

INDEX OF SHEETS 03-06-2020 LETTING ITEM 057

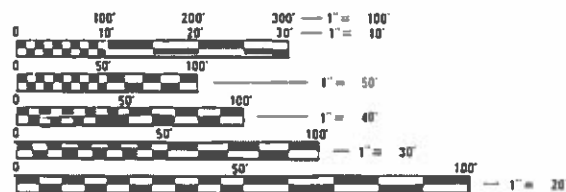
1. COVER SHEET
2. GENERAL NOTES/JOB SPECIFIC NOTES/HMA MIX REQUIREMENTS/STATUS OF UTILITIES
- 3-8. SUMMARY OF QUANTITIES
- 9-15. SCHEDULE OF QUANTITIES
16. LINE DIAGRAM
17. TYPICAL SECTION
- 10-19. PAVING SEQUENCE
20. BUTT JOINT DETAIL
21. JOINT FILLING DETAIL
22. RESURFACING UNDER STRUCTURE DETAIL
23. UNDER STRUCTURE GUTTER DETAIL
24. CROSSOVER WIDENING DETAIL
25. STRUCTURAL REPAIR DETAIL
26. CLASS C PATCH DETAIL
- 27-271 PAVEMENT CONNECTOR AND BRIDGE APPROACH SHEETS
- 11-29. PROPOSED CCTV CAMERA INSTALLATION DETAILS
- 30-33. DISTRICT STANDARDS

HIGHWAY STANDARDS

000001-07	630301-09	701400-09	780001-05
001001-02	631031-16	701401-12	781001-04
420401-13	642001-02	701402-12	782006-01
442001-04	701101-05	701406-12	
442201-03	701106-02	701426-09	
482011-03	701201-05	701901-08	
630001-12	701301-04	704001-08	

DESIGN DESIGNATION

2017 ADT: 16900
 2017 MU: 5300
 2017 SU: 776



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS
 1-800-892-0123
 OR 811

PROJECT ENGINEER & MANAGER:
 RICH DOTSON (309) 671-3455

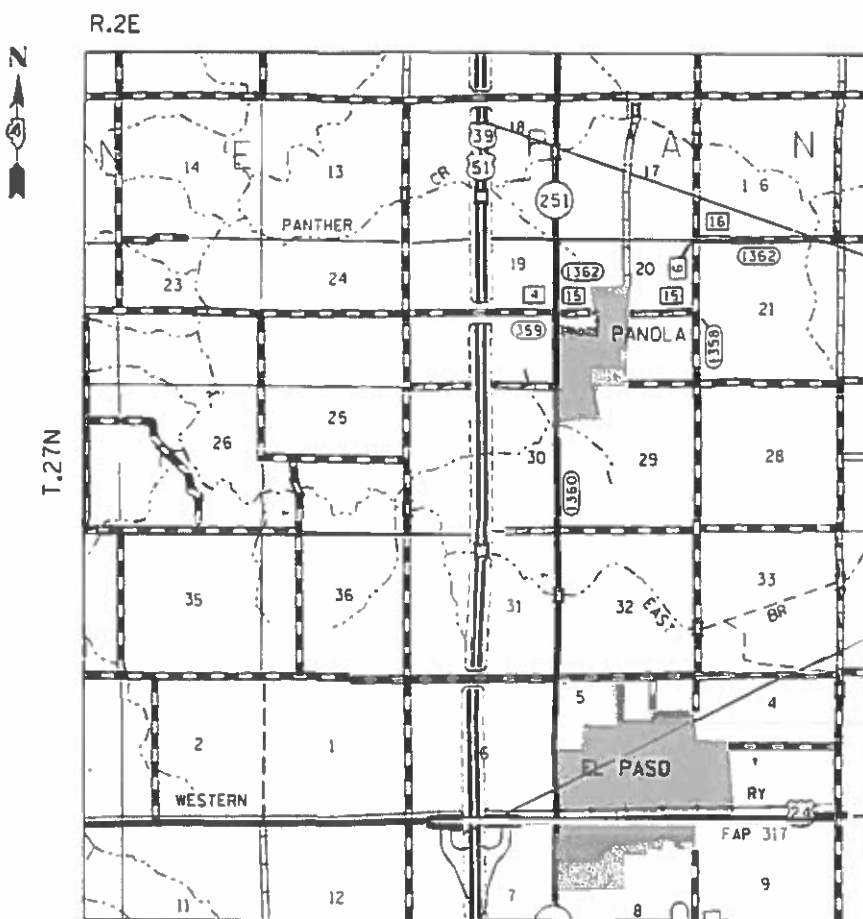
CATALOG NO. 035503-01D
CONTRACT NO. 68E24

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**PROPOSED
 HIGHWAY PLANS**

FAI ROUTE 39 (I-39)
 SECTION (102-2)RS
 PROJECT NHPP-HXZT(566)
 3R
 WOODFORD COUNTY

C-94-059-18



GROSS LENGTH = 26410 FT. = 5.0 MILE
 NET LENGTH = 25760 FT. = 4.9 MILE

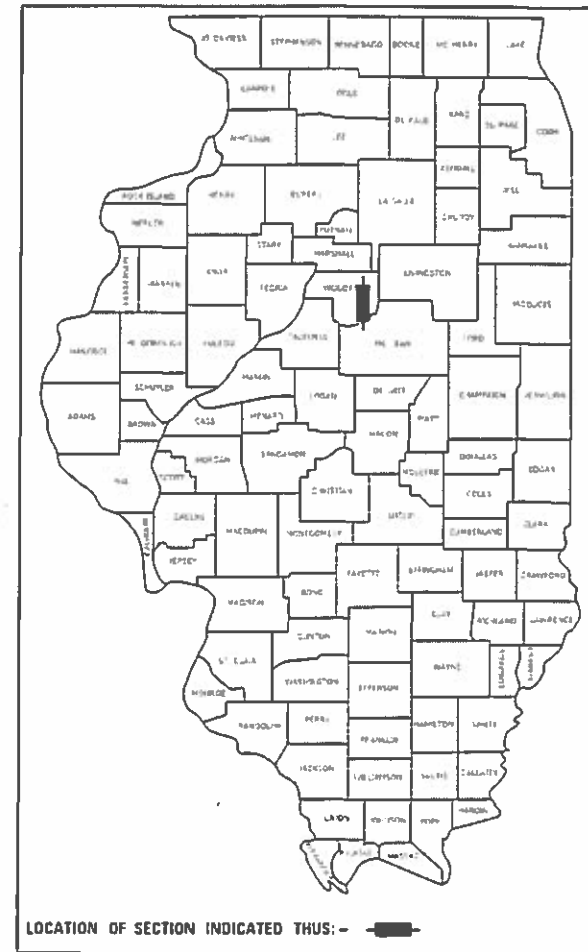
PROJECT & IMPROVEMENT LIMIT ENDS:
 STA. 711+60 NB
 STA. 708+60 SB

PROJECT LIMIT BEGINS: STA. 447+50
 IMPROVEMENT BEGINS: STA. 454+00

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	102-2)RS	WOODFORD	* 33	1
ILLINOIS			CONTRACT NO. 68E24	

* 33 + 10 = 43 TOTAL SHEETS

D-94-037-18



LOCATION OF SECTION INDICATED THUS: -

PROJECT DESCRIPTION:
 ROADWAY IMPROVEMENTS INCLUDE CLASS A & C PATCHING, HMA BINDER AND SURFACE PLACEMENT, MINOR DRAINAGE IMPROVEMENTS, PAVEMENT MARKINGS, AGGREGATE SHOULDERS AND OTHER RELATED COLLATERAL WORK.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUBMITTED Dec 13 2019
Kenneth A. Bennett RSD
 REGION THREE ENGINEER

Jan 31 2020
Eric A. Elk
 ENGINEER OF DESIGN AND ENVIRONMENT

Jan 31 2020
James J. Quinn
 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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

COMMITMENTS

Commitments are not to be altered without the written approval of all parties to which the commitment was made.

THERE ARE NO COMMITMENTS WITH THIS PROJECT.

ENVIRONMENTAL REVIEWS

Prior to the use of any proposed borrow areas, use areas (temporary access roads, detours, run-arounds, etc.) and/or waste areas, the Contractor shall file the required environmental resource request surveys according to Section 107.22 of the Standard Specifications. These surveys are required in order for the Department to conduct cultural and biological resource surveys for the proposed site.

The required environmental resource documentation shall include the following:

- * BDE Form 2289 (Cultural and Natural Resources Review of Borrow Areas)
- * BDE Form 2290 (Waste/Use Area Review)
- * A location map showing the size limits and location of the use area
- * Color photographs depicting the use area
- * Borrow Area Entry Agreement form – D4 PI0101

Prior to any waste materials being removed from the construction site the required environmental resource surveys shall be obtained and filed by the Contractor. Excess waste products removed from the construction site shall be disposed of as required in Section 202.03 of the Standard Specifications.

Any protruding metal bars shall be removed prior to the disposal of broken concrete at approved disposal sites.

Please note that a minimum of four weeks shall be allowed for the District to obtain the required environmental clearances and six weeks for the required borrow site environmental clearances.

JOB SPECIFIC NOTES:

1. Existing CRPCC reinforcement consists of #7 bars

2. PAVEMENT SCRATCH COAT DIP CORRECTIONS:

At locations (shown in plans) where there are pavement dips, the Contractor shall place and compact a scratch pass of leveling binder prior to placing the proposed binder lift as directed by the Resident Engineer.

This work will be paid at the contract unit price per ton for "POLYMERIZED BINDER (MACHINE METHOD), IL-4.75, N50."

PAVEMENT STATIONING NUMBERS & PLACEMENT

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement and/or overlay. The numbers shall be approximately 3/4 inch (20 mm) wide, 5 inches (125 mm) high and 5/8 inch (15 mm) deep.

The pavement station numbers shall be installed as specified herein:

Interval – 200 feet (English stationing) or 100 meters (metric stationing)

Bottom of Numbers – 6 inches (150 mm) from the inside edge of the pavement marking

Location:

- 2, 3, & 5 Lane Pavements – right edge of pavement in direction of increasing stations
- Multi-Lane Divided Roadways – outside edge of pavement in both directions
- Ramps – along baseline edge of pavement

Position – stations shall be placed so they can be read from the adjacent shoulder

Format – English (Metric) pavement stations shall use this format "XXX (XX + X00)", where X represents the pavement station

This work will not be paid for separately, but will be included in the cost of the associated pavement and/or overlay pay items.

MINIMUM VERTICAL CLEARANCE

The Contractor shall verify the existing structure vertical clearance prior to placing bituminous overlay under any structure. A minimum 16'-0" vertical clearance shall be maintained under all structures.

BUTT JOINT CUTTING TIME RESTRICTION

Butt joints shall not be milled more than three (3) days prior to placement of the HMA surface course.

PAVING SURFACE COURSE

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the hot-mix asphalt surface. No interruptions for side roads, entrances, turn lanes, etc. will be allowed.

ADDITIONAL SUPPLEMENTAL TRAFFIC CONTROL

The Department reserves the right at any time to add additional Traffic Control Systems or devices within the active contract limits, by means of an additional contract. All terms of Article 105.08 of the Standard Specifications shall be followed by each Contractor.

CROSSING EXISTING STRUCTURES WITH EQUIPMENT

SN 102-0052, -0053, -0055, -0056 may be crossed with the empty MTD. Any structures not listed above shall be verified by the resident engineer prior to beginning work.

STATUS OF UTILITIES						
ROUTE	LOCATION	MIN. DEPTH	COMPANY	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
I-39	fiber optic runs parallel along north side of Co. 1100N crossing I-39 north of S.N. 102-0057	36"	Metro Communications Co.	Buried Fiber Optic	Milling pavement, full depth pavement patches & light pole foundations	CAUTION
I-39	aerial runs parallel along north side of Co. Hwy 4 & 1500N		Corn Belt Energy	Aerial-Electric		CAUTION
I-39	gas runs parallel to 1100N, and crosses I-39 south of S.N. 102-0057	30"	Nicor Gas	4" Gas Main	Milling pavement & full depth pavement patches	CAUTION
US 24	gas runs parallel to US 24, 60 ft. south of centerline and west of I-39	30"	Nicor Gas	4" Gas Main	CCTV cabinet & camera installation	CAUTION
US 24	water runs parallel to US 24, south of roadway	48"	El Paso Public Works	8" Water	CCTV cabinet & camera installation	CAUTION
US 24	sewer runs parallel to US 24, south of roadway	36"		2" & 4" Sewer	CCTV cabinet & camera installation	CAUTION

HMA MIX REQUIREMENTS

The following mixture requirements are applicable for this project:

Mixture Use(s):	Polymer SMA Surface Course (2")	Polymer SMA Binder Course (2")	Polymer Binder Course (Mainline 1" and local leveling)	HMA Shoulder (Surface Lift)	HMA Shoulder (Lower Lift)	Incidental Surface
AC/PG:	SBS or SBR 76-28	SBS or SBR 76-28	SBS or SBR 76-22	PG 64-22	PG 64-22	PG 64-22
Design Air Voids:	4.0% @ N=80	4.0% @ N=80	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50
Mixture Composition: (Mixture Gradation)	IL12.5	IL12.5	IL 4.75	IL 9.5FG	IL 9.5	IL 9.5FG
Friction Aggregate:	Mixture E	N.A.	N.A.	Mixture C	N.A.	N.A.
Quality Management Program:	PFP	PFP	PFP	QC/QA	QC/QA	QC/QA

- Note: 1) Individual lift thickness of each mix type will be no less than 3 times nominal maximum aggregate size and no more than 6 times nominal maximum aggregate size, unless otherwise approved by the Engineer.
 2) For design purposes, mixture weight for all mixes is determined to be 112.0 lb/s.y./in., unless otherwise noted.
 3) Sublot sizes for PFP and QCP mixes will be 1000 tons, unless otherwise agreed to by the Engineer and the paving contractor.

MODEL: Default
 FILE: \\nrcs-pub\pubroom\dat\links\gov\PIWDOT\Documents\DOT_Offices\District_4\Projects\104_68E24\CAD\Drawn\CAD\sheet\1468E24-1-1-cover.dgn

USER NAME = \$USERS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES /JOB SPECIFIC NOTES / HMA MIX REQUIREMENTS /STATUS OF UTILITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 1:100	DRAWN -	REVISED -			39	(102-2)RS	WOODFORD	33	2	
PLOT DATE = 12/17/2019	CHECKED -	REVISED -			CONTRACT NO. 68E24					
	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

MODEL: D:\default
 FILE NAME: P:\p\lancoromdes\illinois\p\DDT\Documents\DDT OF Fees\District 4\Projects\04_68E24\CADD\04_68E24\04_68E24-INT-SDD.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				0005	0005
				ROADWAY	ROADWAY
				90% FED 10% STATE	100% STATE
42001300	PROTECTIVE COAT	SQ YD	1126	1126	
44004250	PAVED SHOULDER REMOVAL	SO YD	23	23	
44200553	CLASS A PATCHES, TYPE II, 10 INCH	SO YD	226	226	
44200557	CLASS A PATCHES, TYPE III, 10 INCH	SO YD	194	194	
44200559	CLASS A PATCHES, TYPE IV, 10 INCH	SO YD	3821	3821	
44213000	PATCHING REINFORCEMENT	SO YD	5827	5827	
44213200	SAW CUTS	FOOT	16912	16912	
44213204	TIE BARS 3/4"	EACH	2856	2856	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	5870	5870	
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	10368	10368	
48203100	HOT - MIX ASPHALT SHOULDERS	TON	25950	25950	
48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SO YD	23	23	
50800515	BAR SPLICERS	EACH	1168	1168	
50105220	PIPE CULVERT REMOVAL	FOOT	306	306	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	185,510	185,510	
60500305	REMOVING INLETS	EACH	8	8	
50300225	CONCRETE STRUCTURES	CU YD	104.2	104.2	

USER NAME = *USER*	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 12/13/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)R5	WOODFORD	33	4
CONTRACT NO. 68E24				

ILLINOIS FED. AID PROJECT

SHOULDER TABLE																
LOCATION	Length	RT Width	LT Width	INCIDENTAL HMA SURFACING			HMA SHOULDERS			POLY. BIT. MATERIALS (TACK COAT)		HMA SURFACE REMOVAL SPECIAL	MATERIAL TRANSFER DEVICE	SHOULDER RUMBLE STRIPS, 16"		
				(V-GUTTERS)	3" Bottom Lift	2" Top Lift	Area of Joint Trimming (6" Wide x 2" Top Lift)*	RATES USED FOR CALCS. (LB/SQ FT)								
								0.08	0.08	(JOINT TRIMMING)*						
				TON	TON	TON	TON	PCC	HMA Lifts		SQ. YD.	TON			FT.	
FT.	FT.	FT.	TON	TON	TON	TON	LB.	LB.	SQ. YD.	TON	FT.					
NORTHBOUND																
STA.	454+00.00	TO	483+80.00	2980.00	10	6		890.0	593.4	37.1	3814.4	3814.4	331.1	1483.4	18700.0	
STA.	483+80.00	TO	488+19.00	439.00	10	8		147.5	98.3	5.5	632.2	632.2	48.8	245.8		
STA.	488+19.00	TO	488+59.00	40.00	10			7.5	5.0	0.5	32.0	32.0	4.4	12.5		
STA.	488+59.00	TO	547+50.00	5891.00	10	6	9.3	1759.5	1173.0	73.3	7540.5	7540.5	654.6	2932.4		
S.N. 102-0056 OMISSION																
STA.	548+42.0	TO	646+81.0	9839.00	10	6	7.5	2938.6	1959.1	122.4	12593.9	12593.9	1093.2	4897.6	26167.0	
STA.	646+81.00	TO	651+20.00	439.00	10	8		147.5	98.3	5.5	632.2	632.2	48.8	245.8		
STA.	651+20.00	TO	651+60.00	40.00	10			7.5	5.0	0.5	32.0	32.0	4.4	12.5		
STA.	651+60.00	TO	679+25.50	2765.5	10	6		826.0	550.6	34.4	3539.8	3539.8	307.3	1376.6		
S.N. 102-0053 OMISSION																
STA.	680+90.50	TO	710+00.00	2909.5	10	6		869.0	579.3	36.2	3724.2	3724.2	323.3	1448.3	6139.0	
STA.	710+00.00	TO	711+60.00	160.00	10	6		47.8	31.9	2.0	204.8	204.8	17.8	79.7		
SOUTHBOUND																
STA.	454+00.00	TO	461+80.00	780.00	6	10		233.0	155.3	9.7	998.4	998.4	86.7	388.3	18700.0	
STA.	461+80.00	TO	488+29.00	2649.00	6	10		791.2	527.5	33.0	3390.7	3390.7	294.3	1318.6		
STA.	488+29.00	TO	488+69.00	40.00		10		7.5	5.0	0.5	32.0	32.0	4.4	12.5		
STA.	488+69.00	TO	492+98.00	429.00	8	10		144.1	96.1	5.3	617.8	617.8	47.7	240.2		
STA.	492+98.00	TO	547+50.00	5452.00	6	10	9.3	1628.3	1085.6	67.8	6978.6	6978.6	605.8	2713.9		
S.N. 102-0055 OMISSION																
STA.	548+42.00	TO	651+20.00	10278.00	6	10	7.5	3069.7	2046.5	127.9	13155.8	13155.8	1142.0	5116.2	26167.0	
STA.	651+20.00	TO	651+60.00	40.00		10		7.5	5.0	0.5	32.0	32.0	4.4	12.5		
STA.	651+60.00	TO	655+99.00	439.00	8	10		147.5	98.3	5.5	632.2	632.2	48.8	245.8		
STA.	655+99.00	TO	679+25.50	2326.50	6	10		694.9	463.2	29.0	2977.9	2977.9	258.5	1158.1		
S.N. 102-0052 OMISSION																
STA.	680+90.50	TO	707+00.00	2609.50	6	10		779.4	519.6	32.5	3340.2	3340.2	289.9	1299.0	5539.0	
STA.	707+00.00	TO	708+60.00	160.00	6	10		47.8	31.9	2.0	204.8	204.8	17.8	79.7		
SUB-TOTALS								33.6	15191	10128	631	65106	65106	5634	25319	101412
CROSSOVER TABLE TOTALS								105.5								
PROJECT TOTAL								139.1		25950						101412
												<i>SEE PAVEMENT TABLE</i>				

*QUANTITIES MULTIPLIED BY 2 FOR LEFT AND RIGHT SHOULDERS. SEE STAGING SHEETS

MODEL: Default
 FILE: \\nrcs-pub\pubroom\dat\illinois.gov\PWIDOT\Documents\DOT_Offices\Director_of_Planet\Projects\102-68E24\CAD\Drawings\102-68E24-1-1-2020.dwg

USER NAME = \$USERS	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)RS	WOODFORD	33	10
CONTRACT NO. 68E24				
ILLINOIS FED. AID PROJECT				

CROSSOVER TABLE							
LOCATION		LENGTH PER SIDE	AREA	EARTH EX. WIDENING	HMA BASE COURSE WIDENING 6"	INCIDENTAL HMA SURFACING	POLY. BIT. MATERIALS (TACK COAT)
		FT.	SQ. YD.	CU. YD.	SQ. YD.	TON	LB.
STA. 488+39	NB	429.0	95.3	31.8	95.3	52.75	408.4
	SB	429.0	95.3	31.8	95.3		
STA. 651+40	NB	429.0	95.3	31.8	95.3	52.75	408.4
	SB	429.0	95.3	31.8	95.3		
<i>SUB-TOTAL</i>				127.1	381.3	105.5	817
<i>PROJECT TOTAL</i>				127	381	SEE PAVEMENT TABLE	

LOCATION	LENGTH	WEDGE AREA		AGGREGATE WEDGE SHOULDERS, TYPE B	
		OUTSIDE SHLDR	INSIDE SHLDR		
		AGG.	AGG.		
	FOOT	SQ FT	SQ FT	TON	
NORTHBOUND I-39					
STA. 454+00.0	TO 483+80.0	2980.00	1.46	1.25	613.2
STA. 483+80.0	TO 488+19.0	439.00	1.46	1.00	82.0
STA. 488+19.0	TO 488+59.0	40.00	1.46		4.4
STA. 488+59.0	TO 501+74.5	1315.50	1.46	1.25	270.7
STA. 501+74.5	TO 502+07.7	33.20		1.25	3.2
STA. 502+07.7	TO 547+50.0	4542.30	1.46	1.25	934.6
STA. 547+50.0	TO 548+42.0	92.00			
STA. 548+42.0	TO 634+11.8	8569.80	1.46	1.25	1763.3
STA. 634+11.8	TO 634+49.0	37.20		1.25	3.5
STA. 634+49.0	TO 646+81.0	1232.00	1.46	1.25	253.5
STA. 646+81.0	TO 651+20.0	439.00	1.46	1.00	82.0
STA. 651+20.0	TO 651+60.0	40.00	1.46		4.4
STA. 651+60.0	TO 679+25.5	2765.50	1.46	1.25	569.0
STA. 679+25.5	TO 680+90.5	165.00			
STA. 680+90.5	TO 711+60.0	3069.50	1.46	1.25	631.6
SOUTHBOUND I-39					
STA. 454+00.0	TO 488+19.0	3419.00	1.46	1.25	703.5
STA. 488+19.0	TO 488+69.0	50.00	1.46		5.5
STA. 488+69.0	TO 492+98.0	429.00	1.46	1.00	80.1
STA. 492+98.0	TO 501+74.5	876.50	1.46	1.25	180.3
STA. 501+74.5	TO 502+07.7	33.20		1.25	3.2
STA. 502+07.7	TO 547+50.0	4542.30	1.46	1.25	934.6
STA. 547+50.0	TO 548+42.0	92.00			
STA. 548+42.0	TO 634+11.8	8569.80	1.46	1.25	1763.3
STA. 634+11.8	TO 634+49.0	37.20		1.25	3.5
STA. 634+49.0	TO 651+20.0	1671.00	1.46	1.25	343.8
STA. 651+20.0	TO 651+60.0	40.00	1.46		4.4
STA. 651+60.0	TO 655+99.0	439.00	1.46	1.00	82.0
STA. 655+99.0	TO 679+25.5	2326.50	1.46	1.25	478.7
STA. 679+25.5	TO 680+90.5	165.00			
STA. 680+90.5	TO 708+60.0	2769.50	1.46	1.25	569.9
<i>PROJECT TOTAL</i>					10,368

CONCRETE SHOULDERS					
LOCATION	LENGTH	WIDTH	PAVED SHOULDER REMOVAL	PORTLAND CEMENT CONCRETE SHOULDERS 10"	TIE BARS 3/4" **
		OUTSIDE SHOULDER			
	FOOT	FOOT	SQ YD	SQ YD	EACH
NORTHBOUND I-39					
SOUTH OF M.M. 17	15	10	16.7	16.7	5
	6	10	6.7	6.7	2
<i>SUB-TOTAL</i>			23.3	23.3	7
<i>PROJECT TOTAL</i>			23	23	

* REMOVAL OF EXISTING REINFORCEMENT SHALL BE INCLUDED IN THE UNIT PRICE FOR "PAVED SHOULDER REMOVAL"

** TIE BARS AT 24" CENTERS

MODEL: Default
 FILE: \\p1barnom.dta.illinois.gov\PIWDOT\Documents\DOT_Offices\District_4\Projects\ID4_68E24\CADD\Drawings\CAD\Sheets\ID468E24-4-ht-schedule.dgn

USER NAME = \$USERS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 1:100	DRAWN -	REVISED -						39	(102-2)RS	WOODFORD	33	11
PLOT DATE = 1/30/2020	CHECKED -	REVISED -						CONTRACT NO. 68E24				
	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	

MOWING				
LOCATION	LENGTH	AVG. WIDTH	AREA	
	FT.	FT.	SQ. FT.	ACRE
JOBSITE MEDIAN	25760	38.5	991,760	22.8
NB OUTSIDE SLOPE	25760	15.0	386,400	8.9
SB OUTSIDE SLOPE	25760	15.0	386,400	8.9
PROJECT TOTAL				40.6

LOCATION	MICRO-SURFACING AGGREGATE FOR CENTERLINE JOINT FILLING		MICRO-SURFACING EMULSIFIED ASPHALT FOR CENTERLINE JOINT FILLING		STRIP REFLECTIVE CRACK CONTROL*
	CL	RT. EDGE LINE	CL	RT. EDGE LINE	
	TON	TON	POUND	POUND	FOOT
NORTHBOUND					
MM 16		0.1		18.2	20
S.N. 102-0056					
DEPARTURE SIDE OF S.N. 102-0053		0.1		18.2	20
SOUTHBOUND					
BEGINNING OF JOB		20.0		4793.7	5280
S.N. 102-0057					
DEPARTURE SIDE OF S.N. 102-0055	0.9		227.0		250
	0.9		227.0		250
	0.2		45.4		50
SUB-TOTAL	2.1	20.1	499.3	4830.0	5870.0
PROJECT TOTAL	23		5330		5870

* PLACE BEFORE LEVELING BINDER

LOCATION	MOBILIZATION	CHANGEABLE MESSAGE SIGN*	ENGINEER'S FIELD OFFICE, TYPE A	TRAFFIC CONTROL SURVEILLANCE	CONSTRUCTION LAYOUT
	L SUM	CAL DA	CAL MO	CAL DA	L SUM
JOBSITE	1	70	5	10	1
TOTAL	1	70	5	10	1

*1 Board for each side @ 35 days each

TRAFFIC CONTROL AND PROTECTION			
STANDARD	LOCATION	EACH	L. SUM
701101	JOBSITE	1	
701201	JOBSITE		1
701406	JOBSITE		1
701401	JOBSITE		1
701402	JOBSITE	4	

LOCATION		PROTECTIVE COAT SPECIAL	STRUCTURAL REPAIR OF CONCRETE <5"	TEMPORARY CONCRETE BARRIER	PINNING TEMP. CONCRETE BARRIER	RELOCATE TEMP. CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3
		SQ. YD.	SQ. FT.	FOOT		FOOT	EACH	EACH
T.R. 165	S.N. 102-0057	370.8						
EAST PANTHER CREEK	S.N. 102-0055	148		600	84	600	1	1
	S.N. 102-0056	148		600	84	600	1	1
CO. HWY 4 (ROANOKE RD.)	S.N. 102-0054	371.6						
PANTHER CREEK	S.N. 102-0052	100.6	100	662.5	120	662.5	1	1
	S.N. 102-0053	100.6	50	662.5	120	662.5	1	1
PROJECT TOTAL		1240	150	2525	408	2525	4	4

* REPAIRS SHALL BE MADE PRIOR TO APPLICATION OF PROTECTIVE COAT

MODEL: Default
FILE: \\hpc\pub\hpc\room\dat\illinois\pwr\PROJECTS\DOT Documents\DOT Office\Drawings\Projects\102-0053\102-0053.dgn

USER NAME = \$USERS	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)RS	WOODFORD	33	14
CONTRACT NO. 68E24				
ILLINOIS FED. AID PROJECT				

LOCATION	SAW CUTS	CLASS A PATCHES 10 INCH				CLASS A PATCHES 10 INCH				CLASS A PATCHES 10 INCH				CLASS A PATCHES, TYPE IV, 12" (SPECIAL)	TIE BARS 3/4"	PATCHING REINFORCEMENT*
		Northbound		Southbound		Northbound		Southbound		Northbound		Southbound				
		NUMBER OF PATCHES	TYPE II	NUMBER OF PATCHES	TYPE II	NUMBER OF PATCHES	TYPE III	NUMBER OF PATCHES	TYPE III	NUMBER OF PATCHES	TYPE IV	NUMBER OF PATCHES	TYPE IV			
			SQ. YD.		SQ. YD.		SQ. YD.		SQ. YD.		SQ. YD.		SQ. YD.			
BEGINNING OF PROJECT	1152									2.0	213.3	2.0	213.3		216	426.7
	2046			7.0	60.0					3.0	640.0				320	640.0
S.N. 102-0057	66	1.0	8.0													
	3648	2.0	21.3	4.0	38.0	2.0	40.0	1.0	20.0	11.0	1000.0	1.0	33.3		533	1093.3
S.N. 102-0055 APPROACH	412													373.3	84	224.0
S.N. 102-0055 DEPARTURE	412													373.3	84	224.0
S.N. 102-0056 APPROACH	412													373.3	84	224.0
S.N. 102-0056 DEPARTURE	412													373.3	84	224.0
	2892	2.0	16.0	8.0	61.3	1.0	16.0	3.0	60.0	6.0	360.0	2.0	320.0		400	609.3
S.N. 102-0052 APPROACH	412													373.3	84	224.0
S.N. 102-0052 DEPARTURE	412													373.3	84	224.0
S.N. 102-0053 APPROACH	412													373.3	84	224.0
S.N. 102-0053 DEPARTURE	412													373.3	84	224.0
	1122							2.0	40.0			4.0	266.7		207	306.7
END OF PROJECT	1152									2.0	213.3	2.0	213.3		216	426.7
SUB-TOTAL	15374		204.7				176.0				3473.3			2986.7	2564	5294.7
CLASS C PATCHES TABLE															8	2.8
CONCRETE SHOULDERS TABLE															7	
WINTER BREAK UP (10%)	1537		20.5				17.6				347.3				256	529.5
PROJECT TOTAL	16912		226				194				3821			2987	2836	5827

*NO REINFORCEMENT CALCULATED FOR SHOULDER AREA WITHIN CLASS A PATCHES, TYPE IV, 12" SPECIAL

LOCATION	CLASS C PATCHES, TYPE I, 10" (SPECIAL)	PATCHING REINFORCEMENT	TIE BARS 3/4**
	SQ. YD.	SQ. YD.	EACH
SW SIDE OF S.N. 102-0057 ON T.R. 165	2.8	2.8	8
SUB-TOTAL	2.8	2.8	8
PROJECT TOTAL	3	SEE SCHEDULE ABOVE	

* TIE BARS AT 12" CENTERS

MODEL: Default
FILE: \\nrcs-pub\pubroom\dat\illinois.gov\PIWDOT\Documents\DOT_Offices\Illinois\Projects\68E24\68E24-1ht-schedule.dgn

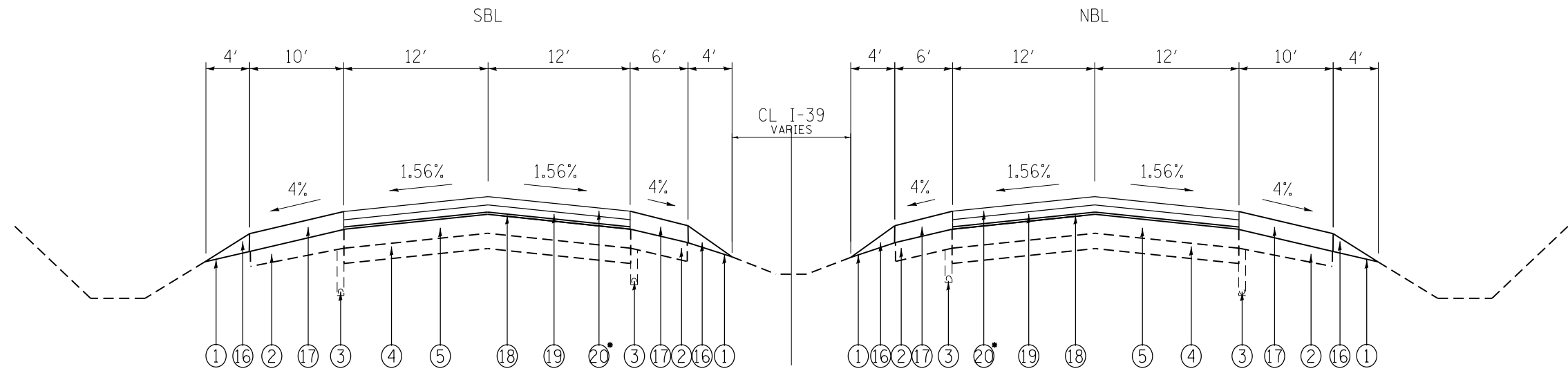
USER NAME = \$USERS	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)RS	WOODFORD	33	15
CONTRACT NO. 68E24				
ILLINOIS FED. AID PROJECT				



I-39
 STA. 454+00 TO SB STA. 707+00
 NB STA. 710+00

HMA OMISSION LIMITS
 NB STA. 547+14.64 TO NB STA. 548+69.16
 SB STA. 547+22.84 TO SB STA. 548+77.36
 NB & SB STA. 678+95.50 TO NB & SB STA. 681+20.50

LEGEND

- ① EXISTING AGGREGATE SHOULDER
- ② EXISTING PCC SHOULDER, 10"
- ③ EXISTING PIPE UNDERDRAIN, 4"
- ④ EXISTING STABILIZED SUB-BASE, 4"
- ⑤ EXISTING CRPCC PAVEMENT, 10"
- ⑥ EXISTING PCC PAVEMENT (HINGE - JOINT), 10"
- ⑦ EXISTING CONCRETE BARRIER

- ⑬ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑭ PROPOSED HOT-MIX ASPHALT SHOULDERS, 5" (3" BOTTOM LIFT & 2" TOP LIFT)
- ⑮ PROPOSED POLYMERIZED HMA BINDER COURSE, IL-4.75, N50, 1"
- ⑯ PROPOSED POLYMERIZED HMA BINDER COURSE, SMA 12.5 N80, 2"
- ⑰ PROPOSED POLYMERIZED HMA SURFACE COURSE, SMA 12.5 MIX "E", N80 2"

⑰ STA. 454+00 TO 459+80 WILL ONLY BE ONE 2" LIFT OF SMA SURFACE

NOT DRAWN TO SCALE

MODEL: Default
 FILE: Model: 68E24\CD\Drawings\DOT Office\Drawings\68E24\CD\Drawings\68E24-CH-TYPICAL.dgn

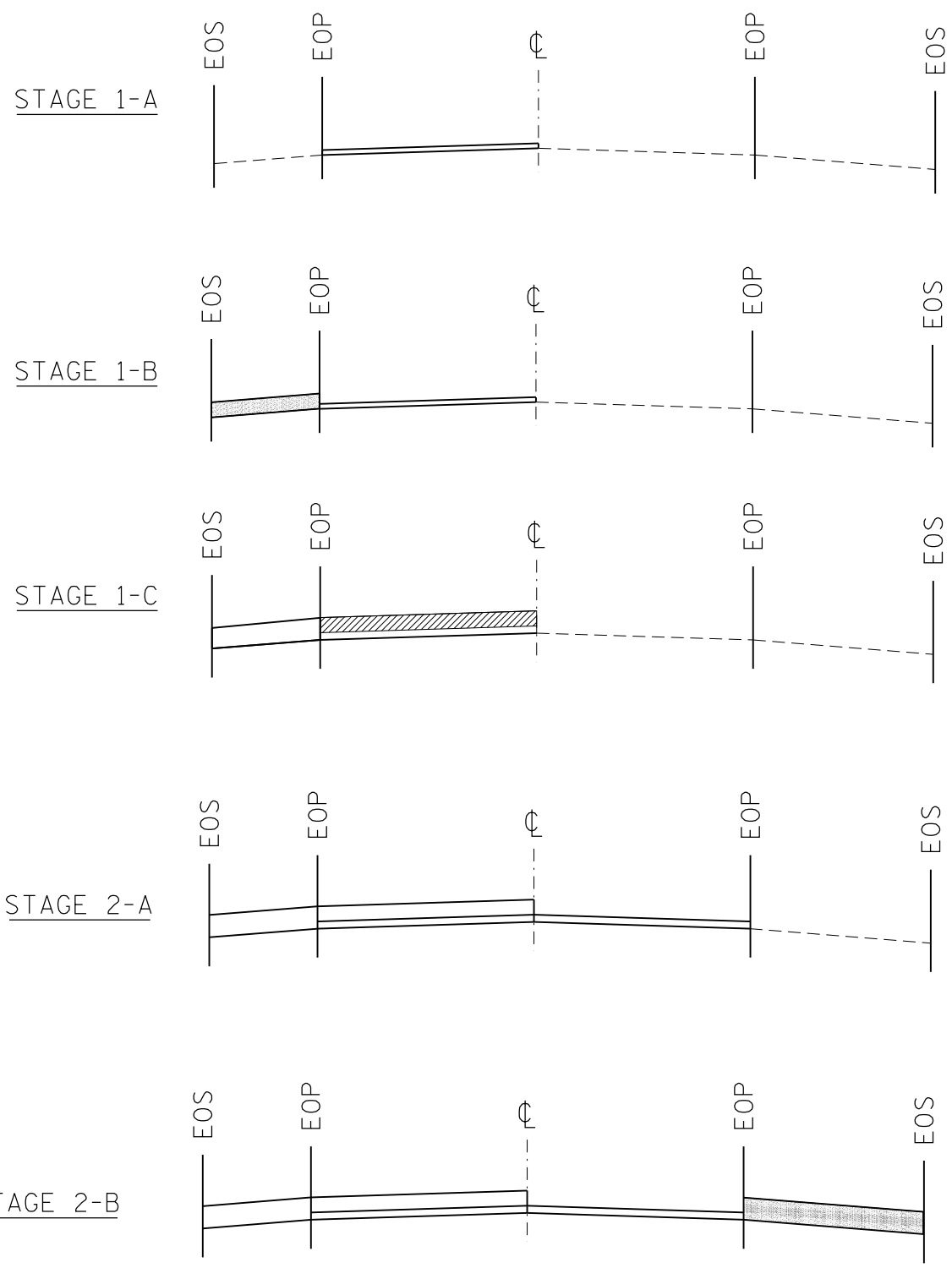
USER NAME = SUSERS	DESIGNED -	REVISED -
PLOT SCALE = 1:100	DRAWN -	REVISED -
PLOT DATE = 12/13/2019	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)RS	WOODFORD	33	17
CONTRACT NO. 68E24				
ILLINOIS FED. AID PROJECT				

MODEL: Default
 FILE: \\mhc-pub\pubroom\dat\illinois\gov\PIW\DOT\Documents\DOT_Offices\District_4\Projects\ID4_68E24\CADD\Drawings\Sheet\ID468E24-CH-24\90.dgn



PLACE POLY BIT MATERIALS (TACK COAT)
 PLACE BINDER COURSE 1"

PLACE POLY BIT MATERIALS (TACK COAT)
 PLACE HMA SHOULDER LOWER LIFT 3"





PLACE POLY BIT MATERIALS (TACK COAT)
 PLACE SMA BINDER COURSE 2"

PLACE POLY BIT MATERIALS (TACK COAT)
 PLACE BINDER COURSE 1"

PLACE POLY BIT MATERIALS (TACK COAT)
 PLACE HMA SHOULDER LOWER LIFT 3"

NOTES:
 THE CONTRACTOR MAY ELECT TO CHOOSE
 WHAT LANES, INSIDE OR OUTSIDE, TO
 BEGIN CONSTRUCTION WORK

SEE SPECIAL PROVISION "CONSTRUCTION
 SEQUENCE FOR MAINLINE PAVEMENT AND
 SHOULDERS"

	HMA BINDER
	SMA BINDER COURSE
	SMA SURFACE COURSE
	HMA SHOULDER

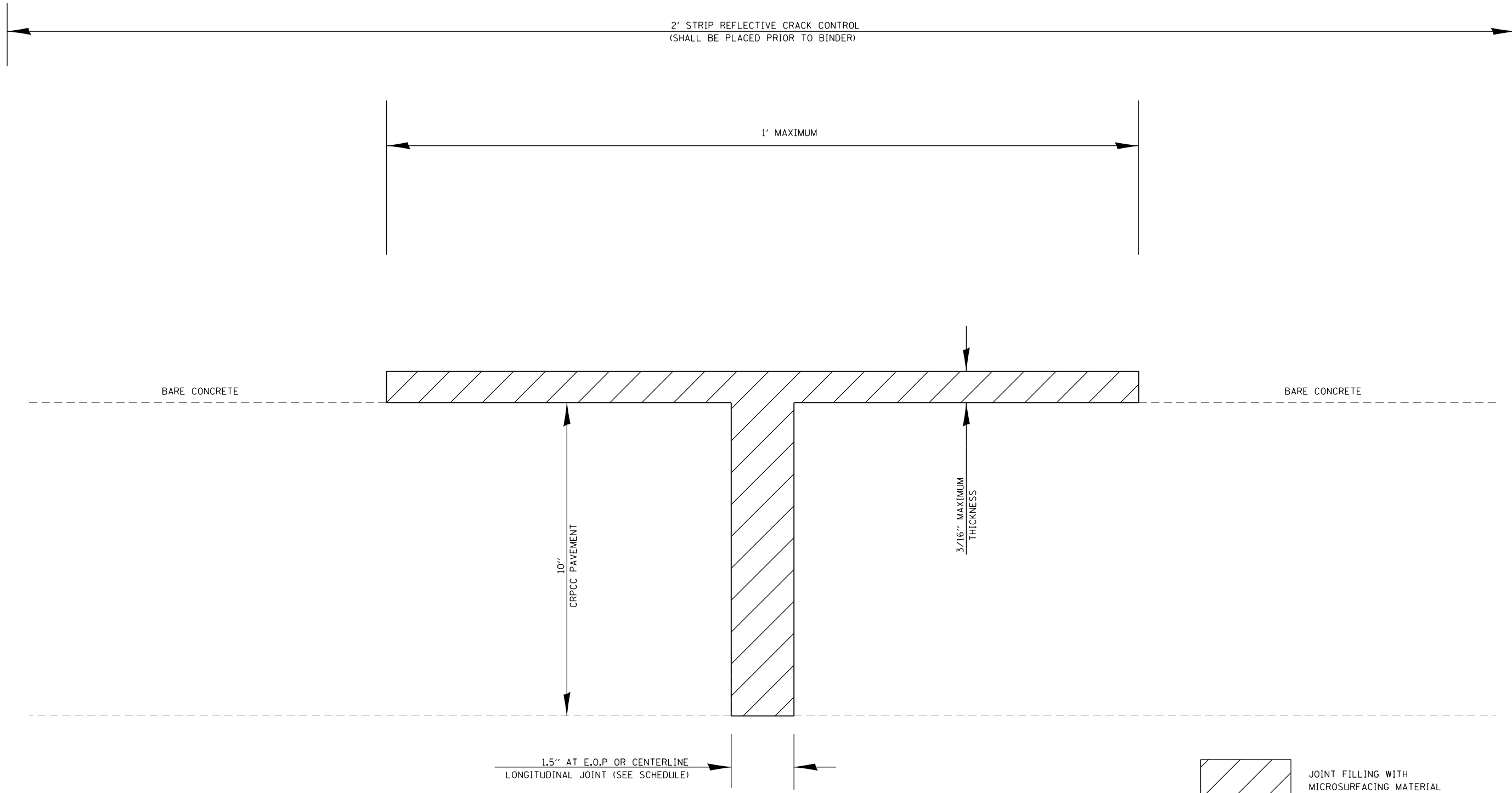
USER NAME = \$USERS	DESIGNED -	REVISED -
PLOT SCALE = 1:200	DRAWN -	REVISED -
PLOT DATE = 12/13/2019	CHECKED -	REVISED -
	DATE -	REVISED -


**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVING SEQUENCE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)R5-2	WOODFORD	33	18
CONTRACT NO. 68E24			ILLINOIS FED. AID PROJECT	



 JOINT FILLING WITH
MICROSURFACING MATERIAL

NOTE:
CLEANING OF EXISTING JOINT SHALL BE TO THE RESIDENT ENGINEER'S
SATISFACTION AND WILL BE PAID FOR IN ACCORDANCE
WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS

DRAWING NOT TO SCALE

MODEL: Default
FILE: \\nrcs-pw\pub\aroom\dat\illinois.gov\PIWDOT\Documents\DOT_Offices\Director_of_Planet\Projects\68E24\CAD\Drawings\68E24-CH-Details.dgn

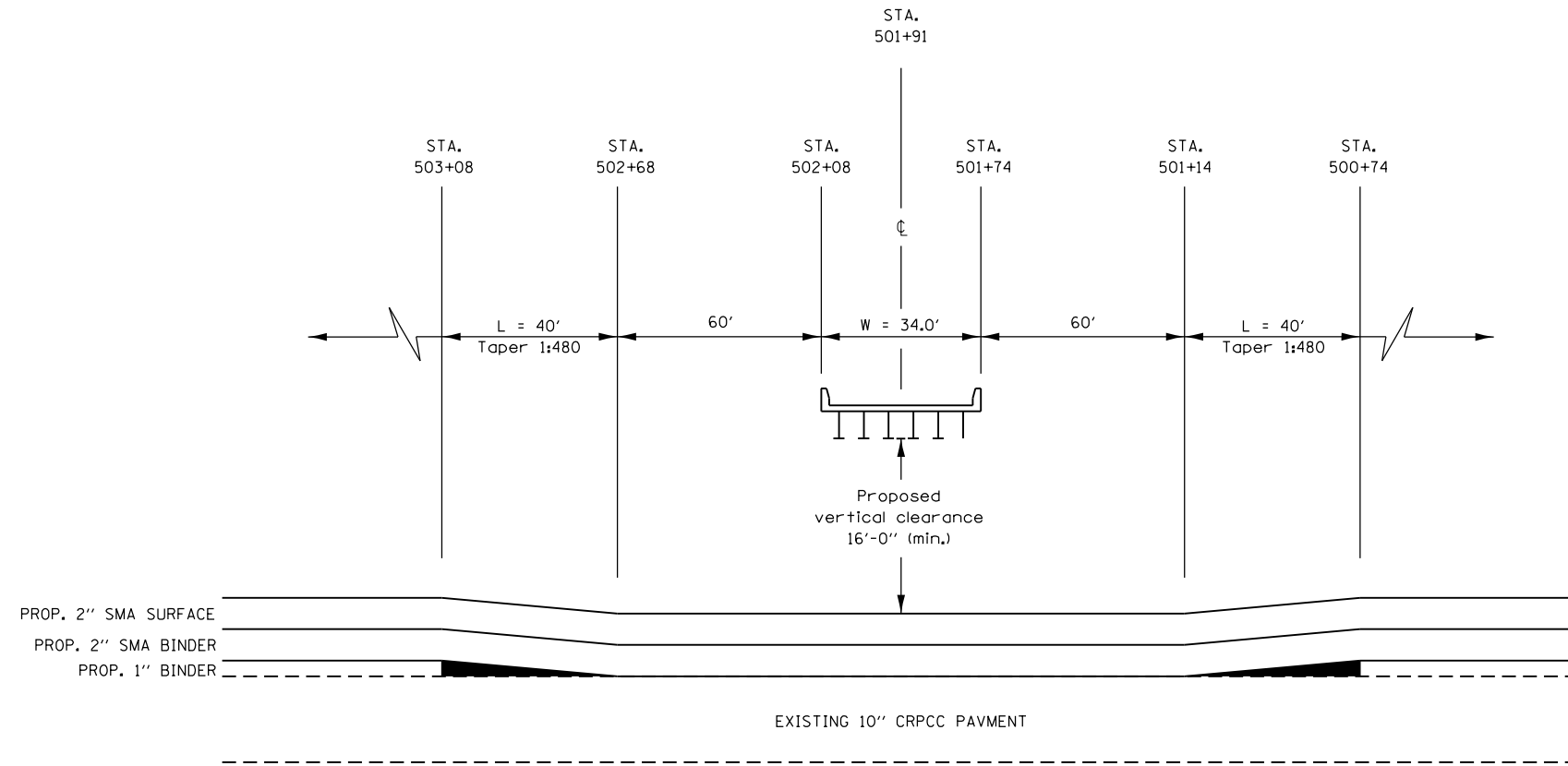
USER NAME = \$USERS	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 12/13/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

JOINT FILLING DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)RS	WOODFORD	33	21
CONTRACT NO. 68E24				
		ILLINOIS	FED. AID PROJECT	



■ TAPER BINDER FROM 1" TO 0"

DRAWING NOT TO SCALE

MODEL: Default
 FILE: \\nashville.pva\pub\lansom.dwg\Illinois.gov\PWIDOT\Documents\DOT_Offices\District_4\Projects\104_68E24\CADD\Drawings\68E24-4-11-19-01.dgn

USER NAME = susers	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 12/13/2019	DATE -	REVISED -

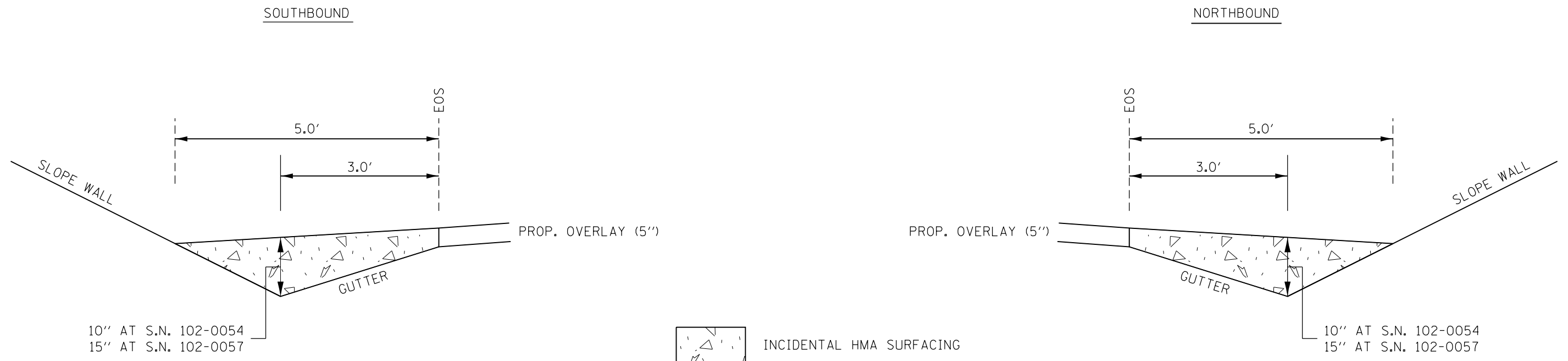
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RESURFACING UNDER STRUCTURE DETAIL
SB I-39 UNDER S.N. 102-0057

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)RS	WOODFORD	33	22
CONTRACT NO. 68E24				
ILLINOIS FED. AID PROJECT				

SN 102-0057 (CO. RD. 1100 N.)
 SN 102-0054 (CO. HIGHWAY 4-ROANOKE RD.)



NOTE:
 ANY EXISTING DEBRIS IN GUTTER SHALL BE CLEANED
 PRIOR TO INCIDENTAL HMA SURFACING.

DRAWING NOT TO SCALE

MODEL: Default
 FILE: Model: 6824\planroom\6824\planroom.dwg
 PROJECT: 6824\planroom\6824\planroom.dwg
 USER: susers

USER NAME = susers	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 12/13/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

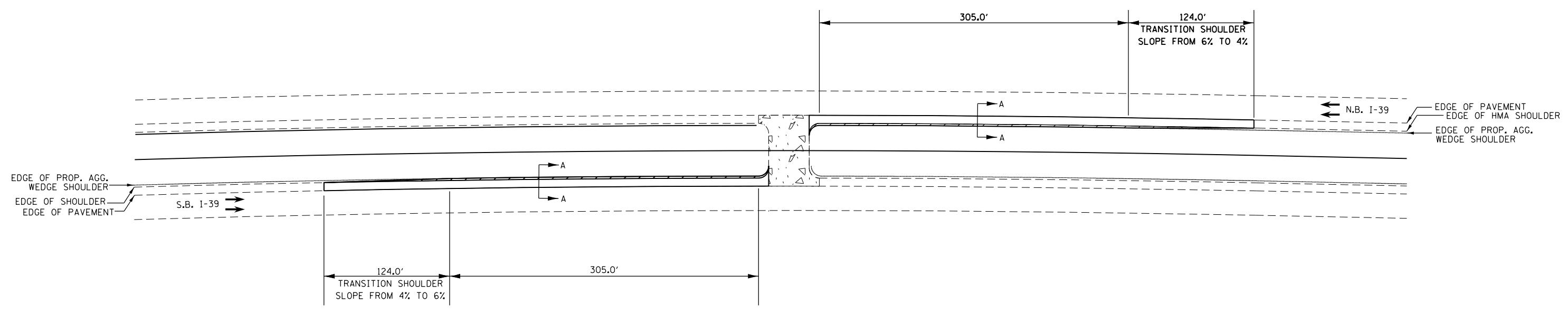
UNDER STRUCTURE GUTTER DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)RS	WOODFORD	33	23
CONTRACT NO. 68E24				
ILLINOIS FED. AID PROJECT				

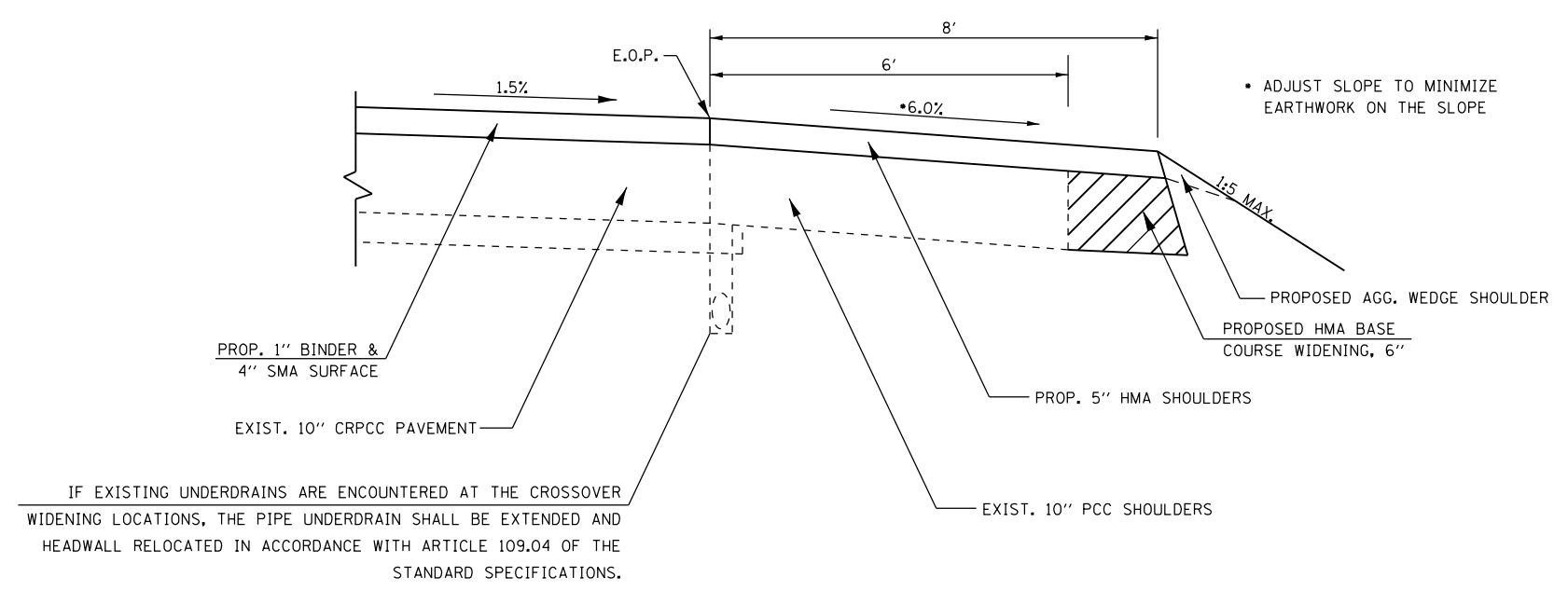


PLAN VIEW



- HMA BASE COURSE WIDENING, 10"
- INCIDENTAL HMA SURFACING

SECTION A-A



IF EXISTING UNDERDRAINS ARE ENCOUNTERED AT THE CROSSOVER WIDENING LOCATIONS, THE PIPE UNDERDRAIN SHALL BE EXTENDED AND HEADWALL RELOCATED IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

DRAWING NOT TO SCALE

MODEL: Default
FILE: \\nrcs-pub\pubroom\dat\illinois.gov\PI\DOT\Documents\DOT_Offices\District_4\Projects\ID4_68E24\CADD\Drawings\Sheet\68E24-CH-detail.dgn

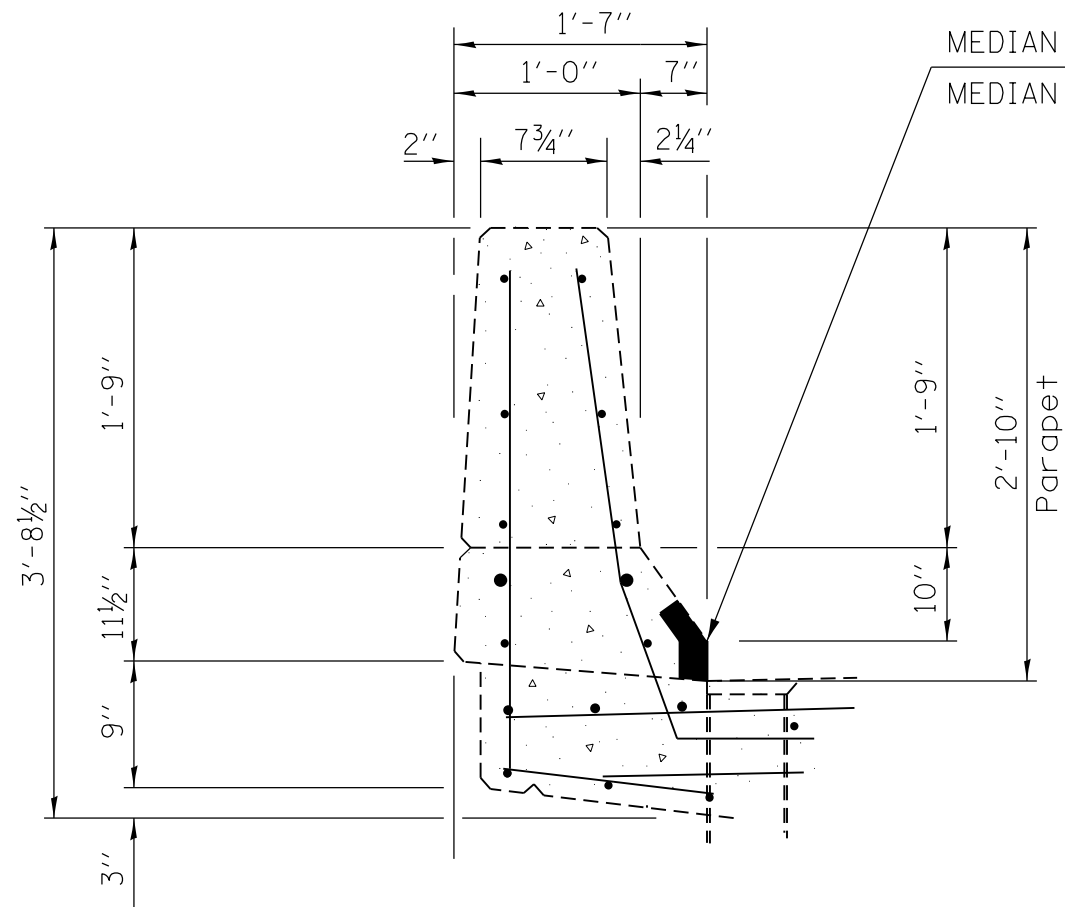
USER NAME = \$USERS	DESIGNED -	REVISED -
PLOT SCALE = 1:100	DRAWN -	REVISED -
PLOT DATE = 12/13/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSSOVER WIDENING DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)RS	WOODFORD	33	24
CONTRACT NO. 68E24				
ILLINOIS FED. AID PROJECT				



MEDIAN PARAPET ON S.N. 102-0052= 100 SQ. FT.
 MEDIAN PARAPET ON S.N. 102-0053= 50 SQ. FT.

 STRUCTURAL REPAIR OF CONCRETE <5"
 AT LOCATION SPECIFIED BY ENGINEER

DRAWING NOT TO SCALE

MODEL: Default
 FILE: \\nrcs-pub\pubroom\dat\illinois.gov\PI\DOT\Documents\DOT_Offices\District_4\Projects\104_68E24\CADD\Drawings\68E24-CH-detail.dgn

USER NAME = \$USERS	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 12/13/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

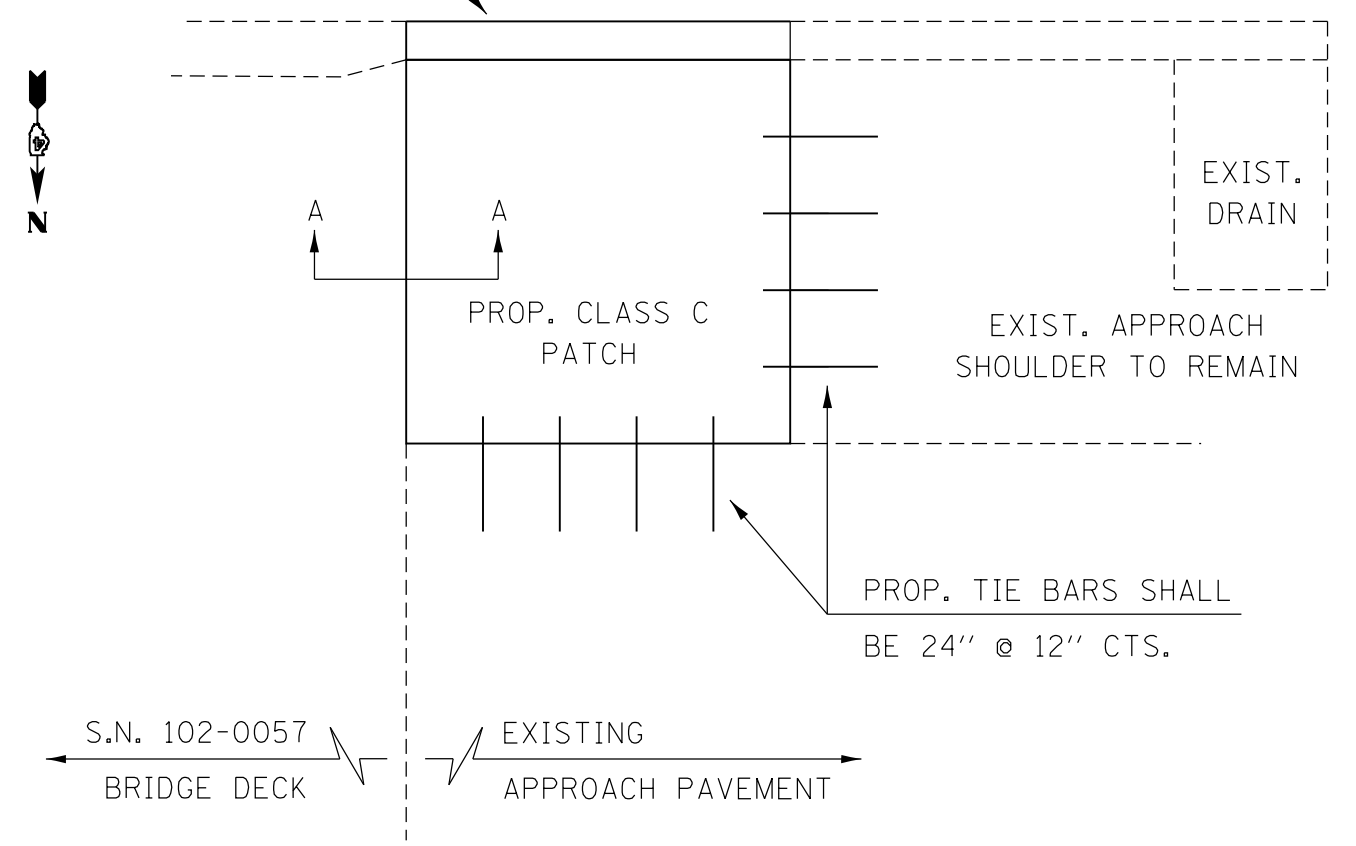
STRUCTURAL REPAIR DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

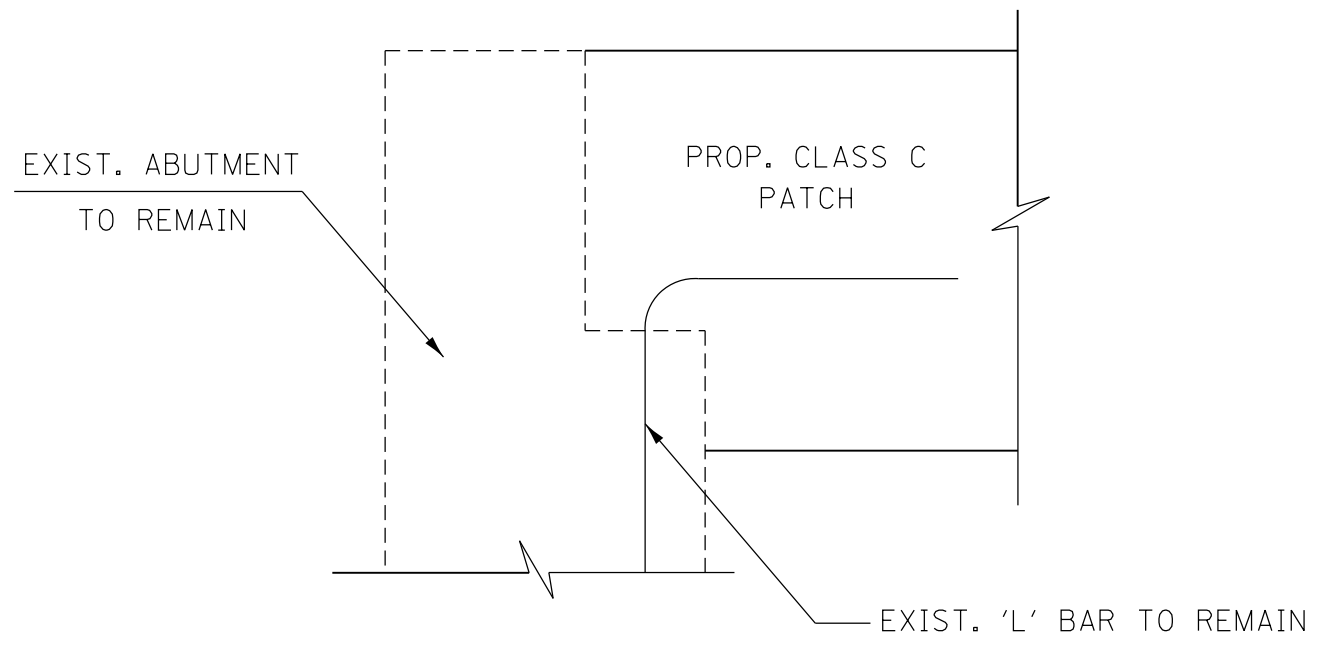
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)RS	WOODFORD	33	25
CONTRACT NO. 68E24				
ILLINOIS		FED. AID PROJECT		

PROPOSED SHOULDER PATCH AND CURB, PAID AS CLASS C PATCHES, TYPE I, 10" (SPECIAL)
 PATCH SHALL BE REMOVED AND REPLACED SAME DAY.

PLAN VIEW



SECTION A-A



NOTE:
 PROP. REBAR (NO. 4 BARS) SHALL BE PLACED @ 7" CTS. EACH DIRECTION; PAID AS PATCHING REINFORCEMENT.

DRAWING NOT TO SCALE

MODEL: Default
 FILE: Model: Proj\pub\room.dwg
 PROJECT: PWIDOT\Documents\DOT_Offices\Director_4\Projects\104_68E24\CADD\Drawings\104_68E24-CH-Details.dgn

USER NAME = \$USERS	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 12/13/2019	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CLASS C PATCH DETAIL
 SW CORNER OF S.N. 102-0057

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)RS	WOODFORD	33	26
CONTRACT NO. 68E24				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE: Model12.dwg
C:\Users\user\Documents\DOT\Projects\104_68E24\CAD\Drawings\CAD\Drawings\104_68E24-4-1-1.dwg

USER NAME = \$USERS	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 12/13/2019	DATE -	REVISED -

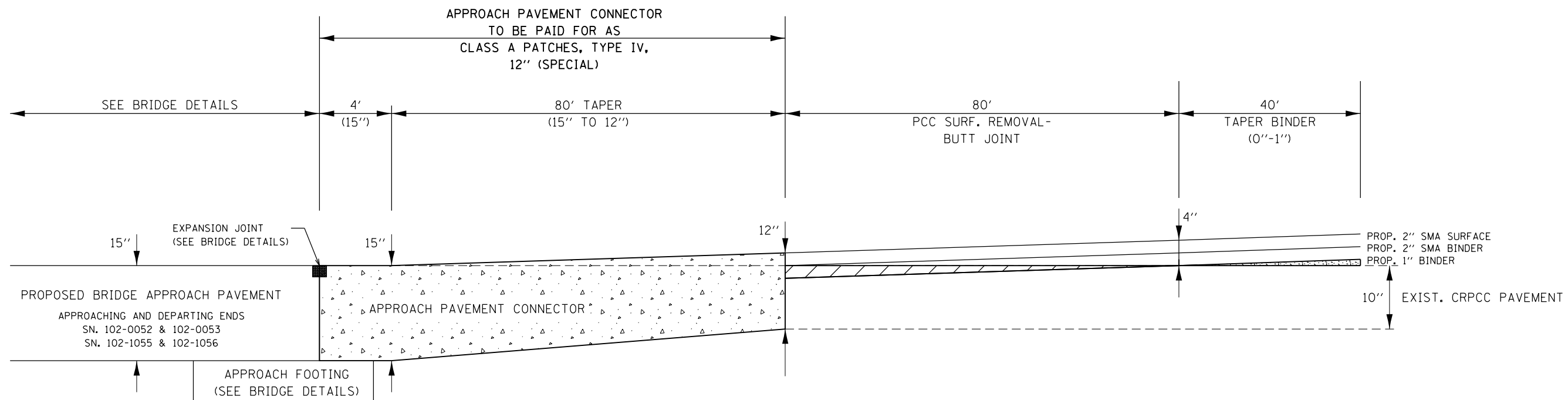
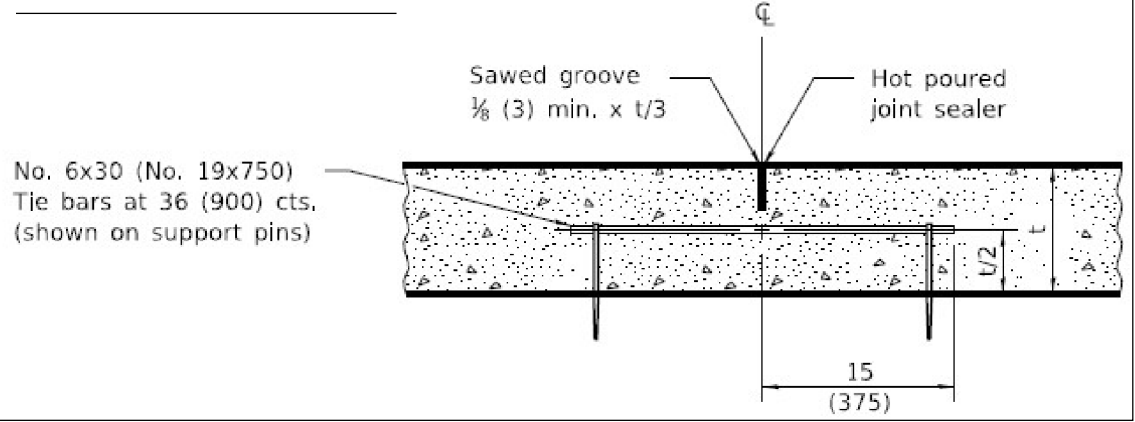
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

APPROACH PAVEMENT DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

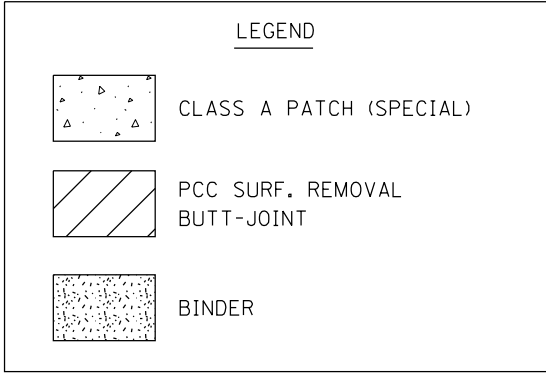
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)RS	WOODFORD	33	27
CONTRACT NO. 68E24				
ILLINOIS FED. AID PROJECT				

LONGITUDINAL SHOULDER JOINT



PAVEMENT REMOVAL INCLUDED
IN THE COST OF
APPROACH SLAB REMOVAL
(SEE BRIDGE DETAILS)

ANY TEMPORARY HMA CONNECTOR
NECESSARY FOR STAGING
SHALL BE INCLUDED IN THE
COST OF APPROACH SLAB
PAY ITEMS.



DRAWING NOT TO SCALE

MODEL: Default
FILE: \\nrcs\p\pub\p\room\dat\illinois.gov\PIWIDOT\Documents\DOT_Offices\District_4\Projects\ID4_68E24\CADD\Drawings\CAD\Sheets\ID468E24-4-1-Details.dgn

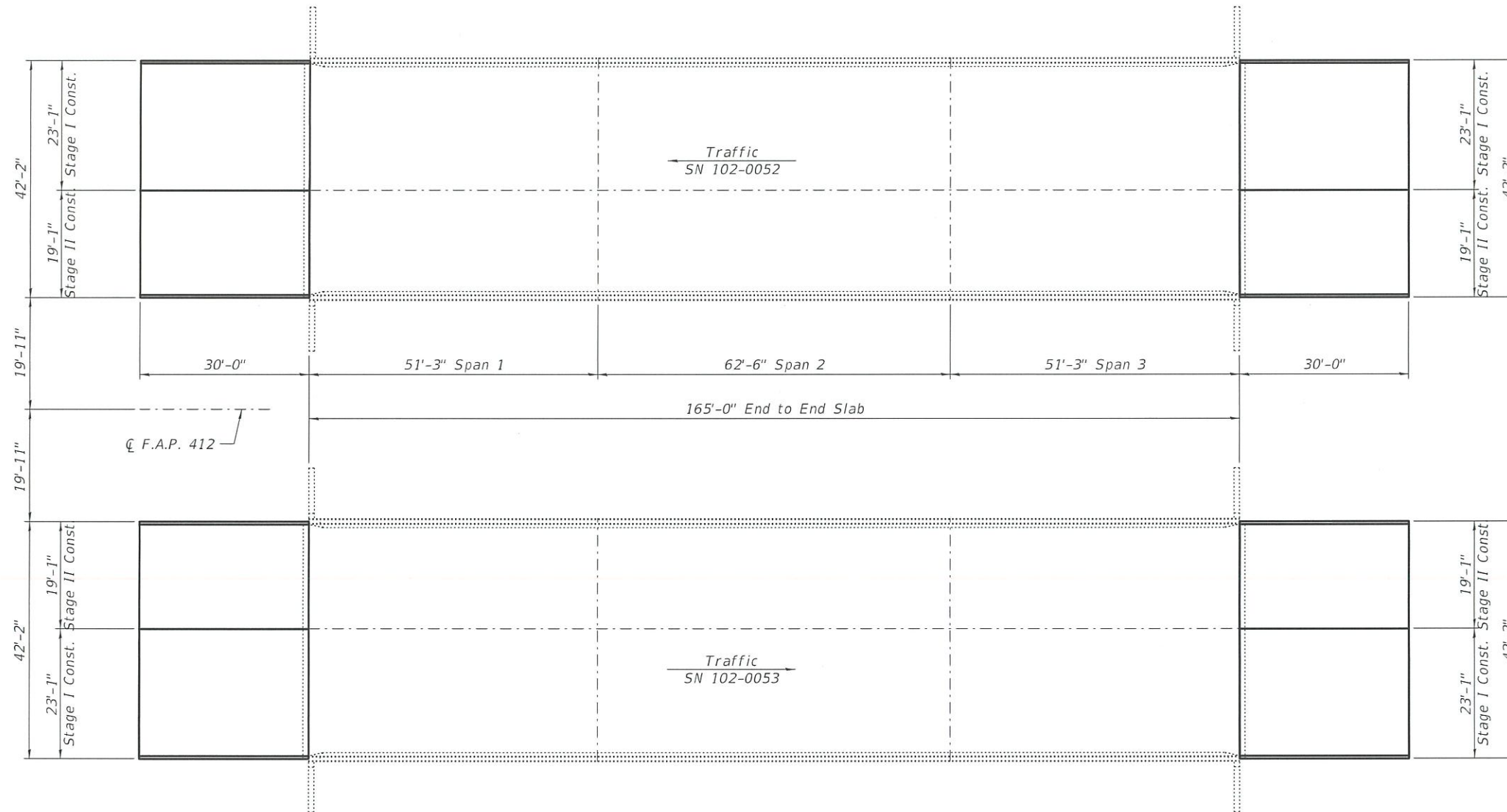
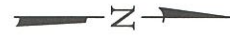
USER NAME = russe#sm	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

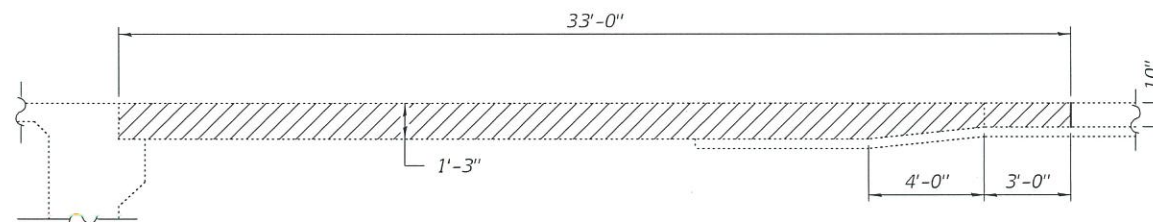
PAVEMENT CONNECTOR DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)RS	WOODFORD	33	27A
CONTRACT NO. 68E24				
ILLINOIS FED. AID PROJECT				



PLAN



EXISTING APPROACH SLAB REMOVAL DETAILS

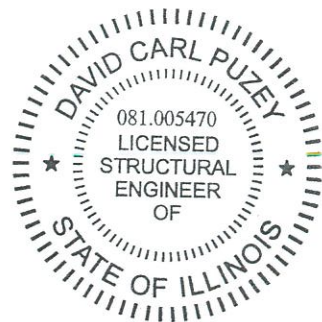
See sheet 4 of 9 for existing plans.
(Shoulder and drainage elements removal is included with Approach Slab Removal)

NOTES

Reinforcement bars designated (E) shall be epoxy coated.
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Approach Slab Removal.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Approach Slab Removal	Cu. Yd.	146
Concrete Structures	Cu. Yd.	52.1
Concrete Superstructure (Approach Slab)	Cu. Yd.	235.6
Reinforcement Bars, Epoxy Coated	Pound	92590
Bar Splicers	Each	584
Bridge Deck Grooving	Sq. Yd.	522
Protective Coat	Sq. Yd.	563



EXPIRES 11-30-2020

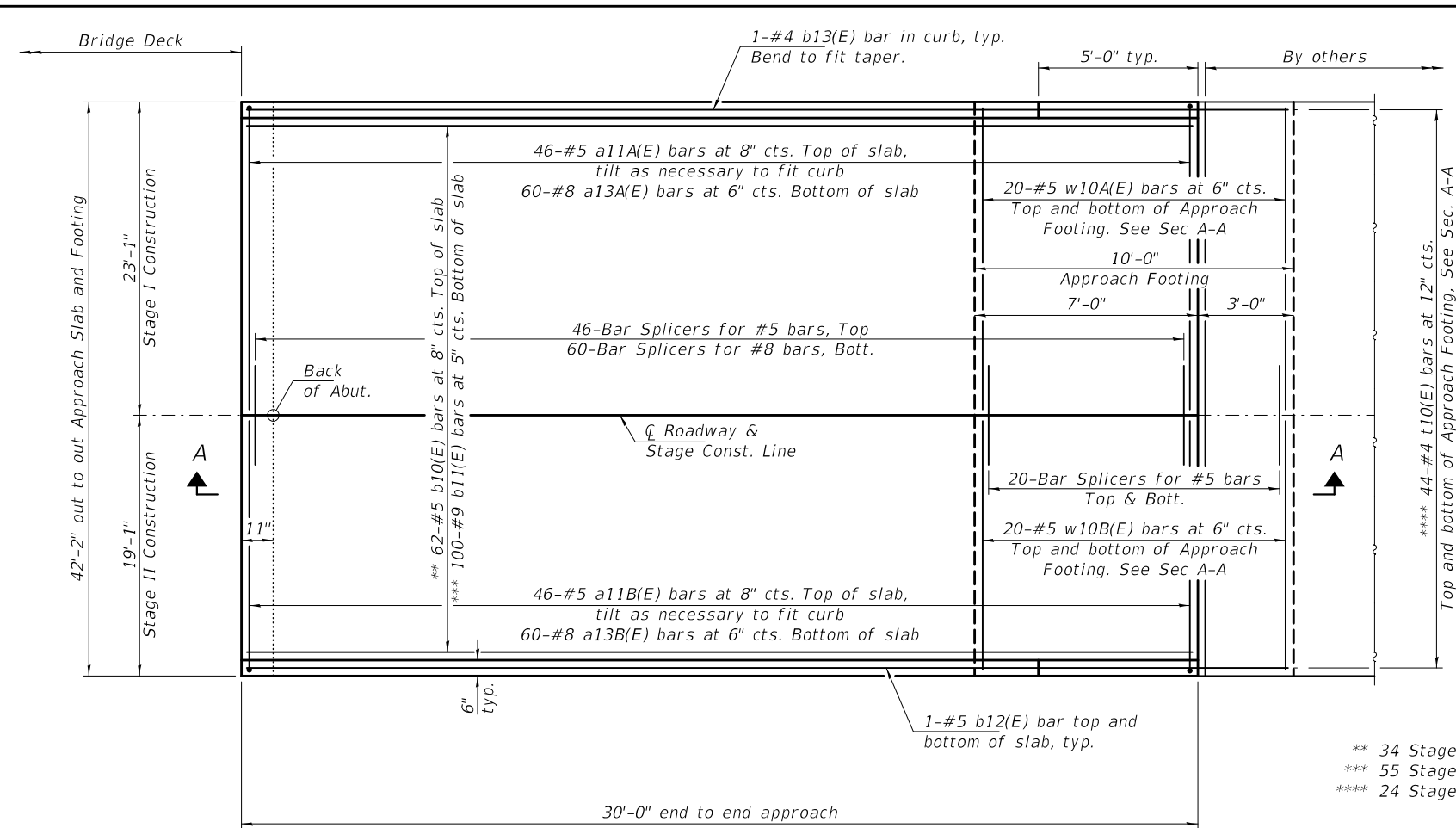
DESIGNED - Victor K. Opat.2	EXAMINED - <i>Ty A. Adant</i>	DATE - JANUARY 31, 2020
CHECKED - Adrian T. Holloway	PASSED - <i>David Carl Puzey</i>	REVISOR -
DRAWN - daburdell	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -
CHECKED - VIKU ATH		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
FAP 412 (I-39) OVER PANTHER CREEK
SN 102-0052 (SB) & 0053 (NB)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(102-2) RS	WOODFORD	33	27B
			CONTRACT NO. 68E24	
ILLINOIS FED. AID PROJECT				

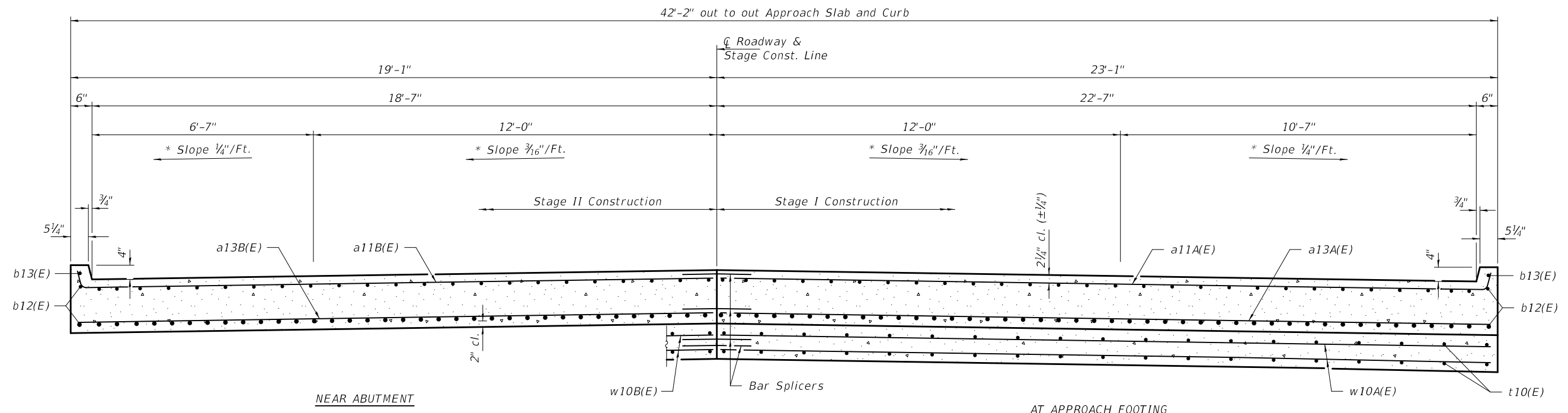
SHEET NO. 1 OF 9 SHEETS



PLAN
(Approach end shown, departure end similar by rotation)

** 34 Stage I; 28 Stage II
 *** 55 Stage I; 45 Stage II
 **** 24 Stage I; 20 Stage II

Note:
See sheet 3 of 9 for Section A-A.



CROSS SECTION
(Looking towards traffic direction)

* Match existing deck surface profile.

DESIGNED - VHV	EXAMINED - <i>Timothy A. Daburdell</i>	DATE - JANUARY 31, 2020
CHECKED - ATH	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - <i>daburdell</i>	PASSED - <i>Carl R. Roper</i>	REVISED -
CHECKED - VHV ATH	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

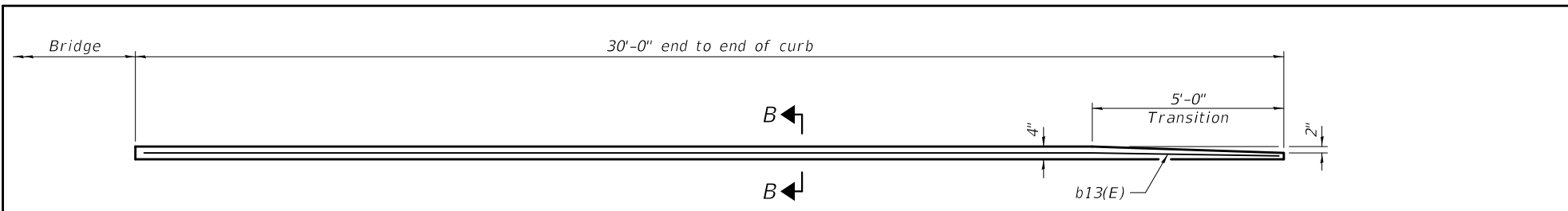
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
SN 102-0052 (SB) & 0053 (NB)

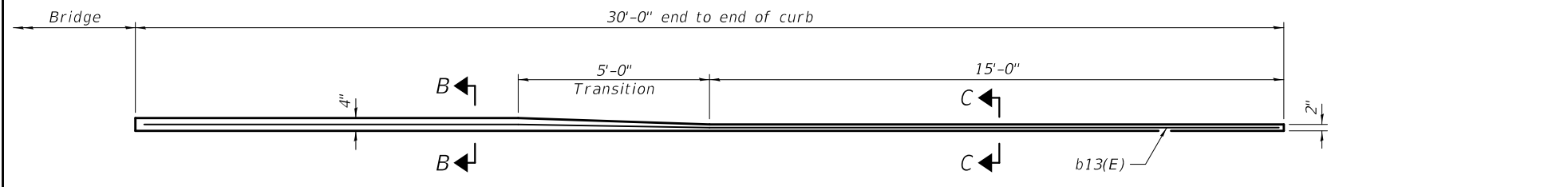
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(102-2) RS	WOODFORD	33	27C
CONTRACT NO. 68E24				

SHEET NO. 2 OF 9 SHEETS

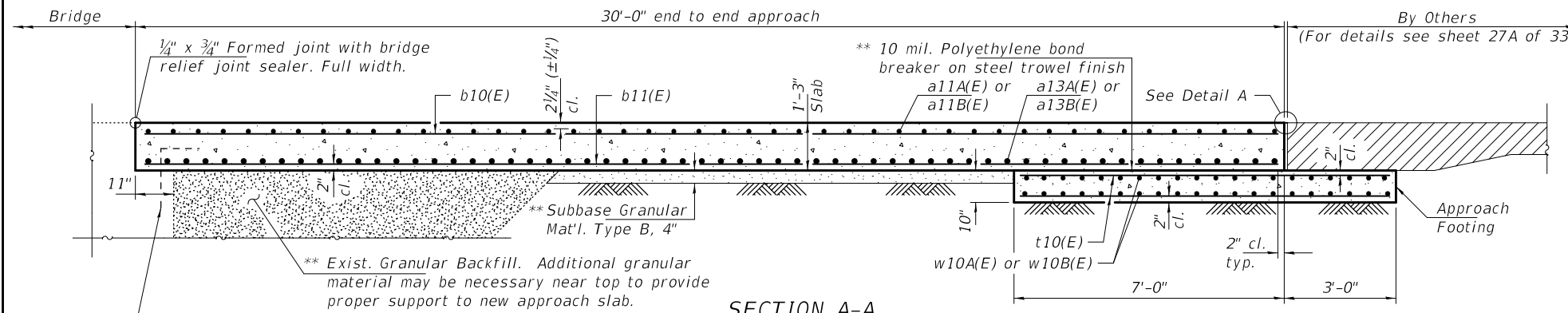
ILLINOIS FED. AID PROJECT



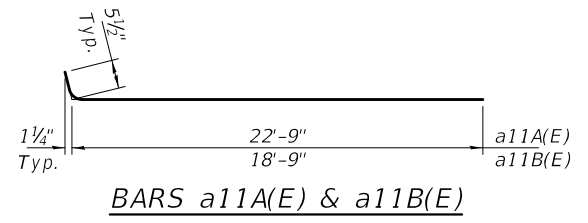
INSIDE ELEVATION OF CURB
(Departing End)



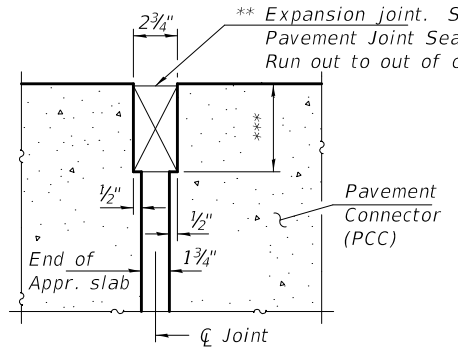
INSIDE ELEVATION OF CURB
(Approach End)



SECTION A-A

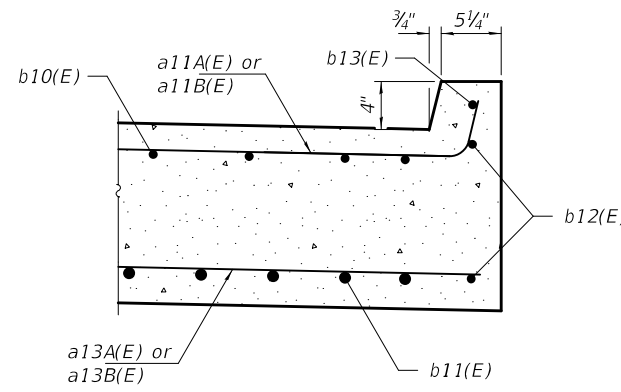


BARS a11A(E) & a11B(E)

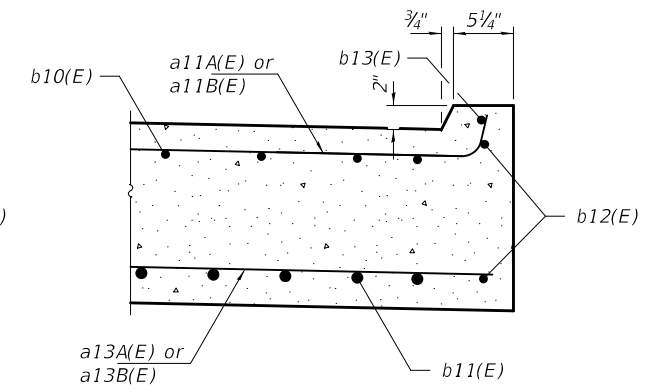


DETAIL A

(Detail A shown, applies to Highway Standard 420401 only.
Detail A for pavement connector (HMA) may be found on Highway Standard 420406.)



SECTION B-B



SECTION C-C

Notes:
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.

FOUR APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a11A(E)	184	#5	23'-2"	U
a11B(E)	184	#5	19'-2"	U
a13A(E)	240	#8	22'-9"	U
a13B(E)	240	#8	18'-9"	U
b10(E)	248	#5	29'-8"	U
b11(E)	400	#9	29'-8"	U
b12(E)	16	#5	29'-8"	U
b13(E)	8	#4	29'-8"	U
t10(E)	352	#4	9'-8"	U
w10A(E)	160	#5	22'-9"	U
w10B(E)	160	#5	18'-9"	U
Concrete Superstructure (Approach Slab)			Cu. Yd.	235.6
Concrete Structures			Cu. Yd.	52.1
Reinforcement Bars, Epoxy Coated			Pound	92590
Bar Splicers			Each	584

** Cost included with Concrete Superstructure (Approach Slab).
*** Per manufacturer recommendations

DESIGNED - VHV
CHECKED - ATH
DRAWN - daburdell
CHECKED - VHV ATH

EXAMINED
PASSED
Timothy A. Daburdell
ENGINEER OF STRUCTURAL SERVICES
Carl R. Burger
ENGINEER OF BRIDGES AND STRUCTURES

DATE - JANUARY 31, 2020
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
SN 102-0052 (SB) & 0053 (NB)

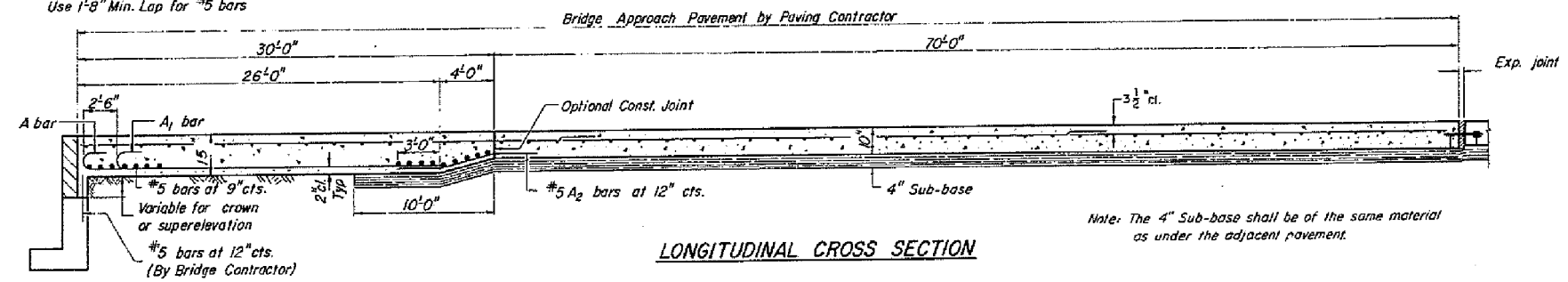
SHEET NO. 3 OF 9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(102-2) RS	WOODFORD	33	27D
CONTRACT NO. 68E24				

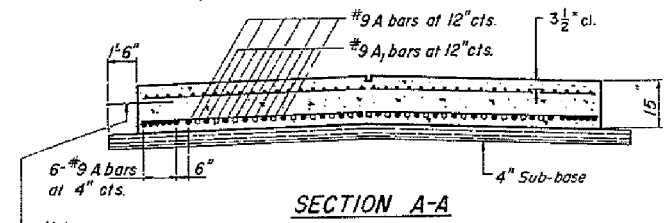
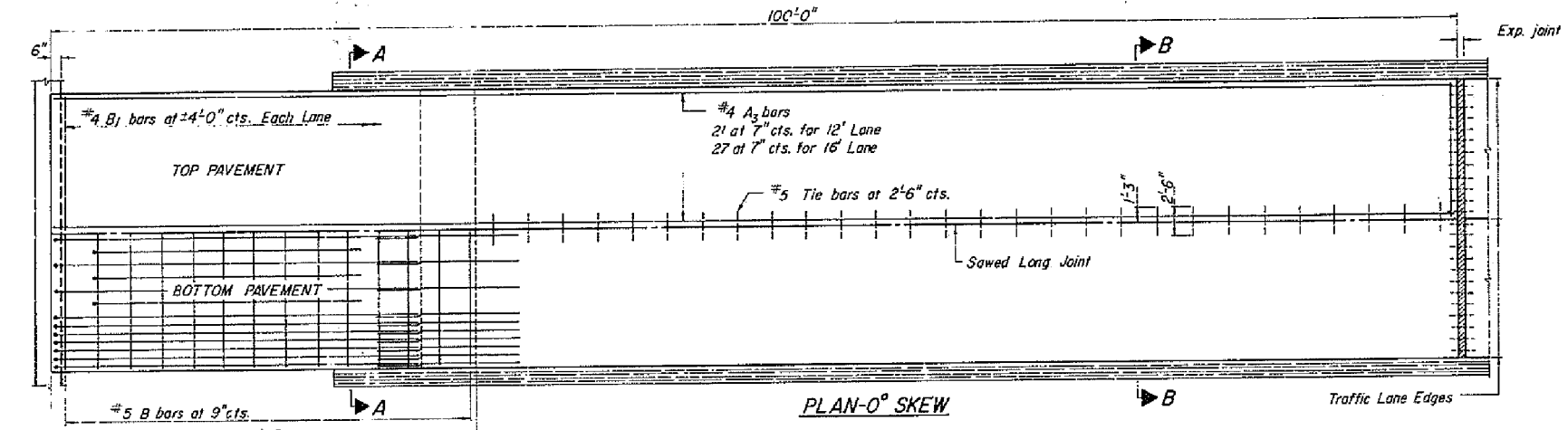
ILLINOIS FED. AID PROJECT

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 322	102-2	WOODFORD	33	27E
DRAWN BY		ILLINOIS PROJECT		

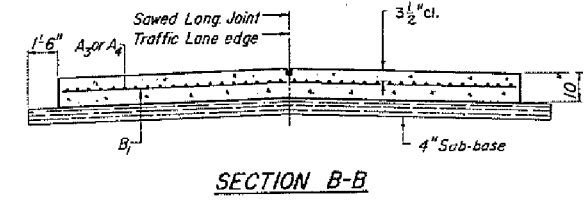
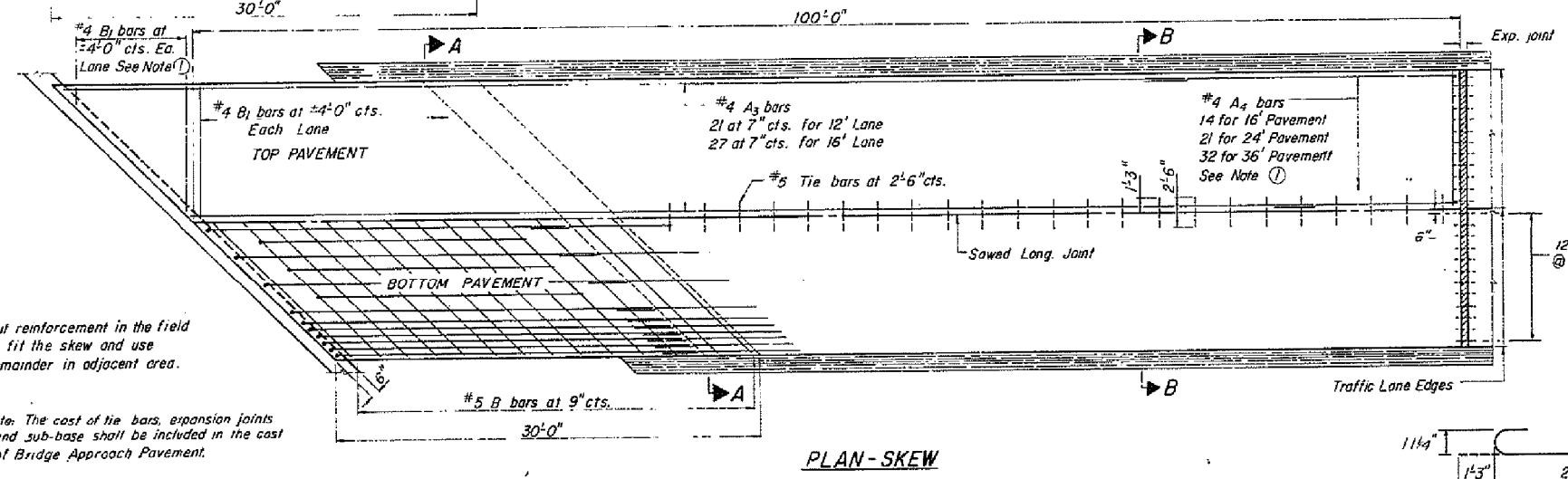
Note: Tilt hook of #9 bars for min. 3/2" cl. Use 1'-4" Min. Lap for #4 bars. Use 1'-8" Min. Lap for #5 bars



Note: The 4" Sub-base shall be of the same material as under the adjacent pavement.



Note: When the road plans show curb and gutter, gutter or bridge approach shoulder pavement adjacent to approach slabs, place 1/2" steel tie bars at 2'-6" centers in accordance with the details for Bulkhead Longitudinal Construction Joint shown on Standard 2323. Cost of the tie bars will be included in the contract unit price for the adjacent item. Transitions for curb and gutter shall be as shown on the plans.



GENERAL NOTES

With the approval of the Engineer the contractor will be permitted to reduce the paving widths by substituting a Keyed Longitudinal Construction Joint with tie bars in lieu of the Specified Sawed Longitudinal Joint.

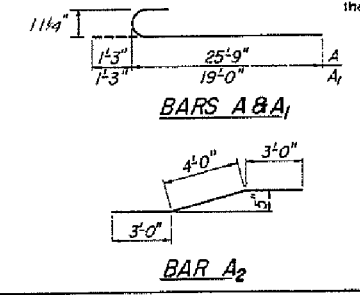
When Bridge Approach Pavement is constructed adjacent to flexible pavement, the expansion joint and dowel bars are not required.

Pavement joints shall be as detailed on Standard 2323.

The Contractor at his option may place the subbase monolithic with the bridge approach pavement. When this option is used, the subbase may be constructed to the same width as the pavement.

1' Cut reinforcement in the field to fit the skew and use remainder in adjacent area.

Note: The cost of tie bars, expansion joints and sub-base shall be included in the cost of Bridge Approach Pavement.



BRIDGE APPROACH PAVEMENT

(Sheet 1 of 2)

STANDARD 2353-7

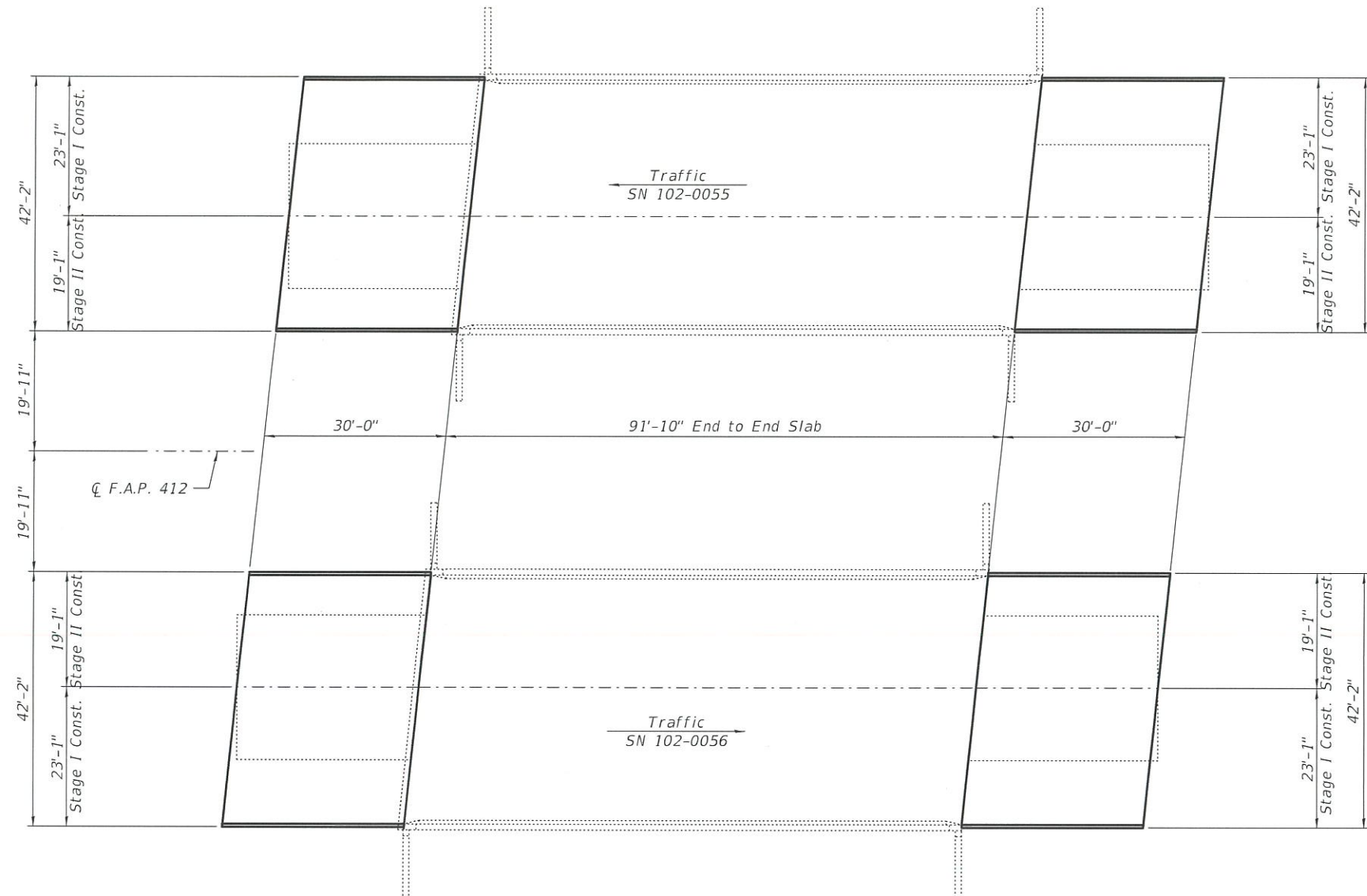
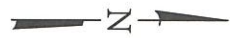
Illinois Department of Transportation

APPROVED Jan 9 1987
James J. [Signature]
 Engineer of Bridges and Structures

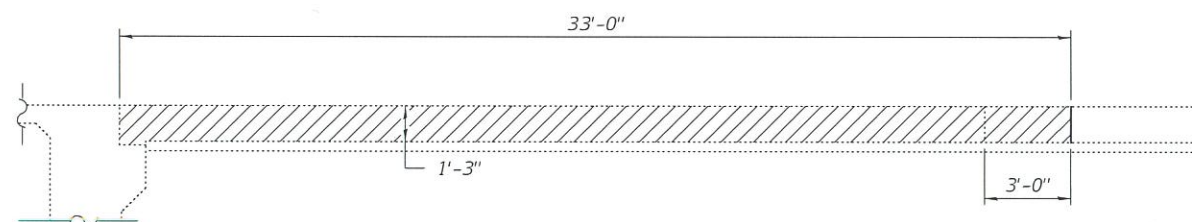
APPROVED Jan 9 1987
John [Signature]
 Engineer of Design

ISSUED 10/23/86

FOR INFORMATION ONLY



PLAN



EXISTING APPROACH SLAB REMOVAL DETAILS

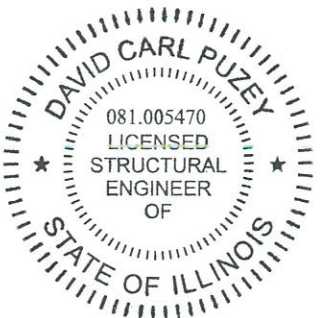
See sheet 8 of 9 for existing plans.
(Shoulder and drainage elements removal is included with Approach Slab Removal)

NOTES

Reinforcement bars designated (E) shall be epoxy coated.
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Approach Slab Removal.

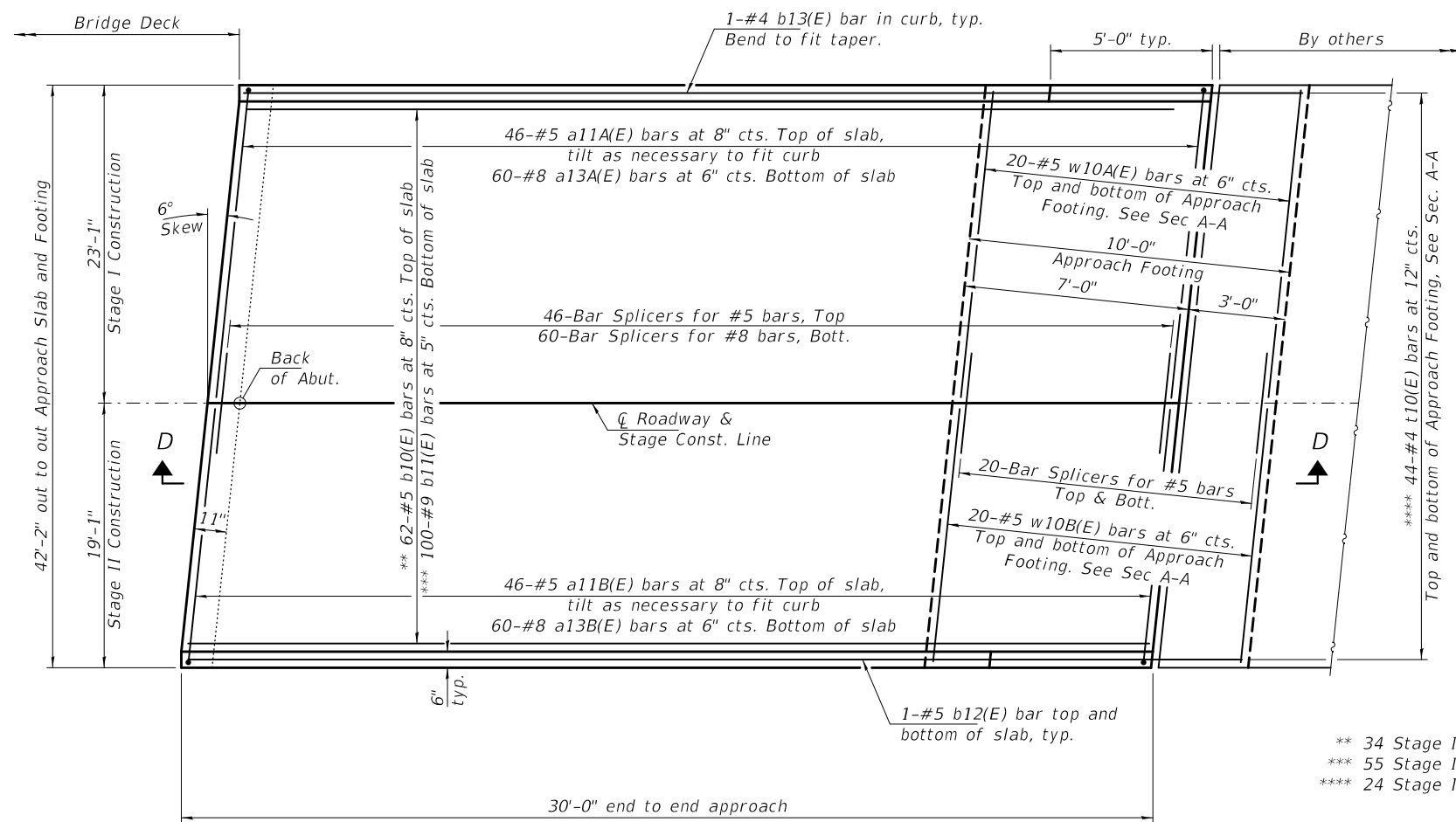
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Approach Slab Removal	Cu. Yd.	146
Concrete Structures	Cu. Yd.	52.1
Concrete Superstructure (Approach Slab)	Cu. Yd.	235.6
Reinforcement Bars, Epoxy Coated	Pound	92920
Bar Splicers	Each	584
Bridge Deck Grooving	Sq. Yd.	522
Protective Coat	Sq. Yd.	563



EXPIRES 11-30-2020

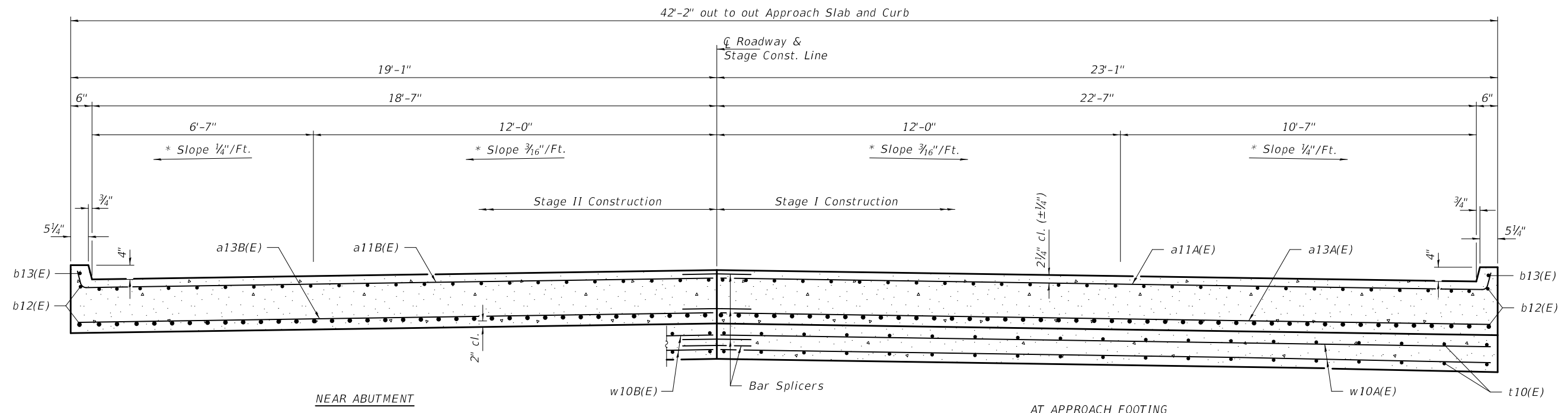
DESIGNED - Victor H. Veliz	EXAMINED - T.W.A. [Signature]	DATE - JANUARY 31, 2020	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN FAP 412 (I-39) OVER EAST BRANCH PANTHER CREEK SN 102-0055 (SB) & 0056 (NB)	F.A.P. RTE. 412	SECTION (102-2) RS	COUNTY WOODFORD	TOTAL SHEETS 33	SHEET NO. 27F	
CHECKED - Adam J. Hallows	PASSED - [Signature]	REVISED -			ILLINOIS FED. AID PROJECT					
DRAWN - daburdell	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			SHEET NO. 5 OF 9 SHEETS					



PLAN
(Approach end shown, departure end similar by rotation)

** 34 Stage I; 28 Stage II
 *** 55 Stage I; 45 Stage II
 **** 24 Stage I; 20 Stage II

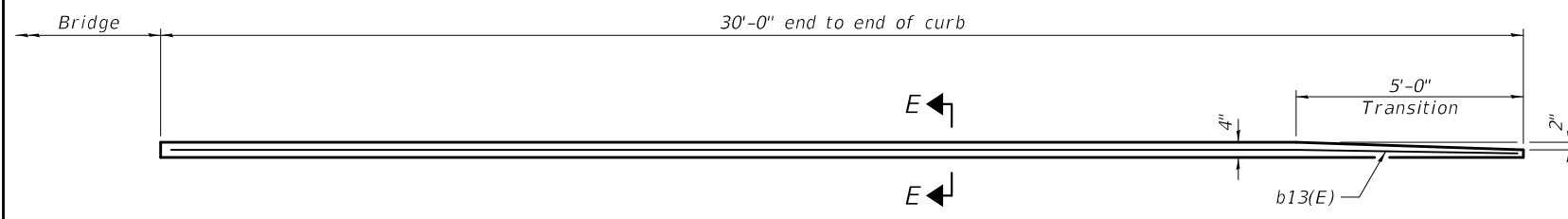
Note:
See sheet 7 of 9 for Section D-D.



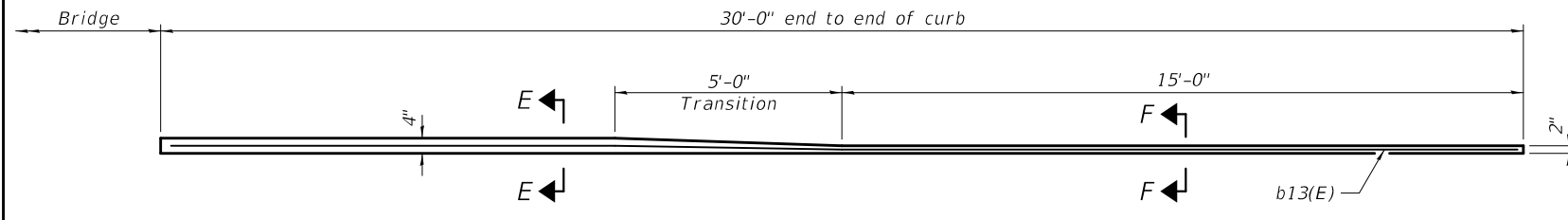
CROSS SECTION
(Looking towards traffic direction)

* Match existing deck surface profile.

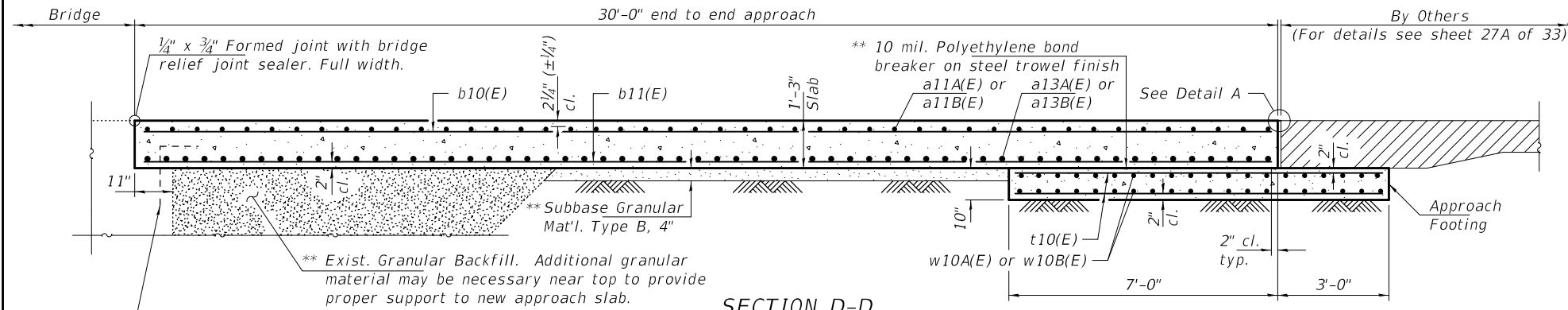
DESIGNED - VHV	EXAMINED - <i>Timothy A. Daburdell</i> ENGINEER OF STRUCTURAL SERVICES	DATE - JANUARY 31, 2020	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS SN 102-0055 (SB) & 0056 (NB)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - ATH	PASSED - <i>Carl R. Roper</i> ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			412	(102-2) RS	WOODFORD	33	27G
DRAWN - <i>daburdell</i>		REVISED -	SHEET NO. 6 OF 9 SHEETS		CONTRACT NO. 68E24				
CHECKED - VHV ATH					ILLINOIS FED. AID PROJECT				



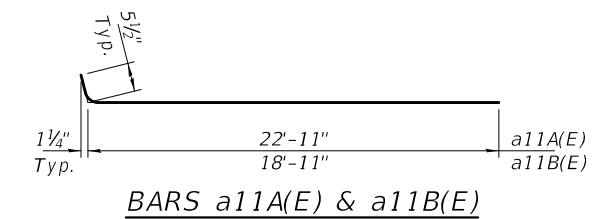
INSIDE ELEVATION OF CURB
(Departing End)



INSIDE ELEVATION OF CURB
(Approach End)

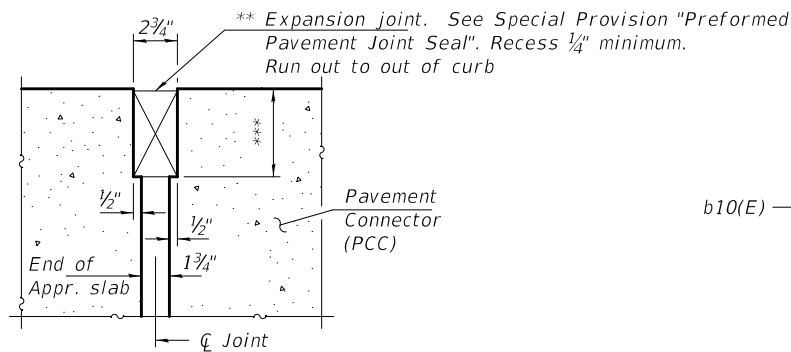


SECTION D-D



**** Exist. Granular Backfill.** Additional granular material may be necessary near top to provide proper support to new approach slab.

Existing reinforcement to remain in place.

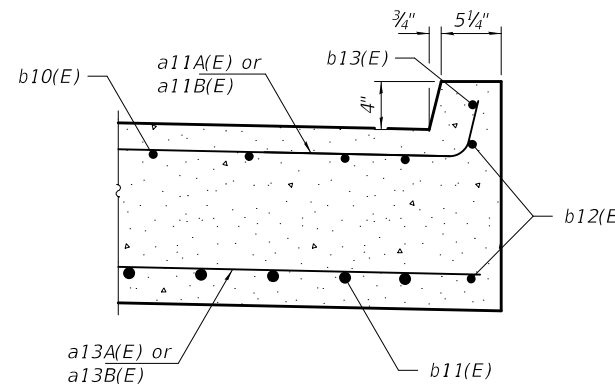


DETAIL A

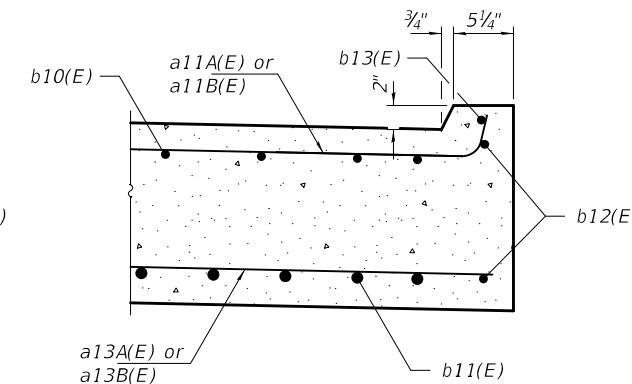
(Detail A shown, applies to Highway Standard 420401 only. Detail A for pavement connector (HMA) may be found on Highway Standard 420406.)

** Cost included with Concrete Superstructure (Approach Slab).

*** Per manufacturer recommendations



SECTION E-E



SECTION F-F

FOUR APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a11A(E)	184	#5	23'-4"	┌───┐
a11B(E)	184	#5	19'-4"	┌───┐
a13A(E)	240	#8	22'-11"	┌───┐
a13B(E)	240	#8	18'-11"	┌───┐
b10(E)	248	#5	29'-8"	┌───┐
b11(E)	400	#9	29'-8"	┌───┐
b12(E)	16	#5	29'-8"	┌───┐
b13(E)	8	#4	29'-8"	┌───┐
t10(E)	352	#4	9'-8"	┌───┐
w10A(E)	160	#5	22'-11"	┌───┐
w10B(E)	160	#5	18'-11"	┌───┐
Concrete Superstructure (Approach Slab)			Cu. Yd.	235.6
Concrete Structures			Cu. Yd.	52.1
Reinforcement Bars, Epoxy Coated			Pound	92920
Bar Splicers			Each	584

DESIGNED - VHV	EXAMINED - <i>Timothy A. Daburdell</i>	DATE - JANUARY 31, 2020
CHECKED - ATH	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - <i>daburdell</i>	PASSED - <i>Carl Ringer</i>	REVISER -
CHECKED - VHV ATH	ENGINEER OF BRIDGES AND STRUCTURES	REVISER -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

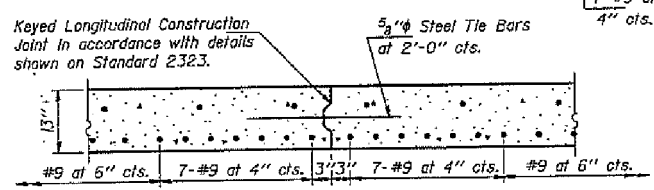
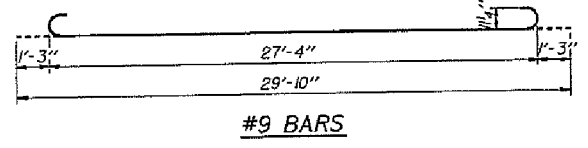
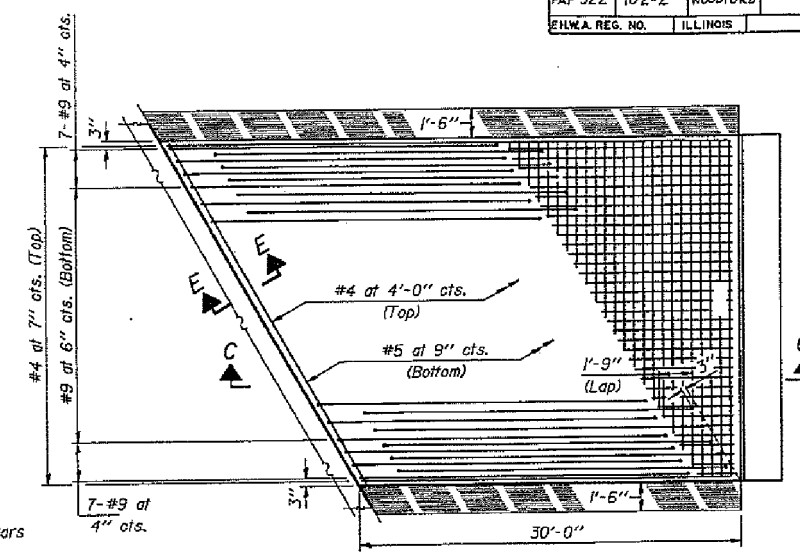
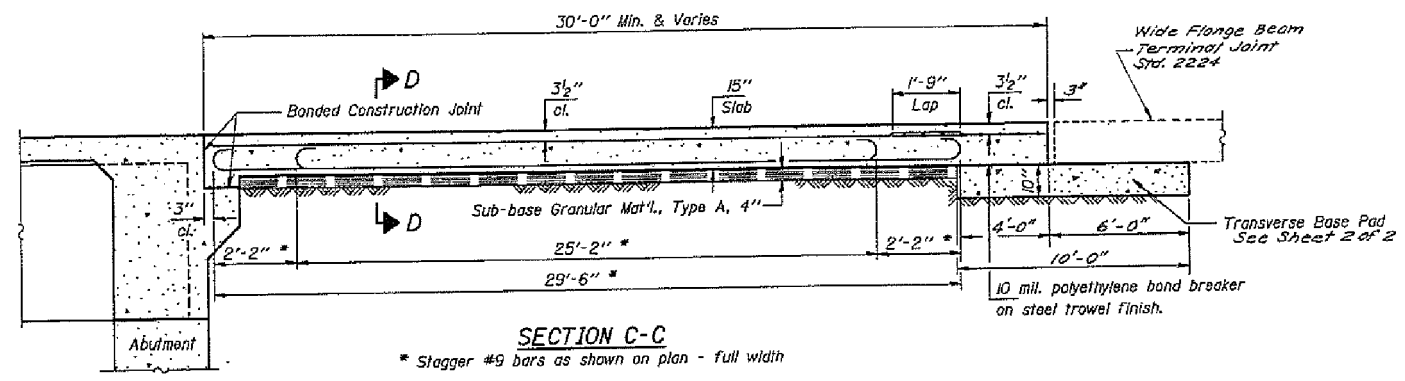
BRIDGE APPROACH SLAB DETAILS
SN 102-0055 (SB) & 0056 (NB)

SHEET NO. 7 OF 9 SHEETS

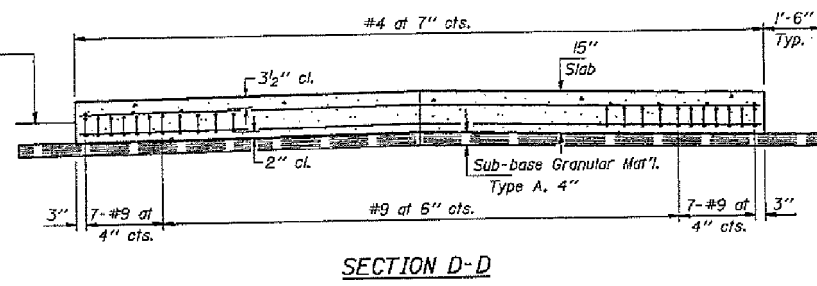
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(102-2) RS	WOODFORD	33	27H
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68E24	

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 322	102-2	WOODFORD		442
ILLINOIS REG. NO.	ILLINOIS			

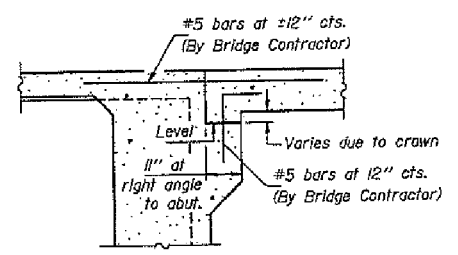
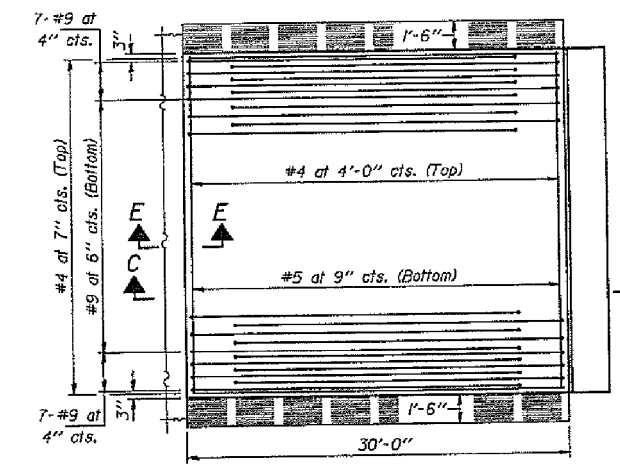
Note: For reinforcement in transverse base pad see Sheet 2 of 2.



When the road plans show curb and gutter, or bridge approach shoulder pavement adjacent to approach slabs, place 1/2" steel tie bars at 2'-5" centers in accordance with the detail for Bulkhead Longitudinal Construction Joint shown on Standard 2.323. Cost of the tie bars will be included in the contract unit price for the adjacent item. Transitions for curb and gutter or gutter shall be as shown on the plans.



As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



FOR INFORMATION ONLY

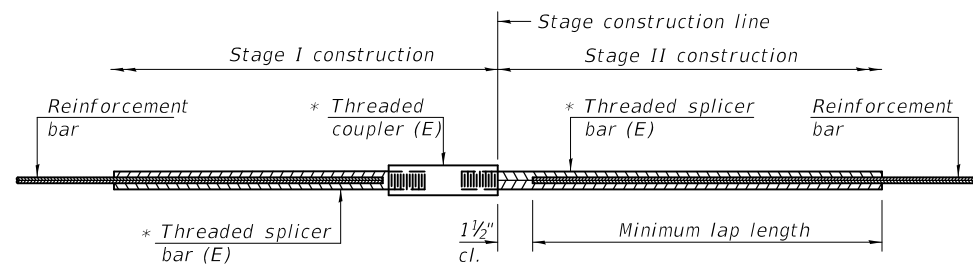
Notes:
For skews of less than 10° omit wire fabric. For skews of 10° or more use Welded Wire Fabric, 6 x 6 - W5.5 x W5.5, placed 3/2" below top of slab. Expanded Metal weighing not less than 78 Pounds per 100 Sq. Ft. or a welded bar mat weighing not less than 78 Pounds per 100 Sq. Ft. having members of equal size in both directions and spaced not over 8" apart may be used instead of the Welded Wire Fabric, 6" x 6" - W5.5 x W5.5, provided the expanded metal or bar mat is furnished at no additional cost to the State. Reinforcement bars shall conform to the requirements of AASHTO M31, M42 or M53, Grade 60.

DESIGN STRESSES
f_y = 60,000 p.s.i.
f'c = 3,500 p.s.i.
n = 8.5

GENERAL NOTES
The cost of tie bars, Low Compression Preformed Elastomeric Joint Seal, 10 mil. polyethylene bond breaker, sub base, transverse base pad (including reinforcement and excavation), welded wire fabric and bituminous prime when required shall be considered as included in the unit cost of the Bridge Approach Pavement (Special). Width of Bridge Approach Slab shall be determined before the reinforcement bars are fabricated.

Illinois Department of Transportation
PASSED Sept. 4, 1979
APPROVED Sept. 4, 1979
Engineer of Design

BRIDGE APPROACH PAVEMENT (SPECIAL)
Sheet 1 of 2
STANDARD



STANDARD BAR SPLICER ASSEMBLY

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

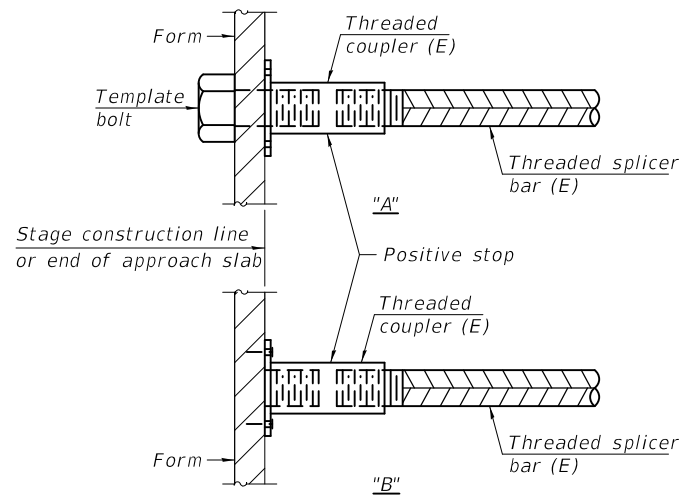
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

SN 102-0052 & 0053

Location	Bar size	No. assemblies required	Minimum lap length
Approach Slab (T)	#5	184	3'-2"
Approach Slab (B)	#8	240	5'-1"
Footing (T)	#5	160	3'-2"
Footing (B)	#5	160	3'-2"

SN 102-0055 & 0056

Location	Bar size	No. assemblies required	Minimum lap length
Approach Slab (T)	#5	184	3'-2"
Approach Slab (B)	#8	240	5'-1"
Footing (T)	#5	160	3'-2"
Footing (B)	#5	160	3'-2"

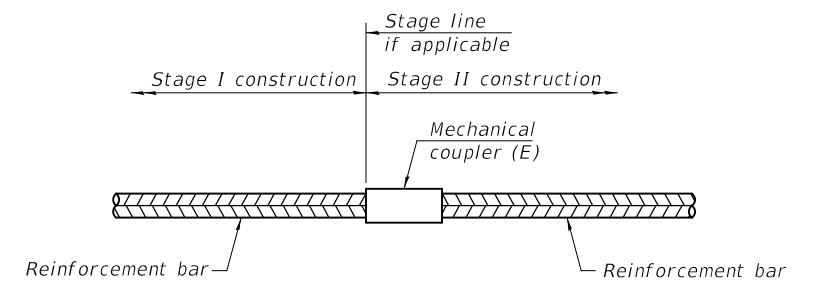


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

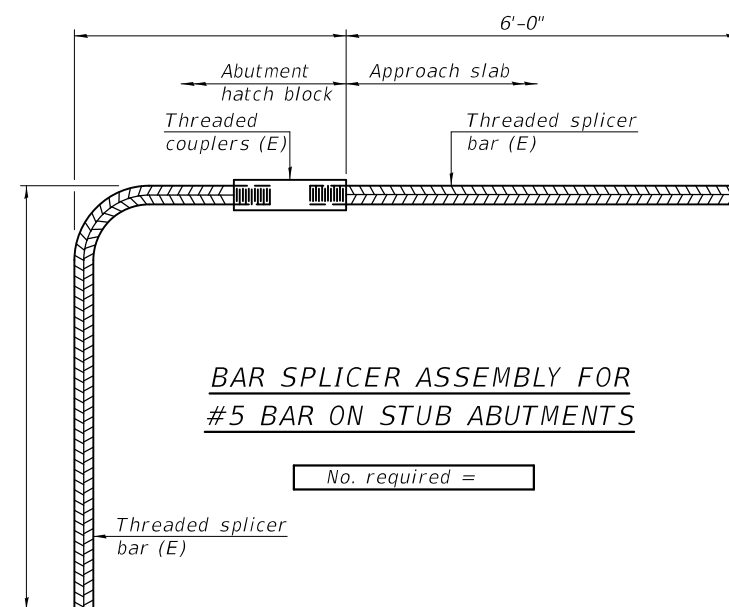
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

2-17-2017

DESIGNED - VHV
 CHECKED - ATH
 DRAWN - daburdell
 CHECKED - VHV ATH

EXAMINED
 PASSED
 Timothy A. Daburdell
 ENGINEER OF STRUCTURAL SERVICES
 Carl R. Ringer
 ENGINEER OF BRIDGES AND STRUCTURES

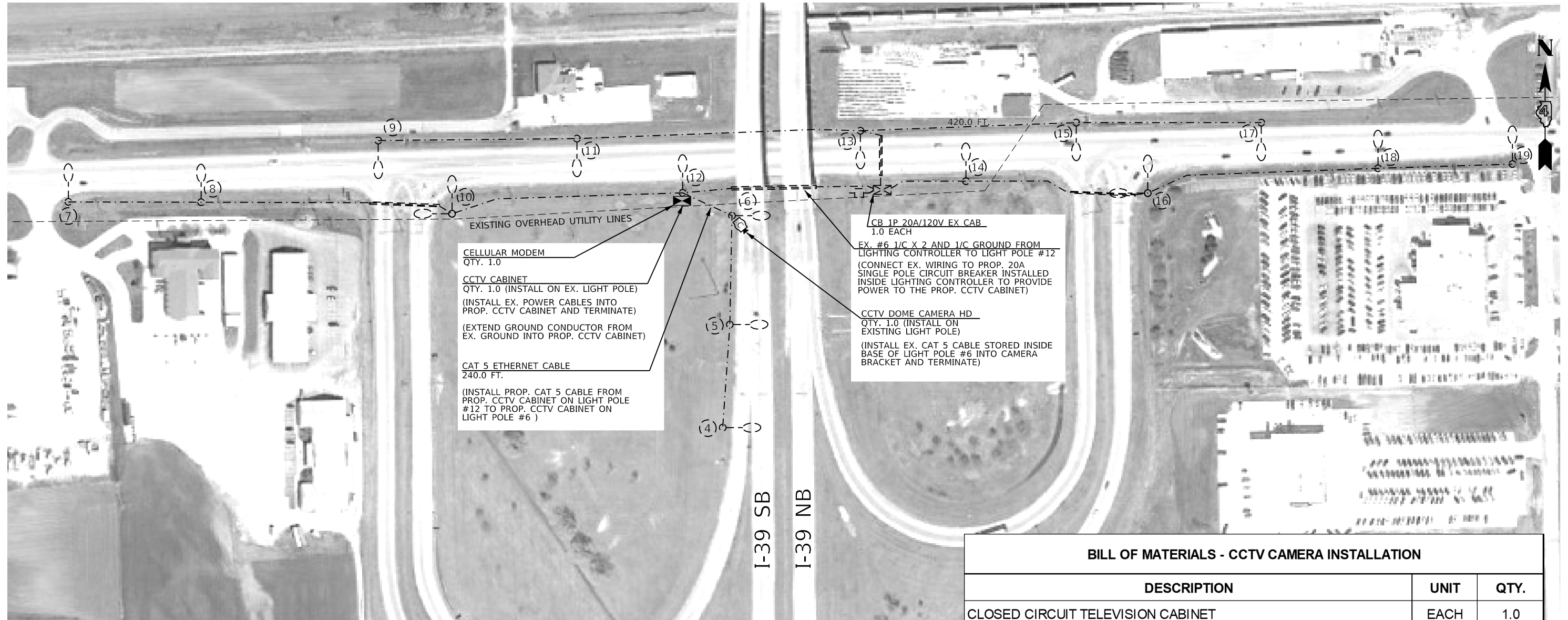
DATE - JANUARY 31, 2020
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 SN 102-0052 (SB) & 0053 (NB)
 SN 102-0055 (SB) & 0056 (NB)

SHEET NO. 9 OF 9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(102-2) RS	WOODFORD	33	27J
CONTRACT NO. 68E24				
ILLINOIS FED. AID PROJECT				



CELLULAR MODEM
QTY. 1.0

CCTV CABINET
QTY. 1.0 (INSTALL ON EX. LIGHT POLE)
(INSTALL EX. POWER CABLES INTO PROP. CCTV CABINET AND TERMINATE)
(EXTEND GROUND CONDUCTOR FROM EX. GROUND INTO PROP. CCTV CABINET)

CAT 5 ETHERNET CABLE
240.0 FT.
(INSTALL PROP. CAT 5 CABLE FROM PROP. CCTV CABINET ON LIGHT POLE #12 TO PROP. CCTV CABINET ON LIGHT POLE #6)

CB 1P 20A/120V EX CAB
1.0 EACH

EX. #6 1/C X 2 AND 1/C GROUND FROM LIGHTING CONTROLLER TO LIGHT POLE #12
(CONNECT EX. WIRING TO PROP. 20A SINGLE POLE CIRCUIT BREAKER INSTALLED INSIDE LIGHTING CONTROLLER TO PROVIDE POWER TO THE PROP. CCTV CABINET)

CCTV DOME CAMERA HD
QTY. 1.0 (INSTALL ON EXISTING LIGHT POLE)
(INSTALL EX. CAT 5 CABLE STORED INSIDE BASE OF LIGHT POLE #6 INTO CAMERA BRACKET AND TERMINATE)

BILL OF MATERIALS - CCTV CAMERA INSTALLATION		
DESCRIPTION	UNIT	QTY.
CLOSED CIRCUIT TELEVISION CABINET	EACH	1.0
CIRCUIT BREAKER, 1-POLE, 20 AMP, 120V IN EXISTING TSC CABINET	EACH	1.0
CELLULAR MODEM	EACH	1.0
CAT 5 ETHERNET CABLE	FOOT	240.0
CLOSED CIRCUIT TELEVISION DOME CAMERA, HD	EACH	1.0

CONSTRUCTION NOTES	
1.	THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS.
2.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES
3.	ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
4.	THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE SLACK IN ACCORDANCE WITH ARTICLE 873.03.
5.	ELECTRICAL CABLE WILL BE MEASURED FOR PAYMENT IN ACCORDANCE WITH ARTICLE 817.04.
6.	THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS PRIOR TO BIDDING. THERE WILL BE NO ADDITIONAL COMPENSATION PAID FOR CLAIMS THAT ARISE FROM A FAILURE TO FULLY INVESTIGATE EXISTING FIELD CONDITIONS.
7.	THE DEPARTMENT WILL PROGRAM THE CCTV CAMERA AND CELLULAR MODEM AND INTEGRATE THE CAMERA INTO THE EXISTING ITS SYSTEM.

LEGEND	
	EX. LIGHTING CONTROLLER, PEDESTAL MOUNT (ON EX. FOUNDATION)
	EX. 50' MH LIGHT POLE (GALVANIZED STEEL, TENON-MOUNT) AND LUMINAIRE
	EX. 50' MH LIGHT POLE (GALVANIZED STEEL, TENON-MOUNT, TWIN) AND LUMINAIRES
	EX. LIGHT POLE NUMBER
	EX. PVC CONDUIT 3" DIA.
	EX. UNIT-DUCT
	EX. ELECTRICAL SERVICE
	EX. OVERHEAD UTILITY LINES

MODEL: Default
FILE: \\hpc\p\pub\hpc\room\ada\illinois.gov\PIWDOT\Documents\IDOT_Offices\District_4\Projects\ID4_68E24\CAD\Drawings\Electrical\68E24_1-29 & US_24 CCTV Camera Final (12-5-19).dgn

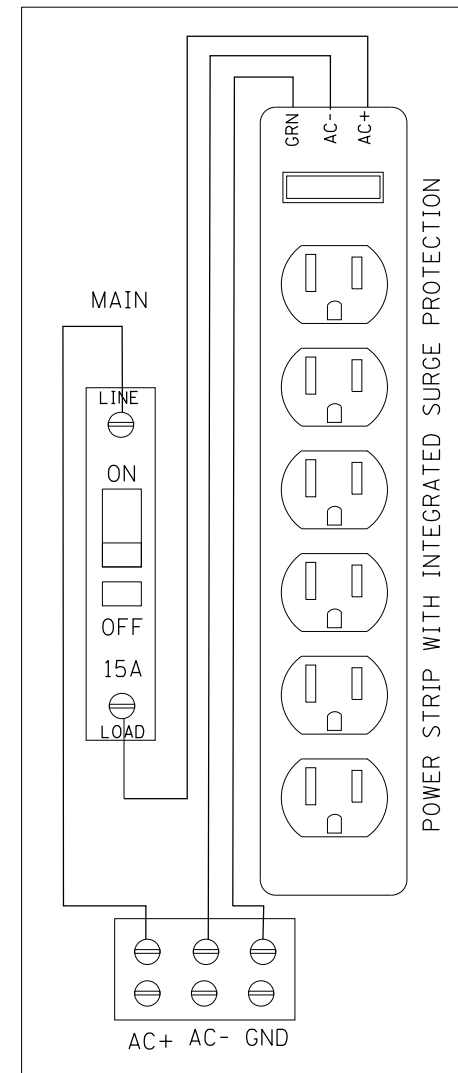
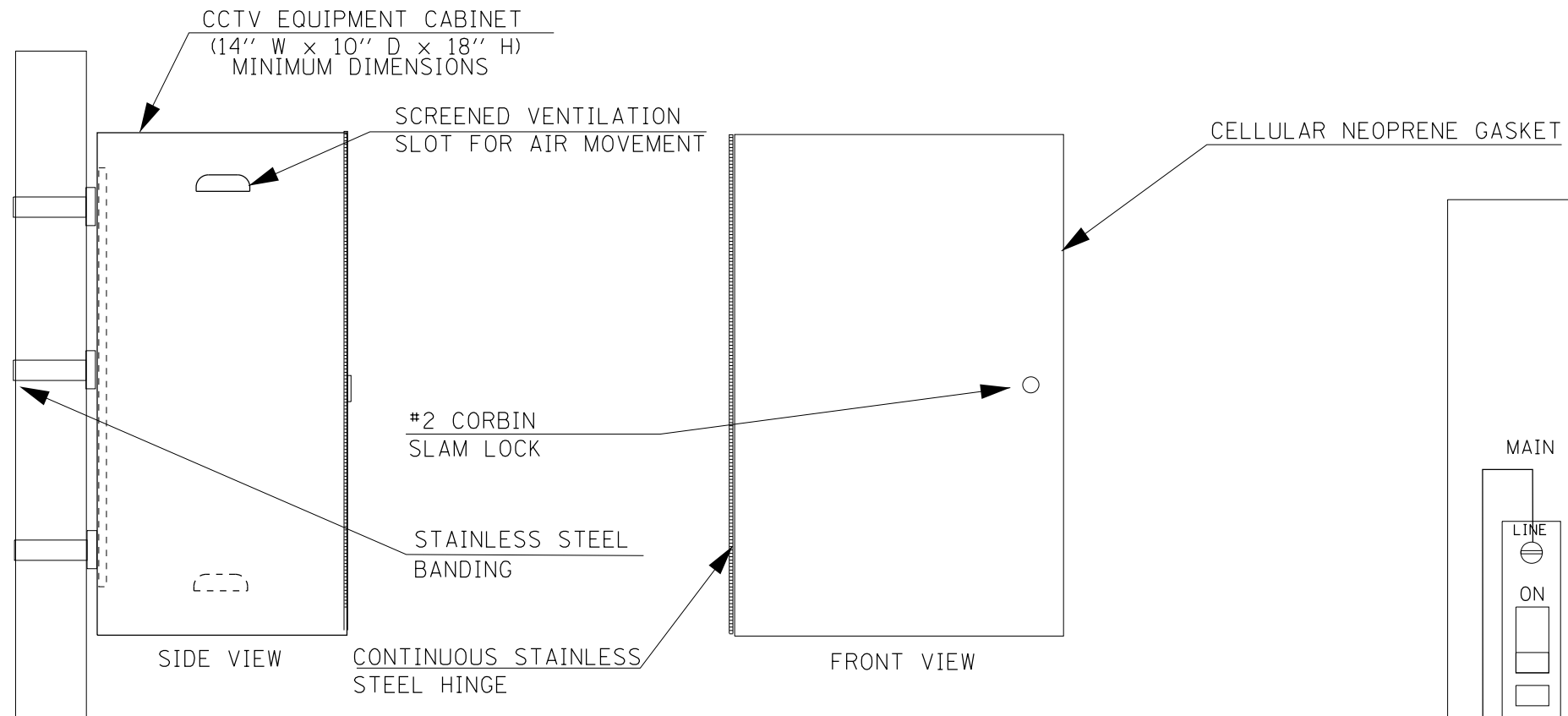
USER NAME = susers	DESIGNED -	REVISED -
PLOT SCALE = 1:178,807	DRAWN -	REVISED -
PLOT DATE = 12/13/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED CCTV CAMERA			
I-39 & US 24 INTERCHANGE - EL PASO			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

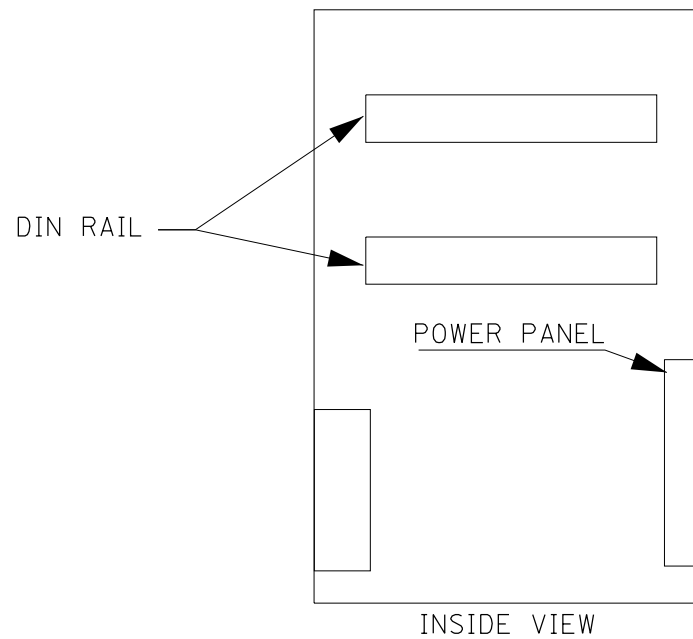
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)R5	WOODFORD	33	28
			CONTRACT NO. 68E24	
		ILLINOIS	FED. AID PROJECT	

NOT TO SCALE



ITS EQUIPMENT CABINET POWER PANEL DETAIL
(TERMINAL STRIP TO BE EQUIPPED WITH PLEXI-GLASS SAFETY SHIELD)

THE CONTRACTOR SHALL FURNISH AND INSTALL ALL GALVANIZED STEEL BRACKETING AND HARDWARE REQUIRED FOR CABINET INSTALLATION ON THE PROPOSED CAMERA POLES



NOTES

1. THE ITS EQUIPMENT CABINET SHALL BE A NEMA TYPE 3R CABINET WITH MINIMUM OUTSIDE DIMENSIONS OF 20" (H) X 14" (W) X 10" (D) (NOMINAL). THE CABINET SHALL BE CONSTRUCTED FROM .125" THICK ALUMINUM AND HAVE A NATURAL FINISH.
2. THE CABINET SHALL BE EQUIPPED WITH A #2 CORBIN (OR SKELETON KEY) SLAM LOCK, AND ALL STAINLESS STEEL HARDWARE.

MODEL: Default
FILE: \\nas01c.pw.state.il.us\pub\arcom\dat\illinois\pwr\DOT\Documents\DOT_Offices\Director_ofProjects\ID4_68E24\CAD\Drawings\Electrical\68E24-1-29 & US_24 CCTV Camera Final (12-5-19).dgn

USER NAME = \$USERS	DESIGNED -	REVISED -
PLOT SCALE = 1:178.807	DRAWN -	REVISED -
PLOT DATE = 12/13/2019	CHECKED -	REVISED -
	DATE -	REVISED -

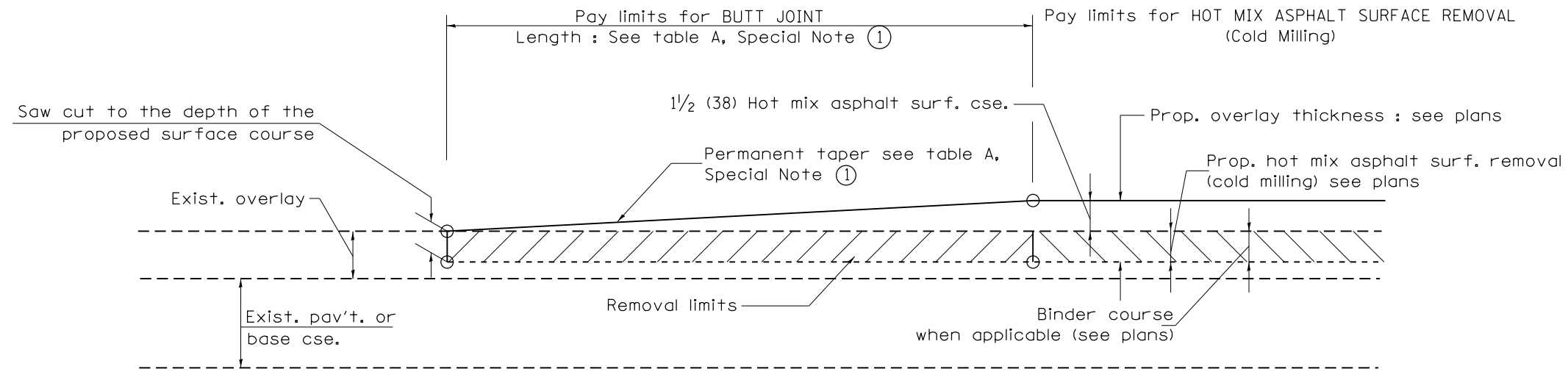
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CLOSED CIRCUIT TELEVISION CABINET DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(102-2)RS	WOODFORD	33	29
CONTRACT NO. 68E24				
ILLINOIS FED. AID PROJECT				

NOT TO SCALE



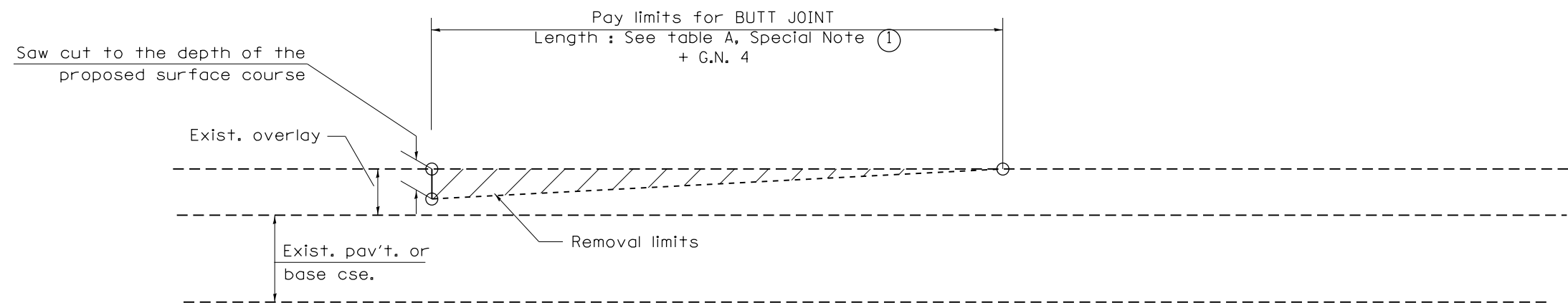
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

**TABLE A
TAPER RATES**

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	BUTT JOINT TAPER RATE	1:480	1:240
②	TEMPORARY RAMP TAPER RATE	1:80	1:40

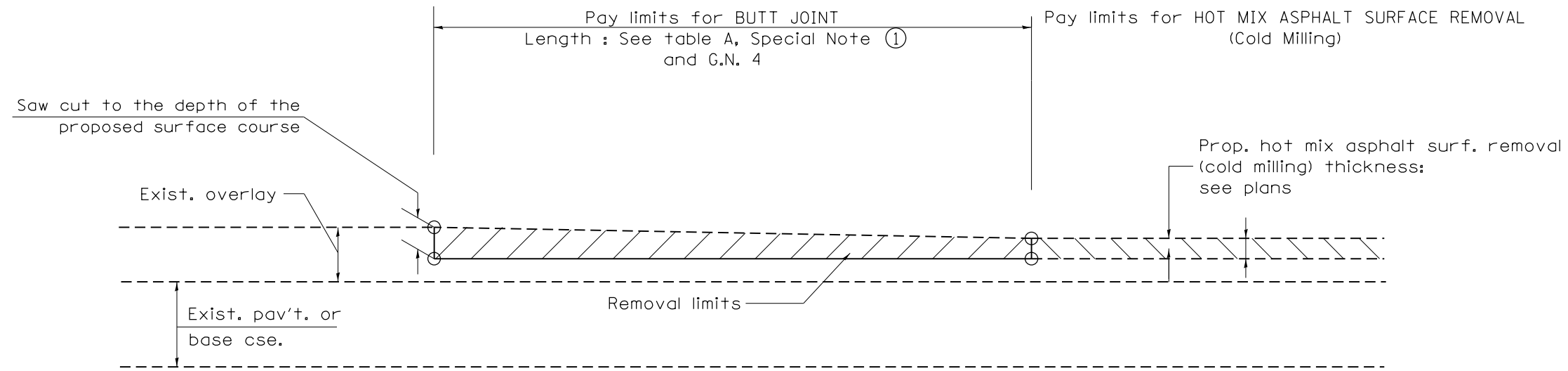
GENERAL NOTES

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.
4. The length of butt joint is based on the taper rate times change in cold milling depth within the butt joint pay limits, unless otherwise indicated.
5. Temporary ramps are paid for separately and not included in the cost of the butt joints.

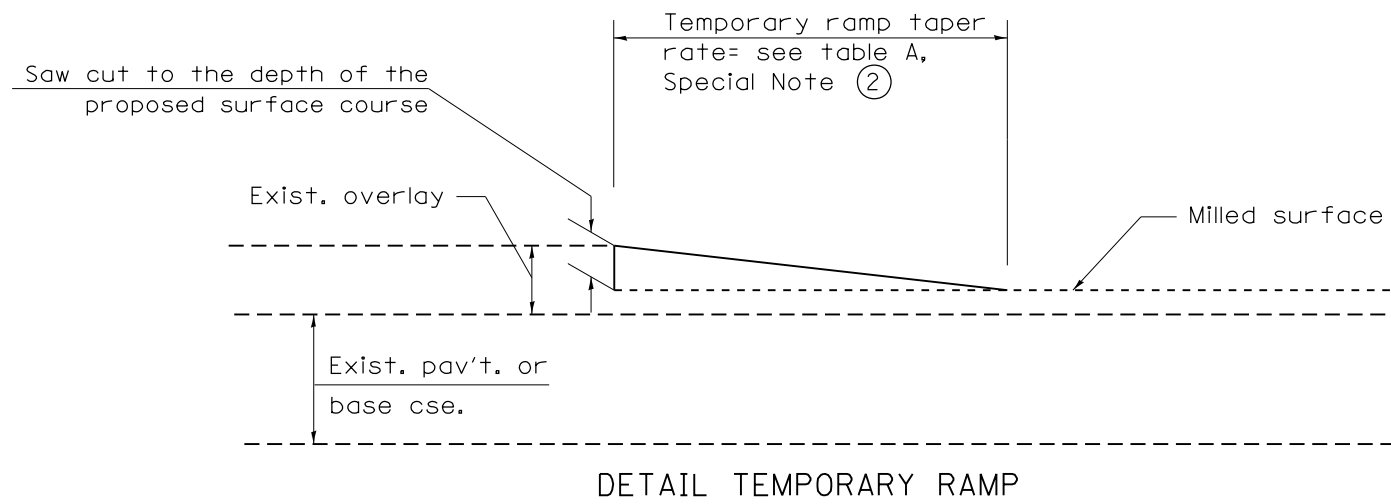


CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

All dimensions are in inches (millimeters) unless otherwise noted.



CASE 3 : HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER



All dimensions are in inches (millimeters) unless otherwise noted.

				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BUTT JOINTS		SHT. 2 OF 3 CADD STD. 406101-D4	
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.					
39	(102-2)RS	WOODFORD	33	31					
			CONTRACT NO. 68E24						
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT							

NOT TO SCALE

