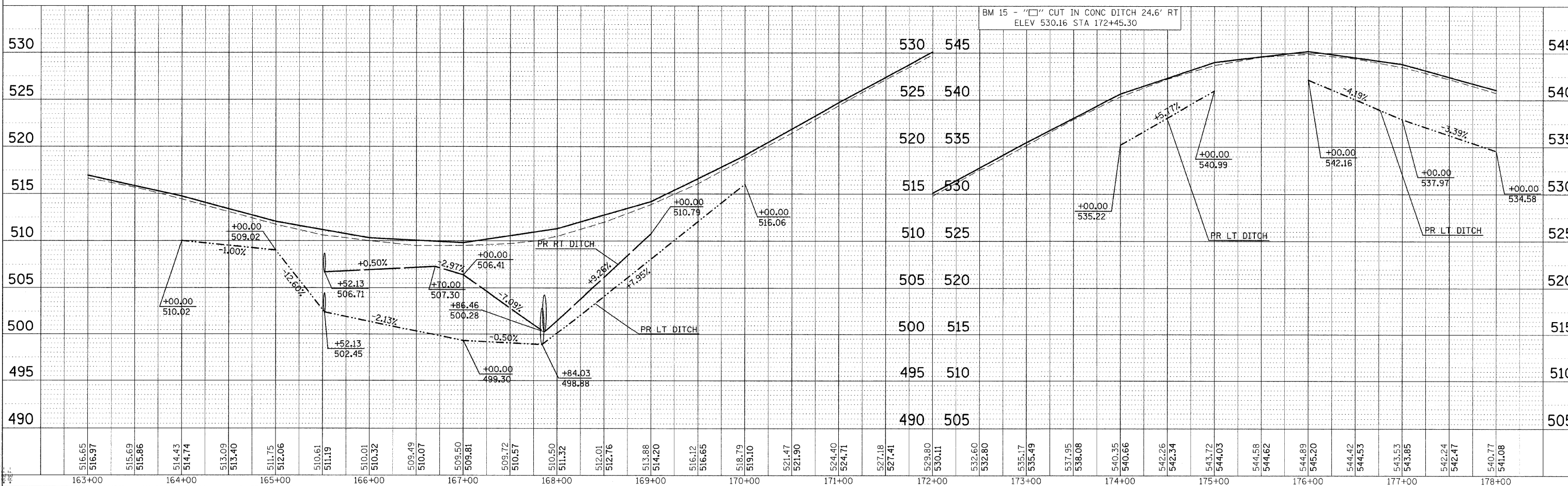
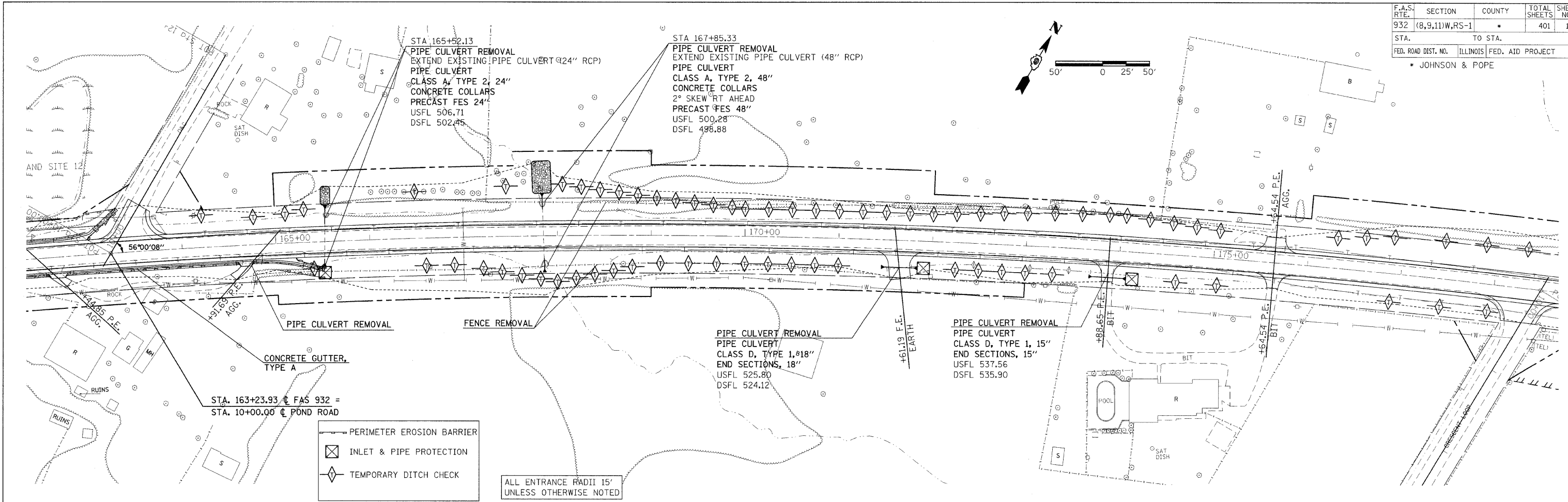


F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	101
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
		* JOHNSON & POPE		

DATE	BY

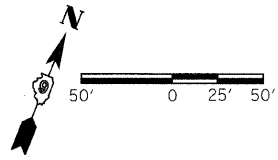
DATE	BY

DATE TIME:
 DRAWN SPEC:
 REF: T-10042
 REF: D-0102
 REF: D-0102



EROSION CONTROL PLAN SHEET STA 163+00 TO 178+00

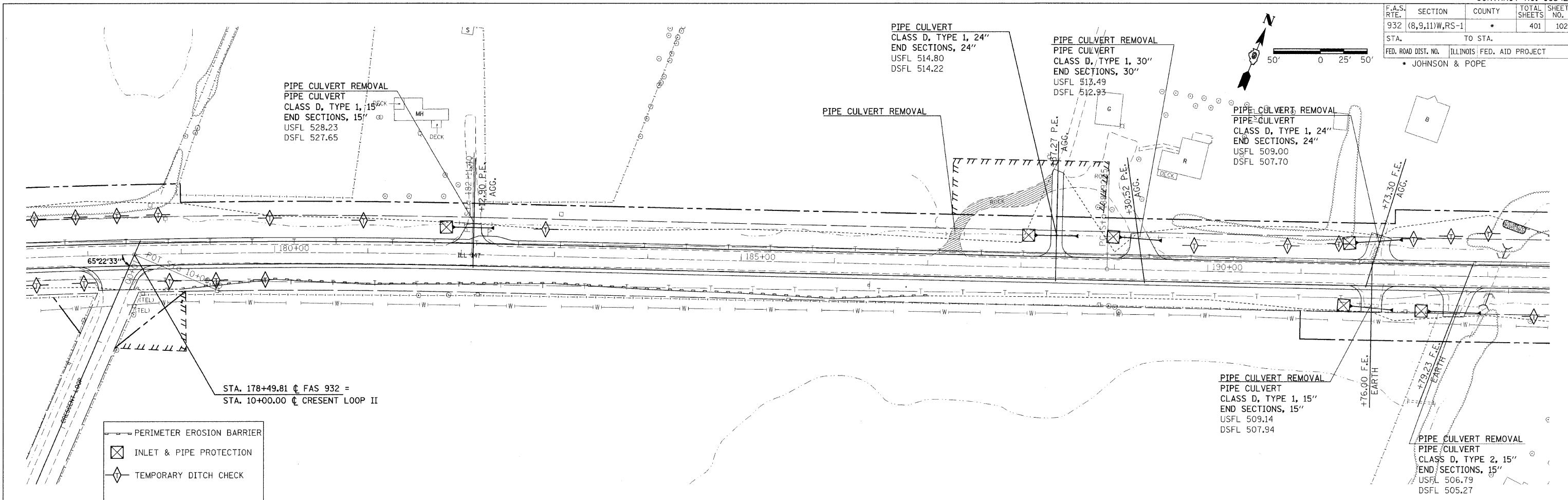
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932 (8,9,11)W,RS-1			401	102
STA. TO STA.		ILLINOIS FED. AID PROJECT		
		• JOHNSON & POPE		



PLAN	DATE	BY

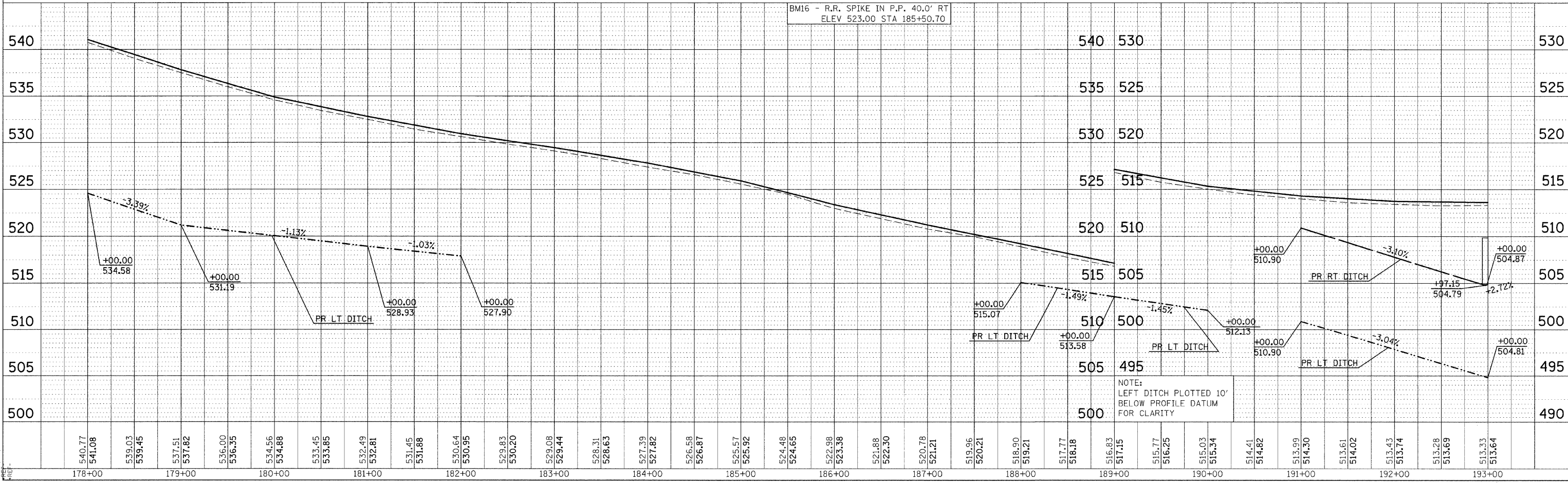
PROFILE	DATE	BY

DATE TIME
DRAWN SPEC
REF TOPOG
REF PROP
PREP



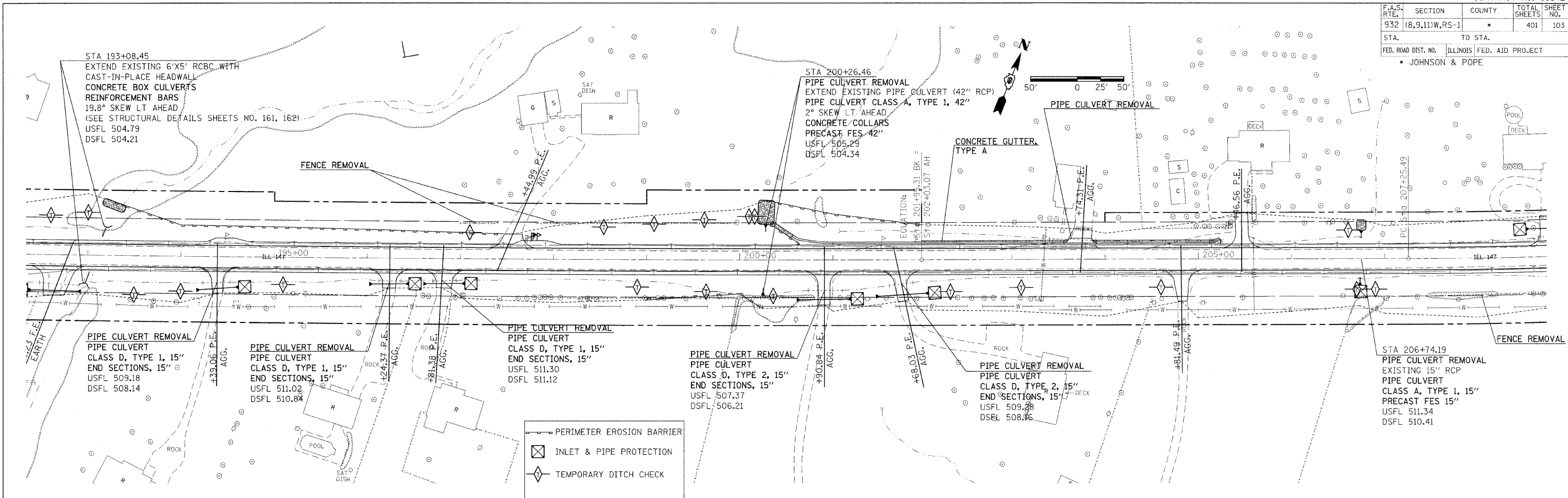
- PERIMETER EROSION BARRIER
- ⊠ INLET & PIPE PROTECTION
- ◇ TEMPORARY DITCH CHECK

STA. 178+49.81 @ FAS 932 =
STA. 10+00.00 @ CRESENT LOOP II



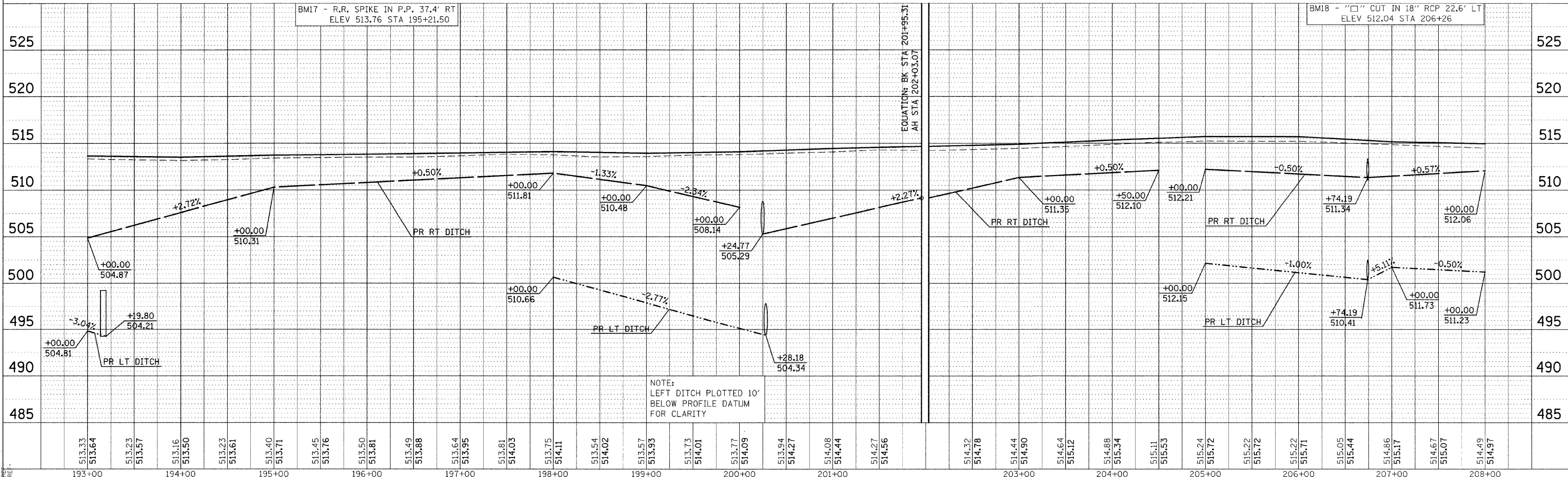
EROSION CONTROL PLAN SHEET STA 178+00 TO 193+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	103
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	* JOHNSON & POPE	



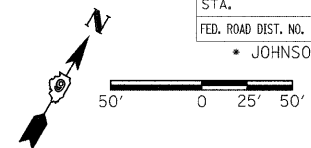
PLAN	SURVEYED	BY	DATE
	ALIGNED		
	CHECKED		
	NO. OF WAY		
	CHECKED		
	NO.		
	CAD FILE		
	NAME		

PROFILE	SURVEYED	BY	DATE
	GRADES		
	CHECKED		
	NO. OF WAY		
	CHECKED		
	NO.		
	STRUCTURE		
	NOTATION		
	CHFD		

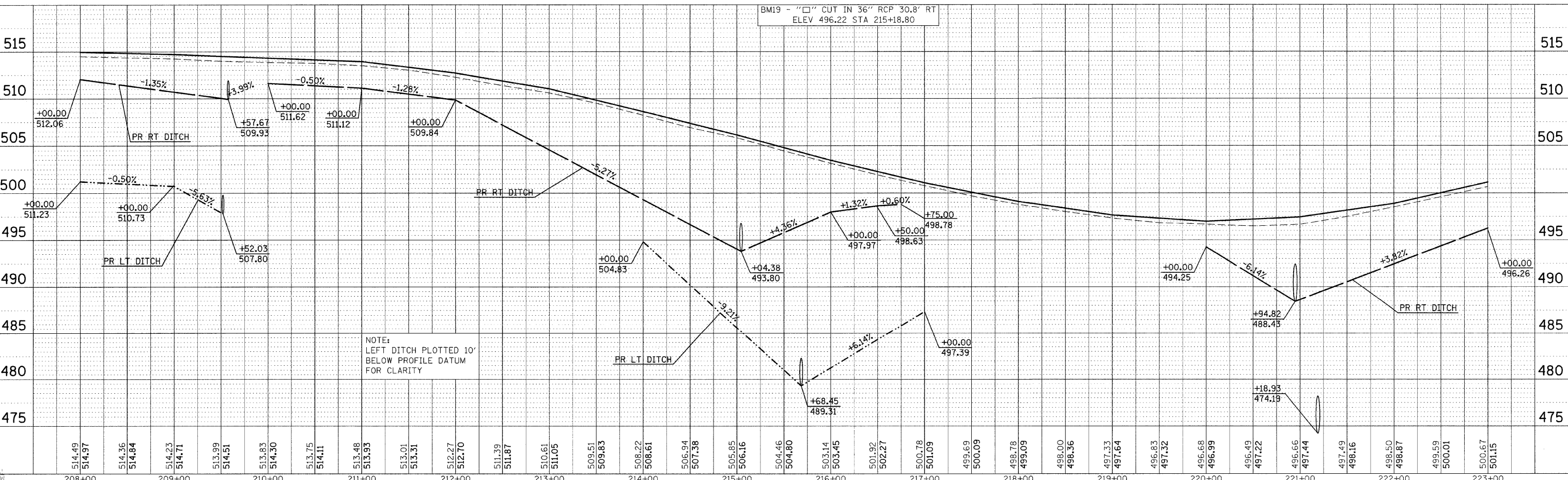
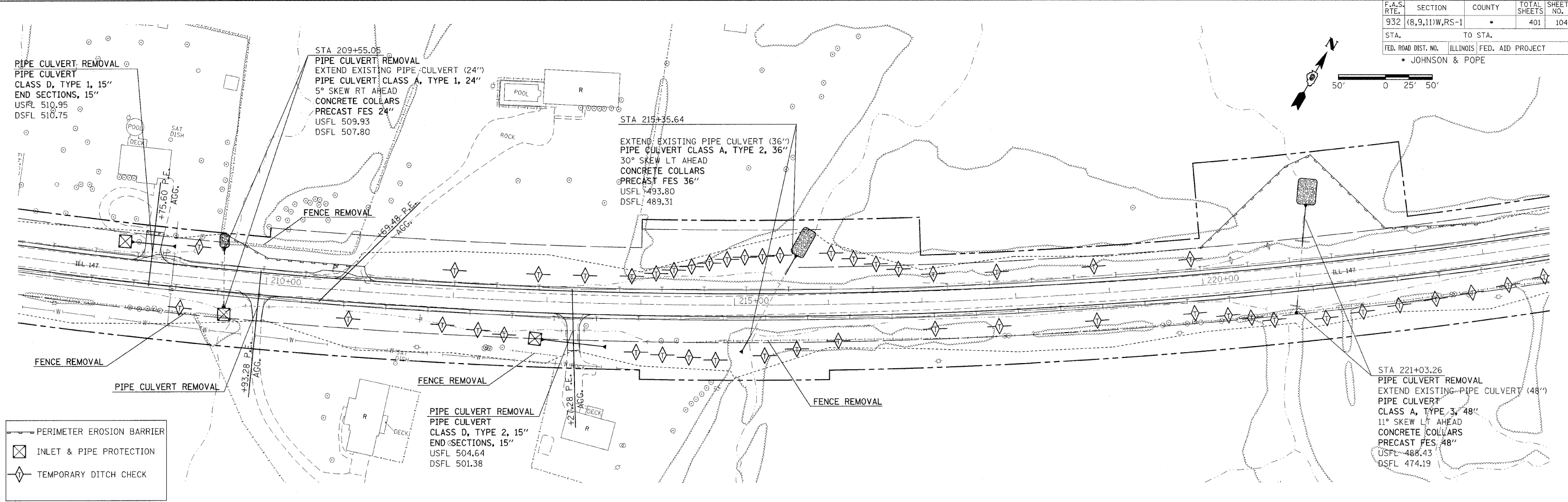


DATE	TIME	BY
04/11/04	10:00	JON SPEC
04/11/04	10:00	REF: JON SPEC
04/11/04	10:00	REF: JON SPEC

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	104
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* JOHNSON & POPE				



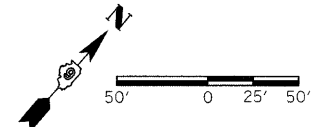
DATE	BY



DATE	BY

DATE TIME
 CON-SPEC
 REF-100015
 REF-PROP15

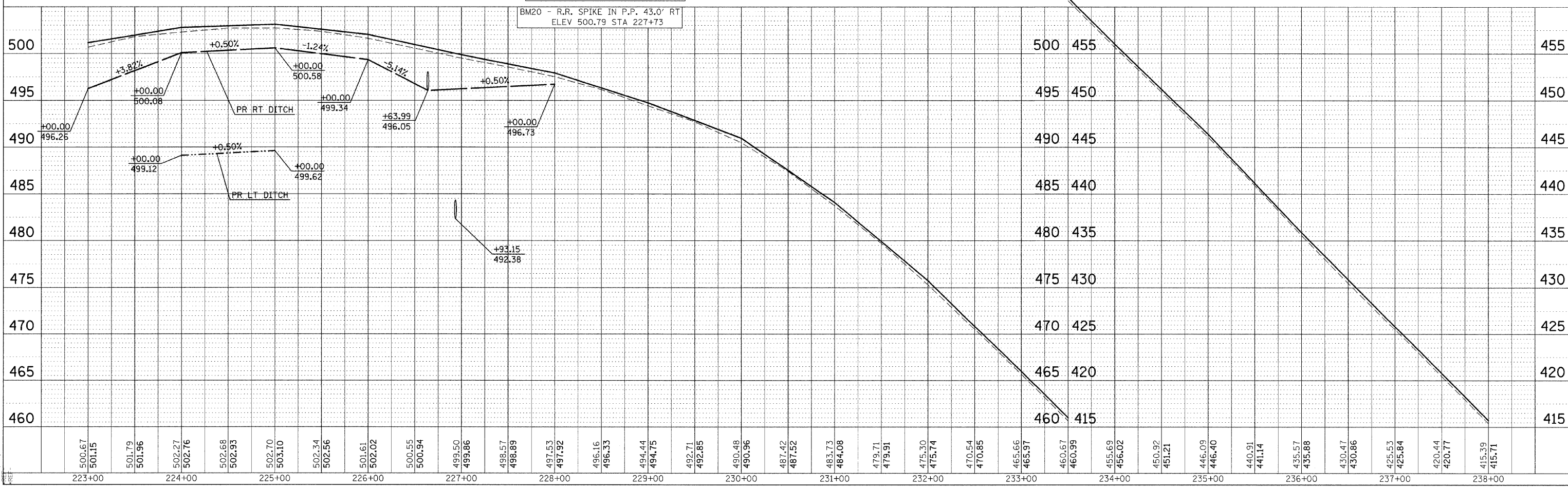
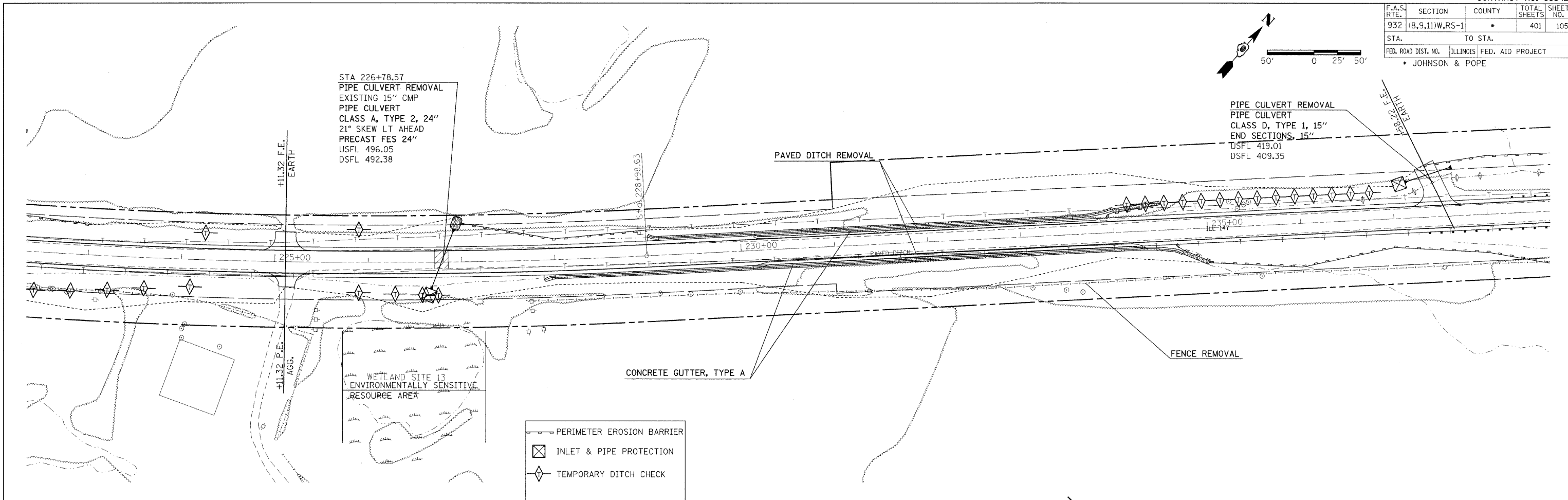
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	105
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* JOHNSON & POPE				



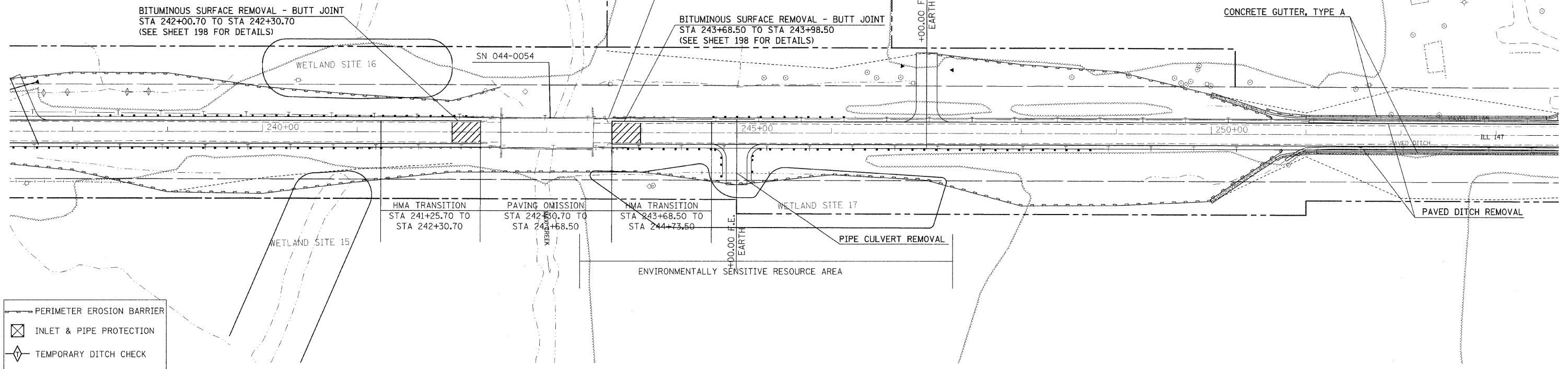
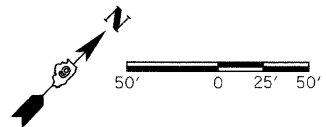
PLAN	SURVEYED	BY	DATE

PROFILE	SURVEYED	BY	DATE

-D.T. TO FIVE
 -D.G. TO SPEC.
 -REF TO TOP
 -REF TO B.P.



F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	106
STA. _____ TO STA. _____		ILLINOIS FED. AID PROJECT		
* JOHNSON & POPE				

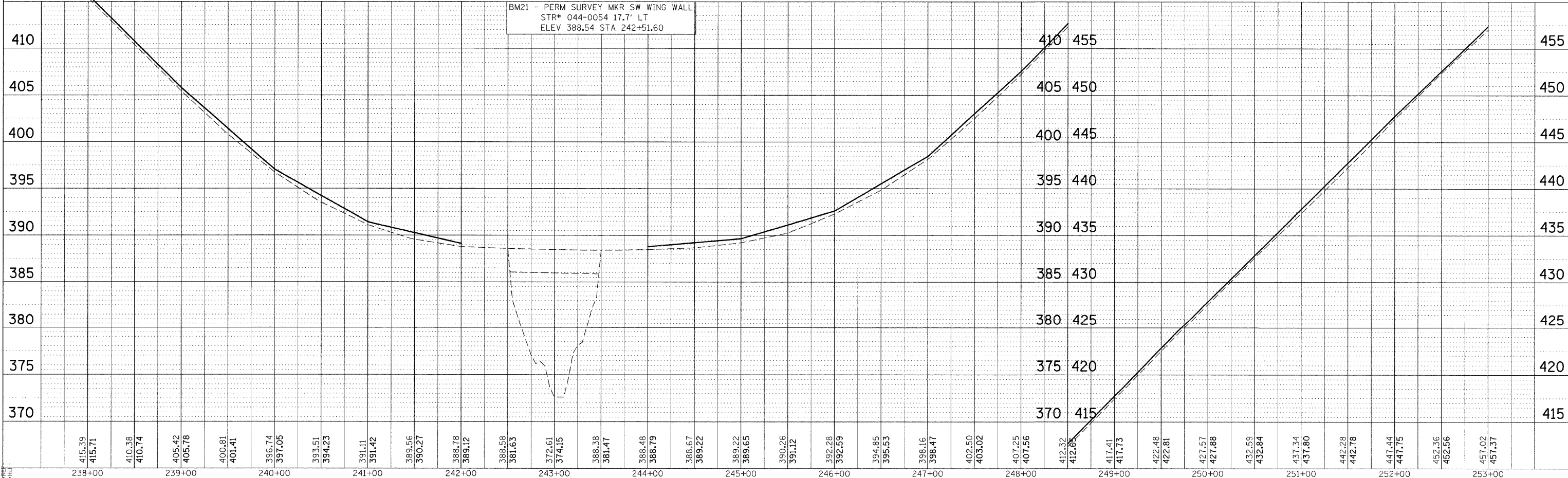


Legend for erosion control features:

- PERIMETER EROSION BARRIER
- INLET & PIPE PROTECTION
- TEMPORARY DITCH CHECK

PLAN	SURVEYED	BY	DATE

PROFILE	SURVEYED	BY	DATE

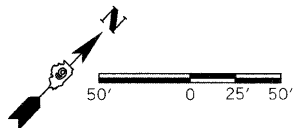


BM21 - PERM SURVEY MKR SW WING WALL
STR# 044-0054 17.7' LT
ELEV 388.54 STA 242+51.60

EROSION CONTROL PLAN SHEET STA 238+00 TO 253+00

DATE TIME
CON-SPEC
REF-Topoit
REF-Propoit

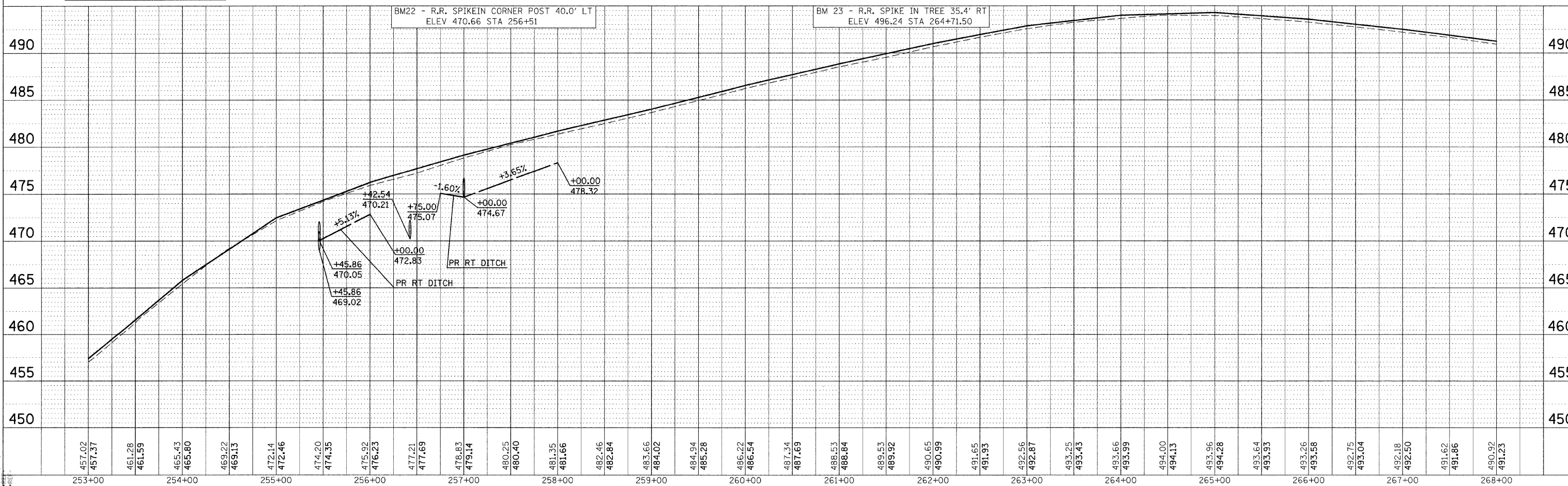
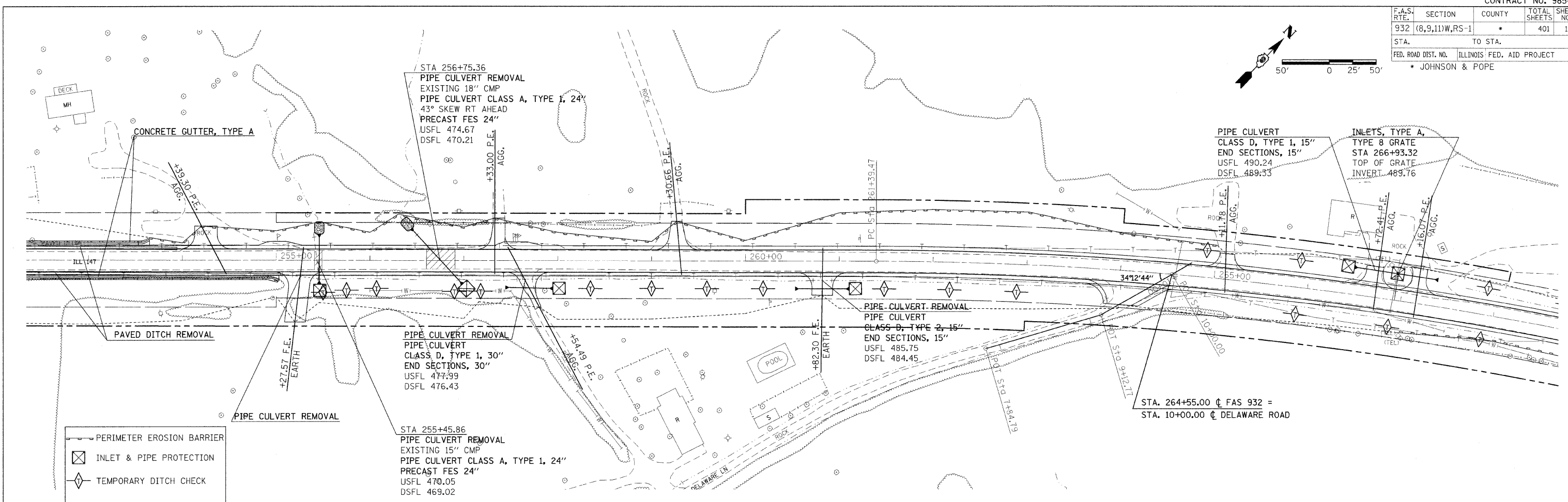
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	107
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	* JOHNSON & POPE	



DATE	BY

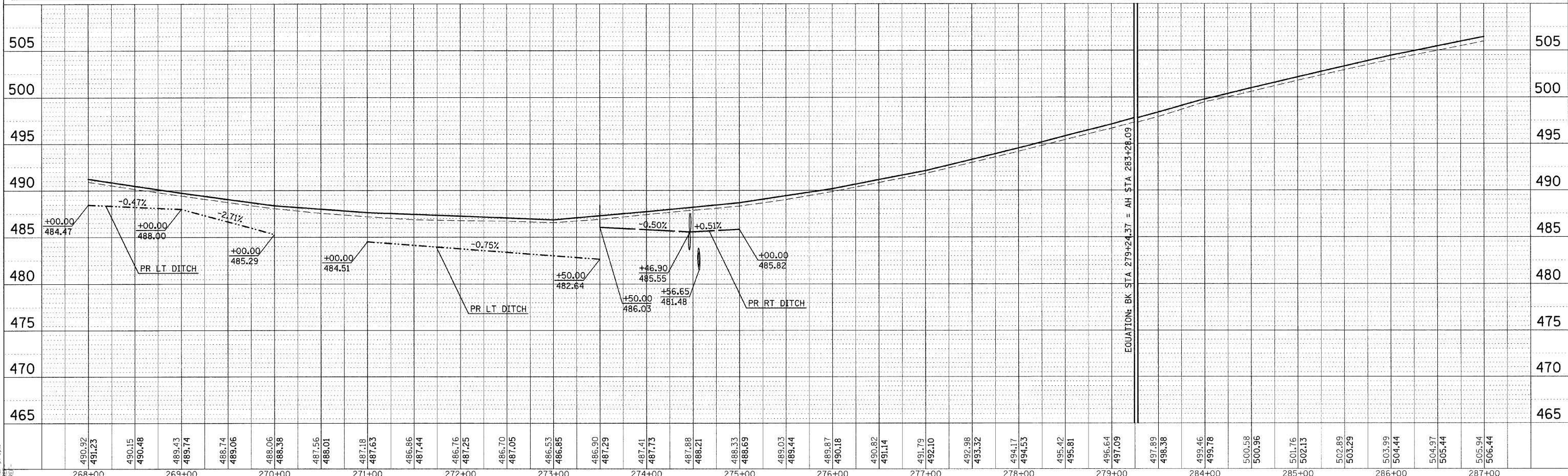
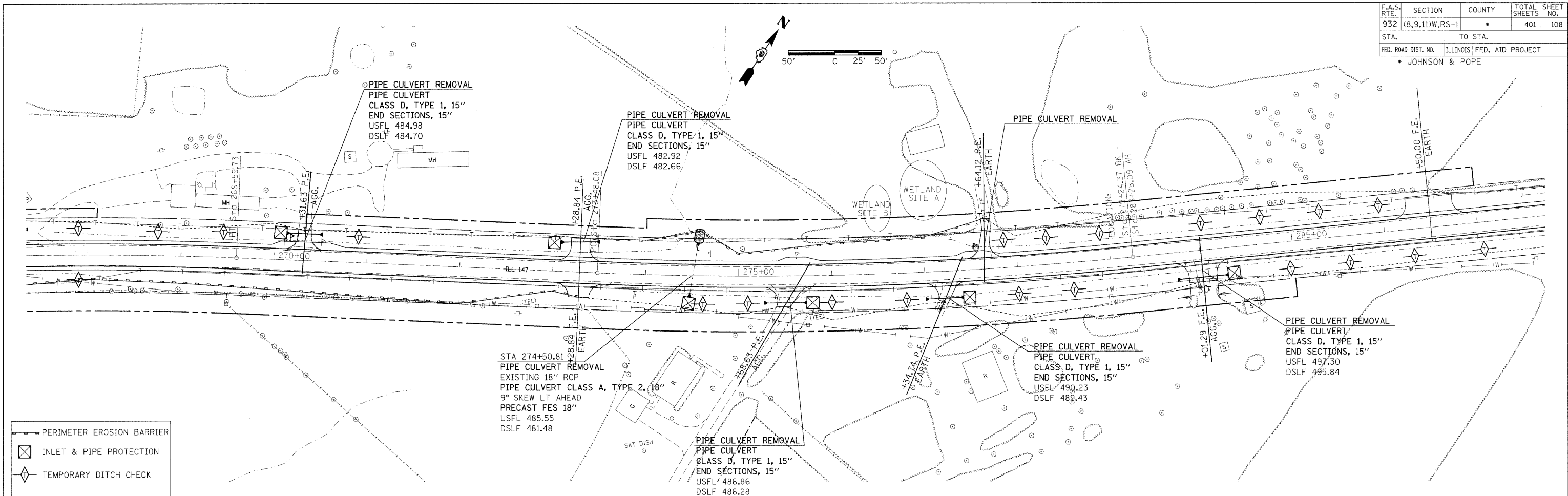
DATE	BY

DATE TIME
 DRAWN SPEC
 REF-10908
 REF-PROP8
 FILE



EROSION CONTROL PLAN SHEET STA 253+00 TO 268+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	108
STA.	TO STA.			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* JOHNSON & POPE				



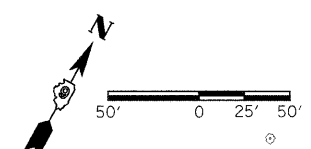
DATE	BY

DATE	BY

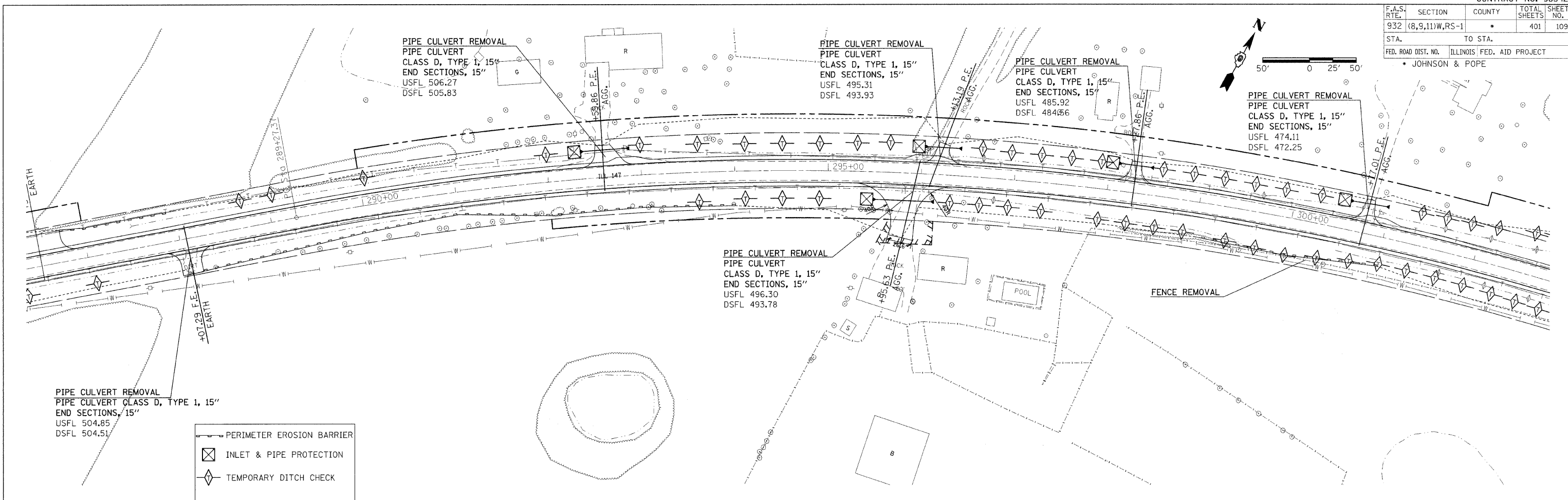
DATE TIME
 -REF-10009
 -REF-PROJ9

EROSION CONTROL PLAN SHEET STA 268+00 TO 287+00

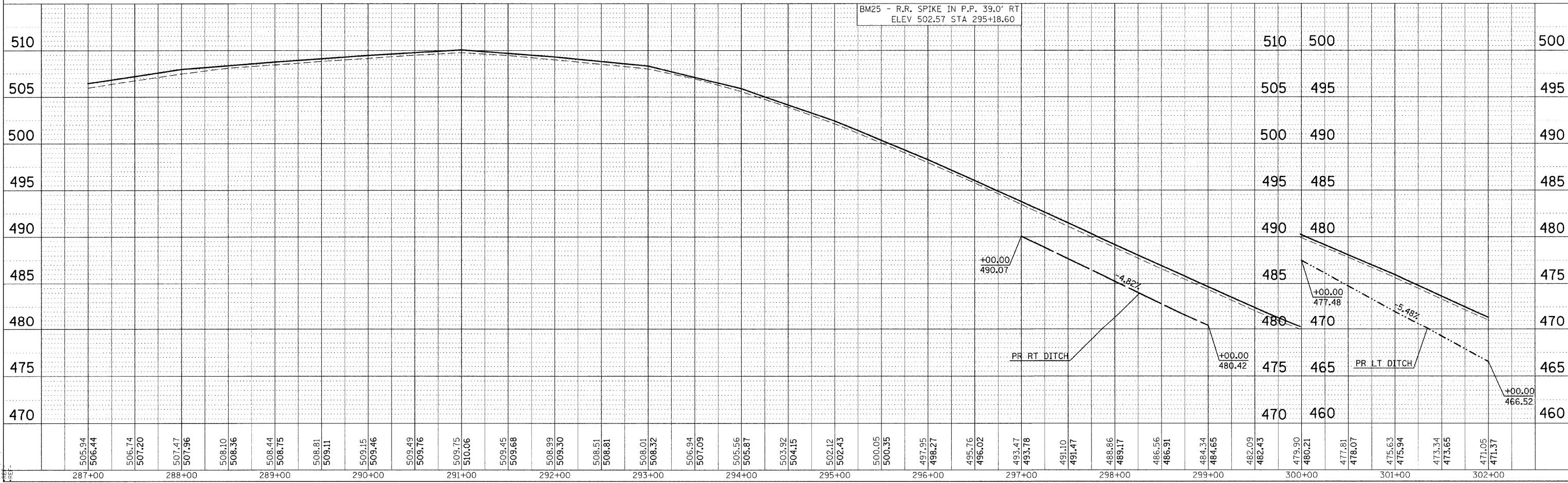
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	109
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* JOHNSON & POPE				



PLAN
 SURVEYED BY: _____ DATE: _____
 ADJUSTED BY: _____
 CHECKED BY: _____
 CAD FILE NAME: _____

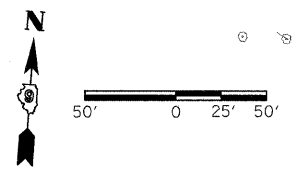


PROFILE
 SURVEYED BY: _____ DATE: _____
 ADJUSTED BY: _____
 CHECKED BY: _____
 STRUCTURE NOTATIONS: CPWD

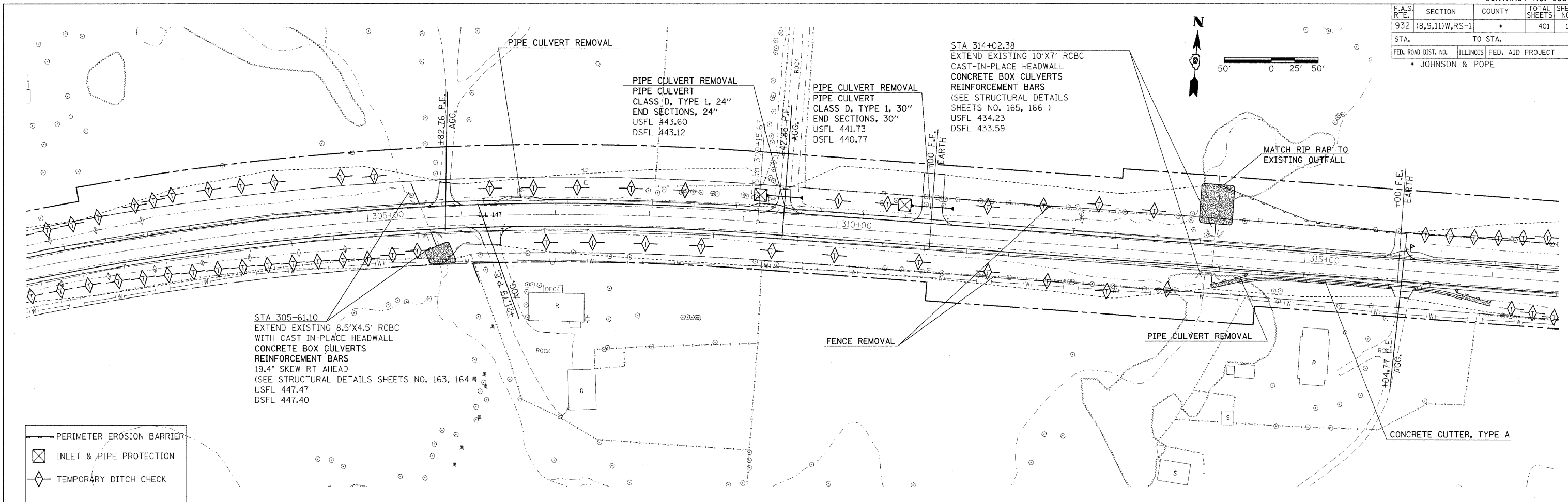


DATE TIME: _____
 DRAWN BY: _____
 REF: 000020
 REF: 000020

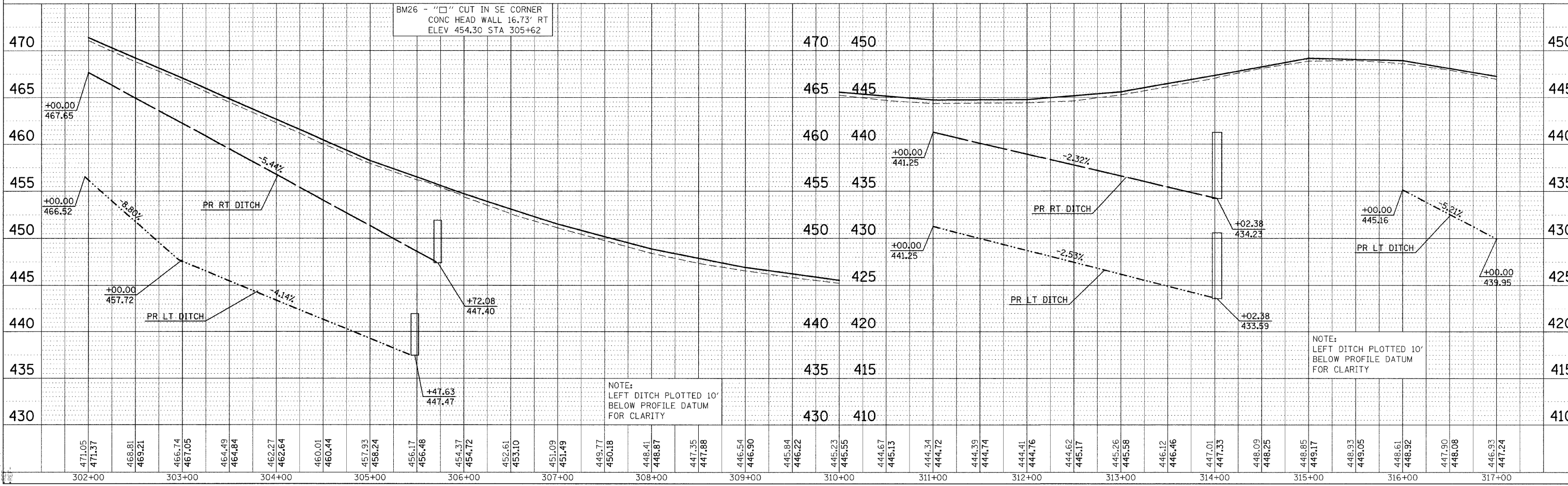
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	110
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	• JOHNSON & POPE	



PLAN	SURVEYED	BY	DATE
	ADJUSTMENT CHECKED		
	PL. OF WAY CHECKED		
	PAID FILE NAME		



PROF. ILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	B.M. NO. I.D.		
	STRUCTURE NOTATIONS CHFD		



DATE TIME
DRAWN SPEC
REF TOPD
REF TOPD
REF TOPD

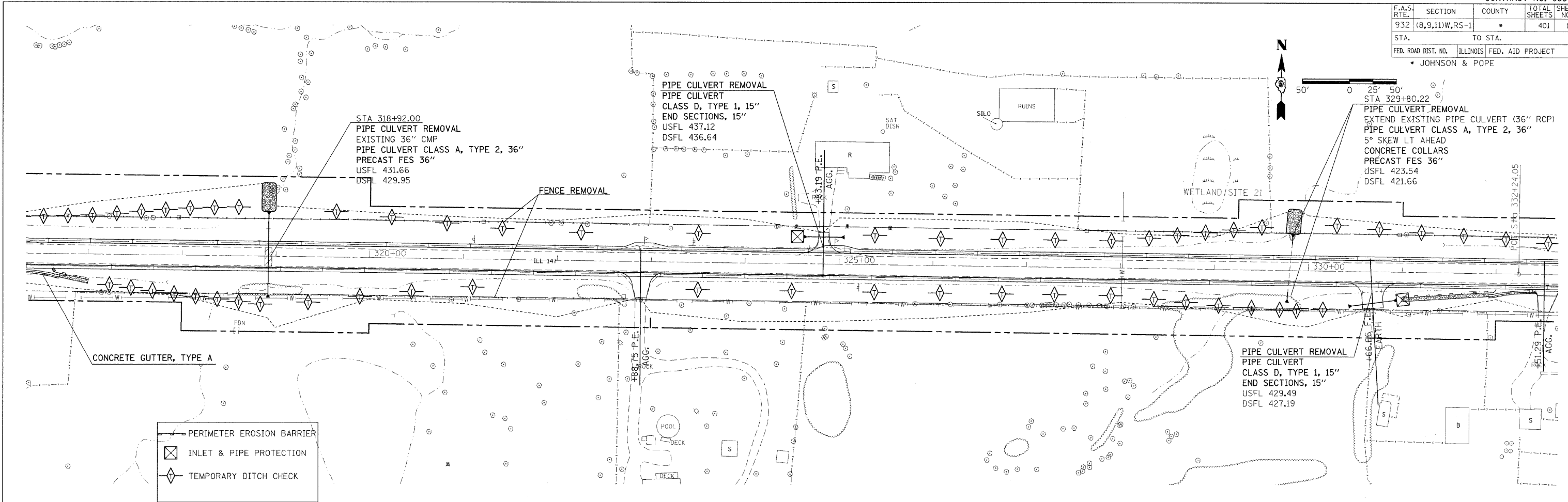
EROSION CONTROL PLAN SHEET STA 302+00 TO 317+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	111
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* JOHNSON & POPE				

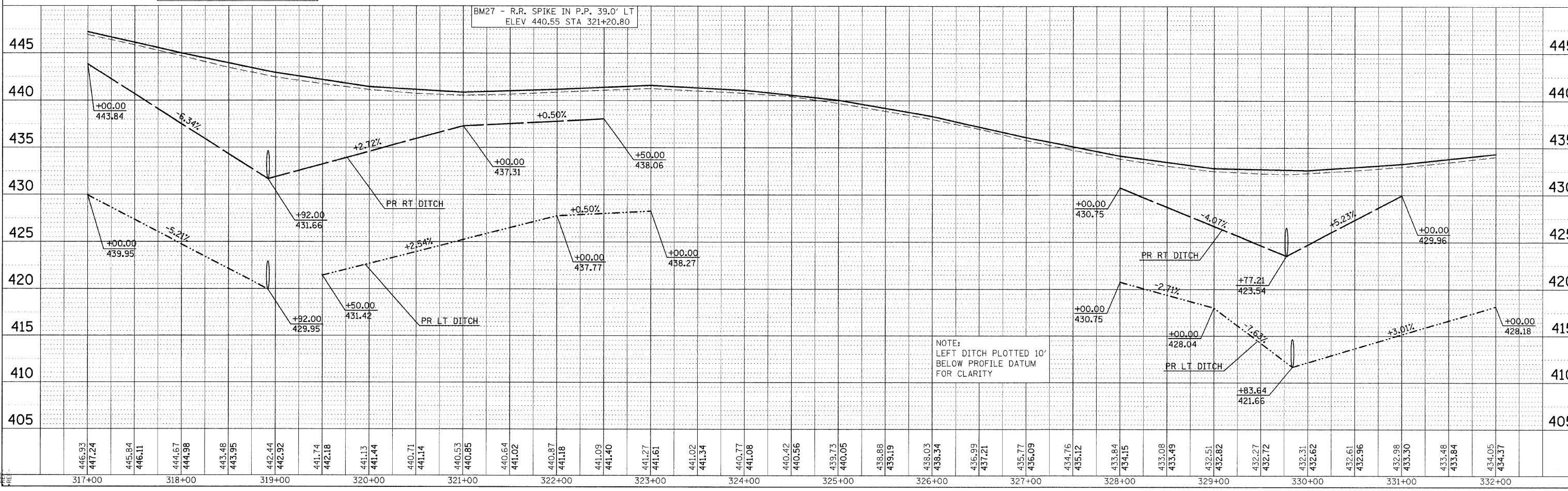
DATE	BY

DATE	BY

DATE-TIME:
 DDG-SPEC:
 REF-PROJ:
 PREP:

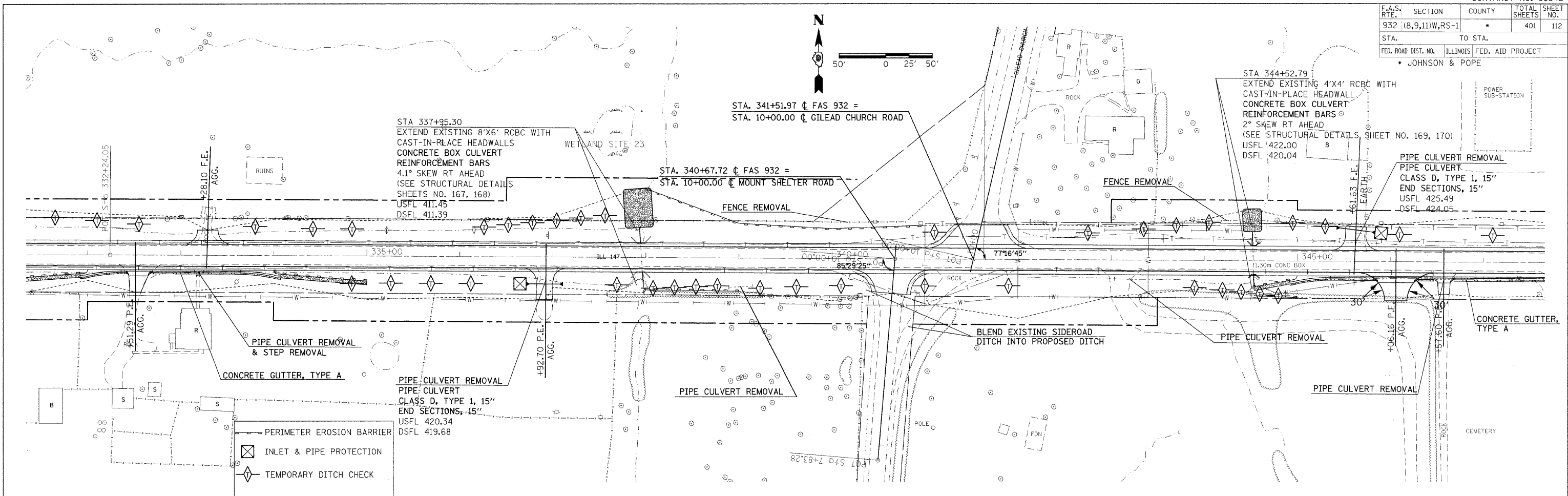


- PERIMETER EROSION BARRIER
- ⊠ INLET & PIPE PROTECTION
- ◇ TEMPORARY DITCH CHECK



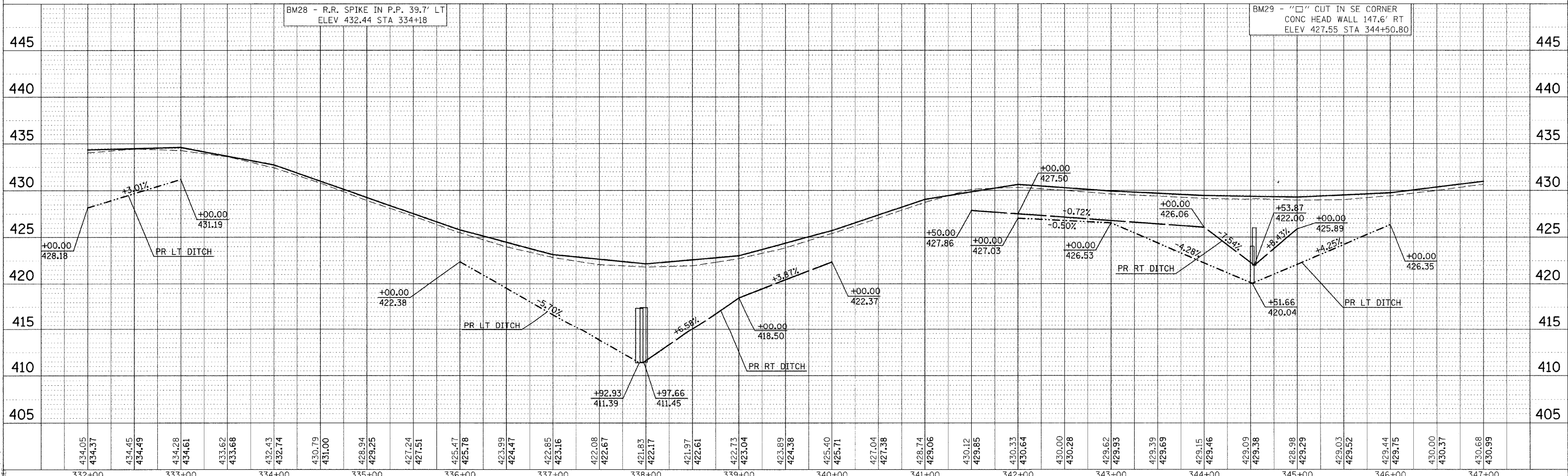
NOTE:
 LEFT DITCH PLOTTED 10'
 BELOW PROFILE DATUM
 FOR CLARITY

F.A.S. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	112
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	* JOHNSON & POPE	



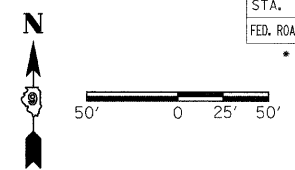
PLAN	SURVEYED	DATE
	BY	
	DATE	
	BY	
	DATE	
	BY	

PROFILE	SURVEYED	DATE
	BY	
	DATE	
	BY	
	DATE	
	BY	



DATE-TIME
 REF-100230
 REF-100230
 REF-100230

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	113
STA. TO STA.		ILLINOIS FED. AID PROJECT		
		* JOHNSON & POPE		



PLAN

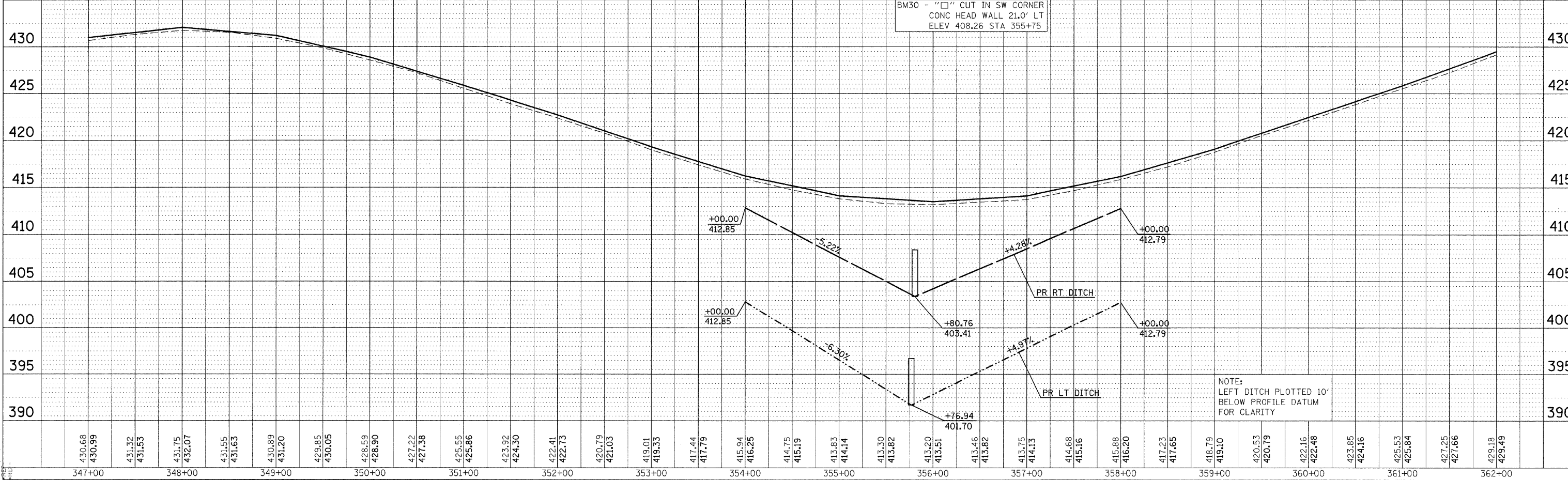
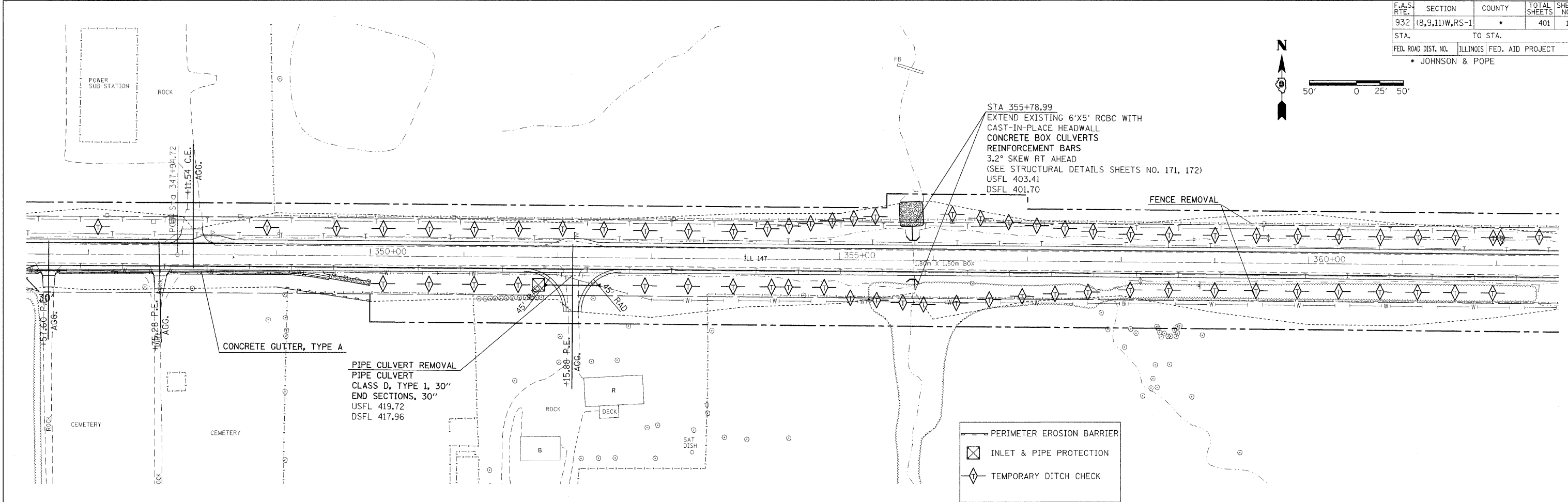
SURVEYED	DATE
DESIGNED	BY
CHECKED	
DATE	

NOTE BOOK NO. _____

PROFILE

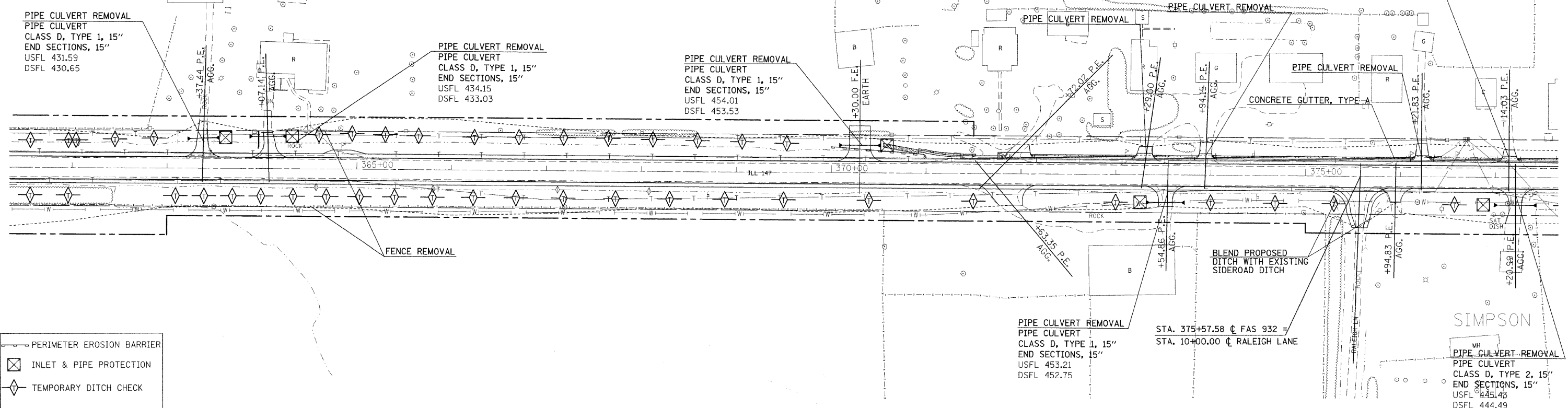
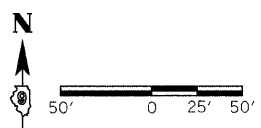
SURVEYED	DATE
DESIGNED	BY
CHECKED	
DATE	

NOTE BOOK NO. _____



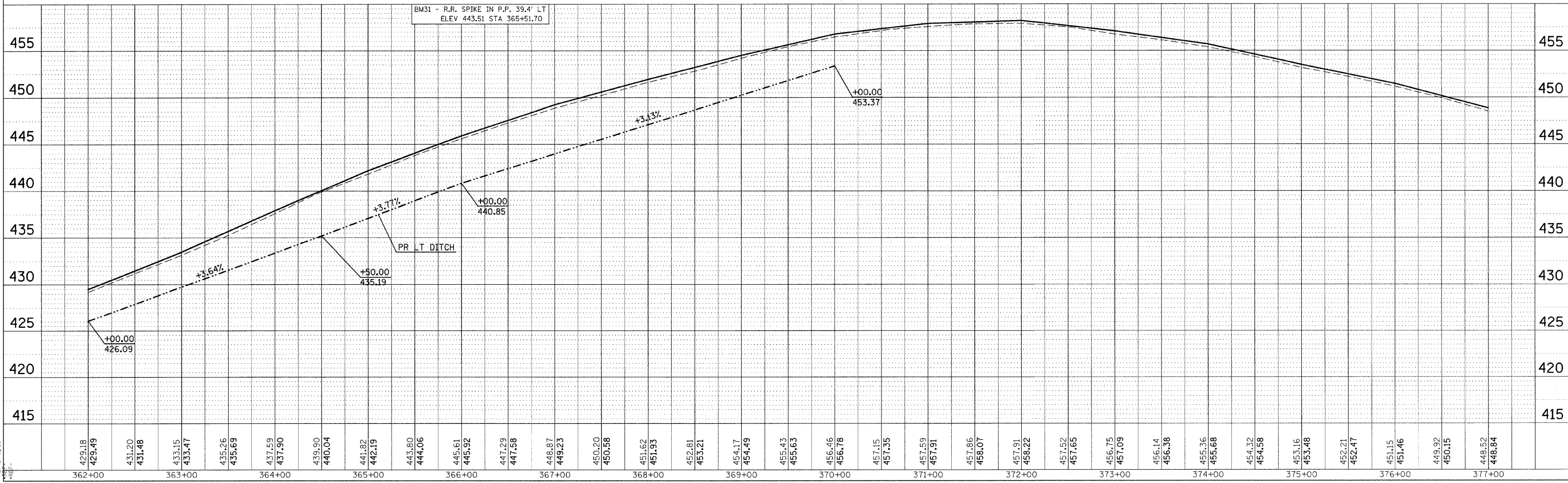
EROSION CONTROL PLAN SHEET STA 347+00 TO 362+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	114
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
		* JOHNSON & POPE		



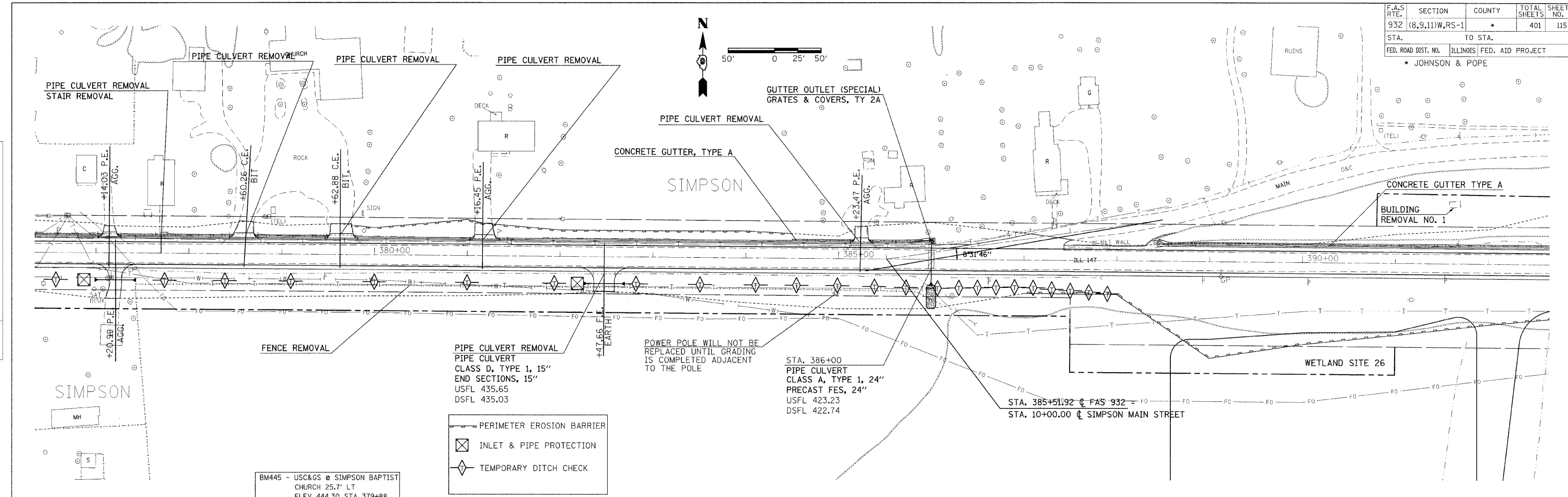
PLAN	DATE

PROF FILE	DATE



DATE: 10/25
 DRAWN: JMC
 CHECKED: JMC
 REF: 10/25
 REF: 10/25

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	115
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* JOHNSON & POPE				

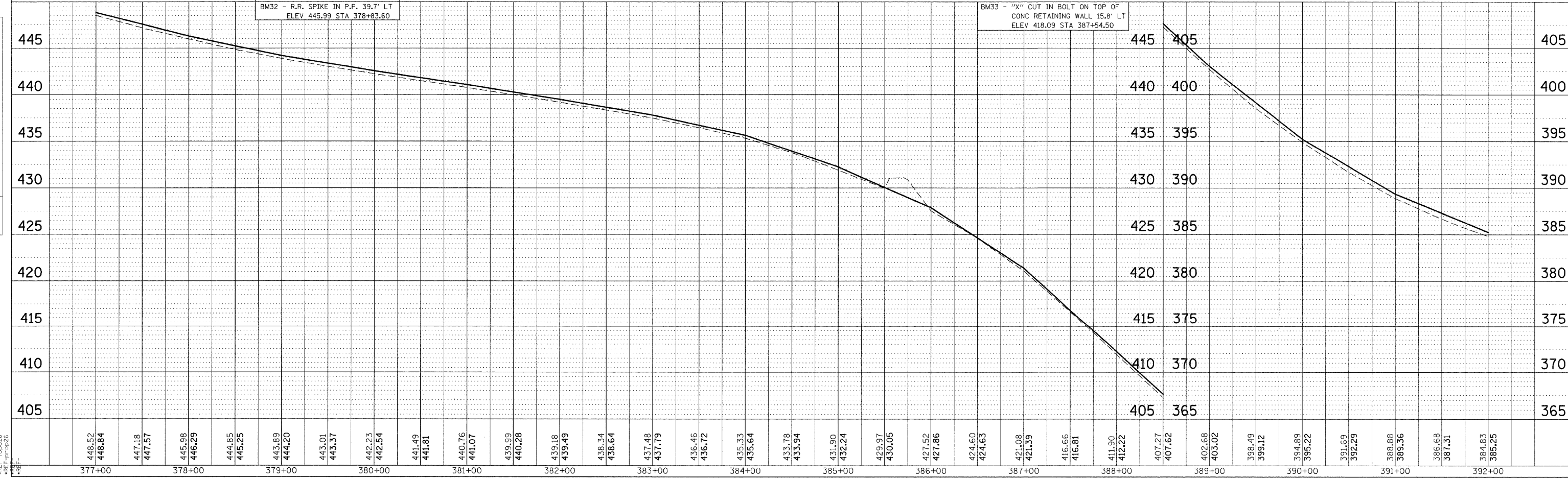


PLAN	DATE	BY
DATE TIME	NO.	NO.
DATE TIME	NO.	NO.

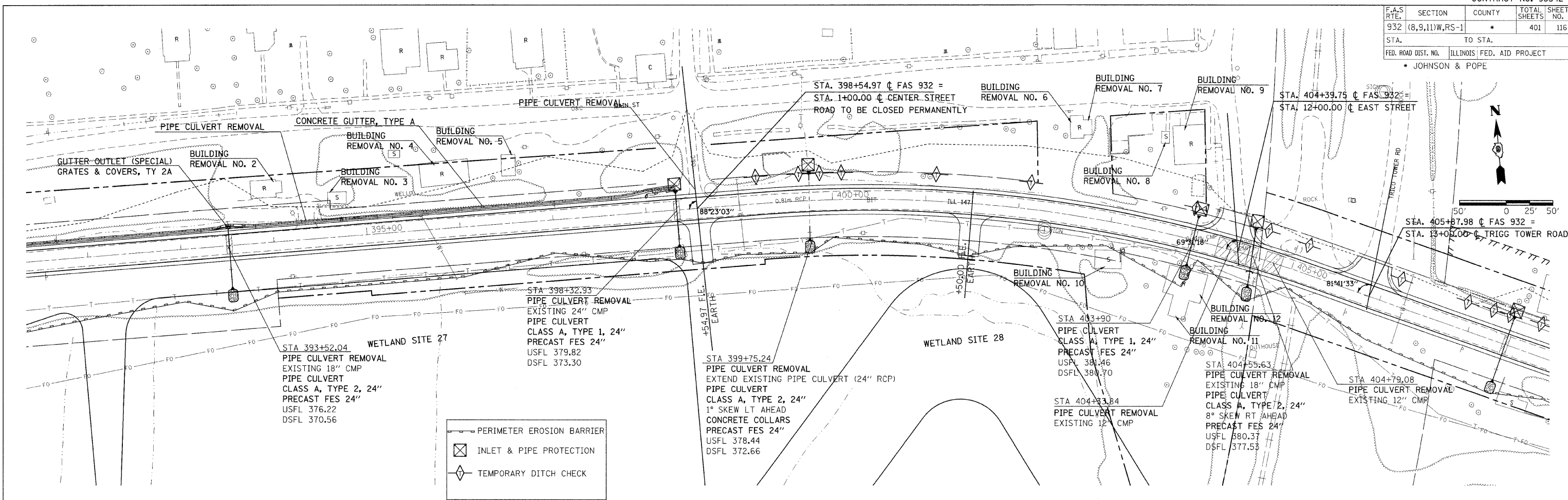
PROFILE	DATE	BY
DATE TIME	NO.	NO.
DATE TIME	NO.	NO.

BM445 - USC&GS @ SIMPSON BAPTIST CHURCH 25.7' LT
ELEV 444.30 STA 379+88
BM32 - R.R. SPIKE IN P.P. 39.7' LT
ELEV 445.99 STA 378+83.60

BM33 - "X" CUT IN BOLT ON TOP OF CONC RETAINING WALL 15.8' LT
ELEV 418.09 STA 387+54.50

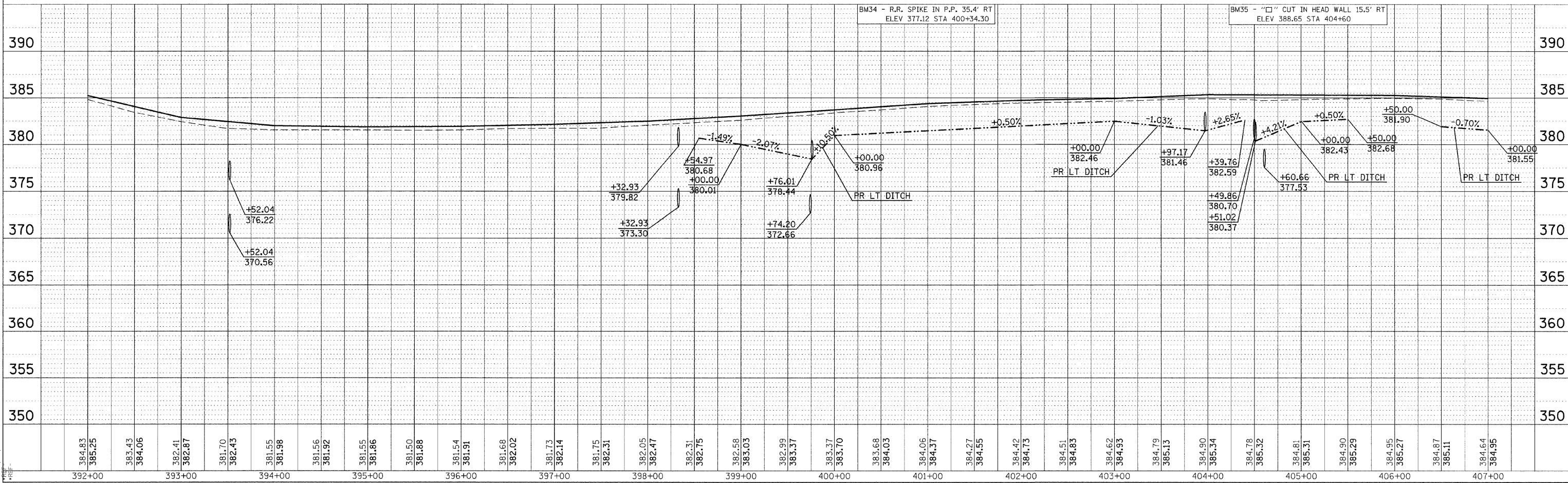


F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	116
STA. TO STA.		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO.		* JOHNSON & POPE		



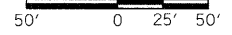
DATE	BY

DATE	BY



EROSION CONTROL PLAN SHEET STA 392+00 TO 407+00

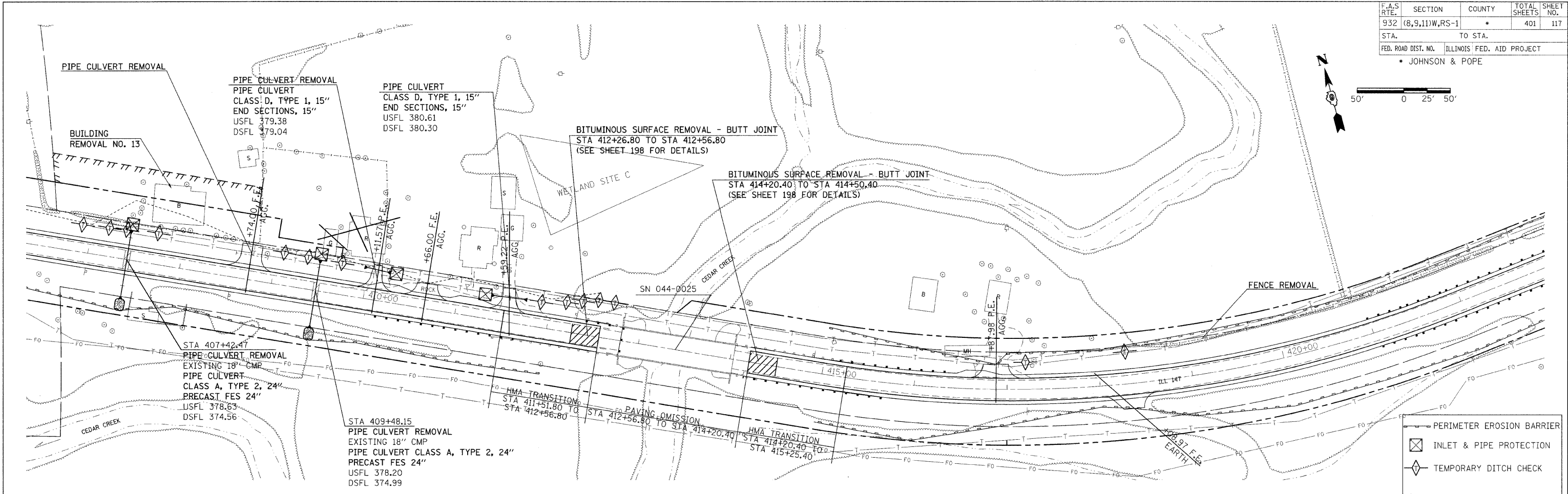
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	117
STA.	TO STA.			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* JOHNSON & POPE				



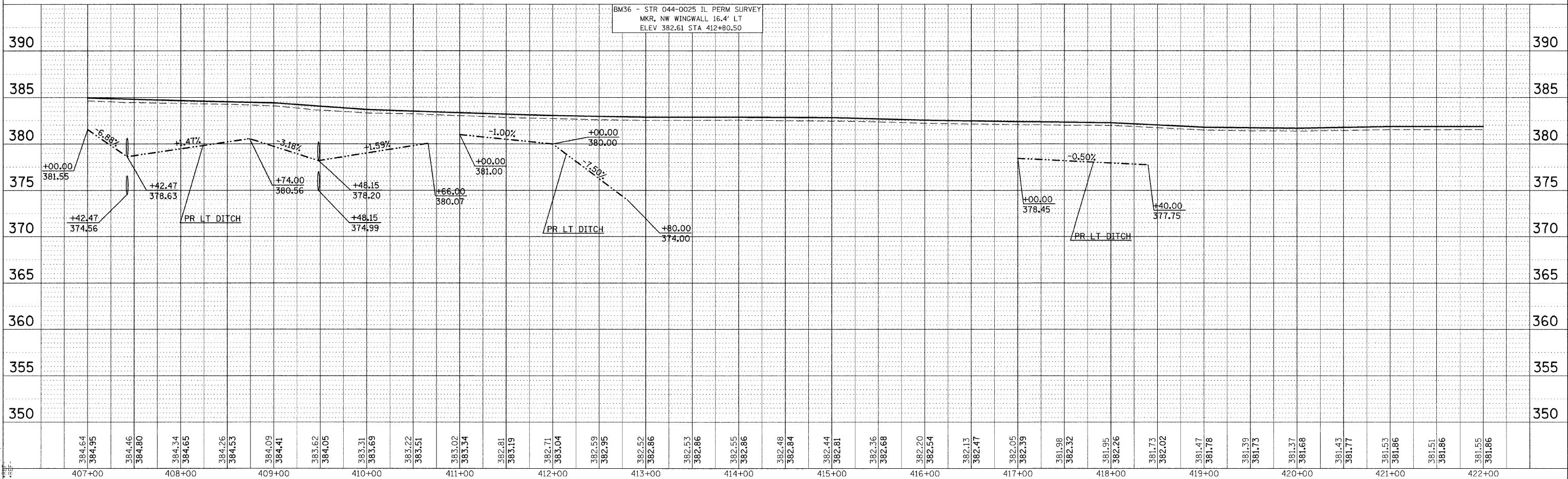
DATE	BY

DATE	BY

DATE TIME
 DUALS-CRCS
 REF-10028
 REF-10028



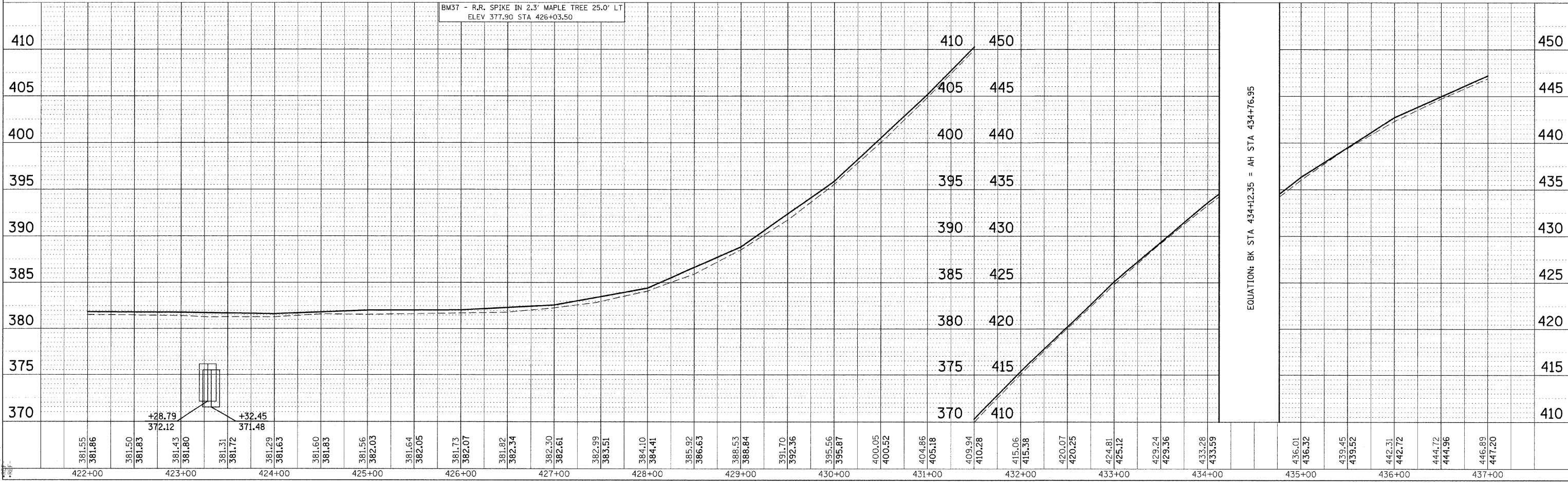
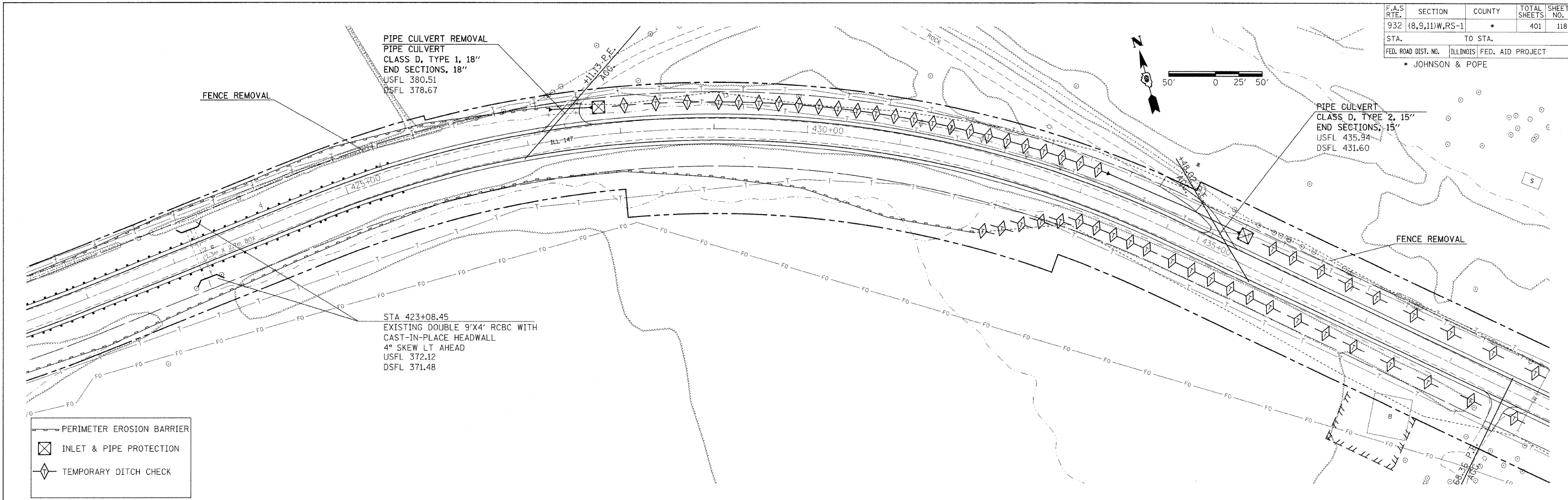
	PERIMETER EROSION BARRIER
	INLET & PIPE PROTECTION
	TEMPORARY DITCH CHECK



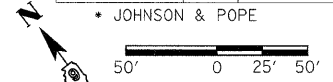
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	118
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	* JOHNSON & POPE	

PLAN	SURVEYED	BY	DATE
	DESIGNED		
	CHECKED		
	NOTED		
	PAID FILE NAME		

PROFILE	SURVEYED	BY	DATE
	DESIGNED		
	CHECKED		
	NOTED		
	STRUCTURE NOTATION		



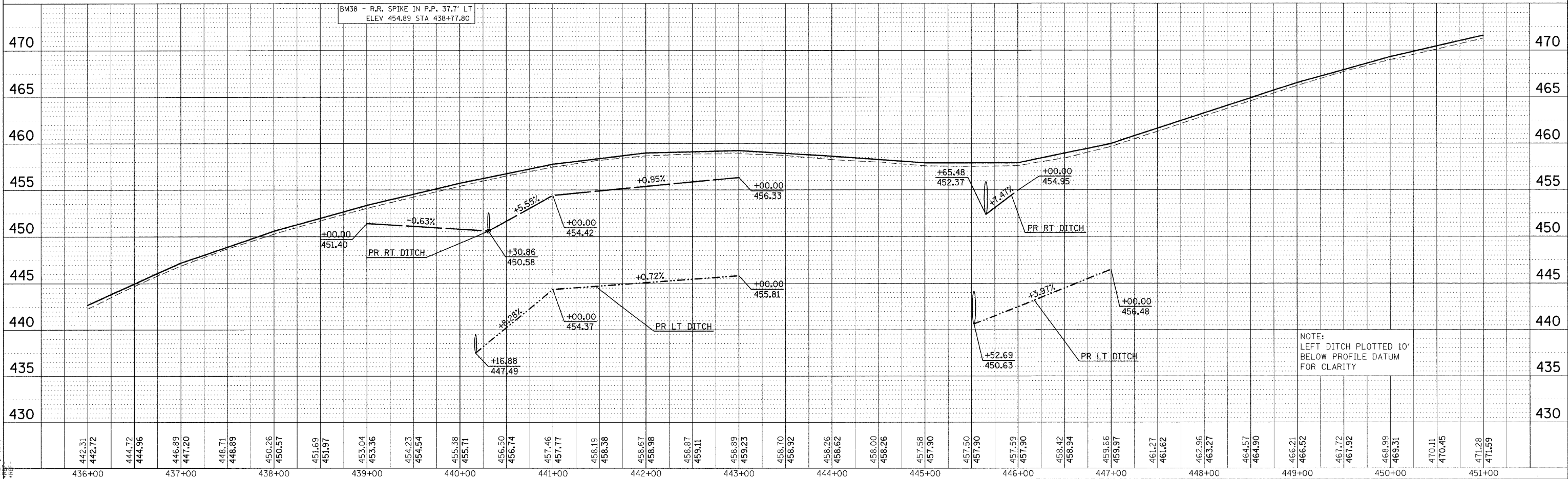
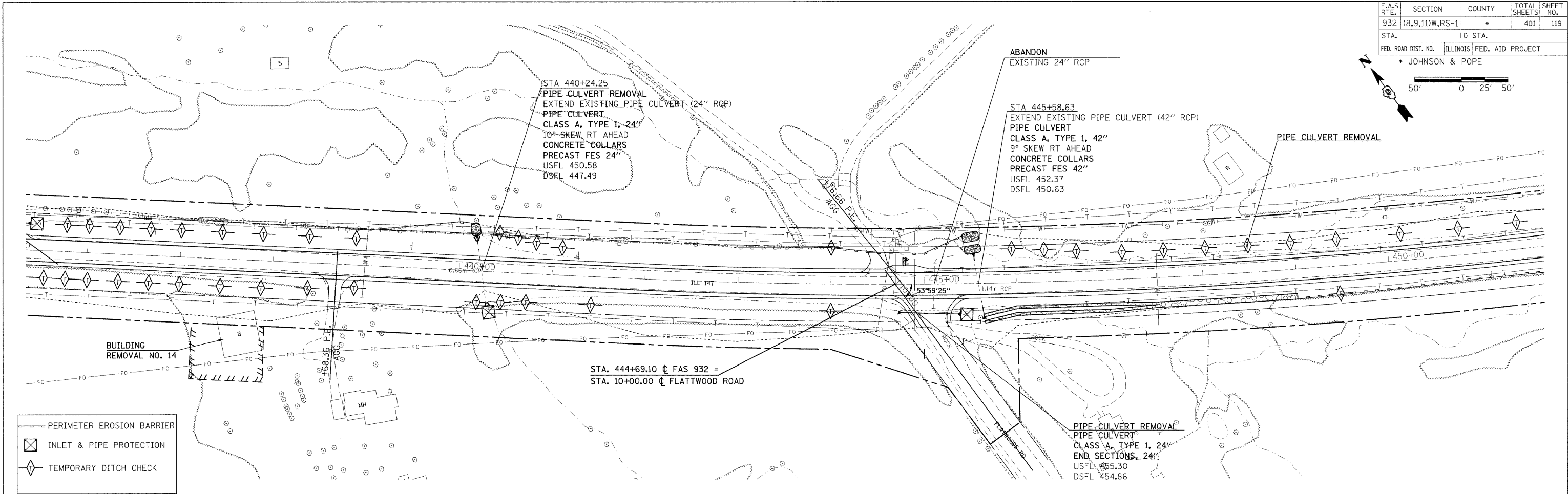
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	119
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	* JOHNSON & POPE	



DATE	BY	REVISION

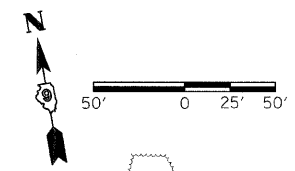
DATE	BY	REVISION

DATE	BY	REVISION

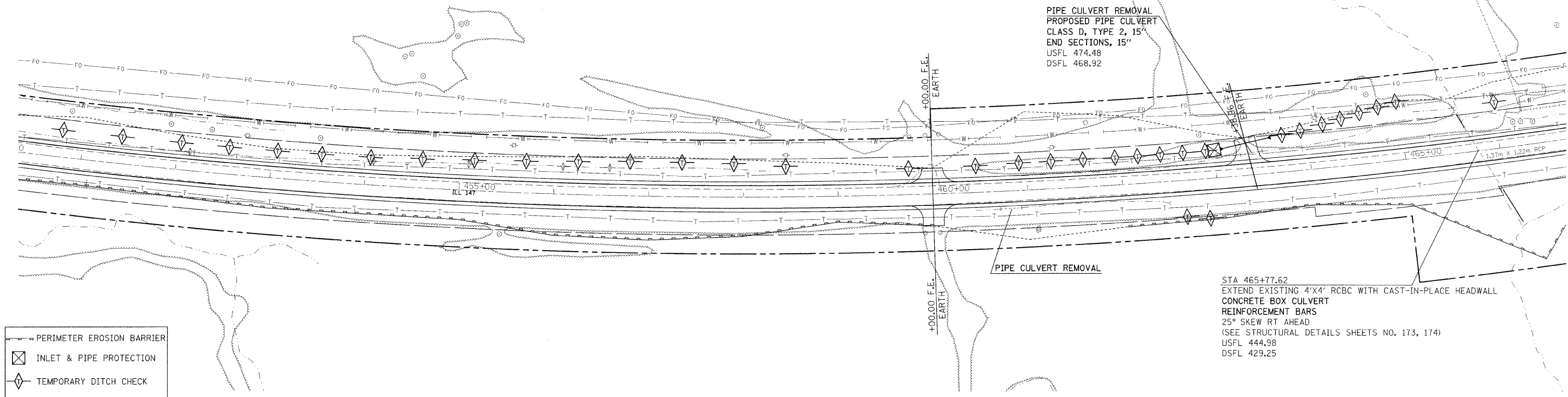


NOTE:
LEFT DITCH PLOTTED 10'
BELOW PROFILE DATUM
FOR CLARITY

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	120
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
* JOHNSON & POPE				

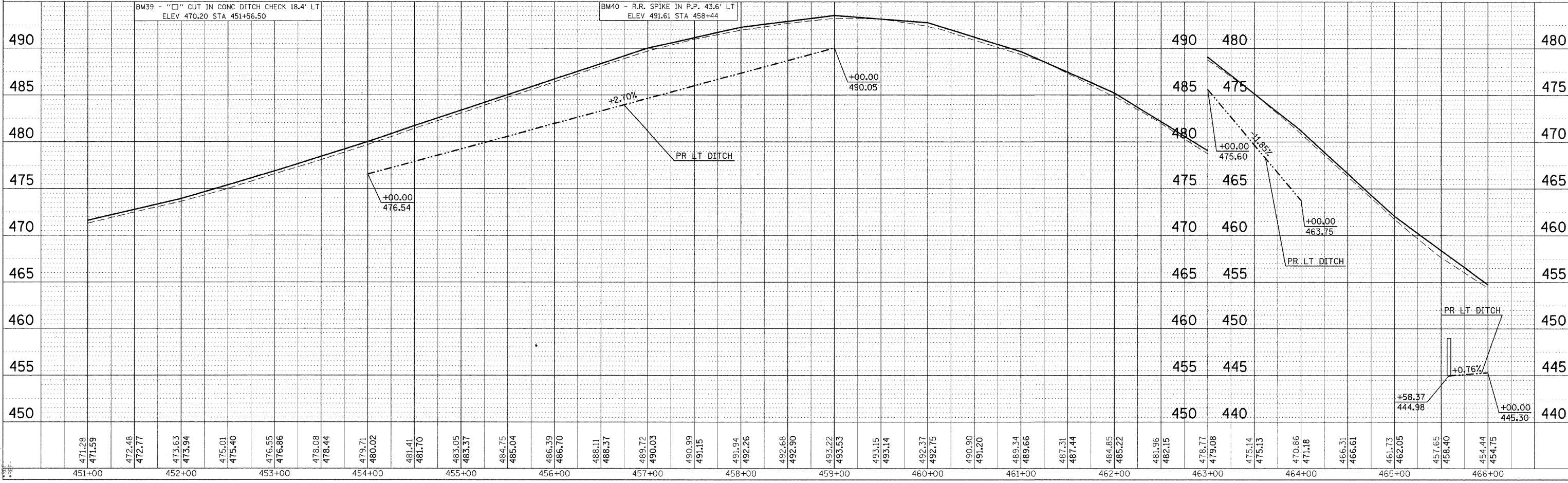


PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLANS CHECKED BY		
	BY		
	DATE		



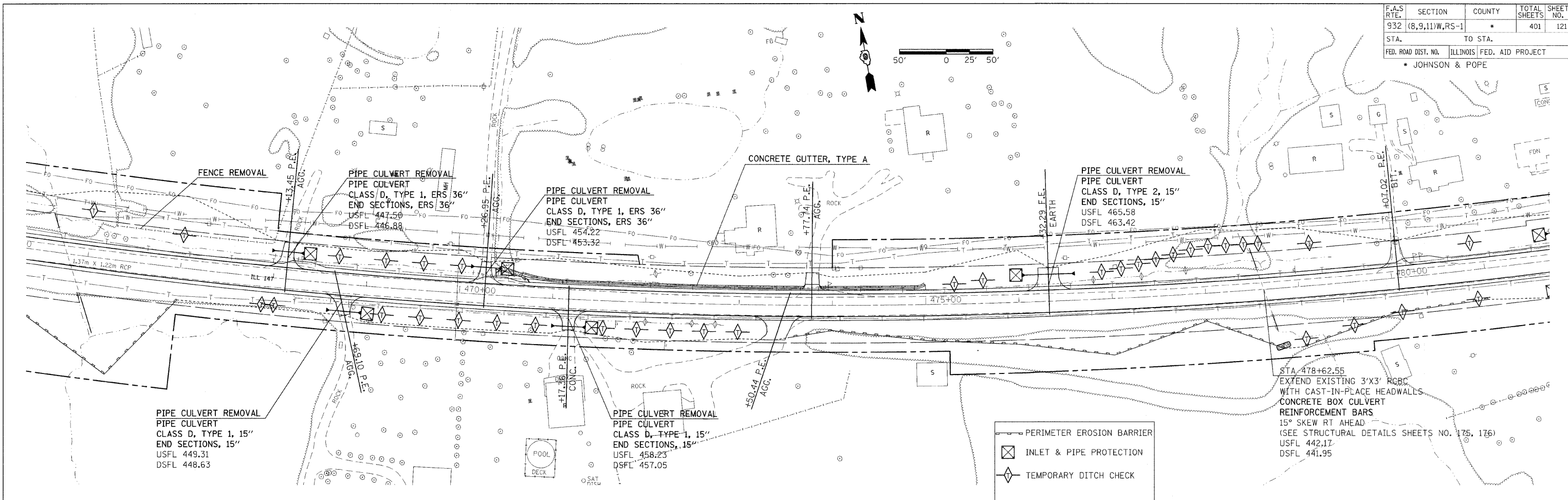
PERIMETER EROSION BARRIER
 INLET & PIPE PROTECTION
 TEMPORARY DITCH CHECK

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	PROFILES CHECKED BY		
	BY		
	DATE		

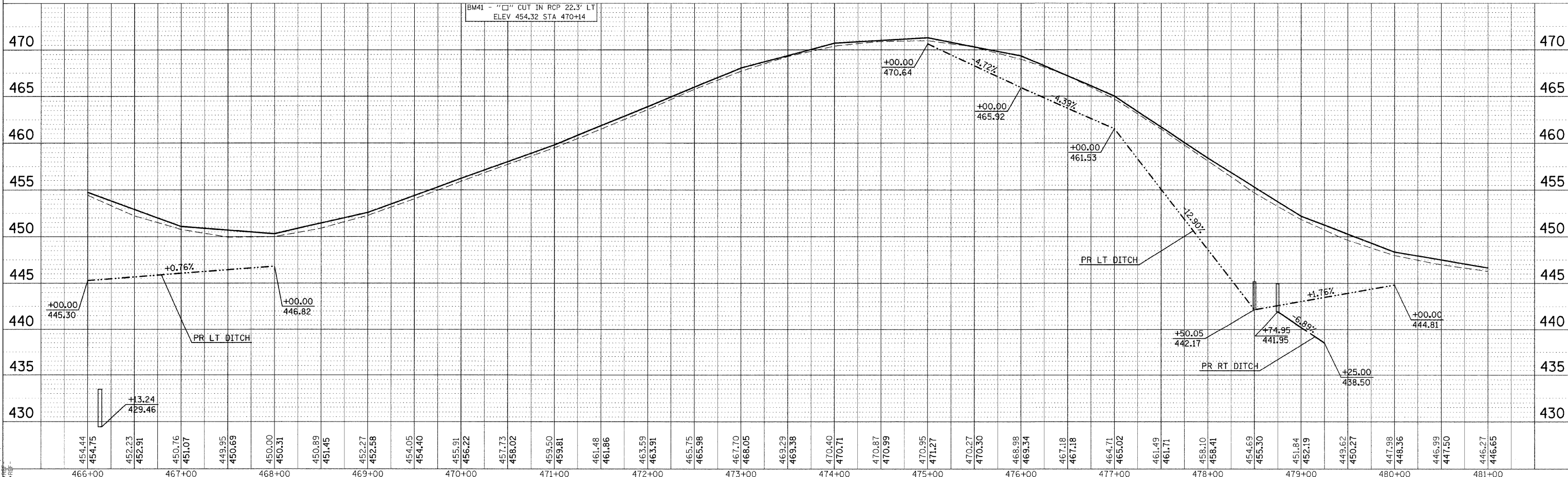


F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	121
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* JOHNSON & POPE				

PLAIN	SURVEYED	BY	DATE
NOTE BOOK	ALIGNED		
NO.	RT. OF WAY		
	CHECKED		
	NO.		
	CAD FILE		
	NAME		



PROFILE	SURVEYED	BY	DATE
NOTE BOOK	ALIGNED		
NO.	RT. OF WAY		
	CHECKED		
	NO.		
	CAD FILE		
	NAME		



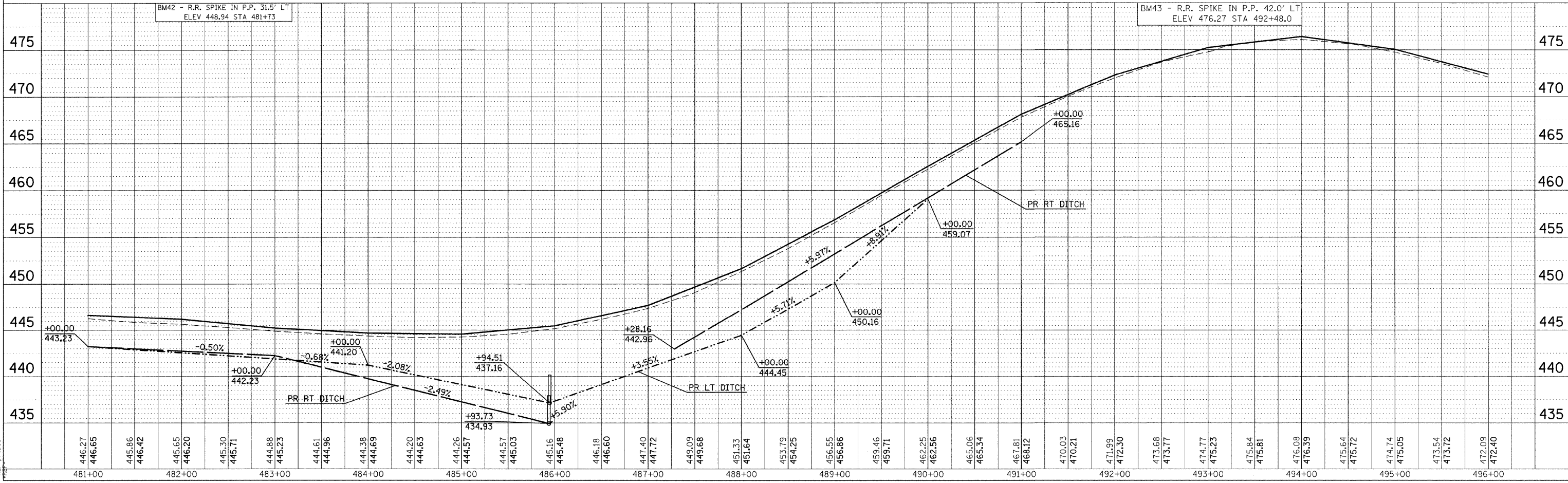
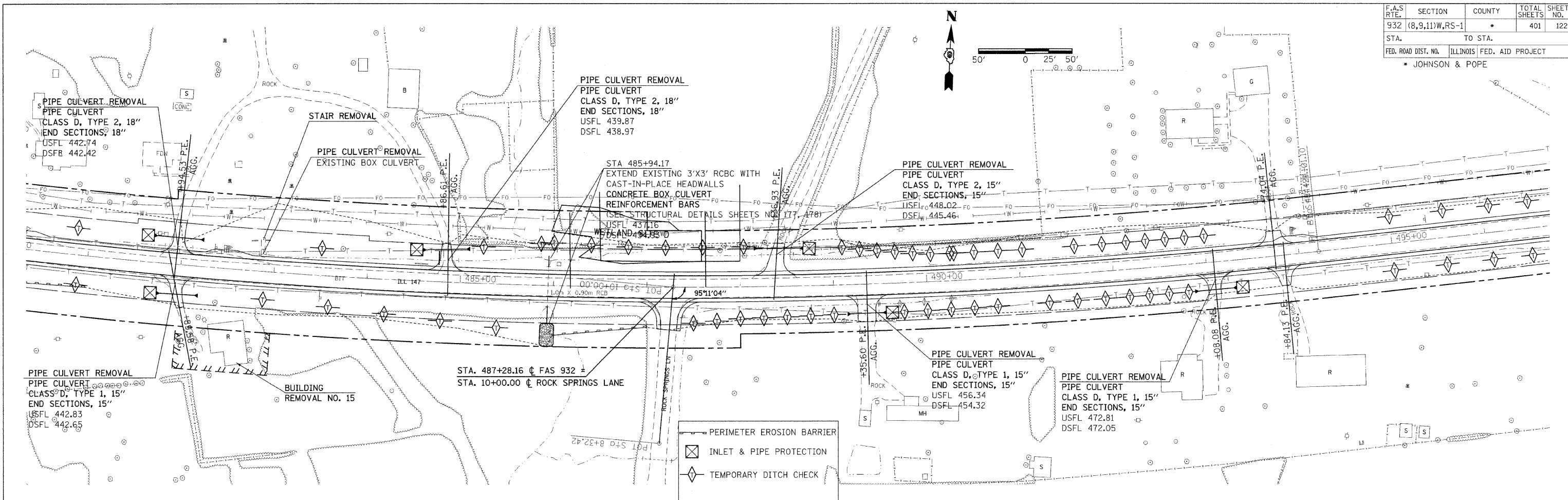
DATE TIME
 *CONS-SPEC
 *REF-10/03/02
 *REF-PR-02/02

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1		401	122
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
		JOHNSON & POPE		

PLAN SURVEYED BY DATE
 ALIGNED BY DATE
 ADJUSTMENT CHECKED BY DATE
 P.L. OF MAY CLEARED BY DATE
 CADD FILE NAME NO.

PROFILE SURVEYED BY DATE
 GRADES CHECKED BY DATE
 U.M. NOTES BY DATE
 STRUCTURE NOTATIONS CHFD

DATE-TIME*
 GEN-SPEC#
 REF-PROP#
 REF-PROP#



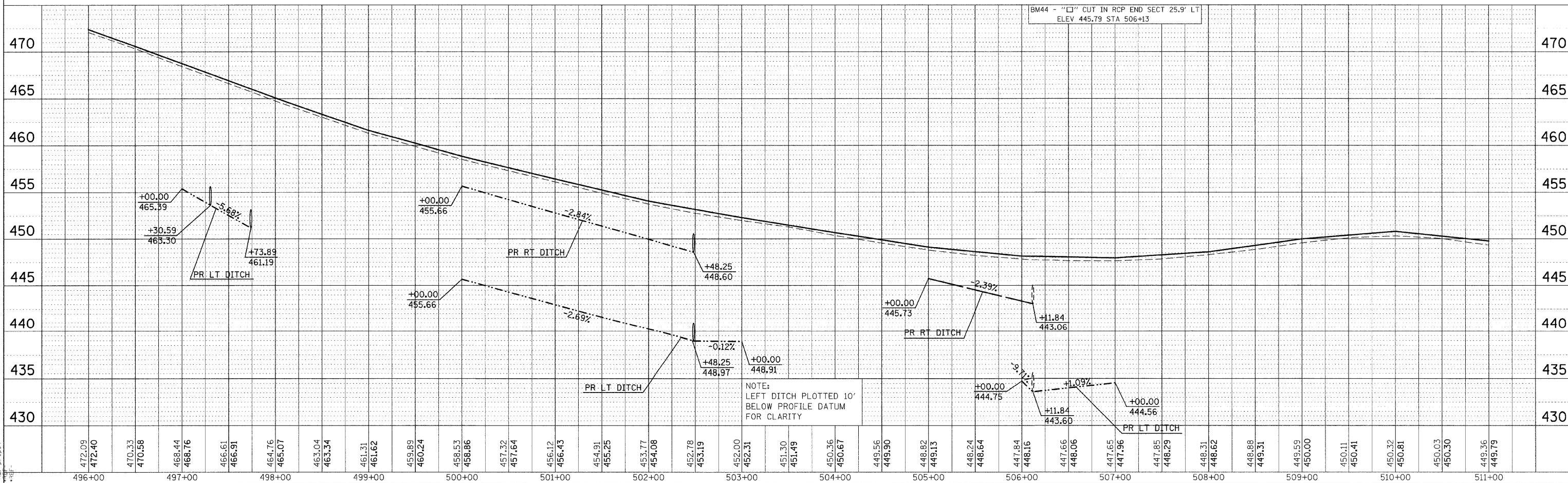
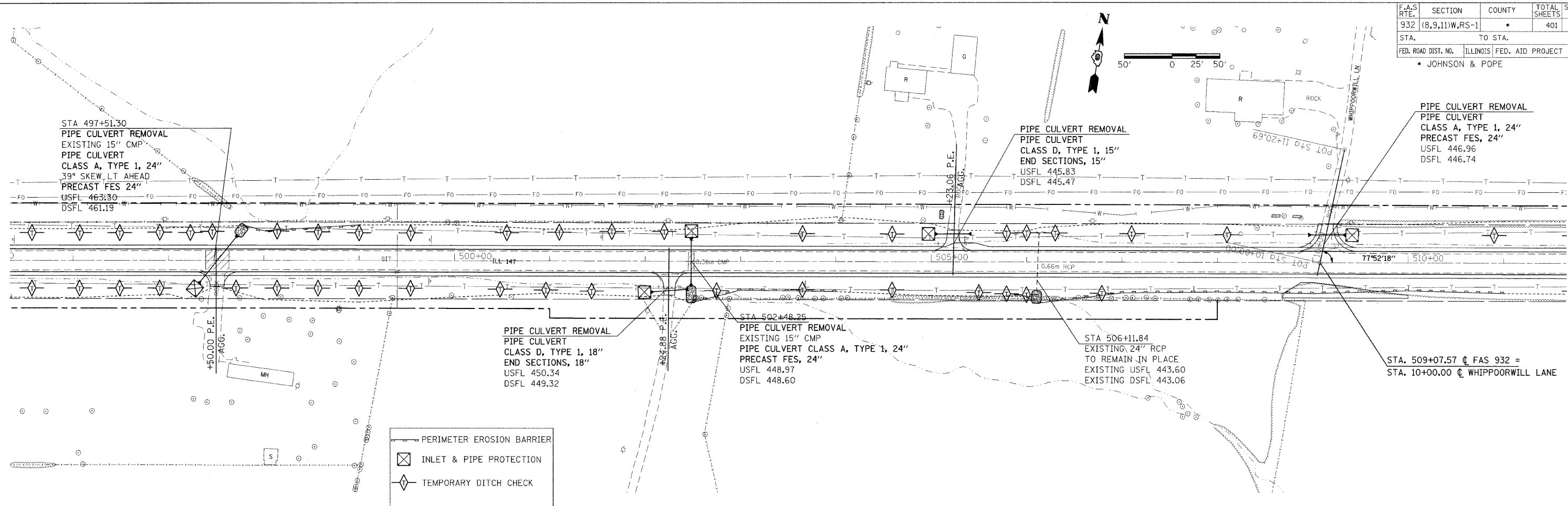
EROSION CONTROL PLAN SHEET STA 481+00 TO 496+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	123
STA.	TO STA.			
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* JOHNSON & POPE				

DATE	BY	REVISION

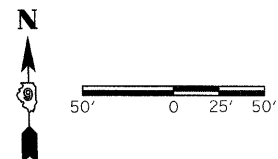
DATE	BY	REVISION

DATE-TIME
 REF-TPO034
 REF-PF034



EROSION CONTROL PLAN SHEET STA 496+00 TO 511+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	124
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* JOHNSON & POPE				



DATE	BY

DATE	BY

$\Delta = 20^\circ 46' 36''$ (K1)
 $D = 2^\circ 59' 01''$
 $R = 1,920.34'$
 $T = 352.04'$
 $L = 696.36'$
 $E = 32.00'$
 $\theta = \dots$
 $T.R. = \dots$
 $S.E. RUN = \dots$
 $P.O.P. STA. = 513+29.13$
 $P.T. STA. = 520+25.48$

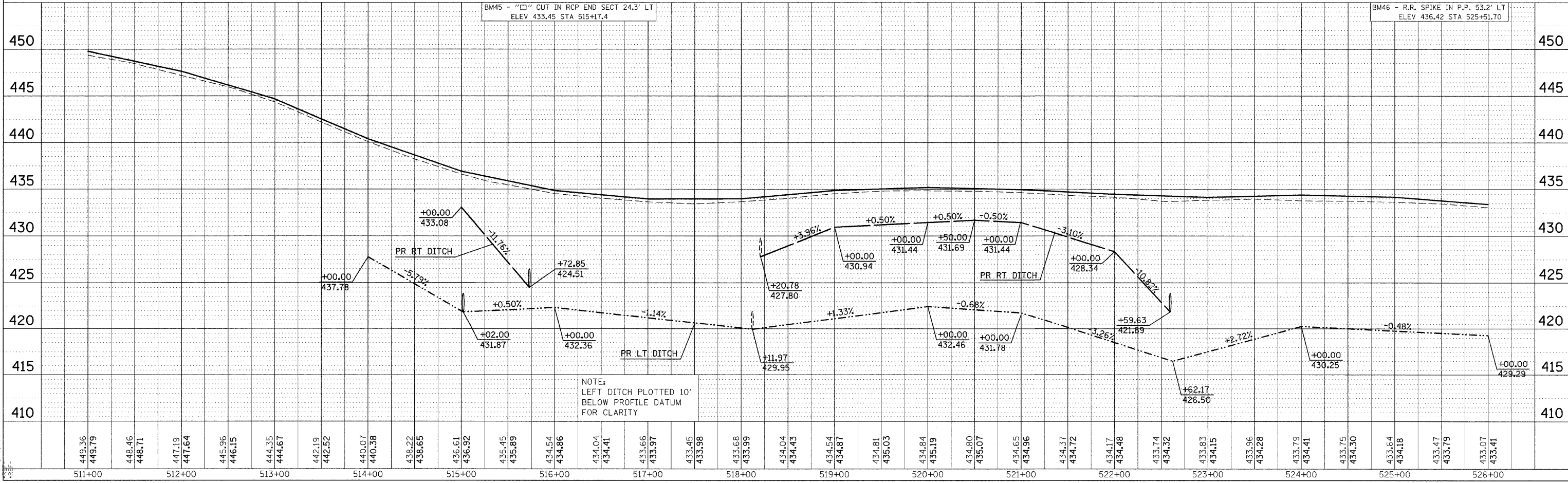
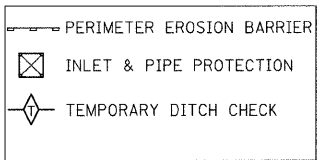
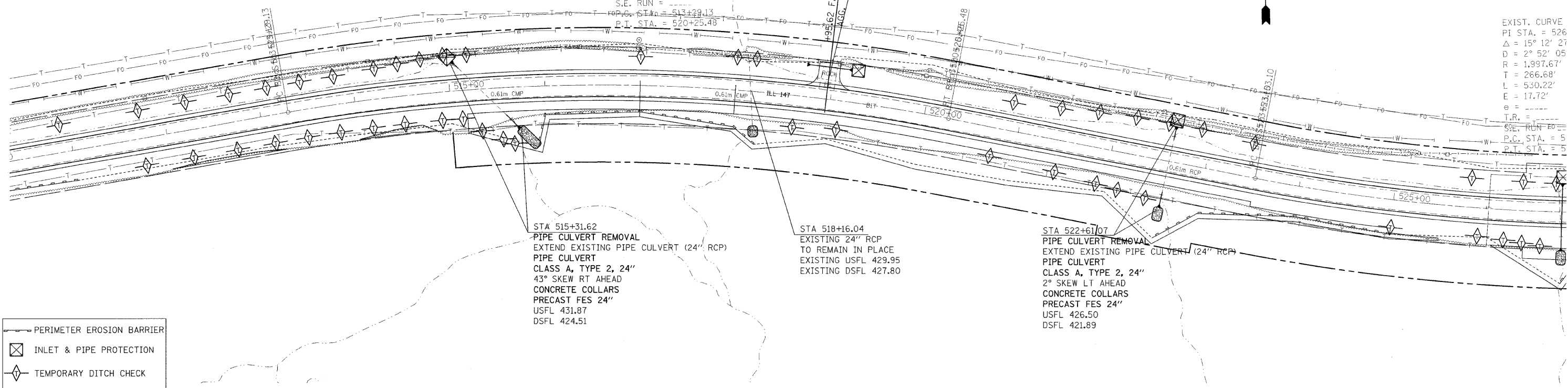
PIPE CULVERT REMOVAL
 PIPE CULVERT
 CLASS D, TYPE 1, 15"
 END SECTIONS, 15"
 USFL 431.33
 DSFL 430.79

STA 515+31.62
PIPE CULVERT REMOVAL
 EXTEND EXISTING PIPE CULVERT (24" RCP)
 PIPE CULVERT
 CLASS A, TYPE 2, 24"
 43° SKEW RT AHEAD
 CONCRETE COLLARS
 PRECAST FES 24"
 USFL 431.87
 DSFL 424.51

STA 518+16.04
 EXISTING 24" RCP
 TO REMAIN IN PLACE
 EXISTING USFL 429.95
 EXISTING DSFL 427.80

STA 522+61.07
PIPE CULVERT REMOVAL
 EXTEND EXISTING PIPE CULVERT (24" RCP)
 PIPE CULVERT
 CLASS A, TYPE 2, 24"
 2° SKEW LT AHEAD
 CONCRETE COLLARS
 PRECAST FES 24"
 USFL 426.50
 DSFL 421.89

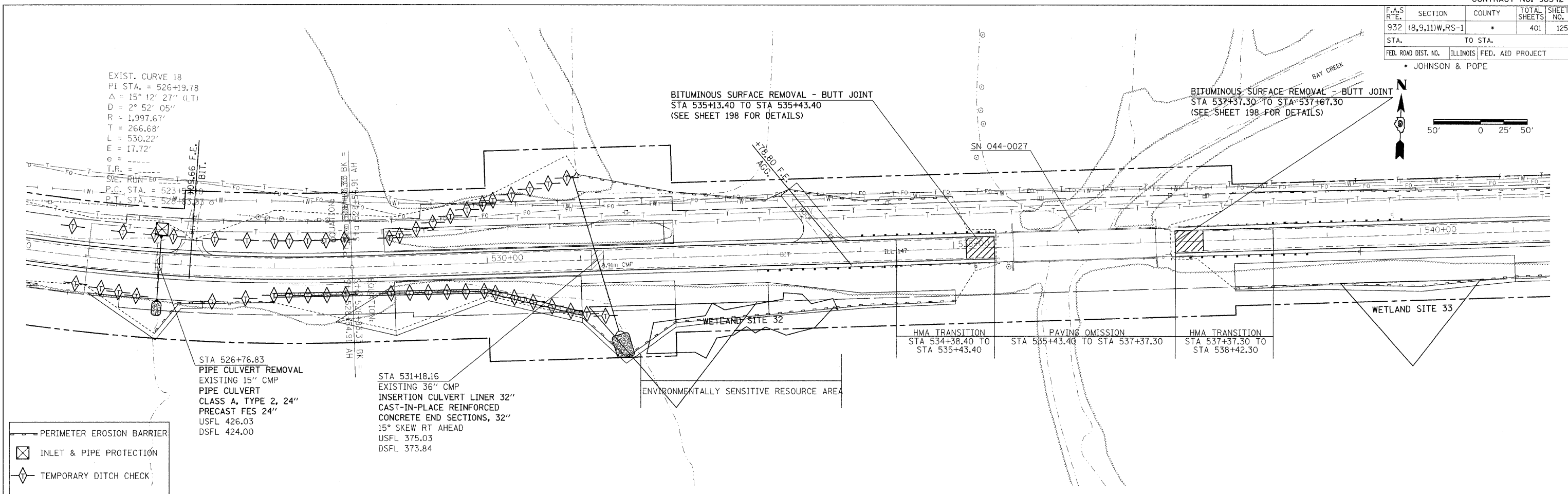
EXIST. CURVE
 PI STA. = 526
 $\Delta = 15^\circ 12' 27''$
 $D = 2^\circ 52' 05''$
 $R = 1,997.67'$
 $T = 266.68'$
 $L = 530.22'$
 $E = 17.72'$
 $\theta = \dots$
 $T.R. = \dots$
 $S.E. RUN = \dots$
 $P.O.P. STA. = 5$
 $P.T. STA. = 5$



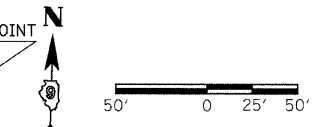
NOTE:
 LEFT DITCH PLOTTED 10'
 BELOW PROFILE DATUM
 FOR CLARITY

EROSION CONTROL PLAN SHEET STA 511+00 TO 526+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	125
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* JOHNSON & POPE				



EXIST. CURVE 18
 PI STA. = 526+19.78
 $\Delta = 15^\circ 12' 27''$ (LT)
 $D = 2^\circ 52' 05''$
 $R = 1,997.67'$
 $T = 266.68'$
 $L = 530.22'$
 $E = 17.72'$
 $\phi =$
 $\theta =$
 T.R. =
 S.C.E. RUN =
 P.O. STA. = 523+
 P.T. STA. = 528+
 BIT.



DATE	BY	REVISION

PLAN

DATE: _____ BY: _____

REVISIONS:

1. _____

2. _____

3. _____

- PERIMETER EROSION BARRIER
- ⊗ INLET & PIPE PROTECTION
- ◇ TEMPORARY DITCH CHECK

STA 526+76.83
 PIPE CULVERT REMOVAL
 EXISTING 15" CMP
 PIPE CULVERT
 CLASS A, TYPE 2, 24"
 PRECAST FES 24"
 USFL 426.03
 DSFL 424.00

STA 531+18.16
 EXISTING 36" CMP
 INSERTION CULVERT LINER 32"
 CAST-IN-PLACE REINFORCED
 CONCRETE END SECTIONS, 32"
 15° SKEW RT AHEAD
 USFL 375.03
 DSFL 373.84

ENVIRONMENTALLY SENSITIVE RESOURCE AREA

DATE	BY	REVISION

PROFILE

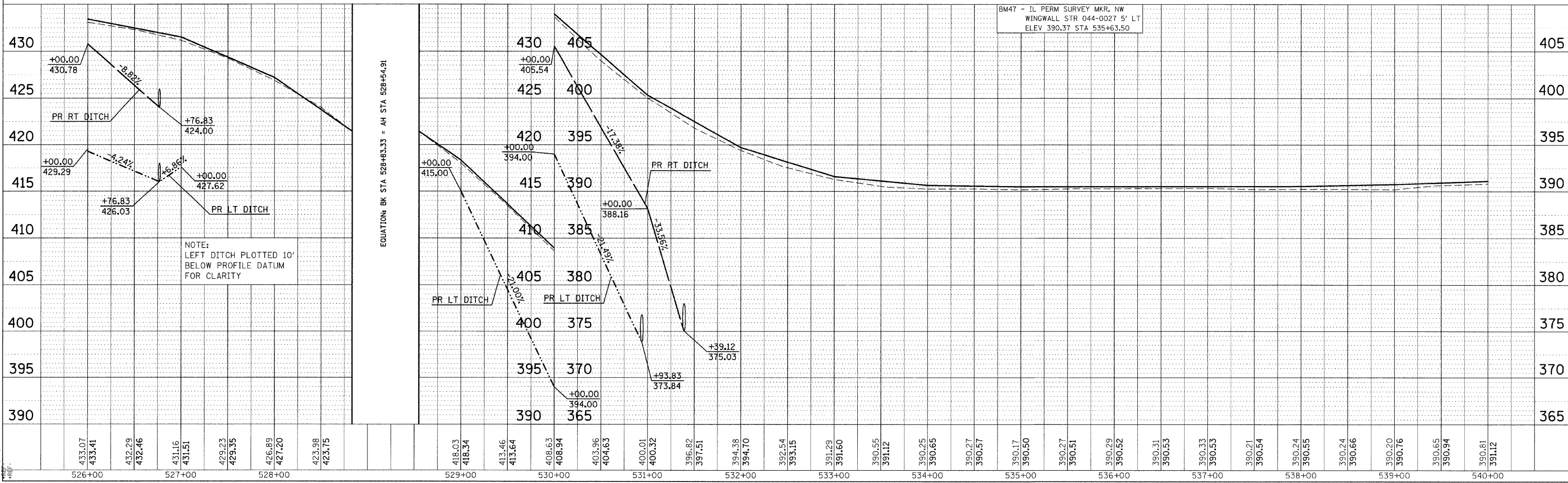
DATE: _____ BY: _____

REVISIONS:

1. _____

2. _____

3. _____

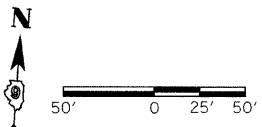


NOTE:
 LEFT DITCH PLOTTED 10'
 BELOW PROFILE DATUM
 FOR CLARITY

BM47 - IL PERM SURVEY MKR. NW
 WINGWALL STR 044-0027 5' LT
 ELEV 390.37 STA 535+63.50

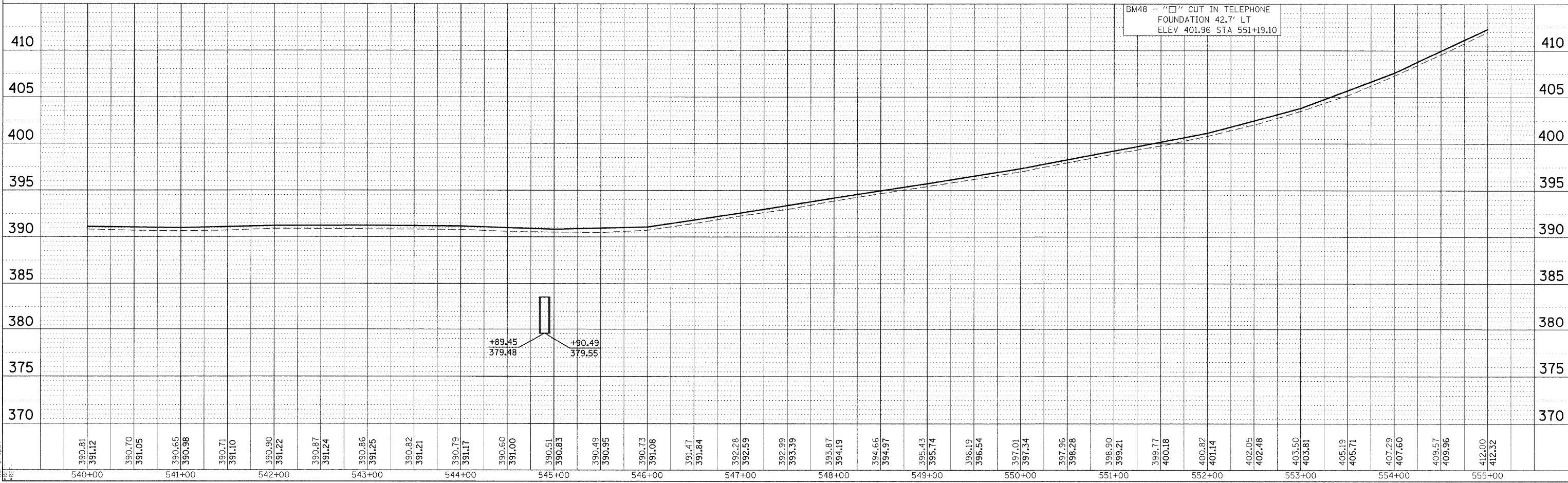
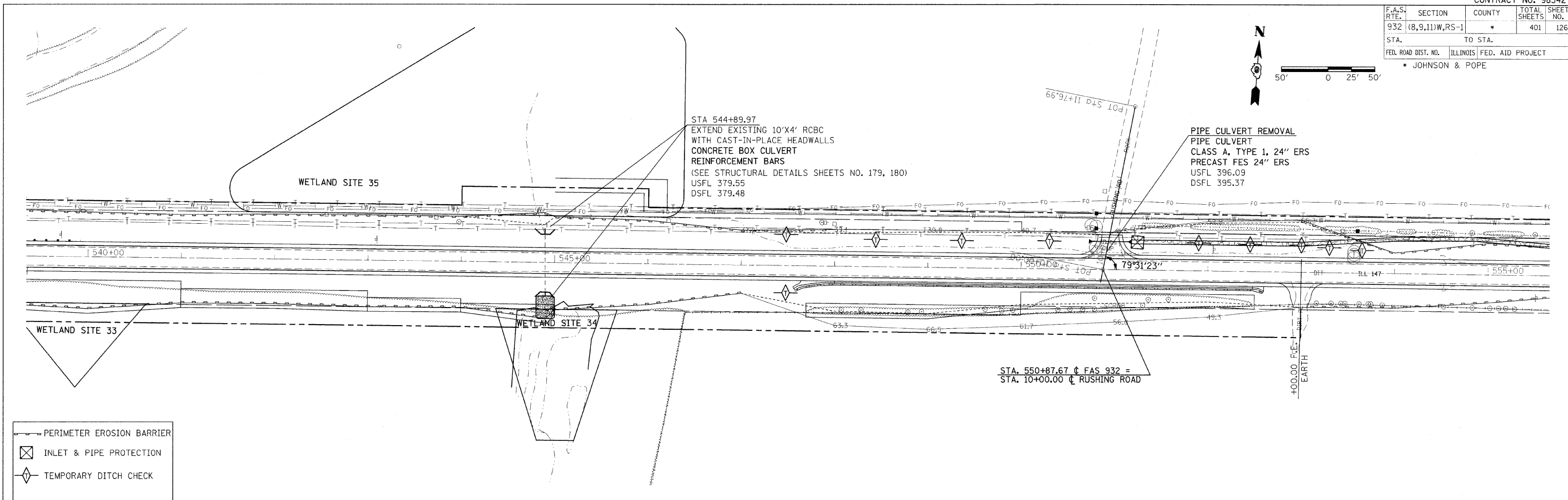
EQUATION: BK STA 528+63.33 - AH STA 528+54.91

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	126
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* JOHNSON & POPE				

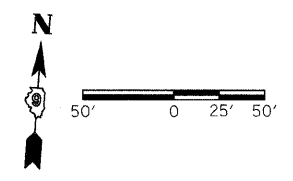


PLAN	DATE

PROFILE	DATE

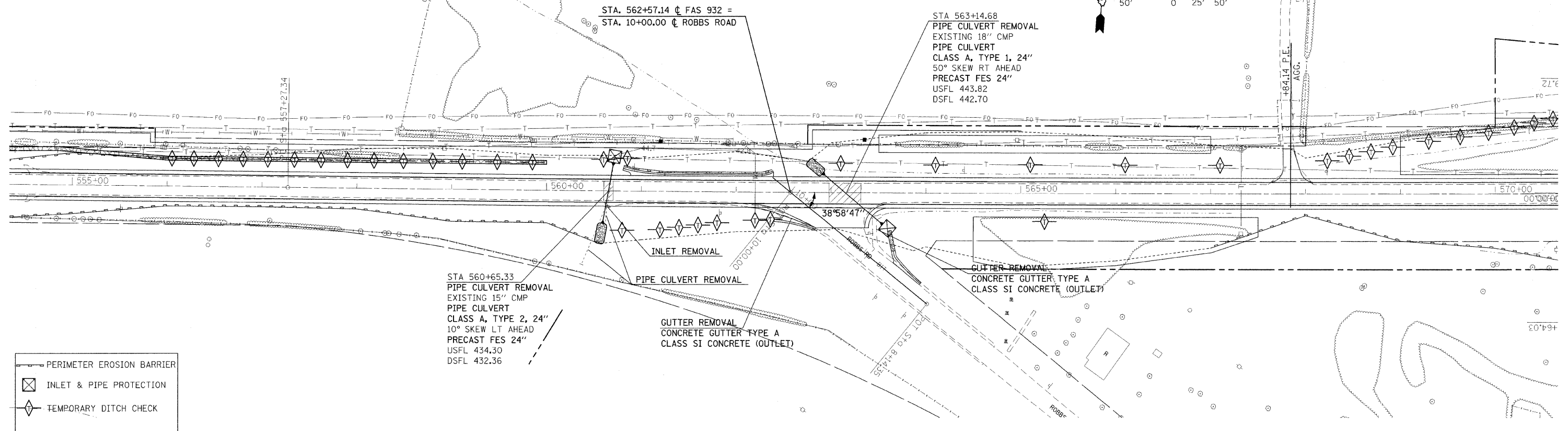


F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	127
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• JOHNSON & POPE				

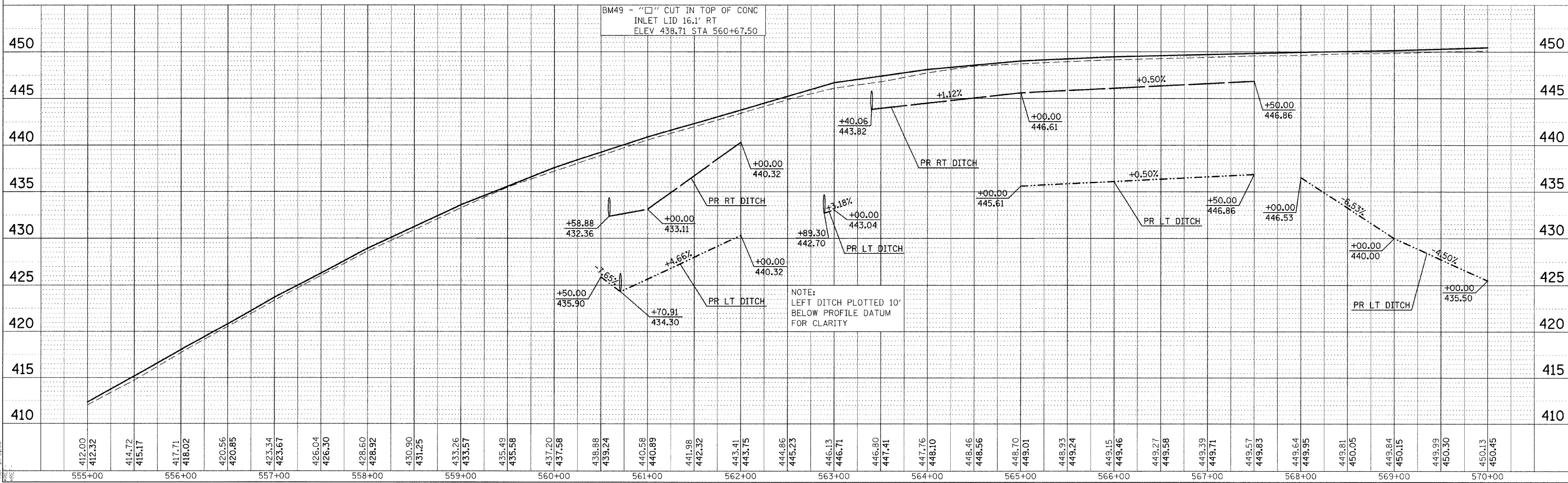


DATE	
BY	
DATE	
BY	

DATE	
BY	
DATE	
BY	



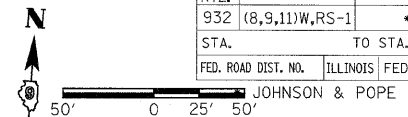
- PERIMETER EROSION BARRIER
- INLET & PIPE PROTECTION
- TEMPORARY DITCH CHECK



EROSION CONTROL PLAN SHEET STA 555+00 TO 570+00

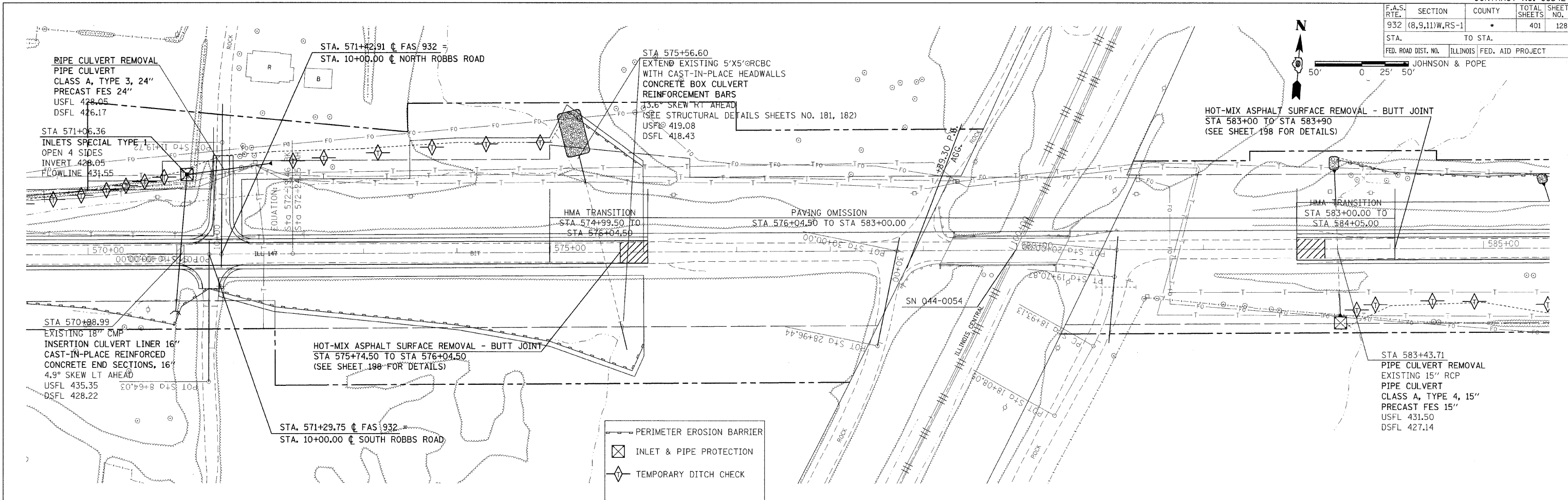
DATE-TIME
 REF: PDC-38
 REF: PDC-38
 REF: PDC-38

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	128
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



DATE	BY

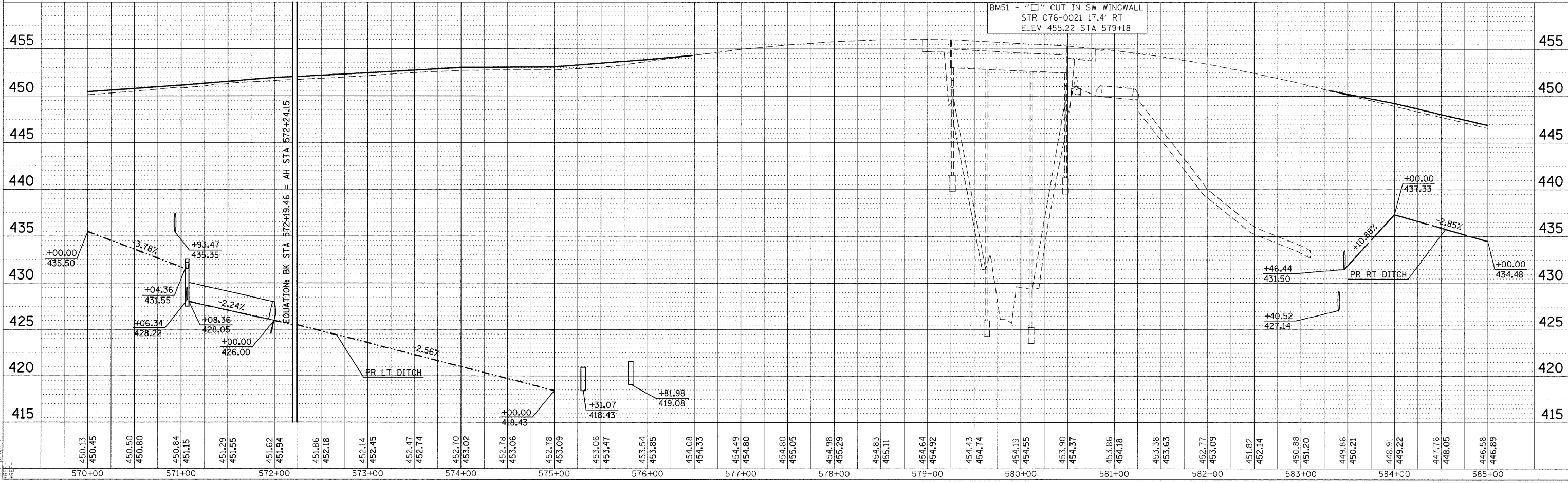
DATE	BY



PERIMETER EROSION BARRIER

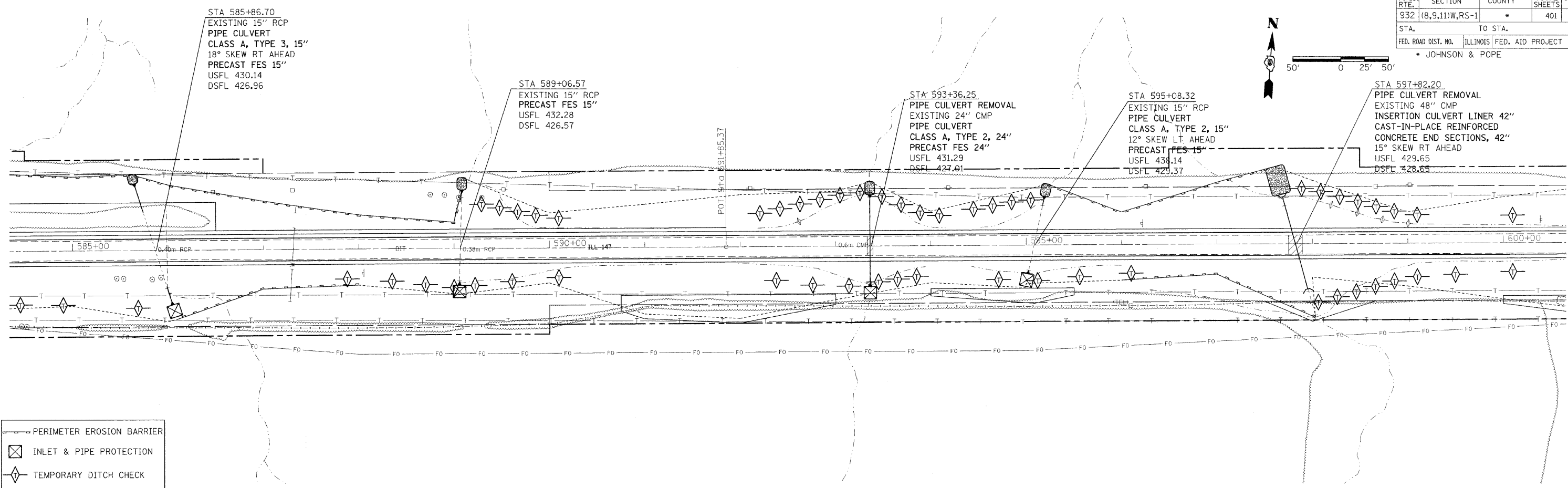
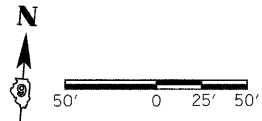
INLET & PIPE PROTECTION

TEMPORARY DITCH CHECK



EROSION CONTROL PLAN SHEET STA 570+00 TO 585+00

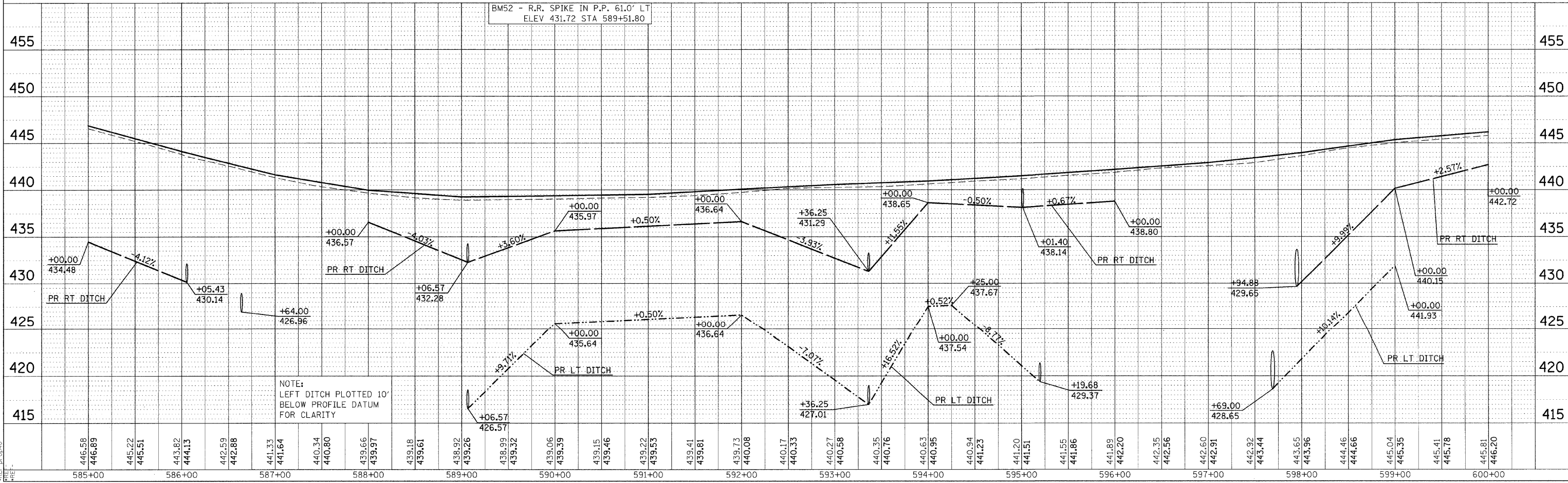
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	129
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* JOHNSON & POPE				



- PERIMETER EROSION BARRIER
- INLET & PIPE PROTECTION
- TEMPORARY DITCH CHECK

PLAN	SURVEYED	BY	DATE
	DESIGNED		
	CHECKED		
	IN CHARGE		
	DATE		

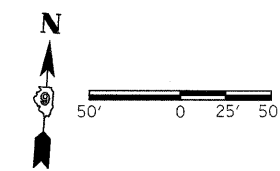
PROFILE	SURVEYED	BY	DATE
	DESIGNED		
	CHECKED		
	IN CHARGE		
	DATE		



EROSION CONTROL PLAN SHEET STA 585+00 TO 600+00

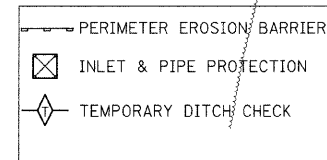
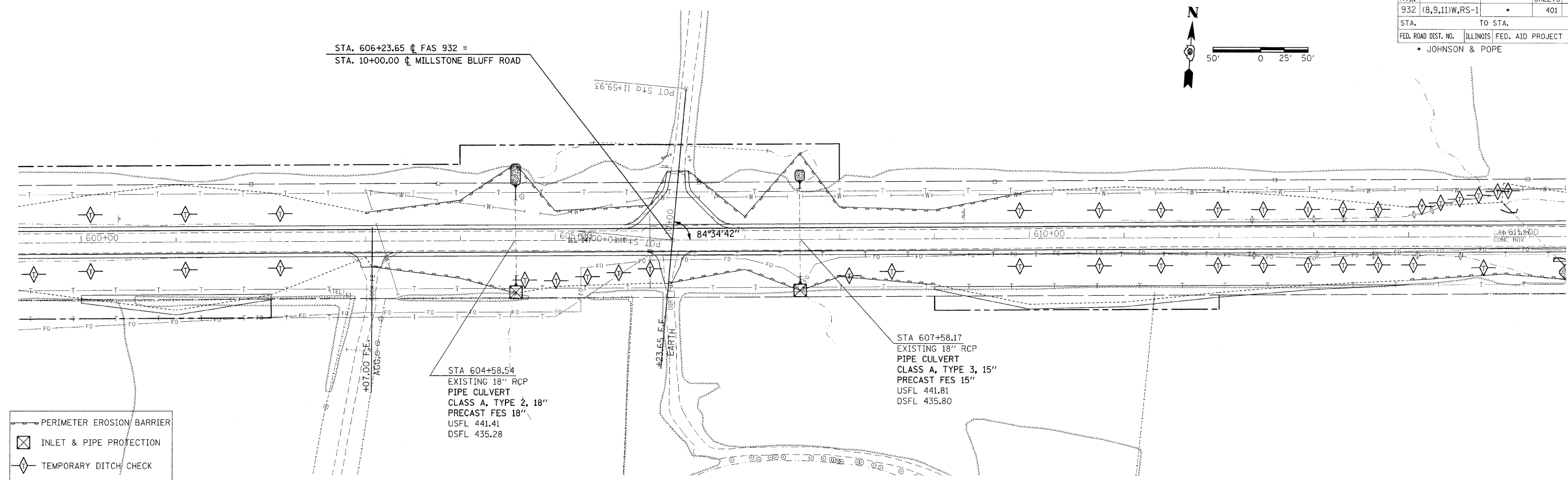
DATE-TIME
 *REF-SP-040
 *REF-PR-040

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	130
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* JOHNSON & POPE				



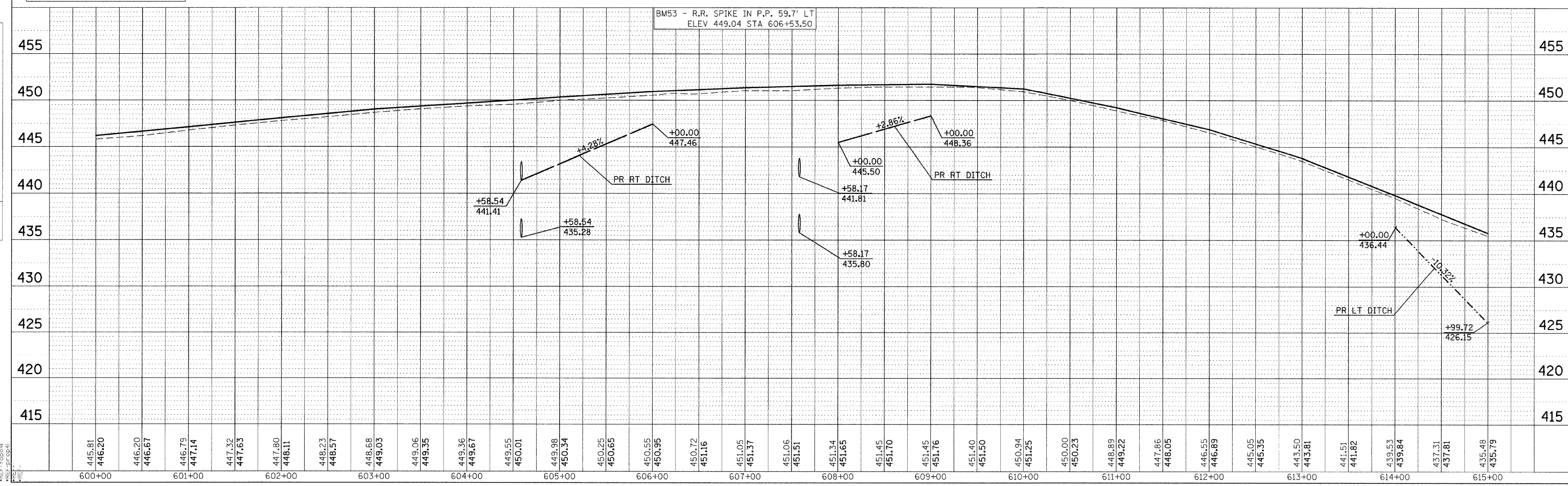
STA. 606+23.65 @ FAS 932 =
 STA. 10+00.00 @ MILLSTONE BLUFF ROAD

PLAN	DATE
SURVEYED BY	
ALIGNED BY	
CHECKED BY	
DATE	



PROFILE	DATE
SURVEYED BY	
ALIGNED BY	
CHECKED BY	
DATE	

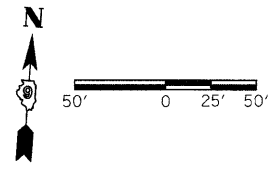
BM53 - R.R. SPIKE IN P.P. 59.7' LT
 ELEV 449.04 STA 606+53.50



EROSION CONTROL PLAN SHEET STA 600+00 TO 615+00

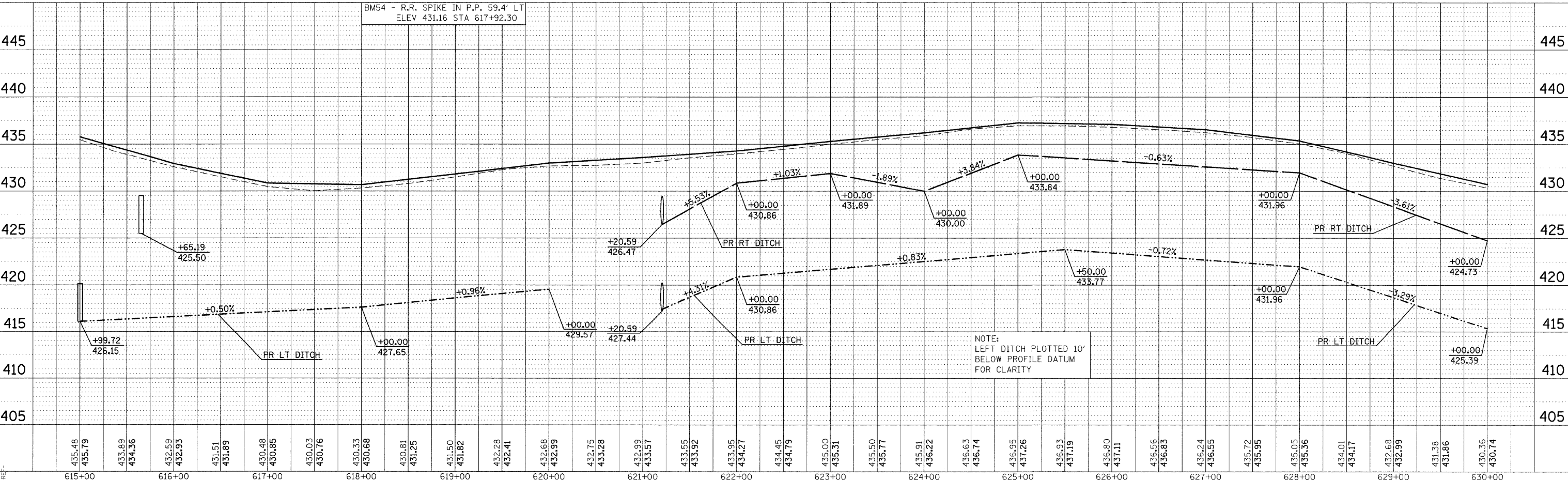
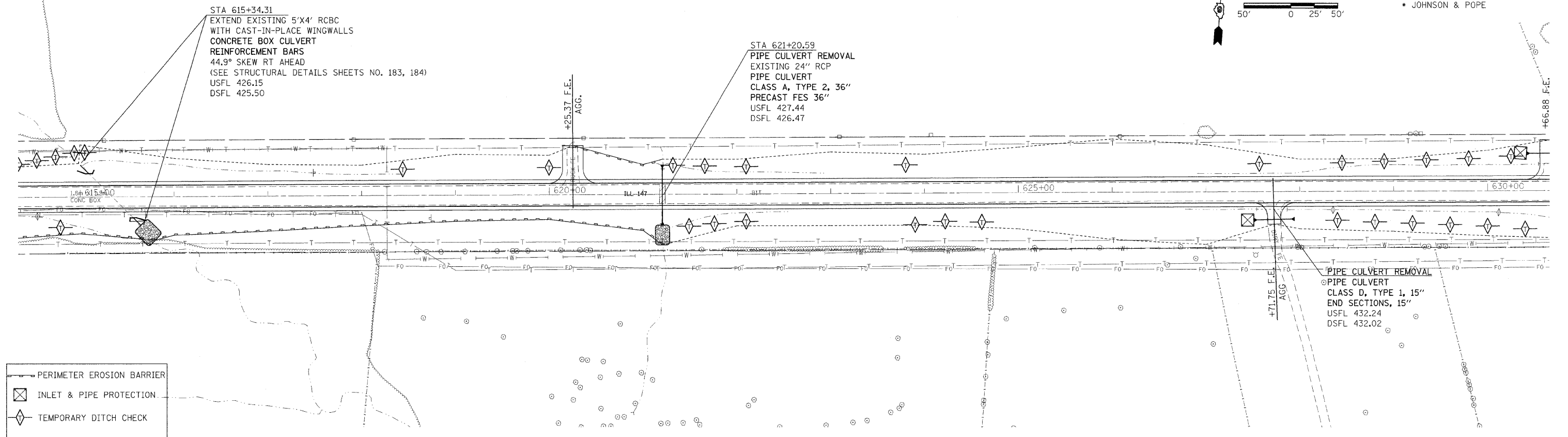
DATE TIME
 REF: 100-111
 REF: 100-111

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	131
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
* JOHNSON & POPE				



PLAN	DATE
SURVEYED	
ALIGNED	
CHECKED	
BY	
DATE	

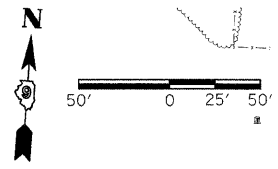
PROFILE	DATE
SURVEYED	
ALIGNED	
CHECKED	
BY	
DATE	



EROSION CONTROL PLAN SHEET STA 615+00 TO 630+00

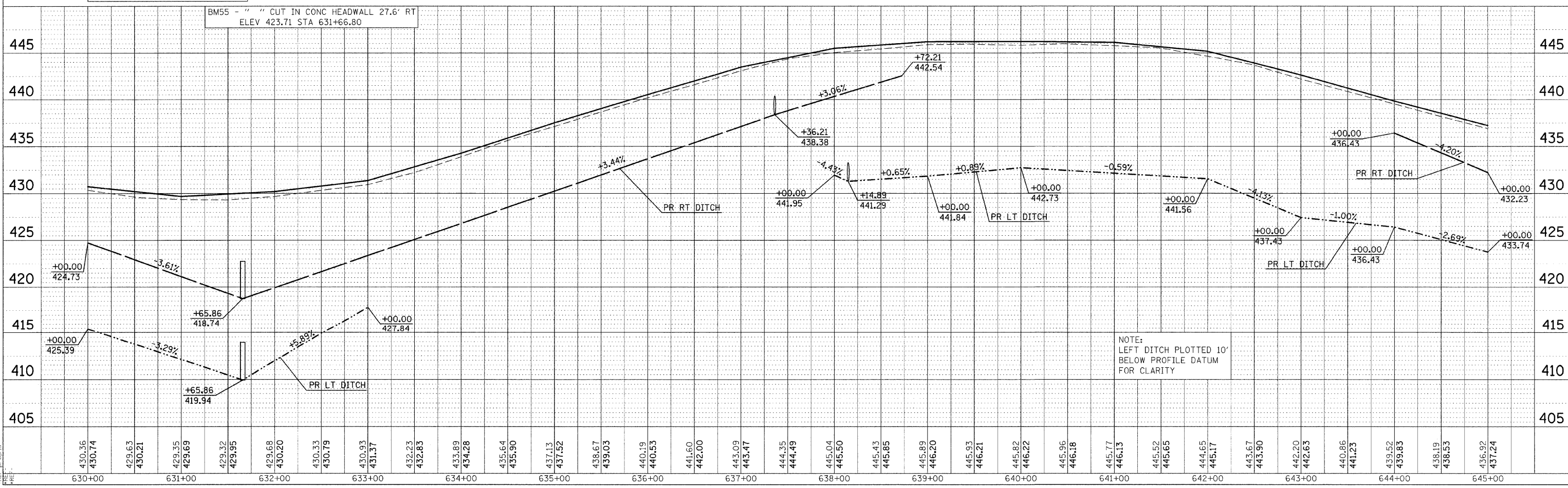
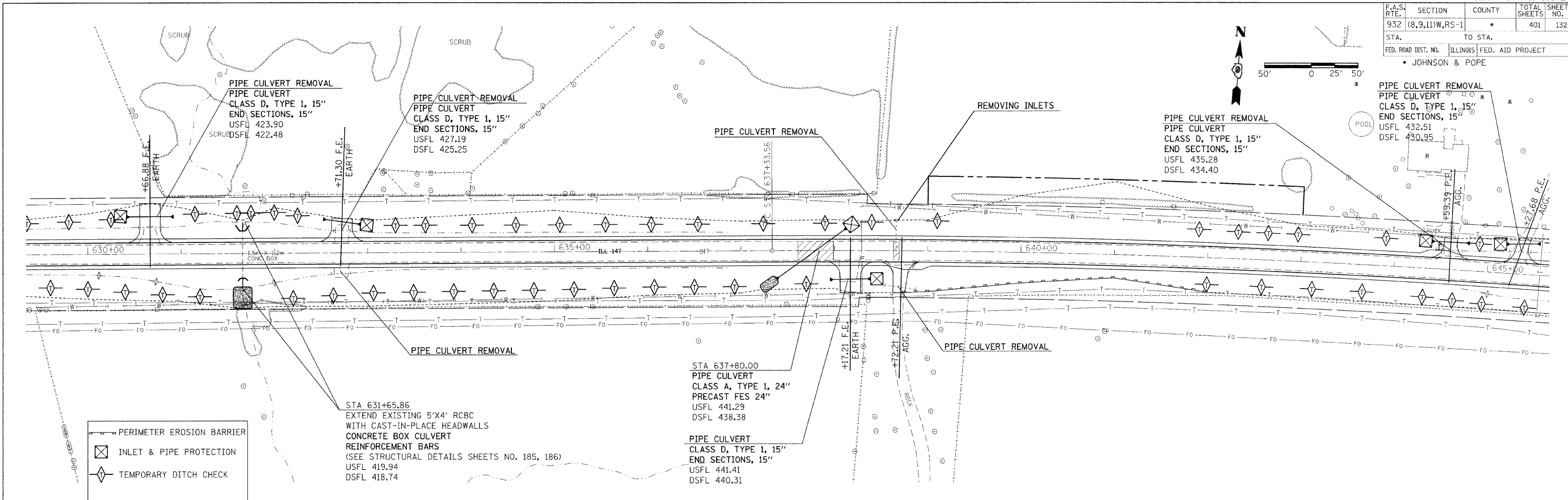
DATE TIME
REF: 10042
REF: 10042

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	132
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* JOHNSON & POPE				



DATE	BY
DATE	BY

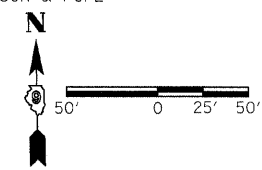
DATE	BY
DATE	BY



EROSION CONTROL PLAN SHEET STA 630+00 TO 645+00

DATE TIME*
 REF: 100043
 REF: 100043
 REF: 100043

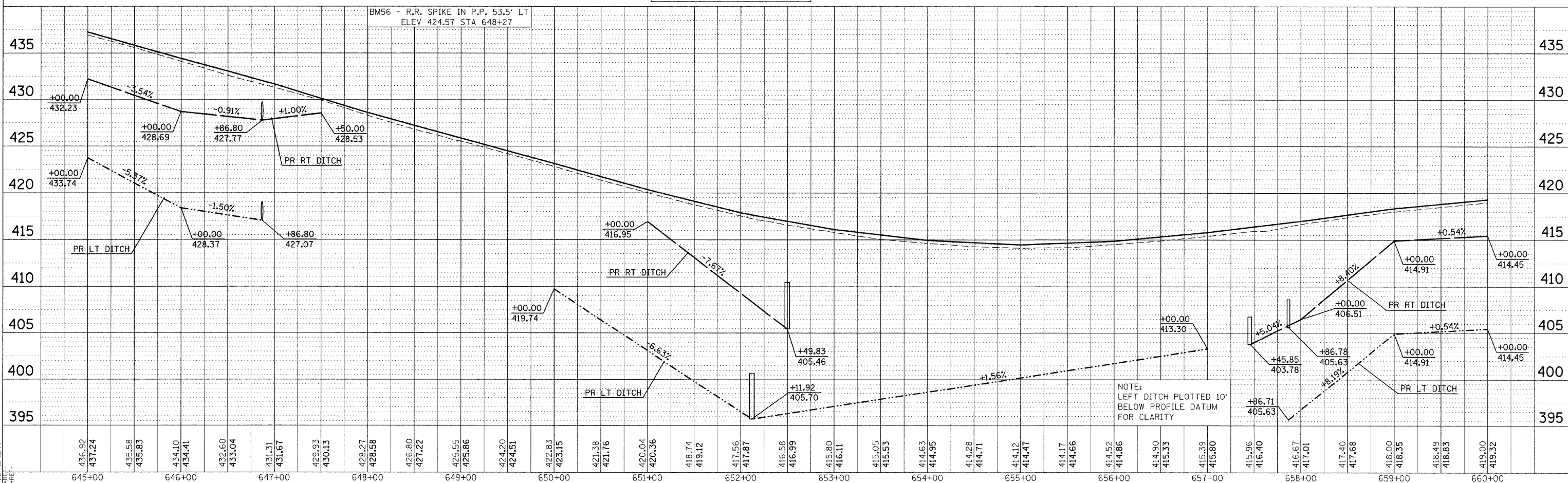
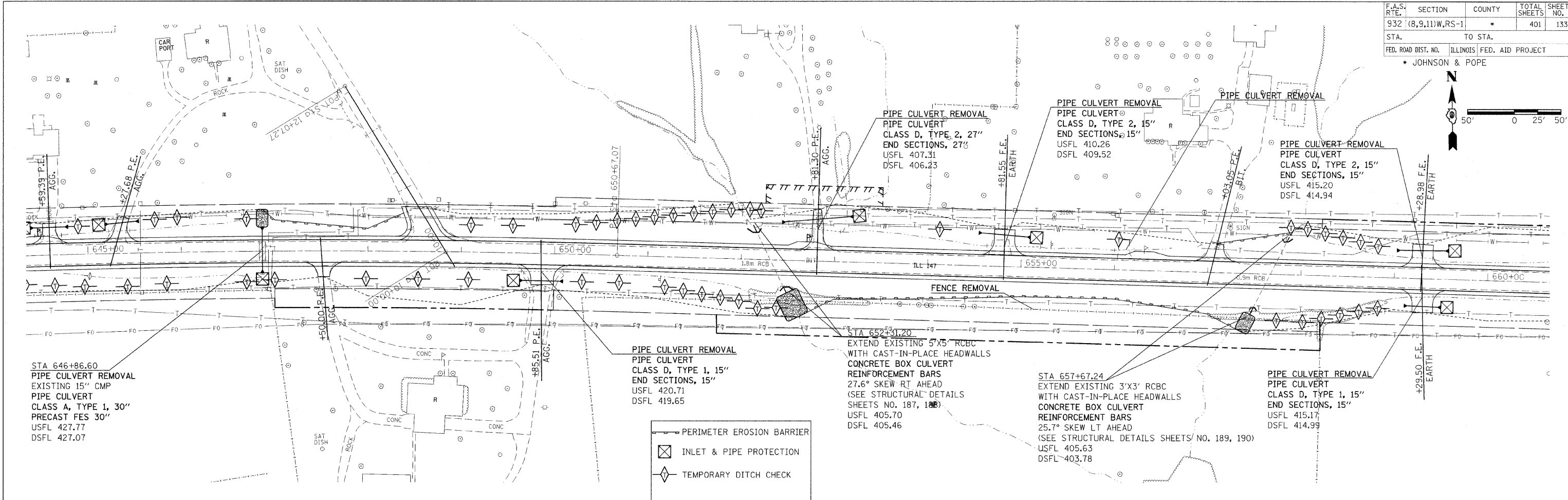
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(B,9,11)W,RS-1	*	401	133
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	* JOHNSON & POPE	



DATE	BY
DATE	BY

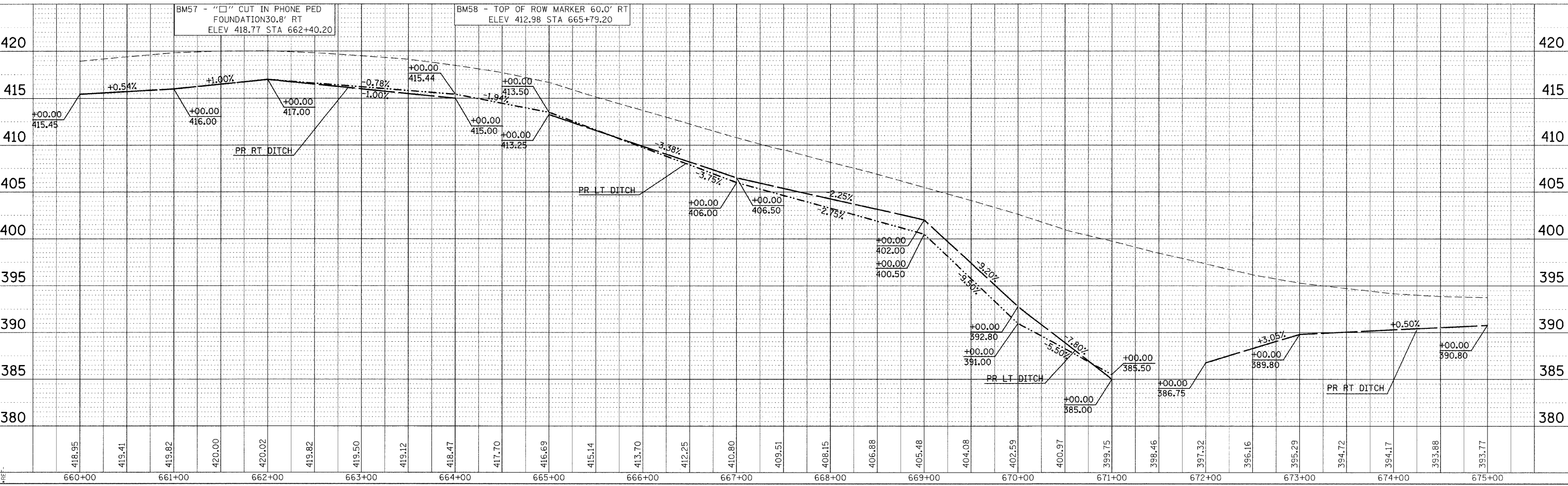
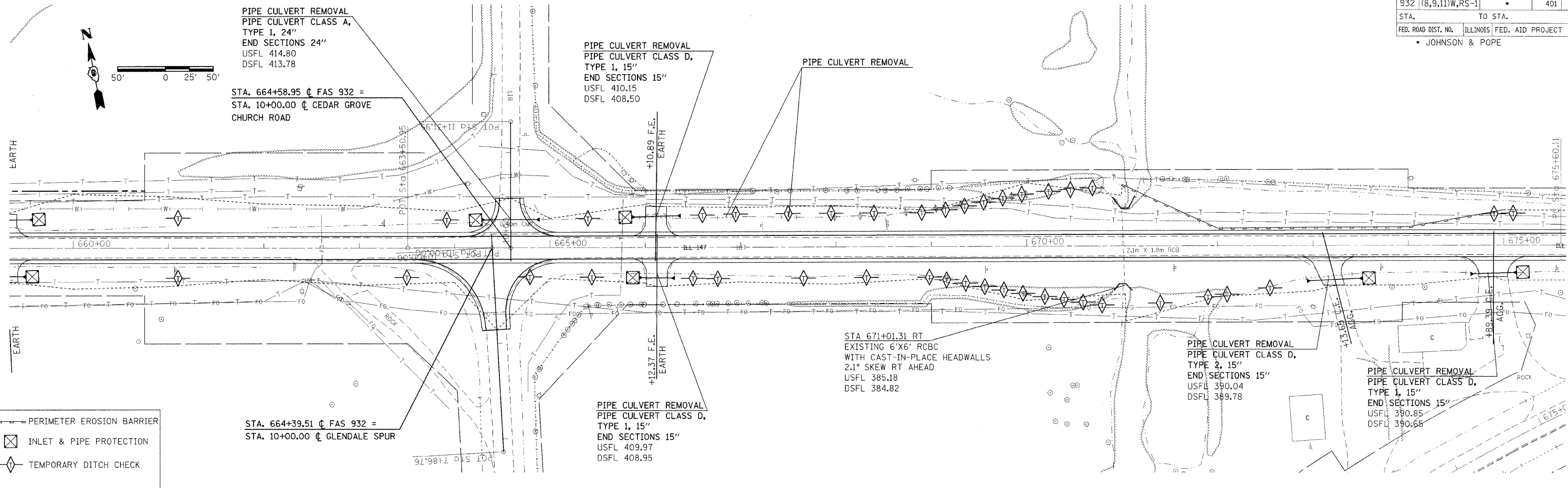
DATE	BY
DATE	BY

DATE	BY
DATE	BY



EROSION CONTROL PLAN SHEET STA 645+00 TO 660+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	134
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
		* JOHNSON & POPE		



PLAN	DATE	BY
SURVEYED		
ALIGNED		
CHECKED		
NO. OF WAY CHECKED		
CADD FILE NAME		

PROFILE	DATE	BY
SURVEYED		
GRADES CHECKED		
NO. NOTED		
STRUCTURE NOTATIONS CHKD		

DATE-TIME*
 REF: TSP045
 REF: PCD045
 REF: PCD045

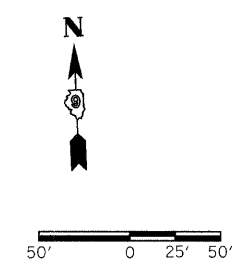
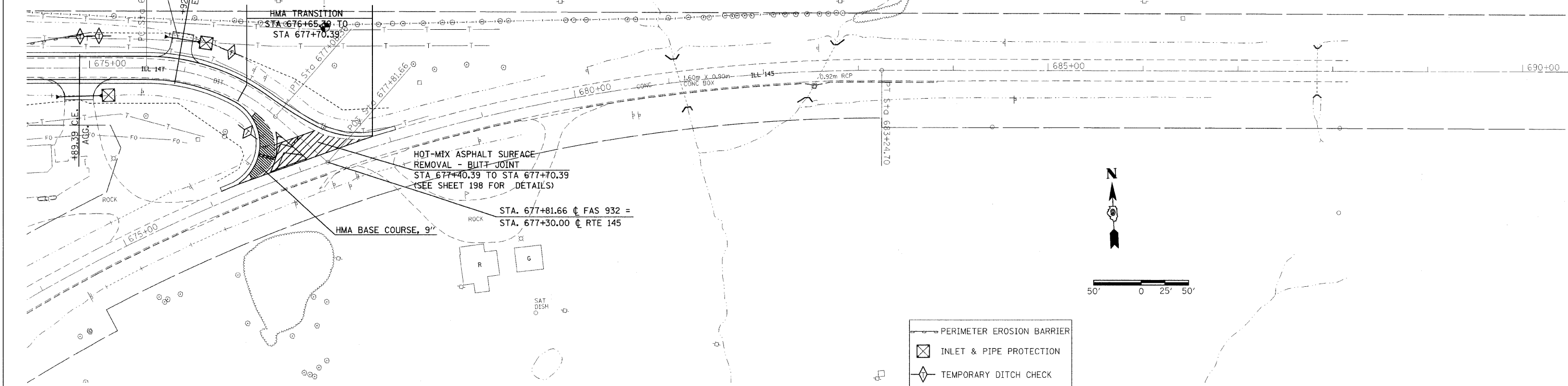
EROSION CONTROL PLAN SHEET STA 660+00 TO 675+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	135
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	* JOHNSON & POPE	

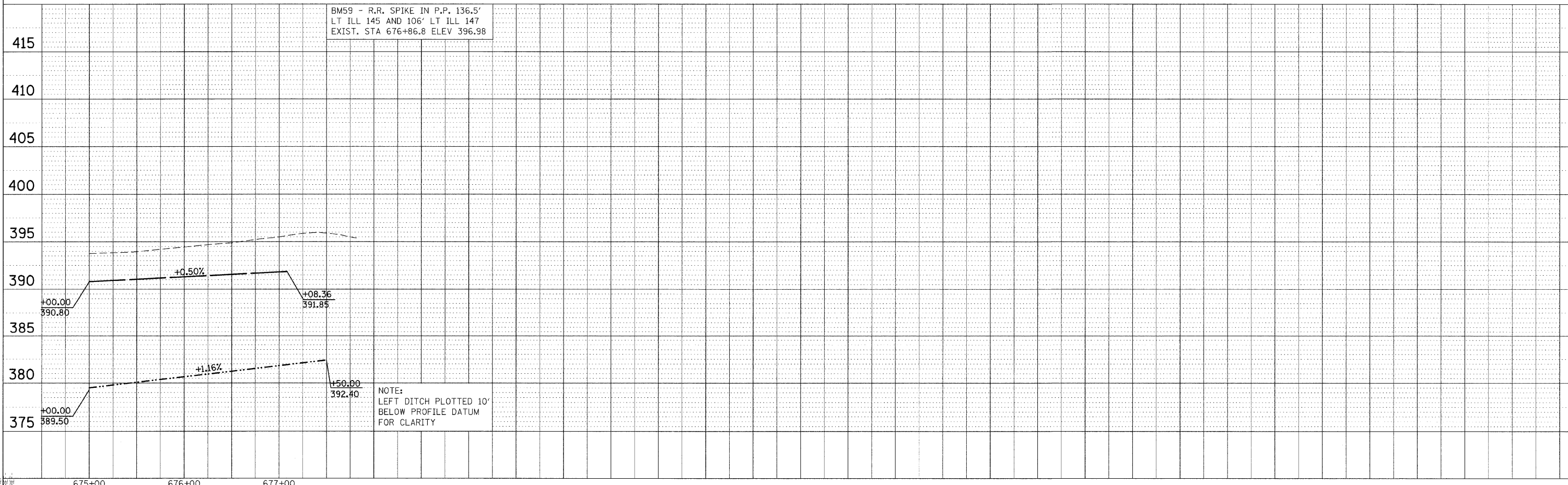
PIPE CULVERT REMOVAL
 PIPE CULVERT CLASS D,
 TYPE 1, 15"
 END SECTIONS 15"
 USFL 390.75
 DSFL 390.41

WETLAND SITE 36

PLAN	DATE	BY
REVISION		
NO.		

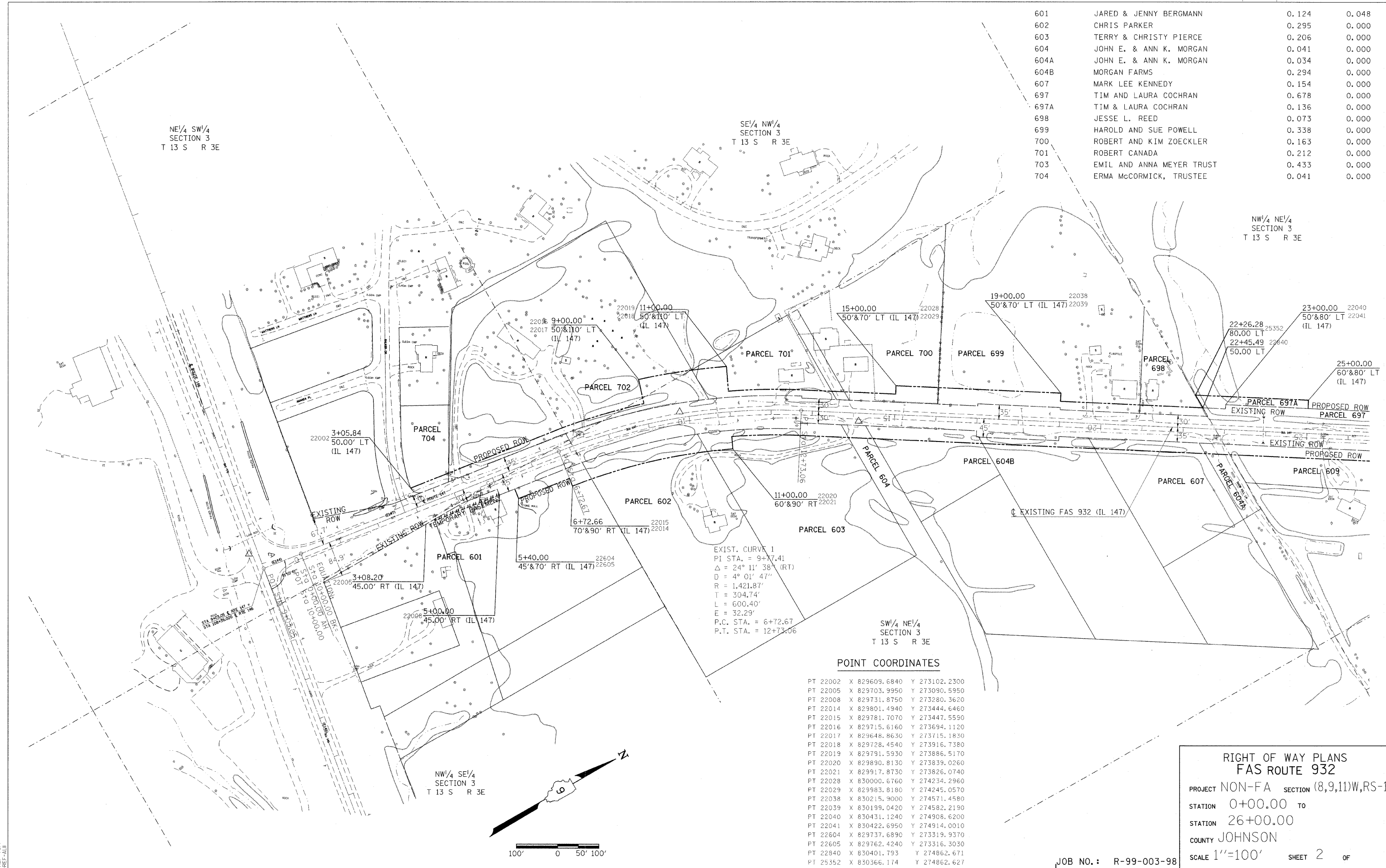


PROFILE	DATE	BY
REVISION		
NO.		



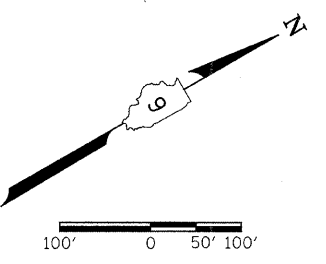
PARCEL NO.	NAME	ROW	TE
601	JARED & JENNY BERGMANN	0.124	0.048
602	CHRIS PARKER	0.295	0.000
603	TERRY & CHRISTY PIERCE	0.206	0.000
604	JOHN E. & ANN K. MORGAN	0.041	0.000
604A	JOHN E. & ANN K. MORGAN	0.034	0.000
604B	MORGAN FARMS	0.294	0.000
607	MARK LEE KENNEDY	0.154	0.000
697	TIM AND LAURA COCHRAN	0.678	0.000
697A	TIM & LAURA COCHRAN	0.136	0.000
698	JESSE L. REED	0.073	0.000
699	HAROLD AND SUE POWELL	0.338	0.000
700	ROBERT AND KIM ZOECKLER	0.163	0.000
701	ROBERT CANADA	0.212	0.000
703	EMIL AND ANNA MEYER TRUST	0.433	0.000
704	ERMA MCCORMICK, TRUSTEE	0.041	0.000

REVISED BY _____ DATE _____
 DRAWN BY _____ DATE _____



POINT COORDINATES

PT 22002	X 829609.6840	Y 273102.2300
PT 22005	X 829703.9950	Y 273090.5950
PT 22008	X 829731.8750	Y 273280.3620
PT 22014	X 829801.4940	Y 273444.6460
PT 22015	X 829781.7070	Y 273447.5590
PT 22016	X 829715.6160	Y 273694.1120
PT 22017	X 829648.8630	Y 273715.1830
PT 22018	X 829728.4540	Y 273916.7380
PT 22019	X 829791.5930	Y 273886.5170
PT 22020	X 829890.8130	Y 273839.0260
PT 22021	X 829917.8730	Y 273826.0740
PT 22028	X 830000.6760	Y 274234.2960
PT 22029	X 829983.8180	Y 274245.0570
PT 22038	X 830215.9000	Y 274571.4580
PT 22039	X 830199.0420	Y 274582.2190
PT 22040	X 830431.1240	Y 274908.6200
PT 22041	X 830422.6950	Y 274914.0010
PT 22604	X 829737.6890	Y 273319.9370
PT 22605	X 829762.4240	Y 273316.3030
PT 22840	X 830401.793	Y 274862.671
PT 25352	X 830366.174	Y 274862.627



**RIGHT OF WAY PLANS
FAS ROUTE 932**

PROJECT NON-FA SECTION (8,9,11)W,RS-1

STATION 0+00.00 TO
STATION 26+00.00

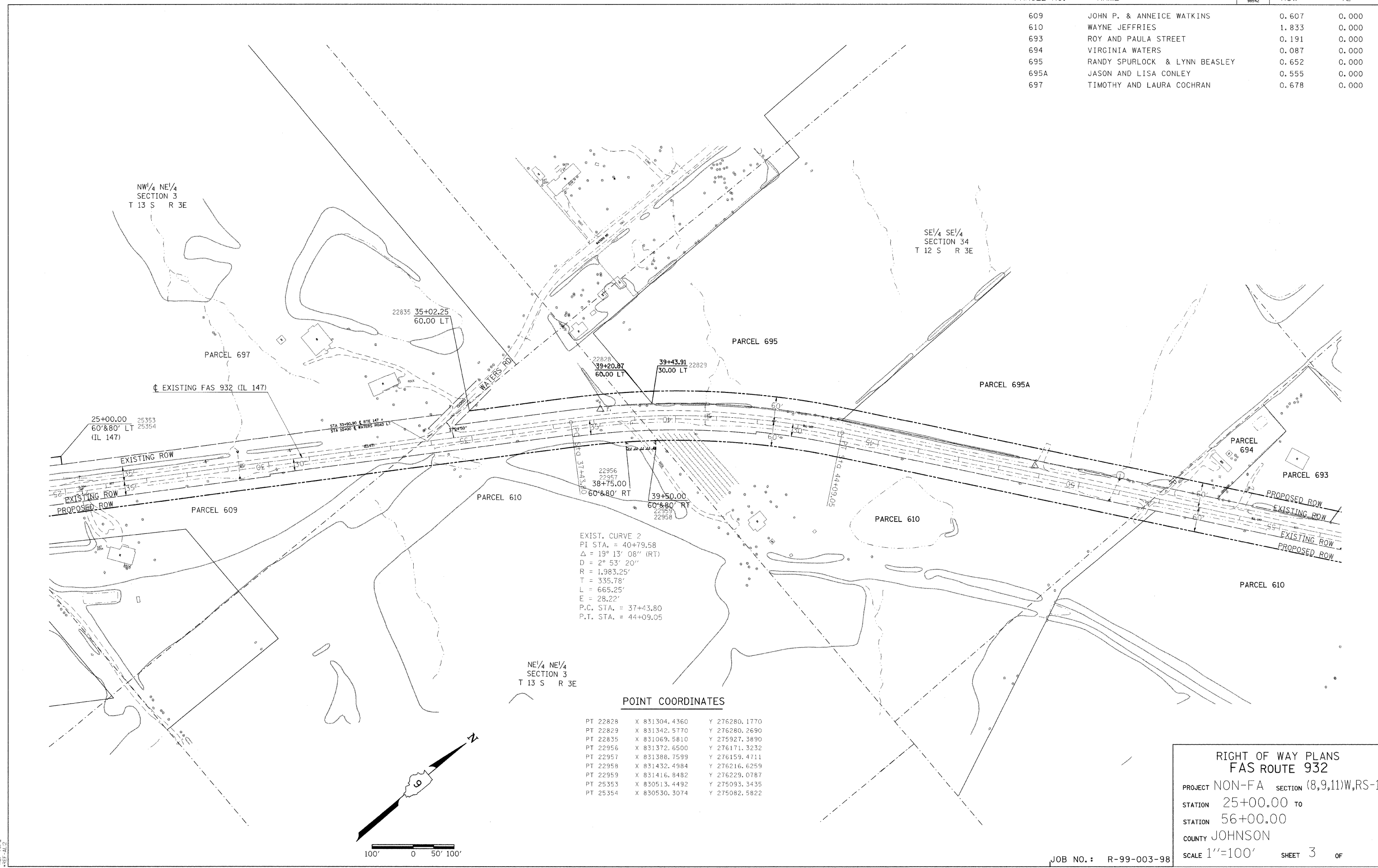
COUNTY JOHNSON

SCALE 1"=100' SHEET 2 OF

8/6/2008
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 REF-TOP
 REF-ALL

PARCEL NO.	NAME	ROW	TE
609	JOHN P. & ANNEICE WATKINS	0.607	0.000
610	WAYNE JEFFRIES	1.833	0.000
693	ROY AND PAULA STREET	0.191	0.000
694	VIRGINIA WATERS	0.087	0.000
695	RANDY SPURLOCK & LYNN BEASLEY	0.652	0.000
695A	JASON AND LISA CONLEY	0.555	0.000
697	TIMOTHY AND LAURA COCHRAN	0.678	0.000

DRAWN BY _____ DATE _____
 REVISED BY _____ DATE _____



RIGHT OF WAY PLANS
FAS ROUTE 932
 PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 25+00.00 TO
 STATION 56+00.00
 COUNTY JOHNSON
 SCALE 1"=100' SHEET 3 OF

JOB NO. : R-99-003-98

8/6/2008
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 REF-TOP-2
 REF-BOT-2

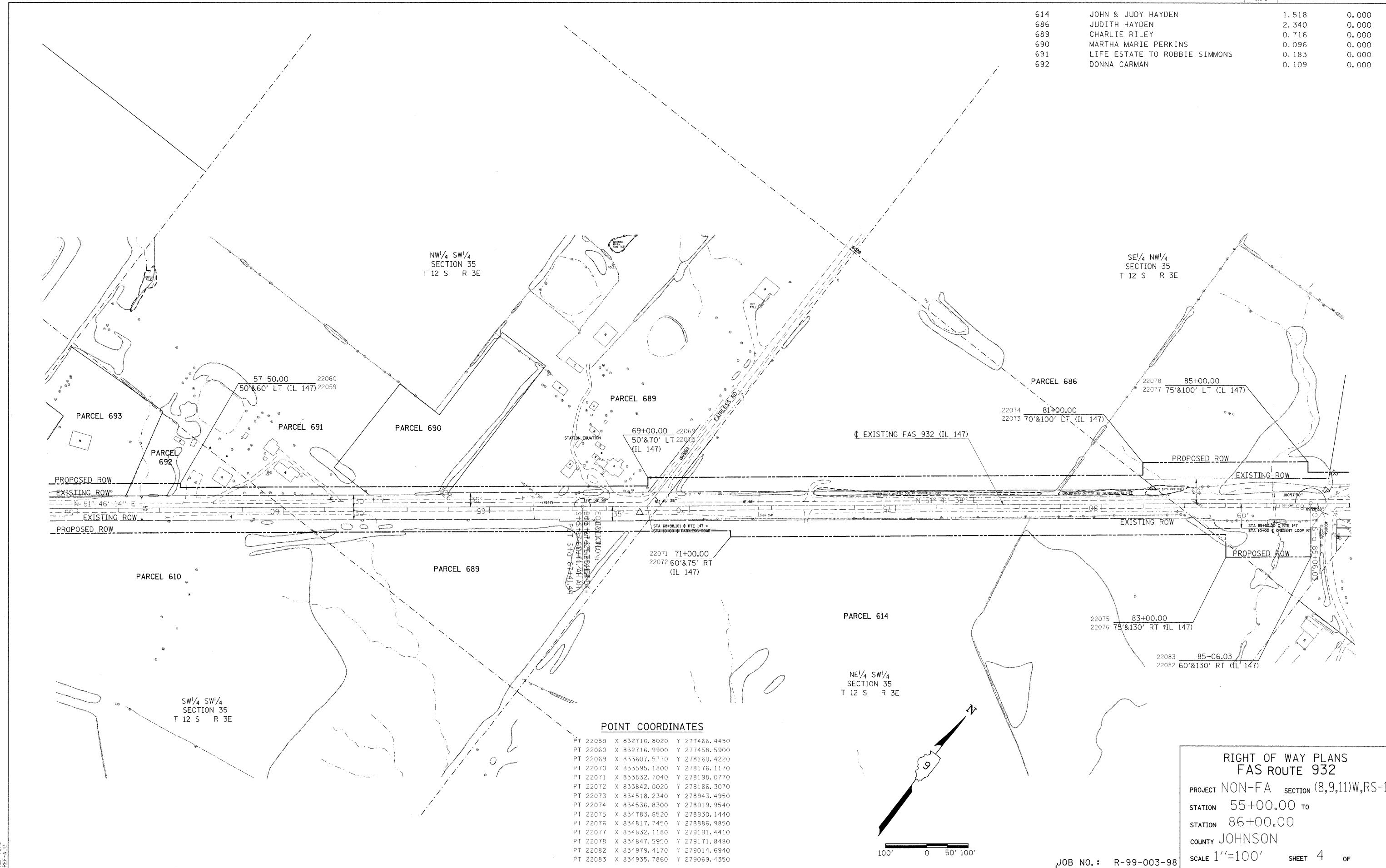
PARCEL NO.	NAME	ROW	TE
614	JOHN & JUDY HAYDEN	1.518	0.000
686	JUDITH HAYDEN	2.340	0.000
689	CHARLIE RILEY	0.716	0.000
690	MARTHA MARIE PERKINS	0.096	0.000
691	LIFE ESTATE TO ROBBIE SIMMONS	0.183	0.000
692	DONNA CARMAN	0.109	0.000

DATE _____

REVISED BY _____

DATE _____

DRAWN BY _____



POINT COORDINATES

PT 22059	X 832710.8020	Y 277466.4450
PT 22060	X 832716.9900	Y 277458.5900
PT 22069	X 833607.5770	Y 278160.4220
PT 22070	X 833595.1800	Y 278176.1170
PT 22071	X 833832.7040	Y 278198.0770
PT 22072	X 833842.0020	Y 278186.3070
PT 22073	X 834518.2340	Y 278943.4950
PT 22074	X 834536.8300	Y 278919.9540
PT 22075	X 834783.6520	Y 278930.1440
PT 22076	X 834817.7450	Y 278886.9850
PT 22077	X 834832.1180	Y 279191.4410
PT 22078	X 834847.5950	Y 279171.8480
PT 22082	X 834979.4170	Y 279014.6940
PT 22083	X 834935.7860	Y 279069.4350

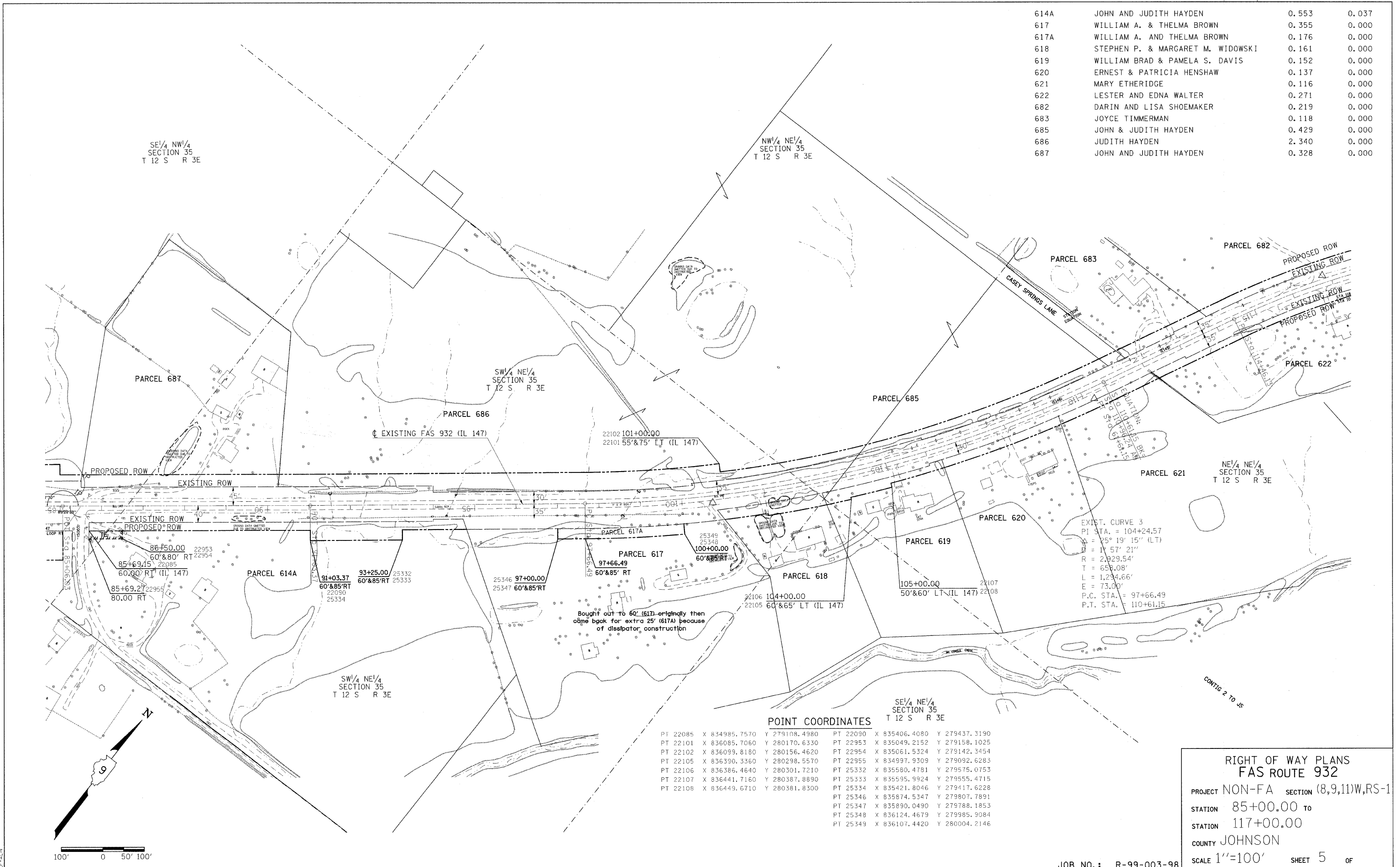
RIGHT OF WAY PLANS
FAS ROUTE 932
 PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 55+00.00 TO
 STATION 86+00.00
 COUNTY JOHNSON
 SCALE 1"=100' SHEET 4 OF

JOB NO.: R-99-003-98

8/6/2008
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 REF-T023
 REF-A113

PARCEL NO.	NAME	ROW	TE
614A	JOHN AND JUDITH HAYDEN	0.553	0.037
617	WILLIAM A. & THELMA BROWN	0.355	0.000
617A	WILLIAM A. AND THELMA BROWN	0.176	0.000
618	STEPHEN P. & MARGARET M. WIDOWSKI	0.161	0.000
619	WILLIAM BRAD & PAMELA S. DAVIS	0.152	0.000
620	ERNEST & PATRICIA HENSHAW	0.137	0.000
621	MARY ETHERIDGE	0.116	0.000
622	LESTER AND EDNA WALTER	0.271	0.000
682	DARIN AND LISA SHOEMAKER	0.219	0.000
683	JOYCE TIMMERMAN	0.118	0.000
685	JOHN & JUDITH HAYDEN	0.429	0.000
686	JUDITH HAYDEN	2.340	0.000
687	JOHN AND JUDITH HAYDEN	0.328	0.000

DATE _____ DATE _____
 REVISED BY _____ DRAWN BY _____



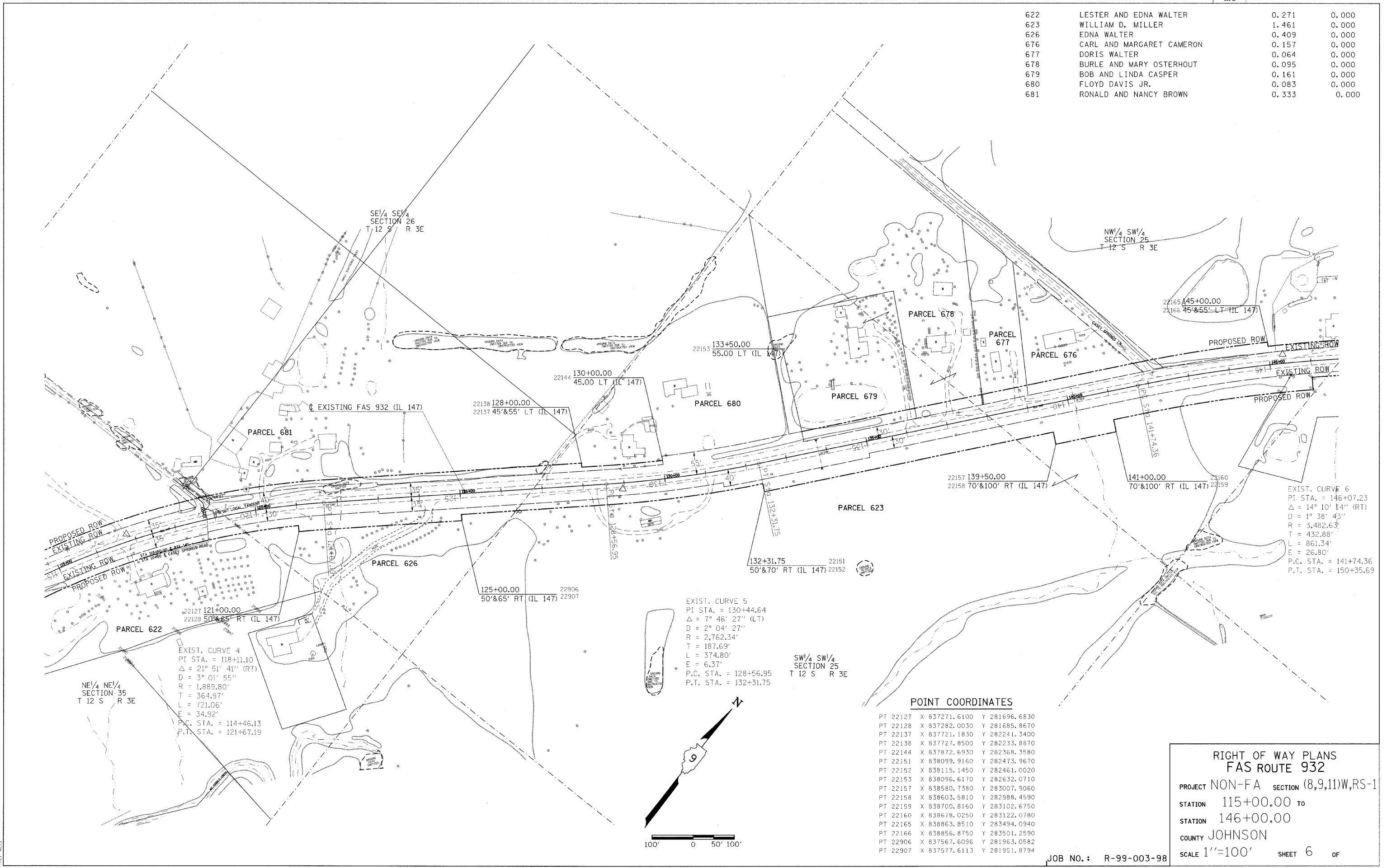
**RIGHT OF WAY PLANS
FAS ROUTE 932**

PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 85+00.00 TO 117+00.00
 COUNTY JOHNSON
 SCALE 1"=100' SHEET 5 OF

DATE-TIME
 CON-SEC
 REF-ALM

PARCEL NO.	NAME	ROW	TE
622	LESTER AND EDNA WALTER	0.271	0.000
623	WILLIAM D. MILLER	1.461	0.000
626	EDNA WALTER	0.409	0.000
676	CARL AND MARGARET CAMERON	0.157	0.000
677	DORIS WALTER	0.064	0.000
678	BURLE AND MARY OSTERHOUT	0.095	0.000
679	BOB AND LINDA CASPER	0.161	0.000
680	FLOYD DAVIS JR.	0.083	0.000
681	RONALD AND NANCY BROWN	0.333	0.000

DATE _____
 REVISED BY _____
 DATE _____
 DRAWN BY _____



**RIGHT OF WAY PLANS
FAS ROUTE 932**

PROJECT NON-FA SECTION (8,9,11)W,RS-1

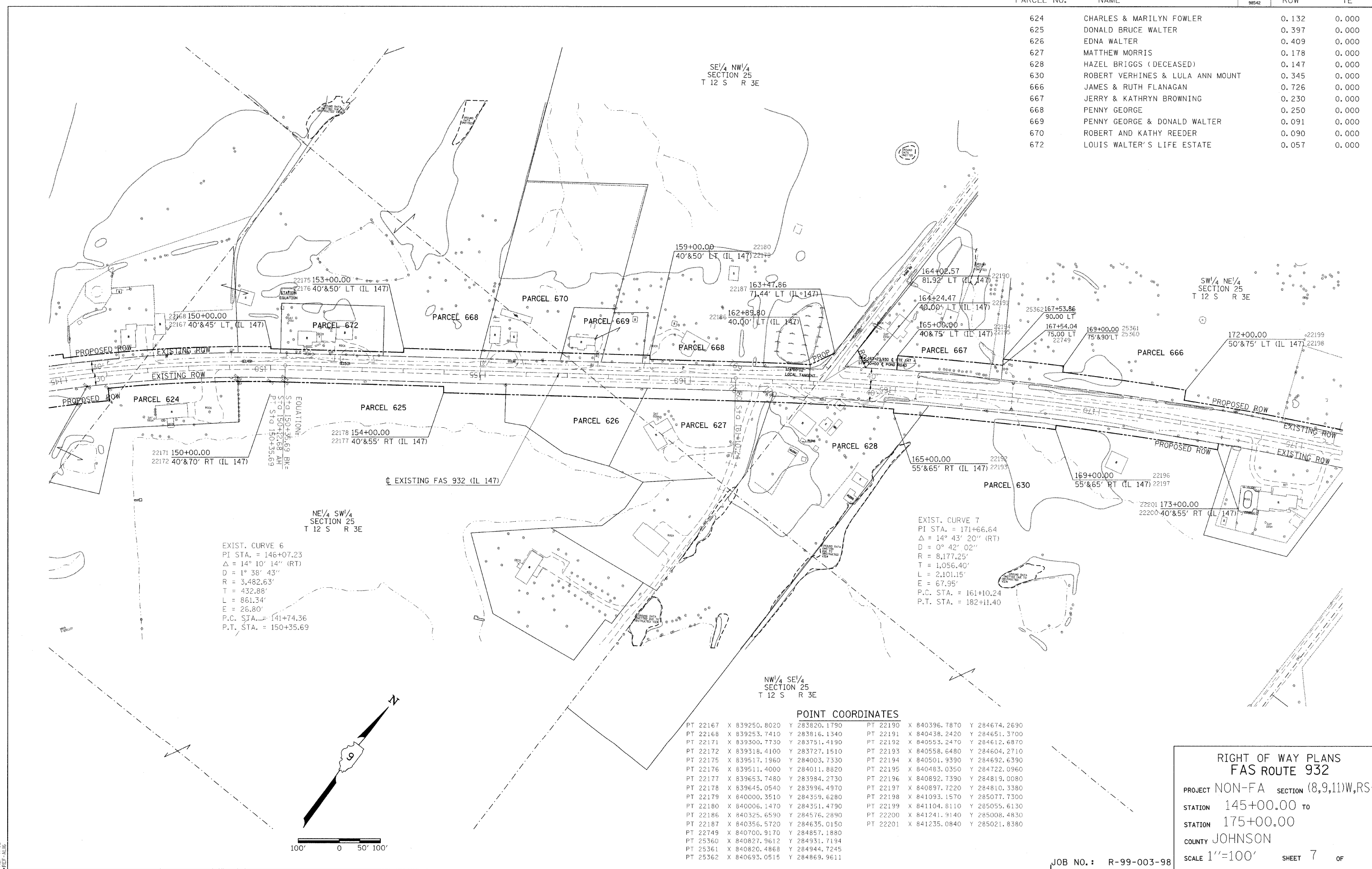
STATION 115+00.00 TO
STATION 146+00.00

COUNTY JOHNSON

SCALE 1"=100' SHEET 6 OF

PARCEL NO.	NAME	ROW	TE
624	CHARLES & MARILYN FOWLER	0.132	0.000
625	DONALD BRUCE WALTER	0.397	0.000
626	EDNA WALTER	0.409	0.000
627	MATTHEW MORRIS	0.178	0.000
628	HAZEL BRIGGS (DECEASED)	0.147	0.000
630	ROBERT VERHINES & LULA ANN MOUNT	0.345	0.000
666	JAMES & RUTH FLANAGAN	0.726	0.000
667	JERRY & KATHRYN BROWNING	0.230	0.000
668	PENNY GEORGE	0.250	0.000
669	PENNY GEORGE & DONALD WALTER	0.091	0.000
670	ROBERT AND KATHY REEDER	0.090	0.000
672	LOUIS WALTER'S LIFE ESTATE	0.057	0.000

REVISOR BY _____ DATE _____
 DRAWN BY _____ DATE _____

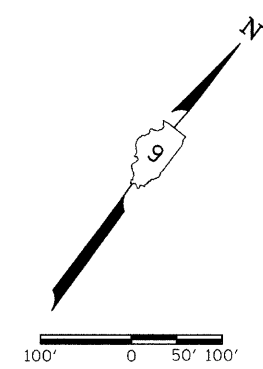


EXIST. CURVE 6
 PI STA. = 146+07.23
 $\Delta = 14^\circ 10' 14''$ (RT)
 $D = 1^\circ 38' 43''$
 $R = 3,482.63'$
 $T = 432.88'$
 $L = 861.34'$
 $E = 26.80'$
 P.C. STA. = 141+74.36
 P.T. STA. = 150+35.69

EXIST. CURVE 7
 PI STA. = 171+66.64
 $\Delta = 14^\circ 43' 20''$ (RT)
 $D = 0^\circ 42' 02''$
 $R = 8,177.25'$
 $T = 1,056.40'$
 $L = 2,101.15'$
 $E = 67.95'$
 P.C. STA. = 161+10.24
 P.T. STA. = 182+11.40

POINT COORDINATES

PT 22167	X 839250.8020	Y 283820.1790	PT 22190	X 840396.7870	Y 284674.2690
PT 22168	X 839253.7410	Y 283816.1340	PT 22191	X 840438.2420	Y 284651.3700
PT 22171	X 839300.7730	Y 283751.4190	PT 22192	X 840553.2470	Y 284612.6870
PT 22172	X 839318.4100	Y 283727.1510	PT 22193	X 840558.6480	Y 284604.2710
PT 22175	X 839517.1960	Y 284003.7330	PT 22194	X 840501.9390	Y 284692.6390
PT 22176	X 839511.4000	Y 284011.8820	PT 22195	X 840483.0350	Y 284722.0960
PT 22177	X 839653.7480	Y 283984.2730	PT 22196	X 840892.7390	Y 284819.0080
PT 22178	X 839645.0540	Y 283996.4970	PT 22197	X 840897.7220	Y 284810.3380
PT 22179	X 840000.3510	Y 284359.6280	PT 22198	X 841093.1570	Y 285077.7300
PT 22180	X 840006.1470	Y 284351.4790	PT 22199	X 841104.8110	Y 285055.6130
PT 22186	X 840325.6590	Y 284576.2890	PT 22200	X 841241.9140	Y 285008.4830
PT 22187	X 840356.5720	Y 284635.0150	PT 22201	X 841235.0840	Y 285021.8380
PT 22749	X 840700.9170	Y 284857.1880			
PT 25360	X 840827.9612	Y 284931.7194			
PT 25361	X 840820.4868	Y 284944.7245			
PT 25362	X 840693.0515	Y 284869.9611			



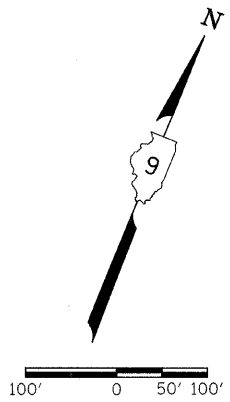
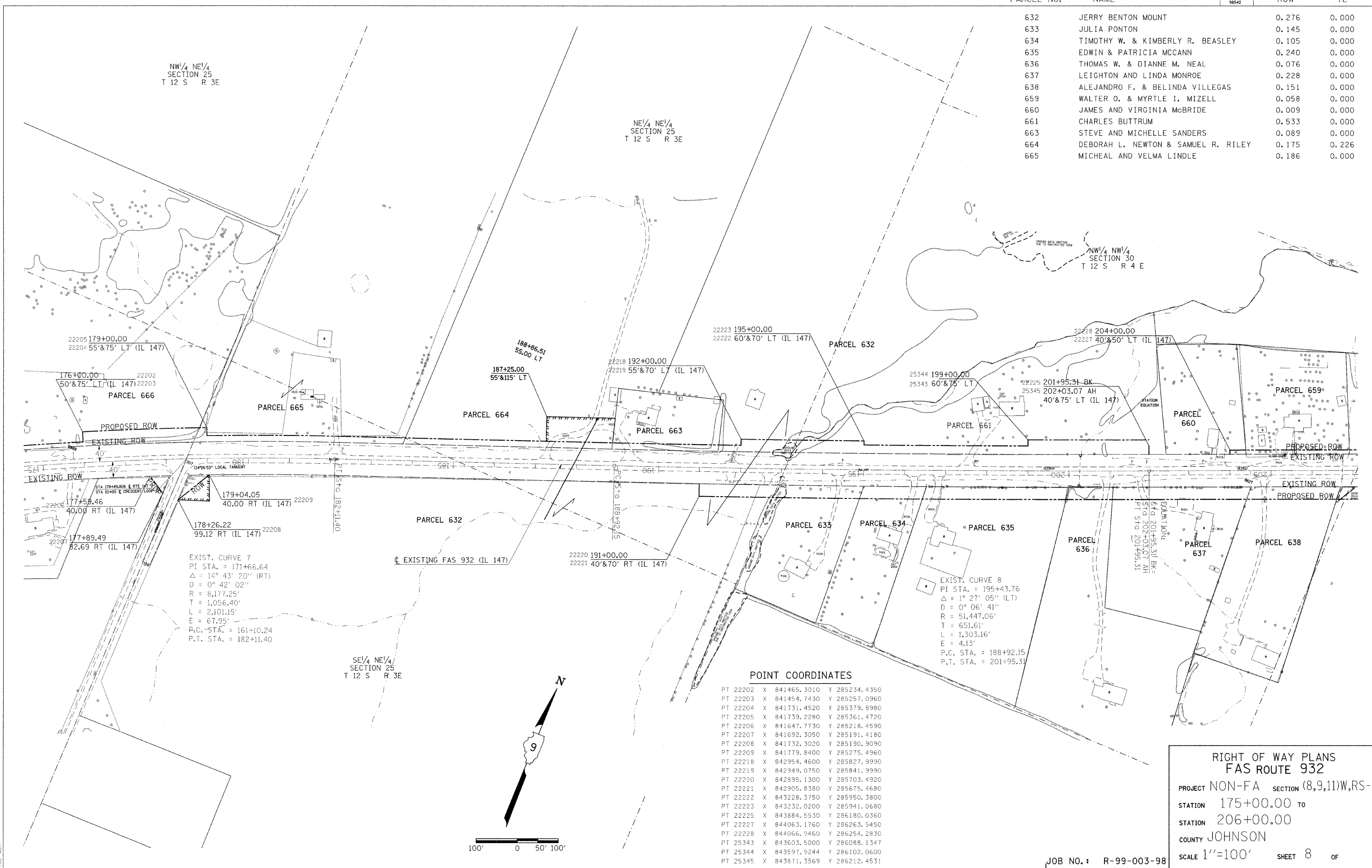
RIGHT OF WAY PLANS
 FAS ROUTE 932
 PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 145+00.00 TO
 STATION 175+00.00
 COUNTY JOHNSON
 SCALE 1"=100' SHEET 7 OF

JOB NO.: R-99-003-98

8/6/2009
 REF: THIS
 REF: 1P6B
 REF: ALB

PARCEL NO.	NAME	ROW	TE
632	JERRY BENTON MOUNT	0.276	0.000
633	JULIA PONTON	0.145	0.000
634	TIMOTHY W. & KIMBERLY R. BEASLEY	0.105	0.000
635	EDWIN & PATRICIA MCCANN	0.240	0.000
636	THOMAS W. & DIANNE M. NEAL	0.076	0.000
637	LEIGHTON AND LINDA MONROE	0.228	0.000
638	ALEJANDRO F. & BELINDA VILLEGAS	0.151	0.000
659	WALTER O. & MYRTLE I. MIZELL	0.058	0.000
660	JAMES AND VIRGINIA McBRIDE	0.009	0.000
661	CHARLES BUTTRUM	0.533	0.000
663	STEVE AND MICHELLE SANDERS	0.089	0.000
664	DEBORAH L. NEWTON & SAMUEL R. RILEY	0.175	0.226
665	MICHEAL AND VELMA LINDLE	0.186	0.000

DATE _____ REVISED BY _____ DATE _____ DRAWN BY _____



RIGHT OF WAY PLANS
FAS ROUTE 932
 PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 175+00.00 TO
 STATION 206+00.00
 COUNTY JOHNSON
 SCALE 1"=100' SHEET 8 OF

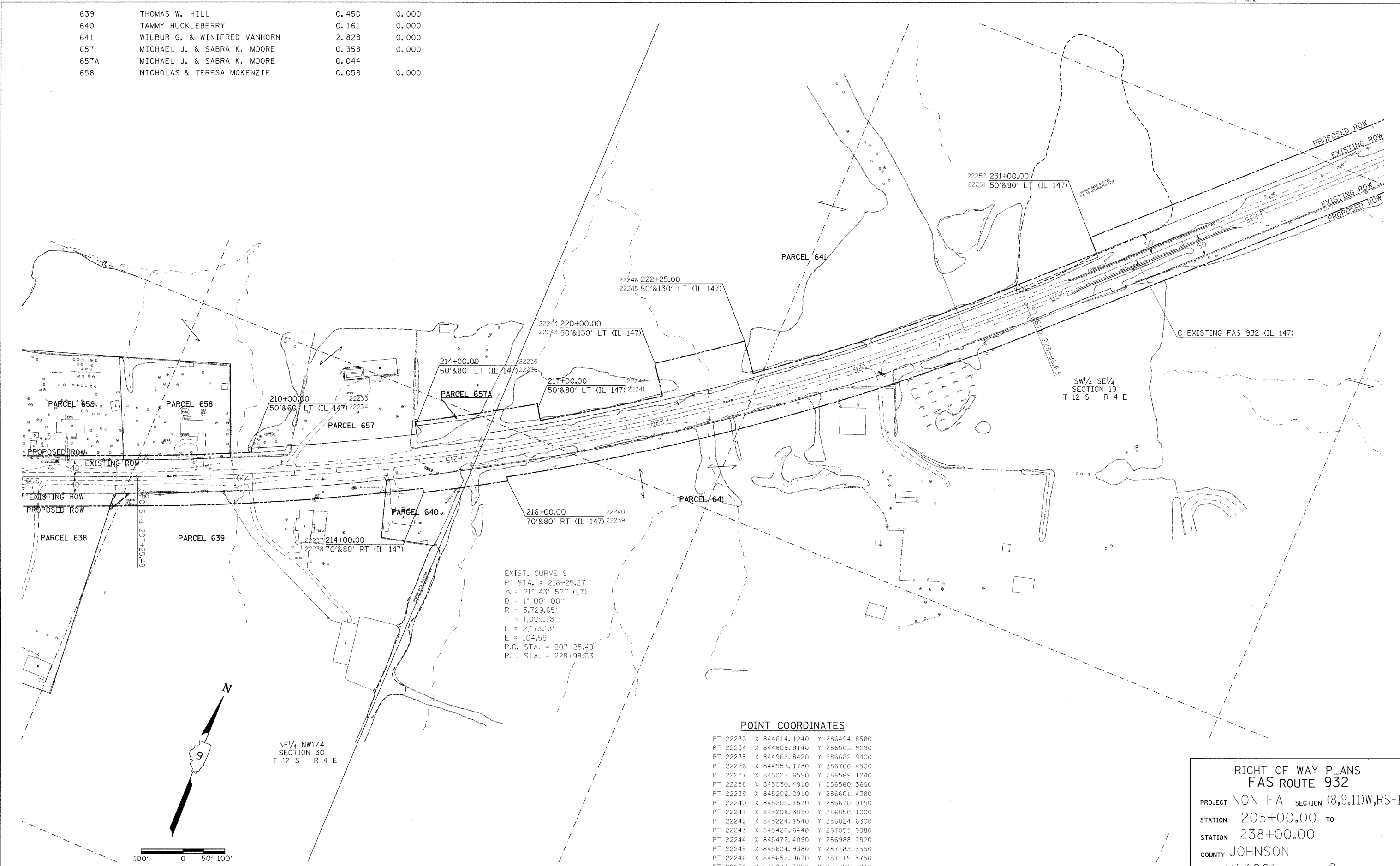
JOB NO. : R-99-003-98

PARCEL NO.	NAME	ROW	TE
639	THOMAS W. HILL	0.450	0.000
640	TAMMY HUCKLEBERRY	0.161	0.000
641	WILBUR G. & WINIFRED VANHORN	2.828	0.000
657	MICHAEL J. & SABRA K. MOORE	0.358	0.000
657A	MICHAEL J. & SABRA K. MOORE	0.044	
658	NICHOLAS & TERESA MCKENZIE	0.058	0.000

REVISED BY _____ DATE _____

DATE _____

DRAWN BY _____



POINT COORDINATES

PT 22233	X 844614.1240	Y 286494.8580
PT 22234	X 844609.9140	Y 286503.9290
PT 22235	X 844962.8420	Y 286682.9400
PT 22236	X 844953.1780	Y 286700.4500
PT 22237	X 845025.6590	Y 286569.1240
PT 22238	X 845030.4910	Y 286560.3690
PT 22239	X 845206.2910	Y 286661.4380
PT 22240	X 845201.1570	Y 286670.0190
PT 22241	X 845208.3030	Y 286850.1000
PT 22242	X 845224.1540	Y 286824.6300
PT 22243	X 845426.6440	Y 287053.9080
PT 22244	X 845472.4090	Y 286988.2920
PT 22245	X 845604.9380	Y 287183.5550
PT 22246	X 845652.9670	Y 287119.5750
PT 22251	X 846277.5820	Y 287721.3910
PT 22252	X 846305.3090	Y 287692.5600

**RIGHT OF WAY PLANS
 FAS ROUTE 932**

PROJECT NON-FA SECTION (8,9,11)W,RS-1

STATION 205+00.00 TO

STATION 238+00.00

COUNTY JOHNSON

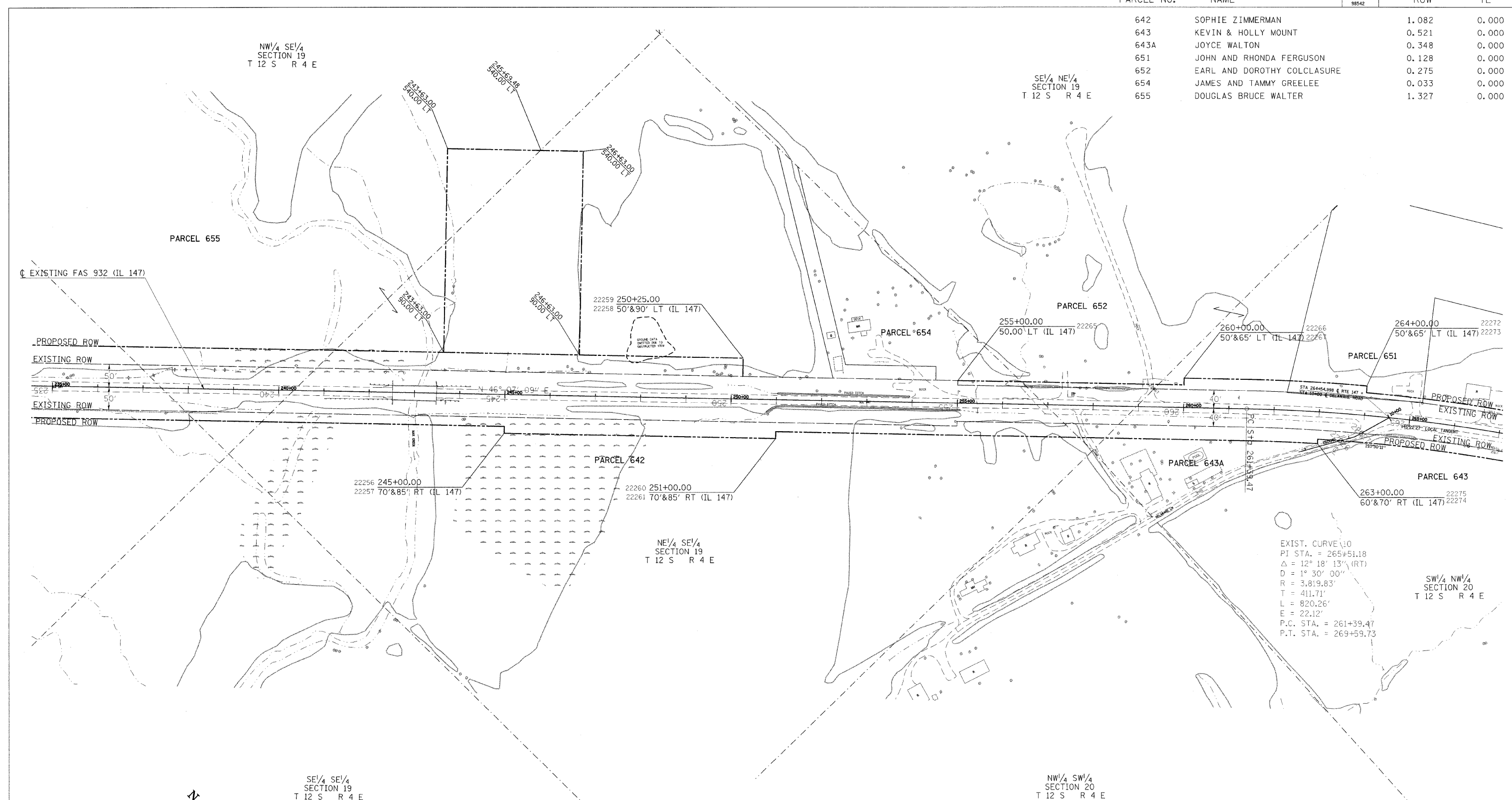
SCALE 1"=100' SHEET 9 OF

JOB NO.: R-99-003-98

8/6/2008
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 REF: 1028
 REF: ALB

PARCEL NO.	NAME	ROW	TE
642	SOPHIE ZIMMERMAN	1.082	0.000
643	KEVIN & HOLLY MOUNT	0.521	0.000
643A	JOYCE WALTON	0.348	0.000
651	JOHN AND RHONDA FERGUSON	0.128	0.000
652	EARL AND DOROTHY COLCLASURE	0.275	0.000
654	JAMES AND TAMMY GREELEE	0.033	0.000
655	DOUGLAS BRUCE WALTER	1.327	0.000

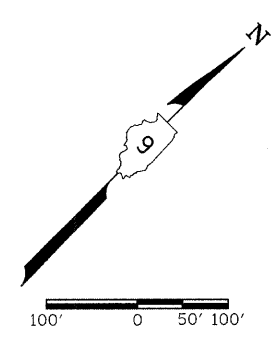
DATE _____
 REVISOR BY _____
 DATE _____
 DRAWN BY _____



EXIST. CURVE 10
 PI STA. = 265+51.18
 $\Delta = 12^\circ 18' 13''$ (RT)
 $D = 1^\circ 30' 00''$
 $R = 3,819.83'$
 $T = 411.71'$
 $L = 820.26'$
 $E = 22.12'$
 P.C. STA. = 261+39.47
 P.T. STA. = 269+59.73

POINT COORDINATES

PT 22256	X 847397.5820	Y 288576.4930
PT 22257	X 847407.9800	Y 288565.6820
PT 22258	X 847665.0870	Y 289055.7290
PT 22259	X 847692.8130	Y 289026.8970
PT 22260	X 847830.0510	Y 288992.3910
PT 22261	X 847840.4490	Y 288981.5790
PT 22265	X 848035.1840	Y 289356.1490
PT 22266	X 848395.5750	Y 289702.7310
PT 22267	X 848385.1780	Y 289713.5420
PT 22272	X 848692.4350	Y 289975.7320
PT 22273	X 848682.7990	Y 289987.2280
PT 22274	X 848695.1300	Y 289819.7280
PT 22275	X 848688.5080	Y 289827.2210



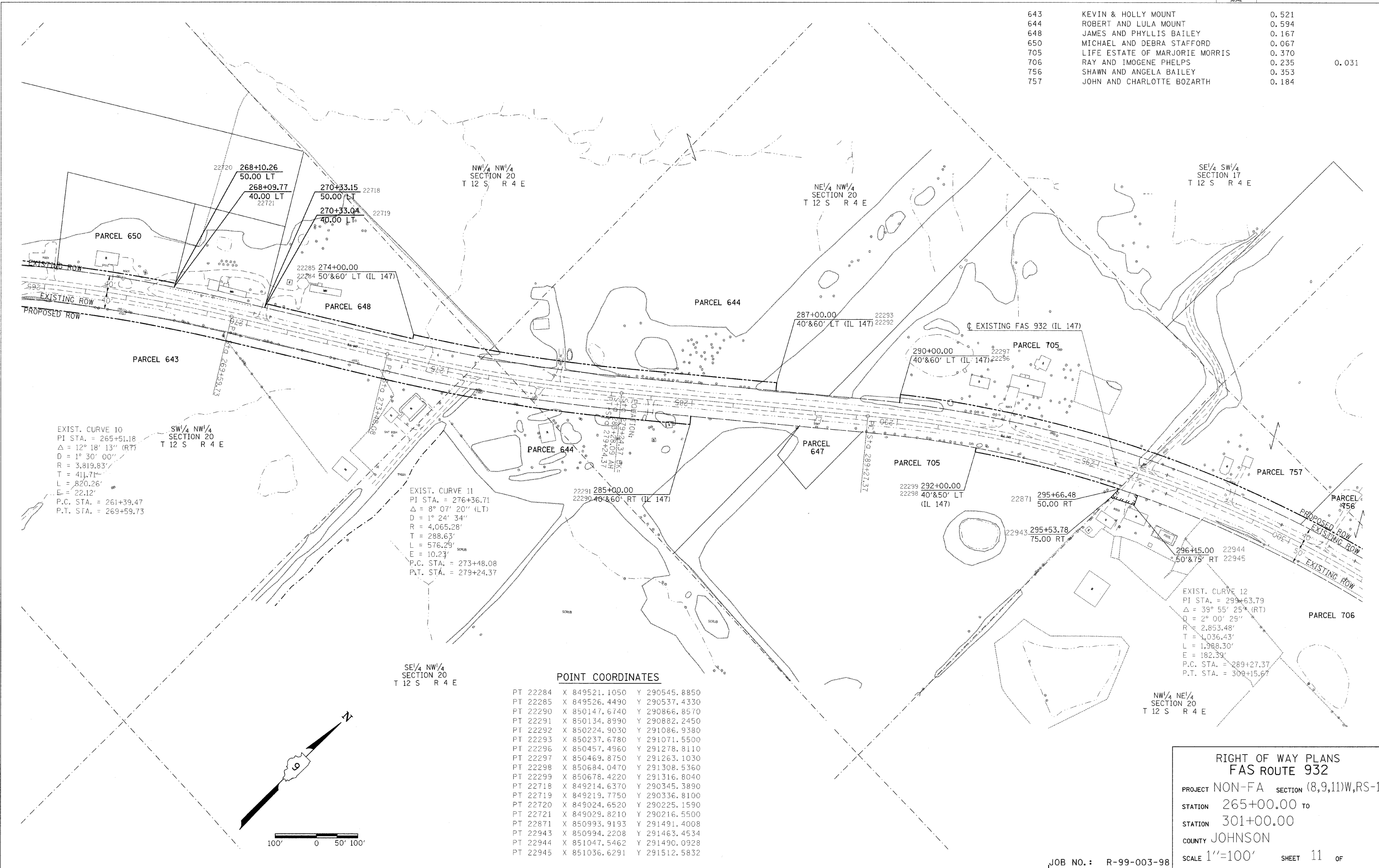
RIGHT OF WAY PLANS
FAS ROUTE 932
 PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 235+00.00 TO
 STATION 267+00.00
 COUNTY JOHNSON
 SCALE 1"=100' SHEET 10 OF

JOB NO. : R-99-003-98

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 REF: AL19

PARCEL NO.	NAME	ROW	TE
643	KEVIN & HOLLY MOUNT	0.521	
644	ROBERT AND LULA MOUNT	0.594	
648	JAMES AND PHYLLIS BAILEY	0.167	
650	MICHAEL AND DEBRA STAFFORD	0.067	
705	LIFE ESTATE OF MARJORIE MORRIS	0.370	
706	RAY AND IMOGENE PHELPS	0.235	0.031
756	SHAWN AND ANGELA BAILEY	0.353	
757	JOHN AND CHARLOTTE BOZARTH	0.184	

REVISIONS: DATE _____ REVISED BY _____
 DRAWN BY _____ DATE _____



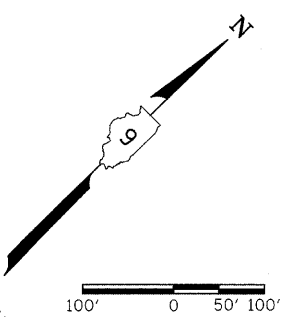
EXIST. CURVE 10
 PI STA. = 265+51.18
 $\Delta = 12^\circ 18' 13''$ (RT)
 $D = 1^\circ 30' 00''$
 $R = 3,819.83'$
 $T = 411.71'$
 $L = 820.26'$
 $E = 22.12'$
 P.C. STA. = 261+39.47
 P.T. STA. = 269+59.73

EXIST. CURVE 11
 PI STA. = 276+36.71
 $\Delta = 8^\circ 07' 20''$ (LT)
 $D = 1^\circ 24' 34''$
 $R = 4,065.28'$
 $T = 288.63'$
 $L = 576.29'$
 $E = 10.23'$
 P.C. STA. = 273+48.08
 P.T. STA. = 279+24.37

EXIST. CURVE 12
 PI STA. = 293+63.79
 $\Delta = 39^\circ 55' 25''$ (RT)
 $D = 2^\circ 00' 29''$
 $R = 2,853.48'$
 $T = 1,036.43'$
 $L = 1,988.30'$
 $E = 182.39'$
 P.C. STA. = 289+27.37
 P.T. STA. = 309+15.67

POINT COORDINATES

PT 22284	X 849521.1050	Y 290545.8850
PT 22285	X 849526.4490	Y 290537.4330
PT 22290	X 850147.6740	Y 290866.8570
PT 22291	X 850134.8990	Y 290882.2450
PT 22292	X 850224.9030	Y 291086.9380
PT 22293	X 850237.6780	Y 291071.5500
PT 22296	X 850457.4960	Y 291278.8110
PT 22297	X 850469.8750	Y 291263.1030
PT 22298	X 850684.0470	Y 291308.5360
PT 22299	X 850678.4220	Y 291316.8040
PT 22718	X 849214.6370	Y 290345.3890
PT 22719	X 849219.7750	Y 290336.8100
PT 22720	X 849024.6520	Y 290225.1590
PT 22721	X 849029.8210	Y 290216.5500
PT 22871	X 850993.9193	Y 291491.4008
PT 22943	X 850994.2208	Y 291463.4534
PT 22944	X 851047.5462	Y 291490.0928
PT 22945	X 851036.6291	Y 291512.5832



RIGHT OF WAY PLANS
FAS ROUTE 932

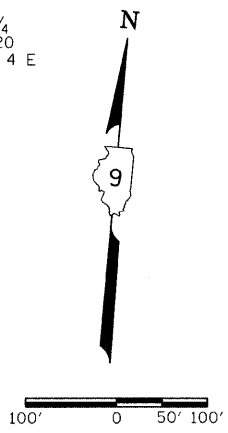
PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 265+00.00 TO 301+00.00
 COUNTY JOHNSON
 SCALE 1"=100' SHEET 11 OF

8/6/2008
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 REF-AL1

PARCEL NO.	NAME		
706	RAY AND IMOGENE PHELPS	0.235	0.031
707	CHAD PHELPS	0.079	
708	LIFE ESTATE OF RILLIS/LILLIAN KERLEY	0.728	
709	JENNIFER ABATE	0.128	
710	LOUIS AND YUCHA LANGLEY	0.994	
753	PEGGY SMOOT	2.076	
753A	ESTATE OF BURRIS ET. AL.	0.007	
754	AGLAND HOLDINGS, LCC	0.126	
755	ROBERT AND CYNTHIA HAVENS	0.283	
756	SHAWN AND ANGELA BAILEY	0.299	

REVISOR BY _____ DATE _____

DRAWN BY _____ DATE _____



RIGHT OF WAY PLANS
FAS ROUTE 932

PROJECT NON-FA SECTION (8,9,11)W,RS-1

STATION 300+00.00 TO

STATION 331+00.00

COUNTY JOHNSON

SCALE 1"=100' SHEET 12 OF

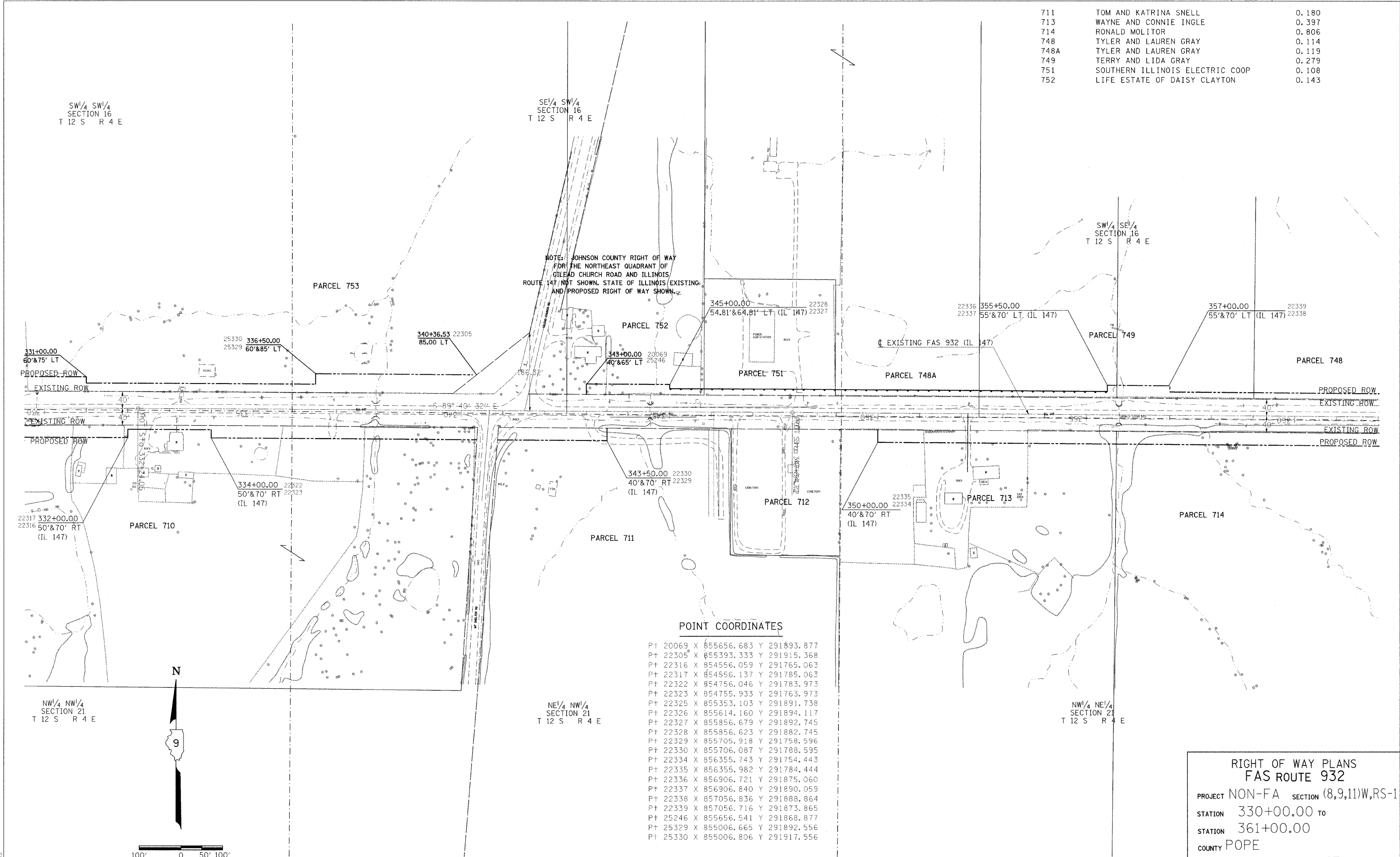
JOB NO.: R-99-003-88

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REF-1002
REF-012

F.A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 932	(8,9,11)W,RS-1	POPE & JOHNSON	401	147
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	ROW	TE
CONTRACT NO. 99-42				

PARCEL NO.	NAME	ROW	TE
711	TOM AND KATRINA SNELL	0.180	
713	WAYNE AND CONNIE INGLE	0.397	
714	RONALD MOLITOR	0.806	
748	TYLER AND LAUREN GRAY	0.114	
748A	TYLER AND LAUREN GRAY	0.119	
749	TERRY AND LIDA GRAY	0.279	
751	SOUTHERN ILLINOIS ELECTRIC COOP	0.108	
752	LIFE ESTATE OF DAISY CLAYTON	0.143	

DATE _____
 REVISOR BY _____
 DATE _____
 DRAWN BY _____



NOTE: JOHNSON COUNTY RIGHT OF WAY FOR THE NORTHEAST QUADRANT OF GILEAD CHURCH ROAD AND ILLINOIS ROUTE 147 NOT SHOWN. STATE OF ILLINOIS/EXISTING AND PROPOSED RIGHT OF WAY SHOWN.

POINT COORDINATES

Pt 20069	X 855656.683	Y 291893.877
Pt 22305	X 855393.333	Y 291915.368
Pt 22316	X 854556.059	Y 291765.063
Pt 22317	X 854556.137	Y 291785.063
Pt 22322	X 854756.046	Y 291783.973
Pt 22323	X 854755.933	Y 291763.973
Pt 22325	X 855353.103	Y 291891.738
Pt 22326	X 855614.160	Y 291894.117
Pt 22327	X 855856.679	Y 291892.745
Pt 22328	X 855856.623	Y 291882.745
Pt 22329	X 855705.918	Y 291758.596
Pt 22330	X 855706.087	Y 291788.595
Pt 22334	X 856355.743	Y 291754.443
Pt 22335	X 856355.982	Y 291784.444
Pt 22336	X 856906.721	Y 291875.060
Pt 22337	X 856906.840	Y 291890.059
Pt 22338	X 857056.836	Y 291888.864
Pt 22339	X 857056.716	Y 291873.865
Pt 25246	X 855656.541	Y 291868.877
Pt 25329	X 855006.665	Y 291892.556
Pt 25330	X 855006.806	Y 291917.556

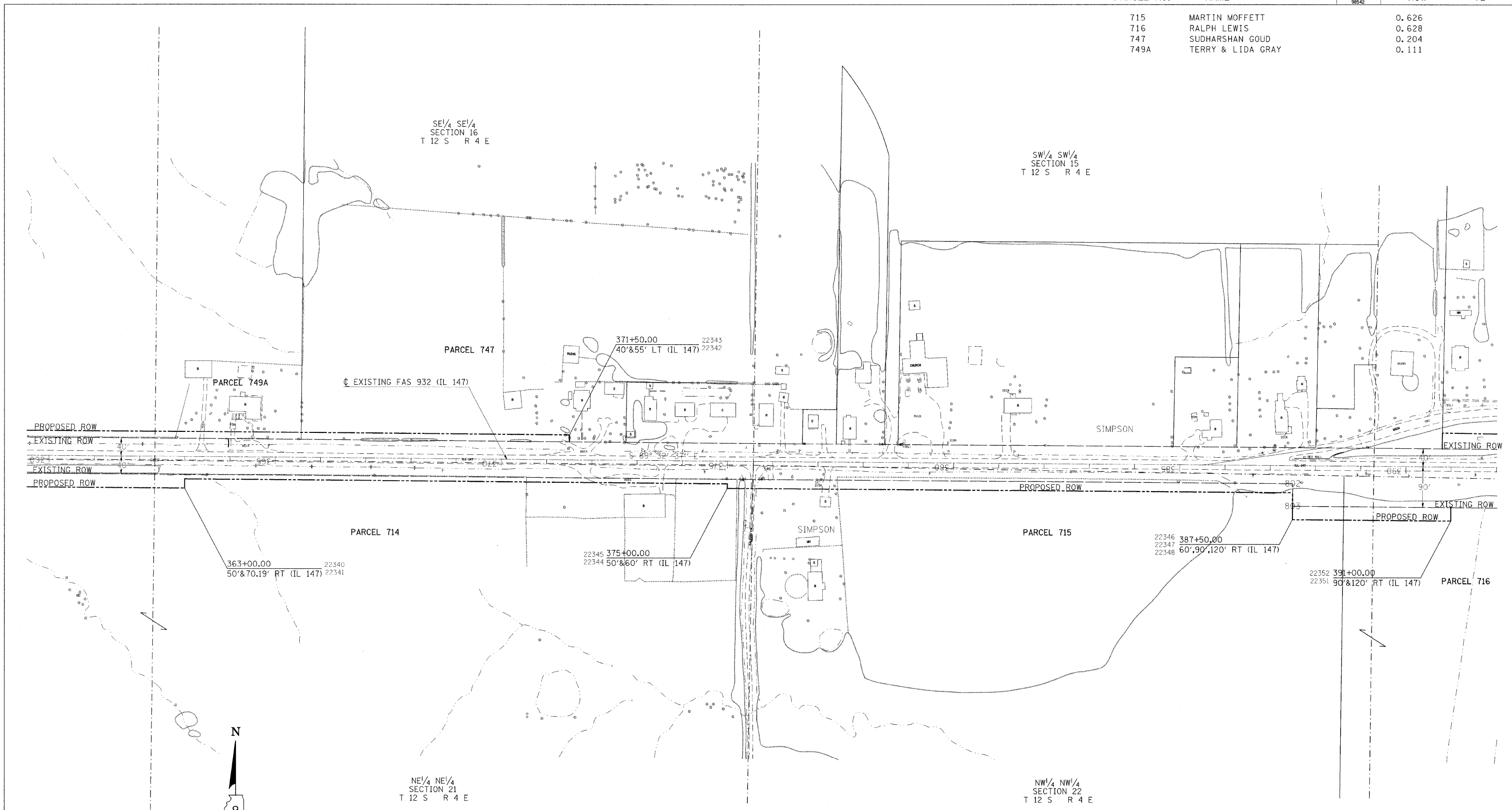
RIGHT OF WAY PLANS
FAS ROUTE 932
 PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 330+00.00 TO
 STATION 361+00.00
 COUNTY POPE
 SCALE 1"=100'
 SHEET 13 OF

JOB NO. : R-99-003-98

DATE-TIME
 CON-SPEC
 REF-132D
 REF-132C
 REF-013C

PARCEL NO.	NAME	ROW	TE
715	MARTIN MOFFETT	0.626	
716	RALPH LEWIS	0.628	
747	SUDHARSHAN GOUD	0.204	
749A	TERRY & LIDA GRAY	0.111	

REVISIONS: _____ DATE _____
 DRAWN BY _____ DATE _____



POINT COORDINATES

PT 22340	X 857655.8620	Y 291764.0890
PT 22341	X 857655.7015	Y 291744.0890
PT 22342	X 858506.6700	Y 291862.3160
PT 22343	X 858506.5510	Y 291847.3160
PT 22344	X 858855.7430	Y 291744.5320
PT 22345	X 858855.8230	Y 291754.5310
PT 22346	X 860105.7030	Y 291734.5750
PT 22347	X 860105.4640	Y 291704.5760
PT 22348	X 860105.2250	Y 291674.5770
PT 22351	X 860455.2140	Y 291671.7890
PT 22352	X 860455.4530	Y 291701.7880

**RIGHT OF WAY PLANS
FAS ROUTE 932**

PROJECT NON-FA SECTION (8,9,11)W,RS-1

STATION 360+00.00 TO

STATION 391+00.00

COUNTY POPE

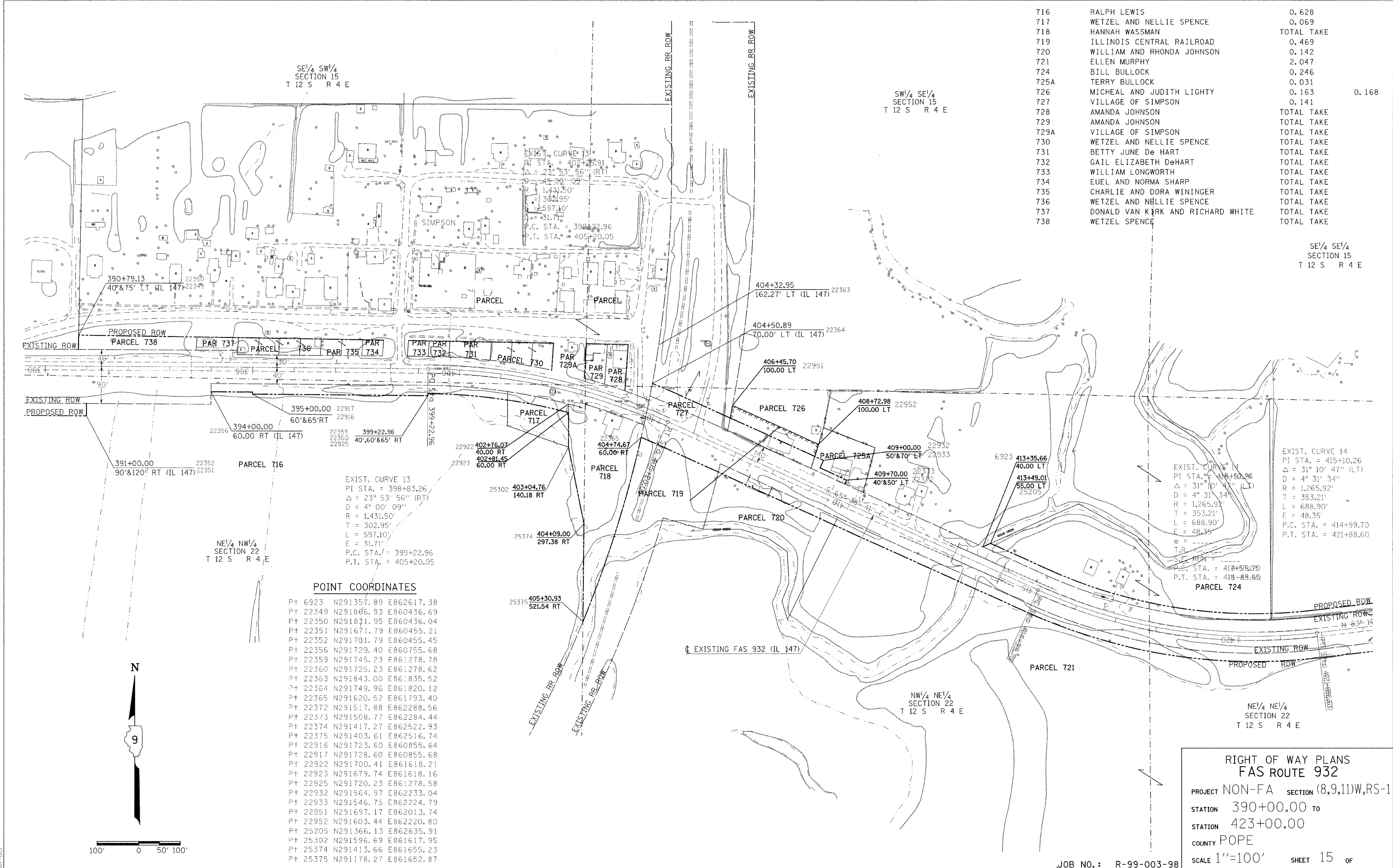
SCALE 1"=100' SHEET 14 OF

JOB NO. : R-99-003-98

DATE-TIME
CON-SPEC
REF-018

PARCEL NO.	NAME	ROW	TE
716	RALPH LEWIS	0.628	
717	WETZEL AND NELLIE SPENCE	0.069	
718	HANNAH WASSMAN	TOTAL TAKE	
719	ILLINOIS CENTRAL RAILROAD	0.469	
720	WILLIAM AND RHONDA JOHNSON	0.142	
721	ELLEN MURPHY	2.047	
724	BILL BULLOCK	0.246	
725A	TERRY BULLOCK	0.031	
726	MICHEAL AND JUDITH LIGHTY	0.163	0.168
727	VILLAGE OF SIMPSON	0.141	
728	AMANDA JOHNSON	TOTAL TAKE	
729	AMANDA JOHNSON	TOTAL TAKE	
729A	VILLAGE OF SIMPSON	TOTAL TAKE	
730	WETZEL AND NELLIE SPENCE	TOTAL TAKE	
731	BETTY JUNE De HART	TOTAL TAKE	
732	GAIL ELIZABETH DeHART	TOTAL TAKE	
733	WILLIAM LONGWORTH	TOTAL TAKE	
734	EUEL AND NORMA SHARP	TOTAL TAKE	
735	CHARLIE AND DORA WININGER	TOTAL TAKE	
736	WETZEL AND NELLIE SPENCE	TOTAL TAKE	
737	DONALD VAN KIRK AND RICHARD WHITE	TOTAL TAKE	
738	WETZEL SPENCE	TOTAL TAKE	

REVISED BY _____ DATE _____
 DRAWN BY _____ DATE _____



SE 1/4 SW 1/4
SECTION 15
T 12 S R 4 E

SW 1/4 SE 1/4
SECTION 15
T 12 S R 4 E

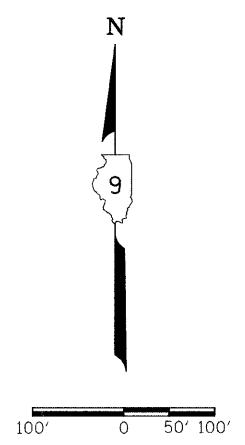
SE 1/4 SE 1/4
SECTION 15
T 12 S R 4 E

EXIST. CURVE 13
 PI STA. = 398+83.26
 Δ = 23° 53' 56" (RT)
 D = 4° 00' 09"
 R = 1,431.50'
 T = 302.95'
 L = 597.10'
 E = 31.71'
 P.C. STA. = 399+22.96
 P.T. STA. = 405+20.05

EXIST. CURVE 14
 PI STA. = 415+10.26
 Δ = 31° 10' 47" (LT)
 D = 4° 31' 34"
 R = 1,265.92'
 T = 353.21'
 L = 688.90'
 E = 48.35'
 P.C. STA. = 414+99.70
 P.T. STA. = 421+88.60

POINT COORDINATES

Pt 6923	N291357.89	E862617.38
Pt 22349	N291866.93	E860436.69
Pt 22350	N291831.95	E860436.04
Pt 22351	N291671.79	E860455.21
Pt 22352	N291701.79	E860455.45
Pt 22356	N291729.40	E860755.68
Pt 22359	N291745.23	E861278.78
Pt 22360	N291725.23	E861278.62
Pt 22363	N291843.00	E861835.52
Pt 22364	N291749.96	E861820.12
Pt 22365	N291620.52	E861793.40
Pt 22372	N291517.88	E862288.56
Pt 22373	N291508.77	E862284.44
Pt 22374	N291417.27	E862522.93
Pt 22375	N291403.61	E862516.74
Pt 22916	N291723.60	E860855.64
Pt 22917	N291728.60	E860855.68
Pt 22922	N291700.41	E861618.21
Pt 22923	N291679.74	E861618.16
Pt 22925	N291720.23	E861278.58
Pt 22932	N291564.97	E862233.04
Pt 22933	N291546.75	E862224.79
Pt 22951	N291697.17	E862013.74
Pt 22952	N291603.44	E862220.80
Pt 25205	N291366.13	E862635.91
Pt 25302	N291596.69	E861617.95
Pt 25374	N291413.66	E861655.23
Pt 25375	N291178.27	E861652.87



**RIGHT OF WAY PLANS
FAS ROUTE 932**

PROJECT NON-FA SECTION (8,9,11)W,RS-1

STATION 390+00.00 TO 423+00.00

COUNTY POPE

SCALE 1"=100' SHEET 15 OF

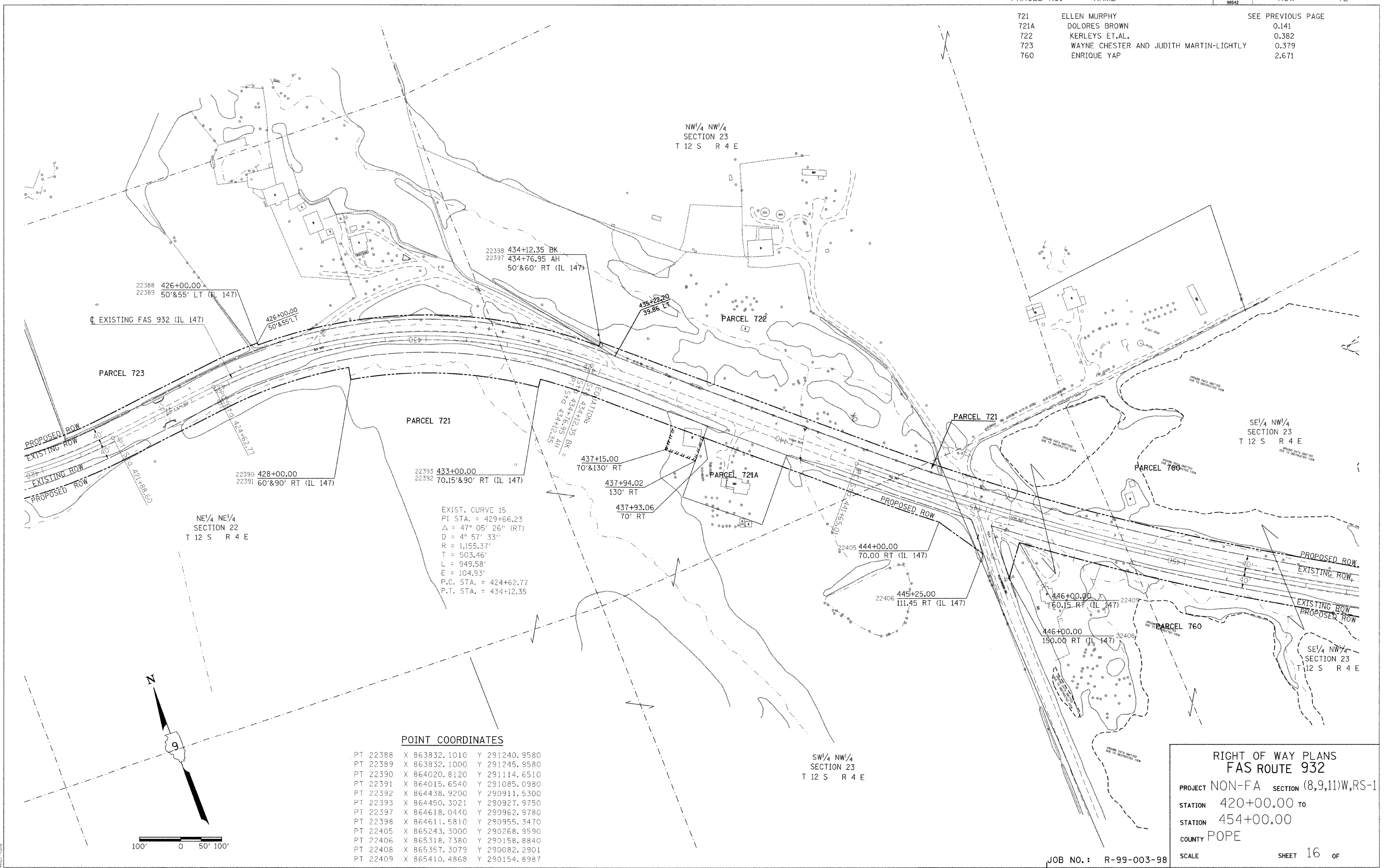
JOB NO. : R-99-003-98

DATE-TIME
 CON-REC
 REF-015

F.A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
FAS 932	18,9,11W,RS-1	POPE & JOHNSON	401	150	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO.	ROW	TE
			88-42		

PARCEL NO.	NAME	SEE PREVIOUS PAGE
721	ELLEN MURPHY	0.141
721A	DOLORES BROWN	0.382
722	KERLEYS ET.AL.	0.379
723	WAYNE CHESTER AND JUDITH MARTIN-LIGHTLY	2.671
760	ENRIQUE YAP	

REVISOR BY _____ DATE _____
DRAWN BY _____ DATE _____



POINT COORDINATES

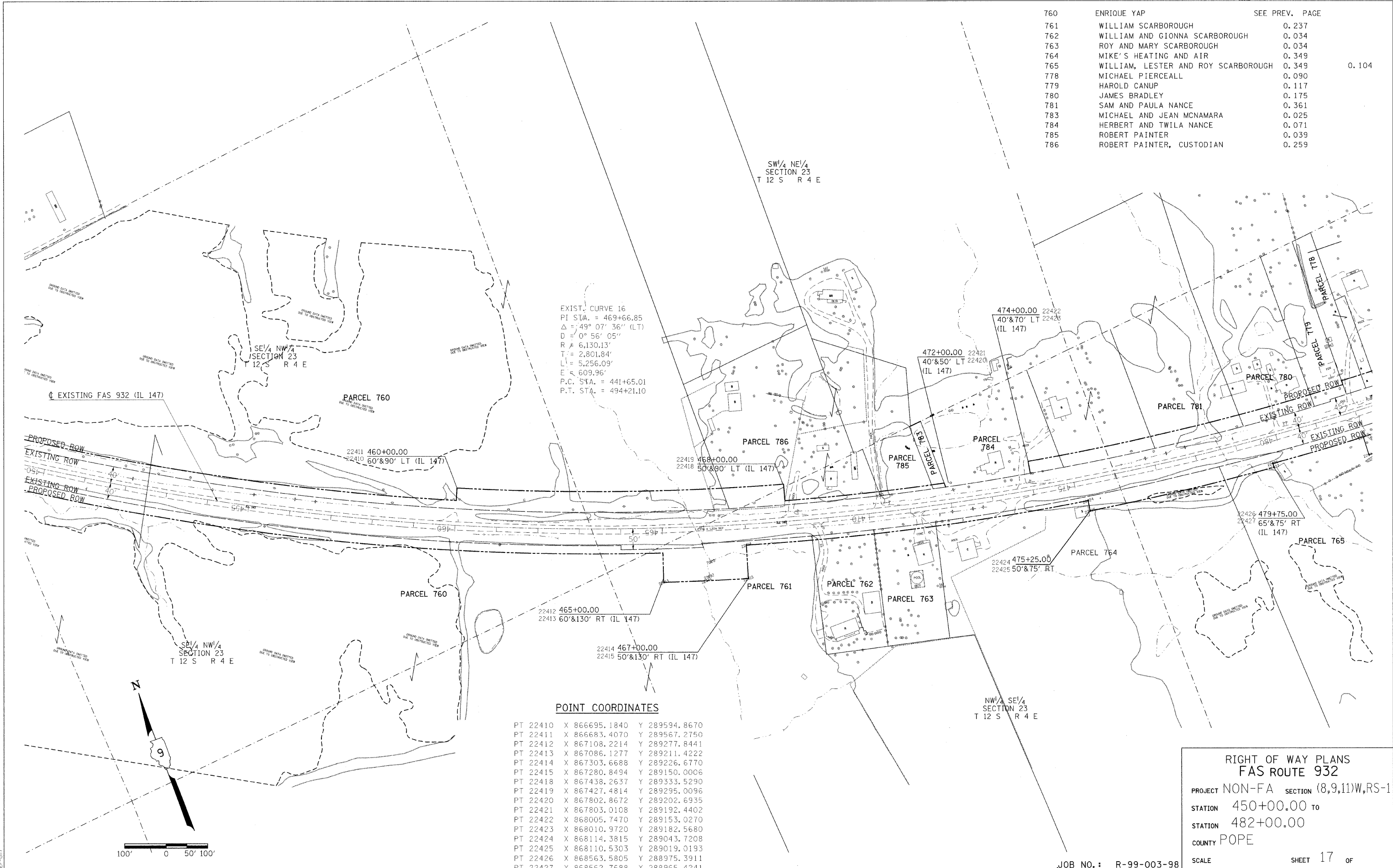
PT 22388	X 863832.1010	Y 291240.9580
PT 22389	X 863832.1000	Y 291245.9580
PT 22390	X 864020.8120	Y 291114.6510
PT 22391	X 864015.6540	Y 291085.0980
PT 22392	X 864438.9200	Y 290911.5300
PT 22393	X 864450.3021	Y 290927.9750
PT 22397	X 864618.0440	Y 290962.9780
PT 22398	X 864611.5810	Y 290955.3470
PT 22405	X 865243.3000	Y 290268.9590
PT 22406	X 865318.7380	Y 290158.8840
PT 22408	X 865357.3079	Y 290082.2901
PT 22409	X 865410.4868	Y 290154.8987

RIGHT OF WAY PLANS
FAS ROUTE 932
PROJECT NON-FA SECTION (8,9,11)W,RS-1
STATION 420+00.00 TO
STATION 454+00.00
COUNTY POPE
SCALE SHEET 16 OF

DATE-TIME
DIM-SPEC
REF-CRIB

PARCEL NO.	NAME	SEE PREV. PAGE
760	ENRIQUE YAP	
761	WILLIAM SCARBOROUGH	0.237
762	WILLIAM AND GIONNA SCARBOROUGH	0.034
763	ROY AND MARY SCARBOROUGH	0.034
764	MIKE'S HEATING AND AIR	0.349
765	WILLIAM, LESTER AND ROY SCARBOROUGH	0.349
778	MICHAEL PIERCEALL	0.090
779	HAROLD CANUP	0.117
780	JAMES BRADLEY	0.175
781	SAM AND PAULA NANCE	0.361
783	MICHAEL AND JEAN MCNAMARA	0.025
784	HERBERT AND TWILA NANCE	0.071
785	ROBERT PAINTER	0.039
786	ROBERT PAINTER, CUSTODIAN	0.259

REVISIONS: DATE BY DATE BY
 DRAWN BY



POINT COORDINATES

PT 22410	X 866695.1840	Y 289594.8670
PT 22411	X 866683.4070	Y 289567.2750
PT 22412	X 867108.2214	Y 289277.8441
PT 22413	X 867086.1277	Y 289211.4222
PT 22414	X 867303.6688	Y 289226.6770
PT 22415	X 867280.8494	Y 289150.0006
PT 22418	X 867438.2637	Y 289333.5290
PT 22419	X 867427.4814	Y 289295.0096
PT 22420	X 867802.8672	Y 289202.6935
PT 22421	X 867803.0108	Y 289192.4402
PT 22422	X 868005.7470	Y 289153.0270
PT 22423	X 868010.9720	Y 289182.5680
PT 22424	X 868114.3815	Y 289043.7208
PT 22425	X 868110.5303	Y 289019.0193
PT 22426	X 868563.5805	Y 288975.3911
PT 22427	X 868562.7688	Y 288965.4241

**RIGHT OF WAY PLANS
FAS ROUTE 932**

PROJECT NON-FA SECTION (8,9,11)W,RS-1

STATION 450+00.00 TO

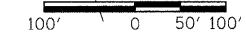
STATION 482+00.00

COUNTY POPE

SCALE SHEET 17 OF

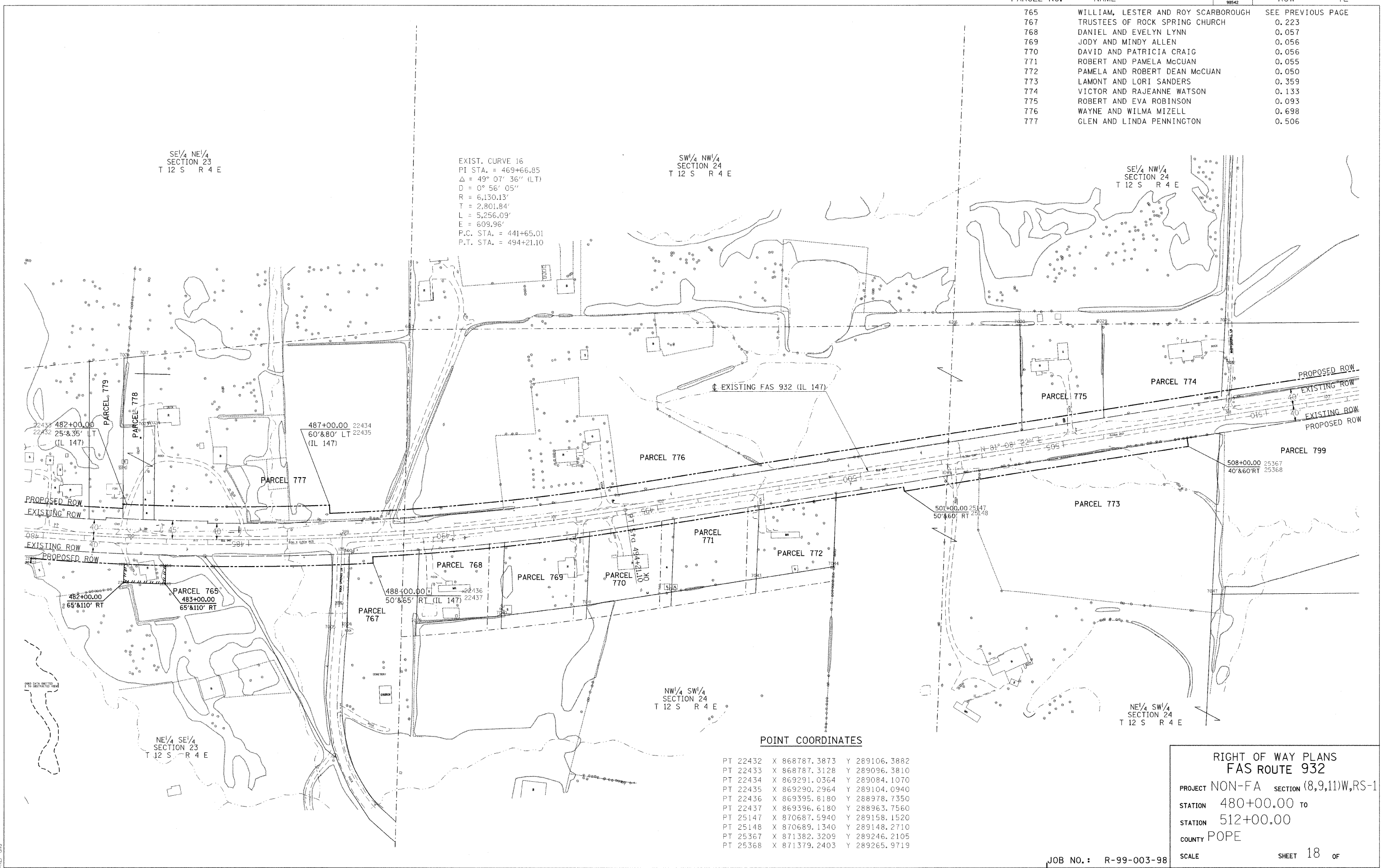
JOB NO. : R-99-003-98

DATE-TIME
 4:00-5:00 PM
 4-17-07



PARCEL NO.	NAME	ROW	TE
765	WILLIAM, LESTER AND ROY SCARBOROUGH	SEE PREVIOUS PAGE	
767	TRUSTEES OF ROCK SPRING CHURCH	0.223	
768	DANIEL AND EVELYN LYNN	0.057	
769	JODY AND MINDY ALLEN	0.056	
770	DAVID AND PATRICIA CRAIG	0.056	
771	ROBERT AND PAMELA McCUAN	0.055	
772	PAMELA AND ROBERT DEAN McCUAN	0.050	
773	LAMONT AND LORI SANDERS	0.359	
774	VICTOR AND RAJEANNE WATSON	0.133	
775	ROBERT AND EVA ROBINSON	0.093	
776	WAYNE AND WILMA MIZELL	0.698	
777	GLEN AND LINDA PENNINGTON	0.506	

REVISIONS: _____ DATE _____
 DRAWN BY _____ DATE _____



EXIST. CURVE 16
 PI STA. = 469+66.85
 $\Delta = 49^\circ 07' 36''$ (LT)
 $D = 0^\circ 56' 05''$
 $R = 6,130.13'$
 $T = 2,801.84'$
 $L = 5,256.09'$
 $E = 609.96'$
 P.C. STA. = 441+65.01
 P.T. STA. = 494+21.10

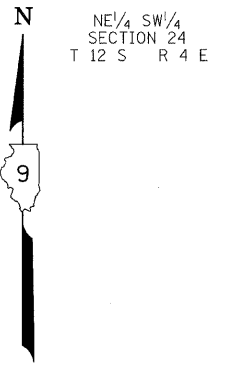
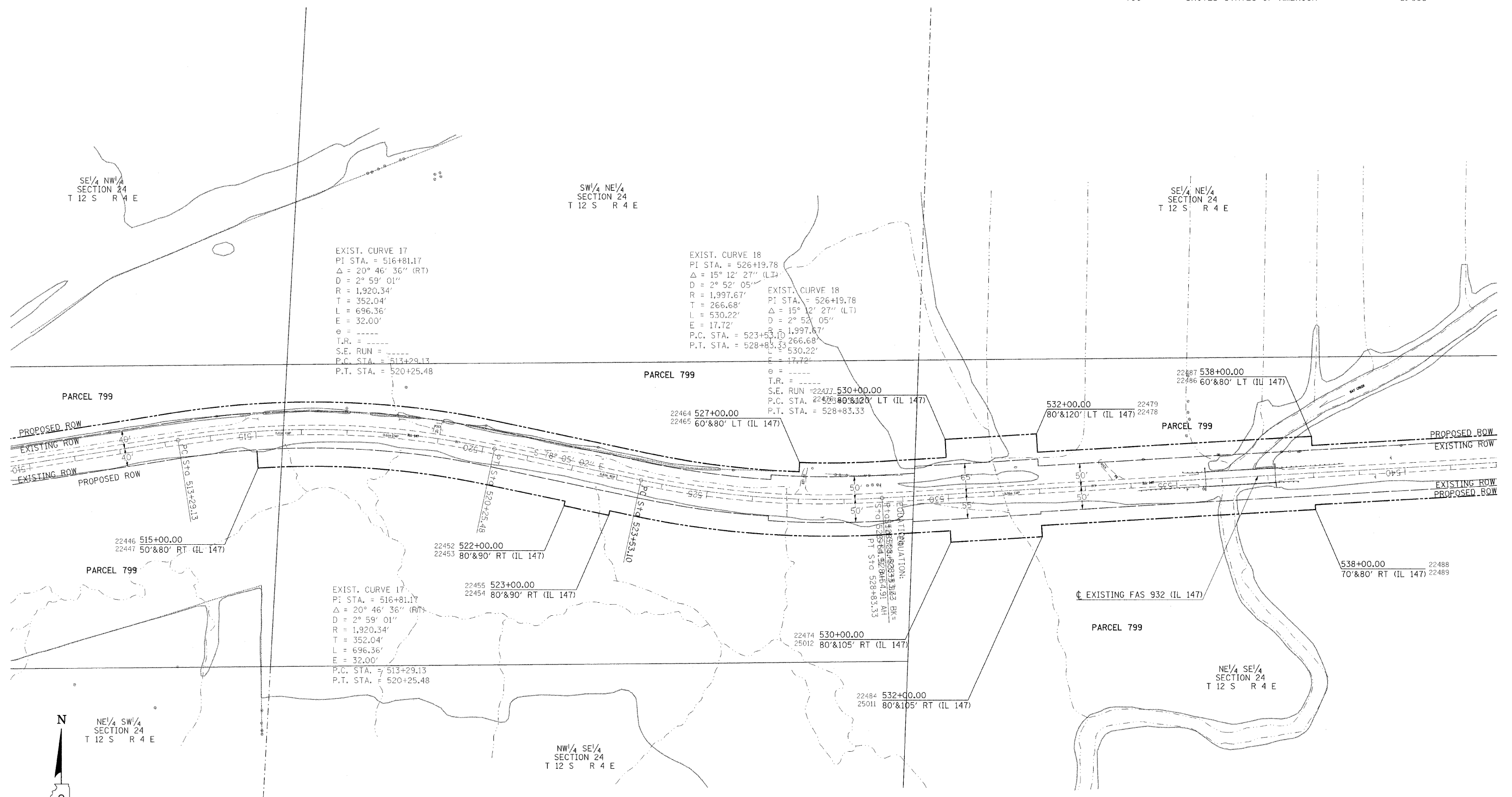
POINT COORDINATES

PT 22432	X 868787.3873	Y 289106.3882
PT 22433	X 868787.3128	Y 289096.3810
PT 22434	X 869291.0364	Y 289084.1070
PT 22435	X 869290.2964	Y 289104.0940
PT 22436	X 869395.8180	Y 288978.7350
PT 22437	X 869396.6180	Y 288963.7560
PT 25147	X 870687.5940	Y 289158.1520
PT 25148	X 870689.1340	Y 289148.2710
PT 25367	X 871382.3209	Y 289246.2105
PT 25368	X 871379.2403	Y 289265.9719

RIGHT OF WAY PLANS
FAS ROUTE 932
 PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 480+00.00 TO
 STATION 512+00.00
 COUNTY POPE
 SCALE _____ SHEET 18 OF _____

DATE-TIME
 DGN-SPEC
 REF-1089
 REF-1089
 REF-0189

REVISED BY _____ DATE _____
 DRAWN BY _____ DATE _____



POINT COORDINATES

PT 22446	X 872068.2980	Y 289365.8600	PT 22476	X 873573.8940	Y 289389.0950
PT 22447	X 872070.9220	Y 289325.9460	PT 22477	X 873576.1910	Y 289349.1610
PT 22452	X 872742.4300	Y 289254.2190	PT 22478	X 873773.5650	Y 289400.5770
PT 22453	X 872740.3650	Y 289244.4350	PT 22479	X 873775.8510	Y 289360.8100
PT 22454	X 872838.2110	Y 289223.7870	PT 22484	X 873785.0370	Y 289201.0740
PT 22455	X 872840.2750	Y 289233.5710	PT 22486	X 874374.8620	Y 289395.2570
PT 22464	X 873254.7330	Y 289318.9760	PT 22487	X 874376.0100	Y 289375.2900
PT 22465	X 873255.4200	Y 289338.9640	PT 22488	X 874383.4740	Y 289245.5050
PT 22474	X 873585.3670	Y 289189.5910	PT 22489	X 874384.0480	Y 289235.5210
			PT 25011	X 873786.4728	Y 289176.1149
			PT 25012	X 873586.8027	Y 289164.6324

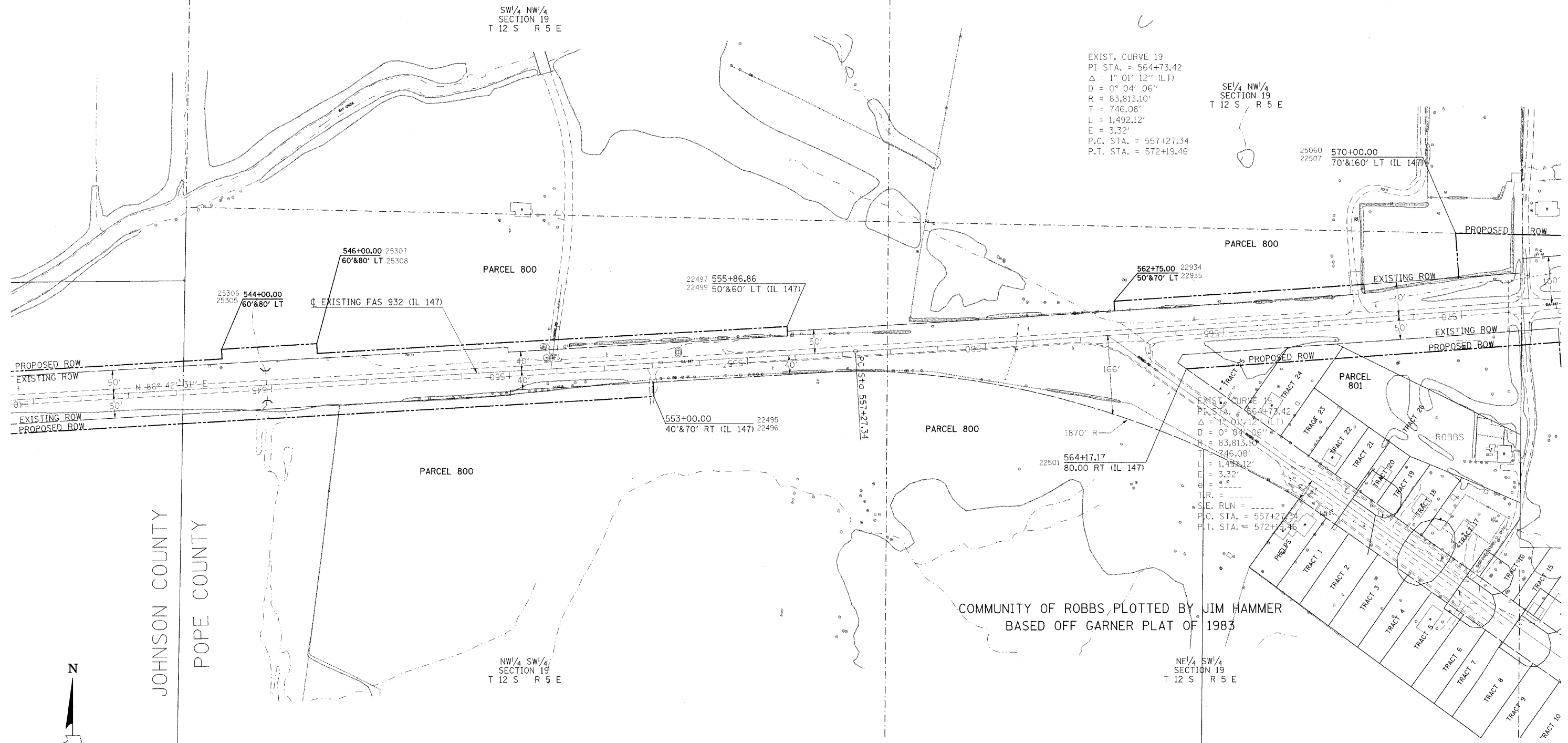
RIGHT OF WAY PLANS
FAS ROUTE 932
 PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 510+00.00 TO
 STATION 541+00.00
 COUNTY POPE
 SCALE _____ SHEET 19 OF _____

DATE-TIME
 CHY-SEC
 REF-019

F.A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 932	(8,9,11)W,RS-1	POPE & JOHNSON	401	154
FED. ROAD DIST. NO.	BLK/NOTS	FED. AID PROJECT	ROW	TE
CONTRACT NO. 98542				

PARCEL NO.	NAME	ROW
800	UNITED STATES OF AMERICA	8.956
801	ALAN, SHARON AND STEVEN ROBB AND GARY WISE	0.244

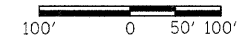
REVISOR BY _____ DATE _____
DRAWN BY _____ DATE _____



EXIST. CURVE 19
 PI STA. = 564+73.42
 Δ = 1° 01' 12" (LT)
 D = 0° 04' 06"
 R = 83,813.10'
 T = 746.08'
 L = 1,492.12'
 E = 3.32'
 P.C. STA. = 557+27.34
 P.T. STA. = 572+19.46

JOHNSON COUNTY
 POPE COUNTY

COMMUNITY OF ROBBS, PLOTTED BY JIM HAMMER
 BASED OFF GARNER PLAT OF 1983



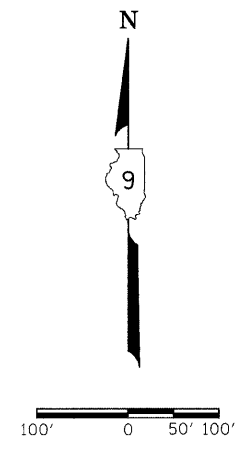
POINT COORDINATES

PT 22495	X 875879.2770	Y 289361.5740
PT 22496	X 875881.0000	Y 289331.6230
PT 22497	X 876160.4910	Y 289468.0120
PT 22499	X 876159.9240	Y 289477.8780
PT 22501	X 876997.3860	Y 289388.6530
PT 22507	X 877568.4930	Y 289578.5680
PT 22934	X 876845.790	Y 289529.128
PT 22935	X 876847.069	Y 289509.169
PT 25060	X 877561.739	Y 289671.409
PT 25305	X 874975.020	Y 289409.738
PT 25306	X 874973.872	Y 289429.705
PT 25307	X 875173.542	Y 289441.187
PT 25308	X 875174.691	Y 289421.220

**RIGHT OF WAY PLANS
 FAS ROUTE 932**
 PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 540+00.00 TO
 STATION 572+00.00
 COUNTY POPE
 SCALE SHEET 20 OF

JOB NO. : R-99-003-98

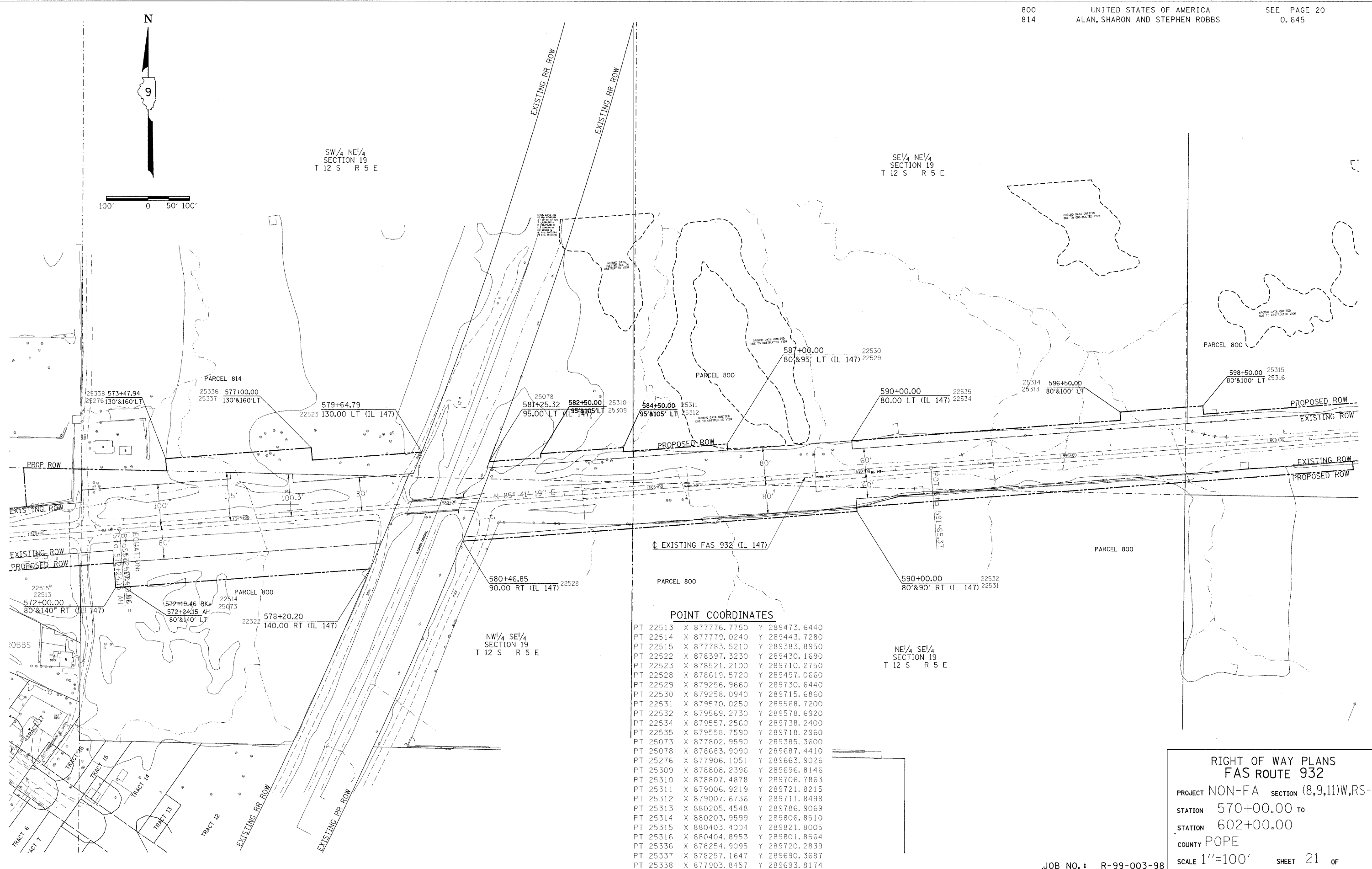
DATE-TIME
 REF-0100
 REF-0100



SW 1/4 NE 1/4
SECTION 19
T 12 S R 5 E

SE 1/4 NE 1/4
SECTION 19
T 12 S R 5 E

DRAWN BY _____ DATE _____
 REVISED BY _____ DATE _____



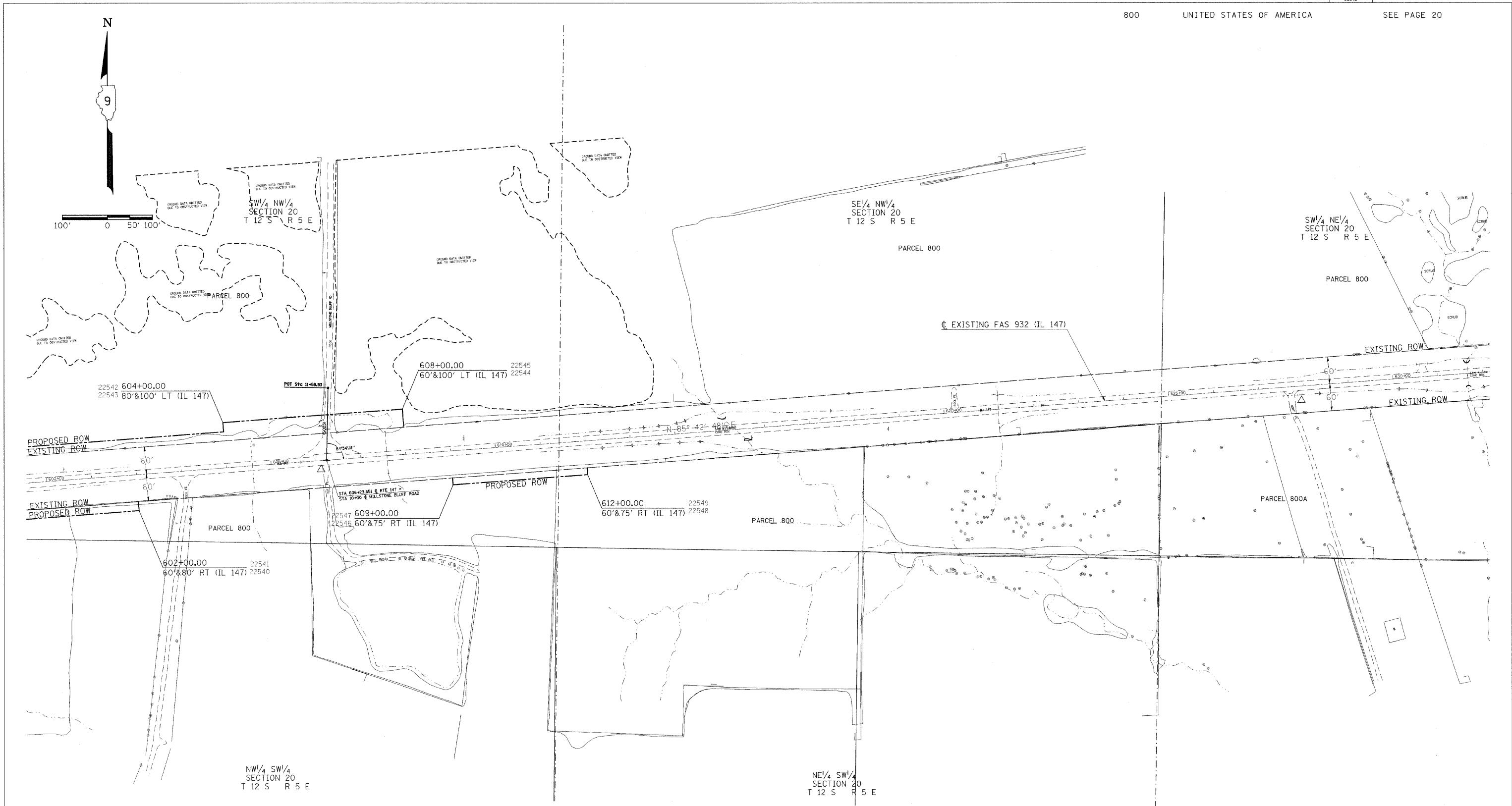
POINT COORDINATES

PT 22513	X 877776.7750	Y 289473.6440
PT 22514	X 877779.0240	Y 289443.7280
PT 22515	X 877783.5210	Y 289383.8950
PT 22522	X 878397.3230	Y 289430.1690
PT 22523	X 878521.2100	Y 289710.2750
PT 22528	X 878619.5720	Y 289497.0660
PT 22529	X 879256.9660	Y 289730.6440
PT 22530	X 879258.0940	Y 289715.6860
PT 22531	X 879570.0250	Y 289568.7200
PT 22532	X 879569.2730	Y 289578.6920
PT 22534	X 879557.2560	Y 289738.2400
PT 22535	X 879558.7590	Y 289718.2960
PT 25073	X 877802.9590	Y 289385.3600
PT 25078	X 878683.9090	Y 289687.4410
PT 25276	X 877906.1051	Y 289663.9026
PT 25309	X 878808.2396	Y 289696.8146
PT 25310	X 878807.4878	Y 289706.7863
PT 25311	X 879006.9219	Y 289721.8215
PT 25312	X 879007.6736	Y 289711.8498
PT 25313	X 880205.4548	Y 289786.9069
PT 25314	X 880203.9599	Y 289806.8510
PT 25315	X 880403.4004	Y 289821.8005
PT 25316	X 880404.8953	Y 289801.8564
PT 25336	X 878254.9095	Y 289720.2839
PT 25337	X 878257.1647	Y 289690.3687
PT 25338	X 877903.8457	Y 289693.8174

**RIGHT OF WAY PLANS
FAS ROUTE 932**
 PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 570+00.00 TO
 STATION 602+00.00
 COUNTY POPE
 SCALE 1"=100' SHEET 21 OF

DATE-TIME*
 REF-PC*
 REF-0311

REVISOR BY DATE
DRAWN BY DATE



POINT COORDINATES

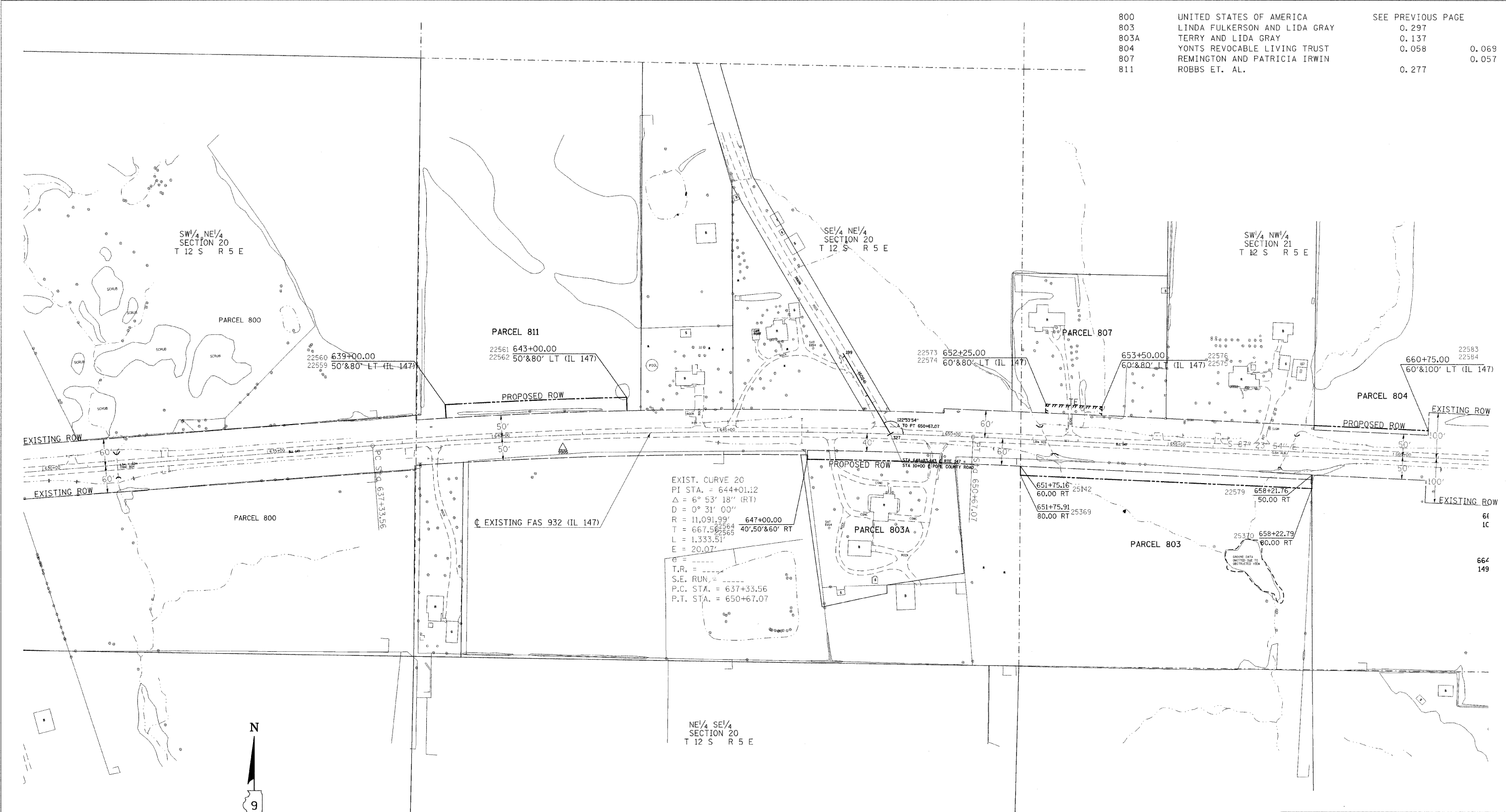
PT 22540	X 880765.8760	Y 289668.4660
PT 22541	X 880764.3810	Y 289688.4100
PT 22542	X 880953.3570	Y 289842.9680
PT 22543	X 880951.8620	Y 289862.9120
PT 22544	X 881350.7430	Y 289892.8110
PT 22545	X 881353.7330	Y 289852.9230
PT 22546	X 881463.5440	Y 289725.7750
PT 22547	X 881462.4230	Y 289740.7330
PT 22548	X 881762.7040	Y 289748.1990
PT 22549	X 881761.5830	Y 289763.1570

**RIGHT OF WAY PLANS
FAS ROUTE 932**
PROJECT NON-FA SECTION (8,9,11)W,RS-1
STATION 600+00.00 TO
STATION 632+00.00
COUNTY POPE
SCALE 1"=100' SHEET 22 OF

DATE-TIME
REF-SPEC
REF-PLAN
REF-DIST

PARCEL NO.	NAME	SEE PREVIOUS PAGE
800	UNITED STATES OF AMERICA	0.297
803	LINDA FULKERSON AND LIDA GRAY	0.137
803A	TERRY AND LIDA GRAY	0.058
804	YONTS REVOCABLE LIVING TRUST	0.069
807	REMINGTON AND PATRICIA IRWIN	0.057
811	ROBBS ET. AL.	0.277

REVISOR BY _____ DATE _____
 DRAWN BY _____ DATE _____



POINT COORDINATES

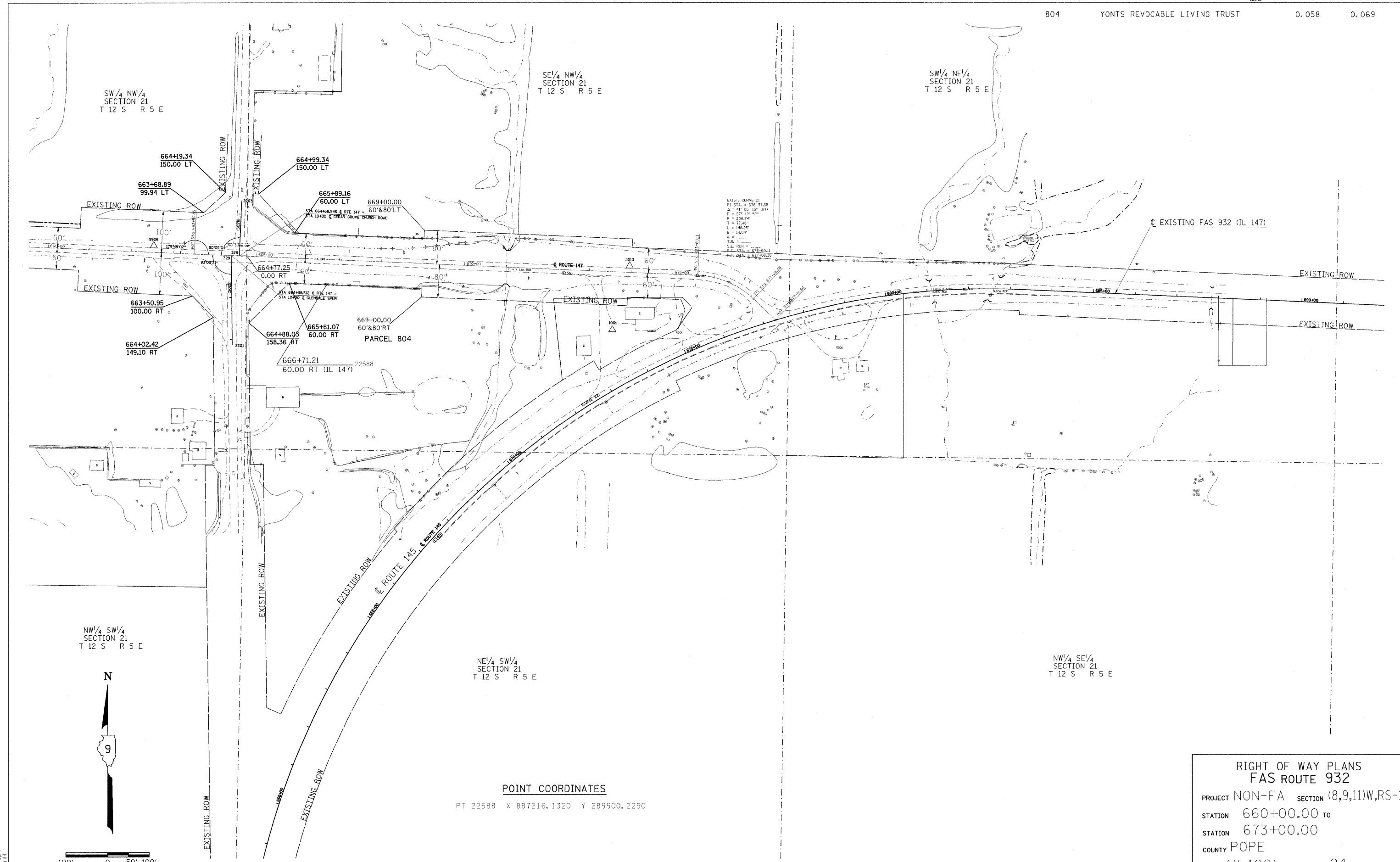
PT 22559	X 884444.8500	Y 290103.4190	PT 22579	X 886367.7770	Y 289947.7610
PT 22560	X 884446.6430	Y 290073.4730	PT 25370	X 886367.4419	Y 289917.7457
PT 22561	X 884848.0740	Y 290090.2550	PT 22573	X 885776.6240	Y 290084.7350
PT 22562	X 884847.3620	Y 290120.2460	PT 22574	X 885777.5320	Y 290104.7140
PT 22564	X 885248.6180	Y 289992.5600	PT 22575	X 885902.4030	Y 290099.0410
PT 22565	X 885248.4947	Y 289982.5608	PT 22576	X 885901.4960	Y 290079.0610
PT 25142	X 885721.3900	Y 289967.1210	PT 22577	X 886372.5590	Y 290057.6580
PT 25369	X 885721.2295	Y 289947.1074	PT 22578	X 886372.1250	Y 290047.6670
			PT 22583	X 886625.2940	Y 290036.1640
			PT 22584	X 886625.7480	Y 290046.1540

RIGHT OF WAY PLANS
FAS ROUTE 932
 PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 630+00.00 TO
 STATION 662+00.00
 COUNTY POPE
 SCALE 1"=100' SHEET 23 OF

JOB NO.: R-99-003-98

8/6/2008
 c:\pro\refa\p03298\undoc\p1on\900398r3.dgn
 REF-T003
 REF-015

DATE _____ REVISED BY _____ DATE _____
 DRAWN BY _____ DATE _____



EXIST. CURVE 21
 PI STA = 676+97.28
 Δ = 41° 00' 15" (RT)
 D = 27° 42' 52"
 R = 206.74
 L = 77.48'
 E = 142.28'
 S = 142.01'
 T.R. =
 S.E. RUN = 675+60.13
 P.T. STA = 675+100.39

NW/4 SW/4
 SECTION 21
 T 12 S R 5 E



100' 0 50' 100'

POINT COORDINATES
 PT 22588 X 887216.1320 Y 289900.2290

RIGHT OF WAY PLANS
 FAS ROUTE 932
 PROJECT NON-FA SECTION (8,9,11)W,RS-1
 STATION 660+00.00 TO
 STATION 673+00.00
 COUNTY POPE
 SCALE 1"=100' SHEET 24 OF

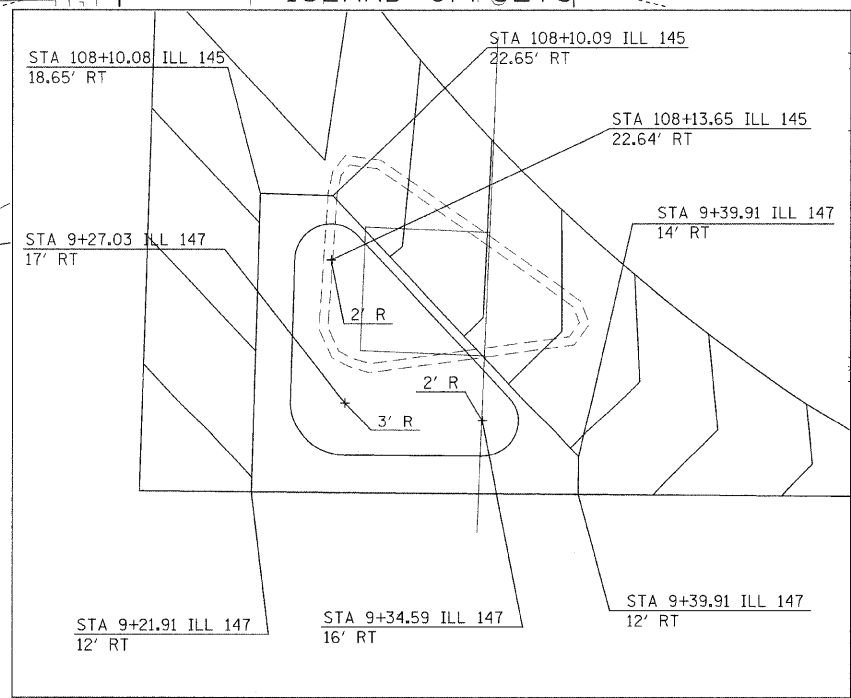
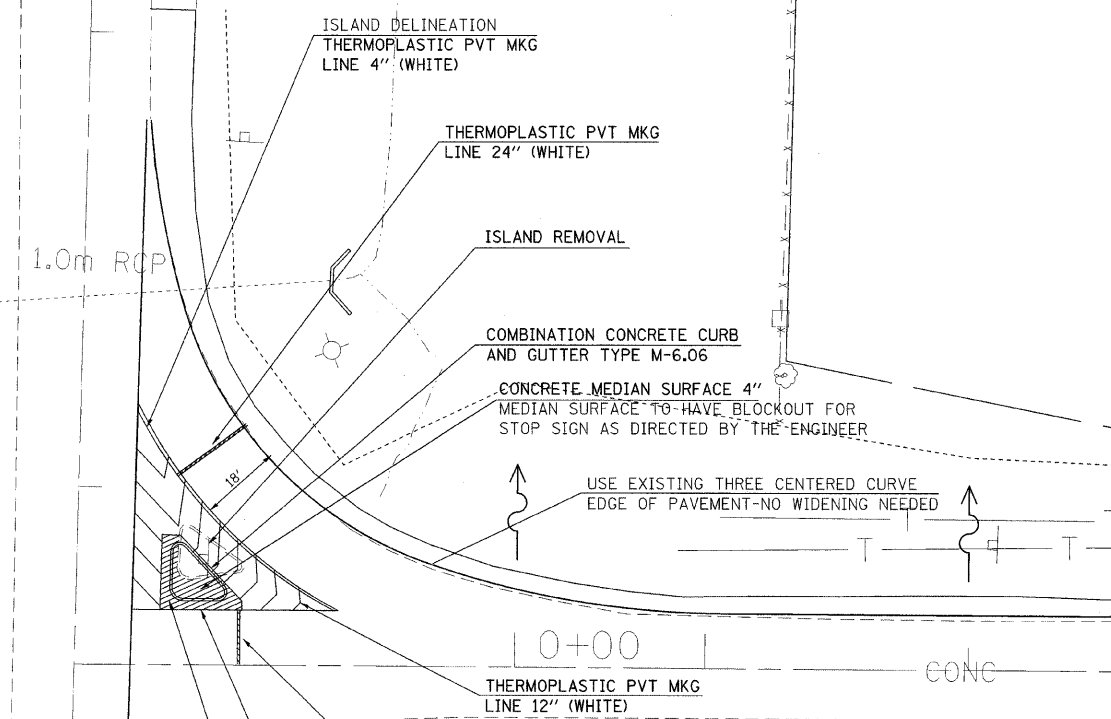
8/6/2008
 C:\p01\projects\9903238\NonDcc\plan\1900398r-3.dgn
 *REF: Topik
 *REF: JJJ

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1	*	401	159
STA.		TO STA.		
FED. ROAD DIST. NO. -		ILLINOIS	FED. AID PROJECT	
* JOHNSON & POPE				

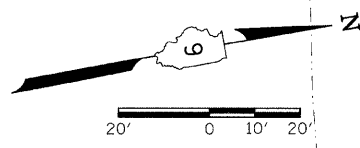
NORTHWEST QUADRANT

STATIONING ALONG ILL 146	OFFSET TO E.P.	STATIONING ALONG ILL 147	OFFSET TO E.P.	DISTANCE ALONG RADIUS
	FEET		FEET	
LT. 106+94.70	12.93 PC			10
LT. 107+04.70	12.93			10
LT. 107+14.69	13.44			10
LT. 107+24.64	14.44			10
LT. 107+34.52	15.93			10
LT. 107+44.32	17.92			10
LT. 107+54.01	20.40			5.26
LT. 107+59.05	21.89 PCC	LT. 9+26.58	79.5 PCC	4.74
LT. 107+63.54	23.43	LT. 9+28.02	74.98	10
LT. 107+72.68	27.47	LT. 9+31.87	65.76	10
LT. 107+81.28	32.55	LT. 9+36.78	57.06	10
LT. 107+89.23	38.61	LT. 9+42.68	48.98	10
LT. 107+96.41	45.56	LT. 9+49.48	41.66	10
LT. 108+02.73	53.31	LT. 9+57.09	35.19	10
LT. 108+08.09	61.74	LT. 9+65.41	29.65	10
LT. 108+12.43	70.74	LT. 9+74.33	25.13	7.16
LT. 108+14.87	77.47 PCC	LT. 9+81.00	22.55 PCC	2.84
		LT. 9+83.70	21.66	10
		LT. 9+93.29	18.83	10
		LT. 0+03.01	16.48	10
		LT. 0+12.83	14.62	10
		LT. 0+22.74	13.26	10
		LT. 0+32.70	12.39	10
		LT. 0+42.69	12.02	10
		LT. 0+45.11	12.00 PT	2.42

3 CENTERED CURVE
RADI = 200' - 85' - 200'
OFFSET = 6.068'
MATCH EXISTING RADIUS



2 CENTERED CURVE
RADI = 65' & 380'
OFFSET = 10'



NORTHEAST QUADRANT

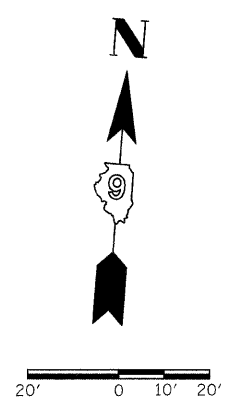
STATIONING ALONG ILL 146	OFFSET TO E.P.	STATIONING ALONG ILL 147	OFFSET TO E.P.	DISTANCE ALONG RADIUS
	FEET		FEET	
LT. 109+24.51	12.37 PC			10
LT. 109+14.55	13.12			10
LT. 109+04.82	15.40			10
LT. 108+95.56	19.14			10
LT. 108+86.98	24.25			10
LT. 108+79.28	30.62			10
LT. 108+72.65	38.10			10
LT. 108+67.25	46.50			10
LT. 108+63.19	55.63			10
LT. 108+61.86	59.83 PCC	RT. 9+62.40	24.06 PCC	4.41
		RT. 9+67.82	22.71	5.59
		RT. 9+77.57	20.48	10
		RT. 9+87.37	18.51	10
		RT. 9+97.22	16.79	10
		RT. 0+07.12	15.34	10
		RT. 0+17.05	14.15	10
		RT. 0+27.00	13.22	10
		RT. 0+36.98	12.55	10
		RT. 0+46.97	12.14	10
		RT. 0+56.98	12.00 PT	10

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1	*	401	160
STA.		TO STA.		
FED. ROAD DIST. NO. -		ILLINOIS	FED. AID PROJECT	
• JOHNSON & POPE				

NORTHEAST QUADRANT

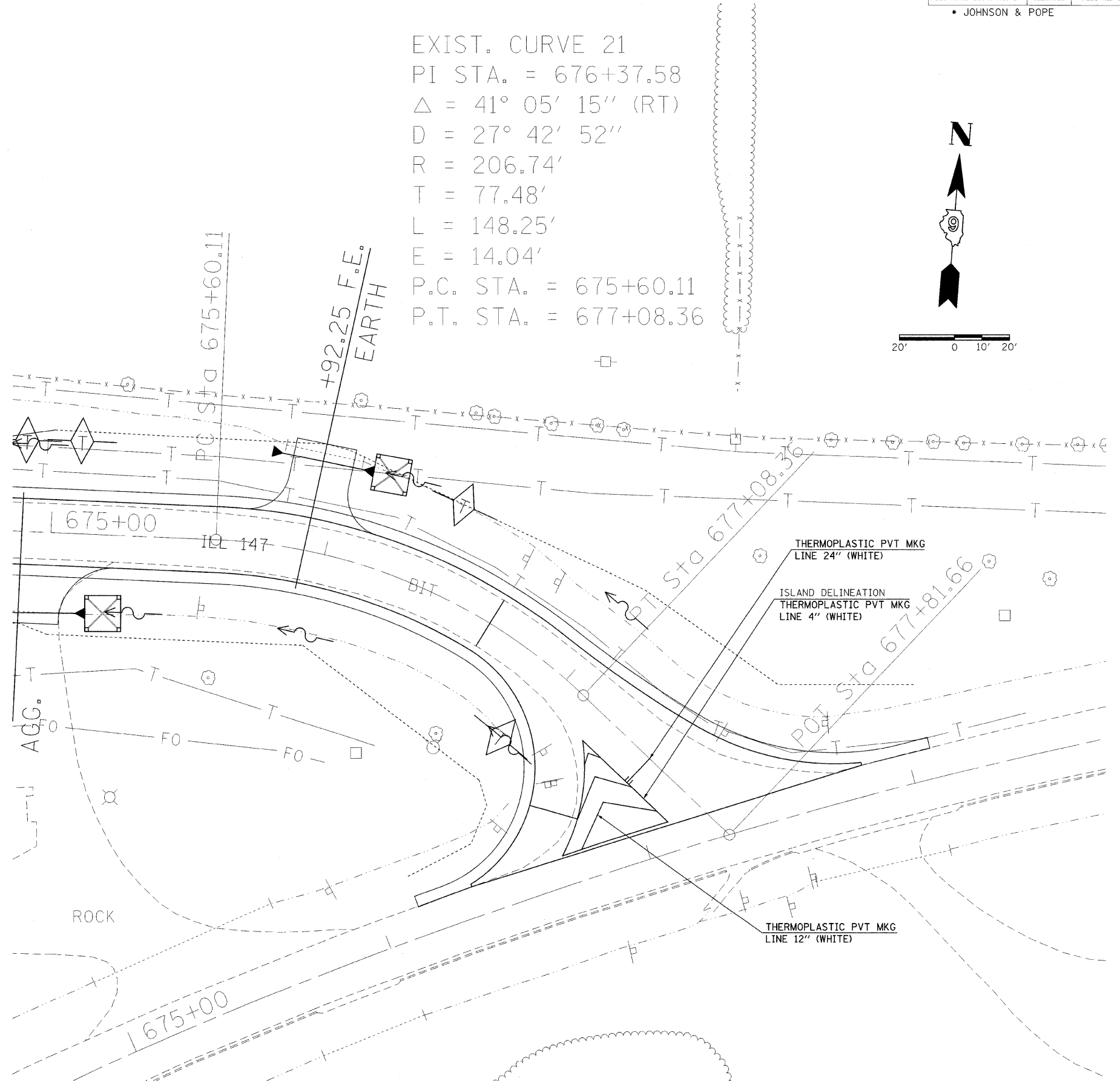
STATIONING ALONG ILL 147	OFFSET TO E.P.	STATIONING ALONG ILL 145	OFFSET TO E.P.	DISTANCE ALONG RADIUS
	FEET		FEET	
LT. 676+91.01	12.00 PC			
LT. 676+95.21	12.10			10
LT. 677+04.61	12.82			10
LT. 677+14.28	14.16			10
LT. 677+24.15	15.79			10
LT. 677+33.97	17.66			10
LT. 677+43.75	19.78			10
LT. 677+45.80	20.26 PCC	LT. 677+29.66	41.18 PCC	2.11
		LT. 677+35.17	35.65	7.89
		LT. 677+42.79	29.34	10
		LT. 677+51.03	23.88	10
		LT. 677+59.82	19.31	10
		LT. 677+69.05	15.71	10
		LT. 677+78.62	13.10	10
		LT. 677+88.42	11.53	10
		LT. 677+98.34	11.00 PT	4.44

EXIST. CURVE 21
 PI STA. = 676+37.58
 $\Delta = 41^\circ 05' 15''$ (RT)
 $D = 27^\circ 42' 52''$
 $R = 206.74'$
 $T = 77.48'$
 $L = 148.25'$
 $E = 14.04'$
 P.C. STA. = 675+60.11
 P.T. STA. = 677+08.36



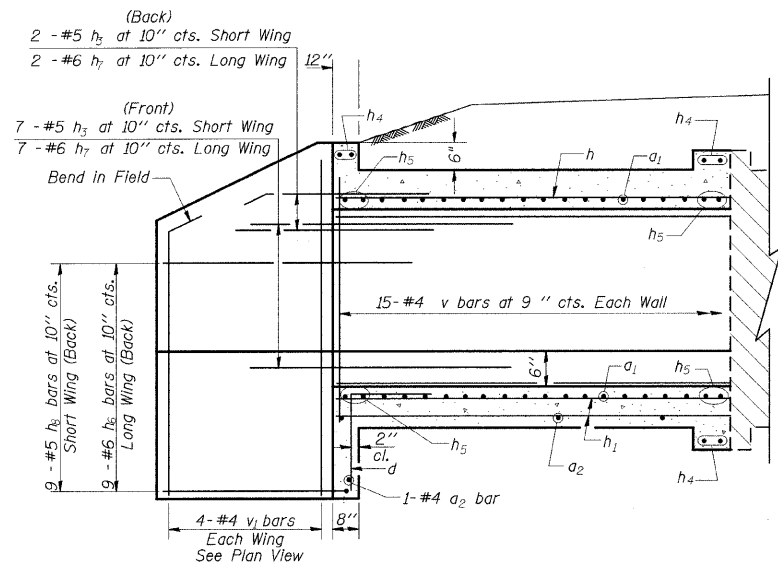
NORTHWEST QUADRANT

STATIONING ALONG ILL 147	OFFSET TO E.P.	STATIONING ALONG ILL 145	OFFSET TO E.P.	DISTANCE ALONG RADIUS
	FEET		FEET	
RT. 676+63.64	12.00 PC			
RT. 676+66.35	12.05			10
RT. 676+76.91	13.17			10
RT. 676+87.28	15.75			10
RT. 676+97.28	19.75	LT. 676+73.06	63.13	10
RT. 677+06.94	25.11	LT. 676+72.64	53.16	10
		LT. 676+70.28	43.47	10
		LT. 676+66.06	34.47	10
		LT. 676+60.13	26.52	10
		LT. 676+52.70	19.95	10
		LT. 676+44.09	15.05	10
		LT. 676+34.65	12.02	10
		LT. 676+24.78	11.00 PT	2.56

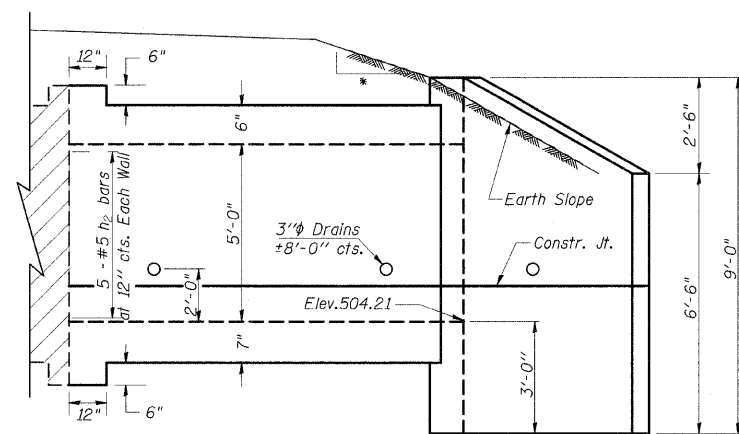


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1		401	162
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• JOHNSON/POPE				

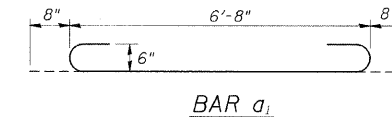
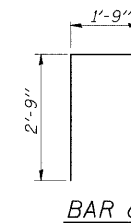
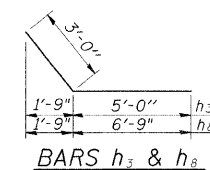


HALF LONG SECTION



HALF ELEVATION

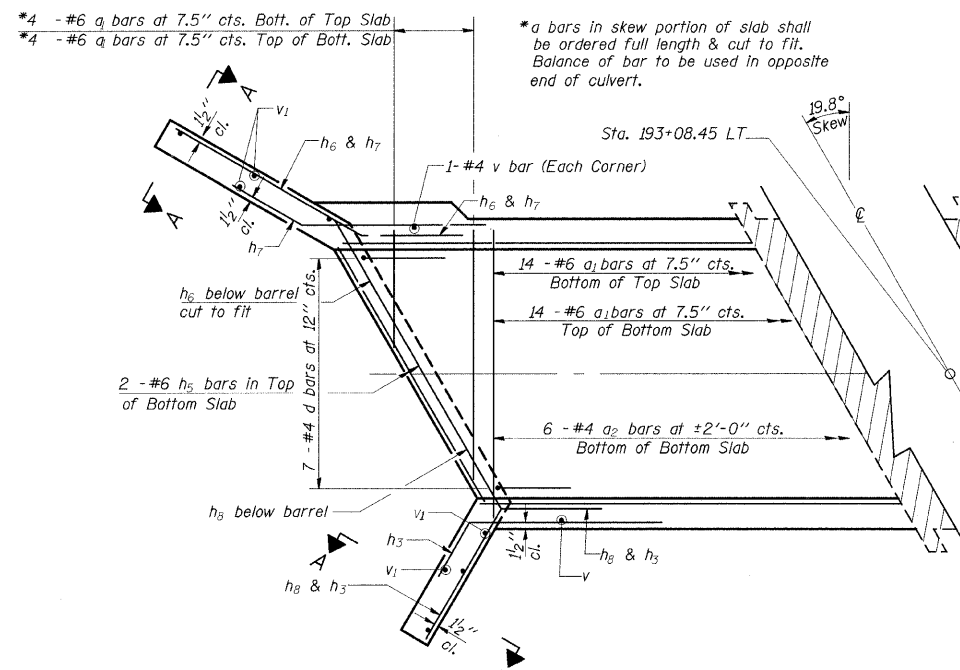
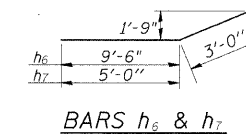
- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



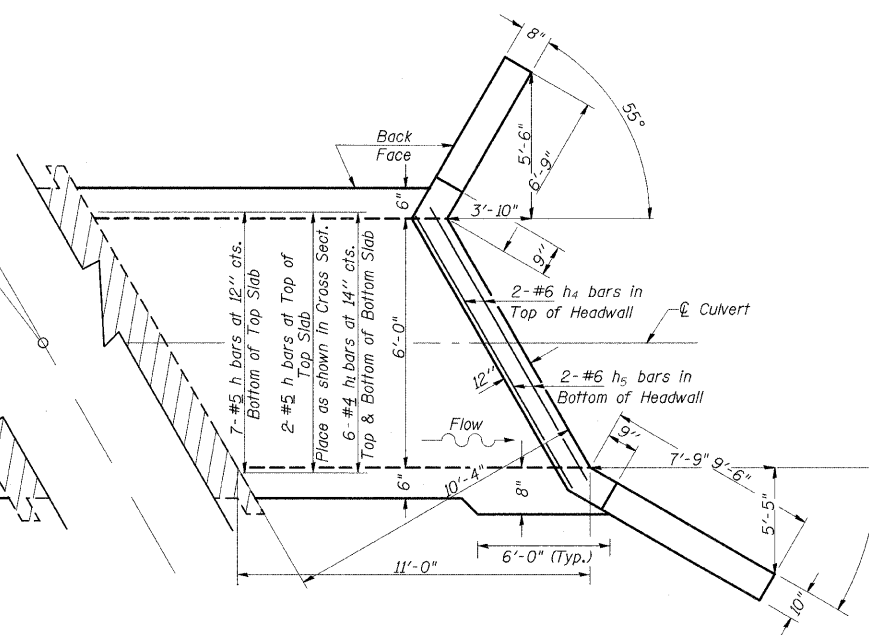
DESIGN STRESSES

$f_y = 60,000$ psi
 $f'_c = 3,500$ psi

LOADING HS 20-44 & ALT.



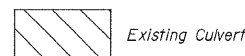
SHOWING REINFORCEMENT



SHOWING OUTLINES

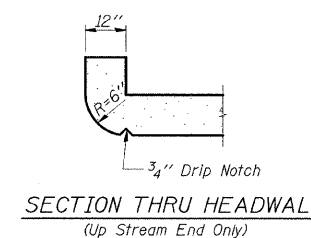
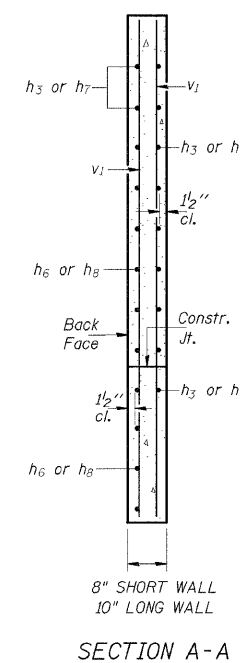
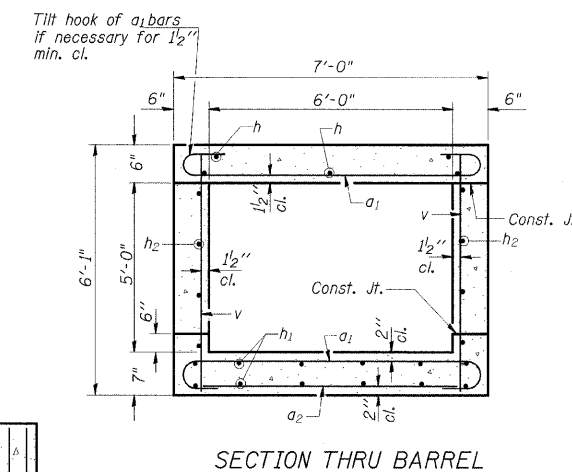
PLAN

LEGEND



NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



BILL OF MATERIAL

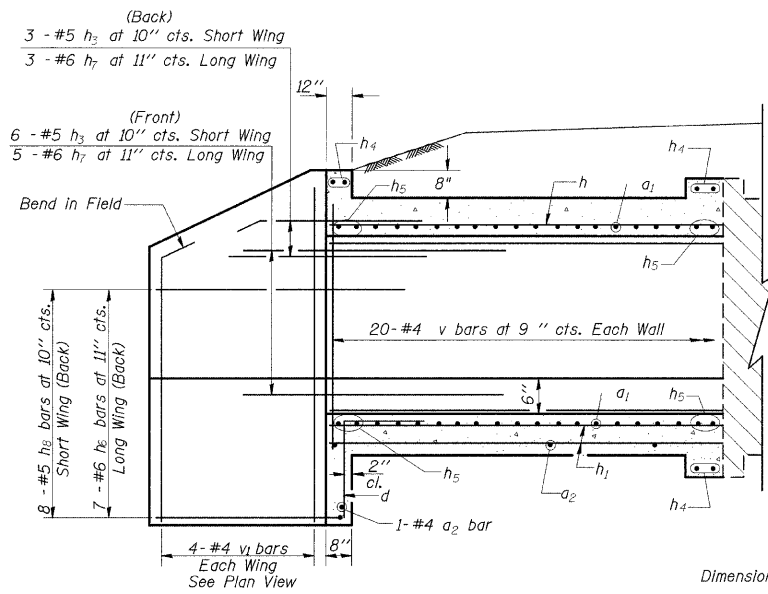
Bar	No.	Size	Length	Shape
a_1	36	#6	8'-0"	U
a_2	7	#4	6'-3"	U
d	7	#4	4'-6"	L
h	9	#5	10'-9"	—
h_1	12	#4	10'-9"	—
h_2	10	#5	10'-9"	—
h_3	9	#5	8'-0"	—
h_4	6	#6	6'-8"	—
h_5	8	#6	7'-1"	—
h_6	9	#6	12'-6"	—
h_7	9	#6	8'-0"	—
h_8	9	#5	9'-9"	—
v	32	#4	5'-9"	—
v_1	8	#4	8'-6"	—
Expansion Bolts 3/4"				Each 20
Concrete Box Culverts				Cu. Yd. 10.3
Reinforcement Bars				Pound 1540

PRECAST OPTION NOT ALLOWED

ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 193+08.45 LT.
6' X 5', SKEW 19.8° LT. AH.
EXTEND 11'-0"

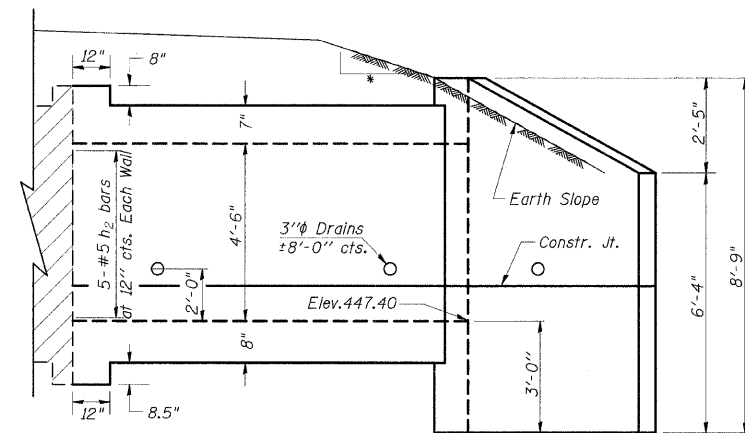
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 98542				
F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1		401	163
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• JOHNSON/POPE				



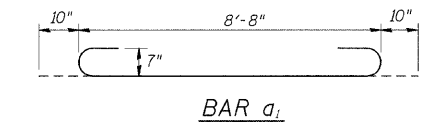
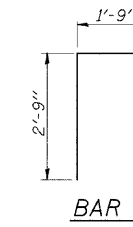
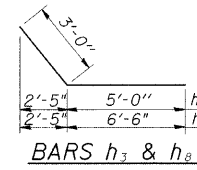
HALF LONG. SECTION

Dimensions at Rt. L's to \mathcal{C} Roadway



HALF ELEVATION

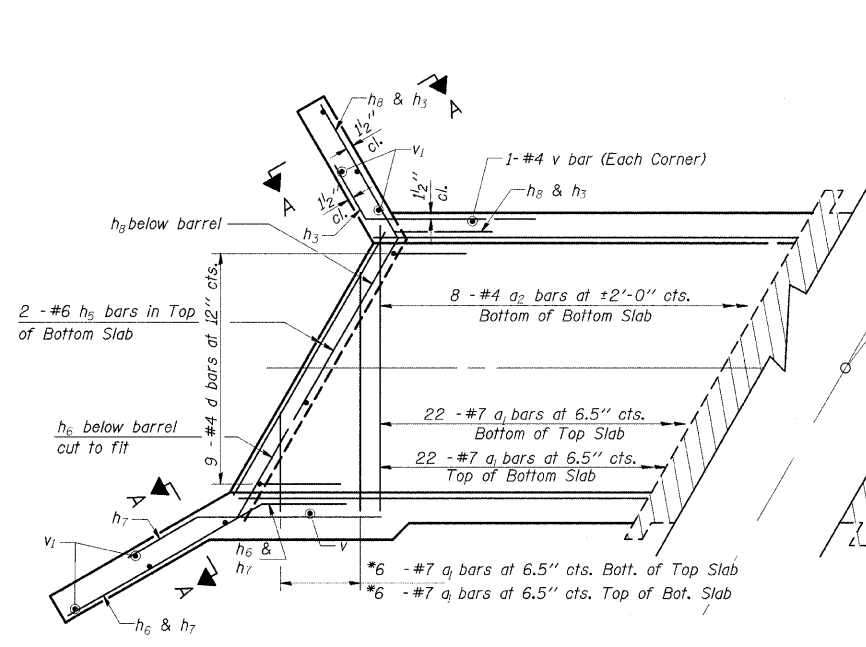
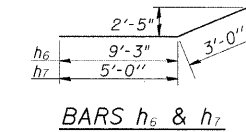
- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



DESIGN STRESSES

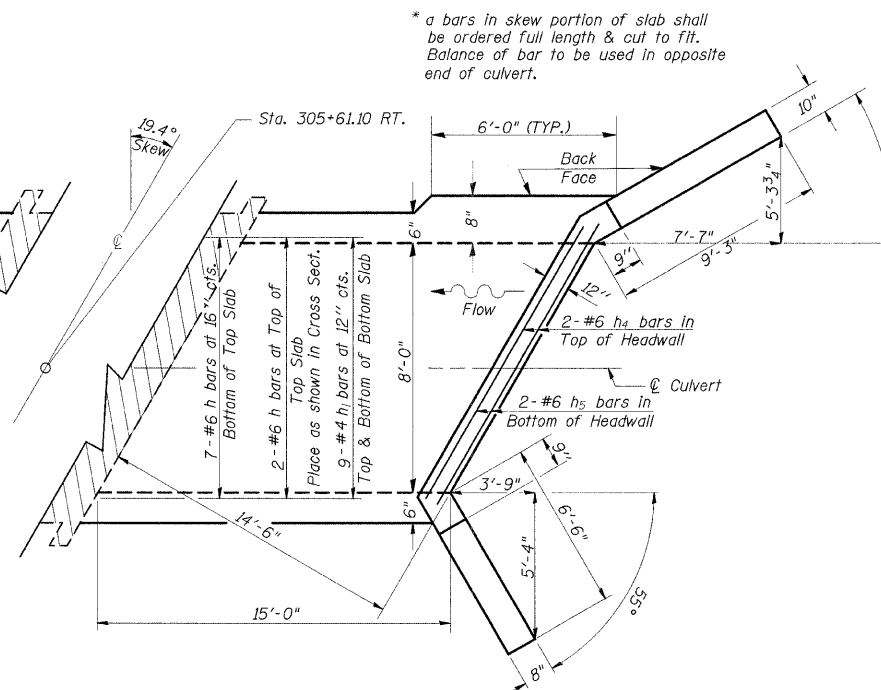
$f_y = 60,000$ psi
 $f'_c = 3,500$ psi

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT

PLAN

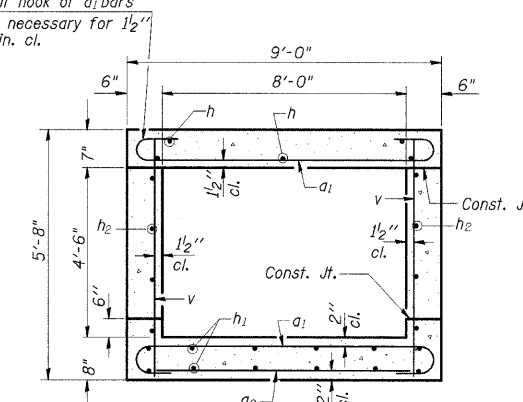


SHOWING OUTLINES

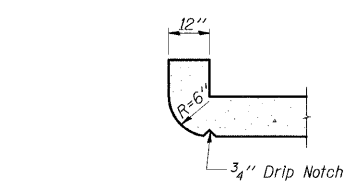
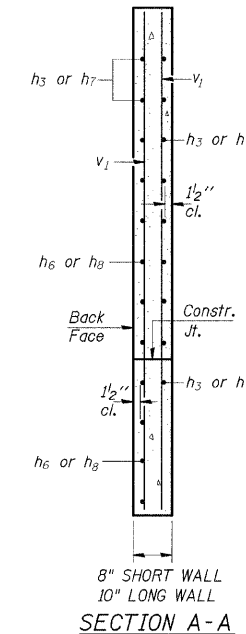
NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4 - #5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.

Tilt hook of a_1 bars if necessary for 1/2" min. cl.



SECTION THRU BARREL



BILL OF MATERIAL

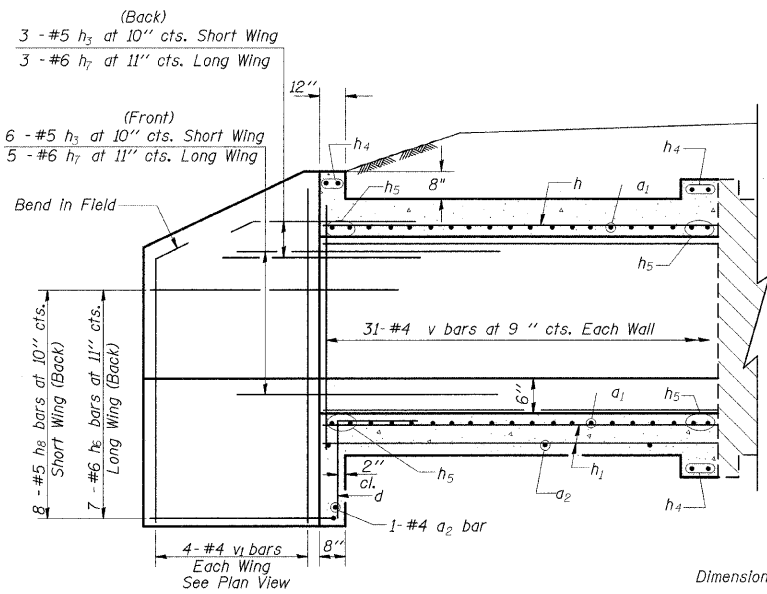
Bar	No.	Size	Length	Shape
a_1	56	#7	10'-4"	
a_2	9	#4	8'-3"	
d	9	#4	4'-6"	
h	11	#6	14'-9"	
h_1	18	#4	14'-9"	
h_2	10	#5	14'-9"	
h_3	9	#5	8'-0"	
h_4	6	#6	8'-6"	
h_5	8	#6	8'-6"	
h_6	7	#6	12'-3"	
h_7	8	#6	8'-0"	
h_8	8	#5	9'-6"	
v	42	#4	6'-0"	
v_1	8	#4	7'-5"	
Expansion Bolts 3/4"				Each 20
Concrete Box Culverts				Cu. Yd. 13.6
Reinforcement Bars				Pound 2560

PRECAST OPTION NOT ALLOWED

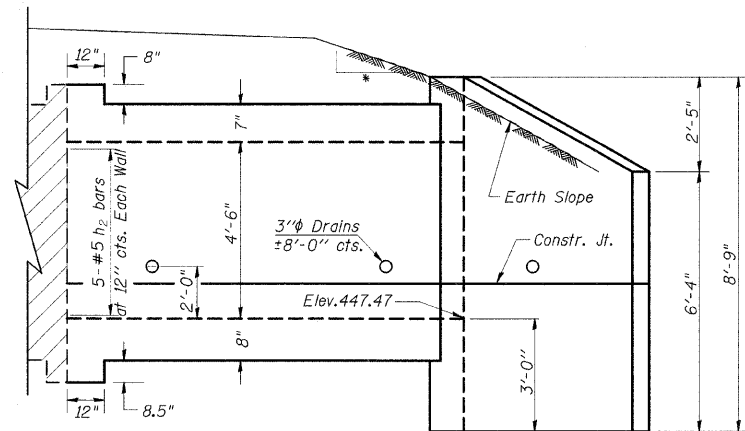
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 305+61.10 RT.
8' X 4.5', SKEW 19.4° RT. AH.
EXTEND 15'-0"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 98542				
F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1	*	401	164
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* JOHNSON/POPE				

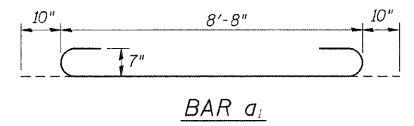
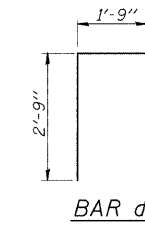
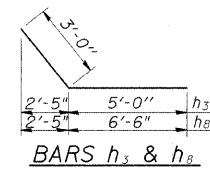


HALF LONG SECTION



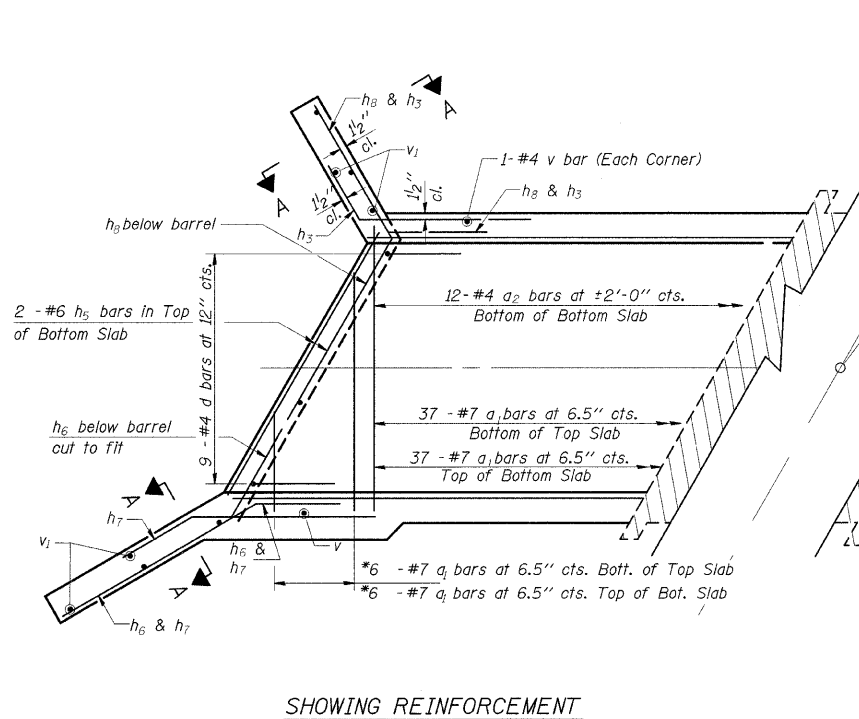
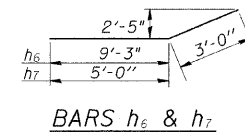
HALF ELEVATION

- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE

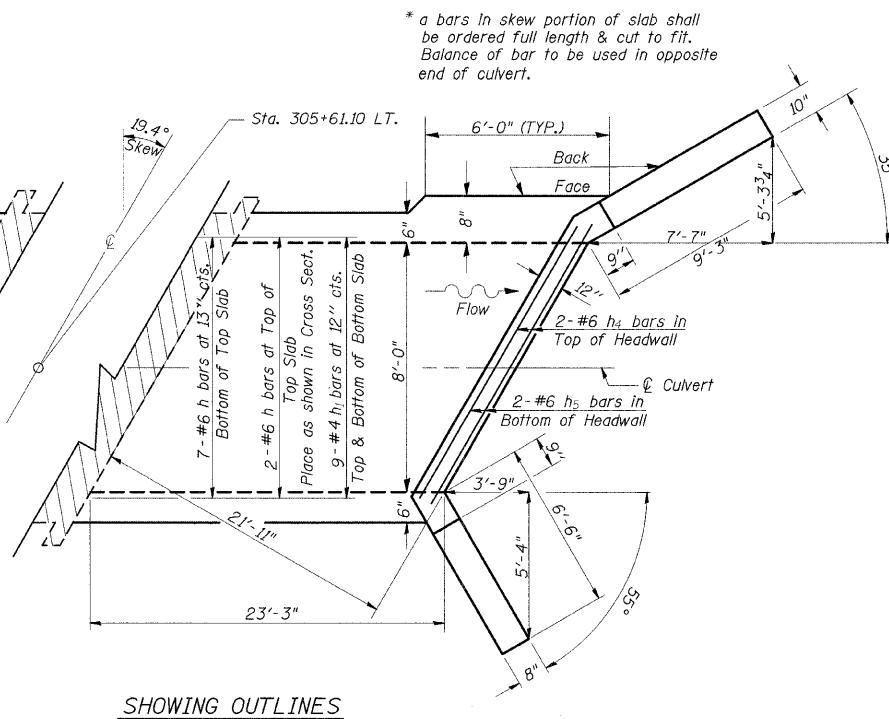


DESIGN STRESSES
fy = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44 & ALT.

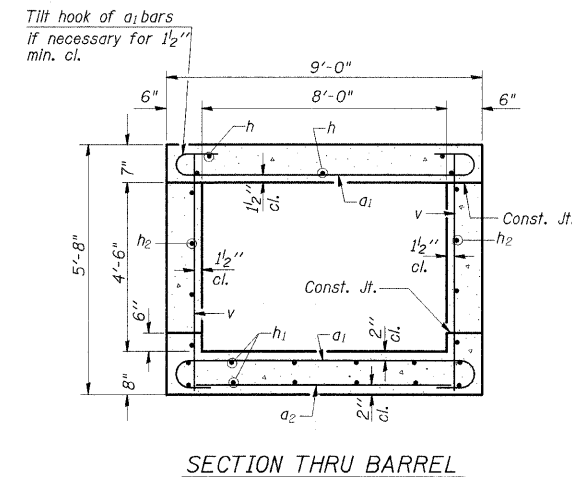


SHOWING REINFORCEMENT

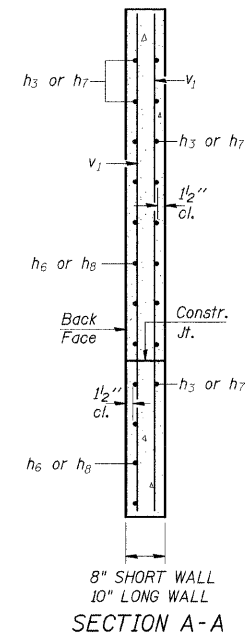


SHOWING OUTLINES

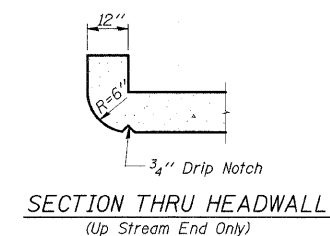
* a bars in skew portion of slab shall be ordered full length & cut to fit. Balance of bar to be used in opposite end of culvert.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	86	#7	10'-4"	
a2	13	#4	8'-3"	
d	9	#4	4'-6"	
h	9	#6	23'-0"	
h1	18	#4	23'-0"	
h2	10	#5	23'-0"	
h3	9	#5	8'-0"	
h4	6	#6	8'-6"	
h5	8	#6	8'-6"	
h6	7	#6	12'-3"	
h7	8	#6	8'-0"	
h8	8	#5	9'-6"	
v	64	#4	6'-0"	
v1	8	#4	7'-5"	
Expansion Bolts 3/4"				Each 16
Concrete Box Culverts				Cu. Yd. 18.3
Reinforcement Bars				Pound 3600

PRECAST OPTION NOT ALLOWED

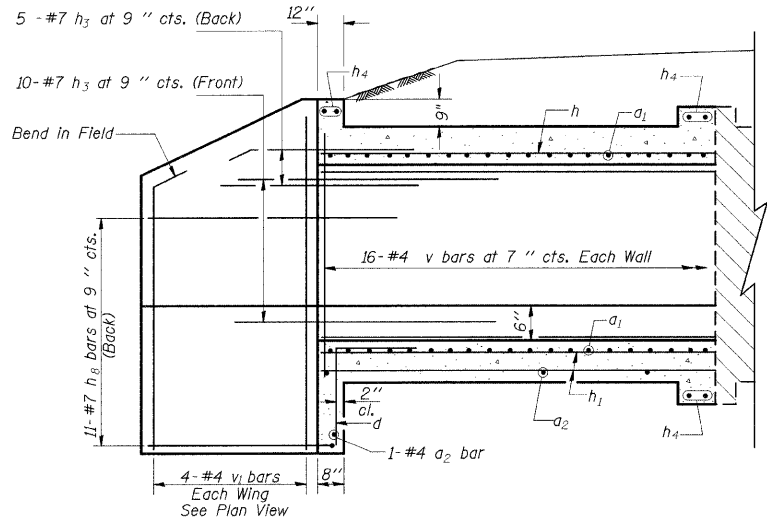
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 305+61.10 LT.
8' X 4.5', SKEW 19.4° RT. AH.
EXTEND 23'-3"

NOTES

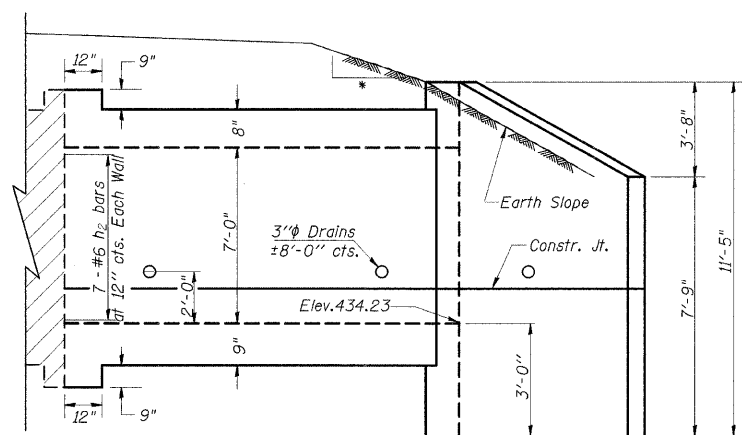
- A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
- Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
- Bars Indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
- All construction joints shall be bonded.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1	•	401	165
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• JOHNSON/POPE				

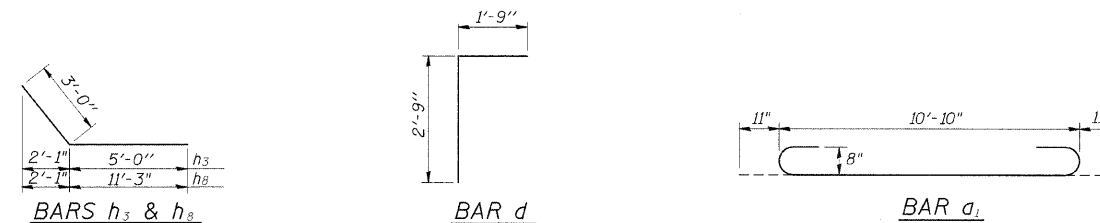


HALF LONG SECTION



HALF ELEVATION

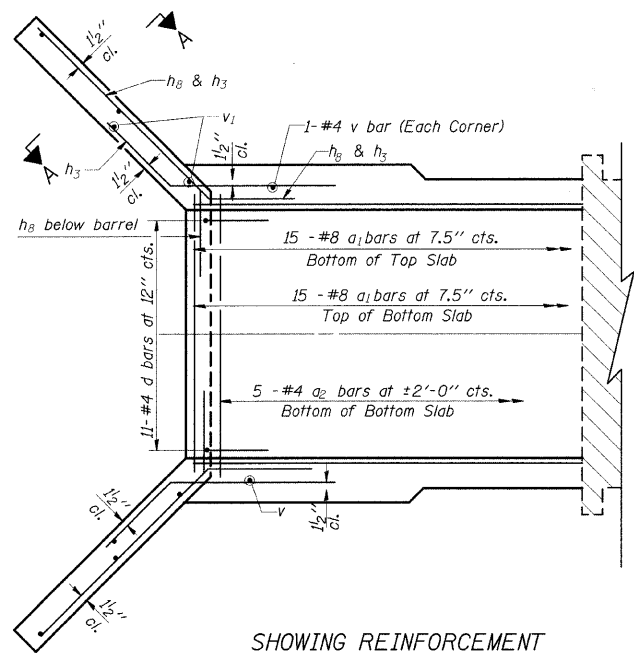
- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



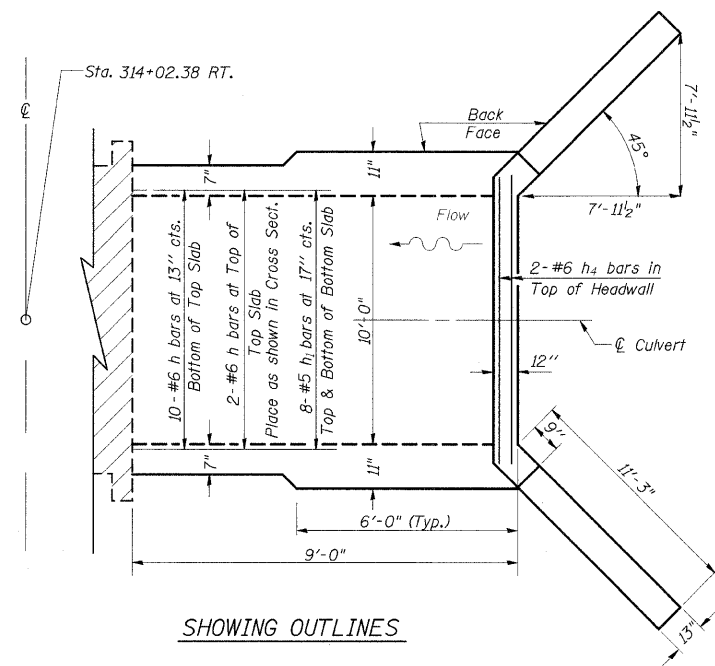
DESIGN STRESSES

$f_y = 60,000 \text{ psi}$
 $f'_c = 3,500 \text{ psi}$

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT

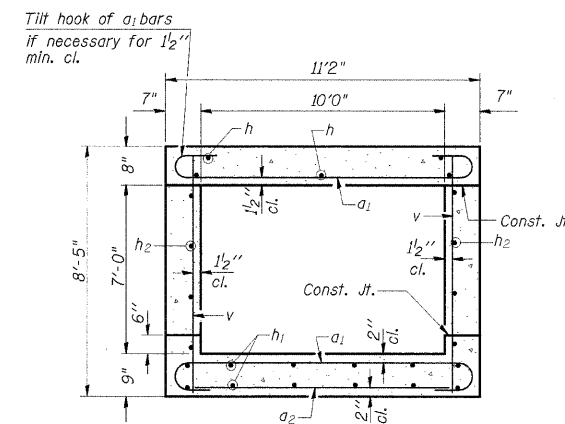


SHOWING OUTLINES

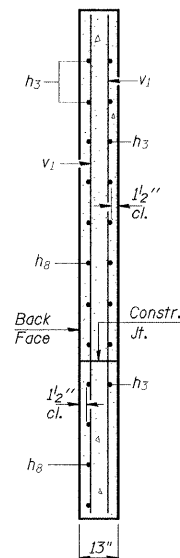
PLAN

NOTES

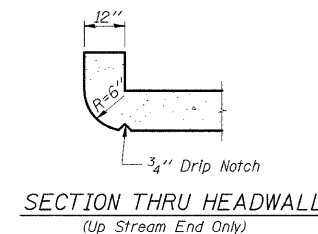
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4 #5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	30	#8	12'-8"	U
a2	6	#4	10'-3"	—
d	11	#4	4'-6"	L
h	12	#6	8'-9"	—
h1	16	#5	8'-9"	—
h2	14	#6	8'-9"	—
h3	30	#7	8'-0"	—
h4	6	#6	10'-3"	—
h8	22	#7	14'-3"	—
v	34	#4	8'-1"	—
v1	8	#4	10'-11"	—
Expansion Bolts 3/4"			Each	24
Concrete Box Culverts			Cu. Yd.	18.8
Reinforcement Bars			Pound	3050

PRECAST OPTION NOT ALLOWED

ILLINOIS DEPARTMENT OF TRANSPORTATION

BOX CULVERT EXTENSION

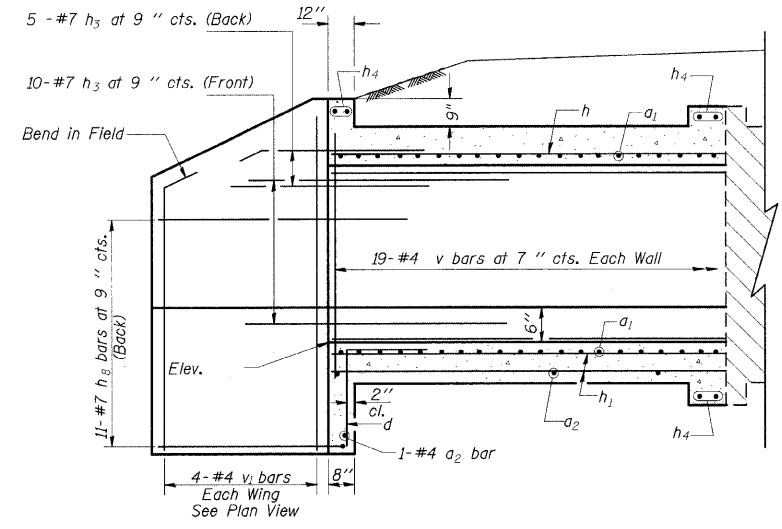
STATION 314+02.38 RT.

10' X 7', SKEW 0°

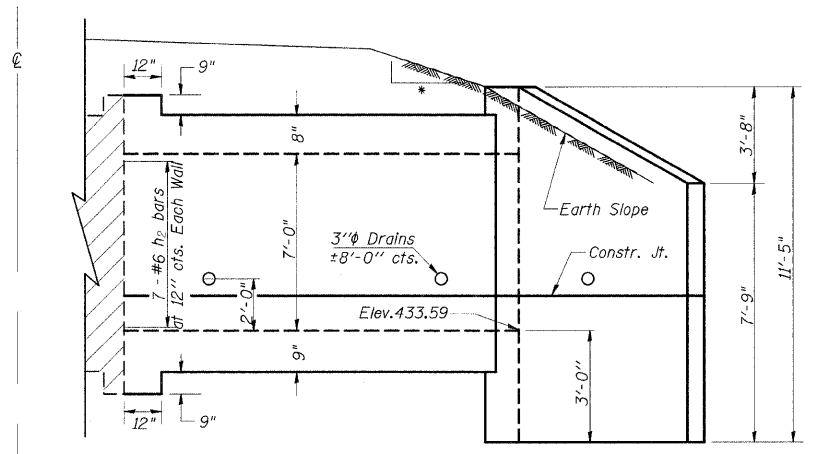
EXTEND 9'-0"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

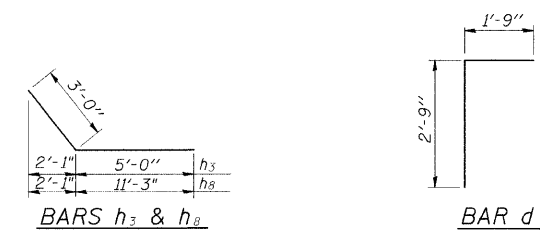
F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11W,RS-1		401	166
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
JOHNSON/POPE				



HALF LONG. SECTION

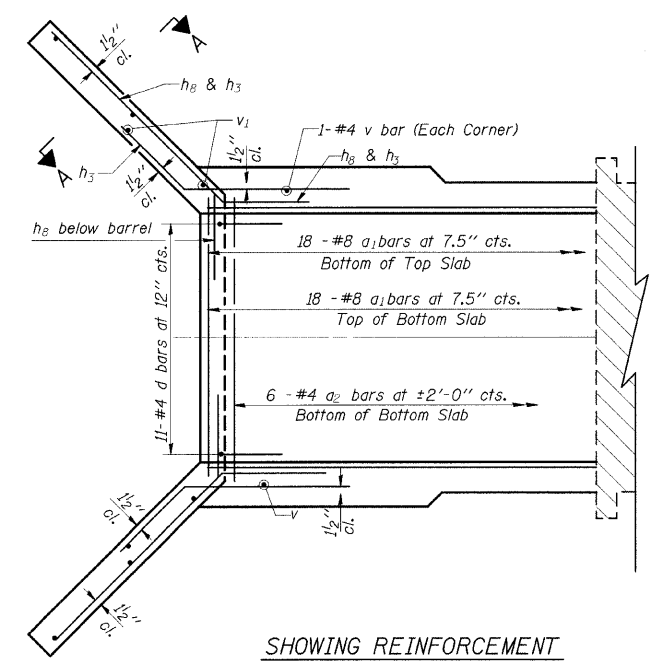


HALF ELEVATION
• 4:1 TO CLEAR ZONE
3:1 AFTER CLEAR ZONE

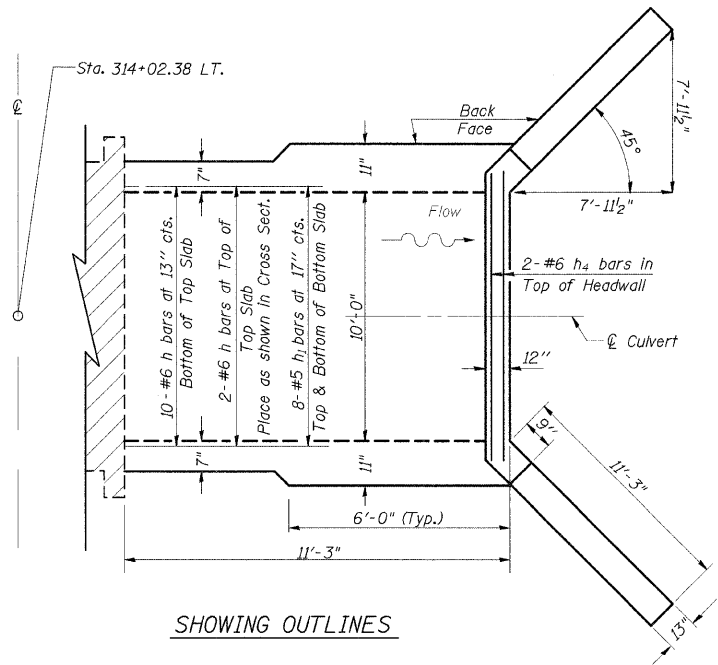


DESIGN STRESSES
fy = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44 & ALT.

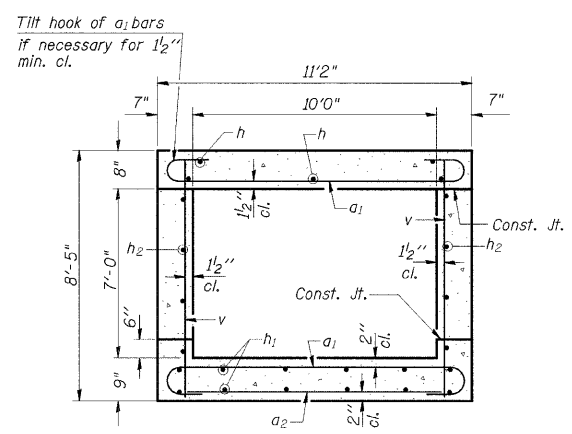


SHOWING REINFORCEMENT

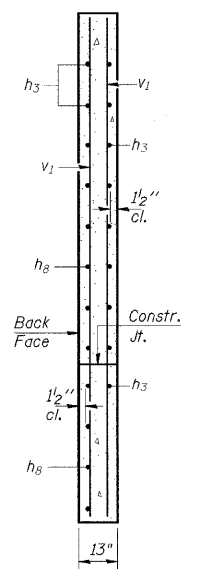


SHOWING OUTLINES

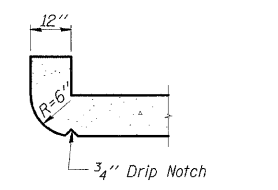
PLAN



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

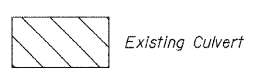
Bar	No.	Size	Length	Shape	
a1	36	#8	12'-8"	U	
a2	7	#4	10'-3"	—	
d	11	#4	4'-6"	L	
h	12	#6	11'-0"	—	
h1	16	#5	11'-0"	—	
h2	14	#6	11'-0"	—	
h3	30	#7	8'-0"	—	
h4	6	#6	10'-3"	—	
h8	22	#7	14'-3"	—	
v	40	#4	8'-1"	—	
v1	8	#4	10'-11"	—	
Expansion Bolts 3/4"				Each	24
Concrete Box Culverts				Cu. Yd.	20.8
Reinforcement Bars				Pound	3410

PRECAST OPTION NOT ALLOWED

NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.

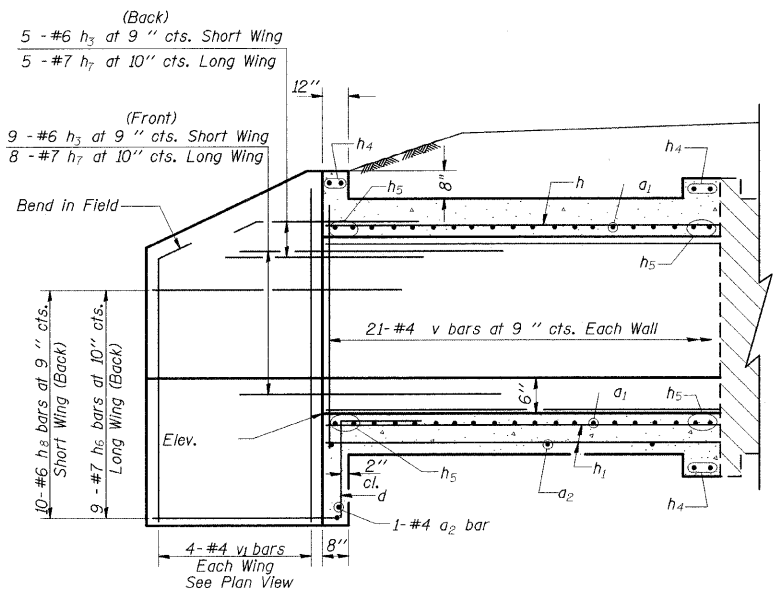
LEGEND



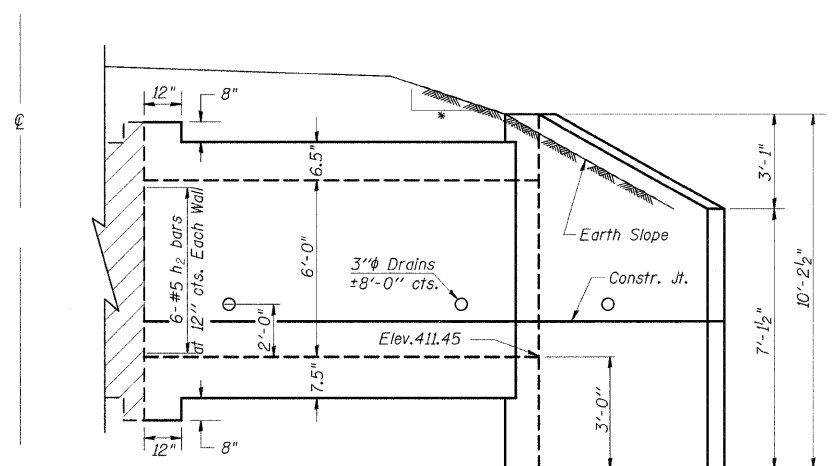
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 314+02.38 LT.
10' X 7', SKEW 0°
EXTEND 11'-3"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1		401	167
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
JOHNSON/POPE				

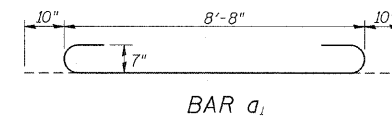
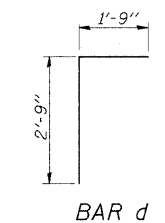
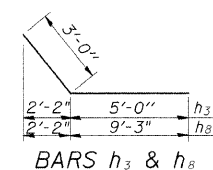


HALF LONG SECTION



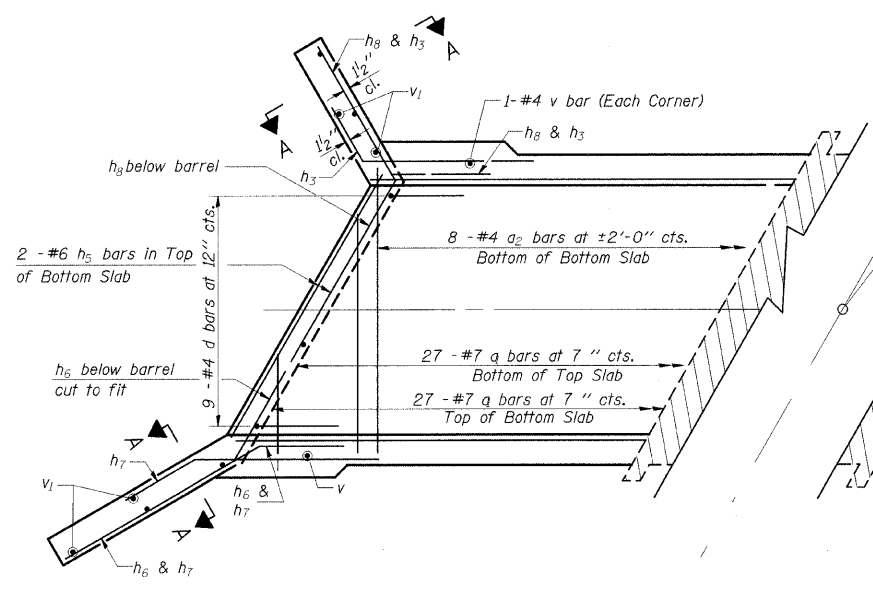
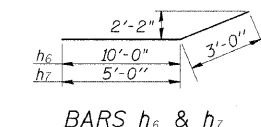
HALF ELEVATION

- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE

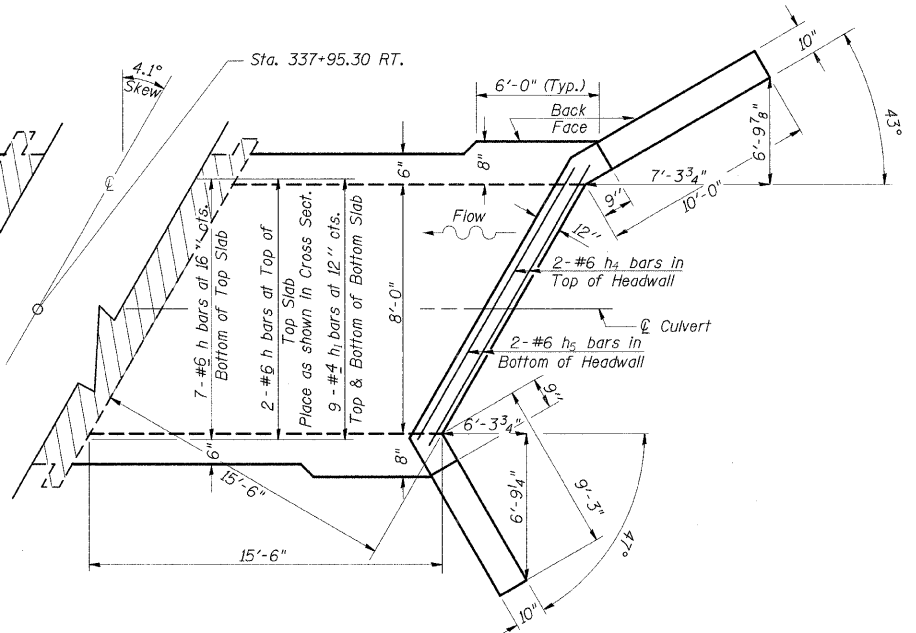


DESIGN STRESSES
fy = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44 & ALT.



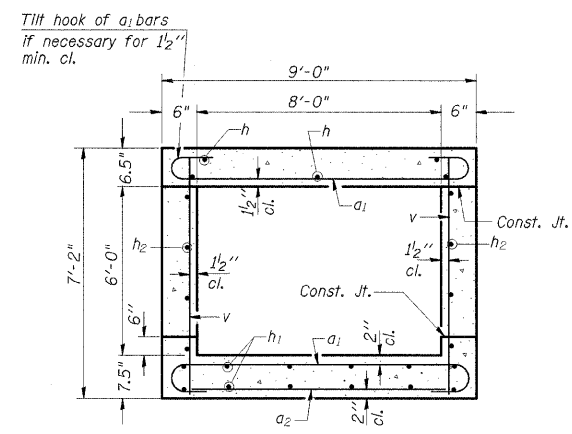
SHOWING REINFORCEMENT



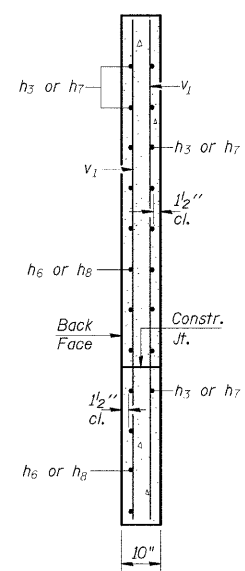
SHOWING OUTLINES

NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.

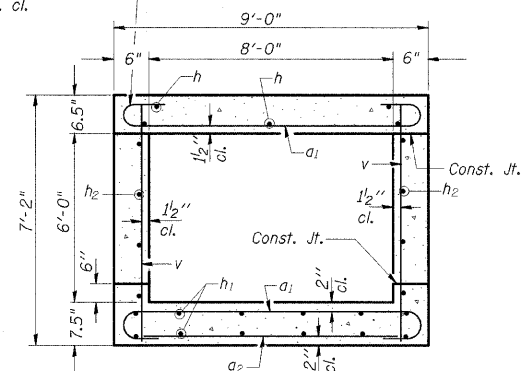


SECTION THRU BARREL

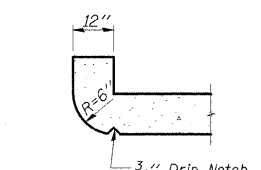


SECTION A-A

Tilt hook of a1 bars if necessary for 1/2\"/>



SECTION THRU HEADWALL (Up Stream End Only)



BILL OF MATERIAL

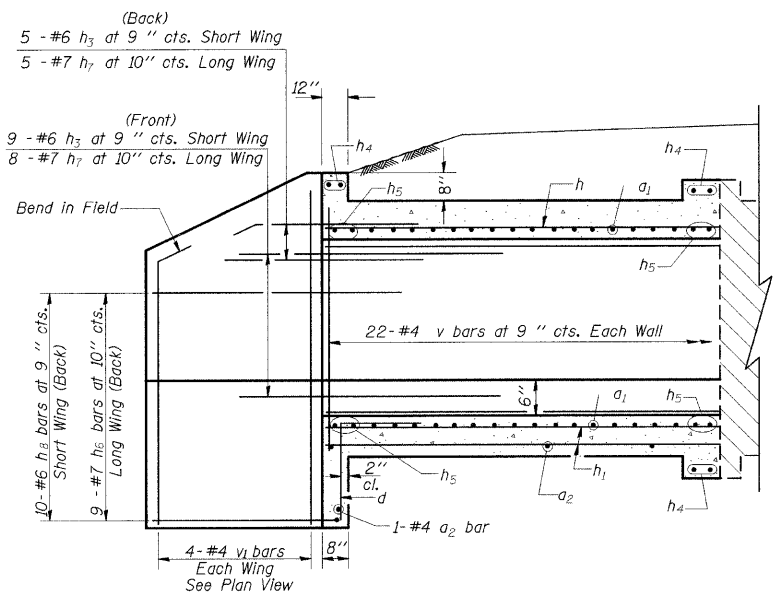
Bar	No.	Size	Length	Shape
a1	54	#7	10'-4"	U
a2	9	#4	8'-3"	—
d	9	#4	4'-6"	L
h	9	#6	15'-3"	—
h1	18	#4	15'-3"	—
h2	12	#5	15'-3"	—
h3	14	#6	8'-0"	—
h4	6	#6	8'-0"	—
h5	8	#6	8'-0"	—
h6	9	#7	13'-0"	—
h7	13	#7	8'-0"	—
h8	10	#6	12'-3"	—
v	44	#4	6'-10"	—
v1	8	#4	6'-9"	—
Expansion Bolts 3/4"				Each 18
Concrete Box Culverts				Cu. Yd. 15.9
Reinforcement Bars				Pound 3010

PRECAST OPTION NOT ALLOWED

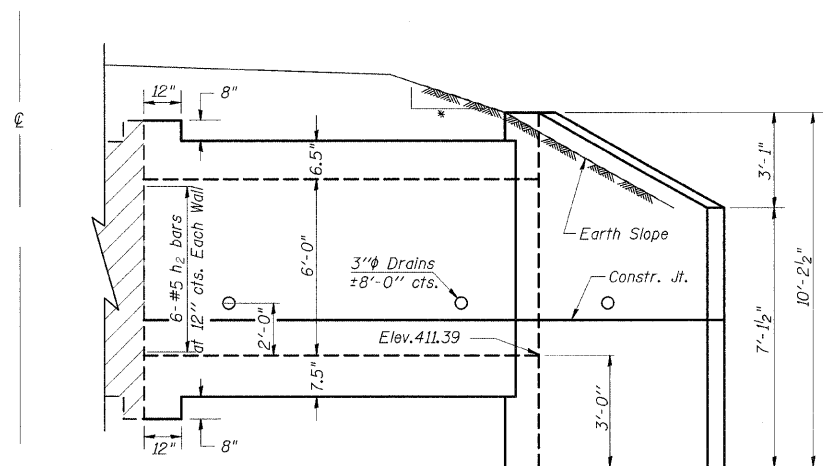
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 337+95.30 RT.
8' X 6', SKEW 4.1° RT. AH.
EXTEND 15'-6''

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1		401	168
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
JOHNSON/POPE				

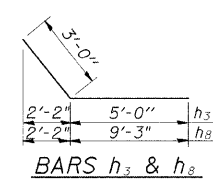


HALF LONG. SECTION

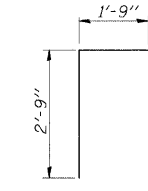


HALF ELEVATION

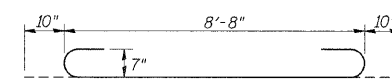
- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



BARS h_3 & h_8



BAR d

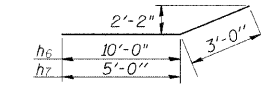


BAR a_1

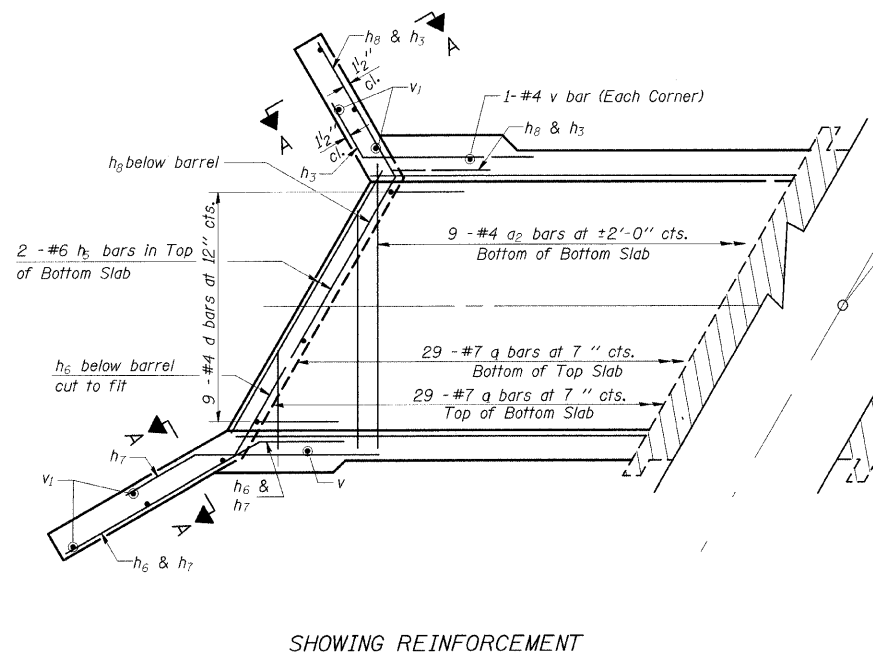
DESIGN STRESSES

$f_y = 60,000$ psi
 $f'_c = 3,500$ psi

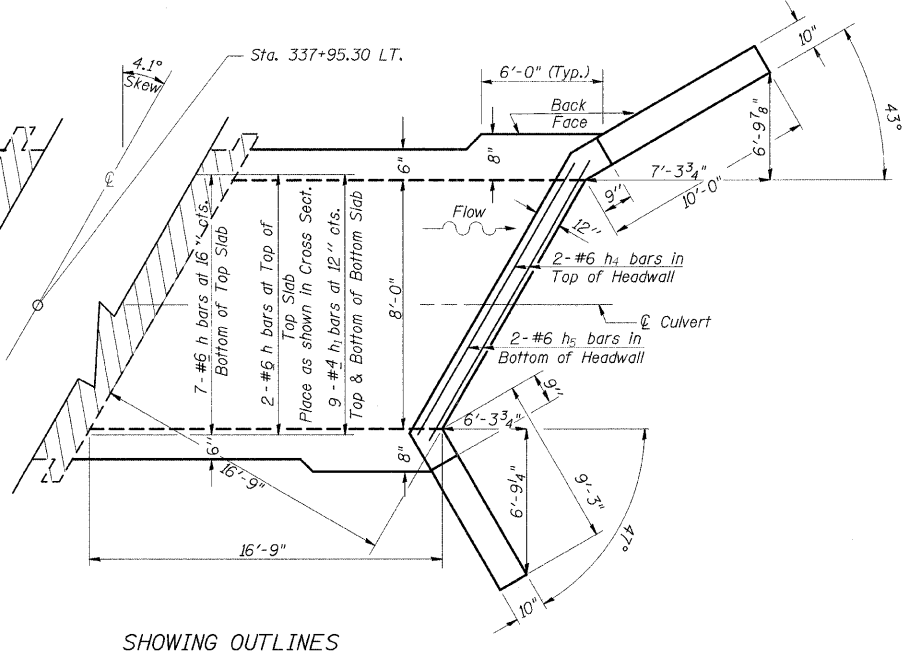
LOADING HS 20-44 & ALT.



BARS h_6 & h_7



SHOWING REINFORCEMENT

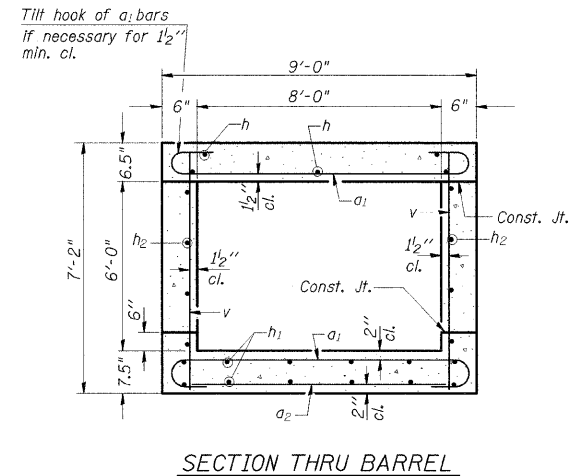


SHOWING OUTLINES

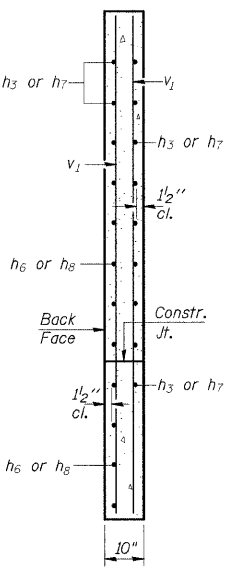
PLAN

NOTES

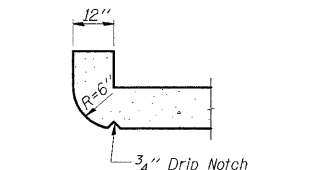
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4 - #5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

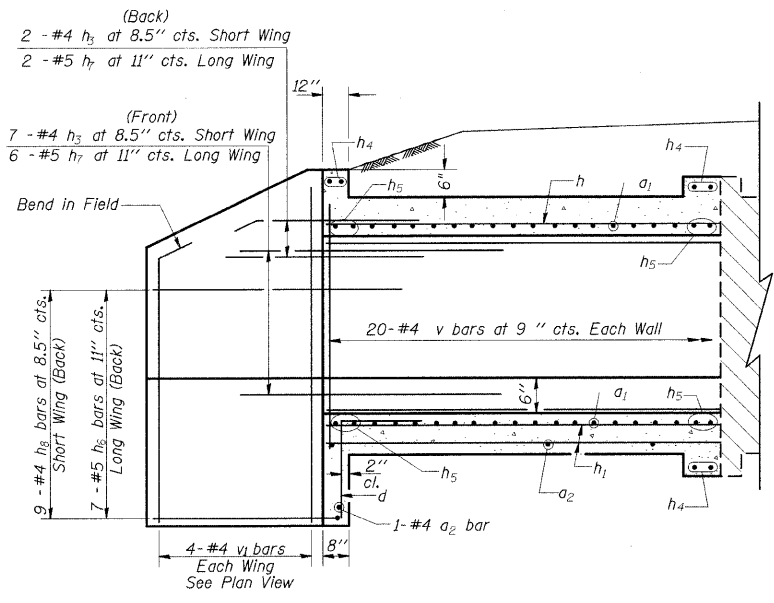
Bar	No.	Size	Length	Shape	
a_1	58	#7	10'-4"		
a_2	10	#4	8'-3"		
d	9	#4	4'-6"		
h	9	#6	16'-6"		
h_1	18	#4	16'-6"		
h_2	12	#5	16'-6"		
h_3	14	#6	8'-0"		
h_4	6	#6	8'-0"		
h_5	8	#6	8'-0"		
h_6	9	#7	13'-0"		
h_7	13	#7	8'-0"		
h_8	10	#6	12'-3"		
v	46	#4	6'-10"		
v_1	8	#4	6'-9"		
Expansion Bolts 3/4"				Each	18
Concrete Box Culverts				Cu. Yd.	16.7
Reinforcement Bars				Pound	3160

PRECAST OPTION NOT ALLOWED

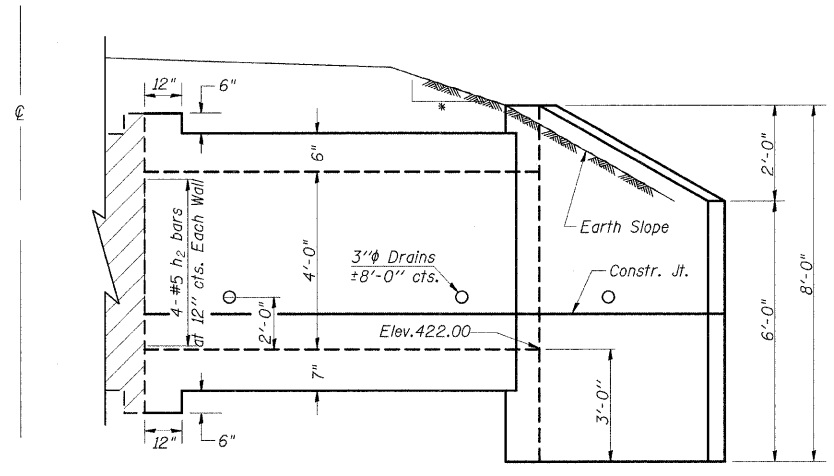
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 337+95.30 LT.
8' X 6', SKEW 4.1° RT. AH.
EXTEND 16'-9"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	169
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* JOHNSON/POPE				

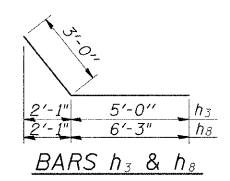


HALF LONG SECTION

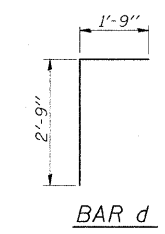


HALF ELEVATION

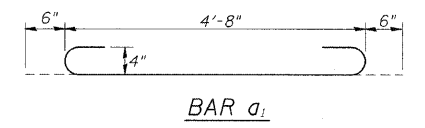
- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



BARS h_3 & h_8



BAR d

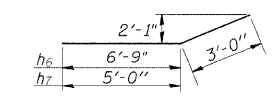


BAR a_1

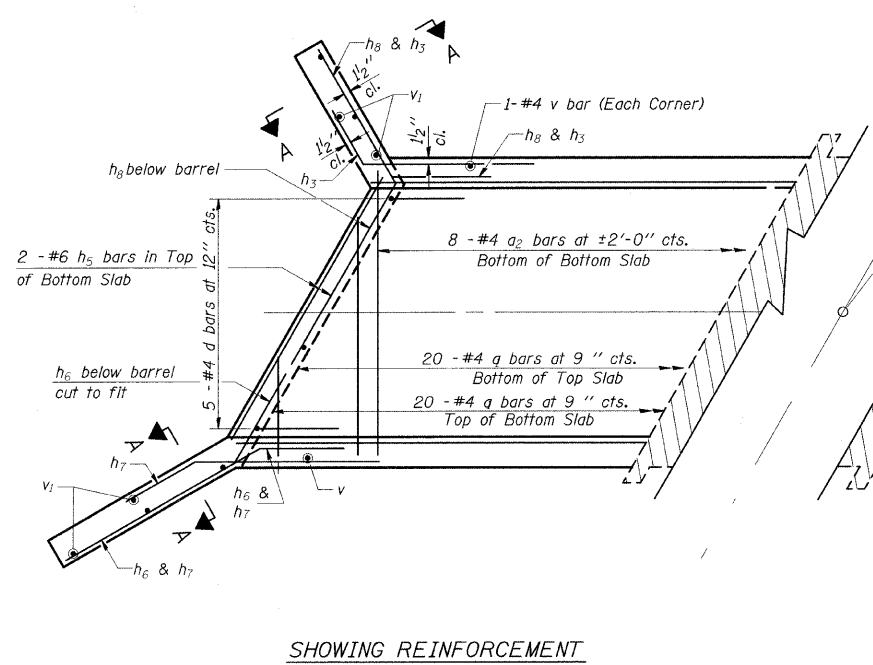
DESIGN STRESSES

$f_y = 60,000$ psi
 $f'_c = 3,500$ psi

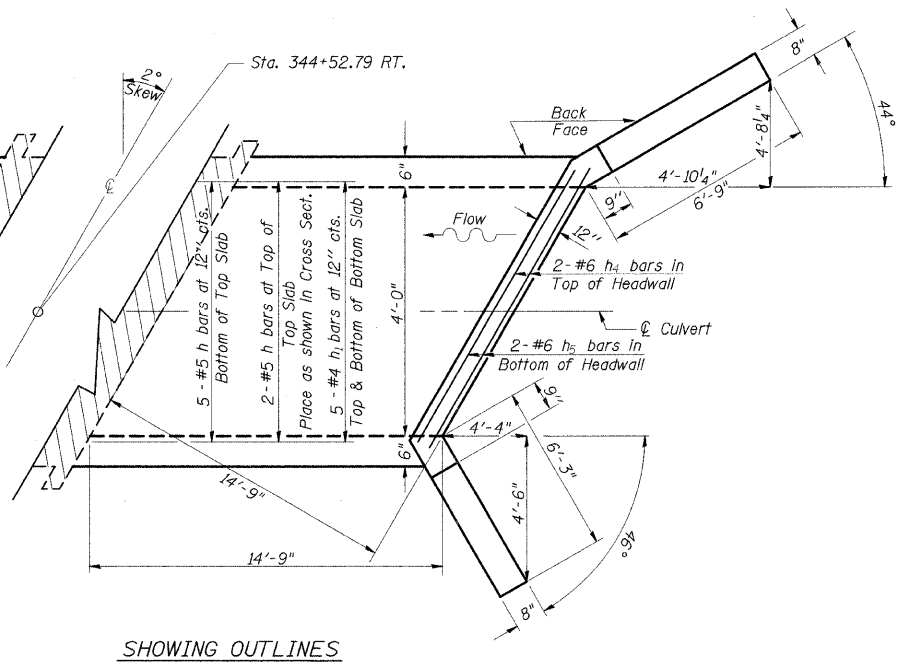
LOADING HS 20-44 & ALT.



BARS h_6 & h_7



SHOWING REINFORCEMENT



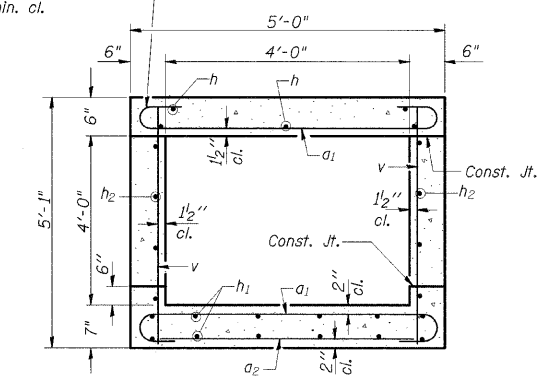
SHOWING OUTLINES

PLAN

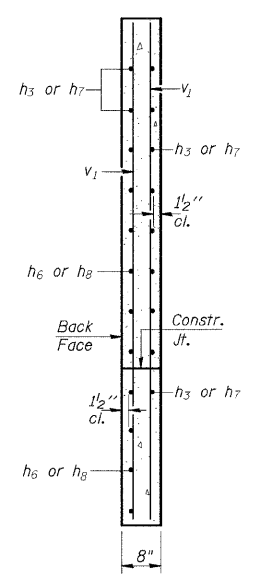
NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars Indicated thus 12 x 4-#5 etc. Indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.

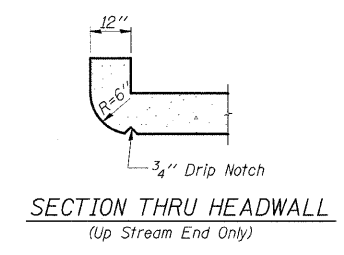
Tilt hook of a_1 bars if necessary for $1\frac{1}{2}$ " min. cl.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

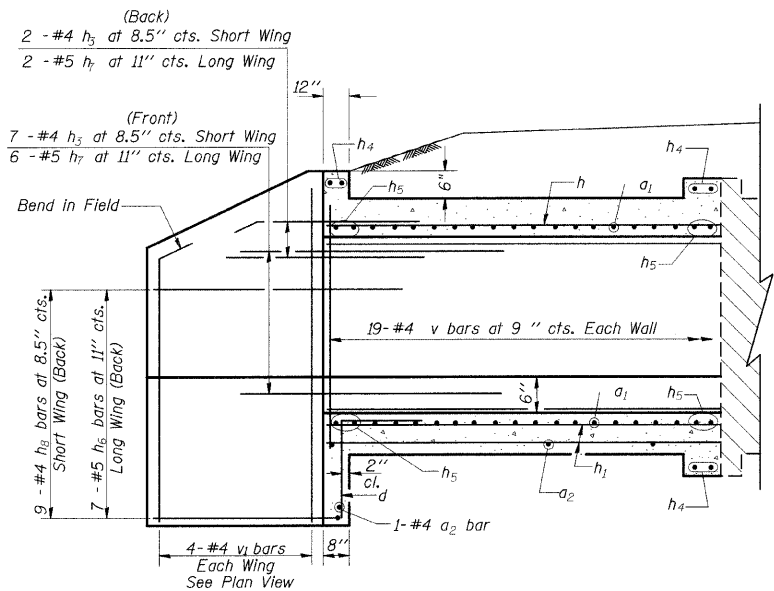
Bar	No.	Size	Length	Shape
a_1	40	#4	5'-8"	C
a_2	9	#4	4'-3"	—
d	5	#4	4'-6"	—
h	7	#5	14'-6"	—
h_1	10	#4	14'-6"	—
h_2	8	#5	14'-6"	—
h_3	9	#4	8'-0"	—
h_4	6	#6	4'-4"	—
h_5	8	#6	4'-8"	—
h_6	7	#5	9'-9"	—
h_7	8	#5	8'-0"	—
h_8	9	#4	9'-3"	—
v	42	#4	4'-9"	—
v_1	8	#4	7'-7"	—
Expansion Bolts $\frac{3}{4}$ "				Each 12
Concrete Box Culverts				Cu. Yd. 7.8
Reinforcement Bars				Pound 1030

PRECAST OPTION NOT ALLOWED

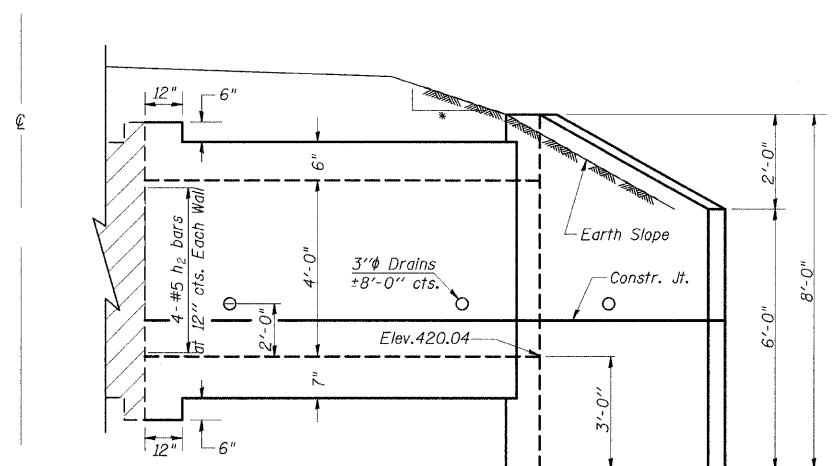
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 344+52.79 RT.
4' X 4', SKEW 2° RT. AH.
EXTEND 14'-9"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1		401	170
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• JOHNSON/POPE				

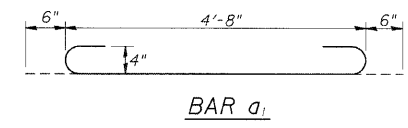
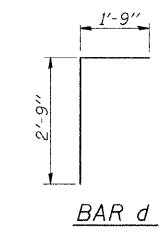
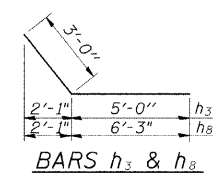


HALF LONG SECTION



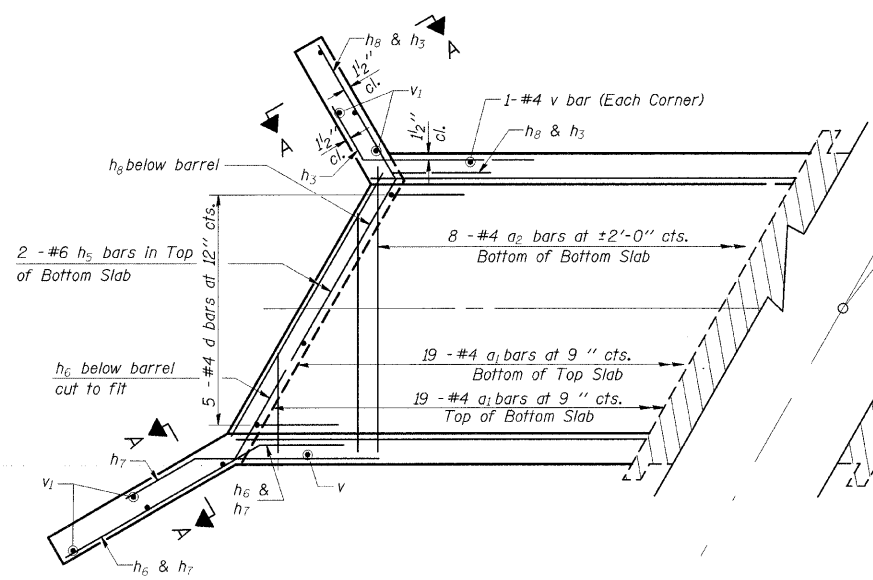
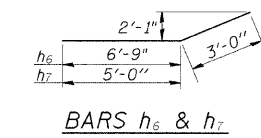
HALF ELEVATION

* 4:1 TO CLEAR ZONE
3:1 AFTER CLEAR ZONE



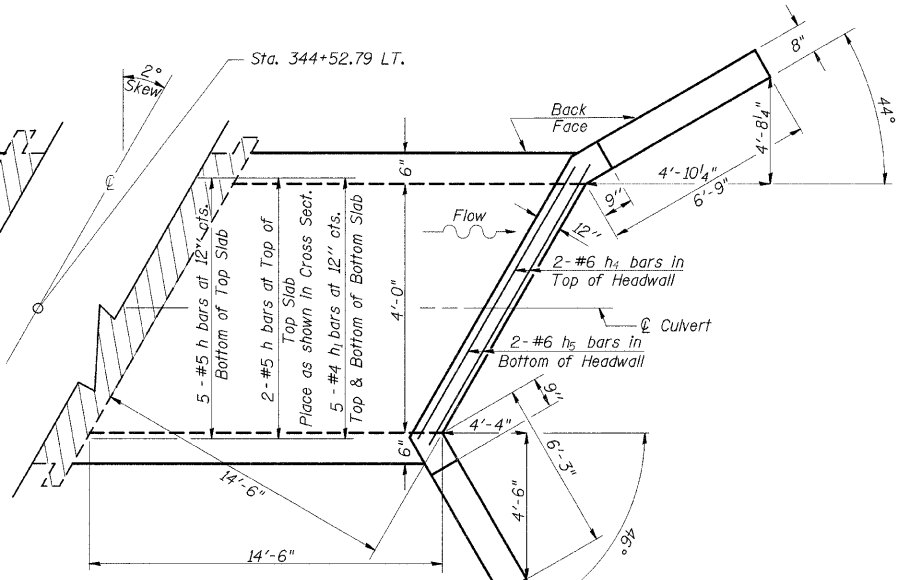
DESIGN STRESSES
fy = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT

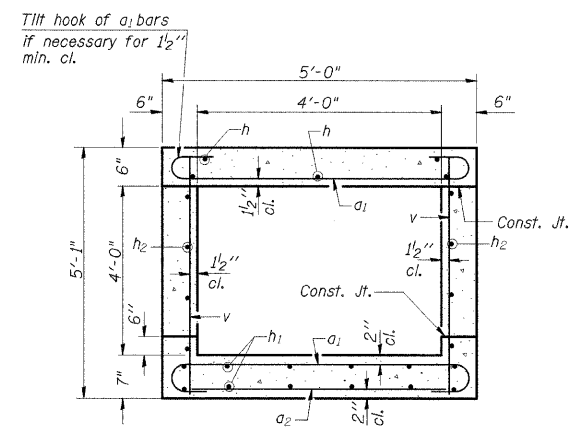
PLAN



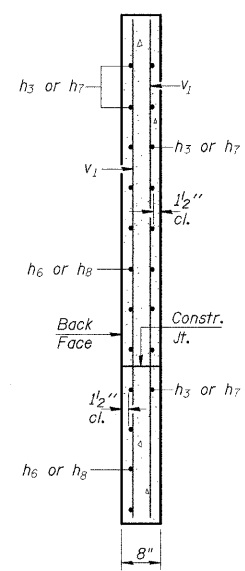
SHOWING OUTLINES

NOTES

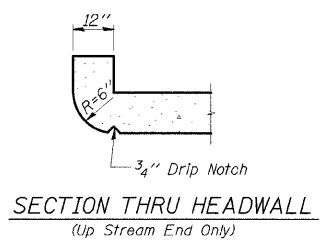
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

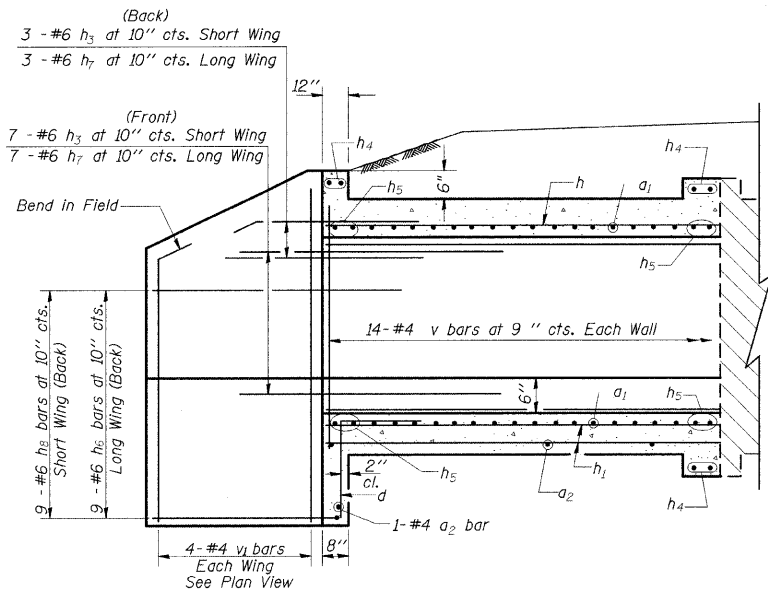
Bar	No.	Size	Length	Shape	
a1	38	#4	5'-8"	U	
a2	9	#4	4'-3"	—	
d	5	#4	4'-6"	L	
h	7	#5	14'-3"	—	
h1	10	#4	14'-3"	—	
h2	8	#5	14'-3"	—	
h3	9	#4	8'-0"	—	
h4	6	#6	4'-4"	—	
h5	8	#6	4'-8"	—	
h6	7	#5	9'-9"	—	
h7	8	#5	8'-0"	—	
h8	9	#4	9'-3"	—	
v	40	#4	4'-9"	—	
v1	8	#4	7'-7"	—	
Expansion Bolts 3/4"				Each	12
Concrete Box Culverts				Cu. Yd.	7.6
Reinforcement Bars				Pound	1010

PRECAST OPTION NOT ALLOWED

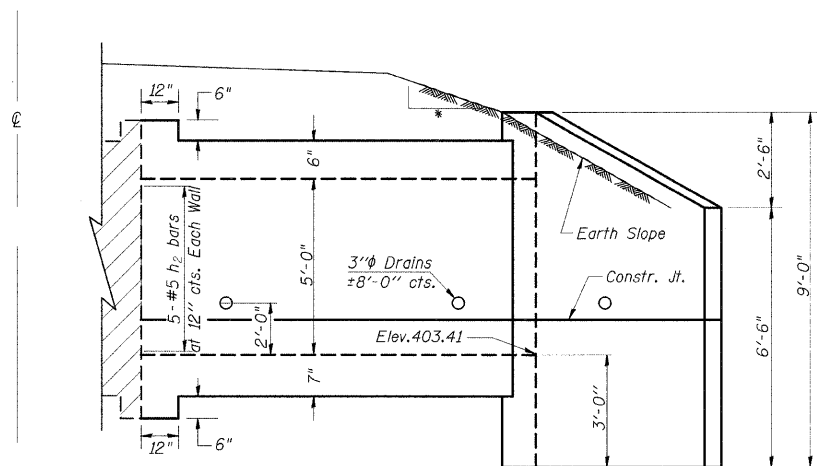
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 344+52.79 LT.
4' X 4', SKEW 2° RT. AH.
EXTEND 14'-6"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	•	401	171
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• JOHNSON/POPE				

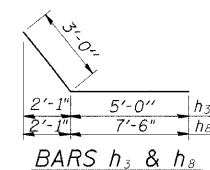


HALF LONG. SECTION

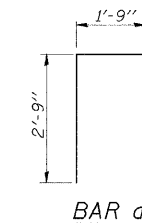


HALF ELEVATION

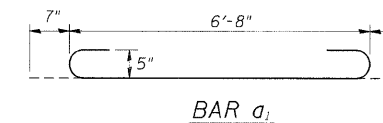
- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



BARS h_3 & h_8



BAR d

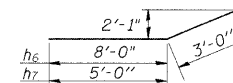


BAR a_1

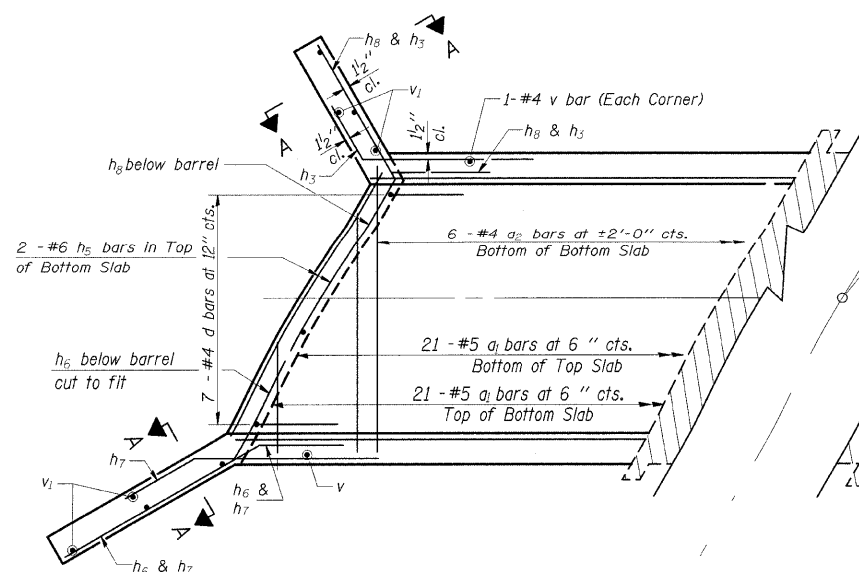
DESIGN STRESSES

$f_y = 60,000$ psi
 $f'_c = 3,500$ psi

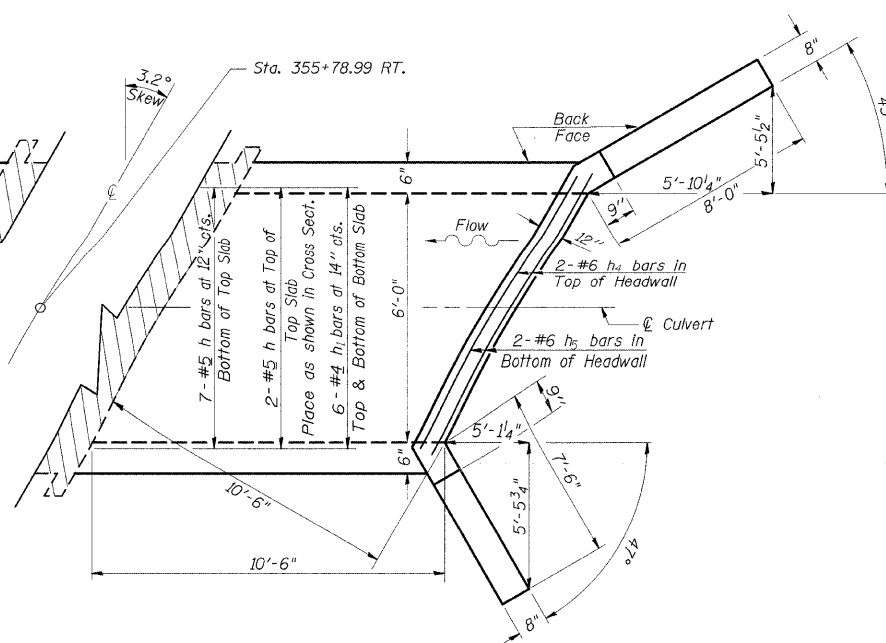
LOADING HS 20-44 & ALT.



BARS h_6 & h_7



SHOWING REINFORCEMENT

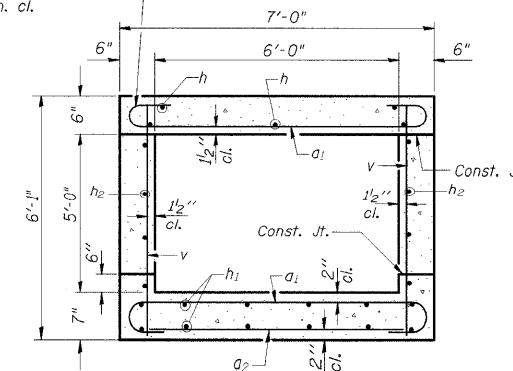


SHOWING OUTLINES

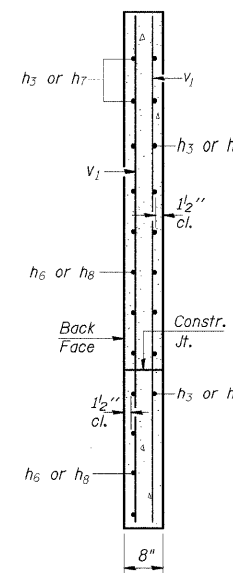
NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.

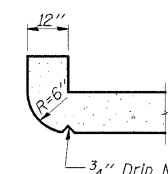
Tilt hook of a_1 bars if necessary for 1/2 inch min. cl.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

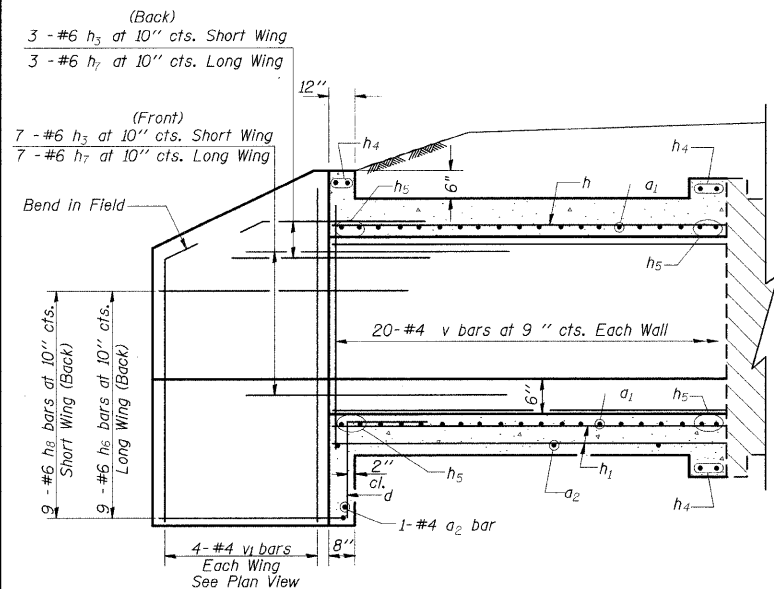
Bar	No.	Size	Length	Shape	
a_1	42	#5	7'-10"	U	
a_2	7	#4	6'-3"	—	
d	7	#4	4'-6"	L	
h	9	#5	10'-3"	—	
h_1	12	#4	10'-3"	—	
h_2	10	#5	10'-3"	—	
h_3	10	#6	8'-0"	—	
h_4	6	#6	6'-2"	—	
h_5	8	#6	6'-8"	—	
h_6	9	#6	11'-0"	—	
h_7	10	#6	8'-0"	—	
h_8	9	#6	10'-6"	—	
v	30	#4	5'-9"	—	
v_1	8	#4	8'-7"	—	
Expansion Bolts 3/4"				Each	18
Concrete Box Culverts				Cu. Yd.	8.2
Reinforcement Bars				Pound	1510

PRECAST OPTION NOT ALLOWED

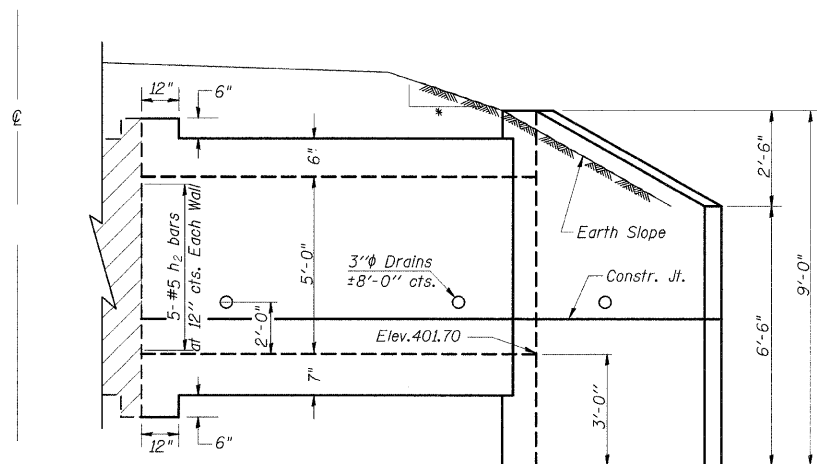
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 355+78.99 RT.
6' X 5', SKEW 3.2° RT. AH.
EXTEND 10'-6"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1		401	172
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• JOHNSON/POPE				

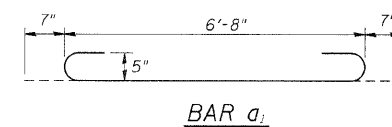
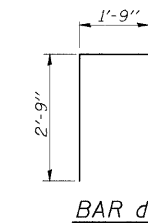
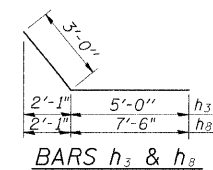


HALF LONG SECTION



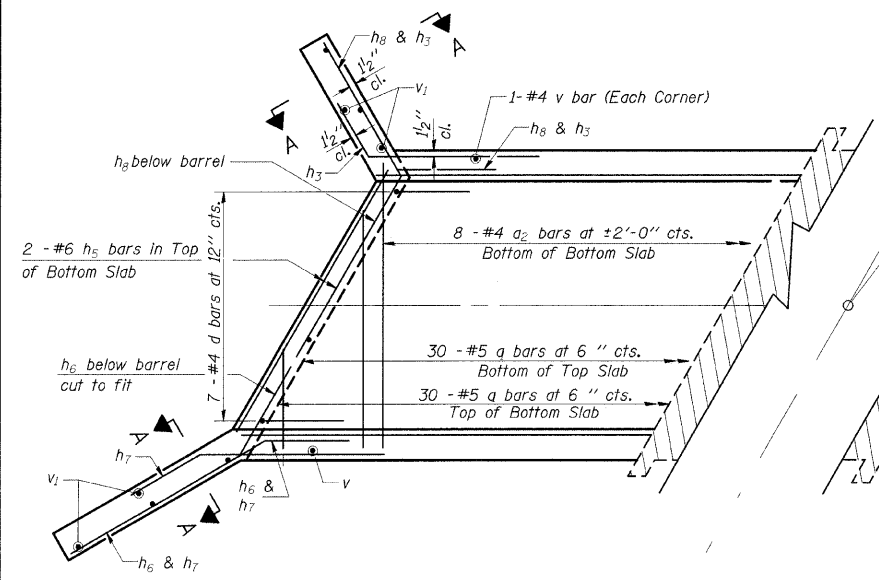
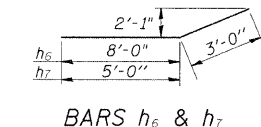
HALF ELEVATION

- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



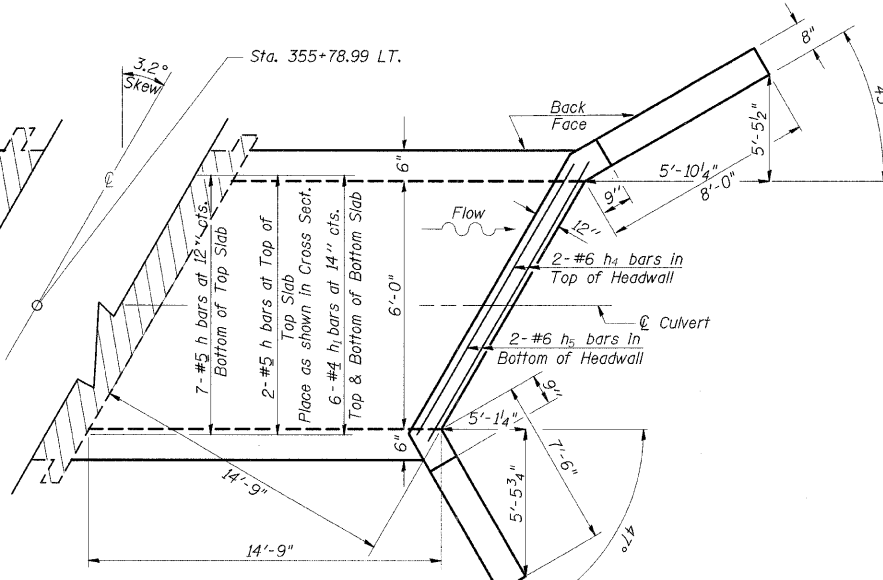
DESIGN STRESSES
 $f_y = 60,000 \text{ psi}$
 $f'_c = 3,500 \text{ psi}$

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT

PLAN

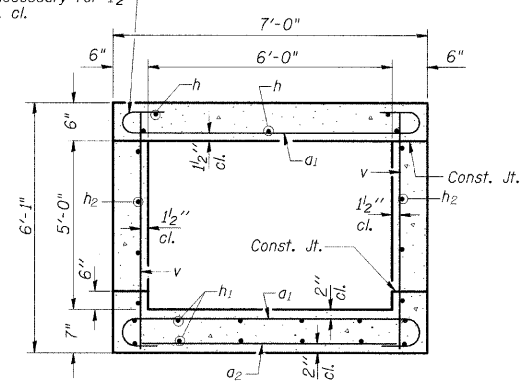


SHOWING OUTLINES

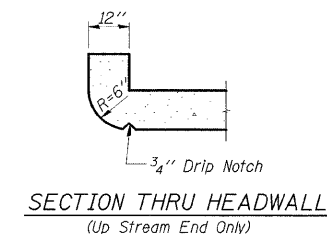
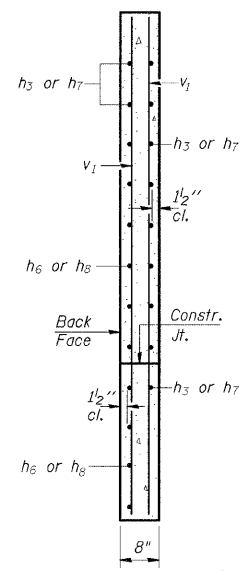
NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.

Tilt hook of a_1 bars if necessary for 1/2" min. cl.



SECTION THRU BARREL



BILL OF MATERIAL

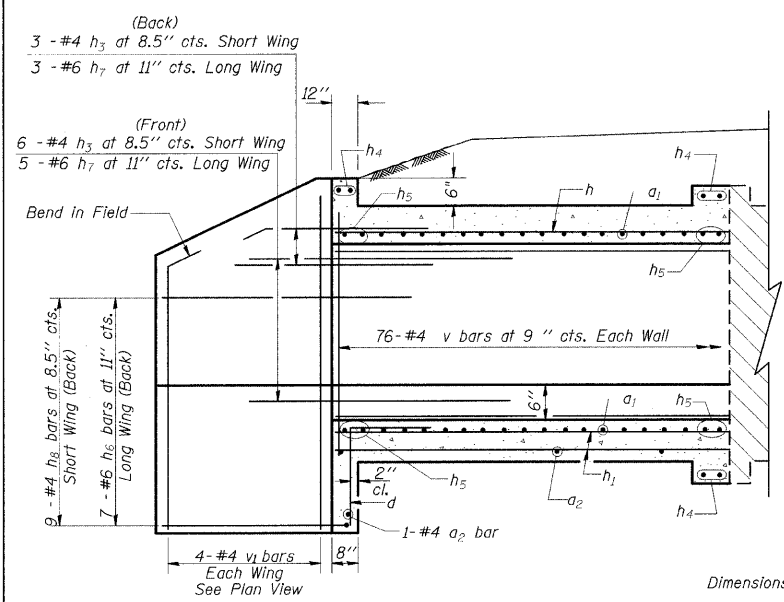
Bar	No.	Size	Length	Shape
a_1	60	#5	7'-10"	U
a_2	9	#4	6'-3"	U
d	7	#4	4'-6"	L
h	9	#5	14'-6"	—
h_1	12	#4	14'-6"	—
h_2	10	#5	14'-6"	—
h_3	10	#6	8'-0"	—
h_4	6	#6	6'-2"	—
h_5	8	#6	6'-8"	—
h_6	9	#6	11'-0"	—
h_7	10	#6	8'-0"	—
h_8	9	#6	10'-6"	—
v	42	#4	5'-9"	—
v_1	8	#4	8'-7"	—
Expansion Bolts 3/4"				Each 18
Concrete Box Culverts				Cu. Yd. 10.2
Reinforcement Bars				Pound 1830

PRECAST OPTION NOT ALLOWED

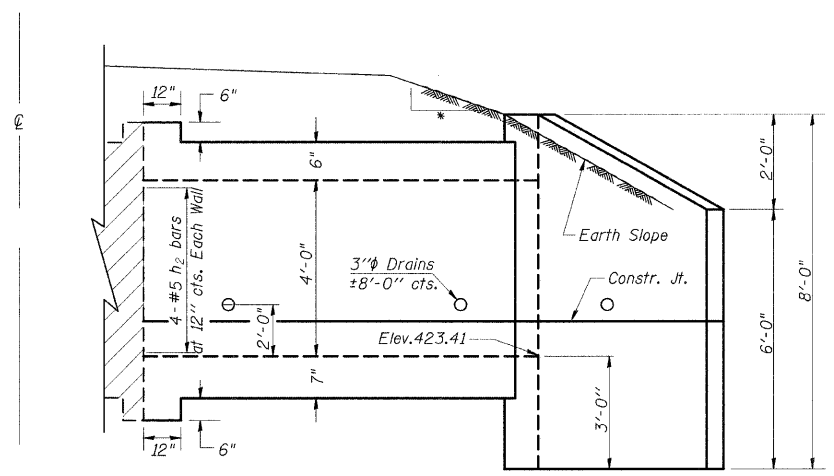
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 355+78.99 LT.
6' X 5', SKEW 3.2° RT. AH.
EXTEND 14'-9"

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1		401	173
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* JOHNSON/POPE				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

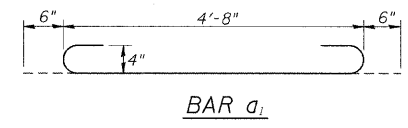
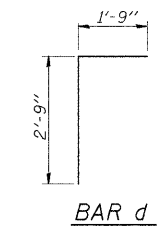
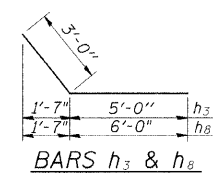


HALF LONG. SECTION



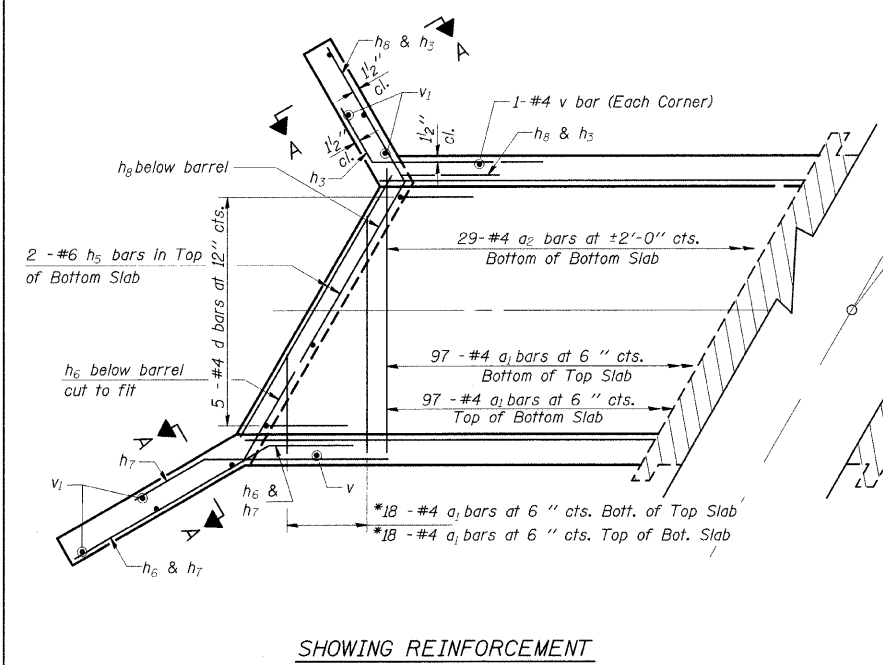
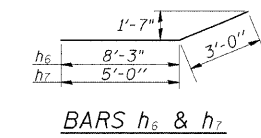
HALF ELEVATION

- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE

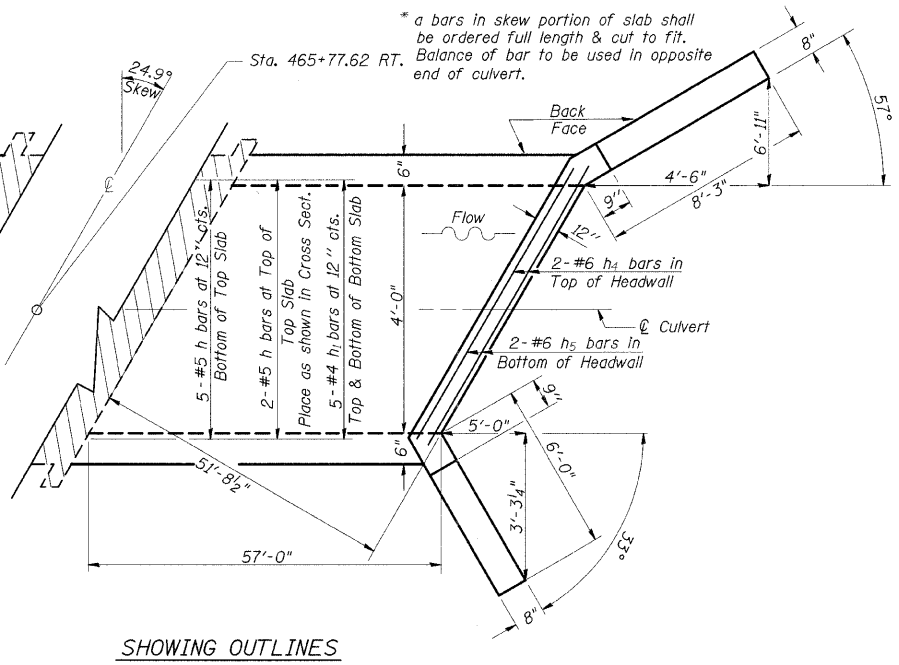


DESIGN STRESSES
fy = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44 & ALT.



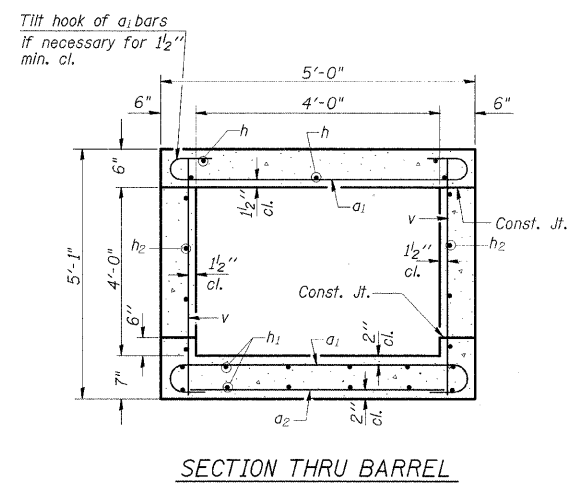
SHOWING REINFORCEMENT



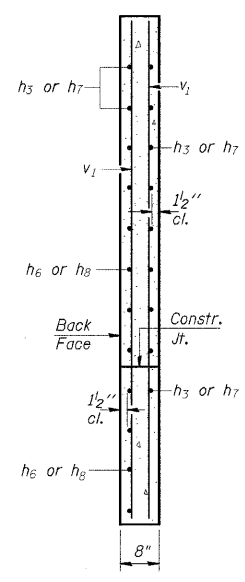
SHOWING OUTLINES

NOTES

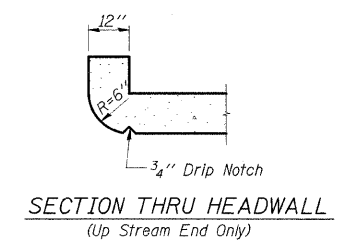
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. Indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

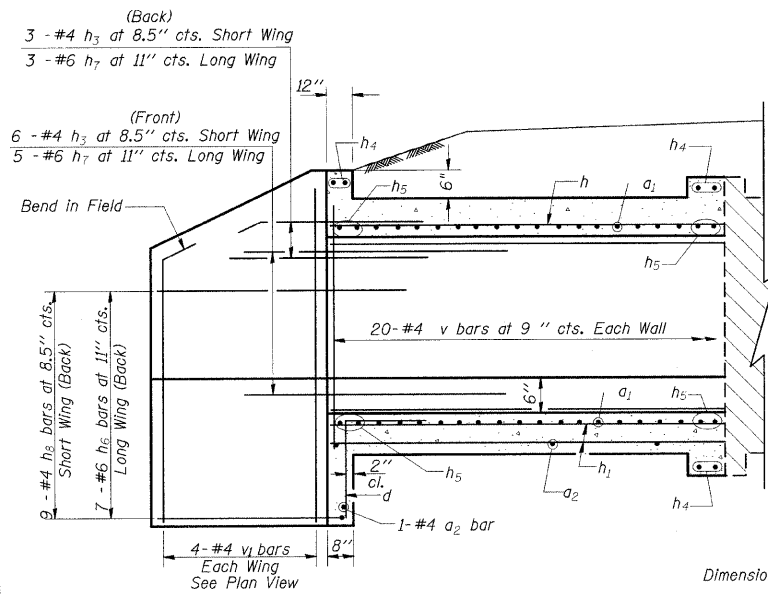
Bar	No.	Size	Length	Shape	
a1	230	#4	5'-8"	U	
a2	30	#4	4'-3"	—	
d	10	#4	4'-6"	L	
h	14	#5	29'-3"	—	
h1	20	#4	29'-1"	—	
h2	16	#5	29'-3"	—	
h3	9	#4	8'-0"	—	
h4	6	#6	4'-7"	—	
h5	8	#6	4'-2"	—	
h6	7	#6	11'-3"	—	
h7	8	#6	8'-0"	—	
h8	9	#4	9'-0"	—	
v	154	#4	4'-9"	—	
v1	8	#4	7'-1"	—	
Expansion Bolts 3/4"				Each	12
Concrete Box Culverts				Cu. Yd.	22.8
Reinforcement Bars				Pound	3230

PRECAST OPTION NOT ALLOWED

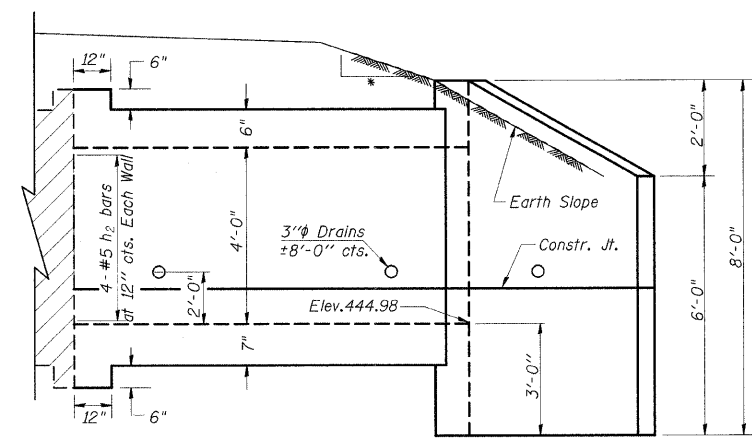
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 465+77.62 RT.
4' X 4', SKEW 24.9° RT. AH.
EXTEND 57'-0"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 98542			
F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS
932	(8,9,11)RS-1	*	401
STA.		TO STA.	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	
* JOHNSON/POPE			

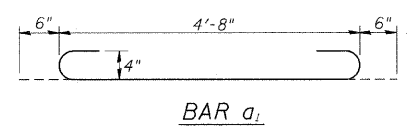
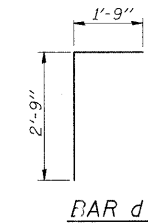
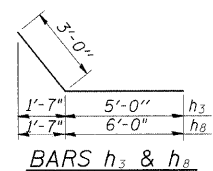


HALF LONG SECTION



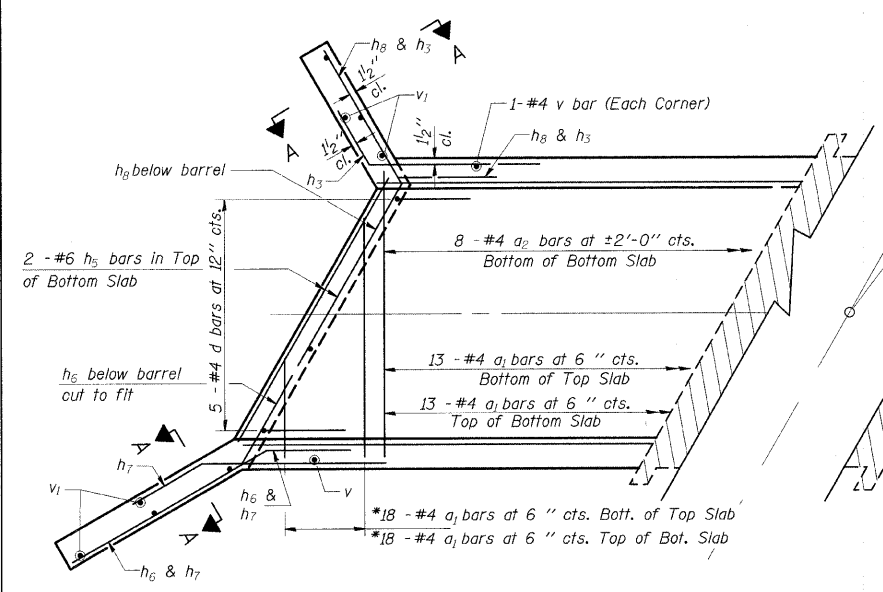
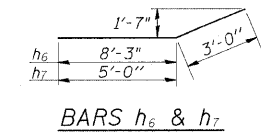
HALF ELEVATION

- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



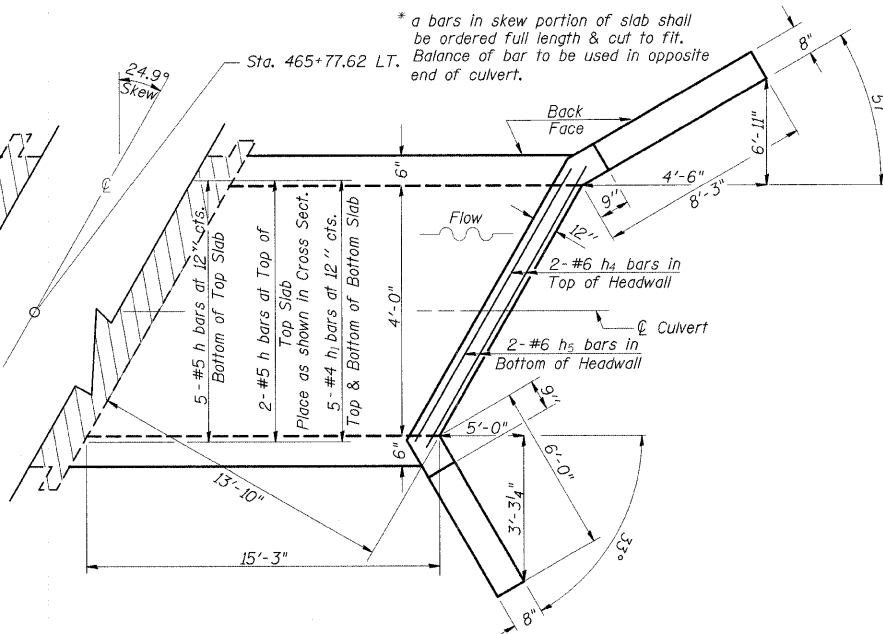
DESIGN STRESSES
fy = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT

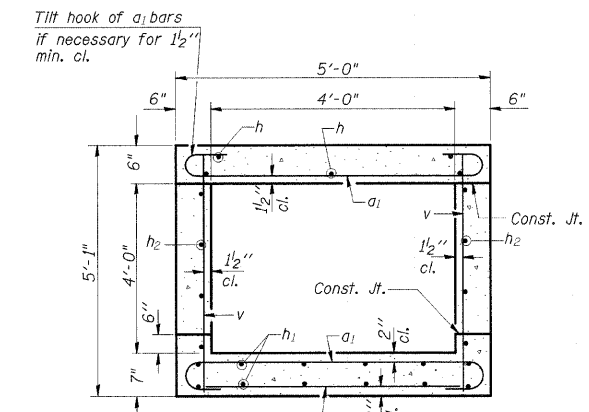
PLAN



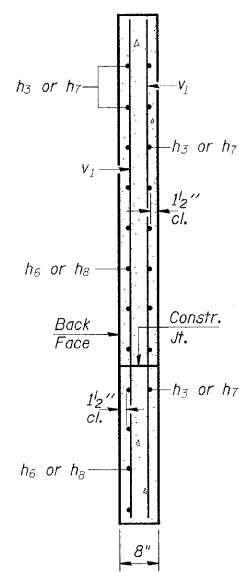
SHOWING OUTLINES

NOTES

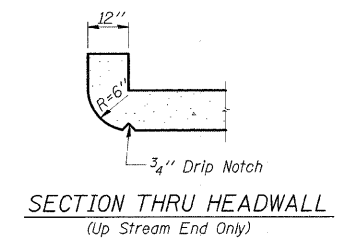
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a1	62	#4	5'-8"	U	
a2	9	#4	4'-3"	—	
d	10	#4	4'-6"	┌	
h	14	#5	15'-0"	—	
h1	20	#4	15'-0"	—	
h2	16	#5	15'-0"	—	
h3	9	#4	8'-0"	┘	
h4	6	#6	4'-7"	—	
h5	8	#6	4'-2"	—	
h6	7	#6	11'-3"	—	
h7	8	#6	8'-0"	┘	
h8	9	#4	9'-0"	┘	
v	42	#4	4'-9"	—	
v1	8	#4	7'-1"	—	
Expansion Bolts 3/4"				Each	12
Concrete Box Culverts				Cu. Yd.	8.2
Reinforcement Bars				Pound	1540

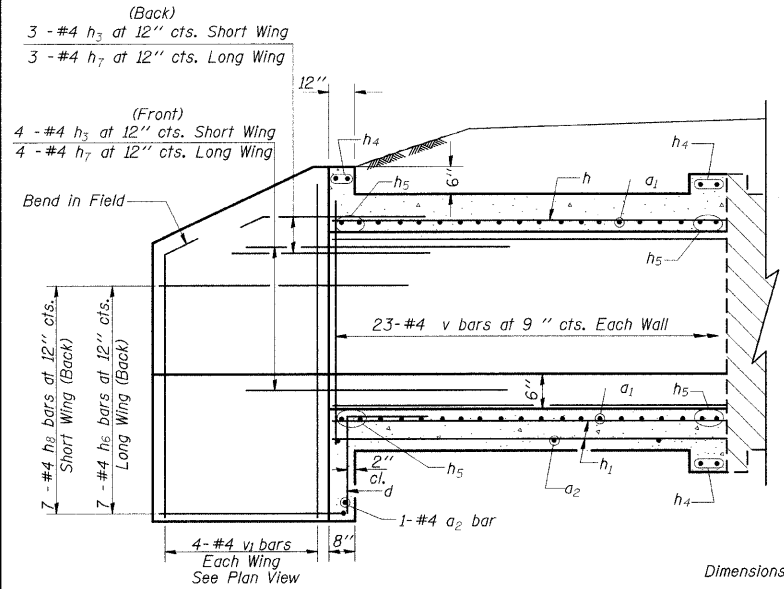
PRECAST OPTION NOT ALLOWED

ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 465+77.62 LT.
4' X 4', SKEW 24.9° RT. AH.
EXTEND 15'-3"

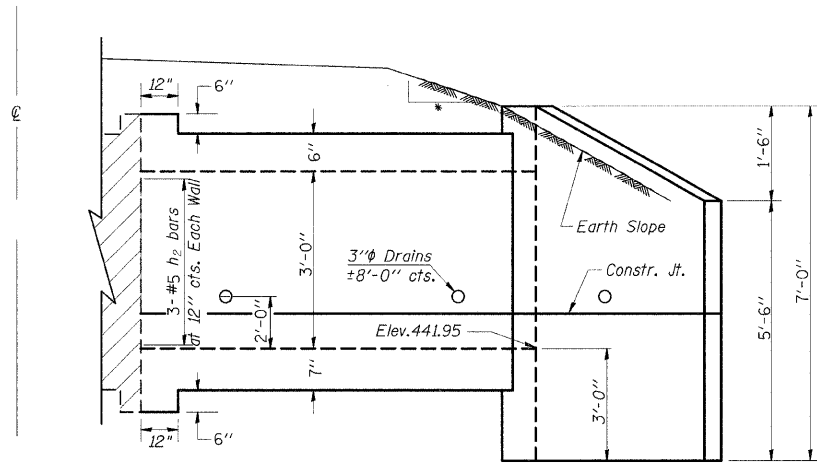
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1	*	401	175
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* JOHNSON/POPE

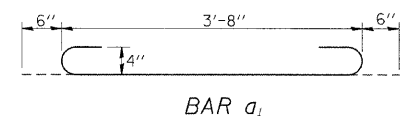
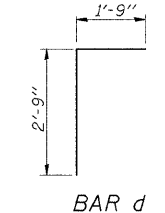
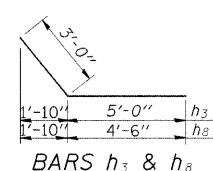


HALF LONG. SECTION



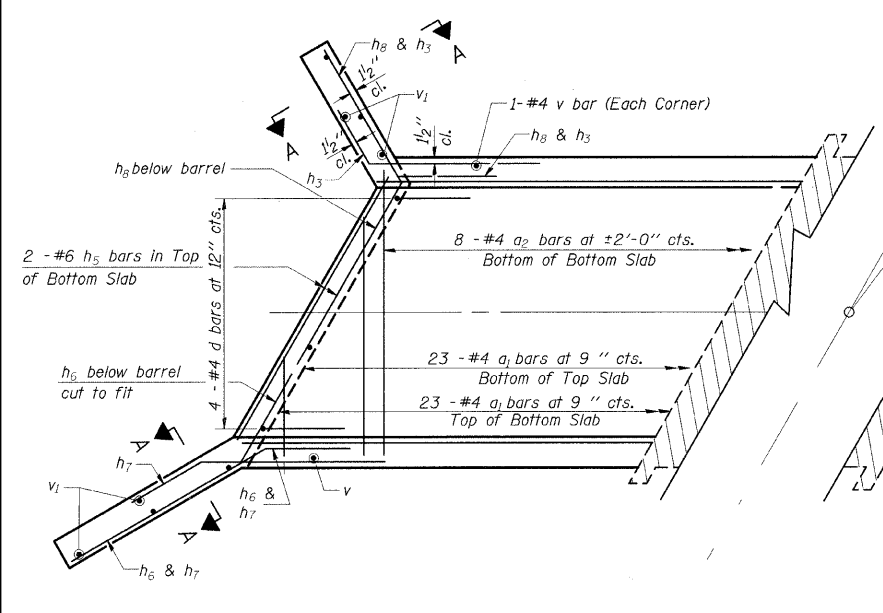
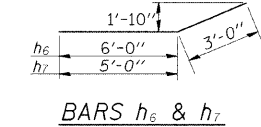
HALF ELEVATION

- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



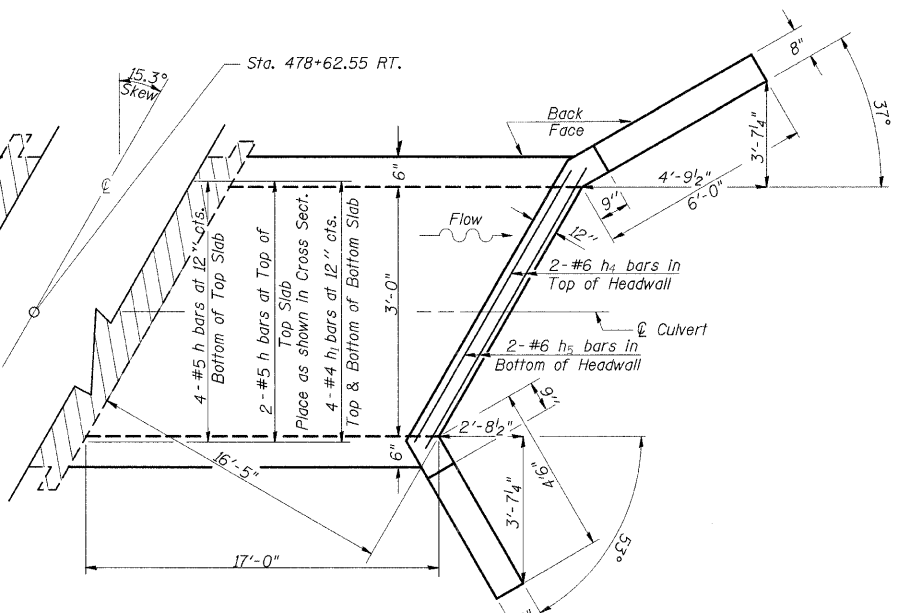
DESIGN STRESSES
 $f_y = 60,000$ psi
 $f'_c = 3,500$ psi

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT

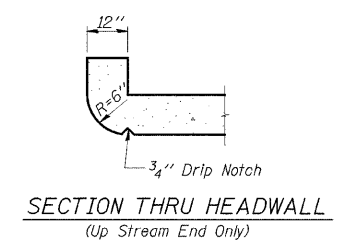
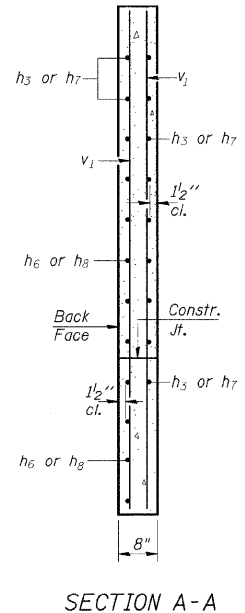
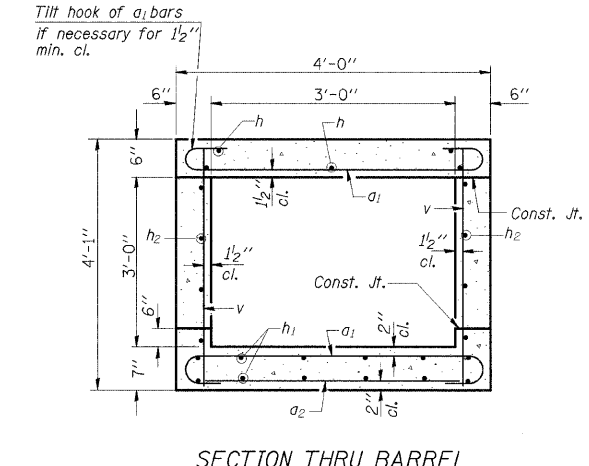
PLAN



SHOWING OUTLINES

NOTES

- A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
- Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
- Bars indicated thus 12 x 4 - #5 etc. indicates 12 lines of bars with 4 lengths per line.
- All construction joints shall be bonded.



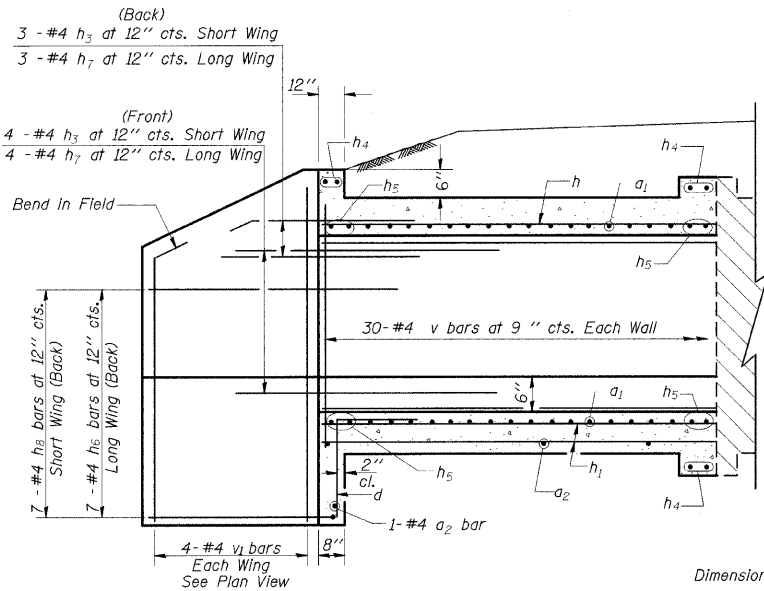
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_1	46	#4	4'-8"	U
a_2	9	#4	3'-3"	—
d	4	#4	4'-6"	—
h	6	#5	16'-9"	—
h_1	8	#4	16'-9"	—
h_2	6	#5	16'-9"	—
h_3	7	#4	8'-0"	—
h_4	6	#6	3'-4"	—
h_5	8	#6	3'-10"	—
h_6	7	#4	9'-0"	—
h_7	7	#4	8'-0"	—
h_8	7	#4	7'-6"	—
v	48	#4	3'-9"	—
v_1	8	#4	6'-1"	—
Expansion Bolts 3/4" Each 10				
Concrete Box Culverts Cu. Yd. 6.5				
Reinforcement Bars Pound 860				

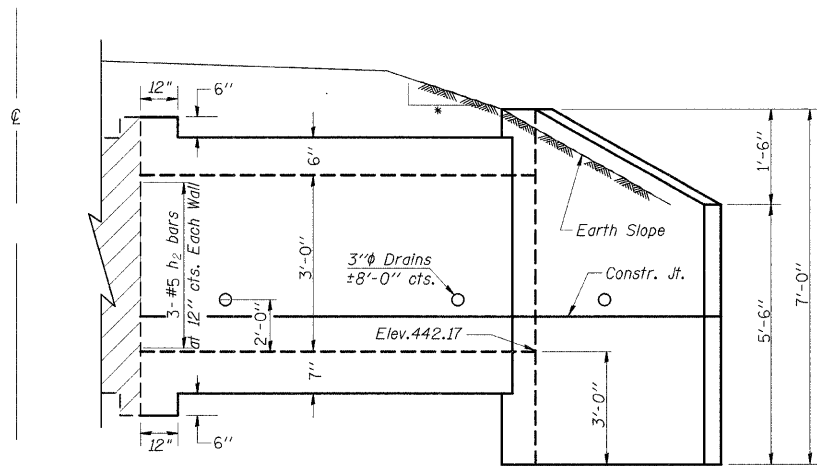
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 478+62.55 RT.
3' X 3', SKEW 15.3° RT. AH.
EXTEND 17'-0"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1		401	176
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
JOHNSON/POPE				

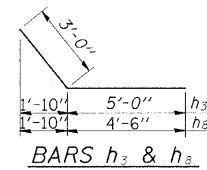


HALF LONG. SECTION

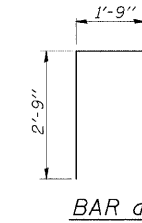


HALF ELEVATION

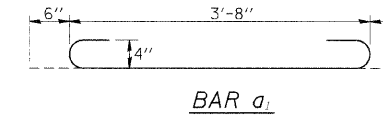
- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



BARS h_3 & h_8



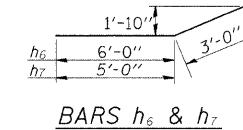
BAR d



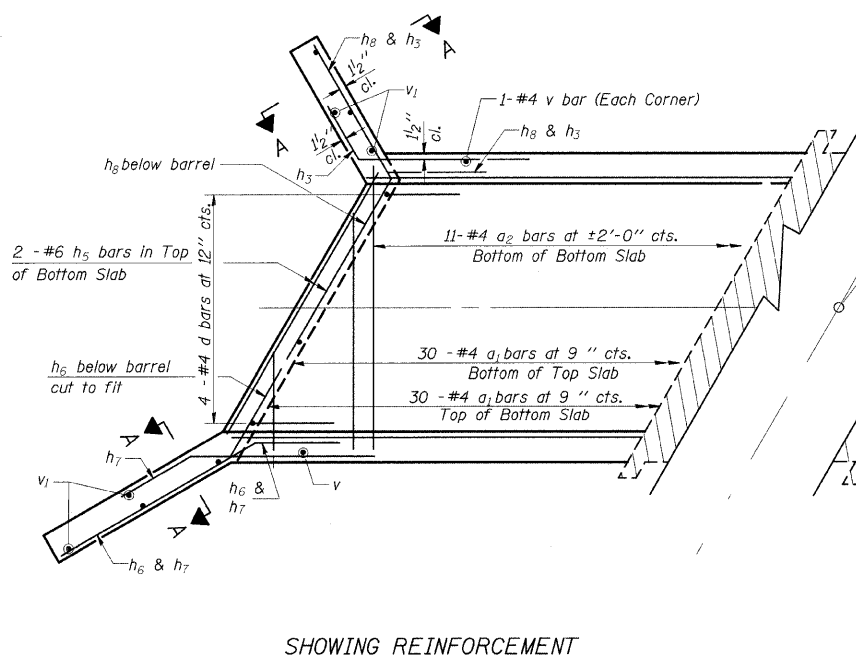
BAR a_1

DESIGN STRESSES
 $f_y = 60,000$ psi
 $f'_c = 3,500$ psi

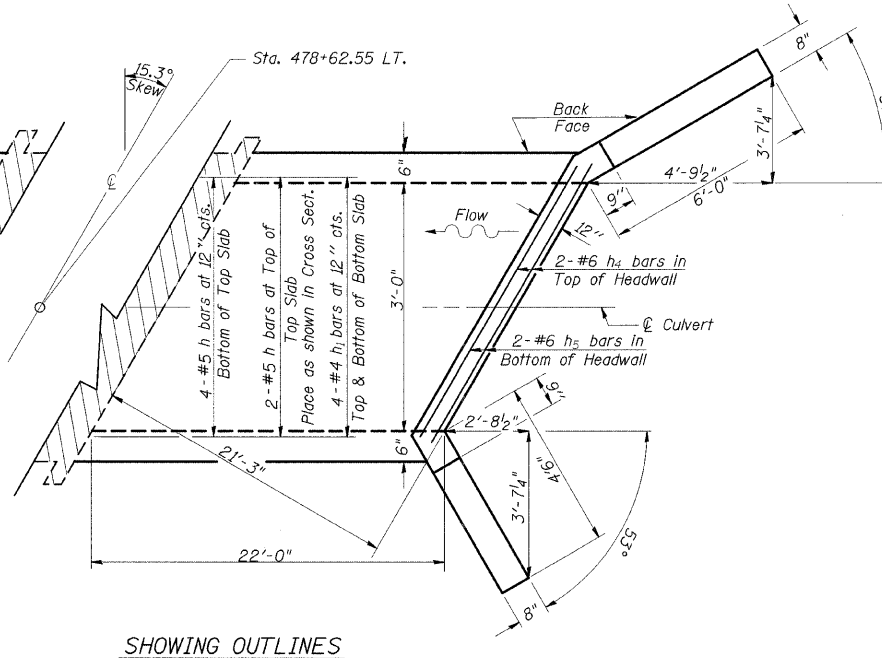
LOADING HS 20-44 & ALT.



BARS h_6 & h_7



SHOWING REINFORCEMENT

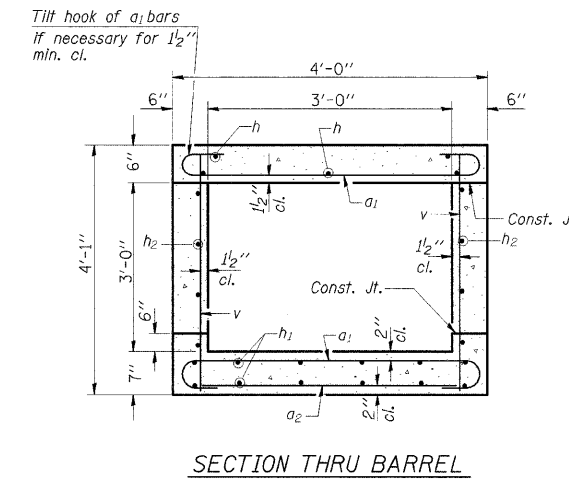


SHOWING OUTLINES

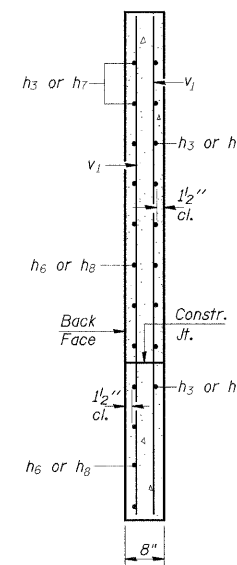
PLAN

NOTES

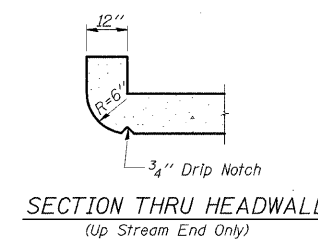
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

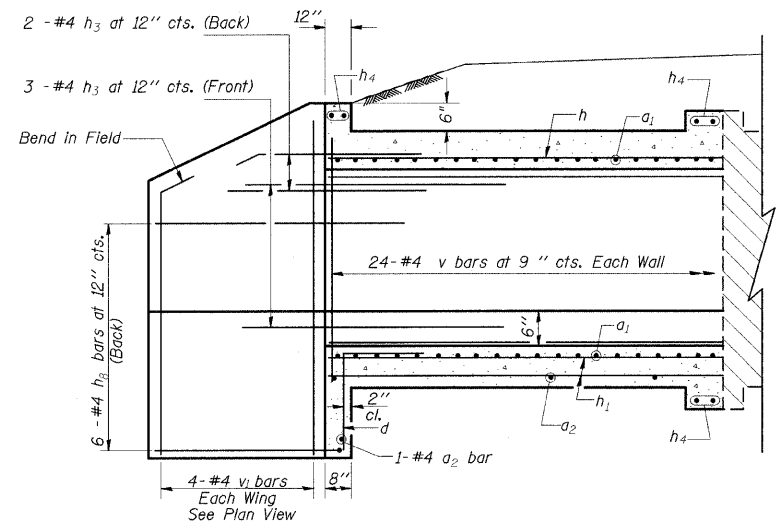
Bar	No.	Size	Length	Shape
a_1	60	#4	4'-8"	U
a_2	12	#4	3'-3"	U
d	4	#4	4'-6"	L
h	6	#5	21'-9"	—
h_1	8	#4	21'-9"	—
h_2	6	#5	21'-9"	—
h_3	7	#4	8'-0"	—
h_4	6	#6	3'-4"	—
h_5	8	#6	3'-10"	—
h_6	7	#4	9'-0"	—
h_7	7	#4	8'-0"	—
h_8	7	#4	7'-6"	—
v	62	#4	3'-9"	—
v_1	8	#4	6'-1"	—
Expansion Bolts $3/4"$				Each 10
Concrete Box Culverts				Cu. Yd. 7.9
Reinforcement Bars				Pound 1030

ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 478+62.55 LT.
3' X 3', SKEW 15.3° RT. AH.
EXTEND 22'-0"

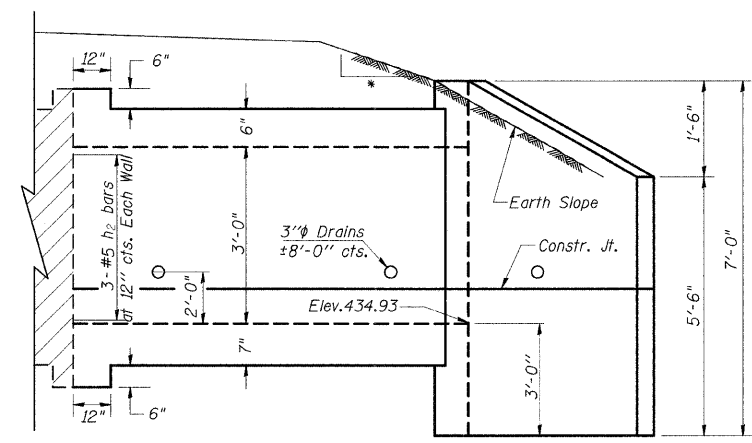
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1	*	401	177
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• JOHNSON/POPE

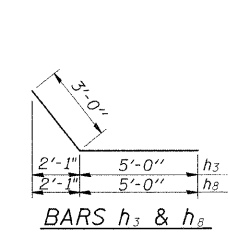


HALF LONG. SECTION

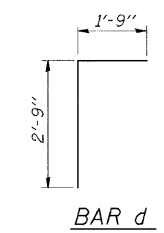


HALF ELEVATION

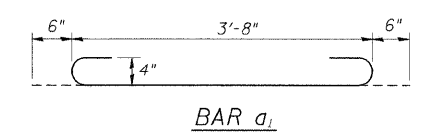
* 4:1 TO CLEAR ZONE
3:1 AFTER CLEAR ZONE



BARS h₃ & h₈



BAR d

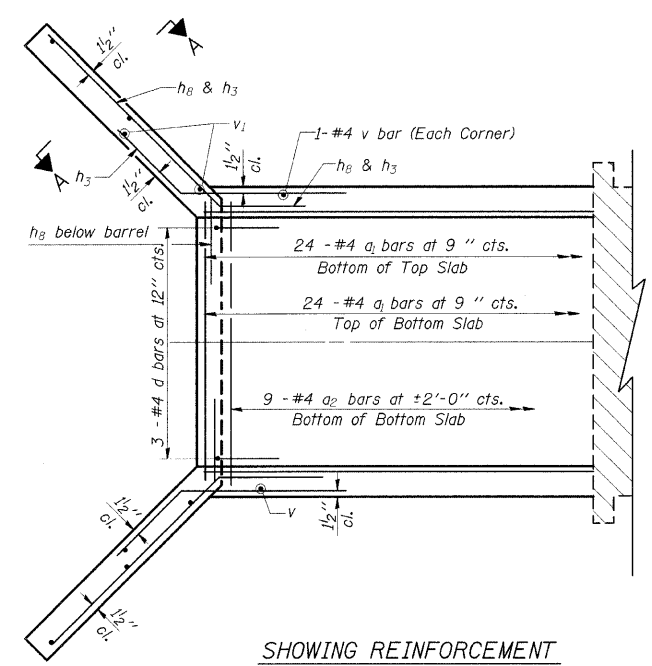


BAR a₁

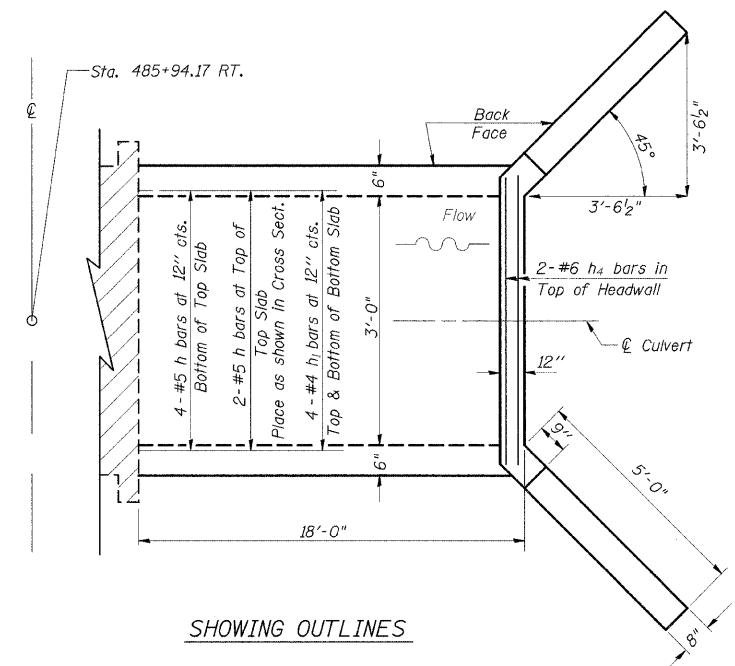
DESIGN STRESSES

f_y = 60,000 psi
f'_c = 3,500 psi

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT

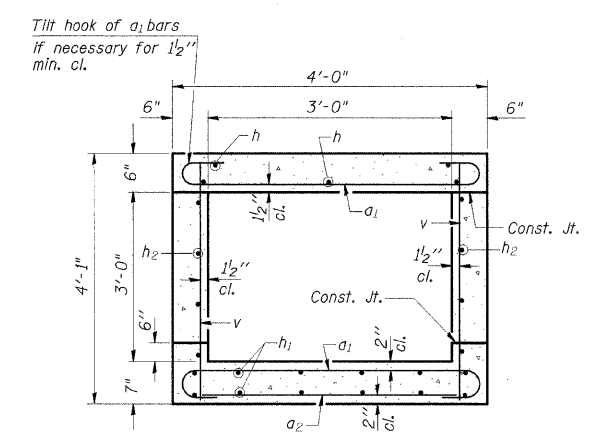


SHOWING OUTLINES

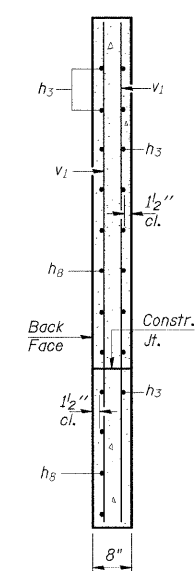
PLAN

NOTES

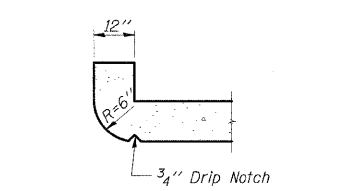
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



SECTION THRU BARREL



SECTION A-A

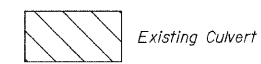


SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a ₁	48	#4	4'-8"	U	
a ₂	10	#4	3'-3"	—	
d	3	#4	4'-6"	L	
h	6	#5	17'-9"	—	
h ₁	8	#4	17'-9"	—	
h ₂	6	#5	17'-9"	—	
h ₃	5	#4	8'-0"	—	
h ₄	6	#6	3'-2"	—	
h ₈	6	#4	8'-0"	—	
v	50	#4	3'-9"	—	
v ₁	8	#4	6'-7"	—	
Expansion Bolts 3/4"				Each	8
Concrete Box Culverts				Cu. Yd.	6.8
Reinforcement Bars				Pound	750

LEGEND

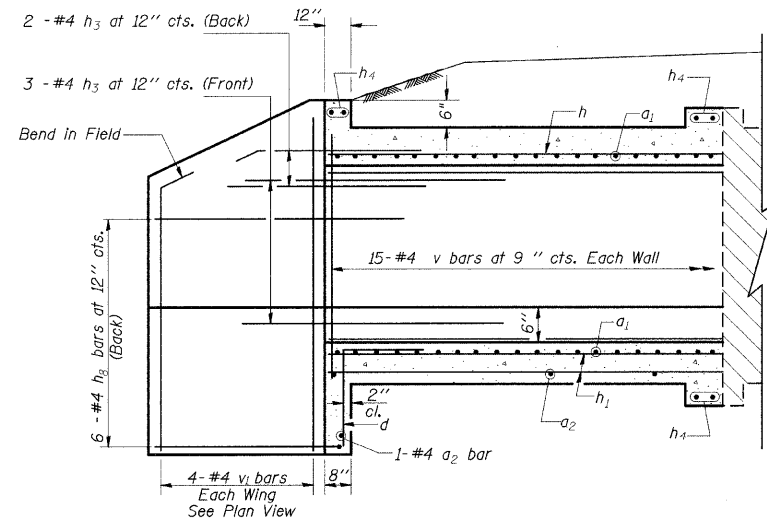


Existing Culvert

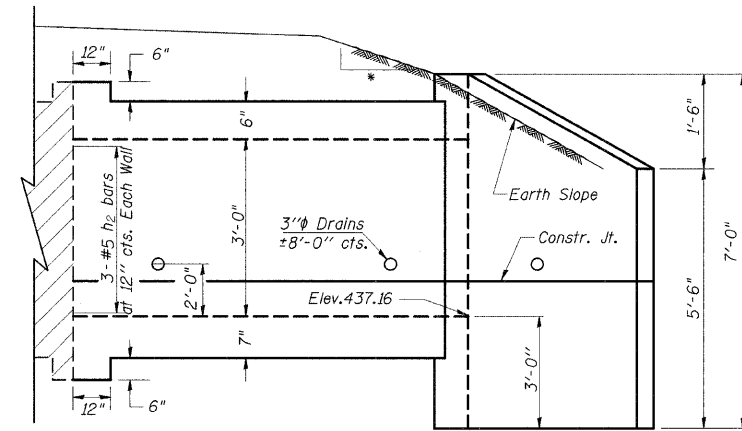
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 485+94.17 RT.
3' X 3', SKEW 0°
EXTEND 18'-0"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,3,11)W,RS-1	*	401	178
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* JOHNSON/POPE				

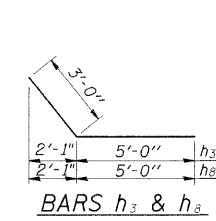


HALF LONG SECTION

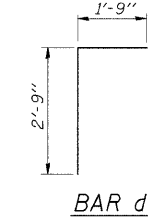


HALF ELEVATION

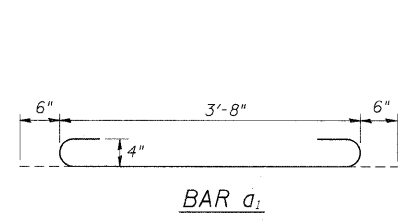
- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



BARS h_3 & h_8



BAR d

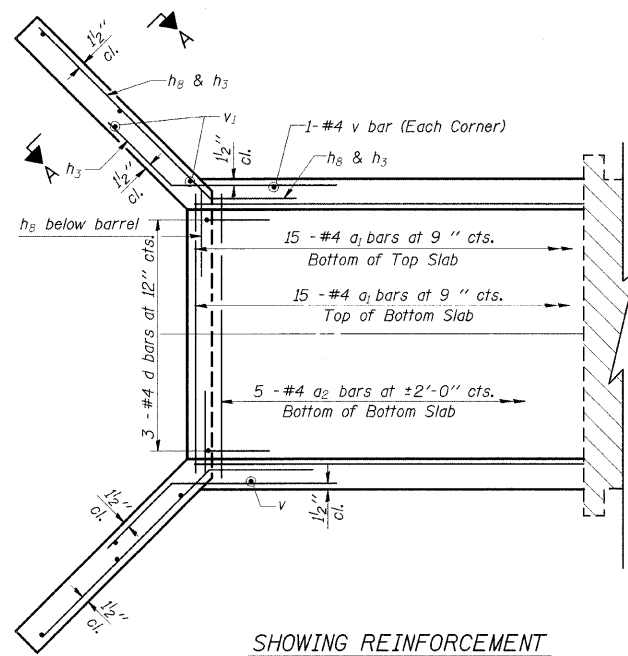


BAR a_1

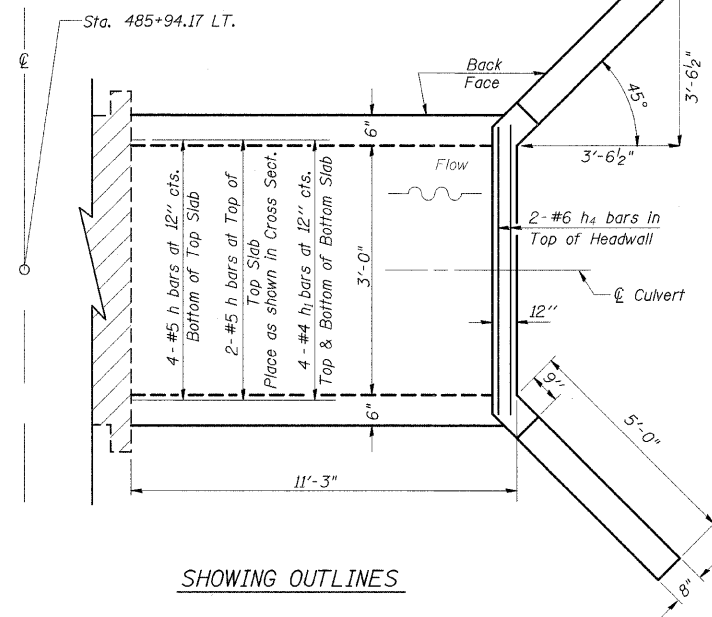
DESIGN STRESSES

$f_y = 60,000 \text{ psi}$
 $f'_c = 3,500 \text{ psi}$

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT



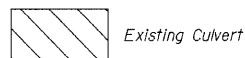
SHOWING OUTLINES

PLAN

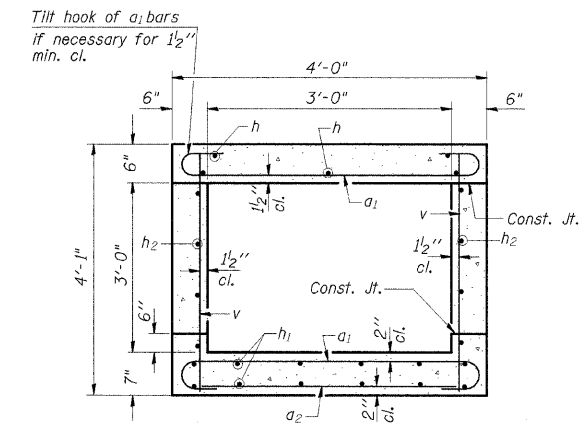
NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.

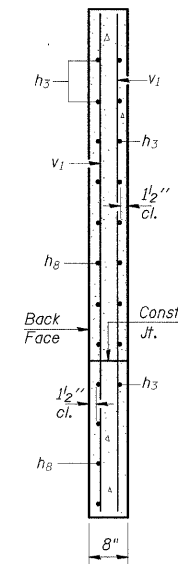
LEGEND



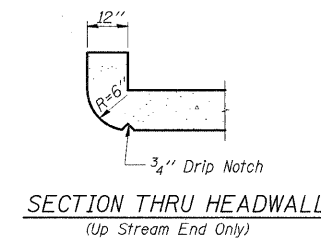
Existing Culvert



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a_1	30	#4	4'-8"	U	
a_2	6	#4	3'-3"	U	
d	3	#4	4'-6"	L	
h	6	#5	11'-0"	—	
h_1	8	#4	11'-0"	—	
h_2	6	#5	11'-0"	—	
h_3	5	#4	8'-0"	—	
h_4	6	#6	3'-2"	—	
h_8	6	#4	8'-0"	—	
v	32	#4	3'-9"	—	
v_1	8	#4	6'-7"	—	
Expansion Bolts 3/4"				Each	8
Concrete Box Culverts				Cu. Yd.	4.9
Reinforcement Bars				Pound	520

ILLINOIS DEPARTMENT OF TRANSPORTATION

BOX CULVERT EXTENSION

STATION 485+94.17 LT.

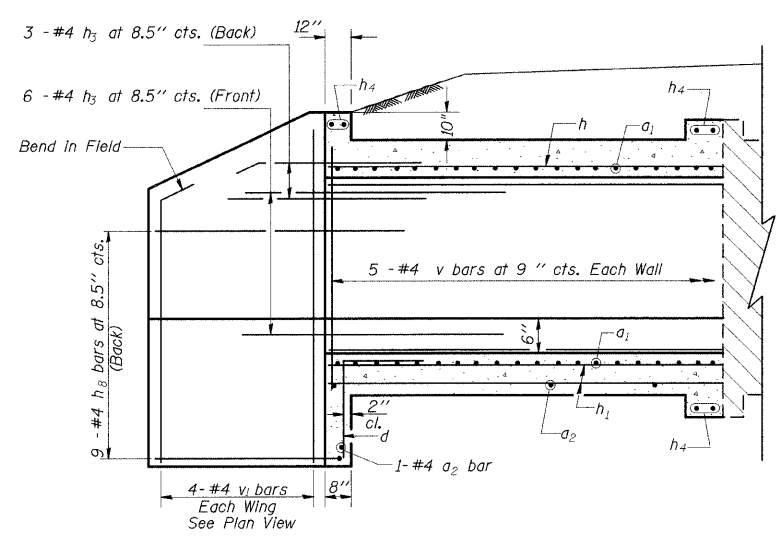
3' X 3', SKEW 0°

EXTEND 11'-3"

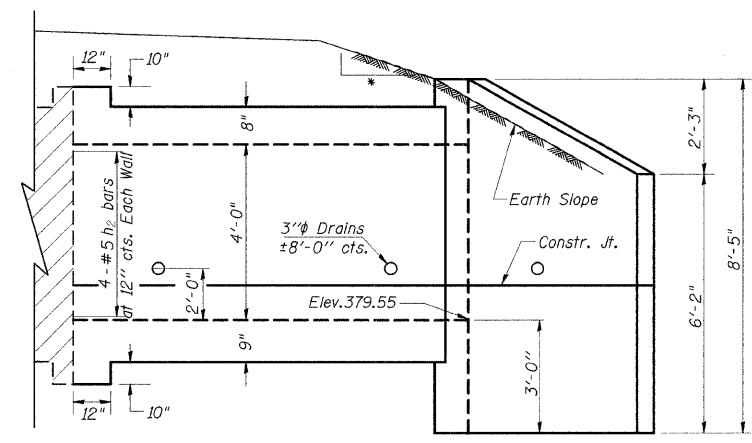
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	•	401	179
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• JOHNSON/POPE

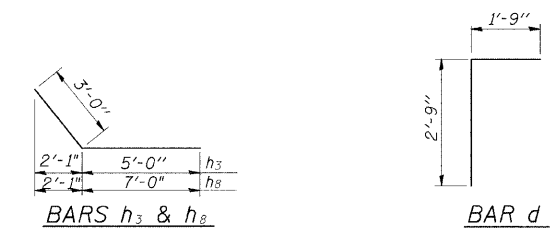


HALF LONG SECTION



HALF ELEVATION

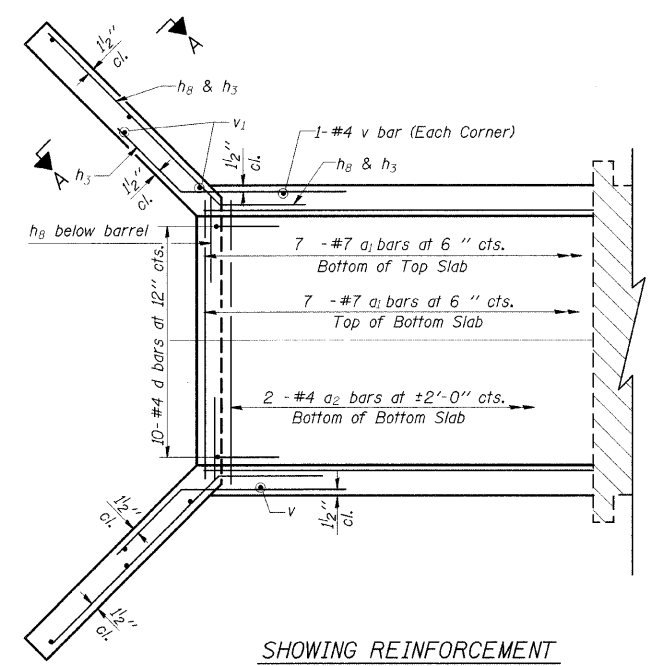
* 4:1 TO CLEAR ZONE
3:1 AFTER CLEAR ZONE



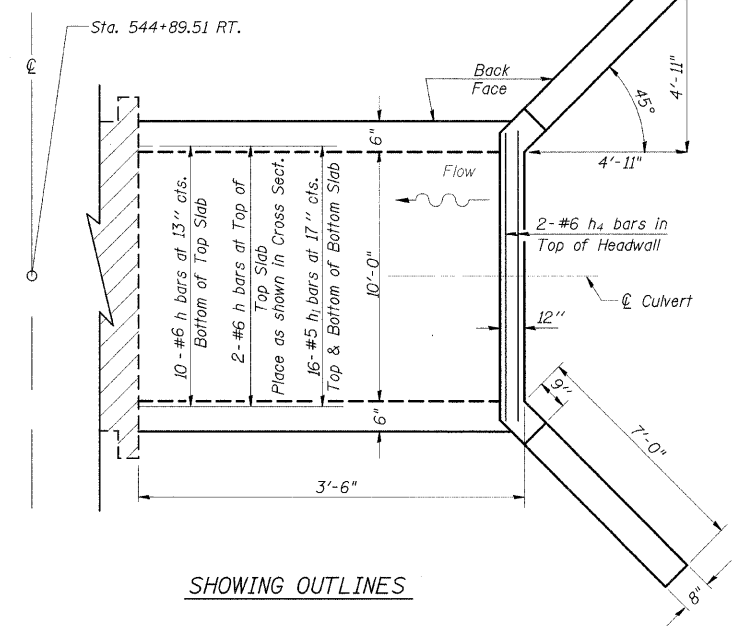
DESIGN STRESSES

$f_y = 60,000 \text{ psi}$
 $f'_c = 3,500 \text{ psi}$

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT



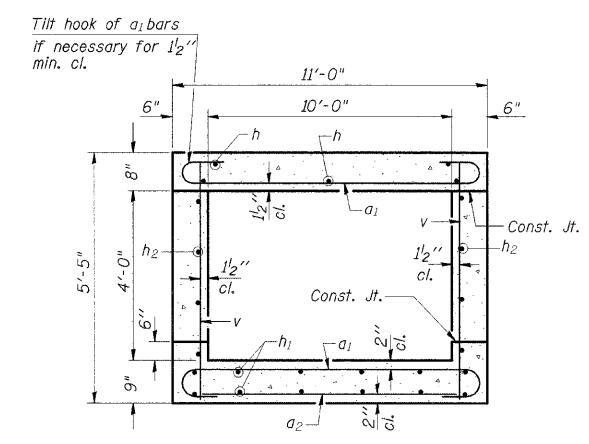
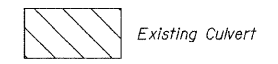
SHOWING OUTLINES

PLAN

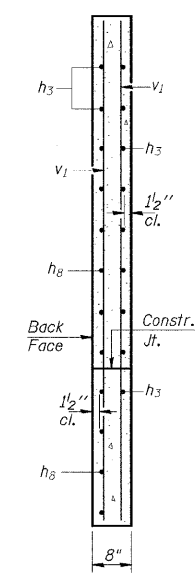
NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4 - #5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.

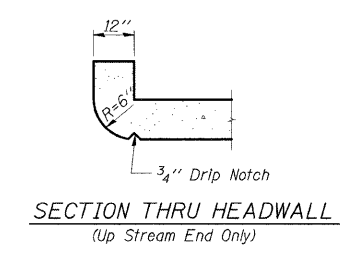
LEGEND



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	14	#7	12'-4"	
a2	3	#4	10'-3"	—
d	10	#4	4'-6"	
h	12	#6	3'-3"	—
h1	16	#5	3'-3"	—
h2	8	#5	3'-3"	—
h3	9	#4	8'-0"	
h4	6	#6	10'-9"	—
h8	9	#4	9'-1"	
v	12	#4	5'-1"	—
v1	8	#4	6'-4"	—

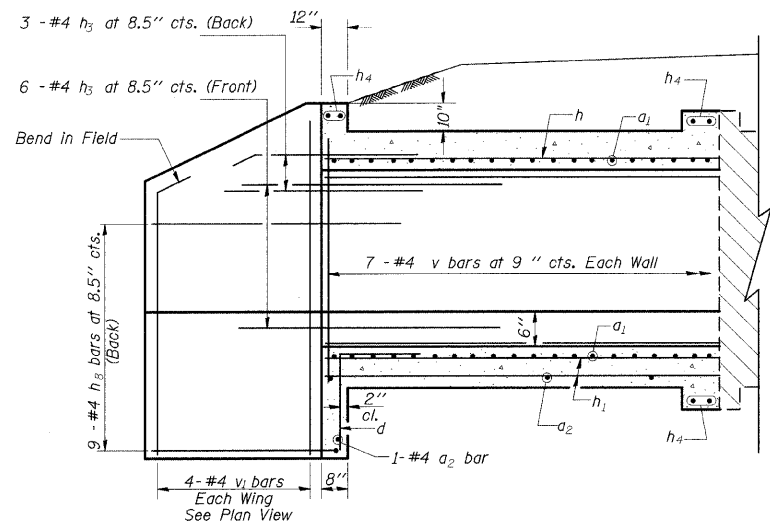
Expansion Bolts 3/4"	Each	20
Concrete Box Culverts	Cu. Yd.	5.9
Reinforcement Bars	Pound	820

PRECAST OPTION NOT ALLOWED

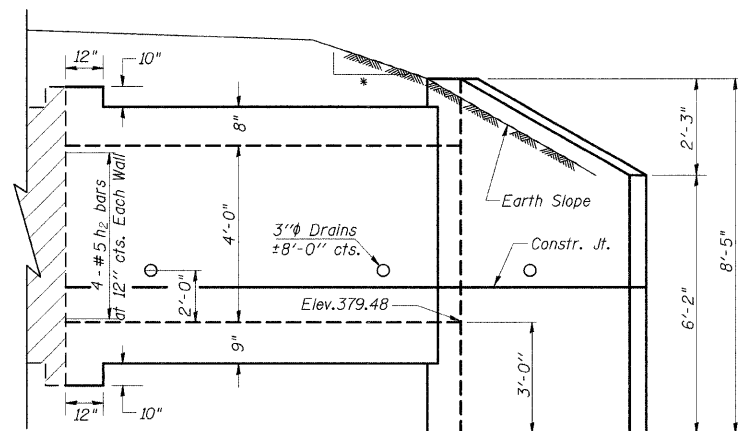
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 544+89.51 RT.
10' X 4', SKEW 0°
EXTEND 3'-6"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1	*	401	180
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* JOHNSON/POPE				

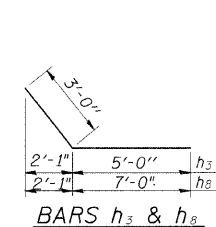


HALF LONG. SECTION

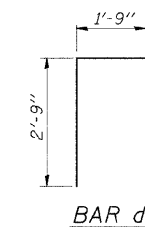


HALF ELEVATION

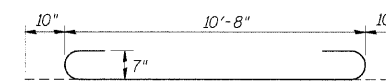
4:1 TO CLEAR ZONE
3:1 AFTER CLEAR ZONE



BARS h_3 & h_8



BAR d

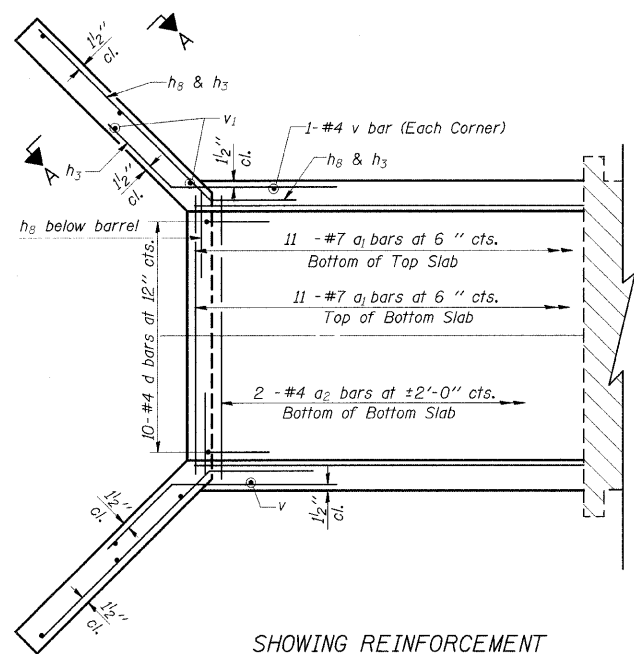


BAR a_1

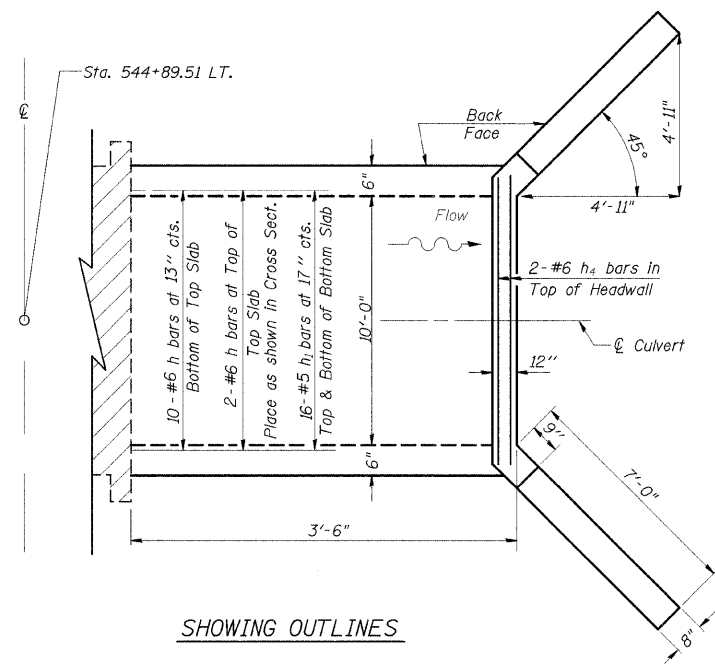
DESIGN STRESSES

$f_y = 60,000$ psi
 $f'_c = 3,500$ psi

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT

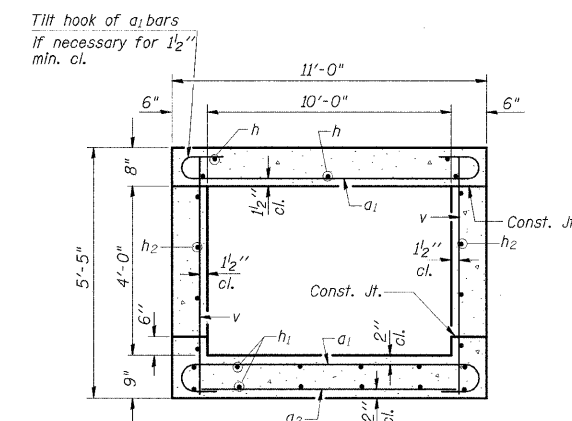


SHOWING OUTLINES

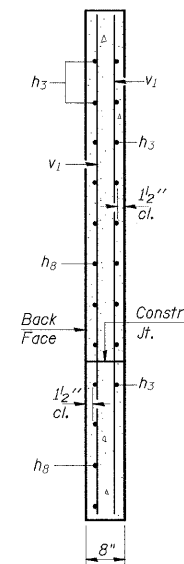
PLAN

NOTES

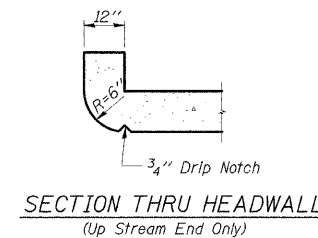
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

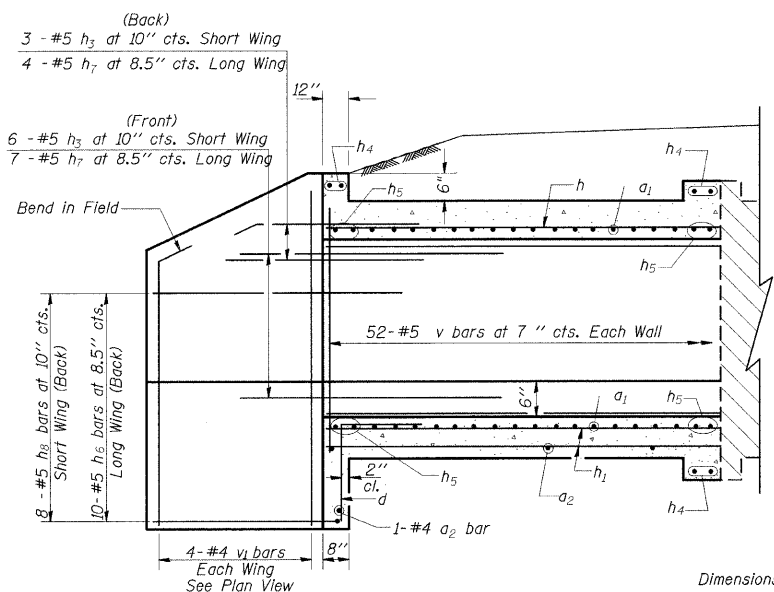
Bar	No.	Size	Length	Shape	
a_1	22	#7	12'-4"	U	
a_2	3	#4	10'-3"	—	
d	10	#4	4'-6"	L	
h	12	#6	5'-0"	—	
h_1	16	#5	5'-0"	—	
h_2	8	#5	5'-0"	—	
h_3	9	#4	8'-0"	—	
h_4	6	#6	10'-9"	—	
h_8	9	#4	9'-1"	—	
v	16	#4	5'-1"	—	
v_1	8	#4	6'-4"	—	
Expansion Bolts $\frac{3}{4}$ "				Each	20
Concrete Box Culverts				Cu. Yd.	7.2
Reinforcement Bars				Pound	1110

PRECAST OPTION NOT ALLOWED

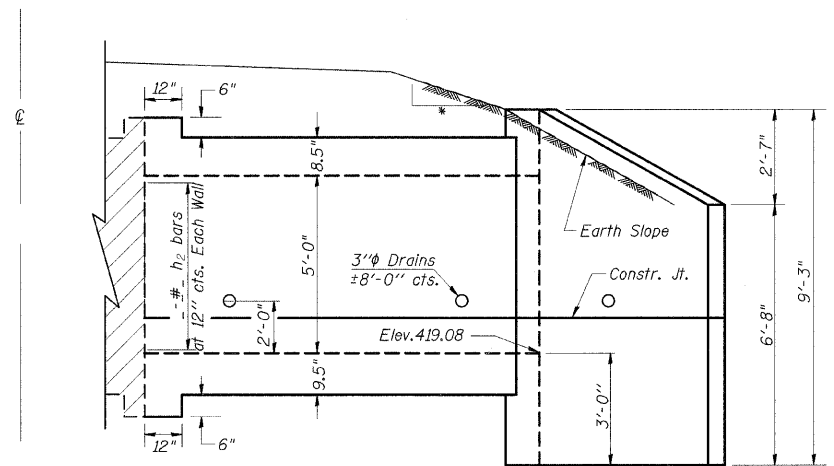
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 544+89.51 LT.
10' X 4', SKEW 0°
EXTEND 5'-3"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1	*	401	181
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* JOHNSON/POPE				

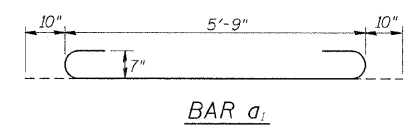
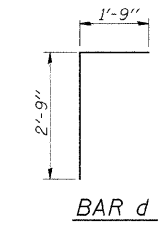
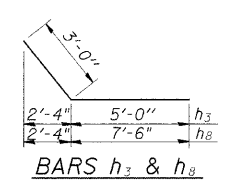


HALF LONG SECTION



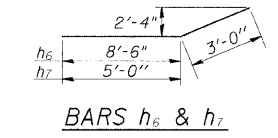
HALF ELEVATION

- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE

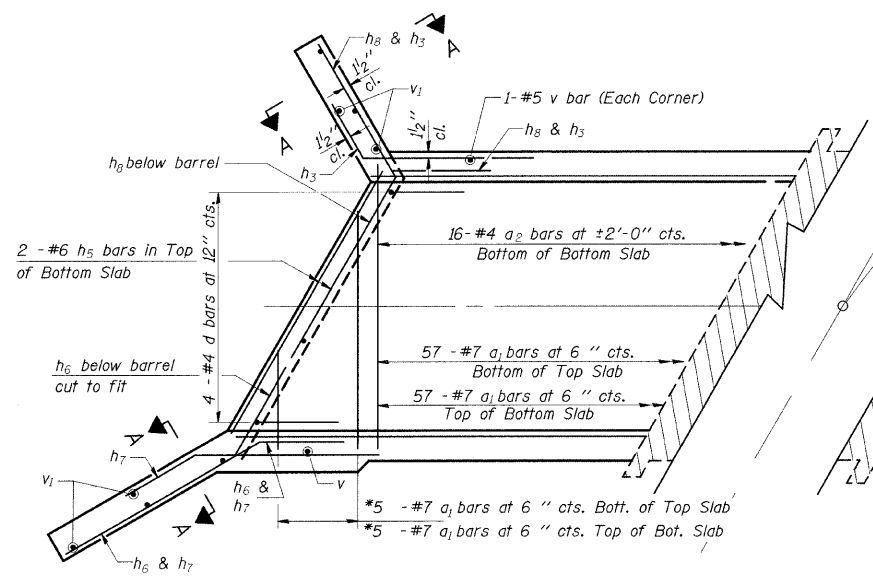


DESIGN STRESSES
fy = 60,000 psi
f'c = 3,500 psi

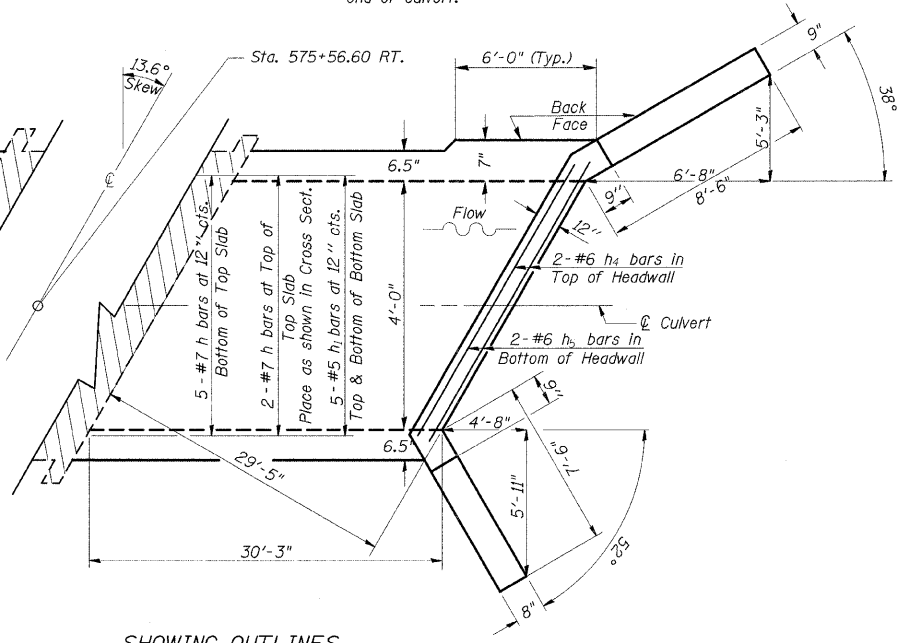
LOADING HS 20-44 & ALT.



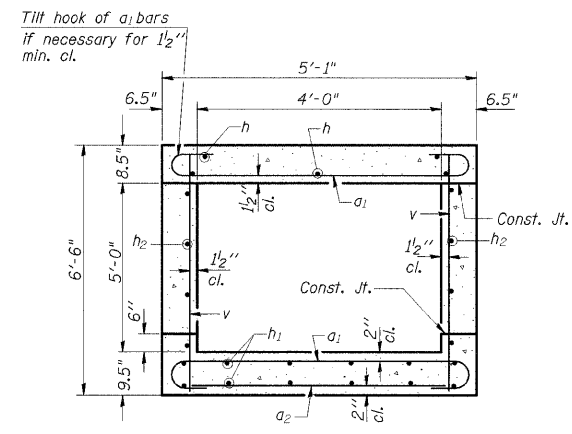
* a bars in skew portion of slab shall be ordered full length & cut to fit. Balance of bar to be used in opposite end of culvert.



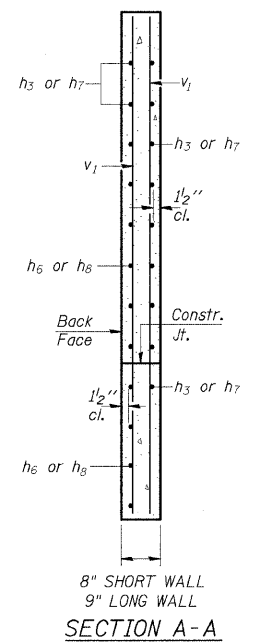
SHOWING REINFORCEMENT



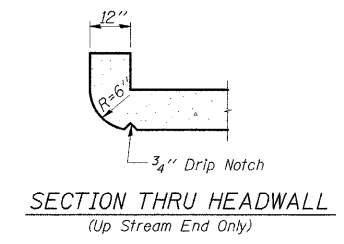
SHOWING OUTLINES



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL (Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a1	124	#7	7'-5"	U	
a2	17	#4	4'-3"	U	
d	4	#4	4'-6"	L	
h	7	#7	30'-0"	—	
h1	10	#5	30'-0"	—	
h2	10	#6	30'-0"	—	
h3	9	#5	8'-0"	—	
h4	6	#6	4'-1"	—	
h5	8	#6	4'-1"	—	
h6	10	#5	11'-6"	—	
h7	11	#5	8'-0"	—	
h8	8	#5	10'-6"	—	
v	106	#5	6'-2"	—	
v1	8	#4	6'-10"	—	
Expansion Bolts 3/4"				Each	12
Concrete Box Culverts				Cu. Yd.	20.0
Reinforcement Bars				Pound	4610

PRECAST OPTION NOT ALLOWED

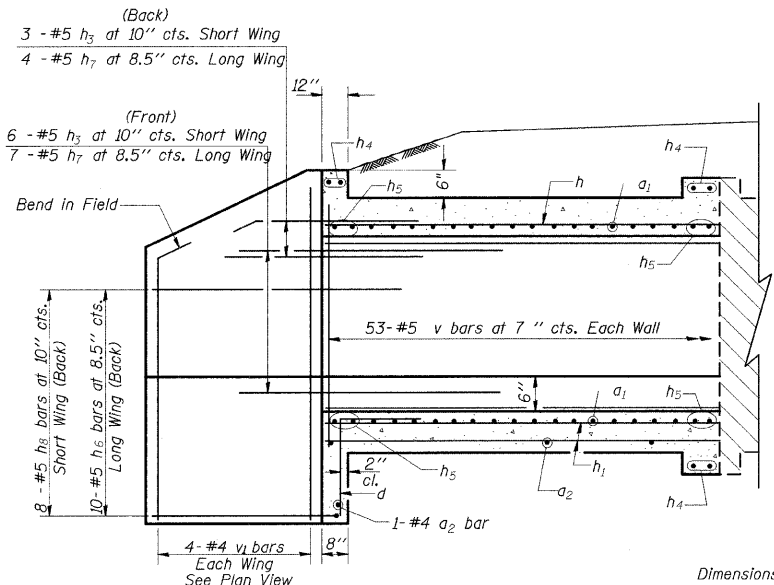
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 575+56.60 RT.
4' X 5', SKEW 13.6° RT. AH.
EXTEND 30'-3"

NOTES

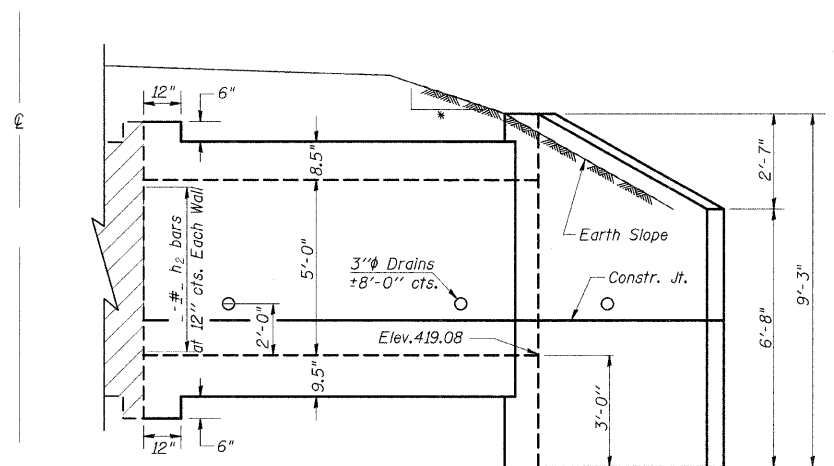
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1		401	182
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* JOHNSON/POPE				

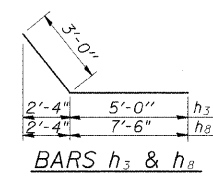


HALF LONG. SECTION

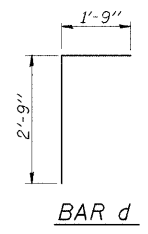


HALF ELEVATION

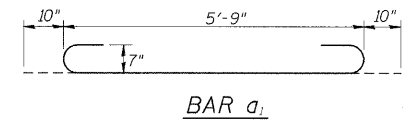
- * 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



BARS h₃ & h₈



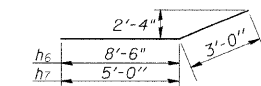
BAR d



BAR a₁

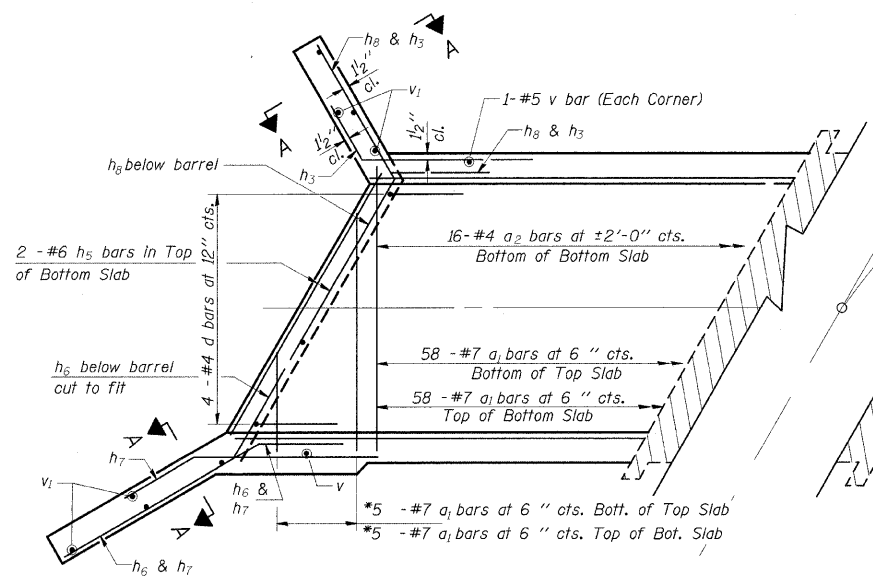
DESIGN STRESSES
f_y = 60,000 psi
f'_c = 3,500 psi

LOADING HS 20-44 & ALT.



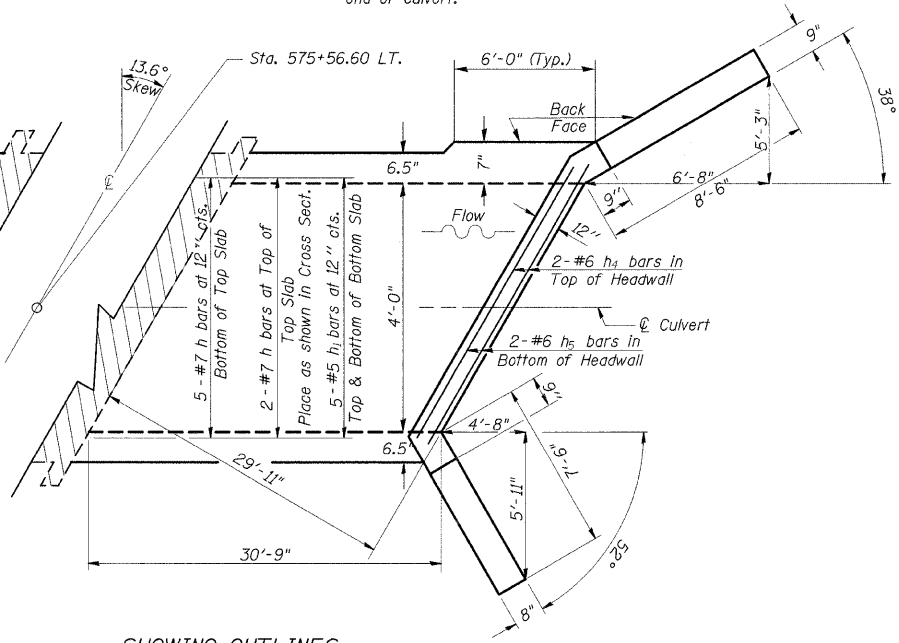
BARS h₆ & h₇

* a bars in skew portion of slab shall be ordered full length & cut to fit. Balance of bar to be used in opposite end of culvert.



SHOWING REINFORCEMENT

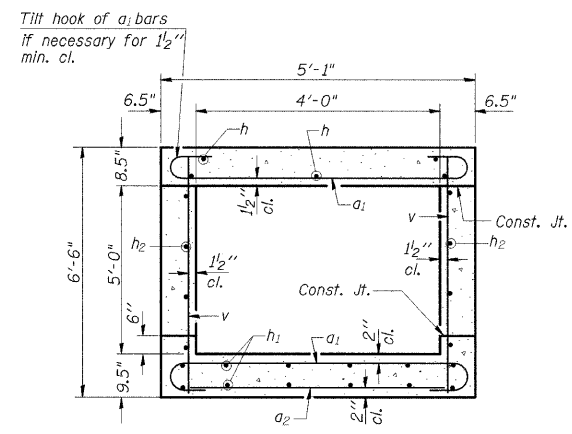
PLAN



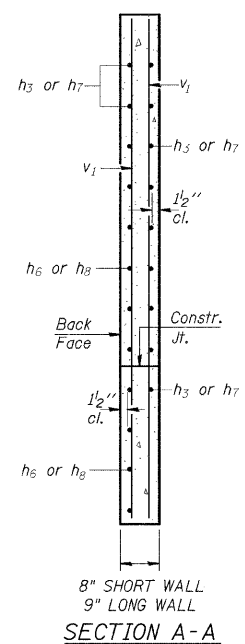
SHOWING OUTLINES

NOTES

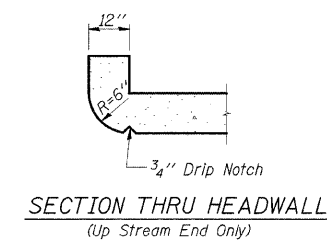
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

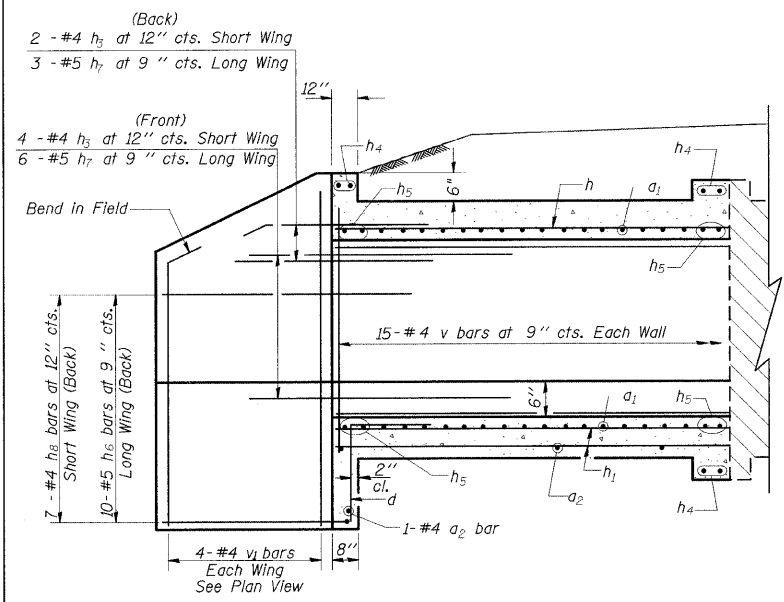
Bar	No.	Size	Length	Shape	
a ₁	126	#7	7'-5"	U	
a ₂	17	#4	4'-3"	U	
d	4	#4	4'-6"	L	
h	7	#7	30'-6"	—	
h ₁	10	#5	30'-6"	—	
h ₂	10	#6	30'-6"	—	
h ₃	9	#5	8'-0"	—	
h ₄	6	#6	4'-1"	—	
h ₅	8	#6	4'-1"	—	
h ₆	10	#5	11'-6"	—	
h ₇	11	#5	8'-0"	—	
h ₈	8	#5	10'-6"	—	
v	108	#5	6'-2"	—	
v ₁	8	#4	6'-10"	—	
Expansion Bolts 3/4"				Each	12
Concrete Box Culverts				Cu. Yd.	20.3
Reinforcement Bars				Pound	4680

PRECAST OPTION NOT ALLOWED

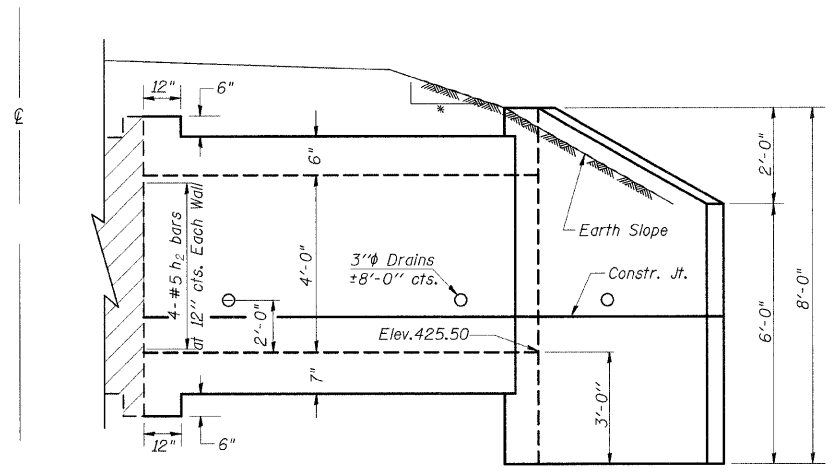
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 575+56.60 LT.
4' X 5', SKEW 13.6° RT. AH.
EXTEND 30'-9"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1	*	401	183
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* JOHNSON/POPE				

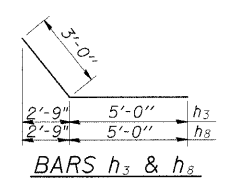


HALF LONG SECTION

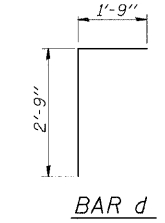


HALF ELEVATION

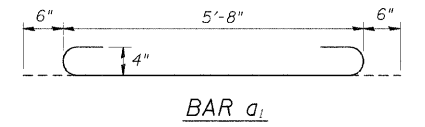
- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



BARS h_3 & h_8



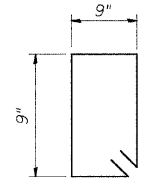
BAR d



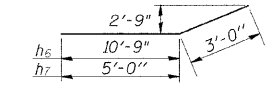
BAR a_1

DESIGN STRESSES
 $f_y = 60,000 \text{ psi}$
 $f'_c = 3,500 \text{ psi}$

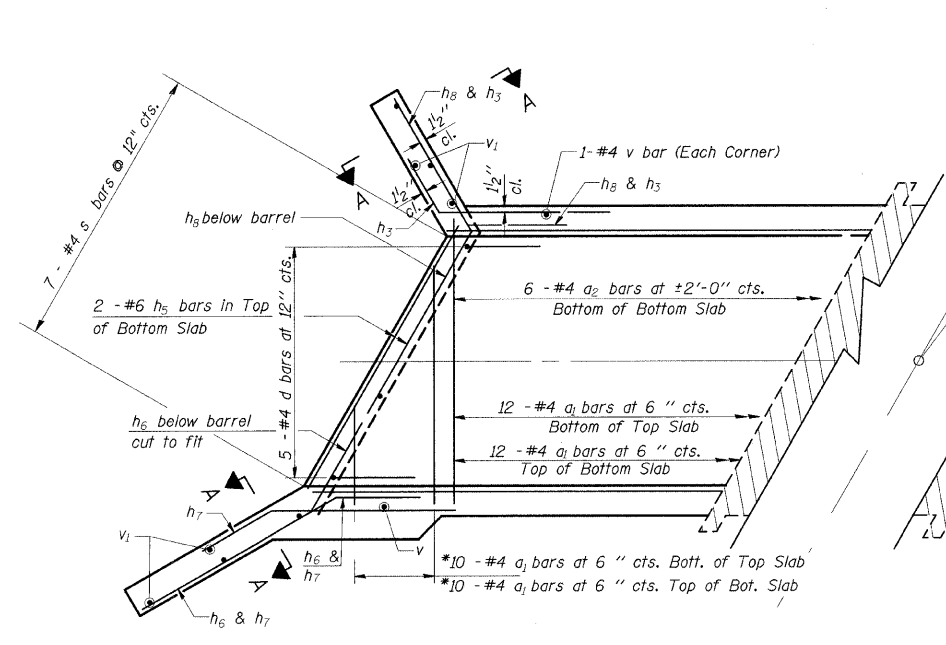
LOADING HS 20-44 & ALT.



Bar s
(Downstream)

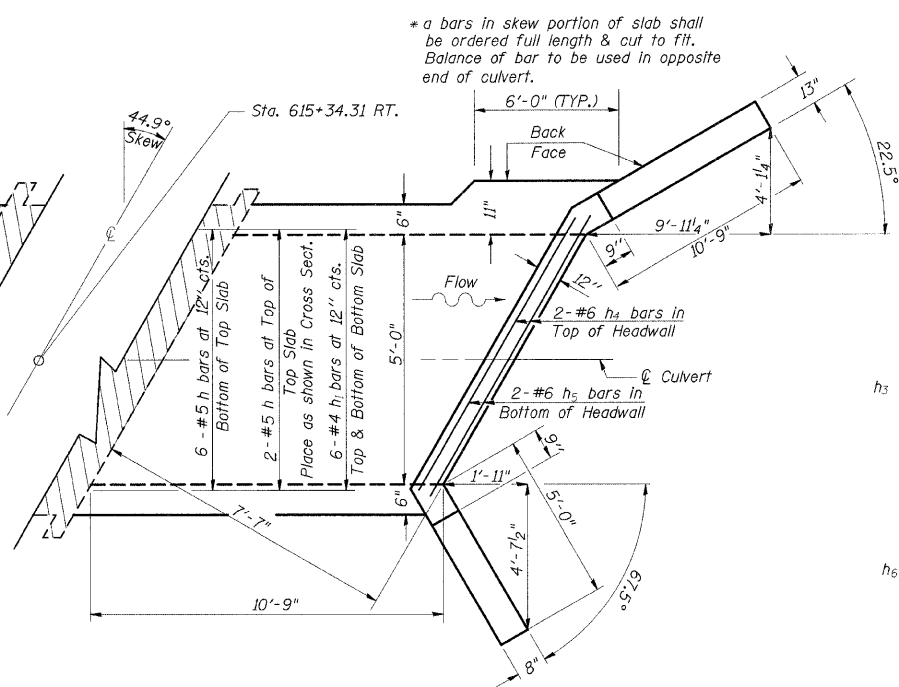


BARS h_6 & h_7



SHOWING REINFORCEMENT

PLAN



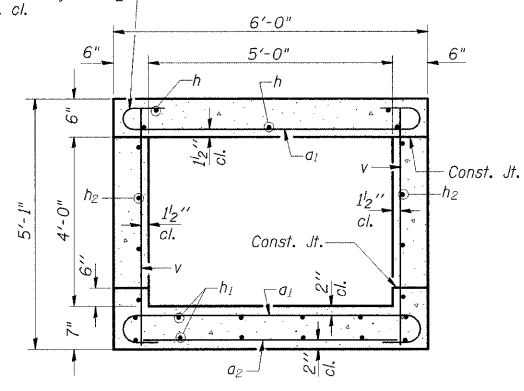
SHOWING OUTLINES

NOTES

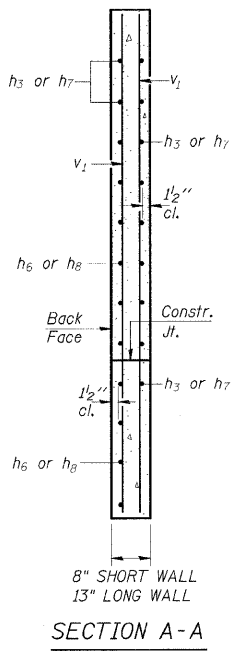
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.

* a bars in skew portion of slab shall be ordered full length & cut to fit. Balance of bar to be used in opposite end of culvert.

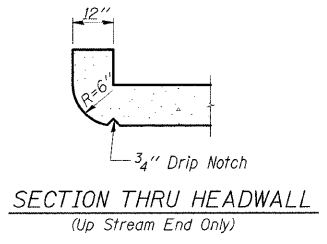
Tilt hook of a_1 bars if necessary for 1/2 inch min. cl.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a_1	44	#4	6'-8"	U	
a_2	7	#4	5'-3"	U	
d	5	#4	4'-6"	L	
h	8	#5	10'-6"	—	
h_1	12	#4	10'-6"	—	
h_2	8	#5	10'-6"	—	
h_3	6	#4	8'-0"	—	
h_4	6	#6	6'-5"	—	
h_5	8	#6	8'-2"	—	
h_6	10	#5	13'-9"	—	
h_7	9	#5	8'-0"	—	
h_8	7	#4	8'-0"	—	
v	32	#4	4'-9"	—	
v_1	8	#4	8'-7"	—	
s	7	#4	3'-9"	—	
Expansion Bolts 3/4"				Each	16
Concrete Box Culverts				Cu. Yd.	9.2
Reinforcement Bars				Pound	1110

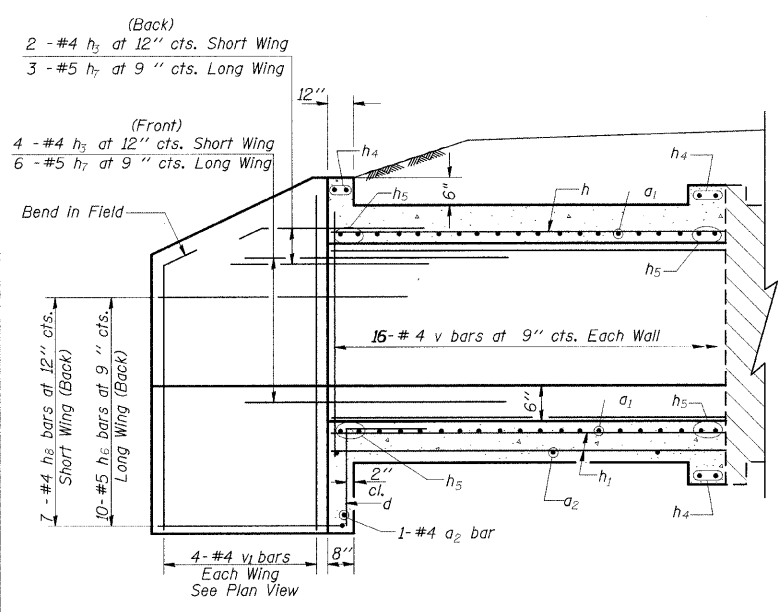
PRECAST OPTION NOT ALLOWED

ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 615+34.31 RT.
5' X 4', SKEW 44.9° RT. AH.
EXTEND 10'-9"

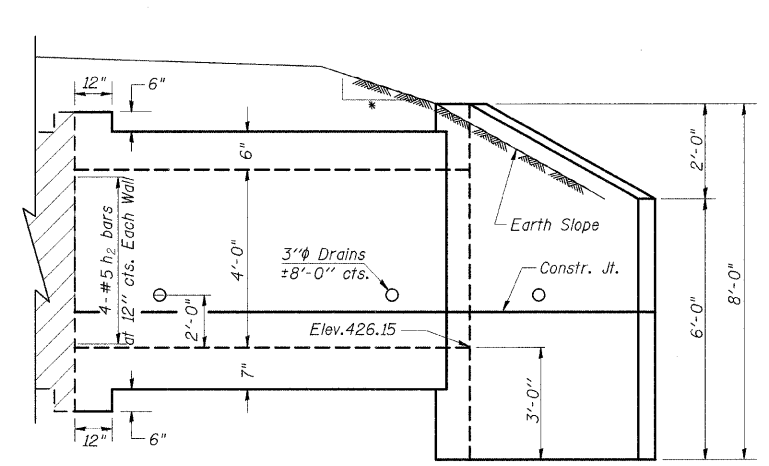
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	184
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

JOHNSON/POPE

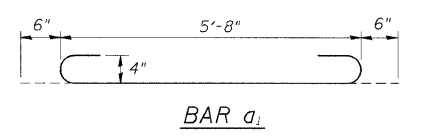
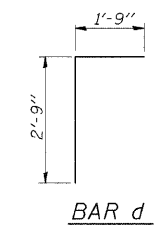
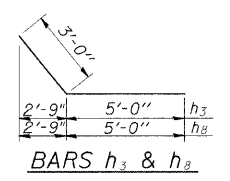


HALF LONG. SECTION



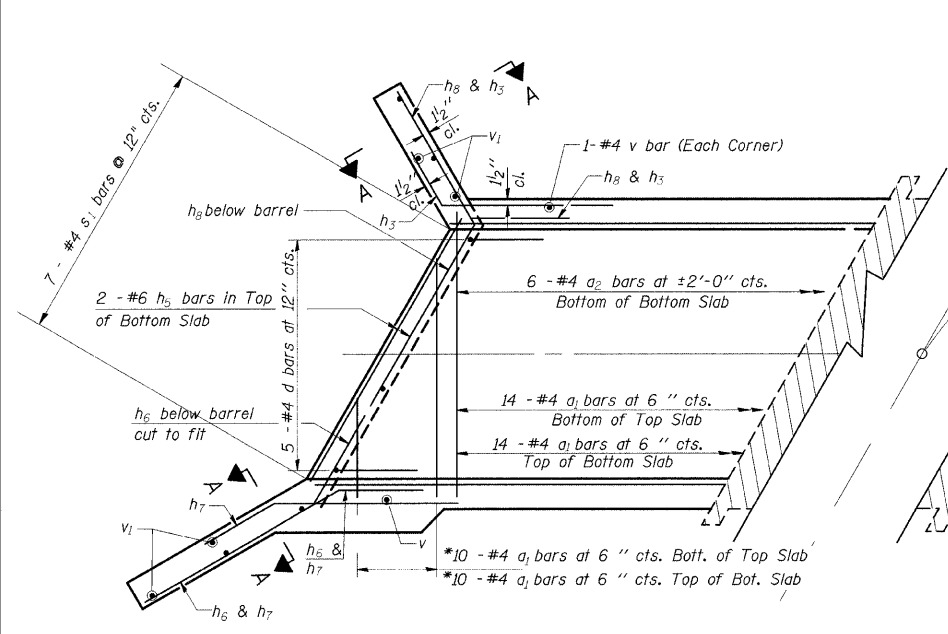
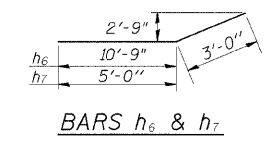
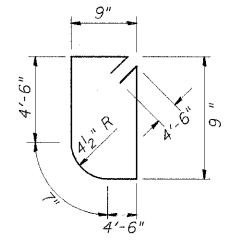
HALF ELEVATION

• 4:1 TO CLEAR ZONE
3:1 AFTER CLEAR ZONE

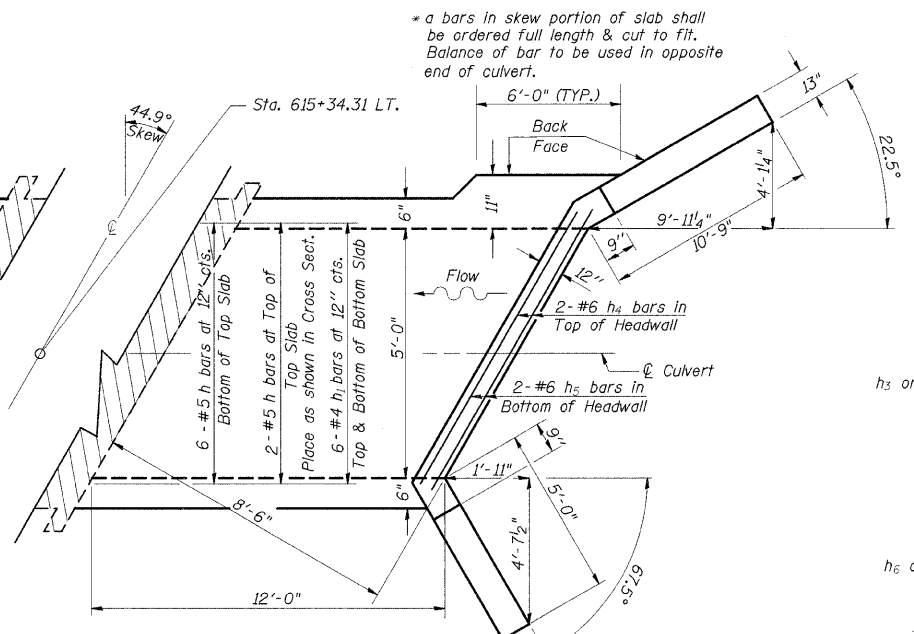


DESIGN STRESSES
f_y = 60,000 psi
f'c = 3,500 psi

LOADING HS 20-44 & ALT.



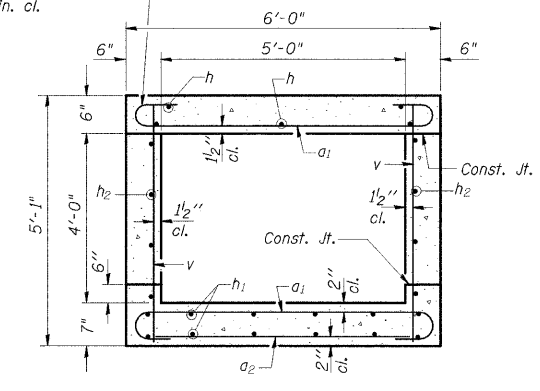
SHOWING REINFORCEMENT



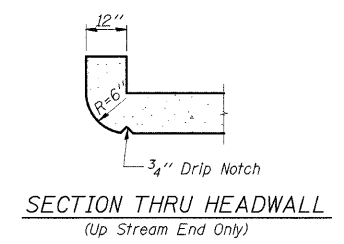
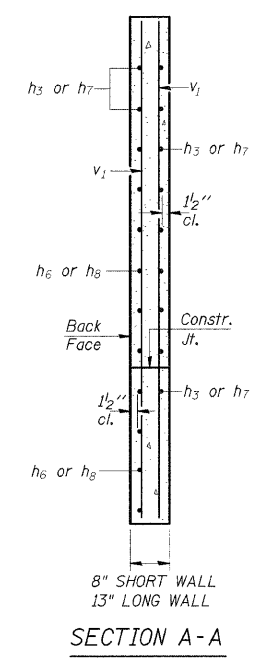
SHOWING OUTLINES

* a bars in skew portion of slab shall be ordered full length & cut to fit. Balance of bar to be used in opposite end of culvert.

Tilt hook of a₁ bars if necessary for 1 1/2" min. cl.



SECTION THRU BARREL



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₁	48	#4	6'-8"	U
a ₂	7	#4	5'-3"	—
d	5	#4	4'-6"	L
h	8	#5	11'-9"	—
h ₁	12	#4	11'-9"	—
h ₂	8	#5	11'-9"	—
h ₃	6	#4	8'-0"	—
h ₄	6	#6	6'-5"	—
h ₅	8	#6	8'-2"	—
h ₆	10	#5	13'-9"	—
h ₇	9	#5	8'-0"	—
h ₈	7	#4	8'-0"	—
v	34	#4	4'-9"	—
v ₁	8	#4	8'-7"	—
s ₁	7	#4	3'-7"	U
Expansion Bolts 3/4" Each 16				
Concrete Box Culverts Cu. Yd. 9.7				
Reinforcement Bars Pound 1160				

PRECAST OPTION NOT ALLOWED

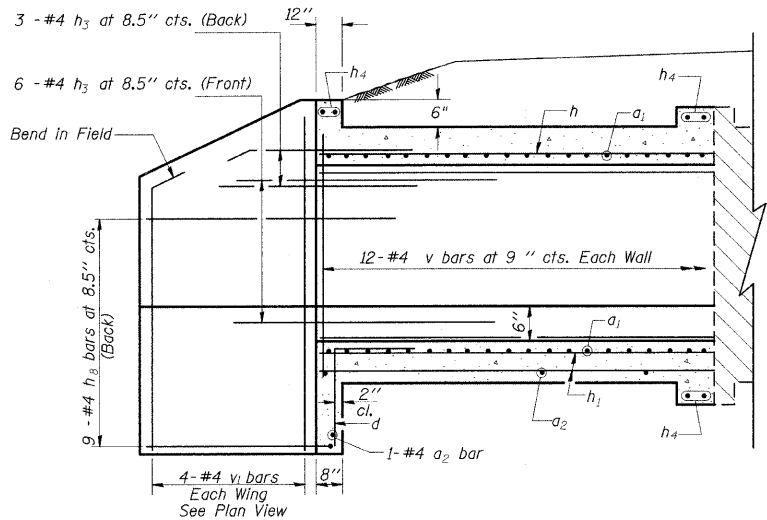
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 615+34.31 LT.
5' X 4', SKEW 44.9° RT. AH.
EXTEND 12'-0"

NOTES

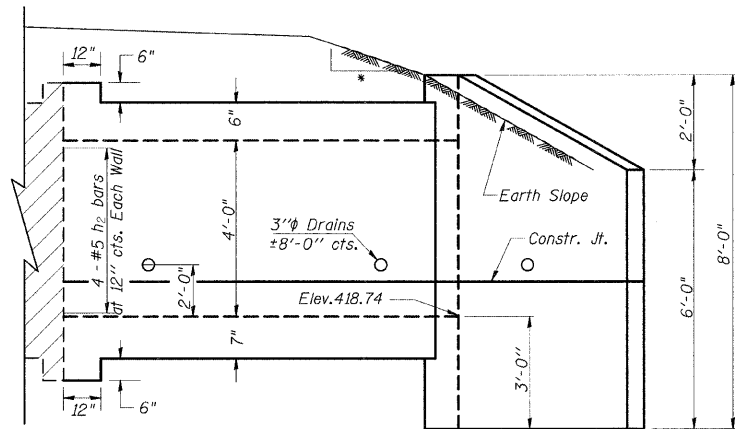
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4 - #5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1	•	401	185
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• JOHNSON/POPE				

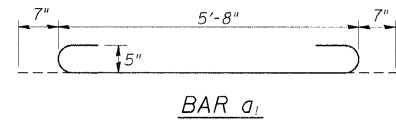
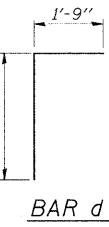
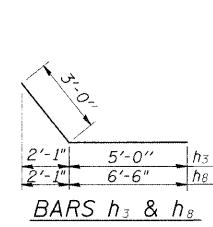


HALF LONG. SECTION



HALF ELEVATION

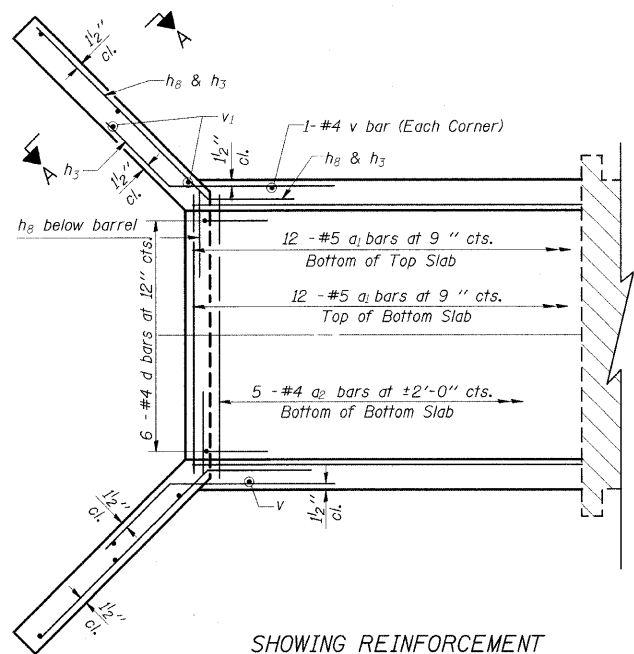
• 4:1 TO CLEAR ZONE
3:1 AFTER CLEAR ZONE



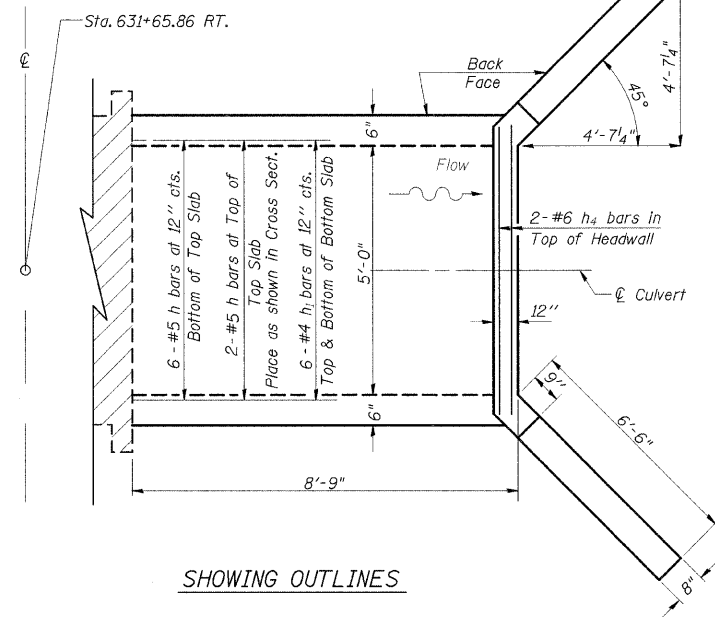
DESIGN STRESSES

$f_y = 60,000 \text{ psi}$
 $f'_c = 3,500 \text{ psi}$

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT

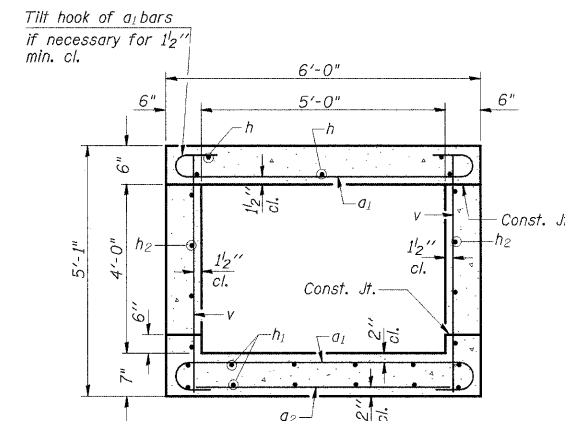


SHOWING OUTLINES

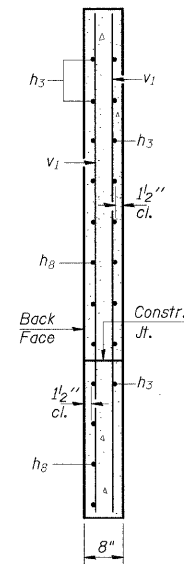
PLAN

NOTES

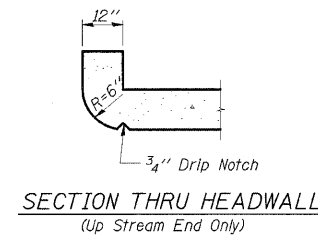
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a1	24	#5	6'-10"	U	
a2	6	#4	5'-3"	—	
d	6	#4	4'-6"	L	
h	8	#5	8'-6"	—	
h1	12	#4	8'-6"	—	
h2	8	#5	8'-6"	—	
h3	9	#4	8'-0"	—	
h4	6	#6	5'-2"	—	
h5	9	#4	9'-6"	—	
v	26	#4	4'-9"	—	
v1	8	#4	7'-7"	—	
Expansion Bolts 3/4"				Each	14
Concrete Box Culverts				Cu. Yd.	6.3
Reinforcement Bars				Pound	700

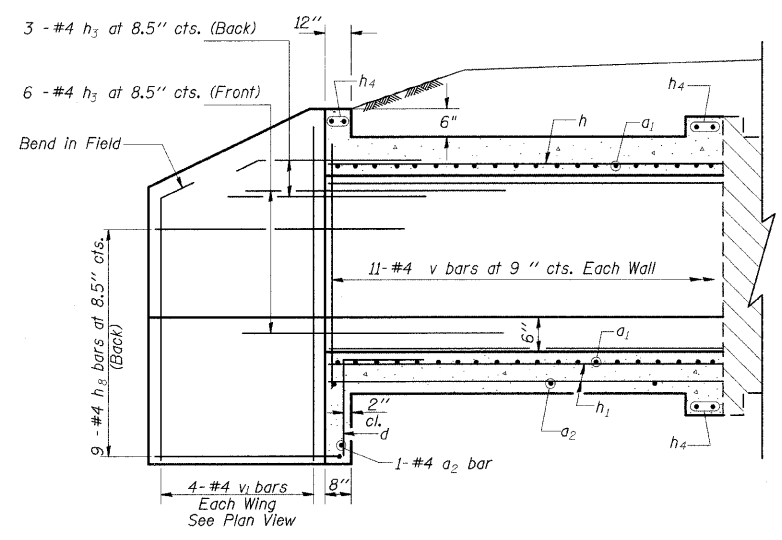
PRECAST OPTION NOT ALLOWED

ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 631+65.86 RT.
5' X 4', SKEW 0°
EXTEND 8'-9"

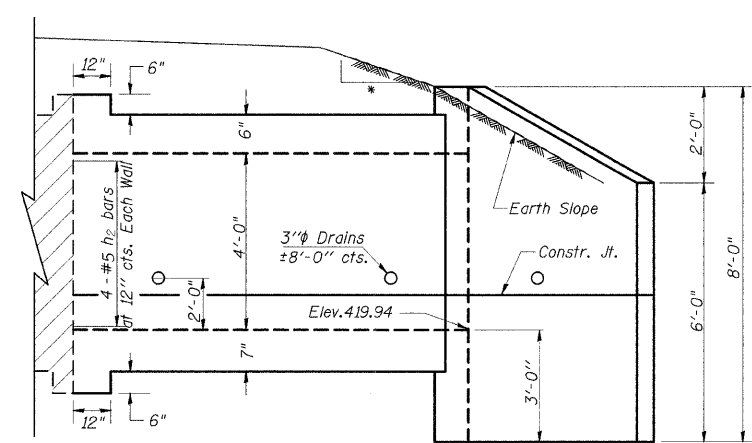
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1		401	186
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

JOHNSON/POPE

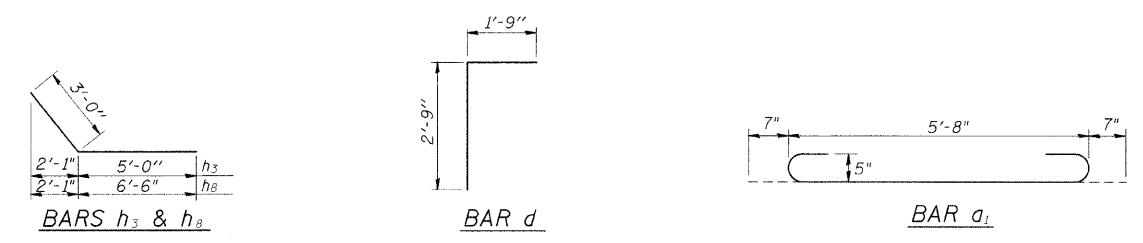


HALF LONG. SECTION



HALF ELEVATION

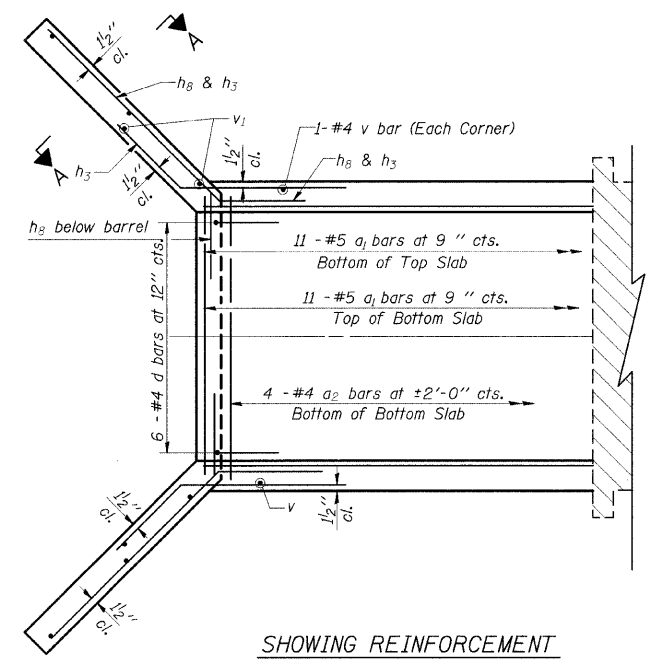
- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



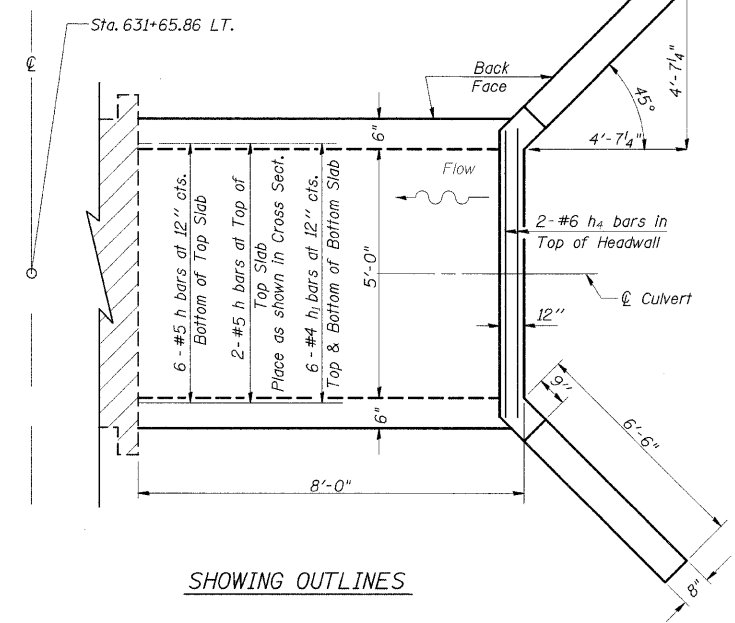
DESIGN STRESSES

$f_y = 60,000 \text{ psi}$
 $f'_c = 3,500 \text{ psi}$

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT



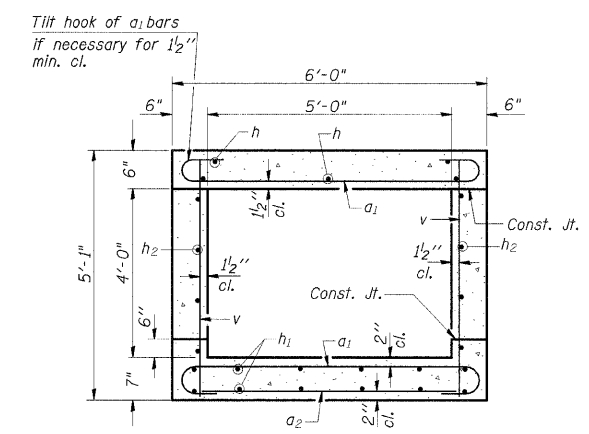
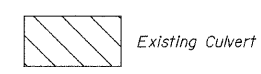
SHOWING OUTLINES

PLAN

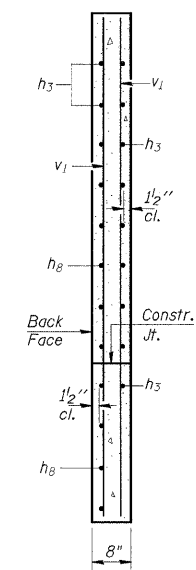
NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.

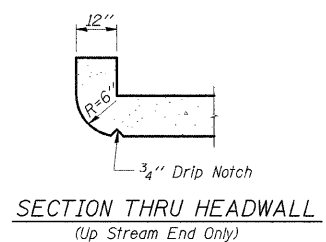
LEGEND



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	22	#5	6'-10"	U
a2	5	#4	5'-3"	U
d	6	#4	4'-6"	U
h	8	#5	7'-9"	—
h1	12	#4	7'-9"	—
h2	8	#5	7'-9"	—
h3	9	#4	8'-0"	U
h4	6	#6	5'-2"	—
h8	9	#4	9'-6"	U
v	24	#4	4'-9"	—
v1	8	#4	7'-7"	—
Expansion Bolts 3/4"			Each	14
Concrete Box Culverts			Cu. Yd.	6.0
Reinforcement Bars			Pound	660

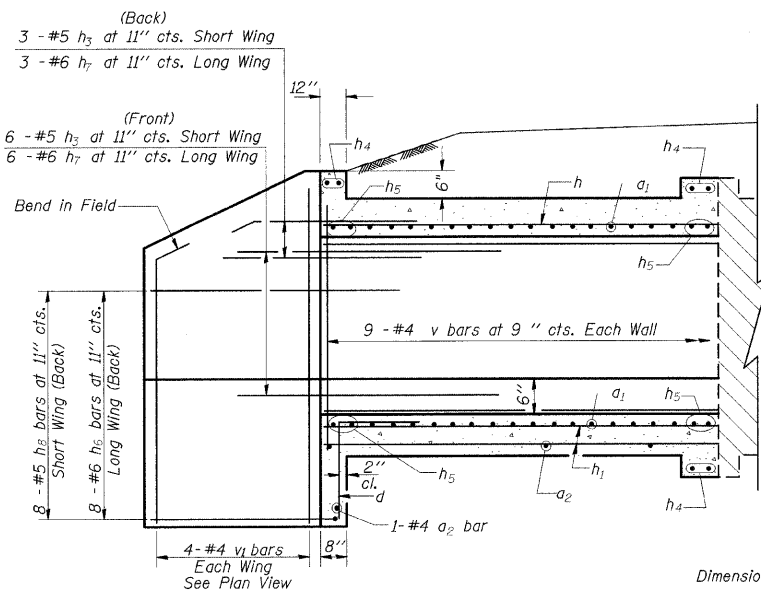
PRECAST OPTION NOT ALLOWED

ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 631+65.86 LT.
5' X 4', SKEW 0°
EXTEND 8'-0"

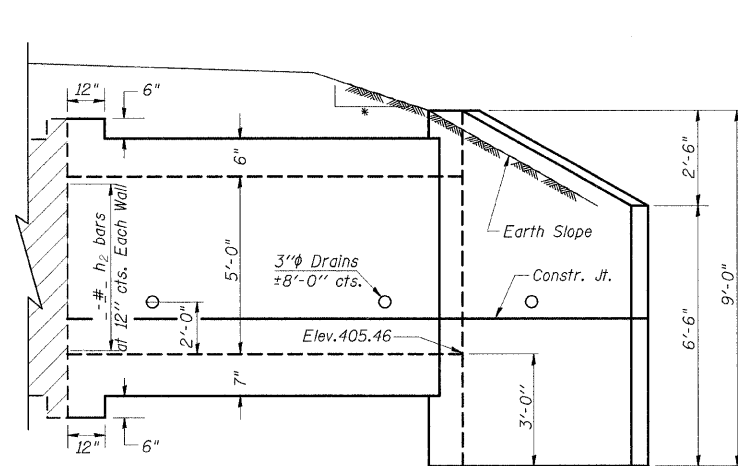
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1	*	401	187
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

JOHNSON/POPE

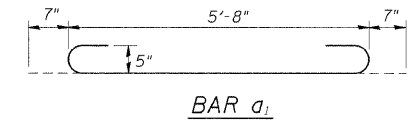
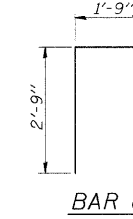
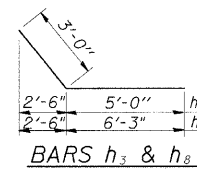


HALF LONG. SECTION



HALF ELEVATION

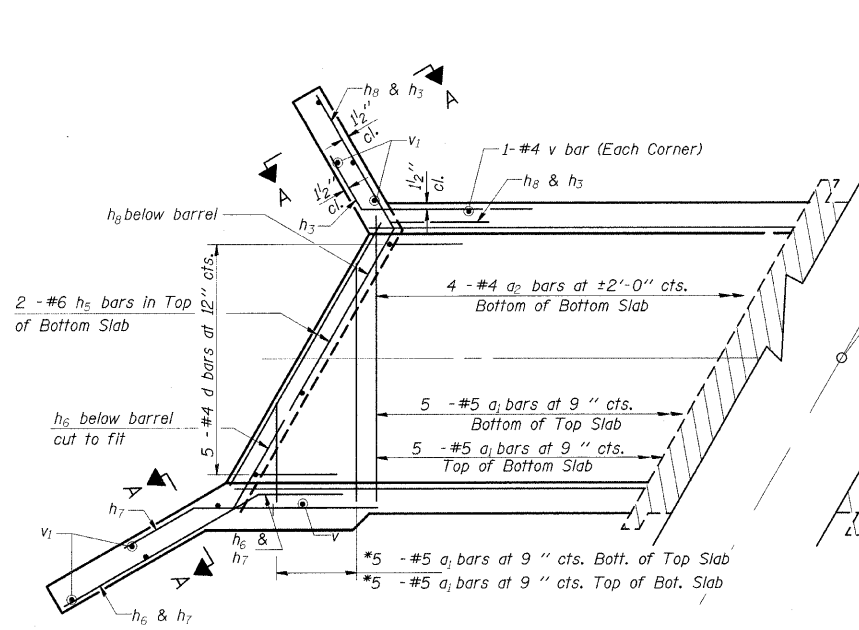
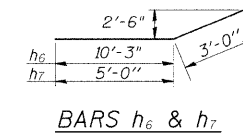
- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



DESIGN STRESSES

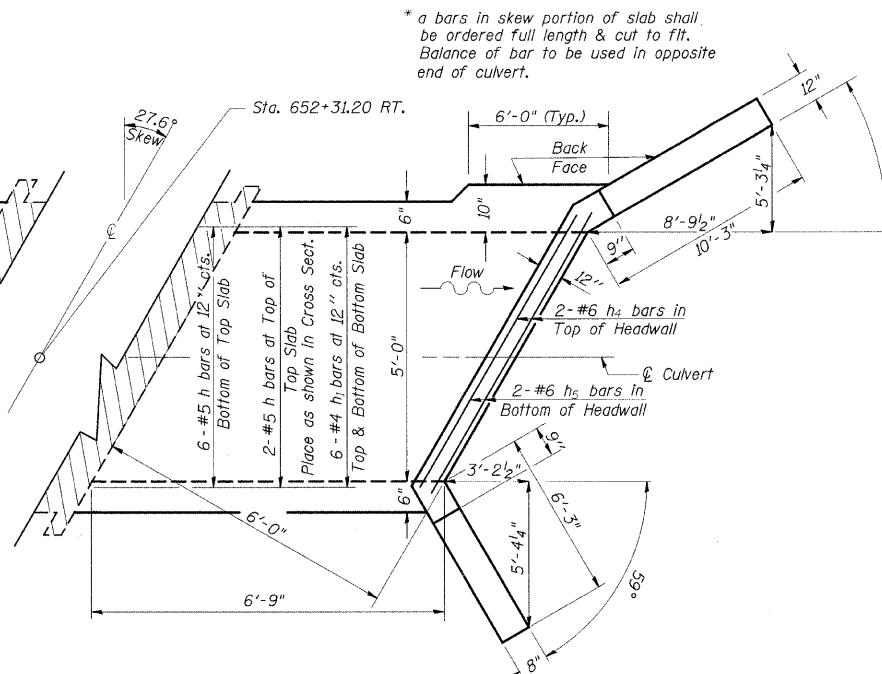
$f_y = 60,000$ psi
 $f'_c = 3,500$ psi

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT

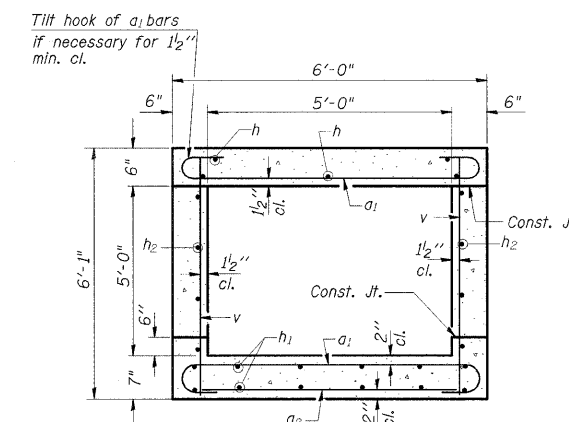
PLAN



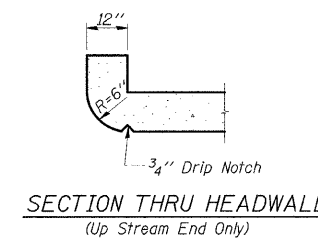
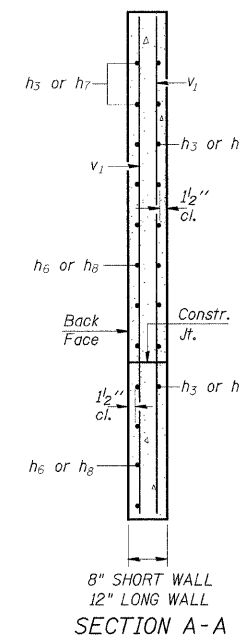
SHOWING OUTLINES

NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4 - #5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



SECTION THRU BARREL



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_1	20	#5	6'-10"	C
a_2	5	#4	5'-3"	—
d	5	#4	4'-6"	—
h	8	#5	6'-6"	—
h_1	12	#4	6'-6"	—
h_2	10	#5	6'-6"	—
h_3	9	#5	8'-0"	—
h_4	6	#6	5'-10"	—
h_5	8	#6	6'-5"	—
h_6	8	#6	13'-3"	—
h_7	9	#6	8'-0"	—
h_8	8	#5	9'-3"	—
v	18	#4	5'-9"	—
v_1	8	#4	8'-7"	—
Expansion Bolts 3/4"		Each	16	
Concrete Box Culverts		Cu. Yd.	7.9	
Reinforcement Bars		Pound	1020	

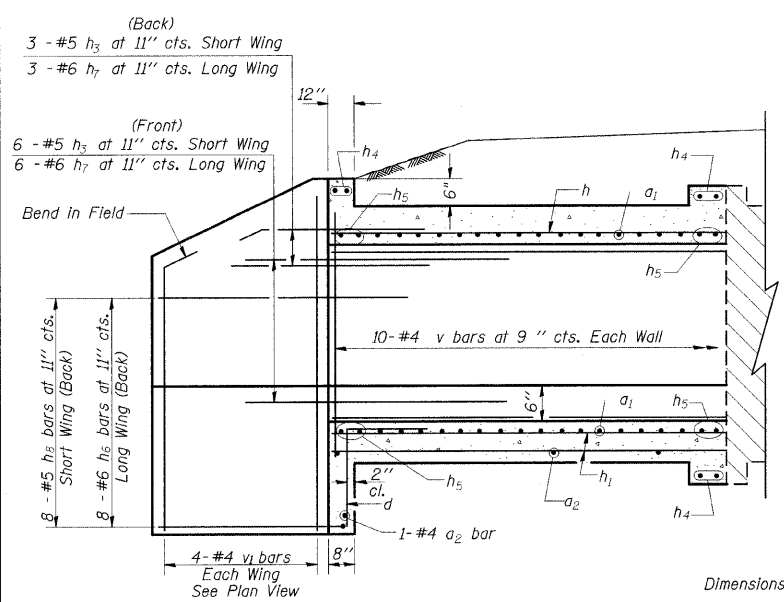
PRECAST OPTION NOT ALLOWED

ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 652+31.2 RT.
5' X 5', SKEW 27.6° RT. AH.
EXTEND 6'-9"

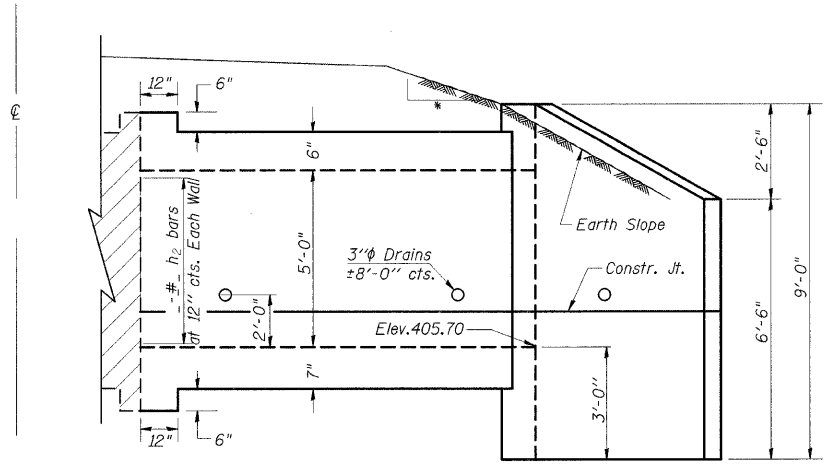
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	188
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* JOHNSON/POPE

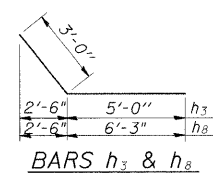


HALF LONG SECTION

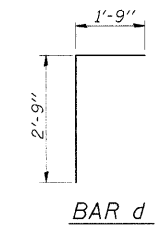


HALF ELEVATION

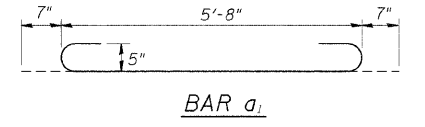
- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



BARS h_3 & h_8



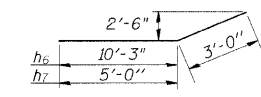
BAR d



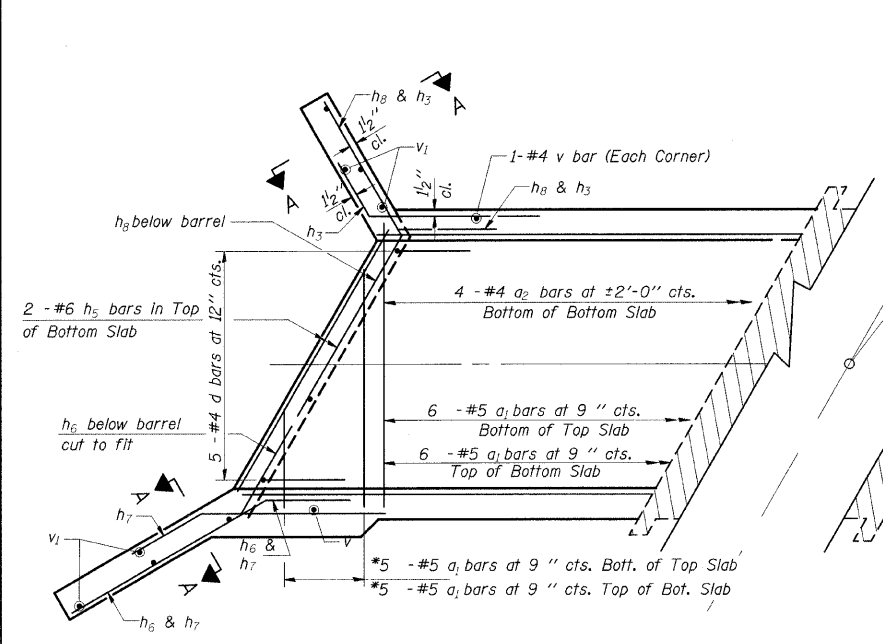
BAR a_1

DESIGN STRESSES
 $f_y = 60,000 \text{ psi}$
 $f'_c = 3,500 \text{ psi}$

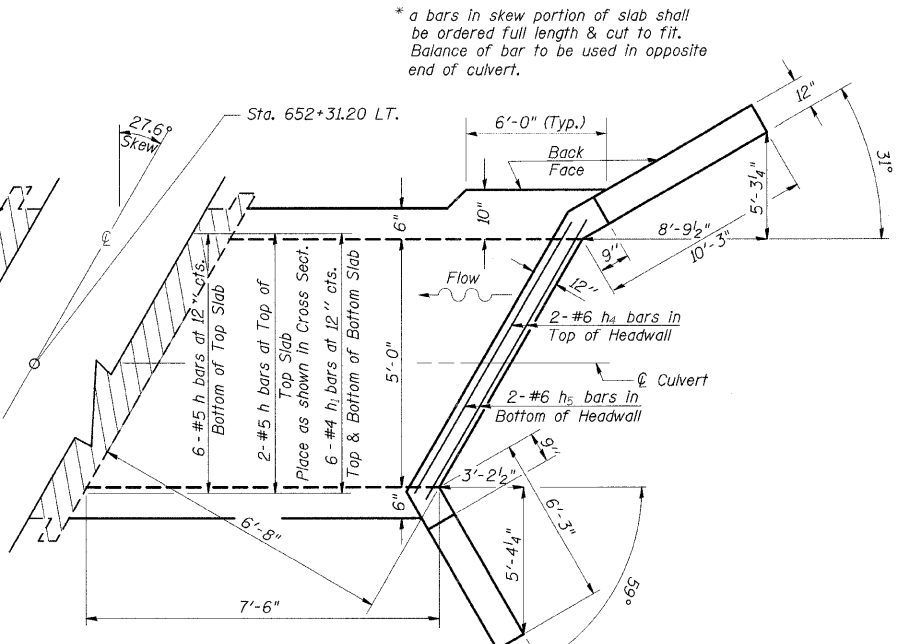
LOADING HS 20-44 & ALT.



BARS h_6 & h_7

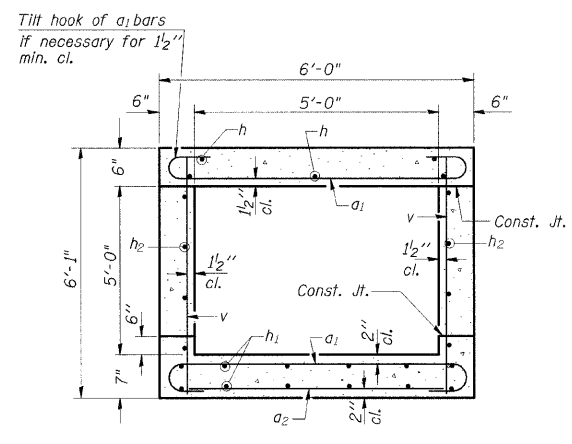


SHOWING REINFORCEMENT

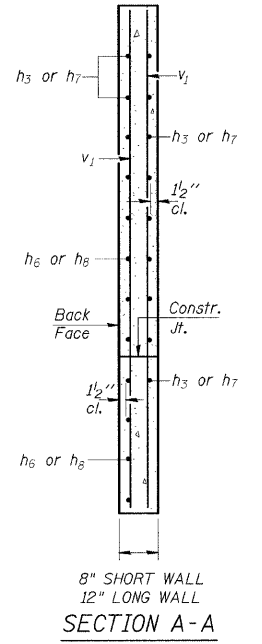


SHOWING OUTLINES

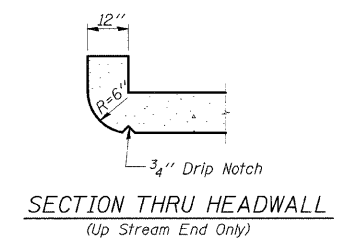
* a bars in skew portion of slab shall be ordered full length & cut to fit. Balance of bar to be used in opposite end of culvert.



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL
(Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_1	22	#5	6'-10"	
a_2	5	#4	5'-3"	
d	5	#4	4'-6"	
h	8	#5	7'-3"	
h_1	12	#4	7'-3"	
h_2	10	#5	7'-3"	
h_3	9	#5	8'-0"	
h_4	6	#6	5'-10"	
h_5	8	#6	6'-5"	
h_6	8	#6	13'-3"	
h_7	9	#6	8'-0"	
h_8	8	#5	9'-3"	
v	20	#4	5'-9"	
v_1	8	#4	8'-7"	
Expansion Bolts $\frac{3}{4}$ " Each 16				
Concrete Box Culverts Cu. Yd. 8.2				
Reinforcement Bars Pound 1060				

PRECAST OPTION NOT ALLOWED

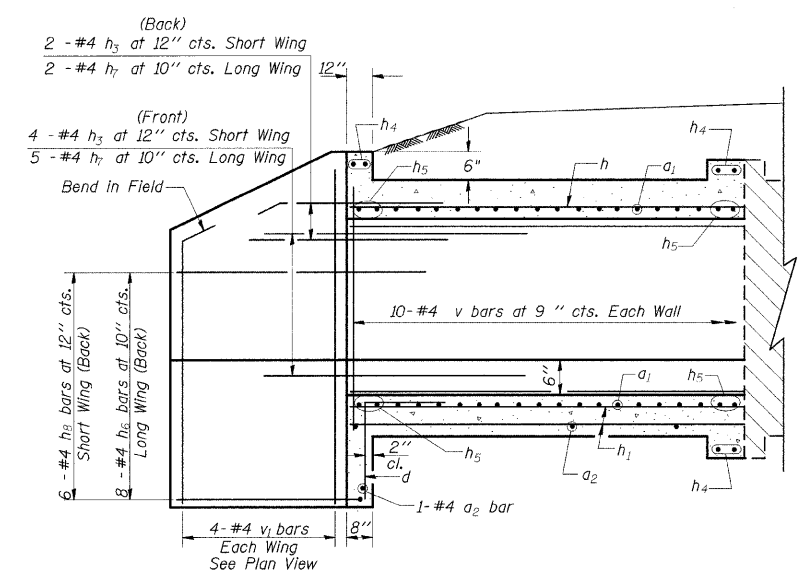
NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.

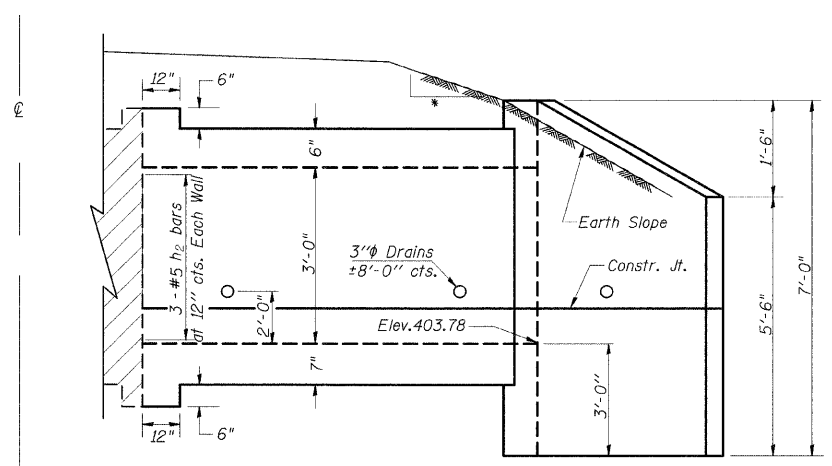
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 652+31.2 LT.
5' X 5', SKEW 27.6° RT. AH.
EXTEND 7'-6"

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1		401	189
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
JOHNSON/POPE				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

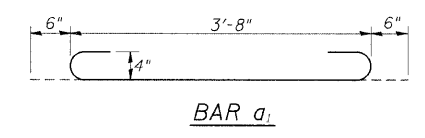
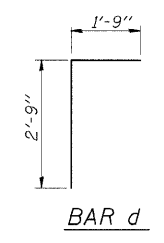
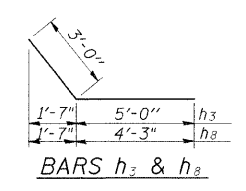


HALF LONG. SECTION



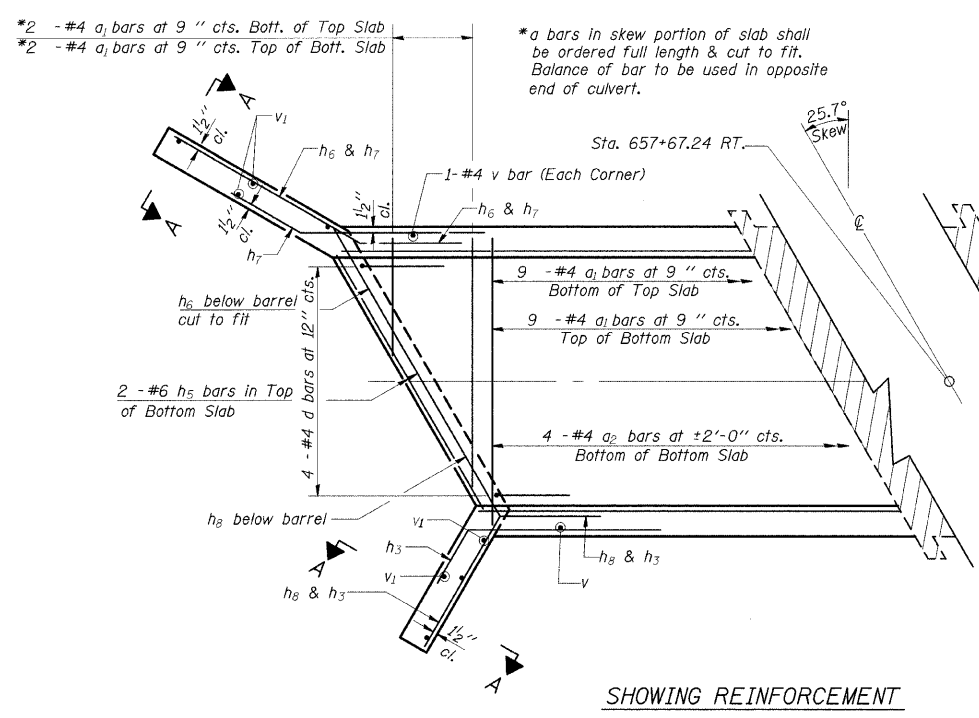
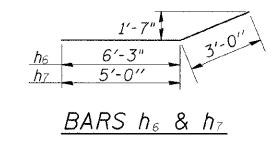
HALF ELEVATION

- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE

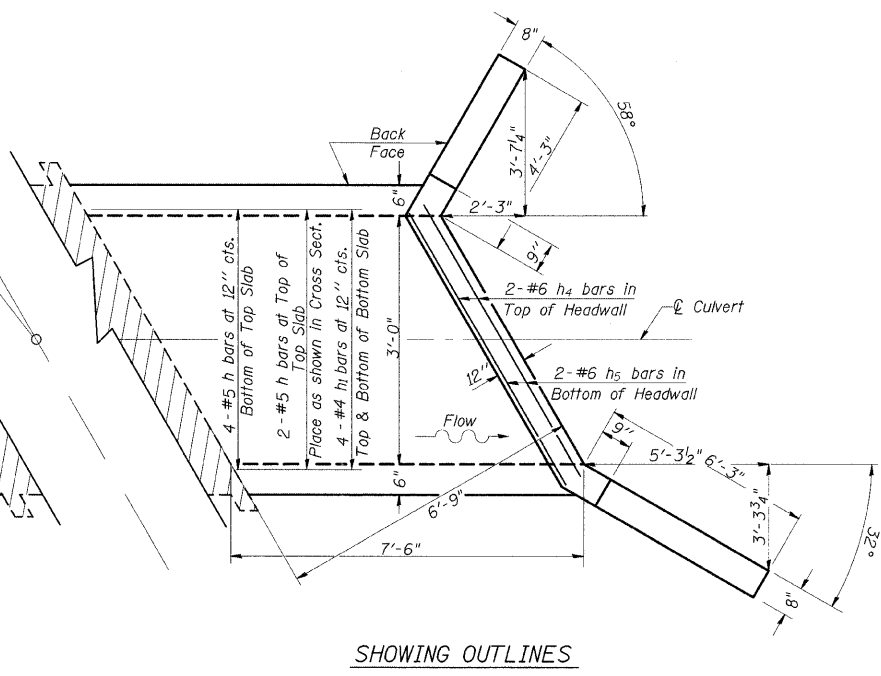


DESIGN STRESSES
f_y = 60,000 psi
f'_c = 3,500 psi

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT

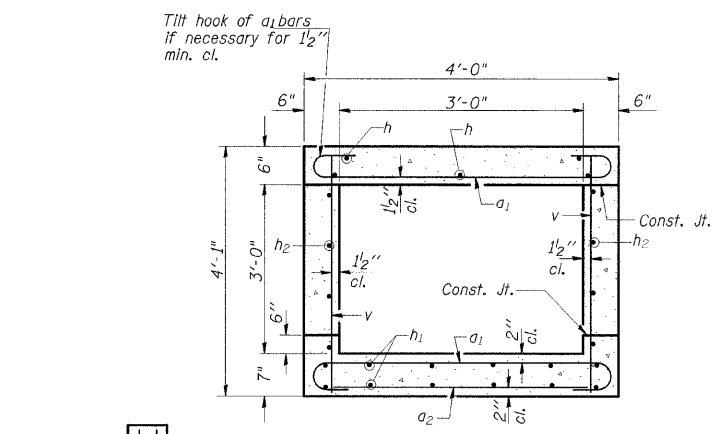


SHOWING OUTLINES

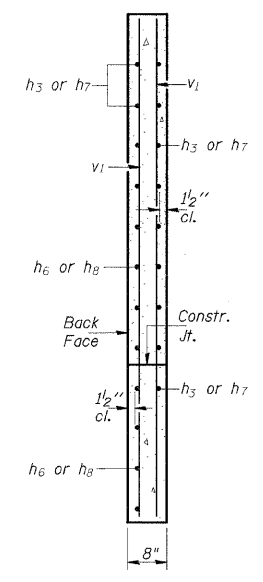
PLAN

NOTES

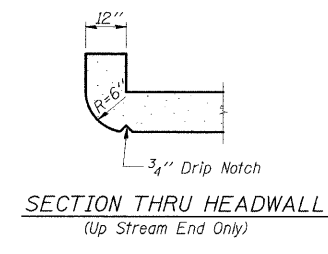
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4 - #5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



SECTION THRU BARREL



SECTION A-A



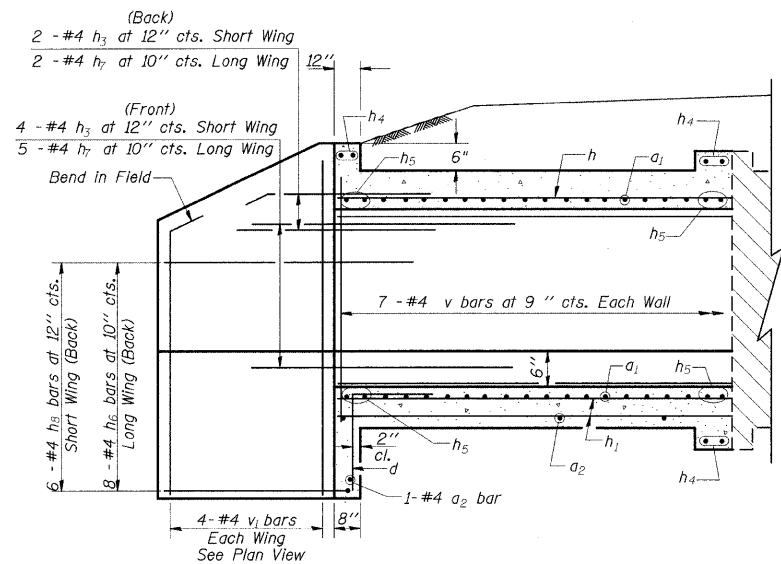
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₁	22	#4	4'-8"	U
a ₂	5	#4	3'-3"	—
d	4	#4	4'-6"	L
h	6	#5	7'-3"	—
h ₁	8	#4	7'-3"	—
h ₂	6	#5	7'-3"	—
h ₃	6	#4	8'-0"	—
h ₄	6	#6	3'-7"	—
h ₅	8	#6	4'-1"	—
h ₆	8	#4	9'-3"	—
h ₇	7	#4	8'-0"	—
h ₈	6	#4	7'-3"	—
v	22	#4	3'-9"	—
v ₁	8	#4	6'-7"	—
Expansion Bolts 3/4"				Each 10
Concrete Box Culverts				Cu. Yd. 4.0
Reinforcement Bars				Pound 540

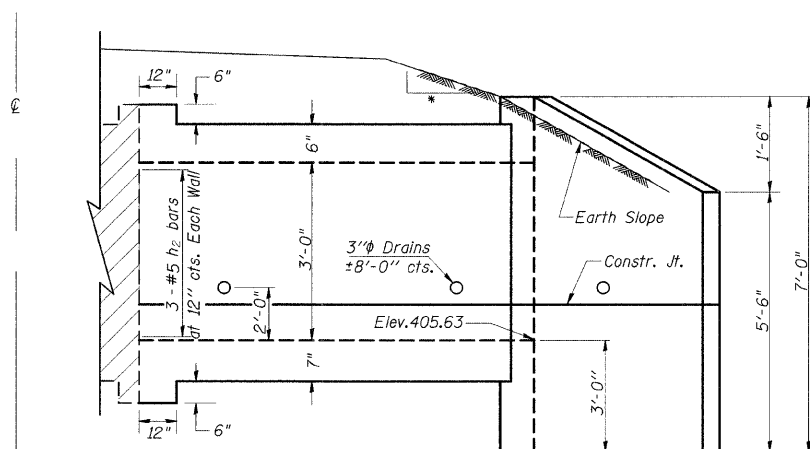
ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 657+67.24 RT.
3' X 3', SKEW 25.7° LT. AH.
EXTEND 7'-6"

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1	*	401	190
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* JOHNSON/POPE				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

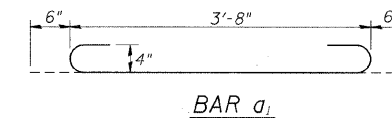
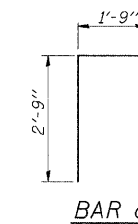
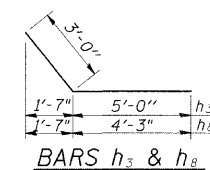


HALF LONG SECTION



HALF ELEVATION

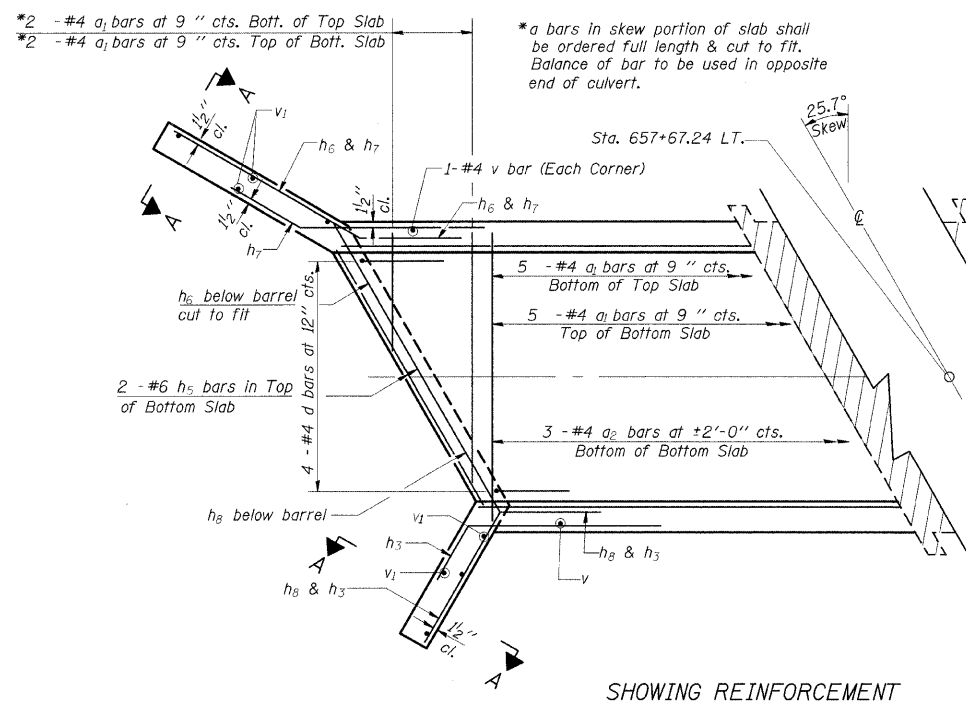
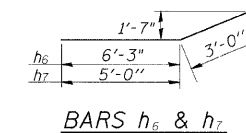
- 4:1 TO CLEAR ZONE
- 3:1 AFTER CLEAR ZONE



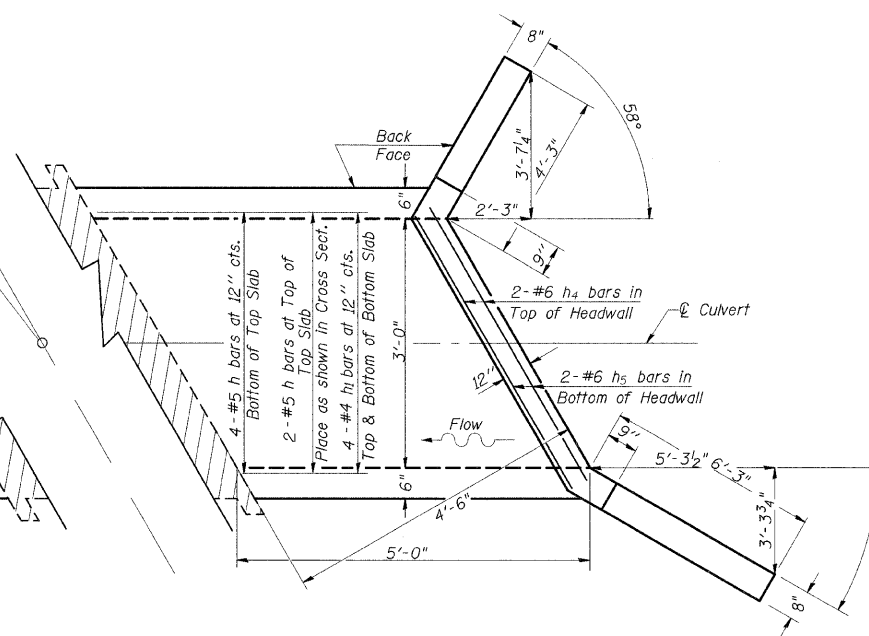
DESIGN STRESSES

f_y = 60,000 psi
f'_c = 3,500 psi

LOADING HS 20-44 & ALT.



SHOWING REINFORCEMENT

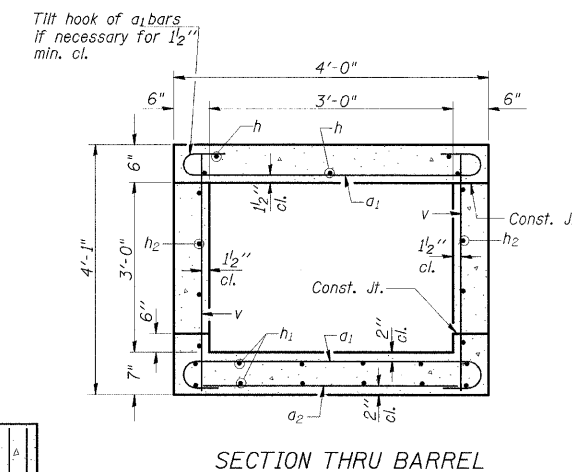


SHOWING OUTLINES

PLAN

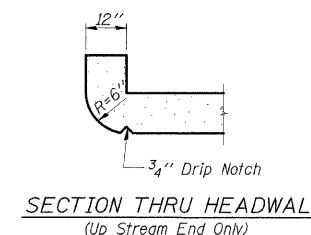
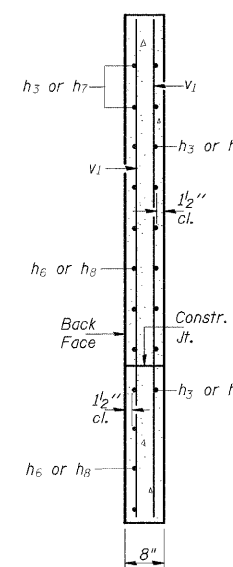
NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
All construction joints shall be bonded.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₁	14	#4	4'-8"	U
a ₂	4	#4	3'-3"	—
d	4	#4	4'-6"	L
h	6	#5	4'-9"	—
h ₁	8	#4	4'-9"	—
h ₂	6	#5	4'-9"	—
h ₃	6	#4	8'-0"	—
h ₄	6	#6	3'-7"	—
h ₅	8	#6	4'-1"	—
h ₆	8	#4	9'-3"	—
h ₇	7	#4	8'-0"	—
h ₈	6	#4	7'-3"	—
v	16	#4	3'-9"	—
v ₁	8	#4	6'-7"	—
Expansion Bolts 3/4" Each 10				
Concrete Box Culverts Cu. Yd. 3.3				
Reinforcement Bars Pound 460				

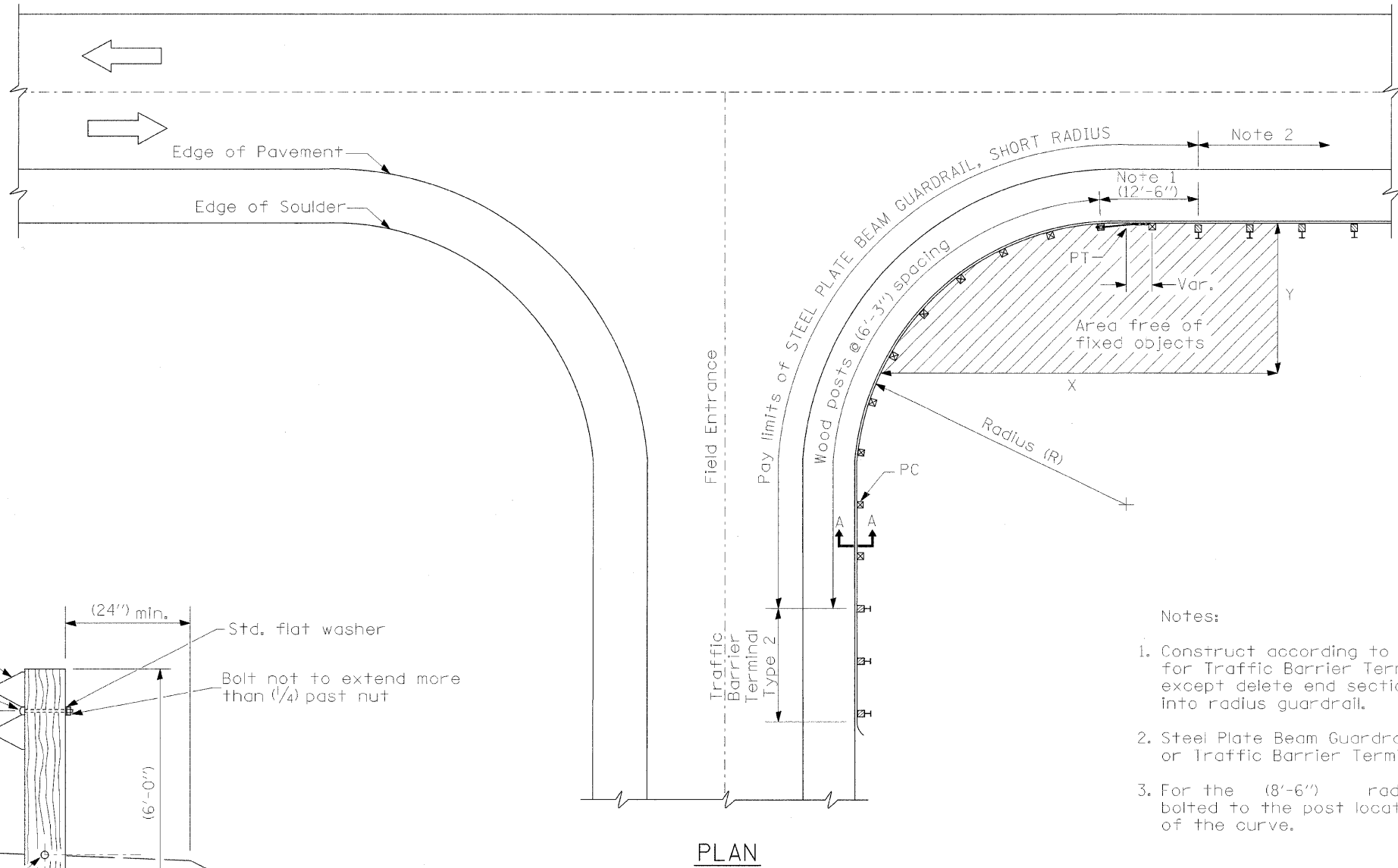


ILLINOIS DEPARTMENT OF TRANSPORTATION
BOX CULVERT EXTENSION
STATION 657+67.24 LT.
3' X 3', SKEW 25.7° LT. AH.
EXTEND 5'-0"

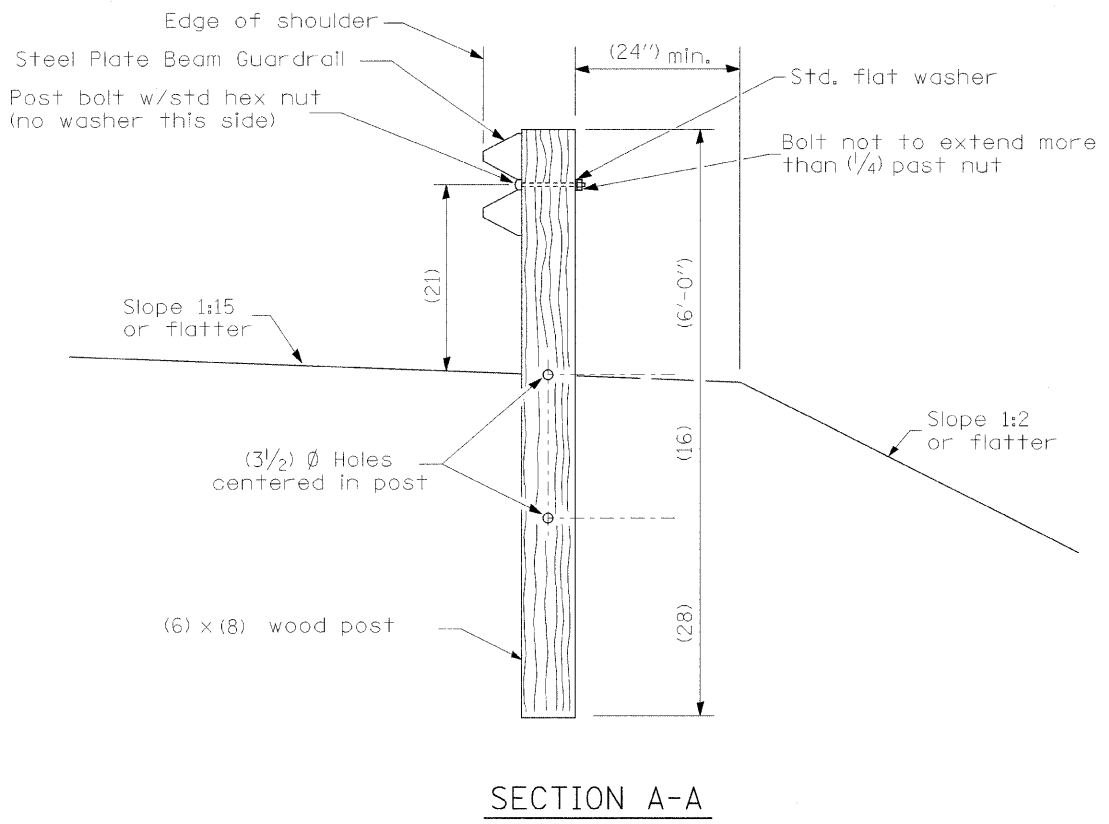
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	191

STA.	TO STA.
FED. ROAD DIST. NO. -	ILLINOIS
	FED. AID PROJECT

* JOHNSON & POPE



- Notes:
1. Construct according to Standard 631011 for Traffic Barrier Terminal Type 2, except delete end section and splice into radius guardrail.
 2. Steel Plate Beam Guardrail Type A, Type B, or Traffic Barrier Terminal as specified.
 3. For the (8'-6'') radius, the rail is not bolted to the post located at the midpoint of the curve.



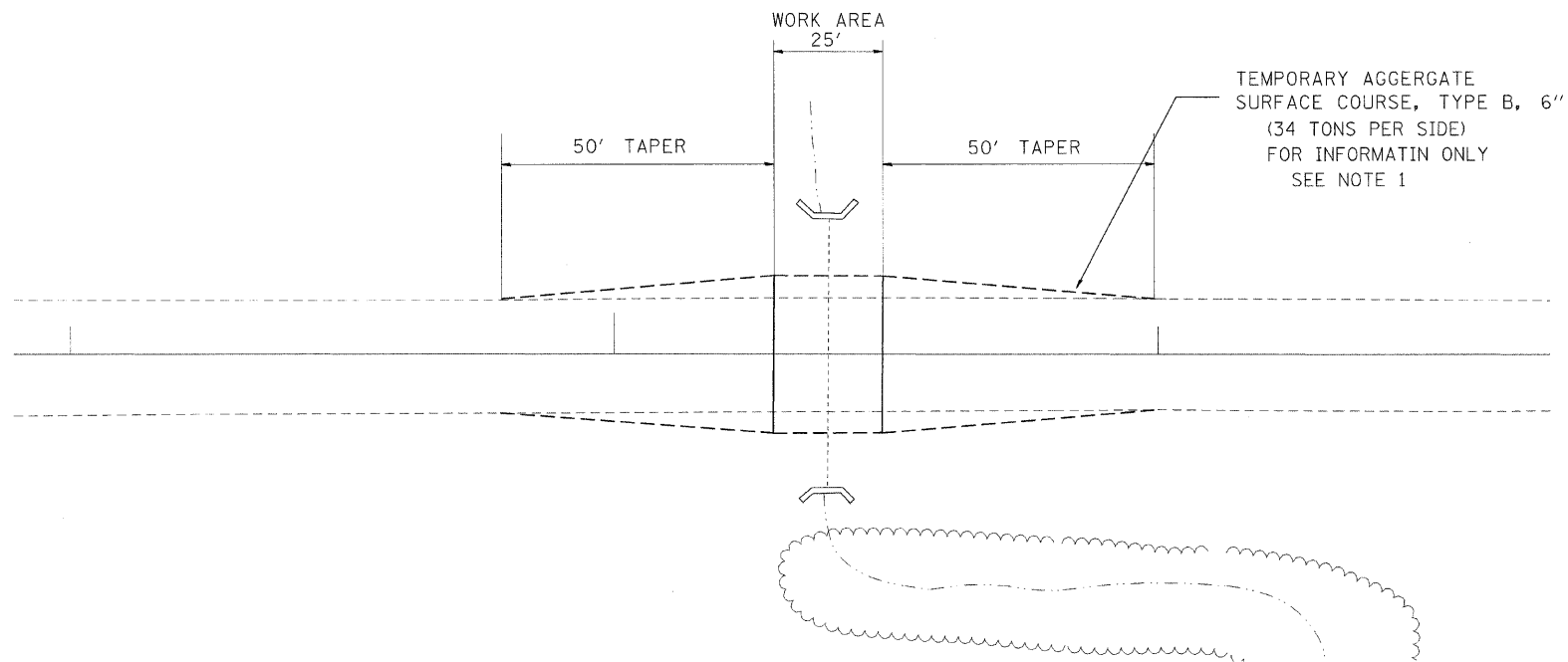
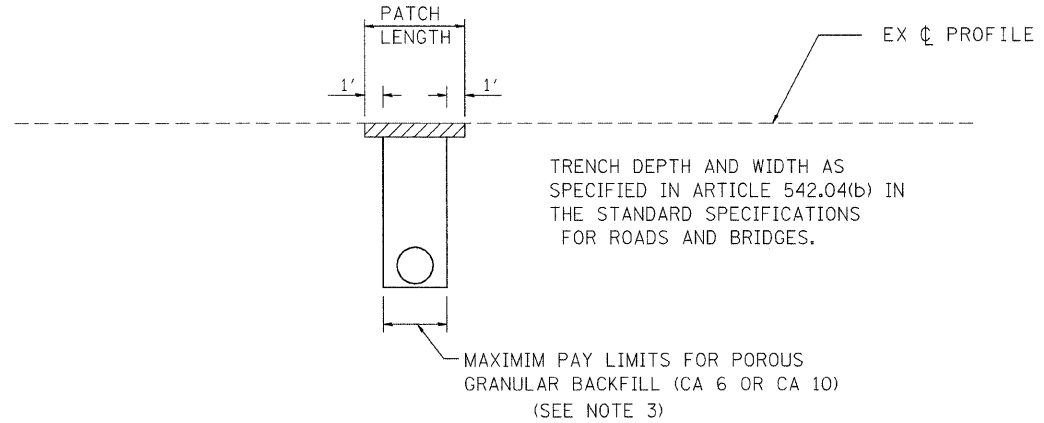
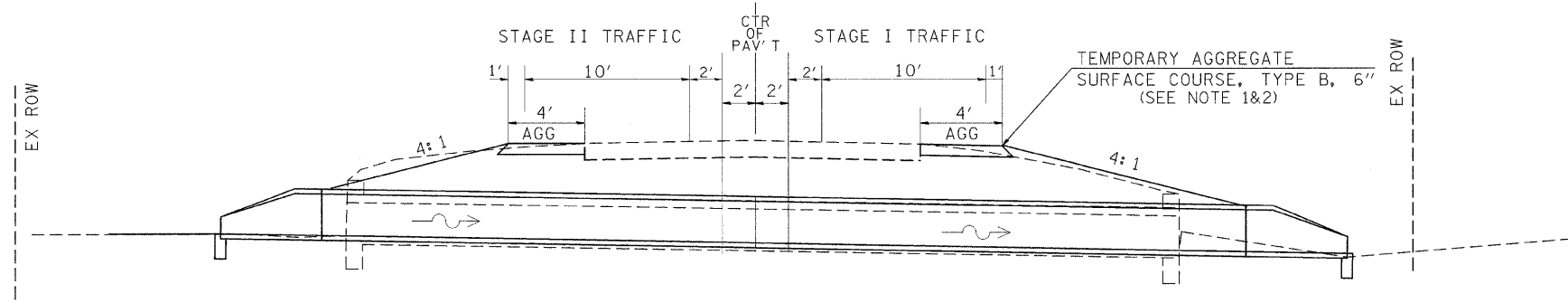
INSTALLATION CHARACTERISTICS PER DESIGN RADIUS (R)

R	NO. OF WOOD POSTS	X	Y
(8'-6'')	5 (Note 3)	(25')	(15')
(17'-0'')	6	(30')	(15')
(25'-6'')	8	(40')	(20')
(35'-0'')	11	(50')	(20')

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
All dimensions are in inches

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	193
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• JOHNSON & POPE				

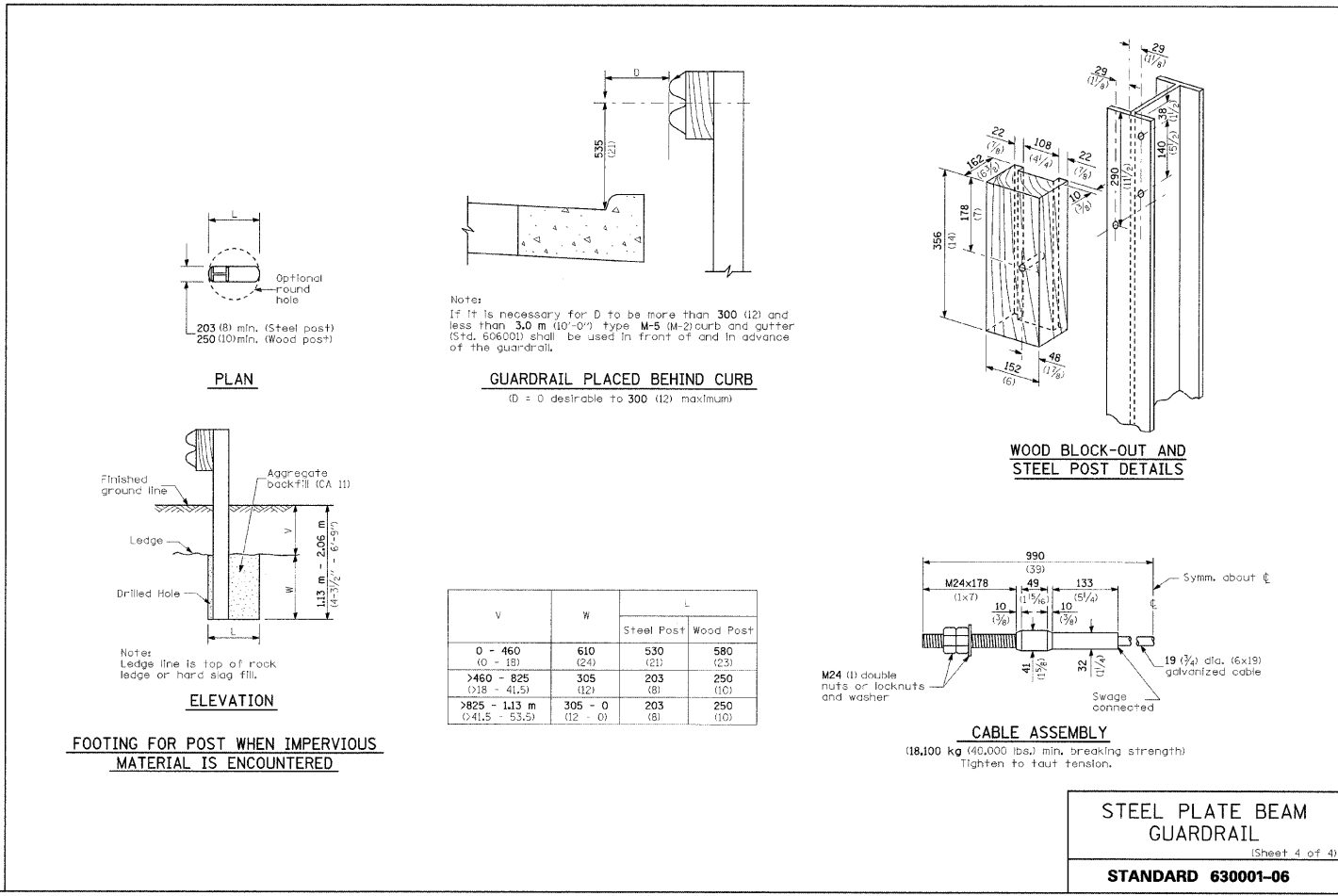
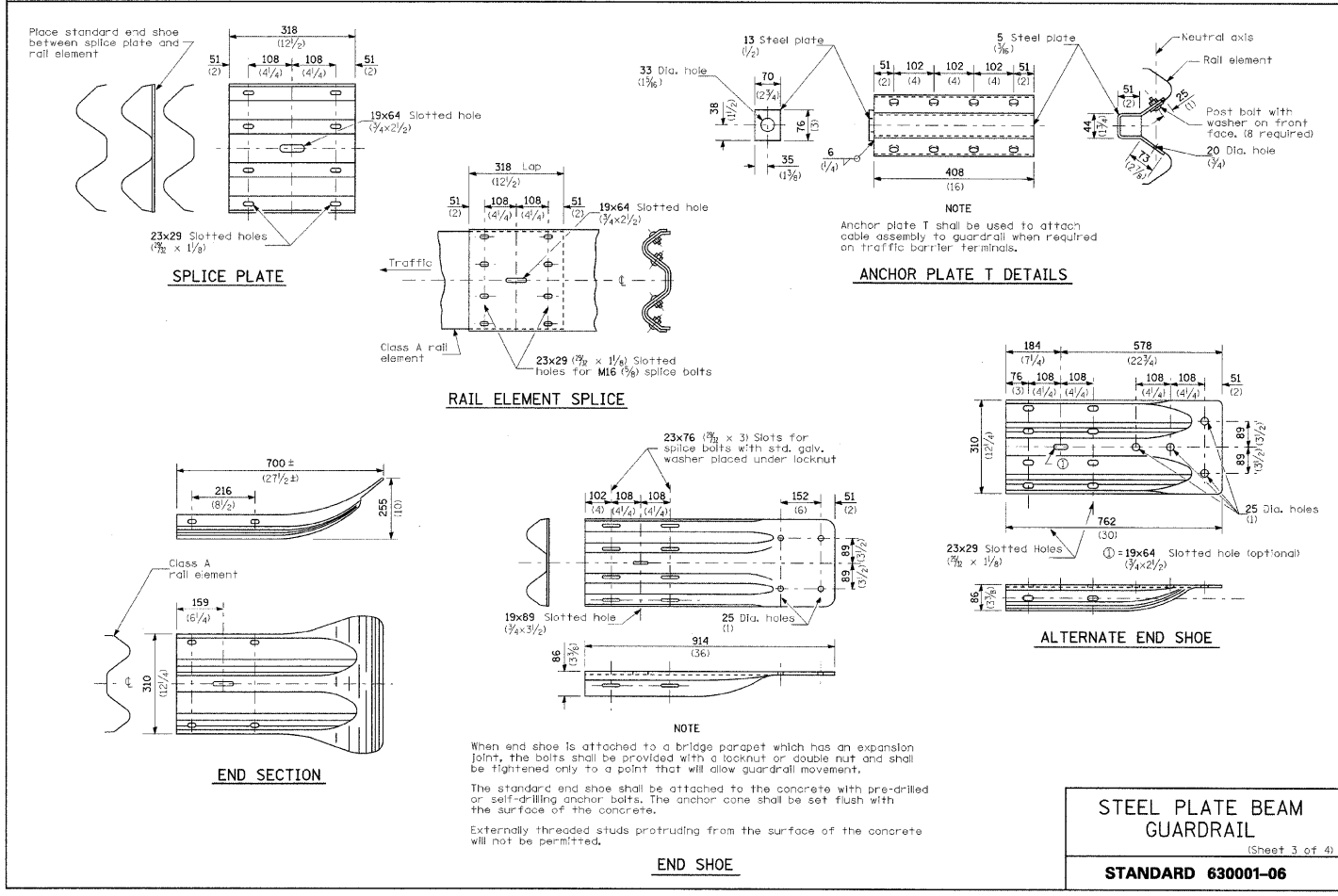
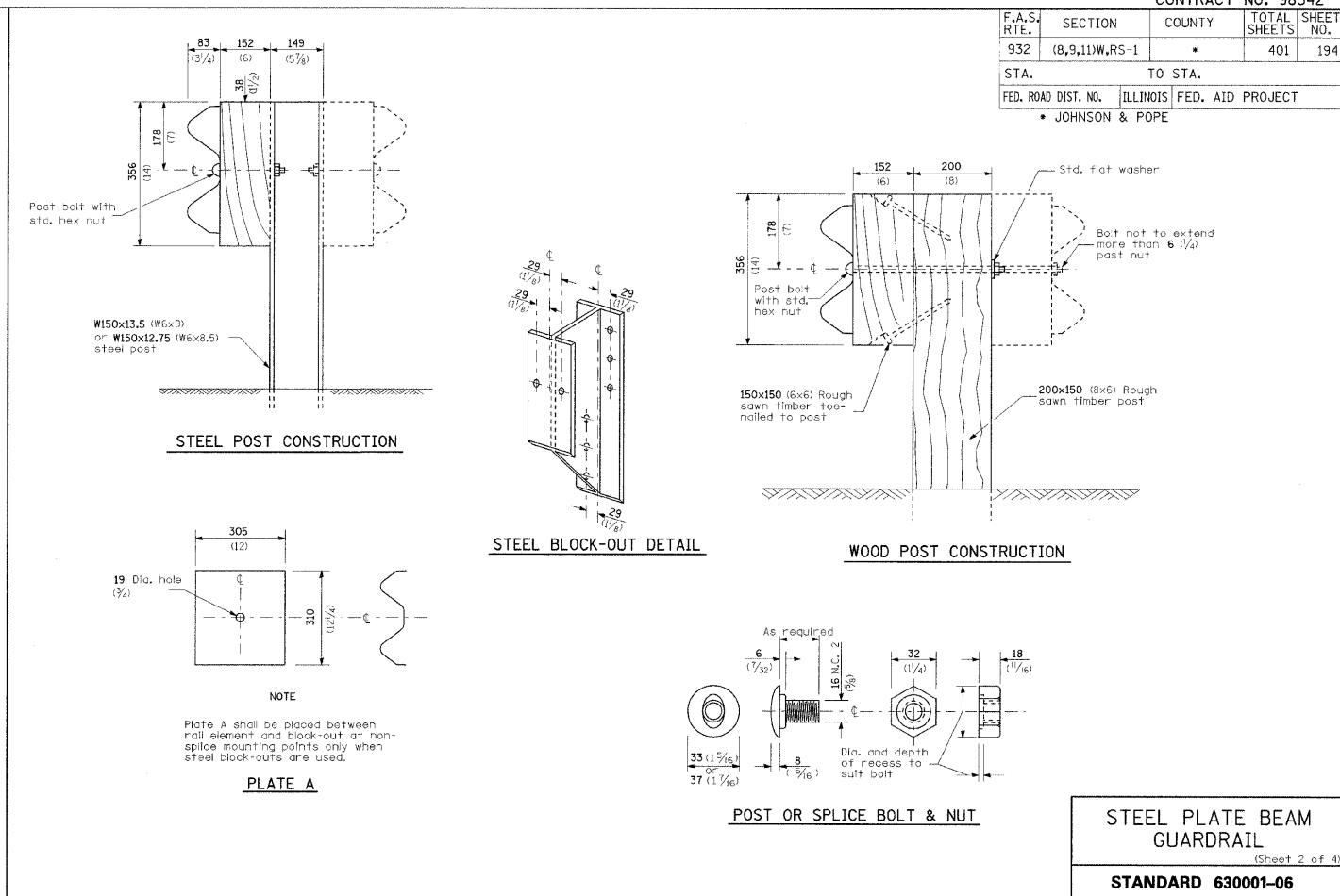
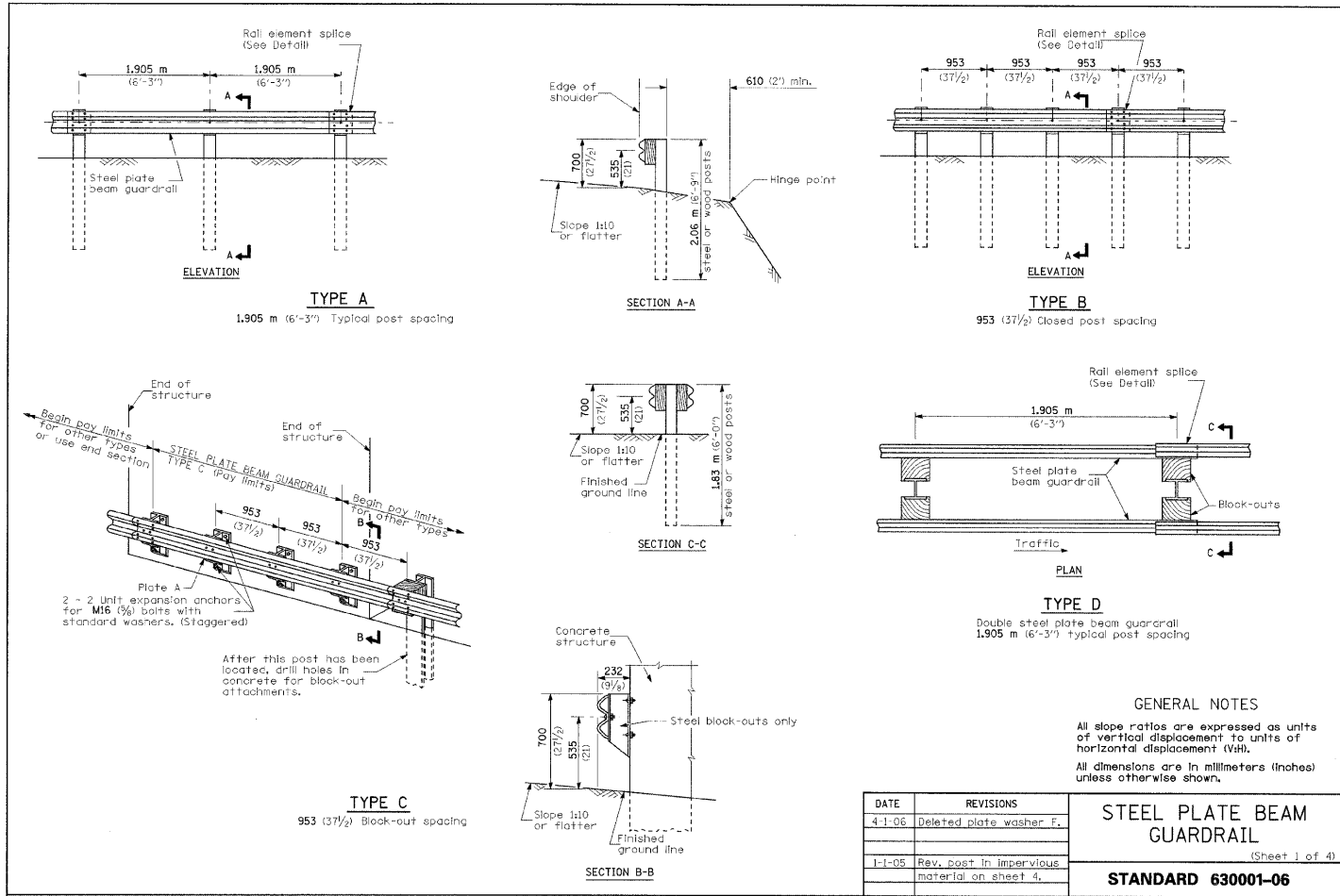


GENERAL NOTES

1. THE COST OF FURNISHING AND PLACING THE TEMPORARY AGGREGATE SURFACE COURSE, TYPE B, 6" IS INCLUDED IN THE COST OF THE PROPOSED PIPE CULVERT. THIS WORK SHALL BE PLACED AND COMPACTED TO THE SATISFACTION OF THE ENGINEER.
2. REMOVAL OF TEMPORARY AGGREGATE SURFACE IS INCLUDED IN THE COST OF EARTH EXCAVATION
3. BACKFILL QUANTITY IS BASED ON THE USE OF SHORING. IF SHORING IS NOT USED THE ADDITIONAL BACKFILL WILL BE AT THE EXPENSE OF THE CONTRACTOR
4. IF A TEMPORARY PATCH IS USED, THEN THE COST OF THE PATCH IS INCLUDED IN THE COST OF THE PROPOSED PIPE CULVERT. THE TEMPORARY PATCH SHALL HAVE A MINIMUM THICKNESS OF 2" BITUMINOUS MIXTURE MEETING THE ENGINEER'S APPROVAL
5. THIS WORK WILL BE PERFORMED UNDER TRAFFIC CONTROL 701336. NO OVER NIGHT LANE CLOSURES WILL BE PERMITTED.

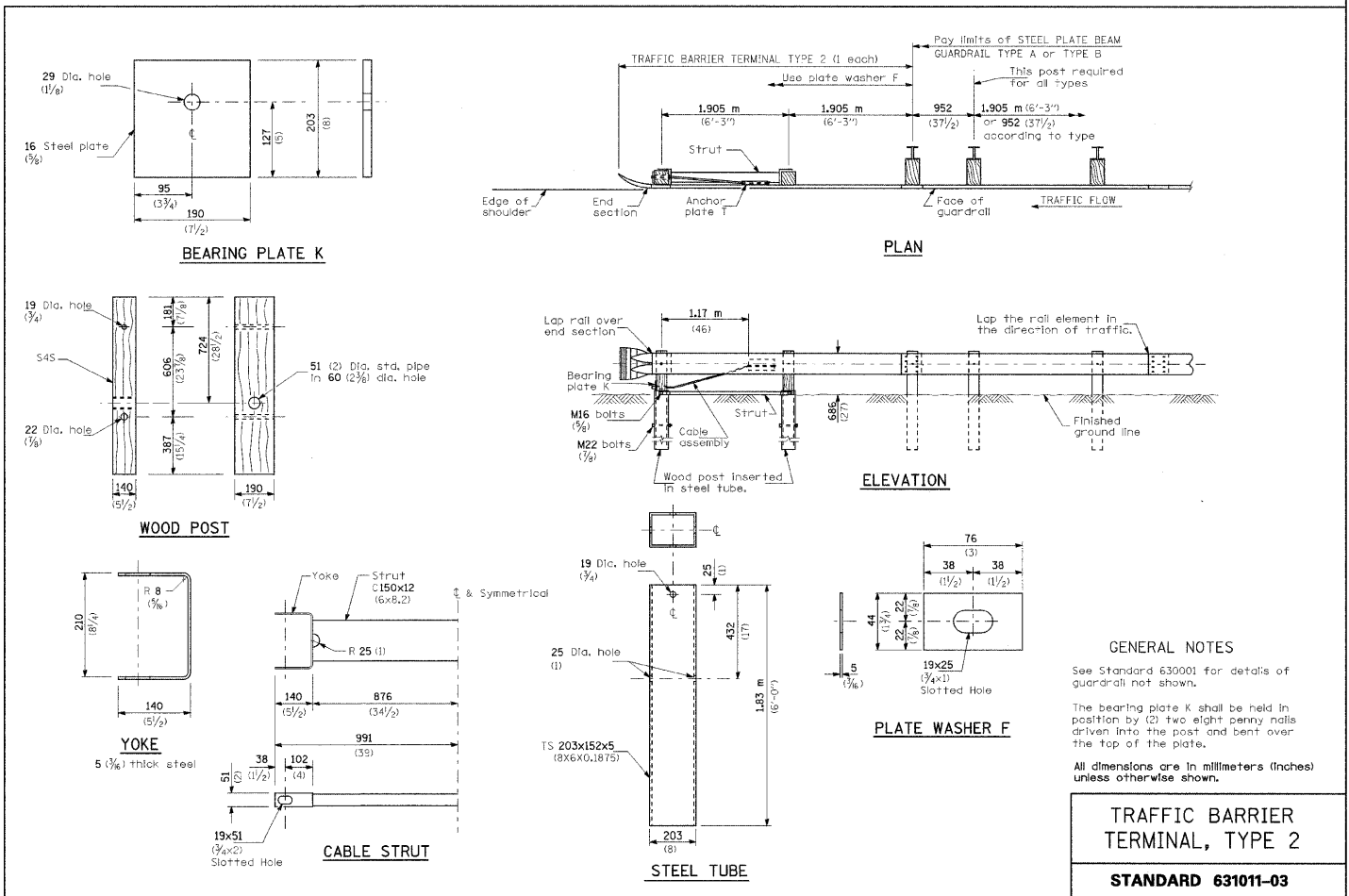
PLOT DATE = 8/26/2008
 FILE NAME = c:\projects\98542\98542.dwg
 USER NAME = rj111

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	194
STA.		TO STA.		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* JOHNSON & POPE				



PLOT DATE = 8/28/2009
FILE NAME = c:\p0329854-83-83-dwg\329854.dwg
PLOT SCALE = 50.0000
USER NAME = rjlliv

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	•	401	195
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• JOHNSON & POPE				



GENERAL NOTES

See Standard 630001 for details of guardrail not shown.
 The bearing plate K shall be held in position by (2) two eight penny nails driven into the post and bent over the top of the plate.
 All dimensions are in millimeters (inches) unless otherwise shown.

TRAFFIC BARRIER TERMINAL, TYPE 2

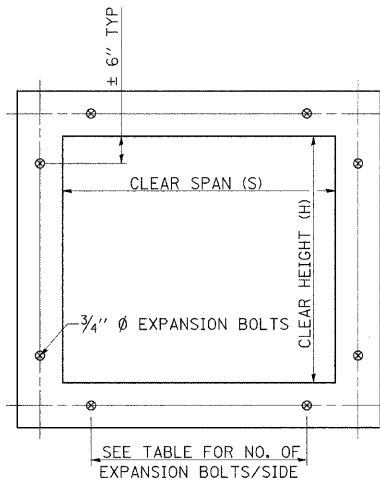
STANDARD 631011-03

DETAIL: TRAFFIC BARRIER TERMINAL TYPE 2

PLOT DATE = 8/25/2008
 PLOT SCALE = 50.0000 / IN.
 USER NAME = rollerv

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(8,9,11)W,RS-1	*	401	196
STA.	TO STA.		FED. AID PROJECT	
FED. ROAD DIST. NO. -	ILLINOIS	* JOHNSON & POPE		

EXPANSION BOLTS REQUIRED FOR CULVERT EXTENSIONS



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

MINIMUM CERTIFIED PROOF LOAD=7500 LBS.

BOLTS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR EXPANSION BOLTS, 3/4 INCH.

H OR S	NO. EXPANSION BOLTS REQ'D/SIDE			
	EXTENSION < 15'		EXTENSION > 15'	
	NO.	SPACING	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	17"	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" Ø EXPANSION BOLTS AT 20" CENTERS
4' SIDE REQUIRES (3)-3/4" Ø EXPANSION BOLTS AT 18" CENTERS

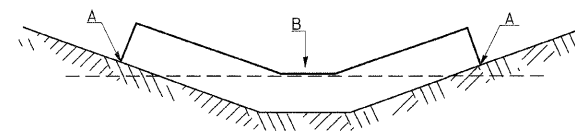
TOTAL NO. REQUIRED
(4+3)2 = (14)-3/4" Ø EXPAN. BOLTS

CROSS SECTION THRU BARREL

FOR ANCHOR BOLT REQUIREMENTS, SEE ARTICLE 1006.09 OF THE STANDARD SPECIFICATIONS.

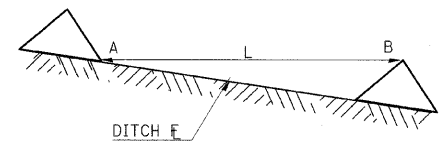
TEMPORARY DITCH CHECKS

PLACEMENT OF TEMPORARY DITCH CHECK IN DRAINAGEWAY



POINTS A SHOULD BE HIGHER THAN POINT B

SPACING BETWEEN TEMPORARY DITCH CHECKS



L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION

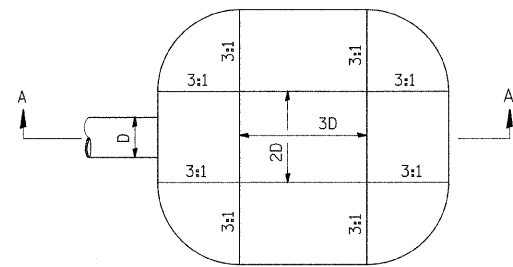
B = THE LOW POINT IN CENTER OF CHECK

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
REVISED	12-14-01
REVISED	

STD. 9-9

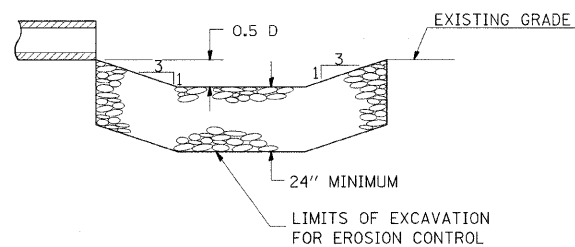
ENERGY DISSIPATOR

EARTH EXCAVATION FOR ENERGY DISSIPATOR



D= INSIDE DIAMETER OF PIPE CULVERT OR CLEAR HEIGHT OF BOX CULVERT

PLAN



SECTION A-A

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE SKETCH TO THE LENGTH, WIDTH, AND DEPTH AS SPECIFIED. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER. THE EXCAVATION SHALL BE PERFORMED AT THE SAME TIME AS THE CULVERT OR DITCH IS CONSTRUCTED TO SERVE AS A TEMPORARY SEDIMENT TRAP.

EARTHWORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE RIPRAP.

ENERGY DISSIPATOR IS TO BE CONSTRUCTED AT THE LOCATION INDICATED ON THE PLAN AND PROFILE SHEETS.

RIPRAP FOR ENERGY DISSIPATOR

RIPRAP FOR ENERGY DISSIPATOR SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 281 OF THE STANDARD SPECIFICATIONS EXCEPT AS REVISED HEREIN.

THE LENGTH, WIDTH, AND DEPTH FOR RIPRAP PLACEMENT SHALL BE AS SPECIFIED IN THESE DETAILS UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE RIPRAP FOR THE ENERGY DISSIPATOR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR STONE DUMPED RIPRAP.

THE STONE DUMPED RIPRAP SHALL CONFORM TO THE QUALITY AND GRADATION REQUIREMENTS OF STONE RIPRAP, CLASS A4.

BEDDING MATERIAL AS SPECIFIED IN SECTION 281 OF THE STANDARD SPECIFICATIONS WILL NOT BE REQUIRED.

REVISIONS	
REVISION	
REVISION	
REVISION	
REVISION	

STD 9-6

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	197
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS	FED. AID PROJECT	
• JOHNSON & POPE				

INLETS SPECIAL TYPE 1

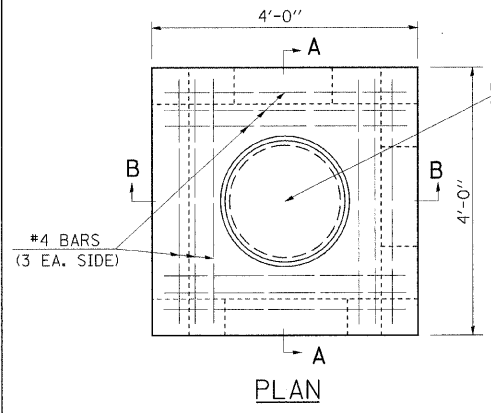
CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
 THE INLET SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR **INLETS SPECIAL TYPE 1**, WHICH PRICE SHALL INCLUDE THE COST OF THE CAST IRON FRAME, SPECIAL TYPE 2, WITH TYPE 1 CLOSED LID AND REINFORCEMENT BARS AND SHALL BE PAYMENT IN FULL FOR FURNISHING ALL MATERIAL AND FOR CONSTRUCTING THE WORK COMPLETE IN PLACE.

THE INLET MAY BE PRECAST OR MAY BE CAST IN PLACE. JOINTS AND STEEL BARS IN THE WALLS SHALL BE OMITTED IF CAST IN PLACE. IF PRECAST, THE JOINTS AND STEEL BARS SHALL BE PLACED AS SHOWN.

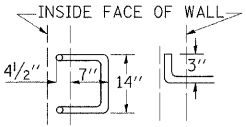
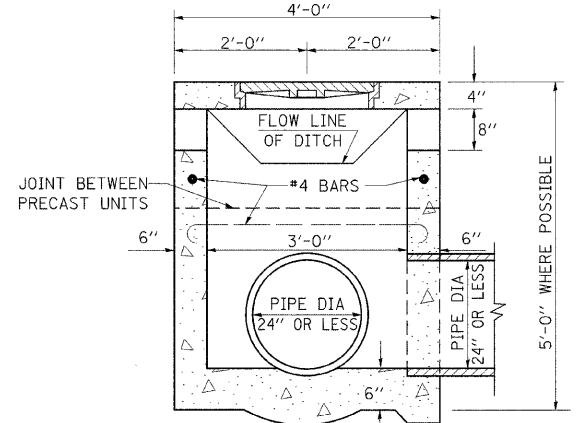
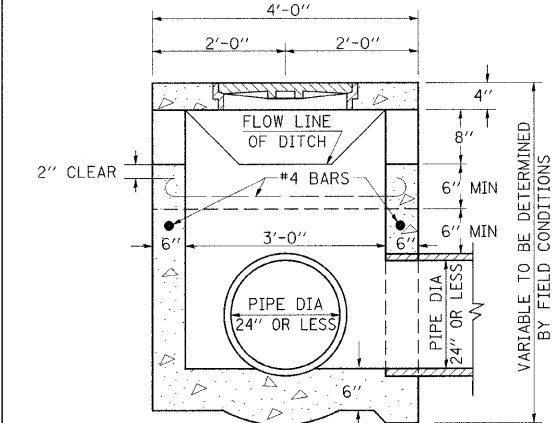
THE DEPTH OF THE INLET SHALL BE VARIED TO FIT FIELD CONDITIONS.

THE LID MAY BE CAST SEPARATELY OR MONOLITHICALLY WITH THE UPPER SECTION OF THE INLET.

**THE GALVANIZED IRON STEPS AS DETAILED HEREON ARE TYPICAL. STEPS OF OTHER DESIGN AND MATERIAL THAT WILL CONFORM TO THE MINIMUM REQUIREMENTS OF THE STEPS SHOWN, MAY BE USED WHEN APPROVED BY THE ENGINEER.



CAST IRON FRAME SPEC. TYPE 2 WITH TYPE 1 CLOSED LID

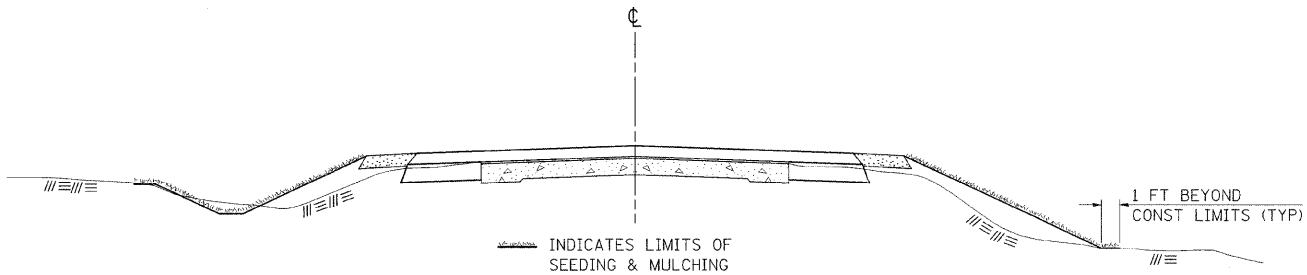


1" Ø GALV. IRON STEPS ** SPACED 12" TO 18" C-C. USE WHEN INLET IS OVER 4' DEEP.

REVISIONS	
REDESIGNED	8-15-89
REVISOR	8-15-94
REVISOR	
REVISOR	

STD. 9-2

SEEDING & MULCHING



GENERAL NOTES

IN GENERAL, ALL EARTH SURFACES DISTURBED DURING CONSTRUCTION OPERATIONS SHALL BE SEEDING AND MULCHED UPON COMPLETION OF ALL GRADING OPERATIONS.

FERTILIZER NUTRIENTS AND LIMESTONE SHALL BE APPLIED TO ALL SEEDED AREAS.

THE RATES OF APPLICATION OF FERTILIZER, MULCH AND LIMESTONE SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS.

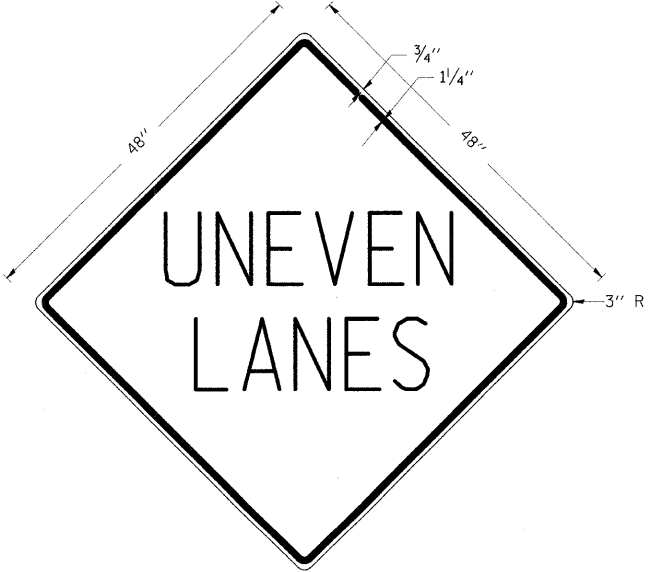
SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK EXCEPT AS SPECIFIED HEREIN OR AS NOTED IN THE SPECIAL PROVISIONS.

REVISIONS	
REDESIGNED	2-15-89
REVISOR	8-15-94
REVISOR	6-3-99

STD. 9-12

UNEVEN LANES SIGN

W8-11 (48" x 48")



COLORS:
 LEGEND AND BORDER - BLACK NON-REFLECTORIZED
 BACKGROUND - ORANGE REFLECTORIZED

NOTE: PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED OR BEFORE RESURFACING OPERATIONS BEGIN, THE CONTRACTOR SHALL HAVE ERECTED "UNEVEN PAVEMENT" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "UNEVEN PAVEMENT" SIGNS UNTIL THE RESURFACING OPERATIONS ARE COMPLETED.

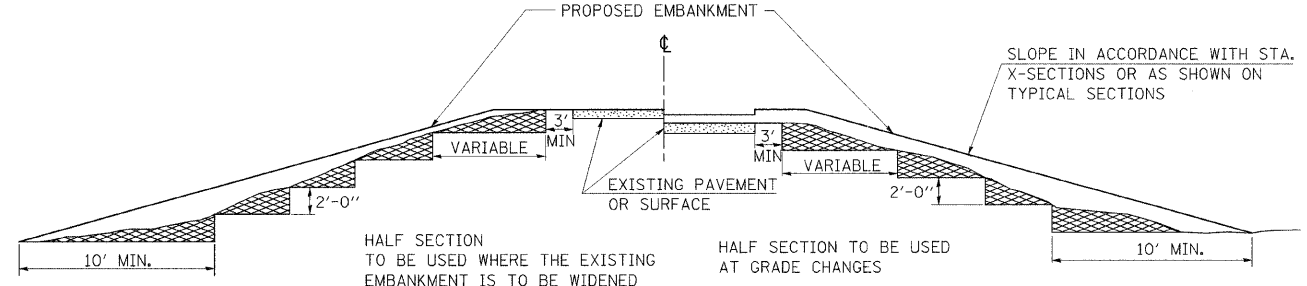
IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

REVISIONS	
REDESIGNED	2-15-89
REVISOR	4-6-93
REDESIGNED	7-23-04
REVISOR	

STD. 9-41

TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL



HALF SECTION TO BE USED WHERE THE EXISTING EMBANKMENT IS TO BE WIDENED

HALF SECTION TO BE USED AT GRADE CHANGES

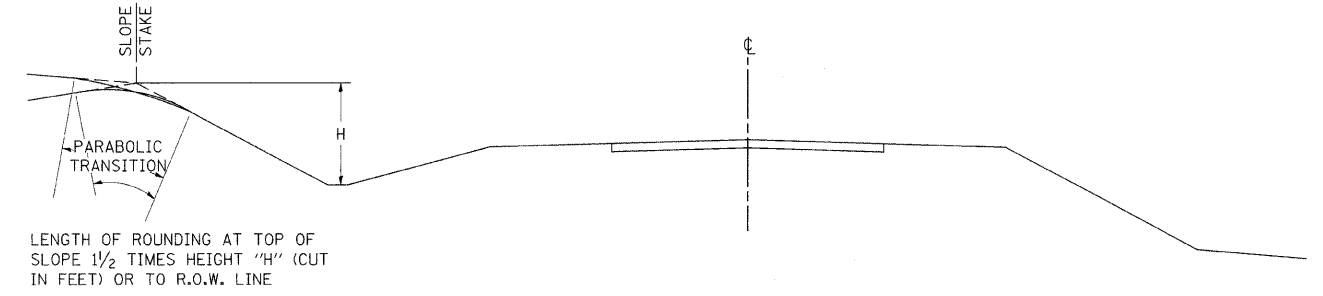
MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

REVISIONS	
REDESIGNED	2-15-89
REVISOR	8-15-94
CHECKED	6-3-99
REVISOR	

STD. 9-16

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
932	(6,9,11)W,RS-1	*	401	198
STA.	TO STA.			
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		
* JOHNSON & POPE				

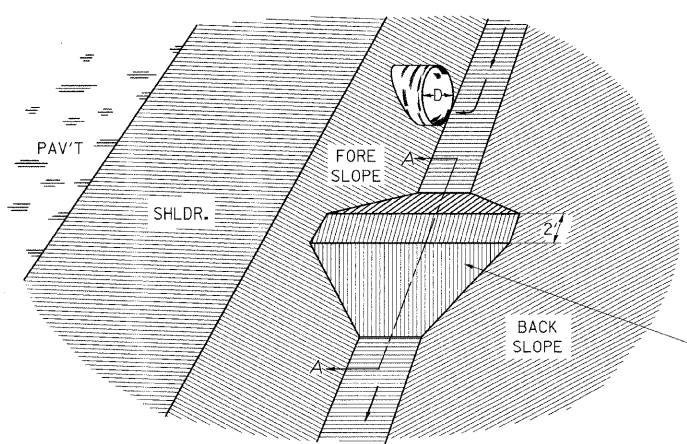
TYPICAL SECTIONS OF TRANSITIONS OF SLOPES AND INCIDENTAL GRADING



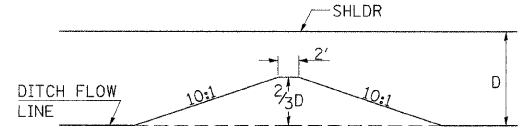
SECTION SHOWING TRANSITIONS OF PROPOSED SLOPES

NOTE:

DITCH PLUG TO BE CONSTRUCTED AS DIRECTED BY THE ENGINEER, INCLUDED IN THE EARTH EXCAVATION

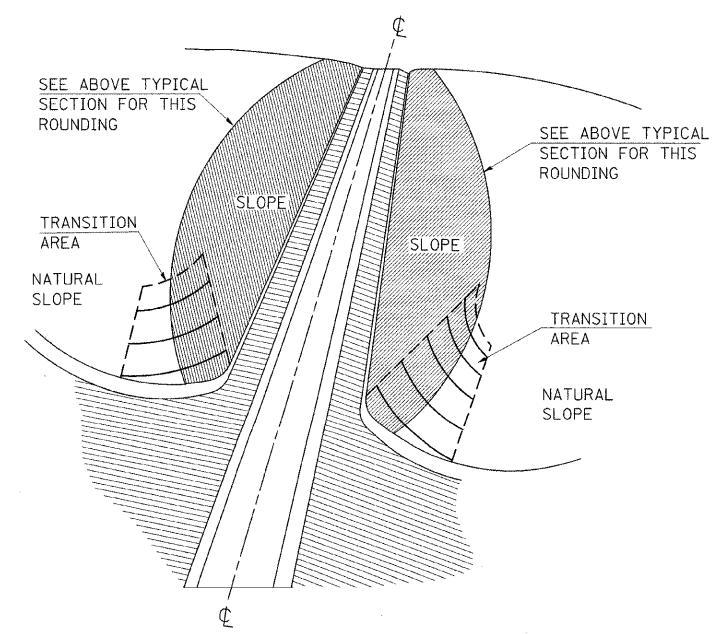


DITCH PLUG DETAIL



SECTION A-A

EARTH DITCH PLUG TO BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, AND TO BE CONSIDERED INCLUDED IN THE EARTH EXCAVATION.



DETAIL OF SLOPE TO NATURAL GROUND TRANSITION

TRANSITION GRADING

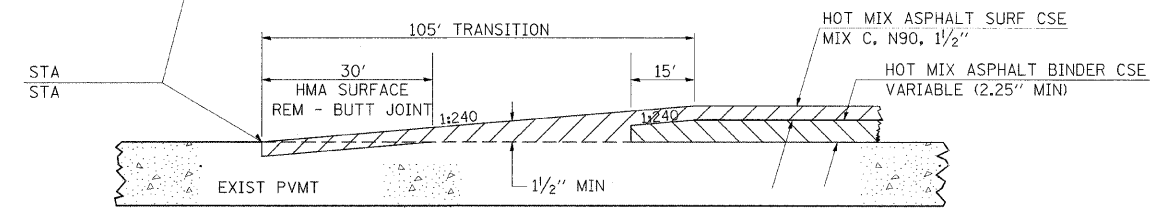
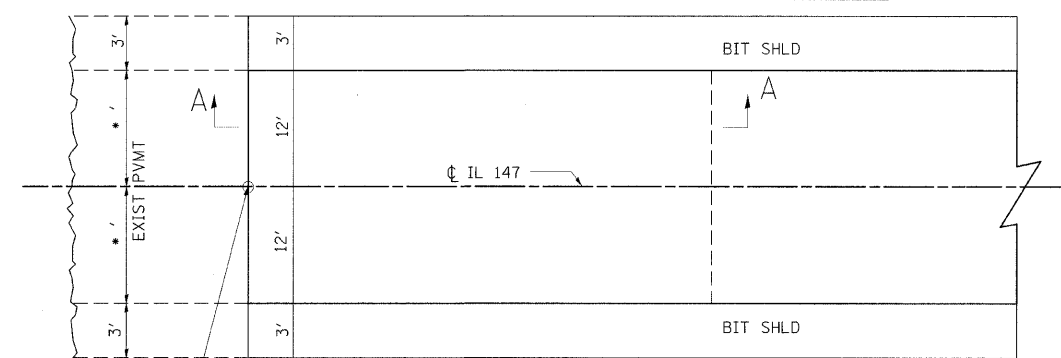
TRANSITION GRADING BETWEEN CUT AND FILL SLOPES AND BETWEEN CUT SLOPES AND NATURAL GROUND WILL BE REQUIRED ON THIS IMPROVEMENT. THE TRANSITION SHALL BE ROUNDED AND STREAMLINED IN ORDER TO BLEND THE CUT SLOPES AND THE FILL SLOPES INTO EACH OTHER AND INTO THE ADJACENT TERRAIN. THE SLOPES AS SHOWN ON THE CROSS SECTIONS IN THESE PLANS MAY BE VARIED SOMEWHAT IN THE TRANSITION AREAS AS DIRECTED BY THE ENGINEER IN ORDER TO MEET THIS GRADING REQUIREMENT. THE QUANTITIES OF EARTH EXCAVATION INVOLVED ARE INCLUDED IN THE BALANCE QUANTITIES SHOWN ON THE PLANS AND NO OTHER COMPENSATION WILL BE ALLOWED.

REVISIONS	
REDRAWN	2-15-89
REVISED	
REVISED	
REVISED	

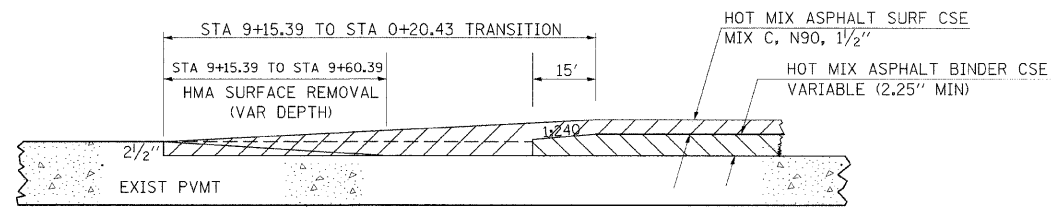
STD. 9-17

BUTT JOINT

* VARIES 10'-12'



SECTION A-A

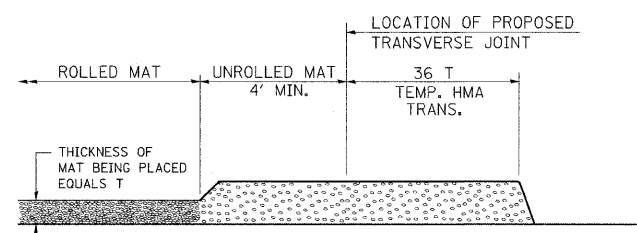


SECTION A-A USED STA 9+15.39 TO 0+20.43

REVISIONS	
DRAWN	10-17-90
REVISED	
REVISED	
REVISED	

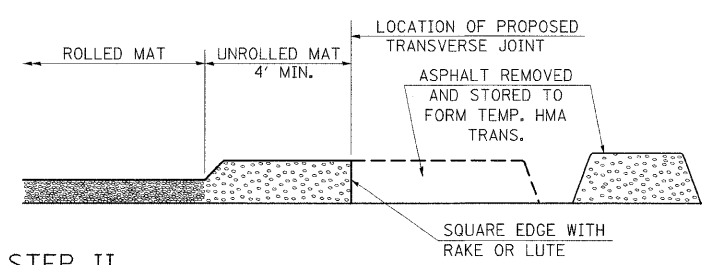
STD. 9-86

TEMPORARY HOT-MIX ASPHALT TRANSITIONS



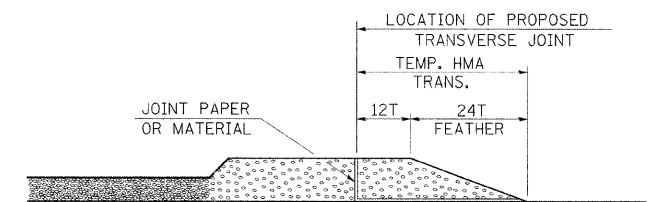
STEP I

1. PLACE HOT-MIX ASPHALT MAT, LENGTH 36 TIMES THE THICKNESS OF THE MAT BEING PLACED PAST THE PROPOSED TRANSVERSE JOINT LOCATION USING NORMAL OPERATING PROCEDURES.
2. EXTREME CARE SHOULD BE TAKEN TO MAINTAIN ENOUGH MATERIAL IN FRONT OF THE SCREED TO MAINTAIN REQUIRED PAVING DEPTH.



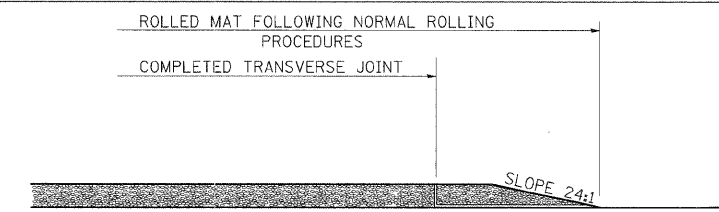
STEP II

1. MOVE THE PAVER OUT OF THE WAY AND REMOVE THE ASPHALT FROM THE AREA OF THE PROPOSED TEMPORARY HOT-MIX ASPHALT TRANSITION.
2. SQUARE UP THE END OF THE MAT WITH A RAKE OR LUTE.
3. NOTE THAT THE MAT WITHIN 4' OF THE END OF JOINT IS NOT TO BE ROLLED AT THIS TIME.



STEP III

1. JOINT PAPER OR OTHER PRESELECTED JOINT MATERIAL IS THEN PLACED IN THE CLEARED AREA AND THE EXCESS ASPHALT USED TO HAND FORM A TRANSITION TO THE DIMENSIONS SHOWN ABOVE.
2. NOTE THAT IN CONSTRUCTING THE TRANSITION, THE MAT DEPTH IS CONTINUED AS PART OF THE TRANSITION BEFORE FORMING THE FEATHER.



STEP IV

1. COMPLETE TEMPORARY TRANSITION BY ROLLING.
2. TO RESUME PAVING, AT THE JOINT, REMOVE TEMPORARY TRANSITION AND DISPOSE OF THE MATERIAL ACCORDING TO ART. 202.03 OF THE STD. SPECS. (COST INCLUDED IN THE CONTRACT).
3. CONSTRUCTING THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS.

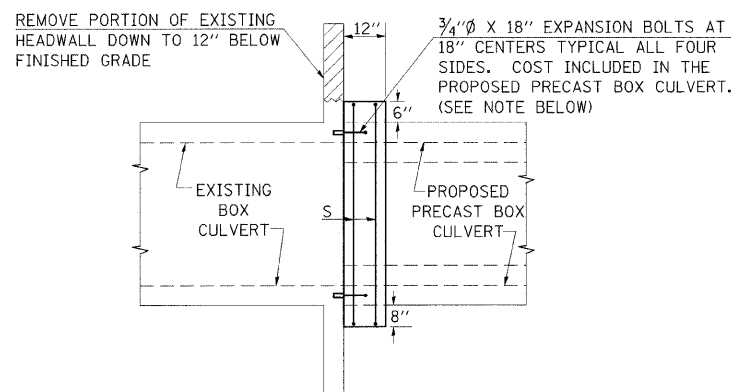
REVISIONS	
REDRAWN	2-15-89
REVISED	
REVISED	8-16-94
REVISED	01-09-07

STD. 9-26

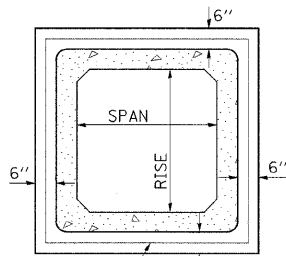
DETAILS: TRANSITION OF SLOPES AND INCIDENTAL GRADING, BUTT JOINT TEMPORARY HOT-MIX ASPHALT TRANSITIONS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	199
STA.	TO STA.			
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		
* JOHNSON & POPE				

DETAILS OF CONCRETE COLLAR FOR PRECAST BOX CULVERT



SIDE VIEW



END VIEW

2 - #5 S BARS TYPICAL
COST INCLUDED IN THE
PROPOSED PRECAST BOX
CULVERT.

TABULATION

(FOR INFORMATION PURPOSES ONLY)

SPAN X RISE	CLASS SI CONG. CU. YD. (EST.)
2' X 2'	0.26
3' X 2'	0.30
3' X 3'	0.34
4' X 2'	0.36
4' X 3'	0.39
4' X 4'	0.43
5' X 2'	0.41
5' X 3'	0.45
5' X 4'	0.49
6' X 2'	0.47
6' X 3'	0.51
6' X 4'	0.54

THE CONCRETE COLLAR SHALL BE CONSIDERED INCLUDED IN PRECAST CONCRETE BOX CULVERT, WHICH PRICE SHALL INCLUDE THE REMOVAL OF SUCH PORTIONS OF THE EXISTING HEADWALLS AS MAY BE REQUIRED. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

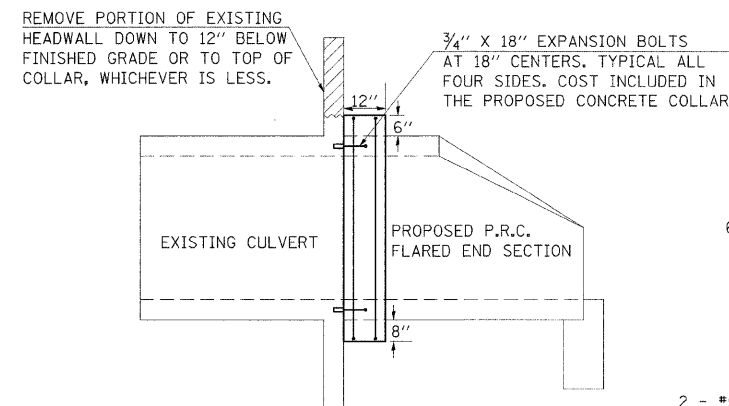
NOTE:

ANCHOR BOLTS, MEETING THE REQUIREMENTS OF ARTICLE 1006.09 OF THE STANDARD SPECIFICATIONS, SHALL EXTEND A MINIMUM OF 9 INCHES INTO THE NEW CONCRETE. EXPANSION SHIELDS SHALL PROVIDE A MINIMUM CERTIFIED PROOF LOAD OF 4080 POUNDS.

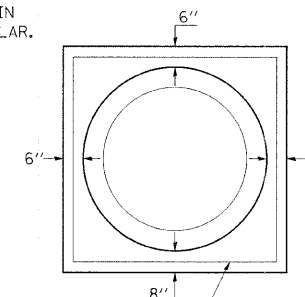
REVISIONS			
DRAWN	8-15-89	REVISED	12-17-01
REVISED	2-15-90	REVISED	
REVISED	8-10-90	REVISED	
REVISED	8-19-94	REVISED	

STD. 9-45

DETAIL OF CONCRETE COLLAR FOR P.R.C. FLARED END SECTION



SIDE VIEW



END VIEW

2 - #5 S BARS TYPICAL
COST INCLUDED IN THE
PROPOSED CONCRETE
COLLAR.

TABULATION

DIAMETER OF PIPE	CLASS SI CONG. CU. YD. (EST.)
12"	0.16
15"	0.19
18"	0.23
24"	0.29
30"	0.37
36"	0.44
42"	0.53
48"	0.62
54"	0.71
60"	0.81
72"	1.03

THE CONCRETE COLLAR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CONCRETE COLLAR, AS SHOWN ON THE PLANS, WHICH PRICE SHALL INCLUDE THE REMOVAL OF SUCH PORTIONS OF THE EXISTING HEADWALLS AS MAY BE REQUIRED. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

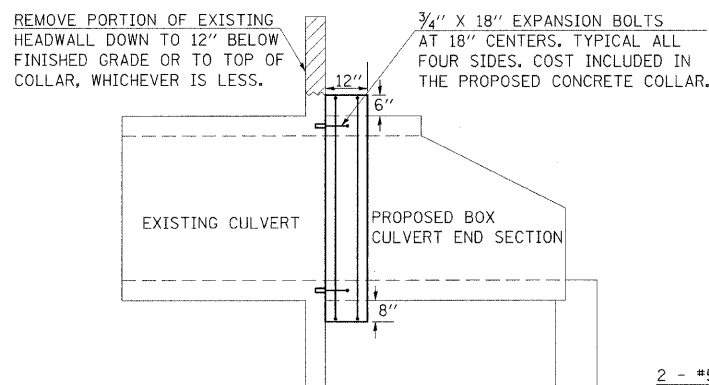
NOTE:

ANCHOR BOLTS, MEETING THE REQUIREMENTS OF ARTICLE 1006.09 OF THE STANDARD SPECIFICATIONS, SHALL EXTEND A MINIMUM OF 9 INCHES INTO THE NEW CONCRETE. EXPANSION SHIELDS SHALL PROVIDE A MINIMUM CERTIFIED PROOF LOAD OF 4080 POUNDS.

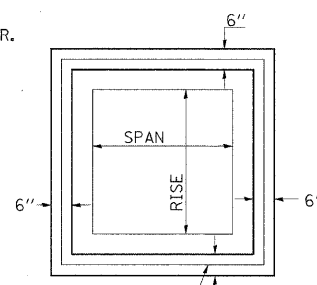
REVISIONS			
DRAWN	9-7-89	REVISED	8-16-94
REVISED	8-16-94	REVISED	12-17-01
REVISED	01-10-07	REVISED	

STD. 9-47

DETAIL OF CONCRETE COLLAR FOR PRECAST BOX CULVERT END SECTION



SIDE VIEW



END VIEW

2 - #5 S BARS TYPICAL
COST INCLUDED IN
THE PROPOSED
CONCRETE COLLAR.

TABULATION

SPAN X RISE	CLASS SI CONG. CU. YD. (EST.)
2' X 2'	0.26
3' X 2'	0.30
3' X 3'	0.34
4' X 2'	0.36
4' X 3'	0.39
4' X 4'	0.43
5' X 2'	0.41
5' X 3'	0.45
5' X 4'	0.49
5' X 5'	0.53
6' X 2'	0.47
6' X 3'	0.51
6' X 4'	0.54
7' X 5'	0.64
8' X 3'	0.61
8' X 6'	0.72
9' X 6'	0.78
10' X 5'	0.79

THE CONCRETE COLLAR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CONCRETE COLLAR, AS SHOWN ON THE PLANS, WHICH PRICE SHALL INCLUDE THE REMOVAL OF SUCH PORTIONS OF THE EXISTING HEADWALLS AS MAY BE REQUIRED. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

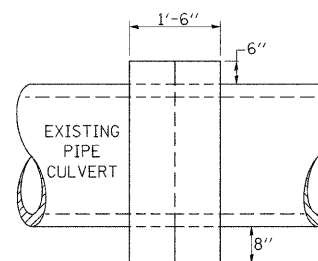
NOTE:

ANCHOR BOLTS, MEETING THE REQUIREMENTS OF ARTICLE 1006.09 OF THE STANDARD SPECIFICATIONS, SHALL EXTEND A MINIMUM OF 9 INCHES INTO THE NEW CONCRETE. EXPANSION SHIELDS SHALL PROVIDE A MINIMUM CERTIFIED PROOF LOAD OF 4080 POUNDS.

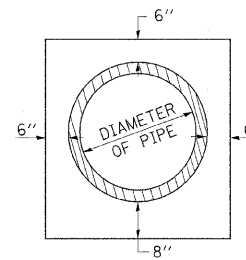
REVISIONS			
DRAWN	9-7-89	REVISED	12-17-01
REVISED	8-16-94	REVISED	
REVISED	12-17-01	REVISED	
REVISED	01-10-07	REVISED	

STD. 9-46

DETAILS OF CONCRETE COLLAR PIPE TO PIPE



SIDE VIEW



END VIEW

TABULATION

DIAMETER OF PIPE	CL SI CONG CU YDS EST
12"	0.24
15"	0.29
18"	0.32
24"	0.44
30"	0.56
36"	0.66
42"	0.80
48"	0.93
54"	1.07
60"	1.22
72"	1.55

THE CONCRETE COLLAR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CONCRETE COLLAR, AS SHOWN ON THE PLANS, WHICH PRICE SHALL INCLUDE THE REMOVAL OF SUCH PORTIONS THE EXISTING HEADWALLS AS MAY BE REQUIRED. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

REVISIONS			
DRAWN	7-13-90	REVISED	8-22-94
REVISED	8-22-94	REVISED	
REVISED		REVISED	

STD. 9-79

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
932	(8,9,11)W,RS-1	*	401	200
STA.	TO STA.			
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		
* JOHNSON & POPE				

DETAIL OF PRECAST CONCRETE BOX CULVERT SECTION

(WITH COVER 2 FEET OR GREATER -
AASHTO DESIGNATION M259)
DESIGN LOADING: HS-20-44

GENERAL NOTES

SHOP PLANS FOR THE REINFORCEMENT SHALL BE SUBMITTED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 504.04 OF THE STANDARD SPECIFICATIONS.

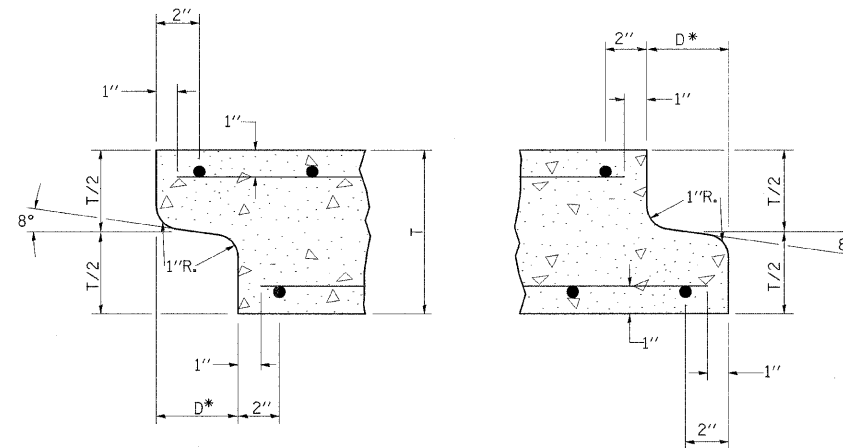
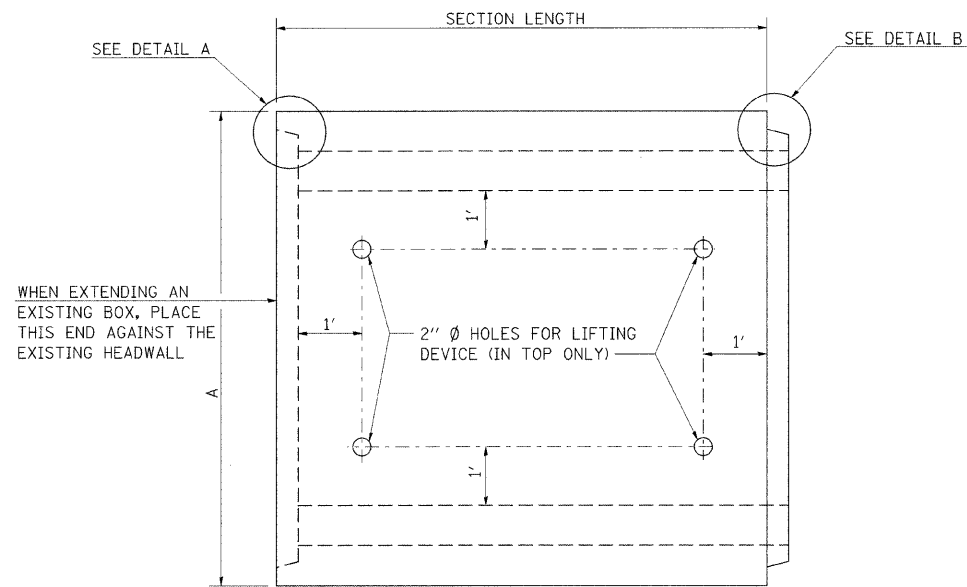
MINIMUM CONCRETE STRENGTH SHALL BE 5000 PSI AFTER 28 DAYS.

THE JOINTS OF THE PRECAST BOX SECTIONS SHALL BE SEALED WITH MASTIC IN ACCORDANCE WITH ARTICLE 1055.01 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

LIFTING HOLES SHALL BE FILLED WITH CONCRETE PLUGS AND MASTIC AFTER THE BOX SECTIONS ARE IN PLACE.

THE TERMS AS1, AS2, & AS3 DENOTE THE REQUIRED STEEL AREAS FOR REINFORCEMENT AS SPECIFIED IN AASHTO M259. REINFORCEMENT SHALL BE WELDED WIRE FABRIC CONFORMING TO AASHTO M55-81.

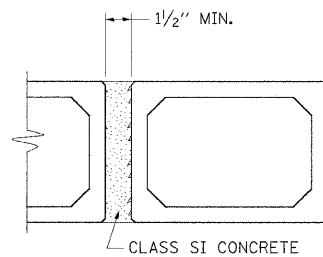
DRAINAGE OPENINGS SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 503.11 OF THE STANDARD SPECIFICATIONS. LOCATION AND SPACING OF THE OPENINGS SHALL BE SHOWN ON THE SHOP DRAWINGS.



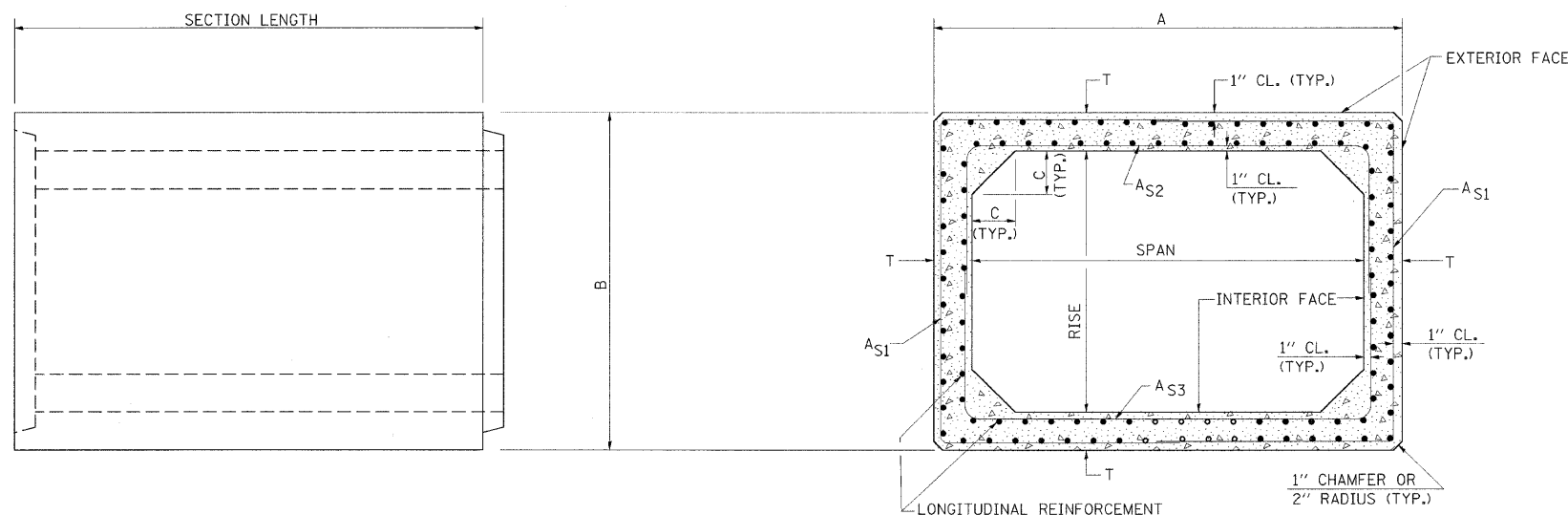
DETAIL A
(TYP. INLET END) **DETAIL B**
(TYP. OUTLET END)

NOTE: INLET AND OUTLET ENDS SHALL BE COMPATIBLE.
*THE D DIMENSION SHALL CONFORM TO THE MANUFACTURER'S STANDARDS.

PLAN
LOCATION OF LIFTING HOLES MAY BE VARIED AS NEEDED TO CLEAR REINFORCEMENT.



MULTIPLE UNIT PLACEMENT



ELEVATION

CROSS SECTION

DIMENSIONS

SPAN X RISE	T (INCHES)	A (FT.-IN.)	B (FT.-IN.)	C (INCHES)
2' X 2'	4	2-8	2-8	4
3' X 2'	4	3-8	2-8	4
3' X 3'	4	3-8	3-8	4
4' X 2'	5	4-10	2-10	5
4' X 3'	5	4-10	3-10	5
4' X 4'	5	4-10	4-10	5
5' X 2'	6	6-0	3-0	6
5' X 3'	6	6-0	4-0	6
5' X 4'	6	6-0	5-0	6
5' X 5'	6	6-0	6-0	6
6' X 2'	7	7-2	3-2	7
6' X 3'	7	7-2	4-2	7
6' X 4'	7	7-2	5-2	7
6' X 5'	7	7-2	6-2	7
6' X 6'	7	7-2	7-2	7
7' X 4'	8	8-4	5-4	8
7' X 5'	8	8-4	6-4	8
7' X 6'	8	8-4	7-4	8
7' X 7'	8	8-4	8-4	8
8' X 4'	8	9-4	5-4	8
8' X 5'	8	9-4	6-4	8
8' X 6'	8	9-4	7-4	8
8' X 7'	8	9-4	8-4	8
8' X 8'	8	9-4	9-4	8

SPAN X RISE	T (INCHES)	A (FT.-IN.)	B (FT.-IN.)	C (INCHES)
9' X 5'	9	10-6	6-6	9
9' X 6'	9	10-6	7-6	9
9' X 7'	9	10-6	8-6	9
9' X 8'	9	10-6	9-6	9
9' X 9'	9	10-6	10-6	9
10' X 5'	10	11-8	6-8	10
10' X 6'	10	11-8	7-8	10
10' X 7'	10	11-8	8-8	10
10' X 8'	10	11-8	9-8	10
10' X 9'	10	11-8	10-8	10
10' X 10'	10	11-8	11-8	10
11' X 4'	11	12-10	5-10	11
11' X 6'	11	12-10	7-10	11
11' X 8'	11	12-10	9-10	11
11' X 10'	11	12-10	11-10	11
11' X 11'	11	12-10	12-10	11
12' X 4'	12	14-0	6-0	12
12' X 6'	12	14-0	8-0	12
12' X 8'	12	14-0	10-0	12
12' X 10'	12	14-0	12-0	12
12' X 12'	12	14-0	14-0	12

REVISIONS

DRAWN	9-7-89
REVISED	3-27-90
REVISED	8-16-94
REVISED	01-10-07