

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|---------|--------------|-----------|
| VAR | VARIOUS | VARIOUS | 23 | 1 |

• D-9 CONT. MAINT. FY 06-3

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

VARIOUS ROUTES
SECTION D-9 CONT. MAINT. FY 06-3
PROJECT
VARIOUS COUNTIES
C-99-035-05

US 45 (FAP 332)
LOCATION #1
TRAFFIC DATA

| | | |
|------|--------|--------|
| | (2003) | (2026) |
| PC= | 3,200 | 4,020 |
| SU= | 275 | 345 |
| MU= | 425 | 535 |
| ADT= | 3,900 | 4,900 |

OLD US 51 (FAP 322)
LOCATION #4
TRAFFIC DATA

| | | |
|------|--------|--------|
| | (2003) | (2026) |
| PC= | 1,050 | 1,315 |
| SU= | 150 | 190 |
| MU= | 50 | 65 |
| ADT= | 1,250 | 1,570 |

OLD US 51 (FAS 2936)
LOCATION #2
TRAFFIC DATA

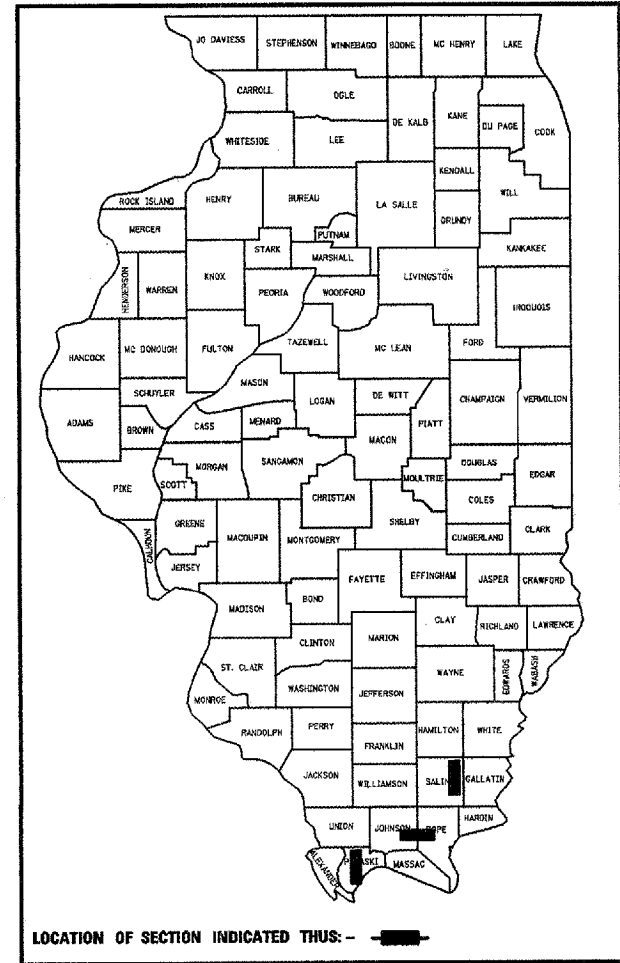
| | | |
|------|--------|--------|
| | (2003) | (2026) |
| PC= | 900 | 1,135 |
| SU= | 75 | 95 |
| MU= | 25 | 30 |
| ADT= | 1,000 | 1,260 |

IL 146 (FAP 885)
LOCATION #3
TRAFFIC DATA

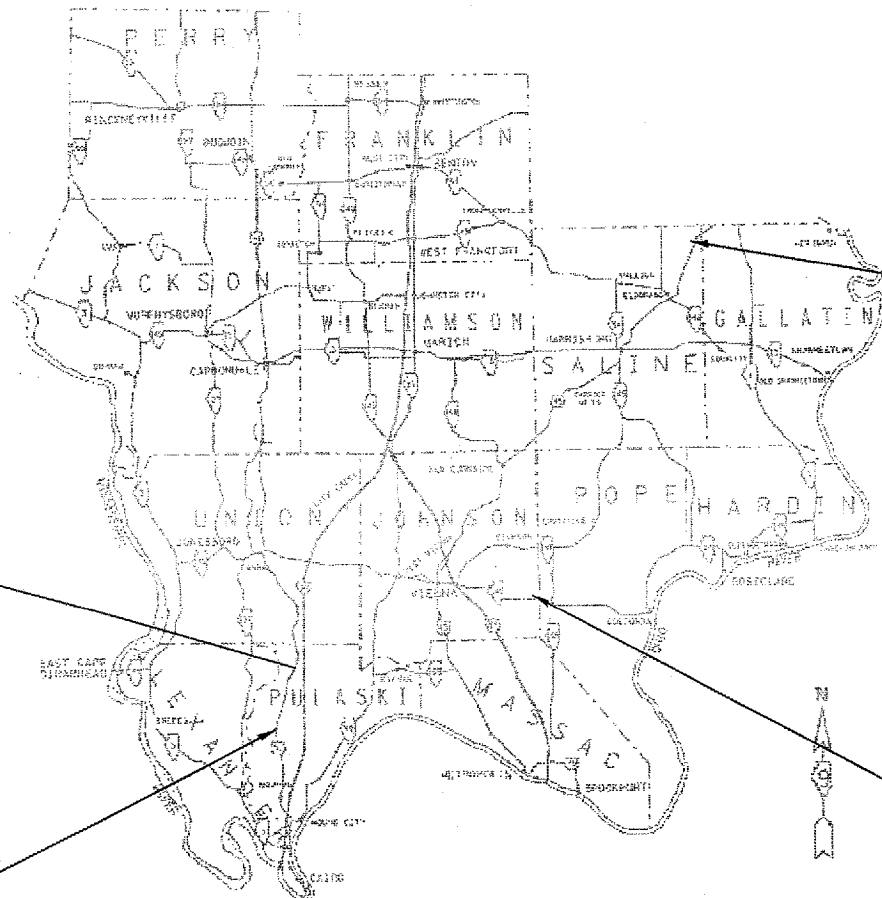
| | | |
|------|--------|--------|
| | (2003) | (2026) |
| PC= | 1,600 | 2,250 |
| SU= | 60 | 85 |
| MU= | 40 | 55 |
| ADT= | 1,700 | 2,390 |

| COUNTIES: | TOWNSHIPS: | LOCATION: |
|-----------|------------|-----------|
| JOHNSON | GRANTSBURG | 3 |
| POPE | WEBSTER | 3 |
| | COLUMBUS | 3 |
| PULASKI | PULASKI | 2 |
| | ULLIN | 4 |
| SALINE | RECTOR | 1 |

D-99-029-05



LOCATION OF SECTION INDICATED THIS: - [black rectangle]



LOCATION #1
US 45 (FAP 332)
STA. 729+75 TO STA. 733+75 LT
STA. 729+60 TO STA. 731+60 RT
STA. 734+25 TO STA. 735+00 LT
STA. 742+00 TO STA. 742+90 RT
STA. 743+20 TO STA. 744+35 RT
STA. 744+70 TO STA. 746+30 RT
NET LENGTH: 1,040 FEET (0.20 MILES)
GROSS LENGTH: 1,670 FEET (0.32 MILES)

LOCATION #4
OLD US 51 (FAS 2936)
Sta. 749+00 to Sta. 768+00
NET LENGTH: 1,700 FEET (0.32 MILES)
GROSS LENGTH: 1,700 FEET (0.32 MILES)

LOCATION #3
IL 146 (FAP 885)
Sta. 533+00 to Sta. 535+50 LT
Sta. 560+20 to Sta. 570+20 LT
Sta. 607+27 to Sta. 612+00 LT
Sta. 626+00 to Sta. 630+00 LT
Sta. 649+00 to Sta. 659+00 RT
Sta. 761+50 to Sta. 777+00 RT
Sta. 876+00 to Sta. 894+50 LT
NET LENGTH: 6,523 FEET (1.24 MILES)
GROSS LENGTH: 36,150 FEET (6.85 MILES)

LOCATION #2
OLD US 51 (FAS 2936)
Sta. 980+86 to Sta. 1014+86
NET LENGTH: 3,400 FEET (0.64 MILES)
GROSS LENGTH: 3,400 FEET (0.64 MILES)

NET LENGTH OF PROJECT: 12,663 FEET (2.40 MILES)
GROSS LENGTH OF PROJECT: 42,920 FEET (8.13 MILES)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 2/9/06 20
Walter C. Romo
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

20 _____
ENGINEER OF DESIGN AND ENVIRONMENT

20 _____
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

| | | | | |
|-------------|---------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| VAR | | VARIOUS | 23 | 2 |

D-9 CONT. MAINT. FY 06-3

GENERAL NOTES

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

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

| | |
|-------------------------|------------------|
| ALL BITUMINOUS CONCRETE | 2.016 TON/CU YD |
| ALL AGGREGATE | 2.05 TON/CU YD |
| BITUMINOUS MATERIALS: | |
| ON PAVEMENT | 0.09 GAL/SQ YD |
| ON AGGREGATE | 0.32 GAL/SQ YD |
| AGGREGATE (PRIME COAT) | 0.0015 TON/SQ YD |

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUT DOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE BITUMINOUS SURFACE REMOVAL AND BITUMINOUS SURFACE COURSE.

THE CONTRACTOR SHALL STAMP STATIONING IN THE BITUMINOUS SURFACE AT 300 FT. INTERVALS ALTERNATING SIDES ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS TYPE "B".

QUANTITIES SHOWN IN THE PLANS FOR STRIP REFLECTIVE CRACK CONTROL ARE ESTIMATES FOR LOCATIONS #2-3 ONLY.

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE AN INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

EXISTING SLOPES AT LOCATION #4 NEED HEAVY DISKING TO THE SATISFACTION OF THE ENGINEER BEFORE PLACING FILL.

THERE ARE NO COMMITMENTS.

THERE ARE NO AVAILABLE WASTE SITES WITHIN PROJECT LIMITS.

STANDARDS

| | |
|-----------|-----------|
| 000001-04 | 701336-04 |
| 442201-01 | 702001-06 |
| 701301-02 | 780001-01 |
| 701306-01 | 781001-02 |
| 701311-02 | |

INDEX OF SHEETS

| SHEET NO. | DESCRIPTION |
|-----------|---|
| 1 | COVER SHEET |
| 2 | GENERAL NOTES, LIST OF APPLICABLE HIGHWAY STANDARDS, INDEX OF SHEETS, AND SIGNATURE SHEET |
| 3 | SUMMARY OF QUANTITIES |
| 4 | RESURFACING AND PAVEMENT MARKING SCHEDULES AND MIX DESIGN |
| 5 | PAVEMENT PATCHING SCHEDULE |
| 6-10 | TYPICAL SECTIONS |
| 11-12 | CONCRETE COLLAR FOR PRECAST BOX CULVERTS DETAIL - LOCATION #4 |
| 13 | PRECAST CONCRETE BOX CULVERT SECTION DETAIL - LOCATION #4 |
| 14 | PRECAST CONCRETE BOX CULVERT END SECTION DETAIL - LOCATION #4 |
| 15 | "ROUGH GROOVED SURFACE" SIGN, TEMPORARY BITUMINOUS CONCRETE TRANSITIONS, AND "UNEVEN PAVEMENT" SIGN |
| 16-23 | CROSS SECTIONS |

Prepared By: *Joe Zolotarewicz*
DISTRICT STUDIOS & PLANS ENGINEER

Examined By: *James Lewis Emery*
DISTRICT LAND ACQUISITION ENGINEER

Examined By: *Carrie Nelson*
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: *Joe Smothers*
DISTRICT OPERATIONS ENGINEER

Examined By: *Joseph Lewis*
DISTRICT CONSTRUCTION ENGINEER

Examined By: *Bruce Atchables*
DISTRICT MATERIALS ENGINEER

Examined By: *Danny Clayton*
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: *Danny Clayton*
ASSISTANT REGIONAL ENGINEER

Approved By: *May C. Hamel*
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

DATE: *Feb 9 20 06*

SUMMARY OF QUANTITIES

VARIOUS COUNTIES
1000

| | | | | |
|-------------|---------|---------|--------------|-----------|
| F.A.P. RATE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| VAR | | VARIOUS | 23 | 3 |

* 0-9 CONT. MAINT. FY 06-3

| CODE NUMBER | ITEM DESCRIPTION CONSTRUCTION TYPE CODE | UNIT | TOTAL QUANTITY | LOC #1 | LOC #2 | LOC #3 | LOC #4 |
|-------------|---|-------|----------------|------------------------------|-------------------------------|-------------------------------|----------------------------|
| | | | | SALINE CO. RURAL 100 % STATE | PULASKI CO. RURAL 100 % STATE | JOHNSON CO. RURAL 100 % STATE | POPE CO. RURAL 100 % STATE |
| 20200100 | EARTH EXCAVATION | CU YD | 439 | 155 | 284 | | |
| 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS | CU YD | 6 | | | | 6 |
| 20400800 | FURNISHED EXCAVATION | CU YD | 371 | | | | 371 |
| 25000350 | SEEDING, CLASS 7 | ACRE | 0.5 | | | | 0.5 |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 75 | | | | 75 |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 56 | | | | 56 |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 56 | | | | 56 |
| 25000700 | AGRICULTURAL GROUND LIMESTONE | TON | 1 | | | | 1 |
| 25001010 | SEEDING, CLASS 2 MODIFIED | ACRE | 0.5 | | | | 0.5 |
| 25100115 | MULCH, METHOD 2 | ACRE | 0.5 | | | | 0.5 |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 140 | | | | 140 |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 2,600 | | | | 2,600 |
| 35101100 | AGGREGATE BASE COURSE, TYPE A, 12 INCH | SQ YD | 463 | 463 | | | |
| 40600100 | BITUMINOUS MATERIALS (PRIME COAT) | GAL | 1,954 | 148 | 714 | 138 | 580 |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 32 | 1 | 12 | 2 | 10 |
| 40600990 | TEMPORARY RAMP | SQ YD | 148 | | 24 | 28 | 70 |
| 44000006 | BITUMINOUS SURFACE REMOVAL - 1 1/2" | SQ YD | 20,063 | | 7,934 | 1,528 | 6,445 |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 463 | 463 | | | |
| 44200116 | PAVEMENT PATCHING, TYPE I, 10 INCH | SQ YD | 2 | 2 | | | |
| 44200120 | PAVEMENT PATCHING, TYPE II, 10 INCH | SQ YD | 109 | 109 | | | |
| 44200126 | PAVEMENT PATCHING, TYPE IV, 10 INCH | SQ YD | 223 | 223 | | | |
| 44200140 | PAVEMENT PATCHING, TYPE I, 12 INCH | SQ YD | 139 | | 139 | | |
| 44200144 | PAVEMENT PATCHING, TYPE II, 12 INCH | SQ YD | 7 | | 7 | | |
| 44200174 | PAVEMENT PATCHING, TYPE IV, 14 INCH | SQ YD | 106 | | | | 106 |
| 44213200 | SAW CUTS | FOOT | 7,840 | 1,040 | 6,800 | | |
| 44300200 | STRIP REFLECTIVE CRACK CONTROL TREATMENT | FOOT | 13,323 | | 6,800 | 250 | 6,273 |
| 48101200 | AGGREGATE SHOULDERS, TYPE B | TON | 87 | | 87 | | |
| 50800105 | REINFORCEMENT BARS | POUND | 1,727 | | | | 1,727 |
| 54001000 | BOX CULVERT END SECTION | EACH | 2 | | | | 2 |
| 54002020 | EXPANSION BOLTS 3/4" | EACH | 40 | | | | 40 |
| 54003000 | CONCRETE BOX CULVERTS | CU YD | 8.6 | | | | 8.6 |
| 67100100 | MOBILIZATION | L SUM | 1 | 0.1 | 0.3 | 0.1 | 0.4 |
| 70100460 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | L SUM | 1 | 0.1 | 0.3 | 0.1 | 0.4 |
| 70100600 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701336 | L SUM | 1 | 0.1 | 0.3 | 0.1 | 0.4 |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 1,020 | | 680 | | 340 |
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 19,038 | 1,040 | 7,650 | 1,250 | 5,273 |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 6,688 | 347 | 2,777 | 417 | 1,758 |
| * 78001110 | PAINT PAVEMENT MARKING - LINE 4" | FOOT | 19,038 | 1,040 | 7,650 | 1,250 | 5,273 |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 65 | | 43 | | 22 |
| X3560130 | BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE 9 INCH | SQ YD | 1,134 | | 1,134 | | |
| X3560140 | BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE 10 INCH | SQ YD | 463 | 463 | | | |
| X4066418 | BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N90 | TON | 1,687 | | 667 | 128 | 542 |
| * Z0054505 | ROCK FILL (REPLACEMENT) | TON | 12 | | | | 12 |

* SPECIALTY ITEMS

SUMMARY OF QUANTITIES

Plot Date : 2/6/2006
File Name : c:\projects\0602\05\0602\05\m3
Plot Scale : 185.6824 'x' IN.
User Name : rolliver

| | | | | |
|-------------|---------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| VAR | * | VARIOUS | 23 | 4 |

D-9 CONT. MAINT. FY 06-3

RESURFACING SCHEDULE

| STATION TO STATION | LENGTH | WIDTH | BIT SURF REMOVAL | AVG DEPTH | VOLUME | BIT CONC SURF CRSE MIX "C" | BIT CONC BASE CRSE WIDENING, 9" | BIT CONC BASE CRSE WIDENING, 10" | AGG BASE CRSE, TY A, 12" | STRIP REFLECTIVE CRACK CONTROL | BIT PRIME COAT | AGG PRIME COAT | AGG SHLDRS TY B | PAVEMENT REMOVAL |
|-------------------------------|--------|-------|------------------|-----------|--------|----------------------------|---------------------------------|----------------------------------|--------------------------|--------------------------------|----------------|----------------|-----------------|------------------|
| | FOOT | FOOT | SQ YD | INCH | CU YD | TON | SO YD | SO YD | SO YD | FOOT | GAL | TON | TON | TON |
| LOCATION #1 | | | | | | | | | | | | | | |
| SALINE CO. | | | | | | | | | | | | | | |
| STA. 729+76 TO STA. 733+75 LT | 400 | 4 | | | | | | 177.8 | 177.8 | | 55.9 | 0.3 | | 177.8 |
| STA. 729+60 TO STA. 731+60 RT | 200 | 4 | | | | | | 88.9 | 88.9 | | 28.4 | 0.1 | | 88.9 |
| STA. 734+25 TO STA. 735+00 LT | 75 | 4 | | | | | | 33.3 | 33.3 | | 10.7 | 0.1 | | 33.3 |
| STA. 742+00 TO STA. 742+90 RT | 90 | 4 | | | | | | 40.0 | 40.0 | | 12.8 | 0.1 | | 40.0 |
| STA. 743+20 TO STA. 744+35 RT | 115 | 4 | | | | | | 51.1 | 51.1 | | 16.4 | 0.1 | | 51.1 |
| STA. 744+70 TO STA. 746+30 RT | 160 | 4 | | | | | | 71.1 | 71.1 | | 22.8 | 0.1 | | 71.1 |
| SUBTOTAL LOCATION #1 = | | | 0.0 | | | 0.0 | 0.0 | 463.0 | 463.0 | 0.0 | 148.0 | 1.0 | 0.0 | 463.0 |
| LOCATION #2 | | | | | | | | | | | | | | |
| PULASKI CO. | | | | | | | | | | | | | | |
| STA. 980+86 TO STA. 1014+86 | 3,400 | 18 | 6,800.0 | 1.5 | 283.3 | 571.2 | | | | 6,800.0 | 612.0 | 10.2 | 87 | |
| STA. 980+86 TO STA. 1014+86 | 3,400 | 3 | 1,133.3 | 1.5 | 47.2 | 95.2 | 1,133.3 | | | | 102.0 | 1.7 | | |
| SUBTOTAL LOCATION #2 = | | | 7,934.0 | | | 667.0 | 1,134.0 | 0.0 | 0.0 | 6,800.0 | 714.0 | 12.0 | 87.0 | |
| LOCATION #3 | | | | | | | | | | | | | | |
| JOHNSON CO. | | | | | | | | | | | | | | |
| STA. 533+00 TO STA. 535+50 | 250 | 11 | 305.6 | 1.5 | 12.7 | 25.7 | | | | 250.0 | 27.5 | 0.5 | | |
| STA. 535+50 TO STA. 560+20 | | | | | | | OMISSION | | | | | | | |
| POPE CO. | | | | | | | | | | | | | | |
| STA. 560+20 TO STA. 570+20 | 1000 | 11 | 1,222.2 | 1.5 | 50.9 | 102.7 | | | | 1,000.0 | 110.0 | 1.8 | | |
| STA. 570+20 TO STA. 607+27 | | | | | | | OMISSION | | | | | | | |
| STA. 607+27 TO STA. 612+00 | 473 | 11 | 578.1 | 1.5 | 24.1 | 48.6 | | | | 473.0 | 52.0 | 0.9 | | |
| STA. 612+00 TO STA. 626+00 | | | | | | | OMISSION | | | | | | | |
| STA. 626+00 TO STA. 630+00 | 400 | 11 | 488.9 | 1.5 | 20.4 | 41.1 | | | | 400.0 | 44.0 | 0.7 | | |
| STA. 630+00 TO STA. 649+00 | | | | | | | OMISSION | | | | | | | |
| STA. 649+00 TO STA. 659+00 | 1000 | 11 | 1,222.2 | 1.5 | 50.9 | 102.7 | | | | 1,000.0 | 110.0 | 1.8 | | |
| STA. 659+00 TO STA. 761+50 | | | | | | | OMISSION | | | | | | | |
| STA. 761+50 TO STA. 777+00 | 1550 | 11 | 1,894.4 | 1.5 | 78.9 | 159.1 | | | | 1,550.0 | 170.5 | 2.8 | | |
| STA. 777+00 TO STA. 876+00 | | | | | | | OMISSION | | | | | | | |
| STA. 876+00 TO STA. 894+50 | 1850 | 11 | 2,261.1 | 1.5 | 94.2 | 189.9 | | | | 1,850.0 | 203.5 | 3.4 | | |
| SUBTOTAL LOCATION #3 = | | | 7,973.0 | | | 670.0 | 0.0 | 0.0 | 0.0 | 6,523.0 | 718.0 | 12.0 | 0.0 | |
| LOCATION #4 | | | | | | | | | | | | | | |
| PULASKI CO. | | | | | | | | | | | | | | |
| STA. 751+00 TO STA. 768+00 | 1,700 | 22 | 4,156.6 | 1.5 | 173.1 | 349.1 | | | | | 374.0 | 6.2 | | |
| SUBTOTAL LOCATION #4 = | | | 4,156.0 | | | 350.0 | 0.0 | 0.0 | 0.0 | 0.0 | 374.0 | 7.0 | 0.0 | |
| TOTAL = | | | 20,063 | | | 1,687 | 1,134 | 463 | 463 | 13,323 | 1,954 | 32 | 87 | 463 |

PAVEMENT MARKING SCHEDULE

| STATION TO STATION | PAINT PAVEMENT MARKING | | | | | |
|-------------------------------|------------------------|---------------|----------------|--------------------|---------------|-------------|
| | LINE - 4" WHITE | | | LINE - 4" YELLOW | | |
| | LEFT SOLID | CENTER DASHED | RIGHT SOLID | LEFT SOLID | CENTER DASHED | RIGHT SOLID |
| LOCATION #1 | | | | | | |
| STA. 723+24 TO STA. 755+24 | 475.0 | | 565.0 | VARIOUS EDGE LINES | | |
| SUBTOTAL LOCATION #1 = | 475.0 | 0.0 | 565.0 | 0.0 | 0.0 | 0.0 |
| LOCATION #2 | | | | | | |
| STA. 980+86 TO STA. 1014+86 | 3,400.0 | | 3,400.0 | | 850.0 | |
| SUBTOTAL LOCATION #2 = | 3,400.0 | 0.0 | 3,400.0 | 0.0 | 850.0 | 0.0 |
| LOCATION #3 | | | | | | |
| STA. 533+00 TO STA. 535+50 | 250.0 | | | | | |
| STA. 560+20 TO STA. 570+20 | 1,000.0 | | | | | |
| STA. 607+27 TO STA. 612+00 | 473.0 | | | | | |
| STA. 626+00 TO STA. 630+00 | 400.0 | | | | | |
| STA. 649+00 TO STA. 659+00 | 1,000.0 | | | | | |
| STA. 761+50 TO STA. 777+00 | 1,550.0 | | | | | |
| STA. 876+00 TO STA. 894+50 | 1,850.0 | | | | | |
| SUBTOTAL LOCATION #3 = | 6,523.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOCATION #4 | | | | | | |
| STA. 751+00 TO STA. 768+00 | 1,700.0 | | 1,700.0 | | 425.0 | |
| SUBTOTAL LOCATION #4 = | 1,700.0 | 0.0 | 1,700.0 | 0.0 | 425.0 | 0.0 |
| TOTAL = | | | | | 19,038 | |

MIX DESIGN

| | |
|----------------------|--|
| Location(s): | Bituminous Surface Course |
| Mixture Use(s): | Bituminous Concrete Surface Course, Superpave, |
| | Mix C, N90 |
| AC/PG | PG64-22 |
| RAPZ (Max): | 10 |
| Design Air Voids: | 4.0%, 30 Gyration Superpave Design |
| Mixture Composition: | IL-9.5 mm or IL 12.5 mm |
| (Gradation Mixture) | |
| Friction Aggregate: | C Surface |

| | |
|----------------------|---|
| Location(s): | Bituminous Binder Course, Base Course Widening, and Pavement Patching |
| Mixture Use(s): | Bituminous Concrete Binder Course, Superpave, |
| | N90, IL-19.0 |
| AC/PG | PG64-22 |
| RAPZ (Max): | 10 |
| Design Air Voids: | 4.0%, 30 Gyration Superpave Design |
| Mixture Composition: | IL-19.0 mm |
| (Gradation Mixture) | |
| Friction Aggregate: | None |

PLOT DATE = 2/16/2006
 FILE NAME = c:\pavement\98924\98924.mxd
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = jcollins

| | | | | |
|------------|---------|---------|--------------|-----------|
| F.A.P. RYE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| VAR | | VARIOUS | 23 | 5 |

D-9 CONT. MAINT. FY 06-3

PAVEMENT PATCHING SCHEDULE

(FOR INFORMATION ONLY)

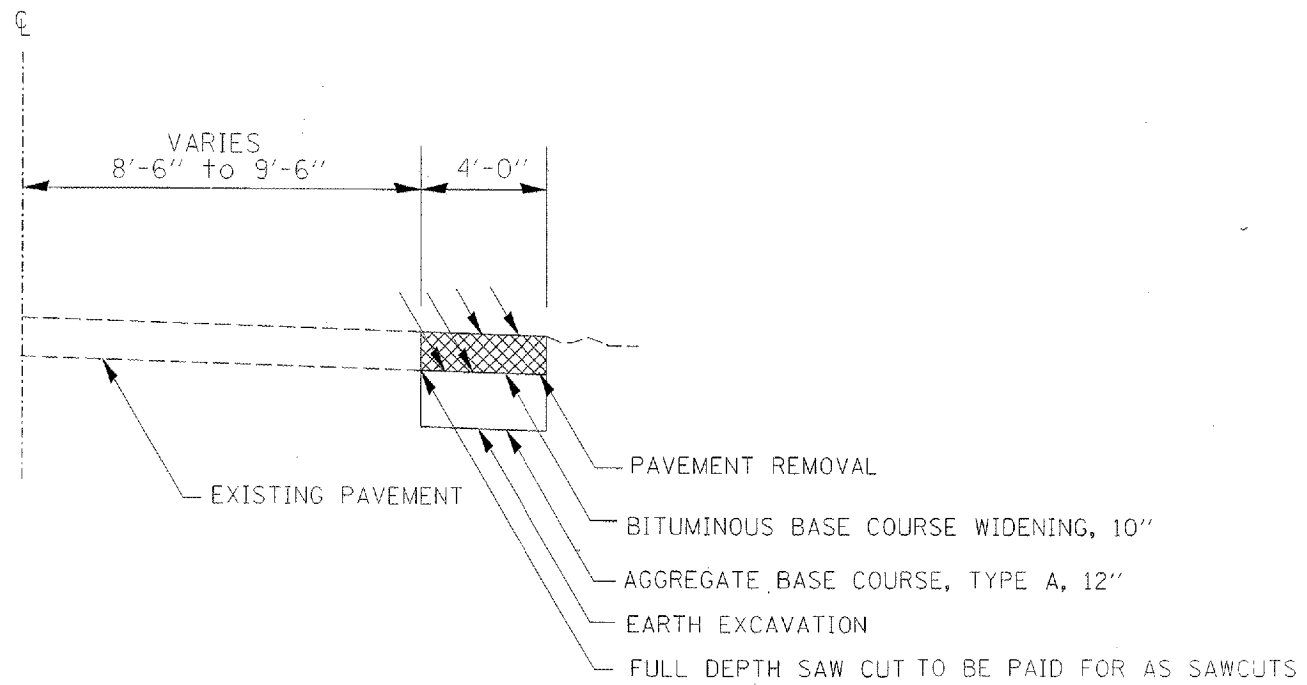
| LOCATION TO LOCATION | NORTHBOUND | | | SOUTHBOUND | | |
|--|--------------------------------|---------------------------------|---------------------------------|--------------------------------|---------------------------------|---------------------------------|
| | PAVEMENT PATCHING TY I SQ. YD. | PAVEMENT PATCHING TY II SQ. YD. | PAVEMENT PATCHING TY IV SQ. YD. | PAVEMENT PATCHING TY I SQ. YD. | PAVEMENT PATCHING TY II SQ. YD. | PAVEMENT PATCHING TY IV SQ. YD. |
| DIRECTION OF PATCHING SURVEY IS NORTHBOUND | | | | | | |
| LOCATION #1 | | | | | | |
| MP 0.0 | | 5.3 | | | 5.6 | |
| | | 5.3 | | | 5.6 | |
| | | 5.3 | | | 5.6 | |
| | | 5.3 | | | 5.6 | |
| | | 5.3 | | | 5.6 | |
| MP 0.1 | | 5.3 | | | 5.6 | |
| MP 0.2 | | 5.3 | | | | 166.7 |
| MP 0.3 | | 5.3 | | | | |
| MP 0.4 | | | | | 5.6 | |
| | | | | | 5.6 | |
| MP 0.5 | | 5.3 | | 1.8 | | |
| | | 5.3 | | | | 27.8 |
| | | | | | 5.6 | 27.8 |
| | | | | | 5.6 | |
| MP 0.6 | | | | | | |
| SUBTOTAL LOCATION #1 = | 0.0 | 58.3 | 0.0 | 1.8 | 50.4 | 222.3 |
| LOCATION #2 | | | | | | |
| MP 0.0 | 2.7 | | | 1.8 | | |
| | 1.8 | | | 1.8 | | |
| MP 0.1 | 4.4 | | | 1.8 | | |
| | 4.4 | | | 4.4 | | |
| | 1.8 | | | 4.4 | | |
| | 1.8 | | | 4.4 | | |
| | 1.8 | | | 4.4 | | |
| MP 0.2 | 2.2 | | | 1.8 | | |
| | 1.8 | | | | | |
| | 1.8 | | | | | |
| MODGLIN RD. | | | | 1.8 | | |
| MP 0.3 | 1.8 | | | 4.4 | | |
| | 4.4 | | | 1.8 | | |
| | 1.8 | | | 4.4 | | |
| | 1.8 | | | | | |
| | 4.4 | | | | | |
| | 4.4 | | | | | |
| MP 0.4 | 2.2 | | | 1.8 | | |
| | 1.8 | | | 4.4 | | |
| | 4.4 | | | 1.8 | | |
| | 2.2 | | | 4.4 | | |
| | 4.4 | | | 1.8 | | |
| | 4.4 | | | 1.8 | | |
| | 1.8 | | | 4.4 | | |
| MP 0.5 | 1.8 | | | 4.4 | | |
| | 1.8 | | | 4.4 | | |
| | 4.4 | | | | | |
| | 4.4 | | | | | |
| KINDLE LN | | 6.7 | | | | |
| MP 0.6 | 4.4 | | | 1.8 | | |
| SUBTOTAL LOCATION #2 = | 79.3 | 6.7 | 0.0 | 59.4 | 0.0 | 0.0 |
| LOCATION #4 | | | | | | |
| | | | | | | 22.7 |
| | | | | | | 44.7 |
| | | | | | | 37.8 |
| SUBTOTAL LOCATION #4 = | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 105.2 |
| TOTAL = | 79.3 | 65.0 | 0.0 | 61.2 | 50.4 | 327.5 |

PLOT DATE = 2/2/2006
 PLOT SCALE = 1/8" = 100'
 PLOT SIZE = 18.5" x 24" / IN.
 USER NAME = cclamm

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|---------|--------------|-----------|
| VAR | - | VARIOUS | 23 | 6 |

* D-9 CONT. MAINT. FY 06-3

LOCATION #1
 FAP 332 (US 45)
 SALINE COUNTY
 PAVEMENT REPAIR DETAIL
 NOT TO SCALE



TO BE USED:

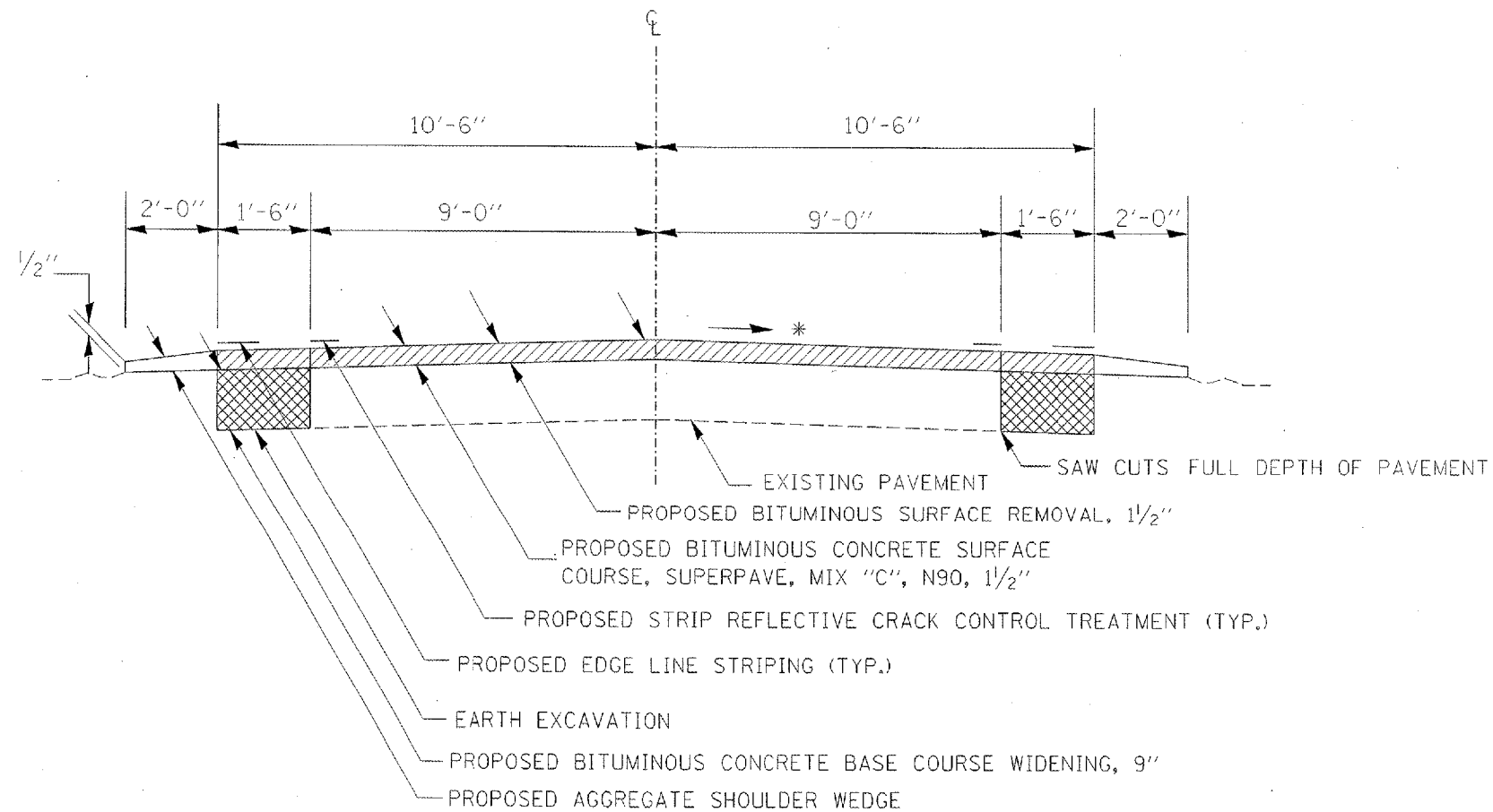
- STA. 729+75 TO STA. 733+75 LT
- STA. 729+60 TO STA. 731+60 RT
- STA. 734+25 TO STA. 735+00 LT
- STA. 742+00 TO STA. 742+90 RT
- STA. 743+20 TO STA. 744+35 RT
- STA. 744+70 TO STA. 746+30 RT

PLOT DATE = 2/6/2008
 FILE NAME = c:\p\projects\98924\98924.dwg
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = rjones

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|---------|--------------|-----------|
| VAR | - | VARIOUS | 23 | 7 |

* D-9 CONT. MAINT. FY 06-3

LOCATION #2
 FAP 2936 (OLD US 51)
 PULASKI COUNTY
 TYPICAL SECTION
 NOT TO SCALE



TO BE USED:

STA. 980+86 TO STA. 1014+86

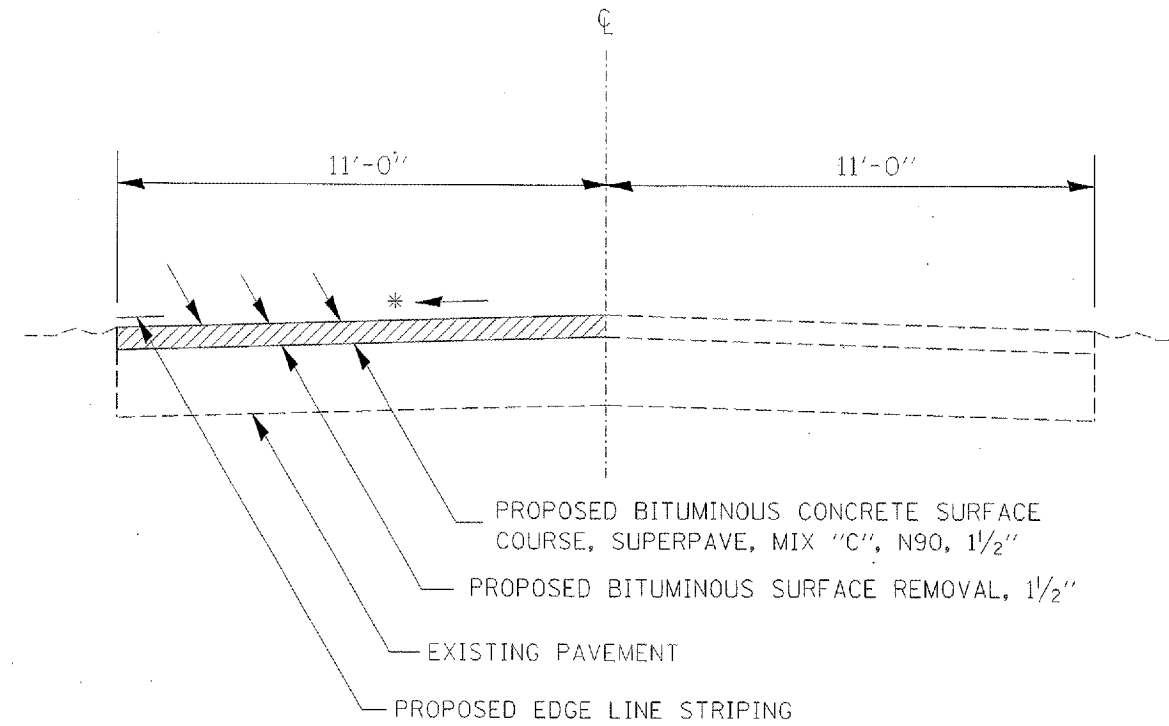
* MATCH EXISTING SLOPE RT & LT

PLOT DATE: 2/6/2006
 FILE NAME: c:\pwworkspace\98924\98924.dwg
 PLOT SCALE: 1/8" = 1'-0"
 USER NAME: jcollins

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|---------|--------------|-----------|
| VAR | * | VARIOUS | 23 | 8 |

* D-9 CONT. MAINT. FY 06-3

LOCATION #3
 FAP 885 (IL 146)
 JOHNSON/POPE COUNTIES
 TYPICAL SECTION
 NOT TO SCALE



PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N90, 1 1/2"

PROPOSED BITUMINOUS SURFACE REMOVAL, 1 1/2"

EXISTING PAVEMENT

PROPOSED EDGE LINE STRIPING

TO BE USED:

- STA. 533+00 TO STA. 535+50 LT
- STA. 560+20 TO STA. 570+20 LT
- STA. 607+27 TO STA. 612+00 LT
- STA. 626+00 TO STA. 630+00 LT
- STA. 876+00 TO STA. 894+50 LT

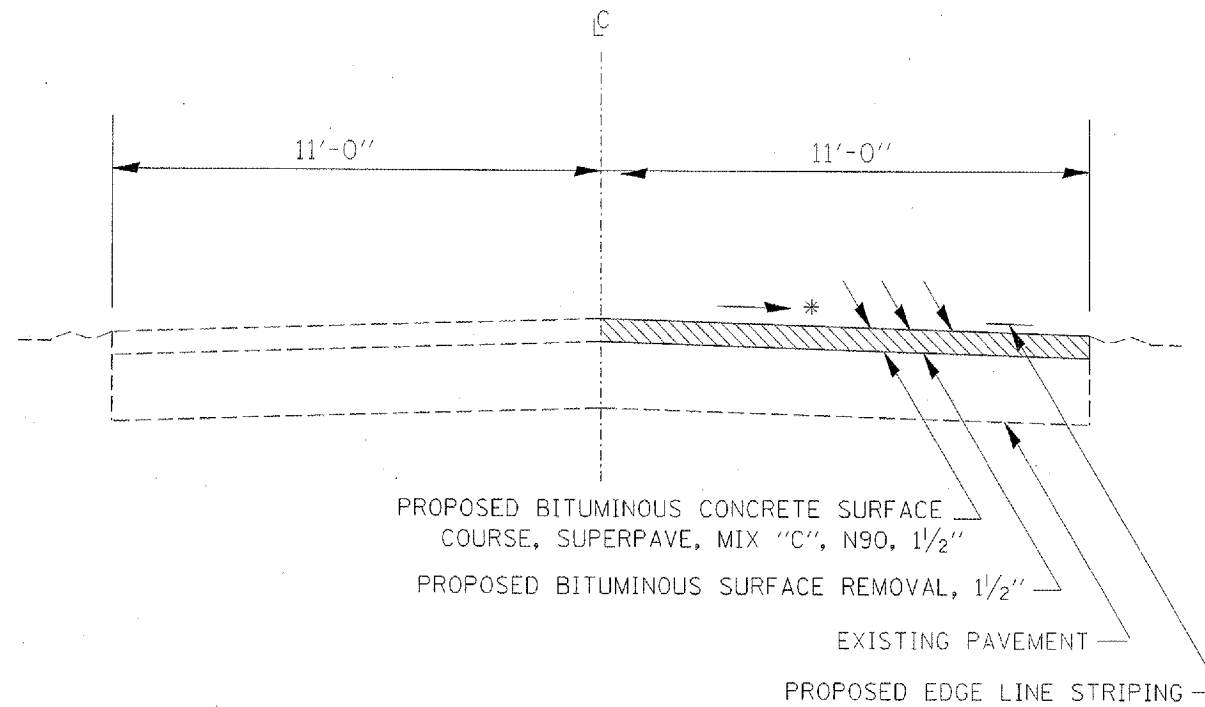
* MATCH EXISTING SLOPE

PLOT DATE : 04/18/06
 FILE NAME : #FILE#
 PLOT SCALE : #SCALE#
 USER NAME : #USER#

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|---------|--------------|-----------|
| VAR | | VARIOUS | 23 | 9 |

D-9 CONT. MAINT. FY 06-3

LOCATION #3
 FAP 885 (IL 146)
 JOHNSON/POPE COUNTIES
 TYPICAL SECTION
 NOT TO SCALE



PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N90, 1 1/2"

PROPOSED BITUMINOUS SURFACE REMOVAL, 1 1/2"

EXISTING PAVEMENT

PROPOSED EDGE LINE STRIPING

TO BE USED:

STA. 649+00 TO STA. 659+00 RT

STA. 761+50 TO STA. 777+00 RT

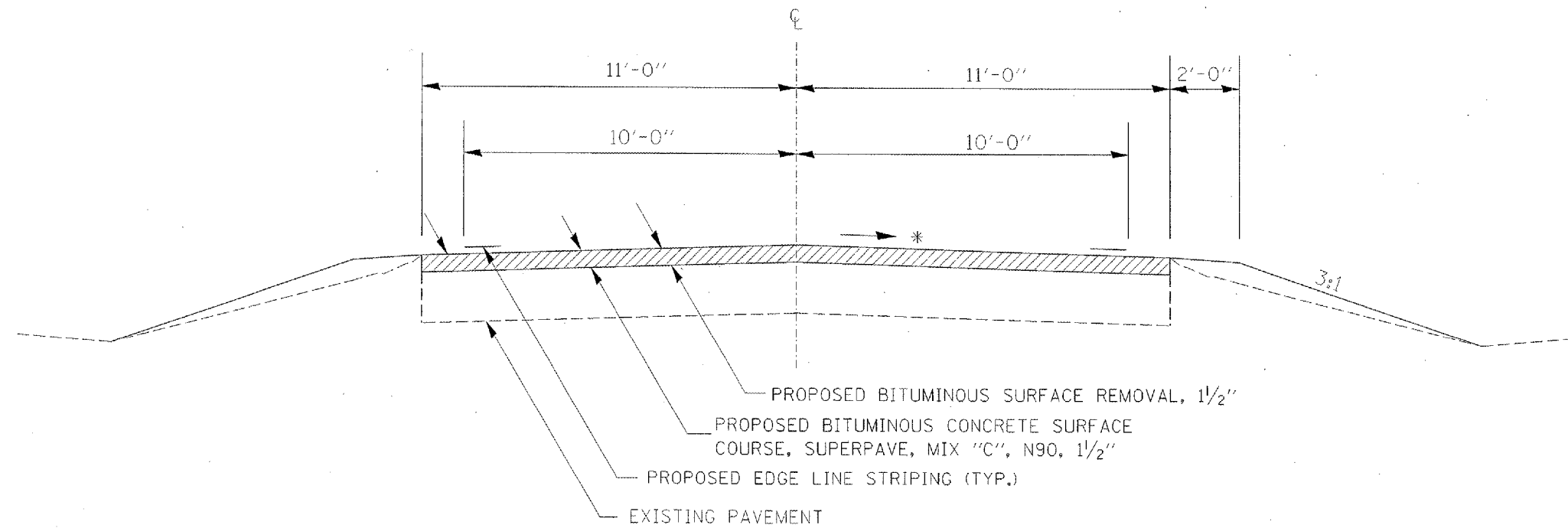
* MATCH EXISTING SLOPE

PLOT DATE: 7/2/06
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 PLOT SCALE: 1/8" = 1'-0"
 USER NAME: jrb

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------------|---------|---------|-----------------|--------------|
| VAR | | VARIOUS | 23 | 10 |

D-9 CONT. MAINT. FY 06-3

LOCATION #4
 FAP 2936 (OLD US 51)
 PULASKI COUNTY
 TYPICAL SECTION
 NOT TO SCALE



TO BE USED:

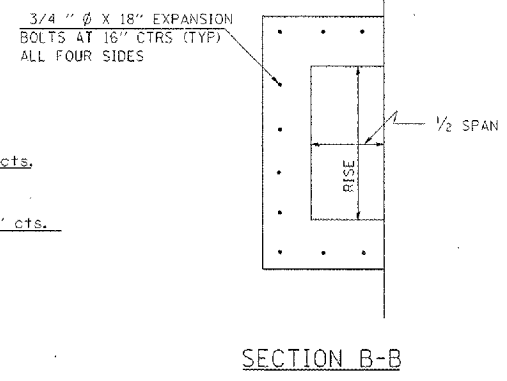
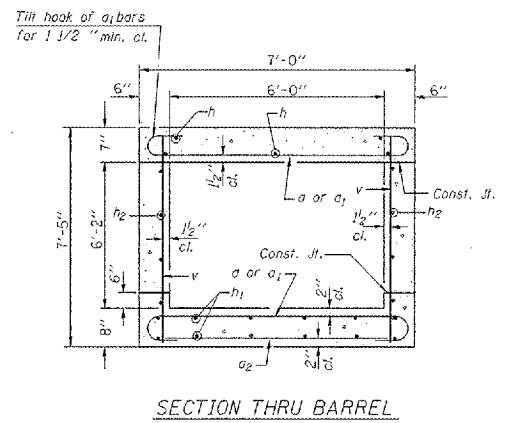
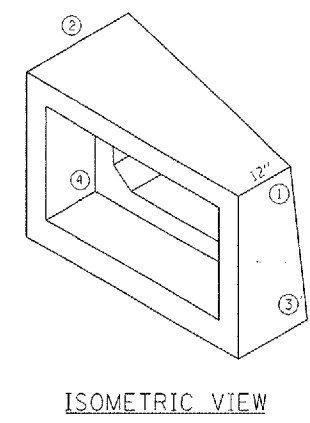
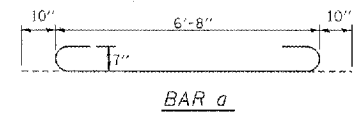
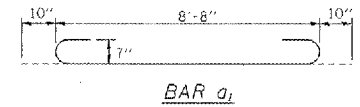
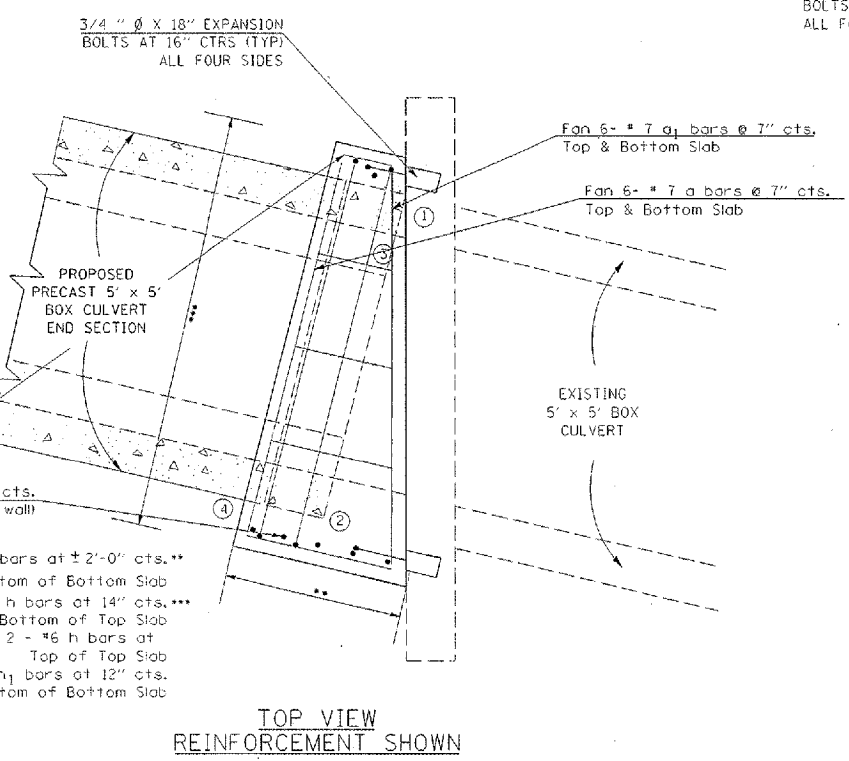
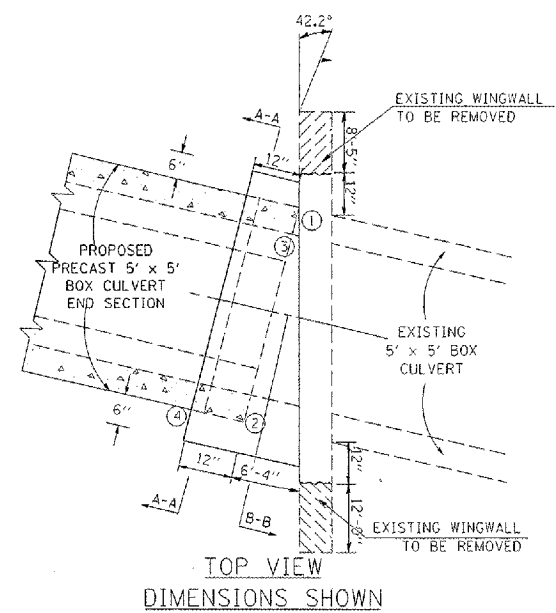
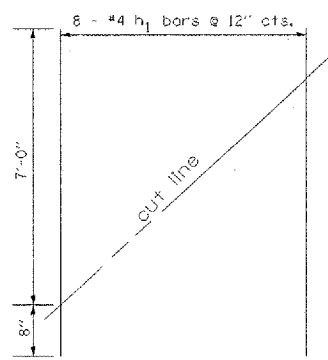
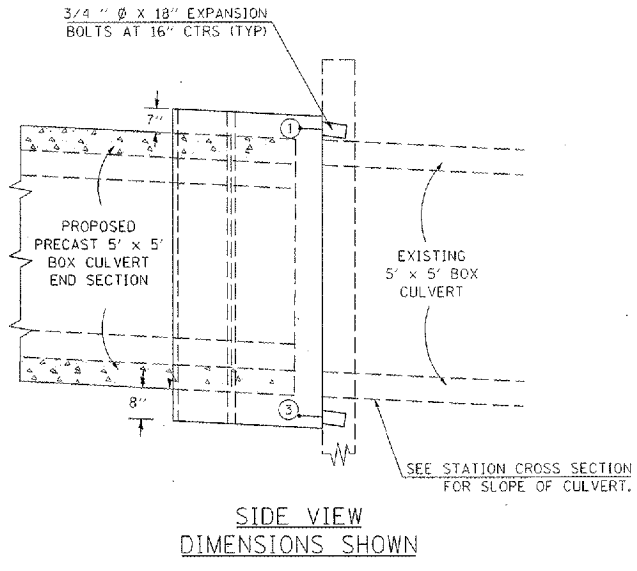
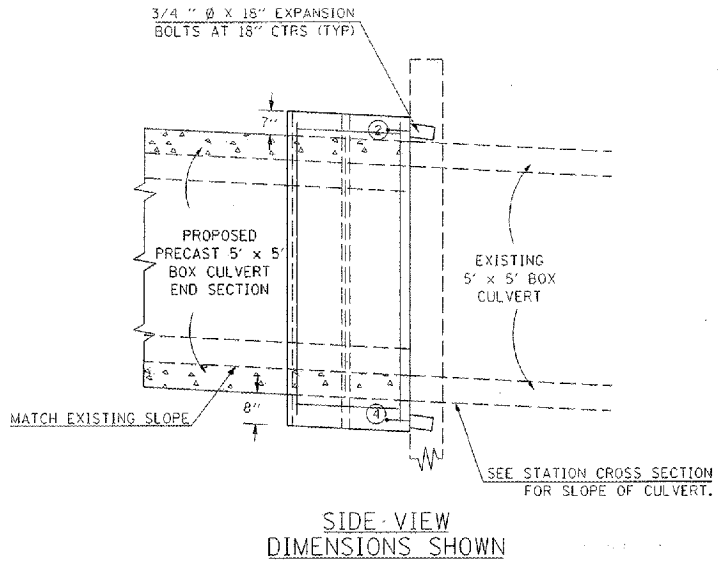
STA. 751+00 TO STA. 768+00 (PROP. BIT. SURFACE REM., BIT. CONC. SURF. COURSE, STRIPING)
 STA. 749+00 TO STA. 768+00 (FURNISHED EXCAVATION)

* MATCH EXISTING SLOPE RT & LT

| | | | | |
|-------------|---------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| VAR | | VARIOUS | 23 | 11 |

*D-9 CONT. MAINT. FY 06-3

**CONCRETE COLLAR FOR
PRECAST BOX CULVERTS
STA. 752+51 LT SIDE**



BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|-----------------------|-----|---------|--------|-------|
| a | 12 | #7 | 8'-4" | |
| a ₁ | 12 | #7 | 10'-4" | |
| a ₂ | 5 | #4 | 9'-0" | — |
| h | 9 | #7 | 7'-0" | — |
| h ₁ | 8 | #4 | 7'-5" | — |
| h ₂ | 8 | #5 | 7'-8" | — |
| v | 13 | #4 | 7'-1" | — |
| Expansion Bolts 3/4" | | Each | 18 | |
| Concrete Box Culverts | | Cu. Yd. | 4.82 | |
| Reinforcement Bars | | Pound | 697 | |

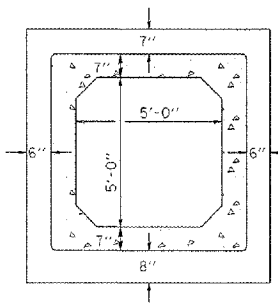
Cut a₂, h₁, and h₂ bars in the field to fit.

NOTES:

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

THE REMOVAL OF SUCH PORTIONS OF THE EXISTING HEADWALLS AND WINGWALLS AS MAY BE REQUIRED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PRECAST CONCRETE BOX CULVERTS. CLASS S1 CONCRETE SHALL BE USED THROUGHOUT.

PROPOSED PRECAST BOX CULVERT END SECTION SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF THE CAST-IN-PLACE CONCRETE COLLAR.

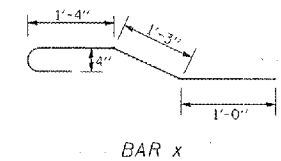
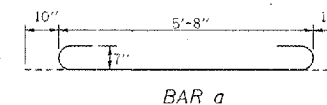
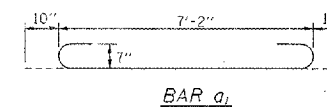
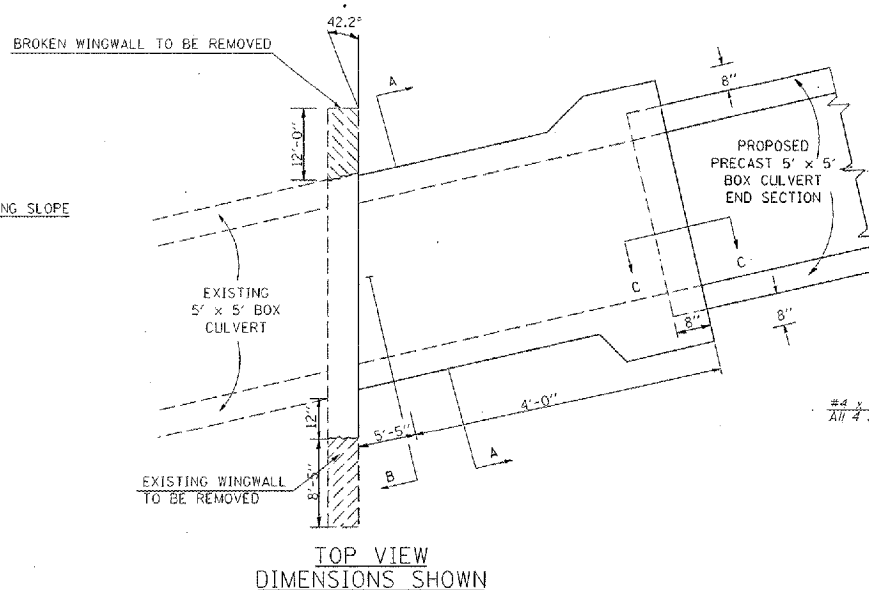
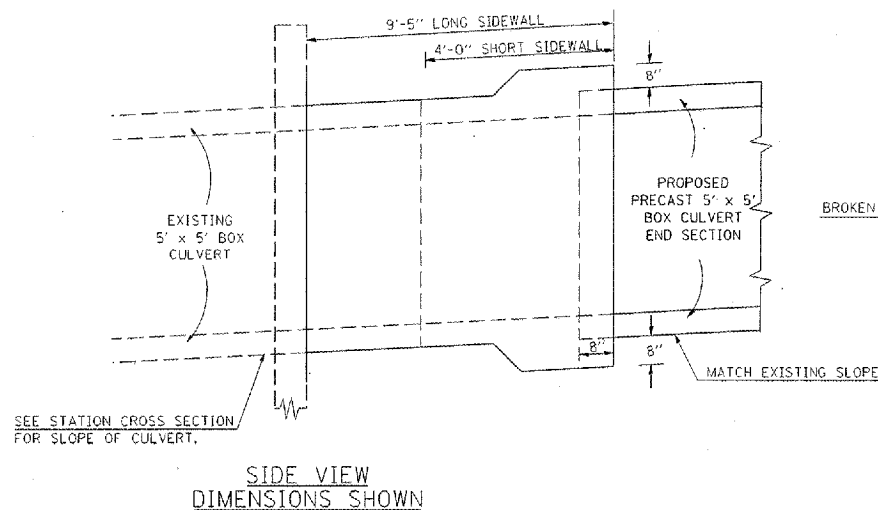


PLOT DATE: 2/2/2006
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PLOT SCALE: 1/8"=1'-0"
USER: sclemm

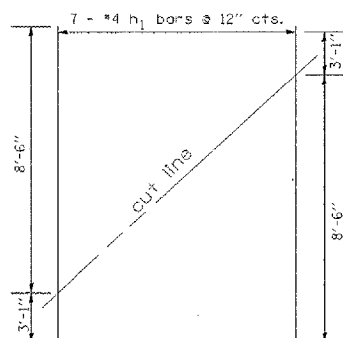
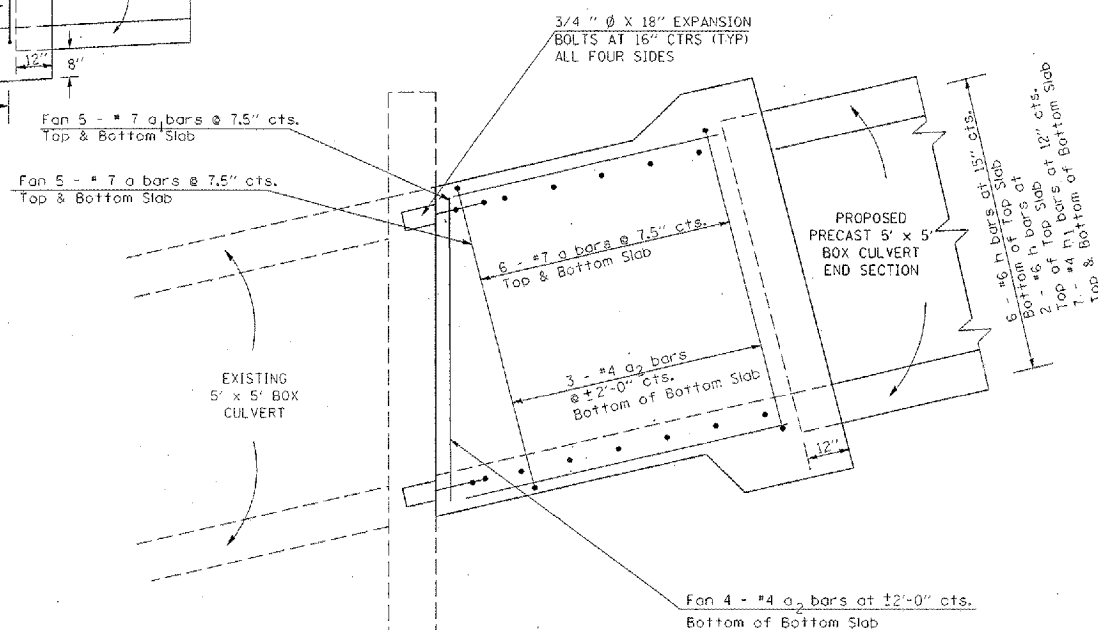
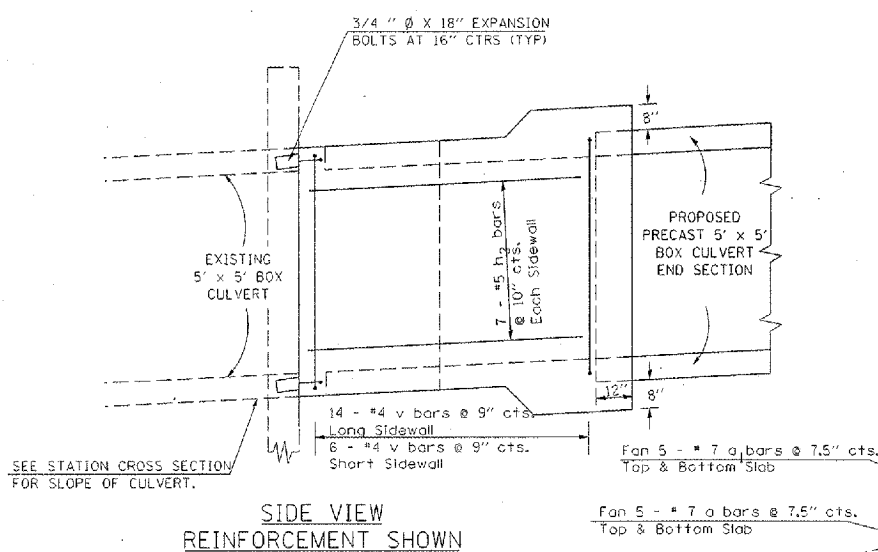
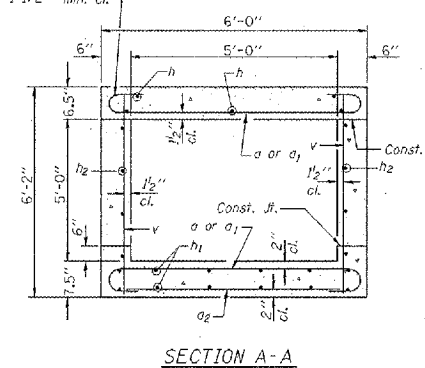
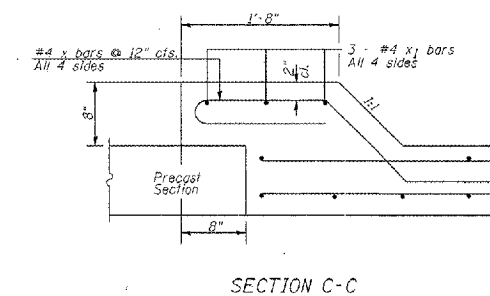
| | | | | |
|-------------|---------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| VAR | | VARIOUS | 23 | 12 |

D-9 CONT. MAINT. FY 06-3

**CAST-IN-PLACE
CONCRETE COLLAR FOR
PRECAST BOX CULVERTS
STA. 752+80 RT SIDE**



Thick hook of c-bars for 1 1/2" min. cl.



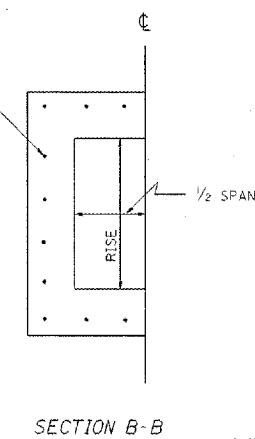
FIELD CUTTING DIAGRAM

Order h₁ bars full length. Cut as shown and use remainder of bars in opposite face.

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape | |
|-----------------------|-----|------|--------|---------|------|
| a | 22 | #7 | 7'-4" | U | |
| a ₁ | 10 | #7 | 8'-10" | U | |
| a ₂ | 7 | #4 | 7'-8" | U | |
| h | 8 | #6 | 8'-5" | — | |
| h ₁ | 7 | #4 | 11'-7" | — | |
| h ₂ | 7 | #5 | 11'-7" | — | |
| x | 30 | #4 | 5'-3" | — | |
| x ₁ | 12 | #4 | 7'-0" | — | |
| v | 20 | #4 | 5'-10" | — | |
| Expansion Bolts 3/4" | | | | Each | 22 |
| Concrete Box Culverts | | | | Cu. Yd. | 3.79 |
| Reinforcement Bars | | | | Pound | 1030 |

Cut a₂, h, h₁, and h₂ bars in the field to fit.



SECTION B-B

NOTES:

ANCHOR BOLTS, MEETING THE REQUIREMENTS OF ARTICLE 1008.09 OF THE STANDARD SPECIFICATIONS, SHALL EXTEND A MINIMUM OF 9 INCHES INTO THE NEW CONCRETE. EXPANSION SHIELDS SHALL PROVIDE A MINIMUM CERTIFIED PROOF LOAD OF 4060 POUNDS.
THE REMOVAL OF SUCH PORTIONS OF THE EXISTING HEADWALLS AND WINGWALLS AS MAY BE REQUIRED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PRECAST CONCRETE BOX CULVERTS. CLASS S1 CONCRETE SHALL BE USED THROUGHOUT.
PROPOSED PRECAST BOX CULVERT END SECTION SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF THE CAST-IN-PLACE CONCRETE COLLAR.

PLOT DATE = 2/2/2006
FILE NAME = c:\pwworkspace\1482390\1\982490.dwg
PLOT SCALE = 1/8"=1'-0"
USER NAME = colman

| | | | | |
|-------------|---------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| VAR | * | VARIOUS | 23 | 13 |

D-9 CONT. MAINT. FY 06-3

DETAIL OF PRECAST CONCRETE BOX CULVERT SECTION

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

GENERAL NOTES

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

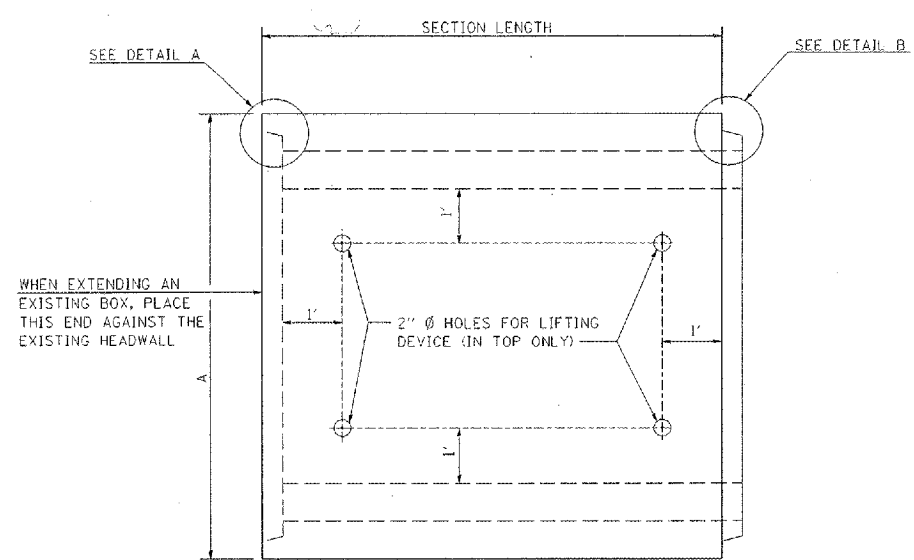
MINIMUM CONCRETE STRENGTH SHALL BE 5000 PSI AFTER 28 DAYS.

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

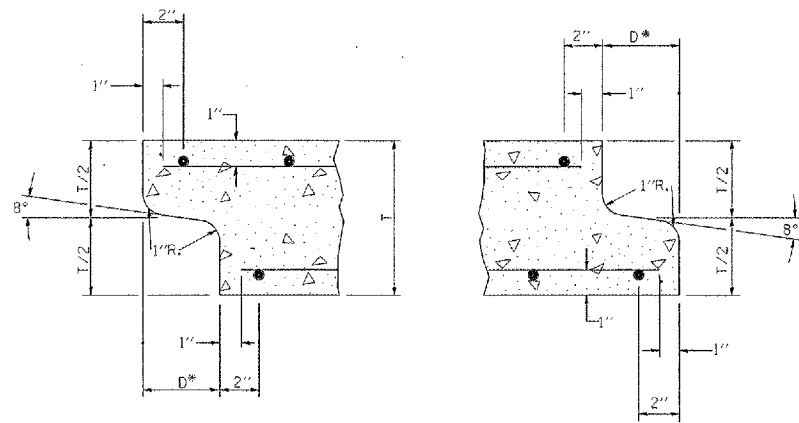
LIFTING HOLES SHALL BE FILLED WITH CONCRETE PLUGS AND MASTIC AFTER THE BOX SECTIONS ARE IN PLACE.

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

DRAINAGE OPENINGS SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 503.12 OF THE STANDARD SPECIFICATIONS. LOCATION AND SPACING OF THE OPENINGS SHALL BE SHOWN ON THE SHOP DRAWINGS.



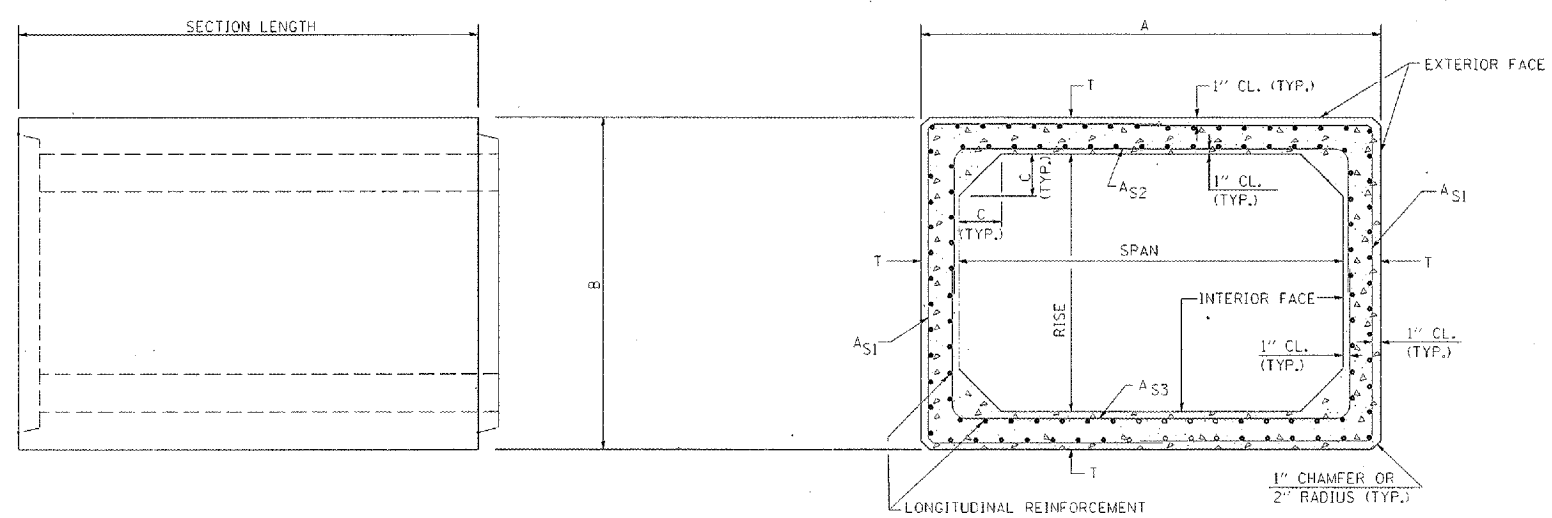
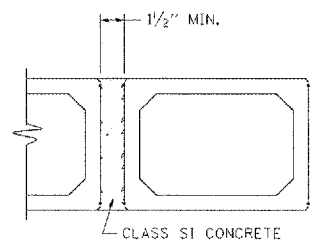
LOCATION OF LIFTING HOLES MAY BE VARIED AS NEEDED TO CLEAR REINFORCEMENT.



DETAIL A (TYP. INLET END)

DETAIL B (TYP. OUTLET END)

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



ELEVATION

CROSS SECTION

DIMENSIONS

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

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

PLOT DATE = 2/27/2006
FILE NAME = c:\projects\98924\98924.dwg
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USER NAME = c:\atom

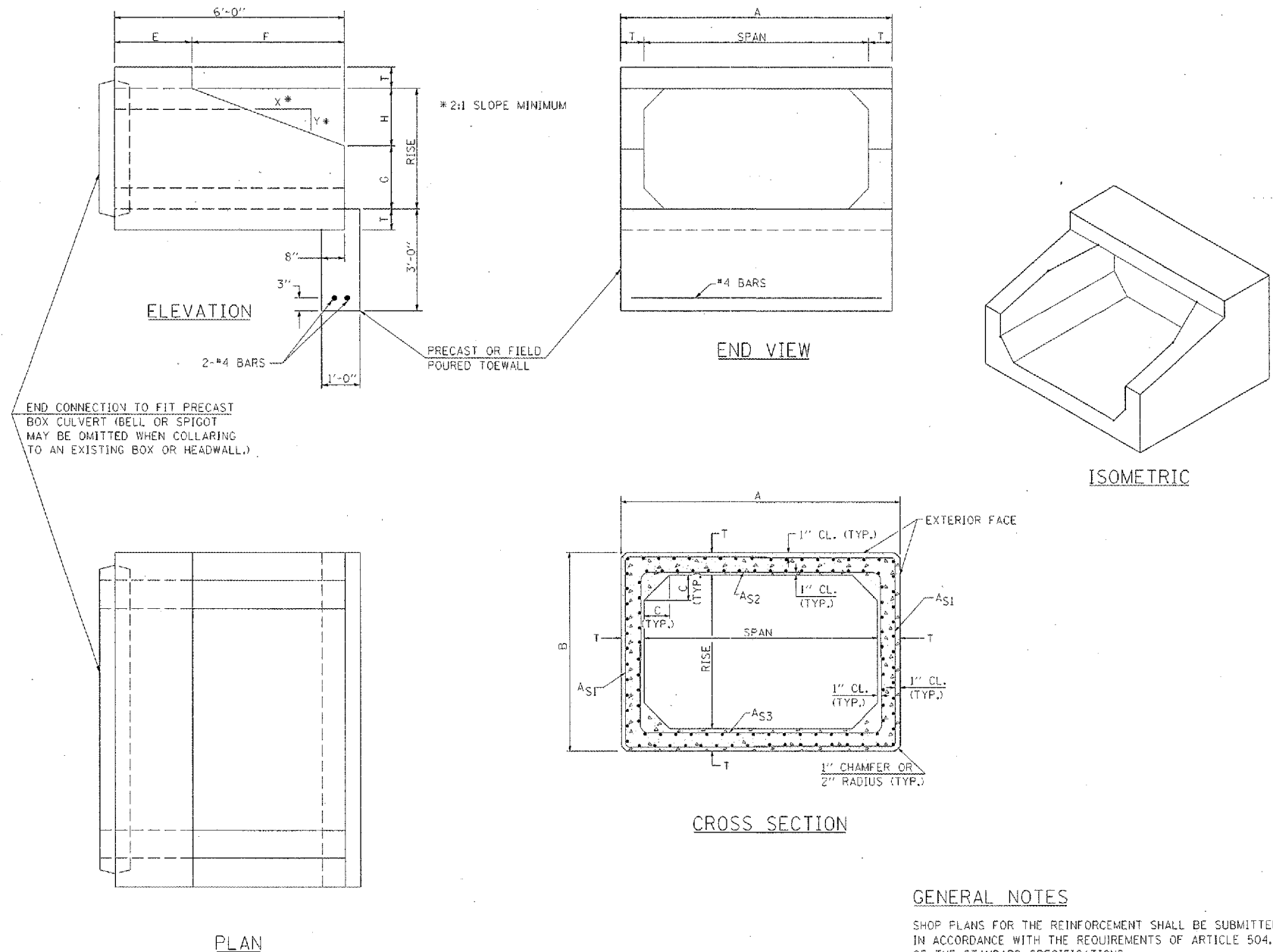
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|---------|--------------|-----------|
| VAR | - | VARIOUS | 23 | 14 |

D-9 CONT. MAINT. FY 06-3

DIMENSIONS **

| SPAN X RISE | T (INCHES) | A (FT.-IN.) | B (FT.-IN.) | C (INCHES) | E (FT.-IN.) | F (FT.-IN.) | G (FT.-IN.) | H (FT.-IN.) | SLOPE (X:Y) |
|-------------|------------|-------------|-------------|------------|-------------|-------------|-------------|-------------|-------------|
| 2' X 2' | 4 | 2-8 | 2-8 | 4 | 3-0 | 3-0 | 1-0 | 1-0 | 3:1 |
| 3' X 2' | 4 | 3-8 | 2-8 | 4 | 3-0 | 3-0 | 1-0 | 1-0 | 3:1 |
| 3' X 3' | 4 | 3-8 | 3-8 | 4 | 2-0 | 4-0 | 1-8 | 1-4 | 3:1 |
| 4' X 2' | 5 | 4-10 | 2-10 | 5 | 3-0 | 3-0 | 1-0 | 1-0 | 3:1 |
| 4' X 3' | 5 | 4-10 | 3-10 | 5 | 2-0 | 4-0 | 1-8 | 1-4 | 3:1 |
| 4' X 4' | 5 | 4-10 | 4-10 | 5 | 2-0 | 4-0 | 2-0 | 2-0 | 2:1 |
| 5' X 2' | 6 | 6-0 | 3-0 | 6 | 3-0 | 3-0 | 1-0 | 1-0 | 3:1 |
| 5' X 3' | 6 | 6-0 | 4-0 | 6 | 2-0 | 4-0 | 1-8 | 1-4 | 3:1 |
| 5' X 4' | 6 | 6-0 | 5-0 | 6 | 2-0 | 4-0 | 2-0 | 2-0 | 2:1 |
| 5' X 5' | 6 | 6-0 | 6-0 | 6 | | | | | |
| 6' X 2' | 7 | 7-2 | 3-2 | 7 | 3-0 | 3-0 | 1-0 | 1-0 | 3:1 |
| 6' X 3' | 7 | 7-2 | 4-2 | 7 | 2-0 | 4-0 | 1-8 | 1-4 | 3:1 |
| 6' X 4' | 7 | 7-2 | 5-2 | 7 | 2-0 | 4-0 | 2-0 | 2-0 | 2:1 |
| 6' X 5' | 7 | 7-2 | 6-2 | 7 | 2-0 | 4-0 | 3-0 | 2-0 | 2:1 |
| 6' X 6' | 7 | 7-2 | 7-2 | 7 | 2-0 | 4-0 | 4-0 | 2-0 | 2:1 |
| 7' X 4' | 8 | 8-4 | 5-4 | 8 | 2-0 | 4-0 | 2-0 | 2-0 | 2:1 |
| 7' X 5' | 8 | 8-4 | 6-4 | 8 | | | | | |
| 7' X 6' | 8 | 8-4 | 7-4 | 8 | | | | | |
| 7' X 7' | 8 | 8-4 | 8-4 | 8 | | | | | |
| 8' X 4' | 8 | 9-4 | 5-4 | 8 | 2-0 | 4-0 | 2-0 | 2-0 | 2:1 |
| 8' X 5' | 8 | 9-4 | 6-4 | 8 | | | | | |
| 8' X 6' | 8 | 9-4 | 7-4 | 8 | | | | | |
| 8' X 7' | 8 | 9-4 | 8-4 | 8 | | | | | |
| 8' X 8' | 8 | 9-4 | 9-4 | 8 | | | | | |
| 9' X 5' | 9 | 10-6 | 6-6 | 9 | | | | | |
| 9' X 6' | 9 | 10-6 | 7-6 | 9 | | | | | |
| 9' X 7' | 9 | 10-6 | 8-6 | 9 | | | | | |
| 9' X 8' | 9 | 10-6 | 9-6 | 9 | | | | | |
| 9' X 9' | 9 | 10-6 | 10-6 | 9 | | | | | |
| 10' X 5' | 10 | 11-8 | 6-8 | 10 | | | | | |
| 10' X 6' | 10 | 11-8 | 7-8 | 10 | | | | | |
| 10' X 7' | 10 | 11-8 | 8-8 | 10 | | | | | |
| 10' X 8' | 10 | 11-8 | 9-8 | 10 | | | | | |
| 10' X 9' | 10 | 11-8 | 10-8 | 10 | | | | | |
| 10' X 10' | 10 | 11-8 | 11-8 | 10 | | | | | |
| 11' X 4' | 11 | 12-10 | 5-10 | 11 | | | | | |
| 11' X 6' | 11 | 12-10 | 7-10 | 11 | | | | | |
| 11' X 8' | 11 | 12-10 | 9-10 | 11 | | | | | |
| 11' X 10' | 11 | 12-10 | 11-10 | 11 | | | | | |
| 11' X 11' | 11 | 12-10 | 12-10 | 11 | | | | | |
| 12' X 4' | 12 | 14-0 | 6-0 | 12 | | | | | |
| 12' X 6' | 12 | 14-0 | 8-0 | 12 | | | | | |
| 12' X 8' | 12 | 14-0 | 10-0 | 12 | | | | | |
| 12' X 10' | 12 | 14-0 | 12-0 | 12 | | | | | |
| 12' X 12' | 12 | 14-0 | 14-0 | 12 | | | | | |

DETAIL OF PRECAST CONCRETE BOX CULVERT END SECTION



****NOTE:**

THE DIMENSIONS INDICATED ARE FOR END SECTIONS THAT ARE TO BE USED WITH PRECAST BOX CULVERT SECTIONS DESIGNED FOR 2' OR MORE OF FILL. THE DIMENSIONS MUST BE MODIFIED FOR THE END SECTION TO BE COMPATIBLE WITH PRECAST CULVERT SECTIONS DESIGNED FOR LESS THAN 2' OF FILL.

GENERAL NOTES

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

MINIMUM CONCRETE STRENGTH SHALL BE 5000 PSI AFTER 28 DAYS.

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

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

2/2/2006
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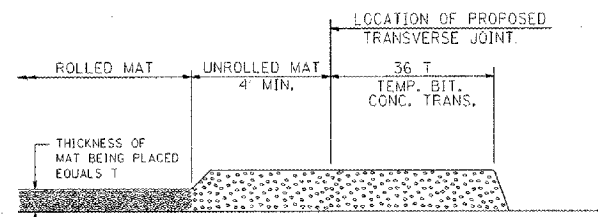
REVISIONS
 DRAWN BY: J. S. B. 8-8-99
 CHECKED BY: J. S. B. 8-8-99
 REVISED BY: J. S. B. 8-8-99
 REVISED BY: J. S. B. 8-8-99

STD. 9-50

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|---------|--------------|-----------|
| VAR | | VARIOUS | 23 | 15 |

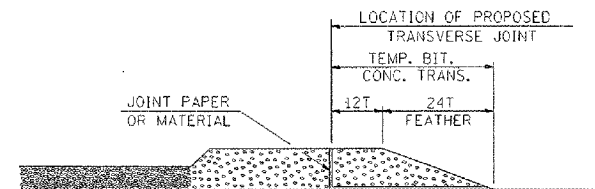
D-9 CONT. MAINT. FY 06-3

TEMPORARY BITUMINOUS CONCRETE TRANSITIONS



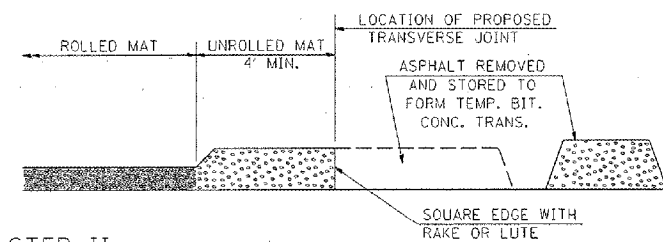
STEP I

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



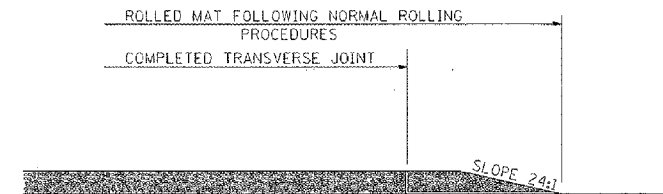
STEP III

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



STEP II

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

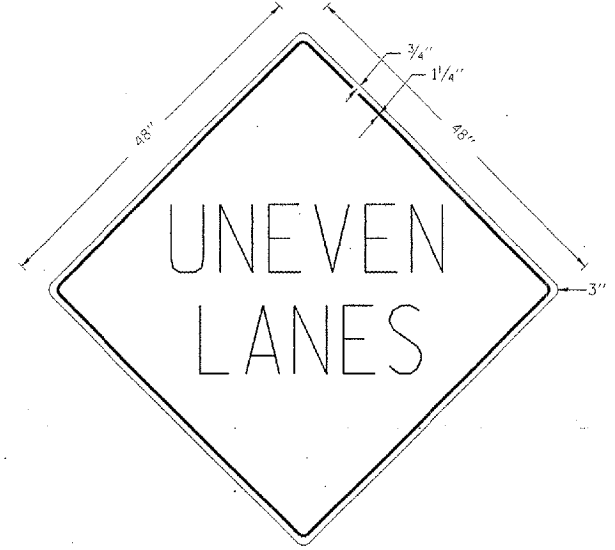


STEP IV

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

STANDARD REVISIONS
 REDRAWN 2-15-89
 REVISED 8-15-94
 REVISED
 STD. 9-26

UNEVEN LANES SIGN W8-11 (48" x 48")



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

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

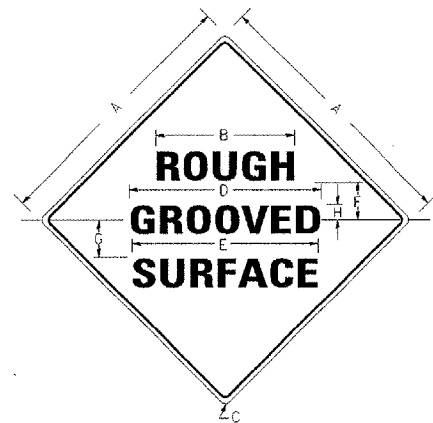
IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

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

STANDARD REVISIONS
 DRAWN 2-15-89
 REVISED 8-15-94
 REVISED
 STD. 9-41

ILLINOIS STANDARD

W8-1106



COLORS:

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

| SIGN SIZE | DIMENSIONS | | | | | | | |
|-----------|------------|------|-----|------|------|-----|------|-----|
| | A | B | C | D | E | F | G | H |
| 48X48 | 48.0 | 24.1 | 3.0 | 34.0 | 33.0 | 6.0 | 13.0 | 3.5 |

| SIGN SIZE | SERIES LINES | | | MARGIN | BOR- DER | BLANK STD. |
|-----------|--------------|----|----|--------|----------|------------|
| | 1 | 2 | 3 | | | |
| 48X48 | 7C | 7C | 7C | 0.8 | 1.2 | B4-48D |

ALL DIMENSIONS IN INCHES

NOTES:

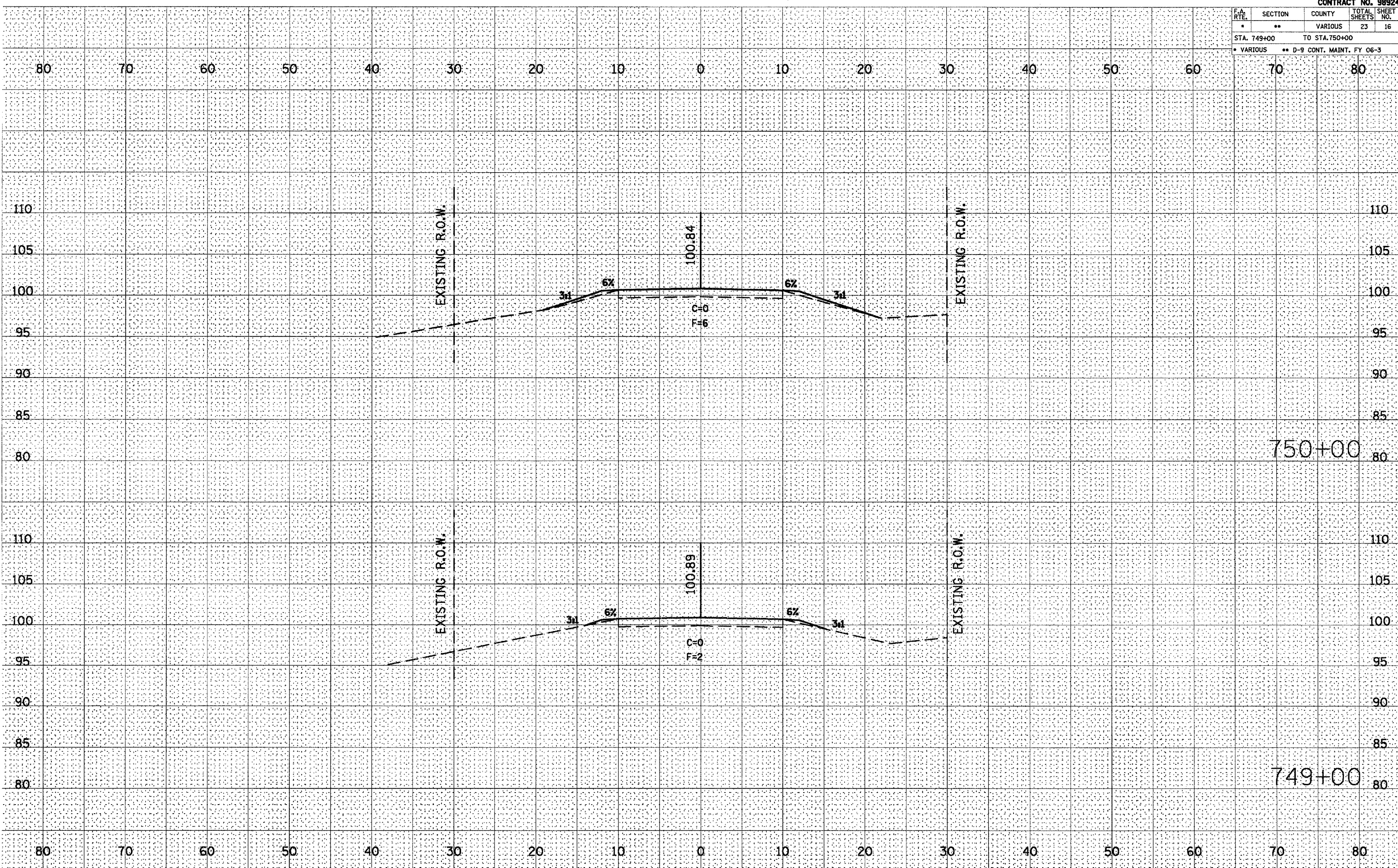
PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED, THE CONTRACTOR SHALL HAVE ERECTED "ROUGH GROOVED SURFACE" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "ROUGH GROOVED SURFACE" SIGNS UNTIL THE COLDMILLED SURFACE IS COVERED WITH LEVELING BINDER OR SURFACE COURSE.

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

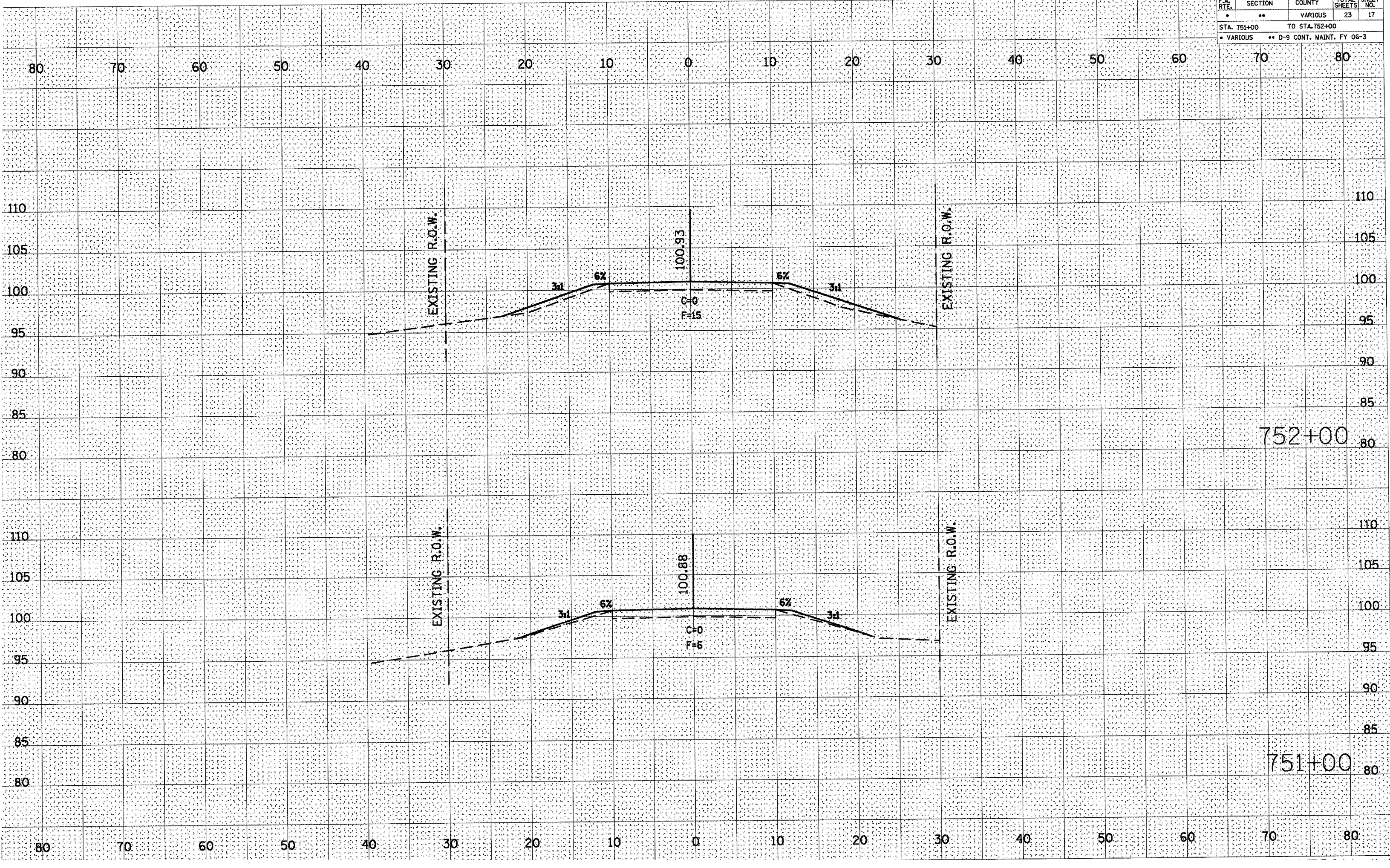
THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

STANDARD REVISIONS
 REDRAWN 2-15-89
 REVISED 8-15-94
 REVISED
 STD. 9-39

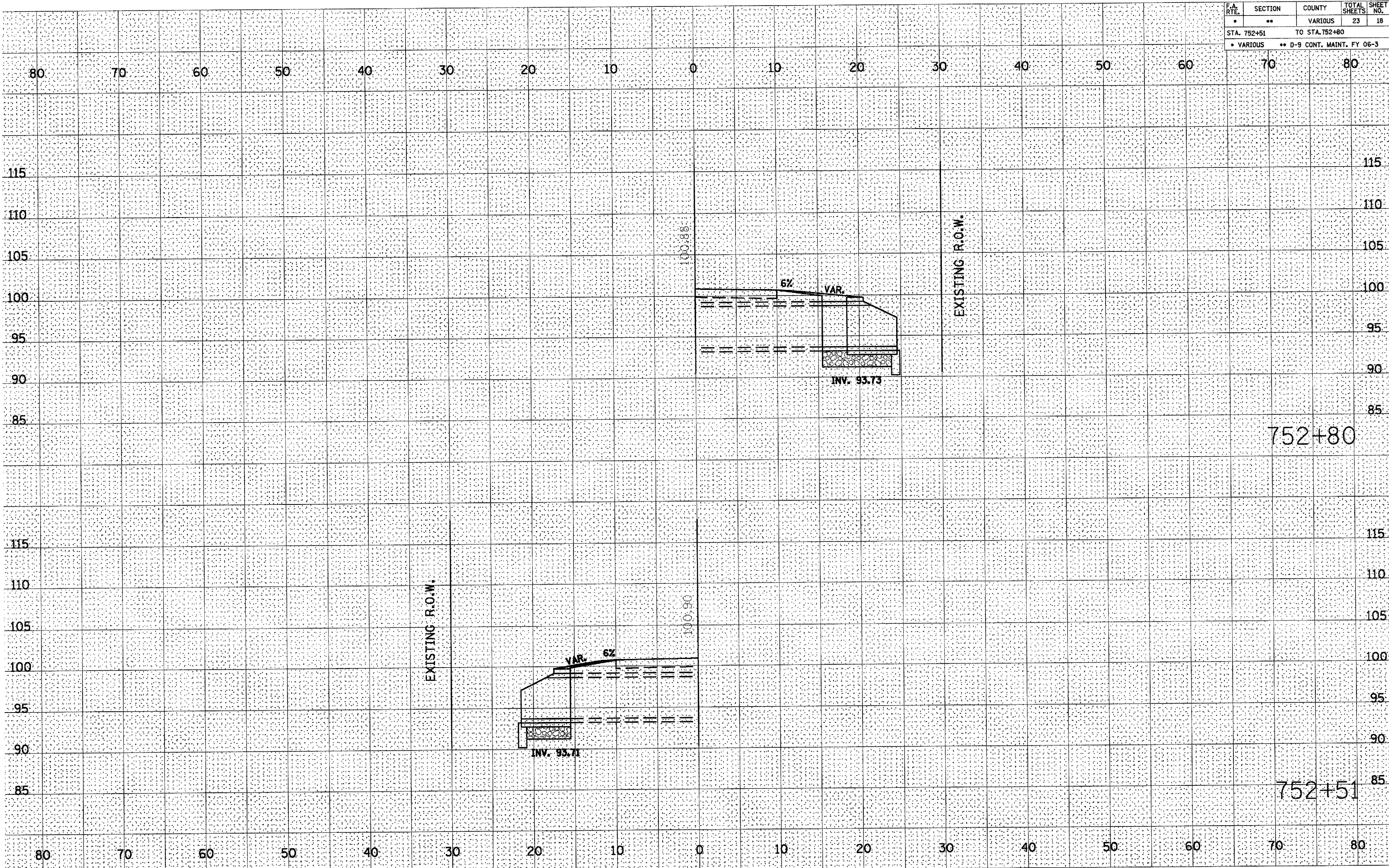
| FA RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|---------|-----------------------------|--------------|
| * | ** | VARIOUS | 23 | 16 |
| STA. 749+00 | | | TO STA. 750+00 | |
| * VARIOUS | | | ** D-9 CONT. MAINT. FY 06-3 | |



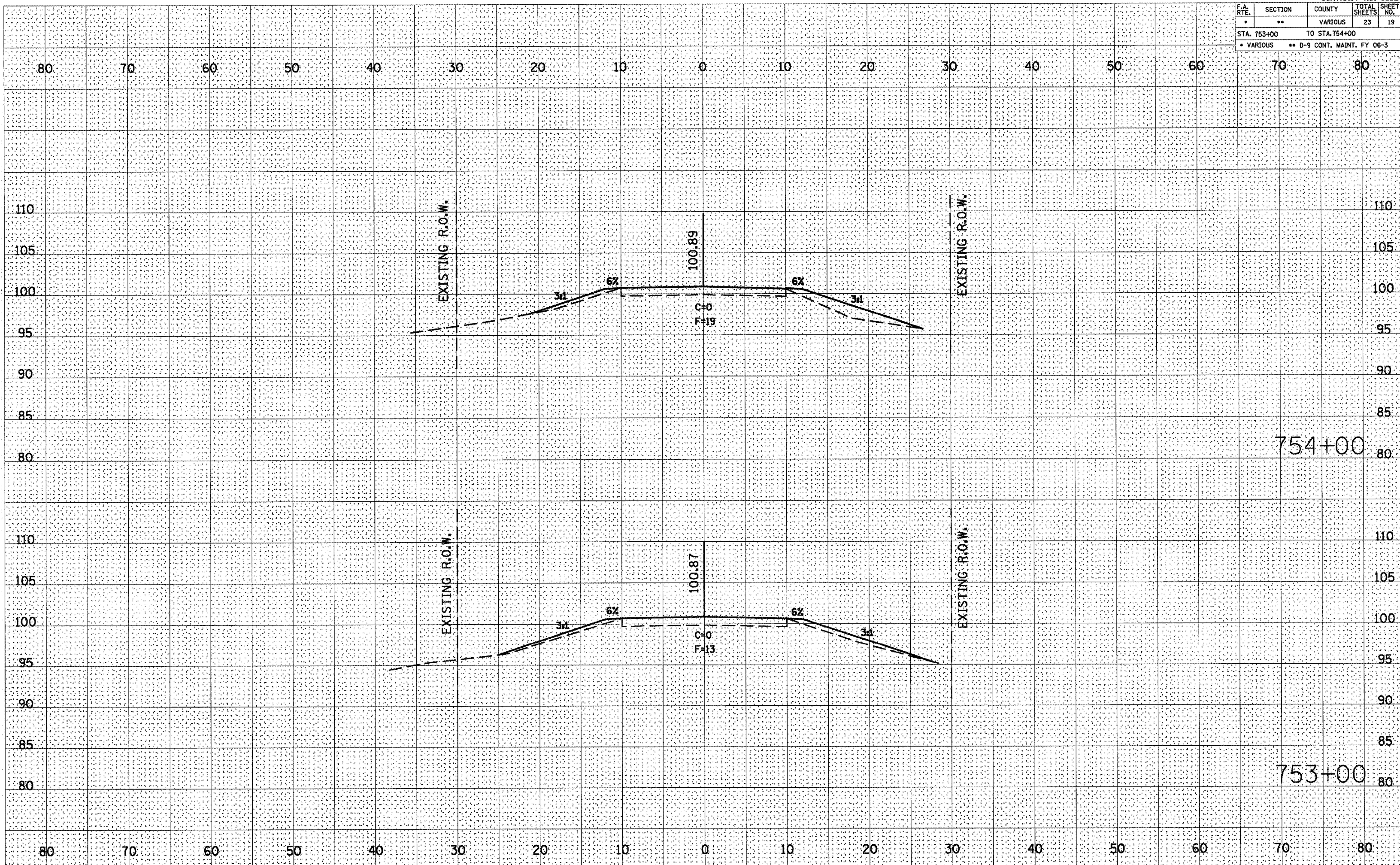
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|----------------------------|---------|-----------------------------|--------------|-----------|
| * | ** | VARIOUS | 23 | 17 |
| STA. 751+00 TO STA. 752+00 | | | | |
| * VARIOUS | | ** D-9 CONT. MAINT. FY 06-3 | | |



| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|-----------------------------|--------------|-----------|
| • | •• | VARIOUS | 23 | 18 |
| STA. 752+51 | | TO STA. 752+80 | | |
| • VARIOUS | | •• D-9 CONT. MAINT. FY 06-3 | | |

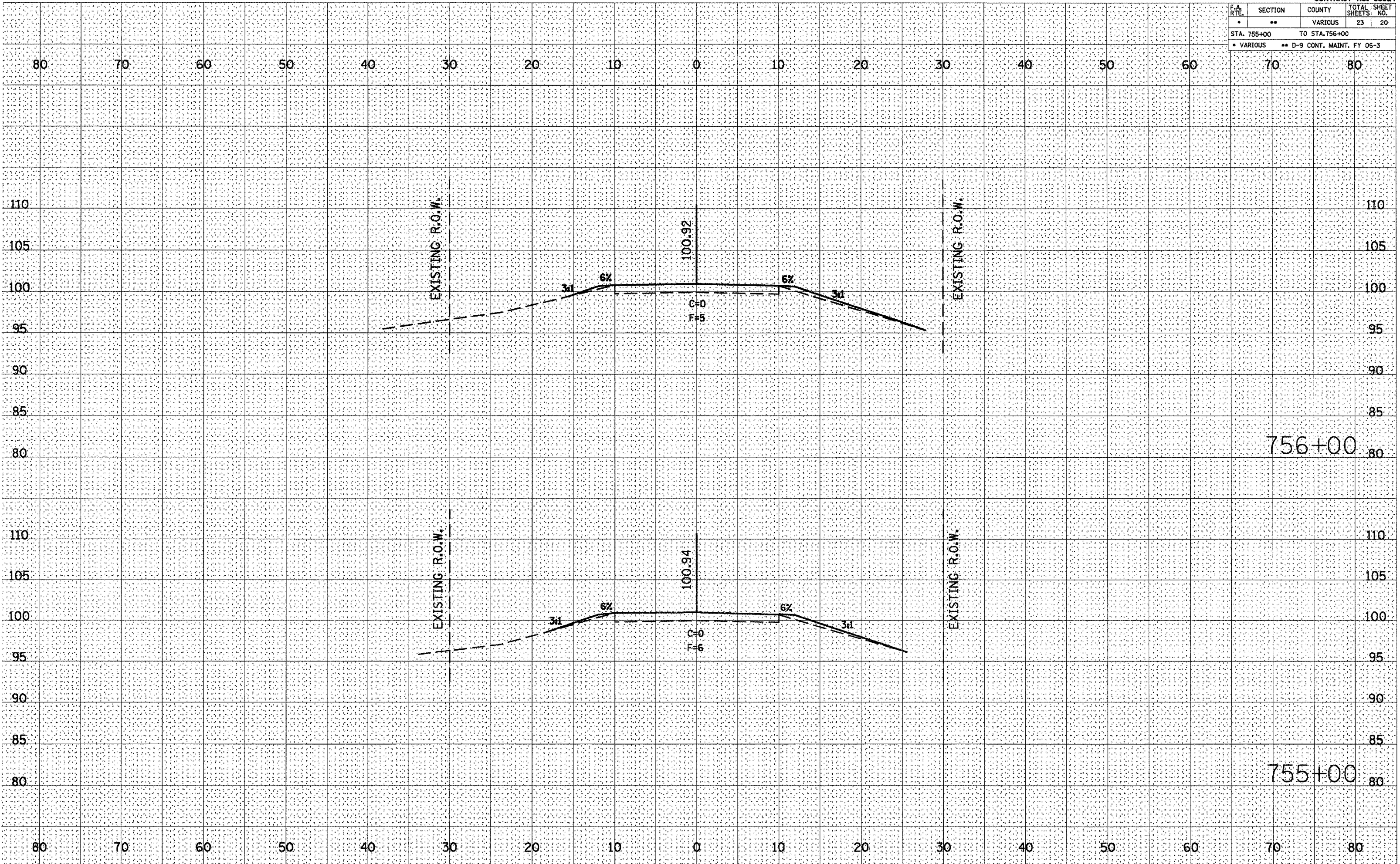


| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------------------------|---------|-----------------------------|--------------|-----------|
| * | ** | VARIOUS | 23 | 19 |
| STA. 753+00 TO STA. 754+00 | | | | |
| * VARIOUS | | ** D-9 CONT. MAINT. FY 06-3 | | |

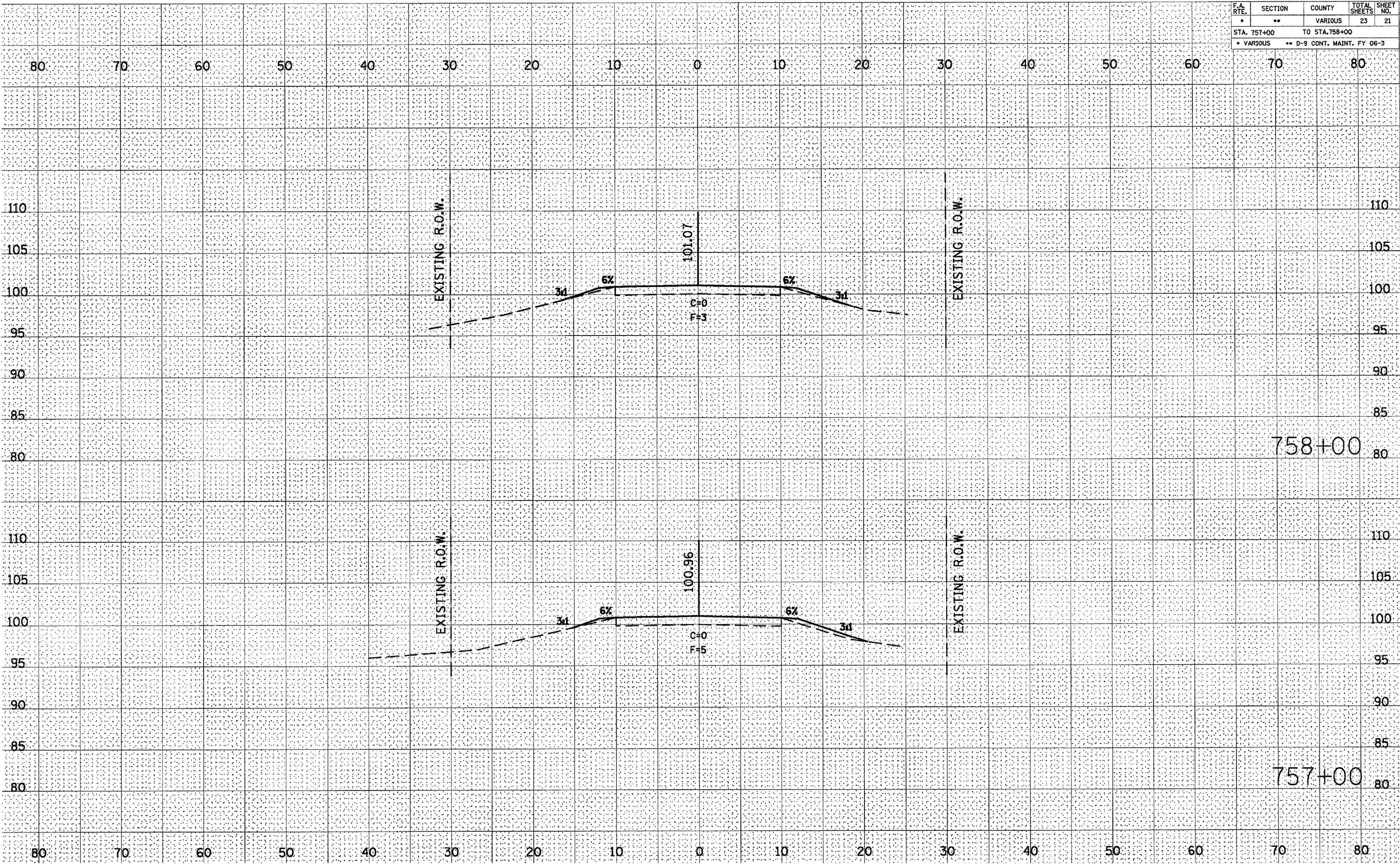


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|-----------|---------|---------|--------------|-----------|
| * | ** | VARIOUS | 23 | 20 |

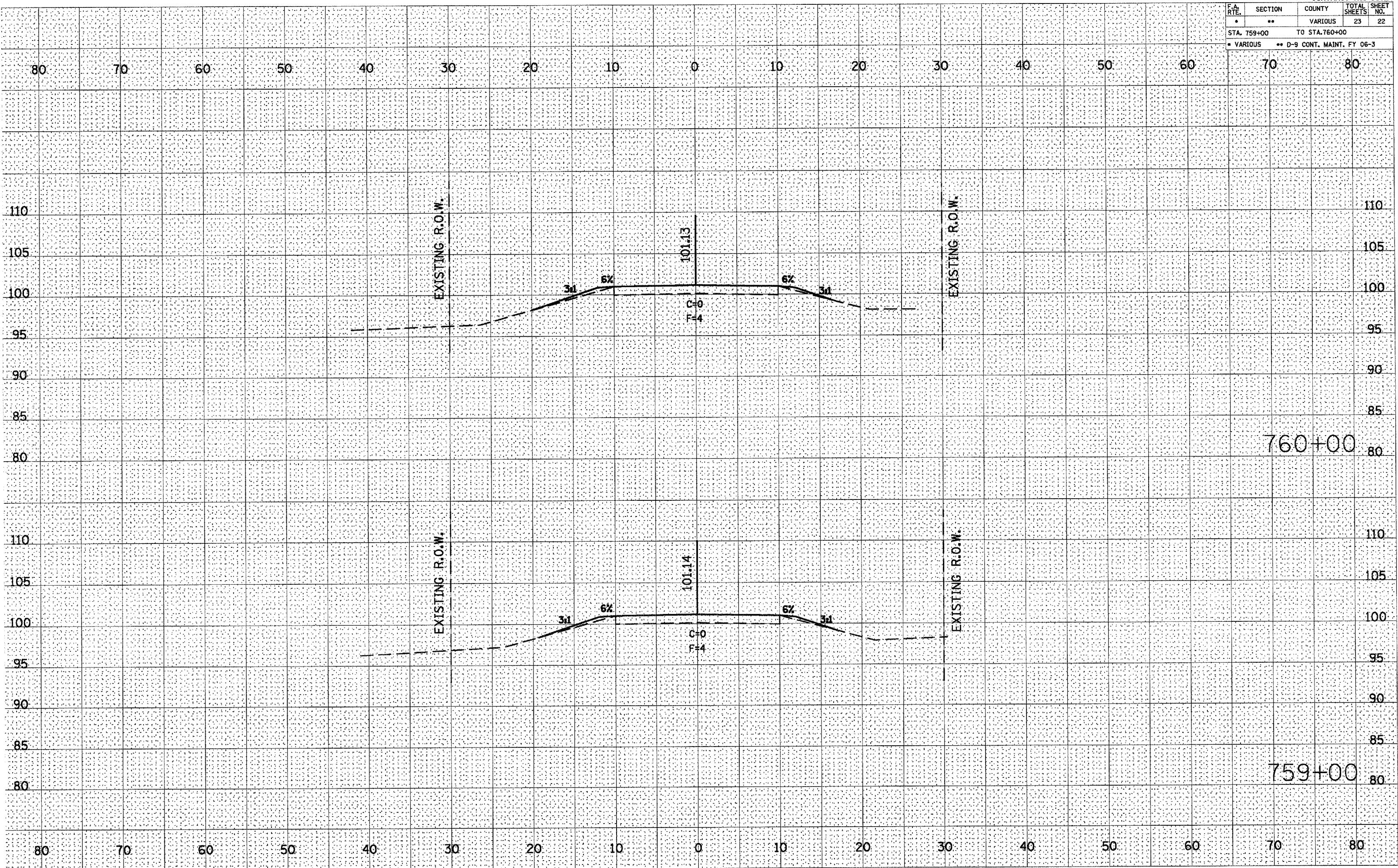
STA. 755+00 TO STA. 756+00
* VARIOUS ** D-9 CONT. MAINT. FY 06-3



| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------------------------|---------|-----------------------------|--------------|-----------|
| * | ** | VARIOUS | 23 | 21 |
| STA. 757+00 TO STA. 758+00 | | | | |
| * VARIOUS | | ** D-9 CONT. MAINT. FY 06-3 | | |



| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------------------------|---------|-----------------------------|--------------|-----------|
| * | ** | VARIOUS | 23 | 22 |
| STA. 759+00 TO STA. 760+00 | | | | |
| * VARIOUS | | ** D-9 CONT. MAINT. FY 06-3 | | |



| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|-----------------------------|--------------|-----------|
| • | •• | VARIOUS | 23 | 23 |
| STA. 761+00 TO STA. | | | | |
| • VARIOUS | | •• D-9 CONT. MAINT. FY 06-3 | | |

