

one

| F.A.I. RTE. | SECTION          | COUNTY   | TOTAL SHEETS       | SHEET NO. |
|-------------|------------------|----------|--------------------|-----------|
| 39          | 102[2RS-3,3RS-1] | WOODFORD | 54                 | 1         |
|             |                  | ILLINOIS | CONTRACT NO. 68E34 |           |

D-94-047-18



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

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUBMITTED Oct 18 2019  
Kensel A. Barnett KSD  
 REGION THREE ENGINEER

Dec 6 2019  
[Signature]  
 ENGINEER OF DESIGN AND ENVIRONMENT

Dec 19 2019  
[Signature]  
 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**PROPOSED  
 HIGHWAY PLANS**

FAI ROUTE 39 (I-39)  
 SECTION 102[2RS-3,3RS-1]  
 PROJECT NHPP-5DBD(085)  
 3R  
 WOODFORD COUNTY

C-94-069-18

INDEX OF SHEETS 01-17-2020 LETTING ITEM 042

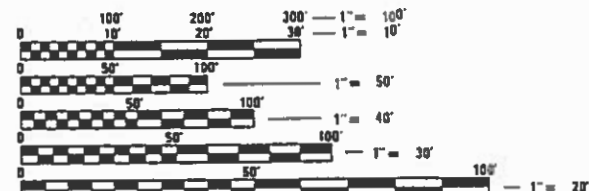
1. COVER SHEET
2. GENERAL NOTES /JOB SPECIFIC NOTE / MIX REQUIREMENTS /STATUS OF UTILITIES
- 3-9. SUMMARY OF QUANTITIES
- 10-17. SCHEDULE OF QUANTITIES
18. LINE DIAGRAM
19. TYPICALS
- 20-25. PAVING SEQUENCE
- 26-29. DETOUR PLANS
- 30-31. RAMP PLAN
32. BUTT JOINT DETAILS
33. UNDER STRUCTURE GUTTER DETAIL
34. APPROACH DRAIN REMOVAL DETAIL
35. CROSSOVER WIDENING DETAIL
36. GRATE (SPECIAL) DETAIL
- 37-49. LIGHTING PLANS
- 50-54. DISTRICT STANDARDS

**HIGHWAY STANDARDS**

|           |           |           |           |
|-----------|-----------|-----------|-----------|
| 000001-07 | 701101-05 | 701426-09 | 821101-02 |
| 001001-02 | 701106-02 | 701451-05 | 825011-04 |
| 280001-07 | 701201-05 | 701456-05 | 830011-03 |
| 442001-04 | 701301-04 | 701901-08 | 830021-03 |
| 442101-09 | 701400-09 | 780001-05 | 836001-04 |
| 442201-03 | 701401-12 | 781001-04 | 838001-01 |
| 642001-02 | 701406-12 | 805001-01 |           |
| 701006-05 | 701411-09 | 814001-03 |           |

**DESIGN DESIGNATION**

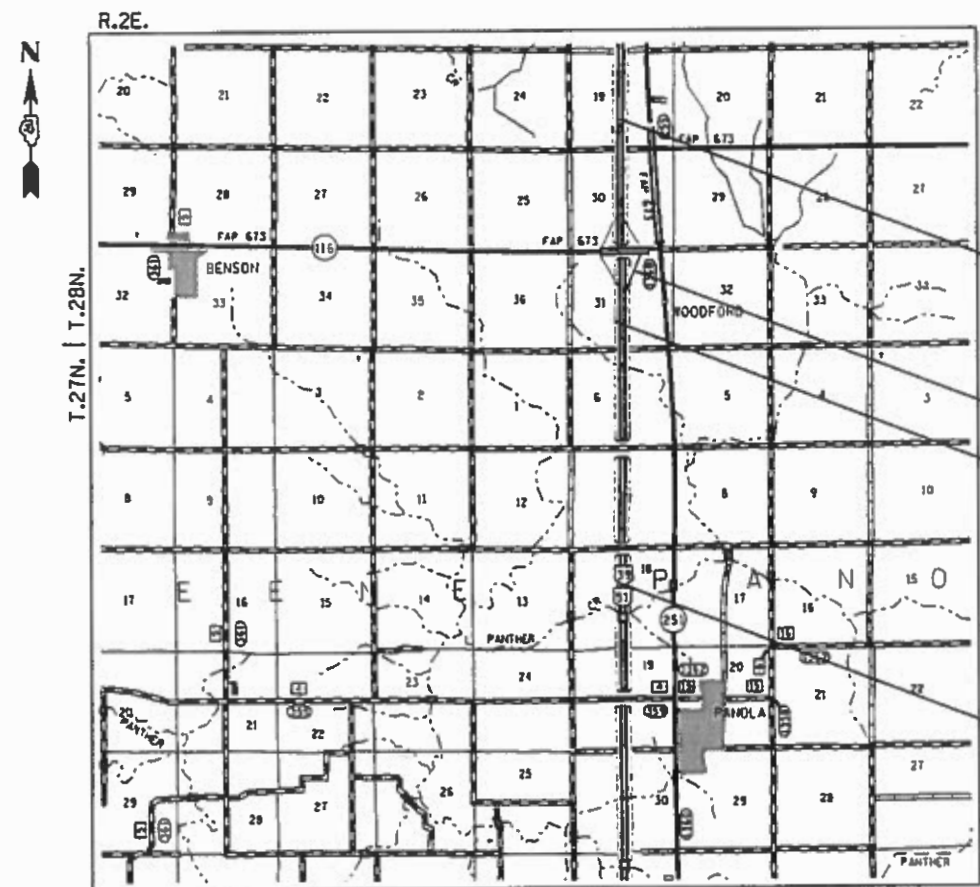
2017 ADT: 16979  
 2017 MU: 265  
 2017 SU: 985



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: RICH DOTSON (309) 671-3455  
 PROJECT MANAGER: ANNA DEVINE (309) 671-3475  
 CATALOG NO. 035621-00D  
 CONTRACT NO. 68E34



ENDING PROJECT LIMITS  
 STA. 130+90 NB  
 STA. 148+00 SB

PROJECT INCLUDES  
 4 RAMP AT IL 116  
 STA. EQUATION  
 STA. 850+89.70 BK =  
 STA. 52+79.38 AH

BEGINNING PROJECT LIMITS  
 STA. 710+00 NB  
 STA. 707+00 SB

GROSS LENGTH = 23910 FT. = 4.5 MILE  
 NET LENGTH = 23910 FT. = 4.5 MILE

**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.

**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.

**JOB SPECIFIC NOTES:**

Existing reinforcement consists of #7 bars

**STATUS OF UTILITIES**

| ROUTE | LOCATION   | MIN. DEPTH | COMPANY                 | TYPE OF     | TYPE OF CONFLICT   | DISPOSITION |
|-------|--|------------|-------------------------|-------------|--|-------------|
| I-39  | line runs parrell with IL 116, 85'-101' north of the IL 116 structures crossing I-39 | 30"        | ComED Fiber             | Fiber Optic | Milling pavement, full depth pavement patches & light pole foundations | CAUTION     |
| I-39  | line runs parrell with IL 116, 60'-100' south of the IL 116 structures crossing I-39 | 30"        | Frontier Communications | Cable       | Milling pavement, full depth pavement patches & light pole foundations | CAUTION     |
| I-39  | line runs parrell with 1700N, 40' north of the 1700N structure, crossing I-39        | 30"        | Nicor Gas               | 4" Gas Main | Milling pavement & full depth pavement patches                         | CAUTION     |

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

The following mixture requirements are applicable for this project:

| Mixture Use(s):                          | Polymer SMA Surface Course (2") | Polymer SMA Blnder Course (2") | Polymer Blnder (Mainline, Ramps, Ramps Shoulder Lower Lift) (1") | Ramps Polymer Surface (1.5") | HMA Shoulder (Mainline, Ramps) & Cross-Over (Surface Lift) | HMA Shoulder (Mainline) & Cross-Over (Lower Lift) | Longitudinal Joint Repair |
|--|---------------------------------|--------------------------------|--|------------------------------|--|---|---------------------------|
| AC/PG:                                   | SBS or SBR 76-28                | SBS or SBR 76-28               | SBS or SBR 76-22   | SBS or SBR 76-28             | 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=70                  | 4.0% @ N=50  | 4.0% @ N=50                                       | 4.0% @ N=50               |
| Mixture Composition: (Mixture Gradation) | IL12.5                          | IL12.5                         | IL 4.75  | IL 9.5                       | IL 9.5FG   | IL 9.5FG  | IL 9.5                    |
| Friction Aggregate:                      | Mixture E                       | N.A.                           | N.A.   | Mixture E                    | Mixture C  | N.A.  | Mix C                     |
| Quality Management Program:              | PFP                             | PFP                            | PFP  | QC/QA                        | 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.

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|                        |            |           |   |  |                     |      |         |                           |          |        |              |           |
|------------------------|------------|-----------|---|--|---------------------|------|---------|---------------------------|----------|--------|--------------|-----------|
| USER NAME = \$USERS    | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>GENERAL NOTES /JOB SPECIFIC NOTES /<br/>HMA MIX REQUIREMENTS /STATUS OF UTILITIES</b> |                     |      |         | F.A.I. RTE.               | SECTION  | COUNTY | TOTAL SHEETS | SHEET NO. |
| DRAWN -                | REVISED -  | 39        |   |  |                     |      |         | 102[2RS-3,3RS-1]          | WOODFORD | 54     | 2            |           |
| PLOT SCALE = 1:100     | CHECKED -  | REVISED - |   | CONTRACT NO. 68E34   |                     |      |         | ILLINOIS FED. AID PROJECT |          |        |              |           |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |   | SCALE:   | SHEET 1 OF 1 SHEETS | STA. | TO STA. |                           |          |        |              |           |

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| CODE NO. | ITEM                               | UNIT  | TOTAL QUANTITY | CONSTRUCTION CODE |            |           |
|----------|------------------------------------|-------|----------------|-------------------|------------|-----------|
|          |                                    |       |                | 0005              | 0005       | 0021      |
|          |                                    |       |                | ROADWAY           | ROADWAY    | LIGHTING  |
|          |                                    |       |                | 90% FED           | 100% STATE | 90% FED   |
|          |                                    |       |                |                   |            |           |
|          |                                    |       |                | 10% STATE         |            | 10% STATE |
| 20200500 | EARTH EXCAVATION (WIDENING)        | CU YD | 127            | 127               |            |           |
| 21400100 | GRADING AND SHAPING DITCHES        | FOOT  | 328            | 328               |            |           |
| 25000210 | SEEDING, CLASS 2A                  | ACRE  | 0.8            | 0.8               |            |           |
| 25000400 | NITROGEN FERTILIZER NUTRIENT       | POUND | 72             | 72                |            |           |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT     | POUND | 72             | 72                |            |           |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT      | POUND | 72             | 72                |            |           |
| 25000750 | MOWING                             | ACRE  | 37.5           |                   | 37.5       |           |
| 25100635 | HEAVY DUTY EROSION CONTROL BLANKET | SQ YD | 3872           | 3872              |            |           |
| 28000305 | TEMPORARY DITCH CHECKS             | FOOT  | 150            | 150               |            |           |
| 28000400 | PERIMETER EROSION BARRIER          | FOOT  | 200            | 200               |            |           |
| 28000500 | INLET AND PIPE PROTECTION          | EACH  | 16             | 16                |            |           |
| 28100227 | STONE RIPRAP, CLASS B4             | TON   | 259            | 259               |            |           |
| 28200200 | FILTER FABRIC                      | SQ YD | 380            | 380               |            |           |
| 35501324 | HOT - MIX ASPHALT BASE COURSE, 10" | SQ YD | 381            | 381               |            |           |

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 3         |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

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|----------|--|-------|----------------|-------------------|------------|-----------|
|          |  |       |                | 0005              | 0005       | 0021      |
|          |  |       |                | ROADWAY           | ROADWAY    | LIGHTING  |
|          |  |       |                | 90% FED           | 100% STATE | 90% FED   |
|          |  |       |                |                   |            |           |
|          |  |       |                | 10% STATE         |            | 10% STATE |
| 40600295 | POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)   | POUND | 422852         | 422852            |            |           |
| 40600982 | HOT - MIX ASPHALT SURFACE REMOVAL - BUTT JOINT                                       | SQ YD | 2916           | 2916              |            |           |
| 40600985 | PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT                                | SQ YD | 1899           | 1899              |            |           |
| 40600990 | TEMPORARY RAMP   | SQ YD | 1360           | 1360              |            |           |
| 40603200 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50                              | TON   | 7498           | 7498              |            |           |
| 40604172 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70                     | TON   | 694            | 694               |            |           |
| 40605015 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT 12.5, N80            | TON   | 14238          | 14238             |            |           |
| 40605034 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "E", N80 | TON   | 14618          | 14618             |            |           |
| 40800050 | INCIDENTAL HOT - MIX ASPHALT SURFACING   | TON   | 156            | 156               |            |           |
| 42000060 | WELDED WIRE REINFORCEMENT  | SQ YD | 936            | 936               |            |           |
| 44000151 | HOT - MIX ASPHALT SURFACE REMOVAL, 1/2"  | SQ YD | 85080          | 85080             |            |           |
| 44000155 | HOT - MIX ASPHALT SURFACE REMOVAL, 1 1/2"  | SQ YD | 125625         | 125625            |            |           |
| 44200559 | CLASS A PATCHES, TYPE IV, 10 INCH  | SQ YD | 853            | 853               |            |           |
| 44200620 | CLASS A PATCHES, TYPE II, 14 INCH  | SQ YD | 116            | 116               |            |           |

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| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 4         |
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| ILLINOIS FED. AID PROJECT |                  |          |              |           |

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| CODE NO. | ITEM                               | UNIT  | TOTAL QUANTITY | CONSTRUCTION CODE |            |           |
|----------|------------------------------------|-------|----------------|-------------------|------------|-----------|
|          |                                    |       |                | 0005              | 0005       | 0021      |
|          |                                    |       |                | ROADWAY           | ROADWAY    | LIGHTING  |
|          |                                    |       |                | 90% FED           | 100% STATE | 90% FED   |
|          |                                    |       |                |                   |            |           |
|          |                                    |       |                | 10% STATE         |            | 10% STATE |
| 44200624 | CLASS A PATCHES, TYPE III, 14 INCH | SQ YD | 136            | 136               |            |           |
| 44200628 | CLASS A PATCHES, TYPE IV, 14 INCH  | SQ YD | 720            | 720               |            |           |
| 44201019 | CLASS B PATCHES, TYPE II, 14 INCH  | SQ YD | 85             | 85                |            |           |
| 44201023 | CLASS B PATCHES, TYPE III, 14 INCH | SQ YD | 33             | 33                |            |           |
| 44201025 | CLASS B PATCHES, TYPE IV, 14 INCH  | SQ YD | 27             | 27                |            |           |
| 44201299 | DOWEL BARS 1 1/2"                  | EACH  | 711            | 711               |            |           |
| 44201765 | CLASS D PATCHES, TYPE II, 10 INCH  | SQ YD | 85             | 85                |            |           |
| 44213000 | PATCHING REINFORCEMENT             | SQ YD | 1825           | 1825              |            |           |
| 44213200 | SAW CUTS                           | FOOT  | 5893           | 5893              |            |           |
| 44213204 | TIE BARS 3/4"                      | EACH  | 905            | 905               |            |           |
| 48102100 | AGGREGATE WEDGE SHOULDER, TYPE B   | TON   | 9735           | 9735              |            |           |
| 48203100 | HOT - MIX ASPHALT SHOULDERS        | TON   | 20561          | 20561             |            |           |
| 50105220 | PIPE CULVERT REMOVAL               | FOOT  | 320            | 320               |            |           |
| 60500305 | FILLING INLETS                     | EACH  | 4              | 4                 |            |           |

|                        |            |           |
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|           |   |           |                | 0005              | 0005       | 0021     |
|           |   |           |                | ROADWAY           | ROADWAY    | LIGHTING |
|           |   |           |                | 90% FED           | 100% STATE | 90% FED  |
| 10% STATE |   | 10% STATE |                |                   |            |          |
| 64200116  | SHOULDER RUMBLE STRIPS, 16 INCH                 | FOOT      | 87946          | 87946             |            |          |
| 67000400  | ENGINEER'S FIELD OFFICE, TYPE A                 | CAL MO    | 8              | 8                 |            |          |
| 67100100  | MOBILIZATION                                    | L SUM     | 1              | 1                 |            |          |
| 70100350  | TRAFFIC CONTROL AND PROTECTION, STANDARD 701101 | EACH      | 1              | 1                 |            |          |
| 70100420  | TRAFFIC CONTROL AND PROTECTION, STANDARD 701411 | EACH      | 4              | 4                 |            |          |
| 70100450  | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM     | 1              | 1                 |            |          |
| 70100700  | TRAFFIC CONTROL AND PROTECTION, STANDARD 701406 | L SUM     | 1              | 1                 |            |          |
| 70100800  | TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 | L SUM     | 1              | 1                 |            |          |
| 70100820  | TRAFFIC CONTROL AND PROTECTION, STANDARD 701451 | L SUM     | 1              | 1                 |            |          |
| 70100825  | TRAFFIC CONTROL AND PROTECTION, STANDARD 701456 | L SUM     | 1              | 1                 |            |          |
| 70103815  | TRAFFIC CONTROL SURVEILLANCE                    | CAL DA    | 10             | 10                |            |          |
| 70107025  | CHANGEABLE MESSAGE SIGN                         | CAL DA    | 70             | 70                |            |          |
| 70300100  | SHORT-TERM PAVEMENT MARKING                     | FOOT      | 9962           | 9962              |            |          |
| 70300150  | SHORT TERM PAVEMENT MARKING REMOVAL             | SQ FT     | 3321           | 3321              |            |          |

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| USER NAME = *USER*     | DESIGNED - | REVISED - |
|                        | DRAWN -    | REVISED - |
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| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

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| CODE NO.   | ITEM  | UNIT                                      | TOTAL QUANTITY | CONSTRUCTION CODE |            |           |
|------------|---|---|----------------|-------------------|------------|-----------|
|            |   |   |                | 0005              | 0005       | 0021      |
|            |   |   |                | ROADWAY           | ROADWAY    | LIGHTING  |
|            |   |   |                | 90% FED           | 100% STATE | 90% FED   |
|            |   |   |                |                   |            |           |
|            |   |   |                | 10% STATE         |            | 10% STATE |
| * 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS                          | SQ FT                                     | 49             | 49                |            |           |
| * 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4"                                      | FOOT                                      | 100082         | 100082            |            |           |
| * 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6"                                      | FOOT                                      | 11450          | 11450             |            |           |
|            | 78000500  | THERMOPLASTIC PAVEMENT MARKING - LINE 8"  | FOOT           | 3841              | 3841       |           |
| * 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12"                                     | FOOT                                      | 400            | 400               |            |           |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER   | EACH                                      | 1284           | 1284              |            |           |
|            | 78300200  | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH           | 1284              | 1284       |           |
| X 80400100 | ELECTRIC SERVICE INSTALLATION   | EACH                                      | 2              |                   |            | 2         |
| X 81028350 | UNDERGROUND CONDUIT, PVC, 2" DIA.   | FOOT                                      | 1103           |                   |            | 1103      |
| X 81400700 | HANDHOLE, PORTLAND CEMENT CONCRETE  | EACH                                      | 2              |                   |            | 2         |
| X 81603000 | UNIT DUCT, 600V, 2-1C NO. 8, 1/C NO. 8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLY | FOOT                                      | 3508           |                   |            | 3508      |
| X 81603040 | UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 8 GROUND, (XLP-TYPE USE), 1" DIA. POLY   | FOOT                                      | 6802           |                   |            | 6802      |
| X 81603050 | UNIT DUCT, 600V, 3-1C NO. 6, 1/C NO. 8 GROUND, (XLP-TYPE USE), 1" DIA. POLY   | FOOT                                      | 1631           |                   |            | 1631      |
| X 82110008 | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H                                 | EACH                                      | 27             |                   |            | 27        |

\*= SPECIALTY ITEM

|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = \$USER*    | DESIGNED - | REVISED - |
|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:100     | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

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

**SUMMARY OF QUANTITIES**

| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS       | SHEET NO. |
|---------------------------|------------------|----------|--------------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54                 | 7         |
|                           |                  |          | CONTRACT NO. 68E34 |           |
| ILLINOIS FED. AID PROJECT |                  |          |                    |           |

| CODE NO.   | ITEM   | UNIT   | TOTAL QUANTITY | CONSTRUCTION CODE |              |               |
|------------|--|--------|----------------|-------------------|--------------|---------------|
|            |  |        |                | 0005 ROADWAY      | 0005 ROADWAY | 0021 LIGHTING |
|            |  |        |                | 90% FED           | 100% STATE   | 90% FED       |
|            |  |        |                | 10% STATE         |              | 10% STATE     |
| X 82500335 | LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 100AMP     | EACH   | 1              |                   |              | 1             |
| X 83060450 | LIGHT POLE, GALVANIZED STEEL, 45FT. M.H., 15FT. MAST ARM   | EACH   | 27             |                   |              | 27            |
| X 83060830 | LIGHT POLE, GALVANIZED STEEL, 45FT. M.H., TENON MOUNT      | EACH   | 1              |                   |              | 1             |
| X 83600356 | LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6' | EACH   | 28             |                   |              | 28            |
| X 83800650 | BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN    | EACH   | 108            |                   |              | 108           |
| X X0320023 | CLOSED CIRCUIT TELEVISION DOME CAMERA, HD                  | EACH   | 1              |                   |              | 1             |
| X X0324597 | CLOSED CIRCUIT TELEVISION CABINET                          | EACH   | 1              |                   |              | 1             |
| X X0325541 | REMOVE EXISTING LIGHTING SYSTEM                            | L SUM  | 1              |                   |              | 1             |
| X0325893   | CLEAN EXISTING END SECTION                                 | EACH   | 4              | 4                 |              |               |
| X X0325922 | CELLULAR MODEM   | EACH   | 1              |                   |              | 1             |
| X0326444   | SURFACE FILLER (SPECIAL)                                   | GALLON | 12.6           | 12.6              |              |               |
| X X0326812 | CAT 5 ETHERNET CABLE                                       | FOOT   | 45             |                   |              | 45            |
| X X0326952 | STEP-DOWN TRANSFORMER                                      | EACH   | 1              |                   |              | 1             |
| X2600002   | RECOVERABLE DELINEATOR                                     | EACH   | 164            | 164               |              |               |

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|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = \$USER\$   | DESIGNED - | REVISED - |
|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:1000    | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

|                    |                  |          |                           |           |
|--------------------|------------------|----------|---------------------------|-----------|
| F.A.I. RTE.        | SECTION          | COUNTY   | TOTAL SHEETS              | SHEET NO. |
| 39                 | 102[2RS-3,3RS-1] | WOODFORD | 54                        | 8         |
| CONTRACT NO. 68E34 |                  |          | ILLINOIS FED. AID PROJECT |           |



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| CODE NO.   | ITEM  | UNIT  | TOTAL QUANTITY | CONSTRUCTION CODE |            |           |
|------------|---|-------|----------------|-------------------|------------|-----------|
|            |   |       |                | 0005              | 0005       | 0021      |
|            |   |       |                | ROADWAY           | ROADWAY    | LIGHTING  |
|            |   |       |                | 90% FED           | 100% STATE | 90% FED   |
|            |   |       |                |                   |            |           |
|            |   |       |                | 10% STATE         |            | 10% STATE |
| X4400196   | HOT - MIX ASPHALT SURFACE REMOVAL, SPECIAL                  | SQ YD | 8474           | 8474              |            |           |
| X5030550   | PROTECTIVE COAT (SPECIAL)                                   | SQ YD | 1111           | 1111              |            |           |
| X5420624   | PIPE CULVERTS TO BE CLEANED 24"                             | FOOT  | 814            | 814               |            |           |
| X6350120   | DELINEATOR REMOVAL  | EACH  | 48             | 48                |            |           |
| * X7830060 | GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS | SQ FT | 59             | 59                |            |           |
| * X7830070 | GROOVING FOR RECESSED PAVEMENT MARKING 5"                   | FOOT  | 100082         | 100082            |            |           |
| * X7830074 | GROOVING FOR RECESSED PAVEMENT MARKING 7"                   | FOOT  | 11450          | 11450             |            |           |
| * X7830076 | GROOVING FOR RECESSED PAVEMENT MARKING 9"                   | FOOT  | 3841           | 3841              |            |           |
| * X7830078 | GROOVING FOR RECESSED PAVEMENT MARKING 13"                  | FOOT  | 400            | 400               |            |           |
| X X8250210 | PHOTOCELL RELAY   | EACH  | 1              |                   |            | 1         |
| Z0013798   | CONSTRUCTION LAYOUT   | L SUM | 1              | 1                 |            |           |
| Z0033600   | LONGITUDINAL JOINT REPAIR                                   | FOOT  | 61331          | 61331             |            |           |
| Z0034105   | MATERIAL TRANSFER DEVICE                                    | TON   | 57609          | 57609             |            |           |
| X6040171   | GRATES (SPECIAL)  | EACH  | 2              | 2                 |            |           |

\*= SPECIALTY ITEM

|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = #USER#     | DESIGNED - | REVISED - |
|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:100     | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102(2RS-3,3RS-1) | WOODFORD | 54           | 9         |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

| APPROX. LOCATION RANGE                              | 44213200 | 44200559            |         |                   |         | 44200620                |         |                   |         | 44200624                |          |                   |          | 44200628                |         |                   |         | 44213204 | 44213000               |
|---|----------|---------------------|---------|-------------------|---------|-------------------------|---------|-------------------|---------|-------------------------|----------|-------------------|----------|-------------------------|---------|-------------------|---------|----------|------------------------|
|   | SAW CUTS | CLASS A PATCHES 10" |         |                   |         | CLASS A PATCHES 14 INCH |         |                   |         | CLASS A PATCHES 14 INCH |          |                   |          | CLASS A PATCHES 14 INCH |         |                   |         | TIE BARS | PATCHING REINFORCEMENT |
|   |          | Northbound          |         | Southbound        |         | Northbound              |         | Southbound        |         | Northbound              |          | Southbound        |          | Northbound              |         | Southbound        |         |          |                        |
|   |          | NUMBER OF PATCHES   | TYPE IV | NUMBER OF PATCHES | TYPE IV | 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 |          |                        |
| FEET  | SQ. YD.  | SQ. YD.             | SQ. YD. | SQ. YD.           | SQ. YD. | SQ. YD.                 | SQ. YD. | SQ. YD.           | SQ. YD. | SQ. YD.                 | SQ. YD.  | SQ. YD.           | SQ. YD.  | SQ. YD.                 | SQ. YD. | EACH              | SQ. YD. |          |                        |
| BEGINNING OF PROJECT                                | 784      | 2                   | 213     | 2                 | 213     |                         |         |                   |         |                         |          |                   |          |                         |         |                   | 107     | 427      |                        |
| 102-0051  | 156      |                     |         |                   |         |                         |         |                   |         |                         | 2        | 40.00             |          |                         |         |                   | 20      | 40       |                        |
| MILE MARKER 20                                      | 48       |                     |         |                   |         | 1                       | 8.00    |                   |         |                         |          |                   |          |                         |         |                   |         | 8        |                        |
| 102-0050  | 836      |                     |         |                   |         |                         |         |                   |         |                         |          |                   |          | 2                       | 267     |                   | 133     | 267      |                        |
| MILE MARKER 21<br>MEDIAN CROSSOVER<br>IL 116 RAMP C | 1126     |                     |         |                   |         | 5                       | 50.67   |                   |         | 2                       | 40.00    |                   |          | 4                       | 220     |                   | 137     | 311      |                        |
| 102-0049  | 374      |                     |         |                   |         |                         |         |                   |         | 2                       | 40.00    |                   |          | 1                       | 67      |                   | 53      | 107      |                        |
| IL 116 RAMP B                                       | 48       |                     |         |                   |         | 1                       | 8.00    |                   |         |                         |          |                   |          | 1                       | 27      |                   | 13      | 27       |                        |
| MEDIAN CROSSOVER                                    | 98       |                     |         |                   |         |                         |         |                   |         |                         |          |                   |          | 1                       | 80      |                   | 40      | 80       |                        |
| MILE MARKER 23                                      | 258      |                     |         |                   |         |                         |         |                   |         | 1                       | 16.00    |                   |          | 2                       | 60      |                   | 30      | 84       |                        |
| END OF PROJECT                                      | 318      |                     |         |                   |         |                         |         |                   |         |                         |          |                   |          |                         |         |                   |         |          |                        |
|   | 220      |                     |         |                   |         | 5                       | 41.33   |                   |         |                         |          |                   |          |                         |         |                   | 7       | 41       |                        |
| <b>SUB TOTAL</b>                                    | 784      | 2                   | 213     | 2                 | 213     |                         |         |                   |         |                         |          |                   |          |                         |         |                   | 107     | 427      |                        |
| <b>TOTAL FROM CLASS B SCHEDULE</b>                  | 5050     | 853                 |         |                   |         | 116                     |         |                   |         | 136                     |          |                   |          | 720                     |         |                   |         | 647      | 1825                   |
| <b>PROJECT TOTAL</b>                                | 843      |                     |         |                   |         |                         |         |                   |         |                         |          |                   |          |                         |         |                   |         | 258      |                        |
|   | 5893     | 853                 |         |                   |         | 116                     |         |                   |         | 136                     |          |                   |          | 720                     |         |                   |         | 905      | 1825                   |

\*SEE RAMP PLAN SHEET FOR VARIABLE DEPTH PATCH DETAIL

| LOCATION             | 44213200 | 44201019                |         | 44201023          |          | 44201025          |         | 44213204      | 44201299           | 42000060                  |
|----------------------|----------|-------------------------|---------|-------------------|----------|-------------------|---------|---------------|--------------------|---------------------------|
|                      | SAW CUTS | CLASS B PATCHES 14 INCH |         |                   |          |                   |         | 3/4" TIE BARS | 1 1/2" DOWEL BARS* | WELDED WIRE REINFORCEMENT |
|                      |          | NUMBER OF PATCHES       | TYPE II | NUMBER OF PATCHES | TYPE III | NUMBER OF PATCHES | TYPE IV |               |                    |                           |
|                      |          |                         | SQ. YD. |                   | SQ. YD.  |                   | SQ. YD. |               |                    |                           |
| FEET                 |          |                         |         |                   |          |                   | EACH    | EACH          | SQ. YD.            |                           |
| RAMP A               | 132      | 2                       | 21.33   |                   |          |                   |         |               | 56                 | 43                        |
| RAMP B               | 186      |                         |         | 2                 | 33.33    |                   |         | 0             | 184                | 88                        |
| RAMP C               | 525      | 6                       | 64.00   |                   |          | 1                 | 26.67   |               | 196                | 116.00                    |
| RAMP D               |          |                         |         |                   |          |                   |         |               |                    |                           |
| <b>SUBTOTAL</b>      | 843      |                         | 85      |                   | 33       |                   | 27      | 258           | 711                | 936                       |
| <b>PROJECT TOTAL</b> |          |                         | 85      |                   | 33       |                   | 27      |               | 711                | 936                       |

\*DOWELS BARS AT THE TOP OF RAMP D SHALL BE PLACED USING BASKETS

| LOCATION             | 44201765                |                 |
|----------------------|-------------------------|-----------------|
|                      | CLASS D PATCHES 10 INCH |                 |
|                      | NUMBER OF PATCHES       | TYPE II SQ. YD. |
| RAMP A               | 2                       | 21.33           |
| RAMP B               | 2                       | 21.33           |
| RAMP C               | 2                       | 21.33           |
| RAMP D               | 2                       | 21.33           |
| <b>SUBTOTAL</b>      |                         | 85              |
| <b>PROJECT TOTAL</b> |                         | 85              |

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|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = \$USERS    | DESIGNED - | REVISED - |
|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:100     | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: SHEET 1 OF 8 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS       | SHEET NO. |
|---------------------------|------------------|----------|--------------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54                 | 10        |
| ILLINOIS FED. AID PROJECT |                  |          | CONTRACT NO. 68E34 |           |



| PAVEMENT TABLE                    |           |       |         |           |        |         |         |                          |                           |                                       |  |   |        |  |                                  |                           |               |                          |                     |
|-----------------------------------|-----------|-------|---------|-----------|--------|---------|---------|--------------------------|---------------------------|---------------------------------------|--|---|--------|--|----------------------------------|---------------------------|---------------|--------------------------|---------------------|
| LOCATION                          |           |       |         |           | LENGTH | WIDTH   | AREA    | INCIDENTAL HMA SURFACING | LONGITUDINAL JOINT REPAIR | POLY. HMA BINDER COURSE, IL-4.75, N50 | POLY. HMA BINDER COURSE, SMA 12.5, N80 | POLY. HMA SURFACE COURSE, SMA, 12.5, MIX "E", N80 |        | POLY. HMA SURFACE COURSE, IL-9.5, MIX "E", N70 | POLY. BIT. MATERIALS (TACK COAT) |                           |               | MATERIAL TRANSFER DEVICE |                     |
|                                   |           |       |         |           |        |         |         |                          |                           |                                       |  | 1"  | 2"     |  | RATES USED FOR CALCS. (LB/SQ FT) |                           |               |                          |                     |
|                                   |           |       |         |           |        |         |         |                          |                           |                                       |  |   |        |  | Qty. for Joint Trimming          | 0.08 Milled & PCC Surface | 0.08 Fog Coat |                          | 0.08 Joint Trimming |
|                                   |           |       |         |           | FT.    | FT.     | SQ. YD. | TON                      | FOOT                      | TON                                   | TON                                    | TON   | TON    | LB.  | LB.                              | LB.                       | TON           |                          |                     |
| <b>NORTHBOUND</b>                 |           |       |         |           |        |         |         |                          |                           |                                       |  |   |        |  |                                  |                           |               |                          |                     |
| STA.                              | 710+00.00 |       | TO      | 710+80.00 | 80.0   | 24.0    | 213.3   |                          | 80.0                      |                                       |  | 23.9  | 0.5    |  | 153.6                            |                           | 3.2           | 24.4                     |                     |
| STA.                              | 710+80.00 |       | TO      | 711+60.00 | 80.0   | 24.0    | 213.3   |                          | 80.0                      |                                       | 23.9                                   | 23.9  | 0.5    |  | 153.6                            |                           | 153.6         | 3.2                      | 48.3                |
| STA.                              | 711+60.00 |       | TO      | 711+70.00 | 10.0   | 24.0    | 26.7    |                          | 10.0                      | 1.5                                   | 3.0                                    | 3.0   | 0.1    |  | 19.2                             |                           | 38.4          | 0.4                      | 7.5                 |
| STA.                              | 711+70.00 |       | TO      | 850+89.70 | (BK)   | 13919.7 | 24.0    | 37119.2                  | 14449.7                   | 2078.7                                | 4157.4                                 | 4157.4  | 86.6   |  | 26725.8                          |                           | 53451.6       | 556.8                    | 10480.0             |
| STA.                              | 52+79.38  | (AH)  | TO      | 129+20.00 |        | 7640.6  | 24.0    | 20375.0                  | 9610.6                    | 1141.0                                | 2282.0                                 | 2282.0  | 47.5   |  | 14670.0                          |                           | 29340.0       | 305.6                    | 5752.5              |
| STA.                              | 129+20.00 |       | TO      | 129+30.00 |        | 10.0    | 24.0    | 26.7                     | 10.0                      | 1.5                                   | 3.0                                    | 3.0   | 0.1    |  | 19.2                             |                           | 38.4          | 0.4                      | 7.5                 |
| STA.                              | 129+30.00 |       | TO      | 130+10.00 |        | 80.0    | 24.0    | 213.3                    | 80.0                      |                                       | 23.9                                   | 23.9  | 0.5    |  | 153.6                            |                           | 153.6         | 3.2                      | 48.3                |
| STA.                              | 130+10.00 |       | TO      | 130+90.00 |        | 80.0    | 24.0    | 213.3                    | 80.0                      |                                       | 23.9                                   | 23.9  | 0.5    |  | 153.6                            |                           |               | 3.2                      | 24.4                |
| <b>SOUTHBOUND</b>                 |           |       |         |           |        |         |         |                          |                           |                                       |  |   |        |  |                                  |                           |               |                          |                     |
| STA.                              | 707+00.00 |       | TO      | 707+80.00 | 80.0   | 24.0    | 213.3   |                          | 80.0                      |                                       |  | 23.9  | 0.5    |  | 153.6                            |                           |               | 3.2                      | 24.4                |
| STA.                              | 707+80.00 |       | TO      | 708+40.00 | 60.0   | 24.0    | 160.0   |                          | 60.0                      |                                       | 17.9                                   | 17.9  | 0.4    |  | 115.2                            |                           | 115.2         | 2.4                      | 36.2                |
| STA.                              | 708+40.00 |       | TO      | 708+50.00 | 10.0   | 24.0    | 26.7    |                          | 10.0                      | 1.5                                   | 3.0                                    | 3.0   | 0.1    |  | 19.2                             |                           | 38.4          | 0.4                      | 7.5                 |
| STA.                              | 708+50.00 |       | TO      | 850+89.70 | (BK)   | 14239.7 | 24.0    | 37972.5                  | 19339.7                   | 2126.5                                | 4252.9                                 | 4252.9  | 88.6   |  | 27340.2                          |                           | 54680.4       | 569.6                    | 10720.9             |
| STA.                              | 52+79.38  | (AH)  | TO      | 146+50.00 |        | 9370.6  | 24.0    | 24988.3                  | 17290.6                   | 1399.3                                | 2798.7                                 | 2798.7  | 58.3   |  | 17991.6                          |                           | 35983.2       | 374.8                    | 7055.0              |
| STA.                              | 146+50.00 |       | TO      | 146+60.00 |        | 10.0    | 24.0    | 26.7                     | 10.0                      | 1.5                                   | 3.0                                    | 3.0   | 0.1    |  | 19.2                             |                           | 38.4          | 0.4                      | 7.5                 |
| STA.                              | 146+60.00 |       | TO      | 147+20.00 |        | 60.0    | 24.0    | 160.0                    | 60.0                      |                                       | 17.9                                   | 17.9  | 0.4    |  | 115.2                            |                           | 115.2         | 2.4                      | 36.2                |
| STA.                              | 147+20.00 |       | TO      | 148+00.00 |        | 80.0    | 24.0    | 213.3                    | 80.0                      |                                       | 23.9                                   | 23.9  | 0.5    |  | 153.6                            |                           |               | 3.2                      | 24.4                |
| <b>MEDIAN CROSSOVERS (2 EACH)</b> |           |       |         |           |        |         | 188.3   |                          | 94.9                      |                                       |  |   |        |  | 271.2                            |                           | 542.3         |                          | 0.0                 |
| <b>IL 116 RAMPS</b>               |           |       |         |           |        |         |         |                          |                           |                                       |  |   |        |  |                                  |                           |               |                          |                     |
| Ramp C                            | STA.      | 0+00  | TO      | 2+76      | 276.0  | 8.0     | 245.3   |                          |                           | 13.7                                  | 27.5                                   | 27.5  |        |  | 176.6                            |                           | 353.3         |                          | 68.7                |
|                                   | STA.      | 2+76  | TO      | 7+20      | 444.0  | 16.0    | 789.3   |                          |                           | 44.2                                  | 88.4                                   | 88.4  |        |  | 568.3                            |                           | 1136.6        |                          | 221.0               |
|                                   | STA.      | 7+20  | TO      | 7+30      | 10.0   | 16.0    | 17.8    |                          |                           | 0.5                                   | 2.0                                    | 2.0   |        |  | 12.8                             |                           | 25.6          |                          | 4.5                 |
|                                   | STA.      | 7+30  | TO      | 7+70      | 40.0   | 16.0    | 71.1    |                          |                           |                                       | 8.0                                    | 8.0   |        |  | 51.2                             |                           | 51.2          |                          | 15.9                |
|                                   | STA.      | 7+70  | TO      | 8+10      | 40.0   | 16.0    | 71.1    |                          |                           |                                       | 8.0                                    | 8.0   |        |  | 51.2                             |                           | 51.2          |                          | 15.9                |
|                                   | STA.      | 8+10  | TO      | 18+95     | 1085.0 | 16.0    | 1928.9  |                          |                           | 108.0                                 |  |   |        | 162.0  | 1388.8                           |                           | 1388.8        |                          | 270.0               |
|                                   | STA.      | 18+95 | TO      | 19+15     | 20.0   | 16.0    | 35.6    |                          |                           | 2.0                                   |  |   |        | 3.0  | 25.6                             |                           | 25.6          |                          | 5.0                 |
|                                   | STA.      | 19+15 | TO      | 19+45     | 30.0   | 16.0    | 53.3    |                          |                           |                                       |  |   |        | 4.5  | 38.4                             |                           | 38.4          |                          | 4.5                 |
| STA.                              | 19+45     | TO    | 20+01.5 |           |        | 440.6   |         |                          | 24.7                      |                                       |  |   | 37.0   | 317.3  |                                  | 317.3                     |               | 61.7                     |                     |
| Ramp B                            | STA.      | 0+27  | TO      | 1+51      |        |         | 586.9   |                          |                           | 32.9                                  |  |   |        | 49.3   | 422.6                            |                           | 422.6         |                          | 82.2                |
|                                   | STA.      | 1+51  | TO      | 1+81      | 30.0   | 16.0    | 53.3    |                          |                           |                                       |  |   |        | 4.5  | 38.4                             |                           | 38.4          |                          | 4.5                 |
|                                   | STA.      | 1+81  | TO      | 2+01      | 20.0   | 16.0    | 35.6    |                          |                           | 2.0                                   |  |   |        | 3.0  | 25.6                             |                           | 25.6          |                          | 5.0                 |
|                                   | STA.      | 2+01  | TO      | 8+08      | 607.0  | 16.0    | 1079.1  |                          |                           | 60.4                                  |  |   |        | 90.6   | 777.0                            |                           | 777.0         |                          | 151.1               |
|                                   | STA.      | 8+08  | TO      | 8+48      | 40.0   | 16.0    | 71.1    |                          |                           |                                       | 8.0                                    | 8.0   |        |  | 51.2                             |                           | 51.2          |                          | 16.0                |
|                                   | STA.      | 8+48  | TO      | 8+88      | 40.0   | 16.0    | 71.1    |                          |                           |                                       | 8.0                                    | 8.0   |        |  | 51.2                             |                           | 51.2          |                          | 16.0                |
|                                   | STA.      | 8+88  | TO      | 8+98      | 10.0   | 16.0    | 17.8    |                          |                           | 1.0                                   | 2.0                                    | 2.0   |        |  | 12.8                             |                           | 25.6          |                          | 5.0                 |
|                                   | STA.      | 8+98  | TO      | 14+11     | 513.0  | 16.0    | 912.0   |                          |                           | 51.1                                  | 102.1                                  | 102.1   |        |  | 656.6                            |                           | 1313.3        |                          | 255.3               |
| STA.                              | 14+11     | TO    | 21+33   | 721.9     | 8.0    | 641.7   |         |                          | 35.9                      | 71.9                                  | 71.9                                   |   |        | 462.0  |                                  | 924.0                     |               | 179.7                    |                     |
| Ramp D                            | STA.      | 0+38  | TO      | 1+51      |        |         | 668.0   |                          |                           | 37.4                                  |  |   |        | 56.1   | 480.9                            |                           | 480.9         |                          | 93.5                |
|                                   | STA.      | 1+51  | TO      | 1+81      | 30.0   | 16.0    | 53.3    |                          |                           | 3.0                                   |  |   |        | 4.5  | 38.4                             |                           | 38.4          |                          | 7.5                 |
|                                   | STA.      | 1+81  | TO      | 2+01      | 20.0   | 16.0    | 35.6    |                          |                           | 2.0                                   |  |   |        | 3.0  | 25.6                             |                           | 25.6          |                          | 5.0                 |
|                                   | STA.      | 2+01  | TO      | 8+07      | 606.0  | 16.0    | 1077.3  |                          |                           | 60.3                                  |  |   |        | 90.5   | 775.7                            |                           | 775.7         |                          | 150.8               |
|                                   | STA.      | 8+07  | TO      | 8+47      | 40.0   | 16.0    | 71.1    |                          |                           |                                       | 8.0                                    | 8.0   |        |  | 51.2                             |                           | 51.2          |                          | 16.0                |
|                                   | STA.      | 8+47  | TO      | 8+87      | 40.0   | 16.0    | 71.1    |                          |                           |                                       | 8.0                                    | 8.0   |        |  | 51.2                             |                           | 51.2          |                          | 16.0                |
|                                   | STA.      | 8+87  | TO      | 8+97      | 10.0   | 16.0    | 17.8    |                          |                           | 1.0                                   | 2.0                                    | 2.0   |        |  | 12.8                             |                           | 25.6          |                          | 5.0                 |
|                                   | STA.      | 8+97  | TO      | 13+85     | 488.0  | 16.0    | 867.6   |                          |                           | 48.6                                  | 97.2                                   | 97.2  |        |  | 624.6                            |                           | 1249.3        |                          | 242.9               |
| STA.                              | 13+85     | TO    | 21+33   | 747.9     | 8.0    | 664.8   |         |                          | 37.2                      | 74.5                                  | 74.5                                   |   |        | 478.7  |                                  | 957.4                     |               | 186.2                    |                     |
| Ramp A                            | STA.      | 0+00  | TO      | 2+90      | 290.0  | 8.0     | 257.8   |                          |                           | 14.4                                  | 28.9                                   | 28.9  |        |  | 185.6                            |                           | 371.2         |                          | 72.2                |
|                                   | STA.      | 2+90  | TO      | 7+35      | 445.0  | 16.0    | 791.1   |                          |                           | 44.3                                  | 88.6                                   | 88.6  |        |  | 569.6                            |                           | 1139.2        |                          | 221.5               |
|                                   | STA.      | 7+35  | TO      | 7+45      | 10.0   | 16.0    | 17.8    |                          |                           | 1.0                                   | 2.0                                    | 2.0   |        |  | 12.8                             |                           | 25.6          |                          | 5.0                 |
|                                   | STA.      | 7+45  | TO      | 7+85      | 40.0   | 16.0    | 71.1    |                          |                           |                                       | 8.0                                    | 8.0   |        |  | 51.2                             |                           | 102.4         |                          | 16.0                |
|                                   | STA.      | 7+85  | TO      | 8+25      | 40.0   | 16.0    | 71.1    |                          |                           |                                       | 8.0                                    | 8.0   |        |  | 51.2                             |                           | 51.2          |                          | 16.0                |
|                                   | STA.      | 8+25  | TO      | 17+70     | 945.0  | 16.0    | 1680.0  |                          |                           | 94.1                                  |  |   |        | 141.1  | 1209.6                           |                           | 1209.6        |                          | 235.2               |
|                                   | STA.      | 17+70 | TO      | 17+90     | 20.0   | 16.0    | 35.6    |                          |                           | 2.0                                   |  |   |        | 3.0  | 25.6                             |                           | 25.6          |                          | 5.0                 |
|                                   | STA.      | 17+90 | TO      | 18+20     | 30.0   | 16.0    | 53.3    |                          |                           |                                       |  |   |        | 4.5  | 38.4                             |                           | 38.4          |                          | 4.5                 |
| STA.                              | 18+20     | TO    | 18+85.5 |           |        | 445.6   |         |                          | 25.0                      |                                       |  |   | 37.4   | 320.8  |                                  | 320.8                     |               | 62.4                     |                     |
| <b>SUB-TOTAL</b>                  |           |       |         |           |        |         |         | 95                       | 61,331                    | 7,498                                 | 14,238                                 | 14,333  | 285    | 694  | 98,359                           | 188,530                   | 1,832         | 37,048                   |                     |
| <b>PAVEMENT TABLE TOTALS</b>      |           |       |         |           |        |         |         | 95                       |                           | 7,498                                 | 14,238                                 |   | 14,618 | 694  |                                  | 286,889                   |               | 1,832                    | 37,048              |
| <b>SHOULDER TABLE TOTALS</b>      |           |       |         |           |        |         |         | 61                       |                           |                                       |  |   |        |  |                                  | 129,822                   |               | 4,309                    | 20,561              |
| <b>ENTIRE JOB TOTAL</b>           |           |       |         |           |        |         |         | 156                      | 61,331                    | 7,498                                 | 14,238                                 | 14,618  | 694    |  | 422,852                          |                           |               | 57,609                   |                     |

MODEL: Default  
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|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = SUSERS     | DESIGNED - | REVISED - |
|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:100     | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: SHEET 3 OF 8 SHEETS STA. TO STA.

|                           |                  |          |              |           |
|---------------------------|------------------|----------|--------------|-----------|
| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 12        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



MODEL: Default  
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| SHOULDER TABLE 2 OF 2  |                |    |         |  |               |                 |                 |                                      |                                      |                   |                              |                                    |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|------------------------|----------------|----|---------|--|---------------|-----------------|-----------------|--------------------------------------|--------------------------------------|-------------------|------------------------------|------------------------------------|---------------------------------------|----------------|--------------------|--------------------|-----------------------------------|----------------------------------|--------------------------|---------------------------------------|------------------------------------|-------------------------------|--|--|--|--|--|
| LOCATION               |                |    |         |  | Length<br>FT. | RT Width<br>FT. | LT Width<br>FT. | HMA SURF.<br>REMOVAL - BUTT<br>JOINT | PCC SURF.<br>REMOVAL - BUTT<br>JOINT | TEMPORARY<br>RAMP | HMA SURFACE<br>REMOVAL, 1/2" | HMA SURFACE<br>REMOVAL,<br>SPECIAL | INCIDENTAL<br>HMA<br>SURFACING<br>TON | HMA SHOULDERS  |                    |                    | POLY. BIT. MATERIALS (TACK COAT)  |                                  |                          | MATERIAL<br>TRANSFER<br>DEVICE<br>TON | SHOULDER<br>RUMBLE<br>STRIP<br>FT. |                               |  |  |  |  |  |
|                        |                |    |         |  |               |                 |                 | 1:480                                | SQ. YD.                              | SQ. YD.           | SQ. YD.                      | SQ. YD.                            |                                       | JOINT TRIMMING | Bottom Lift<br>TON | Top Lift<br>TON    | Qty. for Joint<br>Trimming<br>TON | RATES USED FOR CALCS. (LB/SQ FT) |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  |               |                 |                 |                                      |                                      |                   |                              |                                    |                                       |                |                    |                    |                                   | 0.08<br>Milled & PCC<br>LB.      | 0.08<br>HMA Lifts<br>LB. |                                       |                                    | 0.08<br>Joint Trimming<br>LB. |  |  |  |  |  |
| Ramp D                 |                |    |         |  |               |                 |                 | 235.7                                |                                      | SQ. FT.           |                              |                                    |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | RT.           | 0+27            | TO              | 1+51                                 |                                      | 30.0              | 6.0                          | 20                                 |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | RT.           | 1+51            | TO              | 1+81                                 |                                      | 20.0              | 6.0                          | 13.3                               |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | RT.           | 1+81            | TO              | 2+01                                 |                                      | 20.0              | 6.0                          | 13.3                               |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | RT.           | 2+01            | TO              | 8+07                                 |                                      | 606.0             | 6.0                          | 404                                |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | RT.           | 8+07            | TO              | 8+47                                 |                                      | 40.0              | 6.0                          | 26.7                               | 26.7                                  |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | RT.           | 8+47            | TO              | 8+87                                 |                                      | 40.0              | 6.0                          | 26.7                               | 26.7                                  |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | RT.           | 8+87            | TO              | 21+33                                |                                      | 1246.0            | 6.0                          | 831                                |                                       |                |                    | 830.7              |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | LT.           | 1+51            | TO              | 1+81                                 |                                      | 30.0              | 4.0                          | 13.3                               |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | LT.           | 1+81            | TO              | 2+01                                 |                                      | 20.0              | 4.0                          | 8.9                                |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | LT.           | 2+01            | TO              | 8+07                                 |                                      | 606.0             | 4.0                          | 269                                |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | LT.           | 8+07            | TO              | 8+47                                 |                                      | 40.0              | 4.0                          | 17.8                               | 17.8                                  |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
| LT.                    | 8+47           | TO | 8+87    |  | 40.0          | 4.0             | 17.8            | 17.8                                 |                                      |                   |                              |                                    |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
| LT.                    | 8+87           | TO | 9+62    |  | 74.9          | 4.0             | 33.3            |                                      |                                      |                   |                              |                                    |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
| LT.                    | I-39 GORE AREA |    |         |  | 2999.1        | SQ. FT.         |                 |                                      |                                      |                   |                              |                                    |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
| Ramp A                 |                |    |         |  | RT.           | 0+00            | TO              | 7+45                                 |                                      | 745.0             | 6.0                          | 497                                |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | RT.           | 7+45            | TO              | 7+85                                 |                                      | 40.0              | 6.0                          | 26.7                               | 26.7                                  |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | RT.           | 7+85            | TO              | 8+25                                 |                                      | 40.0              | 6.0                          | 26.7                               | 26.7                                  |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | RT.           | 8+25            | TO              | 17+70                                |                                      | 945.0             | 6.0                          | 630                                |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | RT.           | 17+70           | TO              | 17+90                                |                                      | 20.0              | 6.0                          | 13.3                               |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | RT.           | 17+90           | TO              | 18+20                                |                                      | 30.0              | 6.0                          | 20                                 |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | LT.           | I-39 GORE AREA  |                 |                                      |                                      | 3991.4            | SQ. FT.                      |                                    |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | LT.           | 6+55            | TO              | 7+45                                 |                                      | 89.9              | 4.0                          | 40                                 |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | LT.           | 7+45            | TO              | 7+85                                 |                                      | 40.0              | 4.0                          | 17.8                               | 17.8                                  |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | LT.           | 7+85            | TO              | 8+25                                 |                                      | 40.0              | 4.0                          | 17.8                               | 17.8                                  |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | LT.           | 8+25            | TO              | 17+70                                |                                      | 945.0             | 4.0                          | 420                                |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
|                        |                |    |         |  | LT.           | 17+70           | TO              | 17+90                                |                                      | 20.0              | 4.0                          | 8.9                                |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
| LT.                    | 17+90          | TO | 18+20   |  | 30.0          | 4.0             | 13.3            |                                      |                                      |                   |                              |                                    |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
| LT.                    | 18+20          | TO | 18+85.5 |  | 62.3          | SQ. FT.         |                 |                                      |                                      |                   |                              |                                    |                                       |                |                    |                    |                                   |                                  |                          |                                       |                                    |                               |  |  |  |  |  |
| SHOULDER TABLE TOTALS  |                |    |         |  |               |                 |                 | 1423                                 | 222                                  | 465               | 84703                        | 5928                               | 61                                    | 9804           | 9976               | 696                | 64841                             | 64432                            | 4309                     | 20476                                 | 87946                              |                               |  |  |  |  |  |
| CROSSOVER TABLE TOTALS |                |    |         |  |               |                 |                 |                                      |                                      |                   |                              |                                    |                                       |                | 85                 |                    | 549                               |                                  | 85                       |                                       |                                    |                               |  |  |  |  |  |
| JOB TOTAL              |                |    |         |  |               |                 |                 | SEE PAVEMENT TABLE FOR TOTAL         |                                      |                   |                              |                                    | 20561                                 |                |                    | SEE PAVEMENT TABLE |                                   |                                  |                          | 87946                                 |                                    |                               |  |  |  |  |  |

|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = \$USERS    | DESIGNED - | REVISED - |
|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:100     | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: SHEET 5 OF 8 SHEETS STA. TO STA.

|                           |                  |          |                    |              |
|---------------------------|------------------|----------|--------------------|--------------|
| F.A.I.<br>RTE.            | SECTION          | COUNTY   | TOTAL<br>SHEETS    | SHEET<br>NO. |
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54                 | 14           |
| ILLINOIS FED. AID PROJECT |                  |          | CONTRACT NO. 68E34 |              |

MODEL: Default  
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| LOCATION               | LENGTH<br>FOOT   | WEDGE AREA        |                   | AGGREGATE WEDGE<br>SHOULDERS, TYPE B<br>TON |              |
|------------------------|------------------|-------------------|-------------------|---|--------------|
|                        |                  | RT SHLDR<br>SQ FT | LT SHLDR<br>SQ FT |   |              |
|                        |                  | AGG.<br>SQ FT     | AGG.<br>SQ FT     |   |              |
| <b>NORTHBOUND I-39</b> |                  |                   |                   |   |              |
| STA. 710+00.0          | TO 713+57.7      | 357.70            | 0.8               | 1.7   | 68.0         |
| STA. 713+57.7          | TO 713+88.9      | 31.20             |                   | 1.7   | 4.0          |
| STA. 713+88.9          | TO 766+62.0      | 5273.10           | 0.8               | 1.7   | 1002.9       |
| STA. 766+62.0          | TO 766+93.0      | 31.00             |                   | 1.7   | 3.9          |
| STA. 766+93.0          | TO 825+64.0      | 5871.00           | 0.8               | 1.7   | 1116.6       |
| STA. 825+64.0          | TO 826+16.0      | CROSSOVER         |                   |   | 7.0          |
| STA. 826+16.0          | TO 850+89.7      | 2473.70           | 0.8               | 1.7   | 470.5        |
| STA. 850+89.7          | BK TO 52+79.4 AH |                   |                   |   |              |
| STA. 52+79.4           | TO 54+70.0       | 190.62            | 0.8               | 1.7   | 36.3         |
| STA. 54+70.0           | TO 61+30.0       | 660.00            |                   | 1.7   | 83.7         |
| STA. 61+30.0           | TO 74+15.8       | 1285.80           | 0.8               | 1.7   | 244.6        |
| STA. 74+15.8           | TO 74+85.0       | 69.20             |                   | 1.7   | 8.8          |
| STA. 74+85.0           | TO 83+00.0       | 815.00            | 0.8               | 1.7   | 155.0        |
| STA. 83+00.0           | TO 94+78.6       | 1178.60           |                   | 1.7   | 149.4        |
| STA. 94+78.6           | TO 113+74.0      | 1895.40           | 0.8               | 1.7   | 360.5        |
| STA. 113+74.0          | TO 114+26.0      | CROSSOVER         |                   |   | 7.0          |
| STA. 114+26.0          | TO 130+90.0      | 1664.00           | 0.8               | 1.7   | 316.5        |
| <b>RAMP C</b>          |                  |                   |                   |   |              |
| STA. 0+00.0            | TO 6+60.0        | 660.00            | 1.8               |   | 90.2         |
| STA. 6+60.0            | TO 8+10.0        | 150.00            | 1.8               | 0.9   | 31.0         |
| STA. 8+10.0            | TO 20+01.5       | 1191.50           | 1.1               | 1.1   | 204.5        |
| <b>RAMP B</b>          |                  |                   |                   |   |              |
| STA. 0+27.0            | TO 8+08.0        | 781.00            | 1.1               | 1.1   | 134.0        |
| STA. 8+08.0            | TO 9+59.0        | 151.00            | 1.8               | 0.9   | 31.2         |
| STA. 9+58.0            | TO 21+33.0       | 1175.00           | 1.8               |   | 160.6        |
| <b>SOUTHBOUND I-39</b> |                  |                   |                   |   |              |
| STA. 707+00.0          | TO 713+57.7      | 657.70            | 1.7               | 0.8   | 125.1        |
| STA. 713+57.7          | TO 713+88.9      | 31.20             | 1.7               |   | 4.0          |
| STA. 713+88.9          | TO 766+62.0      | 5273.10           | 1.7               | 0.8   | 1002.9       |
| STA. 766+62.0          | TO 766+93.0      | 31.00             | 1.7               |   | 3.9          |
| STA. 766+93.0          | TO 825+64.0      | 5871.00           | 1.7               | 0.8   | 1116.6       |
| STA. 825+64.0          | TO 826+16.0      | CROSSOVER         |                   |   | 7.0          |
| STA. 826+16.0          | TO 850+89.7      | 2473.70           | 1.7               | 0.8   | 470.5        |
| STA. 850+89.7          | BK TO 52+79.4 AH |                   |                   |   |              |
| STA. 52+79.4           | TO 54+23.0       | 143.62            | 1.7               | 0.8   | 27.3         |
| STA. 54+23.0           | TO 66+00.0       | 1177.00           | 1.7               |   | 149.2        |
| STA. 66+00.0           | TO 74+15.8       | 815.80            | 1.7               | 0.8   | 155.2        |
| STA. 74+15.8           | TO 74+85.0       | 69.20             | 1.7               |   | 8.8          |
| STA. 74+85.0           | TO 86+42.0       | 1157.00           | 1.7               | 0.8   | 220.1        |
| STA. 86+42.0           | TO 93+02.0       | 660.00            | 1.7               |   | 83.7         |
| STA. 93+02.0           | TO 113+74.0      | 2072.00           | 1.7               | 0.8   | 394.1        |
| STA. 113+74.0          | TO 114+26.0      | CROSSOVER         |                   |   | 7.0          |
| STA. 114+26.0          | TO 148+00.0      | 3374.00           | 1.7               | 0.8   | 641.7        |
| <b>RAMP D</b>          |                  |                   |                   |   |              |
| STA. 0+27.0            | TO 8+07.0        | 780.00            | 1.1               | 1.1   | 133.8        |
| STA. 8+07.0            | TO 9+58.0        | 151.00            | 1.8               | 0.9   | 31.2         |
| STA. 9+58.0            | TO 21+33.0       | 1175.00           | 1.8               |   | 160.6        |
| <b>RAMP A</b>          |                  |                   |                   |   |              |
| STA. 0+00.0            | TO 6+60.0        | 660.00            | 1.8               |   | 90.2         |
| STA. 6+60.0            | TO 8+25.0        | 165.00            | 1.8               | 0.9   | 34.1         |
| STA. 8+25.0            | TO 18+85.5       | 1060.50           | 1.1               | 1.1   | 182.0        |
| <b>JOB TOTAL</b>       |                  |                   |                   |   | <b>9,735</b> |

| LOCATION                 |          |      |          |    |  | RAISED REFLECTIVE PAVEMENT MARKER |             | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL<br>EACH | RECOVERABLE DELINEATOR |                 | DELINEATOR REMOVAL<br>EACH |
|--------------------------|----------|------|----------|----|--|-----------------------------------|-------------|---|------------------------|-----------------|----------------------------|
|                          |          |      |          |    |  | 1-WAY CRYSTAL                     | 1-WAY AMBER |   | WHITE SHEETING         | YELLOW SHEETING |                            |
|                          |          |      |          |    |  | EACH                              | EACH        |   | EACH                   | EACH            |                            |
| <b>NORTHBOUND</b>        |          |      |          |    |  |                                   |             |   |                        |                 |                            |
| STA.                     | 710+00.0 | TO   | 850+89.7 |    |  | 352                               |             | 352   | 28                     |                 |                            |
| STA.                     | 850+89.7 | BK = | 52+79.4  | AH |  |                                   |             |   |                        |                 |                            |
| STA.                     | 52+79.4  | TO   | 130+90.0 |    |  | 196                               |             | 196   | 16                     |                 |                            |
| <b>SOUTHBOUND</b>        |          |      |          |    |  |                                   |             |   |                        |                 |                            |
| STA.                     | 707+00.0 | TO   | 850+89.7 |    |  | 360                               |             | 360   | 29                     |                 |                            |
| STA.                     | 850+89.7 | BK = | 52+79.4  | AH |  |                                   |             |   |                        |                 |                            |
| STA.                     | 52+79.4  | TO   | 148+00.0 |    |  | 238                               |             | 238   | 19                     |                 |                            |
| <b>MEDIAN CROSSOVERS</b> |          |      |          |    |  |                                   |             |   | 8                      |                 | 8                          |
| <b>RAMP A</b>            |          |      |          |    |  |                                   |             |   |                        |                 |                            |
| RT                       | 0+00.0   | TO   | 18+85.5  |    |  | 36                                |             | 36  | 11                     |                 | 10                         |
| LT                       | 6+60.0   | TO   | 18+85.5  |    |  | 22                                | 11          | 33  |                        | 5               |                            |
| <b>RAMP B</b>            |          |      |          |    |  |                                   |             |   |                        |                 |                            |
| RT                       | 0+27.0   | TO   | 21+33.0  |    |  |                                   |             |   | 11                     |                 | 10                         |
| LT                       | 0+27.0   | TO   | 9+08.0   |    |  |                                   |             |   |                        | 5               |                            |
| <b>RAMP C</b>            |          |      |          |    |  |                                   |             |   |                        |                 |                            |
| RT                       | 0+00.0   | TO   | 20+01.5  |    |  | 36                                |             | 36  | 11                     |                 | 10                         |
| LT                       | 7+10.0   | TO   | 20+01.5  |    |  | 22                                | 11          | 33  |                        | 5               |                            |
| <b>RAMP D</b>            |          |      |          |    |  |                                   |             |   |                        |                 |                            |
| RT                       | 0+27.0   | TO   | 21+33.0  |    |  |                                   |             |   | 11                     |                 | 10                         |
| LT                       | 0+27.0   | TO   | 9+07.0   |    |  |                                   |             |   |                        | 5               |                            |
| <b>SUBTOTAL</b>          |          |      |          |    |  | 1262                              | 22          | 1284  | 164                    |                 | 48                         |
| <b>JOB TOTAL</b>         |          |      |          |    |  |                                   | 1284        | 1284  | 164                    |                 | 48                         |

| LOCATION          |          |      |          |    |  | SHORT TERM PAVEMENT MARKING | SHORT TERM PAVEMENT MARKING REMOVAL |
|-------------------|----------|------|----------|----|--|-----------------------------|-------------------------------------|
|                   |          |      |          |    |  | FT                          | SQ. FT                              |
| <b>NORTHBOUND</b> |          |      |          |    |  |                             |                                     |
| STA.              | 710+00.0 | TO   | 850+89.7 |    |  | 2972                        | 990.7                               |
| STA.              | 850+89.7 | BK = | 52+79.4  | AH |  |                             |                                     |
| STA.              | 52+79.4  | TO   | 130+90.0 |    |  | 1576                        | 525.3                               |
| <b>SOUTHBOUND</b> |          |      |          |    |  |                             |                                     |
| STA.              | 707+00.0 | TO   | 850+89.7 |    |  | 3036                        | 1012.0                              |
| STA.              | 850+89.7 | BK = | 52+79.4  | AH |  |                             |                                     |
| STA.              | 52+79.4  | TO   | 148+00.0 |    |  | 1868                        | 622.7                               |
| <b>RAMP A</b>     |          |      |          |    |  |                             |                                     |
| RT                | 0+00.0   |      | 18+85.5  |    |  | 76                          | 25.3                                |
| LT                | 6+55.0   |      | 18+85.5  |    |  | 52                          | 17.3                                |
| <b>RAMP B</b>     |          |      |          |    |  |                             |                                     |
| RT                | 0+27     |      | 21+33.0  |    |  | 88                          | 29.3                                |
| LT                | 0+27     |      | 9+46.0   |    |  | 40                          | 13.3                                |
| <b>RAMP C</b>     |          |      |          |    |  |                             |                                     |
| RT                | 0+00.0   |      | 20+01.5  |    |  | 80                          | 26.7                                |
| LT                | 6+58.0   |      | 20+01.5  |    |  | 53                          | 17.7                                |
| <b>RAMP D</b>     |          |      |          |    |  |                             |                                     |
| RT                | 0+27.0   |      | 21+33.0  |    |  | 84                          | 28.0                                |
| LT                | 0+27.0   |      | 9+62.0   |    |  | 37                          | 12.3                                |
| <b>SUBTOTAL</b>   |          |      |          |    |  | 9962                        | 3321                                |
| <b>JOB TOTAL</b>  |          |      |          |    |  | 9962                        | 3321                                |

| CROSSOVER TABLE           |    |                 |         |                    |                     |               |                                  |
|---------------------------|----|-----------------|---------|--------------------|---------------------|---------------|----------------------------------|
| LOCATION                  |    | LENGTH PER SIDE | AREA    | EARTH EX. WIDENING | HMA BASE COURSE 10" | HMA SHOULDERS | POLY. BIT. MATERIALS (TACK COAT) |
|                           |    | FT.             | SQ. YD. | CU. YD.            | SQ. YD.             | TON           | LB.                              |
| CROSSOVER SOUTH OF IL 116 | NB | 429.0           | 95.3    | 31.8               | 95.3                | 21.4          | 137.3                            |
|                           | SB | 429.0           | 95.3    | 31.8               | 95.3                | 21.4          | 137.3                            |
| CROSSOVER NORTH OF IL 116 | NB | 429.0           | 95.3    | 31.8               | 95.3                | 21.4          | 137.3                            |
|                           | SB | 429.0           | 95.3    | 31.8               | 95.3                | 21.4          | 137.3                            |
| <b>SUB-TOTAL</b>          |    |                 |         | 127.1              | 381.3               | 85.4          | 549.1                            |
| <b>PROJECT TOTAL</b>      |    |                 |         | 127                | 381                 |               |                                  |

|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = USERS      | DESIGNED - | REVISED - |
|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:100     | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

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

| SCHEDULE OF QUANTITIES |       |    |        |
|------------------------|-------|----|--------|
| SCALE:                 | SHEET | OF | SHEETS |
|                        | 6     | 8  |        |
|                        | STA.  | TO | STA.   |

|                    |                          |                  |                 |              |
|--------------------|--------------------------|------------------|-----------------|--------------|
| F.A.I. RTE. 39     | SECTION 102[2RS-3,3RS-1] | COUNTY WOODFORD  | TOTAL SHEETS 54 | SHEET NO. 15 |
| ILLINOIS           |                          | FED. AID PROJECT |                 |              |
| CONTRACT NO. 68E34 |                          |                  |                 |              |

| 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  | 1.0          | 70.0                     | 8.0                             | 10.0                         | 1.0                 |
| TOTAL    | 1.0          | 70.0                     | 8.0                             | 10.0                         | 1.0                 |

\*1 Board for each side (NB Ramps & SB Ramps) @ 35 days each

| TRAFFIC CONTROL AND PROTECTION, STANDARD |          |        |
|--|----------|--------|
| NO.                                      | LOCATION | L. SUM |
| 701101                                   | JOBSITE  | 1      |
| 701411                                   | JOBSITE  | 1      |
| 701201                                   | JOBSITE  | 1      |
| 701406                                   | JOBSITE  | 1      |
| 701401                                   | JOBSITE  | 1      |
| 701451                                   | JOBSITE  | 1      |
| 701456                                   | JOBSITE  | 1      |

| LOCATION    | PROTECTIVE COAT | SURFACE FILLER (SPECIAL) |
|-------------|-----------------|--------------------------|
|             | SQ. YD.         | GALLON                   |
| SN 102-0049 | 370.3           | 4.2                      |
| SN 102-0050 | 370.3           | 4.2                      |
| SN 102-0051 | 370.3           | 4.2                      |
| TOTAL       | 1111            | 12.6                     |

| THERMOPLASTIC PAVEMENT MARKING |             |              |                                  |                            |                                  |             |                 |                                  |                         |                                   |                     |  |      |     |     |    |    |
|--------------------------------|-------------|--------------|----------------------------------|----------------------------|----------------------------------|-------------|-----------------|----------------------------------|-------------------------|-----------------------------------|---------------------|--|------|-----|-----|----|----|
| LOCATION                       | LINE 4"     |              | GROOVING FOR RECESSED PVT MKG 5" | LINE 6"<br>WHITE SKIP-DASH | GROOVING FOR RECESSED PVT MKG 7" | LINE 8"     |                 | GROOVING FOR RECESSED PVT MKG 9" | LINE 12"<br>WHITE SOLID | GROOVING FOR RECESSED PVT MKG 13" | LETTERS AND SYMBOLS | GROOVING FOR RECESSED PVT MKG -LETTERS AND SYMBOLS |      |     |     |    |    |
|                                | WHITE SOLID | YELLOW SOLID |                                  |                            |                                  | WHITE SOLID | WHITE SKIP-DASH |                                  |                         |                                   |                     |  |      |     |     |    |    |
|                                | FT          | FT           |                                  |                            |                                  | FT          | FT              |                                  |                         |                                   |                     |  |      |     |     |    |    |
| <b>NORTHBOUND</b>              |             |              |                                  |                            |                                  |             |                 |                                  |                         |                                   |                     |  |      |     |     |    |    |
| STA.                           | 710+00.0    |              | TO                               | 850+89.7                   |                                  |             |                 |                                  |                         |                                   |                     |  |      |     |     |    |    |
|                                |             |              |                                  |                            |                                  | 14090       | 14090           | 28180.0                          | 3520                    | 3520                              |                     |  |      |     |     |    |    |
| STA.                           | 850+89.7    | BK           | =                                | 52+79.4                    | AH                               |             |                 |                                  |                         |                                   |                     |  |      |     |     |    |    |
| STA.                           | 52+79.4     |              | TO                               | 54+70.2                    |                                  | 191         | 191             | 381.8                            | 50                      | 50                                |                     |  |      |     |     |    |    |
| STA.                           | 54+70.2     |              | TO                               | 57+70.2                    |                                  |             | 300             | 300.0                            | 80                      | 80                                |                     |  |      |     |     |    |    |
| STA.                           | 57+70.2     |              | TO                               | 62+20.2                    |                                  |             | 450             | 450.0                            | 110                     | 110                               | 884                 | 78   |      |     |     |    |    |
| STA.                           | 62+20.2     |              | TO                               | 82+72.2                    |                                  | 2052        | 2052            | 4104.0                           | 510                     | 510                               | 884                 | 200  |      |     |     |    |    |
| STA.                           | 82+72.2     |              | TO                               | 87+40.0                    |                                  |             | 468             | 467.8                            | 120                     | 120                               | 960                 | 960  |      |     |     |    |    |
| STA.                           | 87+40.0     |              | TO                               | 94+78.6                    |                                  |             | 739             | 738.6                            | 180                     | 180                               |                     |  |      |     |     |    |    |
| STA.                           | 94+78.6     |              | TO                               | 130+90.0                   |                                  | 3611        | 3611            | 7222.4                           | 900                     | 900                               |                     |  |      |     |     |    |    |
| <b>SOUTHBOUND</b>              |             |              |                                  |                            |                                  |             |                 |                                  |                         |                                   |                     |  |      |     |     |    |    |
| STA.                           | 707+00.0    |              | TO                               | 850+89.7                   |                                  | 14390       | 14390           | 28780.0                          | 3600                    | 3600                              |                     |  |      |     |     |    |    |
| STA.                           | 850+89.7    | BK           | =                                | 52+79.4                    | AH                               |             |                 |                                  |                         |                                   |                     |  |      |     |     |    |    |
| STA.                           | 52+79.4     |              | TO                               | 54+22.3                    |                                  | 143         | 143             | 285.9                            | 40                      | 40                                |                     |  |      |     |     |    |    |
| STA.                           | 54+22.3     |              | TO                               | 61+60.0                    |                                  |             | 738             | 737.7                            | 180                     | 180                               |                     |  |      |     |     |    |    |
| STA.                           | 61+60.0     |              | TO                               | 66+52.0                    |                                  |             | 492             | 492.0                            | 120                     | 120                               | 984                 | 984  |      |     |     |    |    |
| STA.                           | 66+52.0     |              | TO                               | 85+71.0                    |                                  | 1919        | 1919            | 3838.0                           | 480                     | 480                               |                     |  |      |     |     |    |    |
| STA.                           | 85+71.0     |              | TO                               | 90+01.0                    |                                  |             | 430             | 430.0                            | 110                     | 110                               | 860                 | 200  |      |     |     |    |    |
| STA.                           | 90+01.0     |              | TO                               | 93+02.5                    |                                  |             | 302             | 301.5                            | 80                      | 80                                | 75                  | 75   |      |     |     |    |    |
| STA.                           | 93+02.5     |              | TO                               | 148+00.0                   |                                  | 5498        | 5498            | 10995.5                          | 1370                    | 1370                              |                     |  |      |     |     |    |    |
| <b>RAMP A</b>                  |             |              |                                  |                            |                                  |             |                 |                                  |                         |                                   |                     |  |      |     |     |    |    |
| RT                             | 0+00.0      |              | TO                               | 18+85.8                    |                                  | 1886        |                 | 1885.8                           |                         |                                   |                     |  |      |     |     |    |    |
| LT                             | 6+60.0      |              | TO                               | 18+85.5                    |                                  |             | 1226            | 1225.5                           |                         |                                   | 24.3                | 29.5   |      |     |     |    |    |
| <b>RAMP B</b>                  |             |              |                                  |                            |                                  |             |                 |                                  |                         |                                   |                     |  |      |     |     |    |    |
| RT                             | 0+27.0      |              | TO                               | 21+32.9                    |                                  | 2106        |                 | 2105.9                           |                         |                                   |                     |  |      |     |     |    |    |
| LT                             | 0+27.0      |              | TO                               | 9+08.0                     |                                  |             | 881             | 881.0                            |                         |                                   |                     |  |      |     |     |    |    |
| <b>RAMP C</b>                  |             |              |                                  |                            |                                  |             |                 |                                  |                         |                                   |                     |  |      |     |     |    |    |
| RT                             | 0+00.0      |              | TO                               | 20+01.5                    |                                  | 2001        |                 | 2001.5                           |                         |                                   |                     |  |      |     |     |    |    |
| LT                             | 7+10.0      |              | TO                               | 20+01.5                    |                                  |             | 1292            | 1291.5                           |                         |                                   | 24.3                | 29.5   |      |     |     |    |    |
| <b>RAMP D</b>                  |             |              |                                  |                            |                                  |             |                 |                                  |                         |                                   |                     |  |      |     |     |    |    |
| RT                             | 0+27.0      |              | TO                               | 21+32.9                    |                                  | 2106        |                 | 2105.9                           |                         |                                   |                     |  |      |     |     |    |    |
| LT                             | 0+27.0      |              | TO                               | 9+07.0                     |                                  |             | 880             | 880.0                            |                         |                                   |                     |  |      |     |     |    |    |
| <b>SUBTOTAL</b>                |             |              |                                  |                            |                                  | 49993       | 50089           | 100082                           | 11450                   | 11450                             | 3688                | 153  | 3841 | 400 | 400 | 49 | 59 |
| <b>JOB TOTAL</b>               |             |              |                                  |                            |                                  |             | 100082          | 100082                           | 11450                   | 11450                             | 3688                | 153  | 3841 | 400 | 400 | 49 | 59 |

MODEL: Default  
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|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = \$USERS    | DESIGNED - | REVISED - |
|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:100     | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

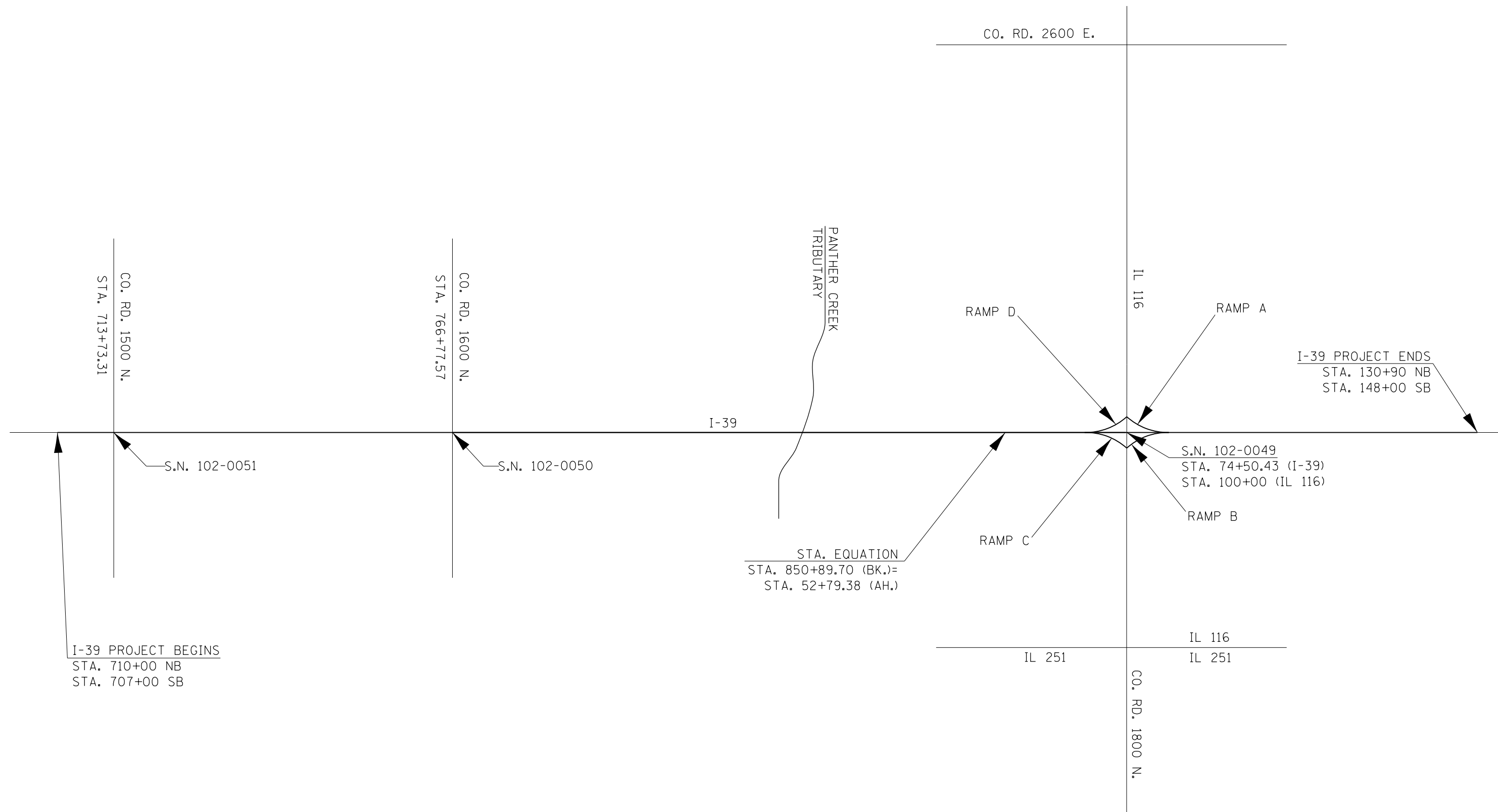
**SCHEDULE OF QUANTITIES**

SCALE: SHEET 7 OF 8 SHEETS STA. TO STA.

| F.A.I. RTE.        | SECTION          | COUNTY   | TOTAL SHEETS     | SHEET NO. |
|--------------------|------------------|----------|------------------|-----------|
| 39                 | 102[2RS-3,3RS-1] | WOODFORD | 54               | 16        |
| CONTRACT NO. 68E34 |                  |          |                  |           |
|                    |                  | ILLINOIS | FED. AID PROJECT |           |







NOT TO SCALE

MODEL: Default  
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|   |            |           |   |                     |                  |             |         |                           |              |           |
|---|------------|-----------|---|---------------------|------------------|-------------|---------|---------------------------|--------------|-----------|
| USER NAME = \$USERS<br>PLOT SCALE = 1:100<br>PLOT DATE = 10/18/2019 | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS</b><br><b>DEPARTMENT OF TRANSPORTATION</b> | <b>LINE DIAGRAM</b> |                  | F.A.I. RTE. | SECTION | COUNTY                    | TOTAL SHEETS | SHEET NO. |
|   | DRAWN -    | REVISED - |   | 39                  | 102[2RS-3,3RS-1] | WOODFORD    | 54      | 18                        |              |           |
|   | CHECKED -  | REVISED - |   | CONTRACT NO. 68E34  |                  |             |         |                           |              |           |
| DATE -  | REVISED -  | SCALE:    | SHEET 1   | OF 1                | SHEETS           | STA.        | TO STA. | ILLINOIS FED. AID PROJECT |              |           |



THE FOLLOWING SEQUENCE OF OPERATIONS WAS DESIGNED TO ACCOMODATE THE EDGE TRIMMING PROCESS, PAID AS HMA SURFACE REMOVAL SPECIAL, ALLOWING PAVING AGAINST CONFINED EDGES. VARIANCE FROM THIS SEQUENCE SHALL REQUIRE THE APPROVAL OF THE ENGINEER.

**PRE-STAGE**

**PRE-STAGE**

**CONSTRUCTION**

Complete Class A Patching throughout the project limits.

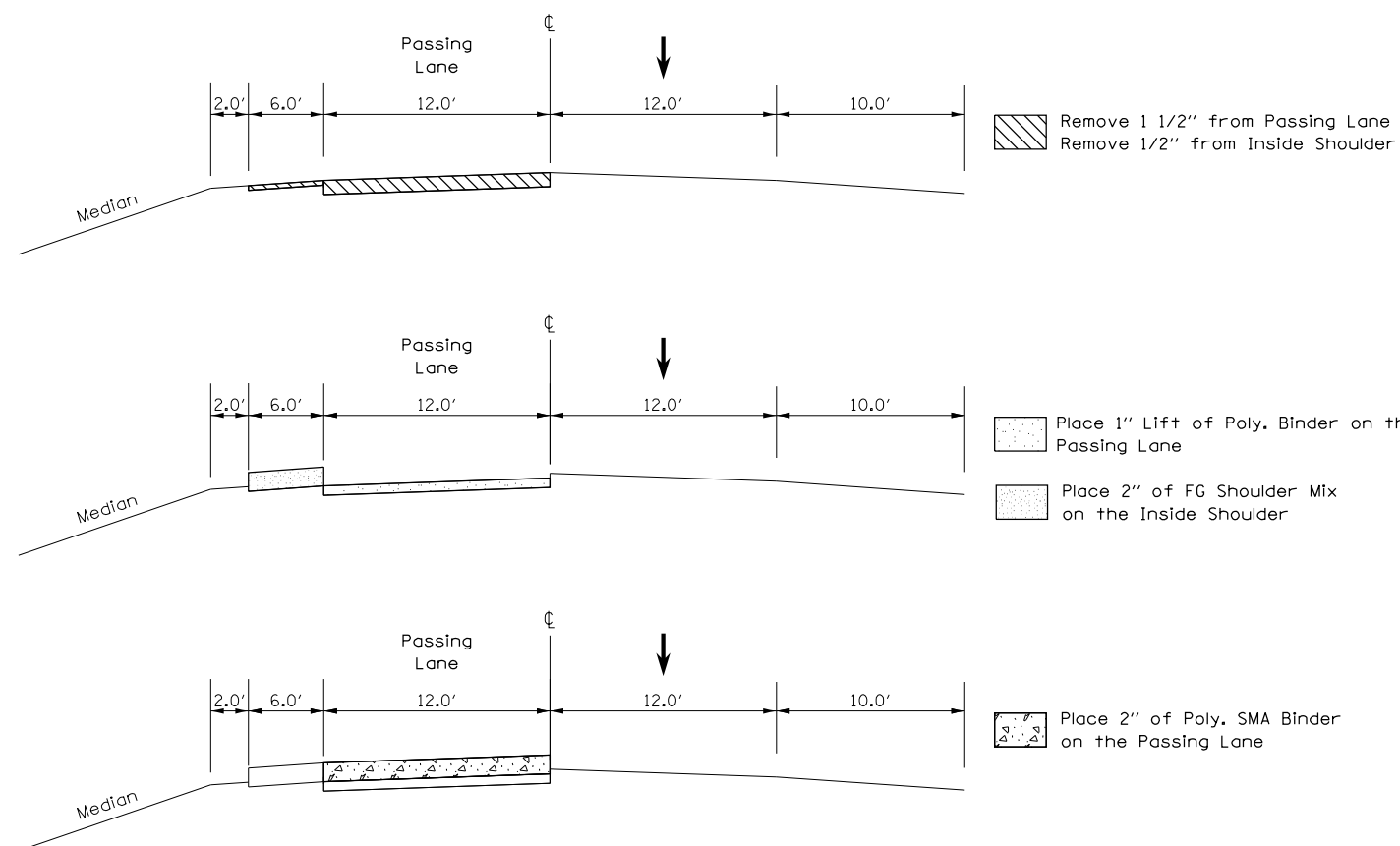
**TRAFFIC**

Complete this work utilizing Traffic Control and Protection Standards 701400, 701401, 701406, & 701428.

Ramps to be patched under one or a combination of the following Traffic Control and Protection Standards: 701411, 701451, 701456

**NORTHBOUND LANES REPRESENTED**

**STAGE I**



**STAGE I**

**PURPOSE**

Milling and placement of HMA Poly. Binder and SMA Binder on the Passing Lane and Bottom Lift of FG Shoulder Mix on the Inside Shoulder.

**CONSTRUCTION**

Remove existing RPM's within the allowed closure.

Mill 1 1/2" on the Passing Lane.

Mill 1/2" on the Inside Shoulder.

Place 1" HMA Poly. Binder on the Passing Lane.

Place 2" FG Shoulder Mix on the Inside Shoulder.

Place 2" Poly. SMA Binder on the Passing Lane.

Place short-term pavement markings, 4" on Edge Line per Art. 703.03.

**TRAFFIC**

Complete this work utilizing Traffic Control and Protection Standards 701400, 701401, & 701428.

MODEL: Default  
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|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = \$USERS    | DESIGNED - | REVISED - |
|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:100     | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

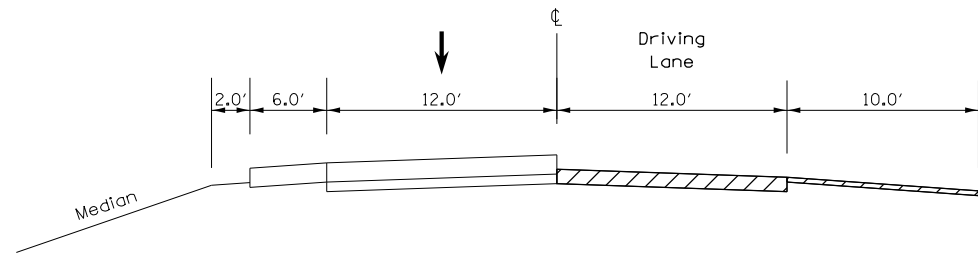
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVING SEQUENCE**

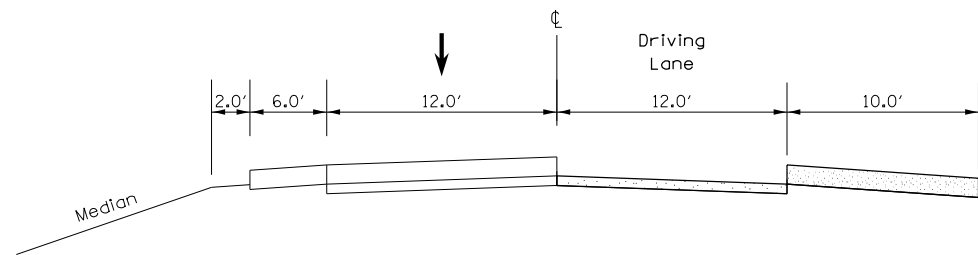
SCALE: SHEET 1 OF 6 SHEETS STA. TO STA.

| F.A.I. RTE.        | SECTION          | COUNTY           | TOTAL SHEETS | SHEET NO. |
|--------------------|------------------|------------------|--------------|-----------|
| 39                 | 102[2RS-3,3RS-1] | WOODFORD         | 54           | 20        |
| CONTRACT NO. 68E34 |                  |                  |              |           |
| ILLINOIS           |                  | FED. AID PROJECT |              |           |

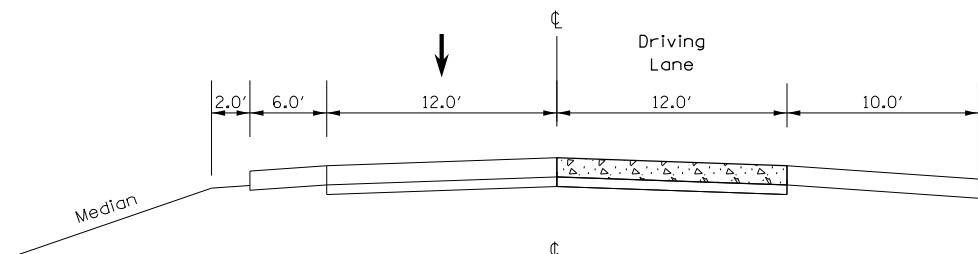
STAGE II



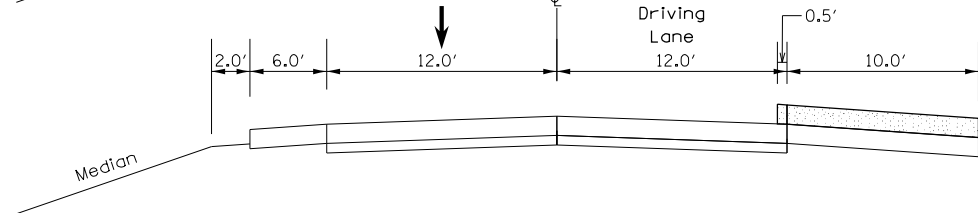
Remove 1 1/2" from Driving Lane  
Remove 1/2" from Outside Shoulder



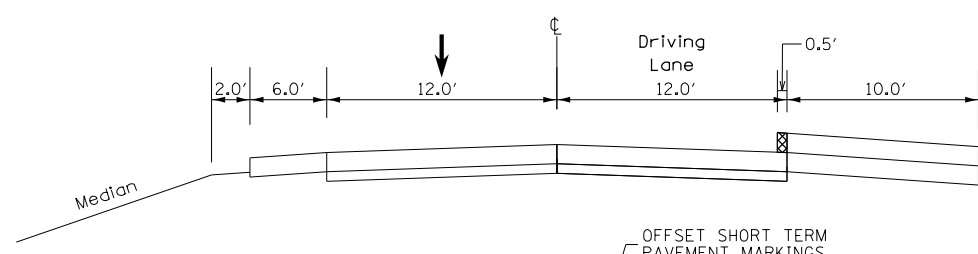
Place 1" Lift of Poly. Binder on the Driving Lane  
Place 2" of FG Shoulder Mix on the Outside Shoulder



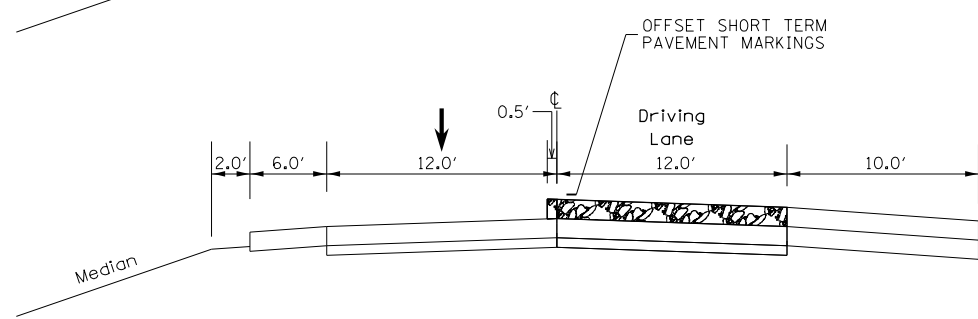
Place 2" of Poly. SMA Binder on the Driving Lane



Place 2" of FG Shoulder Mix on the Outside Shoulder - Extending 6" into the Driving Lane



Remove 6" Overhang- HMA Surface Removal, Special



Place 2" of Poly. SMA Surface on the Driving Lane- Extending 6" into the Passing Lane  
Place Aggregate Shoulder Wedge (To be placed during this stage is optional)

STAGE II

PURPOSE

Complete the Milling, Placement of Leveling Binder, SMA Surface, and HMA Shoulders on the Driving Lane and Outside Shoulder.

CONSTRUCTION

Mill 1 1/2" on the Driving Lane.

Mill 1/2" on the Outside Shoulder.

Place 1" HMA Poly. Binder on the Driving Lane.

Place 2" FG Shoulder Mix on the Outside Shoulder.

Place 2" Poly. SMA Binder on the Driving Lane.

Place 2" FG Shoulder Mix on the Outside Shoulder, extending 6" into the Driving Lane.

Joint Trim the Driving Lane/Outside Shoulder Joint. (The milling of the 0.5' extra width shown in the detail will be paid at the contract unit price per Square Yard for HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL)

Place 2" Poly. SMA Surface on the Driving Lane, extending 6" into the Passing Lane.

Place short-term pavement markings, 4" on Edge Line and Centerline per Art. 703.03.

TRAFFIC

Complete this work utilizing Traffic Control and Protection Standards 701400, 701401, & 701428.

MODEL: Default  
FILE: h:\mhc\p\pub\barroom.dwg  
PROJECT: ILLINOIS DOT Documents\DOT Office\Drawings\68E34\CD\Drawings\68E34-CH-21A.dwg

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| PLOT SCALE = 1:100     | DRAWN -    | REVISED - |
| PLOT DATE = 10/18/2019 | CHECKED -  | REVISED - |
|                        | DATE -     | REVISED - |

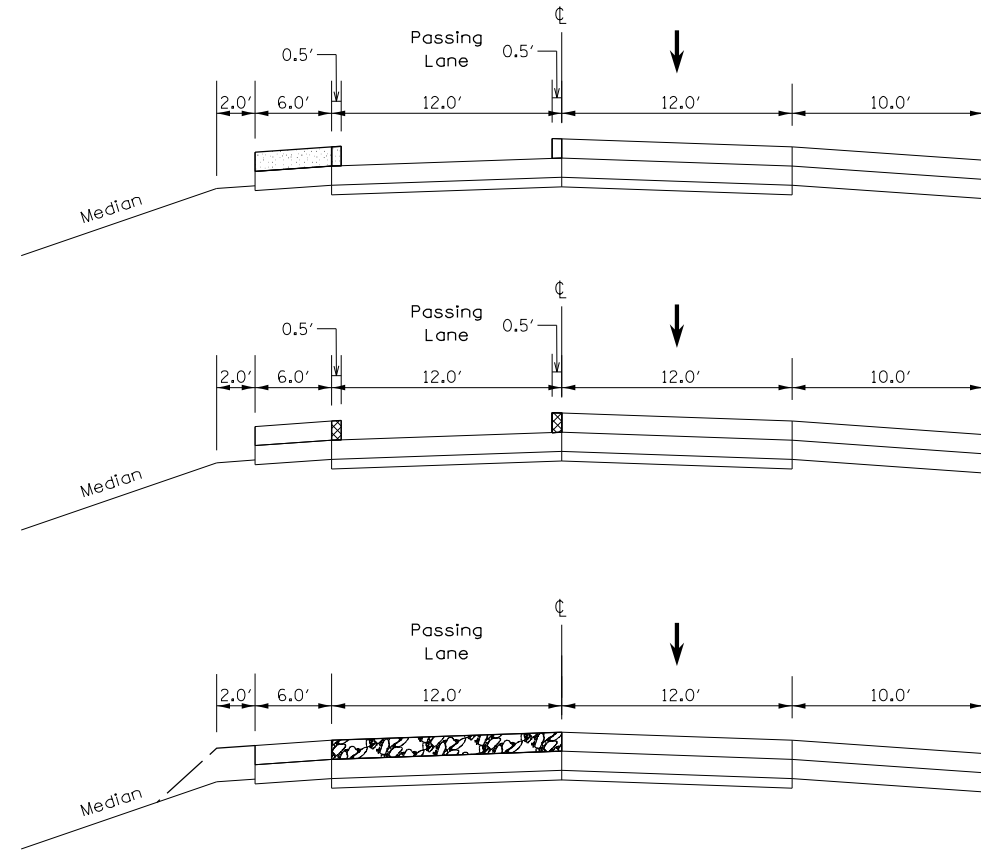
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVING SEQUENCE

SCALE: SHEET 2 OF 6 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 21        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

STAGE III



Place 2" Lift of FG Shoulder Mix on the Inside Shoulder - Extending 6" onto the Passing Lane

Remove 6" Overhangs- HMA Surface Removal, Special

Place 2" Lift of Poly. SMA Surface on the Passing Lane

Place Aggregate Shoulder Wedge (To be placed during this stage is optional)

STAGE III

PURPOSE

Complete SMA Surface Course and HMA Shoulder on the Inside Shoulder and Passing Lane.

CONSTRUCTION

Place 2" of FG Shoulder Mix on the Inside Shoulder, extending 6" onto the Passing Lane.

Joint Trim the Passing Lane/Inside Shoulder and Passing Lane/Driving Lane Joints. (The milling of the 0.5' extra width shown in the detail will be paid at the contract unit price per Square Yard for HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL)

Place 2" of Poly. SMA Surface on the Passing Lane.

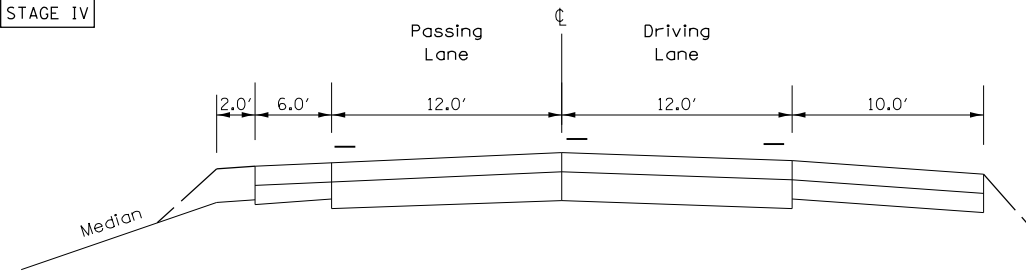
Place short-term pavement markings, 4" on Edge Line per Art. 703.03.

TRAFFIC

Complete this work utilizing Traffic Control and Protection Standards 701400, 701401, & 701428.

If the contractor chooses to place Aggregate Shoulders during this stage, Traffic Control and Protection Standard 701406 is to be utilized.

STAGE IV



Striping & RPM Placement

Place Aggregate Shoulder Wedge (To be placed during this stage if not completed in previous stages.)

STAGE IV

PURPOSE/CONSTRUCTION

Complete Jobsite Striping, placement of Aggregate Shoulders (if not previously completed in stages II or III), and any remaining items.

TRAFFIC

Complete this work utilizing Traffic Control and Protection Standards 701400, 701406, 701426, & 701428.

Proposed Ramp Improvements to be completed using Traffic Control and Protection Standards 701411, 701451, & 701456

MODEL: Default  
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|                        |            |           |
|------------------------|------------|-----------|
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|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:100     | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

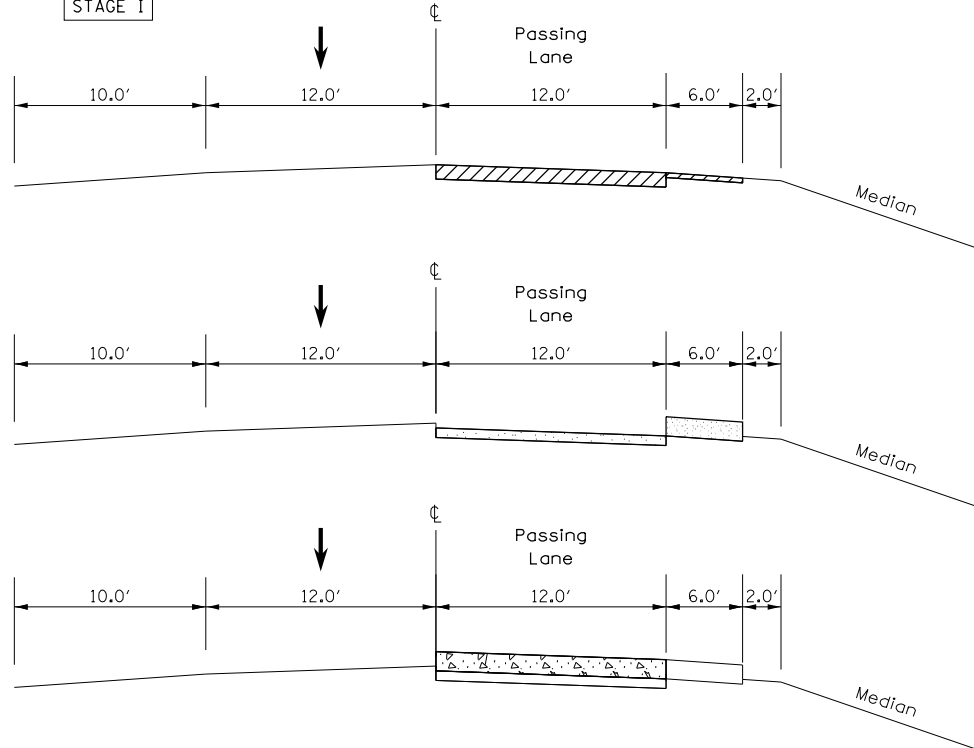
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SCALE: SHEET 3 OF 6 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 22        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

SOUTHBOUND LANES

STAGE I

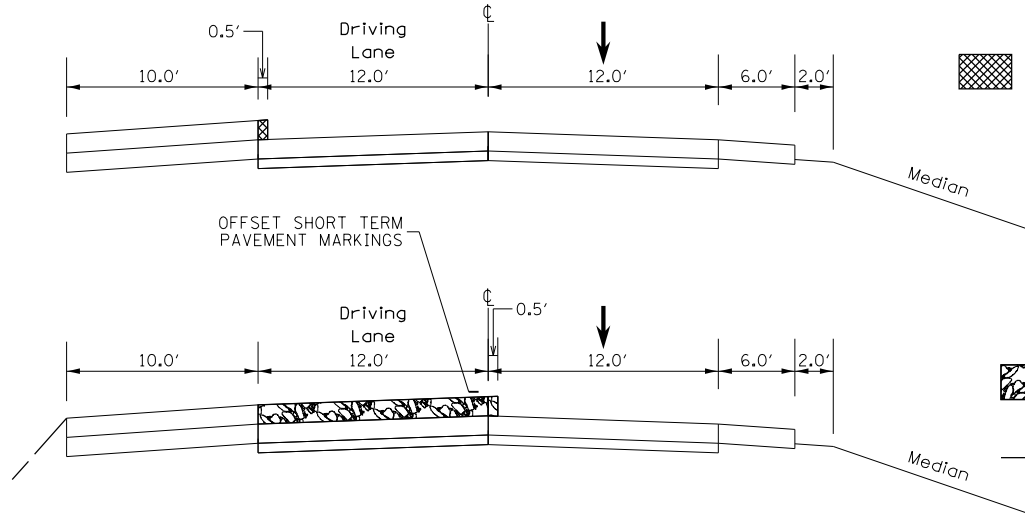


Remove 1 1/2" from Passing Lane  
Remove 1/2" from Inside Shoulder

Place 1" Lift of Poly. Binder on the Passing Lane and Inside Shoulder  
Place 2" of FG Shoulder Mix on the Inside Shoulder

Place 2" Lift of Poly. SMA Binder on the Passing Lane

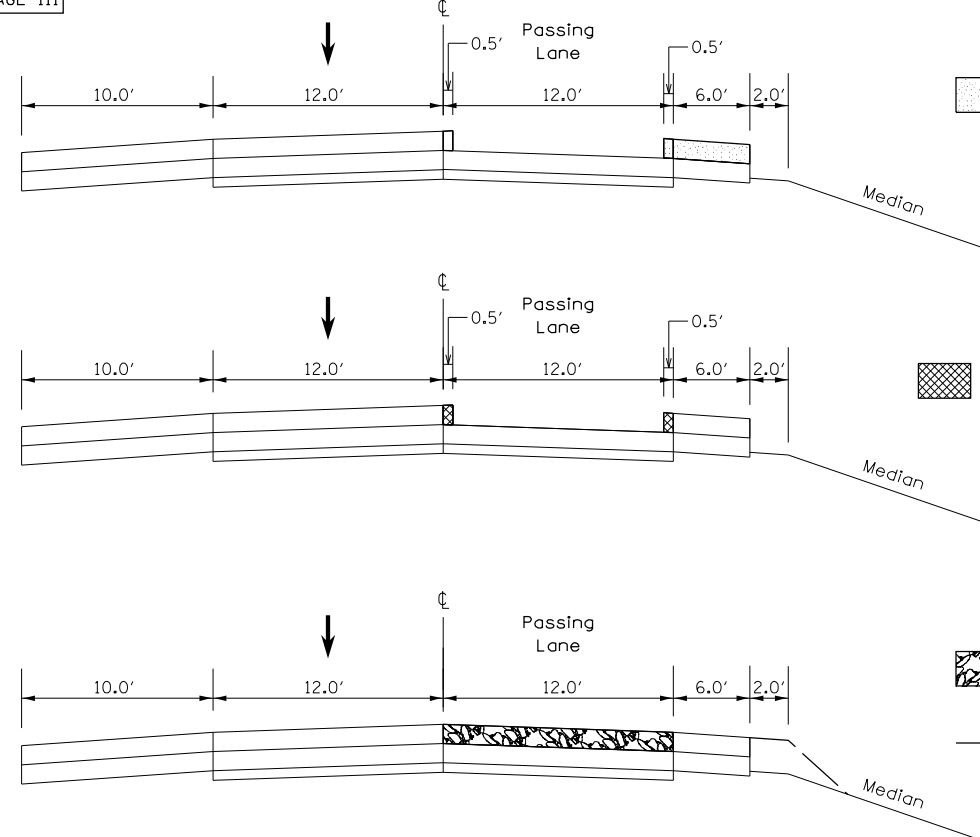
STAGE II CONT.



Remove 6" Overhangs-  
The milling of the 0.5' extra width shown in the detail will be paid at the contract unit price per Square Yard for:  
HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL

Place 2" of Poly. SMA Surface on the Driving Lane- Extending 6" into the Passing Lane  
Place Aggregate Shoulder Wedge (To be placed during this stage is optional)

STAGE III

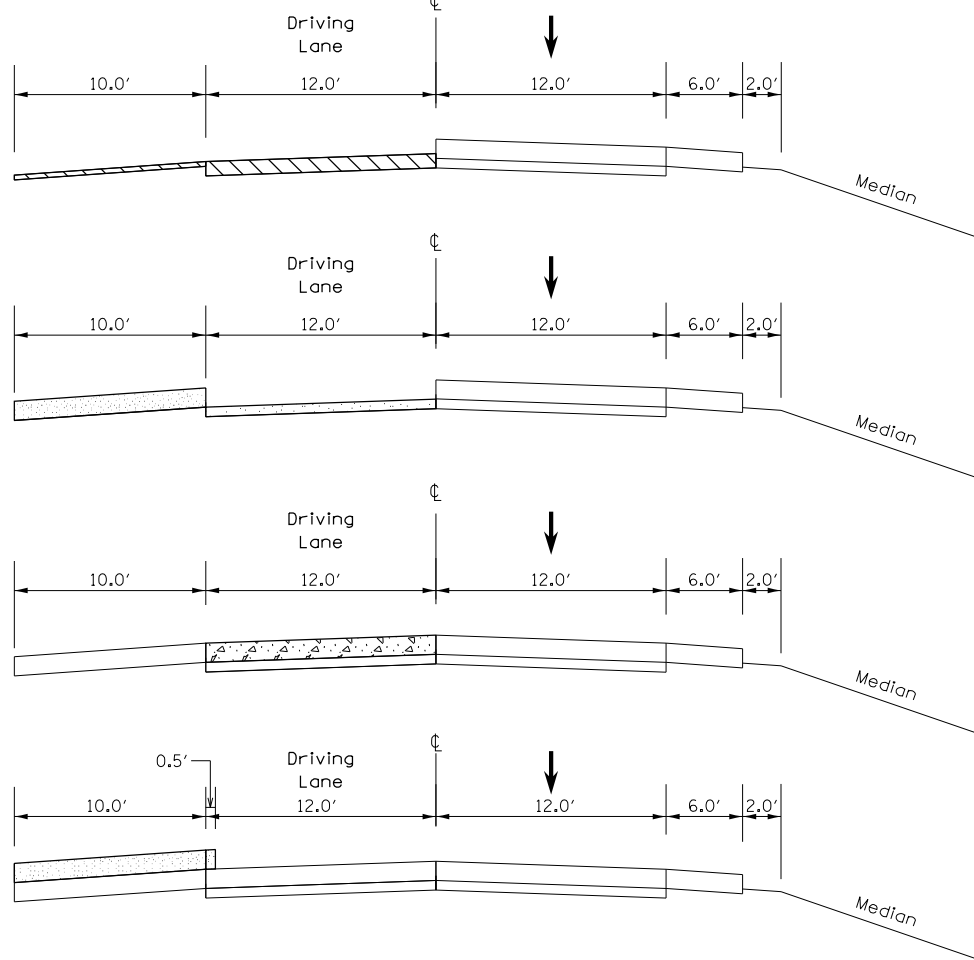


Place 2" Lift of FG Shoulder Mix on the Inside Shoulder - Extending 6" onto the Passing Lane

Remove 6" Overhangs-  
The milling of the 0.5' extra width shown in the detail will be paid at the contract unit price per Square Yard for:  
HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL

Place 2" Lift of Poly. SMA Surface on the Passing Lane  
Place Aggregate Shoulder Wedge (To be placed during this stage is optional)

STAGE II



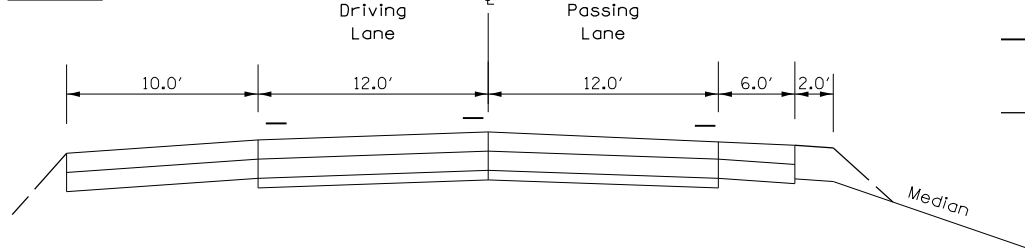
Remove 1 1/2" from Driving Lane  
Remove 1/2" from Outside Shoulder

Place 1" Lift of Poly. Binder on the Driving Lane  
Place 2" of FG Shoulder Mix on the Outside Shoulder

Place 2" of Poly. SMA Binder on the Driving Lane

Place 2" of FG Shoulder Mix on the Outside Shoulder - Extending 6" into the Driving Lane

STAGE IV



Striping & RPM Placement

Place Aggregate Shoulder Wedge (To be placed during this stage if not completed in previous stages.)

MODEL: Default  
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PROJECT: ILLINOIS STATE DEPARTMENT OF TRANSPORTATION  
DRAWING: PAVING SEQUENCE  
DATE: 10/18/2019

|                        |            |           |
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| USER NAME = sUSERS     | DESIGNED - | REVISED - |
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|                        | DATE -     | REVISED - |

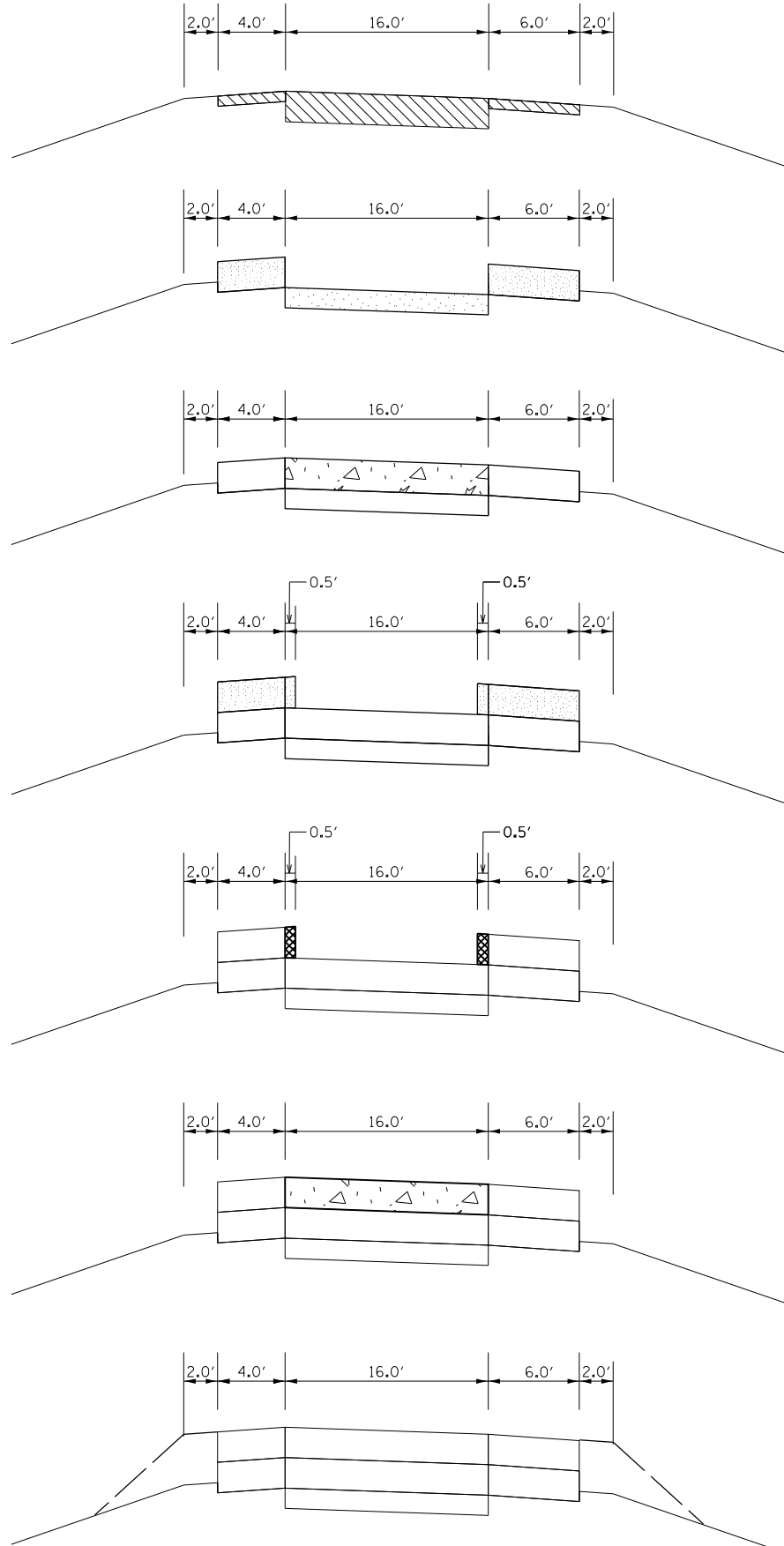
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION


PAVING SEQUENCE



SCALE: SHEET 4 OF 6 SHEETS STA. TO STA.


| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 23        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |


RAMP LANE  
HMA SECTION





 Remove 1 1/2" from Auxiliary Lane  
Remove 1/2" from Inside and Outside Shoulders


 Place 1" Lift of Poly. Binder on the Auxiliary Lane  
 Place 2" Lift of FG Shoulder Mix on the Shoulders

 Place 2" Lift of Poly. SMA Binder on the Auxiliary Lane

 Place 2" Lift of FG Shoulder Mix on the Shoulders - Extending 6" onto the Auxiliary Lane

 Remove 6" Overhangs  
The milling of the 0.5' extra width shown in the detail will be paid at the contract unit price per Square Yard for:  
HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL

 Place 2" Lift of Poly. SMA Surface on the Auxiliary Lane

 Place Aggregate Shoulder Wedge

Auxiliary Lanes

Ramp A & C = Exit Ramp Terminals  
Ramp B & D = Entrance Ramp Terminals

HMA / PCC Joint Locations

RAMP A - STA. 8+25  
RAMP B - STA. 8+08  
RAMP C - STA. 8+10  
RAMP D - STA. 8+07

-SEE RAMP PLAN SHEET FOR BUTT JOINT DETAIL.

PURPOSE

Milling and placement of HMA on Auxiliary Lane and Inside and Outside Shoulders.

CONSTRUCTION

Remove existing RPM's within the allowed closure.

Mill 1 1/2" on the Auxiliary Lane and 1/2" on Inside and Outside Shoulders.

Place 1" HMA Poly. Binder on the Auxiliary Lane.

Place 2" FG Shoulder Mix on the Inside and Outside Shoulders.

Place 2" of Poly. SMA Binder on the Auxiliary Lane

Place 2" of FG Shoulder Mix on the Inside and Outside Shoulders - Extending 6" onto the Auxiliary Lane.

Joint trim the Auxiliary Lane/Outside Shoulder & Auxiliary Lane/Inside Shoulder.

Place 2" of Poly. SMA Surface on the Auxiliary Lane.

Place Aggregate Shoulder Wedges.

TRAFFIC

Proposed improvements to Ramps to be completed using Traffic Control and Protection Standards 701411, 701451, & 701456.

MODEL: Default  
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|                        | DRAWN -    | REVISED - |
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| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

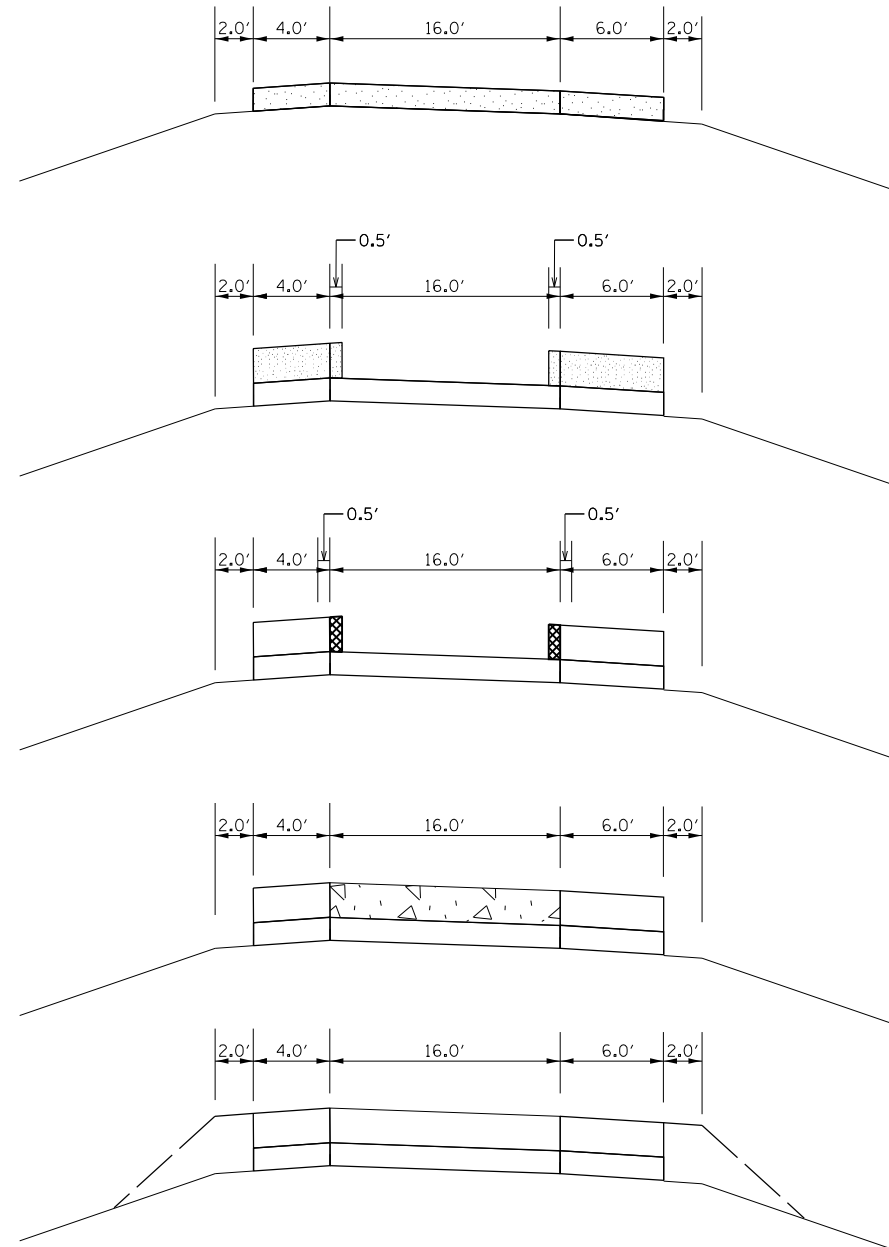
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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| SCALE:          | SHEET 5 | OF 6 SHEETS | STA. TO STA. |

| F.A.I. RTE. | SECTION          | COUNTY   | TOTAL SHEETS     | SHEET NO.          |
|-------------|------------------|----------|------------------|--------------------|
| 39          | 102[2RS-3,3RS-1] | WOODFORD | 54               | 24                 |
|             |                  |          |                  | CONTRACT NO. 68E34 |
|             |                  | ILLINOIS | FED. AID PROJECT |                    |



RAMP LANE  
PCC SECTION



Place 1" Lift of Poly. Binder on the Auxiliary Lane and Shoulders

Place 1 1/2" Lift of FG Shoulder Mix on the Shoulders - Extending 6" onto the Auxiliary Lane.

Remove 6" Overhangs  
The milling of the 0.5' extra width shown in the detail will be paid at the contract unit price per Square Yard for:  
HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL

Place 1 1/2" Lift of Poly. Surface on the Auxiliary Lane

Place Aggregate Shoulder Wedge

Auxiliary Lanes

Ramp A & C = Exit Ramp Terminals  
Ramp B & D = Entrance Ramp Terminals

HMA / PCC Joint Locations

RAMP A - STA. 8+25  
RAMP B - STA. 8+08  
RAMP C - STA. 8+10  
RAMP D - STA. 8+07

-SEE RAMP PLAN SHEET FOR BUTT JOINT DETAIL.

PURPOSE

Milling and placement of HMA on Auxiliary Lane and Inside and Outside Shoulders.

CONSTRUCTION

Remove existing RPM's within the allowed closure.

Place 1" HMA Poly. Binder on the Auxiliary Lane and Inside and Outside Shoulders.

Place 1 1/2" of FG Shoulder Mix on the Inside and Outside Shoulders - Extending 6" onto the Auxiliary Lane.

Joint trim the Auxiliary Lane/Outside Shoulder & Auxiliary Lane/Inside Shoulder.

Place 1 1/2" of Poly. Surface on the Auxiliary Lane

Place Aggregate Shoulder Wedges.

TRAFFIC

Proposed improvements to Ramps to be completed using Traffic Control and Protection Standards 701411, 701451, & 701456.

MODEL: Default  
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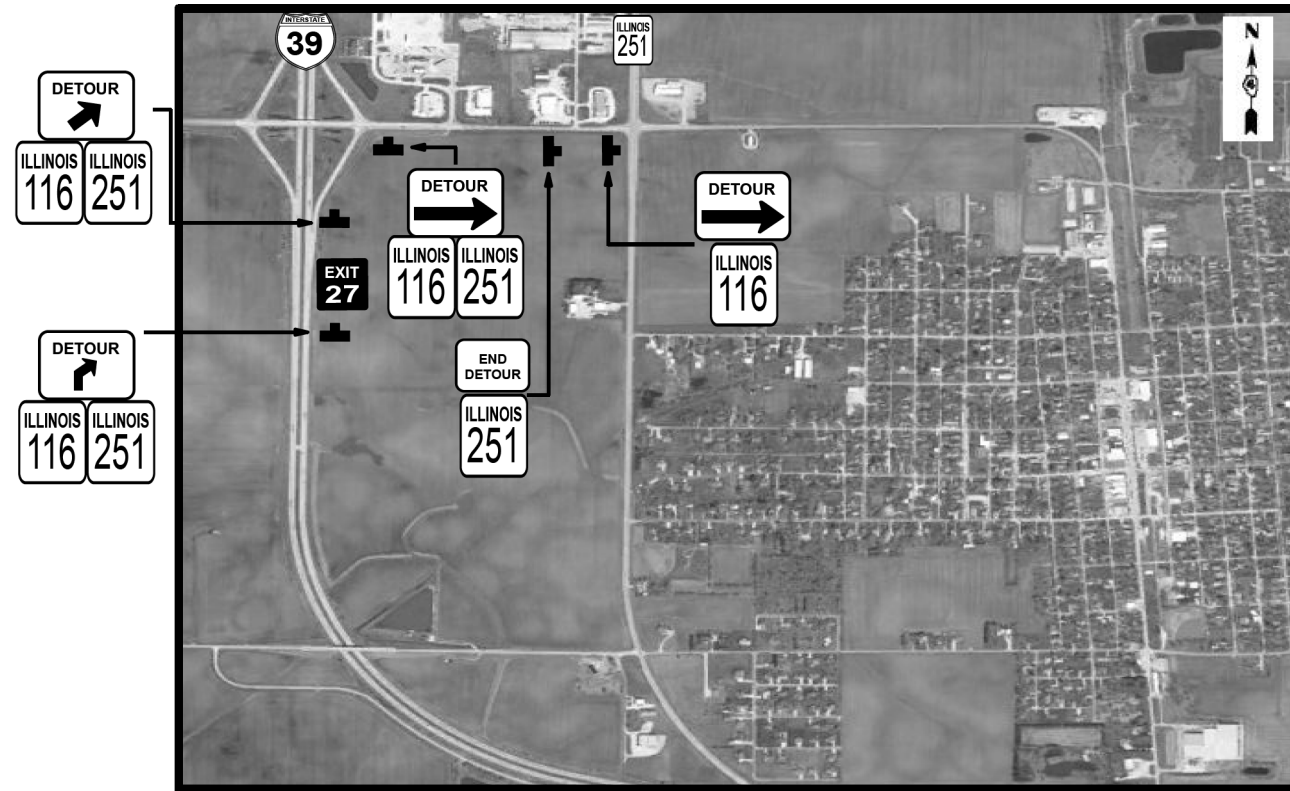
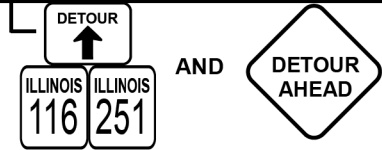
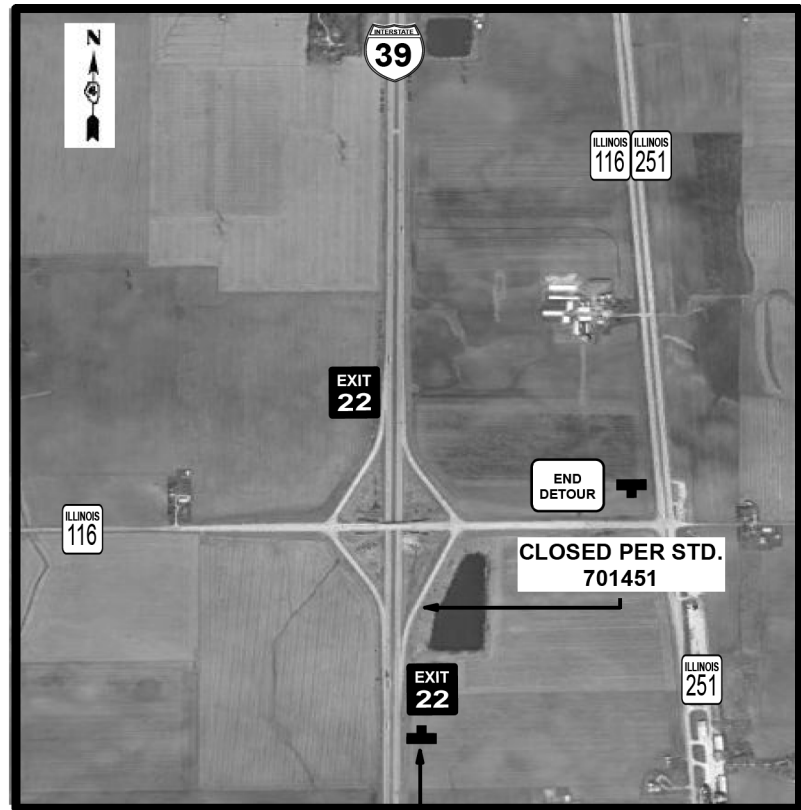
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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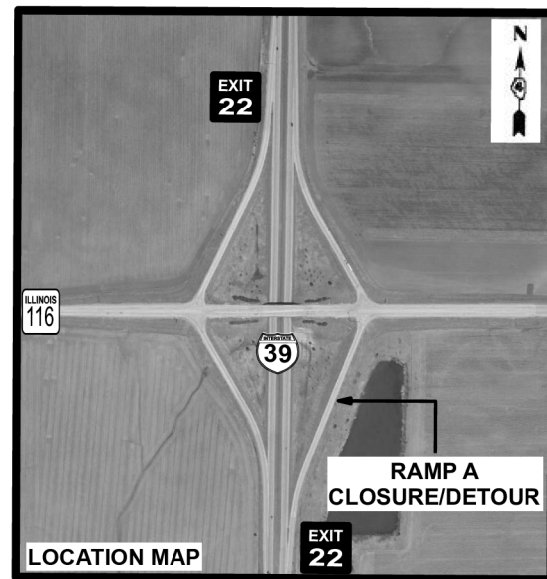
SCALE: SHEET 6 OF 6 SHEETS STA. TO STA.

| F.A.I. RTE. | SECTION          | COUNTY   | TOTAL SHEETS              | SHEET NO. |
|-------------|------------------|----------|---------------------------|-----------|
| 39          | 102[2RS-3,3RS-1] | WOODFORD | 54                        | 25        |
|             |                  |          | CONTRACT NO. 68E34        |           |
|             |                  |          | ILLINOIS FED. AID PROJECT |           |



NOTE: STAGGERED BARRELS WILL NEED TO BE PLACED IN THE U-TURNS ON I-39. COST IS INCIDENTAL TO THE DETOUR WORK.

# RAMP A DETAIL



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|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:100     | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

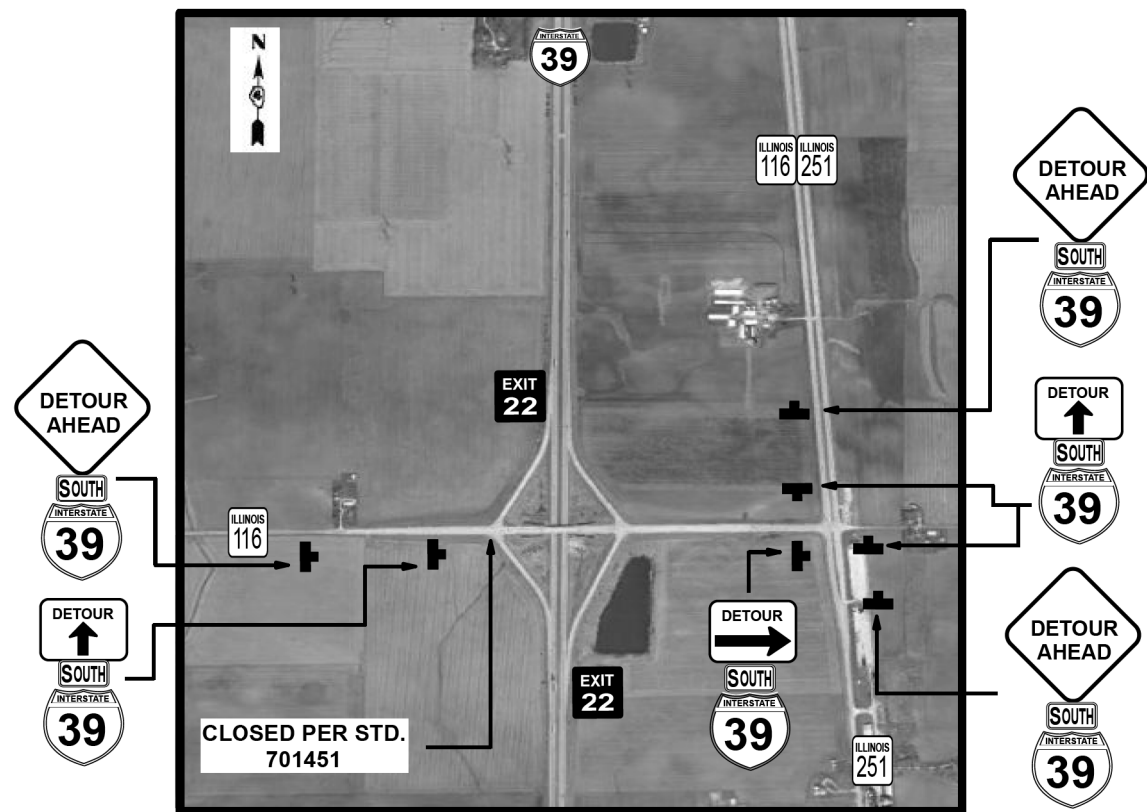
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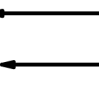
SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 26        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



# RAMP B DETAIL



 ← BLACK ON BLUE  
 ← TYP. SHIELD

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| PLOT DATE = 10/18/2019 | CHECKED -  | REVISED - |
|                        | DATE -     | REVISED - |

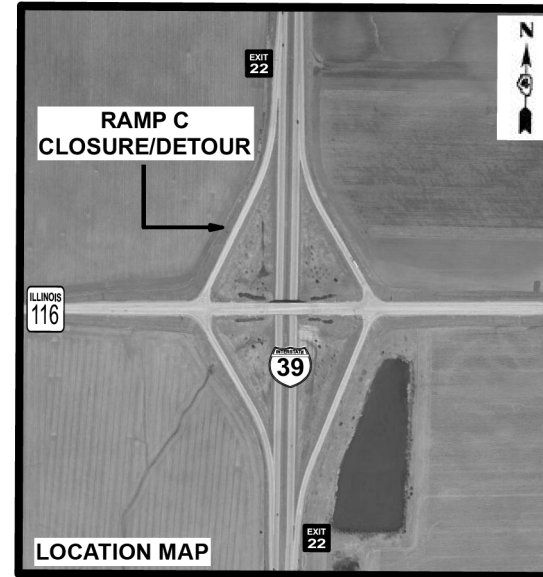
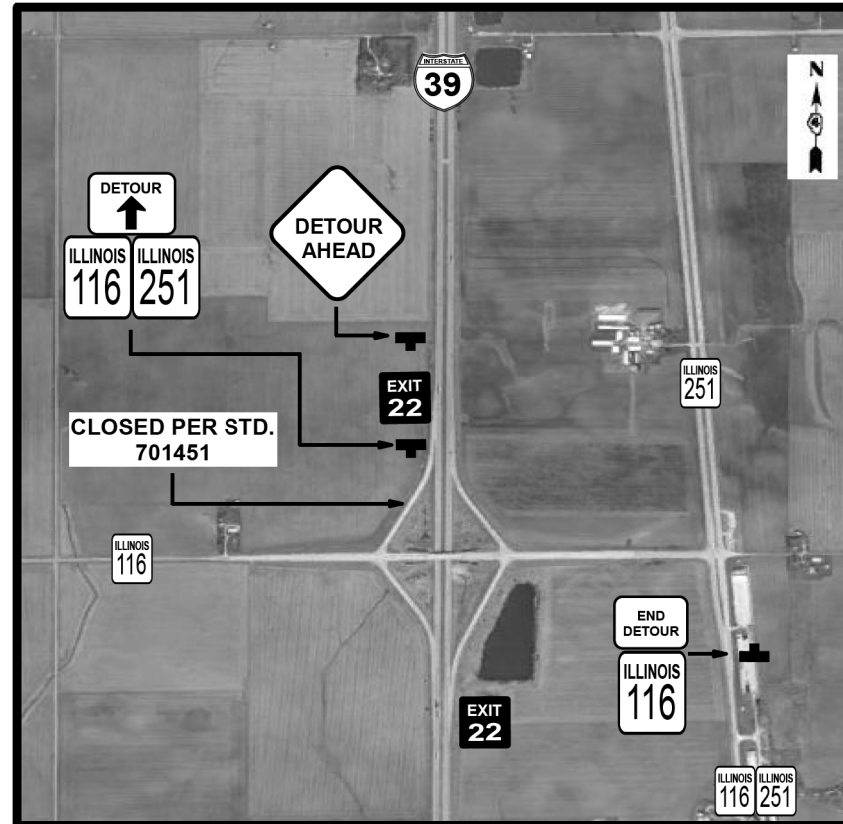
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DETOUR PLAN- RAMP B

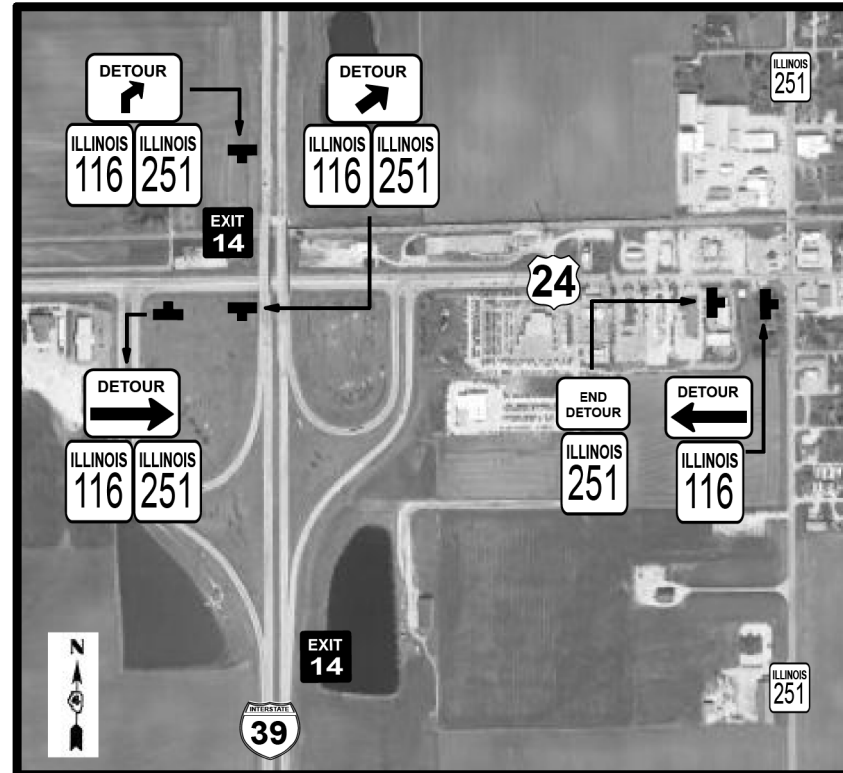
SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO.          |
|---------------------------|------------------|----------|--------------|--------------------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 27                 |
|                           |                  |          |              | CONTRACT NO. 68E34 |
| ILLINOIS FED. AID PROJECT |                  |          |              |                    |

# RAMP C DETAIL



NOTE: STAGGERED BARRELS WILL NEED TO BE PLACED IN THE U-TURNS ON I-39. COST IS INCIDENTAL TO THE DETOUR WORK.



MODEL: Default  
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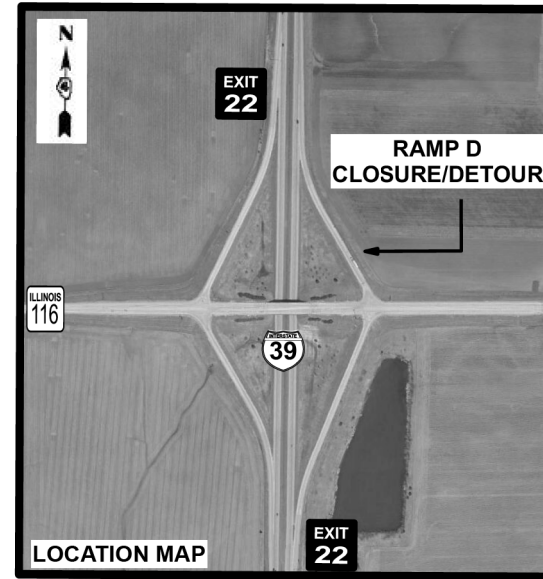
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|                        | DRAWN -    | REVISED - |
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| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN- RAMP C

SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

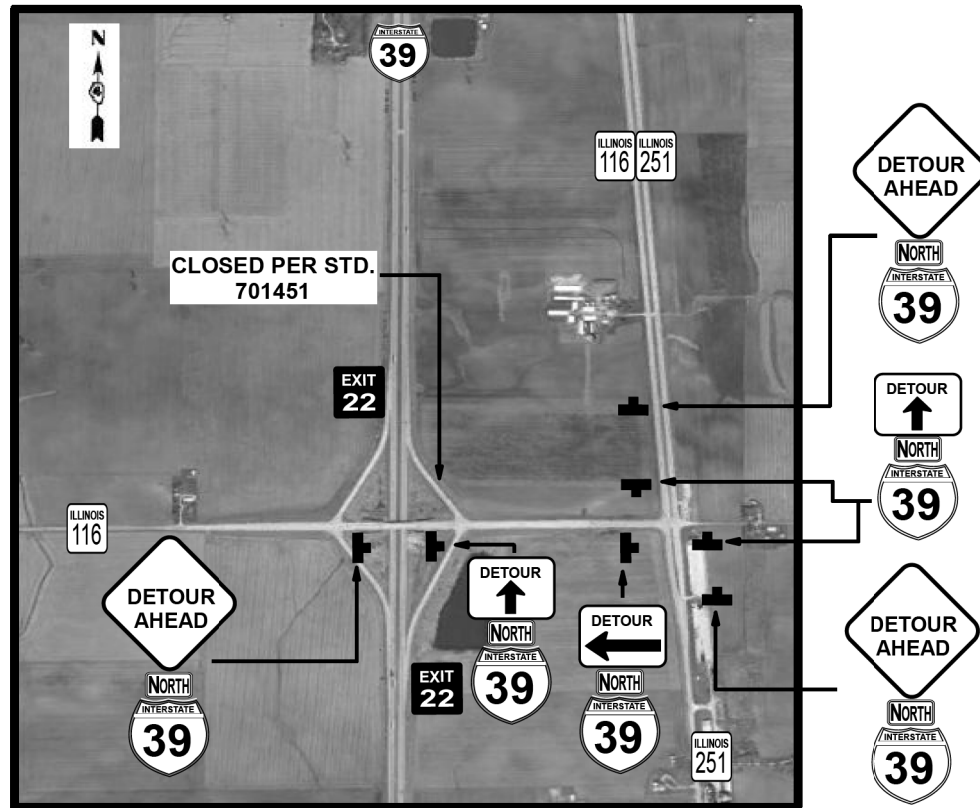
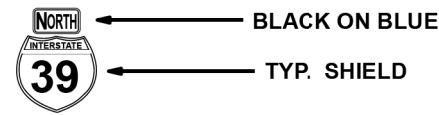
| F.A.I. RTE.        | SECTION          | COUNTY   | TOTAL SHEETS     | SHEET NO. |
|--------------------|------------------|----------|------------------|-----------|
| 39                 | 102[2RS-3,3RS-1] | WOODFORD | 54               | 28        |
| CONTRACT NO. 68E34 |                  |          |                  |           |
|                    |                  | ILLINOIS | FED. AID PROJECT |           |



# RAMP D DETAIL



PLACE ONE SET ON NORTH  
AND SOUTH IL 251 PRIOR TO  
EAST IL 116 TURN.



MODEL: Default  
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|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:100     | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

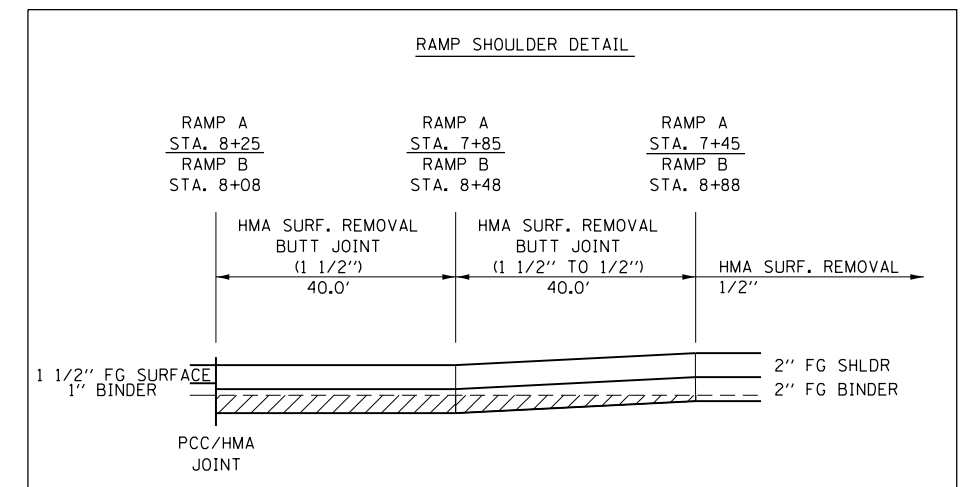
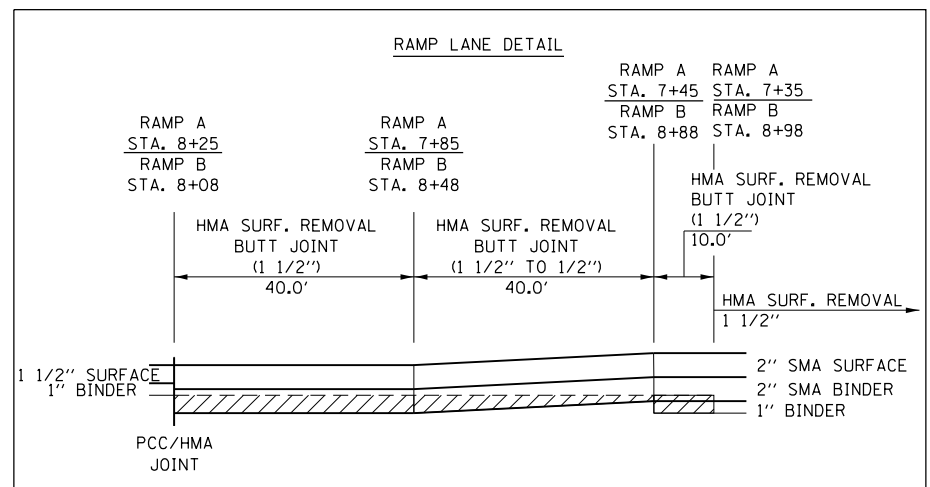
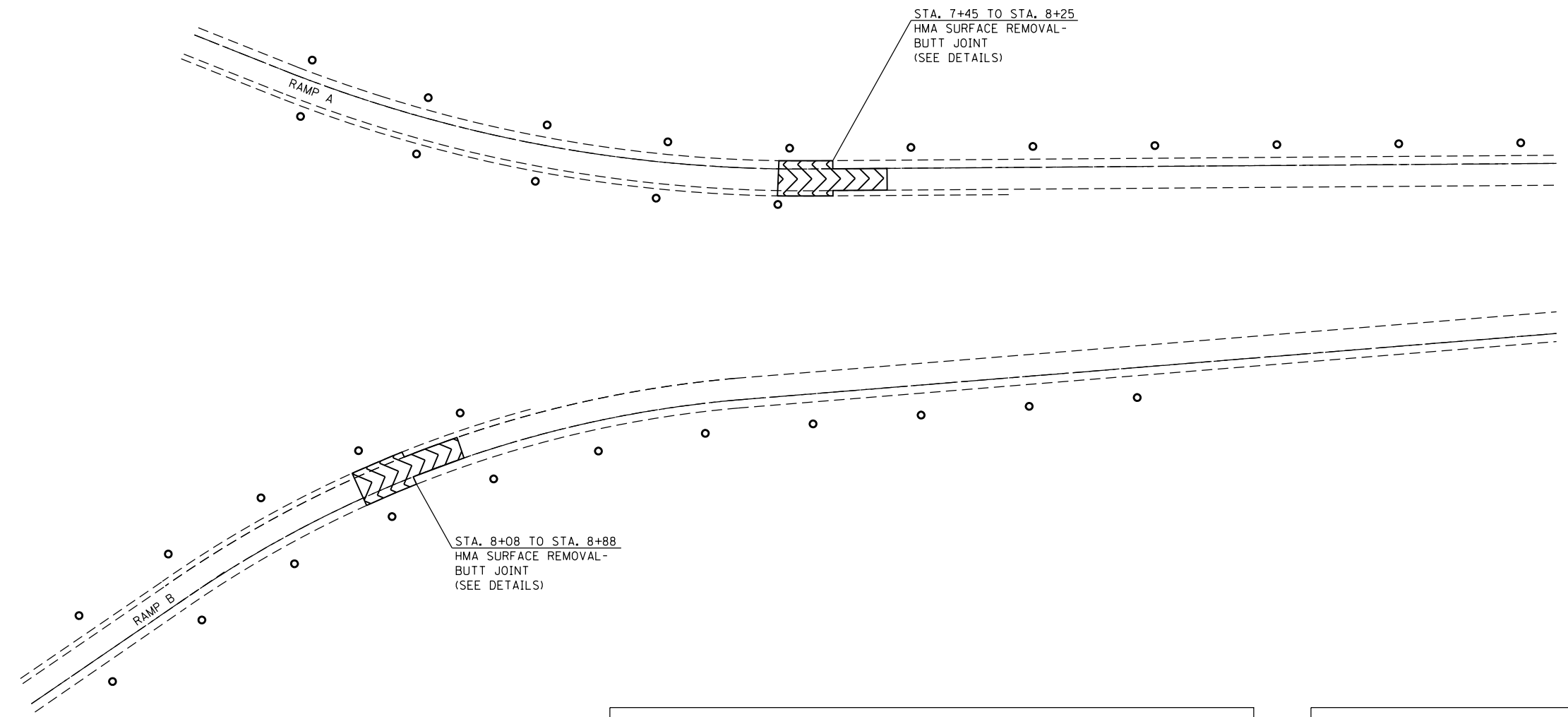
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| SCALE:              | SHEET 4 | OF 4 SHEETS | STA. TO STA. |

| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO.          |
|---------------------------|------------------|----------|--------------|--------------------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 29                 |
|                           |                  |          |              | CONTRACT NO. 68E34 |
| ILLINOIS FED. AID PROJECT |                  |          |              |                    |



**LEGEND**

- RECOVERABLE DELINEATOR
- ▨ HMA/PCC SURF. REMOVAL - BUTT JOINT



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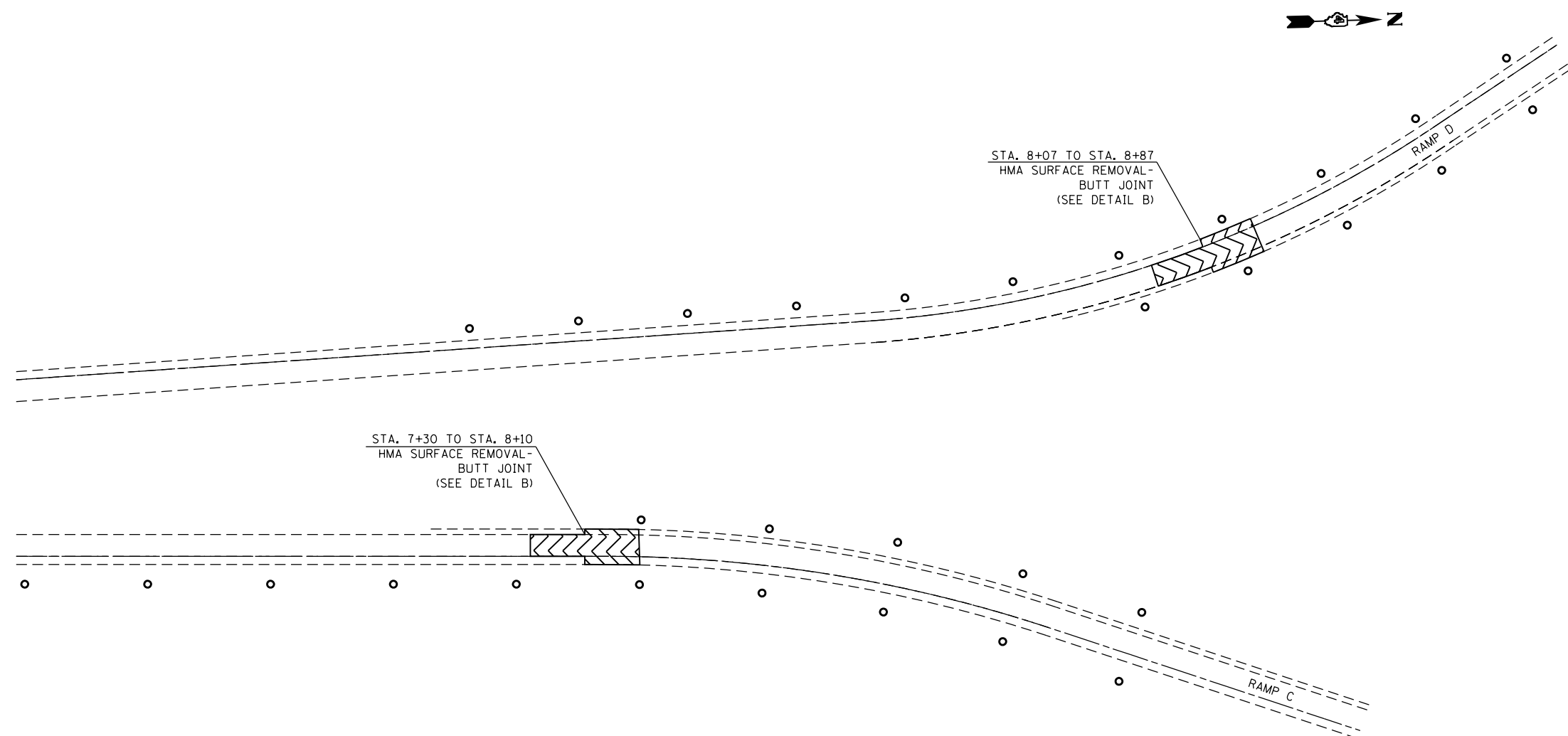
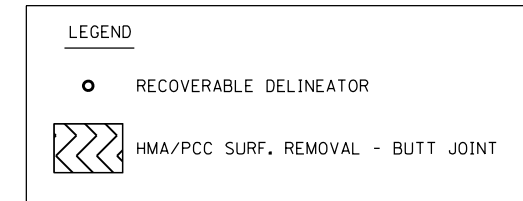
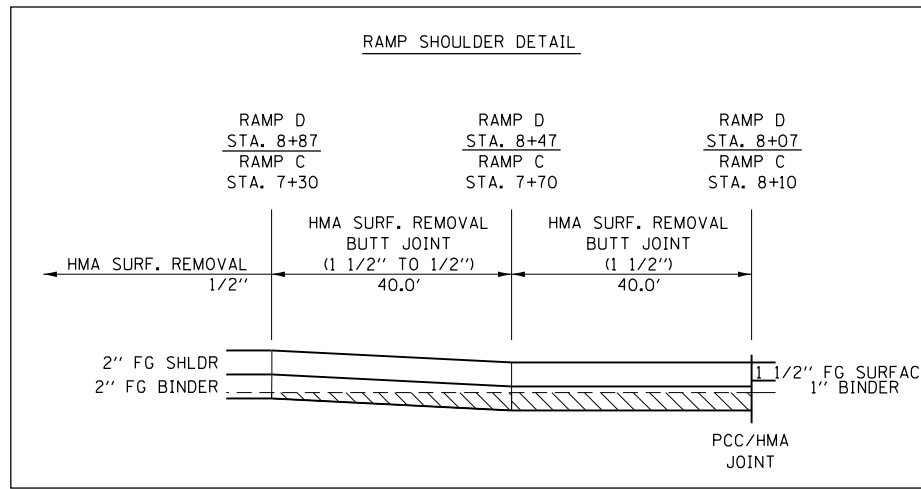
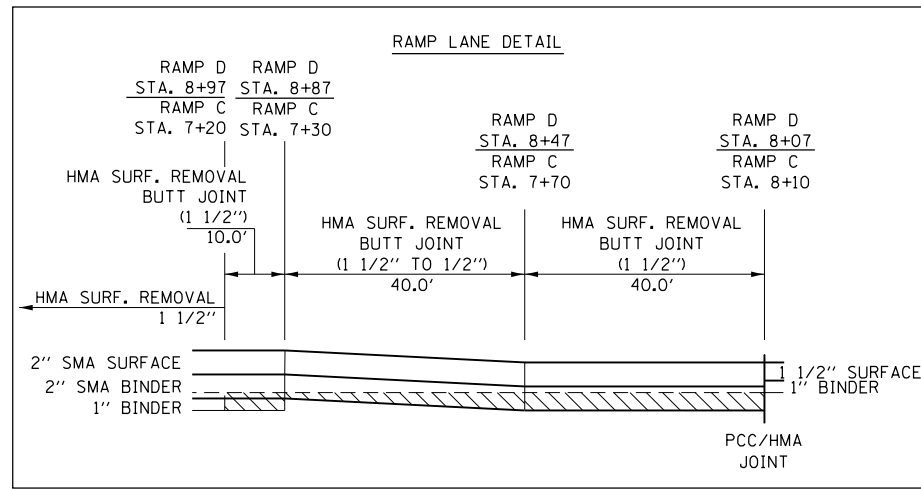
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| PLOT SCALE = 1:100     | CHECKED -  | REVISED - |  |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |  |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RAMP PLAN**

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

|                           |                  |          |              |           |
|---------------------------|------------------|----------|--------------|-----------|
| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 30        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



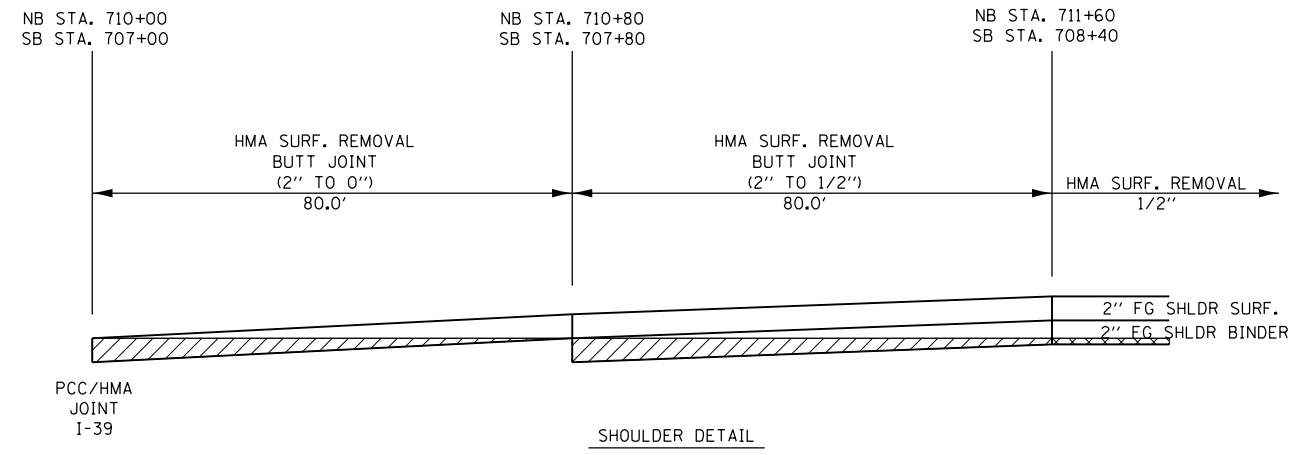
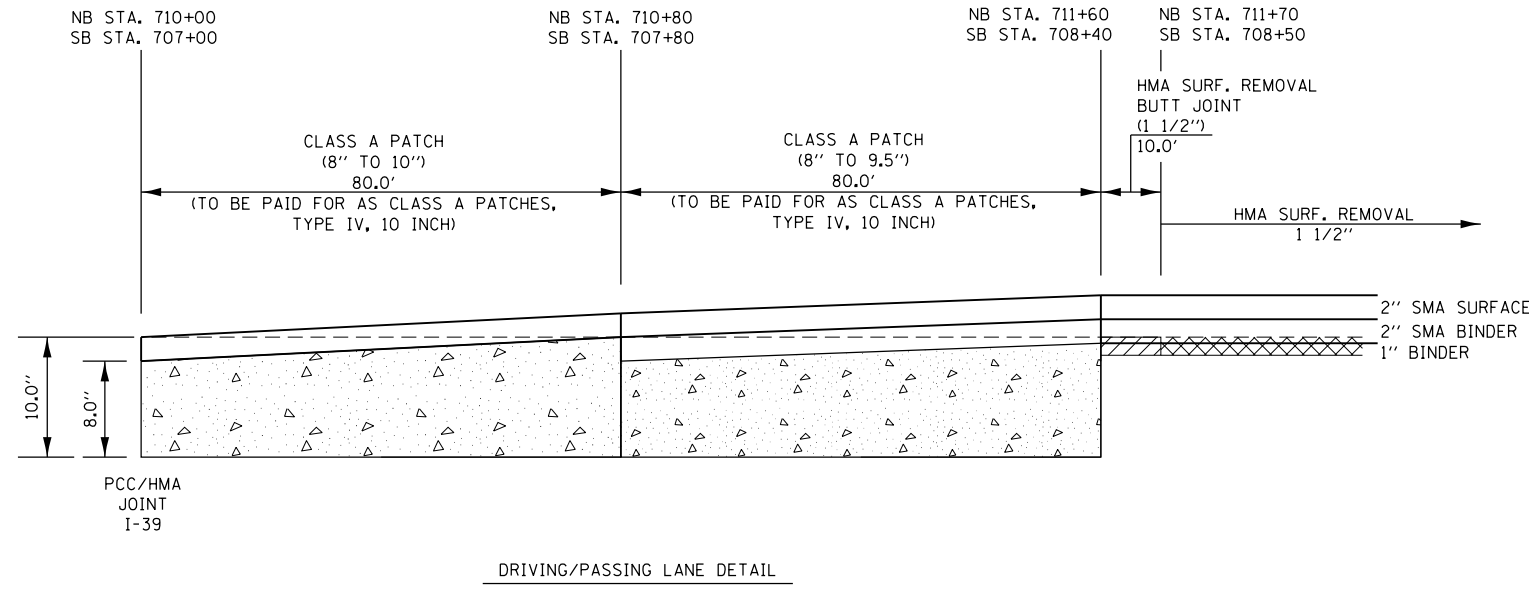
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| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

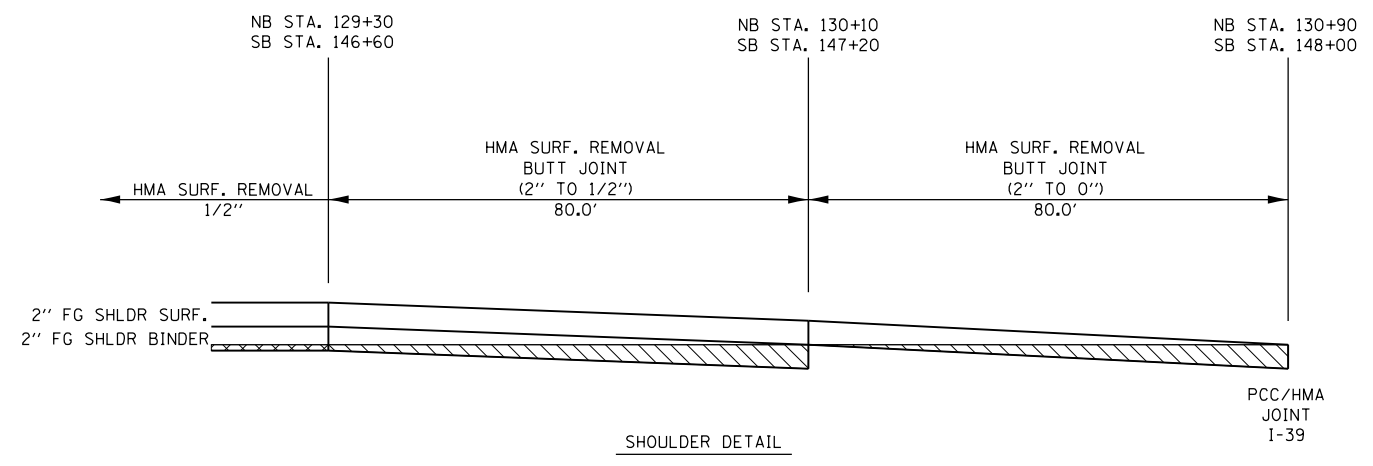
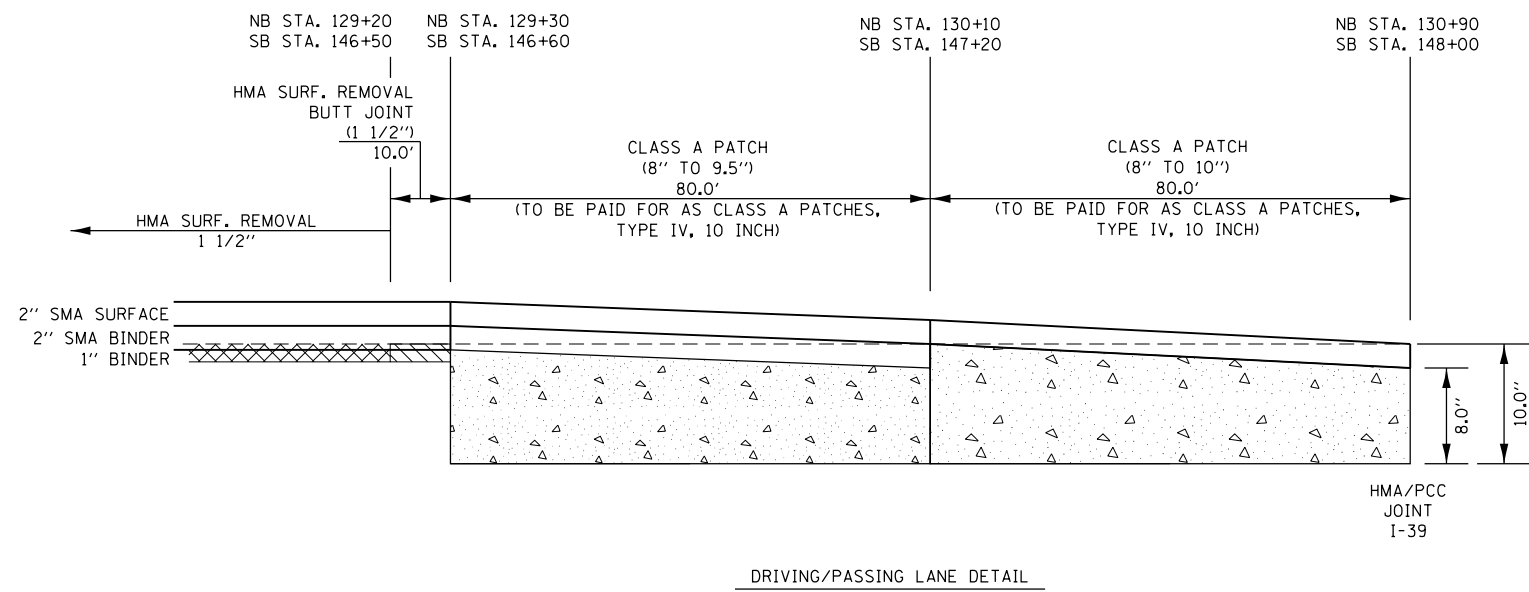
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

|                  |         |             |              |
|------------------|---------|-------------|--------------|
| <b>RAMP PLAN</b> |         |             |              |
| SCALE:           | SHEET 2 | OF 2 SHEETS | STA. TO STA. |

|                           |                  |          |              |           |
|---------------------------|------------------|----------|--------------|-----------|
| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 31        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



NORTHBOUND



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| PLOT SCALE = 1:100     | DRAWN -    | REVISED - |
| PLOT DATE = 10/18/2019 | CHECKED -  | REVISED - |
|                        | DATE -     | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

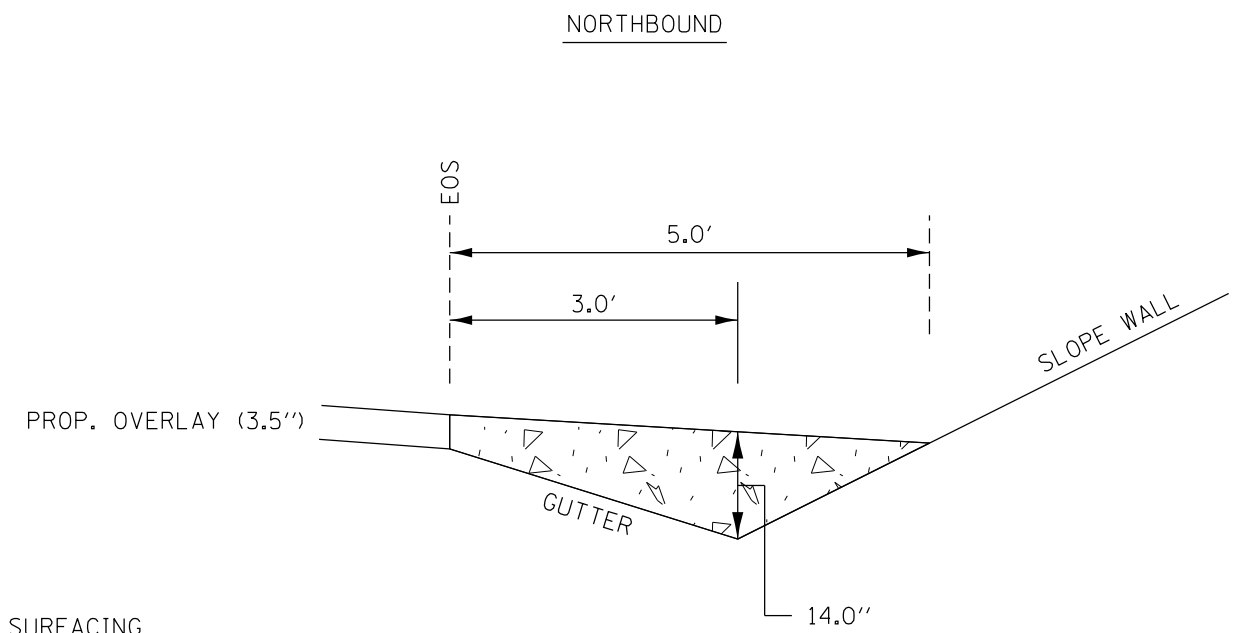
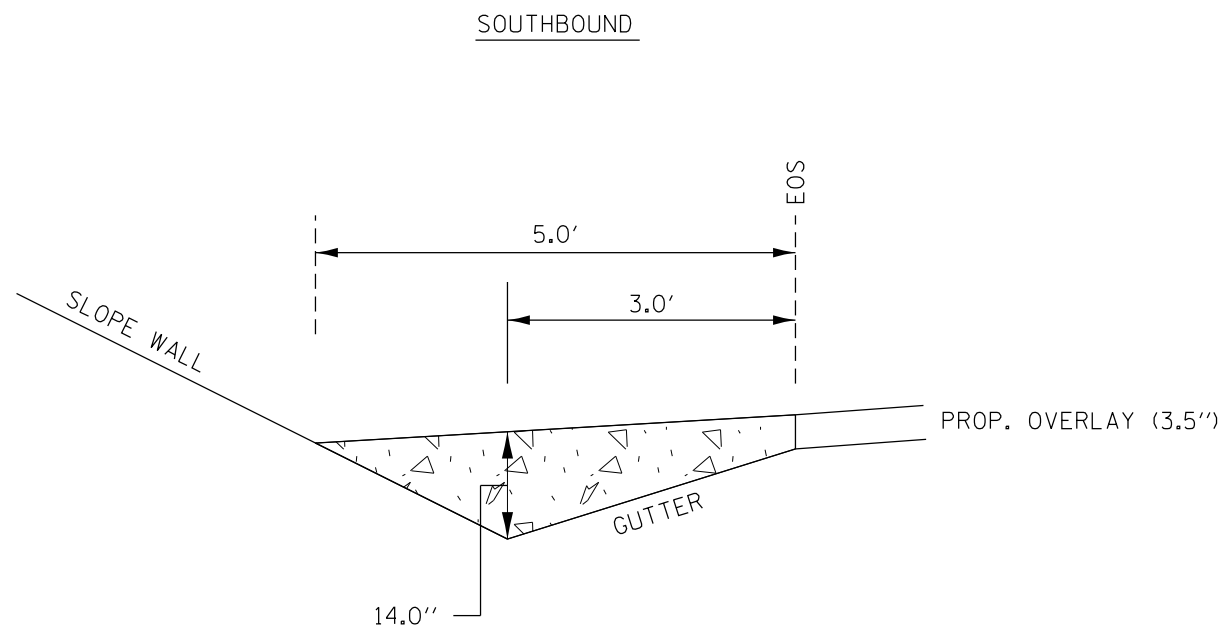
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|--------|--|-------|----|--------|------|----|------|

BUTT JOINT DETAILS

|                           |                  |          |                    |           |
|---------------------------|------------------|----------|--------------------|-----------|
| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS       | SHEET NO. |
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| ILLINOIS FED. AID PROJECT |                  |          | CONTRACT NO. 68E34 |           |

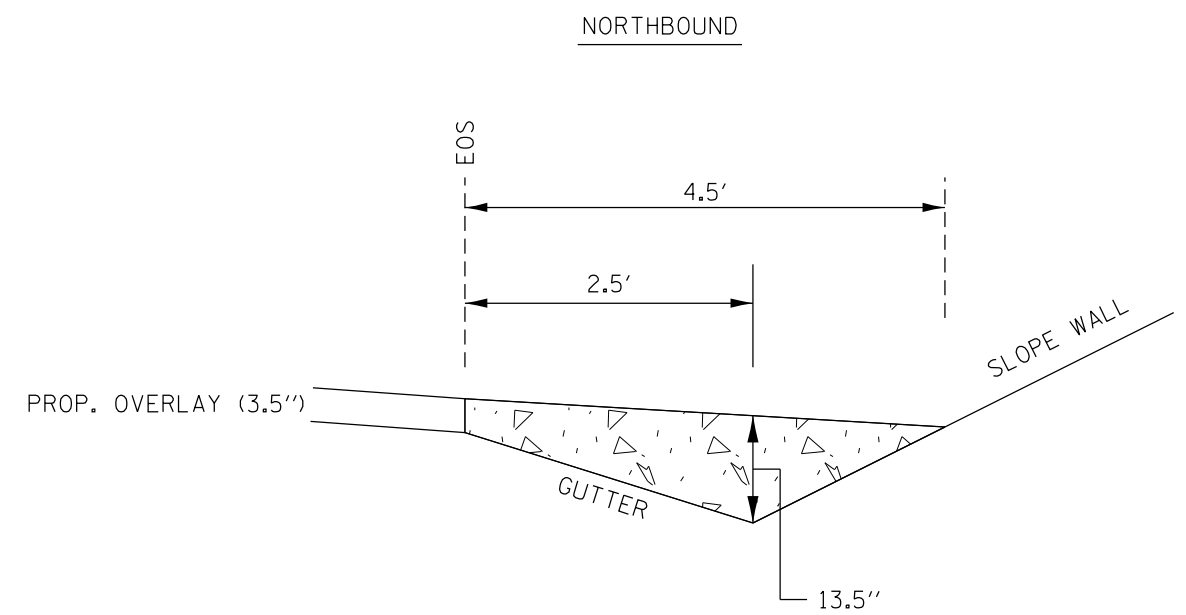
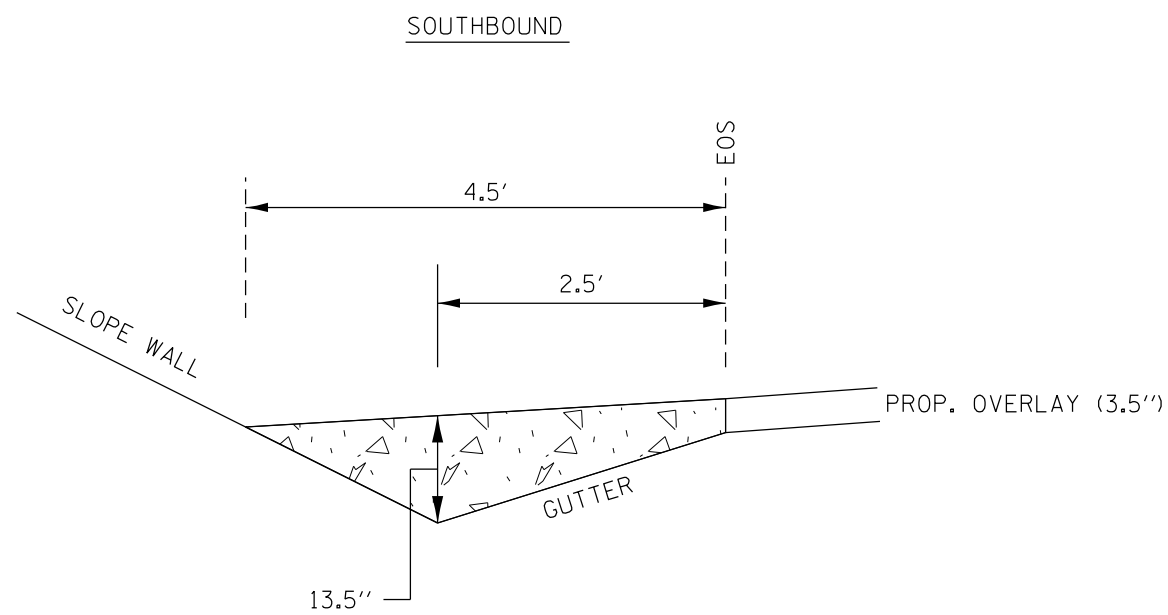


SN 102-0051 (CO. RD. 1500 N.)  
SN 102-0050 (CO. RD. 1600 N.)



 INCIDENTAL HMA SURFACING

SN 102-0049 (IL 116)



 INCIDENTAL HMA SURFACING

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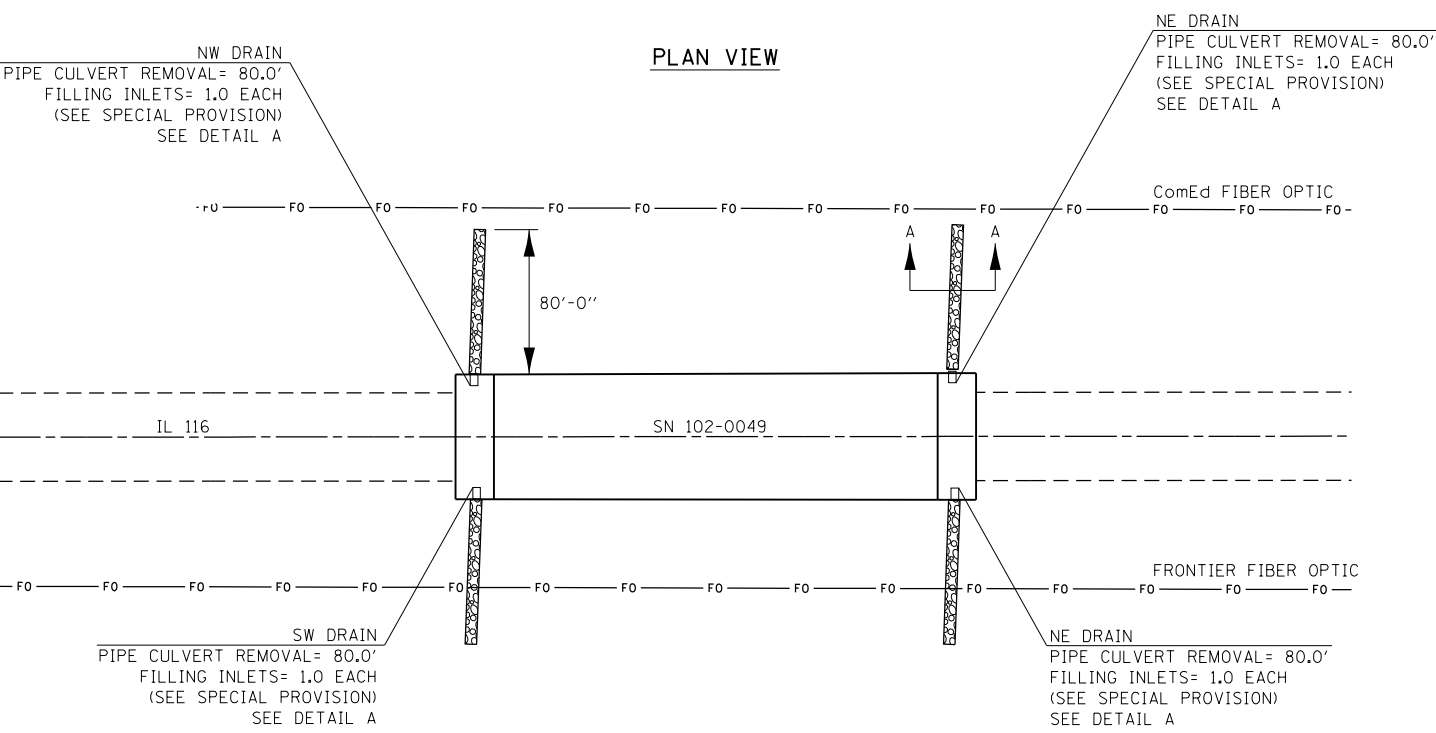
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| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

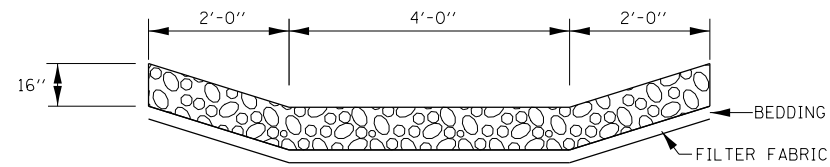
**UNDER STRUCTURE GUTTER SLOPE CORRECTION DETAIL**

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 33        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



**DETAIL A**



STONE RIPRAP, CLASS B4= 64.8 TONS PER DITCH  
& FILTER FABRIC= 95 SQ. YD. PER DITCH  
PREPARATION FOR AND PLACEMENT OF RIPRAP SHALL BE COMPLETED  
IN THE SAME DAY, ELIMINATING THE NEED FOR TEMP. EROSION  
CONTROL.

DRAWING NOT TO SCALE  
ACTUAL FIELD LOCATIONS AND  
MEASUREMENTS SHALL BE VERIFIED

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
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| PLOT SCALE | = 1:100      | CHECKED  | - | REVISED | - |
| PLOT DATE  | = 10/18/2019 | DATE     | - | REVISED | - |

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

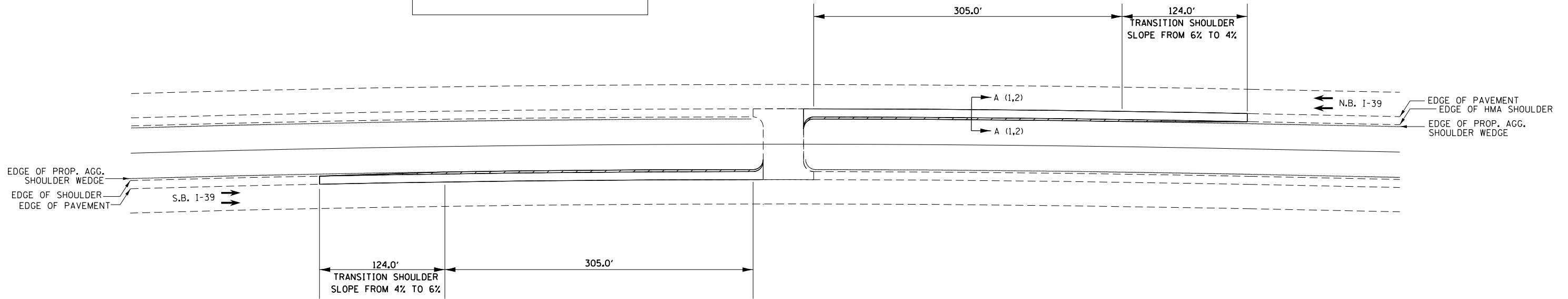
APPROACH DRAIN REMOVAL DETAIL

SCALE:                  SHEET 1      OF 1      SHEETS      STA.                      TO STA.

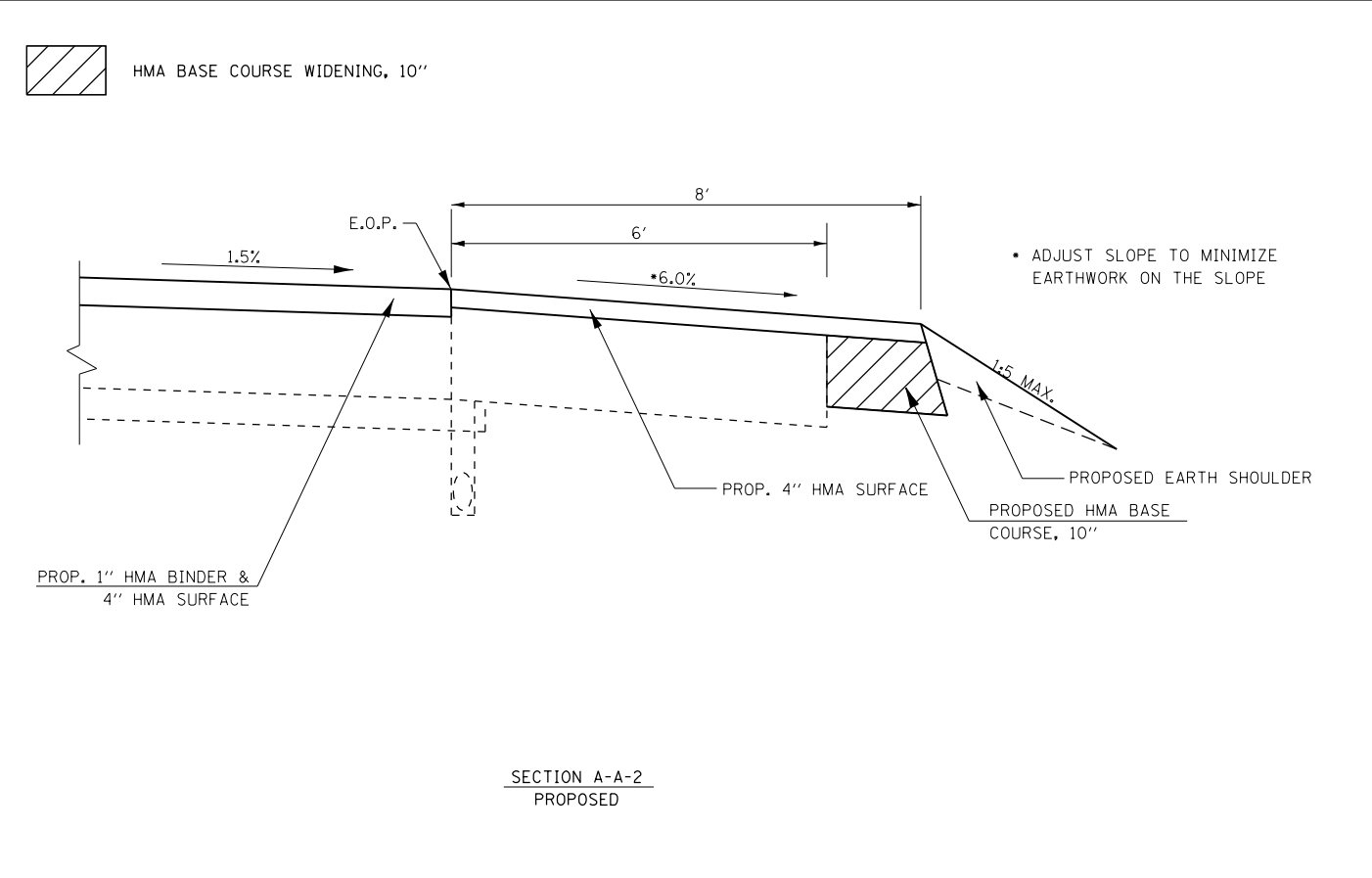
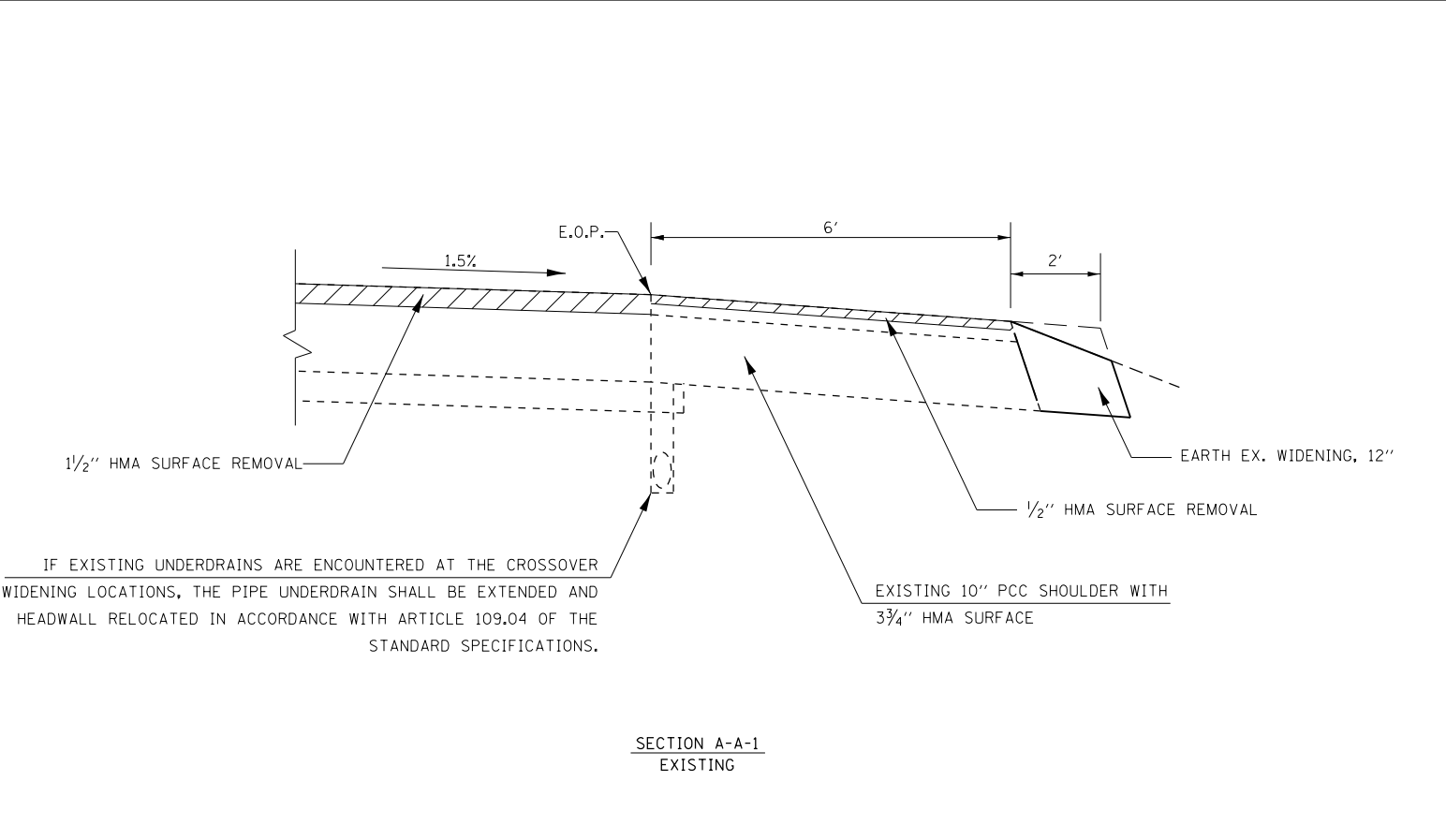
| F.A.I. RTE.                  | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|------------------------------|------------------|----------|--------------|-----------|
| 39                           | 102[2RS-3,3RS-1] | WOODFORD | 54           | 34        |
| CONTRACT NO. 68E34           |                  |          |              |           |
| ILLINOIS    FED. AID PROJECT |                  |          |              |           |

 HMA BASE COURSE, 10"

PER SIDE:  
 EARTH EX. WIDENING = 31.8 CU. YD.  
 HMA BASE COURSE, 10" = 95.3 SQ. YD.  
 HMA SHOULDERS (4") = 21.4 TONS



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 PLOT DATE: 10/18/2019

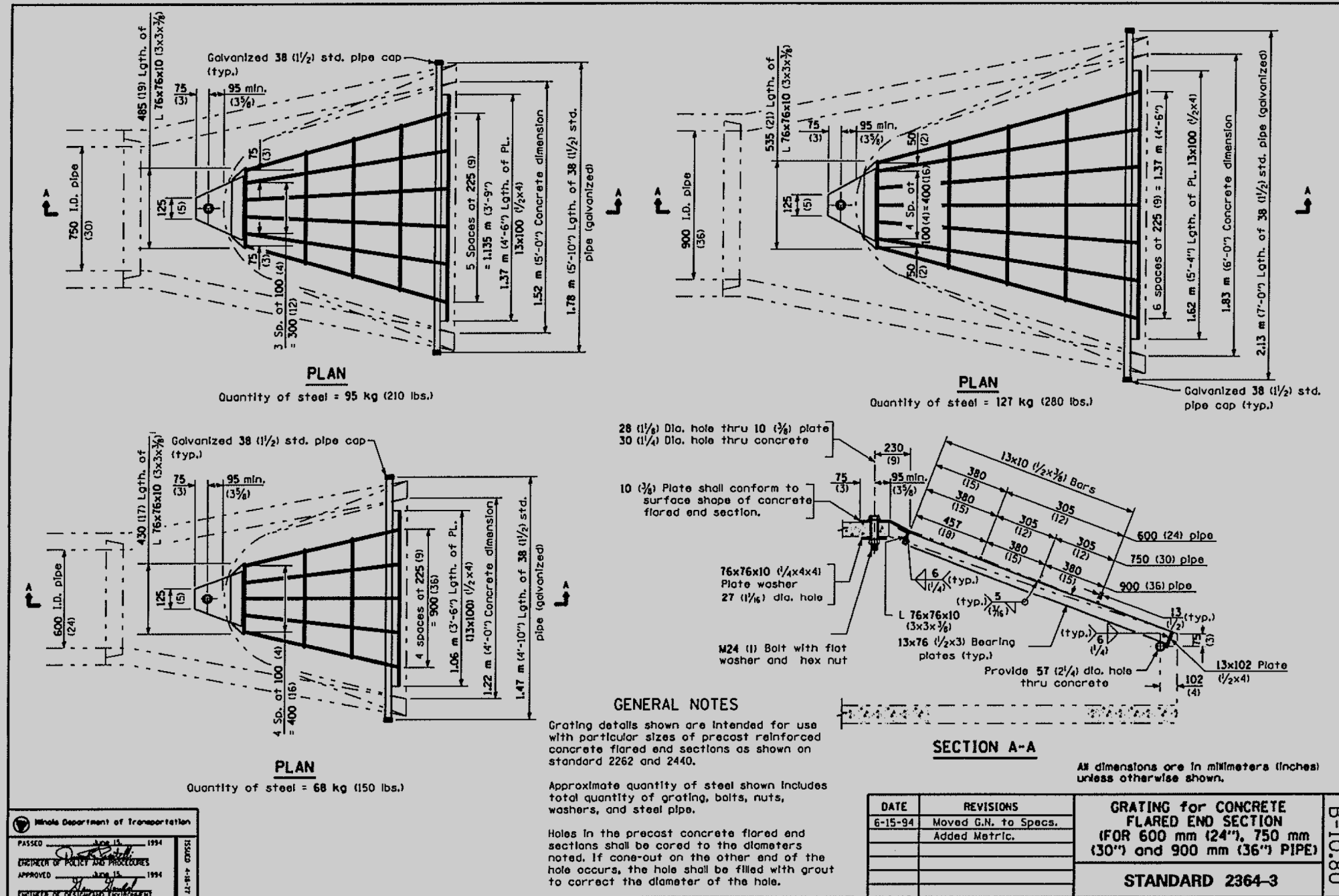


STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSSOVER WIDENING DETAIL

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 35        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



Illinois Department of Transportation

PASSED: [Signature] APR 15 1994

ENGINEER OF POLICY AND PROCEDURES

APPROVED: [Signature] APR 15 1994

ENGINEER OF CONSTRUCTION EQUIPMENT

| DATE    | REVISIONS                          | GRATING for CONCRETE FLARED END SECTION (FOR 600 mm (24"), 750 mm (30") and 900 mm (36") PIPE) | B-10.80 |
|---------|------------------------------------|--|---------|
| 6-15-94 | Moved G.N. to Specs. Added Metric. |  |         |

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| USER NAME = SUSERS     | DESIGNED - | REVISED - |
| PLOT SCALE = 1:100     | DRAWN -    | REVISED - |
| PLOT DATE = 10/18/2019 | CHECKED -  | REVISED - |
|                        | DATE -     | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GRATES (SPECIAL) DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

| F.A.I. RTE.        | SECTION          | COUNTY           | TOTAL SHEETS | SHEET NO. |
|--------------------|------------------|------------------|--------------|-----------|
| 39                 | 102[2RS-3,3RS-1] | WOODFORD         | 54           | 36        |
| CONTRACT NO. 68E34 |                  |                  |              |           |
| ILLINOIS           |                  | FED. AID PROJECT |              |           |

**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 RESULTING FROM INACCURATE LOCATING.
3. ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
4. THE LOCATIONS FOR LIGHT POLES ARE PROVIDED FOR REFERENCE ONLY. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR LOCATION VERIFICATION BEFORE INSTALLATION.
5. ALL HIGHWAY LIGHTING STRUCTURES SHALL BE BONDED IN ACCORDANCE WITH NEC REQUIREMENTS. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "UNIT DUCT, 600V, 2-1C NO.6 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE" AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS (INCLUDING CLAMPS, HARDWARE, ELECTRICAL CABLE, AND ALL OTHER ITEMS REQUIRED TO BOND THE STRUCTURES.)
6. THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE SLACK IN ACCORDANCE WITH ARTICLE 873.03.
7. ELECTRICAL CABLE WILL BE MEASURED FOR PAYMENT IN ACCORDANCE WITH ARTICLE 817.04.
8. POTHOLING TO LOCATE EXISTING UNDERGROUND UTILITIES SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR THE UNIT-DUCT PAY ITEM.
9. ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
10. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING UNIT-DUCT OR CONDUIT AT GREATER THAN 2 FT. MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
11. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THIS COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES FOR THE UNIT-DUCT AND CONDUIT.
12. 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.
13. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE EXISTING LIGHTING SYSTEM COMPLETELY (LIGHT POLES, HIGH MAST LIGHT TOWERS, CONCRETE AND METAL FOUNDATIONS, LUMINAIRES, WIRING, ETC.) AS SHOWN IN THE PLANS. THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "REMOVE EXISTING LIGHTING SYSTEM."
14. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW FUSEHOLDERS, FUSES, SURGE ARRESTORS, AND LUMINAIRE WIRING INSIDE THE POLE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE OF THE PROPOSED LUMINAIRES.
15. THE CONTRACTOR SHALL DISPOSE OF THE EXISTING LIGHT POLES, HIGH MAST LIGHT TOWERS, CONCRETE AND METAL FOUNDATIONS, LUMINAIRES, WIRING, ETC. OFF THE JOB SITE. THE SALVAGE COST OF THESE ITEMS SHALL BE INCLUDED IN THE BID PRICES FOR "REMOVE EXISTING LIGHTING SYSTEM."
16. COILABLE POLYETHYLENE DUCT MAY BE SUBSTITUTED FOR PVC CONDUIT PUSHED OR TRENCHED.
17. THE EXISTING LIGHTING SYSTEM SHALL REMAIN IN OPERATION UNTIL THE PROPOSED LIGHTING SYSTEM IS FULLY OPERATIONAL.
18. THE CONTRACTOR SHALL REMOVE EXISTING METAL HELIX FOUNDATIONS BY EXCAVATING 36", CUTTING THE FOUNDATION, AND BACKFILLING AS REQUIRED TO MATCH THE EXISTING GRADE. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR "REMOVE EXISTING LIGHTING SYSTEM."
19. THE COST OF THE OVERHEAD SERVICE CABLE AND SERVICE CABLE FROM THE DISCONNECT TO THE LIGHTING CONTROLLER SHALL BE INCLUDED IN THE COST OF THE PROPOSED ELECTRIC
20. THE CONTRACTOR SHALL REMOVE EXISTING CONCRETE LIGHT TOWER FOUNDATIONS IN ACCORDANCE WITH ARTICLE 895.05 OF THE STANDARD SPECIFICATIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR "REMOVE EXISTING LIGHTING SYSTEM."
21. THE CONTRACTOR SHALL FURNISH AND INSTALL ELECTRIC SERVICE CONDUCTORS AND GROUND WIRE FROM THE ELECTRIC SERVICE DISCONNECT TO THE LIGHTING CONTROLLER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF "ELECTRIC SERVICE INSTALLATION".

HIGHWAY LIGHTING  
SHEET 1 OF 13

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

| ITEM DESCRIPTION   | UNIT  | TOTAL QTY. | I-39 & IL 116 INTERCHANGE | IL 116 & IL 251 (NORTH) INTERSECTION | IL 116 & IL 251 (SOUTH) INTERSECTION |
|--|-------|------------|---------------------------|--------------------------------------|--------------------------------------|
| ELECTRIC SERVICE INSTALLATION  | EACH  | 2.0        | 1.0                       | 1.0                                  |                                      |
| UNDERGROUND CONDUIT, PVC, 2" DIA.  | FOOT  | 1103.0     | 470.0                     | 300.0                                | 333.0                                |
| HANDHOLE, PORTLAND CEMENT CONCRETE   | EACH  | 2.0        | 2.0                       |                                      |                                      |
| UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE    | FOOT  | 3508.0     | 2143.0                    | 578.0                                | 787.0                                |
| UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE      | FOOT  | 6802.0     | 6802.0                    |                                      |                                      |
| UNIT DUCT, 600V, 3-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE FOOT | FOOT  | 1631.0     | 1637.0                    |                                      |                                      |
| LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H  | EACH  | 27.0       | 19.0                      | 4.0                                  | 4.0                                  |
| LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 100AMP                                 | EACH  | 1.0        | 1.0                       |                                      |                                      |
| LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., 15 FT. MAST ARM                             | EACH  | 27.0       | 19.0                      | 4.0                                  | 4.0                                  |
| LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., TENON MOUNT                                 | EACH  | 1.0        | 1.0                       |                                      |                                      |
| LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'                             | EACH  | 28.0       | 20.0                      | 4.0                                  | 4.0                                  |
| BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN                                 | EACH  | 108.0      | 76.0                      | 16.0                                 | 16.0                                 |
| CLOSED CIRCUIT TELEVISION DOME CAMERA, HD  | EACH  | 1.0        | 1.0                       |                                      |                                      |
| CLOSED CIRCUIT TELEVISION CABINET  | EACH  | 1.0        | 1.0                       |                                      |                                      |
| REMOVE EXISTING LIGHTING SYSTEM  | L SUM | 1.0        | 0.8                       | 0.1                                  | 0.1                                  |
| CELLULAR MODEM   | EACH  | 1.0        | 1.0                       |                                      |                                      |
| CAT 5 ETHERNET CABLE   | FOOT  | 45.0       | 45.0                      |                                      |                                      |
| PHOTOCELL RELAY  | EACH  | 1.0        |                           | 1.0                                  |                                      |
| STEP-DOWN TRANSFORMER  | EACH  | 1.0        | 1.0                       |                                      |                                      |

HIGHWAY LIGHTING  
SHEET 2 OF 13

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|                        | DRAWN -    | REVISED - |
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| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED LIGHTING SYSTEM SCHEDULE OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

| F.A.I. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 38        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

**LIGHT POLE SCHEDULE**

| POLE NO. | LOCATION                | ROUTE          | STATION                  | POLE TYPE                     | SETBACK (FT.) | MOUNTING HEIGHT (FT.) | ARM LENGTH (FT.) | LUMINAIRE                                     |
|----------|-------------------------|----------------|--------------------------|-------------------------------|---------------|-----------------------|------------------|---|
| 1        | I-39 & IL 116           | IL 116         | 112+30                   | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 2        | I-39 & IL 116           | IL 116         | 109+80                   | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 3        | I-39 & IL 116           | IL 116         | 107+30                   | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 4        | I-39 & IL 116           | IL 116         | 105+24                   | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 5        | I-39 & IL 116           | I-39 RAMP C    | 19+45 (BK)<br>19+11 (AH) | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 6        | I-39 & IL 116           | I-39 RAMP C    | 7+60                     | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 7        | I-39 & IL 116           | I-39 RAMP C    | 5+00                     | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 8        | I-39 & IL 116           | I-39 RAMP C    | 2+40                     | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 9        | I-39 & IL 116           | I-39           | 54+80                    | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 10       | I-39 & IL 116           | IL 116         | 104+05                   | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 11       | I-39 & IL 116           | IL 116         | 100+97                   | GALVANIZED STEEL, TENON MOUNT | 5.0           | 45.0                  | -                | NONE - CCTV CAMERA POLE                       |
| 12*      | I-39 & IL 116           | IL 116         | 95+95                    | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 13       | I-39 & IL 116           | IL 116         | 94+94                    | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 14       | I-39 & IL 116           | IL 116         | 92+20                    | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 15       | I-39 & IL 116           | IL 116         | 89+60                    | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 16       | I-39 & IL 116           | I-39 RAMP A    | 18+20 (BK)<br>17+85 (AH) | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 17       | I-39 & IL 116           | I-39 RAMP A    | 6+60                     | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 18       | I-39 & IL 116           | I-39 RAMP A    | 4+00                     | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 19       | I-39 & IL 116           | I-39 RAMP A    | 1+40                     | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 20       | I-39 & IL 116           | I-39           | 93+87                    | GALVANIZED STEEL, MAST ARM    | 28.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 21       | IL 116 & IL 251 (SOUTH) | IL 251         | 299+25                   | GALVANIZED STEEL, MAST ARM    | 15.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 22       | IL 116 & IL 251 (SOUTH) | IL 116         | 99+20                    | GALVANIZED STEEL, MAST ARM    | 15.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 23       | IL 116 & IL 251 (SOUTH) | IL 116/ IL 251 | 300+85                   | GALVANIZED STEEL, MAST ARM    | 15.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| 24       | IL 116 & IL 251 (SOUTH) | CR 1800 N      | 100+75                   | GALVANIZED STEEL, MAST ARM    | 15.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| A        | IL 116 & IL 251 (NORTH) | IL 116         | 100+85                   | GALVANIZED STEEL, MAST ARM    | 15.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| B        | IL 116 & IL 251 (NORTH) | IL 116/ IL 251 | 299+50                   | GALVANIZED STEEL, MAST ARM    | 15.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| C        | IL 116 & IL 251 (NORTH) | CR 1900 N      | 99+30                    | GALVANIZED STEEL, MAST ARM    | 15.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |
| D        | IL 116 & IL 251 (NORTH) | IL 251         | 300+60                   | GALVANIZED STEEL, MAST ARM    | 15.0          | 45.0                  | 15.0             | LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H |

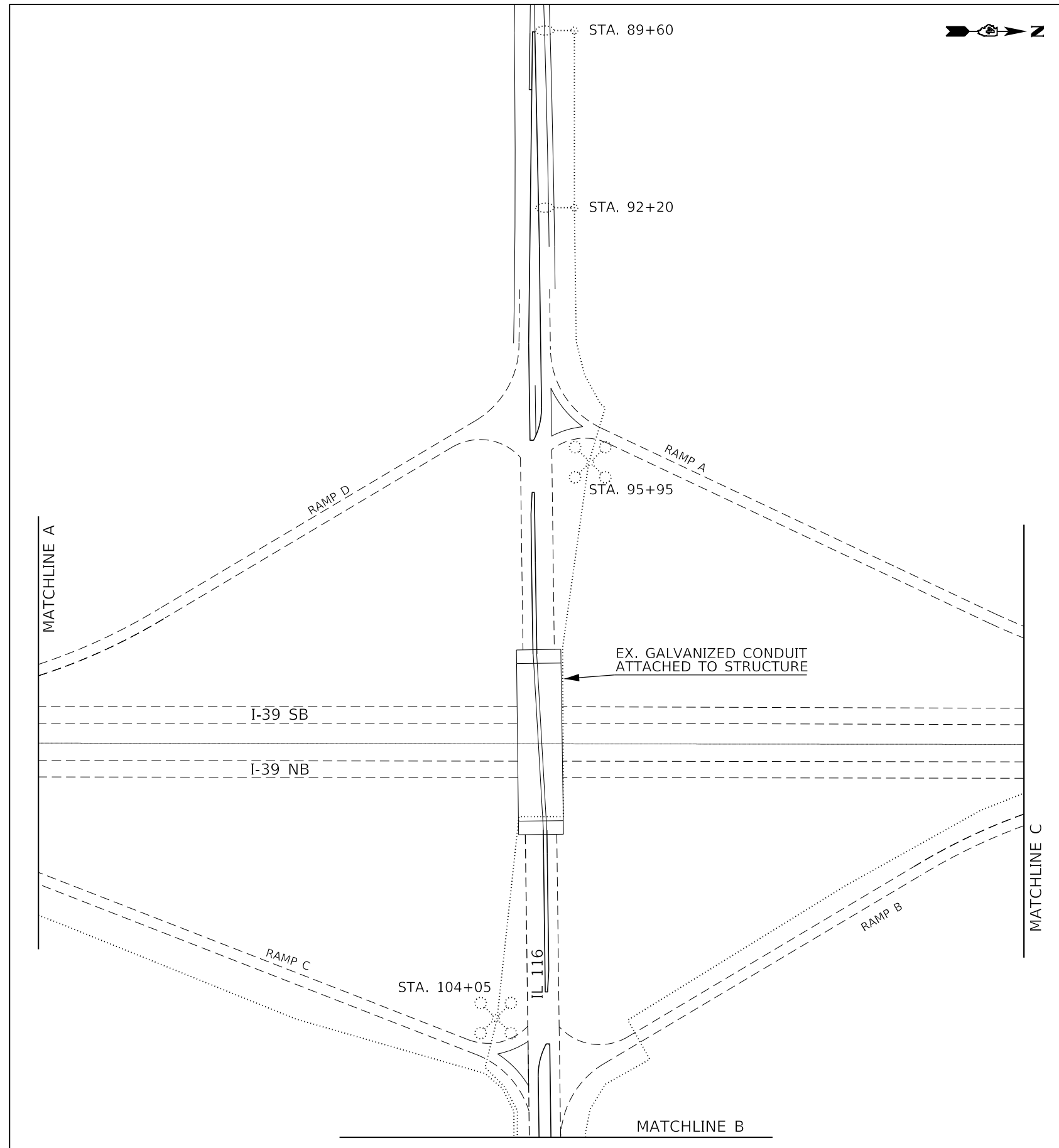
\* POLE 12 ALSO HAS A SETBACK OF 12 FT. FROM RAMP D

**HIGHWAY LIGHTING  
SHEET 3 OF 13**

MODEL: Default  
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|                        |            |           |   |                                     |  |  |  |                           |                  |          |              |           |
|------------------------|------------|-----------|---|-------------------------------------|--|--|--|---------------------------|------------------|----------|--------------|-----------|
| USER NAME = susers     | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>LIGHT POLE SCHEDULE</b>          |  |  |  | F.A. I. RTE.              | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE = 1:176.877 | DRAWN -    | REVISED - |   |                                     |  |  |  | 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 39        |
| PLOT DATE = 10/18/2019 | CHECKED -  | REVISED - |   | SCALE: SHEET OF SHEETS STA. TO STA. |  |  |  | CONTRACT NO. 68E34        |                  |          |              |           |
|                        | DATE -     | REVISED - |   |                                     |  |  |  | ILLINOIS FED. AID PROJECT |                  |          |              |           |

MODEL: Default  
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| DESCRIPTION                     | UNIT  | QTY. |
|---------------------------------|-------|------|
| REMOVE EXISTING LIGHTING SYSTEM | L SUM | 1.0  |

REMOVE EXISTING EXISTING LIGHTING SYSTEM - QTY. 1 LUMP SUM (INCLUDES ALL ITEMS LISTED BELOW)

THE FOLLOWING ITEMS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF OF THE RIGHT-OF-WAY:

| QTY. | ITEM   |
|------|--|
| 2.0  | LIGHTING CONTROLLER CABINET (RE-USE EX. FOUNDATION)                                    |
| 3.0  | ELECTRICAL SERVICE INSTALLATION  |
| 21.0 | LIGHT POLE, STEEL, WITH HPS LUMINAIRE  |
| 16.0 | LIGHT POLE CONCRETE FOUNDATION (PARTIAL REMOVAL IN ACCORDANCE WITH ARTICLE 895.05)     |
| 5.0  | METAL HELIX FOUNDATION (SEE NOTE)  |
| 4.0  | TOWER LIGHTING STRUCTURE, COMPLETE WITH HIGH MAST LUMINAIRES                           |
| 4.0  | TOWER LIGHTING CONCRETE FOUNDATION (PARTIAL REMOVAL IN ACCORDANCE WITH ARTICLE 895.05) |
| ALL  | ELECTRICAL CABLE IN CONDUIT  |

**NOTES:**

THIS LIST INCLUDES THE I-39 & IL 116 INTERCHANGE, AS WELL AS THE IL 116 & IL 251 (NORTH) AND IL 116 & IL 251 (SOUTH) INTERSECTIONS.




THE CONTRACTOR SHALL LOCATE EXISTING CABLE IN CONDUIT, REMOVE CABLE IN CONDUIT AND ABANDON CONDUIT IN PLACE.

THE CONTRACTOR SHALL DISPOSE OF ALL ITEMS OFF OF THE RIGHT OF WAY AND REFLECT THE SALVAGE VALUE OF THESE ITEMS IN THE BID PRICE FOR "REMOVE EXISTING LIGHTING SYSTEM."

**NOTES:**

1. THE CONTRACTOR SHALL REMOVE EXISTING CABLE IN CONDUIT ATTACHED TO STRUCTURE AND ABANDON CONDUIT IN PLACE.
2. EXISTING METAL HELIX FOUNDATIONS SHALL BE REMOVED BY EXCAVATING 36", CUTTING THE FOUNDATION AND BACKFILLING AS REQUIRED TO MATCH THE EXISTING GRADE.

**LEGEND**

-  EXISTING 50' MH STEEL LIGHT POLE AND METAL FOUNDATION
-  EXISTING 80' MH TOWER LIGHTING STRUCTURE AND CONCRETE FOUNDATION
-  EXISTING UNIT-DUCT/ CONDUIT

**HIGHWAY LIGHTING**  
**SHEET 4 OF 13**  
**NOT TO SCALE**

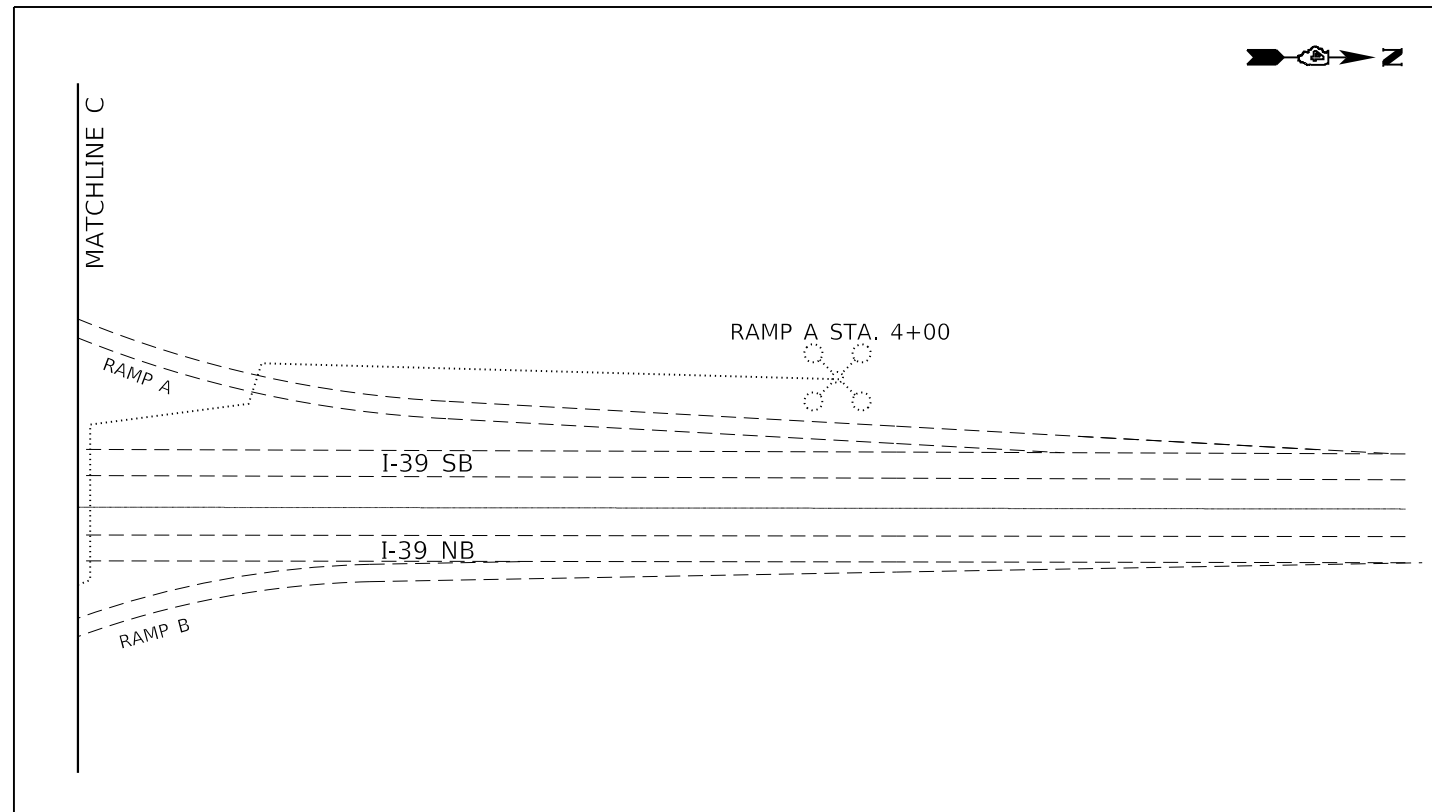
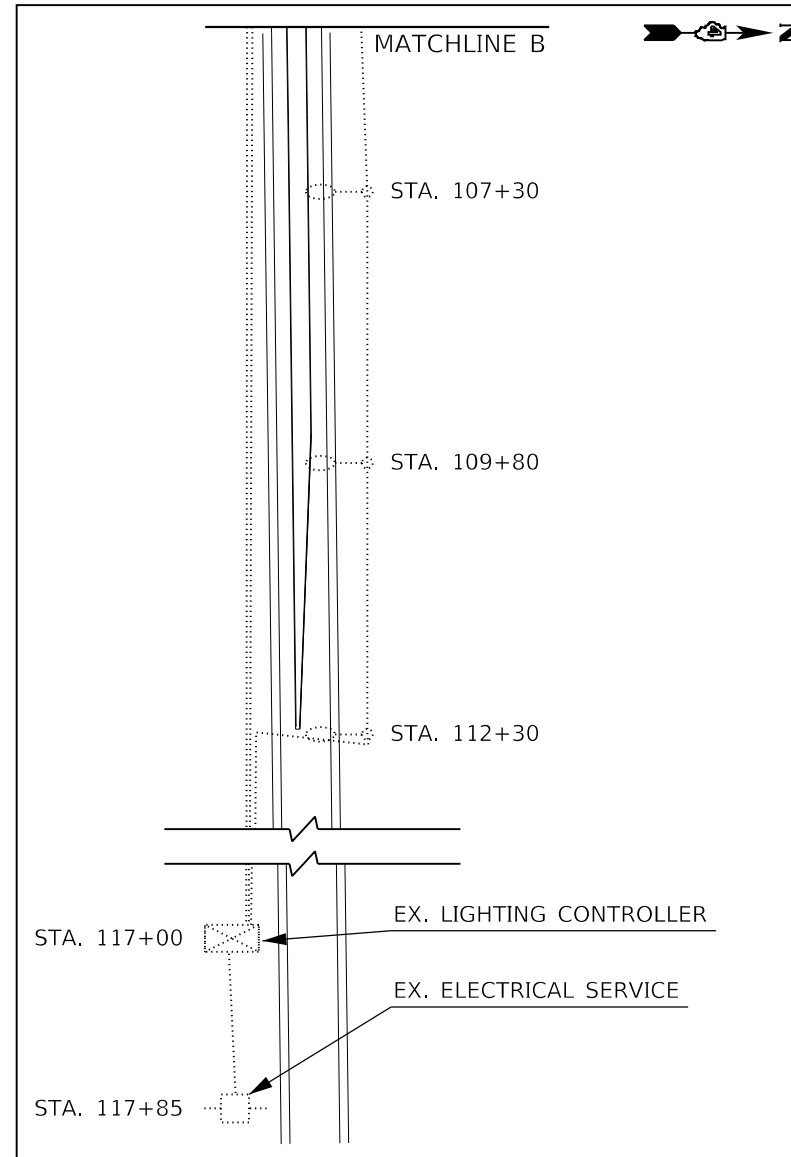
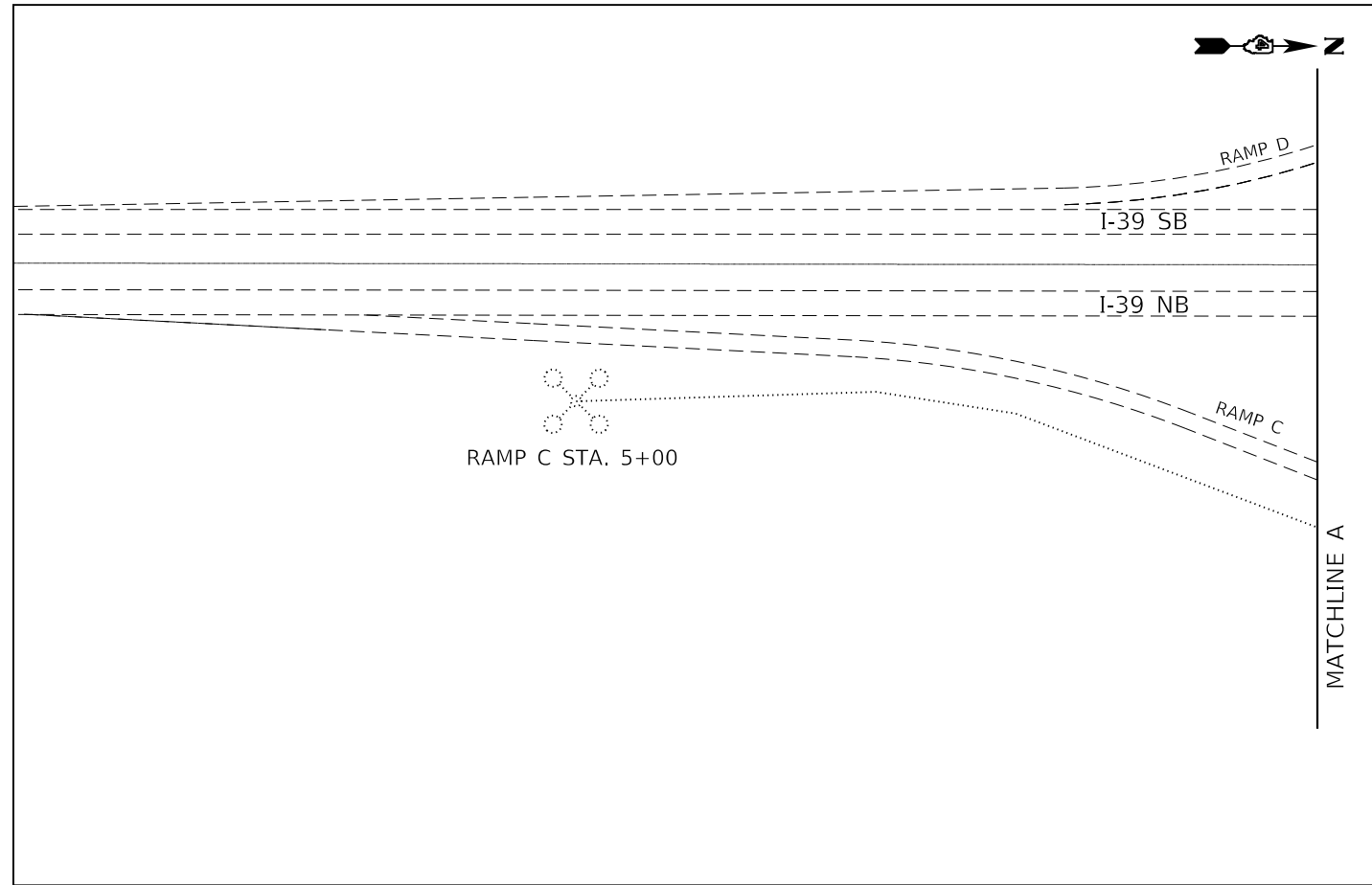
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| USER NAME = susers     | DESIGNED - | REVISED - |
| PLOT SCALE = 1:176.877 | DRAWN -    | REVISED - |
| PLOT DATE = 10/18/2019 | CHECKED -  | REVISED - |
|                        | DATE -     | REVISED - |

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

| EXISTING LIGHTING PLANS & REMOVAL ITEMS     |                              |
|---|------------------------------|
| I-39 & IL 116 INTERCHANGE - WOODFORD COUNTY |                              |
| SCALE:                                      | SHEET OF SHEETS STA. TO STA. |

| F.A. I. RTE.              | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 40        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |





NOTES:  
 1. REFER TO HIGHWAY LIGHTING SHEET 3 FOR REMOVAL QUANTITIES.

- LEGEND
- EXISTING 50' MH STEEL LIGHT POLE AND METAL FOUNDATION
  - EXISTING 80' MH TOWER LIGHTING STRUCTURE AND CONCRETE FOUNDATION
  - EXISTING UNIT-DUCT/ CONDUIT
  - EXISTING LIGHTING CONTROLLER AND CONCRETE FOUNDATION
  - EXISTING ELECTRICAL SERVICE

HIGHWAY LIGHTING  
 SHEET 5 OF 13  
 NOT TO SCALE

MODEL: Default  
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|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = susers     | DESIGNED - | REVISED - |
| PLOT SCALE = 1:176.877 | DRAWN -    | REVISED - |
| PLOT DATE = 10/18/2019 | CHECKED -  | REVISED - |
|                        | DATE -     | REVISED - |

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING PLANS & REMOVAL ITEMS CONTINUED  
 I-39 & IL 116 INTERCHANGE - WOODFORD COUNTY

SCALE: SHEET OF SHEETS STA. TO STA.

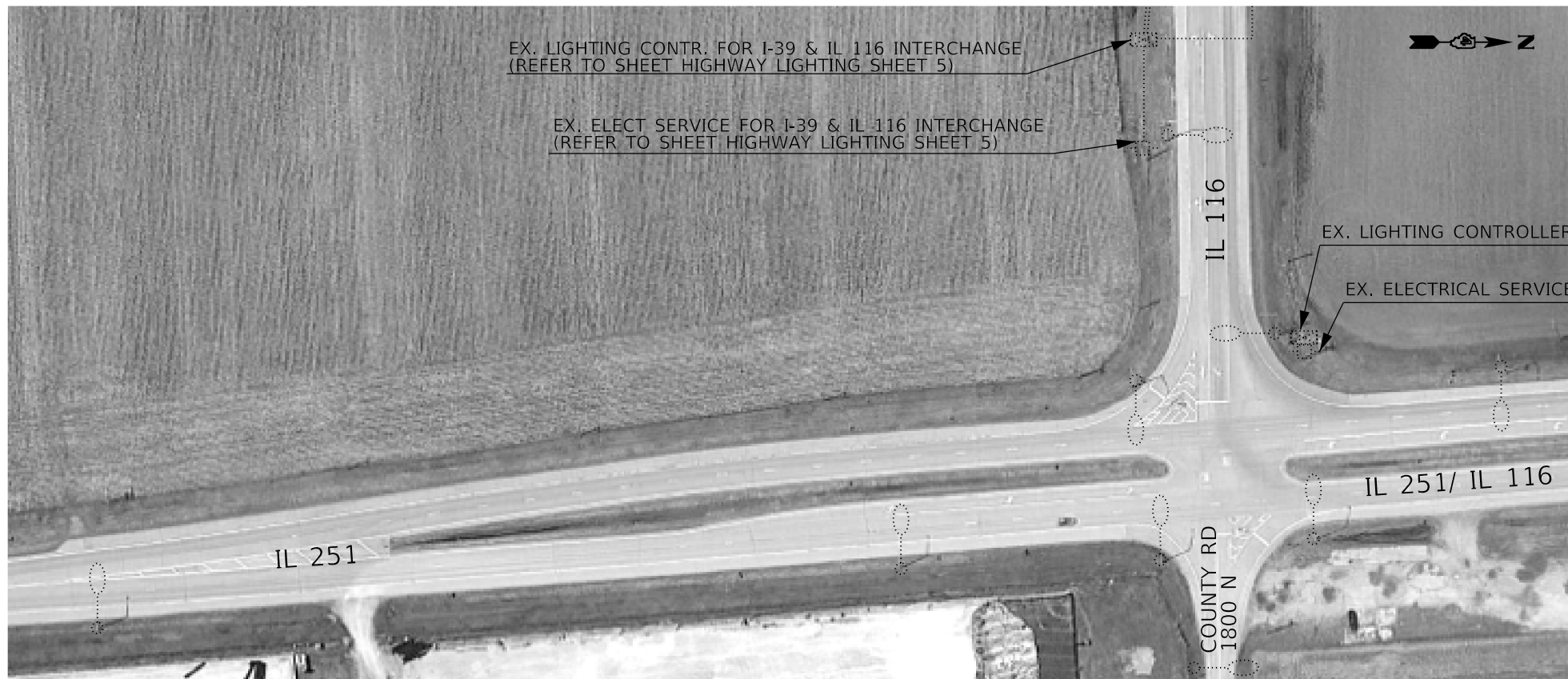
| F.A. I. RTE.              | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 41        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



NOTES:  
1. REFER TO HIGHWAY LIGHTING SHEET 3 FOR REMOVAL QUANTITIES.

LEGEND

- EXISTING 50' MH STEEL LIGHT POLE AND CONCRETE FOUNDATION
- EXISTING UNIT-DUCT/ CONDUIT
- EXISTING LIGHTING CONTROLLER ATTACHED TO EXISTING ELECTRICAL SERVICE
- EXISTING ELECTRICAL SERVICE
- EXISTING OVERHEAD UTILITY LINES



NOTES:  
1. REFER TO HIGHWAY LIGHTING SHEET 3 FOR REMOVAL QUANTITIES.

LEGEND

- EXISTING 50' MH STEEL LIGHT POLE AND CONCRETE FOUNDATION
- EXISTING UNIT-DUCT/ CONDUIT
- EXISTING LIGHTING CONTROLLER ATTACHED TO EXISTING ELECTRICAL SERVICE
- EXISTING ELECTRICAL SERVICE

HIGHWAY LIGHTING  
SHEET 6 OF 13  
NOT TO SCALE

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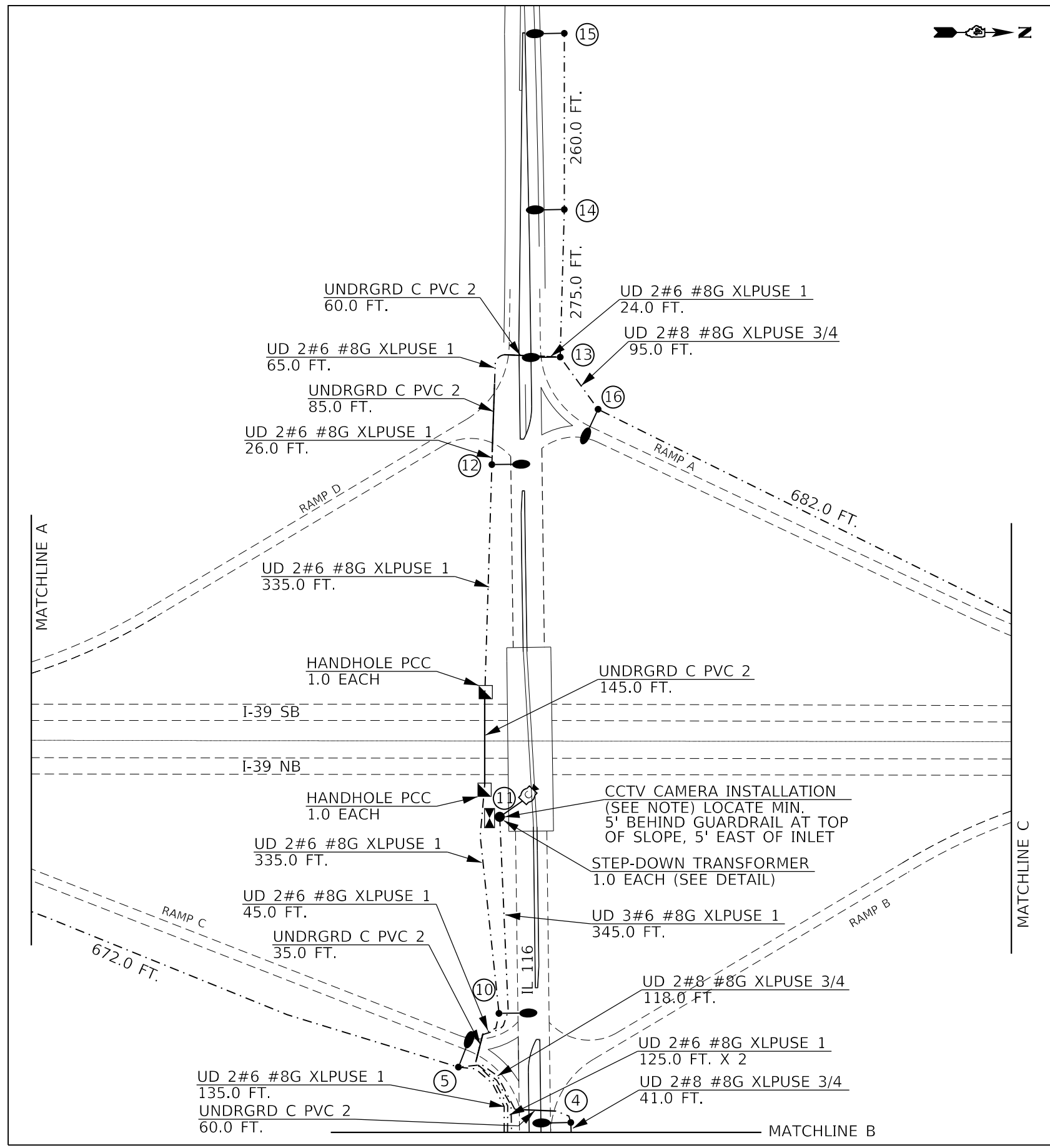
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| USER NAME = \$USERS    | DESIGNED - | REVISED - |
|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:176.877 | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

| EXISTING LIGHTING PLANS & REMOVAL ITEMS                         |       |           |              |
|---|-------|-----------|--------------|
| IL 116 & IL 251 (NORTH & SOUTH INTERSECTIONS) - WOODFORD COUNTY |       |           |              |
| SCALE:  | SHEET | OF SHEETS | STA. TO STA. |

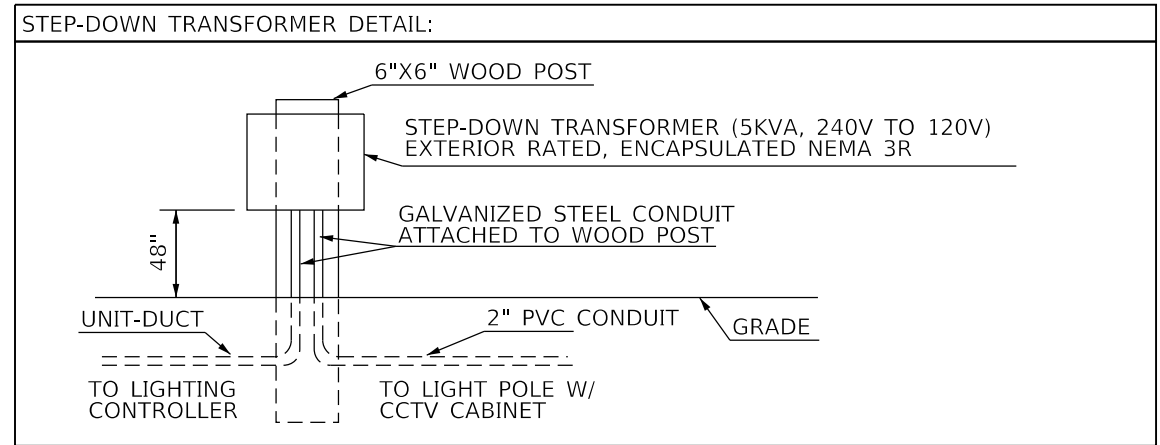
| F.A. I. RTE.              | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 42        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

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 & IL 116 Lighting (10-12-19).dgn



| BILL OF MATERIALS   |      |        |
|---|------|--------|
| DESCRIPTION   | UNIT | QTY.   |
| UNDERGROUND CONDUIT, PVC, 2" DIA.   | FOOT | 385.0  |
| HANDHOLE, PORTLAND CEMENT CONCRETE  | EACH | 2.0    |
| LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H                                       | EACH | 8.0    |
| UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE | FOOT | 2143.0 |
| UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE   | FOOT | 1409.0 |
| UNIT DUCT, 600V, 3-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE   | FOOT | 509.0  |
| LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., 15 FT. MAST ARM                          | EACH | 8.0    |
| LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., TENON MOUNT                              | EACH | 1.0    |
| LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'                          | EACH | 9.0    |
| BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN                              | EACH | 32.0   |
| CLOSED CIRCUIT TELEVISION DOME CAMERA, HD   | EACH | 1.0    |
| CLOSED CIRCUIT TELEVISION CABINET   | EACH | 1.0    |
| CELLULAR MODEM  | EACH | 1.0    |
| CAT 5 ETHERNET CABLE  | FOOT | 45.0   |
| STEP-DOWN TRANSFORMER   | EACH | 1.0    |

**CCTV CAMERA INSTALLATION INCLUDES:**  
 CCTV DOME CAMERA HD - QTY. 1.0 EACH  
 CAT 5 ETHERNET CABLE - QTY. 45.0 FT.  
 LT P GS 45MH TEN MT - QTY. 1.0 EACH  
 LP F M 15BC 8 5/8X6 - QTY. 1.0 EACH  
 CELLULAR MODEM - QTY. 1.0 EACH  
 CCTV CABINET - QTY. 1.0 EACH



- NOTES:**
- LIGHT POLES 10, 14, 15 ARE TO BE INSTALLED IN THE APPROXIMATE LOCATION OF EXISTING LIGHT POLES/ TOWERS.
  - ALL SPLICES, AS SHOWN IN PROPOSED CIRCUIT DIAGRAM, SHALL BE LOCATED IN THE BASE OF LIGHT POLES.
  - THE CCTV CAMERA POLE SHALL BE LOCATED MINIMUM OF 5' FROM GUARDRAIL, APPROXIMATELY 5' EAST OF THE INLET TO AVOID AREA OF HIGH EROSION. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR LOCATION VERIFICATION PRIOR TO INSTALLATION.
  - THE CONTRACTOR SHALL FURNISH AND INSTALL AN OUTDOOR (NEMA RATED) ENCAPSULATED STEP DOWN TRANSFORMER ON A 6"x6" WOOD POST WITH GALVANIZED STEEL CONDUIT ATTACHED USING STAINLESS STEEL HARDWARE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE BID PRICE OF THE STEP-DOWN TRANSFORMER.
  - THE STEP-DOWN TRANSFORMER SHALL BE INSTALLED APPROXIMATELY 5' EAST OF THE THE CCTV CABINET.

- LEGEND**
- PROPOSED CCTV CAMERA CABINET
  - PROPOSED 45'MH LIGHT POLE (GALVANIZED STEEL, WITH 15' MAST ARM) AND LUMINAIRE
  - PROPOSED 45'MH LIGHT POLE (GALVANIZED STEEL, TENON-MOUNT)
  - PROPOSED LIGHT POLE NUMBER
  - PROPOSED PVC CONDUIT 2" DIA.
  - PROPOSED UNIT-DUCT
  - PROPOSED CCTV DOME CAMERA HD
  - PROPOSED HANDHOLE PCC

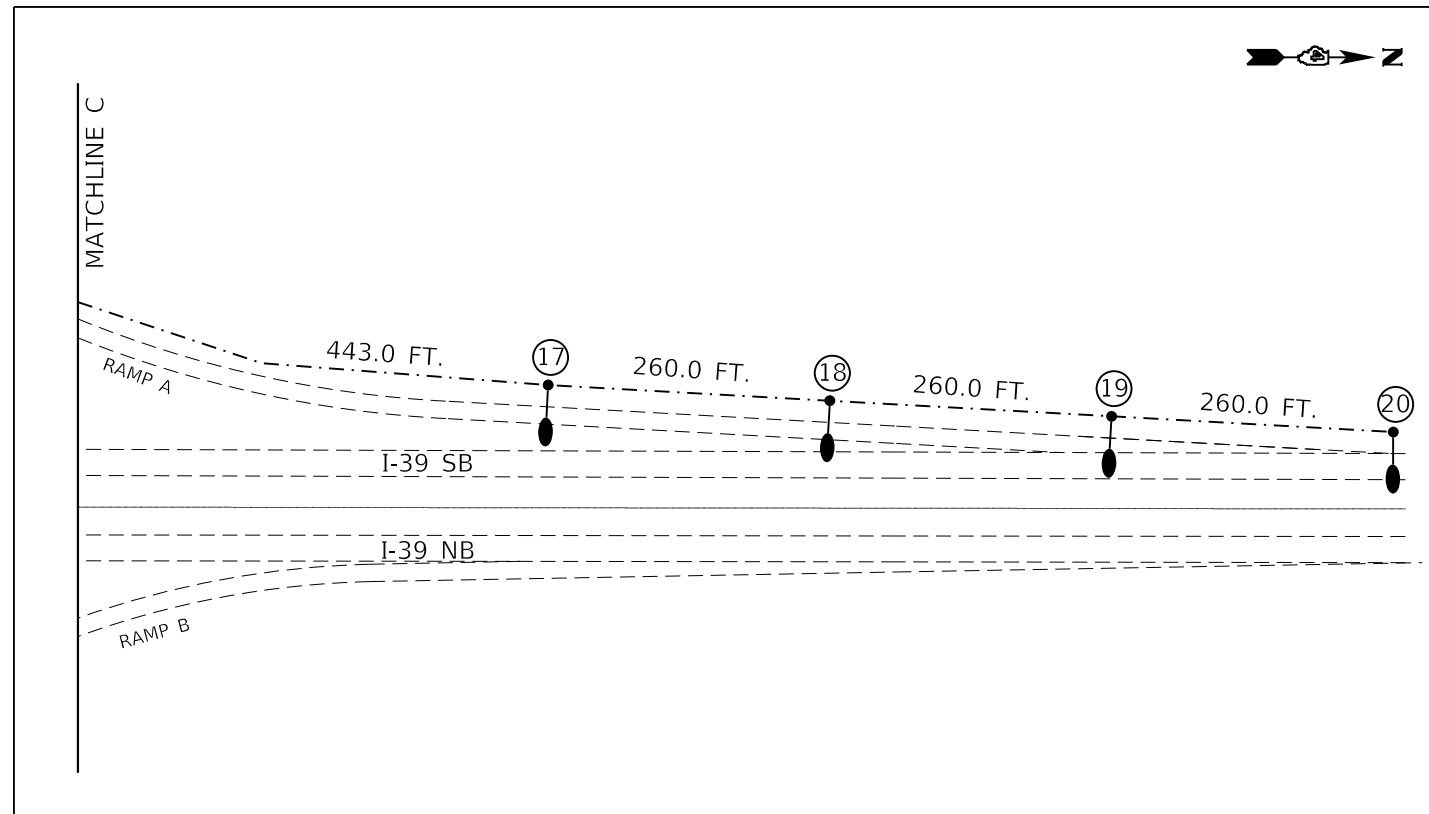
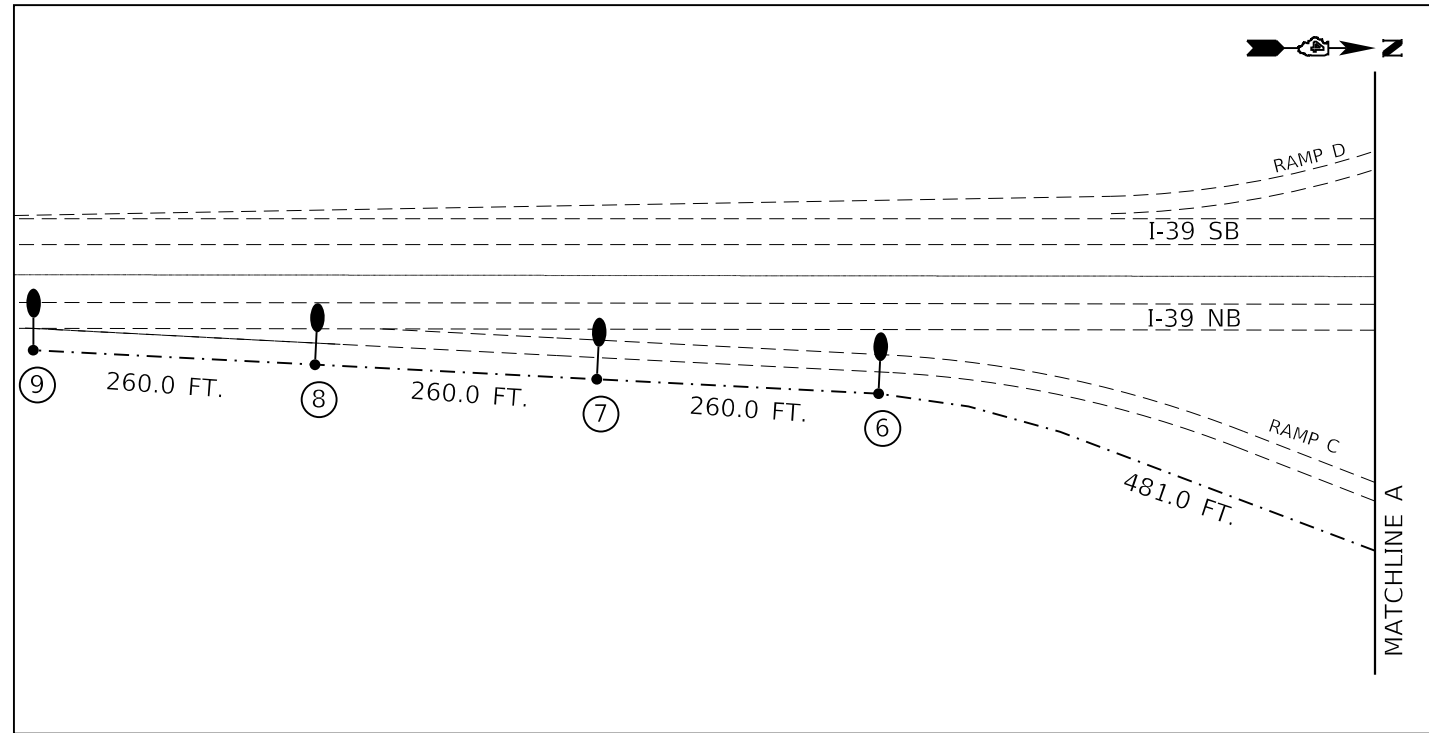
HIGHWAY LIGHTING  
 SHEET 7 OF 13  
 NOT TO SCALE

|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = sUSERS     | DESIGNED - | REVISED - |
|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:176.877 | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

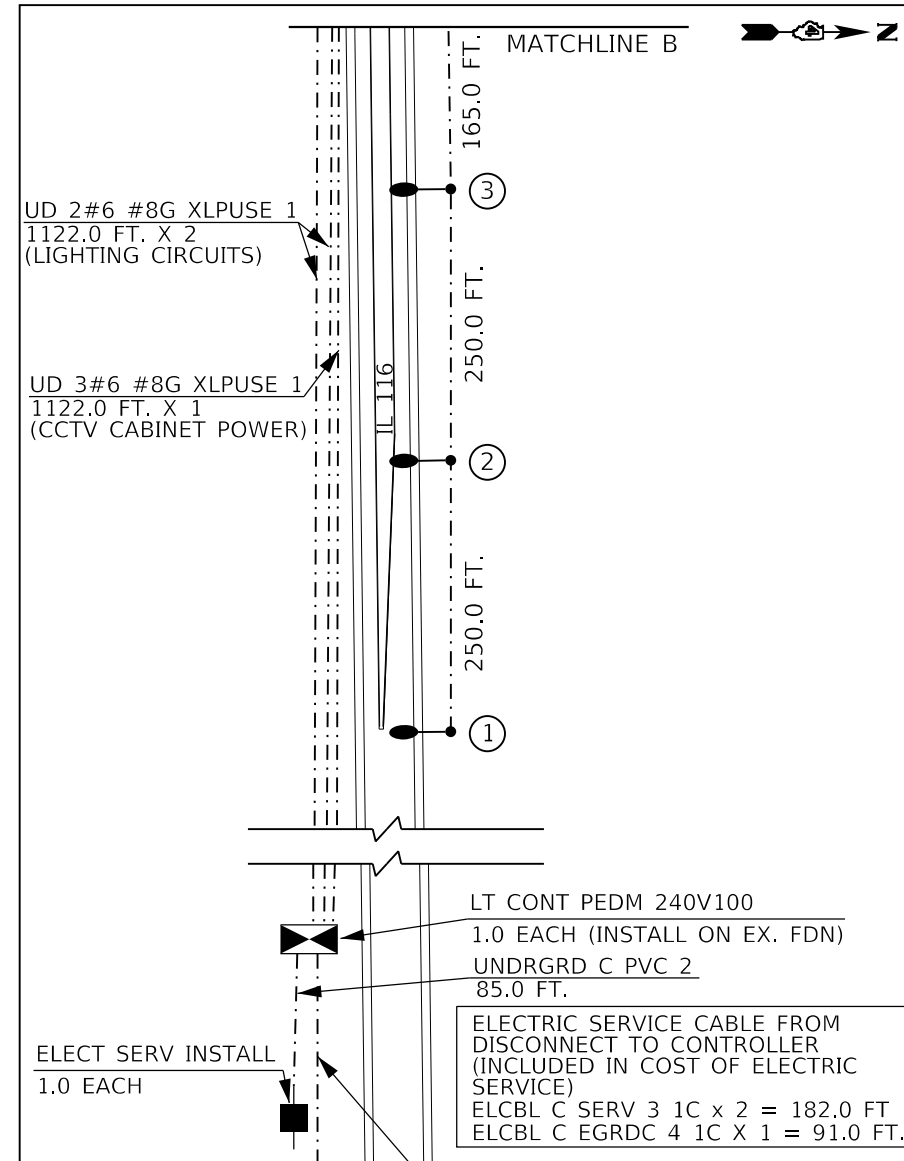
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

|  |       |           |              |
|--|-------|-----------|--------------|
| <b>PROPOSED LIGHTING PLANS</b>                         |       |           |              |
| <b>I-39 &amp; IL 116 INTERCHANGE - WOODFORD COUNTY</b> |       |           |              |
| SCALE:   | SHEET | OF SHEETS | STA. TO STA. |

|                           |                  |          |              |           |
|---------------------------|------------------|----------|--------------|-----------|
| F.A. I. RTE.              | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 43        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



**NOTES:**  
 1. LIGHT POLES 1, 2, 3 ARE TO BE INSTALLED IN THE APPROXIMATE LOCATION OF EXISTING LIGHT POLES.  
 2. ALL SPLICES, AS SHOWN IN PROPOSED CIRCUIT DIAGRAM, SHALL BE LOCATED IN THE BASE OF LIGHT POLES.  
 3. THE LIGHTING SYSTEM AT THE INTERSECTION OF IL 116 & IL 251 (SOUTH LEG) SHALL BE WIRED INTO THE PROPOSED LIGHTING CONTROLLER FOR THE I-39 & IL 116 INTERCHANGE AS SHOWN ON THE PLANS.



PROP. UNIT DUCT TO IL 116 & IL 251 (SOUTH) INTERSECTION (REFER TO SHEET HIGHWAY LIGHTING SHEET 9)

| BILL OF MATERIALS   |      |        |
|---|------|--------|
| DESCRIPTION   | UNIT | QTY.   |
| ELECTRIC SERVICE INSTALLATION   | EACH | 1.0    |
| UNDERGROUND CONDUIT, PVC, 2" DIA.   | FOOT | 85.0   |
| LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H                                     | EACH | 11.0   |
| UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE | FOOT | 5393.0 |
| UNIT DUCT, 600V, 3-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE | FOOT | 1122.0 |
| LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 100AMP                            | EACH | 1.0    |
| LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., 15 FT. MAST ARM                        | EACH | 11.0   |
| LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6"                        | EACH | 11.0   |
| BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN                            | EACH | 44.0   |

| LEGEND |   |
|--------|---|
|        | PROPOSED LIGHTING CONTROLLER, PEDESTAL MOUNT (ON EX. FOUNDATION)              |
|        | PROPOSED 45'MH LIGHT POLE (GALVANIZED STEEL, WITH 15' MAST ARM) AND LUMINAIRE |
|        | PROPOSED UNIT-DUCT (2-#8, 1-#8 GND) UNLESS NOTED OTHERWISE                    |
|        | PROPOSED ELECTRICAL SERVICE   |
|        | PROPOSED LIGHT POLE NUMBER  |
|        | PROPOSED PVC CONDUIT 2" DIA.  |

HIGHWAY LIGHTING SHEET 8 OF 13  
 NOT TO SCALE

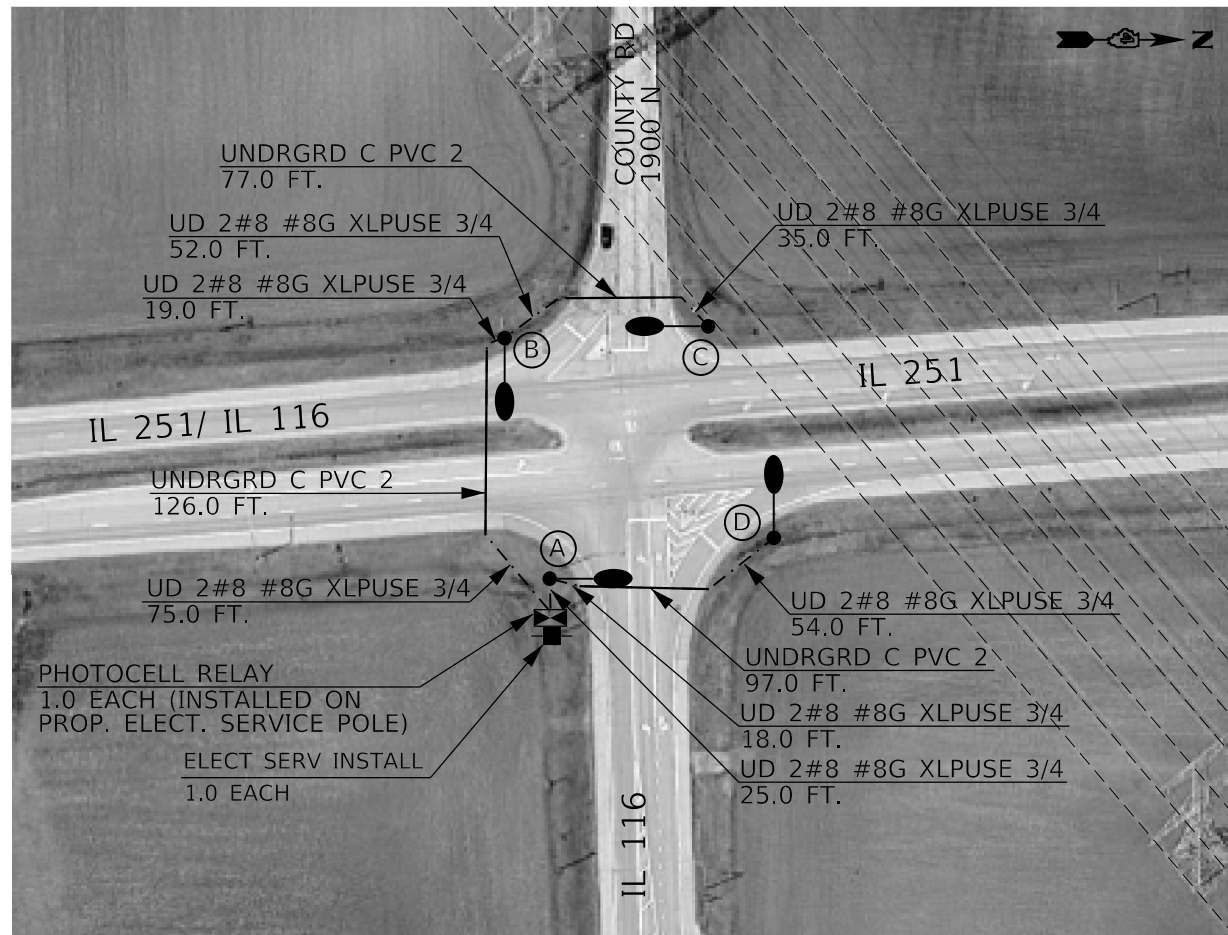
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 DATE: 10/18/2019

|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = SUSERS     | DESIGNED - | REVISED - |
| PLOT SCALE = 1:176.877 | DRAWN -    | REVISED - |
| PLOT DATE = 10/18/2019 | CHECKED -  | REVISED - |
|                        | DATE -     | REVISED - |

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

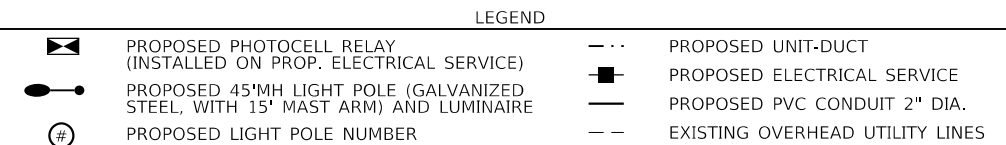
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| PROPOSED LIGHTING PLANS CONTINUED           |                 |              |  |
| I-39 & IL 116 INTERCHANGE - WOODFORD COUNTY |                 |              |  |
| SCALE:                                      | SHEET OF SHEETS | STA. TO STA. |  |

|                           |                  |          |              |           |
|---------------------------|------------------|----------|--------------|-----------|
| F.A. I. RTE.              | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 44        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

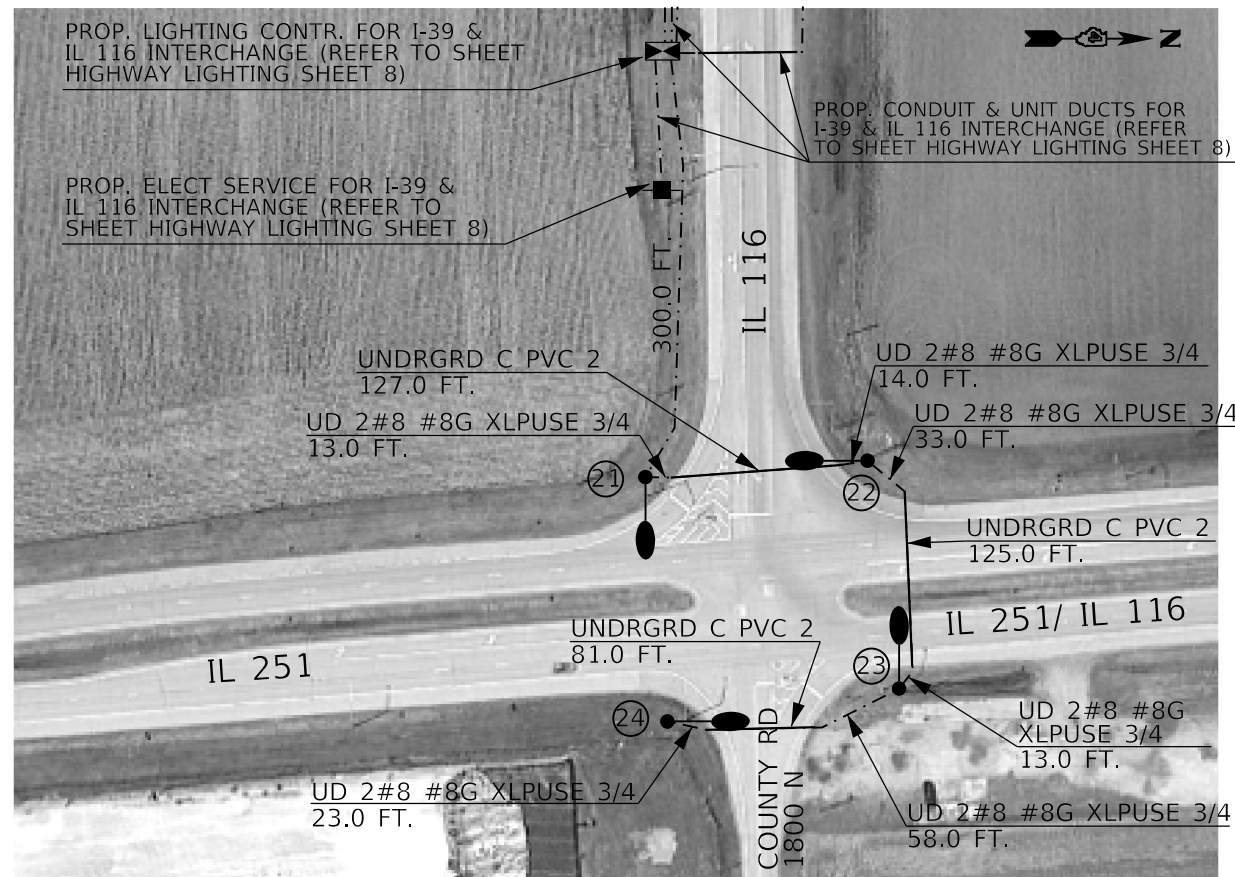


| BILL OF MATERIALS   |      |       |
|---|------|-------|
| DESCRIPTION   | UNIT | QTY.  |
| ELECTRIC SERVICE INSTALLATION   |      |       |
| UNDERGROUND CONDUIT, PVC, 2" DIA.   | FOOT | 300.0 |
| LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H                                       | EACH | 4.0   |
| UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE | FOOT | 578.0 |
| LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., 15 FT. MAST ARM                          | EACH | 4.0   |
| LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'                          | EACH | 4.0   |
| BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN                              | EACH | 16.0  |
| PHOTOCELL RELAY   | EACH | 1.0   |

NOTES:  
 1. STA. 100+00 ALONG IL 251 AND STA. 300+00 ALONG CR 1900 N ARE LOCATED AT THE APPROXIMATE CENTER OF THE INTERSECTION.

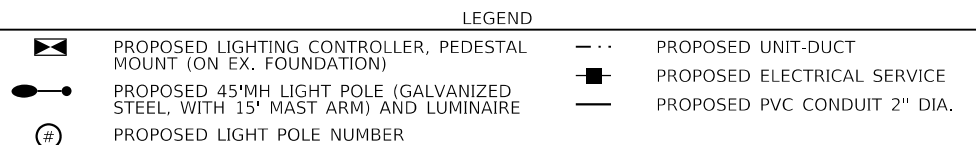


NOT TO SCALE



| BILL OF MATERIALS   |      |       |
|---|------|-------|
| DESCRIPTION   | UNIT | QTY.  |
| ELECTRIC SERVICE INSTALLATION   |      |       |
| UNDERGROUND CONDUIT, PVC, 2" DIA.   | FOOT | 333.0 |
| LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H                                       | EACH | 4.0   |
| UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE | FOOT | 787.0 |
| LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., 15 FT. MAST ARM                          | EACH | 4.0   |
| LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'                          | EACH | 4.0   |
| BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN                              | EACH | 16.0  |

NOTES:  
 1. STA. 300+00 ALONG IL 251 AND STA. 100+00 ALONG CR 1800 N ARE LOCATED AT THE APPROXIMATE CENTER OF THE INTERSECTION.  
 2. THE LIGHTING SYSTEM AT THE INTERSECTION OF IL 116 & IL 251 (SOUTH LEG) SHALL BE WIRED INTO THE PROPOSED LIGHTING CONTROLLER FOR THE I-39 & IL 116 INTERCHANGE AS SHOWN ON THE PLANS.



HIGHWAY LIGHTING SHEET 9 OF 13  
 NOT TO SCALE

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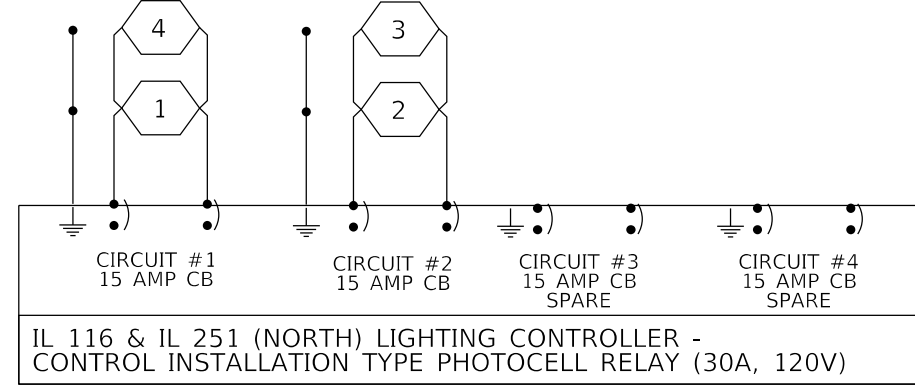
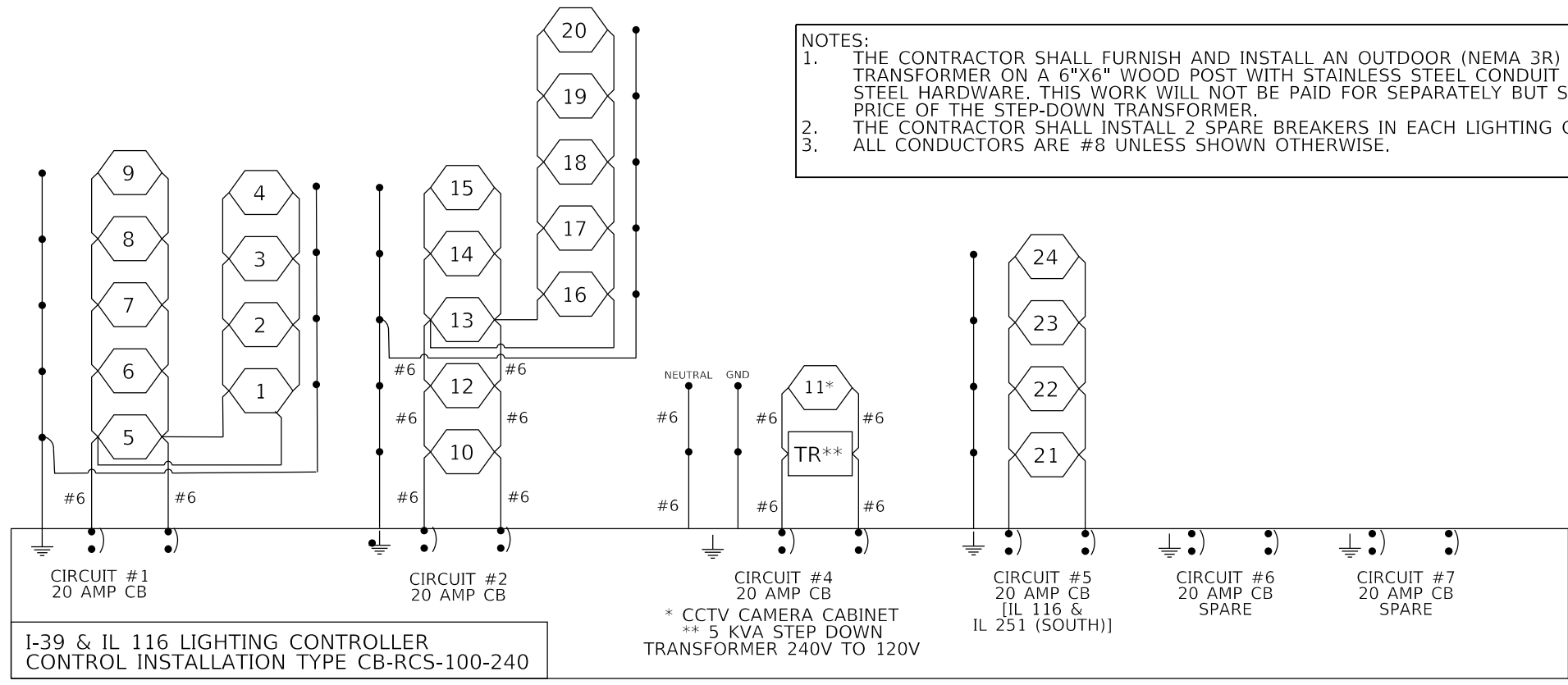
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|------------------------|------------|-----------|
| USER NAME = sUSERS     | DESIGNED - | REVISED - |
| PLOT SCALE = 1:176.877 | DRAWN -    | REVISED - |
| PLOT DATE = 10/18/2019 | CHECKED -  | REVISED - |
|                        | DATE -     | REVISED - |

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

| PROPOSED LIGHTING PLANS   |       |    |        |              |
|---|-------|----|--------|--------------|
| IL 116 & IL 251 (NORTH & SOUTH INTERSECTIONS) - WOODFORD COUNTY |       |    |        |              |
| SCALE:  | SHEET | OF | SHEETS | STA. TO STA. |
|   |       |    |        |              |

| F.A. I. RTE.       | SECTION          | COUNTY           | TOTAL SHEETS | SHEET NO. |
|--------------------|------------------|------------------|--------------|-----------|
| 39                 | 102[2RS-3,3RS-1] | WOODFORD         | 54           | 45        |
| CONTRACT NO. 68E34 |                  |                  |              |           |
| ILLINOIS           |                  | FED. AID PROJECT |              |           |

NOTES:  
 1. THE CONTRACTOR SHALL FURNISH AND INSTALL AN OUTDOOR (NEMA 3R) ENCAPSULATED STEP DOWN TRANSFORMER ON A 6"X6" WOOD POST WITH STAINLESS STEEL CONDUIT ATTACHED USING STAINLESS STEEL HARDWARE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE BID PRICE OF THE STEP-DOWN TRANSFORMER.  
 2. THE CONTRACTOR SHALL INSTALL 2 SPARE BREAKERS IN EACH LIGHTING CONTROLLER.  
 3. ALL CONDUCTORS ARE #8 UNLESS SHOWN OTHERWISE.



I-39 & IL 116 LIGHTING CONTROLLER  
CONTROL INSTALLATION TYPE CB-RCS-100-240

IL 116 & IL 251 (NORTH) LIGHTING CONTROLLER -  
CONTROL INSTALLATION TYPE PHOTOCELL RELAY (30A, 120V)

| Project  |                           |
|--|---------------------------|
| Date   | 10/10/19                  |
| Contract Number  | 68E34                     |
| Section Number   |                           |
| County   | Woodford                  |
| Marked Route Number  | I-39                      |
| Municipality   |                           |
| Roadway  |                           |
| Lane Width   | 12 Ft.                    |
| # of Lanes   | 2                         |
| Median Width   | N/A                       |
| I.E.S. Surface Classification  | R3                        |
| Q-Zero Value   | 0.07                      |
| Structure  |                           |
| Mounting Height  | 50                        |
| Arm Length   | 15                        |
| Set-Back   | 24                        |
| Number of Luminares (Highmast & Sign Lighting Only)  | N/A                       |
| Luminaire  |                           |
| Description  | LED, OUTPUT DESIGNATION H |
| I.E.S. Lateral Distribution  | Type III                  |
| I.E.S. Vertical Distribution   | Medium                    |
| Total Light Loss Factor (LLF)  | 0.684                     |
| B-U-G Rating   | U=0                       |
| Shields  | N/A                       |
| Dimming Protocol   | 0-10V                     |
| Layout   |                           |
| Spacing (to Nearest 5 ft)  | 260 Ft.                   |
| Configuration (Opposite, Staggered, 1 Sided, or Median)  | One Sided                 |
| Performance  |                           |
| Average Illuminance, E <sub>AVE</sub> (fc)   |                           |
| Uniformity Ratio, E <sub>AVE</sub> /E <sub>MIN</sub>   |                           |
| Average Luminance, L <sub>AVE</sub> (cd/m <sup>2</sup> )   | 0.6                       |
| Uniformity Ratio, L <sub>AVE</sub> /L <sub>MIN</sub>   | 3.5                       |
| Uniformity Ratio, L <sub>MAX</sub> /L <sub>MIN</sub>   | 6.0                       |
| Veiling Luminance Ratio, L <sub>V</sub> /L <sub>AVE</sub>  | 0.30                      |
| Light Trespass   |                           |
| Distance to ROW (behind pole)  | N/A                       |
| Max. Horizontal Illuminance at ROW, E <sub>h</sub>   | N/A                       |
| Max. Vertical Illuminance at ROW, E <sub>v</sub>   | N/A                       |
| Notes  |                           |
| 1. Set-Back is from Edge of Pavement (white line) except for sign luminaires when it is vertical and horizontal distance from the sign to the luminaire.<br>2. Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.<br>3. Total Light Loss Factor (LLF) = the product of "Lumen Maintenance" (LLD) = 0.9, "Dirt Depreciation" (LDD) = 0.8, and "Equipment Factors" (EF) = 0.95.<br>4. Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above. |                           |

| STATE OF ILLINOIS<br>ILLINOIS DEPARTMENT OF TRANSPORTATION<br>LUMINAIRE PERFORMANCE TABLE – IL 251 AT IL 116 (NORTH LEG)   |  |                 |
|--|--|-----------------|
| GIVEN CONDITIONS   |  |                 |
| ROADWAY DATA   | Pavement Width (in one direction only)               | 36'             |
|  | Pavement Width (in opposite direction)               | 36'             |
|  | Number of Lanes (in one direction only)              | 3               |
|  | Number of Lanes (in opposite direction)              | 3               |
|  | Median width   | 27'             |
| LIGHT POLE DATA  | Mounting Height                                      | 45 ft.          |
|  | Mast Arm Length                                      | 15 ft.          |
|  | Pole Set-Back From Edge of Pavement                  | 15 ft.          |
| LUMINAIRE DATA   | Luminaire Type                                       | LED             |
|  | Luminaire Lumens                                     | 10,000 min      |
|  | I.E.S. Vertical Distribution                         |                 |
|  | I.E.S. Control Of Distribution                       |                 |
|  | I.E.S. Lateral Distribution                          | TYPE III        |
|  | Lamp Lumen Depreciation Factor                       | 0.90            |
|  | Dirt Depreciation Factor                             | 0.80            |
|  | Equipment Factor                                     | 0.95            |
|  | Total Light Loss Factor                              | 0.684           |
|  | LAYOUT DATA  | Spacing         |
| Configuration  |  | OPPOSITE        |
| Luminaire Overhang over edge of pavement   |  | 0 ft.           |
| NOTE: Variations from the above specified I.E.S. distribution pattern may be requested and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.  |  |                 |
| PERFORMANCE REQUIREMENTS   |  |                 |
| NOTE: These performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above. TM-21 and LM-80 reports must be attached and must support the Lamp Lumen Depreciation Factor given above. |  |                 |
| ILLUMINATION   | Average Horizontal Illumination, E <sub>AVE</sub>    | 7 Lux / 0.70 fc |
|  | Uniformity Ratio, E <sub>AVE</sub> /E <sub>MIN</sub> | 4.0:1           |

| STATE OF ILLINOIS<br>ILLINOIS DEPARTMENT OF TRANSPORTATION<br>LUMINAIRE PERFORMANCE TABLE – IL 251 AT IL 116 (SOUTH LEG)   |  |                 |
|--|--|-----------------|
| GIVEN CONDITIONS   |  |                 |
| ROADWAY DATA   | Pavement Width (in one direction only)               | 36'             |
|  | Pavement Width (in opposite direction)               | 36'             |
|  | Number of Lanes (in one direction only)              | 3               |
|  | Number of Lanes (in opposite direction)              | 3               |
|  | Median width   | 25'             |
| LIGHT POLE DATA  | Mounting Height                                      | 45 ft.          |
|  | Mast Arm Length                                      | 15 ft.          |
|  | Pole Set-Back From Edge of Pavement                  | 15 ft.          |
| LUMINAIRE DATA   | Luminaire Type                                       | LED             |
|  | Luminaire Lumens                                     | 10,000 min      |
|  | I.E.S. Vertical Distribution                         |                 |
|  | I.E.S. Control Of Distribution                       |                 |
|  | I.E.S. Lateral Distribution                          | TYPE III        |
|  | Lamp Lumen Depreciation Factor                       | 0.90            |
|  | Dirt Depreciation Factor                             | 0.80            |
|  | Equipment Factor                                     | 0.95            |
|  | Total Light Loss Factor                              | 0.684           |
|  | LAYOUT DATA  | Spacing         |
| Configuration  |  | OPPOSITE        |
| Luminaire Overhang over edge of pavement   |  | 0 ft.           |
| NOTE: Variations from the above specified I.E.S. distribution pattern may be requested and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.  |  |                 |
| PERFORMANCE REQUIREMENTS   |  |                 |
| NOTE: These performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above. TM-21 and LM-80 reports must be attached and must support the Lamp Lumen Depreciation Factor given above. |  |                 |
| ILLUMINATION   | Average Horizontal Illumination, E <sub>AVE</sub>    | 7 Lux / 0.70 fc |
|  | Uniformity Ratio, E <sub>AVE</sub> /E <sub>MIN</sub> | 4.0:1           |

HIGHWAY LIGHTING SHEET 10 OF 13  
NOT TO SCALE

|                        |            |           |   |  |                    |                  |                           |              |           |    |
|------------------------|------------|-----------|---|--|--------------------|------------------|---------------------------|--------------|-----------|----|
| USER NAME = sUSERS     | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PROPOSED LIGHTING CIRCUIT DIAGRAMS<br/>AND LUMINAIRE PERFORMANCE TABLES</b> | F.A. I. RTE.       | SECTION          | COUNTY                    | TOTAL SHEETS | SHEET NO. |    |
| PLOT SCALE = 1:176.877 | DRAWN -    | REVISED - |   |  | 39                 | 102[2RS-3,3RS-1] | WOODFORD                  | 54           | 46        |    |
| PLOT DATE = 10/18/2019 | CHECKED -  | REVISED - |   |  | CONTRACT NO. 68E34 |                  | ILLINOIS FED. AID PROJECT |              |           |    |
|                        | DATE -     | REVISED - |   |  | SCALE:             | SHEET            | OF                        | SHEETS       | STA.      | TO |

120/240 V, 1-phase, 3-wire, overhead service.

Weatherhead.  
Downguy and anchor, as needed.  
25' (7.5 m) Wood service pole. \*  
Service conductors in rigid steel conduit, sized as required.  
Malleable iron conduit clamps at 5' (1.5 m) intervals.  
Meter (when required).  
Conduit hub.  
Service disconnect switch. (NEMA 4X)

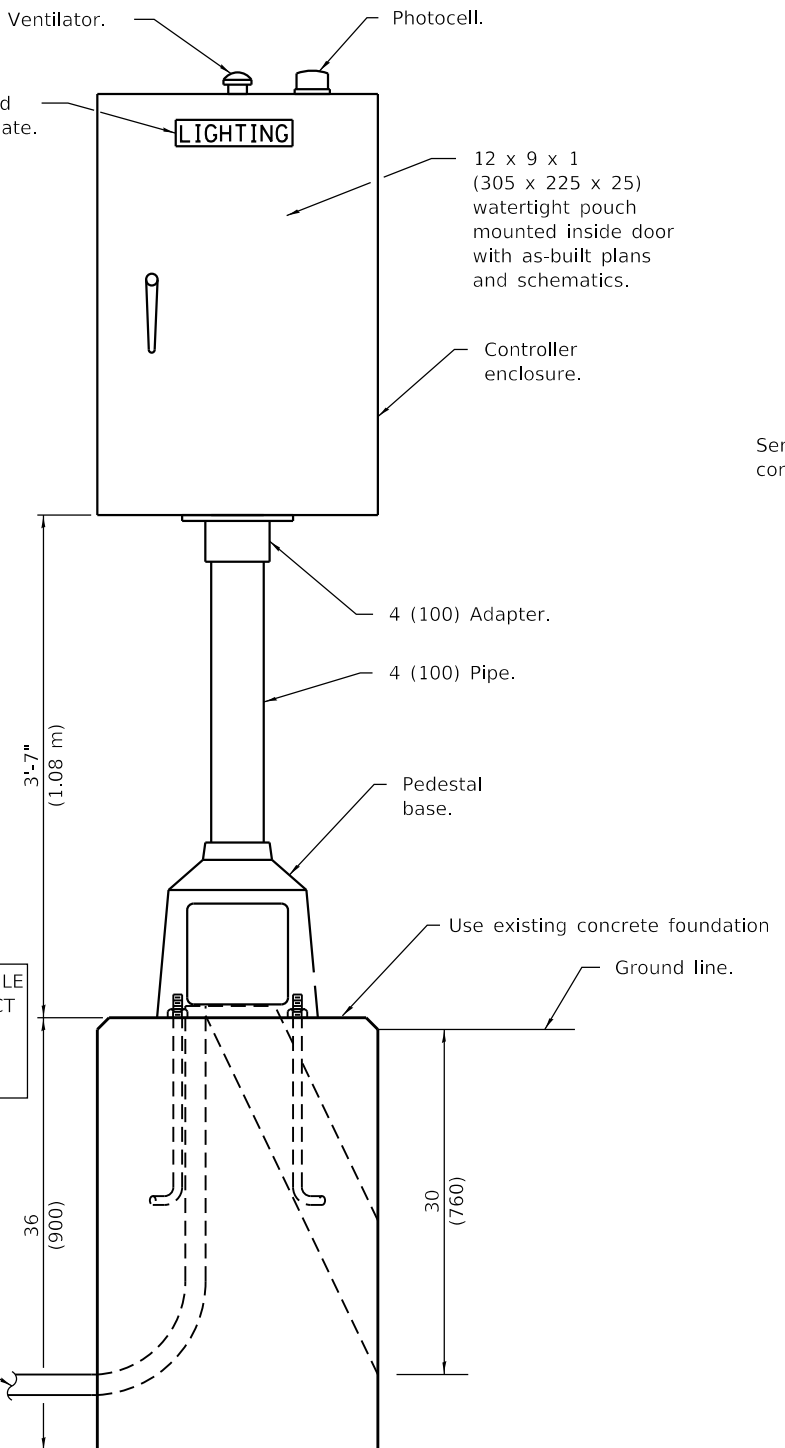
½ (13) Sch. 40 PVC conduit.

THE COST OF THE OVERHEAD SERVICE CABLE AND SERVICE CABLE FROM THE DISCONNECT TO THE LIGHTING CONTROLLER SHALL BE INCLUDED IN THE COST OF THE PROPOSED ELECTRIC SERVICE.

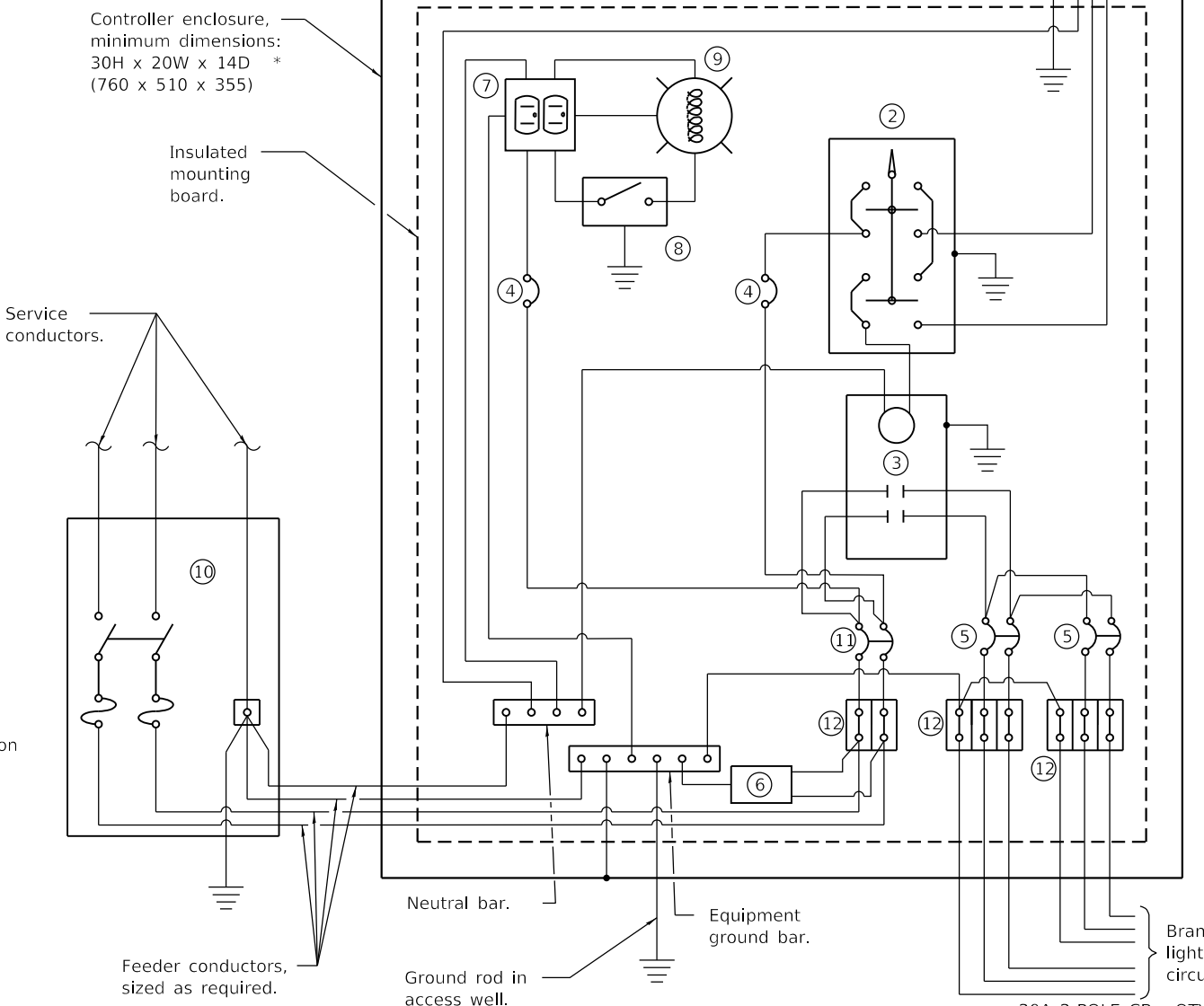
Ground line.  
24 (600)  
18 (450)  
4' (1.2 m)  
30 (760)  
5'-6" (1.65 m)  
18 (450)  
No. 6 bare copper wire.  
Ground rod.  
Feeder conductors in rigid conduit to lighting controller.

**ELECTRIC SERVICE INSTALLATION**

(Typical overhead service shown. Cut pole off for underground service and treat cut surface with preservative. Consult utility company standards for exact requirements.)  
\* Size larger as needed.



**LIGHTING CONTROLLER**



**CONTROL SCHEMATIC**

- ① Photocell with integral surge arrester.
  - ② HAND-OFF-AUTO selector switch.
  - ③ 100 amp\*, electrically held contactor.
  - ④ 15 amp, 1-pole circuit breaker.
  - ⑤ 20 amp\*, 2-pole circuit breaker (QTY 4.0 PLUS 2 SPARES).
  - ⑥ Surge arrester.
  - ⑦ GFCI duplex receptacle.
  - ⑧ Single-pole, single-throw switch.
  - ⑨ LED light bulb, enclosed and gasketed with 800 lumen lamp.
  - ⑩ Service disconnect switch - 2-pole, 3-wire, 60 amp\*, fused at 60 amp\*, solid neutral in NEMA 4X enclosure having lockable external handle.
  - ⑪ 60 amp\*, 2-pole circuit breaker.
  - ⑫ Terminal block sized for conductors as shown on plans.
- \* Size larger as needed.

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

MODEL: Default FILE: 68E34.CAD\$DATA\CAD\$PLOTS\68E34\_P28 & IL\_116 Lighting (10-12-19).dgn

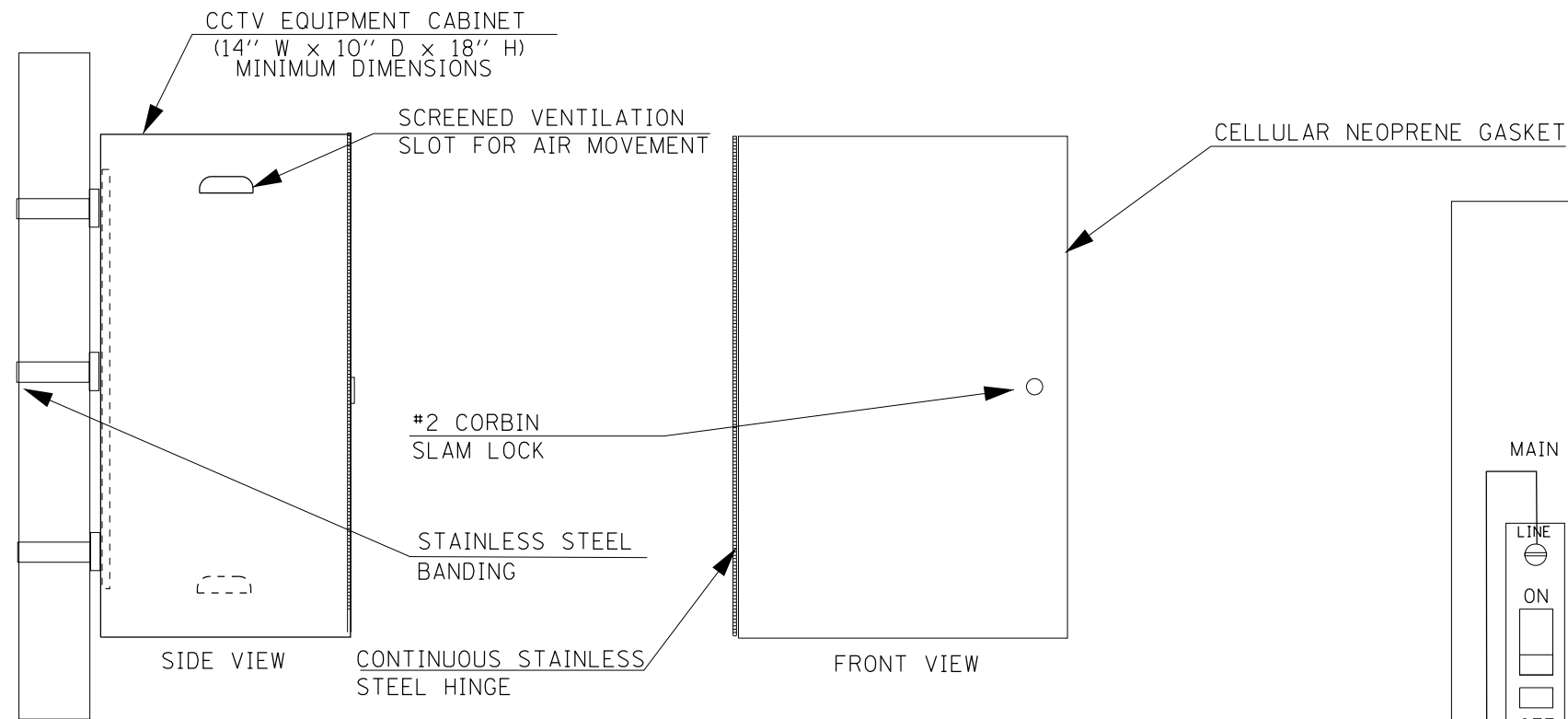
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| USER NAME = \$USERS    | DESIGNED - | REVISED - |
| PLOT SCALE = 1:176.877 | DRAWN -    | REVISED - |
| PLOT DATE = 10/18/2019 | CHECKED -  | REVISED - |
|                        | DATE -     | REVISED - |

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

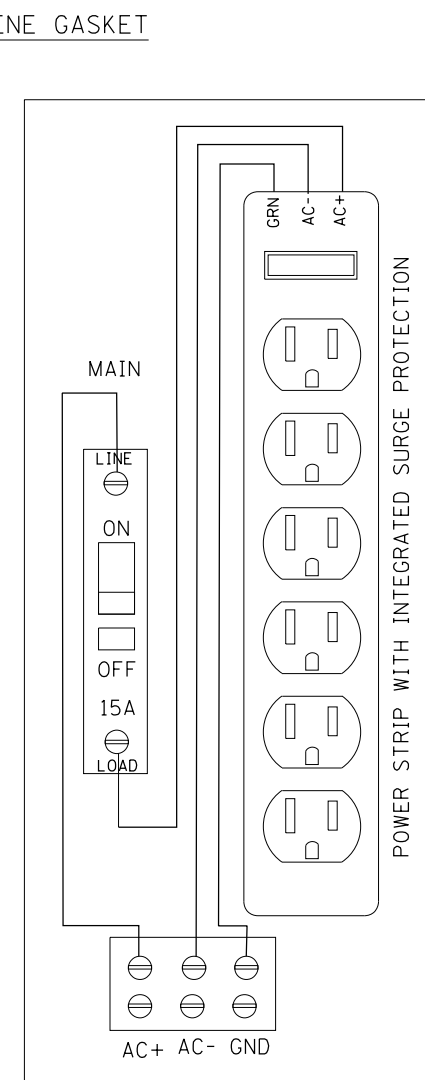
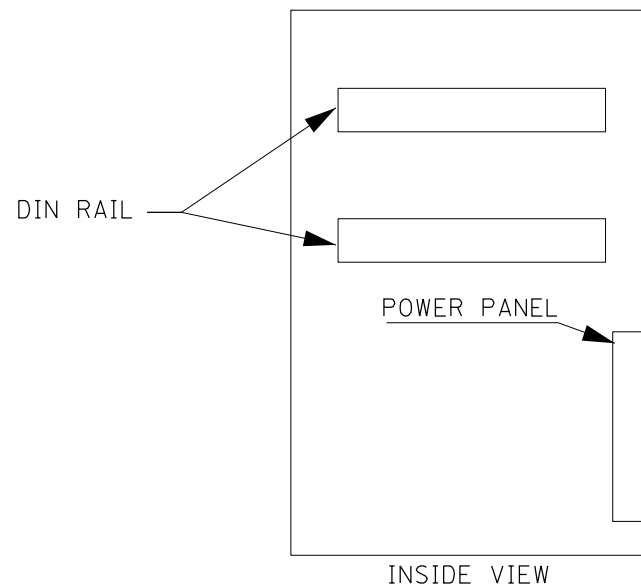
**PROPOSED LIGHTING CONTROLLER DETAIL**  
SCALE: SHEET OF SHEETS STA. TO STA.

| F.A. I. RTE.              | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 47        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

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



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

**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.

|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = \$USERS    | DESIGNED - | REVISED - |
| PLOT SCALE = 1:176.877 | DRAWN -    | REVISED - |
| PLOT DATE = 10/18/2019 | CHECKED -  | REVISED - |
|                        | DATE -     | REVISED - |

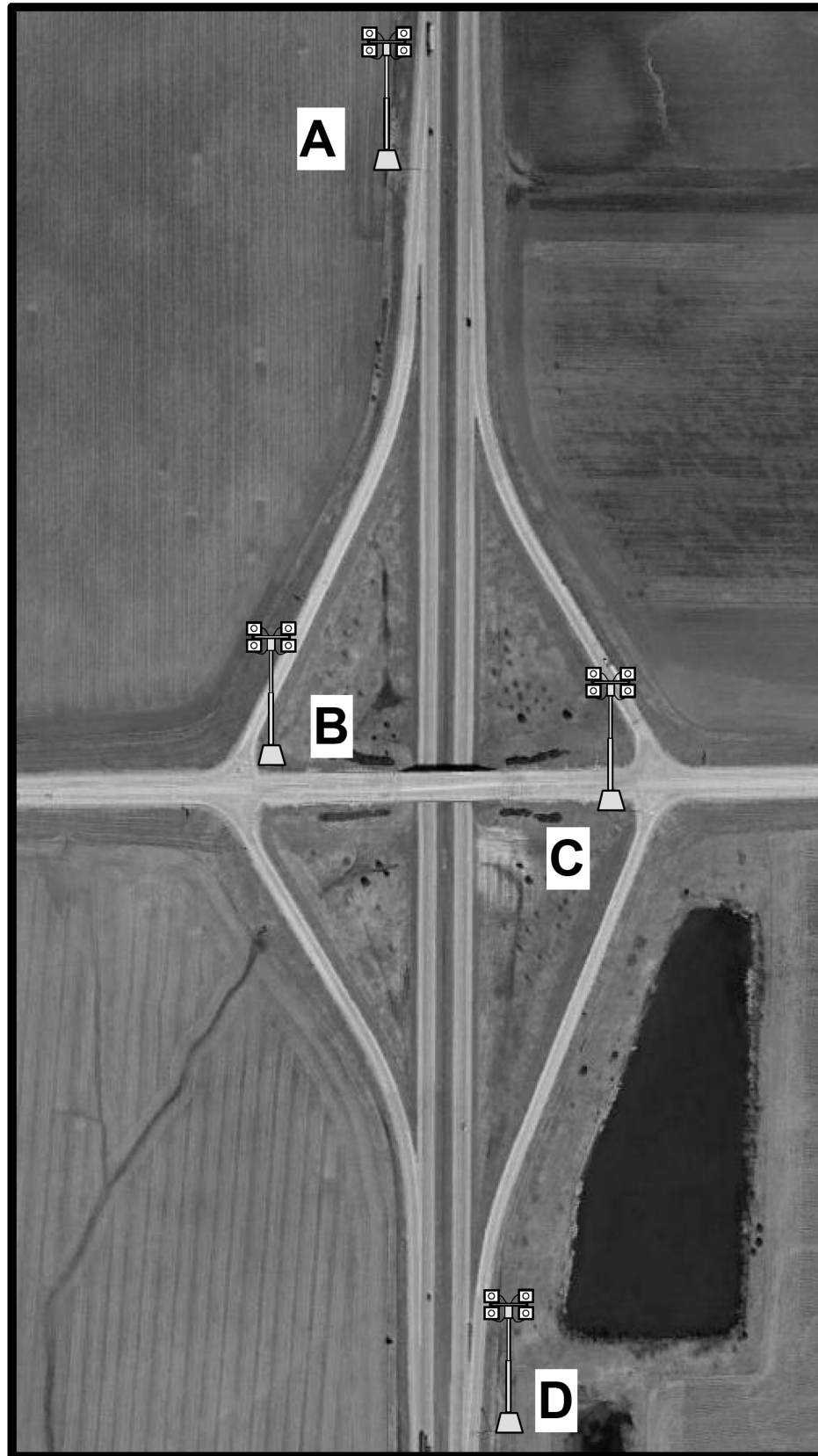
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**CLOSED CIRCUIT TELEVISION CABINET DETAIL**

SCALE: SHEET OF SHEETS STA. TO STA.

| F.A. I. RTE.              | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 48        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |





**SUGGESTED TRAFFIC CONTROL  
(DEPENDENT UPON CONTRACTOR'S OPERATIONS/EQUIPMENT)**

**LOCATIONS B AND C-**

STD. 701301 TO CLOSE IL 116 DURING REMOVAL. ONE ADDITIONAL FLAGGER AND SIGNS REQUIRED FOR THE EXIT RAMP TO STOP TRAFFIC. THE INTENT IS FOR NO MOVING TRAFFIC DURING THE REMOVAL.

**LOCATIONS A AND D-**

STD. 701456 TO PARTIALLY CLOSE THE EXIT RAMPS. STD. 701426 MAY BE REQUIRED TO CLOSE THE DRIVING LANES FOR THE SHORT DURATION OF REMOVAL. THIS WILL BE DEPENDENT UPON IF THE CONTRACTOR CAN SAFELY REMOVE THE POLE WITH A PARTIAL RAMP CLOSURE. IF THE CONTRACTOR DOES NOT FEEL THIS CAN BE DONE SAFELY, THE CONTRACTOR MAY USE STD. 701426 TO CLOSE THE DRIVING LANE.

IDOT WILL PROVIDE AN ILLINOIS STATE TROOPER DURING THE REMOVAL OF THE POLES FOR ADDED PRECAUTION. THE CONTRACTOR SHALL GIVE THE RESIDENT ENGINEER A 48 HOUR ADVANCED NOTICE FOR THIS TO BE ARRANGED.

IDOT WILL NOT UTILIZE THE STATE TROOPER TO CLOSE THE DRIVING LANE (IF NEEDED) -THIS WILL NEED TO BE DONE PER STD. 701426.

HIGHWAY LIGHTING  
SHEET 13 OF 13  
NOT TO SCALE

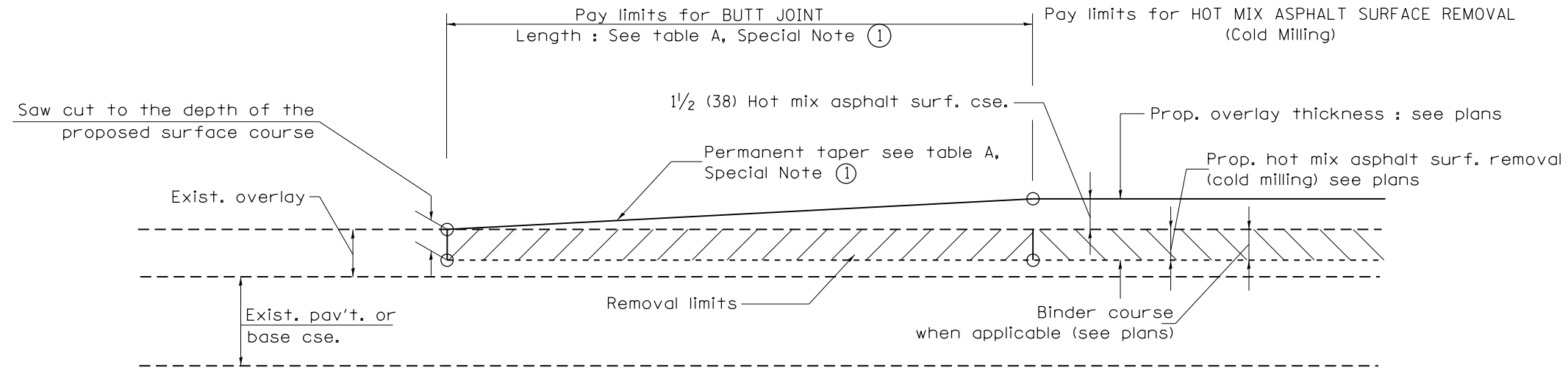
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 OFFICE: I-39 & IL 116 INTERCHANGE - WOODFORD COUNTY  
 DATE: 10/18/2019

|                        |            |           |
|------------------------|------------|-----------|
| USER NAME = susers     | DESIGNED - | REVISED - |
|                        | DRAWN -    | REVISED - |
| PLOT SCALE = 1:176.877 | CHECKED -  | REVISED - |
| PLOT DATE = 10/18/2019 | DATE -     | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

| PROPOSED TRAFFIC CONTROL DETAILS            |       |           |              |
|---|-------|-----------|--------------|
| I-39 & IL 116 INTERCHANGE - WOODFORD COUNTY |       |           |              |
| SCALE:                                      | SHEET | OF SHEETS | STA. TO STA. |

| F.A. I. RTE.              | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 39                        | 102[2RS-3,3RS-1] | WOODFORD | 54           | 49        |
| CONTRACT NO. 68E34        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



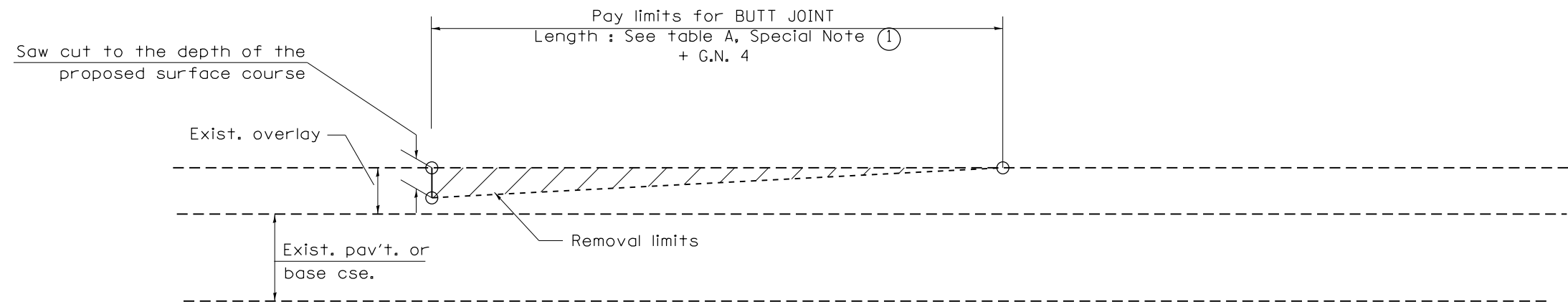
**CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)**

**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       |

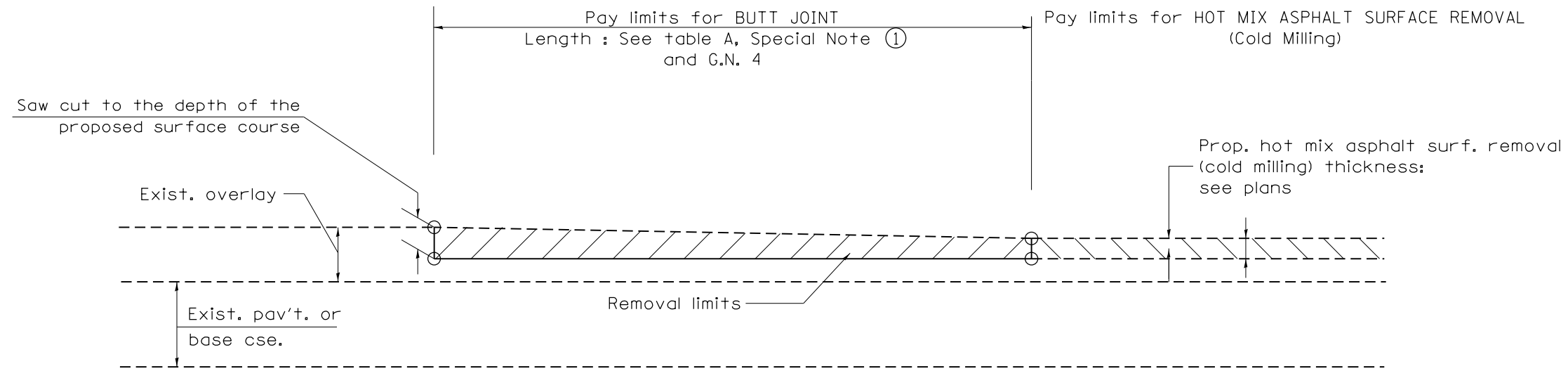
**GENERAL NOTES**

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.

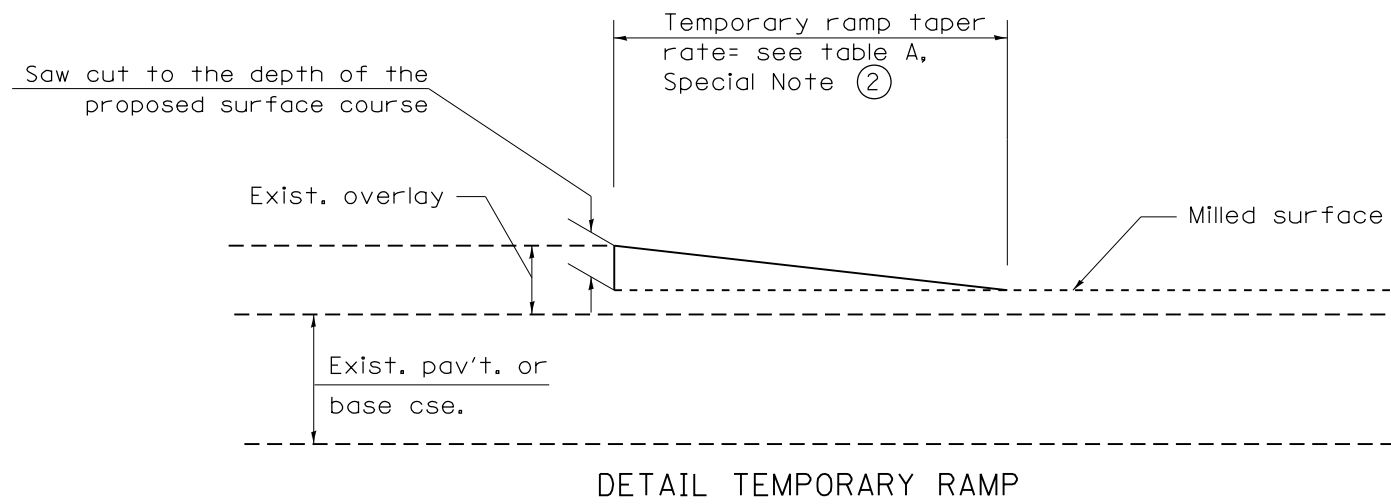


**CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)**

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



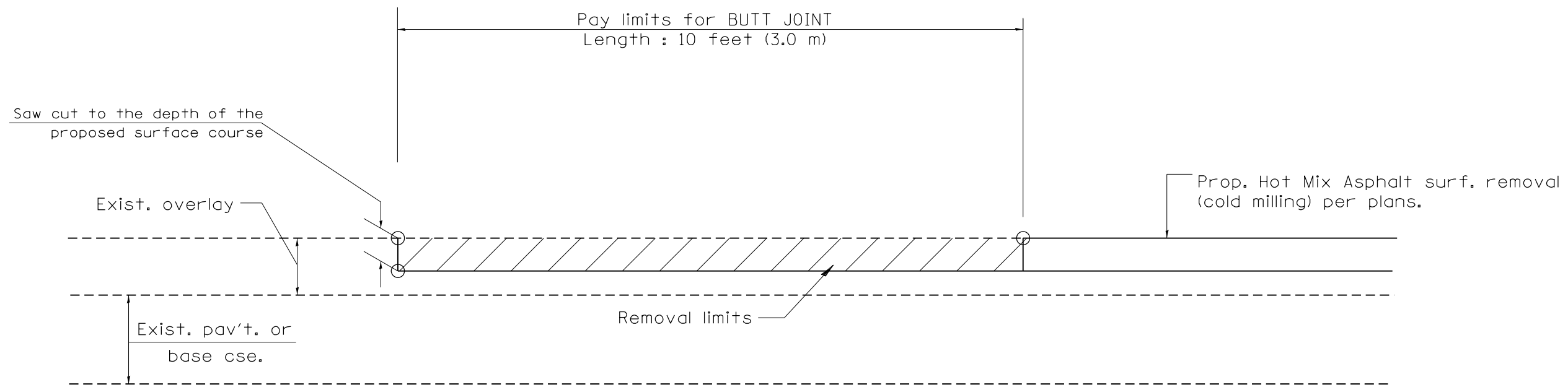
CASE 3 : HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)  
TIE-IN TO EXISTING BITUMINOUS TAPER



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

|                     |                  |                           |                    |   |  |                    |  |                                    |  |
|---------------------|------------------|---------------------------|--------------------|---|--|--------------------|--|------------------------------------|--|
|                     |                  |                           |                    | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> |  | <b>BUTT JOINTS</b> |  | SHT. 2 OF 3<br>CADD STD. 406101-D4 |  |
| F.A. RTE.           | SECTION          | COUNTY                    | TOTAL SHEETS       | SHEET NO.   |  |                    |  |                                    |  |
| 39                  | 102[2RS-3,3RS-1] | WOODFORD                  | 54                 | 51  |  |                    |  |                                    |  |
|                     |                  |                           | CONTRACT NO. 68E34 |   |  |                    |  |                                    |  |
| FED. ROAD DIST. NO. |                  | ILLINOIS FED. AID PROJECT |                    |   |  |                    |  |                                    |  |

NOT TO SCALE



CASE 4 : SINGLE LIFT OVERLAY WITH EQUIVALENT DEPTH  
HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)  
TIE-IN TO EXISTING BITUMINOUS TAPER

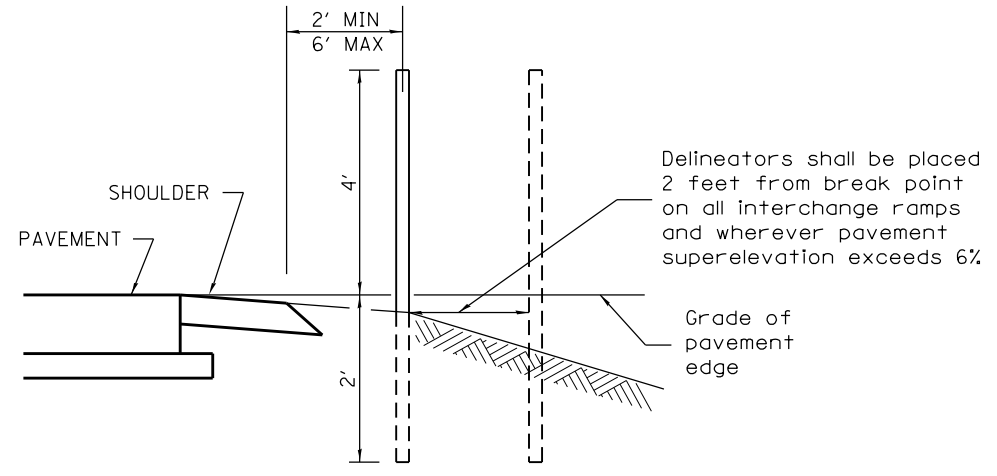
All dimensions are in inches (millimeters) unless otherwise noted.

|   | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>BUTT JOINTS</b> | SHT. 3 OF 3<br>CADD STD. 406101-D4 | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="font-size: small;">F.A. RTE.</th> <th style="font-size: small;">SECTION</th> <th style="font-size: small;">COUNTY</th> <th style="font-size: small;">TOTAL SHEETS</th> <th style="font-size: small;">SHEET NO.</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">39</td> <td style="text-align: center;">102[2RS-3,3RS-1]</td> <td style="text-align: center;">WOODFORD</td> <td style="text-align: center;">54</td> <td style="text-align: center;">52</td> </tr> <tr> <td colspan="3" style="font-size: small;">FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT</td> <td colspan="2" style="text-align: center; font-size: small;">CONTRACT NO. 68E34</td> </tr> </tbody> </table> | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | 39 | 102[2RS-3,3RS-1] | WOODFORD | 54 | 52 | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |  |  | CONTRACT NO. 68E34 |  |
|---|---|--------------------|------------------------------------|--|-----------|---------|--------|--------------|-----------|----|------------------|----------|----|----|---|--|--|--------------------|--|
| F.A. RTE.                                     | SECTION   | COUNTY             | TOTAL SHEETS                       | SHEET NO.  |           |         |        |              |           |    |                  |          |    |    |   |  |  |                    |  |
| 39  | 102[2RS-3,3RS-1]  | WOODFORD           | 54                                 | 52   |           |         |        |              |           |    |                  |          |    |    |   |  |  |                    |  |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |   |                    | CONTRACT NO. 68E34                 |  |           |         |        |              |           |    |                  |          |    |    |   |  |  |                    |  |
|   |   | NOT TO SCALE       |                                    |  |           |         |        |              |           |    |                  |          |    |    |   |  |  |                    |  |

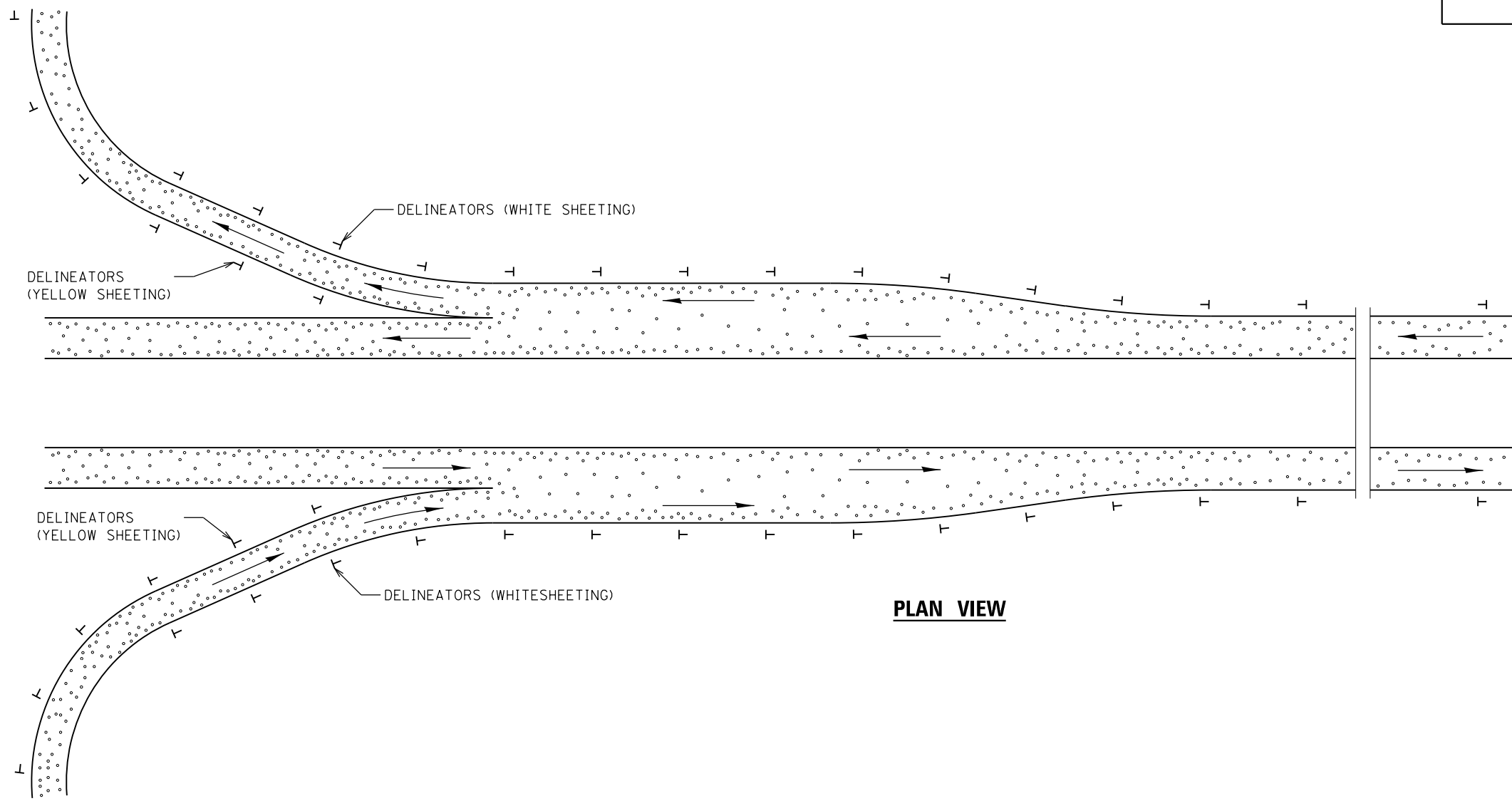
DESIGNER NOTES:  
 1. USE DISTRICT SPECIAL PROVISION FOR RECOVERABLE DELINEATORS WHEN USING THIS CADD STANDARD.  
 2. USE ON INTERSTATE AND EXPRESSWAY FACILITIES.

**SPACING FOR  
 RECOVERABLE DELINEATORS  
 ON HORIZONTAL CURVES**

| LOCATION | RADIUS OF CURVE (FEET) | SPACING ON CURVE (FEET) |
|----------|------------------------|-------------------------|
|          |                        |                         |



**SECTIONAL VIEW**



**PLAN VIEW**

**GENERAL NOTES**

Delineators on mainline shall be placed at 400' spacing on tangent sections, and 200' spacing on curved sections.

Delineators on ramps, shall be placed as follows:  
 1. On tangent sections, acceleration lanes and deceleration lanes at maximum spacing of 100'.  
 2. On outside of all curved sections.  
 (See table above for spacing)

|          |              |      |  |  |  |  |  |
|----------|--------------|------|--|--|--|--|--|
| 08-25-15 | NEW STANDARD | R.D. |  |  |  |  |  |
|          |              |      |  |  |  |  |  |

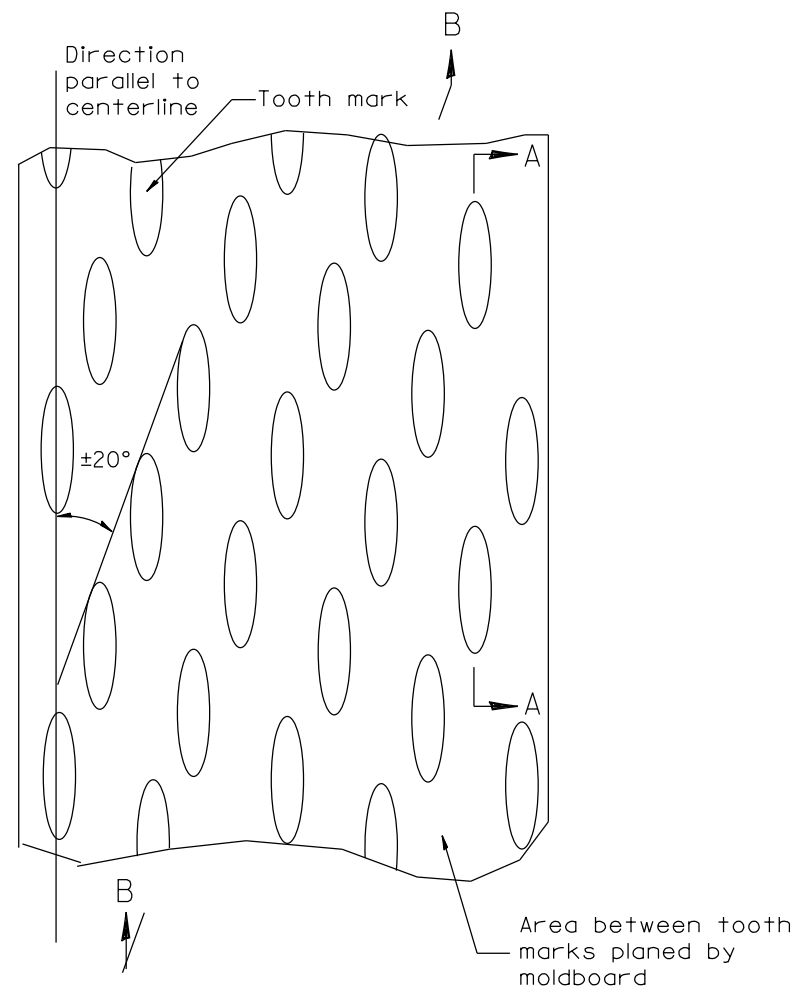
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**RECOVERABLE DELINEATORS DETAIL**

NOT TO SCALE

CADD STD. 635002-D4

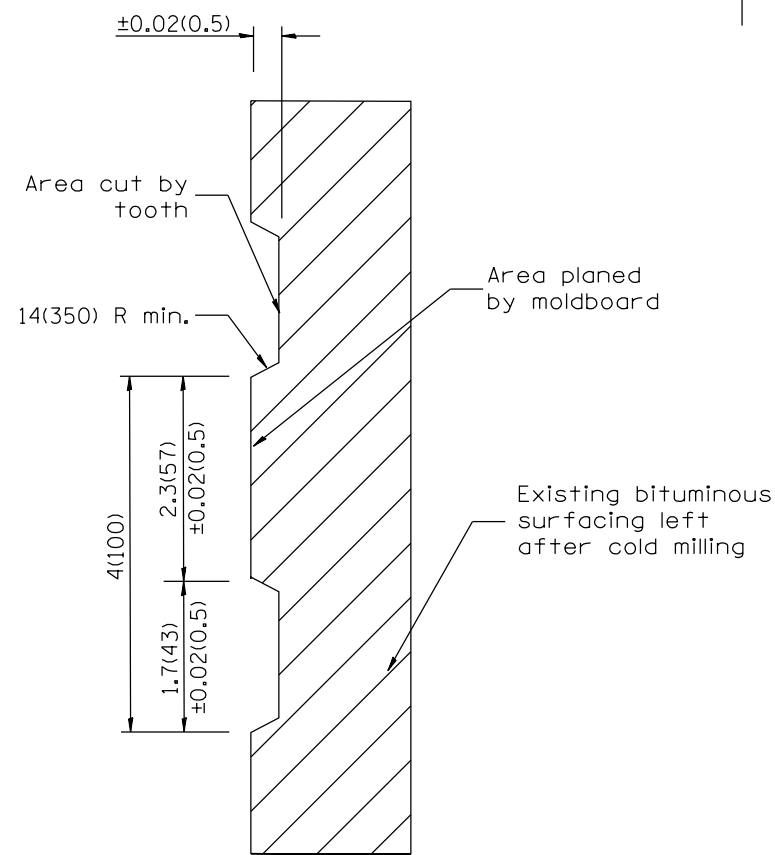
| F.A. RTE.                                     | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---|------------------|----------|--------------|-----------|
| 39  | 102[2RS-3,3RS-1] | WOODFORD | 54           | 53        |
| CONTRACT NO. 68E34                            |                  |          |              |           |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |                  |          |              |           |



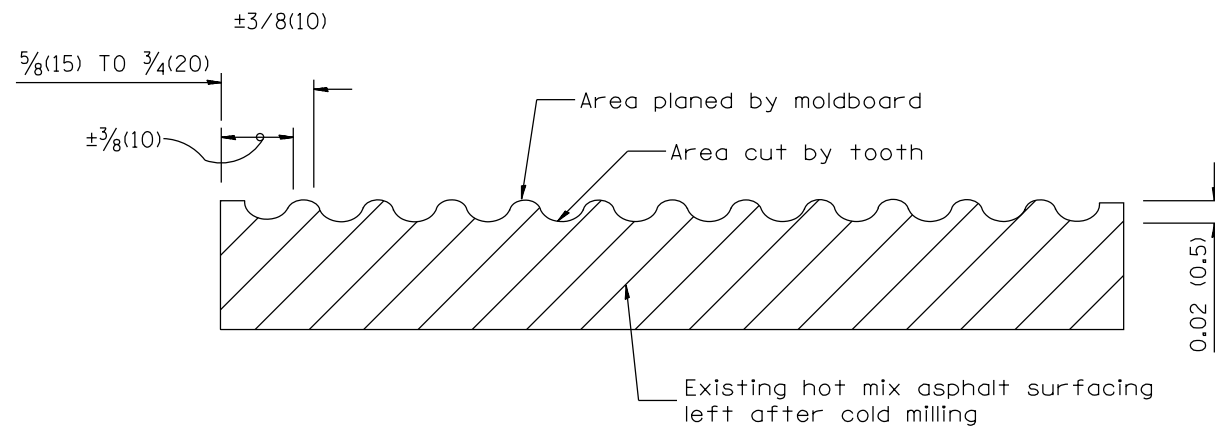
PLAN

General notes:

1. Coldmilling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.



SECTION A-A



SECTION B-B PROJECTED PERPENDICULAR TO CENTERLINE

DESIGNER NOTES:  
1. INCLUDE DISTRICT SPECIAL PROVISION, IF APPLICABLE.

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

|          |                                      |      |
|----------|--------------------------------------|------|
| 01-01-97 | RENUM. C-104.01, NEW REVISION BOX    | T.P. |
| 04-20-98 | REMOVED MILLING DETAIL FROM STANDARD | J.A. |
| 09-08-98 | CORRECT NOTE LEADER PLACEMENT        | R.W. |
| 10-16-06 | REVISED TO 2007 SPEC.                | M.A. |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

NOT TO SCALE

CADD STD. 440001-D4

| F.A. RTE.                                     | SECTION          | COUNTY   | TOTAL SHEETS       | SHEET NO. |
|---|------------------|----------|--------------------|-----------|
| 39  | 102[2RS-3,3RS-1] | WOODFORD | 54                 | 54        |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |                  |          | CONTRACT NO. 68E34 |           |