

NOTE:
SEE OTHER EXISTING ALIGNMENT SHEETS FOR
INFORMATION ON HARRISON AVE ALIGNMENTS.

MODEL: 08 - Ex Ramps DB, AD, CA, BC - Plan 4 (Sheet)
FILE NAME: p:\projects\230516\230516_01\Drawings\Roadway\Alignments\0264871-501-Alignment Sheet Base.dgn



USER NAME = jworthington
PLOT SCALE = 0.16666633 1/ in.
PLOT DATE = 10/11/2023

DESIGNED - A.GIBSON
DRAWN - N.REYNOLDS
CHECKED - J.TARDY
DATE - 10/13/2023

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ALIGNMENTS
RAMP DB, AD, CA AND BC

SCALE: 1"=200' SHEET 8 OF 21 SHEETS STA. TO STA.

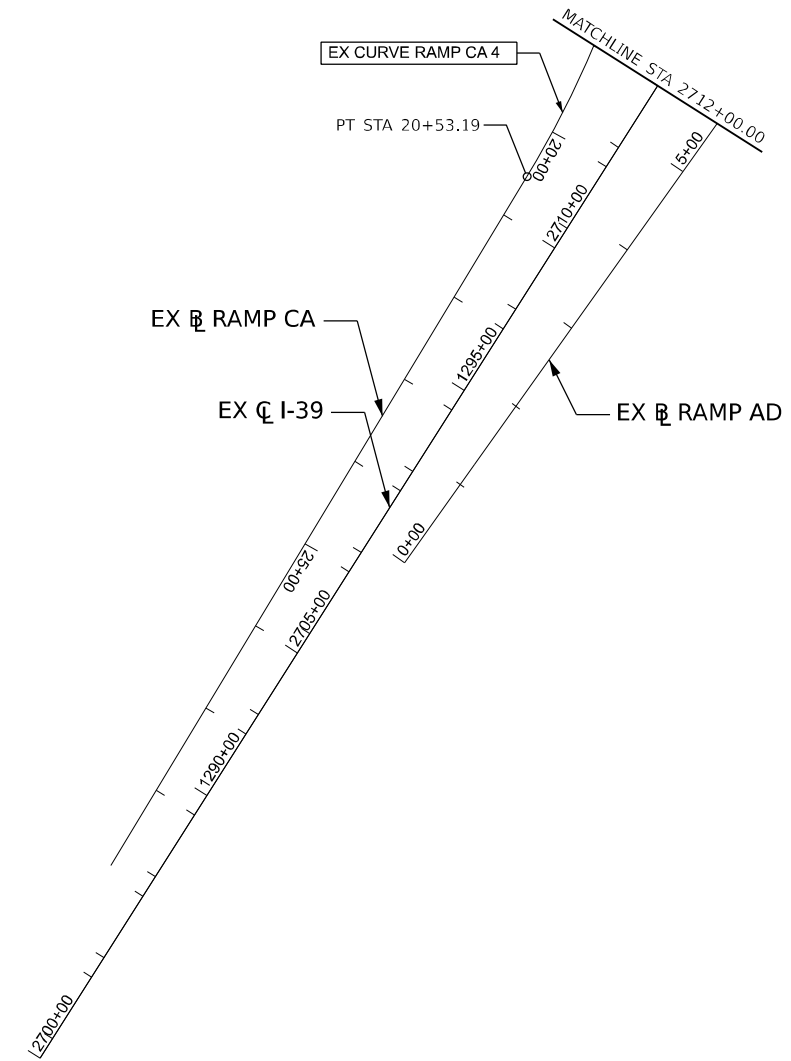
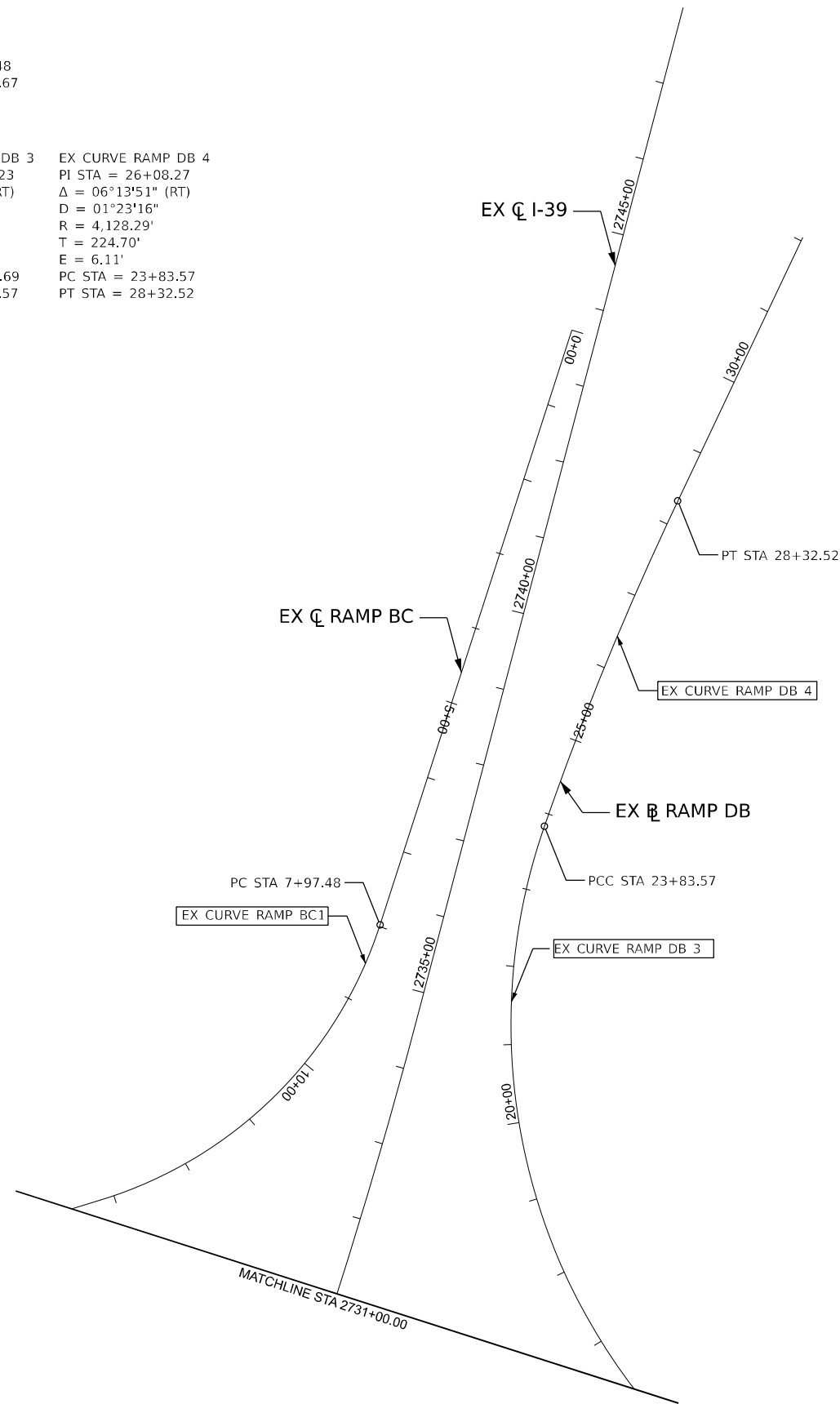
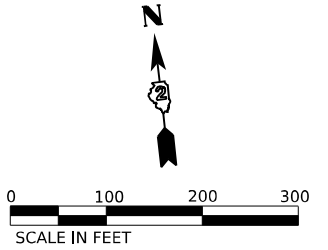
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	104
CONTRACT NO. 64R71				
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

EX CURVE RAMP BC 1
 PI STA = 10+77.80
 $\Delta = 54^{\circ}49'48''$ (RT)
 D = 10°36'05"
 R = 540.45'
 T = 280.32'
 E = 68.37'
 PC STA = 7+97.48
 PT STA = 13+14.67

EX CURVE RAMP DB 3
 PI STA = 21+16.23
 $\Delta = 41^{\circ}44'13''$ (RT)
 D = 07°26'29"
 R = 769.96'
 T = 293.53'
 E = 54.05'
 PC STA = 18+22.69
 PT STA = 23+83.57

EX CURVE RAMP DB 4
 PI STA = 26+08.27
 $\Delta = 06^{\circ}13'51''$ (RT)
 D = 01°23'16"
 R = 4,128.29'
 T = 224.70'
 E = 6.11'
 PC STA = 23+83.57
 PT STA = 28+32.52



NOTE:
 SEE OTHER EXISTING ALIGNMENT SHEETS FOR
 INFORMATION ON HARRISON AVE, I-39, RAMP AC,
 RAMP CB, RAMP BD, AND RAMP DA ALIGNMENTS.

MODEL: 09 - Ex Ramps DB AD CA BC - Plan 3A (Sheet)
 FILE NAME: P:\2023\23054550\23054550.dwg
 PROJECT: Roadway\Alignments\0264871-5D1-Alignment Sheet Base.dgn



USER NAME = jworthington	DESIGNED - A.GIBSON	REVISED -
	DRAWN - N.REYNOLDS	REVISED -
PLOT SCALE = 0.16666633 1/ in.	CHECKED - J.TARDY	REVISED -
PLOT DATE = 10/11/2023	DATE - 10/13/2023	REVISED -

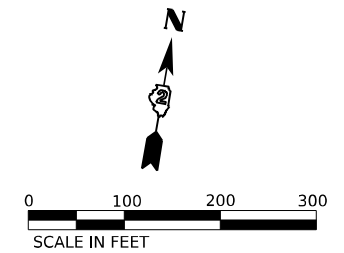
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING ALIGNMENTS
 RAMP DB, AD, CA AND BC

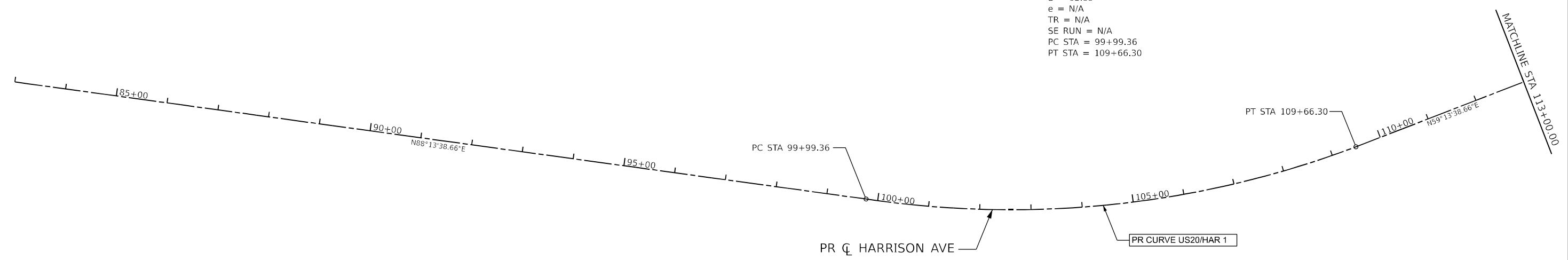
SCALE: 1"=100' SHEET 9 OF 21 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	105
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



PR CURVE US20/HAR 1
 PI STA = 104+93.42
 $\Delta = 29^{\circ}00'00''$ (LT)
 $D = 02^{\circ}59'57''$
 $R = 1,910.40'$
 $T = 494.06'$
 $E = 62.85'$
 $e = N/A$
 $TR = N/A$
 $SE\ RUN = N/A$
 $PC\ STA = 99+99.36$
 $PT\ STA = 109+66.30$



MODEL: 10 - P1520114 - Plan 1 (Sheet)
 FILE NAME: p:\projects\106600\106600.dwg
 USER: jworthington



USER NAME	= jworthington	DESIGNED	- A.GIBSON	REVISED	-
DRAWN	- N.REYNOLDS	REVISIONS	-	DATE	-
CHECKED	- J.TARDY	DATE	- 10/13/2023	REVISED	-
PLOT DATE	= 10/11/2023				

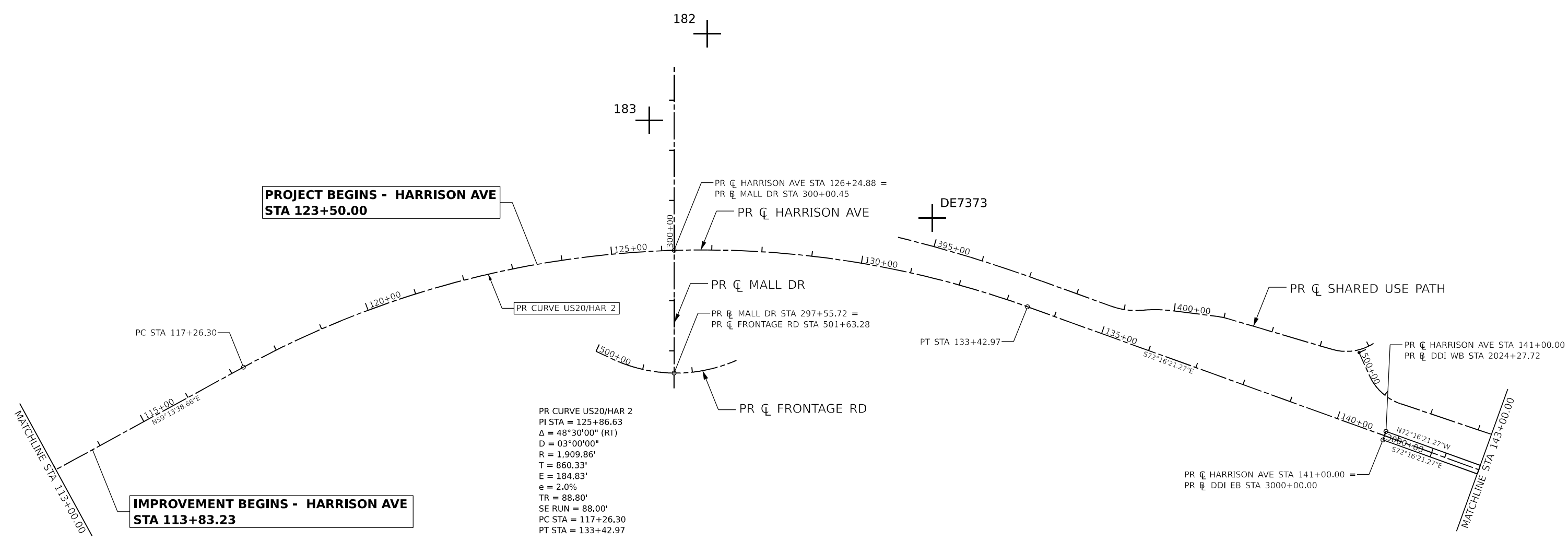
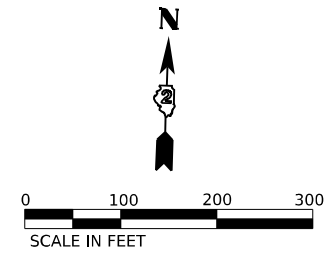
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**PROPOSED ALIGNMENTS
 US 20/HARRISON AVE**

SCALE: 1"=100' SHEET 10 OF 21 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	106
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



**PROJECT BEGINS - HARRISON AVE
STA 123+50.00**

**IMPROVEMENT BEGINS - HARRISON AVE
STA 113+83.23**

PR CURVE US20/HAR 2
 PI STA = 125+86.63
 Δ = 48°30'00" (RT)
 D = 03°00'00"
 R = 1,909.86'
 T = 860.33'
 E = 184.83'
 e = 2.0%
 TR = 88.80'
 SE RUN = 88.00'
 PC STA = 117+26.30
 PT STA = 133+42.97

PR CL HARRISON AVE STA 141+00.00 =
 PR CL DDI WB STA 2024+27.72

PR CL HARRISON AVE STA 141+00.00 =
 PR CL DDI EB STA 3000+00.00

NOTE:
 SEE OTHER PROPOSED ALIGNMENT SHEETS FOR
 INFORMATION ON MALL DR, FRONTAGE RD, DDI EB,
 DDI WB, AND SHARED USE PATH ALIGNMENTS.

MODEL: 11 - P:\1520\11 - Plan 2 (Sheet1)
 FILE NAME: p:\1520\11 - Plan 2 (Sheet1)\1520\11 - Plan 2 (Sheet1).dgn
 PROJECT: Roadway\Alignments\0264871-5001-Alignment Sheet Base.dgn



USER NAME = jworthington	DESIGNED - A.GIBSON	REVISED -
PLOT SCALE = 0.16666633 1/ in.	DRAWN - N.REYNOLDS	REVISED -
PLOT DATE = 10/11/2023	CHECKED - J.TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

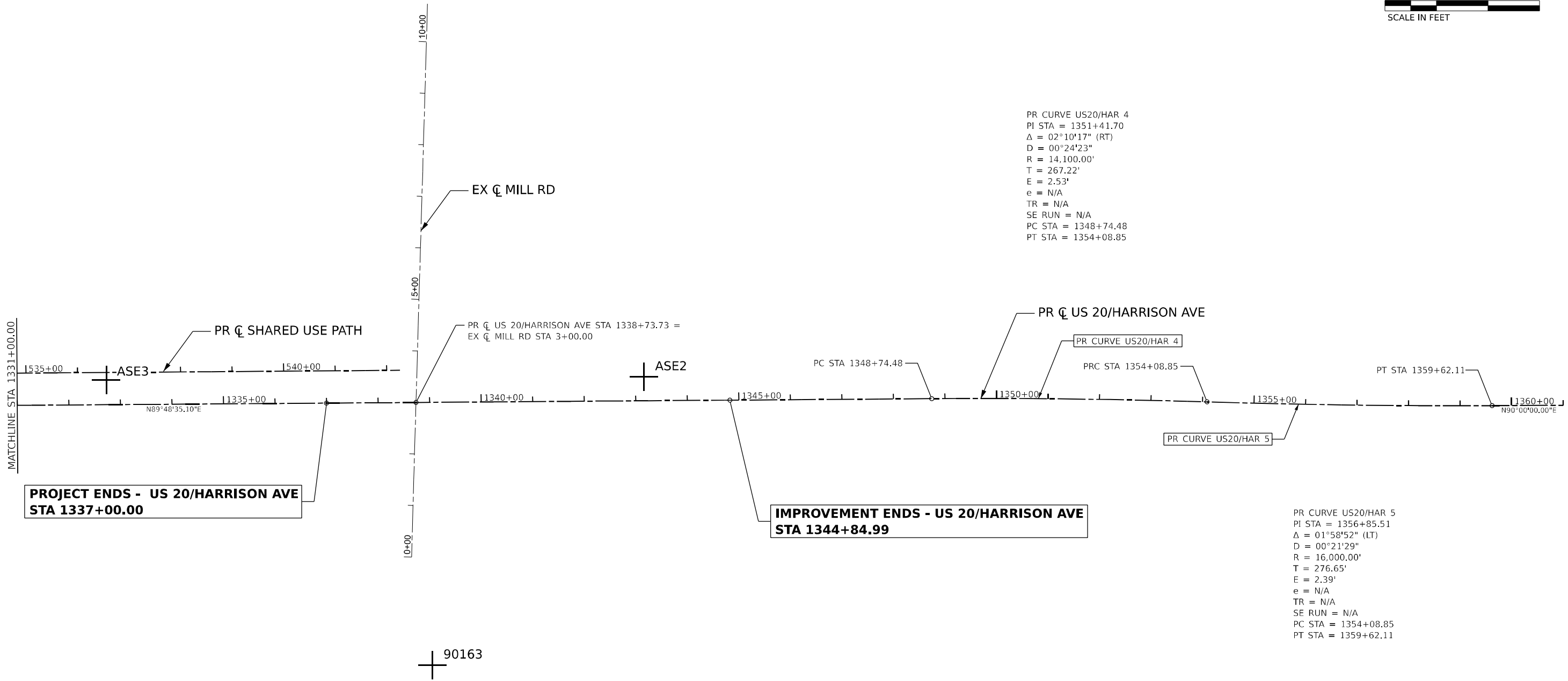
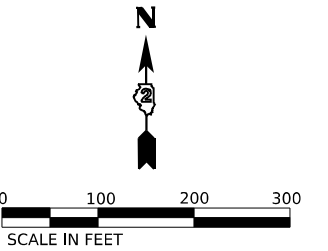
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**PROPOSED ALIGNMENTS
 US 20/HARRISON AVE**

SCALE: 1"=100' SHEET 11 OF 21 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	107
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



PR CURVE US20/HAR 4
 PI STA = 1351+41.70
 $\Delta = 02^{\circ}10'17''$ (RT)
 $D = 00^{\circ}24'23''$
 $R = 14,100.00'$
 $T = 267.22'$
 $E = 2.53'$
 $e = N/A$
 $TR = N/A$
 $SE RUN = N/A$
 $PC STA = 1348+74.48$
 $PT STA = 1354+08.85$

PR CURVE US20/HAR 5
 PI STA = 1356+85.51
 $\Delta = 01^{\circ}58'52''$ (LT)
 $D = 00^{\circ}21'29''$
 $R = 16,000.00'$
 $T = 276.65'$
 $E = 2.39'$
 $e = N/A$
 $TR = N/A$
 $SE RUN = N/A$
 $PC STA = 1354+08.85$
 $PT STA = 1359+62.11$

NOTE:
 SEE OTHER PROPOSED ALIGNMENT SHEETS FOR
 INFORMATION ON SHARED USE PATH AND MILL RD
 ALIGNMENTS.

MODEL: 13 - P1520114 - Plan 4 (Sheet 1)
 FILE NAME: p:\projects\2023\106600\Drawings\Roadway\Alignments\0264871-501-Alignment Sheet Base.dgn



USER NAME = jworthington	DESIGNED - A.GIBSON	REVISED -
DRAWN - N.REYNOLDS	REVISIONS	REVISED -
PLOT SCALE = 0.16666633 1/ in.	CHECKED - J.TARDY	REVISED -
PLOT DATE = 10/11/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**PROPOSED ALIGNMENTS
 US 20/HARRISON AVE**

SCALE: 1"=100' SHEET 13 OF 21 SHEETS STA. TO STA.

F.A. ¹ RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	109
CONTRACT NO. 64R71				

¹ ILLINOIS FED. AID PROJECT
 * FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

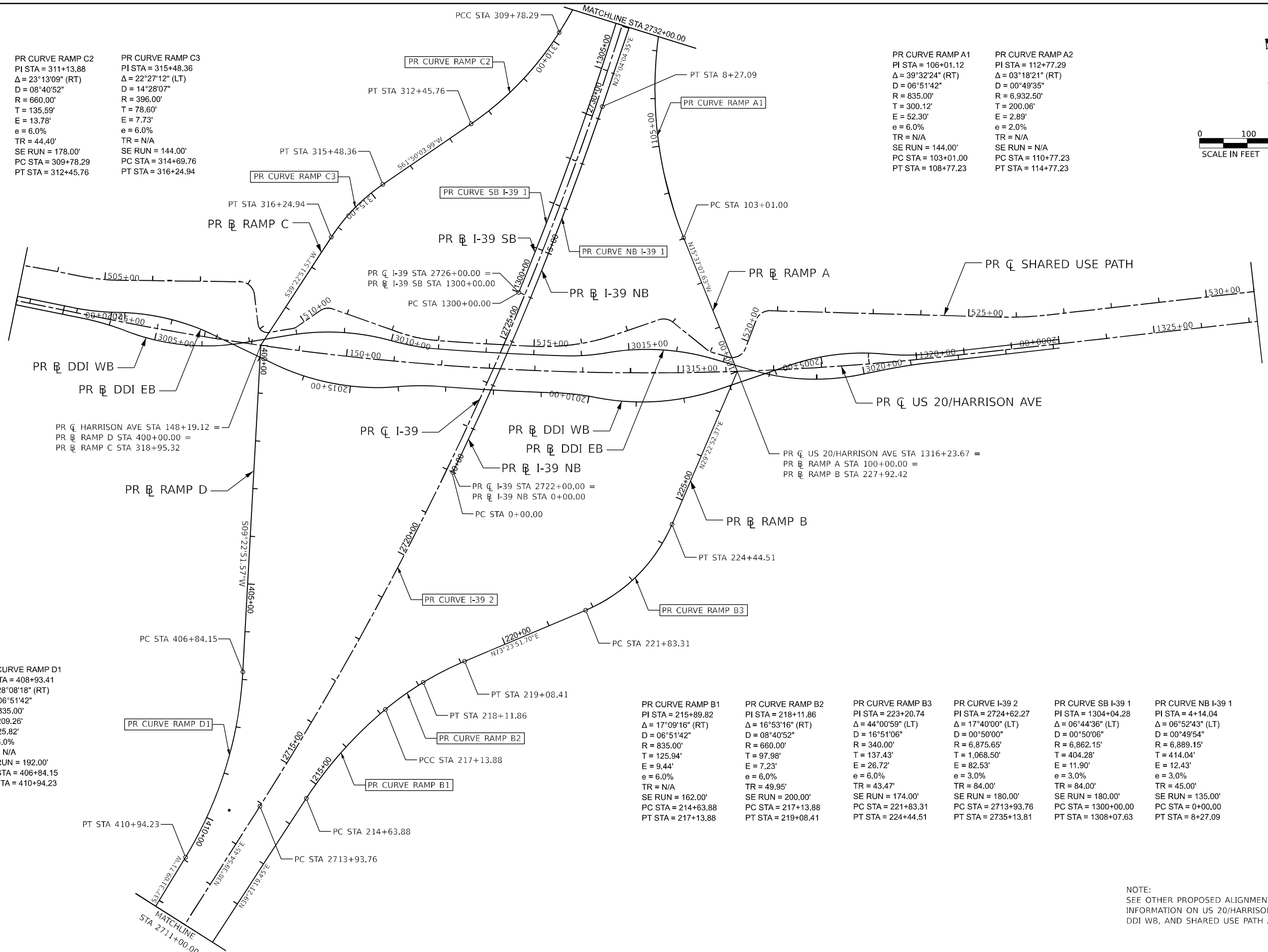
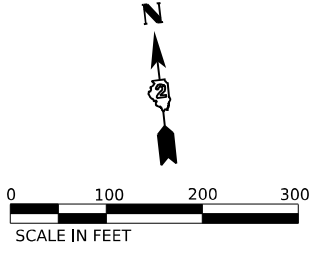
PR CURVE RAMP C1
 PI STA = 308+78.77
 $\Delta = 13^\circ 43' 25''$ (RT)
 $D = 06^\circ 51' 42''$
 $R = 835.00'$
 $T = 100.48'$
 $E = 6.02'$
 $e = 6.0\%$
 $TR = N/A$
 $SE RUN = 144.00'$
 $PC STA = 307+78.29$
 $PT STA = 309+78.29$

PR CURVE RAMP C2
 PI STA = 311+13.88
 $\Delta = 23^\circ 13' 09''$ (RT)
 $D = 08^\circ 40' 52''$
 $R = 660.00'$
 $T = 135.59'$
 $E = 13.78'$
 $e = 6.0\%$
 $TR = 44.40'$
 $SE RUN = 178.00'$
 $PC STA = 309+78.29$
 $PT STA = 312+45.76$

PR CURVE RAMP C3
 PI STA = 315+48.36
 $\Delta = 22^\circ 27' 12''$ (LT)
 $D = 14^\circ 28' 07''$
 $R = 396.00'$
 $T = 78.60'$
 $E = 7.73'$
 $e = 6.0\%$
 $TR = N/A$
 $SE RUN = 144.00'$
 $PC STA = 314+69.76$
 $PT STA = 316+24.94$

PR CURVE RAMP A1
 PI STA = 106+01.12
 $\Delta = 39^\circ 32' 24''$ (RT)
 $D = 06^\circ 51' 42''$
 $R = 835.00'$
 $T = 300.12'$
 $E = 52.30'$
 $e = 6.0\%$
 $TR = N/A$
 $SE RUN = 144.00'$
 $PC STA = 103+01.00$
 $PT STA = 108+77.23$

PR CURVE RAMP A2
 PI STA = 112+77.29
 $\Delta = 03^\circ 18' 21''$ (RT)
 $D = 00^\circ 49' 35''$
 $R = 6,932.50'$
 $T = 200.06'$
 $E = 2.89'$
 $e = 2.0\%$
 $TR = N/A$
 $SE RUN = N/A$
 $PC STA = 110+77.23$
 $PT STA = 114+77.23$



PR CURVE RAMP D1
 PI STA = 408+93.41
 $\Delta = 28^\circ 08' 18''$ (RT)
 $D = 06^\circ 51' 42''$
 $R = 835.00'$
 $T = 209.26'$
 $E = 25.82'$
 $e = 6.0\%$
 $TR = N/A$
 $SE RUN = 192.00'$
 $PC STA = 406+84.15$
 $PT STA = 410+94.23$

PR CURVE RAMP B1
 PI STA = 215+89.82
 $\Delta = 17^\circ 09' 16''$ (RT)
 $D = 06^\circ 51' 42''$
 $R = 835.00'$
 $T = 125.94'$
 $E = 9.44'$
 $e = 6.0\%$
 $TR = N/A$
 $SE RUN = 162.00'$
 $PC STA = 214+63.88$
 $PT STA = 217+13.88$

PR CURVE RAMP B2
 PI STA = 218+11.86
 $\Delta = 16^\circ 53' 16''$ (RT)
 $D = 08^\circ 40' 52''$
 $R = 660.00'$
 $T = 97.98'$
 $E = 7.23'$
 $e = 6.0\%$
 $TR = 49.95'$
 $SE RUN = 200.00'$
 $PC STA = 217+13.88$
 $PT STA = 219+08.41$

PR CURVE RAMP B3
 PI STA = 223+20.74
 $\Delta = 44^\circ 00' 59''$ (LT)
 $D = 16^\circ 51' 06''$
 $R = 340.00'$
 $T = 137.43'$
 $E = 26.72'$
 $e = 6.0\%$
 $TR = 43.47'$
 $SE RUN = 174.00'$
 $PC STA = 221+83.31$
 $PT STA = 224+44.51$

PR CURVE I-39 2
 PI STA = 2724+62.27
 $\Delta = 17^\circ 40' 00''$ (LT)
 $D = 00^\circ 50' 00''$
 $R = 6,875.65'$
 $T = 1,068.50'$
 $E = 82.53'$
 $e = 3.0\%$
 $TR = 84.00'$
 $SE RUN = 180.00'$
 $PC STA = 2713+93.76$
 $PT STA = 2735+13.81$

PR CURVE SB I-39 1
 PI STA = 1304+04.28
 $\Delta = 06^\circ 44' 36''$ (LT)
 $D = 00^\circ 50' 00''$
 $R = 6,862.15'$
 $T = 404.28'$
 $E = 11.90'$
 $e = 3.0\%$
 $TR = 84.00'$
 $SE RUN = 1300.00'$
 $PC STA = 1300+00.00$
 $PT STA = 1308+07.63$

PR CURVE NB I-39 1
 PI STA = 4+14.04
 $\Delta = 06^\circ 52' 43''$ (LT)
 $D = 00^\circ 49' 54''$
 $R = 6,889.15'$
 $T = 414.04'$
 $E = 12.43'$
 $e = 3.0\%$
 $TR = 45.00'$
 $SE RUN = 135.00'$
 $PC STA = 0+00.00$
 $PT STA = 8+27.09$

NOTE:
 SEE OTHER PROPOSED ALIGNMENT SHEETS FOR
 INFORMATION ON US 20/HARRISON AVE, DDI EB,
 DDI WB, AND SHARED USE PATH ALIGNMENTS.

MODEL: I-39 Ramps A B C D - Plan 3 (Sheet) 10/13/2023 10:00:00 AM
 FILE NAME: P:\Projects\2023\I-39 Ramps A B C D - Plan 3 (Sheet) 10/13/2023 10:00:00 AM
 PROJECT: I-39 Ramps A B C D - Plan 3 (Sheet) 10/13/2023 10:00:00 AM
 DRAWN BY: J.WORTHINGTON
 CHECKED BY: J.TARDY
 DATE: 10/13/2023



USER NAME = jworthington	DESIGNED - A.GIBSON	REVISED -
PLOT SCALE = 0.16666633 1/16"	DRAWN - N.REYNOLDS	REVISED -
PLOT DATE = 10/11/2023	CHECKED - J.TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

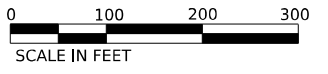
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED ALIGNMENTS
I-39, I-39 NB, I-39 SB, RAMPS A, B, C AND D

SCALE: 1"=100' SHEET 14 OF 21 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5H)RC	WINNEBAGO	1279	110
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

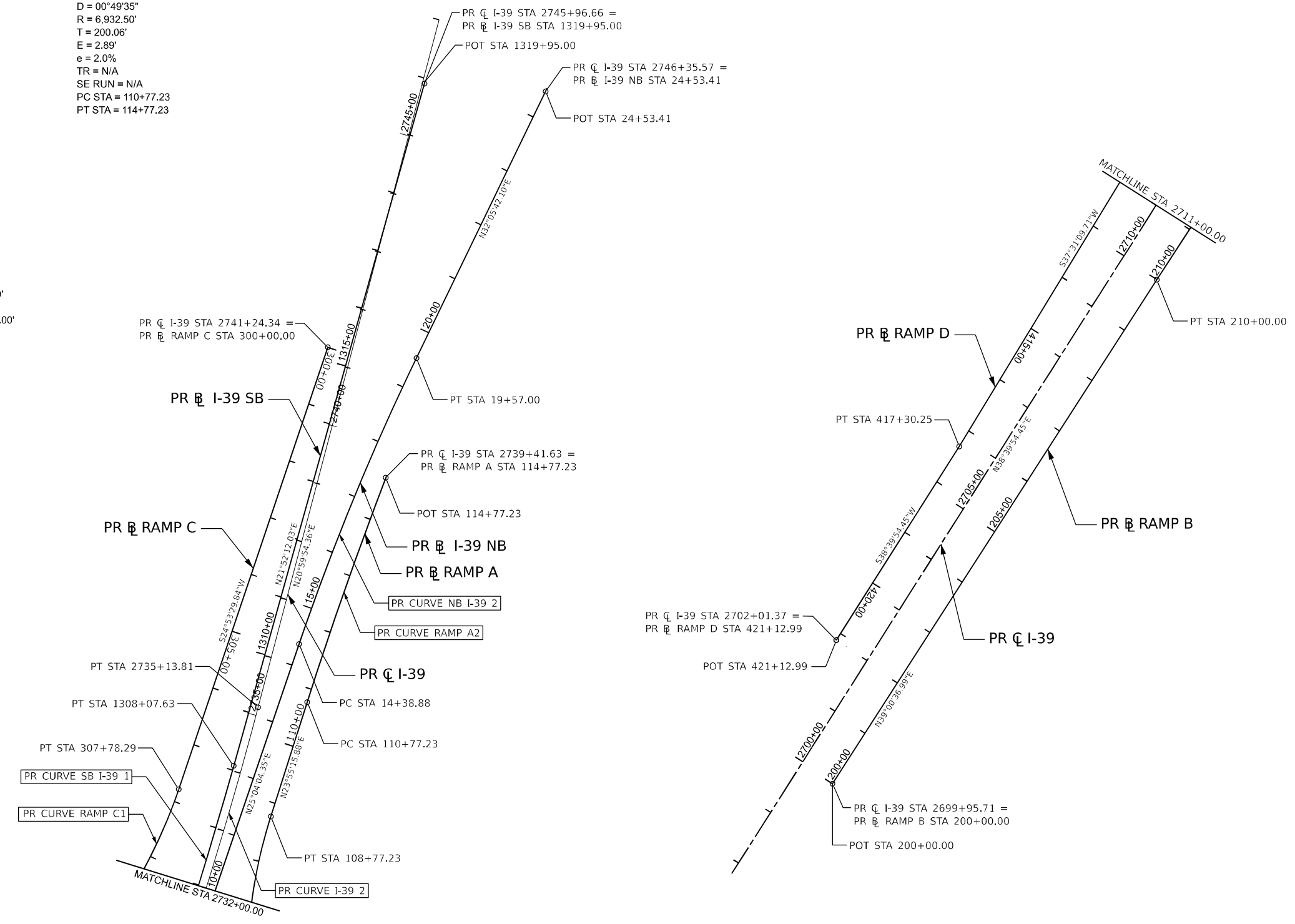
* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



PR CURVE RAMP C1
 PI STA = 308+78.77
 $\Delta = 13^{\circ}43'25''$ (RT)
 $D = 06^{\circ}51'42''$
 $R = 835.00'$
 $T = 100.48'$
 $E = 6.02'$
 $e = 6.0\%$
 $TR = N/A$
 $SE\ RUN = 144.00'$
 $PC\ STA = 307+78.29$
 $PT\ STA = 309+78.29$

PR CURVE RAMP A2
 PI STA = 112+77.29
 $\Delta = 03^{\circ}18'21''$ (RT)
 $D = 00^{\circ}49'35''$
 $R = 6,932.50'$
 $T = 200.06'$
 $E = 2.89'$
 $e = 2.0\%$
 $TR = N/A$
 $SE\ RUN = N/A$
 $PC\ STA = 110+77.23$
 $PT\ STA = 114+77.23$

PR CURVE NB I-39 2
 PI STA = 16+98.27
 $\Delta = 07^{\circ}01'38''$ (RT)
 $D = 01^{\circ}21'23''$
 $R = 4,224.50'$
 $T = 259.39'$
 $E = 7.96'$
 $e = 4.4\%$
 $TR\ (IN) = 38.00'$
 $SE\ RUN\ (IN) = 301.00'$
 $TR\ (OUT) = 79.00'$
 $SE\ RUN\ (OUT) = 264.00'$
 $PC\ STA = 14+38.88$
 $PT\ STA = 19+57.00$



PR \curvearrowright I-39 STA 2702+01.37 =
 PR \curvearrowright RAMP D STA 421+12.99
 POT STA 421+12.99

PR \curvearrowright I-39 STA 2699+95.71 =
 PR \curvearrowright RAMP B STA 200+00.00
 POT STA 200+00.00

NOTE:
 SEE OTHER PROPOSED ALIGNMENT SHEETS FOR
 INFORMATION ON I-39 ALIGNMENTS.

MODEL: I-39 - Ramps A B C D - Plan 3A (Sheet)
 FILE NAME: p:\projects\2023\106600\00\Eng\Drawings\Roadway\Alignments\0264871-501-Alignment Sheet Base.dgn



USER NAME = jworthington
 PLOT SCALE = 0.16666633 1/1 in.
 PLOT DATE = 10/11/2023

DESIGNED - A.GIBSON
 DRAWN - N.REYNOLDS
 CHECKED - J.TARDY
 DATE - 10/13/2023

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PROPOSED ALIGNMENTS
I-39, I-39 NB, I-39 SB, RAMPS A, B, C AND D
 SCALE: 1"=100' SHEET 15 OF 21 SHEETS STA. TO STA.

F.A. ⁺ RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	111
CONTRACT NO. 64R71				
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PR CURVE SUP WEST SEGMENT 1
 PI STA = 395+71.26
 $\Delta = 05^{\circ}54'43''$ (RT)
 $D = 02^{\circ}02'08''$
 $R = 2,814.72'$
 $T = 145.35'$
 $L = 290.44'$
 $E = 3.75'$
 $e = 1.5\%$
 $TR = N/A$
 $SE\ RUN = N/A$
 $PC\ STA = 394+25.91$
 $PT\ STA = 397+16.35$

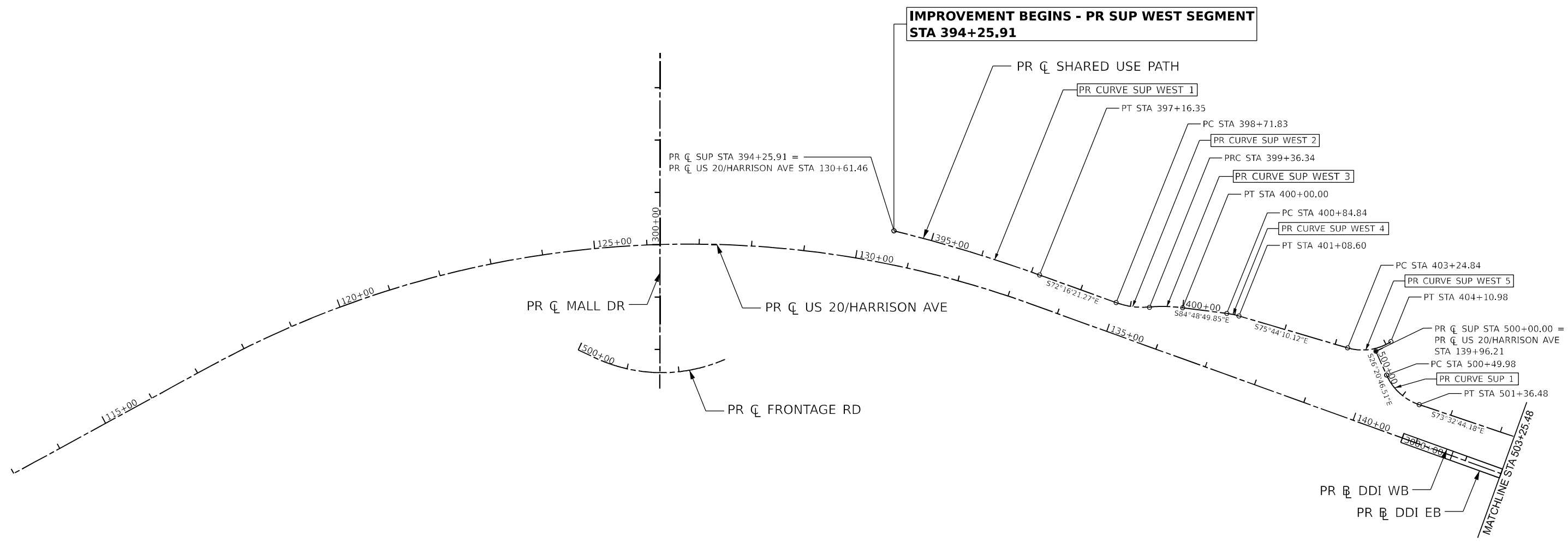
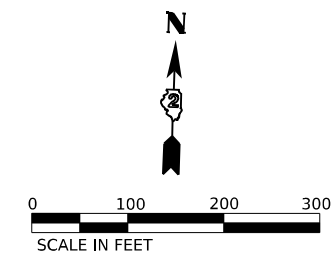
PR CURVE SUP WEST SEGMENT 2
 PI STA = 399+04.59
 $\Delta = 24^{\circ}34'44''$ (LT)
 $D = 38^{\circ}06'02''$
 $R = 150.36'$
 $T = 32.76'$
 $L = 64.51'$
 $E = 3.53'$
 $e = 1.5\%$
 $TR = N/A$
 $SE\ RUN = N/A$
 $PC\ STA = 398+71.83$
 $PT\ STA = 399+36.34$

PR CURVE SUP WEST SEGMENT 3
 PI STA = 399+68.29
 $\Delta = 12^{\circ}02'15''$ (RT)
 $D = 18^{\circ}54'38''$
 $R = 302.98'$
 $T = 31.95'$
 $L = 63.66'$
 $E = 1.68'$
 $e = 1.5\%$
 $TR = N/A$
 $SE\ RUN = N/A$
 $PC\ STA = 399+36.34$
 $PT\ STA = 400+00.00$

PR CURVE SUP WEST SEGMENT 4
 PI STA = 400+96.74
 $\Delta = 09^{\circ}04'40''$ (RT)
 $D = 38^{\circ}11'50''$
 $R = 150.00'$
 $T = 11.91'$
 $L = 23.77'$
 $E = 0.47'$
 $e = 1.5\%$
 $TR = N/A$
 $SE\ RUN = N/A$
 $PC\ STA = 400+84.84$
 $PT\ STA = 401+08.60$

PR CURVE SUP WEST SEGMENT 5
 PI STA = 403+70.78
 $\Delta = 49^{\circ}21'12''$ (LT)
 $D = 57^{\circ}17'45''$
 $R = 100.00'$
 $T = 45.95'$
 $L = 86.14'$
 $E = 10.05'$
 $e = 1.5\%$
 $TR = N/A$
 $SE\ RUN = N/A$
 $PC\ STA = 403+24.84$
 $PT\ STA = 404+10.98$

PR CURVE SUP 1
 PI STA = 500+95.86
 $\Delta = 47^{\circ}11'58''$ (LT)
 $D = 54^{\circ}34'03''$
 $R = 105.00'$
 $T = 45.87'$
 $L = 86.50'$
 $E = 9.58'$
 $e = 1.5\%$
 $TR = N/A$
 $SE\ RUN = N/A$
 $PC\ STA = 500+49.98$
 $PT\ STA = 501+36.48$



NOTE:
 SEE OTHER PROPOSED ALIGNMENT SHEETS FOR
 INFORMATION ON US 20/HARRISON AVE, MALL DR,
 FRONTAGE RD, DDI EB, AND DDI WB ALIGNMENTS.

MODEL: 16 - SUP - Rln - 2 (Sheet)
 FILE NAME: p:\brenesch\submittal\com\benesch\work\108600\108600.dwg
 PROJECT: Roadway/Alignments/0264871-501-Alignment Sheet Base.dgn



USER NAME = jworthington
 PLOT SCALE = 0.16666633 1/ in.
 PLOT DATE = 10/11/2023

DESIGNED - A.GIBSON
 DRAWN - N.REYNOLDS
 CHECKED - J.TARDY
 DATE - 10/13/2023

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PROPOSED ALIGNMENTS
 SHARED USE PATH

SCALE: 1"=100' SHEET 16 OF 21 SHEETS STA. TO STA.

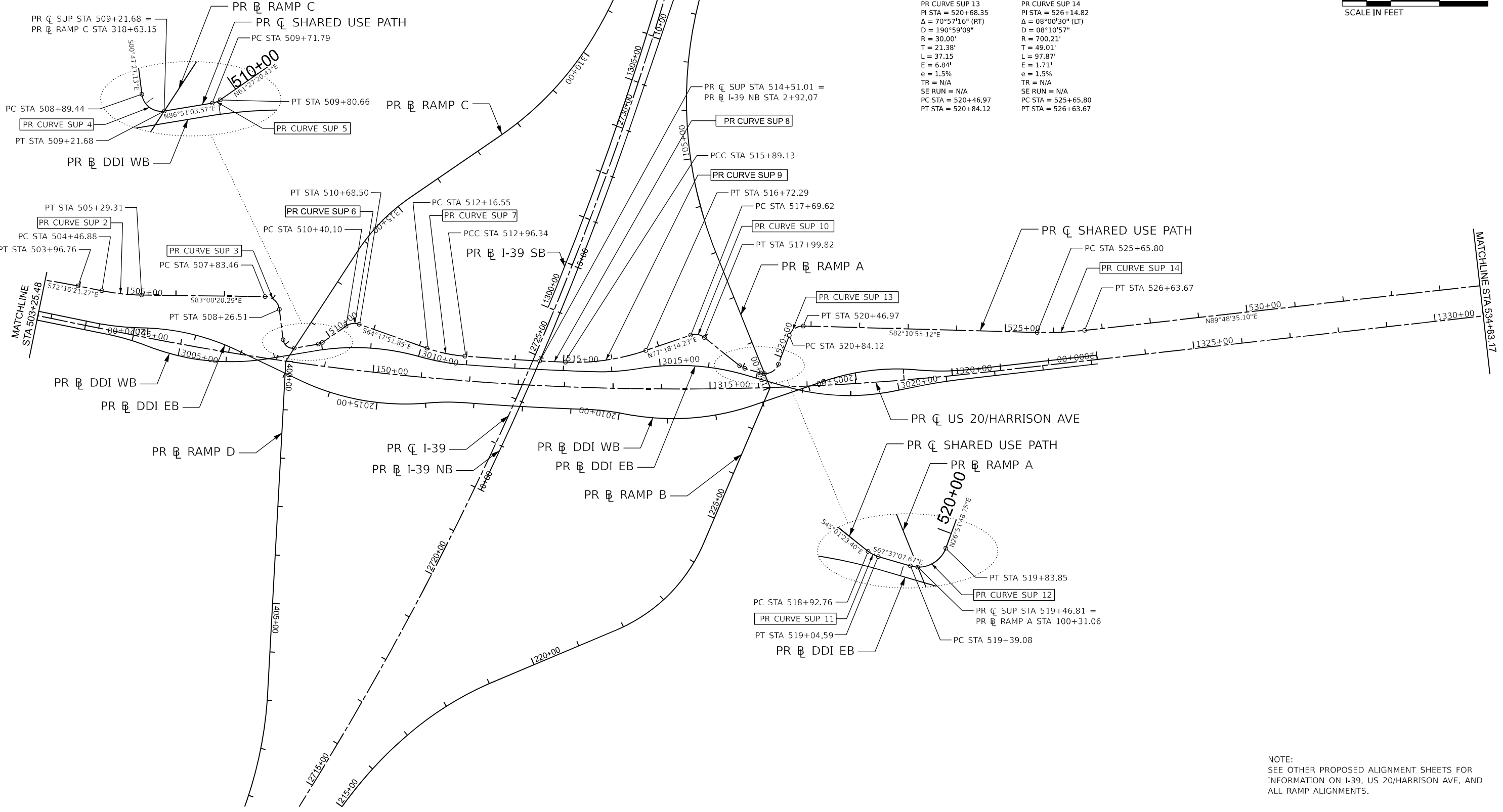
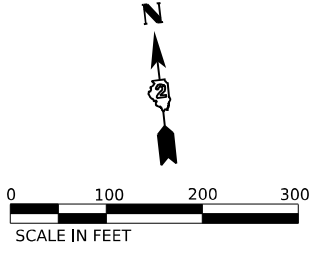
F.A. ⁺ RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	112
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PR CURVE SUP 2 PI STA = 504+88.22 Δ = 10°43'59" (LT) D = 13°01'18" R = 440.00' T = 41.33' L = 82.42' E = 1.94' e = 1.5% TR = N/A SE RUN = N/A PC STA = 504+46.88 PT STA = 505+29.31	PR CURVE SUP 3 PI STA = 508+09.64 Δ = 82°12'53" (RT) D = 190°59'09" R = 30.00' T = 26.18' L = 43.05' E = 9.82' e = 1.5% TR = N/A SE RUN = N/A PC STA = 507+83.46 PT STA = 508+26.51	PR CURVE SUP 4 PI STA = 509+10.28 Δ = 92°21'29" (LT) D = 286°28'44" R = 20.00' T = 20.84' L = 32.24' E = 8.88' e = 1.5% TR = N/A SE RUN = N/A PC STA = 508+89.44 PT STA = 509+21.68	PR CURVE SUP 5 PI STA = 509+76.30 Δ = 25°23'43" (LT) D = 286°28'44" R = 20.00' T = 4.51' L = 8.86' E = 0.50' e = 1.5% TR = N/A SE RUN = N/A PC STA = 509+71.79 PT STA = 509+80.66	PR CURVE SUP 6 PI STA = 510+55.47 Δ = 54°14'48" (RT) D = 190°59'09" R = 30.00' T = 15.37' L = 28.40' E = 3.71' e = 1.5% TR = N/A SE RUN = N/A PC STA = 510+40.10 PT STA = 510+68.50	PR CURVE SUP 7 PI STA = 512+56.67 Δ = 14°59'25" (LT) D = 18°47'08" R = 305.00' T = 40.13' L = 79.80' E = 2.63' e = 1.5% TR = N/A SE RUN = N/A PC STA = 512+16.55 PT STA = 512+96.34
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PR CURVE SUP 8 PI STA = 514+00.18 Δ = 02°05'42" (LT) D = 01°00'32" R = 5,679.12' T = 103.84' L = 207.65' E = 0.95' e = 1.5% TR = N/A SE RUN = N/A PC STA = 512+96.34 PT STA = 515+04.00	PR CURVE SUP 9 PI STA = 515+89.13 Δ = 21°18'47" (LT) D = 12°39'52" R = 452.42' T = 85.13' L = 168.29' E = 7.94' e = 1.5% TR = N/A SE RUN = N/A PC STA = 515+04.00 PT STA = 516+72.29	PR CURVE SUP 10 PI STA = 517+86.14 Δ = 57°40'22" (RT) D = 190°59'09" R = 30.00' T = 16.52' L = 30.20' E = 4.25' e = 1.5% TR = N/A SE RUN = N/A PC STA = 517+69.62 PT STA = 517+99.82	PR CURVE SUP 11 PI STA = 518+98.75 Δ = 22°35'44" (LT) D = 190°59'09" R = 30.00' T = 5.99' L = 11.83' E = 0.59' e = 1.5% TR = N/A SE RUN = N/A PC STA = 518+92.76 PT STA = 519+04.59	PR CURVE SUP 12 PI STA = 519+66.82 Δ = 85°31'04" (LT) D = 190°59'09" R = 30.00' T = 27.74' L = 44.78' E = 10.86' e = 1.5% TR = N/A SE RUN = N/A PC STA = 519+39.08 PT STA = 519+83.85
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PR CURVE SUP 13 PI STA = 520+68.35 Δ = 70°57'16" (RT) D = 190°59'09" R = 30.00' T = 21.38' L = 37.15' E = 6.84' e = 1.5% TR = N/A SE RUN = N/A PC STA = 520+46.97 PT STA = 520+84.12	PR CURVE SUP 14 PI STA = 526+14.82 Δ = 08°00'30" (LT) D = 08°10'57" R = 700.21' T = 49.01' L = 97.87' E = 1.71' e = 1.5% TR = N/A SE RUN = N/A PC STA = 525+65.80 PT STA = 526+63.67
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NOTE:
SEE OTHER PROPOSED ALIGNMENT SHEETS FOR
INFORMATION ON I-39, US 20/HARRISON AVE, AND
ALL RAMP ALIGNMENTS.

MODEL: 17 - SUP - R11 - 3 (Sheet)
FILE NAME: \\p:\brenesch\subinfo\com\benesch\work\10800\00\Eng_Docs\CAD_Sheets\Roadway\Alignments\0264871-501-Alignment_Sheet_Base.dgn



USER NAME = jworthington	DESIGNED - A.GIBSON	REVISED -
PLOT SCALE = 0.16666633 1/ in.	DRAWN - N.REYNOLDS	REVISED -
PLOT DATE = 10/11/2023	CHECKED - J.TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

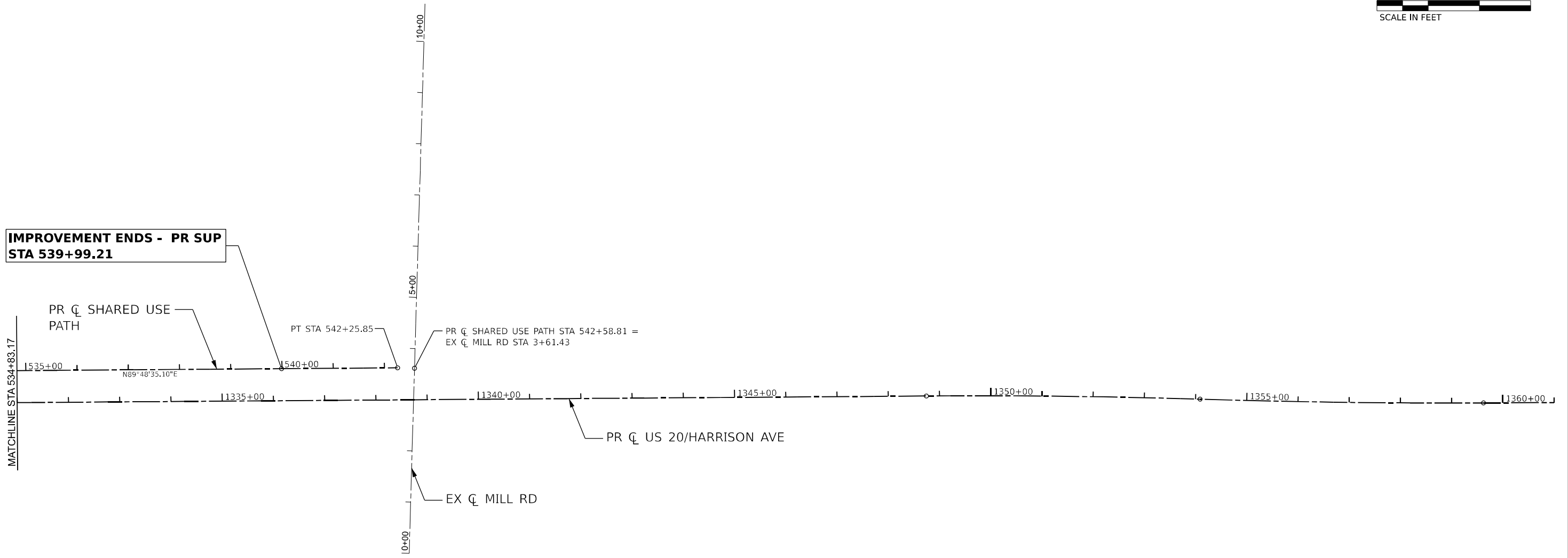
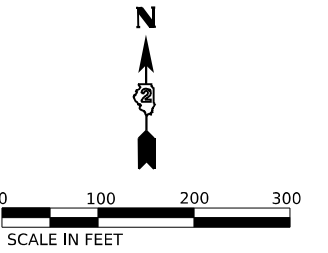
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED ALIGNMENTS
SHARED USE PATH

SCALE: 1"=100' SHEET 17 OF 21 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	113
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



NOTE:
SEE OTHER PROPOSED ALIGNMENT SHEETS FOR
INFORMATION ON US 20/HARRISON AVE AND MILL RD
ALIGNMENTS.

MODEL: 10 - SUP - Plan - 4 (Sheet)
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USER NAME = jworthington
 PLOT SCALE = 0.16666633 1/ in.
 PLOT DATE = 10/11/2023

DESIGNED - A.GIBSON
 DRAWN - N.REYNOLDS
 CHECKED - J.TARDY
 DATE - 10/13/2023

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED ALIGNMENTS
SHARED USE PATH

SCALE: 1"=100' SHEET 18 OF 21 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	114
CONTRACT NO. 64R71				
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PR US 20 / HARRISON AVE			
POINT TYPE	STATION	NORTHING	EASTING
START (POT)	80+28.35	2031654.7716	2614731.7254
PC	99+99.36	2031715.7402	2616701.7906
PI	104+93.42	2031731.0229	2617195.6175
PT	109+66.30	2031983.8014	2617620.1188
PC	117+26.30	2032372.6414	2618273.1139
PI	125+86.63	2032812.8133	2619012.3127
PT	133+42.97	2032550.8525	2619831.7899
PC	144+84.47	2032203.2761	2620919.0934
PI	153+87.75	2031928.2382	2621779.4791
EQ STA	153+08.66	2032009.5500	2621719.4590
EQ STA	1311+13.21	2032009.5500	2621719.4590
PT	1320+80.83	2031931.2375	2622682.7513
PC	1348+74.48	2031940.5137	2625476.3842
PI	1351+41.70	2031941.4010	2625743.6014
PRC	1354+08.85	2031932.1628	2626010.6604
PI	1356+85.51	2031922.5985	2626287.1494
PT	1359+62.11	2031922.5985	2626563.8038
END (POT)	1362+20.89	2031922.5985	2626822.5839

PR DDI EB			
POINT TYPE	STATION	NORTHING	EASTING
START (POT)	3000+00.00	2032311.7711	2620550.1370
PC	3003+48.18	2032205.7549	2620881.7814
PI	3003+91.04	2032192.7034	2620922.6098
PRC	3004+33.69	2032172.8146	2620960.5800
PI	3005+63.13	2032112.7565	2621075.2388
PT	3006+86.30	2032119.8667	2621204.4792
PC	3007+84.62	2032125.2679	2621302.6540
PI	3008+95.20	2032131.3420	2621413.0598
PRC	3010+02.18	2032089.7700	2621515.5200
PI	3010+48.98	2032072.1756	2621558.8840
PCC	3010+95.47	2032063.4772	2621604.8659
PI	3012+28.33	2032038.7831	2621735.4061
PCC	3013+61.13	2032020.2013	2621866.9556
PI	3014+07.93	2032013.6560	2621913.2930
PRC	3014+54.42	2032016.3761	2621960.0112
PI	3015+67.17	2032022.9297	2622072.5690
PT	3016+76.12	2031979.9988	2622176.8242
PC	3017+64.18	2031946.4670	2622258.2542
PI	3018+79.03	2031902.7368	2622364.4504
PT	3019+89.46	2031912.9098	2622478.8466
PC	3020+46.66	2031917.9761	2622535.8173
PI	3020+90.91	2031921.8958	2622579.8941
PT	3021+35.11	2031922.0427	2622624.1446
END (POT)	3024+12.91	2031922.9652	2622901.9496

PR DDI WB			
POINT TYPE	STATION	NORTHING	EASTING
START (POT)	2000+00.00	2031940.9652	2622901.8900
PC	2002+19.17	2031940.2374	2622682.7214
PI	2002+43.73	2031940.1559	2622658.1577
PCC	2002+68.30	2031940.2852	2622633.5941
PI	2003+18.42	2031940.5493	2622583.4685
PRC	2003+68.22	2031950.6429	2622534.3690
PI	2004+69.14	2031970.9629	2622435.5242
PT	2005+67.03	2031948.9174	2622337.0500
PC	2007+21.30	2031915.2152	2622186.5069
PI	2008+58.34	2031885.2772	2622052.7780
PRC	2009+88.96	2031926.9160	2621922.2180
PI	2010+28.21	2031938.8424	2621884.8226
PRC	2010+67.28	2031944.4008	2621845.9669
PI	2011+92.52	2031962.1364	2621721.9869
PRC	2013+17.72	2031985.2305	2621598.8924
PI	2013+56.97	2031992.4683	2621560.3143
PRC	2013+96.04	2031993.2069	2621521.0701
PI	2015+35.29	2031995.8271	2621381.8483
PT	2016+67.81	2032069.3091	2621263.5691
PC	2018+09.65	2032144.1614	2621143.0843
PI	2019+13.27	2032198.8414	2621055.0694
PRC	2020+13.62	2032211.4434	2620952.2214
PI	2020+61.19	2032217.2291	2620905.0028
PT	2021+08.49	2032231.7142	2620859.6900
END (POT)	2024+27.72	2032328.9164	2620555.6178

PR I-39			
POINT TYPE	STATION	NORTHING	EASTING
START (POT)	2571+69.15	2024883.0902	2609527.9030
PC	2611+06.19	2024927.8595	2613464.6886
PI	2638+19.71	2024958.7157	2616178.0294
PT	2661+74.63	2027077.4586	2617873.3462
PC	2713+93.76	2031152.6110	2621134.0885
PI	2724+62.27	2031986.9111	2621801.6556
PT	2735+13.81	2032984.4567	2622184.5462
END (POT)	2762+66.64	2035554.4738	2623171.0027

PR I-39 NB			
POINT TYPE	STATION	NORTHING	EASTING
START (PC)	0+00.00	2031803.0457	2621611.2361
PI	4+14.04	2032154.3771	2621830.3174
PT	8+27.09	2032529.4187	2622005.7434
PC	14+38.88	2033083.5836	2622264.9544
PI	16+98.27	2033318.5373	2622374.8542
PT	19+57.00	2033538.2810	2622512.6726
END (POT)	24+53.41	2033958.8219	2622776.4265

PR I-39 SB			
POINT TYPE	STATION	NORTHING	EASTING
START (PC)	1300+00.00	2032162.0340	2621789.5915
PI	1304+04.28	2032516.9421	2621983.2010
PT	1308+07.63	2032892.1290	2622133.7971
END (POT)	1319+95.00	2033994.0398	2622576.0925

MODEL: I-39 - Alignment Title Table 1 (Sheet)
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USER NAME = jworthington	DESIGNED - A.GIBSON	REVISED -
	DRAWN - N.REYNOLDS	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED - J.TARDY	REVISED -
PLOT DATE = 10/11/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PROPOSED ALIGNMENTS
 COORDINATE DATA

SCALE: N/A SHEET 19 OF 21 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	115
CONTRACT NO. 64R71				
ILLINOIS		FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

MODEL: Pr_SOUTH - Plan - 1-1 (Sheet)
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**PROJECT BEGINS - FRONTAGE RD
STA 500+00.00**

**PROJECT BEGINS - SOUTH MALL DR
STA 297+42.72**

**PROJECT ENDS - FRONTAGE RD
STA 502+91.05**

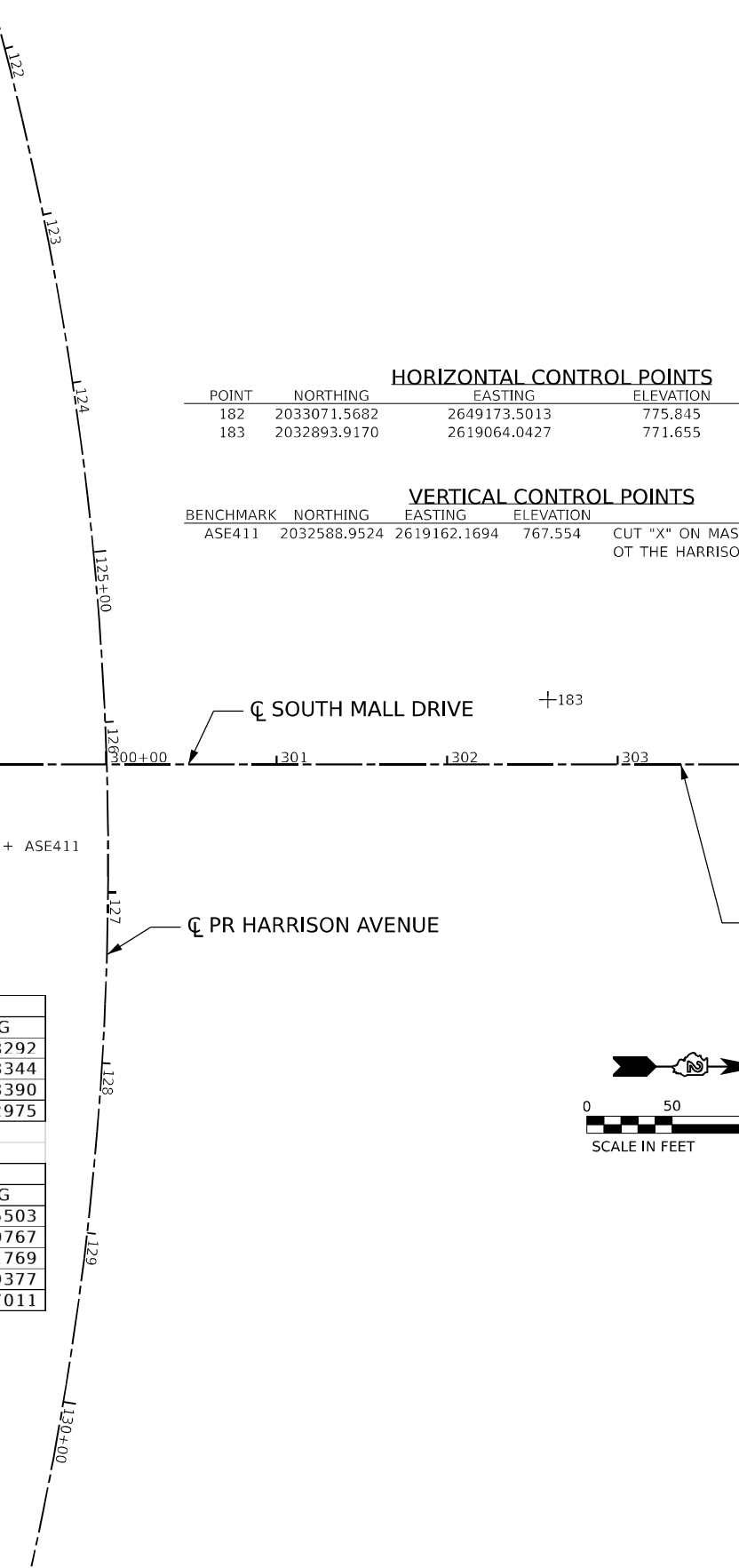
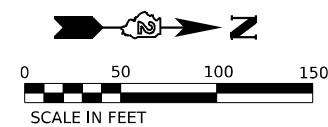
**PROJECT ENDS - SOUTH MALL DR
STA 303+37.00**

HORIZONTAL CONTROL POINTS				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
182	2033071.5682	2649173.5013	775.845	PIN W/CAP
183	2032893.9170	2619064.0427	771.655	PIN W/CAP

VERTICAL CONTROL POINTS				
BENCHMARK	NORTHING	EASTING	ELEVATION	DESCRIPTION
ASE411	2032588.9524	2619162.1694	767.554	CUT "X" ON MAST ARM IN THE SOUTHEAST QUADRANT OF THE HARRISON AVENUE AND SOUTH MALL DRIVE.

PR FRONTAGE RD			
POINT TYPE	STATION	NORTHING	EASTING
START (POT)	500+00	2032430.3713	2618974.8292
PC	500+31.51	2032418.0717	2619003.8344
PI	501+70.05	2032392.9843	2619138.8390
END	502+91.05	2032422.6383	2619255.2975

SOUTH MALL DR			
POINT TYPE	STATION	NORTHING	EASTING
START	297+42.72	2032379.7247	2619132.5503
FRONTAGE INT.	297+55.72	2032392.7397	2619132.0767
HARRISON INT.	300+00.45	2032637.3037	2619123.1769
END	303+37.00	2032973.6341	2619110.9377
POT	303+71.00	2033007.6145	2619109.7011



USER NAME = cmorgan	DESIGNED - CMM	REVISED -
PLOT SCALE = 0.16666633 1/ in.	DRAWN - CMM	REVISED -
PLOT DATE = 10/5/2023	CHECKED - GFS	REVISED -
	DATE - 10/13/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

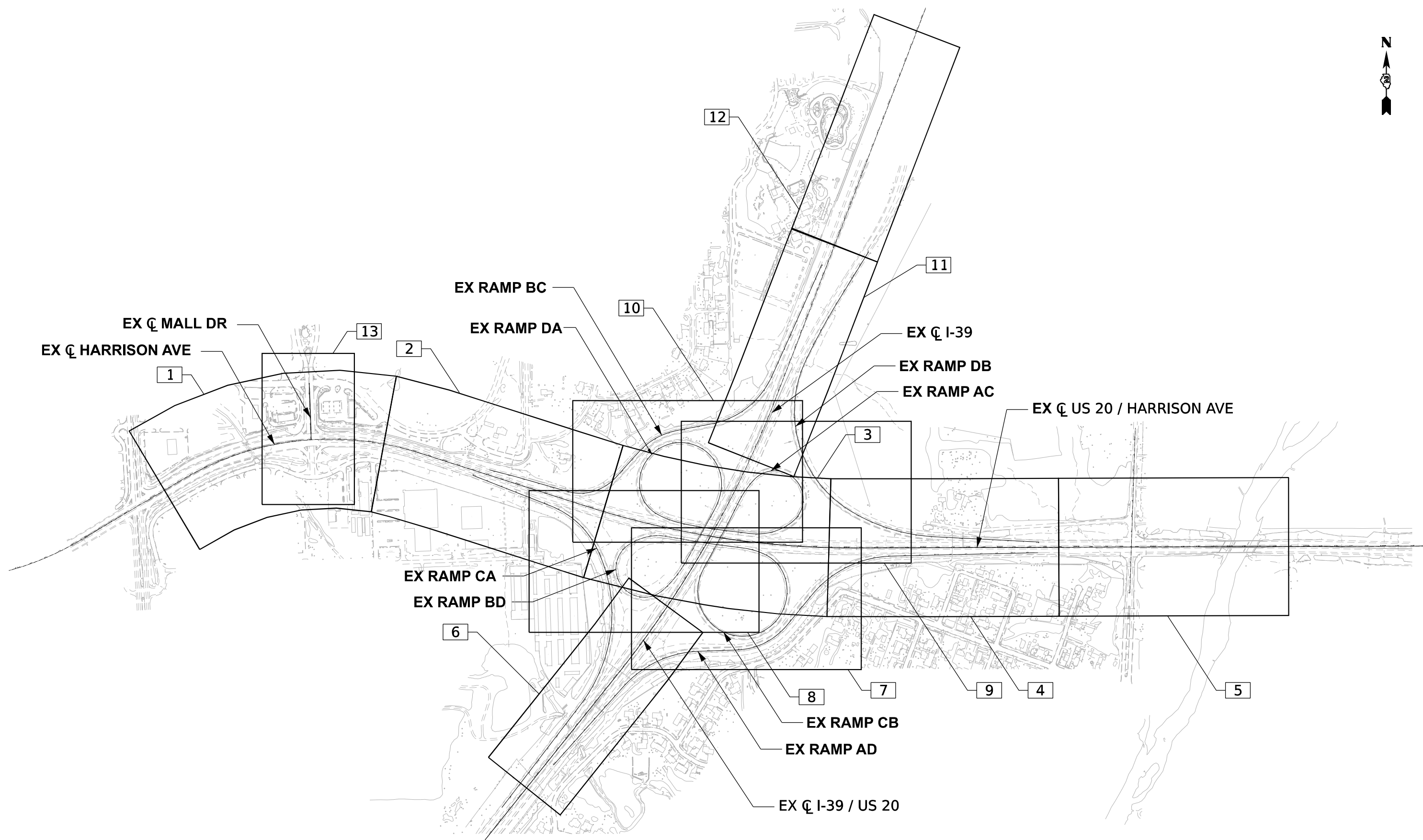
**ALIGNMENT AND TIES
SOUTH MALL DR**

SCALE: 1"=50' SHEET 21 OF 21 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	117
CONTRACT NO. 64R71				

ILLINOIS FED. AID PROJECT

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



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DRAWN - T.BLANK	REVISIONS -	
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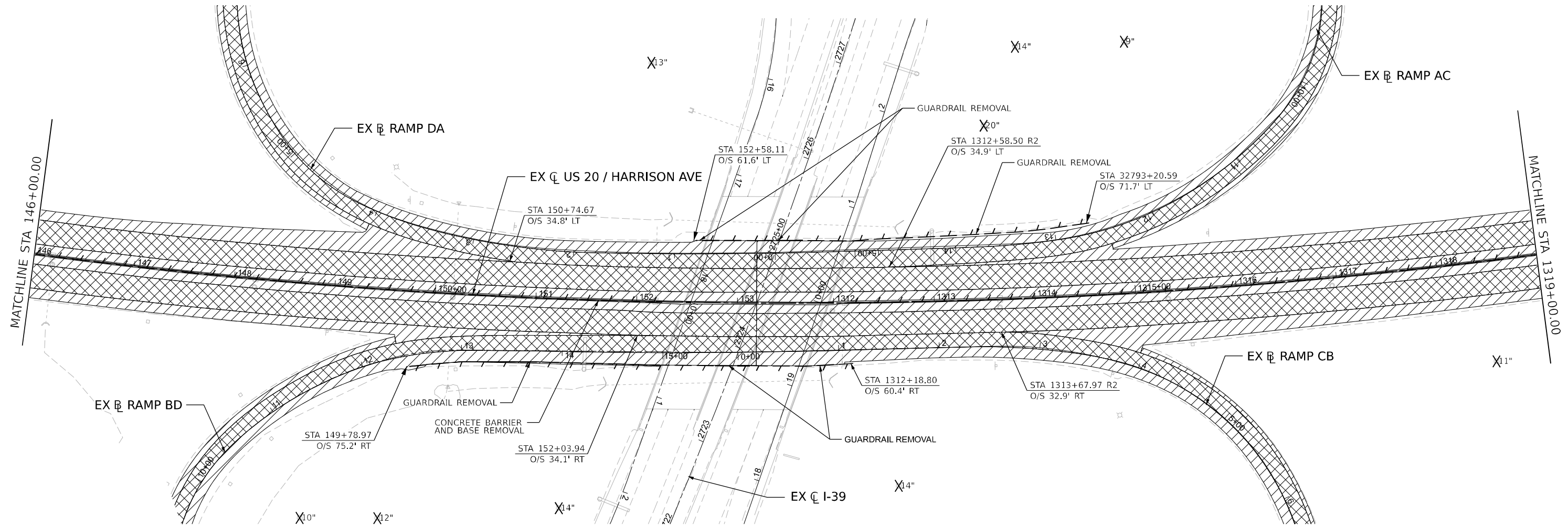
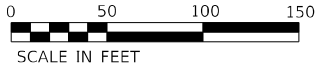
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLANS
KEY PLAN

SCALE: NA SHEET 1 OF 14 SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	118
CONTRACT NO. 64R71				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



ROADWAY REMOVAL LEGEND

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- TREE REMOVAL, ACRES
- HOT-MIX ASPHALT SURFACE REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- LINEAR REMOVAL ITEM
- TREE REMOVAL
- IMPACT ATTENUATOR REMOVAL

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

KEYPLAN SHEET 03

MODEL: P:\US20\Harrison\Plan\03 [Sheet].dwg
FILE NAME: P:\US20\Harrison\Plan\03 [Sheet].dwg
PROJECT: STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
DRAWING: REMOVAL PLANS FOR HARRISON AVE/US 20
DATE: 10/12/2023



USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
	DRAWN - J.QIAN	REVISED -
PLOT SCALE = 0.16666667 "/> <td>CHECKED - J.TARDY</td> <td>REVISED -</td>	CHECKED - J.TARDY	REVISED -
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -

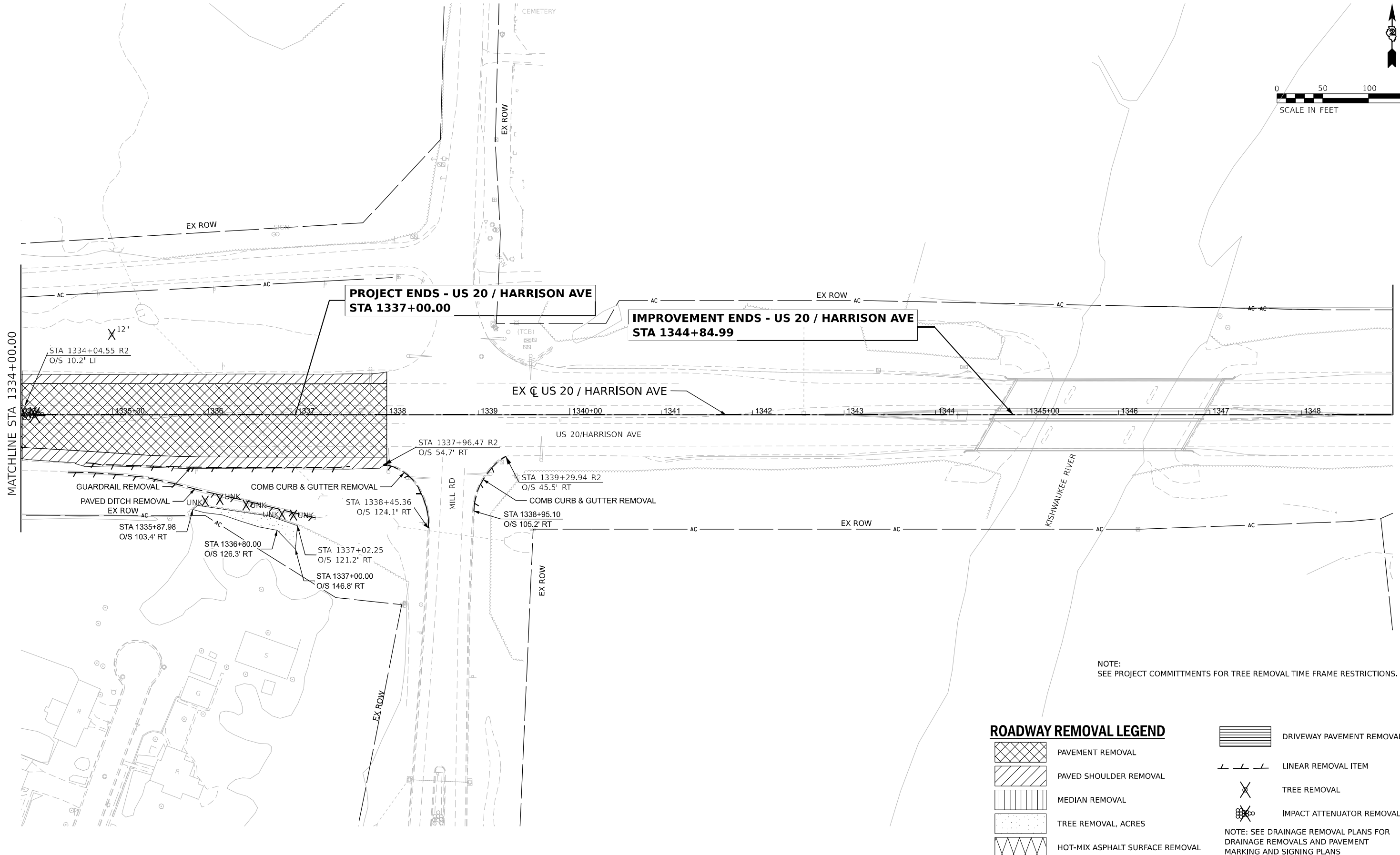
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLANS
HARRISON AVE/US 20

SCALE: 1" = 50' SHEET 4 OF 14 SHEETS STA. 146+00.00 TO STA. 1319+00.00

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	121
CONTRACT NO. 64R71				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



MATCHLINE STA 1334+00.00

PROJECT ENDS - US 20 / HARRISON AVE
STA 1337+00.00

IMPROVEMENT ENDS - US 20 / HARRISON AVE
STA 1344+84.99

EX CL US 20 / HARRISON AVE







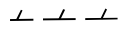


US 20/HARRISON AVE

KISHWAUKEE RIVER

MILL RD

NOTE:
SEE PROJECT COMMITMENTS FOR TREE REMOVAL TIME FRAME RESTRICTIONS.

ROADWAY REMOVAL LEGEND

-  PAVEMENT REMOVAL
-  PAVED SHOULDER REMOVAL
-  MEDIAN REMOVAL
-  TREE REMOVAL, ACRES
-  HOT-MIX ASPHALT SURFACE REMOVAL
-  DRIVEWAY PAVEMENT REMOVAL
-  LINEAR REMOVAL ITEM
-  TREE REMOVAL
-  IMPACT ATTENUATOR REMOVAL

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

KEYPLAN SHEET 05

MODEL: P:\US20\HarrPlan05 [Sheet1]
FILE NAME: P:\US20\HarrPlan05 [Sheet1]_D:\Projects\Removal\64764R71-DD-Str-Removal\Harrison.dgn



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DRAWN	- J.QIAN	REVISIONS	-	REVISED	-
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PLOT DATE	= 10/12/2023	DATE	- 10/13/2023	REVISED	-

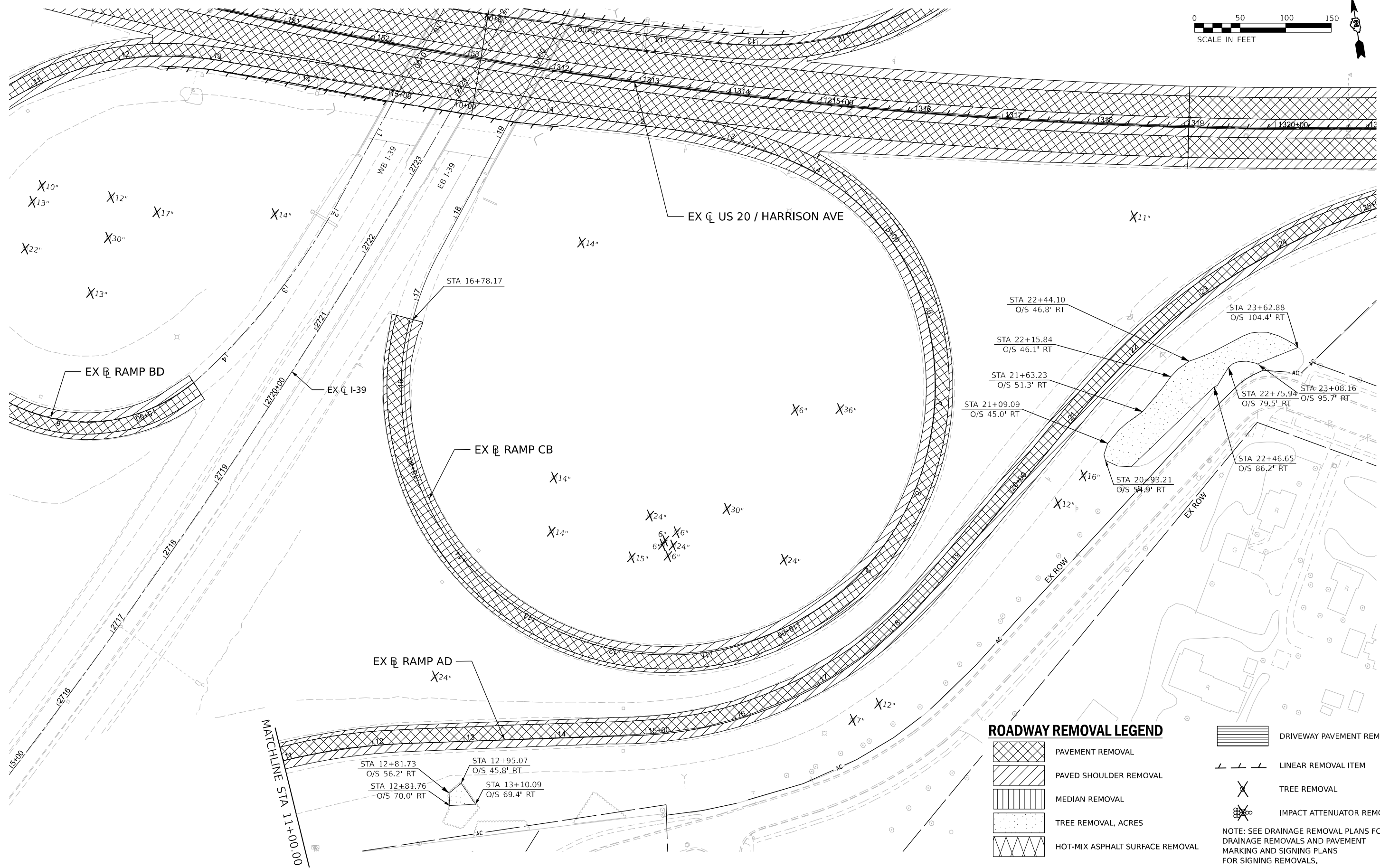
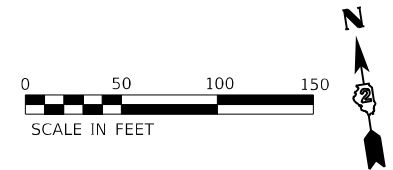
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**REMOVAL PLANS
US 20/HARRISON AVE**

SCALE: 1" = 50' SHEET 6 OF 14 SHEETS STA. 1334+00.00 TO STA. 1349+00.00

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	123
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



ROADWAY REMOVAL LEGEND

- PAVEMENT REMOVAL
 - PAVED SHOULDER REMOVAL
 - MEDIAN REMOVAL
 - TREE REMOVAL, ACRES
 - HOT-MIX ASPHALT SURFACE REMOVAL
 - DRIVEWAY PAVEMENT REMOVAL
 - LINEAR REMOVAL ITEM
 - TREE REMOVAL
 - IMPACT ATTENUATOR REMOVAL
- NOTE: SEE DRAINAGE REMOVAL PLANS FOR DRAINAGE REMOVALS AND PAVEMENT MARKING AND SIGNING PLANS FOR SIGNING REMOVALS.

MODEL: Quad_SE Plan 01 (Sheet)
 FILE NAME: p:\projects\2023\10800\10800.dwg
 PROJECT: State of Illinois - Department of Transportation - US 20 / Harrison Ave - Removal
 DATE: 10/12/2023



USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
	DRAWN - J.QIAN	REVISED -
PLOT SCALE = 0.16666667" / in.	CHECKED - J.TARDY	REVISED -
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -

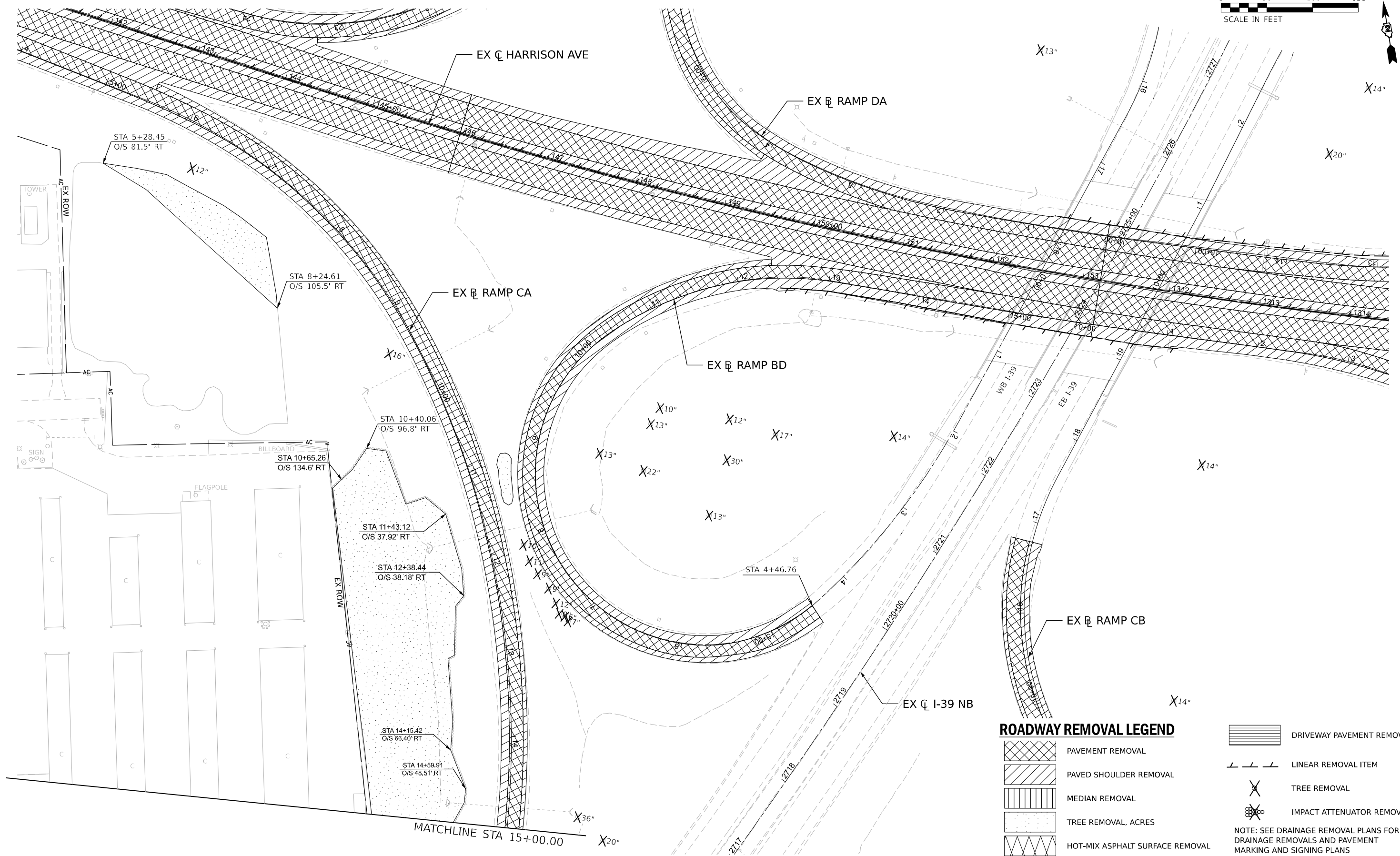
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLANS
RAMP AD AND CB**

SCALE: 1" = 50' SHEET 8 OF 14 SHEETS STA. TO STA.

KEYPLAN SHEET 07	
F.A.* RTE.	SECTION
*	(5)RS & (5&5HB)RC
COUNTY	TOTAL SHEETS
WINNEBAGO	1279
SHEET NO.	
125	
CONTRACT NO. 64R71	
ILLINOIS FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



ROADWAY REMOVAL LEGEND

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- TREE REMOVAL, ACRES
- HOT-MIX ASPHALT SURFACE REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- LINEAR REMOVAL ITEM
- TREE REMOVAL
- IMPACT ATTENUATOR REMOVAL

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

MODEL: Quad_Sw_Plan_01 (Sheet)
 FILE NAME: Proj\Benech\p01\Documents\10800\10800_001\Exp_Desc\CAD_Sheets\Removal\RD264R71-DD-Str-Removal\Harrison.dgn
 3/12/2023 10:50:00 AM



USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
PLOT SCALE = 0.16666667"/in.	DRAWN - J.QIAN	REVISED -
PLOT DATE = 10/12/2023	CHECKED - J.TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLANS
RAMP CA AND BD

SCALE: 1" = 50' SHEET 9 OF 14 SHEETS STA. TO STA.

KEYPLAN SHEET 08

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	126
CONTRACT NO. 64R71				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

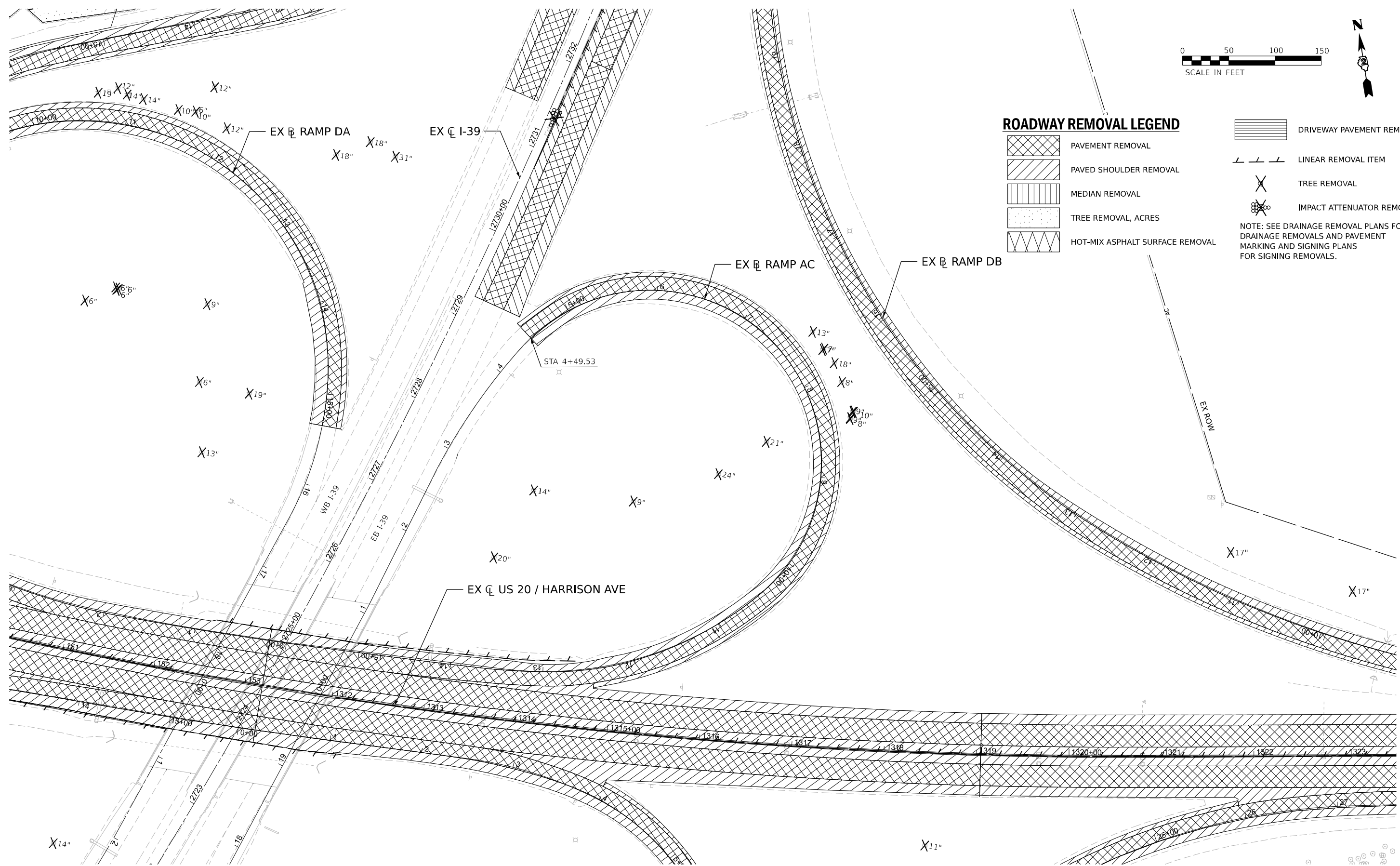


ROADWAY REMOVAL LEGEND

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- TREE REMOVAL, ACRES
- HOT-MIX ASPHALT SURFACE REMOVAL

- DRIVEWAY PAVEMENT REMOVAL
- LINEAR REMOVAL ITEM
- TREE REMOVAL
- IMPACT ATTENUATOR REMOVAL

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



MODEL: Quad IFE Plan 01 (Sheet1)
 FILE NAME: p:\projects\hwy20\hwy20\benesch\p01\Documents\10800\10800.dwg
 Desc: CAD Streets Removal.dwg
 User: J. Gibson
 Date: 10/13/2023



USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
PLOT SCALE = 0.16666667 / in.	DRAWN - J.QIAN	REVISED -
PLOT DATE = 10/12/2023	CHECKED - J.TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

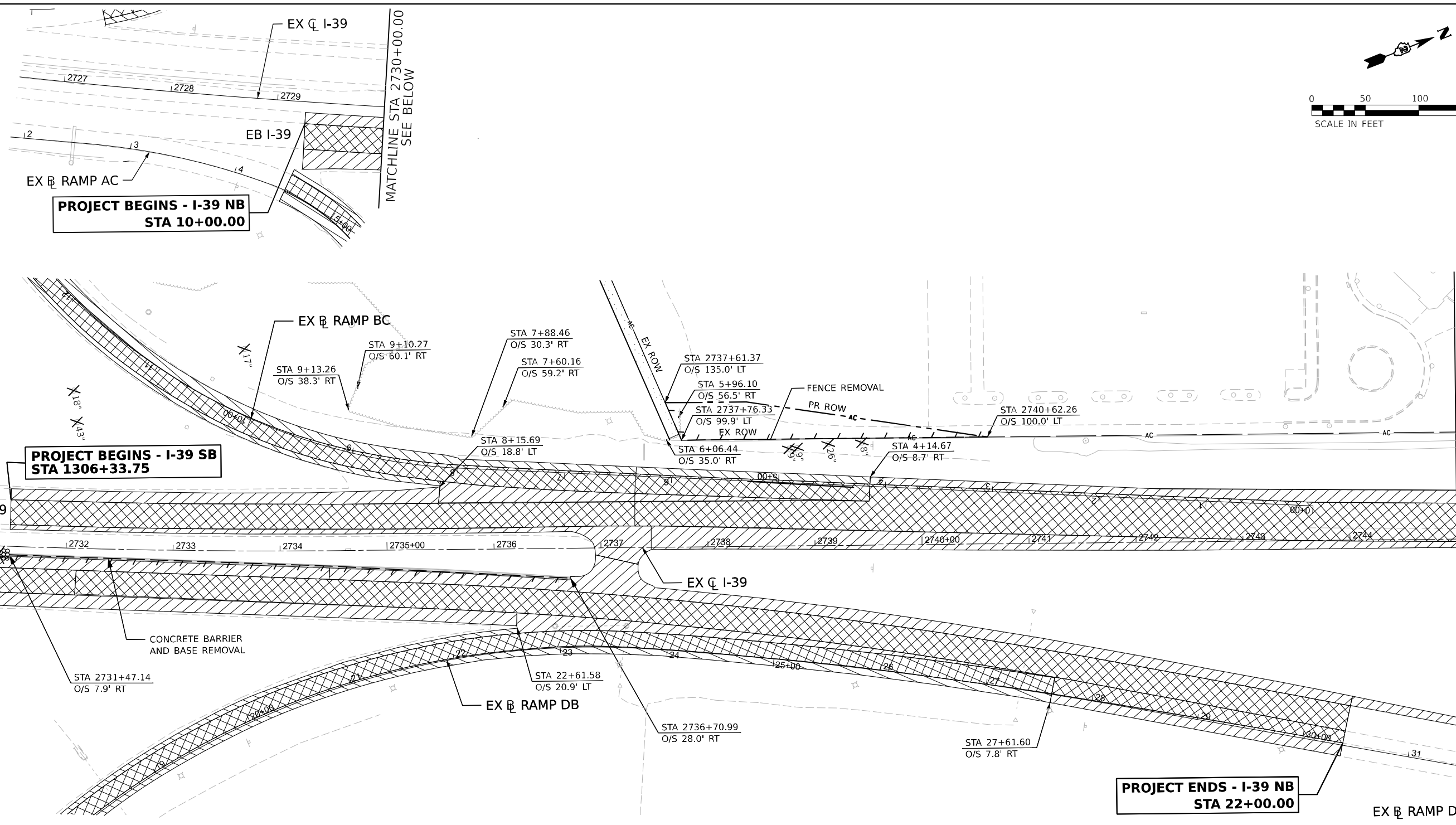
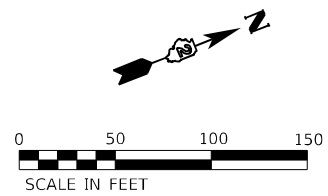
**REMOVAL PLANS
 RAMP AC AND DB**

SCALE: 1" = 50' SHEET 10 OF 14 SHEETS STA. TO STA.

KEYPLAN SHEET 09

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	127
CONTRACT NO. 64R71				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



**PROJECT BEGINS - I-39 NB
STA 10+00.00**

**PROJECT BEGINS - I-39 SB
STA 1306+33.75**

**PROJECT ENDS - I-39 NB
STA 22+00.00**

ROADWAY REMOVAL LEGEND

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- TREE REMOVAL, ACRES
- HOT-MIX ASPHALT SURFACE REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- LINEAR REMOVAL ITEM
- TREE REMOVAL
- IMPACT ATTENUATOR REMOVAL

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

KEYPLAN SHEET 11

MODEL: I-39 Plan 01 (Sheet)
 FILE NAME: P:\Documents\10800\10800.dwg
 USER: agibson
 DATE: 10/12/2023



USER NAME = agibson	DESIGNED - A. GIBSON	REVISED -
PLOT SCALE = 0.16666667"/in.	DRAWN - A. GIBSON	REVISED -
PLOT DATE = 10/12/2023	CHECKED - J. TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

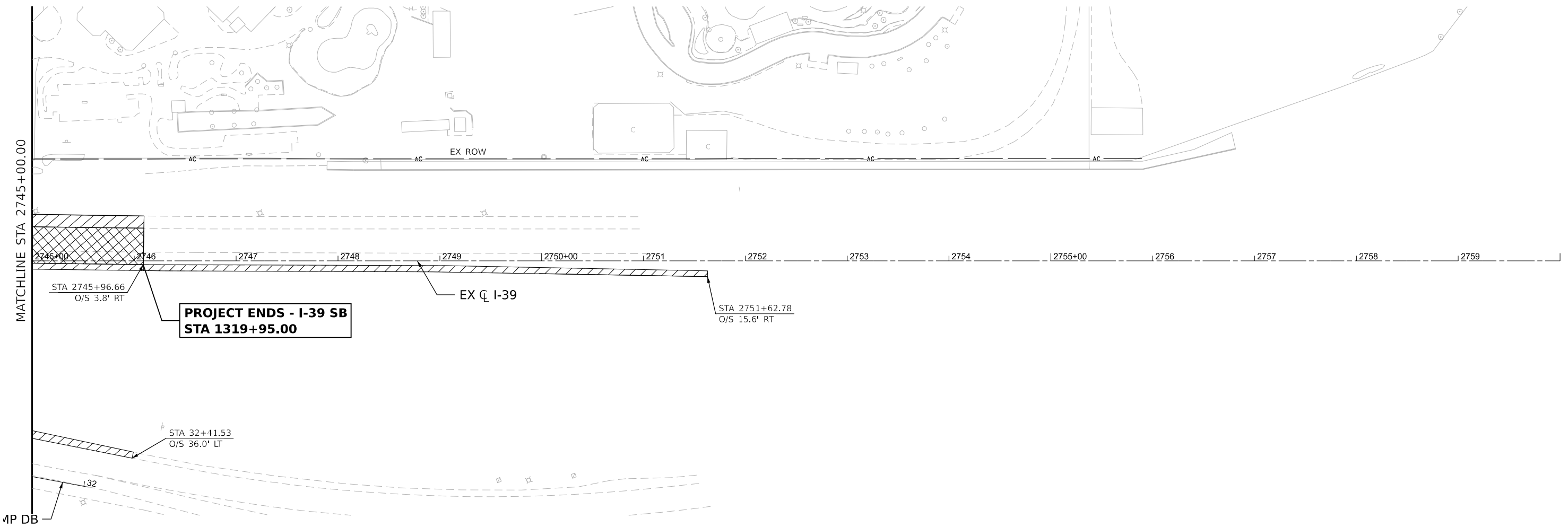
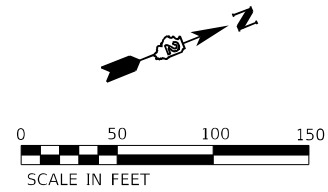
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**REMOVAL PLANS
I-39**

SCALE: 1"=50' SHEET 12 OF 14 SHEETS STA. 2730+00.00 TO STA. 2745+00.00

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	129
CONTRACT NO. 64R71				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



**PROJECT ENDS - I-39 SB
STA 1319+95.00**

ROADWAY REMOVAL LEGEND

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- TREE REMOVAL, ACRES
- HOT-MIX ASPHALT SURFACE REMOVAL

- DRIVEWAY PAVEMENT REMOVAL
- LINEAR REMOVAL ITEM
- TREE REMOVAL
- IMPACT ATTENUATOR REMOVAL

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

KEYPLAN SHEET 12

MODEL: I-39 Plan 02 (Sheet)
 FILE NAME: P:\Benesch\Bentley\benesch\paw01\Documents\10800\10800.dwg
 USER: agibson
 DATE: 10/12/2023



USER NAME = agibson	DESIGNED - A. GIBSON	REVISED -
PLOT SCALE = 0.16666667 1/ in.	DRAWN - A. GIBSON	REVISED -
PLOT DATE = 10/12/2023	CHECKED - J. TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

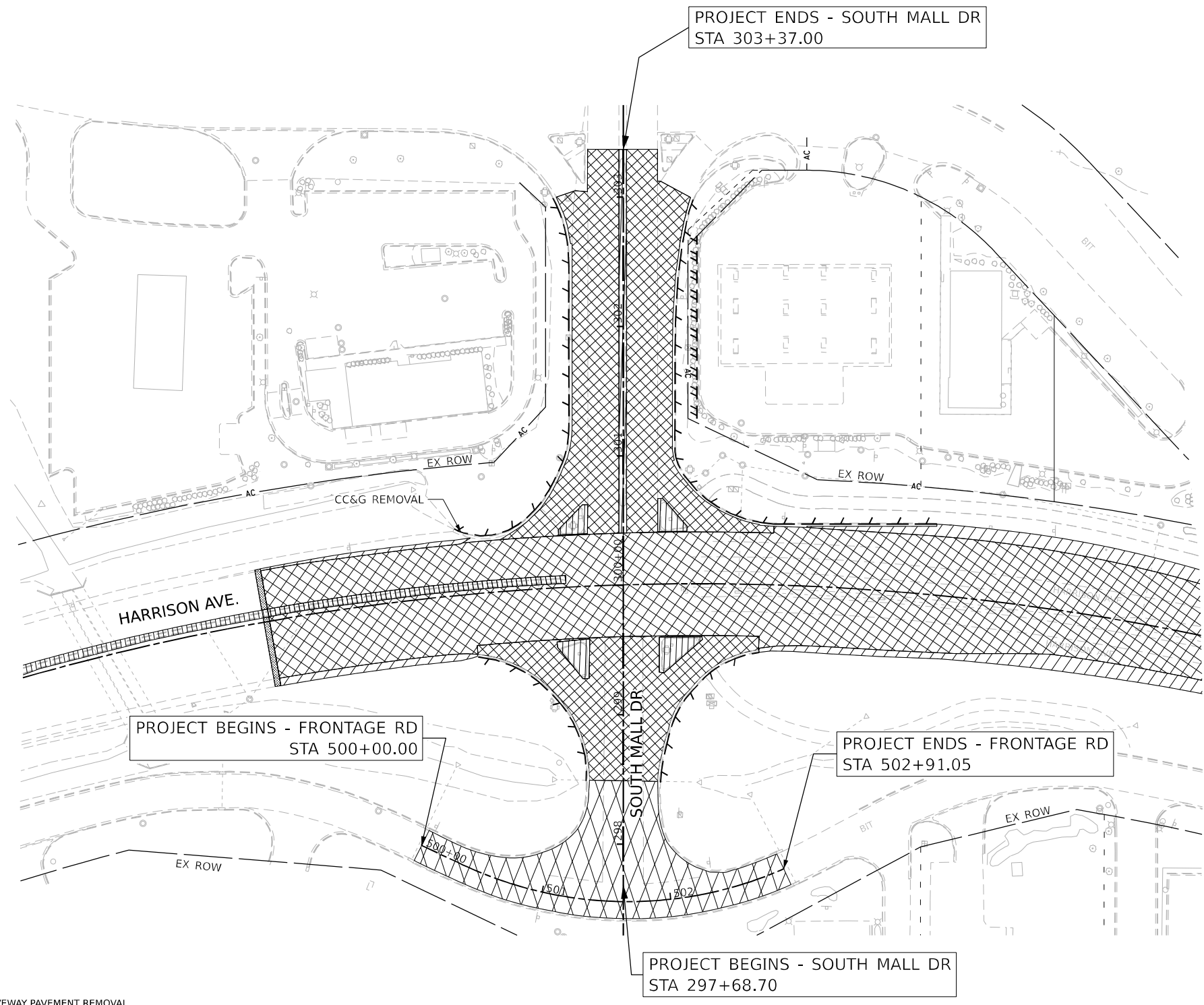
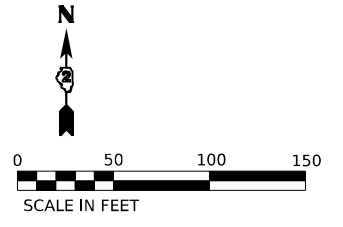
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**REMOVAL PLANS
I-39**

SCALE: 1"=50' SHEET 13 OF 14 SHEETS STA. 2745+00.00 TO STA. 2760+00.00

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	130
CONTRACT NO. 64R71				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



ROADWAY REMOVAL LEGEND

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- TREE REMOVAL, ACRES
- HOT-MIX ASPHALT SURFACE REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- LINEAR REMOVAL ITEM
- TREE REMOVAL
- IMPACT ATTENUATOR REMOVAL

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

MODEL: P:_S\1111 - Plan 2 (Sheet)
 FILE NAME: P:_S\1111 - Plan 2 (Sheet)\1111 - Plan 2 (Sheet).dgn
 PROJECT: I:\Projects\108000\108000.dwg
 USER: cmorgan
 DATE: 10/13/2023



USER NAME = cmorgan	DESIGNED - CMM	REVISED -
PLOT SCALE = 0.16666633 1/ in.	DRAWN - CMM	REVISED -
PLOT DATE = 10/5/2023	CHECKED - GFS	REVISED -
	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**REMOVAL PLANS
SOUTH MALL DR**

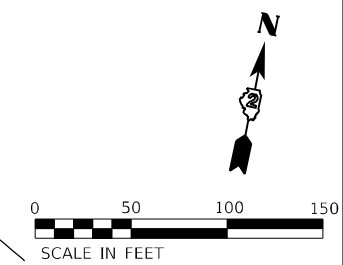
SCALE: 1"=50' SHEET 14 OF 14 SHEETS STA. TO STA.

KEYPLAN SHEET 13

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	131
CONTRACT NO. 64R71				

* ILLINOIS FED. AID PROJECT
* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PR CURVE US20/HAR 2
 PI STA = 125+86.63
 $\Delta = 48^{\circ}30'00''$ (RT)
 $D = 03^{\circ}00'00''$
 $R = 1,909.86'$
 $T = 860.33'$
 $E = 184.83'$
 $e = 2.0\%$
 $TR = 88.80'$
 $SE\ RUN = 88.00'$
 $PC\ STA = 117+26.30$
 $PT\ STA = 133+42.97$



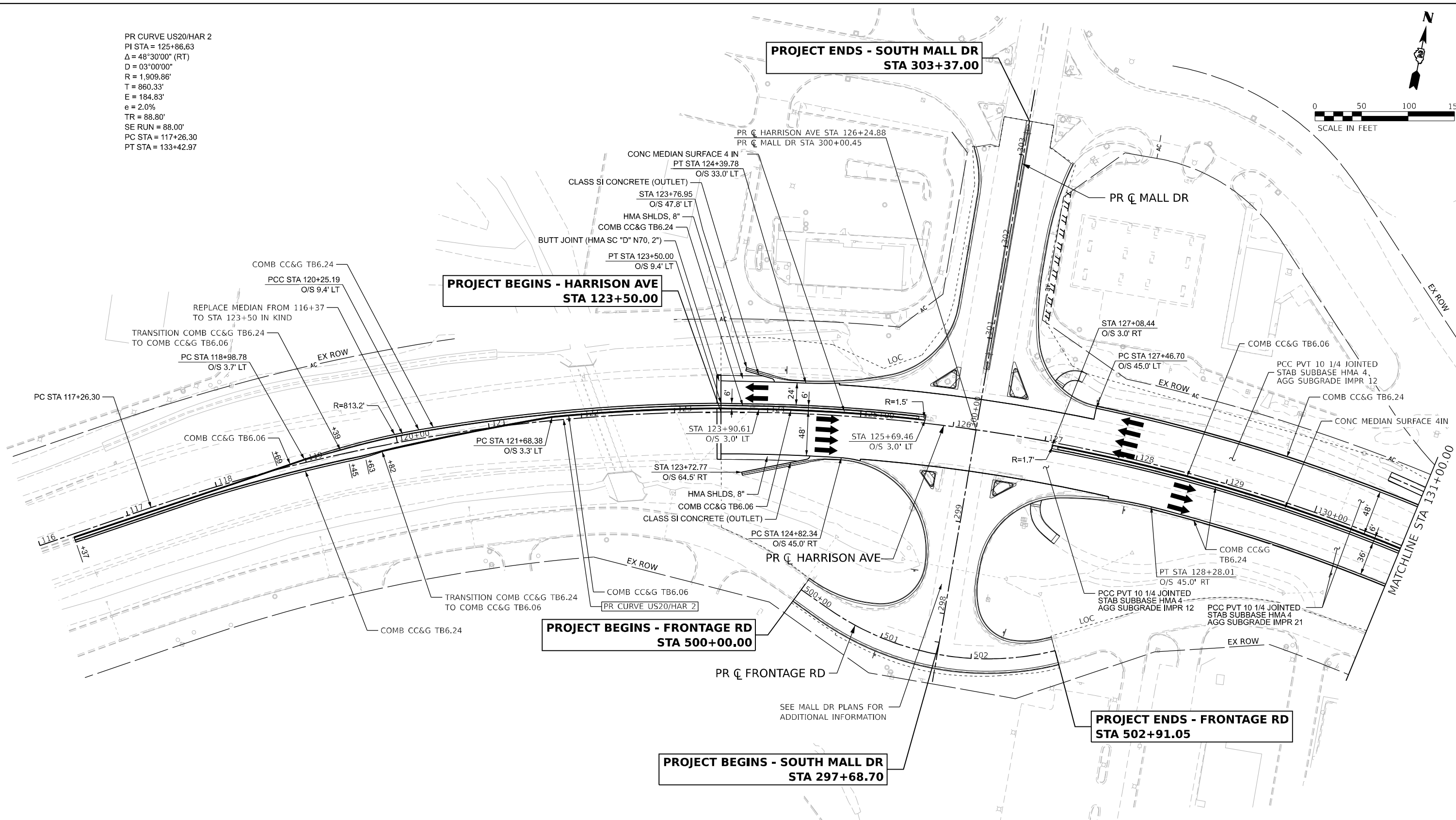
**PROJECT ENDS - SOUTH MALL DR
 STA 303+37.00**

**PROJECT BEGINS - HARRISON AVE
 STA 123+50.00**

**PROJECT BEGINS - FRONTAGE RD
 STA 500+00.00**

**PROJECT BEGINS - SOUTH MALL DR
 STA 297+68.70**

**PROJECT ENDS - FRONTAGE RD
 STA 502+91.05**



1. TRANSITION FROM CONCRETE CURB AND GUTTER TYPE B-6.24 TO CONCRETE CURB AND GUTTER TYPE B-6.06 SHOULD BE INCLUDED IN THE COST OF CONCRETE CURB AND GUTTER TYPE B-6.24.
2. FOR INTERSECTION DETAILS SEE ROADWAY PLAN FOR SOUTH MALL DR.
3. FOR LIMITS OF VARYING THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT SEE ROADWAY DETAILS.

MODEL: PrUS20HarPlan01 [Sheet]
 FILE NAME: prUS20HarPlan01.dwg
 PROJECT: Harrison Ave
 DATE: 10/13/2023



USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
PLOT SCALE = 0.167" / in.	DRAWN - A.GIBSON	REVISED -
PLOT DATE = 10/13/2023	CHECKED - J.TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

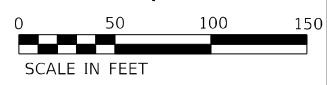
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**ROADWAY PLAN
 HARRISON AVE**

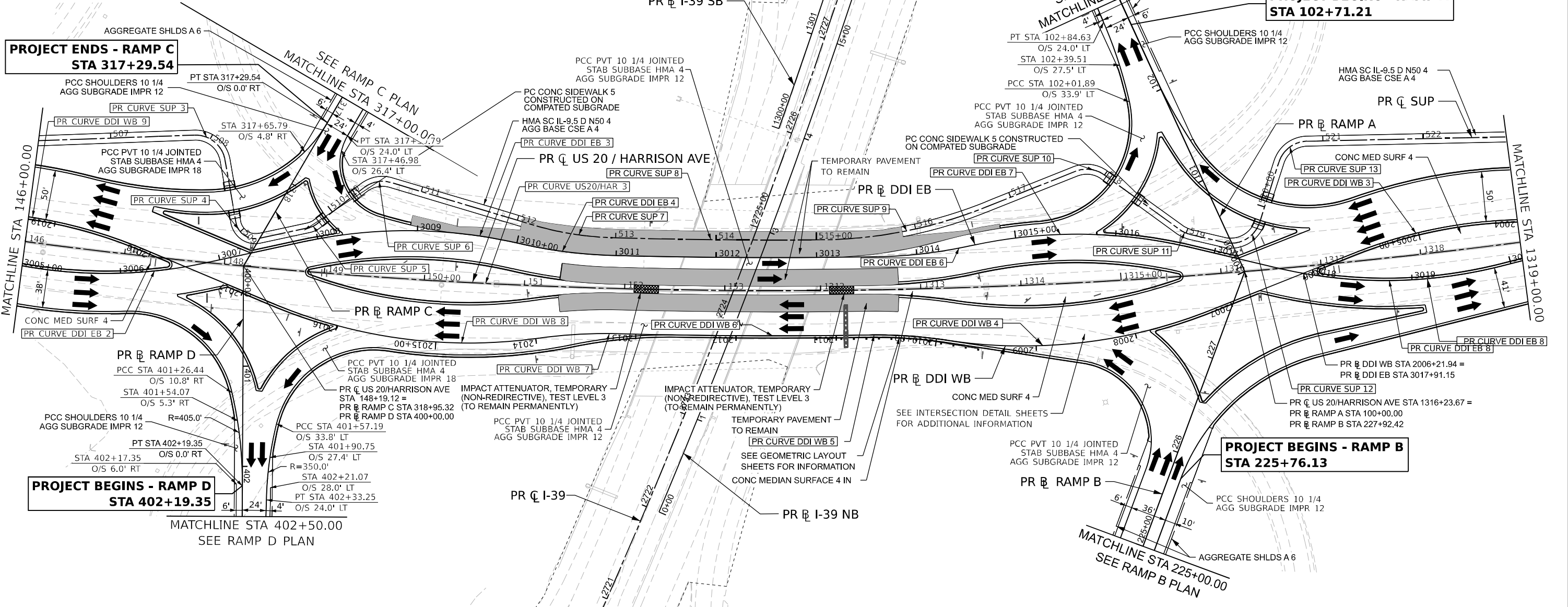
SCALE: 1" = 50' SHEET 2 OF 35 SHEETS STA. 116+00.00 TO STA. 131+00.00

KEYPLAN SHEET 01	
F.A.* RTE.	SECTION
*	(5)RS & (5&5HB)RC
COUNTY	TOTAL SHEETS
WINNEBAGO	1279
SHEET NO.	133
CONTRACT NO. 64R71	
ILLINOIS FED. AID PROJECT	

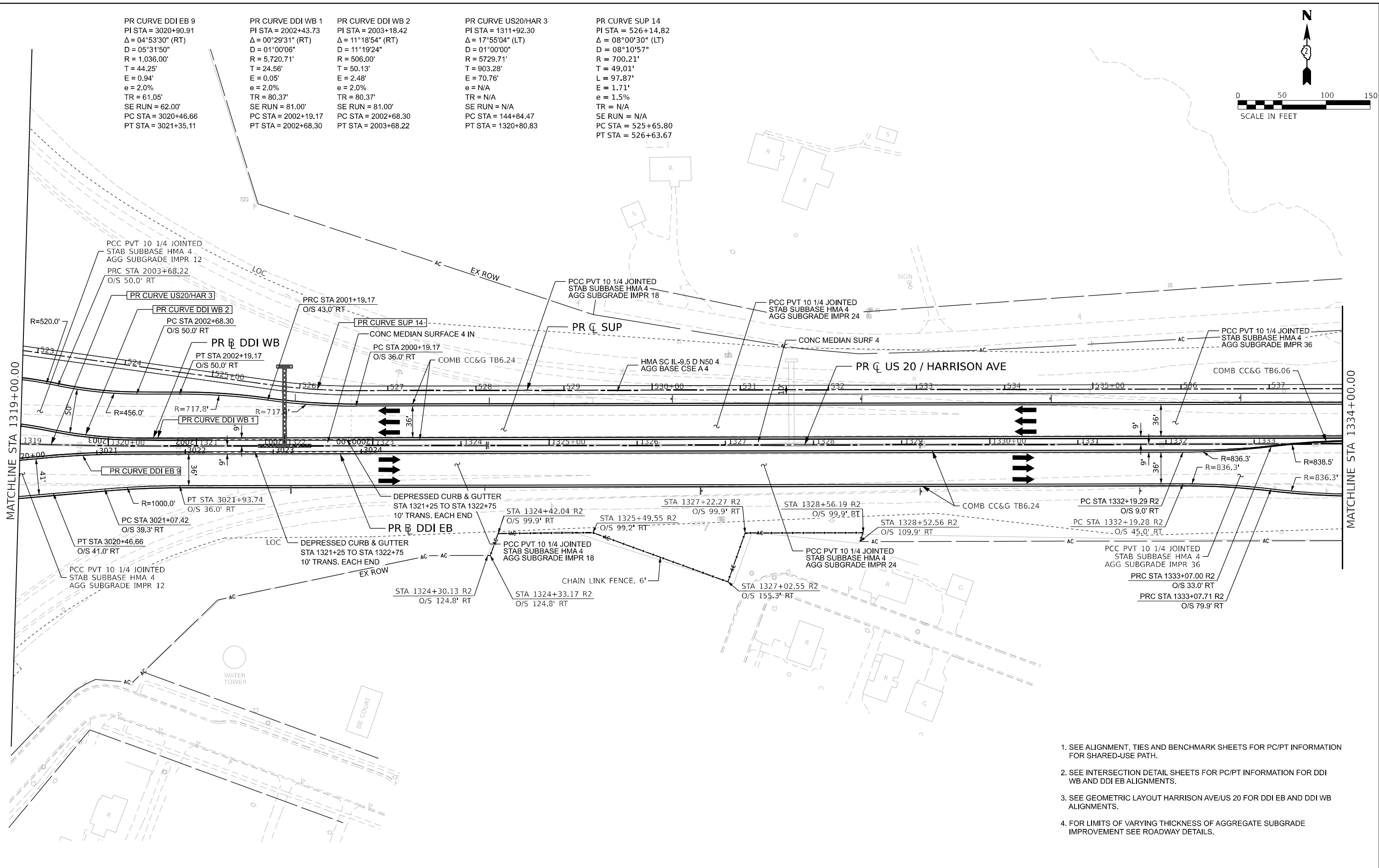
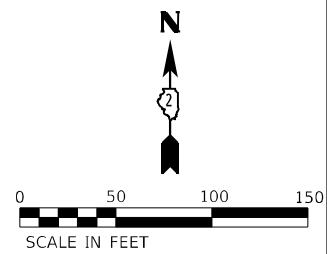
* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



PR CURVE DDI EB 2 PI STA = 3005+63.13 Δ = 30°47'40" (LT) D = 12°11'26" R = 470.00' T = 129.44' E = 17.50' e = 2.0% TR = 61.05' SE RUN = 62.00' PC STA = 3004+33.69 PT STA = 3006+86.30	PR CURVE DDI EB 3 PI STA = 3008+95.20 Δ = 25°14'00" (RT) D = 11°35'54" R = 494.00' T = 110.57' E = 12.22' e = 2.0% TR = 61.05' SE RUN = 62.00' PC STA = 3007+84.62 PT STA = 3010+02.18	PR CURVE DDI EB 4 PI STA = 3010+48.98 Δ = 11°22'20" (LT) D = 12°11'26" R = 470.00' T = 110.57' E = 12.22' e = 2.0% TR = 61.05' SE RUN = 62.00' PC STA = 3010+02.18 PT STA = 3010+95.47	PR CURVE DDI EB 5 PI STA = 3012+28.33 Δ = 02°40'19" (LT) D = 01°00'21" R = 5,696.68' T = 132.86' E = 1.55' e = 2.0% TR = 61.05' SE RUN = 62.00' PC STA = 3010+95.47 PT STA = 3013+61.13	PR CURVE DDI EB 6 PI STA = 3014+07.93 Δ = 11°22'20" (LT) D = 12°11'26" R = 470.00' T = 110.57' E = 12.22' e = 2.0% TR = 61.05' SE RUN = 62.00' PC STA = 3013+61.13 PT STA = 3014+54.42	PR CURVE DDI EB 7 PI STA = 3015+67.17 Δ = 25°42'48" (RT) D = 11°35'54" R = 494.00' T = 112.75' E = 12.70' e = 2.0% TR = 61.05' SE RUN = 62.00' PC STA = 3014+54.42 PT STA = 3016+76.12	PR CURVE DDI EB 8 PI STA = 3018+79.03 Δ = 27°27'47" (LT) D = 12°11'26" R = 470.00' T = 114.85' E = 13.83' e = 2.0% TR = 61.05' SE RUN = 62.00' PC STA = 3017+64.18 PT STA = 3019+89.46
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PR CURVE DDI EB 9 PI STA = 3020+90.91 Δ = 04°53'30" (RT) D = 05°31'50" R = 1,036.00' T = 44.25' E = 0.94' e = 2.0% TR = 61.05' SE RUN = 62.00' PC STA = 3020+46.66 PT STA = 3021+35.11	PR CURVE DDI WB 1 PI STA = 2002+43.73 Δ = 00°29'31" (RT) D = 01°00'06" R = 5,720.71' T = 24.56' E = 0.05' e = 2.0% TR = 80.37' SE RUN = 81.00' PC STA = 2002+19.17 PT STA = 2002+68.30	PR CURVE DDI WB 2 PI STA = 2003+18.42 Δ = 11°18'54" (RT) D = 11°19'24" R = 506.00' T = 50.13' E = 2.48' e = 2.0% TR = 80.37' SE RUN = 81.00' PC STA = 2002+68.30 PT STA = 2003+68.22	PR CURVE US20/HAR 3 PI STA = 1311+92.30 Δ = 17°55'04" (LT) D = 01°00'00" R = 5729.71' T = 903.28' E = 70.76' e = N/A TR = N/A SE RUN = N/A PC STA = 144+84.47 PT STA = 1320+80.83	PR CURVE SUP 14 PI STA = 526+14.82 Δ = 08°00'30" (LT) D = 08°10'57" R = 700.21' T = 49.01' L = 97.87' E = 1.71' e = 1.5% TR = N/A SE RUN = N/A PC STA = 525+65.80 PT STA = 526+63.67
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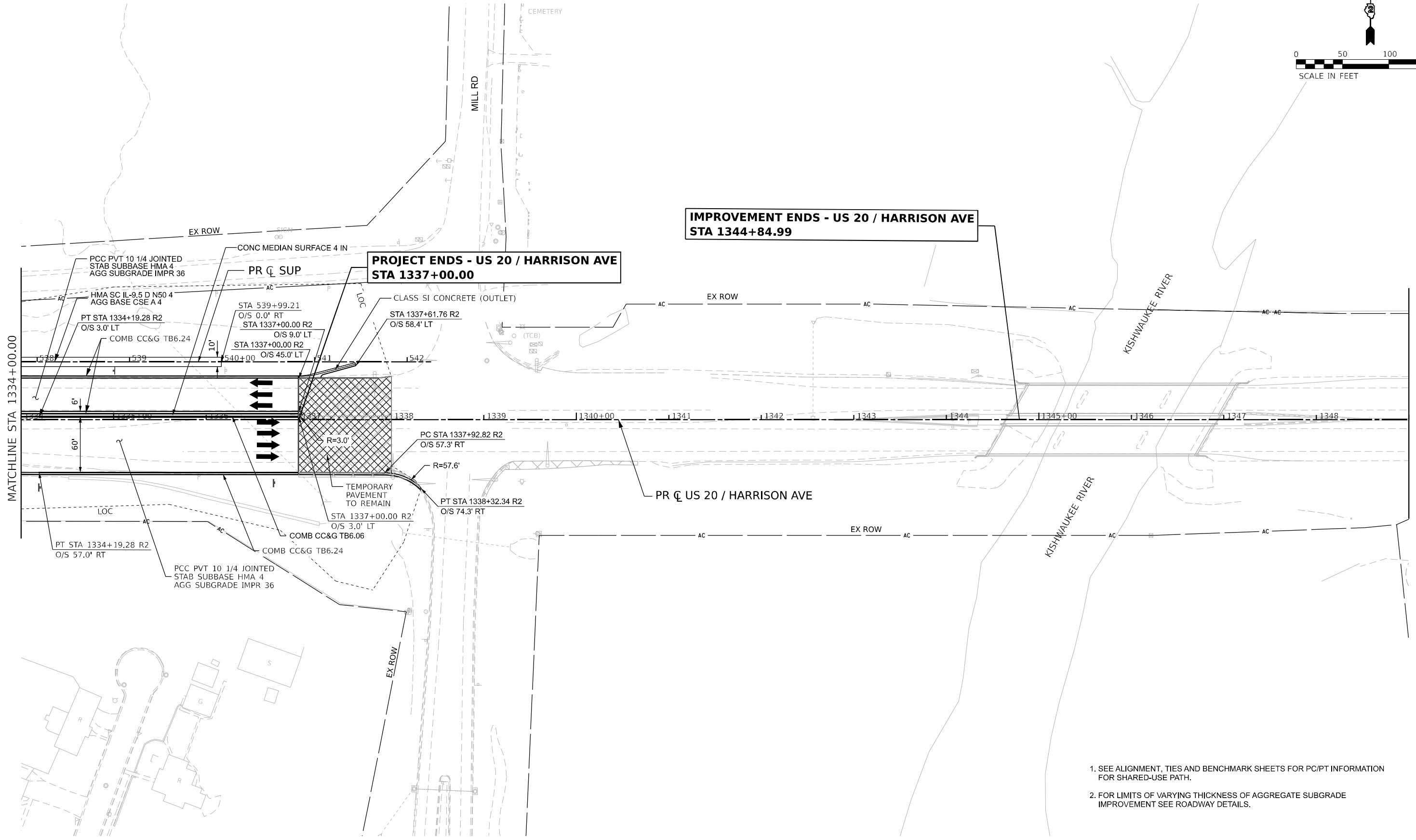
1. SEE ALIGNMENT, TIES AND BENCHMARK SHEETS FOR PC/PT INFORMATION FOR SHARED-USE PATH.
2. SEE INTERSECTION DETAIL SHEETS FOR PC/PT INFORMATION FOR DDI WB AND DDI EB ALIGNMENTS.
3. SEE GEOMETRIC LAYOUT HARRISON AVE/US 20 FOR DDI EB AND DDI WB ALIGNMENTS.
4. FOR LIMITS OF VARYING THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT SEE ROADWAY DETAILS.

MODEL: P:\US20\Harrison\Plan\04 (Sheet) 1
 FILE NAME: P:\US20\Harrison\Plan\04 (Sheet) 1.dwg
 PROJECT: US20/HARRISON AVE
 DATE: 10/13/2023

	USER NAME = jmajcher	DESIGNED - A.GIBSON	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN US 20/HARRISON AVE	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.16666667"/in.	CHECKED - J.TARDY	REVISED -			* (5)RS & (5&5HB)RC	WINNEBAGO	1279	136	
PLOT DATE = 12/5/2023	DATE = 10/13/2023	REVISED -		SCALE: 1" = 50'		SHEET 5 OF 35 SHEETS		STA. 1319+00.00 TO STA. 1334+00.00		ILLINOIS FED. AID PROJECT

KEYPLAN SHEET 04

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



- 1. SEE ALIGNMENT, TIES AND BENCHMARK SHEETS FOR PC/PT INFORMATION FOR SHARED-USE PATH.
- 2. FOR LIMITS OF VARYING THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT SEE ROADWAY DETAILS.

MODEL: P:\US20\Harrison\Plan\05 [Sheet1]
 FILE NAME: P:\US20\Harrison\Plan\05\Drawings\CAD Sheets\Roadway\Plan_Plotfile\05\05.dwg
 USER: agibson



USER NAME	= agibson	DESIGNED	- A.GIBSON	REVISED	-
DRAWN	- A.GIBSON	CHECKED	- J.TARDY	REVISED	-
PLOT SCALE	= 0.16666667 "/>				
PLOT DATE	= 10/13/2023	DATE	- 10/13/2023	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
US 20/HARRISON AVE

SCALE: 1" = 50' SHEET 6 OF 35 SHEETS STA. 1334+00.00 TO STA. 1349+00.00

KEYPLAN SHEET 05

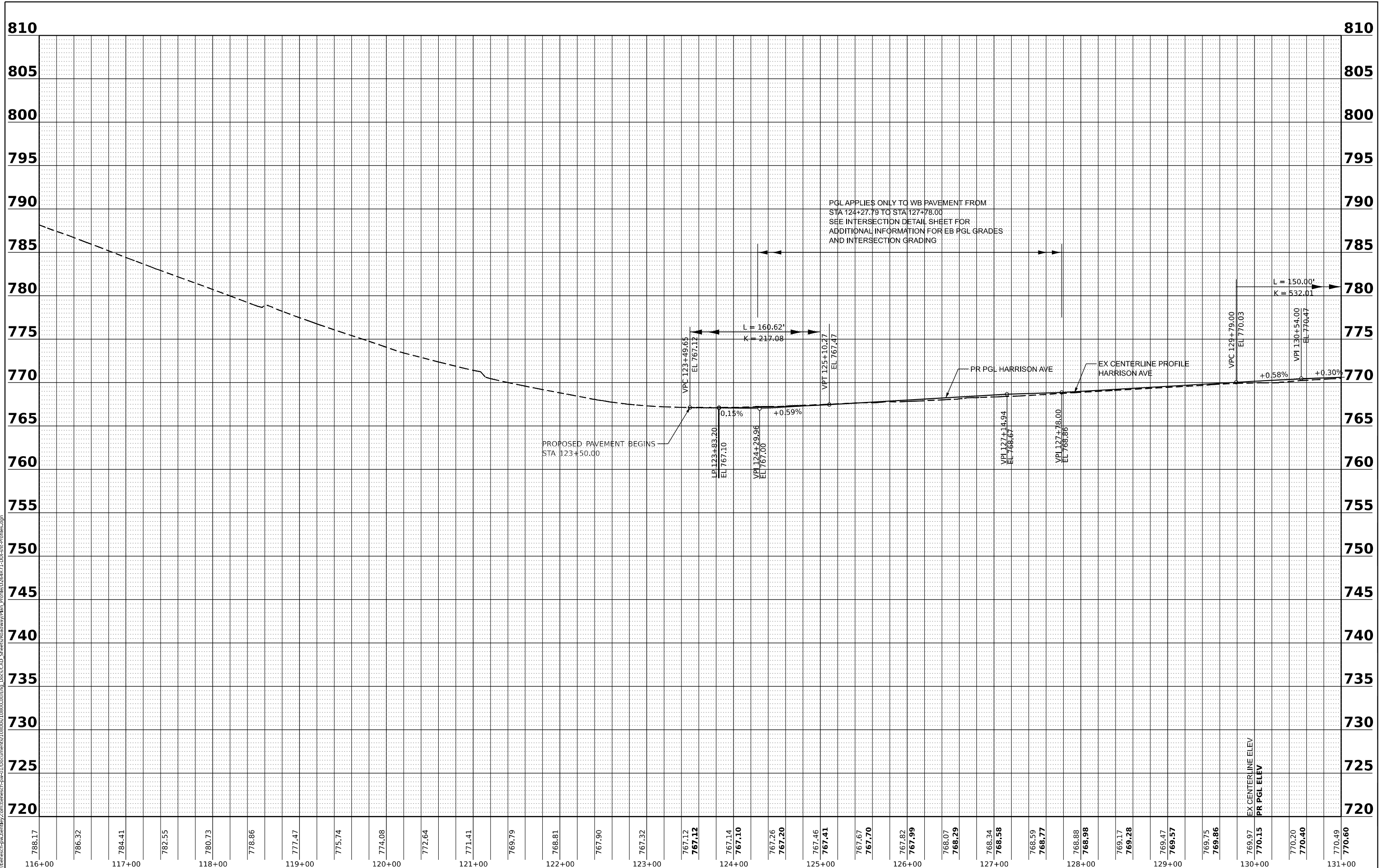
F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	137
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNMENT CHECKED		
	GRADES		
	CADD FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO.		

MODEL: P1US20Har - P1US20Har (Sheet)
 FILE NAME: p:\benesch\p\utility\com\benesch\p\w-01\Documents\10800\10800.dwg\Eng\Docs\CAD_Sheets\Roadway\Plan_Profile\26471-DBI-smc-profile.dgn



USER NAME	= agibson
PLOT SCALE	= 0.16666667 ' / in.
PLOT DATE	= 10/24/2023

DESIGNED	- A.GIBSON	REVISED	-
DRAWN	- A.GIBSON	REVISED	-
CHECKED	- J.TARDY	REVISED	-
DATE	- 08/01/2023	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
 HARRISON AVE

SCALE: 1"=50'H, 1"=5' SHEET 7 OF 35 SHEETS STA. 116+00.00 TO STA. 131+00.00

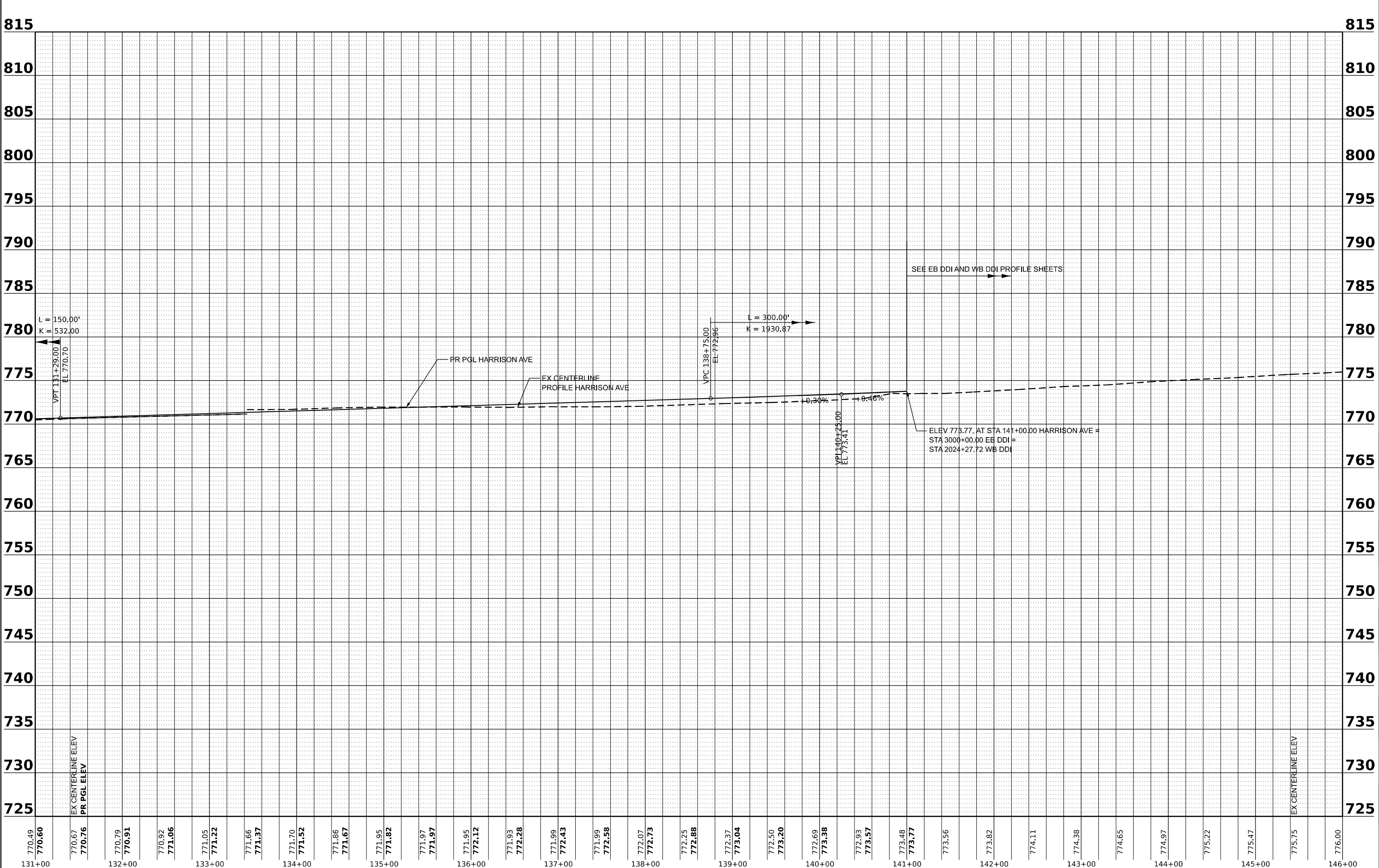
F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1229	138
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	DATE		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO.		

MODEL: P:\US20Har - P\US20Har-1 (Sheet)
 FILE NAME: p:\benesch\p\unit\benesch\p\01\Documents\10800\01\Eng\Docs\CAD_Sheets\Roadway\Profile\26471-DDI-snc-profile.dgn



770.49 770.60	770.67 770.76	770.79 770.91	770.92 771.06	771.05 771.22	771.66 771.37	771.70 771.52	771.86 771.67	771.95 771.82	771.97 771.97	771.95 772.12	771.93 772.28	771.99 772.43	771.99 772.58	772.07 772.73	772.25 772.88	772.37 773.04	772.50 773.20	772.69 773.38	772.93 773.57	773.48 773.77	773.56	773.82	774.11	774.38	774.65	774.97	775.22	775.47	775.75	776.00
131+00		132+00		133+00		134+00		135+00		136+00		137+00		138+00		139+00		140+00		141+00		142+00		143+00		144+00		145+00		146+00

Alfred Benesch & Company
 35 W. Wacker Drive, Suite 3300
 Chicago, Illinois 60601
 312.665.4450 Job No. 10800/01

USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
PLOT SCALE = 0.16666667' / in.	DRAWN - A.GIBSON	REVISED -
PLOT DATE = 10/12/2023	CHECKED - J.TARDY	REVISED -
	DATE - 08/01/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PROFILE
HARRISON AVE**

SCALE: 1"=50'H, 1"=5' VSHEET 8 OF 35 SHEETS STA. 131+00.00 TO STA. 146+00.00

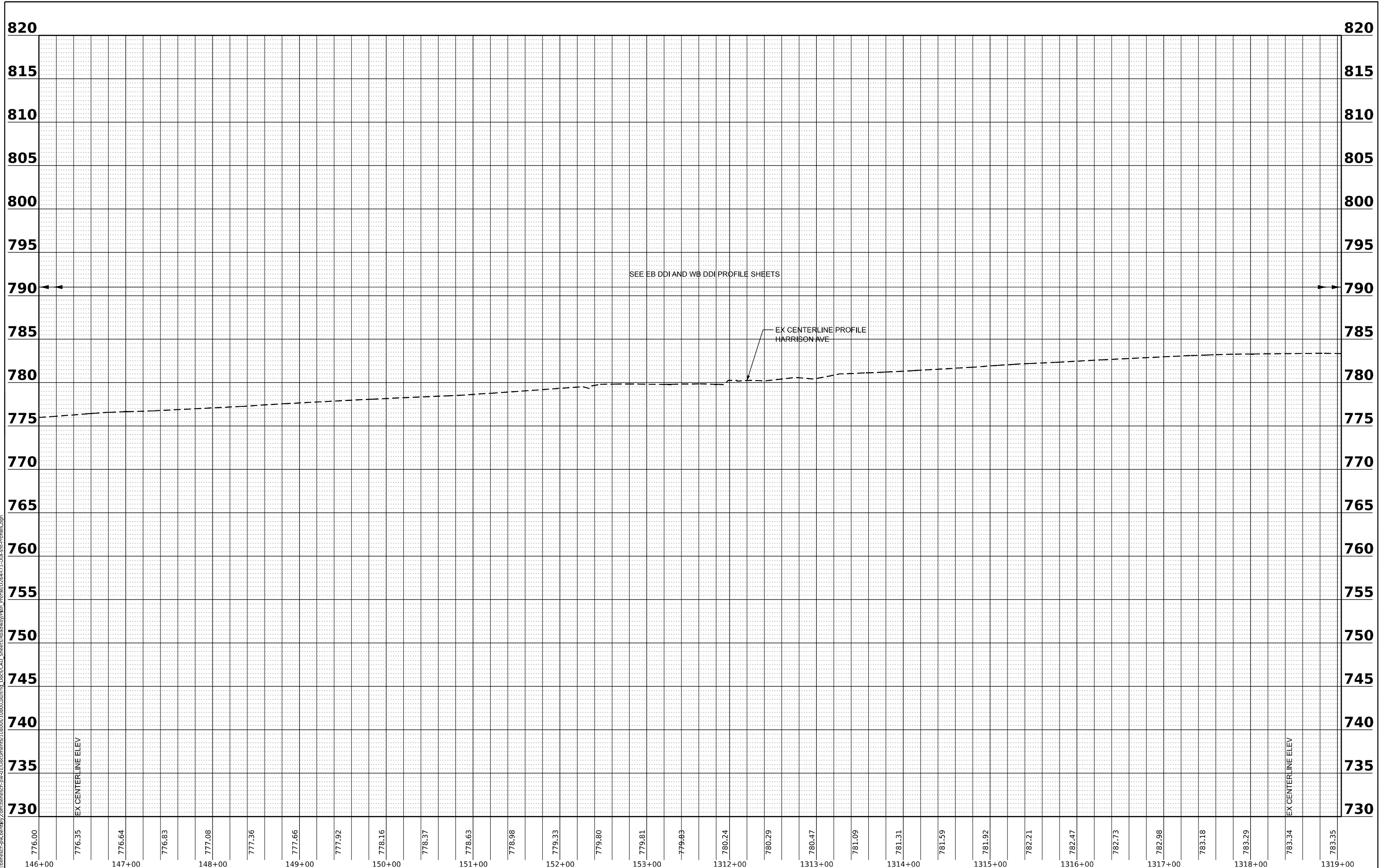
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1229	139
CONTRACT NO. 64R71				
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		
	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		
	NOTE BOOK NO.		
	CADD FILE NAME		

MODEL: P:\US20Har - P\US20Har-2 (SHEET)
 FILE NAME: p:\benesch-pw\benesch-pw-01\Documents\10800\00\Eng\Docs\CAD_Sheets\Roadway\Profile\26471-001-smc-Profile.dgn



776.00	776.35	776.64	776.83	777.08	777.36	777.66	777.92	778.16	778.37	778.63	778.98	779.33	779.80	779.81	779.83	780.24	780.29	780.47	781.09	781.31	781.59	781.92	782.21	782.47	782.73	782.98	783.18	783.29	783.34	783.35			
146+00	147+00	148+00	149+00	150+00	151+00	152+00	153+00	1312+00	1313+00	1314+00	1315+00	1316+00	1317+00	1318+00	1319+00																		

Alfred Benesch & Company
 35 W. Wacker Drive, Suite 3300
 Chicago, Illinois 60601
 312.265.4450 Job No. 10800.00

USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
PLOT SCALE = 0.16666633 1/ in.	DRAWN - A.GIBSON	REVISED -
PLOT DATE = 10/13/2023	CHECKED - J.TARDY	REVISED -
	DATE - 08/01/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY PROFILE
 HARRISON AVE/US 20**

SCALE: 1"=50'H, 1"=5' SHEET 9 OF 35 SHEETS STA. 146+00.00 TO STA. 1319+00.00

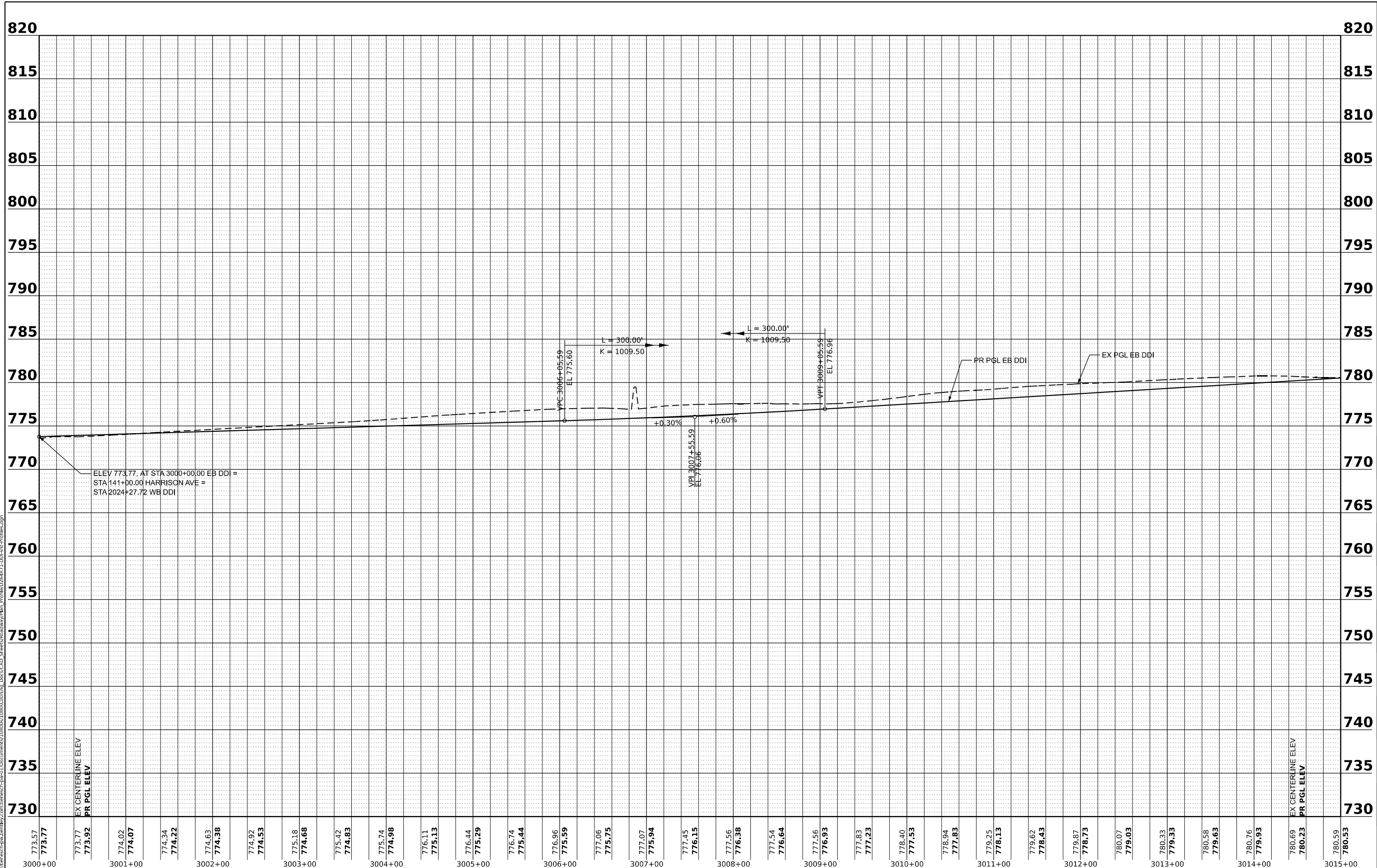
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1229	140
CONTRACT NO. 64R71				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	CADD FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO.		

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773.57 773.77	774.02 774.07	774.34 774.22	774.63 774.38	774.92 774.53	775.18 774.68	775.42 774.83	775.74 774.98	776.11 775.13	776.44 775.29	776.74 775.44	776.96 775.59	777.06 775.75	777.07 775.94	777.45 776.15	777.56 776.38	777.54 776.64	777.56 776.93	777.83 777.23	778.40 777.53	778.94 777.83	779.25 778.13	779.62 778.43	779.87 778.73	780.07 779.03	780.33 779.33	780.58 779.63	780.76 779.93	780.69 780.23	780.59 780.53	
3000+00	3001+00	3002+00	3003+00	3004+00	3005+00	3006+00	3007+00	3008+00	3009+00	3010+00	3011+00	3012+00	3013+00	3014+00	3015+00															



USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
	DRAWN - A.GIBSON	REVISED -
PLOT SCALE = 0.16666667' / in.	CHECKED - J.TARDY	REVISED -
PLOT DATE = 10/12/2023	DATE - 08/01/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
 EB DDI

SCALE: 1"=50'H, 1"=5' SHEET 12 OF 35 SHEETS STA. 3000+00.00 TO STA. 3015+00.00

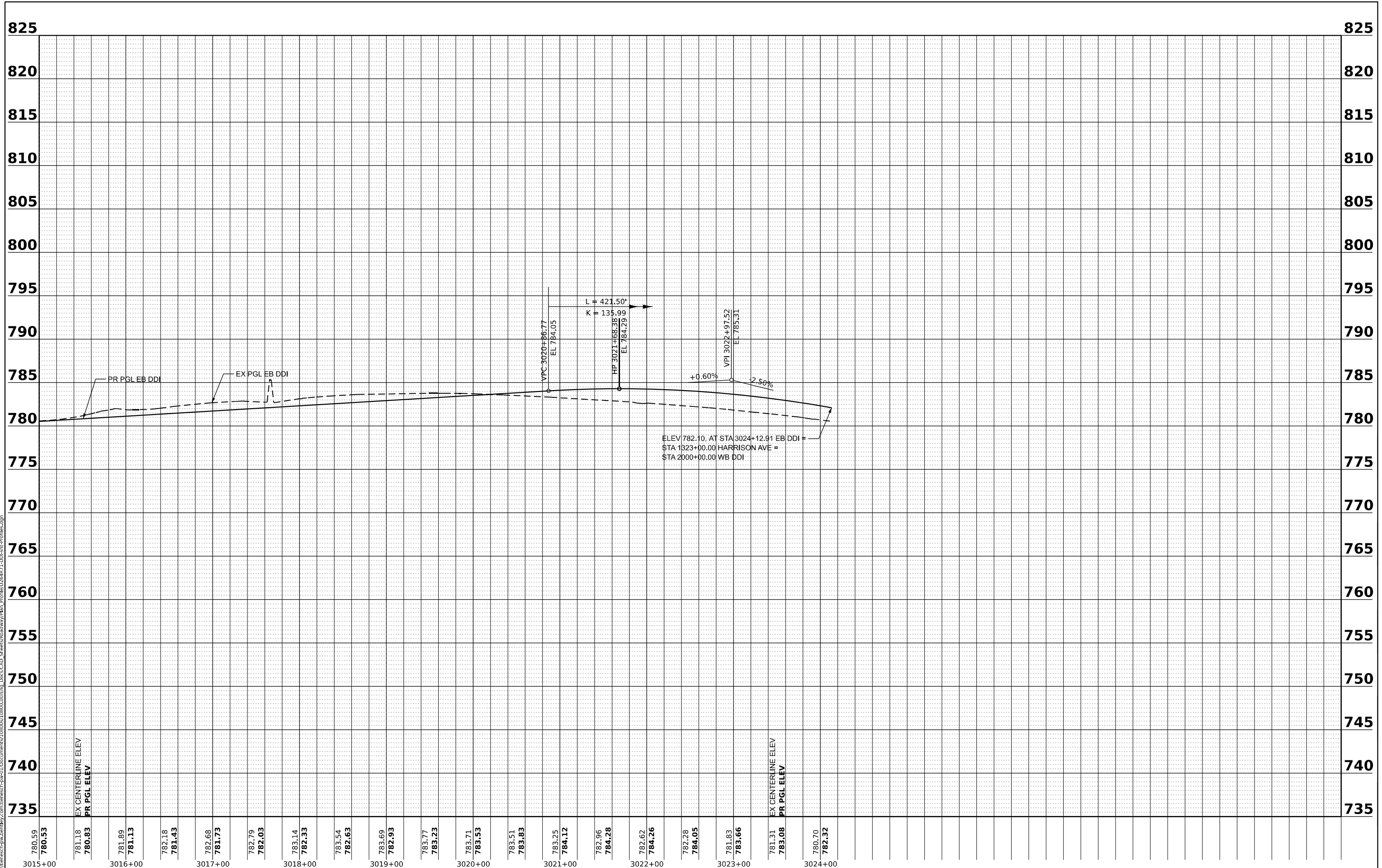
F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1229	143
CONTRACT NO. 64R71				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNMENT CHECKED		
	CADD FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		
	NO.		

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USER NAME	= agibson
PLOT SCALE	= 0.16666667' / in.
PLOT DATE	= 10/12/2023

DESIGNED	- A.GIBSON
DRAWN	- A.GIBSON
CHECKED	- J.TARDY
DATE	- 08/01/2023

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
 EB DDI

SCALE: 1"=50'H, 1"=5' SHEET 13 OF 35 SHEETS STA. 3015+00.00 TO STA. 3024+00.00

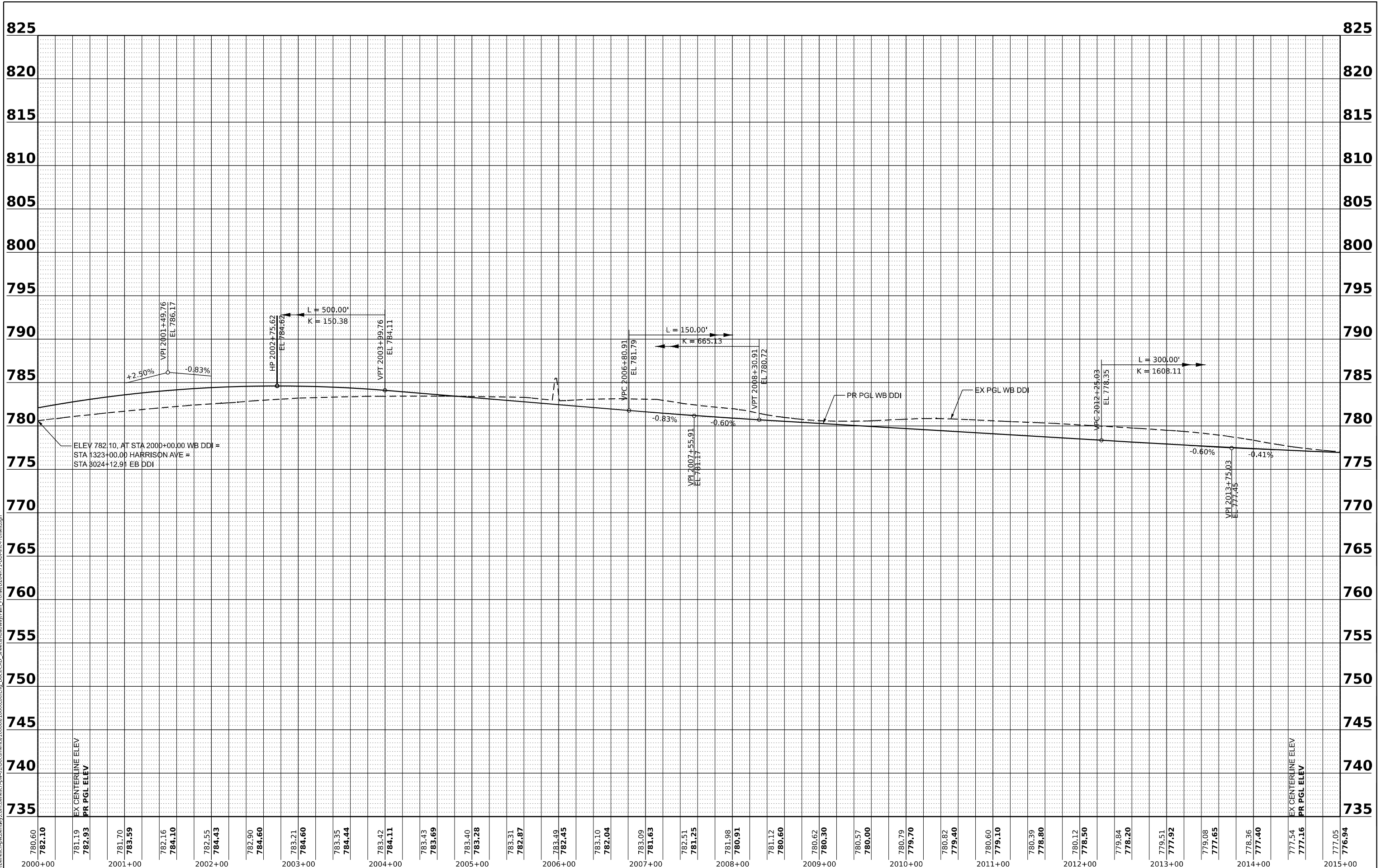
F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1229	144
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		

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2000+00	2001+00	2002+00	2003+00	2004+00	2005+00	2006+00	2007+00	2008+00	2009+00	2010+00	2011+00	2012+00	2013+00	2014+00	2015+00															



USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
	DRAWN - A.GIBSON	REVISED -
PLOT SCALE = 0.16666667' / in.	CHECKED - J.TARDY	REVISED -
PLOT DATE = 10/12/2023	DATE - 08/01/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
WB DDI

SCALE: 1"=50'H, 1"=5' SHEET 14 OF 35 SHEETS STA. 2000+00.00 TO STA. 2015+00.00

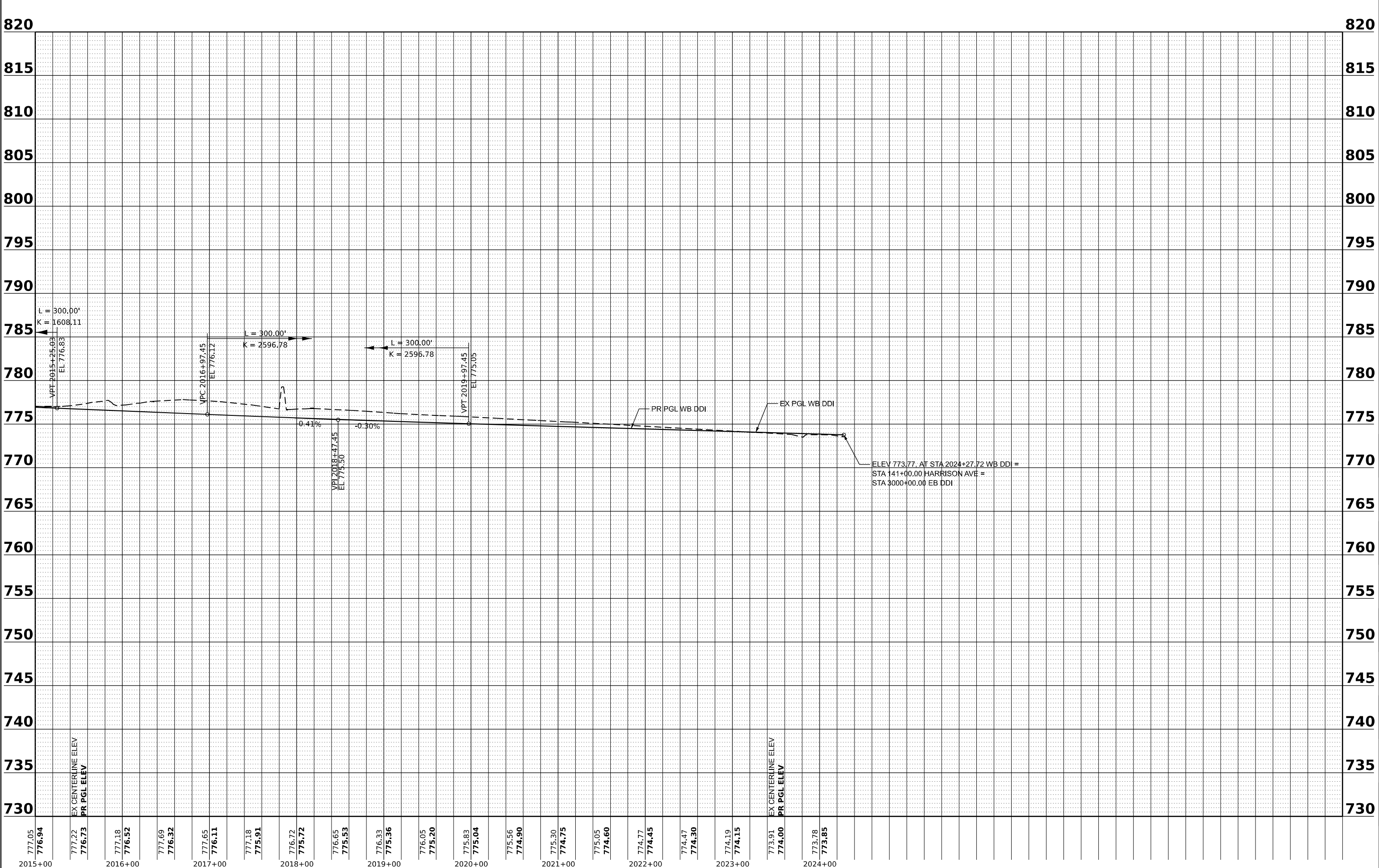
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1229	145
CONTRACT NO. 64R71				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO.		

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777.22	776.73	EX CENTERLINE ELEV PR PGL ELEV
777.18	776.52	2016+00
777.69	776.32	2017+00
777.65	776.11	2017+00
777.18	775.91	2017+00
776.72	775.72	2018+00
776.65	775.53	2018+00
776.33	775.36	2019+00
776.05	775.20	2019+00
775.83	775.04	2020+00
775.56	774.90	2020+00
775.30	774.75	2021+00
775.05	774.60	2021+00
774.77	774.45	2022+00
774.47	774.30	2022+00
774.19	774.15	2023+00
773.91	774.00	EX CENTERLINE ELEV PR PGL ELEV
773.78	773.85	2024+00



USER NAME	= agibson
PLOT SCALE	= 0.16666667 ' / in.
PLOT DATE	= 10/12/2023

DESIGNED	- A.GIBSON
DRAWN	- A.GIBSON
CHECKED	- J.TARDY
DATE	- 08/01/2023

REVISED	-
REVISED	-
REVISED	-
REVISED	-

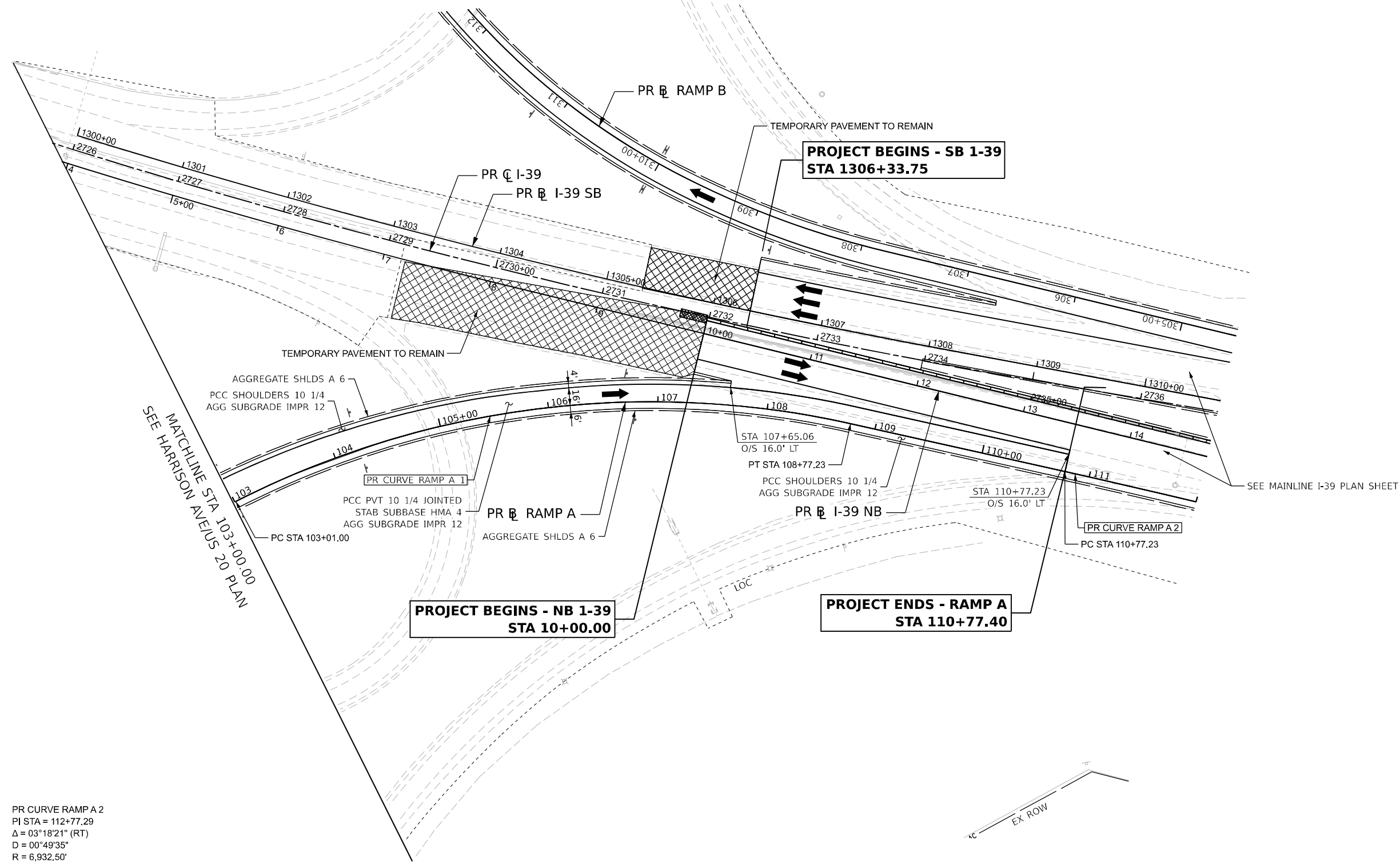
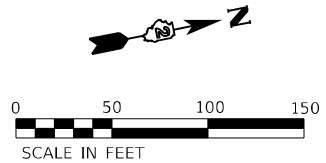
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
 WB DDI

SCALE: 1"=50'H, 1"=5' SHEET 15 OF 35 SHEETS STA. 2015+00.00 TO STA. 2024+00.00

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1229	146
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

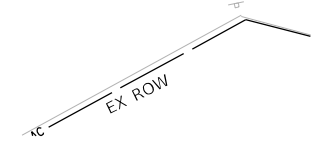
* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



MATCHLINE STA 103+00.00
SEE HARRISON AVENUE 20 PLAN

SEE MAINLINE I-39 PLAN SHEET

PR CURVE RAMP A 1 PI STA = 106+01.12 $\Delta = 39^{\circ}32'24''$ (RT) D = 06°51'42" R = 835.00' T = 300.12' E = 52.30' e = 6.0% TR = N/A SE RUN = 144.00' PC STA = 103+01.00 PT STA = 108+77.23	PR CURVE RAMP A 2 PI STA = 112+77.29 $\Delta = 03^{\circ}18'21''$ (RT) D = 00°49'35" R = 6,932.50' T = 200.06' E = 2.89' e = 2.0% TR = N/A SE RUN = N/A PC STA = 110+77.23 PT STA = 114+77.23
---	--



MODEL: PrRamp A-Ramp A 1.dwg
 FILE NAME: P:\Projects\2023\103+00\103+00.dwg
 USER: agibson
 DATE: 10/13/2023



USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
PLOT SCALE = 0.16666667 1/ in.	DRAWN - A.GIBSON	REVISED -
PLOT DATE = 10/12/2023	CHECKED - J.TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

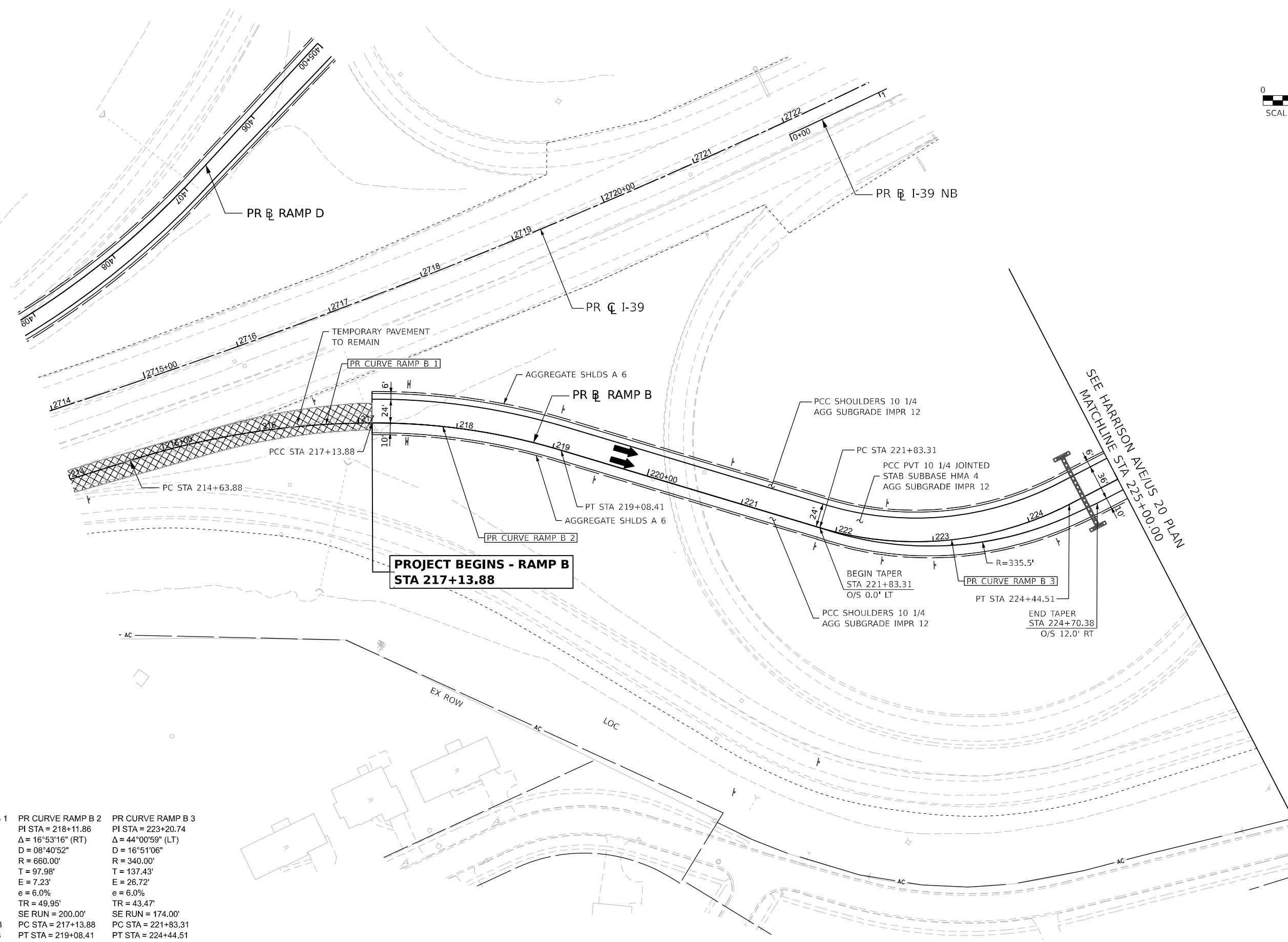
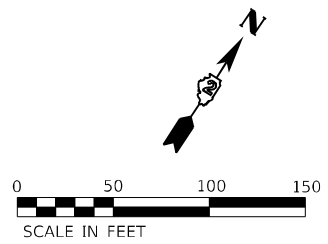
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
RAMP A

SCALE: 1"=50' SHEET 16 OF 35 SHEETS STA. 103+00.00 TO STA. 110+77.40

KEYPLAN SHEET 06	
F.A.* RTE.	SECTION
*	(5)RS & (5&5HB)RC
COUNTY	TOTAL SHEETS
WINNEBAGO	1279
SHEET NO.	147
CONTRACT NO. 64R71	
ILLINOIS FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



PR CURVE RAMP B 1	PR CURVE RAMP B 2	PR CURVE RAMP B 3
PI STA = 215+89.82	PI STA = 218+11.86	PI STA = 223+20.74
$\Delta = 17^{\circ}09'16"$ (RT)	$\Delta = 16^{\circ}53'16"$ (RT)	$\Delta = 44^{\circ}00'59"$ (LT)
D = 06°51'42"	D = 08°40'52"	D = 16°51'06"
R = 835.00'	R = 660.00'	R = 340.00'
T = 125.94'	T = 97.98'	T = 137.43'
E = 9.44'	E = 7.23'	E = 26.72'
e = 6.0%	e = 6.0%	e = 6.0%
TR = N/A	TR = 49.95'	TR = 43.47'
SE RUN = 162.00'	SE RUN = 200.00'	SE RUN = 174.00'
PC STA = 214+63.88	PC STA = 217+13.88	PC STA = 221+83.31
PT STA = 217+13.88	PT STA = 219+08.41	PT STA = 224+44.51



USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
PLOT SCALE = 0.16666667" / in.	DRAWN - A.GIBSON	REVISED -
PLOT DATE = 10/12/2023	CHECKED - J.TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
RAMP B

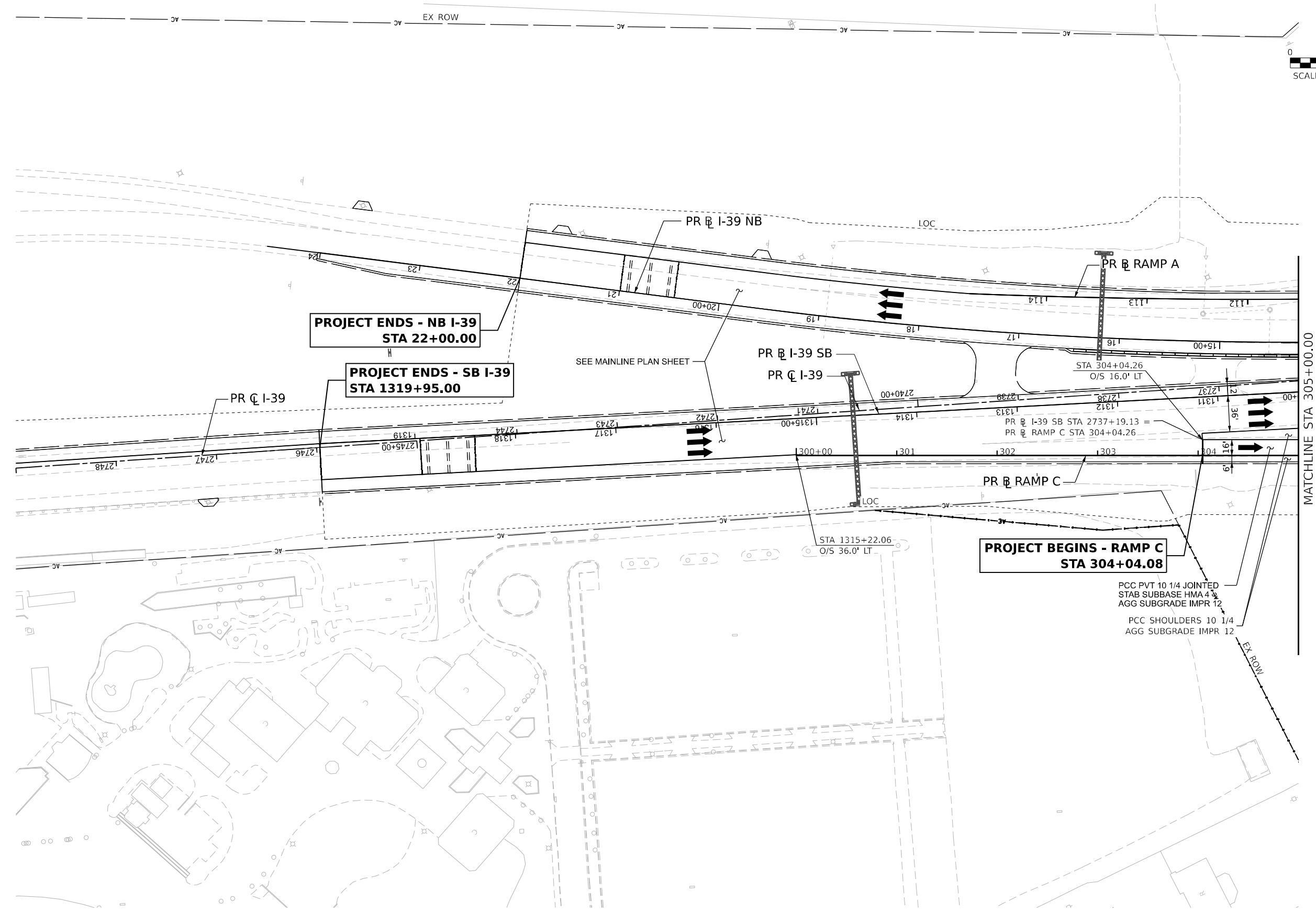
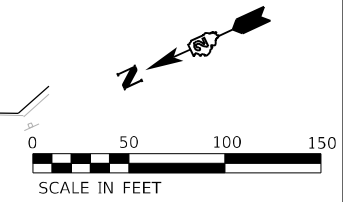
SCALE: 1"=50' SHEET 18 OF 35 SHEETS STA. 214+00.00 TO STA. 225+00.00

KEYPLAN SHEET 07

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	149
CONTRACT NO. 64R71				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

MODEL: PrRamp B-Plan-02 (Sheet) FILE NAME: P:\Documents\108000\108000.dwg Desc:CAD Sheets\Roadway\Plan_Profiles\0264871-DDI-Sub-CP Harrison.dgn



**PROJECT ENDS - NB I-39
STA 22+00.00**

**PROJECT ENDS - SB I-39
STA 1319+95.00**

**PROJECT BEGINS - RAMP C
STA 304+04.08**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
RAMP C

KEYPLAN SHEET 08

USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
DRAWN - A.GIBSON	REVISED -	
PLOT SCALE = 0.16666667"/in.	CHECKED - J.TARDY	REVISED -
PLOT DATE = 10/26/2023	DATE - 10/13/2023	REVISED -

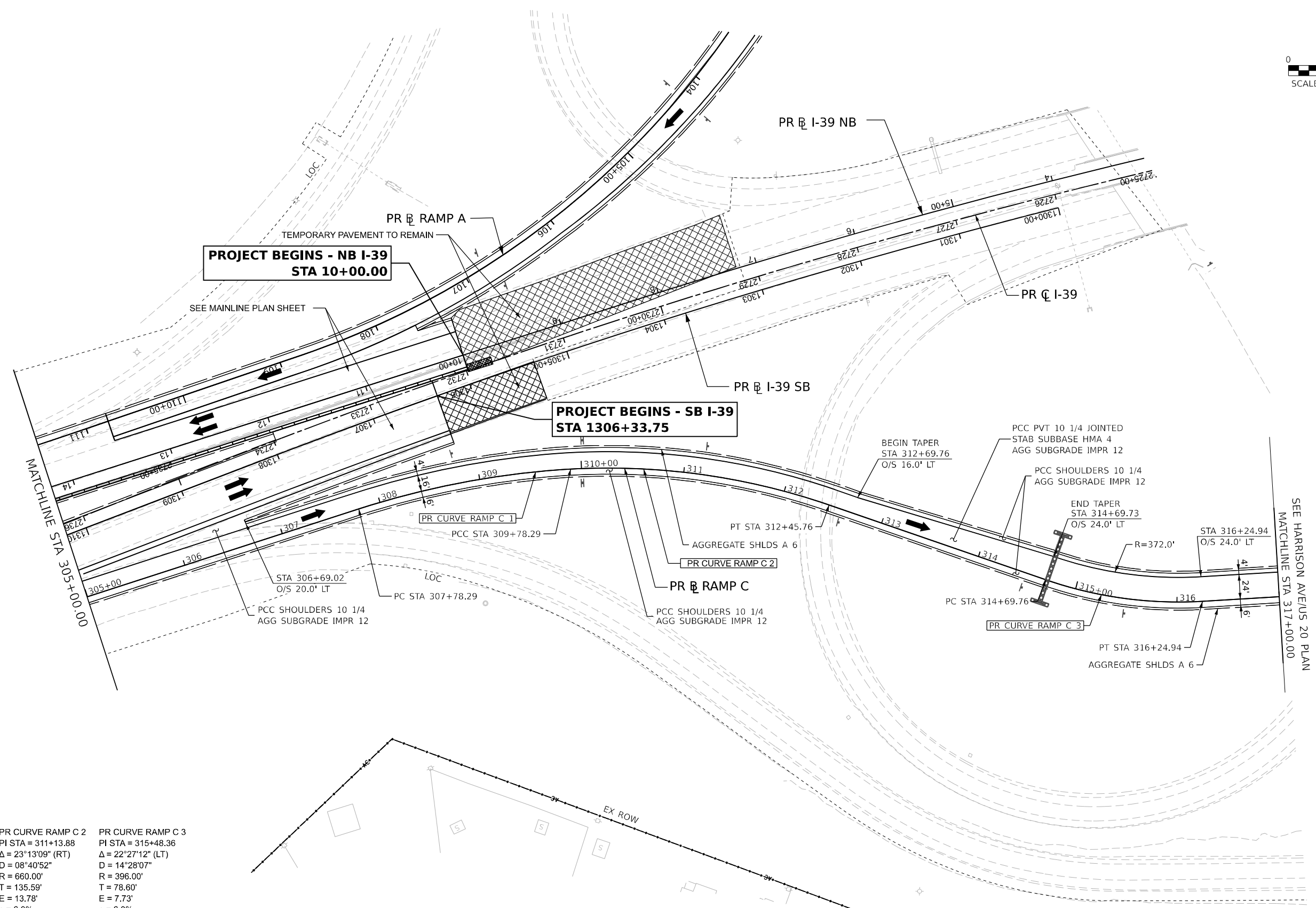
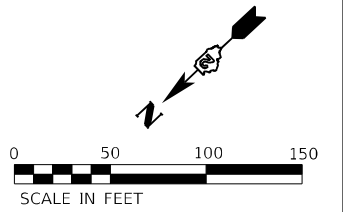
SCALE: 1"=50' SHEET 20 OF 35 SHEETS STA. 300+00.00 TO STA. 305+00.00

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	151
CONTRACT NO. 64R71				

ILLINOIS FED. AID PROJECT
* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

MODEL: PrRamp_CPlan.dwg (Sheet)
 FILE NAME: prRoadway.dwg
 PROJECT: I-39 NB & SB RAMP C STA 300+00.00 TO STA 305+00.00
 DRAWN: A.GIBSON
 CHECKED: J.TARDY
 DATE: 10/13/2023
 PLOT DATE: 10/26/2023





PR CURVE RAMP C 1 PI STA = 308+78.77 Δ = 13°43'25" (RT) D = 06°51'42" R = 835.00' T = 100.48' E = 6.02' e = 6.0% TR = N/A SE RUN = 144.00' PC STA = 307+78.29 PT STA = 309+78.29	PR CURVE RAMP C 2 PI STA = 311+13.88 Δ = 23°13'09" (RT) D = 08°40'52" R = 660.00' T = 135.59' E = 13.78' e = 6.0% TR = 44.40' SE RUN = 178.00' PC STA = 309+78.29 PT STA = 312+45.76	PR CURVE RAMP C 3 PI STA = 315+48.36 Δ = 22°27'12" (LT) D = 14°28'07" R = 396.00' T = 78.60' E = 7.73' e = 6.0% TR = 43.47' SE RUN = 174.00' PC STA = 314+69.76 PT STA = 316+24.94
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MODEL: PrRamp_CPlan.dwg (Sheet)
 FILE NAME: PrRamp_CPlan.dwg
 PROJECT: I-39 NB & SB RAMP C
 DRAWN: A.GIBSON
 CHECKED: J.TARDY
 DATE: 10/13/2023
 PLOT DATE: 10/12/2023



USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
PLOT SCALE = 0.16666667"/in.	DRAWN - A.GIBSON	REVISED -
PLOT DATE = 10/12/2023	CHECKED - J.TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**ROADWAY PLAN
RAMP C**

SCALE: 1"=50' SHEET 21 OF 35 SHEETS STA. 305+00.00 TO STA. 317+00.00

KEYPLAN SHEET 09

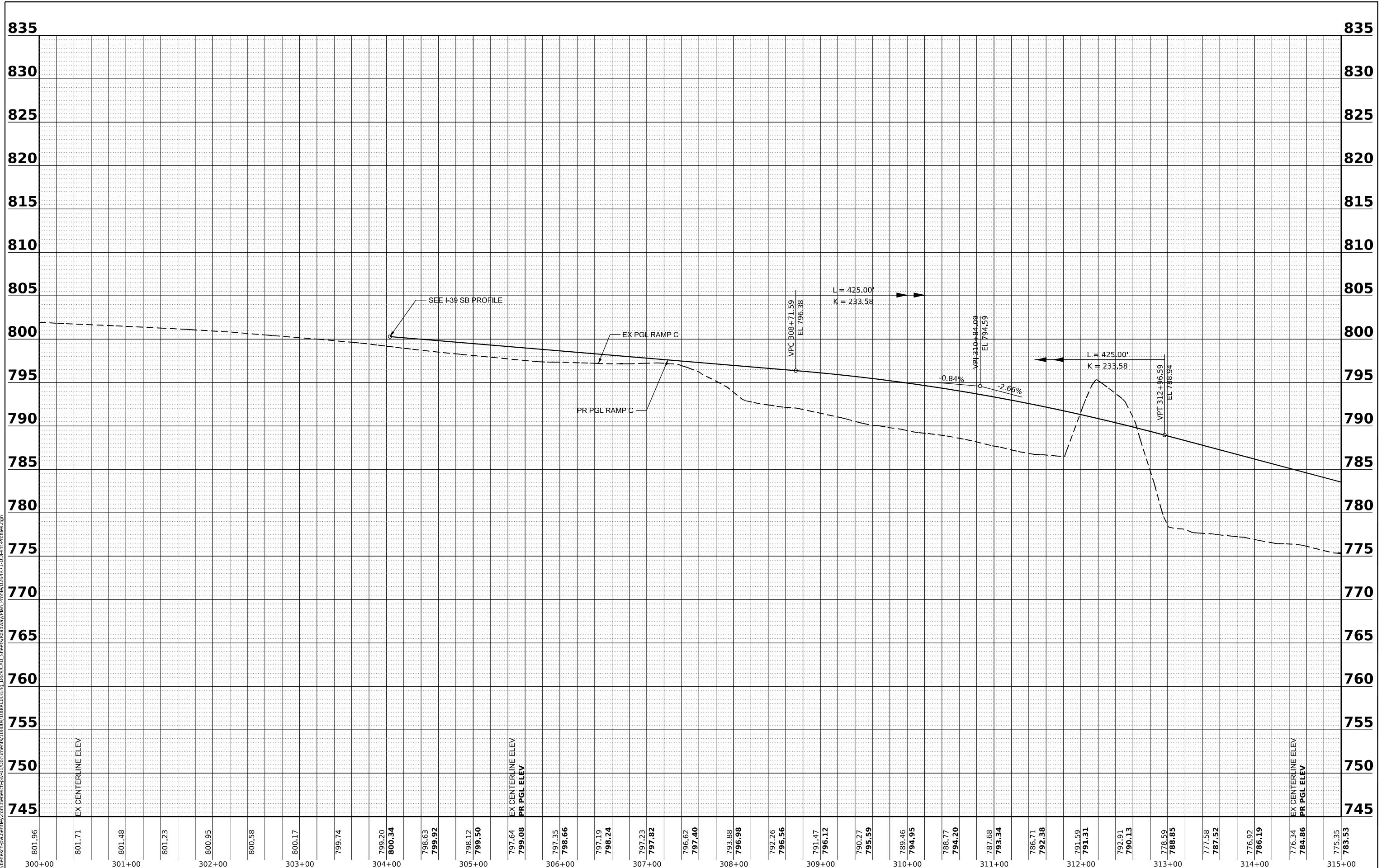
F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	152
CONTRACT NO. 64R71				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	CAD FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		
	NO.		

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801.96	801.71	801.48	801.23	800.95	800.58	800.17	799.74	799.20	800.34	798.63	799.92	798.12	799.50	797.64	799.08	797.35	798.66	797.19	798.24	797.23	797.82	796.62	797.40	793.88	796.98	792.26	796.56	791.47	796.12	790.27	795.59	789.46	794.95	788.77	794.20	787.68	793.34	786.71	792.38	791.59	791.31	792.91	790.13	778.59	788.85	777.58	787.52	776.92	786.19	776.34	784.86	775.35	783.53
300+00	301+00	302+00	303+00	304+00	305+00	306+00	307+00	308+00	309+00	310+00	311+00	312+00	313+00	314+00	315+00																																						



USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
	DRAWN - A.GIBSON	REVISED -
PLOT SCALE = 0.16666667' / in.	CHECKED - J.TARDY	REVISED -
PLOT DATE = 10/12/2023	DATE - 08/01/2023	REVISED -

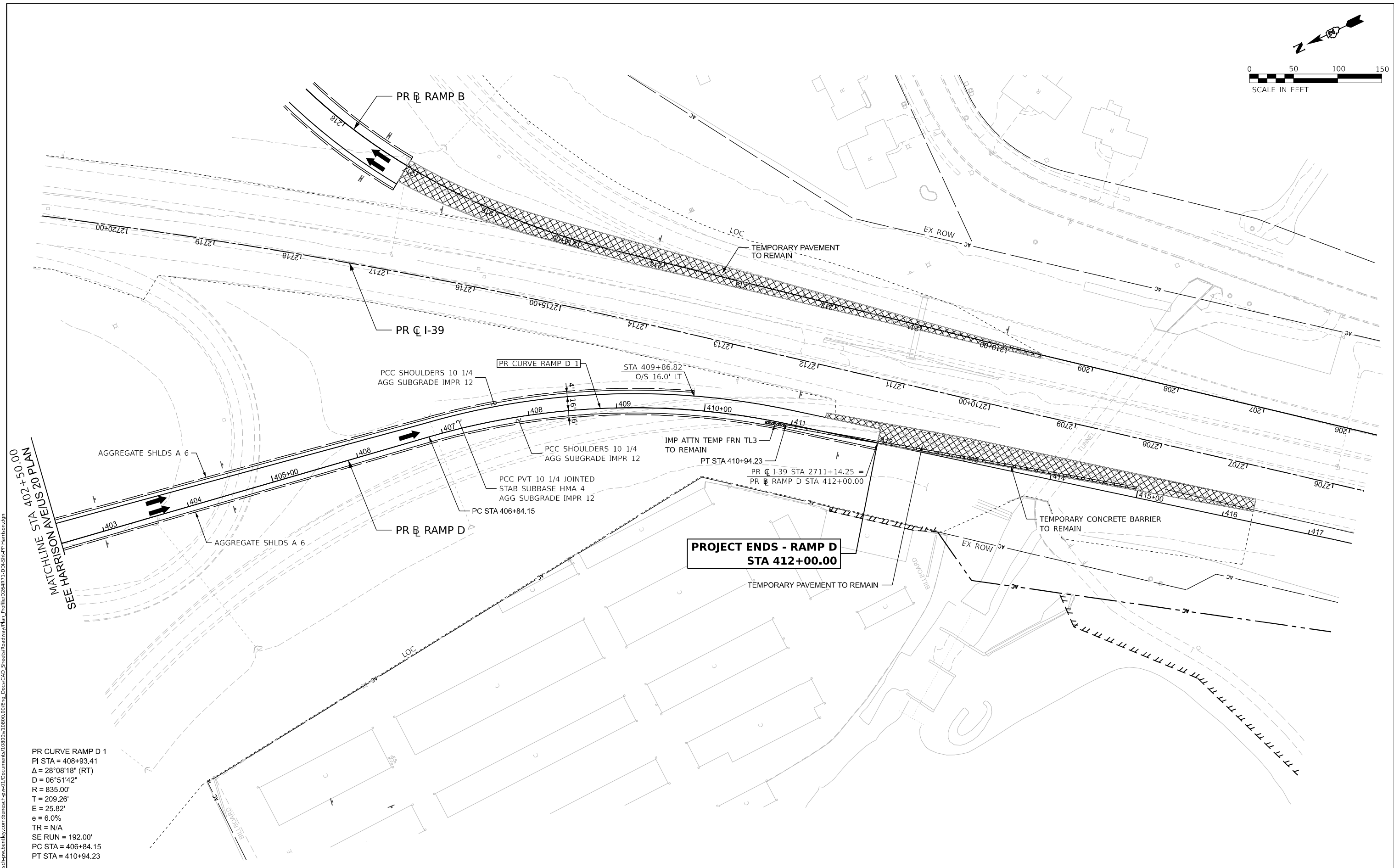
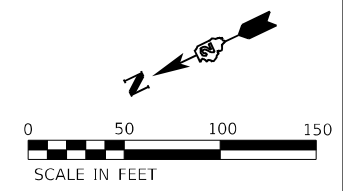
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
RAMP C

SCALE: 1"=50'H, 1"=5'	SHEET 22 OF 35 SHEETS	STA. 300+00.00 TO STA. 315+00.00
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F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1229	153
CONTRACT NO. 64R71				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



PR CURVE RAMP D 1
 PI STA = 408+93.41
 $\Delta = 28^{\circ}08'18''$ (RT)
 $D = 06^{\circ}51'42''$
 $R = 835.00'$
 $T = 209.26'$
 $E = 25.82'$
 $e = 6.0\%$
 $TR = N/A$
 $SE\ RUN = 192.00'$
 $PC\ STA = 406+84.15$
 $PT\ STA = 410+94.23$



USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
PLOT SCALE = 0.16666667 1/ in.	DRAWN - A.GIBSON	REVISED -
PLOT DATE = 10/12/2023	CHECKED - J.TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
 RAMP D
 SCALE: 1"=50'
 SHEET 24 OF 35 SHEETS
 STA. 402+50.00 TO STA. 412+00.00

KEYPLAN SHEET 10	
F.A.* RTE.	SECTION
*	(5)RS & (5&5HB)RC
COUNTY	TOTAL SHEETS
WINNEBAGO	1279
SHEET NO.	
155	
CONTRACT NO. 64R71	
ILLINOIS	FED. AID PROJECT

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		

MODEL: Ramp D - Ramp D (Sheet)
 FILE NAME: p:\benesch\p\utility\com\benesch\p\01\Documents\10800\01\Eng\Docs\CAD_Sheets\Roadway\Profile\026471-01\Profile.dgn



779.67 777.05	776.50 776.55	773.14 776.12	775.13 775.81	770.03 775.63	761.81 775.58	763.19 775.65	760.41 775.85	770.83 776.12	781.16 776.38	777.54 776.64	762.79 776.91	765.68 777.17	767.56 777.29	768.44 777.13	769.71 776.69	770.70 775.96	772.08 775.08	772.27 774.21	771.25 773.34	770.02 772.47	768.85 771.59	767.59 770.72	765.18 769.85	763.05 768.98	761.42 768.11	759.91 767.24	758.75 766.43	758.22 765.73	757.58 765.12	756.70 764.60
400+00		401+00		402+00		403+00		404+00		405+00		406+00		407+00		408+00		409+00		410+00		411+00		412+00		413+00		414+00		415+00



USER NAME	= agibson
PLOT SCALE	= 0.16666667 ' / in.
PLOT DATE	= 10/12/2023

DESIGNED	- A.GIBSON
DRAWN	- A.GIBSON
CHECKED	- J.TARDY
DATE	- 08/01/2023

REVISED	-
REVISED	-
REVISED	-
REVISED	-

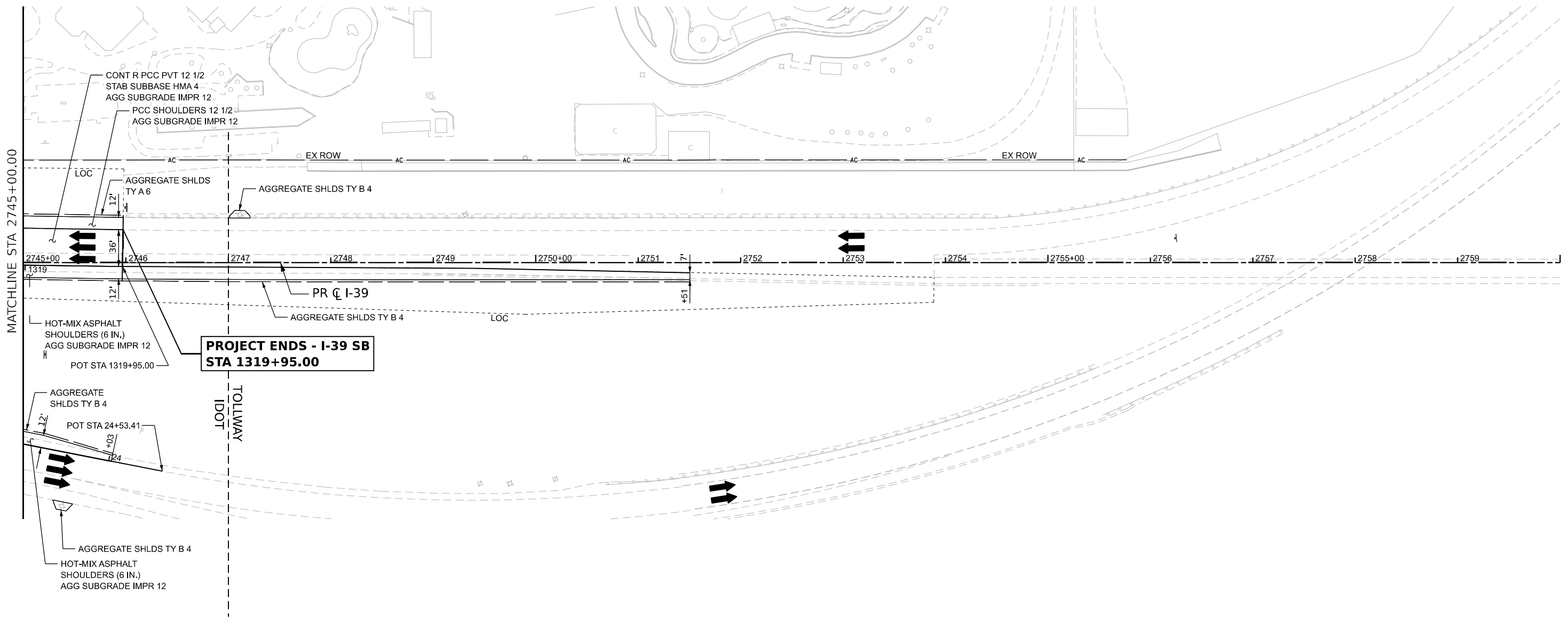
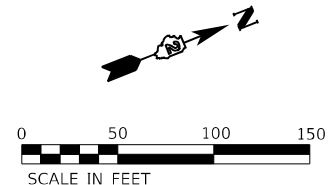
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
RAMP D

SCALE: 1"=50'H, 1"=5' V SHEET 25 OF 35 SHEETS STA. 400+00.00 TO STA. 415+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1229	156
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



MODEL: I-39 Plan 02 (Sheet)
 FILE NAME: P:\Projects\I-39\Roadway\Plan_02.dwg
 USER: agibson
 DATE: 10/26/2023
 PROJECT: I-39 SB (I-39) & I-39 NB (I-39)



USER NAME = agibson
 PLOT SCALE = 0.16666667 1/ in.
 PLOT DATE = 10/26/2023

DESIGNED - A. GIBSON
 DRAWN - A. GIBSON
 CHECKED - J. TARDY
 DATE - 10/13/2023

REVISED -
 REVISED -
 REVISED -
 REVISED -

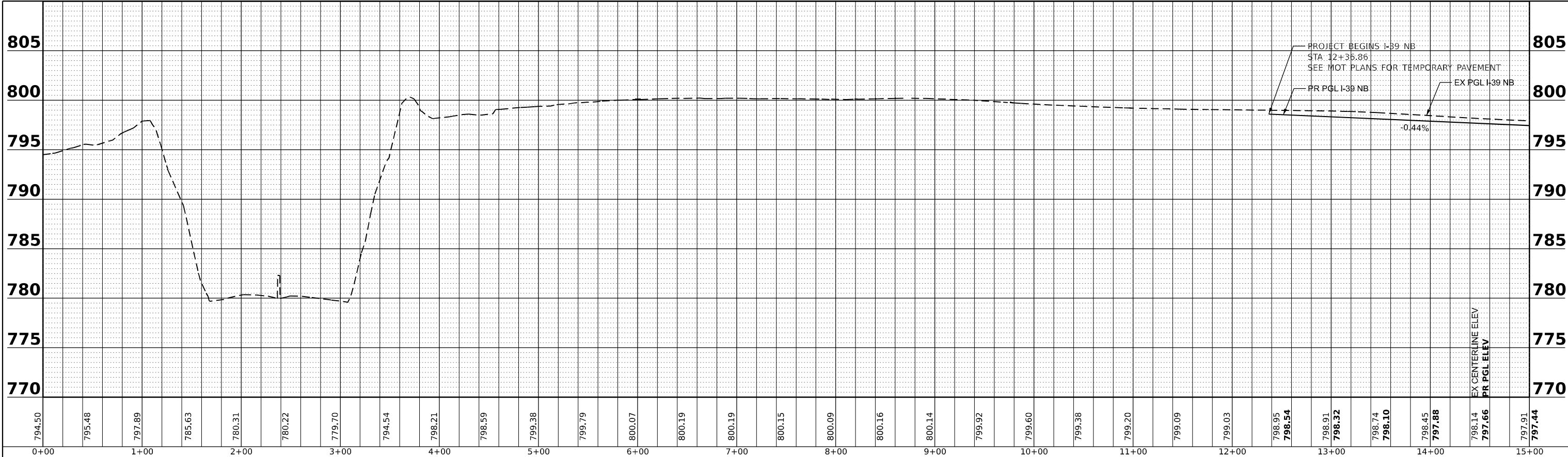
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
I-39
 SCALE: 1"=50'
 SHEET 27 OF 35 SHEETS
 STA. 2745+00.00 TO STA. 2760+00.00

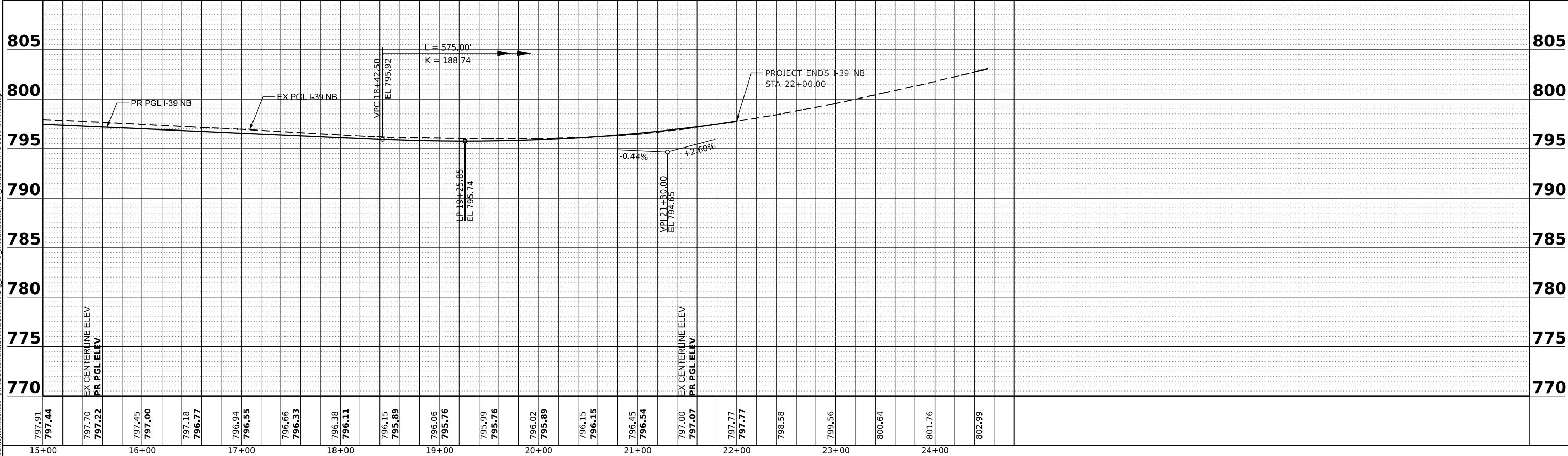
KEYPLAN SHEET 12				
F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	158
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	CHECKED
	NOTE BOOK	CADD FILE NAME
	NO.	



PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NO.	



MODEL: PR39NB - PR39NB (Sheet)
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USER NAME	= agibson
DESIGNED	- A.GIBSON
DRAWN	- A.GIBSON
CHECKED	- J.TARDY
DATE	- 08/01/2023
PLOT SCALE	= 0.16666667 ' / in.
PLOT DATE	= 10/13/2023

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
 I-39 NB

SCALE: 1"=50'H, 1"=5' VSHEET 28 OF 35 SHEETS STA. 12+36.86 TO STA. 22+00.00

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1229	159
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

820

815

810

805

800

795

790

785

780

820

815

810

805

800

795

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785

780

820

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805

800

795

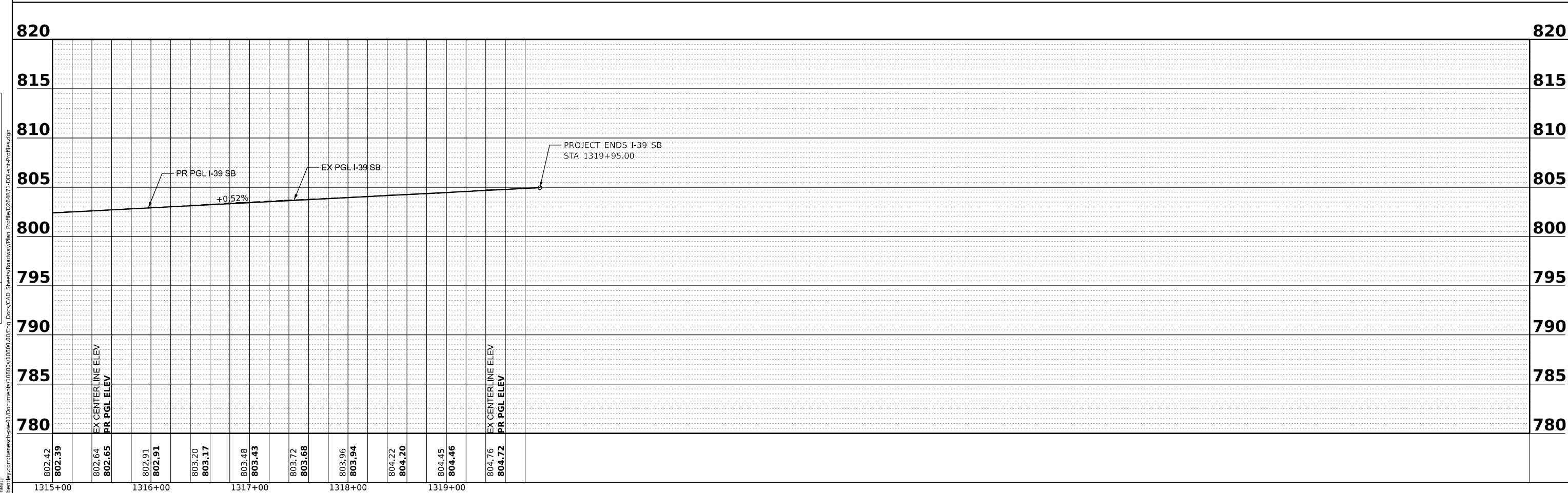
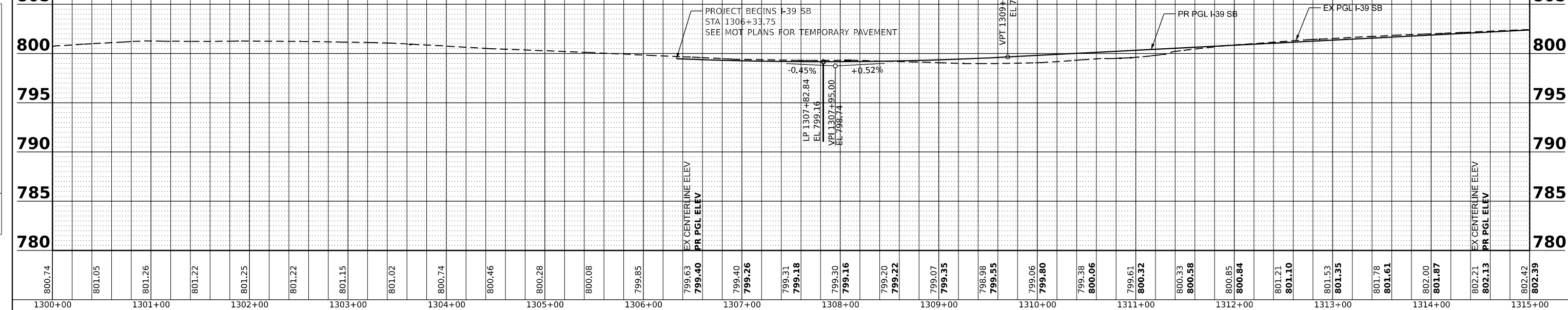
790

785

780

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	CADD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	



802.42	802.39	802.64	802.65	802.91	802.91	803.20	803.17	803.48	803.43	803.72	803.68	803.96	803.94	804.22	804.20	804.45	804.46	804.76	804.72
1315+00		1316+00		1317+00		1318+00		1319+00											



USER NAME = agibson	DESIGNED - A.GIBSON	REVISED -
	DRAWN - A.GIBSON	REVISED -
PLOT SCALE = 0.16666667' / in.	CHECKED - J.TARDY	REVISED -
PLOT DATE = 10/13/2023	DATE - 08/01/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
I-39 SB

SCALE: 1"=50'H, 1"=5' SHEET 29 OF 35 SHEETS STA. 1306+33.75 TO STA. 1319+95.00

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1229	160
CONTRACT NO. 64R71				

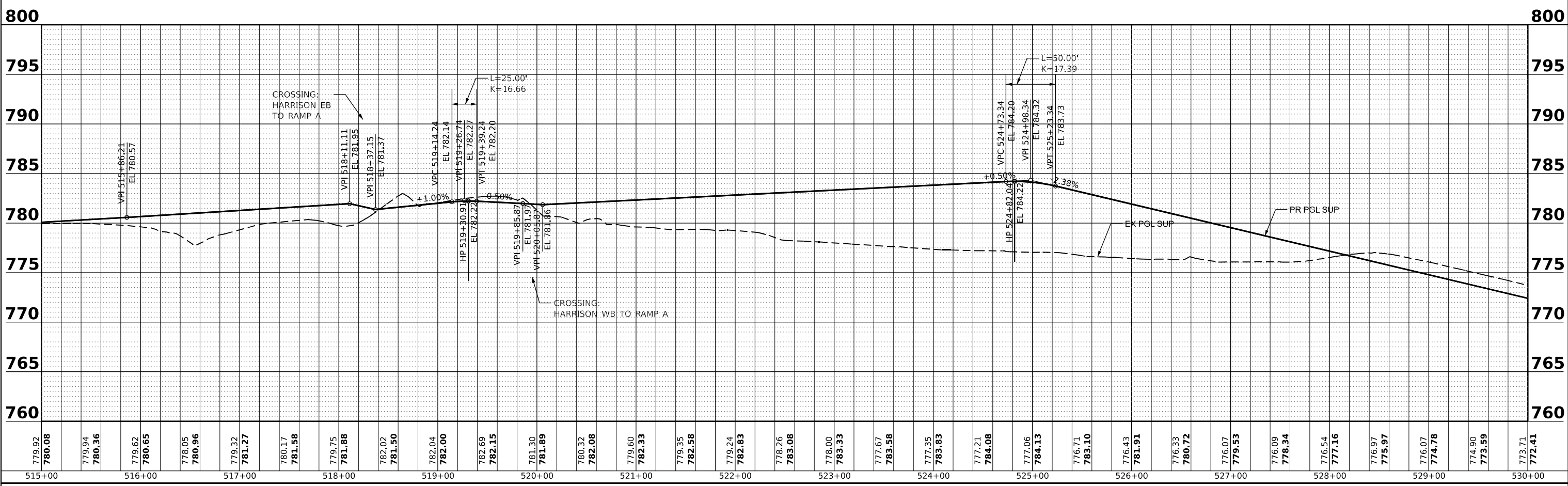
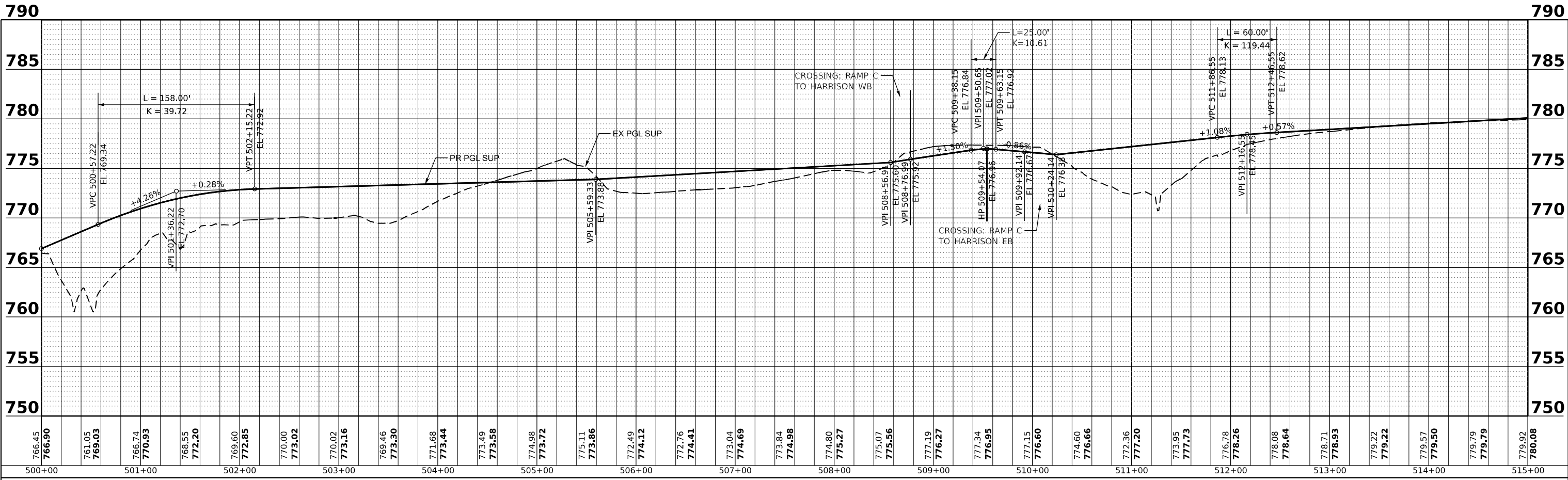
ILLINOIS FED. AID PROJECT * FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

MODEL: PR39SB - PR39SB (Sheet)
FILE NAME: p:\pr\benesch\p\benesch\p\01\Documents\10800\10800_01\Eng\Drawings\Roadway\Profile\2024\71-001-sic-profile.dgn

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	CHECKED
	NOTED	FILE NAME
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRABED	CHECKED
	NOTED	FILE NAME
	NO.	

MODEL: Pr_SUP - Pr_SUP (Sheet)
 FILE NAME: p:\benedsch\p\j\m\10800_00\Eng\Docs\CAD_Sheets\Roadway\Pr_Profile\26471-001-sncProfile.dgn



USER NAME = agibson
 PLOT SCALE = 0.16666667 1/ in.
 PLOT DATE = 10/13/2023

DESIGNED - N.REYNOLDS
 DRAWN - N.REYNOLDS
 CHECKED - J.TARDY
 DATE - 08/01/2023

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
 SHARED USE PATH

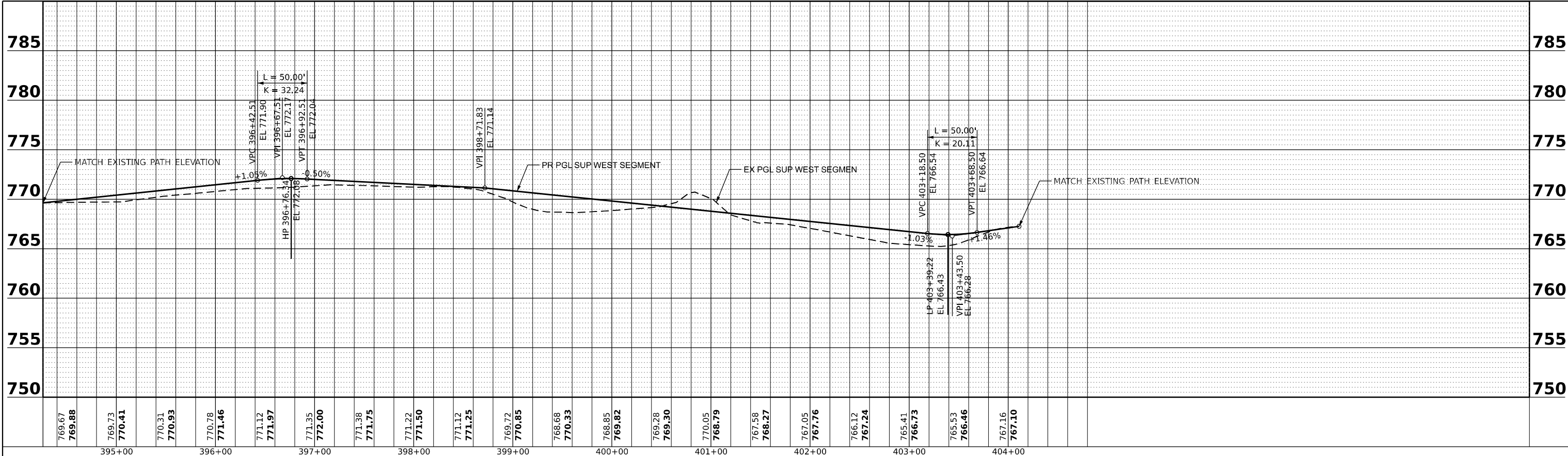
SCALE: 1"=50'H, 1"=5' V SHEET 30 OF 35 SHEETS STA. 500+00.00 TO STA. 529+00.00

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1229	161
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

790

790



PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
NOTE BOOK NO.	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
NOTE BOOK NO.		

MODEL: P:\SUPW - P\ - SUPW (Sheet)
 FILE NAME: p:\benesch\pw\benesch\pw-01\Documents\708606\108606_001\Eng\Docs\CAD_Sheets\roadway\plan_Profile\026471-001-snc-profile.dgn



USER NAME =	agibson	DESIGNED -	N.REYNOLDS	REVISED -	
		DRAWN -	N.REYNOLDS	REVISED -	
PLOT SCALE =	0.16666667' / in.	CHECKED -	J.TARDY	REVISED -	
PLOT DATE =	10/13/2023	DATE -	08/01/2023	REVISED -	

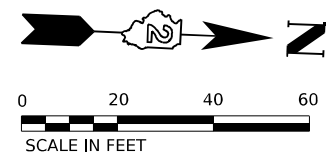
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
SHARED USE PATH - WEST SEGMENT

SCALE: 1"=50'H, 1"=5' SHEET 32 OF 35 SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1229	163
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

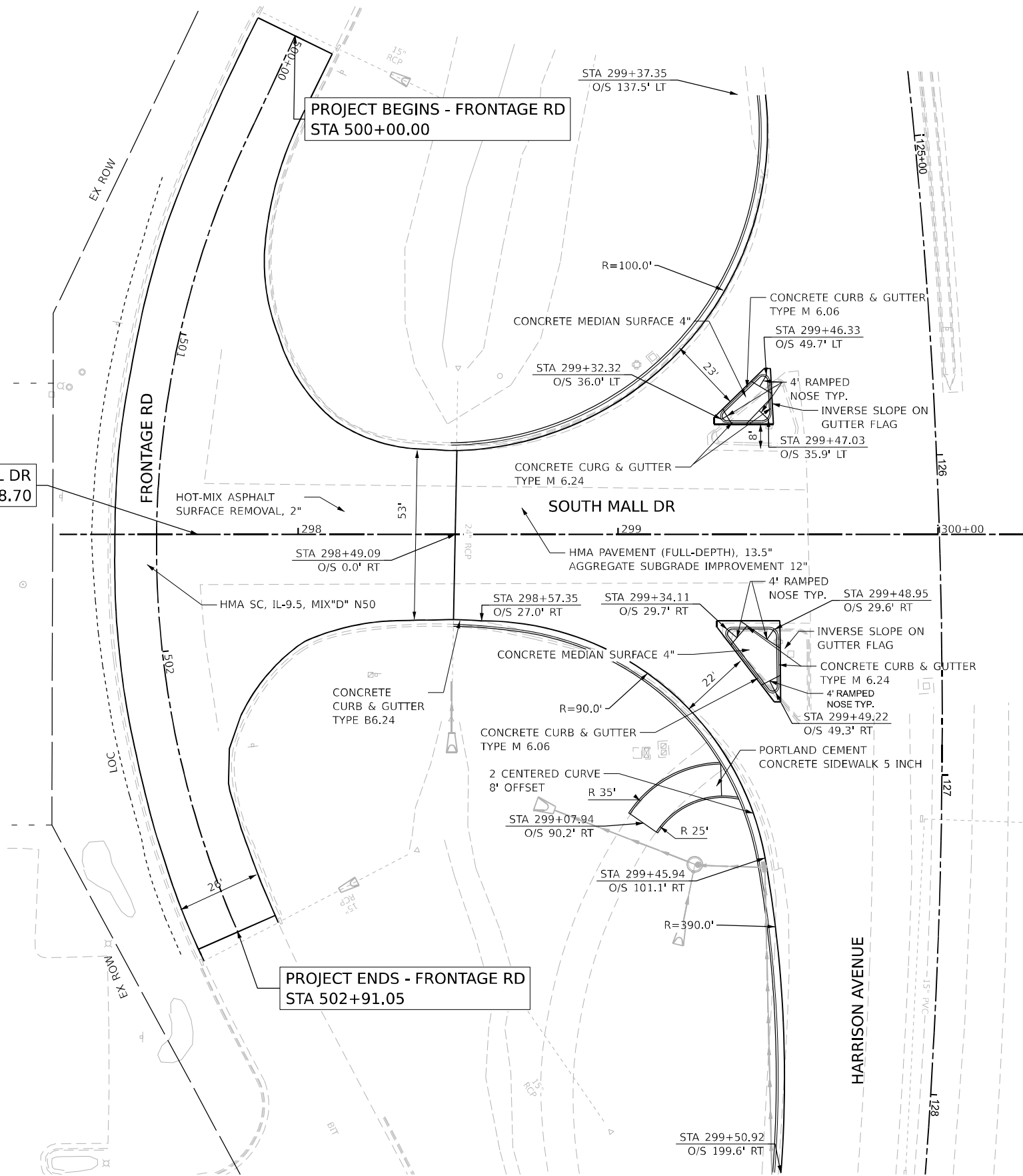


PROJECT BEGINS - SOUTH MALL DR
STA 297+68.70

PROJECT BEGINS - FRONTAGE RD
STA 500+00.00

PROJECT ENDS - FRONTAGE RD
STA 502+91.05

MATCHLINE STA. 300+26.91



MODEL: Prj_South_Mall_Drive (Sheet)
 FILE NAME: p:\projects\2023\106600\106600.dwg
 PROJECT: South Mall Drive
 DATE: 10/12/2023

WILLETT HOFMANN ASSOCIATES INC.
 100 W. WASHINGTON ST., SUITE 200, CHICAGO, IL 60601
 TEL: 312.467.1000 FAX: 312.467.1001
 WWW.WH-ILL.COM

USER NAME = cmorgan	DESIGNED - CMM	REVISED -
	DRAWN - CMM	REVISED -
PLOT SCALE = 0.16666633 1/1 in.	CHECKED - GFS	REVISED -
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -

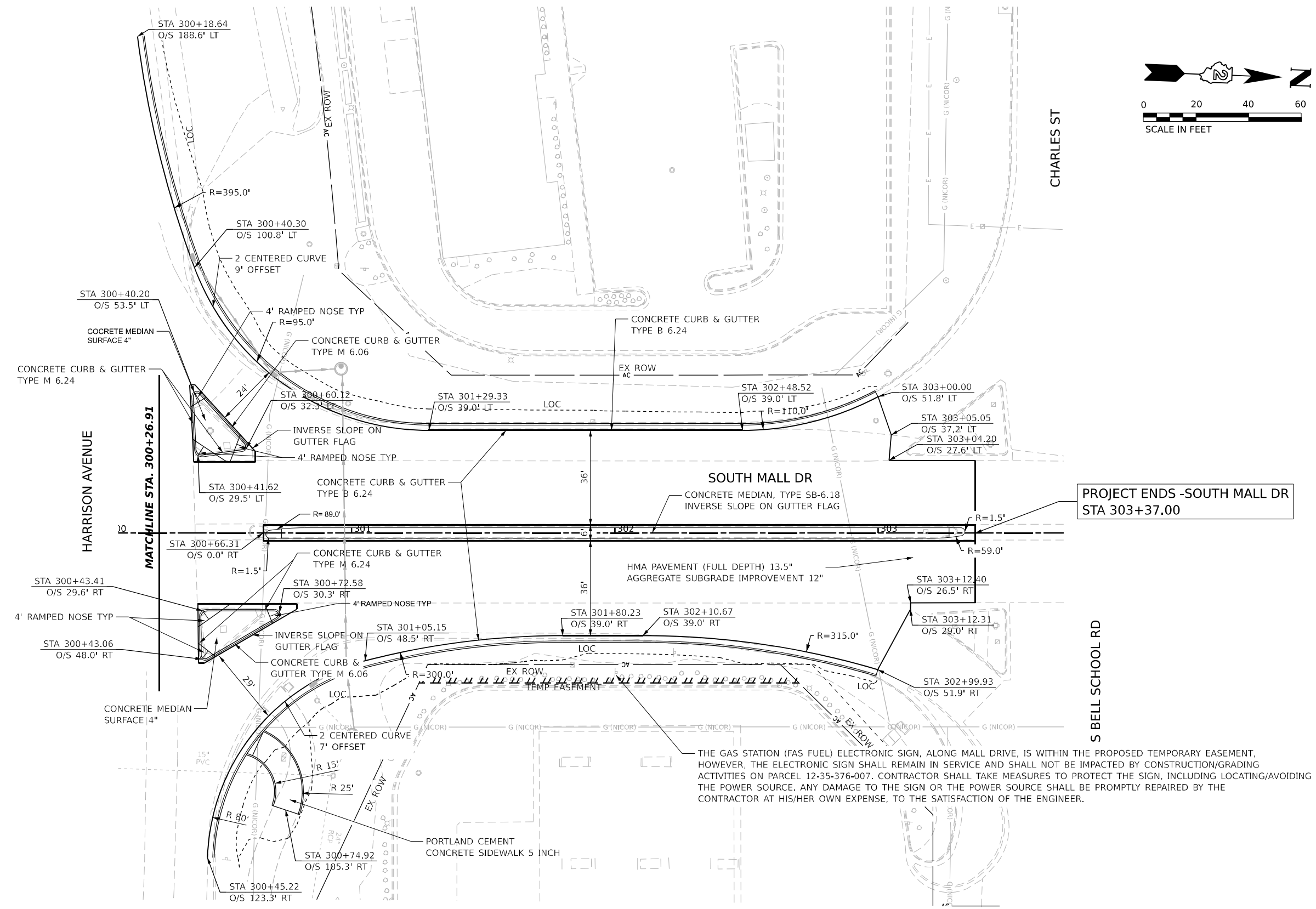
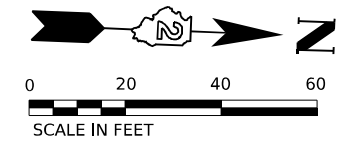
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
SOUTH MALL DR**

SCALE: 1"=20' SHEET 33 OF 35 SHEETS STA. 297+68.70 TO STA. 300+26.91

KEYPLAN SHEET 11		TOTAL SHEETS	
F.A. RTE.	SECTION	COUNTY	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279 164
CONTRACT NO. 64R71			
ILLINOIS FED. AID PROJECT			

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



PROJECT ENDS -SOUTH MALL DR
STA 303+37.00

THE GAS STATION (FAS FUEL) ELECTRONIC SIGN, ALONG MALL DRIVE, IS WITHIN THE PROPOSED TEMPORARY EASEMENT, HOWEVER, THE ELECTRONIC SIGN SHALL REMAIN IN SERVICE AND SHALL NOT BE IMPACTED BY CONSTRUCTION/GRADING ACTIVITIES ON PARCEL 12-35-376-007. CONTRACTOR SHALL TAKE MEASURES TO PROTECT THE SIGN, INCLUDING LOCATING/AVOIDING THE POWER SOURCE. ANY DAMAGE TO THE SIGN OR THE POWER SOURCE SHALL BE PROMPTLY REPAIRED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE, TO THE SATISFACTION OF THE ENGINEER.

MODEL: P:_SOUTH - Hill Drive-1 (1-11-21)
 FILE NAME: P:_SOUTH - Hill Drive-1 (1-11-21) - 108600.DWG
 PROJECT: ROADWAY PLAN - Profile/Local Roads [W:\A\10364871-Sub-Plan\ProfileMall-1010.dwg]



USER NAME = cmorgan	DESIGNED - CMM	REVISED -
PLOT SCALE = 0.16666633 1/1 in.	DRAWN - CMM	REVISED -
PLOT DATE = 10/12/2023	CHECKED - GFS	REVISED -
	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
SOUTH MALL DR

SCALE: 1"=20' SHEET 34 OF 35 SHEETS STA. 300+26.91 TO STA. 303+37.00

KEYPLAN SHEET 12

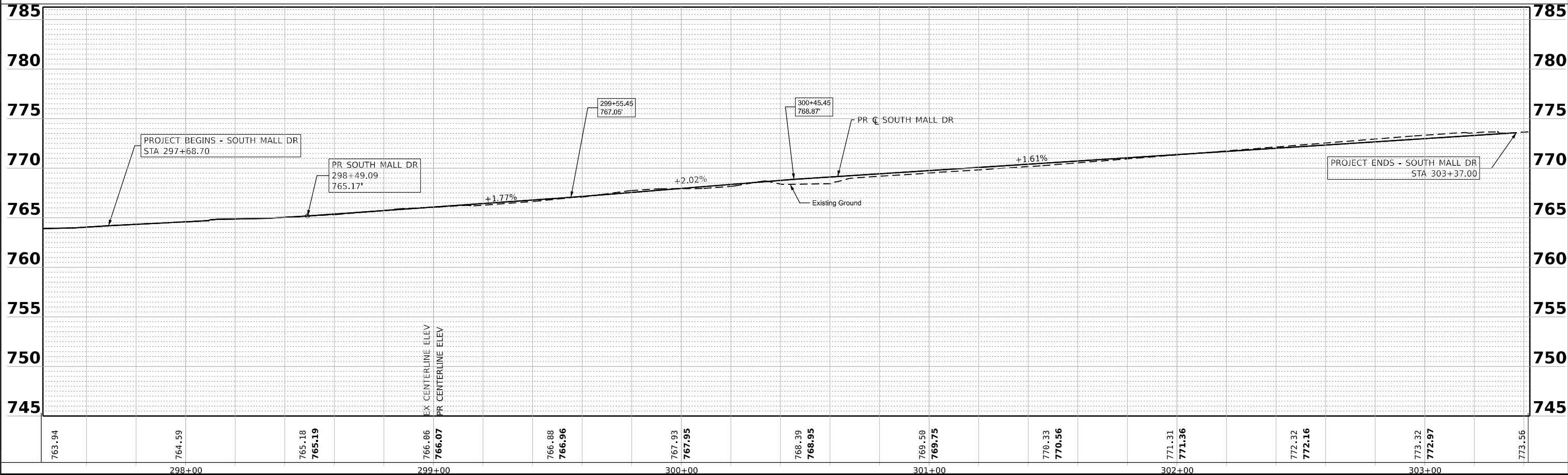
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	165
CONTRACT NO. 64R71				

ILLINOIS FED. AID PROJECT
* F&R ROUTE 39 (I-39) & F&R ROUTE 525 (US 20)

PLAN	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	ALIGNED	
	CHECKED	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK NO.	GRADES CHECKED	BY
	STRUCTURE NOTATIONS CHKD	

MODEL: Mail Drive Curve1 - SMail Dr. (Sheet)
 FILE NAME: p:\w\barneisch-pw\barneisch-jaw-01\Documents\108600\108600.dwg
 Doc:CAD_Sheets\Roadway\Plan_Profile\Local_Roads\WHA\25264871-5.mxd
 Plan_Profile\Map-1010.dgn



USER NAME = cmorgan	DESIGNED - CMM	REVISED -
DRAWN - CMM	REVISIONS -	
PLOT SCALE = 0.16666633 1/1 in.	CHECKED - GFS	REVISED -
PLOT DATE = 10/27/2023	DATE - 10/13/2023	REVISED -

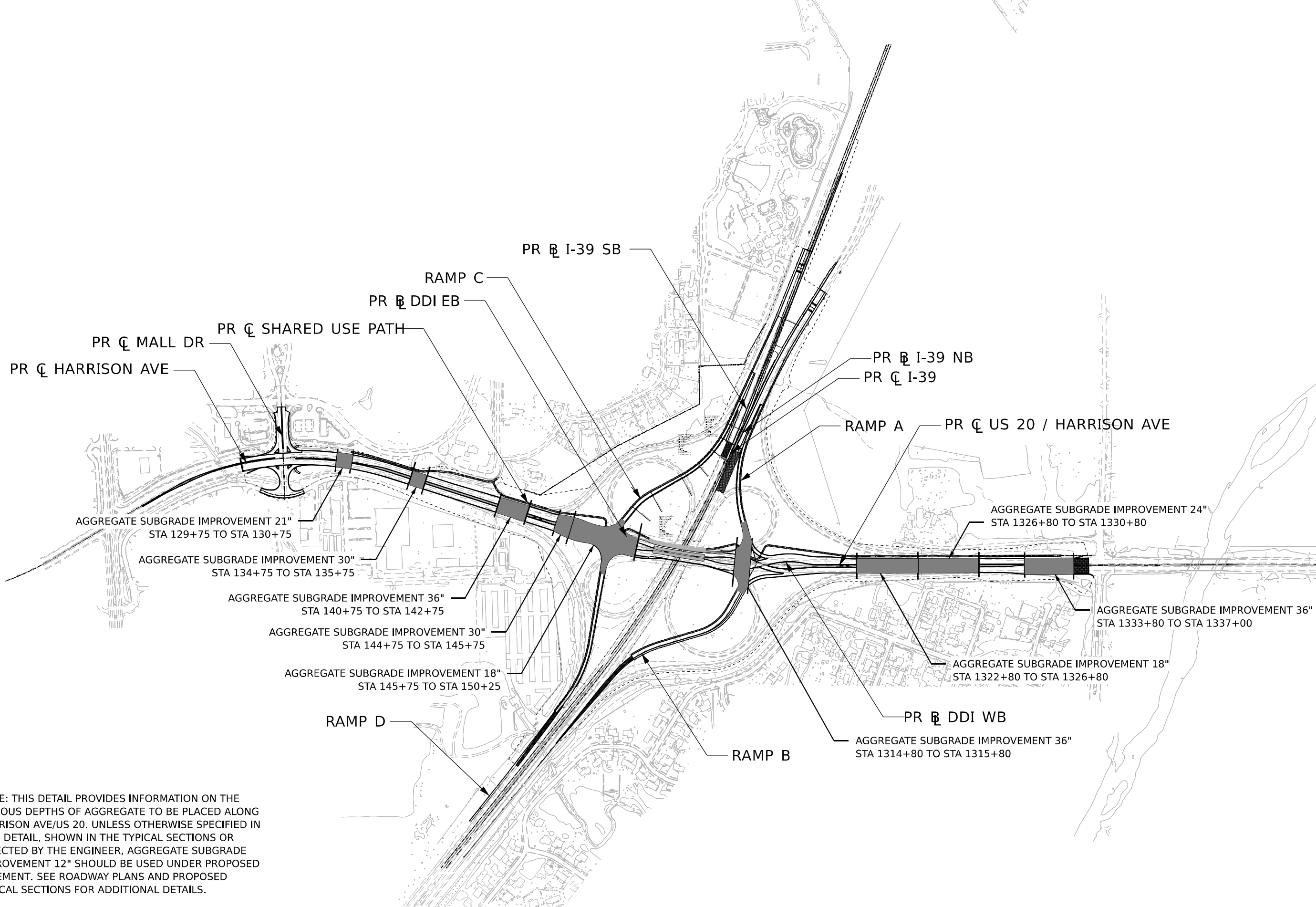
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
SOUTH MALL DR

SCALE: 1"=20'H, 1"=5'V SHEET 35 OF 35 SHEETS STA. 297+68.70 TO STA. 303+37.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	166
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



NOTE: THIS DETAIL PROVIDES INFORMATION ON THE VARIOUS DEPTHS OF AGGREGATE TO BE PLACED ALONG HARRISON AVE/US 20. UNLESS OTHERWISE SPECIFIED IN THIS DETAIL, SHOWN IN THE TYPICAL SECTIONS OR DIRECTED BY THE ENGINEER, AGGREGATE SUBGRADE IMPROVEMENT 12" SHOULD BE USED UNDER PROPOSED PAVEMENT. SEE ROADWAY PLANS AND PROPOSED TYPICAL SECTIONS FOR ADDITIONAL DETAILS.

Model: Default
 File Name: I:\Projects\Roadway\Documents\10800\10800.dwg
 User: agibson
 Date: 10/11/2023
 Plot Scale: 600,000 * / in.
 Plot Date: 10/11/2023



USER NAME = agibson	DESIGNED - A. GIBSON	REVISED -
	DRAWN - N. REYNOLDS	REVISED -
PLOT SCALE = 600,000 * / in.	CHECKED - J. TARDY	REVISED -
PLOT DATE = 10/11/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
AGGREGATE SUBGRADE IMPROVEMENT

SCALE: N/A SHEET 1 OF 8 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	167
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

LN 2 12.0'	LN 1 12.0'	LN 1 6.0'	LN 2 12.0'	LN 2 12.0'	LN 3 12.0'	LN 4 12.0'
M.E.	M.E.	M.E.	M.E.	M.E.	M.E.	M.E.
2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
B	C	D	E	F	G	H

STA. 123+50.00
STA. 123+75.00
STA. 125+62.47
STA. 127+14.94

LN 3 12.0'	LN 2 12.0'	LN 1 12.0'	LN 1 9.0'	LN 1 9.0'	LN 1 12.0'	LN 2 12.0'	LN 3 12.0'
2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.5%
2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.5%
1.3%	1.3%	1.3%			2.0%	2.0%	2.5%
0.0%	0.0%	0.0%			2.0%	2.0%	2.5%
2.0%	2.0%	2.0%			2.0%	2.0%	2.5%
2.5%	2.0%	2.0%			2.0%	2.0%	2.5%
A	B	C	D	E	F	G	H

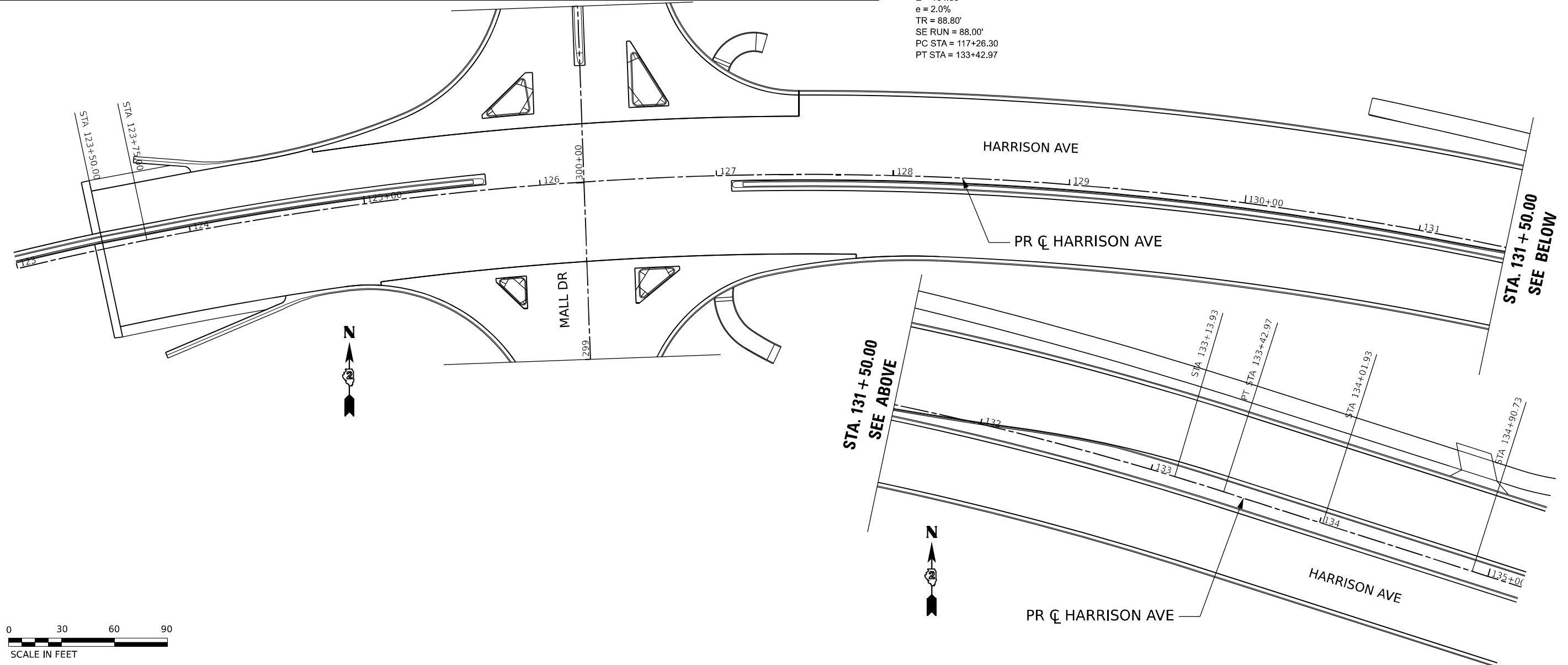
STA. 127+14.94
STA. 128+50.00
STA. 129+00.00
STA. 133+13.93
STA. 133+42.97 PT
STA. 134+01.93
STA. 134+90.73
STA. 135+40.73

*EB PGL STARTING AT STA. 127+78.00

STATION	SUPERELEVATION TRANSITIONS							
	ELEVATIONS AT LOCATIONS							
	A	B	C	D	E	F	G	H
123+50.00 R1	N/A	766.64	766.88	767.12	767.12	766.88	766.64	766.34
123+75.00 R1	N/A	767.58	767.34	767.10	767.10	766.86	766.62	766.38
FULL SUPER								
125+62.47 R1	N/A	768.26	768.02	767.78	767.42	767.18	766.94	766.70
127+14.94 R1	769.39	769.15	768.91	768.67	768.31	768.07	767.83	767.59
128+50.00 R1	770.00	769.76	769.52	769.28	769.28	769.04	768.80	768.56
129+00.00 R1	770.29	770.05	769.81	769.57	769.57	769.33	769.09	768.79
133+13.93 R1	771.73	771.57	771.42	771.26	771.26	771.02	770.78	770.48
133+25.00 R1	771.92	771.71	771.50	771.29	771.29	771.05	770.81	770.51
133+42.97 R1	771.82	771.66	771.51	771.35	771.35	771.11	770.87	770.57
133+50.00 R1	771.79	771.65	771.51	771.37	771.37	771.13	770.89	770.59
133+75.00 R1	771.67	771.59	771.52	771.44	771.44	771.20	770.96	770.66
134+00.00 R1	771.54	771.53	771.53	771.52	771.52	771.28	771.04	770.74
134+01.93 R1	771.52	771.52	771.52	771.52	771.52	771.28	771.04	770.74
134+25.00 R1	771.41	771.47	771.53	771.59	771.59	771.35	771.11	770.81
134+50.00 R1	771.28	771.41	771.54	771.67	771.67	771.43	771.19	770.89
134+75.00 R1	771.15	771.35	771.55	771.75	771.75	771.51	771.27	770.97
134+90.73 R1	771.07	771.31	771.55	771.79	771.79	771.55	771.31	771.01
135+40.73 R1	771.17	771.47	771.71	771.95	771.95	771.71	771.47	771.17

S.E. TRANSITION SECTIONS HARRISON AVE

PR CURVE US20/HAR
PI STA = 125+86.83
Δ = 48°30'00" (RT)
D = 03°00'00"
R = 1,909.86'
T = 860.33'
E = 184.83'
e = 2.0%
TR = 88.80'
SE RUN = 88.00'
PC STA = 117+26.30
PT STA = 133+42.97



MODEL: Default
 FILE NAME: p:\benesch\p\benesch\p\benesch\roadway\Details\064871-DD\sheet-SETransition.dgn
 USER: tvogler
 DESIGNED: A. GIBSON
 DRAWN: A. GIBSON
 CHECKED: J. TARDY
 DATE: 10/13/2023
 PLOT SCALE: 60.0000 * / in.
 PLOT DATE: 10/25/2023



USER NAME	= tvogler	DESIGNED	- A. GIBSON	REVISED	-
DRAWN	- A. GIBSON	REVISED	-		
CHECKED	- J. TARDY	REVISED	-		
DATE	- 10/13/2023	REVISED	-		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**ROADWAY DETAILS
SUPERELEVATION DETAILS**

SCALE: 1"=30' SHEET 2 OF 8 SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	168
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

RAMP A

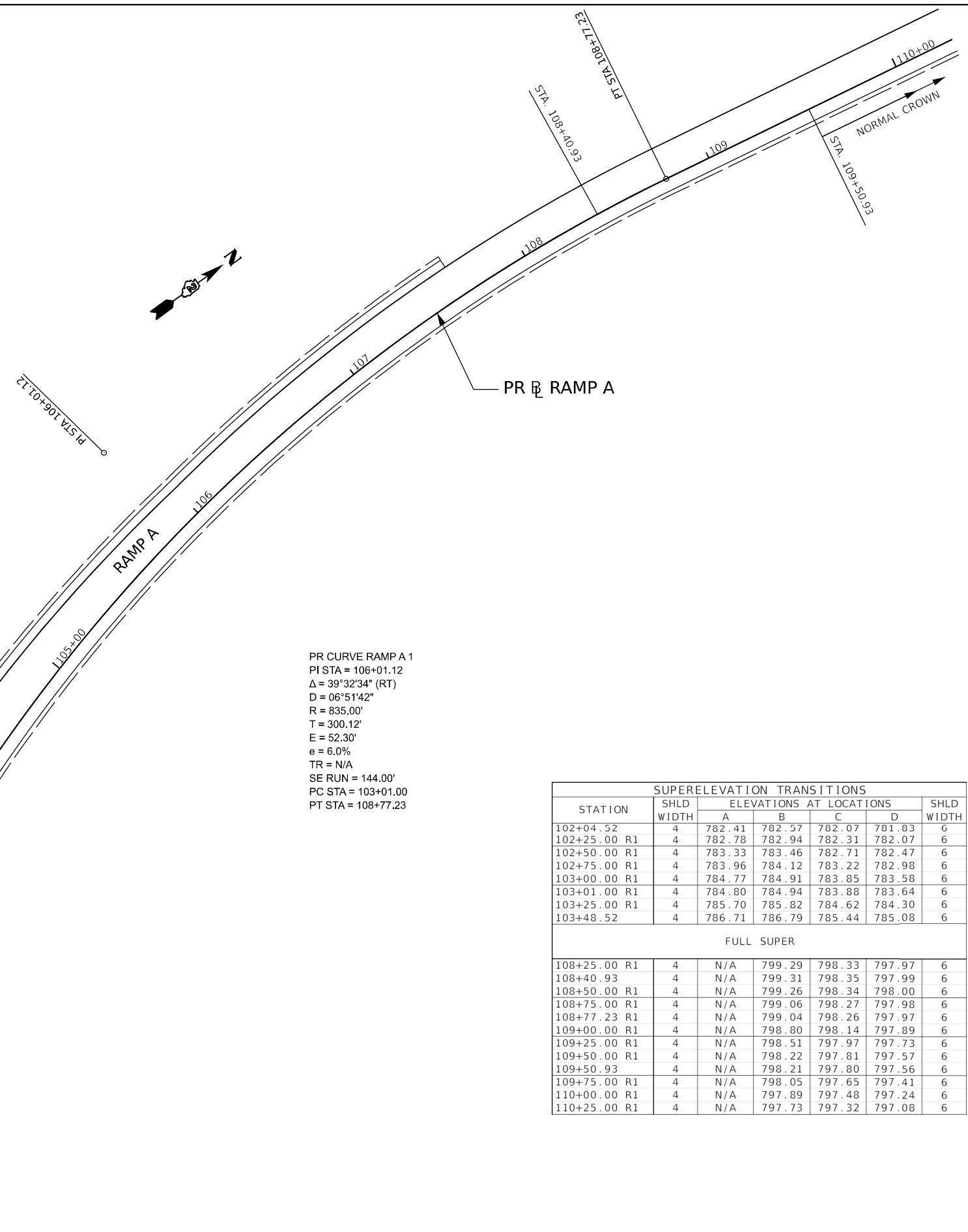
SHLD / GORE LN 1 SHLD

4.0'	16.0'	6.0'		
4.0' 16.0' 6.0'			& VAR.	
2.55%	4.0%	4.0%	STA. 109+50.93	
4.0%	4.0%	4.0%	STA. 109+04.93	
4.86%	4.86%	4.86%	STA. 108+77.23 PC	
6.0%	6.0%	6.0%	STA. 108+40.93	
FULL SUPER				
2.0%	6.0%	6.0%	STA. 103+48.52	
3.49%	4.51%	4.51%	STA. 103+01.00 PT	
4.0%	4.0%	4.0%	STA. 102+84.52	
4.0%	1.5%	4.0%	STA. 102+04.52	
A	B	C	D	

SEE GORE DETAILS FOR SHLD

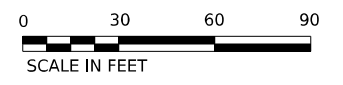
PGL

S.E. TRANSITION SECTIONS RAMP A



PR CURVE RAMP A 1
 PI STA = 106+01.12
 $\Delta = 39^{\circ}32'34''$ (RT)
 $D = 06^{\circ}51'42''$
 $R = 835.00'$
 $T = 300.12'$
 $E = 52.30'$
 $e = 6.0\%$
 $TR = N/A$
 $SE RUN = 144.00'$
 $PC STA = 103+01.00$
 $PT STA = 108+77.23$

STATION	SHLD WIDTH	ELEVATIONS AT LOCATIONS				SHLD WIDTH
		A	B	C	D	
102+04.52	4	782.41	782.57	782.07	781.83	6
102+25.00 R1	4	782.78	782.94	782.31	782.07	6
102+50.00 R1	4	783.33	783.46	782.71	782.47	6
102+75.00 R1	4	783.96	784.12	783.22	782.98	6
103+00.00 R1	4	784.77	784.91	783.85	783.58	6
103+01.00 R1	4	784.80	784.94	783.88	783.64	6
103+25.00 R1	4	785.70	785.82	784.62	784.30	6
103+48.52	4	786.71	786.79	785.44	785.08	6
FULL SUPER						
108+25.00 R1	4	N/A	799.29	798.33	797.97	6
108+40.93	4	N/A	799.31	798.35	797.99	6
108+50.00 R1	4	N/A	799.26	798.34	798.00	6
108+75.00 R1	4	N/A	799.06	798.27	797.98	6
108+77.23 R1	4	N/A	799.04	798.26	797.97	6
109+00.00 R1	4	N/A	798.80	798.14	797.89	6
109+25.00 R1	4	N/A	798.51	797.97	797.73	6
109+50.00 R1	4	N/A	798.22	797.81	797.57	6
109+50.93	4	N/A	798.21	797.80	797.56	6
109+75.00 R1	4	N/A	798.05	797.65	797.41	6
110+00.00 R1	4	N/A	797.89	797.48	797.24	6
110+25.00 R1	4	N/A	797.73	797.32	797.08	6



MODEL: D:\default\proj\benesch\pww\benesch\pww\01\Documents\10800\00\Eng_Docs\CAD_Sheets\Roadway\Details\0264R71-DD1-shld-SETransRampA.dgn
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USER NAME	= agibson	DESIGNED	- A. GIBSON	REVISED	-
DRAWN	- A. GIBSON	REVISIONS	-	REVISED	-
PLOT SCALE	= 60.0000" / in.	CHECKED	- J. TARDY	REVISED	-
PLOT DATE	= 10/27/2023	DATE	- 10/13/2023	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

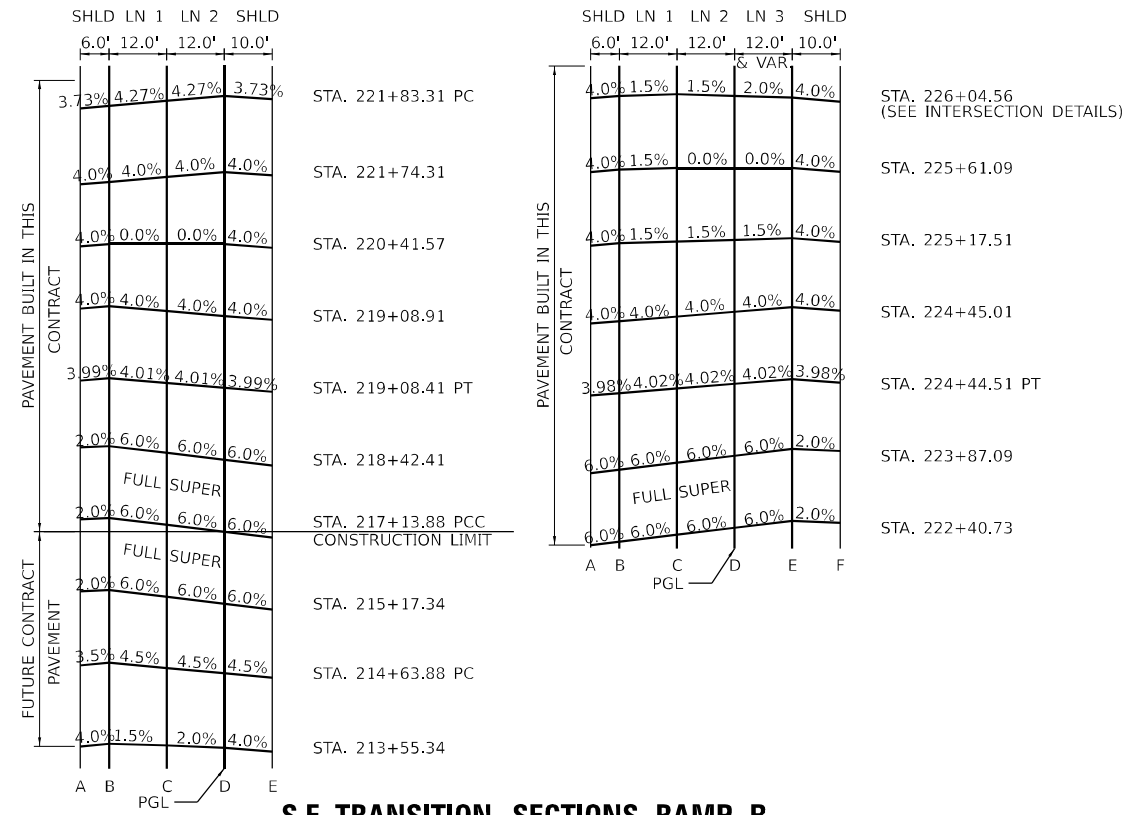
**ROADWAY DETAILS
 SUPERELEVATION DETAILS**

SCALE: 1"=30' SHEET 3 OF 8 SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	169
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

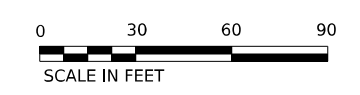
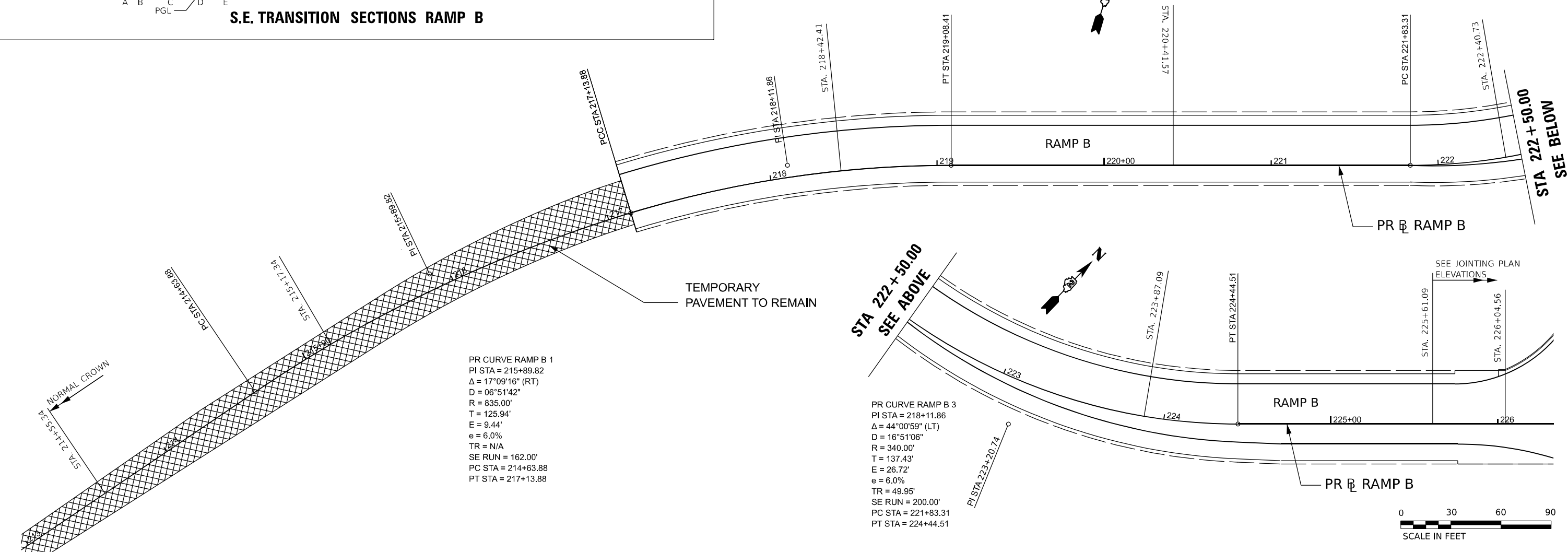
RAMP B



S.E. TRANSITION SECTIONS RAMP B

PR CURVE RAMP B 2
 PI STA = 218+11.86
 $\Delta = 16^{\circ}53'16''$ (RT)
 $D = 08^{\circ}40'52''$
 $R = 660.00'$
 $T = 97.98'$
 $E = 7.23'$
 $e = 6.0\%$
 $TR = 49.95'$
 $SE RUN = 200.00'$
 $PC STA = 217+13.88$
 $PT STA = 219+08.41$

STATION	SHLD WIDTH	SUPERELEVATION TRANSITIONS						SHLD WIDTH
		ELEVATIONS AT LOCATIONS						
FULL SUPER								
218+42.41	6	785.86	785.98	785.26	784.54	783.94	N/A	10
218+50.00 R1	6	785.79	785.93	785.23	784.54	783.97	N/A	10
218+75.00 R1	6	785.55	785.73	785.13	784.52	784.02	N/A	10
219+00.00 R1	6	785.23	785.46	784.94	784.43	784.01	N/A	10
219+08.41 R1	6	785.11	785.35	784.87	784.39	783.99	N/A	10
219+25.00 R1	6	784.87	785.11	784.69	784.27	783.87	N/A	10
219+50.00 R1	6	784.48	784.72	784.39	784.06	783.66	N/A	10
219+75.00 R1	6	784.09	784.33	784.09	783.85	783.45	N/A	10
220+00.00 R1	6	783.70	783.94	783.79	783.64	783.24	N/A	10
220+41.57	6	783.05	783.29	783.29	783.29	782.89	N/A	10
220+25.00 R1	6	783.31	783.55	783.49	783.43	783.03	N/A	10
220+50.00 R1	6	782.92	783.16	783.19	783.22	782.82	N/A	10
220+75.00 R1	6	782.52	782.76	782.88	783.00	782.60	N/A	10
221+00.00 R1	6	782.13	782.37	782.58	782.79	782.39	N/A	10
221+25.00 R1	6	781.74	781.98	782.28	782.58	782.18	N/A	10
221+50.00 R1	6	781.35	781.59	781.98	782.37	781.97	N/A	10
221+75.00 R1	6	780.95	781.19	781.68	782.16	781.77	N/A	10
221+83.31 R1	6	780.81	781.06	781.58	782.09	781.72	N/A	10
222+00.00 R1	6	780.52	780.80	781.37	781.95	781.98	781.66	10
222+25.00 R1	6	780.08	780.41	781.07	781.74	781.83	781.58	10
222+40.73	6	779.80	780.16	780.88	781.60	781.75	781.55	10
FULL SUPER								
223+87.09	6	778.56	778.92	779.64	780.36	780.51	780.31	10
224+00.00 R1	6	778.59	778.92	779.59	780.25	780.76	780.56	10
224+25.00 R1	6	778.64	778.92	779.48	780.04	780.52	780.19	10
224+44.51 R1	6	778.68	778.92	779.40	779.89	780.32	779.92	10
224+50.00 R1	6	778.69	778.93	779.36	779.85	780.28	779.88	10
224+75.00 R1	6	778.76	779.00	779.35	779.71	780.06	779.66	10
225+00.00 R1	6	778.88	779.12	779.37	779.62	779.88	779.48	10
225+25.00 R1	6	779.03	779.27	779.45	779.60	779.75	779.35	10
225+50.00 R1	6	779.18	779.42	779.66	779.64	779.69	779.29	10
225+75.00 R1	6	779.29	779.61	779.79	779.73	779.68	779.28	10
226+00.00 R1	6	779.66	779.81	780.05	779.89	779.71	779.31	10
226+04.56	6	SEE JOINTING PLAN ELEVATIONS						10



MODEL: Default
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USER NAME = tvogler	DESIGNED - A. GIBSON	REVISED -
PLOT SCALE = 60.0000' / in.	DRAWN - A. GIBSON	REVISED -
PLOT DATE = 10/27/2023	CHECKED - J. TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

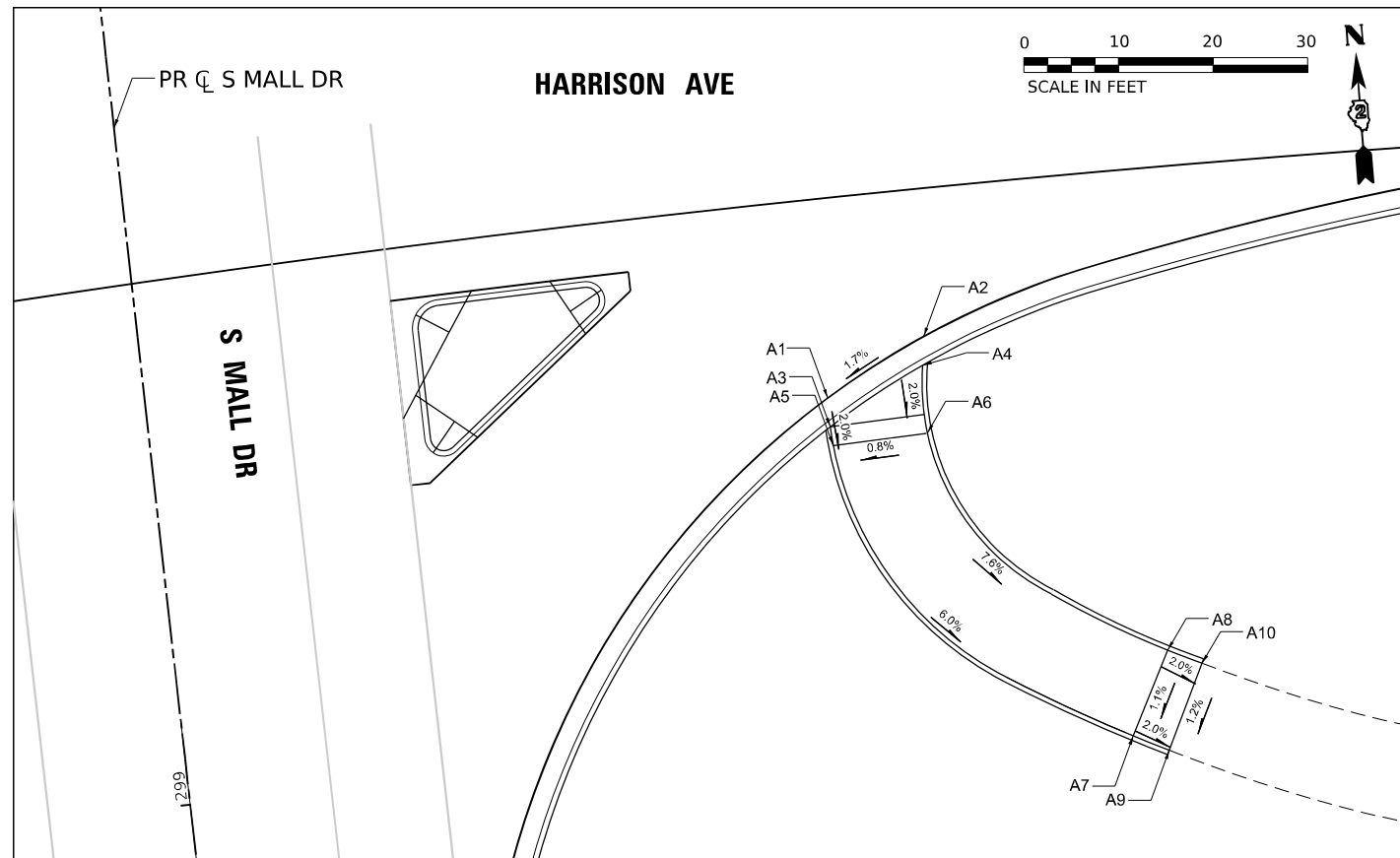
ROADWAY DETAILS
SUPERELEVATION DETAILS

SCALE: 1"=30'

SHEET 4 OF 8 SHEETS STA. TO STA.

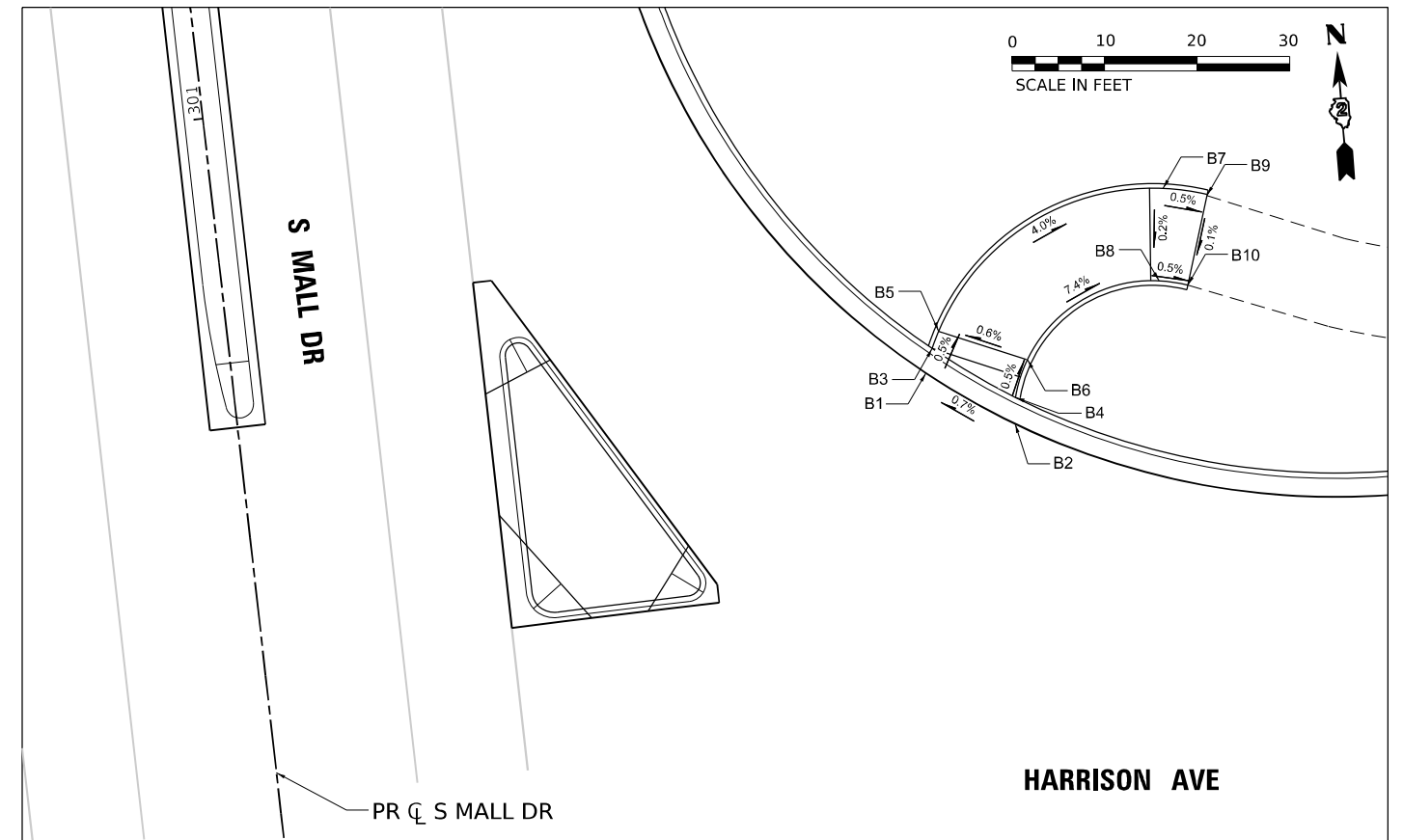
F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	170
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



**ADA DETAIL
MALL DRIVE SOUTH RAMP**

POINT	STATION	OFFSET	ELEV.
A1	299+35.52	71.8' RT	767.14
A2	299+40.35	82.3' RT	767.31
A3	299+32.14	71.8' RT	767.15
A4	299+37.54	82.2' RT	767.32
A5	299+30.14	71.8' RT	767.11
A6	299+30.34	81.9' RT	767.18
A7	298+96.06	99.9' RT	764.33
A8	299+04.65	104.6' RT	764.44
A9	298+94.13	103.5' RT	764.24
A10	299+02.89	108.0' RT	764.36



**ADA DETAIL
MALL DRIVE NORTH RAMP**

POINT	STATION	OFFSET	ELEV.
B1	300+63.94	74.5' RT	768.66
B2	300+57.52	83.3' RT	768.73
B3	300+68.28	76.4' RT	768.67
B4	300+60.57	83.3' RT	768.74
B5	300+68.28	76.4' RT	768.66
B6	300+64.15	85.6' RT	768.71
B7	300+81.09	100.7' RT	767.48
B8	300+71.14	99.8' RT	767.46
B9	300+79.72	106.9' RT	767.45
B10	300+70.22	103.7' RT	767.44

MODEL: ADA 06 - (Sheet) Views
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USER NAME = agibson
 PLOT SCALE = 20.000' / in.
 PLOT DATE = 10/13/2023

DESIGNED - A.GIBSON
 DRAWN - A.GIBSON
 CHECKED - J.TARDY
 DATE - 10/13/2023

REVISED -
 REVISED -
 REVISED -
 REVISED -

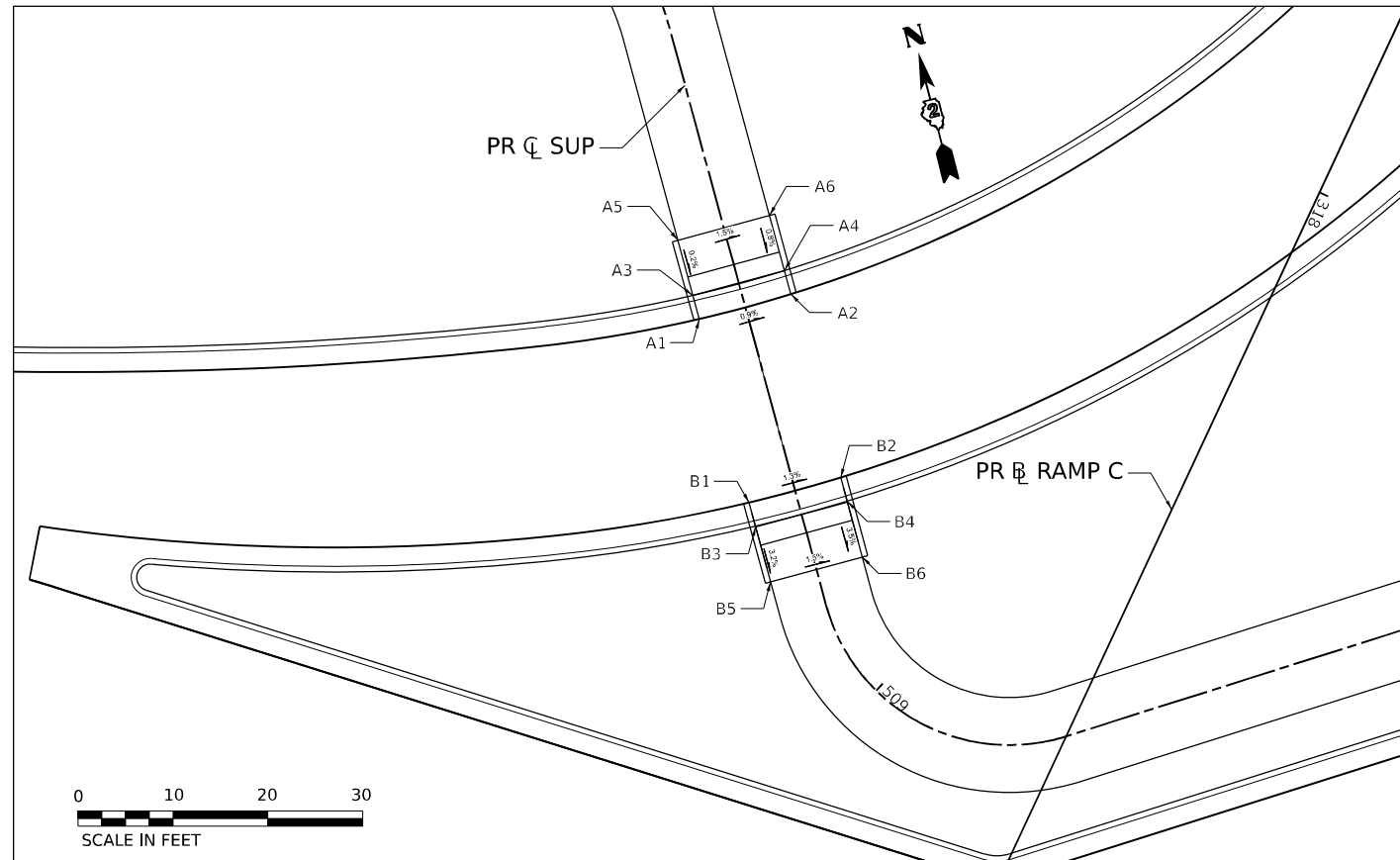
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**ROADWAY DETAILS
 ADA RAMP**

SCALE: 1"=10' SHEET 1 OF 4 SHEETS STA. TO STA.

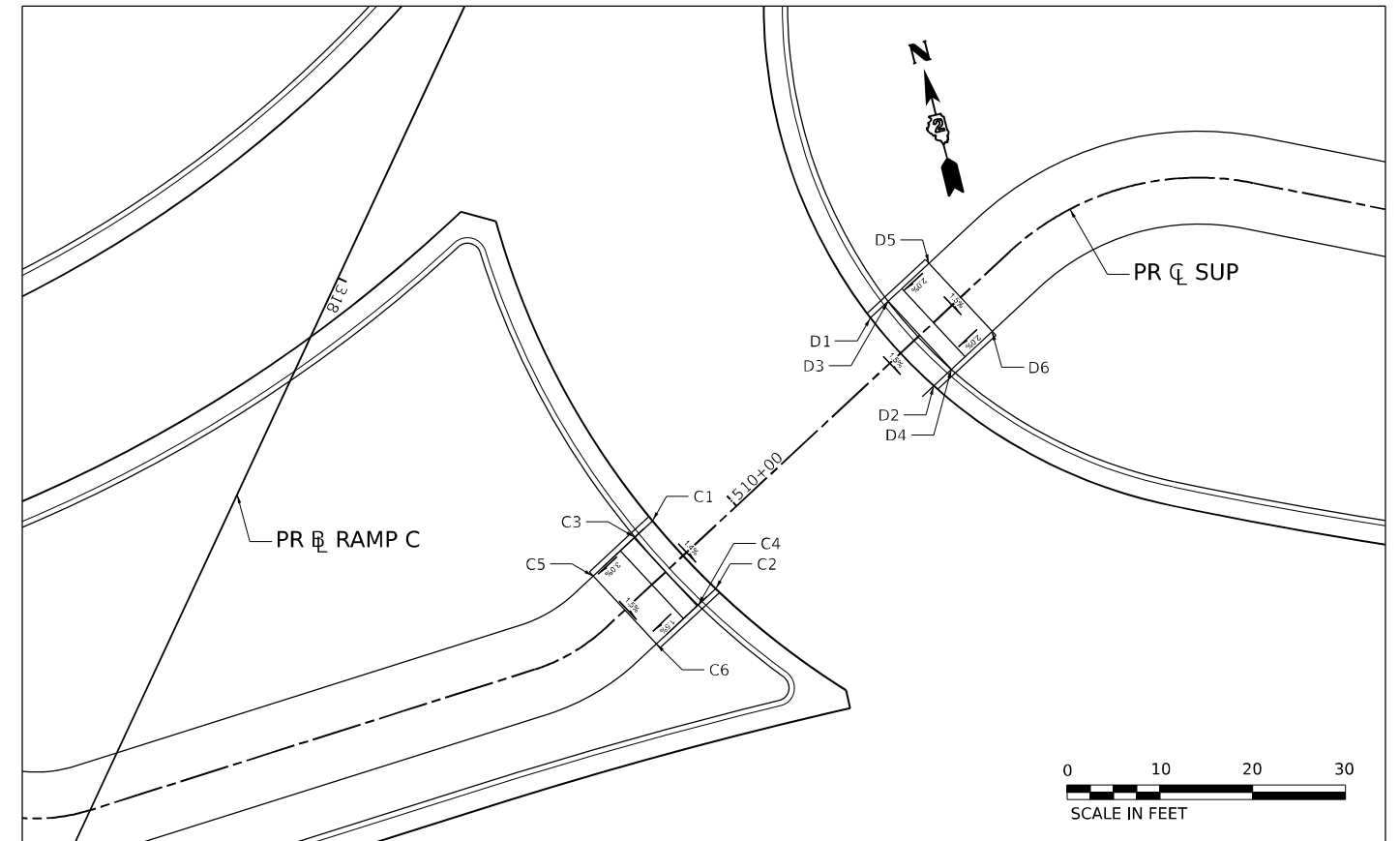
F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	175
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



**ADA DETAIL
WEST CROSSOVER WEST CROSSING**

POINT	STATION	OFFSET	ELEV.
A1	508+56.90	5.0' RT	775.52
A2	508+56.90	5.0' LT	775.61
A3	508+54.32	5.0' RT	775.46
A4	508+54.32	5.0' LT	775.55
A5	508+48.32	5.0' RT	775.45
A6	508+48.32	5.0' LT	775.60
B1	508+76.92	5.0' RT	775.85
B2	508+76.91	5.0' LT	775.98
B3	508+79.58	5.0' RT	775.79
B4	508+79.58	5.0' LT	775.92
B5	508+86.58	5.0' RT	775.98
B6	508+86.58	5.0' LT	776.13



**ADA DETAIL
WEST CROSSOVER EAST CROSSING**

POINT	STATION	OFFSET	ELEV.
C1	509+92.29	5.0' LT	776.70
C2	509+92.29	5.0' RT	776.64
C3	509+89.56	5.0' LT	776.64
C4	509+89.56	5.0' RT	776.58
C5	509+83.56	5.0' LT	776.82
C6	509+83.56	5.0' RT	776.67
D1	510+24.37	5.0' LT	776.45
D2	510+24.29	5.0' RT	776.30
D3	510+26.97	5.0' LT	776.39
D4	510+26.97	5.0' RT	776.24
D5	510+32.97	5.0' LT	776.51
D6	510+32.97	5.0' RT	776.36

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USER NAME = agibson
 PLOT SCALE = 20,000' / in.
 PLOT DATE = 10/13/2023

DESIGNED - A. GIBSON
 DRAWN - A. GIBSON
 CHECKED - J. TARDY
 DATE - 10/13/2023

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
 ADA RAMP

SCALE: 1"=10'

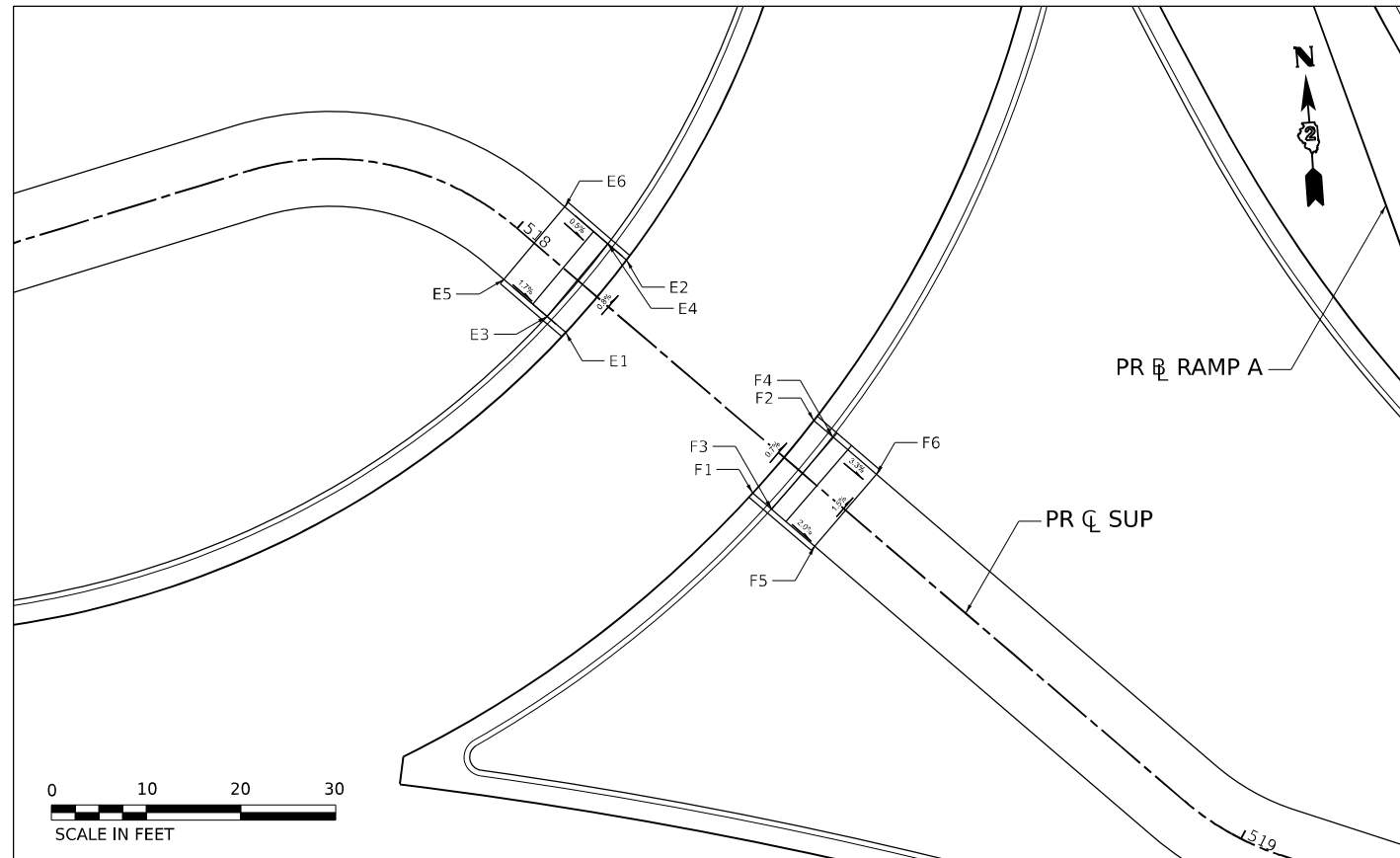
SHEET 2 OF 4 SHEETS

STA.

TO STA.

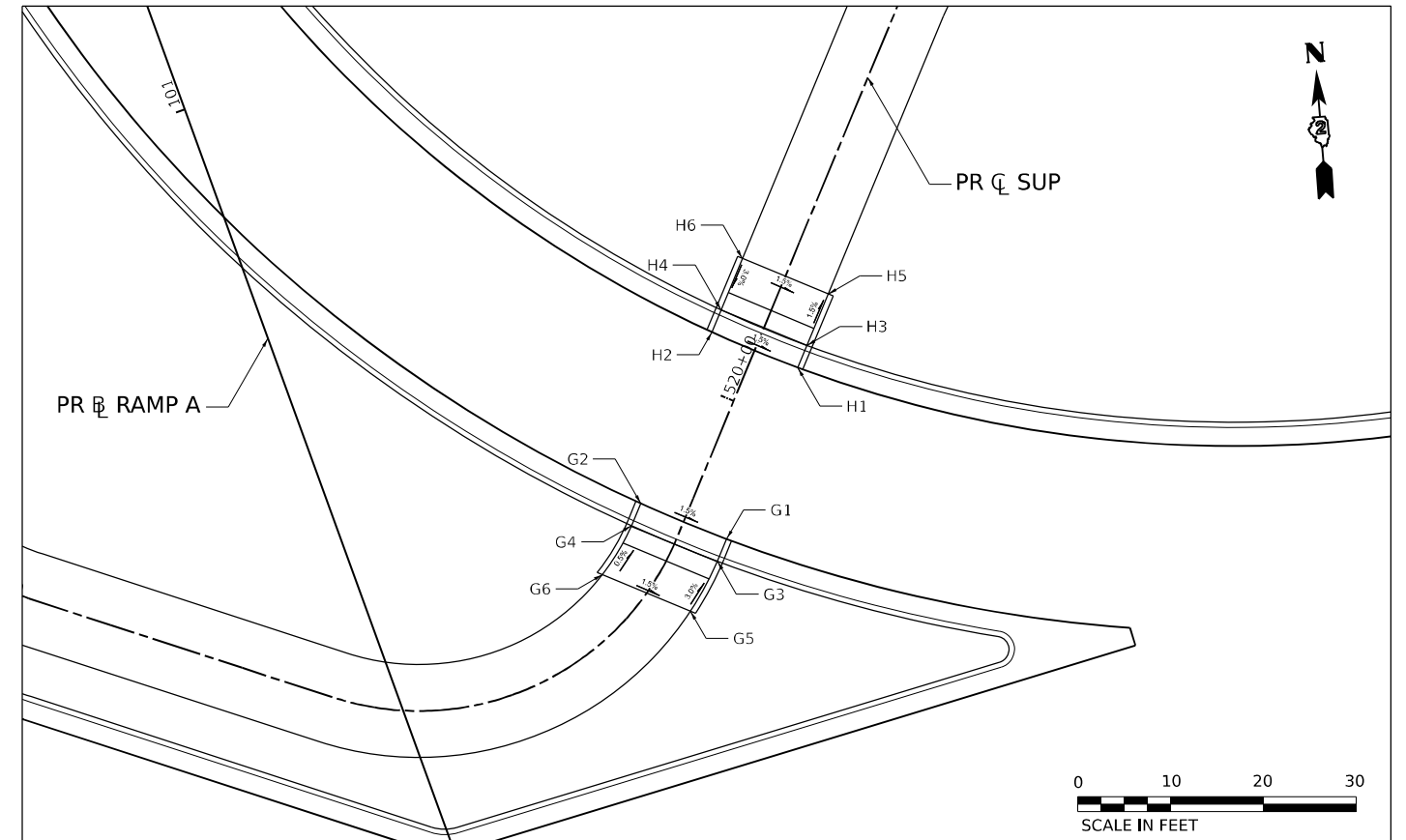
F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	176
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



**ADA DETAIL
EAST CROSSOVER WEST CROSSING**

POINT	STATION	OFFSET	ELEV.
E1	518+11.05	5.0' RT	781.91
E2	518+10.92	5.0' LT	781.99
E3	518+08.45	5.0' RT	781.85
E4	518+08.45	5.0' LT	781.93
E5	518+02.45	5.0' RT	781.75
E6	518+02.45	5.0' LT	781.90
F1	518+37.05	5.0' RT	781.33
F2	518+36.96	5.0' LT	781.40
F3	518+39.64	5.0' RT	781.27
F4	518+39.55	5.0' LT	781.34
F5	518+45.69	5.0' RT	781.39
F6	518+45.69	5.0' LT	781.54



**ADA DETAIL
EAST CROSSOVER EAST CROSSING**

POINT	STATION	OFFSET	ELEV.
G1	519+85.95	5.0' RT	781.97
G2	519+85.96	5.0' LT	781.97
G3	519+83.43	5.0' RT	781.91
G4	519+83.26	5.0' LT	781.91
G5	519+78.19	5.0' RT	782.09
G6	519+75.88	5.0' LT	781.94
H1	520+05.96	5.0' RT	781.85
H2	520+05.96	5.0' LT	781.87
H3	520+08.54	5.0' RT	781.79
H4	520+08.54	5.0' LT	781.81
H5	520+14.54	5.0' RT	781.88
H6	520+14.54	5.0' LT	782.03

MODEL: ADA 03 and ADA 04 - (Sheet) Views
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 USER: agibson
 DATE: 10/13/2023



USER NAME = agibson	DESIGNED - A. GIBSON	REVISED -
PLOT SCALE = 20,000' / in.	DRAWN - A. GIBSON	REVISED -
PLOT DATE = 10/13/2023	CHECKED - J. TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

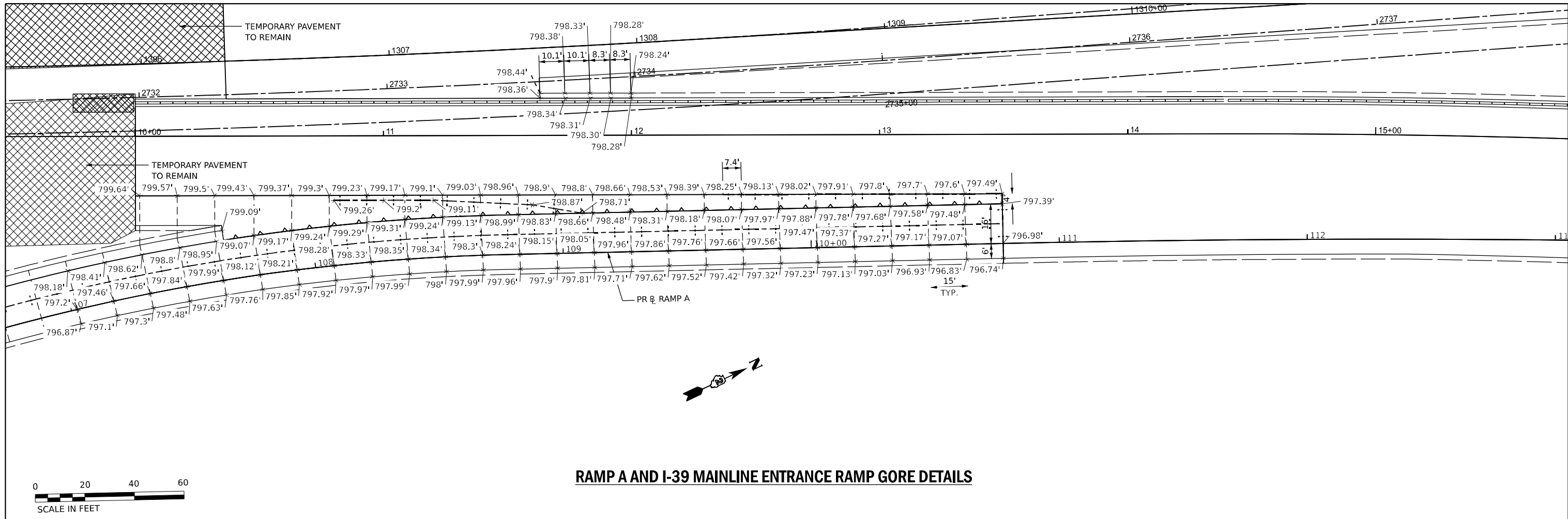
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
ADA RAMP

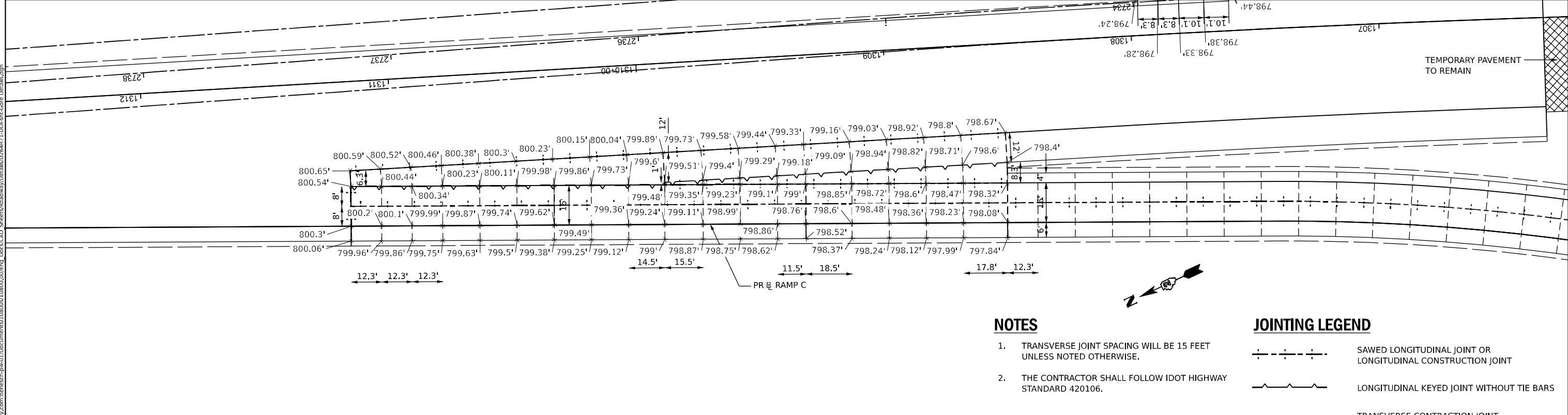
SCALE: 1"=10' SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	177
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



RAMP A AND I-39 MAINLINE ENTRANCE RAMP GORE DETAILS



RAMP C AND I-39 MAINLINE EXIT RAMP GORE DETAILS

NOTES

1. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED OTHERWISE.
2. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARD 420106.

JOINTING LEGEND

- +—+—+— SAWED LONGITUDINAL JOINT OR LONGITUDINAL CONSTRUCTION JOINT
- ▲—▲—▲— LONGITUDINAL KEYED JOINT WITHOUT TIE BARS
- TRANSVERSE CONTRACTION JOINT
- ▨ IMPACT ATTENUATOR (SEE ROADWAY PLANS)

MODEL: Ramp C Gore Detail
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benesch
 Alfred Benesch & Company
 35 W. Wacker Drive, Suite 3300
 Chicago, Illinois 60601
 312.655.0150 Job No. 10800.00

USER NAME = tvogler	DESIGNED - A. GIBSON	REVISED -
PLOT SCALE = 0.16666667"/in.	DRAWN - A. GIBSON	REVISED -
PLOT DATE = 10/13/2023	CHECKED - J. TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

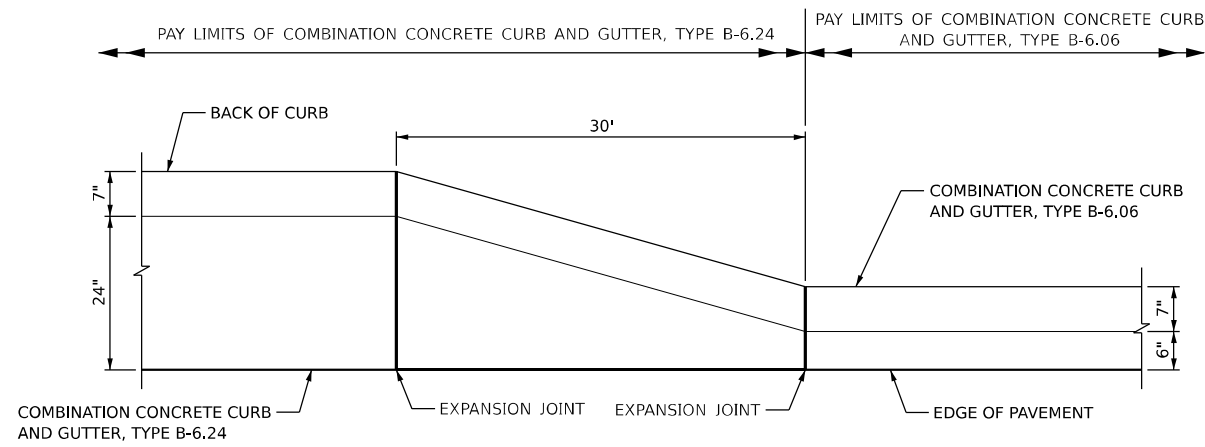
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS GORE DETAILS

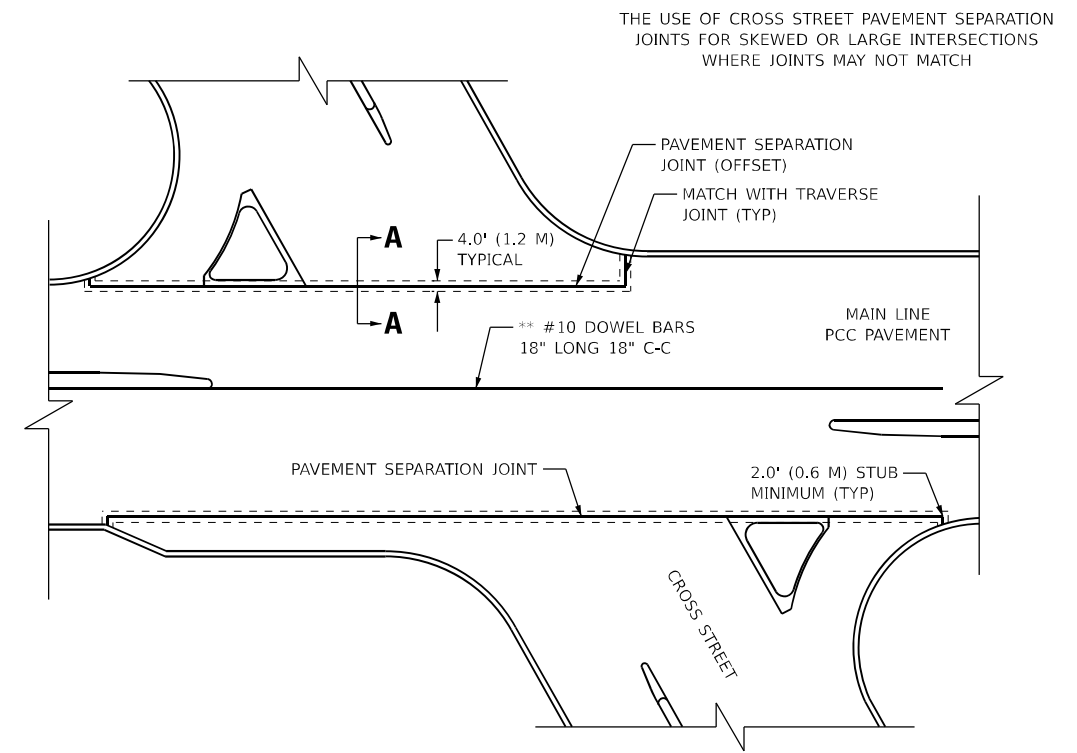
SCALE: 1"=20'	SHEET 1 OF 1 SHEETS	STA. TO STA.
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F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	179
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

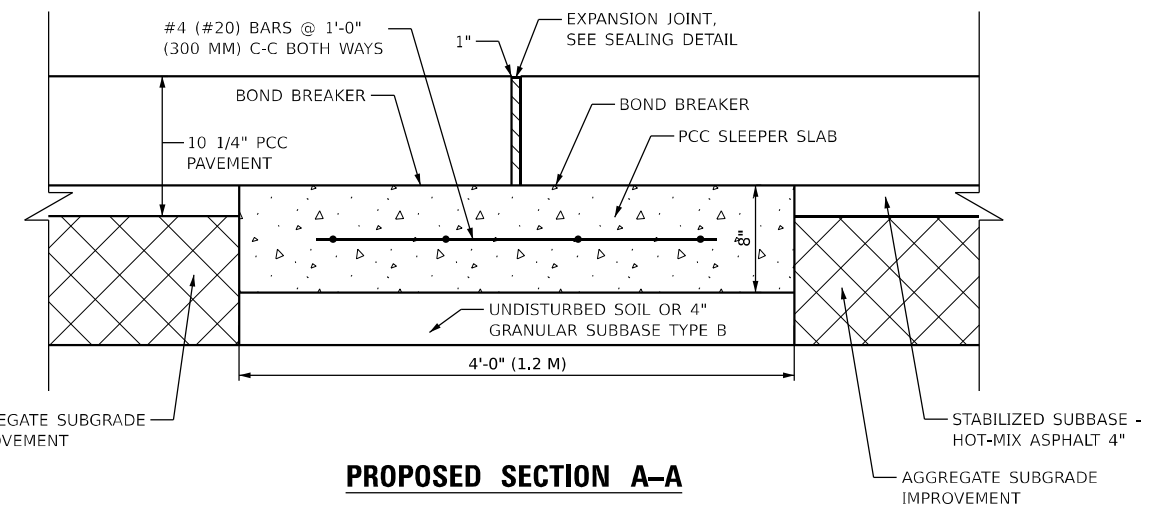
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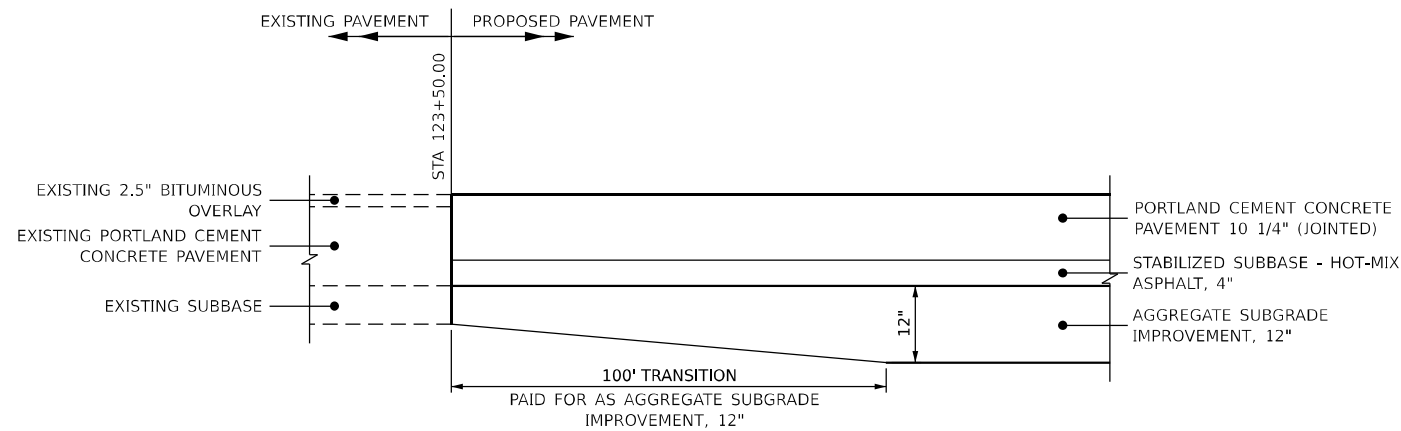
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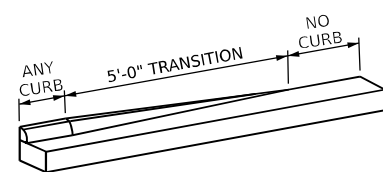
DETAIL OF PAVEMENT SEPARATION



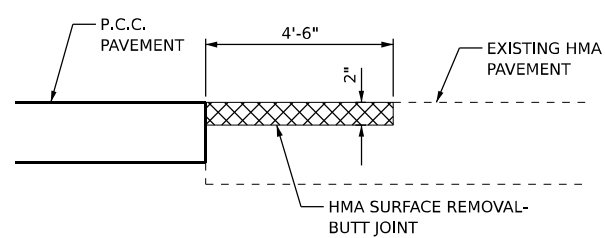
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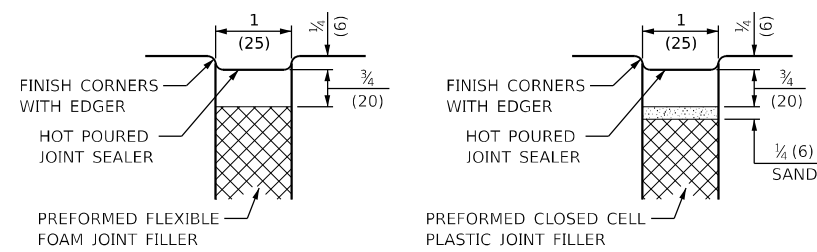
EXISTING TO PROPOSED PAVEMENT AGGREGATE SUBGRADE TRANSITION (N.T.S.)



CURB RUNOUT FOR ALL CURBS



BUTT JOINT DETAIL



SEALING DETAIL

NOTES:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF 1" PREFORMED EXPANSION JOINT FILLER CONFORMING TO ARTICLE 1051.09 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.

METHOD OF MEASUREMENT
THIS WORK WILL BE MEASURED FOR PAYMENT IN FEET, MEASURED IN PLACE.

BASIS OF PAYMENT
1. THIS WORK WILL BE PAID FOR AT THE UNIT PRICE PER FOOT FOR "SLEEPER SLAB".
2. BOND BREAKER, 1" EXPANSION JOINT AND 4" GRANULAR SUBBASE TYPE B SHALL BE INCLUDED IN THE PAY ITEM "SLEEPER SLAB".

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DESIGNED - A.GIBSON
 DRAWN - N.REYNOLDS
 CHECKED - J.TARDY
 DATE - 10/13/2023

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS

SCALE: N/A SHEET 5 OF 5 SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	189
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



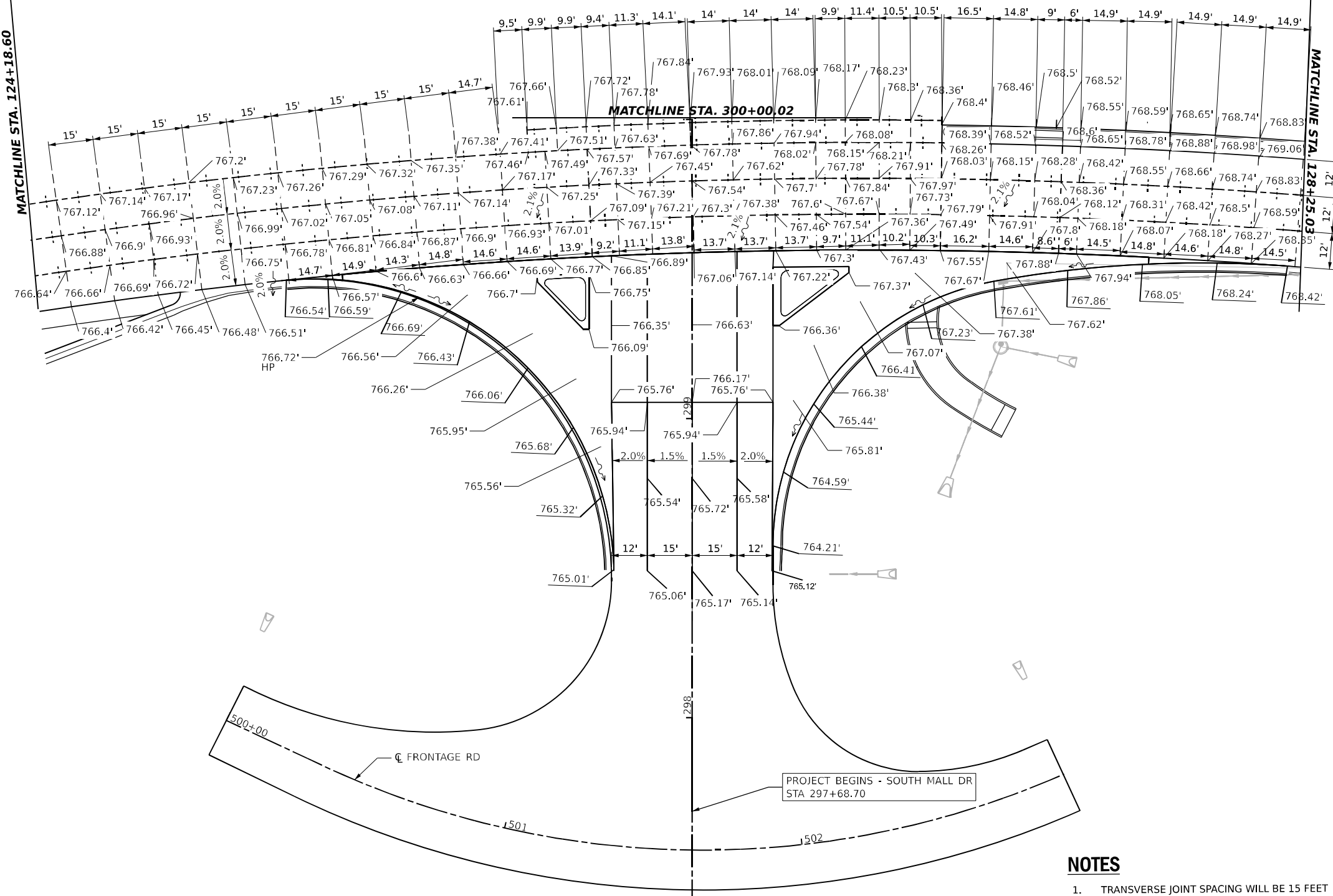
SEE HARRISON AVE

SEE HARRISON AVE

MATCHLINE STA. 124+18.60

MATCHLINE STA. 128+25.03

MATCHLINE STA. 300+00.02



NOTES

1. TRANSVERSE JOINT SPACING WILL BE 15 FEET UNLESS NOTED OTHERWISE.
2. THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARD 420106.

JOINTING LEGEND

- SAWED LONGITUDINAL JOINT OR LONGITUDINAL CONSTRUCTION JOINT
- LONGITUDINAL KEYED JOINT WITHOUT TIE BARS
- TRANSVERSE CONTRACTION JOINT
- IMPACT ATTENUATOR (SEE ROADWAY PLANS)

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 DATE: 10/26/2023

WILLET HOFMANN ASSOCIATES INC.
 100 EAST 2ND STREET, SUITE 400
 CHICAGO, IL 60601
 TEL: 312.467.1100 FAX: 312.467.1101

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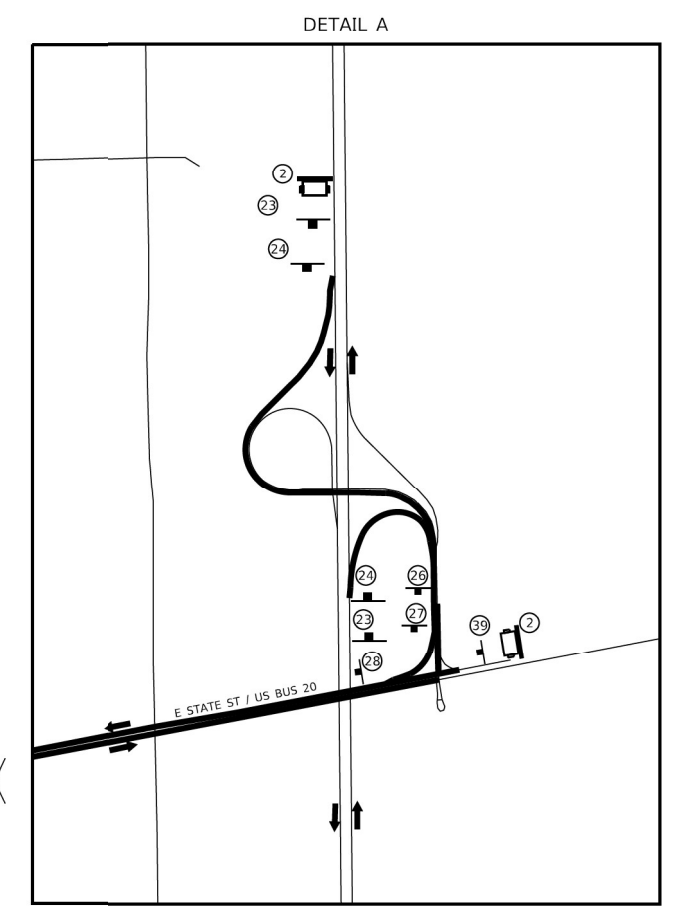
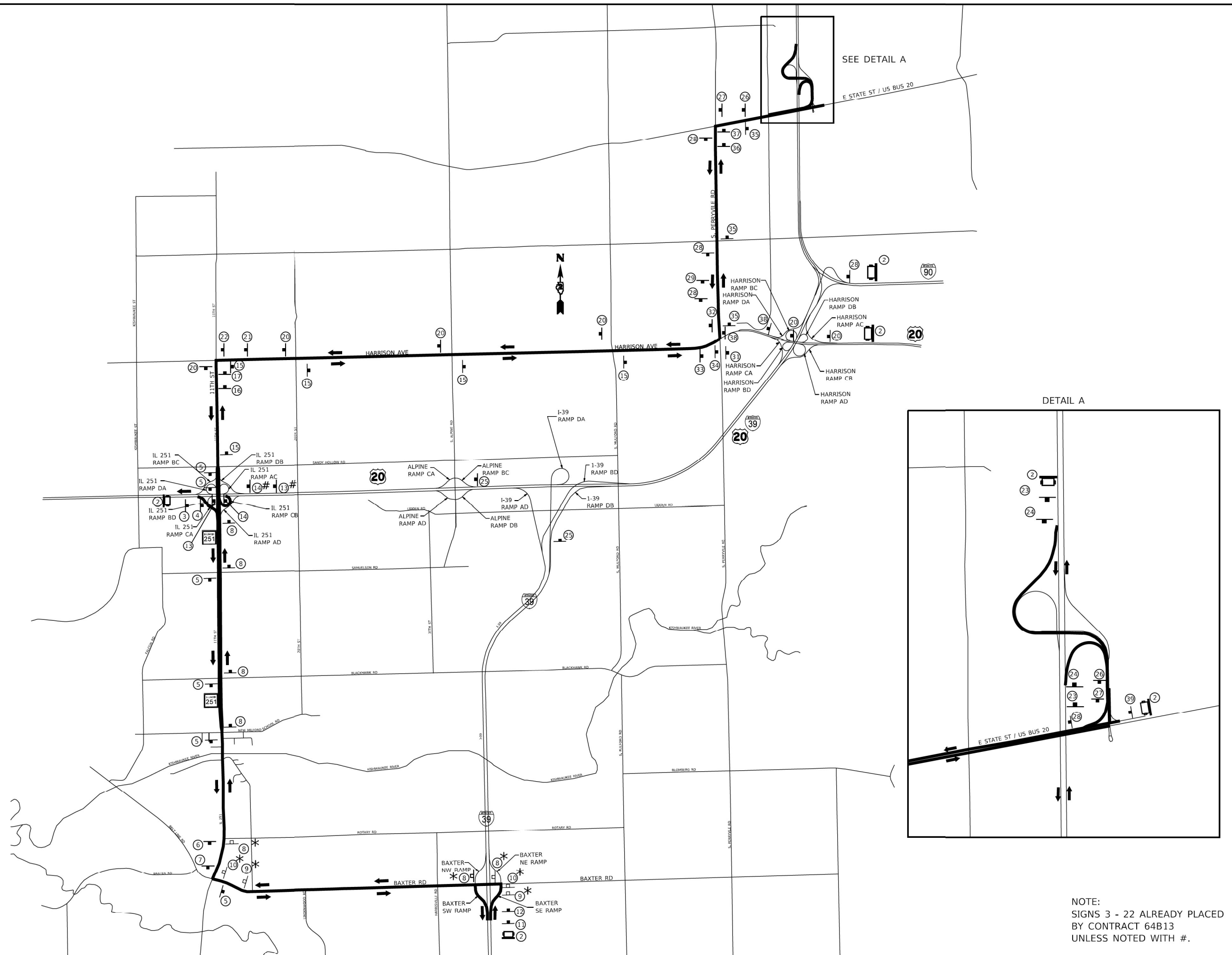
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INTERSECTION DETAIL
SOUTH MALL DR**

SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 297+68.70 TO STA. 300+00.02

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	190
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



- LEGEND**
- DIRECTION OF TRAFFIC
 - PROPOSED SIGN
 - EXISTING SIGN
 - CHANGEABLE MESSAGE SIGN
 - MAY USE EXISTING SIGNING IF IN PLACE

NOTE:
SIGNS 3 - 22 ALREADY PLACED
BY CONTRACT 64B13
UNLESS NOTED WITH #.

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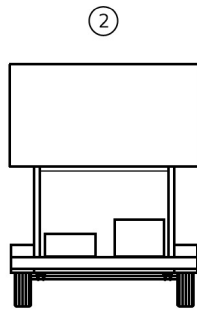
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EMERGENCY DETOUR ROUTE

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	5(RS) & (5&5HB)RC	WINNEBAGO	1279	192
			CONTRACT NO. 64R71	
ILLINOIS FED. AID PROJECT				

* F.A.I. 39 & F.A.P. 525



CHANGEABLE MESSAGE SIGN

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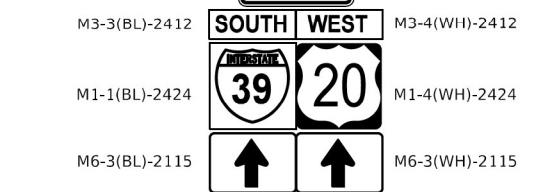
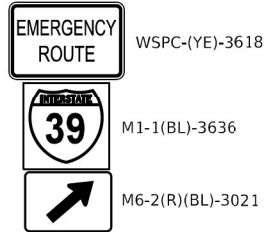
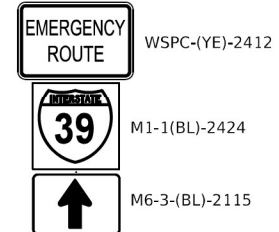
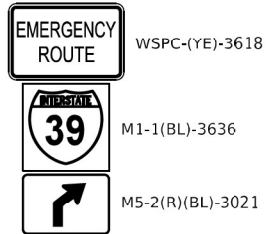
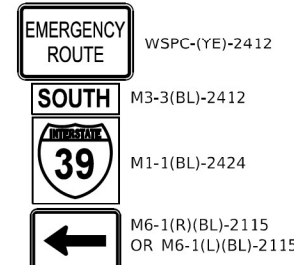
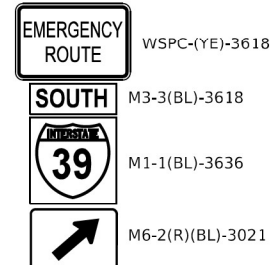
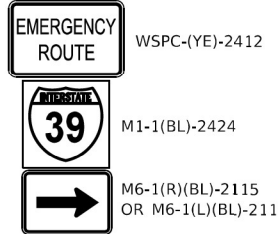
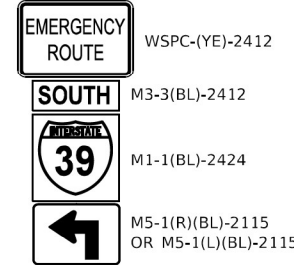
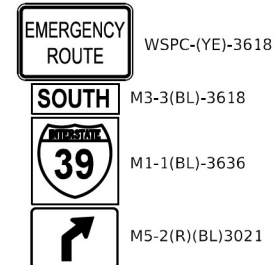
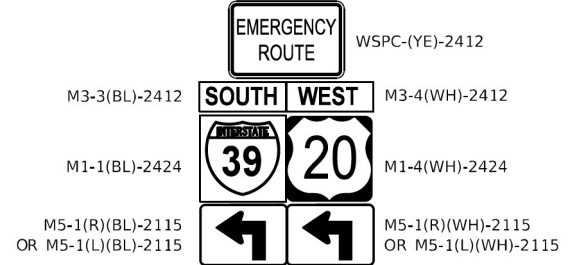
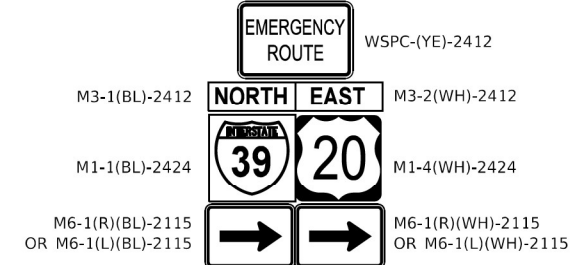
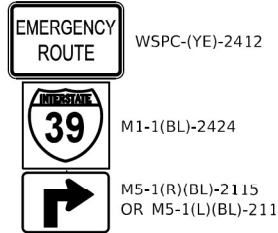
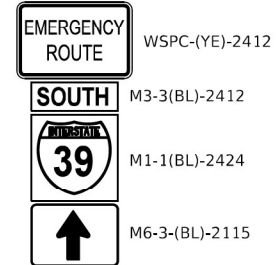
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NOTE:
SIGNS 3 - 22 ALREADY PLACED
BY CONTRACT 64B13
UNLESS NOTED WITH #.

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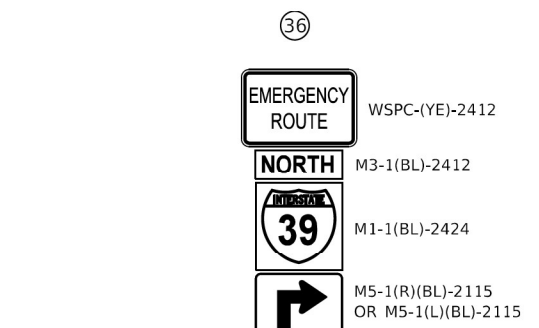
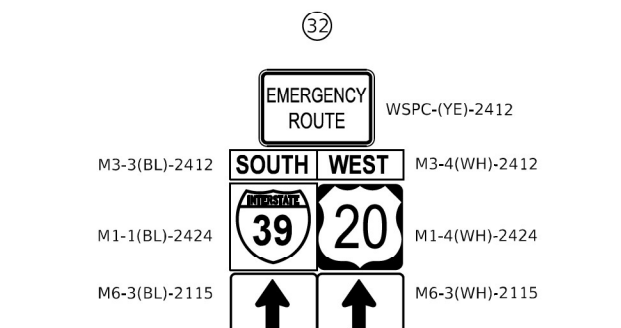
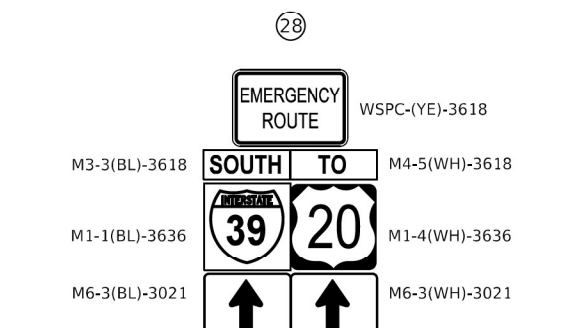
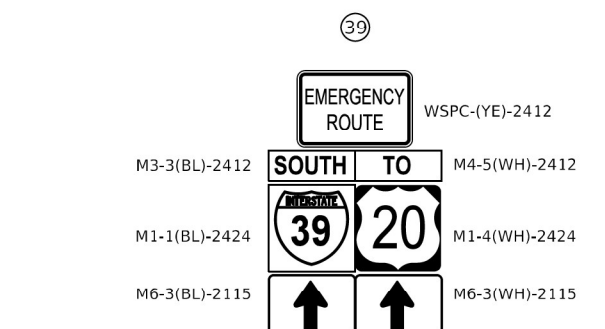
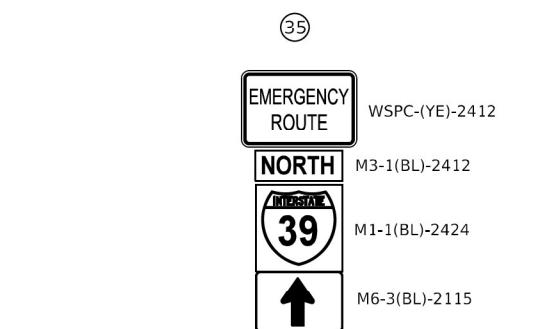
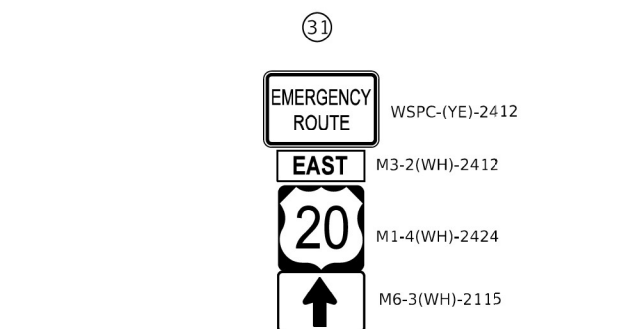
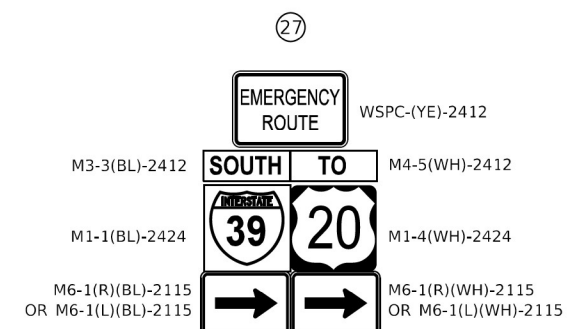
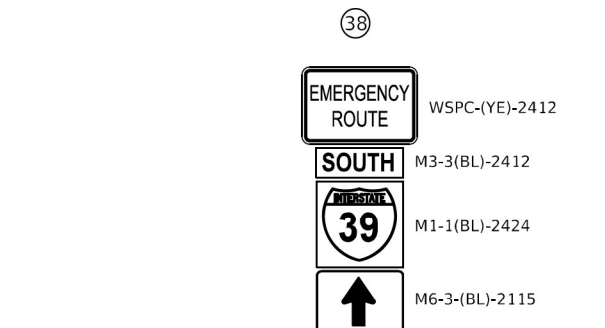
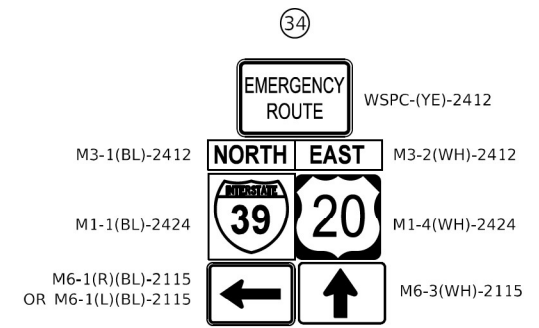
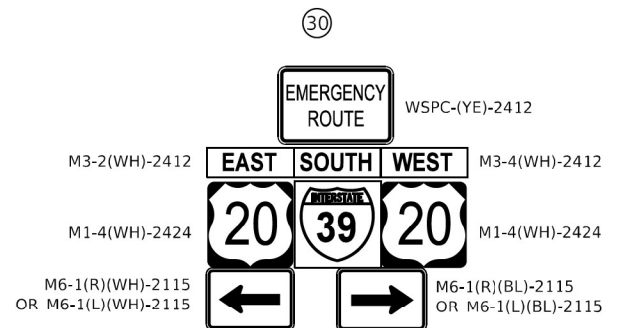
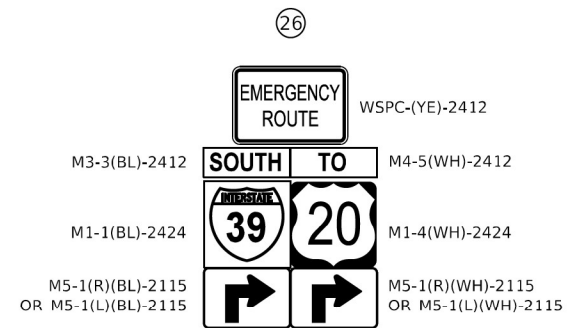
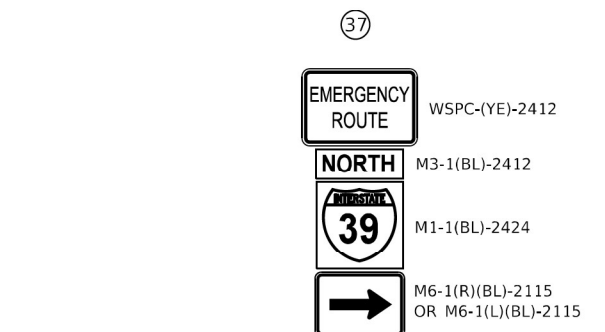
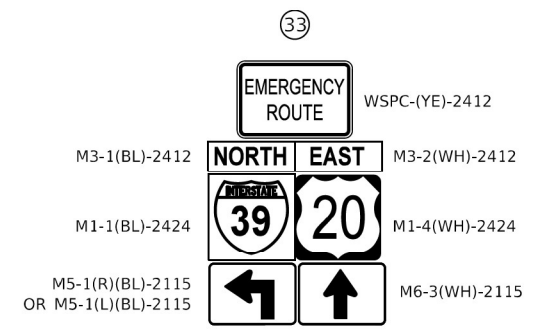
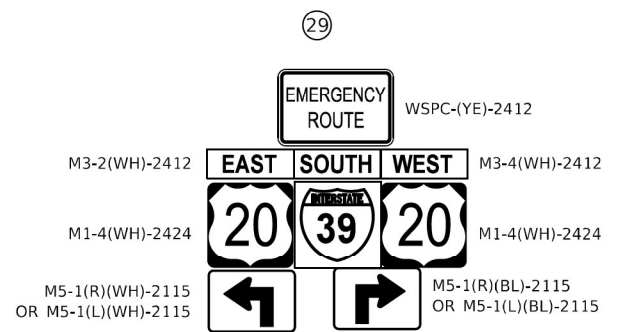
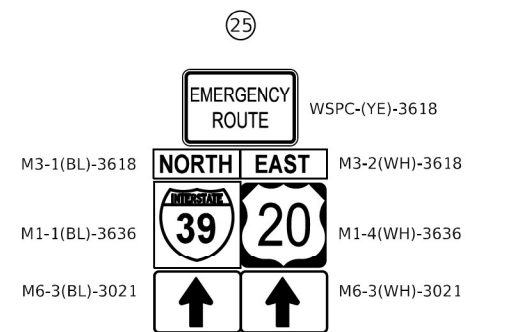
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EMERGENCY DETOUR ROUTE

SCALE: N/A SHEET 2 OF 3 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	5(RS) & (5&5HB)RC	WINNEBAGO	1279	193
CONTRACT NO. 64R71				
* F.A.L. 39 & F.A.P. 525				

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NOTE:
 SIGNS 3 - 22 ALREADY PLACED
 BY CONTRACT 64B13
 UNLESS NOTED WITH #.

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	DRAWN -	REVISED -
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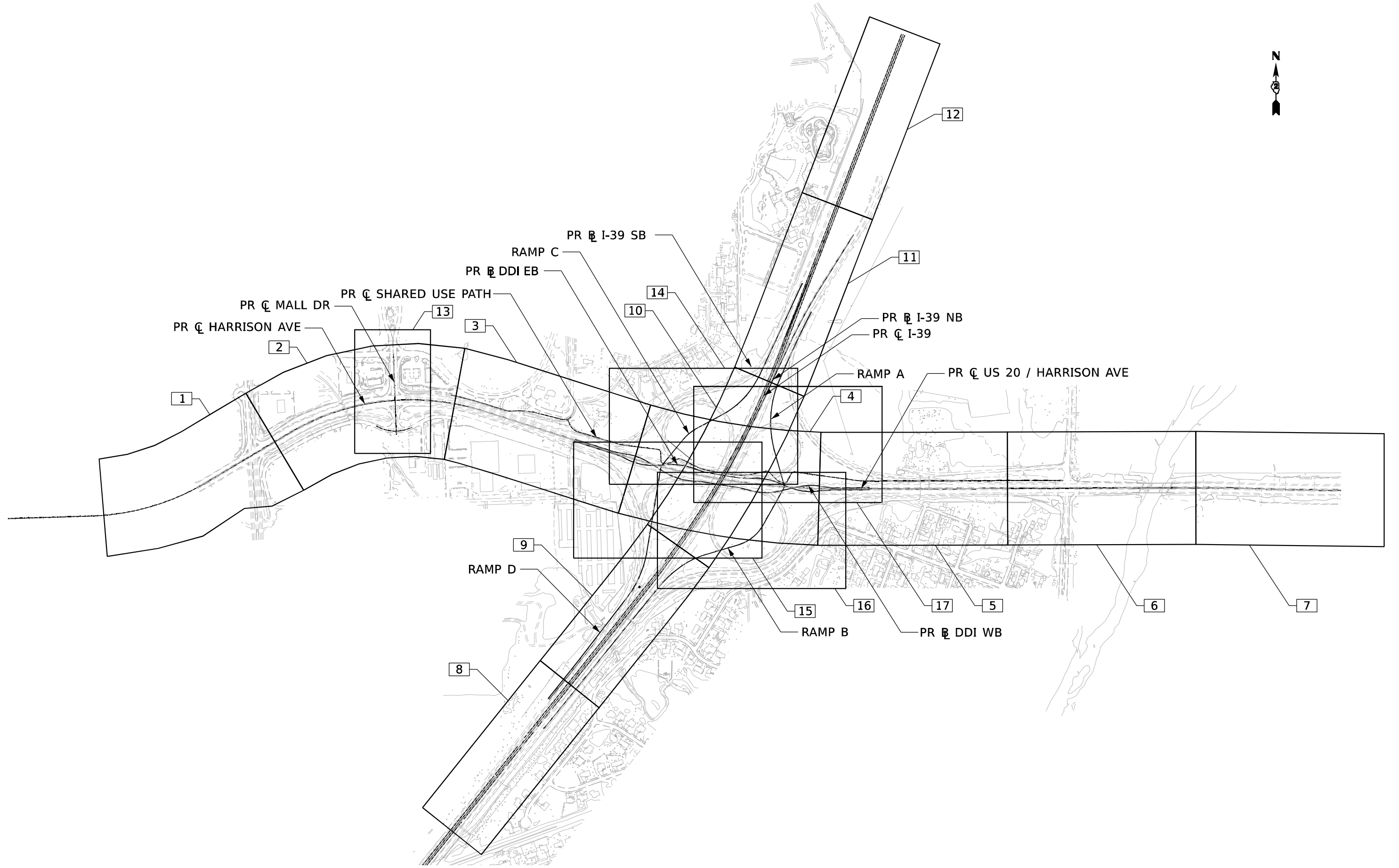
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EMERGENCY DETOUR ROUTE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	5(RS) & (5&5HB)RC	WINNEBAGO	1279	194
			CONTRACT NO. 64R71	
ILLINOIS FED. AID PROJECT				

* F.A.I. 39 & F.A.P. 525



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
KEY PLAN

SCALE: N/A SHEET 1 OF 131 SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	195
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. THE CONTRACTOR MAY REQUEST TO IMPROVE OR MODIFY THE TRAFFIC CONTROL PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLANS SHALL BE SUBMITTED TO THE ENGINEER AND IDOT DISTRICT 2 TRAFFIC OPERATIONS FOR APPROVAL. THE ENGINEER SHALL BE INFORMED AT LEAST 10 DAYS IN ADVANCE OF ANY CHANGE REQUEST TO THE TRAFFIC CONTROL PLANS.

2. TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES FROM THE TIME OF NOTIFICATIONS BY THE ENGINEER FOR CORRECTION, IMPROVEMENT, OR MODIFICATION OF THE MAINTENANCE OF TRAFFIC CONTROL DEVICES.

3. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO STANDARD SPECIFICATIONS ARTICLE 105.08. THE WORK ON THIS PROJECT WILL BE IN PROGRESS AT THE SAME TIME AS WORK ON OTHER SEPARATE ADJACENT CONTRACTS WHICH MAY INTERSECT THE LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL COOPERATE WITH THE OTHER CONTRACTORS IN THE PHASING AND PERFORMANCE OF THIS WORK SO AS NOT TO DELAY, INTERRUPT, OR HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY OTHER CONTRACTORS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR COMPLIANCE WITH THE ABOVE REQUIREMENTS, NOR FOR ANY DELAYS OR INCONVENIENCES RESULTING FROM THE ACTIVITIES OF OTHER CONTRACTORS. SHOULD A CONFLICT ARISE BETWEEN THE CONTRACTORS WITH RESPECT TO SEQUENCE OF CONSTRUCTION OR MAINTENANCE OF TRAFFIC REQUIREMENTS, SAID CONFLICTS SHALL BE RESOLVED ACCORDING TO STANDARD SPECIFICATIONS ARTICLE 105.08. THE CONTRACTORS SHALL INFORM EACH OTHER OF PROGRESS OF INTERSECTING PROJECTS AND GIVE FAIR WARNING TO THE OTHER CONTRACTORS WHEN A PROBLEM MIGHT BE ENCOUNTERED.

OTHER WORK IN PROGRESS DURING THE SAME PERIOD OF TIME WILL INCLUDE THE CONSTRUCTION OF THE PROJECTS LISTED:

64B13 - SYSTEM INTERCHANGE PAVING AND BRIDGES
64C24 - I-39 MAINLINE PAVING, BRIDGES, AND NOISE WALLS
64R72 - KISHWAUKEE BRIDGE AND US 20/MILL ROAD PAVING
64P84 - PRESERVATION/REPAIR WORK TO I-39 OVER THE KISHWAUKEE RIVER
64R15 - US20 FAP 525 (US 20) HOT-MIX ASPHALT RESURFACING TOLLWAY PROJECT AT WHEELER/ISPEN RD

4. CHANGEABLE MESSAGE SIGNS SHALL BE PROVIDED TWO WEEKS IN ADVANCE OF STAGE SWITCHES, MAJOR CHANGES IN TRAFFIC PATTERNS, RAMP CLOSURES, ETC, TWO WEEKS IN ADVANCE OF START OF WORK, AND FOR 2 WEEKS FOR NEW SIGNALS, BEGINNING ON THE DAY THE SIGNALS ARE ACTIVATED.

5. TEMPORARY OFF-PEAK HOUR LANE CLOSURES AND FULL ROAD CLOSURES MUST BE REQUESTED THROUGH THE TRAFFIC OPERATIONS AND AS SPECIFIED IN THE SPECIAL PROVISIONS. WHEN OFF-PEAK HOUR, WEEKEND LANE CLOSURES, OR FULL ROAD CLOSURES ARE REQUIRED, A PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED TWO WEEKS PRIOR TO THE CLOSURE. THE MESSAGE AND LOCATION OF THE SIGN WILL BE DETERMINED BY THE ENGINEER.

6. UTILITIES AND BUILDINGS IN CONFLICT ARE TO BE REMOVED OR RELOCATED PRIOR TO CONSTRUCTION (BY OTHERS).

7. THE TEMPORARY CONCRETE BARRIER SHALL BE PINNED TO THE PAVEMENT WITH 3 PINS PER SECTION ON THE TRAFFIC SIDE OF THE BARRIER WALL AT THE LOCATIONS SHOWN ON THE STAGING PLAN SHEETS IN THE CONTRACT DOCUMENTS. TRANSITIONS SHALL BE ACCORDING TO THE SUPPLEMENTAL SPECIFICATION FOR TEMPORARY CONCRETE BARRIER. THE BARRIER UNIT AT EACH END SHALL BE ANCHORED WITH 6 ANCHOR PINS AS SPECIFIED IN ARTICLE 704.04. ALL ANCHORING AND PINNING HOLES SHALL BE CORE DRILLED.

8. THE PAVEMENT SHOWN BETWEEN THE BARRIER WALL AND THE REMOVAL AND/OR CONSTRUCTION AREA SHALL BE MAINTAINED AS SHOWN IN THE PLANS AND KEPT CLEAR OF ALL HAZARDS, SUCH AS VEHICLES, EQUIPMENT AND MATERIALS. IF THESE AREAS ARE NOT MAINTAINED AS SHOWN, ANY PINNING THAT IS REQUIRED AS A RESULT OF NOT MAINTAINING THIS, AND ANY OTHER WORK REQUIRED TO PIN, SUCH AS PROVIDING TRAFFIC CONTROL FOR A LANE CLOSURE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE MINIMUM PAVEMENT TO REMAIN IN PLACE BETWEEN THE BARRIER AND REMOVAL AREA SHALL BE 6 INCHES, EVEN WHEN THE BARRIER WALL IS PINNED.

WHEN TRAFFIC IS ON EXISTING PAVEMENT, THE TYPICAL DISTANCE BETWEEN THE BACK OF BARRIER AND THE PROPOSED EDGE OF NEW PERMANENT PAVEMENT IS 45". CONTRACTOR SHALL LEAVE A MINIMUM OF 24" OF EXISTING PAVEMENT DURING PAVING OPERATIONS, OR 6" WHEN TCB IS PINNED.

9. SEQUENCE THE PAVEMENT REMOVAL AND TEMPORARY PAVEMENT CONSTRUCTION SUCH THAT ONE OF THE FOLLOWING CONDITIONS ARE MET WHEN THE DROPOFF IS WITHIN 8' OF THE TRAVELLED WAY:
 - A. WHEN THE DIFFERENCE IN ELEVATION BETWEEN ADJACENT OPEN TRAFFIC LANES IS GREATER THAN 1 IN. (25 MM) AND LESS THAN OR EQUAL TO 1.5 IN. (38 MM) FOR A VERTICAL MILLED FACE OR 2 IN. (50 MM) FOR AN HMA LIFT, "UNEVEN LANES" SIGNS (W8-11(FO)) SHALL BE ERECTED AT 1-MILE (1.6 KM) INTERVALS.
 - B. WHEN THE CONTRACTOR'S OPERATIONS CAUSE A DIFFERENCE IN ELEVATION GREATER THAN 1.5 IN. (38 MM) FOR A VERTICAL MILLED FACE OR 2 IN. (50 MM) FOR A LIFT OF HMA RESURFACING BETWEEN ADJACENT LANES, THE LANE SHALL REMAIN CLOSED. THE CONTRACTOR SHALL ADJUST HIS MILLING AND PAVING OPERATIONS SO THAT ALL TRAFFIC LANES ARE OPEN AT THE END OF EACH WORK DAY.

TO MEET THE ABOVE REQUIREMENT, THE CONTRACTOR SHALL:

PLACE THE BINDER LIFT IMMEDIATELY FOLLOWING THE MILLING OPERATION BEFORE OPENING THE LANE TO TRAFFIC OR

PLACE A TEMPORARY WEDGE AFTER THE MILLING OPERATIONS (MINIMUM 1V:3H SLOPE) OR

MILL A SLOPED WEDGE BETWEEN LANES (MINIMUM 1V:3H SLOPE).

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PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
GENERAL NOTES

SCALE: N/A SHEET 2 OF 131 SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	196
CONTRACT NO. 64R71				
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PRE-STAGE - 1

TRAFFIC (INTERCHANGE AREA)

- MAINTAIN ALL LANES OF EASTBOUND HARRISON AVENUE/US 20 IN THE EXISTING CONFIGURATIONS
- NARROW WESTBOUND HARRISON AVENUE/US 20 LANES AND SHIFT TOWARD THE MEDIAN
- NARROW RAMPS DA, CB, AD, AND BC
- MAINTAIN ALL OTHER RAMPS IN THE EXISTING CONFIGURATIONS

TRAFFIC (US 20/HARRISON)

- MAINTAIN ALL LANES OF EASTBOUND HARRISON AVENUE/US 20 IN THE EXISTING CONFIGURATIONS
- NARROW WESTBOUND HARRISON AVENUE/US 20 LANES AND SHIFT TOWARD THE MEDIAN
- SINGLE LANE CLOSURES ARE PERMITTED OFF PEAK PER THE WORK RESTRICTIONS IN THE TRAFFIC CONTROL PLAN SPECIAL PROVISION

CONSTRUCTION

- WIDEN THE EXISTING WESTBOUND OUTSIDE SHOULDERS OF HARRISON AVENUE
- MILL AND FILL THE EXISTING RIGHT SHOULDER OF RAMP DA AND WIDEN THE RIGHT SHOULDER.
- AFTER NARROWING THE LANES, MILL AND FILL THE EXISTING LEFT SHOULDER OF RAMP DA AND WIDEN THE LEFT SHOULDER
- CONSTRUCT TEMPORARY RAMP CONNECTIONS FROM RAMP BC TO HARRISON AVE AND RAMP AD TO FUTURE HARRISON AVENUE.

PRE-STAGE - 2

TRAFFIC (INTERCHANGE AREA)

- MAINTAIN ALL LANES OF EASTBOUND HARRISON AVENUE/US 20 IN THE EXISTING CONFIGURATIONS
- SHIFT WESTBOUND HARRISON AVENUE/US 20 LANES ONTO THE WIDENED OUTSIDE SHOULDER.
- NARROW RAMPS AC AND DA TO 12' LANES
- MAINTAIN ALL OTHER RAMPS IN THE EXISTING CONFIGURATIONS

TRAFFIC (US 20/HARRISON)

- MAINTAIN ALL LANES OF EASTBOUND HARRISON AVENUE/US 20 IN THE EXISTING CONFIGURATIONS
- SHIFT WESTBOUND HARRISON AVENUE/US 20 LANES ONTO THE WIDENED OUTSIDE SHOULDER.
- SINGLE LANE CLOSURES ARE PERMITTED OFF PEAK PER THE WORK RESTRICTIONS IN THE TRAFFIC CONTROL PLAN SPECIAL PROVISION

CONSTRUCTION

- REMOVE THE EXISTING HARRISON MEDIAN BARRIER AND REPLACE WITH TEMPORARY PAVEMENT
- MILL AND FILL THE EXISTING RIGHT SHOULDER OF RAMP CB.
- CONSTRUCT TEMPORARY RAMP CONNECTIONS FROM RAMP AC TO HARRISON AVENUE AND RAMP DA TO HARRISON AVENUE

STAGE 1

TRAFFIC (INTERCHANGE AREA)

- SHIFT TWO WESTBOUND LANES OF HARRISON AVENUE/US 20 ONTO THE EXISTING WESTBOUND LANES AND OUTSIDE SHOULDER OF HARRISON AVENUE/US 20
- SHIFT TWO EASTBOUND LANES OF HARRISON AVENUE/US 20 ONTO THE EXISTING WESTBOUND LANES AND MEDIAN SHOULDER OF HARRISON AVENUE/US 20
- MAINTAIN THE WESTBOUND WEAVE LANE BETWEEN RAMPS DA AND AC
- CLOSE RAMP BD AND PLACE TRAFFIC ON EXISTING RAMP BC AND ON A TEMPORARY RAMP BETWEEN RAMP BC AND HARRISON AVENUE
- UTILIZE A TEMPORARY TRAFFIC SIGNAL FOR RAMP BD TRAFFIC AND HARRISON AVENUE
- MAINTAIN ACCESS TO RAMP CA THROUGH THE WORK ZONE
- MAINTAIN ACCESS TO RAMP CB THROUGH THE WORK ZONE
- MAINTAIN ACCESS FROM RAMP AD THROUGH THE WORK ZONE
- MAINTAIN TRAFFIC ON EXISTING RAMPS BC, DA, AC, AND DB

TRAFFIC (US 20/HARRISON)

- SHIFT TWO WESTBOUND LANES OF HARRISON AVENUE ONTO THE EXISTING WESTBOUND LANES AND OUTSIDE SHOULDER OF HARRISON AVENUE
- SHIFT TWO EASTBOUND LANES OF HARRISON AVENUE ONTO THE EXISTING WESTBOUND LANES AND MEDIAN SHOULDER OF HARRISON AVENUE. SHIFT TRAFFIC TO THE EXISTING CONFIGURATION WEST OF THE KISHWAUKEE RIVER BRIDGE
- MAINTAIN ONE LANE IN EACH DIRECTION ON NORTH AND SOUTH MALL DRIVE ON THE EXISTING NORTHBOUND PAVEMENT IN STAGE 1A-1
- MAINTAIN ONE LANE IN EACH DIRECTION ON NORTH AND SOUTH MALL DRIVE ON THE PROPOSED SOUTHBOUND PAVEMENT IN STAGE 1A-3
- MAINTAIN ONE LANE IN EACH DIRECTION ON THE SOUTH FRONTAGE ROAD EXCEPT WHILE ACTIVELY MILLING AND RESURFACING IN STAGE 1A-4. TRAFFIC SHALL BE RESTORED AT THE END OF EACH WORK DAY.
- COMPLETE ALL STAGE 1A-1, 1A-2, 1A-3 AND 1A-4 WORK ON MALL DRIVE BY JULY 1, 2024
- MAINTAIN ACCESS TO ALL DIRECTIONS OF MILL ROAD

CONSTRUCTION (INTERCHANGE AREA)

- CONSTRUCT THE EASTBOUND LANES (IN TRADITIONAL DIRECTION OF TRAFFIC) OF HARRISON AVENUE
- CONSTRUCT TEMPORARY PAVEMENT IN THE EASTBOUND ISLANDS
- CONSTRUCT TEMPORARY PAVEMENT IN THE EASTBOUND HALF OF THE MEDIANS AND CONNECT TO THE TEMPORARY PAVEMENT FROM PRE-STAGE-2 BARRIER REMOVAL AREA.
- CONSTRUCT TEMPORARY RAMPS FROM EXISTING RAMP AD TO HARRISON AVENUE AND FROM HARRISON AVENUE TO EXISTING RAMP CA

CONSTRUCTION (US 20/HARRISON)

- CONSTRUCT THE EASTBOUND LANES OF HARRISON AVENUE/US 20, WITH GAPS TO MAINTAIN TRAFFIC TO RAMPS CA, CB, AND AD
- CONSTRUCT MALL DRIVE AND MILL AND RESURFACE THE SOUTH FRONTAGE ROAD

STAGE 1B

TRAFFIC (INTERCHANGE AREA)

- MAINTAIN TWO WESTBOUND LANES OF HARRISON AVENUE/US 20 ON THE EXISTING WESTBOUND LANES AND OUTSIDE SHOULDER OF HARRISON AVENUE
- MAINTAIN TWO EASTBOUND LANES OF HARRISON AVENUE/US 20 ON THE EXISTING WESTBOUND LANES AND MEDIAN SHOULDER OF HARRISON AVENUE
- MAINTAIN THE WESTBOUND WEAVE LANE BETWEEN RAMPS DA AND AC
- MAINTAIN RAMP BD TRAFFIC ON EXISTING RAMP BC AND ON A TEMPORARY RAMP BETWEEN RAMP BC AND HARRISON AVENUE
- UTILIZE A TEMPORARY TRAFFIC SIGNAL FOR RAMP BD TRAFFIC AND HARRISON AVENUE
- MAINTAIN ACCESS TO RAMP CA THROUGH THE WORK ZONE AND ON THE TEMPORARY RAMP CONNECTION
- MAINTAIN ACCESS TO RAMP CB THROUGH THE WORK ZONE
- MAINTAIN ACCESS FROM RAMP AD THROUGH THE WORK ZONE AND ON THE TEMPORARY RAMP CONNECTION
- MAINTAIN TRAFFIC ON EXISTING RAMPS BC, DA, AC, AND DB

TRAFFIC (US 20/HARRISON)

- MAINTAIN TWO WESTBOUND LANES OF HARRISON AVENUE/US 20 ON THE EXISTING WESTBOUND LANES AND SHOULDER OF HARRISON AVENUE
- MAINTAIN TWO EASTBOUND LANES OF HARRISON AVENUE/US 20 ON THE EXISTING WESTBOUND LANES AND MEDIAN SHOULDER OF HARRISON AVENUE EAST OF THE MALL DRIVE INTERSECTION
- WEST OF MALL DRIVE, MAINTAIN TWO EASTBOUND LANES OF HARRISON AVENUE/US 20 ON THE EXISTING EASTBOUND LANES
- MAINTAIN ALL LANES ON MALL DRIVE AND THE SOUTH FRONTAGE ROAD
- MAINTAIN ACCESS TO ALL DIRECTIONS OF MILL ROAD

CONSTRUCTION

- CONSTRUCT THE GAPS IN THE EASTBOUND LANES OF HARRISON AVENUE/US 20 AT RAMPS CA, CB, AND AD

STAGE 2

TRAFFIC (INTERCHANGE AREA)

- SHIFT TWO WESTBOUND LANES OF HARRISON AVENUE/US 20 ONTO THE EASTBOUND LANES AND TEMPORARY MEDIAN PAVEMENT OF HARRISON AVENUE/ US 20 BUILT IN STAGE 1
- SHIFT TWO EASTBOUND LANES OF HARRISON AVENUE ONTO THE EASTBOUND LANES AND TEMPORARY PAVEMENT OF HARRISON AVENUE BUILT IN STAGE 1
- MAINTAIN A WESTBOUND EXIT TO RAMP DA
- SHIFT RAMP AC ONTO THE TEMPORARY RAMP AND ROUTE THROUGH THE TEMPORARY SIGNAL. RAMP AC TRAFFIC SHALL BE PERMITTED RIGHT TURNS ONLY
- RETURN RAMP BD TRAFFIC TO EXISTING RAMP BD
- UTILIZE A TEMPORARY TRAFFIC SIGNAL FOR RAMP BD TRAFFIC AND EASTBOUND HARRISON AVENUE. RAMP BD TRAFFIC SHALL BE PERMITTED RIGHT TURNS ONLY
- MAINTAIN ACCESS FROM RAMP BC THROUGH THE WORK ZONE
- MAINTAIN ACCESS TO RAMP DA THROUGH THE WORK ZONE
- MAINTAIN ACCESS TO RAMP AC THROUGH THE WORK ZONE
- MAINTAIN ACCESS TO RAMP DB THROUGH THE WORK ZONE
- MAINTAIN TRAFFIC ON EXISTING RAMPS CA, CB, AND AD

TRAFFIC (US 20/HARRISON)

- SHIFT TWO WESTBOUND LANES OF HARRISON AVENUE/US 20 ONTO THE EASTBOUND LANES AND TEMPORARY MEDIAN PAVEMENT OF HARRISON AVENUE BUILT IN STAGE 1
- SHIFT TWO EASTBOUND LANES OF HARRISON AVENUE/US 20 ONTO THE EASTBOUND LANES AND OUTSIDE SHOULDER OF HARRISON AVENUE BUILT IN STAGE 1
- MAINTAIN ACCESS TO SOUTH MALL DRIVE NORTH OF HARRISON AVENUE THROUGH THE WORK ZONE
- MAINTAIN ACCESS TO ALL DIRECTIONS OF MILL ROAD
- SHIFT SOUTH MALL DRIVE LANES TO PROPOSED NORTHBOUND LANES IN STAGE 2A-1
- SHIFT SOUTH MALL DRIVE LANES TO PROPOSED SOUTHBOUND LANES IN STAGE 2A-2

CONSTRUCTION

- CONSTRUCT THE WESTBOUND LANES (IN TRADITIONAL DIRECTION OF TRAFFIC) OF HARRISON AVENUE/US 20
- CONSTRUCT TEMPORARY PAVEMENT IN THE DDI ISLANDS AND BETWEEN THE WESTBOUND LOOP RAMPS
- CONSTRUCT A TEMPORARY CONNECTION FROM EXISTING RAMP BC TO HARRISON AVENUE
- CONSTRUCT TEMPORARY PAVEMENT IN THE WESTBOUND HALF OF THE MEDIANS AND CONNECT TO THE TEMPORARY PAVEMENT FROM PRESTAGE-2 BARRIER REMOVAL AREA.
- CONSTRUCT NORTH WEST SECTION OF SOUTH MALL DRIVE INTERSECTION IN STAGE 2A-1
- CONSTRUCT NORTH EAST SECTION OF SOUTH MALL DRIVE INTERSECTION IN STAGE 2A-2

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USER NAME = nReynolds	DESIGNED - N.REYNOLDS	REVISED -
	DRAWN - N.REYNOLDS	REVISED -
PLOT SCALE = 0.167 ' / in.	CHECKED - J. TARDY	REVISED -
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGING NOTES

SCALE: N/A SHEET 3 OF 131 SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	197
CONTRACT NO. 64R71				
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

STAGE 2B

TRAFFIC (INTERCHANGE AREA)

- MAINTAIN TWO WESTBOUND LANES OF HARRISON AVENUE ON THE EASTBOUND LANES AND TEMPORARY MEDIAN PAVEMENT OF HARRISON AVENUE/US 20
- MAINTAIN TWO EASTBOUND LANES OF HARRISON AVENUE ON THE EASTBOUND LANES AND TEMPORARY PAVEMENT OF HARRISON AVENUE/US 20
- MAINTAIN THE WESTBOUND EXIT TO RAMP DA
- SHIFT RAMP AC TRAFFIC TO THE EASTERN TEMPORARY PAVEMENT CONNECTION AND ROUTE TRAFFIC THRU THE TEMPORARY SIGNAL. RAMP AC SHALL BE PERMITTED RIGHT TURNS ONLY.
- MAINTAIN RAMP BD TRAFFIC ON EXISTING RAMP BD
- UTILIZE A TEMPORARY TRAFFIC SIGNAL FOR RAMP BD TRAFFIC AND HARRISON AVENUE. RAMP BD TRAFFIC SHALL BE PERMITTED RIGHT TURNS ONLY
- MAINTAIN ACCESS FROM RAMP BC THROUGH THE WORK ZONE
- MAINTAIN ACCESS TO RAMP DA THROUGH THE WORK ZONE ON THE TEMPORARY RAMP CONNECTION
- MAINTAIN ACCESS FROM RAMP AC THROUGH THE WORK ZONE
- MAINTAIN ACCESS TO RAMP DB THROUGH THE WORK ZONE
- MAINTAIN TRAFFIC ON EXISTING RAMPS CA, CB, AND AD

TRAFFIC (US 20/HARRISON)

- MAINTAIN TWO WESTBOUND LANES OF HARRISON AVENUE/US 20 ON THE EASTBOUND LANES AND TEMPORARY MEDIAN PAVEMENT OF HARRISON AVENUE/US 20 BUILT IN STAGE 1
- MAINTAIN TWO EASTBOUND LANES OF HARRISON AVENUE/US 20 ON THE EASTBOUND LANES AND OUTSIDE SHOULDER OF HARRISON AVENUE/US 20
- MAINTAIN ACCESS TO ALL DIRECTIONS OF SOUTH MALL DRIVE
- MAINTAIN ACCESS TO ALL DIRECTIONS OF MILL ROAD

CONSTRUCTION

- CONSTRUCT THE GAPS IN THE WESTBOUND LANES OF HARRISON AVENUE/US 20 AT RAMPS BC, DA, AC, AND DB
- CONSTRUCT TEMPORARY PAVEMENT ALONG THE MEDIAN SHOULDER OF NORTHBOUND I-39 AND ALONG THE RIGHT SHOULDER OF SOUTHBOUND I-39
- CONSTRUCT PORTIONS OF THE SHARED USE PATH

STAGE 2B-2

TRAFFIC (INTERCHANGE AREA)

- SHIFT WESTBOUND TRAFFIC TO OUTSIDE UTILIZING PROPOSED PAVEMENT CONSTRUCTED IN STAGE 2
- SHIFT EASTBOUND TRAFFIC TO OUTSIDE UTILIZING PROPOSED PAVEMENT CONSTRUCTED IN STAGE 1
- MAINTAIN ALL RAMPS IN THE EXISTING CONFIGURATIONS

TRAFFIC (US 20/HARRISON)

- PLACE TRAFFIC IN THE PRECONSTRUCTION COLVERLEAF CONFIGURATION

CONSTRUCTION

- CONSTRUCT DDI CROSSOVER INTERSECTION PAVEMENT

WINTER STAGE

TRAFFIC (INTERCHANGE AREA)

- PLACE TRAFFIC IN THE PRECONSTRUCTION CLOVERLEAF CONFIGURATION

TRAFFIC (US 20/HARRISON)

- PLACE TRAFFIC IN THE PRECONSTRUCTION CLOVERLEAF CONFIGURATION

CONSTRUCTION

- ONLY OFFLINE WORK THAT DOES NOT IMPACT TRAFFIC OR REQUIRE TRAFFIC CONTROL DEVICES WILL BE ALLOWED (>15' FROM TRAFFIC)

STAGE 3

TRAFFIC (INTERCHANGE AREA)

- PLACE HARRISON AVENUE TRAFFIC IN THE DDI CONFIGURATION. MAINTAIN TWO LANES IN EACH DIRECTION WITHIN THE DDI INTERSECTIONS BY CLOSING THE RIGHT LANE OF WESTBOUND HARRISON/US 20 FROM MILL ROAD TO THE WEST DDI INTERSECTION. CLOSE THE RIGHT LANE OF EASTBOUND HARRISON AVENUE FORM MALL DRIVE TO THE WEST DDI INTERSECTION.
- MAINTAIN RAMPS BC AND AD IN THE EXISTING CONFIGURATION
- CLOSE EXISTING RAMPS CA AND BD. UTILIZE TEMPORARY CROSSOVER RAMPS CA AND BD IN THE NORTHWEST QUADRANT TO MAINTAIN SOUTHBOUND I-39 ACCESS. UTILIZE A TEMPORARY SIGNAL AT THE CROSSOVER RAMPS AND AT THE INTERSECTION OF HARRISON AVENUE AND TEMPORARY RAMP CA
- CLOSE EXISTING RAMPS AC AND DB. UTILIZE TEMPORARY CROSSOVER RAMPS AC AND DB IN THE SOUTHEAST QUADRANT TO MAINTAIN NORTHBOUND I-39 ACCESS. UTILIZE A TEMPORARY SIGNAL AT THE CROSSOVER RAMPS AND AT THE INTERSECTION OF HARRISON AVENUE AND TEMPORARY RAMP DB
- MAINTAIN TRAFFIC ON EXISTING RAMP DA AND CB UTILIZING TEMPORARY SIGNALS ALLOWING RIGHT TURNS ONTO THE TEMPORARY PAVEMENT CONNECTIONS.
- A SINGLE OFF-PEAK LANE CLOSURE DURING ALLOWABLE HOURS MAY BE USED IF NEEDED

TRAFFIC (US 20/HARRISON)

- MAINTAIN EASTBOUND US 20/HARRISON AVENUE, MALL DRIVE, AND MILL ROAD IN THE FINAL CONFIGURATION, EXCEPT FOR THE CLOSURE OF THE EASTBOUND RIGHT LANE.
- MAINTAIN TWO WESTBOUND HARRISON//US 20 LANES FROM MILL ROAD TO THE INTERCHANGE BY CLOSING THE RIGHT LANE.

TRAFFIC (I-39)

- SHIFT TWO LANES OF NORTHBOUND I-39 ONTO THE MEDIAN SHOULDER AND TEMPORARY PAVEMENT
- MAINTAIN SOUTHBOUND I-39 IN THE EXISTING CONFIGURATION

CONSTRUCTION

- CONSTRUCT PROPOSED RAMP D
- CONSTRUCT PROPOSED RAMP A
- CONSTRUCT THE RAMP A AND RAMP D ISLANDS AND CURB. UTILIZE OFF-PEAK LEFT LANE CLOSURES ON EASTBOUND HARRISON AVENUE PER THE HOURS ALLOWED IN THE SPECIAL PROVISIONS.
- CONSTRUCT THE OUTSIDE LANE OF NORTHBOUND I-39
- REMOVE THE TEMPORARY PAVEMENT AND CONSTRUCT THE CURB ON THE SOUTH SIDE OF HARRISON AVENUE

STAGE 3B

TRAFFIC (INTERCHANGE AREA)

- MAINTAIN TRAFFIC IN THE STAGE 3 CONFIGURATION

TRAFFIC (US 20/HARRISON)

- MAINTAIN TRAFFIC IN THE STAGE 3 CONFIGURATION

TRAFFIC (I-39)

- SHIFT TWO LANES OF NORTHBOUND I-39 ONTO THE PAVEMENT BUILT IN STAGE 3
- SHIFT TWO LANES OF SOUTHBOUND I-39 TOWARD THE SOUTHBOUND I-39 OUTSIDE SHOULDER

CONSTRUCTION

- CONSTRUCT THE INSIDE LANE AND MEDIAN SHOULDER OF NORTHBOUND I-39
- CONSTRUCT THE INSIDE LANE, MEDIAN SHOULDER, AND TEMPORARY PAVEMENT OF SOUTHBOUND I-39

STAGE 4

TRAFFIC (INTERCHANGE AREA)

- MAINTAIN HARRISON AVENUE/US 20 TRAFFIC IN THE FINAL DDI CONFIGURATION
- PLACE SOUTHBOUND I-39 ENTRANCE RAMP TRAFFIC ON PROPOSED RAMP D
- PLACE NORTHBOUND I-39 ENTRANCE RAMP TRAFFIC ON PROPOSED RAMP A
- PERMANENTLY CLOSE EXISTING ENTRANCE RAMPS DA, CA, DB AND CB
- MAINTAIN TRAFFIC ON EXISTING RAMPS BC AND AD
- MAINTAIN TRAFFIC ON TEMPORARY RAMPS AC AND BD
- CLOSE THE LEFT LANE OF WESTBOUND HARRISON AVENUE/US 20
- CLOSE THE LEFT LANE OF EASTBOUND HARRISON AVENUE/US 20
- SHIFT TRAFFIC AWAY FROM MEDIAN IN BETWEEN THE DDI INTERSECTIONS

TRAFFIC (US 20/HARRISON)

- MAINTAIN BOTH DIRECTIONS OF US 20/HARRISON AVENUE, MALL DRIVE, AND MILL ROAD IN THE FINAL CONFIGURATION
- CLOSE THE LEFT LANE OF WESTBOUND AND EASTBOUND HARRISON AVENUE/US 20

TRAFFIC (I-39)

- PLACE NORTHBOUND I-39 IN THE FINAL CONFIGURATION
- MERGE THE EASTBOUND I-90 TO SOUTHBOUND I-39 LEFT LANE WITH THE TWO WESTBOUND I-90 LANES
- SHIFT TWO LANES OF SOUTHBOUND I-39 TOWARD THE SOUTHBOUND I-39 MEDIAN SHOULDER ON THE PAVEMENT BUILT IN STAGE 3B

CONSTRUCTION

- CONSTRUCT PROPOSED RAMP B
- CONSTRUCT PROPOSED RAMP C
- CONSTRUCT THE OUTSIDE LANES AND SHOULDER OF SOUTHBOUND I-39 SOUTH OF EXISTING RAMP BC
- CONSTRUCT THE RAISED MEDIAN AND REMAINING CURB ON HARRISON AVENUE EAST AND WEST OF THE DDI RAMP INTERSECTIONS
- CONSTRUCT THE HARRISON AVENUE MEDIAN AND CURB BETWEEN THE DDI INTERSECTIONS. UTILIZE OFF-PEAK RIGHT LANE CLOSURES ON EASTBOUND HARRISON AVENUE PER THE HOURS ALLOWED IN THE SPECIAL PROVISIONS.

STAGE 4B

TRAFFIC (INTERCHANGE AREA)

- MAINTAIN HARRISON AVENUE/US 20 TRAFFIC IN THE FINAL DDI CONFIGURATION
- MAINTAIN SOUTHBOUND I-39 ENTRANCE RAMP TRAFFIC ON PROPOSED RAMP D
- MAINTAIN NORTHBOUND I-39 ENTRANCE RAMP TRAFFIC ON PROPOSED RAMP A
- PLACE SOUTHBOUND I-39 EXIT RAMP TRAFFIC ON PROPOSED RAMP C
- PLACE NORTHBOUND I-39 EXIT RAMP TRAFFIC ON PROPOSED RAMP B
- PERMANENTLY CLOSE EXISTING ENTRANCE RAMPS BC AND AD

TRAFFIC (US 20/HARRISON)

- MAINTAIN BOTH DIRECTIONS OF US 20/HARRISON AVENUE, MALL DRIVE, AND MILL ROAD IN THE FINAL CONFIGURATION
- UTILIZE SINGLE OFF-PEAK LANE CLOSURES ALONG HARRISON AVENUE DURING CONSTRUCTION OF THE ISLAND CURB, BUT MAINTAIN RAMP B AND C TRAFFIC

TRAFFIC (I-39)

- MAINTAIN NORTHBOUND I-39 IN THE FINAL CONFIGURATION
- MERGE THE EASTBOUND I-90 TO SOUTHBOUND I-39 LEFT LANE WITH THE TWO WESTBOUND I-90 LANES
- SHIFT TWO LANES OF SOUTHBOUND I-39 TOWARD THE SOUTHBOUND I-39 MEDIAN SHOULDER ON THE PAVEMENT BUILT IN STAGE 3B

CONSTRUCTION

- CONSTRUCT THE OUTSIDE LANES AND SHOULDER OF SOUTHBOUND I-39 NORTH OF PROPOSED RAMP C.
- CONSTRUCT THE ISLANDS AT THE RAMP B AND C TERMINALS

POST STAGE

- REMOVE ANY REMAINING OFF-LINE TEMPORARY PAVEMENT, EXCEPT TEMPORARY PAVEMENT NOTED TO REMAIN, AND REMOVE ALL TRAFFIC CONTROL DEVICES EXCEPT THOSE NOTED TO REMAIN.
- REMOVE ALL TEMPORARY EROSION CONTROL DEVICES AND INSTALL FINAL LANDSCAPING.
- INSTALL PERMANENT PAVEMENT MARKINGS
- INSTALL ANY REMAINING FINAL SIGNS PER THE PROPOSED SIGNING SHEETS
- REMOVE ANY REMAINING EXISTING SIGNS TO BE REMOVED PER THE SIGNING REMOVAL SHEETS

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USER NAME	= nReynolds
PLOT SCALE	= 0.167 '*/ in.
PLOT DATE	= 10/12/2023

DESIGNED	- N.REYNOLDS	REVISED	-
DRAWN	- N.REYNOLDS	REVISED	-
CHECKED	- J. TARDY	REVISED	-
DATE	- 10/13/2023	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**MAINTENANCE OF TRAFFIC
STAGING NOTES**

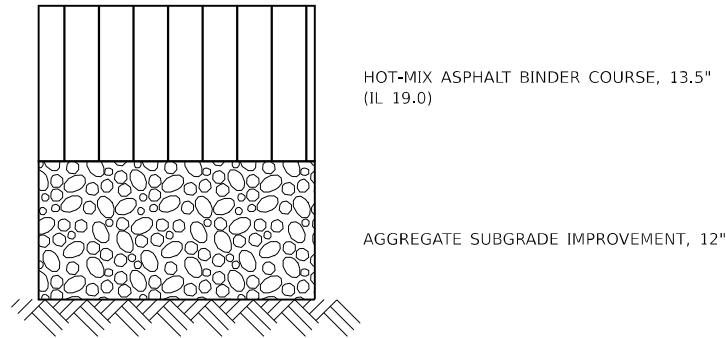
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F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	198
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

TEMPORARY PAVEMENT OPTIONS

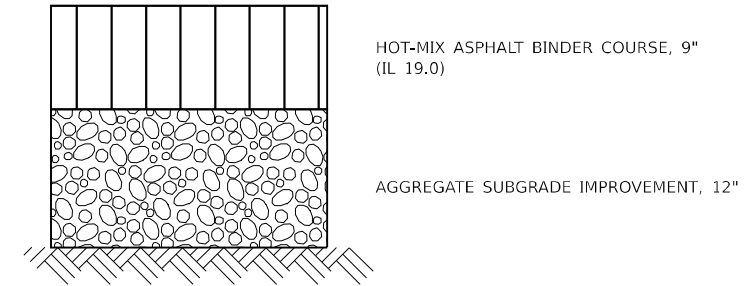
**I-39 (NORTH OF DDI)
TEMPORARY PAVEMENT (INTERSTATE)**



HOT-MIX ASPHALT OPTION

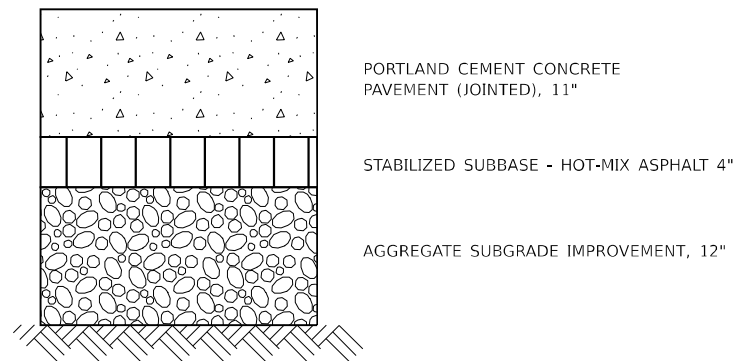
1. THE 13.5" BINDER THICKNESS SHOULD BE PLACED IN 4 LIFTS.
2. THIS WORK SHALL CONSIST OF DESIGNING, PRODUCING AND CONSTRUCTING A HMA SURFACE COURSE ON A PREPARED BASE, ACCORDING TO SECTIONS 311, 406, 1030 AND 1102 OF THE CURRENT STANDARD SPECIFICATIONS.

**HARRISON AVE/US 20 AND ALL RAMPS
TEMPORARY PAVEMENT**



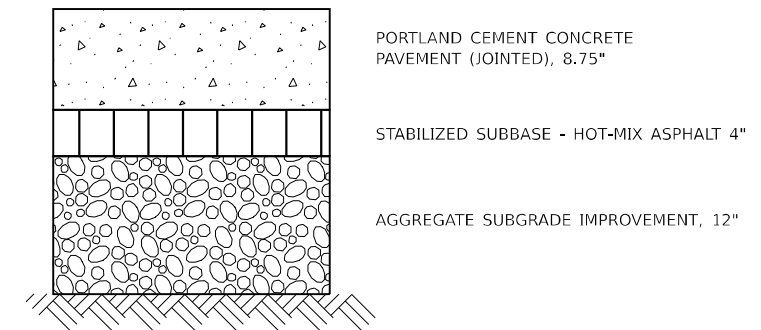
HOT-MIX ASPHALT OPTION

1. THE 9" BINDER THICKNESS SHOULD BE PLACED IN 3 LIFTS.
2. THIS WORK SHALL CONSIST OF DESIGNING, PRODUCING AND CONSTRUCTING A HMA SURFACE COURSE ON A PREPARED BASE, ACCORDING TO SECTIONS 311, 406, 1030 AND 1102 OF THE CURRENT STANDARD SPECIFICATIONS.



PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) OPTION

1. THE CONTRACTOR SHALL SAW TRANSVERSE JOINTS IN THE PAVEMENT ACCORDING TO THE DETAIL FOR JOINTED PCC PAVEMENT IN STANDARD 420101, EXCEPT THAT DOWEL BARS ARE NOT REQUIRED. THESE JOINTS SHALL NOT BE SEALED.
2. TIE BARS, SAWED JOINTS AND ALL OTHER REQUIRED MATERIALS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR TEMPORARY PAVEMENT.



PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) OPTION

1. THE CONTRACTOR SHALL SAW TRANSVERSE JOINTS IN THE PAVEMENT ACCORDING TO THE DETAIL FOR JOINTED PCC PAVEMENT IN STANDARD 420101, EXCEPT THAT DOWEL BARS ARE NOT REQUIRED. THESE JOINTS SHALL NOT BE SEALED.
2. TIE BARS, SAWED JOINTS AND ALL OTHER REQUIRED MATERIALS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR TEMPORARY PAVEMENT.

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USER NAME = nReyndds	DESIGNED - A.GIBSON	REVISED -
PLOT SCALE = 0.167' / in.	DRAWN - A.GIBSON	REVISED -
PLOT DATE = 10/12/2023	CHECKED - J.TARDY	REVISED -
	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY PAVEMENT DETAIL

SCALE: N/A SHEET 5 OF 131 SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	199
CONTRACT NO. 64R71				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

