Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 5/23/23

ROUTE FAI 39 DESCRIPTION P92-111-06 - Noise Wall from Linden Road S, 0.35 mi. LOGGED BY W. Garza

SECTION (201-3)K LOCATION Cherry Valley, NE 1/4 9

COUNTY Winnabago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-3
Station 73+00
Offset 40.0 ft RT
Ground Surface Elev. 857.37 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
STIFF brown SILTY CLAY LOAM				1.1 P	
	855.4				
MEDIUM tan DRY WEATHERED LIMESTONE FILL			6		
			5 12		16
	852.9				
MEDIUM tan DRY WEATHERED LIMESTONE FILL		-5	5		
			3 9		
hard drilling					
	850.4				
LOOSE tan WEATHERED LIMESTONE FILL			6		
			6 4		
	847.9				
VERY STIFF brown SANDY CLAY LOAM		-10	2		
			3 7	3.5 B	14
	845.4				
VERY STIFF brown SANDY CLAY LOAM			6		
			11 11	2.7 B	9
	842.9				
VERY STIFF gray/tan SANDY CLAY LOAM		-15	5		
			8 11	3.7 B	13
	841.4				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 5/23/23

ROUTE FAI 39 DESCRIPTION P92-111-06 - Noise Wall from Linden Road S, 0.35 mi. LOGGED BY W. Garza

SECTION (201-3)K LOCATION Cherry Valley, NE 1/4 9

COUNTY Winnabago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-4
Station 75+00
Offset 28.0 ft RT
Ground Surface Elev. 851.67 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
STIFF brown SILTY CLAY LOAM				1.5 P	11
	849.7				
MEDIUM tan DRY WEATHERED LIMESTONE FILL			13		
			11 7		
	847.2				
MEDIUM tan DRY WEATHERED LIMESTONE FILL		-5	3		
			12 13		
Hard drilling					
	844.7				
VERY STIFF brown SANDY CLAY LOAM			2		
			5 9	2.9 S	14
	842.2				
STIFF brown SANDY CLAY LOAM TILL		-10	5		
			7 19	1.3 B	13
	839.7				
VERY STIFF light brown CLAY LOAM			9		
			10 12	2.9 B	20
	837.2				
MEDIUM brown SANDY LOAM with FINE SAND LENS		-15	9		
			12 11	1.0 S	10
	834.7				
STIFF tan SILTY SAND with FINE SAND LENS			4		
			3 6	1.1 S	16
	832.2				
VERY STIFF dark gray SILT CLAY LOAM *(continued)*	830.7	-20	3		
End of Boring		-25	5 9	2.1 B	21
		-30			
		-35			
		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

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QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
101W7009-64C24-006-Boring Logs.dgn	CHECKED - KWB	REVISED -	
PLOT SCALE =	DRAWN - ZLD	REVISED -	
PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 101-N7009
SHEET 6 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	801
		CONTRACT NO. 64C24		
		ILLINOIS FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 5/24/23

ROUTE FAI 39 DESCRIPTION P92-111-06 - Noise Wall from Linden Road S, 0.35 mi. LOGGED BY W. Garza

SECTION (201-3)K LOCATION Cherry Valley, NE 1/4 9

COUNTY Winnabago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-5
Station 77+00
Offset 40.0 ft RT
Ground Surface Elev. 841.30 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
STIFF brown SILTY CLAY LOAM				1.1 P	13
	839.3				
VERY STIFF brown CLAY LOAM			3		
			7 10	3.1 B	15
	836.8				
VERY STIFF gray SANDY CLAY LOAM		-5	6		
			15 19	2.9 B	17
	834.3				
STIFF brown SANDY LOAM with SAND LENS			3		
			7 7	1.1 B	15
	831.8				
MEDIUM brown FINE SAND		-10	4		
			5 6		12
	829.3				
LOOSE light brown MOIST SANDY LOAM			2		
			4 4		19
	826.8				
SOFT light gray SILTY CLAY LOAM		-15	2		
			3 4	0.4 B	19
	825.3				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 5/25/23

ROUTE FAI 39 DESCRIPTION P92-111-06 - Noise Wall from Linden Road S, 0.35 mi. LOGGED BY W. Garza

SECTION (201-3)K LOCATION Cherry Valley, NE 1/4 9

COUNTY Winnabago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-6
Station 79+00
Offset 35.0 ft RT
Ground Surface Elev. 836.60 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
MEDIUM brown SILTY CLAY LOAM				0.8 P	11
	834.6				
MEDIUM brown MOIST FINE SAND			3		
			5 6		17
	832.1				
SOFT tan SILTY LOAM		-5	2		
			3 3	0.3 P	24
	829.6				
VERY SOFT light brown SILTY LOAM with SAND LENS			5		
			8 8	0.2 P	19
	827.1				
MEDIUM tan SANDY LOAM		-10	4		
			5 7	0.6 P	17
	824.6				
VERY DENSE tan WEATHERED LIMESTONE			28 100/3"		
	822.1				
End of Boring		-15			
		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 5/30/23

ROUTE FAI 39 DESCRIPTION P92-111-06 - Noise Wall from Linden Road S, 0.35 mi. LOGGED BY W. Garza

SECTION (201-3)K LOCATION Cherry Valley, NE 1/4 9

COUNTY Winnabago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-7
Station 81+00
Offset 35.0 ft RT
Ground Surface Elev. 829.55 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM				0.8 P	20
	827.6				
STIFF tan SANDY CLAY LOAM			3		
Hard drilling			4 5	1.1 P	21
	825.1				
VERY DENSE tan WEATHERED LIMESTONE		-5	10 31 68		
	823.6				
End of Boring		-10 -15 -20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 5/30/23

ROUTE FAI 39 DESCRIPTION P92-111-06 - Noise Wall from Linden Road S, 0.35 mi. LOGGED BY W. Garza

SECTION (201-3)K LOCATION Cherry Valley, NE 1/4 9

COUNTY Winnabago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-8
Station 83+00
Offset 40.0 ft RT
Ground Surface Elev. 820.59 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM tan SANDY LOAM				0.5 P	10
	818.6				
VERY DENSE tan WELL CEMENTED SANDY LOAM			13 26 25		7
	816.1				
VERY DENSE tan WEATHERED LIMESTONE	815.6	-5	100/2"		
End of Boring		-10 -15 -20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

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PLOT SCALE =	DRAWN - ZLD	REVISED -	
PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 101-N7009

SHEET 8 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1.5)R	WINNEBAGO	1685	803
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 5/30/23

ROUTE FAI 39 DESCRIPTION P92-111-06 - Noise Wall from Linden Road S, 0.35 mi. LOGGED BY W. Garza

SECTION (201-3)K LOCATION Cherry Valley, NE 1/4 9

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-9
Station 85+00
Offset 40.0 ft RT
Ground Surface Elev. 816.54 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF light brown SILTY LOAM				1.8 P	17
	814.5				
SOFT tan SANDY LOAM			2		
			3 5	0.3 P	11
	812.0				
HARD tan SANDY LOAM with MEDIUM GRAVEL		-5			
Hard drilling			13		
	809.5		26 36	4.5 P	7
VERY DENSE tan WEATHERED LIMESTONE	809.0		20 100/5"		
End of Boring					
		-10			
		-15			
		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

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QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
101W7009-64C24-009-Boring Logs.dgn	CHECKED - KWB	REVISED -	
PLOT SCALE =	DRAWN - ZLD	REVISED -	
PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -	

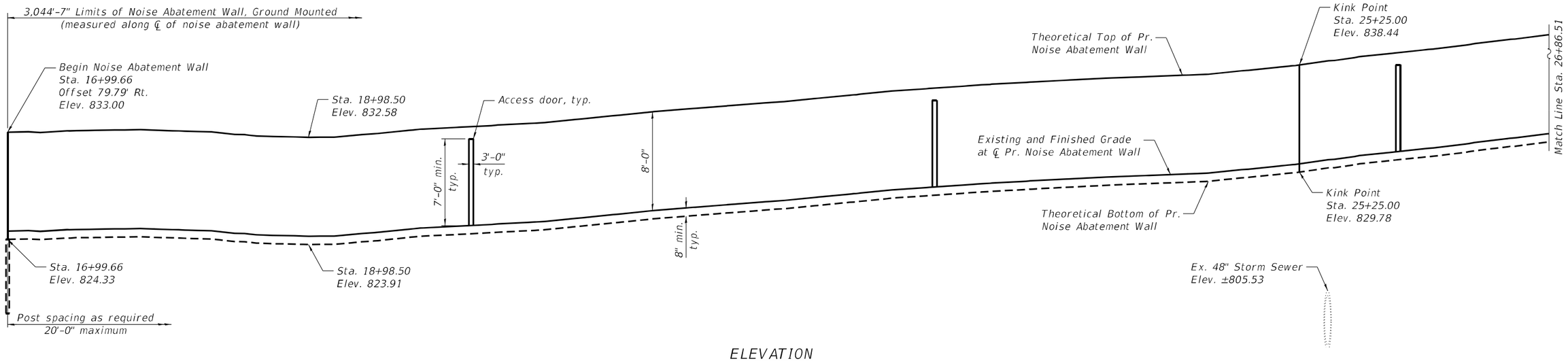
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 101-N7009

SHEET 9 OF 9 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	804
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

Benchmark: BM#454 – Cut "□" on westerly sign base of 30 mph ramp sign located 0.1 mile north of the centerline of Linden Road along the west side of I-39. Elev. 850.53, 42°13'06.4" N. 89°00'40.8" W.



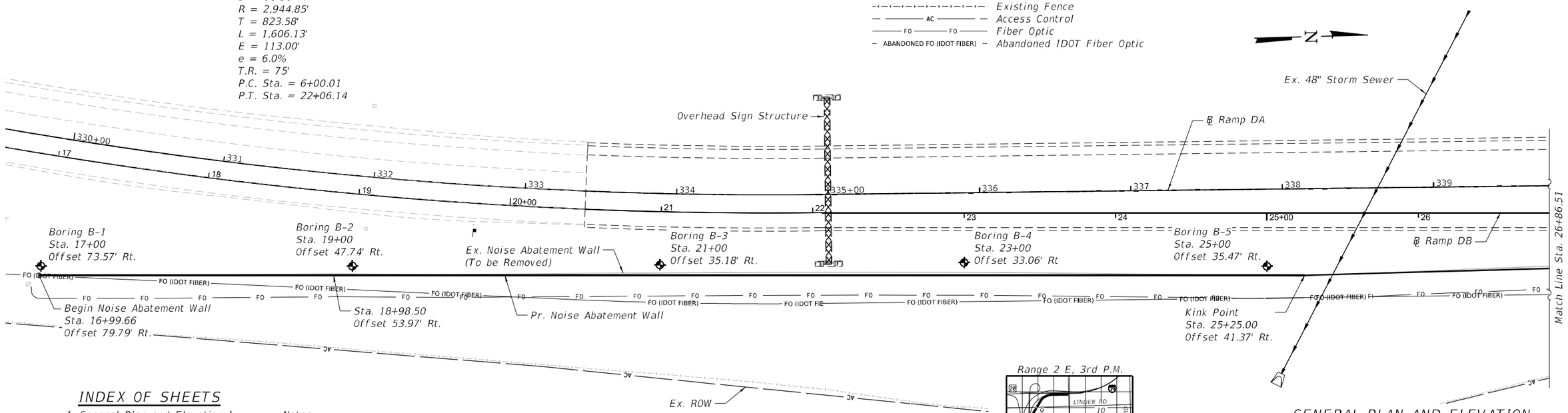
ELEVATION

CURVE DATA

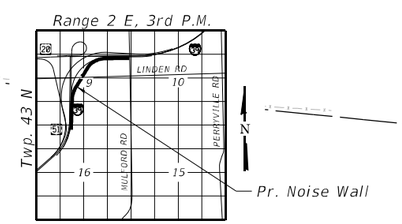
PR CURVE PRAMPDB-1
P.I. Sta. = 14+23.59
Δ = 31°14'58" (LT)
D = 01°56'44"
R = 2,944.85'
T = 823.58'
L = 1,606.13'
E = 113.00'
e = 6.0%
T.R. = 75'
P.C. Sta. = 6+00.01
P.T. Sta. = 22+06.14

LEGEND

- Noise Abatement Wall Soil Boring
- Existing Fence
- Access Control
- Fiber Optic
- Abandoned IDOT Fiber Optic



PLAN



LOCATION SKETCH

INDEX OF SHEETS

Notes:

Offsets are measured from ℄ Ramp DB to ℄ Pr. Noise Abatement Wall or Boring location.

See Data Table on sheet 8 of 26 for Offsets and Theoretical Elevations along the ℄ of Pr. Noise Abatement Wall.

Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., Existing Grade Elev. at ℄ of NAW, and Finished Grade Elev. at ℄ of NAW shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 8 of 26.

Access doors are to be spaced at 300' maximum intervals.

GENERAL PLAN AND ELEVATION
NOISE ABATEMENT WALL
F.A.I ROUTE 39 SEC. (201-3)R & (4-1,5)R
WINNEBAGO COUNTY
STA. 16+99.66 TO STA. 82+64.01
STRUCTURE NO. 101-N7010

QUIGG ENGINEERING INC	USER NAME = zdavidson	DESIGNED - ZLD	REVISED -
	101W7010-64C24-001-GPE1.dgn	CHECKED - KWB	REVISED -
	PLOT SCALE =	DRAWN - ZLD	REVISED -
	PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL GENERAL PLAN AND ELEVATION I
STRUCTURE NO. 101-N7010

SHEET 1 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	805

CONTRACT NO. 64C24

ILLINOIS | FED. AID PROJECT

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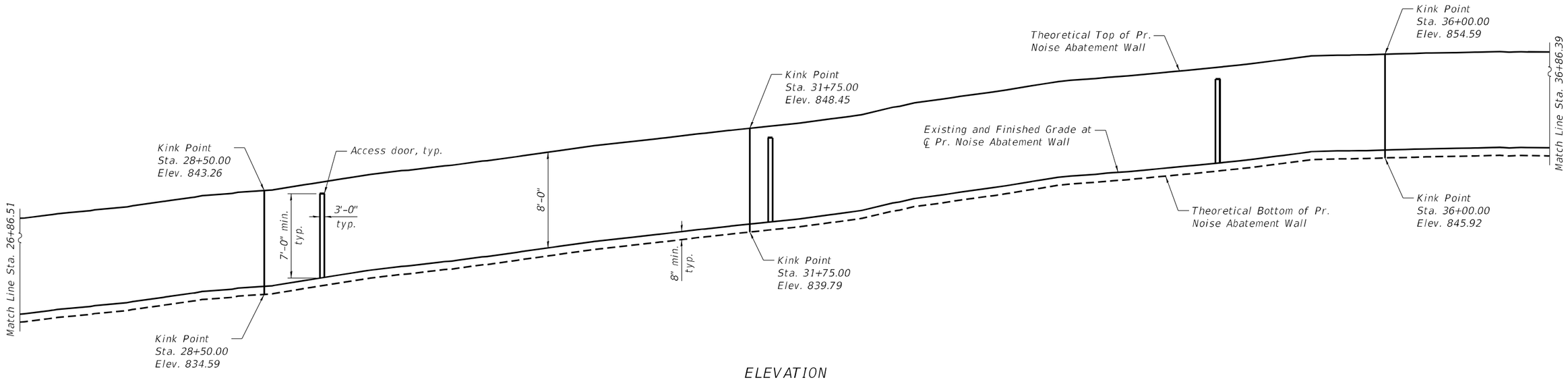
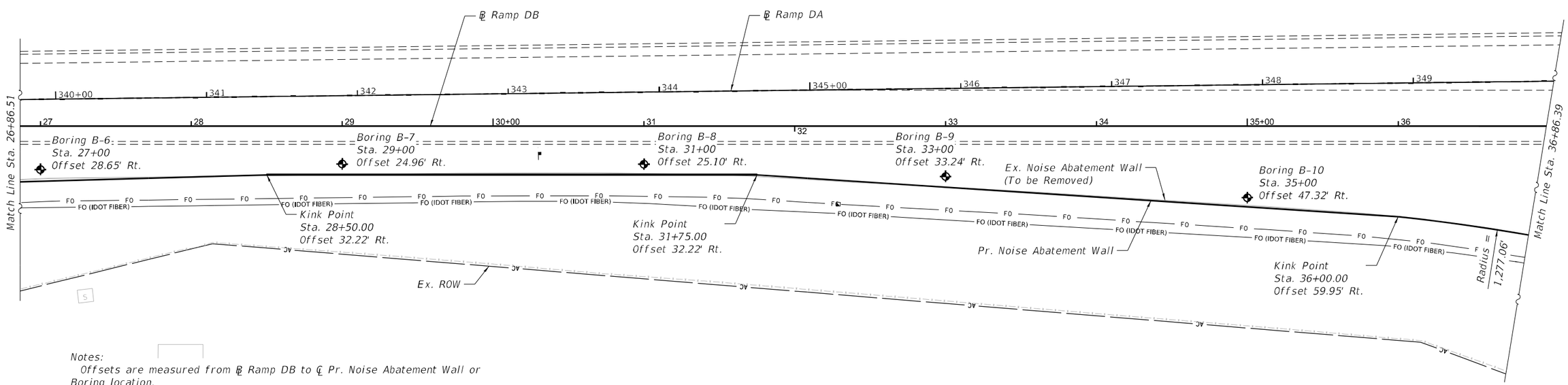


ELEVATION



PLAN

Notes:

Offsets are measured from ℄ Ramp DB to ℄ Pr. Noise Abatement Wall or Boring location.

See Data Table on sheet 8 of 26 for Offsets and Theoretical Elevations along the ℄ of Pr. Noise Abatement Wall.

Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., Existing Grade Elev. at ℄ of NAW, and Finished Grade Elev. at ℄ of NAW shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 8 of 26.

Access doors are to be spaced at 300' maximum intervals.

LEGEND

- Noise Abatement Wall Soil Boring
- Existing Fence
- AC — Access Control
- FO — FO — Fiber Optic
- ABANDONED FO (IDOT FIBER) — Abandoned IDOT Fiber Optic

QUIGG ENGINEERING INC	USER NAME = zdavidson	DESIGNED - ZLD	REVISED -
	101W7010-64C24-002-GPE2.dgn	CHECKED - KWB	REVISED -
	PLOT SCALE =	DRAWN - ZLD	REVISED -
	PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL GENERAL PLAN AND ELEVATION II
STRUCTURE NO. 101-N7010

SHEET 2 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1.5)R	WINNEBAGO	1685	806

CONTRACT NO. 64C24

ILLINOIS | FED. AID PROJECT

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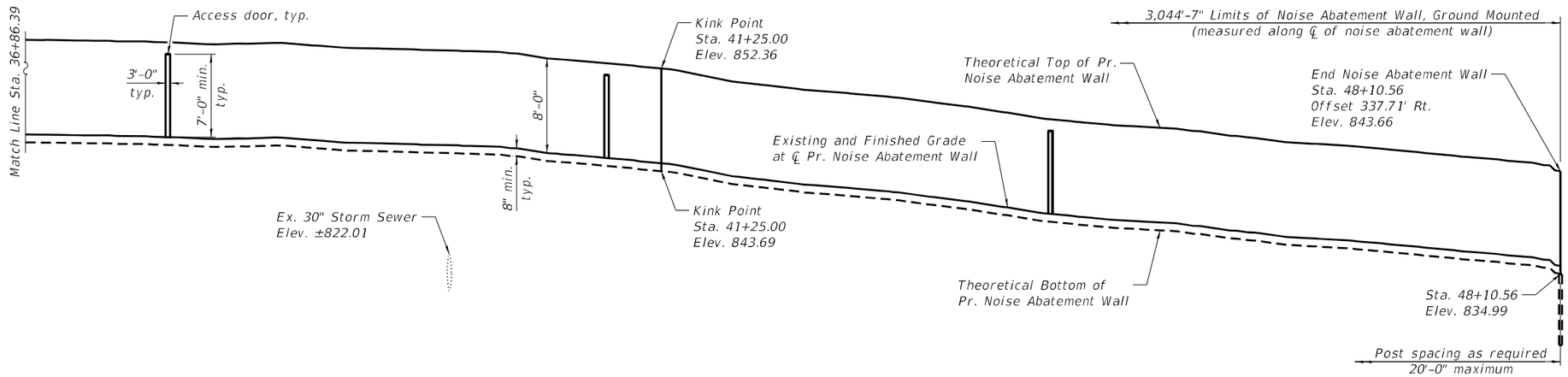

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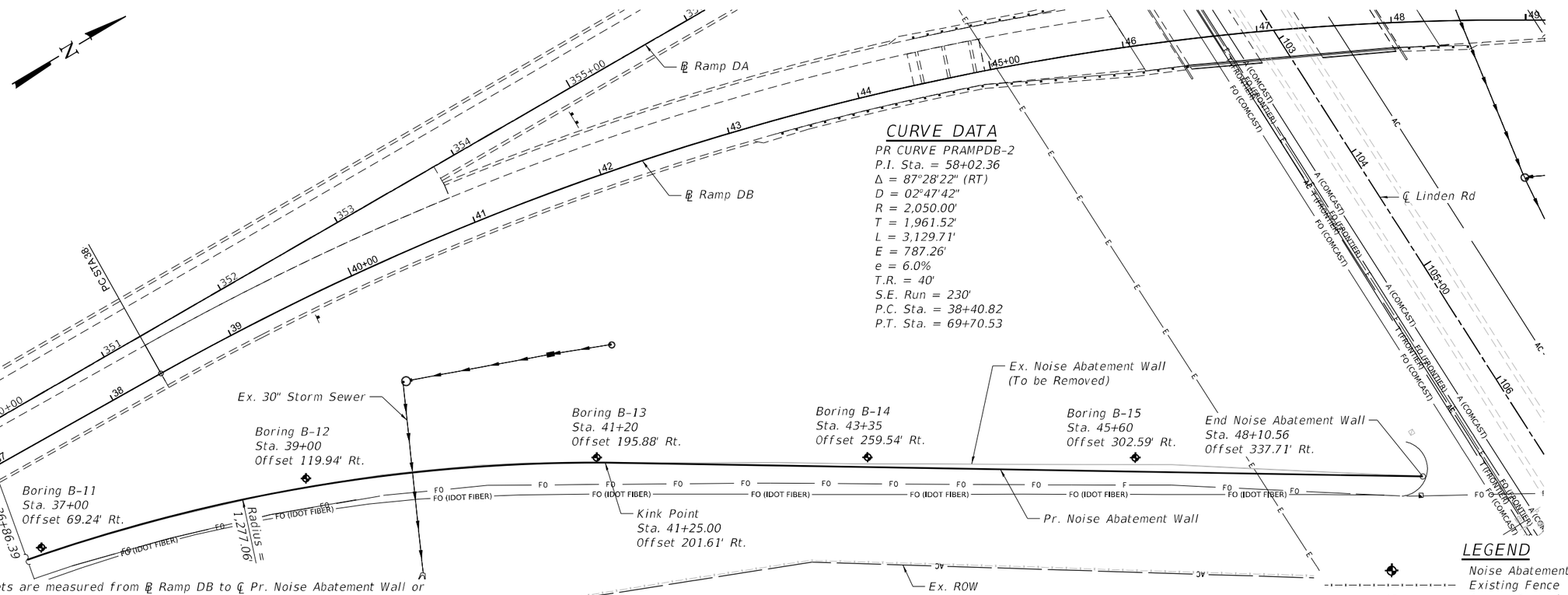

CURVE DATA

PR CURVE PRAMPDB-2
P.I. Sta. = 58+02.36
Δ = 87°28'22" (RT)
D = 02°47'42"
R = 2,050.00'
T = 1,961.52'
L = 3,129.71'
E = 787.26'
e = 6.0%
T.R. = 40'
S.E. Run = 230'
P.C. Sta. = 38+40.82
P.T. Sta. = 69+70.53

PLAN

Notes:

Offsets are measured from ℄ Ramp DB to ℄ Pr. Noise Abatement Wall or Boring location.

See Data Table on sheet 8 of 26 for Offsets and Theoretical Elevations along the ℄ of Pr. Noise Abatement Wall.

Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., Existing Grade Elev. at ℄ of NAW, and Finished Grade Elev. at ℄ of NAW shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 8 of 26.

Access doors are to be spaced at 300' maximum intervals.

LEGEND

- Noise Abatement Wall Soil Boring
- Existing Fence
- AC — Access Control
- FO (FRONTIER) — Frontier Fiber Optic
- FO (COMCAST) — Comcast Fiber Optic
- FO — Fiber Optic
- ABANDONED FO (IDOT FIBER) — Abandoned IDOT Fiber Optic
- T (FRONTIER) — Frontier Underground Telephone
- E — Underground Electric
- A (COMCAST) — Comcast Aerial Line

QUIGG ENGINEERING INC	USER NAME = zdavidson	DESIGNED - ZLD	REVISED -
	101W7010-64C24-003-GPE3.dgn	CHECKED - KWB	REVISED -
	PLOT SCALE =	DRAWN - ZLD	REVISED -
	PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL GENERAL PLAN AND ELEVATION III
STRUCTURE NO. 101-N7010

SHEET 3 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1.5)R	WINNEBAGO	1685	807

CONTRACT NO. 64C24

ILLINOIS | FED. AID PROJECT

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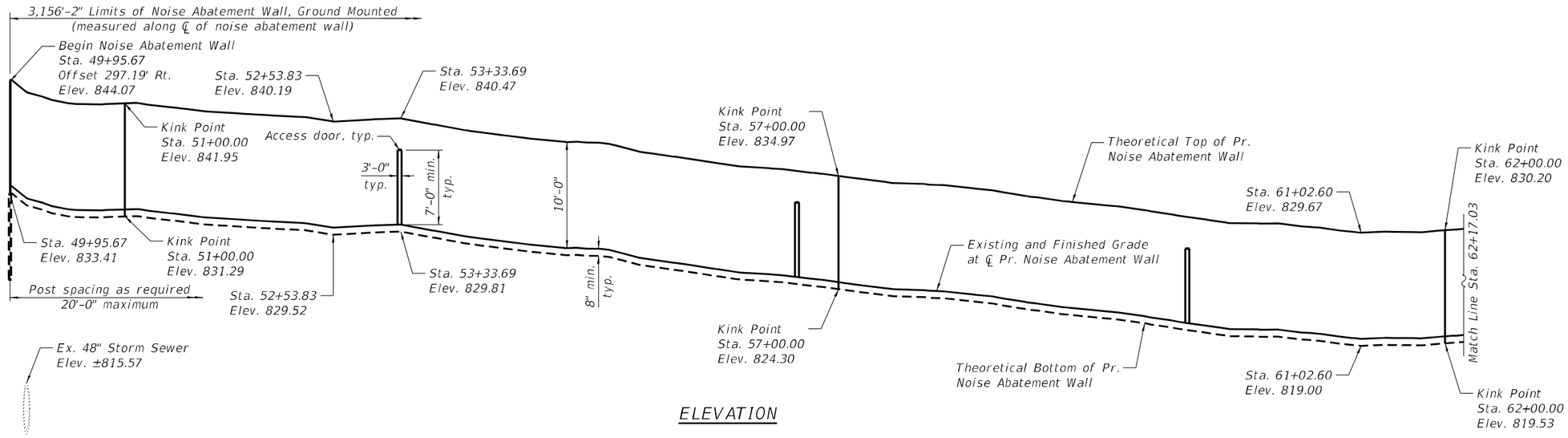

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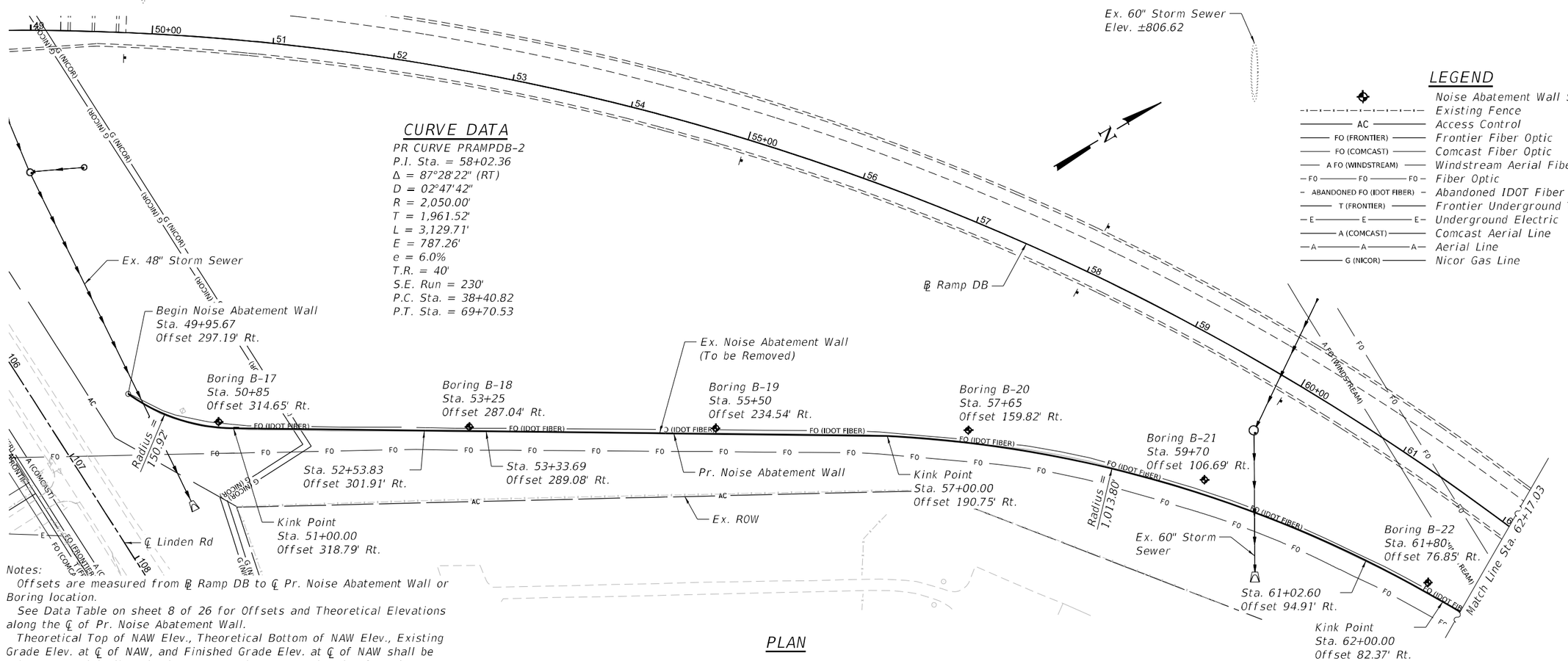

PLAN

LEGEND

⊕	Noise Abatement Wall Soil Boring
-I-I-I-I-I-I-I-	Existing Fence
AC	Access Control
FO (FRONTIER)	Frontier Fiber Optic
FO (COMCAST)	Comcast Fiber Optic
A FO (WINDSTREAM)	Windstream Aerial Fiber Optic
FO FO FO	Fiber Optic
ABANDONED FO (IDOT FIBER)	Abandoned IDOT Fiber Optic
T (FRONTIER)	Frontier Underground Telephone
E E E	Underground Electric
A (COMCAST)	Comcast Aerial Line
A A A	Aerial Line
G (NICOR)	Nicor Gas Line

Notes:

Offsets are measured from ℄ Ramp DB to ℄ Pr. Noise Abatement Wall or Boring location.

See Data Table on sheet 8 of 26 for Offsets and Theoretical Elevations along the ℄ of Pr. Noise Abatement Wall.

Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., Existing Grade Elev. at ℄ of NAW, and Finished Grade Elev. at ℄ of NAW shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 8 of 26.

Access doors are to be spaced at 300' maximum intervals.

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
101W7010-64C24-004-GPE4.dgn	CHECKED - KWB	REVISED -	
PLOT SCALE =	DRAWN - ZLD	REVISED -	
PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL GENERAL PLAN AND ELEVATION IV
STRUCTURE NO. 101-N7010

SHEET 4 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	808

CONTRACT NO. 64C24

ILLINOIS | FED. AID PROJECT

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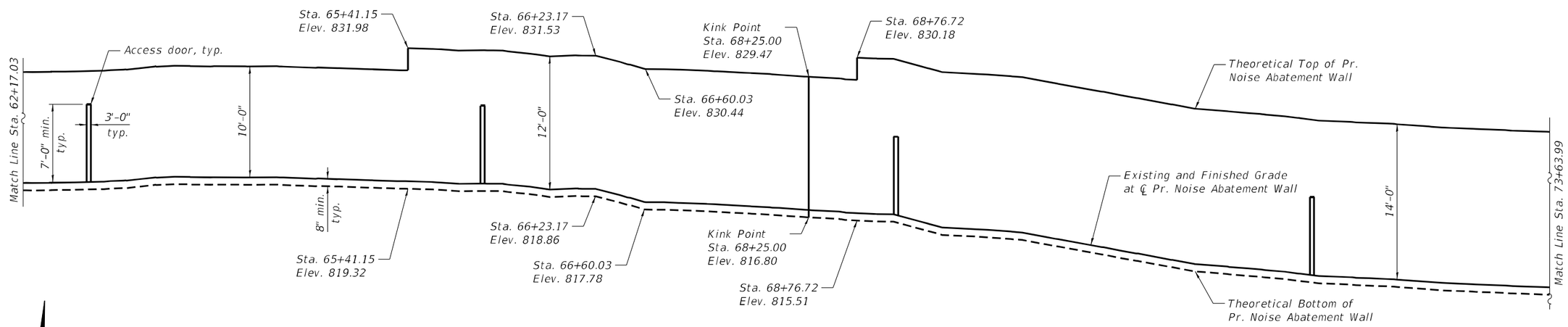

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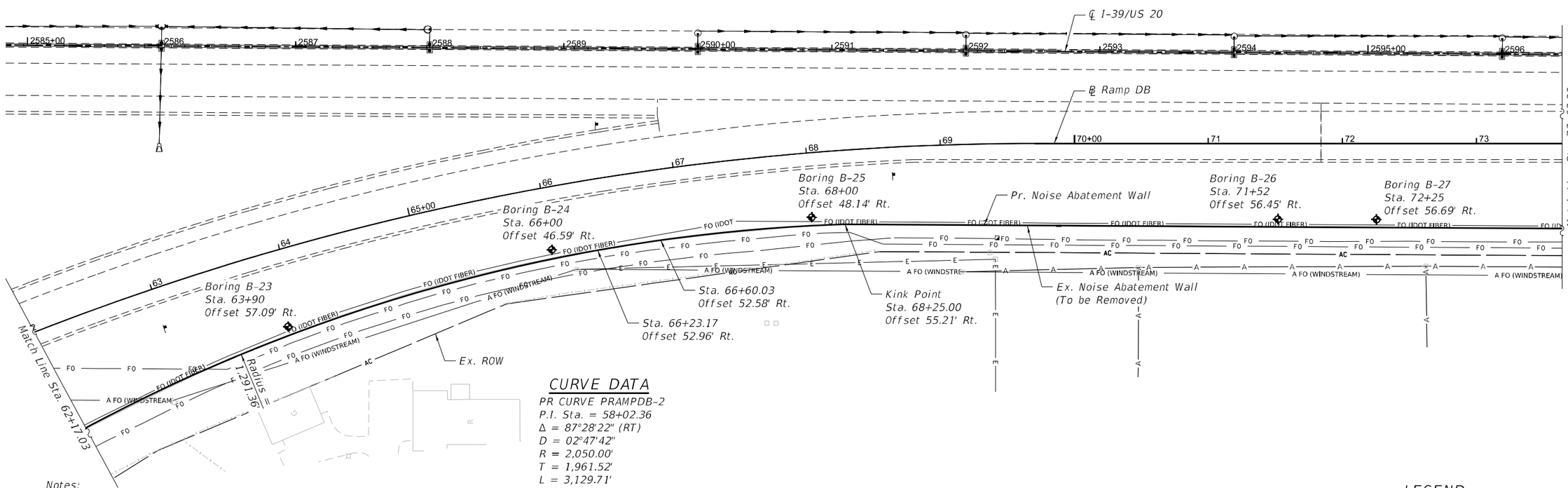

PLAN

CURVE DATA

PR CURVE PRAMPDB-2
P.I. Sta. = 58+02.36
Δ = 87°28'22" (RT)
D = 02°47'42"
R = 2,050.00'
T = 1,961.52'
L = 3,129.71'
E = 787.26'
e = 6.0%
T.R. = 40'
S.E. Run = 230'
P.C. Sta. = 38+40.82
P.T. Sta. = 69+70.53

Notes:

Offsets are measured from ℄ Ramp DB to ℄ Pr. Noise Abatement Wall or Boring location.

See Data Table on sheet 8 of 26 for Offsets and Theoretical Elevations along the ℄ of Pr. Noise Abatement Wall.

Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., Existing Grade Elev. at ℄ of NAW, and Finished Grade Elev. at ℄ of NAW shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 8 of 26.

Access doors are to be spaced at 300' maximum intervals.

LEGEND

- Noise Abatement Wall Soil Boring
- Existing Fence
- AC — Access Control
- A FO (WINDSTREAM) — Windstream Aerial Fiber Optic
- FO — Fiber Optic
- ABANDONED FO (IDOT FIBER) — Abandoned IDOT Fiber Optic
- E — Underground Electric
- A — Aerial Line

QUIGG ENGINEERING INC	USER NAME = zdavidson	DESIGNED - ZLD	REVISED -
	101W7010-64C24-005-GPE5.dgn	CHECKED - KWB	REVISED -
	PLOT SCALE =	DRAWN - ZLD	REVISED -
	PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL GENERAL PLAN AND ELEVATION V
STRUCTURE NO. 101-N7010

SHEET 5 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	809

CONTRACT NO. 64C24

ILLINOIS | FED. AID PROJECT

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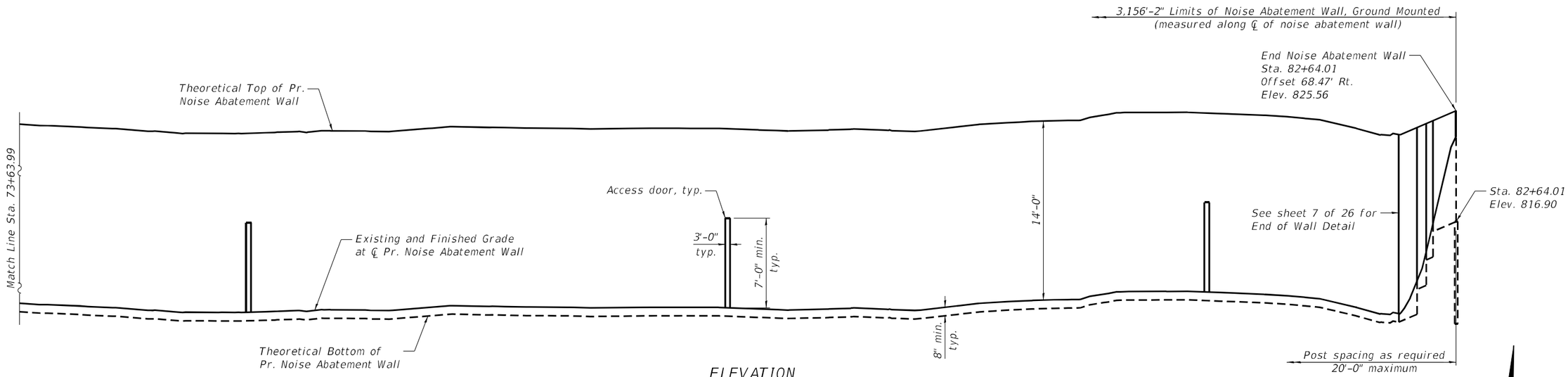

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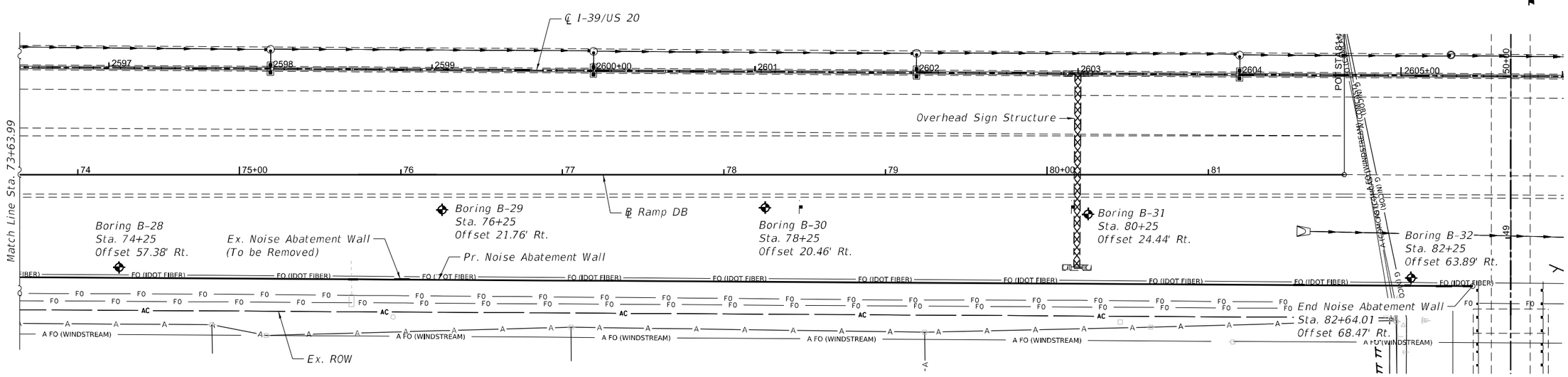


PLAN

LEGEND

◆	Noise Abatement Wall Soil Boring
-·-·-·-·-·-·-	Existing Fence
— AC —	Access Control
— FO (COMCAST) —	Comcast Fiber Optic
— FO — FO — FO —	Fiber Optic
— ABANDONED FO (IDOT FIBER) —	Abandoned IDOT Fiber Optic
— A FO (WINDSTREAM) —	Windstream Aerial Fiber Optic
— A (COMCAST) —	Comcast Aerial Line
— A — A —	Aerial Line
— G (NICOR) —	Nicor Gas Line
—▶—▶—	Storm Sewer

Notes:

Offsets are measured from ℄ Ramp DB to ℄ Pr. Noise Abatement Wall or Boring location.

See Data Table on sheet 8 of 26 for Offsets and Theoretical Elevations along the ℄ of Pr. Noise Abatement Wall.

Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., Existing Grade Elev. at ℄ of NAW, and Finished Grade Elev. at ℄ of NAW shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 8 of 26.

Access doors are to be spaced at 300' maximum intervals.

GENERAL NOTES

1. Existing Noise Wall shall be completely removed. Cost included with "Removal of Existing Structures No. 9".

2. All excavation and grading below the finished grade elevation required for installation of the Noise Abatement Wall elements shall be included in the cost of Noise Abatement Wall, Ground Mounted.

3. Contractor shall follow requirements of Guide Bridge Special Provision "Noise Abatement Wall, Ground Mounted" for material, design, fabrication, construction and erection requirements of the proposed Noise Abatement Wall.

4. The Contractor shall field verify location of the existing utilities prior to construction. The Contractor shall take precautions not to damage existing utilities. Any such damage shall be repaired by the Contractor at no additional cost. All adjacent utilities shall be shown on the shop drawings.

5. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor.

6. Precast panels for the Ground Mounted Noise Abatement Walls shall be cast using form liners with a simlulated limestone surface. Form liners shall be used on both faces of the panels. The form liner shall match the exact size of each panel such that there are no joints crossing the stone modules. The relief shall be an average of 1½" deep and no greater than 2½" deep at any point. The desired appearance is as follows:

7. Form liners shall be made from high-strength elastomeric urethane and be removable without causing concrete surface damage or weakness in the substrate. Form release agents shall be non-staining, non-residual, non-reactive, and shall not contribute to the degradation of the form liner material.

8. The following form liner manufacturers have been pre-approved to provide the listed pattern for the simulated limestone surface:

   a. Custom Rock International, St. Paul, MN (Jim Rogers; 800-637-2447)
      #1104-R2 14¾" Random Cut Stone or #11016 16" Random Cut Stone
   b. Milestones Incorporated, Hudson, WI (Paul Nasvik; 715-381-9660)
      #MS-1018 16" Weathered Limestone
   c. Architectural Polymers, New Ringgold, PA (Rick Fasching; 610-824-3322)
      #893 14" Quarry Stone or #894 16" Quarry Stone

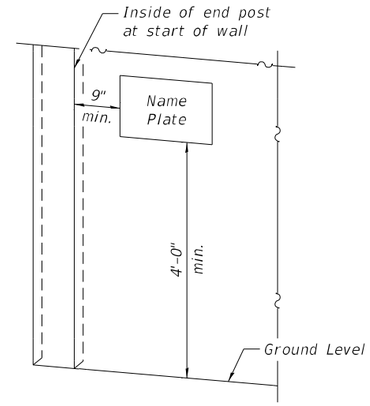
   Other products will be considered, provided sufficient information is submitted 30-days prior to use to allow the Engineer to determine that products proposed are equivalent to those named.

9. Form liners shall be used in accordance with the manufacturer's recommendations, including, but not limited to, installation and removal methods, form release agents, cleaning procedures, inspection procedures, repair procedures, curing methods, concrete slump requirements, and consolidation methods to achieve the highest quality concrete appearance possible. Manufacturer recommendations shall not supplant requirements listed elsewhere in the Contract Documents without prior approval from the Engineer.

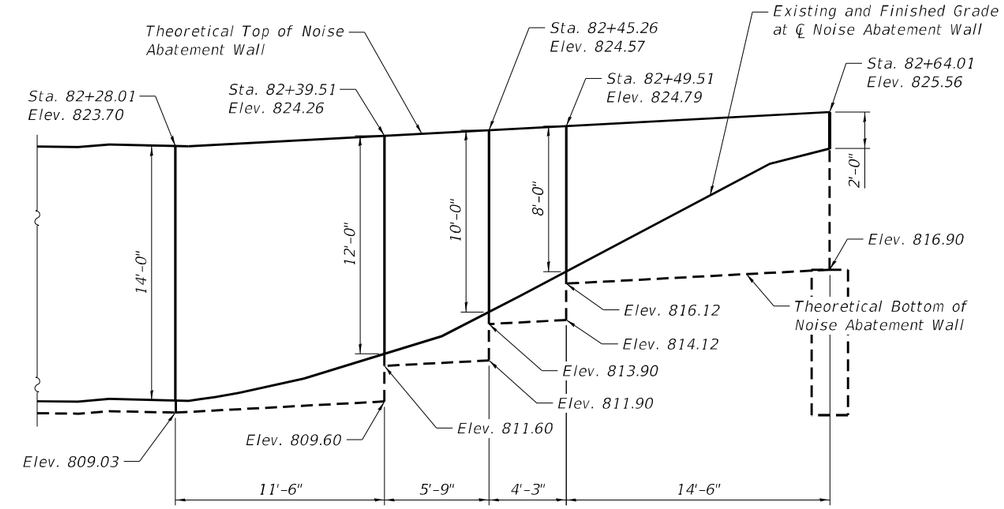
10. The finished exposed formed concrete surfaces shall be free of visible vertical seams, horizontal seams, and butt joint marks after removing the form liners. Grinding and chipping of finished formed surfaces shall be avoided.

11. The Contractor shall provide a full-size precast panel mockup containing the form liner surface. Upon receipt of comments from inspection of the mockup, adjustments or corrections shall be made where imperfections are found. If required, additional mockups shall be prepared when the initial mockup is found to be unsatisfactory.

12. All work and materials associated with form liners and mockups, including adjustments or corrections needed to address mockup comments and additional mockups, if required, will not be paid for separately but shall be included in the cost of Noise Abatement Wall, Ground Mounted.

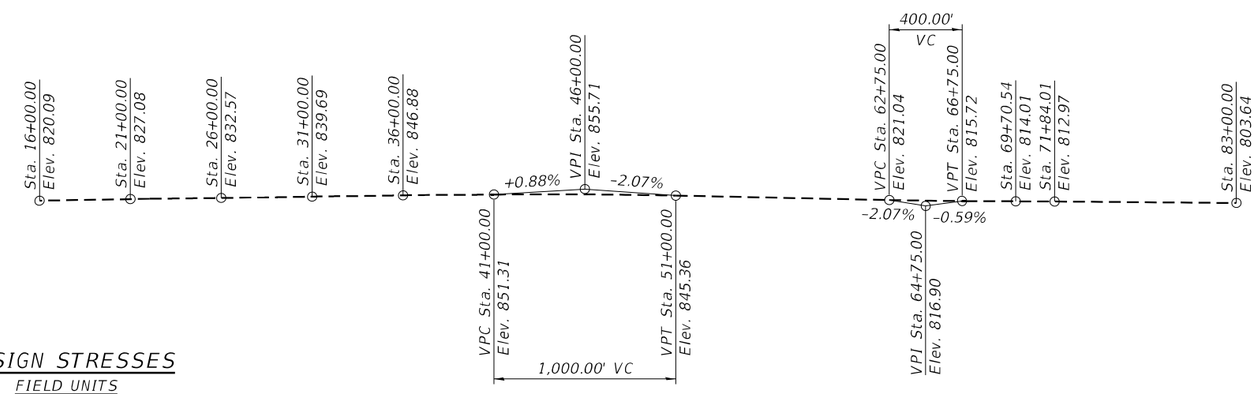


NAME PLATE LOCATION



END OF WALL DETAIL

(Horizontal dimensions given along ℄ Noise Abatement Wall)



PROFILE GRADE

(Along ℄ Ramp DB)

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Struct. Steel, M270 Grade 50, posts)
fy = 36,000 psi (Struct. Steel, M270 Grade 36, all other structural steel)

PRECAST UNITS

f'c = 4,500 psi
fy = 60,000 psi (Reinforcement)
fy = 65,000 psi (Welded Wire Reinforcement)

DESIGN LOADS

Strength III or V Wind: 35 psf
Service I Wind: 15 psf

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

NOISE ABATEMENT WALL
BUILT 202_ BY
STATE OF ILLINOIS
F.A.I. RT. 39
SEC. (201-3)R & (4-1,5)R
FROM STA. 16+99.66 TO STA. 82+64.01
STR. NO. 101-N7010

NAME PLATE

See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Removal of Existing Structures No. 9	Each	1
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	66,128

NOISE REDUCTION DATA TABLE

Noise Wall Structure Number	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
101-N7010	Ramp DB Face	16+99.66	82+64.01	Reflective	-
	Residential Face	16+99.66	82+64.01	Reflective	-

DATA TABLE

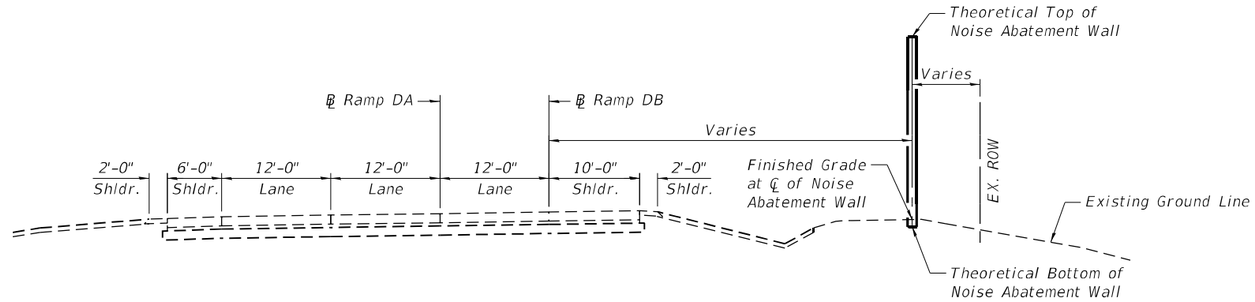
Station	Offset to ℄ Wall (ft.)	Theor. Top of NAW Elev.	Exist./Finished Grade Elev. at ℄ of NAW	Theor. Bottom of NAW Elev.
16+99.66	79.79	833.00	825.00	824.33
17+50.00	71.91	833.15	825.15	824.48
18+00.00	64.99	833.15	825.15	824.49
18+50.00	58.97	832.78	824.78	824.11
18+98.50	53.97	832.58	824.58	823.91
19+00.00	53.83	832.59	824.59	823.92
19+50.00	49.58	833.14	825.14	824.48
20+00.00	46.19	833.51	825.51	824.84
20+50.00	43.68	833.93	825.93	825.27
21+00.00	42.02	834.51	826.51	825.84
21+50.00	41.24	835.03	827.03	826.36
22+00.00	41.31	835.56	827.56	826.89
22+50.00	41.37	836.06	828.06	827.40
23+00.00	41.37	836.49	828.49	827.82
23+50.00	41.37	836.90	828.90	828.23
24+00.00	41.37	837.30	829.30	828.64
24+50.00	41.37	837.60	829.60	828.94
25+00.00	41.37	838.12	830.12	829.45
25+25.00	41.37	838.44	830.44	829.78
25+50.00	40.67	838.85	830.85	830.18
26+00.00	39.26	839.61	831.61	830.94
26+50.00	37.85	840.34	832.34	831.67
27+00.00	36.45	840.99	832.99	832.32
27+50.00	35.04	841.73	833.73	833.06
28+00.00	33.63	842.59	834.59	833.92
28+50.00	32.22	843.26	835.26	834.59
29+00.00	32.22	844.10	836.10	835.44
29+50.00	32.22	844.84	836.84	836.17
30+00.00	32.22	845.62	837.62	836.95
30+50.00	32.22	846.47	838.47	837.80
31+00.00	32.22	847.26	839.26	838.59
31+50.00	32.22	848.05	840.05	839.38
31+75.00	32.22	848.45	840.45	839.79
32+00.00	33.85	848.77	840.77	840.11
32+50.00	37.11	849.57	841.57	840.90
33+00.00	40.38	850.78	842.78	842.12
33+50.00	43.64	851.69	843.69	843.02
34+00.00	46.90	852.51	844.51	843.85
34+50.00	50.16	853.03	845.03	844.37
35+00.00	53.42	853.65	845.65	844.99
35+50.00	56.69	854.41	846.41	845.74
36+00.00	59.95	854.59	846.59	845.92
36+50.00	66.23	854.73	846.73	846.07
37+00.00	74.54	854.76	846.76	846.09
37+50.00	84.90	854.71	846.71	846.04
38+00.00	97.38	854.53	846.53	845.87
38+50.00	111.87	854.51	846.51	845.84
39+00.00	126.84	854.17	846.17	845.51
39+50.00	142.43	853.91	845.91	845.25

DATA TABLE - CONTINUED

Station	Offset to ℄ Wall (ft.)	Theor. Top of NAW Elev.	Exist./Finished Grade Elev. at ℄ of NAW	Theor. Bottom of NAW Elev.
40+00.00	158.62	853.71	845.71	845.04
40+50.00	175.40	853.13	845.13	844.47
41+00.00	192.74	852.66	844.66	843.99
41+25.00	201.61	852.36	844.36	843.69
41+50.00	210.69	851.82	843.82	843.15
42+00.00	227.78	850.90	842.90	842.23
42+50.00	243.49	850.27	842.27	841.60
43+00.00	257.88	849.69	841.69	841.02
43+50.00	270.99	849.01	841.01	840.34
44+00.00	282.86	848.22	840.22	839.55
44+50.00	293.54	847.57	839.57	838.90
45+00.00	303.06	847.14	839.14	838.47
45+50.00	311.44	846.80	838.80	838.13
46+00.00	318.72	846.46	838.46	837.79
46+50.00	324.92	845.97	837.97	837.30
47+00.00	330.06	845.33	837.33	836.66
47+50.00	331.14	844.74	836.74	836.07
48+10.56	337.71	843.66	835.66	834.99
49+95.67	297.19	844.07	834.07	833.41
50+50.00	316.28	841.86	831.86	831.19
51+00.00	318.79	841.95	831.95	831.29
51+50.00	314.41	841.35	831.35	830.69
52+00.00	318.97	840.93	830.93	830.26
52+50.00	302.45	840.61	830.61	829.94
52+53.83	301.91	840.19	830.19	829.52
53+00.00	294.84	840.31	830.31	829.65
53+33.69	289.08	840.47	830.47	829.81
53+50.00	286.10	840.17	830.17	829.50
54+00.00	276.22	839.24	829.24	828.57
54+50.00	265.16	838.55	828.55	827.89
55+00.00	252.88	838.25	828.25	827.58
55+50.00	239.35	837.12	827.12	826.45
56+00.00	224.52	836.27	826.27	825.61
56+50.00	208.33	835.77	825.77	825.10
57+00.00	190.75	834.97	824.97	824.30
57+50.00	175.08	834.36	824.36	823.69
58+00.00	160.45	833.96	823.96	823.30
58+50.00	146.89	833.17	823.17	822.51
59+00.00	134.40	832.39	822.39	821.73
59+50.00	122.99	831.54	821.54	820.88
60+00.00	112.66	830.64	820.64	819.97
60+50.00	103.43	830.41	820.41	819.75
61+00.00	95.30	829.70	819.70	819.04
61+02.60	94.91	829.67	819.67	819.00
61+50.00	88.28	829.80	819.80	819.13
62+00.00	82.37	830.20	820.20	819.53
62+50.00	76.52	830.37	820.37	819.70
63+00.00	71.31	830.74	820.74	820.07

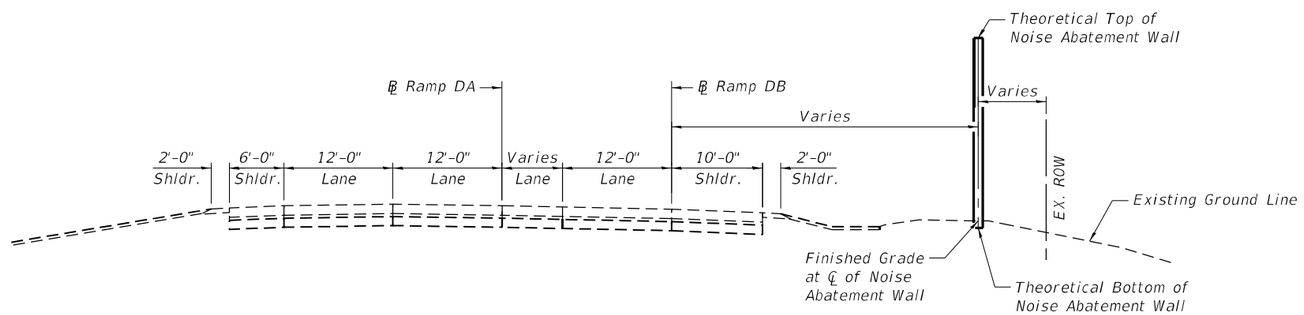
DATA TABLE - CONTINUED

Station	Offset to ℄ Wall (ft.)	Theor. Top of NAW Elev.	Exist./Finished Grade Elev. at ℄ of NAW	Theor. Bottom of NAW Elev.
63+50.00	66.72	830.75	820.75	820.08
64+00.00	62.77	830.57	820.57	819.90
64+50.00	59.45	830.39	820.39	819.72
65+00.00	56.78	830.16	820.16	819.49
65+41.15	55.07	831.98	819.98	819.32
65+50.00	54.76	832.00	820.00	819.33
66+00.00	53.38	831.50	819.50	818.84
66+23.17	52.96	831.53	819.53	818.86
66+50.00	52.65	830.76	818.76	818.09
66+60.03	52.58	830.44	818.44	817.78
67+00.00	52.57	830.36	818.36	817.69
67+50.00	53.14	830.00	818.00	817.34
68+00.00	54.36	829.67	817.67	817.01
68+25.00	55.21	829.47	817.47	816.80
68+50.00	56.94	829.14	817.14	816.47
68+76.72	58.45	830.18	816.18	815.51
69+00.00	59.50	829.96	815.96	815.30
69+50.00	60.87	829.41	815.41	814.75
70+00.00	61.27	828.43	814.43	813.76
70+50.00	61.57	827.26	813.26	812.59
71+00.00	61.88	826.57	812.57	811.90
71+50.00	62.18	825.89	811.89	811.22
72+00.00	62.49	825.56	811.56	810.90
72+50.00	62.79	825.19	811.19	810.52
73+00.00	63.09	824.92	810.92	810.26
73+50.00	63.40	824.66	810.66	809.99
74+00.00	63.70	824.36	810.36	809.69
74+50.00	64.00	824.00	810.00	809.33
75+00.00	64.31	823.84	809.84	809.17
75+50.00	64.61	823.99	809.99	809.32
76+00.00	64.91	824.01	810.01	809.34
76+50.00	65.22	824.31	810.31	809.64
77+00.00	65.52	824.21	810.21	809.54
77+50.00	65.83	824.18	810.18	809.51
78+00.00	66.13	824.19	810.19	809.53
78+50.00	66.43	823.99	809.99	809.32
79+00.00	66.74	824.12	810.12	809.45
79+50.00	67.04	824.31	810.31	809.65
80+00.00	67.34	824.74	810.74	810.07
80+50.00	67.65	825.38	811.38	810.72
81+00.00	67.95	825.40	811.40	810.73
81+50.00	68.25	825.13	811.13	810.47
82+00.00	68.46	824.28	810.28	809.61
82+28.01	68.46	823.70	809.70	809.03
82+39.51	68.46	824.26	812.26	811.60
82+45.26	68.46	824.57	814.57	813.90
82+49.51	68.47	824.79	816.79	816.12
82+64.01	68.47	825.56	823.56	816.90



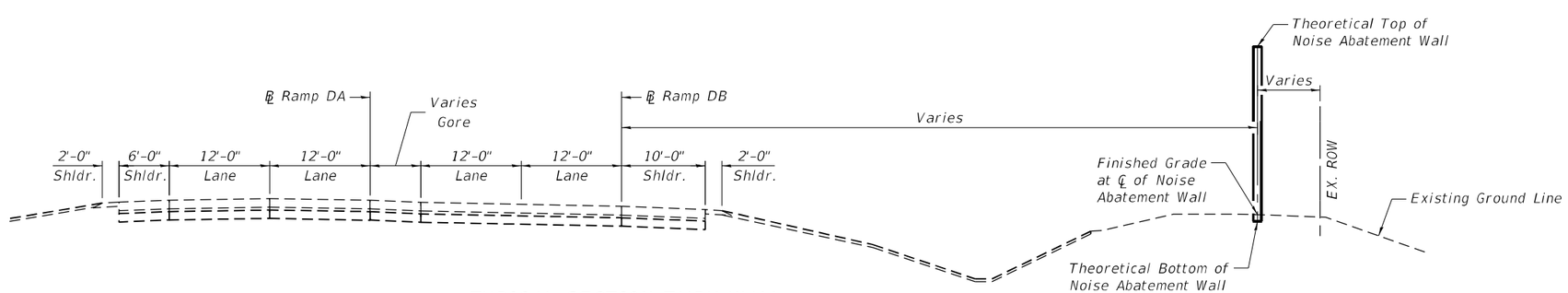
TYPICAL SECTION THRU WALL

(Sta. 16+99.66 to Sta. 22+04.08)
(Wall stations are measured along ℄ Ramp DB)



TYPICAL SECTION THRU WALL

(Sta. 22+04.08 to Sta. 32+06.12)
(Wall stations are measured along ℄ Ramp DB)



TYPICAL SECTION THRU WALL

(Sta. 32+06.12 to Sta. 40+89.45)
(Wall stations are measured along ℄ Ramp DB)

MODEL: Default
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2/7/2025 3:25:06 PM

QUIGG ENGINEERING INC

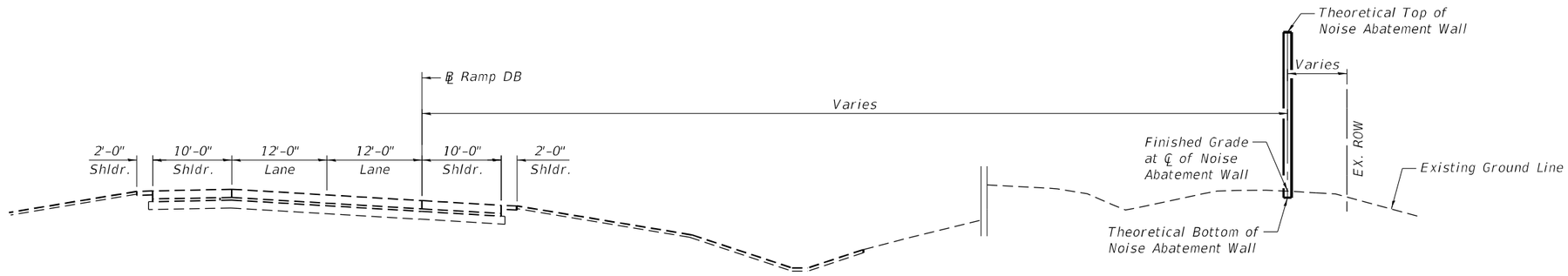
USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
101W7010-64C24-009-Typical Sections.dgn	CHECKED - KWB	REVISED -	
PLOT SCALE =	DRAWN - ZLD	REVISED -	
PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
STRUCTURE NO. 101-N7010

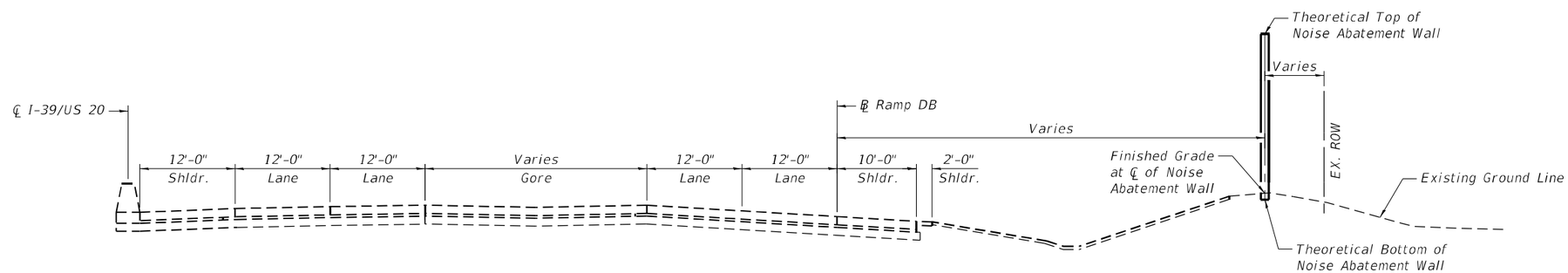
SHEET 9 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	813
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	



TYPICAL SECTION THRU WALL

(Sta. 40+89.45 to Sta. 66+93.67)
(Wall stations are measured along ℄ Ramp DB)



TYPICAL SECTION THRU WALL

(Sta. 66+93.67 to Sta. 82+64.01)
(Wall stations are measured along ℄ Ramp DB)

MODEL: Default
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2/7/2025 3:25:08 PM

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
101W7010-64C24-010-Typical Sections.dgn	CHECKED - KWB	REVISED -	
PLOT SCALE =	DRAWN - ZLD	REVISED -	
PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
STRUCTURE NO. 101-N7010

SHEET 10 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1.5)R	WINNEBAGO	1685	814

CONTRACT NO. 64C24

ILLINOIS | FED. AID PROJECT

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 7/19/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 31.38" Longitude -89° 00' 41.01"
Northing 2,020,701.0284 Easting 2,609,565.5235

BORING NO. B-1
Station 17+00
Offset 6.00ft Lt of Wall
Ground Surface Elev. 825.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
LOOSE tan VERY DRY SANDY LOAM	823.00				7.0
VERY STIFF tan SANDY LOAM	821.50		9 11 11	2.0 P	8.0
VERY STIFF light brown CLAY LOAM	819.00	-5	4 4 8	3.1 B	22.0
VERY STIFF light brown SANDY LOAM with GRAVEL	816.50		5 5 6	3.0 P	11.0
STIFF tan SANDY LOAM with SAND LENS	814.00	-10	5 6 6	1.3 P	8.0
VERY STIFF tan SANDY LOAM with GRAVEL	811.50		5 5 6	2.5 P	10.0
STIFF tan SANDY LOAM with GRAVEL	809.00	-15	6 8 20	1.3 S	9.0
DENSE tan FINE SAND	806.50		19 19 29		6.0
DENSE tan FINE SAND		-20	9		
DENSE tan FINE SAND *(continued)*	804.00	-25	16 23		
End of Boring		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 73.57' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 7/19/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 33.35" Longitude -89° 00' 40.91"
Northing 2,020,900.4654 Easting 2,609,570.4082

BORING NO. B-2
Station 19+00
Offset 5.00ft Lt of Wall
Ground Surface Elev. 824.50 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF brown SILTY CLAY LOAM	822.50			1.5 P	22.0
STIFF light brown SANDY LOAM	821.00		5 5 7	1.8 P	11.0
VERY STIFF tan SANDY LOAM	818.50	-5	5 7 8	2.1 B	10.0
STIFF light brown SANDY CLAY LOAM	816.00		3 3 4	1.3 B	16.0
STIFF light brown SANDY CLAY LOAM	813.50	-10	6 5 6	1.8 B	15.0
VERY STIFF gray CLAY LOAM	811.00		3 7 11	2.3 B	22.0
VERY STIFF tan CLAY LOAM	808.50	-15	6 8 11	3.5 B	19.0
STIFF tan SILTY CLAY LOAM	806.00		4 6 8	1.6 B	22.0
		-20	13		
VERY DENSE tan WEATHERED LIMESTONE *(continued)*	803.50		100 for 3"		
End of Boring		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 47.74' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

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Date 7/20/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 35.53"
Longitude -89° 00' 40.70"
Northing 2,021,120.7840
Easting 2,609,583.1387

BORING NO. B-3
Station 21+00
Offset 5.00ft Lt of Wall
Ground Surface Elev. 826.50 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
LOOSE tan SANDY LOAM					8.0
	824.50				
HARD tan SANDY LOAM with LIMESTONE FRAGMENTS			9 10 11	4.0 P	7.0
	823.00				
VERY STIFF tan SANDY LOAM		-5	5 8 9	2.3 P	12.0
	820.50				
MEDIUM tan SANDY LOAM with GRAVEL			3 4 7	0.5 B	12.0
	818.00				
STIFF light brown SANDY CLAY LOAM		-10	5 5 8	1.1 B	17.0
	815.50				
VERY STIFF light brown SANDY CLAY LOAM			4 7 13	2.7 B	12.0
	813.00				
VERY STIFF tan CLAY LOAM		-15	5 8 11	2.7 B	22.0
	810.50				
VERY STIFF gray SILTY CLAY LOAM with LIMESTONE FRAGMENTS			5 9 13	2.3 P	17.0
	808.00				
		-20	5		
STIFF gray LOAM with LIMESTONE FRAGMENTS *(continued)*	805.50	-25	5 4	1.5 P	16.0
End of Boring		-30			
		-35			
		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 35.18' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

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Date 7/20/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 37.29"
Longitude -89° 00' 40.40"
Northing 2,021,299.1952
Easting 2,609,596.4368

BORING NO. B-4
Station 23+00
Offset 6.00ft Lt of Wall
Ground Surface Elev. 828.50 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown LOAM				1.0 P	15.0
	826.50				
VERY STIFF light brown SANDY LOAM with LIMESTONE			6 10 10	2.5 P	9.0
	825.00				
STIFF tan SANDY LOAM		-5	5 6 10	1.6 S	12.0
	822.50				
STIFF tan SANDY CLAY LOAM			8 9 8	1.3 P	15.0
	820.00				
STIFF tan SANDY LOAM		-10	6 7 13	2.0 P	11.0
	817.50				
VERY STIFF light brown CLAY LOAM			4 9 10	3.7 B	20.0
	814.00				
MEDIUM tan SILTY FINE SAND		-15	4 9 10		12.0
	811.50				
DENSE tan DIRTY WEATHERED LIMESTONE			7 21 26		
	810.00				
VERY DENSE tan WEATHERED	808.50	-20	100		
LIMESTONE		-25	for 2"		
End of Boring					
		-30			
		-35			
		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 33.06' Rt.

Illinois Department of Transportation
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SOIL BORING LOG

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Date 7/20/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 39.46"
Longitude -89° 00' 40.70"
Northing 2,021,519.0880
Easting 2,609,577.7411

BORING NO. B-5
Station 25+00
Offset 6.00ft Lt of Wall
Ground Surface Elev. 830.20 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
LOOSE brown DRY LOAM					11.0
	828.20				
No Recovery			23 29 23		
	826.70				
STIFF tan SANDY LOAM with GRAVEL		-5	6 10 7	1.2 B	11.0
	824.20				
STIFF brown SANDY CLAY LOAM			5 8 10	1.3 B	19.0
	821.70				
VERY STIFF tan SANDY LOAM with GRAVEL		-10	5 16 15	3.3 P	8.0
	819.20				
STIFF tan SANDY LOAM with LIMESTONE FRAGMENTS			9 16 18	1.1 P	11.0
	816.70				
VERY STIFF light brown SANDY CLAY LOAM		-15	7 16 18	2.7 B	15.0
	814.20				
VERY STIFF light brown CLAY LOAM with LIMESTONE FRAGMENTS			6 16 20	2.5 B	29.0
	811.70				
STIFF light brown CLAY LOAM		-20	6		
STIFF light brown CLAY LOAM *(continued)*	809.20	-25	12 18	1.4 B	22.0
End of Boring					

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 35.47' Rt.

Illinois Department of Transportation
Division of Highways
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SOIL BORING LOG

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Date 7/21/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 41.43"
Longitude -89° 00' 40.39"
Northing 2,021,718.7380
Easting 2,609,598.3378

BORING NO. B-6
Station 27+00
Offset 6.00ft Lt of Wall
Ground Surface Elev. 832.70 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM light brown LOAM				1.0 P	13.0
	830.70				
MEDIUM tan SANDY LOAM with GRAVEL			5 4 4	0.8 P	9.0
	829.20				
VERY STIFF tan SANDY LOAM with GRAVEL		-5	8 8 8	2.3 P	9.0
	826.70				
SOFT tan SANDY LOAM with GRAVEL			2 2 4	0.3 P	10.0
	824.20				
STIFF tan SANDY LOAM		-10	10 9 6	1.1 S	8.0
	821.70				
HARD gray SANDY CLAY LOAM			4 7 14	5.0 B	13.0
	819.20				
VERY STIFF light brown SANDY CLAY LOAM		-15	5 8 11	3.5 B	17.0
	816.70				
STIFF light brown SANDY LOAM with DIRTY FINE SAND LENS			2 3 5	1.8 P	14.0
	814.20				
STIFF tan SANDY LOAM		-20	3		
STIFF tan SANDY LOAM *(continued)*	811.70	-25	5 7	1.1 S	10.0
End of Boring					

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 28.65' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 7/22/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 43.09"
Longitude -89° 00' 40.49"
Northing 2,021,886.2654
Easting 2,609,588.4806

BORING NO. B-7
Station 29+00
Offset 7.00ft Lt of Wall
Ground Surface Elev. 836.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Northing and Easting were calculated using the ILHP-WF coordinate system

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF brown SILTY CLAY LOAM	834.00			2.5 P	12.0
HARD tan SANDY LOAM with LIMESTONE	832.50		19 15 13	4.5 P	7.0
STIFF light brown LOAM	830.00	-5	5 6 8	1.3 P	13.0
STIFF light brown SANDY CLAY LOAM	827.50		5 7 12	1.6 B	14.0
STIFF light brown SANDY CLAY LOAM TILL	825.00	-10	5 7 13	2.0 P	9.0
VERY STIFF gray SANDY CLAY LOAM TILL	822.50		4 7 12	2.1 B	16.0
VERY STIFF light brown CLAY LOAM	820.00	-15	3 4 9	3.3 B	20.0
STIFF light brown SILTY CLAY LOAM	817.50		3 4 5	1.5 P	23.0
STIFF light brown CLAY LOAM		-20	2		
STIFF light brown CLAY LOAM *(continued)*	815.00	-25	3 7	1.3 B	21.0
End of Boring					
		-30			
		-35			
		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 24.96' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

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Date 7/22/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 45.37"
Longitude -89° 00' 40.18"
Northing 2,022,117.2550
Easting 2,609,608.6520

BORING NO. B-8
Station 31+00
Offset 6.00ft Lt of Wall
Ground Surface Elev. 839.70 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Northing and Easting were calculated using the ILHP-WF coordinate system

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF brown SILTY CLAY LOAM	837.70			2.5 P	9.0
VERY STIFF tan SANDY LOAM with LIMESTONE	836.20		13 17 14	3.8 P	8.0
VERY STIFF light brown CLAY LOAM TILL	833.70	-5	7 5 7	2.1 B	15.0
No Recovery	831.20		2 4 7		
VERY STIFF gray CLAY LOAM	828.70	-10	5 10 15	3.8 B	19.0
STIFF tan SANDY CLAY LOAM TILL	826.20		4 6 9	1.7 S	13.0
VERY STIFF tan SANDY CLAY LOAM TILL	823.70	-15	10 10 10	2.5 B	12.0
VERY STIFF gray/tan SANDY CLAY LOAM TILL	821.20		5 9 16	3.1 B	12.0
		-20	4		
VERY STIFF light brown SANDY CLAY LOAM *(continued)*	818.70		8 12	2.7 B	18.0
End of Boring					
		-25			
		-30			
		-35			
		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 25.10' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 7/27/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 47.34" Longitude -89° 00' 40.18"
Northing 2,022,316.5893 Easting 2,609,605.9502

BORING NO. B-9
Station 33+00
Offset 7.00ft Lt of Wall
Ground Surface Elev. 842.50 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF tan SANDY LOAM with GRAVEL	839.00		6 7 7	2.4 P	11.0
STIFF tan SANDY LOAM with GRAVEL	836.50	-5	15 8 6	1.8 P	11.0
STIFF light brown SANDY CLAY LOAM	834.00		3 4 6	1.3 B	16.0
STIFF light brown SANDY CLAY LOAM	831.50	-10	4 9 12	1.2 B	19.0
HARD light gray SILTY LOAM	829.00		7 14 18	4.5 P	15.0
HARD tan SANDY CLAY LOAM TILL	826.50	-15	8 18 24	5.0 B	16.0
VERY STIFF light brown SANDY CLAY LOAM TILL	824.00		9 18 21	2.9 B	15.0
		-20	6		
VERY STIFF light brown CLAY LOAM TILL *(continued)*	821.50	-25	10 15	3.5 B	19.0
End of Boring					

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 33.24' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

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Date 7/27/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 49.31" Longitude -89° 00' 39.77"
Northing 2,022,516.3459 Easting 2,609,634.4017

BORING NO. B-10
Station 35+00
Offset 5.00ft Lt of Wall
Ground Surface Elev. 845.50 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
LOOSE brown DRY LOAM	843.50				7.0
VERY STIFF tan SANDY LOAM with GRAVEL	842.00		6 6 7	3.5 P	9.0
MEDIUM tan SILTY LOAM	839.50	-5	4 4 5	0.8 S	15.0
MEDIUM tan SANDY LOAM TILL	837.00		3 3 5	0.9 B	11.0
VERY STIFF tan SANDY LOAM TILL	834.50	-10	4 5 7	2.5 B	10.0
STIFF tan CLAY LOAM TILL	832.00		2 5 7	1.8 B	17.0
No Recovery	829.50	-15	4 7 7		
STIFF tan CLAY LOAM	827.00		5 7 9	1.7 B	21.0
		-20	7		
VERY STIFF light brown gray SANDY CLAY LOAM TILL *(continued)*	824.50	-25	7 7	2.3 B	14.0
End of Boring					

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 47.32' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

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Date 7/27/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 51.07" Longitude -89° 00' 39.35"
Northing 2,022,694.9665 Easting 2,609,663.1392

BORING NO. B-11
Station 37+00
Offset 5.00ft Lt of Wall
Ground Surface Elev. 847.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
HARD brown LOAM	845.00				7.0
VERY STIFF light brown SANDY LOAM TILL	843.50		8 8 8	3.3 P	11.0
STIFF tan SANDY LOAM TILL	841.00	-5	3 3 5	1.3 B	14.0
STIFF tan SANDY LOAM TILL	838.50		1 3 5	1.3 B	13.0
STIFF light brown SANDY LOAM TILL	836.00	-10	5 5 5	1.3 B	13.0
STIFF light brown SANDY CLAY LOAM TILL	833.50		2 5 6	1.7 B	12.0
HARD light brown SANDY CLAY LOAM TILL	831.00	-15	5 8 14	5.2 B	13.0
HARD light brown SANDY CLAY LOAM TILL	828.50		6 8 13	4.3 B	12.0
STIFF tan SANDY LOAM TILL		-20	7		
STIFF tan SANDY LOAM TILL *(continued)*	826.00	-25	10 17	2.0 S	12.0
End of Boring		-30			
		-35			
		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 69.24' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

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Date 7/28/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 53.14" Longitude -89° 00' 38.63"
Northing 2,022,905.2426 Easting 2,609,714.7481

BORING NO. B-12
Station 39+00
Offset 7.00ft Lt of Wall
Ground Surface Elev. 846.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF light brown SANDY CLAY LOAM	842.50		4 5 6	3.9 B	11.0
VERY STIFF light brown SANDY CLAY LOAM TILL	840.00	-5	3 5 7	2.9 B	13.0
STIFF tan SANDY LOAM TILL	837.50		3 5 6	1.3 S	15.0
STIFF tan SANDY LOAM TILL	835.00	-10	3 5 7	1.9 B	12.0
VERY STIFF light brown SANDY CLAY LOAM TILL	832.50		5 9 11	3.3 B	11.0
STIFF light brown SANDY CLAY LOAM TILL	830.00	-15	3 4 7	1.2 B	13.0
HARD light brown SANDY CLAY LOAM TILL	827.50		4 6 9	4.1 B	12.0
		-20	6		
VERY STIFF tan SANDY CLAY LOAM TILL *(continued)*	825.00	-25	9 12	3.5 B	15.0
End of Boring		-30			
		-35			
		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 119.94' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

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Date 7/28/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 54.90"
Longitude -89° 00' 37.38"
Northing 2,023,084.7120
Easting 2,609,806.0602

BORING NO. B-13
Station 41+20
Offset 4.00ft Lt of Wall
Ground Surface Elev. 844.30 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
HARD brown LOAM	842.30			4.5 P	12.0
VERY STIFF tan SANDY LOAM with GRAVEL	840.80		4 5 6	3.5 B	11.0
VERY STIFF tan SANDY LOAM TILL	838.30	-5	3 4 5	3.8 P	8.0
VERY STIFF tan SANDY LOAM TILL	835.80		4 7 8	2.1 B	19.0
STIFF light brown SANDY CLAY LOAM with LIMESTONE	833.30	-10	3 8 15	1.8 B	13.0
STIFF tan SANDY LOAM TILL	830.80		7 9 12	1.7 B	12.0
HARD light brown SANDY CLAY LOAM TILL	828.30	-15	5 8 9	6.0 B	12.0
VERY STIFF gray/tan SANDY CLAY LOAM TILL	825.80		4 9 10	2.1 B	19.0
		-20	5		
HARD gray SANDY CLAY LOAM TILL (*continued*)	823.30		7 8	4.3 P	17.0
End of Boring					
		-25			
		-30			
		-35			
		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 195.88' Rt.

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Division of Highways
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SOIL BORING LOG

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Date 7/28/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 56.45"
Longitude -89° 00' 36.14"
Northing 2,023,243.4065
Easting 2,609,897.3818

BORING NO. B-14
Station 43+35
Offset 5.00ft Lt of Wall
Ground Surface Elev. 842.28 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
DRY brown LOAM	840.28				7.0
VERY STIFF light brown CLAY LOAM	838.78		4 4 8	3.9 B	19.0
VERY STIFF tan SANDY LOAM TILL	836.28	-5	3 4 8	2.1 B	11.0
VERY STIFF light brown SANDY CLAY LOAM TILL	833.78		4 6 9	3.7 B	16.0
VERY STIFF light brown SANDY CLAY LOAM TILL	831.28	-10	4 6 8	2.7 B	20.0
VERY STIFF light brown SANDY CLAY LOAM TILL	828.78		5 9 12	2.3 B	13.0
VERY STIFF tan SANDY LOAM TILL	826.28	-15	5 6 11	2.3 B	13.0
HARD gray CLAY LOAM TILL	823.78		5 10 15	5.8 B	14.0
		-20	4		
VERY STIFF light brown CLAY LOAM (*continued*)	821.28		6 9	2.7 B	20.0
End of Boring					
		-25			
		-30			
		-35			
		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 259.54' Rt.

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SOIL BORING LOG

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Date 7/28/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 12' 58.00" Longitude -89° 00' 34.79"
Northing 2,023,401.8437 Easting 2,609,996.5628

BORING NO. B-15
Station 45+60
Offset 5.00ft Lt of Wall
Ground Surface Elev. 838.40 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
DRY brown LOAM					9.0
	836.40				
VERY STIFF light brown SANDY CLAY LOAM			5 4 6	2.3 B	17.0
	834.90				
VERY STIFF tan SANDY CLAY LOAM TILL		-5	5 7 9	3.9 B	11.0
	832.40				
VERY STIFF light brown SANDY CLAY LOAM TILL			4 7 9	2.1 B	13.0
	829.90				
VERY STIFF tan/gray SANDY CLAY LOAM with SAND LENS		-10	4 5 10	2.7 B	24.0
	827.40				
VERY STIFF gray CLAY LOAM			4 5 8	2.1 B	20.0
	824.90				
VERY STIFF light brown SANDY CLAY LOAM		-15	4 8 12	3.1 B	16.0
	822.40				
STIFF gray SANDY LOAM			4 11 11	1.4 S	12.0
	819.90				
		-20	3		
VERY STIFF light brown SANDY CLAY LOAM *(continued)*	817.40		7 9	2.9 B	17.0
End of Boring					
		-25			
		-30			
		-35			
		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 302.59' Rt.

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IDOT

SOIL BORING LOG

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Date 8/5/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 02.04" Longitude -89° 00' 31.38"
Northing 2,023,814.2064 Easting 2,610,248.0813

BORING NO. B-17
Station 50+85
Offset 4.00ft Lt of Wall
Ground Surface Elev. 832.30 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
DRY brown SILTY CLAY LOAM					8.0
	830.30				
STIFF light brown SANDY LOAM			5 5 6	1.4 P	29.0
	828.80				
VERY STIFF gray SANDY CLAY LOAM		-5	3 4 7	2.1 B	13.0
	826.30				
VERY STIFF gray CLAY LOAM			4 6 8	3.4 P	17.0
	823.80				
STIFF gray SILTY CLAY LOAM		-10	2 6 8	1.4 B	23.0
	821.30				
VERY STIFF tan SANDY LOAM TILL			7 10 14	2.2 P	12.0
	818.80				
HARD gray SANDY LOAM		-15	4 13 16	4.5 P	10.0
	816.30				
STIFF light brown SANDY LOAM			3 4 6	1.7 S	15.0
	813.80				
		-20	0		
STIFF light brown SILTY CLAY LOAM *(continued)*	811.30		2 4	1.3 B	23.0
End of Boring					
		-25			
		-30			
		-35			
		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 314.65' Rt.

Illinois Department of Transportation
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SOIL BORING LOG

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Date 8/5/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 03.60"
Longitude -89° 00' 30.13"
Northing 2,023,972.9065
Easting 2,610,339.6677

BORING NO. B-18
Station 53+25
Offset 4.00ft Lt of Wall
Ground Surface Elev. 830.25 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF brown CLAY LOAM	826.75		6 6 8	3.7 S	15.0
VERY STIFF gray CLAY LOAM TILL	824.25	-5	3 5 9	2.5 B	20.0
VERY STIFF tan SILTY CLAY LOAM TILL	821.75		4 7 10	2.9 B	19.0
VERY STIFF tan SILTY LOAM	818.25	-10	4 7 8	2.1 P	16.0
MEDIUM light brown DIRTY FINE SAND	815.75		9 13 16		6.0
VERY STIFF tan SILTY CLAY LOAM with SILT LENS	814.25	-15	2 3 5	2.3 B	21.0
MEDIUM tan SILTY LOAM	811.75		2 2 5	0.8 B	24.0
STIFF light brown SANDY LOAM		-20	2		
STIFF light brown SANDY LOAM *(continued)*	809.25	-25	3 5	1.4 P	12.0
End of Boring					

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 287.04' Rt.

Illinois Department of Transportation
Division of Highways
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SOIL BORING LOG

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Date 8/5/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 05.46"
Longitude -89° 00' 28.68"
Northing 2,024,163.1565
Easting 2,610,446.2660

BORING NO. B-19
Station 55+50
Offset 4.00ft Lt of Wall
Ground Surface Elev. 827.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
HARD light brown CLAY LOAM	823.50		5 8 8	6.3 S	16.0
VERY STIFF light brown SILTY CLAY LOAM	821.00	-5	4 6 9	2.5 B	21.0
STIFF tan LOAM	818.50		6 7 12	1.7 B	18.0
VERY STIFF tan CLAY LOAM TILL with LIMESTONE FRAGMENTS	816.00	-10	4 6 7	2.5 B	18.0
MEDIUM tan SILTY LOAM	813.50		4 4 5	0.6 P	28.0
MEDIUM tan SILTY LOAM with SAND LENS	811.00	-15	2 3 5	0.5 B	19.0
MEDIUM tan SANDY LOAM TILL	808.50		3 5 7	0.5 S	9.0
STIFF tan SANDY LOAM TILL		-20	1		
STIFF tan SANDY LOAM TILL *(continued)*	806.00	-25	4 5	1.1 B	12.0
End of Boring					

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 234.54' Rt.

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Division of Highways
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SOIL BORING LOG

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Date 8/5/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 07.22"
Longitude -89° 00' 27.33"
Northing 2,024,342.7321
Easting 2,610,545.1526

BORING NO. B-20
Station 57+65
Offset 11.00ft Lt of Wall
Ground Surface Elev. 823.70 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF brown SILTY CLAY LOAM	821.70			2.0 P	24.0
HARD light brown CLAY LOAM	820.20		6 8 9	6.4 S	17.0
VERY STIFF light brown SILTY CLAY LOAM	817.70	-5	3 6 8	3.1 B	16.0
STIFF tan SILTY LOAM	815.20		4 7 10	1.9 S	18.0
VERY STIFF light brown SANDY CLAY LOAM TILL	812.70	-10	4 7 11	2.3 B	18.0
STIFF tan SANDY LOAM TILL	810.20		4 6 13	1.1 P	9.0
STIFF tan SANDY LOAM TILL	807.70	-15	7 11 12	1.6 P	9.0
STIFF tan SANDY LOAM TILL	805.20		8 14 13	1.5 P	8.0
STIFF tan SANDY LOAM TILL		-20	9		
STIFF tan SANDY LOAM TILL *(continued)*	802.70		13 12	1.5 P	9.0
End of Boring					

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 159.82' Rt.

Illinois Department of Transportation
Division of Highways
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SOIL BORING LOG

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Date 8/10/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 08.67"
Longitude -89° 00' 25.26"
Northing 2,024,491.7093
Easting 2,610,698.9088

BORING NO. B-21
Station 59+70
Offset 12.00ft Lt of Wall
Ground Surface Elev. 820.75 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown LOAM	818.75			0.6 P	29.0
VERY STIFF light brown CLAY LOAM TILL	817.25		4 7 8	2.1 B	20.0
VERY STIFF light brown CLAY LOAM	814.75	-5	2 4 6	3.5 B	22.0
VERY STIFF light brown SILTY CLAY LOAM	812.25		3 5 8	2.5 B	21.0
VERY STIFF gray SILTY CLAY LOAM with LIMESTONE FRAGMENTS	809.75	-10	3 5 9	2.1 B	20.0
VERY STIFF gray SANDY CLAY LOAM	807.25		3 6 8	2.9 B	12.0
VERY STIFF gray SILTY CLAY	804.75	-15	2 3 6	2.4 P	19.0
STIFF gray SANDY LOAM TILL	802.25		2 7 6	1.1 P	12.0
MEDIUM tan SANDY LOAM TILL		-20	0		
MEDIUM tan SANDY LOAM TILL *(continued)*	799.75		3 5	0.9 B	11.0
End of Boring					

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 106.69' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/10/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 09.61"
Longitude -89° 00' 23.40"
Northing 2,024,588.0017
Easting 2,610,837.9375

BORING NO. B-22
Station 61+80
Offset 8.00ft Lt of Wall
Ground Surface Elev. 819.40 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM	817.40			0.9 B	21.0
VERY STIFF brown LOAM	815.90		3 5 7	3.1 B	14.0
VERY STIFF light brown LOAM	813.40	-5	2 4 5	2.5 B	18.0
VERY STIFF tan SANDY LOAM TILL	810.90		3 4 8	2.1 B	14.0
MEDIUM tan SILTY LOAM	808.40	-10	1 2 4	0.6 P	23.0
STIFF gray SANDY LOAM VERY FINE SILTY SAND	805.90		8 9 9	1.6 P	12.0
STIFF gray SILTY CLAY LOAM	803.40	-15	3 4 6	1.4 B	24.0
SOFT tan SANDY LOAM	800.90		2 6 5	0.4 P	21.0
MEDIUM tan SANDY LOAM TILL		-20	1		
MEDIUM tan SANDY LOAM TILL *(continued)*	798.40	-25	2 4	0.5 B	12.0
End of Boring					

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 76.85' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/10/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 10.64"
Longitude -89° 00' 20.92"
Northing 2,024,695.1329
Easting 2,611,023.4162

BORING NO. B-23
Station 63+90
Offset 6.00ft Lt of Wall
Ground Surface Elev. 820.40 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF brown SANDY LOAM	816.90		5 6 7	2.7 S	12.0
MEDIUM light brown SANDY LOAM with FINE SAND LENS	814.40	-5	3 4 7	0.7 S	11.0
SOFT tan SILTY LOAM	811.90		1 2 4	0.3 P	27.0
SOFT tan SILTY LOAM	809.40	-10	0 2 2	0.3 B	28.0
VERY SOFT tan SILTY LOAM with SAND LENS	806.90		0 1 1	0.1 P	22.0
VERY SOFT tan SILTY LOAM	803.40	-15	1 1 4	0.2 P	24.0
MEDIUM tan FINE SAND with SANDY LOAM LENS	801.90		1 4 6	0.5 P	23.0
		-20	2		
MEDIUM tan MOIST DIRTY SAND with LIMESTONE FRAGMENTS *(continued)*	799.40		7 8		13.0
End of Boring					

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 57.09' Rt.

MODEL: Default
FILE NAME: pw:\\beneschl-pw.bentley.com:beneschl-pw-01\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Wall Ramp DB [Quigg]\101W7010-64C24-021-Boring Logs.dgn

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
101W7010-64C24-021-Boring Logs.dgn	CHECKED - KWB	REVISED -	
PLOT SCALE =	DRAWN - ZLD	REVISED -	
PLOT DATE = 2/10/2025	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 101-N7010
SHEET 21 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1,5)R	WINNEBAGO	1685	825

CONTRACT NO. 64C24
ILLINOIS FED. AID PROJECT

2/7/2025 3:29:24 PM

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/10/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 11.37" Longitude -89° 00' 18.43"
Northing 2,024,771.2942 Easting 2,611,209.5861

BORING NO. B-24
Station 66+00
Offset 6.00ft Lt of Wall
Ground Surface Elev. 820.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM	818.00			0.8 P	26.0
VERY STIFF light brown SANDY LOAM	816.50		6 6 7	2.1 S	13.0
VERY STIFF light brown SILTY CLAY LOAM	814.00	-5	5 5 6	2.3 B	21.0
SOFT tan VERY FINE SILTY SAND	811.50		2 3 3	0.3 P	19.0
SOFT tan VERY FINE SILTY SAND	809.00	-10	1 2 4	0.4 S	19.0
SOFT tan SILT with FINE SAND LENS	806.50		2 4 7	0.4 P	18.0
SOFT light gray SILTY LOAM	804.00	-15	1 3 3	0.3 B	24.0
MEDIUM gray SILTY LOAM	801.50		1 3 5	0.6 B	23.0
MEDIUM light gray SILTY LOAM		-20	1		
MEDIUM light gray SILTY LOAM *(continued)*	799.00		3 5	0.7 B	23.0
End of Boring					

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 46.59' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/11/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 11.57" Longitude -89° 00' 15.63"
Northing 2,024,794.9346 Easting 2,611,419.7703

BORING NO. B-25
Station 68+00
Offset 6.00ft Lt of Wall
Ground Surface Elev. 817.40 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF light brown SILTY LOAM	813.90		5 4 8	2.2 S	14.0
STIFF light brown SILTY LOAM with SAND LENS	811.40	-5	6 4 5	1.4 S	16.0
STIFF tan SILTY CLAY LOAM	808.90		2 4 5	1.7 B	26.0
MEDIUM tan SILTY LOAM	806.40	-10	1 2 4	0.7 B	21.0
VERY STIFF light gray SILTY CLAY	803.90		3 4 8	3.7 S	20.0
VERY STIFF dark brown CLAY LOAM	801.40	-15	2 4 6	2.7 B	31.0
STIFF light gray CLAY LOAM	798.90		2 3 5	1.1 B	25.0
		-20	2		
MEDIUM light gray SILTY LOAM TILL with MOIST SAND LENS *(continued)*	796.40		2 4	0.5 B	18.0
End of Boring					

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 48.14' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/11/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 11.57" Longitude -89° 00' 12.32"
Northing 2,024,798.3338 Easting 2,611,668.9721

BORING NO. B-26
Station 71+52
Offset 6.00ft Lt of Wall
Ground Surface Elev. 812.50 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 795.5 ft ▼
Upon Completion 788.5 ft ▽
After ___ Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM	810.50			0.5 P	18.0
HARD brown LOAM	809.00		3 4 5	4.6 S	14.0
STIFF light brown SILTY CLAY LOAM	806.50	-5	2 3 5	1.2 B	23.0
SOFT light brown DIRTY FINE SAND	804.00		2 5 6	0.3 P	15.0
MEDIUM light gray SILTY LOAM with SAND LENS	801.50	-10	1 1 3	0.6 P	22.0
MEDIUM light gray SILTY CLAY	799.00		1 2 5	1.0 B	26.0
STIFF light gray CLAY LOAM	795.50▼	-15	3 4 5	1.5 B	24.0
MEDIUM tan MEDIUM SAND	794.00		3 4 9		
MEDIUM tan MEDIUM SAND		-20	4		
MEDIUM tan MEDIUM SAND *(continued)*	790.50		9 9		
SOFT tan SANDY LOAM with SAND LENS	789.00 ▽		4 4 9	0.3 P	12.0
STIFF tan SANDY CLAY LOAM TILL	786.50	-25	1 2 5	1.1 P	16.0
End of Boring		-30, -35, -40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 56.45' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/12/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 11.57" Longitude -89° 00' 10.56"
Northing 2,024,800.1453 Easting 2,611,801.6992

BORING NO. B-27
Station 72+25
Offset 6.00ft Lt of Wall
Ground Surface Elev. 811.20 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 794.2 ft ▼
Upon Completion 787.7 ft ▽
After ___ Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF brown SILTY CLAY LOAM	809.20			1.2 P	15.0
VERY STIFF light brown LOAM	807.70		5 7 9	3.7 B	13.0
STIFF gray SILTY CLAY LOAM	805.20	-5	3 4 5	1.5 B	22.0
MEDIUM light brown SANDY LOAM with SAND LENS	802.70		1 4 5	0.6 P	17.0
STIFF light gray SILTY CLAY	800.20	-10	2 2 3	1.8 B	23.0
MEDIUM light gray SILTY CLAY	797.70		2 4 5	0.9 B	26.0
SOFT light gray SILTY CLAY	794.20▼	-15	2 2 4	0.3 P	30.0
LOOSE tan DIRTY SANDY GRAVEL	791.70		2 2 4		
		-20	3		
MEDIUM tan VERY MOIST SANDY LOAM TILL *(continued)*	790.20		7 21	0.4 P	12.0
SOFT tan SANDY LOAM TILL	787.70 ▽		7 4 5	0.4 P	12.0
MEDIUM tan DIRTY SANDY GRAVEL	785.20	-25	3 7 14		11.0
End of Boring		-30, -35, -40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 56.69' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

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Date 8/12/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 11.68"
Longitude -89° 00' 07.86"
Northing 2,024,813.4801
Easting 2,612,004.1668

BORING NO. B-28
Station 74+25
Offset 6.00ft Lt of Wall
Ground Surface Elev. 810.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 795.5 ft ▼
Upon Completion 786.0 ft ▽
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF light brown SANDY LOAM	806.50		4 4 7	2.5 S	12.0
VERY STIFF gray SILTY CLAY	804.00	-5	3 5 6	2.5 B	19.0
LOOSE light brown FINE SAND	801.50		2 4 6		
STIFF gray CLAY LOAM	799.00	-10	2 4 4	1.4 B	22.0
MEDIUM tan SILTY CLAY	796.50		0 1 3	0.7 B	30.0
MEDIUM tan MEDIUM SAND	794.00	-15	2 11 18		
STIFF tan SANDY LOAM TILL	790.50		2 3 8	1.1 P	11.0
		-20	8		
DENSE tan DIRTY SANDY GRAVEL *(continued)*	789.00		21 27		
VERY DENSE tan WELL CEMENTED SANDY GRAVEL	786.50		100 for 6"		9.0
VERY DENSE light gray WELL CEMENTED SANDY GRAVEL	784.50	-25	100 for 6"		8.0
End of Boring					
		-30			
		-35			
		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 57.38' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/4/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 11.88"
Longitude -89° 00' 05.38"
Northing 2,024,837.1700
Easting 2,612,190.7792

BORING NO. B-29
Station 76+25
Offset 43.00ft Lt of Wall
Ground Surface Elev. 805.70 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 791.2 ft ▼
Upon Completion Dry ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
HARD brown LOAM	803.70			4.0 P	13.0
STIFF gray SILTY CLAY LOAM	802.20		4 3 6	1.8 B	25.0
MEDIUM light gray SILTY CLAY LOAM	799.70	-5	2 3 4	0.9 B	29.0
MEDIUM tan SANDY LOAM	796.20		6 6 5	0.8 P	11.0
LOOSE tan DIRTY SAND with MEDIUM GRAVEL	794.70	-10	5 3 5		11.0
LOOSE tan DIRTY SAND with MEDIUM GRAVEL	792.20		1 4 5	0.3 P	11.0
MEDIUM tan DIRTY SANDY GRAVEL with LIMESTONE	789.70	-15	2 4 15		
VERY DENSE tan WELL CEMENTED SAND AND GRAVEL	787.20		13 24 100		
		-20	36		
VERY DENSE tan WELL CEMENTED SANDY GRAVEL *(continued)*	784.70		100 for 7"		
VERY DENSE tan WELL CEMENTED SANDY GRAVEL	783.20		100 for 3"		
End of Boring					
		-25			
		-30			
		-35			
		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 21.76' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/4/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 11.99"
Longitude -89° 00' 02.58"
Northing 2,024,850.2513
Easting 2,612,401.1065

BORING NO. B-30
Station 78+25
Offset 46.00ft Lt of Wall
Ground Surface Elev. 803.50 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
HARD brown SILTY CLAY LOAM	801.50			4.3 P	14.0
MEDIUM brown SILTY CLAY LOAM	800.00		2 3 5	0.8 B	27.0
SOFT brown SILTY CLAY LOAM with SAND LENS	797.50	-5	2 3 7	0.4 B	27.0
SOFT brown SANDY LOAM	795.00		3 5 4	0.4 P	13.0
VERY SOFT brown SANDY LOAM 5' Run	789.00	-10	1 2 3	0.2 P	14.0
VERY DENSE tan SANDY GRAVEL (WELL CEMENTED)	787.50	-15	18 22 41		
VERY DENSE tan WELL CEMENTED SANDY GRAVEL	785.00		45 100 for 7"		
		-20	22		
VERY DENSE tan WELL CEMENTED SANDY GRAVEL with gray cohesive lenses *(continued)*	782.50	-25	28 49		
End of Boring		-30			
		-35			
		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 20.46' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/4/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 11.88"
Longitude -88° 59' 59.99"
Northing 2,024,842.6078
Easting 2,612,596.1037

BORING NO. B-31
Station 80+25
Offset 43.00ft Lt of Wall
Ground Surface Elev. 802.50 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM with organics	800.50			0.7 P	26.0
MEDIUM brown SILTY CLAY LOAM	798.00		2 4 6	0.7 P	24.0
MEDIUM tan DIRTY FINE-MEDIUM SAND	795.50	-5	5 6 7		
STIFF tan SANDY LOAM TILL	793.00		5 5 6	1.0 P	10.0
DENSE tan WELL CEMENTED SANDY GRAVEL	791.50	-10	10 15 21		
DENSE tan WELL CEMENTED SANDY GRAVEL	789.00		12 20 22		
DENSE tan WELL CEMENTED SANDY GRAVEL	786.50	-15	8 14 18		
DENSE tan WELL CEMENTED SANDY GRAVEL	784.00		11 22 27		
		-20	12		
MEDIUM tan WELL CEMENTED SANDY GRAVEL *(continued)*	781.50	-25	12 14		
End of Boring		-30			
		-35			
		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 24.44' Rt.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 8/4/21

ROUTE I-39 DESCRIPTION P92-111-06 - Noise wall along NB I-39/EB US Bypass 20 LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, 9, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 11.37" Northing 2,024,793.0134
Longitude -88° 50' 57.20" Easting 2,612,807.2891

BORING NO. B-32
Station 82+25
Offset 5.00ft Lt of Wall
Ground Surface Elev. 809.50 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Northing and Easting were calculated using the ILHP-WF coordinate system

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF brown SILTY CLAY LOAM				2.0 P	13.0
	807.50				
VERY STIFF brown SILTY CLAY LOAM			4 5 5	2.2 P	14.0
	806.00				
VERY STIFF brown SILTY CLAY LOAM		-5	5 9 7	2.5 P	10.0
	803.50				
VERY STIFF brown SILTY CLAY LOAM			4 6 7	2.5 P	19.0
	801.00				
VERY STIFF brown SANDY LOAM TILL		-10	5 8 11	3.0 P	14.0
	797.50				
LOOSE tan SANDY GRAVEL			2 3 5		10.0
	796.00				
MEDIUM tan WELL CEMENTED SANDY GRAVEL		-15	2 4 9		
	793.50				
DENSE tan WELL CEMENTED SANDY GRAVEL			9 19 27		
	791.00				
		-20	7		
DENSE tan WELL CEMENTED SANDY GRAVEL *(continued)*			21 17		
	788.50				
End of Boring					
		-25			
		-30			
		-35			
		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Note:
Offset from ℄ Ramp DB is 63.89' Rt.

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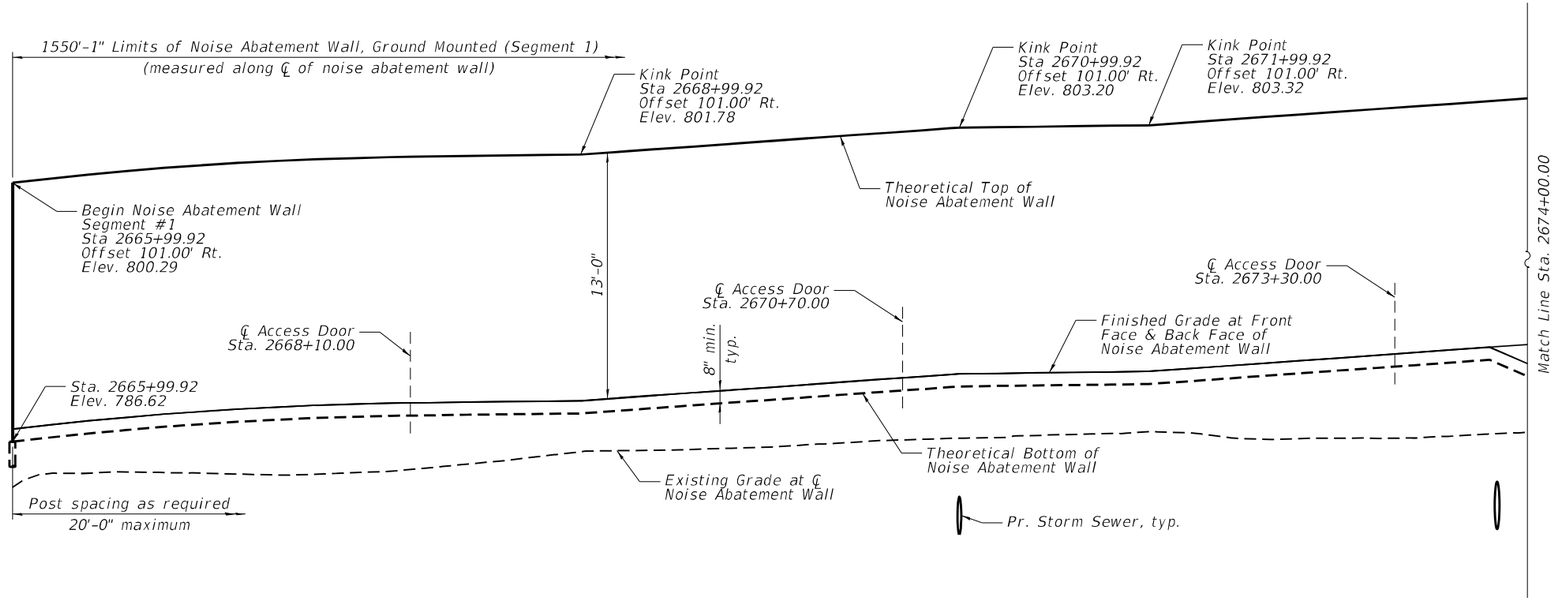
Bench Mark: BM#402 - Cut square in southeast wingwall of S.N. 101-0070. Elevation 796.69

INDEX OF SHEETS



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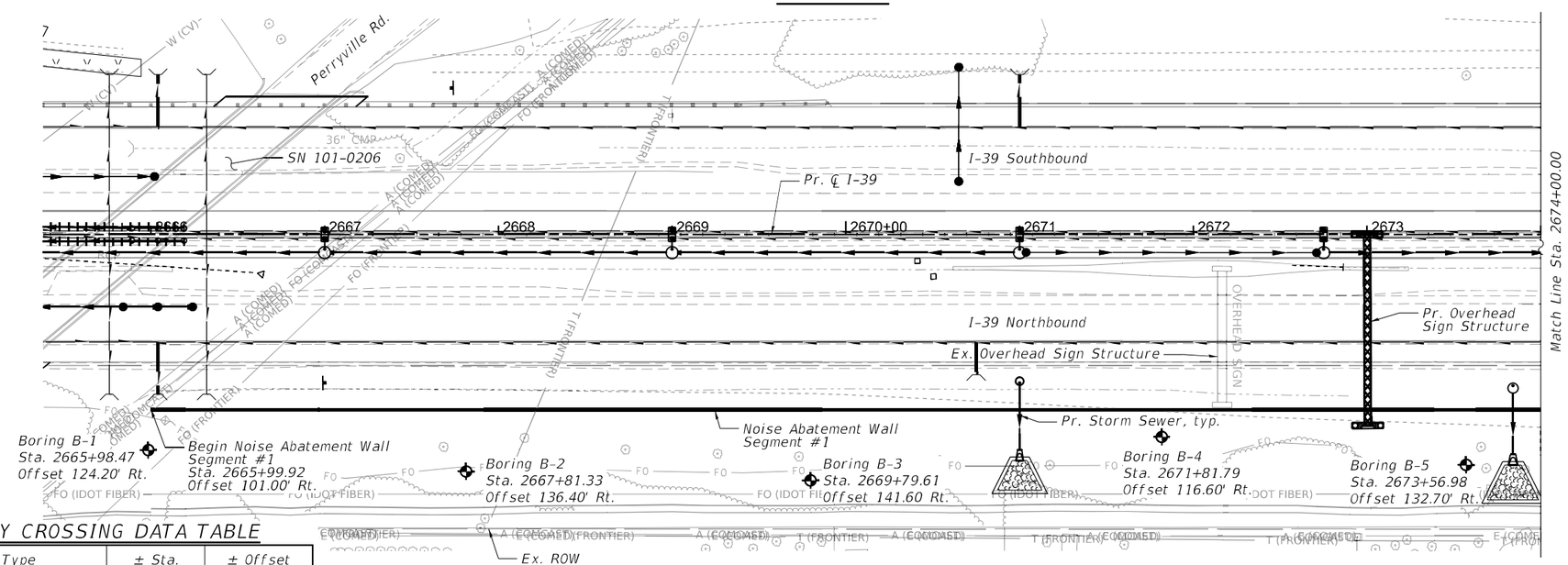
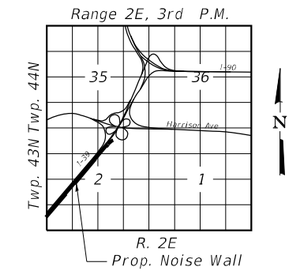


PLAN



LOCATION SKETCH

LEGEND

◆	Noise Abatement Wall Soil Boring
—— FO ——	Fiber Optic
—— T ——	Underground Telephone
—— T (FRONTIER) ——	Underground Telephone
—— FO (COMCAST) ——	Underground Fiber Optic
—— FO (IFIBER) ——	Underground Fiber Optic
—— W (CV) ——	Underground Water
—— E ——	Underground Electric
—— SEW (FRSA) ——	Underground Sewer
—— G (NICOR) ——	Underground Gas
—— A (COMCAST) ——	Aerial Lines
—— A (COMED) ——	Aerial Lines

NOTES:

1. Noise Abatement Wall offsets are measured from Pr. ℄ I-39 to ℄ Noise Abatement Wall.
2. Boring Locations are measured from Pr. ℄ I-39.
3. See Data Table on sheets 9 to 11 of 26 for Offsets and Theoretical Elevations along the ℄ of Noise Abatement Wall.
4. Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., Existing Grade Elev. at centerline of NAW and Finished Grade Elev. at front and back face of NAW shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 9 to 11 of 26.
5. For general notes and name plate details, see sheet 8 of 26.

UTILITY CROSSING DATA TABLE

Utility Type	± Sta.	± Offset
Aerial Lines	2666+01	101' Rt.
Underground Fiber Optic	2666+36	101' Rt.
Underground Telephone	2668+22	101' Rt.
Storm Sewer	2671+00	101' Rt.
Overhead Sign Structure	2673+00	101' Rt.
Storm Sewer	2673+84	101' Rt.

JOHN H. GISLASON
081-006703
LICENSED
STRUCTURAL
ENGINEER
STATE OF ILLINOIS

EXPIRATION DATE 11-30-2026
DATE: 2-6-2025

GENERAL PLAN & ELEVATION
NOISE ABATEMENT WALL
F.A.I. ROUTE 39 - SECTION (201-3)R & (4-1, 5)R
WINNEBAGO COUNTY
STATION 2665+99.92
STRUCTURE NO. 101-N7011

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

USER NAME = ksnider	DESIGNED - KMS	REVISED -	
	CHECKED - JHG	REVISED -	
PLOT SCALE = NA	DRAWN - KMS	REVISED -	
PLOT DATE = 2/6/2025	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL GENERAL PLAN AND ELEVATION (1 OF 7)
STRUCTURE NO. 101-N7011

SHEET 1 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	831
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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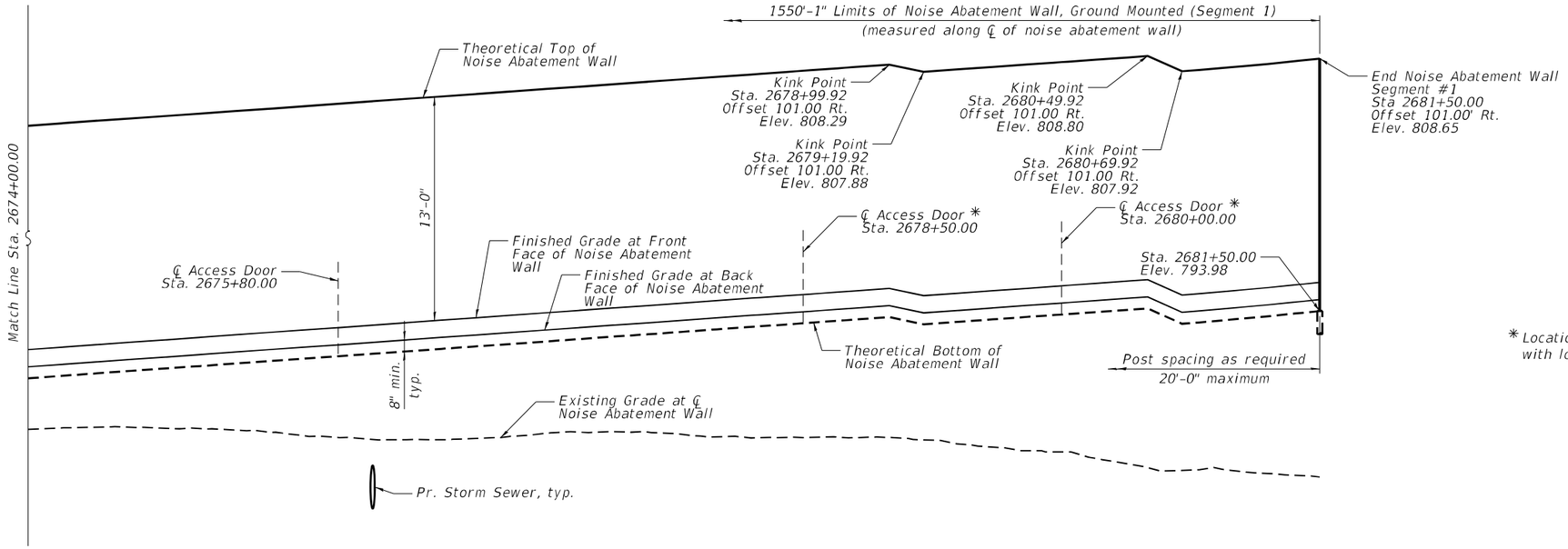
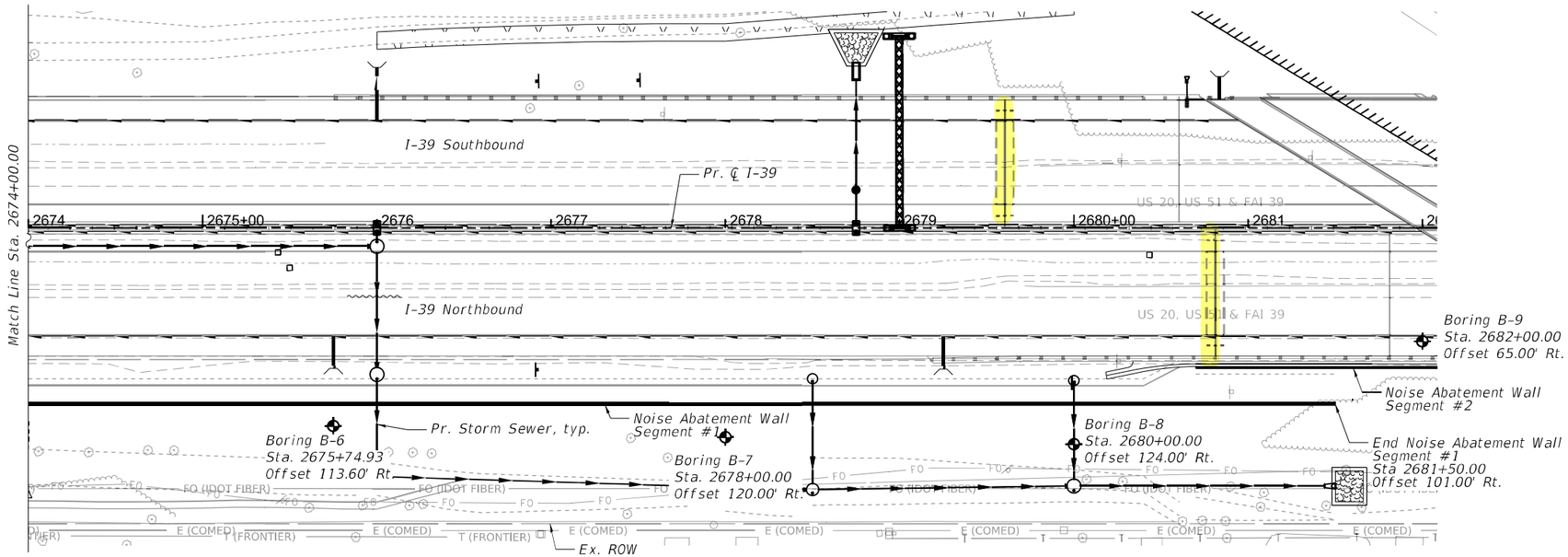


* Location of access door to align with location of storm sewer

ELEVATION



PLAN

LEGEND

◆	Noise Abatement Wall Soil Boring
FO	Fiber Optic
T	Underground Telephone
T (FRONTIER)	Underground Telephone
FO (COMCAST)	Underground Fiber Optic
FO (IFIBER)	Underground Fiber Optic
W (CV)	Underground Water
E	Underground Electric
SEW (FRSA)	Underground Sewer
G (NICOR)	Underground Gas
A (COMCAST)	Aerial Lines
A (COMED)	Aerial Lines

NOTES:

1. Noise Abatement Wall offsets are measured from Pr. ℄ I-39 to ℄ Noise Abatement Wall.
2. Boring Locations are measured from Pr. ℄ I-39.
3. See Data Table on sheets 9 to 11 of 26 for Offsets and Theoretical Elevations along the ℄ of Noise Abatement Wall.
4. Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., Existing Grade Elev. at centerline of NAW and Finished Grade Elev. at front and back face of NAW shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 9 to 11 of 26.
5. For general notes and name plate details, see sheet 8 of 26.

UTILITY CROSSING DATA TABLE

Utility Type	± Sta.	± Offset
Storm Sewer	2676+00	101' Rt.
Storm Sewer	2678+50	101' Rt.
Storm Sewer	2680+00	101' Rt.

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312-565-0450 Job No. 10800

USER NAME = ksnider	DESIGNED - KMS	REVISED -	
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PLOT SCALE = NA	DRAWN - KMS	REVISED -	
PLOT DATE = 5/13/2025	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL GENERAL PLAN AND ELEVATION (2 OF 7)
STRUCTURE NO. 101-N7011

SHEET 2 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	832

CONTRACT NO. 64C24

ILLINOIS | FED. AID PROJECT

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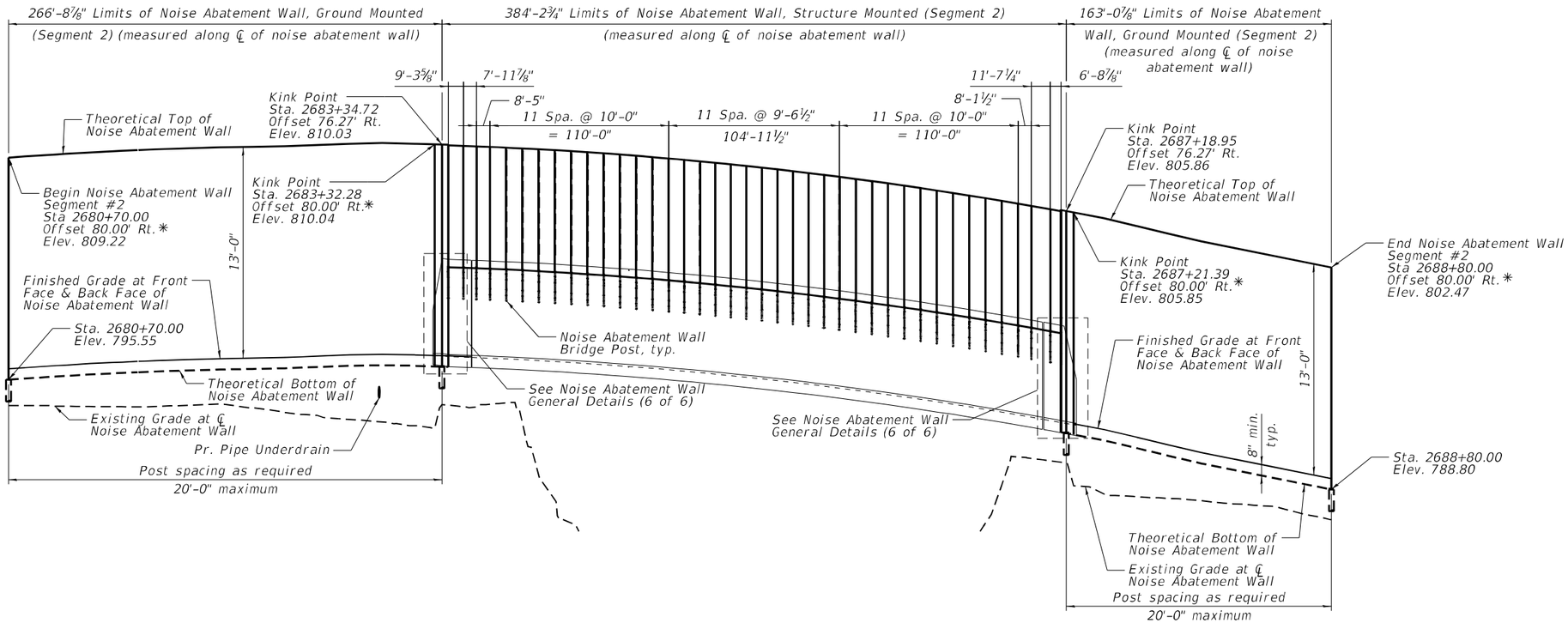
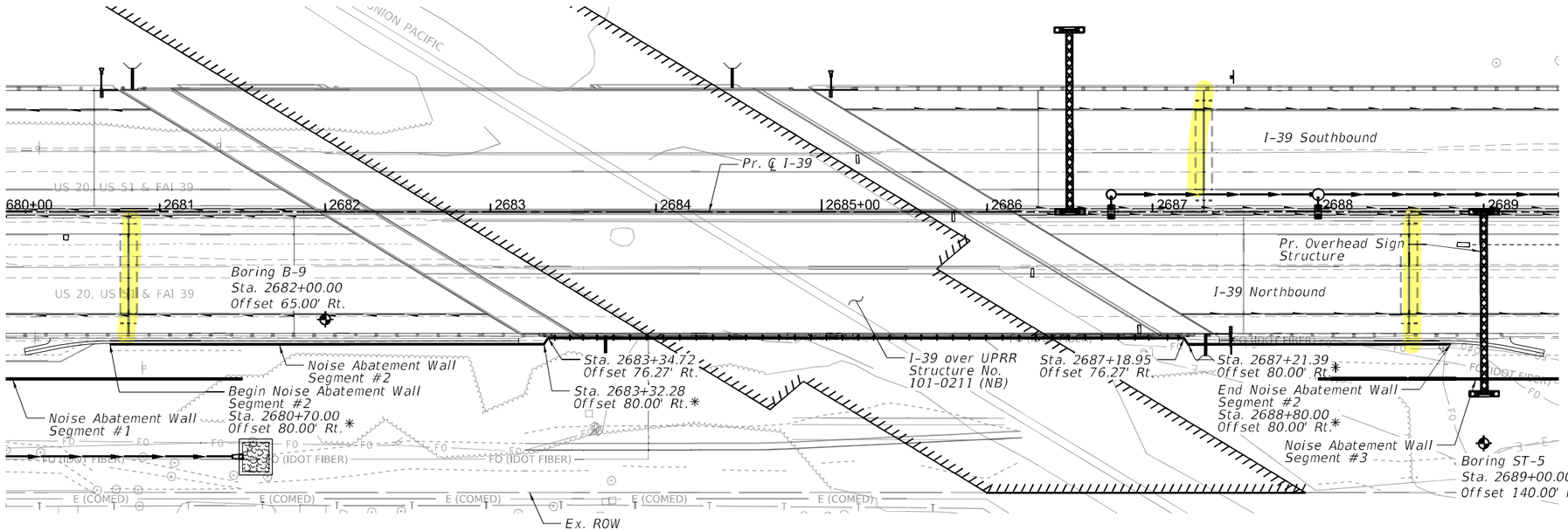


ELEVATION



PLAN

LEGEND

✥	Noise Abatement Wall Soil Boring
FO	Fiber Optic
T	Underground Telephone
T (FRONTIER)	Underground Telephone
FO (COMCAST)	Underground Fiber Optic
FO (IFIBER)	Underground Fiber Optic
W (CV)	Underground Water
E	Underground Electric
SEW (FRSA)	Underground Sewer
G (NICOR)	Underground Gas
A (COMCAST)	Aerial Lines
A (COMED)	Aerial Lines

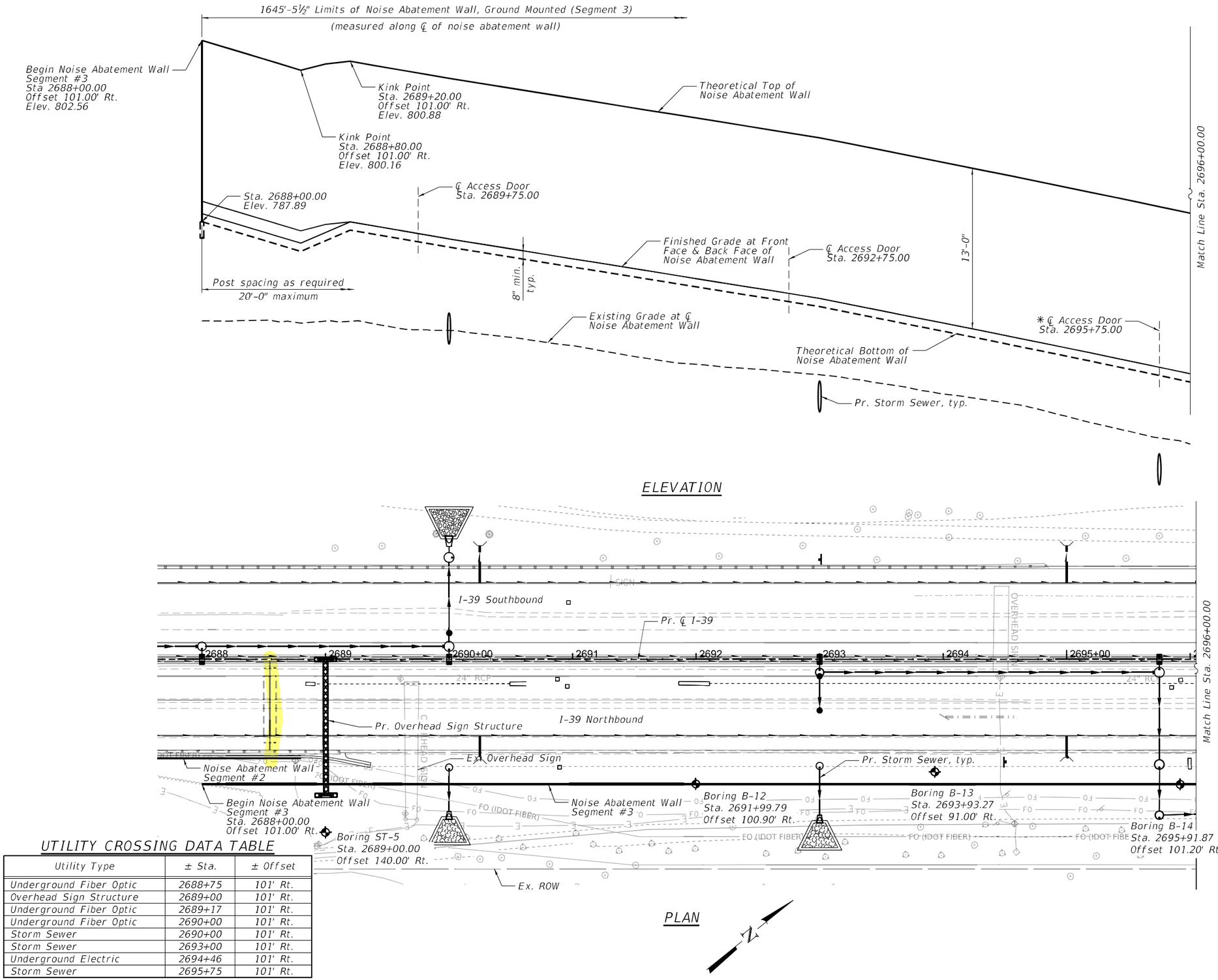
NOTES:

1. Noise Abatement Wall offsets are measured from Pr. ℄ I-39 to ℄ Noise Abatement Wall.
2. Boring Locations are measured from Pr. ℄ I-39.
3. See Data Table on sheets 9 to 11 of 26 for Offsets and Theoretical Elevations along the ℄ of Noise Abatement Wall.
4. Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., Existing Grade Elev. at centerline of NAW and Finished Grade Elev. at front and back face of NAW shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 9 to 11 of 26.
5. For general notes and name plate details, see sheet 8 of 26.

UTILITY CROSSING DATA TABLE

Utility Type	± Sta.	± Offset
Pipe Underdrain	2683+00	80' Rt.*
Underground Fiber Optic	2687+70	80' Rt.*
Underground Fiber Optic	2688+15	80' Rt.*

*The Segment #2 offset to ℄ wall is based on a 12" steel post section depth (Ground-Mounted Only). The Contractor shall adjust the offsets as needed when the steel post depth is less than or greater than 12" to maintain a 79'-6" offset from Pr. ℄ I-39/ US 20 to F.F. of NAW post flange as shown on the Typical Sections.



* Location of access door to align with location of storm sewer

LEGEND

◆	Noise Abatement Wall Soil Boring
FO	Fiber Optic
T	Underground Telephone
T (FRONTIER)	Underground Telephone
FO (COMCAST)	Underground Fiber Optic
FO (IFIBER)	Underground Fiber Optic
W (CV)	Underground Water
E	Underground Electric
SEW (FRSA)	Underground Sewer
G (NICOR)	Underground Gas
A (COMCAST)	Aerial Lines
A (COMED)	Aerial Lines

UTILITY CROSSING DATA TABLE

Utility Type	± Sta.	± Offset
Underground Fiber Optic	2688+75	101' Rt.
Overhead Sign Structure	2689+00	101' Rt.
Underground Fiber Optic	2689+17	101' Rt.
Underground Fiber Optic	2690+00	101' Rt.
Storm Sewer	2690+00	101' Rt.
Storm Sewer	2693+00	101' Rt.
Underground Electric	2694+46	101' Rt.
Storm Sewer	2695+75	101' Rt.

NOTES:

1. Noise Abatement Wall offsets are measured from Pr. ℄ I-39 to ℄ Noise Abatement Wall.
2. Boring Locations are measured from Pr. ℄ I-39.
3. See Data Table on sheets 9 to 11 of 26 for Offsets and Theoretical Elevations along the ℄ of Noise Abatement Wall.
4. Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., Existing Grade Elev. at centerline of NAW and Finished Grade Elev. at front and back face of NAW shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 9 to 11 of 26.
5. For general notes and name plate details, see sheet 8 of 26.

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Chicago, Illinois 60601
312-565-0450 Job No. 10800

USER NAME = ksnider	DESIGNED - KMS	REVISED -	
	CHECKED - JHG	REVISED -	
PLOT SCALE = NA	DRAWN - KMS	REVISED -	
PLOT DATE = 5/13/2025	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL GENERAL PLAN AND ELEVATION (4 OF 7)
STRUCTURE NO. 101-N7011

SHEET 4 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	834
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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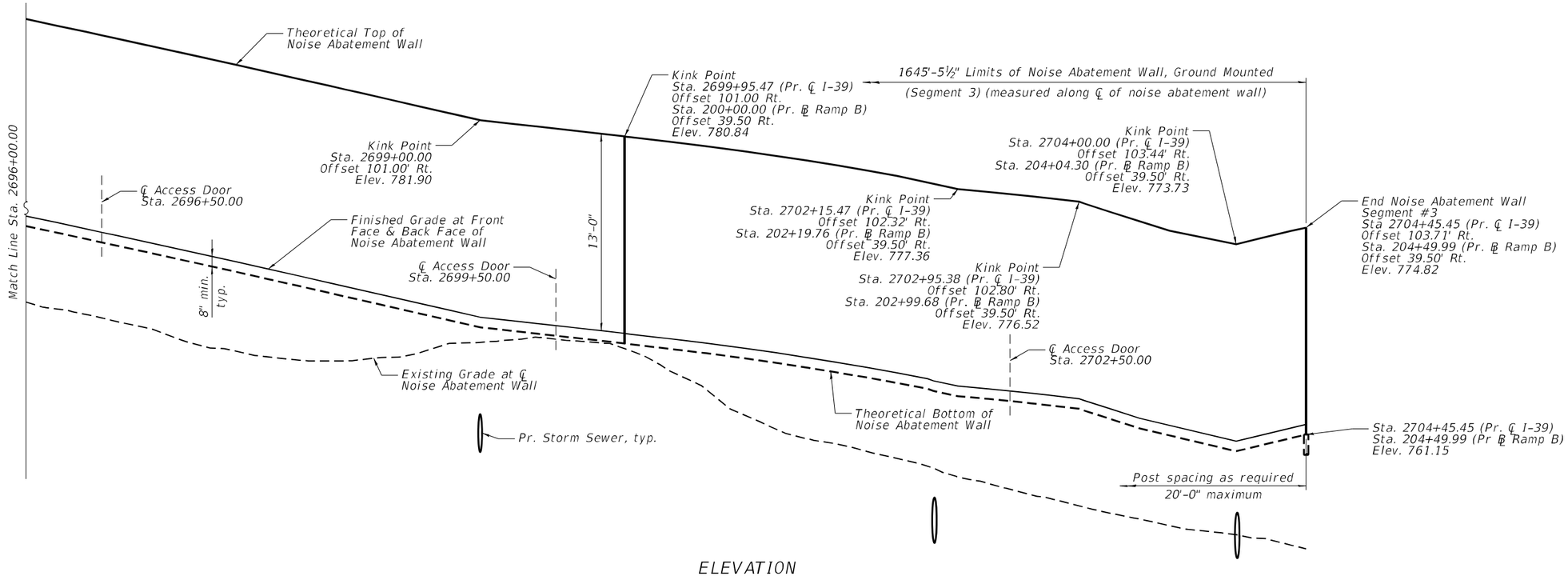

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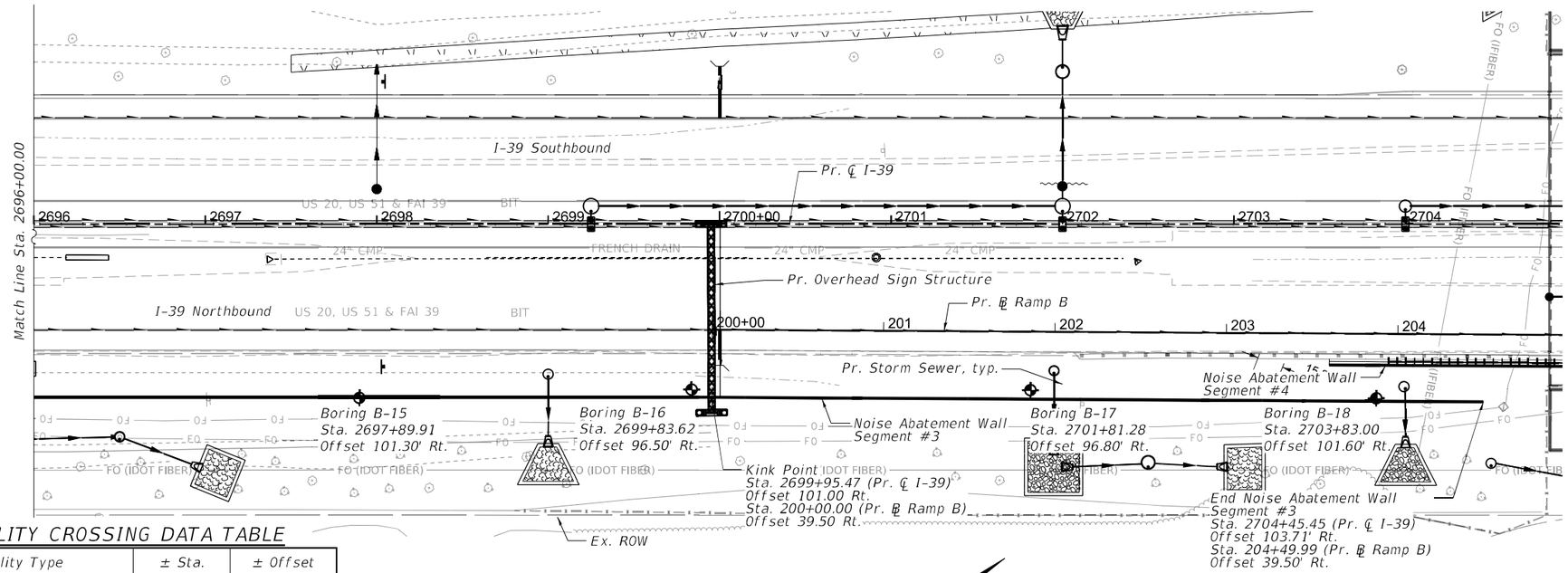

PLAN

LEGEND

◆	Noise Abatement Wall Soil Boring
FO	Fiber Optic
T	Underground Telephone
T (FRONTIER)	Underground Telephone
FO (COMCAST)	Underground Fiber Optic
FO (IFIBER)	Underground Fiber Optic
W (CV)	Underground Water
E	Underground Electric
SEW (FRSA)	Underground Sewer
G (NICOR)	Underground Gas
A (COMCAST)	Aerial Lines
A (COMED)	Aerial Lines

NOTES:

1. Noise Abatement Wall offsets are measured from Pr. ℄ I-39 & Pr. ℄ Ramp B to ℄ Noise Abatement Wall.
2. Boring Locations are measured from Pr. ℄ I-39.
3. See Data Table on sheets 9 to 11 of 26 for Offsets and Theoretical Elevations along the ℄ of Noise Abatement Wall.
4. Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., Existing Grade Elev. at centerline of NAW and Finished Grade Elev. at front and back face of NAW shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 9 to 11 of 26.
5. For general notes and name plate details, see sheet 8 of 26.

UTILITY CROSSING DATA TABLE

Utility Type	± Sta.	± Offset
Storm Sewer	2699+00	101' Rt.
Overhead Sign Structure	2700+00	101' Rt.
Storm Sewer	202+00	39.5' Rt.
Storm Sewer	204+00	39.5' Rt.
Underground Fiber Optic	204+18	39.5' Rt.

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312-565-0450 Job No. 10800

USER NAME = ksnider	DESIGNED - KMS	REVISED -	
	CHECKED - JHG	REVISED -	
PLOT SCALE = NA	DRAWN - KMS	REVISED -	
PLOT DATE = 2/6/2025	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL GENERAL PLAN AND ELEVATION (5 OF 7)
STRUCTURE NO. 101-N7011

SHEET 5 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	835

CONTRACT NO. 64C24

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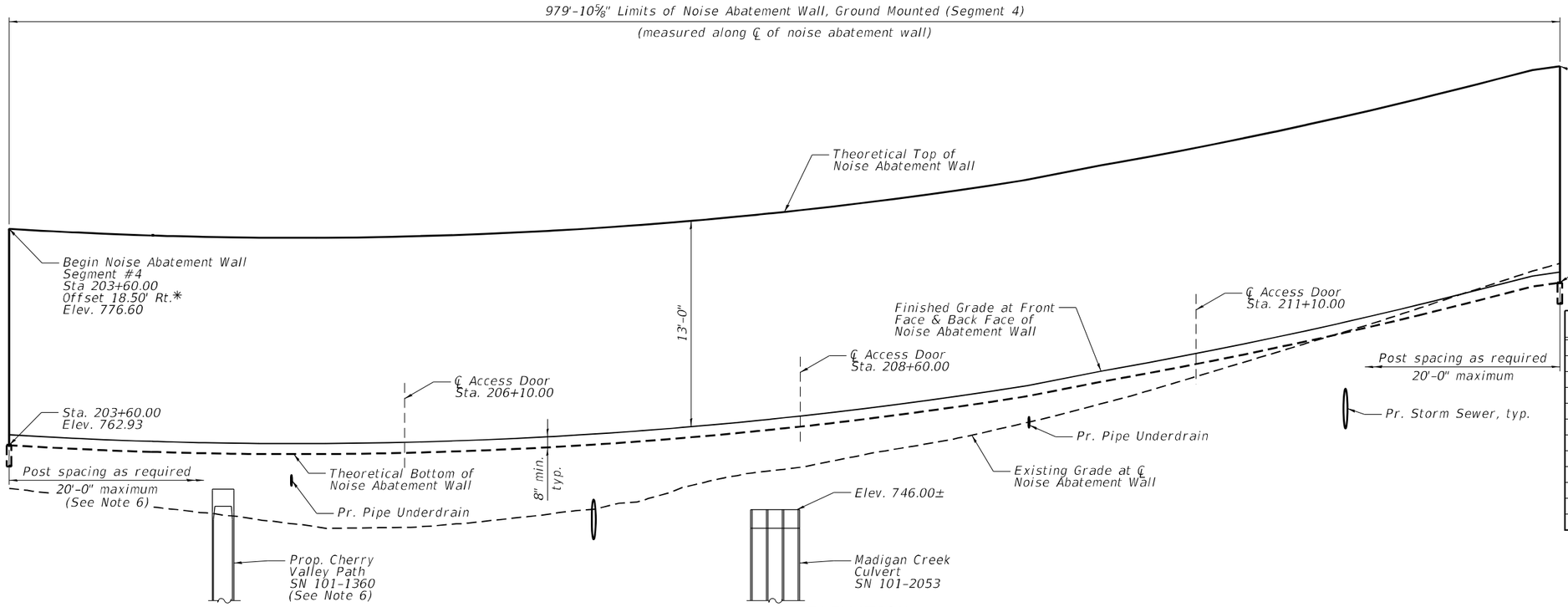

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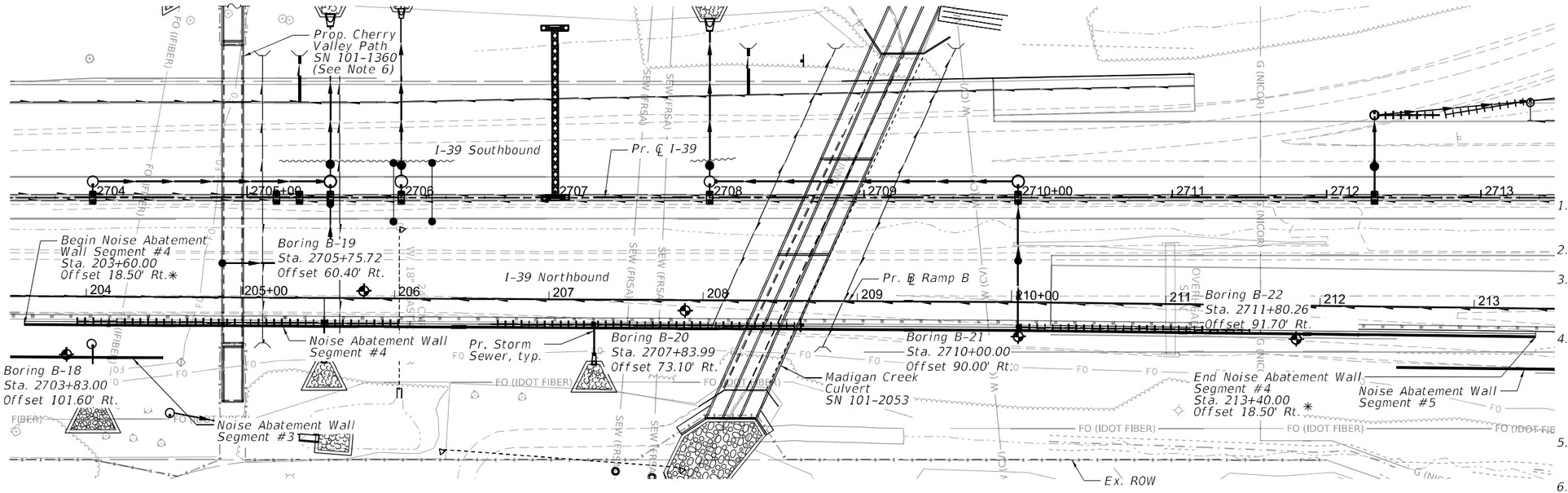

PLAN

*The Segment #4 offset to ℄ wall is based on a 12" steel post section depth. The Contractor shall adjust the offsets as needed when the steel post depth is less than or greater than 12" to maintain a 18'-0" offset from Pr. ℄ Ramp B to F.F. of NAW post flange as shown on the Typical Sections.

UTILITY CROSSING DATA TABLE

Utility Type	± Sta.	± Offset
Underground Fiber Optic	204+22	18.50' Rt. *
Underground Fiber Optic	204+68	18.50' Rt. *
Pipe Underdrain	205+38	18.50' Rt. *
CMP Culvert	206+03	18.50' Rt. *
Storm Sewer	207+29	18.50' Rt. *
Underground Sewer	207+51	18.50' Rt. *
Underground Sewer	207+71	18.50' Rt. *
Underground Fiber Optic	208+22	18.50' Rt. *
Underground Water	209+85	18.50' Rt. *
Pipe Underdrain	210+04	18.50' Rt. *
Underground Gas	211+62	18.50' Rt. *
Storm Sewer	212+04	18.50' Rt. *

LEGEND

- Noise Abatement Wall Soil Boring
- FO — Fiber Optic
- T — Underground Telephone
- T (FRONTIER) — Underground Telephone
- FO (COMCAST) — Underground Fiber Optic
- FO (IFIBER) — Underground Fiber Optic
- W (CV) — Underground Water
- E — Underground Electric
- SEW (FRSA) — Underground Sewer
- G (NICOR) — Underground Gas
- A (COMCAST) — Aerial Lines
- A (COMED) — Aerial Lines
- Slotted Drain

NOTES:

1. Noise Abatement Wall offsets are measured from Pr. ℄ Ramp B to ℄ Noise Abatement Wall.
2. Boring Locations are measured from Pr. ℄ I-39.
3. See Data Table on sheets 9 to 11 of 26 for Offsets and Theoretical Elevations along the ℄ of Noise Abatement Wall.
4. Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., Existing Grade Elev. at centerline of NAW and Finished Grade Elev. at front and back face of NAW shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 9 to 11 of 26.
5. For general notes and name plate details, see sheet 8 of 26.
6. Post spacing shall be 20 feet centered over the Cherry Valley Path Culvert. Foundation design shall consider the backfill around the culvert.
7. Noise Abatement Wall Segment #4 shall be designed and detailed to accommodate the slotted drain where present along the front face of wall. See Drainage Plans for details.

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312.969.0050 Job No. 10800

USER NAME = ksnider	DESIGNED - KMS	REVISED -	
	CHECKED - JHG	REVISED -	
PLOT SCALE = NA	DRAWN - KMS	REVISED -	
PLOT DATE = 2/6/2025	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL GENERAL PLAN AND ELEVATION (6 OF 7)
STRUCTURE NO. 101-N7011

SHEET 6 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	836
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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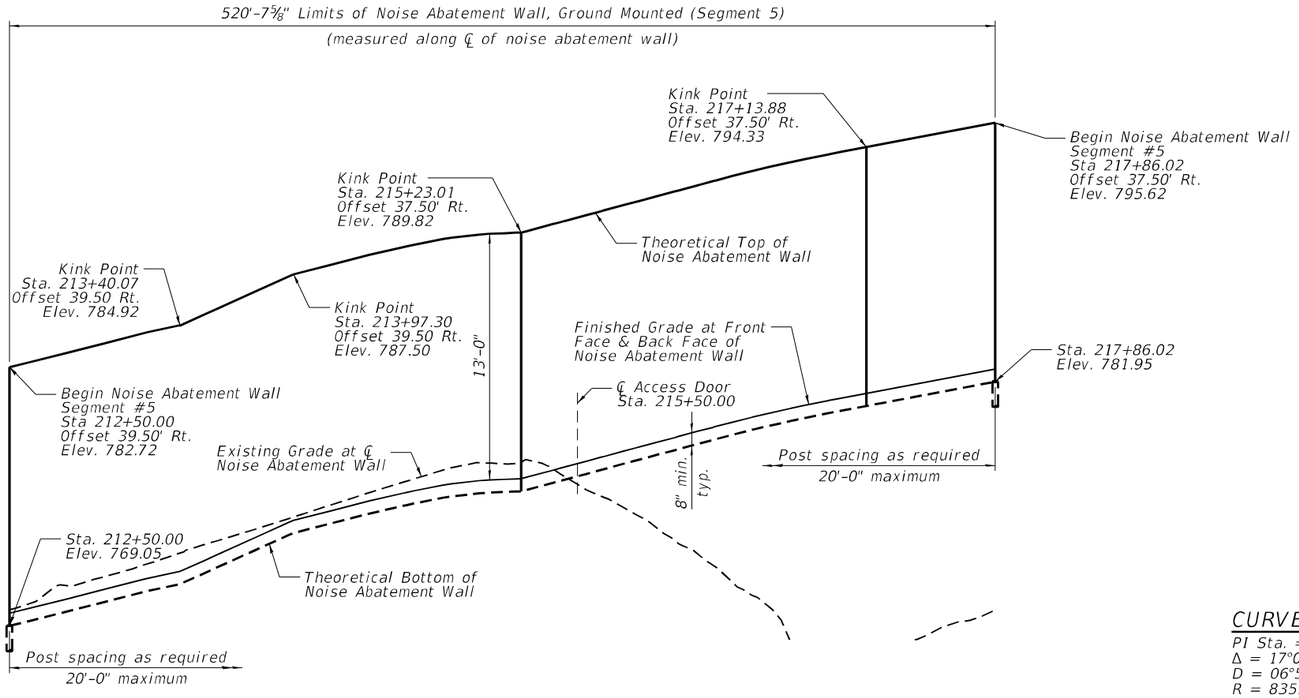

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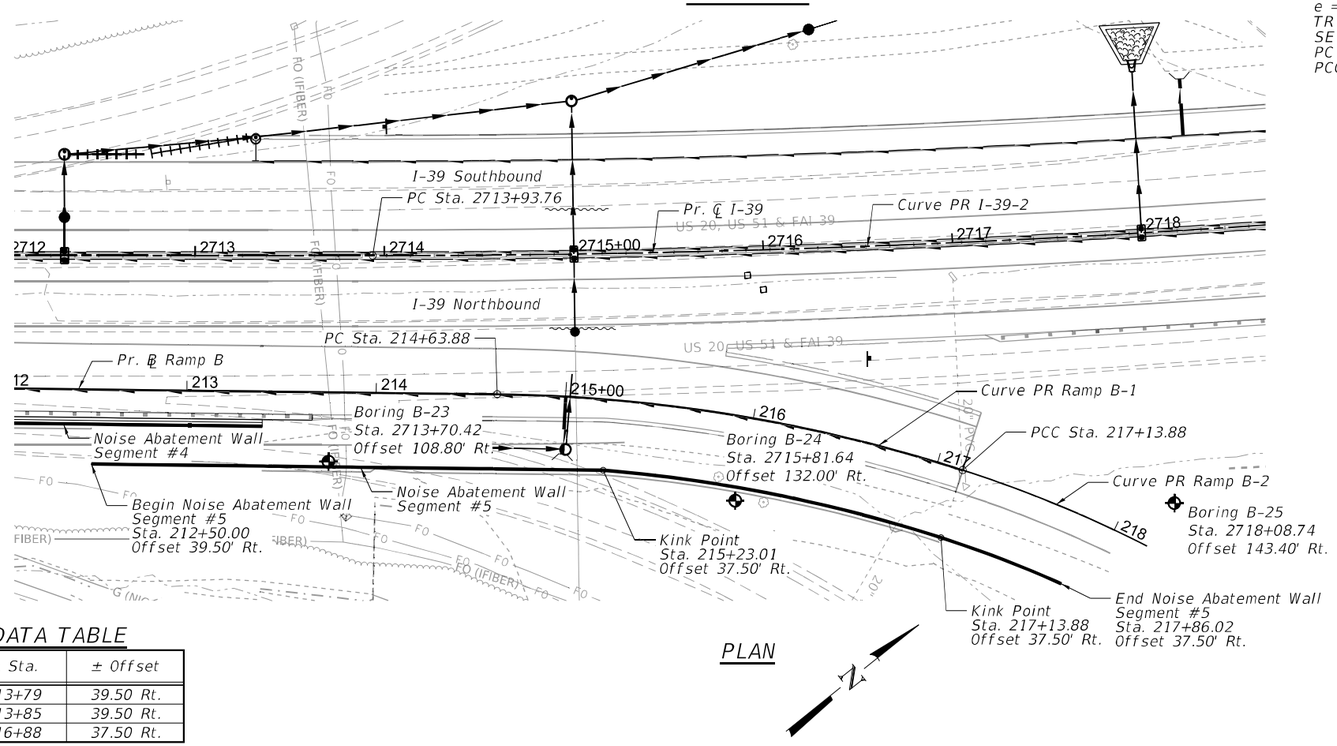


PLAN

CURVE PR I-39-2

PI Sta. = 2724+62.27
Δ = 17°40'00" (Lt)
D = 00°50'00"
R = 6,875.65
T = 1,068.50
L = 2120.05
E = 82.53
e = 3.0%
TR = 84.00'
SE Run = 180.0'
PC Sta. = 2713+93.76
PT Sta. = 2735+13.81

CURVE PR RAMP B-1

PI Sta. = 215+89.82
Δ = 17°09'16" (Rt)
D = 06°51'42"
R = 835.00
T = 125.94
L = 250.00
E = 9.44
e = 6.0%
TR = N/A
SE Run = 162.0'
PC Sta. = 214+63.88
PCC Sta. = 217+13.88

CURVE PR RAMP B-2

PI Sta. = 218+11.86
Δ = 16°53'16" (Rt)
D = 08°40'52"
R = 660.00
T = 97.98
L = 194.53
E = 7.23
e = 6.0%
TR = 49.98'
SE Run = 200.0'
PCC Sta. = 217+13.88
PT Sta. = 219+08.41

LEGEND

✦	Noise Abatement Wall Soil Boring
FO	Fiber Optic
T	Underground Telephone
T (FRONTIER)	Underground Telephone
FO (COMCAST)	Underground Fiber Optic
FO (IFIBER)	Underground Fiber Optic
W (CV)	Underground Water
E	Underground Electric
SEW (FRSA)	Underground Sewer
G (NICOR)	Underground Gas
A (COMCAST)	Aerial Lines
A (COMED)	Aerial Lines

NOTES:

1. Noise Abatement Wall offsets are measured from Pr. ℄ Ramp B to ℄ Noise Abatement Wall.
2. Boring Locations are measured from Pr. ℄ I-39.
3. See Data Table on sheets 9 to 11 of 26 for Offsets and Theoretical Elevations along the ℄ of Noise Abatement Wall.
4. Theoretical Top of NAW Elev., Theoretical Bottom of NAW Elev., Existing Grade Elev. at centerline of NAW and Finished Grade Elev. at front and back face of NAW shall be taken as straight lines in the segments between each pair of stations shown in the Data Table on sheet 9 to 11 of 26.
5. For general notes and name plate details, see sheet 8 of 26.

UTILITY CROSSING DATA TABLE

Utility Type	± Sta.	± Offset
Underground Fiber Optic	213+79	39.50 Rt.
Underground Fiber Optic	213+85	39.50 Rt.
CMP Culvert	216+88	37.50 Rt.

GENERAL NOTES:

1. Contractor shall follow requirements of Special Provision for "Noise Abatement Wall, Structure Mounted" and Guide Bridge Special Provision "Noise Abatement Wall, Ground Mounted" for material, design, fabrication, construction and erection requirements of the proposed Noise Abatement Wall.

2. The Contractor shall field verify location of the existing utilities prior to construction. The Contractor shall take precautions not to damage existing utilities. Any such damage shall be repaired by the Contractor at no additional cost. All adjacent utilities shall be shown on the shop drawings.

3. Noise Abatement Wall drilled shaft foundation diameter, depth and spacing to be determined by the Contractor.

4. Transparent panels shall be used for Structure Mounted Noise Abatement wall. See Special Provision for "Noise Abatement Wall, Structure Mounted" for further details.

5. Precast panels for the Ground Mounted Noise Abatement Walls shall be cast using form liners with a simulated limestone surface. Form liners shall be used on both faces of the panels. The form liner shall match the exact size of each panel such that there are no joints crossing the stone modules. The relief shall be an average of 1½" deep and no greater than 2½" deep at any point. The desired appearance is as follows:

6. Form liners shall be made from high-strength elastomeric urethane and be removable without causing concrete surface damage or weakness in the substrate. Form release agents shall be non-staining, non-residual, non-reactive, and shall not contribute to the degradation of the form liner material.

7. The following form liner manufacturers have been pre-approved to provide the listed pattern for the simulated limestone surface:

   a. Custom Rock International, St. Paul, MN (Jim Rogers; 800-637-2447)
      #1104-R2 14¾" Random Cut Stone or #11016 16" Random Cut Stone
   b. Milestones Incorporated, Hudson, WI (Paul Nasvik; 715-381-9660)
      #MS-1018 16" Weathered Limestone
   c. Architectural Polymers, New Ringgold, PA (Rick Fasching; 610-824-3322)
      #893 14" Quarry Stone or #894 16" Quarry Stone

   Other products will be considered, provided sufficient information is submitted 30-days prior to use to allow the Engineer to determine that products proposed are equivalent to those named.

8. Form liners shall be used in accordance with the manufacturer's recommendations, including, but not limited to, installation and removal methods, form release agents, cleaning procedures, inspection procedures, repair procedures, curing methods, concrete slump requirements, and consolidation methods to achieve the highest quality concrete appearance possible. Manufacturer recommendations shall not supplant requirements listed elsewhere in the Contract Documents without prior approval from the Engineer.

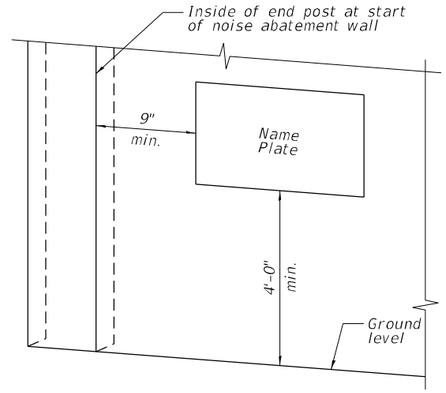
9. The finished exposed formed concrete surfaces shall be free of visible vertical seams, horizontal seams, and butt joint marks after removing the form liners. Grinding and chipping of finished formed surfaces shall be avoided.

10. The Contractor shall provide a full-size precast panel mockup containing the form liner surface. Upon receipt of comments from inspection of the mockup, adjustments or corrections shall be made where imperfections are found. If required, additional mockups shall be prepared when the initial mockup is found to be unsatisfactory.

11. All work and materials associated with form liners and mockups, including adjustments or corrections needed to address mockup comments and additional mockups, if required, will not be paid for separately but shall be included in the cost of Noise Abatement Wall, Ground Mounted.

12. All excavation and grading below the finished grade elevation required for installation of the Noise Abutement Wall elements shall be included in the cost of Noise Abatement Wall, Ground Mounted.

13. Provide 5' horizontal clearance from the drilled shafts to underground gas mains. If hammering is to be performed rather than drilling, contact Nicor prior to hammering for additional clearance requirements.



NAME PLATE LOCATION DETAIL

Noise Abatement Wall
Built 202_ by
State of Illinois
F.A.I. RT. 39
Sec. (201-3)R & (4-1, 5)R
From Sta. 2665+99.92 to Sta. 2699+95.47 (I-39)
Sta. 200+00.00 to Sta. 217+86.02 (Ramp B)
Structure No. 101-N7011

NAME PLATE - SN 101-N7011 NAW

(See Std. 515001)

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN LOADS

Strength III or V Wind: 35 psf
Service I Wind: 15 psf

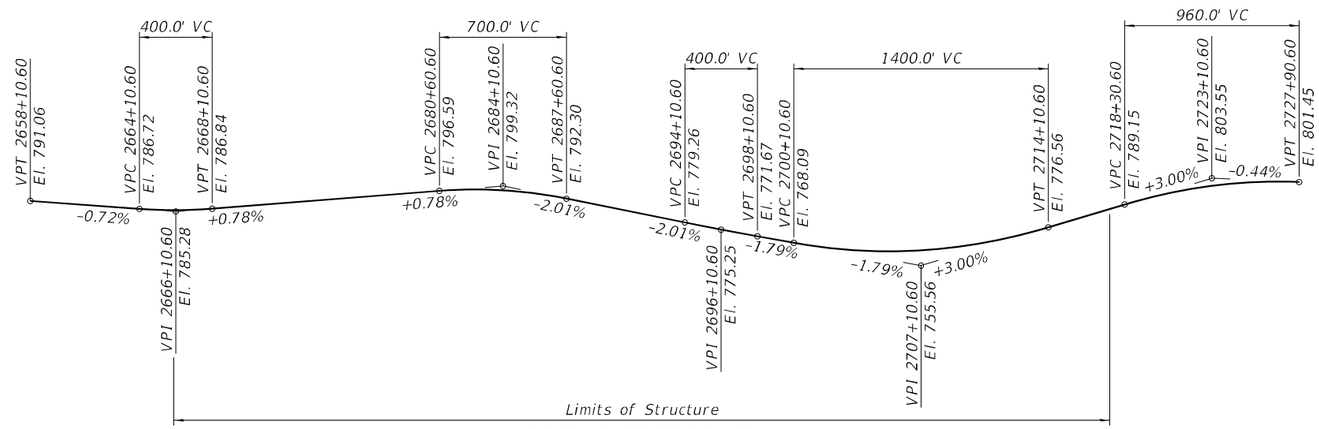
DESIGN STRESSES

FIELD UNITS

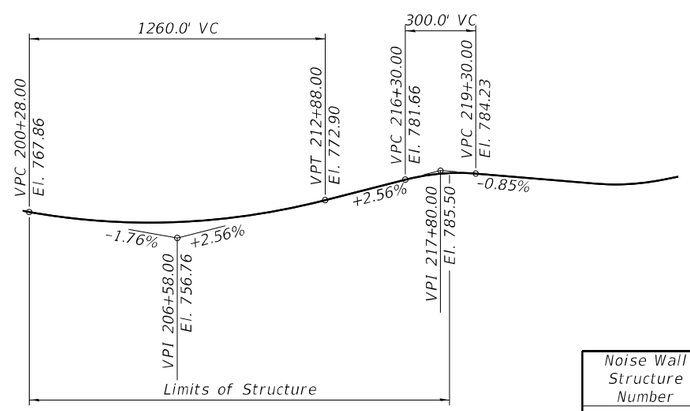
f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Struct. Steel, M270 Grade 50, posts)
fy = 36,000 psi (Struct. Steel, M270 Grade 36, all other structural steel)

PRECAST UNITS

f'c = 4,500 psi
fy = 60,000 psi (Reinforcement)
fy = 65,000 psi (Welded Wire Reinforcement)



PROP. I-39 PROFILE



PROP. RAMP B PROFILE

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Noise Abatement Wall, Ground Mounted	Sq. Ft.	70,937
Noise Abatement Wall, Structure Mounted	Sq. Ft.	2,882

NOISE REDUCTION DATA TABLE

Noise Wall Structure Number	Face	From Sta.	To Sta.	Noise Reduction Coefficient	Comments
101-N7011	I-39 Face	2665+99.92	2699+95.47	Reflective	
	Residential Face	2665+99.92	2699+95.47	Reflective	
	Ramp B Face	200+00.00	217+86.02	Reflective	
	Residential Face	200+00.00	217+86.02	Reflective	

NOISE ABATEMENT WALL DATA TABLE - SEGMENT #1 (GROUND MOUNTED)

	Station	Offset to ℄ Wall (ft.)	Theor. Top of NAW Elev.	Exist. Grade Elev. at ℄ of NAW	Finished Grade Elev. at Front Face NAW	Finished Grade Elev. at Back Face NAW	Theor. Bottom of NAW Elev.	Theor. Wall Height
	2665+99.92	101.00 Rt.	800.29	784.20	787.29	787.29	786.62	13.67
	2666+19.92	101.00 Rt.	800.50	784.94	787.50	787.50	786.84	13.67
	2666+39.92	101.00 Rt.	800.72	784.95	787.72	787.72	787.05	13.67
	2666+59.92	101.00 Rt.	800.89	785.02	787.89	787.89	787.23	13.67
	2666+79.92	101.00 Rt.	801.07	784.99	788.07	788.07	787.40	13.67
	2666+99.92	101.00 Rt.	801.21	784.95	788.21	788.21	787.54	13.67
	2667+19.92	101.00 Rt.	801.34	784.91	788.34	788.34	787.68	13.67
	2667+39.92	101.00 Rt.	801.44	784.85	788.44	788.44	787.77	13.67
	2667+59.92	101.00 Rt.	801.54	784.90	788.54	788.54	787.87	13.67
	2667+79.92	101.00 Rt.	801.59	784.98	788.59	788.59	787.92	13.67
	2667+99.92	101.00 Rt.	801.65	785.05	788.65	788.65	787.98	13.67
	2668+19.92	101.00 Rt.	801.68	785.24	788.68	788.68	788.01	13.67
	2668+39.92	101.00 Rt.	801.70	785.43	788.70	788.70	788.03	13.67
	2668+59.92	101.00 Rt.	801.73	785.62	788.73	788.73	788.06	13.67
	2668+79.92	101.00 Rt.	801.75	785.85	788.75	788.75	788.08	13.67
**	2668+99.92	101.00 Rt.	801.78	786.09	788.78	788.78	788.11	13.67
	2669+19.92	101.00 Rt.	801.92	786.14	788.92	788.92	788.25	13.67
	2669+39.92	101.00 Rt.	802.06	786.17	789.06	789.06	788.39	13.67
	2669+59.92	101.00 Rt.	802.20	786.21	789.20	789.20	788.54	13.67
	2669+79.92	101.00 Rt.	802.34	786.27	789.34	789.34	788.68	13.67
	2669+99.92	101.00 Rt.	802.49	786.34	789.49	789.49	788.82	13.67
	2670+19.92	101.00 Rt.	802.63	786.45	789.63	789.63	788.96	13.67
	2670+39.92	101.00 Rt.	802.77	786.56	789.77	789.77	789.10	13.67
	2670+59.92	101.00 Rt.	802.91	786.68	789.91	789.91	789.25	13.67
	2670+79.92	101.00 Rt.	803.05	786.74	790.05	790.05	789.39	13.67
**	2670+99.92	101.00 Rt.	803.20	786.80	790.20	790.20	789.53	13.67
	2671+19.92	101.00 Rt.	803.22	786.83	790.22	790.22	789.56	13.67
	2671+39.92	101.00 Rt.	803.25	786.94	790.25	790.25	789.58	13.67
	2671+59.92	101.00 Rt.	803.27	786.99	790.27	790.27	789.61	13.67
	2671+79.92	101.00 Rt.	803.30	787.05	790.30	790.30	789.63	13.67
**	2671+99.92	101.00 Rt.	803.32	787.15	790.32	790.32	789.66	13.67
	2672+19.92	101.00 Rt.	803.47	787.08	790.47	790.47	789.80	13.67
	2672+39.92	101.00 Rt.	803.61	786.86	790.61	790.61	789.94	13.67
	2672+59.92	101.00 Rt.	803.75	786.74	790.75	790.75	790.08	13.67
	2672+79.92	101.00 Rt.	803.89	786.78	790.89	790.89	790.22	13.67
	2672+99.92	101.00 Rt.	804.03	786.80	791.03	791.03	790.37	13.67
	2673+19.92	101.00 Rt.	804.18	786.78	791.18	791.18	790.51	13.67
	2673+39.92	101.00 Rt.	804.32	786.81	791.32	791.32	790.65	13.67
	2673+59.92	101.00 Rt.	804.46	786.91	791.46	791.46	790.79	13.67
	2673+79.92	101.00 Rt.	804.60	787.02	791.60	791.60	790.93	13.67
	2673+99.92	101.00 Rt.	804.74	787.10	791.74	790.75	790.08	14.66
	2674+19.92	101.00 Rt.	804.89	787.19	791.89	790.89	790.22	14.67
	2674+39.92	101.00 Rt.	805.03	787.23	792.03	791.03	790.36	14.67
	2674+59.92	101.00 Rt.	805.17	787.21	792.17	791.17	790.50	14.67
	2674+79.92	101.00 Rt.	805.31	787.17	792.31	791.31	790.64	14.67
	2674+99.92	101.00 Rt.	805.45	787.15	792.45	791.45	790.79	14.67
	2675+19.92	101.00 Rt.	805.60	787.06	792.60	791.60	790.93	14.67
	2675+39.92	101.00 Rt.	805.74	786.95	792.74	791.74	791.07	14.67
	2675+59.92	101.00 Rt.	805.88	786.74	792.88	791.88	791.21	14.67
	2675+79.92	101.00 Rt.	806.02	786.63	793.02	792.02	791.35	14.67
	2675+99.92	101.00 Rt.	806.16	786.52	793.16	792.16	791.50	14.67
	2676+19.92	101.00 Rt.	806.31	786.50	793.31	792.31	791.64	14.67
	2676+39.92	101.00 Rt.	806.45	786.51	793.45	792.45	791.78	14.67
	2676+59.92	101.00 Rt.	806.59	786.57	793.59	792.59	791.92	14.67
	2676+79.92	101.00 Rt.	806.73	786.70	793.73	792.73	792.06	14.67
	2676+99.92	101.00 Rt.	806.87	786.87	793.87	792.87	792.21	14.67
	2677+19.92	101.00 Rt.	807.02	786.95	794.02	793.02	792.35	14.67
	2677+39.92	101.00 Rt.	807.16	786.98	794.16	793.16	792.49	14.67
	2677+59.92	101.00 Rt.	807.30	786.94	794.30	793.30	792.63	14.67
	2677+79.92	101.00 Rt.	807.44	786.82	794.44	793.44	792.77	14.67
	2677+99.92	101.00 Rt.	807.58	786.68	794.58	793.58	792.92	14.67
	2678+19.92	101.00 Rt.	807.73	786.61	794.73	793.73	793.06	14.67
	2678+39.92	101.00 Rt.	807.87	786.64	794.87	793.87	793.20	14.67
	2678+59.92	101.00 Rt.	808.01	786.65	795.01	794.01	793.34	14.67
	2678+79.92	101.00 Rt.	808.15	786.63	795.15	794.15	793.48	14.67
**	2678+99.92	101.00 Rt.	808.29	786.64	795.29	794.29	793.63	14.67
**	2679+19.92	101.00 Rt.	807.88	786.50	794.88	793.88	793.21	14.67
	2679+39.92	101.00 Rt.	808.02	786.25	795.02	794.02	793.35	14.67
	2679+59.92	101.00 Rt.	808.16	786.08	795.16	794.16	793.49	14.67
	2679+79.92	101.00 Rt.	808.30	785.86	795.30	794.30	793.63	14.67
	2679+99.92	101.00 Rt.	808.44	785.80	795.44	794.44	793.78	14.67
	2680+19.92	101.00 Rt.	808.59	785.42	795.59	794.59	793.92	14.67
	2680+39.92	101.00 Rt.	808.73	785.07	795.73	794.73	794.06	14.67
**	2680+49.92	101.00 Rt.	808.80	784.89	795.80	794.80	794.13	14.67
	2680+59.92	101.00 Rt.	808.21	784.69	795.21	794.21	793.54	14.67
**	2680+69.92	101.00 Rt.	807.91	784.73	794.91	793.91	793.24	14.67
	2680+79.92	101.00 Rt.	807.99	784.76	794.99	793.99	793.32	14.67
	2680+99.92	101.00 Rt.	808.16	784.71	795.16	794.16	793.49	14.67
	2681+19.92	101.00 Rt.	808.34	784.54	795.34	794.34	793.67	14.67
	2681+39.92	101.00 Rt.	808.54	784.42	795.54	794.54	793.88	14.67
	2681+50.00	101.00 Rt.	808.65	784.33	795.65	794.65	793.98	14.67

** Kink Point

NOISE ABATEMENT WALL DATA TABLE - SEGMENT #2 (GROUND MOUNTED)

	Station	Offset to ℄ Wall (ft.)	Theor. Top of NAW Elev.	Exist. Grade Elev. at ℄ of NAW	Finished Grade Elev. at Front Face NAW	Finished Grade Elev. at Back Face NAW	Theor. Bottom of NAW Elev.	Theor. Wall Height
	2680+70.00	80.00 Rt. *	809.22	793.95	796.22	796.22	795.55	13.67
	2680+90.00	80.00 Rt. *	809.36	793.97	796.36	796.36	795.69	13.67
	2681+10.00	80.00 Rt. *	809.48	793.92	796.48	796.48	795.81	13.67
	2681+30.00	80.00 Rt. *	809.59	793.90	796.59	796.59	795.92	13.67
	2681+50.00	80.00 Rt. *	809.68	793.88	796.68	796.68	796.02	13.67
	2681+70.00	80.00 Rt. *	809.76	793.95	796.76	796.76	796.09	13.67
	2681+90.00	80.00 Rt. *	809.82	794.02	796.82	796.82	796.15	13.67
	2682+10.00	80.00 Rt. *	809.87	793.94	796.87	796.87	796.20	13.67
	2682+30.00	80.00 Rt. *	809.90	793.70	796.90	796.90	796.23	13.67
	2682+50.00	80.00 Rt. *	809.96	793.42	796.96	796.96	796.29	13.67
	2682+70.00	80.00 Rt. *	810.04	793.18	797.04	797.04	796.37	13.67
	2682+90.00	80.00 Rt. *	810.10	793.04	797.10	797.10	796.43	13.67
	2683+10.00	80.00 Rt. *	810.10	792.83	797.10	797.10	796.43	13.67
	2683+30.00	80.00 Rt. *	810.05	792.59	797.05	797.05	796.38	13.67
**	2683+32.28	80.00 Rt. *	810.04	792.55	797.04	797.04	796.37	13.67
**	2683+34.72	76.27 Rt.	810.03	794.02	797.03	797.03	796.36	13.67

** Kink Point

* The Segment #2 offset to ℄ wall is based on a 12" steel post section depth (Ground-Mounted Only). The Contractor shall adjust the offsets as needed when the steel post depth is less than or greater than 12" to maintain a 79'-6" offset from Pr. ℄ I-39/ US 20 to F.F. of NAW post flange as shown on the Typical Sections.

NOISE ABATEMENT WALL DATA TABLE - SEGMENT #2 (STRUCTURE MOUNTED)

Station	Offset to ℄ Wall (ft.)	Theor. Top of NAW Elev.	Elev. at Toe of Barrier	Theor. Bottom of NAW Elev.	Theor. Wall Height
2683+34.72	76.27 Rt.	809.99	796.99	802.49	7.50
2683+54.72	76.27 Rt.	809.92	796.92	802.42	7.50
2683+74.72	76.27 Rt.	809.83	796.83	802.33	7.50
2683+94.72	76.27 Rt.	809.73	796.73	802.23	7.50
2684+14.72	76.27 Rt.	809.61	796.61	802.11	7.50
2684+34.72	76.27 Rt.	809.48	796.48	801.98	7.50
2684+54.72	76.27 Rt.	809.33	796.33	801.83	7.50
2684+74.72	76.27 Rt.	809.16	796.16	801.66	7.50
2684+94.72	76.27 Rt.	808.98	795.98	801.48	7.50
2685+14.72	76.27 Rt.	808.78	795.78	801.28	7.50
2685+34.72	76.27 Rt.	808.57	795.57	801.07	7.50
2685+54.72	76.27 Rt.	808.34	795.34	800.84	7.50
2685+74.72	76.27 Rt.	808.10	795.10	800.60	7.50
2685+94.72	76.27 Rt.	807.83	794.83	800.33	7.50
2686+14.72	76.27 Rt.	807.56	794.56	800.06	7.50
2686+34.72	76.27 Rt.	807.26	794.26	799.76	7.50
2686+54.72	76.27 Rt.	806.96	793.96	799.46	7.50
2686+74.72	76.27 Rt.	806.63	793.63	799.13	7.50
2686+94.72	76.27 Rt.	806.29	793.29	798.79	7.50
2687+14.72	76.27 Rt.	805.93	792.93	798.43	7.50
2687+18.95	76.27 Rt.	805.85	792.85	798.35	7.50

NOISE ABATEMENT WALL DATA TABLE - SEGMENT #2 (GROUND MOUNTED)

	Station	Offset to ℄ Wall (ft.)	Theor. Top of NAW Elev.	Exist. Grade Elev. at ℄ of NAW	Finished Grade Elev. at Front Face NAW	Finished Grade Elev. at Back Face NAW	Theor. Bottom of NAW Elev.	Theor. Wall Height
**	2687+18.95	76.27 Rt.	805.85	790.43	792.93	792.93	792.18	13.67
**	2687+21.39	80.00 Rt. *	805.85	789.02	792.85	795.85	792.18	13.67
	2687+39.93	80.00 Rt. *	805.55	788.68	792.55	792.55	791.88	13.67
	2687+56.93	80.00 Rt. *	805.09	788.38	792.09	792.09	791.42	13.67
	2687+76.93	80.00 Rt. *	804.61	788.27	791.61	791.61	790.94	13.67
	2687+96.93	80.00 Rt. *	804.14	788.14	791.14	791.14	790.47	13.67
	2688+16.93	80.00 Rt. *	803.73	787.94	790.73	790.73	790.06	13.67
	2688+36.93	80.00 Rt. *	803.33	787.79	790.33	790.33	789.66	13.67
	2688+56.93	80.00 Rt. *	802.93	787.44	789.93	789.93	789.26	13.67
	2688+76.93	80.00 Rt. *	802.53	787.01	789.53	789.53	788.86	13.67
	2688+80.00	80.00 Rt. *	802.47	786.93	789.47	789.47	788.80	13.67

** Kink Point

NOISE ABATEMENT WALL DATA TABLE - SEGMENT #3 (GROUND MOUNTED)

	Station	Offset to ℄ Wall (ft.)	Theor. Top of NAW Elev.	Exist. Grade Elev. at ℄ of NAW	Finished Grade Elev. at Front Face NAW	Finished Grade Elev. at Back Face NAW	Theor. Bottom of NAW Elev.	Theor. Wall Height
	2688+00.00	101.00 Rt.	802.56	779.87	789.56	788.56	787.89	14.67
	2688+20.00	101.00 Rt.	801.96	779.84	788.96	787.96	787.29	14.67
	2688+40.00	101.00 Rt.	801.36	779.91	788.36	787.36	786.69	14.67
	2688+60.00	101.00 Rt.	800.76	779.83	787.76	786.76	786.09	14.67
**	2688+80.00	101.00 Rt.	800.16	779.69	787.16	786.16	785.49	14.67
	2689+00.00	101.00 Rt.	800.66	779.85	787.66	786.66	786.00	14.67
**	2689+20.00	101.00 Rt.	800.88	779.83	787.88	787.88	787.21	13.67
	2689+40.00	101.00 Rt.	800.53	779.62	787.53	787.53	786.87	13.67
	2689+60.00	101.00 Rt.	800.19	779.26	787.19	787.19	786.52	13.67
	2689+80.00	101.00 Rt.	799.84	779.14	786.84	786.84	786.18	13.67
	2690+00.00	101.00 Rt.	799.50	779.09	786.50	786.50	785.83	13.67
	2690+20.00	101.00 Rt.	799.18	778.87	786.18	786.18	785.51	13.67
	2690+40.00	101.00 Rt.	798.86	778.65	785.86	785.86	785.19	13.67
	2690+60.00	101.00 Rt.	798.53	778.41	785.53	785.53	784.87	13.67
	2690+80.00	101.00 Rt.	798.21	778.11	785.21	785.21	784.55	13.67
	2691+00.00	101.00 Rt.	797.89	777.85	784.89	784.89	784.23	13.67
	2691+20.00	101.00 Rt.	797.57	777.51	784.57	784.57	783.91	13.67
	2691+40.00	101.00 Rt.	797.25	777.16	784.25	784.25	783.59	13.67
	2691+60.00	101.00 Rt.	796.93	776.84	783.93	783.93	783.26	13.67
	2691+80.00	101.00 Rt.	796.61	776.53	783.61	783.61	782.94	13.67
	2692+00.00	101.00 Rt.	796.29	776.35	783.29	783.29	782.62	13.67
	2692+20.00	101.00 Rt.	795.97	776.16	782.97	782.97	782.30	13.67
	2692+40.00	101.00 Rt.	795.65	776.02	782.65	782.65	781.98	13.67
	2692+60.00	101.00 Rt.	795.33	775.87	782.33	782.33	781.66	13.67
	2692+80.00	101.00 Rt.	795.01	775.68	782.01	782.01	781.34	13.67
	2693+00.00	101.00 Rt.	794.69	775.50	781.69	781.69	781.02	13.67
	2693+20.00	101.00 Rt.	794.29	775.27	781.29	781.29	780.62	13.67
	2693+40.00	101.00 Rt.	793.89	774.97	780.89	780.89	780.22	13.67
	2693+60.00	101.00 Rt.	793.49	774.65	780.49	780.49	779.82	13.67
	2693+80.00	101.00 Rt.	793.09	774.29	780.09	780.09	779.43	13.67
	2694+00.00	101.00 Rt.	792.69	773.95	779.69	779.69	779.03	13.67
	2694+20.00	101.00 Rt.	792.30	773.69	779.30	779.30	778.63	13.67
	2694+40.00	101.00 Rt.	791.89	773.39	778.89	778.89	778.23	13.67
	2694+60.00	101.00 Rt.	791.49	773.09	778.49	778.49	777.82	13.67
	2694+80.00	101.00 Rt.	791.08	772.64	778.08	778.08	777.42	13.67
	2695+00.00	101.00 Rt.	790.67	772.13	777.67	777.67	777.01	13.67
	2695+20.00	101.00 Rt.	790.26	771.62	777.26	777.26	776.59	13.67
	2695+40.00	101.00 Rt.	789.84	771.17	776.84	776.84	776.18	13.67
	2695+60.00	101.00 Rt.	789.43	770.70	776.43	776.43	775.76	13.67
	2695+80.00	101.00 Rt.	789.00	770.32	776.00	776.00	775.34	13.67
	2696+00.00	101.00 Rt.	788.58	769.90	775.58	775.58	774.91	13.67
	2696+20.00	101.00 Rt.	788.15	769.45	775.15	775.15	774.49	13.67
	2696+40.00	101.00 Rt.	787.72	769.08	774.72	774.72	774.06	13.67
	2696+60.00	101.00 Rt.	787.29	768.61	774.29	774.29	773.62	13.67
	2696+80.00	101.00 Rt.	786.86	768.19	773.86	773.86	773.19	13.67
	2697+00.00	101.00 Rt.	786.42	767.49	773.42	773.42	772.75	13.67
	2697+20.00	101.00 Rt.	785.98	766.90	772.98	772.98	772.31	13.67
	2697+40.00	101.00 Rt.	785.53	766.63	772.53	772.53	771.86	13.67
	2697+60.00	101.00 Rt.	785.08	766.28	772.08	772.08	771.42	13.67
	2697+80.00	101.00 Rt.	784.63	766.06	771.63	771.63	770.97	13.67
	2698+00.00	101.00 Rt.	784.18	766.01	771.18	771.18	770.51	13.67
	2698+20.00	101.00 Rt.	783.72	766.09	770.72	770.72	770.06	13.67
	2698+40.00	101.00 Rt.	783.27	766.26	770.27	770.27	769.60	13.67
	2698+60.00	101.00 Rt.	782.81	766.55	769.81	769.81	769.15	13.67
	2698+80.00	101.00 Rt.	782.36	767.18	769.36	769.36	768.69	13.67
**	2699+00.00	101.00 Rt.	781.90	767.24	768.90	768.90	768.23	13.67
	2699+20.00	101.00 Rt.	781.68	767.40	768.68	768.68	768.01	13.67
	2699+40.00	101.00 Rt.	781.46	767.56	768.46	768.46	767.79	13.67
	2699+60.00	101.00 Rt.	781.23	767.35	768.23	768.23	767.57	13.67
	2699+80.00	101.00 Rt.	781.01	767.20	768.01	768.01	767.34	13.67

** Kink Point

NOISE ABATEMENT WALL DATA TABLE - SEGMENT #3 (GROUND MOUNTED)

	Station	Offset to ℄ Wall (ft.)	Theor. Top of NAW Elev.	Exist. Grade Elev. at ℄ of NAW	Finished Grade Elev. at Front Face NAW	Finished Grade Elev. at Back Face NAW	Theor. Bottom of NAW Elev.	Theor. Wall Height
**	2699+95.47	101.00 Rt.	780.84	766.82	767.84	767.84	767.17	13.67
	* 200+00.00	39.50 Rt						
	2700+00.00	101.03 Rt.	780.77	766.66	767.77	767.77	767.10	13.67
	* 200+04.53	39.50 Rt.						
	2700+20.00	101.15 Rt.	780.54	765.69	767.54	767.54	766.87	13.67
	* 200+24.53	39.50 Rt.						
	2700+40.00	101.27 Rt.	780.30	764.67	767.30	767.30	766.64	13.67
	* 200+44.53	39.50 Rt.						
	2700+60.00	101.39 Rt.	780.05	763.26	767.05	767.05	766.38	13.67
	* 200+64.53	39.50 Rt.						
	2700+80.00	101.51 Rt.	779.78	762.21	766.78	766.78	766.11	13.67
	* 200+84.53	39.50 Rt.						
	2701+00.00	101.63 Rt.	779.48	761.30	766.48	766.48	765.82	13.67
	* 201+04.53	39.50 Rt.						
	2701+20.00	101.75 Rt.	779.17	760.79	766.17	766.17	765.51	13.67
	* 201+24.53	39.50 Rt.						
	2701+40.00	101.87 Rt.	778.85	760.44	765.85	765.85	765.18	13.67
	* 201+44.53	39.50 Rt.						
	2701+60.00	101.99 Rt.	778.50	759.92	765.50	765.50	764.83	13.67
	* 201+64.53	39.50 Rt.						
	2701+80.00	102.11 Rt.	778.14	759.47	765.14	765.14	764.47	13.67
	* 201+84.53	39.50 Rt.						
	2702+00.00	102.23 Rt.	777.69	758.91	764.69	764.69	764.02	13.67
	* 202+04.53	39.50 Rt.						
**	2702+15.47	102.32 Rt.	777.36	758.36	764.36	764.36	763.69	13.67
	* 202+19.76	39.50 Rt.						
	2702+20.00	102.35 Rt.	777.31	758.26	764.31	764.31	763.65	13.67
	* 202+24.53	39.50 Rt.						
	2702+40.00	102.47 Rt.	777.13	757.81	764.13	764.13	763.46	13.67
	* 202+44.53	39.50 Rt.						
	2702+60.00	102.59 Rt.	776.92	757.28	763.92	763.92	763.26	13.67
	* 202+64.53	39.50 Rt.						
	2702+80.00	102.71 Rt.	776.70	756.86	763.70	763.70	763.04	13.67
	* 202+84.53	39.50 Rt.						
**	2702+95.38	102.80 Rt.	776.52	756.45	763.52	763.52	762.85	13.67
	* 202+99.68	39.50 Rt.						
	2703+00.00	102.83 Rt.	776.37	756.33	763.37	763.37	762.70	13.67
	* 203+04.53	39.50 Rt.						
	2703+20.00	102.95 Rt.	775.73	755.89	762.73	762.73	762.06	13.67
	* 203+24.53	39.50 Rt.						
	2703+40.00	103.07 Rt.	775.09	755.48	762.09	762.09	761.42	13.67
	* 203+44.53	39.50 Rt.						
	2703+60.00	103.20 Rt.	774.52	755.04	761.52	761.52	760.85	13.67
	* 203+64.53	39.50 Rt.						
	2703+80.00	103.32 Rt.	774.11	754.77	761.11	761.11	760.44	13.67
	* 203+84.53	39.50 Rt.						
**	2704+00.00	103.44 Rt.	773.73	754.53	760.73	760.73	760.06	13.67
	* 204+04.30	39.50 Rt.						
	2704+20.00	103.56 Rt.	774.22	754.25	761.22	761.22	760.55	13.67
	* 204+24.53	39.50 Rt.						
	2704+40.00	103.67 Rt.	774.69	753.75	761.69	761.69	761.02	13.67
	* 204+44.53	39.50 Rt.						
	2704+45.45	103.71 Rt.	774.82	753.61	761.82	761.82	761.15	13.67
	* 204+49.99	39.50 Rt.						

* ℄ Ramp B

** Kink Point

NOISE ABATEMENT WALL DATA TABLE - SEGMENT #4 (GROUND MOUNTED)

Station	Offset to ℄ Wall (ft.)	Theor. Top of NAW Elev.	Exist. Grade Elev. at ℄ of NAW	Finished Grade Elev. at Front Face NAW	Finished Grade Elev. at Back Face NAW	Theor. Bottom of NAW Elev.	Theor. Wall Height
203+60.00	18.50 Rt. *	776.50	760.21	763.50	763.50	762.84	13.67
203+80.00	18.50 Rt. *	776.49	759.97	763.49	763.49	762.82	13.67
204+00.00	18.50 Rt. *	776.38	759.76	763.38	763.38	762.72	13.67
204+20.00	18.50 Rt. *	776.29	759.47	763.29	763.29	762.63	13.67
204+40.00	18.50 Rt. *	776.22	759.18	763.22	763.22	762.55	13.67
204+60.00	18.50 Rt. *	776.15	758.93	763.15	763.15	762.49	13.67
204+80.00	18.50 Rt. *	776.10	758.69	763.10	763.10	762.44	13.67
205+00.00	18.50 Rt. *	776.07	758.48	763.07	763.07	762.40	13.67
205+20.00	18.50 Rt. *	776.05	758.19	763.05	763.05	762.38	13.67
205+40.00	18.50 Rt. *	776.04	757.97	763.04	763.04	762.37	13.67
205+60.00	18.50 Rt. *	776.04	757.70	763.04	763.04	762.38	13.67
205+80.00	18.50 Rt. *	776.06	757.71	763.06	763.06	762.40	13.67
206+00.00	18.50 Rt. *	776.10	757.74	763.10	763.10	762.43	13.67
206+20.00	18.50 Rt. *	776.14	757.79	763.14	763.14	762.48	13.67
206+40.00	18.50 Rt. *	776.20	757.95	763.20	763.20	762.54	13.67
206+60.00	18.50 Rt. *	776.28	758.13	763.28	763.28	762.61	13.67
206+80.00	18.50 Rt. *	776.37	758.34	763.37	763.37	762.70	13.67
207+00.00	18.50 Rt. *	776.47	758.57	763.47	763.47	762.80	13.67
207+20.00	18.50 Rt. *	776.58	758.81	763.58	763.58	762.92	13.67
207+40.00	18.50 Rt. *	776.71	759.14	763.71	763.71	763.05	13.67
207+60.00	18.50 Rt. *	776.86	759.44	763.86	763.86	763.19	13.67
207+80.00	18.50 Rt. *	777.01	760.05	764.01	764.01	763.35	13.67
208+00.00	18.50 Rt. *	777.18	760.60	764.18	764.18	763.52	13.67
208+20.00	18.50 Rt. *	777.37	761.01	764.37	764.37	763.70	13.67
208+40.00	18.50 Rt. *	777.57	761.31	764.57	764.57	763.90	13.67
208+60.00	18.50 Rt. *	777.78	761.55	764.78	764.78	764.11	13.67
208+80.00	18.50 Rt. *	778.00	761.94	765.00	765.00	764.34	13.67
209+00.00	18.50 Rt. *	778.24	762.34	765.24	765.24	764.58	13.67
209+20.00	18.50 Rt. *	778.50	762.69	765.50	765.50	764.83	13.67
209+40.00	18.50 Rt. *	778.76	763.03	765.76	765.76	765.10	13.67
209+60.00	18.50 Rt. *	779.04	763.40	766.04	766.04	765.38	13.67
209+80.00	18.50 Rt. *	779.34	763.84	766.34	766.34	765.67	13.67
210+00.00	18.50 Rt. *	779.65	764.30	766.65	766.65	765.98	13.67
210+20.00	18.50 Rt. *	779.97	764.77	766.97	766.97	766.30	13.67
210+40.00	18.50 Rt. *	780.44	765.29	767.44	767.44	766.78	13.67
210+60.00	18.50 Rt. *	780.79	765.81	767.79	767.79	767.13	13.67
210+80.00	18.50 Rt. *	781.16	766.38	768.16	768.16	767.49	13.67
211+00.00	18.50 Rt. *	781.53	766.98	768.53	768.53	767.86	13.67
211+20.00	18.50 Rt. *	781.92	767.57	768.92	768.92	768.25	13.67
211+40.00	18.50 Rt. *	782.33	768.17	769.33	769.33	768.66	13.67
211+60.00	18.50 Rt. *	782.74	768.78	769.74	769.74	769.08	13.67
211+80.00	18.50 Rt. *	783.17	769.38	770.17	770.17	769.51	13.67
212+00.00	18.50 Rt. *	783.62	769.98	770.62	770.62	769.95	13.67
212+20.00	18.50 Rt. *	784.08	770.59	771.08	771.08	770.41	13.67
212+40.00	18.50 Rt. *	784.55	771.23	771.55	771.55	770.88	13.67
212+60.00	18.50 Rt. *	785.04	771.89	772.04	772.04	771.37	13.67
212+80.00	18.50 Rt. *	785.54	772.55	772.54	772.54	771.87	13.67
213+00.00	18.50 Rt. *	786.05	773.20	773.05	773.05	772.38	13.67
213+20.00	18.50 Rt. *	786.56	773.85	773.56	773.56	772.89	13.67
213+40.00	18.50 Rt. *	786.87	774.42	773.87	773.87	773.20	13.67

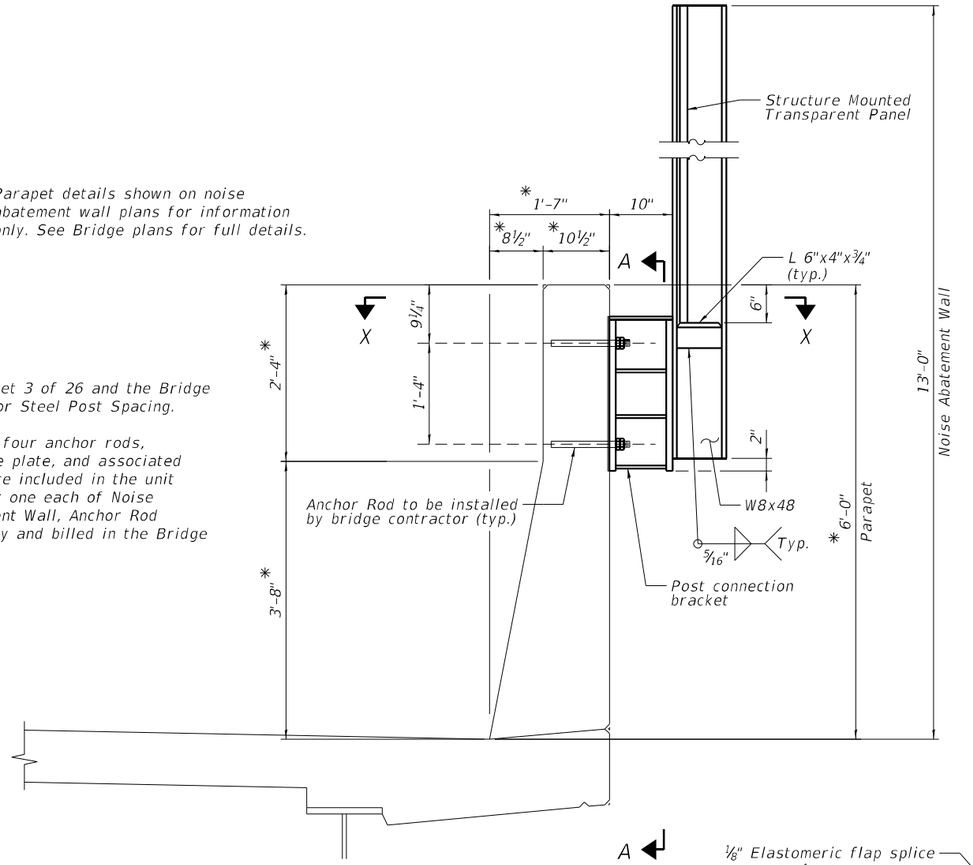
* The Segment #4 offset to ℄ wall is based on a 12" steel post section depth. The Contractor shall adjust the offsets as needed when the steel post depth is less than or greater than 12" to maintain a 18'-0" offset from Pr. ℄ Ramp B to F.F. of NAW post flange as shown on the Typical Sections.

NOISE ABATEMENT WALL DATA TABLE - SEGMENT #5 (GROUND MOUNTED)

	Station	Offset to ℄ Wall (ft.)	Theor. Top of NAW Elev.	Exist. Grade Elev. at ℄ of NAW	Finished Grade Elev. at Front Face NAW	Finished Grade Elev. at Back Face NAW	Theor. Bottom of NAW Elev.	Theor. Wall Height
	212+50.00	39.50 Rt.	782.72	769.90	769.72	769.72	769.05	13.67
	212+70.00	39.50 Rt.	783.21	770.81	770.21	770.21	769.55	13.67
	212+90.00	39.50 Rt.	784.00	771.36	771.00	771.00	770.33	13.67
	213+10.00	39.50 Rt.	784.23	771.92	771.23	771.23	770.56	13.67
	213+30.00	39.50 Rt.	784.71	772.56	771.71	771.71	771.04	13.67
**	213+40.07	39.50 Rt.	784.92	772.90	771.92	771.92	771.25	13.67
	213+50.00	39.50 Rt.	785.37	773.25	772.37	772.37	771.70	13.67
	213+70.00	39.50 Rt.	786.27	773.85	773.27	773.27	772.60	13.67
	213+90.00	39.50 Rt.	787.17	774.48	774.17	774.17	773.50	13.67
**	213+97.30	39.50 Rt.	787.50	774.71	774.50	774.50	773.83	13.67
	214+10.00	39.50 Rt.	787.88	775.12	774.88	774.88	774.21	13.67
	214+30.00	39.50 Rt.	788.39	775.76	775.39	775.39	774.72	13.67
	214+50.00	39.50 Rt.	788.87	776.39	775.87	775.87	775.21	13.67
	214+63.88	39.50 Rt.	789.18	776.82	776.18	776.18	775.51	13.67
	214+70.00	39.47 Rt.	789.30	777.00	776.30	776.30	775.64	13.67
	214+91.30	39.09 Rt.	789.63	777.53	776.63	776.63	775.96	13.67
	215+12.25	38.16 Rt.	789.78	777.61	776.78	776.78	776.12	13.67
**	215+23.01	37.50' Rt.	789.82	777.69	776.82	776.82	776.15	13.67
	215+33.17	37.50 Rt.	790.08	777.67	777.08	777.08	776.42	13.67
	215+54.11	37.50 Rt.	790.62	776.53	777.62	777.62	776.95	13.67
	215+75.05	37.50 Rt.	791.16	775.55	778.16	778.16	777.49	13.67
	215+95.99	37.50 Rt.	791.69	774.37	778.69	778.69	778.03	13.67
	216+16.93	37.50 Rt.	792.23	773.10	779.23	779.23	778.56	13.67
	216+37.87	37.50 Rt.	792.76	771.53	779.76	779.76	779.10	13.67
	216+58.81	37.50 Rt.	793.26	770.15	780.26	780.26	779.59	13.67
	216+79.75	37.50 Rt.	793.70	766.76	780.70	780.70	780.03	13.67
	217+00.69	37.50 Rt.	794.09	766.56	781.09	781.09	780.43	13.67
**	217+13.88	37.50 Rt.	794.33	767.53	781.33	781.33	780.66	13.67
	217+21.73	37.50 Rt.	794.47	767.62	781.47	781.47	780.80	13.67
	217+42.94	37.50 Rt.	794.85	768.37	781.85	781.85	781.18	13.67
	217+64.14	37.50 Rt.	795.23	769.22	782.23	782.23	781.56	13.67
	217+85.35	37.50 Rt.	795.60	769.86	782.60	782.60	781.94	13.67
	217+86.02	37.50 Rt.	795.62	769.89	782.62	782.62	781.95	13.67

** Kink Point

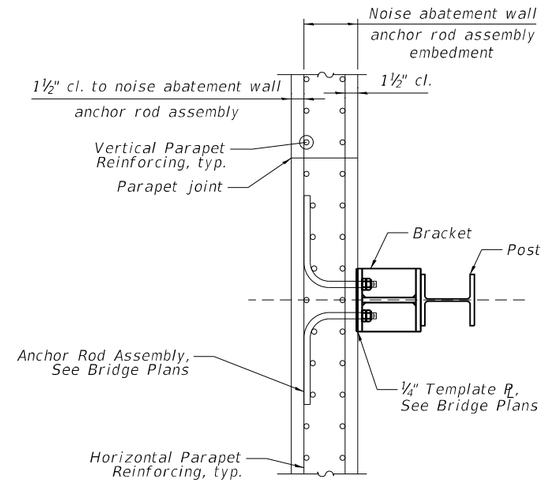
*Parapet details shown on noise abatement wall plans for information only. See Bridge plans for full details.



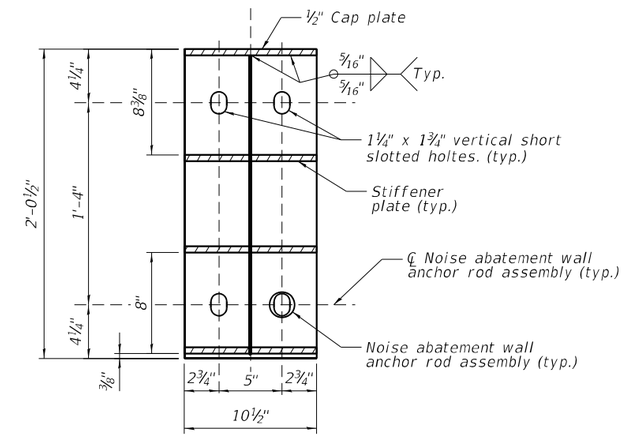
NOTES:

1. See sheet 3 of 26 and the Bridge Plans for Steel Post Spacing.
2. Cost of four anchor rods, template plate, and associated hardware included in the unit cost for one each of Noise Abatement Wall, Anchor Rod Assembly and billed in the Bridge Plans.

SECTION THRU EAST PARAPET SN 101-0211 (NB)

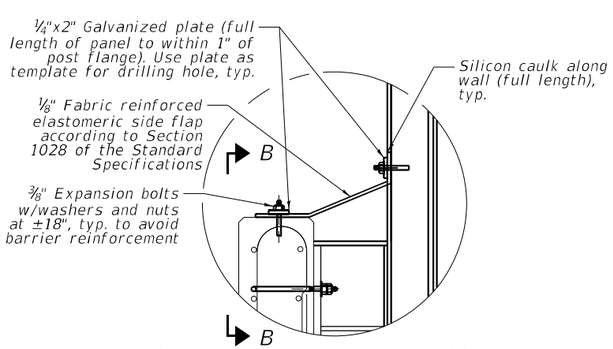


SECTION X-X

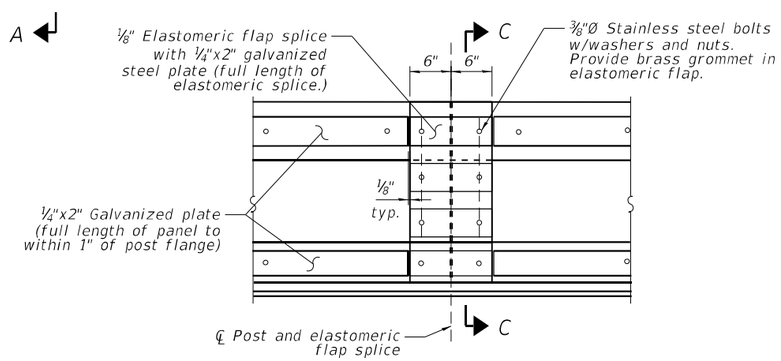


SECTION A-A

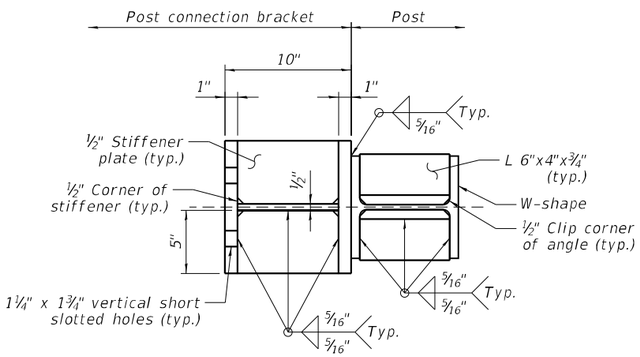
(Showing post connection bracket)



TYPICAL SECTION THRU DEBRIS SHIELD

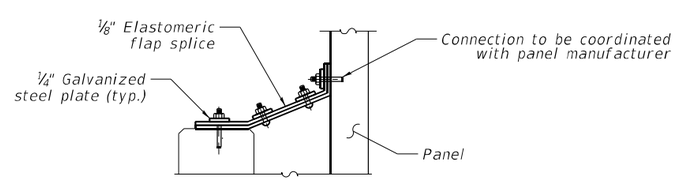


SECTION B-B



SECTION THRU POST AND POST CONNECTION BRACKET

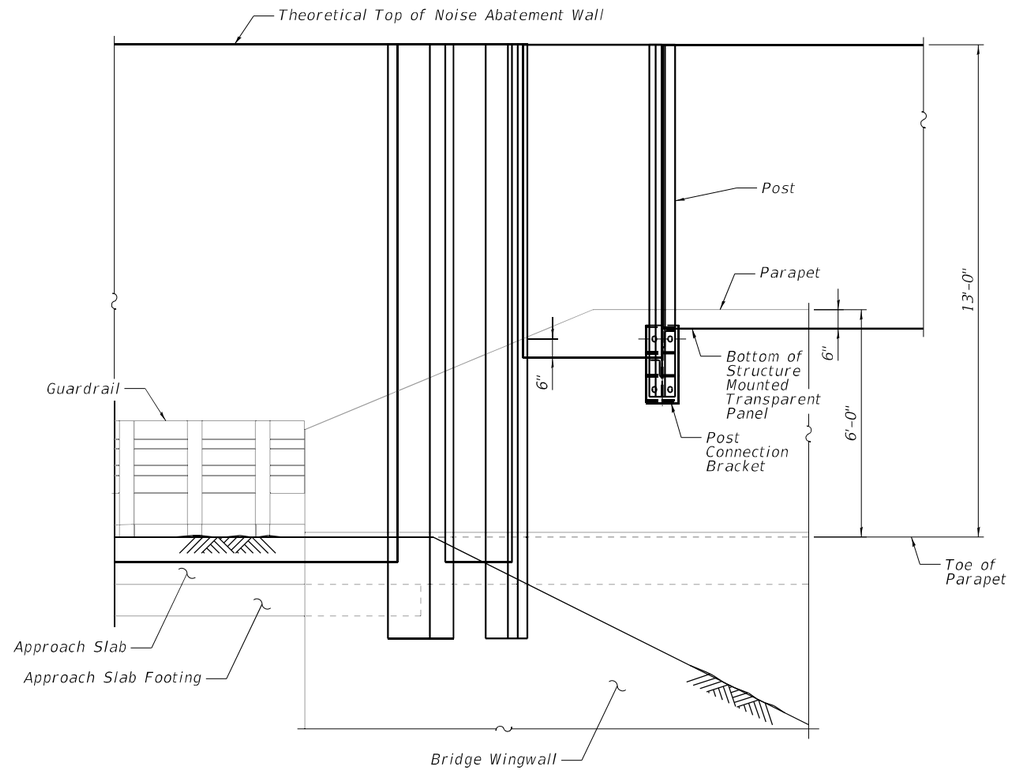
(Template PL not shown for clarity)



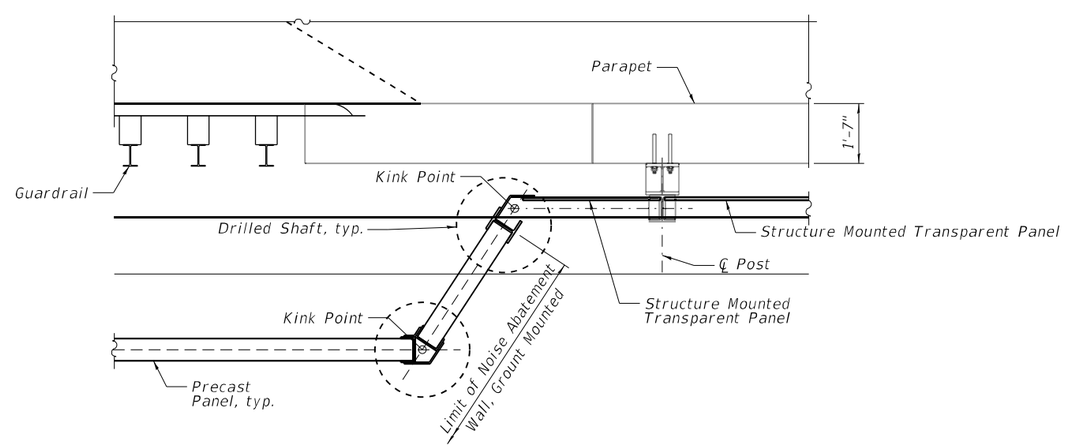
SECTION C-C

NOTES:

1. All post, post connection bracket, and anchor rod assembly details are shown for information only and shall be coordinated with panel manufacturer. See Special Provision for "Noise Abatement Wall, Structure Mounted" for more information.
2. Debris Shield is included in the unit cost for Noise Abatement Wall, Structure Mounted.



ELEVATION



NOISE ABATEMENT WALL TRANSITION PLAN

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312.969.0450 Job No. 10800

USER NAME = ksnider	DESIGNED - KMS	REVISED -	
	CHECKED - JHG	REVISED -	
PLOT SCALE = NA	DRAWN - KMS	REVISED -	
PLOT DATE = 2/6/2025	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL GENERAL DETAILS (6 OF 6)
STRUCTURE NO. 101-N7011

SHEET 13 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	843
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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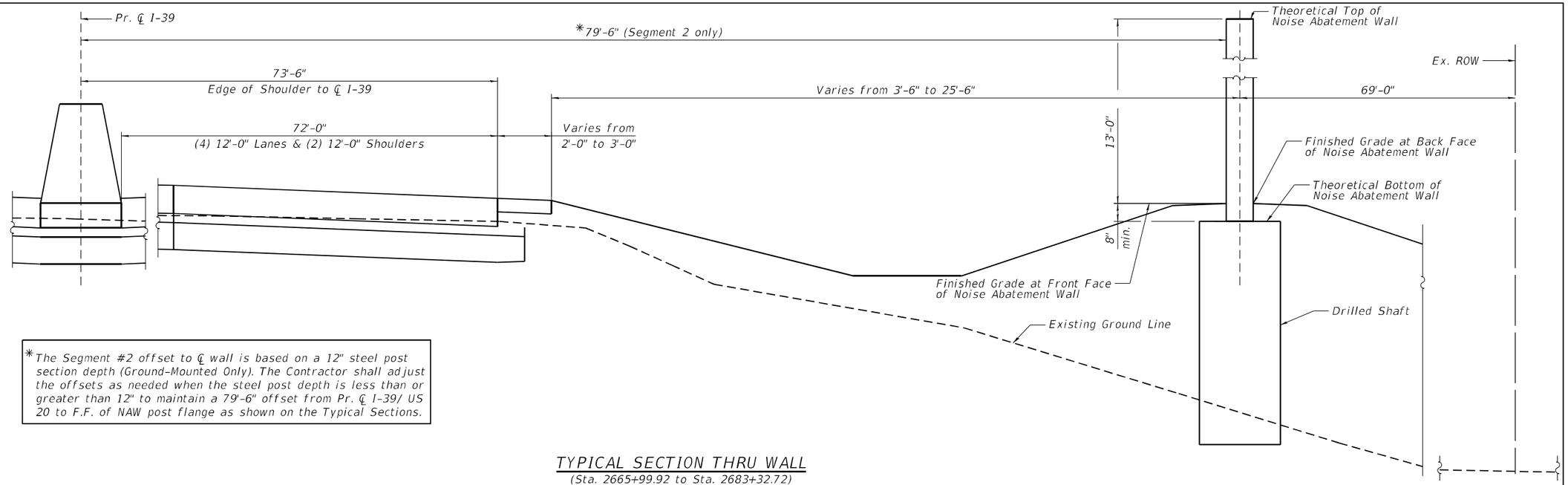
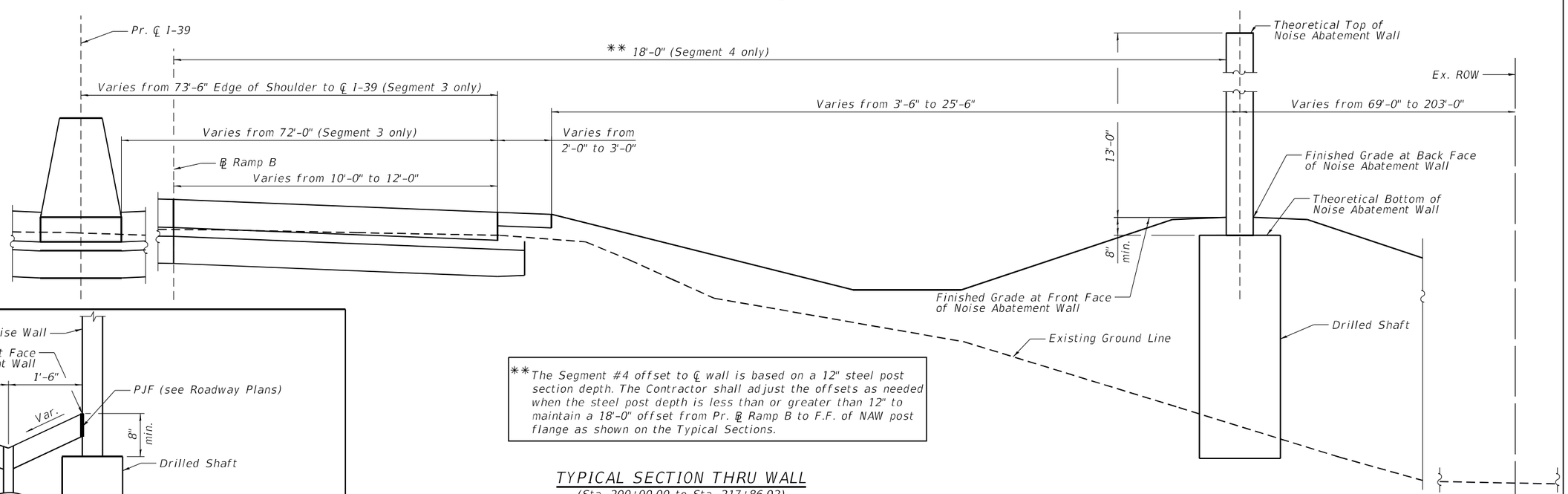


*The Segment #2 offset to ℄ wall is based on a 12" steel post section depth (Ground-Mounted Only). The Contractor shall adjust the offsets as needed when the steel post depth is less than or greater than 12" to maintain a 79'-6" offset from Pr. ℄ I-39/ US 20 to F.F. of NAW post flange as shown on the Typical Sections.

TYPICAL SECTION THRU WALL

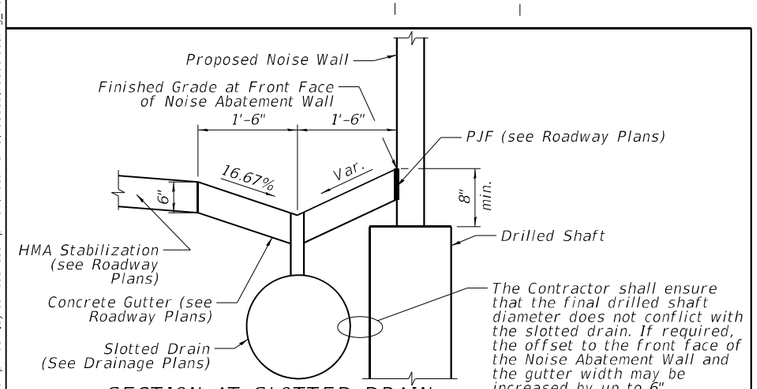
(Sta. 2665+99.92 to Sta. 2683+32.72)
(Sta. 2687+18.95 to Sta. 2699+95.47)
(Wall Stations are measured along Pr. ℄ I-39)



**The Segment #4 offset to ℄ wall is based on a 12" steel post section depth. The Contractor shall adjust the offsets as needed when the steel post depth is less than or greater than 12" to maintain a 18'-0" offset from Pr. ℄ Ramp B to F.F. of NAW post flange as shown on the Typical Sections.

TYPICAL SECTION THRU WALL

(Sta. 200+00.00 to Sta. 217+86.02)
(Wall Stations are measured along Pr. ℄ I-39 & ℄ Ramp B)



SECTION AT SLOTTED DRAIN

(Along Segment #4, see Plan)

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0150 Job No. 10800

USER NAME = ksnider	DESIGNED - KMS	REVISED -	
	CHECKED - JHG	REVISED -	
PLOT SCALE = NA	DRAWN - KMS	REVISED -	
PLOT DATE = 2/6/2025	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL TYPICAL SECTIONS
STRUCTURE NO. 101-N7011

SHEET 14 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	844
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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2/6/2025 1:38:05 PM

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/1/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-1
Station 2665+98.47
Offset 124.2 ft RT
Ground Surface Elev. 784.16 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
VERY STIFF brown SILTY CLAY LOAM				2.5 P	19
	782.2				
VERYSTIFF light brown SILTY CLAY LOAM			3		
			3 6	2.4 P	23
	779.7				
SOFT brown SANDY LOAM		-5	3		
			3 5	0.3 B	14
	777.2				
No Recovery			5		
			10 14		
	774.7				
HARD tan SANDY LOAM TILL		-10	11		
			14 17	4.5 P	7
	772.2				
HARD tan SANDY LOAM TILL			9		
			12 18	4.5 P	7
	769.7				
VERY DENSE tan SANDY LOAM TILL		-15	17		
			28 28		
	768.2				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/1/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-2
Station 2667+81.33
Offset 136.4 ft RT
Ground Surface Elev. 784.98 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
MEDIUM brown SILTY CLAY LOAM				0.8 P	16
	783.0				
VERY SOFT light brown SANDY LOAM			2		
			2 3	0.2 B	17
	780.5				
MEDIUM tan DIRTY SAND with FINE SAND LENS		-5	5		
			5 6	0.8 P	9
	778.0				
HARD tan SANDY LOAM TILL			3		
Hard Drilling			24 21	4.5	8
	775.5				
HARD tan SANDY LOAM TILL		-10	30		
Hard Drilling			29 44	5.9 S	7
	773.0				
VERY DENSE tan SANDY LOAM TILL			43		
Hard Drilling			57/4" -		
	770.5				
VERY DENSE tan SANDY LOAM TILL		-15	31		
			60 40/4"		
	769.0				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/6/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-3
Station 2669+79.61
Offset 141.6 ft RT
Ground Surface Elev. 786.55 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SANDY LOAM				0.8 P	13
	784.6				
VERY STIFF tan SANDY LOAM TILL			4 4 8	2.7 P	11
	782.1				
DENSE tan SANDY LOAM TILL with SAND LENS		-5	13 22 23		7
	779.6				
VERY DENSE tan SANDY LOAM TILL			51 49/4" -		
	777.1				
VERY DENSE tan SANDY LOAM TILL		-10	21 100/9" -		
	774.6				
VERY DENSE tan SANDY LOAM TILL			100/5.75" - -		
	772.1				
VERY DENSE tan SANDY LOAM TILL		-15	100/8" - -		
	770.6				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/6/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-4
Station 2671+81.79
Offset 116.6 ft RT
Ground Surface Elev. 787.31 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM light brown SANDY LOAM				0.8 P	9
	785.3				
STIFF tan SANDY LOAM with SAND LENS			5 4 7	1.3 P	9
	782.8				
VERY STIFF tan SANDY LOAM TILL		-5	6 9 17	2.1 P	9
Hard Drilling					
	780.3				
VERY DENSE tan SANDY LOAM TILL			24 33 37		7
Hard Drilling					
	777.8				
VERY DENSE tan SANDY LOAM TILL		-10	100/10" - -		
	775.3				
VERY DENSE tan SANDY LOAM TILL			100/6" - -		
	772.8				
VERY DENSE tan SANDY LOAM TILL		-15	100/9" - -		
	771.3				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/6/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-5
Station 2673+56.98
Offset 132.7 ft RT
Ground Surface Elev. 787.06 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
LOOSE Light brown SANDY LOAM					8
	785.1				
STIFF tan SANDY LOAM			4		
			5	1.6	10
			9	P	
	782.6				
STIFF tan SANDY LOAM TILL		-5	6		
			9	1.3	8
			12	P	
	780.1				
VERY DENSE tan SANDY LOAM TILL with SAND LENS			28		
			26		
			26		
	777.6				
VERY DENSE tan SANDY LOAM TILL		-10	100/7"		
			-		
			-		
	775.1				
VERY DENSE tan SANDY LOAM TILL			100/7"		
			-		
			-		
	772.6				
VERY DENSE tan SANDY LOAM TILL	772.1	-15	100/4"		
			-		
End of Boring			-		
		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/1/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-6
Station 2675+74.93
Offset 113.6 ft RT
Ground Surface Elev. 786.09 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
MEDIUM brown SILTY CLAY LOAM				0.8	15
				P	
	784.1				
VERY SOFT light brown SANDY LOAM			3		
			3	0.1	15
			7	P	
	781.6				
STIFF tan SANDY LOAM TILL		-5	2		
			5	1.0	11
			5	P	
	779.1				
VERY STIFF tan SANDY LOAM TILL			9		
			12	2.8	7
			20	S	
Hard Drilling					
	776.6				
VERY DENSE tan SANDY LOAM TILL		-10	12		
			28		
			56		
Hard Drilling					
	774.1				
VERY DENSE tan SANDY LOAM TILL			46		
			54/4"		
			-		
Hard Drilling					
	771.6				
VERY DENSE tan SANDY LOAM TILL		-15	39		
			63		
	770.1		37/2"		
End of Boring					
		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312/969-0050 Job No. 10800

USER NAME = ksnider	DESIGNED - KMS	REVISED -	
	CHECKED - JHG	REVISED -	
PLOT SCALE = NA	DRAWN - KMS	REVISED -	
PLOT DATE = 2/6/2025	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (3 OF 12)
STRUCTURE NO. 101-N7011

SHEET 17 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	847
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

2/6/2025 1:38:21 PM

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 3/13/24

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Noise wall LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, W 1/2, SEC. 2, TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 44.84"
Longitude -88° 58' 34.62"
Northing 2,028,267.6270
Easting 2,618,973.4950

BORING NO. B-7
Station 2678+00
Offset 120.00ft Rt
Ground Surface Elev. 782.50 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Northing and Easting were calculated using the ILHP-WF coordinate system

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM	780.50			0.6 P	28.5
MEDIUM brown SILTY CLAY LOAM	779.00		1 2 4	0.8 B	30.4
SOFT brown SANDY LOAM TILL	776.50	-5	3 4 5	0.4 P	17.6
VERY SOFT light brown SANDY LOAM TILL	774.00		0 1 2	0.2 P	16.3
STIFF tan SANDY LOAM TILL	771.50	-10	4 5 9	1.1 S	8.5
VERY DENSE tan SANDY LOAM TILL	769.00		23 27 38	4.5 P	7.7
VERY DENSE tan SANDY LOAM TILL	766.50	-15	18 29 84		6.8
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 3/13/24

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Noise wall LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, W 1/2, SEC. 2, TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 46.38"
Longitude -88° 58' 32.87"
Northing 2,028,424.7025
Easting 2,619,102.6796

BORING NO. B-8
Station 2680+00
Offset 124.00ft Rt
Ground Surface Elev. 778.50 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Northing and Easting were calculated using the ILHP-WF coordinate system

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM	776.50			0.5 P	23.6
MEDIUM brown SILTY CLAY LOAM	775.00		2 2 4	0.9 B	27.8
SOFT light brown SANDY LOAM	772.50	-5	1 2 3	0.4 B	19.9
MEDIUM tan SANDY LOAM TILL	770.00		1 1 4	0.5 B	12.5
VERY STIFF tan SANDY LOAM TILL	767.50	-10	15 7 15	2.2 S	8.9
HARD/VERY DENSE tan SANDY LOAM TILL	764.50		17 27 38	6.3 S	7.6
VERY DENSE tan DRY FINE SAND	762.50	-15	25 28 31		3.4
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 3/12/24

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Noise wall LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, W 1/2, SEC. 2, TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 48.24"
Longitude -88° 58' 31.80"
Northing 2,028,614.2326
Easting 2,619,180.7540

BORING NO. B-9
Station 2682+00
Offset 65.00ft Rt
Ground Surface Elev. 795.10 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt	794.10				
MEDIUM gray SILTY CLAY LOAM	793.10			0.8 P	18.8
STIFF gray SILTY CLAY LOAM	791.60		2 3 4	1.0 B	22.3
MEDIUM gray SILTY CLAY LOAM	789.10	-5	2 3 4	0.6 B	25.6
SOFT gray SILTY CLAY LOAM	786.60		0 1 3	0.3 B	26.4
SOFT gray/tan SANDY LOAM	784.10	-10	0 2 3	0.4 P	19.2
SOFT light brown SANDY LOAM	781.60		1 2 3	0.4 B	18.3
STIFF light brown SANDY CLAY LOAM	779.10	-15	2 3 4	1.1 B	16.0
End of Boring		-20			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 1/5/24

ROUTE FAI 39 DESCRIPTION P92-111-06 - Various sign trusses, Mulford Rd. and Harrison Ave. LOGGED BY W. Garza

SECTION (201-3)K LOCATION Cherry Valley, NE 1/4 10, SE 1/4 3, SW 1/4, N 1/2 2, SEC. , TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO.
Station

Latitude 42° 13' 53.37"
Longitude -88° 58' 25.07"
Northing 2,029,140.9638
Easting 2,619,679.3870

BORING NO. ST-5
Station 2689+00
Offset 140.00ft Rt of CL
Ground Surface Elev. 774.10 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 749.6 ft ▼
Upon Completion 749.6 ft ▽
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM	772.10			0.8 P	21.0
SOFT brown SANDY LOAM with SAND LENS	770.10		2 3 4	0.3 B	19.0
MEDIUM tan SANDY GRAVEL 5' Run	768.10	-5	7 5 8		
DENSE tan MEDIUM SAND 5' Run	761.10	-10	10 16 30		11.0
VERY DENSE tan MEDIUM SAND with SANDY LOAM LENS 5' Run	758.10	-15	26 100 for 9"		4.0
		-20	12		
HARD tan SANDY LOAM TILL with SAND LENS	753.10		28 34	6.6 S	7.0
5' Run *(continued)*					
STIFF tan SANDY LOAM TILL with SAND LENS	748.10	-25	15 19 23	2.1 S	9.0
End of Boring		-30			
		-35			
		-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/6/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-12
Station 2691+99.79
Offset 100.9 ft RT
Ground Surface Elev. 775.92 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 763.9 ft ▼
Upon Completion 762.4 ft ▽
After Hrs. ft

	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
Broken Concrete					
	773.9				
SOFT brown DIRTY SAND			4		
			6	0.4	12
			6	P	
	771.4				
MEDIUM tan SAND with MEDIUM GRAVEL		-5	5		
			7		
			8		
	768.9				
VERY STIFF tan SANDY LOAM TILL			7		
			11	2.1	9
			11	P	
	766.4				
DENSE tan SANDY LOAM TILL		-10	15		
			20		
			22		
	763.9 ▼				
HARD light gray SANDY LOAM TILL with MEDIUM SAND LENS			15		
			13	4.5	10
	▽		25	P	
	761.4				
VERY DENSE tan SANDY LOAM TILL		-15	30		
			100/11"		
	759.9		-		
End of Boring					
		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/7/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-13
Station 2693+93.27
Offset 91.0 ft RT
Ground Surface Elev. 774.15 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 762.2 ft ▼
Upon Completion ft
After Hrs. ft

	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
MEDIUM broWN SILTY CLAY LOAM				0.5	18
				P	
	772.2				
SOFT brown SANDY LOAM			3		
			4	0.3	20
			4	P	
	769.7				
MEDIUM tan SANDY LOAM TILL		-5	3		
			4	0.9	12
			6	P	
	767.2				
VERY STIFF tan SANDY LOAM TILL with SAND LENS			7		
			8	2.8	9
			10	P	
	764.7				
STIFF tan SANDY LOAM TILL with MEDIUM SAND LENS		-10	4		
			6	1.1	9
			12	B	
	762.2 ▼				
VERY DENSE tan MOIST FINE SAND			17		
			27		
			38		
	759.7				
VERY DENSE tan SANDY LOAM TILL with MOIST SAND LENS		-15	25		
			37		
	758.2		51		
End of Boring					
		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/7/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-14
Station 2695+91.87
Offset 101.2 ft RT
Ground Surface Elev. 770.41 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
MEDIUM brown SANDY LOAM				0.5 P	18
	768.4				
VERY STIFF tan SANDY LOAM TILL			2 3 4	0.6 P	17
	765.9				
DENSE tan SANDY LOAM TILL with SAND LENS		-5	2 3 5	0.7 B	24
	763.4				
VERY DENSE tan SANDY LOAM TILL			3 4 8	0.8 S	9
	760.9				
VERY DENSE tan SANDY LOAM TILL		-10	8 6 7	0.8 B	13
	758.4				
VERY DENSE tan SANDY LOAM TILL			5 4 9	1.0 B	13
	755.9				
VERY DENSE tan SANDY LOAM TILL		-15	2 3 6	1.1 B	13
	754.4				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/7/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-15
Station 2697+89.81
Offset 101.3 ft RT
Ground Surface Elev. 766.14 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
DRY brown SILTY CLAY LOAM					14
	764.1				
MEDIUM brown SANDY GRAVEL			3 4 7	0.9 B	18
	761.6				
SOFT light brown DIRTY FINE SAND		-5	3 5 4	0.3 P	16
	759.1				
MEDIUM tan/brown SILTY CLAY LOAM			2 1 3	0.6 B	27
	756.6				
VERY SOFT tan SILTY LOAM		-10	1 2 3	0.2 B	29
	754.1				
MEDIUM brown/tan MOIST FINE SAND BOTTON 4" WITH GRAVEL			3 12 14		
	751.6				
MEDIUM tan DIRTY SANDY GRAVEL		-15	15 19 8		
	750.1				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

USER NAME = ksnider	DESIGNED - KMS	REVISED -	
	CHECKED - JHG	REVISED -	
PLOT SCALE = NA	DRAWN - KMS	REVISED -	
PLOT DATE = 2/6/2025	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (7 OF 12)
STRUCTURE NO. 101-N7011

SHEET 21 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	851

CONTRACT NO. 64C24

ILLINOIS FED. AID PROJECT

2/6/2025 1:38:45 PM

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/7/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-16
Station 2699+83.62
Offset 96.5 ft RT
Ground Surface Elev. 768.87 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
MEDIUM brown LOAM				0.8 P	12
	766.9				
VERY SOFT brown SILTY CLAY LOAM			2		
			2 3	0.2 B	23
	764.4				
MEDIUM tan SANDY LOAM TILL		-5	1		
			3 5	0.8 B	10
	761.9				
VERY STIFF tan SANDY LOAM TILL			7		
			7 9	2.3 P	8
	759.4				
VERY STIFF tan SANDY LOAM TILL with FINE SAND LENS		-10	7		
			8 8	3.1 P	8
	756.9				
DENSE tan SANDY LOAM TILL with SAND LENS			18		
			17 24		7
	754.4				
VERY DENSE tan SANDY LOAM TILL with SAND LENS		-15	18		
			23 30		
	752.9				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/7/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-17
Station 2701+81.28
Offset 96.8 ft RT
Ground Surface Elev. 759.45 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
STIFF brown SILTY CLAY LOAM				1.5 P	7
	757.5				
LOOSE brown FINE SAND			2		
			2 4		
	755.0				
LOOSE brown DIRTY FINE SAND		-5	3		
			3 5	0.3 P	17
	752.5				
MEDIUM brown SANDY LOAM			2		
			2 6	0.5 B	21
	750.0				
VERY SOFT brown SANDY LOAM with FINE SAND LENS		-10	7		
			7 8	0.2 P	17
	747.5				
MEDIUM tan VERY FINE SILTY SAND			5		
			7 7		21
	745.0				
LOOSE tan FINE SAND		-15	3		
			4 4		
	743.5				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

USER NAME = ksnider	DESIGNED - KMS	REVISED -	
	CHECKED - JHG	REVISED -	
PLOT SCALE = NA	DRAWN - KMS	REVISED -	
PLOT DATE = 2/6/2025	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (8 OF 12)
STRUCTURE NO. 101-N7011
SHEET 22 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	852
		CONTRACT NO. 64C24		
		ILLINOIS FED. AID PROJECT		

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Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/13/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-18
Station 2703+83.00
Offset 101.6 ft RT
Ground Surface Elev. 754.44 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 739.4 ft ▼
Upon Completion 739.4 ft ▽
After Hrs. ft

	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM				0.8 P	19
MEDIUM tan SANDY LOAM	752.4		3 4 5	0.8 P	17
STIFF tan/light gray SANDY LOAM with SAND LENS	749.9	-5	5 6 5	1.0 P	15
MEDIUM tan SANDY LOAM with SAND LENS	747.4		3 3 5	0.8 B	16
MEDIUM tan FINE SAND DRY	744.9	-10	5 8 11		
DENSE tan SANDY GRAVEL	742.4		10 16 18		
MEDIUM tan SANDY GRAVEL with FINE SAND LENS	739.9	▼-15	6 10 16		
End of Boring	738.4	-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/14/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-19
Station 2705+75.72
Offset 60.4 ft RT
Ground Surface Elev. 760.06 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF gray SILTY CLAY LOAM				1.2 P	16
SOFT brown SANDY LOAM	758.1		2 2 3	0.4 P	20
MEDIUM gray SANDY LOAM	755.6	-5	2 3 4	0.7 B	18
VERY STIFF tan SANDY LOAM	753.1		8 7 8	3.1 P	10
VERY STIFF tan SANDY LOAM	750.6	-10	5 7 9	2.8 P	8
STIFF light brown SANDY CLAY LOAM	748.1		3 6 9	1.3 B	16
STIFF gray CLAY LOAM	745.6	-15	3 6 10	1.7 B	18
End of Boring	744.1	-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\SN W7011_Wall 8-10\D264C24-101W7011-sht-soilbrg9.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800

USER NAME = ksnider	DESIGNED - KMS	REVISED -	
	CHECKED - JHG	REVISED -	
PLOT SCALE = NA	DRAWN - KMS	REVISED -	
PLOT DATE = 2/6/2025	CHECKED - JHG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (9 OF 12)
STRUCTURE NO. 101-N7011
SHEET 23 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)R & (4-1, 5)R	WINNEBAGO	1685	853
		CONTRACT NO. 64C24		
		ILLINOIS FED. AID PROJECT		

2/6/2025 1:38:57 PM

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/14/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-20
Station 2707+83.99
Offset 73.1 ft RT
Ground Surface Elev. 760.95 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
MEDIUM brown SILTY CLAY LOAM				0.5 P	16
	759.0				
MEDIUM tan/gray SILTY CLAY LOAM			2 3 3	0.8 P	
	756.5				
VERYR STIFF tan SANDY LOAM TILL		-5	4 8 8	2.8 P	7
	754.0				
VERY STIFF gray CLAY LOAM			6 6 11	3.9 B	17
	751.5				
VERY DENSE tan SANDY LOAM TILL		-10	30/3" - -		7
Hard drilling					
	749.0				
STIFF gray SANDY LOAM TILL			7 6 8	1.8 B	15
	746.5				
VERY STIFF gray SANDY CLAY LOAM		-15	4 6 9	3.1 B	11
	745.0				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 3/12/24

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Noise wall LOGGED BY W. Garza

SECTION (201-3)K & (4-1,5)R LOCATION Cherry Valley, W 1/2, SEC. 2, TWP. 43N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

Latitude 42° 14' 09.42" Northing 2,030,783.5684
Longitude -88° 58' 07.97" Easting 2,620,942.9599

STRUCT. NO.
Station

BORING NO. B-21
Station 2710+00
Offset 90.00ft Rt
Ground Surface Elev. 764.30 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
Asphalt shoulder					
	763.30			0.2 P	9.0
VERY SOFT tan SANDY LOAM					
	762.30				
MEDIUM light brown SANDY LOAM			6 8 9	0.8 S	11.5
	760.80				
VERY STIFF tan SANDY LOAM TILL Fill		-5	9 13 14	2.3 S	7.5
	758.30				
STIFF tan SANDY LOAM TILL Fill			2 5 6	1.3 B	7.9
	755.80				
STIFF tan SANDY LOAM TILL Fill		-10	4 6 8	1.3 P	10.4
	753.30				
STIFF gray SANDY LOAM			6 5 10	1.7 B	10.0
	750.80				
No Recovery		-15	9 10 12		
	748.30				
End of Boring		-20			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/14/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-22
Station 2711+80.26
Offset 91.7 ft RT
Ground Surface Elev. 769.76 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
SOFT tan SANDY LAOM				0.4 P	10
	767.8				
VERY STIFF tan SADNY LOAM			2		
			4 6	3.8 P	10
	765.3				
MEDIUM tan SANDY LOAM TILL with SANDY GRAVEL LENS		-5	6		
			7 11	0.7 B	10
	762.8				
VERY STIFF tan SANDY LOAM TILL			8		
			7 9	2.2 S	8
	760.3				
VERY STIFF tan SANDY LOAM TILL		-10	7		
			8 8	3.0 P	7
	757.8				
STIFF tan SANDY LOAM TILL			3		
			8 13	1.7 S	11
	755.3				
VERY STIFF gray SANDY CLAY LOAM with SAND LENS		-15	3		
			4 5	2.5 B	15
	753.8				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/14/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-23
Station 2713+70.42
Offset 108.8 ft RT
Ground Surface Elev. 775.66 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
MEDIUM light brown LOAM				0.5 P	8
	773.7				
VERY STIFF tan SANDY LOAM TILL			5		
			5 6	2.3 S	8
	771.2				
MEDIUM tan SANDY LOAM		-5	3		
			3 7	0.6 B	11
	768.7				
STIFF tan SANDY LOAM			5		
			4 7	1.1 S	9
	766.2				
VERY STIFF light brown SANDY CLAY LOAM		-10	3		
			5 7	2.1 B	11
	763.7				
VERY STIFF gray SANDY CLAY LOAM			2		
			4 6	2.1 B	15
	761.2				
STIFF tan SANDY LOAM TILL		-15	3		
			4 6	1.7 S	8
	759.7				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/14/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-24
Station 2715+81.64
Offset 132.0 ft RT
Ground Surface Elev. 781.80 ft

Surface Water Elev. ft
Stream Bed Elev. ft

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

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
MEDUIM brown SANDY LOAM				0.8 P	9
	779.8				
VERY STIFF taN SANDY LOAM TILL			7		
			6 4	3.6 P	9
	777.3				
VERY STIFF gray SANDY CLAY LOAM		-5	3		
			4 4	2.3 P	17
	774.8				
MEDIUM tan SANDY LOAM TILL			5		
			5 8	0.6 B	10
	772.3				
STIFF tan SANDY LOAM TILL		-10	4		
			6 5	1.8 S	9
	769.8				
VERY STIFF brown SANDY CLAY LOAM			6		
			7 8	2.7 B	12
	767.3				
VERY STIFF gray SILTY CLAY LOAM		-15	4		
			6 8	2.7 B	18
	765.8				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/14/23

ROUTE FAI 39 DESCRIPTION P92-111-06- Noise wall from Perryville Road to Harrison Avenue LOGGED BY W.Garza

SECTION (201-3)K LOCATION Cherry Valley, SW 1/4 2, N 1/2 2,

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.
Station

BORING NO. B-25
Station 2718+08.74
Offset 143.4 ft RT
Ground Surface Elev. 788.14 ft

Surface Water Elev. ft
Stream Bed Elev. ft

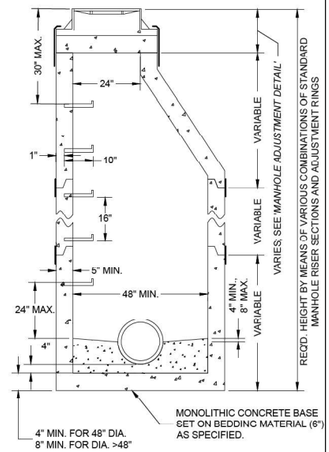
Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

Description	Elev.	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
MEDIUM tan SANDY LOAM				0.5 P	9
	786.1				
STIFF tan SANDY LOAM TILL			8		
			10 13	1.5 S	9
	783.6				
VERY STIFF tan/gray SANDY CLAY LOAM		-5	8		
			10 11	3.7 B	14
	781.1				
VERY STIFF brown SANDY CLAY LOAM			4		
			6 11	2.7 B	13
	778.6				
STIFF tan SANDY LOAM TILL		-10	5		
			4 5	1.7 S	8
	776.1				
VERY STIFF tan SANDY LOAM TILL			15		
			14 12	2.9 P	7
	773.6				
VERY STIFF tan SANDY LOAM TILL		-15	12		
			12 16	2.8 P	7
	772.1				
End of Boring		-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

NOTES:
1. THE MAX. DROP FROM THE INVERT OF ANY PIPE TO THE CONCRETE CHANNEL UNDER THAT PIPE SHALL BE 8".
2. MANHOLES LOCATED OUTSIDE OF PUBLIC RIGHT-OF-WAY SHALL BE MARKED WITH A STEEL FENCE POST AS DIRECTED.
3. ALL NEW MANHOLES SHALL BE VACUUM TESTED PER A.S.T.M. C-1244 PRIOR TO ACCEPTANCE.
4. ALL BARREL JOINTS SHALL BE SEALED WITH 3 ½" x ⅜" PRE-FORMED RUBBER BUTYL JOINT SEALANT ON THE LOWER SHIPLAP.
5. ALL BARREL JOINTS SHALL BE SEALED WITH AN EXTERNAL BARREL SEAL CENTERED ON THE JOINT (MAR MAC MACWRAP, OR APPROVED EQUAL)
6. MANHOLE STRUCTURE SHALL BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE MANHOLE RISER SECTIONS IN ACCORDANCE WITH A.S.T.M. C478-90 OR THE LATEST DESIGNATION.
7. PRECAST FLAT TOPS ARE NOT APPROVED FOR USE.
8. SEE '*MANHOLE ADJUSTMENT DETAIL*' FOR ADJUSTMENT REQUIREMENTS.
9. PIPE CONNECTIONS TO NEW MANHOLES SHALL BE MADE BY MEANS OF EITHER RUBBER GASKET SEAL (A-LOK OR APPROVED EQUAL) CONFORMING TO ASTM C-923 CAST INTEGRALLY IN MANHOLE WALL, OR RUBBER GASKET SEAL AND STAINLESS STEEL CLAMP (PSX SERIES SIX OR APPROVED EQUAL) CONFORMING TO ASTM C 923. FOR PIPE CONNECTIONS WITH A DEPTH OF >20 FT., A RUBBER GASKET SEAL (A-LOK OR APPROVED EQUAL) CONFORMING TO ASTM C-923 CAST INTEGRALLY IN MANHOLE WALL SHALL BE USED.
10. PIPE CONNECTIONS TO EXISTING MANHOLES SHALL BE MADE BY MEANS OF CORE DRILLING MANHOLE WALL AND INSTALLING RUBBER GASKET SEAL AND STAINLESS STEEL CLAMP (PSX SERIES SIX OR APPROVED EQUAL) CONFORMING TO ASTM C-923.
11. THE MAXIMUM DISTANCE FROM ANY INLET PIPE INVERT TO THE OUTLET PIPE INVERT SHALL BE 2'. DISTANCES GREATER THAN 2' WILL REQUIRE AN INSIDE DROP CONNECTION PER '*INSIDE DROP CONNECTION DETAIL*'.
12. MANHOLE STEPS SHALL BE NEENAH R-1982-F OR M.A. IND. PS-1 OR APPROVED EQUAL INSTALLED AT 16" CENTERS, ORIENTED ABOVE THE OUTLET PIPE UNLESS OTHERWISE SPECIFIED. FOR MANHOLES WITH INSIDE DROP ASSEMBLIES, STEPS IN THE MANHOLE BASE SECTION SHALL BE INSTALLED IN THE FIELD AND NOT CAST IN PLACE. IN THIS CASE, THE ORIENTATION OF THE CONE SHALL BE AS DIRECTED BY FRSA.
13. THE TOP HALF OF INLET & OUTLET PIPES SHALL BE CUT FLUSH WITH THE MANHOLE WALL. HYDRAULIC CEMENT (XYPEX PATCH N PLUG OR APPROVED EQUAL) SHALL BE PLACED IN THE ENTIRE VOID BETWEEN PIPES AND MANHOLE OPENINGS.



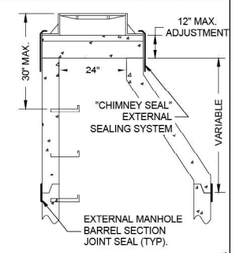
STANDARD MANHOLE DETAIL
('*MANHOLE ADJUSTMENT DETAIL*' SHALL APPLY)

rev. 5/1/23

NOTES:
1. MANHOLE FRAMES & LIDS SHALL BE PER THE TABLE BELOW.
2. FOR MANHOLES CONNECTED TO MAINS 18" DIAMETER OR LARGER, OR FOR MANHOLES LOCATED IN FLOOD PRONE AREAS, FRAMES & LIDS SHALL BE THE BOLT DOWN TYPE.
3. ALLOWABLE TYPES OF ADJUSTING RINGS INCLUDE PRECAST CONCRETE (4" HEIGHT MIN.), & EXPANDED POLYPROPYLENE (EPP). THESE CAN BE USED IN CONJUNCTION WITH EACH OTHER, EXCEPT THAT A PRECAST RING SHALL NOT BE PLACED OVER AN EPP RING.
4. FOR PRECAST ADJUSTING RINGS, ALL ADJUSTING RING JOINTS AS WELL AS THE FRAME TO ADJUSTING RING JOINT SHALL BE SEALED WITH TWO 1" BEADS OF PRE-FORMED RUBBER BUTYL JOINT SEALANT. WHEN A FRAME REQUIRES PITCHING, EPP TAPER RINGS SHALL BE USED PER NOTE 5.
5. FOR EPP ADJUSTING RINGS, RINGS SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S INSTRUCTIONS. WHEN A FRAME REQUIRES PITCHING, THE TOP RING SHALL BE A TAPERED ADJUSTMENT RING PER MANUFACTURER'S INSTRUCTIONS.
6. NO TARRING OR GROUTING IS ALLOWED ON THE INSIDE OF MANHOLE OR ADJUSTMENT JOINTS.
7. MAXIMUM MANHOLE ADJUSTMENT IS 12". MINIMUM ADJUSTMENT IS 4" UNLESS OFF ROAD OR IN CURB & GUTTER ROADWAY.
8. MANHOLE FRAMES SHALL BE SET ¼" MIN. TO ⅜" MAX. BELOW PAVED SURFACES, AND AT FINAL GRADE IN TURF AREAS.
9. WHEN ADJUSTING EXISTING MANHOLES, THE ENTIRE EXISTING ADJUSTMENT SHALL BE REMOVED AND REPLACED.
10. THE COMBINATION OF NEW ADJUSTING RINGS SHALL BE SUCH THAT THE MINIMUM NUMBER OF RINGS POSSIBLE ARE USED.
11. FLAT-TOPS ARE NOT PERMITTED ON 4' OR 5' DIA. MANHOLES.
12. REPLACEMENT OF EXISTING BARREL SECTIONS MAY BE REQUIRED TO MEET THE ABOVE REQUIREMENTS.
13. MANHOLE ADJUSTMENT INSERT RISER RINGS ARE NOT APPROVED FOR USE.

APPROVED FRAME & LID TABLE

TYPE	NEENAH FRAME	NEENAH LID	EAST JORDAN FRAME	EAST JORDAN LID
REGULAR	1670-2004	R-1670-0358	00111711	00111732
LOW PROFILE	1670-2008	R-1670-0358	---	---
BOLT DOWN	1915JT08			



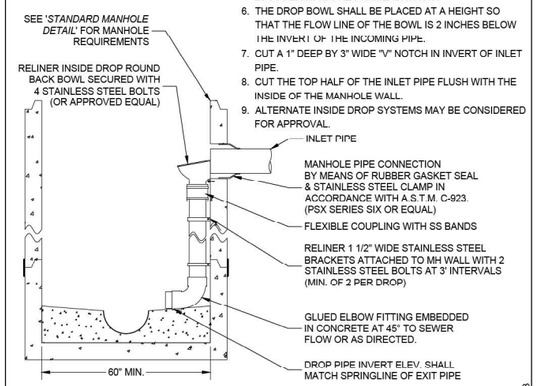
MANHOLE ADJUSTMENT DETAIL
(FOR ADJUSTMENT OF BOTH NEW & EXISTING MANHOLES)

rev. 5/1/23

DROP BOWL & DROP PIPE SIZING TABLE

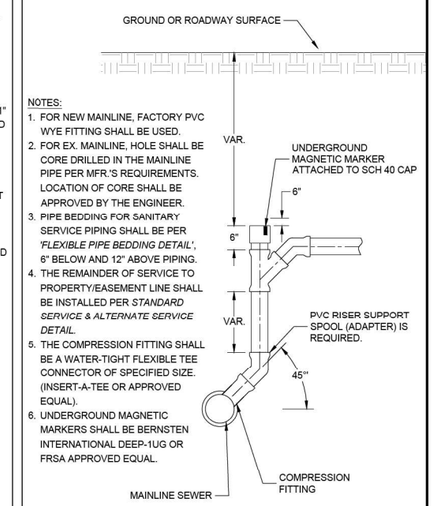
INLET PIPE DIA.	DROP PIPE DIA. (MIN.)
4-6 INCH	4 INCH
8 INCH	6 INCH
10 INCH	8 INCH
>10 INCH	*
* PER MFG. OR AS DIRECTED BY FRSA	

NOTES:
1. INSIDE DROP TYPE MANHOLES SHALL BE 5' MIN. INSIDE DIA.
2. ALL INSIDE DROP CONNECTIONS FOR SERVICES AND COLLECTOR SEWERS SHALL USE THE DROP AS MFG. BY RELINER-DURAN INC., OR EQUAL.
3. SEE TABLE FOR DROP BOWL AND DROP PIPE SIZES.
4. ALL INSIDE DROP PIPING SHALL BE PVC SDR35 ASTM-D3034.
5. ATTACH THE ROUND BACK DROP BOWL AND EACH CLAMPING BRACKET TO THE MANHOLE WALL WITH ⅜" x 1" MIN. STAINLESS STEEL BOLTS AND EPOXY IMPREGNATED LUGS PER MFR.'S RECOMMENDATIONS.
6. THE DROP BOWL SHALL BE PLACED AT A HEIGHT SO THAT THE FLOW LINE OF THE BOWL IS 2 INCHES BELOW THE INVERT OF THE INCOMING PIPE.
7. CUT A 1" DEEP BY 3" WIDE "V" NOTCH IN INVERT OF INLET PIPE.
8. CUT THE TOP HALF OF THE INLET PIPE FLUSH WITH THE INSIDE OF THE MANHOLE WALL.
9. ALTERNATE INSIDE DROP SYSTEMS MAY BE CONSIDERED FOR APPROVAL.



INSIDE DROP CONNECTION DETAIL
('*STANDARD MANHOLE DETAIL*' SHALL APPLY)

rev. 5/1/23

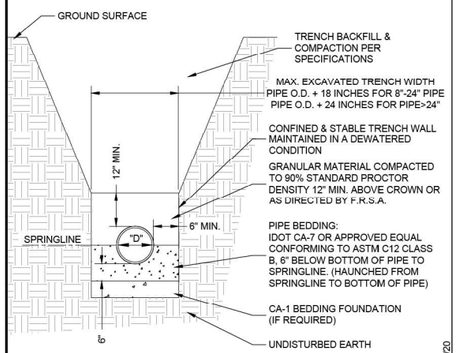


NOTES:
1. FOR NEW MAINLINE, FACTORY PVC WYE FITTING SHALL BE USED.
2. FOR EX. MAINLINE, HOLE SHALL BE CORE DRILLED IN THE MAINLINE PIPE PER MFR.'S REQUIREMENTS. LOCATION OF CORE SHALL BE APPROVED BY THE ENGINEER.
3. PIPE BEDDING FOR SANITARY SERVICE PIPING SHALL BE PER '*FLEXIBLE PIPE BEDDING DETAIL*', 6" BELOW AND 12" ABOVE PIPING.
4. THE REMAINDER OF SERVICE TO PROPERTY/EASEMENT LINE SHALL BE INSTALLED PER *STANDARD SERVICE & ALTERNATE SERVICE DETAIL*.
5. THE COMPRESSION FITTING SHALL BE A WATER-TIGHT FLEXIBLE TEE CONNECTOR OF SPECIFIED SIZE. (INSERT-A-TEE OR APPROVED EQUAL).
6. UNDERGROUND MAGNETIC MARKERS SHALL BE BERNSTEN INTERNATIONAL DEEP-1UG OR FRSA APPROVED EQUAL.

VERTICAL SERVICE RISER DETAIL
(FOR MAINLINE DIA. 8" - 18"; CONNECTION TO >18" MAIN PROHIBITED)

rev. 5/1/23

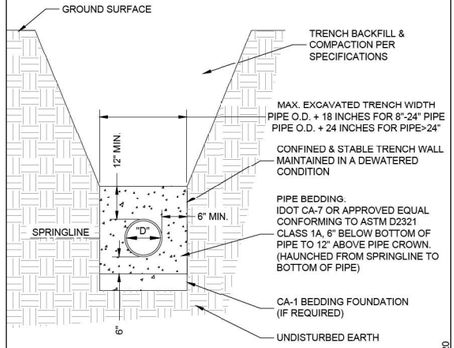
NOTES:
1. REASONABLE CARE SHALL BE USED WHEN BACKFILLING OVER SEWER. NO MATERIALS SUCH AS ROCKS OR BOULDERS SHALL BE PLACED WITHIN 24" OF THE CROWN OF THE PIPE. NO MATERIAL LARGER THAN 6" DIA. SHALL BE USED IN THE BACKFILL.
2. LOOSE MATERIAL SHALL BE REMOVED OR COMPACTED PRIOR TO PLACING PIPE BEDDING.
3. BEDDING SHALL BE WELL HAUNCHED ALONG PIPE TO ENSURE VOIDS ARE ELIMINATED.



RIGID PIPE BEDDING DETAIL

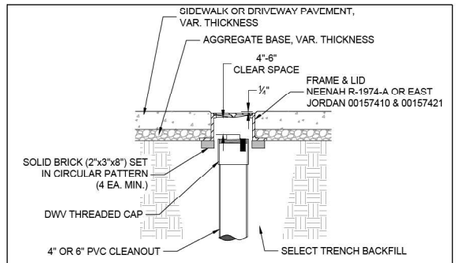
rev. 3/11/20

NOTES:
1. REASONABLE CARE SHALL BE USED WHEN BACKFILLING OVER SEWER. NO MATERIALS SUCH AS ROCKS OR BOULDERS SHALL BE PLACED WITHIN 24" OF THE CROWN OF THE PIPE. NO MATERIAL LARGER THAN 6" DIA. SHALL BE USED IN THE BACKFILL.
2. LOOSE MATERIAL TO BE REMOVED OR COMPACTED PRIOR TO PLACING PIPE BEDDING.
3. BEDDING SHALL BE WELL HAUNCHED ALONG PIPE TO ENSURE VOIDS ARE ELIMINATED.



FLEXIBLE PIPE BEDDING DETAIL

rev. 3/11/20

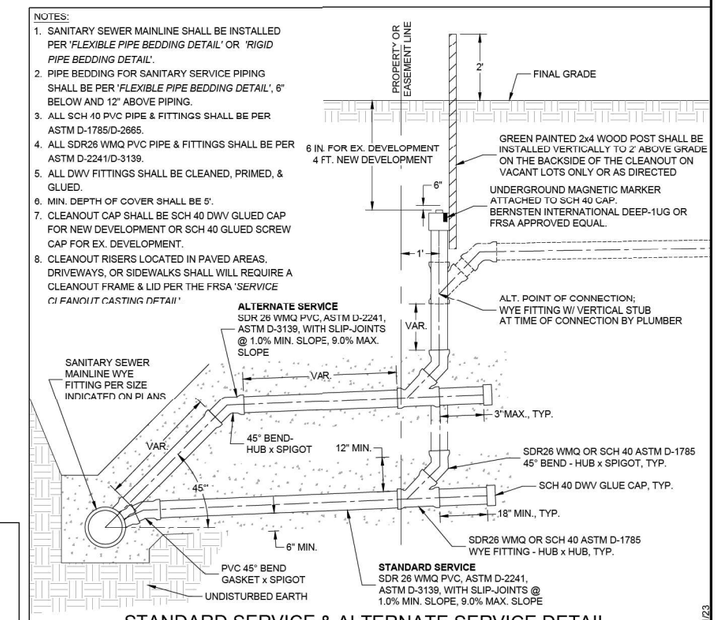


NOTES:
1. SERVICE CLEANOUT CASTINGS ARE REQUIRED FOR ALL CLEANOUTS LOCATED IN PAVED AREAS, DRIVEWAYS, OR SIDEWALKS.
2. THE LOCATION OF THE CLEANOUT SHALL BE APPROVED BY FOUR RIVERS SANITATION AUTHORITY (FRSA).
3. THE FRAME SHALL BE SET ON BRICKS THAT ARE PLACED IN A CIRCULAR PATTERN THE ENTIRE CIRCUMFERENCE OF THE FRAME. THE BRICKS SHALL BE SET ON COMPACTED TRENCH BACKFILL.
4. THE FRAME SHALL BE SET TO AN ELEVATION THAT PROVIDES 4"-6" CLEAR SPACE BETWEEN THE TOP OF THE CLEANOUT CAP AND THE BOTTOM OF THE CASTING LID.
5. THE CONTRACTOR SHALL ENSURE THAT THE CLEANOUT CAP CAN BE UNSCREWED AND REMOVED AND REPLACED WITHOUT HINDRANCE.
6. THE FRAME SHALL BE SET ¼" MIN. TO ⅜" MAX. BELOW FINAL PAVEMENT ELEVATION.

SERVICE CLEANOUT CASTING DETAIL

rev. 6/1/22

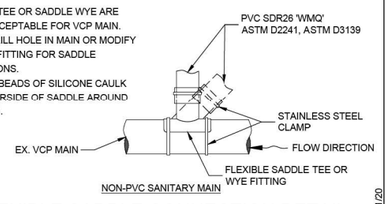
NOTES:
1. SANITARY SEWER MAINLINE SHALL BE INSTALLED PER '*FLEXIBLE PIPE BEDDING DETAIL*' OR '*RIGID PIPE BEDDING DETAIL*'.
2. PIPE BEDDING FOR SANITARY SERVICE PIPING SHALL BE PER '*FLEXIBLE PIPE BEDDING DETAIL*', 6" BELOW AND 12" ABOVE PIPING.
3. ALL SCH 40 PVC PIPE & FITTINGS SHALL BE PER ASTM D-1785/D-2665.
4. ALL SDR26 WMQ PVC PIPE & FITTINGS SHALL BE PER ASTM D-2241/D-3139.
5. ALL DWV FITTINGS SHALL BE CLEANED, PRIMED, & GLUED.
6. MIN. DEPTH OF COVER SHALL BE 5'.
7. CLEANOUT CAP SHALL BE SCH 40 DWV GLUED CAP FOR NEW DEVELOPMENT OR SCH 40 GLUED SCREW CAP FOR EX. DEVELOPMENT.
8. CLEANOUT RISERS LOCATED IN PAVED AREAS, DRIVEWAYS, OR SIDEWALKS SHALL WILL REQUIRE A CLEANOUT FRAME & LID PER THE FRSA '*SERVICE CLEANOUT CASTING DETAIL*'.



STANDARD SERVICE & ALTERNATE SERVICE DETAIL
(FOR MAINLINE DIA. 8" - 18"; CONNECTION TO >18" MAIN PROHIBITED)

rev. 5/1/23

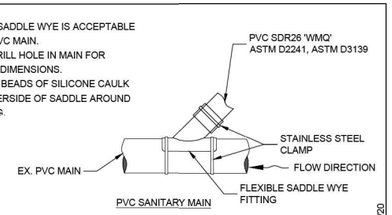
NOTES:
1. SADDLE TEE OR SADDLE WYE ARE BOTH ACCEPTABLE FOR VCP MAIN.
2. CORE DRILL HOLE IN MAIN OR MODIFY EX. VCP FITTING FOR SADDLE DIMENSIONS.
3. APPLY 2 BEADS OF SILICONE CAULK TO UNDERSIDE OF SADDLE AROUND OPENING.



FLEXIBLE SADDLE CONNECTION DETAIL
(FOR SERVICE CONNECTIONS TO NON-PVC SANITARY MAINS LESS THAN 18" DIA.)

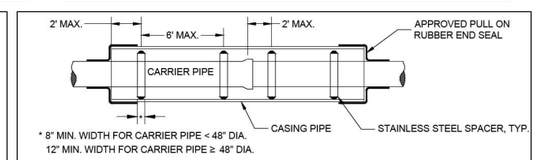
rev. 3/11/20

NOTES:
1. ONLY A SADDLE WYE IS ACCEPTABLE FOR A PVC MAIN.
2. CORE DRILL HOLE IN MAIN FOR SADDLE DIMENSIONS.
3. APPLY 2 BEADS OF SILICONE CAULK TO UNDERSIDE OF SADDLE AROUND OPENING.



FLEXIBLE SADDLE CONNECTION DETAIL
(FOR SERVICE CONNECTIONS TO PVC SANITARY MAINS LESS THAN 18" DIA.)

rev. 3/11/20



* 8" MIN. WIDTH FOR CARRIER PIPE < 48" DIA.
12" MIN. WIDTH FOR CARRIER PIPE ≥ 48" DIA.

NOTES:
1. CASING END SEALS & SPACERS SHALL BE AS MFD. BY CASCADE MFG., OR APPROVED EQUAL.
2. FOR FLEXIBLE CARRIER PIPE, SPACING OF SPACERS TO BE AS SHOWN, OR PER MFR.'S RECOMMENDATION.
3. FOR RIGID CARRIER PIPE, SPACING SHALL BE PER MFR.'S RECOMMENDATION.

CASING & SPACER DETAIL

rev. 5/15/18

Four Rivers Sanitation Authority

FOUR RIVERS SANITATION AUTHORITY
(FRSA) STANDARD DETAIL SHEET
(NOT TO SCALE)
3501 KISHWAUKEE ST.
ROCKFORD, ILLINOIS 61109 PH. (815) 387-7660

ISSUE 05/01/2023

01/05/2021 Revisions:
Modified Rigid Pipe Bedding Detail. Revised notes 1 & 2 with acceptable frames & lids. Modified notes 3, 5, & 7. Added note 8.
Revised 'Rock River Reclamation District' to 'Four Rivers Sanitation Authority'.
Inside Drop Connection Detail: Revised note 6 & 7. Added note 8.
Service Lateral Cleaning Detail: Added Fig. & Note.

MODEL: FRSA Std Det-3 [Sheet]
FILE NAME: c:\pwworking\benesch projects\projects\d0173818\D264C24-ML-Shs-FRSA Standard Detail.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-4450 Job No. 10806.00

USER NAME = agibson	DESIGNED - T. BLANK	REVISED -	
	DRAWN - T. BLANK	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/6/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR RIVERS SANITATION AUTHORITY
(FRSA) STANDARD DETAIL SHEET

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	857
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED
(DETAILS FOR CURB & GUTTER REPLACEMENT)

CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, STANDARD 606001 AND THIS DRAWING.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT. A HOLE 1-1/2 IN DIAMETER AND 9 DEEP SHALL BE DRILLED IN THE EXISTING CONCRETE CURB AS SHOWN. A 1-1/4 X 18 SMOOTH DOWEL BAR SHALL BE GROUTED IN THE HOLE LONGITUDINALLY.

JOINTS OF A TYPE SIMILAR TO THAT IN THE UNDER-LYING PAVEMENT (EXPANSION OR CONTRACTION) SHALL BE INSTALLED IN THE CONCRETE CURB IN ALIGNMENT WITH THE JOINTS IN THE PAVEMENT.

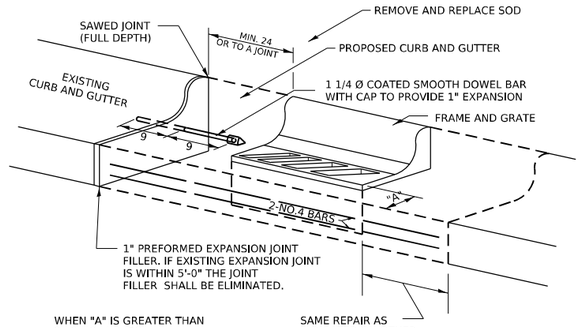
THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THAT REMOVED.

THE LOCATION OF THE DOWEL BAR SHALL BE DETERMINED BY THE ENGINEER.

ALL EXISTING TIE BARS IN EDGE OF PAVEMENT SLAB THRU REPLACEMENT AREA SHALL BE CUT OFF.

THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS AND INCLUDES THE REMOVAL AND REPLACEMENT OF SOD, CONCRETE PAVEMENT AND/OR CURB AND GUTTER ADJACENT TO CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AND SHALL BE INCLUDED IN THE PAY ITEM OF CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AS SPECIFIED.

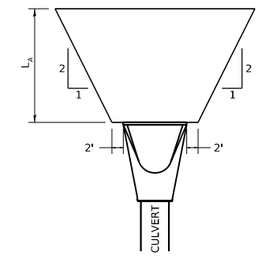
REVISED - 9-30-11



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED 17.4

RIPRAP AT END SECTIONS

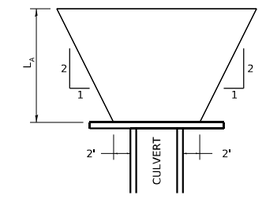


FLARED END SECTION

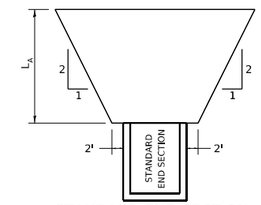
L_A = APRON LENGTH (ft)

IF THE CULVERT OUTLETS INTO A DEFINED CHANNEL, RIPRAP BANK TO BANK FOR LENGTH $(L)_A$

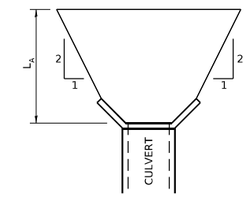
STANDARD END SECTION:
542001 (PIPE), 542011 (ELLIPTICAL)
DISTRICT STANDARD 10.1 (BOX).



CULVERT WITH HEADWALL



STANDARD END SECTION

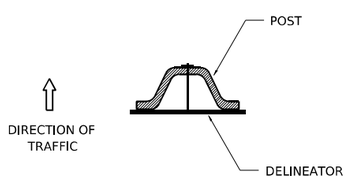


CULVERT WITH WING WALLS

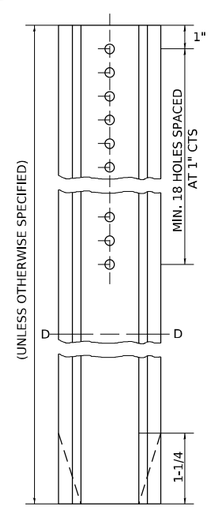
REVISED - 7-13-16
REVISED - 11-12-14
REVISED - 2-10-14

RIPRAP AT END SECTIONS 19.4

DELINEATOR AND POST ORIENTATION



SECTION D-D



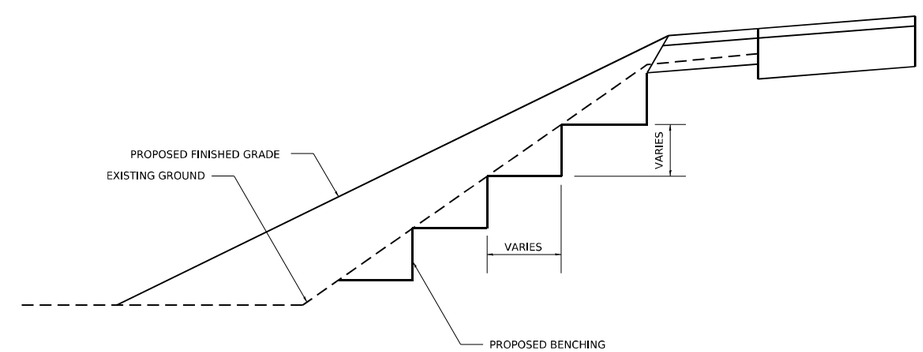
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180° . THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHECD AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-03-11

DELINEATOR AND POST ORIENTATION 37.4

TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06

TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

MODEL: STD-1 [Sheet]
FILE NAME: c:\pwworking\benesch projects\projects\d0173920\D264C24_ML-sht-STD-139.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = agibson	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/11/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

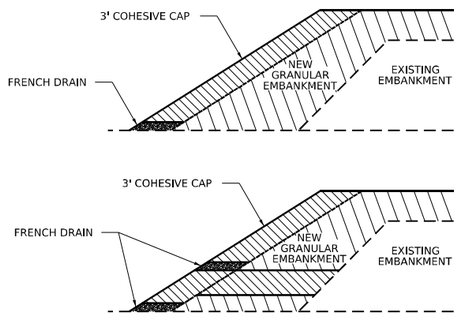
DISTRICT 2 STANDARDS

SCALE: | SHEET 1 OF 16 SHEETS | STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	858
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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

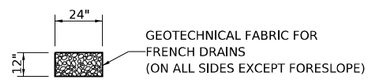
TYPICAL CONSTRUCTION OF EMBANKMENTS WITH GRANULAR MATERIAL



NOTES:

WHEN THE CONTRACTOR ELECTS TO USE A GRANULAR TYPE OF MATERIAL TO CONSTRUCT THE NEW EMBANKEMENT, A 3' THICK COHESIVE MATERIAL WILL BE REQUIRED ON THE SLOPE CONSTRUCTED CONCURRENTLY WITH THE GRANULAR EMBANKMENT LIFTS.

IF THE CONTRACTOR SWITCHES BETWEEN GRANULAR TYPES OF MATERIAL LIFTS AND COHESIVE MATERIAL LIFTS IN THE NEWER EMBANKMENT, FRENCH DRAINS SHALL BE CONSTRUCTED EVERY 250' ACCORDING TO ARTICLE 601.06. THE COST OF MATERIALS AND LABOR WILL BE INCLUDED IN THE CONTRACT UNIT PRICE OF EARTH EXCAVATION.

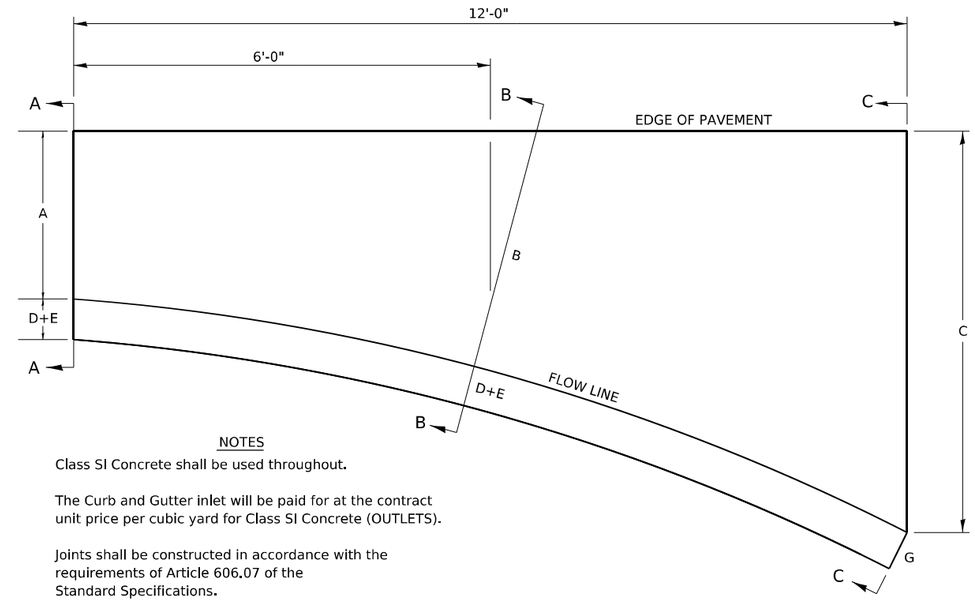


FRENCH DRAIN DETAIL

REVISED - 11-01-21

TYPICAL CONSTRUCTION OF EMBANKMENTS WITH GRANULAR MATERIAL 51.4

STANDARD INLET FOR CURB & GUTTER



NOTES

Class SI Concrete shall be used throughout.

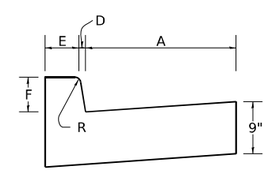
The Curb and Gutter inlet will be paid for at the contract unit price per cubic yard for Class SI Concrete (OUTLETS).

Joints shall be constructed in accordance with the requirements of Article 606.07 of the Standard Specifications.

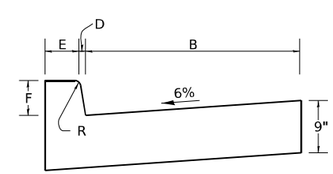
When curb and gutter is constructed adjacent to flexible pavement, a 1" expansion joint shall be installed at construction joints.

All dimensions are in inches unless otherwise noted.

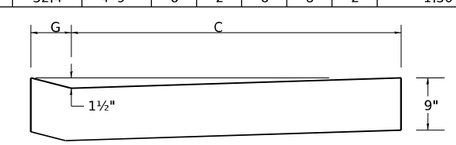
TYPE OF CURB & GUTTER	TABLE OF DIMENSIONS								CONCRETE QUANTITY A-A TO C-C (CU YDS)
	A	B	C	D	E	F	G	R	
B-6.06	6	15	4'	1	6	6	7	1	0.87
B-6.12	12	18.25	4'	1	6	6	7	1	0.95
B-6.18	18	27.25	4' 9"	1	6	6	7	1	1.18
B-6.24	24	32.4	4' 9"	1	6	6	7	1	1.30
M-4.06	6	17.8	3' 9"	4	3	4	7	3	0.75
M-4.12	12	18.25	4'	4	3	4	7	3	0.91
M-4.18	18	27.25	4' 9"	4	3	4	7	3	1.14
M-4.24	24	32.4	4' 9"	4	3	4	7	3	1.25
M-6.06	6	17.8	3' 9"	6	2	6	8	3	0.86
M-6.12	12	18.25	4'	6	2	6	8	2	0.96
M-6.18	18	27.25	4' 9"	6	2	6	8	2	1.20
M-6.24	24	32.4	4' 9"	6	2	6	8	2	1.30



SECTION A-A



SECTION B-B



SECTION C-C

REVISED - 11-12-14
REVISED - 8-27-13
REVISED - 10-10-06

STANDARD INLET FOR CURB & GUTTER 21.2

MODEL: STD-4 [Sheet]
FILE NAME: c:\pwworkir\benesch projects\projects\d0173920\D264C24_MI-shi-STD139.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-4450 Job No. 10806.00

USER NAME = agibson	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/6/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

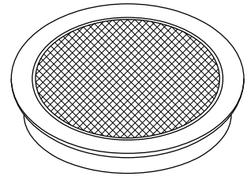
DISTRICT 2 STANDARDS

SCALE: SHEET 3 OF 16 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	859
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

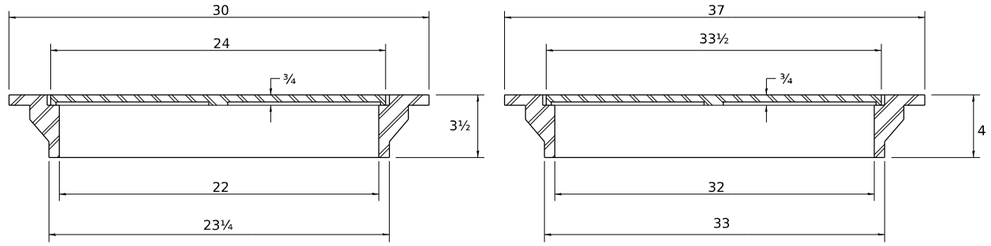
* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

FIELD TILE JUNCTION VAULTS 2' AND 3' DIA.



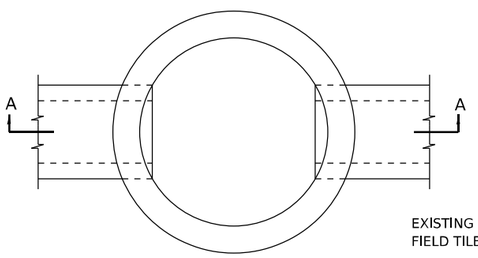
FRAME & LID FOR 2' VAULT

FRAME & LID FOR 3' VAULT

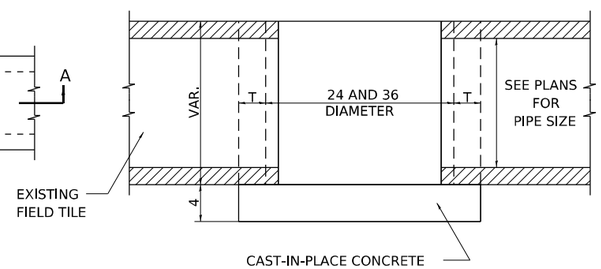


TOTAL WEIGHT: 146 LBS.

TOTAL WEIGHT: 280 LBS.



PLAN



SECTION A-A

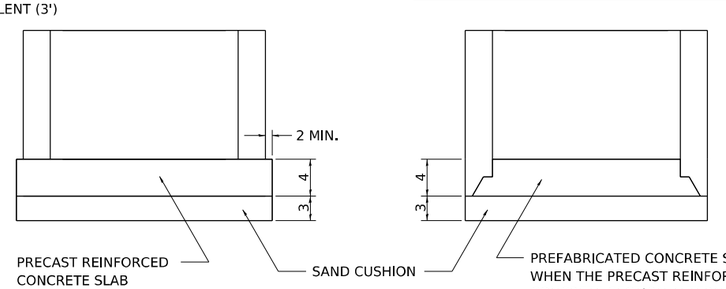
GENERAL NOTES:

THE FRAME AND LID IS REQUIRED ON ALL JUNCTION VAULTS.
THE FRAME AND LID SHALL BE INSTALLED FLUSH WITH THE GROUND.

FRAME AND LIDS:

R-6040 OR EQUIVALENT (2')
R-6080 OR EQUIVALENT (3')

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8
CAST-IN-PLACE CONCRETE	6
CONCRETE MASONRY UNIT	5
PRECAST REINFORCED CONCRETE SECTION	3



ALTERNATE METHODS

ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE NOTED.

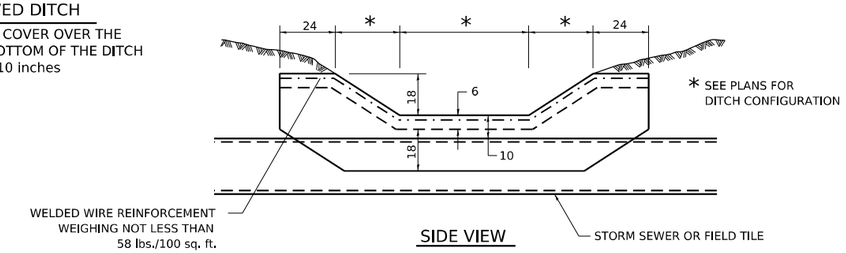
REVISED - 1-03-18
REVISED - 6-27-14
REVISED - 10-14-11

FIELD TILE JUNCTION VAULTS 2' AND 3' DIA. 30.2

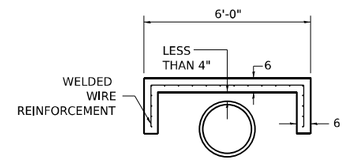
TREATMENT OF FIELD TILE SYSTEMS UNDER DITCHES

PAVED DITCH

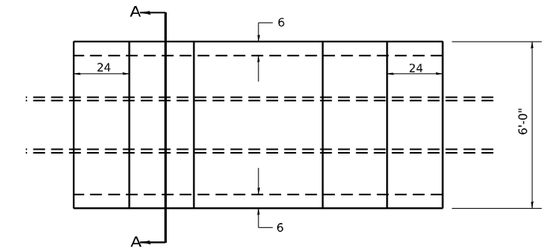
TO BE USED IF COVER OVER THE
PIPE AT THE BOTTOM OF THE DITCH
IS LESS THAN 10 inches



SIDE VIEW



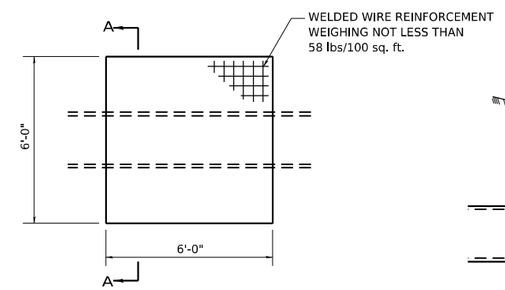
SECTION A-A

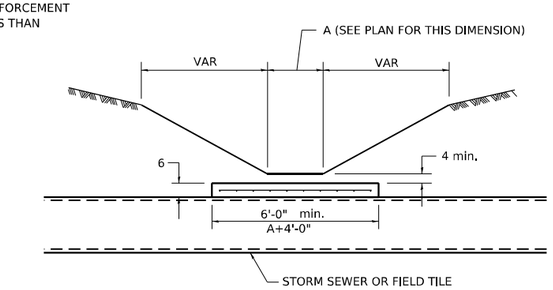


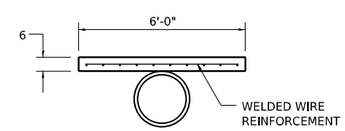
PLAN VIEW

CONCRETE SLAB

TO BE USED IF COVER OVER THE PIPE AT THE
BOTTOM OF THE DITCH IS 10 INCHES TO 24 INCHES







SECTION A-A

NOTES

THIS WORK SHALL BE DONE IN ACCORDANCE
WITH ARTICLE 611.04 OF THE STANDARD
SPECIFICATION.

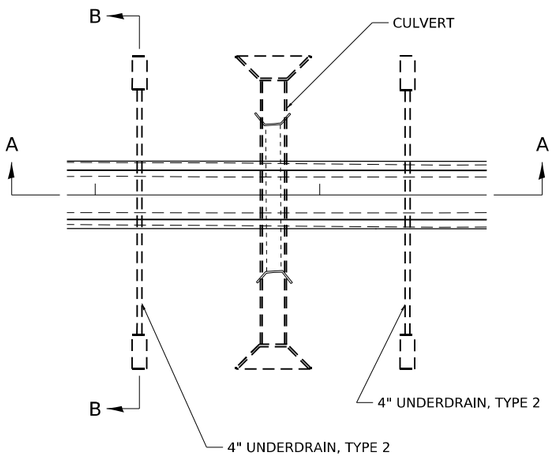
THE CONCRETE SLAB AND PAVED DITCH WILL
BE PAID FOR AT THE CONCRETE UNIT PRICE
PER CUBIC YARD FOR
MISCELLANEOUS CONCRETE.

ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE NOTED.

REVISED - 1-05-16
REVISED - 10-14-11

TREATMENT OF FIELD TILE SYSTEMS UNDER DITCHES 31.2

UNDERDRAIN FOR ACROSS ROAD (AR) CULVERTS



NOTES:

IN SAG CONDITIONS INSTALL PIPE UNDERDRAINS, TYPE 2, 4" ON BOTH SIDES OF CULVERT.

ON HIGHWAY GRADES GREATER THAN 2% INSTALL PIPE UNDERDRAINS, TYPE 2, 4" ON THE HIGH SIDE OF THE CULVERT.

THIS WORK SHALL BE COMPLETED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS.

THE UNDERDRAIN SHALL EXTEND UNTIL INTERSECTING WITH THE SIDE SLOPES. THE PIPES SHALL DRAIN INTO CONCRETE HEADWALLS. (SEE ARTICLE 601.05 OF THE STANDARD SPECIFICATIONS AND HIGHWAY STANDARD 601101).

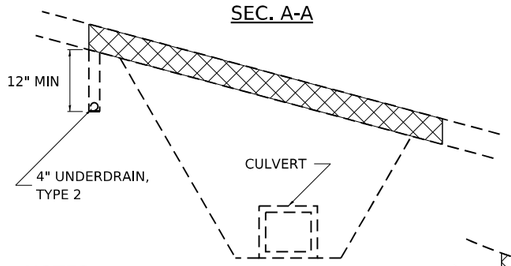
THE UNDERDRAIN SHALL BE A MINIMUM OF 12" BELOW THE EXISTING PAVEMENT.

PIPE UNDERDRAINS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR PIPE UNDERDRAINS, TYPE 2, 4".

CONCRETE HEADWALLS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR CONCRETE HEADWALLS FOR PIPE DRAINS.

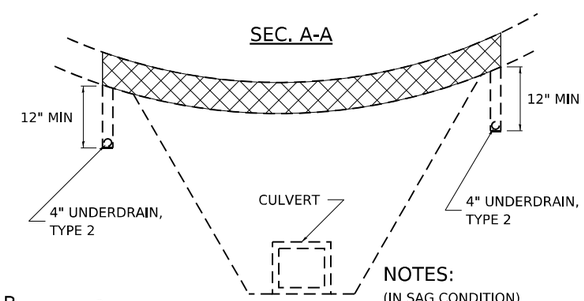
A DELINEATOR SHALL BE PLACED AT EACH CONCRETE HEADWALL. THESE BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR DELINEATORS.

SEC. A-A



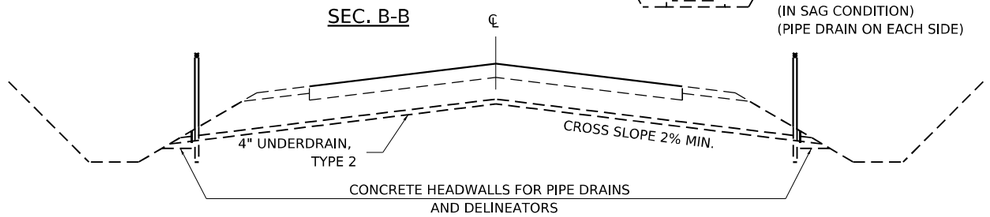
NOTES:
(HIGHWAY GRADE GREATER THAN 2%)

SEC. A-A



NOTES:
(IN SAG CONDITION)
(PIPE DRAIN ON EACH SIDE)

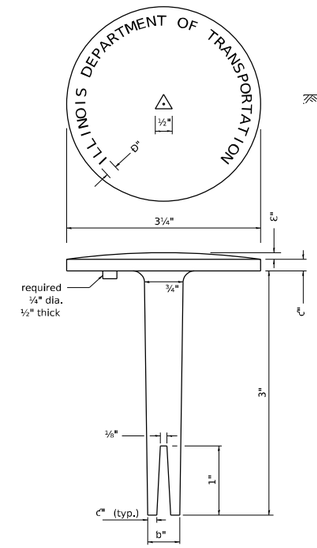
SEC. B-B



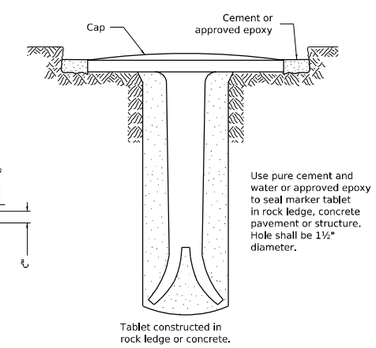
REVISED - 8-03-17
REVISED - 7-13-16
REVISED - 1-05-16
REVISED - 6-27-14

UNDERDRAIN FOR ACROSS ROAD (AR) CULVERTS 37.2

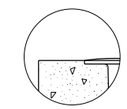
PERMANENT SURVEY MARKERS, TYPE II



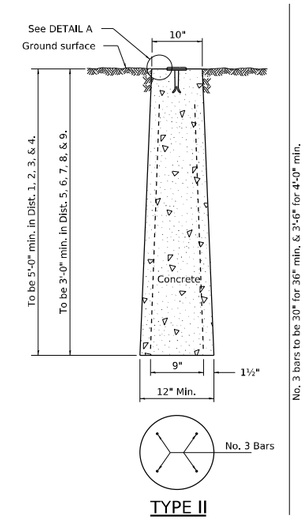
BRASS OR ALUMINUM TABLET



TYPE II



DETAIL A

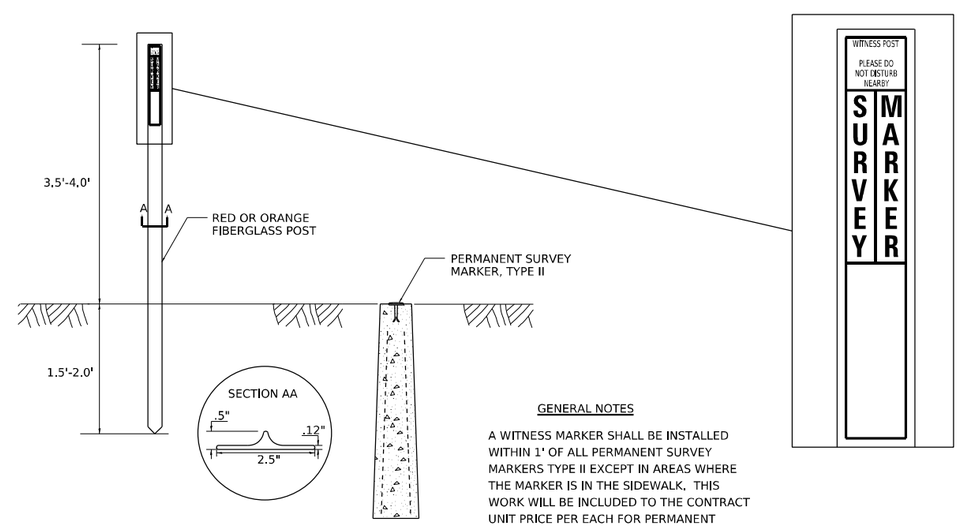


TYPE II

CAST-IN-PLACE MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



GENERAL NOTES

A WITNESS MARKER SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II EXCEPT IN AREAS WHERE THE MARKER IS IN THE SIDEWALK, THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.

REVISED - 6-27-14
REVISED - 10-14-11

PERMANENT SURVEY MARKERS, TYPE II 66.2

MODEL: STD-6 [Sheet]
FILE NAME: c:\pwworkl\benesch projects\projects\d0173920\D264C24_ML-sht-STD-139.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3000
Chicago, Illinois 60601
312-565-4450 Job No. 10800.00

USER NAME = agibson	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/6/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: SHEET 5 OF 16 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	861
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

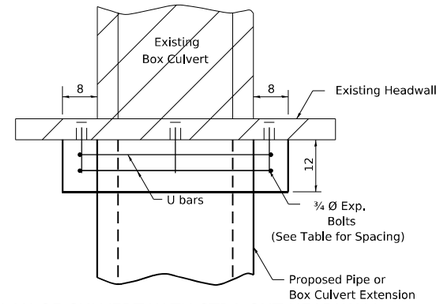
* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

CONCRETE COLLARS FOR PIPE OR BOX CULVERT EXTENSIONS

Bill of Materials

h bar	U bar dimensions				U_1 bar dimensions				REINF. BARS	EXPANSION BOLTS ¾"	CONCRETE COLLAR
Quantity	X	Y	Length	Quantity	X	Z	Length	Quantity	LBS	EACH	Cu. Yds.
								Total			

All h bars 18 Long



PLAN OF CULVERT WITH STRAIGHT HEADWALL

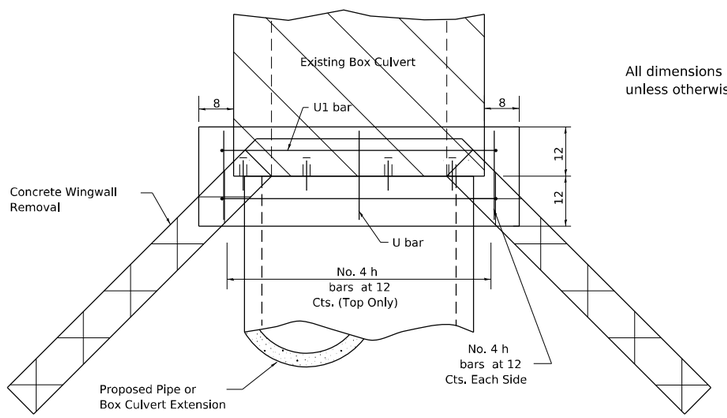
General Notes

Concrete Collars shall be constructed of Class SI Concrete in accordance with Section 503 of the Standard Specifications

Reinforcement bars shall conform to Section 508 of the Standard Specifications.

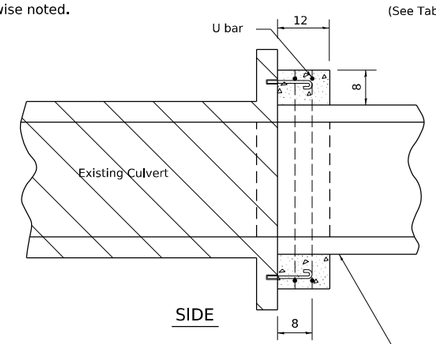
Expansion bolts shall be 3/4 Ø hooked bolts and shall conform to Section 540 of the Standard Specifications.

The concrete will be paid for at the contract unit price per cubic yard for CONCRETE COLLAR. Reinforcement will be paid for at the contract unit price per pound for REINFORCEMENT BARS. Expansion Bolts, when required, will be paid for at the contract unit price each for EXPANSION BOLTS ¾ inch, which price shall include furnishing, drilling holes, and installing the expansion bolts complete in place. These bolts shall extend at least 9 inches into the new concrete.

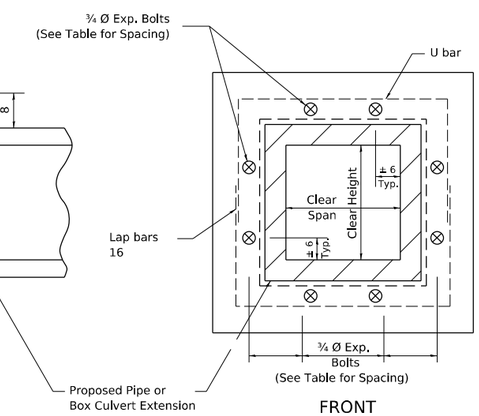


PLAN OF CULVERT WITH ANGLED WING WALLS

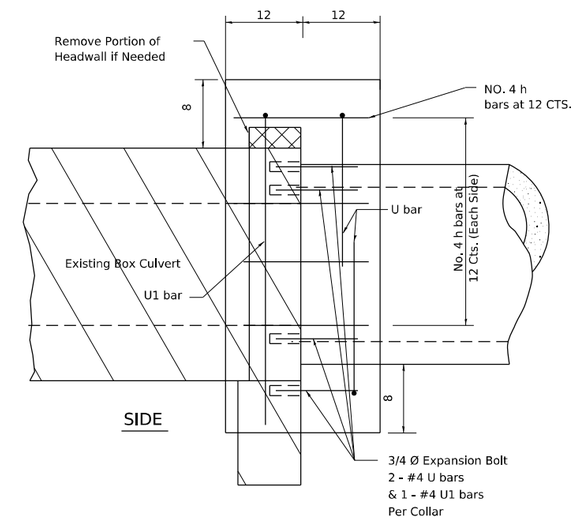
All dimensions are in inches unless otherwise noted.



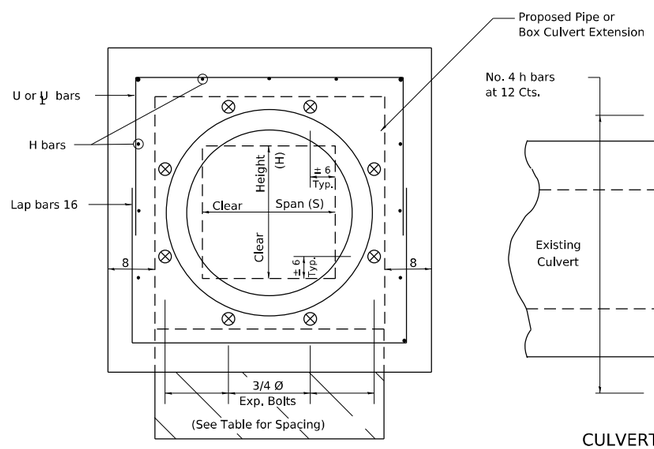
SIDE



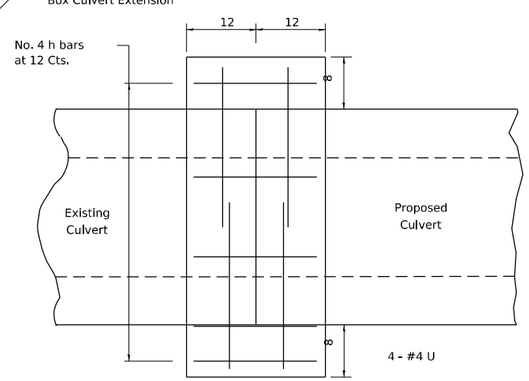
FRONT



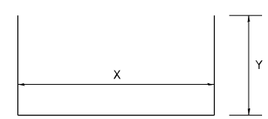
SIDE



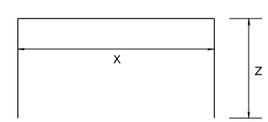
FRONT



CULVERT CONNECTION WITHOUT EXISTING HEADWALL



(#4) U bar



(#4) U_1 bar

PLACEMENT DETAILS FOR EXPANSION BOLTS

H or S	NUMBER OF EXPANSION BOLTS REQUIRED PER SIDE			
	EXTENSIONS ≤ 15'		EXTENSIONS > 15'	
	NUMBER *	SPACING	NUMBER *	SPACING
24	**	**	**	**
30	2	18	2	18
36	2	24	2	24
48	3	18	3	18
60	4	16	3	24
72	5	15	4	20
84	5	18	4	24
96	6	17	5	21
108	6	19	5	24
120	7	18	6	21
132	8	17	6	24
144	8	19	7	22

* Expansion bolts based on non-skewed culverts
** Minimum one expansion bolt at each corner

Example:
6' x 4' box culvert to be extended 18' at one end only.

From table find
6' side requires 4 - ¾" Ø expansion bolts at 20" cts.
4' side requires 3 - ¾" Ø expansion bolts at 18" cts.

Total Number required
(4+3)2 = 14 - ¾" Ø expansion bolts.

1-18-17
1-05-16
6-27-14
10-17-11

MODEL: STD-7 [Sheet]
FILE NAME: c:\pwworkdir\benesch projects\projects\d0173920\D264C24_ML-sht-STD139.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-6450 Job No. 10800.00

USER NAME = agibson	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/6/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: | SHEET 6 OF 16 SHEETS | STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	862

CONTRACT NO. 64C24

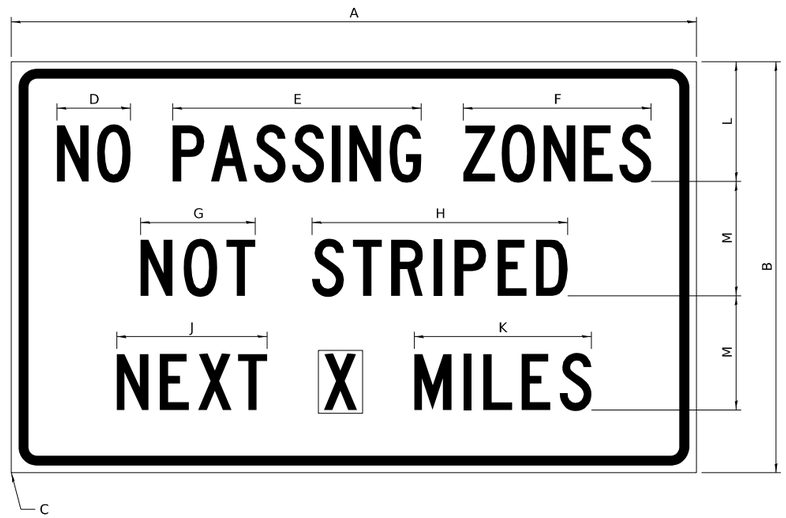
ILLINOIS | FED. AID PROJECT

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

CONCRETE COLLARS FOR PIPE OR BOX CULVERT EXTENSIONS 33.1

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD G20–I100



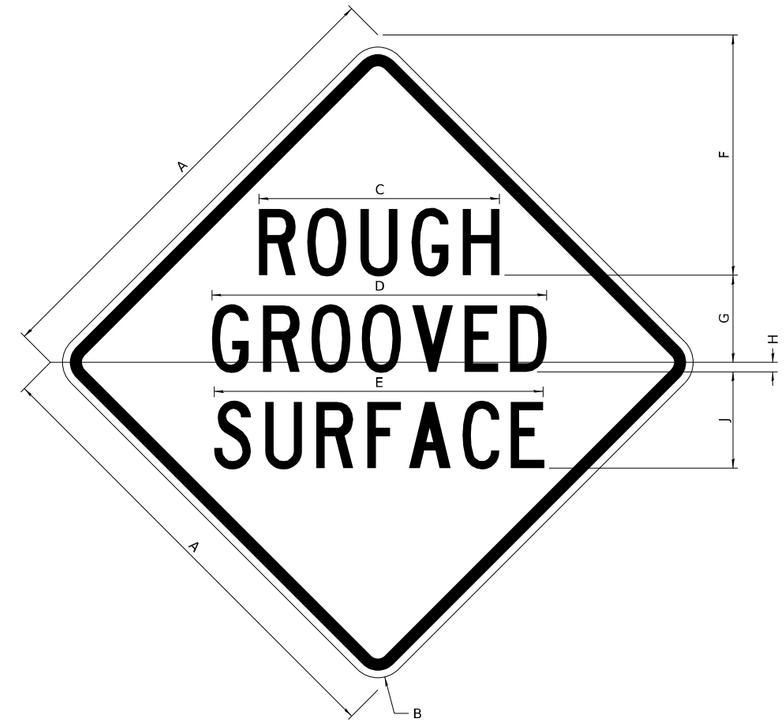
COLOR	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	ORANGE	REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
60 x 36	60.00	36.00	2.25	6.4	21.80	16.40	10.00	22.40	13.20	15.50	10.50	10.00

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
60 x 36	5C	5C	5C	0.625	0.875

Sign not to scale

ILLINOIS STANDARD W8–I107



COLOR	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	ORANGE	REFLECTORIZED

SIGN SIZE	DIMENSIONS								
	A	B	C	D	E	F	G	H	J
48 x 48	48.00	3.00	25.00	34.80	34.20	24.94	9.00	1.00	10.00

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
48 x 48	7C	7C	7C	1.250	0.750

Sign not to scale

GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

3-02-16

MODEL: STD-8 [Sheet]
FILE NAME: c:\pwworkdir\benesch projects\projects\d0172920\D264C24_ML-shi-STD-139.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-654-5450 Job No. 10806.00

USER NAME = lfranceschina	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 8/12/2024	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: | SHEET 7 OF 16 SHEETS | STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	863
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

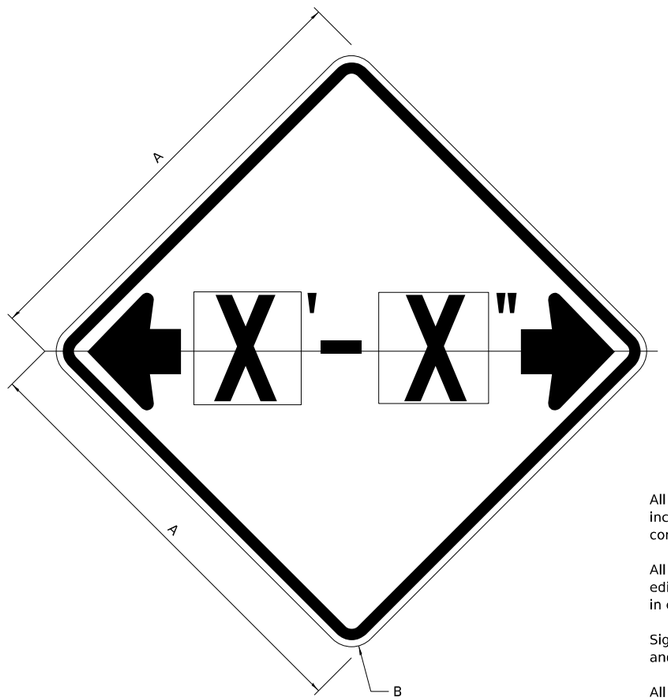
* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

WORK ZONE SIGN DETAILS SHEET 1 OF 4 34.1

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD W12–I102

1



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

SIGN SIZE	DIMENSIONS	
	A	B
48 x 48	48.00	3.00

SIGN SIZE	SERIES BY LINE	MARGIN	BORDER
	1		
48 x 48	12C	0.750	1.250

Sign not to scale

3-02-16

GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

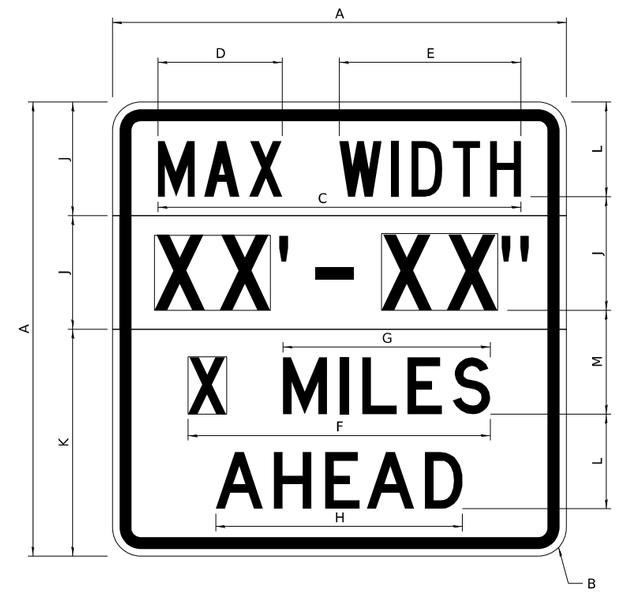
Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

1 Illinois Standard signs W12-I102 and W12-I103 shall be used as described in the special provisions.

ILLINOIS STANDARD W12–I103

1



COLOR LEGEND AND BORDER BLACK NON-REFLECTORIZED
BACKGROUND WHITE REFLECTORIZED
BACKGROUND (WIDTH) FL ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
48 x 48	48.00	3.00	38.40	13.20	19.20	32.00	22.00	26.20	12.00	24.00	10.00	11.00

SIGN SIZE	SERIES BY LINE				MARGIN	BORDER
	1	2	3	4		
48 x 48	6C	8D	6D	6D	0.750	1.250

Sign not to scale

XX'-XX" WIDTH AND X MILES ARE VARIABLE
TOP AND BOTTOM OF BACKGROUND WHITE

MODEL: STD-9 [Sheet]
FILE NAME: c:\pwworkl\benesch projects\projects\d0173920\D264C24_ML-sht-STD-I39.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-6450 Job No. 10800.00

USER NAME = agibson	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/6/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: SHEET 8 OF 16 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	864

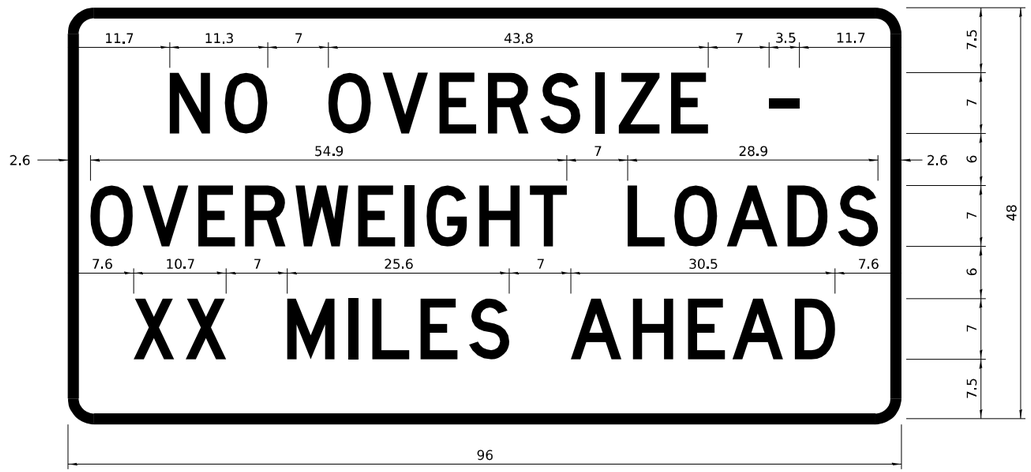
CONTRACT NO. 64C24

ILLINOIS FED. AID PROJECT

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

WORK ZONE SIGN DETAILS

ROAD CLOSED TO OVERSIZED LOADS



COLOR	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	ORANGE	REFLECTORIZED

Permit Loads - Loads Over 13 Feet; 3.0" Radius, 1.3" Border;
[NO OVERSIZE -] D; [OVERWEIGHT LOADS] D 85% spacing; [XX MILES AHEAD] D;
Table of letter and object lefts.

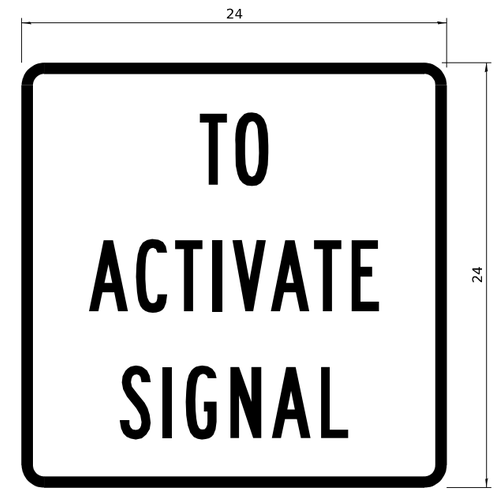
N	O	O	V	E	R	S	I	Z	E	-
11.7	18.1	30.0	36.2	42.8	48.4	54.4	60.7	63.5	69.5	80.8

O	V	E	R	W	E	I	G	H	T	L	O	A	D	S	
2.6	8.6	15.0	20.4	26.2	33.4	38.8	41.3	47.4	53.2	64.5	69.9	75.9	82.9	88.7	

X	X	M	I	L	E	S	A	H	E	A	D	
7.6	13.6	25.3	32.3	35.1	40.6	46.2	57.9	65.1	71.4	76.6	83.7	

Sign not to scale

STOP LINE SIGN FOR TEMPORARY SIGNALS



COLOR	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	WHITE	REFLECTORIZED

SIGN SIZE	SERIES BY LINE		
	1	2	3
24 x 24	4C	4C	4C

Sign not to scale

GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

3-02-16

MODEL: STD-10 [Sheet]
FILE NAME: c:\pwworld\benesch.projects\projects\d0173920\D264C24_ML-sht-STD-I39.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-6450 Job No. 10800.00

USER NAME = agibson	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/6/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: SHEET 9 OF 16 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	865
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

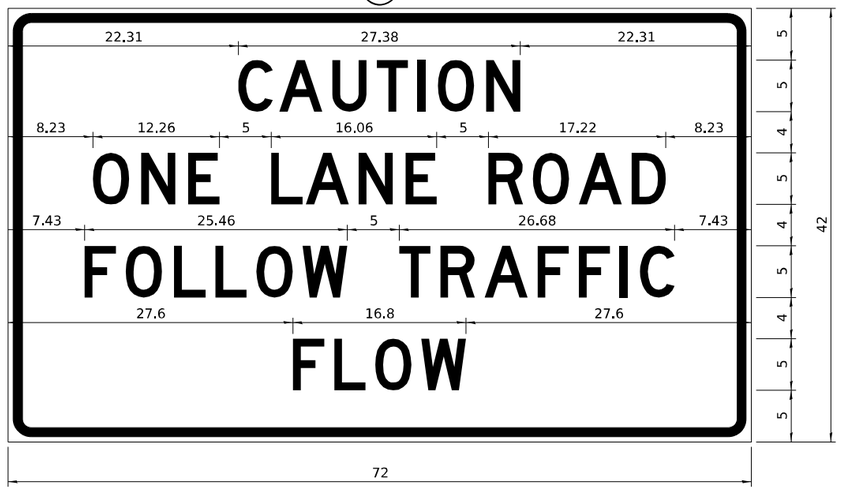
* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

WORK ZONE SIGN DETAILS SHEET 3 OF 4 34.1

WORK ZONE SIGN DETAILS

ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS

(2)



COLOR			
	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	ORANGE	REFLECTORIZED

2.25" Radius, 0.88" Border, 0.50" IndenT;
[CAUTION] D; [ONE LANE ROAD] D;
[FOLLOW TRAFFIC] D; [FLOW] D

(2) This sign shall be installed at entrances located between the temporary signals as shown in the staging plans.

Table Of Widths And Spaces

22.31	C 3.36	0.62	A 4.18	0.94	U 3.36	0.94	T 3.04	0.94	I 0.78	1.17	O 3.52	1.17	N 3.36	22.31

8.23	O 3.51	1.17	N 3.36	1.18	E 3.04

5.00	L 3.05	0.31	A 4.18	0.94	N 3.36	1.17	E 3.05

5.00	R 3.36	0.93	O 3.52	0.94	A 4.18	0.93	D 3.36	8.23

7.43	F 3.04	0.94	O 3.52	1.17	L 3.04	0.94	L 3.05	0.94	O 3.51	0.94	W 4.37

5.00	T 3.05	0.94	R 3.36	0.94	A 4.18	0.93	F 3.05	0.94	F 3.04	0.94	I 0.78	1.18	C 3.35	7.43

27.60	F 3.05	0.94	L 3.04	0.94	O 3.52	0.93	W 4.38	27.60

Sign not to scale

GENERAL NOTES

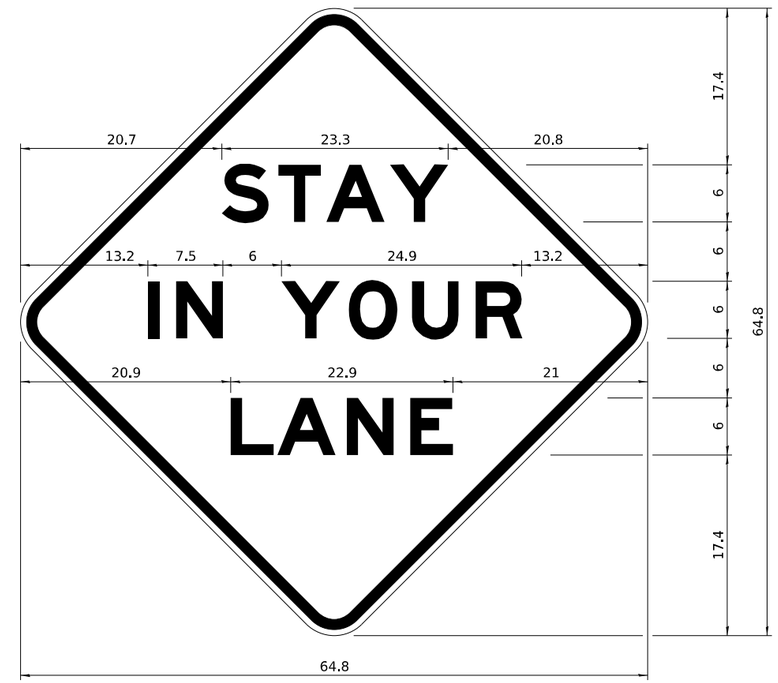
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

STAY IN YOUR LANE



COLOR			
	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	ORANGE	REFLECTORIZED

48.0" across sides 3.8" Radius, 1.0" Border, 0.6" Indent;
"STAY" E Mod; "IN YOUR" E Mod; "LANE" E Mod;

Table of Letter and Object Lefts

S 20.7	T 26.8	A 31.6	Y 38.0

I 13.2	N 15.9	Y 26.7	O 33.9	U 40.5	R 46.8

L 20.9	A 25.8	N 33.1	E 39.4

Sign not to scale

3-02-16

WORK ZONE SIGN DETAILS SHEET 4 OF 4 34.1

MODEL: STD 11 [Sheet]
FILE NAME: c:\pwworking\benesch projects\projects\d0173920\D264C24_ML-sht-STD-139.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = agibson	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/6/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: SHEET 10 OF 16 SHEETS STA. TO STA.

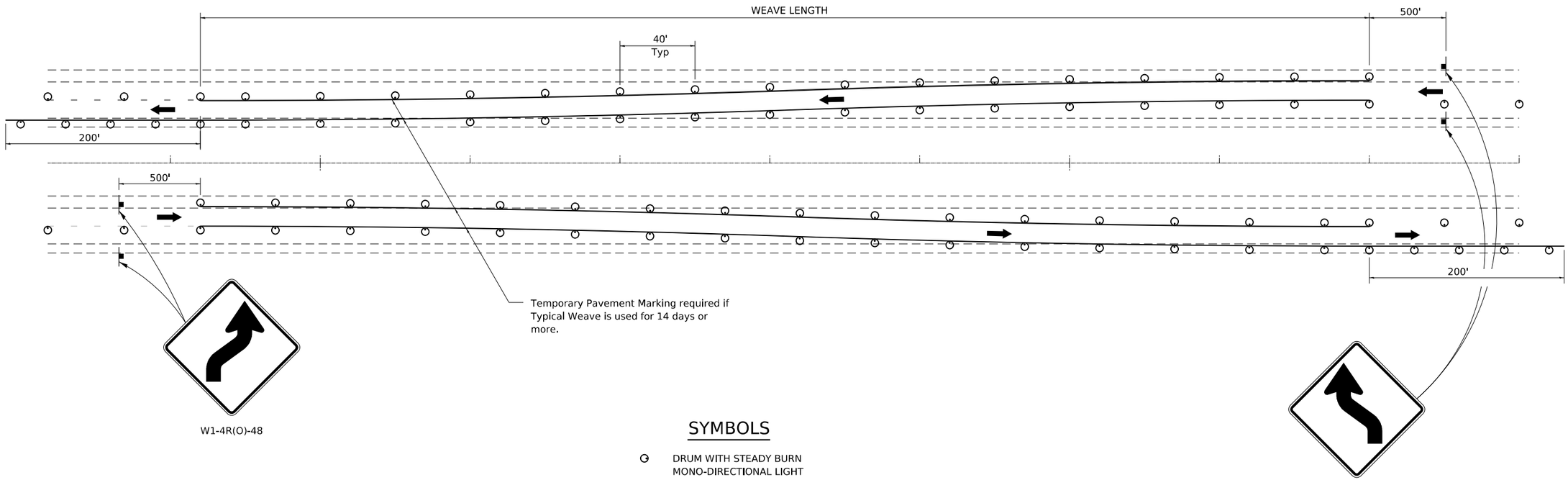
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	866

CONTRACT NO. 64C24

ILLINOIS FED. AID PROJECT

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

TRAFFIC CONTROL TYPICAL WEAVE



SYMBOLS

DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT

SIGN

STANDARD WEAVE CONDITIONS FOR DIFFERENT SPEED LIMITS

POSTED SPEED LIMIT	WEAVE LENGTH
65 MPH OR HIGHER	780 FT.
55 MPH	660 FT.
45 MPH	540 FT.

GENERAL NOTES:

USE ON LONG 4-LANE PROJECTS WHERE THE CONTRACTOR MAY CHANGE A PORTION OF THE WORK TO THE OPPOSITE LANE.

USE WHERE THE PROJECT IS ADJACENT TO ANOTHER AND THE CONTRACTOR COULD BE WORKING ON DIFFERENT LANES.

TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TYPICAL WEAVE IS USED FOR 14 DAYS OR MORE.

TRAFFIC CONTROL TYPICAL WEAVE SHALL BE INCLUDED IN THE COST OF THE SPECIFIC TRAFFIC CONTROL STANDARDS OF ITEMS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

1-05-16
6-27-14
8-27-13
10-17-11

TRAFFIC CONTROL TYPICAL WEAVE 39.1

MODEL: STD 12 [Sheet]
FILE NAME: c:\pwworkdir\benesch projects\projects\d0172920\D264C24_ML-sht-STD-139.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-4450 Job No. 10800.00

USER NAME = agibson	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/6/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: SHEET 11 OF 16 SHEETS STA. TO STA.

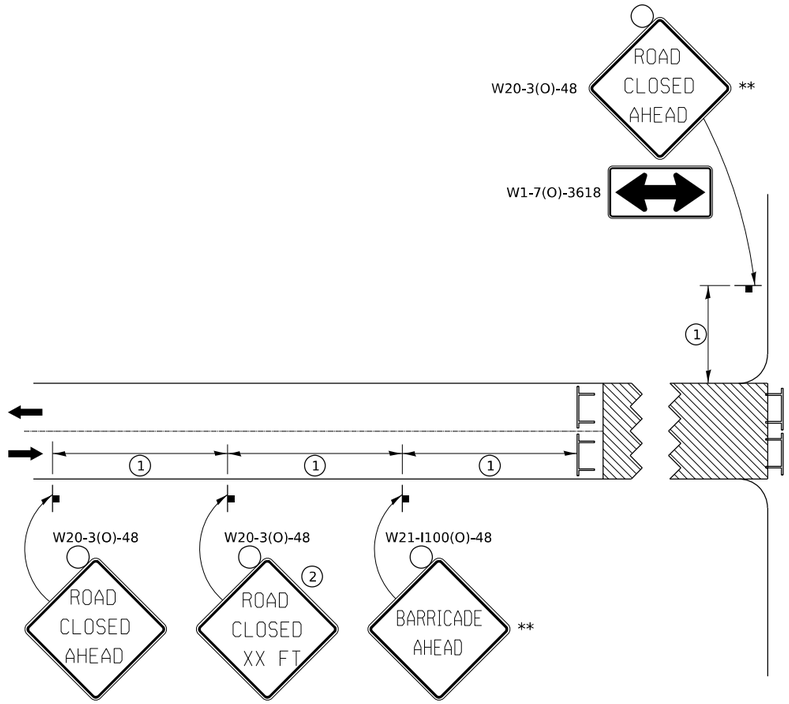
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	867

CONTRACT NO. 64C24

ILLINOIS FED. AID PROJECT

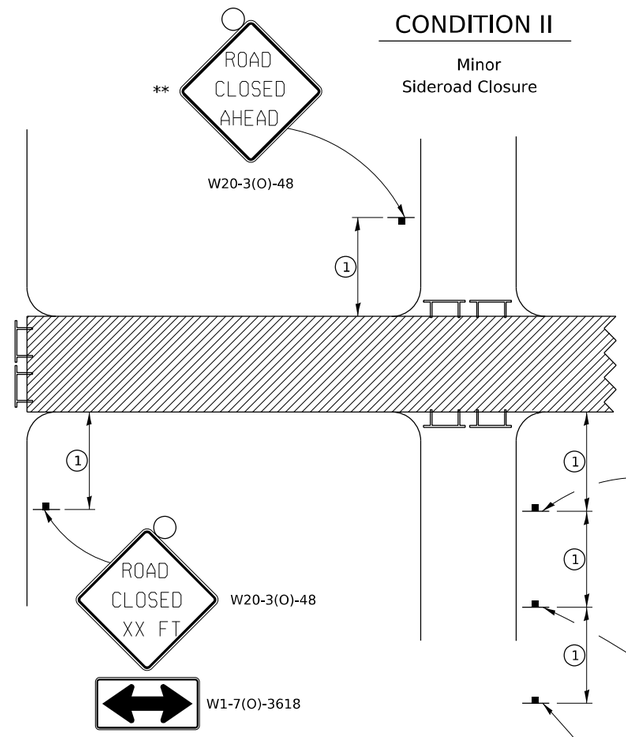
* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

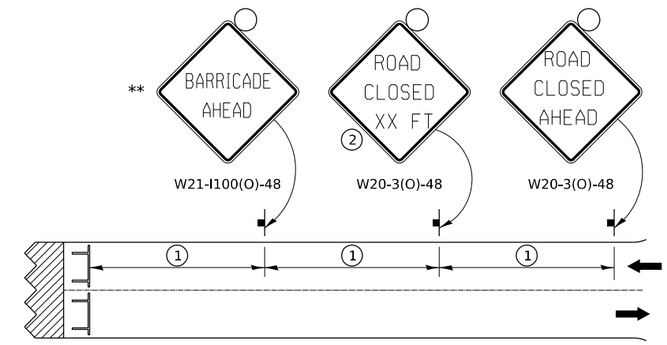
TRAFFIC CONTROL FOR ROAD CLOSURE



CONDITION II

Minor
Sideroad Closure



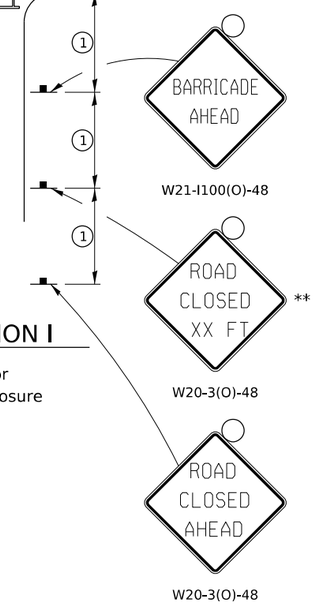


SYMBOLS

Work area

Type III Barricade with Flashers

Sign with flashing light



CONDITION I

Major
Sideroad Closure

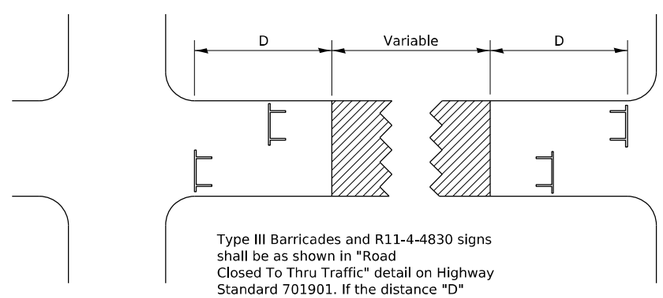
1

SIGN SPACING TABLE	
Posted Speed	Sign Spacing
45 MPH and above	500'
Below 45 MPH	250'

2

SIGN LEGEND	
Posted Speed Limit	Distance
45 MPH and above	1000'
Below 45 MPH	500'

ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To Thru Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 2000' an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

8-03-17
1-05-16
8-27-13
10-17-11

GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

** Where local access is to be maintained, barricades are to be set up as shown in "Road Closed To Thru Traffic". Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 701901.

All dimensions are in inches unless otherwise shown.

TYPICAL APPLICATION FOR ROAD CLOSURE

TRAFFIC CONTROL FOR ROAD CLOSURE **40.1**

MODEL: STD 13 [Sheet]
FILE NAME: c:\pwworkdir\benesch projects\projects\d0172920\D264C24_ML-sht-STD-139.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-4450 Job No. 10806.00

USER NAME = agibson	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/6/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

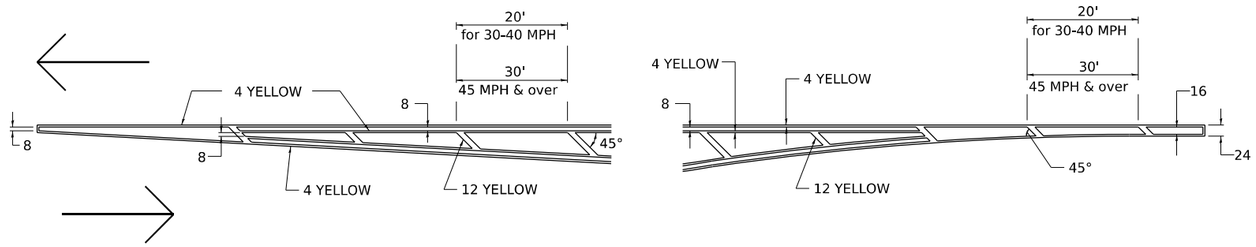
SCALE: SHEET 12 OF 16 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	868
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

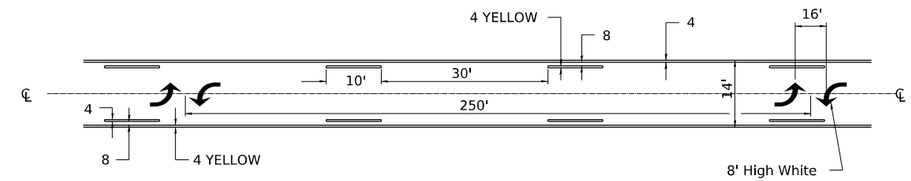
* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

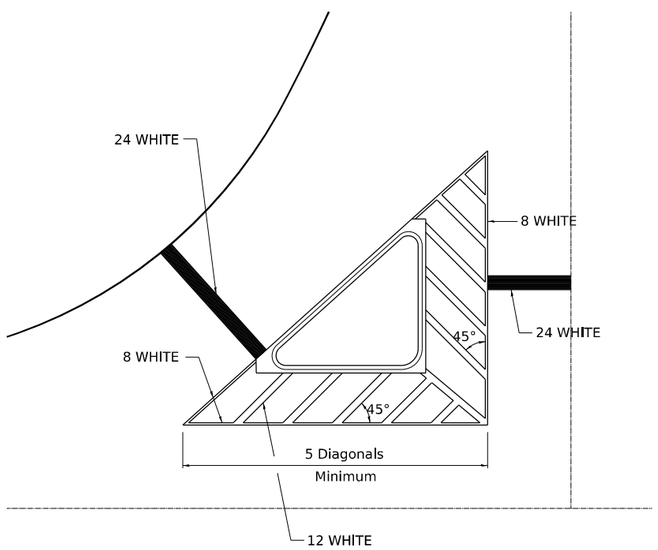


MEDIAN PAVEMENT MARKING



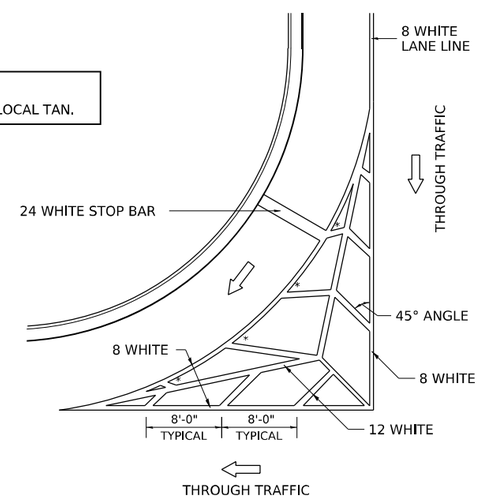
** ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH



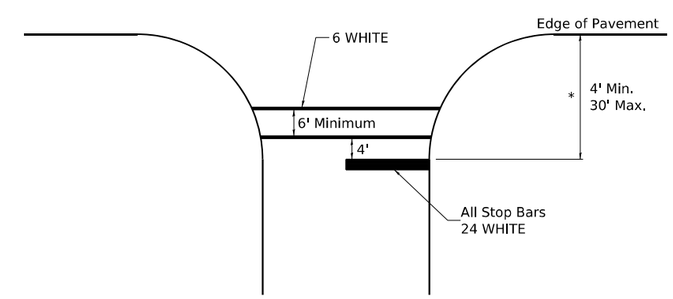
TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:
* 45° TO LOCAL TAN.



STANDARD CROSSWALK MARKING

See Schedules for Locations



* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

6-27-14
3-05-12

TYPICAL PAVEMENT MARKINGS SHEET 1 OF 3 41.1

MODEL: STD 14 [Sheet]
FILE NAME: c:\pwworkdir\benesch projects\projects\d0173920\D264C24_ML-sh-STD-139.dgn

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Chicago, Illinois 60601
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	DRAWN -	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: SHEET 13 OF 16 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	869
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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

TYPICAL PAVEMENT MARKINGS

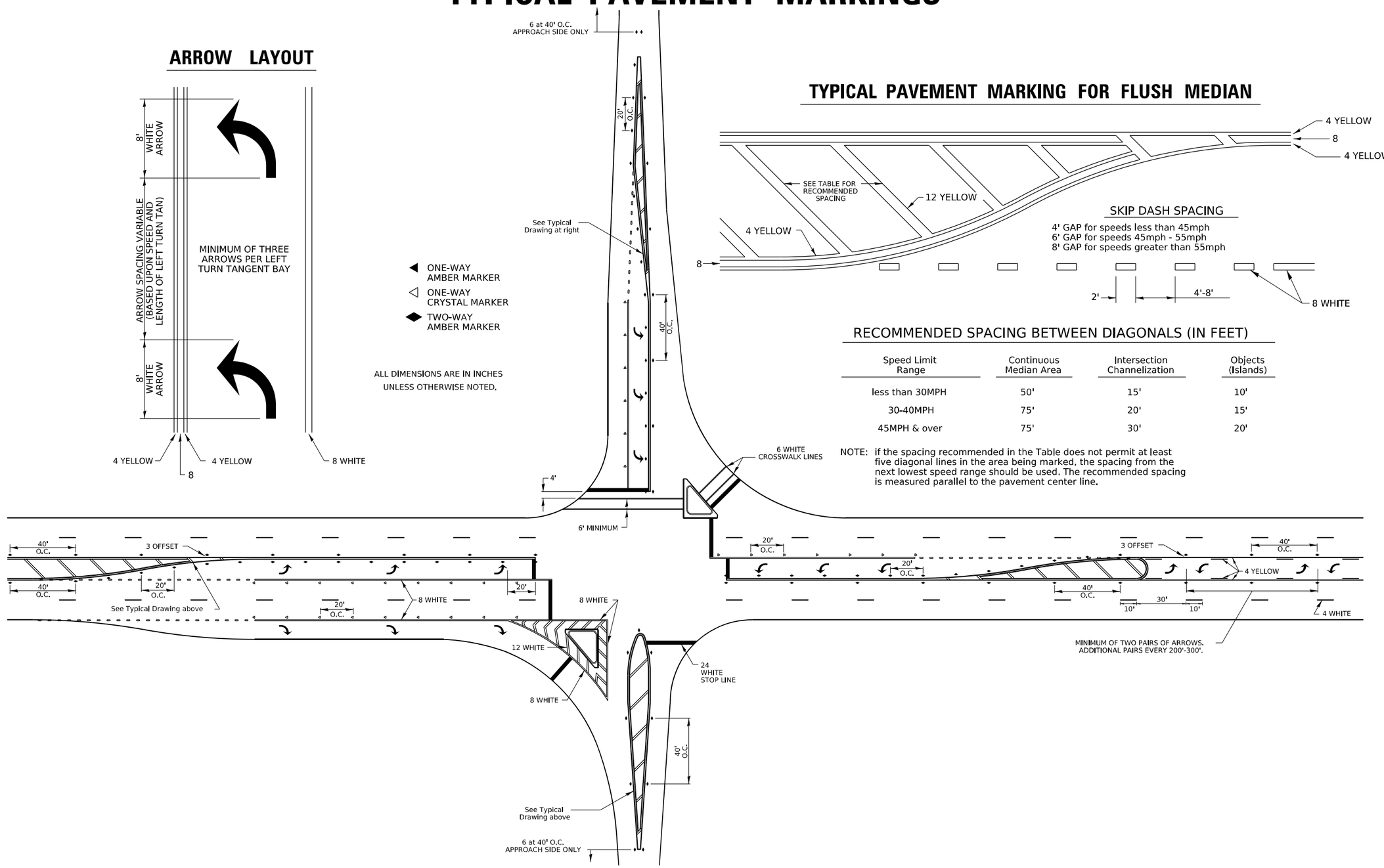
ARROW LAYOUT

◀ ONE-WAY AMBER MARKER

◁ ONE-WAY CRYSTAL MARKER

◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.



TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN

SKIP DASH SPACING

4' GAP for speeds less than 45mph
6' GAP for speeds 45mph - 55mph
8' GAP for speeds greater than 55mph

RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.

6-27-14
3-05-12

TYPICAL PAVEMENT MARKINGS SHEET 2 OF 3 **41.1**

MODEL: STD 15 [Sheet]
FILE NAME: c:\pwworkl\benesch projects\projects\d0173920\D264C24_ML-sh-STD-139.dgn

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Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

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	DRAWN -	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

SCALE: | SHEET 14 OF 16 SHEETS | STA. | TO STA.

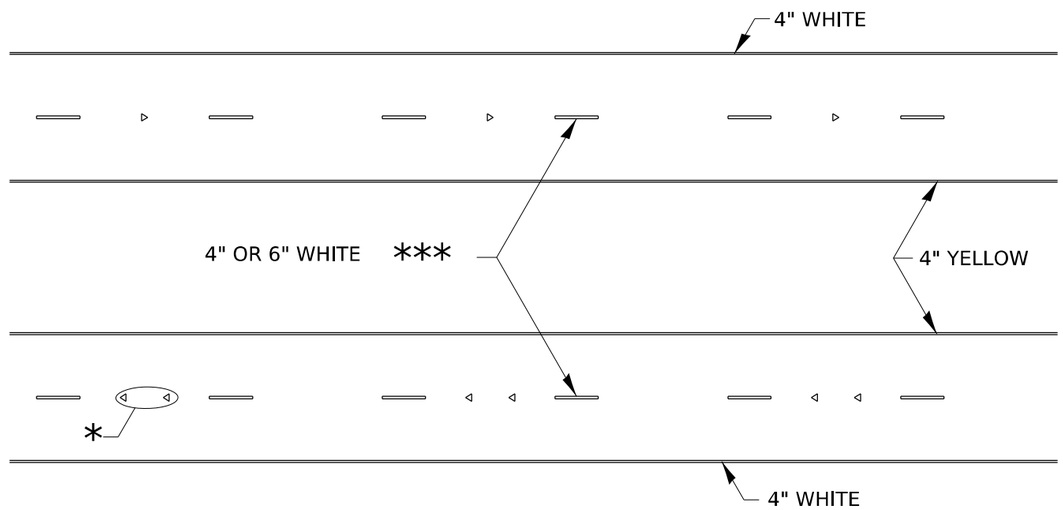
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	870

CONTRACT NO. 64C24

ILLINOIS | FED. AID PROJECT

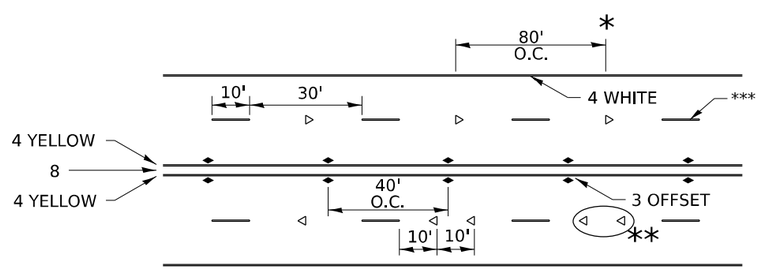
* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 20,000.

MULTI–LANE / DIVIDED



SYMBOLS

* REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

** USE DOUBLE MARKERS WHEN ADT ≥ 20,000

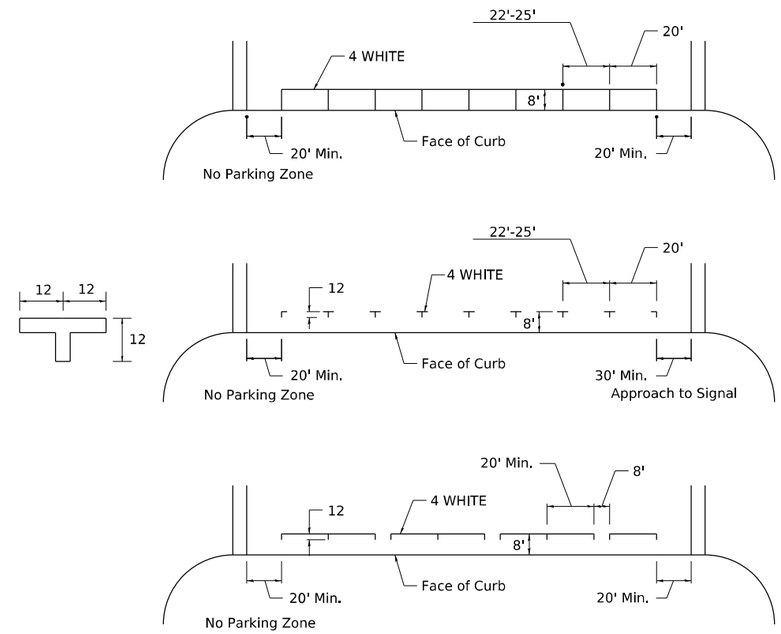
*** CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE. SPEED LIMIT 40 MPH AND OVER USE 6" LINE.

MULTI–LANE / UNDIVIDED & ONE WAY

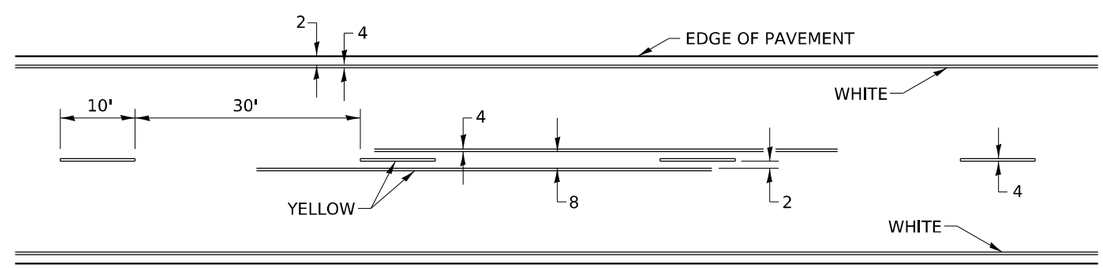
(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS DETAIL NOT HIGHWAY STANDARD 781001)

6-27-14
8-27-13
11-28-12

TYPICAL PARKING SPACING



TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



TYPICAL PAVEMENT MARKINGS SHEET 3 OF 3 41.1

MODEL: STD 16 [Sheet]
FILE NAME: c:\pwworkr\benesch projects\projects\d0173920\D284C24_ML-sht-STD-139.dgn

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35 W Wacker Drive, Suite 3000
Chicago, Illinois 60601
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PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/6/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

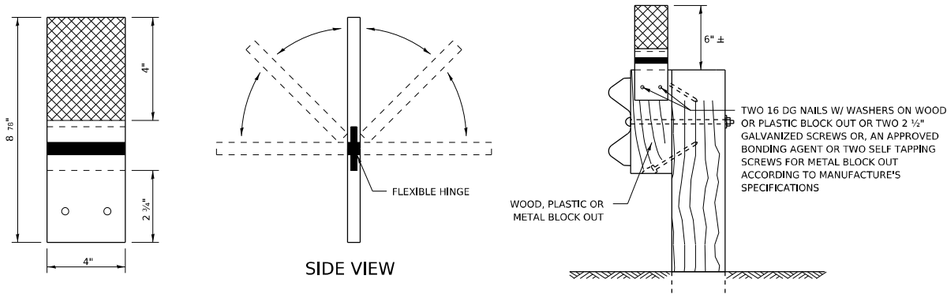
DISTRICT 2 STANDARDS

SCALE: SHEET 15 OF 16 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	871
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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

GUARDRAIL REFLECTORS, TYPE C (SPECIAL)

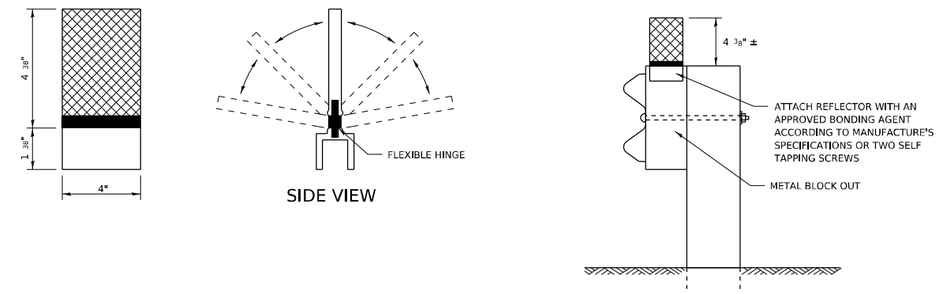


MOUNTED ON A WOOD OR PASTIC GUARDRAIL BLOCK OUT

REFLECTORS SHALL BE MOUNTED DIRECTLY TO WOOD OR PLASTIC BLOCK OUTS.

REFLECTORS MOUNTED ON WOODEN OR PLASTIC BLOCK OUT SHALL BE MOUNTED USING TWO 16 DG NAILS AND TWO 3/16" WASHERS OR TWO 2 ½" GALVANIZED SCREWS WITH WASHERS.

REFLECTORS MOUNTED ON WOOD OR PLASTIC GUARDRAIL BLOCK OUT



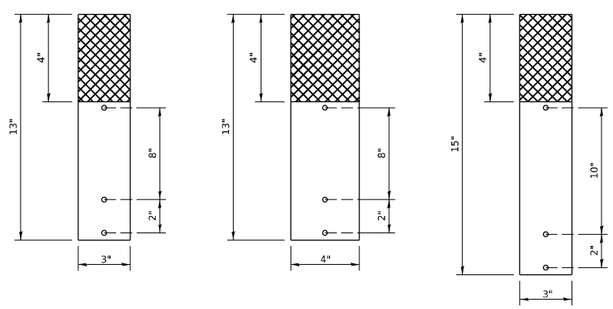
MOUNTED ON A METAL GUARDRAIL BLOCK OUT

REFLECTORS SHALL BE MOUNTED DIRECTLY TO METAL BLOCK OUT.

REFLECTORS MOUNTED ON METAL BLOCK OUT SHALL BE MOUNTED USING AN APPROVED BONDING AGENT PER THE MANUFACTURE'S SPECIFICATIONS OR TWO SELF TAPPING GALVANIZED SCREWS WITH WASHERS.

REFLECTORS MOUNTED ON METAL GUARDRAIL BLOCK OUT

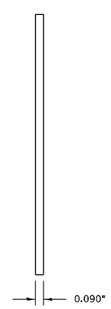
STRAIGHT GUARDRAIL / DELINEATOR REFLECTOR

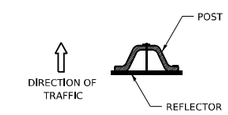


REFLECTORS MAY BE MOUNTED TO DELINEATOR POST USING TWO 10/24 X 1 ½" BOLTS WITH NUTS AND WASHERS.

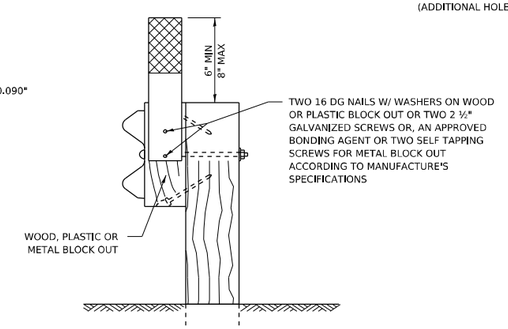
ADDITIONAL HOLES SHALL BE DRILLED IN THE REFLECTORS AS SHOWN ABOVE.

SIDE VIEW



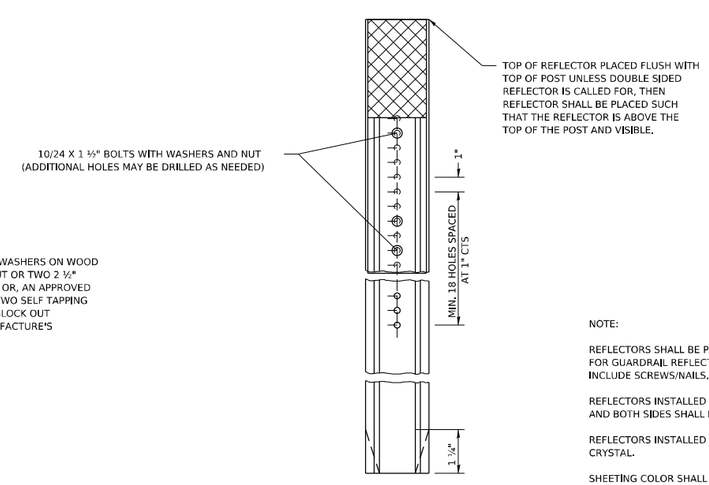


DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180° . THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE REFLECTOR ATTACHECD AS SHOWN ABOVE.



MOUNTED ON A WOOD OR PASTIC GUARDRAIL BLOCK OUT

ADDITIONAL SHEETING MAY BE ADDED AS NEEDED FOR TURN AROUNDS AS SHOWN IN THE PLANS



MOUNTED ON A DELINEATOR POST

NOTE:

REFLECTORS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR GUARDRAIL REFLECTORS, TYPE C (SPECIAL), WHICH PRICE SHALL ALSO INCLUDE SCREWS/NAILS, WASHERS OR BONDING AGENT.

REFLECTORS INSTALLED ON TWO LANE ROADS SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE CRYSTAL.

REFLECTORS INSTALLED ON DIVIDED HIGHWAYS SHALL BE SINGLE SIDED CRYSTAL.

SHEETING COLOR SHALL BE CALLED OUT IN THE PLANS.

SPACING FOR REFLECTORS SHALL BE ACCORDING TO STANDARD 782006 UNLESS OTHERWISE NOTED IN THE PLANS.

REFLECTORS MOUNTED ON GUARDRAIL SHALL BE 4" WIDE.

REFLECTORS MOUNTED ON DELINEATOR POST SHALL BE 3" WIDE.

6-21-21

GUARDRAIL REFLECTORS, TYPE C (SPECIAL)

MODEL: STD 17 [Sheet]
FILE NAME: c:\pwworkl\benesch projects\projects\d0173920\D264C24_ML-sht-STD-139.dgn

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Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-654-0450 Job No. 10806.00

USER NAME = agibson	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/6/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 2 STANDARDS

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

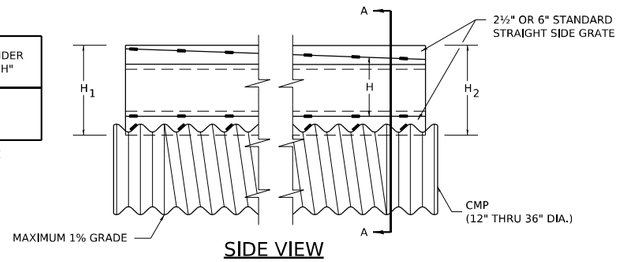
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1,5)R	WINNEBAGO	1685	872
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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

SLOTTED DRAIN PIPE

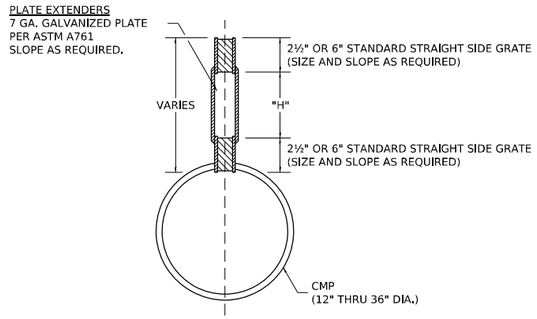
LOADING CONDITION	MAX. EXTENDER HEIGHT - "H"
H20/H25 * 750 PSI CONCRETE	19"

* 125 PSI TIRE PRESSURE

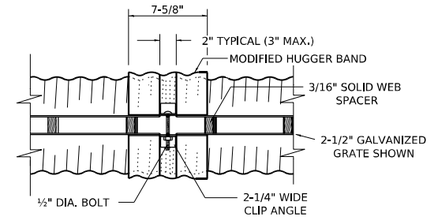


SIDE VIEW

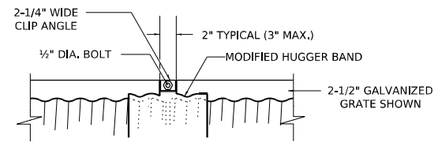
DETAIL WITH VARIABLE HEIGHT GRATE



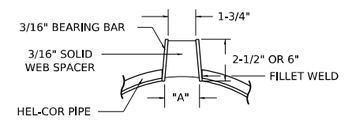
SECTION A-A



TOP VIEW

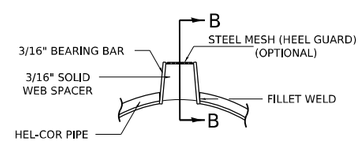


SIDE VIEW



SECTION A-A

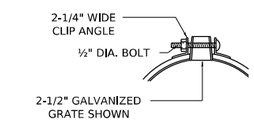
STANDARD DETAIL



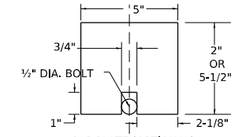
SECTION A-A

DETAIL WITH MESH

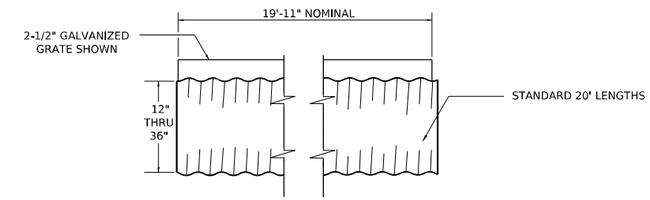
(TRAPEZOIDAL GALVANIZED GRATE SHOWN)



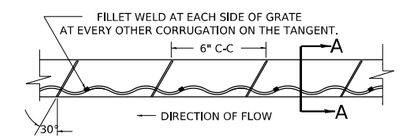
END VIEW



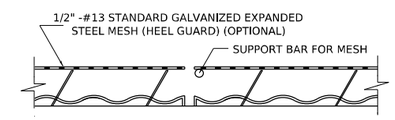
GAP PLATE (OPTIONAL)
MAY BE PLACED DIRECTLY OVER BAND BOLT TO PROVIDE CONTINUOUS FORM FOR GROUTING.



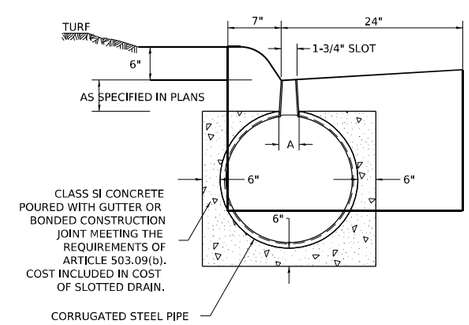
TYPICAL PIPE SECTION



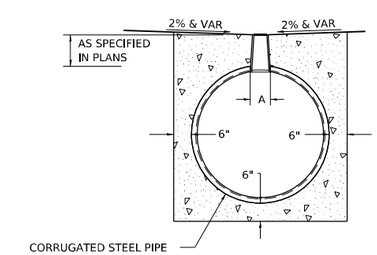
GRATE WELDING DETAIL



SECTION B-B



DETAIL FOR CURB & GUTTER



DETAIL FOR CROSSOVERS, DRIVEWAYS, OR PARKING LOTS

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

GENERAL

Class SI Concrete shall be used throughout.
This specification covers Slottted Drain used for the removal of water as shown on the plans.
The Slotted Drain shall be Corrugated Pipe Culvert with Integral Slotted Drains.
Before placing the concrete adjacent to the pipe, the slot shall be covered by either thin, flat metal sheeting or by a board notched to fit over the grate bars. This covering must fit closely in the slot to prevent entry of concrete into the pipe. Paving over the slotted drain will then be one continuous operation over the protected drain. The protection for the drain slot shall then be removed. The pipe shall drain into the side of the inlet. The opening where the slot is removed shall be covered to prevent concrete from entering the pipe.
The Corrugated Steel Pipe used in the Slotted Drain shall meet the requirements of AASHTO M36/ASTM A760.
The CMP shall be ALUMINIZED STEEL Type 2.
The diameter shall be as shown on the plans.
Steel grating shall meet the galvanizing requirements of AASHTO M111.
This work will be paid for at the contract unit price per foot for SLOTTED DRAIN of the pipe diameter specified WITH VARIABLE SLOT,or SLOTTED DRAIN, of the pipe diameter specified, WITH 6" SLOT, and shall include concrete and grating for depth specified on plans.
Use approved end cap to prevent concrete entry into the pipe during gutter construction on the upstream end of the pipe.

CONNECTIONS

The Corrugated Steel Pipe shall have a minimum of two rerolled annular ends.
The Slotted Drain bands shall be modified HUGGER Bands to secure the pipe and prevent infiltration of the backfill.
When the Slotted Drain is banded together, the adjacent grates shall have a maximum 3" gap.

GRATES

The grates shall be manufactured from ASTM A670, Grade 36 steel. The spacers and bearing bars (sides) shall be 3/16 " material ±0.008".
The spacers shall be on 6" centers and welded on both sides to each bearing bar (sides) with four (4) 1- 1/4 " long 3/16 " fillet welds on each side of the bearing bar.
The plate extender shall be 7 gage steel meeting ASTM A761.
The engineer may call for tensile strength tests on the grate if the grate is not in compliance with the above spacer specifications. If tensile strength tests are called for, minimum results for an in-place spacer pulled perpendicular to the bearing bar shall be:
T= 12,000 pounds for 2- 1/2 " grate
T= 15,000 pounds for 6" grate

GALVANIZING

The grate and plate extenders shall be galvanized in accordance with ASTM A123 except with a 2 oz. galvanized coating.

GRATE ATTACHED TO CSP

The grate shall be fillet welded with a minimum weld 1" long to the CSP on each side of the grate at every other corrugation.

TOLERANCES - FINISHED SLOTTED DRAIN - 20' LENGTHS

Vertical Bow= ± 3/8 "
Horizontal Bow= ± 5/8 "
Twist= ± 1/2 "

STANDARD SIZES						
GAGE OF PIPE	DIAMETER OF PIPE					
	12"	15"	18"	24"	30"	36"
16	X	X	X	X	X	X
14	X	X	X	X	X	X
12	N.A.	N.A.	N.A.	N.A.	X	X

GRATE TYPE		"A"
VERT	2-1/2"	1-3/4"
VERT	6"	1-3/4"
TRAP	2-1/2"	2-1/4"
TRAP	6"	3"

VERT = VERTICAL
TRAP = TRAPIZOIDAL

SLOTTED DRAIN NOTES

1. GRATING IS AVAILABLE IN DEPTHS OF 2-1/2" AND 6".
2. VERTICAL GRATING (STRAIGHT SIDES) WITH VERTICAL SPACERS IS ALSO AVAILABLE.
3. FOR 6" VERTICAL & TRAPIZOIDAL REQUIREMENTS, THE SLOTTED DRAIN BAND MAY BE FURNISHED WITH THE 4" TECHCO BAND ANGLE.
4. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
5. DIMENSIONS FOR H_1 AND H_2 AS REQUIRED.
6. H_1 AND H_2 MEASURED FROM TOP OF GRATE TO BOTTOM OF GRATE.

1-05-16
6-27-14
10-18-11

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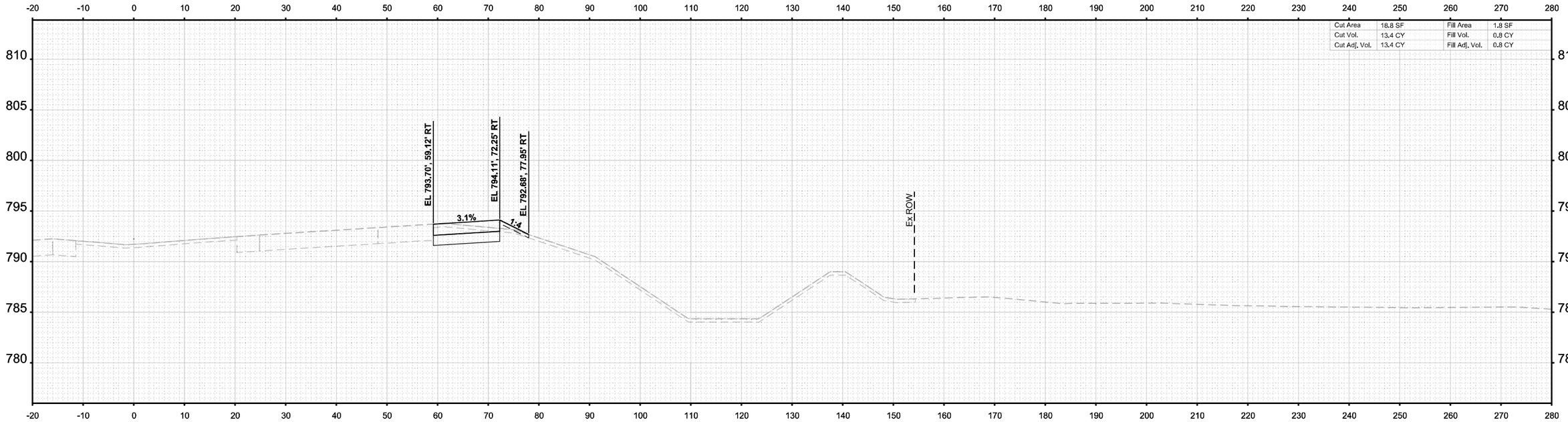
DISTRICT 2 STANDARDS

SCALE: | SHEET 17 OF 16 SHEETS | STA. | TO STA.

SLOTTED DRAIN PIPE 68.1

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	873
		CONTRACT NO. 64C24		
		ILLINOIS FED. AID PROJECT		

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



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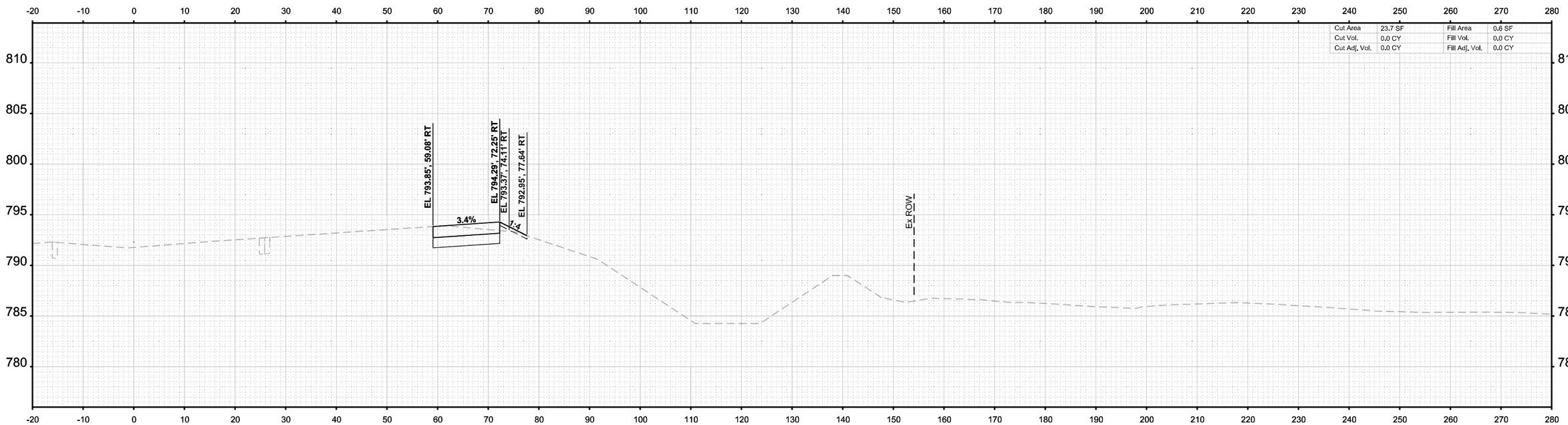

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SURVEYED		
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CROSS SECTIONS I-39
PRE-STAGE

SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2620+83.00 TO STA. 2621+00.00

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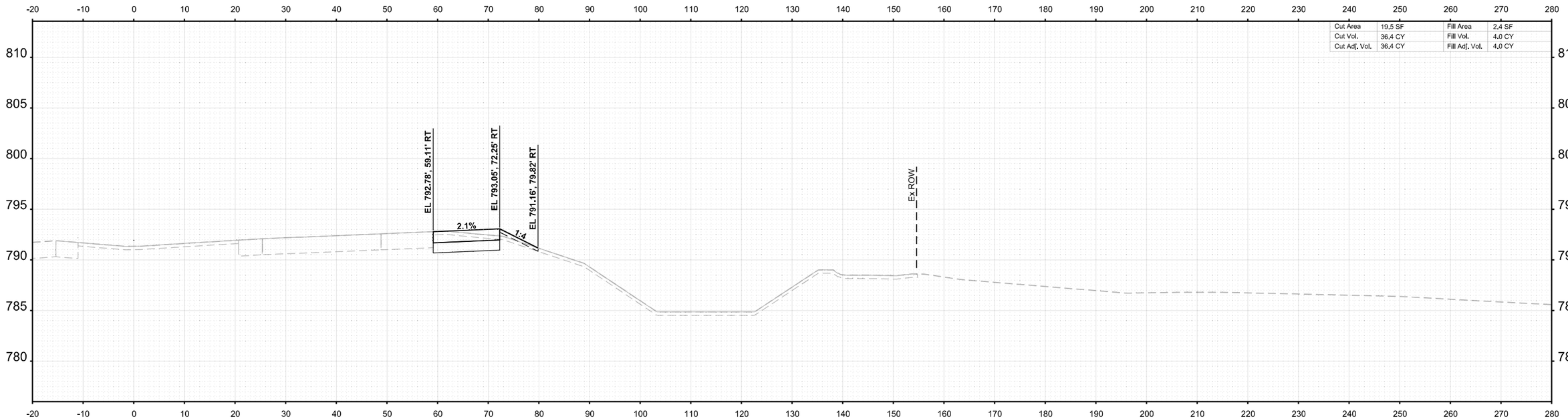
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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



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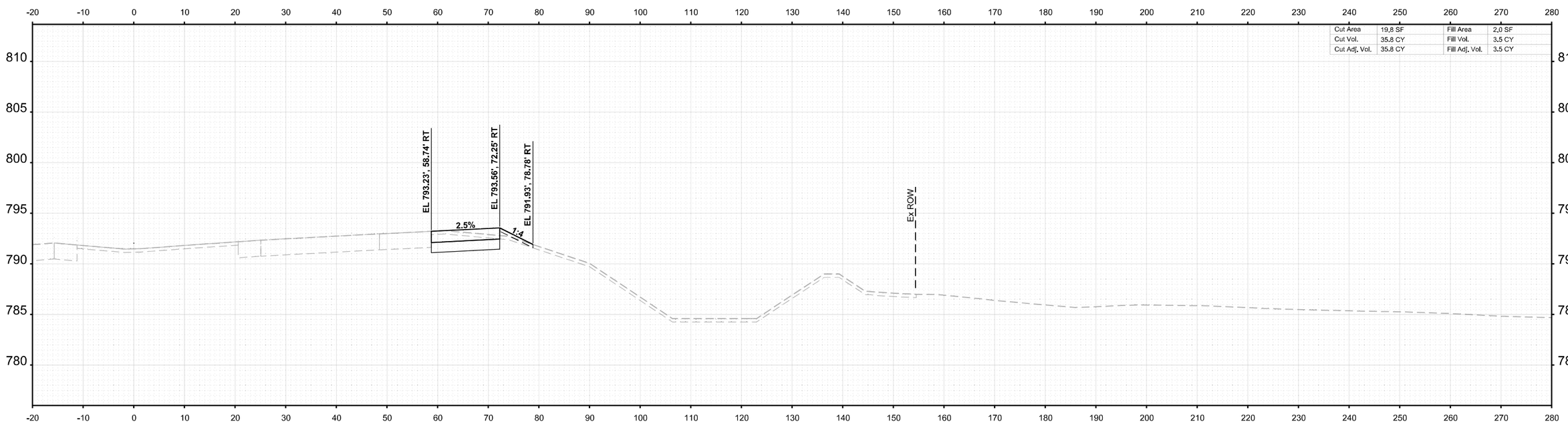
Cut Vol.	36.4 CY	Fill Vol.	4.0 CY
Cut Adj. Vol.	36.4 CY	Fill Adj. Vol.	4.0 CY

STA 2622+00.00



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Cut Vol.	35.8 CY	Fill Vol.	3.5 CY
Cut Adj. Vol.	35.8 CY	Fill Adj. Vol.	3.5 CY

STA 2621+50.00

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK		
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2621+50.00 TO STA. 2622+00.00

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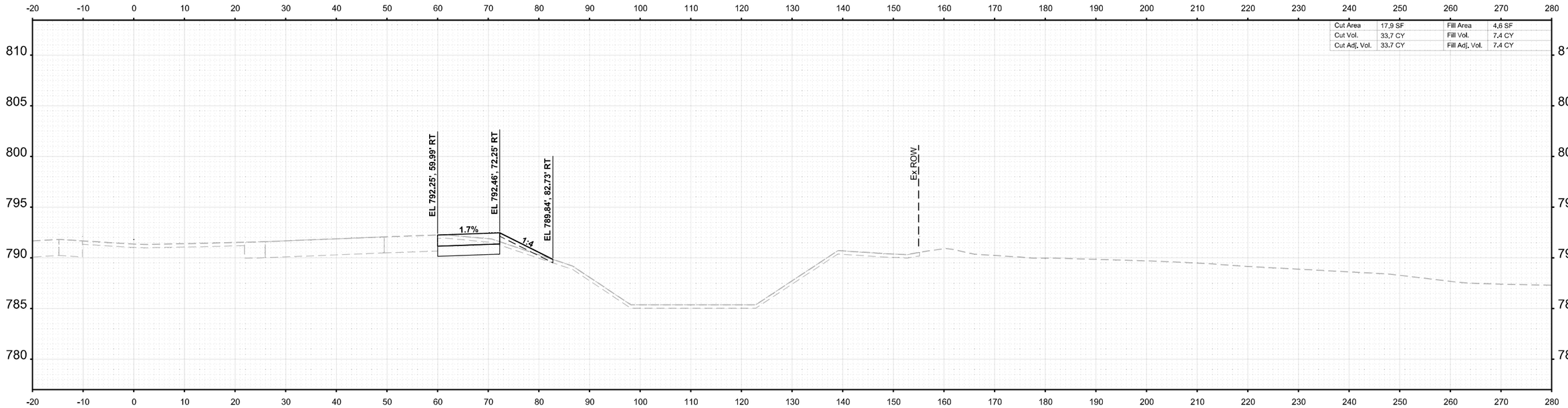
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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



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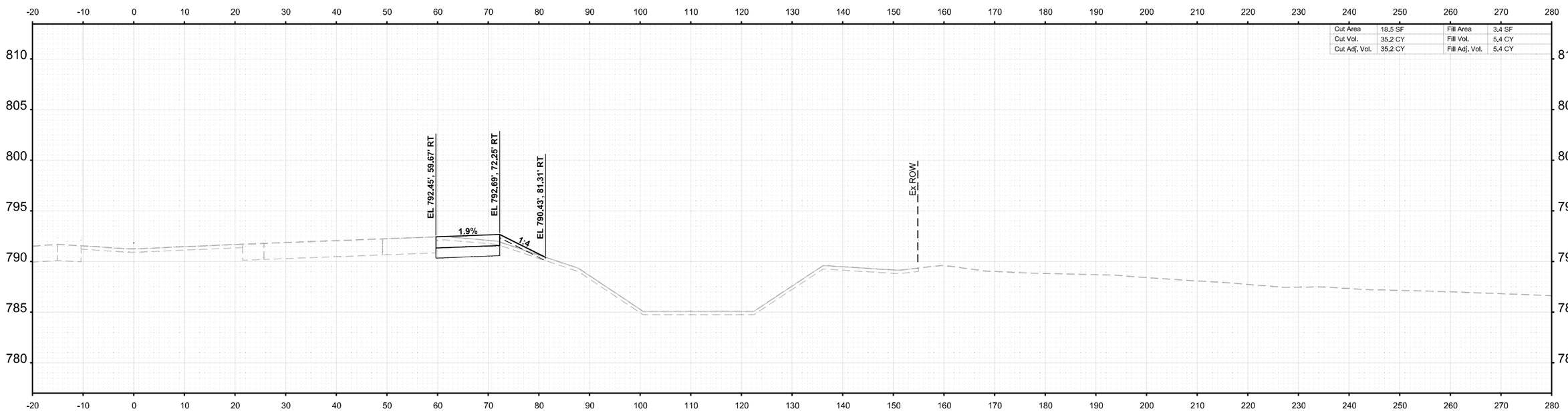

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2622+50.00 TO STA. 2623+00.00

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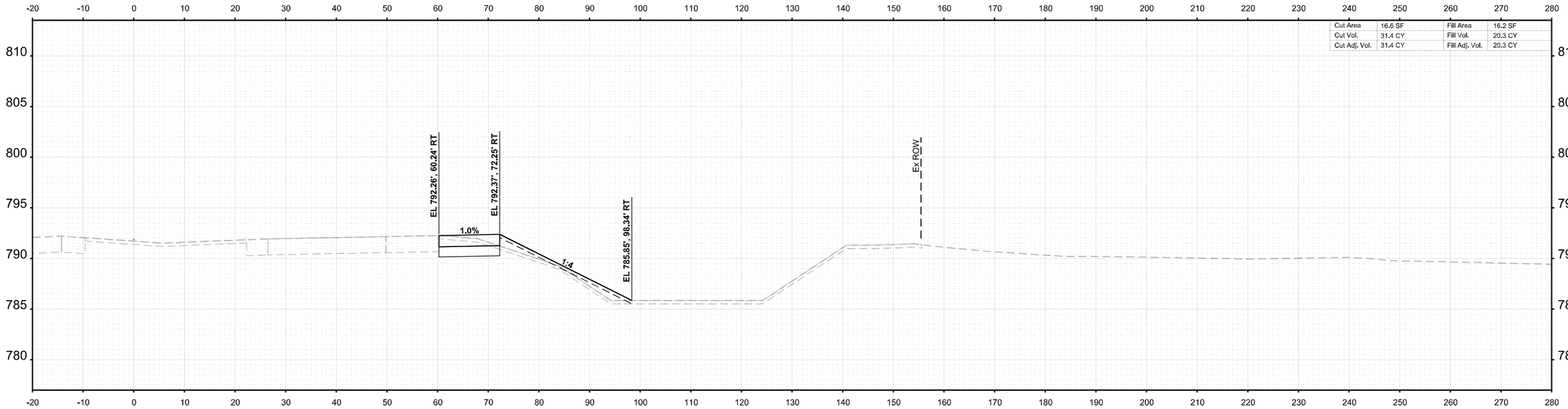
		ILLINOIS	FED. AID PROJECT	

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



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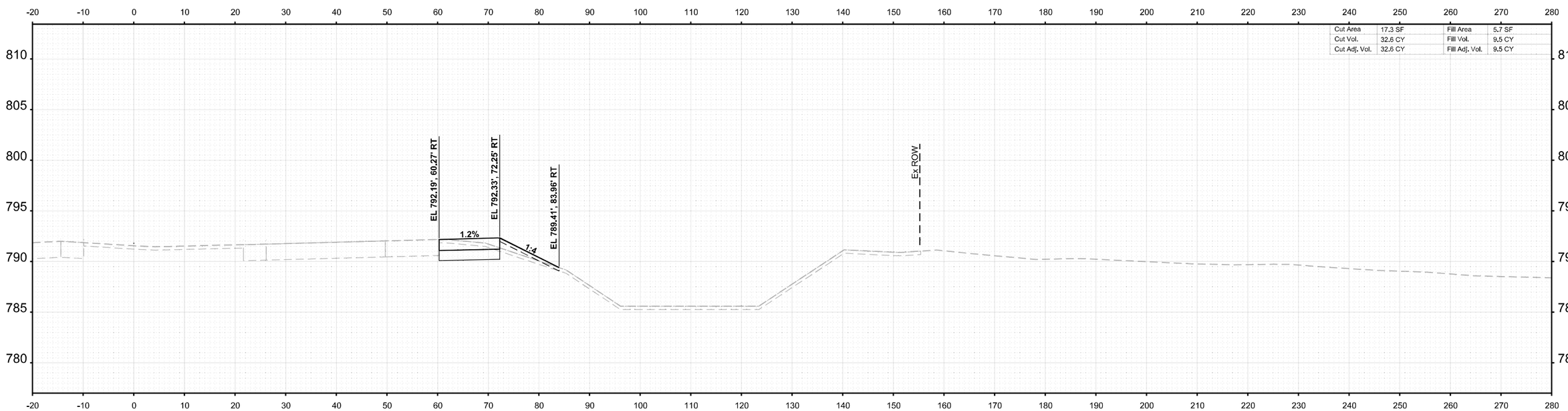

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2623+50.00 TO STA. 2624+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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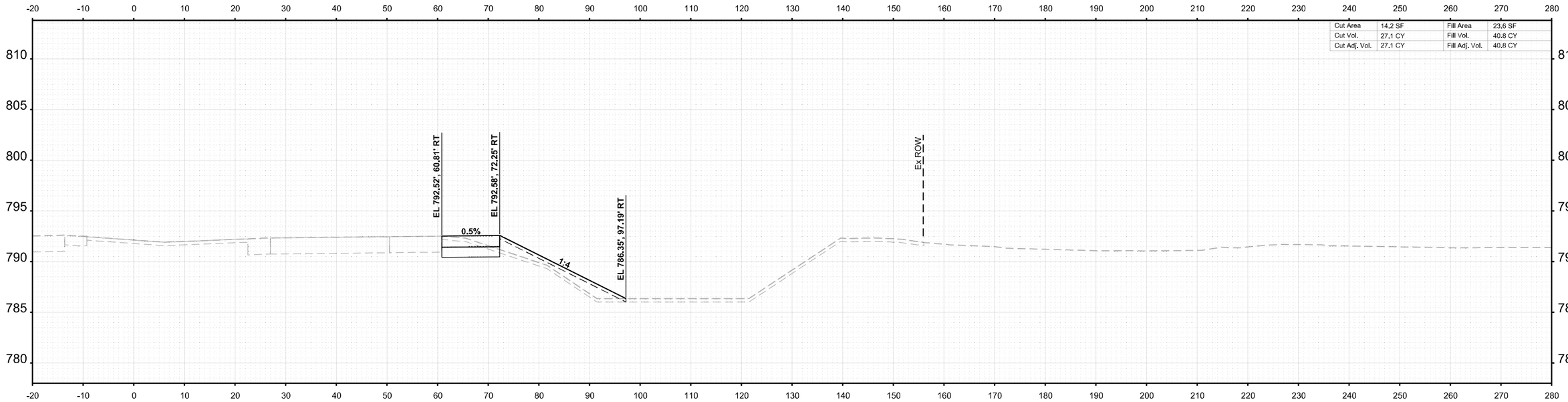
* FAI ROUTE 39 (I-39) & FAP 301 (US 20)



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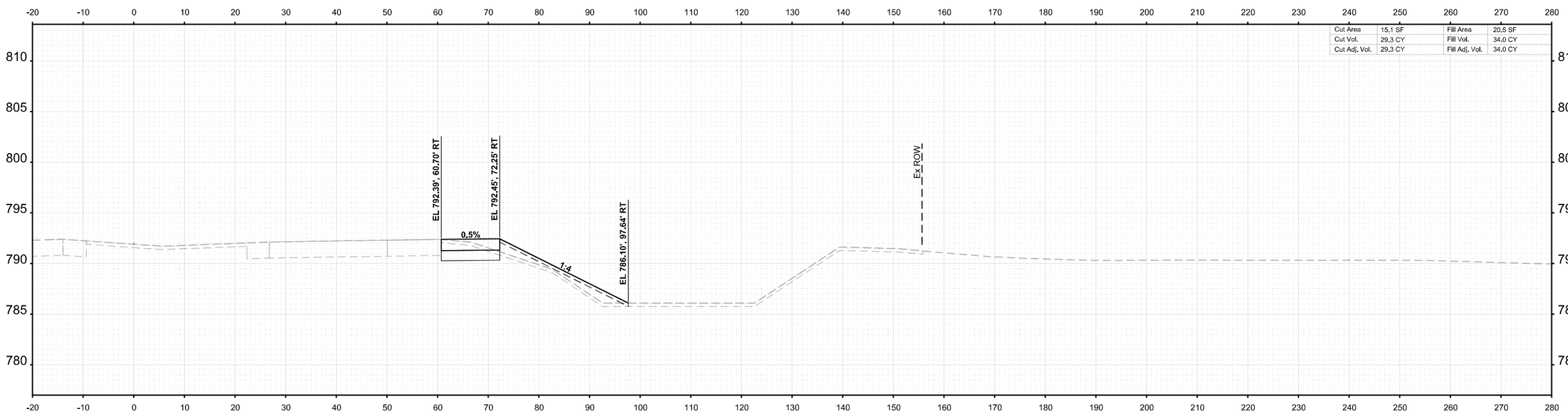

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STATE OF ILLINOIS
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CROSS SECTIONS I-39
PRE-STAGE

SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2624+50.00 TO STA. 2625+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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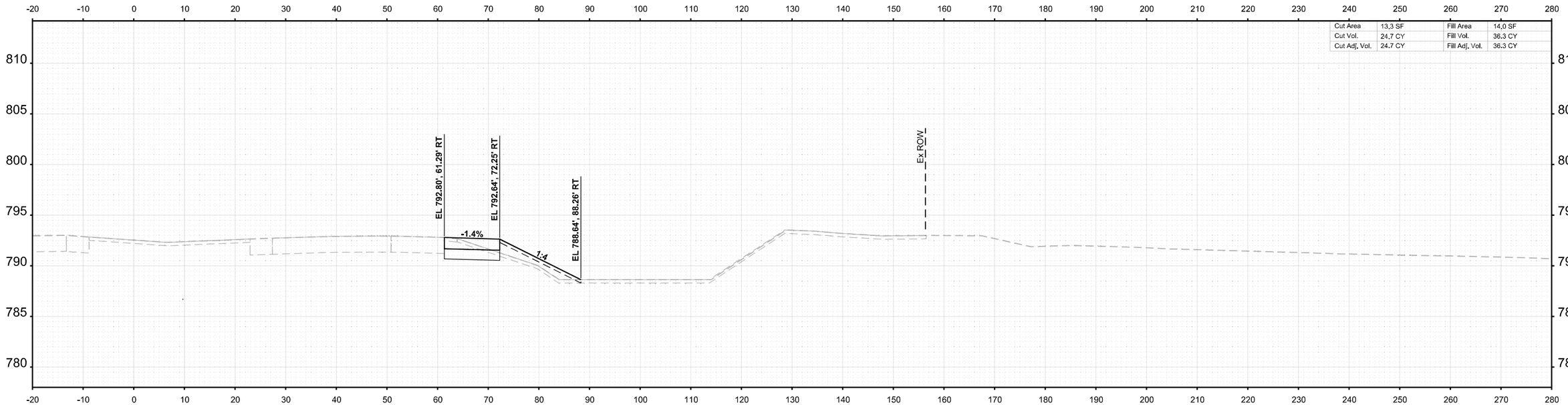
* FAI ROUTE 39 (I-39) & FAP 301 (US 20)



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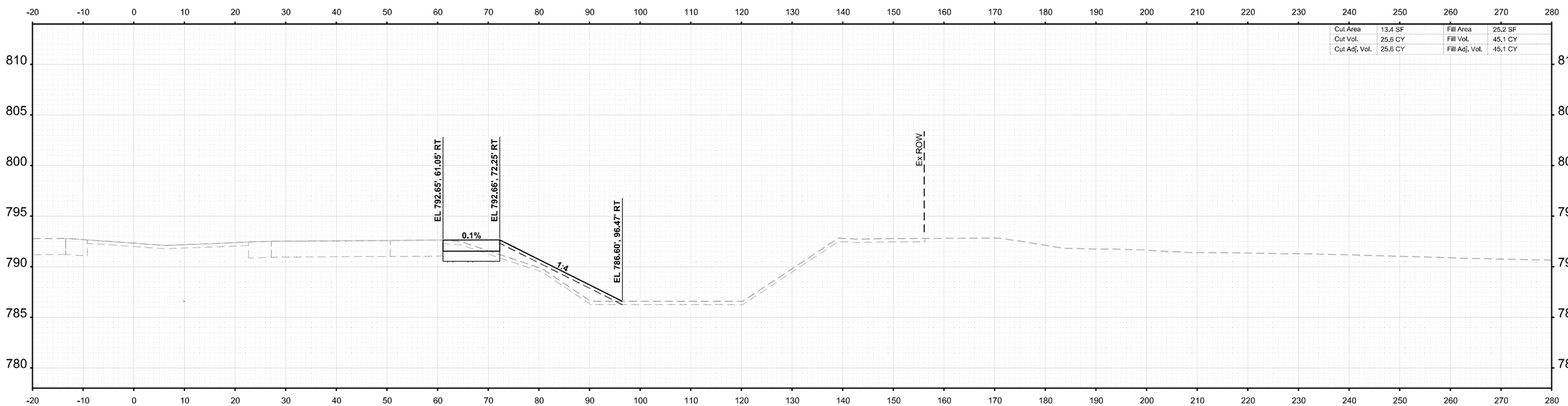

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CROSS SECTIONS I-39
PRE-STAGE

SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2625+50.00 TO STA. 2626+00.00

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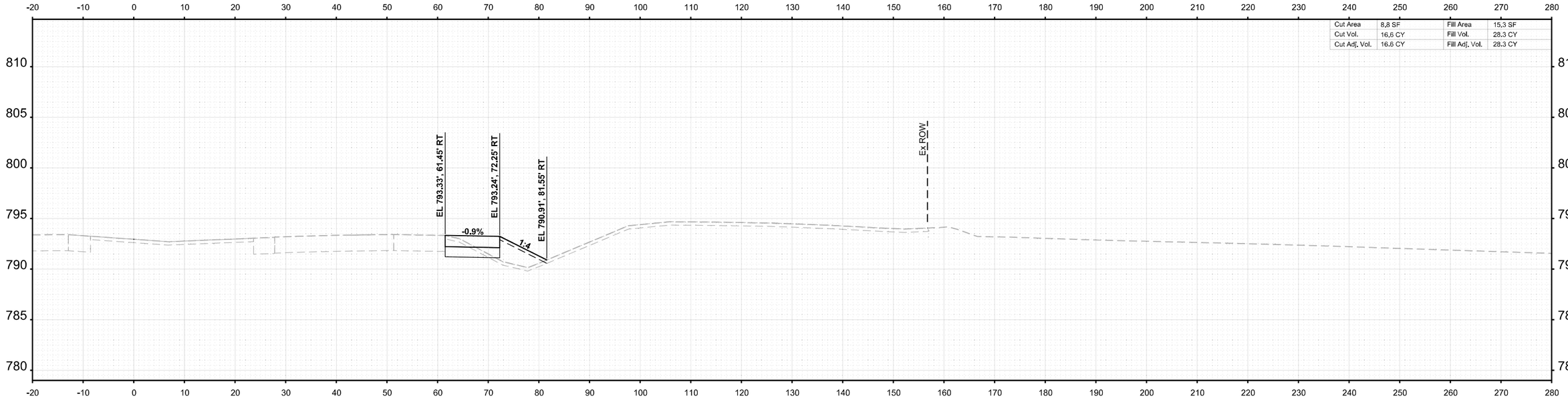

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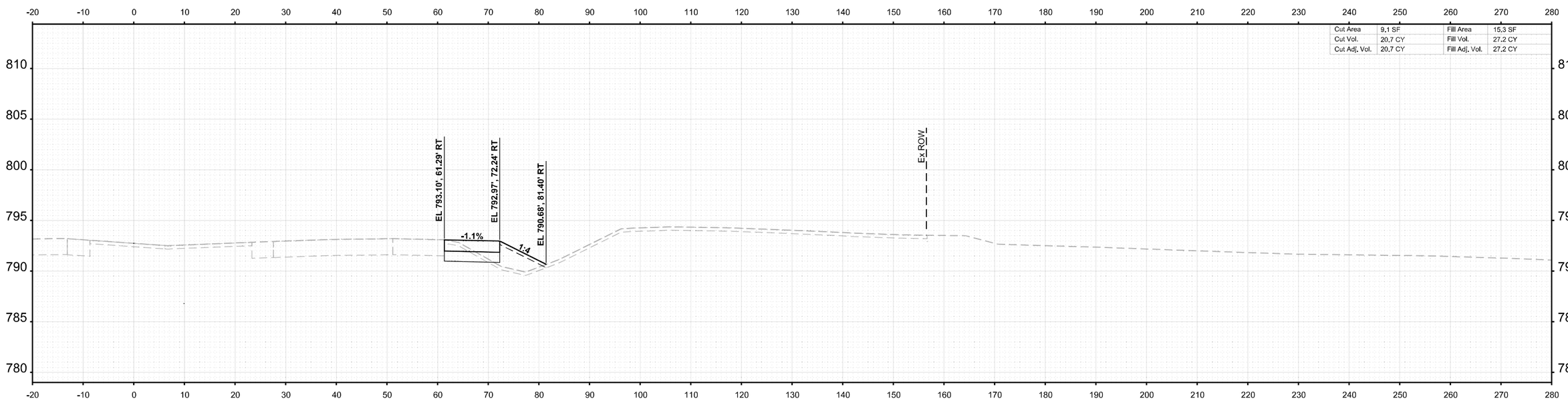

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CROSS SECTIONS I-39
PRE-STAGE

SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2626+50.00 TO STA. 2627+00.00

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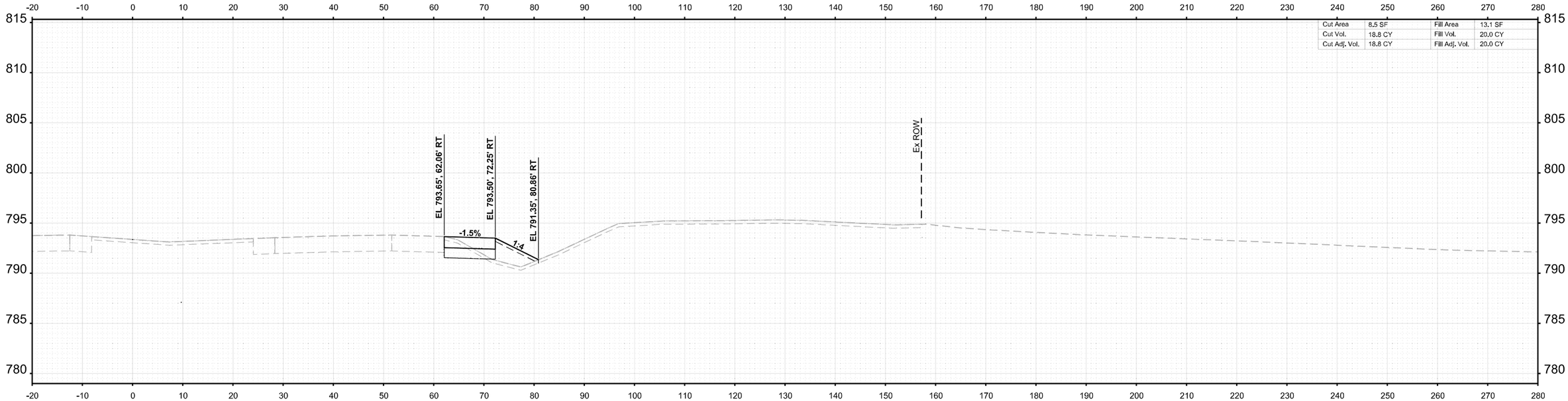

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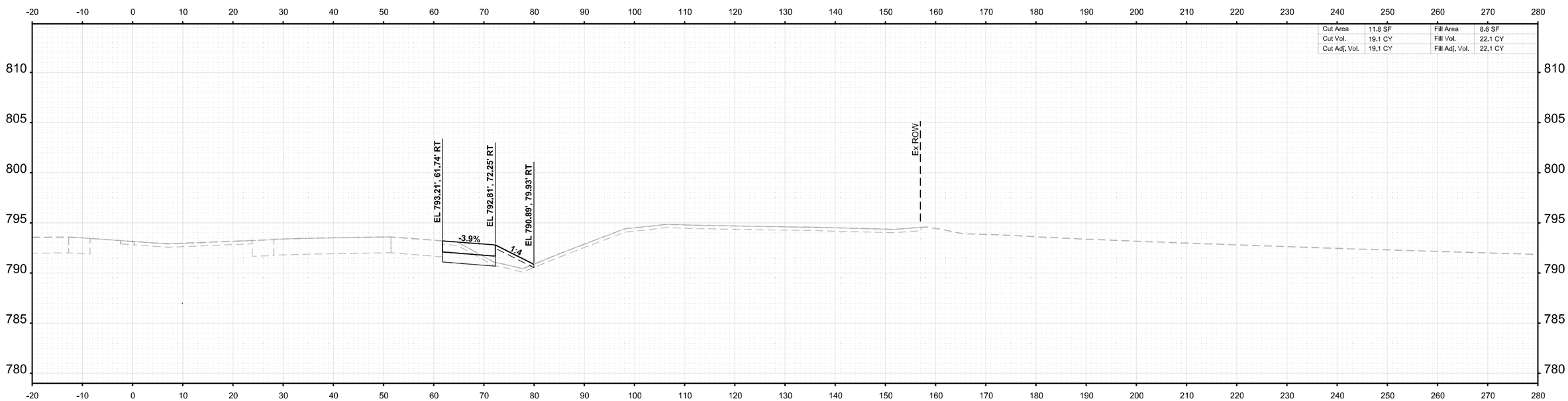

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CROSS SECTIONS I-39
PRE-STAGE

SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2627+50.00 TO STA. 2628+00.00

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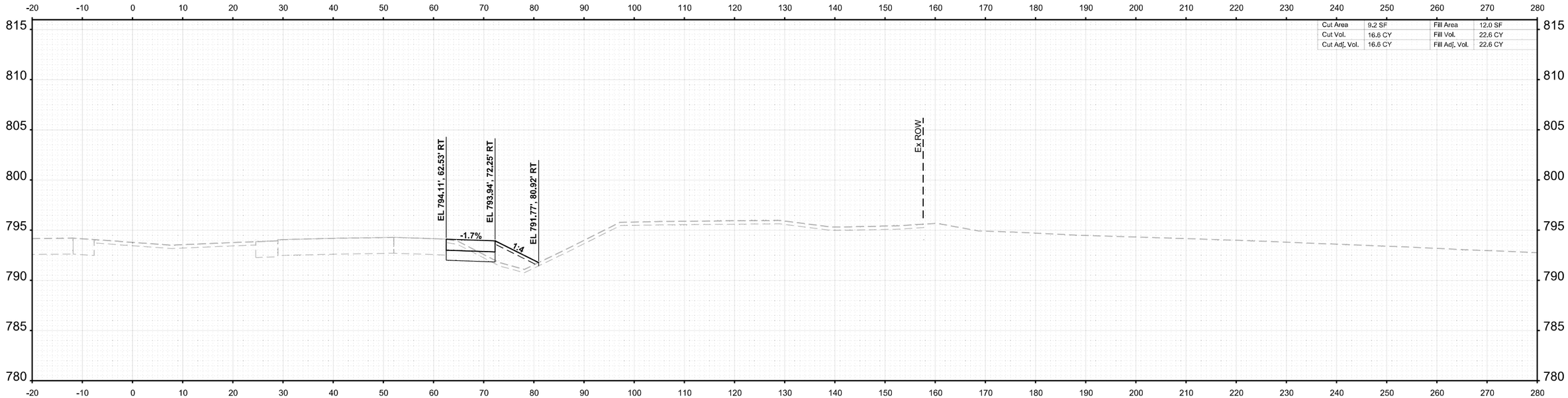

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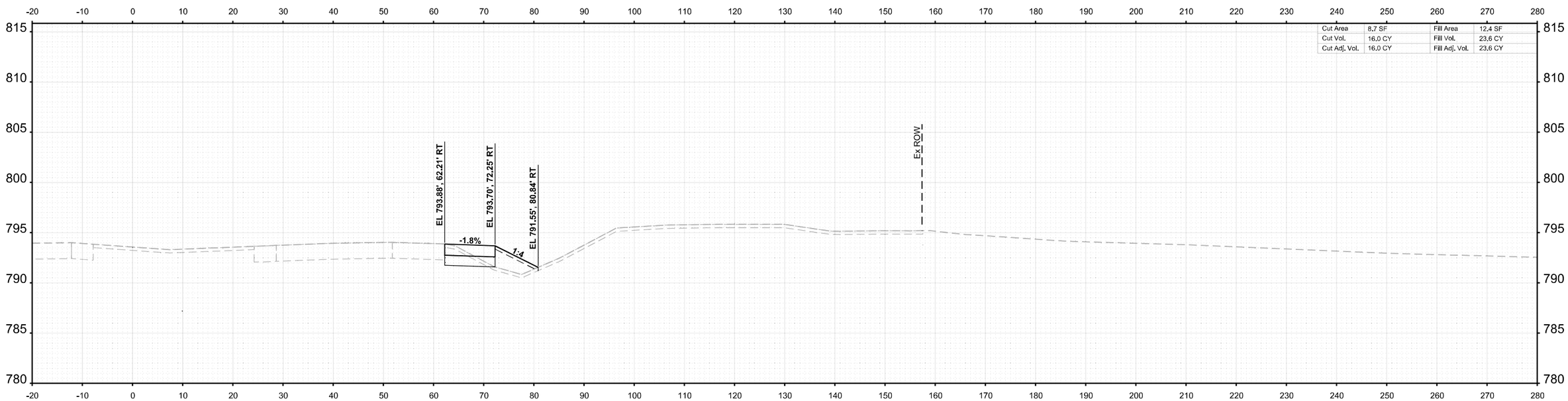

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CROSS SECTIONS I-39
PRE-STAGE

SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2628+50.00 TO STA. 2629+00.00

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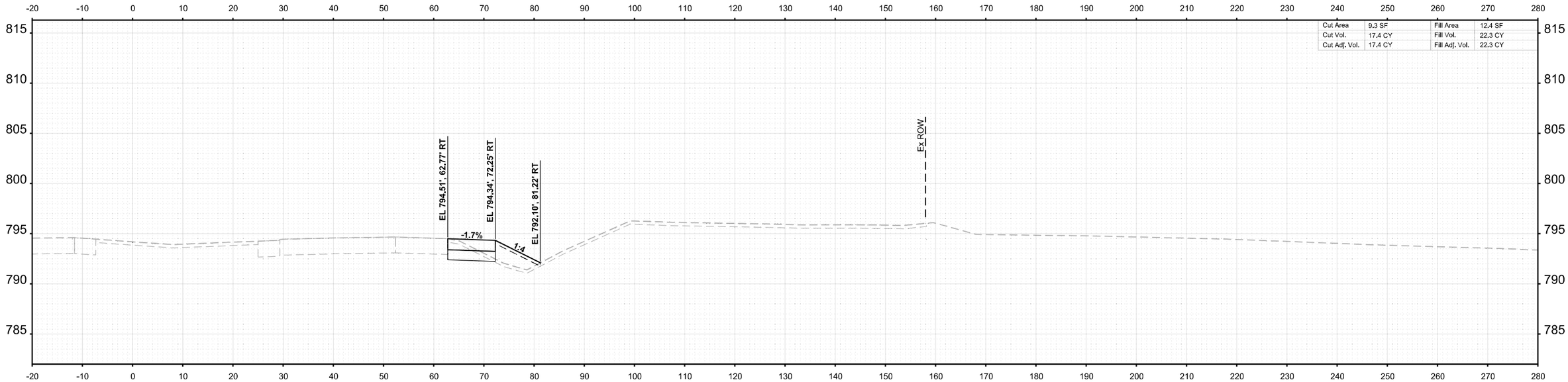
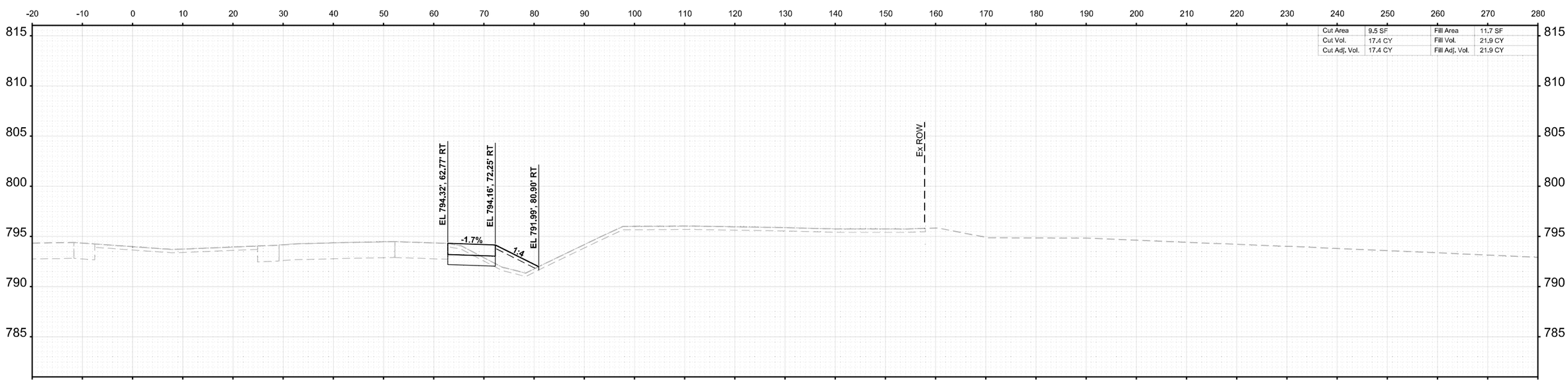
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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



STA 2630+00.00



STA 2629+50.00

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

MODEL: I-39 Mainline Stage 3 - XS - 2629+50.00 (Sheet)
FILE NAME: c:\pwworkir\benesch projects\projects\d0173808\D264C24-MIL-I-39-PreStage-XS.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = agibson	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/7/2025	DATE -	REVISED -	

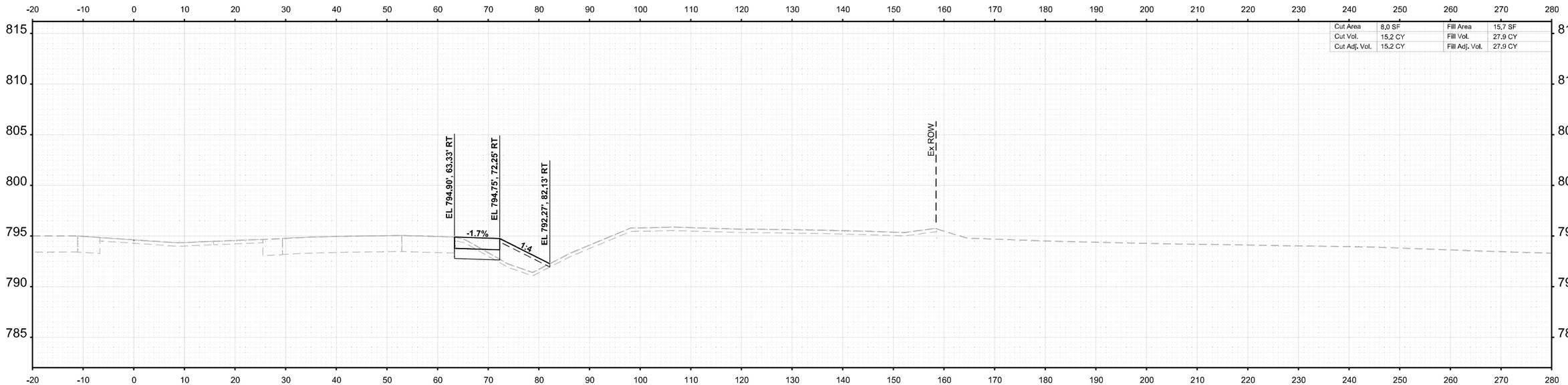
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

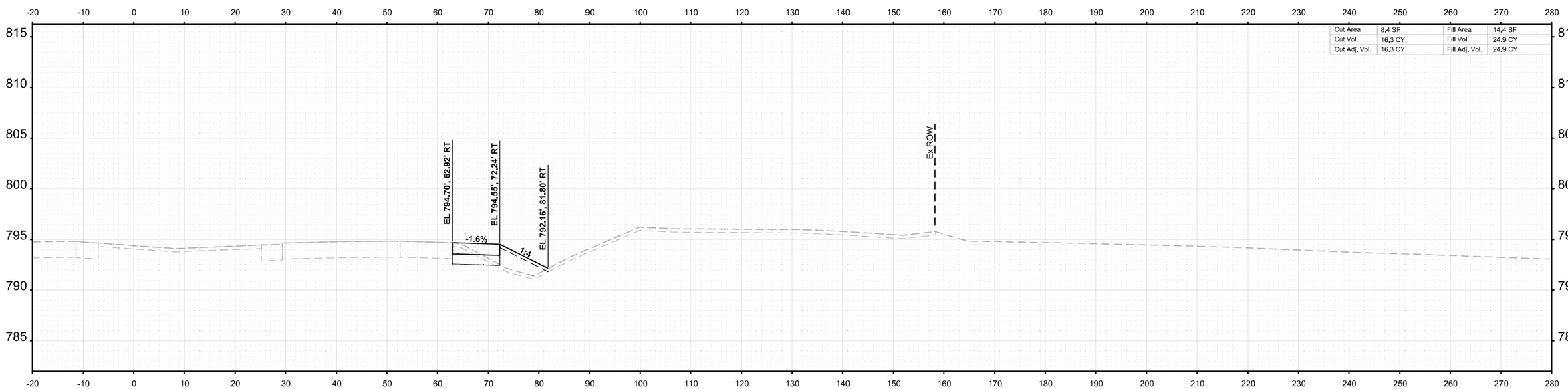
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2629+50.00 TO STA. 2630+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	883
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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



STA 2631+00.00



STA 2630+50.00

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: I-39 Mainline Stage 3 - XS - 2630+50.00 (Sheet)
FILE NAME: c:\pwworkdir\benesch projects\projects\d0173808\D264C24-MI-I-39-PreStage-XS.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/11/2025	DATE -	REVISED -	

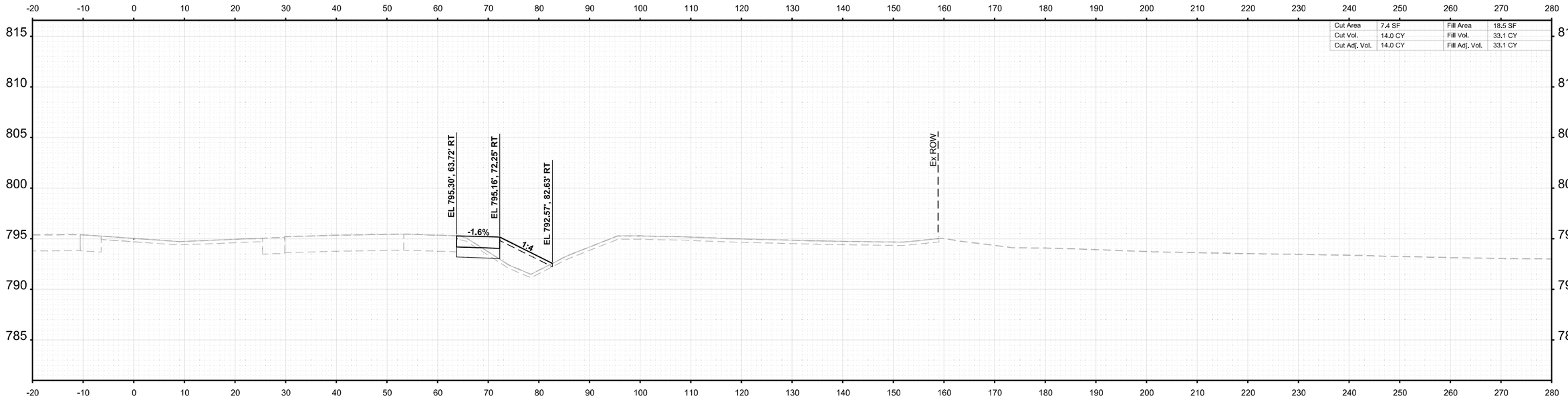
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

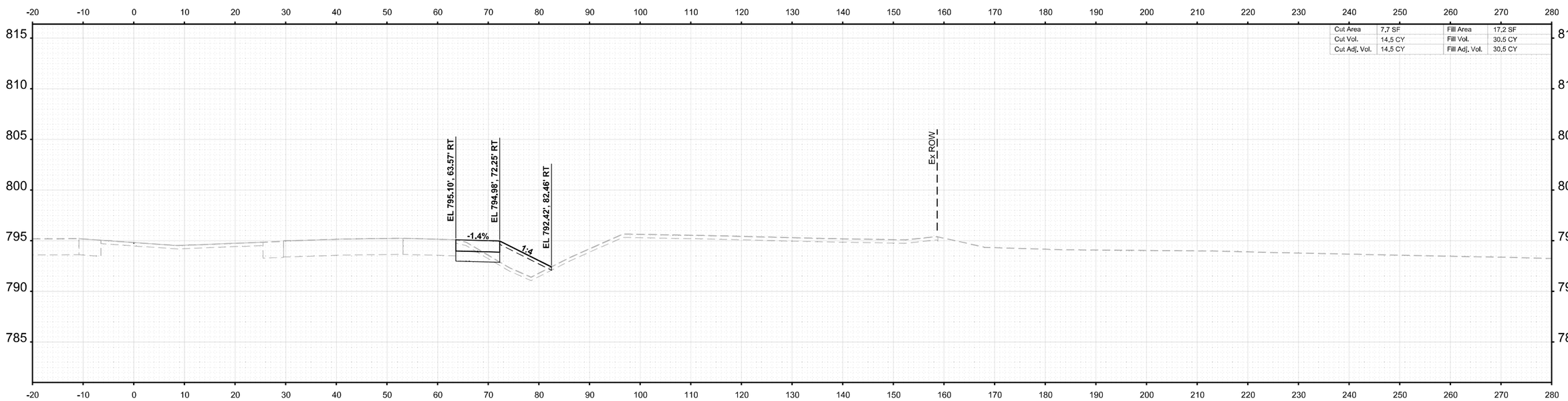
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2630+50.00 TO STA. 2631+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	884
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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



STA 2632+00.00



STA 2631+50.00

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: I-39 Mainline Stage 3 - XS - 2631+50.00 (Sheet)
FILE NAME: c:\pwworkir\benesch projects\projects\d0173808\D264C24-MIL-I-39-PreStage-XS.dgn

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Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
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312-565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/11/2025	DATE -	REVISED -	

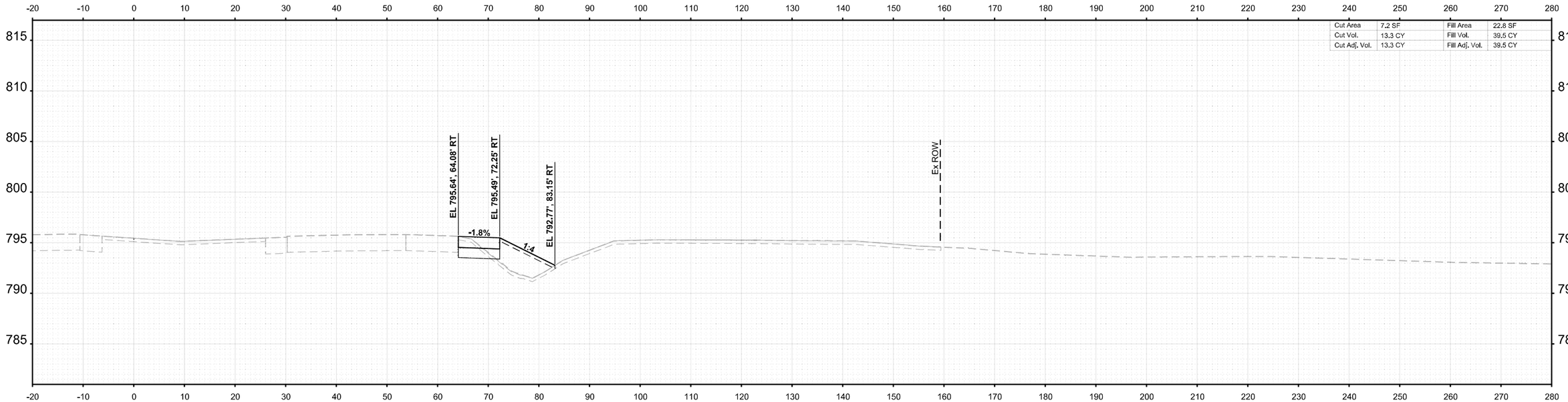
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

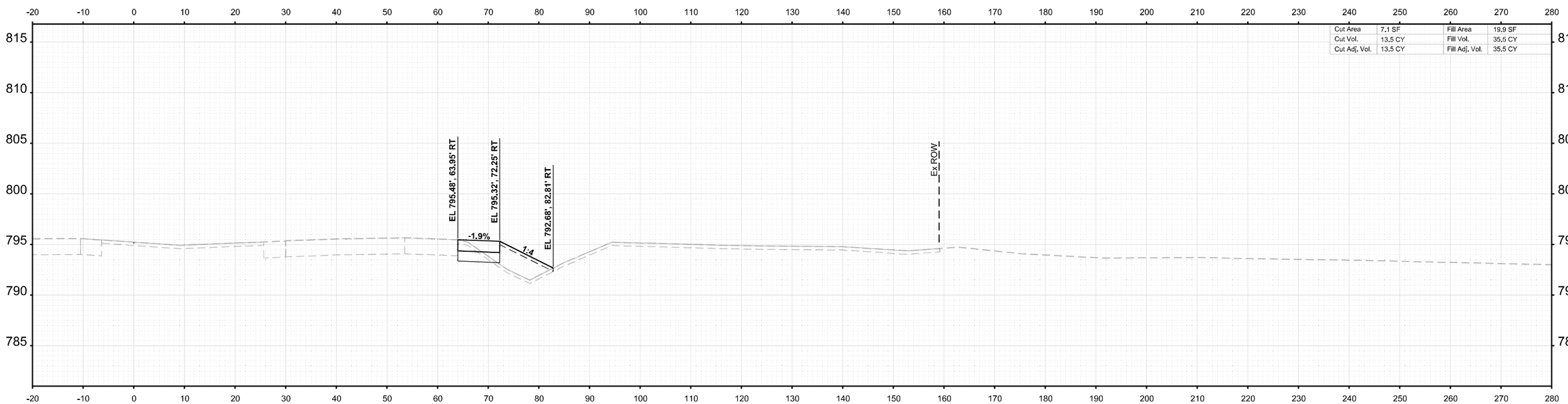
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2631+50.00 TO STA. 2632+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	885
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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



STA 2633+00.00



STA 2632+50.00

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		
NO.			

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		
NO.			

MODEL: I-39 Mainline Stage 3 - XS - 2632+50.00 Sheet1
FILE NAME: c:\pwworkdir\benesch projects\projects\d0173808\D264C24-ML-I-39-PreStage-XS.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 8/30/2024	DATE -	REVISED -	

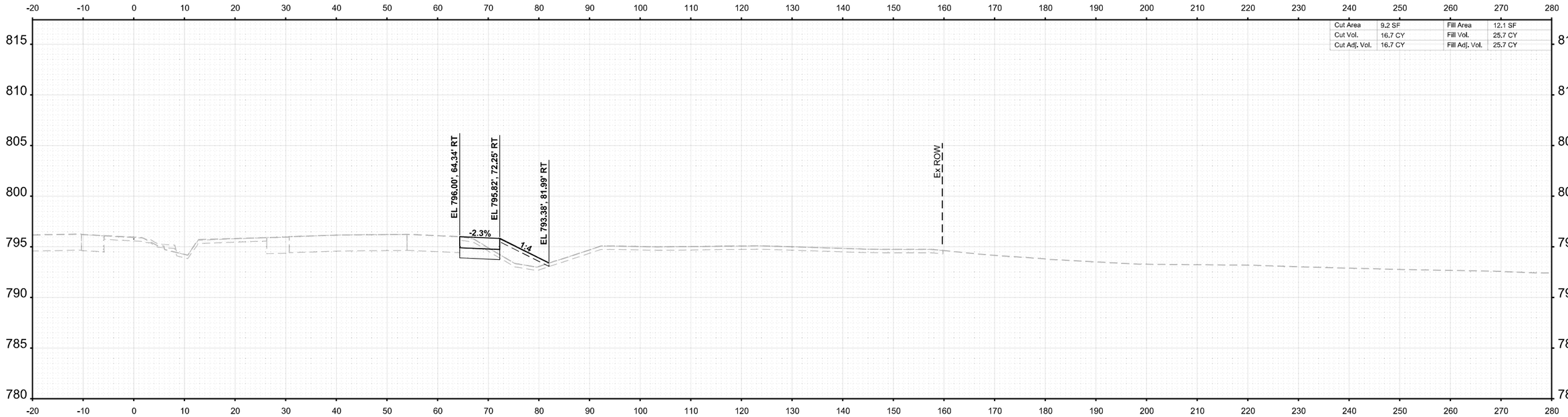
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

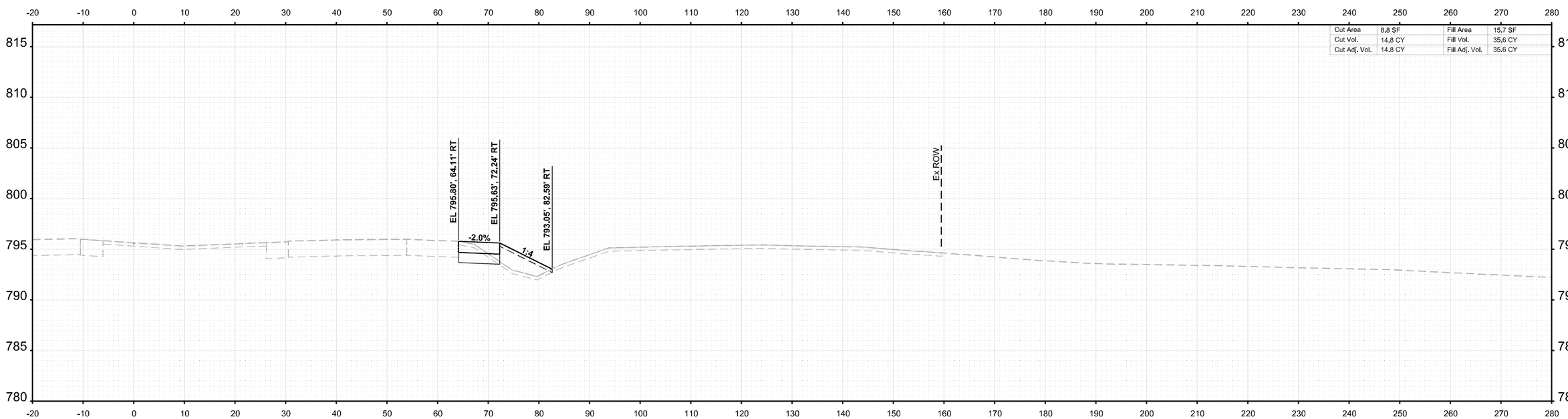
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2632+50.00 TO STA. 2633+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	886
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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



STA 2634+00.00



STA 2633+50.00

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		
NO.			

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		
NO.			

MODEL: I-39 Mainline Stage 3 - XS - 2633+50.00 (Sheet)
FILE NAME: c:\pwworkir\benesch projects\projects\d0173808\D264C24-MIL-I-39-PreStage-XS.dgn

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Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = agibson	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/7/2025	DATE -	REVISED -	

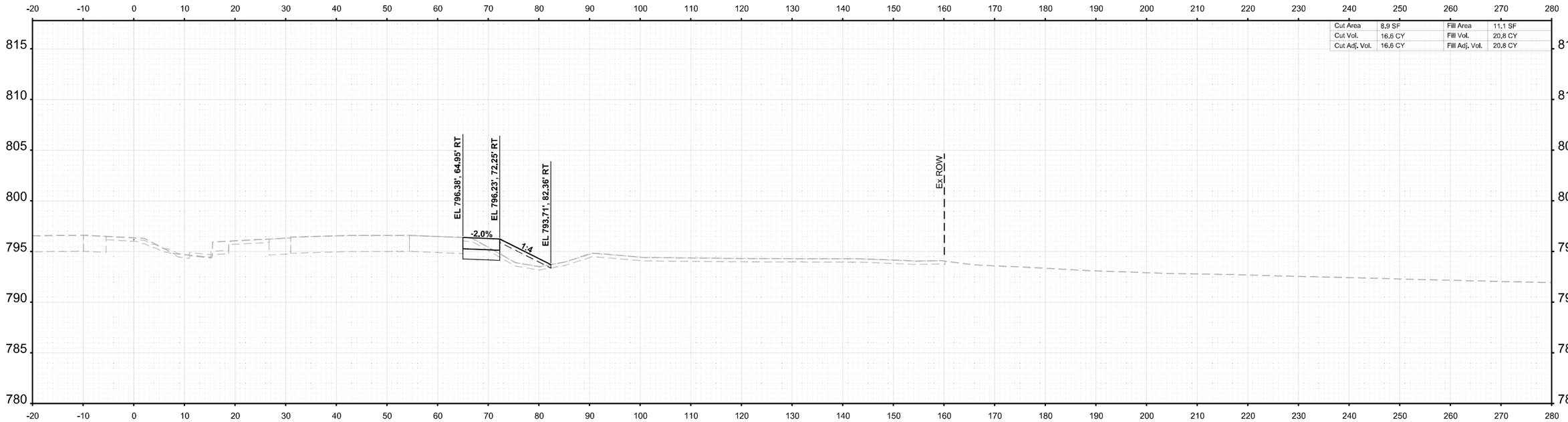
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2633+50.00 TO STA. 2634+00.00

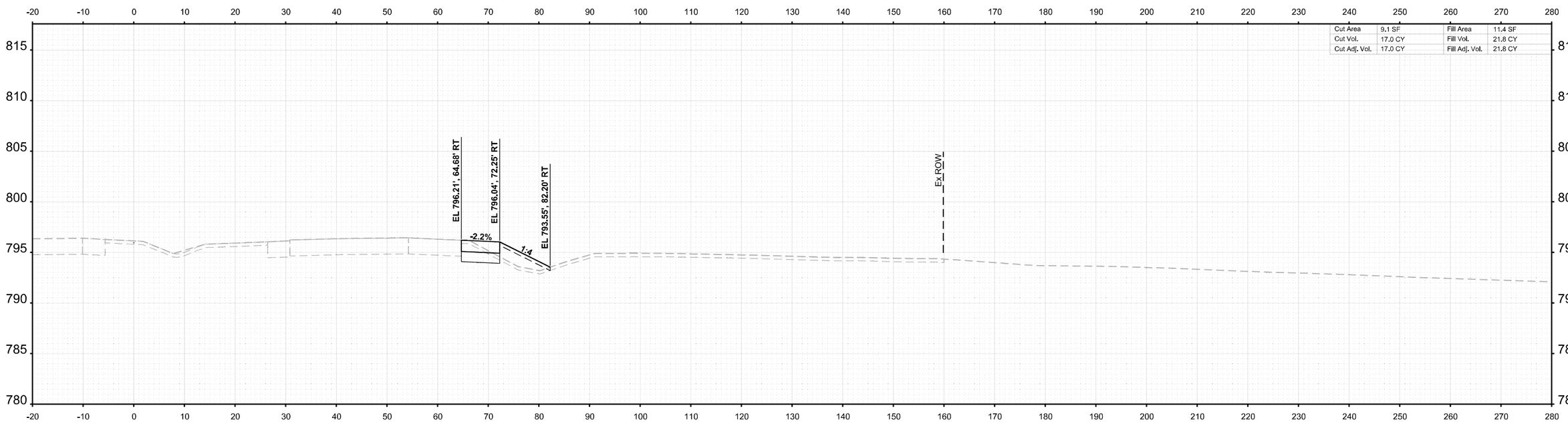
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	887
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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



Cut Area	8.9 SF	Fill Area	11.1 SF
Cut Vol.	16.6 CY	Fill Vol.	20.8 CY
Cut Adj. Vol.	16.6 CY	Fill Adj. Vol.	20.8 CY

STA 2635+00.00



Cut Area	9.1 SF	Fill Area	11.4 SF
Cut Vol.	17.0 CY	Fill Vol.	21.8 CY
Cut Adj. Vol.	17.0 CY	Fill Adj. Vol.	21.8 CY

STA 2634+50.00

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: I-39 Mainline Stage 3 - XS - 2634+50.00 (Sheet)
FILE NAME: c:\pwworkir\benesch projects\projects\d0173808\D264C24-MIL-I-39-PreStage-XS.dgn

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Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = agibson	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/7/2025	DATE -	REVISED -	

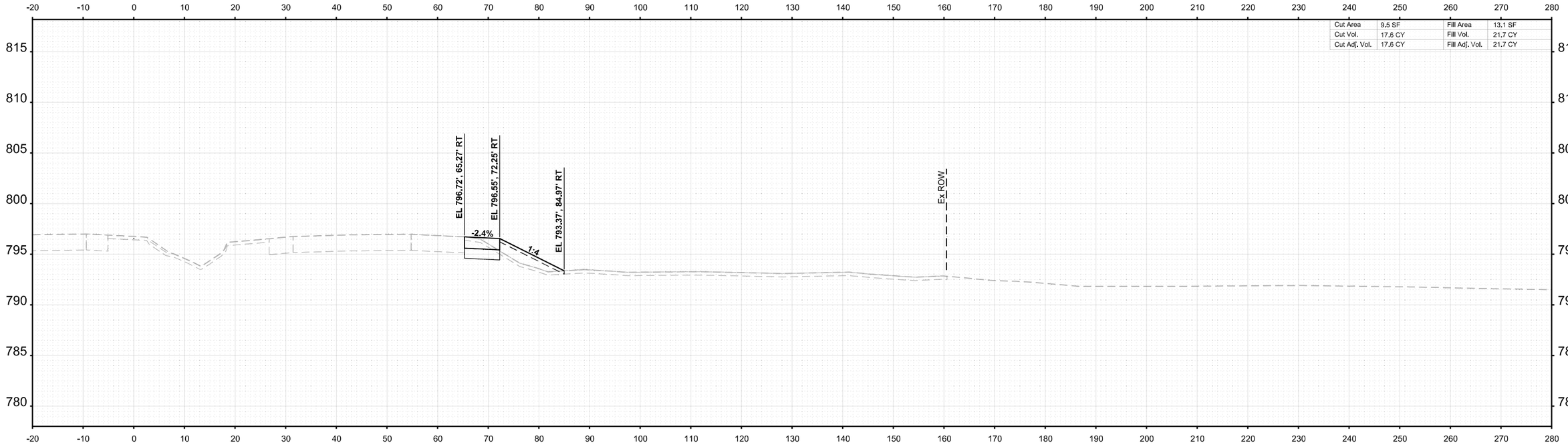
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

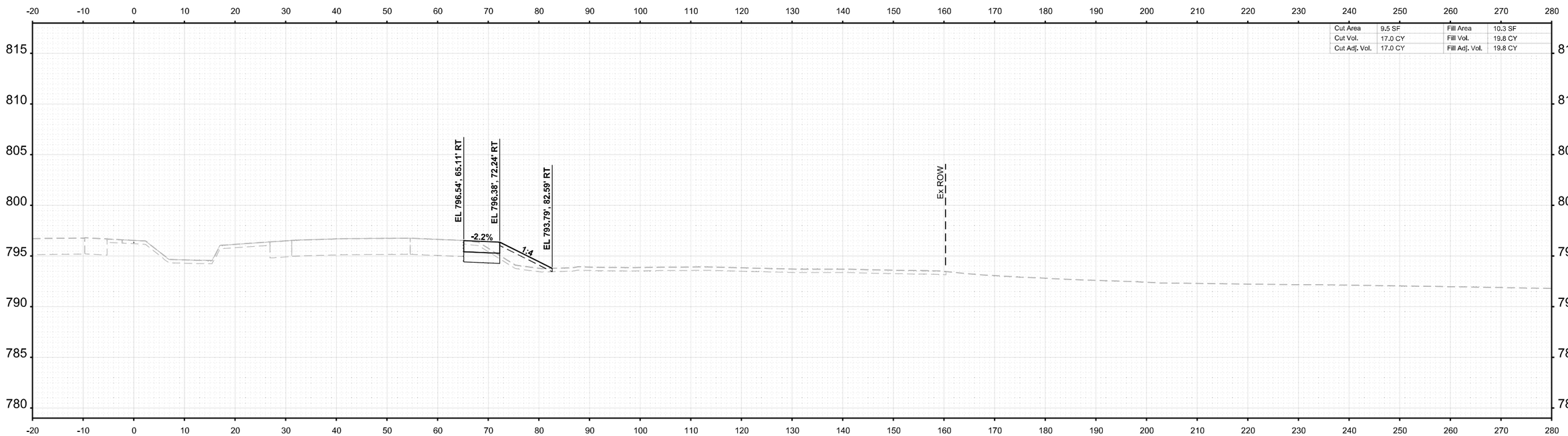
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2634+50.00 TO STA. 2635+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	888
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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



STA 2636+00.00



STA 2635+50.00

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK		
NO.		

MODEL: I-39 Mainline Stage 3 - XS - 2635+50.00 (Sheet)
FILE NAME: c:\pwworkl\benesch projects\projects\d0173808\D264C24-MIL-I-39-PreStage-XS.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = agibson	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/7/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

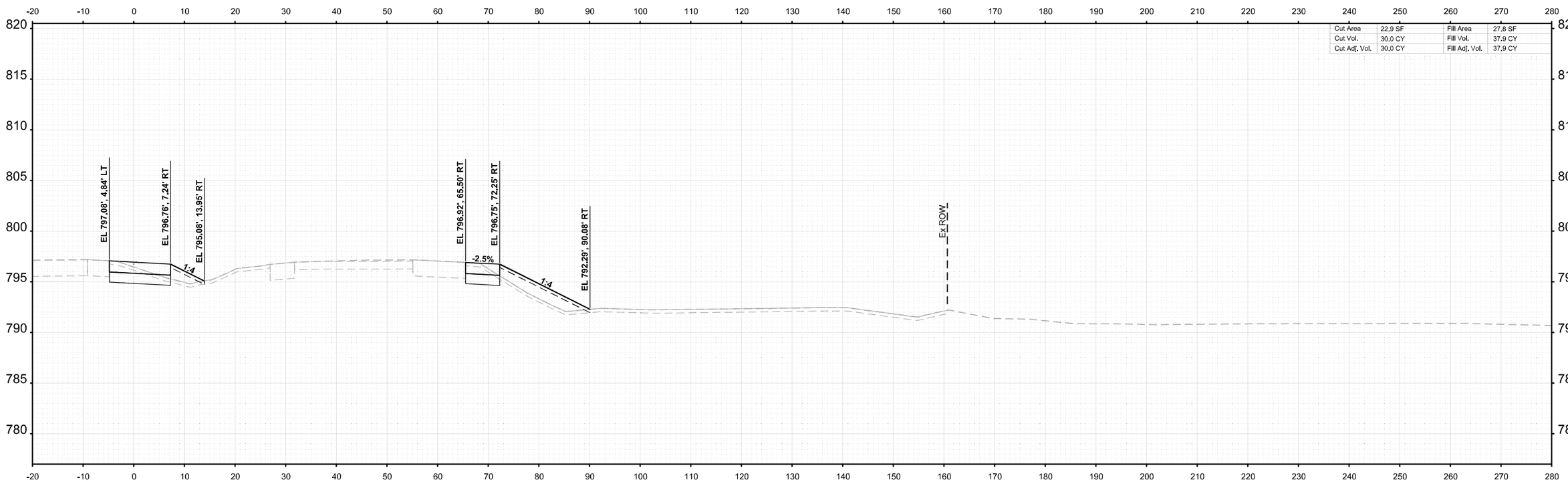
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2635+50.00 TO STA. 2636+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	889
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



STA 2636+50.00

MODEL: I-39 Mainline Stage 3 - XS - 2636+50.00 (Sheet)
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Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-6450 Job No. 10800.00

USER NAME = agibson	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/7/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

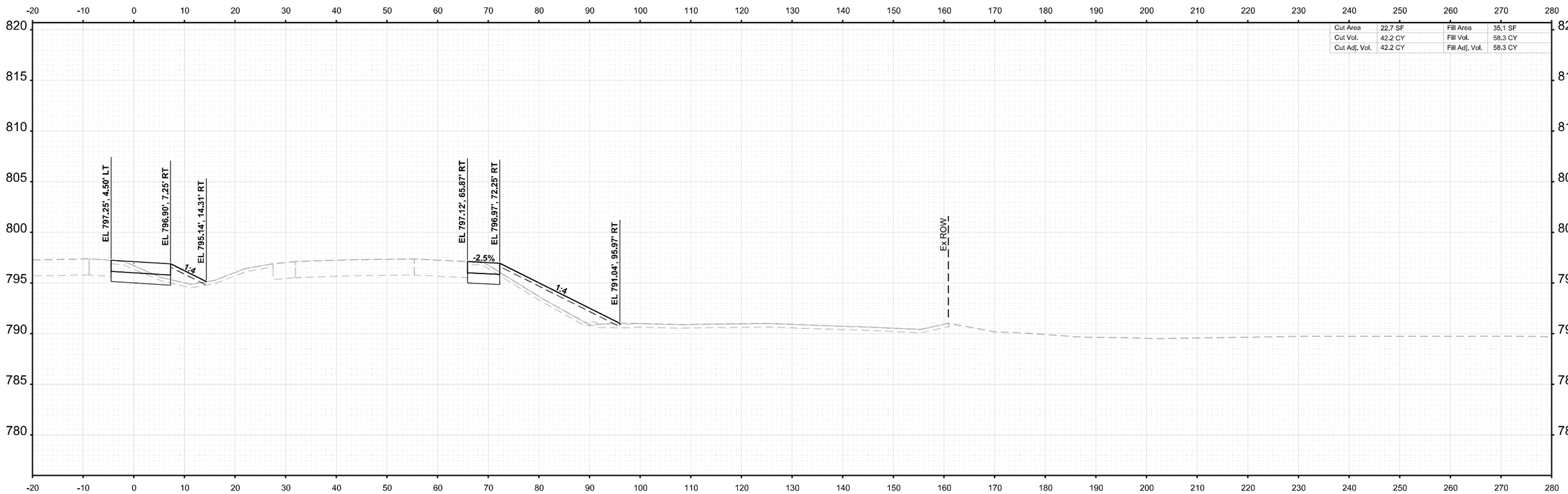
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2636+50.00 TO STA. 2636+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	890
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



Cut Area	22.7 SF	Fill Area	35.1 SF
Cut Vol.	42.2 CY	Fill Vol.	58.3 CY
Cut Adj. Vol.	42.2 CY	Fill Adj. Vol.	58.3 CY

STA 2637+00.00

MODEL: I-39 Mainline Stage 3 - XS - 2637+00.00 (Sheet)
FILE NAME: c:\pwworkdir\benesch projects\projects\d0173808\D264C24-MI-I-39-PreStage-XS.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
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312-565-6450 Job No. 10800.00

USER NAME = agibson	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/7/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

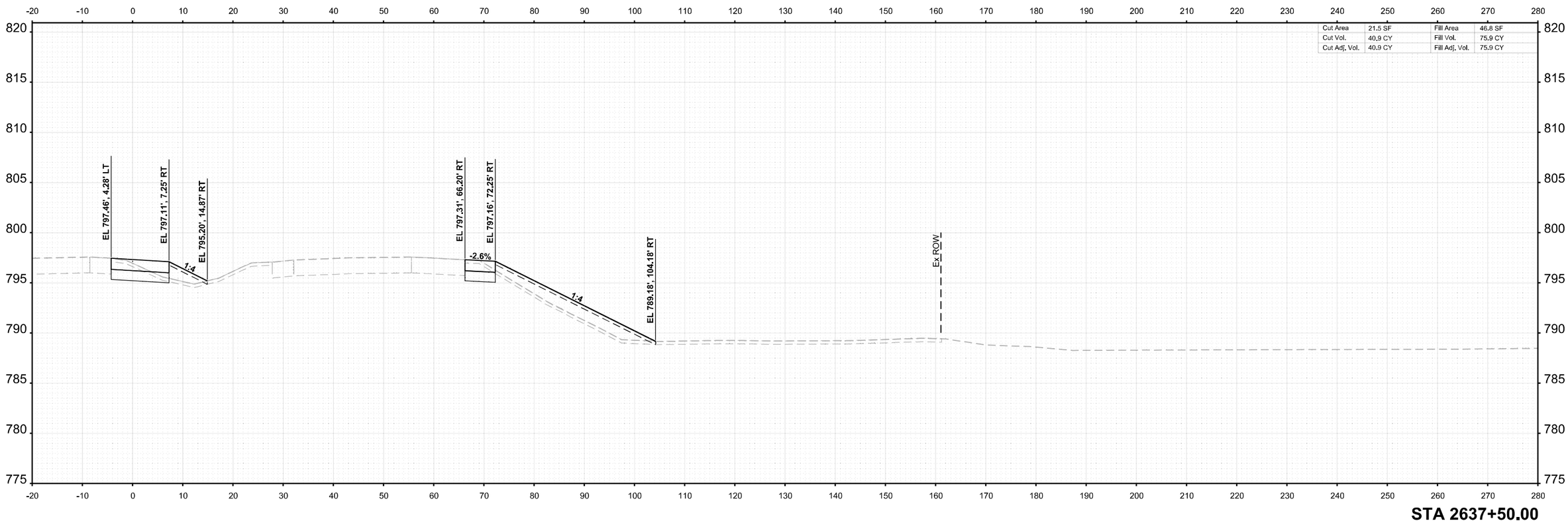
CROSS SECTIONS I-39
PRE-STAGE

SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2637+00.00 TO STA. 2637+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	891
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



STA 2637+50.00

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: I-39 Mainline Stage 3 - XS - 2637+50.00 [Sheet]
FILE NAME: c:\pwworkdir\benesch projects\projects\d0173808\D264C24-ML-I-39-PreStage-XS.dgn

benesch
Alfred Benesch & Company
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USER NAME = jMajcher	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

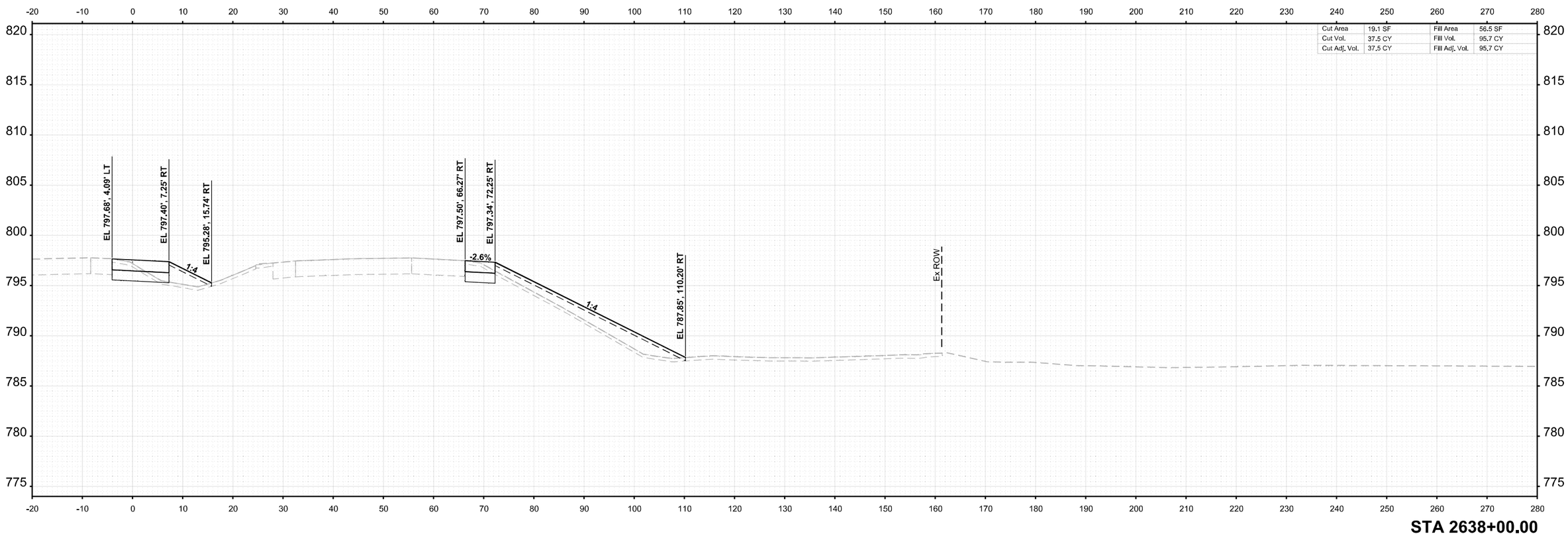
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2637+50.00 TO STA. 2637+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	892
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



Cut Area	19.1 SF	Fill Area	56.5 SF
Cut Vol.	37.5 CY	Fill Vol.	95.7 CY
Cut Adj. Vol.	37.5 CY	Fill Adj. Vol.	95.7 CY

STA 2638+00.00

MODEL: I-39 Mainline Stage 3 - XS - 2638+00.00 (Sheet)
FILE NAME: c:\pwworkir\benesch projects\projects\d0173808\D264C24-MI-I-39-PreStage-XS.dgn

benesch
Alfred Benesch & Company
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312-565-0450 Job No. 10800.00

USER NAME = agibson	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/7/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

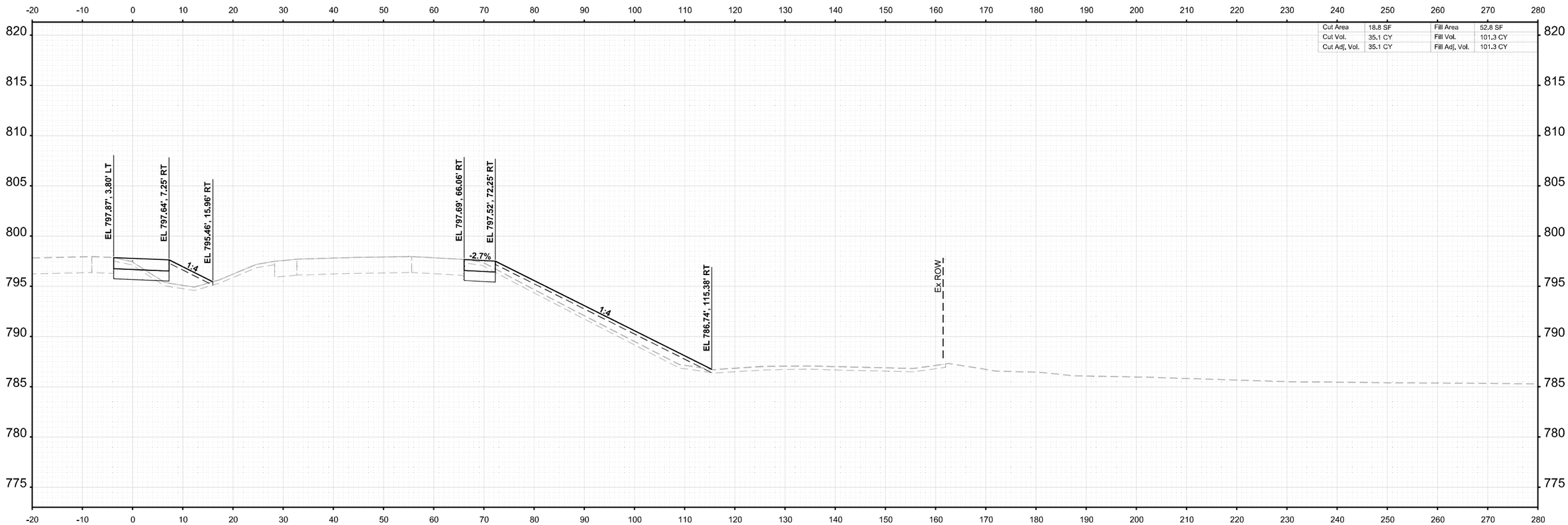
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2638+00.00 TO STA. 2638+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	893
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



STA 2638+50.00

MODEL: I-39 Mainline Stage 3 - XS - 2638+50.00 (Sheet)
FILE NAME: c:\pwworkl\benesch projects\projects\d0173808\D264C24-ML-I-39-PreStage-XS.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

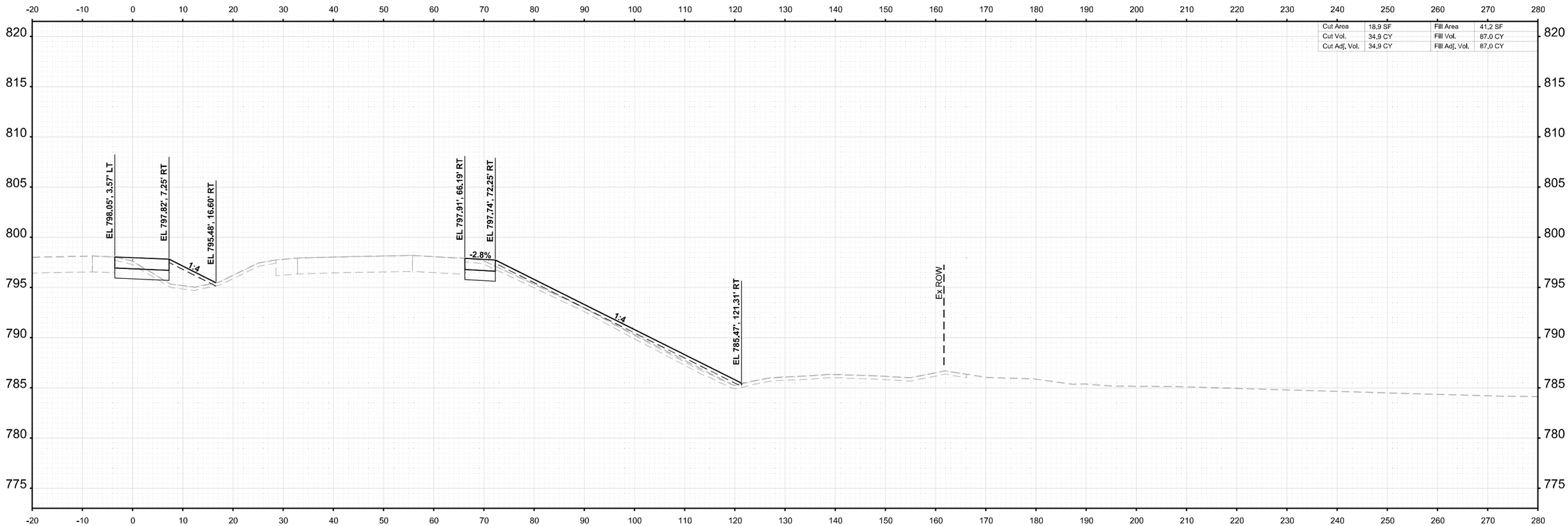
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2638+50.00 TO STA. 2638+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1,5)R	WINNEBAGO	1685	894
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



STA 2639+00.00

MODEL: I-39 Mainline Stage 3 - XS - 2639+00.00 (Sheet)
FILE NAME: c:\pwworkl\benesch projects\projects\d0173808\D264C24-ML-I-39-PreStage-XS.dgn

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Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

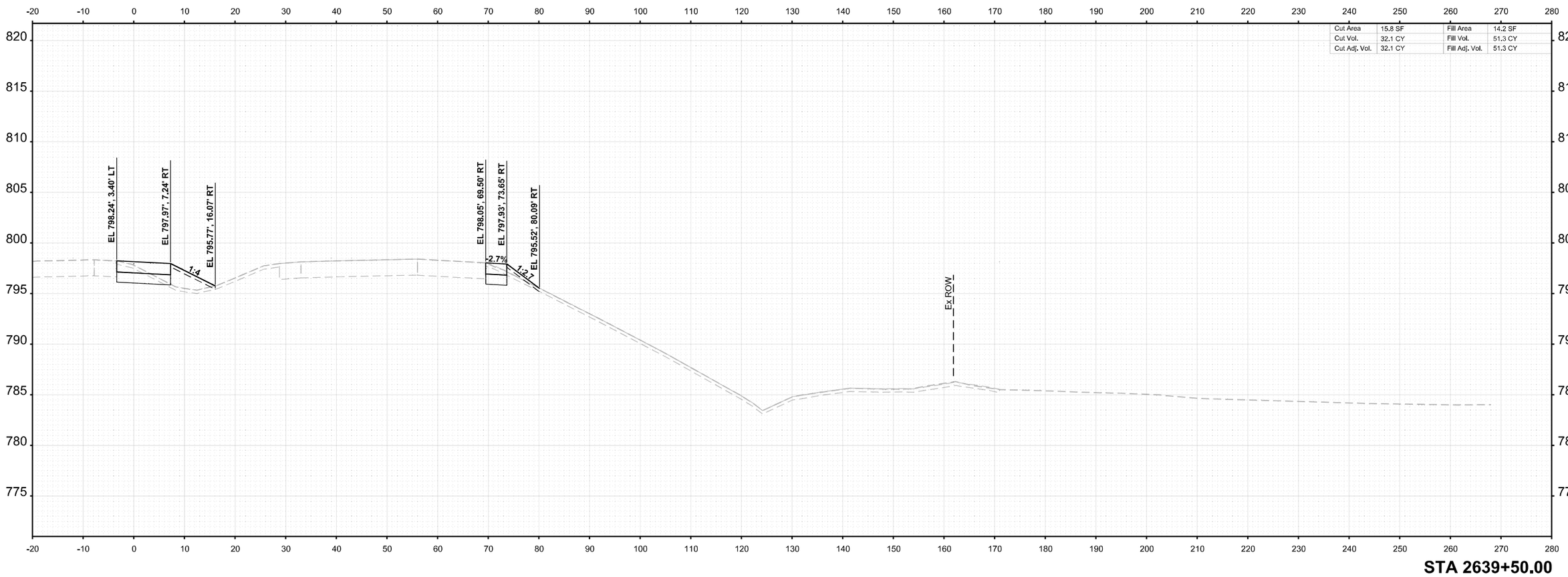
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2639+00.00 TO STA. 2639+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1,5)R	WINNEBAGO	1685	895
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



Cut Area	15.8 SF	Fill Area	14.2 SF
Cut Vol.	32.1 CY	Fill Vol.	51.3 CY
Cut Adj. Vol.	32.1 CY	Fill Adj. Vol.	51.3 CY

STA 2639+50.00

MODEL: I-39 Mainline Stage 3 - XS - 2639+50.00 (Sheet)
FILE NAME: c:\pwworkir\benesch projects\projects\d1173808\D264C24-MI-I-39-PreStage-XS.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = jMajcher	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

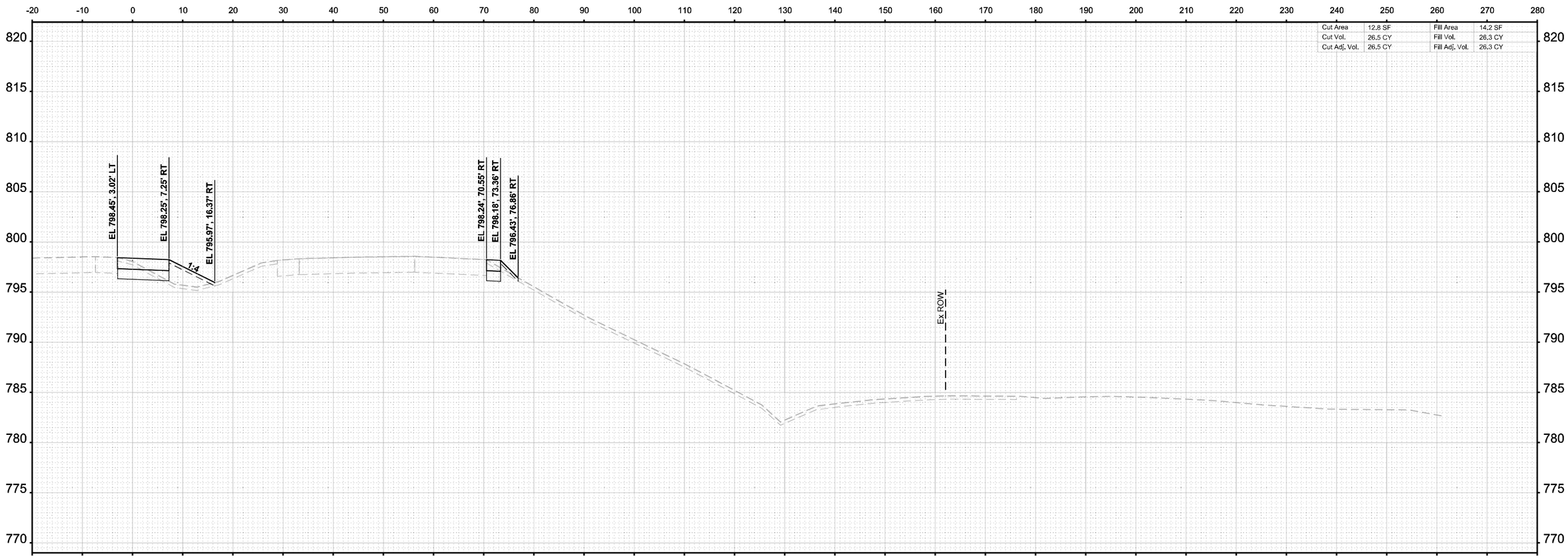
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2639+50.00 TO STA. 2639+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	896
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
Sheet	AREAS CHECKED		



STA 2640+00.00

MODEL: I-39 Mainline Stage 3 - XS - 2640+00.00 (Sheet)
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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-6450 Job No. 10800.00

USER NAME = agibson	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/7/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

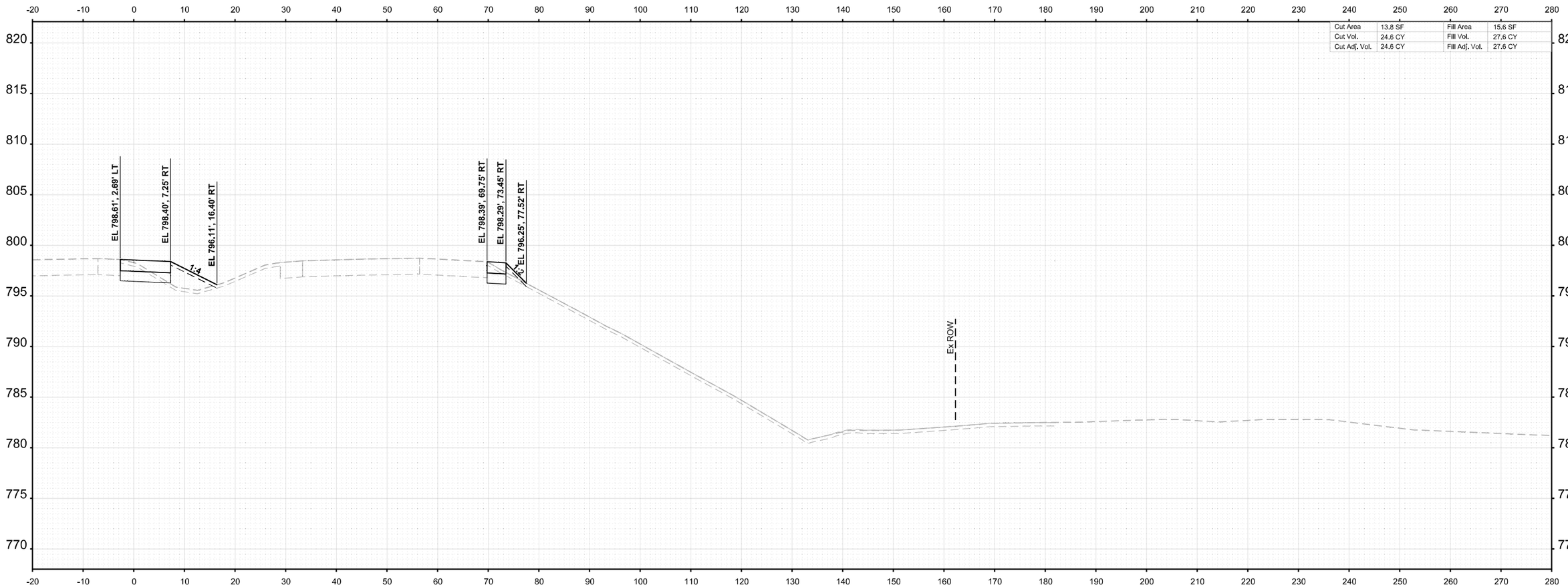
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2640+00.00 TO STA. 2640+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	897
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



Cut Area	13.8 SF	Fill Area	15.6 SF
Cut Vol.	24.6 CY	Fill Vol.	27.6 CY
Cut Adj. Vol.	24.6 CY	Fill Adj. Vol.	27.6 CY

STA 2640+50.00

MODEL: I-39 Mainline Stage 3 - XS - 2640+50.00 Sheet
FILE NAME: c:\pwworkl\benesch projects\projects\d0173808\D264C24-ML-I-39-PreStage-XS.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3200
Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = agibson	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/7/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

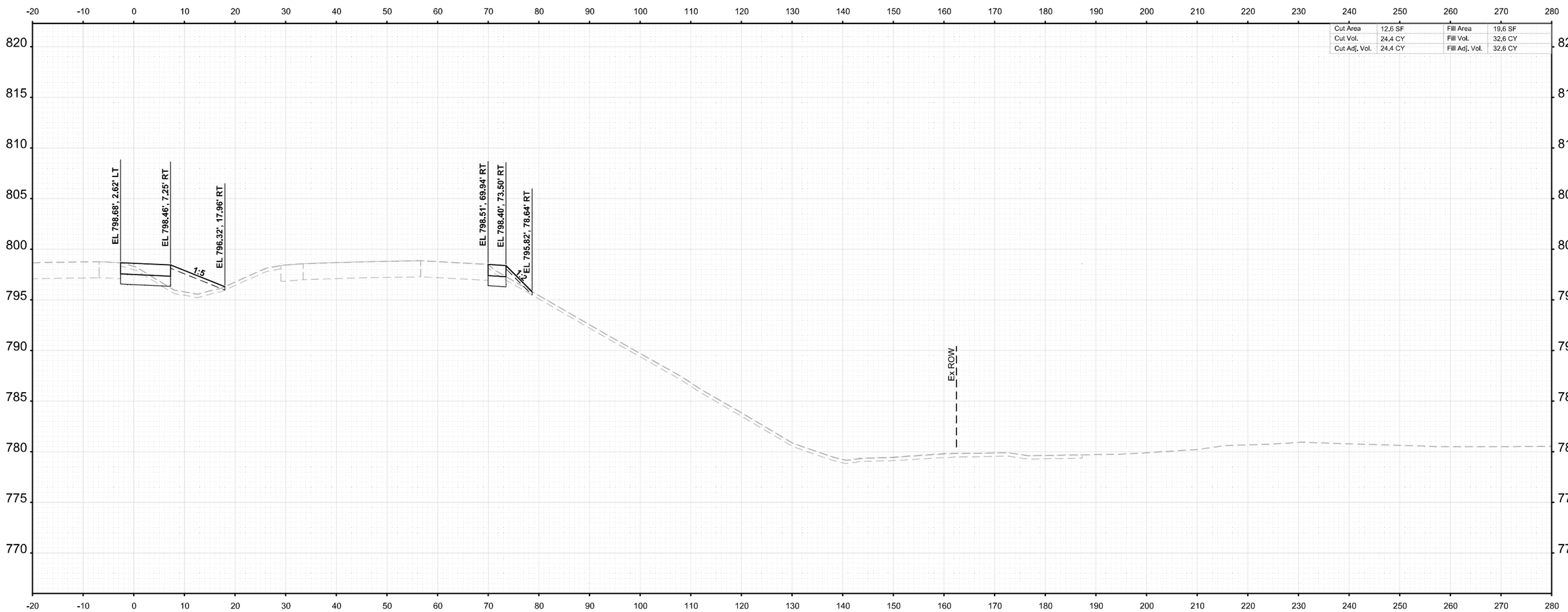
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2640+50.00 TO STA. 2640+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1,5)R	WINNEBAGO	1685	898
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
	TEMPLATE		
NOTE BOOK	AREAS		
	AREAS CHECKED		
NO.			

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
	TEMPLATE		
NOTE BOOK	AREAS		
	AREAS CHECKED		
NO.			



Cut Area	12.6 SF	Fill Area	19.6 SF
Cut Vol.	24.4 CY	Fill Vol.	32.6 CY
Cut Adj. Vol.	24.4 CY	Fill Adj. Vol.	32.6 CY

STA 2641+00.00

MODEL: I-39 Mainline Stage 3 - XS - 2641+00.00 (Sheet)
FILE NAME: c:\pwworkit\benesch projects\projects\d0173808\D264C24-ML-I-39-PreStage-XS.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3000
Chicago, Illinois 60601
312-565-6450 Job No. 10800.00

USER NAME = agibson	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/7/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

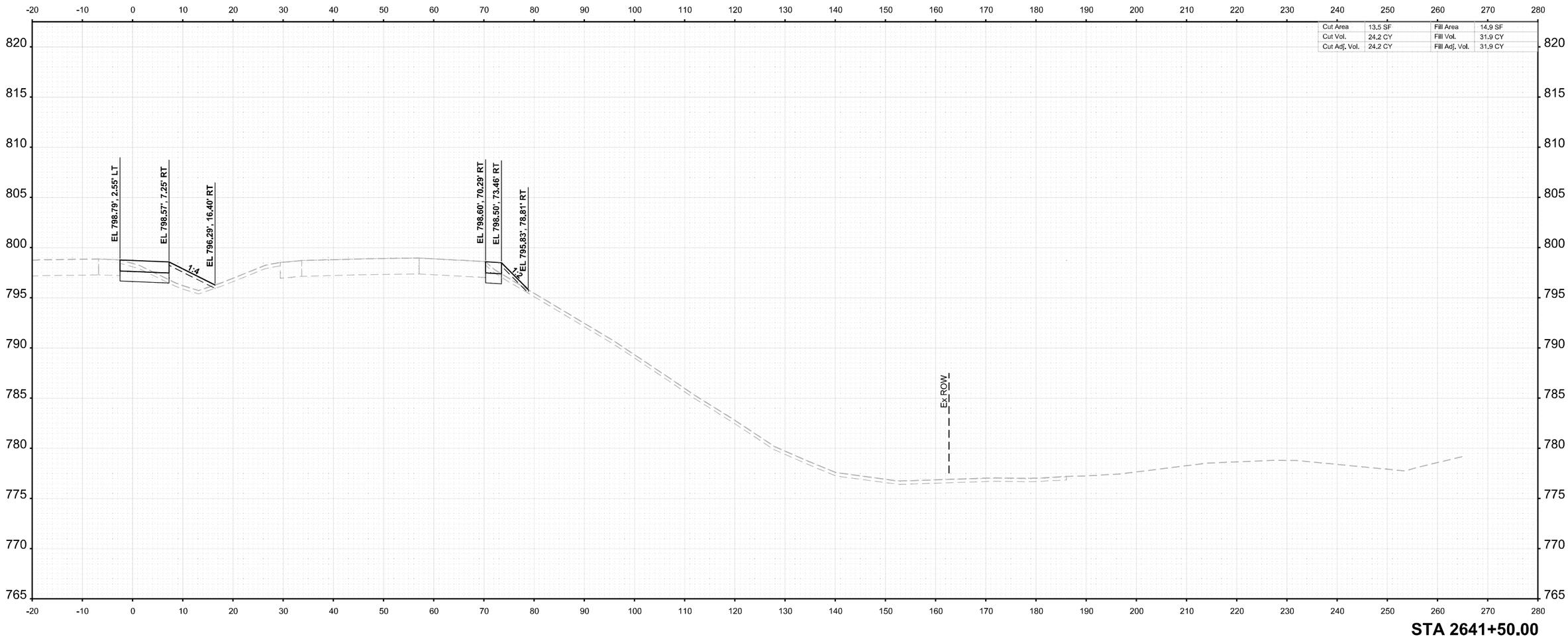
SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2641+00.00 TO STA. 2641+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1,5)R	WINNEBAGO	1685	899
		CONTRACT NO. 64C24		
		ILLINOIS	FED. AID PROJECT	

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

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



Cut Area	13.5 SF	Fill Area	14.9 SF
Cut Vol.	24.2 CY	Fill Vol.	31.9 CY
Cut Adj. Vol.	24.2 CY	Fill Adj. Vol.	31.9 CY

STA 2641+50.00

MODEL: I-39 Mainline Stage 3 - XS - 2641+50.00 (Sheet)
FILE NAME: c:\pwworkdir\benesch projects\projects\d0173808\D264C24-MI-I-39-PreStage-XS.dgn

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312-565-0450 Job No. 10800.00

USER NAME = agibson	DESIGNED - T. VOGLER	REVISED -	
	DRAWN - T. VOGLER	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - J.TARDY	REVISED -	
PLOT DATE = 2/7/2025	DATE - 02/14/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS I-39
PRE-STAGE

SCALE: 1"=10' | SHEET OF 139 SHEETS | STA. 2641+50.00 TO STA. 2641+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1685	900
		CONTRACT NO. 64C24		
	ILLINOIS	FED. AID PROJECT		

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