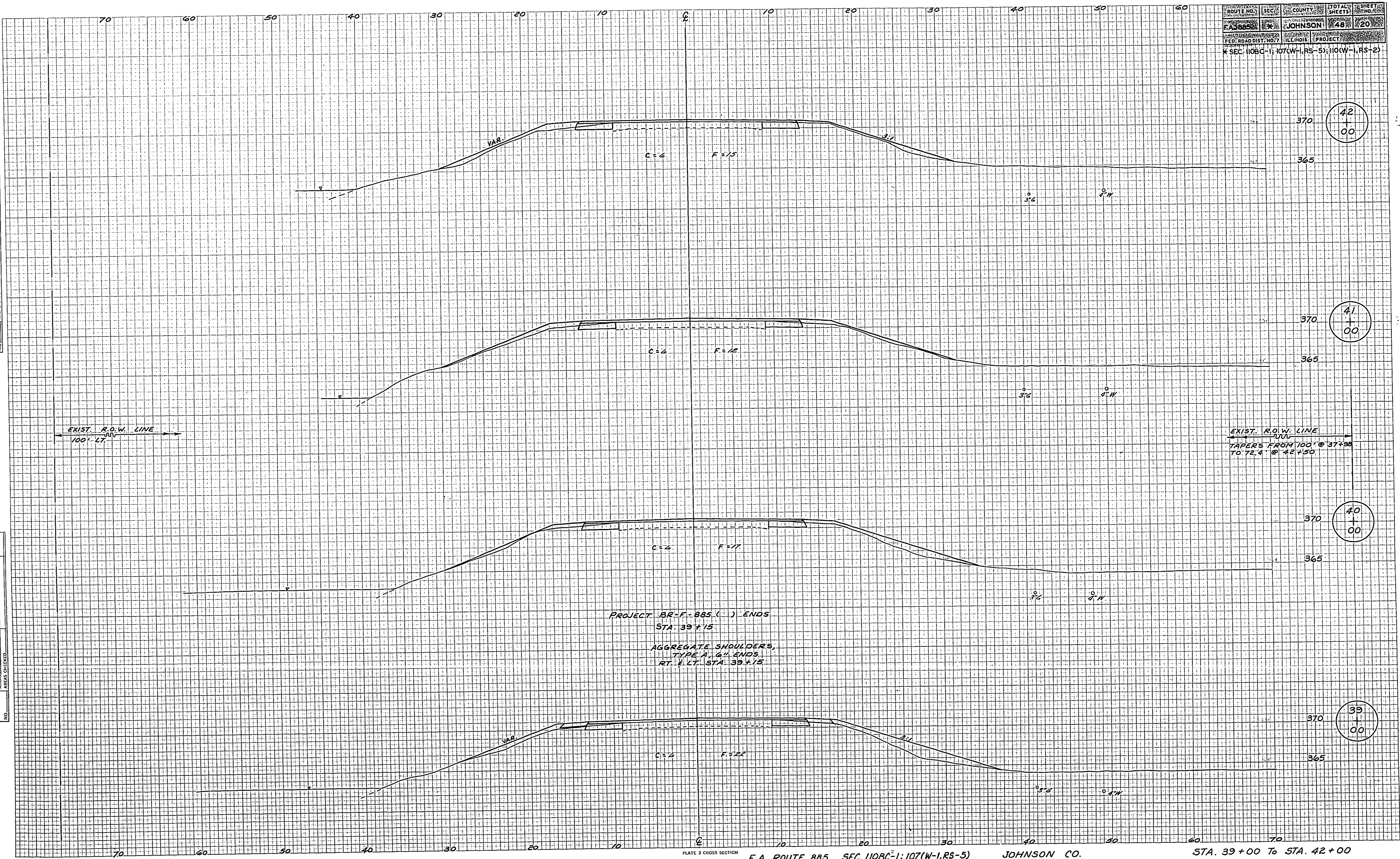


ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS
F.A. 885	1	JOHNSON	48
FED. ROAD DIST. NO.	TOWNSHIP	RANGE	PROJECT
	107W-1	RS-5	

SEC. 110BC-1; 107W-1, RS-5; 110W-1, RS-2

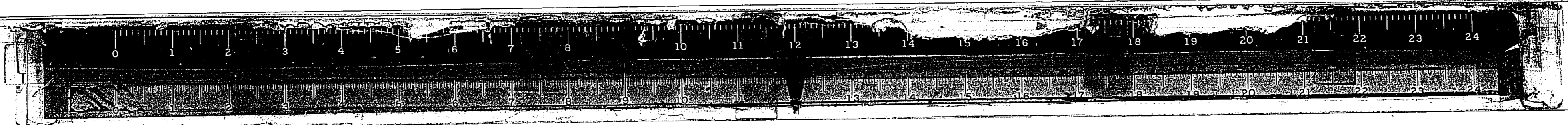
DATE	BY
FINAL SURVEY	
REVISIONS	
NO.	DESCRIPTION
1	AREA CHECKED

DATE	BY
FINAL SURVEY	
REVISIONS	
NO.	DESCRIPTION
1	AREA CHECKED



PROJECT BR-F-885 ( ) ENDS  
 STA. 39+15  
 AGGREGATE SHOULDERS,  
 TYPE A, G. ENDS  
 RT. & LT. STA. 39+15

PLATE 3 CROSS SECTION F.A. ROUTE 885 SEC. 110BC-1; 107W-1, RS-5 JOHNSON CO. STA. 39+00 TO STA. 42+00



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 885	107	JOHNSON	48	21
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		
K SEC. 110BC-1; 107W-1RS-5; 110CW-1RS-2				
	70		80	

DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY

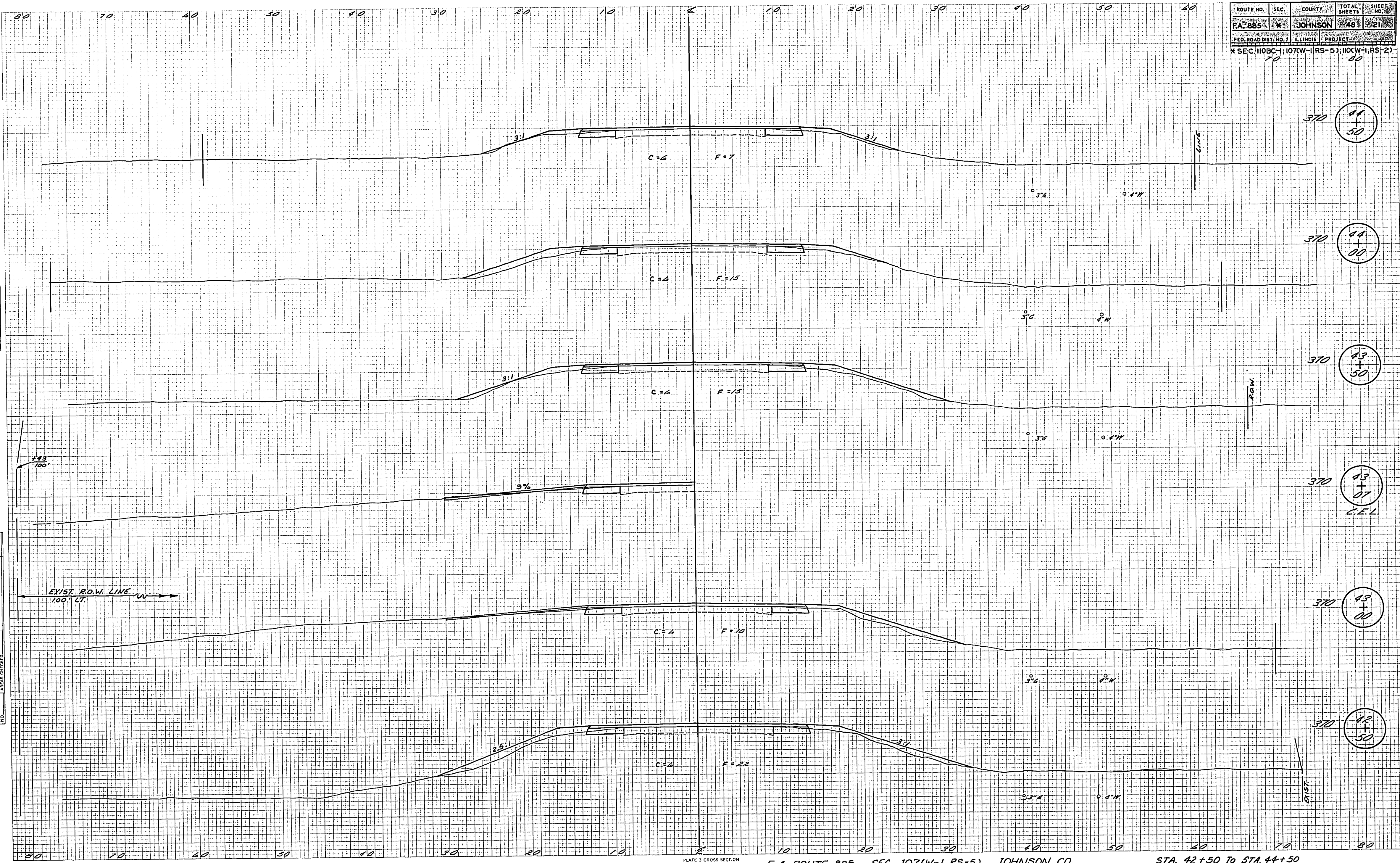
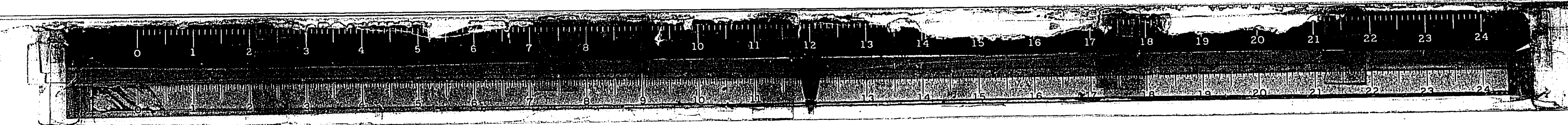


PLATE 3 CROSS SECTION F.A. ROUTE 885 SEC. 107(W-1,RS-5) JOHNSON CO. STA. 42+50 To STA. 44+50



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 885	14	JOHNSON	48	22
ALTA ROAD DIST. NO. 1107(W-1,RS-5) PROJECT				
XSEC. 110BC-1; 107(W-1,RS-5); 110(W-1,RS-2)				

DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY

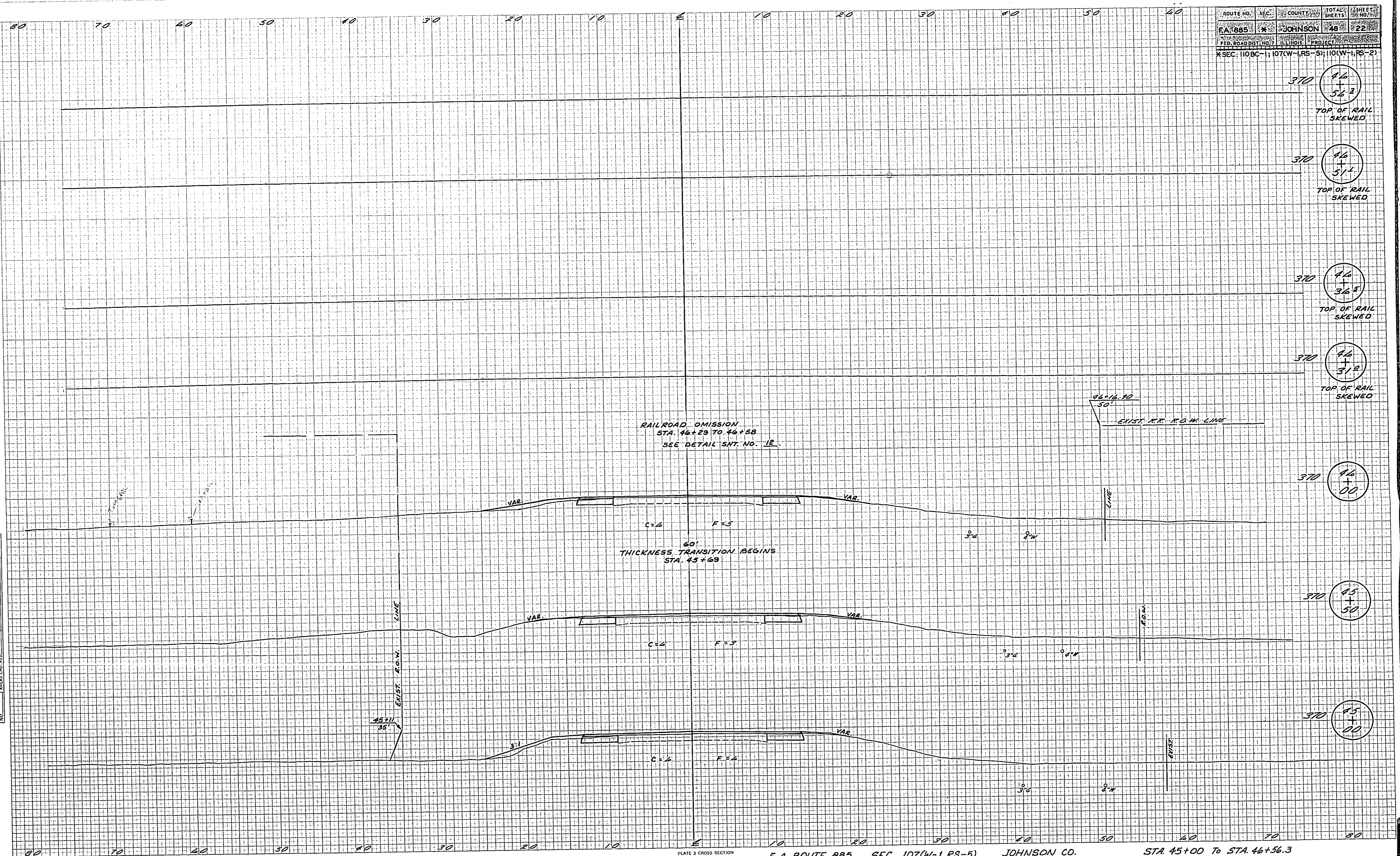
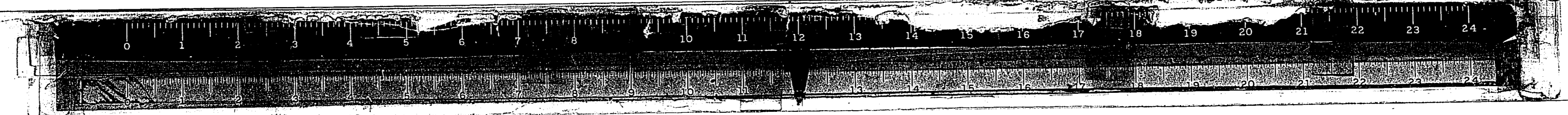


PLATE 3 CROSS SECTION F.A. ROUTE 885 SEC. 107(W-1,RS-5) JOHNSON CO. STA. 45+00 To STA. 46+56.3





ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 885	110	JOHNSON	48	24
FED. ROAD DIST. NO. 110 (W-1, RS-2)				
PROJECT				
X SEC. 110C-1; 107W-1, RS-9; 110 (W-1, RS-2)				
			10	10

DATE	BY

DATE	BY

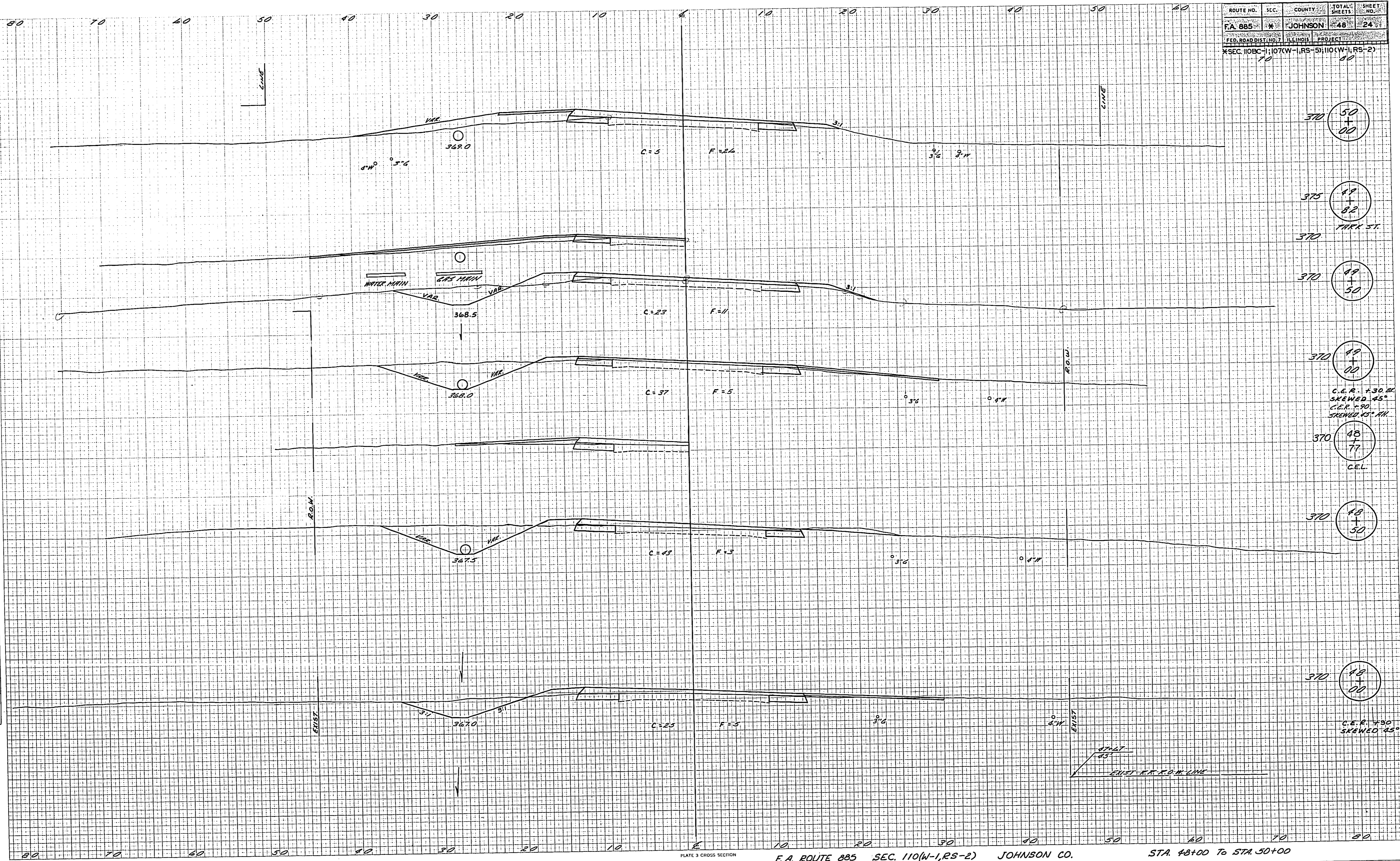
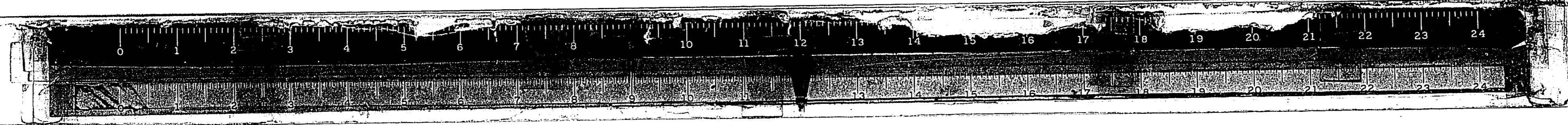


PLATE 3 CROSS SECTION F.A. ROUTE 885 SEC. 110(W-1,RS-2) JOHNSON CO. STA. 48+00 To STA. 50+00





ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 885	4	JOHNSON	48	25
PROJECT				
XSEC. 110BC-1, 107W-1RS-5, 110CW-1RS-2				

DATE	BY

ORIGINAL SURVEY BOOK NO. \_\_\_\_\_  
 SURVEY NO. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 DATE \_\_\_\_\_  
 BY \_\_\_\_\_

DATE	BY

ORIGINAL SURVEY BOOK NO. \_\_\_\_\_  
 SURVEY NO. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 DATE \_\_\_\_\_  
 BY \_\_\_\_\_

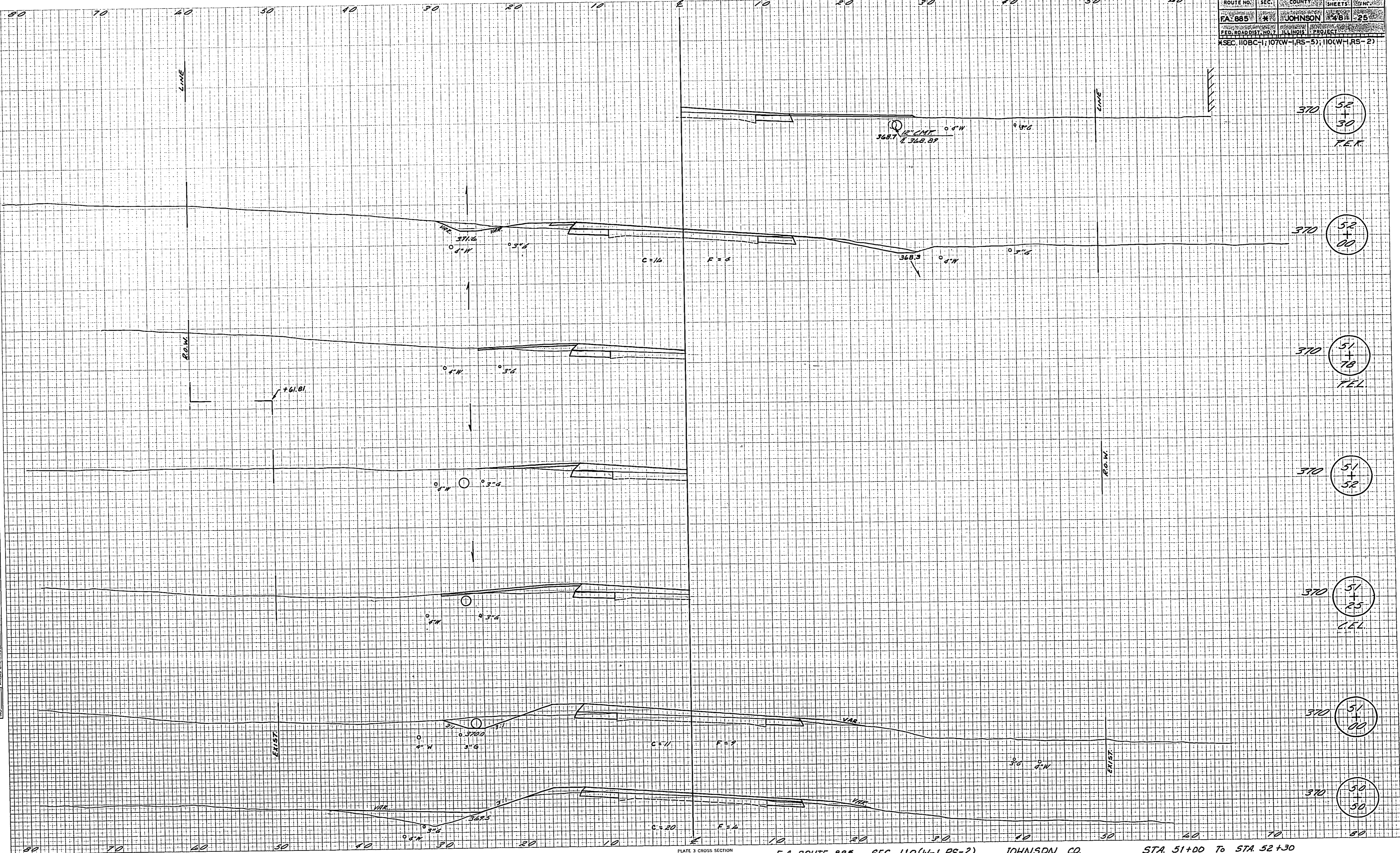
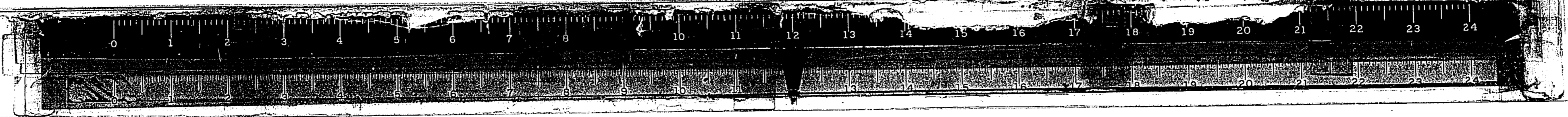


PLATE 3 CROSS SECTION  
 F.A. ROUTE 885 SEC. 110(W-1,RS-2) JOHNSON CO. STA. 51+00 To STA. 52+30





ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 885	110	JOHNSON	48	27
FED. ROAD DIST. NO.	TOWNSHIP	RANGE	PROJECT	
	110W-1	RS-2		

KSEC. 110BC-1; 107W-1, RS-5; 110W-1, RS-2

DATE	BY
FINAL SURVEY	NOTED
NOTE BOOK	NO.

DATE	BY
ORIGINAL SURVEY	NOTED
NOTE BOOK	NO.

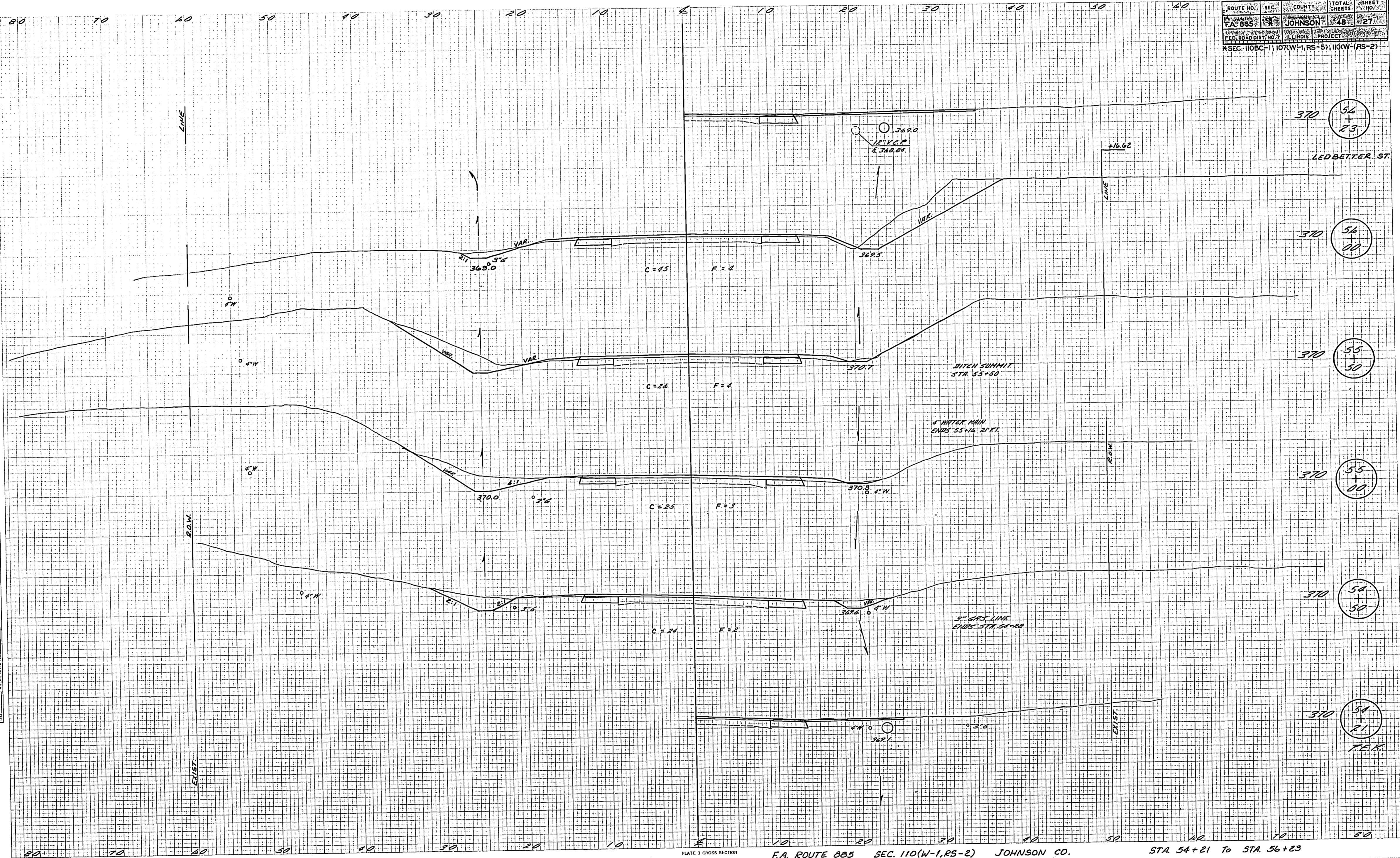
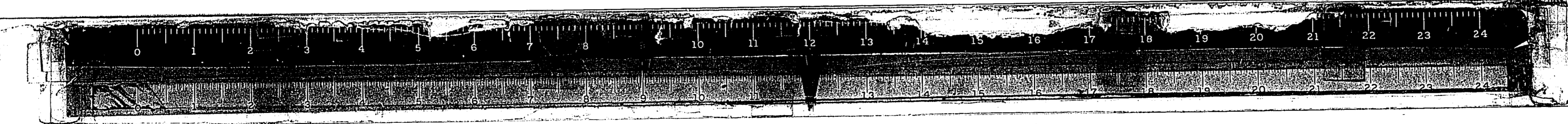


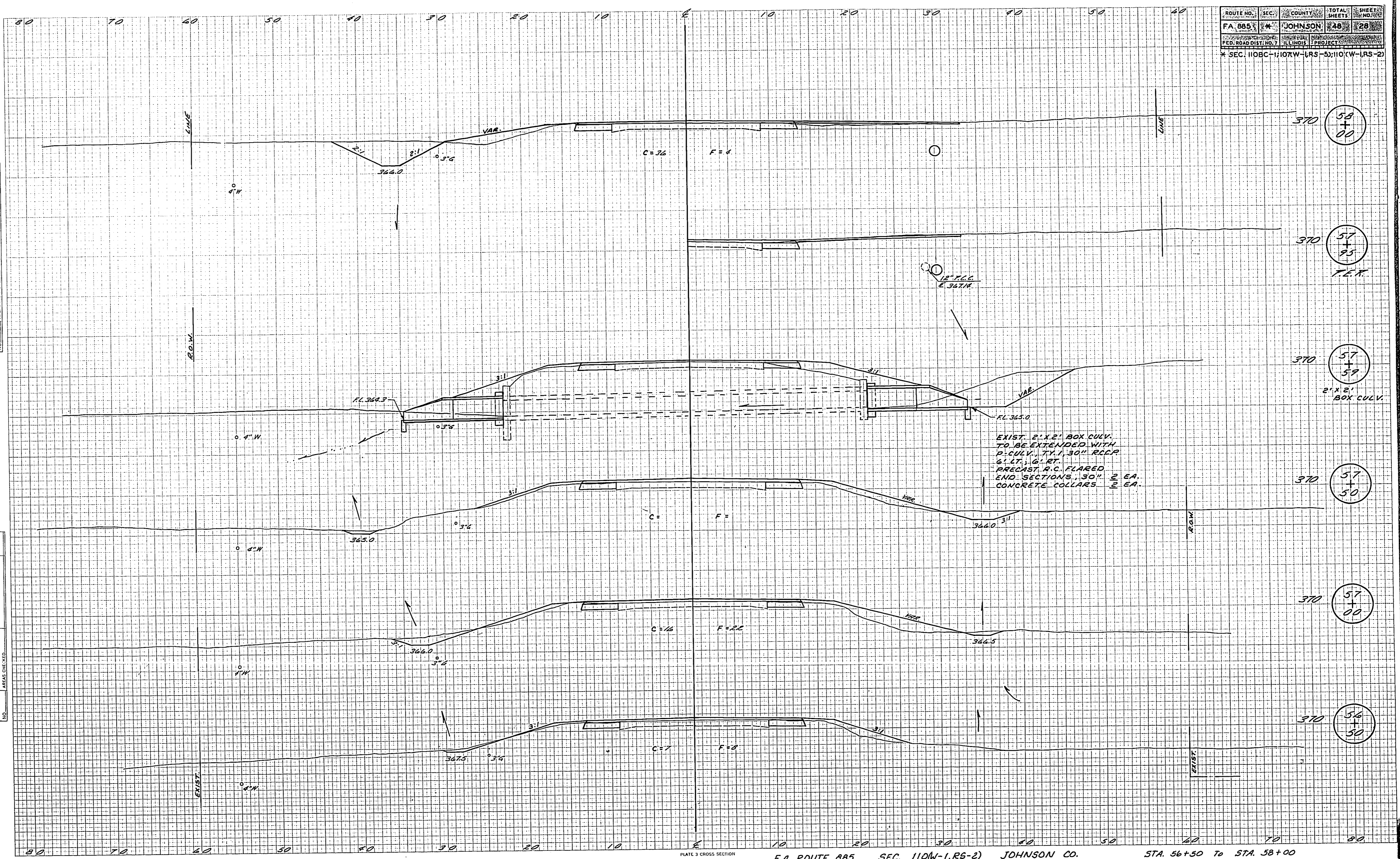
PLATE 3 CROSS SECTION  
 F.A. ROUTE 885 SEC. 110(W-1,RS-2) JOHNSON CO. STA. 54+21 To STA. 56+23



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 885	110	JOHNSON	28	28
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		
* SEC. 110BC-1107W-LRS-5; 110(W-LRS-2)				

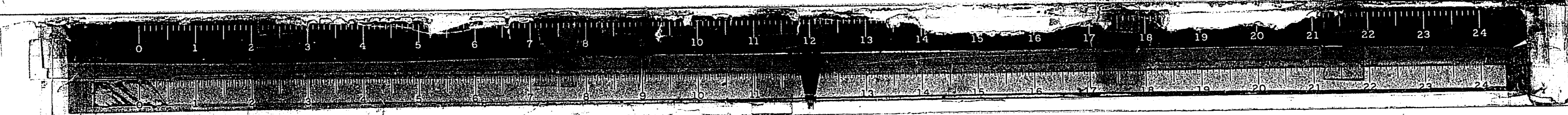
DATE	BY
FINAL SURVEY	NOTED
NOTE BOOK	NO.
AREA	ACRES

DATE	BY
PROVISIONAL SURVEY	NOTED
NOTE BOOK	NO.
AREA	ACRES



EXIST. 2' x 2' BOX CULV.  
TO BE EXTENDED WITH  
P. CULV. T.Y. 1, 30" RCCP  
6' LT., 6' RT.  
PRECAST R.C. FLARED  
END SECTIONS, 30" 2 EA.  
CONCRETE COLLARS 2 EA.

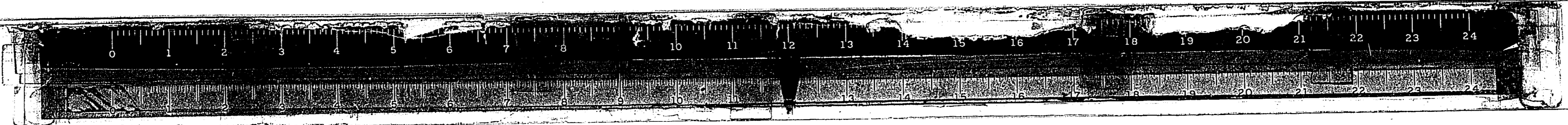
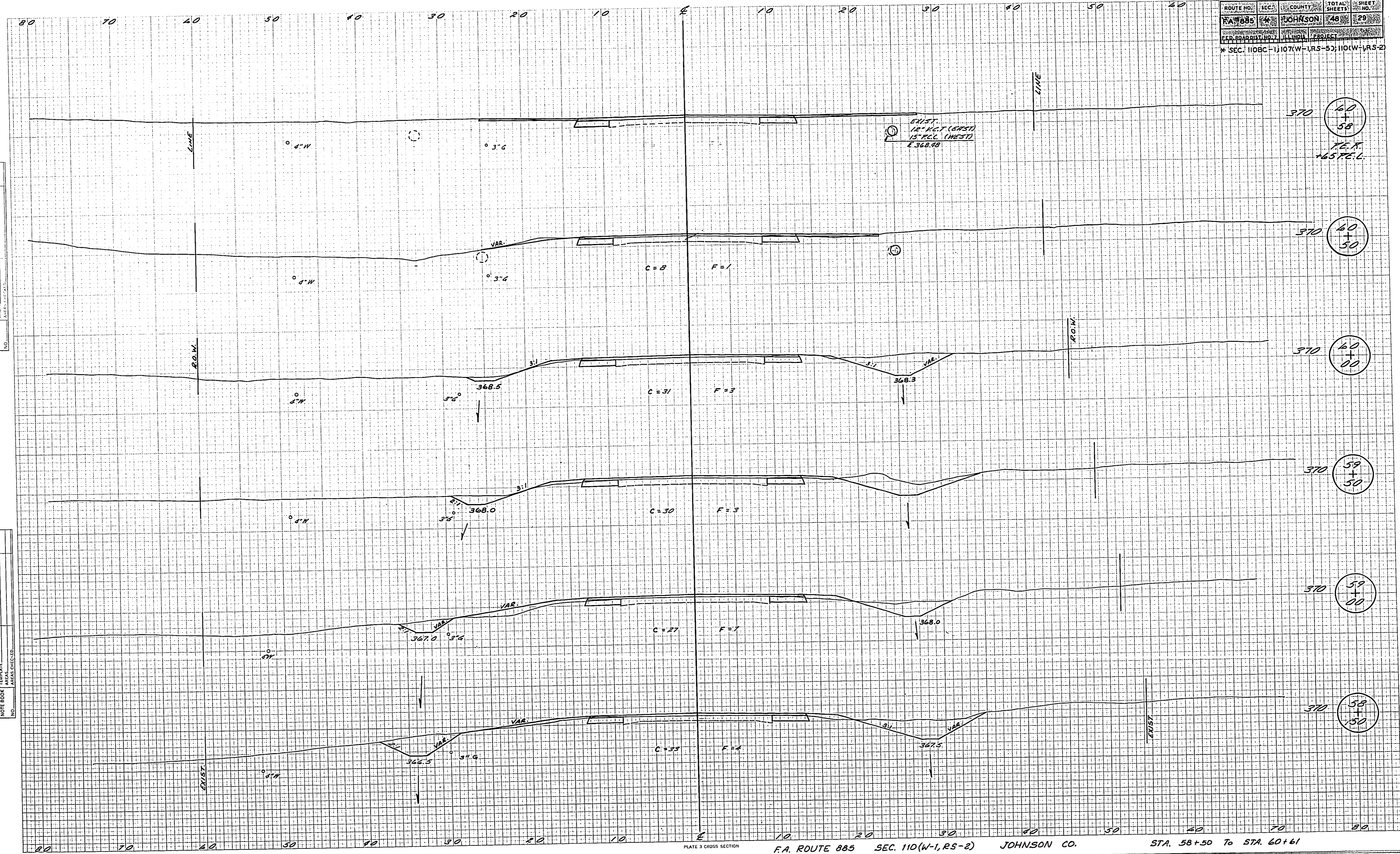
PLATE 3 CROSS SECTION  
F.A. ROUTE 885 SEC. 110(W-1,RS-2) JOHNSON CO. STA. 56+50 To STA. 58+00



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 885	110	JOHNSON	48	20
* SEC. 110BC-1107(W-1,RS-5); 110(W-1,RS-2)				

DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY



ROUTE NO.	SEC.	SECTION	TOTAL SHEETS	SHEET NO.
F.A. 885	29	JOHNSON	48	30
F.C.O. 1040 0117 (W)				
* SEC. 110(B-C-1) 107(W-1,RS-5) 110(W-1,RS-2)				

DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY

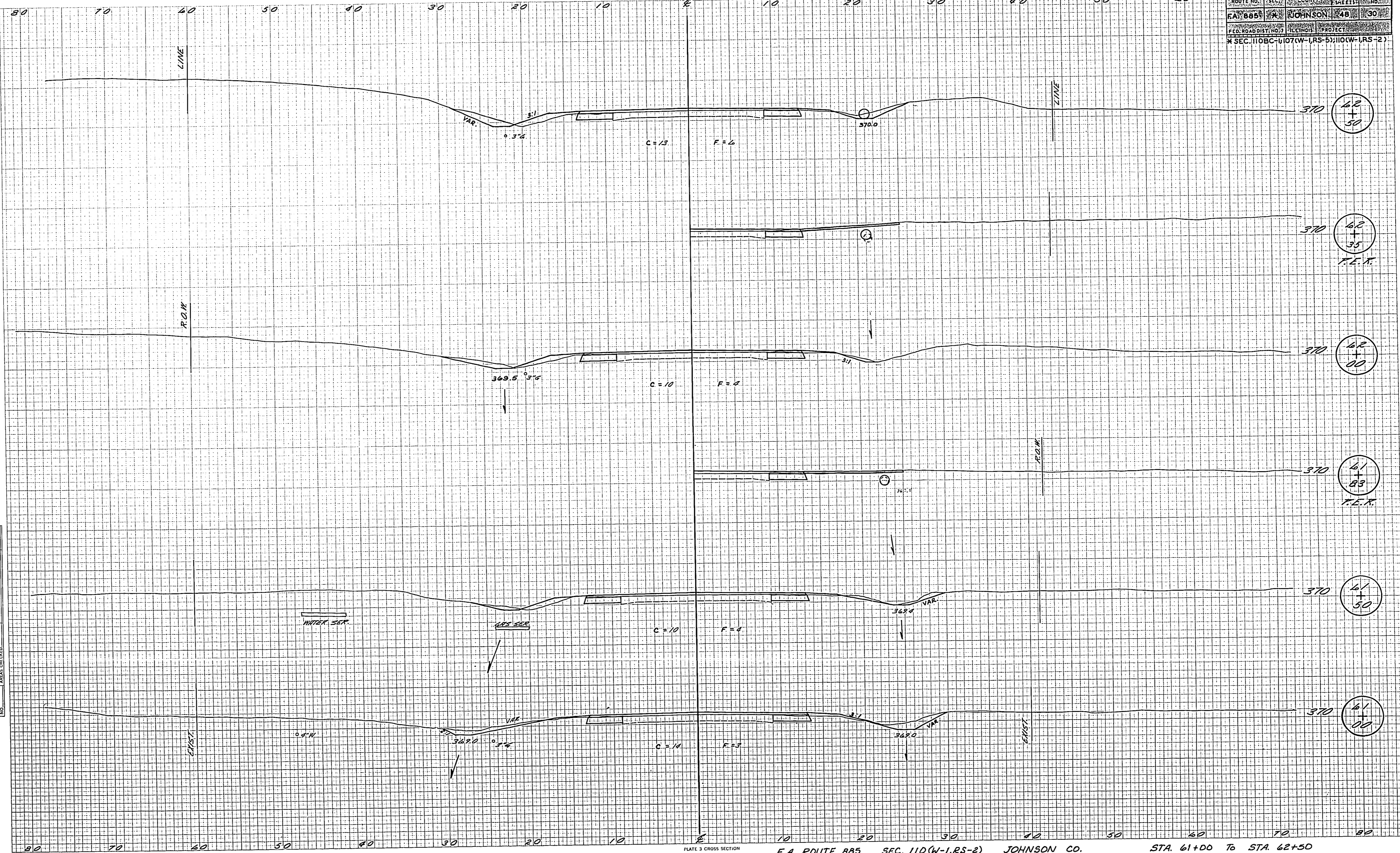
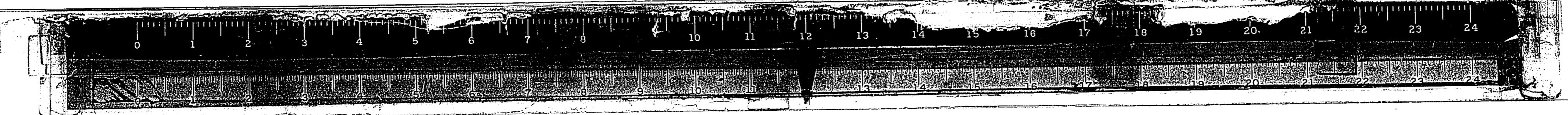
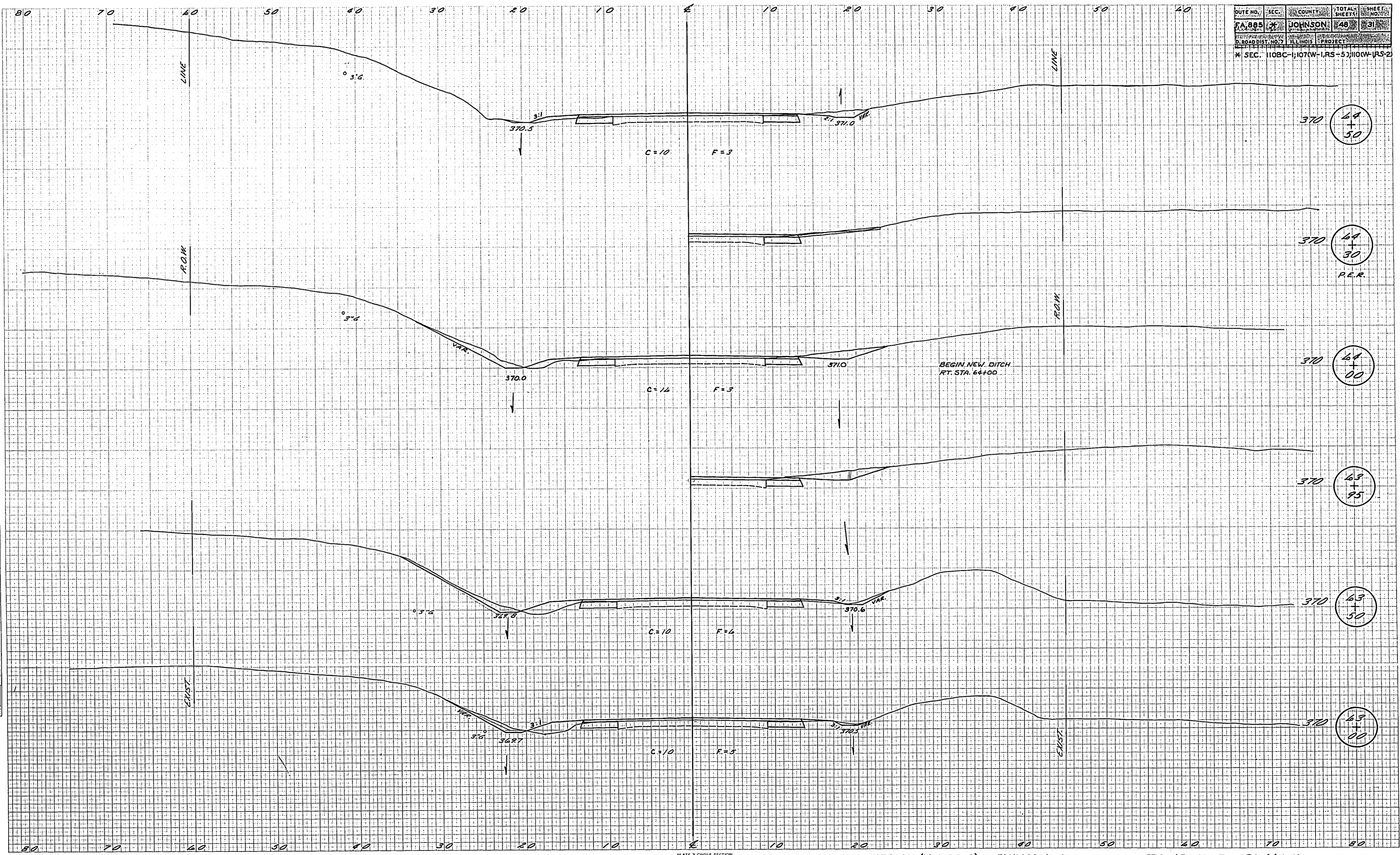


PLATE 3 CROSS SECTION  
 F.A. ROUTE 885 SEC. 110(W-1,RS-2) JOHNSON CO. STA. 61+00 To STA. 62+50



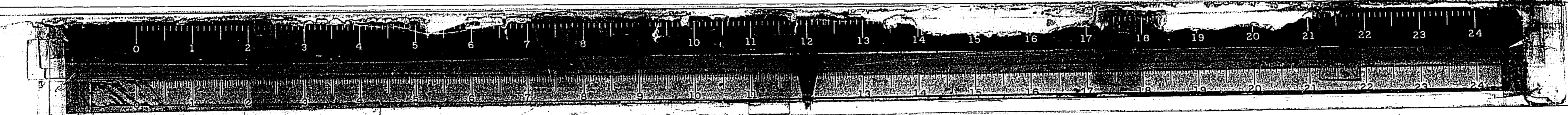


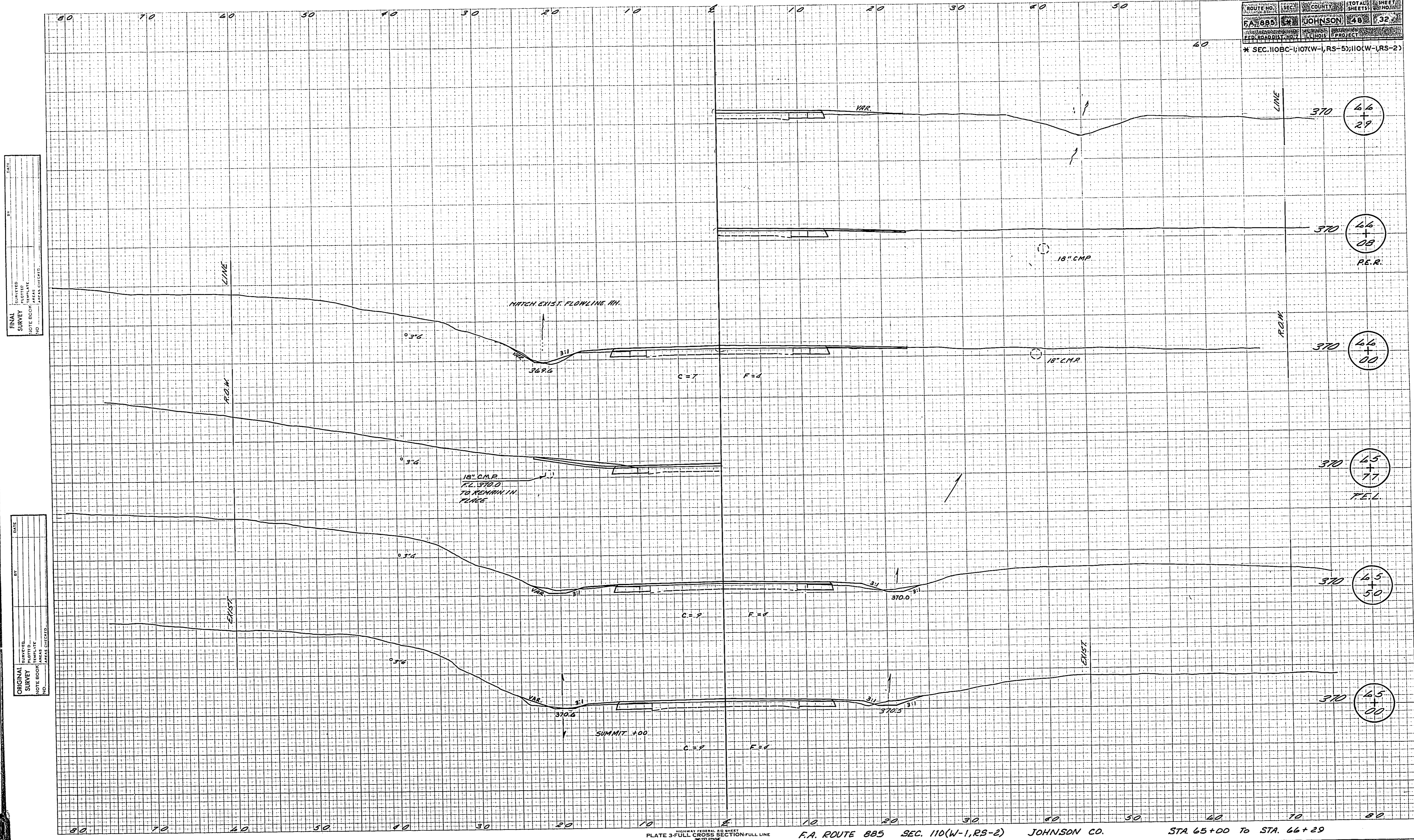
ROUTE NO. 885	SEC. 110(W-1,RS-2)	COUNTY JOHNSON	TOTAL SHEETS 48	SHEET NO. 23
ROAD DIST. NO. 7	ILLINOIS PROJECT			
* SEC. 110(B-C-1,107(W-1,RS-5),110(W-1,RS-2)				

DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY

PLATE 3 CROSS SECTION  
 F.A. ROUTE 885 SEC. 110(W-1,RS-2) JOHNSON CO. STA. 63+00 To STA. 64+50





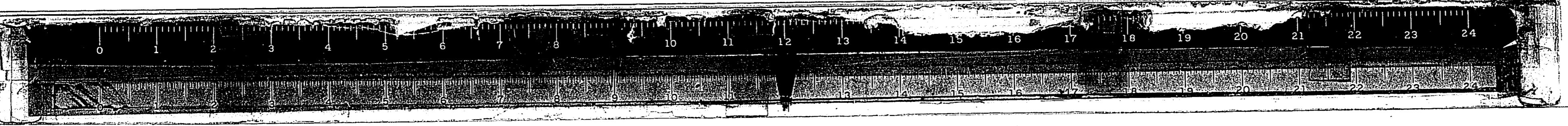
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 885		JOHNSON	48	32
FED. ROAD DIST. NO.	PROJECT			

\* SEC. 110BC-110(W-1,RS-5);110(W-1,RS-2)

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 ORIGINAL SURVEY: \_\_\_\_\_  
 REVISIONS: \_\_\_\_\_  
 NO. \_\_\_\_\_

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 ORIGINAL SURVEY: \_\_\_\_\_  
 REVISIONS: \_\_\_\_\_  
 NO. \_\_\_\_\_

PLATE 3 - ORIGINAL GENERAL AND FULL LINE  
 F.A. ROUTE 885 SEC. 110(W-1,RS-2) JOHNSON CO. STA 65+00 TO STA. 66+29





ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 885	110	JOHNSON	48	33
PROJECT				
* SEC. 110(B-C-1); 107(W-1RS-5); 110(W-1RS-2)				

FINAL SURVEY	DATE
BY	
NO. 10	

ORIGINAL SURVEY	DATE
BY	
NO. 10	

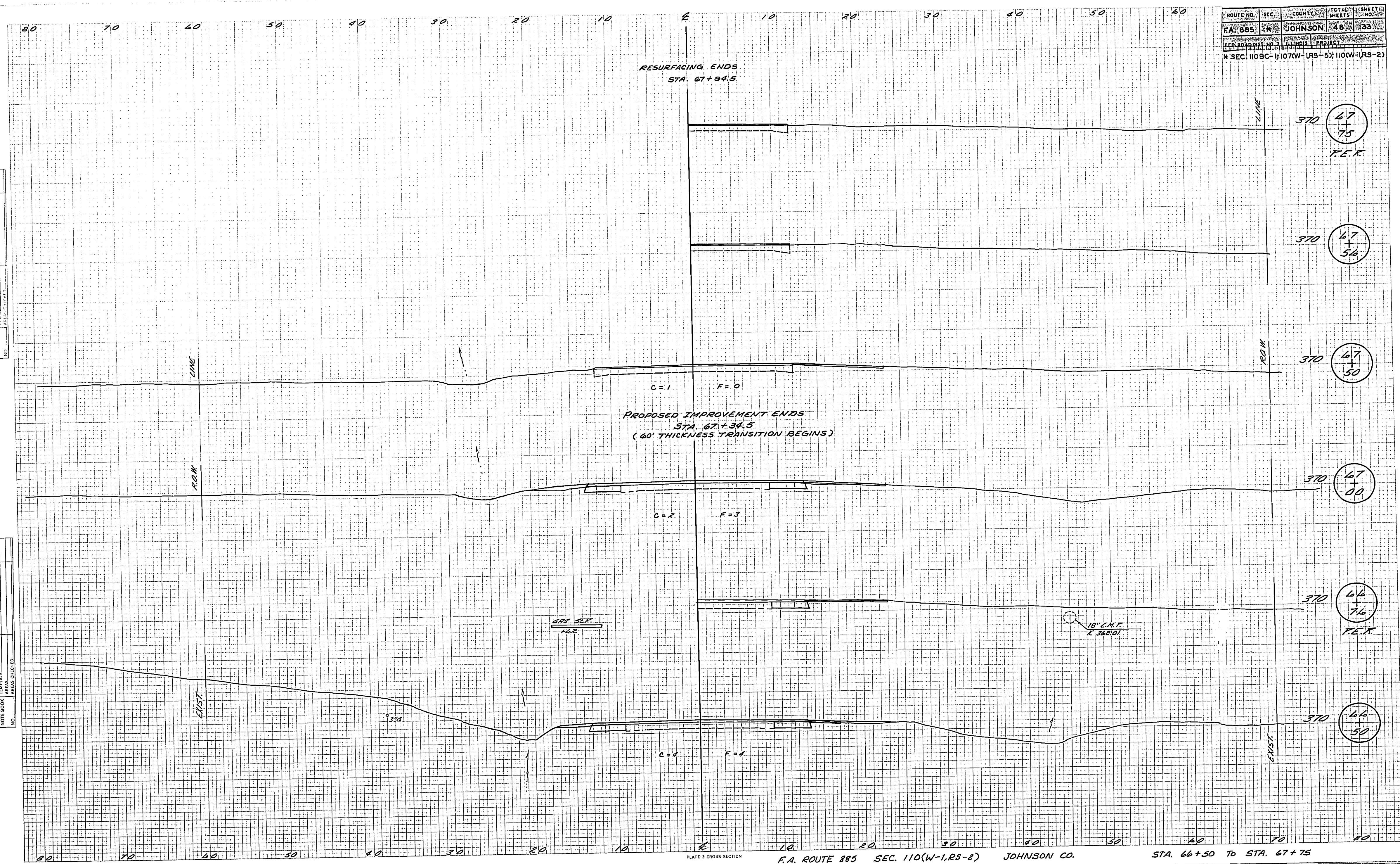
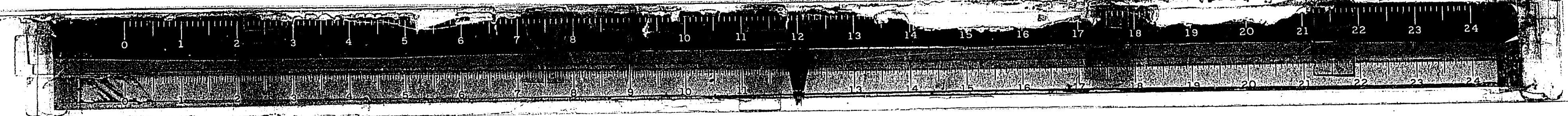


PLATE 3 CROSS SECTION F.A. ROUTE 885 SEC. 110(W-1RS-2) JOHNSON CO. STA. 66+50 TO STA. 67+75



ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 885	K	JOHNSON	48	34
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		
X SEC. 110BC-11107(W-1,RS-5)110CW-1,RS-2)				

FINAL SURVEY  
 DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 APPROVED: \_\_\_\_\_

ORIGINAL SURVEY  
 DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 APPROVED: \_\_\_\_\_

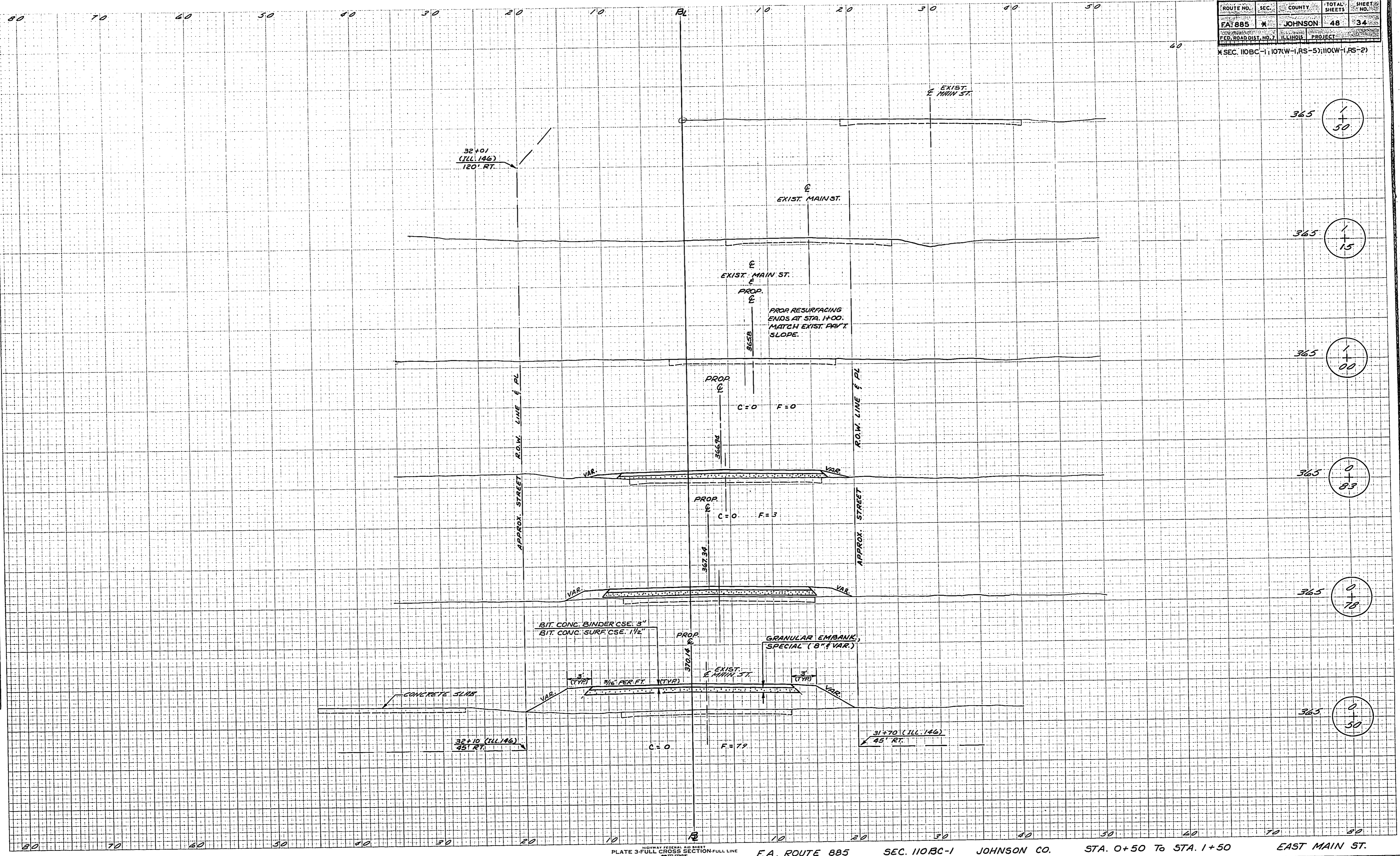
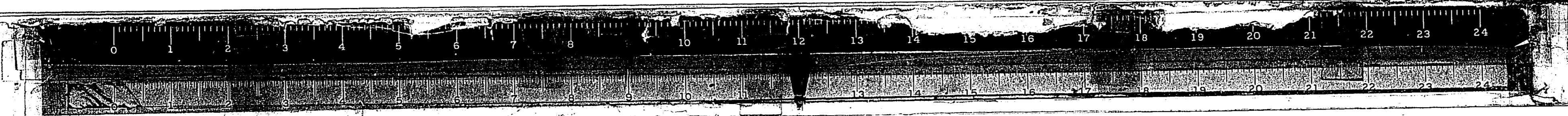


PLATE 3-FULL CROSS SECTION-FULL LINE  
 F.A. ROUTE 885 SEC. 110BC-1 JOHNSON CO. STA. 0+50 TO STA. 1+50 EAST MAIN ST.

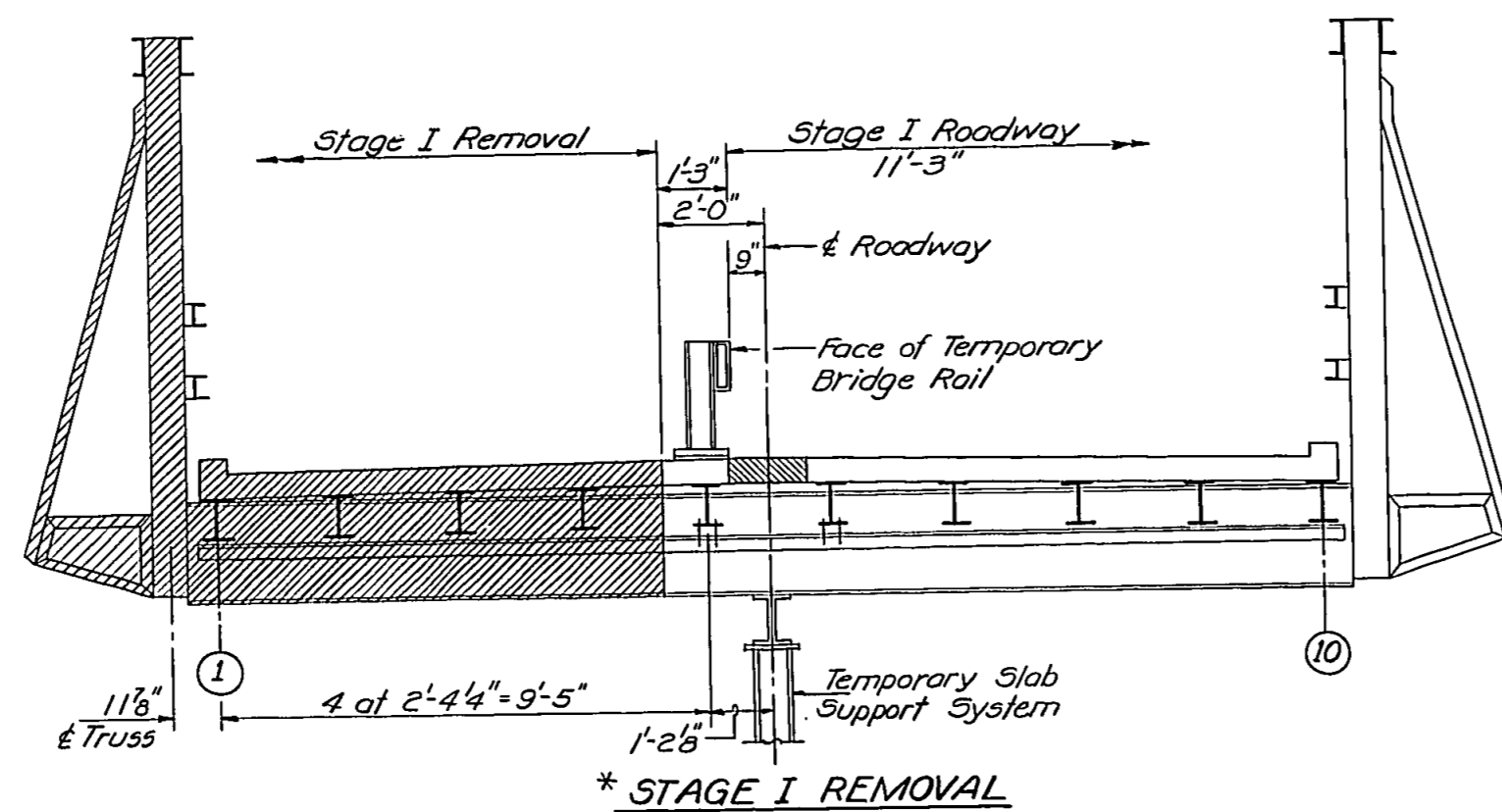




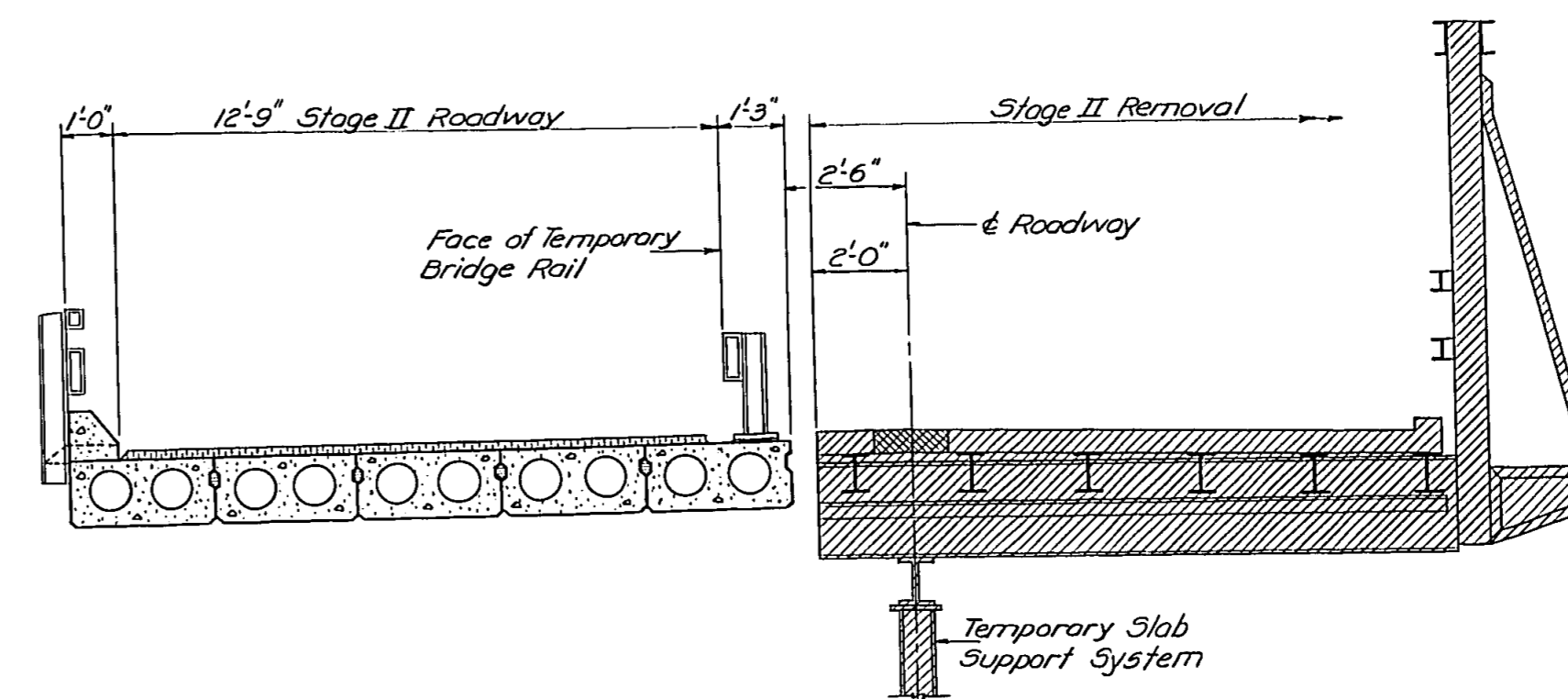
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
85	*	JOHNSON	48	36
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
* 110 BC-1; 107 (W-1, RB-5); 110 (W-1, RB-2)				

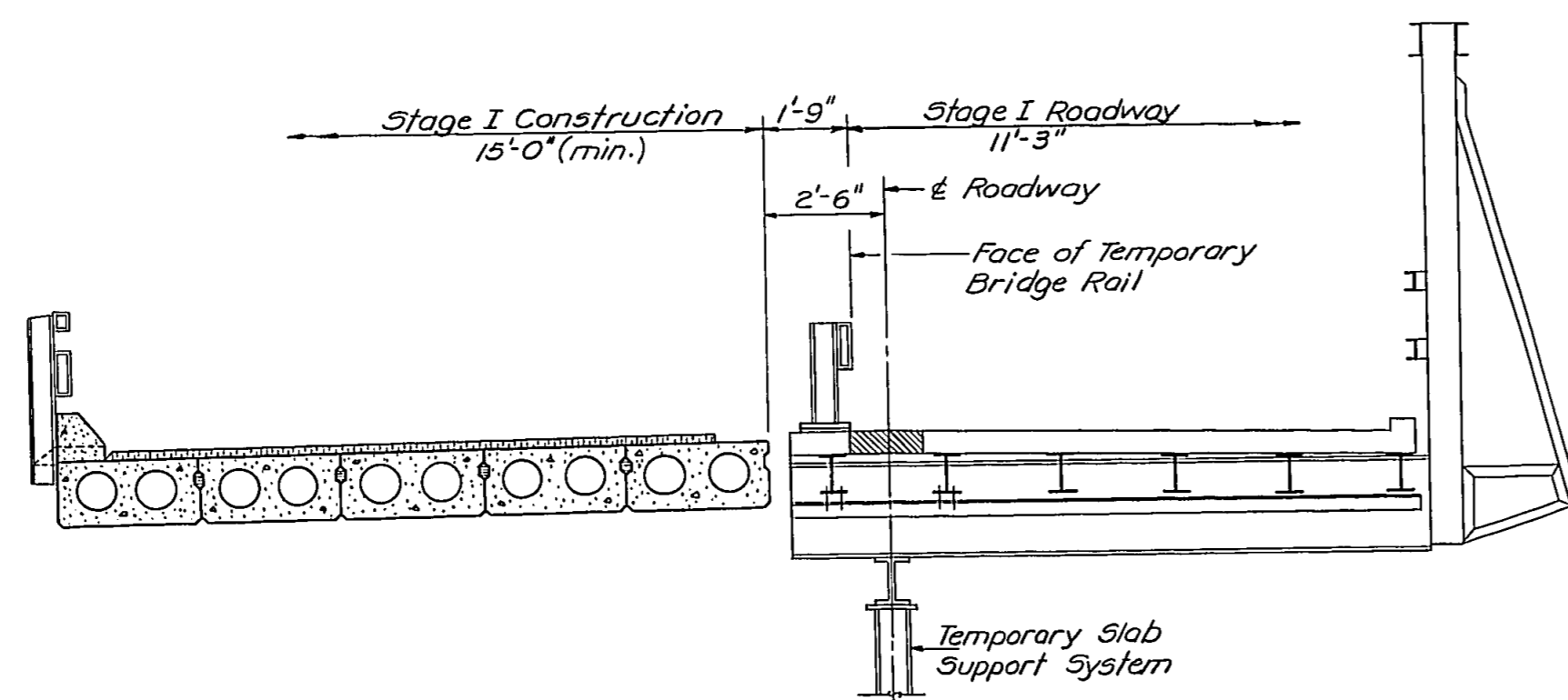
SHEET NO. 2  
14 SHEETS



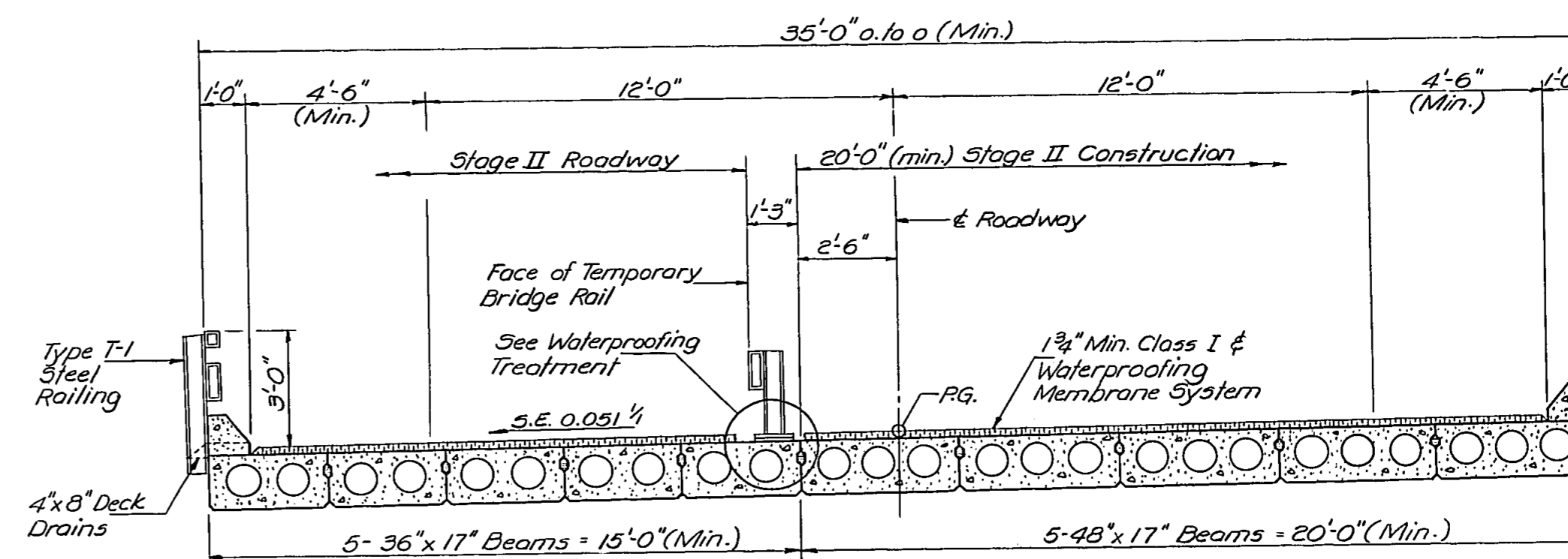
\* STAGE I REMOVAL



\* STAGE II REMOVAL

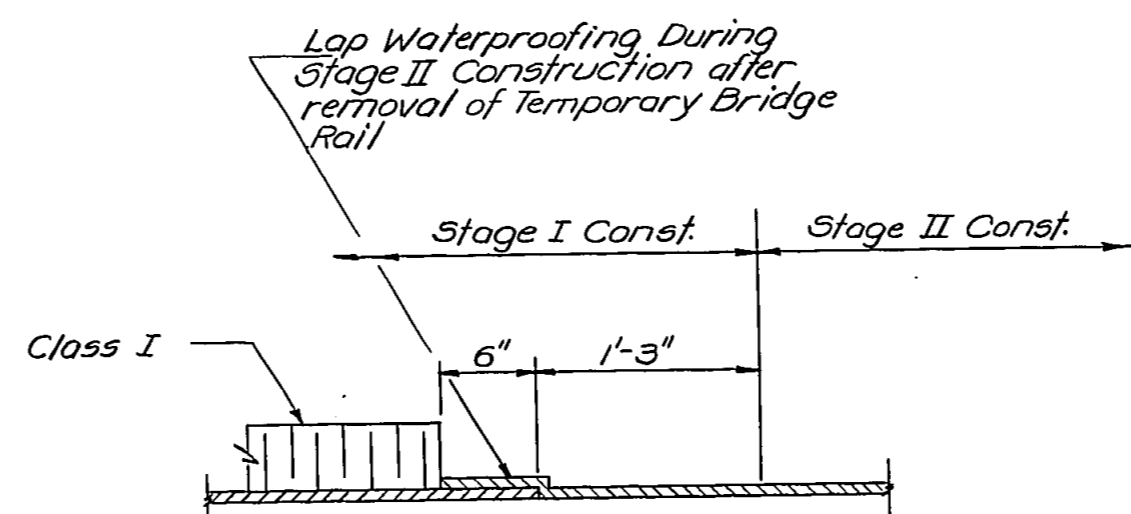


\* STAGE I CONSTRUCTION



\* STAGE II CONSTRUCTION

\* Looking East



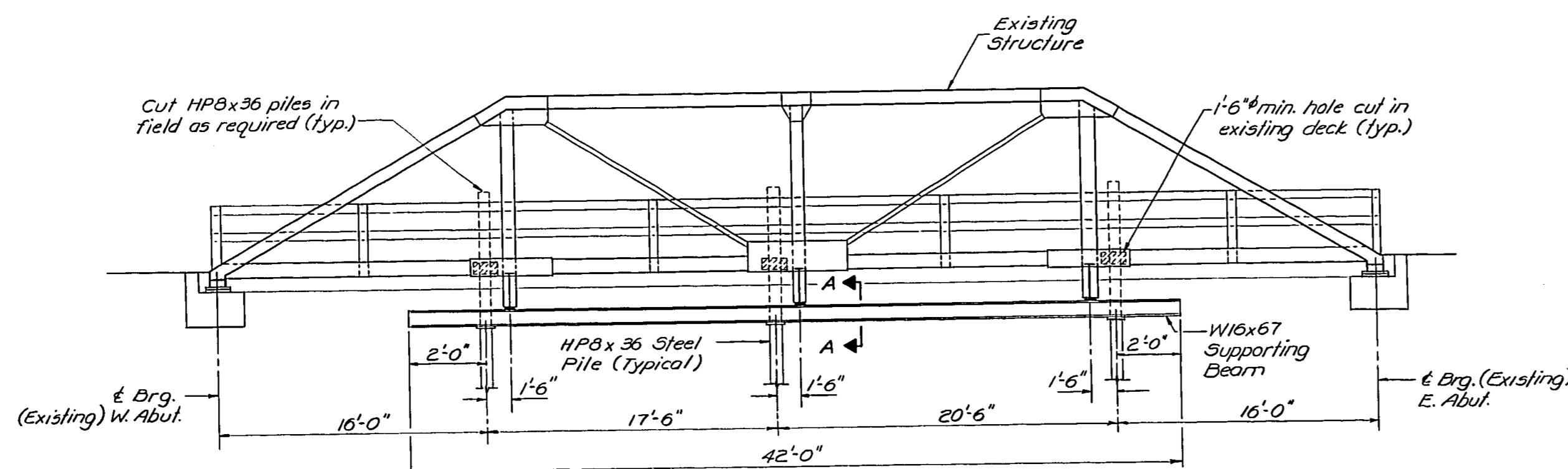
WATERPROOFING TREATMENT

DESIGNED <i>Patrick M. Blane</i>	EXAMINED <i>[Signature]</i>	DATE <i>April 23</i> 1981
CHECKED <i>Dale F. Schaub</i>	PASSED	
DRAWN <i>Stu Ferchow</i>	APPROVED	
CHECKED <i>Dale F. Schaub</i>		

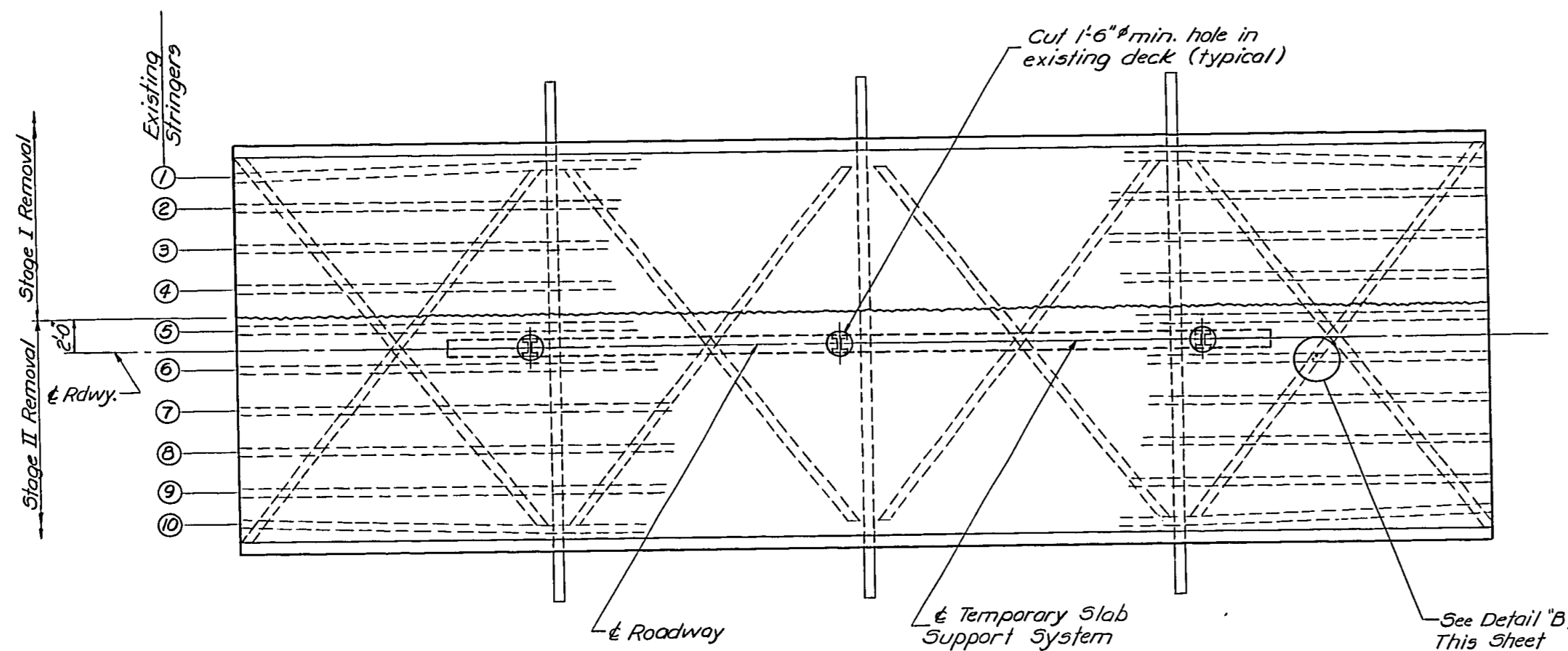
STAGE CONSTRUCTION  
F.A. RT. 885 SEC. 110 BC-1  
JOHNSON COUNTY  
STATION 33+39.00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

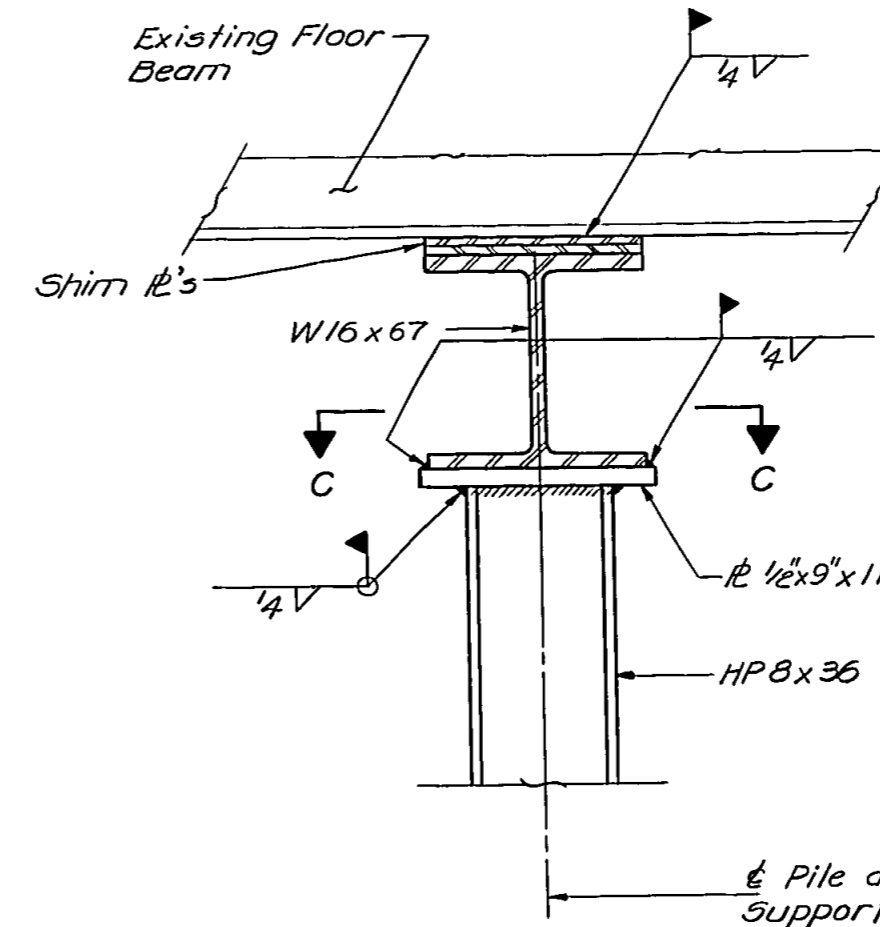
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. RT. 885	#	JOHNSON	48	37
SHEET NO. 3				
14 SHEETS				
* 110 BC-1, 107(W-1, RS-5), 110(W-1, RS-2)				



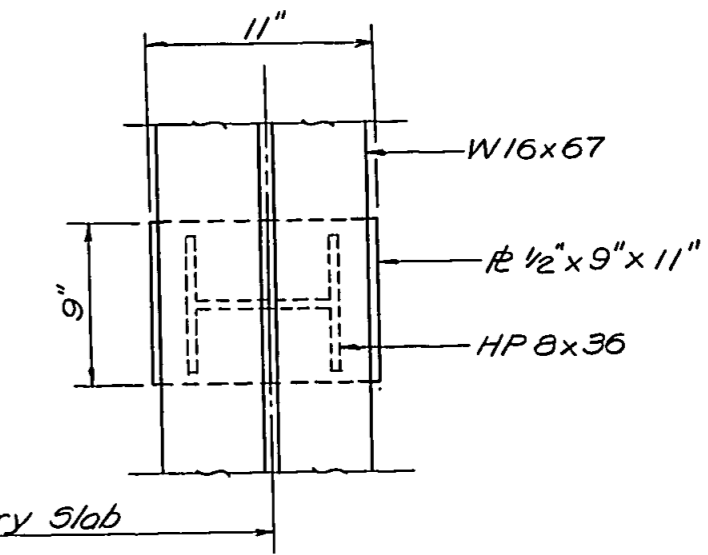
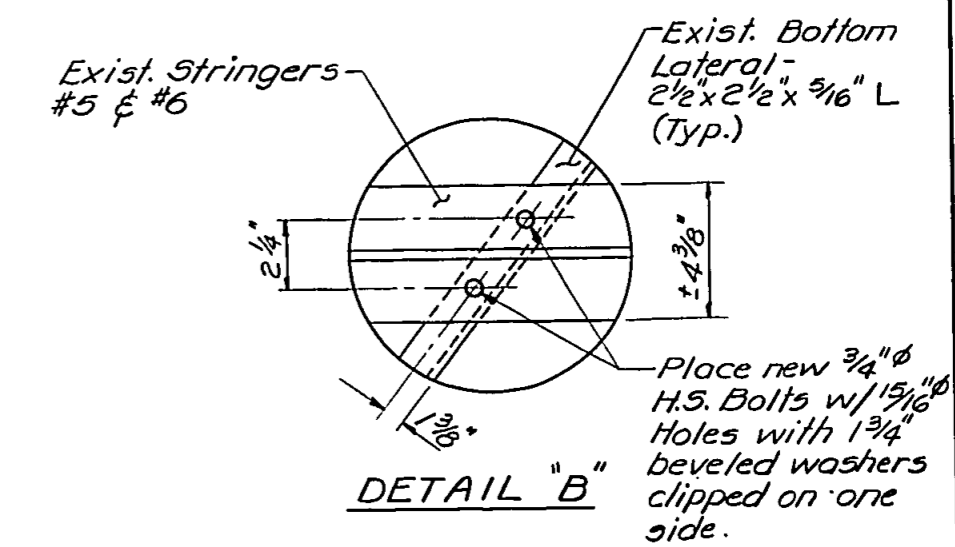
ELEVATION



PLAN



VIEW A-A



VIEW C-C

Notes: Prior to any removal of existing structure, the Contractor shall install the Temporary Support Sys. as follows:

Cut holes thru deck as located.  
Drive HP8x36 Steel Piles to refusal.  
Cut off HP8x36 Steel Piles to the correct elevation.  
Install the Temporary Support I-Beam, W16x67, using shim pl's as required between Temporary Support I-Beam and floor beam to insure full contact.  
Connect bottom laterals and stringers #5 & #6 with 3/4" bolts using shim plates and beveled washers as required and tightened to a snug fit.  
Cut bottom laterals and floor beams as shown. Estimated weight of structural steel not including shim plates and steel H piles = 2890 lbs. (No paint required)

Notes: All Structural Steel and plates shall conform to the requirements of AASHTO M-183.  
High strength bolts, nuts, & washers shall conform to AASHTO M-164.  
When necessary, washers may be clipped on one side to a point not closer than 1/8" of the bolt diameter from the center of the washer.

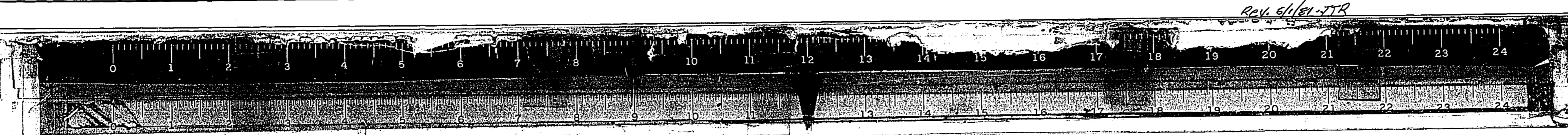
PILE DATA

Type: Steel HP8x36  
Capacity: Driven to refusal  
Est. Length: 55 ft.  
No. Required: 3  
Cost of piles incidental to Temporary Slab Support System.

TEMPORARY SUPPORTING SYSTEM  
F.A. RT. 885 SEC. 110 BC-1  
JOHNSON COUNTY  
STATION 33+39.00

DESIGNED <i>Peter M. Petro</i>	EXAMINED <i>[Signature]</i>
CHECKED <i>Dale F. Schaub</i>	PASSED
DRAWN <i>Stu Ferchow</i>	APPROVED
CHECKED <i>Dale F. Schaub</i>	

APRIL 23 1981













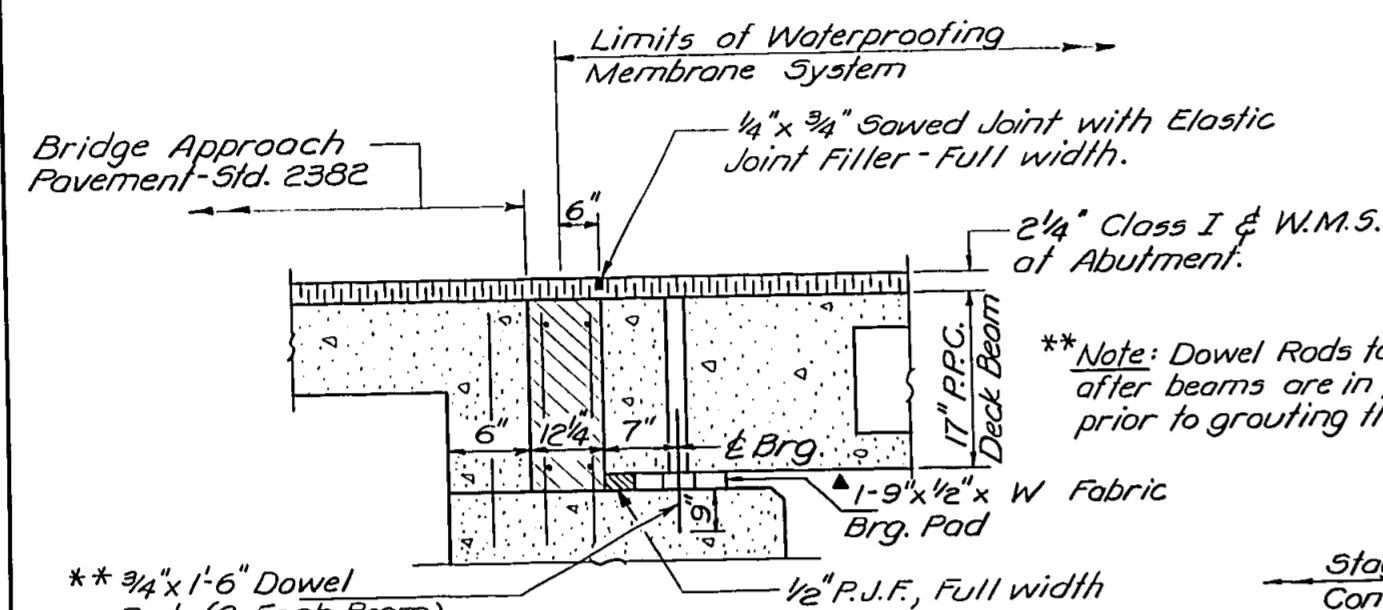
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
110 BC-1	107(W-1, RS-5)	JOHNSON	48	42
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

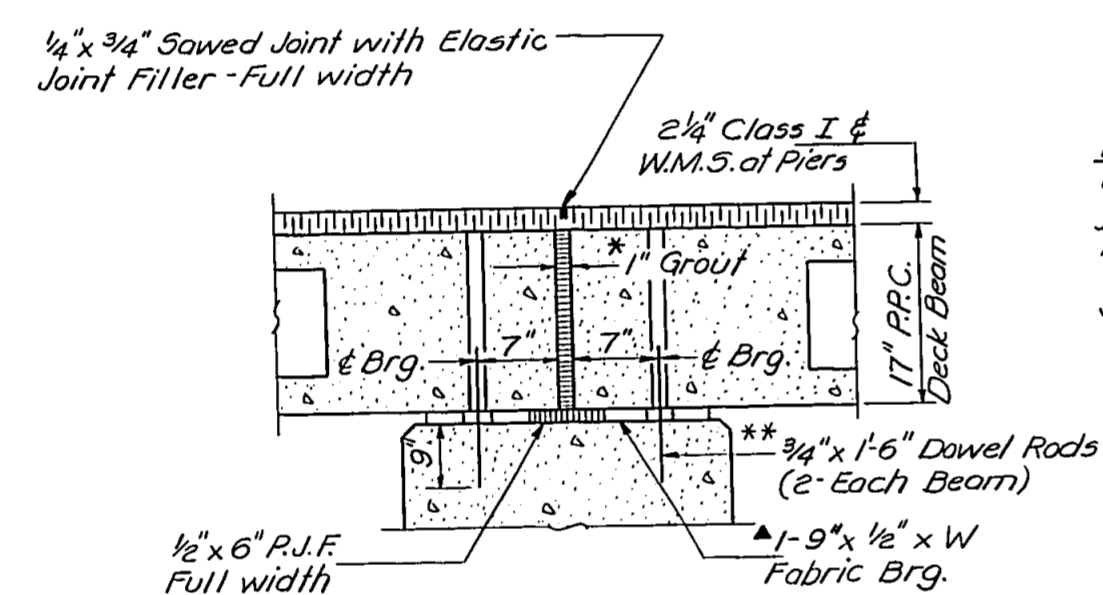
SHEET NO. 8  
14 SHEETS

\* 110 BC-1; 107(W-1, RS-5); 110(W-1, RS-2)

▲ The width (W) of the Brg. Pads varies for the 36" & 48" Beams. For the width (W), see sheets 4 thru 7.

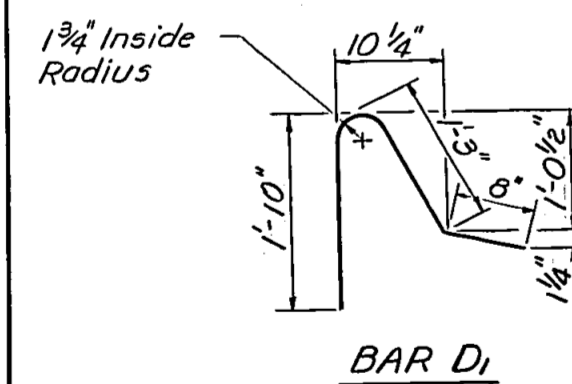


SECTION THRU W. ABUTMENT  
At & of Roadway  
At Right L's

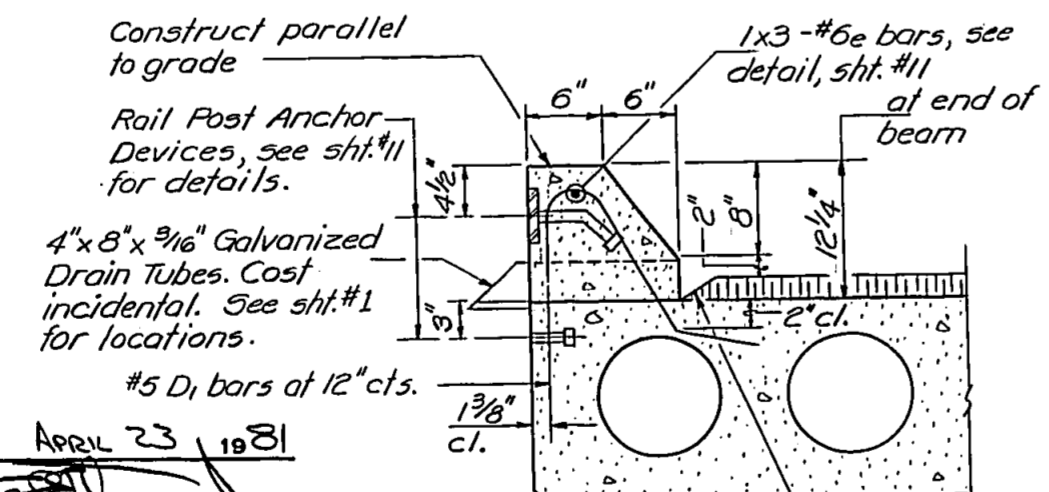


SECTION THRU PIERS  
At Right L's

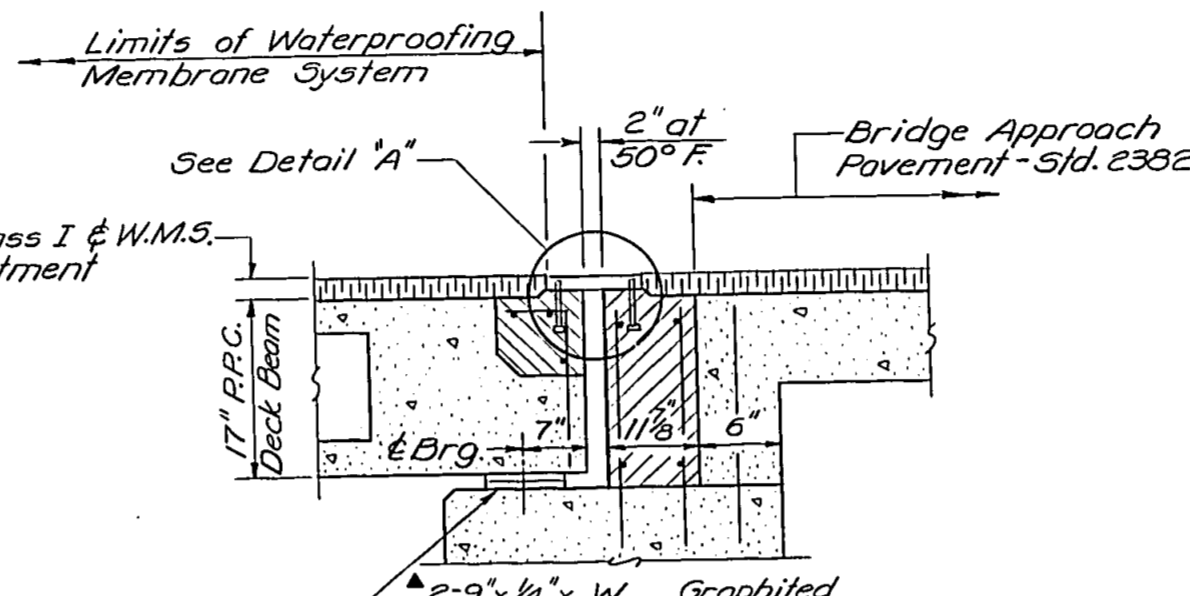
\* Notes: 1" Joint shall be packed with a very dry mix of 2:1 sand and P.C. mortar. 1" Dimension may vary plus or minus to accommodate tolerance in beam lengths.



BAR D1



SECTION THRU CURB  
Curbs shall be poured in the field

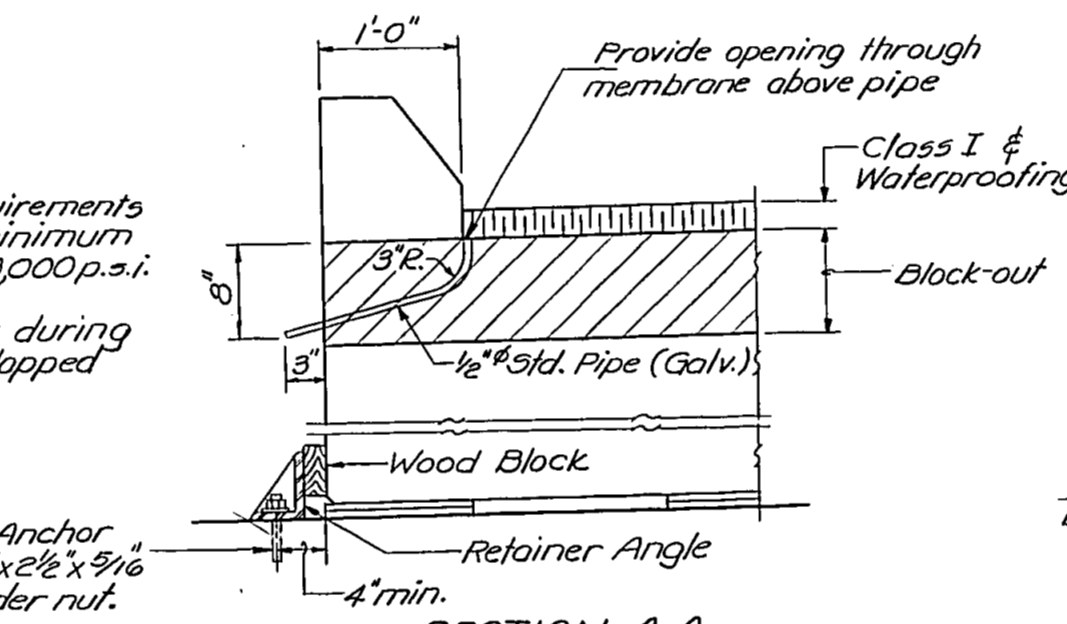


SECTION THRU E. ABUTMENT  
At & of Roadway  
At Right L's

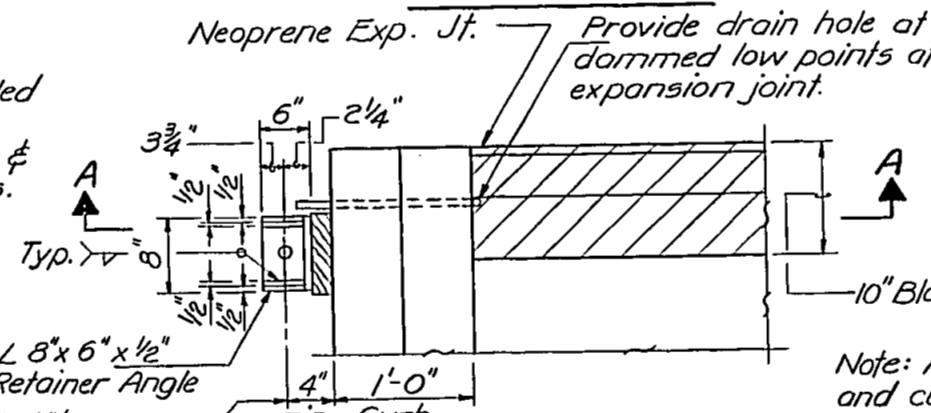
Notes: a1 bars shall conform to the requirements of AASHTO M-31 or M-33, except the minimum yield strength shall not be less than 33,000 p.s.i. nor more than 45,000 p.s.i. a1 bars to be lapped with a bars during Stage I Const. and straightened and lapped with a2 bars during Stage II Const.

\*\*\* 1" # x 12" Galv. Anchor Bolt with 2 1/2" x 2 1/2" x 9/16" lb washer under nut.

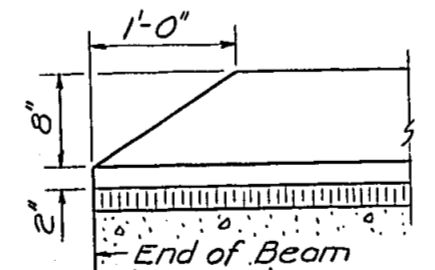
\*\*\* Note: Anchor bolts may be cast into the masonry or placed in drilled holes and grouted in place. Cost including Retainer Angle, Channel & Accessories Incidental to Beams.



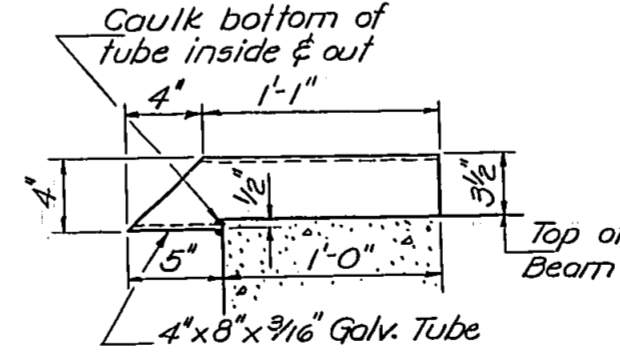
SECTION A-A



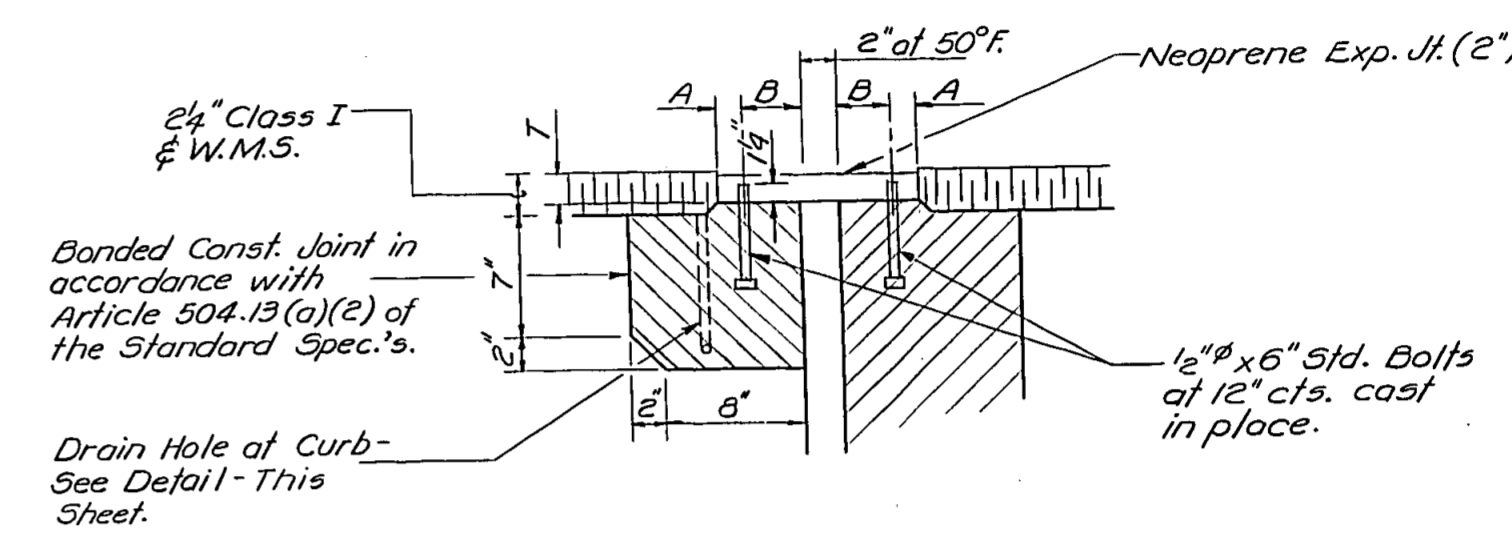
PLAN  
DRAIN HOLES & RETAINER ANGLE AT EXPANSION JT.



END OF CURB  
(At West Abutment)

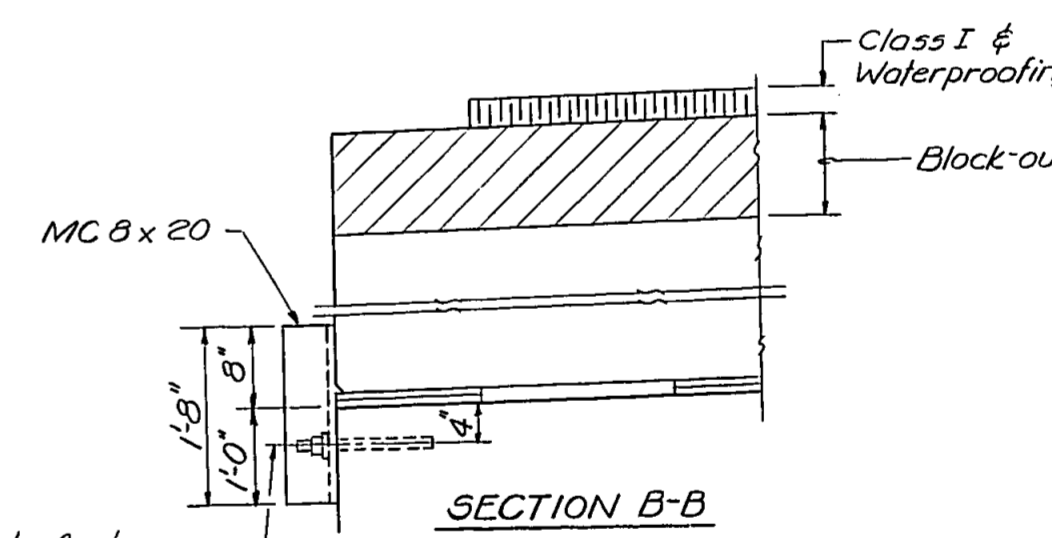
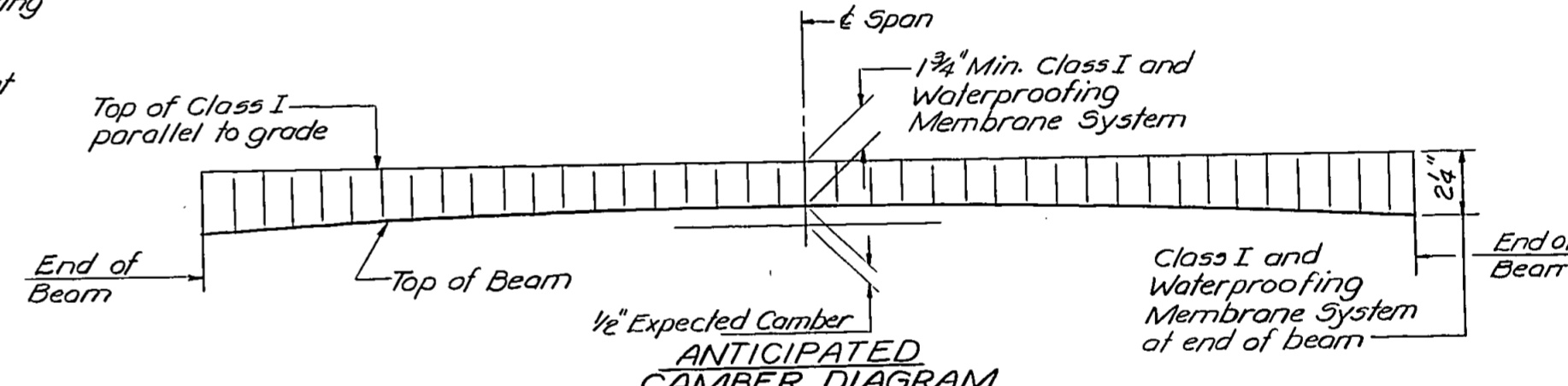


DRAIN DETAIL



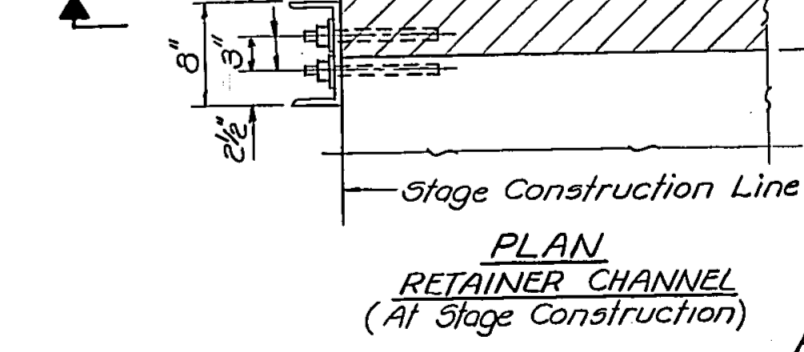
DETAIL "A"

Notes: Dimensions are of Right Angles. Hatched areas to be poured after beams have been erected and joints grouted. Ends of beams shall be aligned at the expansion joints. Any lineal variation in the beam lengths shall be placed at the fixed joint. See End of Beam Detail for reinforcement, shts. #6 & 7 for dimensions A, B & T see sht. #9



SECTION B-B

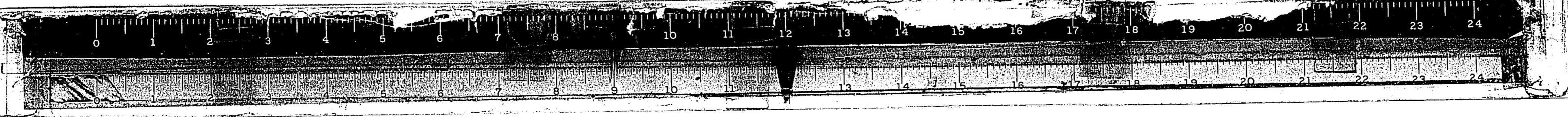
\*\*\* 1" # x 12" Galv. Anchor Bolts & Inserts with 2 1/2" x 2 1/2" x 9/16" lb Washer



PLAN  
RETAINER CHANNEL  
(At Stage Construction)

SUPERSTRUCTURE DETAILS  
F.A. RT. 885 SEC. 110 BC-1  
JOHNSON COUNTY  
STATION 33+39.00

DESIGNED	APRIL 23 1981
CHECKED	PASSED
DRAWN	APPROVED
CHECKED	



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

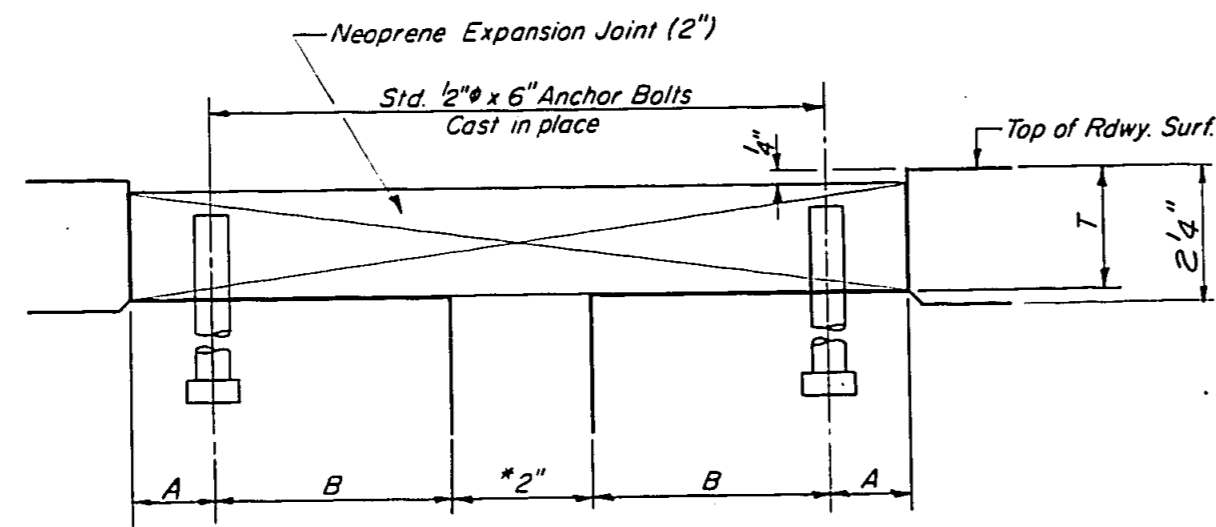
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	*	JOHNSON	48	43
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 9  
14 SHEETS

\* 110 BC-1; 10T(N-1, R8-5); 110 (W-1, R5-2)

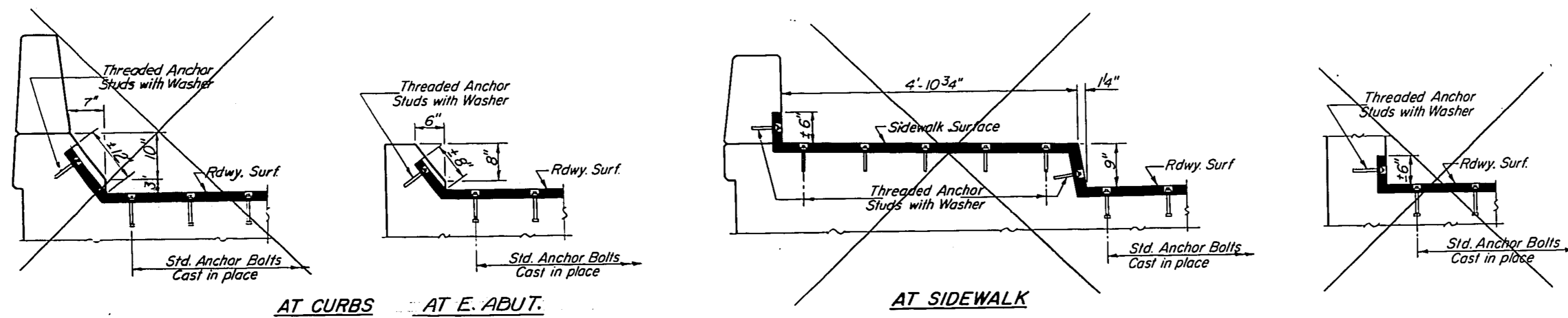
**ALTERNATE NEOPRENE EXPANSION JOINTS (2")**  
(See Special Provisions)

Model	Supplier	Blockout Dimensions
TRANSFLEX, MODEL 200A	General Tire Company	$T = 1\frac{1}{2}"$ , $A = 7"$ , $B = 3\frac{5}{8}"$
<del>WABOFLEX, MODEL GR-2</del>	<del>Watson Bowman Associates, Inc.</del>	<del><math>T = 1\frac{1}{2}"</math>, <math>A = 1\frac{1}{4}"</math>, <math>B = 3\frac{3}{8}"</math></del>
FEL-SPAN, MODEL T-30 Set joint seal $1\frac{3}{8}"$ at 50°F.	Fel-Pro Building Products Inc.	$T = 1\frac{3}{4}"$ , $A = 2"$ , $B = 2\frac{1}{2}"$
WABO ELASTODAM, TYPE 300 Set joint seal $1\frac{5}{8}"$ at 50°F.	Watson Bowman Associates, Inc.	$T = 1\frac{3}{4}"$ , $A = 2"$ , $B = 2\frac{1}{2}"$
WABO ALU-STRIP, TYPE III S300 Set joint seal $1\frac{1}{2}"$ at 50°F. Permitted for up to 50° skew.	Watson Bowman Associates, Inc.	$T = 1\frac{3}{4}"$ , $A = 1\frac{3}{8}"$ , $B = 2\frac{3}{4}"$
LOW PROFILE ONFLEX-25 Set joint seal $1\frac{1}{2}"$ at 50°F. Roadway ball channel shall be filled with approved grout. Permitted for up to 50° skew.	Structural Accessories, Inc.	$T = 1\frac{3}{4}"$ , $A = 1\frac{3}{8}"$ , $B = 2\frac{3}{8}"$



**CROSS SECTION**  
At 50°F  
Dimensions are at right angles

NOTE  
Joint openings shall be adjusted in accordance with Article 503.07(c) of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.



TYPICAL END TREATMENTS

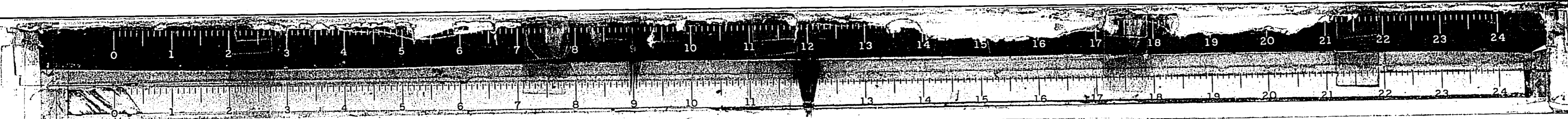
DESIGNED *Patrick M. Pothore*  
CHECKED *Dale F. Schaub*  
DRAWN *Stu Ferchow*  
CHECKED *Dale F. Schaub*

APRIL 23 1981  
EXAMINED *[Signature]*  
PASSED  
APPROVED *[Signature]*  
DIRECTOR OF HIGHWAYS

EJ-1 8-30-80

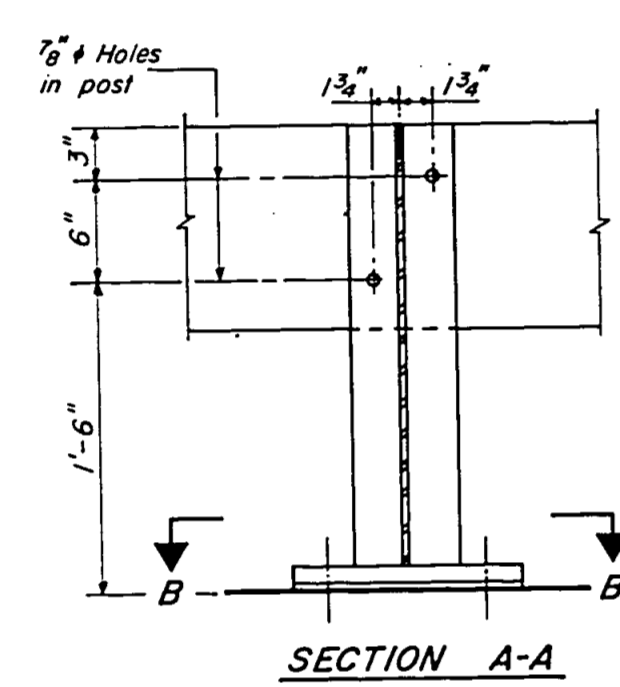
NEOPRENE EXPANSION JOINTS (2")  
FOR EXPANSION LENGTH OF DECK = 0 to 160 ft.

F.A. RT. 885 SEC. 110 BC-1  
JOHNSON COUNTY  
STATION 33+39.00

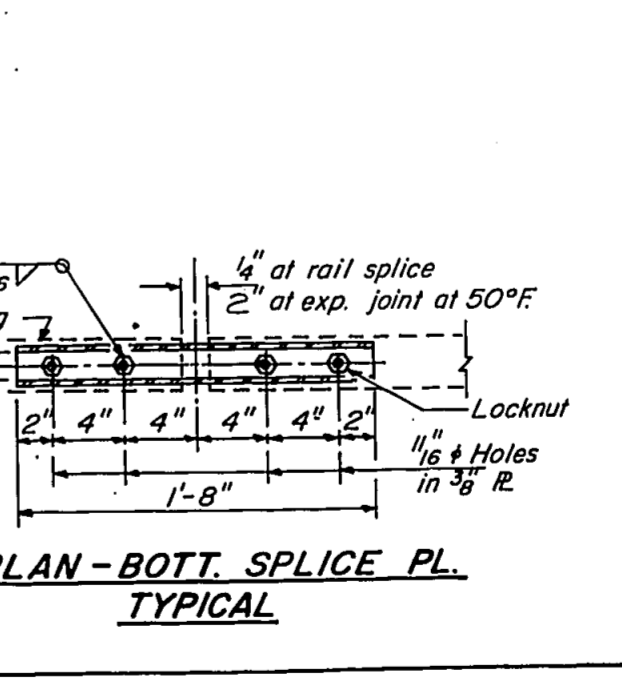
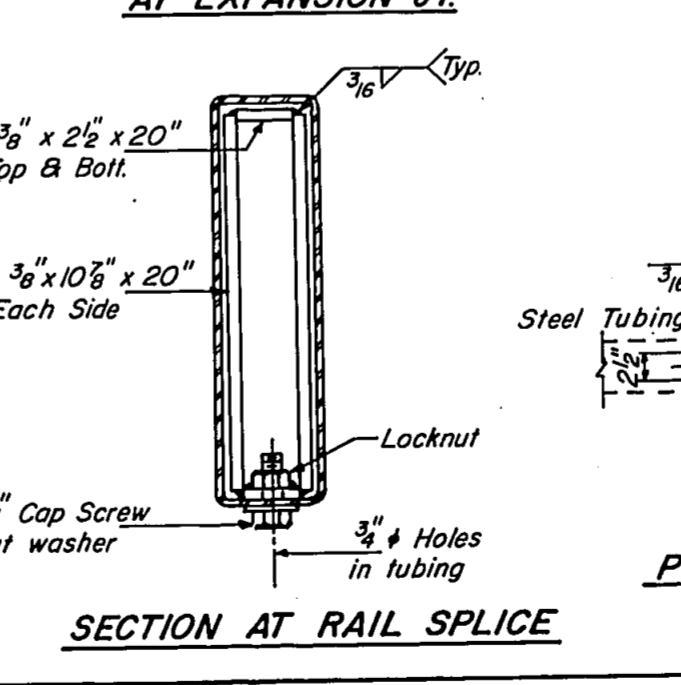
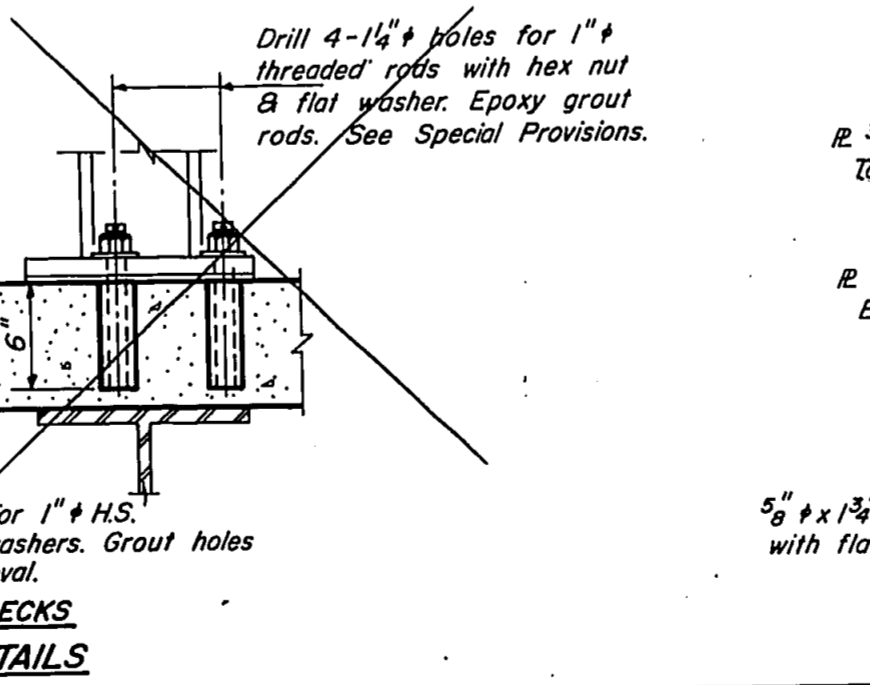
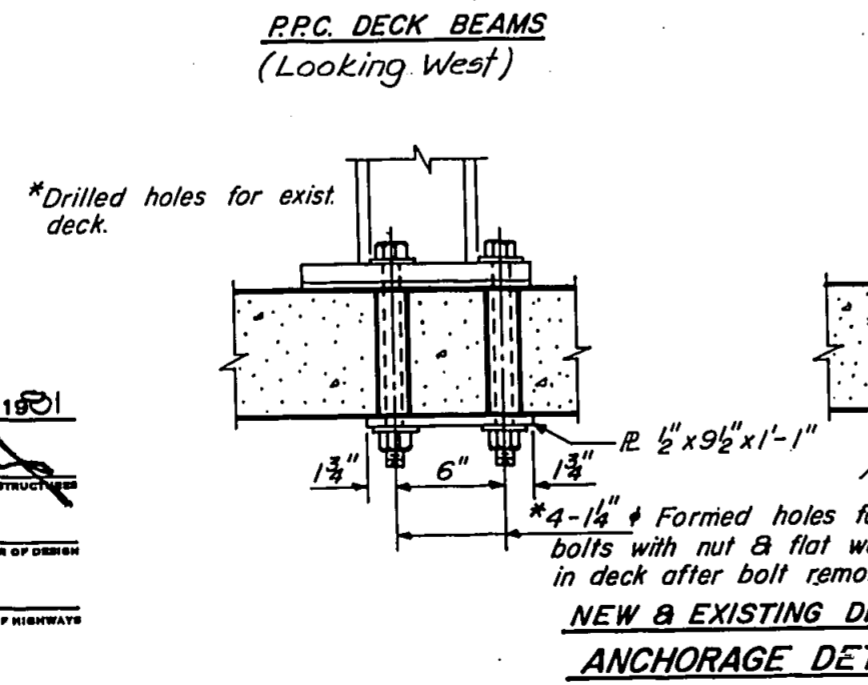
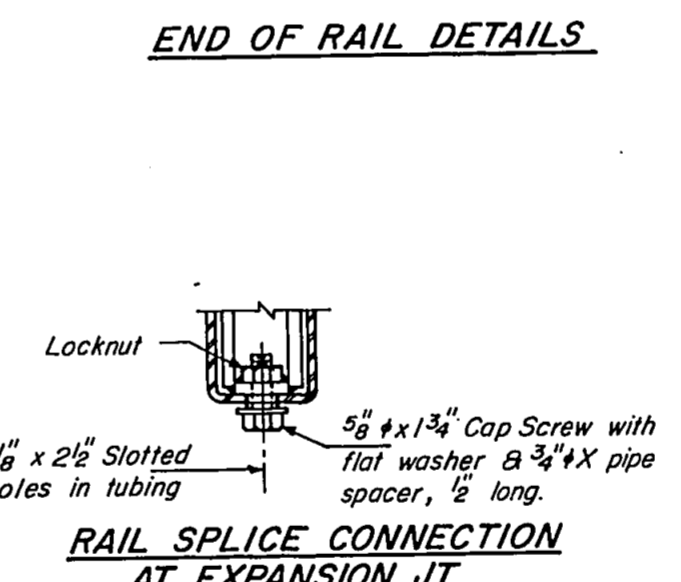
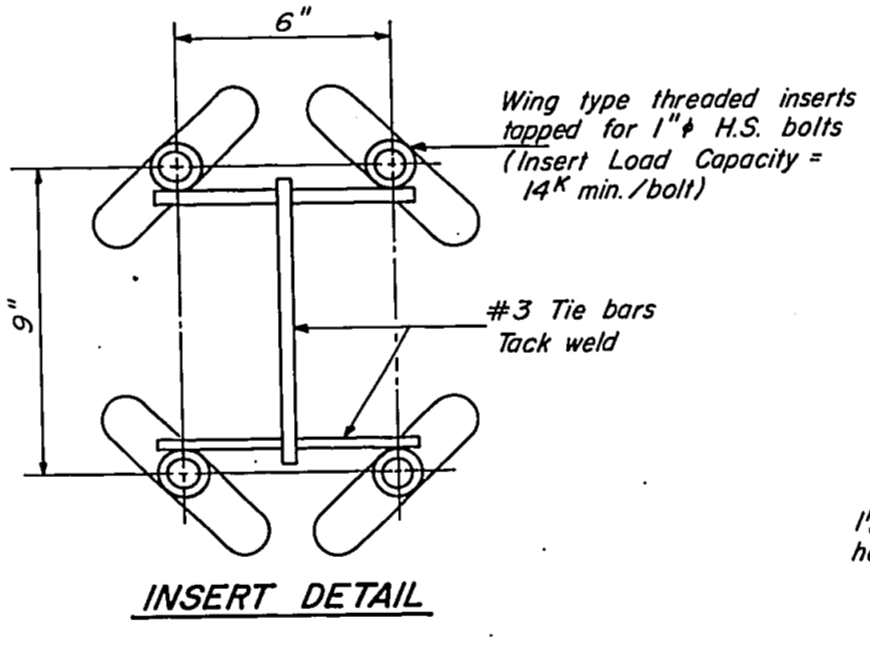
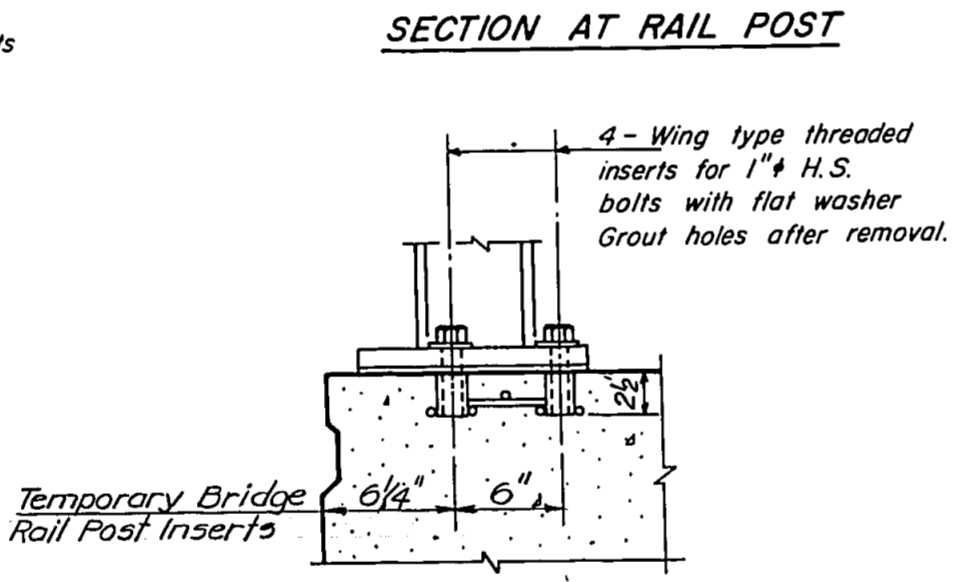
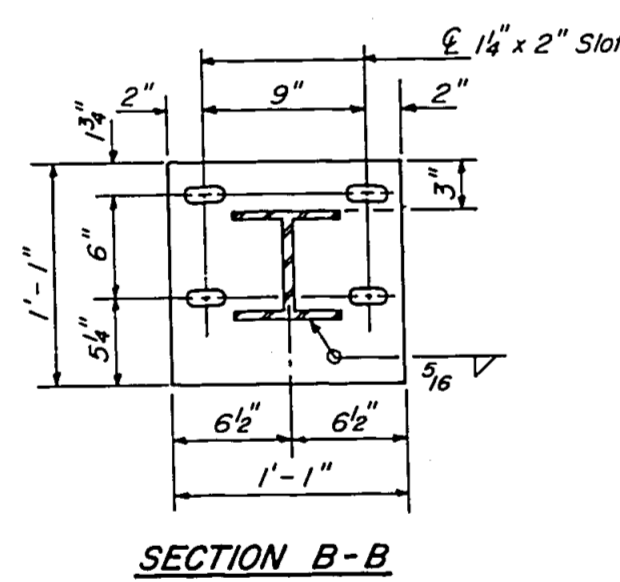
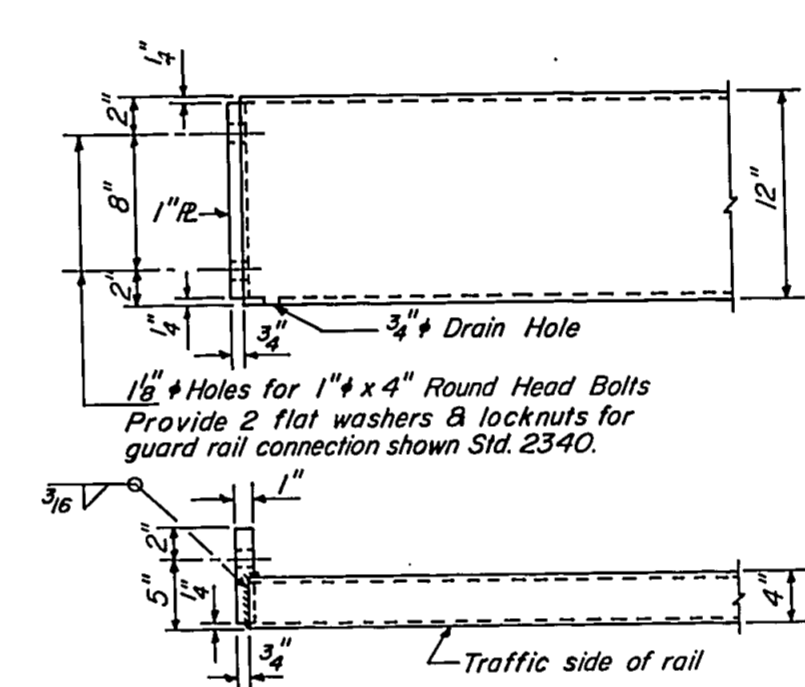
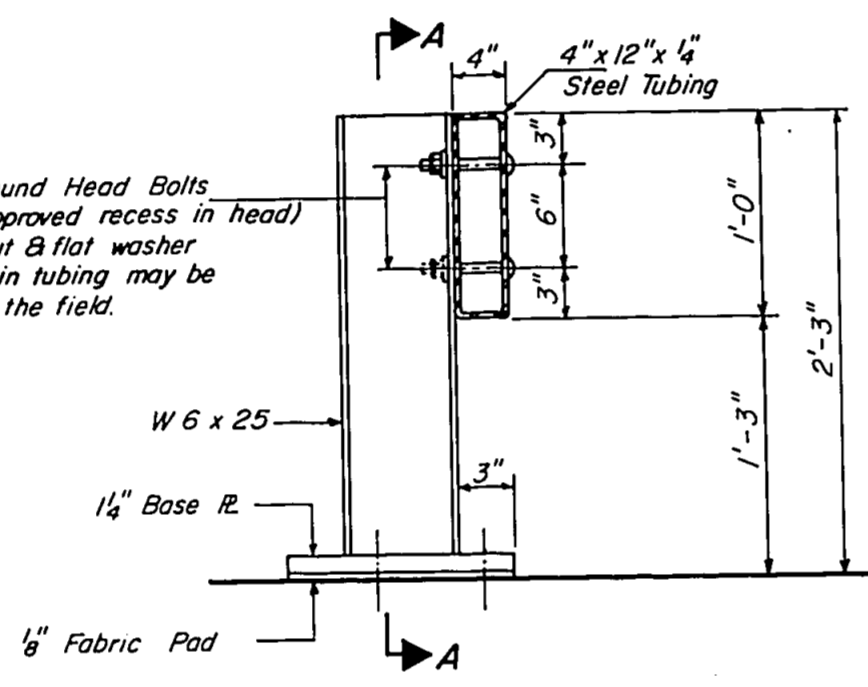


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10 14 SHEETS
1-285	*	JOHNSON	48	44	
JOB: ROAD DIST. NO. 1		SALMON		PROJ. AND PROJECT:	
*110 BC-1, 1DT (W-1, RS-5); 110 (W-1, RS-2)					



2-3/4" x 6" Round Head Bolts  
(With slot or approved recess in head)  
with locknut & flat washer  
5/8" holes in tubing may be  
drilled in the field.



**NOTES**  
Hollow structural steel tubing shall conform to the requirements of A.S.T.M. designation A-500 Grade B Structural Steel Tubing.  
All other steel shapes and plates shall conform to the requirements of A.A.S.H.T.O. M-183 except posts shall conform to A.A.S.H.T.O. M-223 Grade 50. Bolts, cap screws, and nuts shall conform to the requirement of A.S.T.M. designation A-307 except for high strength bolts, threaded rods, nuts and washers noted which shall conform to A.A.S.H.T.O. M-164.  
The bridge rail shall receive one shop coat of a steel prime paint.  
The 1 1/4 inch high strength bolts or threaded rods used to connect the railposts shall be tightened in accordance with Article 507.04(g)(3) of the Standard Specification.  
See Special Provisions for Temporary Bridge Rail.

**BILL OF MATERIAL**

Item	Unit	Quantity
Temporary Bridge Rail	Lin. Ft.	105

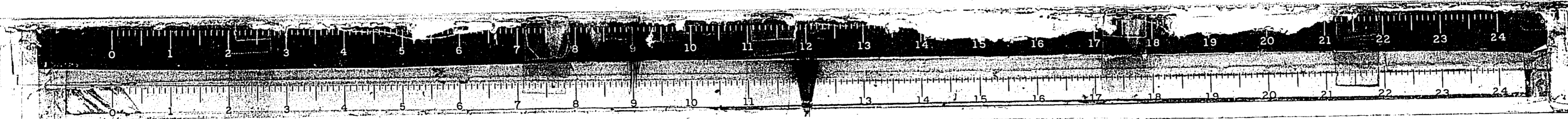
**TEMPORARY BRIDGE RAIL**  
F.A. RT. 385 SEC. 110BC-1  
JOHNSON COUNTY  
STATION 33+39.00

DESIGNED Patrick M. Petrone  
CHECKED Dale F. Schaub  
DRAWN Stu Ferchow  
CHECKED Dale F. Schaub

EXAMINED [Signature]  
PASSED  
APPROVED

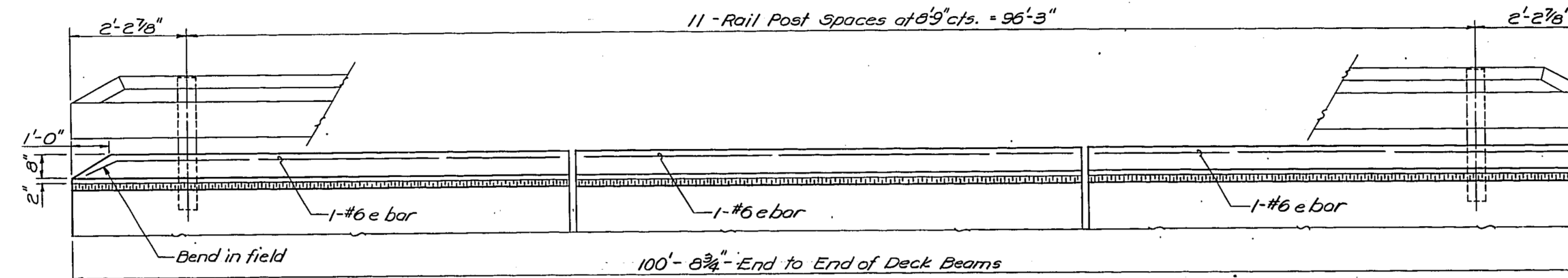
APRIL 23 1981

R-25 8-30-80 (10'-9" Maximum Post Spacing)

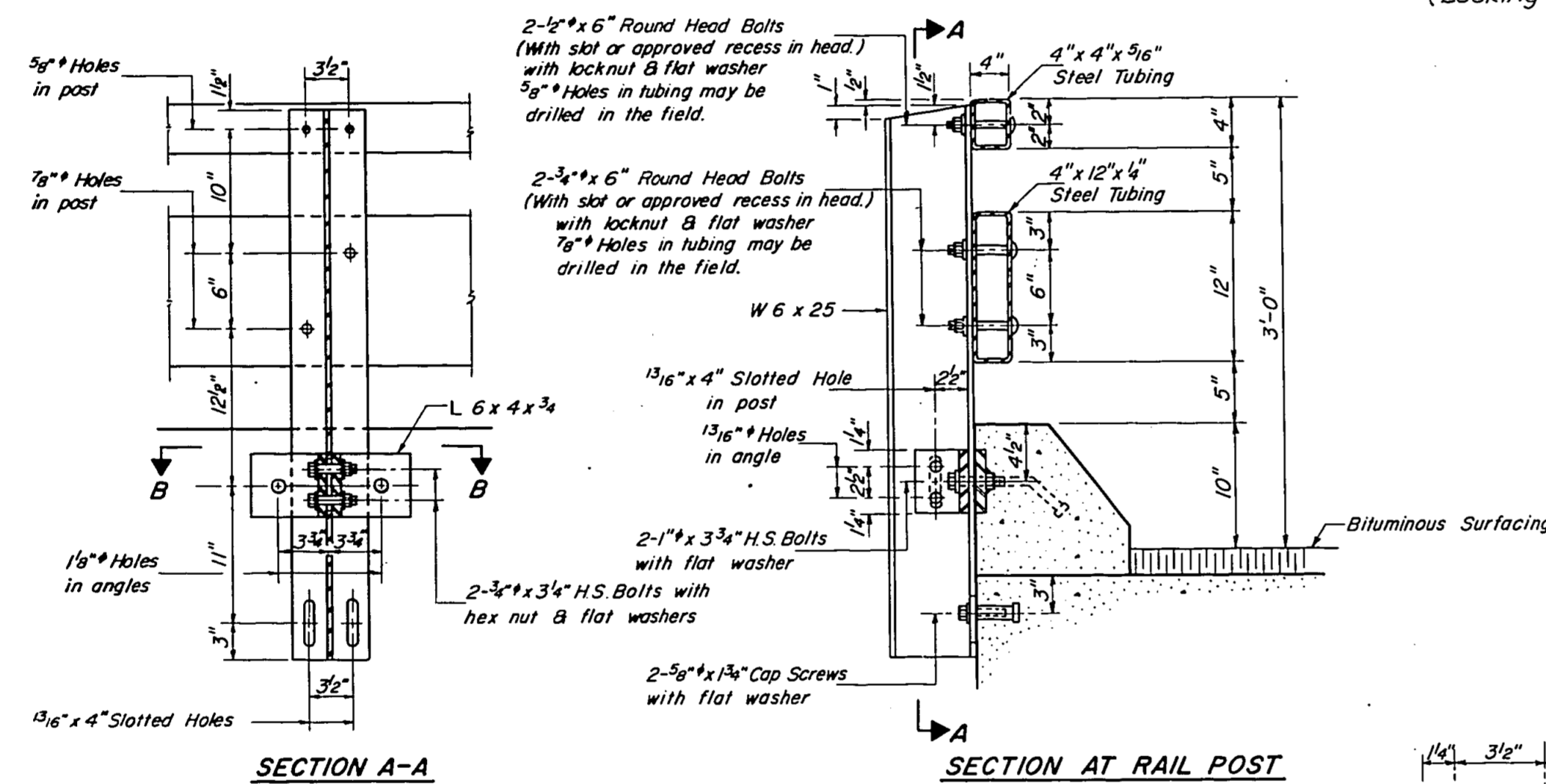


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11
R. T. 885	4	JOHNSON	48	45	14 SHEETS
PER. ROAD DIST. NO. 7					
* 110 BC-1 (107 (N-1,RS-5); 110 (N-1,RS-2))					

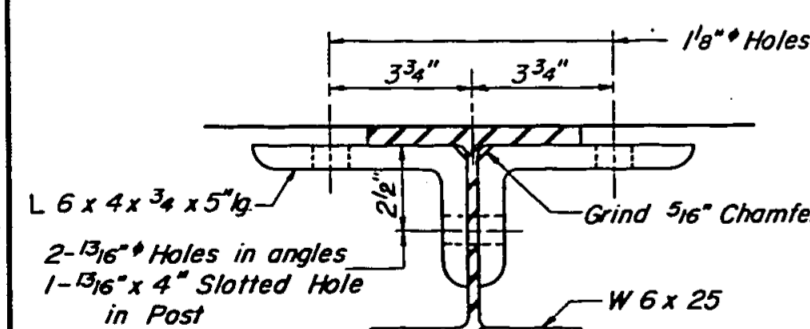


ELEVATION  
(Looking North)

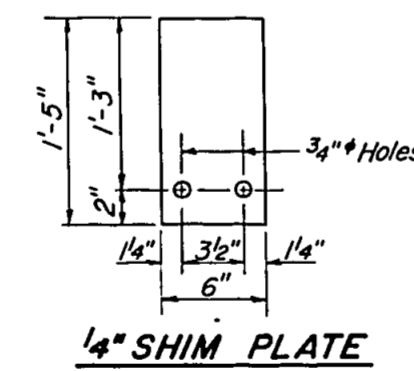


SECTION A-A

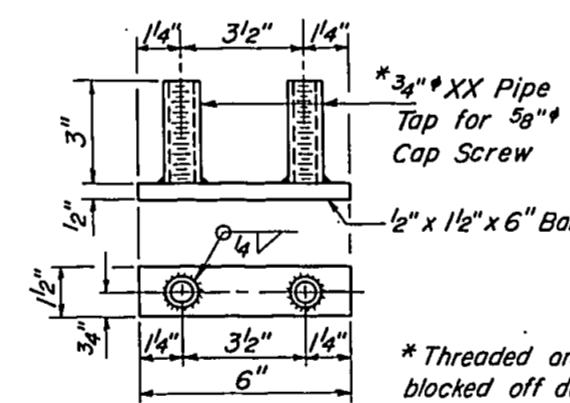
SECTION AT RAIL POST



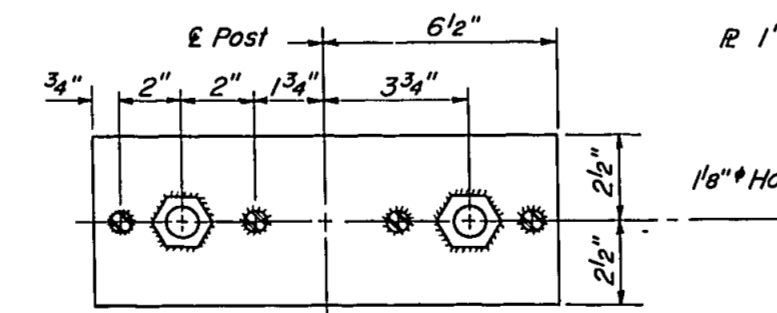
SECTION B-B



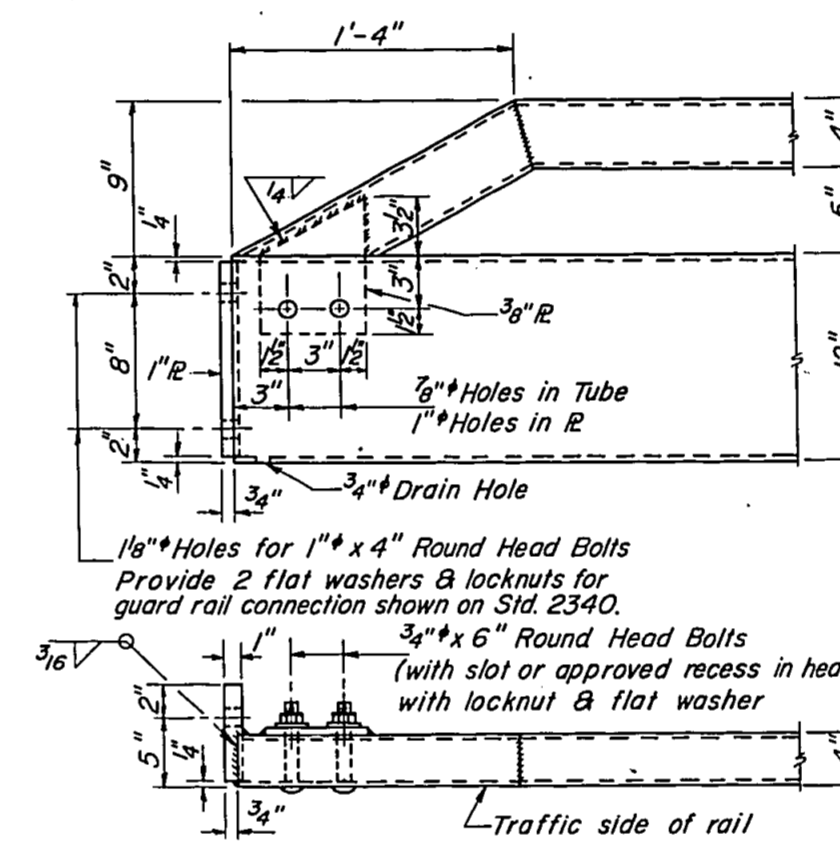
1/4" SHIM PLATE



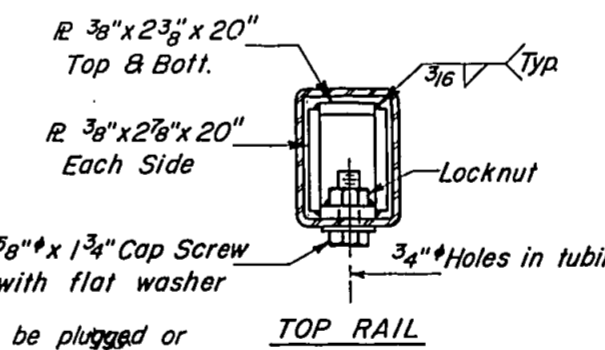
BOTTOM ANCHOR DEVICE



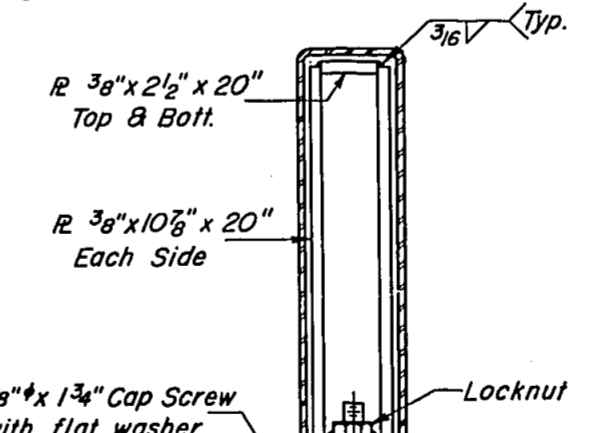
TOP ANCHOR DEVICE



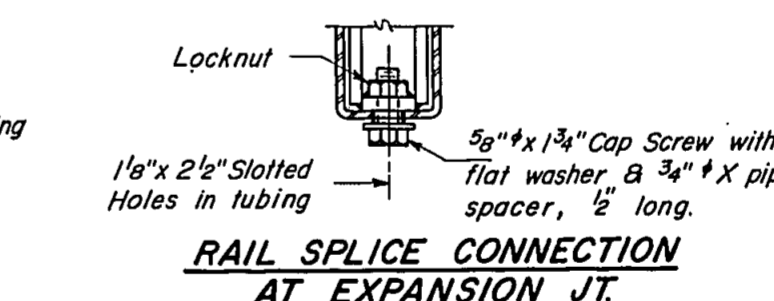
END OF RAIL DETAILS



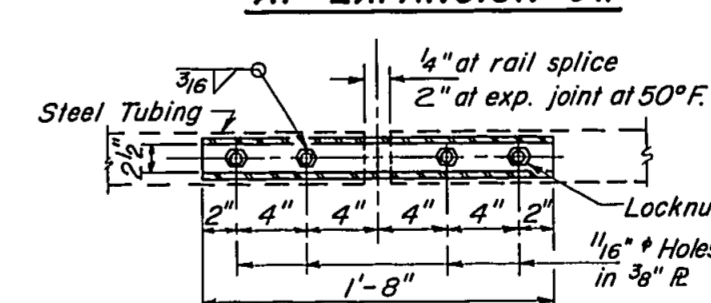
TOP RAIL



BOTTOM RAIL



RAIL SPLICE CONNECTION AT EXPANSION JT.



PLAN - BOTT. SPLICE R. TYPICAL

**NOTES**

Hollow structural steel tubing shall conform to the requirements of ASTM designation A-500 Grade B Structural Steel Tubing.

All other steel shapes and plates shall conform to the requirements of AASHTO M-163 except posts and angles shall conform to AASHTO M-223, Grade 50. Bolts, cap screws, and nuts shall conform to the requirement of ASTM designation A-307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M-164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with AASHTO M-232.

All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with AASHTO M-111 and ASTM A-385. Galvanized rail shall not be painted.

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per lineal foot for STEEL RAILING, TYPE T-1.

All field drilled holes shall be coated with an approved zinc rich paint before erection.

The lower portion of the post flange in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.08 Type B or place 1/2" fabric bearing pad between the post and concrete.

The 3/4" high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened in accordance with Article 507.04(g)(3) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/2 turn. The 5/8" cap screws in bottom of posts shall be tightened to a snug fit only.

For multi-span bridges, sufficient 1/4" x 6" x 1/5" galvanized steel shims shall be provided to align rail between adjacent spans. Cost incidental to Steel Railing.

**CURB & RAIL  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
e	6	#6	93'-9"	
Reinforcement Bars			Lbs.	300
Class X Concrete			Cu. Yds.	62
Steel Railing, Type T-1			Lin. Ft.	202

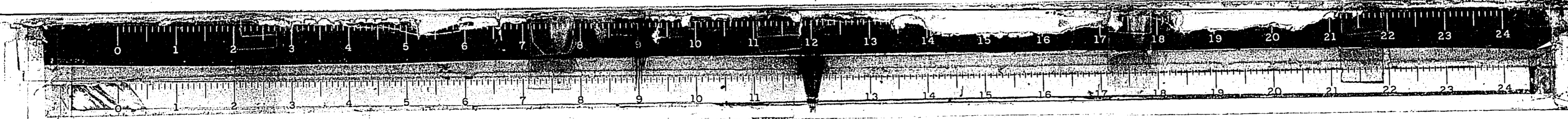
**TYPE T-1  
STEEL RAILING**  
F.A. RT. 885 SEC. 110BC-1  
JOHNSON COUNTY  
STATION 33+39.00

DESIGNED Patrick M. Bohne  
CHECKED Dale F. Schaub  
DRAWN Stu Ferchow  
CHECKED Dale F. Schaub

EXAMINED [Signature]  
PASSED  
APPROVED  
DIRECTOR OF HIGHWAYS

APR 23 19 01

R-24A 8-30-80 (11'-0" Maximum Post Spacing)

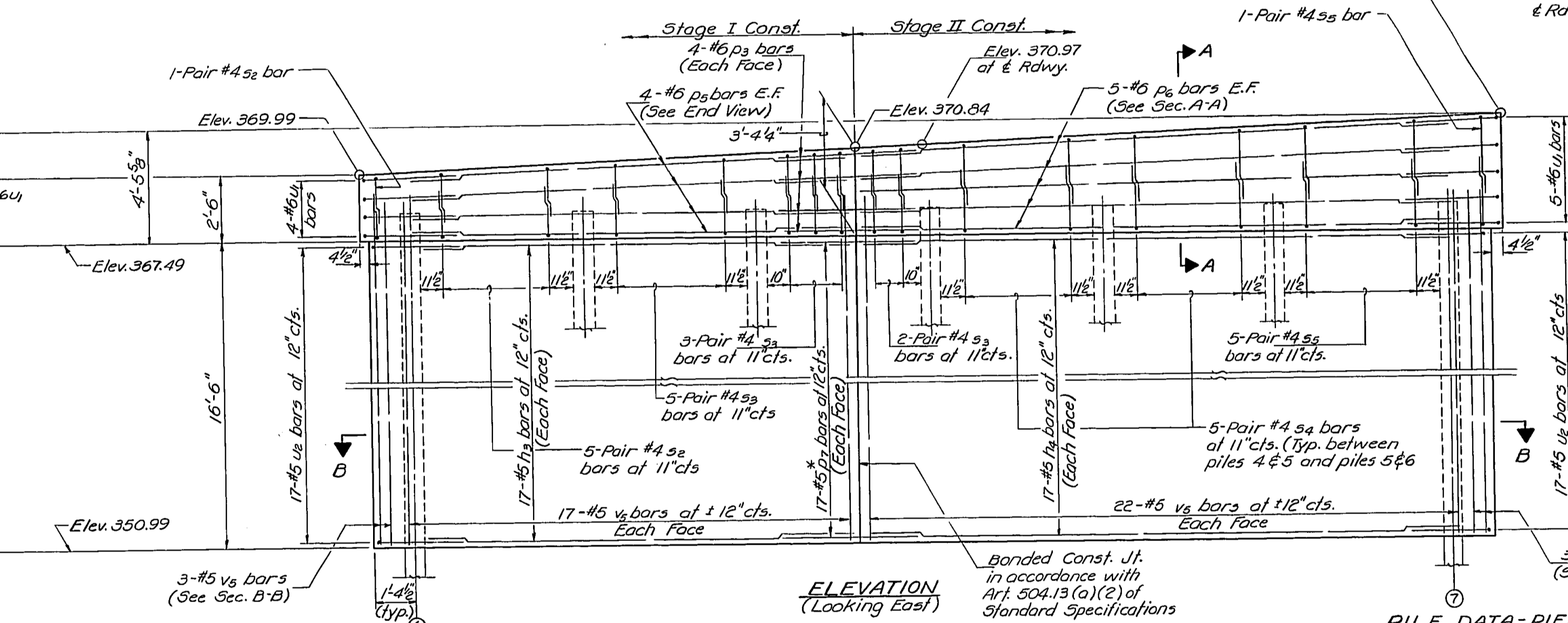
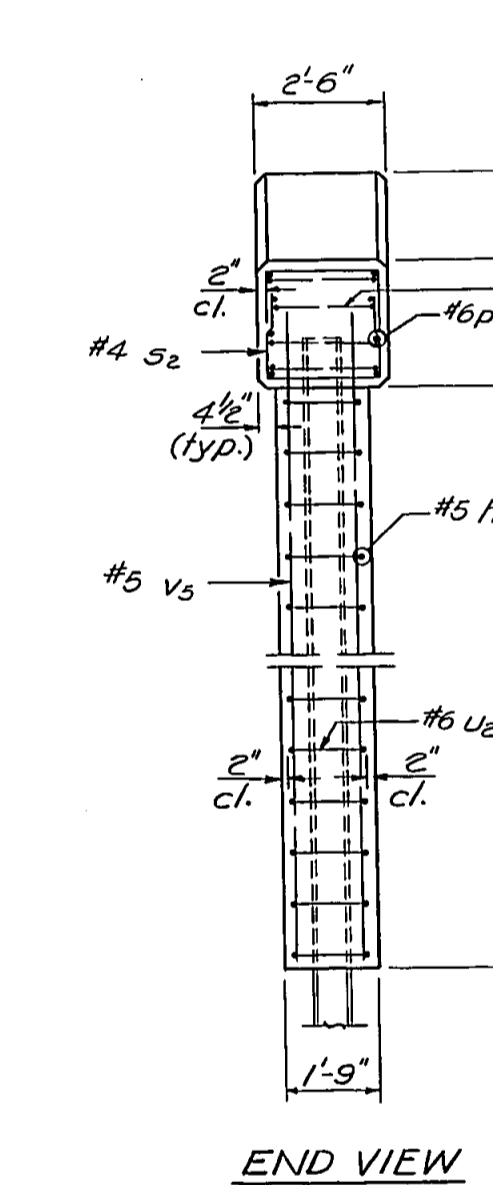
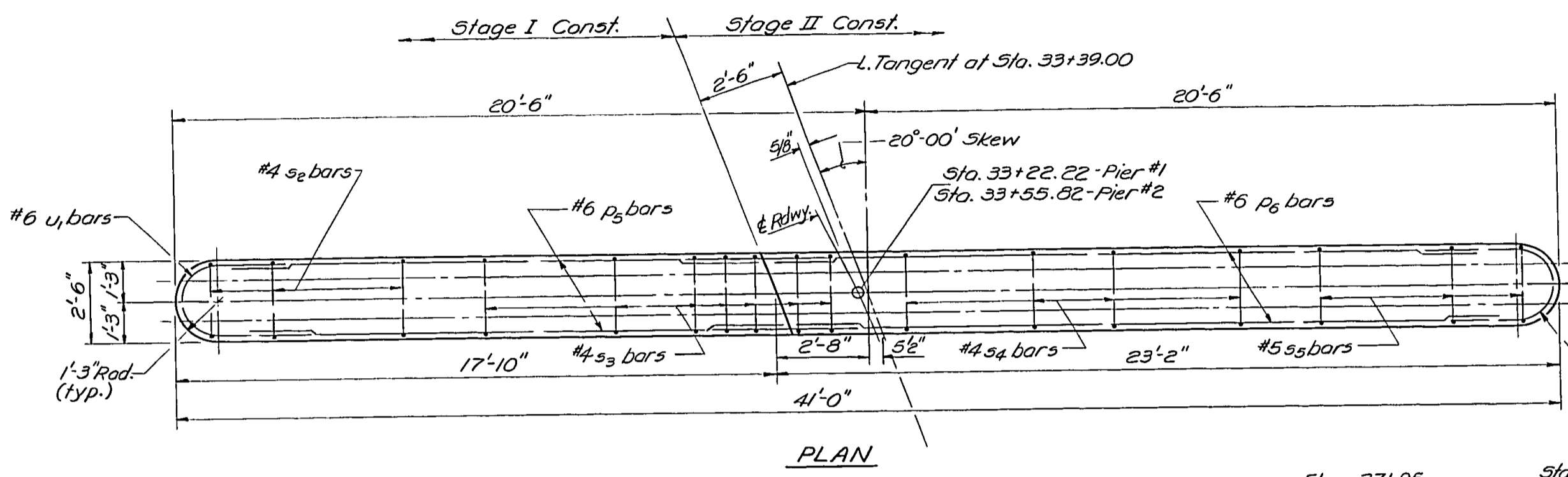
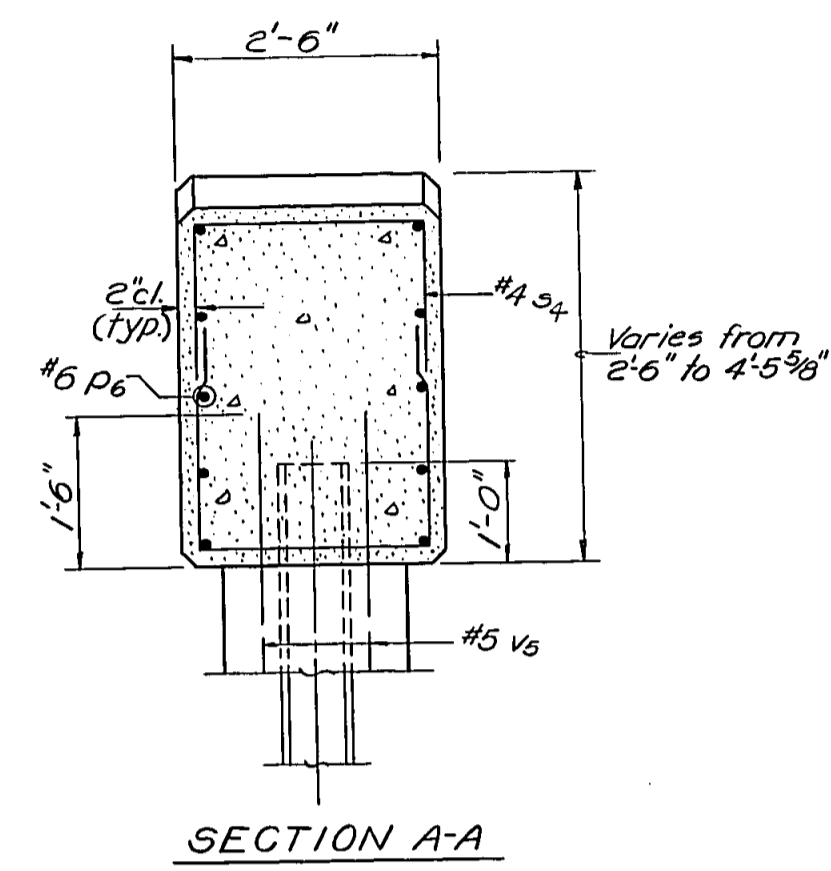






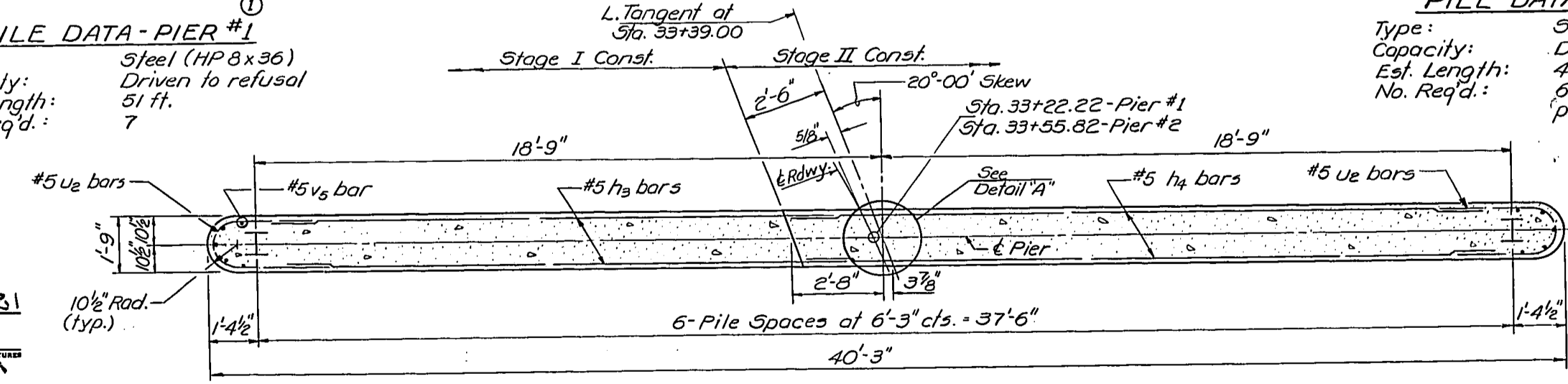
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
48	48	JOHNSON	48	48
SHEET NO. 14				
14 SHEETS				

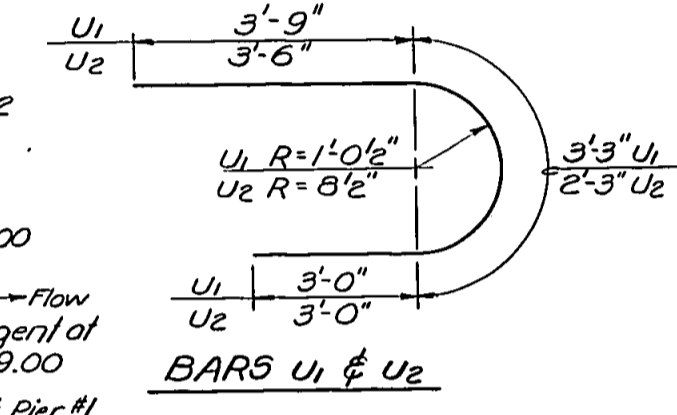
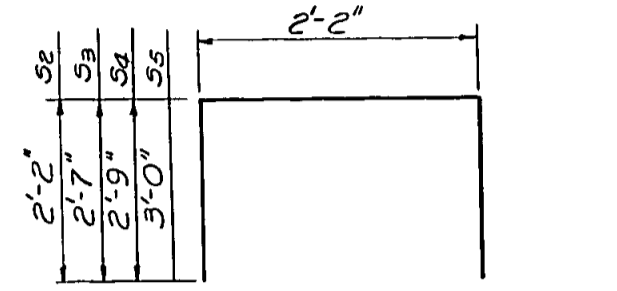


**PILE DATA - PIER #1**  
Type: Steel (HP 8 x 36)  
Capacity: Driven to refusal  
Est. Length: 51 ft.  
No. Req'd: 7

**PILE DATA - PIER #2**  
Type: Steel (HP 8 x 36)  
Capacity: Driven to refusal  
Est. Length: 47 ft.  
No. Req'd: 6- Plus 1 test pile in a permanent location



Notes: All edges shall have standard 3/4" chamfer.  
See Sht. #12 for bar p3 details.



**PIERS #1 & #2  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h3	68	#5	16'-1"	
h4	68	#5	21'-5"	
p3	16	#6	7'-2"	L
p5	16	#6	16'-7"	
p6	20	#6	21'-5"	
p7	68	#5	6'-0"	L
s2	24	#4	6'-6"	
s3	40	#4	7'-4"	
s4	40	#4	7'-8"	
s5	24	#4	8'-2"	
u1	18	#6	10'-0"	
u2	68	#5	8'-9"	
v5	168	#5	17'-9"	

Note: \* Bar p7 shall conform to the requirements of AASHTO M-31 or M-53 except that the minimum yield strength shall not be less than 33,000 p.s.i. nor more than 45,000 p.s.i.  
Bar p7 shall be lapped with h3 bars during Stage I Const., straightened and lapped with h4 bars during Stage II Const.

DESIGNED: *David M. Paine*  
CHECKED: *Dale F. Schaub*  
DRAWN: *Sfu Ferchow*  
CHECKED: *Dale F. Schaub*

APRIL 23 1981  
EXAMINED: *[Signature]*  
PASSED  
APPROVED: *[Signature]*  
DIRECTOR OF HIGHWAYS

PIERS #1 & #2  
F.A. RT. 885 SEC. 110BC-1  
JOHNSON COUNTY  
STATION 33+39.00

