



**GENERAL NOTES**

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO THE CONSTRUCTION OR ORDERING OF MATERIAL. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

THREE POSTS OF THE TYPE 1 SPECIAL GUARDRAIL TERMINAL LOCATED AT LEFT STATION 38+61 TO 39+11 SHALL BE ATTACHED TO THE EXISTING BOX CULVERT ACCORDING TO STANDARD 630101. COST SHALL BE INCLUDED IN THE BID PRICE FOR TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT).

SHORT TERM PAVEMENT MARKING ON THE MILLED SURFACE SHALL BE PAINT. ALL OTHER SHORT TERM PAVEMENT MARKINGS SHALL BE TAPE.

THE TOTAL QUANTITY OF URETHANE PAVEMENT MARKING CONSISTS OF THE FOLLOWING:

|  | YELLOW    | WHITE      |
|--|-----------|------------|
| URETHANE PAVEMENT MARKING - LINE 4"                    | 25,040 FT | 103,110 FT |
| URETHANE PAVEMENT MARKING - LINE 6"                    | 0 FT      | 62 FT      |
| URETHANE PAVEMENT MARKING - LINE 18"                   | 0 FT      | 88 FT      |
| URETHANE PAVEMENT MARKING - LINE 24"                   | 0 FT      | 82 FT      |
| URETHANE PAVEMENT MARKING - LETTERS & SYMBOLS, SPECIAL | 0 SQ FT   | 15 SQ FT   |

THE EXISTING PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS. THE QUANTITY OF PATCHING SHOWN ON THE PLANS IS AN ESTIMATE ONLY AND THE FINAL LOCATIONS AND QUANTITY SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS SHALL BE FERTILIZED AND SEEDED. SEEDING SHALL BE CLASS 2 IN ACCORDANCE WITH THE APPLICABLE ARTICLES OF SECTION 250 OF THE STANDARD SPECIFICATIONS AND SHALL NOT BE PAID FOR SEPARATELY.

THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE. FIELD MARKINGS OF UTILITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF 96 HOURS ADVANCE NOTICE THROUGH THE J.U.L.I.E. SYSTEM BY CALLING 800-892-0123.

THE CONTRACTOR SHALL PROVIDE INTERNET ACCESS TO THE BITUMINOUS PLANT QUALITY CONTROL LAB SO THAT BITUMINOUS PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICES FOR OTHER ITEMS IN THE CONTRACT.

TEMPORARY RAMP, SPECIAL SHALL BE USED AT ALL ENTRANCES AND PRA'S WITHIN THE LIMITS OF ANY 2 1/4" MILLING TO PROVIDE BETTER ACCESS TO THOSE LOCATIONS. THESE RAMPS SHALL BE 2' WIDE AND RUN THE LENGTH OF ENTRANCE/PRA OPENING.

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE BITUMINOUS SURFACE COURSE.

VIBRATORY ROLLERS WILL NOT BE ALLOWED FROM STA 20+00 TO STA 71+00 BUT DENSITY REQUIREMENTS WILL REMAIN THE SAME.

THE CONTRACTOR SHALL PROVIDE 1/2" MINIMUM THICK STEEL PLATES TO COVER THE OPEN JOINTS DURING ALL TIMES WHEN NO WORK IS BEING PERFORMED AT THE SITE. COST OF THIS WORK TO BE INCLUDED IN TRAFFIC CONTROL AND PROTECTION, STANDARD 701316.

BITUMINOUS MATERIALS (PRIME COAT) SHALL BE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-IHP.

THE MATERIAL USED FOR AGGREGATE SHOULDERS, TYPE B SHALL BE CRUSHED STONE, CRUSHED CONCRETE, OR RAP.

THE MATERIAL USED FOR AGGREGATE SURFACE COURSE, TYPE B SHALL BE CRUSHED STONE OR CRUSHED CONCRETE.

COST OF REMOVAL OF TEMPORARY RAMP SHALL BE INCLUDED IN THE UNIT PRICE FOR TEMPORARY RAMP.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

| APPLICATION                                 | AC/PG    | DESIGN AIR VOIDS | MIXTURE COMPOSITION | FRICTION AGGREGATE MIXTURE C |
|---|----------|------------------|---------------------|------------------------------|
| HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N70 | PG 64-22 | 4.0% @ N=70      | IL - 9.5            |                              |
| LEVELING BINDER (MACHINE METHOD), N70       | PG 64-22 | 4.0% @ N=70      | IL - 9.5            | N/A                          |
| INCIDENTAL HOT-MIX ASPHALT SURFACING        | PG 64-22 | 4.0% @ N=50      | IL - 9.5            | MIXTURE C                    |
| CLASS D PATCHING                            | PG 64-22 | 4.0% @ N=70      | IL - 19.0           | N/A                          |
| HOT-MIX ASPHALT SHOULDERS, 6"               | PG 58-22 | 4.0% @ N=30      | IL - 19.0L          | N/A                          |

**INDEX OF SHEETS**

| SHEET NO | TITLE   |
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| 3        | SUMMARY OF QUANTITIES                         |
| 4        | TYPICAL SECTIONS                              |
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THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED FOLLOWING THE LAST NUMBERED SHEET OF THE PLANS.

|           |   |
|-----------|---|
| 000001-05 | STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS                               |
| 001001-01 | AREAS OF REINFORCEMENT BARS   |
| 406201-01 | MAILBOX TURNOUT   |
| 442201-03 | CLASS C AND D PATCHES   |
| 630001-07 | STEEL PLATE BEAM GUARDRAIL  |
| 630101-07 | GUARDRAIL MOUNTED ON EXISTING CULVERTS                                      |
| 631032-03 | TRAFFIC BARRIER TERMINAL, TYPE 6A   |
| 635006-02 | REFLECTOR AND TERMINAL MARKER PLACEMENT                                     |
| 635011-01 | REFLECTOR MARKER AND MOUNTING DETAILS                                       |
| 667101    | PERMANENT SURVEY MARKERS  |
| 701001-01 | OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY                             |
| 701006-02 | OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE                  |
| 701201-02 | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH                        |
| 701206-01 | LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS >= 45 MPH                      |
| 701301-02 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS                                 |
| 701306-01 | LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45 MPH |
| 701311-02 | LANE CLOSURE, 2L, 2W MOVING OPERATIONS-DAY ONLY                             |
| 701316-03 | LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS >= 45 MPH                   |
| 701336-04 | LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS >= 45 MPH            |
| 701901    | TRAFFIC CONTROL DEVICES   |
| 720011    | METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS                              |
| 729001    | APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)             |
| 780001-01 | TYPICAL PAVEMENT MARKINGS   |
| 781001-02 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS                     |

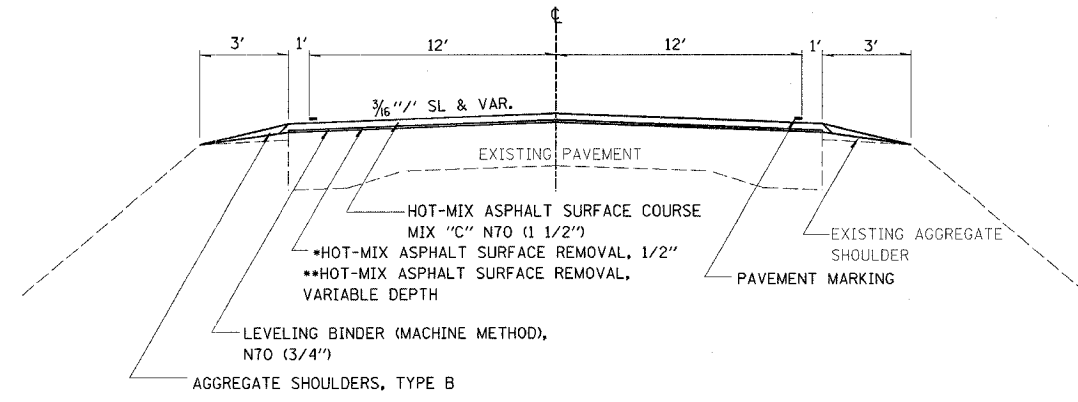
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| FILE NAME =<br>c:\projects\74251d\shcover_74251.dgn | USER NAME =<br>teasleyck | DESIGNED -<br>DRAWN - | REVISED -<br>REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>GENERAL NOTES &amp; INDEX OF SHEETS</b> |              |        |      | F.A.P.<br>RTE.<br>774 | SECTION<br>•        | COUNTY<br>EFFINGHAM       | TOTAL SHEETS<br>33 | SHEET NO.<br>2 |
| PLOT SCALE = 100.0000' / IN.                        | CHECKED -                | REVISOR -             | DATE -                 |   | SCALE: 100                                 | SHEET NO. OF | SHEETS | STA. | TO STA.               | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | CONTRACT NO. 74251 |                |
| PLOT DATE = 3/27/2008                               | DATE -                   | REVISOR -             | DATE -                 |   | * (1-1MFT,1-WMFT,104Z,104RS-2              |              |        |      |                       |                     |                           |                    |                |

# SUMMARY OF QUANTITIES

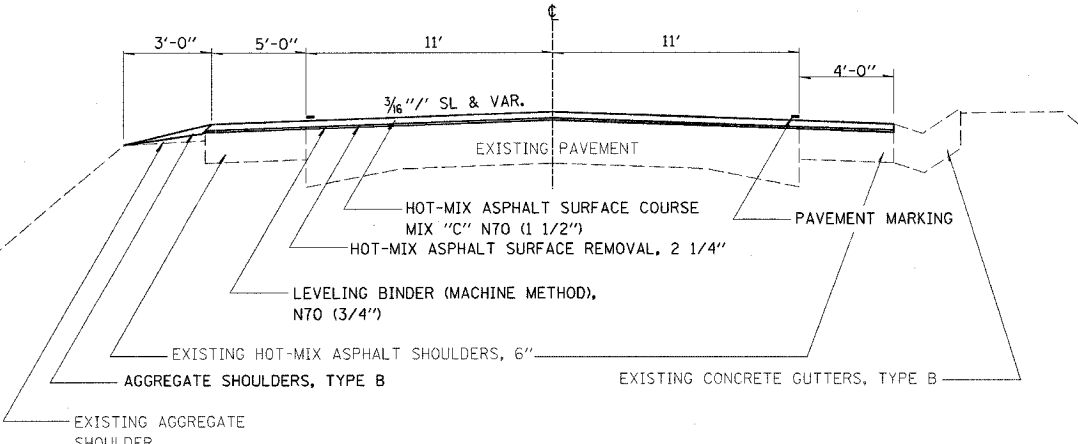
| SUMMARY OF QUANTITIES |   |        | 100% STATE<br>TOTAL<br>QUANTITIES | CONSTRUCTION TYPE CODE |         | SUMMARY OF QUANTITIES |  |        | 100% STATE<br>TOTAL<br>QUANTITIES | CONSTRUCTION TYPE CODE |         |
|-----------------------|---|--------|-----------------------------------|------------------------|---------|-----------------------|--|--------|-----------------------------------|------------------------|---------|
| CODE NO               | ITEM  | UNIT   |                                   | I000                   | SFTY-2A | CODE NO               | ITEM   | UNIT   |                                   | I000                   | SFTY-2A |
| * XX005496            | TRAFFIC BARRIER TERMINAL TYPE 6A (SPECIAL)          | EACH   | 8                                 |                        | 8       | 67000400              | ENGINEER'S FIELD OFFICE, TYPE A                          | CAL MO | 5                                 | 5                      |         |
| 40200800              | AGGREGATE SURFACE COURSE, TYPE B                    | TON    | 440                               | 440                    |         | 67100100              | MOBILIZATION   | L SUM  | 1                                 | 1                      |         |
| 40600100              | BITUMINOUS MATERIALS (PRIME COAT)                   | GALLON | 29158                             | 29158                  |         | 70100100              | TRAFFIC CONTROL AND PROTECTION, STANDARD 701316          | EACH   | 1                                 | 1                      |         |
| 40600300              | AGGREGATE (PRIME COAT)                              | TON    | 583                               | 583                    |         | 70100450              | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201          | L SUM  | 1                                 | 1                      |         |
| 40600635              | LEVELING BINDER (MACHINE METHOD), N70               | TON    | 6135                              | 6135                   |         | 70100460              | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306          | L SUM  | 1                                 | 1                      |         |
| 40600982              | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT        | SQ YD  | 649                               | 649                    |         | 70100600              | TRAFFIC CONTROL AND PROTECTION, STANDARD 701336          | L SUM  | 1                                 | 1                      |         |
| 40600990              | TEMPORARY RAMP                                      | SQ YD  | 345                               | 345                    |         | 70106500              | TEMPORARY BRIDGE TRAFFIC SIGNALS                         | EACH   | 1                                 | 1                      |         |
| 40600995              | TEMPORARY RAMP, SPECIAL                             | SQ YD  | 163                               | 163                    |         | 70106700              | TEMPORARY RUMBLE STRIP                                   | EACH   | 6                                 | 6                      |         |
| 40603315              | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70        | TON    | 12269                             | 12269                  |         | 70300100              | SHORT-TERM PAVEMENT MARKING                              | FOOT   | 18282                             | 18282                  |         |
| 40800050              | INCIDENTAL HOT-MIX ASPHALT SURFACING                | TON    | 179                               | 179                    |         | 70300610              | TEMPORARY PAINT PAVEMENT MARKING, LETTERS AND SYMBOLS    | SQ FT  | 15                                | 15                     |         |
| 44000151              | HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"               | SQ YD  | 128638                            | 128638                 |         | 70300625              | TEMPORARY PAINT PAVEMENT MARKING LINE 4"                 | FOOT   | 128150                            | 128150                 |         |
| 44000158              | HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"             | SQ YD  | 15107                             | 15107                  |         | 70300635              | TEMPORARY PAINT PAVEMENT MARKING LINE 6"                 | FOOT   | 62                                | 62                     |         |
| 44000198              | HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH     | SQ YD  | 1613                              | 1613                   |         | 70300655              | TEMPORARY PAINT PAVEMENT MARKING LINE 18"                | FOOT   | 88                                | 88                     |         |
| 44004250              | PAVED SHOULDER REMOVAL                              | SQ YD  | 1780                              | 1780                   |         | 70300660              | TEMPORARY PAINT PAVEMENT MARKING LINE 24"                | FOOT   | 82                                | 82                     |         |
| 44201785              | CLASS D PATCHES, TYPE I, 12 INCH                    | SQ YD  | 23                                | 23                     |         | 70301000              | WORK ZONE PAVEMENT MARKING REMOVAL                       | SQ FT  | 2528                              | 2528                   |         |
| 44201789              | CLASS D PATCHES, TYPE II, 12 INCH                   | SQ YD  | 1277                              | 1277                   |         | * 78100100            | RAISED REFLECTIVE PAVEMENT MARKER                        | EACH   | 778                               | 778                    |         |
| 44201794              | CLASS D PATCHES, TYPE III, 12 INCH                  | SQ YD  | 64                                | 64                     |         | 78200410              | GUARDRAIL MARKERS, TYPE A                                | EACH   | 9                                 | 9                      |         |
| 44201796              | CLASS D PATCHES, TYPE IV, 12 INCH                   | SQ YD  | 67                                | 67                     |         | * 78201000            | TERMINAL MARKER - DIRECT APPLIED                         | EACH   | 16                                | 16                     |         |
| 48101200              | AGGREGATE SHOULDERS, TYPE B                         | TON    | 3364                              | 3364                   |         | 78300505              | PAINT PAVEMENT MARKING REMOVAL                           | FOOT   | 969                               | 969                    |         |
| 48203021              | HOT-MIX ASPHALT SHOULDERS, 6"                       | SQ YD  | 1780                              | 1780                   |         | X0323988              | TEMPORARY SOIL RETENTION SYSTEM                          | SQ FT  | 1096                              | 1096                   |         |
| 50102400              | CONCRETE REMOVAL                                    | CU YD  | 15.9                              | 6                      | 9.9     | * X7800600            | URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS, SPECIAL | SQ FT  | 15                                | 15                     |         |
| 50300255              | CONCRETE SUPERSTRUCTURE                             | CU YD  | 9.9                               |                        | 9.9     | * X7800610            | URETHANE PAVEMENT MARKING - LINE 4"                      | FOOT   | 128150                            | 128150                 |         |
| 50800205              | REINFORCEMENT BARS, EPOXY COATED                    | POUND  | 2210                              | 588                    | 1622    | * X7800630            | URETHANE PAVEMENT MARKING - LINE 6"                      | FOOT   | 62                                | 62                     |         |
| 50800515              | BAR SPLICERS  | EACH   | 32                                |                        | 32      | * X7800670            | URETHANE PAVEMENT MARKING - LINE 18"                     | FOOT   | 88                                | 88                     |         |
| 52000110              | PREFORMED JOINT STRIP SEAL                          | FOOT   | 72                                |                        | 72      | * X7800680            | URETHANE PAVEMENT MARKING - LINE 24"                     | FOOT   | 82                                | 82                     |         |
| 54003000              | CONCRETE BOX CULVERTS                               | CU YD  | 6                                 | 6                      |         | Z0025500              | FURNISHING AND INSTALLING PROPERTY MARKERS               | EACH   | 3                                 | 3                      |         |
| * 63000000            | STEEL PLATE BEAM GUARD RAIL, TYPE A                 | FOOT   | 1187.5                            |                        | 1187.5  | Z0048665              | RAILROAD PROTECTIVE LIABILITY INSURANCE                  | L SUM  | 1                                 | 1                      |         |
| * 63000025            | STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES | FOOT   | 62.5                              |                        | 62.5    |                       |  |        |                                   |                        |         |
| * 63100167            | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT  | EACH   | 16                                |                        | 16      |                       |  |        |                                   |                        |         |
| 63200310              | GUARDRAIL REMOVAL                                   | FOOT   | 1850                              |                        | 1850    |                       |  |        |                                   |                        |         |
| 66700205              | PERMANENT SURVEY MARKERS, TYPE I                    | EACH   | 6                                 | 6                      |         |                       |  |        |                                   |                        |         |

\*Specialty Items

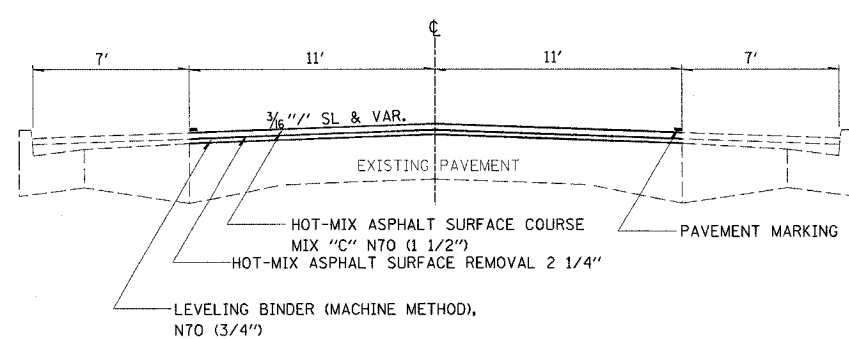
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| PLOT SCALE = 100.0000' / IN.                       |                      | CHECKED -  | REVISED - | SCALE: 100  |                              | SHEET NO. OF SHEETS STA. |              | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |                    |                |
| PLOT DATE = 3/27/2008                              |                      | DATE -     | REVISED - |   |                              |                          |              | CONTRACT NO. 74251                            |                    |                |



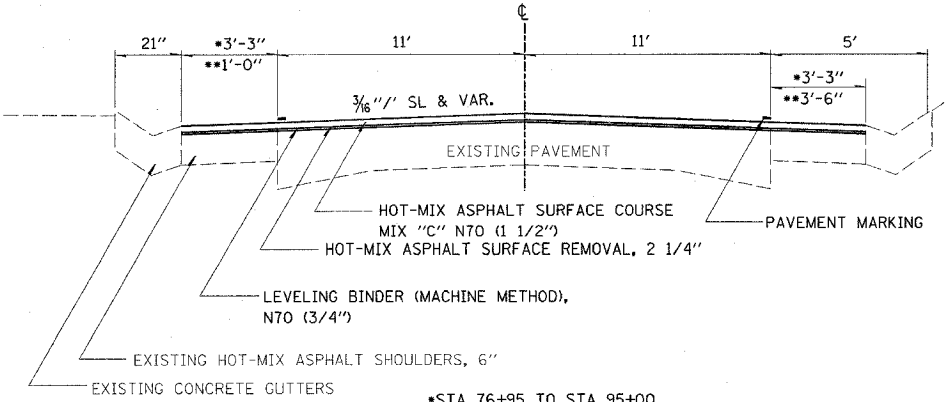
• STA 0+04 TO STA 38+68  
 \*\* STA 38+68 TO STA 39+28



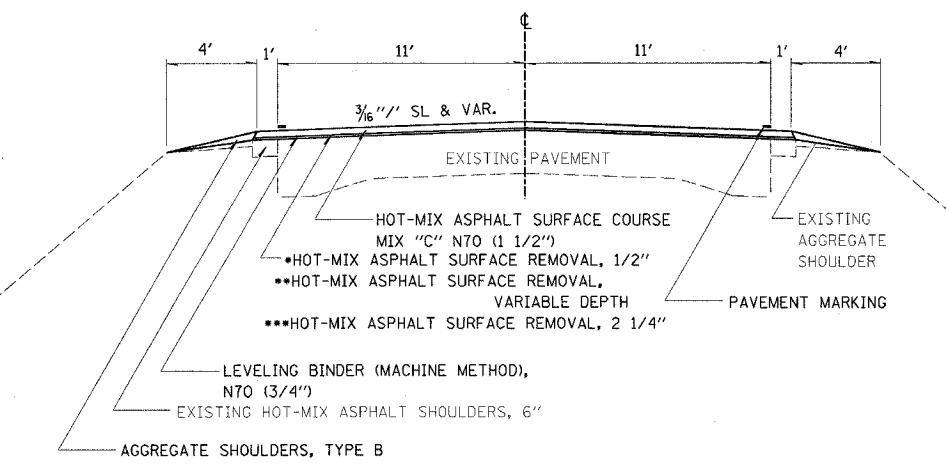
STA 39+28 TO STA 45+57



STA 45+57 TO STA 65+06



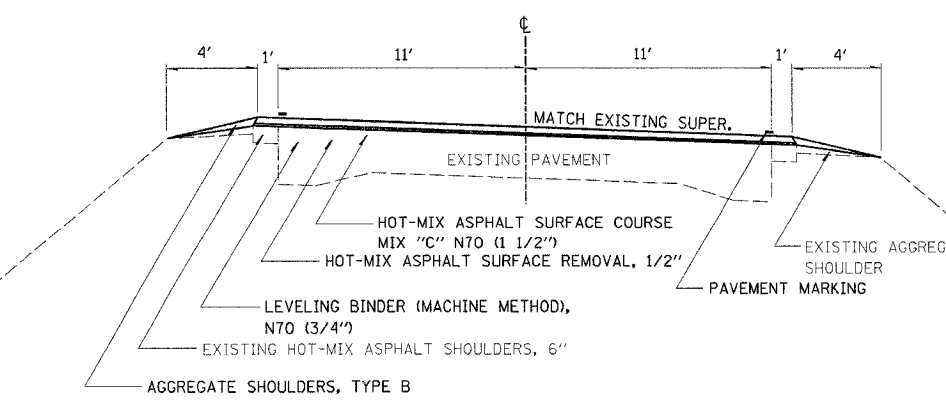
• STA 76+95 TO STA 95+00  
 • STA 112+91 TO STA 116+00  
 •• STA 195+75 TO STA 198+70



• STA 65+66 TO STA 76+35  
 STA 95+60 TO STA 112+31  
 STA 116+60 TO STA 160+35  
 STA 160+45 TO STA 178+20  
 STA 184+05 TO STA 195+15  
 STA 199+30 TO STA 303+40  
 STA 304+30 TO STA 377+34  
 STA 395+87 TO STA 533+80

•• STA 65+06 TO STA 65+66  
 STA 76+35 TO STA 76+95  
 STA 95+00 TO STA 95+60  
 STA 112+31 TO STA 112+91  
 STA 116+00 TO STA 116+60  
 STA 178+20 TO STA 178+80  
 STA 183+45 TO STA 184+05  
 STA 195+15 TO STA 195+75  
 STA 198+70 TO STA 199+30

••• STA 178+80 TO STA 180+20  
 STA 182+55 TO STA 183+45



STA 377+34 TO STA 395+87  
 STA 533+80 TO STA 542+35

|                              |                       |            |           |
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| PROJECT NO. = 74251          |                       | DRAWN -    | REVISED - |
| PLOT SCALE = 1/8" = 1' / IN. |                       | CHECKED -  | REVISED - |
| PLOT DATE = 3/27/2008        |                       | DATE -     | REVISED - |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

|                 |                                  |
|-----------------|----------------------------------|
| <b>TYPICALS</b> |                                  |
| SCALE: 100      | SHEET NO. OF SHEETS STA. TO STA. |

|   |         |                  |                    |             |
|---|---------|------------------|--------------------|-------------|
| F.A.P. RTE. 774                               | SECTION | COUNTY EFFINGHAM | TOTAL SHEETS 33    | SHEET NO. 4 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |         |                  | CONTRACT NO. 74251 |             |

• (1-1MFT,1-WMFT,104Z,104)RS-2

PAVEMENT SCHEDULE

| STATION TO STATION | LENGTH | AVERAGE PAVEMENT WIDTH | AREA  | BITUMINOUS MATERIALS (PRIME COAT) | AGGREGATE (PRIME COAT) | LEVELING BINDER (MACHINE METHOD), N70 | HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT | HOT-MIX ASPHALT SURFACE REMOVAL, 1/2" | HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH | HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70 | AGGREGATE SHOULDERS, TYPE B |
|--------------------|--------|------------------------|-------|-----------------------------------|------------------------|---------------------------------------|---|---------------------------------------|---|---|--|-----------------------------|
|                    | LIN FT | FEET                   | SQ YD | GAL                               | TON                    | TON                                   | SQ YD                                       | SQ YD                                 | SQ YD   | SQ YD                                   | TON  | TON                         |
| 0+04 TO 0+44       | 40     | 26.0                   | 116   | 23.1                              | 0.5                    | 4.9                                   | 209.0                                       |                                       |   |   | 9.7  | 2.1                         |
| 0+44 TO 38+68      | 3824   | 26.0                   | 11047 | 2209.4                            | 44.2                   | 464.0                                 |   | 11047.1                               |   |   | 928.0  | 200.3                       |
| 38+68 TO 39+28     | 60     | 26.0                   | 173   | 34.7                              | 0.7                    | 7.3                                   |   | 173.3                                 |   |   | 14.6   | 3.1                         |
| 39+28 TO 45+57     | 629    | 31.0                   | 2167  | 433.3                             | 8.7                    | 91.0                                  |   |                                       |   | 2166.6                                  | 182.0  | 16.5                        |
| 45+57 TO 65+06     | 1949   | 22.0                   | 4764  | 952.8                             | 19.1                   | 200.1                                 |   |                                       |   | 4764.2                                  | 400.2  |                             |
| 65+06 TO 65+66     | 60     | 24.0                   | 160   | 32.0                              | 0.6                    | 6.7                                   |   |                                       | 160.0   |   | 13.4   | 4.2                         |
| 65+66 TO 76+35     | 1069   | 24.0                   | 2851  | 570.1                             | 11.4                   | 119.7                                 |   | 2850.7                                |   |   | 239.5  | 74.7                        |
| 76+35 TO 76+95     | 60     | 24.0                   | 160   | 32.0                              | 0.6                    | 6.7                                   |   |                                       | 160.0   |   | 13.4   | 4.2                         |
| 76+95 TO 95+00     | 1805   | 28.5                   | 5716  | 1143.2                            | 22.9                   | 240.1                                 |   |                                       |   | 5715.8                                  | 480.1  |                             |
| 95+00 TO 95+60     | 60     | 24.0                   | 160   | 32.0                              | 0.6                    | 6.7                                   |   |                                       | 160.0   |   | 13.4   | 4.2                         |
| 95+60 TO 112+31    | 1671   | 24.0                   | 4456  | 891.2                             | 17.8                   | 187.2                                 |   | 4456.0                                |   |   | 374.3  | 116.7                       |
| 112+31 TO 112+91   | 60     | 24.0                   | 160   | 32.0                              | 0.6                    | 6.7                                   |   |                                       | 160.0   |   | 13.4   | 4.2                         |
| 112+91 TO 116+00   | 309    | 28.5                   | 979   | 195.7                             | 3.9                    | 41.1                                  |   |                                       |   | 978.5                                   | 82.2   |                             |
| 116+00 TO 116+60   | 60     | 24.0                   | 160   | 32.0                              | 0.6                    | 6.7                                   |   |                                       | 160.0   |   | 13.4   | 4.2                         |
| 116+60 TO 159+95   | 4335   | 24.0                   | 11560 | 2312.0                            | 46.2                   | 485.5                                 |   | 11560.0                               |   |   | 971.0  | 302.8                       |
| 159+95 TO 160+35   | 40     | 24.0                   | 107   | 21.3                              | 0.4                    | 4.5                                   | 106.7                                       |                                       |   |   | 9.0  | 2.8                         |
| 160+45 TO 160+85   | 40     | 24.0                   | 107   | 21.3                              | 0.4                    | 4.5                                   | 106.7                                       |                                       |   |   | 9.0  | 2.8                         |
| 160+85 TO 178+20   | 1735   | 24.0                   | 4627  | 925.3                             | 18.5                   | 194.3                                 |   | 4626.7                                |   |   | 388.6  | 121.2                       |
| 178+20 TO 178+80   | 60     | 24.0                   | 160   | 32.0                              | 0.6                    | 6.7                                   |   |                                       | 160.0   |   | 13.4   | 4.2                         |
| 178+80 TO 179+80   | 100    | 24.0                   | 267   | 53.3                              | 1.1                    | 11.2                                  |   |                                       |   | 266.7                                   | 22.4   | 7.0                         |
| 179+80 TO 180+20   | 40     | 24.0                   | 107   | 21.3                              | 0.4                    | 4.5                                   |   |                                       |   | 106.7                                   | 9.0  | 2.8                         |
| 182+55 TO 182+95   | 40     | 24.0                   | 107   | 21.3                              | 0.4                    | 4.5                                   |   |                                       |   | 106.7                                   | 9.0  | 2.8                         |
| 182+95 TO 183+45   | 50     | 24.0                   | 133   | 26.7                              | 0.5                    | 5.6                                   |   |                                       |   | 133.3                                   | 11.2   | 3.5                         |
| 183+45 TO 184+05   | 60     | 24.0                   | 160   | 32.0                              | 0.6                    | 6.7                                   |   |                                       | 160.0   |   | 13.4   | 4.2                         |
| 184+05 TO 195+15   | 1110   | 24.0                   | 2960  | 592.0                             | 11.8                   | 124.3                                 |   | 2960.0                                |   |   | 248.6  | 77.5                        |
| 195+15 TO 195+75   | 60     | 24.0                   | 160   | 32.0                              | 0.6                    | 6.7                                   |   |                                       | 160.0   |   | 13.4   | 4.2                         |
| 195+75 TO 198+70   | 295    | 26.5                   | 869   | 173.7                             | 3.5                    | 36.5                                  |   |                                       |   | 868.6                                   | 73.0   |                             |
| 198+70 TO 199+30   | 60     | 24.0                   | 160   | 32.0                              | 0.6                    | 6.7                                   |   |                                       | 160.0   |   | 13.4   | 4.2                         |
| 199+30 TO 303+00   | 10370  | 24.0                   | 27653 | 5530.7                            | 110.6                  | 1170.6                                |   | 27761.7                               |   |   | 2332.0                                       | 724.4                       |
| 303+00 TO 303+40   | 40     | 24.0                   | 107   | 21.3                              | 0.4                    | 4.5                                   | 106.7                                       |                                       |   |   | 9.0  | 2.8                         |
| 304+30 TO 304+70   | 40     | 24.0                   | 107   | 21.3                              | 0.4                    | 4.5                                   | 106.7                                       |                                       |   |   | 9.0  | 2.8                         |
| 304+70 TO 377+34   | 7264   | 24.0                   | 19371 | 3874.1                            | 77.5                   | 813.6                                 |   | 19479.1                               |   |   | 1636.2                                       | 507.4                       |
| 377+34 TO 395+87   | 1853   | 24.0                   | 4941  | 988.3                             | 19.8                   | 207.5                                 |   | 4941.3                                |   |   | 415.1  | 129.4                       |
| 395+87 TO 533+80   | 13793  | 24.0                   | 36781 | 7356.3                            | 147.1                  | 1544.8                                |   | 36781.3                               |   |   | 3089.6                                       | 963.5                       |
| 533+80 TO 541+95   | 815    | 24.0                   | 2173  | 434.7                             | 8.7                    | 91.3                                  |   | 2173.3                                |   |   | 182.6  | 56.9                        |
| 541+95 TO 542+35   | 40     | 24.0                   | 107   | 21.3                              | 0.4                    | 6.7                                   | 106.7                                       |                                       |   |   | 13.6   | 2.8                         |
| TOTALS:            |        |                        | 29158 | 583                               | 6135                   | 742                                   | 128637                                      | 1613                                  | 15107   | 12269                                   | 3364   |                             |

GUARDRAIL SCHEDULE

| STATION TO STATION         | GUARDRAIL REMOVAL | STEEL PLATE BEAM GUARDRAIL, TYPE A | TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT) | TRAFFIC BARRIER TERMINAL, TYPE 6A (SPECIAL) | STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES | GUARDRAIL MARKER, TYPE A | TERMINAL MARKER, DIRECT APPLIED |
|----------------------------|-------------------|------------------------------------|--|---|--|--------------------------|---------------------------------|
|                            | FT                | FT                                 | EACH   | EACH  | EACH   | EACH                     | EACH                            |
| LT 38+61 TO LT 39+11       |                   |                                    | 1  |   |  |                          | 1                               |
| LT 39+11 TO LT 39+36       | 164               | 75                                 |  |   | 25   | x                        |                                 |
| LT 39+36 TO LT 40+11       |                   |                                    | 1  |   |  |                          | 1                               |
| LT 40+11 TO LT 40+61       |                   |                                    |  |   |  |                          |                                 |
| RT 38+44 TO RT 38+94       |                   |                                    | 1  |   |  |                          | 1                               |
| RT 38+94 TO RT 39+31.5     | 139               | 25                                 |  |   | 37.5   | x                        |                                 |
| RT 39+31.5 TO RT 39+56.5   |                   |                                    | 1  |   |  |                          | 1                               |
| RT 39+56.5 TO RT 40+06.5   |                   |                                    |  |   |  |                          |                                 |
| LT 118+87.5 TO LT 119+37.5 |                   |                                    | 1  |   |  |                          | 1                               |
| LT 119+37.5 TO LT 121+75   | 175               | 237.5                              |  |   |  | x                        |                                 |
| LT 121+75 TO LT 122+25     |                   |                                    | 1  |   |  |                          | 1                               |
| RT 116+93 TO RT 117+43     |                   |                                    | 1  |   |  |                          | 1                               |
| RT 117+43 TO RT 120+43     | 175               | 300                                |  |   |  | x                        |                                 |
| RT 120+43 TO RT 120+93     |                   |                                    | 1  |   |  |                          | 1                               |
| LT 178+79 TO LT 179+29     |                   |                                    | 1  |   |  |                          | 1                               |
| LT 179+29 TO LT 180+04     | 138               | 75                                 |  |   |  | x                        |                                 |
| LT 180+04 TO LT 180+48     |                   |                                    |  | 1   |  |                          |                                 |
| RT 178+32.5 TO RT 178+82.5 |                   |                                    | 1  |   |  |                          | 1                               |
| RT 178+82.5 TO RT 179+95   | 213               | 112.5                              |  |   |  | x                        |                                 |
| RT 179+95 TO RT 180+39     |                   |                                    |  | 1   |  |                          |                                 |
| LT 182+37 TO LT 182+81     |                   |                                    |  | 1   |  |                          | 1                               |
| LT 182+81 TO LT 183+93.5   | 213               | 112.5                              |  |   |  | x                        |                                 |
| LT 183+93.5 TO LT 184+43.5 |                   |                                    | 1  |   |  |                          |                                 |
| RT 182+28 TO RT 182+72     |                   |                                    |  | 1   |  |                          | 1                               |
| RT 182+72 TO RT 183+47     | 138               | 75                                 |  |   |  | x                        |                                 |
| RT 183+47 TO RT 183+97     |                   |                                    | 1  |   |  |                          |                                 |
| LT 302+37 TO LT 302+87     |                   |                                    | 1  |   |  |                          | 1                               |
| LT 302+87 TO LT 303+12     | 102               | 25                                 |  |   |  | 2                        |                                 |
| LT 303+12 TO LT 303+56     |                   |                                    |  | 1   |  |                          |                                 |
| RT 302+46 TO RT 302+96     |                   |                                    | 1  |   |  |                          | 1                               |
| RT 302+96 TO RT 303+34     | 139               | 37.5                               |  |   |  | 2                        |                                 |
| RT 303+34 TO RT 303+78     |                   |                                    |  | 1   |  |                          |                                 |
| LT 303+92 TO LT 304+36     |                   |                                    |  | 1   |  |                          | 1                               |
| LT 304+36 TO LT 305+24     | 152               | 87.5                               |  |   |  | 3                        |                                 |
| LT 305+24 TO LT 305+74     |                   |                                    | 1  |   |  |                          |                                 |
| RT 304+14 TO RT 304+58     |                   |                                    |  | 1   |  |                          | 1                               |
| RT 304+58 TO RT 304+83     | 102               | 25                                 |  |   |  | 2                        |                                 |
| RT 304+83 TO RT 305+33     |                   |                                    | 1  |   |  |                          |                                 |
| TOTALS                     | 1850              | 1187.5                             | 16   | 8   | 62.5   | 9                        | 16                              |

PAVEMENT MARKING SCHEDULE

| STATION TO STATION | LENGTH | SHORT TERM PAVEMENT MARKING | WORK ZONE PAVEMENT MARKING REMOVAL | TEMP PAINT PAVT MARK LETTERS & SYMBOLS | TEMP PAINT PAVT MARK - LINE 4" | TEMP PAINT PAVT MARK - LINE 6" | TEMP PAINT PAVT MARK - LINE 18" | TEMP PAINT PAVT MARK - LINE 24" | URETHANE PAVT MARK LETTERS & SYMBOLS | URETHANE PAVT MARK - LINE 4" | URETHANE PAVT MARK - LINE 6" | URETHANE PAVT MARK - LINE 18" | URETHANE PAVT MARK - LINE 24" | RAISED REFLECTIVE PAVEMENT MARKER | PAINT PAVEMENT MARKING REMOVAL |
|--------------------|--------|-----------------------------|------------------------------------|--|--------------------------------|--------------------------------|---------------------------------|---------------------------------|--------------------------------------|------------------------------|------------------------------|-------------------------------|-------------------------------|-----------------------------------|--------------------------------|
|                    | LIN FT | FOOT                        | SQ FT                              | SQ FT                                  | FOOT                           | FOOT                           | FOOT                            | FOOT                            | SQ FT                                | FOOT                         | FOOT                         | FOOT                          | FOOT                          | EACH                              | FOOT                           |
| 0+04 TO 39+28      | 3924   | 1177.2                      | 130.8                              |  | 8829.0                         |                                |                                 | 16.0                            |                                      | 8829.0                       |                              |                               | 16.0                          | 49                                |                                |
| 39+28 TO 46+35     | 707    | 212.1                       | 23.6                               |  | 1590.8                         |                                |                                 |                                 |                                      | 1590.8                       |                              |                               |                               | 9                                 |                                |
| 46+35 TO 65+95     | 1960   | 588.0                       | 65.3                               |  | 490.0                          | 62.0                           |                                 |                                 |                                      | 490.0                        | 62.0                         |                               |                               | 25                                |                                |
| 65+95 TO 70+96     | 501    | 150.3                       | 16.7                               |  | 1127.3                         |                                |                                 |                                 |                                      | 1127.3                       |                              |                               |                               | 6                                 |                                |
| 70+96 TO 76+98     | 602    | 180.6                       | 20.1                               |  | 1956.5                         |                                |                                 |                                 |                                      | 1956.5                       |                              |                               |                               | 8                                 |                                |
| 76+98 TO 79+38     | 240    | 72.0                        | 8.0                                |  | 540.0                          |                                |                                 |                                 |                                      | 540.0                        |                              |                               |                               | 3                                 |                                |
| 79+38 TO 84+44     | 506    | 151.8                       | 16.9                               |  | 1644.5                         |                                |                                 |                                 |                                      | 1644.5                       |                              |                               |                               | 6                                 |                                |
| 84+44 TO 85+91     | 147    | 44.1                        | 4.9                                |  | 330.8                          |                                |                                 |                                 |                                      | 330.8                        |                              |                               |                               | 2                                 |                                |
| 85+91 TO 95+36     | 945    | 283.5                       | 31.5                               | 7.5                                    | 3071.3                         |                                |                                 |                                 | 7.5                                  | 3071.3                       |                              |                               |                               | 12                                |                                |
| 95+36 TO 95+54     | 18     | 5.4                         | 0.6                                | 7.5                                    | 40.5                           |                                |                                 |                                 | 7.5                                  | 40.5                         |                              |                               |                               | 0                                 |                                |
| 95+54 TO 104+07    | 853    | 255.9                       | 28.4                               |  | 2772.3                         |                                |                                 |                                 |                                      | 2772.3                       |                              |                               |                               | 11                                |                                |
| 104+07 TO 106+84   | 277    | 83.1                        | 9.2                                |  | 1097.3                         |                                |                                 |                                 |                                      | 1097.3                       |                              |                               |                               | 3                                 |                                |
| 106+84 TO 110+22   | 338    | 101.4                       | 11.3                               |  | 1098.5                         |                                |                                 |                                 |                                      | 1098.5                       |                              |                               |                               | 4                                 |                                |
| 110+22 TO 115+38   | 516    | 154.8                       | 17.2                               |  | 1161.0                         |                                |                                 |                                 |                                      | 1161.0                       |                              |                               |                               | 6                                 |                                |
| 115+38 TO 118+24   | 286    | 85.8                        | 9.5                                |  | 929.5                          |                                |                                 |                                 |                                      | 929.5                        |                              |                               |                               | 4                                 |                                |
| 118+24 TO 120+63   | 239    | 71.7                        | 8.0                                |  | 954.8                          |                                |                                 |                                 |                                      | 954.8                        |                              |                               |                               | 3                                 |                                |
| 120+63 TO 129+45   | 882    | 264.6                       | 29.4                               |  | 2866.5                         |                                |                                 |                                 |                                      | 2866.5                       |                              |                               |                               | 11                                |                                |
| 129+45 TO 132+85   | 340    | 102.0                       | 11.3                               |  | 765.0                          |                                |                                 |                                 |                                      | 765.0                        |                              |                               |                               | 4                                 |                                |
| 132+85 TO 139+76   | 691    | 207.3                       | 23.0                               |  | 2245.8                         |                                |                                 |                                 |                                      | 2245.8                       |                              |                               |                               | 9                                 |                                |
| 139+76 TO 143+44   | 368    | 110.4                       | 12.3                               |  | 828.0                          |                                |                                 |                                 |                                      | 828.0                        |                              |                               |                               | 5                                 |                                |
| 143+44 TO 153+56   | 1012   | 303.6                       | 33.7                               |  | 3289.0                         |                                |                                 |                                 |                                      | 3289.0                       |                              |                               |                               | 13                                |                                |
| 153+56 TO 167+99   | 1443   | 432.9                       | 48.1                               |  | 5945.8                         | 88.0                           | 66.0                            |                                 |                                      | 5945.8                       | 88.0                         | 66.0                          |                               | 18                                |                                |
| 167+99 TO 177+42   | 943    | 282.9                       | 31.4                               |  | 3064.8                         |                                |                                 |                                 |                                      | 3064.8                       |                              |                               |                               | 12                                |                                |
| 177+42 TO 378+67   | 20125  | 8049.5                      | 1391.5                             |  | 44686.3                        |                                |                                 |                                 |                                      | 44686.3                      |                              |                               |                               | 253                               | 969                            |
| 378+67 TO 394+55   | 1588   | 476.4                       | 52.9                               |  | 3573.0                         |                                |                                 |                                 |                                      | 3573.0                       |                              |                               |                               | 120                               |                                |
| 394+55 TO 537+29   | 14274  | 4282.2                      | 475.8                              |  | 31607.5                        |                                |                                 |                                 |                                      | 31607.5                      |                              |                               |                               | 179                               |                                |
| 537+29 TO 542+35   | 506    | 152.8                       | 17.0                               |  | 1644.5                         |                                |                                 |                                 |                                      | 1644.5                       |                              |                               |                               | 6                                 |                                |
|                    | 54231  | 18282                       | 2528                               | 15                                     | 128150                         | 62                             | 88                              | 82                              | 15                                   | 128150                       | 62                           | 88                            | 82                            | 780                               | 969                            |

| PERMANENT SURVEY MARKERS, TYPE I |                          |
|----------------------------------|--------------------------|
| LOCATION                         | DESCRIPTION              |
| P. O. T. STA 354+50.07           | MAG IN E. END OF N. CMP  |
| P. T. STA 394+54.17              | MAG/TAG IN DEPRESSION    |
| P. C. STA 378+67.40              | MAG/WASHER IN DEPRESSION |
| P. O. T. STA 396+50.27           | MAG/WASHER IN DEPRESSION |
| P. I. STA 386+81.70              | I.P./ALUM CAP ON N. EDGE |
| P. O. T. STA 444+51.07           | MAG/WASHER IN DEPRESSION |

| FURNISHING AND INSTALLING PROPERTY MARKERS |                   |
|--|-------------------|
| LOCATION                                   | DESCRIPTION       |
| STA 158+05 OFFSET 1.7' RT                  | MAG NAIL          |
| STA 210+95 OFFSET 0.0'                     | MAG NAIL          |
| STA 369+98 OFFSET 0.0'                     | NAIL & WASHER SET |

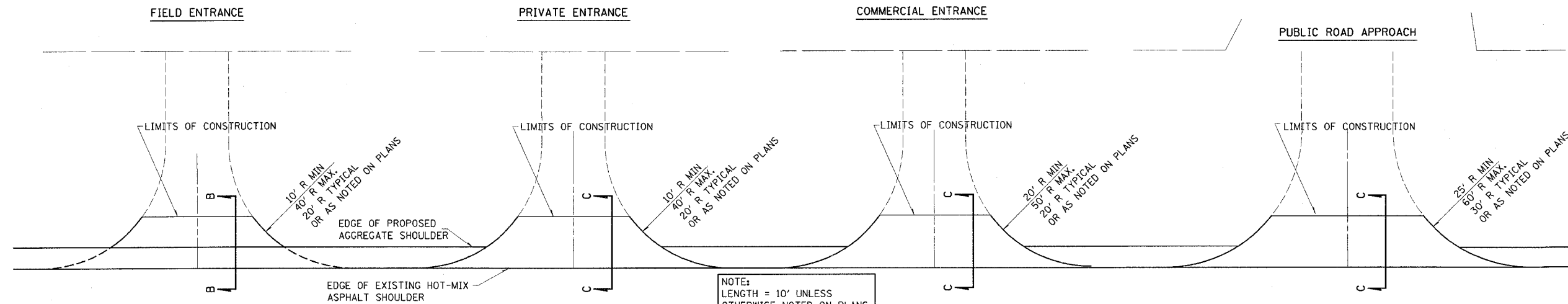
PATCHING SCHEDULE

| LOCATION  | CLASS D PATCHES, Y. I., 12 IN. | CLASS D PATCHES, TY. II, 12 IN. | CLASS D PATCHES, TY. III, 12 IN. | CLASS D PATCHES, TY. IV, 12 IN. |
|-----------|--------------------------------|---------------------------------|----------------------------------|---------------------------------|
| EASTBOUND | 4.9                            | 643.7                           | 32.0                             | 33.3                            |
| WESTBOUND | 17.8                           | 633.2                           | 32.0                             | 33.3                            |
| TOTALS:   | 23                             | 1277                            | 64                               | 67                              |

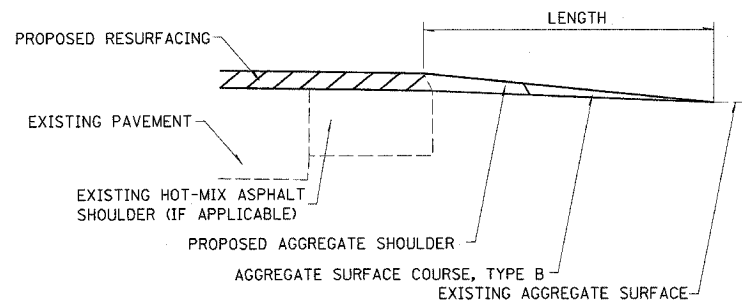
PAVED SHOULDER REMOVAL AND HOT-MIX ASPHALT SHOULDERS, 6"

| STATION TO STATION     | LENGTH (FT) | WIDTH (FT) | AREA (SQ YD) |
|------------------------|-------------|------------|--------------|
| RT 102+40 TO RT 103+40 | 100         | 1.0        | 11.1         |
| RT 127+60 TO RT 128+00 | 40          | 1.0        | 4.4          |
| LT 132+20 TO LT 133+50 | 130         | 1.0        | 14.4         |
| LT 148+20 TO LT 148+70 | 50          | 1.0        | 5.6          |
| LT 153+60 TO LT 155+00 | 140         | 1.0        | 15.6         |
| LT 155+90 TO LT 156+50 | 60          | 1.0        | 6.7          |
| RT 156+85 TO RT 157+40 | 55          | 1.0        | 6.1          |
| RT 198+60 TO RT 200+20 | 160         | 1.0        | 17.8         |
| RT 204+95 TO RT 206+25 | 130         | 1.0        | 14.4         |
| LT 217+00 TO LT 218+05 | 105         | 1.0        | 11.7         |
| RT 217+15 TO RT 217+50 | 35          | 1.0        | 3.9          |
| LT 225+50 TO LT 227+35 | 185         | 1.0        | 20.6         |
| LT 226+30 TO LT 226+70 | 40          | 1.0        | 4.4          |
| RT 227+75 TO RT 241+00 | 1325        | 1.0        | 147.2        |
| LT 229+00 TO LT 229+75 | 75          | 1.0        | 8.3          |
| LT 242+25 TO LT 244+00 | 175         | 1.0        | 19.4         |
| RT 246+25 TO RT 249+10 | 285         | 1.0        | 31.7         |
| LT 246+60 TO LT 250+00 | 340         | 1.0        | 37.8         |
| RT 251+65 TO RT 252+50 | 85          | 1.0        | 9.4          |
| LT 252+00 TO LT 257+50 | 550         | 1.0        | 61.1         |
| RT 259+60 TO RT 262+00 | 240         | 1.0        | 26.7         |
| RT 264+75 TO RT 268+70 | 395         | 1.0        | 43.9         |
| LT 270+25 TO LT 275+05 | 480         | 1.0        | 53.3         |
| LT 274+60 TO LT 277+00 | 240         | 1.0        | 26.7         |
| RT 309+55 TO RT 311+75 | 220         | 1.0        | 24.4         |
| RT 313+75 TO RT 314+00 | 25          | 1.0        | 2.8          |
| RT 315+25 TO RT 316+10 | 85          | 1.0        | 9.4          |
| LT 341+75 TO LT 343+10 | 135         | 1.0        | 15.0         |
| LT 348+75 TO LT 349+50 | 75          | 1.0        | 8.3          |
| LT 354+10 TO LT 354+75 | 65          | 1.0        | 7.2          |
| RT 362+50 TO RT 363+75 | 125         | 1.0        | 13.9         |
| RT 367+40 TO RT 369+00 | 160         | 1.0        | 17.8         |
| LT 374+00 TO LT 376+50 | 250         | 1.0        | 27.8         |
| RT 378+17 TO RT 395+05 | 1688        | 3.0        | 562.7        |
| RT 379+00 TO RT 392+25 | 1325        | 1.0        | 147.2        |
| RT 394+00 TO RT 396+50 | 250         | 1.0        | 27.8         |
| LT 421+75 TO LT 422+50 | 75          | 1.0        | 8.3          |
| LT 446+00 TO LT 448+50 | 250         | 1.0        | 27.8         |
| RT 447+50 TO RT 448+00 | 50          | 1.0        | 5.6          |
| RT 459+00 TO RT 460+20 | 120         | 1.0        | 13.3         |
| LT 463+50 TO LT 468+50 | 500         | 1.0        | 55.6         |
| RT 500+75 TO RT 502+00 | 125         | 1.0        | 13.9         |
| LT 500+75 TO LT 502+50 | 175         | 1.0        | 19.4         |
| LT 511+25 TO LT 516+50 | 525         | 1.0        | 58.3         |
| LT 522+00 TO LT 532+00 | 1000        | 1.0        | 111.1        |
| TOTAL:                 |             |            | 1780         |

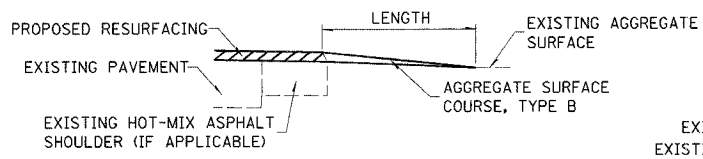
\* NOTE - LOW SIDE OF CURVE WEST OF SHUMWAY



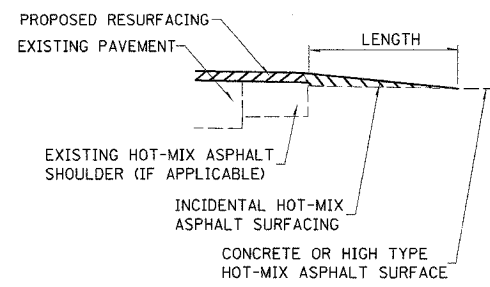
NOTE:  
LENGTH = 10' UNLESS  
OTHERWISE NOTED ON PLANS.



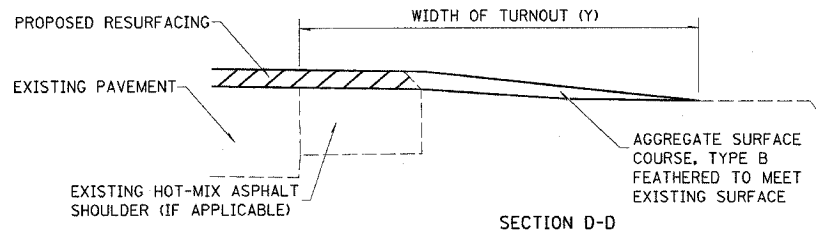
SECTION B-B



SECTION C-C



NOTE:  
IF THERE IS NO EXISTING HOT-MIX ASPHALT  
SHOULDER ENTRANCE TAPER LENGTH STARTS  
AT EDGE OF EXISTING PAVEMENT.



SECTION D-D

TYPICAL SECTION AT MAILBOX TURNOUT  
NOTE: SEE STANDARD 406201 FOR MAILBOX TURNOUT DETAILS

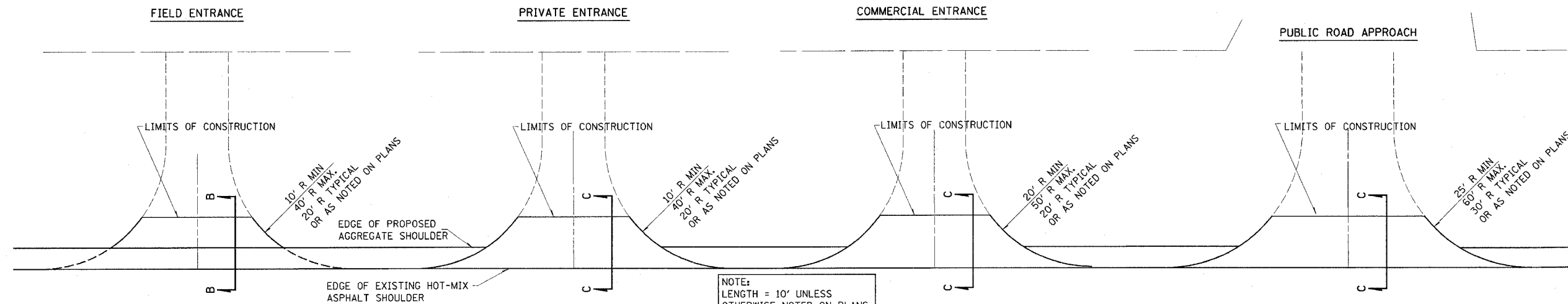
| SIDE | STATION | TYPE | INCIDENTAL HOT-MIX ASPHALT SURFACING* |     | AGGREGATE SURFACE COURSE, TYPE B |
|------|---------|------|---------------------------------------|-----|----------------------------------|
|      |         |      | TON                                   | TON |                                  |
| RT   | 3+14    | MBT  |                                       | 1.7 |                                  |
| RT   | 3+28    | PE   |                                       | 2.4 |                                  |
| LT   | 3+86    | PE   |                                       | 2.4 |                                  |
| LT   | 4+52    | PE   |                                       | 2.4 |                                  |
| RT   | 4+93    | PE   |                                       | 2.4 |                                  |
| LT   | 5+92    | CE   | 3.3                                   |     |                                  |
| LT   | 6+92    | CE   | 3.4                                   |     |                                  |
| RT   | 9+77    | FE   |                                       | 2.0 |                                  |
| LT   | 10+15   | PE   |                                       | 2.4 |                                  |
| LT   | 22+71   | CE   | 6.0                                   |     |                                  |
| LT   | 24+78   | PE   |                                       | 2.4 |                                  |
| LT   | 24+88   | MBT  |                                       | 1.7 |                                  |
| RT   | 25+71   | PE   |                                       | 2.4 |                                  |
| RT   | 26+43   | FE   |                                       | 2.4 |                                  |
| LT   | 31+66   | CE   |                                       | 2.4 |                                  |
| RT   | 31+96   | PE   |                                       | 2.4 |                                  |
| RT   | 33+93   | PE   |                                       | 2.4 |                                  |
| RT   | 35+25   | PE   |                                       | 2.4 |                                  |
| RT   | 36+01   | PE   |                                       | 2.4 |                                  |
| RT   | 37+45   | CE   | 13.7                                  |     |                                  |
| LT   | 38+33   | MBT  |                                       | 1.7 |                                  |
| LT   | 38+41   | PE   |                                       | 2.4 |                                  |
| LT   | 65+20   | PRA  | 4.3                                   |     |                                  |
| RT   | 65+20   | PRA  | 4.8                                   |     |                                  |
| LT   | 66+63   | PE   | 2.9                                   |     |                                  |
| LT   | 66+75   | MBT  |                                       | 2.4 |                                  |
| RT   | 67+10   | FE   |                                       | 2.4 |                                  |
| LT   | 67+29   | CE   | 2.9                                   |     |                                  |
| LT   | 68+30   | CE   | 2.8                                   |     |                                  |
| LT   | 68+80   | PRA  | 4.2                                   |     |                                  |
| RT   | 68+89   | FE   |                                       | 2.0 |                                  |
| RT   | 71+34   | FE   |                                       | 2.0 |                                  |
| LT   | 71+46   | PE   |                                       | 2.4 |                                  |
| LT   | 71+25   | MBT  |                                       | 1.7 |                                  |
| LT   | 72+27   | CE   |                                       | 2.4 |                                  |
| LT   | 73+47   | CE   | 2.3                                   |     |                                  |
| RT   | 73+97   | PE   |                                       | 2.4 |                                  |
| LT   | 76+84   | PE   |                                       | 2.0 |                                  |
| RT   | 98+28   | PE   |                                       | 2.4 |                                  |
| RT   | 98+05   | MBT  |                                       | 2.2 |                                  |
| LT   | 98+29   | FE   |                                       | 2.0 |                                  |
| RT   | 100+84  | CE   |                                       | 2.4 |                                  |
| RT   | 105+40  | PRA  | 5.4                                   |     |                                  |
| LT   | 109+94  | PE   |                                       | 2.0 |                                  |
| LT   | 112+25  | MBT  |                                       | 1.7 |                                  |
| LT   | 112+60  | PE   |                                       | 2.4 |                                  |
| RT   | 112+60  | PE   |                                       | 2.4 |                                  |
| RT   | 126+90  | FE   |                                       | 2.0 |                                  |
| RT   | 131+49  | FE   |                                       | 2.0 |                                  |
| LT   | 131+50  | PE   |                                       | 2.4 |                                  |
| LT   | 131+75  | MBT  |                                       | 1.7 |                                  |
| LT   | 131+96  | PE   |                                       | 2.4 |                                  |
| RT   | 135+37  | FE   |                                       | 2.0 |                                  |
| LT   | 138+25  | MBT  |                                       | 2.0 |                                  |
| RT   | 138+26  | FE   |                                       | 2.0 |                                  |
| LT   | 138+32  | PE   |                                       | 2.4 |                                  |
| LT   | 141+25  | MBT  |                                       | 1.7 |                                  |
| LT   | 141+55  | PE   |                                       | 2.4 |                                  |
| LT   | 143+10  | MBT  |                                       | 1.7 |                                  |
| LT   | 143+32  | PE   |                                       | 2.4 |                                  |
| RT   | 145+20  | PE   |                                       | 2.4 |                                  |
| LT   | 144+97  | PE   |                                       | 2.4 |                                  |
| LT   | 148+70  | MBT  |                                       | 1.7 |                                  |
| LT   | 148+95  | PE   |                                       | 2.4 |                                  |
| LT   | 149+98  | PE   |                                       | 2.4 |                                  |
| LT   | 158+12  | PRA  | 7.7                                   |     |                                  |
| RT   | 158+19  | PRA  | 6.0                                   |     |                                  |
| RT   | 162+78  | PE   |                                       | 2.4 |                                  |
| RT   | 162+95  | MBT  |                                       | 1.7 |                                  |
| RT   | 165+75  | FE   |                                       | 2.0 |                                  |
| LT   | 165+80  | PE   |                                       | 2.4 |                                  |
| LT   | 171+77  | FE   |                                       | 2.4 |                                  |
| RT   | 172+76  | FE   |                                       | 2.0 |                                  |
| RT   | 176+21  | FE   |                                       | 2.0 |                                  |
| LT   | 190+85  | MBT  |                                       | 1.7 |                                  |
| LT   | 191+07  | PE   |                                       | 2.4 |                                  |
| RT   | 202+17  | PE   |                                       | 2.4 |                                  |
| RT   | 202+27  | MBT  |                                       | 1.7 |                                  |
| RT   | 204+77  | PE   |                                       | 2.0 |                                  |
| RT   | 206+37  | PE   |                                       | 2.0 |                                  |
| RT   | 209+69  | PE   |                                       | 2.0 |                                  |
| LT   | 211+02  | PRA  | 4.8                                   |     |                                  |
| LT   | 211+03  | PRA  | 4.7                                   |     |                                  |
| LT   | 217+83  | FE   |                                       | 2.0 |                                  |
| RT   | 221+75  | FE   |                                       | 2.0 |                                  |
| LT   | 224+95  | FE   |                                       | 2.0 |                                  |
| RT   | 232+20  | FE   |                                       | 2.0 |                                  |
| LT   | 247+96  | FE   |                                       | 2.0 |                                  |
| LT   | 257+72  | FE   |                                       | 2.0 |                                  |
| LT   | 264+17  | PRA  | 5.9                                   |     |                                  |
| RT   | 264+17  | PRA  | 5.0                                   |     |                                  |
| RT   | 265+46  | PE   |                                       | 2.4 |                                  |
| LT   | 265+60  | FE   |                                       | 2.0 |                                  |
| LT   | 266+02  | FE   |                                       | 2.0 |                                  |
| RT   | 271+25  | FE   |                                       | 2.0 |                                  |
| LT   | 271+34  | FE   |                                       | 2.0 |                                  |
| LT   | 277+48  | FE   |                                       | 2.0 |                                  |
| LT   | 286+96  | PE   |                                       | 2.4 |                                  |
| RT   | 287+11  | MBT  |                                       | 2.2 |                                  |
| RT   | 289+79  | FE   |                                       | 2.0 |                                  |
| RT   | 290+00  | FE   |                                       | 2.0 |                                  |
| RT   | 292+50  | FE   |                                       | 2.0 |                                  |
| LT   | 297+34  | FE   |                                       | 2.0 |                                  |
| LT   | 299+35  | FE   |                                       | 2.0 |                                  |
| RT   | 300+48  | MBT  |                                       | 2.2 |                                  |
| RT   | 301+90  | MBT  |                                       | 2.2 |                                  |
| RT   | 302+11  | PE   | 3.0                                   | 2.4 |                                  |
| RT   | 306+83  | FE   |                                       | 2.0 |                                  |
| LT   | 316+88  | PRA  | 4.5                                   |     |                                  |
| RT   | 316+88  | PRA  | 4.8                                   |     |                                  |
| RT   | 323+48  | FE   |                                       | 2.0 |                                  |
| LT   | 327+41  | FE   |                                       | 2.0 |                                  |
| RT   | 330+35  | FE   |                                       | 2.0 |                                  |
| RT   | 334+62  | FE   |                                       | 2.4 |                                  |
| LT   | 334+67  | PE   |                                       | 2.4 |                                  |
| RT   | 335+00  | MBT  |                                       | 1.7 |                                  |
| RT   | 342+33  | MBT  |                                       | 1.7 |                                  |
| RT   | 342+56  | PE   |                                       | 2.4 |                                  |
| LT   | 343+71  | FE   |                                       | 2.0 |                                  |
| LT   | 353+82  | FE   |                                       | 2.0 |                                  |
| RT   | 356+78  | PE   |                                       | 2.4 |                                  |
| RT   | 369+78  | PRA  | 5.4                                   |     |                                  |
| LT   | 369+93  | PRA  | 5.3                                   |     |                                  |
| LT   | 372+25  | FE   |                                       | 2.0 |                                  |
| LT   | 376+77  | FE   |                                       | 2.0 |                                  |
| RT   | 381+95  | FE   |                                       | 2.0 |                                  |
| LT   | 382+88  | PRA  | 17.6                                  |     |                                  |
| LT   | 390+00  | PE   |                                       | 2.4 |                                  |
| RT   | 390+23  | FE   |                                       | 2.0 |                                  |
| LT   | 408+05  | FE   |                                       | 2.0 |                                  |
| RT   | 408+05  | FE   |                                       | 2.0 |                                  |
| RT   | 412+49  | CE   | 4.2                                   |     |                                  |
| LT   | 414+20  | FE   |                                       | 2.0 |                                  |
| LT   | 421+40  | MBT  |                                       | 1.7 |                                  |
| LT   | 421+58  | PE   |                                       | 2.4 |                                  |
| RT   | 421+63  | FE   |                                       | 2.0 |                                  |
| LT   | 422+92  | MBT  |                                       | 1.7 |                                  |
| LT   | 423+14  | PE   |                                       | 2.4 |                                  |
| RT   | 424+81  | PE   |                                       | 2.4 |                                  |
| RT   | 425+00  | MBT  |                                       | 1.7 |                                  |
| LT   | 428+83  | PRA  | 7.9                                   |     |                                  |
| RT   | 429+23  | PRA  | 5.3                                   |     |                                  |
| RT   | 430+81  | PE   |                                       | 2.4 |                                  |
| RT   | 431+18  | MBT  |                                       | 1.7 |                                  |
| LT   | 430+92  | FE   |                                       | 2.0 |                                  |
| LT   | 433+87  | PRA  | 6.1                                   |     |                                  |
| RT   | 434+38  | PE   |                                       | 2.4 |                                  |
| LT   | 434+87  | CE   | 2.6                                   |     |                                  |
| RT   | 435+00  | MBT  |                                       | 1.7 |                                  |
| RT   | 435+21  | PE   |                                       | 2.4 |                                  |
| LT   | 435+87  | CE   | 2.7                                   |     |                                  |
| LT   | 443+60  | FE   |                                       | 2.0 |                                  |
| RT   | 443+69  | FE   |                                       | 2.4 |                                  |
| LT   | 451+60  | PE   |                                       | 2.4 |                                  |
| RT   | 451+69  | FE   |                                       | 2.0 |                                  |

FE - FIELD ENTRANCE PRA - PUBLIC ROAD APPROACH  
PE - PRIVATE ENTRANCE MBT - MAILBOX TURNOUT  
CE - COMMERCIAL ENTRANCE

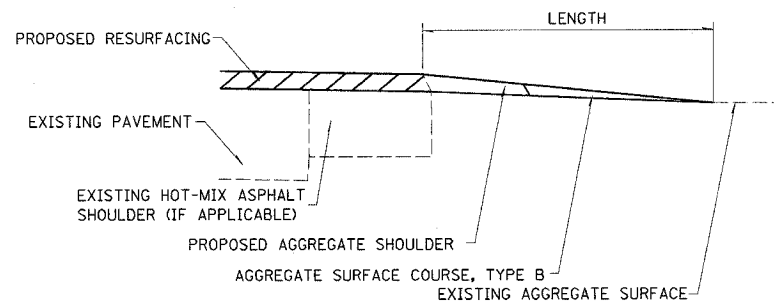
\*BITUMINOUS MATERIALS AND AGGREGATE (PRIME COAT) FOR ENTRANCES AND PUBLIC ROAD APPROACHES SHALL BE CONSIDERED INCIDENTAL TO INCIDENTAL HOT-MIX ASPHALT SURFACING.

ISSUED: 08-03-99  
MODIFIED: 03-13-07

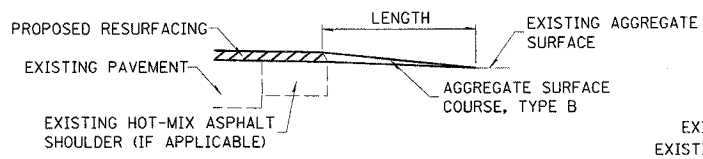
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|---|-----------------------|------------|-----------|---|--|--------------------|---------------------|--------------|---|-----------|--|
| FILE NAME =                             | USER NAME = teaslayok | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>ENTRANCE SCHEDULE AND MAILBOX TURNOUT DETAILS</b> | F.A.P. RTE.        | SECTION             | COUNTY       | TOTAL SHEETS                                  | SHEET NO. |  |
| ai\projects\74251d\ahd\detail.74251.dgn |                       | DRAWN -    | REVISED - |   |  | 774                | .                   | EFFINGHAM    | 33  | 7         |  |
| PLOT SCALE = 1/8" = 1' / IN.            |                       | CHECKED -  | REVISED - |   |  | CONTRACT NO. 74251 |                     |              |   |           |  |
| PLOT DATE = 3/27/2008                   |                       | DATE -     | REVISED - |   |  | SCALE: 100         | SHEET NO. OF SHEETS | STA. TO STA. | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |           |  |



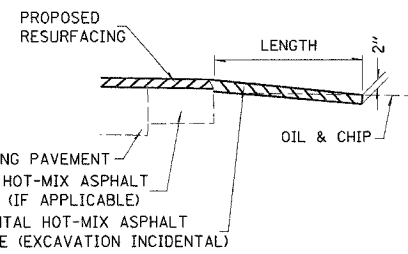
NOTE:  
LENGTH = 10' UNLESS  
OTHERWISE NOTED ON PLANS.



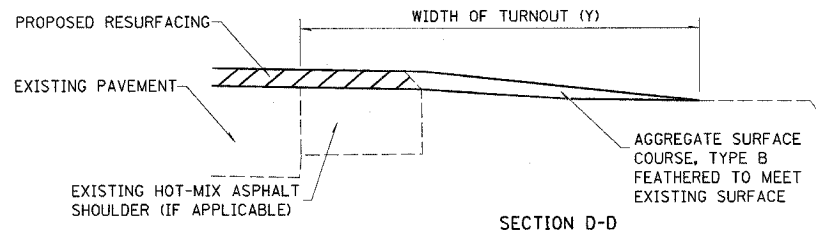
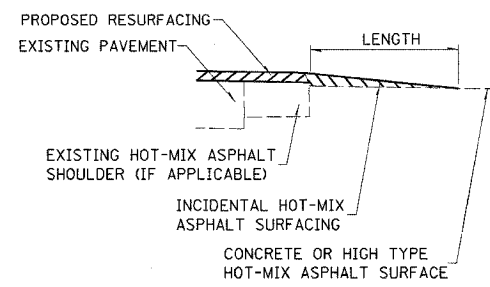
SECTION B-B



NOTE:  
IF THERE IS NO EXISTING HOT-MIX ASPHALT  
SHOULDER ENTRANCE TAPER LENGTH STARTS  
AT EDGE OF EXISTING PAVEMENT.



SECTION C-C



SECTION D-D

**TYPICAL SECTION AT MAILBOX TURNOUT**  
NOTE: SEE STANDARD 406201 FOR MAILBOX TURNOUT DETAILS

| SIDE | STATION | TYPE | INCIDENTAL HOT-MIX ASPHALT SURFACING* |      | AGGREGATE SURFACE COURSE, TYPE B | SIDE    | STATION | TYPE | INCIDENTAL HOT-MIX ASPHALT SURFACING* |      | AGGREGATE SURFACE COURSE, TYPE B | SIDE | STATION | TYPE | INCIDENTAL HOT-MIX ASPHALT SURFACING* |     | AGGREGATE SURFACE COURSE, TYPE B | SIDE | STATION | TYPE | INCIDENTAL HOT-MIX ASPHALT SURFACING* |     | AGGREGATE SURFACE COURSE, TYPE B |  |
|------|---------|------|---------------------------------------|------|----------------------------------|---------|---------|------|---------------------------------------|------|----------------------------------|------|---------|------|---------------------------------------|-----|----------------------------------|------|---------|------|---------------------------------------|-----|----------------------------------|--|
|      |         |      | TON                                   | TON  |                                  |         |         |      | TON                                   | TON  |                                  |      |         |      | TON                                   | TON |                                  |      |         |      | TON                                   | TON |                                  |  |
| RT   | 461+10  | FE   |                                       | 2.0  |                                  | LT      | 515+68  | FE   |                                       | 2.0  |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 461+75  | PE   |                                       | 2.4  |                                  | RT      | 518+36  | PE   |                                       | 2.4  |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| RT   | 461+77  | PE   |                                       | 2.4  |                                  | RT      | 520+32  | PE   |                                       | 2.0  |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| RT   | 463+56  | FE   |                                       | 2.0  |                                  | RT      | 522+99  | FE   |                                       | 2.0  |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 466+93  | FE   |                                       | 2.0  |                                  | RT      | 518+50  | MBT  |                                       | 23.4 |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| RT   | 488+00  | PRA  | 7.4                                   |      |                                  | TO      |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 488+50  | PRA  | 4.8                                   |      |                                  | 523+31  |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 491+00  | PRA  | 3.6                                   |      |                                  | 523+08  | PE      |      |                                       | 2.4  |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| RT   | 491+38  | FE   |                                       | 2.0  |                                  | LT      | 531+17  | FE   |                                       | 2.0  |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| RT   | 492+20  | MBT  |                                       | 1.7  |                                  | RT      | 531+17  | FE   |                                       | 2.0  |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 492+38  | PE   |                                       | 2.4  |                                  | RT      | 539+17  | PRA  |                                       | 2.4  |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| RT   | 492+38  | FE   |                                       | 2.0  |                                  | TOTALS: |         |      | 179                                   | 440  |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 493+70  | PE   |                                       | 2.4  |                                  |         |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 495+10  | PE   |                                       | 2.4  |                                  |         |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| RT   | 491+50  | MBT  |                                       |      |                                  | TO      |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
|      | 509+30  |      |                                       | 86.5 |                                  |         |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 497+37  | PE   | 4.1                                   |      |                                  |         |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 499+66  | PE   |                                       | 2.4  |                                  |         |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 501+38  | PE   |                                       | 2.4  |                                  |         |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 502+47  | PE   |                                       | 2.4  |                                  |         |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 504+56  | PE   |                                       | 2.4  |                                  |         |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 505+02  | PE   |                                       | 2.4  |                                  |         |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| RT   | 505+04  | PE   |                                       | 2.4  |                                  |         |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| LT   | 508+12  | PE   |                                       | 2.4  |                                  |         |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |
| RT   | 515+67  | FE   |                                       | 2.0  |                                  |         |         |      |                                       |      |                                  |      |         |      |                                       |     |                                  |      |         |      |                                       |     |                                  |  |

FE - FIELD ENTRANCE PRA - PUBLIC ROAD APPROACH  
PE - PRIVATE ENTRANCE MBT - MAILBOX TURNOUT  
CE - COMMERCIAL ENTRANCE

\*BITUMINOUS MATERIALS AND AGGREGATE (PRIME COAT) FOR ENTRANCES AND PUBLIC ROAD APPROACHES SHALL BE CONSIDERED INCIDENTAL TO INCIDENTAL HOT-MIX ASPHALT SURFACING.

ISSUED: 08-03-99  
MODIFIED: 03-13-07

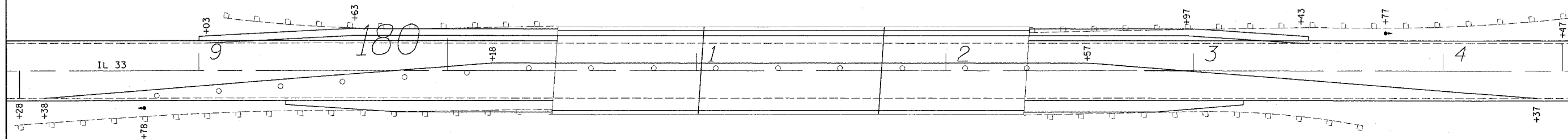
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|---|-----------------------|------------|-----------|---|--|--|-----------|----|---------------------------|---------|--------|--------------|-----------|
| FILE NAME =                             | USER NAME = tomalejak | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>ENTRANCE SCHEDULE AND MAILBOX TURNOUT DETAILS</b> |  |           |    | F.A.P. RTEL.              | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ca\projects\74251d\shd\detail.74251.dgn |                       | DRAWN -    | REVISED - |   | 774  |  | EFFINGHAM | 33 | 8                         |         |        |              |           |
| PLOT SCALE = 100.0000' / IN.            |                       | CHECKED -  | REVISED - |   | SCALE: 100 SHEET NO. OF SHEETS STA. TO STA.          |  |           |    | CONTRACT NO. 74251        |         |        |              |           |
| PLOT DATE = 3/27/2008                   |                       | DATE -     | REVISED - |   | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT        |  |           |    | ILLINOIS FED. AID PROJECT |         |        |              |           |





• NOTE: SEE STANDARD 701316 FOR TRAFFIC CONTROL IN ADVANCE OF STOP BARS.

• STAGE 1



|  |
|--|
| WORK ZONE PAVEMENT MARKING REMOVAL - SQ FT (STAGE I) |
| RT 178+38 TO 184+37 = 200 SQ FT                      |
| LT 179+03 TO 183+43 = 147 SQ FT                      |

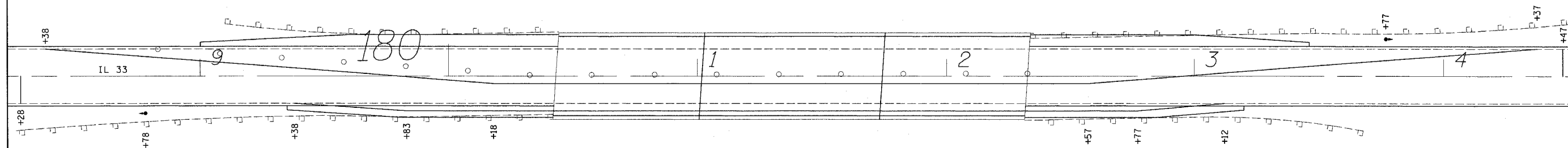
|  |
|--|
| SHORT-TERM PAVEMENT MARKING - FOOT (STAGE I) |
| RT 178+38 TO 180+18 = 180 FT                 |
| RT 180+18 TO 182+57 = 239 FT                 |
| RT 182+57 TO 184+37 = 180 FT                 |
| LT 179+03 TO 179+63 = 60 FT                  |
| LT 179+63 TO 182+97 = 334 FT                 |
| LT 182+97 TO 183+43 = 46 FT                  |

|   |
|---|
| TEMPORARY BRIDGE TRAFFIC SIGNALS - 1 EACH               |
| TEMPORARY RUMBLE STRIPS - 6 EACH                        |
| TRAFFIC CONTROL AND PROTECTION - 1 EACH STANDARD 701316 |



• NOTE: SEE STANDARD 701316 FOR TRAFFIC CONTROL IN ADVANCE OF STOP BARS.

• STAGE 2

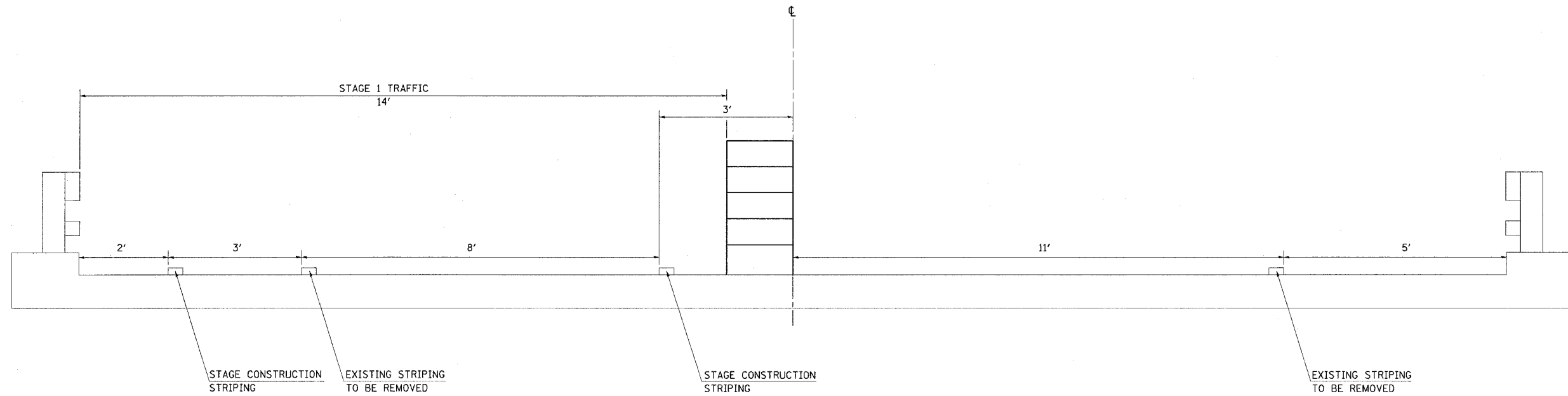


|   |
|---|
| SHORT-TERM PAVEMENT MARKING - FOOT (STAGE II) |
| RT 179+38 TO 179+83 = 45 FT                   |
| RT 179+83 TO 182+77 = 294 FT                  |
| RT 182+77 TO 183+12 = 35 FT                   |
| LT 178+38 TO 180+18 = 180 FT                  |
| LT 180+18 TO 182+57 = 239 FT                  |
| LT 182+57 TO 184+37 = 180 FT                  |

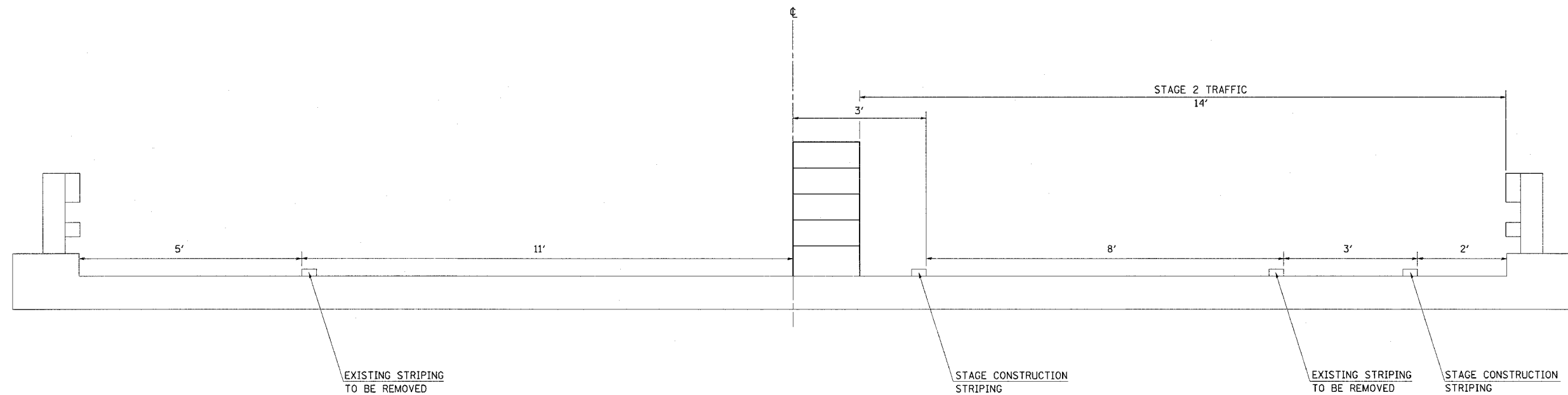
|   |
|---|
| WORK ZONE PAVEMENT REMOVAL - SQ FT (STAGE II) |
| RT 179+38 TO 183+12 = 125 SQ FT               |
| LT 178+38 TO 184+37 = 200 SQ FT               |
| RT 178+28 (STOP BAR) = 24 SQ FT               |
| LT 184+47 (STOP BAR) = 24 SQ FT               |

|  |                       |            |            |   |   |                     |              |                     |                           |                    |  |
|--|-----------------------|------------|------------|---|---|---------------------|--------------|---------------------|---------------------------|--------------------|--|
| FILE NAME = c:\projects\74251d\stage1_74251.dgn                  | USER NAME = teasleyjk | DESIGNED - | REVISED -  | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>STAGE CONSTRUCTION S.N. 025-0030</b> | F.A.P. RTE. 774     | SECTION      | COUNTY EFFINGHAM    | TOTAL SHEETS 33           | SHEET NO. 9        |  |
| PLOT SCALE = 28.0000' / IN.                                      | CHECKED -             | REVISED -  | SCALE: 100 |   |   | SHEET NO. OF SHEETS | STA. TO STA. | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | CONTRACT NO. 74251 |  |
| PLOT DATE = 3/27/2009  | DATE -                | REVISED -  |            |   |   |                     |              |                     |                           |                    |  |
| <p style="text-align: right;">• (1-IMFT,1-WMFT,104Z,104IRS-2</p> |                       |            |            |   |   |                     |              |                     |                           |                    |  |

STAGE 1

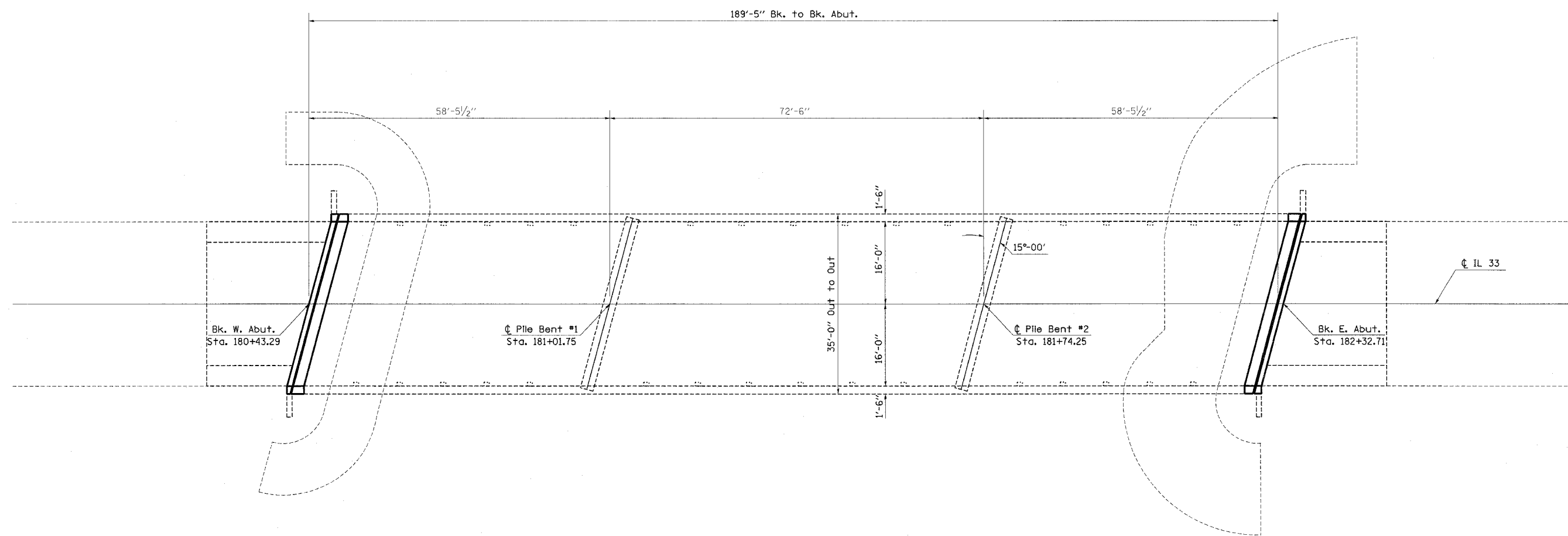
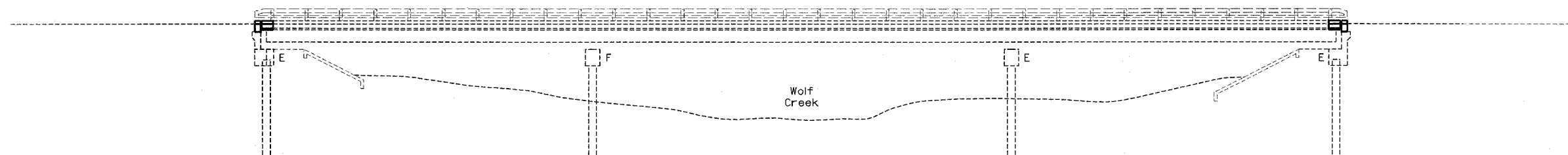
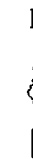


STAGE 2



|   |                               |                       |                        |   |   |           |                       |              |                     |                       |                           |                    |
|---|-------------------------------|-----------------------|------------------------|---|---|-----------|-----------------------|--------------|---------------------|-----------------------|---------------------------|--------------------|
| FILE NAME =<br>ct\projects\74251d\stage1.74251.dgn              | USER NAME =<br>teasleyjk      | DESIGNED -<br>DRAWN - | REVISED -<br>REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>STAGE CONSTRUCTION S.N. 025-0030</b> |           | F.A.P.<br>RTE.<br>774 | SECTION<br>• | COUNTY<br>EFFINGHAM | TOTAL<br>SHEETS<br>33 | SHEET<br>NO.<br>10        |                    |
|   | PLOT SCALE =<br>20,000' / IN. | CHECKED -             | REVISED -              |   | SCALE: 100                              | SHEET NO. | OF SHEETS             | STA.         | TO STA.             | FED. ROAD DIST. NO.   | ILLINOIS FED. AID PROJECT | CONTRACT NO. 74251 |
|   | PLOT DATE =<br>3/27/2008      | DATE -                | REVISED -              |   |   |           |                       |              |                     |                       |                           |                    |
| <p style="text-align: right;">• (1-1MFT,1-WMFT,104Z,104RS-2</p> |                               |                       |                        |   |   |           |                       |              |                     |                       |                           |                    |

The existing 3 span continuous non-composite wide flange beam with two interior pile bents and pile cap abutments was originally constructed in 1939. In 1989, a new concrete deck was constructed utilizing the existing structural steel. SN 025-0030 carries IL-33 over Wolf Creek. The proposed project consists of replacing the existing PJS expansion joints with preformed joint strip seals.



SHEET NO. 1  
7 SHEETS

|                    |                            |            |           |   |   |                     |      |                    |                     |                           |                    |                 |
|--------------------|----------------------------|------------|-----------|---|---|---------------------|------|--------------------|---------------------|---------------------------|--------------------|-----------------|
| FILE NAME =        | USER NAME = thosaki        | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>GENERAL PLAN AND ELEVATION<br/>SN 025-0030</b> |                     |      | F.A.P. RTE.<br>774 | SECTION<br>•        | COUNTY<br>EFFINGHAM       | TOTAL SHEETS<br>33 | SHEET NO.<br>11 |
| CONTRACT NO. 74251 | PLOT SCALE = 20,000' / IN. | CHECKED -  | REVISED - |   | SCALE:  | SHEET NO. OF SHEETS | STA. | TO STA.            | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT |                    |                 |
|                    | PLOT DATE = 3/27/2008      | DATE -     | REVISED - |   |   |                     |      |                    |                     |                           |                    |                 |
|                    |                            |            |           |   |   |                     |      |                    |                     |                           |                    |                 |

• (1-IMFT,1-WMFT,104Z,104RS-2

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Br 60 (IL Modified). See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensations for a change in scope of the work; however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included in concrete removal.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

Removal and reinstallation of the end rail support posts will be necessary for construction of the expansion joints. New bolts, nuts, lock washers and fabric bearing pads as detailed in the plans are to be provided and installed for the reinstallation of the rail support posts. This work and all materials shall be included in the contract unit price for Concrete Superstructure.

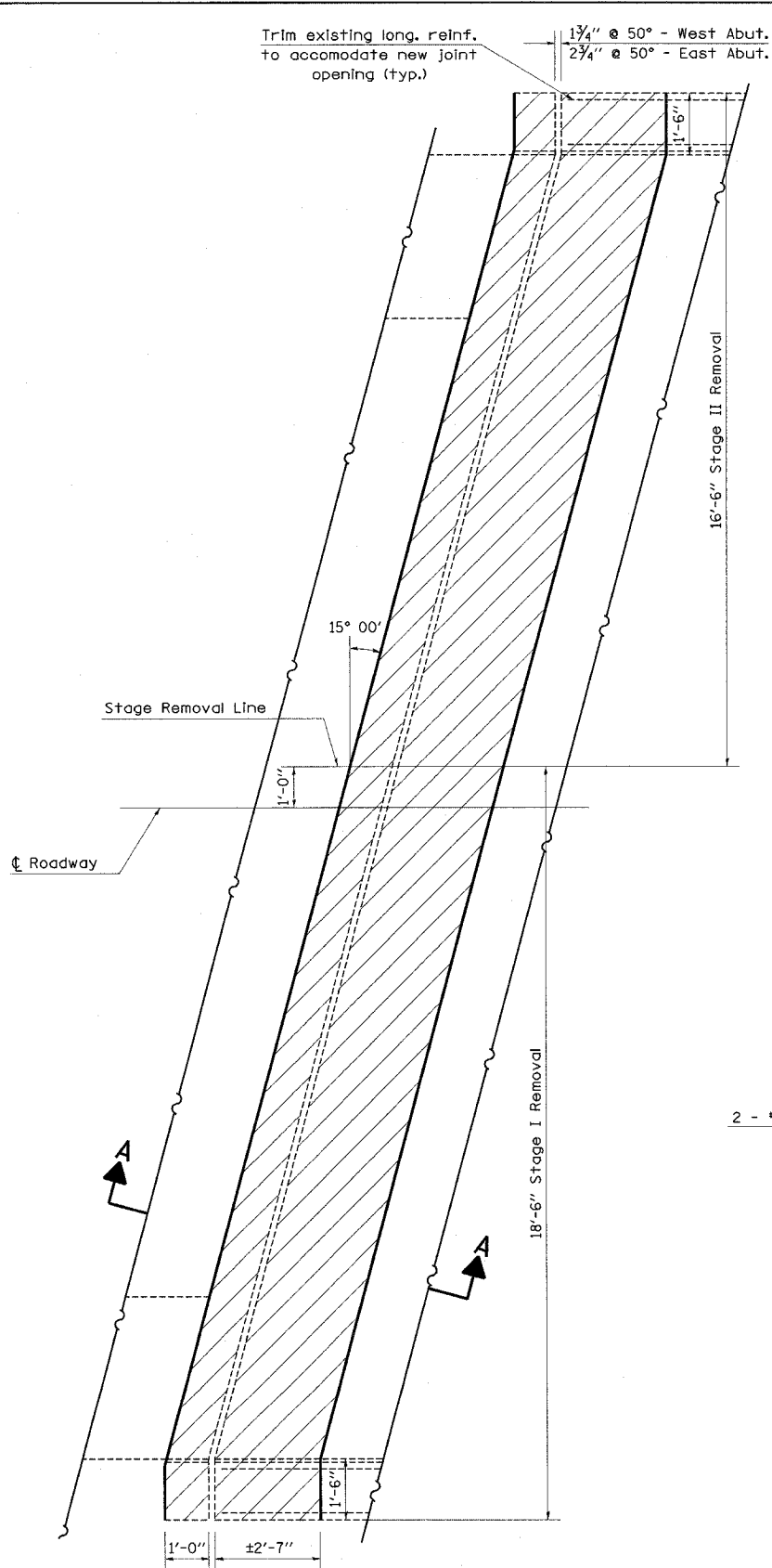
**TOTAL BILL OF MATERIALS**

SN 025-0030

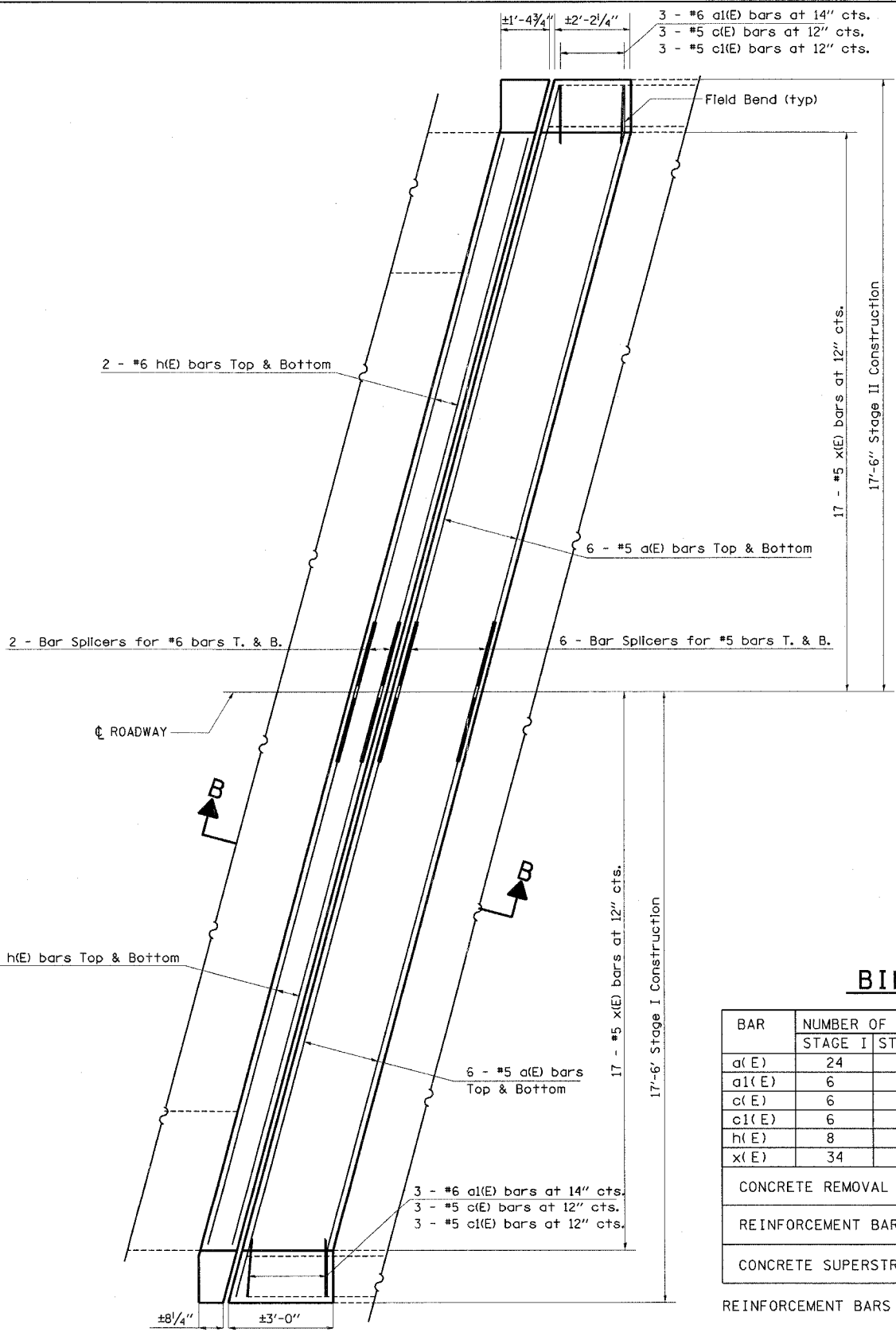
| ITEM DESCRIPTION                 | UNIT    | QUANTITY |
|----------------------------------|---------|----------|
| Concrete Removal                 | Cu. Yd. | 9.9      |
| Concrete Superstructure          | Cu. Yd. | 9.9      |
| Reinforcement Bars, Epoxy Coated | Pound   | 1620     |
| Bar Splicers                     | Each    | 32       |
| Preformed Joint Strip Seal       | Foot    | 72       |
|                                  |         |          |
|                                  |         |          |

SHEET NO. 2  
7 SHEETS

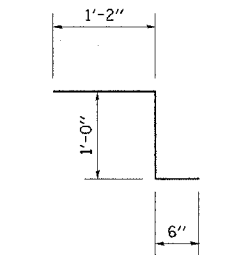
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| ci:\projects\74251d\karenbridge_74251.dgn |                     | DRAWN -    | REVISED - |   |  | 774                | *         | EFFINGHAM | 33           | 12        |         |
|   |                     | CHECKED -  | REVISED - |   |  | CONTRACT NO. 74251 |           |           |              |           |         |
|   |                     | DATE -     | REVISED - |   |  | SCALE:             | SHEET NO. | OF        | SHEETS       | STA.      | TO STA. |



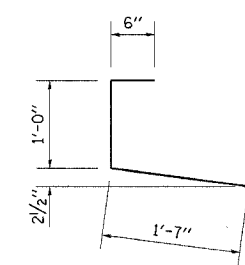
**EXISTING PARTIAL PLAN**  
(West Abutment shown; East Abutment similar)



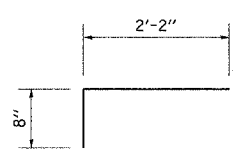
**PROPOSED PARTIAL PLAN**  
(West Abutment shown; East Abutment similar)



**BAR c1(E)**



**BAR c(E)**



**BAR x(E)**

**BILL OF MATERIAL**

| BAR                               | NUMBER OF BARS |          | TOTAL | SIZE | LENGTH | SHAPE   |      |
|-----------------------------------|----------------|----------|-------|------|--------|---------|------|
|                                   | STAGE I        | STAGE II |       |      |        |         |      |
| a(E)                              | 24             | 24       | 48    | #5   | 17'-9" | —       |      |
| a1(E)                             | 6              | 6        | 12    | #6   | 4'-0"  | —       |      |
| c(E)                              | 6              | 6        | 12    | #5   | 3'-1"  | ┌       |      |
| c1(E)                             | 6              | 6        | 12    | #5   | 2'-8"  | └       |      |
| h(E)                              | 8              | 8        | 16    | #6   | 16'-2" | —       |      |
| x(E)                              | 34             | 34       | 68    | #5   | 2'-10" | ┌       |      |
| CONCRETE REMOVAL                  |                |          |       |      |        | CU. YD. | 9.9  |
| REINFORCEMENT BARS (EPOXY COATED) |                |          |       |      |        | POUND   | 1620 |
| CONCRETE SUPERSTRUCTURE           |                |          |       |      |        | CU. YD. | 9.9  |

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED

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DESIGNED -  
DRAWN -  
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CHECKED -  
PLOT DATE = 3/27/2008  
DATE -

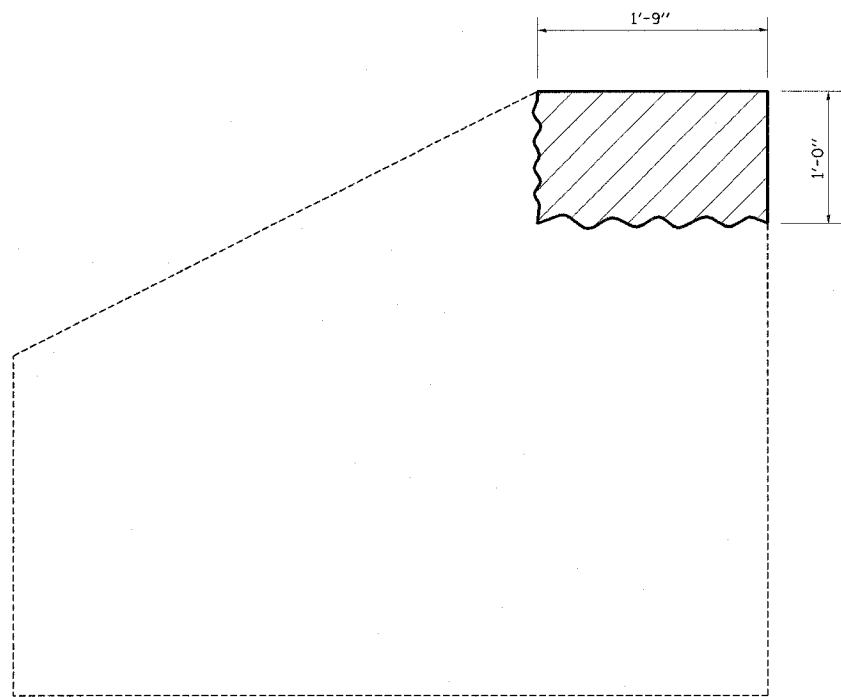
DESIGNED -  
DRAWN -  
CHECKED -  
DATE -  
REVISED -  
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REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

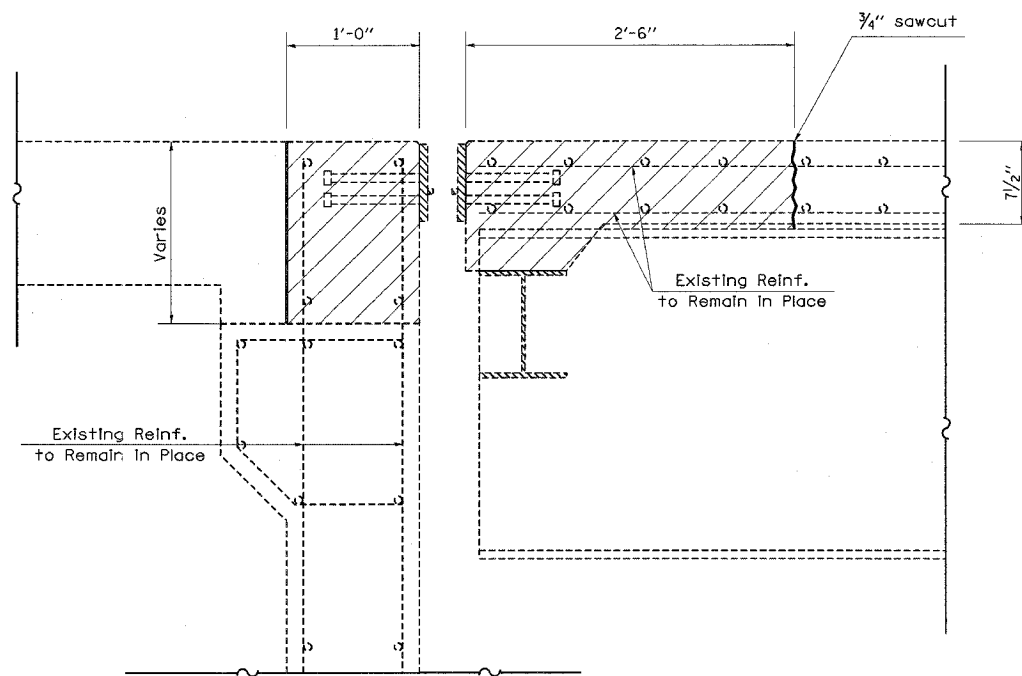
**EXPANSION JOINT REPLACEMENT DETAILS**  
**SN 025-0030**  
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
774 \* EFFINGHAM 33 13  
CONTRACT NO. 74251  
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT  
• (1-IMFT,1-WMFT,104Z,104RS-2)

SHEET NO. 3  
7 SHEETS



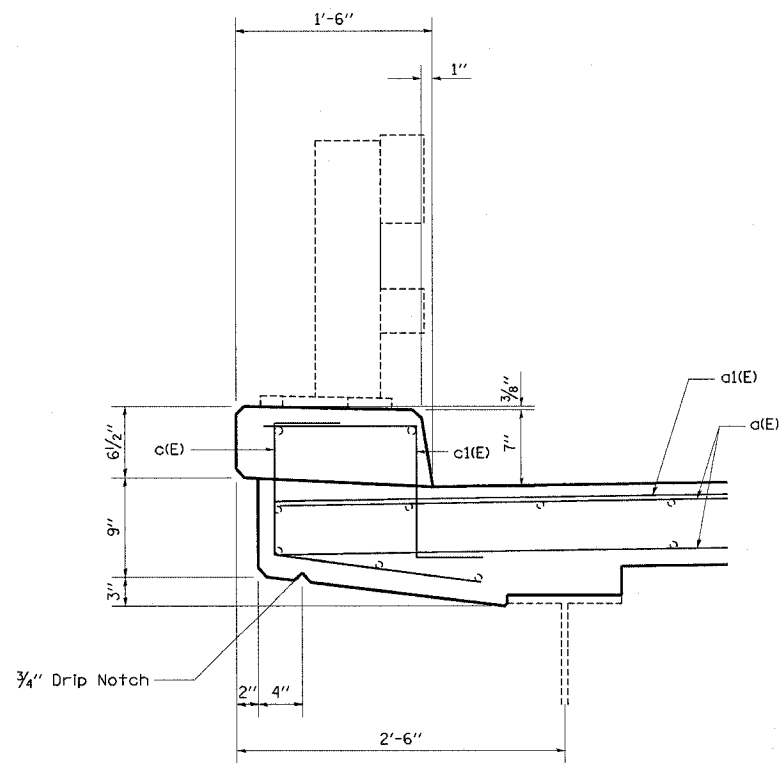
**TYPICAL WINGWALL REMOVAL/REPLACEMENT**



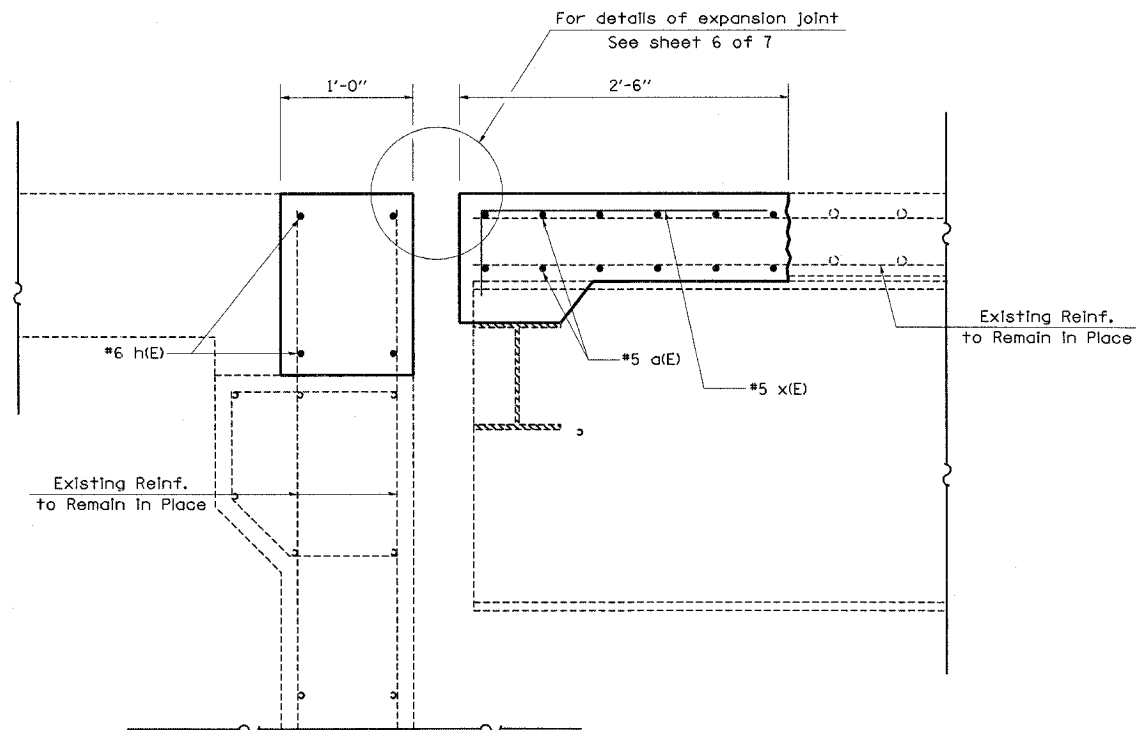
**SECTION A-A**

(Dimensions at RT L's to end of deck)

- Existing Reinforcement
- Proposed Reinforcement



**CURB DETAIL**



**SECTION B-B**

(Dimensions at RT L's to end of deck)

|  |                          |            |           |
|--|--------------------------|------------|-----------|
| FILE NAME =                              | USER NAME = thoeiekl     | DESIGNED - | REVISED - |
| c:\projects\74251d\karenbridge_74251.dgn |                          | DRAWN -    | REVISED - |
|  | PLOT SCALE = 28.0000 "/> |            |           |
|  | PLOT DATE = 3/27/2008    | CHECKED -  | REVISED - |
|  |                          | DATE -     | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

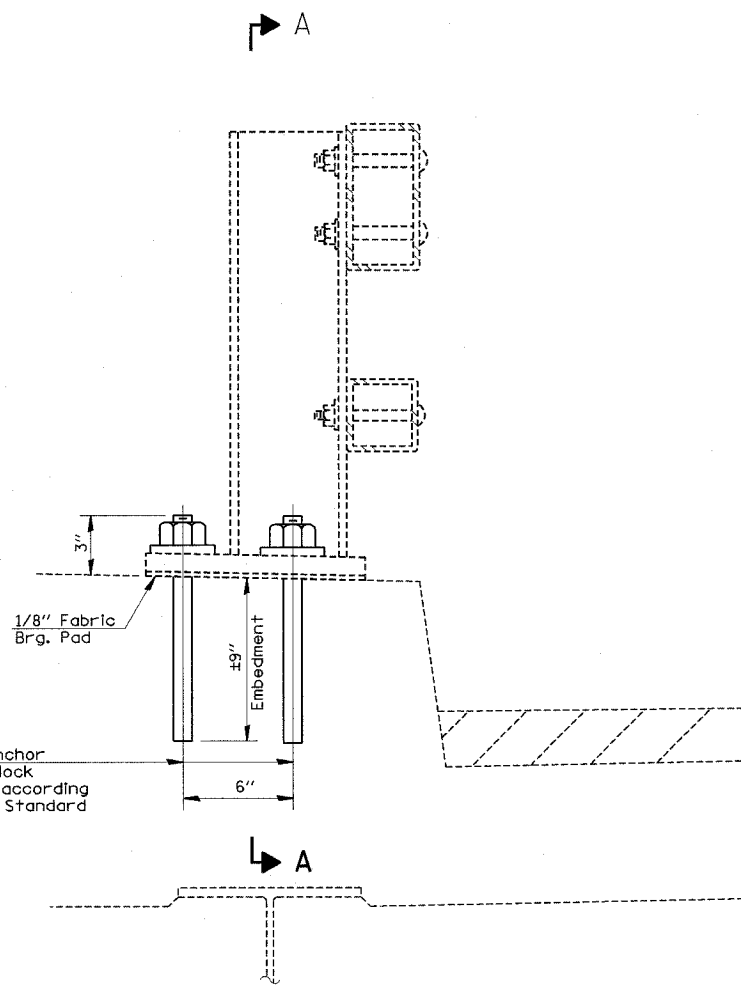
**EXPANSION JOINT REPLACEMENT DETAILS  
SN 025-0030**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

|   |         |           |                    |           |
|---|---------|-----------|--------------------|-----------|
| F.A.P. RTE.                                   | SECTION | COUNTY    | TOTAL SHEETS       | SHEET NO. |
| 774   | *       | EFFINGHAM | 33                 | 14        |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |         |           | CONTRACT NO. 74251 |           |

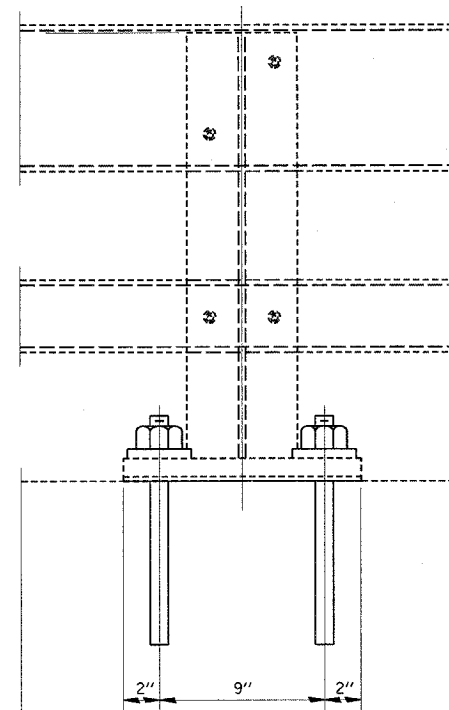
SHEET NO. 4  
7 SHEETS

\* (1-1MFT,1-WMFT,104Z,104)RS-2

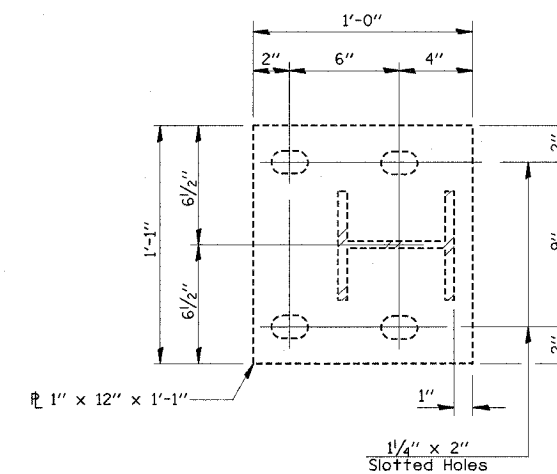


4 - 1"  $\emptyset$  H.S. Threaded Anchor Rods with hex nuts and lock washers, drilled and set according to Article 509.06 of the Standard Specifications.

**SECTION AT RAIL POST**



**SECTION A-A**



**BASE PLATE DETAIL**

Rail post and base plate shown for information only.

|  |                     |            |           |
|--|---------------------|------------|-----------|
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| cr\projects\74251d\karenbridge_74251.dgn |                     | DRAWN -    | REVISED - |
|  |                     | CHECKED -  | REVISED - |
|  |                     | DATE -     | REVISED - |
|  |                     |            |           |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RAIL SUPPORT POST DETAIL  
SN 025-0030**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

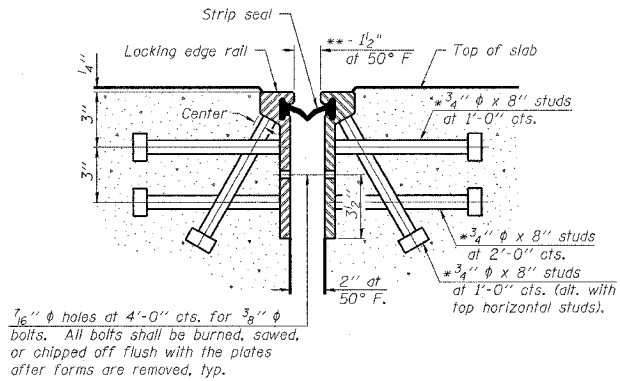
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|---|---------|-----------|--------------------|-----------|
| F.A.P. RTE.                                   | SECTION | COUNTY    | TOTAL SHEETS       | SHEET NO. |
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| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |         |           | CONTRACT NO. 74251 |           |

SHEET NO. 5  
7 SHEETS

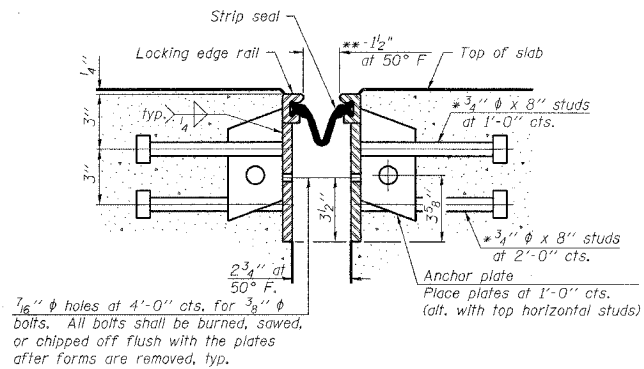
• (1-1MFT,1-WMFT,104Z,104RS-2

\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically and welded.

\*\* When joint is fixed, dimension is set at 1 1/2".

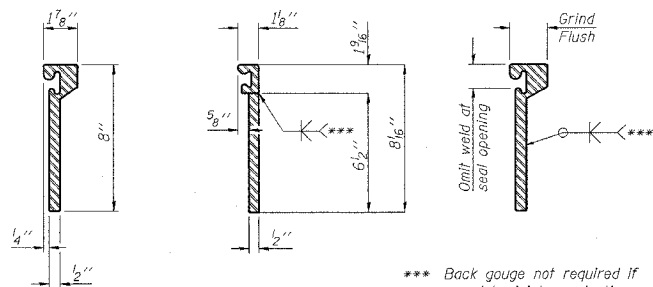


**SECTION THRU ROLLED RAIL JOINT**



**SECTION THRU WELDED RAIL JOINT**

**Notes:**  
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches. The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints. The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.



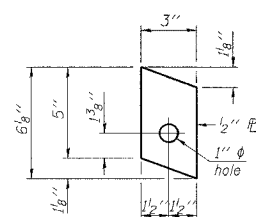
**ROLLED (EXTRUDED) RAIL WELDED RAIL**

\*\*\* Back gauge not required if complete joint penetration is verified by mock-up.

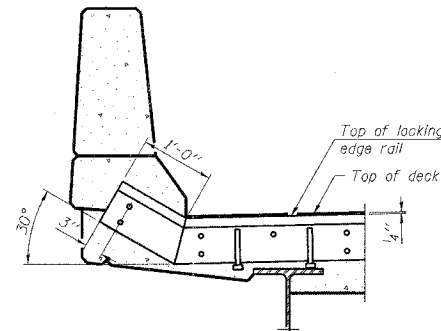
**LOCKING EDGE RAIL SPLICE**

The inside of the locking edge rail groove shall be free of weld residue.

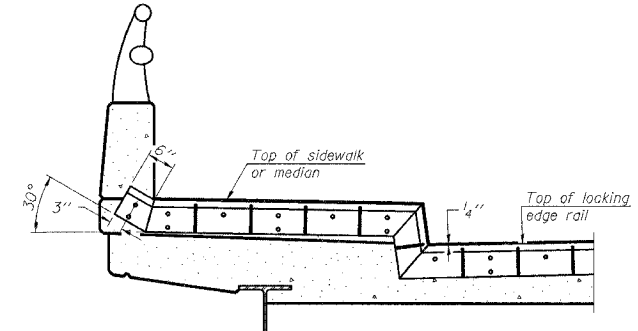
**LOCKING EDGE RAILS**



**ANCHOR PLATE (for welded rail)**



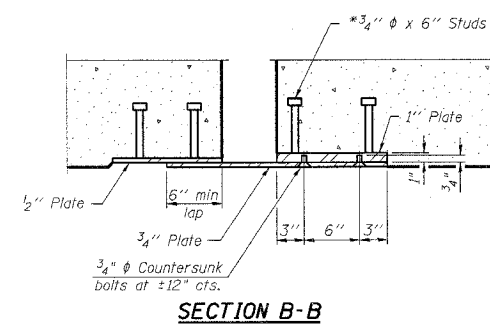
**AT PARAPET**



**AT SIDEWALK OR MEDIAN**

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

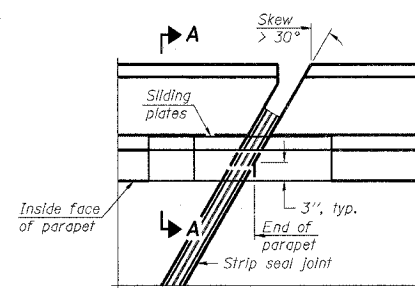
**TYPICAL END TREATMENTS**



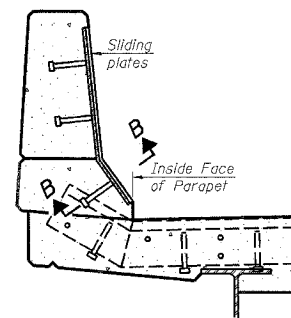
**SECTION B-B**

**BILL OF MATERIAL**

| SN       | Item                       | Unit | Total |
|----------|----------------------------|------|-------|
| 025-0030 | Preformed Joint Strip Seal | Foot | 72'   |



**PLAN**



**SECTION A-A**

**POINT BLOCK DETAILS (for skews > 30°)**

**PREFORMED JOINT STRIP SEAL**

EJ-SSJ

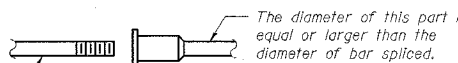
11-1-06

|   |                      |            |           |   |   |                    |                     |              |                     |                           |
|---|----------------------|------------|-----------|---|---|--------------------|---------------------|--------------|---------------------|---------------------------|
| FILE NAME =                                 | USER NAME = thoelek1 | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PREFORMED JOINT STRIP SEAL<br/>SN 025-0030</b> | F.A.P. RTE.        | SECTION             | COUNTY       | TOTAL SHEET NO.     |                           |
| ci:\projects\74251d\kar-enbridge.74251d.dgn |                      | DRAWN -    | REVISED - |   |   | 774                | *                   | EFFINGHAM    | 33                  | 116                       |
| PLOT SCALE = 20.0000' / IN.                 |                      | CHECKED -  | REVISED - |   |   | CONTRACT NO. 74251 |                     |              |                     |                           |
| PLOT DATE = 3/27/2008                       |                      | DATE -     | REVISED - |   |   | SCALE:             | SHEET NO. OF SHEETS | STA. TO STA. | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT |

SHEET NO. 6  
7 SHEETS



The diameter of this part is the same as the diameter of the bar spliced.



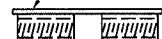
The diameter of this part is equal or larger than the diameter of bar spliced.

**ROLLED THREAD DOWEL BAR**



**\*\* ONE PIECE**

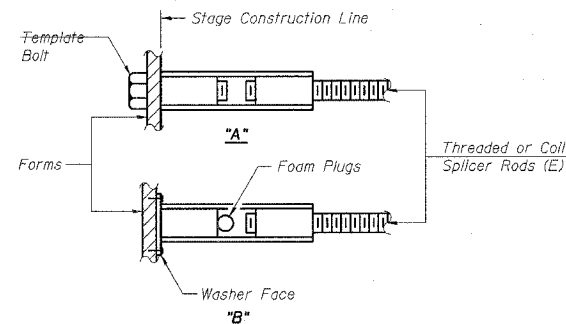
Wire Connector



**WELDED SECTIONS**

**BAR SPLICER ASSEMBLY ALTERNATIVES**

\*\* Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



**INSTALLATION AND SETTING METHODS**

"A": Set bar splicer assembly by means of a template bolt.  
 "B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
 (E): Indicates epoxy coating.

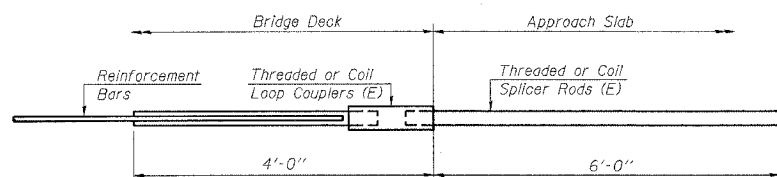
**NOTES**

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.  
 Splice rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.  
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.  
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity (Tension in kips) =  $1.25 \times f_y \times A_t$
- ② Minimum \*Pull-out Strength (Tension in kips) =  $0.66 \times f_y \times A_t$

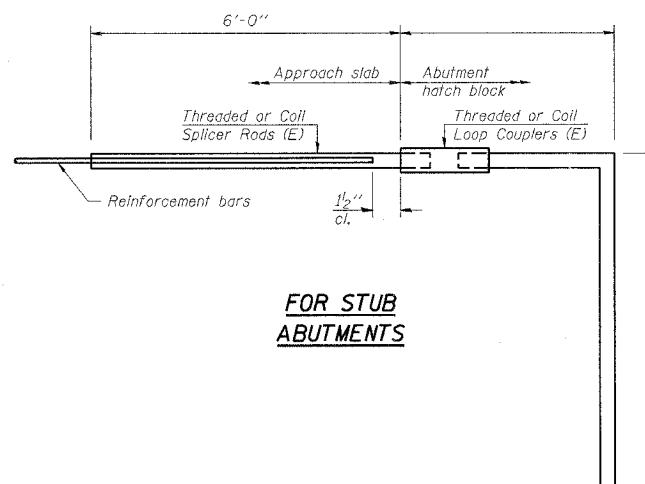
Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $A_t$  = Tensile stress area of lapped reinforcement bars.  
 \* = 28 day concrete

| Bar Size to be Spliced | Splicer Rod or Dowel Bar Length | Strength Requirements        |                                       |
|------------------------|---------------------------------|------------------------------|---------------------------------------|
|                        |                                 | Min. Capacity kips - tension | Min. Pull-Out Strength kips - tension |
| #4                     | 1'-8"                           | 14.7                         | 7.9                                   |
| #5                     | 2'-0"                           | 23.0                         | 12.3                                  |
| #6                     | 2'-7"                           | 33.1                         | 17.4                                  |
| #7                     | 3'-5"                           | 45.1                         | 23.8                                  |
| #8                     | 4'-6"                           | 58.9                         | 31.3                                  |
| #9                     | 5'-9"                           | 75.0                         | 39.6                                  |
| #10                    | 7'-3"                           | 95.0                         | 50.3                                  |
| #11                    | 9'-0"                           | 117.4                        | 61.8                                  |



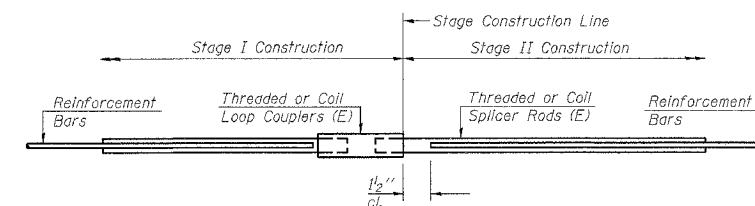
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

|  |
|--|
| Bar Splicer for #5 bar                       |
| Min. Capacity = 23.0 kips - tension          |
| Min. Pull-out Strength = 12.3 kips - tension |
| No. Required =                               |



**FOR STUB ABUTMENTS**

|  |
|--|
| Bar Splicer for #5 bar                       |
| Min. Capacity = 23.0 kips - tension          |
| Min. Pull-out Strength = 12.3 kips - tension |
| No. Required =                               |



**STANDARD**

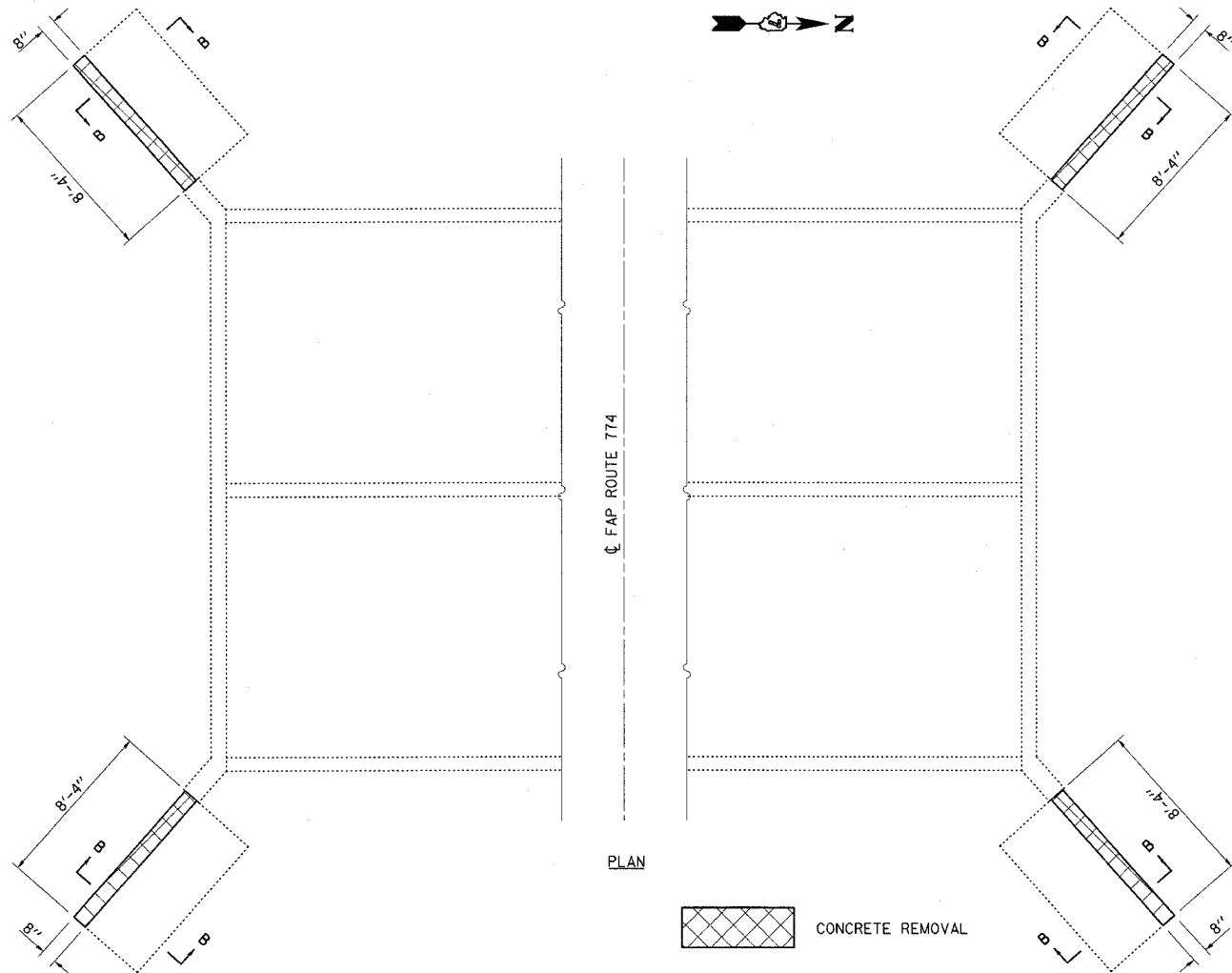
| Bar Size | No. Assemblies Required | Location |
|----------|-------------------------|----------|
| #5       | 24                      | 025-0030 |
| #6       | 4                       | 025-0030 |

**BAR SPLICER ASSEMBLY DETAILS**

BSD-1

11-1-06



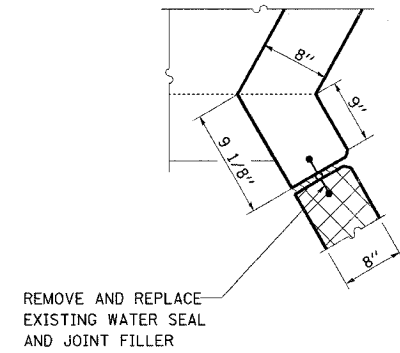


CL FAP ROUTE 774

PLAN

CONCRETE REMOVAL

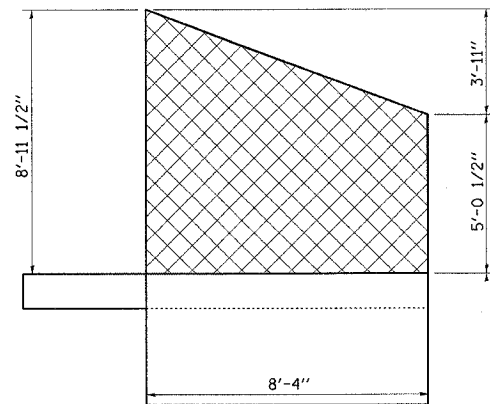
NOTE:  
EXISTING VERTICAL REINFORCEMENT  
SHALL BE CUT OFF FLUSH WITH EXISTING  
CONCRETE FOOTING.



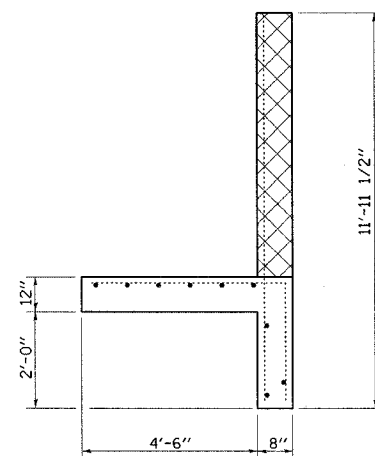
CORNER DETAIL

BILL OF MATERIAL

|                  |       |     |
|------------------|-------|-----|
| CONCRETE REMOVAL | CU YD | 6.0 |
|------------------|-------|-----|



WING



SECTION B-B

|   |                              |            |           |
|---|------------------------------|------------|-----------|
| FILE NAME =                             | USER NAME = teasleyck        | DESIGNED - | REVISED - |
| ca\projects\74251d\ahd\detail.74251.dgn |                              | DRAWN -    | REVISED - |
|   | PLOT SCALE = 100.0000' / IN. | CHECKED -  | REVISED - |
|   | PLOT DATE = 3/27/2009        | DATE -     | REVISED - |

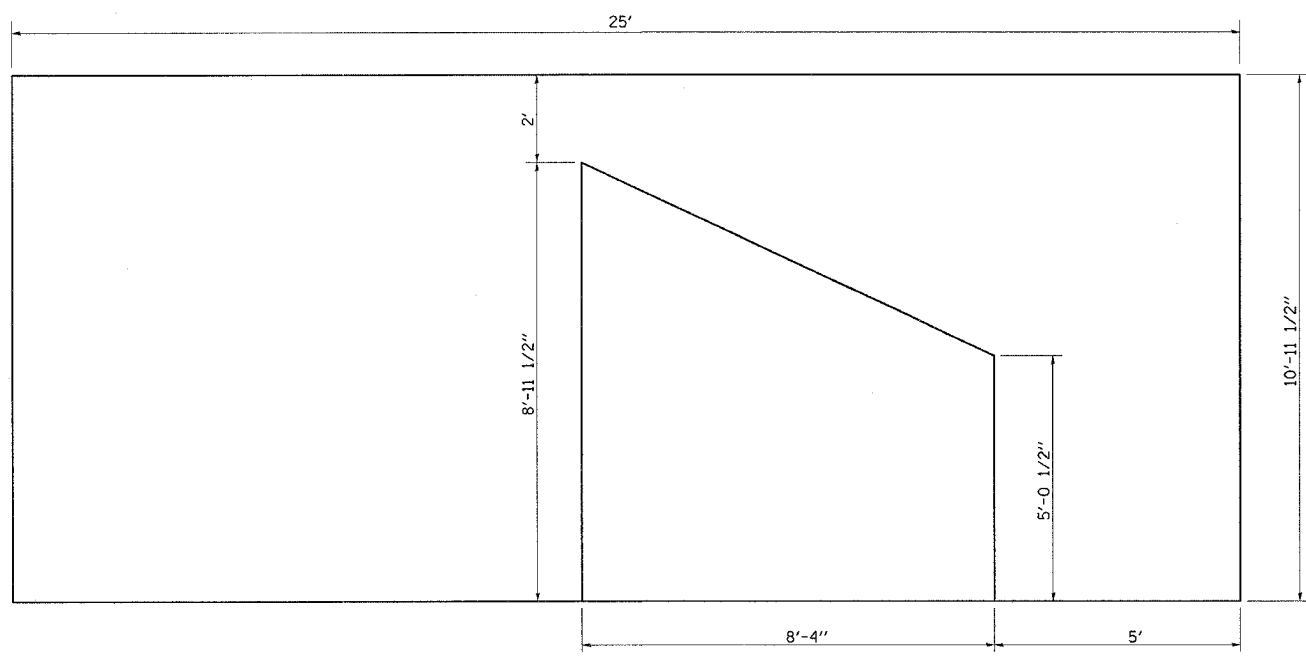
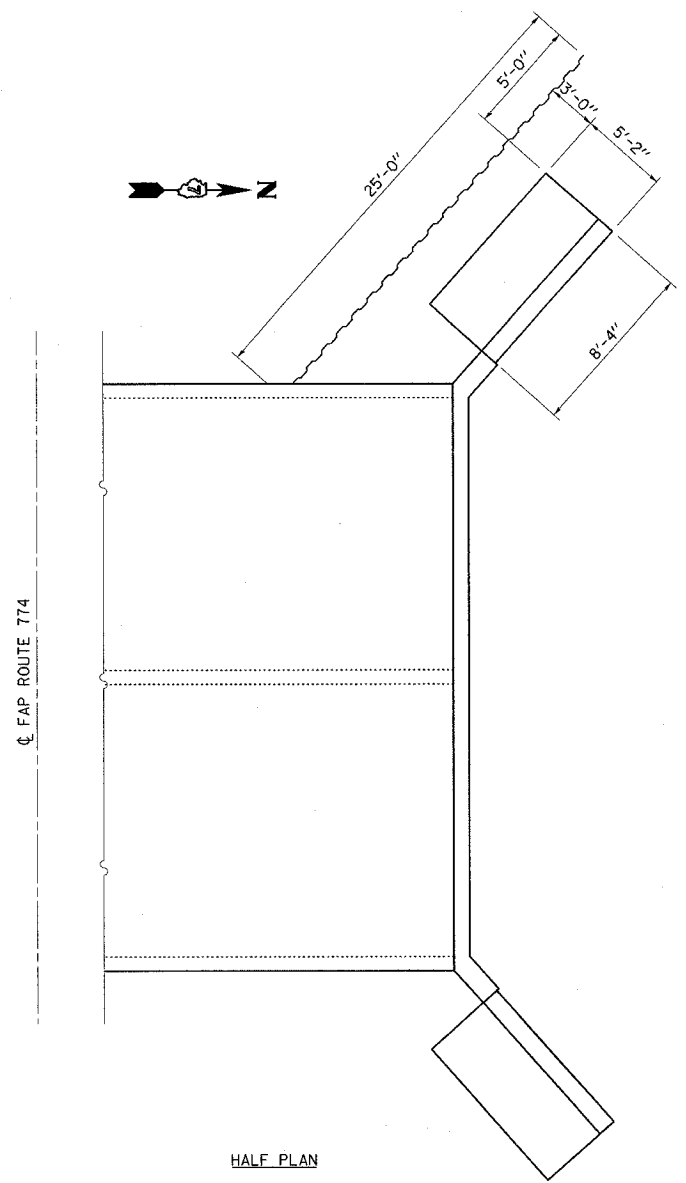
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL S.N. 025-2020

SCALE: 100 SHEET NO. OF SHEETS STA. TO STA.

|                     |         |                           |              |           |
|---------------------|---------|---------------------------|--------------|-----------|
| F.A.P. RTE.         | SECTION | COUNTY                    | TOTAL SHEETS | SHEET NO. |
| 774                 | *       | EFFINGHAM                 | 33           | 19        |
| FED. ROAD DIST. NO. |         | ILLINOIS FED. AID PROJECT |              |           |
|                     |         | CONTRACT NO. 74251        |              |           |

• (1-1MFT,1-WMFT,104Z,104RS-2



ELEVATION  
 TEMPORARY SOIL RETENTION SYSTEM = 1096 SQ FT

|                                       |                       |
|---------------------------------------|-----------------------|
| FILE NAME =                           | USER NAME = teasleyck |
| ca\projects\74251d\shdetail.74251.dgn |                       |
| PLOT SCALE = 1/8" = 1'-0"             |                       |
| PLOT DATE = 3/27/2008                 |                       |

|            |           |
|------------|-----------|
| DESIGNED - | REVISED - |
| DRAWN -    | REVISED - |
| CHECKED -  | REVISED - |
| DATE -     | REVISED - |

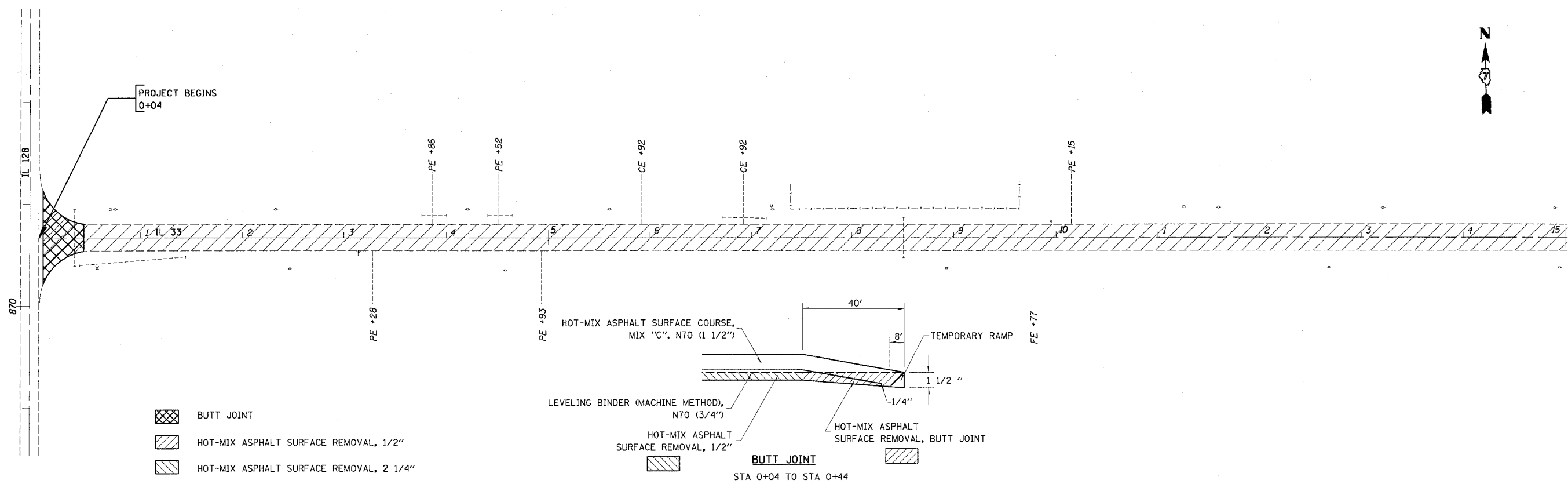
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SOIL RETENTION SYSTEM S.N. 025-2020

|            |           |    |        |      |    |      |
|------------|-----------|----|--------|------|----|------|
| SCALE: 100 | SHEET NO. | OF | SHEETS | STA. | TO | STA. |
|------------|-----------|----|--------|------|----|------|

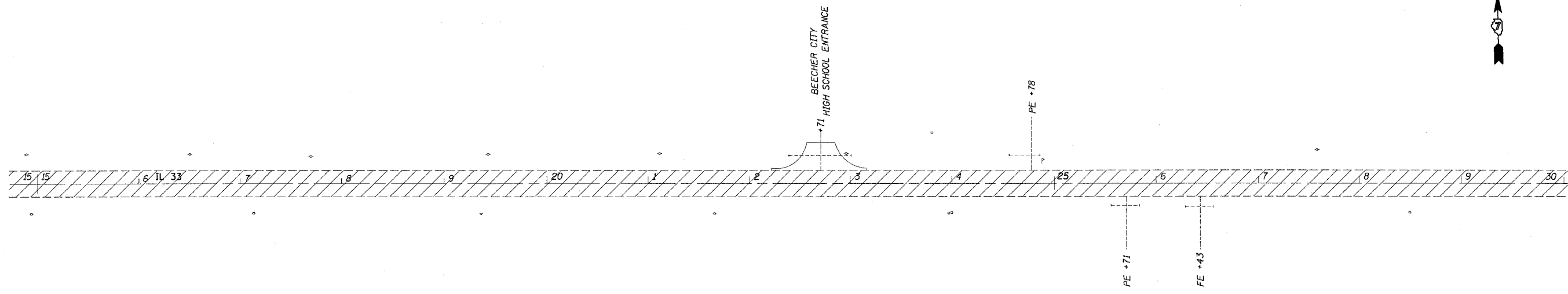
| F.A.P. RTE.                                   | SECTION | COUNTY    | TOTAL SHEETS | SHEET NO. |
|---|---------|-----------|--------------|-----------|
| 774   |         | EFFINGHAM | 33           | 20        |
| CONTRACT NO. 74251                            |         |           |              |           |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |         |           |              |           |

• (1-1MFT,1-WMFT,104Z,104)RS-2

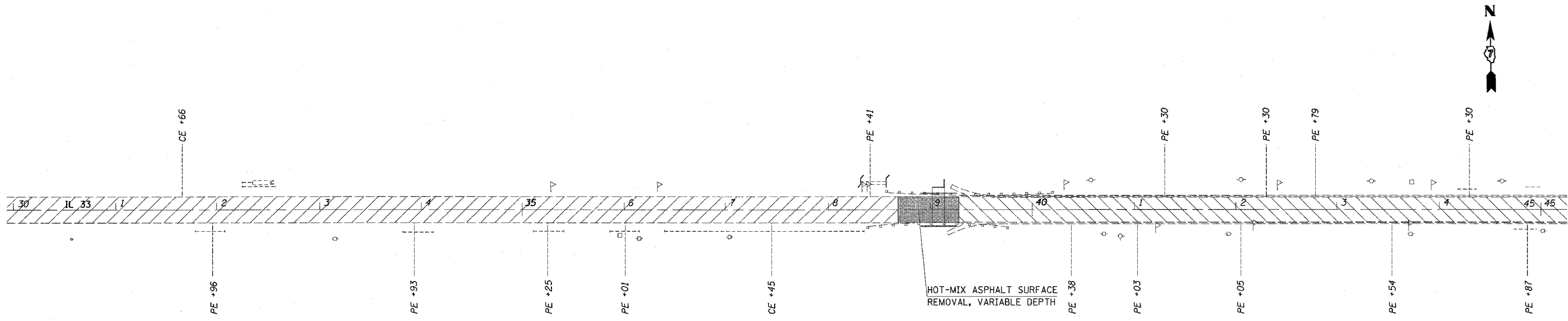


- BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"

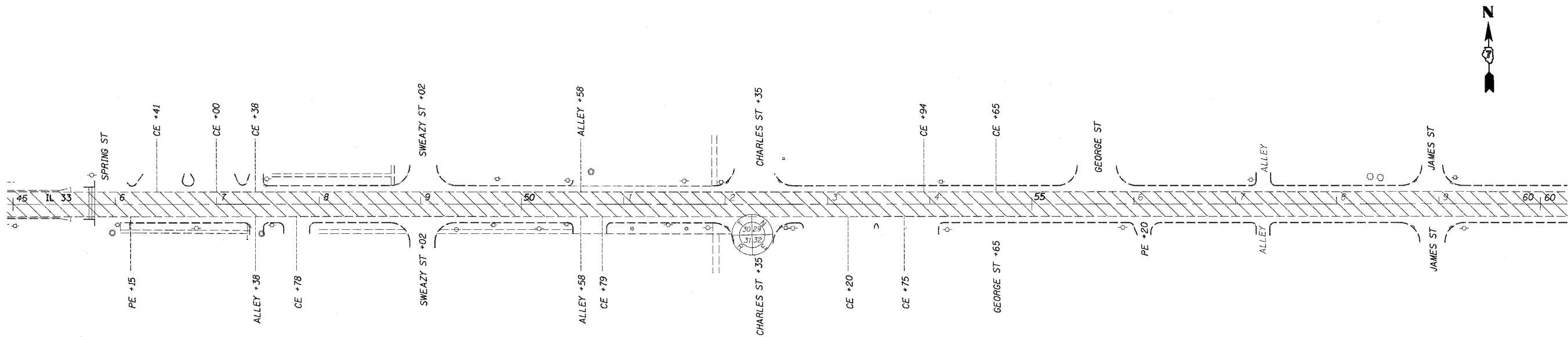
BUTT JOINT  
STA 0+04 TO STA 0+44



|   |                      |            |           |   |                   |                       |              |                           |                       |                         |  |
|---|----------------------|------------|-----------|---|-------------------|-----------------------|--------------|---------------------------|-----------------------|-------------------------|--|
| FILE NAME =<br>c:\projects\74251\d\shplan_74251.dgn | USER NAME = teasleyk | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PLAN SHEET</b> | F.A.P.<br>RTE.<br>774 | SECTION<br>. | COUNTY<br>EFFINGHAM       | TOTAL<br>SHEETS<br>33 | SHEET<br>NO.<br>21      |  |
| PLOT SCALE = 50,0000' / IN.                         |                      | CHECKED -  | REVISED - |   |                   | SCALE: 50             |              | SHEET NO. OF SHEETS       |                       | STA. 0+00 TO STA. 30+00 |  |
| PLOT DATE = 3/27/2008                               |                      | DATE -     | REVISED - |   |                   | FED. ROAD DIST. NO.   |              | ILLINOIS FED. AID PROJECT |                       | CONTRACT NO. 74251      |  |
| • (1-IMFT,1-WMFT,104Z,104)RS-2                      |                      |            |           |   |                   |                       |              |                           |                       |                         |  |



- BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"



FILE NAME =  
 c:\proje\74251d\shplan\_74251.dgn

USER NAME = teasleyek  
 PLOT SCALE = 50.0000' / IN.  
 PLOT DATE = 3/27/2008

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET**




SCALE: 50 SHEET NO. OF SHEETS STA. 30+00 TO STA. 60+00

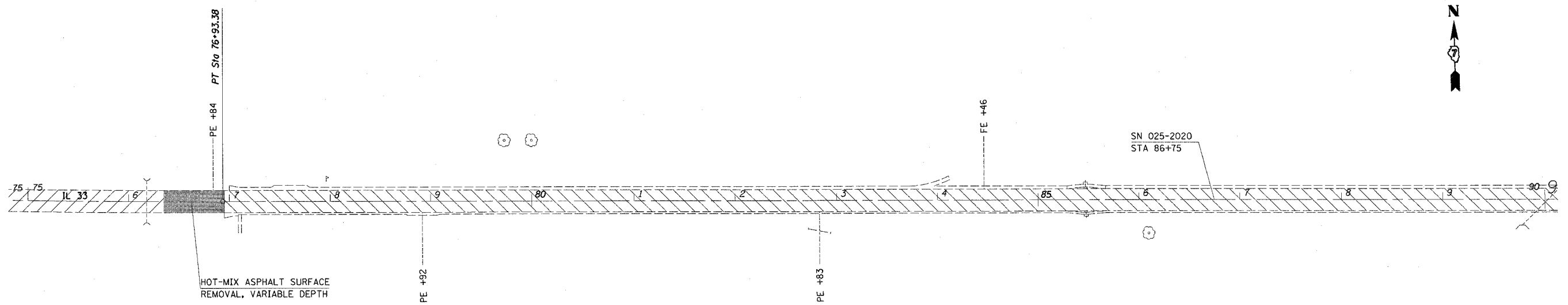
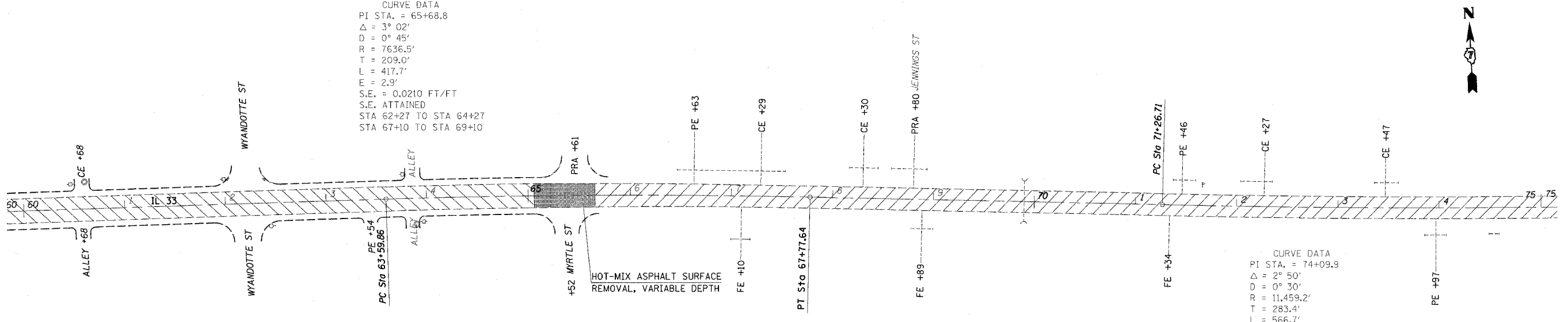
| F.A.P.<br>RTE.                                | SECTION | COUNTY    | TOTAL<br>SHEETS | SHEET<br>NO. |
|---|---------|-----------|-----------------|--------------|
| 774   | .       | EFFINGHAM | 33              | 22           |
| CONTRACT NO. 74251                            |         |           |                 |              |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |         |           |                 |              |

• (1-1MFT,1-WMFT,104Z,104RS-2

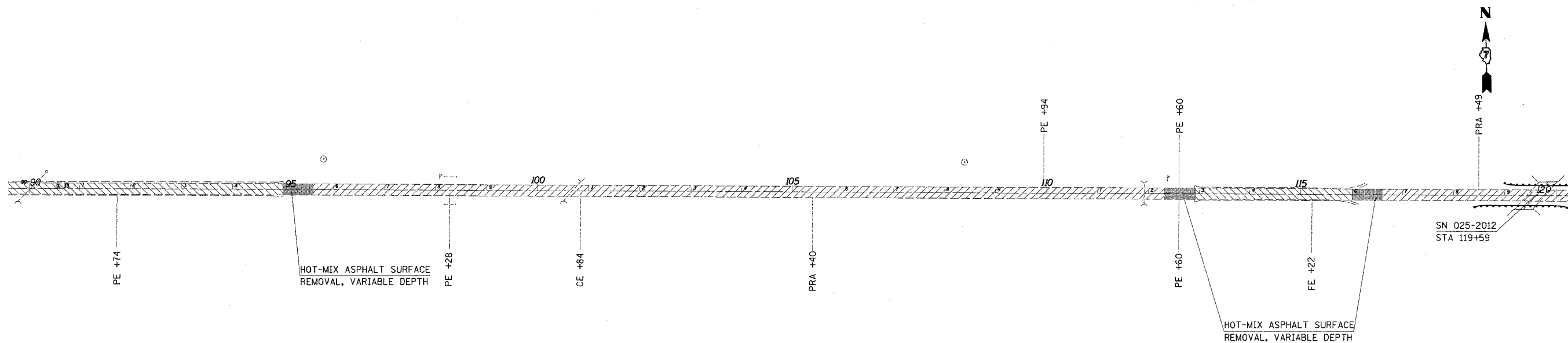
CURVE DATA  
 PI STA. = 65+68.8  
 $\Delta = 3^{\circ} 02'$   
 $D = 0^{\circ} 45'$   
 $R = 7636.5'$   
 $T = 209.0'$   
 $L = 417.7'$   
 $E = 2.9'$   
 $S.E. = 0.0210$  FT/FT  
 S.E. ATTAINED  
 STA 62+27 TO STA 64+27  
 STA 67+10 TO STA 69+10




CURVE DATA  
 PI STA. = 74+09.9  
 $\Delta = 2^{\circ} 50'$   
 $D = 0^{\circ} 30'$   
 $R = 11,459.2'$   
 $T = 283.4'$   
 $L = 566.7'$   
 $E = 3.5'$   
 $S.E. = 0.015$  FT/FT  
 S.E. ATTAINED  
 STA 69+93 TO STA 71+93  
 STA 76+26 TO STA 78+26

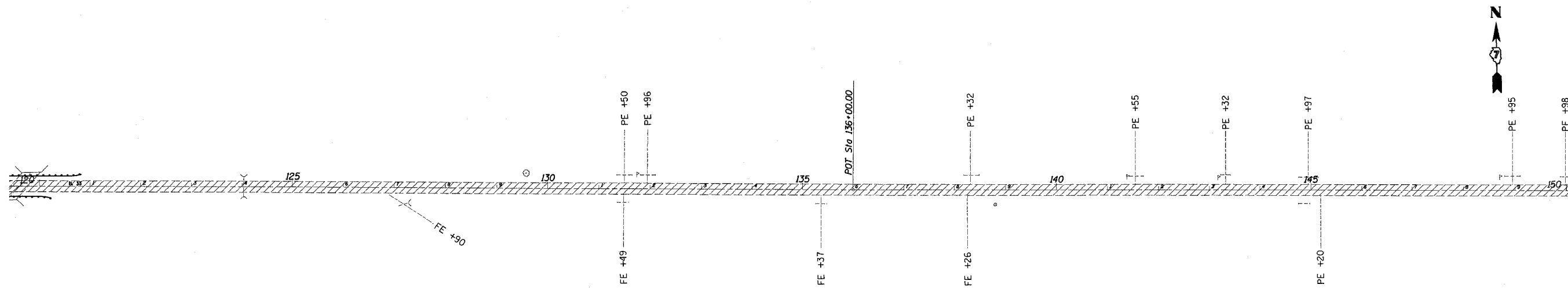
-  BUTT JOINT
-  HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
-  HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"



|  |                         |                       |                        |   |   |           |    |                       |              |                     |                       |                    |
|--|-------------------------|-----------------------|------------------------|---|---|-----------|----|-----------------------|--------------|---------------------|-----------------------|--------------------|
| FILE NAME =<br>c:\projects\74251d\shp1en_74251.dgn | USER NAME =<br>teasleyk | DESIGNED -<br>DRAWN - | REVISED -<br>REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PLAN SHEET</b>                             |           |    | F.A.P.<br>RTE.<br>774 | SECTION<br>. | COUNTY<br>EFFINGHAM | TOTAL<br>SHEETS<br>33 | SHEET<br>NO.<br>23 |
| PLOT SCALE = 50.0000' / IN.                        |                         | CHECKED -             | REVISED -              |   | SCALE: 50                                     | SHEET NO. | OF | SHEETS                | STA. 60+00   | TO STA. 90+00       | CONTRACT NO. 74251    |                    |
| PLOT DATE = 3/27/2008                              |                         | DATE -                | REVISED -              |   | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |           |    |                       |              |                     |                       |                    |
| • (1-1MFT,1-WMFT,104Z,104RS-2                      |                         |                       |                        |   |   |           |    |                       |              |                     |                       |                    |

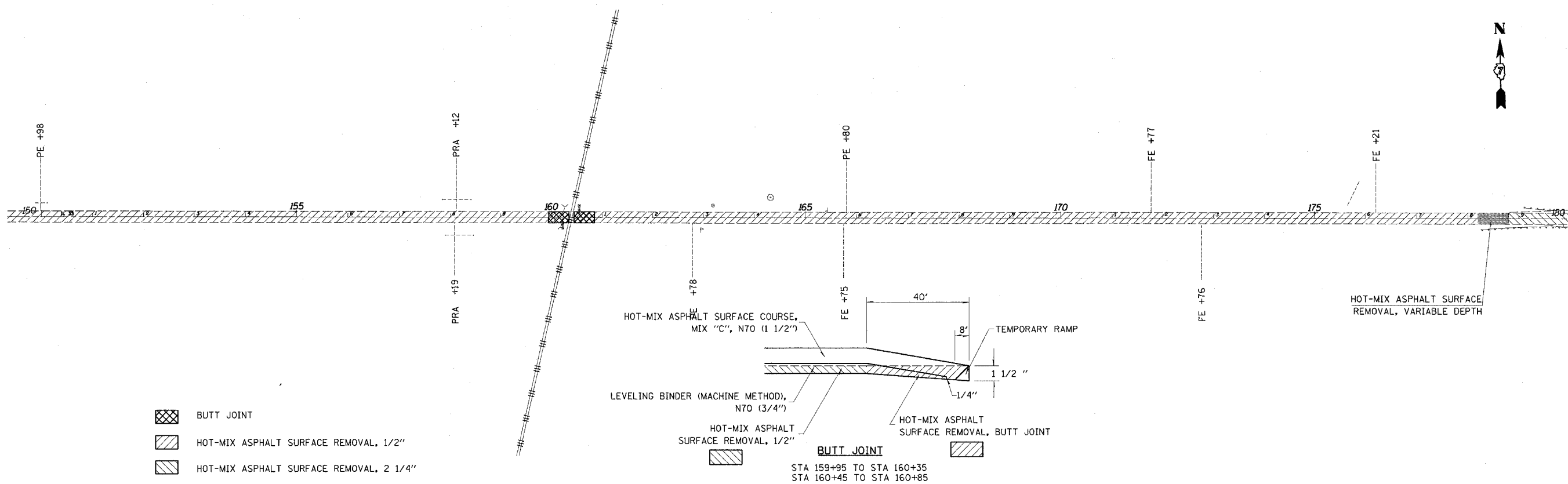


-  BUTT JOINT
-  HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
-  HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"



|  |                       |            |            |   |                   |                       |                           |                     |                           |                    |  |
|--|-----------------------|------------|------------|---|-------------------|-----------------------|---------------------------|---------------------|---------------------------|--------------------|--|
| FILE NAME =<br>c:\projects\74251d\shplan_74251.dgn | USER NAME = teasleyok | DESIGNED - | REVISED -  | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PLAN SHEET</b> | F.A.P.<br>RTE.<br>774 | SECTION<br>.              | COUNTY<br>EFFINGHAM | TOTAL<br>SHEETS<br>33     | SHEET<br>NO.<br>24 |  |
| PLOT SCALE = 100,0000 / 1 IN.                      | CHECKED -             | REVISED -  | SCALE: 100 |   |                   | SHEET NO. OF SHEETS   | STA. 90+00 TO STA. 150+00 | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | CONTRACT NO. 74251 |  |
| PLOT DATE = 3/27/2008                              | DATE -                | REVISED -  |            |   |                   |                       |                           |                     |                           |                    |  |
| • (1-1MFT,1-WMFT,104Z,104RS-2                      |                       |            |            |   |                   |                       |                           |                     |                           |                    |  |





- BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"

HOT-MIX ASPHALT SURFACE COURSE,  
MIX "C", N70 (1 1/2")

LEVELING BINDER (MACHINE METHOD),  
N70 (3/4")

HOT-MIX ASPHALT  
SURFACE REMOVAL, 1/2"

HOT-MIX ASPHALT  
SURFACE REMOVAL, BUTT JOINT

TEMPORARY RAMP

40'

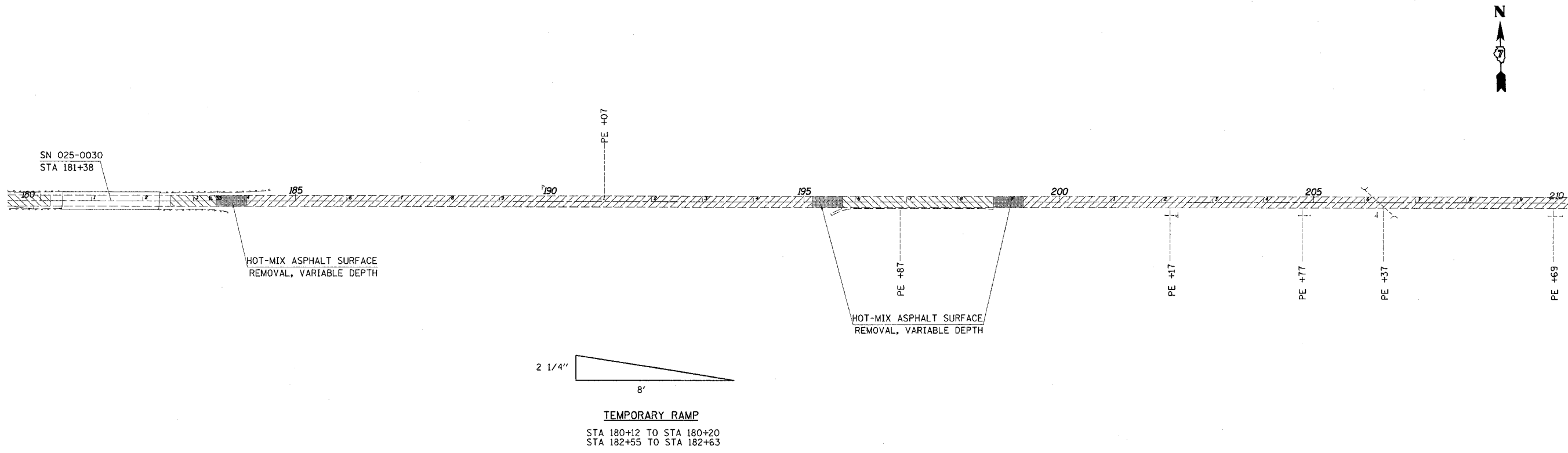
8'

1 1/2"

1/4"

BUTT JOINT

STA 159+95 TO STA 160+35  
STA 160+45 TO STA 160+85



2 1/4"

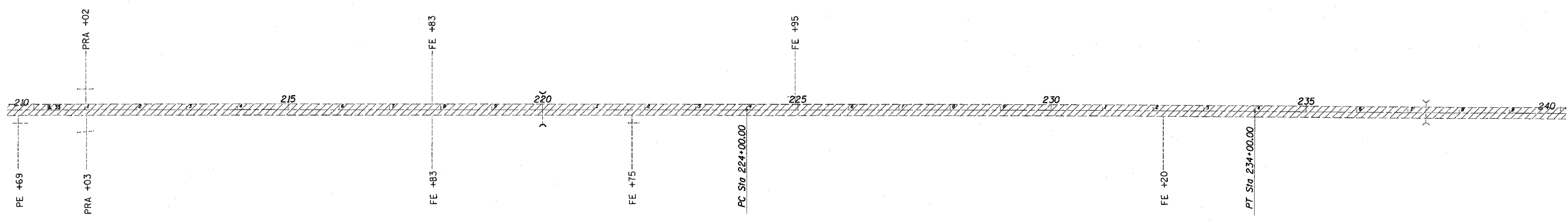
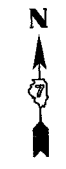
8'




TEMPORARY RAMP

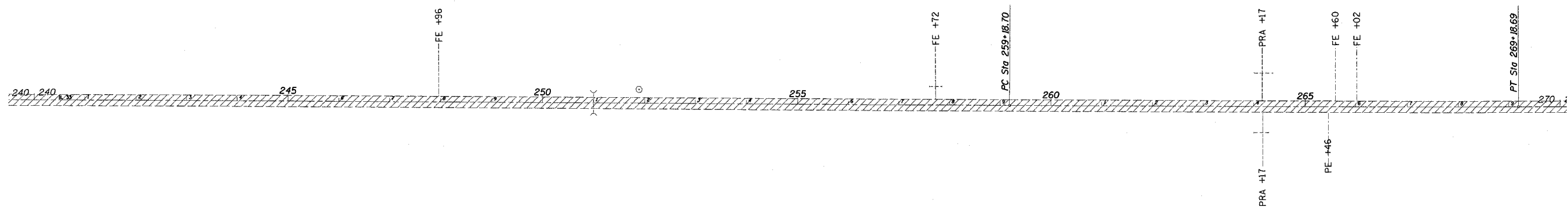
STA 180+12 TO STA 180+20  
STA 182+55 TO STA 182+63

|  |                               |            |           |   |                   |                     |                            |   |                  |                    |                 |  |
|--|-------------------------------|------------|-----------|---|-------------------|---------------------|----------------------------|---|------------------|--------------------|-----------------|--|
| FILE NAME =<br>c:\proje\74251\d\shp\plan_74251.dgn | USER NAME = teasleyk          | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PLAN SHEET</b> |                     | F.A.P.<br>RTE. 774         | SECTION                                       | COUNTY EFFINGHAM | TOTAL<br>SHEETS 33 | SHEET<br>NO. 25 |  |
|  | PLOT SCALE = 1000.0000 1/ IN. | DRAWN -    | REVISED - |   | SCALE: 100        | SHEET NO. OF SHEETS | STA. 150+00 TO STA. 210+00 | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |                  | CONTRACT NO. 74251 |                 |  |
|  | PLOT DATE = 3/27/2008         | CHECKED -  | REVISED - |   |                   |                     |                            |   |                  |                    |                 |  |
|  |                               | DATE -     | REVISED - |   |                   |                     |                            |   |                  |                    |                 |  |

• (1-1MFT,1-WMFT,104Z,104RS-2



-  BUTT JOINT
-  HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
-  HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"



|  |                              |            |           |
|--|------------------------------|------------|-----------|
| FILE NAME =<br>c:\proje\74251d\shiplan.74251.dgn | USER NAME = teasleyck        | DESIGNED - | REVISED - |
|  |                              | DRAWN -    | REVISED - |
|  |                              | CHECKED -  | REVISED - |
|  |                              | DATE -     | REVISED - |
|  | PLOT SCALE = 100.0000' / IN. |            |           |
|  | PLOT DATE = 3/27/2009        |            |           |

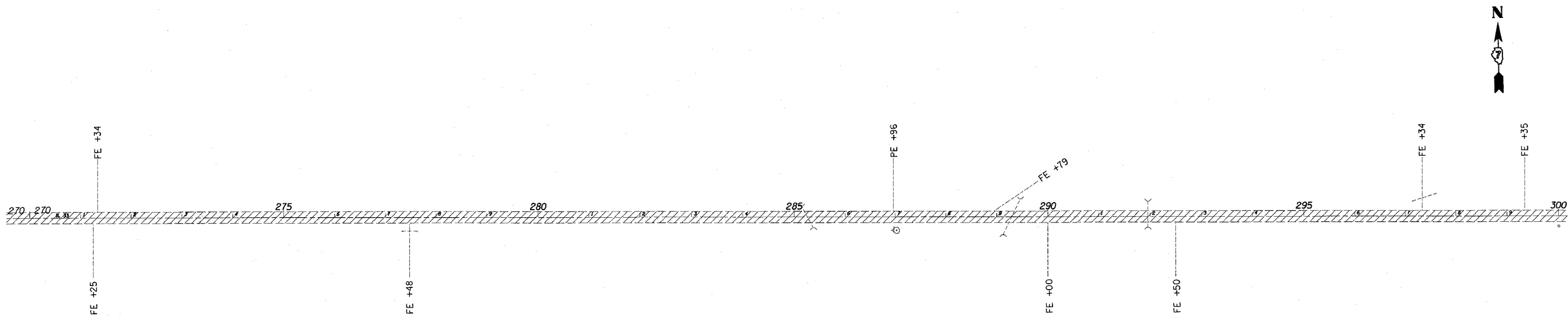
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**




**PLAN SHEET**

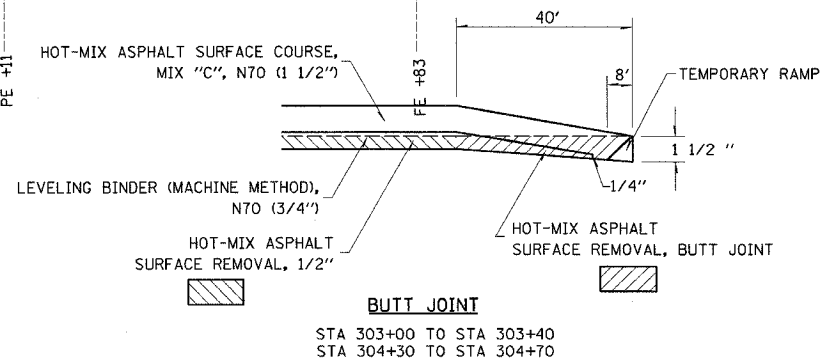
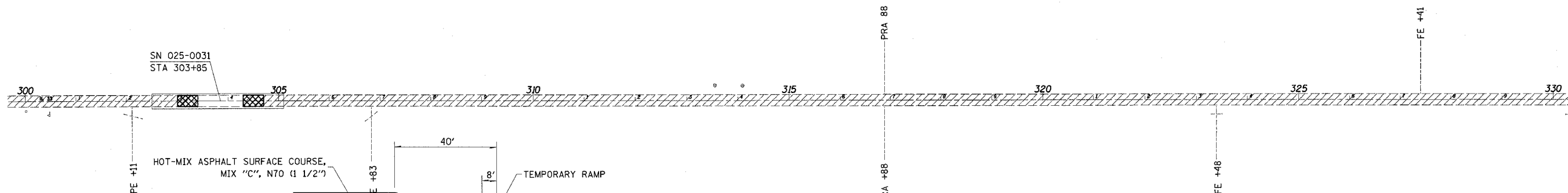
SCALE: 100      SHEET NO.    OF    SHEETS    STA. 210+00    TO STA. 270+00

|                     |              |                           |                    |                 |
|---------------------|--------------|---------------------------|--------------------|-----------------|
| F.A.P. RTE.<br>774  | SECTION<br>. | COUNTY<br>EFFINGHAM       | TOTAL SHEETS<br>33 | SHEET NO.<br>26 |
| FED. ROAD DIST. NO. |              | ILLINOIS FED. AID PROJECT |                    |                 |
| CONTRACT NO. 74251  |              |                           |                    |                 |

• (1-1MFT,1-WMFT,104Z,104IRS-2



-  BUTT JOINT
-  HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
-  HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"



FILE NAME =  
 c:\projects\74251d\shp\plan\_74251.dgn

USER NAME = teeslegk

PLOT SCALE = 100.0000' / IN.

PLOT DATE = 3/27/2008

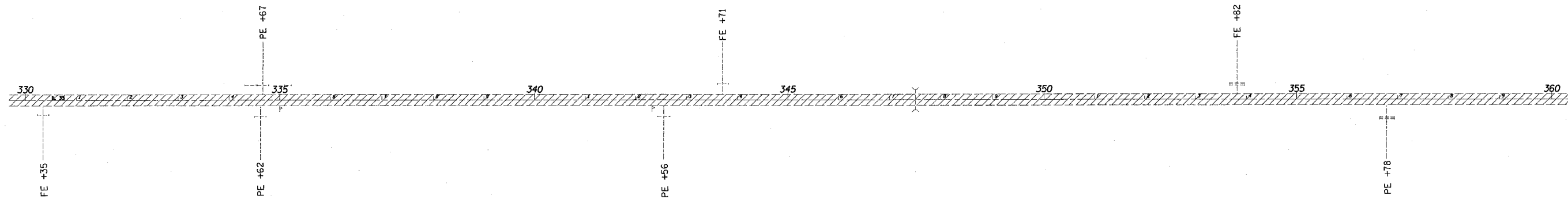
|            |           |
|------------|-----------|
| DESIGNED - | REVISED - |
| DRAWN -    | REVISED - |
| CHECKED -  | REVISED - |
| DATE -     | REVISED - |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET**

SCALE: 100 SHEET NO. OF SHEETS STA. 270+00 TO STA. 330+00

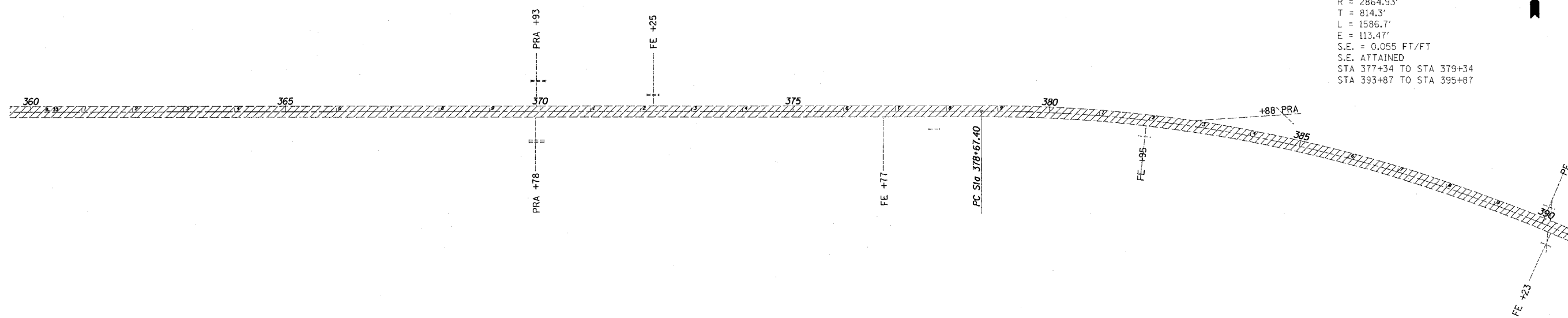
| F.A.P. RTE.                                   | SECTION | COUNTY    | TOTAL SHEETS | SHEET NO. |
|---|---------|-----------|--------------|-----------|
| 774   | .       | EFFINGHAM | 33           | 27        |
| CONTRACT NO. 74251                            |         |           |              |           |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |         |           |              |           |



- BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"



CURVE DATA  
 PI STA. = 386+81.7  
 $\Delta$  = 31° 44'  
 D = 2° 00'  
 R = 2864.93'  
 T = 814.3'  
 L = 1586.7'  
 E = 113.47'  
 S.E. = 0.055 FT/FT  
 S.E. ATTAINED  
 STA 377+34 TO STA 379+34  
 STA 393+87 TO STA 395+87



|  |                              |            |           |
|--|------------------------------|------------|-----------|
| FILE NAME =<br>c:\projects\74251d\ahp\plan_74251.dgn | USER NAME = teasleyck        | DESIGNED - | REVISED - |
|  |                              | DRAWN -    | REVISED - |
|  | PLOT SCALE = 100.0000' / IN. | CHECKED -  | REVISED - |
|  | PLOT DATE = 3/27/2008        | DATE -     | REVISED - |

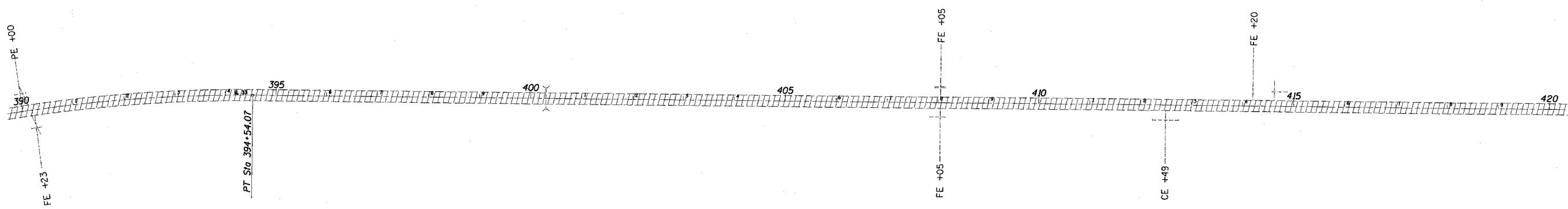
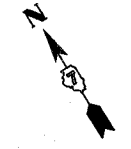
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET**

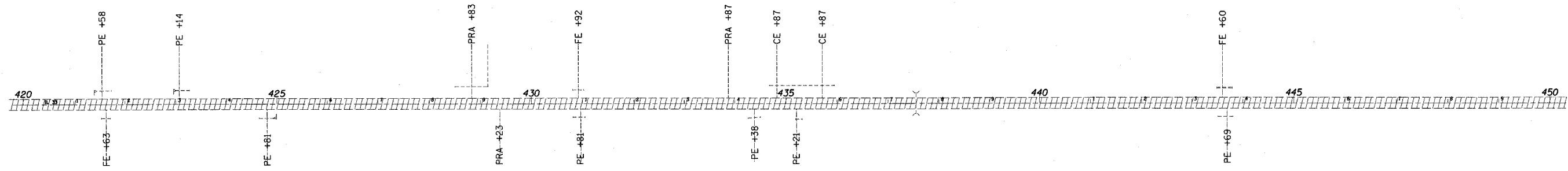
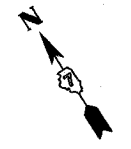
SCALE: 100      SHEET NO.    OF    SHEETS    STA. 330+00    TO    STA. 390+00

| F.A.P. RTE.                                      | SECTION | COUNTY    | TOTAL SHEETS       | SHEET NO. |
|--|---------|-----------|--------------------|-----------|
| 774  |         | EFFINGHAM | 33                 | 28        |
| FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT |         |           | CONTRACT NO. 74251 |           |

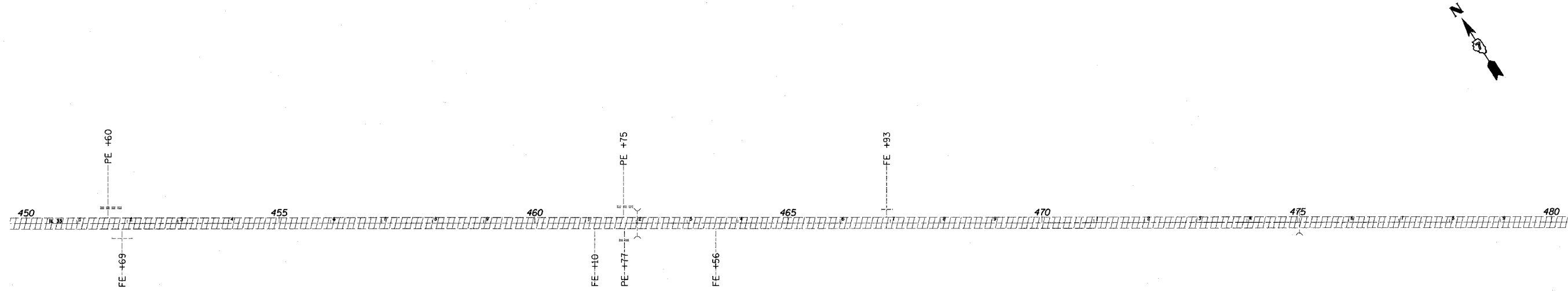
• (1-1MFT,1-WMFT,104Z,104RS-2



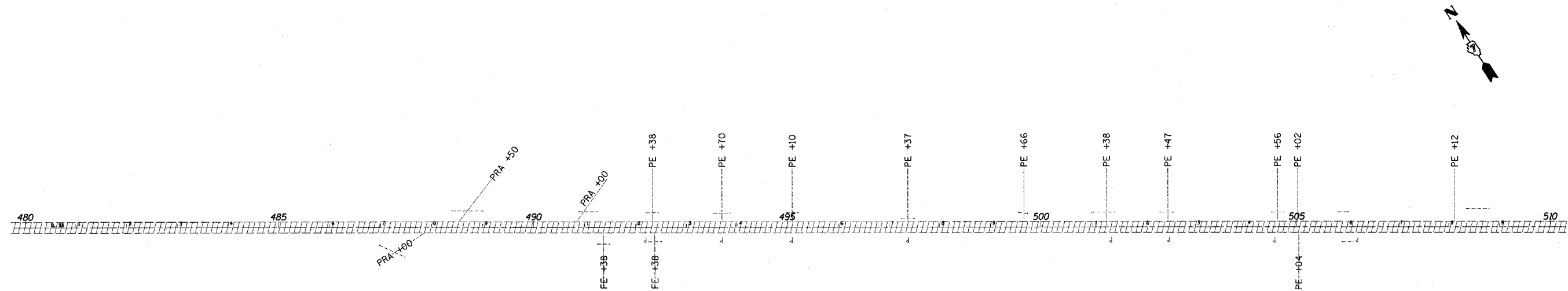
- BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"



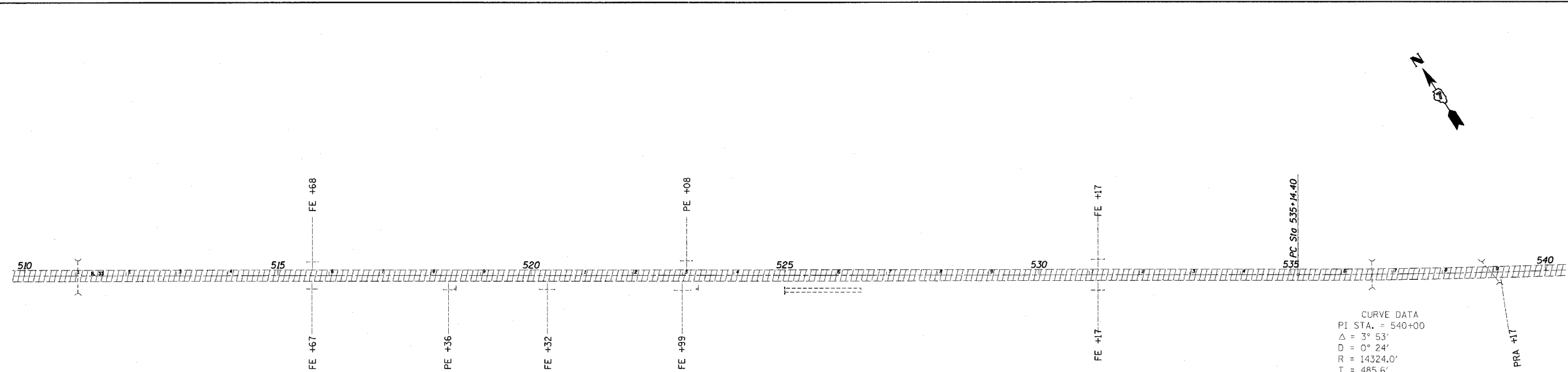
|   |                          |            |           |   |                   |                       |              |                           |                       |                            |  |
|---|--------------------------|------------|-----------|---|-------------------|-----------------------|--------------|---------------------------|-----------------------|----------------------------|--|
| FILE NAME =<br>c:\projects\74251d\ah\plan_74251.dgn | USER NAME =<br>twanlegak | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PLAN SHEET</b> | F.A.P.<br>RTE.<br>774 | SECTION<br>. | COUNTY<br>EFFINGHAM       | TOTAL<br>SHEETS<br>33 | SHEET<br>NO.<br>29         |  |
| PLOT SCALE = 100.0000' / IN.                        |                          | CHECKED -  | REVISED - |   |                   | SCALE: 100            |              | SHEET NO. OF SHEETS       |                       | STA. 390+00 TO STA. 450+00 |  |
| PLOT DATE = 3/27/2008                               |                          | DATE -     | REVISED - |   |                   | FED. ROAD DIST. NO.   |              | ILLINOIS FED. AID PROJECT |                       | CONTRACT NO. 74251         |  |
| • (1-1MFT,1-WMFT,104Z,104)RS-2                      |                          |            |           |   |                   |                       |              |                           |                       |                            |  |



- BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"

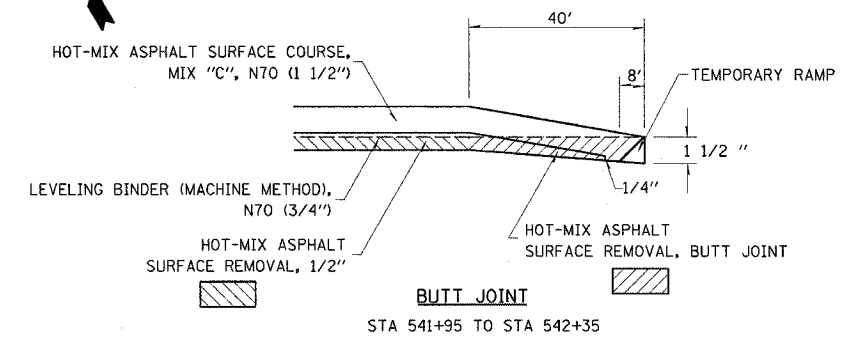
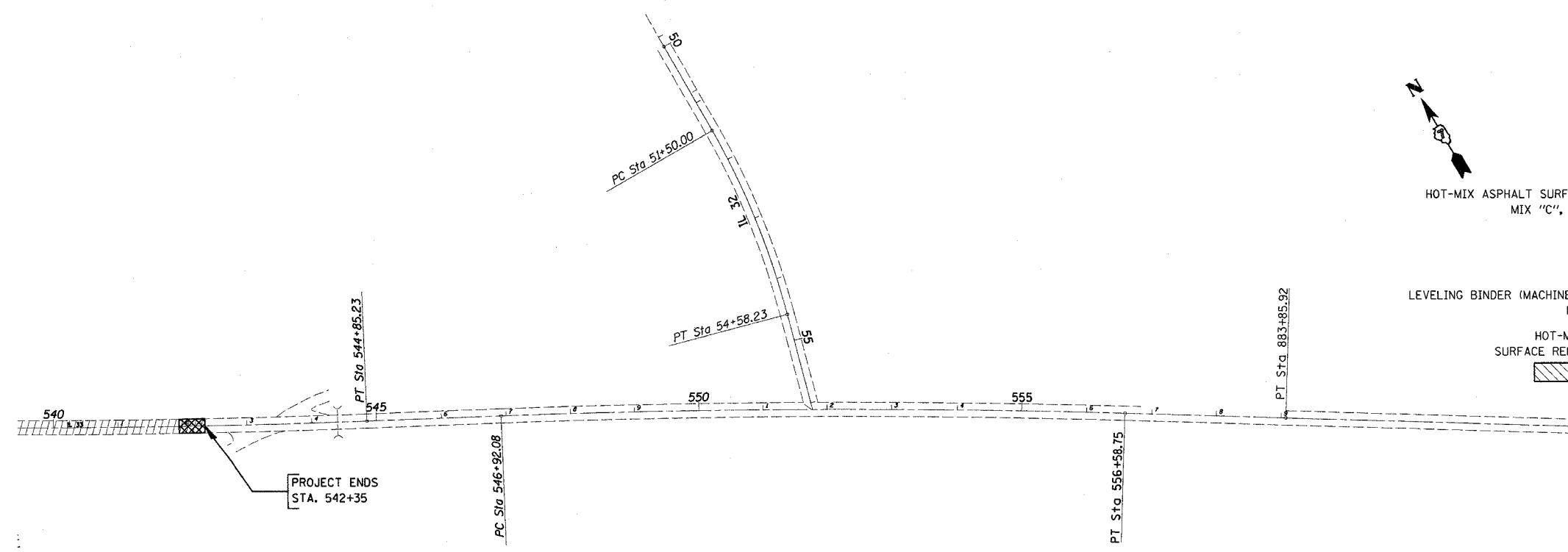


|  |                         |            |           |   |   |              |        |                            |              |                     |                       |                    |
|--|-------------------------|------------|-----------|---|---|--------------|--------|----------------------------|--------------|---------------------|-----------------------|--------------------|
| FILE NAME =<br>c:\projects\74251d\shplan_74251.dgn | USER NAME =<br>teasleyk | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PLAN SHEET</b>                             |              |        | F.A.P.<br>RTE.<br>774      | SECTION<br>. | COUNTY<br>EFFINGHAM | TOTAL<br>SHEETS<br>33 | SHEET<br>NO.<br>30 |
|  |                         | DRAWN -    | REVISED - |   | SCALE: 100                                    | SHEET NO. OF | SHEETS | STA. 450+00 TO STA. 510+00 |              | CONTRACT NO. 74251  |                       |                    |
|  |                         | CHECKED -  | REVISED - |   | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |              |        |                            |              |                     |                       |                    |
|  |                         | DATE -     | REVISED - |   | (1-1MFT,1-WMFT,104Z,104RS-2                   |              |        |                            |              |                     |                       |                    |



CURVE DATA  
 PI STA. = 540+00  
 $\Delta = 3^\circ 53'$   
 $D = 0^\circ 24'$   
 $R = 14324.0'$   
 $T = 485.6'$   
 $L = 970.8'$   
 $E = 8.2'$   
 $S.E. = 0.015 \text{ FT/FT}$   
 $S.E. \text{ ATTAINED}$   
 STA 533+80 TO STA 535+81  
 STA 544+18 TO STA 546+00

- BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"



|   |                                 |                       |                        |   |   |           |    |                       |              |                     |                    |                 |
|---|---------------------------------|-----------------------|------------------------|---|---|-----------|----|-----------------------|--------------|---------------------|--------------------|-----------------|
| FILE NAME =<br>c:\projects\74251d\sh\plan_74251.dgn | USER NAME =<br>twanleyck        | DESIGNED -<br>DRAWN - | REVISED -<br>REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PLAN SHEET</b>                             |           |    | F.A.P.<br>RTE.<br>774 | SECTION<br>. | COUNTY<br>EFFINGHAM | TOTAL SHEETS<br>33 | SHEET NO.<br>31 |
|   | PLOT SCALE =<br>100.0000' / IN. | CHECKED -             | REVISED -              |   | SCALE: 100                                    | SHEET NO. | OF | SHEETS                | STA. 510+00  | TO STA. 555+00      | CONTRACT NO. 74251 |                 |
|   | PLOT DATE =<br>3/27/2008        | DATE -                | REVISED -              |   | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |           |    |                       |              |                     |                    |                 |
| (1-1MFT,1-WMFT,104Z,104IRS-2)                       |                                 |                       |                        |   |   |           |    |                       |              |                     |                    |                 |



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

### SOIL BORING LOG

Page 1 of 1

Date 1908

ROUTE FAP 774 (IL 33) DESCRIPTION Box Culvert at Un-Named Stream: Wingwall repair. 0.1 Mile E of Beecher City LOGGED BY E. Sandschafer

SECTION \* See Description LOCATION Sec 29 - S 12, Sec 32 - N 12, SEC. TWP. 9 N, RNG. 4 E, 3 PM

COUNTY Effingham DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

|                                       |      |      |       |     |                                      |      |      |       |     |
|---------------------------------------|------|------|-------|-----|--------------------------------------|------|------|-------|-----|
| STRUCT. NO. <u>025-2020</u>           | D    | B    | U     | M   | Surface Water Elev. <u>565.07</u> ft | D    | B    | U     | M   |
| Station _____                         | E    | L    | C     | O   | Stream Bed Elev. <u>561.56</u> ft    | P    | L    | C     | O   |
| BORING NO. <u>1 West</u>              | P    | O    | S     | I   | Groundwater Elev.:                   | T    | W    | S     | S   |
| Station <u>86+40</u>                  | H    | S    | Qu    | T   | First Encounter <u>Dry</u> ft        | H    | S    | Qu    | T   |
| Offset <u>12.00ft Lt</u>              |      |      |       |     | Upon Completion <u>Dry</u> ft        |      |      |       |     |
| Ground Surface Elev. <u>587.00</u> ft | (ft) | (6") | (tsf) | (%) | After <u>48</u> Hrs. <u>564.0</u> ft | (ft) | (6") | (tsf) | (%) |

|  |   |     |  |    |  |      |     |  |    |
|--|---|-----|--|----|--|------|-----|--|----|
| 6" asphalt shoulder. <u>586.50</u>               |   |     |  |    | No recovery this trip, concrete chunk stuck in sampler shoe. (continued)   | 3    |     |  | 19 |
| Gray, LOAM TILL                                  |   |     |  |    |  | 4    |     |  |    |
| <u>585.00</u>                                    |   |     |  |    | Soft, very damp, gray, SILTY LOAM w fine Gravel.   | 0    |     |  |    |
| Medium, damp, red mottled gray, CLAY.            | 1 |     |  | 24 |  | 0    | 0.4 |  | 19 |
|  | 5 | 1.0 |  |    |  | 1    | PP  |  |    |
|  | 9 | B   |  |    |  |      |     |  |    |
| <u>582.50</u>                                    |   |     |  |    | Concrete - estimated old roadway. Could not penetrate. Boring ended.   | 503" |     |  |    |
|  | 2 |     |  |    | Extent of exploration.   | 500" |     |  |    |
|  | 5 | 0.9 |  | 23 |  | 500" |     |  |    |
|  | 6 | B   |  |    |  |      |     |  |    |
| <u>580.00</u>                                    |   |     |  |    | Benchmark: BM 538 Sta 100+29, 20.9' Rt of IL 33 centerline; Chiseled square on top center of south headwall of 2x2 skewed concrete box culvert = 603.38'. Provided by Program Development. |      |     |  |    |
| Very soft, damp, red marbled gray, SILTY LOAM.   | 3 |     |  | 25 |  |      |     |  |    |
|  | 3 | 0.1 |  |    |  |      |     |  |    |
|  | 4 | B   |  |    |  |      |     |  |    |
| <u>577.50</u>                                    |   |     |  |    |  |      |     |  |    |
| Medium to stiff, damp, gray, CLAY.               | 3 |     |  | 20 |  |      |     |  |    |
|  | 3 | 1.0 |  |    |  |      |     |  |    |
|  | 4 | B   |  |    |  |      |     |  |    |
| <u>575.00</u>                                    |   |     |  |    |  |      |     |  |    |
| Soft, damp, gray, SILTY LOAM.                    | 0 |     |  | 16 |  |      |     |  |    |
|  | 2 | 0.3 |  |    |  |      |     |  |    |
|  | 4 | B   |  |    |  |      |     |  |    |
| <u>572.50</u>                                    |   |     |  |    |  |      |     |  |    |
| Medium to soft, damp, graytan/brown, SANDY LOAM. | 4 |     |  | 16 |  |      |     |  |    |
|  | 4 | 0.4 |  |    |  |      |     |  |    |
|  | 5 | B   |  |    |  |      |     |  |    |
|  | 2 |     |  | 16 |  |      |     |  |    |
|  | 3 | 0.3 |  |    |  |      |     |  |    |
|  | 4 | B   |  |    |  |      |     |  |    |
| <u>587.50</u>                                    |   |     |  |    |  |      |     |  |    |
|  | 3 |     |  |    |  |      |     |  |    |

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation

### SOIL BORING LOG

Page 1 of 2

Date 1908

ROUTE FAP 774 (IL 33) DESCRIPTION Box Culvert at Un-Named Stream: Wingwall repair. 0.1 Mile E of Beecher City LOGGED BY E. Sandschafer

SECTION \* See Description LOCATION Sec 29 - S 12, Sec 32 - N 12, SEC. TWP. 9 N, RNG. 4 E, 3 PM

COUNTY Effingham DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

|                                       |      |      |       |     |                                      |      |      |       |     |
|---------------------------------------|------|------|-------|-----|--------------------------------------|------|------|-------|-----|
| STRUCT. NO. <u>025-2020</u>           | D    | B    | U     | M   | Surface Water Elev. <u>565.07</u> ft | D    | B    | U     | M   |
| Station _____                         | E    | L    | C     | O   | Stream Bed Elev. <u>561.56</u> ft    | P    | L    | C     | O   |
| BORING NO. <u>2 East</u>              | P    | O    | S     | I   | Groundwater Elev.:                   | T    | W    | S     | S   |
| Station <u>86+92</u>                  | H    | S    | Qu    | T   | First Encounter <u>Dry</u> ft        | H    | S    | Qu    | T   |
| Offset <u>12.00ft Rt</u>              |      |      |       |     | Upon Completion <u>Dry</u> ft        |      |      |       |     |
| Ground Surface Elev. <u>587.57</u> ft | (ft) | (6") | (tsf) | (%) | After <u>48</u> Hrs. <u>564.6</u> ft | (ft) | (6") | (tsf) | (%) |

|                                    |   |     |  |    |  |    |     |     |    |
|------------------------------------|---|-----|--|----|--|----|-----|-----|----|
| 6" asphalt shoulder. <u>587.07</u> |   |     |  |    | Soft, gray, SANDSTONE.                           | 2  | 0.5 |     | 21 |
| Gray, CLAY LOAM.                   |   |     |  |    |  | 3  | PP  |     |    |
| <u>585.57</u>                      |   |     |  |    | Very soft, damp, brown, CLAY.                    | 5  |     |     |    |
|                                    | 5 |     |  | 14 |  | 5  | 3.0 |     |    |
|                                    | 6 | PP  |  |    | Very soft, damp, gray, SANDY LOAM.               | 0  |     | 0.1 | 26 |
| <u>583.07</u>                      |   |     |  |    | Wood.  | 0  |     | B   |    |
| Stiff, damp, tan/gray, CLAY LOAM.  | 4 |     |  | 12 | Soft, damp, gray, SILTY LOAM.                    | 1  |     |     | 27 |
|                                    | 4 | 2.5 |  |    |  | 0  | 0.3 |     |    |
|                                    | 4 | PP  |  |    |  | 1  | B   |     |    |
| <u>580.57</u>                      |   |     |  |    | Very soft, damp, brown, SANDY LOAM.              | 6  |     |     | 20 |
|                                    | 3 |     |  | 18 |  | 15 | 0.1 |     |    |
|                                    | 3 | 1.2 |  |    |  | 21 | S   |     |    |
|                                    | 5 | B   |  |    |  |    |     |     |    |
| <u>578.07</u>                      |   |     |  |    | Soft, damp, gray marbled brown, SANDY LOAM.      | 2  |     |     | 17 |
|                                    | 2 |     |  | 18 |  | 3  | 0.3 |     |    |
|                                    | 3 | BS  |  |    | Hard, damp, gray, CLAY LOAM TILL.                | 38 | 0.1 |     | 16 |
|                                    | 3 |     |  |    |  | 50 | S   |     |    |
| <u>575.57</u>                      |   |     |  |    | Soft to medium, damp, brown, CLAY LOAM.          | 2  |     |     | 20 |
|                                    | 1 | 0.5 |  |    |  | 1  | BS  |     |    |
|                                    | 1 | BS  |  |    |  |    |     |     |    |
| <u>573.07</u>                      |   |     |  |    | Soft, damp, gray, SANDY LOAM w some fine Gravel. | 2  |     |     | 10 |
|                                    | 2 |     |  | 13 |  | 2  | 0.3 |     |    |
|                                    | 1 | B   |  |    |  | 1  | B   |     |    |
|                                    | 1 |     |  | 15 |  | 1  | 0.4 |     |    |
|                                    | 1 | 0.4 |  |    |  | 4  | B   |     |    |
| <u>568.07</u>                      |   |     |  |    | Soft, brown, CLAY LOAM.                          | 3  |     |     | 8  |
|                                    | 3 |     |  |    |  |    |     |     |    |
| <u>567.57</u>                      |   |     |  |    |  |    |     |     |    |
|                                    |   |     |  |    |  |    |     |     |    |

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

|  |                       |            |            |   |                    |                          |           |                     |                           |                    |  |
|--|-----------------------|------------|------------|---|--------------------|--------------------------|-----------|---------------------|---------------------------|--------------------|--|
| FILE NAME = c:\projects\74251\d\shdtdetail_74251.dgn | USER NAME = teasleyck | DESIGNED - | REVISED -  | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>BORING LOGS</b> | F.A.P. RTE. 774          | SECTION * | COUNTY EFFINGHAM    | TOTAL SHEETS 33           | SHEET NO. 32       |  |
| PLOT SCALE = 100.0000' / IN.                         | CHECKED -             | REVISED -  | SCALE: 100 |   |                    | SHEET NO. OF SHEETS STA. | TO STA.   | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | CONTRACT NO. 74251 |  |
| PLOT DATE = 3/27/2008                                | DATE -                | REVISED -  |            |   |                    |                          |           |                     |                           |                    |  |
| * (1-1MFT,1-WMFT,104Z,104)RS-2                       |                       |            |            |   |                    |                          |           |                     |                           |                    |  |



