ROADWAY GEOTECHNICAL REPORT

PAVEMENT RUBBLIZATION STUDY

INTERSTATE 55

FROM MM 195.00 TO MM 201.11

FAI 55 (I-55)
Section (53-5)R&I
P-93-025-14
D-93-011-12
C-93-002-12
Contract 66B64
Livingston County

Illinois Department of Transportation

Region 2, District 3

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TABLE OF CONTENTS

LIST OF APPENDICES

I. GENERAL INFORMATION

A. Report Purpose

The purpose of this report is to present the findings and recommendations of the Pavement Rubblization Study performed for this project. The purpose of the Pavement Rubblization Study is to evaluate the existing pavement and subbase for its suitability as a candidate for pavement rubblization.

The proposed Contract 66B64 was originally planned to be a 3R resurfacing of Section 53-4 and Section 53-5. During the construction of Contract 66E81 in September 2015, pavement patches were examined to determine the cause of the pavement failures. A memorandum documenting what was found during construction of Contract 66E81 is provided in Appendix A. The concrete pavement in Section 53-4 was determined to contain D-cracking and is therefore a candidate for rubblization, which was documented in a separate Roadway Geotechnical Report. Upon further investigation in 2017, the pavement in Section 53-5 also contains extensive D-cracking and is also a candidate for rubblization. Due to the availability of funding, these two sections have been separated up into two rubblization Contracts: 66F23 for Section 53-4 and 66B64 for Section 53-5.

B. Project Location, Description, and Scope

A location map is provided in Appendix B.

The project is located on Interstate 55 from MM 195.00 to MM 201.11. The project is located in Pontiac Township Sections 2, 3, 8, 9, 17, 20, 29, and 32 of T 28N, R5E, 3rd Principal Meridian Livingston County, Illinois.

The proposed improvements include rubblization of I-55 from STA 22+10 to STA 344+45.

The improvement has three station equations: STA 89+98.64 BK = STA 90+00.04 AH, STA 175+98.67 BK = STA 176+00.14 AH, and STA 290+00.00 BK = STA 290+00.16 AH.

The proposed improvement to I-55 will involve removal of the existing HMA pavement layers, rubblization of the existing continuously reinforced Portland cement concrete pavement, and placement of a new full depth HMA pavement.

The horizontal alignment of the roadway will not be impacted.

The vertical alignment of the roadway will have a minor change in profile grade to accommodate the increased thickness of HMA. Embankment work will be necessary to bring the slopes of the ditches to match the change in the profile grade. Additionally, the profile of I-55 from STA 120+65 to STA 152+65 will be lowered. This will allow for improved sight distance and reduced grades on the pavement north of the IL 116 interchange.

SN 053-0126 and SN 053-0127, which carry I-55 over an abandoned railroad will be removed and replaced with SN 053-2582. The abandoned railroad is proposed to be converted into a multi-use path in the future. A separate Structure Geotechnical Report is being prepared for this structure.

Existing typical sections are included in Appendix C.

Proposed plan and profile sheets are included in Appendix D.

Existing and projected traffic data is provided in Appendix E.

C. Pavement Design

A preliminary pavement design was prepared. This preliminary analysis indicates 11.0 inches of HMA must be placed directly on top of the rubblized concrete pavement. A copy of this analysis is provided in Appendix F. From STA 120+65 to STA 152+65, the preliminary analysis indicates 11.0 inches of jointed PCC pavement will be placed where the roadway profile is being lowered.

D. Soils

The soils within the project limits generally consist of loam, clay loam, and sandy loam.

E. Bedrock

The bedrock underlying the project will not impact construction of the rubblized pavement, new HMA pavement, or other appurtenances.

II. SUBSURFACE INVESTIGATION

A. Field Investigation

A subsurface investigation of pavement coring, dynamic cone penetrometer (DCP) testing through the core holes, and soil sampling with a hand auger to a depth of 1 foot below the subbase through the core holes was executed to determine the thickness and condition of the existing pavement, the immediate bearing value (IBV) of the soils beneath the pavement, and the physical characteristics of the soils beneath the pavement. A summary of all test locations is provided in Table 1 below. A copy of all soil boring logs is provided in Appendix G.

From STA 120+65 to STA 152+65, soil borings were performed to evaluate the suitability of the existing embankment for use as embankment in other locations on the project, and to determine the condition of the soils at the proposed profile elevation. These boring logs are also provided in Appendix G.

Boring #	Direction	Lane	Station	Offset Distance (FT)	Offset Direction	Drilling Method
101	NB	Driving	205+45	62	Right	Hand Auger
102	NB	Driving	225+00	62	Right	Hand Auger
103	NB	Driving	238+85	62	Right	Hand Auger
104	NB	Driving	261+60	62	Right	Hand Auger
105	NB	Driving	305+95	62	Right	Hand Auger
106	NB	Driving	315+00	62	Right	Hand Auger
107	NB	Driving	341+30	62	Right	Hand Auger
108	NB	Driving	356+60	62	Right	Hand Auger
201	NB	Passing	200+00	50	Right	Hand Auger
202	NB	Passing	249+35	50	Right	Hand Auger
203	NB	Passing	275+00	50	Right	Hand Auger
204	NB	Passing	305+00	50	Right	Hand Auger
205	NB	Passing	325+00	50	Right	Hand Auger
301	NB	Driving	74+85	62	Right	Hand Auger
302	NB	Driving	109+45	62	Right	Hand Auger
303	NB	Driving	121+75	62	Right	Hand Auger
304	NB	Driving	180+47	62	Right	Hand Auger
501	SB	Driving	350+00	62	Left	Hand Auger
502	SB	Driving	306+90	62	Left	Hand Auger
503	SB	Driving	277+60	62	Left	Hand Auger
505	SB	Driving	244+65	62	Left	Hand Auger
506	SB	Driving	195+45	62	Left	Hand Auger
601	SB	Passing	320+35	50	Left	Hand Auger
602	SB	Passing	286+15	50	Left	Hand Auger
603	SB	Passing	233+25	50	Left	Hand Auger
604	SB	Passing	220+00	50	Left	Hand Auger
605	SB	Passing	205+00	50	Left	Hand Auger
701	SB	Driving	180+40	62	Left	Hand Auger
702	SB	Driving	141+35	62	Left	Hand Auger
703	SB	Driving	74+90	62	Left	Hand Auger
RW01	NB	10' Shoulder	130+00	70	Right	Hollow Stem Auger
RW02	NB	10' Shoulder	140+00	70	Right	Hollow Stem Auger
RW03	SB	10' Shoulder	145+00	70	Left	Hollow Stem Auger
RW04	SB	10' Shoulder	135+00	70	Left	Hollow Stem Auger

Table 1: Subsurface Investigation Summary. Boring numbers and core numbers can be used interchangeably throughout this report.

B. Laboratory Testing and Classification of Soils

Laboratory testing consisted of Atterberg Limits, grain size analysis, and moisture content. The soil samples were classified in accordance with the Illinois Division of Highways (IDH) textural classification chart and the AASHTO engineering designations with group indices were determined. The grain size distribution with Atterberg Limits is included in Appendix H. The IDH Textural Classification Chart is included in Appendix I. A summary of all laboratory results is provided in Appendix J.

C. Groundwater Conditions

Complete precipitation data for the period prior to the subsurface investigation for Pontiac, Illinois is provided in Table 2. The groundwater elevation may have been slightly higher than normal during the subsurface investigation. However, groundwater was not encountered in any of the borings and the moisture content of the in situ soils was not excessive. Groundwater is not expected to impact construction.

Month	Year	Actual Precipitation	Normal Precipitation	Departure From Normal (+/-)	Cumulative Actual Precipitation	Cumulative Normal Precipitation
		Inch	Inch	Inch	Inch	Inch
January	2016	0.77	1.96	-1.19	0.77	1.96
February	2016	1.69	1.59	0.10	2.46	3.55
March	2016	3.29	2.83	0.46	5.75	6.38
April	2016	1.68	3.28	-1.60	7.43	9.66
May	2016	4.21	3.88	0.33	11.64	13.54
June	2016	3.87	3.66	0.21	15.51	17.20
July	2016	6.36	4.08	2.28	21.87	21.28
August	2016	7.47	3.90	3.57	29.34	25.18
September	2016	4.09	3.02	1.07	33.43	28.20
October	2016	2.19	3.05	-0.86	35.62	31.25
November	2016	2.71	3.03	-0.32	38.33	34.28
December	2016	1.24	2.36	-1.12	39.57	36.64
TOTALS		**39.57**	**36.64**	**2.93**		

Table 2: Precipitation data for Pontiac, Illinois (source: US Dept. of Commerce, NOAA Station GHCND:USC00116910).

D. Existing Pavement Conditions

The existing pavement is generally in poor condition. Extensive D cracking in the CRPCC pavement was identified during a pavement patching contract completed in September 2015. A memorandum documenting the observations made during this patching contract is included in Appendix A.

E. Pavement Investigations

In January 2017, pavement cores were obtained to verify the thickness of the existing pavement and subbase and evaluate the existing concrete for D cracking. The pavement cores indicated the presence of D Cracking in 28 of the 30 cores. Cores 303 and 702 showed little to no evidence of D cracking. Information on the pavement cores obtained in November 2015 is in Appendix K.

In March, 2015 pavement cores were taken to verify the condition of the existing shoulders, immediately adjacent to the original concrete pavement. The cores indicated the existing HMA shoulders are in very poor condition and must be improved prior to using them for stage construction traffic. Information on the pavement cores obtained in March, 2015 is in Appendix L.

In November, 2014 cores of the existing pavement and shoulders were taken, however the cores did not extend through the CRPCC pavement, and therefore do not provide information on the condition of the CRPCC pavement or the underlying soils. Many cores were obtained through the existing shoulders and indicate the existing shoulders are in poor condition and must be improved prior to using them for stage construction traffic. Information on the pavement cores obtained in November, 2014 is in Appendix M.

In November, 2010 cores of the existing pavement were taken to investigate the cause of rutting that was occurring in the HMA layers. These cores did not extend through the CRPCC pavement. Information on the pavement cores obtained in November, 2010 is in Appendix N.

F. Immediate Bearing Value

The field measurements and calculated Immediate Bearing Values (IBV) from the DCP testing are provided in Appendix O. The IBVs plotted with the thickness of the CRPCC and subbase on Figure 54-5.T of the Bureau of Design and Environment Manual are provided in Appendix P.

The DCP testing indicated the subgrade is suitable for Rubblization Method I without requiring any modification of the subgrade.

III. ABOVE GROUND INVESTIGATION

A. Nearby Bridges and Culverts

SN 053-0116, which carries IL Route 116 over I-55 at STA 110+25, is in the area to be rubblized. The rubblization process is not expected to cause any damage to this structure; however, the vertical clearance at SN 053-0116 needs to be checked to verify that it meets policy. If the required vertical clearance is not maintained, the pavement under SN 053-0116 should be removed and replaced with new CRPCC pavement at the proper elevation to provide adequate vertical clearance for traffic.

SN 053-0128 and SN 053-0129, which carries I-55 over the Vermillion River at STA 188+00, is in the area to be rubblized. The rubblization process is not expected to cause any damage to this structure.

SN 053-0130, which carries County Highway 27 over I-55 at STA 194+50, is in the area to be rubblized. The rubblization process is not expected to cause any damage to this structure; however, the vertical clearance at SN 053-0130 for northbound I-55 is 16.3' and for southbound I-55 is 16.1'. If the required vertical clearance is not maintained, the pavement under SN 053-0130 should be removed and replaced with new CRPCC pavement at the proper elevation to provide adequate vertical clearance for traffic.

SN 053-0115, which carries IL Route 23 over I-55 at STA 313+42, is in the area to be rubblized. The rubblization process is not expected to cause any damage to this structure; however, the vertical clearance at SN 053-0115 for northbound I-55 is 16.2' and for southbound I-55 is 16.1'. If the required vertical clearance is not maintained, the pavement under SN 053-0130 should be removed and replaced with new CRPCC pavement at the proper elevation to provide adequate vertical clearance for traffic.

Pipe culverts are located under I-55 at various locations throughout the area to be rubblized. A list of these culverts is provided in Appendix Q. The plans shall contain a list of these culverts and requirements that they be monitored for damage during the rubblization process and that the rubblization process be modified during construction to prevent damage to these facilities.

B. Nearby Buildings

There are no buildings within 50 feet of the pavement to be rubblized.

C. Nearby Utilities

A field inspection for underground utilities crossing I-55 was performed. There are markers indicating the presence of underground utilities at various locations on the project; however, it could not be determined if these utilities cross I-55 or run parallel to I-55. A thorough utility investigation is needed in Phase II engineering.

Overhead utilities are located at approximate mile markers 195.7, 197.7, 199.2, and 200.0. The vertical clearance between these utilities and the proposed pavement elevation must be checked during Phase II engineering.

IV. ANALYSIS AND RECOMMENDATIONS

A. Frost Susceptible Soils

The soils within the proposed improvement were checked for their potential to be frost susceptible using the criteria outlined in the IDOT Geotechnical Manual (2015 edition). Frost susceptible soils were not identified in any of the borings taken. Underdrains are proposed to be constructed as part of the improvement, which will help to mitigate the risk of detrimental frost heave. There is no evidence of frost heave in the existing pavement at these boring locations. After considering all of these factors, remediation of frost susceptible soils is not warranted.

B. Subsurface Drainage

The existing pavement does not have underdrains. Since the rubblization process changes the CRPCC pavement into a free draining base material, underdrains must be installed.

The pay item “Pipe Underdrains, Type 3” should be used in accordance with Section 601 of the 2016 Standard Specifications of Road and Bridge Construction.

C. Subgrade Support Rating and Illinois Bearing Ratio

For the purpose of pavement design, a Subgrade Support Rating of poor is recommended for all existing subgrade soils, including those from STA 120+65 to STA 152+65 where the profile will be lowered. The SSR charts with data points plotted are in Appendix R. Based on Table 5.5.16-1 of the IDOT Geotechnical Manual (2015 edition), the Illinois Bearing Ratio for the existing project soils can be estimated as 3.

D. Subgrade Stability

The DCP test results and the IBVs plotted with the concrete and base thickness were evaluated to determine if the subgrade can support the rubblization construction process and the new pavement. The individual bearing values indicated that rubblization is suitable. However, IBV’s for Core 703 showed that it was borderline for rubblization because the top 12’’ of soil had appreciable penetration rates. This location should be monitored closely during construction to verify the subgrade remains stable.

Based on the results of the DCP testing, additional thickness of improved subgrade in addition to what is provided by the rubblization process is not necessary if Rubblization Method I is used. If Rubblization Method II or III is used, subgrade will need to be removed and replaced at selected areas to provide a stable subgrade. Additional DCP testing will be needed to define the limits of subgrade removal and replacement.

From STA 120+65 to STA 152+65, the soils at the proposed profile elevations are believed to be suitable and will provide an acceptable subgrade if processed according to Section 301 of the Standard Specifications for Road and Bridge Construction.

E. Geotechnical Reports

The Roadway Geotechnical Report for this project should be made available to the contractor. A special provision for this is included in Appendix S.

V. CONCLUSIONS

A. Rubblization Feasibility

Based on the results of the field investigation, rubblization is feasible for the project. Rubblization Methods II and III will require removal and replacement of subgrade at selected locations. In addition, if stage construction is necessary, only Method I can be used because the equipment for Methods II and III encroach three to five feet into the adjacent lane of traffic. Rubblization Method I will not require removal and replacement of subgrade and will allow for the rubblization to occur under stage construction. Therefore, Rubblization Method I is recommended for this project.

A special provision for pavement rubblization is provided in Appendix T. Prior to preparation of final plans and special provisions, the Central Bureau of Materials should be contacted to verify the most recent version of this special provision is included in the plans.

B. Embankment Materials

The soils from STA 120+65 to STA 152+65 will be acceptable for use as embankment throughout the project. Copies of standard Proctor tests on these materials are available in Appendix U. Information on the grain size and Atterberg Limits of these materials is provided in Appendix H.

C. Additional Information

If there are any questions about this report or any additional information is required, please contact the District Geotechnical Engineer.

APPENDIX

A

Illinois Department of Transportation

Memorandum

To:	Dave Broviak	Attn: Tom Magolan
From:	Joe Wick	By: Wayne Phillips
Subject:	Pavement Investigation Report *	
Date:	December 21, 2015	

* Route: FAI 55 (I-55)
Section: (53-4,5) RS1&I
County: Livingston
Contract: 66B64
Mile Marker 195.0 to 204.7

As you requested, provided below is information on the subject project.

CONSTRUCTION HISTORY

The portion of I-55 from station 20+35.52 to station 344+45.18 (south of MM 201.1) was originally constructed as Section 53-5 in 1973 (contract 29789). The portion of I-55 from station 344+45.18 to station 533+50.00 (north of MM 201.1) was originally constructed as Section 53-4 in 1975 (contract 30471). The typical sections for both contracts show 9 inches of CRPCC pavement and four inches of stabilized subbase. Underdrains were not installed on either contract.

In 2000, both sections were resurfaced with 1.75 inches of HMA binder and 1.5 inches of HMA surface (contract 66001).

In 2012, the HMA overlay had rutted severely in various locations. This was repaired by removing and replacing all of the HMA at various locations in the driving lane. The plans indicated that two lifts of HMA surface be constructed with thicknesses of approximately 1.75 inches for the bottom lift and 1.5 inches for the top lift. The HMA was placed 13 feet wide, which effectively removed and replaced the existing joint between the pavement and the shoulder. There is a note on the as built plans indicating the actual average total thickness was 3.0 inches.

Several patching projects have taken place on this portion of I-55.

CURRENT PROJECT

The current project (contract 66E81) consists of full depth CRPCC pavement patching in Section 53-4 and 53-5. Of the 32 patches in the northbound direction, 21 (66%) of them are in Section 53-4. Of the 56 patches in the southbound direction, 46 (77%) of them are in Section 53-4. It is important to note that some of the largest patches in Section 53-5 are related to expansion joint failures and one large patch was determined to be unnecessary after it was excavated as the failures were located only in the HMA surface.

Therefore, if these patches are removed from consideration, the proportion of patches in Section 53-4 will increase. A copy of the patching schedules for this project is attached.

FUTURE PROJECT

The District is currently performing a Phase 1 study for a 3R resurfacing of both sections (contract 66B64). Materials staff performed a visual inspection of the pavement and pavement coring to provide recommendations on the necessary scope of work. In a March 26, 2015 memorandum, Materials recommended that underdrains not be installed. The Bureau of Program Development requested that we review this recommendation during the current patching project.

PAVEMENT AND SUBBASE INSPECTION

On September 14 and 15, 2015 field inspections were performed on the existing pavement while the pavement patching contract was underway. This allowed for a thorough inspection of the existing HMA, concrete, and subbase at the patch locations. The intent of the field inspections was to gain additional information to help determine if underdrains need to be installed on the future 3R project.

Several observations were made throughout the project:

1. The stabilized subbase is in fair condition. All of the stabilized subbase was firm (Photo 1).
2. Subsurface drainage does not appear to be an issue. None of the patches held water or displayed other evidence of a subsurface drainage problem.
3. Rutting of the HMA overlay which was placed in 2012 is evident, with varying levels of severity.
4. Section 53-4 has significantly more pavement failures than Section 53-5 and the severity of the pavement failures is greater in Section 53-4 than in Section 53-5.
5. There are many more areas that need patching than can be patched on the current project. An additional patching contract will be necessary to complete all of the necessary pavement patching.

Several observations were made in Section 53-5:

1. The CRPCC pavement has a thickness of 9 to 9.25 inches.
2. The CRPCC pavement is in generally good condition.
    - The aggregate has no evidence of D cracking.
    - A visual inspection indicates the portion from MM 198.8 to MM 201.0 is experiencing more pavement distress than the rest of the section. The cause of this increased distress frequency will be evaluated in depth during the next patching contract.
3. The reinforcement bars are generally at the correct position within the pavement.
4. The reinforcement bars are 5/8 inch diameter.
5. The HMA repair constructed in 2012 has a total of 5 patches being constructed on the current patching contract.

Several observations were made in Section 53-4:

1. The CRPCC pavement has a thickness of 9 to 9.25 inches.
2. The CRPCC pavement is in poor condition.
    - The aggregate has evidence of D cracking at all locations (Photo 2).
    - The CRPCC pavement has evidence of D cracking at many locations (Photo 3 & 4).
    - The CRPCC pavement has vertical cracks in the center of the right wheel lane at some locations (Photo 5).
    - The CRPCC pavement has horizontal cracks at some locations (Photo 4).
    - The sawed vertical face of the CRPCC sounds “hollow” as some locations.
3. The reinforcement bars are at varying positions within the pavement. Locations of the bars range from t/3 to t/2 below the top of the concrete pavement.
4. The reinforcement bars are 5/8 inch diameter.
5. The HMA repair constructed in 2012 needs a large number of patches. This is evidence that a simple overlay will not be sufficient to prevent the condition of the CRPCC pavement from reflecting through to the surface.

CONCLUSIONS

The condition of the CRPCC pavement appears to be significantly worse in Section 53-4 compared to Section 53-5. Since these were constructed under different contracts, different aggregate sources may have been used, which would explain the difference in the cracking of the aggregate. It is believed that the fundamental problem in Section 53-4 is the use of an aggregate that is susceptible to freeze-thaw action, which causes the D cracking. Unfortunately, there is no way to remediate this aggregate condition, so the Department must accept the fact that the current pavement conditions will reappear shortly after

any HMA overlay is constructed. Removal of the entire D cracked CRPCC pavement is necessary to completely eliminate the risk of similar pavement failures in the future. Options to consider for Section 53-4 include:

1. Complete reconstruction
2. Patching of all areas that have not been patched
3. Rubblization

Options 1 and 2 are not believed to be economically feasible. Therefore, a detailed pavement rubblization study will be performed by the District 3 Geotechnical Unit. The results of this study will be provided when they are available.

In Section 53-5, evidence of D cracking was minimal. It is believed that complete removal of the existing HMA overlay, patching of any failures of the CRPCC pavement, and placement of a structural SMA overlay will provide a suitable pavement for many years. This recommendation will be further evaluated during the next patching contract.

If you have any questions, please contact Mike Short.

MS:bz/imp/mtls/soils/Pavement Investigation Report #66B64

cc: Joe Wick
Ted Fultz

CONTRACT 66E81 PATCHING SCHEDULE - NORTHBOUND

patch #	M.P.	lane	L	W	ty 2	ty 3	ty 4	saw cuts	reinf.	fabric	tie bars	dowels	Section	Area
1	195		30	6		20.0		72.0	20.0	20.0	15.0		53-5	20.0
2	196.65	PL	98	12			130.7	220.0	130.7	130.7	49.0		53-5	130.7
3		PL	18	12		24.0		60.0	24.0	24.0			53-5	24.0
5	196.8		100	6			66.7	212.0	66.7	66.7	50.0		53-5	66.7
6	197.1	PL	13	12		17.3		50.0	17.3	17.3		12.0	53-5	17.3
7		PL	11.5	12		15.3		47.0	15.3	15.3		12.0	53-5	15.3
9	197.2		297.3	6			198.2	606.6	198.2	198.2	148.0		53-5	198.2
			41.5	12			55.3	107.0	55.3	55.3	20.0		53-5	55.3
10			40	6			26.7	92.0	26.7	26.7	20.0		53-5	26.7
11	198.9		15.3	6	10.2			42.6	10.2	10.2			53-5	10.2
13	200.7		8	6	5.3			28.0	5.3	5.3			53-5	5.3
14	201.6		9	12	12.0			42.0	12.0	12.0			53-4	12.0
16	202.1		17.5	6	11.7		32.3	47.0	11.7	11.7			53-4	44.0
17	202.1		9.2	6	6.1			30.4	6.1	6.1			53-4	6.1
17A	202.2		17.6	12		23.5		59.2	23.5	23.5			53-4	23.5
17B	202.4		7.5	6	5.0			27.0	5.0	5.0			53-4	5.0
18	202.4	PL	7.5	6	5.0			27.0	5.0	5.0			53-4	5.0
19	202.5		26	6		17.3		64.0	17.3	17.3	13.0		53-4	17.3
			12.7	12		16.9		49.4	16.9	16.9			53-4	16.9
20	202.9		7.5	6	5.0			27.0	5.0	5.0			53-4	5.0
21	202.9		7.5	6	5.0			27.0	5.0	5.0			53-4	5.0
21A	203.3		15.3	12		20.4		54.6	20.4	20.4			53-4	20.4
22	203.3		135	6			90.0	282.0	90.0	90.0	67.0		53-4	90.0
23			22	6	14.7			56.0	14.7	14.7	11.0		53-4	14.7
24	203.6		15	6	10.0			42.0	10.0	10.0			53-4	10.0
25	203.6		18.5	6	12.3			49.0	12.3	12.3			53-4	12.3
26			16	12		21.3		56.0	21.3	21.3			53-4	21.3
			19.5	6	13.0			51.0	13.0	13.0			53-4	13.0
27	203.7		27.5	6		18.3		67.0	18.3	18.3	13.0		53-4	18.3
28			27.5	6		18.3		67.0	18.3	18.3	13.0		53-4	18.3
29	203.9		55.5	6			37.0	123.0	37.0	37.0	27.0		53-4	37.0
30	204.6	PL	19.5	12			26.0	63.0	26.0	26.0			53-4	26.0
														0.0
total					**115.3**	**212.6**	**662.9**	**2847.8**	**958.5**	**958.5**	**446.0**	**24.0**		990.8

SUMMARY

	Number of Patches	Percentage of Patches		Area of Patches (sq yd)	Percentage of Patch Area
TOTAL	32	100%		991	100%
Section 53-5	11	34%		570	57%
Section 53-4	21	66%		421	43%

CONTRACT 66E81 PATCHING SCHEDULE - SOUTHBOUND

patch #	M.P.	lane	L	W	ty 2	ty 3	ty 4	saw cuts	reinf.	fabric	tie bars	dowels	Section	Area
1	213.5		55.2	12.0			73.6	134.4	73.6	73.6	27.0	12.0	53-4	73.6
1A	204.2		7.5	6.0	5.0			27.0	5.0	5.0			53-4	5.0
1B			7.5	6.0	5.0			27.0	5.0	5.0			53-4	5.0
2	203.8		11.0	6.0	7.3			34.0	7.3	7.3			53-4	7.3
3	203.4		7.5	6.0	5.0			27.0	5.0	5.0			53-4	5.0
4	203.2		7.5	6.0	5.0			27.0	5.0	5.0			53-4	5.0
5			36.8	6.0		24.5		85.6	24.5	24.5	18.0		53-4	24.5
6	203.2		23.5	6.0		15.7		59.0	15.7	15.7	11.0		53-4	15.7
7			41.5	6.0			27.7	95.0	27.7	27.7	20.0		53-4	27.7
8			7.5	6.0	5.0			27.0	5.0	5.0			53-4	5.0
9			13.5	6.0	9.0			39.0	9.0	9.0			53-4	9.0
10	202.9		42.5	6.0			28.3	97.0	28.3	28.3	21.0		53-4	28.3
11			7.5	6.0	5.0			27.0	5.0	5.0			53-4	5.0
12			9.3	6.0	6.2			30.6	6.2	6.2			53-4	6.2
14			24.3	6.0		16.2		60.6	16.2	16.2	12.0		53-4	16.2
15			8.5	12.0	11.3			41.0	11.3	11.3			53-4	11.3
16			30.5	6.0		20.3		73.0	20.3	20.3	15.0		53-4	20.3
17			41.5	6.0			27.7	95.0	27.7	27.7	20.0		53-4	27.7
18			24.5	6.0		16.3		61.0	16.3	16.3	12.0		53-4	16.3
19			8.5	6.0	5.7			29.0	5.7	5.7			53-4	5.7
20			7.5	6.0	5.0			27.0	5.0	5.0			53-4	5.0
21			10.5	6.0	7.0			33.0	7.0	7.0			53-4	7.0
22			7.5	6.0	5.0			27.0	5.0	5.0			53-4	5.0
23			12.0	6.0	8.0			36.0	8.0	8.0			53-4	8.0
24	202.8		7.5	6.0	5.0			27.0	5.0	5.0			53-4	5.0
25			7.5	6.0	5.0			27.0	5.0	5.0			53-4	5.0
26			7.5	6.0	5.0			27.0	5.0	5.0			53-4	5.0
27			11.5	6.0	7.7			35.0	7.7	7.7			53-4	7.7
28	202.6		7.5	6.0	5.0			27.0	5.0	5.0			53-4	5.0
29			33.0	12.0			44.0	90.0	44.0	44.0	16.0		53-4	44.0
30			9.5	6.0	6.3			31.0	6.3	6.3			53-4	6.3
31			18.5	12.0		24.7		61.0	24.7	24.7			53-4	24.7
			26.0	6.0		17.3		64.0	17.3	17.3	13.0		53-4	17.3
32	202.5		17.5	6.0	11.7			47.0	11.7	11.7			53-4	11.7
33			50.0	6.0			33.3	112.0	33.3	33.3	25.0		53-4	33.3
34			35.5	6.0		23.7		83.0	23.7	23.7	17.0		53-4	23.7
35			60.0	6.0			40.0	132.0	40.0	40.0	30.0		53-4	40.0
36	202.4		38.5	6.0			25.7	89.0	25.7	25.7	19.0		53-4	25.7
36A	202.2		56.2	6.0			37.5	124.4	37.5	37.5	28.0		53-4	37.5
36B			45.0	6.0			30.0	102.0	30.0	30.0	22.0		53-4	30.0
36C	202		8.0	6.0	5.3			28.0	5.3	5.3			53-4	5.3
36D			14.0	6.0	9.3			40.0	9.3	9.3			53-4	9.3
37			27.2	6.0		18.1		66.4	18.1	18.1	13.0		53-4	18.1
37A	201.9		51.0	6.0			34.0	114.0	34.0	34.0	25.0		53-4	34.0
38	201.6		8.0	6.0	5.3			28.0	5.3	5.3			53-4	5.3
38A	201.5		94.0	6.0			62.7	200.0	62.7	62.7	47.0		53-4	62.7
38B	200.8	PL	8.0	6.0	5.3			28.0	5.3	5.3			53-5	5.3
39	200		8.5	6.0	5.7			29.0	5.7	5.7			53-5	5.7
40	199.5		7.5	6.0	5.0			27.0	5.0	5.0			53-5	5.0
41			7.5	6.0	5.0			27.0	5.0	5.0			53-5	5.0
42	199	PL	8.5	12.0	11.3			41.0	11.3	11.3			53-5	11.3
42A	197.1		13.0	12.0		17.3		50.0	17.3	17.3		12.0	53-5	17.3
42B	197.1	PL	13.0	12.0		17.3		50.0	17.3	17.3		12.0	53-5	17.3
43	195		16.5	6.0	11.0			45.0	11.0	11.0			53-5	11.0
44			28.6	6.0		19.1		69.2	19.1	19.1	14.0		53-5	19.1
			106.7	12.0			142.3	237.4	142.3	142.3	53.0		53-5	142.3
														0.0
total					**203.4**	**230.5**	**606.8**	**3377.6**	**1040.7**	**1040.7**	**478.0**	**36.0**		1040.7

SUMMARY

	Number of Patches	Percentage of Patches		Area of Patches (sq yd)	Percentage of Patch Area
TOTAL	56	93%		1041	100%
Section 53-5	10	17%		239	23%
Section 53-4	46	77%		801	77%

Photo 1: Example of a typical patch with a subbase in good condition.

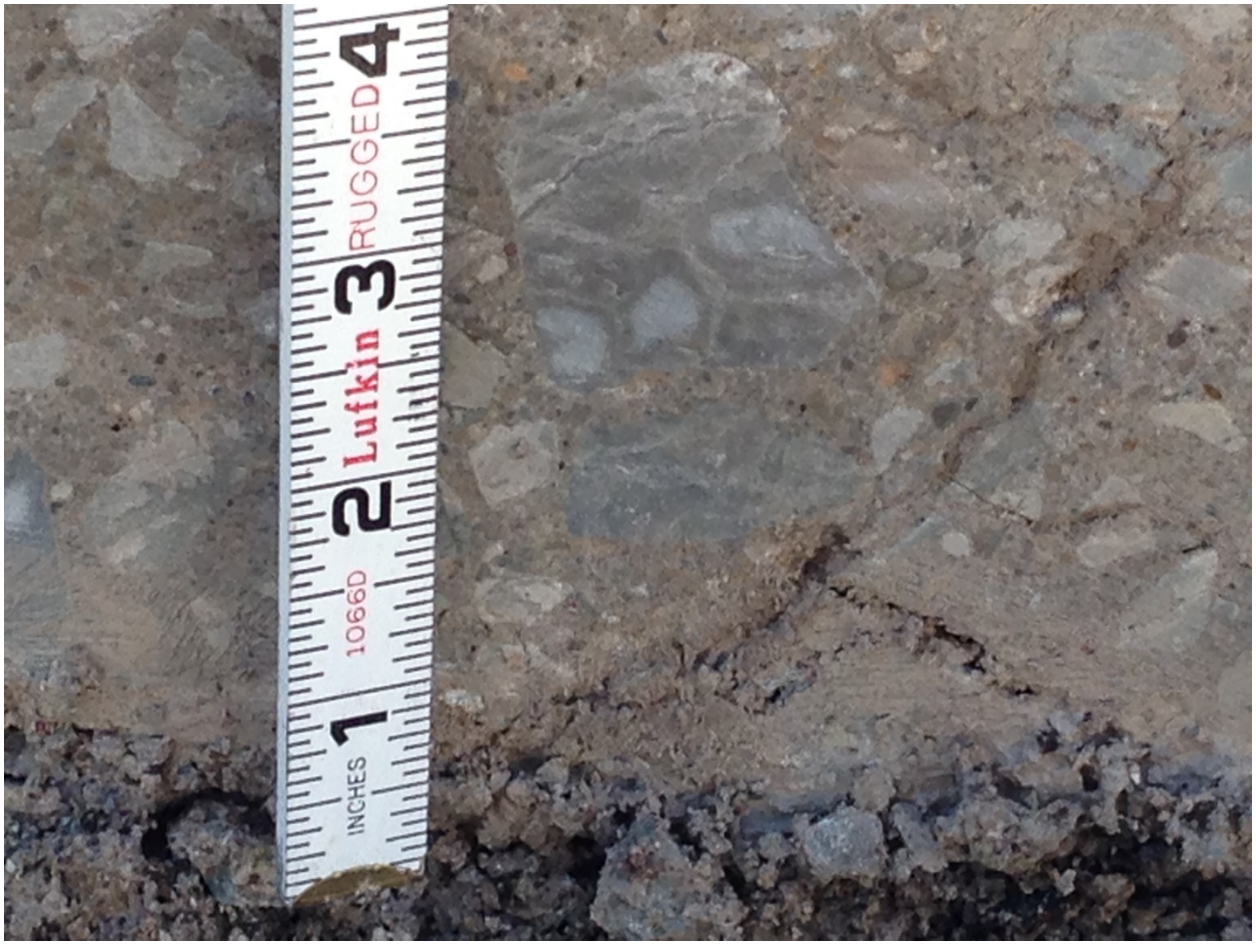


Photo 2: Example of typical cracking in the aggregate in Section 53-4.

Photo 3: Example of typical D cracking of the PCC pavement in Section 53-4.

Photo 4: Example of typical D cracking with a horizontal crack in the PCC in Section 53-4.

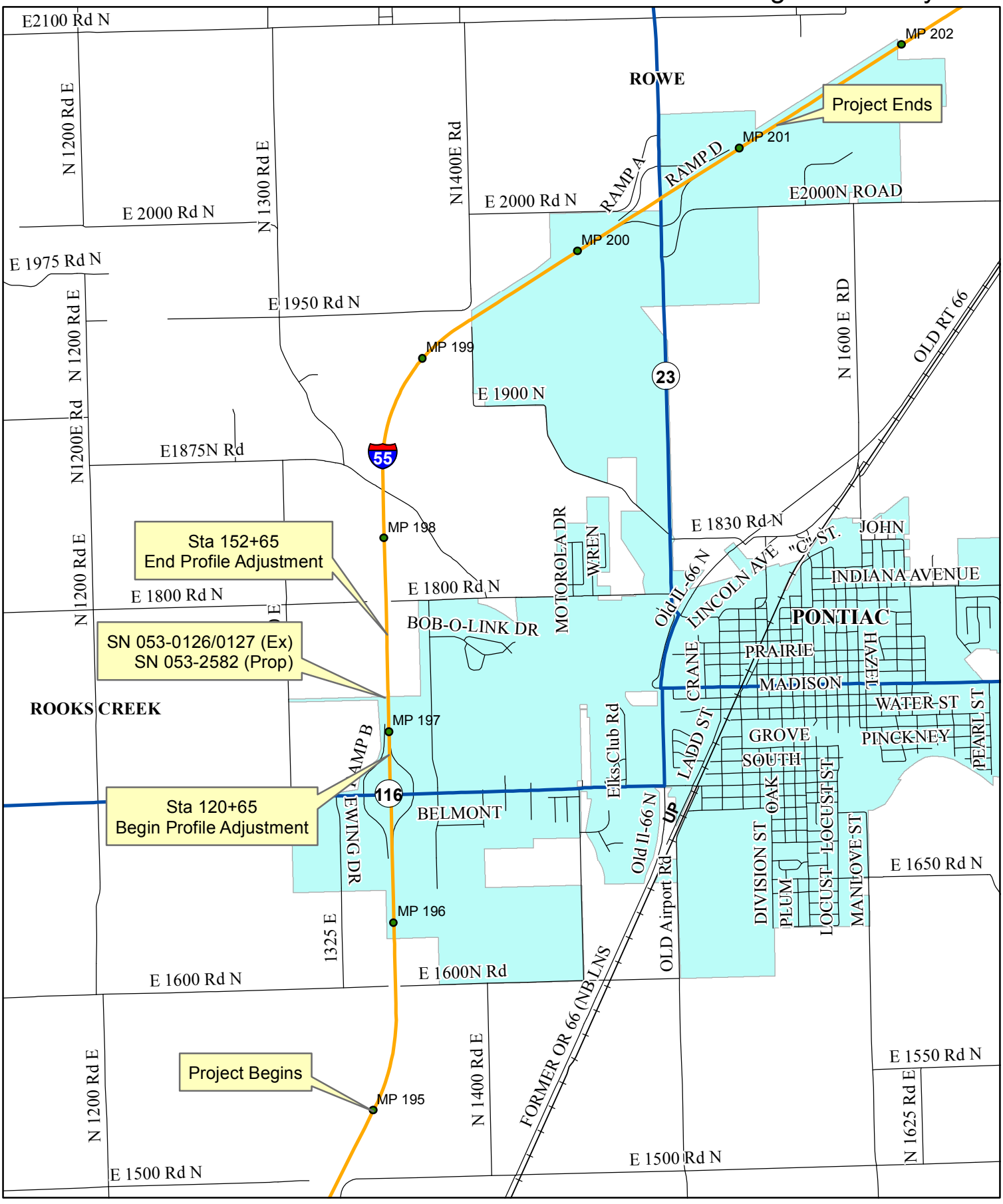
Photo 5: Example of a reflective longitudinal crack in the HMA overlay caused by an underlying longitudinal crack in the PCC pavement in Section 53-4.

APPENDIX

B

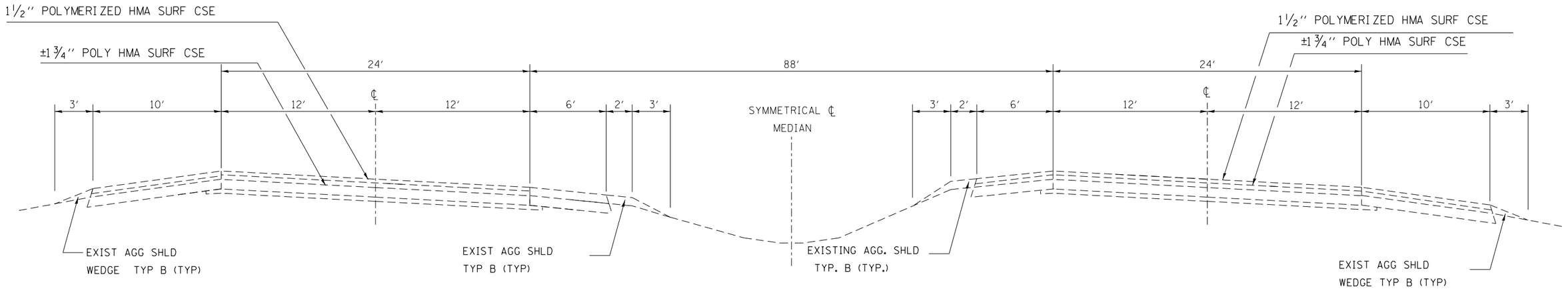
Project Location Map

FAI 55 (I-55)
Section (53-5) R&I
Contract 66B64
Livingston County



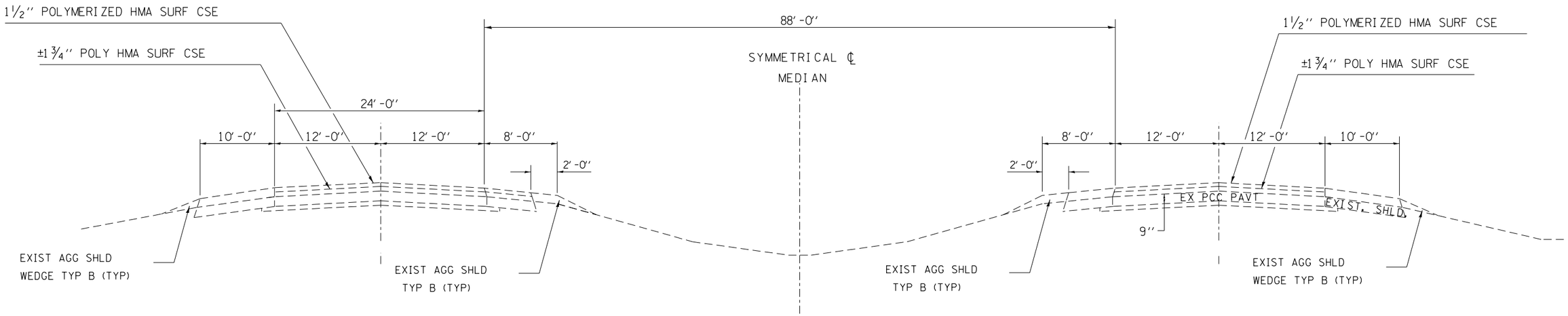
APPENDIX

C



EXISTING SUPERELEVATION TYPICAL SECTION

STA. 20+75.38 TO STA. 51+68.43
STA. 198+27.05 TO STA. 248+06.31



EXISTING TYPICAL SECTION

STA. 20+35.52 TO STA. 344+45.18

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		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -
	PLOT DATE = 3/3/2017	DATE - 02/10/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-5)R&I	LIVINGSTON		
		CONTRACT NO. 66B64		
	ILLINOIS FED. AID PROJECT			

APPENDIX

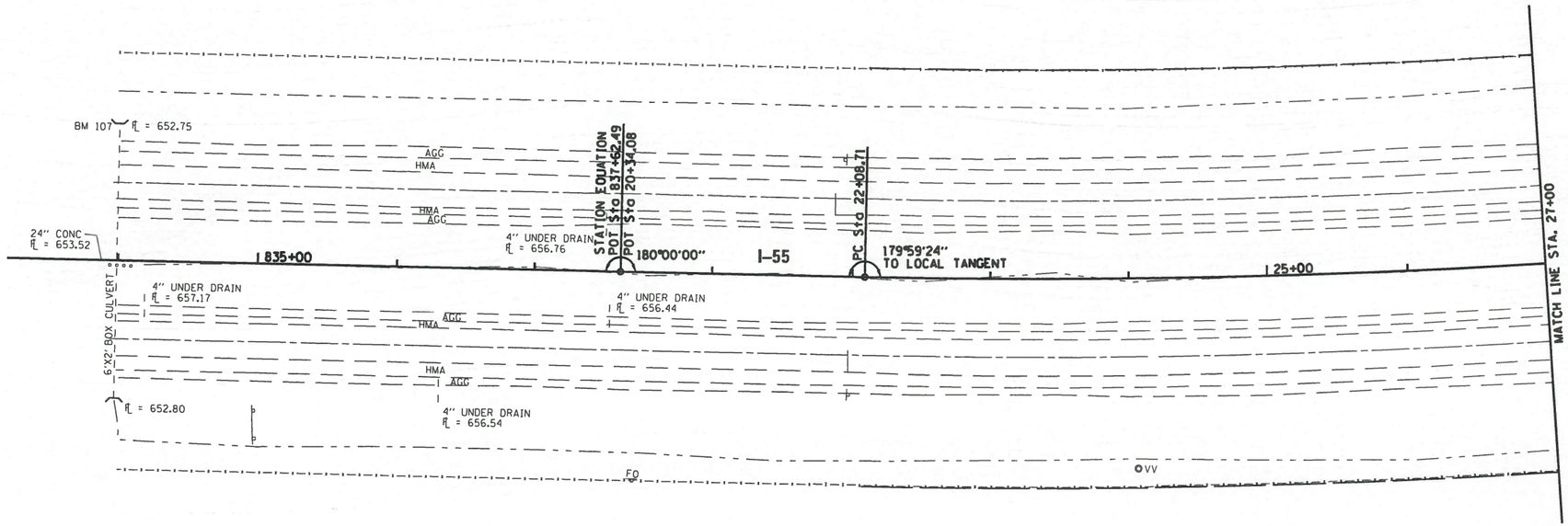
D

PLAN	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED		09/14
ALIGNMENT CHECKED	JKC	09/14
RT. OF WAY CHECKED	JKC	09/14
LAND I.L.S. NAME	D366864 TOPOLOGY	09/14
NOTE BOOK		
NO.		

PROFILE	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED		09/14
GRADES CHECKED	Lee	09/14
R.R. NOTED		
STRUCTURE NOTATNS CHKD		
NOTE BOOK		
NO.		

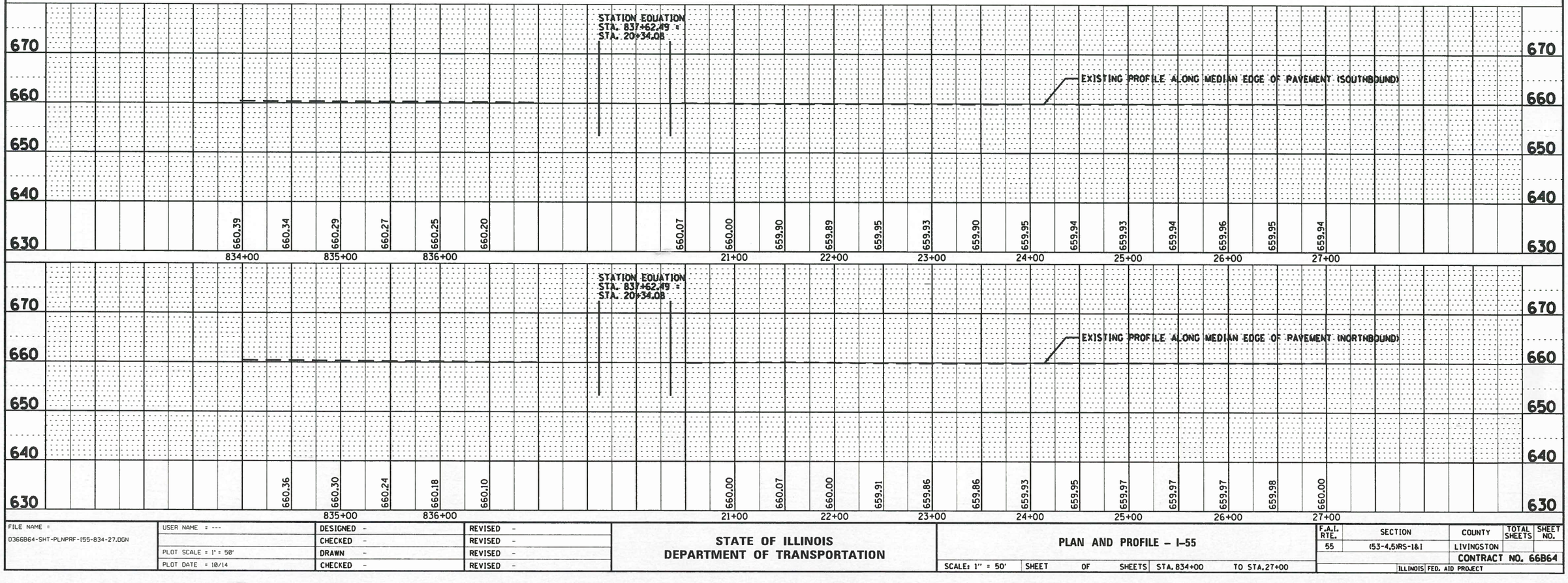
50 0 50 100 150 200 250
SCALE IN FEET

N



PROP. CURVE 155.53-5-1
PI STA. = 36+51.29
Δ = 28° 15' 52" (LT)
D = 1° 00' 00"
R = 5,729.46'
T = 1,442.57'
L = 2,826.39'
E = 178.82'
e = 0.035'/'
T.R. = -----
S.E. RUN = -----
P.C. STA. = 22+08.72
P.T. STA. = 50+35.11

BENCHMARK: 107
CHISELED "□" ON TOP OF SOUTH SIDE OF HEADWALL WEST SIDE OF I-55 SOUTHBOUND ON SOUTH END OF LIMITS.
ELEVATION = 655.95
STA. 833+96, LT



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		CHECKED -	REVISED -
	PLOT SCALE = 1" = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

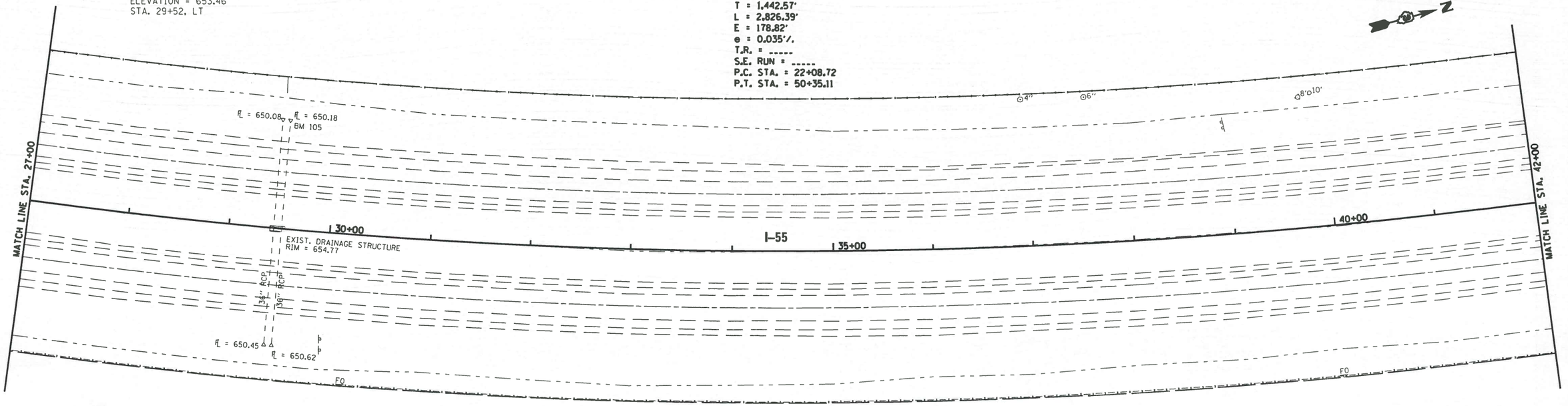
SCALE: 1" = 50' | SHEET OF SHEETS | STA. 834+00 | TO STA. 27+00

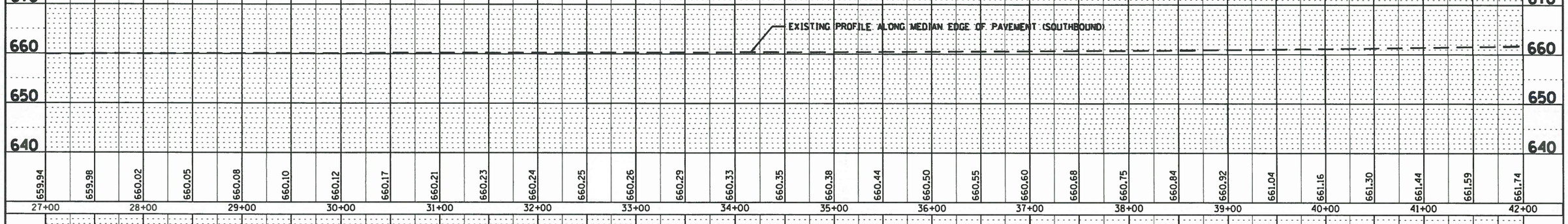
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
	ILLINOIS FED. AID PROJECT			

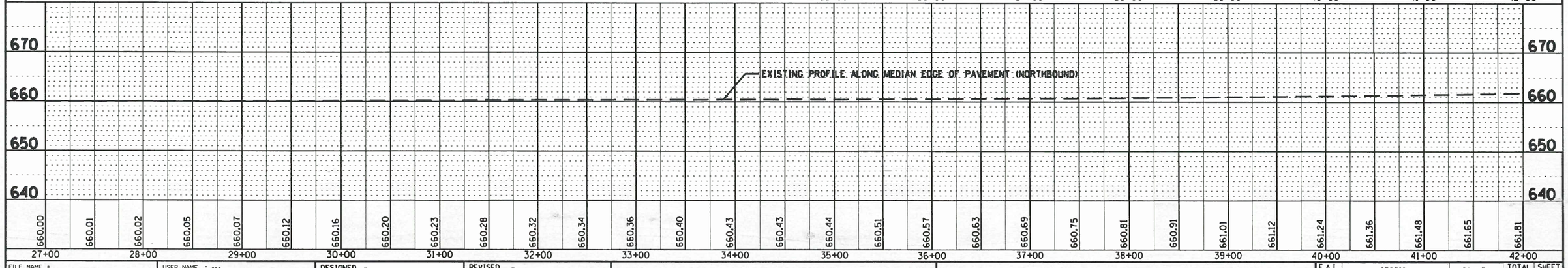
BENCHMARK: 105
CHISELED "□" ON TOP OF FLARED
END SECTION WEST SIDE OF
SOUTHBOUND I-55.
ELEVATION = 653.46
STA. 29+52, LT

PROP. CURVE 155.53-5-1
PI STA. = 36+51.29
Δ = 28° 15' 52" (LT)
D = 1° 00' 00"
R = 5,729.46'
T = 1,442.57'
L = 2,826.39'
E = 178.82'
e = 0.035'/.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 22+08.72
P.T. STA. = 50+35.11

50 0 50 100 150 200 250
SCALE IN FEET







PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
ALIGNMENT CHECKED
P.I. OF M.P.'s CHECKED
ROAD FILE NAME

BY	DATE
CHAMLIN & ASSOCIATES	09/14
JMC	09/14
JMC	09/14
JMC	09/14
D366864-PRODGN	10/14

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO.
GRADES CHECKED
BEAM NOTES
PROFILE NOTATNS CHKD

BY	DATE
CHAMLIN & ASSOCIATES	09/14
JMC	09/14

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USER NAME = ---
PLOT SCALE = 1" = 50'
PLOT DATE = 10/14

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

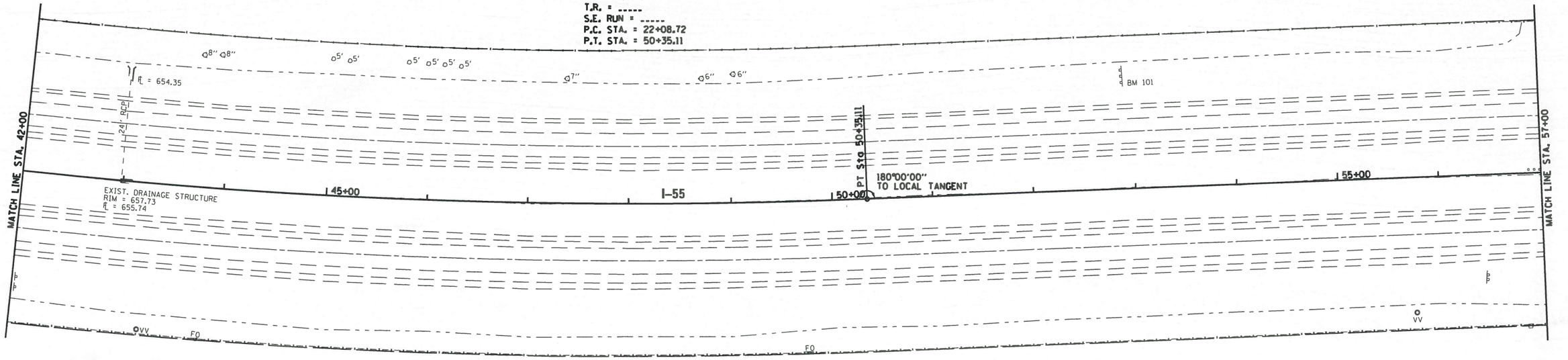
SCALE: 1" = 50' | SHEET OF SHEETS | STA. 27+00 TO STA. 42+00

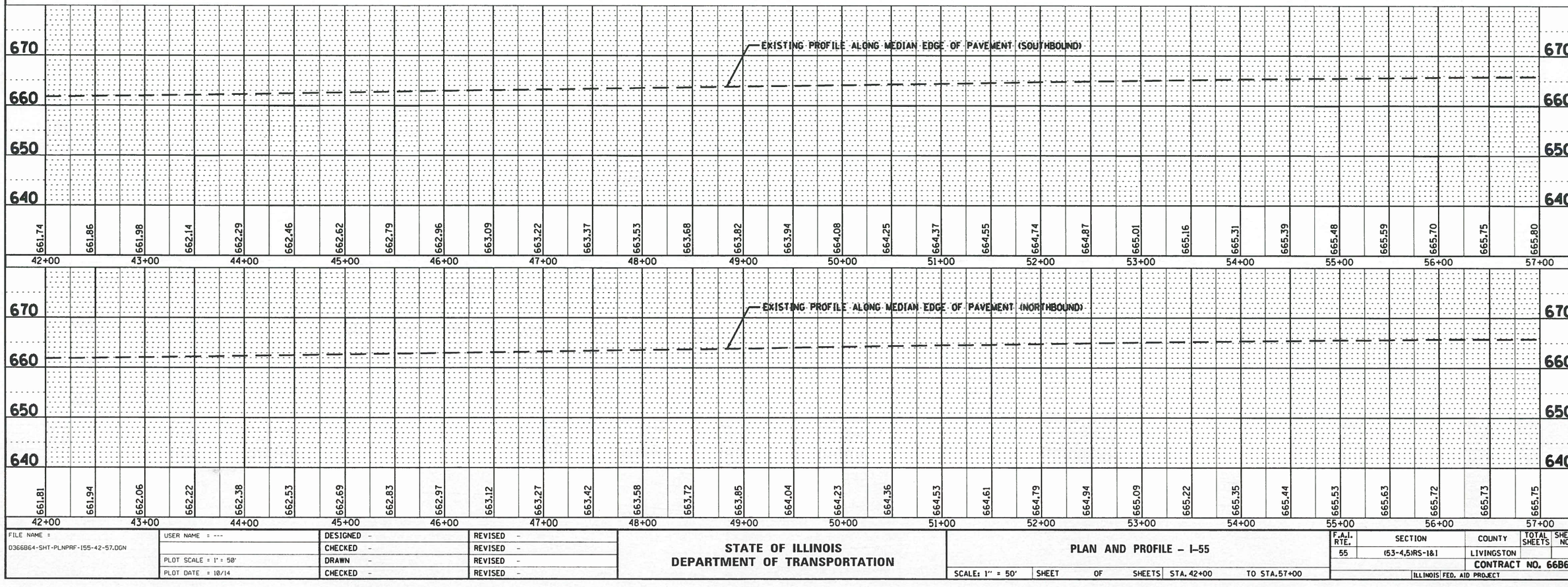
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
	ILLINOIS FED. AID PROJECT			

BENCHMARK: 101
CHISELED "□" ON CONCRETE FOUNDATION OF SIGN ON WEST SIDE OF I-55 SOUTHBOUND.
ELEVATION = 660.87
STA. 52+90, LT

PROP. CURVE 155_53-5-1
PI STA. = 36+51.29
Δ = 28° 15' 52" (LT)
D = 1° 00' 00"
R = 5,729.46'
T = 1,442.57'
L = 2,826.39'
E = 178.82'
e = 0.035'/.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 22+08.72
P.T. STA. = 50+35.11

50 0 50 100 150 200 250
SCALE IN FEET





PLAN
SURVEYED
PLOTTED
CROSS CHECKED
NOTE BOOK
NO.
BY: CHAMLIN & ASSOCIATES LAG JAC JAC
DATE: 09/14 09/14 09/14 09/14

PROFILE
SURVEYED
PLOTTED
CROSS CHECKED
B.M. NOTED
STRUCTURE NO.
NOTE BOOK
NO.
BY: CHAMLIN & ASSOCIATES LAG
DATE: 09/14 09/14
D3668B4-TOPOGRPH

FILE NAME = 0366B64-SHT-PLNPRF-155-42-57.DGN	USER NAME = ---	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = 1' = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 42+00 | TO STA. 57+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		

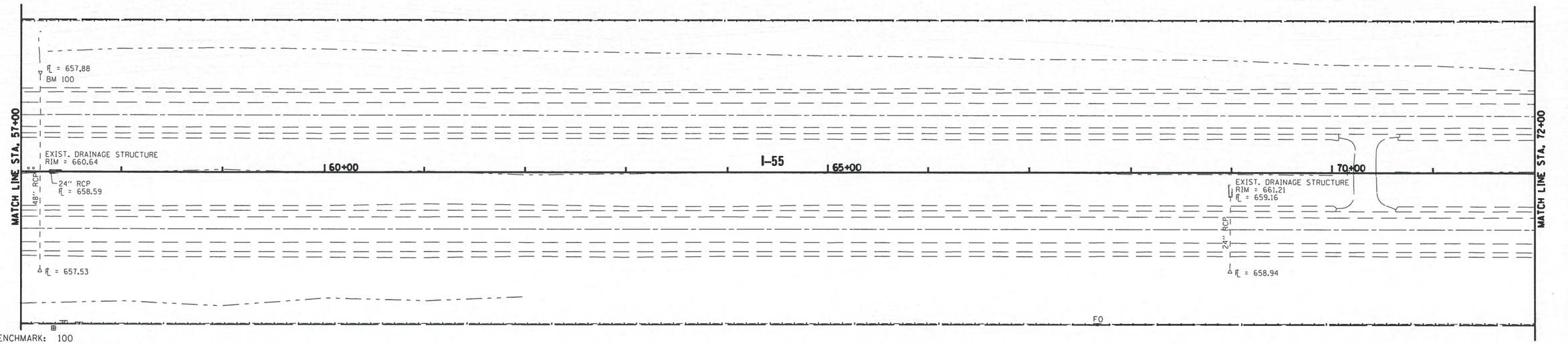
CONTRACT NO. 66B64
ILLINOIS FED. AID PROJECT

PLAN	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
NOTE BOOK CROSS CHECKED	AUG	09/14
NO. ____ RT. OF WAY CHECKED	JKC	09/14
CADD FILE NAME	D366B64-TOPOGRAPH	09/14

50 0 50 100 150 200 250

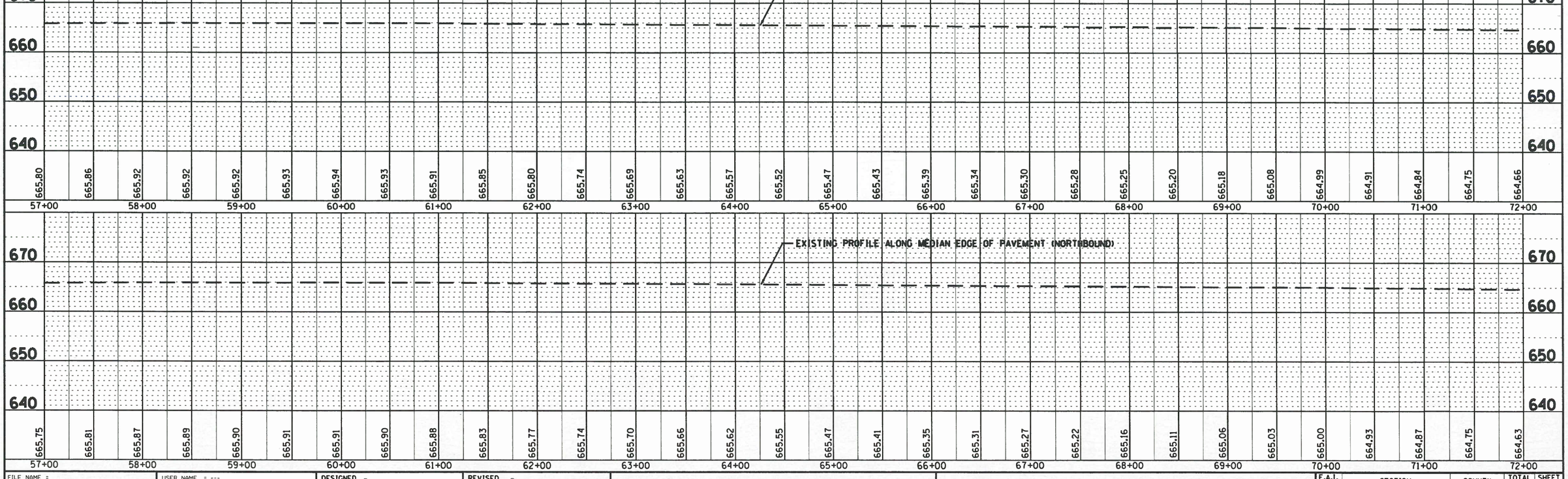
SCALE IN FEET

N



BENCHMARK: 100
CHISELED "□" ON FLARED
END SECTION WEST SIDE
OF SOUTHBOUND I-55
ELEVATION = 662.26
STA. 57+19, LT

PROFILE	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
NOTE BOOK CROSS CHECKED		
NO. ____ BM. NOTED		
STRUCTURE NOTATNS CHKD		



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	PLOT SCALE = 1' = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 57+00 TO STA. 72+00

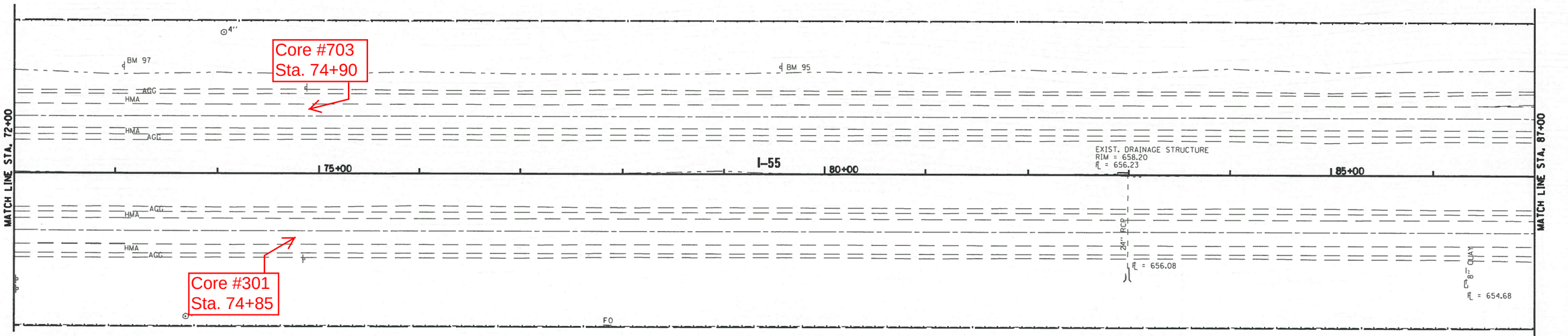
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
	ILLINOIS FED. AID PROJECT			

BENCHMARK: 97
CHISELED "□" ON CONCRETE
SIGN FOUNDATION WEST
SIDE OF SOUTHBOUND I-55,
SOUTH OF IL 116 EXIT.
ELEVATION = 661.79
STA. 73+09, LT

BENCHMARK: 95
CHISELED "□" ON CONCRETE
FOUNDATION OF SIGN ON WEST
SIDE OF SOUTHBOUND I-55,
SOUTH OF IL 116 EXIT.
ELEVATION = 660.13
STA. 79+56, LT

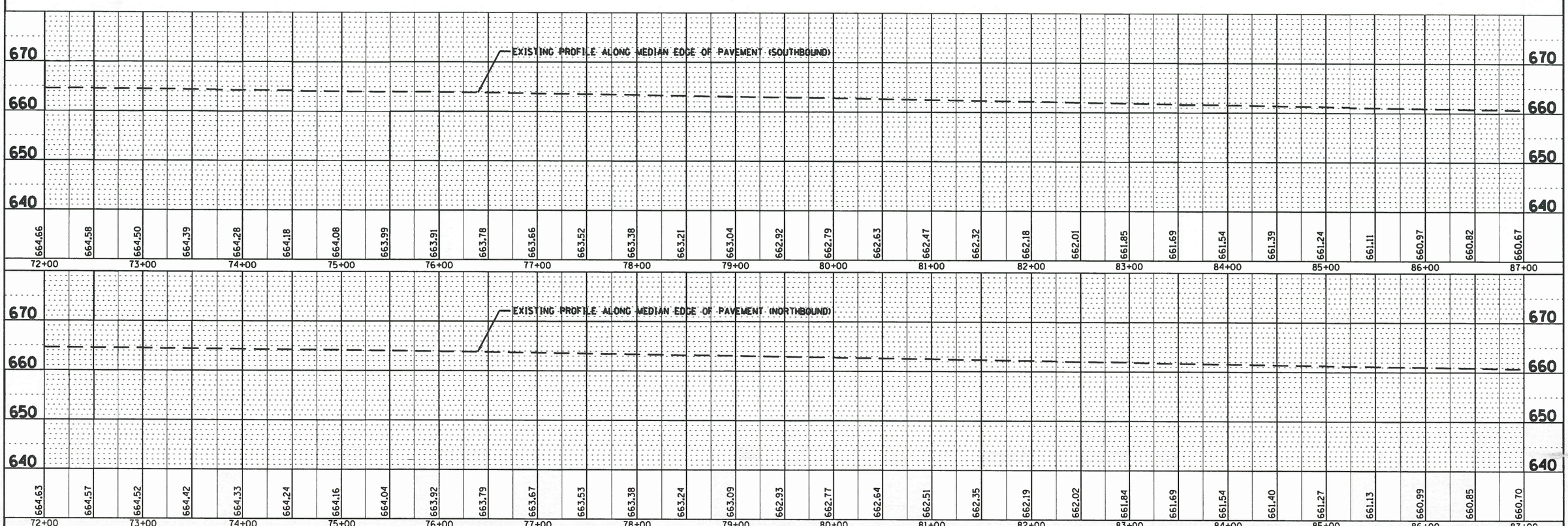
50 0 50 100 150 200 250
SCALE IN FEET

N



PLAN
SURVEYED — BY CHAMLIN & ASSOCIATES — DATE 09/14
PLOTTED — LAC — 09/14
PLANS CHECKED — LAC — 09/14
R.W. NOTED — JCC — 09/14
NOTE BOOK — CADD FILE NAME — D366B64-TOPOLOGR
NO. ____

PROFILE
SURVEYED — BY CHAMLIN & ASSOCIATES — DATE 09/14
PLOTTED — LAC — 09/14
PLANS CHECKED
R.W. NOTED
NOTE BOOK — STRUCTURE NO.&TH'S CHRD
NO. ____



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		CHECKED -	REVISED -
	PLOT SCALE = 1' = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

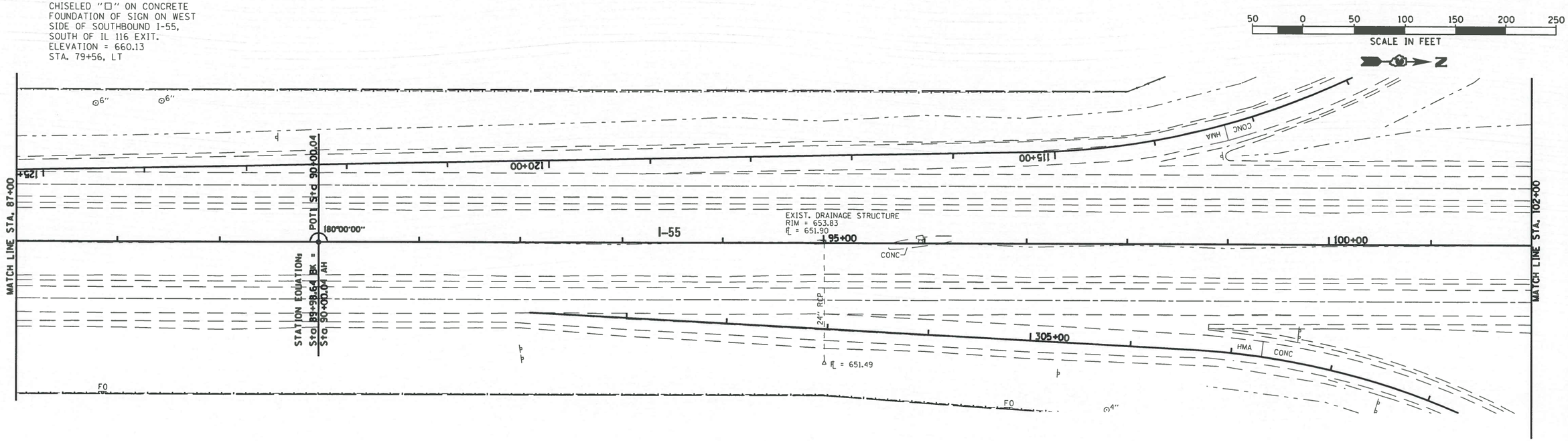
PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 72+00 | TO STA. 87+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		

CONTRACT NO. 66B64
ILLINOIS | FED. AID PROJECT

BENCHMARK: 95
CHISELED "□" ON CONCRETE
FOUNDATION OF SIGN ON WEST
SIDE OF SOUTHBOUND I-55,
SOUTH OF IL 116 EXIT.
ELEVATION = 660.13
STA. 79+56, LT

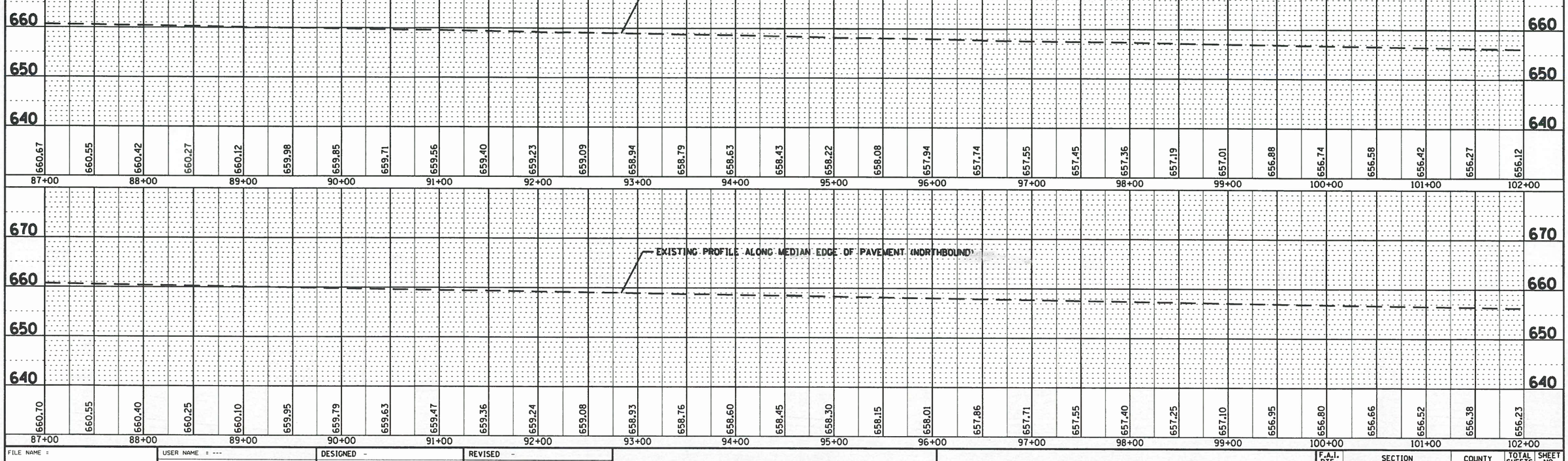


PLAN

	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED		09/14
ALIGNMENT CHECKED	LAG	09/14
RT. OF WAY CHECKED		09/14
CADD FILE NAME	JSC	09/14
	D366B64-TOPOGRAPHY	
NOTE BOOK		
NO.		

PROFILE

	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED		09/14
GRADES CHECKED	LAG	09/14
BAR. NOTED		
STRUCTURE NOTATIONS CHKD		
NOTE BOOK		
NO.		



FILE NAME = D366B64-SHT-PLNPRF-I55-87-102.DGN	USER NAME = ---	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = 1' = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

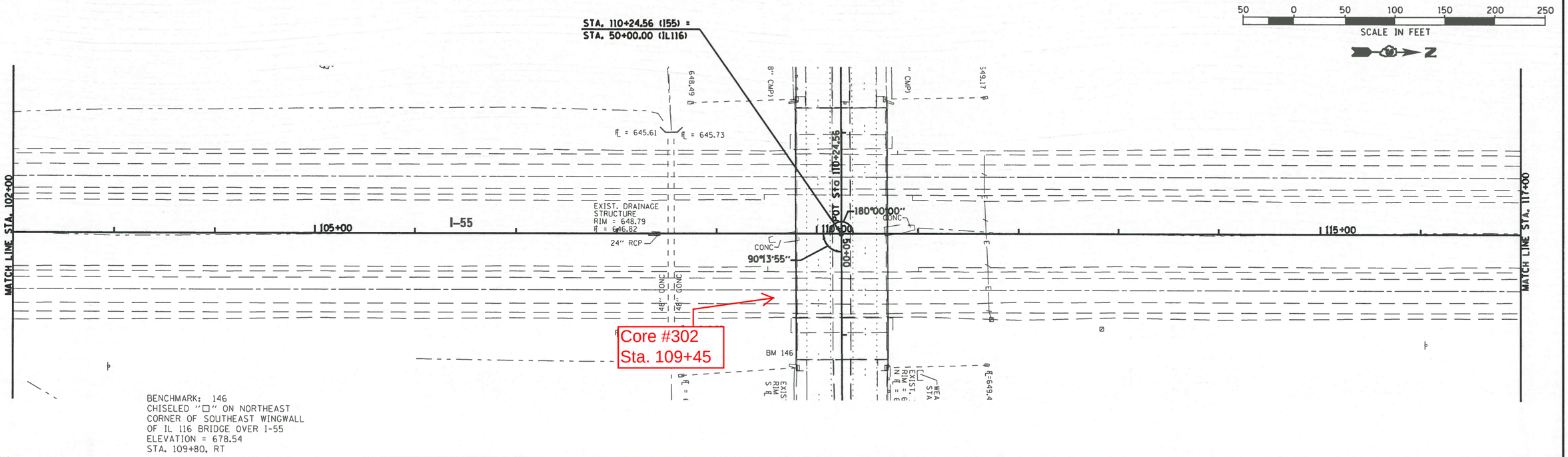
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

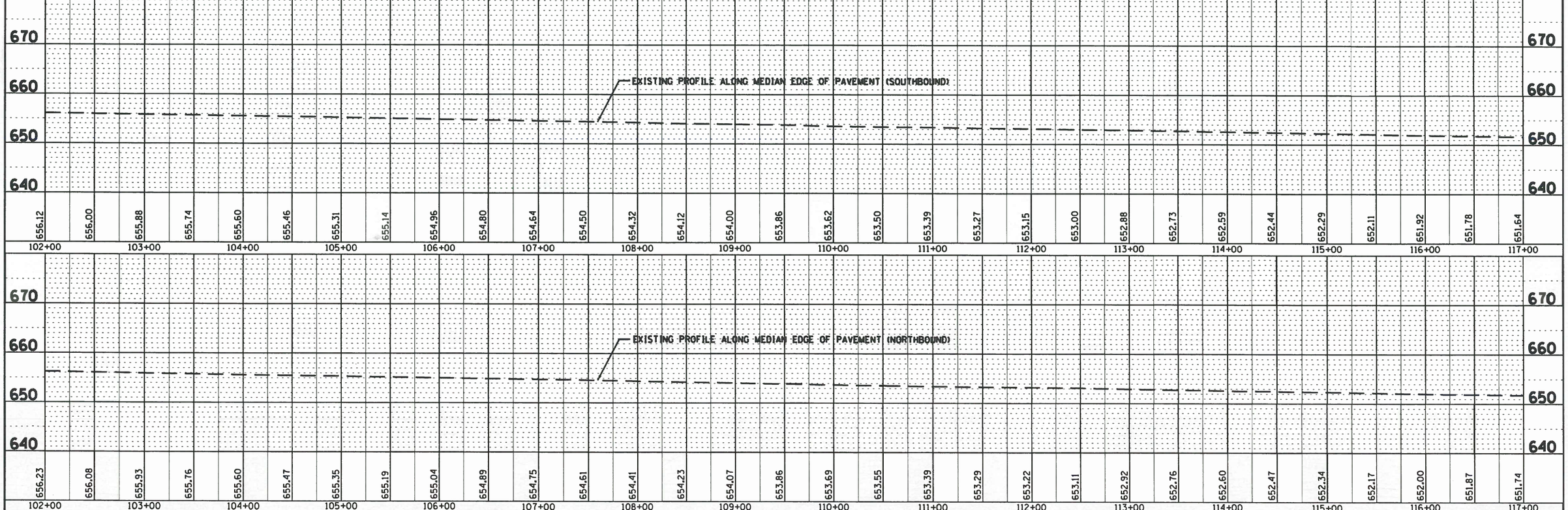
SCALE: 1" = 50' | SHEET OF SHEETS | STA. 87+00 | TO STA. 102+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
	ILLINOIS FED. AID PROJECT			

PLAN		BY	DATE
SURVEYED		CHMN IN ASSOCIATES	09/14
PLOTTED			09/14
ALIGNMENT CHECKED		JRC	09/14
NOTE BOOK	PT. OF INT. CHECKED		09/14
NO.	ROADWAY CHECKED	DESIGNER OPERATOR	09/14
	PROP. FILE NAME		



PROFILE		BY	DATE
SURVEYED		CHMN IN ASSOCIATES	09/14
PLOTTED		JRC	09/14
GRADES CHECKED			09/14
NOTE BOOK	FINAL MILLED		
NO.	ELEVATIONS NOTATIONS CHKD		



FILE NAME = D366864-SHT-PLNPRF-155-102-117.DGN	USER NAME = ---	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = 1' = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 102+00 | TO STA. 117+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
		ILLINOIS FED. AID PROJECT		

PLAN		BY	DATE
	SURVEYED	CHAMLIN & ASSOCIATES	09/14
	PLOTTED	LAC	09/14
	QUANTITIES CHECKED		09/14
NOTE BOOK	ALIGNMENT CHECKED	JKC	09/14
NO.	RT. OF WAY CHECKED		09/14
	CADD FILE NAME	0366B64-TOPOLOGR	09/14

BENCHMARK: 87
CHISELED "□" ON CONCRETE
BASE OF LIGHT POLE IN MEDIAN
OF I-55 NORTH OF IL 116 NEAR
MILE MARKER 197.
ELEVATION = 649.54
STA. 125+97, LT

Sta. 120+65
Begin Profile
Adjustment

MATCH LINE STA. 117+00

I-55

EXIST. DRAINAGE STRUCTURE
RIM = 645.87
Ⓕ = 643.86

Core #303
Sta. 121+75

Ⓕ=643.48

EXIST. INLET
RIM = 660.68
W Ⓕ = 658.00 (12" CMP)

12" CMP
Ⓕ = 646.35

BM 86

BM 87

EXIST. INLET
RIM = 660.83
E Ⓕ = 659.13 (12" CMP)
Ⓕ=646.76

Boring #
RW01
Sta. 130+00

MATCH LINE STA. 132+00

BENCHMARK: 86
CHISELED "□" ON CURB (GUARD RAIL)
RAIL) AT SOUTH END OF
SOUTHBOUND/WEST GUARDRAIL
ELEVATION = 660.94
STA. 129+54, LT

50 0 50 100 150 200 250
SCALE IN FEET

PROFILE		BY	DATE
	SURVEYED	CHAMLIN & ASSOCIATES	09/14
	PLOTTED	LAC	09/14
	QUANTITIES CHECKED		09/14
NOTE BOOK	BALANCED		09/14
NO.	STRUCTURE NOTATNS CHKD		09/14

EXISTING PROFILE ALONG MEDIAN EDGE OF PAVEMENT (SOUTHBOUND)

117+00	118+00	119+00	120+00	121+00	122+00	123+00	124+00	125+00	126+00	127+00	128+00	129+00	130+00	131+00	132+00
651.64	651.48	651.32	651.18	651.03	650.88	650.73	650.59	650.44	650.30	650.17	650.06	649.95	650.04	650.13	650.55	650.96	651.61	652.25	653.16	654.06	655.27	656.48	657.95	659.40	660.77	662.13	663.23	664.34	665.32	666.30

EXISTING PROFILE ALONG MEDIAN EDGE OF PAVEMENT (NORTHBOUND)

117+00	118+00	119+00	120+00	121+00	122+00	123+00	124+00	125+00	126+00	127+00	128+00	129+00	130+00	131+00	132+00
651.74	651.56	651.37	651.23	651.08	650.96	650.83	650.67	650.51	650.36	650.22	650.11	650.01	650.14	650.27	650.62	650.98	651.60	652.24	653.19	654.16	655.33	656.52	658.00	659.48	660.79	662.09	663.25	664.41	665.38	666.35

FILE NAME = 0366B64-SHT-PLNPRF-I55-117-132.DGN	USER NAME = ---	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = 1" = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 117+00 TO STA. 132+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&I	LIVINGSTON		

CONTRACT NO. 66B64

ILLINOIS FED. AID PROJECT

PLAN	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
QUANTITIES CHECKED	JMC	09/14
R.T. OF WAY CHECKED	JMC	09/14
CADD FILE NAME	D366B64-TOPOGRN	09/14
NOTE BOOK		
NO.		

PROFILE	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
DRAWN		
CHECKED		
BM & NOTES		
STRUCTURE NOTATNS CHKD		
NOTE BOOK		
NO.		

Boring #RW04
Sta. 135+00

Core #702
Sta. 141+35

Boring
#RW03
Sta. 145+00

Boring #RW02
Sta. 140+00

MATCH LINE STA. 132+00

MATCH LINE STA. 147+00

℄ = 639.63

℄ = 664.32

BM 83

POT Sta 136+65.28

180°00'00"

7' X 4' BOX CULVERT

6' BLACK PLASTIC

135+00

140+00

145+00

I-55

BM 84

℄ = 664.44

℄ = 639.00

6" BLACK PLASTIC
GOES WEST
℄ = 664.48

EXIST. INLET
RIM = 653.22
W ℄ = 650.57 (12" CMP)

℄ = 638.48

EXIST. INLET
RIM = 652.79
E ℄ = 650.14 (12" CMP)

℄ = 637.47

BENCHMARK:
CHISELED "
CURB/PARAP
I-55 BRIDGE OVERPASS, 1ST
BRIDGE NORTH OF IL 116.
ELEVATION = 672.14
STA. 135+81, LT

BENCHMARK: 84
CHISELED "□" ON TOP OF
WINGWALL SOUTHWEST CORNER
OF NORTHBOUND BRIDGE OVER
ABANDONED RAILROAD
ELEVATION = 672.15
STA. 135+81, RT

SCALE IN FEET
50 0 50 100 150 200 250

EXISTING PROFILE ALONG MEDIAN EDGE OF PAVEMENT (SOUTHBOUND)

EXISTING PROFILE ALONG MEDIAN EDGE OF PAVEMENT (NORTHBOUND)

670
660
650
640

132+00	133+00	134+00	135+00	136+00	137+00	138+00	139+00	140+00	141+00	142+00	143+00	144+00	145+00	146+00	147+00
666.30	667.05	667.80	668.38	668.96	669.28	669.61	669.89	670.00	670.10	670.12	670.08	669.85	669.61	669.33	668.81
668.24	667.53	666.82	665.90	664.97	663.86	662.75	661.48	660.21	658.75	657.29	655.81	654.34	652.97	651.61	
666.35	667.09	667.84	668.41	668.99	669.29	669.63	669.97	670.02	670.08	670.06	670.00	669.82	669.54	669.21	668.79
668.24	667.50	666.77	665.86	664.96	663.85	662.74	661.47	660.21	658.78	657.36	655.86	654.36	652.98	651.61	

FILE NAME =	USER NAME = ---	DESIGNED -	REVISED -
D366B64-SHT-PLNPRF-I55-132-147.DGN		CHECKED -	REVISED -
	PLOT SCALE = 1" = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 132+00 TO STA. 147+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&I	LIVINGSTON		

CONTRACT NO. 66B64

ILLINOIS FED. AID PROJECT

PLAN	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
ALIGNMENT CHECKED	AMW	09/14
R.T. OF WAY CHECKED	JKC	09/14
CADD FILE NAME	D366864-TOPOJOSH	09/14
NOTE BOOK		
NO.		

50 0 50 100 150 200 250

SCALE IN FEET

N

Sta. 152+65
End Profile
Adjustment

℄ = 636.56
BM 79

241" RCP

EXIST. INLET
RIM = 641.37
℄ = 636.97

CONC

MATCH LINE STA. 147+00

150+00 155+00 160+00

I–55

MATCH LINE STA. 162+00

AGG
HMA

HMA
AGG

AGG
HMA

HMA
AGG

FO

BENCHMARK: 79
CHISELED "□" ON CONCRETE
END SECTION WEST SIDE OF I-55
SOUTHBOUND & NORTH OF 1ST
OVERPASS NORTH OF IL 116.
ELEVATION = 638.73
STA. 150+00, LT

PROFILE	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
GRADES CHECKED		
R.T. OF WAY CHECKED		
CADD FILE NAME	STRUCTURE NOTATNS CHKD	
NOTE BOOK		
NO.		

660
650
640
630

EXISTING PROFILE ALONG MEDIAN EDGE OF PAVEMENT (SOUTHBOUND)

147+00	148+00	149+00	150+00	151+00	152+00	153+00	154+00	155+00	156+00	157+00	158+00	159+00	160+00	161+00	162+00
651.61	650.44	649.27	648.31	647.36	646.62	645.89	645.39	644.90	644.62	644.33	644.10	643.88	643.70	643.53	643.35
643.16	643.00	642.84	642.67	642.50	642.32	642.14	641.95	641.76	641.60	641.43	641.27	641.10	640.91	640.72	

660
650
640
630

EXISTING PROFILE ALONG MEDIAN EDGE OF PAVEMENT (NORTHBOUND)

147+00	148+00	149+00	150+00	151+00	152+00	153+00	154+00	155+00	156+00	157+00	158+00	159+00	160+00	161+00	162+00
651.61	650.45	649.28	648.35	647.41	646.72	646.02	645.49	644.95	644.64	644.32	644.14	643.96	643.76	643.56	643.40
643.24	643.04	642.85	642.66	642.47	642.28	642.09	641.94	641.79	641.60	641.40	641.24	641.08	640.88	640.67	

FILE NAME =	USER NAME = ---	DESIGNED -	REVISED -
D366864-SHT-PLNPRF-155-147-162.DGN		CHECKED -	REVISED -
	PLOT SCALE = 1' = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

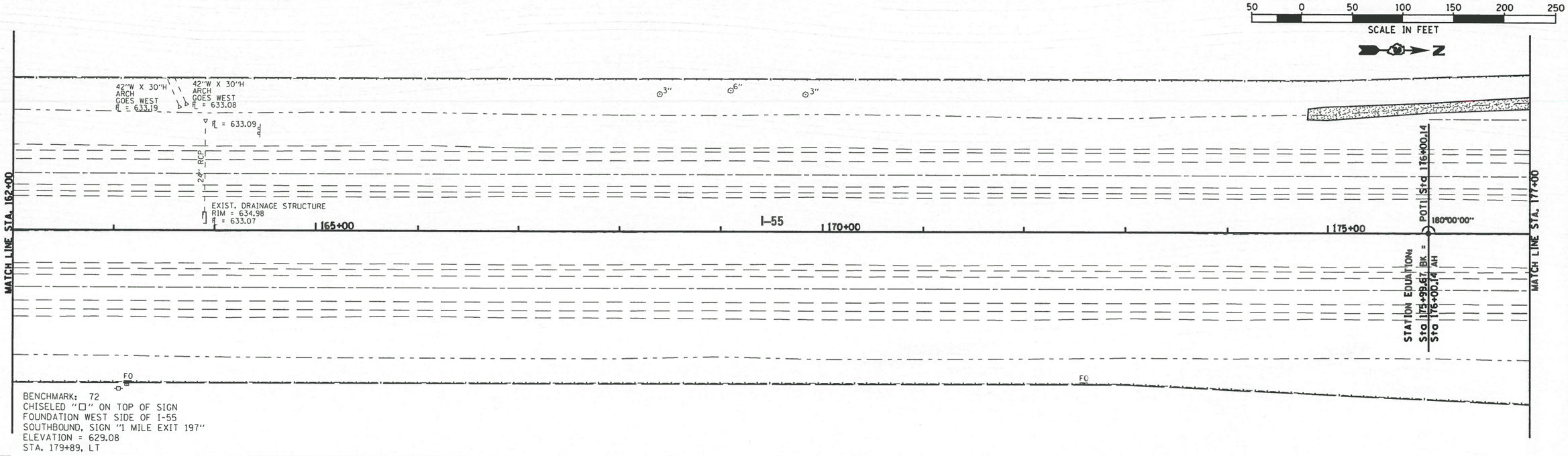
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I–55

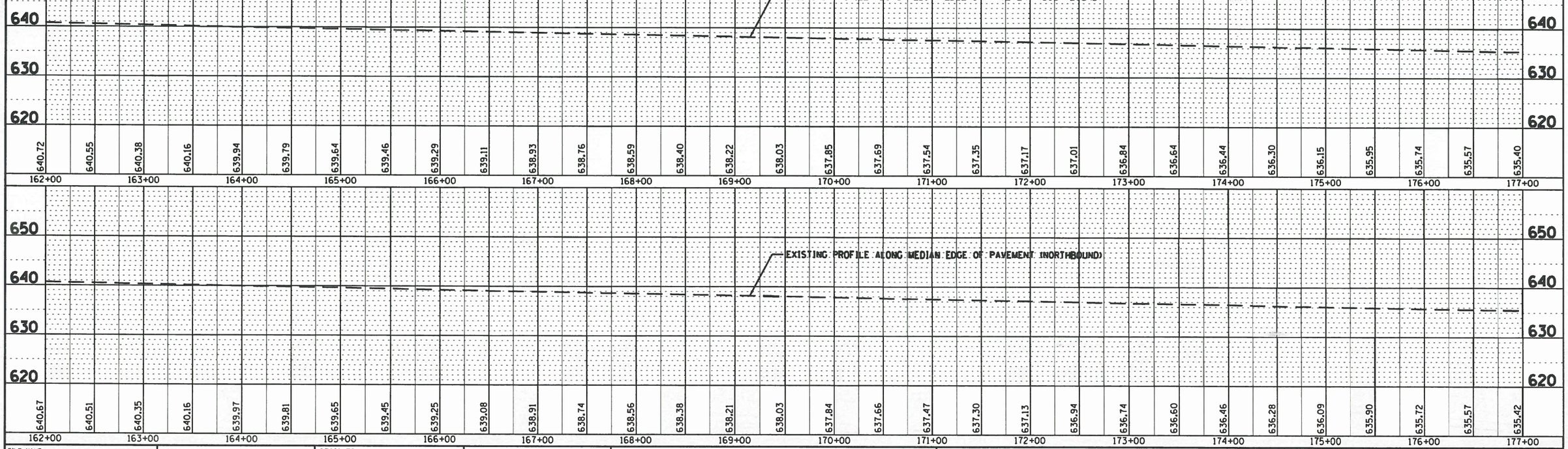
SCALE: 1" = 50' | SHEET OF SHEETS | STA. 147+00 | TO STA. 162+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
	ILLINOIS FED. AID PROJECT			

PLAN	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED		09/14
ALIGNMENT CHECKED	LAG	09/14
RT. OF WAY CHECKED		09/14
CADD FILE NAME	JKC	09/14
NOTE BOOK	D366B64-TOPOGDGN	
NO.		



PROFILE	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
GRADES CHECKED		
BM. NOTED		
STRUCTURE NOTATNS CHKD		
NOTE BOOK		
NO.		



FILE NAME =	USER NAME = ---	DESIGNED -	REVISED -
D366B64-SHT-PLNPRF-I55-162-177.DGN		CHECKED -	REVISED -
	PLOT SCALE = 1' = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 162+00 | TO STA. 177+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
	ILLINOIS FED. AID PROJECT			

BENCHMARK: 72
CHISELED "□" ON TOP OF SIGN
FOUNDATION WEST SIDE OF I-55
SOUTHBOUND, SIGN "1 MILE EXIT 197"
ELEVATION = 629.08
STA. 179+89, LT

BENCHMARK: 70
CHISELED "□" ON SOUTH END
OF WINGWALL SOUTHBOUND
BRIDGE OVER VERMILION RIVER
ELEVATION = 637.41
STA. 185+58, LT

50 0 50 100 150 200 250
SCALE IN FEET

N

Core #701
Sta. 180+40

Core #304
Sta. 180+47

MATCH LINE STA. 177+00

MATCH LINE STA. 192+00

℄ = 623.36

8"

BM 72

AGG
HMA

24" RCP

EXIST. INLET
RIM = 628.66
℄ = 623.51

CONC

180+00

I-55

185+00

190+00

℄ = 616.18 48" CMP

℄ = 615.88

BM 70

POT Sta. 187+99.92

180°00'00"

12"

4" 4" 4" 4"

F.O.

PLAN
SURVEYED — BY
PLOTTED — CHAMLIN & ASSOCIATES — DATE 09/14
ALIGNMENT CHECKED — JKC — 09/14
RT. OF WAY CHECKED — JKC — 09/14
CADD FILE NAME — D366B64-CTOPOGRAPH — 09/14
NOTE BOOK
NO.

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BM. NOTED
STRUCTURE NO. & TYPE OVRD
NOTE BOOK
NO.

EXISTING PROFILE ALONG MEDIAN EDGE OF PAVEMENT (SOUTHBOUND)

177+00	178+00	179+00	180+00	181+00	182+00	183+00	184+00	185+00	186+00	187+00	188+00	189+00	190+00	191+00	192+00
635.40	635.27	635.14	635.07	635.00	634.96	634.92	634.90	634.88	634.89	634.89	634.96	635.02	635.11	635.14	635.24	635.28	635.27	635.42	635.58	635.73	635.80	636.03	636.10	636.32	636.51	636.68	636.91	637.21	637.28	637.44

EXISTING PROFILE ALONG MEDIAN EDGE OF PAVEMENT (NORTHBOUND)

177+00	178+00	179+00	180+00	181+00	182+00	183+00	184+00	185+00	186+00	187+00	188+00	189+00	190+00	191+00	192+00
635.42	635.30	635.19	635.11	635.03	634.97	634.92	634.88	634.83	634.87	634.91	634.95	634.99	635.04	635.15	635.26	635.32	635.36	635.53	635.57	635.76	635.89	636.07	636.18	636.37	636.48	636.62	636.85	637.11	637.40	637.50

FILE NAME = D366B64-SHT-PLNPRF-I55-177-192.DGN	USER NAME = ---	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = 1' = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

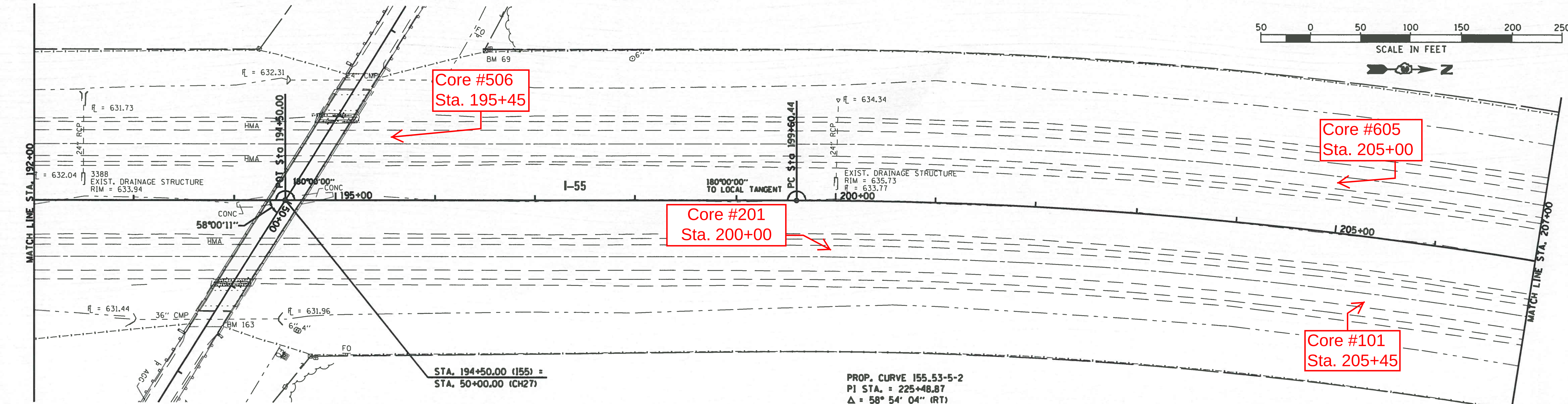
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 177+00 TO STA. 192+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
	ILLINOIS FED. AID PROJECT			

PLAN	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
ALIGNMENT CHECKED	JKC	09/14
RT. OF WAY CHECKED	JKC	09/14
CADD FILE NAME	D366B64-TOPO.DGN	09/14
NOTE BOOK NO.		

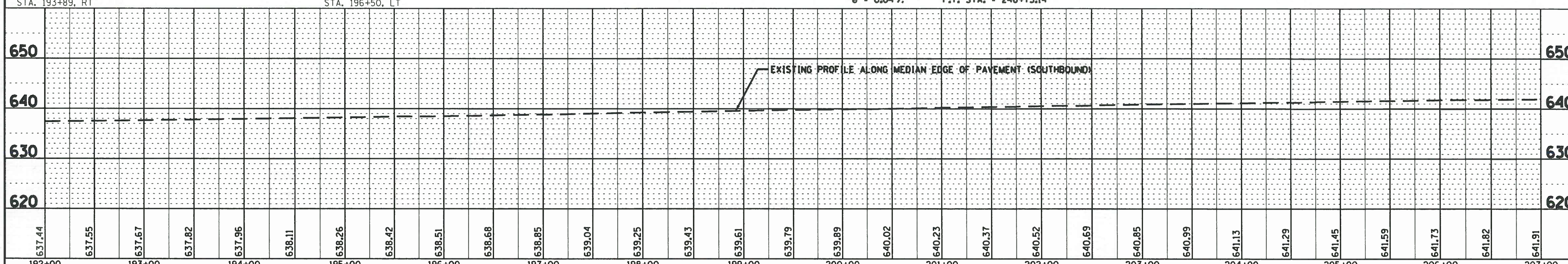


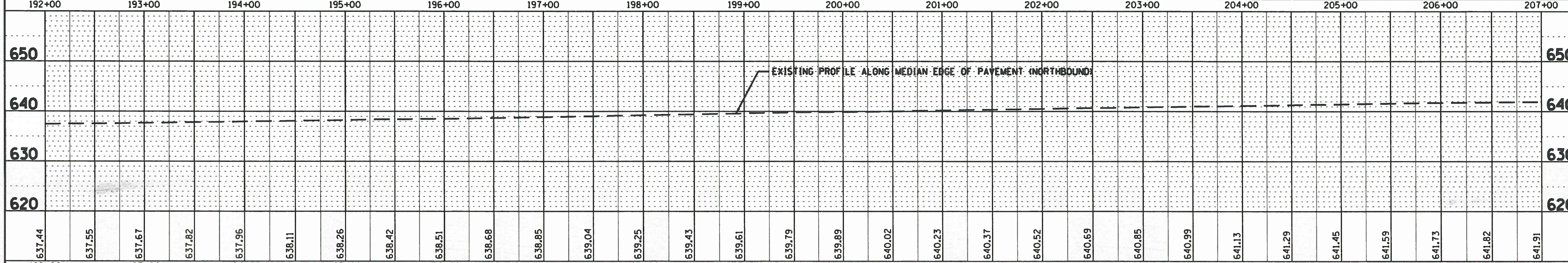
BENCHMARK: 163
SOUTHWEST CORNER OF NORTHEAST
WINGWALL OF CH 27 BRIDGE
OVER I-55
ELEVATION = 663.32
STA. 193+89, RT

BENCHMARK: 69
TOP OF R.O.W. MARKER
WEST SIDE I-55
& NORTH OF CH 27
ELEVATION = 637.32
STA. 196+50, LT

PROP. CURVE I55.53-5-2
PI STA. = 225+48.87
Δ = 58° 54' 04" (RT)
D = 1° 14' 59"
R = 4,584.26'
T = 2,588.43'
L = 4,712.70'
E = 680.28'
e = 0.04'/.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 199+60.44
P.T. STA. = 246+73.14

PROFILE	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
GRADES CHECKED		
B.M. NOTED		
STRUCTURE NOTAT'NS CH'KD		
NOTE BOOK NO.		





FILE NAME =
D366B64-SHT-PLNPRF-I55-192-207.DGN

USER NAME = ---
PLOT SCALE = 1" = 50'
PLOT DATE = 10/14

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

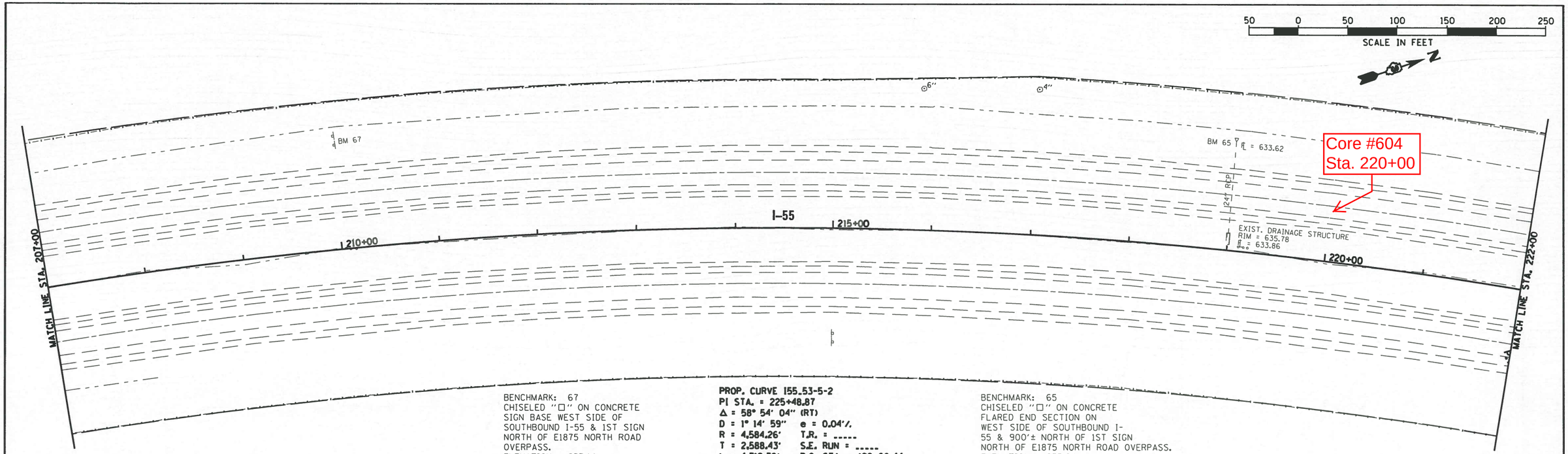
PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 192+00 TO STA. 207+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		

CONTRACT NO. 66B64
ILLINOIS FED. AID PROJECT

PLAN	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
DESIGN CHECKED	AMC	09/14
R.O.W. CHECKED	JPC	09/14
NOTE BOOK		
NO.	D3688B-E-TOPOGRPH	09/14

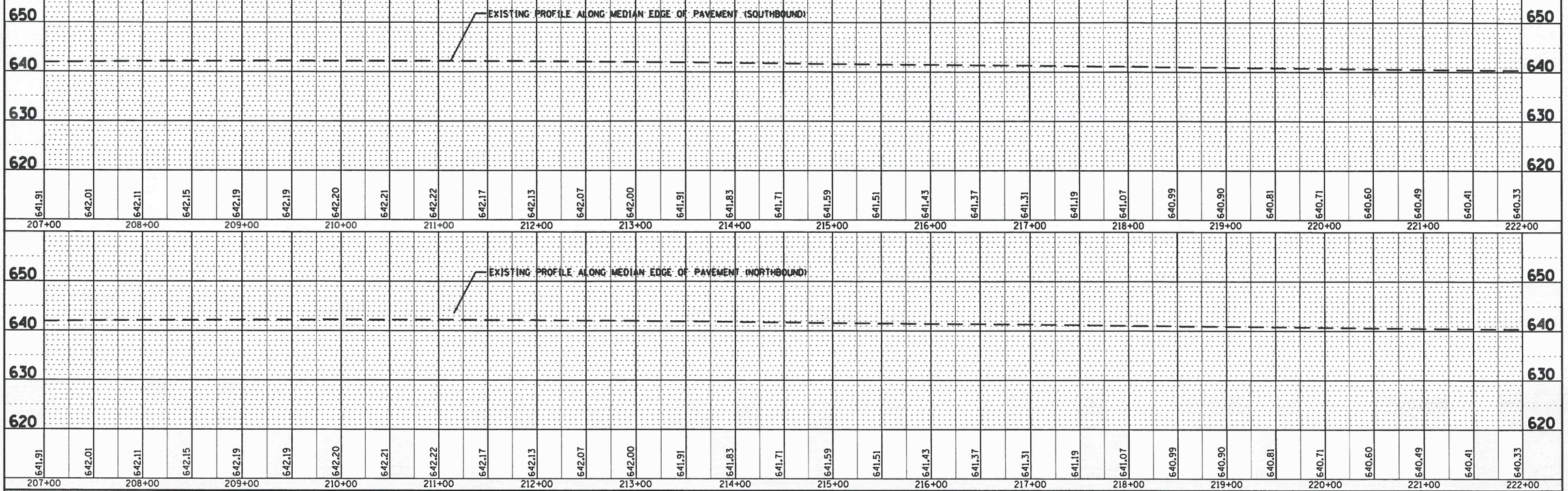


BENCHMARK: 67
CHISELED "□" ON CONCRETE SIGN BASE WEST SIDE OF SOUTHBOUND I-55 & 1ST SIGN NORTH OF E1875 NORTH ROAD OVERPASS.
ELEVATION = 637.14
STA. 210+01, LT

PROP. CURVE 155.53-5-2
PI STA. = 225+48.87
Δ = 58° 54' 04" (RT)
D = 1° 14' 59" **e = 0.04'/.**
R = 4,584.26' **T.R. = -----**
T = 2,588.43' **S.E. RUN = -----**
L = 4,712.70' **P.C. STA. = 199+60.44**
E = 680.28' **P.T. STA. = 246+73.14**

BENCHMARK: 65
CHISELED "□" ON CONCRETE FLARED END SECTION ON WEST SIDE OF SOUTHBOUND I-55 & 900'± NORTH OF 1ST SIGN NORTH OF E1875 NORTH ROAD OVERPASS.
ELEVATION = 635.84
STA. 218+99, LT

PROFILE	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
DESIGN CHECKED		
R.O.W. CHECKED		
NOTE BOOK	B.M. NOTED	
NO.	STRUCTURE NOTATNS CHKD	



FILE NAME =	USER NAME = ---	DESIGNED -	REVISED -
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	PLOT SCALE = 1' = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

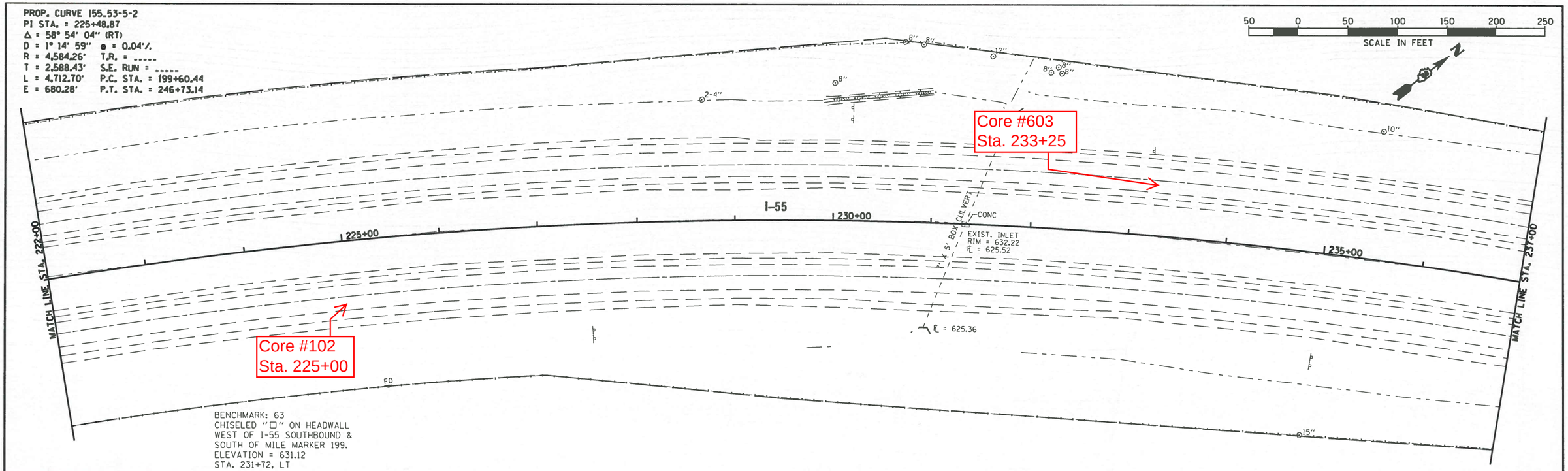
PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 207+00 | TO STA. 222+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
	ILLINOIS FED. AID PROJECT			

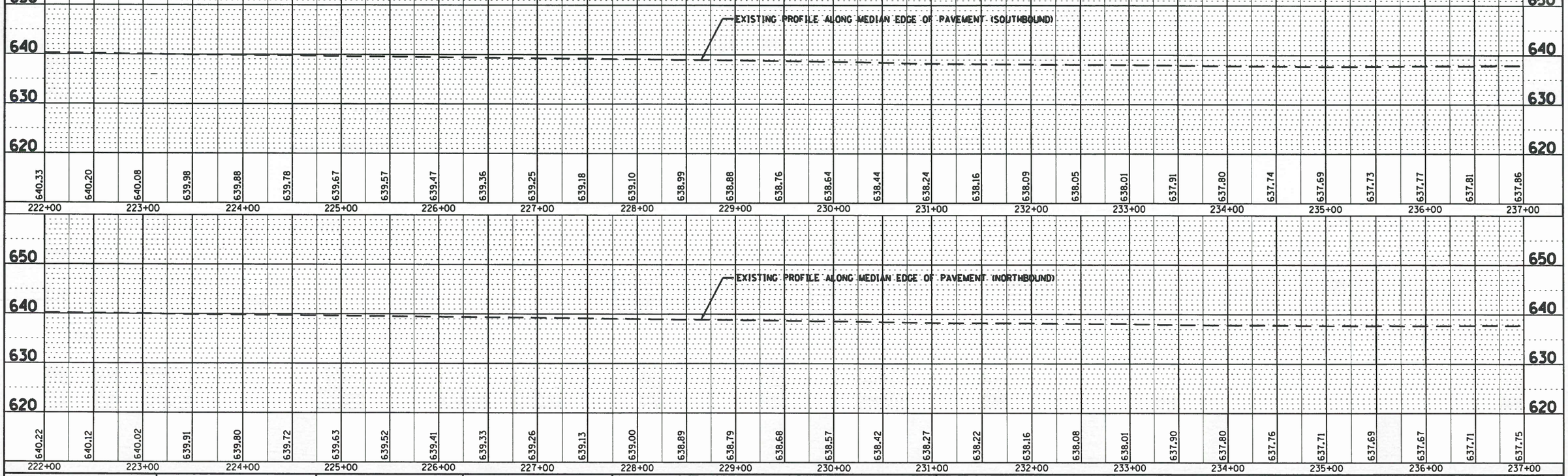
PROP. CURVE 155.53-5-2
PI STA. = 225+48.87
Δ = 58° 54' 04" (RT)
D = 1° 14' 59" e = 0.04'/.
R = 4,584.26' T.R. = -----
T = 2,588.43' S.E. RUN = -----
L = 4,712.70' P.C. STA. = 199+60.44
E = 680.28' P.T. STA. = 246+73.14

PLAN	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED		09/14
ALIGNMENT CHECKED	MC	09/14
RT. OF WAY CHECKED	JC	09/14
CADD FILE NAME	D366864 ORIGINDR	09/14
NOTE BOOK		
NO.		



BENCHMARK: 63
CHISELED "□" ON HEADWALL
WEST OF I-55 SOUTHBOUND &
SOUTH OF MILE MARKER 199.
ELEVATION = 631.12
STA. 231+72, LT

PROFILE	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED		09/14
GRADES CHECKED	L&G	09/14
BLK. NOTED		
STRUCTURE NOTATNS CHKD		
NOTE BOOK		
NO.		



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		CHECKED -	REVISED -
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	PLOT DATE = 10/14	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

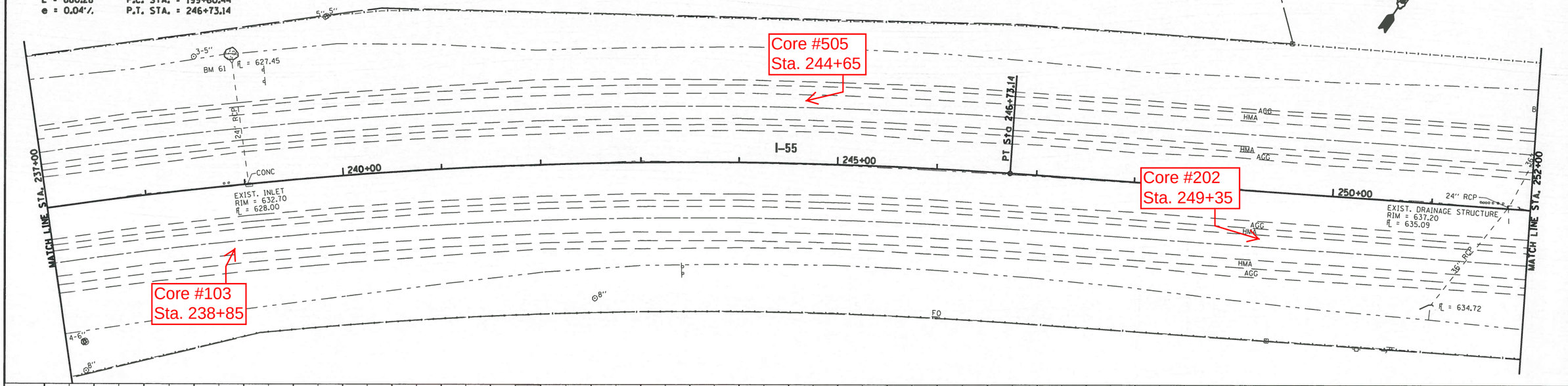
SCALE: 1" = 50' | SHEET OF SHEETS | STA. 222+00 TO STA. 237+00

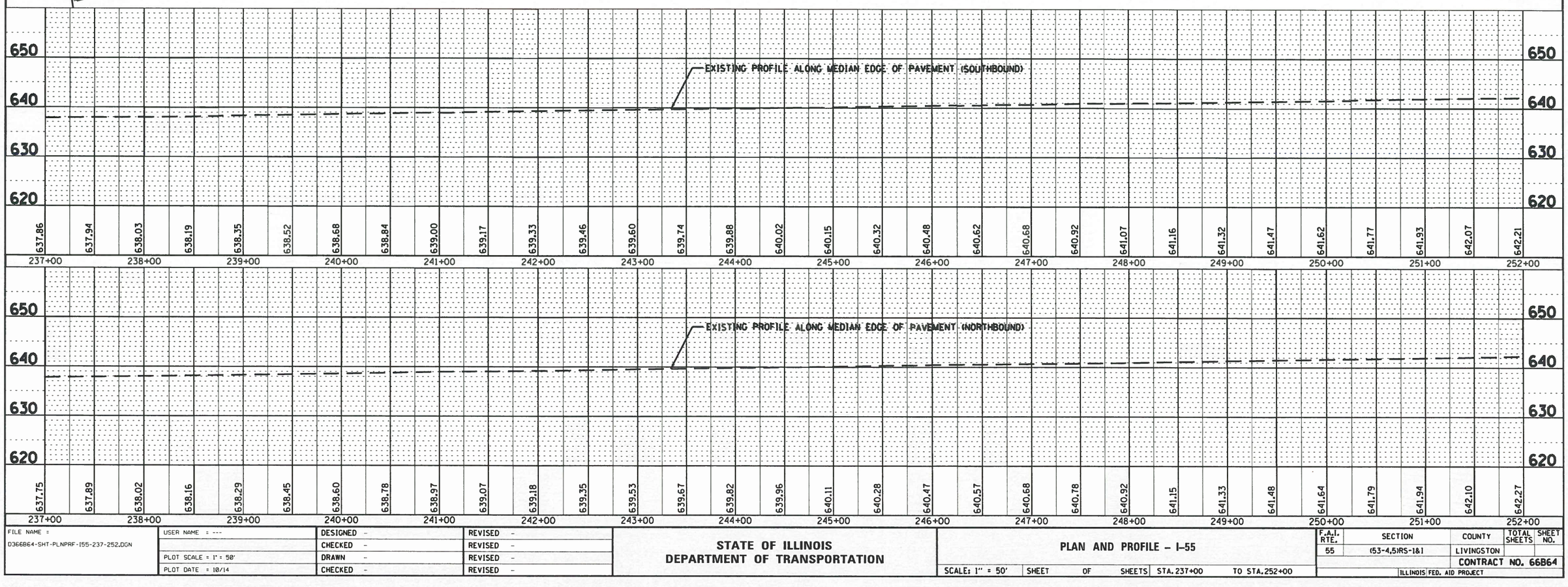
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
		ILLINOIS FED. AID PROJECT		

PROP. CURVE I55-53-5-2
PI STA. = 225+48.87
Δ = 58° 54' 04" (RT)
D = 1° 14' 59"
R = 4,584.26'
T = 2,588.43' T.R. = -----
L = 4,712.70' S.E. RUN = -----
E = 680.28' P.C. STA. = 199+60.44
e = 0.04'/. P.T. STA. = 246+73.14

BENCHMARK: 61
CHISELED "□" ON CONCRETE FLARED END SECTION WEST OF SOUTHBOUND I-55 & NORTH OF MILE MARKER 199.
ELEVATION = 629.74
STA. 238+99, LT

50 0 50 100 150 200 250
SCALE IN FEET





PLAN
SURVEYED —
PLOTTED —
NOTE BOOK —
NO. —
BY CHAMLIN & ASSOCIATES
DATE 09/14

PROFILE
SURVEYED —
PLOTTED —
GRADES CHECKED —
BAR. NOTED —
STRUCTURE NOTATIONS CHKD —
NOTE BOOK —
NO. —
BY CHAMLIN & ASSOCIATES
DATE 09/14

FILE NAME = D366B64-SHT-PLNPRF-I55-237-252.DGN	USER NAME = ---	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = 1' = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

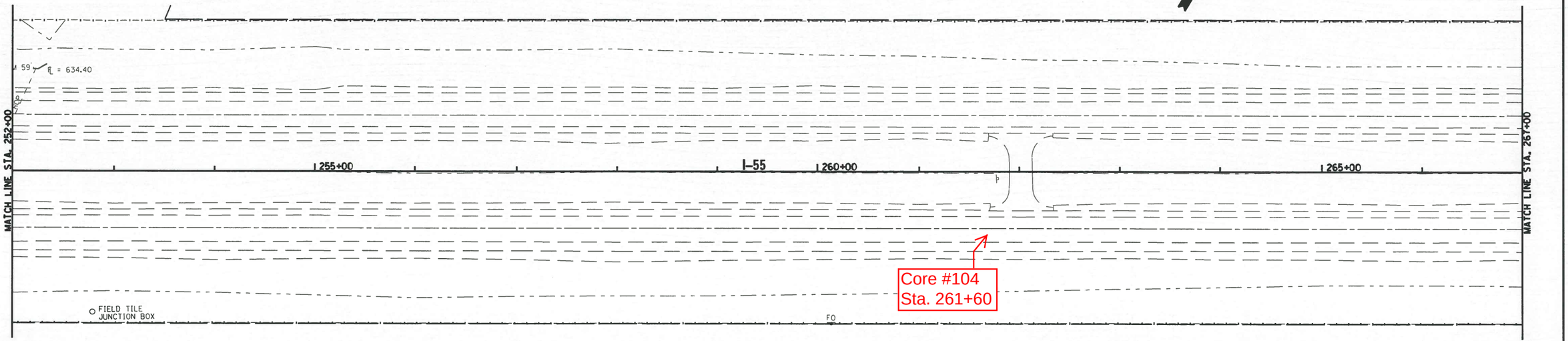
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 237+00 TO STA. 252+00

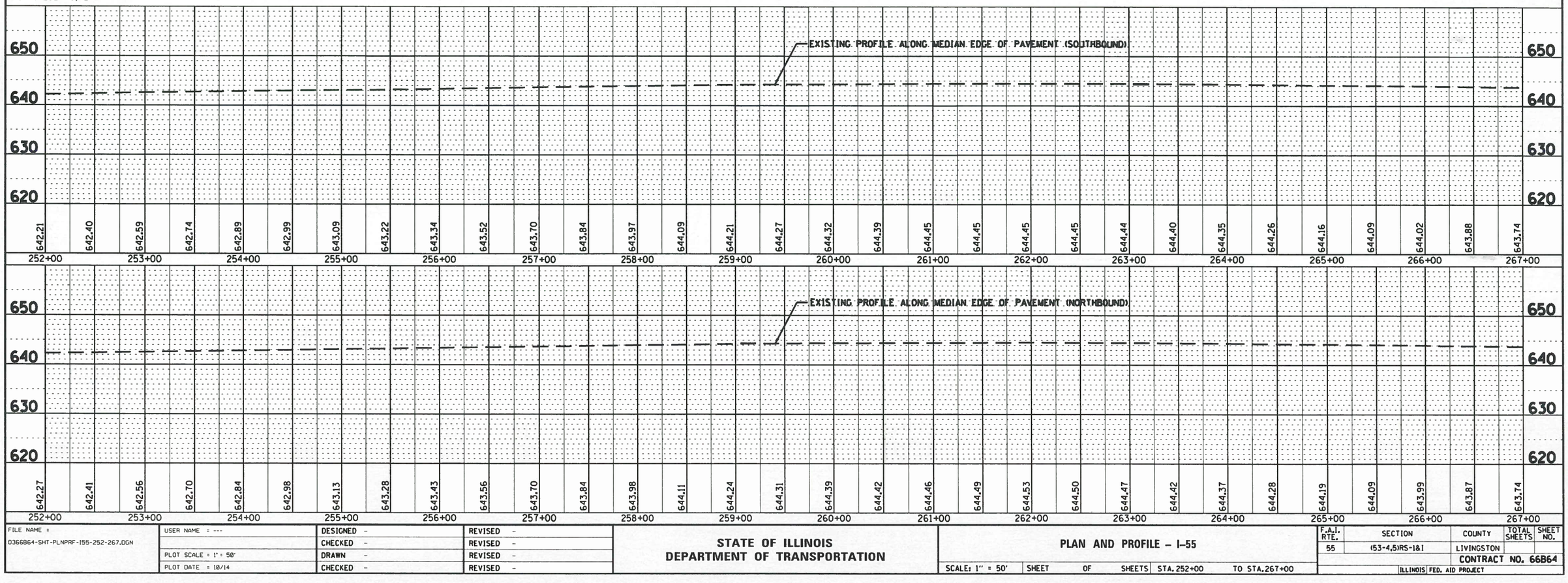
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
		ILLINOIS FED. AID PROJECT		

PLAN		BY	DATE
SURVEYED		CHAMLIN & ASSOCIATES	09/14
PLOTTED		KMS	09/14
ALIGNMENT CHECKED		JRC	09/14
PT. OF INT. CHECKED			09/14
ROD FILE NAME		D1366864.ROD	09/14
NOTE BOOK			
NO.			



BENCHMARK: 59
CHISELED "□" ON
HEADWALL ON WEST SIDE
OF SOUTHBOUND I-55.
ELEVATION = 638.74
STA. 252+78, LT

PROFILE		BY	DATE
SURVEYED		CHAMLIN & ASSOCIATES	09/14
PLOTTED		KMS	09/14
GRADES CHECKED			
BM. NOTED			
STRUCTURE NO.(S) CHKD			
NOTE BOOK			
NO.			



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		CHECKED -	REVISED -
	PLOT SCALE = 1' = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

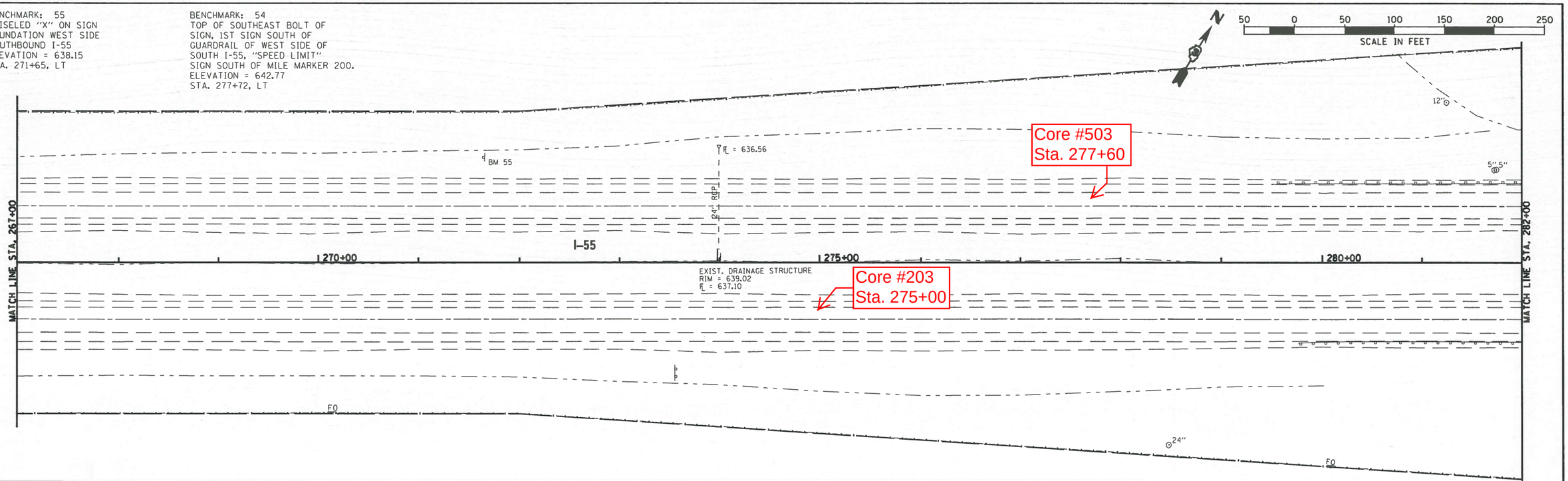
PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 252+00 TO STA. 267+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
	ILLINOIS FED. AID PROJECT			

BENCHMARK: 55
CHISELED "X" ON SIGN
FOUNDATION WEST SIDE
SOUTHBOUND I-55
ELEVATION = 638.15
STA. 271+65, LT

BENCHMARK: 54
TOP OF SOUTHEAST BOLT OF
SIGN, 1ST SIGN SOUTH OF
GUARDRAIL OF WEST SIDE OF
SOUTH I-55, "SPEED LIMIT"
SIGN SOUTH OF MILE MARKER 200.
ELEVATION = 642.77
STA. 277+72, LT



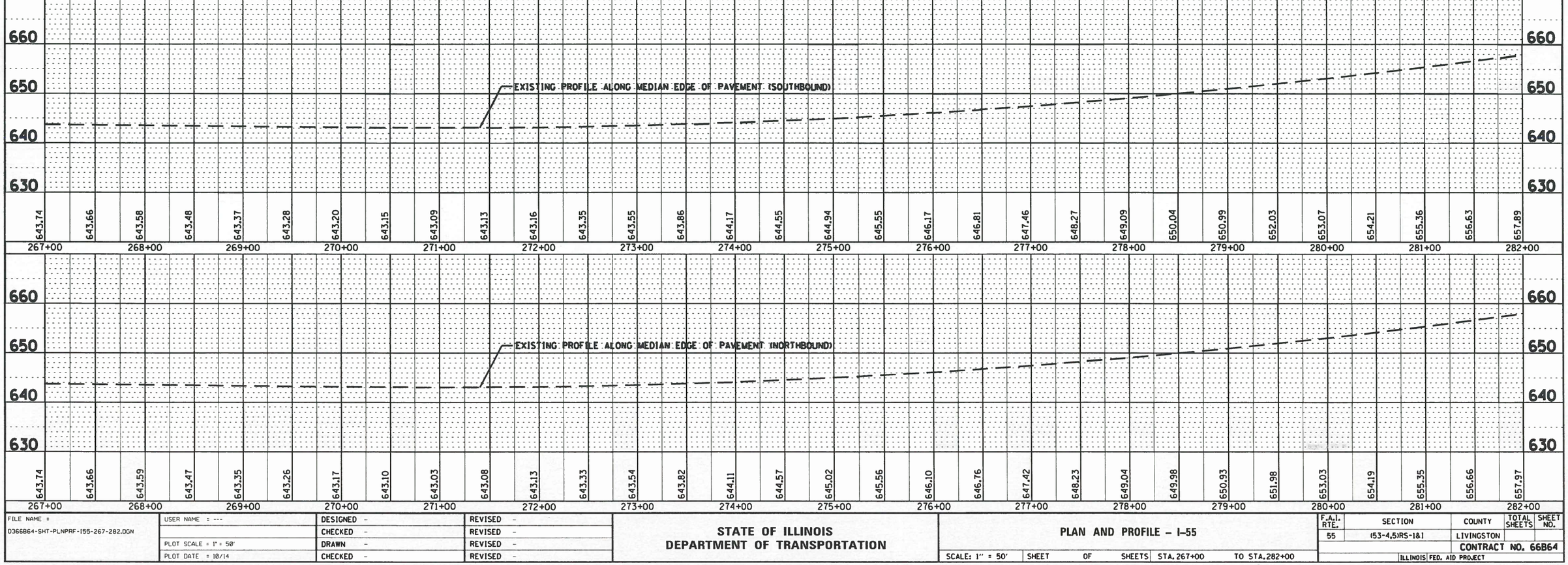
PLAN

BY	DATE
CHAMLIN & ASSOCIATES	09/14
LAG	09/14
JKC	09/14
D:\68864-TOPO.DGN	09/14

SURVEYED
PLOTTED
CROSS SECTIONS CHECKED
ALIGN. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.

PROFILE

SURVEYED
PLOTTED
CROSS SECTIONS CHECKED
GRADE NOTED
NOTE BOOK
NO.



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	PLOT DATE = 10/14	CHECKED -	REVISED -

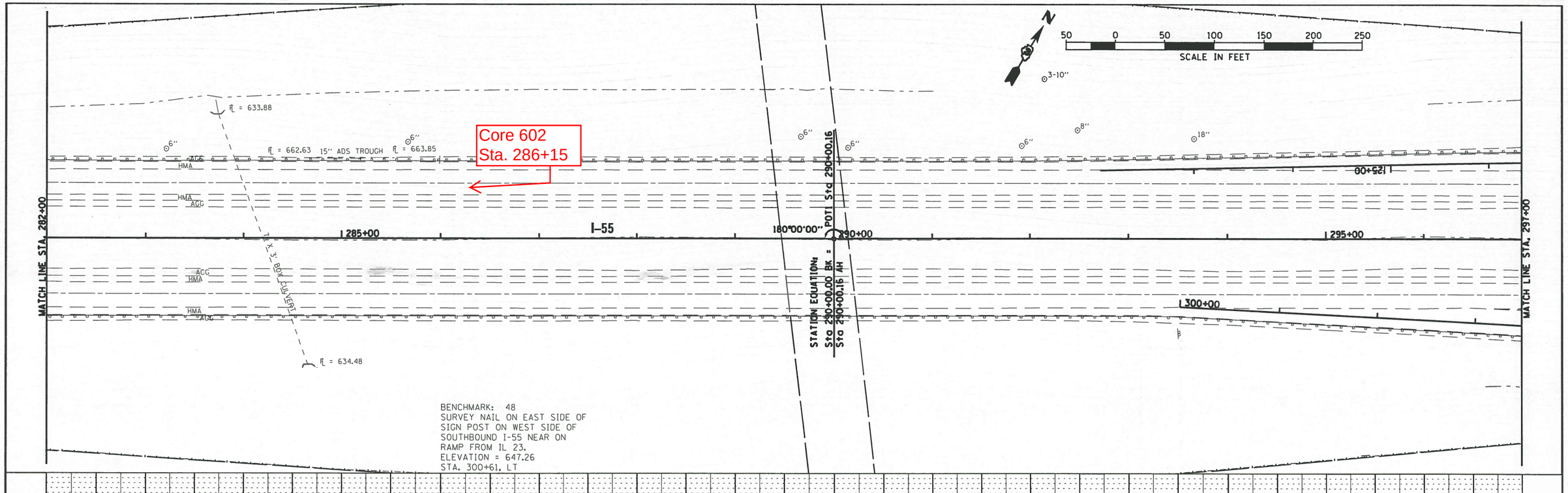
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

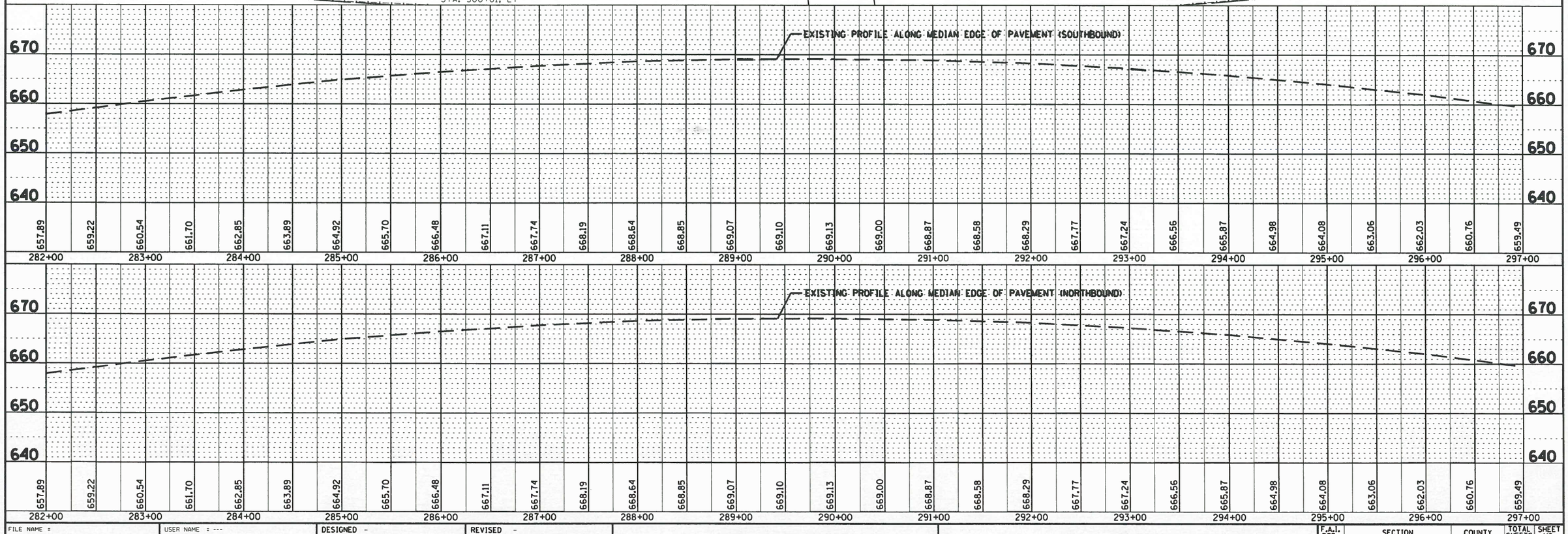
SCALE: 1" = 50' | SHEET OF SHEETS | STA. 267+00 | TO STA. 282+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
		ILLINOIS FED. AID PROJECT		

PLAN	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
HIGHWAY CHECKED	JKC	09/14
STRUCTURE CHECKED	JKC	09/14
NOTE BOOK	D366864-LOPDGN	09/14
NO.	CADD FILE NAME	



PROFILE	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
GRADES CHECKED		
HYD. CHECKED		
NOTE BOOK	STRUCTURE NOTATNS CHKD	
NO.		



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		CHECKED -	REVISED -	
	PLOT SCALE = 1" = 50'	DRAWN -	REVISED -	
	PLOT DATE = 10/14	CHECKED -	REVISED -	

PLAN AND PROFILE – I-55

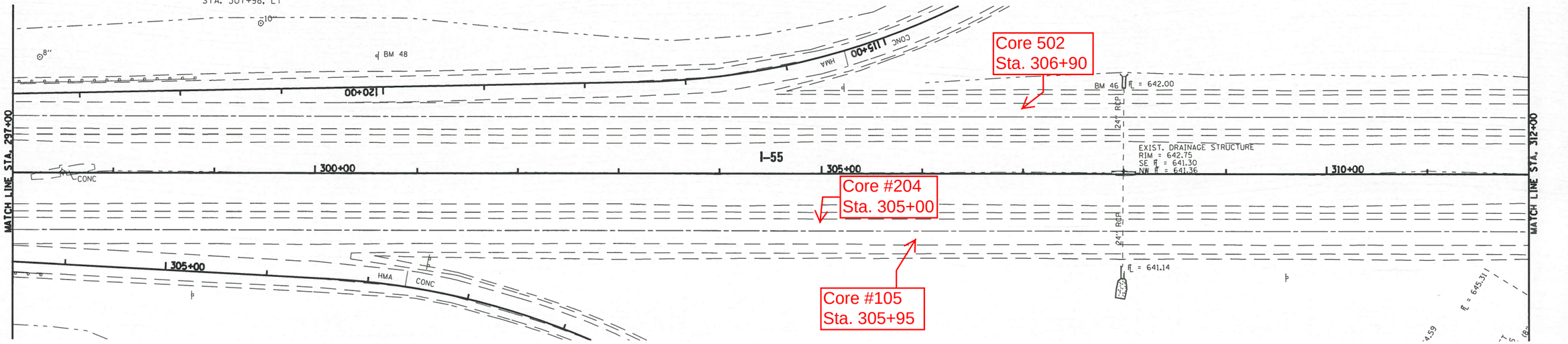
SCALE: 1" = 50' | SHEET OF SHEETS | STA. 282+00 | TO STA. 297+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&I	LIVINGSTON		
		CONTRACT NO. 66B64		
	ILLINOIS FED. AID PROJECT			

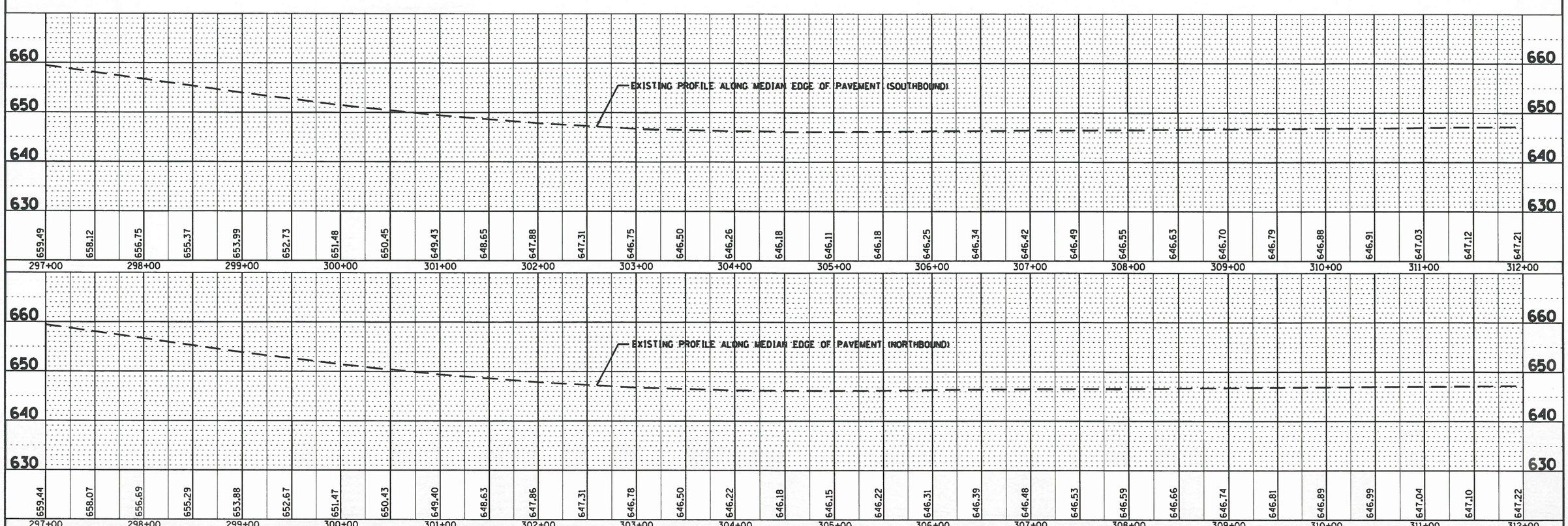
BENCHMARK: 48
SURVEY NAIL ON EAST SIDE OF SIGN POST ON WEST SIDE OF SOUTHBOUND I-55 NEAR ON RAMP FROM IL 23.
ELEVATION = 647.26
STA. 300+61. LT

BENCHMARK: 46
CHISELED "□" ON SOUTHEAST CONCRETE WALL OF CATCH BASIN WEST SIDE OF SOUTHBOUND I-55 AND SLIGHTLY NORTHEAST OF ON RAMP FROM IL23, IN INFIELD.
ELEVATION = 644.60
STA. 307+98. LT

PLAN	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAC	09/14
QUANT. CHECKED		
RT. OF WAY CHECKED		
LEAD FILE NAME	D366B64-TOPOMOD	09/14
NOTE BOOK		
NO.		



PROFILE	BY	DATE
SURVEYED	CHAMLIN & ASSOCIATES	09/14
PLOTTED	LAC	09/14
QUANT. CHECKED		
NOTE BOOK	BM. NOTED	
NO.	STRUCTURE NOTATIONS CHKD	



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	PLOT DATE = 10/14	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 297+00 | TO STA. 312+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		

CONTRACT NO. 66B64

ILLINOIS | FED. AID PROJECT

PLAN		BY	DATE
NOTE BOOK	SURVEYED	CHAMLIN & ASSOCIATES	09/14
NO.	PLOTTED	LAG	09/14
	ALIGNMENT CHECKED	JKC	09/14
	RT. OF WAY CHECKED	JKC	09/14
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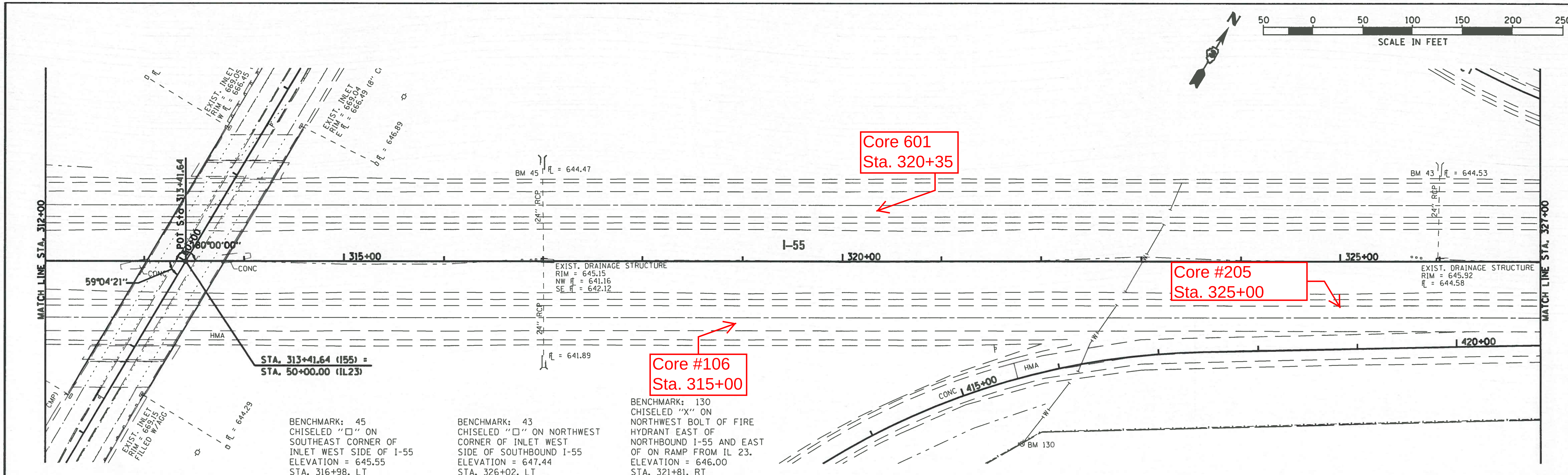
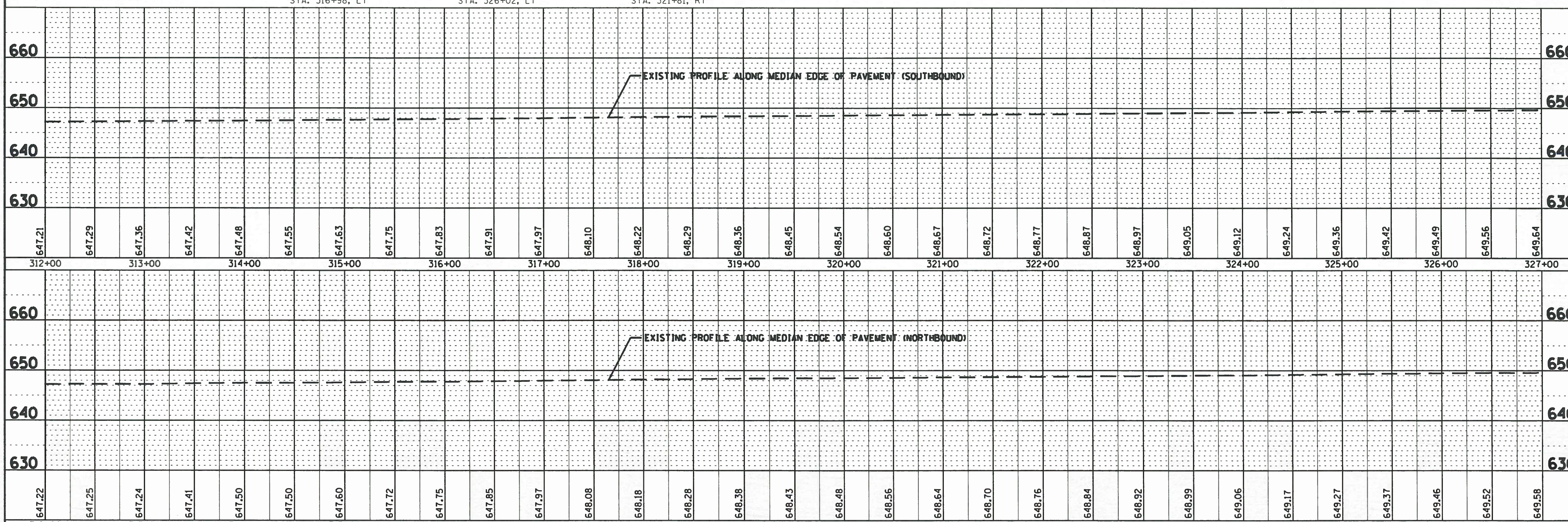


PROFILE		BY	DATE
NOTE BOOK	SURVEYED	CHAMLIN & ASSOCIATES	09/14
NO.	PLOTTED	LAG	09/14
	GRADES CHECKED		
	B.M. NOTED		
	STRUCTURE NOTAT'NS CH'KD		



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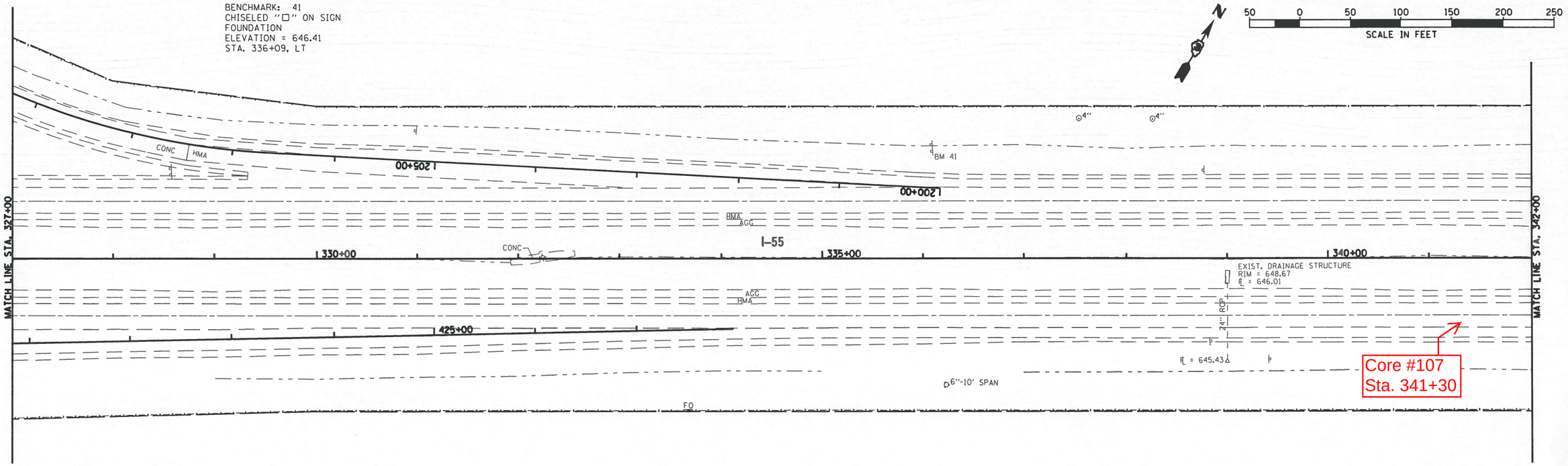
		CHECKED -	REVISED -	
	PLOT SCALE = 1" = 50'	DRAWN -	REVISED -	
	PLOT DATE = 10/14	CHECKED -	REVISED -	

PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 312+00 TO STA. 327+00

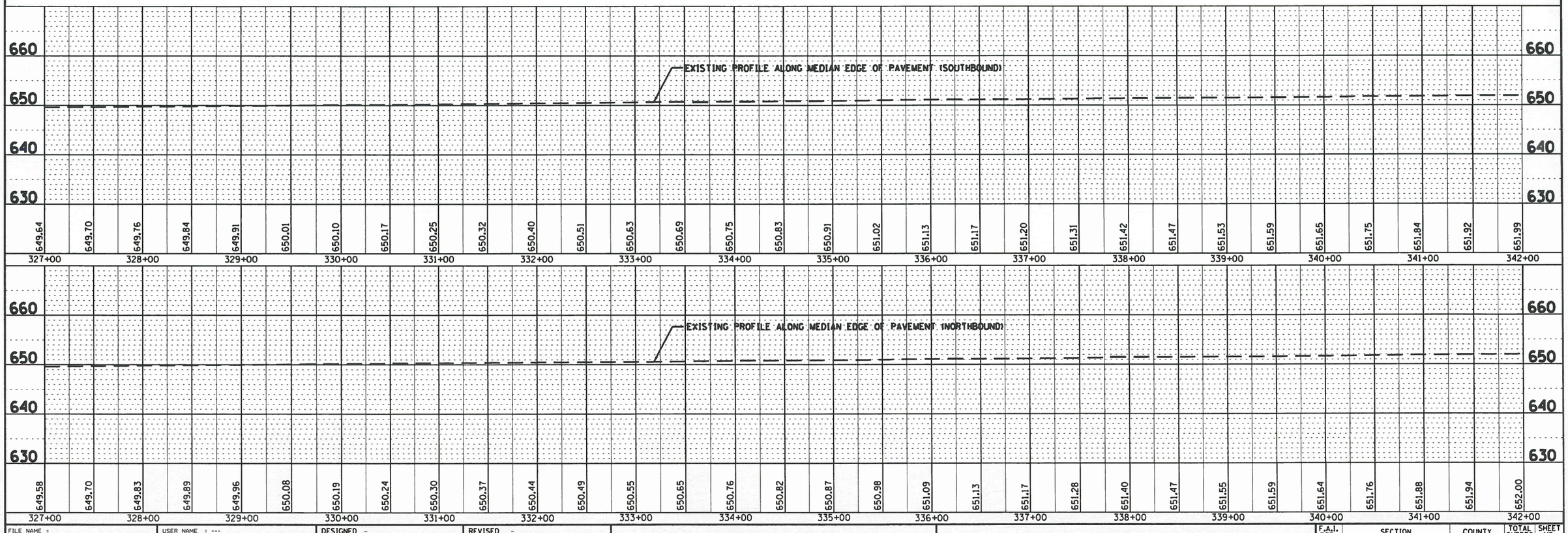
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&I	LIVINGSTON		
		CONTRACT NO. 66B64		
	ILLINOIS FED. AID PROJECT			

BENCHMARK: 41
CHISELED "□" ON SIGN
FOUNDATION
ELEVATION = 646.41
STA. 336+09, LT



PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO. _____
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME _____
BY
CHAMLIN & ASSOCIATES
KC
KC
KC
DATE
09/14
09/14
09/14
09/14

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO. _____
GRADES CHECKED
ELEV. NOTED
STRUCTURE NOTATIONS CHKD
BY
CHAMLIN & ASSOCIATES
LAG
DATE
09/14
09/14



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	PLOT DATE = 10/14	CHECKED -	REVISED -

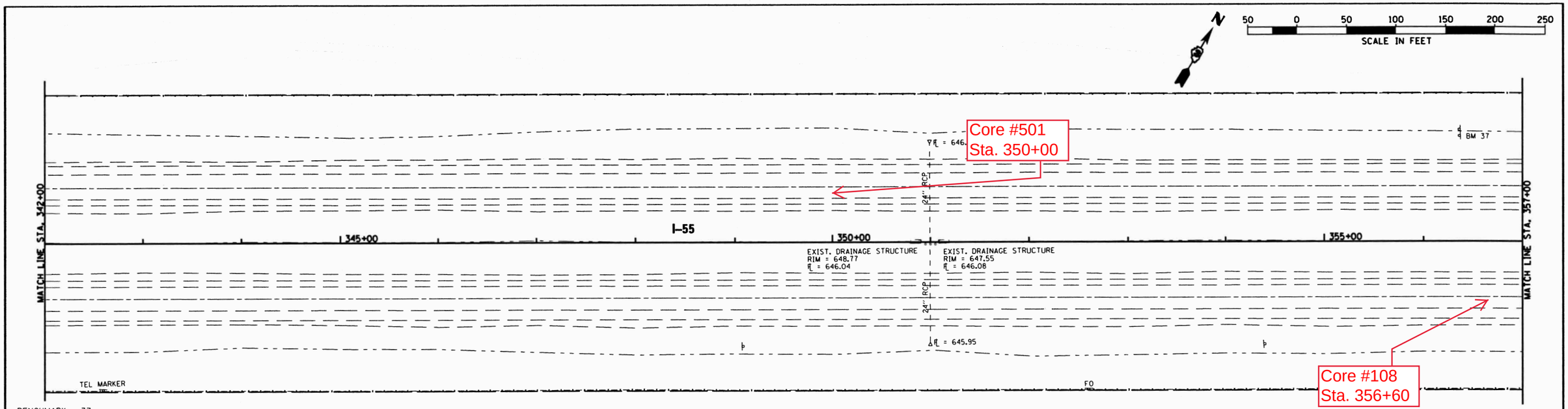
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 327+00 TO STA. 342+00

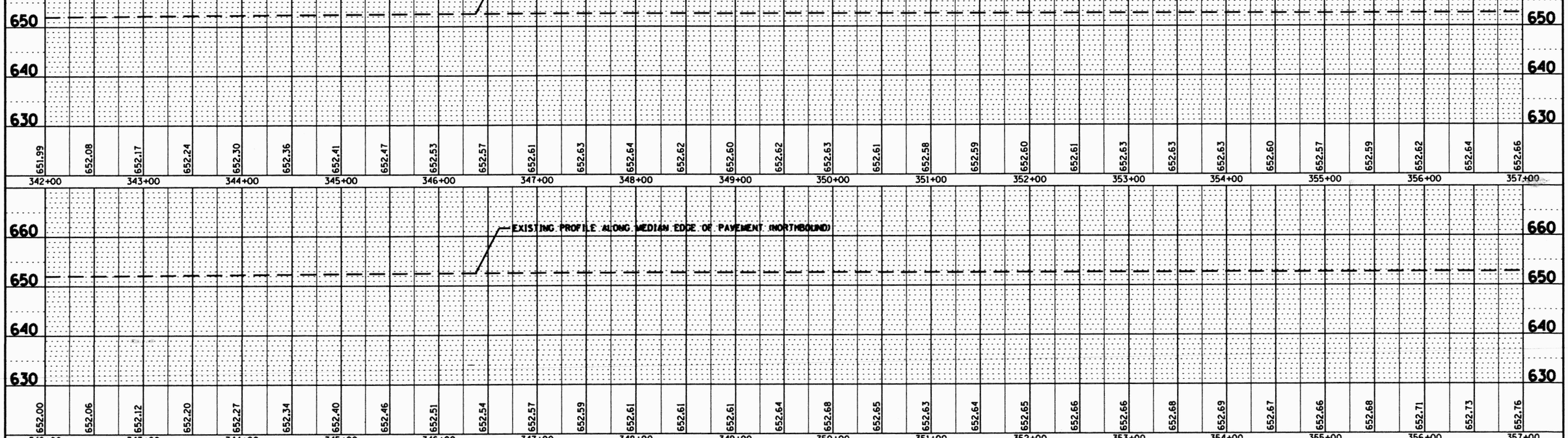
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
		ILLINOIS FED. AID PROJECT		

PLAN	BY	DATE
SURVEYED	CHMN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
ALIGNMENT CHECKED		09/14
PT. OF WAY CHECKED	AK	09/14
F.A.I. 55	DESIGNED TOPOGRAPH	09/14
NOTE BOOK		
NO.		



BENCHMARK: 37
CHISELED "□" ON CONCRETE
BASE, EAST LEG SIGN POST
SOUTHBOUND I-55, "EXIT 201
PONTIAC/STREATOR" SIGN.
ELEVATION = 647.83
STA. 356+36, LT

PROFILE	BY	DATE
SURVEYED	CHMN & ASSOCIATES	09/14
PLOTTED	LAG	09/14
ALIGNMENT CHECKED		09/14
GRADE CHECKED		
BM. NOTED		
STRUCTURE NOTATNS CHKD		
NOTE BOOK		
NO.		



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	PLOT SCALE = 1" = 50'	DRAWN -	REVISED -
	PLOT DATE = 10/14	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE – I-55

SCALE: 1" = 50' | SHEET OF SHEETS | STA. 342+00 | TO STA. 357+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(53-4,5)RS-1&1	LIVINGSTON		
		CONTRACT NO. 66B64		
		ILLINOIS FED. AID PROJECT		

APPENDIX

E

Illinois Department of Transportation

Memorandum

To: Ted Fultz **Attn:** Karen Pillion

From: Tom Magolan **By:** G. Bertolino

Subject: Traffic Data Request

Date: 7/7/2014

Study Area

Contract 66B64 **Marked Route:** I-55

From: South of Rt 116 **To:**

County: Livingston **City:**

construction year: 2017 **Job #:** P-93-025-14

Data Requirements (provide a map)

plan sheet cover: intersection design study:

signal warrents: 3P, 3R, & Smart:

multi year: bridge:

traffic volume **turning movements**

existing: x existing:

projected: x projected:

YEAR	ADT	30th Hr	DHV:			Vehicle %
2013	22900	1718	8%	**P.V. Count**	16334	71%
2019	24262	1820		**S.U. Count**	818	4%
2030	26758	2007		**M.U. Count**	5595	24%
2039	28800	2160				

Illinois Department of Transportation

Memorandum

To: Ted Fultz **Attn:** Karen Pillion

From: Tom Magolan **By:** G. Bertolino

Subject: Traffic Data Request

Date: 7/7/2014

Study Area

Contract 66B64 **Marked Route:** I-55

From: North of Rt 116 **To:** South of RT 23

County: Livingston **City:**

construction year: 2017 **Job #:** P-93-025-14

Data Requirements (provide a map)

plan sheet cover: intersection design study:

signal warrents: 3P, 3R, & Smart:

multi year: bridge:

---

traffic volume **turning movements**

existing: x existing:

projected: x projected:

YEAR	ADT	30th Hr	DHV:			Vehicle %
2013	21675	1626	8%	**P.V. Count**	15281	71%
2019	22973	1723		**S.U. Count**	808	4%
2030	25353	1901		**M.U. Count**	5560	26%
2039	27300	2048				

APPENDIX

F

BDE 5401 Template (Rev. 09/05/2013)

IDOT MECHANISTIC PAVEMENT DESIGN

Printed: 03/17/2017

PROJECT AND TRAFFIC INPUTS

(Enter Data in Gray Shaded Cells)

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
County: LIVINGSTON
Location: MM 195.00 TO MM 201.11
Comments: PRELIMINARY PAVEMENT DESIGN FOR ROADWAY GEOTECHNICAL REPORT
Design Date: 02/18/2017 CN <-- BY
Modify Date: <-- BY

	ADT	Year
Current:	24,262	2019
Future:	28,800	2039

Facility Type: Interstate or Freeway
# of Lanes = 2 or 3
Part of future 4 lanes or more ? No
One Way Street ? No
Road Class: I
Subgrade Support Rating (SSR): Poor
Construction Year: 2018
Design Period (DP) = 20 years

	Minimum ADT	Structural Design Traffic: Actual ADT	Actual %of Total ADT	% of ADT in Design Lane
PV =	0	18,939	72.0%	P = 50%
SU =	500	1,052	4.0%	S = 50%
MU =	1500	6,313	24.0%	M = 50%
Struct. Design ADT =		26,304	(2028)	

TRAFFIC FACTOR CALCULATION

FLEXIBLE PAVEMENT			RIGID PAVEMENT		
Cpv =	0.15		Cpv =	0.15	
Csu =	132.5		Csu =	143.81	
Cmu =	482.53		Cmu =	696.42	
TF flexible (Actual) =	31.88	(Actual ADT)	TF rigid (Actual) =	45.51	(Actual ADT)
TF flexible (Min) =	7.90	(Min ADT Fig. 54-2.C)	TF rigid (Min) =	11.17	(Min ADT Fig. 54-2.C)

NEW CONSTRUCTION / RECONSTRUCTION PAVEMENT DESIGN CALCULATIONS

Full-Depth HMA Pavement

Use TF flexible = 31.88
PG Grade Lower Binder Lifts = PG 64-22 (Fig. 53-4.R)
Goto Map
HMA Mixture Temp. = 76.5 deg. F (Fig. 54-5.C)
Design HMA Mixture Modulus (E_{HMA}) = 650 ksi (Fig. 54-5.D)
Design HMA Strain (ε_{HMA}) = 45 (Fig. 54-5.E)
Goto Map
Full Depth HMA Design Thickness = 15.50 in. (Fig. 54-5.F)
Limiting Strain Criterion Thickness = 15.25 in. (Fig. 54-5.I)

Use Full-Depth HMA Thickness = 15.25 inches

JPC Pavement

Use TF rigid = 45.51
Edge Support = Tied Shoulder or C.&G.

Rigid Pavt Thick. = 11.00 in. (Fig. 54-4.E)

CRC Pavement

Use TF rigid = 45.51
IBR value = 3

CRCP Thickness = 11.25 in. (Fig. 54-4.M)

TF MUST BE > 60 FOR CRCP

RECONSTRUCTION ONLY (SUPPLEMENTAL) PAVEMENT DESIGN CALCULATIONS

HMA Overlay of Rubblized PCC

Use TF flexible = 31.88
HMA Overlay Design Thickness = 12.75 in. (Fig. 54-5.U)
Goto Map
Limiting Strain Criterion Thickness = 11.00 in. (Fig. 54-5.V)

Use HMA Overlay Thickness = 11.00 inches

Unbonded Concrete Overlay

Review 54-4.03 for limitations and special considerations.

JPCP Thickness = NA inches

CONTACT BMPR FOR ASSISTANCE

DESIGN TABLES FROM BDE MANUAL CHAPTER 54 - PAVEMENT DESIGN

Class I Roads	Class II Roads	Class III Roads	Class IV Roads
4 lanes or more Part of a future 4 lanes or more One-way Streets with ADT > 3500	2 lanes with ADT > 2000 One way Street with ADT <= 3500	2 Lanes (ADT 750 -2000)	2 Lanes (ADT < 750)

Facility Type	Min. Str. Design Traffic (Fig 54-2.C) PV	SU	MU
Interstate or Freeway	0	500	1500
Other Marked State Route	0	250	750
Unmarked State Route	No Min	No Min	No Min

Class Table for One-Way Streets	
ADT	Class
0 - 3500	II
>3501	I

Class	Traffic Factor ESAL Coefficients: Rigid (Fig. 54-4.C) Csu	Cmu	Flexible (Fig. 54-5.B) Csu	Cmu
I	143.81	696.42	132.50	482.53
II	135.78	567.21	112.06	385.44
III	129.58	562.47	109.14	384.35
IV	129.58	562.47	109.14	384.35

Class Table for 2 or 3 lanes (not future 4 lane & not one-way street)	
ADT	Class
0 - 749	IV
750 - 2000	III
>2000	II

Number of Lanes	Design Lane Distribution Factors For Structural Design Traffic (Fig. 54-2.B) Rural P	S	M	Urban P	S	M
1 Lane Ramp	100%	100%	100%	100%	100%	100%
2 or 3	50%	50%	50%	50%	50%	50%
4	32%	45%	45%	32%	45%	45%
6 or more	20%	40%	40%	8%	37%	37%

APPENDIX

G

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/18/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #1 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** NE 1/4, **SEC.** 17, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.67124167, **Longitude** 40.89959444

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 101
Station 205+45
Offset 62.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Gray & Brown Silty Clay Loam Till Fill with Gravel Pieces				12
End of Boring	-5, -10, -15, -20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/18/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #2 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SE 1/4, **SEC.** 8, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.66906667, **Longitude** 40.90457778

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 102
Station 225+00
Offset 62.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Brown & Gray Silty Clay Loam Till Fill with Gravel Pieces				13
End of Boring	-5			
	-10			
	-15			
	-20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/18/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #3 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SE 1/4, **SEC.** 8, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.66576389, **Longitude** 40.907475

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 103
Station 238+85
Offset 62.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Gray & Brown Silty Clay Loam Till Fill with Gravel Pieces				13
End of Boring	-5			
	-10			
	-15			
	-20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/18/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #4 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** NW 1/4, **SEC.** 9, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.65904166, **Longitude** 40.91079444

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 104
Station 261+60
Offset 62.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Asphalt, Concrete, CAM
				Gray & Brown Silty Clay Loam Till
			17	Fill with Gravel Pieces
				End of Boring
-5				
-10				
-15				
-20				

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/18/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #5 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** NE 1/4, **SEC.** 9, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.65156667, **Longitude** 40.91433333

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 105
Station 205+95
Offset 62.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Gray & Brown Silty Clay Loam Till Fill				14
End of Boring	-5, -10, -15, -20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/18/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #6 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SW 1/4, **SEC.** 3, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.64266111, **Longitude** 40.91850556

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 106
Station 315+00
Offset 62.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Asphalt, Concrete, CAM
				Gray & Brown Silty Clay Loam Till
			11	Fill with Gravel Pieces
				End of Boring
-5				
-10				
-15				
-20				

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

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Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/18/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #7 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SW 1/4, **SEC.** 3, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.63446111, **Longitude** 40.92225278

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 107
Station 341+30
Offset 62.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Gray & Brown Silty Clay Loam Till Fill with Gravel Pieces				21
End of Boring	-5, -10, -15, -20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/18/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #8 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SE 1/4, **SEC.** 3, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.62973889, **Longitude** 40.92433611

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 108
Station 356+50
Offset 62.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Asphalt, Concrete, CAM
			14	Gray & Brown Silty Clay Loam Till Fill with Gravel Pieces
				End of Boring
-5				
-10				
-15				
-20				

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/19/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #14 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** NE 1/4, **SEC.** 17, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.67137222, **Longitude** 40.89820556

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 201
Station 200+00
Offset 50.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Gray & Brown Silty Clay Loam Till				15
Fill with Gravel Pieces				
End of Boring	-5			
	-10			
	-15			
	-20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/19/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #15 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SE 1/4, **SEC.** 8, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.66278889, **Longitude** 40.90914444

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 202
Station 249+35
Offset 50.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Asphalt, Concrete, CAM
				Gray Silty Clay Loam Till Fill
			20.8 *	* Free water from coring in sample
				End of Boring
-5				
-10				
-15				
-20				

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

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Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/19/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #16 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** NW 1/4, **SEC.** 9, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.65499167, **Longitude** 40.912875

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 203
Station 275+00
Offset 50.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Asphalt, Concrete, CAM
				Gray & Brown Silty Clay Loam Till Fill with Gravel Pieces
			15	
				End of Boring
-5				
-10				
-15				
-20				

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/19/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #17 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** NE 1/4, **SEC.** 9, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.64576667, **Longitude** 40.91705

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 204
Station 305+00
Offset 50.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Asphalt, Concrete, CAM
				Gray & Brown Silty Clay Loam Till
			14	Fill
				End of Boring
-5				
-10				
-15				
-20				

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/19/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #18 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SW 1/4, **SEC.** 3, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.63953333, **Longitude** 40.91998333

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 205
Station 325+00
Offset 50.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Gray & Brown Silty Clay Loam Till Fill with Concrete Debris				11
End of Boring	-5 -10 -15 -20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/23/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #28 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SE 1/4, **SEC.** 29, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.67101944, **Longitude** 40.86386389

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 301
Station 74+85
Offset 62.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Asphalt, Concrete, CAM
			19	Brown Silty Clay Loam Till Fill with some Black Silty Clay Loam & Gray Silty Clay Loam Till Fill
				End of Boring
-5				
-10				
-15				
-20				

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/23/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #29 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** NE 1/4, **SEC.** 29, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.67110556, **Longitude** 40.87330278

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 302
Station 109+45
Offset 62.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Asphalt, Concrete, CAM
			15	Gray & Blue / Green Silty Clay Loam Till Fill
				End of Boring
-5				
-10				
-15				
-20				

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/23/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #30 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SE 1/4, **SEC.** 20, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.67117222, **Longitude** 40.87669444

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 303
Station 121+75
Offset 62.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Brown & Gray Silty Clay Loam Till Fill				16
End of Boring	-5			
	-10			
	-15			
	-20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/23/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #24 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SE 1/4, **SEC.** 17, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.67134167, **Longitude** 40.89279166

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 304
Station 180+47
Offset 62.0 ft Rt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Gray & Brown Silty Clay Loam Till Fill with Gravel Pieces				12
End of Boring	-5, -10, -15, -20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/18/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #9 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SE 1/4, **SEC.** 3, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.63201944, **Longitude** 40.92383889

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 501
Station 350+00
Offset 62.0 ft Lt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Brown & Gray Silty Clay Loam Till Fill with Gravel & Concrete Debris				17
End of Boring	-5 -10 -15 -20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/18/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #10 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SE 1/4, **SEC.** 4, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.64543333, **Longitude** 40.91763333

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 502
Station 306+90
Offset 62.0 ft Lt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Brown Gravel Fill over Black & Gray Silty Clay Loam Fill				16
End of Boring	-5			
	-10			
	-15			
	-20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/18/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #11 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** NW 1/4, **SEC.** 9, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.65449444, **Longitude** 40.91338611

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 503
Station 277+60
Offset 62.0 ft Lt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Asphalt, Concrete, CAM
			10	Black & Gray Silty Clay Loam Till Fill
-5				End of Boring
-10				
-15				
-20				

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/18/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #12 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SE 1/4, **SEC.** 8, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.664575, **Longitude** 40.90876389

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 505
Station 244+65
Offset 62.0 ft Lt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Asphalt, Concrete, CAM
			12	Black & Gray Silty Clay Loam Till Fill
-5				End of Boring
-10				
-15				
-20				

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/18/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #13 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** NW 1/4, **SEC.** 17, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.67194444, **Longitude** 40.89701389

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 506
Station 195+45
Offset 62.0 ft Lt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Brown & Gray Silty Clay Loam Till Fill				13
End of Boring	-5, -10, -15, -20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/19/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #19 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SW 1/4, **SEC.** 3, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.63767222, **Longitude** 40.92103333

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 601
Station 331+20
Offset 50.0 ft Lt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Brown & Gray Silty Clay Loam Till Fill with Gravel Pieces				14
End of Boring	-5			
	-10			
	-15			
	-20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/19/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #20 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SW 1/4, **SEC.** 3, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.64103611, **Longitude** 40.91942222

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 602
Station 320+35
Offset 50.0 ft Lt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Brown & Gray Silty Clay Loam Till Fill with Gravel Pieces				15
End of Boring	-5 -10 -15 -20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/19/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #21 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** NE 1/4, **SEC.** 9, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.651725, **Longitude** 40.91456111

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 603
Station 286+15
Offset 50.0 ft Lt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Brown & Gray Silty Clay Loam Till Fill with Gravel Pieces				15
End of Boring	-5 -10 -15 -20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/19/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #22 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SE 1/4, **SEC.** 8, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.66783889, **Longitude** 40.90655

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 604
Station 233+25
Offset 50.0 ft Lt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Asphalt, Concrete, CAM
			14	Gray & Brown Silty Clay Loam Till Fill with Gravel Pieces
				End of Boring
-5				
-10				
-15				
-20				

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/19/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #23 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SE 1/4, **SEC.** 8, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.67020278, **Longitude** 40.90346389

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 605
Station 220+00
Offset 50.0 ft Lt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Brown & Gray Silty Clay Loam Till Fill with Gravel Pieces				18
End of Boring	-5 -10 -15 -20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/23/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #25 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SW 1/4, **SEC.** 17, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.67191389, **Longitude** 40.89276389

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 701
Station 180+40
Offset 62.0 ft Lt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt, Concrete, CAM				
Brown Silty Clay Loam / Silty Loam Till Fill with Gravel Pieces				15
End of Boring	-5, -10, -15, -20			

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/23/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #26 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** NW 1/4, **SEC.** 20, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.67173055, **Longitude** 40.88203056

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 702
Station 141+35
Offset 62.0 ft Lt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Asphalt, Concrete, CAM
			16	Brown Silty Clay Loam Till Fill with some Gravel Pieces
				End of Boring
-5				
-10				
-15				
-20				

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 1/23/17

ROUTE FAI 55 (I-55) **DESCRIPTION** Sample #27 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SW 1/4, **SEC.** 29, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude -88.67168333, **Longitude** 40.863725

COUNTY Livingston **DRILLING METHOD** Hand Auger **HAMMER TYPE**

STRUCT. NO.
Station

BORING NO. 703
Station 74+90
Offset 62.0 ft Lt.
Ground Surface Elev. ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Asphalt, Concrete, CAM
				Brown Silty Clay Loam Till Fill
			16	
				End of Boring
-5				
-10				
-15				
-20				

SOIL BORING I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/27/17

ROUTE FAI-55 (I-55) **DESCRIPTION** I-55 Profile Change over Abandonded I.C. Railroad, 0.5 miles North of IL 116 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SE 1/4, **SEC.** 20, **TWP.** 28N, **RNG.** 5E, 3rd **PM**, **Latitude** 40.878891, **Longitude** -88.671165

COUNTY Livingston **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. RW 01
Station 130+00
Offset 70.0 ft Rt.
Ground Surface Elev. 661.76 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After _____ **Hrs.** _____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Augered Bituminous Shoulder, 12+" Stone Fill, Gray Silty Clay Loam Till Fill
656.76 -5	6			
	8 10	>4.5 P	9	Hard Gray & Brown Silty Clay Loam Till Fill with some Large Gravel / Rock Pieces
				Proctor Sample #1 (4' - 10')
	8			
	12 15	>4.5 P	9	
-10	9			
650.26	9 9	>4.5 P	14	
				End of Boring
-15				
-20				

SOIL BORING 053-0126, 0127.GPJ IL_DOT.GDT 7/21/17

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)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/27/17

ROUTE FAI-55 (I-55) **DESCRIPTION** I-55 Profile Change over Abandonded I.C. Railroad, 0.5 miles North of IL 116 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** NE 1/4, **SEC.** 20, **TWP.** 28N, **RNG.** 5E, 3rd **PM**, **Latitude** 40.881635, **Longitude** -88.671228

COUNTY Livingston **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. RW 02
Station 140+00
Offset 70.0 ft Rt.
Ground Surface Elev. 668.16 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After _____ **Hrs.** _____ ft

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered Bituminous Shoulder, Minimal Gravel Fill, Brown & Gray Silty Clay Loam Till Fill				
665.66				
Hard Brown & Gray Silty Clay Loam Till Fill with some Black Silty Clay Loam Fill @ 8'		5		
		8 10	>4.5 P	14
Proctor Sample #2 (2.5' - 9')	-5			
		6		
		6 9	4.4 S	15
		6		
		7 7	4.1 S	18
658.66				
Very Stiff Gray & Black Silty Clay Loam Fill with some Shale Pieces	-10	5		
Proctor Sample #3 (9.5' - 15')		7 10	3.1 B	11
		5		
		6 8	3.0 B	13
	-15	8		
		9 12	4.0 B	11
651.66				
End of Boring				
	-20			

SOIL BORING 053-0126, 0127.GPJ IL_DOT.GDT 7/21/17

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, form 137 (Rev. 8-99)

Illinois Department of Transportation

Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/27/17

ROUTE FAI-55 (I-55) **DESCRIPTION** I-55 Profile Change over Abandonded I.C. Railroad, 0.5 miles North of IL 116 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** NW 1/4, **SEC.** 20, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude 40.883004, **Longitude** -88.67175

COUNTY Livingston **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. RW 03
Station 145+00
Offset 70.0 ft Lt.
Ground Surface Elev. 657.39 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After _____ **Hrs.** _____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				Augered Bituminous Shoulder, Gray Silty Clay Loam Till Fill
654.89				
	6			Hard Gray & Brown Silty Clay Loam Till Fill with some Black Silty Clay Loam Fill @ 6'
	8 9	>4.5 P	13	
				Proctor Sample #4 (2.5' - 10')
-5	6			
	6 4	4.0 B	18	
	12			
	14 16	>4.5 P	13	
-10	8			
	10 12	6.1 S	14	
645.89				
				End of Boring
-15				
-20				

SOIL BORING 053-0126, 0127.GPJ IL_DOT.GDT 7/21/17

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/27/17

ROUTE FAI-55 (I-55) **DESCRIPTION** I-55 Profile Change over Abandonded I.C. Railroad, 0.5 miles North of IL 116 **LOGGED BY** Larry Myers

SECTION (53-4,5)RS-1&I **LOCATION** SW 1/4, **SEC.** 20, **TWP.** 28N, **RNG.** 5E, 3rd **PM**,
Latitude 40.880259, **Longitude** -88.671722

COUNTY Livingston **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. RW 04
Station 135+00
Offset 70.0 ft Lt.
Ground Surface Elev. 669.57 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After _____ **Hrs.** _____ ft

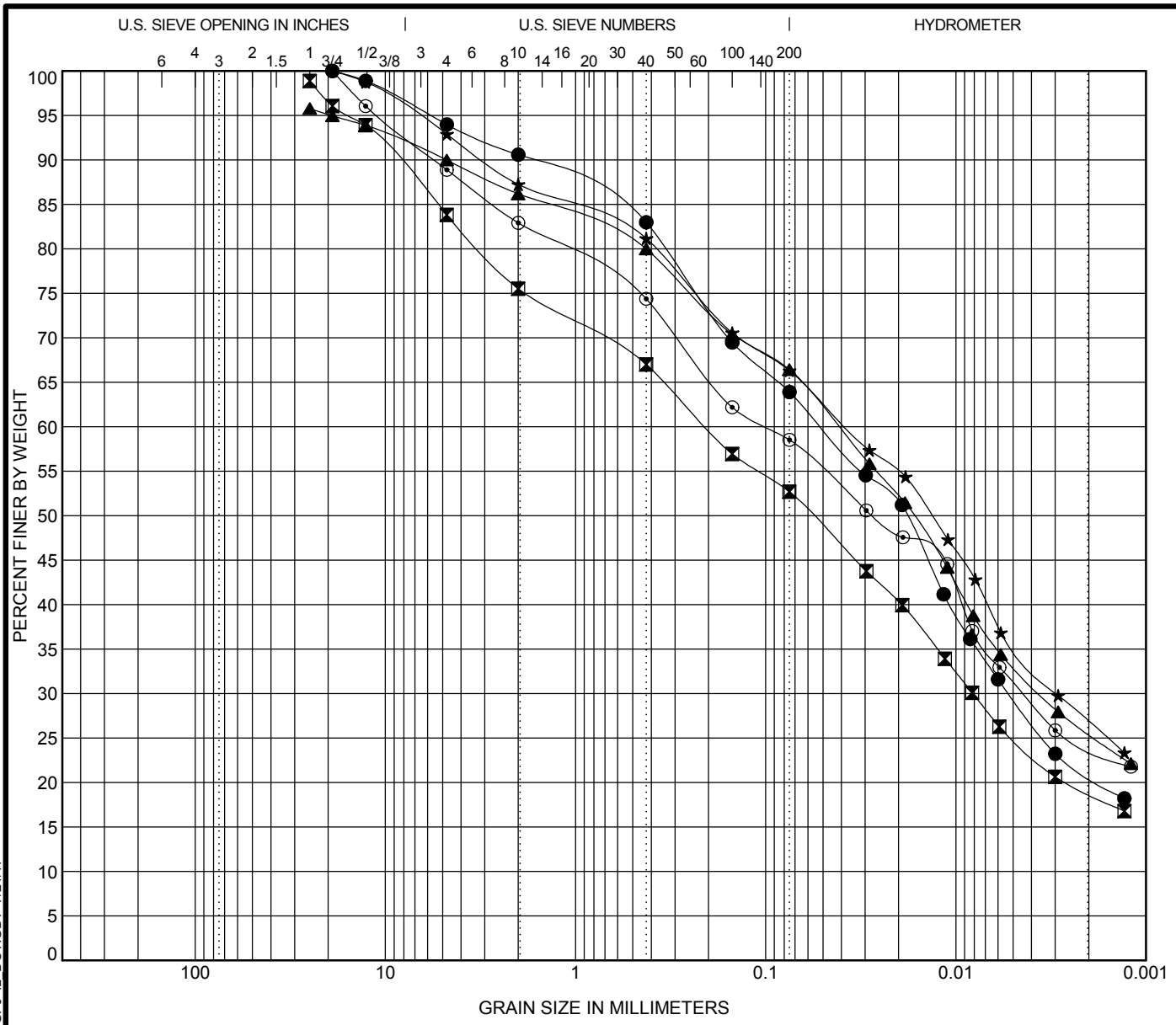
DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
Augered Bituminous Shoulder, Gravel & Gray & Brown Silty Clay Loam Till Fill				
667.07				
	7			
Hard Gray & Brown Silty Clay Loam Till Fill with Large Gravel Pieces	8 8	>4.5 P	12	
Proctor Sample #5 (2.5' - 10')				
-5	9			
	10 12	7.1 S	11	
	6			
	10 11	6.8 S	12	
-10				
Proctor Sample #6 (10' - 15')	8			
	10 8	5.4 S	16	
	8			
	9 10	4.5 S	14	
-15				
	10			
	12 14	4.4 S	14	
653.07				
End of Boring				
-20				

SOIL BORING 053-0126, 0127.GPJ IL_DOT.GDT 7/21/17

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)

APPENDIX

H



COBBLES	GRAVEL	SAND		SILT	CLAY
		coarse	fine		

Specimen Identification			Classification	LL	PL	PI	Cc	Cu
●	101	1.50	A-6 (4) CLAY LOAM	21.5	10.6	10.9		
⊠	102	1.50	A-4 (2) LOAM	25.2	15.0	10.2		
▲	103	1.50	A-6 (5) CLAY LOAM	25.7	14.9	10.8		
★	104	1.25	A-6 (6) CLAY LOAM	28.0	15.5	12.5		
⊙	105	1.50	A-6 (5) CLAY LOAM	28.7	15.6	13.1		

Specimen Identification			D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	101	1.50	19	0.051	0.005		9.4	26.7	43.1	20.8
⊠	102	1.50	25	0.206	0.008		23.4	22.8	33.9	18.8
▲	103	1.50	25	0.042	0.004		9.6	19.8	40.9	25.5
★	104	1.25	19	0.038	0.003		12.8	20.9	39.5	26.8
⊙	105	1.50	19	0.099	0.004		17.1	24.4	34.5	24.0

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

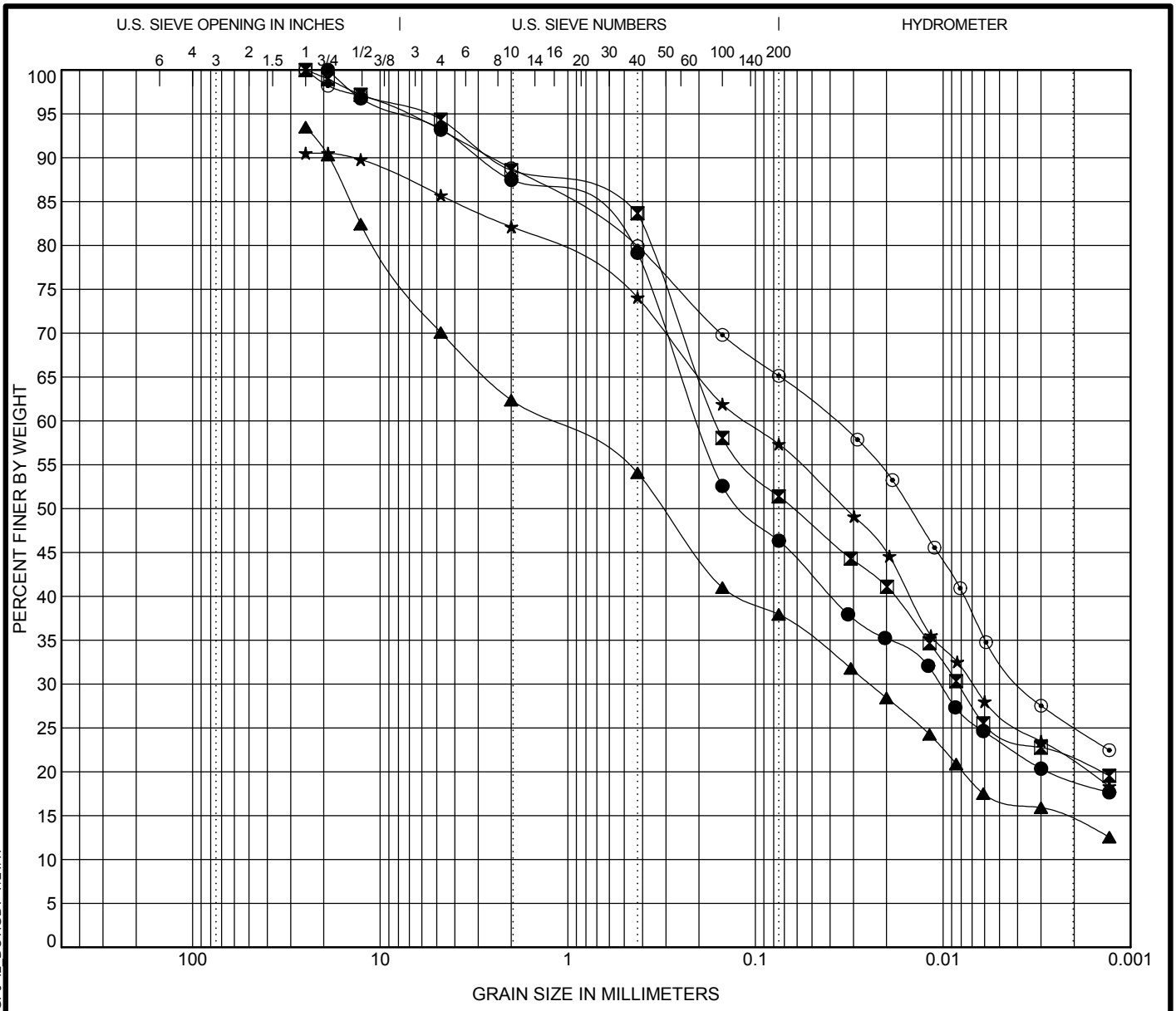
IDH GRAIN SIZE DISTRIBUTION

Route: FAI 55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

GRAIN_SIZE_IDH_3-18-11_I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ_IL_DOT.GDT_7/21/17



COBBLES	GRAVEL	SAND		SILT	CLAY
		coarse	fine		

Specimen Identification			Classification	LL	PL	PI	Cc	Cu
●	106	1.50	A-6 (3) SANDY LOAM	27.7	13.5	14.2		
⊠	107	1.50	A-6 (3) CLAY LOAM	27.0	13.8	13.2		
▲	108	1.50	A-6 (1) SANDY LOAM	30.3	16.2	14.1		
★	201	1.50	A-4 (2) CLAY LOAM	23.8	14.8	9.0		
⊙	202	1.50	A-6 (4) CLAY LOAM	25.8	14.8	11.0		

Specimen Identification			D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	106	1.50	19	0.201	0.01		12.5	41.1	27.3	19.0
⊠	107	1.50	25	0.162	0.008		11.4	37.2	30.2	21.2
▲	108	1.50	25	1.286	0.025		31.1	24.4	23.7	14.3
★	201	1.50	25	0.112	0.007		8.4	24.8	36.4	21.0
⊙	202	1.50	25	0.038	0.004		11.2	23.7	40.1	25.1

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

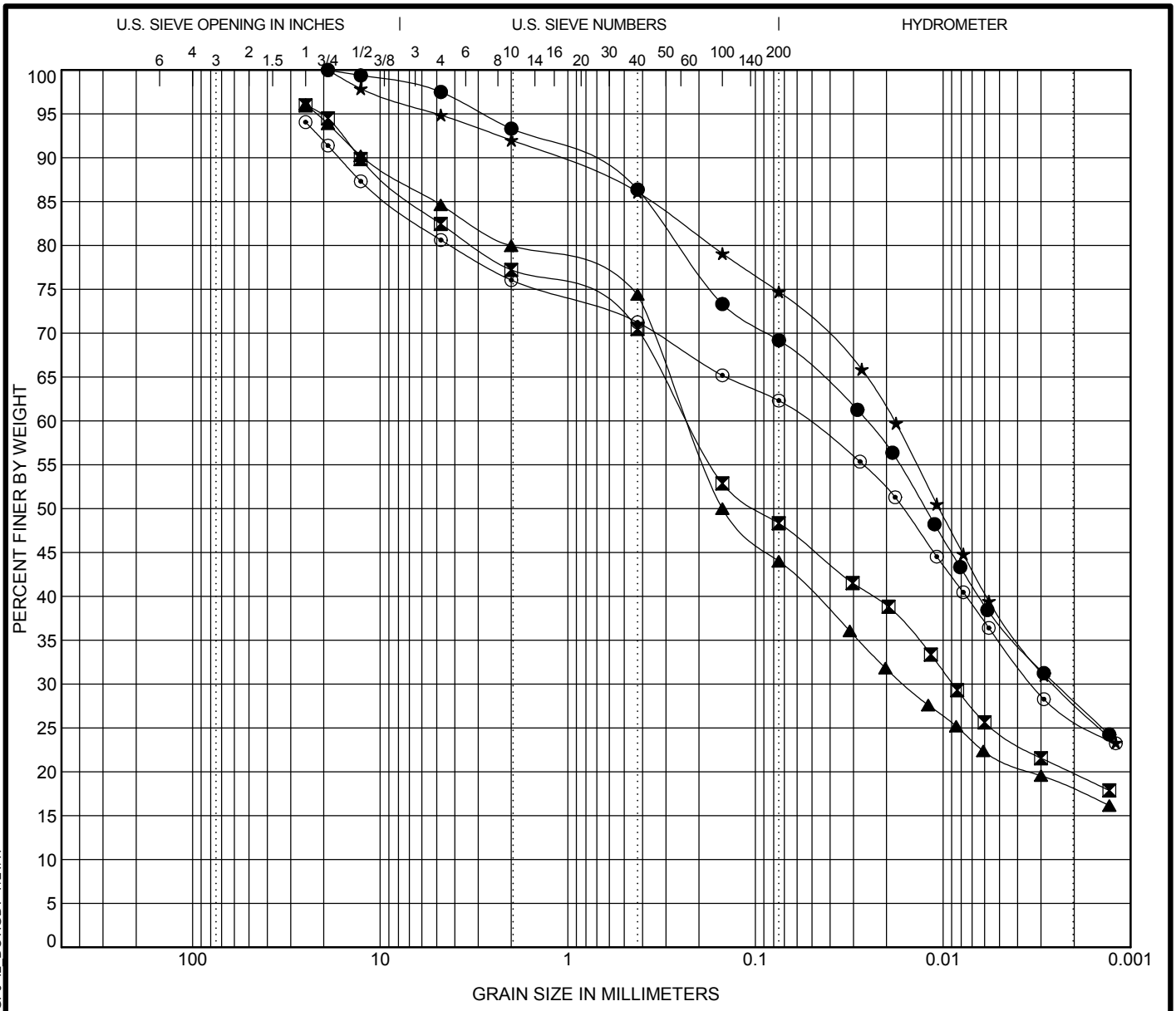
IDH GRAIN SIZE DISTRIBUTION

Route: FAI 55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

GRAIN_SIZE_IDH_3-18-11_I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ_IL_DOT.GDT_7/21/17



COBBLES	GRAVEL	SAND		SILT	CLAY
		coarse	fine		

Specimen Identification			Classification	LL	PL	PI	Cc	Cu
●	203	1.50	A-6 (6) CLAY LOAM	27.7	15.2	12.5		
⊠	204	1.50	A-6 (5) SANDY LOAM	30.4	12.3	18.1		
▲	205	1.50	A-6 (2) SANDY LOAM	25.2	13.2	12.0		
★	301	1.50	A-6 (6) CLAY LOAM	26.6	15.7	10.9		
⊙	302	1.25	A-6 (7) CLAY LOAM	33.8	17.8	16.0		

Specimen Identification			D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	203	1.50	19	0.026	0.003		6.7	24.1	41.2	28.0
⊠	204	1.50	25	0.229	0.009		18.8	28.9	28.6	19.8
▲	205	1.50	25	0.23	0.016		16.1	36.0	26.1	17.9
★	301	1.50	19	0.018	0.003		8.0	17.3	47.0	27.8
⊙	302	1.25	25	0.054	0.003		18.0	13.7	36.1	26.2

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Division of Highways
Illinois Department of Transportation

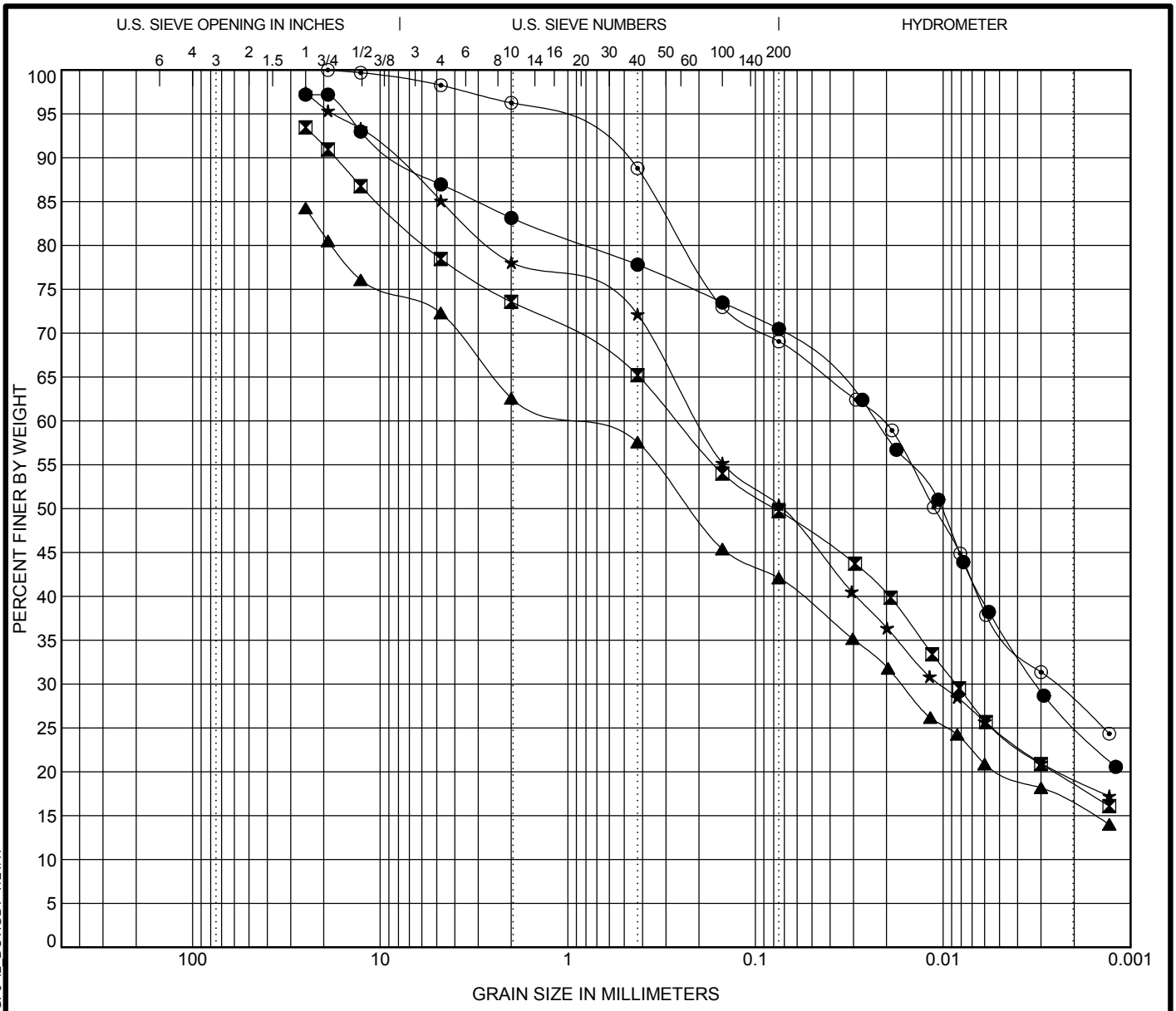
IDH GRAIN SIZE DISTRIBUTION

Route: FAI 55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

GRAIN_SIZE_IDH_3-18-11_I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ_IL_DOT.GDT_7/21/17



COBBLES	GRAVEL	SAND		SILT	CLAY
		coarse	fine		

Specimen Identification			Classification	LL	PL	PI	Cc	Cu
●	303	1.50	A-4 (5) CLAY LOAM	26.7	17.1	9.6		
⊠	304	1.50	A-4 (2) SANDY LOAM	25.4	14.7	10.7		
▲	501	1.50	A-6 (3) SANDY LOAM	31.6	16.5	15.1		
★	502	1.50	A-6 (3) LOAM	28.2	15.2	13.0		
⊙	503	1.30	A-6 (7) CLAY LOAM	29.0	15.7	13.3		

Specimen Identification			D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	303	1.50	25	0.023	0.003		14.1	12.7	45.2	25.3
⊠	304	1.50	25	0.262	0.009		19.9	23.9	31.2	18.5
▲	501	1.50	25	0.9	0.017		21.7	20.5	26.0	16.1
★	502	1.50	25	0.201	0.01		19.4	27.6	31.3	19.2
⊙	503	1.30	19	0.021	0.003		3.7	27.2	41.1	28.0

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

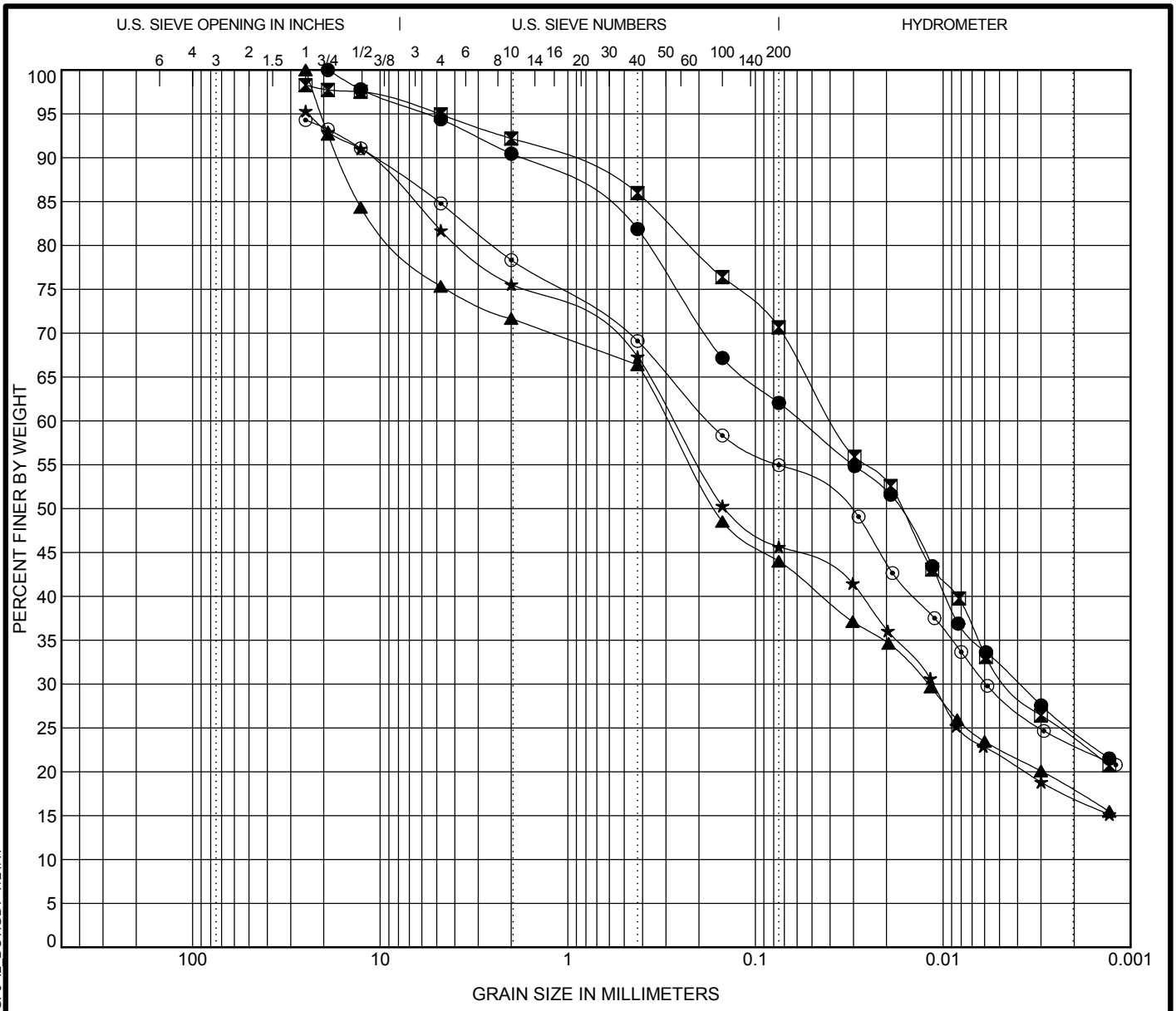
IDH GRAIN SIZE DISTRIBUTION

Route: FAI 55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

GRAIN_SIZE_IDH_3-18-11_I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ_IL_DOT.GDT_7/21/17



COBBLES	GRAVEL	SAND		SILT	CLAY
		coarse	fine		

Specimen Identification			Classification	LL	PL	PI	Cc	Cu
●	505	1.30	A-6 (4) CLAY LOAM	25.1	14.5	10.6		
⊠	506	1.50	A-4 (4) CLAY LOAM	23.7	14.8	8.9		
▲	601	1.50	A-6 (2) SANDY LOAM	27.3	14.4	12.9		
★	602	1.50	A-6 (2) SANDY LOAM	27.5	14.8	12.7		
⊙	603	1.50	A-6 (4) CLAY LOAM	28.7	15.9	12.8		

Specimen Identification			D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	505	1.30	19	0.058	0.004		9.5	28.4	37.4	24.6
⊠	506	1.50	25	0.038	0.004		6.1	21.5	47.0	23.7
▲	601	1.50	25	0.293	0.012		28.3	27.7	26.1	17.9
★	602	1.50	25	0.271	0.011		19.8	29.9	28.6	17.0
⊙	603	1.50	25	0.176	0.006		16.0	23.4	31.9	23.0

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

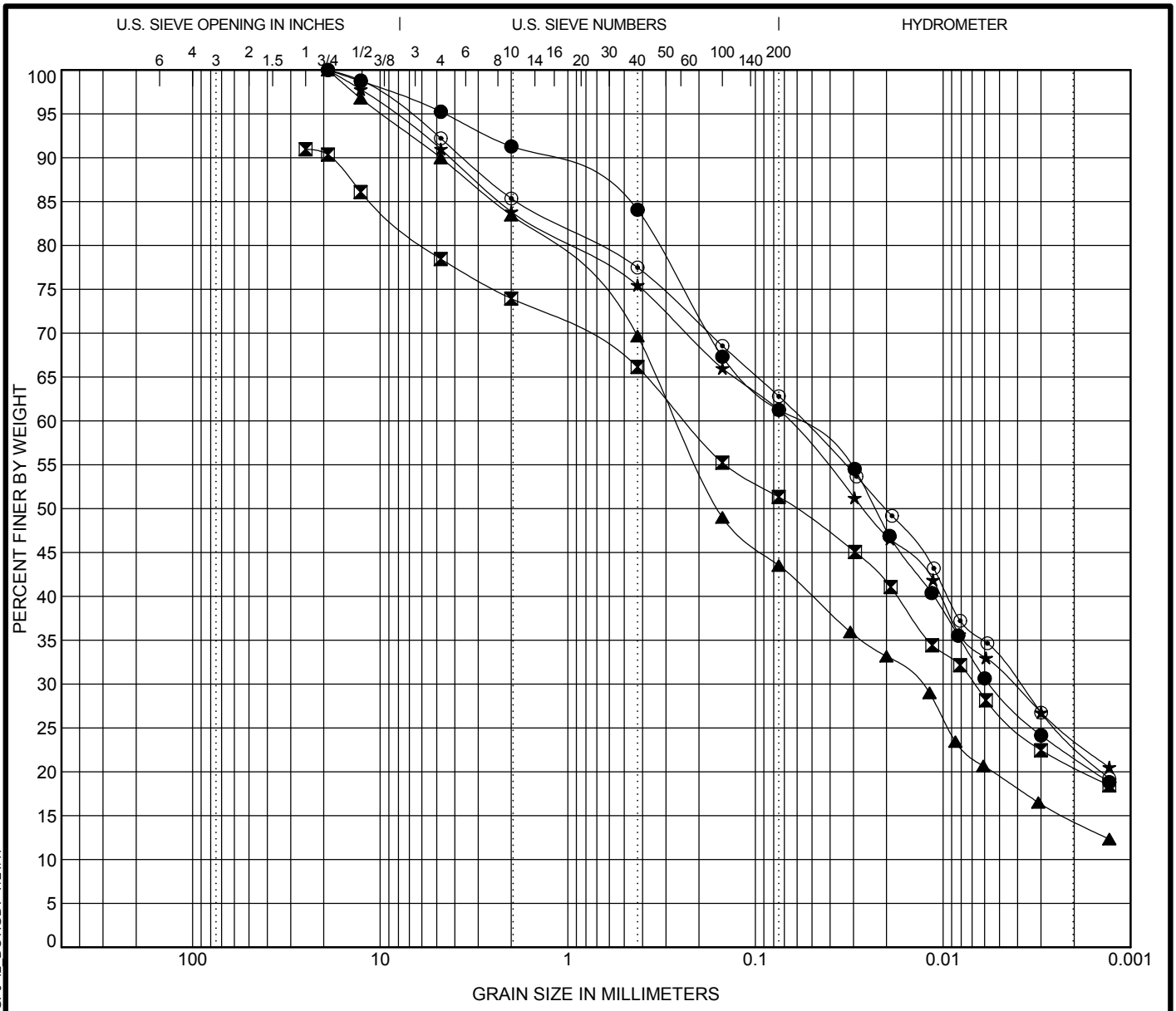
IDH GRAIN SIZE DISTRIBUTION

Route: FAI 55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

GRAIN_SIZE_IDH_3-18-11_I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ_IL_DOT.GDT_7/21/17



COBBLES	GRAVEL	SAND		SILT	CLAY
		coarse	fine		

	Specimen Identification		Classification	LL	PL	PI	Cc	Cu
●	604	1.50	A-4 (3) CLAY LOAM	22.8	13.1	9.7		
⊠	605	1.50	A-6 (3) CLAY LOAM	26.9	15.3	11.6		
▲	701	1.50	A-4 (1) SANDY LOAM	24.0	15.2	8.8		
★	702	1.50	A-6 (6) CLAY LOAM	29.4	15.5	13.9		
⊙	703	1.50	A-6 (4) CLAY LOAM	25.7	14.7	11.0		

	Specimen Identification		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	604	1.50	19	0.063	0.006		8.7	30.0	39.7	21.6
⊠	605	1.50	25	0.236	0.007		17.0	22.6	30.8	20.5
▲	701	1.50	19	0.261	0.013		16.6	39.9	29.1	14.4
★	702	1.50	19	0.067	0.004		16.2	22.6	37.5	23.7
⊙	703	1.50	19	0.056	0.004		14.6	22.5	39.7	23.1

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Division of Highways
Illinois Department of Transportation

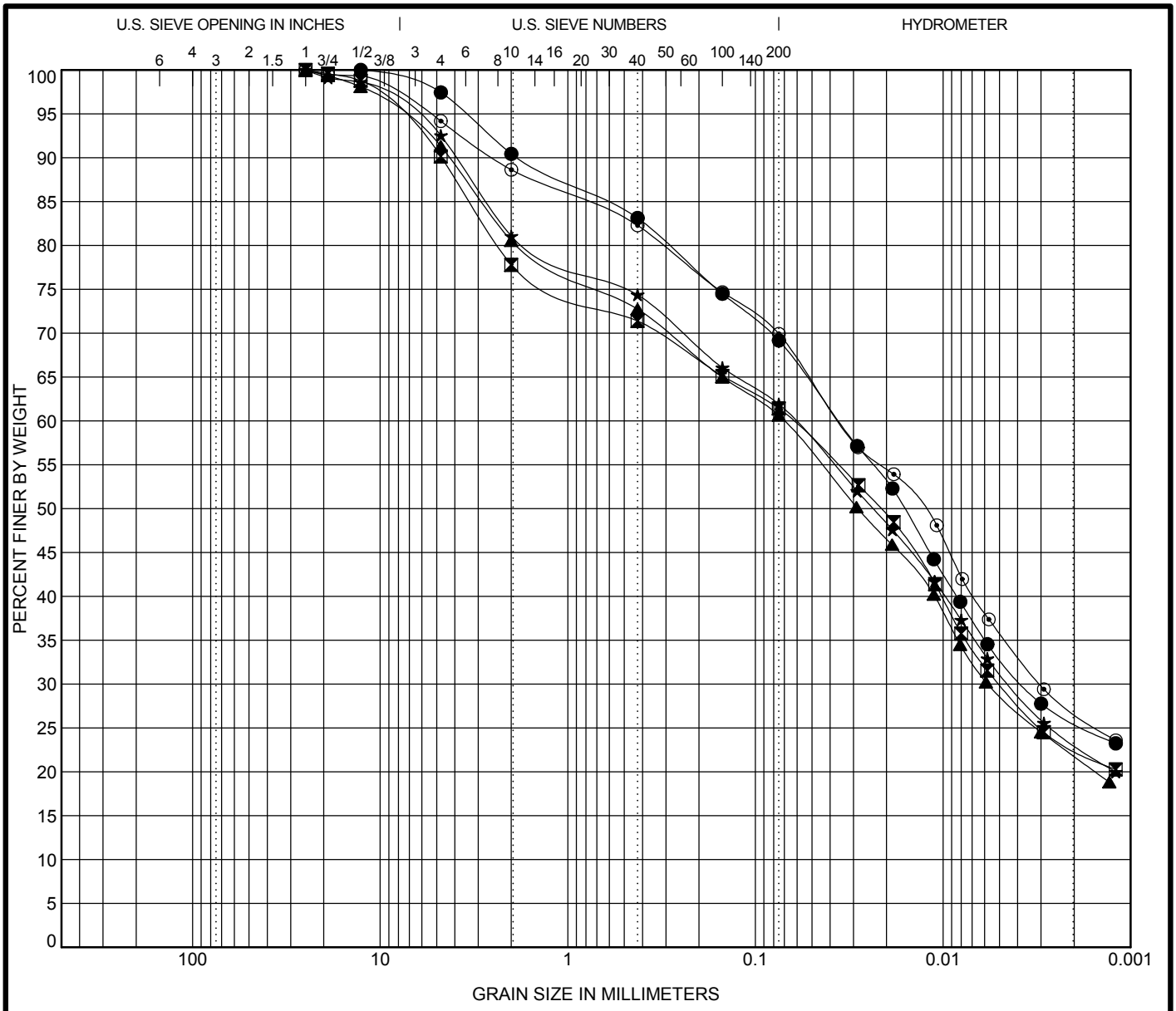
IDH GRAIN SIZE DISTRIBUTION

Route: FAI 55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

GRAIN SIZE IDH 3-18-11 I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17



COBBLES	GRAVEL	SAND		SILT	CLAY
		coarse	fine		

Specimen Identification			Classification	LL	PL	PI	Cc	Cu
●	RW 01	4.00	A-6 (7) CLAY LOAM	28.1	14.1	14.0		
⊠	RW 02	2.50	A-6 (4) CLAY LOAM	26.6	15.1	11.5		
▲	RW 02	9.50	A-6 (4) CLAY LOAM	27.4	14.7	12.7		
★	RW 03	2.50	A-6 (6) CLAY LOAM	28.9	15.2	13.7		
⊙	RW 04	2.50	A-6 (7) CLAY LOAM	28.3	14.3	14.0		

Specimen Identification			D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	RW 01	4.00	12.7	0.036	0.004		9.6	21.3	43.4	25.8
⊠	RW 02	2.50	25	0.064	0.005		22.2	16.4	38.7	22.7
▲	RW 02	9.50	25	0.071	0.006		19.5	19.9	38.9	21.7
★	RW 03	2.50	25	0.062	0.004		18.9	19.1	38.7	23.2
⊙	RW 04	2.50	25	0.036	0.003		11.4	18.7	43.0	27.0

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

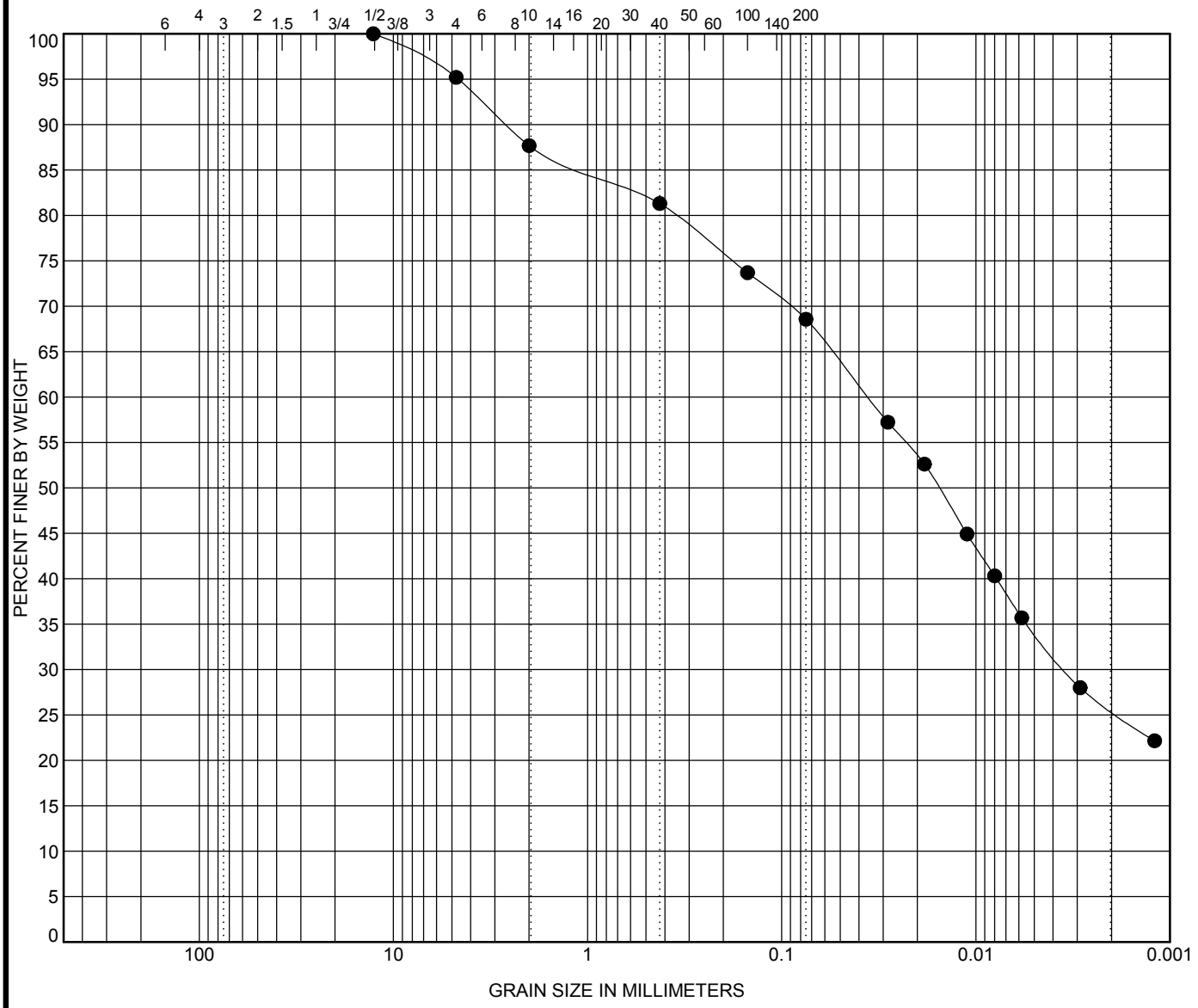
IDH GRAIN SIZE DISTRIBUTION

Route: FAI-55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

GRAIN SIZE IDH 3-18-11 053-0126, 0127.GPJ IL DOT.GDT 7/21/17



COBBLES	GRAVEL	SAND		SILT	CLAY
		coarse	fine		

	Specimen Identification		Classification	LL	PL	PI	Cc	Cu
●	**RW 04**	**10.00**	**A-6 (6) CLAY LOAM**	**26.6**	**14.2**	**12.4**		

	Specimen Identification		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	**RW 04**	**10.00**	**12.7**	**0.036**	**0.003**		**12.3**	**19.1**	**43.0**	**25.5**

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

IDH GRAIN SIZE DISTRIBUTION

Route: FAI-55 (I-55)
Section: (53-4,5)RS-1&I
County: Livingston

GRAIN_SIZE_IDH_3-18-11 053-0126, 0127.GPJ IL_DOT.GDT 7/21/17

APPENDIX

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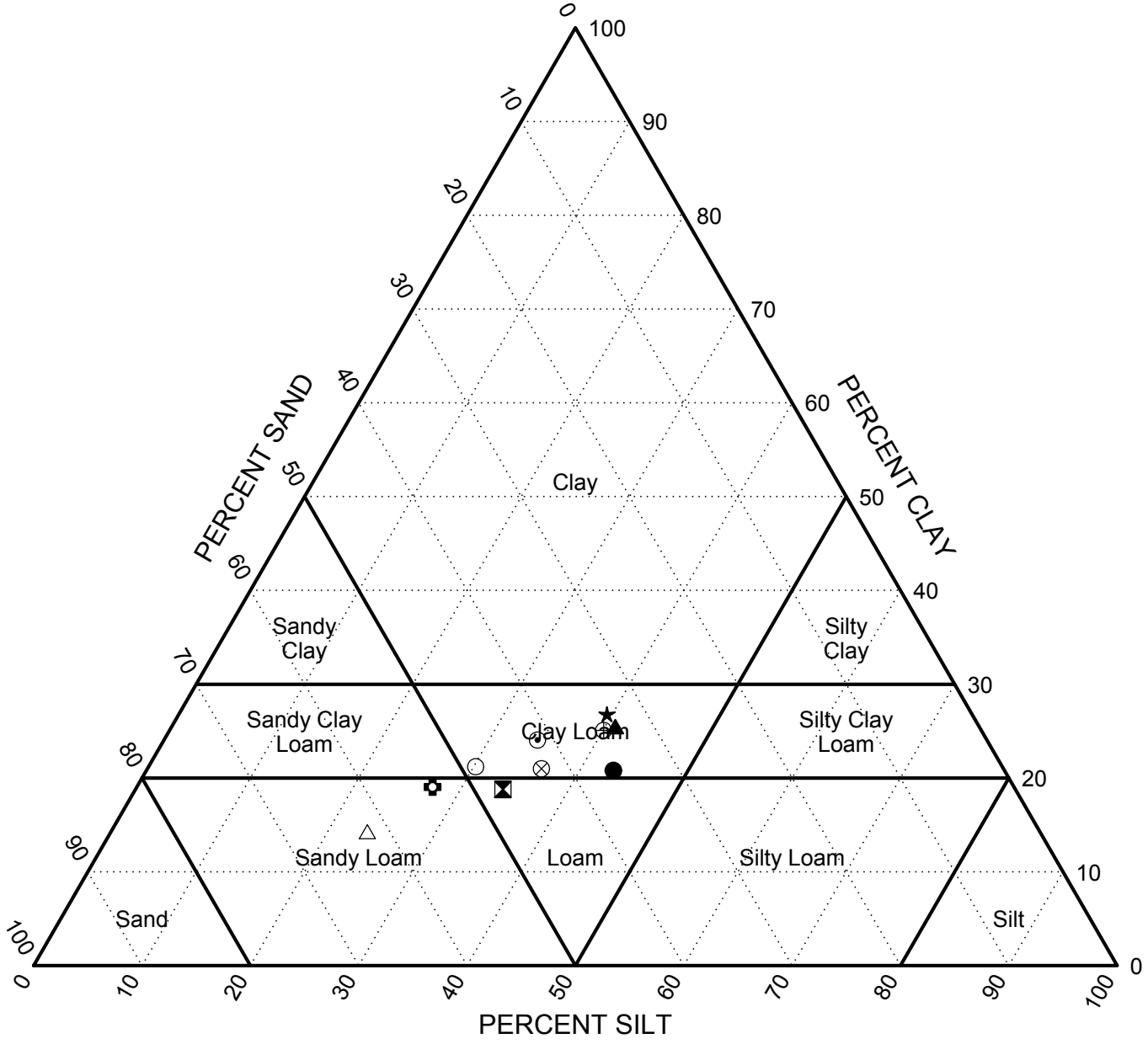


	Borehole	Station	Offset	Depth (ft)	Classification
●	**101**	**205+45**	**62.00 ft Rt.**	**1.50**	**A-6 (4) CLAY LOAM**
⊠	**102**	**225+00**	**62.00 ft Rt.**	**1.50**	**A-4 (2) LOAM**
▲	**103**	**238+85**	**62.00 ft Rt.**	**1.50**	**A-6 (5) CLAY LOAM**
★	**104**	**261+60**	**62.00 ft Rt.**	**1.25**	**A-6 (6) CLAY LOAM**
⊙	**105**	**205+95**	**62.00 ft Rt.**	**1.50**	**A-6 (5) CLAY LOAM**
✿	**106**	**315+00**	**62.00 ft Rt.**	**1.50**	**A-6 (3) SANDY LOAM**
○	**107**	**341+30**	**62.00 ft Rt.**	**1.50**	**A-6 (3) CLAY LOAM**
△	**108**	**356+50**	**62.00 ft Rt.**	**1.50**	**A-6 (1) SANDY LOAM**
⊗	**201**	**200+00**	**50.00 ft Rt.**	**1.50**	**A-4 (2) CLAY LOAM**
⊕	**202**	**249+35**	**50.00 ft Rt.**	**1.50**	**A-6 (4) CLAY LOAM**

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

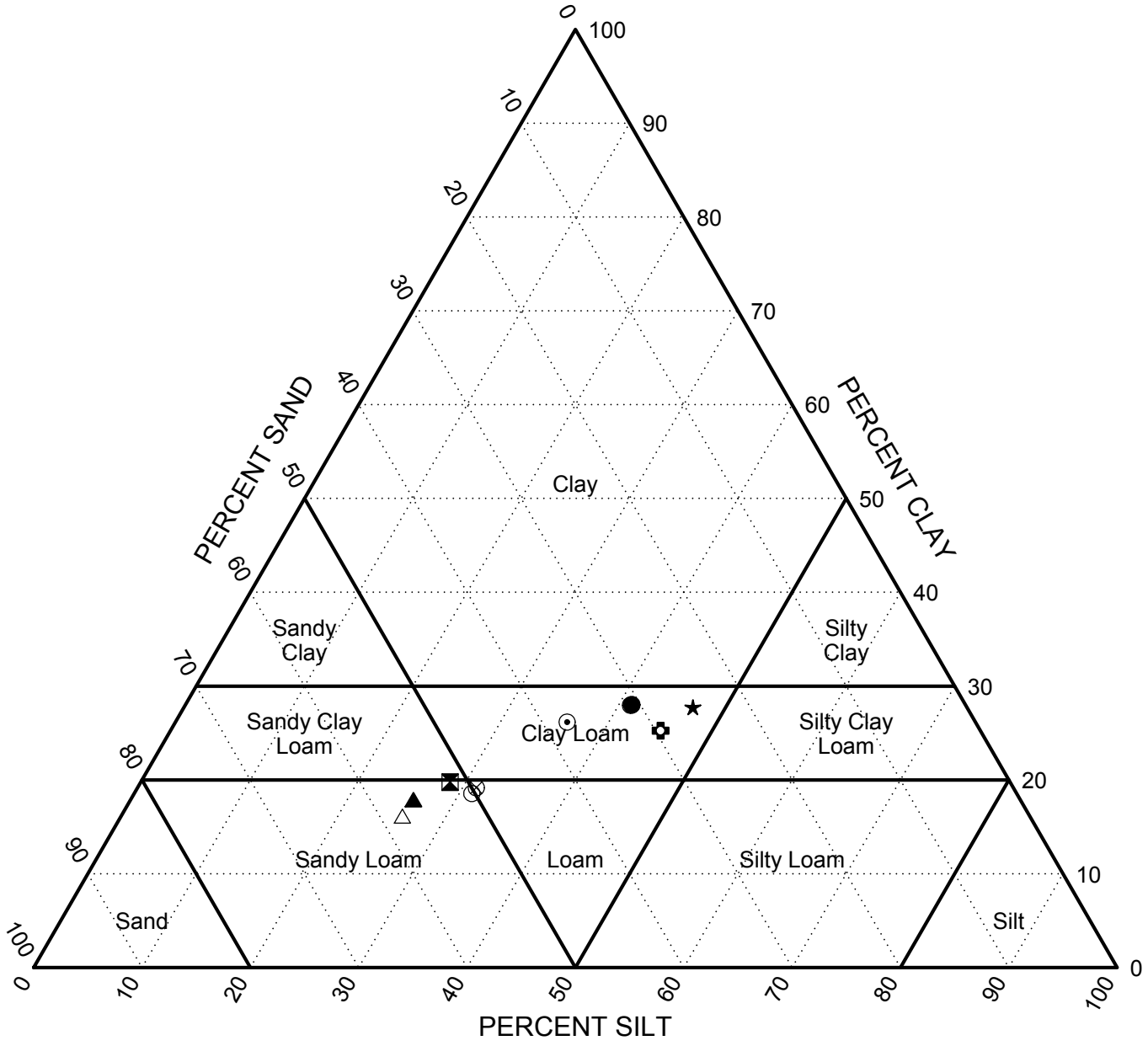
IDH Textural Classification Chart

Route: FAI 55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

TEXTURAL CLASSIFICATION I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17



	Borehole	Station	Offset	Depth (ft)	Classification
●	**203**	**275+00**	**50.00 ft Rt.**	**1.50**	**A-6 (6) CLAY LOAM**
⊠	**204**	**305+00**	**50.00 ft Rt.**	**1.50**	**A-6 (5) SANDY LOAM**
▲	**205**	**325+00**	**50.00 ft Rt.**	**1.50**	**A-6 (2) SANDY LOAM**
★	**301**	**74+85**	**62.00 ft Rt.**	**1.50**	**A-6 (6) CLAY LOAM**
⊙	**302**	**109+45**	**62.00 ft Rt.**	**1.25**	**A-6 (7) CLAY LOAM**
✿	**303**	**121+75**	**62.00 ft Rt.**	**1.50**	**A-4 (5) CLAY LOAM**
○	**304**	**180+47**	**62.00 ft Rt.**	**1.50**	**A-4 (2) SANDY LOAM**
△	**501**	**350+00**	**62.00 ft Lt.**	**1.50**	**A-6 (3) SANDY LOAM**
⊗	**502**	**306+90**	**62.00 ft Lt.**	**1.50**	**A-6 (3) LOAM**
⊕	**503**	**277+60**	**62.00 ft Lt.**	**1.30**	**A-6 (7) CLAY LOAM**

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

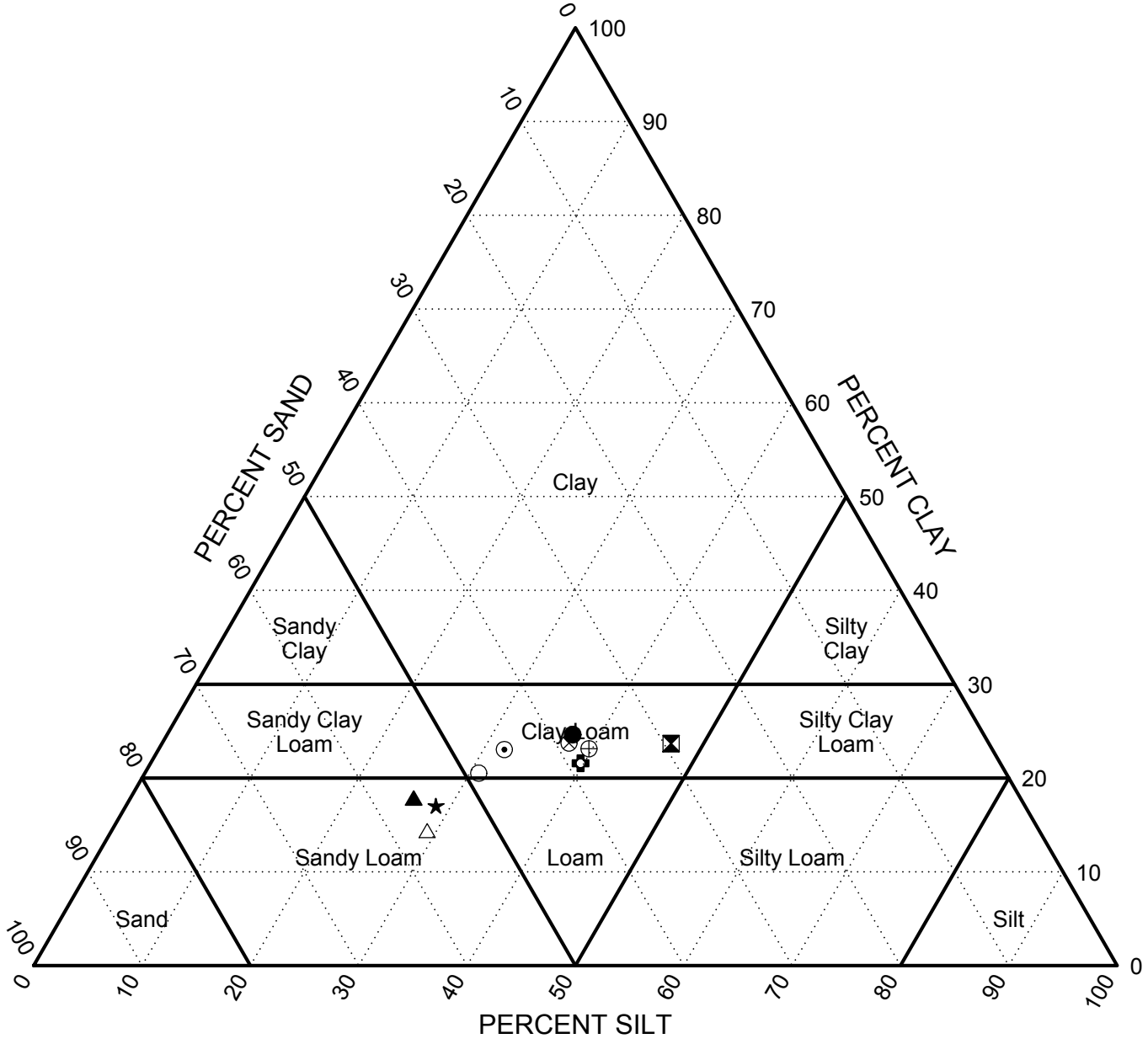
IDH Textural Classification Chart

Route: FAI 55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

TEXTURAL CLASSIFICATION I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17



	Borehole	Station	Offset	Depth (ft)	Classification
●	**505**	**244+65**	**62.00 ft Lt.**	**1.30**	**A-6 (4) CLAY LOAM**
⊠	**506**	**195+45**	**62.00 ft Lt.**	**1.50**	**A-4 (4) CLAY LOAM**
▲	**601**	**331+20**	**50.00 ft Lt.**	**1.50**	**A-6 (2) SANDY LOAM**
★	**602**	**320+35**	**50.00 ft Lt.**	**1.50**	**A-6 (2) SANDY LOAM**
⊙	**603**	**286+15**	**50.00 ft Lt.**	**1.50**	**A-6 (4) CLAY LOAM**
✿	**604**	**233+25**	**50.00 ft Lt.**	**1.50**	**A-4 (3) CLAY LOAM**
○	**605**	**220+00**	**50.00 ft Lt.**	**1.50**	**A-6 (3) CLAY LOAM**
△	**701**	**180+40**	**62.00 ft Lt.**	**1.50**	**A-4 (1) SANDY LOAM**
⊗	**702**	**141+35**	**62.00 ft Lt.**	**1.50**	**A-6 (6) CLAY LOAM**
⊕	**703**	**74+90**	**62.00 ft Lt.**	**1.50**	**A-6 (4) CLAY LOAM**

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

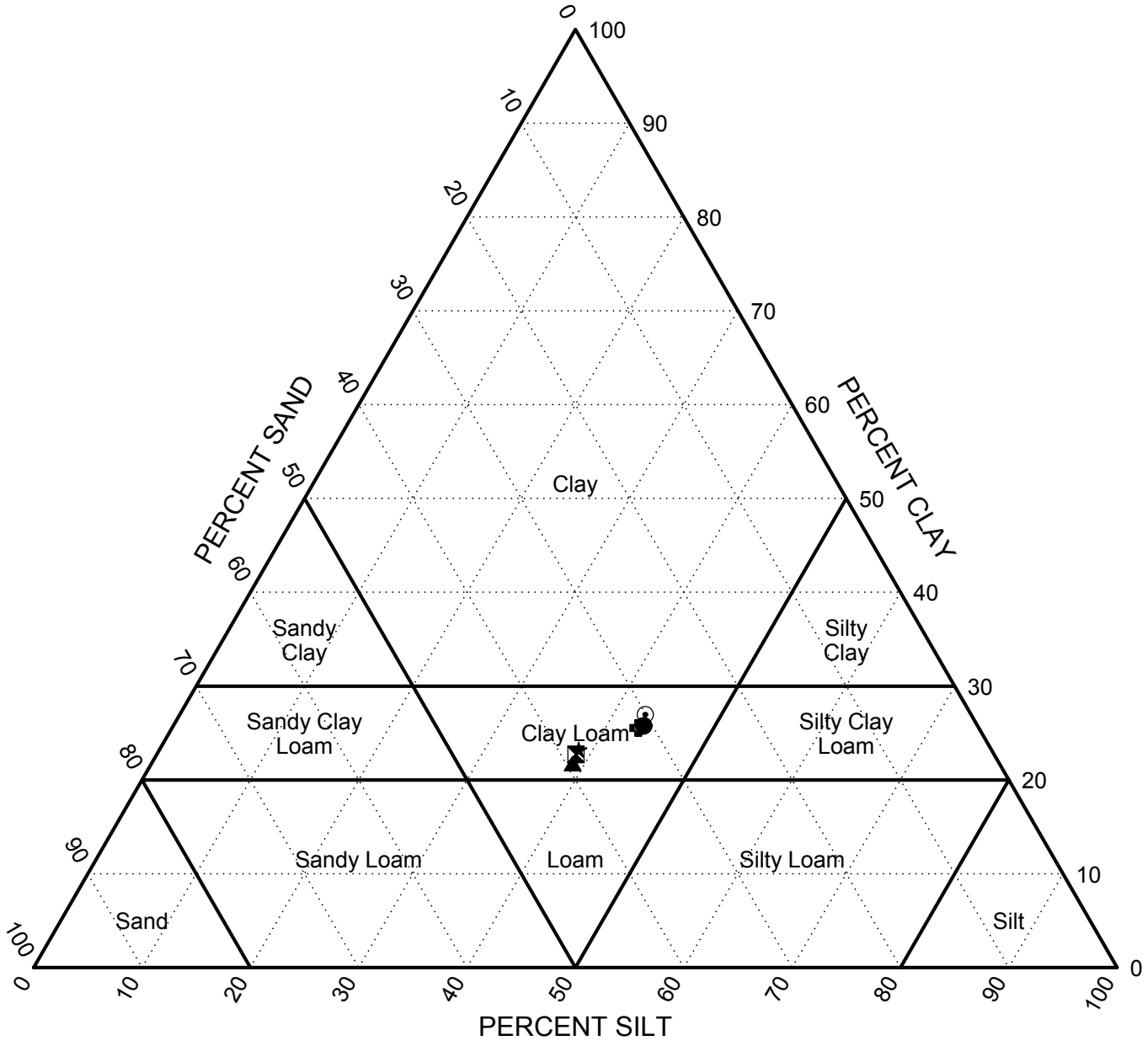
IDH Textural Classification Chart

Route: FAI 55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

TEXTURAL CLASSIFICATION I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17



	Borehole	Station	Offset	Depth (ft)	Classification
●	**RW 01**	**130+00**	**70.00 ft Rt.**	**4.00**	**A-6 (7) CLAY LOAM**
⊠	**RW 02**	**140+00**	**70.00 ft Rt.**	**2.50**	**A-6 (4) CLAY LOAM**
▲	**RW 02**	**140+00**	**70.00 ft Rt.**	**9.50**	**A-6 (4) CLAY LOAM**
★	**RW 03**	**145+00**	**70.00 ft Lt.**	**2.50**	**A-6 (6) CLAY LOAM**
⊙	**RW 04**	**135+00**	**70.00 ft Lt.**	**2.50**	**A-6 (7) CLAY LOAM**
✿	**RW 04**	**135+00**	**70.00 ft Lt.**	**10.00**	**A-6 (6) CLAY LOAM**

Illinois Department of Transportation
Division of Highways
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IDH Textural Classification Chart

Route: FAI-55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

TEXTURAL CLASSIFICATION 053-0126, 0127.GPJ IL_DOT.GDT 7/21/17

APPENDIX

J

Borehole	Depth	Liquid Limit	Plastic Limit	Plasticity Index	Maximum Size (mm)	%<#200 Sieve	Class-ification	Water Content (%)	Dry Density (pcf)	Satur-ation (%)	Void Ratio
101	1.50	21.5	10.6	10.9	19	64	A-6	11.5			
102	1.50	25.2	15.0	10.2	25	53	A-4	12.6			
103	1.50	25.7	14.9	10.8	25	66	A-6	12.6			
104	1.25	28.0	15.5	12.5	19	66	A-6	16.5			
105	1.50	28.7	15.6	13.1	19	59	A-6	14.4			
106	1.50	27.7	13.5	14.2	19	46	A-6	10.8			
107	1.50	27.0	13.8	13.2	25	51	A-6	20.6			
108	1.50	30.3	16.2	14.1	25	38	A-6	13.5			
201	1.50	23.8	14.8	9.0	25	57	A-4	14.6			
202	1.50	25.8	14.8	11.0	25	65	A-6	20.8 *			
203	1.50	27.7	15.2	12.5	19	69	A-6	15.3			
204	1.50	30.4	12.3	18.1	25	48	A-6	14.2			
205	1.50	25.2	13.2	12.0	25	44	A-6	10.5			
301	1.50	26.6	15.7	10.9	19	75	A-6	19.0			
302	1.25	33.8	17.8	16.0	25	62	A-6	14.6			
303	1.50	26.7	17.1	9.6	25	70	A-4	15.8			
304	1.50	25.4	14.7	10.7	25	50	A-4	12.1			
501	1.50	31.6	16.5	15.1	25	42	A-6	17.3			
502	1.50	28.2	15.2	13.0	25	50	A-6	15.6			
503	1.30	29.0	15.7	13.3	19	69	A-6	9.6			
505	1.30	25.1	14.5	10.6	19	62	A-6	11.7			
506	1.50	23.7	14.8	8.9	25	71	A-4	13.0			
601	1.50	27.3	14.4	12.9	25	44	A-6	13.8			
602	1.50	27.5	14.8	12.7	25	46	A-6	14.8			
603	1.50	28.7	15.9	12.8	25	55	A-6	15.0			
604	1.50	22.8	13.1	9.7	19	61	A-4	13.8			
605	1.50	26.9	15.3	11.6	25	51	A-6	17.6			
701	1.50	24.0	15.2	8.8	19	44	A-4	14.7			
702	1.50	29.4	15.5	13.9	19	61	A-6	16.0			
703	1.50	25.7	14.7	11.0	19	63	A-6	15.9			

Illinois Department of Transportation

Division of Highways
Illinois Department of Transportation

Summary of Laboratory Results

Route: FAI 55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

Borehole	Depth	Liquid Limit	Plastic Limit	Plasticity Index	Maximum Size (mm)	%<#200 Sieve	Class-ification	Water Content (%)	Dry Density (pcf)	Satur-ation (%)	Void Ratio
RW 01	4.00	28.1	14.1	14.0	12.7	69	A-6				
RW 01	5.00							9.3			
RW 01	7.50							9.1			
RW 01	10.00							14.0			
RW 02	2.50	26.6	15.1	11.5	25	61	A-6	14.0			
RW 02	5.00							15.1			
RW 02	7.50							17.5			
RW 02	9.50	27.4	14.7	12.7	25	61	A-6				
RW 02	10.00							11.0			
RW 02	12.50							13.2			
RW 02	15.00							11.2			
RW 03	2.50	28.9	15.2	13.7	25	62	A-6	13.4			
RW 03	5.00							17.8			
RW 03	7.50							12.5			
RW 03	10.00							14.2			
RW 04	2.50	28.3	14.3	14.0	25	70	A-6	12.0			
RW 04	5.00							10.9			
RW 04	7.50							12.0			
RW 04	10.00	26.6	14.2	12.4	12.7	69	A-6	15.8			
RW 04	12.50							13.8			
RW 04	15.00							13.6			

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

Summary of Laboratory Results

Route: FAI-55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

APPENDIX

K

Illinois Department of Transportation

Memorandum

To:	Dave Broviak	Attn: Ted Fultz
From:	Mike Short	By: Chad Nelson
Subject:	Pavement Cores *	
Date:	June 26, 2017	

* Route: FAI 55 (I-55)
Section: (53-4,5)RS-1&I
County: Livingston
Contract No. 66B64

Attached are descriptions and pictures for the 30 cores taken. The intent of the cores is to evaluate the condition of the pavement structure and base material.

Cores were taken at the locations indicated. Core numbers 504 and 606 were not obtained.

If you have any questions, please contact Mike Short at Ext. 7085.

JH:bz/Soils/Pavement Cores – I-55 near Pontiac #66B64

cc: Mike Short

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

Core #	101	***Route***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	205+45	***Latitude:***	40.89959444			***Longitude:***	-88.67124167
Offset:	6 Ft. Rt.			***Direction:***	NB	***Lane:***	Driving Lane
Comments:	MM 198.47						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ¾”	HMA Surface	Good	None	None	Some	
2	1 ¼”	HMA Surface	Good	None	None	Some	
3	9 1/8”	PCC	Poor	Many	Many	Some	
4	Unknown		Poor	choose	choose	choose	CAM 50% Intact
5							
6							
7							
8							

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

Core #	102	***Route***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	225+00	***Latitude:***	40.90457778			***Longitude:***	-88.66906667
Offset:	6 Ft. Rt.			***Direction:***	N	***Lane:***	Driving Lane
Comments:	MM 198.84						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ¾”	HMA Surface	Good	None	None	Some	
2	1 ½”	HMA Surface	Good	None	None	Some	
3	9 1/8”	PCC	Good	None	Many	Some	
4	4 ¼”		Fair	Many	None	Some	CAM
5							

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

Core #	103	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	238+85	***Latitude:***	40.907475			***Longitude:***	-88.66576389
Offset:	6 Ft. Rt.			***Direction:***	NB	***Lane:***	Driving Lane
Comments:	MM 199.11						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ¼”	HMA Surface	Good	None	None	Some	
2	1 ½”	HMA Surface	Good	None	None	Some	
3	Unknown	PCC	Poor	Many	Many	Some	Broken into many pieces
4	4”		Poor	Many	None	Some	CAM
5							
6							

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

Core #	104	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	261+60	***Latitude:***	40.91079444			***Longitude:***	-88.65904166
Offset:	6 Ft. Rt.			***Direction:***	NB	***Lane:***	Driving Lane
Comments:	MM 199.54						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ¾”	HMA Surface	Good	None	None	Some	
2	1”	HMA Surface	Good	None	None	Some	
3	9 1/8”	PCC	Poor	Many	Many	Some	
4	3 ½”		Fair	Some	None	Some	CAM
5							

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

Core #	105	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	205+95	***Latitude:***	40.91433333			***Longitude:***	-88.65156667
Offset:	6 Ft. Rt.			***Direction:***	NB	***Lane:***	Driving Lane
Comments:	MM 200.00						

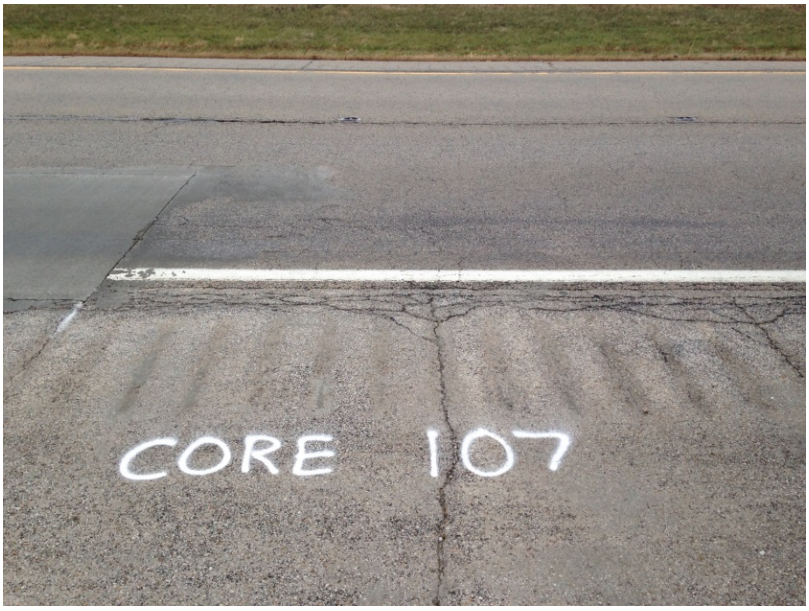
Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ¾”	HMA Surface	Good	None	None	Some	
2	1 ¾”	HMA Surface	Good	None	None	Some	
3	9”	PCC	Fair	Some	Many		
4	3 ¾”		Fair	Some	None	Some	CAM
5							

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

Core #	106	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	315+00	***Latitude:***	40.91850556			***Longitude:***	-88.64266111
Offset:	6 Ft. Rt.			***Direction:***	NB	***Lane:***	Driving Lane
Comments:	MM 200.55						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 5/8”	HMA Surface	Good	None	None	Some	
2	1 ½”	HMA Surface	Good	None	None	Some	
3	9 ¼”	PCC	Good	Some	Many	Some	
4	4 ¼”		Poor	Many	None	Some	CAM
5							

Core #	107	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	341+30	***Latitude:***	40.92225278			***Longitude:***	-88.63446111
Offset:	6 Ft. Rt.			***Direction:***	NB	***Lane:***	Driving Lane
Comments:	MM 201.66						



Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ¾”	HMA Surface	Good	None	None	Some	
2	2”	HMA Binder	Fair	None	Some	Some	
3	9 ½”	PCC	Fair	Many	Many	Some	
4	4 ¼”		Poor	Many	None	Some	CAM – not intact

Core #	108	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	356+50			***Latitude:***	40.92433611	***Longitude:***	-88.62973889
Offset:	6 Ft. Rt.			***Direction:***	NB	***Lane:***	Driving Lane
Comments:	MM 201.35						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 3/8”	HMA Surface	Good	None	None	Some	
2	1 ¾”	HMA Binder	Fair	None	Some	Some	
3	9”	PCC	Fair	Some	Many	Some	
4	3 ¼”		Good	None	None	Some	CAM
5							

Core #	201	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	200+00	***Latitude:***	40.89820556			***Longitude:***	-88.67137222
Offset:	6 Ft. Lt.			***Direction:***	NB	***Lane:***	Passing Lane
Comments:	MM 198.38						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ¾”	HMA Surface	Good	None	None	Some	
2	1 ½”	HMA Binder	Good	None	Some	Some	
3	9 ¼”	PCC	Good	None	Many	Some	
4	4 ¾”		Good	None	None	Some	CAM
5							

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

Core #	202	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	249+35	***Latitude:***	40.90914444			***Longitude:***	-88.66278889
Offset:	6 Ft. Lt.			***Direction:***	NB	***Lane:***	Passing Lane
Comments:	MM 199.32						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ½”	HMA Surface	Good	None	None	Some	
2	1 ½”	HMA Binder	Fair	None	Some	Some	
3	9 ¼”	PCC	Poor	Many	Many	Some	
4	4 ¼”		Poor	Many	None	Some	CAM
5							

Core #	203	***Route:***	I-55	***Core Date:***	01/19/2017	***Logged By:***	Mike Short
Station:	275+00	***Latitude:***	40.912875			***Longitude:***	-88.65499167
Offset:	6 Ft. Lt.			***Direction:***	NB	***Lane:***	Passing Lane
Comments:	MM 199.80						

203 - photo not available

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ½”	HMA Surface	Good	None	None	Some	
2	2”	HMA Binder	Good	None	Some	Some	
3	9”	PCC	Good	None	Some	Some	
4	4”		Good	Some	None	Some	CAM
5							

Core #	204	***Route:***	I-55	***Core Date:***	01/19/2017	***Logged By:***	Mike Short
Station:	305+00	***Latitude:***	40.91705			***Longitude:***	-88.64576667
Offset:	6 Ft. Lt.			***Direction:***	NB	***Lane:***	Passing Lane
Comments:	MM 200.37						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ½”	HMA Surface	Good	None	None	Some	
2	1 ¾”	HMA Binder	Good	None	Some	Some	
3	9 ¼”	PCC	Good	None	Some	Some	
4	Unknown		Poor	None	None	Some	CAM
5							

Core #	205	***Route:***	I-55	***Core Date:***	01/19/2017	***Logged By:***	Mike Short
Station:	325+00	***Latitude:***	40.91998333			***Longitude:***	-88.63953333
Offset:	54 Ft. Lt.			***Direction:***	NB	***Lane:***	Passing Lane
Comments:	MM 200.76						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ¾”	HMA Surface	Good	None	None	Some	
2	1 ¾”	HMA Binder	Good	None	Some	Some	
3	9”	PCC	Good	None	Many	Some	
4	Unknown		Poor	Many	None	Some	CAM
5							

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

Core #	301	***Route:***	I-55	***Core Date:***	01/23/2017	***Logged By:***	Chad Nelson
Station:	74+85	***Latitude:***	40.86386389			***Longitude:***	-88.67101944
Offset:	6 Ft. Rt.			***Direction:***	NB	***Lane:***	Driving Lane
Comments:	MM 196.00; Good Pavt.						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 9/16”	HMA Surface	Good	None	None	Some	
2	1 7/16”	HMA Surface	Good	None	None	Some	
3	9 9/16”	PCC	Poor	Some	Some	Some	Broke in 2 pieces
4	4”		Poor	Some	None	Some	CAM
5							

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

Core #	302	***Route:***	I-55	***Core Date:***	01/23/2017	***Logged By:***	Chad Nelson
Station:	109+45	***Latitude:***	40.87330278			***Longitude:***	-88.67110556
Offset:	6 Ft. Rt.			***Direction:***	NB	***Lane:***	Driving Lane
Comments:							

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ½”	HMA Surface	Good	None	None	Some	
2	9 3/8”	PCC	Good	None	Some	Some	
3	Unknown		Poor	Some	None	Some	CAM
4							
5							

Core #	303	***Route:***	I-55	***Core Date:***	01/23/2017	***Logged By:***	Chad Nelson
Station:	121+75	***Latitude:***	40.87669444			***Longitude:***	-88.67117222
Offset:	6 Ft. Rt.			***Direction:***	NB	***Lane:***	Driving Lane
Comments:	MM 196.90, Patch in Rt. Wheel Path						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 5/8”	HMA Surface	Good	None	None	Some	
2	1 11/16”	HMA Binder	Good	None	Some	Some	
3	9 ¼”	PCC	Good	None	None	Some	
4	4 ½”		Good	Some	None	Some	CAM
5							

Core #	304	***Route:***	I-55	***Core Date:***	01/23/2017	***Logged By:***	Chad Nelson
Station:	180+47		***Latitude:***	40.89279166		***Longitude:***	-88.67134167
Offset:	6 Ft. Rt.			***Direction:***	NB	***Lane:***	Driving Lane
Comments:	MM 198.00, Good Pavement						

304 - photo not available

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ½”	HMA Surface	Good	None	None	Some	
2	1 9/16”	HMA Surface	Good	None	None	Some	
3	9 5/16”	PCC	Poor	Some	Some	Some	2 longitudinal cracks
4	Unknown		Poor	Many	None	Some	CAM – in pieces
5							

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

Core #	501	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	350+00	***Latitude:***	40.92383889			***Longitude:***	-88.63201944
Offset:	6 Ft. Rt.			***Direction:***	SB	***Lane:***	Driving Lane
Comments:	MM 201.22						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ½”	HMA Surface	Good	None	None	Some	
2	1 ½”	HMA Surface	Good	None	None	Some	
3	9”	PCC	Good	None	Some	Some	
4	4”		Fair	Some	None	Some	CAM
5							

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

Core #	502	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	350+00	***Latitude:***	40.91763333			***Longitude:***	-88.64543333
Offset:	6 Ft. Rt.			***Direction:***	SB	***Lane:***	Driving Lane
Comments:	MM 201.22						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ½”	HMA Surface	Good	None	None	Some	
2	1 ½”	HMA Surface	Good	None	None	Some	
3	9”	PCC	Good	None	Some	Some	
4	4”		Fair	Some	None	Some	CAM

Core #	503	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	277+60			***Latitude:***	40.91338611	***Longitude:***	-88.65449444
Offset:	6 Ft. Rt.			***Direction:***	SB	***Lane:***	Driving Lane
Comments:	MM 199.83						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ¾”	HMA Surface	Good	None	None	Some	
2	1 ¼”	HMA Surface	Good	None	None	None	
3	9 ½”	PCC	Poor	Many	Many	Some	
4	4 ¼”		Poor	Many	None	Some	CAM
5							

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

Core #	505	***Route:***	I-55	***Core Date:***	01/17/2017	***Logged By:***	Mike Short
Station:	244+65	***Latitude:***	40.90876389			***Longitude:***	-88.664575
Offset:	6 Ft. Rt.			***Direction:***	SB	***Lane:***	Driving Lane
Comments:	MM 199.21						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ½”	HMA Surface	Good	None	None	Some	
2	1”	HMA Surface	Good	None	None	None	
3	9 ½”	PCC	Poor	Many	Many	Some	
4	4 1/8”		Poor	Many	None	Some	CAM
5							

Core #	506	***Route***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	199+45	***Latitude:***	40.89701389			***Longitude:***	-88.67194444
Offset:	6 Ft. Rt.			***Direction:***	SB	***Lane:***	Driving Lane
Comments	MM 198.29						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ½”	HMA Surface	Good	None	None	Some	
2	1 ¼”	HMA Surface	Good	None	None	Some	
3	9 ¼”	PCC	Poor	Many	Many	Some	
4	4 ½		Fair	Some	None	Some	CAM

Core #	601	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	331+20	***Latitude:***	40.92103333			***Longitude:***	-88.63767222
Offset:	6 Ft. Lt.			***Direction:***	SB	***Lane:***	Passing Lane
Comments:							

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ¾”	HMA Surface	Good	None	None	Some	
2	2 1/8”	HMA Binder	Good	None	Some	Some	
3	9 1/8”	PCC	Good	None	Some	Some	1 vertical crack in
4	4 1/8”		Good	Some	None	Some	CAM
5							

Core #	602	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	320+35	***Latitude:***	40.91942222			***Longitude:***	-88.64103611
Offset:	6 Ft. Lt.			***Direction:***	SB	***Lane:***	Passing Lane
Comments:	MM 200.64						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 3/8”	HMA Surface	Good	None	None	Some	
2	1 ½”	HMA Binder	Good	None	Some	Some	
3	9 ¼”	PCC	Good	Some	Some	Some	
4	4 ¼”		Fair	Many	None	Some	CAM
5							

Core #	603	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	286+15	***Latitude:***	40.91456111			***Longitude:***	-88.651725
Offset:	6 Ft. Lt.			***Direction:***	SB	***Lane:***	Passing Lane
Comments:							

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ½”	HMA Surface	Good	None	None	Some	
2	1 5/8”	HMA Binder	Good	None	Some	Some	
3	9”	PCC	Good	Some	Many	Some	
4	4”		Fair	Many	None	Some	CAM

Core #	604	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	233+25	***Latitude:***	40.90655			***Longitude:***	-88.66783889
Offset:	6 Ft. Lt.			***Direction:***	SB	***Lane:***	Passing Lane
Comments:	MM 199.00						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ½”	HMA Surface	Good	None	None	Some	
2	1 ¼”	HMA Binder	Fair	None	Some	Some	
3	9 ¼”	PCC	Fair	Some	Many	Some	
4	Unknown		Poor	Many	None	Some	CAM–Two Half-Disintegrated

Core #	605	***Route:***	I-55	***Core Date:***	01/18/2017	***Logged By:***	Mike Short
Station:	220+00		***Latitude:***	40.90346389		***Longitude:***	-88.67020278
Offset:	6 Ft. Lt.			***Direction:***	SB	***Lane:***	Passing Lane
Comments:	MM 198.72						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 3/8”	HMA Surface	Good	None	None	Some	
2	1 ½”	HMA Binder	Good	None	Some	Some	
3	9 ¼”	PCC	Fair	Many	Many	Some	
4	Unknown		Poor	Many	None	Some	CAM-Disintegrated

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

Core #	701	***Route***	I-55	***Core Date:***	01/23/2017	***Logged By:***	Chad Nelson
Station:	141+35	***Latitude:***	40.89276389			***Longitude:***	-88.67191389
Offset:	6 Ft. Rt.			***Direction:***	SB	***Lane:***	Driving Lane
Comments:							

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ½”	HMA Surface	Good	None	None	Some	
2	1 ¾ ”	HMA Surface	Good	None	None	Some	
3	9 7/16”	PCC	Poor		Many	Some	
4	Unknown		Poor	Many	None	Some	CAM – in pieces

Core #	702	***Route***	I-55	***Core Date:***	01/23/2017	***Logged By:***	Chad Nelson
Station:	141+35	***Latitude:***	40.88203056			***Longitude:***	-88.67173055
Offset:	6 Ft. Rt.			***Direction:***	SB	***Lane:***	Driving Lane
Comments:	MM 197.16, Bad Pavement / Rutting						

Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 ½”	HMA Surface	Good	None	None	Some	
2	1 5/8”	HMA Binder	Good	None	Some	Some	
3	9 5/16”	PCC	Good	None	None	Some	Very few Agg. Cracks
4	Unknown		Poor	Many	None	Some	CAM – in pieces
5							

Core #	703	***Route:***	I-55	***Core Date:***	01/23/2017	***Logged By:***	Chad Nelson
Station:	74+90	***Latitude:***	40.863725			***Longitude:***	-88.67168333
Offset:	6 Ft. Rt.			***Direction:***	SB	***Lane:***	Driving Lane
Comments:	MM 196.00, Good Condition, in cut section						

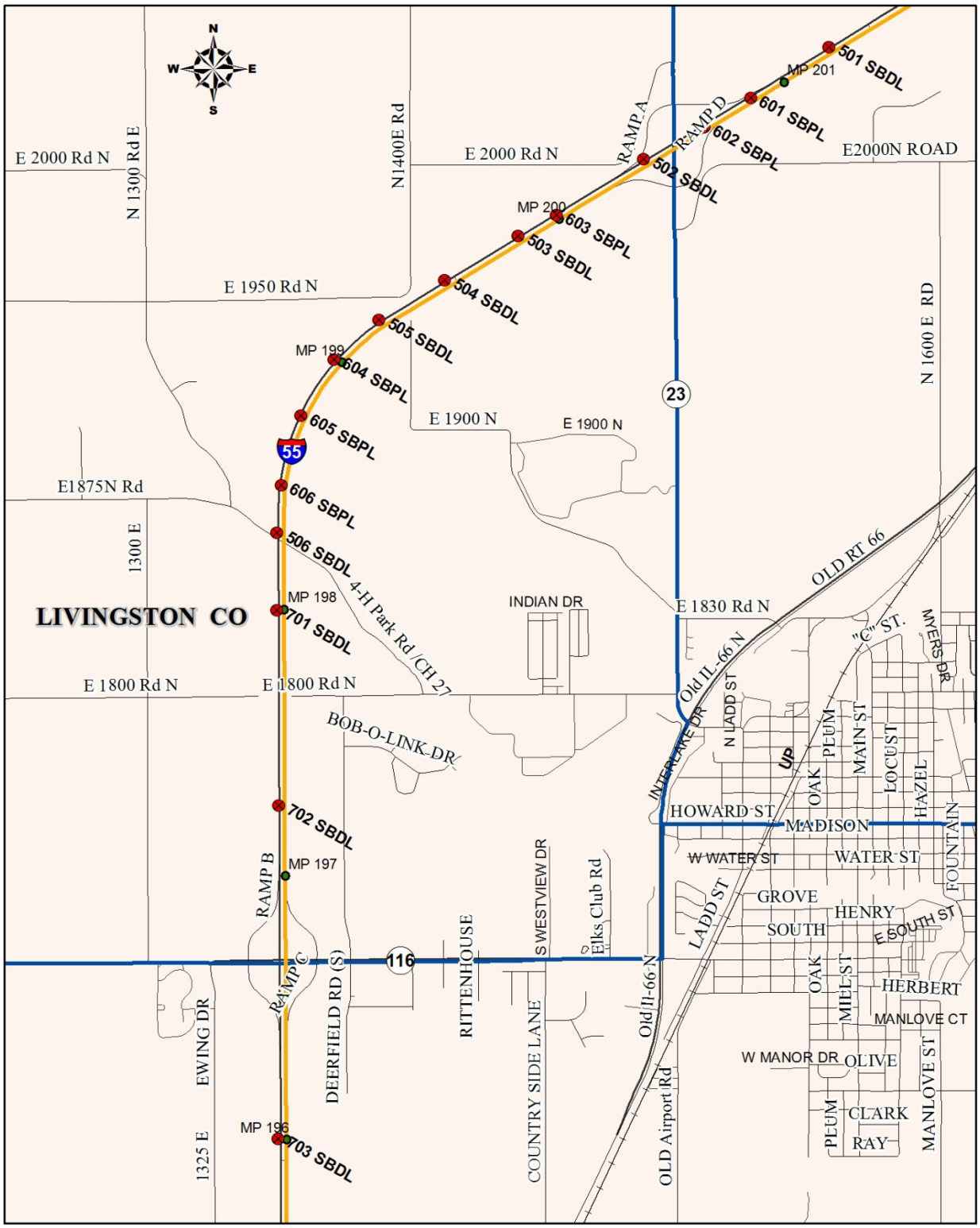
Lift	*Thickness*	*Material*	*Condition*	*Pavement Cracks*	*Aggregate Cracks*	*Voids*	*Comments*
1	1 7/16”	HMA Surface	Good	None	None	Some	
2	1 9/16”	HMA Binder	Good	None	Some	Some	
3	9 3/16”	PCC	Good	None	Some	Some	
4	3 ¼”		Good	Some	Some	Some	CAM
5					Some		

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

I-55 Northbound Pavement Cores

Route: FAI 55 (I-55)
Section: (53-5)RS-1&I
Contract: 66B64

I-55 Southbound Pavement Cores



APPENDIX

L

Illinois Department of Transportation

Memorandum

To:	Dave Broviak	Attn:	Ted Fultz
From:	Wayne L. Phillips	By:	Mike Short
Subject:	Pavement Cores *		
Date:	March 31, 2015		

* Route: FAI 55 (I-55)
Section: (53-4,5) RS1 & I
County: Livingston
Contract No. 66B64

Attached are descriptions and pictures for the 8 cores taken. The intent of the cores is to evaluate the thickness and condition of the existing HMA shoulder. Cores were taken at the locations indicated.

These cores were taken immediately adjacent to the edge of the original concrete pavement. Previous cores taken in November, 2014 were taken adjacent to the longitudinal edge of pavement joint in the HMA surface. At various locations, the HMA surface was placed greater than 12 feet wide, which resulted in the cores actually being taken about 2 feet from the edge of the original concrete pavement.

As a result of the cores being taken about 2 feet from the edge of the original concrete pavement, these additional cores were taken. These cores indicated that the existing shoulder is in very poor condition immediately adjacent to the edge of the original concrete pavement.

If you have any questions, please contact Mike Short at Ext. 7085.

JH:bz/Soils/Pavement Cores – I-55 Shoulder Cores MM195.0-204.7

cc: Mike Short

Core #1 ***6” o/s EOP S.B. Outside Shoulder, M. M. 203.00***

Lift #1	1 ¾” HMA Surface Course – Fair Condition – No Cracks – Some Voids
Lift #2	2” HMA Binder Course – Poor Condition – Some Cracks – Some Voids
Lift #3	2 ¼” HMA Binder Course – Poor Condition – Some Cracks – Some Voids
	6” recovery – the rest is rubble

Core #2 6” o/s EOP S.B. Outside Shoulder, M. M. 201.00

Lift #1 3” HMA Surface Course – Poor Condition – Some Cracks – Many Voids
3” recovery – the rest is rubble

Core #3 ***6” o/s EOP S.B. Outside Shoulder, M. M. 198.00***

Lift #1	2 ½” HMA Surface Course – Fair Condition – No Cracks – Some Voids
Lift #2	3” HMA Binder Course – Poor Condition – Some Cracks – Many Voids – Very Poor
	5” recovery – the rest is rubble

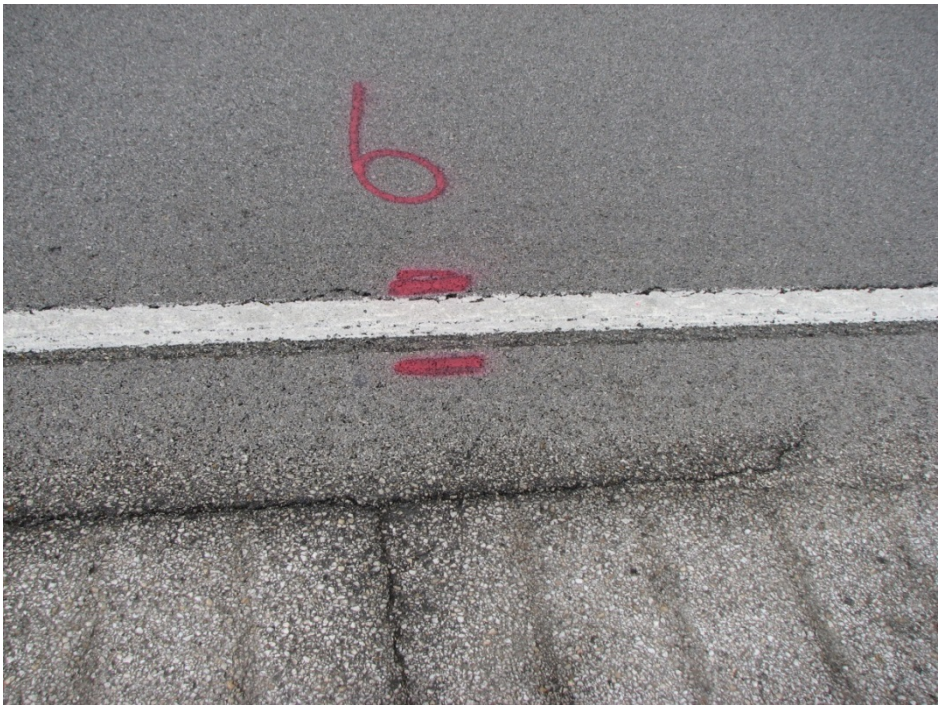
Core #4 6" o/s EOP S.B. Outside Shoulder, M. M. 195.00

Lift #1 1 ¼" HMA Surface Course – Poor Condition –No Cracks – Many Voids
Lift #2 3" HMA Binder Course – Poor Condition – Some Cracks – Many Voids
Lift #3 2 ½" HMA Surface Course – Poor Condition – Some Cracks – Many Voids – Very Poor
7" recovery – the rest is rubble

Core #5 6” o/s EOP N.B. Outside Shoulder, M. M. 195.00

Lift #1	2” HMA Surface Course – Fair Condition – No Cracks – Some Voids
Lift #2	½” HMA Surface Course – Poor Condition – Some Cracks – Many Voids – Very Poor
Lift #3	1 ¾” HMA Surface Course – Poor Condition – Many Cracks – Many Voids – Very Poor
	4” recovery – the rest is rubble

Core #6 6” o/s EOP N.B. Outside Shoulder, M. M. 198.00

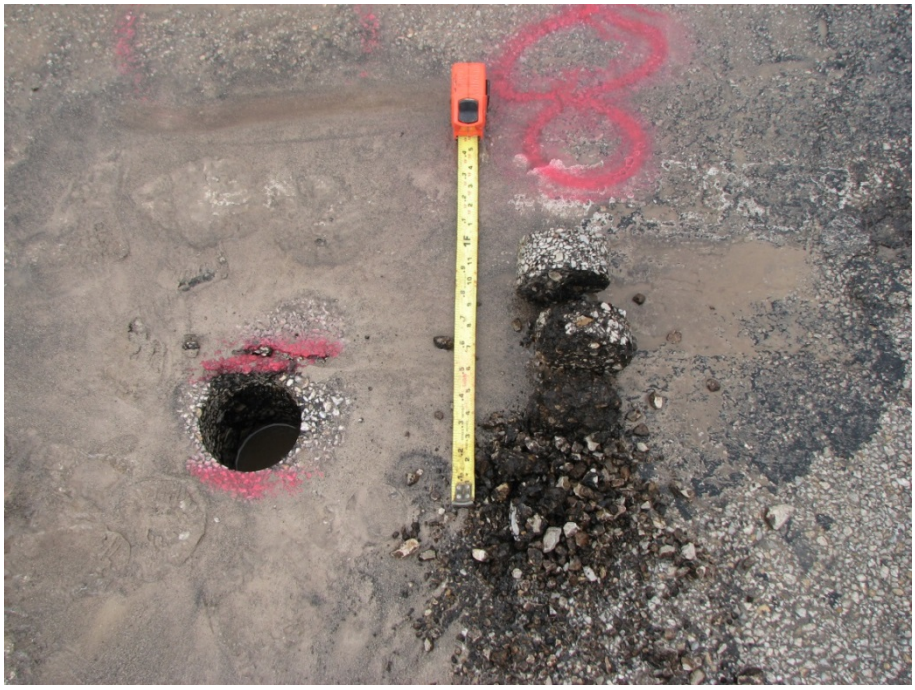


Lift #1	3 ½” HMA Surface Course – Fair Condition – No Cracks – Some Voids
Lift #2	2 ½” HMA Binder Course – Fair Condition – No Cracks – Some Voids
Lift #3	2 ½” HMA Binder Course – Fair Condition - No Cracks – Some Voids
Lift #4	3 ½” HMA Binder Course – Poor Condition – Some Cracks – Some Voids
	12” recovery – full recovery

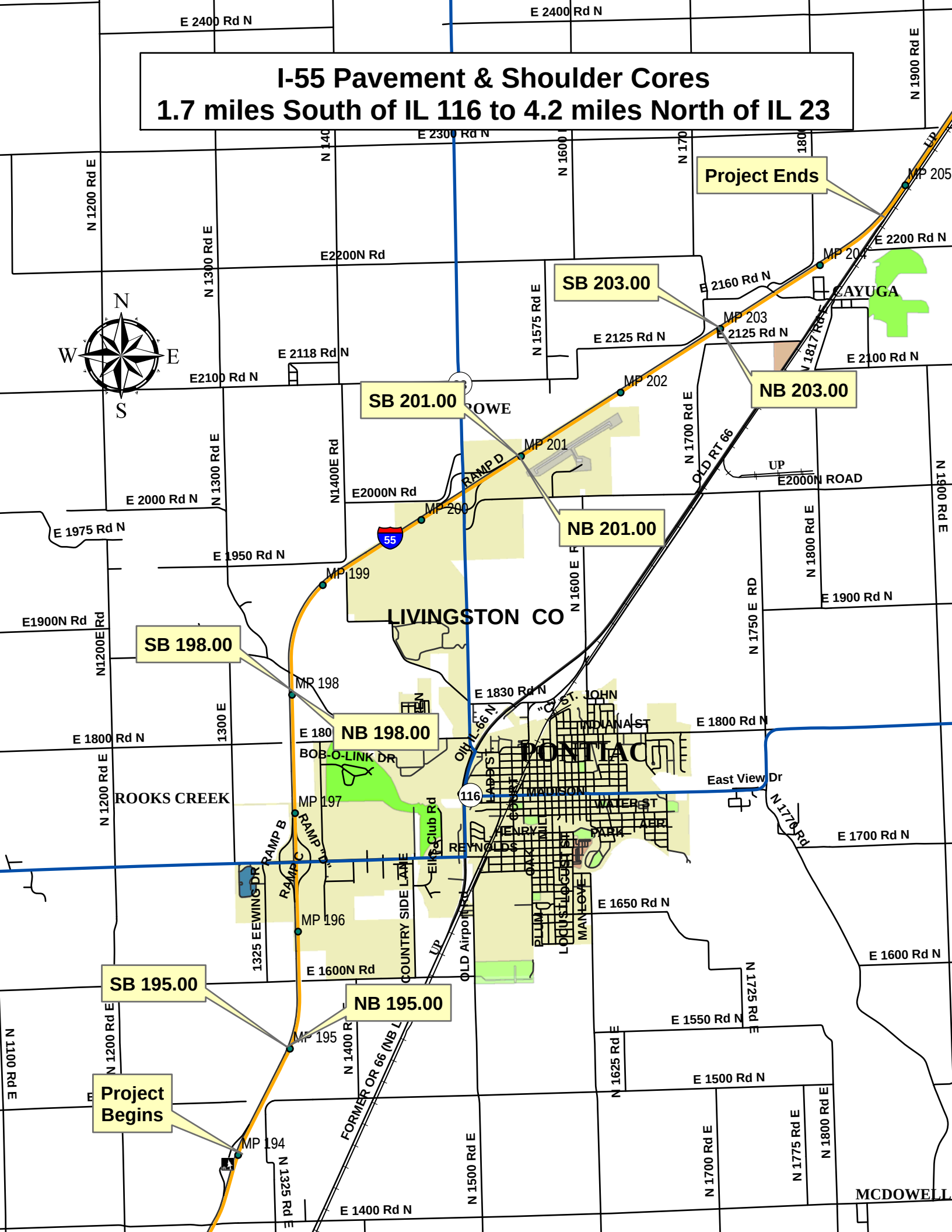
Core #7 6” o/s EOP N.B. Outside Shoulder, M. M. 201.00

Lift #1 1 ¾” HMA Surface Course – Fair Condition – No Cracks – Some Voids
Lift #2 2 ½” HMA Binder Course – Poor Condition – Many Cracks – Many Voids – Rubble – Very Poor
4” recovery – the rest is rubble

Core #8 6” o/s EOP N.B. Outside Shoulder, M. M. 203.00



Lift #1 1 ¾” HMA Surface Course – Fair Condition – No Cracks – Some Voids
Lift #2 5 ½” HMA Binder Course – Broken & Crumbled – Very Poor
7” recovery – the rest is rubble


I-55 Pavement & Shoulder Cores
1.7 miles South of IL 116 to 4.2 miles North of IL 23
Project Ends
SB 203.00
NB 203.00
SB 201.00
NB 201.00
SB 198.00
NB 198.00
SB 195.00
NB 195.00
Project Begins
MP 205
MP 204
MP 203
MP 202
MP 201
MP 200
MP 199
MP 198
MP 197
MP 196
MP 195
MP 194
PONTIAC
LIVINGSTON CO
ROOKS CREEK
AYUGA
MCDOWELL
E 2400 Rd N
E 2300 Rd N
E 2200 Rd N
E2200N Rd
E 2160 Rd N
E 2125 Rd N
E2100 Rd N
E 2100 Rd N
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N 1500 Rd E
N 1325 Rd E
N 1100 Rd E
N1200E Rd
N1400E Rd
1300 E
1325 EEWING DR
RAMP B
RAMP C
RAMP D
RAMP "D"
BOB-O-LINK DR
Elks Club Rd
COUNTRY SIDE LANE
OLD Airport RD
FORMER OR 66 (NB L
OLD RT 66
OLD IL-66 N
"C" ST. JOHN
INDIANA ST
MADISON
WATER ST
HENRY
REYNOLDS
PARK
AER
PLUM
LOCUST
LOGUST ST
MANLOVE
East View Dr
N 1775 Rd
UP
55
116
N
S
E
W

APPENDIX

M

Illinois Department of Transportation

Memorandum

To:	Dave Broviak	Attn:	Ted Fultz
From:	Wayne L. Phillips	By:	Mike Short
Subject:	Pavement Cores – ***"REVISED"*** *		
Date:	January 5, 2015		

* FAI 55 (I-55)
Section: (53-4, 5)RS-1&I
Livingston County
Contract No. 66B64

Attached are descriptions and pictures for the 96 cores taken. The intent of the cores is to evaluate the thickness and condition of the existing pavement and shoulders. Cores were only extended through the HMA layers; the underlying concrete pavement was not cored. Cores were taken at the locations indicated.

Recommendations for milling and resurfacing will be provided in a separate memo.

Core #1	**6' O/S C/L, S.B. Driving Lane, Under Structure 0135, M.M. 203.64**
Lift #1	1 ½" HMA Surface Course – Good Condition – No Cracks – Many Voids
Lift #2	1 ½" HMA Surface Course – Good Condition – No Cracks – Some Voids

Core #2	**2' O/S EOP, S.B. Driving Lane Shoulder, Under Structure 0135, M.M. 203.64**
Lift #1	1 ¼" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2	1" HMA Binder Course, Good Condition, No Cracks, Many Voids
Lift #3	4 3/8" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #4	2 ¼" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #5	3 1/8" HMA Binder Course, Good Condition, No Cracks, Some Voids

Core #3	**6' O/S C/L, S.B. Driving Lane, M.M. 202.00**
Lift #1	1 ¾" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2	2" HMA Binder Course, Good Condition, No Cracks, Many Voids

Core #4	**0.5' O/S EOP, S.B. Driving Lane Shoulder, M.M. 202.00**
Lift #1	1 ¾" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2	2" HMA Binder Course, Good Condition, No Cracks, Many Voids
Lift #3	2 ¾" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #4	2" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #5	4" HMA Binder Course, Fair Condition, Some Cracks, Many Voids

Core #5 2' O/S EOP, S.B. Driving Lane Shoulder, M.M. 202.00
Lift #1 1 ¾" HMA Surface Course, Good Condition, No Cracks, Some Voids
Lift #2 2" HMA Binder Course, Good Condition, No Cracks, Many Voids
Lift #3 3" HMA Binder Course, Good Condition, Some Cracks, Some Voids
Lift #4 2 ½" HMA Binder Course, Good Condition, No Cracks, Many Voids
Lift #5 3 ¾" HMA Binder Course, Good Condition, Some Cracks, Some Voids

Core #6 6' O/S C/L, S.B. Driving Lane, Under Structure 0115, M.M. 200.52
Lift #6 2 ¾" HMA Surface Course, Good Condition, No Cracks, Some Voids

Core #7 2' O/S EOP, S.B. Driving Lane Shoulder, Under Structure 0115, M.M. 200.52
Lift #1 1 ¼" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 3 ¼" HMA Binder Course, Poor Condition, Some Cracks, Many Voids
Lift #3 4" HMA Binder Course, Fair Condition, Some Cracks, Some Voids
Lift #4 3 ½" HMA Binder Course, Poor Condition, Some Cracks, Many Voids
Lift #5 1" HMA Binder Course, Poor Condition, HMA Rubble

Core #8 6' O/S C/L, S.B. Driving Lane, Under Structure 0130, M.M. 198.25
Lift #1 1 3/8" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 1 1/8" HMA Surface Course, Good Condition, No Cracks, Some Voids

Core #9 2' O/S EOP, S.B. Driving Lane Shoulder, Under Structure 0130, M.M. 198.25
Lift #1 1 ¾" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 1 ¼" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #3 2 ½" HMA Binder Course, Good Condition, No Cracks, Many Voids
Lift #4 3 ¾" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #5 4 ¼" HMA Binder Course, Fair Condition, Some Cracks, Some Voids

Core #10 6' O/S C/L, S.B. Driving Lane, 50' Before Structure 0128, M.M. 198.16
Lift #1 2" HMA Surface Course, Good Condition, No Cracks, Some Voids

Core #11 2' O/S EOP, S.B. Driving Lane Shoulder, 50' Before Structure 0128, M.M. 198.16
Lift #1 1 ¼" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 2 ¼" HMA Binder Course, Good Condition, Some Cracks, No Voids
Lift #3 3" HMA Binder Course, Good Condition, Some Cracks, Many Voids
Lift #4 2" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #5 2" HMA Binder Course, Good Condition, No Cracks, No Voids

Core #12 6' O/S C/L, S.B. Driving Lane, 50' After Structure 0128, M.M. 198.07
Lift #1 1 ½" HMA Surface Course, Good Condition, No Cracks, Many Voids

Core #13 2' O/S EOP, S.B. Driving Lane Shoulder, 50' After Structure 0128, M.M. 198.07
Lift #1 1" HMA Surface Course, Fair Condition, No Cracks, Many Voids
Lift #2 1 ¾" HMA Surface Course, Good Condition, Some Cracks, Many Voids
Lift #3 3" HMA Binder Course, Good Condition, Some Cracks, Some Voids
Lift #4 2 ½" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #5 4 ¾" HMA Binder Course, Good Condition, Some Cracks, Many Voids

Core #14 6' O/S C/L, S.B. Driving Lane, M.M. 198.00
Lift #1 1 ½" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 1 ½" HMA Surface Course, Good Condition, No Cracks, Some Voids

Core #15 2' O/S EOP, S.B. Driving Lane Shoulder, M.M. 198.00
Lift #1 1" HMA Surface Course, Good Condition, Some Cracks, Many Voids
Lift #2 1 ¼" HMA Binder Course, Good Condition, Some Cracks, Many Voids
Lift #3 2 ½" HMA Binder Course, Good Condition, Some Cracks, Many Voids
Lift #4 3 ¾" HMA Binder Course, Good Condition, Some Cracks, Many Voids
Lift #5 4 ½" HMA Binder Course, Good Condition, Some Cracks, Many Voids

Core #16 0.5' O/S EOP, S.B. Driving Lane Shoulder, M.M. 198.00
Lift #1 2 ½" HMA Binder Course, Fair Condition, Many Cracks, Many Voids
Lift #2 2 ½" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #3 1 ½" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #4 2" HMA Binder Course, Poor Condition, Many Cracks, Many Voids
Lift #5 4 ½" HMA Binder Course, Fair Condition, Some Cracks, Many Voids

Core #17 6' O/S C/L, S.B. Driving Lane, 50' before Structure 0126, M.M. 197.16
Lift #1 3 ¼" HMA Surface Course, Good Condition, Some Cracks, Many Voids

Core #18 2' O/S EOP, S.B. Driving Lane Shoulder, 50' Before Structure 0126, M.M. 197.16
Lift #1 1 ½" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 1 ¾" HMA Surface Course, Good Condition, Some Cracks, Many Voids
Lift #3 3 ½" HMA Binder Course, Good Condition, Some Cracks, Many Voids
Lift #4 4 ¾" HMA Binder Course, Good Condition, No Cracks, Some Voids

Core #19 6' O/S C/L, S.B. Driving Lane, 55' After Structure 0126, M.M. 197.11
Lift #1 2" HMA Surface Course, Good Condition, Some Cracks, Many Voids
Lift #2 2 ½" HMA Surface Course, Good Condition, No Cracks, Some Voids

Core #20 2' O/S EOP, S.B. Driving Lane Shoulder, 55' After Structure 0126, M.M. 197.11
Lift #1 3" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 2" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #3 3" HMA Binder Course, Good Condition, No Cracks, Many Voids
Lift #4 2" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #5 2' HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #6 3" HMA Binder Course, Good Condition, Some Cracks, Many Voids

Core #21 6' O/S C/L, S.B. Driving Lane, Under Structure 0116, M.M. 196.63
Lift #1 2" HMA Surface Course, Good Condition, Some Cracks, Many Voids

Core #22 2' O/S EOP, S.B. Driving Lane Shoulder, Under Structure 0116, M.M. 196.63
Lift #1 2 ½" HMA Surface Course, Good Condition, Some Cracks, Some Voids
Lift #2 2 ¾" HMA Binder Course, Good Condition, Some Cracks, Some Voids
Lift #3 2 ½" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #4 4 ¼" HMA Binder Course, Good Condition, Some Cracks, Some Voids

Core #23 6' O/S C/L, N.B. Driving Lane, Under Structure 0116, M.M. 196.68
Lift #1 1 ½" HMA Surface Course, Good Condition, No Cracks, Some Voids

Core #24 2' O/S EOP, N.B. Driving Lane Shoulder, Under Structure 0116, M.M. 196.68
Lift #1 2 ¼" HMA Surface Course, Good Condition, Some Cracks, Many Voids
Lift #2 ½" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #3 4" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #4 2 ¼" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #5 3 ½" HMA Binder Course, Good Condition, No Cracks, Some Voids

Core #25 6' O/S C/L, N.B. Driving Lane, 50' before Structure 0127, M.M. 197.15
Lift #1 1 ½" HMA Surface Course, Fair Condition, No Cracks, Many Voids
Lift #2 1 ¾" HMA Surface Course, Good Condition, No Cracks, Many Voids

Core #26 2' O/S EOP, N.B. Driving Lane Shoulder, 50' before Structure 0127, M.M. 197.15
Lift #1 2" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 2" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #3 4" HMA Binder Course, Good Condition, Some Cracks, Some Voids
Lift #4 1 ½" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #5 1 ¾" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #6 2 ¾" HMA Binder Course, Good Condition, No Cracks, Some Voids

Core #27 6' O/S C/L, N.B. Driving Lane, 50' after Structure 0127, M.M. 197.20
Lift #1 3" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 1 ½" HMA Surface Course, Good Condition, No Cracks, Some Voids

Core #28 2' O/S EOP, N.B. Driving Lane Shoulder, 50' after Structure 0127, M.M. 197.20
Lift #1 1 ¼" HMA Surface Course, Good Condition, Some Cracks, Many Voids
Lift #2 1 ¾" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #3 2 ½" HMA Surface Course, Good Condition, Some Cracks, Many Voids
Lift #4 2" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #5 2 ½" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #6 4" HMA Binder Course, Good Condition, No Cracks, Some Voids

Core #29 6' O/S C/L, N.B. Driving Lane, M.M. 198.00
Lift #1 1" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 2" HMA Surface Course, Good Condition, No Cracks, Some Voids

Core #30 0.5' O/S EOP, N.B. Driving Lane Shoulder, M.M. 198.00
Lift #1 1 ¼" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 1 ¾" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #3 2 ½" HMA Binder Course, Fair Condition, Some Cracks, Some Voids
Lift #4 3 ¼" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #5 4 ¼" HMA Binder Course, Fair Condition, Some Cracks, Many Voids

Core #31 2' O/S EOP, N.B. Driving Lane Shoulder, M.M. 198.00
Lift #1 1" HMA Surface Course, Good Condition, No Cracks, Some Voids
Lift #2 2" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #3 2 ½" HMA Binder Course, Good Condition, Some Cracks, Many Voids
Lift #4 3 ½" HMA Binder Course, Good Condition, Some Cracks, Some Voids
Lift #5 4" HMA Binder Course, Fair Condition, Some Cracks, Many Voids

Core #32 6' O/S C/L, N.B. Driving Lane, 50' before Structure 0129, M.M. 198.11
Lift #1 1" HMA Surface Course, Good Condition, No Cracks, Many Voids

Core #33 2' O/S EOP, N.B. Driving Lane Shoulder, 50' before Structure 0129, M.M. 198.11
Lift #1 1 ½" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 4" HMA Binder Course, Good Condition, Some Cracks, Some Voids
Lift #3 5 ½" HMA Binder Course, Good Condition, Some Cracks, Some Voids

Core #34 6' O/S C/L, N.B. Driving Lane, 50' after Structure 0129, M.M. 198.20
Lift #1 1 ½" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 1 ¾" HMA Surface Course, Good Condition, No Cracks, Many Voids

Core #35 2" O/S EOP, N.B. Driving Lane Shoulder, 50' after Structure 0129, M.M. 198.20
Lift #1 1 ¾" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 3 ¼" HMA Binder Course, Good Condition, Some Cracks, Some Voids
Lift #3 2 ½" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #4 3 ¼" HMA Binder Course, Good Condition, Some Cracks, Some Voids
Lift #5 3 ¼" HMA Binder Course, Good Condition, Some Cracks, Some Voids

Core #36 6' O/S C/L, N.B. Driving Lane, Under Structure 0130, M.M. 198.30
Lift #1 1 ¾" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 1" HMA Surface Course, Good Condition, No Cracks, Some Voids

Core #37 2' O/S EOP, N.B. Driving Lane Shoulder, Under Structure 0130, M.M. 198.30
Lift #1 1 ¼" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 1 ¾" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #3 3 ¼" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #4 3 ¼" HMA Binder Course, Fair Condition, Some Cracks, Many Voids

Core #38 6' O/S C/L, N.B. Driving Lane, Under Structure 0115, M.M. 200.54
Lift #1 1 ½" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 1 ½" HMA Surface Course, Good Condition, No Cracks, Some Voids

Core #39 2' O/S EOP, N.B. Driving Lane Shoulder, Under Structure 0115, M.M. 200.54
Lift #1 1" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 1" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #3 2" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #4 2" HMA Binder Course, Fair Condition, Some Cracks, Some Voids
Lift #5 3 ½" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #6 3 ½" HMA Binder Course, Good Condition, Some Cracks, Some Voids

Core #40 6' O/S C/L, N.B. Driving Lane, M.M. 202.00
Lift #1 1 ½" HMA Surface Course, Good Condition, Some Cracks, Many Voids
Lift #2 1 ¾" HMA Binder Course, Good Condition, Some Cracks, Many Voids

Core #41 0.5' O/S EOP, N.B. Driving Lane Shoulder, M.M. 202.00
Lift #1 1 ½" HMA Surface Course, Poor Condition, Some Cracks, Many Voids
Lift #2 2 ½" HMA Binder Course, Poor Condition, Many Cracks, Some Voids
Lift #3 1 ½" HMA Binder Course, Poor Condition, Some Cracks, Many Voids
Lift #4 2 ½" HMA Binder Course, Poor Condition, Many Cracks, Many Voids – Degraded
Lift #5 4" HMA Binder Course, Poor Condition – HMA Rubble/Gravel

Core #42 2' O/S EOP, N.B. Driving Lane Shoulder, M.M. 202.00
Lift #1 1 ½" HMA Surface Course, Poor Condition, Some Cracks, Many Voids
Lift #2 4" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #3 2 ¾" HMA Binder Course, Fair Condition, Some Cracks, Some Voids
Lift #4 4 ¼" HMA Binder Course, Poor Condition, Many Cracks, Many Voids – Degraded/with broken pieces and HMA rubble

Core #43 6' O/S C/L, N.B. Driving Lane, Under Structure 0135, M.M. 203.65
Lift #1 1 ½" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 1 ¾" HMA Binder Course, Good Condition, Some Cracks, Many Voids

Core #44 2' O/S EOP, N.B. Driving Lane Shoulder, Under Structure 0135, M.M. 203.65
Lift #1 1 ¼" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 1" HMA Binder Course, Poor Condition, Some Cracks, Many Voids – Big cracks & voids
Lift #3 3" HMA Binder Course, Fair Condition, Many Cracks, Some Voids
Lift #4 2 ¾" HMA Binder Course, Good Condition, Some Cracks, Some Voids
Lift #5 3 ½" HMA Binder Course, Good Condition, Some Cracks, Many Voids

Core #45 2' O/S EOP, N.B. Passing Lane Shoulder, Under Structure 0116, M.M. 196.68
Lift #1 1 ¾" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 2 ½" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #3 3" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #4 2 ¼" HMA Binder Course, Fair Condition, Some Cracks, Many Voids

Core #46 2' O/S EOP, N.B. Passing Lane Shoulder, 50' Before Structure 0127, M.M. 197.15
Lift #1 1 ¼" HMA Surface Course, Poor Condition, Some Cracks, Many Voids
Broken into 2 pieces
Lift #2 2" HMA Surface Course, Poor Condition, Many Cracks, Many Voids
Lift #3 2" HMA Binder Course, Poor Condition, Many Cracks, Many Voids
Lift #4 3" HMA Binder Course, Fair Condition, Some Cracks, Some Voids
Lift #5 3 ¾" HMA Binder Course, Fair Condition, some Cracks, Some Voids

Core #47 2' O/S EOP, N.B. Passing Lane Shoulder, 50' After Structure 0127, M.M. 197.20
Lift #1 1 ¼" HMA Surface Course, Poor Condition, Some Cracks, Many Voids
Broken into pieces
Lift #2 4 ½" HMA Surface Course, Poor Condition, Many Cracks, Many Voids
Lift #3 3 ½" HMA Binder Course, Fair Condition, Many Cracks, Many Voids
Lift #4 3" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #5 3 ¾" HMA Binder Course, Fair Condition, Some Cracks, Many Voids

Core #48 2' O/S EOP, N.B. Passing Lane Shoulder, M.M. 198.00
Lift #1 1 ¼" HMA Surface Course, Poor Condition, Many Cracks, Many Voids
Lift #2 2 ¼" HMA Binder Course, Poor Condition, Many Cracks, Many Voids
Lift #3 3 ¼" HMA Binder Course, Poor Condition, Many Cracks, Many Voids
Lift #4 3 ¼" HMA Binder Course, Poor Condition, Many Cracks, Many Voids
Lift #5 2" HMA Binder Course – HMA Rubble

Core #49 0.5' O/S EOP, N.B. Passing Lane Shoulder, M.M. 198.00
Lift #1 1 ½" HMA Surface Course, Poor Condition, Some Cracks, Many Voids
Lift #2 1 ½" HMA Binder Course, Poor Condition, Many Cracks, Many Voids
Lift #3 3" HMA Binder Course, Poor Condition, Many Cracks, Many Voids
Rubble Underneath

Core #50 6' O/S C/L, N.B. Passing Lane, M.M. 198.00
Lift #1 1 ½" HMA Surface Course, Good Condition, Some Cracks, Many Voids
Lift #2 1 ½" HMA Binder Course, Good Condition, Some Cracks, Many Voids

Core #51 2' O/S EOP, N.B. Passing Lane Shoulder, 50' Before Structure 0129, M.M. 198.11
Lift #1 2" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 1 ½" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #3 3 ¾" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #4 2 ½" HMA Binder Course, Good Condition, Some Cracks, Some Voids
Lift #5 2 ¼" HMA Binder Course, Good Condition, No Cracks, Some Voids

Core #52 2' O/S EOP, N.B. Passing Lane Shoulder, 50' After Structure 0129, M.M. 198.20
Lift #1 1 ½" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 1 ½" HMA Surface Course, Good Condition, No Cracks, Some Voids
Lift #3 3 ½" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #4 2" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #5 3 ½" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #6 2" HMA Binder Course, Good Condition, No Cracks, Many Voids

Core #53 2' O/S EOP, N.B. Passing Lane Shoulder, Under Structure 0130, M.M. 198.30
Lift #1 1 ½" HMA Surface Course, Poor Condition, Many Cracks, Many Voids
Lift #2 4 ½" HMA Binder Course, Poor Condition, Many Cracks, Many Voids
Lift #3 3 ¾" HMA Binder Course, Fair Condition, Many Cracks, Some Voids
Lift #4 3 ¼" HMA Binder Course, Fair Condition, Some Cracks, Many Voids

Core #54 2' O/S EOP, N.B. Passing Lane Shoulder, Under Structure 0115, M.M. 200.54
Lift #1 1 ¼" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 2 ¾" HMA Binder Course, Fair Condition, Many Cracks, Many Voids
Lift #3 3 ½" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #4 3" HMA Binder Course, Fair Condition, Some Cracks, Many Voids

Core #55 2' O/S EOP, N.B. Passing Lane Shoulder, M.M. 202.00
Lift #1 1 ½" HMA Surface Course, Fair Condition, No Cracks, Many Voids
Lift #2 2 ½" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #3 2" HMA Binder Course, Poor Condition, Many Cracks, Many Voids
Lift #4 3 ¼" HMA Binder Course, Poor Condition, Many Cracks, Many Voids
Lift #5 2 ¾" HMA Binder Course, Poor Condition, Many Cracks, Many Voids

Core #56 0.5' O/S EOP, N.B. Passing Lane Shoulder, M.M. 202.00
Lift #1 1 ½" HMA Surface Course, Fair Condition, Some Cracks, Some Voids
Lift #2 2" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Rubble Underneath

Core #57 6' O/S C/L, N.B. Passing Lane, M.M. 202.00
Lift #1 1 ½" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 2" HMA Binder Course, Good Condition, No Cracks, Many Voids

Core #58 2' O/S EOP, N.B. Passing Lane Shoulder, Under Structure 0135, M.M. 203.65
Lift #1 1 ½" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 2 ¼" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #3 2" HMA Binder Course, Fair Condition, Many Cracks, Many Voids
Lift #4 3 ¼" HMA Binder Course, Fair Condition, Some Cracks, Some Voids
Lift #5 3" HMA Binder Course, Fair Condition, Some Cracks, Some Voids

Core #59 2' O/S EOP, S.B. Passing Lane Shoulder, Under 0135, M.M. 203.65
Lift #1 1 ¼" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 2" HMA Binder Course, Poor Condition, Some Cracks, Many Voids
Lift #3 3" HMA Binder Course, Poor Condition, Many Cracks, Some Voids
Lift #4 3" HMA Binder Course, Poor Condition, Some Cracks, Many Voids
Lift #5 2 ¼" HMA Binder Course, Poor Condition, Many Cracks, Many Voids – Degrading

Core #60 2' O/S EOP, S.B. Passing Lane Shoulder, M.M. 202.00
Lift #1 1 ¾" HMA Surface Course, Fair Condition, No Cracks, Many Voids
Lift #2 2 ¼"HMA Binder Course, Fair Condition, Many Cracks, Many Voids
Lift #3 2" HMA Binder Course, Fair Condition, Some Cracks, Some Voids
Lift #4 3 ¼" HMA Binder Course, Fair Condition, Some Cracks, Some Voids
Lift #5 3 ¼" HMA Binder Course, Fair Condition, Some Cracks, Some Voids

Core #61 0.5' O/S EOP, S.B. Passing Lane Shoulder, M.M. 202.00
Lift #1 1 ¾" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 2 ½" HMA Binder Course, Fair Condition, Many Cracks, Many Voids
Lift #3 2 ½" HMA Binder Course, Poor Condition, Many Cracks, Some Voids
Lift #4 3" HMA Binder Course, Poor Condition, Many Cracks, Some Voids
Lift #5 3 ¼" HMA Binder Course, Fair Condition, Many Cracks, Some Voids

Core #62 6' O/S C/L, S.B. Passing Lane, M.M. 202.00
Lift #1 1 ¾" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 2 ¼" HMA Binder Course, Good Condition, No Cracks, Many Voids

Core #63 2' O/S EOP, S.B. Passing Lane Shoulder, Under Structure 0115, M.M. 200.52
Lift #1 1 ½" HMA Surface Course, Poor Condition, Some Cracks, Many Voids
Lift #2 1 ½" HMA Binder Course, Poor Condition, Many Cracks, Many Voids
Lift #3 1 ¾" HMA Binder Course, Poor Condition, Many Cracks, Many Voids
Lift #4 3 ¾" HMA Binder Course, Poor Condition, Some Cracks, Many Voids
Lift #5 3 ½" HMA Binder Course, Fair Condition, Some Cracks, Some Voids

Core #64 2' O/S EOP, S.B. Passing Lane Shoulder, Under Structure 0130, M.M. 198.25
Lift #1 1 ¼" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 1 ¼" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #3 2" HMA Binder Course, Fair Condition, Many Cracks, Many Voids
Lift #4 4" HMA Binder Course, Fair Condition, Many Cracks, Many Voids
Lift #5 3 ¼" HMA Binder Course, Fair Condition, Many Cracks, Some Voids

Core #65 2' O/S EOP, S.B. Passing Lane Shoulder, 50' Before Structure 0128, M.M. 198.16
Lift #1 1" HMA Surface Course, Good Condition, No Cracks, Some Voids
Lift #2 1" HMA Surface Course, Good Condition, No Cracks, Some Voids
Lift #3 3" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #4 2" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #5 3" HMA Binder Course, Good Condition, Some Cracks, Some Voids
Lift #6 3" HMA Binder Course, Good Condition, Some Cracks, Many Voids

Core #66 2' O/S EOP, S.B. Passing Lane Shoulder, 50' After Structure 0128, M.M. 198.07
Lift #1 2" HMA Surface Course, Good Condition, No Cracks, Many Voids
Lift #2 5" HMA Binder Course, Good Condition, Some Cracks, Many Voids
Lift #3 5" HMA Binder Course, Good Condition, Some Cracks, Many Voids

Core #67 2' O/S EOP, S.B. Passing Lane Shoulder, M.M. 198.00
Lift #1 1 ¼" HMA Surface Course, Poor Condition, Some Cracks, Many Voids
Lift #2 2" HMA Binder Course, Poor Condition, Some Cracks, Many Voids – (partially) degraded

Lift #3 2" HMA Binder Course, Poor Condition, Some Cracks, Many Voids
Lift #4 3 ¾" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #5 3" HMA Binder Course, Fair Condition, Some Cracks, Many Voids

Core #68 0.5' O/S EOP, S.B. Passing Lane Shoulder, M.M. 198.00
Lift #1 1 ¼" HMA Surface Course, Fair Condition, No Cracks, Many Voids
Lift #2 2" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #3 2 ¼" HMA Binder Course, Poor Condition, Many Cracks, Some Voids
Lift #4 3 ½" HMA Binder Course, Fair Condition, Many Cracks, Some Voids
Lift #5 3" HMA Binder Course, Poor Condition, Some Cracks, Many Voids

Core #69 6' O/S C/L, S.B. Passing Lane, M.M. 198.00
Lift #1 1" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 2 ¼" HMA Binder Course, Fair Condition, Many Cracks, Many Voids

Core #70 2' O/S EOP, S.B. Passing Lane Shoulder, 50' Before Structure 0126, M.M. 197.16
Lift #1 1 ¾" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 2 ½" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #3 3" HMA Binder Course, Fair Condition, Many Cracks, Many Voids
Lift #4 3 ½" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #5 4 ¾" HMA Binder Course, Fair Condition, Many Cracks, Many Voids

Core #71 2' O/S EOP, S.B. Passing Lane Shoulder, 50' After Structure 0126, M.M. 197.11
Lift #1 1 ¾" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #2 2 ¼" HMA Surface Course, Fair Condition, Some Cracks, Many Voids
Lift #3 2 ½" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #4 3" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #5 2" HMA Binder Course, Fair Condition, Some Cracks, Some Voids
Lift #6 2 ¾" HMA Binder Course, Fair Condition, Some Cracks, Some Voids

Core #72 2' O/S EOP, S.B. Passing Lane Shoulder, Under Structure 0116, M.M. 196.63
Lift #1 2 ¼" HMA Surface Course, Poor Condition, Many Cracks, Many Voids
Lift #2 5 ¼" HMA Binder Course, Fair Condition, Some Cracks, Many Voids
Lift #3 3" HMA Binder Course, Fair Condition, Some Cracks, Many Voids

Core #73 3' O/S EOP, N.B. Outside Shoulder, Ramp from IL 116 to I-55 N.B., 157' from IL 116 C/L

Lift #1 2" HMA Surface Course, Fair Condition, No Cracks, Some Voids
Lift #2 8" HMA Binder Course, Fair Condition, No Cracks, Many Voids

Core #74 0.5' O/S EOP, Outside Shoulder, Ramp from IL 116 to I-55 N.B. 157' N. of IL 116 C/L

Lift #1 2" HMA Surface Course, Good Condition, No Cracks, Some Voids
Lift #2 2 ¼" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #3 1 ½" HMA Binder Course, Poor Condition, No Cracks, Some Voids – Large Voids
Lift #4 3 ¾" HMA Binder Course, Good Condition, No Cracks, Some Voids

Core #75 2' O/S EOP, N.B. Inside Shoulder, Ramp from IL 116 to I-55 N.B., 157' N. of IL 116 C/L

Lift #1 2" HMA Surface Course, Fair Condition, No Cracks, Some Voids
Lift #2 9" HMA Binder Course, Poor Condition, No Cracks, Many Voids

Core #76 3' O/S EOP, N.B. Outside Shoulder, Ramp from I-55 N.B. to IL 23, 178' S. of IL 23 C/L

Lift #1 3" HMA Surface Course, Fair Condition, No Cracks, Some Voids
Lift #2 7 ½" HMA Binder Course, Fair Condition, No Cracks, Many Voids

Core #77 0.5' O/S EOP, N.B. Outside Shoulder, Ramp from I-55 N.B. to IL 23, 178' S. of IL 23 C/L

Lift #1 2 ¾" HMA Surface Course, Poor Condition, No Cracks, Many Voids
Lift #2 6 ¾" HMA Binder Course, Fair Condition, No Cracks, Some Voids

Core #78 2' O/S EOP, N.B. Inside Shoulder, Ramp from I-55 N.B. to IL 23, 178' S. of IL 23 C/L

Lift #1 2 ½" HMA Surface Course, Poor Condition, No Cracks, Many Voids
Lift #2 2 ¾" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #3 4 ¼" HMA Binder Course, Fair Condition, No Cracks, Some Voids

Core #79 3' O/S EOP, N.B. Outside Shoulder, Ramp from IL 23 to I-55 N.B., 147' N. of IL 23 C/L

Lift #1 1 ¾" HMA Surface Course, Fair Condition, No Cracks, Some Voids
Lift #2 1 ¼" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #3 2 ¼" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #4 4 ¼" HMA Binder Course, Fair Condition, No Cracks, Some Voids

Core #80 0.5' O/S EOP, N.B. Outside Shoulder, Ramp from IL 23 to I-55 N.B., 147' N. of IL 23 C/L

Lift #1 1 ¼" HMA Surface Course, Good Condition, No Cracks, No Voids
Lift #2 1 ½" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #3 2" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #4 4 ½" HMA Binder Course, Poor Condition, No Cracks, Many Voids

Core #81 2' O/S EOP, N.B. Inside Shoulder, Ramp from IL 23 to I-55 N.B., 147' N. of IL 23 C/L

Lift #1 1 ¼" HMA Surface Course, Poor Condition, No Cracks, Many Voids
Lift #2 1 ½" HMA Binder Course, Fair Condition, No Cracks Some Voids
Lift #3 2 ¾" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #4 4 ½" HMA Binder Course, Fair Condition, No Cracks, Some Voids

Core #82 3' O/S EOP, S.B. Outside Shoulder, Ramp from I-55 S.B. to IL 23, 192' N. of IL 23 C/L

Lift #1 3" HMA Surface Course, Poor Condition, No Cracks, Many Voids
Lift #2 3 ¼" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #3 3 ¾" HMA Binder Couse, Fair Condition, No Cracks, Some Voids

Core #83 0.5' O/S EOP, S.B. Outside Shoulder, Ramp from I-55 S.B. to IL 23, 192' N. of IL 23 C/L

Lift #1 2 ½" HMA Surface Course, Poor Condition, No Cracks, Many Voids
Lift #2 3 ¼" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #3 3 ¼" HMA Binder Course, Poor Condition, No Cracks, Many Voids

Core #84 2' O/S EOP, S.B. Inside Shoulder, Ramp from I-55 S.B. to IL 23, 192' N. of IL 23 C/L

Lift #1 2 ¾" HMA Surface Course, Poor Condition, No Cracks, Many Voids
Lift #2 4" HMA Binder Surface Course, Poor Condition, No Cracks, Many Voids
Lift #3 2 ½" HMA Binder Surface Course, Fair Condition, No Cracks, Some Voids

Core #85 3' O/S EOP, S.B. Outside Shoulder, Ramp from IL 23 to I-55 S.B., 159' S. of IL 23 C/L

Lift #1 3" HMA Surface Course, Fair Condition, No Cracks, Some Voids
Lift #2 6 ½" HMA Binder Course, Fair Condition, No Cracks, Some Voids

Core #86 0.5' O/S EOP, S.B. Outside Shoulder, Ramp from IL 23 to I-55 S.B., 159' S. of IL 23 C/L

Lift #1 2" HMA Surface Course, Poor Condition, No Cracks, Many Voids
Lift #2 6 ½" HMA Binder Course, Fair Condition, No Cracks, Some Voids

Core #87 2' O/S EOP, S.B. Inside Shoulder, Ramp from IL 23 to I-55 S.B., 159' S. of IL 23 C/L

Lift #1 3 ½" HMA Surface Course, Fair Condition, No Cracks, Some Voids
Lift #2 6 ½" HMA Binder Course, Poor Condition, No Cracks, Many Voids

Core #88 3' O/S EOP, S.B. Outside Shoulder, Ramp from I-55 S.B. to IL 116, 153' N. of IL 116 C/L

Lift #1 2 ¼" HMA Surface Course, Poor Condition, No Cracks, Many Voids
Lift #2 4" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #3 4 ½" HMA Binder Course, Good Condition, No Cracks, Some Voids

Core #89 0.5' O/S EOP, S.B. Outside Shoulder, Ramp from I-55 S.B. to IL 116, 153' N. of IL 116 C/L

Lift #1 1 ¾" HMA Surface Course, Poor Condition, No Cracks, Many Voids
Lift #2 ¾" HMA Surface Course, Good Condition, No Cracks, No Voids
Lift #3 3" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #4 5 ¾" HMA Binder Course, Poor Condition, No Cracks, Many Voids

Core #90 2' O/S EOP, S.B. Inside Shoulder, Ramp from I-55 S.B. to IL 116, 153' N. of IL 116 C/L

Lift #1 2 ½" HMA Surface Course, Fair Condition, No Cracks, Some Voids
Lift #2 7 ¾" HMA Binder Course, Fair Condition, No Cracks, Some Voids

Core #91 3' O/S EOP, S.B. Outside Shoulder, Ramp from IL 116 to I-55 S.B., 172' S. of IL 116 C/L

Lift #1 2 ½" HMA Surface Course, Fair Condition, No Cracks, Some Voids
Lift #2 2" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #3 5" HMA Binder Course, Fair Condition, No Cracks, Some Voids

Core #92 0.5' O/S EOP, S.B. Outside Shoulder, Ramp from IL 116 to I-55 S.B., 172' S. of IL 116 C/L

Lift #1 2 ½" HMA Surface Course, Poor Condition, No Cracks, Many Voids
Lift #2 1 ¾" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #3 3 ½" HMA Binder Course, Poor Condition, No Cracks, Many Voids

Core #93 2' O/S EOP, S.B. Inside Shoulder, Ramp from IL 116 to I-55 S.B., 172' S. of IL 116 C/L

Lift #1 3" HMA Surface Course, Fair Condition, No Cracks, Some Voids
Lift #2 2 ½" HMA Binder Course, Fair Condition, No Cracks, Some Voids
Lift #3 4" HMA Binder Course, Good Condition, No Cracks, No Voids

Core #94 3' O/S EOP, N.B. Outside Shoulder, Ramp from I-55 N.B. to IL 116, 175' S. of IL 116 C/L

Lift #1 2 ¾" HMA Surface Course, Good Condition, No Cracks, Some Voids
Lift #2 4" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #3 4 ½" HMA Binder Course, Poor Condition, No Cracks, Many Voids

Core #95 0.5' O/S EOP, N.B. Outside Shoulder, Ramp from I-55 N.B. to IL 116, 175' S. of IL 116 C/L

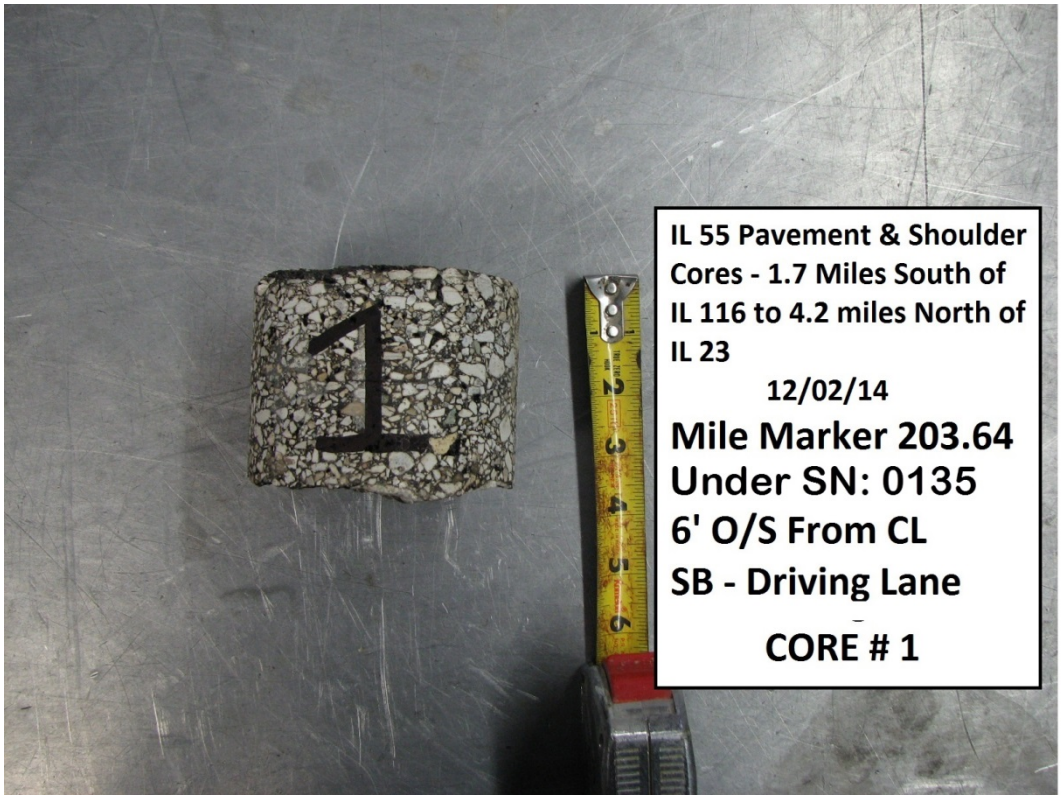
Lift #1 2 ½" HMA Surface Course, Good Condition, No Cracks, Some Voids
Lift #2 3" HMA Binder Course, Fair Condition, No Cracks, Some Voids

Core #96 2' O/S EOP, N.B. Inside Shoulder, Ramp from I-55 N.B. to IL 116, 175' S. of IL 116 C/L

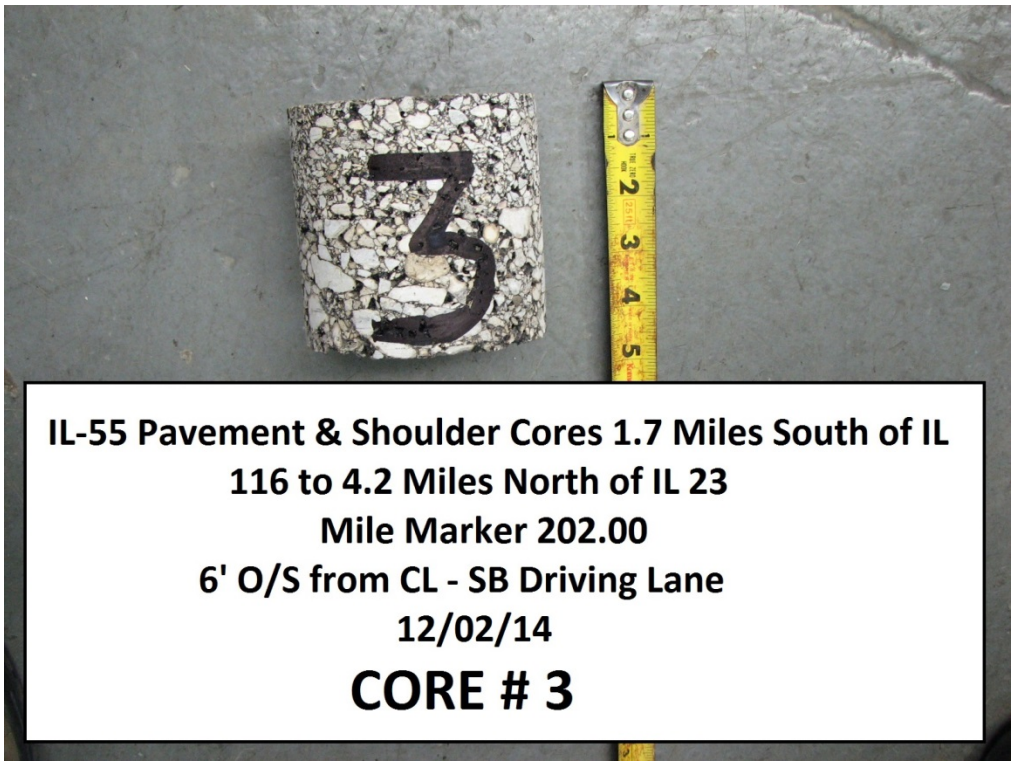
Lift #1 2 ¼" HMA Surface Course, Fair Condition, No Cracks, Many Voids
Lift #2 3" HMA Binder Course, Good Condition, No Cracks, Some Voids
Lift #3 4 ¾" HMA Binder Course, Fair Condition, No Cracks, Some Voids

JH:bz/Soils/Pavement Cores – I-55 66B64

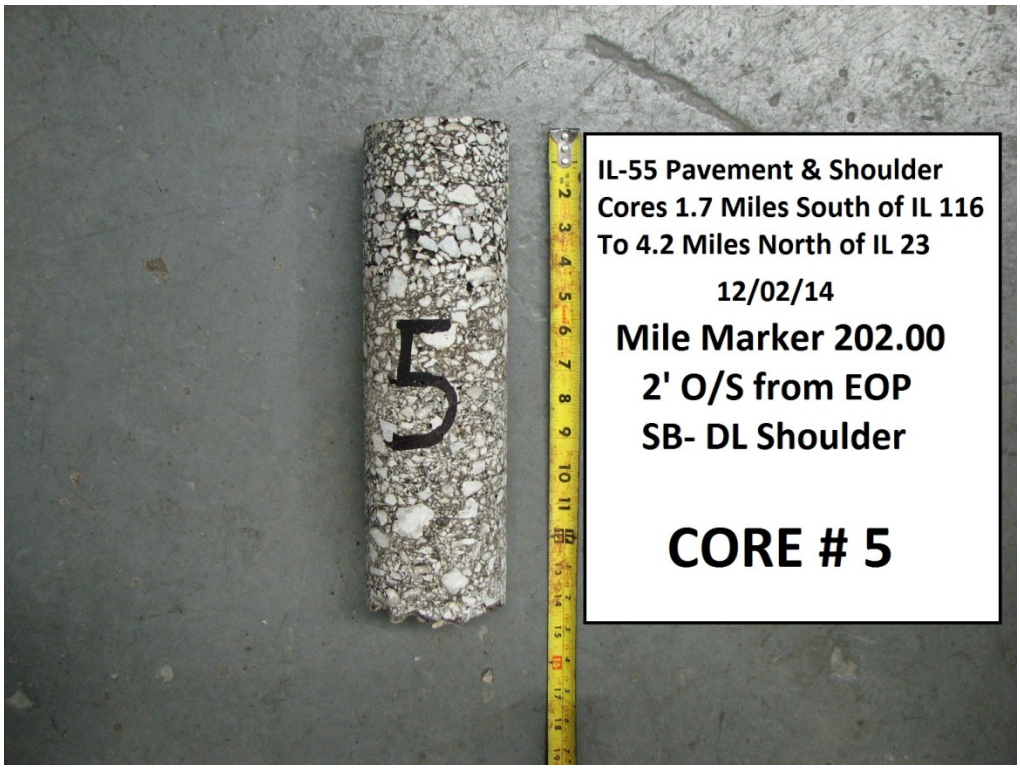
cc: Mike Short

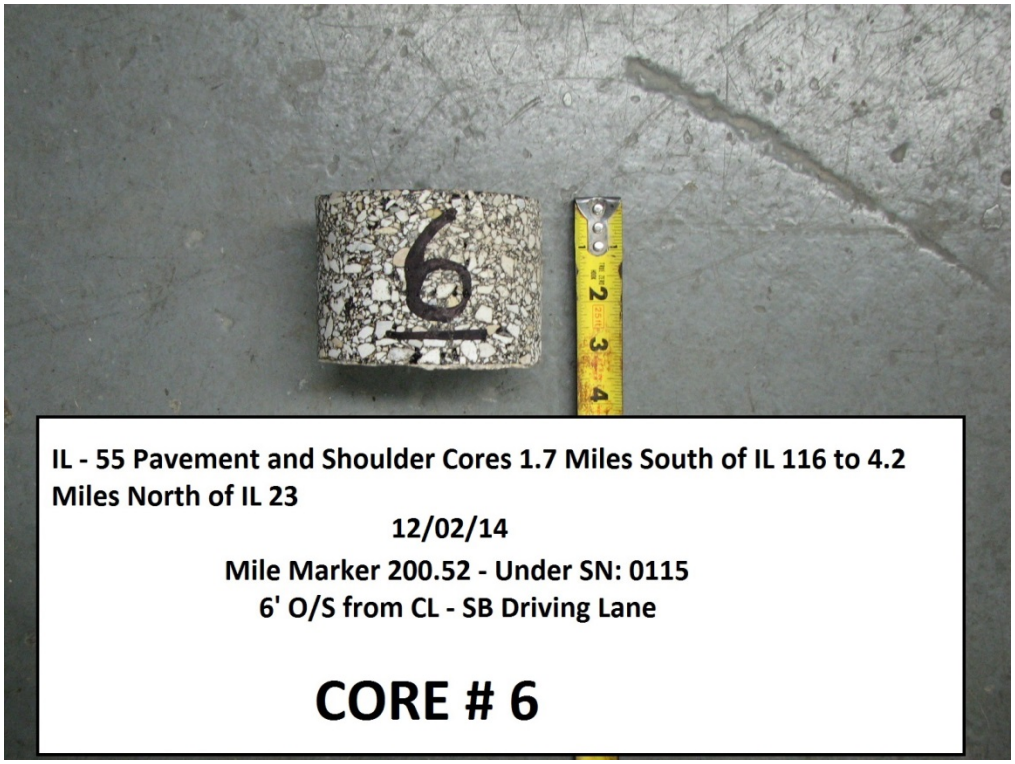

1
IL 55 Pavement & Shoulder Cores - 1.7 Miles South of IL 116 to 4.2 miles North of IL 23
12/02/14
Mile Marker 203.64
Under SN: 0135
6' O/S From CL
SB - Driving Lane
CORE # 1

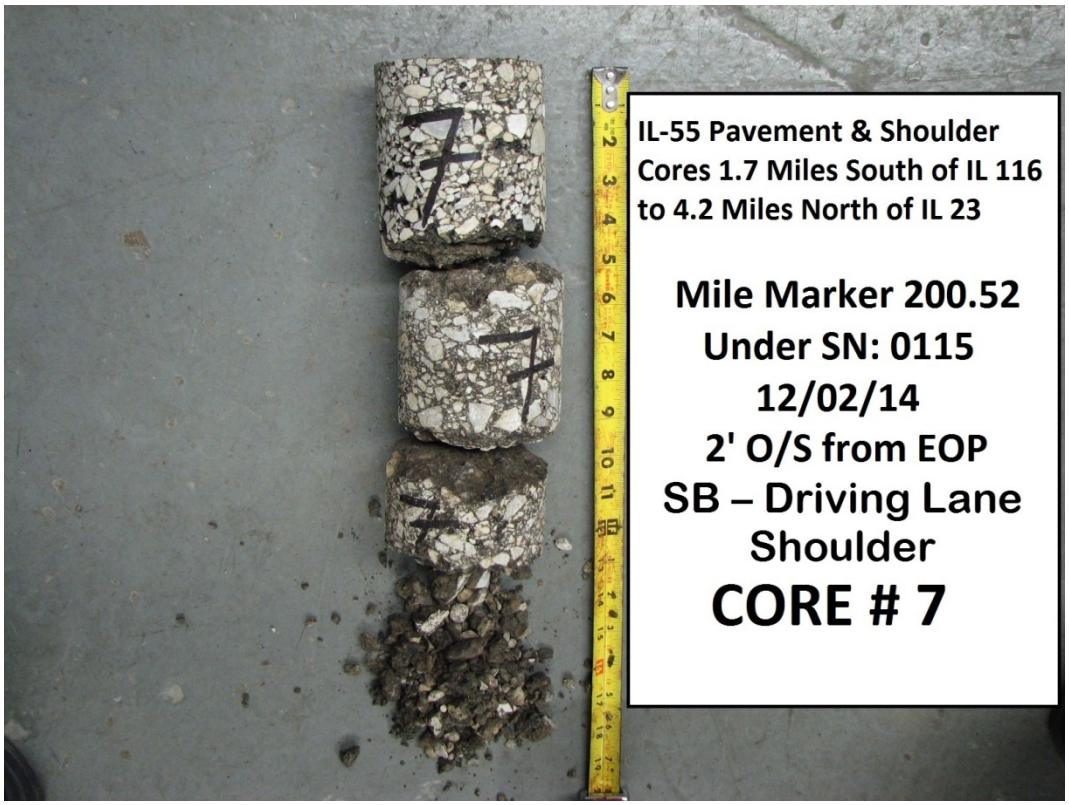

IL- 55 Pavement & Shoulder Cores - 1.7 Miles South of IL 116 to 4.2 Miles North of IL 23
12/02/14
Mile Marker 203.64
Under SN: 0135
2' O/S from EOP
SB- DL Shoulder
CORE # 2
2

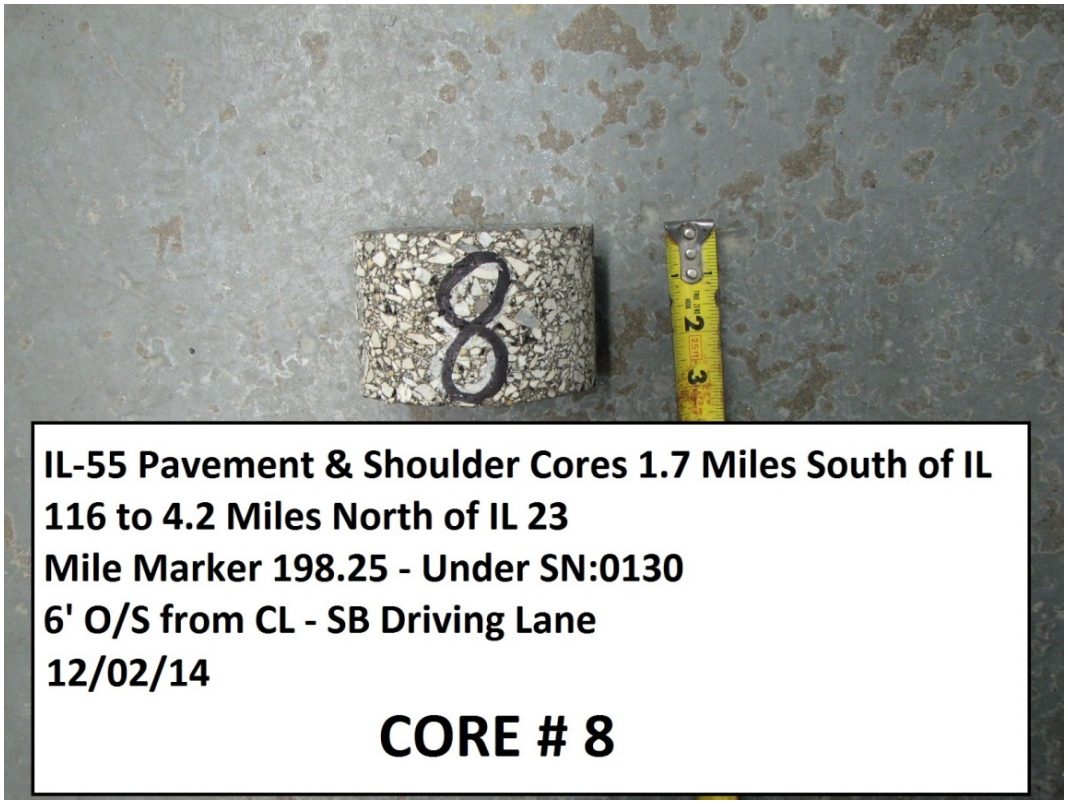

3
IL-55 Pavement & Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles North of IL 23
Mile Marker 202.00
6' O/S from CL - SB Driving Lane
12/02/14
CORE # 3


4
4
4
I-55 Pavement & Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles North of IL 23
12/02/14
Mile Marker 202.00
0.5' O/S from EOP
SB - DL Shoulder
CORE # 4

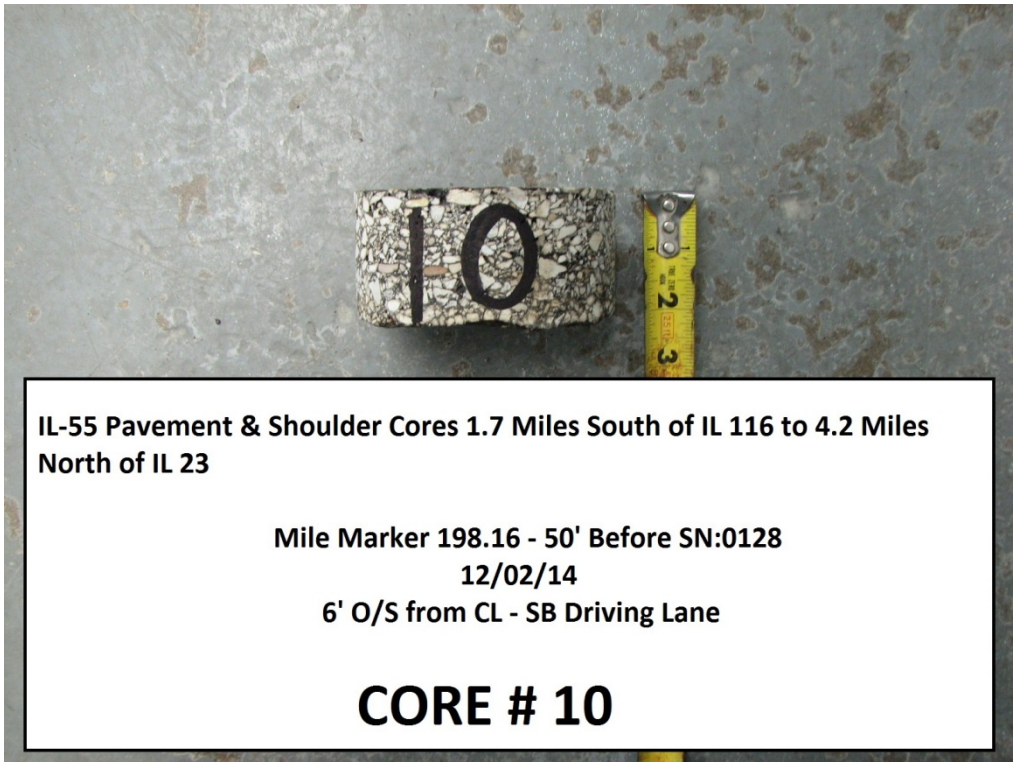

5
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
To 4.2 Miles North of IL 23
12/02/14
Mile Marker 202.00
2' O/S from EOP
SB- DL Shoulder
CORE # 5


6
IL - 55 Pavement and Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles North of IL 23
12/02/14
Mile Marker 200.52 - Under SN: 0115
6' O/S from CL - SB Driving Lane
CORE # 6

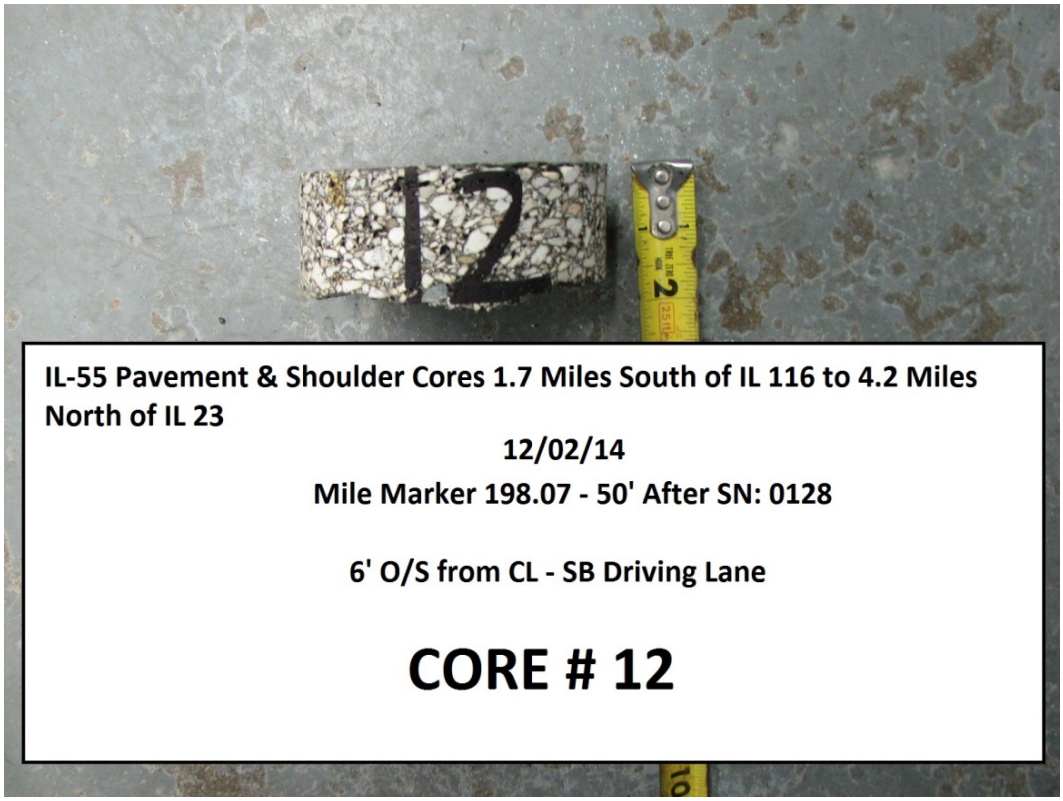

IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Mile Marker 200.52
Under SN: 0115
12/02/14
2' O/S from EOP
SB – Driving Lane
Shoulder
CORE # 7


IL-55 Pavement & Shoulder Cores 1.7 Miles South of IL
116 to 4.2 Miles North of IL 23
Mile Marker 198.25 - Under SN:0130
6' O/S from CL - SB Driving Lane
12/02/14
CORE # 8


IL-55 Pavement &
Shoulder Cores 1.7 Miles
South of IL 116 to 4.2
Miles North of IL 23
Mile Marker 198.25
Under SN:0130
2' O/S from EOP
SB- DL Shoulder
12/02/14
CORE # 9
9

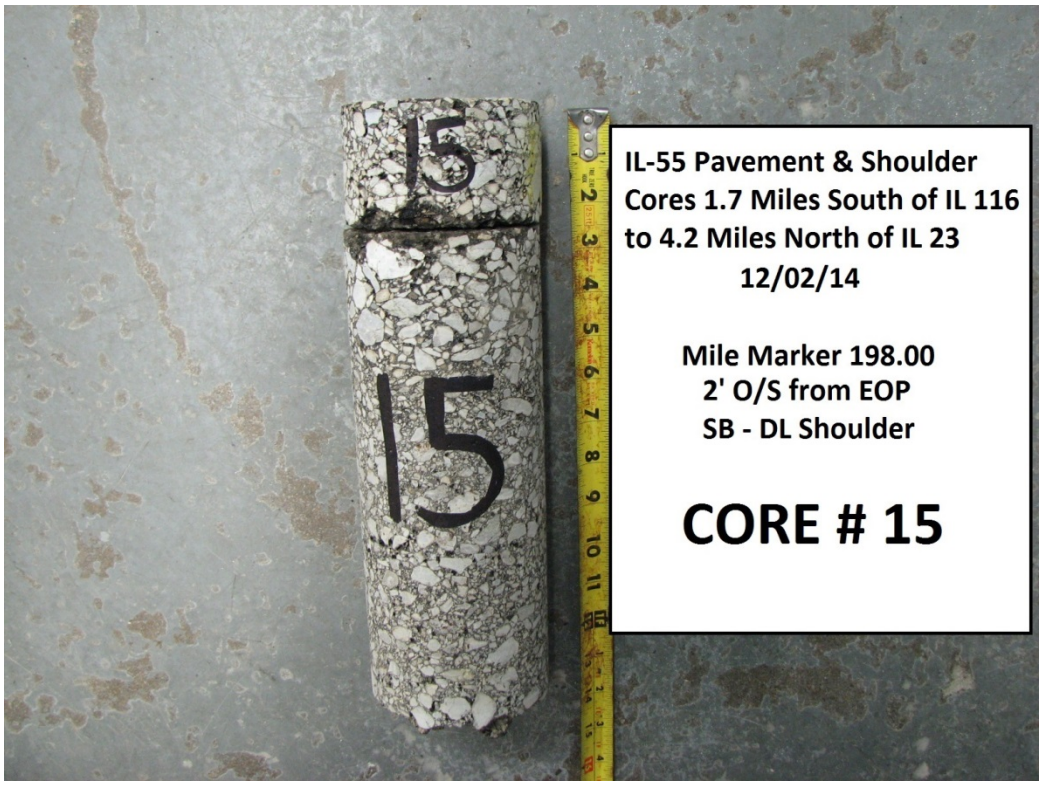

10
IL-55 Pavement & Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles
North of IL 23
Mile Marker 198.16 - 50' Before SN:0128
12/02/14
6' O/S from CL - SB Driving Lane
CORE # 10


11
IL-55 Pavement & Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles North of IL 23
Mile Marker 198.16
50' Before SN:0128
12/02/14
2' O/S from EOP
SB - DL Shoulder
CORE # 11

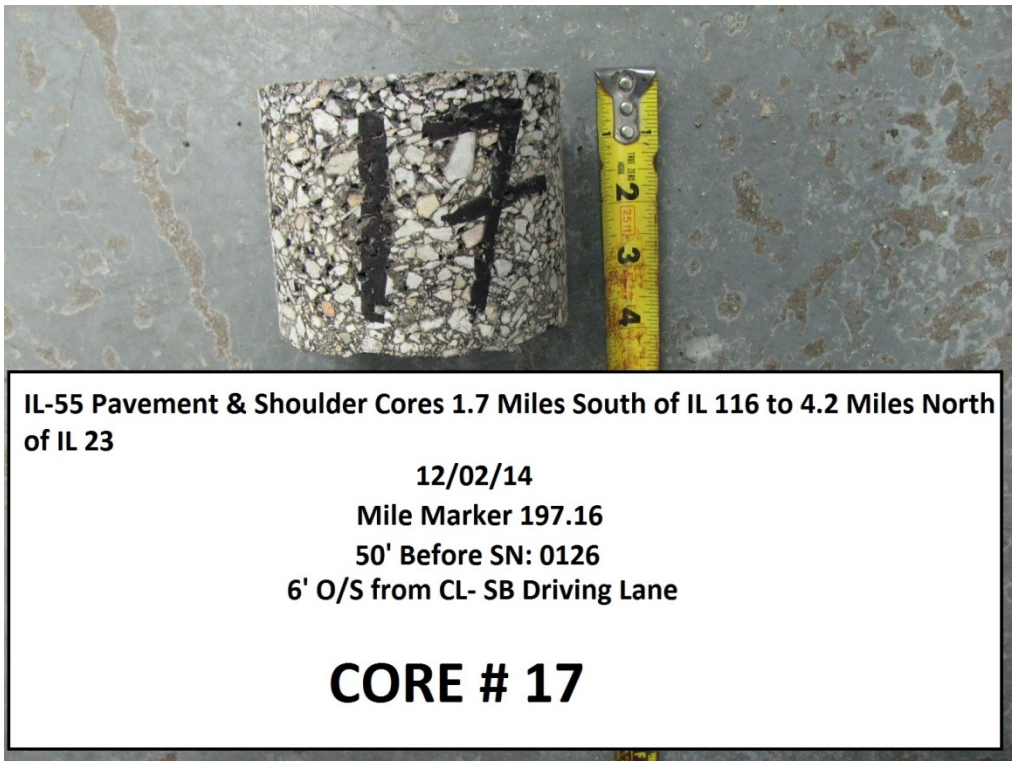

12
IL-55 Pavement & Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles North of IL 23
12/02/14
Mile Marker 198.07 - 50' After SN: 0128
6' O/S from CL - SB Driving Lane
CORE # 12


13
IL-55 Pavement & Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles North of IL 23
Mile Marker 198.07
12/02/14
2' O/S from EOP
50' After SN: 0128
SB- DL Shoulder
CORE # 13

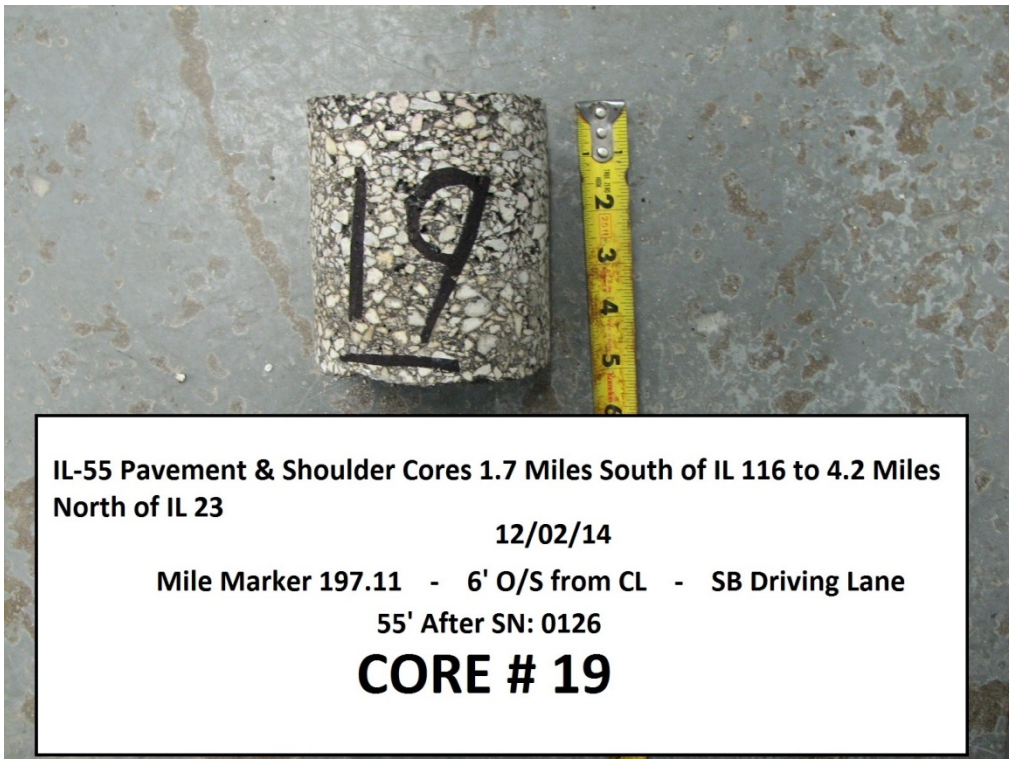

14
IL-55 Pavement & Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles North of IL 23
12/02/14
Mile Marker 198.00
6' O/S from CL - SB Driving Lane
CORE # 14

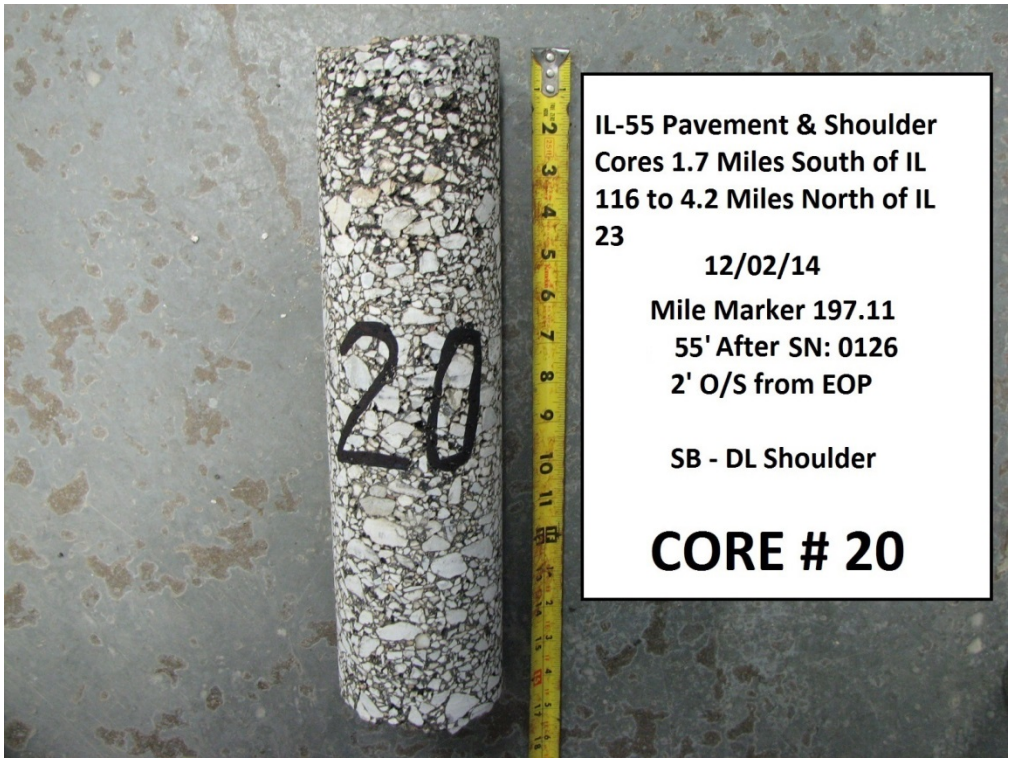

15
15
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/02/14
Mile Marker 198.00
2' O/S from EOP
SB - DL Shoulder
CORE # 15

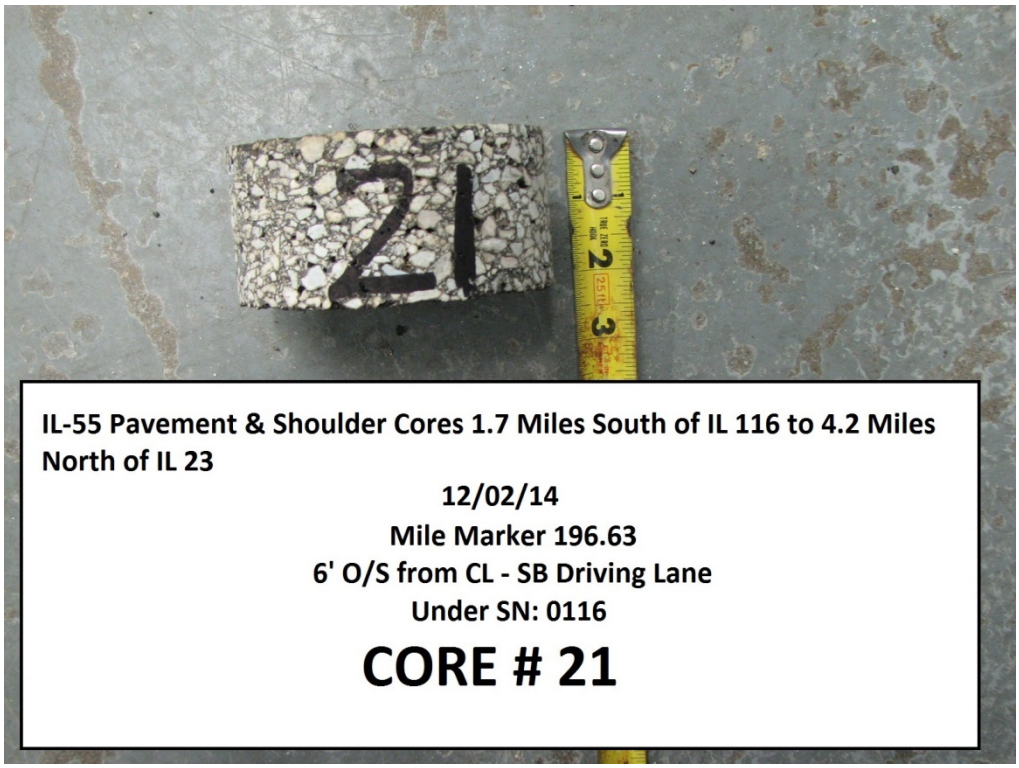

16
16
16
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL
116 to 4.2 Miles North of IL
23
12/02/14
Mile Marker 198.00
0.5' O/S from EOP
SB - DL Shoulder
CORE # 16


17
IL-55 Pavement & Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles North of IL 23
12/02/14
Mile Marker 197.16
50' Before SN: 0126
6' O/S from CL- SB Driving Lane
CORE # 17


18
IL-55 Pavement & Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles of IL 23
12/02/14
Mile Marker 197.16
50' Before SN: 0126
2' O/S from EOP
SB - DL Shoulder
CORE # 18


19
IL-55 Pavement & Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles North of IL 23
12/02/14
Mile Marker 197.11 - 6' O/S from CL - SB Driving Lane
55' After SN: 0126
CORE # 19


20
IL-55 Pavement & Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles North of IL 23
12/02/14
Mile Marker 197.11
55' After SN: 0126
2' O/S from EOP
SB - DL Shoulder
CORE # 20


21
IL-55 Pavement & Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles North of IL 23
12/02/14
Mile Marker 196.63
6' O/S from CL - SB Driving Lane
Under SN: 0116
CORE # 21

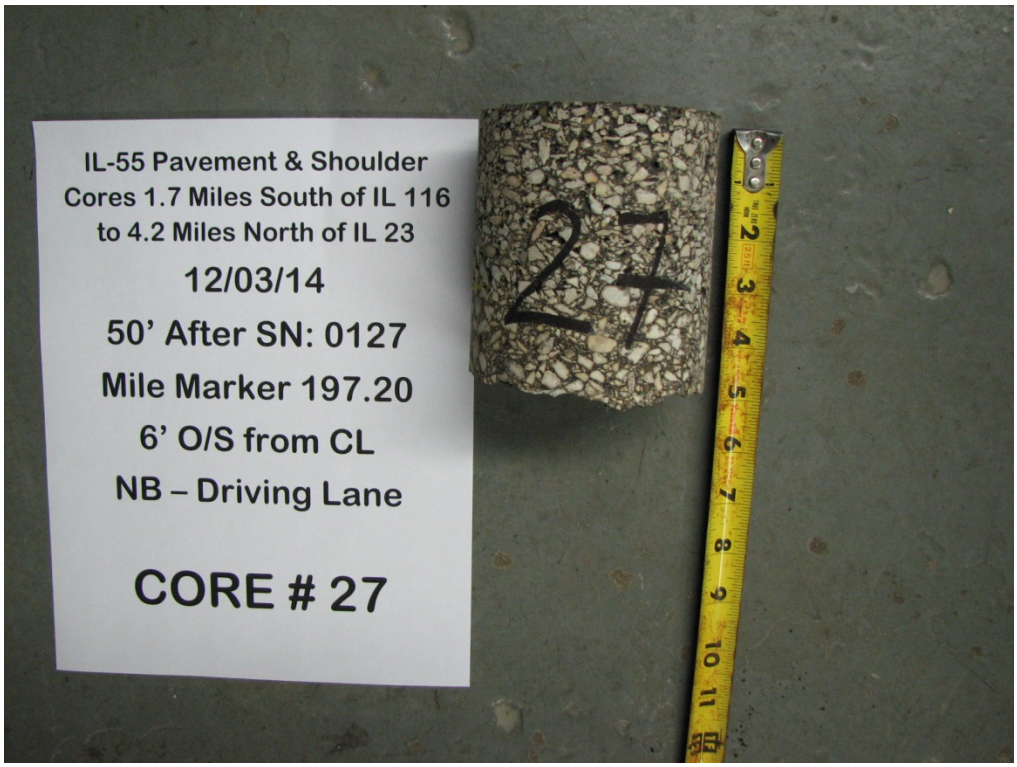

IL-55 Pavement & Shoulder Cores 1.7 Miles South of IL 116 to 4.2 Miles North of IL 23
12/02/14
Mile Marker 196.63
2' O/S from EOP
Under SN:0116
SB - DL Shoulder
CORE # 22
22
22
22
22


23
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Under SN: 0116
Mile Marker 196.68
6' O/S from CL
NB – Driving Lane
CORE # 23


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Under SN: 0116
Mile Marker 196.68
2' O/S from EOP
NB – DL Shoulder
CORE # 24
24

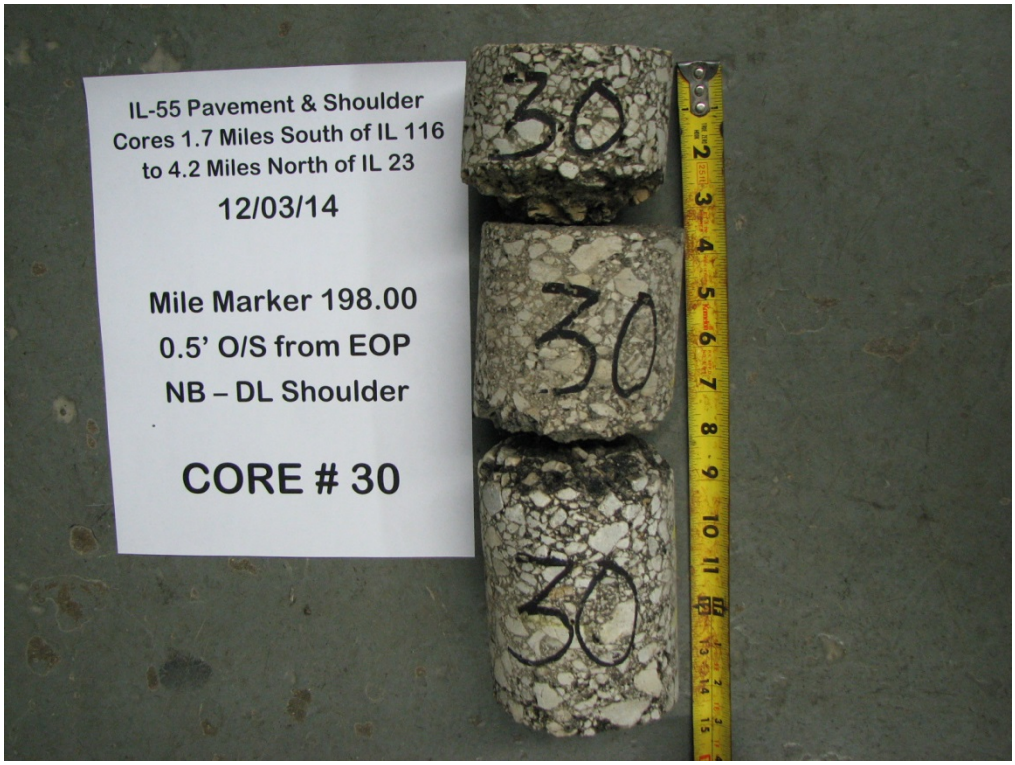

IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
50' Before SN: 0127
Mile Marker 197.15
6' O/S from CL
NB – Driving Lane
CORE # 25
25


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
50' Before SN: 0127
Mile Marker 197.15
2' O/S from EOP
NB – DL Shoulder
CORE # 26
26

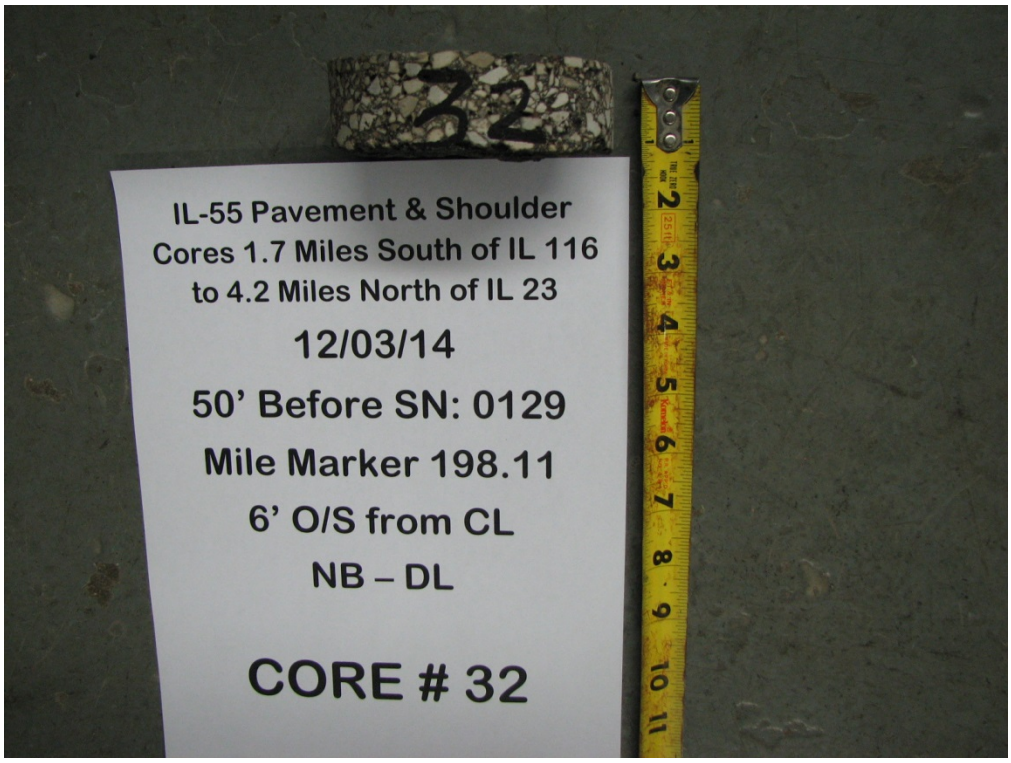

IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
50' After SN: 0127
Mile Marker 197.20
6' O/S from CL
NB – Driving Lane
CORE # 27
27


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
50' After SN: 0127
Mile Marker 197.20
2' O/S from EOP
NB – DL Shoulder
CORE # 28
28


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Mile Marker 198.00
6' O/S from CL
NB – DL
CORE # 29
29


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Mile Marker 198.00
0.5' O/S from EOP
NB – DL Shoulder
CORE # 30
30
30
30

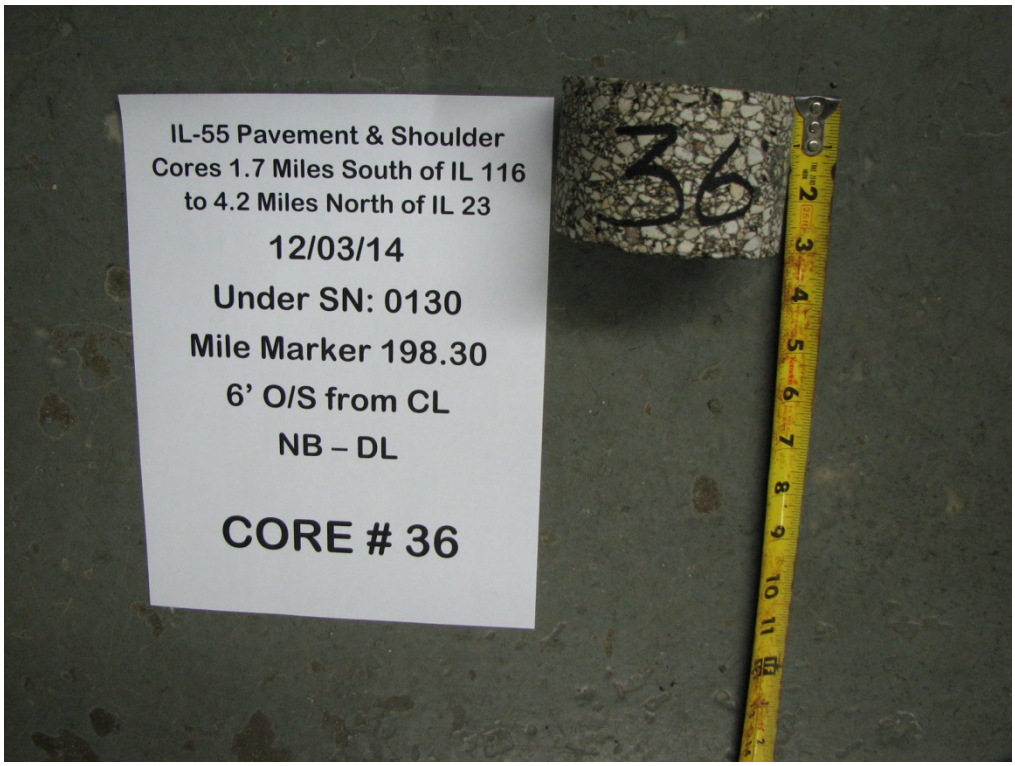

IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Mile Marker 198.00
2' O/S from EOP
NB – DL Shoulder
CORE # 31


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
50' Before SN: 0129
Mile Marker 198.11
6' O/S from CL
NB – DL
CORE # 32

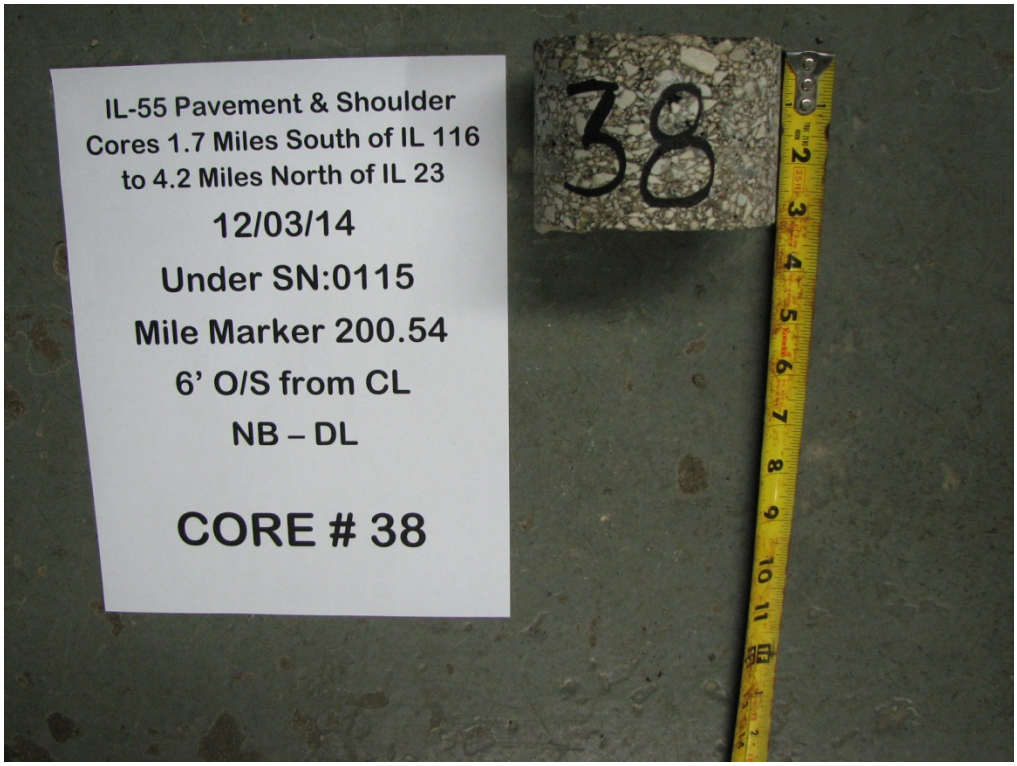

IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
50' Before SN: 0129
Mile Marker 198.11
2' O/S from EOP
NB – DL Shoulder
CORE # 33
33

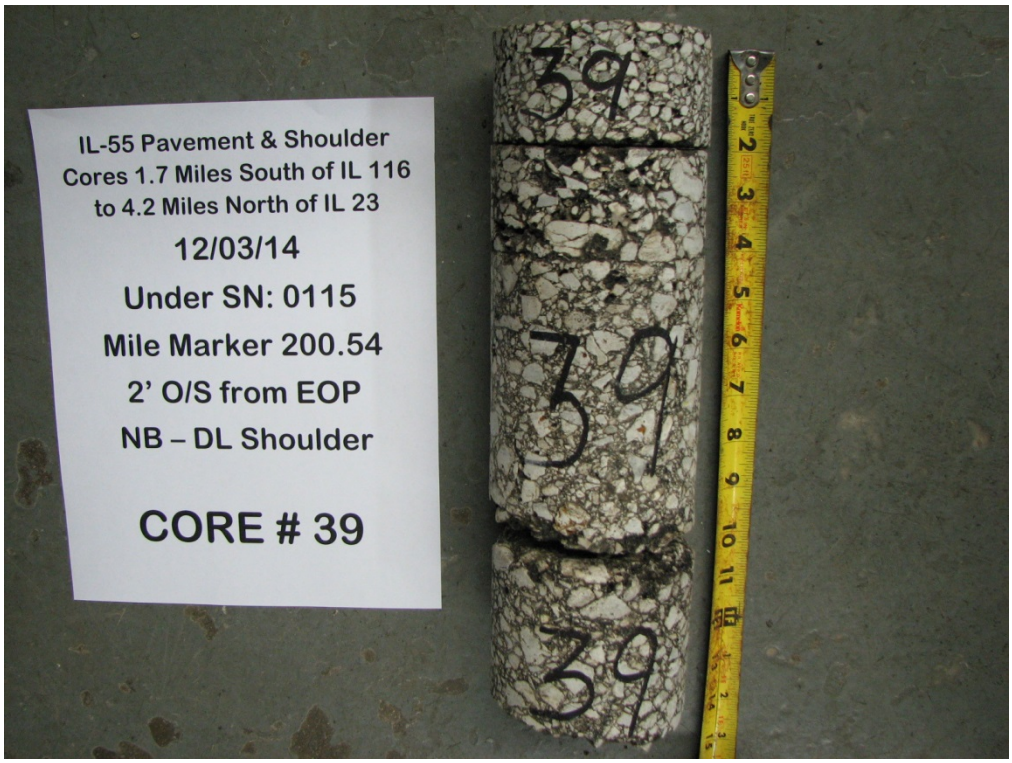

IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
50' After SN: 0129
Mile Marker 198.20
6' O/S from CL
NB – DL
CORE # 34
34

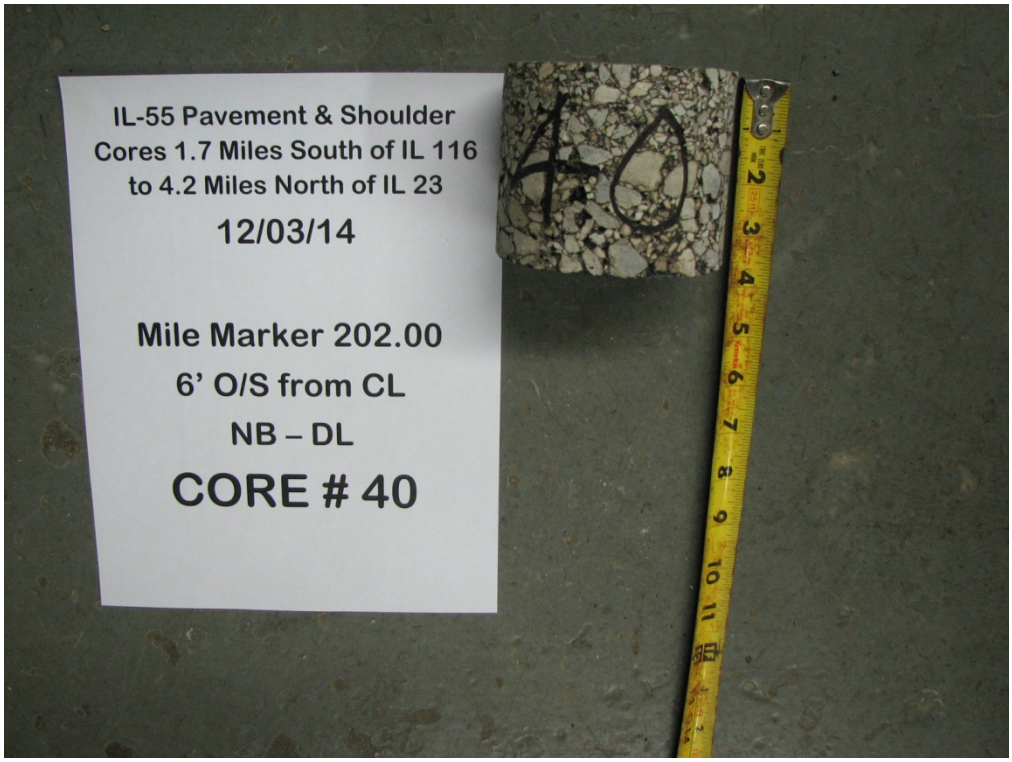

IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
50' After SN: 0129
Mile Marker 198.20
2' O/S from EOP
NB – DL Shoulder
CORE # 35
35


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Under SN: 0130
Mile Marker 198.30
6' O/S from CL
NB – DL
CORE # 36
36


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Under SN: 0130
Mile Marker 198.30
2' O/S from EOP
NB – DL Shoulder
CORE # 37
37


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Under SN:0115
Mile Marker 200.54
6' O/S from CL
NB – DL
CORE # 38
38


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Under SN: 0115
Mile Marker 200.54
2' O/S from EOP
NB – DL Shoulder
CORE # 39
39
39
39


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Mile Marker 202.00
6' O/S from CL
NB – DL
CORE # 40
40


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Mile Marker 202.00
0.5' O/S from EOP
NB – DL Shoulder
CORE # 41


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Mile Marker 202.00
2' O/S from EOP
NB – DL Shoulder
CORE # 42


43
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Under SN: 0135
Mile Marker 203.65
6' O/S from CL
NB – DL
CORE # 43


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
12/03/14
Under SN: 0135
Mile Marker 203.65
2' O/S from EOP
NB – DL Shoulder
CORE # 44
44
44
44


45
45
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Mile Marker 196.68
2' O/S from EOP
NB – PL Shoulder
CORE # 45


46
46
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
50' Before SN: 0127
Mile Marker 197.15
2' O/S from EOP
NB – PL Shoulder
CORE # 46

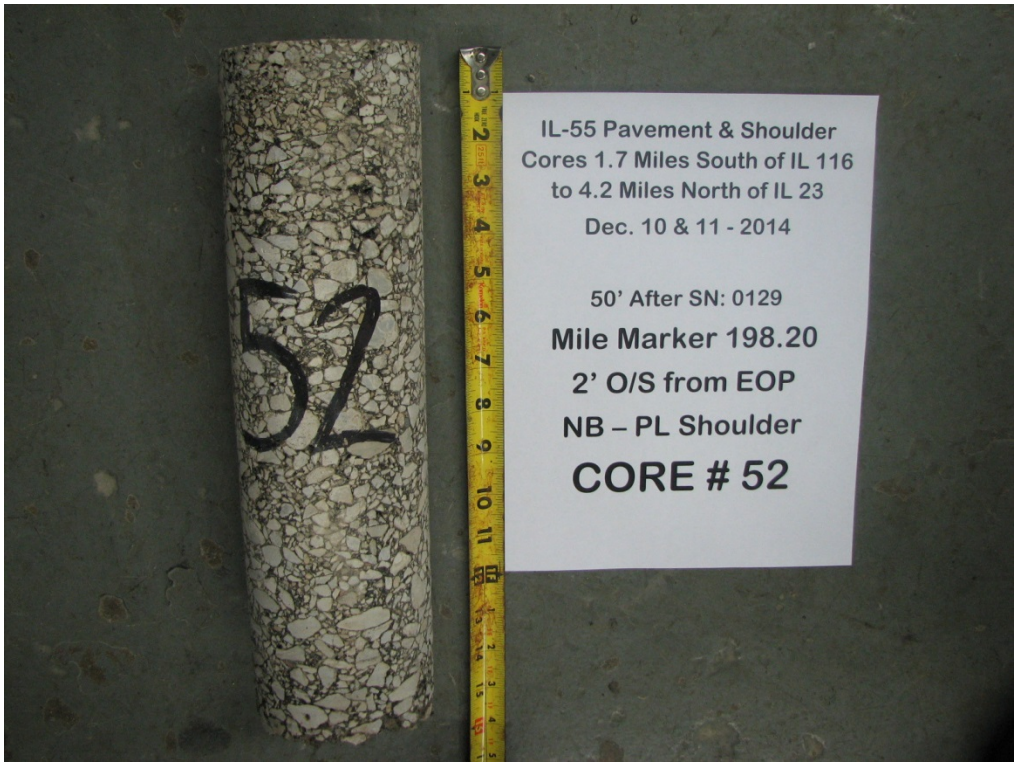

47
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
50' After SN: 0127
Mile Marker 197.20
2' O/S from EOP
NB – PL Shoulder
CORE # 47

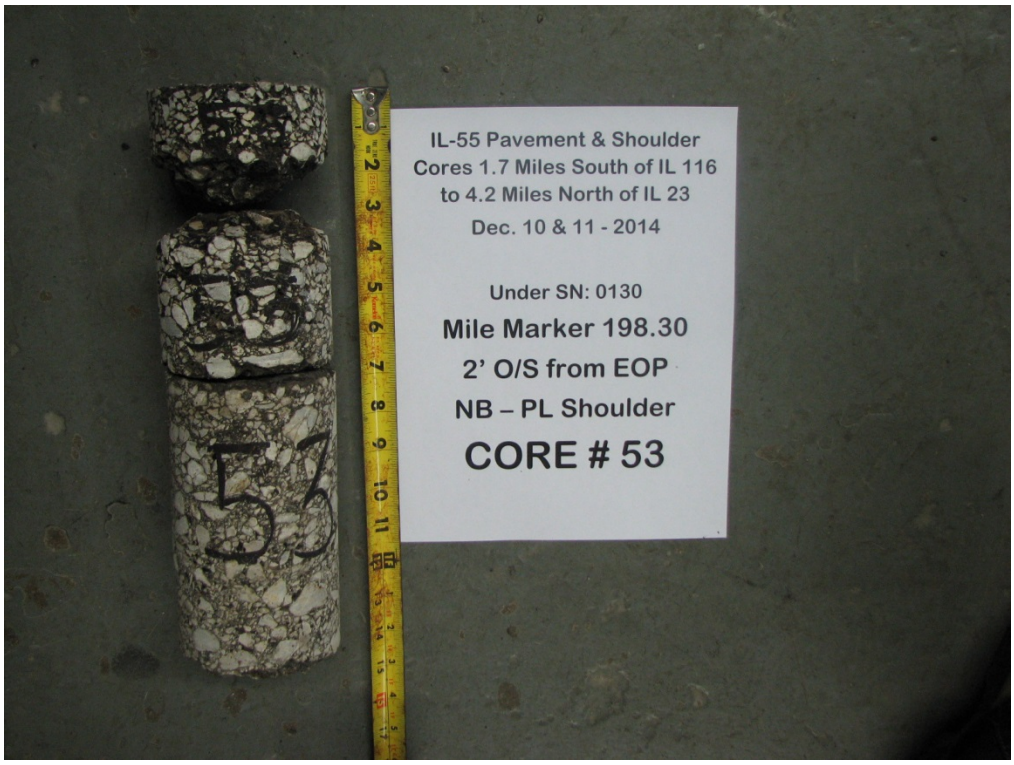

48
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Mile Marker 198.00
2' O/S from EOP
NB – PL Shoulder
CORE # 48


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Mile Marker 198.00
0.5' O/S from EOP
NB – PL Shoulder
CORE # 49


50
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Mile Marker 198.00
6' O/S from CL
NB – Passing Lane
CORE # 50


51
51
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
50' Before SN: 0129
Mile Marker 198.11
2' O/S from EOP
NB – PL Shoulder
CORE # 51


52
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
50' After SN: 0129
Mile Marker 198.20
2' O/S from EOP
NB – PL Shoulder
CORE # 52


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Under SN: 0130
Mile Marker 198.30
2' O/S from EOP
NB – PL Shoulder
CORE # 53


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Under SN: 0115
Mile Marker 200.54
2' O/S from EOP
NB – PL Shoulder
CORE # 54


55
55
55
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Mile Marker 202.00
2' O/S from EOP
NB – PL Shoulder
CORE # 55


56
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Mile Marker 202.00
0.5' O/S from EOP
NB – PL Shoulder
CORE # 56


57
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Mile Marker 202.00
6' O/S from CL
NB – PL
CORE # 57


58
58
58
58
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Under SN: 0135
Mile Marker 203.65
2' O/S from EOP
NB – PL Shoulder
CORE # 58


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Under SN: 0135
Mile Marker 203.65
2' O/S from EOP
SB – PL Shoulder
CORE # 59


IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Mile Marker 202.00
2' O/S from EOP
SB – PL Shoulder
CORE # 60

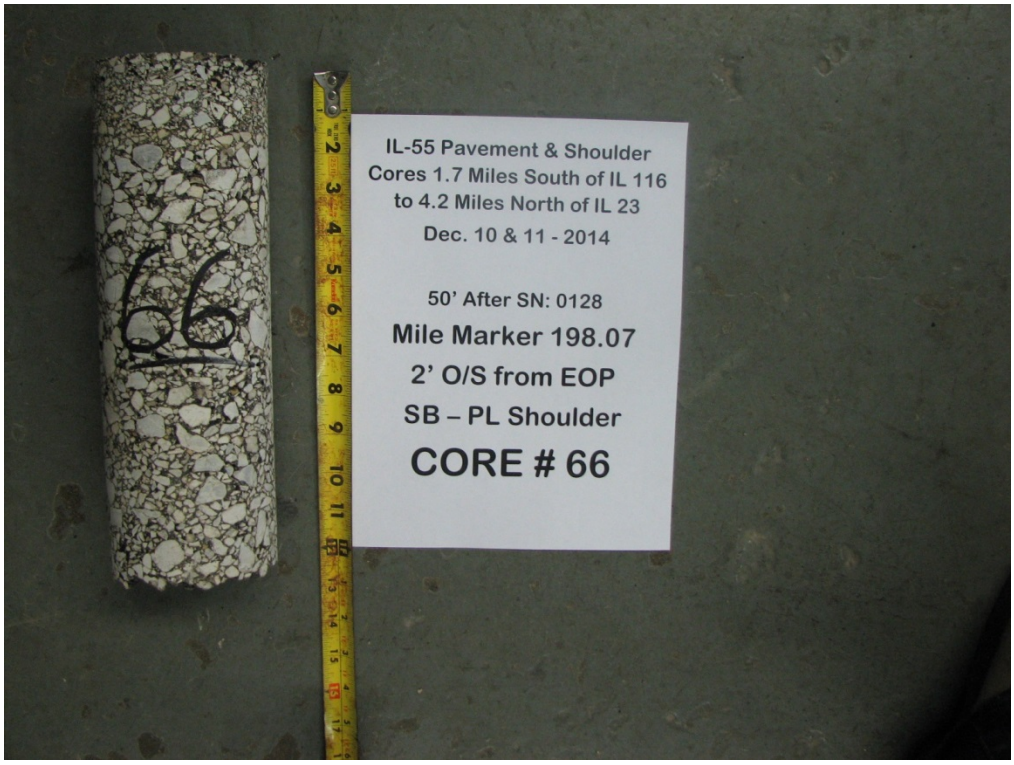

61
61
61
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Mile Marker 202.00
0.5' O/S from EOP
SB – PL Shoulder
CORE # 61


62
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Mile Marker 202.00
6' O/S from CL
SB – PL
CORE # 62


63
63
63
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Under SN: 0115
Mile Marker 200.52
2' O/S from EOP
SB – PL Shoulder
CORE # 63


64
64
64
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Under SN: 0130
Mile Marker 198.25
2' O/S from EOP
SB – PL Shoulder
CORE # 64


65
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
50' Before SN: 0128
Mile Marker 198.16
2' O/S from EOP
SB – PL Shoulder
CORE # 65


66
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
50' After SN: 0128
Mile Marker 198.07
2' O/S from EOP
SB – PL Shoulder
CORE # 66


67
67
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Mile Marker 198.00
2' O/S from EOP
SB – PL Shoulder
CORE # 67

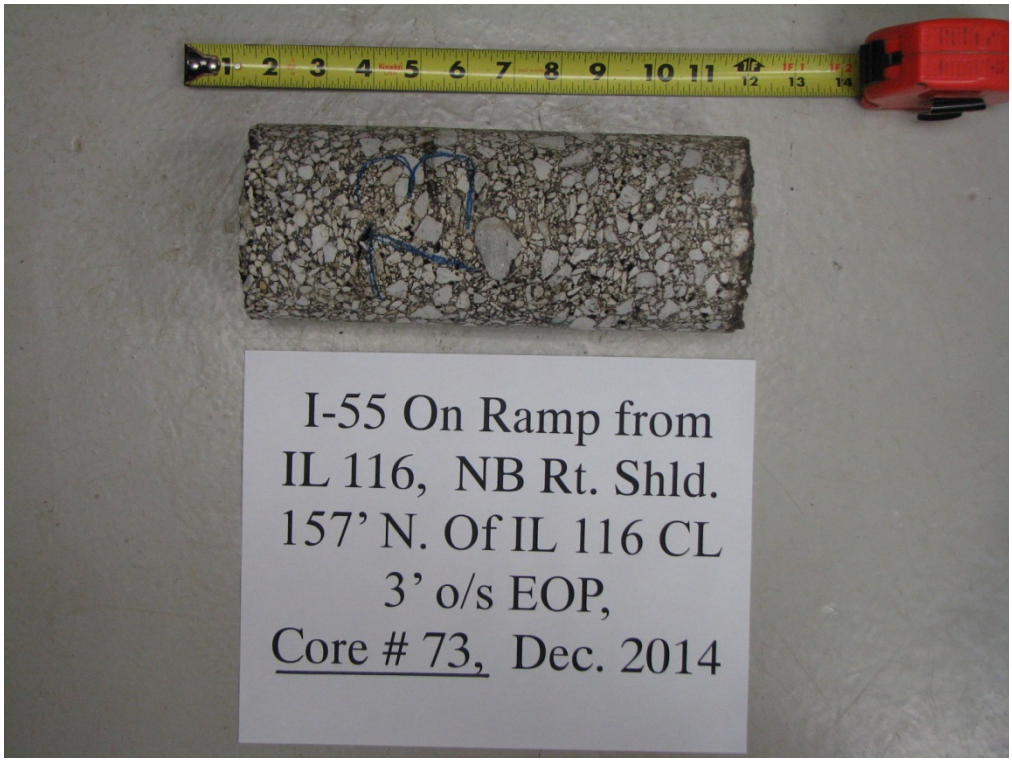

68
68
68
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Mile Marker 198.00
0.5' O/S from EOP
SB – PL Shoulder
CORE # 68


69
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Mile Marker 198.00
6' O/S from CL
SB – PL
CORE # 69


70
70
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
50' Before SN: 0126
Mile Marker 197.16
2' O/S from EOP
SB – PL Shoulder
CORE # 70


71
71
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
50' After SN: 0126
Mile Marker 197.11
2' O/S from EOP
SB – PL Shoulder
CORE # 71


72
72
IL-55 Pavement & Shoulder
Cores 1.7 Miles South of IL 116
to 4.2 Miles North of IL 23
Dec. 10 & 11 - 2014
Under SN: 0116
Mile Marker 196.63
2' O/S from EOP
SB – PL Shoulder
CORE # 72


I-55 On Ramp from
IL 116, NB Rt. Shld.
157' N. Of IL 116 CL
3' o/s EOP,
Core # 73, Dec. 2014

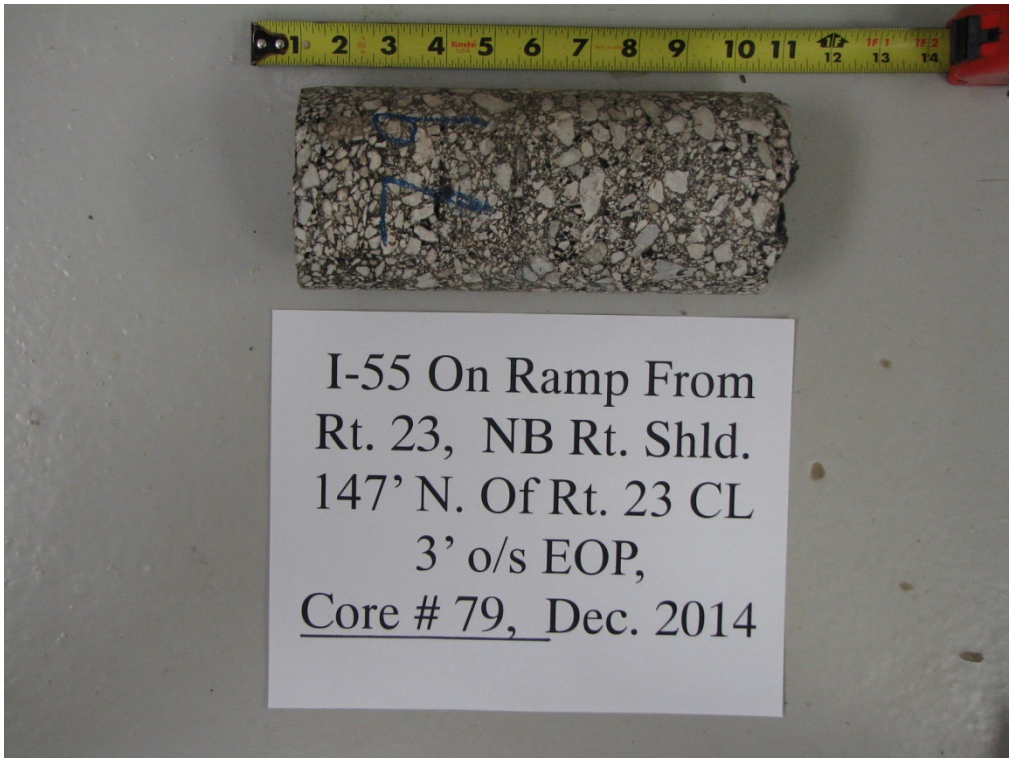

I-55 On Ramp from
IL 116, NB Rt. Shld.
157' N. Of IL 116 CL
6" o/s EOP,
Core # 74, Dec. 2014


I-55 On Ramp From
Rt. 116, NB Lt.
Shld. 157' N. of Rt.
116 CL, 2'o/s EOP
Core # 75 Dec. 2014


I-55 Exit Ramp To
Rt. 23, NB Rt. Shld.
178' S. of Rt. 23 CL
3'o/s EOP
Core # 76 Dec. 2014


I-55 Exit Ramp To
Rt. 23, NB Rt. Shld.
178' S. of Rt. 23 CL
6"o/s EOP
Core # 77 Dec. 2014


I-55 Exit Ramp to
Rt. 23, NB Lt. Shld.
178' S. Of Rt. 23 CL
2' o/s EOP,
Core # 78, Dec. 2014


I-55 On Ramp From
Rt. 23, NB Rt. Shld.
147' N. Of Rt. 23 CL
3' o/s EOP,
Core # 79, Dec. 2014


I-55 On Ramp From
Rt. 23, NB Rt. Shld.
147' N. Of Rt. 23 CL
6" o/s EOP,
Core # 80, Dec. 2014


I-55 On Ramp From
Rt. 23, NB Lt. Shld.
147' N. Of Rt. 23 CL
2' o/s EOP,
Core # 81, Dec. 2014


I-55 Exit Ramp To
Rt. 23, SB Rt. Shld.
192' N. Of Rt. 23 CL
3' o/s EOP,
Core # 82, Dec. 2014


I-55 Exit Ramp To
Rt. 23, SB Rt. Shld.
192' N. Of Rt. 23 CL
6" o/s EOP,
Core # 83, Dec. 2014

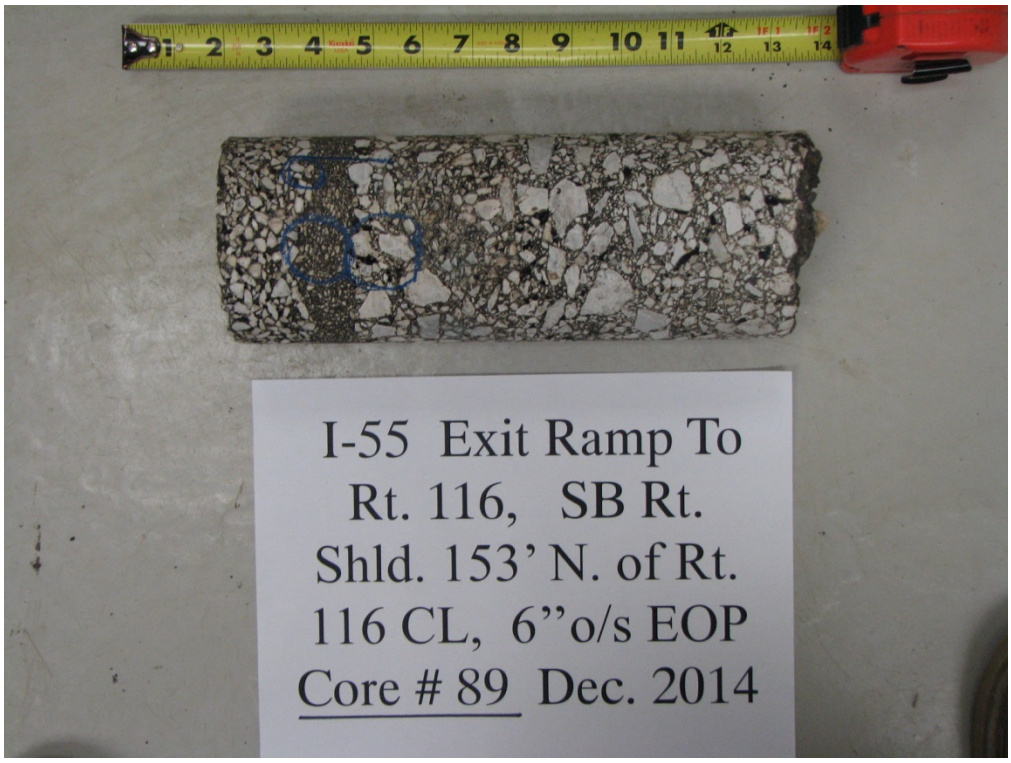

I-55 Exit Ramp To
Rt. 23, SB Lt. Shld.
192' N. Of Rt. 23 CL
2' o/s EOP,
Core # 84, Dec. 2014


I-55 On Ramp From
Rt. 23, SB Rt. Shld.
159' S. of Rt. 23 CL,
3'o/s EOP
Core # 85 Dec. 2014


I-55 On Ramp From
Rt. 23, SB Rt. Shld.
159' S. of Rt. 23 CL,
6"o/s EOP
Core # 86 Dec. 2014

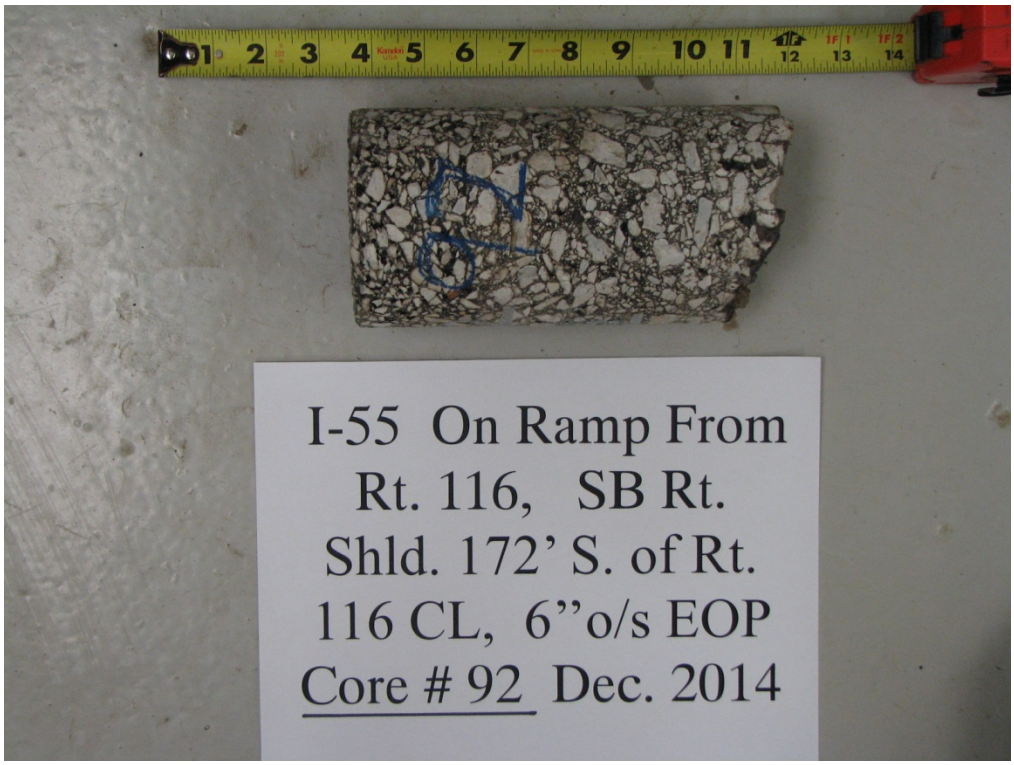

I-55 On Ramp From
Rt. 23, SB Lt. Shld.
159' S. of Rt. 23 CL,
2'o/s EOP
Core # 87 Dec. 2014


I-55 Exit Ramp To
Rt. 116, SB Rt.
Shld. 153' N. of Rt.
116 CL, 3'o/s EOP
Core # 88 Dec. 2014


I-55 Exit Ramp To
Rt. 116, SB Rt.
Shld. 153' N. of Rt.
116 CL, 6"o/s EOP
Core # 89 Dec. 2014

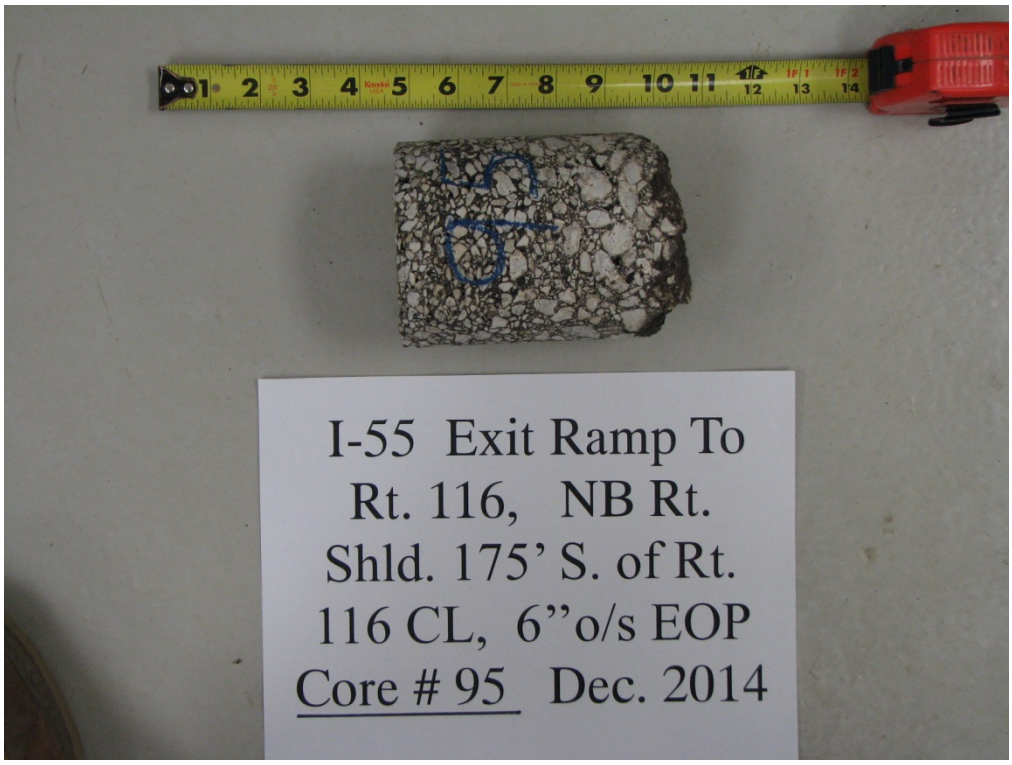

I-55 Exit Ramp To
Rt. 116, SB Lt.
Shld. 153' N. of Rt.
116 CL, 2'o/s EOP
Core # 90 Dec. 2014


I-55 On Ramp From
Rt. 116, SB Rt.
Shld. 172' S. of Rt.
116 CL, 3'o/s EOP
Core # 91 Dec. 2014

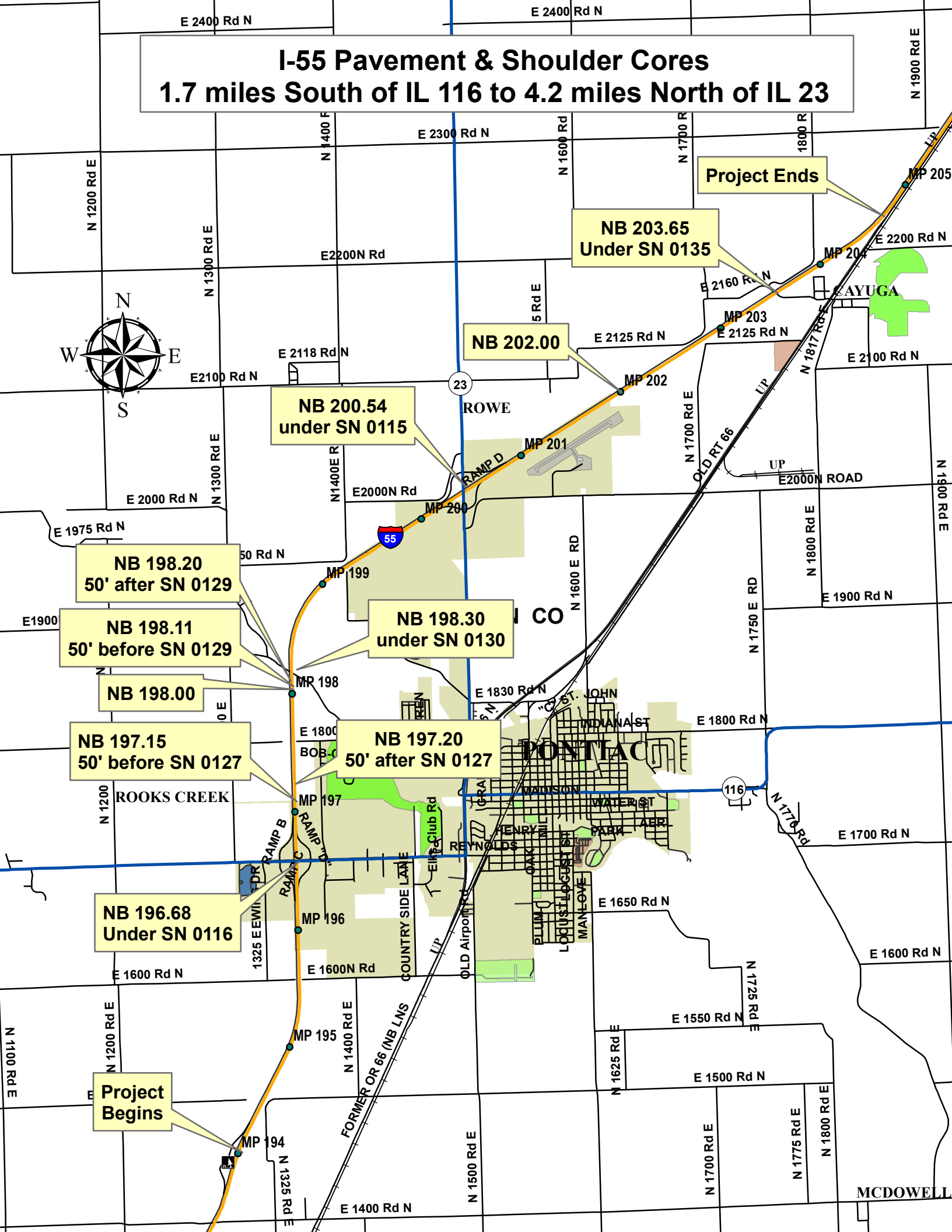

I-55 On Ramp From
Rt. 116, SB Rt.
Shld. 172' S. of Rt.
116 CL, 6"o/s EOP
Core # 92 Dec. 2014

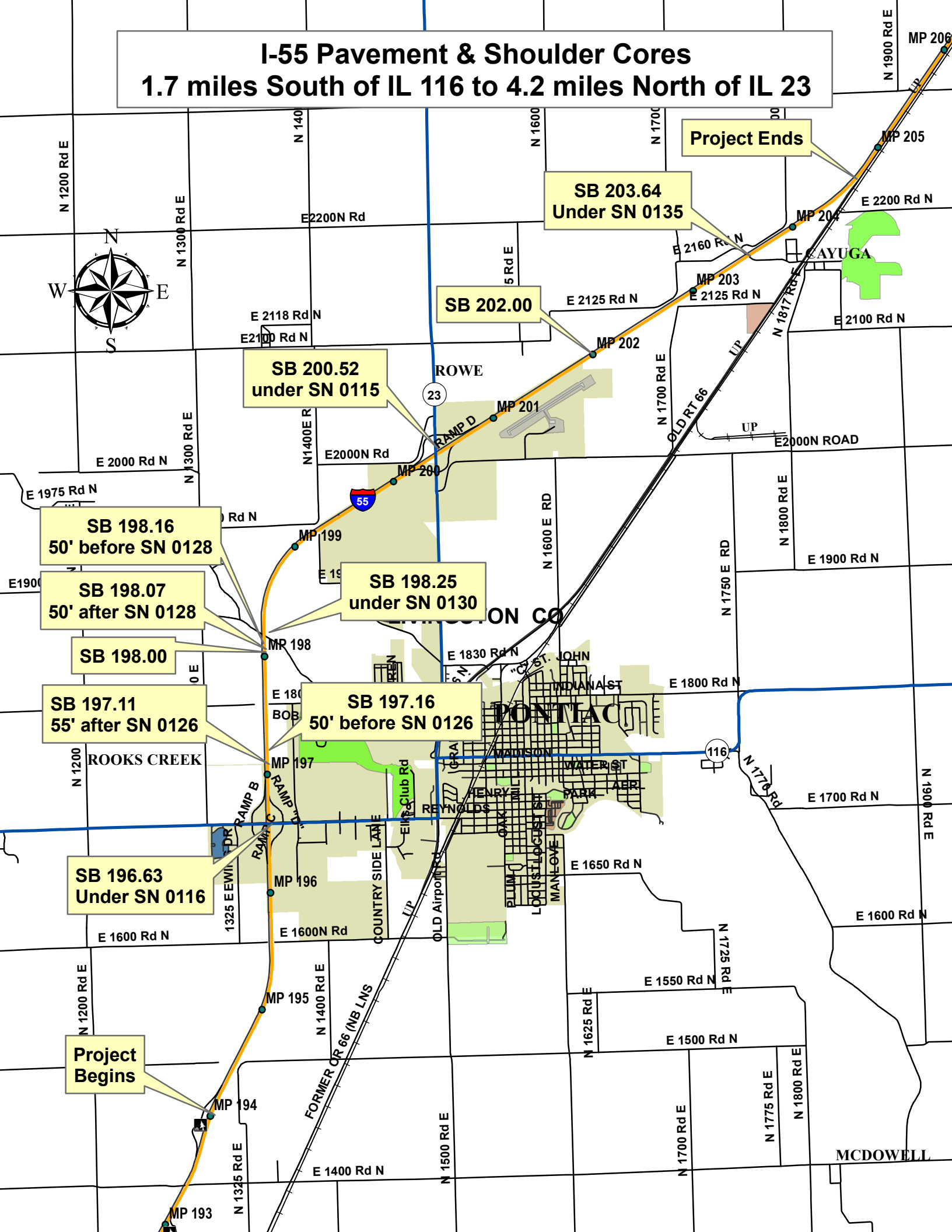

I-55 On Ramp From
Rt. 116, SB Lt.
Shld. 172' S. of Rt.
116 CL, 2'o/s EOP
Core # 93 Dec. 2014


I-55 Exit Ramp To
Rt. 116, NB Rt.
Shld. 175' S. of Rt.
116 CL, 3'o/s EOP
Core # 94 Dec. 2014


I-55 Exit Ramp To
Rt. 116, NB Rt.
Shld. 175' S. of Rt.
116 CL, 6"o/s EOP
Core # 95 Dec. 2014


I-55 Exit Ramp To
Rt. 116, NB Lt.
Shld. 175' S. of Rt.
116 CL, 2'o/s EOP
Core # 96 Dec. 2014


I-55 Pavement & Shoulder Cores
1.7 miles South of IL 116 to 4.2 miles North of IL 23
Project Ends
NB 203.65
Under SN 0135
NB 202.00
NB 200.54
under SN 0115
NB 198.20
50' after SN 0129
NB 198.11
50' before SN 0129
NB 198.30
under SN 0130
NB 198.00
NB 197.15
50' before SN 0127
NB 197.20
50' after SN 0127
NB 196.68
Under SN 0116
Project
Begins
MP 205
MP 204
MP 203
MP 202
MP 201
MP 200
MP 199
MP 198
MP 197
MP 196
MP 195
MP 194
E 2400 Rd N
E 2300 Rd N
E2200N Rd
E 2200 Rd N
E 2160 Rd N
E 2125 Rd N
E 2118 Rd N
E2100 Rd N
E 2100 Rd N
E 2000 Rd N
E2000N Rd
E2000N ROAD
E 1975 Rd N
E1900
E 1900 Rd N
E 1830 Rd N
E 1800 Rd N
E 1700 Rd N
E 1650 Rd N
E 1600 Rd N
E 1600N Rd
E 1550 Rd N
E 1500 Rd N
E 1400 Rd N
N 1900 Rd E
N 1800 Rd E
N 1700 Rd E
N 1600 Rd E
N 1500 Rd E
N 1400 Rd E
N 1300 Rd E
N 1200 Rd E
N 1100 Rd E
N 1817 Rd E
N 1775 Rd E
N 1750 E RD
N 1600 E RD
N 1400E Rd
N 1325 Rd E
N 1625 Rd E
N 1725 Rd E
N 1776 Rd
1325 E EWI
1800 R
N 1400 R
N 1700 R
5 Rd E
N 1200
N 1600 Rd
N
W
E
S
23
55
116
ROWE
CAYUGA
PONTIAC
ROOKS CREEK
MCDOWELL
OLD RT 66
UP
RAMP D
RAMP B
RAMP "D"
RAMP C
FDR
Elks Club Rd
COUNTRY SIDE LANE
OLD Airport Rd
FORMER OR 66 (NB LNS
INDIANA ST
WATER ST
MADISON
HENRY
REYNOLDS
OAK
LOCUST
PLUM
MANLOVE
PARK
AERI
"C" ST. JOHN
CO


I-55 Pavement & Shoulder Cores
1.7 miles South of IL 116 to 4.2 miles North of IL 23
Project Ends
SB 203.64
Under SN 0135
SB 202.00
SB 200.52
under SN 0115
SB 198.16
50' before SN 0128
SB 198.07
50' after SN 0128
SB 198.25
under SN 0130
SB 198.00
SB 197.11
55' after SN 0126
SB 197.16
50' before SN 0126
SB 196.63
Under SN 0116
Project
Begins
MP 206
MP 205
MP 204
MP 203
MP 202
MP 201
MP 200
MP 199
MP 198
MP 197
MP 196
MP 195
MP 194
MP 193
E2200N Rd
E 2160 Rd N
E 2125 Rd N
E 2118 Rd N
E 2100 Rd N
E2100 Rd N
E2000N Rd
E2000N ROAD
E 2000 Rd N
E 1975 Rd N
E 1900 Rd N
E 1830 Rd N
E 1800 Rd N
E 1700 Rd N
E 1650 Rd N
E 1600 Rd N
E 1600N Rd
E 1550 Rd N
E 1500 Rd N
E 1400 Rd N
N 1200 Rd E
N 1300 Rd E
N 1400 Rd E
N 1600 Rd E
N 1700 Rd E
N 1800 Rd E
N 1900 Rd E
N 1625 Rd E
N 1775 Rd E
N 1325 Rd E
N 1500 Rd E
N 1400E Rd
N 1600 E RD
N 1750 E RD
N 1725 Rd E
N 1817 Rd
N 1776 Rd
ROWE
ROOKS CREEK
PONTIAC
AYUGA
MCDOWELL
INDIANA ST
WATER ST
MADISON
HENRY
REYNOLDS
OAK
LOCUST
MANLOVE
PARK
AER
ST. JOHN
COUNTRY SIDE LANE
Elks Club Rd
OLD Airport Rd
OLD RT 66
FORMER OR 66 (NB LNS
RAMP B
RAMP C
RAMP D
UP
23
55
116
N
S
E
W

APPENDIX

N

Illinois Department of Transportation

Memorandum

To: File

From: Wayne Phillips By: Mike Short

Subject: Pavement Cores*

Date: December 6, 2010

* Route: I-55
Section: 53 -5,6
County: Livingston
I-55 Northbound driving lane from Mile Marker 194.9 to Mile Marker 199 near Pontiac.

Ten cores were taken on the subject project. The approximate locations and core locations are indicated below.

Core #1 – NB I-55 mile marker 194.9, Driving Lane, 3' offset from Centerline – Slag Mixture

1.50" HMA Surface Course, Good Condition, No Cracks, Some Voids
1.75" HMA Binder Course, Excellent Condition, No Cracks, Some Voids
1.75" HMA Binder Course, Good Condition, No Cracks, Some Voids

Core #2A – NB I-55 mile marker 195.5, Driving Lane, 3' offset from Centerline

1.25" HMA Surface Course, Excellent Condition, No Cracks, No Voids
1.50" HMA Binder Course, Fair Condition, No Cracks, Some Voids
10" PCC, Good Condition, No Cracks, Some Voids

Core #2B – NB I-55 mile marker 195.5, Driving Lane, Center of Lane

1.50" HMA Surface Course, Good Condition, No Cracks, Some Voids
2.00" HMA Binder Course, Good Condition, No Cracks, Some Voids
9.50" PCC, Excellent Condition, No Cracks, Some Voids

Core #2C – NB I-55 mile marker 195.5, Driving Lane, Wheel Rut 9' off Center Lane

1.25" HMA Surface Course, Excellent Condition, No Cracks, No Voids
1.75" HMA Binder Course, Good Condition, No Cracks, Some Voids
9.50" PCC, Excellent Condition, No Cracks, Some Voids

Core #3A - NB I-55 mile marker 196.7, Driving Lane, 3' offset Center Line

1.50" HMA Surface Course, Good Condition, No Cracks, Some Voids
1.75" HMA Binder Course, Good Condition, No Cracks, Some Voids

Core #3B – NB I-55 mile marker 196.7, Driving Lane, Center of Lane

1.50" HMA Surface Course, Fair Condition, No Cracks, Some Voids
2.00" HMA Binder Course, Fair Condition, No Cracks, Many Voids

Core #3C – NB I-55 mile marker 196.7, Driving Lane, 9' offset Center Line

1.50" HMA Surface Course, Fair Condition, No Cracks, Some Voids
2.00" HMA Binder Course, Poor Condition, Some Cracks, Some Voids
9.00" PCC, Poor Condition, Some Cracks, Some Voids, Broken in half

Core #4A – NB I-55 mile marker 199.0, Driving Lane, 3' offset Center Line

1.25" HMA Surface Course, Good Condition, No Cracks, Some Voids
1.75" HMA Binder Course, Good Condition, No Cracks, Some Voids

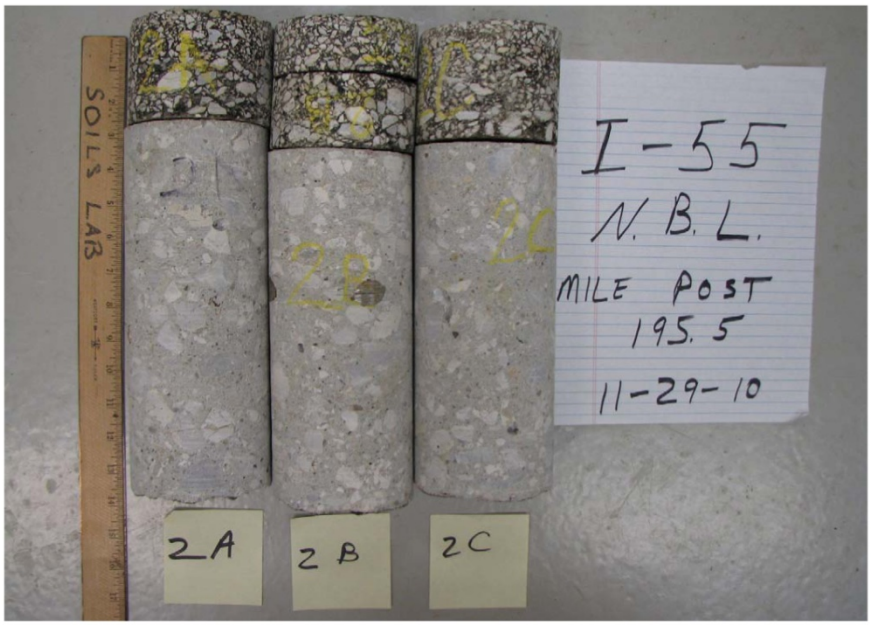
Core #4B – NB I-55 mile marker 199.0, Driving Lane, Center of Lane

1.50" HMA Surface Binder, Fair Condition, No Cracks, Many Voids
1.75" HMA Binder Course, Fair Condition, No Cracks, Many Voids

Core #4C-NB I-55 mile marker 199.0, Driving Lane, 9' offset of Center Lane

1.25" HMA Surface Course, Good Condition, No Cracks, Some Voids
1.75" HMA Binder Course, Good Condition, No Cracks, No Voids
9.00" PCC, Good Condition, No Cracks, Some Voids


SOILS LAB
I-55
N. B. L.
MILE POST
194.9
SLAG CORE
1


SOILS LAB
I-55
N. B. L.
MILE POST
195.5
11-29-10
2A
2B
2C


SOILS LAB
3A
3B
3C
I-55
N. B. L.
MILE POST
196.7
11-29-10


SOILS LAB
4A
4B
4C
I-55
N. B. L.
MILE POST
199.0
11-29-10

APPENDIX

O

I-55 MM 195.00 - MM 201.11 SOUTHBOUND

1.4	IBV <1.5
2.0	1.5 < IBV < 3
3.3	3 < IBV < 3.5
3.8	3.5 < IBV < 4.25
4.5	4.25 < IBV < 10
15.0	10 < IBV

1.4 IBV <1.5
2.0 1.5 < IBV < 3
3.3 3 < IBV < 3.5
3.8 3.5 < IBV < 4.25

CORE NUMBER	501					502				
CONCRETE + BASE THICKNESS	13.00					13.25				
STATION	350+00					306+90				
OFFSET	6.0 RT CL					6.0 RT CL				
BLOWS	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV
0	21.5	0.0		13.0		21.4	0.0		13.3	
1	22.3	0.8	0.8	13.0	9.2	21.8	0.4	0.4	13.3	21.9
2	23.0	0.7	1.5	13.0	10.8	22.0	0.2	0.6	13.3	52.6
3	23.6	0.6	2.1	13.0	13.2	22.3	0.3	0.9	13.3	31.5
4	24.2	0.6	2.7	13.0	13.2	22.6	0.3	1.2	13.3	31.5
5	24.8	0.6	3.3	13.0	13.2	22.9	0.3	1.5	13.3	31.5
6	25.5	0.7	4.0	13.0	10.8	23.2	0.3	1.8	13.3	31.5
7	26.2	0.7	4.7	13.0	10.8	23.4	0.2	2.0	13.3	52.6
8	26.8	0.6	5.3	13.0	13.2	23.7	0.3	2.3	13.3	31.5
9	27.4	0.6	5.9	13.0	13.2	24.0	0.3	2.6	13.3	31.5
10	28.2	0.8	6.7	13.0	9.2	24.4	0.4	3.0	13.3	21.9
11	28.6	0.4	7.1	13.0	21.9	24.7	0.3	3.3	13.3	31.5
12	29.0	0.4	7.5	13.0	21.9	25.3	0.6	3.9	13.3	13.2
13	29.4	0.4	7.9	13.0	21.9	26.2	0.9	4.8	13.3	7.9
14	30.0	0.6	8.5	13.0	13.2	27.3	1.1	5.9	13.3	6.1
15	30.4	0.4	8.9	13.0	21.9	28.0	0.7	6.6	13.3	10.8
16	30.7	0.3	9.2	13.0	31.5	28.6	0.6	7.2	13.3	13.2
17	31.0	0.3	9.5	13.0	31.5	29.2	0.6	7.8	13.3	13.2
18	31.2	0.2	9.7	13.0	52.6	29.7	0.5	8.3	13.3	16.6
19	31.6	0.4	10.1	13.0	21.9	30.3	0.6	8.9	13.3	13.2
20	31.9	0.3	10.4	13.0	31.5	30.7	0.4	9.3	13.3	21.9
21	32.2	0.3	10.7	13.0	31.5	31.2	0.5	9.8	13.3	16.6
22	32.4	0.2	10.9	13.0	52.6	31.7	0.5	10.3	13.3	16.6
23	32.8	0.4	11.3	13.0	21.9	32.2	0.5	10.8	13.3	16.6
24	33.2	0.4	11.7	13.0	21.9	32.6	0.4	11.2	13.3	21.9
25	33.5	0.3	12.0	13.0	31.5	33.0	0.4	11.6	13.3	21.9
26	33.8	0.3	12.3	13.0	31.5	33.4	0.4	12.0	13.3	21.9
27	34.0	0.2	12.5	13.0	52.6	33.8	0.4	12.4	13.3	21.9
28	34.3	0.3	12.8	13.0	31.5	34.2	0.4	12.8	13.3	21.9
29	34.5	0.2	13.0	13.0	52.6	34.5	0.3	13.1	13.3	31.5
30	34.7	0.2	13.2	13.0	52.6	35.0	0.5	13.6	13.3	16.6
31	34.9	0.2	13.4	13.0	52.6	35.3	0.3	13.9	13.3	31.5
32	35.0	0.1	13.5	13.0	125.9	35.7	0.4	14.3	13.3	21.9
33	35.2	0.2	13.7	13.0	52.6	36.2	0.5	14.8	13.3	16.6
34	35.4	0.2	13.9	13.0	52.6	36.5	0.3	15.1	13.3	31.5
35	35.7	0.3	14.2	13.0	31.5	36.9	0.4	15.5	13.3	21.9
36	36.1	0.4	14.6	13.0	21.9	37.3	0.4	15.9	13.3	21.9
37	36.7	0.6	15.2	13.0	13.2					
38	37.2	0.5	15.7	13.0	16.6					
39	37.8	0.6	16.3	13.0	13.2					
40	38.3	0.5	16.8	13.0	16.6					
41	38.7	0.4	17.2	13.0	21.9					
42	39.3	0.6	17.8	13.0	13.2					
43	40.0	0.7	18.5	13.0	10.8					
44										
45										
46										
47										
48										
49										
50										
51										
52										
53										
54										
55										
56										

CORE NUMBER	503					505				
CONCRETE + BASE THICKNESS	13.75					13.63				
STATION	277+60					244+65				
OFFSET	6.5 RT CL					6.5 RT CL				
BLOWS	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV
0	20.9	0.0		13.8		19.9	0.0		13.6	
1	22.1	1.2	1.2	13.8	5.5	21.0	1.1	1.1	13.6	6.1
2	22.8	0.7	1.9	13.8	10.8	21.8	0.8	1.9	13.6	9.2
3	23.5	0.7	2.6	13.8	10.8	22.5	0.7	2.6	13.6	10.8
4	24.1	0.6	3.2	13.8	13.2	23.0	0.5	3.1	13.6	16.6
5	24.7	0.6	3.8	13.8	13.2	23.4	0.4	3.5	13.6	21.9
6	25.3	0.6	4.4	13.8	13.2	23.8	0.4	3.9	13.6	21.9
7	25.8	0.5	4.9	13.8	16.6	24.2	0.4	4.3	13.6	21.9
8	26.2	0.4	5.3	13.8	21.9	24.6	0.4	4.7	13.6	21.9
9	26.6	0.4	5.7	13.8	21.9	24.9	0.3	5.0	13.6	31.5
10	27.0	0.4	6.1	13.8	21.9	25.3	0.4	5.4	13.6	21.9
11	27.5	0.5	6.6	13.8	16.6	25.6	0.3	5.7	13.6	31.5
12	27.9	0.4	7.0	13.8	21.9	26.0	0.4	6.1	13.6	21.9
13	28.3	0.4	7.4	13.8	21.9	26.3	0.3	6.4	13.6	31.5
14	28.7	0.4	7.8	13.8	21.9	26.6	0.3	6.7	13.6	31.5
15	29.2	0.5	8.3	13.8	16.6	26.9	0.3	7.0	13.6	31.5
16	29.7	0.5	8.8	13.8	16.6	27.2	0.3	7.3	13.6	31.5
17	30.1	0.4	9.2	13.8	21.9	27.5	0.3	7.6	13.6	31.5
18	30.5	0.4	9.6	13.8	21.9	27.8	0.3	7.9	13.6	31.5
19	31.0	0.5	10.1	13.8	16.6	28.1	0.3	8.2	13.6	31.5
20	31.5	0.5	10.6	13.8	16.6	28.4	0.3	8.5	13.6	31.5
21	32.1	0.6	11.2	13.8	13.2	28.7	0.3	8.8	13.6	31.5
22	32.8	0.7	11.9	13.8	10.8	29.0	0.3	9.1	13.6	31.5
23	33.3	0.5	12.4	13.8	16.6	29.4	0.4	9.5	13.6	21.9
24	33.8	0.5	12.9	13.8	16.6	29.7	0.3	9.8	13.6	31.5
25	34.4	0.6	13.5	13.8	13.2	30.0	0.3	10.1	13.6	31.5
26	34.9	0.5	14.0	13.8	16.6	30.4	0.4	10.5	13.6	21.9
27	35.5	0.6	14.6	13.8	13.2	30.7	0.3	10.8	13.6	31.5
28	36.0	0.5	15.1	13.8	16.6	30.9	0.2	11.0	13.6	52.6
29	36.4	0.4	15.5	13.8	21.9	31.2	0.3	11.3	13.6	31.5
30	36.9	0.5	16.0	13.8	16.6	31.5	0.3	11.6	13.6	31.5
31	37.4	0.5	16.5	13.8	16.6	31.9	0.4	12.0	13.6	21.9
32	37.8	0.4	16.9	13.8	21.9	32.2	0.3	12.3	13.6	31.5
33	38.3	0.5	17.4	13.8	16.6	32.4	0.2	12.5	13.6	52.6
34	38.7	0.4	17.8	13.8	21.9	32.7	0.3	12.8	13.6	31.5
35	39.2	0.5	18.3	13.8	16.6	33.0	0.3	13.1	13.6	31.5
36	39.9	0.7	19.0	13.8	10.8	33.2	0.2	13.3	13.6	52.6
37	40.9	1.0	20.0	13.8	6.9	33.5	0.3	13.6	13.6	31.5
38	42.2	1.3	21.3	13.8	5.0	33.7	0.2	13.8	13.6	52.6
39	43.7	1.5	22.8	13.8	4.2	34.2	0.5	14.3	13.6	16.6
40	44.8	1.1	23.9	13.8	6.1	34.5	0.3	14.6	13.6	31.5
41						34.9	0.4	15.0	13.6	21.9
42						35.2	0.3	15.3	13.6	31.5
43						35.5	0.3	15.6	13.6	31.5
44						35.9	0.4	16.0	13.6	21.9
45						36.1	0.2	16.2	13.6	52.6
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CORE NUMBER	506					601				
CONCRETE + BASE THICKNESS	13.75					13.25				
STATION	195+45					331+20				
OFFSET	6.0 RT CL					6.0 LT CL				
BLOWS	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV
0	20.4	0.0		13.8		20.4	0.0		13.3	
1	21.7	1.3	1.3	13.8	5.0	21.3	0.9	0.9	13.3	7.9
2	22.4	0.7	2.0	13.8	10.8	21.8	0.5	1.4	13.3	16.6
3	22.9	0.5	2.5	13.8	16.6	22.3	0.5	1.9	13.3	16.6
4	23.3	0.4	2.9	13.8	21.9	22.6	0.3	2.2	13.3	31.5
5	23.6	0.3	3.2	13.8	31.5	22.9	0.3	2.5	13.3	31.5
6	23.9	0.3	3.5	13.8	31.5	23.2	0.3	2.8	13.3	31.5
7	24.3	0.4	3.9	13.8	21.9	23.6	0.4	3.2	13.3	21.9
8	24.7	0.4	4.3	13.8	21.9	24.1	0.5	3.7	13.3	16.6
9	25.0	0.3	4.6	13.8	31.5	24.6	0.5	4.2	13.3	16.6
10	25.4	0.4	5.0	13.8	21.9	25.1	0.5	4.7	13.3	16.6
11	25.7	0.3	5.3	13.8	31.5	25.5	0.4	5.1	13.3	21.9
12	26.0	0.3	5.6	13.8	31.5	25.9	0.4	5.5	13.3	21.9
13	26.4	0.4	6.0	13.8	21.9	26.4	0.5	6.0	13.3	16.6
14	26.7	0.3	6.3	13.8	31.5	27.0	0.6	6.6	13.3	13.2
15	26.9	0.2	6.5	13.8	52.6	27.5	0.5	7.1	13.3	16.6
16	27.2	0.3	6.8	13.8	31.5	27.9	0.4	7.5	13.3	21.9
17	27.5	0.3	7.1	13.8	31.5	28.4	0.5	8.0	13.3	16.6
18	27.8	0.3	7.4	13.8	31.5	29.0	0.6	8.6	13.3	13.2
19	28.0	0.2	7.6	13.8	52.6	29.5	0.5	9.1	13.3	16.6
20	28.2	0.2	7.8	13.8	52.6	29.9	0.4	9.5	13.3	21.9
21	28.5	0.3	8.1	13.8	31.5	30.4	0.5	10.0	13.3	16.6
22	28.7	0.2	8.3	13.8	52.6	30.9	0.5	10.5	13.3	16.6
23	28.9	0.2	8.5	13.8	52.6	31.1	0.2	10.7	13.3	52.6
24	29.2	0.3	8.8	13.8	31.5	31.5	0.4	11.1	13.3	21.9
25	29.5	0.3	9.1	13.8	31.5	31.9	0.4	11.5	13.3	21.9
26	29.8	0.3	9.4	13.8	31.5	32.2	0.3	11.8	13.3	31.5
27	30.0	0.2	9.6	13.8	52.6	32.5	0.3	12.1	13.3	31.5
28	30.4	0.4	10.0	13.8	21.9	32.7	0.2	12.3	13.3	52.6
29	30.7	0.3	10.3	13.8	31.5	32.9	0.2	12.5	13.3	52.6
30	31.0	0.3	10.6	13.8	31.5	33.2	0.3	12.8	13.3	31.5
31	31.3	0.3	10.9	13.8	31.5	33.4	0.2	13.0	13.3	52.6
32	31.6	0.3	11.2	13.8	31.5	33.7	0.3	13.3	13.3	31.5
33	31.9	0.3	11.5	13.8	31.5	33.9	0.2	13.5	13.3	52.6
34	32.2	0.3	11.8	13.8	31.5	34.2	0.3	13.8	13.3	31.5
35	32.5	0.3	12.1	13.8	31.5	34.6	0.4	14.2	13.3	21.9
36	32.9	0.4	12.5	13.8	21.9	35.1	0.5	14.7	13.3	16.6
37	33.2	0.3	12.8	13.8	31.5	35.7	0.6	15.3	13.3	13.2
38	33.6	0.4	13.2	13.8	21.9	36.3	0.6	15.9	13.3	13.2
39	34.0	0.4	13.6	13.8	21.9	37.0	0.7	16.6	13.3	10.8
40	34.5	0.5	14.1	13.8	16.6	37.4	0.4	17.0	13.3	21.9
41	34.9	0.4	14.5	13.8	21.9	37.7	0.3	17.3	13.3	31.5
42	35.4	0.5	15.0	13.8	16.6	38.0	0.3	17.6	13.3	31.5
43	35.7	0.3	15.3	13.8	31.5	38.2	0.2	17.8	13.3	52.6
44	36.0	0.3	15.6	13.8	31.5					
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CORE NUMBER	602						
CONCRETE + BASE THICKNESS	13.50						
STATION	320+35						
OFFSET	6.0 LT CL						
BLOWS	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW
0	19.2	0.0		13.5		19.5	0.0
1	20.2	1.0	1.0	13.5	6.9	20.8	1.3
2	20.8	0.6	1.6	13.5	13.2	21.5	0.7
3	21.2	0.4	2.0	13.5	21.9	22.2	0.7
4	21.6	0.4	2.4	13.5	21.9	22.8	0.6
5	22.0	0.4	2.8	13.5	21.9	23.3	0.5
6	22.5	0.5	3.3	13.5	16.6	23.9	0.6
7	22.9	0.4	3.7	13.5	21.9	24.4	0.5
8	23.3	0.4	4.1	13.5	21.9	24.9	0.5
9	23.9	0.6	4.7	13.5	13.2	25.3	0.4
10	24.4	0.5	5.2	13.5	16.6	25.8	0.5
11	24.9	0.5	5.7	13.5	16.6	26.5	0.7
12	25.5	0.6	6.3	13.5	13.2	27.2	0.7
13	26.1	0.6	6.9	13.5	13.2	27.8	0.6
14	26.7	0.6	7.5	13.5	13.2	28.3	0.5
15	27.3	0.6	8.1	13.5	13.2	28.8	0.5
16	27.9	0.6	8.7	13.5	13.2	29.2	0.4
17	28.5	0.6	9.3	13.5	13.2	29.5	0.3
18	29.1	0.6	9.9	13.5	13.2	29.8	0.3
19	29.7	0.6	10.5	13.5	13.2	30.1	0.3
20	30.6	0.9	11.4	13.5	7.9	30.4	0.3
21	31.5	0.9	12.3	13.5	7.9	30.7	0.3
22	32.4	0.9	13.2	13.5	7.9	31.0	0.3
23	33.2	0.8	14.0	13.5	9.2	31.3	0.3
24	34.0	0.8	14.8	13.5	9.2	31.5	0.2
25	34.6	0.6	15.4	13.5	13.2	31.8	0.3
26	35.3	0.7	16.1	13.5	10.8	32.2	0.4
27	35.9	0.6	16.7	13.5	13.2	32.7	0.5
28	36.6	0.7	17.4	13.5	10.8	33.2	0.5
29	37.2	0.6	18.0	13.5	13.2	33.7	0.5
30	37.7	0.5	18.5	13.5	16.6	34.2	0.5
31	38.2	0.5	19.0	13.5	16.6	34.7	0.5
32	38.7	0.5	19.5	13.5	16.6	35.2	0.5
33	39.1	0.4	19.9	13.5	21.9	35.7	0.5
34	39.5	0.4	20.3	13.5	21.9	36.3	0.6
35	39.9	0.4	20.7	13.5	21.9	36.7	0.4
36	40.2	0.3	21.0	13.5	31.5		
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I-55 MM 195.00 - MM 201.11 SOUTHBOUND

4.5 4.25 < IBV < 10
15.0 10 < IBV
1.4 IBV <1.5
2.0 1.5 < IBV < 3
3.3 3 < IBV < 3.5
3.8 3.5 < IBV < 4.25

CORE NUMBER	603			604					605					605					701					702					703				
CONCRETE + BASE THICKNESS	13.00			13.25					13.25					13.25					13.44					13.31					13.25				
STATION	286+15			233+25					220+00					220+00					180+40					141+35					74+90				
OFFSET	6.0 LT CL			6.0 LT CL					6.0 LT CL					6.0 LT CL					6.0 LT CL					6.5 LT CL					6.0 LT CL				
BLOWS	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV
0		13.0		18.4	0.0		13.3		19.5	0.0		13.3		19.5	0.0				17.3			13.4		17.0			13.3		16.2			13.3	
1	1.3	13.0	5.0	19.7	1.3	1.3	13.3	5.0	20.7	1.2	1.2	13.3	5.5	20.7	1.2	1.2	13.3	5.5	18.7	1.4	1.4	13.4	4.5	18.8	1.8	1.8	13.3	3.3	19.5	3.3	3.3	13.3	1.5
2	2.0	13.0	10.8	20.4	0.7	2.0	13.3	10.8	21.5	0.8	2.0	13.3	9.2	21.5	0.8	2.0	13.3	9.2	19.9	1.2	2.6	13.4	5.5	20.1	1.3	3.1	13.3	5.0	20.8	1.3	4.6	13.3	5.0
3	2.7	13.0	10.8	21.1	0.7	2.7	13.3	10.8	22.1	0.6	2.6	13.3	13.2	22.1	0.6	2.6	13.3	13.2	20.4	0.5	3.1	13.4	16.6	21.3	1.2	4.3	13.3	5.5	21.9	1.1	5.7	13.3	6.1
4	3.3	13.0	13.2	21.5	0.4	3.1	13.3	21.9	22.6	0.5	3.1	13.3	16.6	22.6	0.5	3.1	13.3	16.6	20.8	0.4	3.5	13.4	21.9	22.4	1.1	5.4	13.3	6.1	23.4	1.5	7.2	13.3	4.2
5	3.8	13.0	16.6	21.9	0.4	3.5	13.3	21.9	23.2	0.6	3.7	13.3	13.2	23.2	0.6	3.7	13.3	13.2	21.2	0.4	3.9	13.4	21.9	23.6	1.2	6.6	13.3	5.5	25.3	1.9	9.1	13.3	3.1
6	4.4	13.0	13.2	22.3	0.4	3.9	13.3	21.9	23.9	0.7	4.4	13.3	10.8	23.9	0.7	4.4	13.3	10.8	21.5	0.3	4.2	13.4	31.5	25.0	1.4	8.0	13.3	4.5	27.0	1.7	10.8	13.3	3.5
7	4.9	13.0	16.6	22.5	0.2	4.1	13.3	52.6	24.2	0.3	4.7	13.3	31.5	24.2	0.3	4.7	13.3	31.5	21.7	0.2	4.4	13.4	52.6	26.4	1.4	9.4	13.3	4.5	29.0	2.0	12.8	13.3	2.9
8	5.4	13.0	16.6	22.8	0.3	4.4	13.3	31.5	24.7	0.5	5.2	13.3	16.6	24.7	0.5	5.2	13.3	16.6	21.9	0.2	4.6	13.4	52.6	26.8	0.4	9.8	13.3	21.9	31.2	2.2	15.0	13.3	2.6
9	5.8	13.0	21.9	23.1	0.3	4.7	13.3	31.5	25.3	0.6	5.8	13.3	13.2	25.3	0.6	5.8	13.3	13.2	22.0	0.1	4.7	13.4	125.9	27.2	0.4	10.2	13.3	21.9	32.3	1.1	16.1	13.3	6.1
10	6.3	13.0	16.6	23.4	0.3	5.0	13.3	31.5	25.8	0.5	6.3	13.3	16.6	25.8	0.5	6.3	13.3	16.6	22.2	0.2	4.9	13.4	52.6	27.5	0.3	10.5	13.3	31.5	33.3	1.0	17.1	13.3	6.9
11	7.0	13.0	10.8	23.9	0.5	5.5	13.3	16.6	26.5	0.7	7.0	13.3	10.8	26.5	0.7	7.0	13.3	10.8	22.4	0.2	5.1	13.4	52.6	28.0	0.5	11.0	13.3	16.6	34.5	1.2	18.3	13.3	5.5
12	7.7	13.0	10.8	24.1	0.2	5.7	13.3	52.6	27.6	1.1	8.1	13.3	6.1	27.6	1.1	8.1	13.3	6.1	22.7	0.3	5.4	13.4	31.5	29.0	1.0	12.0	13.3	6.9	35.6	1.1	19.4	13.3	6.1
13	8.3	13.0	13.2	24.4	0.3	6.0	13.3	31.5	28.7	1.1	9.2	13.3	6.1	28.7	1.1	9.2	13.3	6.1	23.0	0.3	5.7	13.4	31.5	30.0	1.0	13.0	13.3	6.9	37.0	1.4	20.8	13.3	4.5
14	8.8	13.0	16.6	24.7	0.3	6.3	13.3	31.5	29.4	0.7	9.9	13.3	10.8	29.4	0.7	9.9	13.3	10.8	23.4	0.4	6.1	13.4	21.9	30.7	0.7	13.7	13.3	10.8	38.4	1.4	22.2	13.3	4.5
15	9.3	13.0	16.6	25.0	0.3	6.6	13.3	31.5	30.1	0.7	10.6	13.3	10.8	30.1	0.7	10.6	13.3	10.8	23.9	0.5	6.6	13.4	16.6	31.4	0.7	14.4	13.3	10.8	39.9	1.5	23.7	13.3	4.2
16	9.7	13.0	21.9	25.3	0.3	6.9	13.3	31.5	30.8	0.7	11.3	13.3	10.8	30.8	0.7	11.3	13.3	10.8	24.2	0.3	6.9	13.4	31.5	32.0	0.6	15.0	13.3	13.2	41.0	1.1	24.8	13.3	6.1
17	10.0	13.0	31.5	25.6	0.3	7.2	13.3	31.5	31.6	0.8	12.1	13.3	9.2	31.6	0.8	12.1	13.3	9.2	24.7	0.5	7.4	13.4	16.6	33.0	1.0	16.0	13.3	6.9	42.2	1.2	26.0	13.3	5.5
18	10.3	13.0	31.5	25.8	0.2	7.4	13.3	52.6	32.3	0.7	12.8	13.3	10.8	32.3	0.7	12.8	13.3	10.8	25.2	0.5	7.9	13.4	16.6	33.4	0.4	16.4	13.3	21.9	43.3	1.1	27.1	13.3	6.1
19	10.6	13.0	31.5	26.1	0.3	7.7	13.3	31.5	33.2	0.9	13.7	13.3	7.9	33.2	0.9	13.7	13.3	7.9	25.8	0.6	8.5	13.4	13.2	33.9	0.5	16.9	13.3	16.6	44.5	1.2	28.3	13.3	5.5
20	10.9	13.0	31.5	26.4	0.3	8.0	13.3	31.5	34.1	0.9	14.6	13.3	7.9	34.1	0.9	14.6	13.3	7.9	26.3	0.5	9.0	13.4	16.6	34.2	0.3	17.2	13.3	31.5					
21	11.2	13.0	31.5	26.7	0.3	8.3	13.3	31.5	35.1	1.0	15.6	13.3	6.9	35.1	1.0	15.6	13.3	6.9	26.9	0.6	9.6	13.4	13.2	34.6	0.4	17.6	13.3	21.9					
22	11.5	13.0	31.5	27.0	0.3	8.6	13.3	31.5	36.0	0.9	16.5	13.3	7.9	36.0	0.9	16.5	13.3	7.9	27.4	0.5	10.1	13.4	16.6	35.0	0.4	18.0	13.3	21.9					
23	11.8	13.0	31.5	27.3	0.3	8.9	13.3	31.5	37.0	1.0	17.5	13.3	6.9	37.0	1.0	17.5	13.3	6.9	28.0	0.6	10.7	13.4	13.2	35.4	0.4	18.4	13.3	21.9					
24	12.0	13.0	52.6	27.5	0.2	9.1	13.3	52.6	37.9	0.9	18.4	13.3	7.9	37.9	0.9	18.4	13.3	7.9	28.6	0.6	11.3	13.4	13.2	35.7	0.3	18.7	13.3	31.5					
25	12.3	13.0	31.5	27.8	0.3	9.4	13.3	31.5	38.6	0.7	19.1	13.3	10.8	38.6	0.7	19.1	13.3	10.8	29.1	0.5	11.8	13.4	16.6	36.1	0.4	19.1	13.3	21.9					
26	12.7	13.0	21.9	28.1	0.3	9.7	13.3	31.5	39.1	0.5	19.6	13.3	16.6	39.1	0.5	19.6	13.3	16.6	29.7	0.6	12.4	13.4	13.2	36.5	0.4	19.5	13.3	21.9					
27	13.2	13.0	16.6	28.3	0.2	9.9	13.3	52.6	39.5	0.4	20.0	13.3	21.9	39.5	0.4	20.0	13.3	21.9	30.4	0.7	13.1	13.4	10.8	36.8	0.3	19.8	13.3	31.5					
28	13.7	13.0	16.6	28.6	0.3	10.2	13.3	31.5	39.7	0.2	20.2	13.3	52.6	39.7	0.2	20.2	13.3	52.6	31.0	0.6	13.7	13.4	13.2	37.1	0.3	20.1	13.3	31.5					
29	14.2	13.0	16.6	28.8	0.2	10.4	13.3	52.6	40.0	0.3	20.5	13.3	31.5	40.0	0.3	20.5	13.3	31.5	31.6	0.6	14.3	13.4	13.2	37.3	0.2	20.3	13.3	52.6					
30	14.7	13.0	16.6	29.0	0.2	10.6	13.3	52.6	40.3	0.3	20.8	13.3	31.5	40.3	0.3	20.8	13.3	31.5	32.2	0.6	14.9	13.4	13.2										
31	15.2	13.0	16.6	29.2	0.2	10.8	13.3	52.6	40.5	0.2	21.0	13.3	52.6	40.5	0.2	21.0	13.3	52.6	32.8	0.6	15.5	13.4	13.2										
32	15.7	13.0	16.6	29.5	0.3	11.1	13.3	31.5	40.7	0.2	21.2	13.3	52.6	40.7	0.2	21.2	13.3	52.6	33.6	0.8	16.3	13.4	9.2										
33	16.2	13.0	16.6	29.7	0.2	11.3	13.3	52.6	41.0	0.3	21.5	13.3	31.5	41.0	0.3	21.5	13.3	31.5	34.6	1.0	17.3	13.4	6.9										
34	16.8	13.0	13.2	29.9	0.2	11.5	13.3	52.6	41.2	0.2	21.7	13.3	52.6	41.2	0.2	21.7	13.3	52.6	35.6	1.0	18.3	13.4	6.9										
35	17.2	13.0	21.9	30.2	0.3	11.8	13.3	31.5	41.4	0.2	21.9	13.3	52.6	41.4	0.2	21.9	13.3	52.6	36.4	0.8	19.1	13.4	9.2										
36				30.5	0.3	12.1	13.3	31.5	41.6	0.2	22.1	13.3	52.6	41.6	0.2	22.1	13.3	52.6	37.2	0.8	19.9	13.4	9.2										
37				30.8	0.3	12.4	13.3	31.5	41.8	0.2	22.3	13.3	52.6	41.8	0.2	22.3	13.3	52.6	37.9	0.7	20.6	13.4	10.8										
38				31.2	0.4	12.8	13.3	21.9	42.0	0.2	22.5	13.3	52.6	42.0	0.2	22.5	13.3	52.6	38.4	0.5	21.1	13.4	16.6										
39				31.6	0.4	13.2	13.3	21.9											39.0	0.6	21.7	13.4	13.2										
40				32.0	0.4	13.6	13.3	21.9											39.7	0.7	22.4	13.4	10.8										
41				32.4	0.4	14.0	13.3	21.9											40.2	0.5	22.9	13.4	16.6										
42				32.8	0.4	14.4	13.3	21.9											40.9	0.7	23.6	13.4	10.8										
43				33.2	0.4	14.8	13.3	21.9											41.6	0.7	24.3	13.4	10.8										
44				33.5	0.3	15.1	13.3	31.5											42.3	0.7	25.0	13.4	10.8										
45				33.7	0.2	15.3	13.3	52.6											43.0	0.7	25.7	13.4	10.8										
46				33.7	0.0	15.3	13.3	2290.9											44.0	1.0	26.7	13.4	6.9										
47				34.0	0.3	15.6	13.3	32.9																									
48				34.2	0.2	15.8	13.3	52.6																									
49				34.3	0.1	15.9	13.3	125.9																									
50				34.4	0.1	16.0	13.3	125.9																									
51				34.6	0.2	16.2	13.3	52.6																									
52				34.7	0.1	16.3	13.3	125.9																									
53				34.9	0.2	16.5	13.3	52.6																									
54				35.0	0.1	16.6	13.3	125.9																									
55				35.1	0.1	16.7	13.3	125.9																									
56				35.2	0.1	16.8	13.3	125.9																									

1.4	IBV <1.5
2.0	1.5 < IBV < 3
3.3	3 < IBV < 3.5
3.8	3.5 < IBV < 4.25
4.5	4.25 < IBV < 10
15.0	10 < IBV

1.4	IBV <1.5
2.0	1.5 < IBV < 3
3.3	3 < IBV < 3.5
3.8	3.5 < IBV < 4.25
4.5	4.25 < IBV < 10
15.0	10 < IBV

I-55 MM 195.00 - MM 201.11
NORTHBOUND

DCP NUMBER	101					102				
CONCRETE + BASE THICKNESS	13.13					13.38				
STATION	205+45					225+00				
OFFSET	6.0 RT CL					5.5 RT CL				
BLOWS	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV
0	18.1	0.0		13.1		22.6	0.0		13.4	
1	19.1	1.0	1.0	13.1	6.9	23.5	0.9	0.9	13.4	7.9
2	20.0	0.9	1.9	13.1	7.9	23.9	0.4	1.3	13.4	21.9
3	20.4	0.4	2.3	13.1	21.9	24.3	0.4	1.7	13.4	21.9
4	20.8	0.4	2.7	13.1	21.9	24.7	0.4	2.1	13.4	21.9
5	21.1	0.3	3.0	13.1	31.5	25.0	0.3	2.4	13.4	31.5
6	21.4	0.3	3.3	13.1	31.5	25.3	0.3	2.7	13.4	31.5
7	21.8	0.4	3.7	13.1	21.9	25.5	0.2	2.9	13.4	52.6
8	22.0	0.2	3.9	13.1	52.6	25.8	0.3	3.2	13.4	31.5
9	22.4	0.4	4.3	13.1	21.9	26.0	0.2	3.4	13.4	52.6
10	22.7	0.3	4.6	13.1	31.5	26.2	0.2	3.6	13.4	52.6
11	22.9	0.2	4.8	13.1	52.6	26.4	0.2	3.8	13.4	52.6
12	23.2	0.3	5.1	13.1	31.5	26.7	0.3	4.1	13.4	31.5
13	23.5	0.3	5.4	13.1	31.5	26.8	0.1	4.2	13.4	125.9
14	23.7	0.2	5.6	13.1	52.6	27.0	0.2	4.4	13.4	52.6
15	23.9	0.2	5.8	13.1	52.6	27.2	0.2	4.6	13.4	52.6
16	24.1	0.2	6.0	13.1	52.6	27.4	0.2	4.8	13.4	52.6
17	24.3	0.2	6.2	13.1	52.6	27.5	0.1	4.9	13.4	125.9
18	24.5	0.2	6.4	13.1	52.6	27.7	0.2	5.1	13.4	52.6
19	24.8	0.3	6.7	13.1	31.5	27.9	0.2	5.3	13.4	52.6
20	24.9	0.1	6.8	13.1	125.9	28.0	0.1	5.4	13.4	125.9
21	25.2	0.3	7.1	13.1	31.5	28.2	0.2	5.6	13.4	52.6
22	25.4	0.2	7.3	13.1	52.6	28.4	0.2	5.8	13.4	52.6
23	25.6	0.2	7.5	13.1	52.6	28.6	0.2	6.0	13.4	52.6
24	25.8	0.2	7.7	13.1	52.6	28.8	0.2	6.2	13.4	52.6
25	25.9	0.1	7.8	13.1	125.9	29.0	0.2	6.4	13.4	52.6
26	26.1	0.2	8.0	13.1	52.6	29.2	0.2	6.6	13.4	52.6
27	26.3	0.2	8.2	13.1	52.6	29.4	0.2	6.8	13.4	52.6
28	26.5	0.2	8.4	13.1	52.6	29.9	0.5	7.3	13.4	16.6
29	26.7	0.2	8.6	13.1	52.6	30.3	0.4	7.7	13.4	21.9
30	26.9	0.2	8.8	13.1	52.6	30.7	0.4	8.1	13.4	21.9
31	27.0	0.1	8.9	13.1	125.9	31.1	0.4	8.5	13.4	21.9
32	27.2	0.2	9.1	13.1	52.6	31.8	0.7	9.2	13.4	10.8
33	27.5	0.3	9.4	13.1	31.5	32.3	0.5	9.7	13.4	16.6
34	27.6	0.1	9.5	13.1	125.9	32.9	0.6	10.3	13.4	13.2
35	27.8	0.2	9.7	13.1	52.6	33.2	0.3	10.6	13.4	31.5
36	28.0	0.2	9.9	13.1	52.6	33.5	0.3	10.9	13.4	31.5
37	28.2	0.2	10.1	13.1	52.6	33.8	0.3	11.2	13.4	31.5
38	28.4	0.2	10.3	13.1	52.6	34.1	0.3	11.5	13.4	31.5
39	28.6	0.2	10.5	13.1	52.6	34.4	0.3	11.8	13.4	31.5
40	28.8	0.2	10.7	13.1	52.6	34.6	0.2	12.0	13.4	52.6
41	28.9	0.1	10.8	13.1	125.9	35.0	0.4	12.4	13.4	21.9
42	29.1	0.2	11.0	13.1	52.6	35.2	0.2	12.6	13.4	52.6
43	29.3	0.2	11.2	13.1	52.6	35.6	0.4	13.0	13.4	21.9
44	29.5	0.2	11.4	13.1	52.6	35.9	0.3	13.3	13.4	31.5
45	29.7	0.2	11.6	13.1	52.6	36.1	0.2	13.5	13.4	52.6
46	29.9	0.2	11.8	13.1	52.6	36.4	0.3	13.8	13.4	31.5
47	30.1	0.2	12.0	13.1	52.6	36.7	0.3	14.1	13.4	31.5
48	30.3	0.2	12.2	13.1	52.6	36.9	0.2	14.3	13.4	52.6
49	30.5	0.2	12.4	13.1	52.6	37.2	0.3	14.6	13.4	31.5
50	30.8	0.3	12.7	13.1	31.5	37.4	0.2	14.8	13.4	52.6
51	30.9	0.1	12.8	13.1	125.9	37.6	0.2	15.0	13.4	52.6
52	31.2	0.3	13.1	13.1	31.5	37.9	0.3	15.3	13.4	31.5
53	31.4	0.2	13.3	13.1	52.6	38.1	0.2	15.5	13.4	52.6
54	31.7	0.3	13.6	13.1	31.5	38.3	0.2	15.7	13.4	52.6
55	31.9	0.2	13.8	13.1	52.6	38.6	0.3	16.0	13.4	31.5
56	32.1	0.2	14.0	13.1	52.6					

DCP NUMBER	103					104				
CONCRETE + BASE THICKNESS	13.00					12.63				
STATION	238+85					261+60				
OFFSET	6.0 RT CL					6.0 RT CL				
BLOWS	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV
0	22.1	0.0		13.0		21.1	0.0		12.6	
1	23.2	1.1	1.1	13.0	6.1	22.0	0.9	0.9	12.6	7.9
2	23.4	0.2	1.3	13.0	52.6	22.5	0.5	1.4	12.6	16.6
3	24.4	1.0	2.3	13.0	6.9	22.9	0.4	1.8	12.6	21.9
4	24.7	0.3	2.6	13.0	31.5	23.3	0.4	2.2	12.6	21.9
5	25.1	0.4	3.0	13.0	21.9	23.7	0.4	2.6	12.6	21.9
6	25.5	0.4	3.4	13.0	21.9	24.0	0.3	2.9	12.6	31.5
7	25.8	0.3	3.7	13.0	31.5	24.3	0.3	3.2	12.6	31.5
8	26.1	0.3	4.0	13.0	31.5	24.6	0.3	3.5	12.6	31.5
9	26.4	0.3	4.3	13.0	31.5	24.9	0.3	3.8	12.6	31.5
10	26.7	0.3	4.6	13.0	31.5	25.2	0.3	4.1	12.6	31.5
11	26.9	0.2	4.8	13.0	52.6	25.5	0.3	4.4	12.6	31.5
12	27.2	0.3	5.1	13.0	31.5	25.7	0.2	4.6	12.6	52.6
13	27.5	0.3	5.4	13.0	31.5	25.9	0.2	4.8	12.6	52.6
14	27.7	0.2	5.6	13.0	52.6	26.1	0.2	5.0	12.6	52.6
15	27.9	0.2	5.8	13.0	52.6	26.3	0.2	5.2	12.6	52.6
16	28.0	0.1	5.9	13.0	125.9	26.5	0.2	5.4	12.6	52.6
17	28.3	0.3	6.2	13.0	31.5	26.7	0.2	5.6	12.6	52.6
18	28.4	0.1	6.3	13.0	125.9	26.9	0.2	5.8	12.6	52.6
19	28.5	0.1	6.4	13.0	125.9	27.1	0.2	6.0	12.6	52.6
20	28.7	0.2	6.6	13.0	52.6	27.3	0.2	6.2	12.6	52.6
21	28.8	0.1	6.7	13.0	125.9	27.5	0.2	6.4	12.6	52.6
22	29.0	0.2	6.9	13.0	52.6	27.7	0.2	6.6	12.6	52.6
23	29.2	0.2	7.1	13.0	52.6	27.9	0.2	6.8	12.6	52.6
24	29.5	0.3	7.4	13.0	31.5	28.0	0.1	6.9	12.6	125.9
25	29.7	0.2	7.6	13.0	52.6	28.3	0.3	7.2	12.6	31.5
26	29.9	0.2	7.8	13.0	52.6	28.5	0.2	7.4	12.6	52.6
27	30.1	0.2	8.0	13.0	52.6	28.7	0.2	7.6	12.6	52.6
28	30.2	0.1	8.1	13.0	125.9	29.0	0.3	7.9	12.6	31.5
29	30.5	0.3	8.4	13.0	31.5	29.3	0.3	8.2	12.6	31.5
30	30.7	0.2	8.6	13.0	52.6	29.8	0.5	8.7	12.6	16.6
31	30.9	0.2	8.8	13.0	52.6	30.3	0.5	9.2	12.6	16.6
32	31.1	0.2	9.0	13.0	52.6	30.9	0.6	9.8	12.6	13.2
33	31.3	0.2	9.2	13.0	52.6	31.5	0.6	10.4	12.6	13.2
34	31.5	0.2	9.4	13.0	52.6	32.1	0.6	11.0	12.6	13.2
35	32.5	1.0	10.4	13.0	6.9	32.8	0.7	11.7	12.6	10.8
36	32.6	0.1	10.5	13.0	125.9	33.6	0.8	12.5	12.6	9.2
37	33.4	0.8	11.3	13.0	9.2	34.3	0.7	13.2	12.6	10.8
38	33.8	0.4	11.7	13.0	21.9	35.0	0.7	13.9	12.6	10.8
39	33.9	0.1	11.8	13.0	125.9	35.5	0.5	14.4	12.6	16.6
40	34.0	0.1	11.9	13.0	125.9	36.1	0.6	15.0	12.6	13.2
41	34.5	0.5	12.4	13.0	16.6					
42	35.1	0.6	13.0	13.0	13.2					
43	35.6	0.5	13.5	13.0	16.6					
44	36.1	0.5	14.0	13.0	16.6					
45										
46										
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56										

DCP NUMBER	105					106				
CONCRETE + BASE THICKNESS	12.75					13.50				
STATION	205+95					315+00				
OFFSET	6.0 RT CL					6.0 RT CL				
BLOWS	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV
0	21.9	0.0		12.8		22.0	0.0		13.5	
1	22.8	0.9	0.9	12.8	7.9	23.0	1.0	1.0	13.5	6.9
2	23.2	0.4	1.3	12.8	21.9	23.5	0.5	1.5	13.5	16.6
3	23.6	0.4	1.7	12.8	21.9	23.9	0.4	1.9	13.5	21.9
4	23.9	0.3	2.0	12.8	31.5	24.2	0.3	2.2	13.5	31.5
5	24.3	0.4	2.4	12.8	21.9	24.6	0.4	2.6	13.5	21.9
6	24.7	0.4	2.8	12.8	21.9	25.1	0.5	3.1	13.5	16.6
7	25.2	0.5	3.3	12.8	16.6	25.6	0.5	3.6	13.5	16.6
8	25.8	0.6	3.9	12.8	13.2	26.0	0.4	4.0	13.5	21.9
9	26.3	0.5	4.4	12.8	16.6	26.6	0.6	4.6	13.5	13.2
10	26.7	0.4	4.8	12.8	21.9	27.2	0.6	5.2	13.5	13.2
11	27.2	0.5	5.3	12.8	16.6	27.7	0.5	5.7	13.5	16.6
12	27.7	0.5	5.8	12.8	16.6	28.2	0.5	6.2	13.5	16.6
13	28.2	0.5	6.3	12.8	16.6	28.8	0.6	6.8	13.5	13.2
14	28.6	0.4	6.7	12.8	21.9	29.4	0.6	7.4	13.5	13.2
15	29.0	0.4	7.1	12.8	21.9	30.0	0.6	8.0	13.5	13.2
16	29.4	0.4	7.5	12.8	21.9	30.6	0.6	8.6	13.5	13.2
17	29.9	0.5	8.0	12.8	16.6	31.3	0.7	9.3	13.5	10.8
18	30.4	0.5	8.5	12.8	16.6	32.0	0.7	10.0	13.5	10.8
19	30.8	0.4	8.9	12.8	21.9	32.5	0.5	10.5	13.5	16.6
20	31.2	0.4	9.3	12.8	21.9	33.2	0.7	11.2	13.5	10.8
21	31.5	0.3	9.6	12.8	31.5	33.8	0.6	11.8	13.5	13.2
22	31.8	0.3	9.9	12.8	31.5	34.5	0.7	12.5	13.5	10.8
23	32.2	0.4	10.3	12.8	21.9	35.0	0.5	13.0	13.5	16.6
24	32.5	0.3	10.6	12.8	31.5	35.5	0.5	13.5	13.5	16.6
25	32.9	0.4	11.0	12.8	21.9	36.1	0.6	14.1	13.5	13.2
26	33.3	0.4	11.4	12.8	21.9	36.7	0.6	14.7	13.5	13.2
27	33.7	0.4	11.8	12.8	21.9	37.2	0.5	15.2	13.5	16.6
28	34.2	0.5	12.3	12.8	16.6	37.7	0.5	15.7	13.5	16.6
29	34.6	0.4	12.7	12.8	21.9	38.2	0.5	16.2	13.5	16.6
30	35.0	0.4	13.1	12.8	21.9	38.8	0.6	16.8	13.5	13.2
31	35.5	0.5	13.6	12.8	16.6	39.3				
32	35.9	0.4	14.0	12.8	21.9	39.8				
33	36.1					40.3				
34						40.8				
35						41.3				
36						41.8				
37						42.2				
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DCP NUMBER	107					108				
CONCRETE + BASE THICKNESS	13.75					12.25				
STATION	341+30					356+50				
OFFSET	6.0 RT CL					6.0 RT CL				
BLOWS	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV
0	22.7	0.0		13.8		21.6	0.0		12.3	
1	23.8	1.1	1.1	13.8	6.1	22.6	1.0	1.0	12.3	6.9
2	24.6	0.8	1.9	13.8	9.2	23.0	0.4	1.4	12.3	21.9
3	25.4	0.8	2.7	13.8	9.2	23.4	0.4	1.8	12.3	21.9
4	26.0	0.6	3.3	13.8	13.2	23.8	0.4	2.2	12.3	21.9
5	26.5	0.5	3.8	13.8	16.6	24.2	0.4	2.6	12.3	21.9
6	27.0	0.5	4.3	13.8	16.6	24.7	0.5	3.1	12.3	16.6
7	27.5	0.5	4.8	13.8	16.6	25.3	0.6	3.7	12.3	13.2
8	28.0	0.5	5.3	13.8	16.6	25.9	0.6	4.3	12.3	13.2
9	28.4	0.4	5.7	13.8	21.9	26.6	0.7	5.0	12.3	10.8
10	28.9	0.5	6.2	13.8	16.6	27.4	0.8	5.8	12.3	9.2
11	29.4	0.5	6.7	13.8	16.6	27.9	0.5	6.3	12.3	16.6
12	30.0	0.6	7.3	13.8	13.2	28.3	0.4	6.7	12.3	21.9
13	30.6	0.6	7.9	13.8	13.2	28.8	0.5	7.2	12.3	16.6
14	31.4	0.8	8.7	13.8	9.2	29.5	0.7	7.9	12.3	10.8
15	32.4	1.0	9.7	13.8	6.9	30.0	0.5	8.4	12.3	16.6
16	33.5	1.1	10.8	13.8	6.1	30.7	0.7	9.1	12.3	10.8
17	34.4	0.9	11.7	13.8	7.9	31.2	0.5	9.6	12.3	16.6
18	35.3	0.9	12.6	13.8	7.9	31.7	0.5	10.1	12.3	16.6
19	36.3	1.0	13.6	13.8	6.9	32.1	0.4	10.5	12.3	21.9
20	37.3	1.0	14.6	13.8	6.9	32.5	0.4	10.9	12.3	21.9
21	38.1	0.8	15.4	13.8	9.2	32.8	0.3	11.2	12.3	31.5
22	38.9	0.8	16.2	13.8	9.2	33.2	0.4	11.6	12.3	21.9
23	39.4	0.5	16.7	13.8	16.6	33.6	0.4	12.0	12.3	21.9
24	39.9	0.5	17.2	13.8	16.6	34.1	0.5	12.5	12.3	16.6
25	40.3	0.4	17.6	13.8	21.9	34.7	0.6	13.1	12.3	13.2
26	40.7	0.4	18.0	13.8	21.9	35.4	0.7	13.8	12.3	10.8
27	41.1	0.4	18.4	13.8	21.9	36.0	0.6	14.4	12.3	13.2
28	41.5	0.4	18.8	13.8	21.9	36.6	0.6	15.0	12.3	13.2
29	42.0	0.5	19.3	13.8	16.6	37.3	0.7	15.7	12.3	10.8
30						38.0	0.7	16.4	12.3	10.8
31						38.8	0.8	17.2	12.3	9.2
32						39.0	0.2	17.4	12.3	52.6
33						39.3	0.3	17.7	12.3	31.5
34						39.6	0.3	18.0	12.3	31.5
35						39.9	0.3	18.3	12.3	31.5
36						40.5	0.6	18.9	12.3	13.2
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DCP NUMBER	201				
CONCRETE + BASE THICKNESS	14.00				
STATION	200+00				
OFFSET	6.5 LT CL				
BLOWS	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV
0	20.8	0.0		14.0	
1	21.9	1.1	1.1	14.0	6.1
2	22.4	0.5	1.6	14.0	16.6
3	22.9	0.5	2.1	14.0	16.6
4	23.3	0.4	2.5	14.0	21.9
5	23.7	0.4	2.9	14.0	21.9
6	24.0	0.3	3.2	14.0	31.5
7	24.3	0.3	3.5	14.0	31.5
8	24.6	0.3	3.8	14.0	31.5
9	24.8	0.2	4.0	14.0	52.6
10	24.9	0.1	4.1	14.0	125.9
11	25.1	0.2	4.3	14.0	52.6
12	25.3	0.2	4.5	14.0	52.6
13	25.5	0.2	4.7	14.0	52.6
14	25.7	0.2	4.9	14.0	52.6
15	26.0	0.3	5.2	14.0	31.5
16	26.3	0.3	5.5	14.0	31.5
17	26.6	0.3	5.8	14.0	31.5
18	26.9	0.3	6.1	14.0	31.5
19	27.2	0.3	6.4	14.0	31.5
20	27.4	0.2	6.6	14.0	52.6
21	27.6	0.2	6.8	14.0	52.6
22	27.9	0.3	7.1	14.0	31.5
23	28.1	0.2	7.3	14.0	52.6
24	28.2	0.1	7.4	14.0	125.9
25	28.3	0.1	7.5	14.0	125.9
26	28.4	0.1	7.6	14.0	125.9
27	28.5	0.1	7.7	14.0	125.9
28	28.6	0.1	7.8	14.0	125.9
29	28.7	0.1	7.9	14.0	125.9
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I-55 MM 195.00 - MM 201.11
NORTHBOUND

1.4 IBV <1.5
2.0 1.5 < IBV < 3
3.3 3 < IBV < 3.5
3.8 3.5 < IBV < 4.25
4.5 4.25 < IBV < 10
15.0 10 < IBV

DCP NUMBER	202					203				
CONCRETE + BASE THICKNESS	13.50					13.00				
STATION	249+35					275+00				
OFFSET	6.0 LT CL					6.5 LT CL				
BLOWS	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV
0	20.0	0.0		13.5		20.5	0.0		13.0	
1	21.0	1.0	1.0	13.5	6.9	21.6	1.1	1.1	13.0	6.1
2	21.3	0.3	1.3	13.5	31.5	22.4	0.8	1.9	13.0	9.2
3	21.6	0.3	1.6	13.5	31.5	23.0	0.6	2.5	13.0	13.2
4	21.9	0.3	1.9	13.5	31.5	23.4	0.4	2.9	13.0	21.9
5	22.2	0.3	2.2	13.5	31.5	23.7	0.3	3.2	13.0	31.5
6	22.4	0.2	2.4	13.5	52.6	24.0	0.3	3.5	13.0	31.5
7	22.7	0.3	2.7	13.5	31.5	24.4	0.4	3.9	13.0	21.9
8	23.0	0.3	3.0	13.5	31.5	24.7	0.3	4.2	13.0	31.5
9	23.3	0.3	3.3	13.5	31.5	25.1	0.4	4.6	13.0	21.9
10	23.5	0.2	3.5	13.5	52.6	25.5	0.4	5.0	13.0	21.9
11	23.8	0.3	3.8	13.5	31.5	25.9	0.4	5.4	13.0	21.9
12	24.1	0.3	4.1	13.5	31.5	26.3	0.4	5.8	13.0	21.9
13	24.3	0.2	4.3	13.5	52.6	26.7	0.4	6.2	13.0	21.9
14	24.5	0.2	4.5	13.5	52.6	27.1	0.4	6.6	13.0	21.9
15	24.7	0.2	4.7	13.5	52.6	27.5	0.4	7.0	13.0	21.9
16	24.9	0.2	4.9	13.5	52.6	27.9	0.4	7.4	13.0	21.9
17	25.1	0.2	5.1	13.5	52.6	28.3	0.4	7.8	13.0	21.9
18	25.3	0.2	5.3	13.5	52.6	28.7	0.4	8.2	13.0	21.9
19	25.6	0.3	5.6	13.5	31.5	29.2	0.5	8.7	13.0	16.6
20	25.8	0.2	5.8	13.5	52.6	29.6	0.4	9.1	13.0	21.9
21	26.0	0.2	6.0	13.5	52.6	30.1	0.5	9.6	13.0	16.6
22	26.2	0.2	6.2	13.5	52.6	30.6	0.5	10.1	13.0	16.6
23	26.5	0.3	6.5	13.5	31.5	31.0	0.4	10.5	13.0	21.9
24	26.8	0.3	6.8	13.5	31.5	31.4	0.4	10.9	13.0	21.9
25	27.1	0.3	7.1	13.5	31.5	31.8	0.4	11.3	13.0	21.9
26	27.4	0.3	7.4	13.5	31.5	32.1	0.3	11.6	13.0	31.5
27	27.8	0.4	7.8	13.5	21.9	32.5	0.4	12.0	13.0	21.9
28	28.3	0.5	8.3	13.5	16.6	32.9	0.4	12.4	13.0	21.9
29	28.8	0.5	8.8	13.5	16.6	33.1	0.2	12.6	13.0	52.6
30	29.2	0.4	9.2	13.5	21.9	33.5	0.4	13.0	13.0	21.9
31	29.6	0.4	9.6	13.5	21.9	33.9	0.4	13.4	13.0	21.9
32	30.1	0.5	10.1	13.5	16.6	34.3	0.4	13.8	13.0	21.9
33	30.6	0.5	10.6	13.5	16.6	34.7	0.4	14.2	13.0	21.9
34	31.0	0.4	11.0	13.5	21.9	35.2	0.5	14.7	13.0	16.6
35	31.6	0.6	11.6	13.5	13.2	35.6	0.4	15.1	13.0	21.9
36	32.1	0.5	12.1	13.5	16.6	36.1	0.5	15.6	13.0	16.6
37	32.5	0.4	12.5	13.5	21.9	36.6	0.5	16.1	13.0	16.6
38	32.9	0.4	12.9	13.5	21.9					
39	33.3	0.4	13.3	13.5	21.9					
40	33.6	0.3	13.6	13.5	31.5					
41	33.9	0.3	13.9	13.5	31.5					
42	34.1	0.2	14.1	13.5	52.6					
43	34.4	0.3	14.4	13.5	31.5					
44	34.6	0.2	14.6	13.5	52.6					
45	34.6	0.0	14.6	13.5	2290.9					
46	35.1	0.5	15.1	13.5	17.0					
47	35.4	0.3	15.4	13.5	31.5					
48	35.6	0.2	15.6	13.5	52.6					
49	35.9	0.3	15.9	13.5	31.5					
50	36.2	0.3	16.2	13.5	31.5					
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DCP NUMBER	204					205				
CONCRETE + BASE THICKNESS	13.25					13.00				
STATION	305+00					325+00				
OFFSET	6.0 LT CL					6.0 LT CL				
BLOWS	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV
0	20.5	0.0		13.3		19.8	0.0			
1	21.6	1.1	1.1	13.3	6.1	21.2	1.4	1.4	13.0	4.5
2	22.4	0.8	1.9	13.3	9.2	22.1	0.9	2.3	13.0	7.9
3	22.9	0.5	2.4	13.3	16.6	22.6	0.5	2.8	13.0	16.6
4	23.4	0.5	2.9	13.3	16.6	23.2	0.6	3.4	13.0	13.2
5	24.0	0.6	3.5	13.3	13.2	23.7	0.5	3.9	13.0	16.6
6	24.6	0.6	4.1	13.3	13.2	24.1	0.4	4.3	13.0	21.9
7	25.2	0.6	4.7	13.3	13.2	24.6	0.5	4.8	13.0	16.6
8	25.9	0.7	5.4	13.3	10.8	24.9	0.3	5.1	13.0	31.5
9	26.3	0.4	5.8	13.3	21.9	25.4	0.5	5.6	13.0	16.6
10	26.7	0.4	6.2	13.3	21.9	25.9	0.5	6.1	13.0	16.6
11	27.3	0.6	6.8	13.3	13.2	26.4	0.5	6.6	13.0	16.6
12	27.9	0.6	7.4	13.3	13.2	26.9	0.5	7.1	13.0	16.6
13	28.6	0.7	8.1	13.3	10.8	27.3	0.4	7.5	13.0	21.9
14	29.0	0.4	8.5	13.3	21.9	27.7	0.4	7.9	13.0	21.9
15	29.3	0.3	8.8	13.3	31.5	28.2	0.5	8.4	13.0	16.6
16	29.7	0.4	9.2	13.3	21.9	28.7	0.5	8.9	13.0	16.6
17	30.0	0.3	9.5	13.3	31.5	29.1	0.4	9.3	13.0	21.9
18	30.5	0.5	10.0	13.3	16.6	29.6	0.5	9.8	13.0	16.6
19	31.0	0.5	10.5	13.3	16.6	30.2	0.6	10.4	13.0	13.2
20	31.5	0.5	11.0	13.3	16.6	30.9	0.7	11.1	13.0	10.8
21	32.1	0.6	11.6	13.3	13.2	31.5	0.6	11.7	13.0	13.2
22	32.7	0.6	12.2	13.3	13.2	32.1	0.6	12.3	13.0	13.2
23	33.3	0.6	12.8	13.3	13.2	32.6	0.5	12.8	13.0	16.6
24	33.9	0.6	13.4	13.3	13.2	33.2	0.6	13.4	13.0	13.2
25	34.6	0.7	14.1	13.3	10.8	33.8	0.6	14.0	13.0	13.2
26	35.4	0.8	14.9	13.3	9.2	34.4	0.6	14.6	13.0	13.2
27	36.1	0.7	15.6	13.3	10.8	35.0	0.6	15.2	13.0	13.2
28	37.0	0.9	16.5	13.3	7.9	35.6	0.6	15.8	13.0	13.2
29	37.7	0.7	17.2	13.3	10.8	36.2	0.6	16.4	13.0	13.2
30	38.5	0.8	18.0	13.3	9.2	36.7	0.5	16.9	13.0	16.6
31	39.2	0.7	18.7	13.3	10.8	37.4	0.7	17.6	13.0	10.8
32	39.9	0.7	19.4	13.3	10.8	37.9	0.5	18.1	13.0	16.6
33	40.4	0.5	19.9	13.3	16.6	38.6	0.7	18.8	13.0	10.8
34						39.3	0.7	19.5	13.0	10.8
35						40.0	0.7	20.2	13.0	10.8
36						40.6	0.6	20.8	13.0	13.2
37						41.2	0.6	21.4	13.0	13.2
38						41.6	0.4	21.8	13.0	21.9
39						42.1	0.5	22.3	13.0	16.6
40						42.6	0.5	22.8	13.0	16.6
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DCP NUMBER	301					302				
CONCRETE + BASE THICKNESS	13.56					13.38				
STATION	74+85					109+45				
OFFSET	6.0 RT CL					6.0 RT CL				
BLOWS	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV
0	16.5			13.6		15.4	0.0		13.4	
1	17.5	1.0	1.0	13.6	6.9	17.2	1.8	1.8	13.4	3.3
2	18.2	0.7	1.7	13.6	10.8	18.2	1.0	2.8	13.4	6.9
3	18.9	0.7	2.4	13.6	10.8	18.8	0.6	3.4	13.4	13.2
4	19.6	0.7	3.1	13.6	10.8	19.5	0.7	4.1	13.4	10.8
5	20.3	0.7	3.8	13.6	10.8	20.7	1.2	5.3	13.4	5.5
6	20.9	0.6	4.4	13.6	13.2	21.7	1.0	6.3	13.4	6.9
7	21.3	0.4	4.8	13.6	21.9	22.8	1.1	7.4	13.4	6.1
8	21.7	0.4	5.2	13.6	21.9	23.8	1.0	8.4	13.4	6.9
9	22.1	0.4	5.6	13.6	21.9	24.8	1.0	9.4	13.4	6.9
10	22.5	0.4	6.0	13.6	21.9	25.5	0.7	10.1	13.4	10.8
11	23.0	0.5	6.5	13.6	16.6	26.3	0.8	10.9	13.4	9.2
12	23.5	0.5	7.0	13.6	16.6	27.4	1.1	12.0	13.4	6.1
13	24.1	0.6	7.6	13.6	13.2	28.5	1.1	13.1	13.4	6.1
14	25.0	0.9	8.5	13.6	7.9	29.8	1.3	14.4	13.4	5.0
15	25.8	0.8	9.3	13.6	9.2	30.8	1.0	15.4	13.4	6.9
16	26.4	0.6	9.9	13.6	13.2	31.7	0.9	16.3	13.4	7.9
17	27.9	1.5	11.4	13.6	4.2	32.6	0.9	17.2	13.4	7.9
18	29.0	1.1	12.5	13.6	6.1	33.3	0.7	17.9	13.4	10.8
19	30.2	1.2	13.7	13.6	5.5	33.9	0.6	18.5	13.4	13.2
20	32.0	1.8	15.5	13.6	3.3	34.5	0.6	19.1	13.4	13.2
21	33.7	1.7	17.2	13.6	3.5	35.0	0.5	19.6	13.4	16.6
22	35.5	1.8	19.0	13.6	3.3	35.4	0.4	20.0	13.4	21.9
23	36.6	1.1	20.1	13.6	6.1	35.8	0.4	20.4	13.4	21.9
24	37.3	0.7	20.8	13.6	10.8	36.2	0.4	20.8	13.4	21.9
25	38.0	0.7	21.5	13.6	10.8	36.9	0.7	21.5	13.4	10.8
26	38.3	0.3	21.8	13.6	31.5	37.6	0.7	22.2	13.4	10.8
27	38.8	0.5	22.3	13.6	16.6	38.5	0.9	23.1	13.4	7.9
28	39.3	0.5	22.8	13.6	16.6	39.3	0.8	23.9	13.4	9.2
29	39.8	0.5	23.3	13.6	16.6	40.1	0.8	24.7	13.4	9.2
30	40.4	0.6	23.9	13.6	13.2	40.9	0.8	25.5	13.4	9.2
31	40.9	0.5	24.4	13.6	16.6	41.7	0.8	26.3	13.4	9.2
32	41.4	0.5	24.9	13.6	16.6	42.6	0.9	27.2	13.4	7.9
33	42.0	0.6	25.5	13.6	13.2	43.6	1.0	28.2	13.4	6.9
34	42.6	0.6	26.1	13.6	13.2	44.6	1.0	29.2	13.4	6.9
35	43.1	0.5	26.6	13.6	16.6					
36	43.7	0.6	27.2	13.6	13.2					
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DCP NUMBER	303					304				
CONCRETE + BASE THICKNESS	13.75					13.31				
STATION	121+75					180+47				
OFFSET	6.0 RT CL					6.0 RT CL				
BLOWS	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV	READING	IN / BLOW	DEPTH (in)	CONCRETE + BASE THICKNESS (in)	IBV
0	16.9	0.0		13.8		17.4	0.0		13.3	
1	17.9	1.0	1.0	13.8	6.9	19.1	1.7	1.7	13.3	3.5
2	18.5	0.6	1.6	13.8	13.2	19.9	0.8	2.5	13.3	9.2
3	18.9	0.4	2.0	13.8	21.9	20.9	1.0	3.5	13.3	6.9
4	19.3	0.4	2.4	13.8	21.9	21.9	1.0	4.5	13.3	6.9
5	19.7	0.4	2.8	13.8	21.9	22.7	0.8	5.3	13.3	9.2
6	20.1	0.4	3.2	13.8	21.9	23.6	0.9	6.2	13.3	7.9
7	20.5	0.4	3.6	13.8	21.9	24.6	1.0	7.2	13.3	6.9
8	20.9	0.4	4.0	13.8	21.9	25.5	0.9	8.1	13.3	7.9
9	21.5	0.6	4.6	13.8	13.2	26.4	0.9	9.0	13.3	7.9
10	22.2	0.7	5.3	13.8	10.8	27.3	0.9	9.9	13.3	7.9
11	23.5	1.3	6.6	13.8	5.0	28.1	0.8	10.7	13.3	9.2
12	25.2	1.7	8.3	13.8	3.5	29.2	1.1	11.8	13.3	6.1
13	26.7	1.5	9.8	13.8	4.2	29.7	0.5	12.3	13.3	16.6
14	27.6	0.9	10.7	13.8	7.9	29.9	0.2	12.5	13.3	52.6
15	28.3	0.7	11.4	13.8	10.8	30.2	0.3	12.8	13.3	31.5
16	28.9	0.6	12.0	13.8	13.2	30.3	0.1	12.9	13.3	125.9
17	29.5	0.6	12.6	13.8	13.2	30.4	0.1	13.0	13.3	125.9
18	30.3	0.8	13.4	13.8	9.2	30.6	0.2	13.2	13.3	52.6
19	31.3	1.0	14.4	13.8	6.9	30.8	0.2	13.4	13.3	52.6
20	31.9	0.6	15.0	13.8	13.2	31.0	0.2	13.6	13.3	52.6
21	32.0	0.1	15.1	13.8	125.9	31.2	0.2	13.8	13.3	52.6
22	32.1	0.1	15.2	13.8	125.9	31.3	0.1	13.9	13.3	125.9
23	32.2	0.1	15.3	13.8	125.9	31.6	0.3	14.2	13.3	31.5
24	32.4	0.2	15.5	13.8	52.6	31.8	0.2	14.4	13.3	52.6
25	32.5	0.1	15.6	13.8	125.9	32.2	0.4	14.8	13.3	21.9
26	32.6	0.1	15.7	13.8	125.9	32.3	0.1	14.9	13.3	125.9
27	32.7	0.1	15.8	13.8	125.9	32.5	0.2	15.1	13.3	52.6
28	32.8	0.1	15.9	13.8	125.9	32.7	0.2	15.3	13.3	52.6
29	33.0	0.2	16.1	13.8	52.6	32.9	0.2	15.5	13.3	52.6
30	33.4	0.4	16.5	13.8	21.9	33.1	0.2	15.7	13.3	52.6
31	33.7	0.3	16.8	13.8	31.5	33.2	0.1	15.8	13.3	125.9
32	34.0	0.3	17.1	13.8	31.5	33.4	0.2	16.0	13.3	52.6
33	34.3	0.3	17.4	13.8	31.5	33.7	0.3	16.3	13.3	31.5
34	34.6	0.3	17.7	13.8	31.5	34.0	0.3	16.6	13.3	31.5
35	34.9	0.3	18.0	13.8	31.5	34.3	0.3	16.9	13.3	31.5
36	35.1	0.2	18.2	13.8	52.6	34.6	0.3	17.2	13.3	31.5
37	35.4	0.3	18.5	13.8	31.5	34.9	0.3	17.5	13.3	31.5
38	35.7	0.3	18.8	13.8	31.5	35.1	0.2	17.7	13.3	52.6
39	35.9	0.2	19.0	13.8	52.6	35.3	0.2	17.9	13.3	52.6
40	36.2	0.3	19.3	13.8	31.5	35.5	0.2	18.1	13.3	52.6
41	36.4	0.2	19.5	13.8	52.6	35.7	0.2	18.3	13.3	52.6
42	36.7	0.3	19.8	13.8	31.5	36.0	0.3	18.6	13.3	31.5
43						36.3	0.3	18.9	13.3	31.5
44						36.6	0.3	19.2	13.3	31.5
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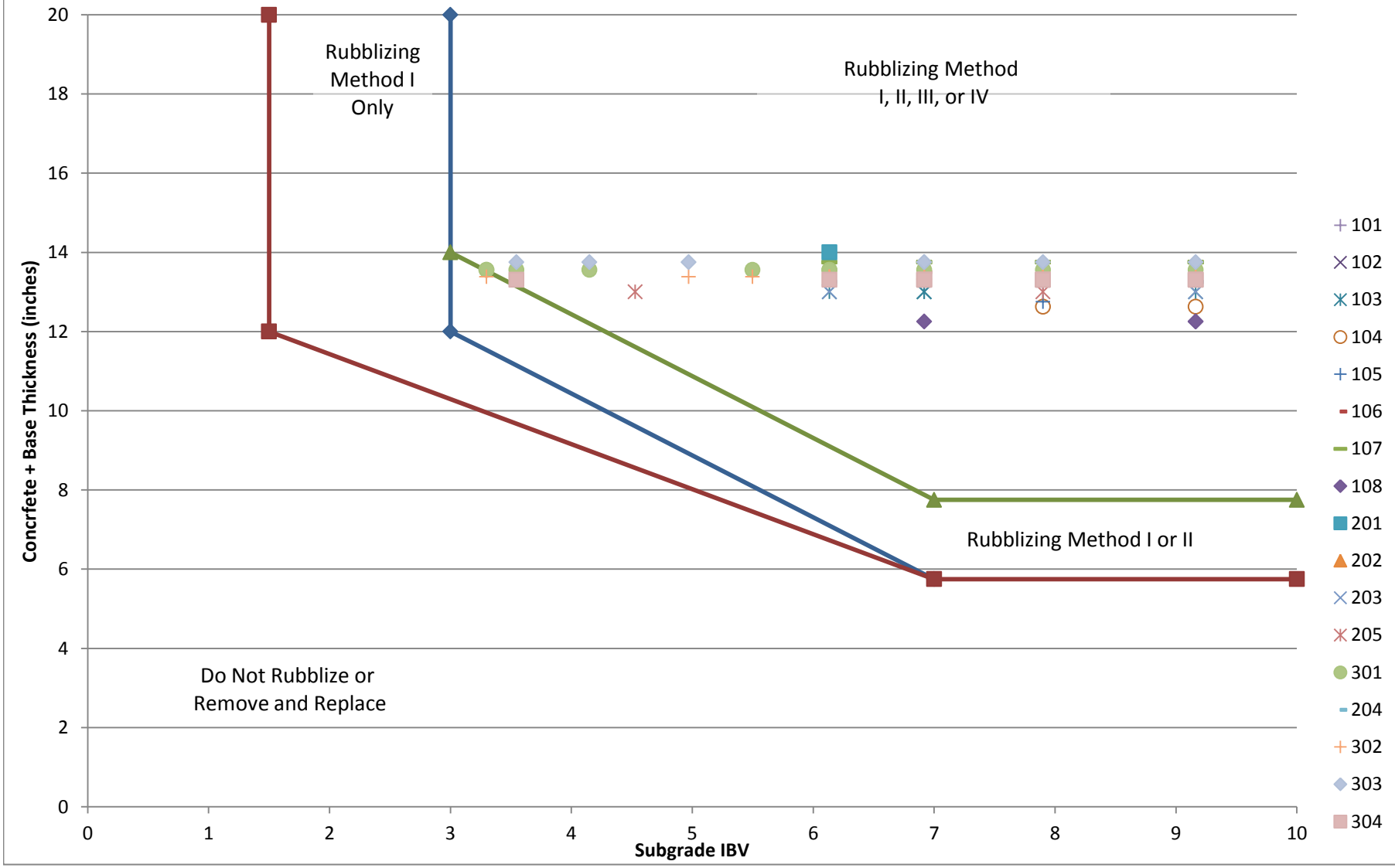
APPENDIX

P

SUBGRADE RUBBLIZING GUIDE

(BDE Manual Figure 54-5.T)

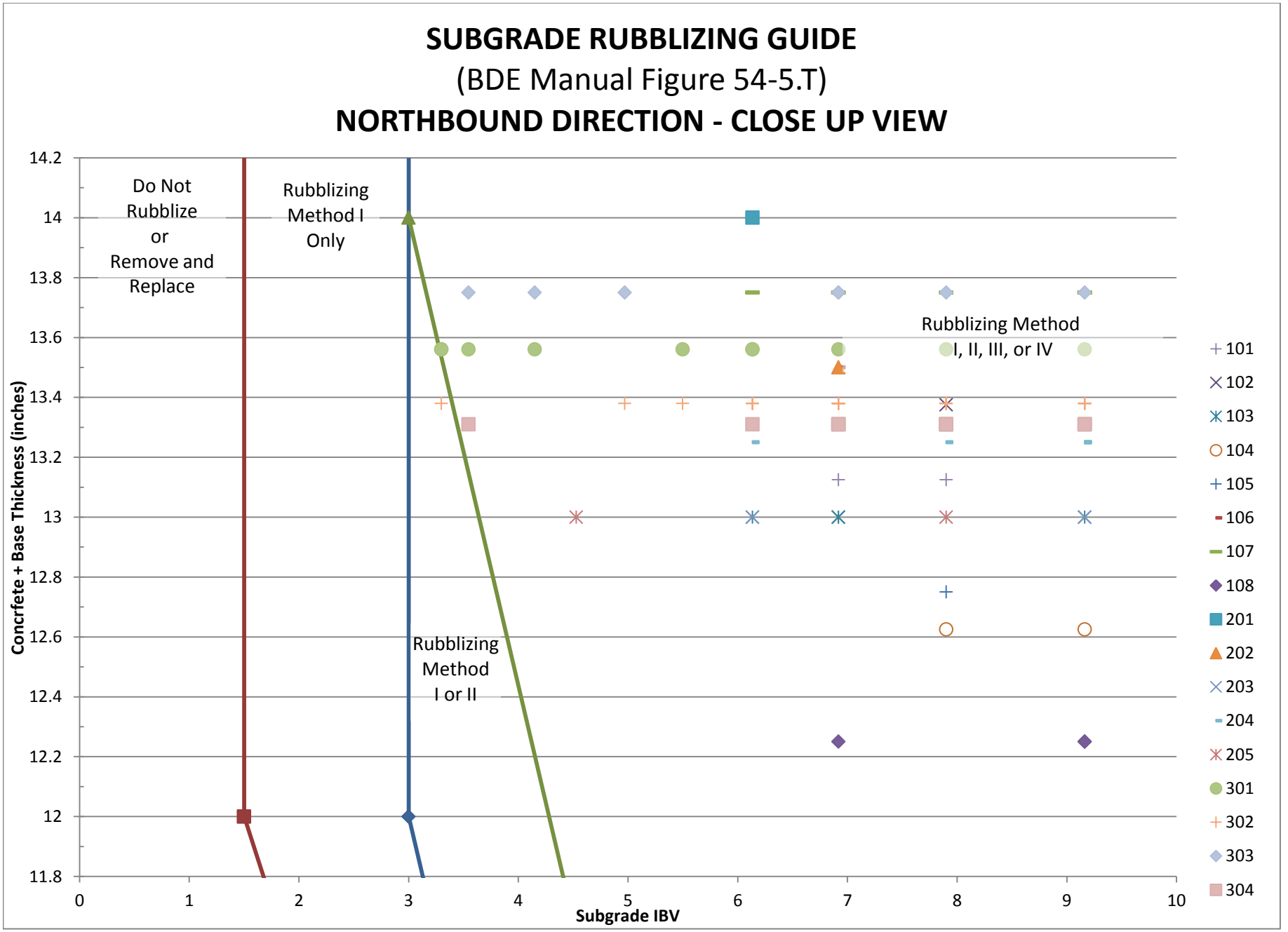
NORTHBOUND DIRECTION

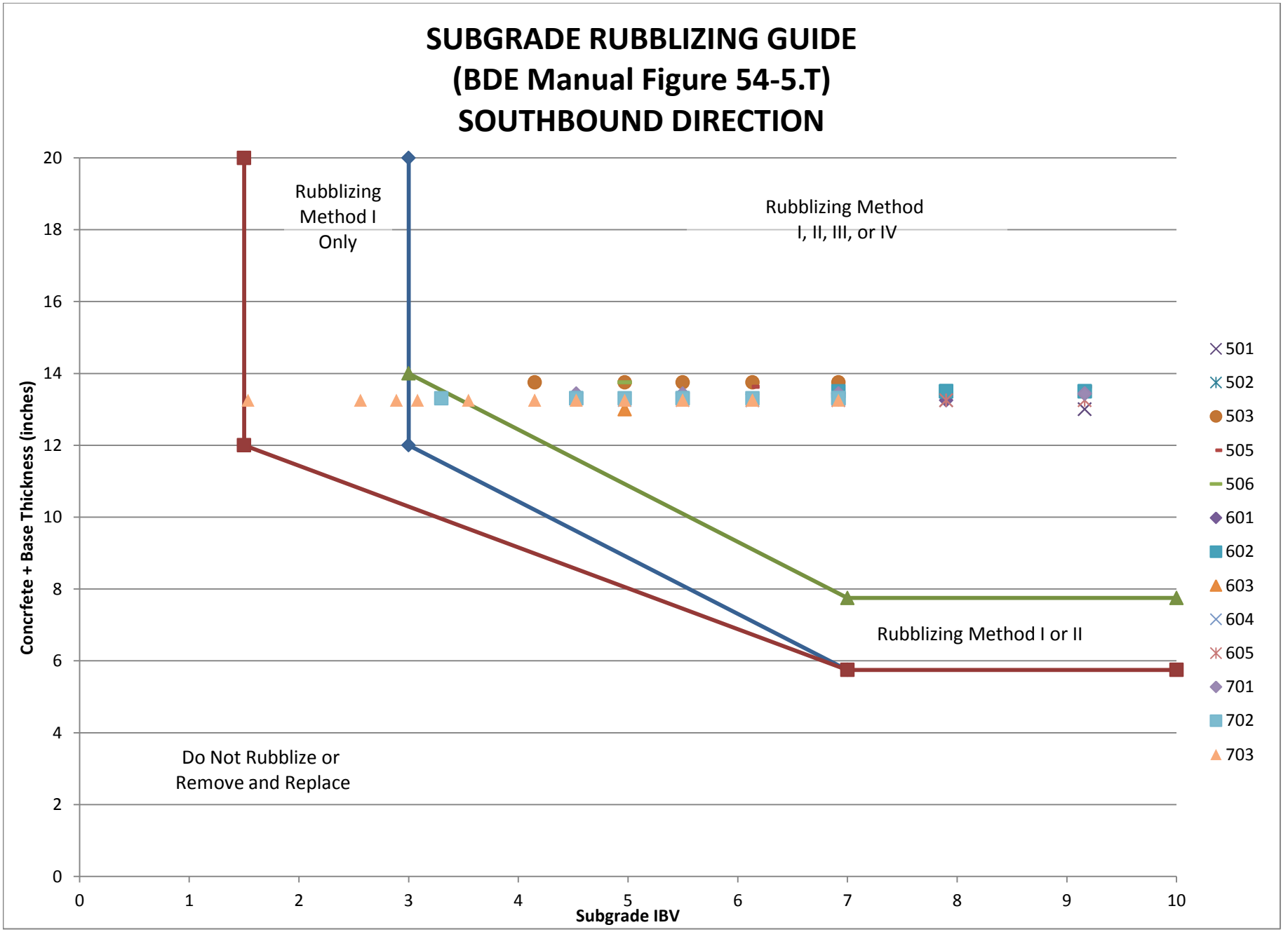


SUBGRADE RUBBLIZING GUIDE

(BDE Manual Figure 54-5.T)

NORTHBOUND DIRECTION - CLOSE UP VIEW

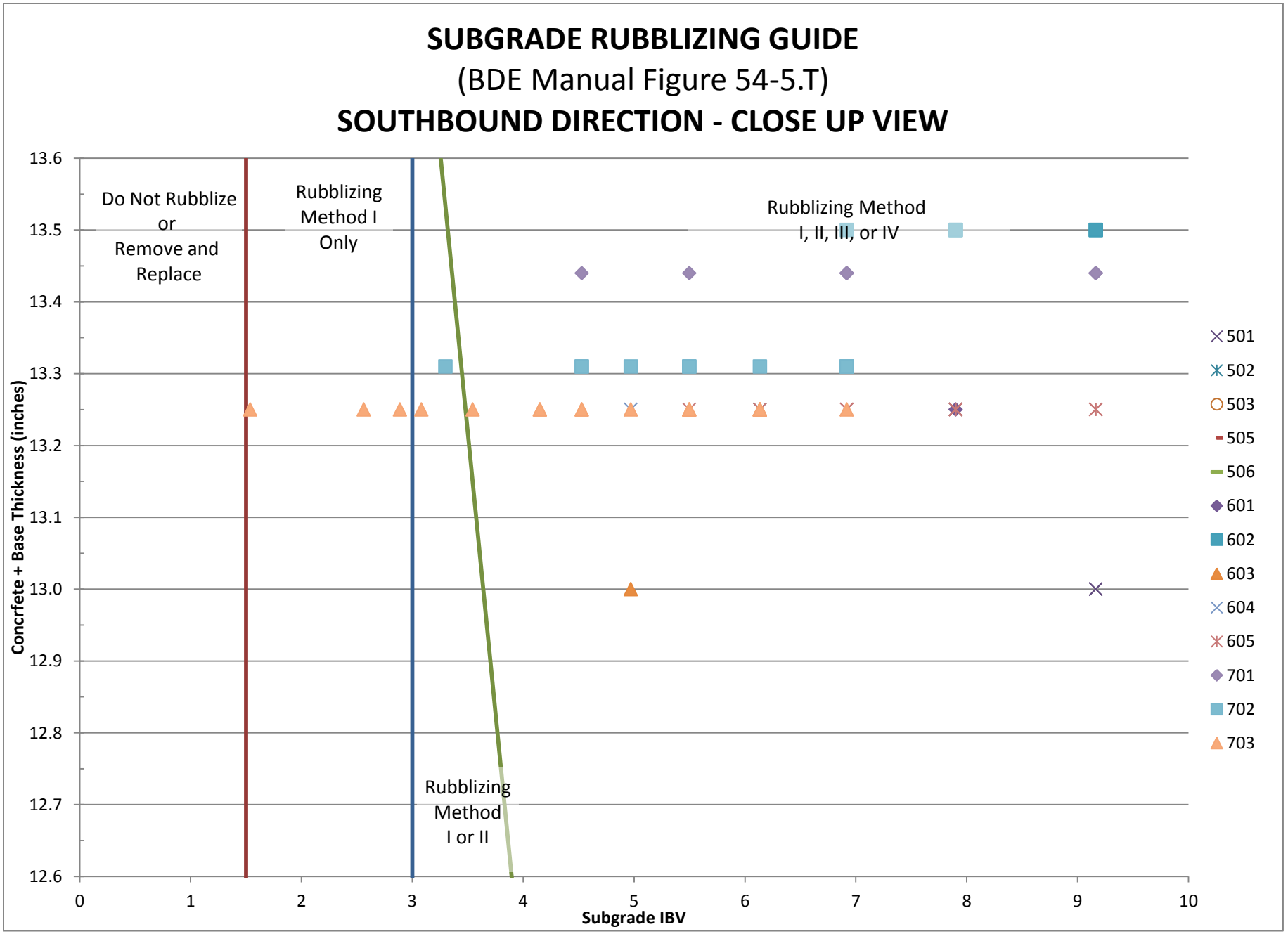



SUBGRADE RUBBLIZING GUIDE
(BDE Manual Figure 54-5.T)
SOUTHBOUND DIRECTION
Rubblizing Method I Only
Rubblizing Method I, II, III, or IV
Rubblizing Method I or II
Do Not Rubblize or Remove and Replace
Concrfete + Base Thickness (inches)
Subgrade IBV
0
2
4
6
8
10
12
14
16
18
20
0
1
2
3
4
5
6
7
8
9
10
501
502
503
505
506
601
602
603
604
605
701
702
703

SUBGRADE RUBBLIZING GUIDE

(BDE Manual Figure 54-5.T)

SOUTHBOUND DIRECTION - CLOSE UP VIEW



APPENDIX

Q

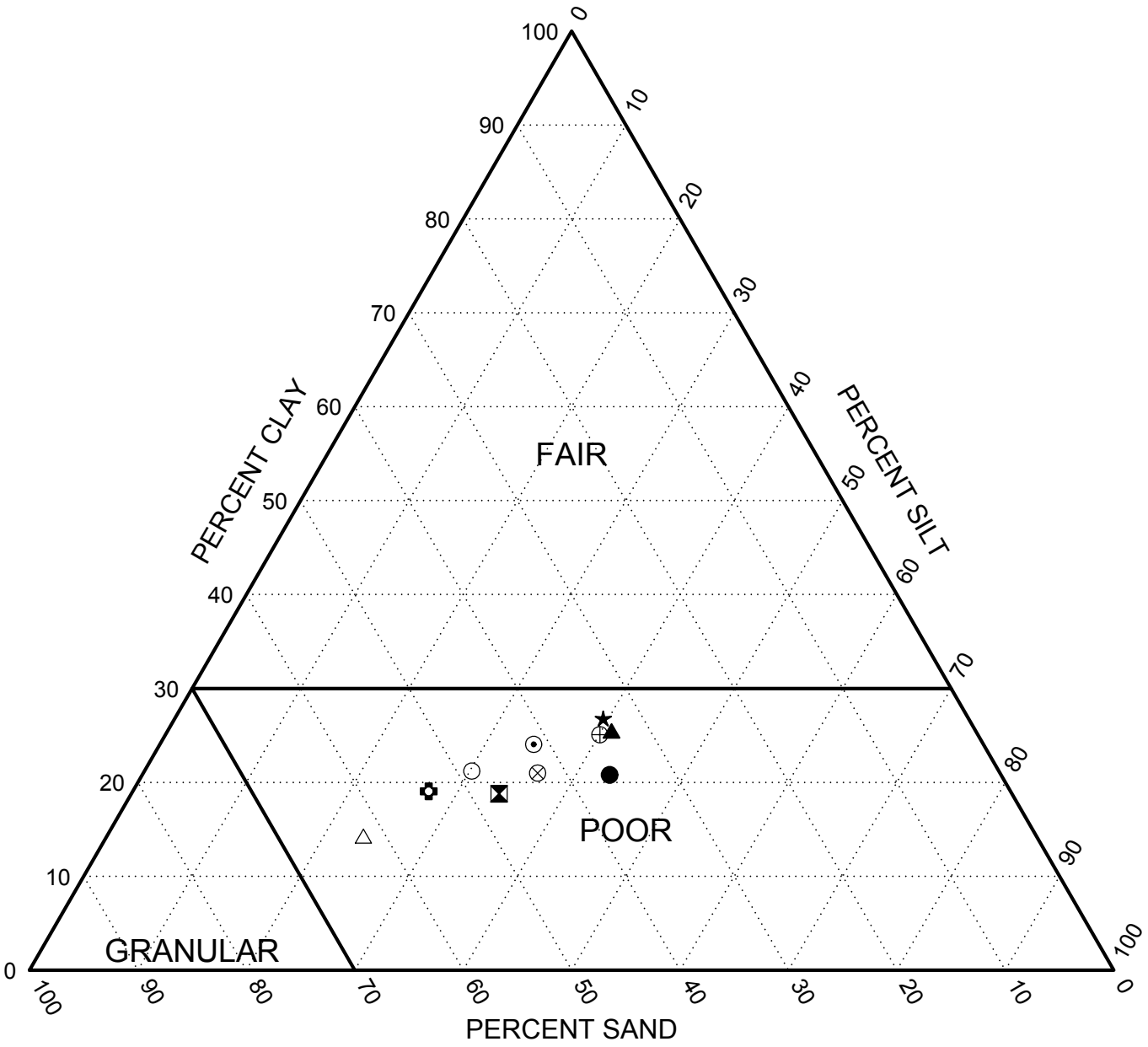
CULVERT DATA FOR I-55 FROM MM 195.00 TO MM 201.11

Station	Direction	Highest Flow Line of Culvert	Culvert Diameter	Culvert Wall Thickness	Top of Culvert Elevation	Existing Profile Grade Elevation	Clearance Between Top of Existing Pavement and Top of Culvert	Clearance Between Top of Existing Concrete Pavement and Top of Culvert*
		feet	inches	inches	feet	feet	feet	feet
Pipe Culverts								
29+50	NB	654.8	36.00	4.00	658.1	660.1	2.0	1.7
29+50	SB	654.8	36.00	4.00	658.1	660.1	2.0	1.7
43+00	SB	655.7	24.00	3.00	658.0	662.0	4.0	3.7
57+25	NB	658.6	48.00	5.00	663.0	665.8	2.8	2.5
57+25	SB	658.6	48.00	5.00	663.0	665.8	2.8	2.5
69+00	SB	659.2	24.00	3.00	661.4	665.2	3.8	3.5
83+00	SB	656.2	24.00	3.00	658.5	661.2	2.8	2.5
95+00	SB	651.9	24.00	3.00	654.2	658.2	4.1	3.8
108+50	NB	646.8	48.00	5.00	651.2	654.2	3.0	2.7
108+50	SB	646.8	48.00	5.00	651.2	654.1	2.9	2.6
123+00	NB	643.9	24.00	3.00	646.1	650.0	3.9	3.6
150+00	SB	637.0	24.00	3.00	639.2	645.9	6.7	6.4
164+00	SB	633.1	24.00	3.00	635.3	639.9	4.6	4.3
178+00	SB	623.5	24.00	3.00	625.8	635.1	9.4	9.1
192+50	SB	632.0	24.00	3.00	634.3	637.6	3.3	3.0
200+00	SB	633.8	24.00	3.00	636.0	639.9	3.9	3.6
219+00	SB	633.9	24.00	3.00	636.1	640.9	4.8	4.5
239+00	SB	628.0	24.00	3.00	630.3	638.6	8.3	8.0
251+75	NB	635.1	36.00	4.00	638.4	642.2	3.8	3.5
251+75	SB	635.1	36.00	4.00	638.4	642.1	3.7	3.4
274+00	SB	637.1	24.00	3.00	639.4	644.2	4.8	4.5
308+00	NB	641.4	24.00	3.00	643.6	646.6	2.9	2.6
308+00	SB	641.3	24.00	3.00	643.6	646.6	3.0	2.7
317+00	NB	641.2	24.00	3.00	643.4	648.0	4.6	4.3
317+00	SB	642.1	24.00	3.00	644.4	648.0	3.6	3.3
326+00	SB	644.6	24.00	3.00	646.8	649.5	2.7	2.4
339+00	NB	646.0	24.00	3.00	648.3	651.6	3.3	3.0
Box Culverts								
230+25	NB	625.5	60.00	12.00	631.5	638.5	7.0	6.7
230+25	SB	625.5	60.00	12.00	631.5	638.5	7.0	6.7
284+25	NB	634.5	36.00	12.00	638.5	663.4	24.9	24.6
284+25	SB	633.9	36.00	12.00	637.9	663.4	25.5	25.2

* Clearance is calculated assuming the existing 3.5'' thick HMA overlay is removed prior to rubblization.

APPENDIX

R



	Borehole	Station	Offset	Depth (ft)	Classification
●	**101**	**205+45**	**62.00 ft Rt.**	**1.50**	**A-6 (4) CLAY LOAM**
⊠	**102**	**225+00**	**62.00 ft Rt.**	**1.50**	**A-4 (2) LOAM**
▲	**103**	**238+85**	**62.00 ft Rt.**	**1.50**	**A-6 (5) CLAY LOAM**
★	**104**	**261+60**	**62.00 ft Rt.**	**1.25**	**A-6 (6) CLAY LOAM**
⊙	**105**	**205+95**	**62.00 ft Rt.**	**1.50**	**A-6 (5) CLAY LOAM**
✿	**106**	**315+00**	**62.00 ft Rt.**	**1.50**	**A-6 (3) SANDY LOAM**
○	**107**	**341+30**	**62.00 ft Rt.**	**1.50**	**A-6 (3) CLAY LOAM**
△	**108**	**356+50**	**62.00 ft Rt.**	**1.50**	**A-6 (1) SANDY LOAM**
⊗	**201**	**200+00**	**50.00 ft Rt.**	**1.50**	**A-4 (2) CLAY LOAM**
⊕	**202**	**249+35**	**50.00 ft Rt.**	**1.50**	**A-6 (4) CLAY LOAM**

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

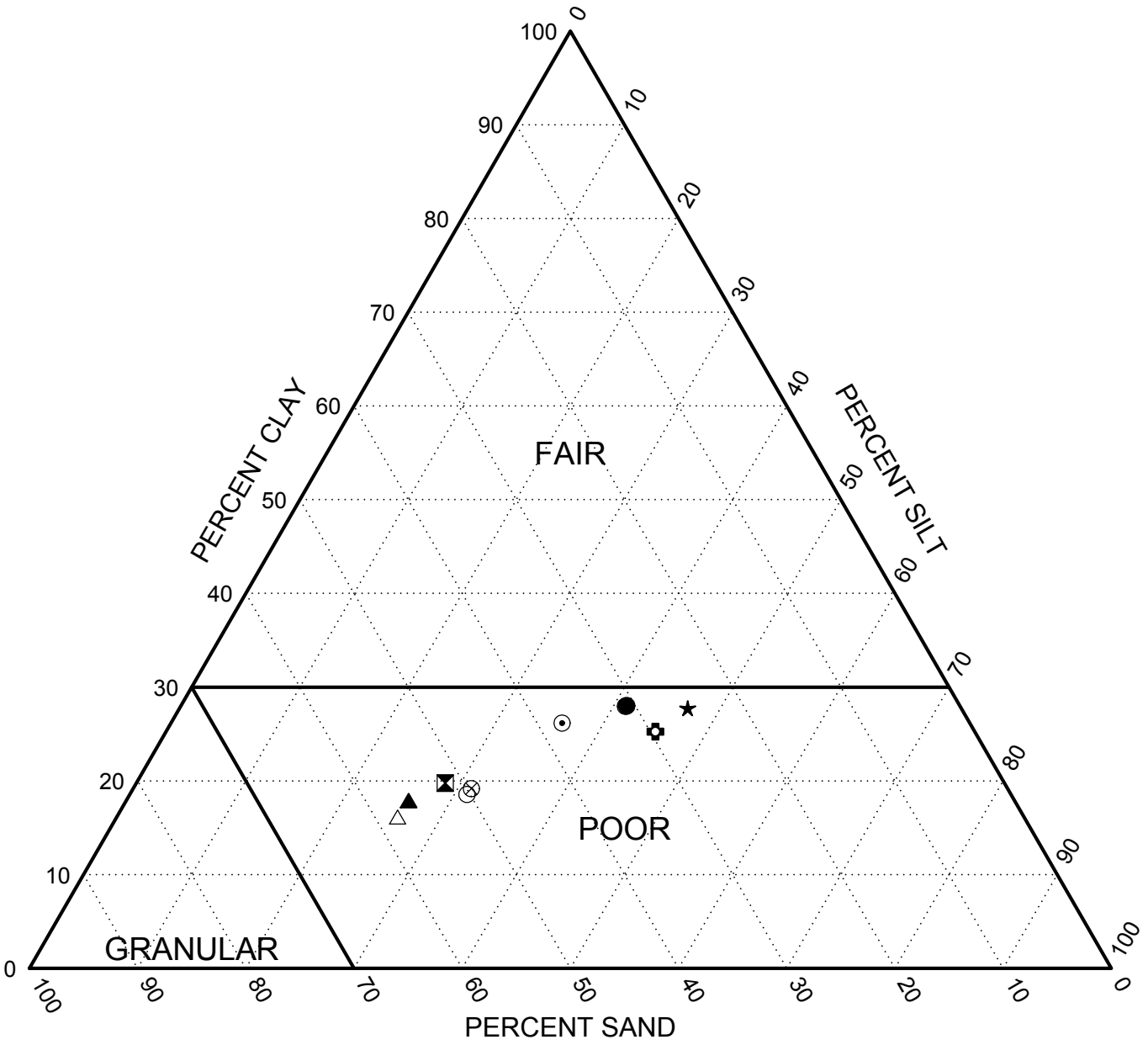
SUBGRADE SUPPORT RATING

Route: FAI 55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

SUBGRADE SUPPORT RATINGS I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17



	Borehole	Station	Offset	Depth (ft)	Classification
●	**203**	**275+00**	**50.00 ft Rt.**	**1.50**	**A-6 (6) CLAY LOAM**
⧓	**204**	**305+00**	**50.00 ft Rt.**	**1.50**	**A-6 (5) SANDY LOAM**
▲	**205**	**325+00**	**50.00 ft Rt.**	**1.50**	**A-6 (2) SANDY LOAM**
★	**301**	**74+85**	**62.00 ft Rt.**	**1.50**	**A-6 (6) CLAY LOAM**
⊙	**302**	**109+45**	**62.00 ft Rt.**	**1.25**	**A-6 (7) CLAY LOAM**
✿	**303**	**121+75**	**62.00 ft Rt.**	**1.50**	**A-4 (5) CLAY LOAM**
○	**304**	**180+47**	**62.00 ft Rt.**	**1.50**	**A-4 (2) SANDY LOAM**
△	**501**	**350+00**	**62.00 ft Lt.**	**1.50**	**A-6 (3) SANDY LOAM**
⊗	**502**	**306+90**	**62.00 ft Lt.**	**1.50**	**A-6 (3) LOAM**
⊕	**503**	**277+60**	**62.00 ft Lt.**	**1.30**	**A-6 (7) CLAY LOAM**

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

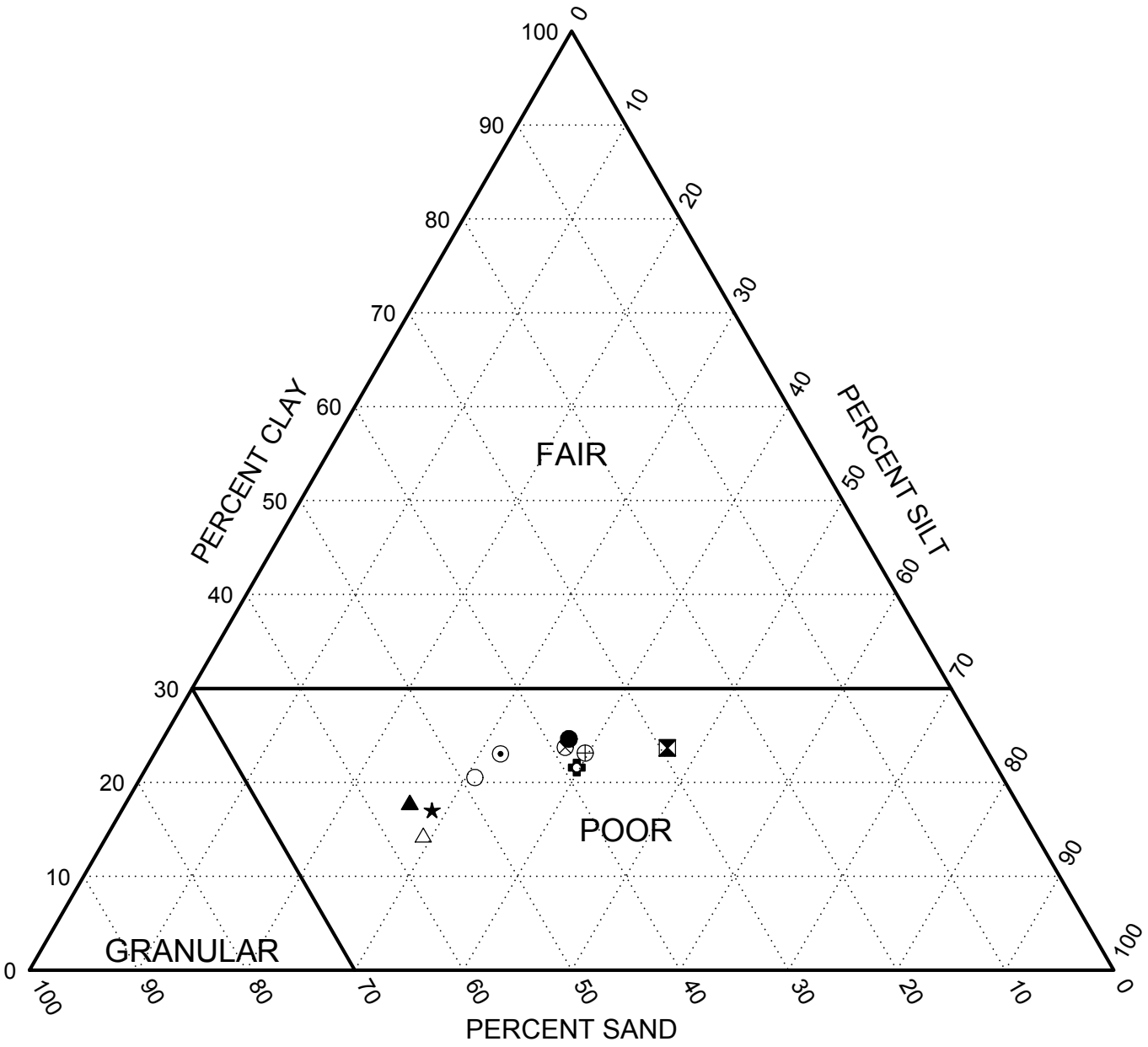
SUBGRADE SUPPORT RATING

Route: FAI 55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

SUBGRADE SUPPORT RATINGS I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17



	Borehole	Station	Offset	Depth (ft)	Classification
●	**505**	**244+65**	**62.00 ft Lt.**	**1.30**	**A-6 (4) CLAY LOAM**
⊠	**506**	**195+45**	**62.00 ft Lt.**	**1.50**	**A-4 (4) CLAY LOAM**
▲	**601**	**331+20**	**50.00 ft Lt.**	**1.50**	**A-6 (2) SANDY LOAM**
★	**602**	**320+35**	**50.00 ft Lt.**	**1.50**	**A-6 (2) SANDY LOAM**
⊙	**603**	**286+15**	**50.00 ft Lt.**	**1.50**	**A-6 (4) CLAY LOAM**
✿	**604**	**233+25**	**50.00 ft Lt.**	**1.50**	**A-4 (3) CLAY LOAM**
○	**605**	**220+00**	**50.00 ft Lt.**	**1.50**	**A-6 (3) CLAY LOAM**
△	**701**	**180+40**	**62.00 ft Lt.**	**1.50**	**A-4 (1) SANDY LOAM**
⊗	**702**	**141+35**	**62.00 ft Lt.**	**1.50**	**A-6 (6) CLAY LOAM**
⊕	**703**	**74+90**	**62.00 ft Lt.**	**1.50**	**A-6 (4) CLAY LOAM**

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

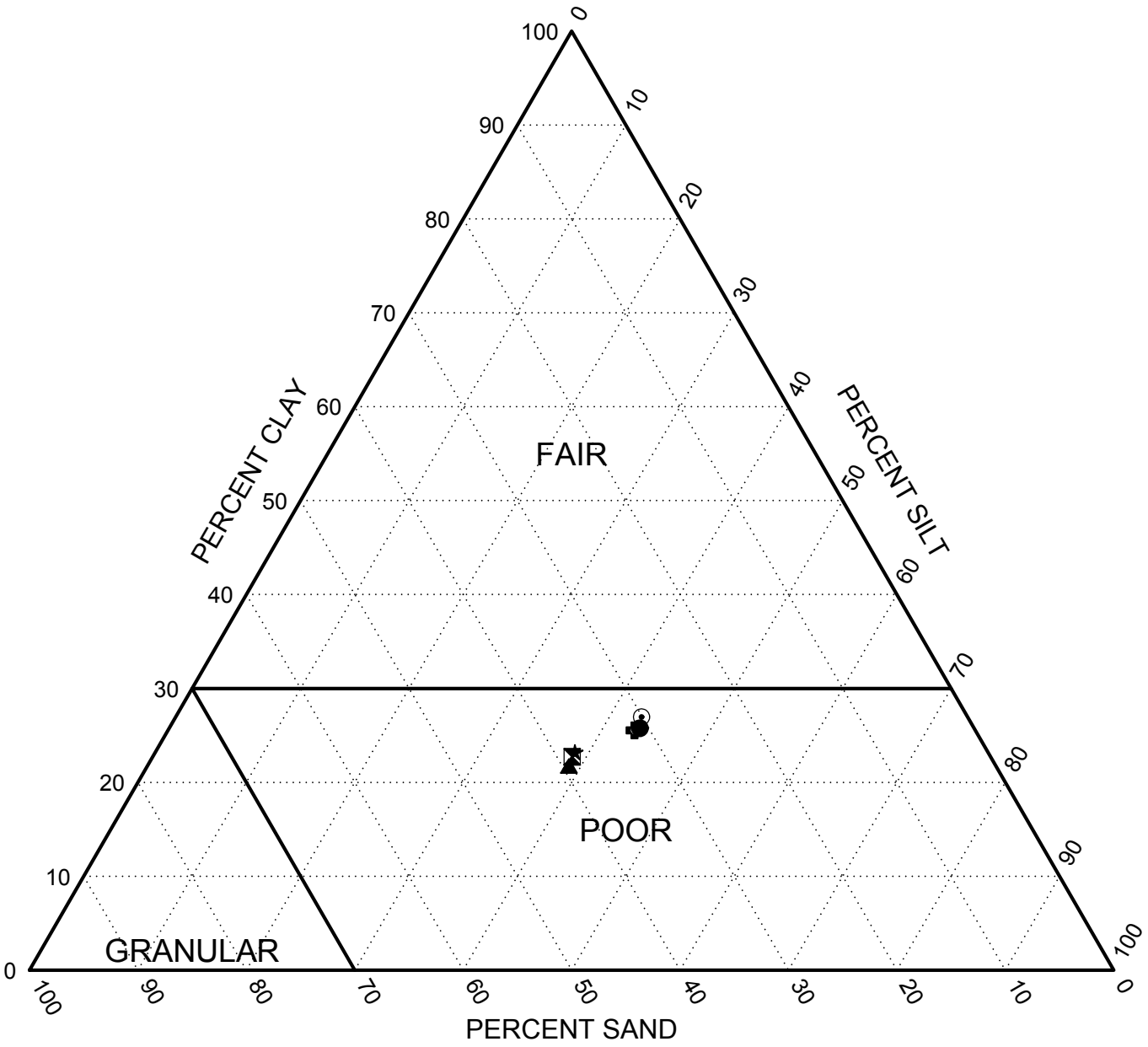
SUBGRADE SUPPORT RATING

Route: FAI 55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

SUBGRADE SUPPORT RATINGS I-55 PAVEMENT INVESTIGATION NEAR PONTIAC (MM 195.0 TO 201.11).GPJ IL_DOT.GDT 7/21/17



	Borehole	Station	Offset	Depth (ft)	Classification
●	**RW 01**	**130+00**	**70.00 ft Rt.**	**4.00**	**A-6 (7) CLAY LOAM**
⊠	**RW 02**	**140+00**	**70.00 ft Rt.**	**2.50**	**A-6 (4) CLAY LOAM**
▲	**RW 02**	**140+00**	**70.00 ft Rt.**	**9.50**	**A-6 (4) CLAY LOAM**
★	**RW 03**	**145+00**	**70.00 ft Lt.**	**2.50**	**A-6 (6) CLAY LOAM**
⊙	**RW 04**	**135+00**	**70.00 ft Lt.**	**2.50**	**A-6 (7) CLAY LOAM**
✿	**RW 04**	**135+00**	**70.00 ft Lt.**	**10.00**	**A-6 (6) CLAY LOAM**

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Division of Highways
Illinois Department of Transportation

SUBGRADE SUPPORT RATING

Route: FAI-55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

SUBGRADE SUPPORT RATINGS 053-0126, 0127.GPJ IL_DOT.GDT 7/21/17

APPENDIX

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Geotechnical Reports
Revised 12-21-2015

A Roadway Geotechnical Report has been prepared for this project. Copies can be obtained by contacting Mike Short, District Geotechnical Engineer, at 1-815-433-7085 or Michael.Short@Illinois.gov.

APPENDIX

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State of Illinois
Department of Transportation

SPECIAL PROVISION
FOR
RUBBLIZING PCC PAVEMENT

Effective June 1, 2001

Description. This work shall consist of rubblizing the existing portland cement concrete (PCC) pavement.

Materials. Aggregate replacement material, for areas of approximately 1 sq m (10 sq ft) or less, shall be a Class D Quality (or better) crushed stone, crushed slag, crushed concrete, or crushed gravel meeting a CA 6 or CA 10 gradation; according to Section 1004 of the Standard Specifications. Bituminous concrete mixture used for repairs shall be the same as noted in the mixture requirements for mainline binder.

Equipment. Equipment shall be according to the following Articles of Section 1100:

Item	Article/Section
(a) Vibratory Steel Wheel Roller..(Note 1).....	1101.01
(b) Pneumatic Tired Rollers.....(Note 2).....	1101.01

(c) Multi-head Breaker (MHB). The equipment shall consist of a self-contained, self-propelled MHB. Hammer heads shall be mounted laterally in a single row or in pairs with half the hammers in a forward row, and the remainder diagonally offset in a rear row so there is continuous pavement breaking from side to side. This equipment shall have the capability of rubblizing pavement up to 4 m (13 ft) in width, in a single pass. Hammer drop height shall have the ability to be independently controlled. (Note 3)

(d) Resonant Breaker. The equipment shall consist of a self-contained, self-propelled resonant frequency pavement breaking unit capable of producing low amplitude, 8,880 N (2,000 lb) blows, at a rate of not less than 44 per second.

(e) Z-Pattern Steel Grid Roller. The equipment shall consist of a self-contained, self-propelled vibratory steel wheel roller with a Z-pattern grid cladding mounted transversely to the surface of the drum. The vibratory roller shall have a minimum gross weight of 9 metric tons (10 tons).

Note 1. The vibratory roller shall have a minimum gross weight of 9 metric tons (10 tons).

Note 2. The pneumatic tired rollers shall develop a compression of not less than 50 N/mm (300 lb/in.), nor more than 90 N/mm (500 lb/in.), of width of the tire tread in surface contact.

Note 3. When the MHB is used, a Z-pattern steel grid roller shall be used for additional particle break down as described herein.

CONSTRUCTION REQUIREMENTS

General. If a drainage system is specified on the plans, the system shall be installed and functioning before rubblizing begins. Rubblizing shall commence after removal of any existing bituminous concrete overlay in the area to be rubblized. Any bituminous concrete overlay left on the pavement (after the milling process) shall be removed prior to rubblizing to the satisfaction of the Engineer.

Partial-depth bituminous concrete patches may be left in place and impacted by rubblizing equipment. If breaking is not satisfactory under partial-depth bituminous patches, alternate methods shall be used to break the pavement with approval of the Engineer. Full-depth bituminous patches will be reviewed by the Engineer prior to rubblizing. Unsound patches will be removed and replaced with a Class C or D patch. If the patch is concrete it shall be rubblized. Lane width, full-depth bituminous patches that exceed 3 m (10 ft) in length shall not be impacted by breaking equipment. The Engineer will direct the removal of any unstable material, and method of replacement.

If the unsound patch is greater than 1 sq m (10 sq ft), bituminous concrete binder mixture shall be used. When the road is closed to traffic and the unsound patch is less than or equal to 1 sq m (10 sq ft), the replacement material may be aggregate.

PCC pavement or other PCC appurtenances to remain in place shall be severed from the pavement to be rubblized with a full-depth saw cut. Rubblized pavement less than or equal to 1 sq m (10 sq ft) dislodged by construction traffic shall be repaired with aggregate replacement material and compacted prior to the paving operation. Rubblized pavement greater than 1 sq m (10 sq ft) dislodged by construction traffic shall be repaired with bituminous concrete binder mixture.

The Contractor shall prevent damage to underground utilities and drainage structures during rubblizing. Approved alternate breaking methods shall be used over underground utilities and drainage structures as specified on the plans or directed by the Engineer.

Reinforcement shall be left in place, except that reinforcement projecting from the surface after breaking or compaction shall be cut off below the surface and removed. Any loose joint fillers, expansion material, or other similar items shall also be removed.

Pavement Breaking. Above the reinforcing steel or upper one-half of the pavement, the equipment shall break the pavement such that at least 75 percent of the pieces are a maximum of 75 mm (3 in.). Below the reinforcing steel or in the lower one-half of the pavement, at least 75 percent of the pieces shall be a maximum of 225 mm (9 in.). Concrete to steel bond shall be broken. Uniform breaking shall be maintained through successive passes of the breaking equipment.

Breaking shall be accomplished only by the method(s) specified on the plans and defined as follows:

Method I - This method uses the MHB and Z-pattern steel grid roller to break the pavement, as specified herein.

Method II - This method uses the resonant breaker to break the pavement, as specified herein. This resonant breaker utilizes high flotation tires, which shall be maintained under 415 MPa (60 psi). The breaking shall begin at the centerline and proceed to the edge of the pavement.

Method III - This method uses the resonant breaker to break the pavement, as specified herein, without restriction on tire pressure.

Method IV - This method uses either the MHB with Z-pattern steel grid roller or the resonant breaker to break the pavement, as specified herein.

Prior to the acceptance of the proposed breaking procedure, the Contractor shall complete a strip for evaluation by the Engineer. To ensure the pavement is being broken to the specified dimensions; the Contractor shall excavate a broken area of 1 sq m (10 sq ft), in two separate locations during the first day of breaking, as directed by the Engineer. Modifications to the breaking procedure must be made if the size requirements are not met. These excavations may be repaired with replacement material. If breaking procedures or conditions change, additional excavations to inspect the broken pavement dimensions shall be made, as directed by the Engineer.

Any large concrete pieces that result from inadequate breaking shall be treated as follows:

Size and Location of Pieces	Action
Greater than 225 mm (9 in.) at surface of broken pavement.	Reduce size to under 225 mm (9 in.), or remove and replace.
Greater than 300 mm (12 in.) below steel or lower 1/2 of broken pavement.	Reduce size to under 300 mm (12 in.), or remove and replace.

Unsuitable or unstable material encountered during the breaking process shall be removed and disposed of, according to Article 202.03 of the Standard Specifications. Areas of approximately 1 sq m (10 sq ft) or less may be repaired by use of aggregate replacement material. Larger unstable areas require removal and replacement, as directed by the Engineer. Following subgrade repairs, bituminous concrete binder mixture shall be placed to the depth of the original PCC pavement, and compacted to the satisfaction of the Engineer.

Compaction. Prior to placing the bituminous overlay, the complete width of the broken pavement shall be compacted by vibratory steel wheel and pneumatic tired rollers in the following sequence:

After breaking:

1. Minimum of four passes with Z-pattern steel grid roller (only with the MHB).
2. Four passes with a vibratory roller.
3. Two passes with a pneumatic-tired roller.

The contractor shall not trim the broken or rubblized pavement, or otherwise attempt to grade the broken or rubblized pavement to improve grade lines.

Immediately prior to overlay:

Two passes with a vibratory roller.

Any unstable material encountered while compacting or under construction trafficking shall be treated as defined in the section entitled Pavement Breaking. If a large area of unstable material is identified during the rubblizing process, work shall be halted and the Engineer notified. Any depressions greater than 50 mm (2 in.) in depth shall be filled with replacement material and compacted. When specified by the Engineer, replacement material shall be used to reestablish the pavement crown. Water may be used to aid in compaction of the replacement material, when approved by the Engineer.

Opening Roadway to Traffic. Public traffic will not be allowed on the rubblized pavement before the required binder layers are in place, except at crossovers and/or access points. Public traffic will not be allowed on a rubblized crossover or access point for more than 24 hours. Maintenance of crossovers and/or access points shall be as specified by the Engineer. Crossovers and/or access points shall be maintained in the same compacted state as the other areas, until the bituminous concrete overlay is in place. Construction traffic shall be limited to delivery of materials directly ahead of the paver.

Paving Limitations. A tracked paver shall be used to place the first lift of bituminous concrete binder over the prepared rubblized pavement. During stage construction, the overlay width shall be such that it will not interfere with subsequent rubblizing operations. At a given location, the overlay shall be placed within 48 hours of the pavement breaking operation. If rain occurs between rubblizing and paving, the rubblized pavement shall be dry and stable to the satisfaction of the Engineer before the paving operation begins.

If a material transfer device is proposed, the Contractor shall submit equipment specifications with axle loading configurations and proposed paving sequence to the Engineer three weeks prior to paving. The Engineer will provide any equipment restrictions based on device loadings and proposed paving sequence.

Method of Measurement. Rubblizing will be measured for payment in square meters (square yards) of existing pavement in place.

Basis of Payment. This work will be paid for at the contract unit price per square meters (square yards) for RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT, of the method shown in the plans. *(Design Note 1)*

Any required removal of unsuitable or unstable material, subgrade repair, and bituminous concrete placement will be paid for according to Article 109.04 of the Standard Specifications.

Action taken to address any large concrete pieces resulting from inadequate breaking will not be paid for separately.

(Design Note 1. The method of pavement breaking must be selected.)

APPENDIX

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Source of Material	**RW 01 4.00**
Description of Material	**Medium Brown**
	A-6 (7) CLAY LOAM
Test Method	**ASTM D1557 Method C**

TEST RESULTS

Standard Dry Density	**118.7 pcf**
Optimum Water Content	**12.5 %**

ATTERBERG LIMITS

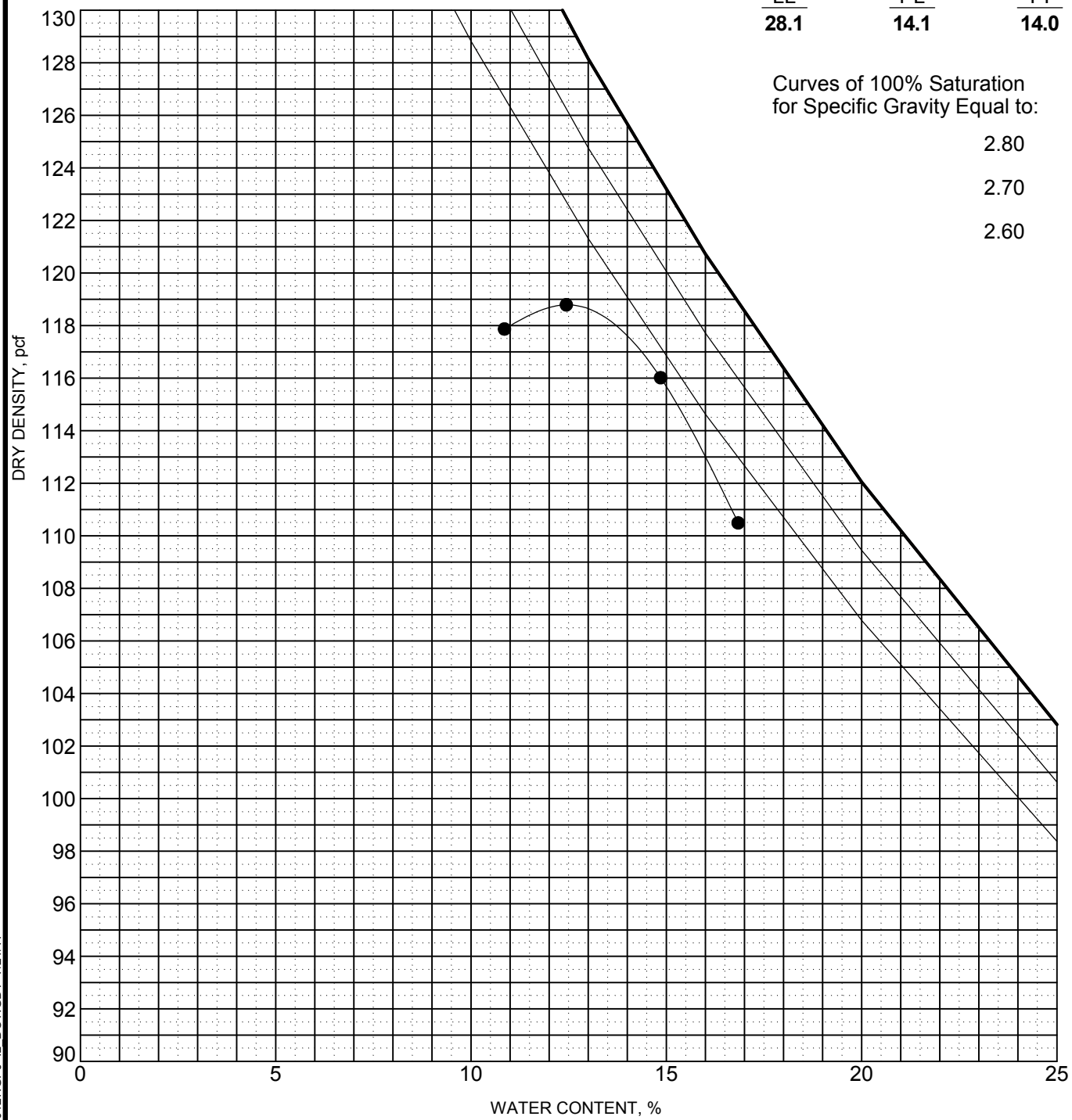
LL	PL	PI
28.1	**14.1**	**14.0**

Curves of 100% Saturation for Specific Gravity Equal to:

2.80

2.70

2.60



Illinois Department of Transportation

Division of Highways
Illinois Department of Transportation

MOISTURE-DENSITY RELATIONSHIP

Route: FAI-55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

COMPACTION 053-0126_0127.GPJ IL_DOT.GDT 7/21/17

Source of Material	**RW 02 2.50**
Description of Material	**Light Brown**
	A-6 (4) CLAY LOAM
Test Method	**ASTM D1557 Method C**

TEST RESULTS

Standard Dry Density	**118.8 pcf**
Optimum Water Content	**13.0 %**

ATTERBERG LIMITS

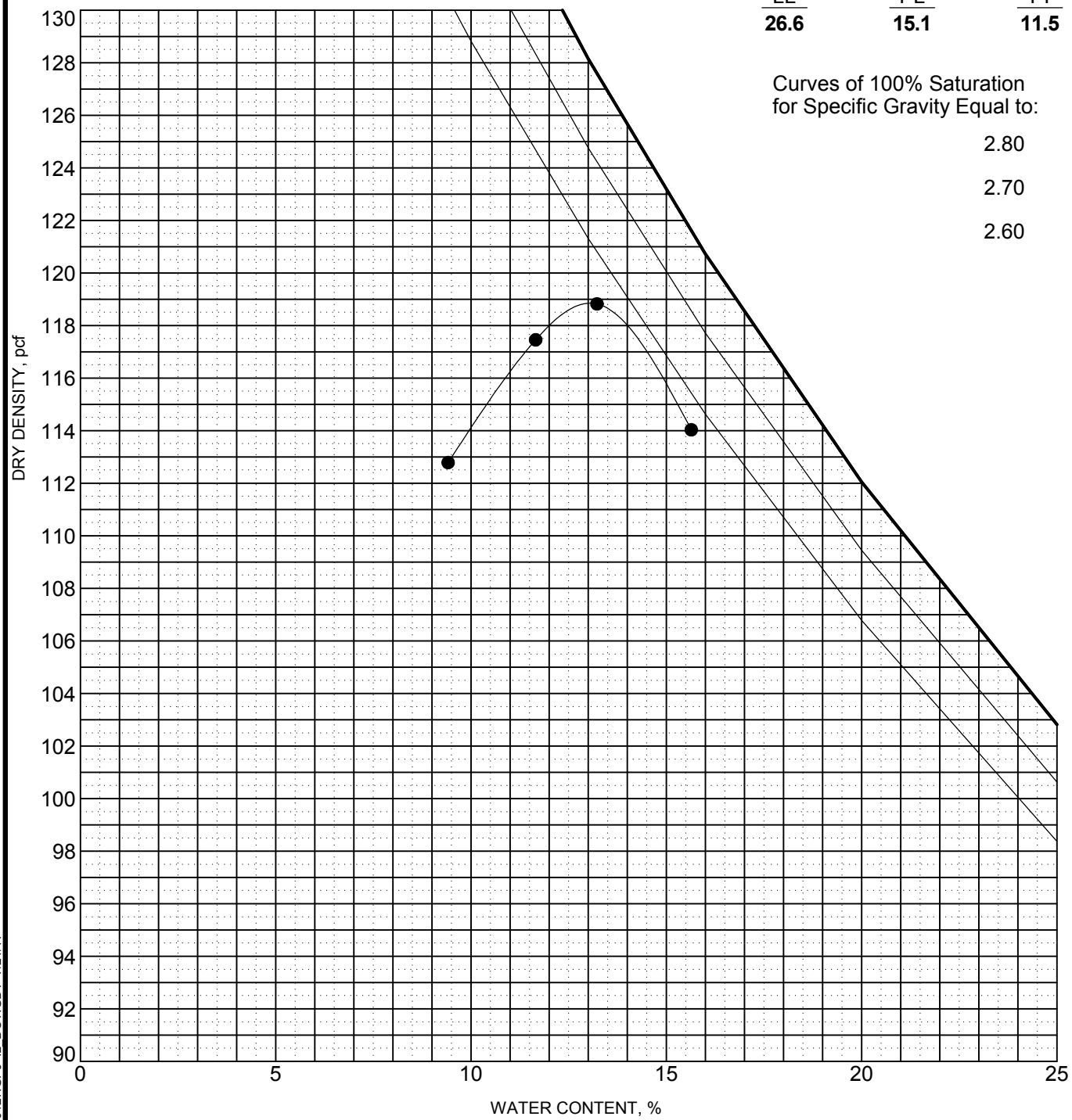
LL	PL	PI
26.6	**15.1**	**11.5**

Curves of 100% Saturation for Specific Gravity Equal to:

2.80

2.70

2.60



Illinois Department of Transportation

Division of Highways
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MOISTURE-DENSITY RELATIONSHIP

Route: FAI-55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

COMPACTION 053-0126_0127.GPJ IL_DOT.GDT 7/21/17

Source of Material	**RW 02 9.50**
Description of Material	**Medium Brown**
	A-6 (4) CLAY LOAM
Test Method	**ASTM D1557 Method C**

TEST RESULTS

Standard Dry Density	**118.9 pcf**
Optimum Water Content	**12.8 %**

ATTERBERG LIMITS

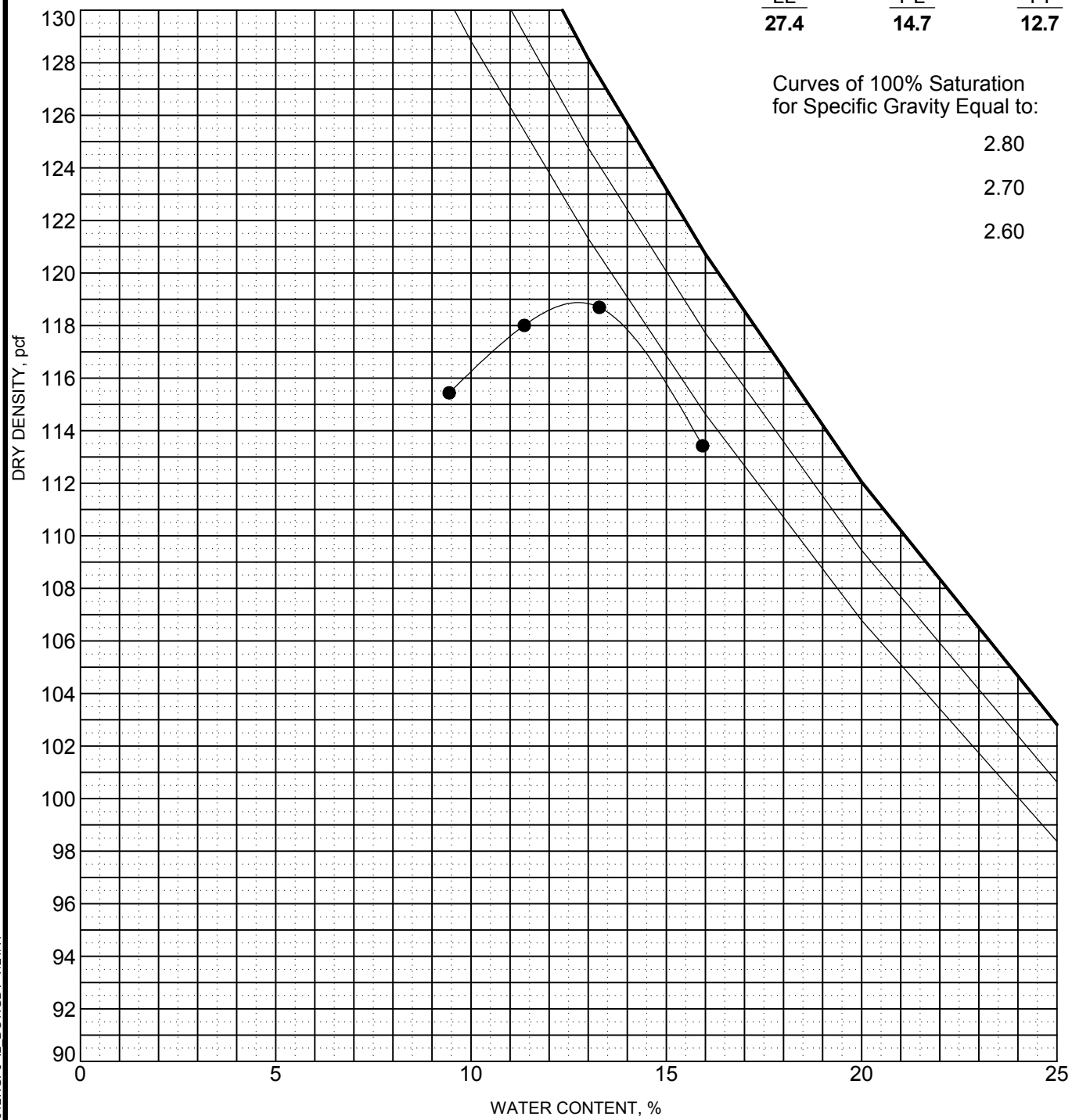
LL	PL	PI
27.4	**14.7**	**12.7**

Curves of 100% Saturation for Specific Gravity Equal to:

2.80

2.70

2.60



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MOISTURE-DENSITY RELATIONSHIP

Route: FAI-55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

COMPACTION 053-0126_0127.GPJ IL_DOT.GDT 7/21/17

Source of Material	**RW 03 2.50**
Description of Material	**Medium Brown**
	A-6 (6) CLAY LOAM
Test Method	**ASTM D1557 Method C**

TEST RESULTS

Standard Dry Density	**117.9 pcf**
Optimum Water Content	**12.9 %**

ATTERBERG LIMITS

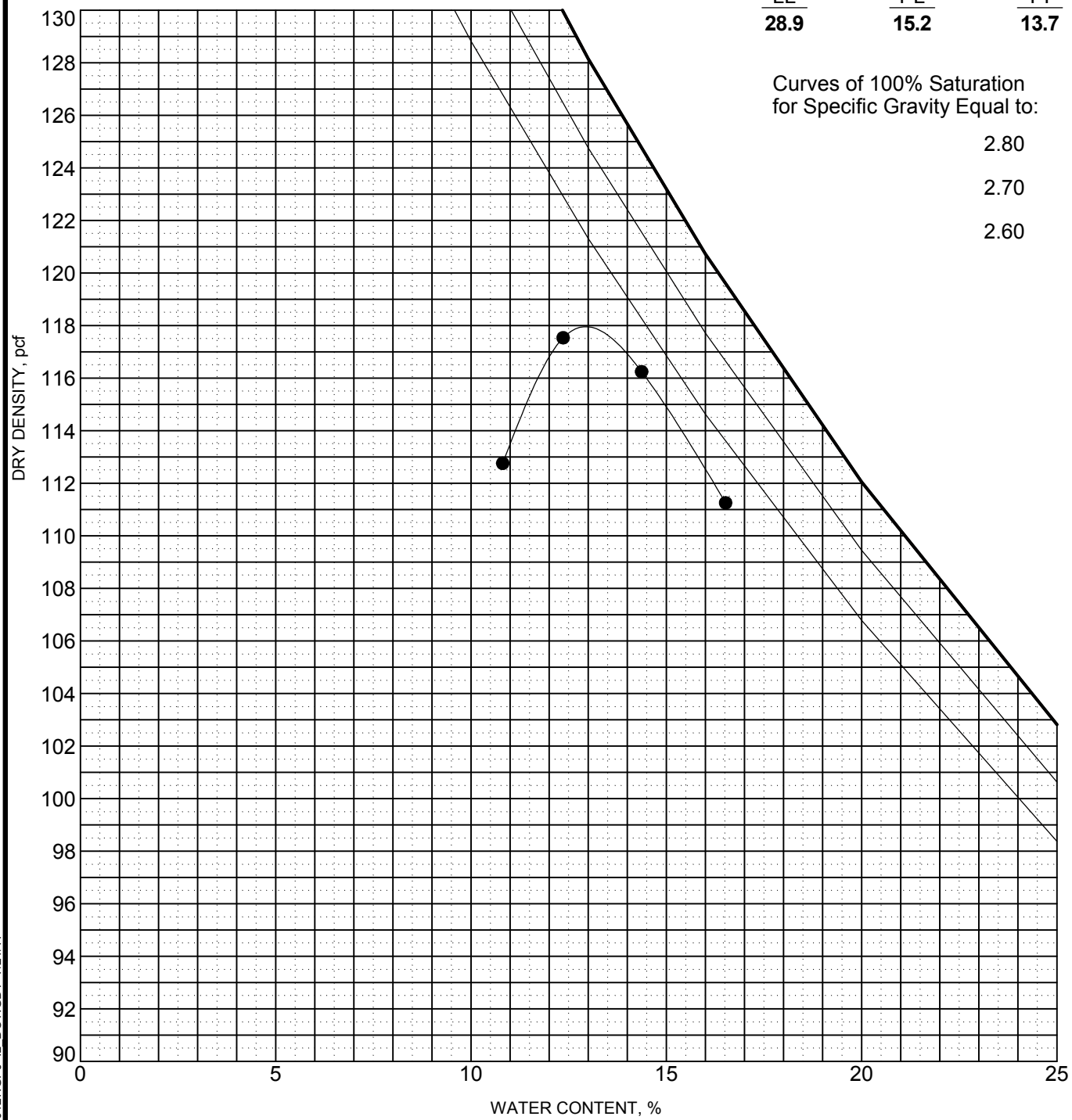
LL	PL	PI
28.9	**15.2**	**13.7**

Curves of 100% Saturation for Specific Gravity Equal to:

2.80

2.70

2.60



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MOISTURE-DENSITY RELATIONSHIP

Route: FAI-55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

COMPACTION 053-0126_0127.GPJ IL_DOT.GDT 7/21/17

Source of Material	**RW 04 2.50**
Description of Material	**Medium Reddish Brown**
	A-6 (7) CLAY LOAM
Test Method	**ASTM D1557 Method C**

TEST RESULTS

Standard Dry Density	**119.7 pcf**
Optimum Water Content	**12.2 %**

ATTERBERG LIMITS

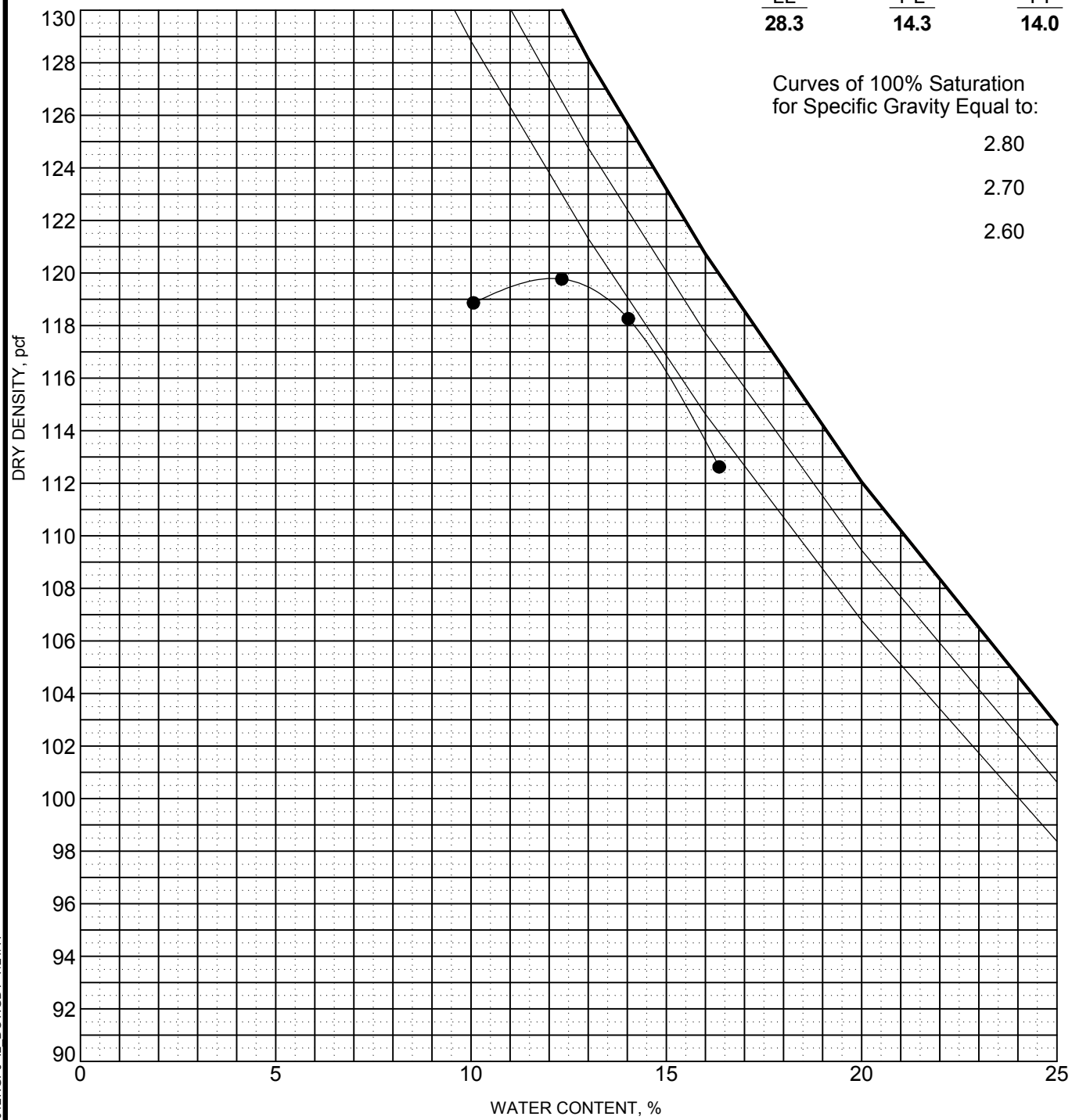
LL	PL	PI
28.3	**14.3**	**14.0**

Curves of 100% Saturation for Specific Gravity Equal to:

2.80

2.70

2.60



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MOISTURE-DENSITY RELATIONSHIP

Route: FAI-55 (I-55)

Section: (53-4,5)RS-1&I

County: Livingston

COMPACTION 053-0126_0127.GPJ IL_DOT.GDT 7/21/17

Source of Material	**RW 04 10.00**
Description of Material	**Light Reddish Brown**
	A-6 (6) CLAY LOAM
Test Method	**ASTM D1557 Method C**

TEST RESULTS

Standard Dry Density	**119.2 pcf**
Optimum Water Content	**11.6 %**

ATTERBERG LIMITS

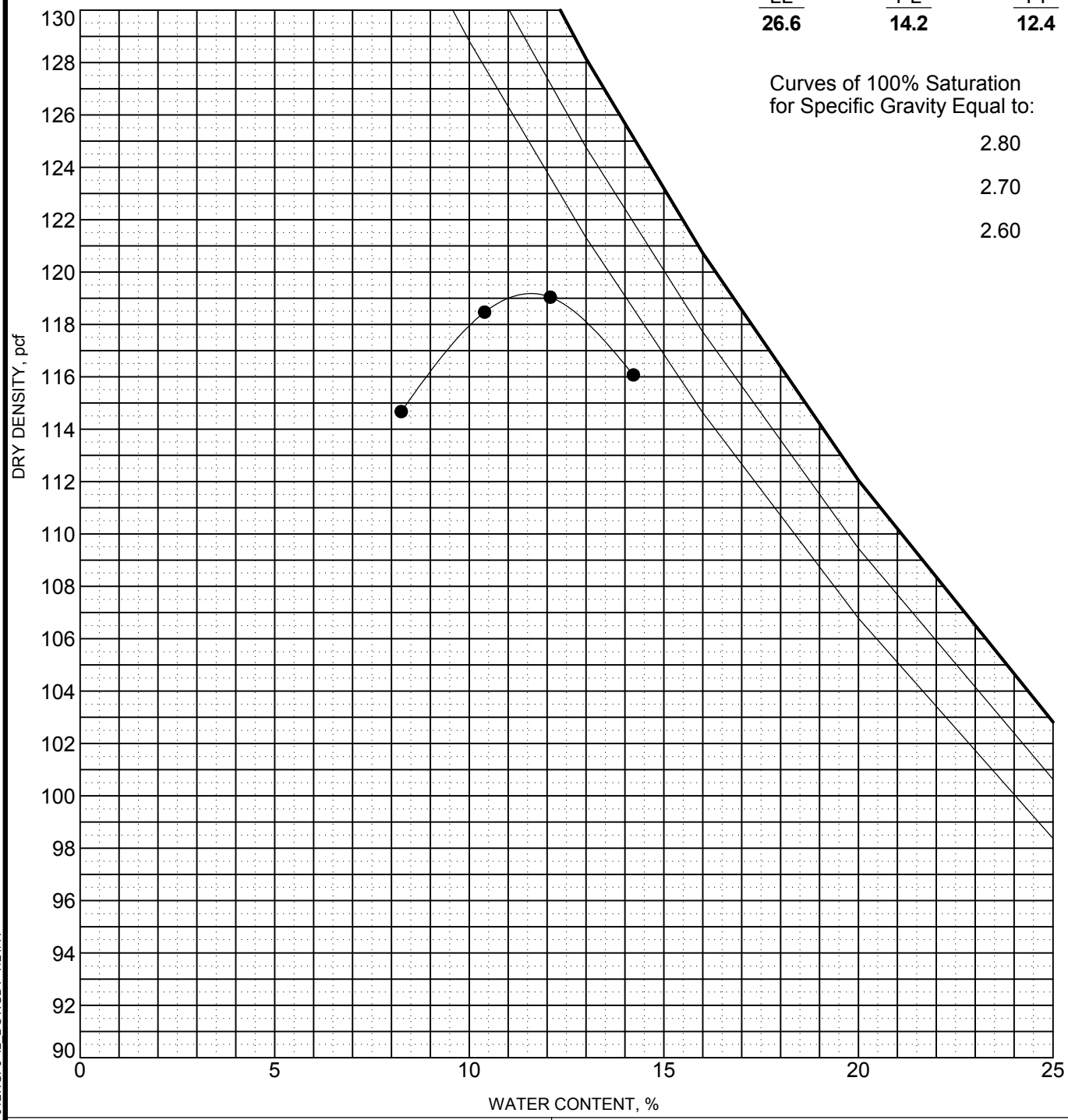
LL	PL	PI
26.6	**14.2**	**12.4**

Curves of 100% Saturation for Specific Gravity Equal to:

2.80

2.70

2.60



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MOISTURE-DENSITY RELATIONSHIP

Route: FAI-55 (I-55)

Section: (53-4,5)RS-1&I

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