

GENERAL NOTES

1.

THE CONTRACTOR SHALL NOTIFY TRAFFIC OPERATIONS A MINIMUM OF 5 WORKING DAYS PRIOR TO PLACING PERMANENT PAVEMENT MARKING OR SIGNING.
2.

CLOSED EXPANSION JOINTS ON JOINTED PAVEMENTS SHALL BE RE-ESTABLISHED DURING THE PATCHING OPERATIONS. CLASS B PATCHES - WHEN THE PAVEMENT REQUIRES PATCHING AT THE LOCATION OF THE EXPANSION JOINT, A NEW JOINT SHOULD BE ESTABLISHED USING A DOWELLED EXPANSION PATCH AS SHOWN ON HIGHWAY STANDARD 442101. WHEN THE JOINT IS CLOSED, BUT DOES NOT REQUIRE PATCHING, AN EXPANSION JOINT MAY BE FORMED BY SAWING THE PAVEMENT AND FILLING THE SAW CUT WITH A PREFORMED EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF SECTION 1051 OF THE STANDARD SPECIFICATIONS AS SHOWN ON STANDARD 420001.
3.

WHEN LAYING OUT FOR PATCHING, THE MINIMUM DISTANCE BETWEEN NEW PATCHES (SAW CUT TO SAW CUT) SHALL BE 15 FEET. WHEN PATCH SPACING IS LESS THAN 15 FEET, THE PAVEMENT BETWEEN PATCHES SHALL ALSO BE REMOVED AND REPLACED.
4.

THE CONTRACTOR WILL BE REQUIRED TO FURNISH 5 ½" HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2 LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 6" INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT RESURFACING.
5.

THE AREA TO BE TACKED OR PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA ON THE NEXT DAY'S PRODUCTION, BUT NO MORE THAN FIVE DAYS IN ADVANCE OF THE PLACEMENT OF THE HMA, UNLESS APPROVED BY THE ENGINEER.
6.

TO CORRECT DROP OFFS AT THE EDGE OF SHOULDERS AT WILLOW CREEK REST AREA RAMPS, AGGREGATE SHOULDER MATERIAL OF THE TYPE SPECIFIED IN THE PLANS SHALL BE PLACED AS SHOWN ON THE PLANS OR/AND AS DIRECTED BY THE ENGINEER. THE AGGREGATE MATERIAL SHALL BE PLACED FLUSH WITH THE EXISTING PAVEMENT OR AT THE ELEVATION OF ANY PROPOSED MILLING. AT NO TIME SHALL THE AGGREGATE SHOULDER MATERIAL BE HIGHER THAN THE EXISTING EDGE OF PAVEMENT. THIS WORK SHALL BE PAID FOR BY THE TON FOR AGGREGATE SHOULDERS OF TYPE SPECIFIED.
7.

PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:

1.

ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.

2.

ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.

3.

THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.

4.

CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.
8.

THE PAVEMENT PATCHING LOCATIONS SHOWN ON THE PLAN SHEETS ARE APPROXIMATE. FINAL PATCHING LOCATIONS AND SIZES SHALL BE APPROVED BY THE ENGINEER.
9.

ROADWAY AND PAVEMENT MARKING IMPROVEMENTS ARE SHOWN ON THE PLANS ONLY AT THE INTERCHANGE LOCATIONS WITHIN THE PROJECT LIMITS. VARIOUS IMPROVEMENTS BETWEEN INTERCHANGES ARE NOT SHOWN ON THE PLANS, BUT THEIR QUANTITIES ARE TABULATED IN THE VARIOUS QUANTITY SCHEDULES.
10.

ADDITIONAL PATCHES OR LARGER AREA PATCHES NOT SHOWN ON THE PLANS OR INCLUDED IN THE SCHEDULES MAY BE REQUIRED AND SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER. PAYMENT FOR THESE PATCHES WILL BE BASED ON THE CORRESPONDING UNIT BID PRICES.
11.

THE CONTRACTOR SHALL BE AWARE THAT NO GROUND SURVEY WAS PERFORMED FOR THIS PROJECT. ALL SHALL BE ASSUMED TO BE APPROXIMATE. THE CONTRACTOR SHALL VERIFY DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
12.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION AND MIXTURE USE(S):	MAINLINE SURFACE UTB	EDGE REPAIR SURFACE	EDGE REPAIR BINDER
PG:	SBS PG 70-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	N/A	4.0 @ N90	4.0 @ N90
MIXTURE COMPOSITION	IL-9.5 UTB	IL-9.5	IL-19.0
FRICTION AGGREGATE	D	D	N/A
MIX WEIGHT	112 LBS/SY/IN	112 LBS/SY/IN	N/A
QUALITY MANAGEMENT PROGRAM	QC/QA	QC/QA	QC/QA
SUBLOT SIZE	N/A	N/A	N/A
MATERIAL TRANSFER DEVICE	N/A	N/A	N/A

13.

A MATERIAL TRANSFER DEVICE IS NOT INCLUDED OR REQUIRED FOR THIS CONTRACT. HOWEVER, SHOULD THE CONTRACTOR CHOOSE TO USE IT, WITH NO ADDITIONAL COMPENSATION, THE FOLLOWING STRUCTURES CAN BE CROSSED WITH AN EMPTY MATERIAL TRANSFER DEVICE WITH A 40-TON MAXIMUM GROSS WEIGHT RESTRICTION:

052-0044	052-0049	052-1082	052-1088	052-2006
052-0045	052-0052	052-1083	052-1089	052-2008
052-0046	052-0053	052-1084	052-2002	052-2009
052-0047	052-1080	052-1086	052-2003	052-2010
052-0048	052-1081	052-1087	052-2004	052-2011

14.

THE EXISTING CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT ALONG THE MAINLINE IS REINFORCED AS FOLLOWS. THE DETAILS ARE FROM EXISTING STANDARD CONSTRUCTION DRAWINGS AT THE TIME OF ORIGINAL CONSTRUCTION AND ARE BEST AVAILABLE INFORMATION, AND PROVIDED FOR INFORMATION ONLY.

LONGITUDINAL JOINT - #5 TIE BARS, 2'-6" LONG AT 2'-6" SPACING

LONGITUDINAL CONTINUOUS REINFORCEMENT: OPTION TO USE #6 BARS AT 6¼" SPACING OR #7 BARS AT 8¾" SPACING

TRANSVERSE REINFORCEMENT IF REQUIRED: #4 BARS AT 4'-0"

MAINTENANCE OF TRAFFIC

SUGGESTED SEQUENCE OF CONSTRUCTION

STAGE 1 - I-39

1.

CONTRACTOR SHALL UTILIZE EITHER STANDARD 701401 OR 701406 TO COMPLETE THE MAINLINE AND SHOULDER WORK. EACH MAINLINE CLOSURE SHALL NOT BE IN PLACE FOR MORE THAN 14 CONTINOUS DAYS. WORK CAN PROCEED IN BOTH I-39 NORTHBOUND AND SOUTHBOUND DIRECTIONS AT THE SAME TIME. HOWEVER, ONLY ONE LANE CAN BE CLOSED IN SOUTHBOUND OR NORTHBOUND DIRECTIONS.
2.

AFTER FINISHING RIGHT LANE CLOSURES ON I-39, LEFT LANE IS TO BE CLOSED USING ABOVE DESCRIBED WORK SEQUENCE.
3.

WORK AROUND RAMP EXIT AND ENTRANCE RAMPS SHALL BE COMPLETED ACCORDING TO STANDARD 701411 AND 701456.
4.

ONLY HALF OF THE RAMP CAN BE CLOSED AT A TIME ACCORDING TO STANDARD 701411.

WORK TO BE COMPLETED:

1.

PAVEMENT PATCHING
2.

SHOULDER JOINT REPAIR

- 5 INCH MILLING

- JOINT OR CRACK FILLING

- STRIP REFLECTIVE CRACK CONTROL TREATMENT

- HMA BINDER
3.

MILLING (MAINLINE)
4.

UTBWC
5.

FOG SEAL

STAGE 1A - WILLOW CREEK REST AREA

1.

WORK SHALL BE COMPLETED ACCORDING TO STANDARD 701456. ONLY HALF A RAMP CAN BE CLOSED AT A TIME.
2.

NO REST AREA EXIT OR ENTRANCE RAMP SHALL BE FULLY CLOSED AT ANY TIME.

WORK TO BE COMPLETED:

1.

REMOVAL OF EXISTING PAVEMENT MARKINGS. PATCHING WORK ON REST AREA RAMPS AND CAR PARKING LOT. SHOULDER DROP-OFF REPAIRS. INSTALLATION OF PERMANENT PAVEMENT MARKINGS.

COMMITMENTS:

NONE

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		DRAWN	- CJ	REVISED	-
		CHECKED	- VP	REVISED	-
PLOT DATE	= 10/8/2025	DATE	- 10/8/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-39 RESURFACING

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

F.A.I RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1,2) RA&RS	LEE & LASALLE	53	4
CONTRACT NO. 64U03				
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				CONSTR. CODE	CONSTR. CODE
				ROADWAY 0005 RURAL	ROADWAY 0005 RURAL
				LASALLE COUNTY	LEE COUNTY
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	91	0	91
40600250	RAPID SETTING POLYMER MODIFIED EMULSION	POUND	241,652	3,442	238,210
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	80,901	1,105	79,796
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	780	67	713
40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	27,953	375	27,578
40604064	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N 90	TON	11,980	161	11,819
42000060	WELDED WIRE REINFORCEMENT	SQ YD	502	0	502
44000169	HOT-MIX ASPHALT SURFACE REMOVAL, 5"	SQ YD	142,617	1,912	140,705
44200630	CLASS A PATCHES, TYPE II, 15 INCH	SQ YD	752	0	752
44200631	CLASS A PATCHES, TYPE III, 15 INCH	SQ YD	175	0	175
44200632	CLASS A PATCHES, TYPE IV, 15 INCH	SQ YD	130	0	130
44200972	CLASS B PATCHES, TYPE II, 10 1/2 INCH	SQ YD	466	0	466
44200975	CLASS B PATCHES, TYPE III, 10 1/2 INCH	SQ YD	79	0	79
44200977	CLASS B PATCHES, TYPE IV, 10 1/2 INCH	SQ YD	424	0	424
44201299	DOWEL BARS 1 1/2"	EACH	1,484	0	1,484

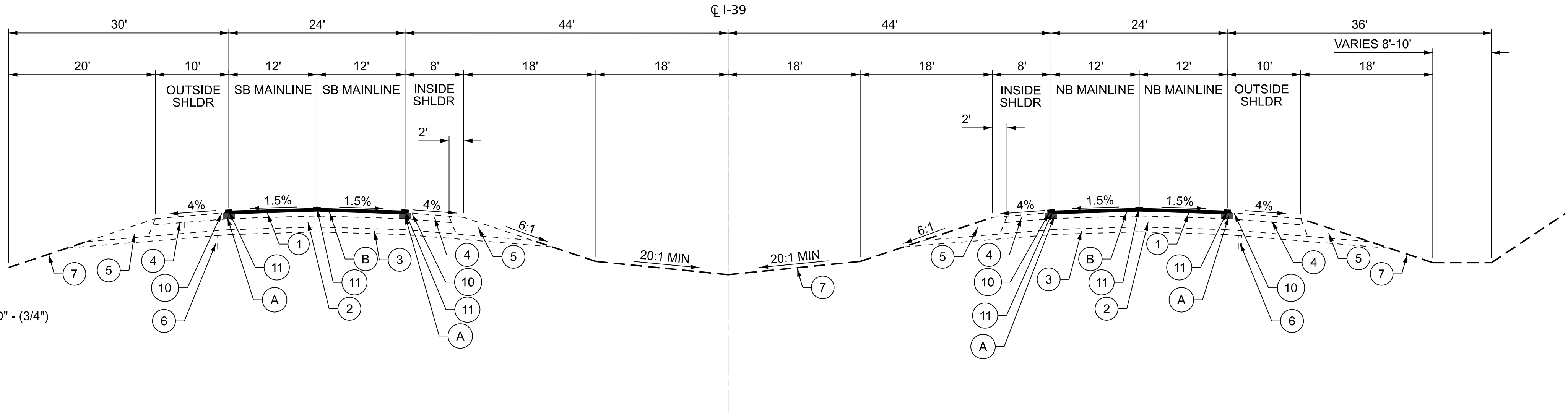
* SPECIALTY ITEMS

EXISTING LEGEND

- 1 1 3/4" HMA SURFACE, 2" COURSE BINDER, AND 1 1/4" FINE BINDER
- 2 10" CRPCC PAVEMENT
- 3 4" STABILIZED SUB-BASE
- 4 STABILIZED SHOULDER OR PCC SHOULDER WITH HMA OVERLAY
- 5 AGGREGATE SHOULDER TYPE B
- 6 PIPE UNDERDRAIN
- 7 TOPSOIL
- 8 CONCRETE PAVEMENT
- 9 STABILIZED SUB-BASE
- 10 RUMBLE STRIPS
- 11 PAVEMENT MARKINGS

PROPOSED LEGEND

- A HMA SURFACE REMOVAL, 5" - (36" WIDTH AT SHOULDER JOINT / SEE DETAIL)
- B COLD MILLING (SPECIAL) - (MILL 1/2")
- C RAPID SETTING POLYMER MODIFIED EMULSION ULTRA-THIN BONDED WEARING COURSE, IL-9.5 UTB, MIX "D" - (3/4")
- D PAVEMENT MARKINGS
- E 1.5" HMA SURFACE, 3.5" HMA BINDER
- F BITUMINOUS MATERIALS (FOG SEAL)



NORTHBOUND

STA 320+45 TO STA 378+69

STA 398+89 TO STA 448+24

STA 463+60 TO STA 540+55

STA 572+23 TO STA 605+87

STA 612+36 TO STA 638+66

STA 648+47 TO STA 691+85

STA 727+33 TO STA 752+74

STA 766+52 TO STA 812+58

STA 836+97 TO STA 855+96

STA 862+81 TO STA 874+32

STA 879+56 TO STA 889+48

STA 897+84 TO STA 925+79

STA 937+63 TO STA 991+45

STA 1001+69 TO STA 1029+40

STA 1043+87 TO STA 1141+60

STA 1151+60 TO STA 1176+39

STA 1180+95 TO STA 1181+13

STA 1194+84 TO STA 1195+35

STA 1201+96 TO STA 1214+17

STA 1225+67 TO STA 1325+18

STA 1347+59 TO STA 1353+26

NORTHBOUND WITH GUARDRAIL

STA 873+47 TO STA 876+21

STA 1176+39 TO STA 1179+13

STA 1181+13 TO STA 1187+16

STA 1188+98 TO STA 1193+21

STA 1347+13 TO STA 1348+75

NB AT-GRADE BRIDGES

(SEE NOTE 4)

STA 875+33 TO STA 879+56

STA 1177+85 TO STA 1195+10

EXISTING TYPICAL & REMOVAL I-39

SOUTHBOUND

STA 320+45 TO STA 378+69

STA 398+89 TO STA 448+24

STA 463+60 TO STA 540+55

STA 572+23 TO STA 605+87

STA 612+68 TO STA 638+65

STA 645+25 TO STA 691+85

STA 744+88 TO STA 771+15

STA 777+66 TO STA 812+58

STA 836+97 TO STA 858+36

STA 864+94 TO STA 875+35

STA 879+42 TO STA 891+24

STA 897+94 TO STA 925+79

STA 937+63 TO STA 991+45

STA 1001+69 TO STA 1029+40

STA 1043+87 TO STA 1141+60

STA 1151+60 TO STA 1177+35

STA 1199+12 TO STA 1210+90

STA 1217+43 TO STA 1325+18

STA 1347+49 TO STA 1353+74

SOUTHBOUND WITH GUARDRAIL

STA 877+99 TO STA 880+75

STA 1180+37 TO STA 1187+61

STA 1189+43 TO STA 1193+21

STA 1194+71 TO STA 1196+77

SB AT-GRADE BRIDGES

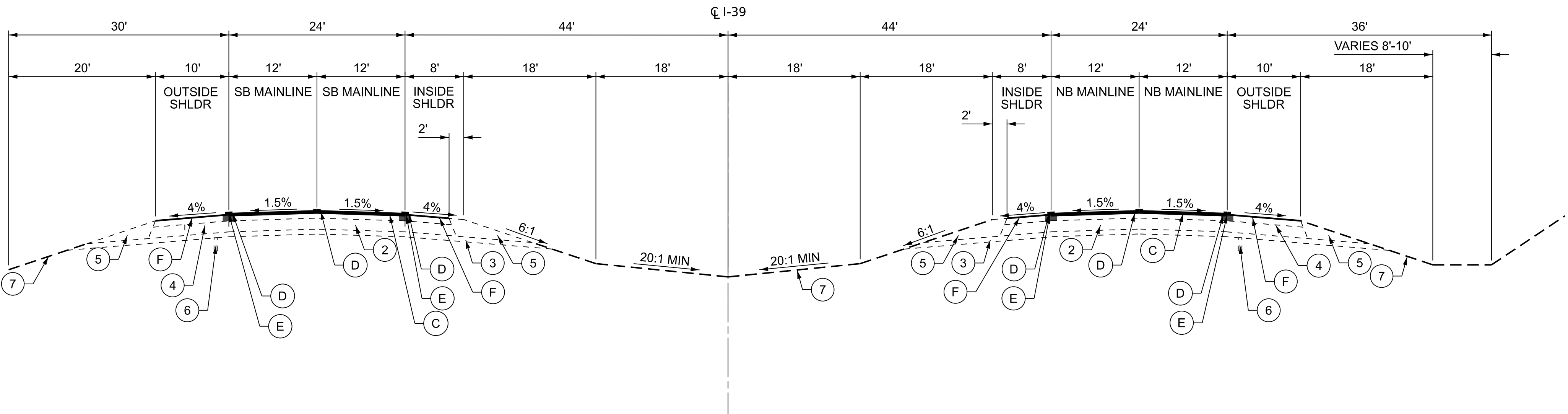
(SEE NOTE 4)

STA 875+35 TO STA 879+42

STA 1177+35 TO STA 1195+10

NOTES:

1. EXISTING PAVEMENT AND SHOULDER LOGITUDINAL AND CROSS SLOPES SHALL BE MAINTAINED AFTER RESURFACING.
2. UTBWC SHALL NOT BE PLACED ON MAINLINE OR RAMP SHOULDERS.
3. PATCHING SHALL BE AS SHOWN IN THE PATCHING SCHEDULES FOR MAINLINE LANES AND SHOULDERS OR/AND AS SHOWN ON THE PLAN SHEETS OR AS DIRECTED BY THE ENGINEER.
4. TYPICAL SECTIONS ARE NOT PROVIDED AT THE AT-GRADE BRIDGES. SEE LOCATIONS OF THE AT GRADE BRIDGES LISTED.
5. CLEANING OF EXISTING EOP JOINTS SHALL BE TO THE SATISFACTION OF THE ENGINEER AND AND WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF JOINT OR CRACK FILLING.



PROPOSED TYPICAL RESURFACING I-39

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		DRAWN	- CJ	REVISED	-
		CHECKED	- VP	REVISED	-
PLOT DATE	2/10/2026	DATE	1/29/2026	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-39 RESURFACING

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

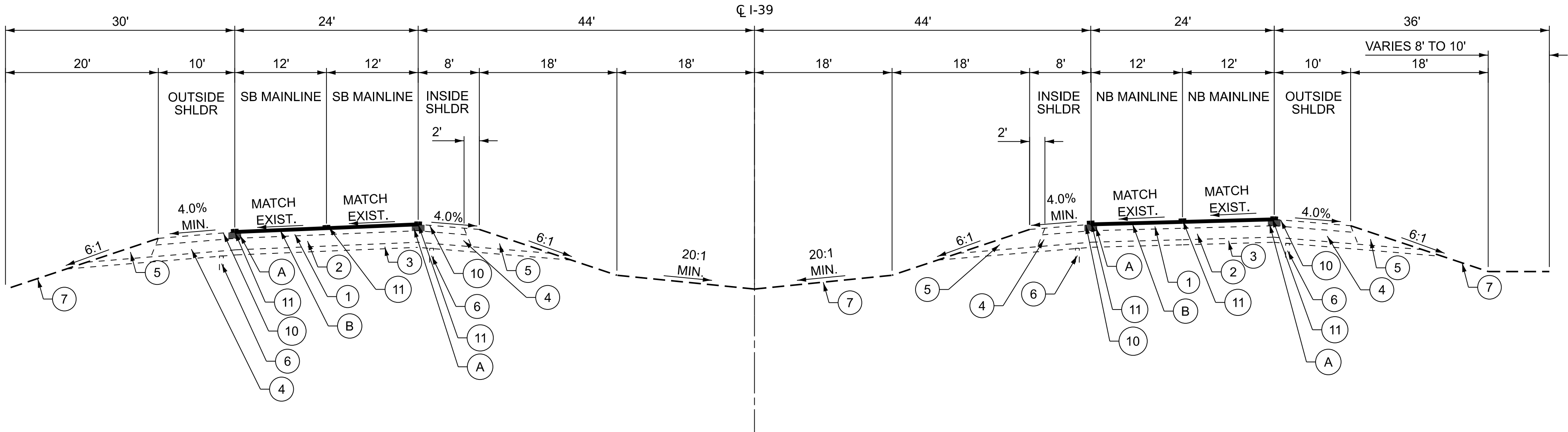
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1.2) RA&RS	LEE & LASALLE	53	8
CONTRACT NO. 64U03				
ILLINOIS FED. AID PROJECT				

EXISTING LEGEND

- 1 1 3/4" HMA SURFACE, 2" COURSE BINDER, AND 1 1/4" FINE BINDER
- 2 10" CRPCC PAVEMENT
- 3 4" STABILIZED SUB-BASE
- 4 STABILIZED SHOULDER OR PCC SHOULDER WITH HMA OVERLAY
- 5 AGGREGATE SHOULDER TYPE B
- 6 PIPE UNDERDRAIN
- 7 TOPSOIL
- 8 CONCRETE PAVEMENT
- 9 STABILIZED SUB-BASE
- 10 RUMBLE STRIPS
- 11 PAVEMENT MARKINGS

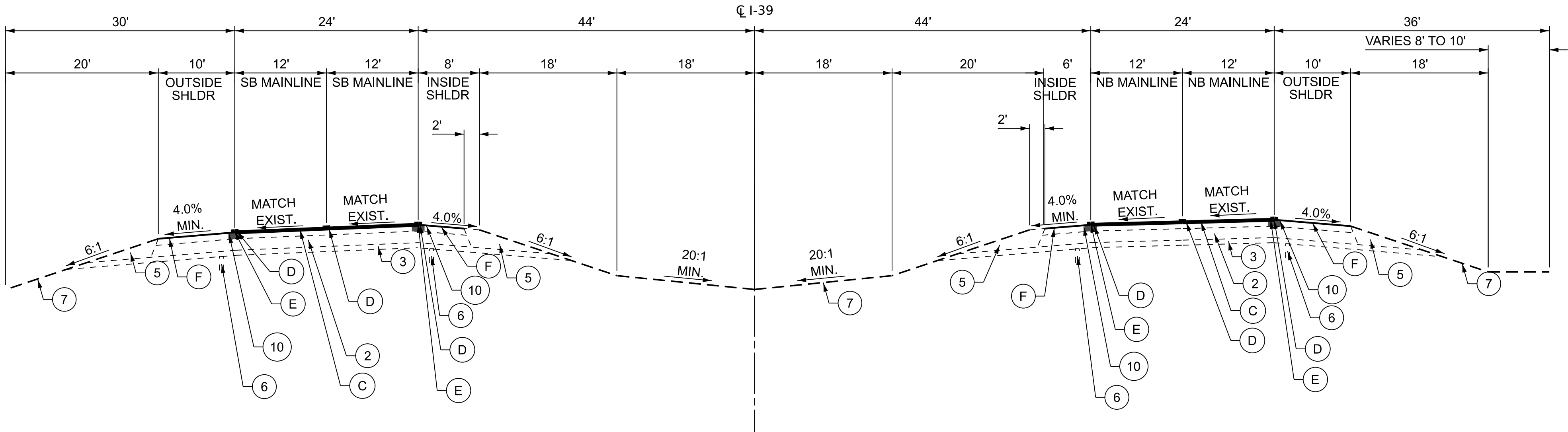
PROPOSED LEGEND

- A HMA SURFACE REMOVAL, 5" - (36" WIDTH AT SHOULDER JOINT / SEE DETAIL)
- B COLD MILLING (SPECIAL) - (MILL 1/2")
- C RAPID SETTING POLYMER MODIFIED EMULSION ULTRA-THIN BONDED WEARING COURSE, IL-9.5 UTB, MIX "D" - (3/4")
- D PAVEMENT MARKINGS
- E 1.5" HMA SURFACE, 3.5" HMA BINDER
- F BITUMINOUS MATERIALS (FOG SEAL)



EXISTING SUPERELEVATED TYPICAL & REMOVAL I-39

- SOUTHBOUND
- STA 378+69 TO STA 398+89
 - STA 448+24 TO STA 463+60
 - STA 540+55 TO STA 572+23
 - STA 691+80 TO STA 724+96
 - STA 812+58 TO STA 836+97
 - STA 925+79 TO STA 937+63
 - STA 991+45 TO STA 1001+69
 - STA 1029+40 TO STA 1043+87
 - STA 1141+60 TO STA 1151+60
 - STA 1325+18 TO STA 1347+49
- NORTHBOUND
- STA 378+69 TO STA 398+89
 - STA 448+24 TO STA 463+60
 - STA 540+55 TO STA 572+23
 - STA 691+85 TO STA 720+94
 - STA 812+58 TO STA 836+97
 - STA 925+79 TO STA 937+63
 - STA991+45 TO STA 1001+69
 - STA 1029+40 TO STA 1043+87
 - STA 1141+59 TO STA 1151+60
 - STA 1325+18 TO STA 1347+59



PROPOSED SUPERELEVATED TYPICAL RESURFACING I-39

- NOTES:
- EXISTING PAVEMENT AND SHOULDER LOGITUDINAL AND CROSS SLOPES SHALL BE MAINTAINED AFTER RESURFACING.
 - UTBWC SHALL NOT BE PLACED ON MAINLINE OR RAMP SHOULDERS.
 - PATCHING SHALL BE AS SHOWN IN THE PATCHING SCHEDULES FOR MAINLINE LANES AND SHOULDERS OR/AND AS SHOWN ON THE PLAN SHEETS.
 - TYPICAL SECTIONS ARE NOT PROVIDED AT THE AT GRADE BRIDGES. SEE LOCATIONS OF THE AT GRADE BRIDGES LISTED.
 - CLEANING OF EXISTING EOP JOINTS SHALL BE TO THE SATISFACTION OF THE ENGINEER AND AND WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF JOINT OR CRACK FILLING.

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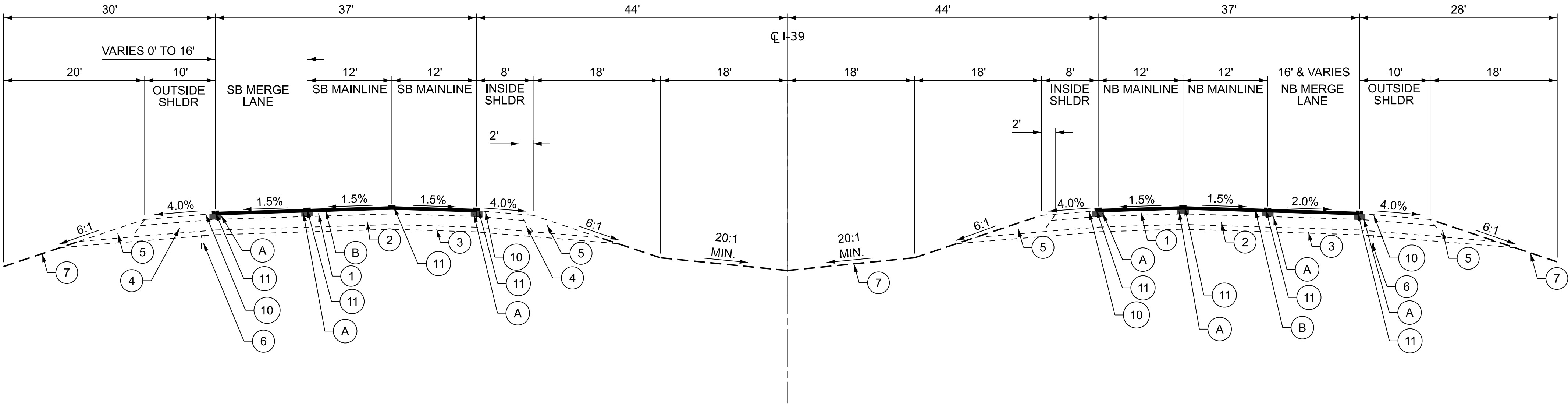
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		DRAWN - CJ	REVISED -						39	(103-1,2) RA&RS	LEE & LASALLE	53	9
		CHECKED - VP	REVISED -						CONTRACT NO. 64U03				
	PLOT DATE = 2/10/2026	DATE - 1/29/2026	REVISED -						ILLINOIS FED. AID PROJECT				
SCALE:					SHEET 2	OF 6	SHEETS	STA.	TO STA.				

EXISTING LEGEND

- 1 1 3/4" HMA SURFACE, 2" COURSE BINDER, AND 1 1/4" FINE BINDER
- 2 10" CRPCC PAVEMENT
- 3 4" STABILIZED SUB-BASE
- 4 STABILIZED SHOULDER OR PCC SHOULDER WITH HMA OVERLAY
- 5 AGGREGATE SHOULDER TYPE B
- 6 PIPE UNDERDRAIN
- 7 TOPSOIL
- 8 CONCRETE PAVEMENT
- 9 STABILIZED SUB-BASE
- 10 RUMBLE STRIPS
- 11 PAVEMENT MARKINGS

PROPOSED LEGEND

- A HMA SURFACE REMOVAL, 5" - (36" WIDTH AT SHOULDER JOINT / SEE DETAIL)
- B COLD MILLING (SPECIAL) - (MILL 1/2")
- C RAPID SETTING POLYMER MODIFIED EMULSION ULTRA-THIN BONDED WEARING COURSE, IL-9.5 UTB, MIX "D" - (3/4")
- D PAVEMENT MARKINGS
- E 1.5" HMA SURFACE, 3.5" HMA BINDER
- F BITUMINOUS MATERIALS (FOG SEAL)



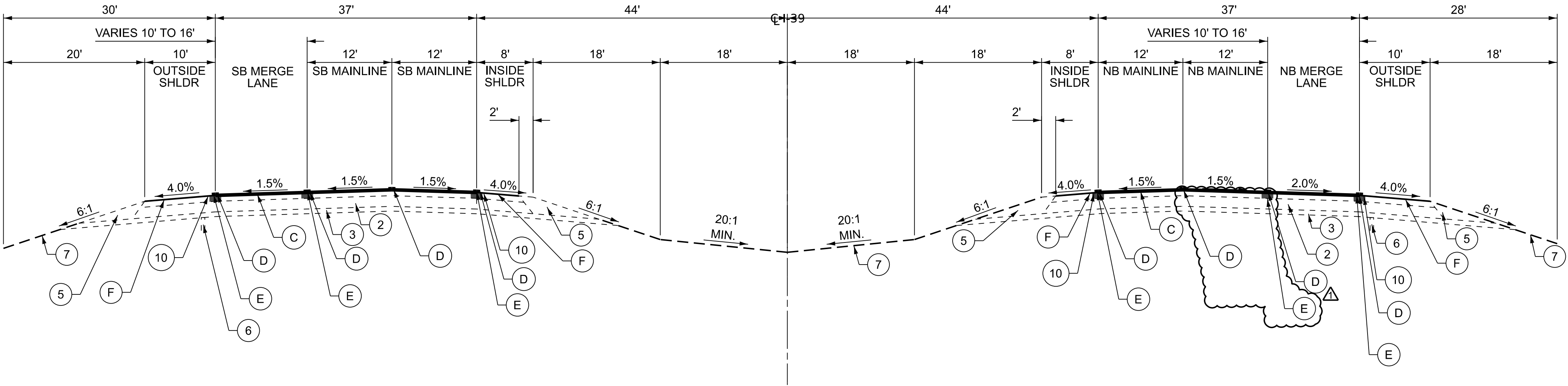
EXISTING TYPICAL & REMOVAL I-39 WITH RAMPS

SOUTHBOUND

STA 605+78 TO STA 608+48
STA 642+36 TO STA 645+25
STA 724+96 TO STA 741+26
STA 775+00 TO STA 777+66
STA 854+10 TO STA 862+43
STA 895+20 TO STA 897+94
STA 1194+10 TO STA 1196+13
STA 1214+63 TO STA 1217+43

NORTHBOUND

STA 605+87 TO STA 608+68
STA 642+83 TO STA 648+47
STA 720+94 TO STA 723+44
STA 756+46 TO STA 766+52
STA 855+96 TO STA 858+85
STA 891+73 TO STA 897+84
STA 1195+10 TO STA 1198+32
STA 1216+19 TO STA 1225+67



PROPOSED TYPICAL RESURFACING I-39 WITH RAMPS

NOTES:

1. EXISTING PAVEMENT AND SHOULDER LOGITUDINAL AND CROSS SLOPES SHALL BE MAINTAINED AFTER RESURFACING.
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		DRAWN -	CJ	REVISED -	
		CHECKED -	VP	REVISED -	
PLOT DATE	= 2/10/2026	DATE	= 1/29/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-39 RESURFACING

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1.2) RA&RS	LEE & LASALLE	53	10
CONTRACT NO. 64U03				
ILLINOIS FED. AID PROJECT				

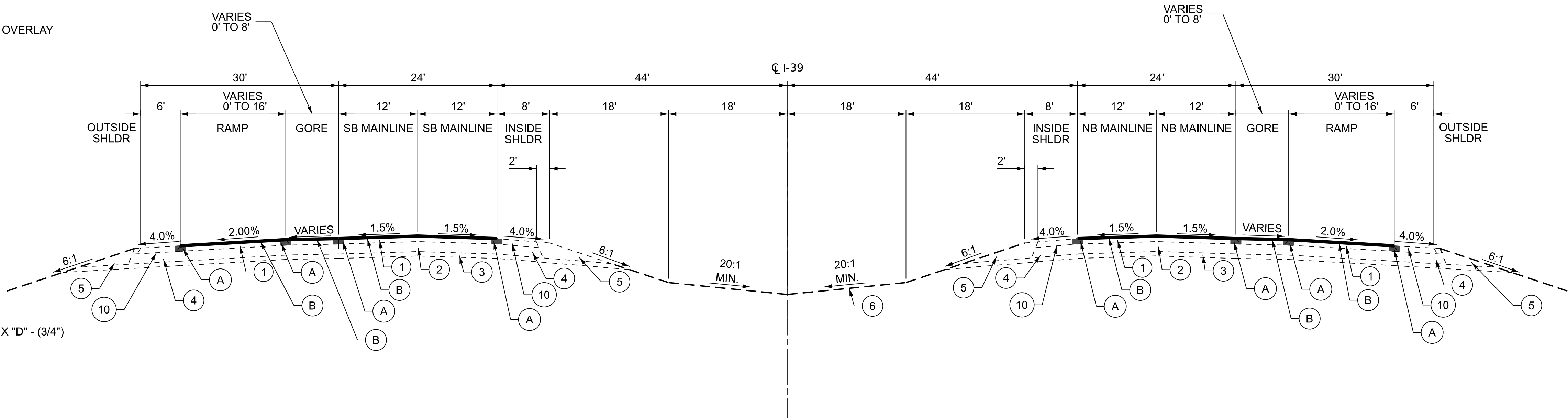
EXISTING LEGEND

- 1 1 3/4" HMA SURFACE, 2" COURSE BINDER,
AND 1 1/4" FINE BINDER
- 2 10" CRPCC PAVEMENT
- 3 4" STABILIZED SUB-BASE
- 4 STABILIZED SHOULDER OR PCC SHOULDER WITH HMA OVERLAY
- 5 AGGREGATE SHOULDER TYPE B
- 6 PIPE UNDERDRAIN
- 7 TOPSOIL
- 8 CONCRETE PAVEMENT
- 9 STABILIZED SUB-BASE
- 10 RUMBLE STRIPS
- 11 PAVEMENT MARKINGS

PROPOSED LEGEND

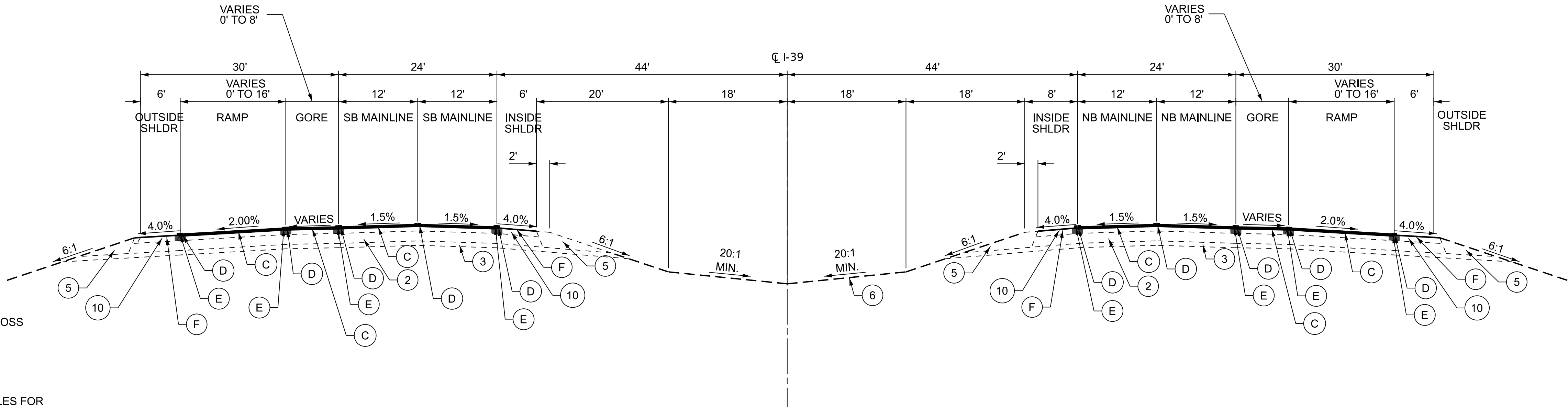
- A HMA SURFACE REMOVAL, 5" - (36" WIDTH AT
SHOULDER JOINT / SEE DETAIL)
- B COLD MILLING (SPECIAL) - (MILL 1/2")
- C RAPID SETTING POLYMER MODIFIED EMULSION
ULTRA-THIN BONDED WEARING COURSE, IL-9.5 UTB, MIX "D" - (3/4")
- D PAVEMENT MARKINGS
- E 1.5" HMA SURFACE, 3.5" HMA BINDER

- F BITUMINOUS MATERIALS (FOG SEAL)



EXISTING TYPICAL & REMOVAL I-39 RAMPS WITH GORE

- SOUTHBOUND
- STA 608+48 TO STA 612+68
- STA 608+48 TO STA 612+68
- STA 638+65 TO STA 642+36
- STA 741+26 TO STA 744+88
- STA 771+15 TO STA 775+00
- STA 862+43 TO STA 864+94
- STA 891+24 TO STA 895+20
- STA 1196+13 TO STA 1199+12
- STA 1210+90 TO STA 1214+63
- NORTHBOUND
- STA 605+68 TO STA 612+36
- STA 638+66 TO STA 642+83
- STA 723+44 TO STA 727+33
- STA 752+74 TO STA 756+46
- STA 858+96 TO STA 862+81
- STA 876+21 TO STA 891+73
- STA 1195+35 TO STA 1198+32
- STA 1216+19 TO STA 1225+67



- NOTES:
1. EXISTING PAVEMENT AND SHOULDER LOGITUDINAL AND CROSS SLOPES SHALL BE MAINTAINED AFTER RESURFACING.
2. UTBWC SHALL NOT BE PLACED ON MAINLINE OR RAMP SHOULDERS.
3. PATCHING SHALL BE AS SHOWN IN THE PATCHING SCHEDULES FOR MAINLINE LANES AND SHOULDERS OR/AND AS SHOWN ON THE PLAN SHEETS.
4. TYPICAL SECTIONS ARE NOT PROVIDED AT THE AT GRADE BRIDGES. SEE LOCATIONS OF THE AT GRADE BRIDGES LISTED.
5. CLEANING OF EXISTING EOP JOINTS SHALL BE TO THE SATISFACTION OF THE ENGINEER AND AND WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF JOINT OR CRACK FILLING.

PROPOSED TYPICAL RESURFACING I-39 RAMPS WITH GORE

MODEL: Typical_04 [Sheet]
FILE NAME: J:\21152_0504_CADD\CADD_Sheets\264U03-shit-typical_04.dgn

SINGH

USER NAME	vpelegrimas	DESIGNED -	CJ	REVISED -	02/10/2026
		DRAWN -	CJ	REVISED -	
		CHECKED -	VP	REVISED -	
PLOT DATE	2/10/2026	DATE	1/29/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-39 RESURFACING

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1.2) RA&RS	LEE & LASALLE	53	11
CONTRACT NO. 64U03				
ILLINOIS FED. AID PROJECT				

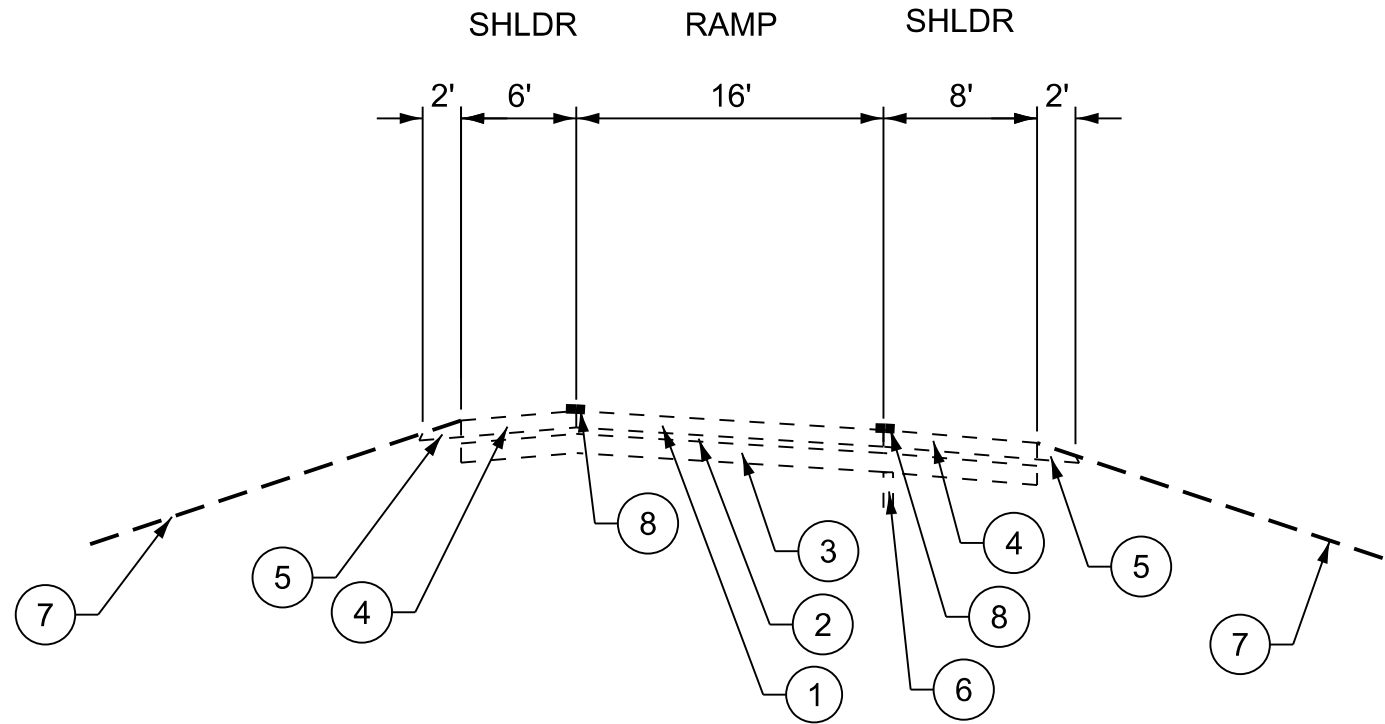
MODEL: Typical_5 [Sheet]
FILE NAME: J:\21152.0504_CADD\CADD_Sheets\264U03-shr-typical_05.dgn

EXISTING LEGEND

- 1 10 1/4" PCC PAVEMENT
- 2 4" STABILIZED SUBBASE
- 3 12" MODIFIED SUBGRADE
- 4 PCC CONCRETE SHOULDER
- 5 AGGREGATE SHOULDER TYPE A
- 6 PIPE UNDERDRAIN 4"
- 7 TOPSOIL
- 8 PAVEMENT MARKINGS

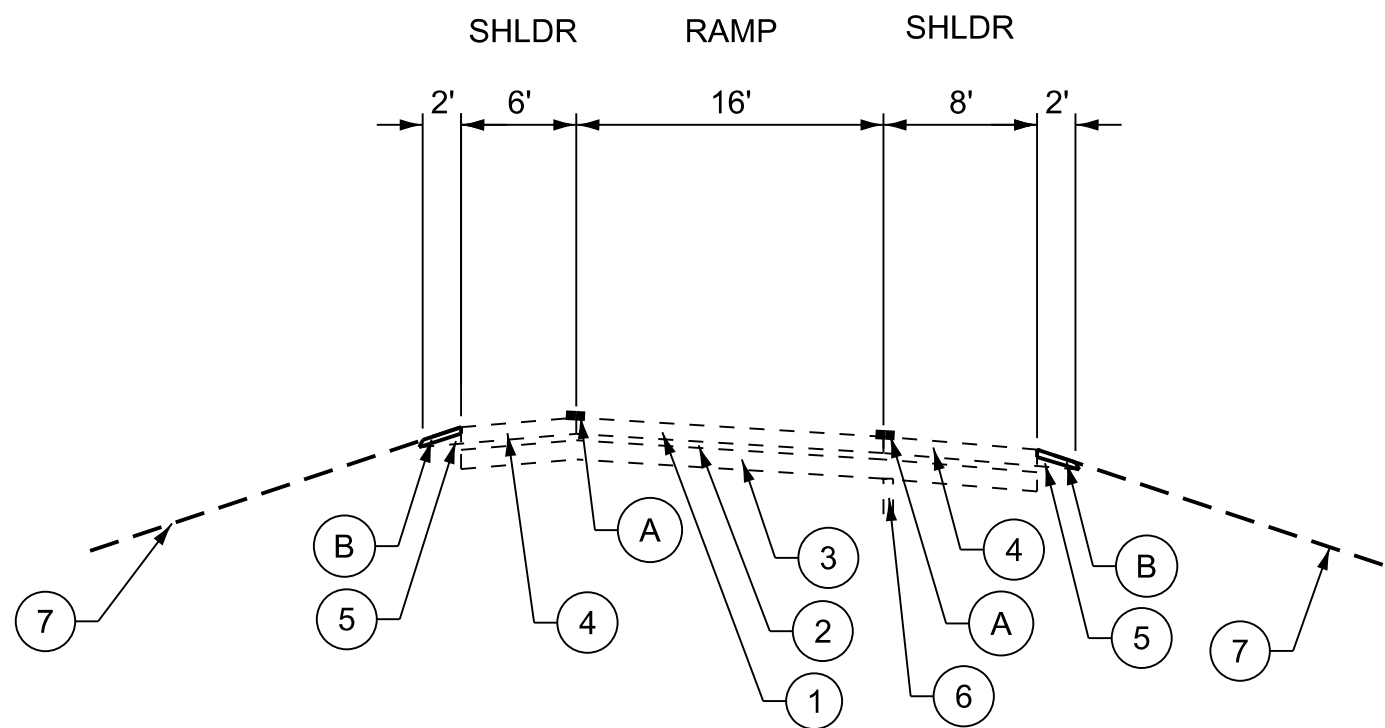
PROPOSED LEGEND

- A PAVEMENT MARKINGS
- B AGGREGATE WEDGE SHOULDER, TYPE B

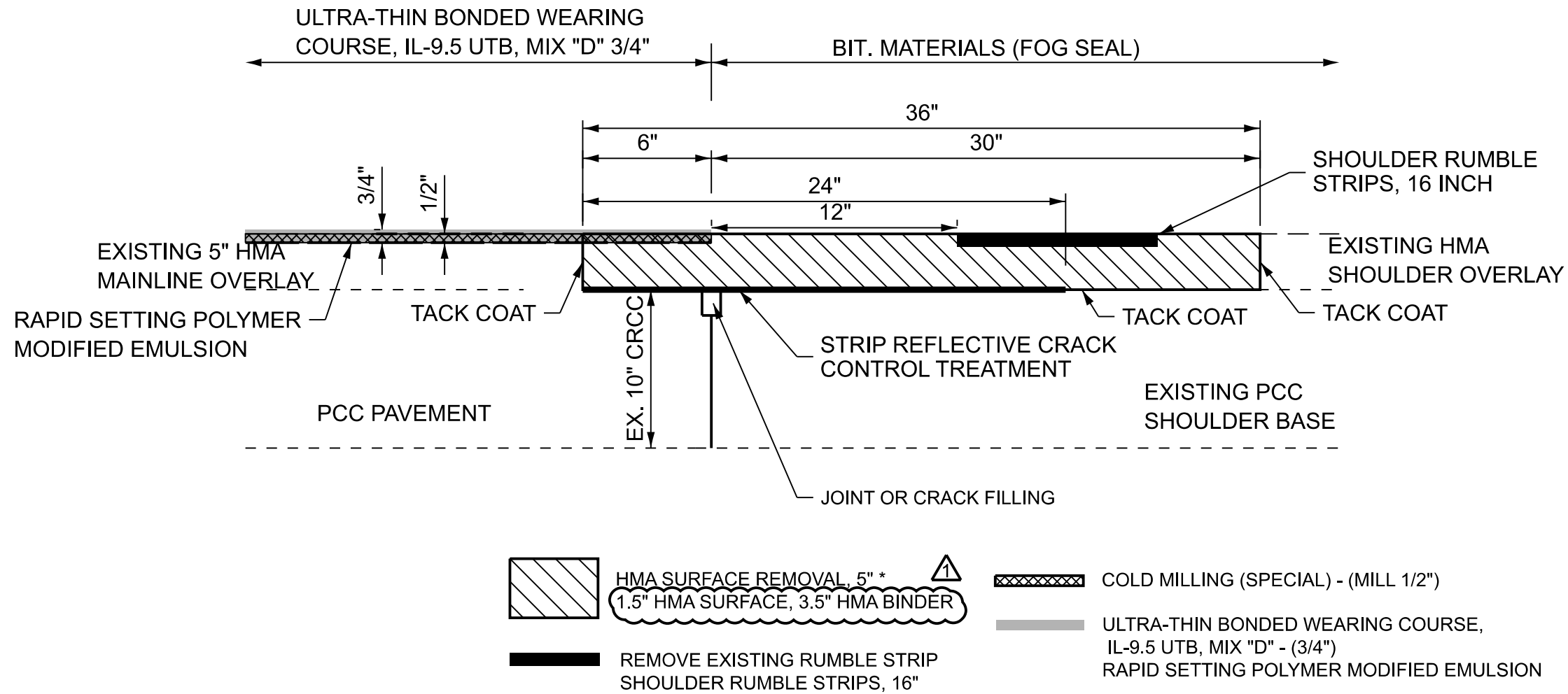


EXISTING TYPICAL SECTION REST AREA RAMP

- NOTES:
- 1. PATCHING SHALL BE AS SHOWN IN THE PATCHING SCHEDULES AND THE PLAN SHEETS.
 - 2. SHOULDER DROP-OFFS ALONG REST AREA EXIT AND ENTRANCE RAMPS SHALL BE CORRECTED AT THE LOCATIONS SHOWN ON THE PLAN SHEETS AND RAMP TYPICAL SECTIONS, AND AS DIRECTED BY THE ENGINEER, USING AGGREGATE WEDGE SHOULDER, TYPE B MATERIAL.

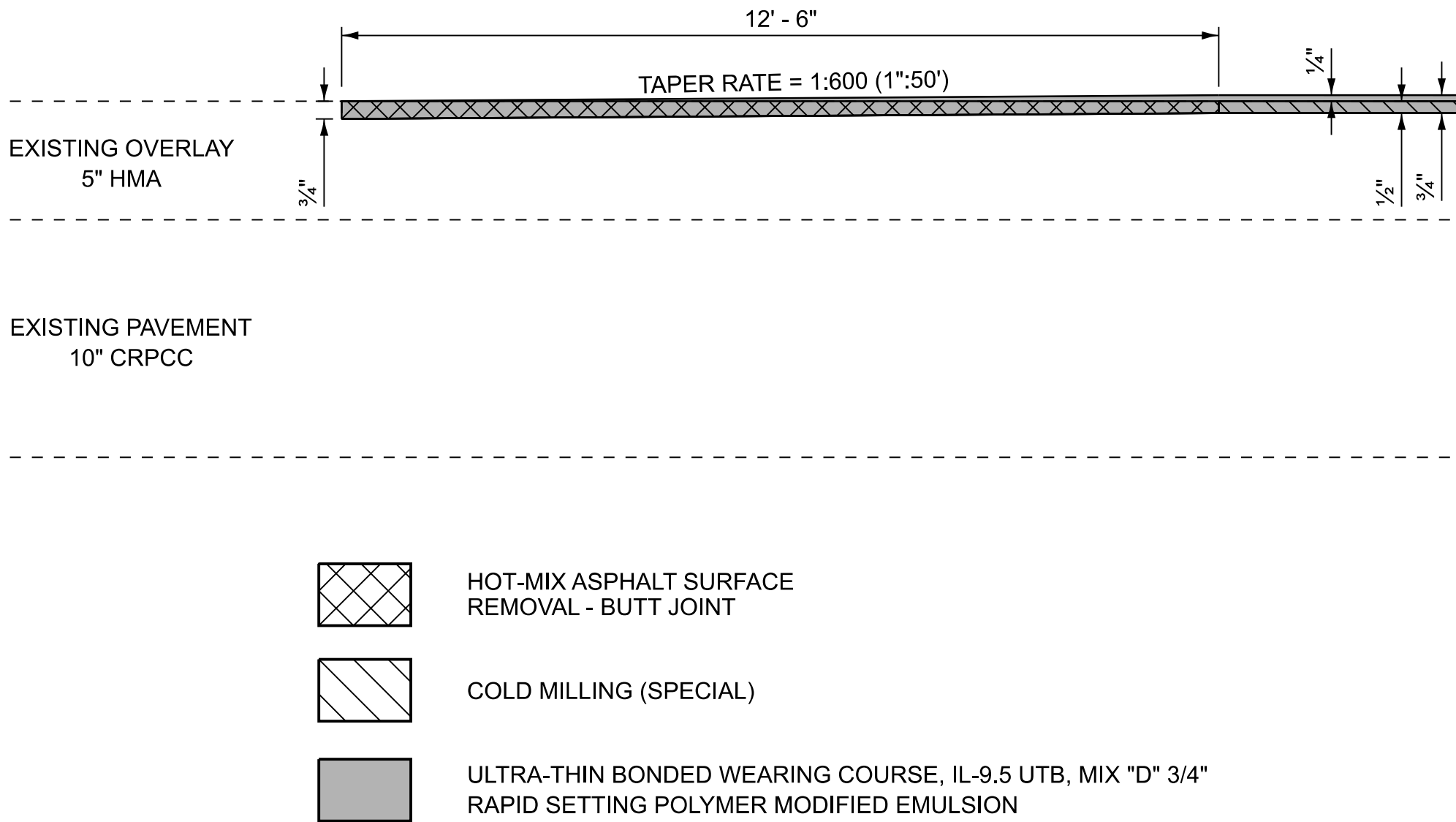


PROPOSED TYPICAL SECTION REST AREA RAMP



DETAIL FOR LONGITUDINAL JOINT REPLACEMENT

SECTION VIEW - NOT TO SCALE
AT LOCATIONS OF PAVEMENT PATCHES, OMIT HMA SURFACE REMOVAL AND HMA MATERIALS
* INCLUDES RUMBLE STRIP REMOVAL



DETAIL FOR HMA SURFACE REMOVAL - BUTT JOINT

PROFILE VIEW - NOT TO SCALE
SEE SCHEDULES AND PLAN SHEETS FOR THE MILLING AND UTBWC PLACEMENT

SINGH

USER NAME	= vpelegrimas	DESIGNED -	CJ	REVISED -	02/10/2026
		DRAWN -	CJ	REVISED -	
		CHECKED -	VP	REVISED -	
PLOT DATE	= 2/10/2026	DATE	= 1/29/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-39 RESURFACING

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(103-1.2) RA&RS	LEE & LASALLE	53	12
CONTRACT NO. 64U03				
ILLINOIS FED. AID PROJECT				

MODEL: SCH-4 [Sheet]
FILE NAME: J:\21152.05\04_CADD\CADD_Sheets\264U03-shr-schedule_04.dgn

MAINLINE RESURFACING SCHEDULE									40600250	X0300031	Z0010910
									RAPID SETTING POLYMER MODIFIED EMULSION	ULTRA-THIN BOONDED WEARING COURSE, IL-9.5 UTB, MIX "D"	COLD MILLING (SPECIAL)
ALIGNMENT	DIRECTION	STA. FROM	OFFSET (FT)	LT/RT	STA. TO	OFFSET (FT)	LT/RT	COUNTY	(POUND)	(SQ YD)	(SQ YD)
I-39	NB	320+45	43.08	RT	334+79	43.08	RT	LASALLE	1,721	3,824	3,824
I-39	NB	334+79	43.08	RT	605+43	43.08	RT	LEE	32,476	72,170	72,170
I-39	NB	605+43	43.08	RT	607+36	43.08	RT	LEE	233	517	517
I-39	NB	605+43	43.08	RT	612+36	43.08	RT	LEE	832	1,849	1,849
I-39	NB	607+36	43.08	RT	612+36	43.08	RT	LEE	450	999	999
I-39	NB	612+36	43.08	RT	638+68	43.08	RT	LEE	3,159	7,019	7,019
I-39	NB	638+68	43.08	RT	642+89	43.08	RT	LEE	169	374	374
I-39	NB	642+89	43.08	RT	649+34	43.08	RT	LEE	451	1,003	1,003
I-39	NB	642+89	43.08	RT	720+73	43.08	RT	LEE	9,340	20,755	20,755
I-39	NB	720+73	43.08	RT	727+31	43.08	RT	LEE	593	1,318	1,318
I-39	NB	720+73	43.08	RT	752+78	43.08	RT	LEE	3,847	8,549	8,549
I-39	NB	752+78	43.08	RT	769+79	43.08	RT	LEE	2,040	4,534	4,534
I-39	NB	752+78	43.08	RT	757+13	43.08	RT	LEE	174	386	386
I-39	NB	752+78	59.1	RT	757+13	43.08	RT	LEE	174	386	386
I-39	NB	757+13	43.08	RT	758+89	43.1	RT	LEE	123	273	273
I-39	NB	758+89	43.1	RT	763+81	43.1	RT	LEE	887	1,970	1,970
I-39	NB	763+81	43.1	RT	768+79	43.1	RT	LEE	149	332	332
I-39	NB	768+79	43.1	RT	855+96	43.1	RT	LEE	2,615	5,811	5,811
I-39	NB	855+96	43.1	RT	862+80	43.1	RT	LEE	273	608	608
I-39	NB	855+96	43.1	RT	875+35	43.1	RT	LEE	2,326	5,170	5,170
I-39	NB	879+56	43.1	RT	889+53	43.1	RT	LEE	1,196	2,658	2,658
I-39	NB	889+53	43.1	RT	894+04	43.1	RT	LEE	542	1,205	1,205
I-39	NB	889+53	43.1	RT	894+04	43.1	RT	LEE	181	402	402
I-39	NB	889+53	63.1	RT	894+04	43.1	RT	LEE	361	803	803
I-39	NB	894+04	43.1	RT	901+98	43.1	RT	LEE	317	705	705
I-39	NB	894+04	43.1	RT	1177+85	43.1	RT	LEE	34,057	75,682	75,682
I-39	NB	1195+10	43.1	RT	1198+06	43.1	RT	LEE	356	791	791
I-39	NB	1195+10	43.1	RT	1198+06	43.1	RT	LEE	119	264	264
I-39	NB	1198+06	43.1	RT	1201+94	43.1	RT	LEE	194	431	431
I-39	NB	1198+06	63.1	RT	1201+94	63.1	RT	LEE	310	690	690
I-39	NB	1201+94	43.1	RT	1218+53	43.1	RT	LEE	1,990	4,422	4,422
I-39	NB	1214+20	43.1	RT	1218+53	43.1	RT	LEE	173	385	385
I-39	NB	1214+20	63.1	RT	1218+53	43.1	RT	LEE	346	769	769
I-39	NB	1218+53	43.1	RT	1226+26	43.1	RT	LEE	309	687	687
I-39	NB	1226+26	43.1	RT	1353+74	43.1	RT	LEE	15,298	33,995	33,995
I-39	SB	320+45	43.08	LT	334+79	43.08	LT	LASALLE	1,721	3,824	3,824
I-39	SB	334+79	43.08	LT	608+36	43.08	LT	LEE	32,829	72,953	72,953
I-39	SB	600+38	43.08	LT	608+36	43.08	LT	LEE	319	710	710
I-39	SB	608+36	43.08	LT	613+66	43.08	LT	LEE	212	470	470
I-39	SB	608+36	43.08	LT	613+66	59.1	LT	LEE	423	941	941
I-39	SB	613+66	43.08	LT	638+66	43.08	LT	LEE	3,000	6,667	6,667
I-39	SB	638+66	63.1	LT	642+45	43.08	LT	LEE	190	422	422
I-39	SB	638+66	59.1	LT	642+45	43.08	LT	LEE	152	337	337
I-39	SB	642+45	43.08	LT	645+44	43.08	LT	LEE	119	265	265
I-39	SB	645+44	43.08	LT	718+97	43.08	LT	LEE	8,824	19,608	19,608
I-39	SB	718+97	43.08	LT	724+96	43.08	LT	LEE	719	1,598	1,598
I-39	SB	718+97	43.08	LT	724+96	43.08	LT	LEE	180	399	399
I-39	SB	724+96	43.08	LT	738+48	43.08	LT	LEE	2,434	5,409	5,409
I-39	SB	738+48	43.08	LT	740+39	43.08	LT	LEE	95	212	21
I-39	SB	740+39	43.08	LT	744+83	43.08	LT	LEE	533	1,185	1,185
I-39	SB	740+39	43.08	LT	744+83	43.08	LT	LEE	222	494	494
I-39	SB	740+39	43.08	LT	744+83	43.08	LT	LEE	356	790	790
I-39	SB	744+83	43.08	LT	771+16	43.08	LT	LEE	3,160	7,021	7,021
I-39	SB	771+16	43.08	LT	774+99	43.08	LT	LEE	191	425	425
I-39	SB	771+16	63.1	LT	774+99	43.08	LT	LEE	306	680	680
I-39	SB	774+99	43.08	LT	778+96	43.08	LT	LEE	159	354	354
I-39	SB	778+96	43.08	LT	864+90	43.08	LT	LEE	10,312	22,916	22,916
I-39	SB	864+90	43.08	LT	875+35	43.08	LT	LEE	1,254	2,786	2,786
I-39	SB	879+42	43.08	LT	898+11	43.08	LT	LEE	2,243	4,984	4,984
I-39	SB	891+25	43.08	LT	895+16	43.08	LT	LEE	195	434	434
I-39	SB	891+25	63.1	LT	895+16	43.08	LT	LEE	313	695	695
I-39	SB	895+16	43.08	LT	898+11	43.08	LT	LEE	118	262	262
I-39	SB	898+11	43.08	LT	1177+35	43.08	LT	LEE	33,509	74,465	74,465
I-39	SB	1195+10	43.08	LT	1199+08	43.08	LT	LEE	478	1,062	1,062
I-39	SB	1195+10	43.08	LT	1199+08	43.08	LT	LEE	159	354	354
I-39	SB	1195+10	43.08	LT	1199+08	59.7	LT	LEE	319	708	708
I-39	SB	1199+08	43.08	LT	1210+91	43.08	LT	LEE	1,420	3,155	3,155
I-39	SB	1210+91	43.08	LT	1214+79	43.08	LT	LEE	465	1,033	1,033
I-39	SB	1210+91	43.08	LT	1214+79	43.08	LT	LEE	194	431	431
I-39	SB	1210+91	63.1	LT	1214+79	43.08	LT	LEE	310	689	689
I-39	SB	1214+79	43.08	LT	1217+73	43.08	LT	LEE	118	262	262
I-39	SB	1217+73	43.08	LT	1353+74	43.08	LT	LEE	16,321	36,268	36,268
SUBTOTAL (LASALLE COUNTY):									3,442	7,648	7,648
SUBTOTAL (LEE COUNTY):									238,210	529,355	529,165
TOTAL=									241,652	537,003	536,813

JOINT IMPROVEMENT SCHEDULE									40600290	40603090	40604064	44000169	45200300	X4430200
									BITUMINOUS MATERIALS (TACK COAT) APPLICATION WIDTH 3'+5'+5'	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N90	HOT-MIX ASPHALT SURFACE REMOVAL, 5"	JOINT OR CRACK FILLING (APPLICATION 0.75 LBS/FOOT)	STRIP REFLECTIVE CRACK CONTROL TREATMENT
ALIGNMENT	DIRECTION	STA. FROM	OFFSET (FT)	LT/RT	STA. TO	OFFSET (FT)	LT/RT	COUNTY	(POUND)	(TON)	(TON)	(SQ YD)	(POUND)	(FOOT)
I-39	NB	320+45	44	RT	334+79	44	RT	LASALLE	280	94	40	478	1,076	1,434
I-39	NB	334+79	44	RT	875+33	44	RT	LEE	10,359	3,532	1,514	18,018	40,540	54,054
I-39	NB	320+45	68	RT	334+79	68	RT	LASALLE	275	94	40	478	1,076	1,434
I-39	NB	334+79	68	RT	605+43	68	RT	LEE	5,187	1,768	758	9,021	20,298	27,064
I-39	NB	605+43	68	RT	612+36	104.22	RT	LEE	133	45	19	231	520	693
I-39	NB	605+43	68.1	RT	612+36	68	RT	LEE	133	45	19	231	520	693
I-39	NB	608+68	68.1	RT	612+36	88.26	RT	LEE	71	24	10	123	276	368
I-39	NB	612+36	68	RT	638+66	68	RT	LEE	504	172	74	877	1,973	2,630
I-39	NB	638+66	68	RT	651+34	68	RT	LEE	243	83	36	423	951	1,268
I-39	NB	638+66	80.47	RT	642+89	67.67	RT	LEE	81	28	12	141	317	423
I-39	NB	638+68	96.32	RT	651+34	68	RT	LEE	243	83	35	422	950	1,266
I-39	NB	651+34	68	RT	720+73	68	RT	LEE	1,330	453	194	2,313	5,204	6,939
I-39	NB	720+73	68	RT	752+74	104.16	RT	LEE	613	209	90	1,067	2,401	3,201
I-39	NB	720+73	68	RT	727+33	68	RT	LEE	127	43	18	220	495	660
I-39	NB	723+29	67.67	RT	727+32	88.4	RT	LEE	77	26	11	134	302	403
I-39	NB	727+33	68	RT	752+74	68	RT	LEE	487	166	71	847	1,906	2,541
I-39	NB	752+74	68	RT	769+79	68	RT	LEE	327	111	48	568	1,279	1,705
I-39	NB	752+75	85.6	RT	756+86	68	RT	LEE	79	27	12	137	308	411
I-39	NB	752+78	101.33	RT	769+78	68	RT	LEE	326	111	48	567	1,275	1,700
I-39	NB	769+78	68	RT	855+96	68	RT	LEE	1,652	563	241	2,873	6,463	8,618
I-39	NB	855+96	68	RT	862+96	68	RT	LEE	134	46	20	233	525	700
I-39	NB	855+96	68	RT	862+81	68	RT	LEE	131	45	19	228	513	685
I-39	NB	858+92	67.67	RT	862+81	88.2	RT	LEE	74	25	11	130	291	389
I-39	NB	862+81	68	RT	875+35	68	RT	LEE	240	82	35	418	940	1,254
I-39	NB	879+56	44	RT	1177+85	44	RT	LEE	5,719	1,949	835	9,943	22,372	29,829
I-39	NB	879+42	68	RT	889+48	68	RT	LEE	193	66	28	335	755	1,006
I-39	NB	889+48	68	RT	901+98	68	RT	LEE	240	82	35	417	937	1,250
I-39	NB	889+50	86.8	RT	891+89	72.2	RT	LEE	46	16	7	80	179	239
I-39	NB	889+53	102.28	RT	901+98	68	RT	LEE	239	81	35	415	934	1,245
I-39	NB	901+98	68	RT	1177+85	68	RT	LEE	5,287	1,802	772	9,196	20,690	27,587
I-39	NB	1195+10	44	RT	1353+74	44	RT	LEE	3,040	1,036	444	5,288	11,898	15,864
I-39	NB	1195+10	68	RT	1201+94	104.23	RT	LEE	131	45	19	228	513	684
I-39	NB	1195+10	68	RT	1201+96	68	RT	LEE	131	45	19	229	514	686
I-39	NB	1198+32	68.85	RT	1201+95	88.2	RT	LEE	70	24	10	121	272	363
I-39	NB	1201+96	68	RT	1214+17	68	RT	LEE	234	80	34	407	916	1,221
I-39	NB	1214+17	68	RT	1226+26	68	RT	LEE	232	79	34	403	907	1,210
I-39	NB	1214+17	82.8	RT	1216+18	71.99	RT	LEE	39	13	6	67	151	201
I-39	NB	1226+26	68	RT	1353+74	68	RT	LEE	2,443	833	357	4,249	9,561	12,748
I-39	SB	320+45	44	LT	334+79	44	LT	LASALLE	275	94	40	478	1,076	1,434
I-39	SB	334+79	44	LT	875+35	44	LT	LEE	10,360	3,532	1,514	18,019	40,542	54,056
I-39	SB	320+45	68	LT	334+79	68	LT	LASALLE	275	94	40	478	1,076	1,434
I-39	SB	334+79	68	LT	600+38	68	LT	LEE	5,090	1,735	744	8,853	19,919	26,559
I-39	SB	600+38	68	LT	612+66	96.85	LT	LEE	235	80	34	409	921	1,228
I-39	SB	608+32	67.67	LT	612+68	81.1	LT	LEE	84	28	12	145	327	436
I-39	SB	600+38	67.67	LT	612+68	68	LT	LEE	236	80	34	410	923	1,230
I-39	SB	612+68	68	LT	638+65	68	LT	LEE	498	170	73	866	1,948	2,597
I-39	SB	638+65	68	LT	645+43	68	LT	LEE	130	44	19	226	509	678
I-39	SB	638+65	87.69	LT	642+45	67.67	LT	LEE	73	25	11	127	285	380
I-39	SB	638+66	103.67	LT	645+43	68	LT	LEE	130	44	19	226	508	677
I-39	SB	645+43	68	LT	718+97	68	LT	LEE	1,409	480	206	2,451	5,516	7,354
I-39	SB	718+97	68	LT	744+83	102.86	LT	LEE	496	169	72	862	1,940	2,586
I-39	SB	718+97	68	LT	744+87	68	LT	LEE	496	169	73	863	1,943	2,590
I-39	SB	741+26	67.67	LT	744+86	87.1	LT	LEE	69	24	10	120	270	360
I-39	SB	744+87	68	LT	771+15	68	LT	LEE	504	172	74	876	1,971	2,628
I-39	SB	771+15	68	LT	777+96	68	LT	LEE	131	44	19	227	511	681
I-39	SB	771+15	87.9	LT	775+01	68	LT	LEE	74	25	11	129	290	386
I-39	SB	771+16	103.84	LT	777+96	68	LT	LEE	130	44	19	227	510	680
I-39	SB	777+96	68	LT	852+63	68	LT	LEE	1,431	488	209	2,489	5,600	7,467
I-39	SB	852+63	68	LT	864+90	107.59	LT	LEE	235	80	34	409	920	1,227
I-39	SB	852+63	68	LT	864+94	68	LT	LEE	236	80	34	410	923	1,231
I-39	SB	862+43	69.62	LT	864+92	91.9	LT	LEE	48	16	7	83	187	249
I-39	SB	864+94	68	LT	875+35	68	LT	LEE	200	68	29	347	781	1,041
I-39	SB	879+42	44	LT	1177+35	44	LT	LEE	5,710	1,946	834	9,931	22,345	29,793
I-39	SB	879+42	68	LT	891+24	68	LT	LEE	227	77	33	394	887	1,182
I-39	SB	891+24	68	LT	898+11	68	LT	LEE	132	45	19	229	515	687
I-39	SB	891+24	88.5	LT	895+20	68	LT	LEE	76	26	11	132	297	396
I-39	SB	891+25	104.51	LT	898+11	68	LT	LEE	131	45	19	229	515	686
I-39	SB	898+11	68	LT	1177+35	68	LT	LEE	5,352	1,824	782	9,308	20,943	27,924
I-39	SB	1195+10	44	LT	1353+74	44	LT	LEE	3,040	1,036	444	5,288	11,898	15,864
I-39	SB	1195+10	84.5	LT	1199+08	102.22	LT	LEE	76	26	11	133	299	398
I-39	SB	1196+26	69.42	LT	1199+12	68	LT	LEE	55	19	8	96	215	287
I-39	SB	1196+26	69.42	LT	1199+11	84.99	LT	LEE	55	19	8	95	214	286
I-39	SB	1199+12	68	LT	1210+90	68	LT	LEE	226	77	33	393	884	1,178
I-39	SB	1210+90	68	LT	1217+73	68	LT	LEE	131	45	19	228	512	683
I-39	SB	1210+91	87.8	LT	1214+40	69.7	LT	LEE	67	23	10	116	262	349
I-39	SB	1210+91	104.33	LT	1217+73	68	LT	LEE	131	45	19	227	512	682
I-39	SB	1217+73	68	LT	1353+74	68	LT	LEE	2,607	889	381	4,534	10,201	13,601
SUBTOTAL (LASALLE COUNTY):									1,105	375	161	1,912	4,302	5,736
SUBTOTAL (LEE COUNTY):									79,796	27,578	11,819	140,705	316,584	422,113
TOTAL=									80,901	27,953	11,980	142,617	320,886	427,849