

08-01-2025 LETTING ITEM 002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(201-3)R & (4-1,5)R	WINNEBAGO	1685*	1
ILLINOIS			CONTRACT NO. 64C24	

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) - 1685 + 2 = 1687 TOTAL SHEETS

D-92-057-06

FOR INDEX OF SHEETS, SEE SHEET NO. 3

DESIGN DESIGNATION

I-39 & US 20: 9,595(DHV) 106,610(ADT) (40) INTERSTATE 101 (CRPC-20)
DESIGN SPEED: 70MPH POSTED SPEED: 65MPH
PV: 76% MU: 20% SU: 4%

RAMPS: 7,050(DHV) 17,800(ADT) (40) INTERSTATE 90.97 (CRPC-20)
DESIGN SPEED: 70MPH POSTED SPEED: 65MPH
OR
DESIGN SPEED: 50MPH POSTED SPEED: 45MPH
PV: 87% MU: 9% SU: 4%

STRUCTURES

I-39 /US20 OVER CN RAILROAD
EXISTING SN 101-0067 /0068 (NB /SB)
PROPOSED SN 101-0208 /0209 (NB /SB)

I-39 /US20 OVER UP RAILROAD
EXISTING SN 101-0069 /0070 (SB /NB)
PROPOSED SN 101-0210 /0211 (SB /NB)

I-39 /US20 OVER HARRISON AVE
EXISTING SN 101-0071 /0072 (NB /SB)
PROPOSED SN 101-0213 /0214 (NB /SB)

I-39 /US 20 NOISEWALL
PROPOSED SN 101-N7011

RAMP AD NOISEWALL
PROPOSED SN 101-N7009

RAMP DB NOISEWALL
PROPOSED SN 101-N7010

TOWNSHIPS: ROCKFORD
& CHERRY VALLEY

SECTIONS: 16, 9, 10, 11,
3, 2, 35 AND 36



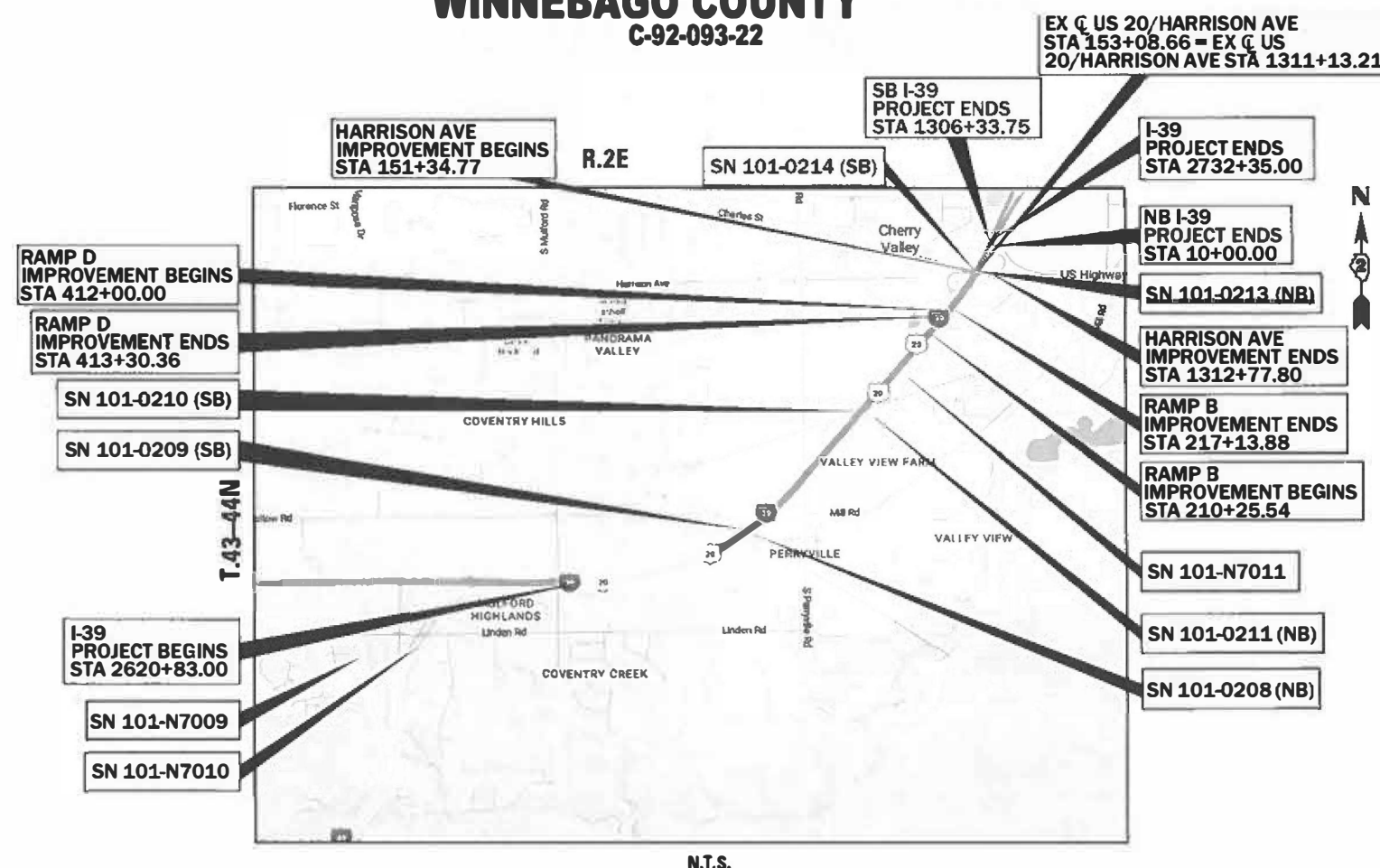
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT MANAGER: ROBERT BARTON
SECTION ENGINEER: ANDREW LEE

CONTRACT NO. 64C24

PROPOSED
HIGHWAY PLANS
FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
PROJECT NHPP-5F4Z(497)
SECTION (201-3)R & (4-1,5)R
RECONSTRUCTION OF I-39/ US 20:
I-39 FROM 0.3 MI E OF MULFORD RD
TO 0.2 MI N OF HARRISON AVE
WINNEBAGO COUNTY
C-92-093-22



N.T.S.

GROSS LENGTH = 11,019.75 FT. = 2.087 MILE
NET LENGTH = 11,019.75 FT. = 2.087 MILE

benesch
Alfred Benesch & Company
35 West Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-665-0450



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 19, 2025
Justin Shum REGIONAL ENGINEER

May 9, 2025
Scott A. Etkin ENGINEER OF DESIGN AND ENVIRONMENT

May 9, 2025
Cherry DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

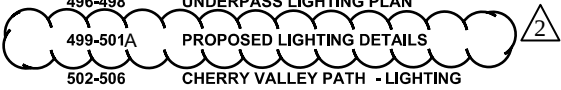
PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

1	COVER SHEET
2	SIGNATURE AND SEALS
3	INDEX OF SHEETS
4	LIST OF STANDARDS
5	GENERAL NOTES
6	HMA TABLE AND COMMITMENTS
7-38	SUMMARY OF QUANTITIES
39-43	EXISTING TYPICAL SECTIONS
44-48	PROPOSED TYPICAL SECTIONS
49-87	SCHEDULE OF QUANTITIES
88-91	EXISTING ALIGNMENT AND TIES
92-96	PROPOSED ALIGNMENT AND TIES
97-106	REMOVAL PLAN
107-114	PROPOSED PLAN AND PROFILE
115	PROPOSED ROADWAY PLAN
116-120	PROPOSED PROFILES
121-132 A	ROADWAY DETAILS
133-143	CHERRY VALLEY PATH & VALLEY WOODS DRIVE
144-146	EMERGENCY DETOUR
147	MAINTENANCE OF TRAFFIC - KEY PLAN
148	MAINTENANCE OF TRAFFIC - STAGING NOTES
149	MAINTENANCE OF TRAFFIC - SEQUENCING NOTES
150	MAINTENANCE OF TRAFFIC - BIKE DETOUR PLAN
151	MAINTENANCE OF TRAFFIC - TEMPORARY PAVEMENT DETAIL
152-154	MAINTENANCE OF TRAFFIC - CONTRACTOR ACCESS DETAILS
155	MAINTENANCE OF TRAFFIC - VERTICAL STAGING DETAIL
156-168	MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS
169-178	MAINTENANCE OF TRAFFIC - PRE-STAGE
179-188	MAINTENANCE OF TRAFFIC - STAGE 1
189-192	MAINTENANCE OF TRAFFIC - STAGE 1B
193-195	MAINTENANCE OF TRAFFIC - STAGE 1C
196-205	MAINTENANCE OF TRAFFIC - WINTER STAGE 1
206-215	MAINTENANCE OF TRAFFIC - STAGE 2
216-223	MAINTENANCE OF TRAFFIC - STAGE 2B
224	MAINTENANCE OF TRAFFIC - STAGE 2-2B
225-234	MAINTENANCE OF TRAFFIC - WINTER STAGE 2
235-244	MAINTENANCE OF TRAFFIC - STAGE 3
245-254	MAINTENANCE OF TRAFFIC - STAGE 3B
255	MAINTENANCE OF TRAFFIC - STAGE 3C
256	EROSION AND SEDIMENT CONTROL GENERAL NOTES
257	EROSION SEDIMENT CONTROL BORROW SITE

258-265	EROSION SEDIMENT CONTROL PLAN PRE-STAGE
266-273	EROSION SEDIMENT CONTROL PLAN STAGE 1
274-275	EROSION SEDIMENT CONTROL PLAN STAGE 1B
276-277	EROSION SEDIMENT CONTROL PLAN STAGE 1C
278-285	EROSION SEDIMENT CONTROL PLAN STAGE 2
286-294	EROSION SEDIMENT CONTROL PLAN STAGE 3
295-296	EROSION SEDIMENT CONTROL PLAN STAGE 3B
297-303	EROSION SEDIMENT CONTROL PLAN
304-313	DRAINAGE REMOVAL AND UTILITY PLAN
314-349	DRAINAGE SCHEDULES
350-359	PROPOSED DRAINAGE PLAN AND PROFILE
360	PROPOSED DRAINAGE PROFILE
361-365	CULVERT CROSS SECTIONS
366-368	DRAINAGE DETAILS
369-375	GRADING PLAN
376-382	PLAT OF HIGHWAYS
383-400	PROPOSED PAVEMENT MARKING PLANS
401-428	PROPOSED SIGNING PLANS
429-430	SIGNING DETAILS
431-467	OVERHEAD SIGN STRUCTURES
468-485	LANDSCAPING PLAN
486-495	PROPOSED LIGHTING PLAN
496-498	UNDERPASS LIGHTING PLAN
499-501A	PROPOSED LIGHTING DETAILS
502-506	CHERRY VALLEY PATH - LIGHTING
507	FIBER OPTIC GENERAL NOTES
508-517	FIBER OPTIC REMOVALS
518-526	PROPOSED FIBER OPTIC PLANS
527-543	FIBER OPTIC DETAILS
544-603	STRUCTURE NO. 101-0208/0209
604-695	STRUCTURE NO. 101-0210/0211
696-776	STRUCTURE NO. 101-0213/0214
777-788	STRUCTURE NO. 101-2053
789-795	STRUCTURE NO. 101-1360
796-804	STRUCTURE NO. 101-W7009 (RAMP AD NOISEWALL)
805-830	STRUCTURE NO. 101-W7010 (RAMP DB NOISEWALL)
831-856	STRUCTURE NO. 101-W7011 (I-39 NOISEWALL)
857	FOUR RIVERS SANITATION AUTHORITY
858-873	DISTRICT 2 STANDARDS
874-1012	CROSS SECTIONS I-39
1013-1026	CROSS SECTIONS - TEMPORARY RAMP D
1027-1221	CROSS SECTIONS - I-39 SB

1222-1408	CROSS SECTIONS - I-39 SB/NB
1409-1608	CROSS SECTIONS - I-39 NB
1609-1628	CROSS SECTIONS - RAMP B
1629-1633	CROSS SECTIONS - RAMP D
1634-1671	CROSS SECTIONS - RAMP AD
1672-1685	CROSS SECTIONS - HARRISON AVE



MODEL: SHT IND [Sheet]
FILE NAME: c:\paward\benesch_projects\projects\0173723\0264C24_ML_sht-IND.dgn

Alfred Benesch & Company 35 W. Wacker Drive, Suite 3000 Chicago, Illinois 60601 312-969-4450 Fax: 312-969-4450	USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - T.BLANK	REVISED -					*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	3
	PLOT SCALE = \$SCALE\$	CHECKED - J.TARDY	REVISED -					CONTRACT NO. 64C24				
	PLOT DATE = 2/6/2025	DATE - 02/14/2025	REVISED -		SCALE:	SHEET 1	OF 4 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) *

MODEL: SOQ-2 [Sheet]
FILE NAME: c:\pwwordir\benesch projects\projects\0173723\ID264C24-ML-sht-SOQ.dgn

* SPECIALTY ITEM
NON-PARTICIPATING ITEM (100% STATE)
#FR NON-PARTICIPATING ITEM (100% FOUR RIVERS SANITARY)

 Alfred Benesch & Company 36 W Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-555-0150 fax 312-555-0500	USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - T.BLANK	REVISED -						*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	9
	PLOT SCALE = 0.16666633' / in.	CHECKED - J.TARDY	REVISED -		CONTRACT NO. 64C24								
	PLOT DATE = 2/6/2025	DATE - 02/27/24	REVISED -		SCALE: 1"=50'								
					SHEET 3 OF 32 SHEETS STA. TO STA.								
				ILLINOIS FED. AID PROJECT									

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) •

2 REV. 7/22/25 1 REV. 7/1/25

MODEL: SOQ-14 (Sheet)
FILE NAME: c:\paword\benesch_projects\projects\0173723\0264C24-ML-shi-SOQ.dgn

* SPECIALTY ITEM
NON-PARTICIPATING ITEM (100% STATE)
#FR NON-PARTICIPATING ITEM (100% FOUR RIVERS SANITARY)



USER NAME	= agibson
DESIGNED	- A.GIBSON
DRAWN	- T.BLANK
PLOT SCALE	= 0.16666633 ' / in.
PLOT DATE	= 2/6/2025

REVISED	-
REVISED	-
CHECKED	- J.TARDY
REVISED	-
DATE	- 02/27/24
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: 1"=50' SHEET 15 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1,5)R	WINNEBAGO	1685	21
CONTRACT NO. 64C24				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & F&P 301 (US 20)

REV. 7/22/25 REV. 7/1/25REV. 5/30/25

				I-39, RAMP B AND RAMP D	HARRISON AVE	I-39 NB OVER CNRR	I-39 SB OVER CNRR	I-39 NB OVER UPRR	I-39 SB OVER UPRR	I-39 NB OVER HARRISON AVE	I-39 SB OVER HARRISON AVE						ROADWAY LIGHTING	TUNNEL LIGHTING	FIBER	TOLLWAY ELECTRICAL AND SIGNING	ROADWAY SIGNING
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	ROADWAY	BRIDGE SN 101-0208	BRIDGE SN 101- 0209	BRIDGE SN 101- 0210	BRIDGE SN 101-0211	BRIDGE SN 101-0213	BRIDGE SN 101-0214	MADIGAN CREEK CULVERT SN 101-2053	CVP TUNNEL SN 101-1360	NOISEWALL SN 101- N7009	NOISEWALL SN 101- N7010	NOISEWALL SN 101- N7011	I-39	CVP	I-39	I-39	I-39
				0003	0003	0010	0010	0010	0010	0010	0010	0003	0050	0020	0020	0020	0021	0021	0021	0021	0044
				87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	100% VILLAGE	100% STATE	100% TOLLWAY	87% FED 13% STATE
* 63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	1	1																	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	9	8	1																
63200310	GUARDRAIL REMOVAL	FOOT	9,042	9,042																	
63500105	DELINEATORS	EACH	202	202																	
63700280	CONCRETE BARRIER, DOUBLE FACE, 44 INCH HEIGHT	FOOT	9,334	9,334																	
63700380	CONCRETE BARRIER, VARIABLE CROSS SECTION 44 INCH HEIGHT	FOOT	828	828																	
63700805	CONCRETE BARRIER TRANSITION	FOOT	54	54																	
63700900	CONCRETE BARRIER BASE	FOOT	39	39																	
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	39,707	39,707																	
64300900	IMPACT ATTENUATORS (SEVERE USE, WIDE), TEST LEVEL 2	EACH	2		2																
66201120	CONCRETE SHOULDER CURB	FOOT	96	96																	
* 66400305	CHAIN LINK FENCE, 6'	FOOT	9,705	9,705																	
* 66407500	CHAIN LINK GATES, 6' X 10' DOUBLE	EACH	4	4																	
* 66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	35	35																	

*a

BASED ON DISCUSSIONS WITH DISTRICT PERSONNEL, DISTRICT 2 AGREES THAT MOST OF THE MATERIAL CLASSIFIED AS 669.05(a)(1), 669.05(a)(2), 669.05(a)(3), 669.05(b)(1) AND 669.05(c) DOES NOT CONSTITUTE A SERIOUS ENVIRONMENTAL CONCERN AND THE MATERIAL SHALL BE REUSED ONSITE AS EMBANKMENT OR FILL IN ACCORDANCE WITH THE SPECIAL PROVISIONS INCLUDED IN THE PLANS. THE DISTRICT HAS COMMITTED TO PLACING APPROXIMATELY 102,331 CUBIC YARDS OF REGULATED SUBSTANCES MATERIAL CLASSIFIED AS 669.05(a)(1), 669.05(a)(2), 669.05(a)(3), 669.05(b)(1) AND 669.05(c) ALONG THE INTERSTATE AS FILL OR EMBANKMENT WITHIN THE PROJECT LIMITS. IF PLANS FOR THIS PROJECT CHANGE AND MATERIAL CLASSIFIED AS 669.05(a)(2), 669.05(a)(3), 669.05(b)(1) AND 669.05(c) IS TO BE REMOVED, THE REGULATED SUBSTANCES MATERIAL REFERENCED WILL NEED TO BE MANAGED USING ARTICLE 109.04 AS NON-SPECIAL WASTE. THE INTENT OF THE COMMITMENT IS NOT COVERED BY SECTION 202.

MODEL: SQQ-21 (Sheet)
FILE NAME: c:\paword\benesch_projects\projects\0173723\0264C24-ML-shi-SQQ.dgn

- * SPECIALTY ITEM
- # NON-PARTICIPATING ITEM (100% STATE)
- #FR NON-PARTICIPATING ITEM (100% FOUR RIVERS SANITARY)



USER NAME	= agibson	DESIGNED -	AGIBSON	REVISED -	
		DRAWN -	T.BLANK	REVISED -	
PLOT SCALE	= 0.16666633 ' / in.	CHECKED -	J.TARDY	REVISED -	
PLOT DATE	= 2/6/2025	DATE -	02/27/24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: 1"=50' SHEET 22 OF 32 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1,5)R	WINNEBAGO	1685	28
CONTRACT NO. 64C24				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) *

				I-39, RAMP B AND RAMP D	HARRISON AVE	I-39 NB OVER CNRR	I-39 SB OVER CNRR	I-39 NB OVER UPRR	I-39 SB OVER UPRR	I-39 NB OVER HARRISON AVE	I-39 SB OVER HARRISON AVE						ROADWAY LIGHTING	TUNNEL LIGHTING	FIBER	TOLLWAY ELECTRICAL AND SIGNING	ROADWAY SIGNING
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	ROADWAY	BRIDGE SN 101-0208	BRIDGE SN 101- 0209	BRIDGE SN 101- 0210	BRIDGE SN 101-0211	BRIDGE SN 101-0213	BRIDGE SN 101-0214	MADIGAN CREEK CULVERT SN 101-2053	CVP TUNNEL SN 101-1360	NOISEWALL SN 101- N7009	NOISEWALL SN 101- N7010	NOISEWALL SN 101- N7011	I-39	CVP	I-39	I-39	I-39
				0003	0003	0010	0010	0010	0010	0010	0010	0003	0050	0020	0020	0020	87% FED 13% STATE	100% VILLAGE	100% STATE	100% TOLLWAY	87% FED 13% STATE
* 81100300	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., GALVANIZED STEEL	FOOT	1,195														1,195				
* 81100453	CONDUIT ATTACHED TO STRUCTURE, 3/4" DIA., STAINLESS STEEL	FOOT	440															440			
* 81101205	CONDUIT ATTACHED TO STRUCTURE, 6" DIA., PVC COATED GALVANIZED STEEL	FOOT	400																400		
* 81104580	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	170														150	20			
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	11,052														11,052				
* 81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	68														21	47			
* 81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	2														1	1			
* 81300610	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 14" X 12" X 6"	EACH	5														5				
* 81300948	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24" X 24" X 10"	EACH	4																4		
* 81300986	JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE, 8" X 24" X 10"	EACH	2														2				
* 81400100	HANDHOLE	EACH	2																2		
2 { 81603037	UNIT DUCT, 600V, 2-1C NO. 6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	446														446				
81603096	UNIT DUCT, 600V, 4-1C NO.8, 1C NO.8 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	1,050														670	380			
* 81603100	UNIT DUCT, 600V, 4-1C NO.6, 1C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	1,225														1,225				
* 81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	6,493														4,333	2,160			

MODEL: SQ-Q28 [Sheet]
FILE NAME: c:\paword\benesch\projects\projects\0173723\0264C24-ML-shh-SQ-Q.dgn

- * SPECIALTY ITEM
- # NON-PARTICIPATING ITEM (100% STATE)
- #FR NON-PARTICIPATING ITEM (100% FOUR RIVERS SANITARY)



USER NAME	= agibson	DESIGNED -	A. GIBSON	REVISED -	
		DRAWN -	T. BLANK	REVISED -	
PLOT SCALE	= 0.16666633 ' / in.	CHECKED -	J. TARDY	REVISED -	
PLOT DATE	= 2/14/2025	DATE -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: 1"=50' SHEET 29 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	35
CONTRACT NO. 64C24				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) *

				I-39, RAMP B AND RAMP D	HARRISON AVE	I-39 NB OVER CNRR	I-39 SB OVER CNRR	I-39 NB OVER UPRR	I-39 SB OVER UPRR	I-39 NB OVER HARRISON AVE	I-39 SB OVER HARRISON AVE						ROADWAY LIGHTING	TUNNEL LIGHTING	FIBER	TOLLWAY ELECTRICAL AND SIGNING	ROADWAY SIGNING
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	ROADWAY	BRIDGE SN 101-0208	BRIDGE SN 101- 0209	BRIDGE SN 101- 0210	BRIDGE SN 101-0211	BRIDGE SN 101-0213	BRIDGE SN 101-0214	MADIGAN CREEK CULVERT SN 101-2053	CVP TUNNEL SN 101-1360	NOISEWALL SN 101- N7009	NOISEWALL SN 101- N7010	NOISEWALL SN 101- N7011	I-39	CVP	I-39	I-39	I-39
				0003	0003	0010	0010	0010	0010	0010	0010	0003	0050	0020	0020	0020	0021	0021	0021	0021	0044
				87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	87% FED 13% STATE	100% VILLAGE	100% STATE	100% TOLLWAY	87% FED 13% STATE
X6670202	INLET MARKER	EACH	57	57																	
X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	40	40																	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1																	
X7010600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406 (SPECIAL)	L SUM	1	1																	
X7010805	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL)	L SUM	1	1																	
X7040652	REMOVE TEMPORARY CONCRETE BARRIER, STATE OWNED	FOOT	1,072	1,072																	
X7060100	REMOVE TEMPORARY IMPACT ATTENUATORS, STATE OWNED	EACH	3	1	2																
* X7200075	REMOVE AND REINSTALL SIGN PANEL	SQ FT	448																		448
X7200203	DETOUR SIGNING	L SUM	1	1																	
* X7820007	GUARDRAIL REFLECTORS, TYPE C (SPECIAL)	EACH	207	204	3																
* X8000003	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	36														36				
* X8211000	UNDERPASS LUMINAIRE (SPECIAL)	EACH	46															46			
#* X8301804	REMOVAL OF TEMPORARY WOOD POLES AND FIBER OPTIC CABLE	L SUM	1																1		
* X8302151	TEMPORARY WOOD POLE, 50 FT., CLASS 4	EACH	4																		
X8361005	RELOCATE EXISTING LIGHT POLE FOUNDATION, METAL	EACH	2																		

2

2

4

2

[illegible]

* SPECIALTY ITEM
NON-PARTICIPATING ITEM (100% STATE)
#FR NON-PARTICIPATING ITEM (100% FOUR RIVERS SANITARY)

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) •

MODEL: Schedules-2 [Sheet]
FILE NAME: c:\paword\benesch_projects\projects\173723\1264C24-4\1-shh-Schedules.dgn

LOCATION	EARTH EXCAVATION (20200100)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (20%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	FURNISHED EXCAVATION (SPECIAL) (FROM EXISTING STOCKPILE) (X2040805)	TOPSOIL EXCAVATION AND PLACEMENT (21101505)	REQUIRED TOPSOIL PLACEMENT	TOPSOIL BALANCE WASTE (+) OR SHORTAGE (-)
	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD
I-39 Stage 3/3B								
	39210.4	31368.3	57306.6	-25938.3		9389.3	10151.4	
SUB TOTAL	39,210.4	31,368.3	57,306.6	-25,938.3	0.0	9,389.3	10,151.4	
I-39 NB Stage 3/3B								
	246.4	197.1	0.0	197.1				
SUB TOTAL	246.4	197.1	0.0	197.1	0.0	0.0	0.0	
Ramp B Stage 3/3B								
	3392.3	2713.8	1059.4	1654.4				
SUB TOTAL	3,392.3	2,713.8	1,059.4	1,654.4	0.0	0.0	0.0	
I-39 North Turnaround								
	125.2	100.2	458.0	-357.8				
SUB TOTAL	125.2	100.2	458.0	-357.8	0.0	0.0	0.0	
US 20/Harrison Ave Stage 3/3B								
	646.2	517.0	73.4	443.6		27.7	90.9	
SUB TOTAL	646.2	517.0	73.4	443.6	0.0	27.7	90.9	
Ramp AD Noisewall Stage 3/3B								
	3541.5	2833.2	990.1	1843.1		1704.5	1704.5	
SUB TOTAL	3,541.5	2,833.2	990.1	1,843.1	0.0	1,704.5	1,704.5	
Ramp DB Noisewall Stage 3/3B								
						2155.5	2155.5	
SUB TOTAL	0.0	0.0	0.0	0.0	0.0	2,155.5	2,155.5	
Cherry Valley Path Stage 3/3B								
	3284.3	2627.5		2627.5				
SUB TOTAL	3,284.3	2,627.5	0.0	2,627.5	0.0	0.0	0.0	
Fill over Cherry Valley Path Tunnel								
			96.4	-96.4				
SUB TOTAL	0.0	0.0	96.4	-96.4	0.0	0.0	0.0	
Fill over Madigan Creek Culvert								
			1819.5	-1819.5				
SUB TOTAL	0.0	0.0	1,819.5	-1,819.5	0.0	0.0	0.0	
I-39 Stockpile								
					21445.0	0.0	5389.4	
SUB TOTAL	0.0	0.0	0.0	0.0	21,445.0	0.0	5,389.4	
STAGE 3/3B TOTAL	50,455.0	40,365.0	61,815.0	-21,445.0	21,445.0	13,278.0	19,492	259.0
GRAND TOTAL	125,010	100,010	208,155	-108,135	108,135	28,686	28,597	259

NOTES:

- 2
- PROPOSED TOPSOIL THICKNESS IS 4". EXISTING TOPSOIL THICKNESS IS ESTIMATED AT 4" AVERAGE. THERE IS AN ESTIMATED TOPSOIL SURPLUS FOR THIS PROJECT. THE CONTRACTOR SHALL DISPOSE OF ALL SURPLUS TOPSOIL AT A LOCATION APPROVED BY THE ENGINEER. HAULING OF EXCESS MATERIAL, PLACEMENT, AND DISPOSAL OF SURPLUS TOPSOIL WILL NOT BE MEASURED SEPARATELY AND IS INCLUDED IN THE COST OF "TOPSOIL EXCAVATION AND PLACEMENT."
 - TOPSOIL STRIPPING/STOCKPILING/RESPREADING RELATED WORK WILL BE PAID FOR BY THE CUBIC YARD AS "TOPSOIL EXCAVATION AND PLACEMENT." THE QUANTITY MEASURED FOR PAYMENT IS BASED ON THE EXCAVATED TOPSOIL, NOT THE PLACED TOPSOIL. TOPSOIL MAY BE STOCKPILED IN THE EXISTING RAMP DA INFIELD OR IN THE STOCKPILE LOCATION (AS A SECONDARY LOCATION) THAT CONTAINS EMBANKMENT FOR THIS CONTRACT. EXISTING DRAINAGE PATTERNS SHALL BE MAINTAINED AT MAX SIDE SLOPES OF 1:3 OR AS APPROVED BY THE ENGINEER. IF THE SECONDARY LOCATION IS UTILIZED, THE SOIL TYPES SHALL NOT BE MIXED. THE EMBANKMENT MATERIAL AND TOPSOIL SHALL BE KEPT SEPARATE.

SUBSEQUENT PLACEMENT OF EXCAVATION FROM TOPSOIL STOCKPILES WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST OF "TOPSOIL EXCAVATION AND PLACEMENT."
 - IT IS ANTICIPATED THAT DUE TO STAGING, THE CONTRACTOR MAY HANDLE EARTHWORK MATERIALS MORE THAN ONCE. MULTIPLE HANDLING (TEMPORARY STOCKPILES) OF ALL EARTHWORK RELATED MATERIALS IS INCLUDED IN THE WORK OF THE APPLICABLE PAY ITEM WITHIN THE CONTRACT AND WILL NOT BE PAID FOR SEPARATELY.
 - EARTHWORK MATERIALS LOCATED IN THE STOCKPILE SITE ARE AVAILABLE TO BE USED AS EMBANKMENT IN CONTRACT 64C24. A COLUMN IN THE ABOVE TABLE INDICATES WHERE THESE MATERIALS WILL BE USED TO FULFILL EARTHWORK REQUIREMENTS. THE EXCAVATION/HAULING/PLACING/COMPACTING OF EMBANKMENT MATERIAL EXTRACTED FROM THE STOCKPILE SITE AND PLACED WITHIN PROJECT EMBANKMENT AREAS WILL BE MEASURED IN CUBIC YARDS AT COMPACTED DENSITIES AND PAID FOR AS "FURNISHED EXCAVATION (SPECIAL)". SEE THE SPECIAL PROVISION FOR ADDITIONAL REQUIREMENTS. THE VOLUME NOTED IN THE COLUMN FOR "FURNISHED EXCAVATION (SPECIAL)" IS BASED ON THE COMPACTED DENSITY REQUIRED FOR THE ULTIMATE LINES AND GRADES OF THE CONTRACT PLANS.
 - THE PROJECT HAS SUFFICIENT VOLUME OF EARTH EXCAVATION TO MEET THE EMBANKMENT REQUIREMENTS IN EACH STAGE AND SUBSTAGE. THE PAY ITEM "FURNISHED EXCAVATION" IS NOT INCLUDED IN THIS CONTRACT. WHERE EMBANKMENT IS REQUIRED, THE STOCKPILE MATERIAL SHALL BE UTILIZED AND SHALL BE PAID FOR AS "FURNISHED EXCAVATION (SPECIAL)".
 - IF EARTHWORK MATERIAL IS BOTH UNSUITABLE AND CLASSIFIED AS 669.05(a)(1), IT SHALL BE PLACED WITHIN THE RIGHT-OF-WAY AS DIRECTED BY THE ENGINEER OR PLACED IN THE AREA OF THE STOCKPILE SITE DEPICTED ON THE GRADING PLAN STOCKPILE SHEET. IF PLACED IN THE AREA OF THE STOCKPILE SITE, THE SOIL TYPES SHALL NOT BE MIXED BEFORE BEING REUSED WITHIN THE RIGHT-OF-WAY. THE UNSUITABLE, CLASSIFIED AS 669.01(a)(1) MATERIAL SHALL BE KEPT SEPARATE.
 - GENERAL GUIDANCE ON ASSUMPTIONS FOR PAYMENT OF MATERIALS:
 - MATERIAL CLASSIFIED AS 669.05(a)(5) OR AS DIRECTED BY THE ENGINEER - REMOVED FROM THE PROJECT SITE AND PAID FOR AS NON-SPECIAL WASTE DISPOSAL
 - MATERIAL CLASSIFIED AS 669.05(a)(1), 669.05(a)(2), 669.05(a)(3), 669.05(b)(1), OR 669.05(c) - PLACED WITHIN THE IDOT RIGHT-OF-WAY
 - MATERIAL CLASSIFIED AS UNSUITABLE MATERIAL AND 669.05(a)(1), 669.05(a)(2), 669.05(a)(3), 669.05(b)(1), OR 669.05(c) - PAID FOR AS EARTH EXCAVATION AND NON-SPECIAL WASTE DISPOSAL
 - MATERIAL TAKEN FROM STOCKPILE SITE AND PLACED AND COMPACTED AS EMBANKMENT - PAID FOR AS FURNISHED EXCAVATION (SPECIAL)
 - UNLESS DIRECTED BY THE ENGINEER, MATERIAL CLASSIFIED AS EARTH EXCAVATION AND EARTH EXCAVATION (UNSUITABLE) SHALL REMAIN ON-SITE
 - IN LOCATIONS OF 18" SUBGRADE AGGREGATE - PAID FOR AS EARTH EXCAVATION
 - SOME SOILS LOCATED WITHIN THE I-39 MEDIAN AREA WHERE PROPOSED PAVEMENT/CONSTRUCTION WILL BE PLACED BELOW EXISTING GROUND MAY BE CLASSIFIED AS UNSUITABLE MATERIAL BY THE GEOTECHNICAL ENGINEER. ALL SUITABLE MATERIAL SHALL BE CLASSIFIED AS EARTH EXCAVATION.

EARTHWORK SUMMARY			
PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
20200100	EARTH EXCAVATION	CU YD	125,010
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	28,686
X2040805	FURNISHED EXCAVATION (SPECIAL)	CU YD	108,135



USER NAME = J.Majcher
PLOT SCALE = 0.16666633 "/in.
PLOT DATE = 7/21/2025

DESIGNED - A. GIBSON
DRAWN - J.MAJCHER
CHECKED - J.TARDY
DATE - 02/27/24

REVISED - 07/22/2025
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: 1"=1'-0" SHEET 2 OF 39 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	50
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

44000100						
PAVEMENT REMOVAL						
87% FED / 13% STATE						
ROAD	STA	STA	DESCRIPTION	SQ FT	SQ YD	REMARKS
EX I-39	2620+83.00	2647+61.43	NB PVMT	86,575	9,620	
EX I-39	2649+27.70	2683+87.81	NB PVMT	79,466	8,830	
EX I-39	2686+24.29	2723+42.47	NB PVMT	98,831	10,982	
EX I-39	2725+66.87	2732+09.83	NB PVMT	28,133	3,126	
EX I-39	2628+56.62	2639+32.72	NB/SB PVMT	13,106	1,457	
EX I-39	2620+83.00	2647+61.43	SB PVMT	128,380	14,265	
EX I-39	2649+27.70	2683+87.81	SB PVMT	124,477	13,831	
EX I-39	2686+24.29	2723+42.47	SB PVMT	114,078	12,676	
EX I-39	2725+66.87	2732+09.83	SB PVMT	20,124	2,236	
EX I-39	2728+24.45	2732+10.67	MEDIAN PAVEMENT	5,199	578	
SUBTOTAL					77,601	
EX HARRISON AVE	151+35.23	1312+77.31	INSIDE EB PVMT	5,575	620	
EX HARRISON AVE	149+82.83	1313+81.65	OUTSIDE EB PVMT	11,467	1,275	
EX HARRISON AVE	151+34.27	1312+77.77	INSIDE WB PVMT	5,608	624	
SUBTOTAL					2,519	
CHERRY VALLEY PATH					1,043	
SUBTOTAL					1,043	
GRAND TOTAL					81,163	
NOTE: SQ FT AREAS MEASURED IN CADD.						

44000300					
CURB REMOVAL					
87% FED / 13% STATE					
ROAD	STA	STA	OFFSET	FOOT	REMARKS
CHERRY VALLEY PATH					
CHERRY VALLEY PATH				19	
SUBTOTAL				19	
GRAND TOTAL				19	

44004250						
PAVED SHOULDER REMOVAL						
87% FED / 13% STATE						
ROAD	STA	STA	DESCRIPTION	SQ FT	SQ YD	REMARKS
EX I-39	2625+84.06	2647+41.46	NB RT SHOULDER	25213	2802	
EX I-39	2628+87.92	2647+16.37	SB RT SHOULDER	20873	2320	
EX I-39	2636+33.90	2647+50.50	NB LT SHOULDER	5988	666	
EX I-39	2636+36.35	2647+25.44	SB LT SHOULDER	4728	526	
EX I-39	2649+55.28	2683+68.20	NB RT SHOULDER	38401	4267	
EX I-39	2649+47.16	2683+29.44	NB LT SHOULDER	16862	1874	
EX I-39	2649+25.09	2655+30.43	SB RT SHOULDER	8383	932	
EX I-39	2649+33.20	2682+63.14	SB LT SHOULDER	15694	1744	
EX I-39	2677+05.75	2682+23.46	SB RT SHOULDER	5899	656	
EX I-39	2686+83.17	2709+63.75	NB RT SHOULDER	25024	2781	
EX I-39	2686+44.30	2723+21.15	NB LT SHOULDER	24969	2775	
EX I-39	2685+39.62	2706+90.56	SB RT SHOULDER	24041	2672	
EX I-39	2685+78.41	2723+05.26	SB LT SHOULDER	28524	3170	
EX I-39	2709+10.92	2723+37.22	NB RT SHOULDER	15433	1715	
EX I-39	2709+92.38	2722+90.43	SB RT SHOULDER	15578	1731	
EX I-39	2726+00.96	2729+12.09	NB RT SHOULDER	3652	406	
EX I-39	2725+87.94	2732+09.80	NB LT SHOULDER	3506	390	
EX I-39	2725+60.06	2727+27.31	SB RT SHOULDER	2142	239	
EX I-39	2725+74.24	2731+45.79	SB LT SHOULDER	4250	473	
EX I-39	2727+82.25	2729+27.49	NB RT SHOULDER	1483	165	
EX I-39	2726+51.41	2731+47.11	SB RT SHOULDER	6072	675	
EX I-39	2738+89.70	2739+68.57	NB/SB TEMP PAVEMENT	2425	270	
GRAND TOTAL					33249	
NOTE:SQ FT AREAS MEASURED IN CADD.						

44000500									
COMBINATION CURB AND GUTTER REMOVAL									
87% FED / 13% STATE									
ROAD	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	DESCRIPTION	FT	REMARKS
CHERRY VALLEY PATH								82	
SUBTOTAL								82	
TOTAL								82	

MODEL: Schedules-3 [Sheet]
FILE NAME: c:\pword\dl\benesch_projects\projects\0173723\0264C24-ML-shl-Schedules.dgn



USER NAME = jMajcher	DESIGNED - A. GIBSON	REVISED - 07/22/2025
	DRAWN - J. MAJCHER	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - J. TARDY	REVISED -
PLOT DATE = 7/21/2025	DATE - 02/27/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: 1"=1'-0" SHEET 3 OF 39 SHEETS STA. TO STA.

F A I R T E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1,5)R	WINNEBAGO	1685	51
CONTRACT NO. 64C24				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) *

MODEL: Schedules-5 [Sheet]
FILE NAME: c:\pword\dl\benesch_projects\projects\0173723\0264C24-ML-shit-Schedules.dgn

63200310						
GUARDRAIL REMOVAL						
87% FED / 13% STATE						
ROAD	STA	LT/RT	STA	LT/RT	FOOT	REMARKS
EX I-39	2633+98.52	CENTER	2636+37.10	CENTER	483	
EX I-39	2639+78.01	RT	2647+61.94	RT	798	
EX I-39	2642+76.47	LT	2647+19.59	LT	438	
EX I-39	2644+00.90	RT	2647+46.86	RT	347	
EX I-39	2649+13.83	LT	2655+29.91	LT	610	
EX I-39	2649+27.92	LT	2652+48.10	LT	320	
EX I-39	2649+51.76	RT	2652+11.71	RT	263	
EX I-39	2670+70.95	CENTER	2673+32.94	CENTER	529	
EX I-39	2678+31.80	RT	2683+93.16	RT	560	
EX I-39	2679+81.05	RT	2683+28.26	RT	347	
EX I-39	2679+92.92	LT	2682+03.49	LT	225	
EX I-39	2685+15.35	LT	2688+75.14	LT	360	
EX I-39	2685+79.10	LT	2696+76.40	LT	1097	
EX I-39	2686+25.41	RT	2694+80.61	RT	849	
EX I-39	2686+94.96	RT	2688+68.20	RT	175	
EX I-39	2710+06.44	CENTER	2712+08.90	CENTER	409	
EX I-39	2719+82.46	RT	2723+28.39	RT	347	
EX I-39	2721+20.46	LT	2722+97.67	LT	176	
EX I-39	2722+52.89	RT	2723+48.88	RT	98	
EX I-39	2725+48.95	LT	2727+81.04	LT	235	
EX I-39	2725+67.44	LT	2727+93.49	LT	226	2
EX I-39	2725+94.06	RT	2727+43.37	RT	151	
GRAND TOTAL					9042	2

X7060100				
REMOVE TEMPORARY IMPACT ATTENUATORS, STATE OWNED				
87% FED / 13% STATE				
ROAD	STA	LT/RT	EACH	REMARKS
RAMP D	410+79.79	LT/RT	1	
EX I-39	2732+02.07	LT/RT	0	2
SUBTOTAL			1	
EX HARRISON AVE	152+30.43	LT/RT	1	
EX HARRISON AVE	1311+79.64	LT/RT	1	
SUBTOTAL			2	
GRAND TOTAL			3	2

X6430120				
REMOVE IMPACT ATTENUATORS, NO SALVAGE				
87% FED / 13% STATE				
ROAD	STA	LT/RT	EACH	REMARKS
EX I-39	2620+93.58	LT/RT	1	
EX I-39	2634+00.61	LT/RT	1	
EX I-39	2636+43.74	LT/RT	1	
EX I-39	2664+29.14	LT/RT	1	
EX I-39	2665+38.65	LT/RT	1	
EX I-39	2666+15.10	LT/RT	1	
EX I-39	2673+37.57	LT/RT	1	
EX I-39	2709+09.14	LT/RT	1	
EX I-39	2712+16.39	LT/RT	1	
GRAND TOTAL			9	

X6431110				
REMOVE ATTENUATOR BASE				
87% FED / 13% STATE				
ROAD	STA	LT/RT	EACH	REMARKS
EX I-39	2620+93.58	LT/RT	1	
EX I-39	2634+00.61	LT/RT	1	
EX I-39	2636+43.74	LT/RT	1	
EX I-39	2664+29.14	LT/RT	1	
EX I-39	2665+38.65	LT/RT	1	
EX I-39	2666+15.10	LT/RT	1	
EX I-39	2673+37.57	LT/RT	1	
EX I-39	2709+09.14	LT/RT	1	
EX I-39	2712+16.39	LT/RT	1	
GRAND TOTAL			9	

X7040652						
REMOVE TEMPORARY CONCRETE BARRIER, STATE OWNED						
87% FED / 13% STATE						
ROAD	STA	LT/RT	STA	LT/RT	FOOT	REMARKS
EX I-39	2727+78.65	LT	2734+36.88	RT	659	2
RAMP D	414+97.44	RT	410+93.26	RT	413	
GRAND TOTAL					1,072	2



USER NAME	= J.Majcher
PLOT SCALE	= \$\$CALES\$
PLOT DATE	= 7/21/2025

DESIGNED	-	A. GIBSON
DRAWN	-	J. MAJCHER
CHECKED	-	J. TARDY
DATE	-	02/27/24

REVISED	-	07/22/2025
REVISED	-	
REVISED	-	
REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: 1"=1'-0"	SHEET 5	OF 39 SHEETS	STA.	TO STA.
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F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	53
CONTRACT NO. 64C24				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) *

31101400							
SUBBASE GRANULAR MATERIAL, TYPE B 6"							
87% FED / 13% STATE							
ROAD	STA	STA	DESCRIPTION	OFFSET	AREA (SF)	AREA (SY)	REMARKS
HARRISON AVE							
HARRISON	151+34.77	153+08.66	MEDIAN	CT	1382	154	
HARRISON	1311+13.21	1312+77.80	MEDIAN	CT	1245	139	
SUBTOTAL						293	
GRAND TOTAL						293	

35100500							
AGGREGATE BASE COURSE, TYPE A 6"							
87% FED / 13% STATE							
ROAD	STA	STA	LENGTH	WIDTH	SQ FT	SQ YD	REMARKS
HARRISON							
PR HARRISON	150+93.85	1312+83.48	381	10	3,812	424	
SUBTOTAL						424	
CHERRY VALLEY PATH							
CHERRY VALLEY PATH						509	
SUBTOTAL						509	
GRAND TOTAL						933	
NOTE: AREAS MEASURED IN CADD.							

40600275				
BITUMINOUS MATERIALS (PRIME COAT)				
87% FED / 13% STATE				
DESCRIPTION	SQ FT	RATE (LB/SF)	APPLICATIONS	TOTAL (LBS)
REFER TO SCHEDULE FOR 31200500 STABILIZED - HOT-MIX ASPHALT 4"				
I-39 AND RAMPS	942220	0.25	1	235555.00
HARRISON	14031	0.25	1	3507.75
REFER TO SCHEDULE FOR 40604060 HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N50				
BIKE PATH	3812	0.25	1	952.95
CHERRY VALLEY PATH				
CHERRY VALLEY PATH			901.00	
			SUBTOTAL	
			240917	
			GRAND TOTAL	
			240917	

40600290				
BITUMINOUS MATERIALS (TACK COAT)				
87% FED / 13% STATE				
DESCRIPTION	SQ FT	RATE (LB/SF)	APPLICATIONS	TOTAL (LBS)
REFER TO SCHEDULE FOR 31200500 STABILIZED - HOT-MIX ASPHALT 4"				
I-39 AND RAMPS	942220	0.025	1	23555.5
HARRISON	14031	0.025	1	350.8
REFER TO SCHEDULE FOR X4062952 HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL				
I-39	26280	0.025	1	657
REFER TO SCHEDULE FOR 40604060 HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N50				
BIKE PATH	3812	0.025	1	95.3
			SUBTOTAL	24660
			GRAND TOTAL	24660
NOTE: SEE SN 101-1360 BILL OF MATERIALS FOR ADDITIONAL QUANTITY				

40603415						
HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5FG, N50						
87% FED / 13% STATE						
ROAD	STA	STA	SQ YD	UNIT WT (LBS/SY-IN)	THICKNESS (IN)	TON
CHERRY VALLEY PATH						
CHERRY VALLEY PATH						30
SUBTOTAL						30
GRAND TOTAL						30
NOTES: AREAS MEASURED IN CADD.						
SEE SN 101-1360 BILL OF MATERIALS FOR ADDITIONAL QUANTITY.						

40604060						
HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N50						
87% FED / 13% STATE						
ROAD	STA	STA	SQ YD	UNIT WT (LBS/SY-IN)	THICKNESS (IN)	TON
HARRISON						
PR HARRISON	150+93.85	1312+83.48	424	112	4	95
SUBTOTAL						95
CHERRY VALLEY PATH			84	112	2	10
SUBTOTAL						10
GRAND TOTAL						105
NOTE: AREAS MEASURED IN CADD.						

42000060							
WELDED WIRE REINFORCEMENT							
87% FED / 13% STATE							
ROAD	STA	STA	DESCRIPTION	WIDTH (FT)	SQ FT	SQ YD	REMARKS
I-39							
PR I-39	2646+61.61	2646+91.85	SB PAVEMENT	48	1,442	160	
PR I-39	2646+91.73	2647+21.15	NB PAVEMENT	48	1,421	158	
PR I-39	2649+33.92	2649+62.01	SB PAVEMENT	48	1,340	149	
PR I-39	2649+59.65	2649+87.36	NB PAVEMENT	48	1,339	149	
PR I-39	2680+60.40	2681+34.57	SB PAVEMENT	48	3,560	396	
PR I-39	2681+81.21	2682+57.84	NB PAVEMENT	48	3,679	409	
PR I-39	2685+54.22	2686+30.85	SB PAVEMENT	48	3,679	409	
PR I-39	2686+77.49	2687+54.95	NB PAVEMENT	48	3,718	413	
PR I-39	2722+43.05	2722+71.13	SB PAVEMENT	36	1,006	112	
PR I-39	2722+68.91	2722+92.89	NB PAVEMENT	24	605	67	
PR I-39	2725+69.32	2725+95.56	SB PAVEMENT	36	940	104	
PR I-39	2725+88.58	2726+13.42	NB PAVEMENT	24	578	64	
SUBTOTAL						2,590	
GRAND TOTAL						2,590	
NOTE: AREAS MEASURED IN CADD.							

42000080								
PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB								
87% FED / 13% STATE								
ROAD	STA	STA	DESCRIPTION	WIDTH (FT)	SQ FT	SQ YD	REMARKS	
I-39								
PR I-39	2646+61.61	2646+91.85	SB PAVEMENT CONNECTOR	VAR 70.0-70.6	2,082	231		
PR I-39	2646+91.73	2647+21.15	NB PAVEMENT CONNECTOR	70	2,100	233		
PR I-39	2649+33.92	2649+62.01	SB PAVEMENT CONNECTOR	VAR 70.0-70.6	1,991	221		
PR I-39	2649+59.65	2649+87.36	NB PAVEMENT CONNECTOR	70	1,928	214		
PR I-39	2680+60.40	2681+34.57	SB PAVEMENT CONNECTOR	VAR 70.0-70.5	5,082	565		
PR I-39	2681+81.21	2682+57.84	NB PAVEMENT CONNECTOR	70	5,480	609		
PR I-39	2685+54.22	2686+30.85	SB PAVEMENT CONNECTOR	VAR 70.0-70.5	5,493	610		
PR I-39	2686+77.49	2687+54.95	NB PAVEMENT CONNECTOR	VAR 70.0-70.5	5,313	590		
PR I-39	2722+43.05	2722+71.13	SB PAVEMENT CONNECTOR	VAR 58-58.6	1,604	178		
PR I-39	2722+68.91	2722+92.89	NB PAVEMENT CONNECTOR	46	1,178	131		
PR I-39	2725+69.32	2725+95.56	SB PAVEMENT CONNECTOR	58	1,535	171		
PR I-39	2725+88.58	2726+13.42	NB PAVEMENT CONNECTOR	46	1,092	121		
SUBTOTAL						3,876		
GRAND TOTAL						3,876		
NOTE: AREAS MEASURED IN CADD.								

MODEL: Schedules-8 [Sheet]
FILE NAME: c:\pword\it\benesch_projects\projects\0173723\0264C24-ML-sht-Schedules.dgn



Affiliated Benesch & Company
30 W. Wacker Drive, Suite 3000
Chicago, Illinois 60601
312-565-4150 Job No. 10900.00

USER NAME = J.Majcher
PLOT SCALE = \$SCALE\$
PLOT DATE = 7/21/2025

DESIGNED - A. GIBSON
DRAWN - J. MAJCHER
CHECKED - J. TARDY
DATE - 02/27/24

REVISED - 06/27/2025
REVISED - 07/22/2025
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: 1"=1'-0" SHEET 8 OF 39 SHEETS STA. TO STA.

FAI RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
* (201-3)R & (4-1.5)R WINNEBAGO 1685 56
ILLINOIS FED. AID PROJECT

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) *

MODEL: Schedules-9 [Sheet]
FILE NAME: c:\pwword\benesch_projects\projects\0173723\0264C24-MU-shl-Schedules.dgn

42001300 PROTECTIVE COAT 87% FED / 13% STATE							
ROAD	STA	STA	DESCRIPTION	WIDTH (FT)	SQ FT	SQ YD	REMARKS
I-39							
PR RAMP B	210+25.54	217+13.88	RAMP B PAVEMENT	24	16,606	1,845	
PR RAMP D	412+00.00	413+30.36	RAMP D PAVEMENT	16	2,086	232	
PR RAMP B	215+80.52	217+13.88	RAMP B INSIDE SHOULDER	6	826	92	
PR RAMP B	210+25.54	217+13.88	RAMP B OUTSIDE SHOULDER	VAR 10-12	7,822	869	
PR RAMP D	412+00.00	413+30.36	RAMP D OUTSIDE SHOULDER	6	782	87	
PR I-39	2620+83.00	2630+79.71	SB PAVEMENT	VAR 48-60	53,421	5,936	
PR I-39	2620+83.00	2645+91.89	NB PAVEMENT	48	121,215	13,468	
PR I-39	2630+79.71	2645+61.46	SB PAVEMENT	60	70,672	7,852	
PR I-39	2650+62.16	2679+60.40	SB PAVEMENT	48	138,766	15,418	
PR I-39	2650+87.21	2680+81.21	NB PAVEMENT	48	144,053	16,006	
PR I-39	2687+30.85	2705+84.10	SB PAVEMENT	48	88,955	9,884	
PR I-39	2688+54.95	2699+95.71	NB PAVEMENT	48	54,757	6,084	
PR I-39	2699+95.71	2710+21.51	NB PAVEMENT	VAR 48-54.3	52,407	5,823	
PR I-39	2705+84.10	2709+84.24	SB PAVEMENT	VAR 48-56	20,805	2,312	
PR I-39	2709+84.24	2721+42.91	SB PAVEMENT	36	41,589	4,621	
PR I-39	2710+21.51	2721+69.07	NB PAVEMENT	24	27,610	3,068	
PR I-39	2726+95.71	2732+35.00	SB PAVEMENT	36	19,326	2,147	
PR I-39	2727+13.26	2731+97.70	NB PAVEMENT	24	11,671	1,297	
PR I-39	2646+61.61	2646+91.85	SB PAVEMENT CONNECTOR	VAR 70.0-70.6	2,082	231	
PR I-39	2646+91.73	2647+21.15	NB PAVEMENT CONNECTOR	70	2,100	233	
PR I-39	2649+33.92	2649+62.01	SB PAVEMENT CONNECTOR	VAR 70.0-70.6	1,991	221	
PR I-39	2649+59.65	2649+87.36	NB PAVEMENT CONNECTOR	70	1,928	214	
PR I-39	2680+60.40	2681+34.57	SB PAVEMENT CONNECTOR	VAR 70.0-70.5	5,082	565	
PR I-39	2681+81.21	2682+57.84	NB PAVEMENT CONNECTOR	70	5,480	609	
PR I-39	2685+54.22	2686+30.85	SB PAVEMENT CONNECTOR	VAR 70.0-70.5	5,493	610	
PR I-39	2686+77.49	2687+54.95	NB PAVEMENT CONNECTOR	VAR 70.0-70.5	5,313	590	
PR I-39	2722+43.05	2722+71.13	SB PAVEMENT CONNECTOR	VAR 58-58.6	1,604	178	
PR I-39	2722+68.91	2722+92.89	NB PAVEMENT CONNECTOR	46	1,178	131	
PR I-39	2725+69.32	2725+95.56	SB PAVEMENT CONNECTOR	58	1,535	171	
PR I-39	2725+88.58	2726+13.42	NB PAVEMENT CONNECTOR	46	1,092	121	
PR I-39	2645+61.46	2646+61.61	SB TERMINAL SYSTEM	48	4,776	531	
PR I-39	2645+91.89	2646+91.73	NB TERMINAL SYSTEM	48	4,824	536	
PR I-39	2649+62.01	2650+62.16	SB TERMINAL SYSTEM	48	4,776	531	
PR I-39	2649+87.36	2650+87.21	NB TERMINAL SYSTEM	48	4,824	536	
PR I-39	2679+60.40	2680+60.40	SB TERMINAL SYSTEM	48	4,800	533	
PR I-39	2680+81.21	2681+81.21	NB TERMINAL SYSTEM	48	4,800	533	
PR I-39	2686+30.85	2687+30.85	SB TERMINAL SYSTEM	48	4,800	533	
PR I-39	2687+54.95	2688+54.95	NB TERMINAL SYSTEM	48	4,800	533	
PR I-39	2721+42.91	2722+43.05	SB TERMINAL SYSTEM	36	3,589	399	
PR I-39	2721+69.07	2722+68.91	NB TERMINAL SYSTEM	24	2,405	267	
PR I-39	2725+95.56	2726+95.71	SB TERMINAL SYSTEM	36	3,589	399	
PR I-39	2726+13.42	2727+13.26	NB TERMINAL SYSTEM	24	2,405	267	
PR I-39	2620+83.00	2646+61.61	SB INSIDE SHOULDER	10	25,749	2,861	
PR I-39	2620+83.00	2646+61.61	SB OUTSIDE SHOULDER	12	30,566	3,396	
PR I-39	2620+83.00	2646+91.73	NB INSIDE SHOULDER	10	26,125	2,903	
PR I-39	2620+83.00	2646+91.73	NB OUTSIDE SHOULDER	12	31,675	3,519	
PR I-39	2649+62.01	2665+57.93	SB INSIDE SHOULDER	10	15,877	1,764	
PR I-39	2649+62.01	2680+60.40	SB OUTSIDE SHOULDER	12	37,008	4,112	
PR I-39	2649+87.36	2665+57.93	NB INSIDE SHOULDER	10	15,657	1,740	
PR I-39	2649+87.36	2681+81.21	NB OUTSIDE SHOULDER	12	38,495	4,277	
PR I-39	2665+57.93	2666+19.93	SB INSIDE SHOULDER	12	900	100	
PR I-39	2665+57.93	2666+19.93	NB INSIDE SHOULDER	12	900	100	
PR I-39	2666+19.93	2680+60.40	SB INSIDE SHOULDER	10	14,340	1,593	
PR I-39	2666+19.93	2681+81.21	NB INSIDE SHOULDER	10	15,548	1,728	
PR I-39	2686+30.85	2722+43.05	SB INSIDE SHOULDER	10	36,112	4,012	
PR I-39	2686+30.85	2705+84.10	SB OUTSIDE SHOULDER	12	23,439	2,604	
PR I-39	2687+54.95	2722+68.91	NB INSIDE SHOULDER	10	35,150	3,906	
PR I-39	2687+54.95	2710+21.51	NB OUTSIDE SHOULDER	12	27,195	3,022	
PR I-39	2705+84.10	2709+84.24	SB OUTSIDE SHOULDER	VAR 6-12	3,299	367	
PR I-39	2709+84.24	2711+14.57	RAMP D GORE	VAR 4-17.9	2,839	315	
PR I-39	2710+21.51	2715+79.83	RAMP B GORE	VAR 6.3-23.9	5,925	658	
PR I-39	2711+14.57	2722+43.05	SB OUTSIDE SHOULDER	12	10,871	1,208	
PR I-39	2715+79.83	2722+68.91	NB OUTSIDE SHOULDER	12	8,322	925	
PR I-39	2725+95.56	2732+35.00	SB INSIDE SHOULDER	10	6,671	741	
PR I-39	2725+95.56	2732+35.00	SB OUTSIDE SHOULDER	12	7,609	845	
PR I-39	2726+13.42	2731+97.70	NB INSIDE SHOULDER	10	5,854	650	
PR I-39	2726+13.42	2731+97.70	NB OUTSIDE SHOULDER	12	7,049	783	
PR I-39	2620+83.00	2630+74.38	MEDIAN CONCRETE BARRIER	12.92	12,805	1,423	
PR I-39	2630+85.63	2644+44.38	MEDIAN CONCRETE BARRIER	12.92	17,551	1,950	
PR I-39	2644+55.63	2647+06.61	MEDIAN CONCRETE BARRIER	12.92	3,242	360	
PR I-39	2649+46.88	2656+94.38	MEDIAN CONCRETE BARRIER	12.92	9,655	1,073	
PR I-39	2657+05.63	2665+57.93	MEDIAN CONCRETE BARRIER	12.92	11,009	1,223	
PR I-39	2666+19.93	2672+94.38	MEDIAN CONCRETE BARRIER	12.92	8,712	968	
PR I-39	2673+05.63	2678+94.38	MEDIAN CONCRETE BARRIER	12.92	7,605	845	
PR I-39	2679+05.63	2681+96.21	MEDIAN CONCRETE BARRIER	12.92	3,753	417	
PR I-39	2686+15.89	2686+44.00	MEDIAN CONCRETE BARRIER	12.92	363	40	
PR I-39	2686+56.00	2688+94.00	MEDIAN CONCRETE BARRIER	12.92	3,074	342	
PR I-39	2689+06.00	2699+89.38	MEDIAN CONCRETE BARRIER	12.92	13,994	1,555	
PR I-39	2700+00.63	2706+94.38	MEDIAN CONCRETE BARRIER	12.92	8,961	996	
PR I-39	2707+05.63	2722+83.84	MEDIAN CONCRETE BARRIER	12.92	20,385	2,265	
PR I-39	2725+80.47	2734+00.00	MEDIAN CONCRETE BARRIER	12.92	10,586	1,176	

42001300 PROTECTIVE COAT 87% FED / 13% STATE							
ROAD	STA	STA	DESCRIPTION	WIDTH (FT)	SQ FT	SQ YD	REMARKS
I-39							
PR I-39	2704+72.08	2705+10.78	NB OUTSIDE CONCRETE BARRIER	8.92	345	38	
PR I-39	2646+66.02	2646+77.49	LT CONCRETE SHOULDER CURB	0.92	11	1	
PR I-39	2649+21.14	2649+43.66	LT CONCRETE SHOULDER CURB	0.92	21	2	
PR I-39	2680+63.94	2680+75.40	LT CONCRETE SHOULDER CURB	0.83	10	1	
PR I-39	2684+94.22	2685+21.78	LT CONCRETE SHOULDER CURB	0.83	23	3	
PR I-39	2687+36.66	2687+48.12	RT CONCRETE SHOULDER CURB	0.83	10	1	
PR I-39	2722+47.45	2722+58.92	LT CONCRETE SHOULDER CURB	1.08	12	1	
PR I-39	2680+18.62	2683+17.01	TYPE A GUTTER AND OUTLET	VAR 3.0-7.0	963	107	
PR I-39	2687+40.20	2689+36.35	TYPE A GUTTER AND OUTLET	VAR 3.0-8.0	666	74	
PR RAMP B	203+60.00	213+40.00	TYPE A GUTTER	3.00	2,940	327	
					SUBTOTAL	169,834	2
HARRISON							
DDI EB	3010+47.50	3013+80.10	EB PAVEMENT	14	4,706	523	
DDI WB	2010+39.50	2013+73.50	WB PAVEMENT	14	4,734	526	
HARRISON	151+34.77	152+08.66	MEDIAN	CT	1535	171	
HARRISON	1311+13.21	1312+77.80	MEDIAN	CT	1245	139	
HARRISON AVE	149+83.16	1313+81.41	EB LT B-6.24 C&G	2.58	1532	170	
HARRISON AVE	151+34.34	1312+77.77	WB RT B-6.24 C&G	2.58	876	97	
HARRISON AVE	151+35.23	1312+77.77	EB RT B-6.24 C&G	2.58	873	97	
					SUBTOTAL	724	
					GRAND TOTAL	171,558	2
NOTE: AREAS MEASURED IN CADD.							

42000506 PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED) 87% FED / 13% STATE							
ROAD	STA	STA	LENGTH (FT)	WIDTH (FT)	SQ FT	SQ YD	REMARKS
I-39							
PR RAMP B	210+25.54	217+13.88	688.34	24	16,606	1,845	
PR RAMP D	412+00.00	413+30.36	130.36	16	2,086	232	
					SUBTOTAL	2,077	
HARRISON							
DDI EB	3010+47.50	3013+80.10	332.60	14	4,706	523	
DDI WB	2010+39.50	2013+73.50	334.00	14	4,734	526	
					SUBTOTAL	1,049	
					GRAND TOTAL	3,126	
NOTE: AREAS MEASURED IN CADD.							

42100350 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12 1/2" 87% FED / 13% STATE							
ROAD	STA	STA	DESCRIPTION	WIDTH (FT)	SQ FT	SQ YD	REMARKS
I-39							
PR I-39	2620+83.00	2630+79.71	SB PAVEMENT	VAR 48-60	53,421	5,936	
PR I-39	2620+83.00	2645+91.89	NB PAVEMENT	48	121,215	13,468	
PR I-39	2630+79.71	2645+61.46	SB PAVEMENT	60	70,672	7,852	
PR I-39	2650+62.16	2679+60.40	SB PAVEMENT	48	138,766	15,418	
PR I-39	2650+87.21	2680+81.21	NB PAVEMENT	48	144,053	16,006	
PR I-39	2687+30.85	2705+84.10	SB PAVEMENT	48	88,955	9,884	
PR I-39	2688+54.95	2699+95.71	NB PAVEMENT	48	54,757	6,084	
PR I-39	2699+95.71	2710+21.51	NB PAVEMENT	VAR 48-54.3	52,407	5,823	
PR I-39	2705+84.10	2709+84.24	SB PAVEMENT	VAR 48-56	20,805	2,312	
PR I-39	2709+84.24	2721+42.91	SB PAVEMENT	36	41,589	4,621	
PR I-39	2710+21.51	2721+69.07	NB PAVEMENT	24	27,610	3,068	
PR I-39	2726+95.71	2732+35.00	SB PAVEMENT	36	19,326	2,147	
PR I-39	2727+13.26	2731+97.70	NB PAVEMENT	24	11,671	1,297	
					SUBTOTAL	93,917	
					GRAND TOTAL	93,917	
NOTE: AREAS MEASURED IN CADD.							



USER NAME = J.Majcher
PLOT SCALE = \$\$CALES
PLOT DATE = 7/21/2025

DESIGNED - A.GIBSON
DRAWN - J.MAJCHER
CHECKED - J.TARDY
DATE - 02/27/24

REVISED - 07/22/2025
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

42100615							
PAVEMENT REINFORCEMENT							
87% FED / 13% STATE							
ROAD	STA	STA	DESCRIPTION	WIDTH (FT)	SQ FT	SQ YD	REMARKS
I-39							
PR I-39	2620+83.00	2630+79.71	SB PAVEMENT	VAR 48-60	53,421	5,936	
PR I-39	2620+83.00	2645+91.89	NB PAVEMENT	48	121,215	13,468	
PR I-39	2630+79.71	2645+61.46	SB PAVEMENT	60	70,672	7,852	
PR I-39	2650+62.16	2679+60.40	SB PAVEMENT	48	138,766	15,418	
PR I-39	2650+87.21	2680+81.21	NB PAVEMENT	48	144,053	16,006	
PR I-39	2687+30.85	2705+84.10	SB PAVEMENT	48	88,955	9,884	
PR I-39	2688+54.95	2699+95.71	NB PAVEMENT	48	54,757	6,084	
PR I-39	2699+95.71	2710+21.51	NB PAVEMENT	VAR 48-54.3	52,407	5,823	
PR I-39	2705+84.10	2709+84.24	SB PAVEMENT	VAR 48-56	20,805	2,312	
PR I-39	2709+84.24	2721+42.91	SB PAVEMENT	36	41,589	4,621	
PR I-39	2710+21.51	2721+69.07	NB PAVEMENT	24	27,610	3,068	
PR I-39	2726+95.71	2732+35.00	SB PAVEMENT	36	19,326	2,147	
PR I-39	2727+13.26	2731+97.70	NB PAVEMENT	24	11,671	1,297	
SUBTOTAL						93,917	
GRAND TOTAL						93,917	
NOTE: AREAS MEASURED IN CADD.							

42101020			
WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 24'			
87% FED / 13% STATE			
ROAD	STA	EACH	REMARKS
I - 39			
PR I - 39	2721+69.07	1	
PR I - 39	2727+13.26	1	
SUBTOTAL		2	
GRAND TOTAL		2	

42101030			
WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 36'			
87% FED / 13% STATE			
ROAD	STA	EACH	REMARKS
I - 39			
PR I - 39	2721+42.91	1	
PR I - 39	2726+95.71	1	
SUBTOTAL		2	
GRAND TOTAL		2	

42101040			
WIDE FLANGE BEAM TERMINAL JOINT COMPLETE 48'			
87% FED / 13% STATE			
ROAD	STA	EACH	REMARKS
I - 39			
PR I - 39	2645+61.46	1	
PR I - 39	2645+91.89	1	
PR I - 39	2650+62.16	1	
PR I - 39	2650+87.21	1	
PR I - 39	2679+60.40	1	
PR I - 39	2680+81.21	1	
PR I - 39	2687+30.85	1	
PR I - 39	2688+54.95	1	
SUBTOTAL		8	
GRAND TOTAL		8	

42400100					
PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH					
87% FED / 13% STATE					
ROAD	STA	STA	OFFSET	SQ FT	REMARKS
CHERRY VALLEY PATH					
CHERRY VALLEY PATH				977	
SUBTOTAL				977	
GRAND TOTAL				977	

42400800						
DETECTABLE WARNINGS						
87% FED / 13% STATE						
ROAD	STA	OFFSET	LT/RT	DESCRIPTION	SQ FT	REMARKS
CHERRY VALLEY PATH						
CHERRY VALLEY PATH					20	
SUBTOTAL					20	
TOTAL					20	

44000157					
HOT-MIX ASPHALT SURFACE REMOVAL, 2"					
87% FED / 13% STATE					
ROAD	STA	STA	OFFSET	SQ YD	REMARKS
CHERRY VALLEY PATH					
CHERRY VALLEY PATH				84	
SUBTOTAL				84	
GRAND TOTAL				84	

48100500							
AGGREGATE SHOULDERS, TYPE A 6"							
87% FED / 13% STATE							
ROAD	STA	STA	OFFSET	AREA (SF)	AREA (SY)	REMARKS	
I-39							
PR I-39	2620+83.00	2634+67.97	RT	2804	312		
PR I-39	2620+83.00	2636+26.79	LT	3046	338		
PR I-39	2651+84.03	2654+52.33	LT	528	59		
PR I-39	2655+40.00	2679+17.48	RT	4770	530		
PR I-39	2668+63.00	2675+75.36	LT	1419	158		
PR I-39	2689+11.70	2702+08.49	RT	2592	288		
PR I-39	2694+83.98	2709+83.80	LT	2998	333		
PR I-39	2713+30.21	2721+83.22	LT	1692	188		
PR I-39	2715+79.83	2717+18.99	RT	277	31		
PR I-39	2726+35.05	2731+97.06	RT	1132	126		
PR I-39	2728+00.58	2732+35.00	LT	857	95		
PR RAMP B	213+66.40	217+13.88	RT	688	76		
PR RAMP B	215+80.52	217+13.88	LT	277	31		
PR RAMP D	412+00.00	413+30.35	RT	261	29		
SUBTOTAL					2594		
GRAND TOTAL					2594		

MODEL: Schedules-10 (Sheet)
FILE NAME: c:\pwworkin\benesch_projects\projects\0173723\0264C24-ML-shl-Schedules.dgn

60618300							
CONCRETE MEDIAN SURFACE, 4 INCH							
87% FED / 13% STATE							
ROAD	STA	STA	DESCRIPTION	OFFSET	AREA (SF)	AREA (SY)	REMARKS
HARRISON							
PR HARRISON	151+34.77	153+08.66	MEDIAN	CT	1382	154	
PR HARRISON	1311+13.21	1312+77.80	MEDIAN	CT	1245	139	
SUBTOTAL						293	
GRAND TOTAL						293	

63500105								
DELINEATORS								
87% FED / 13% STATE								
ROAD	STA	STA	OFFSET	SINGLE/ DOUBLE	SPACING (FOOT)	COLOR	EACH	REMARKS
I - 39								
PR RAMP B	215+80.52	217+13.88	LT	SINGLE	100	AMBER	2	
PR RAMP B	210+25.54	217+13.88	RT	SINGLE	100	CRYSTAL	7	
PR RAMP D	412+00.00	413+30.36	RT	DOUBLE	100	CRYSTAL	4	
PR I - 39	2620+83.00	2646+61.61	LT	SINGLE	400	CRYSTAL	7	
PR I - 39	2620+83.00	2646+91.73	RT	SINGLE	400	CRYSTAL	7	
PR I - 39	2649+62.01	2680+60.40	LT	SINGLE	400	CRYSTAL	8	
PR I - 39	2649+87.36	2681+81.21	RT	SINGLE	400	CRYSTAL	8	
PR I - 39	2686+30.85	2705+84.10	LT	SINGLE	400	CRYSTAL	5	
PR I - 39	2687+54.95	2710+21.51	RT	SINGLE	400	CRYSTAL	6	
PR I - 39	2705+84.10	2709+84.24	LT	DOUBLE	100	AMBER	10	
PR I - 39	2713+30.21	2722+43.05	LT	SINGLE	400	CRYSTAL	3	
PR I - 39	2715+79.83	2722+68.91	RT	SINGLE	400	CRYSTAL	2	
PR I - 39	2725+95.56	2732+35.00	LT	SINGLE	400	CRYSTAL	2	
PR I - 39	2726+13.42	2731+97.70	RT	SINGLE	400	CRYSTAL	2	
SUBTOTAL							73	
GRAND TOTAL							73	
NOTE: SEE DRAINAGE SCHEDULES FOR ADDITIONAL QUANTITIES								

63700280					
CONCRETE BARRIER, DOUBLE FACE, 44 INCH HEIGHT					
87% FED / 13% STATE					
ROAD	STA	STA	DESCRIPTION	FOOT	REMARKS
I - 39					
PR I - 39	2620+83.00	2630+74.38	MEDIAN	991.38	
PR I - 39	2630+85.63	2644+44.38	MEDIAN	1358.75	
PR I - 39	2644+55.63	2644+95.00	MEDIAN	39.37	
PR I - 39	2651+58.49	2656+94.38	MEDIAN	535.89	
PR I - 39	2657+05.63	2665+21.26	MEDIAN	815.63	
PR I - 39	2666+56.60	2672+94.38	MEDIAN	637.78	
PR I - 39	2673+05.63	2678+94.38	MEDIAN	588.75	
PR I - 39	2679+05.63	2681+96.21	MEDIAN	290.58	
PR I - 39	2686+15.89	2686+44.00	MEDIAN	28.11	
PR I - 39	2686+56.00	2688+94.00	MEDIAN	238	
PR I - 39	2689+06.00	2699+89.38	MEDIAN	1083.38	
PR I - 39	2700+00.63	2706+94.38	MEDIAN	693.75	
PR I - 39	2707+05.63	2720+78.79	MEDIAN	1373.16	
PR I - 39	2727+80.08	2734+00.00	MEDIAN	619.92	2
PR I - 39	2704+72.08	2705+10.78	NB OUTSIDE	38.70	
SUBTOTAL				9,334	
GRAND TOTAL				9,334	2

63700380					
CONCRETE BARRIER, VARIABLE CROSS SECTION 44 INCH HEIGHT					
87% FED / 13% STATE					
ROAD	STA	STA	DESCRIPTION	FOOT	REMARKS
I - 39					
PR I - 39	2644+95.00	2647+06.61	MEDIAN	211.61	
PR I - 39	2649+46.88	2651+58.49	MEDIAN	211.91	
PR I - 39	2720+78.79	2722+83.84	MEDIAN	205.05	
PR I - 39	2725+80.47	2727+80.08	MEDIAN	199.61	
SUBTOTAL				828	
GRAND TOTAL				828	

63700805					
CONCRETE BARRIER TRANSITION					
87% FED / 13% STATE					
ROAD	STA	STA	DESCRIPTION	FOOT	REMARKS
I - 39					
PR I - 39	2665+21.26	2665+47.93	MEDIAN	26.67	
PR I - 39	2666+29.93	2666+56.60	MEDIAN	26.67	
SUBTOTAL				54	
GRAND TOTAL				54	

63700900					
CONCRETE BARRIER BASE					
87% FED / 13% STATE					
ROAD	STA	STA	DESCRIPTION	FOOT	REMARKS
I - 39					
PR I - 39	2704+72.08	2705+10.78	NB OUTSIDE	38.70	
SUBTOTAL				39	
GRAND TOTAL				39	

X1700072					
CONCRETE BARRIER, VERTICAL FACE (SPECIAL)					
87% FED / 13% STATE					
ROAD	STA	STA	DESCRIPTION	FOOT	REMARKS
I - 39					
PR I - 39	2665+47.93	2665+57.93	MEDIAN	10.00	
PR I - 39	2666+19.93	2666+29.93	MEDIAN	10.00	
SUBTOTAL				20	
GRAND TOTAL				20	

X6370048					
CONCRETE BARRIER BASE (SPECIAL)					
87% FED / 13% STATE					
ROAD	STA	STA	DESCRIPTION	FOOT	REMARKS
I - 39					
PR I - 39	2620+83.00	2630+74.38	MEDIAN	991.38	
PR I - 39	2630+85.63	2644+44.38	MEDIAN	1358.75	
PR I - 39	2644+55.63	2647+06.61	MEDIAN	250.98	
PR I - 39	2649+46.88	2656+94.38	MEDIAN	747.49	
PR I - 39	2657+05.63	2665+57.93	MEDIAN	852.30	
PR I - 39	2666+19.93	2672+94.38	MEDIAN	674.45	
PR I - 39	2673+05.63	2678+94.38	MEDIAN	588.75	
PR I - 39	2679+05.63	2681+96.21	MEDIAN	290.59	
PR I - 39	2686+15.89	2686+44.00	MEDIAN	28.11	
PR I - 39	2686+56.00	2688+94.00	MEDIAN	238.00	
PR I - 39	2689+06.00	2699+89.38	MEDIAN	1083.38	
PR I - 39	2700+00.63	2706+94.38	MEDIAN	693.75	
PR I - 39	2707+05.63	2722+83.84	MEDIAN	1578.22	
PR I - 39	2725+80.47	2731+98.34	MEDIAN	617.87	
SUBTOTAL				9,995	
GRAND TOTAL				9,995	

MODEL: Schedules-12 (Sheet)
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Affiliated Research & Company
301 N. Wacker Drive, Suite 3000
Chicago, Illinois 60601
312-565-4150 Job No. 10800.00

USER NAME = jMajcher	DESIGNED - A. GIBSON	REVISED - 07/22/2025
	DRAWN - J. MAJCHER	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - J. TARDY	REVISED -
PLOT DATE = 7/21/2025	DATE - 02/27/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: 1"=1'-0" SHEET 12 OF 39 SHEETS STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	60
CONTRACT NO. 64C24				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) *

X5012506					
CONCRETE WALL REMOVAL					
87% FED / 13% STATE					
ROAD	STA	STA	OFFSET	FOOT	REMARKS
CHERRY VALLEY PATH					
CHERRY VALLEY PATH				145	
SUBTOTAL				145	
GRAND TOTAL				145	

X6026056					
SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID					
100% FRSA					
ROAD	STA	OFFSET	EACH	REMARKS	
PR I-39	2650+80.00	168' RT	1	MH 149-073	
PR I-39	2707+60.00	150' LT	1	MH 148-001	
PR I-39	2707+40.00	180' RT	1	MH 156-011	
PR I-39	2707+70.00	180' RT	1	MH 156-026	
MILL RD	00+42.00		1	MH 156-122	
SUBTOTAL			5		
GRAND TOTAL			5		

X6026057					
SANITARY MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID					
100% FRSA					
ROAD	STA	OFFSET	EACH	REMARKS	
PR I-39	2707+80.00	150' LT	1	MH 156-027	
PR I-39	2650+80.00	160' LT	1	MH 149-074	
SUBTOTAL			2		
GRAND TOTAL			2		

50104650								
SLOPE WALL REMOVAL								
87% FED / 13% STATE								
ROAD	STA	STA	DESCRIPTION	WIDTH (FT)	SQ FT	SQ YD	REMARKS	
I-39								
PR I-39	2664+60.09	2665+41.94	PERRYVILLE BRIDGE SOUTH SLOPE WALL	6	491	55		
PR I-39	2666+35.92	2667+17.77	PERRYVILLE BRIDGE NORTH SLOPE WALL	6	491	55		
						SUBTOTAL	110	
						GRAND TOTAL	110	
NOTE: SEE STRUCTURAL BILL OF MATERIALS FOR ADDITIONAL QUANTITIES								

51100100							
SLOPE WALL 4 INCH							
87% FED / 13% STATE							
ROAD	STA	STA	DESCRIPTION	WIDTH (FT)	SQ FT	SQ YD	REMARKS
I-39							
PR I-39	2664+60.09	2665+41.94	PERRYVILLE BRIDGE SOUTH SLOPE WALL	6	491	55	
PR I-39	2666+35.92	2667+17.77	PERRYVILLE BRIDGE NORTH SLOPE WALL	6	491	55	
SUBTOTAL						110	
GRAND TOTAL						110	
NOTE: SEE STRUCTURAL BILL OF MATERIALS FOR ADDITIONAL QUANTITIES							

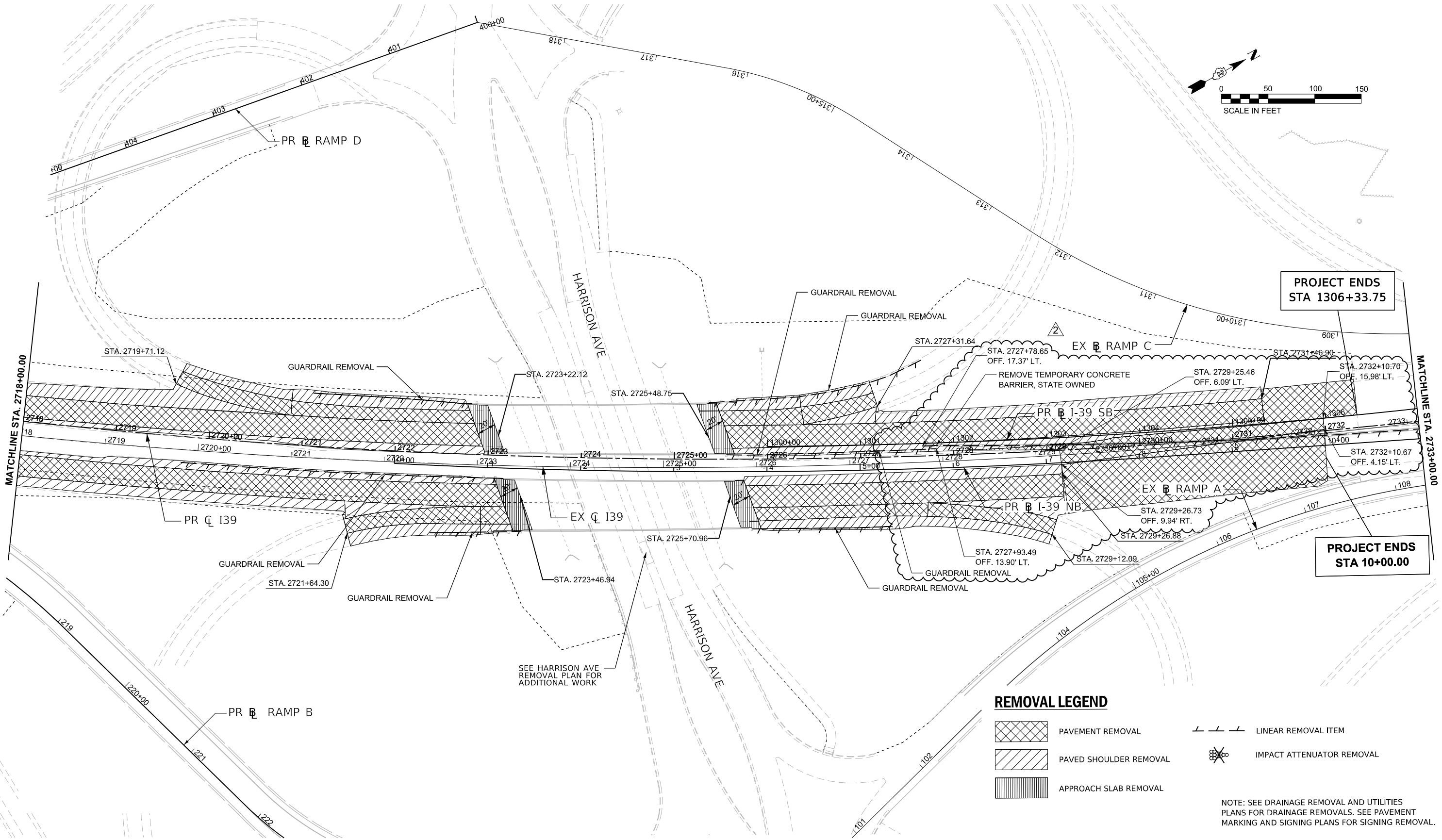
X7820007							
GUARDRAIL REFLECTORS, TYPE C (SPECIAL)							
87% FED / 13% STATE							
ROAD	STA	STA	O/S	LENGTH	SPACING	EACH	REMARKS
I-39							
PR I-39	2620+83.00	2665+57.93	LT	4474.93	400	12	MEDIAN BARRIER
PR I-39	2620+83.00	2665+57.93	RT	4474.93	400	12	MEDIAN BARRIER
PR I-39	2666+19.93	2734+00.00	LT	6578.41	400	17	MEDIAN BARRIER
PR I-39	2666+19.93	2734+00.00	RT	6578.41	400	17	MEDIAN BARRIER
PR I-39	2704+72.08	2705+10.78	RT	38.70	400	1	NB RIGHT SHOULDER BARRIER
PR I-39	2646+93.01	2649+01.73	LT	208.72	80	3	I-39 OVER CN SB PARAPET WALL
PR I-39	2647+55.21	2649+57.44	RT	202.23	80	3	I-39 OVER CN NB PARAPET WALL
PR I-39	2680+90.40	2684+80.38	LT	389.98	80	5	I-39 OVER UP SB PARAPET WALL
PR I-39	2683+33.98	2687+21.66	RT	387.68	80	5	I-39 OVER UP NB PARAPET WALL
PR I-39	2722+74.07	2725+43.46	LT	269.39	80	4	I-39 OVER HARRISON SB PARAPET WALL
PR I-39	2723+18.43	2725+82.89	RT	264.46	80	4	I-39 OVER HARRISON NB PARAPET WALL
SUBTOTAL						83	
GRAND TOTAL (FOR BARRIER AND BRIDGE PARAPET WALLS)						83	
NOTES: SEE GUARDRAIL SCHEDULE FOR ADDITIONAL QUANTITIES							

2

X6350206							
LINEAR DELINEATOR PANELS, 6 INCH							
87% FED / 13% STATE							
ROAD	STA	STA	SIDE	LENGTH	SPACING	EACH	REMARKS
I-39							
PR I-39	2647+06.61	2649+46.88	LT	240.27	50	5	SB SIDE OF I-39 OVER CN MEDIAN PARAPET WALL
PR I-39	2647+55.21	2649+57.44	RT	202.23	50	5	I-39 OVER CN NB PARAPET WALL
PR I-39	2722+83.84	2725+80.47	LT	296.63	50	6	SB SIDE OF I-39 OVER HARRISON MEDIAN PARAPET WALL
PR I-39	2723+18.43	2725+82.89	RT	264.46	50	6	I-39 OVER HARRISON NB PARAPET WALL
SUBTOTAL					22		
GRAND TOTAL					22		

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MODEL: I-39 Wide - REM Plan 12 (Sheet)
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REMOVAL LEGEND

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- APPROACH SLAB REMOVAL
- LINEAR REMOVAL ITEM
- IMPACT ATTENUATOR REMOVAL

NOTE: SEE DRAINAGE REMOVAL AND UTILITIES PLANS FOR DRAINAGE REMOVALS. SEE PAVEMENT MARKING AND SIGNING PLANS FOR SIGNING REMOVAL.



USER NAME	= jMajcher	DESIGNED	- A.GIBSON	REVISED	- 07/22/2025
		DRAWN	- E.SAYRE	REVISED	-
PLOT SCALE	= 0.16666633" / In.	CHECKED	- J.TARDY	REVISED	-
PLOT DATE	= 7/21/2025	DATE	- 02/27/24	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

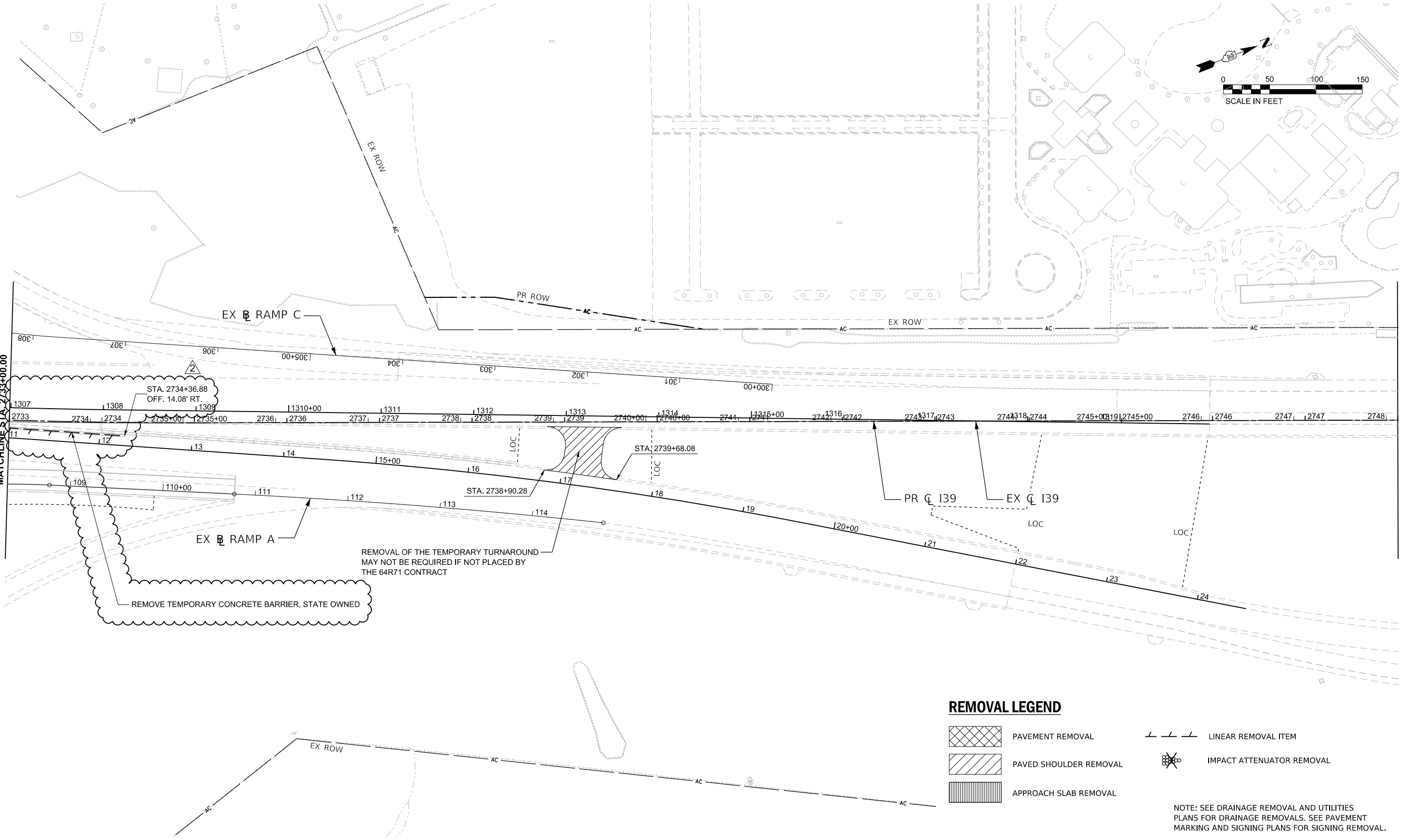
REMOVAL PLAN
I-39

SCALE: 1"=50' SHEET 8 OF 10 SHEETS STA. 2718+00.00 TO STA. 2733+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	104
CONTRACT NO. 64C24				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

MODEL: I-39 Wide - REM Plan 13 (Sheet)
FILE NAME: c:\paword\benesch_projects\projects\173783\I284C24_ML-shr-REM-I39.dgn



REMOVAL LEGEND

- | | | | |
|--|------------------------|--|---------------------------|
| | PAVEMENT REMOVAL | | LINEAR REMOVAL ITEM |
| | PAVED SHOULDER REMOVAL | | IMPACT ATTENUATOR REMOVAL |
| | APPROACH SLAB REMOVAL | | |

NOTE: SEE DRAINAGE REMOVAL AND UTILITIES PLANS FOR DRAINAGE REMOVALS. SEE PAVEMENT MARKING AND SIGNING PLANS FOR SIGNING REMOVAL.



USER NAME	= jMajcher	DESIGNED	- A.GIBSON	REVISED	- 7/22/2025
		DRAWN	- E.SAYRE	REVISED	-
PLOT SCALE	= 0.16666633" / In.	CHECKED	- J.TARDY	REVISED	-
PLOT DATE	= 7/21/2025	DATE	- 02/27/24	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN
I-39**

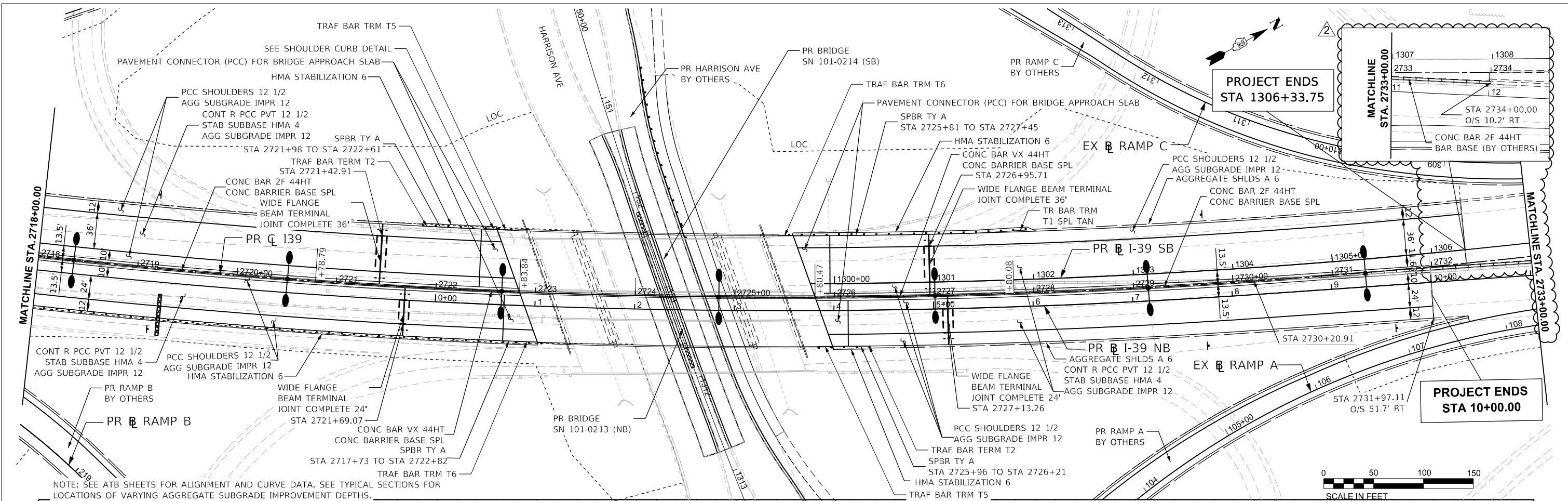
SCALE: 1"=50' SHEET 9 OF 10 SHEETS STA. 2733+00.00 TO STA. 2748+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	105
CONTRACT NO. 64C24				
ILLINOIS FED. AID PROJECT				

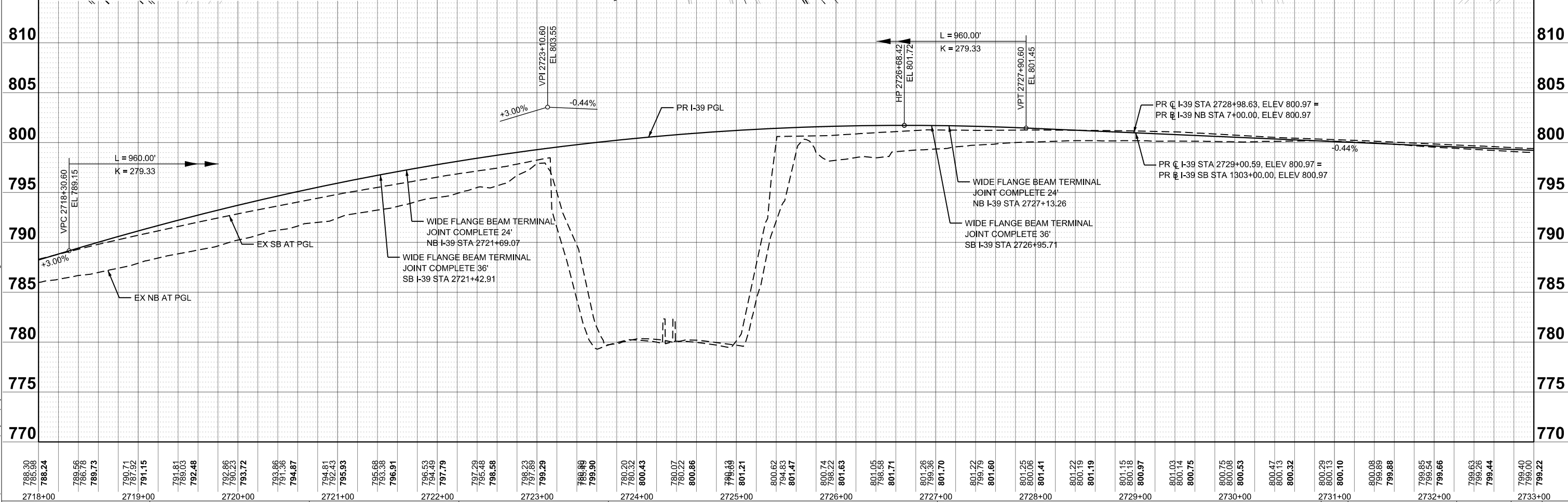
* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

REV. 7/23/25

MODEL: I-39 Mainline - Plan 12 (Sheet)
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NOTE: SEE ATB SHEETS FOR ALIGNMENT AND CURVE DATA. SEE TYPICAL SECTIONS FOR LOCATIONS OF VARYING AGGREGATE SUBGRADE IMPROVEMENT DEPTHS.



USER NAME	= jMajcher	DESIGNED	- A.GIBSON	REVISED	- 2 07/22/2025
DRAWN	- J.MAJCHER	REVIS	-		
PLOT SCALE	= 0.16666633" / In.	CHECKED	- J.TARDY	REVISED	-
PLOT DATE	= 7/21/2025	DATE	- 02/27/24	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

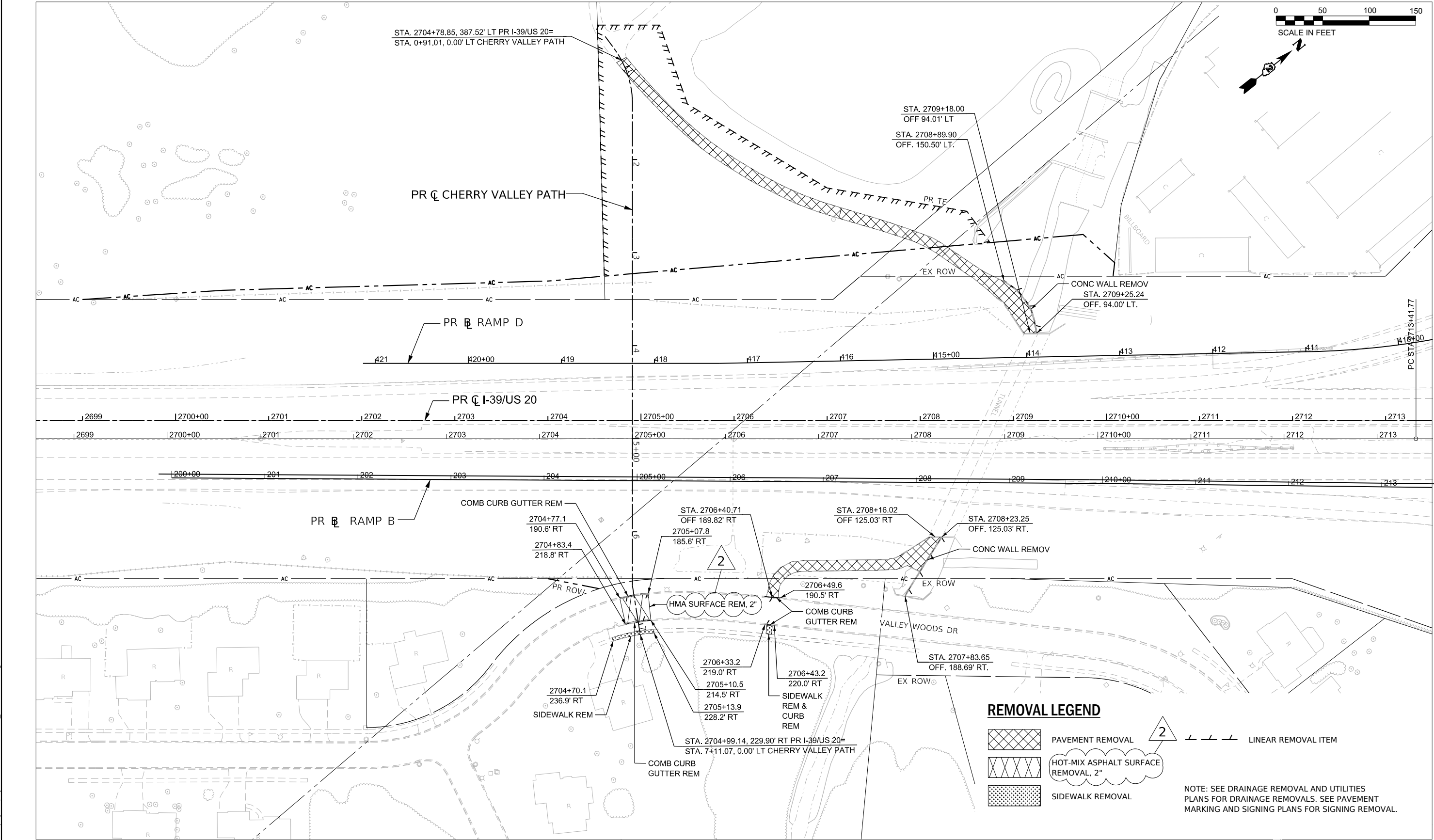
PROPOSED PLAN AND PROFILE
I-39

SCALE: 1"=50' SHEET 8 OF 8 SHEETS STA. 2718+00.00 TO STA. 2733+00.00

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	114
CONTRACT NO. 64C24				

* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

MODEL: PR I-39 - CVP Rem 1 [Sheet]
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Kaskaskia
Engineering Group, LLC
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201 E. Main St., Suite 201
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630.233.2877 phone
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www.kaskaskiaeng.com
ILLINOIS No. 061-088193
26-0000066

USER NAME = zbraun	DESIGNED - RJO	REVISED - 07/22/2025
	DRAWN - RJO	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - RJB	REVISED -
PLOT DATE = 7/17/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

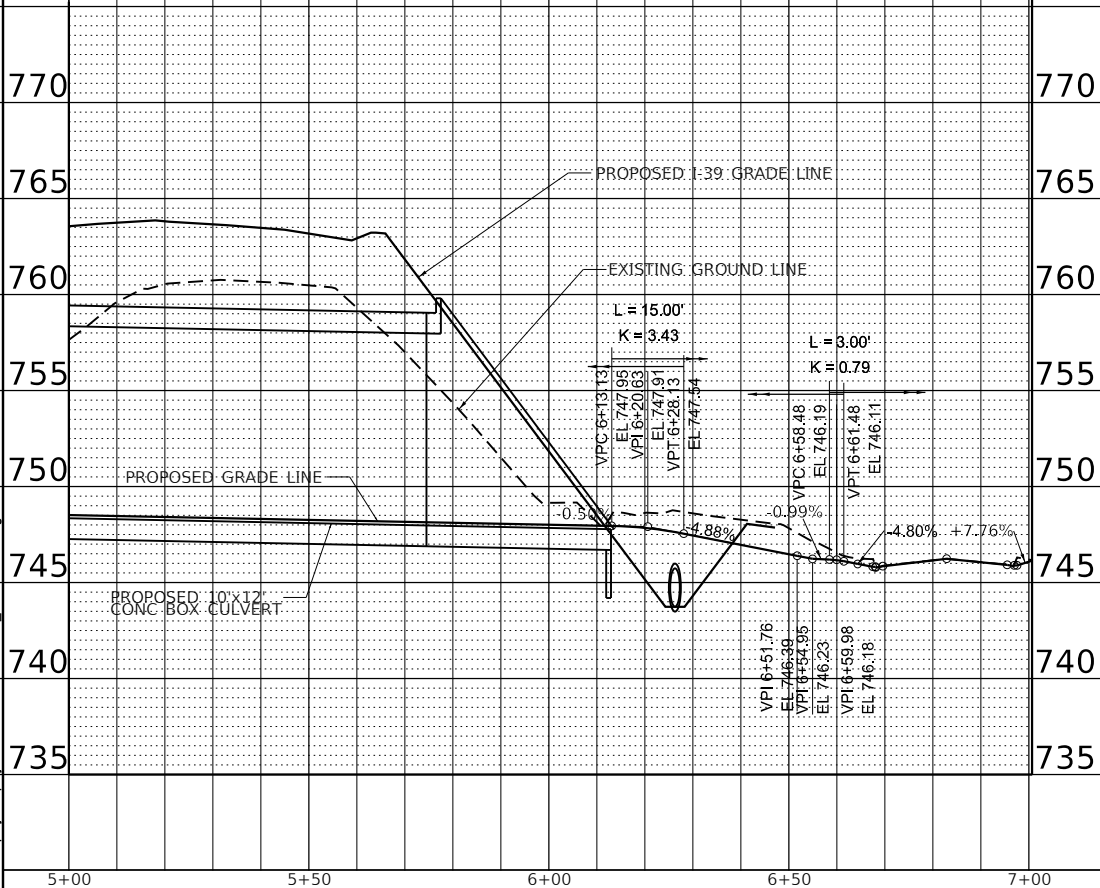
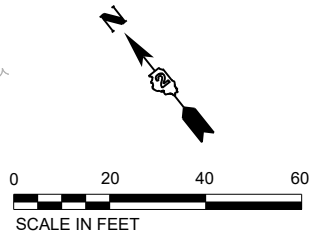
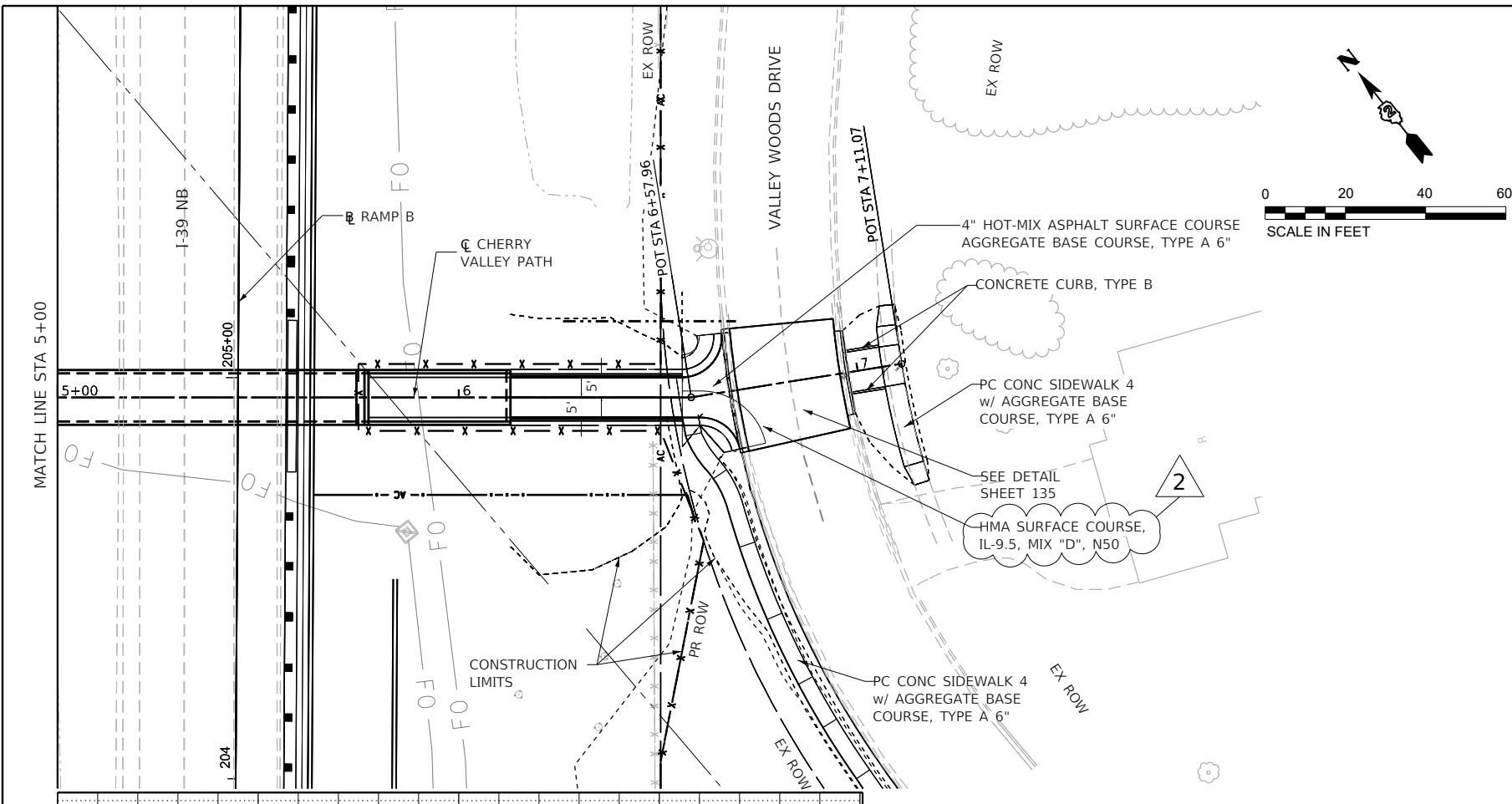
CHERRY VALLEY PATH & VALLEY WOODS DRIVE
REMOVAL PLAN

SCALE: 1"=50' SHEET 3 OF 11 SHEETS STA. 2698+50.00 TO STA. 2713+50.00

CHERRY VALLEY PATH & VALLEY WOODS DRIVE				
F.A.I R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	135
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) *

MODEL: PCI_CVP_Plan 2 (Sheet)
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 201 E. Main St., Suite 201 Bella Vista, Illinois 62809 618.233.2877 phone 618.233.2877 fax www.kaskaskiaeng.com ILLINOIS REGISTRATION NO. 001-089793 Professional Engineering Group	USER NAME = #igibseschina	DESIGNED - RJO	REVISED - 07/22/2025	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CHERRY VALLEY PATH & VALLEY WOODS DRIVE PATH AND SIDEWALK IMPROVEMENTS	CHERRY VALLEY PATH				
	PLOT SCALE = \$SCALE\$	DRAWN - RJO	REVISED -			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT DATE = 8/5/20084	CHECKED - RJB	REVISED -			*	(201-3)R & (4-1,5)R	WINNEBAGO	1685	138
		DATE -	REVISED -			CONTRACT NO. 64C24				
						ILLINOIS FED. AID PROJECT				
SCALE: 1"=20'					SHEET 5 OF 11 SHEETS	STA. 6+00.00	TO STA. 8+00.00		* FAI ROUTE 39 (I-39) & FAP 301 (US 20) *	

PR CURVE 1
PI STA = 0+11.20
Δ = 19°26'45" (RT)
D = 190°59'09"
R = 30.00'
T = 5.14'
L = 10.18'
E = 0.44'
e = _____
TR = _____
SE RUN = _____
PC STA = 0+06.06
PT STA = 0+16.24

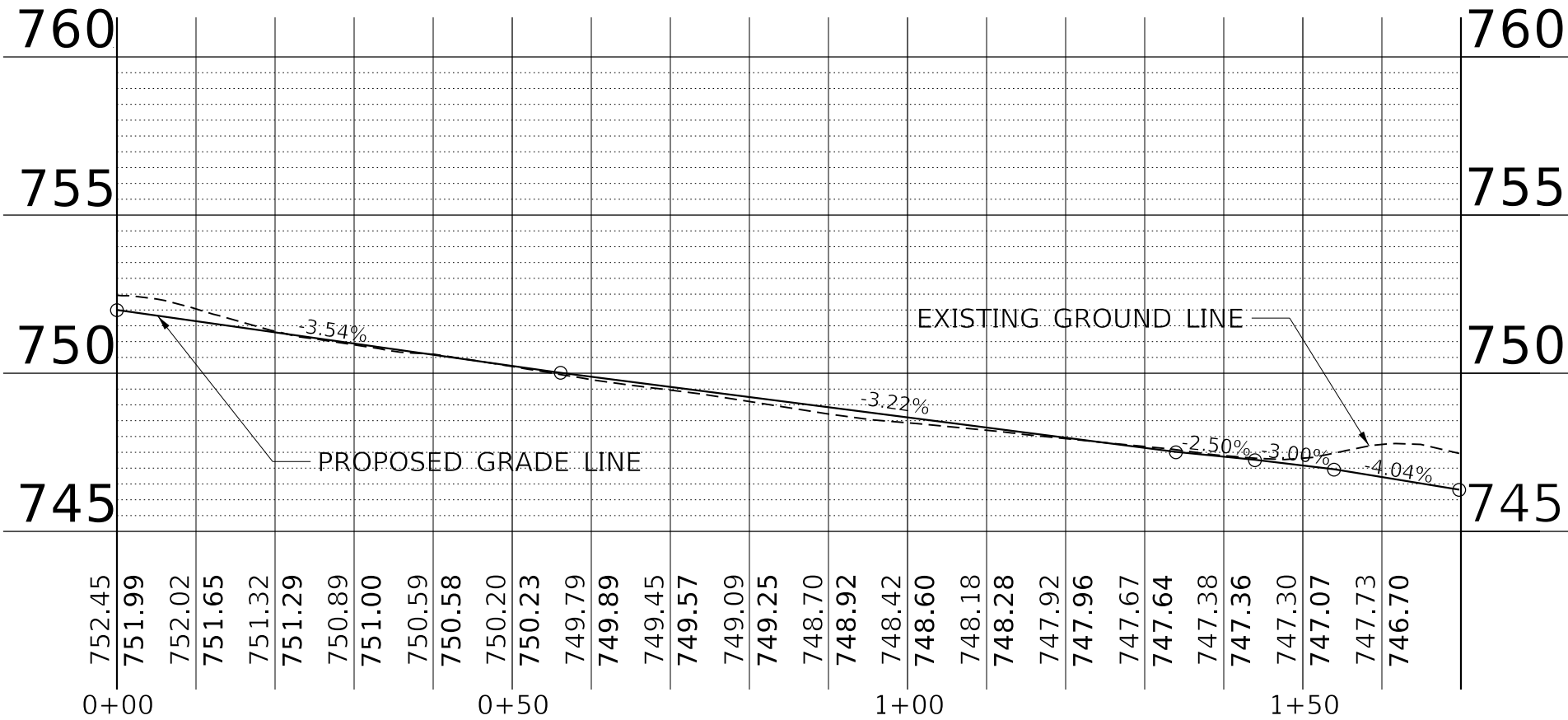
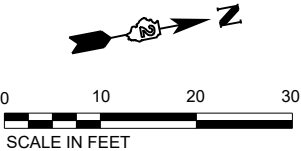
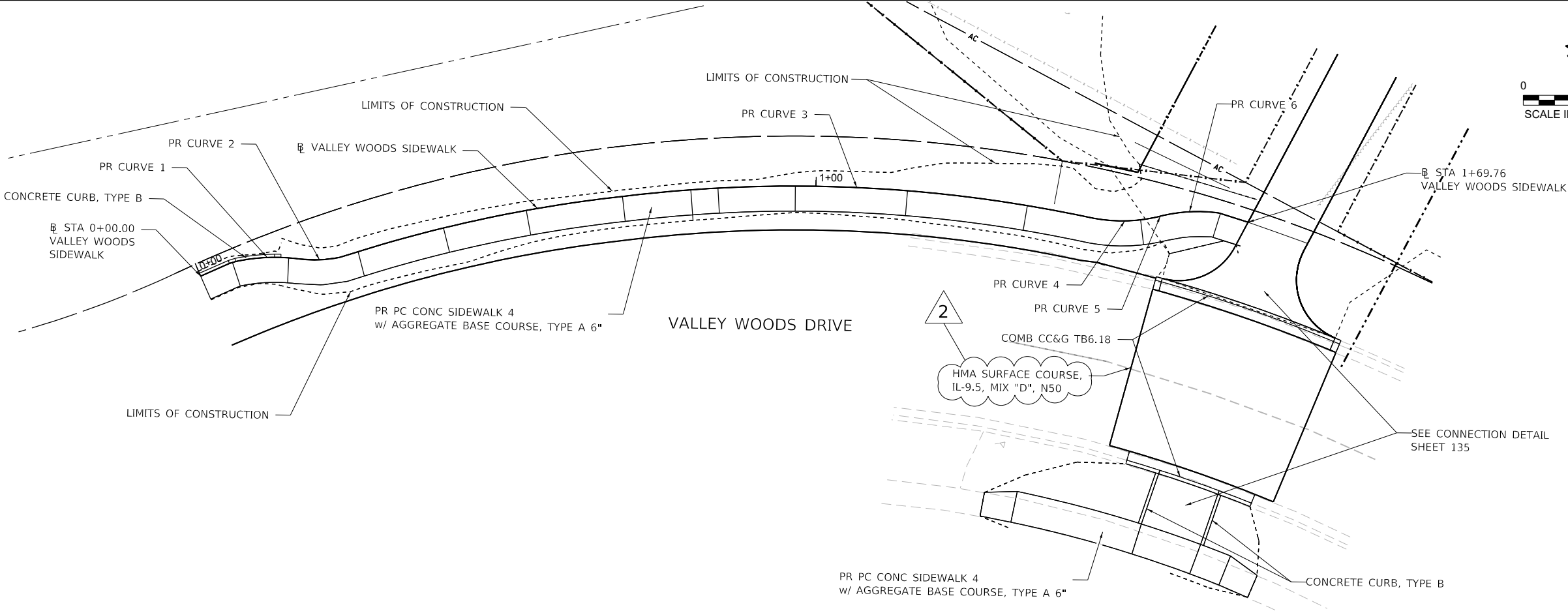
PR CURVE 2
PI STA = 0+19.53
Δ = 18°42'48" (LT)
D = 286°28'44"
R = 20.00'
T = 3.30'
L = 6.53'
E = 0.27'
e = _____
TR = _____
SE RUN = _____
PC STA = 0+16.24
PT STA = 0+22.77

PR CURVE 3
PI STA = 1+06.85
Δ = 19°06'30" (RT)
D = 25°27'53"
R = 225.00'
T = 37.87'
L = 75.04'
E = 3.16'
e = _____
TR = _____
SE RUN = _____
PC STA = 0+68.98
PT STA = 1+44.02

PR CURVE 4
PI STA = 1+49.61
Δ = 25°11'37" (LT)
D = 229°10'59"
R = 25.00'
T = 5.59'
L = 10.99'
E = 0.62'
e = _____
TR = _____
SE RUN = _____
PC STA = 1+44.02
PT STA = 1+55.01

PR CURVE 5
PI STA = 1+55.23
Δ = 00°58'56" (LT)
D = 229°10'59"
R = 25.00'
T = 0.21'
L = 0.43'
E = 0.00'
e = _____
TR = _____
SE RUN = _____
PC STA = 1+55.01
PT STA = 1+55.44

PR CURVE 6
PI STA = 1+60.24
Δ = 21°43'19" (RT)
D = 229°10'59"
R = 25.00'
T = 4.80'
L = 9.48'
E = 0.46'
e = _____
TR = _____
SE RUN = _____
PC STA = 1+55.44
PT STA = 1+64.92



MODEL: PR SWK Plan Sheet - Total
FILE NAME: c:\pwworkin\benesch\projects\projects\0173829\0264C24_VW-Plan-sh1.dgn



USER NAME = agibson	DESIGNED - RJO	REVISED - 07/22/2025
	DRAWN - ZRB	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - RJB	REVISED -
PLOT DATE = 2/6/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHERRY VALLEY PATH & VALLEY WOODS DRIVE
PATH AND SIDEWALK IMPROVEMENTS

SCALE: 1"=10' SHEET 7 OF 11 SHEETS STA. 0+00.00 TO STA. 1+69.77

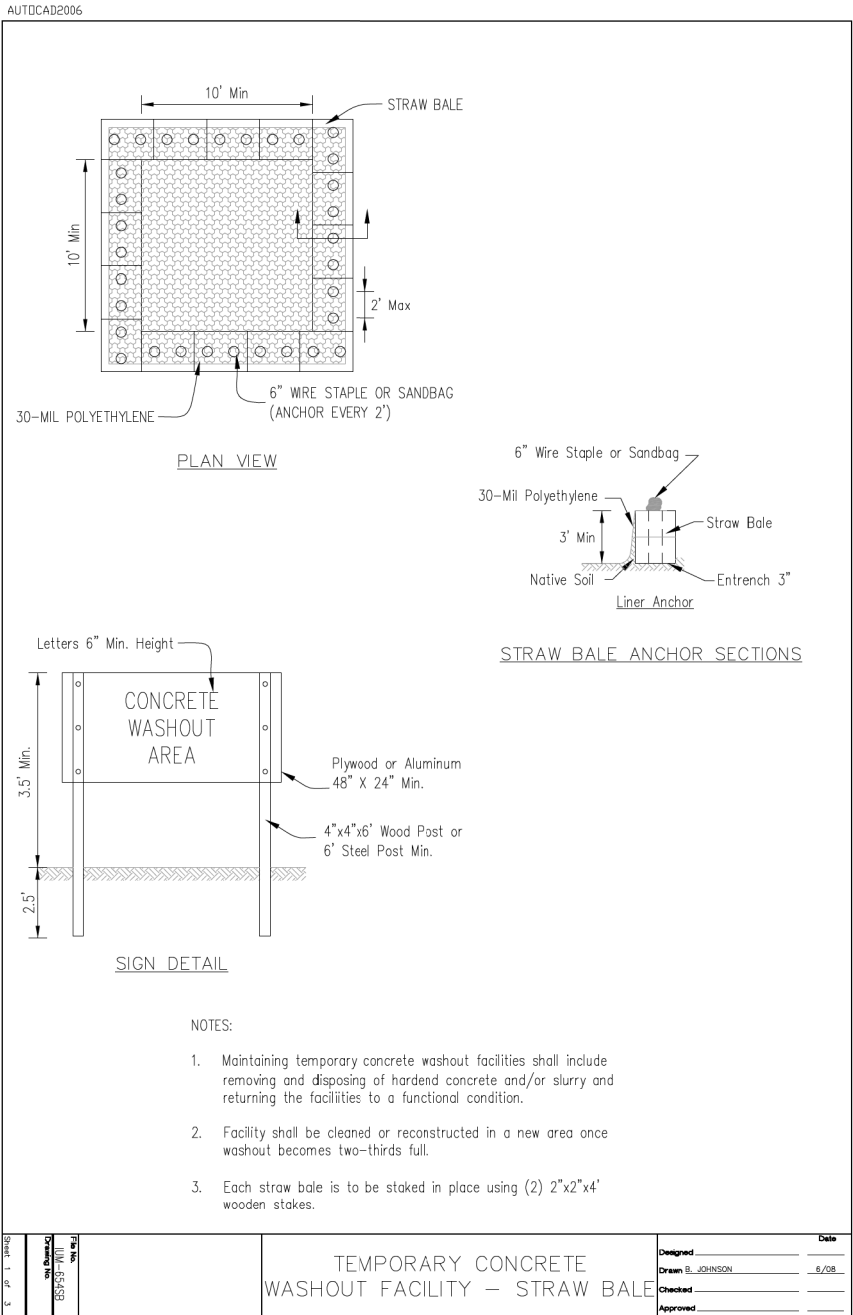
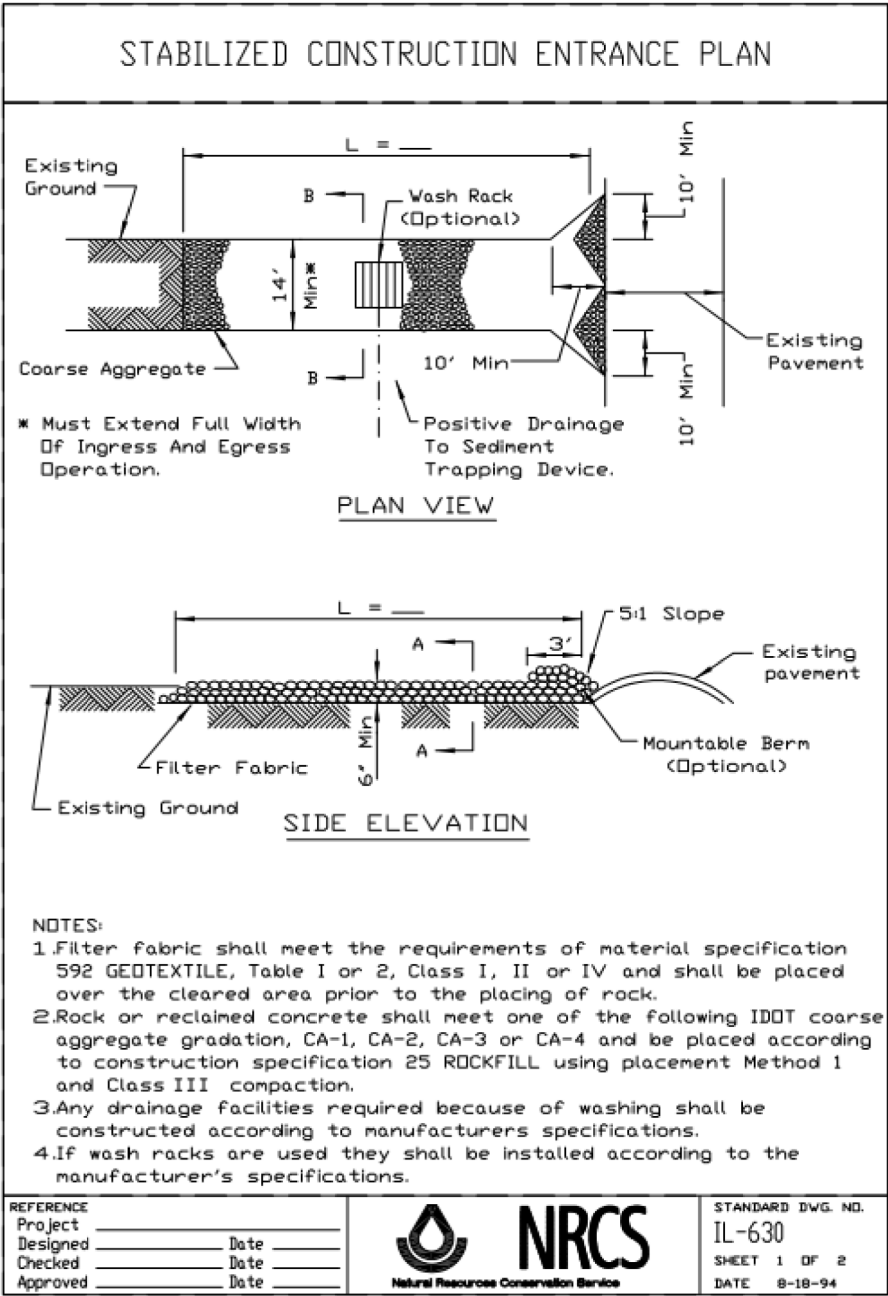
VALLEY WOODS DRIVE				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1,5)R	WINNEBAGO	1685	139
			CONTRACT NO. 64C24	
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) *

REV. 7/23/25

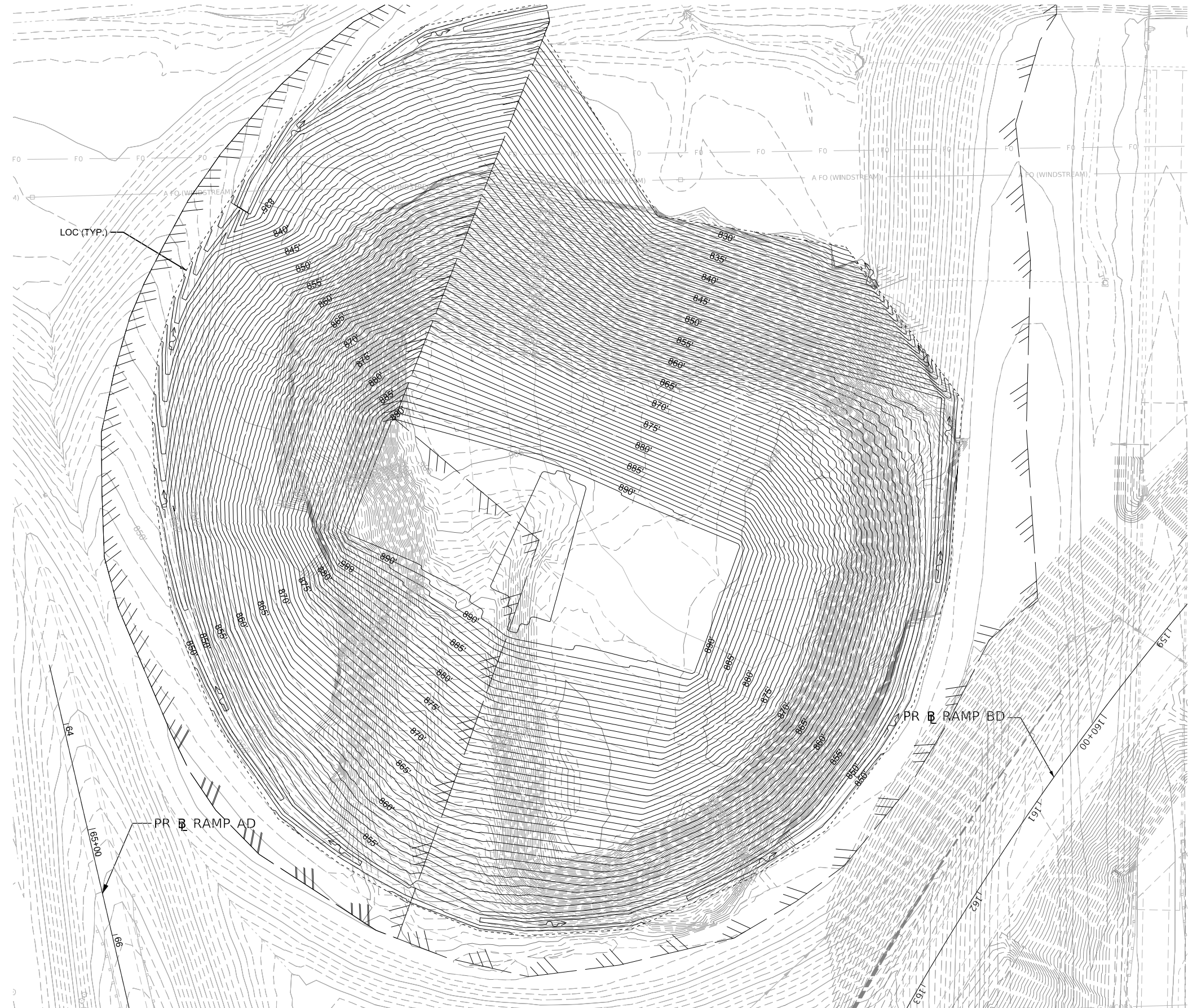
SOIL EROSION AND SEDIMENT CONTROL GENERAL NOTES

1. SOIL EROSION AND SEDIMENT CONTROL (SESC) FEATURES MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE MUST BE PHASED OR ENACTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES MUST CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES.
2. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSTALLED AT MINIMUM ACCORDING TO THE STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, REVISED TO LATEST VERSION AS AMENDED. A COPY OF THE APPROVED SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN AND THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MUST BE MAINTAINED ON THE SITE AT ALL TIMES.
3. THE EROSION AND SEDIMENT CONTROLS SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER. ALL ADDITIONAL MEASURES MUST BE IN PLACE WITHIN 3 DAYS OF DISTURBANCE AND ANY EMERGENCY SESC MEASURES MUST BE INSTALLED IMMEDIATELY.
4. THE CONTRACTOR MUST CLEAN UP, GRADE THE WORK AREAS AS THE PROJECT PROGRESSES, AND INSTALL TEMPORARY OR PERMANENT EROSION PROTECTION TO CONTROL SOIL EROSION, OR INSTALL APPROPRIATE SEDIMENT CONTROL DEVICES TO TRAP SEDIMENT. PAVEMENT MUST BE CLEANED DAILY OR AS NECESSARY TO REMOVE TRACK-OUT MATERIAL. ACCESS TO THE WORK AREA WILL ONLY BE ALLOWED FROM STABILIZED CONSTRUCTION ENTRANCES. ANY SOIL REACHING PUBLIC OR PRIVATE ROADWAYS MUST BE REMOVED IMMEDIATELY.
5. DURING DE-WATERING/PUMPING OPERATIONS, ONLY UNCONTAMINATED WATER SHOULD BE ALLOWED TO DISCHARGE TO PROTECTED NATURAL AREAS, WATERS OF THE STATE, OR TO A STORM SEWER SYSTEM (IN ACCORDANCE WITH LOCAL PERMITS). INLET HOSES SHOULD BE FLOATED AT THE SURFACE OF THE WATER IN ORDER TO LIMIT THE AMOUNT OF SEDIMENT INTAKE. PUMPING OPERATIONS MAY BE DISCHARGED TO A STABILIZED AREA THAT CONSISTS OF AN ENERGY DISSIPATING DEVICE (E.G., STONE), SEDIMENT FILTER BAG, OR BOTH. ADEQUATE EROSION AND SEDIMENT CONTROLS SHOULD BE USED DURING DE-WATERING OPERATIONS AS NECESSARY. REVISED DEWATERING SEDIMENT LADEN WATER DIRECTLY INTO FIELD TILES, STORM WATER STRUCTURES, OR "WATERS OF THE US" IS PROHIBITED.
6. CONSTRUCTION ACTIVITIES MUST BE SCHEDULED TO MINIMIZE THE TIME SOIL IS EXPOSED AND UNPROTECTED. IN NO CASE WILL THE EXISTING VEGETATION BE DESTROYED, REMOVED, OR DISTURBED MORE THAN FOURTEEN (14) DAYS PRIOR TO THE INITIATION OF IMPROVEMENTS.
7. ALL DISTURBED SOILS ARE TO BE STABILIZED, TEMPORARILY OR PERMANENTLY, WITHIN SEVEN (7) DAYS OF CONSTRUCTION ACTIVITY HAVING CEASED IF THE SOIL IS TO REMAIN UNDISTURBED FOR MORE THAN FOURTEEN (14) DAYS.
8. TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES MUST BE MAINTAINED AND SHALL NOT BE REMOVED UNTIL VEGETATIVE COVER HAS BEEN ESTABLISHED ON AT LEAST 75% OF THE DISTURBED AREA.
9. TURF REINFORCEMENT MAT SHALL BE PLACED ON ALL SLOPES GREATER THAN 3:1.
10. FOR PERMANENT RIPRAP TYPES AND LOCATION DETAILS, REFER TO DRAINAGE PLANS AND DRAINAGE SCHEDULES.
11. FOR TEMPORARY SEWER INFORMATION, REFER TO DRAINAGE PLANS AND DRAINAGE SCHEDULES.
12. TOP SOIL WILL BE PLACED IN ESC STAGE.
13. STABILIZED CONSTRUCTION ENTRANCES WILL BE INSTALLED AND MAINTAINED PER CONTRACTOR DURING STAGE CONSTRUCTION ACTIVITIES AS NECESSARY.

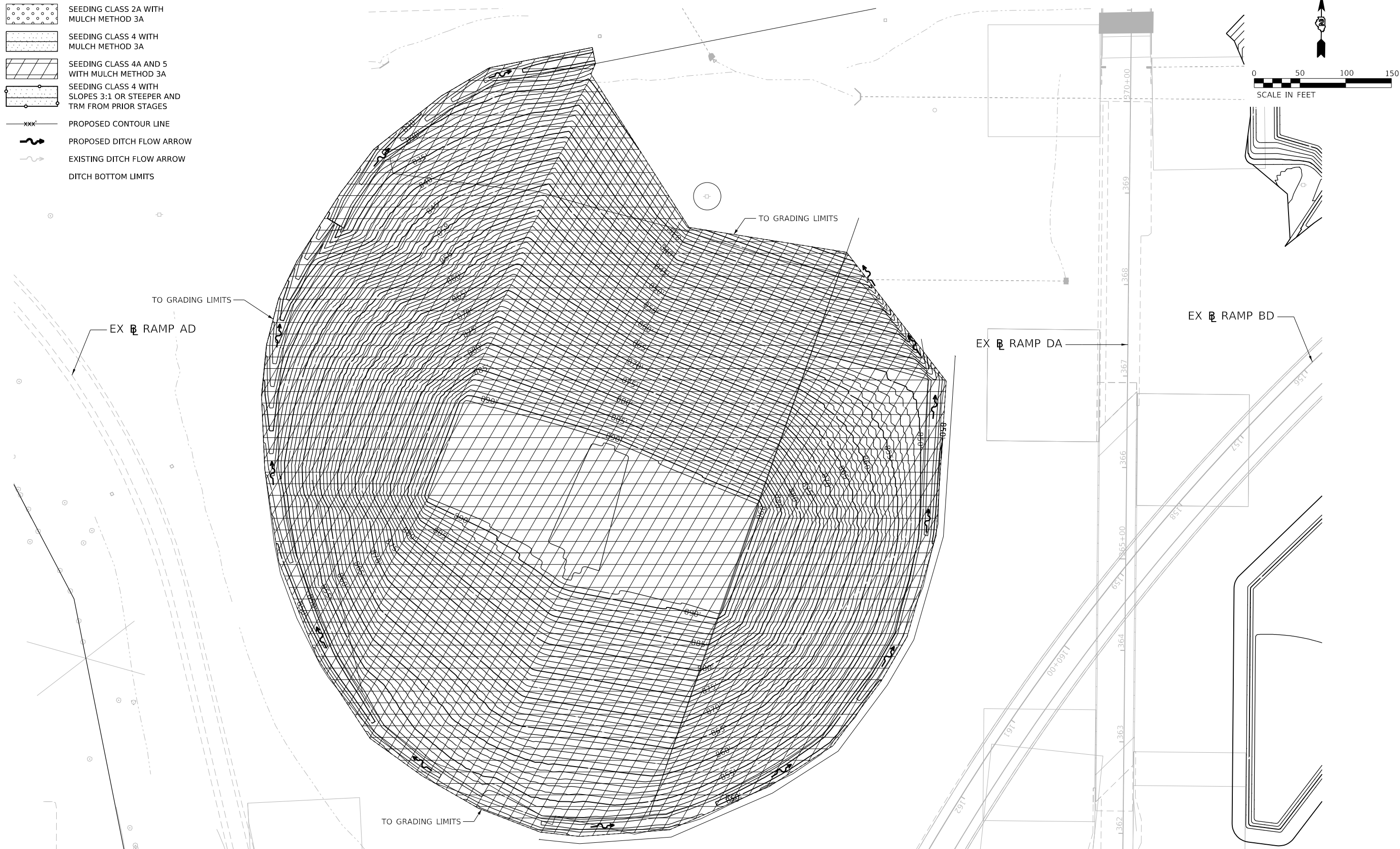




1. EXISTING CONTOURS SHOW SUITABLE MATERIAL LEFT IN PLACE BY CONTRACT 64B13.
2. PROPOSED CONTOURS SHOW THE INTENDED LIMITS OF FINAL GRADES TO BE LEFT IN PLACE AT THE END OF THE CONTRACT. ADDITIONAL VOLUME MAY BE TEMPORARILY STOCKPILED FOR THE DURATION OF CONTRACT 64C24 FOR USE WITHIN THE CONTRACT LIMITS, BUT THE FINAL GRADING SHALL BE ACCORDING TO THE REQUIREMENTS OF THE STOCKPILE GRADING PLAN PER THE SPECIAL PROVISION FOR FURNISHED EXCAVATION (SPECIAL).
3. A.1 MATERIAL SHALL NOT BE STOCKPILED ABOVE ANY CURRENT OR FUTURE DETENTION BASINS.
4. SEE EROSION CONTROL AND LANDSCAPING PLAN SHEETS FOR TEMPORARY AND FINAL SEEDING INFORMATION.
5. ANY MATERIAL EXCAVATED FROM THE STOCKPILE SITE SHALL BE PLACED WITHIN THE EXISTING STATE RIGHT-OF-WAY WITHIN THE 64C24 PROJECT LIMITS OR AS DIRECTED BY THE ENGINEER, AND SHALL NOT BE WASTED OFFSITE.



	SEEDING CLASS 2A WITH MULCH METHOD 3A
	SEEDING CLASS 4 WITH MULCH METHOD 3A
	SEEDING CLASS 4A AND 5 WITH MULCH METHOD 3A
	SEEDING CLASS 4 WITH SLOPES 3:1 OR STEEPER AND TRM FROM PRIOR STAGES
	PROPOSED CONTOUR LINE
	PROPOSED DITCH FLOW ARROW
	EXISTING DITCH FLOW ARROW
	DITCH BOTTOM LIMITS



USER NAME = JMajcher	DESIGNED - RJB	REVISED -  07/22/2025
	DRAWN - SRS	REVISED -
PLOT SCALE = 0.166666' / in.	CHECKED - RJB	REVISED -
PLOT DATE = 7/22/2025	DATE - 07/12/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING PLAN BORROW SITE

SCALE:				SHEET 2 OF 18 SHEETS		STA. TO STA.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 64C24	
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* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

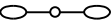
MODEL: LCT GEN NOTES (Sheet)
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ESTIMATED PROJECT LIGHTING QUANTITIES			
81028370	UNDERGROUND CONDUIT, PVC, 3" DIA	FOOT	92
81100300	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., GALVANIZED STEEL	FOOT	1,195
81104580	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	150
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA, PVC	FOOT	11,052
81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6"x6"x4"	EACH	21
81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"x10"x6"	EACH	1
81300610	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 14"x12"x6"	EACH	5
81300986	JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE, 8"x24"x10"	EACH	2
81603037	UNIT DUCT, 600V, 2-1/C NO.6, 1/C NO. 6 GROUND, 1 1/4" DIA POLYETHYLENE	FOOT	446
81603096	UNIT DUCT, 600V, 4-1/C NO.8, 1/C NO. 8 GROUND, 1 1/4" DIA POLYETHYLENE	FOOT	670
81603100	UNIT DUCT, 600V, 4-1/C NO.6, 1/C NO. 6 GROUND, 1 1/4" DIA POLYETHYLENE	FOOT	1,225
81702110	ELECTRIC CABLE IN CONDUIT, 600V 1/C NO. 10	FOOT	4,333
81702120	ELECTRIC CABLE IN CONDUIT, 600V 1/C NO. 8	FOOT	100
81702130	ELECTRIC CABLE IN CONDUIT, 600V 1/C NO. 6	FOOT	51,398
81800230	AERIAL CABLE, 2-1/C NO.6 WITH MESSENGER WIRE	FOOT	800
82110008	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	111
82110022	LUMINAIRE, LED, UNDERPASS, WALLMOUNT, OUTPUT DESIGNATION E	EACH	17
82110027	LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION E	EACH	2
83003500	LIGHT POLE, ALUMINIUM, 45FT M.H., 12FT. DAVIT ARM	EACH	3
83003550	LIGHT POLE, ALUMINIUM, 45FT M.H., 12FT. DAVIT ARM-TWIN	EACH	52
83606300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	234
83600356	LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6"	EACH	3
84200605	REMOVAL OF LIGHTING TOWER, NO SALVAGE	EACH	7
84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	2
X8000003	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	36
X8302151	TEMPORARY WOOD POLE, 50 FT. CLASS 4	EACH	4
X8361005	RELOCATE EXISTING LIGHT POLE FOUNDATION, METAL	EACH	2
X8420510	REMOVAL OF TOWER FOUNDATION	EACH	7

ESTIMATED PROJECT CHERRY VALLEY PATH LIGHTING QUANTITIES

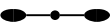
81028370	UNDERGROUND CONDUIT, PVC, 3" DIA	FOOT	12
81100453	CONDUIT ATTACHED TO STRUCTURE, 3/4" DIA., STAINLESS STEEL	FOOT	440
81104580	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	20
81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6"x6"x4"	EACH	47
81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"x10"x6"	EACH	1
81603096	UNIT DUCT, 600V, 4-1/C NO.8, 1/C NO.8, GROUND, (XLP-TYPE USE), 1 1/4" DIA POLYETHYLENE	FOOT	380
81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO.10	FOOT	2160
81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO.8	EACH	100
82500350	LIGHTING CONTROLLER, BASE MOUNTED, 240 VOLT, 100 AMP	EACH	1
X1400342	UNDERPASS LIGHTING REMOVAL	LSUM	1
X8211000	UNDERPASS LUMINAIRE (SPECIAL)	EACH	46

LIGHTING LEGEND

 EXISITNG TWIN ARM LED STREET LIGHT

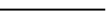
 EXISITING LED STREET LIGHT

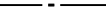
 EXISTING LIGHTING CONTROLLER (SIZE AS NOTED)

 PROPOSED TWIN ARM LED STREET LIGHT, 45FT. M.H., 12FT. DAVIT ARM MOUNTED ON BARRIER WALL/BRIDGE PARAPET/RETAINING WALL

 PROPOSED JUNCTION BOX, STAINLESS STEEL, TYPE AND SIZE AS NOTED

 UNDERPASS LUMINAIRE, 480V

 UNDERGROUND CONDUIT, SIZE AND TYPE AS INDICATED

 CONDUIT EMBEDDED IN STRUCTURE

 CONDUIT ATTACHED TO STRUCTURE

 LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT WITH 2-1/C#10 AND 1-1/C#10 GROUND (USED FOR UNDERPASSES)

 UNIT DUCT, SIZE AS NOTED

 EXISTING LIGHT UNIT TO BE RELOCATE

 PROPOSED LED STREET LIGHT, 45FT. M.H., 12FT. DAVIT ARM WITH METAL HELIX FOUNDATION

CONDUIT /CABLE DESCRIPTION

- A

UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1¼" DIA. POLYETHYLENE
- B

CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC WITH ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 2-1/C NO. 6 AND 1/C NO. 6 GROUND
- C

CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC WITH ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 4-1/C NO. 6 AND 1/C NO. 6 GROUND
- D

UNDERGROUND CONDUIT, PVC, 3" DIA. (CASING FOR UNIT DUCT)
- E

CONDUIT ATTACHED TO STRUCTURE, 1" DIA., GALVANIZED STEEL WITH ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 4-1/C NO. 10 AND 1/C NO. 10 GROUND
- F

CONDUIT ATTACHED TO STRUCTURE, 1" DIA., GALVANIZED STEEL WITH ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 2-1/C NO. 10 AND 1/C NO. 10 GROUND
- G

UNIT DUCT, 600V, 4-1C NO. 8, 1/C NO. 8 GROUND, (XLP-TYPE USE), 1¼" DIA. POLYETHYLENE
- H

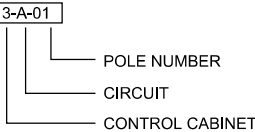
UNIT DUCT, 600V, 4-1C NO. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1¼" DIA. POLYETHYLENE
- I

CONDUIT EMBEDDED IN STRUCTURE, 2" DIA, PVC (EMPTY)
- J

CONDUIT ATTACHED TO STRUCTURE, 2" DIA, STAINLESS STEEL WITH ELECTRIC CABLE IN CONDUIT, 600 (XLP-TYPE USE) 4-1/C NO. 10 AND 1/C NO. 10 GROUND
- K

CONDUIT ATTACHED TO STRUCTURE, 2" DIA, STAINLESS STEEL WITH ELECTRIC CABLE IN CONDUIT, 600 (XLP-TYPE USE) 4-1/C NO. 6 AND 1/C NO. 6 GROUND
- L

CONDUIT ATTACHED TO STRUCTURE, 2" DIA, STAINLESS STEEL WITH ELECTRIC CABLE IN CONDUIT, 600 (XLP-TYPE USE) 4-1/C NO. 8 AND 1/C NO. 8 GROUND



1.

ALL CONDUIT CASINGS FOR CROSSING ROADWAYS SHALL BE 3" PVC SCHEDULE 80, UNLESS OTHERWISE NOTED.
2.

THE GROUND CONDUCTOR SHALL HAVE NO SPLICE OR KINKS BELOW GRADE. IT SHALL BE SOLIDLY CONNECTED TO THE GROUNDING LUG OF EACH POLE, JUNCTION BOX, AND TO THE GROUND ROD AT THE SERVICE INSTALLATION. IN AREAS WHERE MULTIPLE CIRCUIT CONDUCTORS SHARE A COMMON CONDUIT, A COMMON EQUIPMENT GROUND SHALL BE UTILIZED.
3.

ELECTRICAL EQUIPMENT, RACEWAY, ETC. ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. CONTRACTOR SHALL INSTALL ELECTRICAL EQUIPMENT, RACEWAYS, ETC. WHERE DIRECTED BY THE ENGINEER IN ORDER TO BEST SUIT JOB CONDITIONS.
4.

ALL REPLACEMENT AND TEMPORARY WIRING SHALL BE AS PER DESIGN PLANS OR AS APPROVED BY THE ENGINEER.
5.

THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING STATE OWNED LIGHTING AND / OR TRAFFIC SIGNAL UTILITIES WITHIN THE LIMITS OF THE CONTRACT.
6.

NO POLES OR HANDHOLES SHALL BE INSTALLED IN THE FLOWLINE OF A DITCH. EQUIPMENT SETBACK TO BE ADJUSTED IF NECESSARY AS DIRECTED BY THE ENGINEER.
7.

SEE SHEET 5 OF THE PLANS FOR A LIST OF APPLICABLE HIGHWAY STANDARDS.
8.

EXPANSION/DEFLECTION COUPLINGS SHALL BE INSTALLED IN ALL LOCATIONS BETWEEN STRUCTURES, AT EXPANSION JOINTS, AND WHERE NECESSARY TO CONTROL MOVEMENT THAT WOULD DAMAGE THE CONDUIT. THE COST OF EXPANSION/DEFLECTION COUPLINGS SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED CONDUIT AS CALLED OUT ON THE PLANS.
9.

ALL GPS COORDINATES AND SKETCH OF THE ELECTRICAL SERVICE AND METER LOCATIONS SHALL BE PROVIDED TO THE RESIDENT. METER NUMBERS SHALL ALSO BE INCLUDED.
10.

LIGHTING ITEMS 81800230, 82110008 (4 LUMINAIRES), AND X0327236 HAVE BEEN ADDED TO THE PLANS FOR ILLUMINATING TEMPORARY RAMP D. PLACEMENT OF POLES, LUMINAIRES, AND AERIAL CABLE SHALL BE AS DIRECTED BY THE ENGINEER.
11.

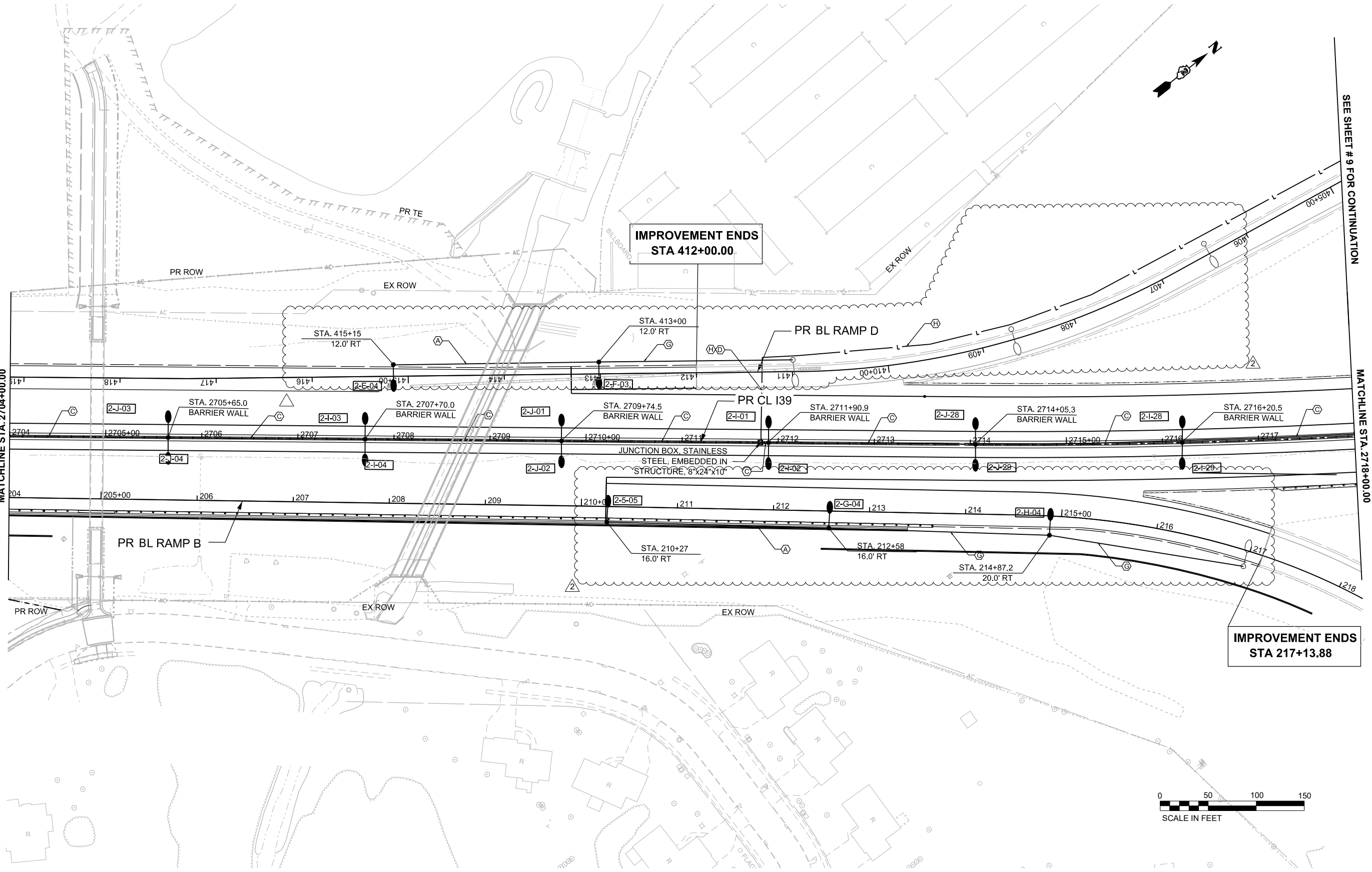
THE PAY ITEMS LISTED BELOW ARE TO BE UTILIZED AS DIRECTED BY THE ENGINEER IN THE ILLUMINATION OF THE TEMPORARY RAMP.

1. TEMPORARY WOOD POLES, 50FT. CLASS 4

2. AERIAL CABL, 2-1/C NO.6 WITH MESSENGER

3. LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H (4 NOS)

MODEL: 130 Wide - LGT Plan 11 [Sheet]
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USER NAME = tblack
PLOT SCALE = \$SCALE\$
PLOT DATE = 7/22/2025

DESIGNED - R.SCARIA
DRAWN - R.SCARIA
CHECKED - G.THIESSE
DATE - 02/27/24

REVISED - 7/22/2025
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
I-39

SCALE: 1"=50' SHEET 8 OF 21 SHEETS STA. 2704+00.00 TO STA. 2718+00.00

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	493
CONTRACT NO. 64C24				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP 301 (US 20) *

MODEL: HIGH MAST TOWER REMOVAL SCHEDULE [Sheet]
FILE NAME: c:\pwworkdir\benesch_projects\project\0173716\02\64C22_ML_SHT_HIGH_MAST_TOWER_REMOVAL_SCHEDULE.dgn



Affiliated Benesch & Company
30 W. Wacker Drive, Suite 3000
Chicago, Illinois 60601
312-565-4150 Job No. 10800.00

USER NAME = tblack	DESIGNED - T.BLACK	REVISED - 7/22/2025
	DRAWN - T.BLACK	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - G.THIESSE	REVISED -
PLOT DATE = 7/22/2025	DATE - 07/22/25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HIGH MAST TOWER REMOVAL SCHEDULE
I-39

SCALE: SHEET 16A OF 21 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64C24				
ILLINOIS		FED. AID PROJECT		

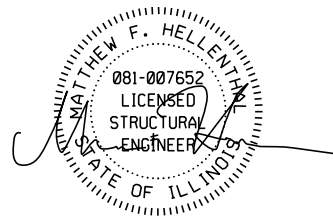
* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

X8420510			
REMOVAL OF TOWER FOUNDATION			
ROAD	STA	OFFSET	EACH
I-39			
PRI-39	2711+03.97	137.80' RT	1
PrRampB_BL	222+78.21	305.42' RT	1
PRI-39	2720+97.72	112.78' LT	1
PrRampB_BL	226+21.79	85.01' LT	1
PrRampC_BL	317+28.39	66.32' LT	1
PrRampC_BL	314+52.21	327.60' RT	1
PrRampC_BL	304+32.10	48.77' RT	1
		TOTAL	7

84200605			
REMOVAL OF LIGHTING TOWER, NO SALVAGE			
ROAD	STA	OFFSET	EACH
I-39			
PRI-39	2711+03.97	137.80' RT	1
PrRampB_BL	222+78.21	305.42' RT	1
PRI-39	2720+97.72	112.78' LT	1
PrRampB_BL	226+21.79	85.01' LT	1
PrRampC_BL	317+28.39	66.32' LT	1
PrRampC_BL	314+52.21	327.60' RT	1
PrRampC_BL	304+32.10	48.77' RT	1
		TOTAL	7

Existing Structure: S.N. 101-0069 (S.B.) and S.N. 101-0070 (N.B.) built as F.A. Route 194, Section 4 VB-1 at Station 832 +49.16 in 1963. Bridges widened and deck replaced in 1991 as F.A.I. Route 39, Section 4 VBY-1. Each superstructure consists of 3 spans of continuous composite rolled steel beams with partial length flange cover plates. Each substructure consists of concrete stub abutments and concrete 5 column piers supported on piles. Length = 279'-8½" (back-to-back of abutments). Width = 42'-2" (out-to-out deck). Traffic is to be maintained utilizing stage construction.

Traffic Barrier Terminal
Type 6, Std. 631031
(S.E. & N.W. bridge
corners)



APPROVED
For Structural Adequacy Only
Jay F. Schiff
Engineer of Bridges & Structures

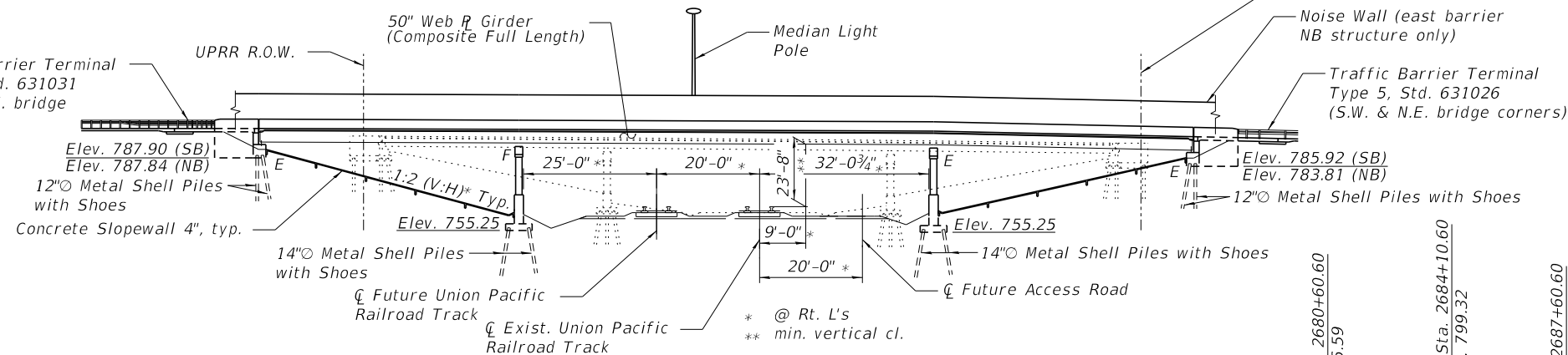
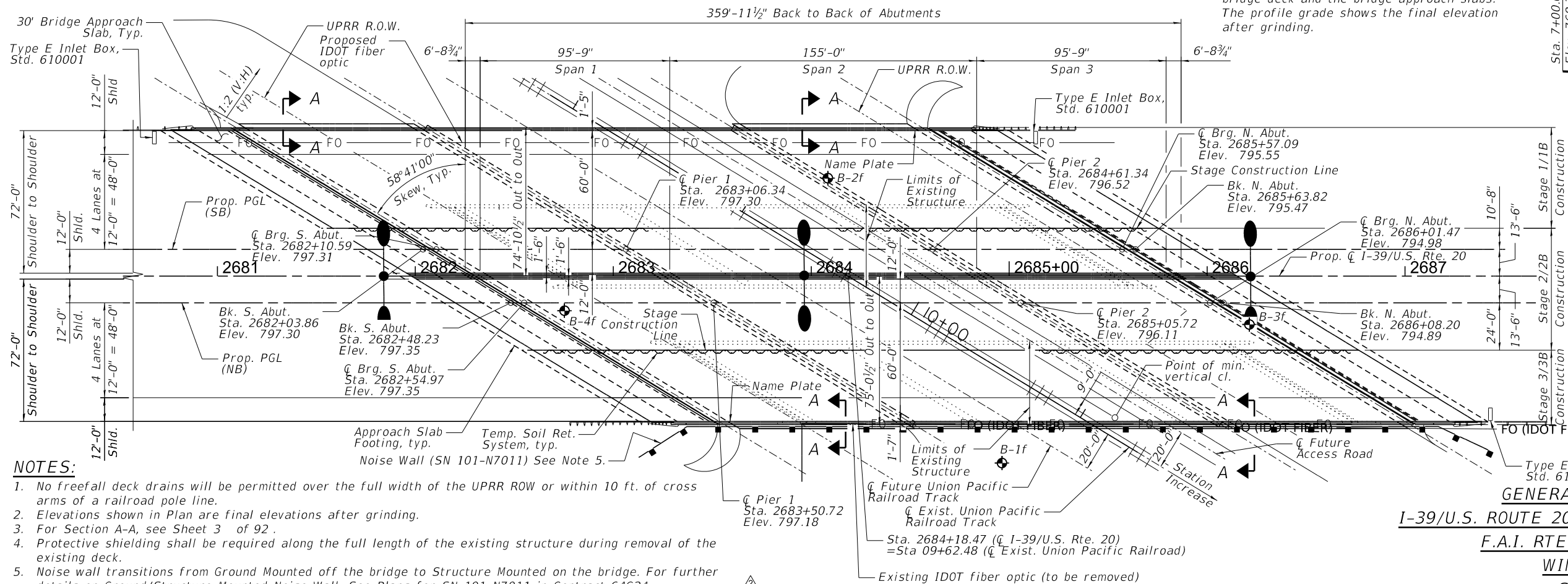


Diagram illustrating a vertical curve with a length of $LVC = 700'$. The curve is defined by the following data points and grades:

- PVI Sta. 2684+10.60** (Elev. 799.32)
- PVT Sta. 2687+60.60** (Elev. 792.30)
- Grade 1:** $+0.78\%$
- Grade 2:** -2.01%
- Starting Elevation:** Elev. 796.59

Along Prop. PGL (NB) & Prop. PGL NB
Note: Up to 1/4 inch may be ground off the
bridge deck and the bridge approach slabs.
The profile grade shows the final elevation
after grinding.



NOTES:

1. No freefall deck drains will be permitted over the full width of the UPRR ROW or within 10 ft. of cross arms of a railroad pole line.
2. Elevations shown in Plan are final elevations after grinding.
3. For Section A-A, see Sheet 3 of 92.
4. Protective shielding shall be required along the full length of the existing structure during removal of the existing deck.
5. Noise wall transitions from Ground Mounted off the bridge to Structure Mounted on the bridge. For further details on Ground/Structure Mounted Noise Wall, See Plans for SN 101-M7011 in Contract 64C24.
6. Excavation for the proposed substructure is paid as Structure Excavation per the limits defined in the IDOT Standard Specifications and as shown on Sheet 3 of 92. All remaining excavation from the existing to proposed slope beneath and around the bridge shall be paid as Earth Excavation (see Roadway Plans for quantity).



USER NAME =	DESIGNED - AAB	REVISED -  07/22/25
	CHECKED - MFH	REVISED -
PLOT SCALE =	DRAWN - KMS	REVISED -
PLOT DATE =	CHECKED - MFH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 92 SHEETS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

Allow 50#/sq. ft. for future wearing surface.
200 plf allowance for noise wall posts and paneling
extending up to 8'-0" above top of barrier

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.079g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.135g
Soil Site Class = D

FIELD UNITS

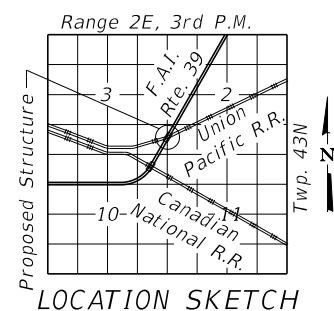
$f'_c = 3,500$ psi (Substructure)
 $f'_c = 4,000$ psi (Superstructure Concrete)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)***

*** Structural steel to be metalized.

Sta. 7+00.00	Sta. 8+00.00	Sta. 9+00.00	Sta. 10+00.00	Sta. 11+00.00	Sta. 12+00.00	Sta. 13+00.00
Elev. 768.39	Elev. 767.81	Elev. 767.30	Elev. 766.74	Elev. 766.16	Elev. 765.71	Elev. 765.30

Along & Exist. UPRR Track

 Indicates Soil Boring Location



I-39/U.S. ROUTE 20 OVER UNION PACIFIC RAILROAD

WINNEBAGO COUNTY

STA. 2684+18.47

STRUCTURE NUMBER 101-0210 (SB)

STRUCTURE NUMBER 101-0211 (NB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	604
CONTRACT NO. 64C24				
ILLINOIS		FED. AID PROJECT		