LEGEND

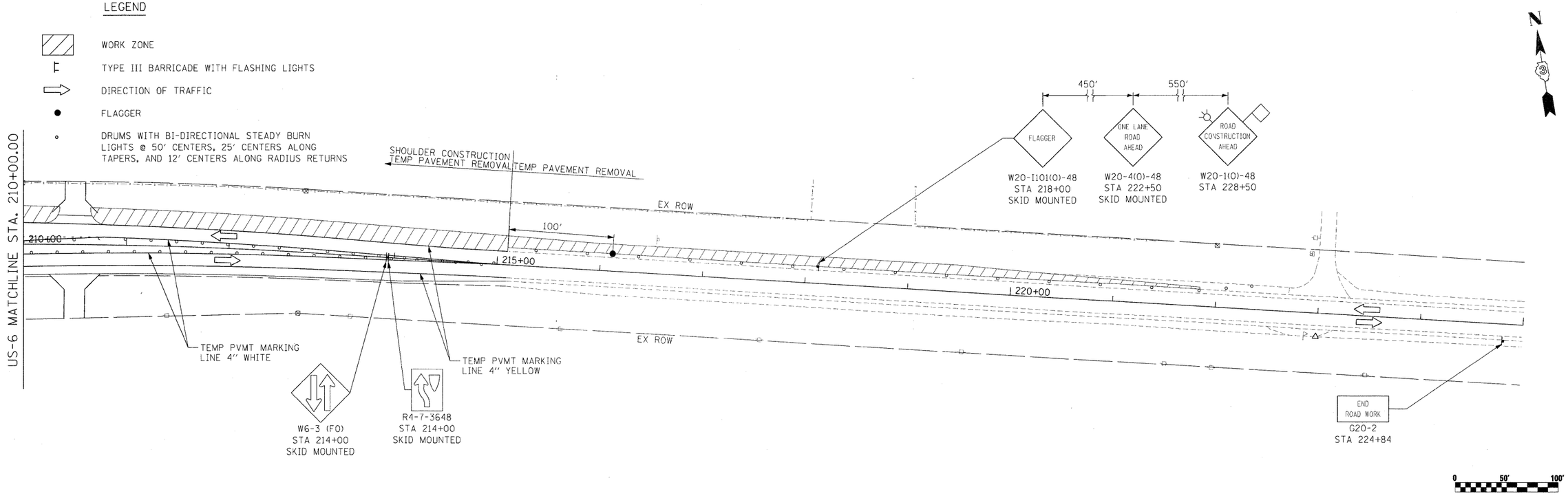
WORK ZONE

TYPE III BARRICADE WITH FLASHING LIGHTS

DIRECTION OF TRAFFIC

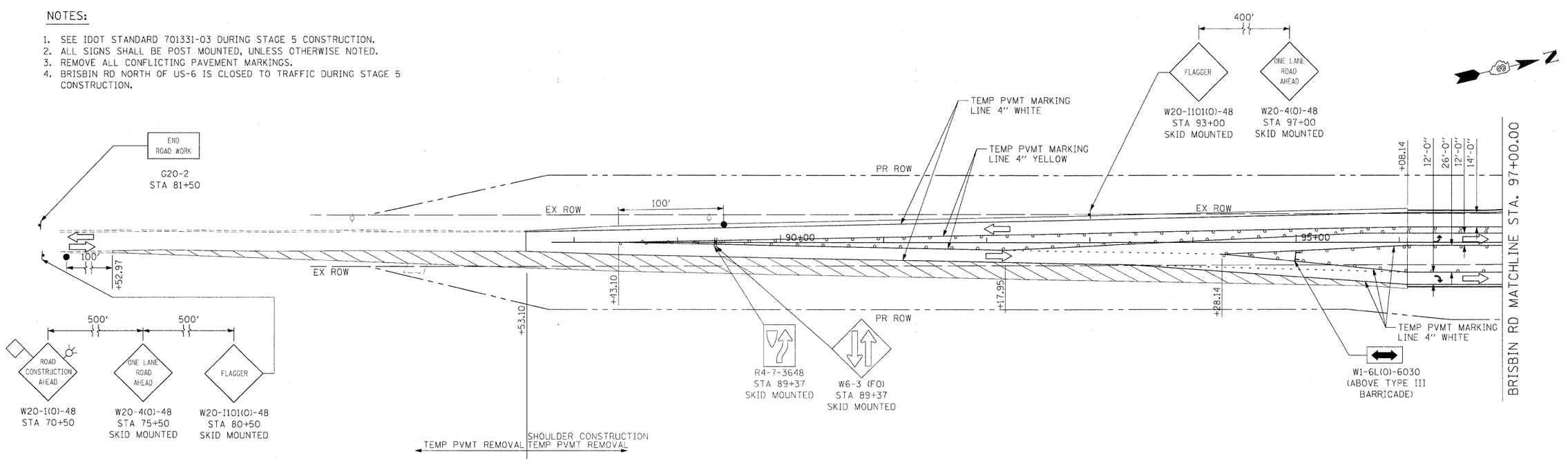
FLAGGER

DRUMS WITH BI-DIRECTIONAL STEADY BURN LIGHTS @ 50' CENTERS, 25' CENTERS ALONG TAPERS, AND 12' CENTERS ALONG RADIUS RETURNS



NOTES:

1. SEE IDOT STANDARD 701331-03 DURING STAGE 5 CONSTRUCTION.
2. ALL SIGNS SHALL BE POST MOUNTED, UNLESS OTHERWISE NOTED.
3. REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
4. BRISBIN RD NORTH OF US-6 IS CLOSED TO TRAFFIC DURING STAGE 5 CONSTRUCTION.



• FAI 80 & FAS 297 / FAU 392

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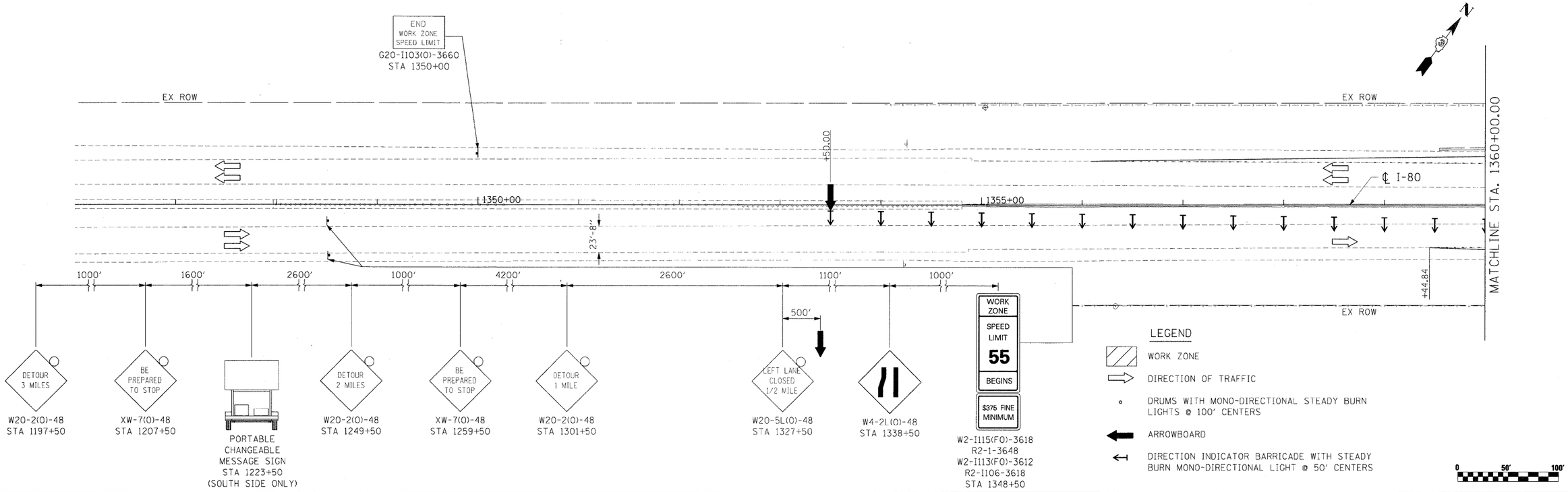
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
US-6, BRISBIN RD (SOUTH OF US6) STAGE 5

SCALE: 1"=50' | SHEET NO. 101 OF 351 SHEETS | STA. 210+00.00 TO STA. 221+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	101
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. I-80 DETOUR VIA RAMPS A, B, C, AND D DURING NIGHT-TIME HOURS ONLY (8 PM TO 5 AM).
2. USE STAGE 4 RAMP CLOSURES FOR DAYTIME OPERATIONS.
3. SEE SHEET 62 AND 63 FOR STAGING AND CONSTRUCTION ACTIVITIES NOTES.

0 50' 100'

• FAI 80 & FAS 297 / FAU 392

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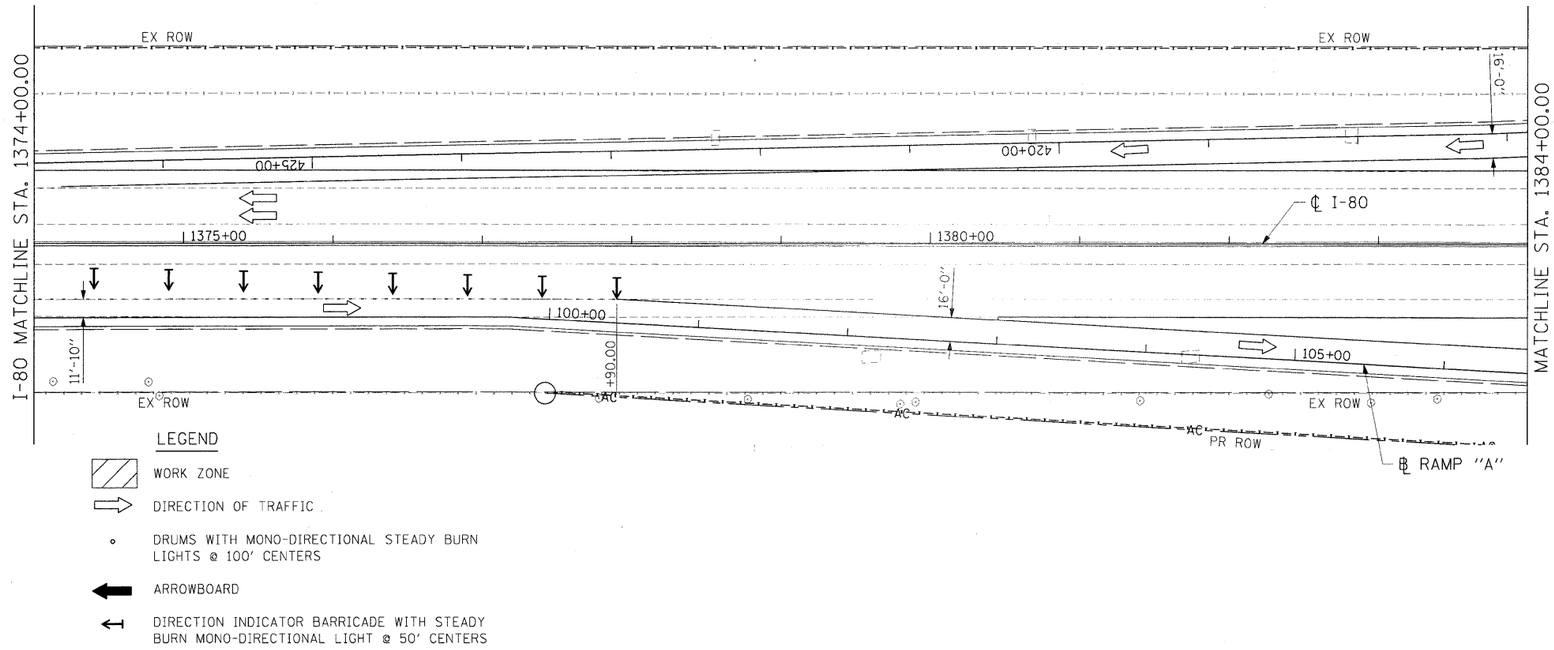
		DATE - 5/20/2010	REVISED -

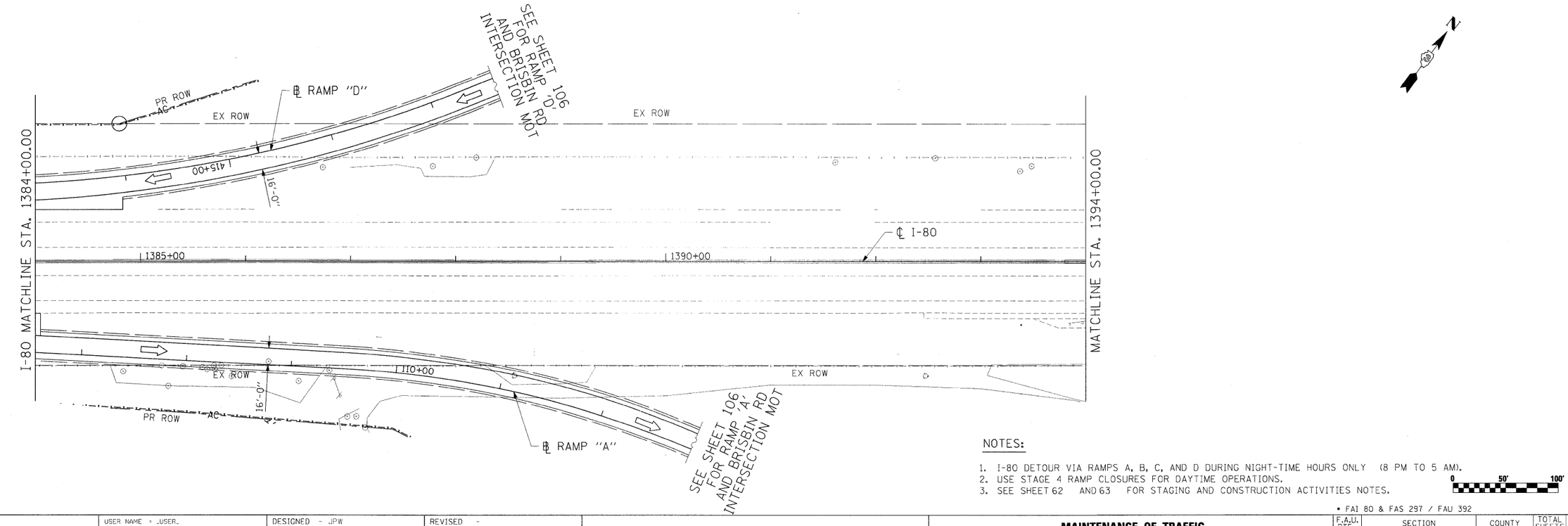
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-80 STAGE 6

SCALE: 1"=50' | SHEET NO. 102 OF 351 SHEETS | STA. 1346+00.00 TO STA. 1374+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GN)	GRUNDY	351	102
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			





NOTES:

1. I-80 DETOUR VIA RAMPS A, B, C, AND D DURING NIGHT-TIME HOURS ONLY (8 PM TO 5 AM).
2. USE STAGE 4 RAMP CLOSURES FOR DAYTIME OPERATIONS.
3. SEE SHEET 62 AND 63 FOR STAGING AND CONSTRUCTION ACTIVITIES NOTES.

0 50' 100'

• FAI 80 & FAS 297 / FAU 392

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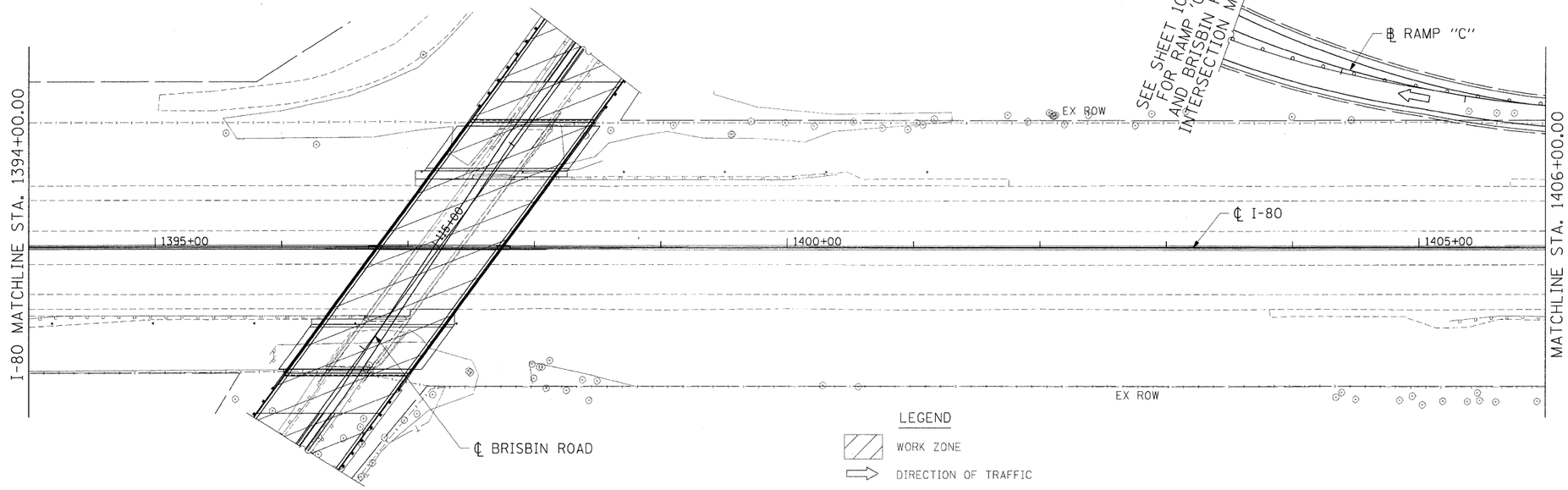
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-80 STAGE 6

SCALE: 1"=50' | SHEET NO. 103 OF 351 SHEETS | STA. 1374+00.00 TO STA. 1394+00.00

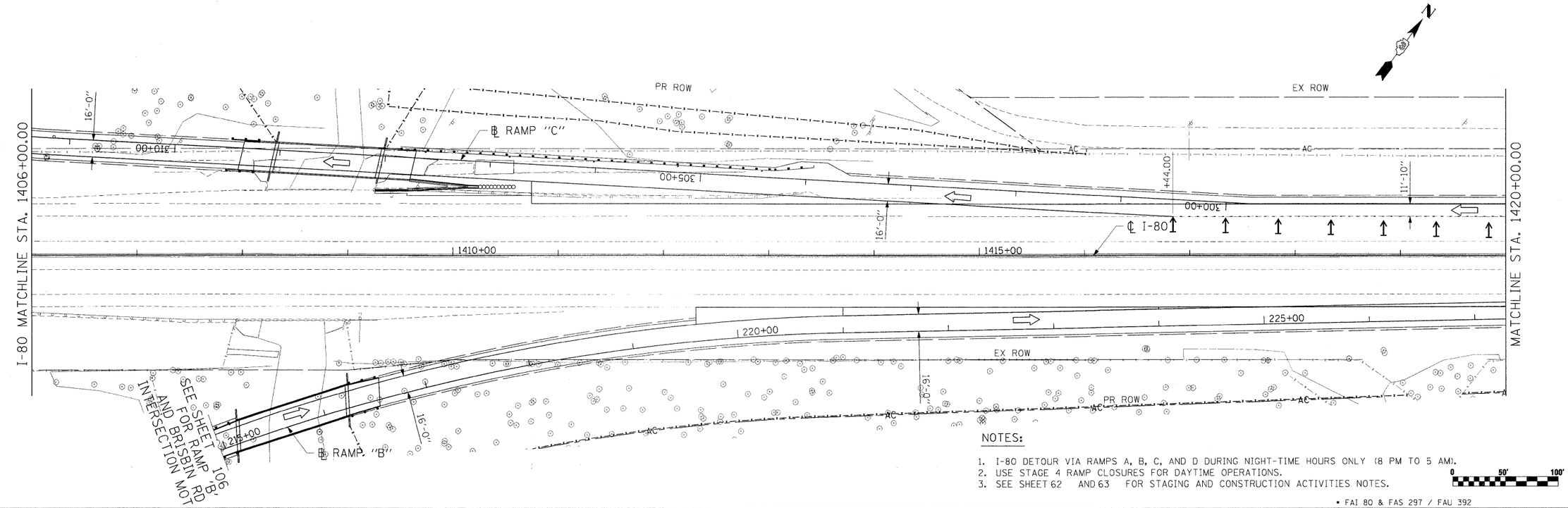
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	103
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- DRUMS WITH MONO-DIRECTIONAL STEADY BURN LIGHTS @ 100' CENTERS
- ARROWBOARD
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT @ 50' CENTERS

0 50' 100'



NOTES:

1. I-80 DETOUR VIA RAMPS A, B, C, AND D DURING NIGHT-TIME HOURS ONLY (8 PM TO 5 AM).
2. USE STAGE 4 RAMP CLOSURES FOR DAYTIME OPERATIONS.
3. SEE SHEET 62 AND 63 FOR STAGING AND CONSTRUCTION ACTIVITIES NOTES.

0 50' 100'

• FAI 80 & FAS 297 / FAU 392

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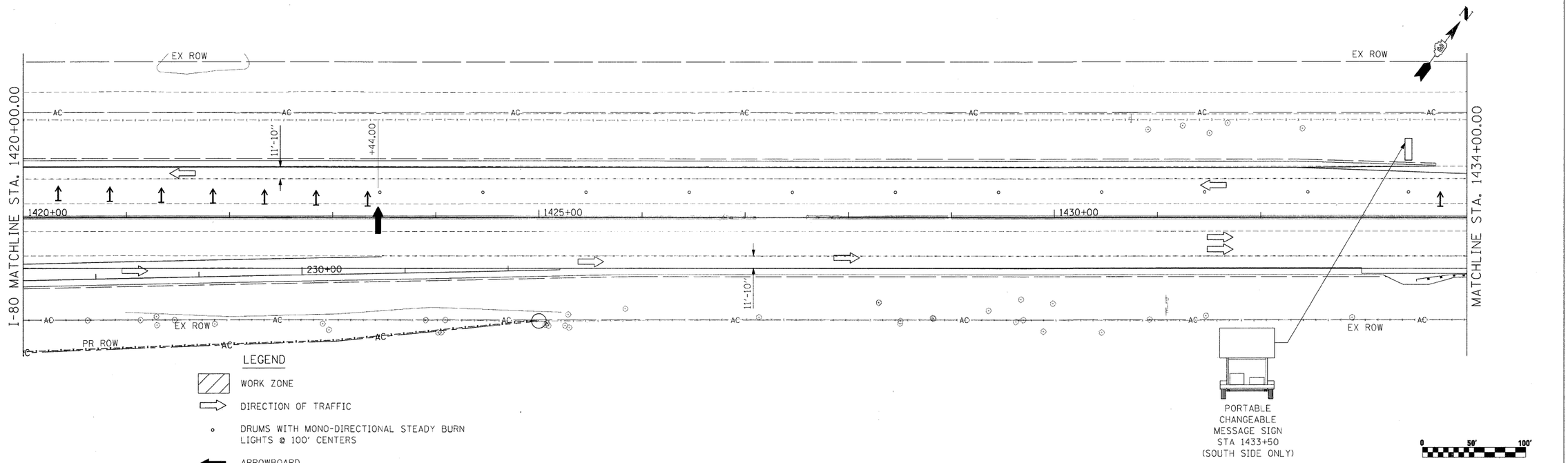
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-80 STAGE 6

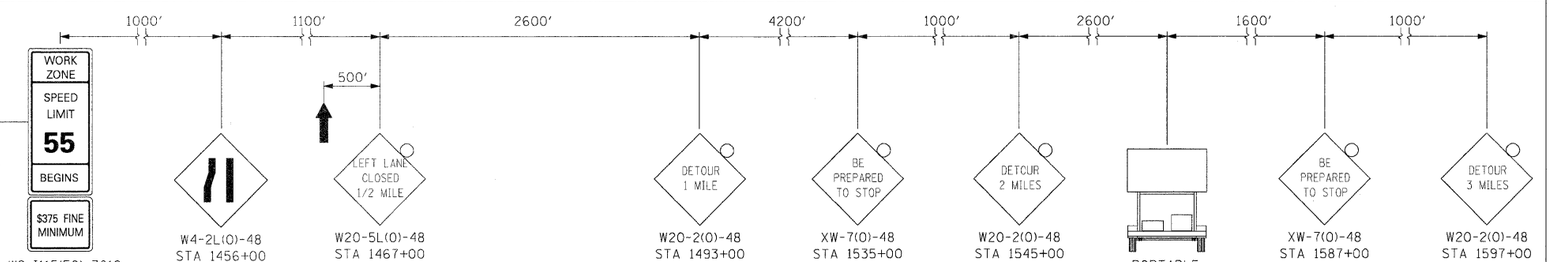
SCALE: 1"=50' | SHEET NO. 104 OF 351 SHEETS | STA. 1394+00.00 TO STA. 1420+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	104
		CONTRACT NO. 66408		
		ILLINOIS	FED. AID PROJECT	



LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- DRUMS WITH MONO-DIRECTIONAL STEADY BURN LIGHTS @ 100' CENTERS
- ARROWBOARD
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' CENTERS



NOTES:

1. I-80 DETOUR VIA RAMPS A, B, C, AND D DURING NIGHT-TIME HOURS ONLY (8 PM TO 5 AM).
2. USE STAGE 4 RAMP CLOSURES FOR DAYTIME OPERATIONS.
3. SEE SHEET 62 AND 63 FOR STAGING AND CONSTRUCTION ACTIVITIES NOTES.

0 50' 100'

▪ FAI 80 & FAS 297 / FAU 392

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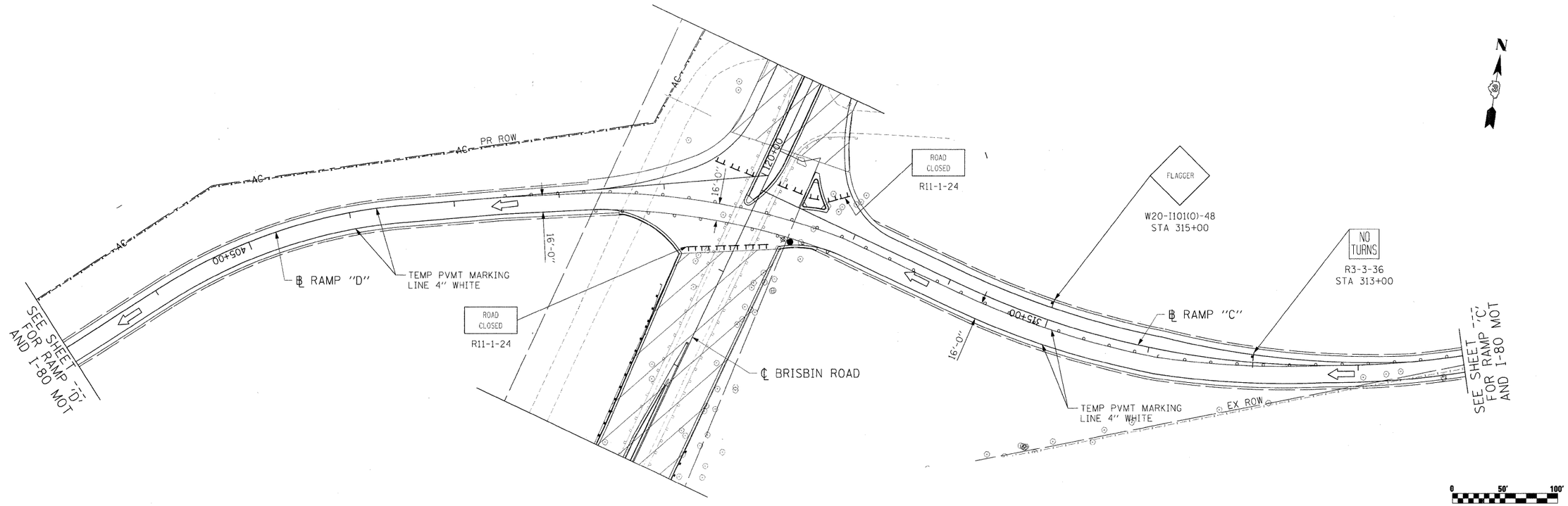
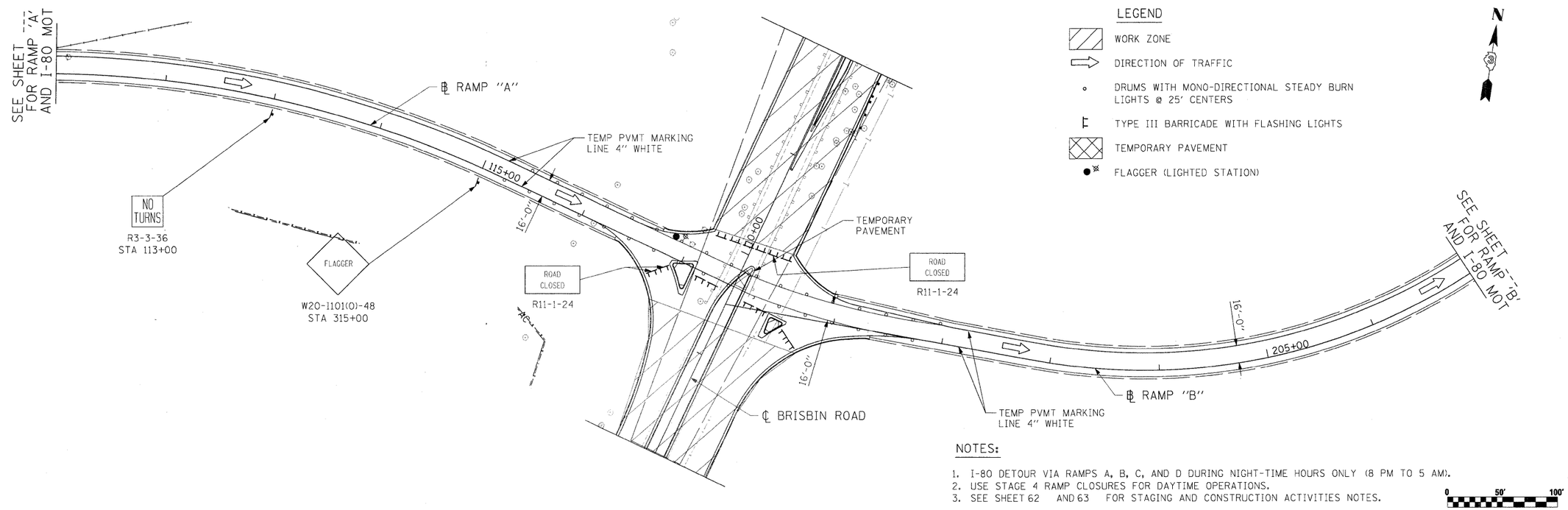
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-80 STAGE 6

SCALE: 1"=50' | SHEET NO. 105 OF 351 SHEETS | STA. 1420+00.00 TO STA. 1445+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
▪	(32,47-4) HBK-4 & G(N)	GRUNDY	351	105
		CONTRACT NO. 66408		
		ILLINOIS FED. AID PROJECT		





NOTES:

1. I-80 DETOUR VIA RAMPS A, B, C, AND D DURING NIGHT-TIME HOURS ONLY (8 PM TO 5 AM).
2. USE STAGE 4 RAMP CLOSURES FOR DAYTIME OPERATIONS.
3. SEE SHEET 62 AND 63 FOR STAGING AND CONSTRUCTION ACTIVITIES NOTES.

• FAI 80 & FAS 297 / FAU 392

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
RAMPS A, B, C, D, AND BRISBIN RD STAGE 6

SCALE: 1"=50' | SHEET NO. 106 OF 351 SHEETS | STA. 1394+00.00 TO STA. 1420+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	106
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

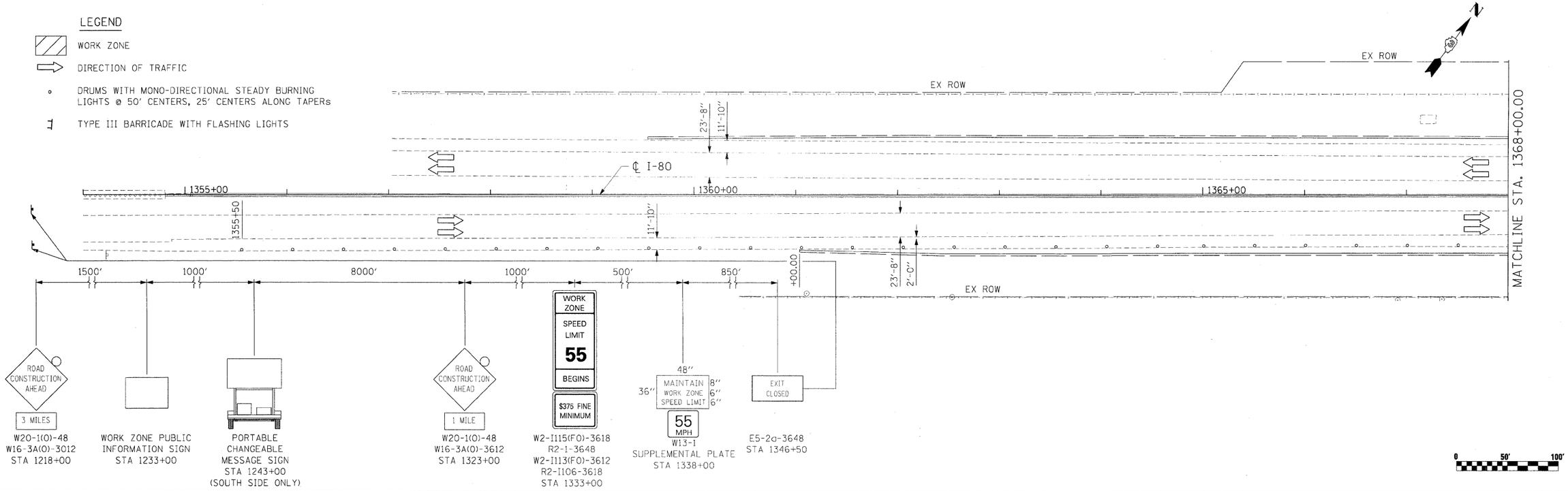
LEGEND

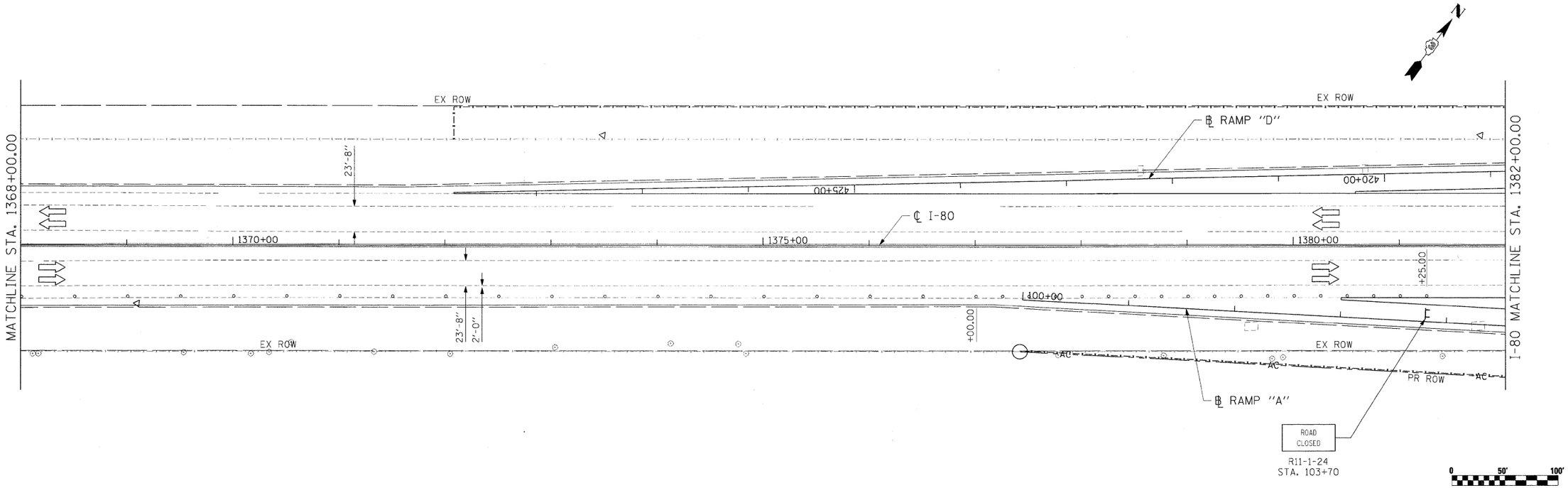
WORK ZONE

DIRECTION OF TRAFFIC

DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS @ 50' CENTERS, 25' CENTERS ALONG TAPERs

TYPE III BARRICADE WITH FLASHING LIGHTS





• FAI 80 & FAS 297 / FAU 392

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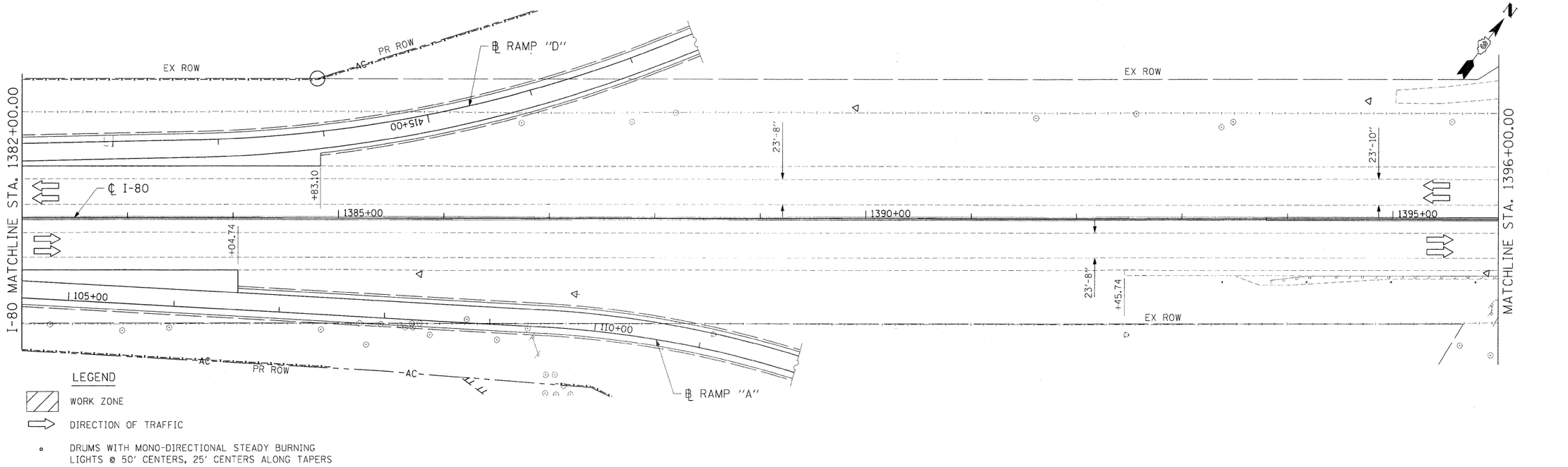
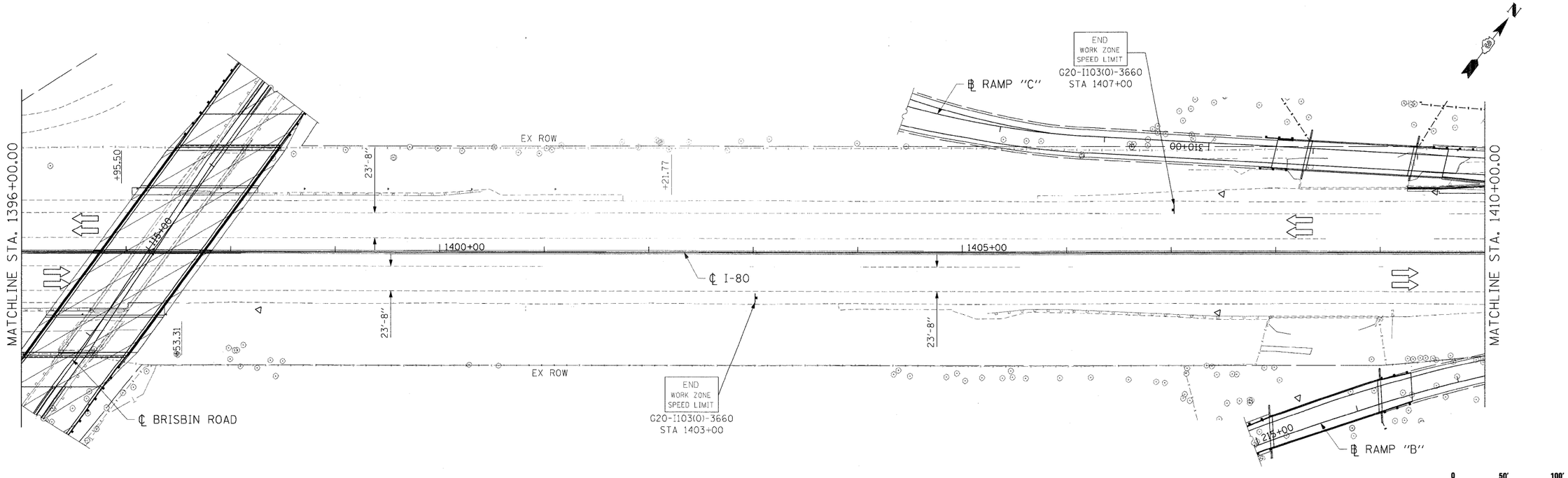
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-80 STAGE 7

SCALE: 1"=50' | SHEET NO. 107 OF 351 SHEETS | STA. 1358+00.00 TO STA. 1382+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GIN)	GRUNDY	351	107
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			





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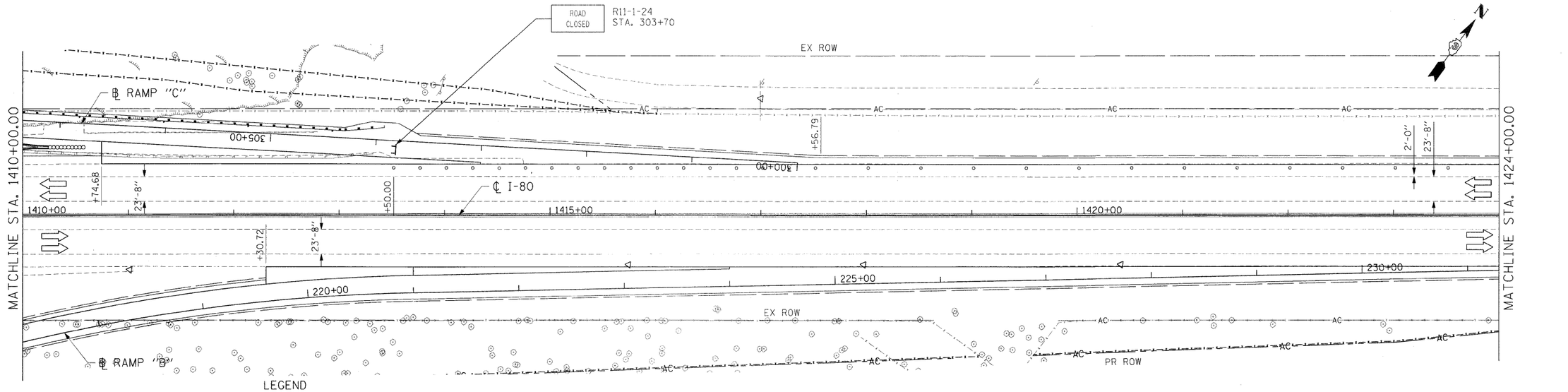
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-80 STAGE 7

SCALE: 1"=50' | SHEET NO. 108 OF 351 SHEETS | STA. 1382+00.00 TO STA. 1410+00.00

• FAI 80 & FAS 297 / FAU 392

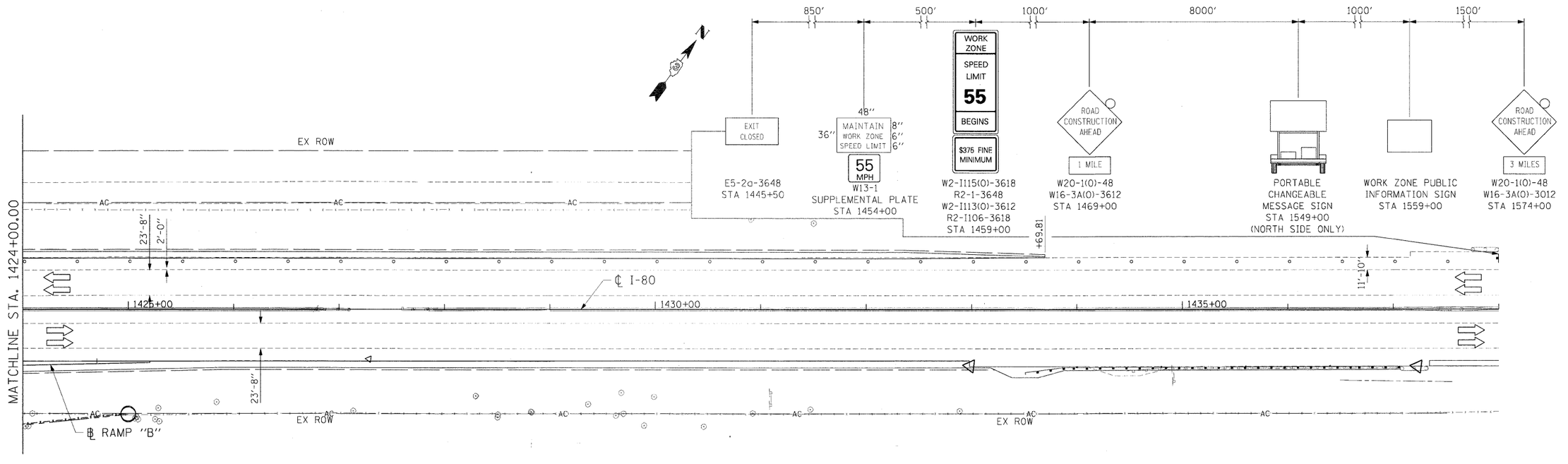
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	108
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS @ 50' CENTERS, 25' CENTERS ALONG TAPERS
- TYPE III BARRICADE WITH FLASHING LIGHTS

0 50' 100'



0 50' 100'

▪ FAI 80 & FAS 297 / FAU 392

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	PLOT DATE = 5/20/2010	DATE - 5/20/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
I-80 STAGE 7

SCALE: 1"=50' | SHEET NO. 109 OF 351 SHEETS | STA. 1410+00.00 TO STA. 1437+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
▪	(32,47-4) HBK-4 & G(N)	GRUNDY	351	109
		CONTRACT NO. 66408		
	ILLINOIS	FED. AID PROJECT		

EROSION AND SEDIMENT CONTROL NOTES:

1. INSTALL TEMPORARY FENCE ALONG RAMP C FROM STATION 304+00 (RT) TO STATION 310+00 (RT) ADJACENT TO WETLAND AS SHOWN ON THE PLANS. TEMPORARY FENCE SHALL BE HIGH VISIBILITY ORANGE FENCE.

2. PLACE PERIMETER EROSION BARRIER PRIOR TO ANY EARTH DISTURBING OR GRADING ACTIVITIES. USE FENCE (EROSION CONTROL) FOR ADDITIONAL SUPPORT OF THE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

3. PLACE THE TURBIDITY CURTAIN IN COLLINS RUN PRIOR TO ANY EARTH DISTURBING OR GRADING ACTIVITIES IN THE VICINITY OF THE CREEK.

4. IF DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. ALL PUMPED DISCHARGES SHALL BE ROUTED THROUGH APPROPRIATELY DESIGNED SEDIMENT TRAPS OR BASINS, PORTABLE SEDIMENT TANKS, SUMP PITS, SEDIMENT FILTRATION BAGS, VEGETATED DITCHES OR OTHER METHOD APPROVED BY THE ENGINEER. THE CONTRACTOR MUST SUBMIT A DEWATERING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.

5. CONSTRUCTION VEHICLES SHALL BE KEPT OUT OF THE STREAM CHANNEL TO THE MAXIMUM EXTENT PRACTICABLE. WHERE CONSTRUCTION CROSSINGS ARE NECESSARY, TEMPORARY CROSSINGS SHALL BE CONSTRUCTED OF COARSE AGGREGATE IN ACCORDANCE WITH THE RECURRING SPECIAL PROVISION FOR HAUL ROAD STREAM CROSSINGS, OTHER TEMPORARY STREAM CROSSINGS AND IN-STREAM WORK PADS.

6. SOIL STORAGE PILES CONTAINING MORE THAN 10 CUBIC YARDS OF MATERIAL SHALL NOT BE LOCATED WITH A DOWNSLOPE DRAINAGE LENGTH OF LESS THAN 25 FEET TO A ROADWAY OR DRAINAGE CHANNEL. FILTER BARRIERS, INCLUDING SILT FENCE OR EQUIVALENT, SHALL BE INSTALLED IMMEDIATELY ON THE DOWNSLOPE SIDE OF THE PILES. ANY STOCKPILES REMAINING IN PLACE MORE THAN 7 DAYS WILL REQUIRE TEMPORARY STABILIZATION.

7. PLACE EMBANKMENT AND STABILIZE WITH TEMPORARY EROSION CONTROL SEEDING AS THE EMBANKMENT CONSTRUCTION PROGRESSES.

8. STABILIZE THE FINAL GRADED SLOPES WITH PERMANENT SEEDING AND MULCH, METHOD 2 AS SOON AS SOON AS POSSIBLE. INSTALL EROSION CONTROL BLANKET ON SLOPES 1:3 (V:H) OR STEEPER OR AS DIRECTED BY THE ENGINEER.

9. TEMPORARILY SEED ANY BARE EARTH OR DISTURBED AREAS EVERY 7 DAYS (CRITICAL LOCATIONS WITHIN 48 HOURS) IN ACCORDANCE WITH ARTICLE 280.04 OF THE STANDARD SPECIFICATIONS.

10. INSTALL CULVERT INLET PROTECTION AT THE UPSTREAM ENDS OF THE PIPE CULVERTS AT LOCATIONS SHOWN ON THE PLANS.

11. THE CONTRACTOR MUST TAKE MEASURES TO MINIMIZE SOIL TRACKED ONTO PUBLIC AND PRIVATE ROADS, INCLUDING THE USE OF STABILIZED CONSTRUCTION ENTRANCE(S) AND VEHICLE WASHDOWN FACILITIES WHERE APPROPRIATE. ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING (NOT FLUSHING) BEFORE THE END OF EACH WORK DAY AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING THE DUST AND AIRBORNE DIRT GENERATED BY HIS/HER CONSTRUCTION ACTIVITIES IN ACCORDANCE WITH ARTICLE 107.36 OF THE STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH THE DISTRICT 3 SPECIAL PROVISION DUST CONTROL-HAULING EARTH, GRANULAR MATERIALS OR WASTE MATERIAL.

13. A QUANTITY OF MULCH, METHOD 2 IS INCLUDED FOR ALL SLOPES IF NEEDED FOR WINTER SHUTDOWN.

14. SEE THE SPECIAL PROVISIONS FOR THE STORM WATER POLLUTION PREVENTION PLAN.

• FAI 80 & FAS 297 / FAU 392

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN ROAD
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

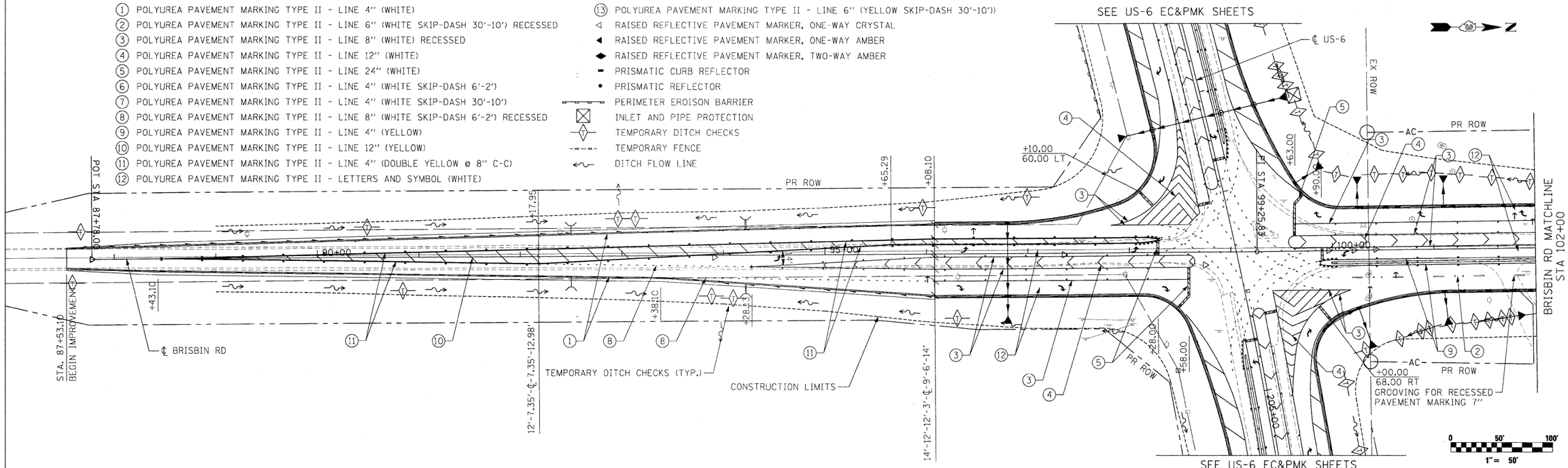
SCALE: 1"=50' | SHEET NO. 110 OF 351 SHEETS | STA. 87+78.00 TO STA. 117+00.00

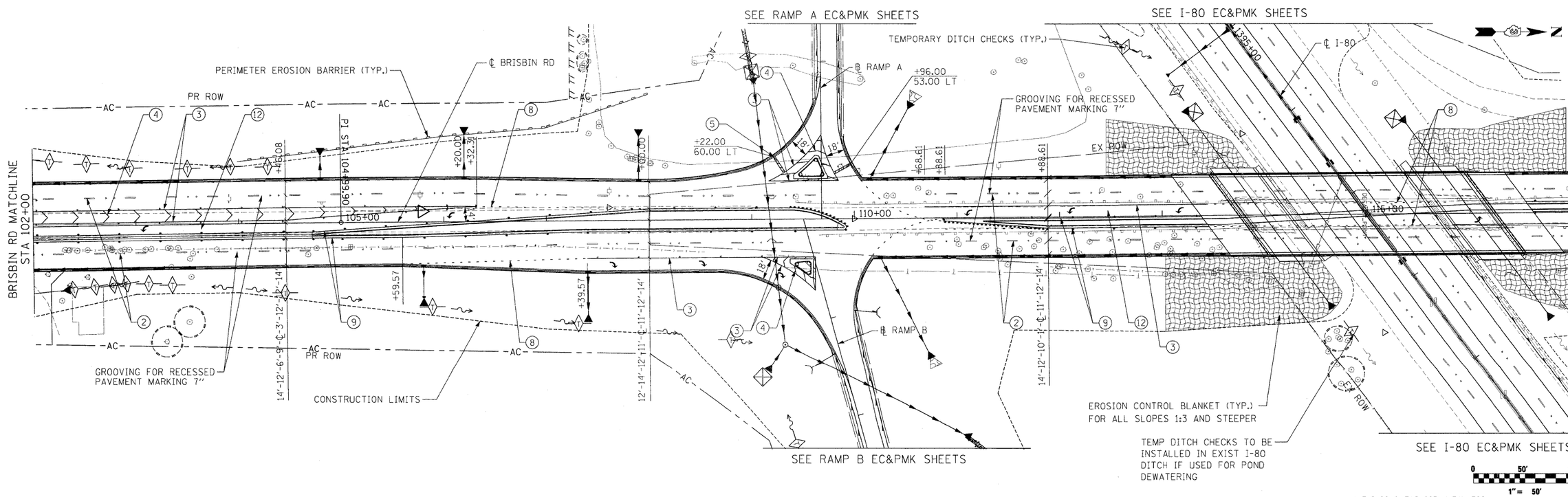
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GN)	GRUNDY	351	110
		CONTRACT NO. 66408		
		ILLINOIS FED. AID PROJECT		

LEGEND:

1. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
2. POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE SKIP-DASH 30'-10') RECESSED
3. POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE) RECESSED
4. POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
5. POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
6. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
7. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 30'-10')
8. POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE SKIP-DASH 6'-2') RECESSED
9. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
10. POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (YELLOW)
11. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 8" C-C)
12. POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOL (WHITE)
13. POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (YELLOW SKIP-DASH 30'-10'))

- RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
- RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY AMBER
- RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
- PRISMATIC CURB REFLECTOR
- PRISMATIC REFLECTOR
- PERIMETER EROISON BARRIER
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- TEMPORARY FENCE
- DITCH FLOW LINE





• FAI 80 & FAS 297 / FAU 392

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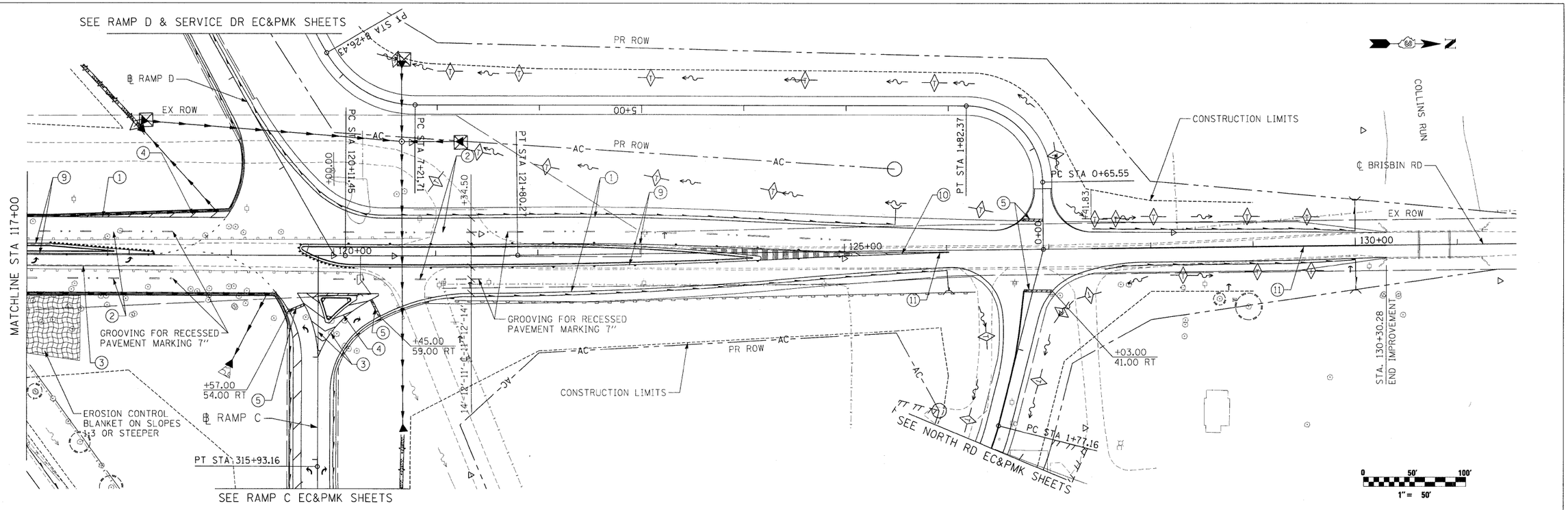
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN ROAD
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET NO. 111 OF 351 SHEETS | STA. 87+78.00 TO STA. 117+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	111
		CONTRACT NO. 66408		
		ILLINOIS FED. AID PROJECT		



LEGEND:

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE) RECESSED
(2) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE SKIP-DASH 30'-10') RECESSED
(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE) RECESSED
(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
(7) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 30'-10')
(8) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE SKIP-DASH 6'-2') RECESSED
(9) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
(10) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (YELLOW)
(11) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 8" C-C)
(12) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOL (WHITE)
(13) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (YELLOW SKIP-DASH 30'-10'))
◁ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
◀ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY AMBER
◆ RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
▬ PRISMATIC CURB REFLECTOR
• PRISMATIC REFLECTOR
PERIMETER EROISON BARRIER
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECKS
TEMPORARY FENCE
DITCH FLOW LINE

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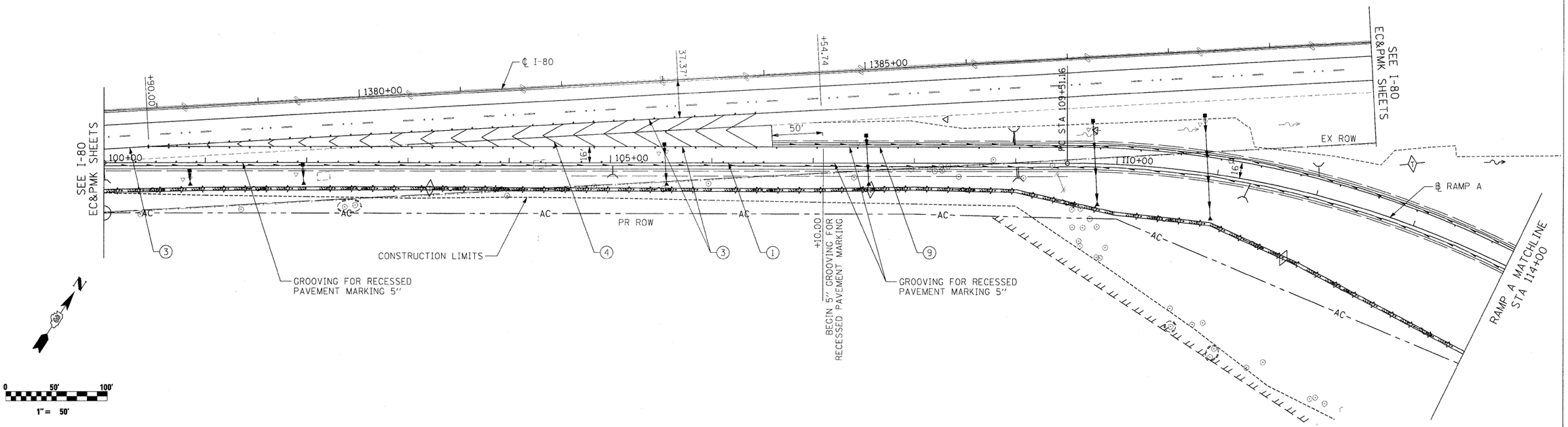
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

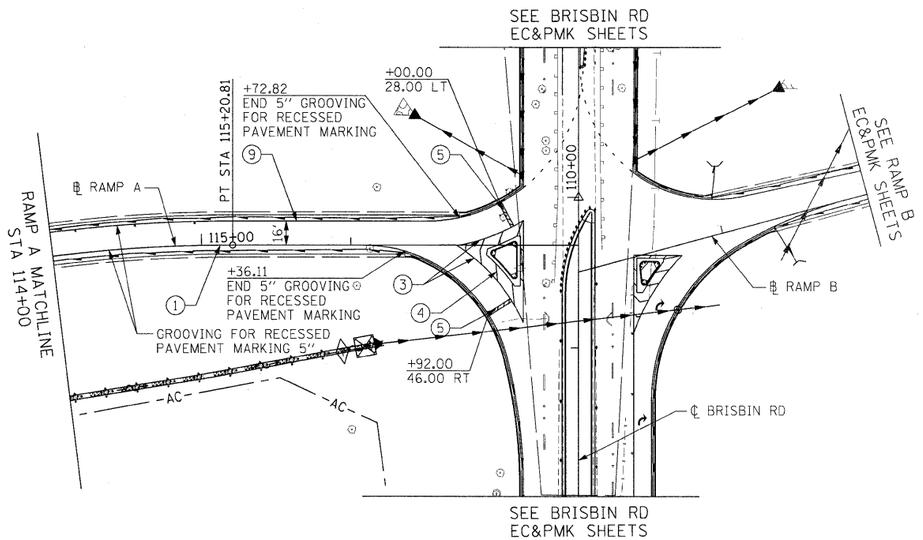
BRISBIN ROAD
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET NO. 112 OF 351 SHEETS | STA. 117+00.00 TO STA. 130+30.29

▪ FAI 80 & FAS 297 / FAU 392

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
▪	(32,47-4) HBK-4 & G(N)	GRUNDY	351	112
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			





LEGEND:

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
(2) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE SKIP-DASH 30'-10')
(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
(7) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 30'-10')
(8) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE SKIP-DASH 6'-2')
(9) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
(10) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (YELLOW)
(11) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 8" C-C)
(12) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOL (WHITE)
(13) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (YELLOW SKIP-DASH 30'-10'))
◁ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
◀ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY AMBER
◆ RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
▬ PRISMATIC CURB REFLECTOR
• PRISMATIC REFLECTOR
PERIMETER EROISON BARRIER
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECKS
TEMPORARY FENCE
DITCH FLOW LINE

0 50' 100'
1" = 50'

• FAI 80 & FAS 297 / FAU 392

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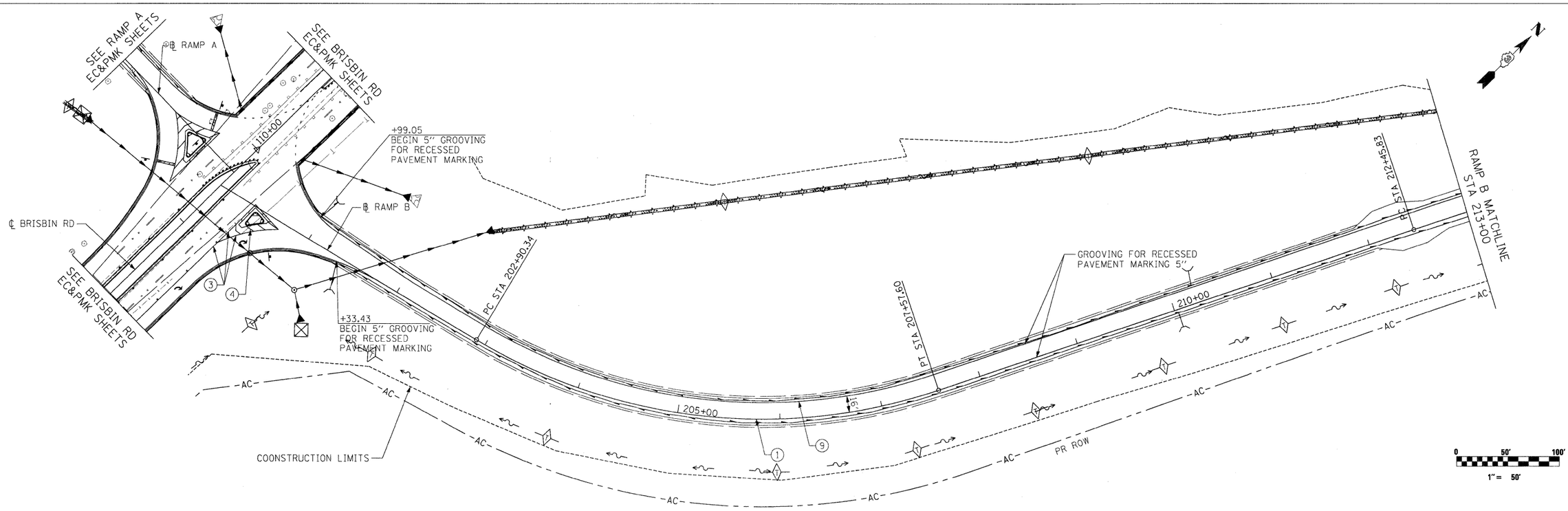
	PLOT DATE = 5/21/2010	DATE - 5/21/2010	REVISED -

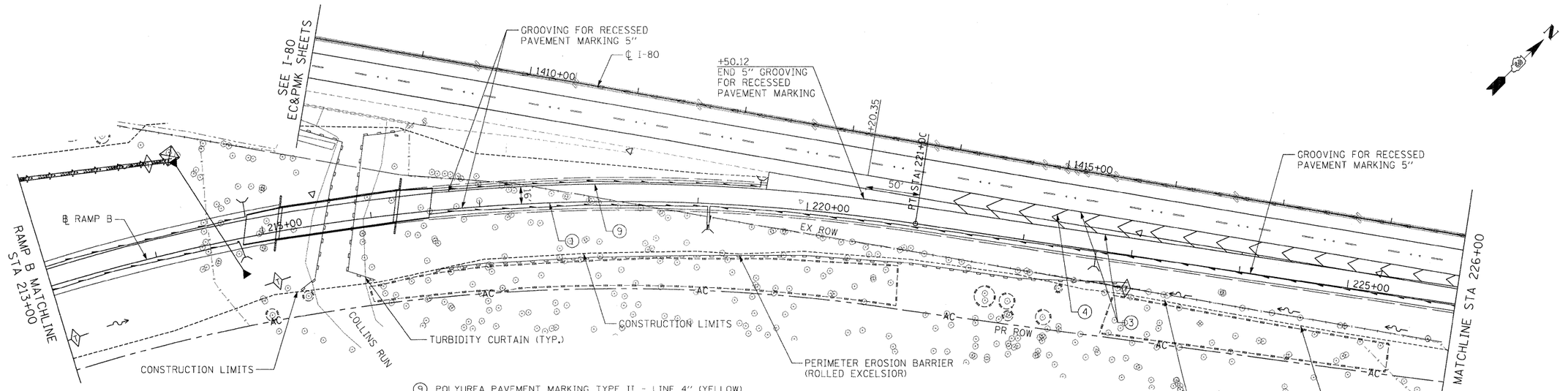
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP A
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET NO. 113 OF 351 SHEETS | STA. 100+00.00 TO STA. 117+52.58

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	113
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			





LEGEND:

1. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
2. POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE SKIP-DASH 30'-10')
3. POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
4. POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
5. POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
6. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
7. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 30'-10')
8. POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE SKIP-DASH 6'-2')
9. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
10. POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (YELLOW)
11. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 8" C-C)
12. POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOL (WHITE)
13. POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (YELLOW SKIP-DASH 30'-10'))

- ◁ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
- ◀ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY AMBER
- ◆ RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
- ▬ PRISMATIC CURB REFLECTOR
- • PRISMATIC REFLECTOR
- PERIMETER EROISON BARRIER
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- TEMPORARY FENCE
- DITCH FLOW LINE

• FAI 80 & FAS 297 / FAU 392

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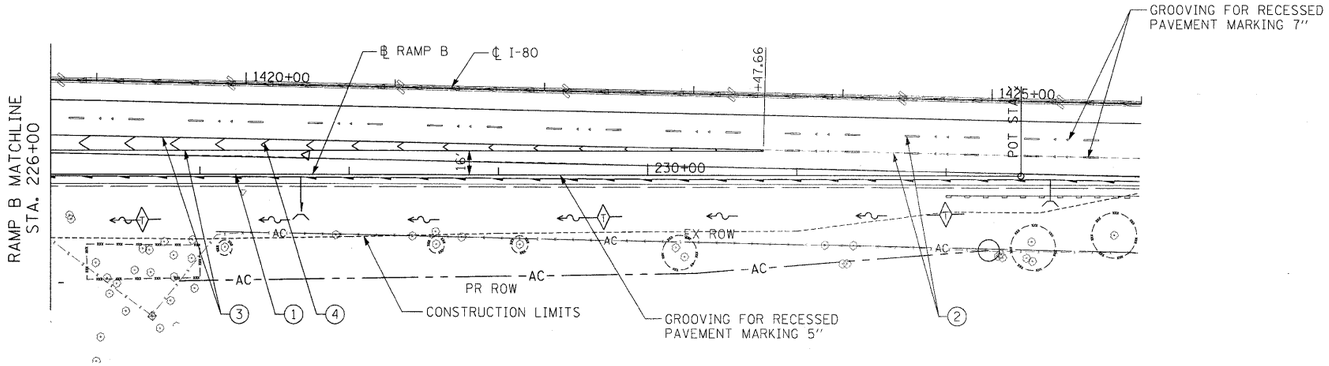
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP B
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET NO. 114 OF 351 SHEETS | STA. 200+00.00 TO STA. 226+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	114
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



0 50' 100'

1" = 50'

LEGEND:

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
(2) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE SKIP-DASH 30'-10') RECESSED
(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
(7) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 30'-10')
(8) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE SKIP-DASH 6'-2')
(9) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
(10) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (YELLOW)
(11) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 8" C-C)
(12) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOL (WHITE)
(13) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (YELLOW SKIP-DASH 30'-10'))

◁ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
◀ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY AMBER
◆ RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
▪ PRISMATIC CURB REFLECTOR
• PRISMATIC REFLECTOR
PERIMETER EROISON BARRIER
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECKS
TEMPORARY FENCE
DITCH FLOW LINE

• FAI 80 & FAS 297 / FAU 392

FILE NAME = t:\c1812\cadd sheets\D366408-sht-eros-spd-pmk.dgn	USER NAME = _USER_	DESIGNED - CGC	REVISED -
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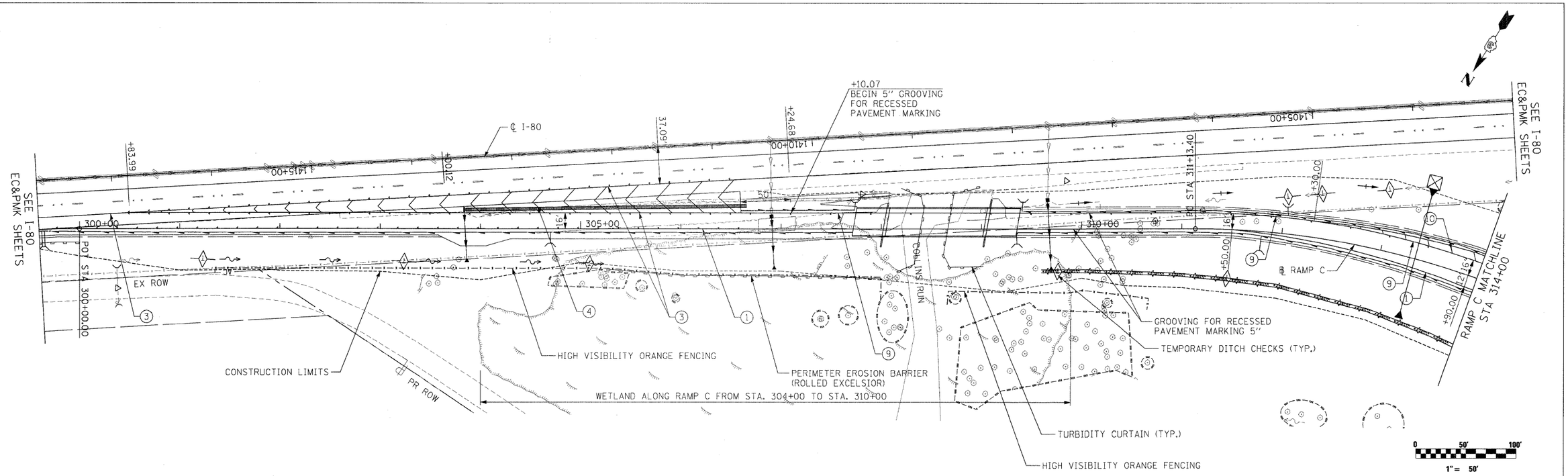
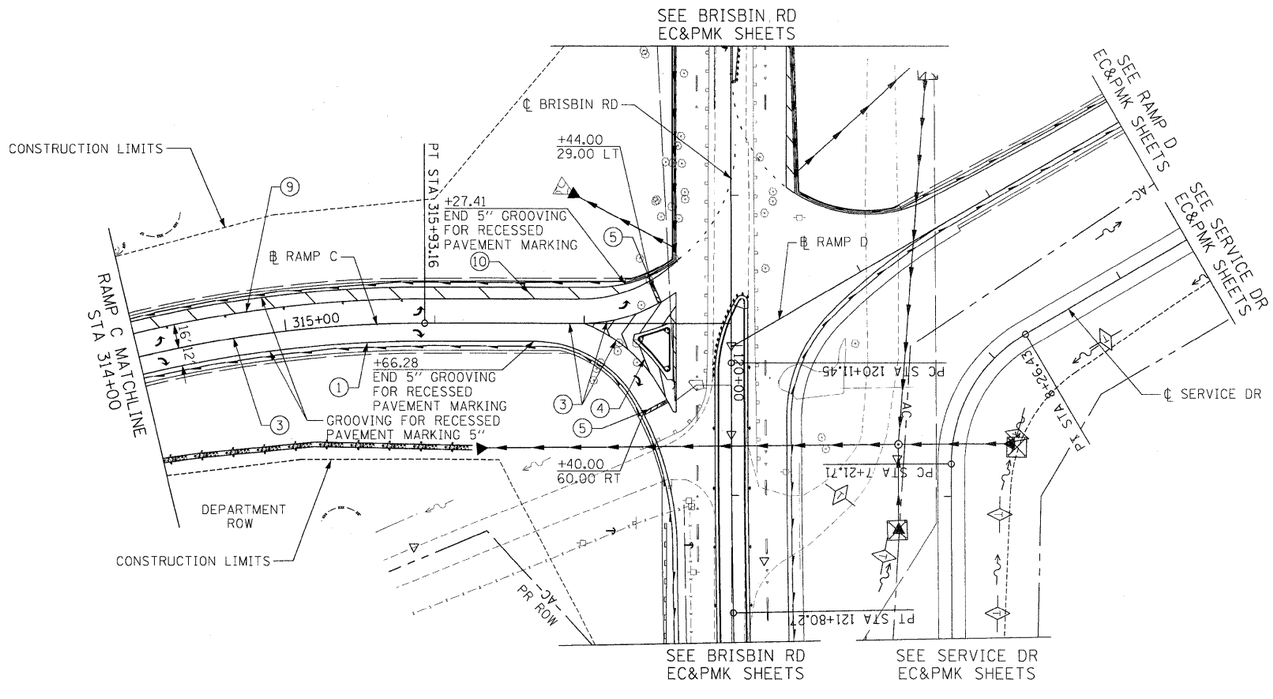
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP B
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET NO. 115 OF 351 SHEETS | STA. 226+00.00 TO STA. 232+50.12

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	115
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			





LEGEND:

1. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
2. POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE SKIP-DASH 30'-10') RECESSED
3. POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE) RECESSED
4. POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
5. POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
6. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
7. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 30'-10')
8. POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE SKIP-DASH 6'-2') RECESSED
9. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
10. POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (YELLOW)
11. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 8" C-C)
12. POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOL (WHITE)
13. POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (YELLOW SKIP-DASH 30'-10')

- ◁ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
- ◀ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY AMBER
- ◆ RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
- ▬ PRISMATIC CURB REFLECTOR
- • PRISMATIC REFLECTOR
- PERIMETER EROISON BARRIER
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- TEMPORARY FENCE
- DITCH FLOW LINE

0 50' 100'
1" = 50'

• FAI 80 & FAS 297 / FAU 392

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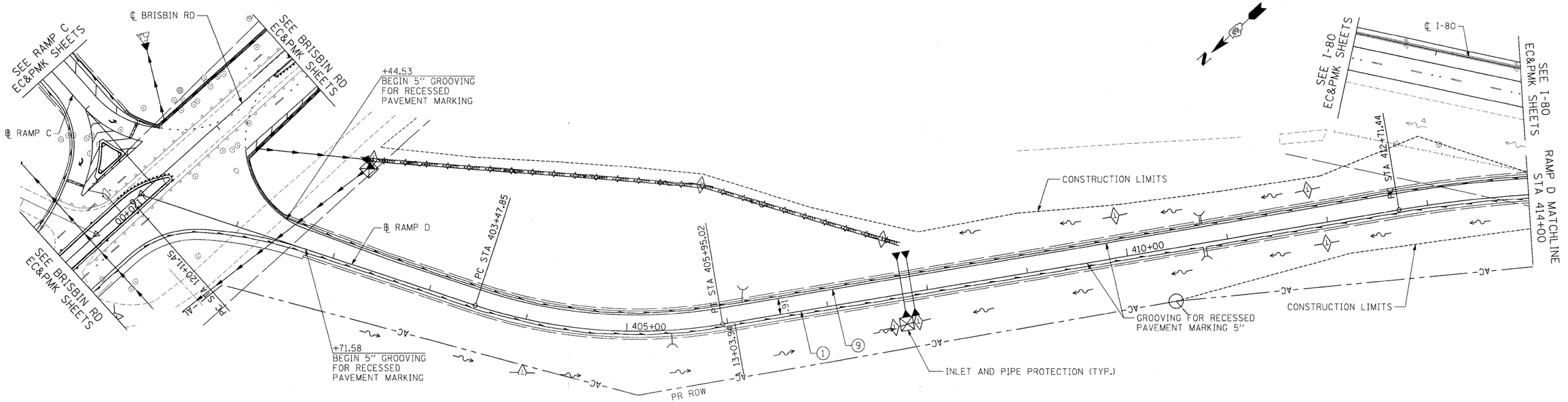
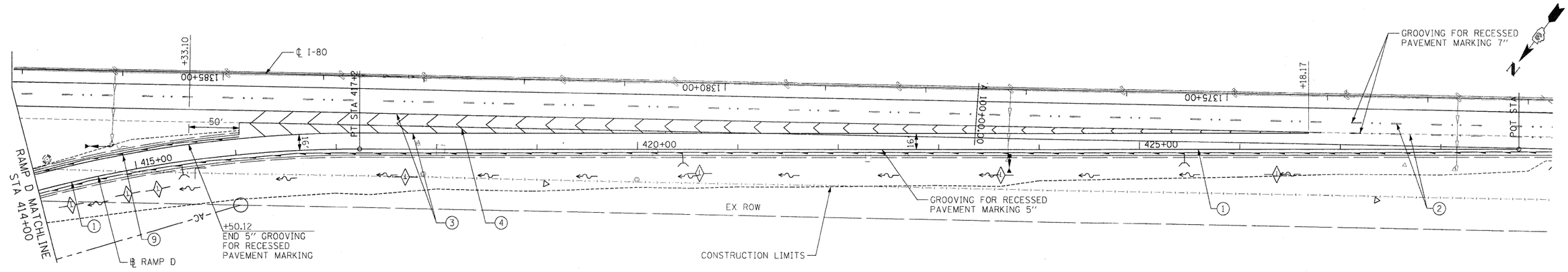
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP C
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET NO. 116 OF 351 SHEETS | STA. 300+00.00 TO STA. 317+98.52

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	116
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			





LEGEND:

1. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
2. POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE SKIP-DASH 30'-10') RECESSED
3. POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
4. POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
5. POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
6. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
7. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 30'-10')
8. POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE SKIP-DASH 6'-2')
9. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
10. POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (YELLOW)
11. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 8" C-C)
12. POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOL (WHITE)
13. POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (YELLOW SKIP-DASH 30'-10'))

- RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
- RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY AMBER
- RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
- PRISMATIC CURB REFLECTOR
- PRISMATIC REFLECTOR
- PERIMETER EROISON BARRIER
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- TEMPORARY FENCE
- DITCH FLOW LINE

• FAI 80 & FAS 297 / FAU 392

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

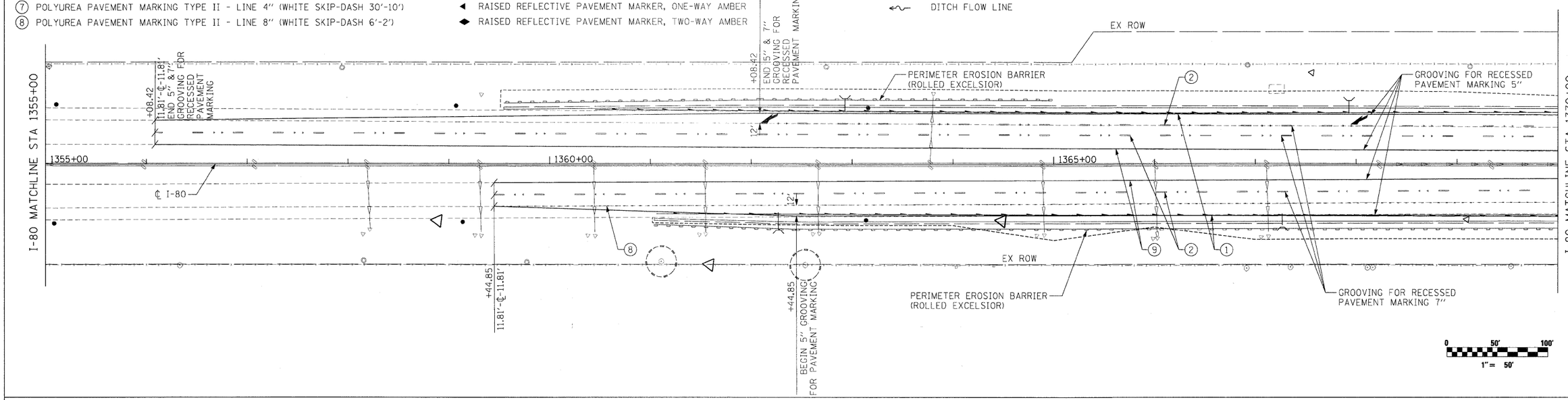
RAMP D
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

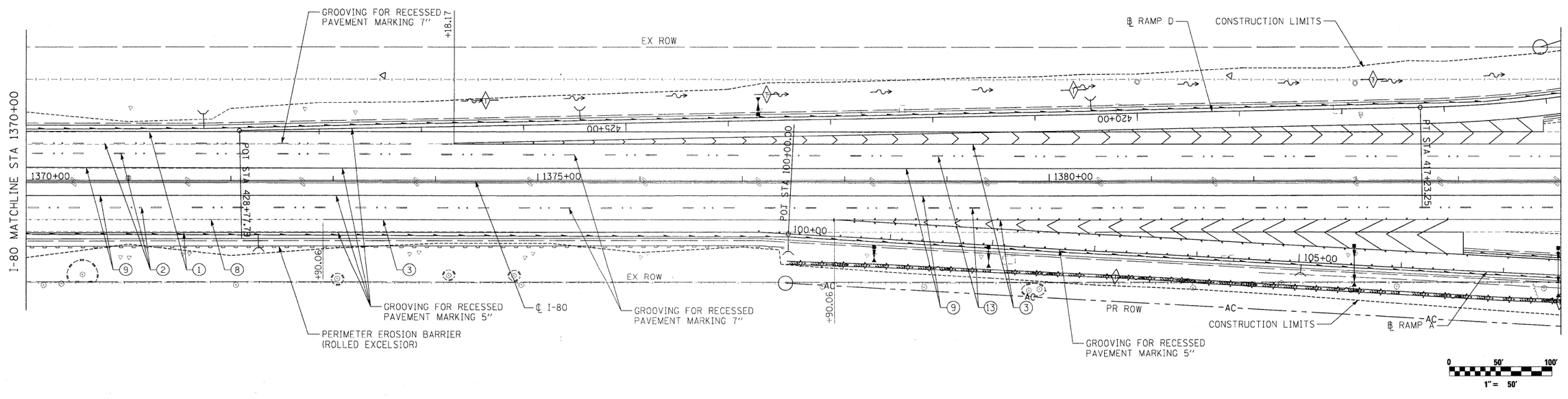
SCALE: 1"=50' | SHEET NO. 117 OF 351 SHEETS | STA. 400+00.00 TO STA. 428+77.79

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	117
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

LEGEND:

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
(2) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE SKIP-DASH 30'-10') RECESSED
(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
(7) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 30'-10')
(8) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE SKIP-DASH 6'-2')
(9) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
(10) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (YELLOW)
(11) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 8" C-C)
(12) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOL (WHITE)
(13) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (YELLOW SKIP-DASH 30'-10'))
RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY AMBER
RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
PRISMATIC CURB REFLECTOR
PRISMATIC REFLECTOR
PERIMETER EROISON BARRIER
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECKS
TEMPORARY FENCE
DITCH FLOW LINE





• FAI 80 & FAS 297 / FAU 392

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET NO. 118 OF 351 SHEETS | STA. 1355+00.00 TO STA. 1385+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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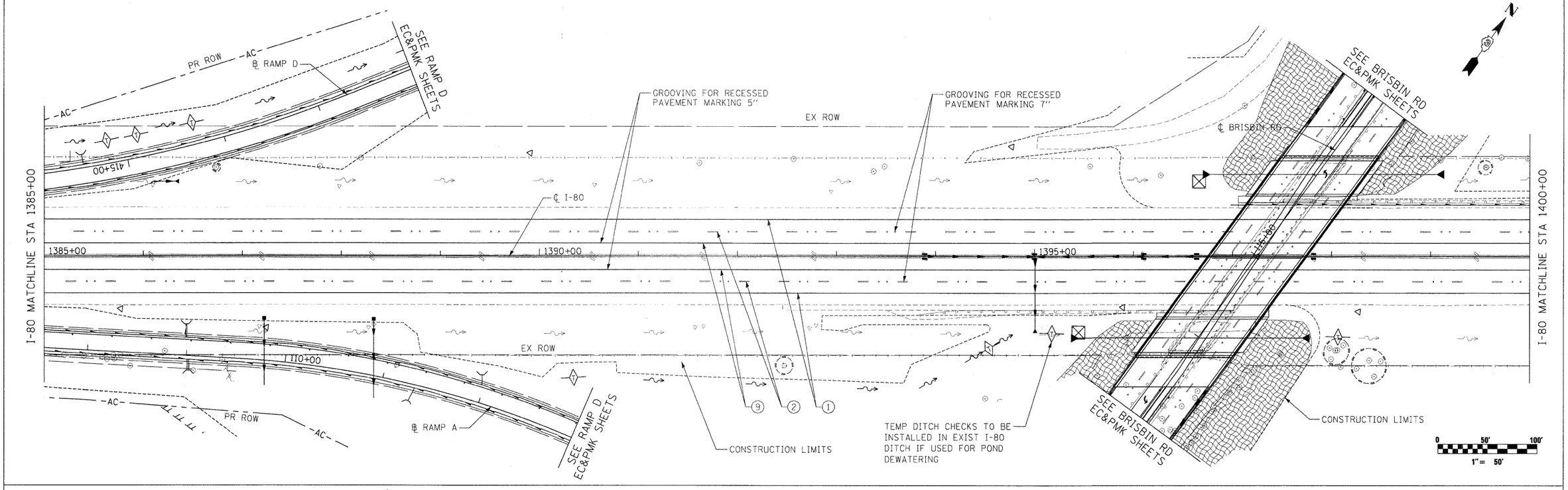
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



LEGEND:

1. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
2. POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE SKIP-DASH 30'-10') RECESSED
3. POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
4. POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
5. POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
6. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2")
7. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 30'-10')
8. POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE SKIP-DASH 6'-2")
9. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
10. POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (YELLOW)
11. POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 8" C-C)
12. POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOL (WHITE)
13. POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (YELLOW SKIP-DASH 30'-10'))

- ◁ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
- ◀ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY AMBER
- ◆ RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
- ▪ PRISMATIC CURB REFLECTOR
- • PRISMATIC REFLECTOR
- PERIMETER EROISON BARRIER
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- TEMPORARY FENCE
- DITCH FLOW LINE

* FAI 80 & FAS 297 / FAU 392

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		DRAWN - CGC	REVISED -
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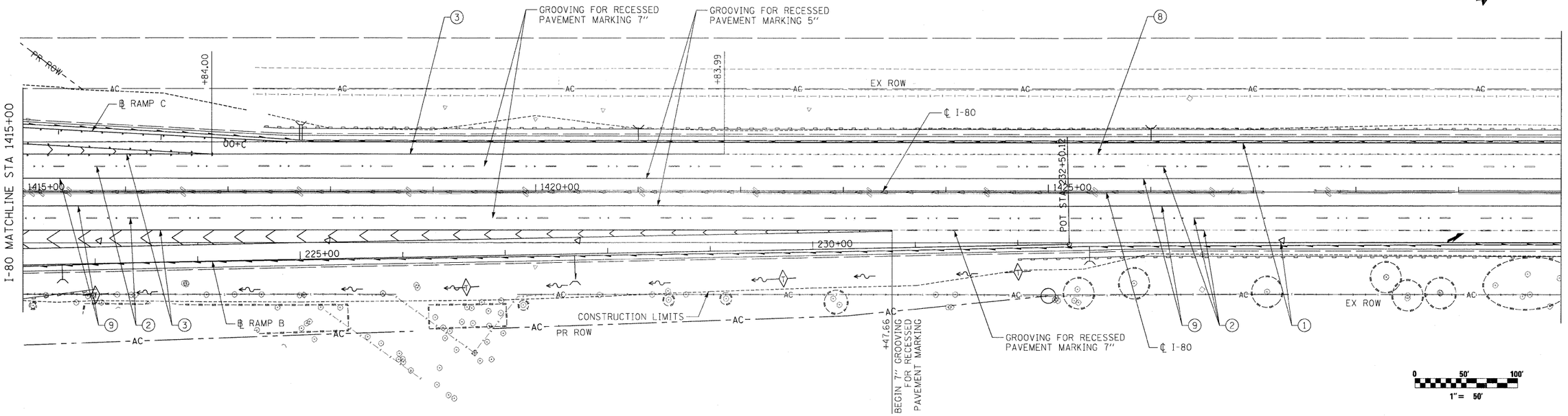
	PLOT DATE = 5/21/2010	DATE - 5/21/2010	REVISED -

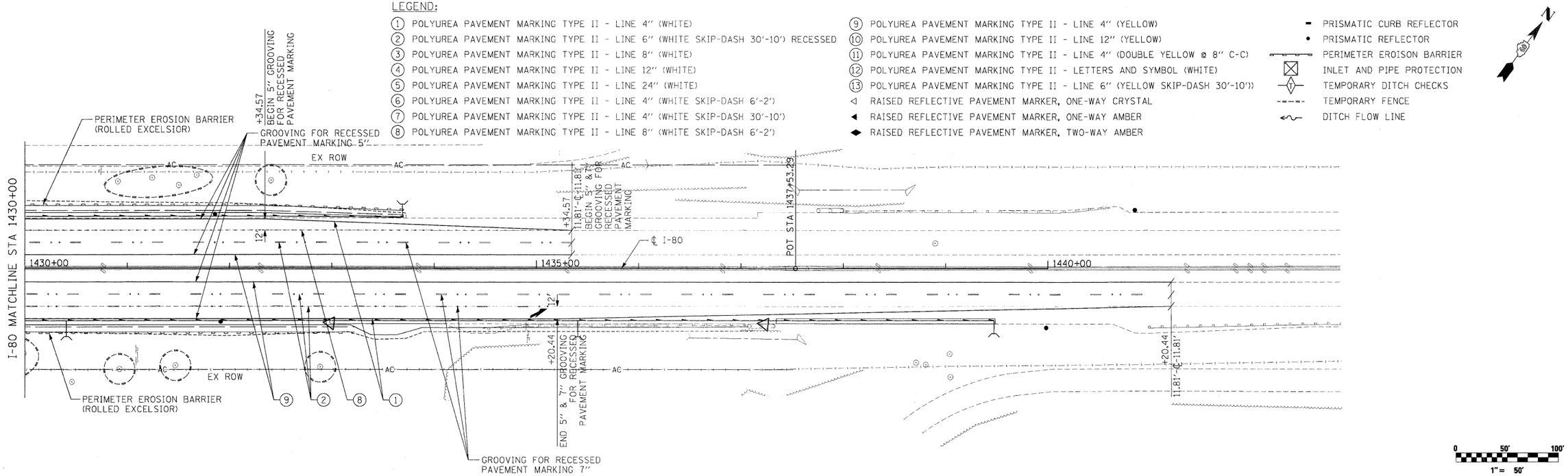
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET NO. 119 OF 351 SHEETS | STA. 1385+00.00 TO STA. 1415+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & GN)	GRUNDY	351	119
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			





• FAI 80 & FAS 297 / FAU 392

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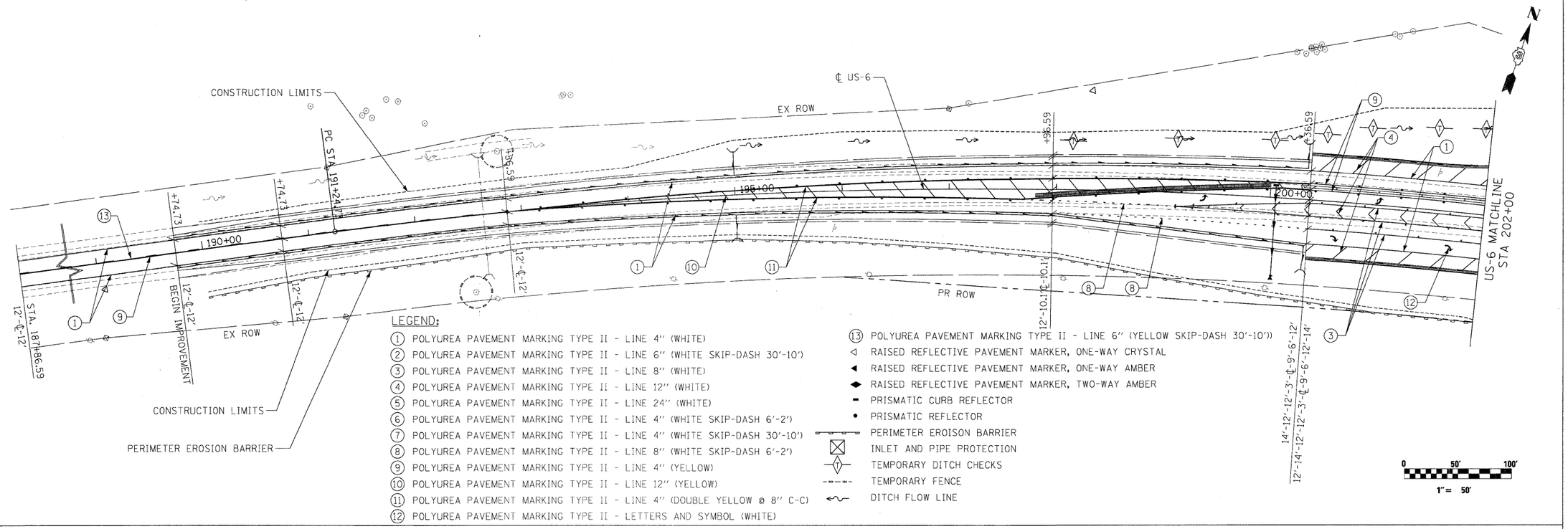
	PLOT DATE = 5/21/2010	DATE - 5/21/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-80
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET NO. 120 OF 351 SHEETS | STA. 1415+00.00 TO STA.

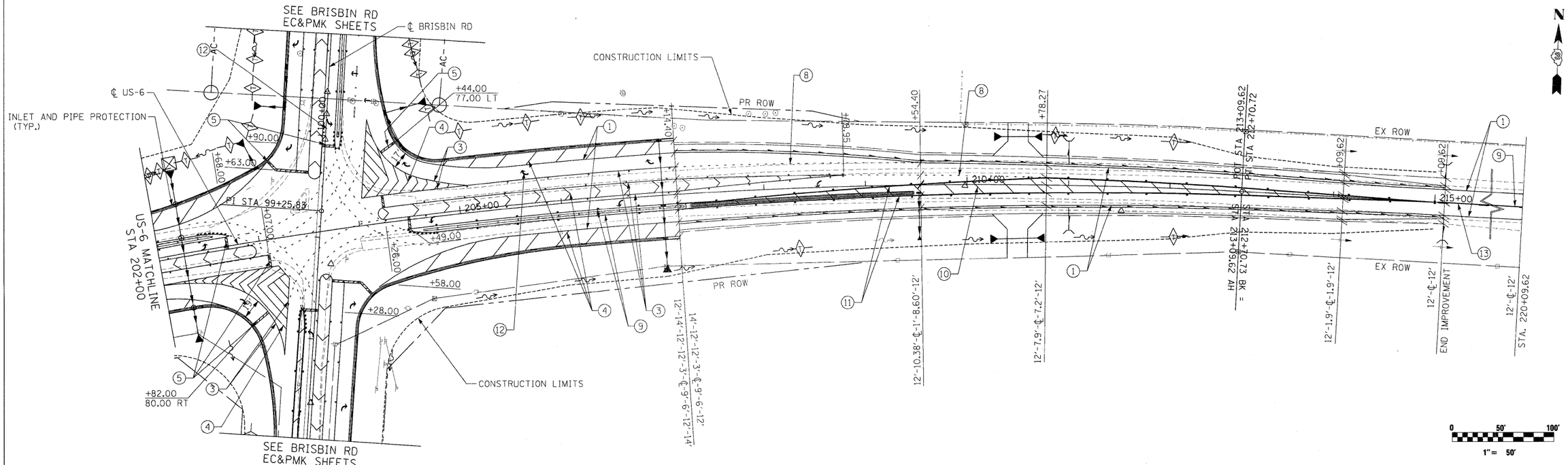
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	120
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



LEGEND:

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
(2) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE SKIP-DASH 30'-10')
(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
(7) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 30'-10')
(8) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE SKIP-DASH 6'-2')
(9) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
(10) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (YELLOW)
(11) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 8" C-C)
(12) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOL (WHITE)
(13) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (YELLOW SKIP-DASH 30'-10'))

◁ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
◀ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY AMBER
◆ RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
▬ PRISMATIC CURB REFLECTOR
• PRISMATIC REFLECTOR
PERIMETER EROISON BARRIER
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECKS
TEMPORARY FENCE
DITCH FLOW LINE



▪ FAI 80 & FAS 297 / FAU 392

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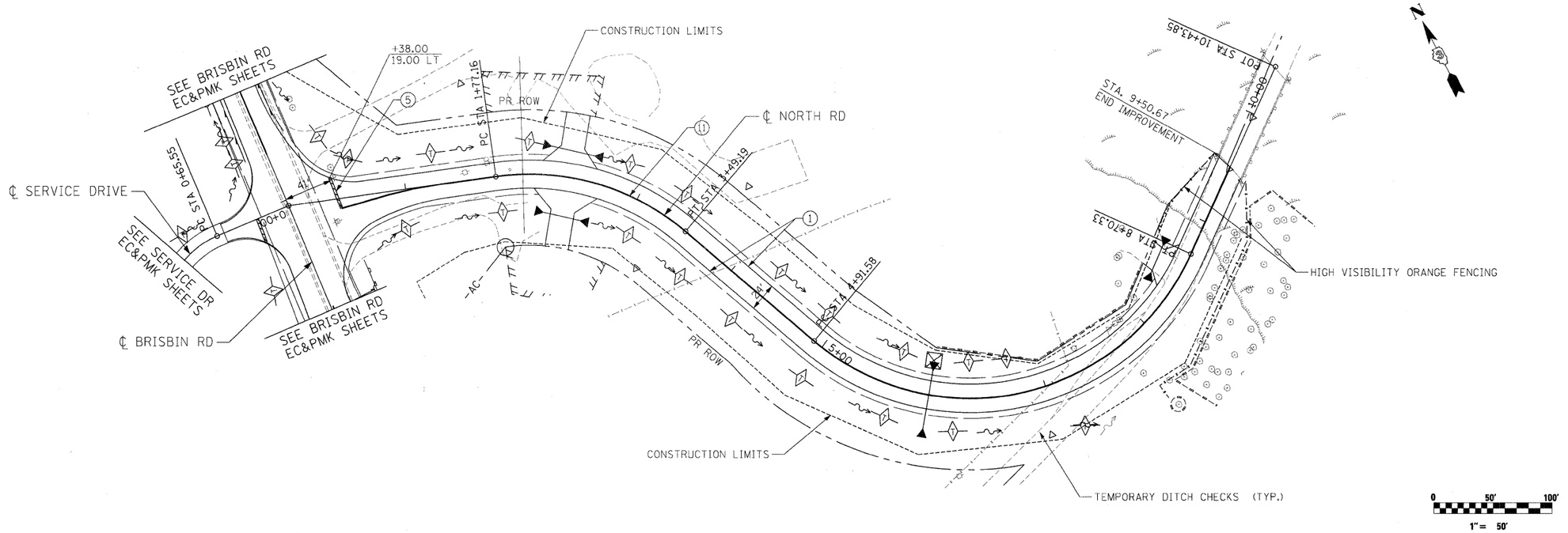
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 6
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET NO. 121 OF 351 SHEETS | STA. 191+14.73 TO STA. 214+00.94

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
▪	(32,47-4) HBK-4 & G(N)	GRUNDY	351	121
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



LEGEND:

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
(2) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE SKIP-DASH 30'-10')
(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
(7) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 30'-10')
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(9) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
(10) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (YELLOW)
(11) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 8" C-C)
(12) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOL (WHITE)
(13) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (YELLOW SKIP-DASH 30'-10'))
◁ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
◀ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY AMBER
◆ RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
▬ PRISMATIC CURB REFLECTOR
• PRISMATIC REFLECTOR
PERIMETER EROISON BARRIER
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECKS
TEMPORARY FENCE
DITCH FLOW LINE

• FAI 80 & FAS 297 / FAU 392

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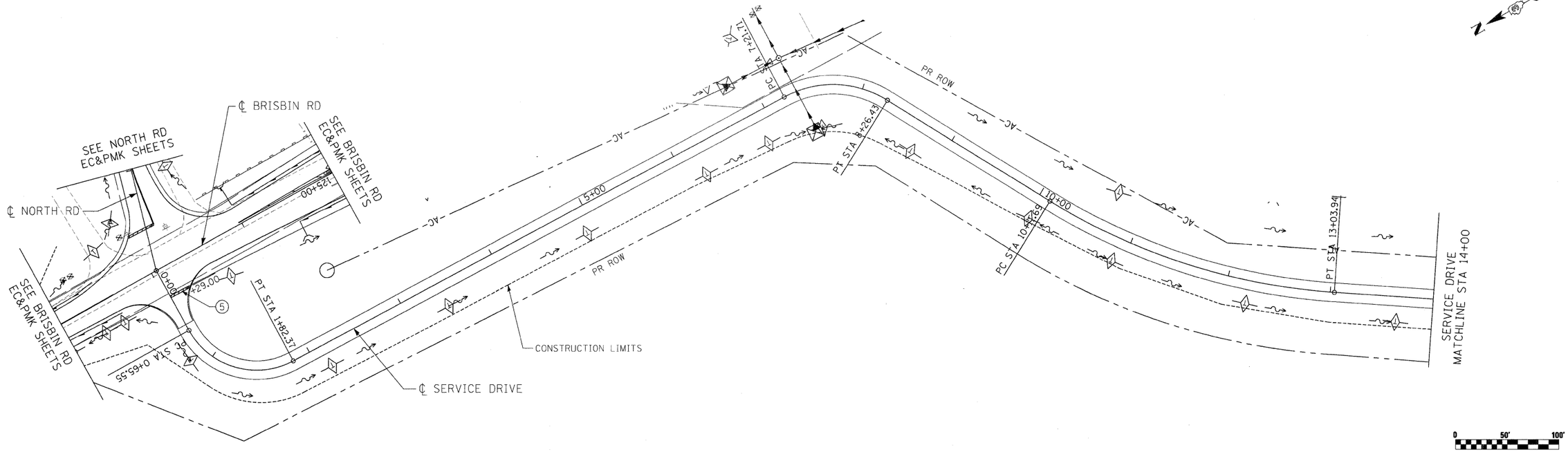
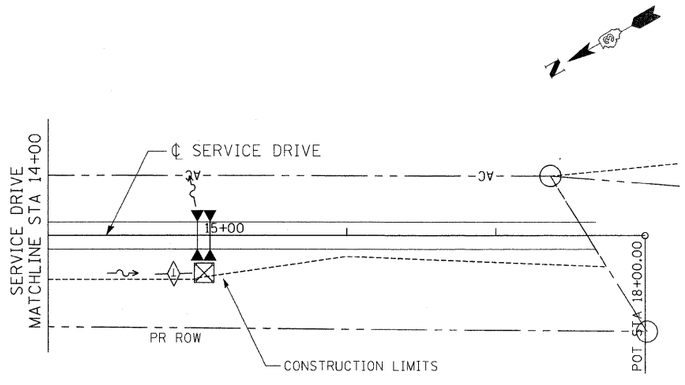
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ROAD
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET NO. 122 OF 351 SHEETS | STA. 0+00.00 TO STA. 10+43.85

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GIN)	GRUNDY	351	122
		CONTRACT NO. 66408		
		ILLINOIS FED. AID PROJECT		





LEGEND:

(1) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
(2) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE SKIP-DASH 30'-10')
(3) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
(4) POLYUREA PAVEMENT MARKING TYPE II - LINE 12" (WHITE)
(5) POLYUREA PAVEMENT MARKING TYPE II - LINE 24" (WHITE)
(6) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
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(12) POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOL (WHITE)
(13) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (YELLOW SKIP-DASH 30'-10'))

◁ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL
◀ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY AMBER
◆ RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
▬ PRISMATIC CURB REFLECTOR
• PRISMATIC REFLECTOR
PERIMETER EROISON BARRIER
INLET AND PIPE PROTECTION
TEMPORARY DITCH CHECKS
TEMPORARY FENCE
DITCH FLOW LINE

0 50' 100'
1" = 50'

• FAI 80 & FAS 297 / FAU 392

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SERVICE DRIVE
EROSION & SEDIMENT CONTROL AND PAVEMENT MARKING

SCALE: 1"=50' | SHEET NO. 123 OF 351 SHEETS | STA. 0+00.00 TO STA. 17+73.31

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & GN)	GRUNDY	351	123
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

DRAINAGE SEWER SCHEDULE

FROM	TO	SIZE (INCH)	LENGTH (FEET)	SLOPE (%)	TYPE
1	2	12	70.0	0.50	STORM SEW CL A 2 12
2	3	12	15.0	2.57	STORM SEW CL A 2 12
4	5	12	37.5	1.92	STORM SEW CL A 2 12
5	6	12	29.0	3.00	STORM SEW CL A 2 12
7	9	12	36.0	3.00	STORM SEW CL A 2 12
8	7	12	35.0	2.50	STORM SEW CL A 2 12
10	11	12	137.5	1.76	STORM SEW CL A 1 12
11	12	12	87.0	1.00	STORM SEW CL A 1 12
12	13	12	10.5	1.00	STORM SEW CL A 1 12
14	15	12	112.5	2.20	STORM SEW CL A 2 12
15	16	12	127.0	2.25	STORM SEW CL A 2 12
16	17	12	21.3	3.50	STORM SEW CL A 2 12

DRAINAGE STRUCTURE SCHEDULE

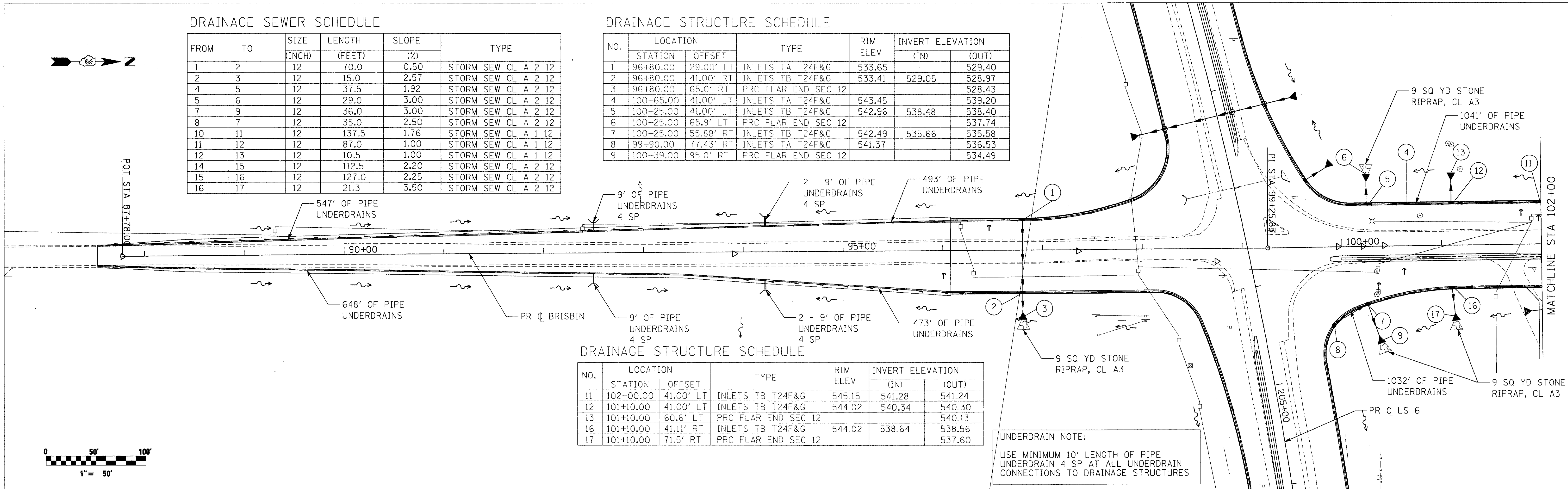
NO.	LOCATION STATION	OFFSET	TYPE	RIM ELEV	INVERT ELEVATION (IN)	(OUT)
1	96+80.00	29.00' LT	INLETS TA T24F&G	533.65		529.40
2	96+80.00	41.00' RT	INLETS TB T24F&G	533.41	529.05	528.97
3	96+80.00	65.0' RT	PRC FLAR END SEC 12			528.43
4	100+65.00	41.00' LT	INLETS TA T24F&G	543.45		539.20
5	100+25.00	41.00' LT	INLETS TB T24F&G	542.96	538.48	538.40
6	100+25.00	65.9' LT	PRC FLAR END SEC 12			537.74
7	100+25.00	55.88' RT	INLETS TB T24F&G	542.49	535.66	535.58
8	99+90.00	77.43' RT	INLETS TA T24F&G	541.37		536.53
9	100+39.00	95.0' RT	PRC FLAR END SEC 12			534.49

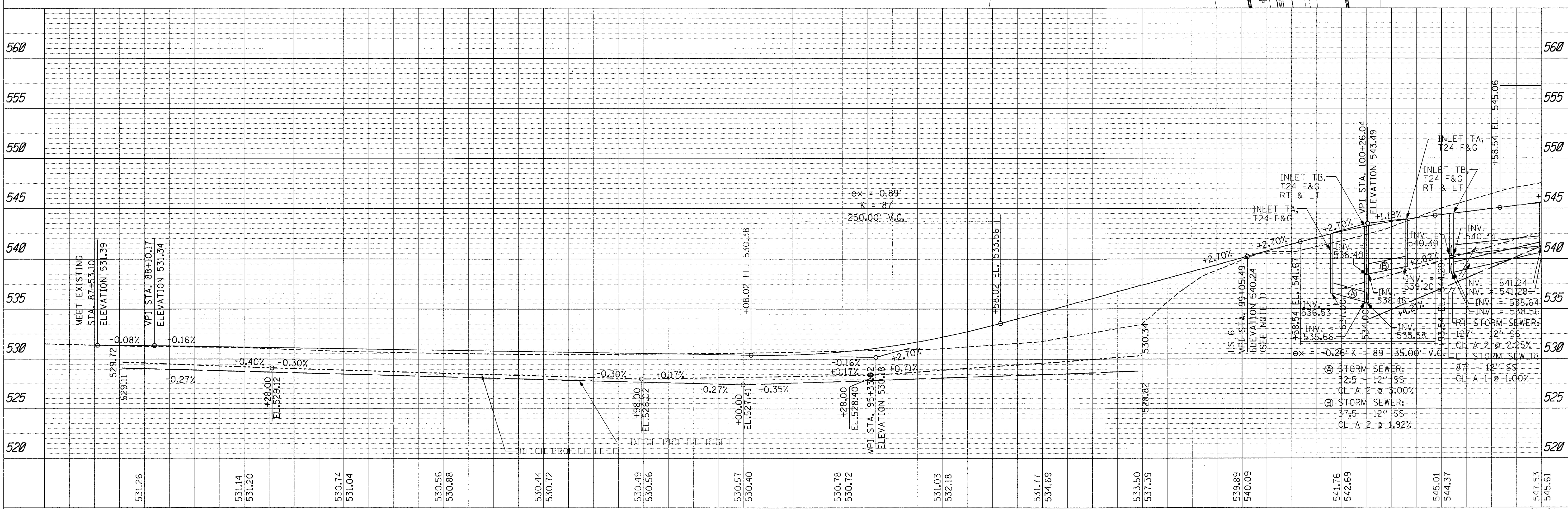
DRAINAGE STRUCTURE SCHEDULE

NO.	LOCATION STATION	OFFSET	TYPE	RIM ELEV	INVERT ELEVATION (IN)	(OUT)
11	102+00.00	41.00' LT	INLETS TB T24F&G	545.15	541.28	541.24
12	101+10.00	41.00' LT	INLETS TB T24F&G	544.02	540.34	540.30
13	101+10.00	60.6' LT	PRC FLAR END SEC 12			540.13
16	101+10.00	41.11' RT	INLETS TB T24F&G	544.02	538.64	538.56
17	101+10.00	71.5' RT	PRC FLAR END SEC 12			537.60

UNDERDRAIN NOTE:

USE MINIMUM 10' LENGTH OF PIPE UNDERDRAIN 4 SP AT ALL UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES





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PROFILE	SURVEYED	PLOTTED	GRADES CHECKED	B.M. NOTED	STRUCTURE NOTAT'NS CH'KD	NOTE BOOK NO.	BY	DATE

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	PLOT DATE = 5/21/2010	DATE - 5/21/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN ROAD
DRAINAGE AND UTILITY

SCALE: 1"=50' | SHEET NO. 124 OF 351 SHEETS | STA. 87+78.00 TO STA. 102+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & G(N)	GRUNDY	351	124
		CONTRACT NO. 66408		
	ILLINOIS	FED. AID PROJECT		

* FAI 80 & FAS 297 / FAU 392

DRAINAGE SEWER SCHEDULE

FROM	TO	SIZE (INCH)	LENGTH (FEET)	SLOPE (%)	TYPE	CONC. THRUST BLOCKS• (EACH)
10	11	12	137.5	1.76	STORM SEW CL A 1 12	
14	15	12	112.5	2.20	STORM SEW CL A 2 12	
15	16	12	127.0	2.25	STORM SEW CL A 2 12	
18	19	12	11.7	0.50	STORM SEW CL A 1 12	
20	21	12	26.8	3.50	STORM SEW CL A 2 12	
22	23	12	28.2	3.50	STORM SEW CL A 2 12	
24	25	12	47.0		PIPE DRAINS 12"	1
26	27	12	48.0		PIPE DRAINS 12"	1

(•): CONC. THRUST BLOCK = 24"X24"X24"

UNDERDRAIN NOTE:

USE MINIMUM 10' LENGTH OF PIPE UNDERDRAIN 4 SP AT ALL UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES

MATCHLINE STA 102+00

MATCHLINE STA 117+00

Fl STA 104+99.90

1041' OF PIPE UNDERDRAINS

9 SQ YD STONE RIPRAP, CL A3

1032' OF PIPE UNDERDRAINS

9 SQ YD STONE RIPRAP, CL A3

PR ℄ BRISBIN

9 SQ YD STONE RIPRAP, CL A3

350' OF PIPE UNDERDRAINS

9 SQ YD STONE RIPRAP, CL A3

404' OF PIPE UNDERDRAINS

CULV1

STA. 102+05.58
53.0' P CUL CL D 1 15
SLOPE = 4.20%
2-MET END SEC 15
US INV = 642.72
DS INV = 640.33
FES, STA 102+35, 62' RT
FES, STA 101+78, 67' RT

CULV1

CULV2

STA. 109+09.52
194.0' P CUL A 4 24
SLOPE = 0.30%
1-PRC FL END SEC 24
USFL = 542.30
DS INV = 541.71
FES, STA 109+02, 137' LT

SEE SHEET 43 FOR MANHOLE DETAILS

CULV2A

MH (28) TO (98)
54.0' P CUL A 4 24
SLOPE = 0.30%
US INV = 541.71
DS INV = 541.55

CULV2A

DRAINAGE SEWER SCHEDULE

FROM	TO	SIZE (INCH)	LENGTH (FEET)	SLOPE (%)	TYPE	CONC. THRUST BLOCKS• (EACH)
29	30	12	85.0		PIPE DRAINS 12"	1
31	32	12	106.0		PIPE DRAINS 12"	1
33	29	12	182.0	2.15	STORM SEW CL A 2 12	
34	31	12	172.0	2.14	STORM SEW CL A 2 12	
35	33	12	97.5	1.54	STORM SEW CL A 2 12	
36	34	12	156.5	1.35	STORM SEW CL A 2 12	
37	39	12	101.5	1.20	STORM SEW CL A 2 12	

(•): CONC. THRUST BLOCK = 24"X24"X24"

DRAINAGE STRUCTURE SCHEDULE

NO.	LOCATION STATION	LOCATION OFFSET	TYPE	RIM ELEV	INVERT ELEVATION (IN)	INVERT ELEVATION (OUT)
10	103+40.00	41.00' LT	INLETS TA T24F&G	547.95		543.70
11	102+00.00	41.00' LT	INLETS TB T24F&G	545.15	541.28	541.24
14	103+55.00	41.00' RT	INLETS TA T24F&G	548.29		544.04
15	102+40.00	41.00' RT	INLETS TB T24F&G	545.82	541.57	541.49
16	101+10.00	41.11' RT	INLETS TB T24F&G	544.02	538.64	538.56
17	101+10.00	71.5' RT	PRC FLAR END SEC 12			537.60
18	104+80.00	41.00' LT	INLETS TA T24F&G	551.10		546.99
19	104+80.00	61.8' LT	PRC FLAR END SEC 12			546.90
20	105+80.00	41.91' RT	INLETS TA T24F&G	553.33		546.20
21	105+80.00	77.8' RT	PRC FLAR END SEC 12			545.05
22	106+20.00	41.00' LT	INLETS TA T24F&G	554.25		546.70
23	106+20.00	78.2' LT	PRC FLAR END SEC 12			545.50
24	107+40.00	49.00' RT	INLETS TA T24F&G	556.71		552.46
25	107+40.00	98.0' RT	END SECTIONS 12			544.12
26	107+90.00	37.22' LT	INLETS TA T24F&G	558.08		553.83
27	107+90.00	87.7' LT	END SECTIONS 12			545.00
28	109+21.31	62.94' RT	MAN TA 5 DIA T24F&G	560.46	541.71	541.71
29	110+15.00	37.00' LT	INLETS TB T24F&G	563.14	558.89	558.81
30	110+56.00	112.0' LT	END SECTIONS 12			549.00
31	110+25.00	37.00' RT	INLETS TB T24F&G	563.37	559.12	559.04
32	110+74.00	136.5' RT	END SECTIONS 12			545.00
33	112+00.00	37.00' LT	INLETS TB T24F&G	567.13	562.88	562.80
34	112+00.00	37.00' RT	INLETS TB T24F&G	567.13	562.88	562.80
35	113+00.00	37.00' LT	INLETS TA T24F&G	568.63		564.38
36	113+59.00	37.00' RT	INLETS TA T24F&G	569.24		564.99
37	116+41.00	37.00' LT	INLETS TA T24F&G	569.23		564.98
38	117+00.00	37.00' RT	INLETS TA T24F&G	568.63		564.38

0 50' 100'
1"= 50'

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / PLT. OF WAY CHECKED / NOTE BOOK / NO. / CADD FILE NAME / BY / DATE

PROFILE — SURVEYED / PLOTTED / DRAWN / CHECKED / BLM. NOTED / STRUCTURE NOTATIONS CHKD / NOTE BOOK / NO. / BY / DATE

575 / 570 / 565 / 560 / 555 / 550 / 545 / 540 / 535

ex = 0.18
K = 126
135.00' V.C.

+93.54 EL. 547.37
+25.00 EL. 546.50
INLETS TB, T24 F&G
INLET TA, T24 F&G
1.18% +2.25% +1.87% -0.58%
547.33
DITCH PROFILE LEFT
DITCH PROFILE RIGHT
INV. = 544.04
INV. = 543.70
LT STORM SEWER: 137.5' - 12" SS CL A 1 @ 1.76%
INV. = 541.57
INV. = 541.49
VPI STA. 102+26.04
ELEVATION 545.85
RT STORM SEWER: 112.5' - 12" SS CL A 2 @ 2.20%

RAMP B STA. 109+50.35 ELEVATION 562.16 (SEE NOTE 2)
RAMP A STA. 109+68.16 ELEVATION 562.55 (SEE NOTE 2)
543.00
+24.92
EL. 566.07
INLET TB, T24 F&G
INV. = 559.12
INV. = 559.04
INV. = 558.89
INV. = 558.81
LT STORM SEWER: 182.0' - 12" SS CL A 2 @ 2.15%
RT STORM SEWER: 172.0' - 12" SS CL A 2 @ 2.14%
LT STORM SEWER: 97.5' - 12" SS CL A 2 @ 1.54%
INLET TA, T24 F&G
INV. = 562.88 RT & LT
INV. = 562.80 RT & LT
RT STORM SEWER: 156.5' - 12" SS CL A 2 @ 1.35%
INV. = 564.99
INV. = 564.38

VPI STA. 114+99.92
ELEVATION 574.51
+2.25% -2.25%
LT STORM SEWER: 101.5' - 12" SS CL A 2 @ 1.20%
INV. = 564.98
ex = -4.22'
K = 167
750.00' V.C.
RT STORM SEW 72.5' - 12" SS CL A 2 @ 1.50
INV. = 564.

547.53 545.61 | 548.17 547.51 | 548.38 549.76 | 548.35 552.01 | 547.82 554.26 | 547.10 556.51 | 547.15 558.76 | 549.20 561.01 | 553.13 563.26 | 558.22 565.51 | 562.74 567.59 | 565.73 569.09 | 557.10 569.99 | 547.99 570.29 | 557.10 569.99 | 566.09 569.09

102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00 116+00 117+00

FILE NAME = t:\c1812\CADD Sheets\D366408-sht-drain-util.dgn	USER NAME = _USER_	DESIGNED - DA	REVISED -
		DRAWN - DA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AWM	REVISED -
	PLOT DATE = 5/21/2010	DATE - 5/21/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN ROAD
DRAINAGE AND UTILITY

SCALE: 1"=50' | SHEET NO. 125 OF 351 SHEETS | STA. 102+00.00 TO STA. 117+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
401	(32,47-4) HBK-4 & G(N)	GRUNDY	351	125
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

• FAI 80 & FAS 297 / FAU 392

PLAN	DATE
SURVEYED	
PLOTTED	
DRAWN CHECKED	
ALIGNMENT CHECKED	
R/T. OF WAY CHECKED	
NOTE BOOK	
NO.	
C-100 FILE NAME	

PROFILE	DATE
SURVEYED	
PLOTTED	
DRAWN CHECKED	
B.M. NOTED	
STRUCTURE NO/TYPE CHKD	
NOTE BOOK	
NO.	

337' OF PIPE UNDERDRAINS

PC STA 120+11.45

PC STA 7+21.71

PT STA 121+80.21

681' OF PIPE UNDERDRAINS

17' OF PIPE UNDERDRAINS 4 SP

PT STA 1+82.37

PC STA 0+65.55

258' OF PIPE UNDERDRAINS

10' OF PIPE UNDERDRAINS 4 SP

99 STA. 120+66.77
MAN TA 8 DIA T1F CL
111.70' LT
RIM = 548.00
INV N = 543.44
INV S = 540.97
INV E = 540.97
INV W = 541.03

MATCHLINE STA 117+00

PRO ℄ BRISBIN

290' OF PIPE UNDERDRAINS

9 SQ YD STONE RIPRAP, CL A3

CULV3
STA. 120+70.29
271.0' P CUL A 4 48
SLOPE = 0.20%
1-PRC FL END SEC 48
US INV = 540.89
DS INV = 540.32
FES, STA 120+68, 171' RT

PT STA 315+93.16

581' OF PIPE UNDERDRAINS

17' OF PIPE UNDERDRAINS 4 SP

246' OF PIPE UNDERDRAINS

10' OF PIPE UNDERDRAINS 4 SP

PC STA 1+77.16

DRAINAGE SEWER SCHEDULE

FROM	TO	SIZE (INCH)	LENGTH (FEET)	SLOPE (%)	TYPE	CONC. THRUST BLOCKS* (EACH)
38	40	12	72.5	1.50	STORM SEW CL A 2 12	
39	41	12	137.0	2.00	STORM SEW CL A 2 12	
40	43	12	157.0	2.05	STORM SEW CL A 2 12	
41	42	12	120.0		PIPE DRAINS 12"	1
43	44	12	82.0		PIPE DRAINS 12"	1

(*): CONC. THRUST BLOCK = 24"X24"X24"

UNDERDRAIN NOTE:

USE MINIMUM 10' LENGTH OF PIPE UNDERDRAIN 4 SP AT ALL UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES

DRAINAGE STRUCTURE SCHEDULE

NO.	LOCATION STATION	LOCATION OFFSET	TYPE	RIM ELEV	INVERT ELEVATION (IN)	INVERT ELEVATION (OUT)
38	117+00.00	37.00' RT	INLETS TA T24F&G	568.63		564.38
39	117+45.00	37.77' LT	INLETS TB T24F&G	568.01	563.76	563.68
40	117+75.00	37.00' RT	INLETS TB T24F&G	567.56	563.29	563.21
41	118+85.00	42.54' LT	INLETS TB T24F&G	565.28	560.94	560.86
42	118+10.00	125.0' LT	END SECTIONS 12	-		542.00
43	119+35.00	37.00' RT	INLETS TB T24F&G	564.26	560.00	559.92
44	118+98.00	108.0' RT	END SECTIONS 12	-		545.15

0 50' 100'
1" = 50'

INLET TA, T24 F&G

INLET TB, T24 F&G

LT STORM SEWER: 137.0' - 12" SS CL A 2 @ 2.00%

INLET TB, T24 F&G

INLET TB, T24 F&G

INLET TB, T24 F&G

INV. = 563.29

INV. = 562.68

INV. = 562.76

INV. = 560.94

INV. = 560.86

INV. = 559.92

INV. = 560.00

RT STORM SEWER: 157.0' - 12" SS CL A 2 @ 2.05%

+74.92 ELEV. 566.07

RAMP C STA. 119+85.22 ELEVATION 563.59 (SEE NOTE 2)

RAMP D STA. 120+00.89 ELEVATION 563.24 (SEE NOTE 2)

546.25

-3.07%

+0.75%

+30.00 EL. 544.50

DITCH PROFILE LEFT

+72.44 EL. 550.38

ex = 0.34'
K = 148
200.00' V.C.

NORTH ROAD SERVICE DRIVE STA. 126+94.76 ELEVATTON 548.13 (SEE NOTE 3)

VPI STA. 126+72.44 ELEVATION 548.15

548.40'

544.21 547.58

-3.25%

-0.90%

-3.58%

+0.29%

+72.44 EL. 547.23

+00.00 EL. 544.50

+00.00 EL. 544.00

545.22

541.50

-1.30%

-1.09%

DITCH PROFILE RIGHT

DITCH PROFILE LEFT

NOTE:

566.09	562.79	558.29	553.09	548.87	546.62	546.30	547.04	548.12	549.11	550.08	549.73	546.46	544.98	544.80	543.50
569.09	567.59	565.51	563.26	561.01	558.76	556.51	554.26	552.01	549.79	548.06	546.98	546.08			

117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00 131+00 132+00

575 570 565 560 555 550 545 540 535

FILE NAME =	USER NAME = _USER_	DESIGNED - DA	REVISED -
t:℄1812℄CADD Sheets℄D366408-sht-drain-util.dgn		DRAWN - DA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AWM	REVISED -
	PLOT DATE = 5/21/2010	DATE - 5/21/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN ROAD
DRAINAGE AND UTILITY

SCALE: 1"=50' | SHEET NO. 126 OF 351 SHEETS | STA. 117+00.00 TO STA. 132+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & GN)	GRUNDY	351	126
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

* FAI 80 & FAS 297 / FAU 392

RECORDED AS DOCUMENT NO. _____

E 1/2, SEC. 13, T. 34 N., R. 7 E. 3RD P.M.

EXISTING BRISBIN ROAD CURVE DATA
P.I. STA. 127+22.88
Δ = 3° 19′ 06″ (LT)
D = 0° 47′ 53″
R = 7,179.89′
T = 207.97′
L = 415.83′
E = 3.01′
P.C. STA. 125+14.91
P.T. STA. 129+30.74

EXISTING BRISBIN ROAD CURVE DATA
P.I. STA. 129+80.75
Δ = 2° 21′ 04″ (RT)
D = 2° 21′ 04″
R = 2,436.85′
T = 50.00′
L = 100.00′
E = 0.51′
P.C. STA. 129+30.74
P.T. STA. 130+30.74

EXISTING BRISBIN ROAD CURVE DATA
P.I. STA. 134+78.73
Δ = 1° 11′ 39″ (RT)
D = 0° 18′ 30″
R = 18,575.33′
T = 193.59′
L = 387.17′
E = 1.01′
P.C. STA. 132+85.14
P.T. STA. 136+72.31

EXISTING NORTH ROAD CURVE DATA
P.I. STA. 8+18.40
Δ = 23° 16′ 43″ (LT)
D = 10° 51′ 28″
R = 527.69′
T = 108.70′
L = 214.39′
E = 11.08′
P.C. STA. 7+09.70
P.T. STA. 9+24.09

EXISTING NORTH ROAD CURVE DATA
P.I. STA. 12+76.87
Δ = 43° 51′ 54″ (RT)
D = 19° 05′ 55″
R = 300.00′
T = 120.80′
L = 229.68′
E = 23.41′
P.C. STA. 11+56.08
P.T. STA. 13+85.75

EXISTING NORTH ROAD CURVE DATA
P.I. STA. 16+70.83
Δ = 36° 19′ 46″ (LT)
D = 17° 14′ 28″
R = 332.32′
T = 109.03′
L = 210.71′
E = 17.43′
P.C. STA. 15+61.80
P.T. STA. 17+72.51

PARCEL 3SP0003
MARQUETTE BANK, TRUSTEE

TOTAL HOLDING = 546.487 AC.±
TOTAL R.O.W. REQUIRED = 13.819 AC.±
TRACT ONE = 13.756 AC.±
TRACT TWO = 0.063 AC. (2743 SQ.FT.)±
AREA IN EX. R.O.W. = 1.237 AC.
TRACT ONE = 1.203 AC.
TRACT TWO = 0.034 AC. (1477 SQ.FT.)±
NET R.O.W. REQ'D. = 12.582 AC.±
TRACT ONE = 12.553 AC.±
TRACT TWO = 0.029 AC. (1266 SQ.FT.)±
REMAINDER = 532.668 AC.±

TEMPORARY EASEMENTS = 0.145 AC.±
TRACT ONE = 0.072 AC. (3136 SQ.FT.)±
TRACT TWO = 0.073 AC. (3180 SQ.FT.)±
PURPOSE: TO REMOVE BUILDINGS

PROP. SERVICE DRIVE CURVE DATA
PI STA. = 7+79.45
Δ = 60° 00′ 00″ (RT)
D = 57° 17′ 45″
R = 100.00′
T = 57.74′
L = 104.72′
E = 15.47′
P.C. STA = 7+21.71
P.T. STA = 8+26.43

PROP. SERVICE DRIVE CURVE DATA
PI STA. = 11+60.79
Δ = 27° 57′ 18″ (LT)
D = 9° 33′ 56″
R = 598.99′
T = 149.09′
L = 292.25′
E = 18.28′
P.C. STA = 10+11.69
P.T. STA = 13+03.94

AREA REMAINING THIS SIDE = 524.705 AC.

PARCEL 3SP0002
BETTY L. KINSELLA, TRUSTEE

TOTAL HOLDING = 31.060 AC.±
TOTAL R.O.W. REQUIRED = 1.405 AC.±
REMAINDER = 29.655 AC.±

PARCEL 3SP0001
ELIZABETH H. SCRIBA, TRUSTEE, et al
(SEE SHEET 3)

PARCEL 3SP0006
MARGARET T. GROHNE
(SEE SHEET 3)

NE COR., SE 1/4, SEC. 13-34-7
(N 1732737.310 E 975567.587)
FND RR SPIKE W/ PUNCH HOLE
MONUMENT RECORD NO. 505700
RECORDED NOVEMBER 6, 2009

NW COR., SW 1/4, SEC. 18-34-8
(1732762.398 E 975567.282)
FND RR SPIKE W/ PUNCH HOLE
MONUMENT RECORD NO. 505702
RECORDED NOVEMBER 6, 2009

POC PARCEL 3SP0002

POC PARCEL 3SP0001
SE COR., SE 1/4, SEC. 13-34-7
(N 1730086.626 E 975600.607)
SET SURVEY NAIL
MONUMENT RECORD NO. 505700
RECORDED NOVEMBER 6, 2009

POC PARCEL 3SP0006
SW COR., SW 1/4, SEC. 18-34-8
(N 1730111.704 E 975600.294)
SET SURVEY NAIL
MONUMENT RECORD NO. 505702
RECORDED NOVEMBER 6, 2009

NORTH LINE, SOUTH HALF, SOUTHEAST QUARTER OF SECTION 13

PROPOSED RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY & ACCESS CONTROL LINE
PROPOSED ACCESS CONTROL LINE
PROPOSED SERVICE DRIVE CENTER LINE
PROPOSED TEMPORARY EASEMENT LINE
PROPOSED BRISBIN ROAD CENTER LINE
PROPOSED FAI 80 RAMP D BASE LINE
PROP. FAI 80 RAMP C BASE LINE
PROP. FAI 80 RAMP A BASE LINE
PROP. FAI 80 RAMP B BASE LINE
EXISTING RIGHT OF WAY LINE
EXISTING RIGHT OF WAY & ACCESS CONTROL LINE
EXISTING ACCESS CONTROL LINE
EXISTING CENTER LINE FOR FAI 80 (INTERSTATE 80)
EXISTING SURVEY LINE FOR NORTH ROAD
EXISTING UTILITY EASEMENT
I-80

PARCEL 3SP0003 TRACT 1
PARCEL 3SP0003
MARQUETTE BANK, TRUSTEE
PARCEL 3SP0006 TRACT 1

STA. 1397+24.83 I-80 = STA. 115+00.00 BRISBIN RD.

FOR THE PURPOSE OF THIS PLAT, BEARINGS AND GRID DISTANCES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE DATUM OF 1983 (97).

0 100′ 200′ 300′ 400′

SCALE FACTOR: GRID TO GROUND 1.00002499

W 1/2, SEC. 18, T. 34 N., R. 8 E. 3RD P.M.

INTERSTATE 80

SURVEYOR'S STATEMENT

I, CURT A. BENDER, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.I. 80 (I-80) WAS MADE BY WILLETT HOFMANN & ASSOCIATES, INC. UNDER MY DIRECTION, AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED 7 DECEMBER 2009

BY Curt A. Bender

CURT A. BENDER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3688 (EXPIRES NOVEMBER 2010)
WILLETT, HOFMANN & ASSOCIATES, INC. - DESIGN FIRM NO. 184-000918

CURT A. BENDER 35-3688 ILLINOIS PROFESSIONAL LAND SURVEYOR Exp. 11/30/10 DIXON ILLINOIS

WILLETT, HOFMANN & ASSOCIATES, INC.
CONSULTING ENGINEERS
Land Surveying - Transportation - Structural
Environmental - Architecture
809 East Second Street Dixon, Illinois 61021
Phone 815/288-5566 Fax 815/288-5568
Design Firm #184-000918
www.willetthofmann.com

W:\100550\PIC-80 Grundy\036408-sht-ROWPLAN.dgn coordinations by CB, drawn by JH.

FILE NAME: $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

	PROJECT	JOB NO. R-93-002-04
SCALE: 1" = 100′	SHEET NO. 1 OF 3 SHEETS	STA. 1376+00.00 TO STA. 1406+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
~~80~~ *	(32, 47-4) HBK-4	GRUNDY	351	127
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* FAI 80 & FAS 297/FAU 392

RECORDED AS DOCUMENT NO. _____

E 1/2, SEC. 13, T. 34 N., R. 7 E. 3RD P.M.

W 1/2, SEC. 18, T. 34 N., R. 8 E. 3RD P.M.

NW COR., SW 1/4, SEC. 18-34-8
(1732762.398 E 975567.282)
FND RR SPIKE W/ PUNCH HOLE
MONUMENT RECORD NO. 505702
RECORDED NOVEMBER 6, 2009

POC PARCEL 3SP0003 TR 1 & 3SP0004

NE COR., SW 1/4, SEC. 13-34-7
(N 1732737.310 E 975567.587)
FND RR SPIKE W/ PUNCH HOLE
MONUMENT RECORD NO. 505700
RECORDED NOVEMBER 6, 2009

NE COR., NW 1/4, SEC. 13-34-7
(N 1736388.007 E 975535.598)
FND RR SPIKE W/ PUNCH HOLE
MONUMENT RECORD NO. 505700
RECORDED NOVEMBER 6, 2009

SW COR., SW 1/4, SEC. 7-34-8
(N 1735407.805 E 975535.355)
FND RR SPIKE W/ PUNCH HOLE
MONUMENT RECORD NO. 505703
RECORDED NOVEMBER 6, 2009

POB PARCEL 3SP0003 TR 1 & 3SP0004

PROPOSED BRISBIN ROAD CENTER LINE

PROP. BRISBIN ROAD CURVE DATA
PI STA. = 120+95.86
Δ = 0° 58' 02" (LT)
D = 0° 34' 23"
R = 10,000.00'
T = 84.40'
L = 168.80'
E = 0.36'
P.C. STA = 120+11.46
P.T. STA = 121+80.26

PROP. NORTH ROAD CURVE DATA
PI STA. = 2+68.60
Δ = 48° 04' 53" (RT)
D = 27° 56' 57"
R = 205.00'
T = 91.45'
L = 172.03'
E = 19.47'
P.C. STA = 1+77.16
P.T. STA = 3+49.19

PROP. NORTH ROAD CURVE DATA
PI STA. = 7+62.92
Δ = 105° 51' 28" (LT)
D = 27° 56' 57"
R = 205.00'
T = 271.34'
L = 378.75'
E = 135.08'
P.C. STA = 4+91.58
P.T. STA = 8+70.33

PROP. SERVICE DRIVE CURVE DATA
PI STA. = 1+39.56
Δ = 89° 14' 39" (LT)
D = 76° 23' 40"
R = 75.00'
T = 74.02'
L = 116.82'
E = 30.37'
P.C. STA = 0+65.55
P.T. STA = 1+82.37

STA. 0+00.00 PROP. SERVICE DR.
STA. 0+00.00 PROP. NORTH RD.
STA. 126+94.84 PROP. BRISBIN RD.

AREA REMAINING THIS SIDE = 524.705 AC.

PARCEL 3SP0003
MARQUETTE BANK, TRUSTEE
(SEE SHEET 1)

PARCEL 3SP0003 TRACT 1
PARCEL 3SP0003 TRACT 2
PARCEL 3SP0003 T.E. 1
PROP. TEMPORARY EASEMENT LINE
PROPOSED RIGHT OF WAY LINE
AREA REMAINING THIS SIDE = 5.453 AC.
PROPOSED NORTH ROAD CENTER LINE
PROPOSED SERVICE DRIVE CENTER LINE
PROPOSED ACCESS CONTROL LINE
EXISTING RIGHT OF WAY LINE
EXISTING ACCESS CONTROL LINE
EXISTING UTILITY EASEMENT
EXISTING RIGHT OF WAY & ACCESS CONTROL LINE
EXISTING CENTER LINE FOR NORTH ROAD
PROP. FAI 80 RAMP C BASE LINE
PROP. FAI 80 RAMP B BASE LINE
EXISTING CENTER LINE FOR FAI 80 (INTERSTATE 80)
I-80
NORTH RD.
2.510 AC.

POB PARCEL 3SP0006 TR. 2
PARCEL 3SP0006 TRACT2

STA. 1397+24.83 I-80 =
STA. 115+00.00 BRISBIN RD.
℄ BEARING N 0° 29' 28" W

SW COR., SW 1/4, SEC. 18-34-8
(N 1730111.704 E 976600.294)
SET SURVEY NAIL
MONUMENT RECORD NO. 505702
RECORDED NOVEMBER 6, 2009
POC PARCEL 3SP0006 & 3SP0003 TRACT 2

SE COR., SE 1/4, SEC. 13-34-7
(N 1730086.626 E 975600.607)
SET SURVEY NAIL
MONUMENT RECORD NO. 505700
RECORDED NOVEMBER 6, 2009
POC PARCEL 3SP0003 TRACT 2

SURVEYOR'S STATEMENT

I, CURT A. BENDER, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.I. 80 (I-80) WAS MADE BY WILLETT HOFMANN & ASSOCIATES, INC. UNDER MY DIRECTION, AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED 17 DECEMBER 2009

BY Curt A. Bender

CURT A. BENDER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3688 (EXPIRES NOVEMBER 2010)
WILLETT, HOFMANN & ASSOCIATES, INC. - DESIGN FIRM NO. 184-000918

CURT A. BENDER 35-3688 ILLINOIS PROFESSIONAL LAND SURVEYOR Exp. 11/30/10 DIXON ILLINOIS

FOR THE PURPOSE OF THIS PLAT, BEARINGS AND GRID DISTANCES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE DATUM OF 1983 (97).

0 100' 200' 300' 400'

SCALE FACTOR: GRID TO GROUND 1.00002499

PARCEL 3SP0009
LEO J. MENS

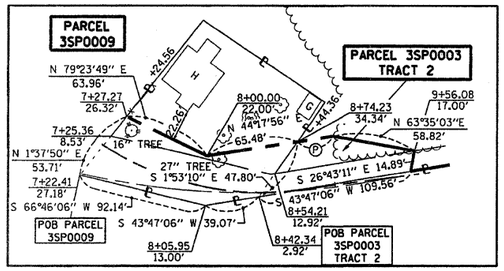
TOTAL HOLDING	=	12784 SQ. FT.±
TOTAL R.O.W. REQUIRED	=	5089 SQ. FT.±
AREA IN EX. R.O.W.	=	3706 SQ. FT.
NET R.O.W. REQ'D.	=	1383 SQ. FT.±
REMAINDER	=	7695 SQ. FT.±

PARCEL 3SP0004
PEGGY V. ROCHNOWSKI

TOTAL HOLDING	=	8.000 AC.±
TOTAL R.O.W. REQUIRED	=	0.133 AC.±
AREA IN EX. R.O.W.	=	0.078 AC.
NET R.O.W. REQ'D.	=	0.055 AC.±
REMAINDER	=	7.867 AC.±

PARCEL 3SP0005
BRUCE D. TROTTER LIVING TRUST, et al

TOTAL HOLDING	=	162.750 AC.±
TOTAL R.O.W. REQUIRED	=	0.241 AC.±
REMAINDER	=	162.509 AC.±



DETAIL "A"
SCALE: 1" = 50'

- LEGEND -
- (A) = N 89° 19' 50" E - 182.81'
- (B) = N 0° 40' 10" W - 44.65'
- (C) = S 8° 58' 12" E - 146.01'
- (D) = S 29° 06' 48" E - 87.96'
- (E) = S 76° 27' 30" E - 77.16'
- (F) = N 13° 32' 14" E - 35.00'
- (G) = S 66° 16' 44" E - 104.27'
- (H) = S 33° 54' 02" W - 35.00'
- (I) = N 89° 19' 50" E - 154.58'
- (J) = R= 260.00' Δ= 20° 21' 30" L= 92.38'
  L.C. = N 66° 16' 43" W - 91.90'
- (K) = R= 260.00' Δ= 48° 04' 51" L= 218.18'
  L.C. = S 52° 25' 02" E - 211.84'
- (L) = S 28° 22' 37" E - 142.39'
- (M) = S 33° 33' 15" E - 83.59'
- (N) = S 60° 54' 45" E - 85.84'
- (O) = N 79° 23' 49" E - 24.42'
- (P) = N 44° 17' 56" E - 25.78'
- (Q) = S 0° 40' 10" E - 66.83'
- (R) = N 28° 22' 37" W - 142.39'
- (S) = R= 145.00' Δ= 13° 44' 52" L= 34.79'
  L.C. = N 35° 15' 03" W - 34.71'
- (T) = S 47° 52' 31" W - 40.00'
- (U) = N 59° 17' 30" W - 61.98'
- (V) = R= 145.00' Δ= 48° 04' 49" L= 121.68'
  L.C. = N 52° 25' 02" W - 118.14'
- (W) = N 13° 32' 44" E - 40.00'
- (X) = R= 145.00' Δ= 34° 19' 57" L= 86.89'
  L.C. = S 59° 17' 28" E - 85.59'
- (Y) = S 60° 02' 50" W - 86.01'
- (Z) = S 53° 27' 49" W - 17.56'

PARCEL 3SP0006
MARGARET T. GROHNE
(SEE SHEET 3)

NE COR., NW 1/4, SEC. 18-34-8
(N 1735440.651 E 977427.631)
FOUND 5/8" IRON PIN
MONUMENT RECORD NO. 505702
RECORDED NOVEMBER 6, 2009

NE COR., SE 1/4, SEC. 18-34-8
(N 1732815.348 E 980098.664)
SET 5/8" IRON PIN W/ IDOT CAP
MONUMENT RECORD NO. 505702
RECORDED NOVEMBER 6, 2009
POC PARCEL 3SP0005

INTERSTATE 80

WILLETT, HOFMANN & ASSOCIATES, INC.
CONSULTING ENGINEERS
Land Surveying - Transportation - Structural
Engineering - Architecture - Municipal
630 Dundee Road, Suite 225, Northbrook, Illinois 60062
Phone 815.284.3300 Fax 815.284.3085
Design Firm #184-000918
www.willetthofmann.com

V:\1005508\I-80 Grundy\0366408-sht-ROWPLAN.dgn coordinates by C.B. drawn by J.R.

FILE NAME	USER NAME = $USER$	DESIGNED -	REVISED 12-17-09		
$FILE$		DRAWN -	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -		
	PLOT DATE = $DATE$	DATE -	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

	PROJECT	JOB NO. R-93-002-04
SCALE: 1" = 100'	SHEET NO. 2 OF 3 SHEETS	STA. 114+00.00 TO STA. 132+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
~~80~~ *	(32, 47-4) HBK-4	GRUNDY	351	128
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* FAI 80 & FAS 297 / FAU 392

RECORDED AS DOCUMENT NO. _____

NE 1/4, SEC. 24, T. 34 N., R. 7 E., 3RD P.M.

E 1/2, SEC. 13, T. 34 N., R. 7 E., 3RD P.M.

EXISTING US 6
CURVE DATA
P.I. STA. 202+17.77
Δ = 26° 49' 47" (RT)
D = 1° 15' 01"
R = 4,582.82'
T = 1,093.04'
L = 2,145.99'
E = 128.55'
P.C. STA. 191+24.73
P.T. STA. 212+70.72

PARCEL 3SP0008

NOREEN DOLLINGER

TOTAL HOLDING	=	95.350 AC.±
TOTAL R.O.W. REQUIRED	=	1.888 AC.±
AREA IN EX. R.O.W.	=	0.658 AC.
NET R.O.W. REQ'D.	=	1.230 AC.±
REMAINDER	=	93.462 AC.±

SE COR., NE 1/4, SEC. 24-34-7
(N 1727450.062 E 975618.277)
FOUND ⅝" IRON PIPE
MONUMENT RECORD NO. 505704
RECORDED NOVEMBER 6, 2009
POC PARCEL 3SP0008

POB PARCEL 3SP0008 86+00.00 1.00' LT
86+00.00 26.00'
87+75.00 65.00'
S 89° 36' 41" W 25.00'
N 12° 57' 10" W 179.29'
N 0° 23' 02" W 1252.65'
85+00
N 0° 23' 02" W 1242.93'
S 89° 36' 41" W 25.00'
S 12° 47' 47" W 179.74'
87+75.00 65.00'
86+00.00 24.00'
POB PARCEL 3SP0007

SW COR., NW 1/4, SEC. 19-34-8
(N 1727459.784 E 975618.247)
SET SURVEY NAIL
MONUMENT RECORD NO. 505701
RECORDED NOVEMBER 6, 2009
POC PARCEL 3SP0007

EXISTING RIGHT OF WAY LINE
+32.82
80'
195+00
196+00.00 80.00'
EXISTING SURVEY LINE FOR US 6
R= 4603.66' Δ= 7°48'45" L= 614.09' LC= N 72°09'20" E - 613.51'
S 73° 40' 01" W 392.53'
200+00.00 100.00'
S 74° 28' 59" E 195.62'
202+00.00 100.00'
N 55° 14' 23" W 82.77'
97+25.08 65.00'
202+56.28 162.14'
PROPOSED RIGHT OF WAY LINE
N 0° 23' 19" W 950.08'
EXISTING RIGHT OF WAY LINE
℄ BEARING N 0° 23' 19" W
90+00
S 0° 23' 02" E 1146.84'
N 0° 23' 02" W - 1196.25'
EXISTING RIGHT OF WAY LINE
BRISBIN ROAD
S 0° 23' 19" E 775.00'
PROPOSED RIGHT OF WAY LINE
PROPOSED BRISBIN ROAD CENTER LINE
203+00.75 149.64'
N 89° 36' 58" E 25.00'
97+46.85 0.91'
N 89° 36' 58" E 25.00'
95+50.00 65.00'
96+50.00 75.00'
S 5° 19' 20" W 100.50'
S 0° 23' 19" E 125.00'
203+61.83 111.94'
204+08.75 142.94'
97+75.00 75.00'
S 39° 12' 22" W 83.11'
STA. 99+05.57 PROP. BRISBIN RD =
STA. 203+60.67 US RTE 6
204+74.50 90.00'
EX. R.O.W. MKR. 204+65.00 80.00'
EX. R.O.W. MKR. 207+00.00 70.00'
97+75.00 75.00'
48.74'
24.43'
24.45'
3' DIA. POLE
W/ 12' x 6' CONC. PAD
ADVERTISING SIGN
DETAIL
SCALE: 1" = 50'

US 6
197+00.00 74.60'
EXISTING RIGHT OF WAY LINE
200+00
202+25.00 80.00'
203+75.65 76.95'
201+69.60 176.70'
51.69' (51.69' R)
PI Sta 99+26.98
99+83.98 0.42' LT.
100+35.61 0.30' LT.
POB PARCEL 3SP0001
POB PARCEL 3SP0006 TRACT 1
100+35.61 115.00'
AC ENDS
N 0° 44' 32" W 665.11'
100+35.66 27.36'
S 89° 07' 11" W
EXIST. RIGHT OF WAY LINE 114.70'
℄ BEARING N 0° 51' 01" W
S 0° 42' 49" E 764.87'
100+00
N 0° 42' 49" W 764.35'
℄ BEARING N 0° 29' 28" W
EXISTING RIGHT OF WAY LINE
S 89° 08' 44" W 110.30'
100+35.67 22.04'
WELL
35.58'
SHED
203+80.48 101.54'
100+09.06 0.36' LT
SW COR., SW 1/4, SEC. 18-34-8
(N 1730111.704 E 975600.294)
SET SURVEY NAIL
MONUMENT RECORD NO. 505702
RECORDED NOVEMBER 6, 2009
POC PARCEL 3SP0006
100+36.11 110.00'
AC ENDS
205+50.00 97.80'
POB PARCEL 3SP0006-*3
N 77° 58' 37" E 51.13'
206+00.00 100.00'
207+00.00 70.00'
SHED
3.92'
AC
PARCEL 3SP0006 TRACT 3
N 87° 55' 00" E 255.96'
208+50.00 75.00'
S 81° 47' 57" E 52.31'
209+00.00 62.34'
209+00.00 74.47'
209+99.15 59.15'
EX. R.O.W. MKR.
EXISTING RIGHT OF WAY LINE
EXISTING RIGHT OF WAY LINE
SE COR., SW 1/4, SEC. 18-34-8
(N 1730135.023 E 977480.672)
SET SURVEY NAIL
MONUMENT RECORD NO. 505702
RECORDED NOVEMBER 6, 2009
S 89° 08' 44" W 205.53'
S 19° 42' 54" W 418.00'
N 78° 03' 20" E 231.34'
N 84° 33' 07" E 196.88'
S 86° 26' 50" W 152.35'
N 89° 08' 44" E 25.81'
LOCAL TANGENT BEARING N 71° 45' 32" E
S 89° 08' 44" W
N 18° 03' 49" E (103.57' R)
S 71° 42' 49" W (103.57' R)
210.00'

SW 1/4, SEC. 13-34-7
(N 1730070.934 E 972951.431)
SET ⅝" IRON PIN W/ IDOT CAP
MONUMENT RECORD NO. 505700
RECORDED NOVEMBER 6, 2009
PROP. FAI 80 RAMP A BASE LINE
1385+40.94 144.41'
1386+15.88 150.28'
S 57° 44' 55" W 189.67'
PROPOSED TEMPORARY EASEMENT LINE
1387+40.00 160.00'
N 57° 44' 55" E 124.50'
S 79° 09' 46" W 508.00'
S 89° 30' 32" W 687.50'
S 8° 05' 09" E 127.89'
PROPOSED RIGHT OF WAY & ACCESS CONTROL LINE
SE COR., SE 1/4, SEC. 13-34-7
(N 1730086.626 E 975600.607)
SET SURVEY NAIL
MONUMENT RECORD NO. 505700
RECORDED NOVEMBER 6, 2009
POC PARCEL 3SP0001
107+23.24 118.10'
N 8° 05' 09" W 23.44'
107+00.00 115.00'
N 8° 05' 09" W 151.33'
108+50.00 135.00'
N 89°17'30" E 24.05'
N 0° 29' 28" W
N 89°17'11" E 25.41'
PARCEL 3SP0006 TRACT 1
PROPOSED RIGHT OF WAY & ACCESS CONTROL LINE
S 0° 47' 27" W 763.89'
1394+15.92 641.38'
108+00.08 130.00'
1395+53.76 599.60'
109+15.26 216.48'
S 71° 37' 59" W 101.65'
1396+50.23 631.63'
108+80.00 200.00'
1391+97.00 381.84'
N 65° 42' 58" W 71.59'
NE COR., SE 1/4, SEC. 13-34-7
FND RR SPIKE W/ PUNCH HOLE
MONUMENT RECORD NO. 505700
RECORDED NOVEMBER 6, 2009
S 5°15' 41" E 527.36'
110+00
NW COR., SW 1/4, SEC. 18-34-8
FND RR SPIKE W/ PUNCH HOLE
MONUMENT RECORD NO. 505702
RECORDED NOVEMBER 6, 2009
N 2°32'21" E 606.19'
PROP. FAI 80 RAMP B BASE LINE
S 36° 24' 35" W 144.03'
AC
R= 629.69' LC= S 49° 12' 28" W - 513.93'
1401+62.87 595.22'
I-80
1390+00
AC

PARCEL 3SP0001

ELIZABETH H. SCRIBA, TRUSTEE, et al

TOTAL HOLDING	=	51.000 AC.±
TOTAL R.O.W. REQUIRED	=	6.748 AC.±
AREA IN EX. R.O.W.	=	0.449 AC.
NET R.O.W. REQ'D.	=	6.299 AC.±
REMAINDER	=	44.252 AC.±
TEMPORARY EASEMENT PURPOSE:	=	1.591 AC.±

PARCEL 3SP0006

MARGARET T. GROHNE

TOTAL HOLDING	=	182.630 AC.±
TOTAL R.O.W. REQUIRED	=	24.664 AC.±
TRACT 1	=	16.334 AC.±
TRACT 2	=	8.249 AC.±
TRACT 3	=	0.081 AC.±
AREA IN EX. R.O.W.	=	1.670 AC.
TRACT 1	=	0.419 AC.
TRACT 2	=	1.251 AC.
TRACT 3	=	0.000 AC.
NET R.O.W. REQ'D.	=	22.994 AC.±
TRACT 1	=	15.915 AC.±
TRACT 2	=	6.998 AC.±
TRACT 3	=	0.081 AC.±
REMAINDER	=	157.966 AC.±

NOTE: THE PROPOSED RIGHT-OF-WAY FOR PARCELS 3SP0006 AND 3SP0007 HAVE BEEN REVISED.
DATED _____
BY _____
ROBERT K. POUNDSTONE, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2105 (EXPIRES NOVEMBER 2010)

PARCEL 3SP0007

HERMAN J. FRITZ, TRUSTEE, et al

TOTAL HOLDING	=	149.030 AC.±
TOTAL R.O.W. REQUIRED	=	1.934 AC.±
AREA IN EX. R.O.W.	=	0.687 AC.
NET R.O.W. REQ'D.	=	1.247 AC.±
REMAINDER	=	147.096 AC.±

SURVEYOR'S STATEMENT

I, CURT A. BENDER, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.I. 80 (I-80) WAS MADE BY WILLETT HOFMANN & ASSOCIATES, INC. UNDER MY DIRECTION, AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED 7 DECEMBER 2009
BY Curt A. Bender
CURT A. BENDER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3688 (EXPIRES NOVEMBER 2010)
WILLETT, HOFMANN & ASSOCIATES, INC. - DESIGN FIRM NO. 184-000918

CURT A. BENDER 35-3688 ILLINOIS PROFESSIONAL LAND SURVEYOR Exp. 11/30/10 DIXON ILLINOIS

FOR THE PURPOSE OF THIS PLAT, BEARINGS AND GRID DISTANCES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE DATUM OF 1983 (97).
0 100' 200' 300' 400'
SCALE FACTOR: GRID TO GROUND 1.00002499

NW 1/4, SEC. 19, T. 34 N., R. 8 E., 3RD P.M.

W 1/2, SEC. 18, T. 34 N., R. 8 E., 3RD P.M.

INTERSTATE 80

WILLETT, HOFMANN & ASSOCIATES, INC.
CONSULTING ENGINEERS
Land Surveying - Transportation - Structural
Environmental - Architecture
830 Etna Road Suite 1 Dixon, Illinois 61021
Phone 815.284.3581 Fax 815.284.3586
Peoria Office 309.693.3343
www.willetthofmann.com

FILE NAME	USER NAME = cimesjj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT OF WAY PLANS
c:\pw_work\pwidot\cimesjj\dms82785\D3664-08-sht-rowplan.dgn		DRAWN -	REVISED -		PROJECT / JOB NO. R-93-002-04
	PLOT SCALE = 100.000000 ' / IN.	CHECKED -	REVISED -		SCALE: 1" = 100' / SHEET NO. 3 OF 3 SHEETS / STA. 85+00.00 TO STA. 107+00.00
	PLOT DATE = Jan 27, 2010 - 09:27:07 AM	DATE -	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-80-*	(32, 47-4) HBK-4	GRUNDY	351	129
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* FAI 80 & FAS 297 / FAU 392

V:\100550981-80 Grundy\D3664-08-sht-ROWPLAN.dgn calculations by C.B. drawn by J.R.

EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
1	US 6	201+51.78	41.00 FT LT	542.88	PT
2	US 6	201+78.37	41.80 FT LT	542.72	
3	US 6	202+04.85	44.19 FT LT	542.59	
4	US 6	202+31.13	48.17 FT LT	542.52	
5	US 6	202+57.11	53.71 FT LT	542.49	
6	US 6	207+75.00	58.87 FT LT	542.25	
7	US 6	203+07.86	65.48 FT LT	541.93	PCC
8	BRISBIN ROAD	99+75.00	52.79 FT LT	542.18	
9	BRISBIN ROAD	100+09.02	41.00 FT LT	542.72	PC

EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
10	BRISBIN ROAD	101+18.31	41.00 FT RT	544.12	PT
11	BRISBIN ROAD	100+91.37	42.21 FT RT	543.78	
12	BRISBIN ROAD	100+64.65	45.84 FT RT	543.35	
13	BRISBIN ROAD	100+38.36	51.85 FT RT	542.79	
14	BRISBIN ROAD	100+12.71	60.20 FT RT	542.22	PCC
15	BRISBIN ROAD	99+93.74	72.91 FT RT	541.67	
16	US 6	204+65.59	58.27 FT LT	540.42	
17	US 6	204+87.54	53.00 FT LT	540.31	PC

NOTES:

ADDITIONAL JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD, AND APPROVED BY THE ENGINEER.

DETAIL "A"
SCALE 1" = 10'

DETAIL "B"
SCALE 1" = 10'

DETAIL "C"
SCALE 1" = 10'

EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
28	BRISBIN ROAD	96+77.79	29.00 FT LT	533.63	PT
29	BRISBIN ROAD	97+00.64	29.75 FT LT	534.26	
30	BRISBIN ROAD	97+23.39	31.98 FT LT	534.83	
31	BRISBIN ROAD	97+45.95	35.70 FT LT	535.36	
32	BRISBIN ROAD	97+68.22	40.88 FT LT	536.28	
33	BRISBIN ROAD	97+90.10	47.51 FT LT	537.56	PCC
34	BRISBIN ROAD	98+12.65	62.06 FT LT	538.50	
35	US 6	202+59.21	59.47 FT RT	539.29	
36	US 6	202+32.84	53.00 FT RT	539.66	PC

EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
18	US 6	206+10.40	41.00 FT RT	537.31	PT
19	US 6	205+83.47	41.37 FT RT	537.49	
20	US 6	205+56.55	42.47 FT RT	537.65	
21	US 6	205+29.67	44.30 FT RT	537.79	
22	US 6	205+02.83	46.87 FT RT	537.91	
23	US 6	204+76.05	50.16 FT RT	538.01	
24	US 6	204+49.36	54.16 FT RT	538.09	
25	US 6	204+22.76	58.94 FT RT	538.14	PCC
26	BRISBIN ROAD	98+41.59	49.52 FT RT	538.17	
27	BRISBIN ROAD	98+13.67	41.00 FT RT	537.41	PC

LEGEND

---------- LONGITUDINAL CONSTRUCTION JOINT

-+-+-+- SAWED CONTRACTION JOINT

0 50' 100'
1" = 20'

0 25' 50'
1" = 10'

• FAI 80 & FAS 297 / FAU 392

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	PLOT DATE = 5/19/2010	CHECKED - AKK	REVISED -
		DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

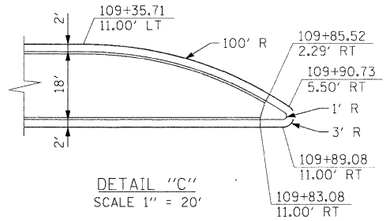
INTERSECTION DETAILS
BRISBIN ROAD & US 6

SCALE: 1"=20' | SHEET NO. 130 OF 351 SHEETS | STA. | TO STA.

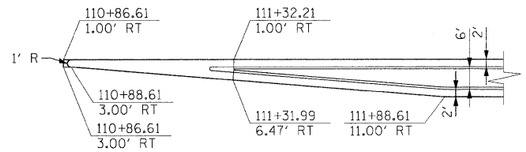
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	130
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

EDGE OF PAVEMENT ELEVATIONS

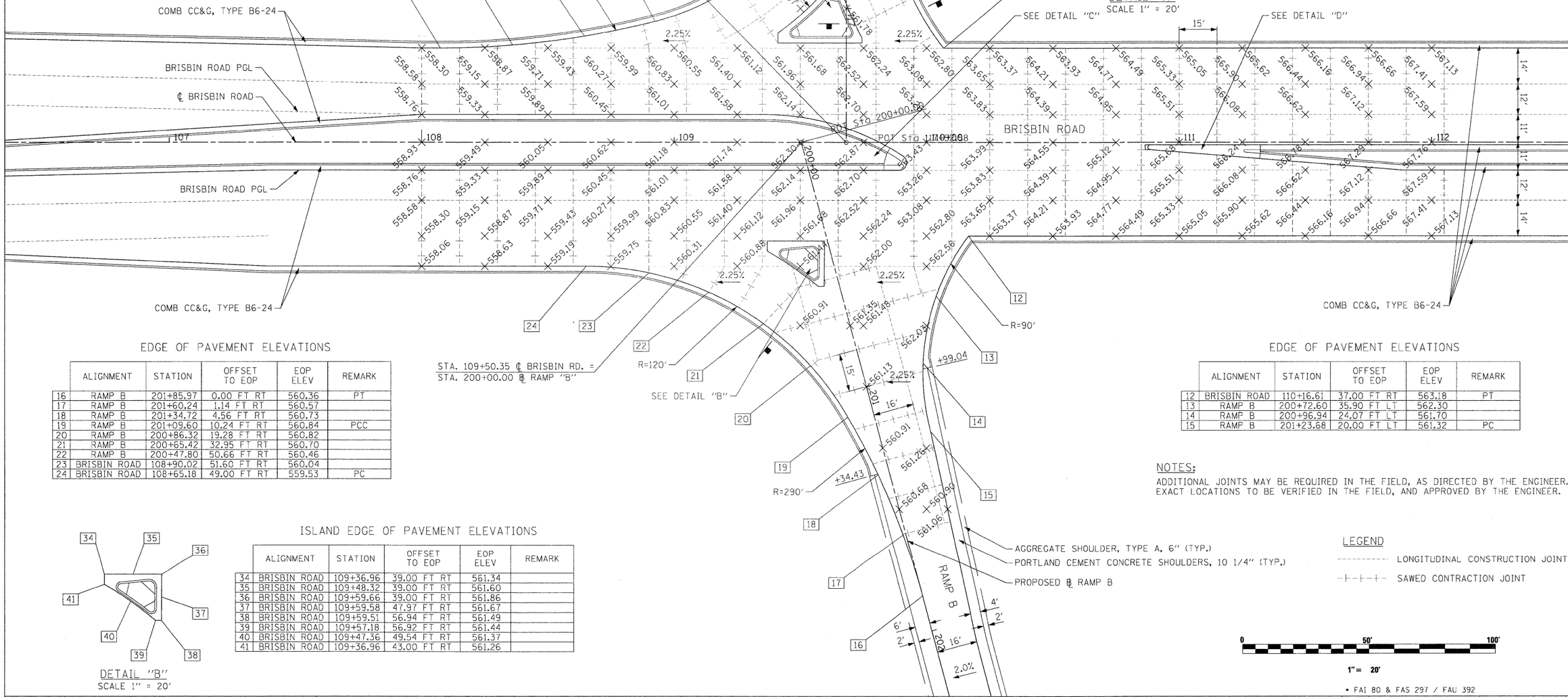
	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
1	BRISBIN ROAD	108+07.38	37.00 FT LT	558.47	PT
2	BRISBIN ROAD	108+36.00	38.17 FT LT	559.09	
3	BRISBIN ROAD	108+64.42	41.68 FT LT	559.66	
4	BRISBIN ROAD	108+92.47	47.50 FT LT	560.17	PCC
5	RAMP A	116+85.38	36.55 FT RT	560.66	
6	RAMP A	116+50.83	9.60 FT RT	560.60	
7	RAMP A	116+08.08	0.00 FT RT	559.94	PC



DETAIL "C"
SCALE 1" = 20'



DETAIL "D"
SCALE 1" = 20'

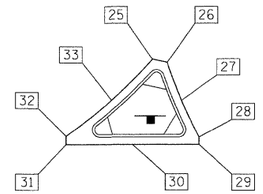


EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
8	RAMP A	116+50.58	16.00 FT LT	561.11	PT
9	RAMP A	116+73.75	18.59 FT LT	561.63	
10	RAMP A	116+95.78	26.23 FT LT	562.22	
11	BRISBIN ROAD	110+06.69	37.00 FT LT	562.95	PC

ISLAND EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
25	RAMP A	116+90.79	6.28 FT RT	561.45	
26	RAMP A	116+91.59	2.36 FT RT	561.56	
27	RAMP A	117+01.77	1.50 FT LT	561.85	
28	RAMP A	117+11.58	6.20 FT LT	562.15	
29	RAMP A	117+13.58	6.20 FT LT	562.19	
30	RAMP A	117+13.58	11.62 FT RT	561.79	
31	RAMP A	117+13.58	27.05 FT RT	561.44	
32	RAMP A	117+09.58	27.05 FT RT	561.36	
33	RAMP A	117+01.74	17.22 FT RT	561.43	



DETAIL "A"
SCALE 1" = 20'

EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
16	RAMP B	201+85.97	0.00 FT RT	560.36	PT
17	RAMP B	201+60.24	1.14 FT RT	560.57	
18	RAMP B	201+34.72	4.56 FT RT	560.73	
19	RAMP B	201+09.60	10.24 FT RT	560.84	PCC
20	RAMP B	200+86.32	19.28 FT RT	560.82	
21	RAMP B	200+65.42	32.95 FT RT	560.70	
22	RAMP B	200+47.80	50.66 FT RT	560.46	
23	BRISBIN ROAD	108+90.02	51.60 FT RT	560.04	
24	BRISBIN ROAD	108+65.18	49.00 FT RT	559.53	PC

DETAIL "B"
SCALE 1" = 20'

ISLAND EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
34	BRISBIN ROAD	109+36.96	39.00 FT RT	561.34	
35	BRISBIN ROAD	109+48.32	39.00 FT RT	561.60	
36	BRISBIN ROAD	109+59.66	39.00 FT RT	561.86	
37	BRISBIN ROAD	109+59.58	47.97 FT RT	561.67	
38	BRISBIN ROAD	109+59.51	56.94 FT RT	561.49	
39	BRISBIN ROAD	109+57.18	56.92 FT RT	561.44	
40	BRISBIN ROAD	109+47.36	49.54 FT RT	561.37	
41	BRISBIN ROAD	109+36.96	43.00 FT RT	561.26	

EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
12	BRISBIN ROAD	110+16.61	37.00 FT RT	563.18	PT
13	RAMP B	200+72.60	35.90 FT LT	562.30	
14	RAMP B	200+96.94	24.07 FT LT	561.70	
15	RAMP B	201+23.68	20.00 FT LT	561.32	PC

NOTES:
ADDITIONAL JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD, AND APPROVED BY THE ENGINEER.

LEGEND
---------- LONGITUDINAL CONSTRUCTION JOINT
-+-+-+- SAWED CONTRACTION JOINT

0 50' 100'
1" = 20'

• FAI 80 & FAS 297 / FAU 392

FILE NAME = t:\1812\cadd sheets\D366408-sht-intersec.dgn	USER NAME = USER	DESIGNED - CGC	REVISED -
		DRAWN - CGC	REVISED -
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	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

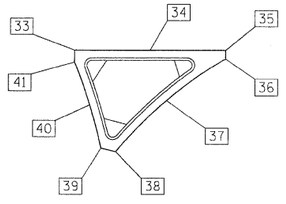
INTERSECTION DESIGNS
BRISBIN ROAD & RAMP A /B

SCALE: 1"=20' | SHEET NO. 131 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	131
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
1	BRISBIN ROAD	117+22.49	37.00 FT LT	568.35	END TAPER
2	BRISBIN ROAD	117+47.47	37.85 FT LT	567.98	
3	BRISBIN ROAD	117+72.46	38.70 FT LT	567.57	
4	BRISBIN ROAD	117+97.45	39.55 FT LT	567.13	
5	BRISBIN ROAD	118+22.43	40.40 FT LT	566.64	
6	BRISBIN ROAD	118+47.42	41.26 FT LT	566.12	
7	BRISBIN ROAD	118+72.40	42.11 FT LT	565.57	
8	BRISBIN ROAD	118+98.62	43.00 FT LT	564.96	PT
9	RAMP D	401+02.95	46.81 FT LT	563.97	
10	RAMP D	401+22.54	31.33 FT LT	562.98	
11	RAMP D	401+45.67	21.82 FT LT	561.99	
12	RAMP D	401+68.01	19.00 FT LT	561.10	PC



DETAIL "A"
SCALE 1" = 20'

EDGE OF PAVEMENT ELEVATIONS

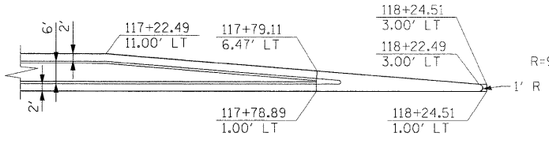
	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
13	RAMP D	401+71.58	0.00 FT RT	560.65	PT
14	RAMP D	401+43.86	0.96 FT RT	561.18	
15	RAMP D	401+18.72	3.51 FT RT	561.58	
16	RAMP D	400+93.79	7.64 FT RT	561.96	
17	RAMP D	400+69.16	13.33 FT RT	562.26	PCC
18	RAMP D	400+43.03	24.43 FT RT	562.40	
19	BRISBIN ROAD	120+23.85	40.23 FT LT	562.06	
20	BRISBIN ROAD	120+49.29	37.00 FT LT	561.69	PC

EDGE OF PAVEMENT ELEVATIONS

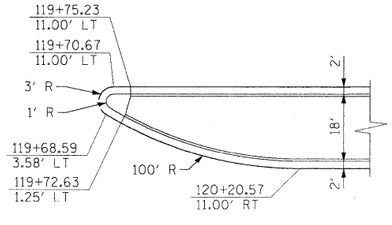
	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
29	RAMP C	317+06.52	24.00 FT LT	562.46	PT
30	RAMP C	317+26.19	26.06 FT LT	563.00	
31	RAMP C	317+44.65	31.99 FT LT	563.54	
32	BRISBIN ROAD	119+43.68	37.00 FT RT	564.07	PC

ISLAND EDGE OF PAVEMENT ELEVATIONS

	ALIGNMENT	STATION	OFFSET TO EOP	EOP ELEV	REMARK
33	BRISBIN ROAD	119+85.22	39.00 FT RT	563.09	
34	BRISBIN ROAD	120+05.45	39.00 FT RT	562.64	
35	BRISBIN ROAD	120+22.75	39.00 FT RT	562.25	
36	BRISBIN ROAD	120+22.75	43.00 FT RT	562.17	
37	BRISBIN ROAD	120+08.54	53.27 FT RT	562.28	
38	BRISBIN ROAD	119+96.21	65.79 FT RT	562.31	
39	BRISBIN ROAD	119+92.33	64.84 FT RT	562.41	
40	BRISBIN ROAD	119+89.30	53.36 FT RT	562.71	
41	BRISBIN ROAD	119+85.22	42.20 FT RT	563.02	



DETAIL "B"
SCALE 1" = 20'



DETAIL "C"
SCALE 1" = 20'

0 50' 100'

1" = 20'

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	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

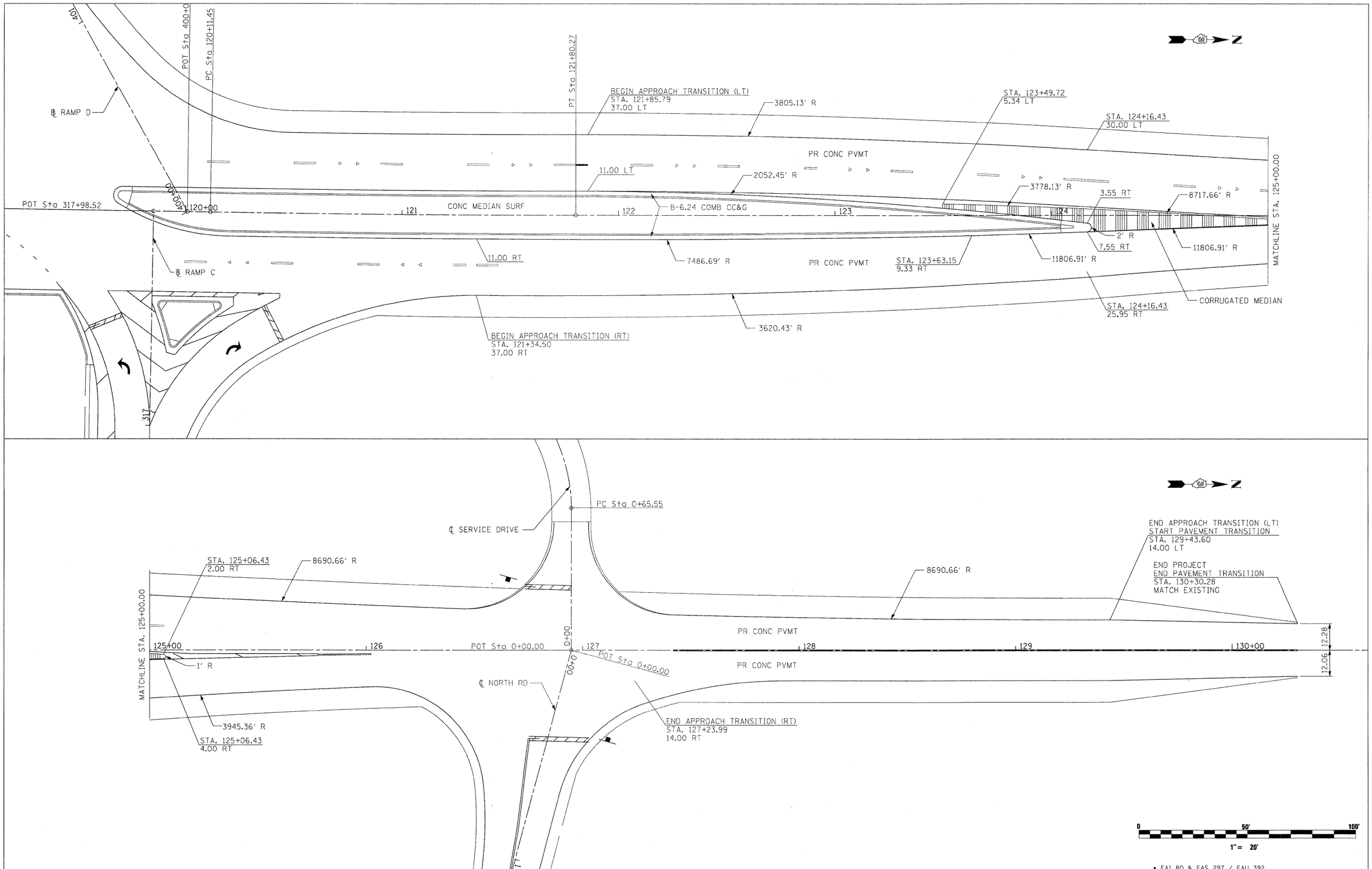
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS
BRISBIN ROAD & RAMP C /D

SCALE: 1"=20' | SHEET NO. 132 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	132
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

• FAI 80 & FAS 297 / FAU 392



▪ FAI 80 & FAS 297 / FAU 392

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

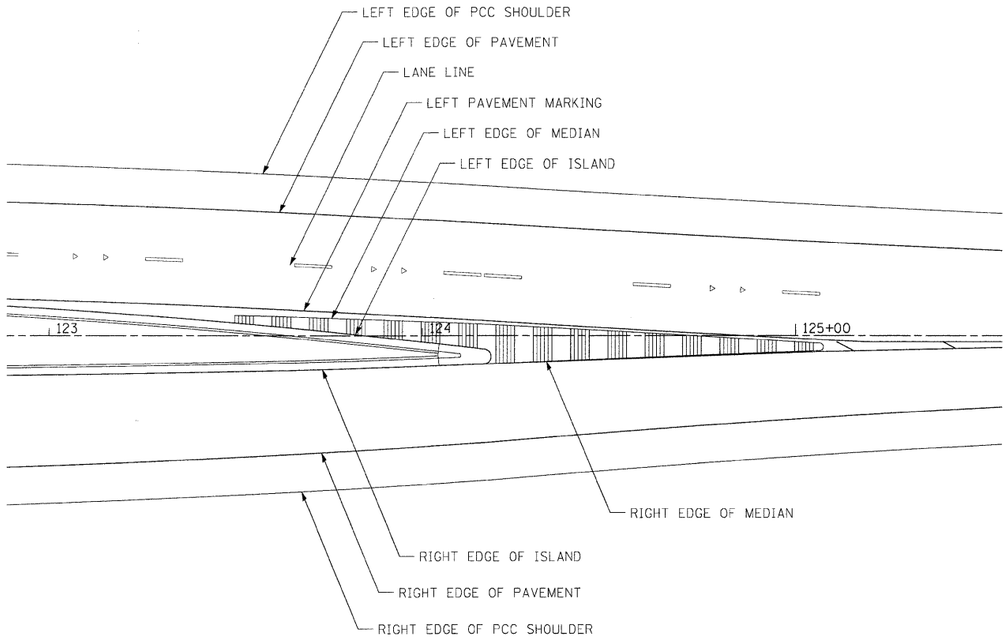
TRANSITION APPROACH CHANNELIZED DETAIL

SCALE: 1"=20' | SHEET NO. 133 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
▪	(32,47-4) HBK-4 & G(N)	GRUNDY	351	133
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

BRISBIN ROAD - NORTH TRANSITION APPROACH PAVEMENT STATIONS AND OFFSETS

STATION	OFFSETS TO LEFT EDGE					OFFSETS TO RIGHT EDGE					
	SHOULDER	PAVEMENT	LANE	MEDIAN	ISLAND	ISLAND	MEDIAN	LANE	PAVEMENT	SHOULDER	STATION
121+00.00	47.00	37.00	23.00		11.00	11.00		23.00	40.11	46.73	121+00.00
121+25.00	47.00	37.00	23.00		11.00	11.00		23.00	37.23	46.95	121+25.00
121+34.50	47.00	37.00	23.00		11.00	11.00		23.00	37.00	47.00	121+34.50
121+50.00	47.00	37.00	23.00		11.00	11.06			37.05	47.05	121+50.00
121+75.00	47.00	37.00	23.00		11.00	11.13			37.05	47.05	121+75.00
121+85.79	47.00	37.00	23.00		11.00	11.15			37.02	47.02	121+85.79
122+00.00	46.97	36.97	23.97		10.86	11.16			36.92	46.92	122+00.00
122+25.00	46.80	36.80	22.80		10.36	11.11			36.62	46.62	122+25.00
122+50.00	46.46	36.46	22.46		9.57	10.98			36.14	46.14	122+50.00
122+75.00	45.96	35.96	21.95		8.46	10.76			35.49	45.49	122+75.00
123+00.00	45.29	35.29	21.28		7.05	10.46			34.67	44.67	123+00.00
123+25.00	44.46	34.45	20.44		5.34	10.08			33.67	43.68	123+25.00
123+49.72	43.48	33.47	19.45	5.34	3.34	9.62			32.52	42.53	123+49.72
123+50.00	43.46	33.46	19.44	5.34	3.32	9.61			32.50	42.52	123+50.00
123+63.15	42.88	32.86	18.85	4.97	2.13	9.33			31.82	41.84	123+63.15
123+75.00	42.31	32.29	18.27	4.59	0.99	8.96			31.16	41.18	123+75.00
124+00.00	40.98	30.97	16.94	3.89	-1.65	8.13			29.65	39.67	124+00.00
124+16.43	40.02	30.00	15.98	3.00	-3.55	7.55			28.56	38.60	124+16.43
124+25.00	39.51	29.49	15.46	2.56			7.19		27.83	37.86	124+25.00
124+50.00	38.05	28.03	14.01	1.24			6.15		25.80	35.83	124+50.00
124+75.00	36.66	26.64	12.62	-0.15			5.16		23.93	33.96	124+75.00
125+00.00	35.34	25.33	11.31	-1.61			4.23		22.22	32.24	125+00.00
125+06.43	35.02	25.00	10.98	-2.00			4.00		21.81	31.83	125+06.43
125+25.00	34.10	24.09							20.67	30.69	125+25.00
125+50.00	32.93	22.92							19.28	29.29	125+50.00
125+75.00	31.83	21.82							18.05	28.06	125+75.00
126+00.00	30.80	20.80							16.98	26.98	126+00.00
126+25.00	29.85	19.84							16.54	26.07	126+25.00
126+50.00		18.99							16.16		126+50.00
126+75.00		18.27							15.78		126+75.00
127+00.00		17.55							15.40		127+00.00
127+23.99	26.78	16.86							15.04	30.66	127+23.99
127+25.00	26.75	16.83							15.02	30.20	127+25.00
127+50.00	26.16	16.16							14.65	24.00	127+50.00
127+75.00	25.64	15.64							14.78	24.00	127+75.00
128+00.00	25.19	15.19							14.00	24.00	128+00.00
128+25.00	24.81	14.81							14.00	24.00	128+25.00
128+50.00	24.50	14.50							14.00	24.00	128+50.00
128+75.00	24.27	14.27							14.00	24.00	128+75.00
129+00.00	24.11	14.11							14.00	24.00	129+00.00
129+25.00	24.02	14.02							14.00	24.00	129+25.00
129+43.60	24.00	14.00							14.00	24.00	129+43.60
129+50.00	23.19	13.87							13.86	23.17	129+50.00
129+75.00	19.98	13.38							13.30	19.90	129+75.00
130+00.00	16.77	12.88							12.74	16.62	130+00.00
130+25.00	13.56	12.39							12.18	13.34	130+25.00
130+30.28	12.88	12.28							12.06	12.65	130+30.28



• FAI 80 & FAS 297 / FAU 392

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

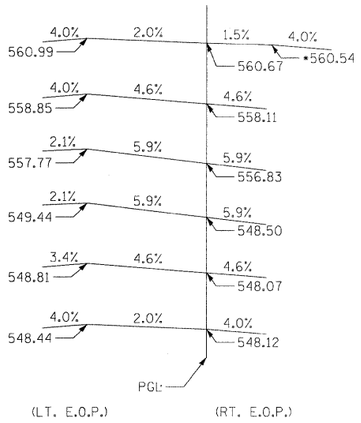
TRANSITION APPROACH CHANNELIZED DETAIL

SCALE: 1"=20' | SHEET NO. 134 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GIN)	GRUNDY	351	134
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

RAMP A

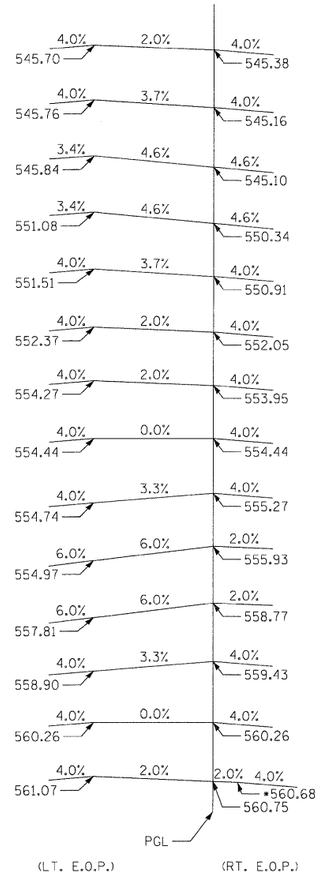
END SUPERELEVATION RUNOFF	116+48.81
	115+20.81 (PT)
END FULL SUPER	114+56.81
BEGIN FULL SUPER	110+15.16
	109+51.16 (PC)
BEGIN SUPERELEVATION RUNOFF	108+23.16



• MATCH PROPOSED EOP
(SEE PAVEMENT JOINT AND
ELEVATION PLAN FOR RAMP A)

RAMP B

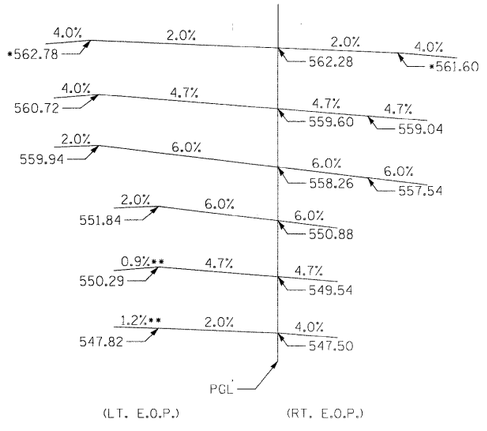
END SUPERELEVATION RUNOFF	222+28.12
	221+00.12 (PT)
END FULL SUPER	220+36.12
BEGIN FULL SUPER	213+09.83
	212+45.83 (PC)
BEGIN SUPERELEVATION RUNOFF	211+17.83
END TANGENT RUNOUT	209+05.60
END SUPERELEVATION RUNOFF BEGIN TANGENT RUNOUT	208+50.10
	207+57.60 (PT)
END FULL SUPER	206+83.60
BEGIN FULL SUPER	203+64.34
	202+90.34 (PC)
BEGIN SUPERELEVATION RUNOFF	201+97.84
BEGIN TANGENT RUNOUT	201+42.34



• MATCH PROPOSED EOP
(SEE PAVEMENT JOINT AND
ELEVATION PLAN FOR RAMP B)

RAMP C

END SUPERELEVATION RUNOFF	317+21.16
	315+93.16 (PT)
END FULL SUPER	315+29.16
BEGIN FULL SUPER	311+77.40
	311+13.40 (PC)
BEGIN SUPERELEVATION RUNOFF	309+85.40



• MATCH PROPOSED EOP
(SEE PAVEMENT JOINT AND
ELEVATION PLAN FOR RAMP C)

•• SHOULDER SUPERELEVATION
TRANSITION

• FAI 80 & FAS 297 / FAU 392

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

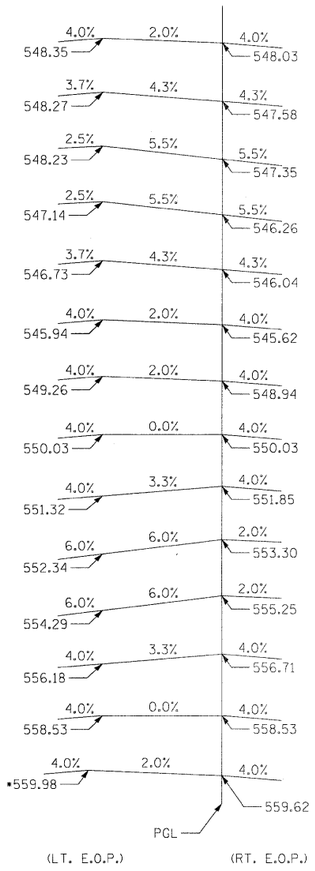
SUPERELEVATION TRANSITION DETAILS
RAMP A, B & C

SCALE: NONE | SHEET NO.135 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GIN)	GRUNDY	351	135
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

RAMP D

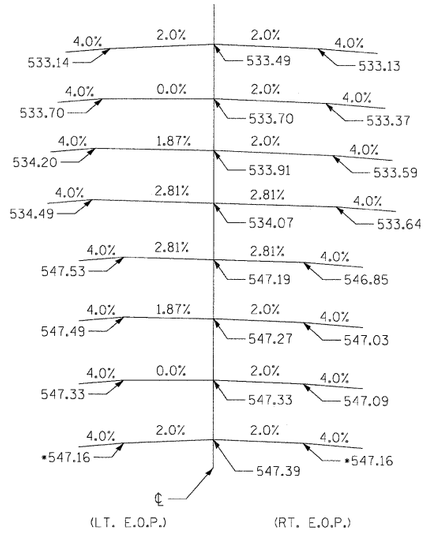
END SUPERELEVATION RUNOFF	418+51.25
	417+23.25 (PT)
END FULL SUPER	416+59.25
BEGIN FULL SUPER	413+35.44
	412+71.44 (PC)
BEGIN SUPERELEVATION RUNOFF	411+43.44
END TANGENT RUNOUT	407+43.02
END SUPERELEVATION RUNOFF BEGIN TANGENT RUNOUT	406+87.52
	405+95.02 (PT)
END FULL SUPER	405+21.02
BEGIN FULL SUPER	404+21.85
	403+47.85 (PC)
BEGIN SUPERELEVATION RUNOFF	402+55.35
BEGIN TANGENT RUNOUT	401+99.85



• MATCH PROPOSED EOP
(SEE PAVEMENT JOINT AND
ELEVATION PLAN FOR RAMP D)

US 6

END TANGENT RUNOUT	214+09.62
END SUPERELEVATION RUNOFF	213+57.62
	213+09.62 AH (PT) 212+70.73 BK
END FULL SUPER	212+46.72
BEGIN FULL SUPER	191+48.73
	191+24.73 (PC)
BEGIN SUPERELEVATION RUNOFF	190+76.73
BEGIN TANGENT RUNOUT	190+24.73



• MATCH PROPOSED EOP
(SEE PAVEMENT JOINT AND
ELEVATION PLAN FOR US 6)

• FAI 80 & FAS 297 / FAU 392

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

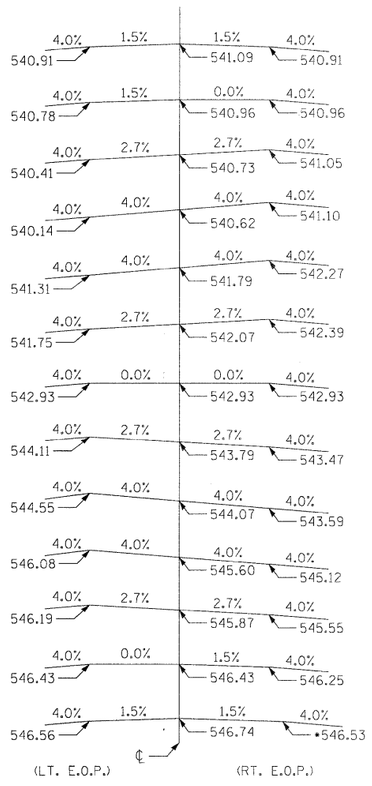
SUPERELEVATION TRANSITION DETAILS
RAMP D & US 6

SCALE: NONE | SHEET NO. 136 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	136
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

NORTH ROAD

END TANGENT RUNOUT	9+41.83
END SUPERELEVATION RUNOFF	9+16.09
	8+70.33 (PT)
END FULL SUPER	8+47.45
BEGIN FULL SUPER	5+14.46
	4+91.58 (PC)
BEGIN SUPERELEVATION RUNOFF END SUPERELEVATION RUNOFF	4+20.38
	3+49.19 (PT)
END FULL SUPER	3+26.31
BEGIN FULL SUPER	2+00.04
	1+77.16 (PC)
BEGIN SUPERELEVATION RUNOFF	1+31.40
BEGIN TANGENT RUNOUT	1+05.66



* MATCH PROPOSED EOP
(SEE PAVEMENT JOINT AND
ELEVATION PLAN FOR RAMP B)

• FAI 80 & FAS 297 / FAU 392

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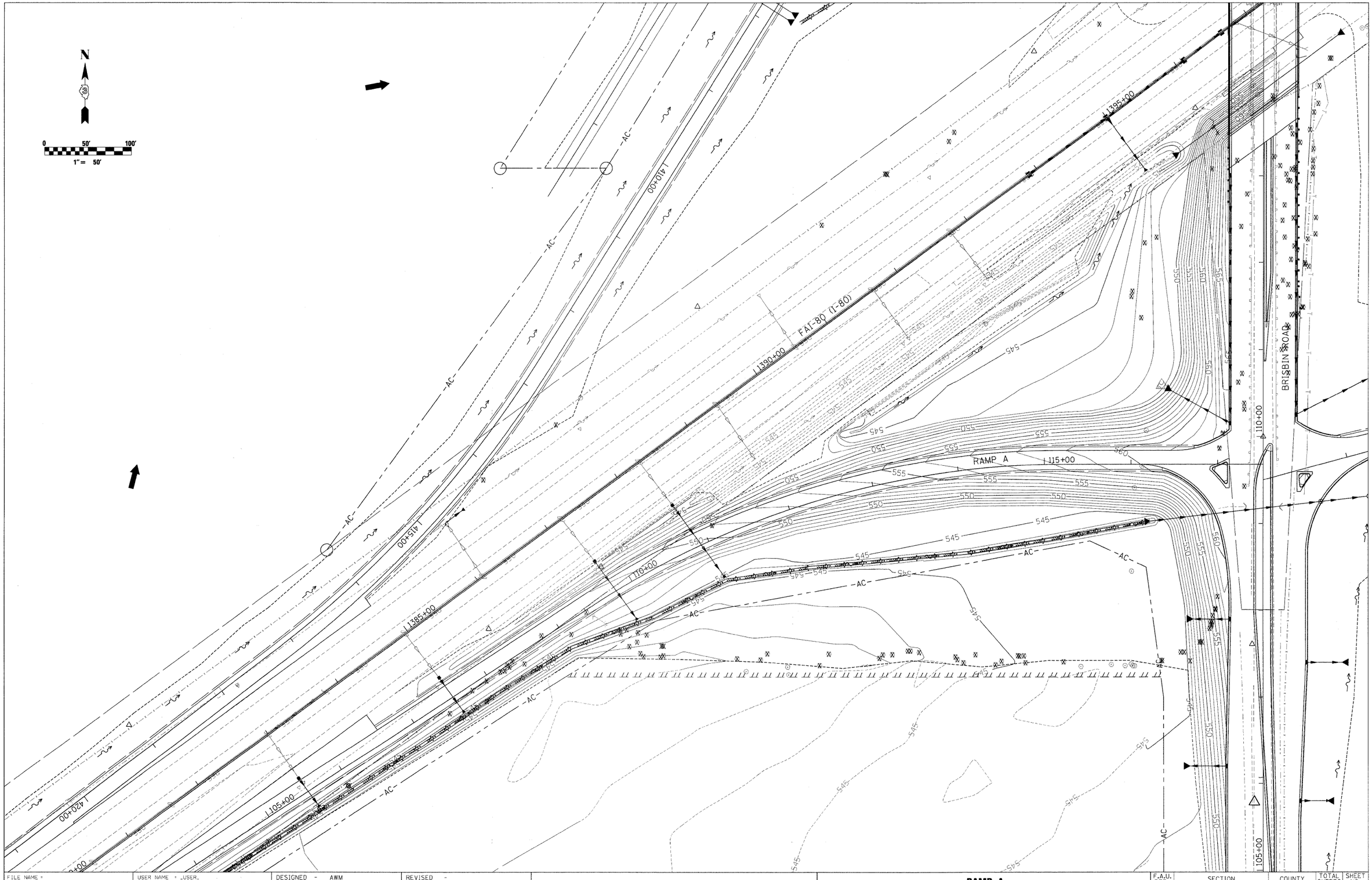
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERELEVATION TRANSITION DETAILS
NORTH ROAD

SCALE: NONE | SHEET NO. 137 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	137
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



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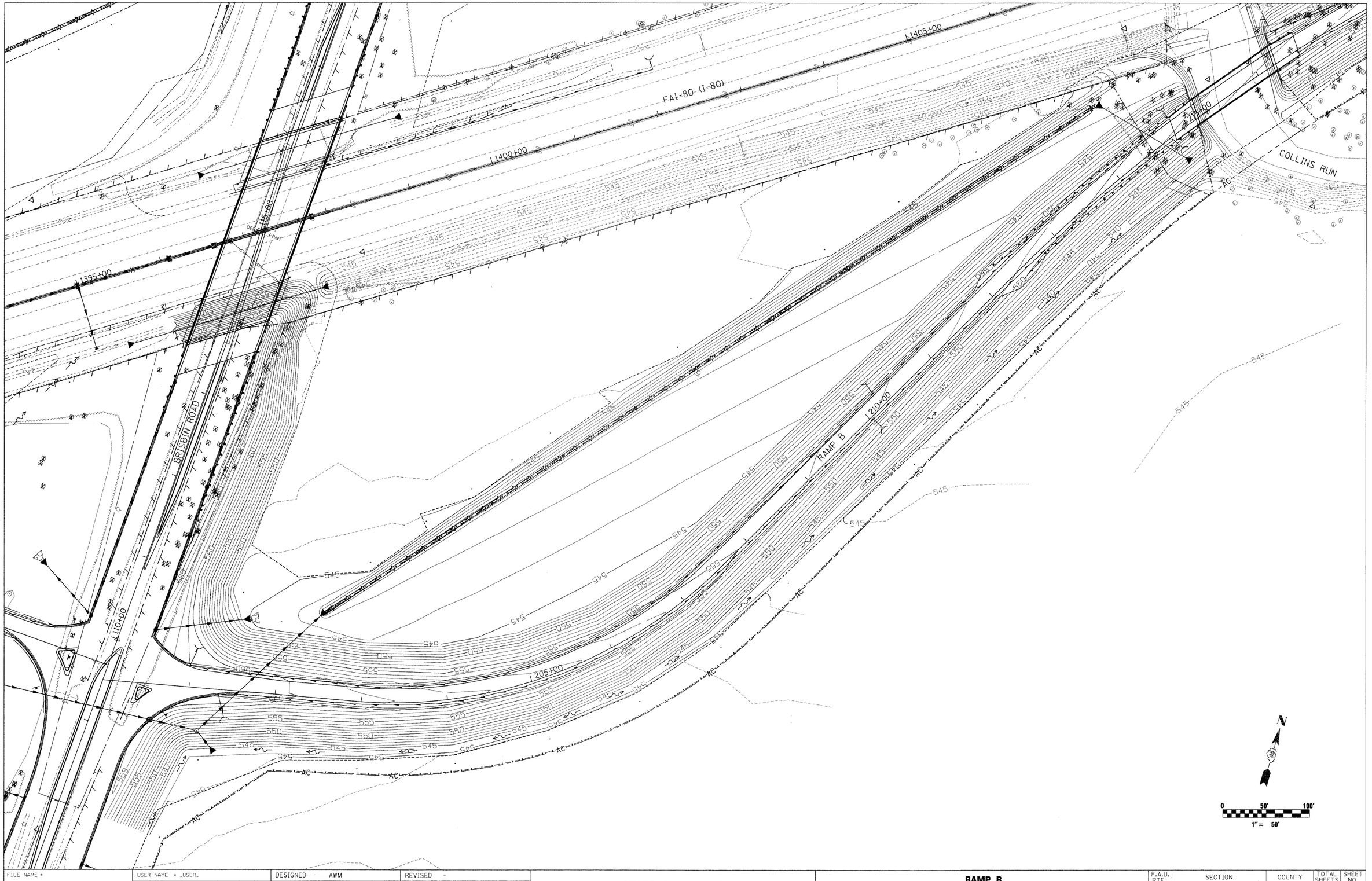
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP A
INTERCHANGE GRADING PLAN

SCALE: 1"=50' | SHEET NO. 138 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	138
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

• FAI 80 & FAS 297 / FAU 392



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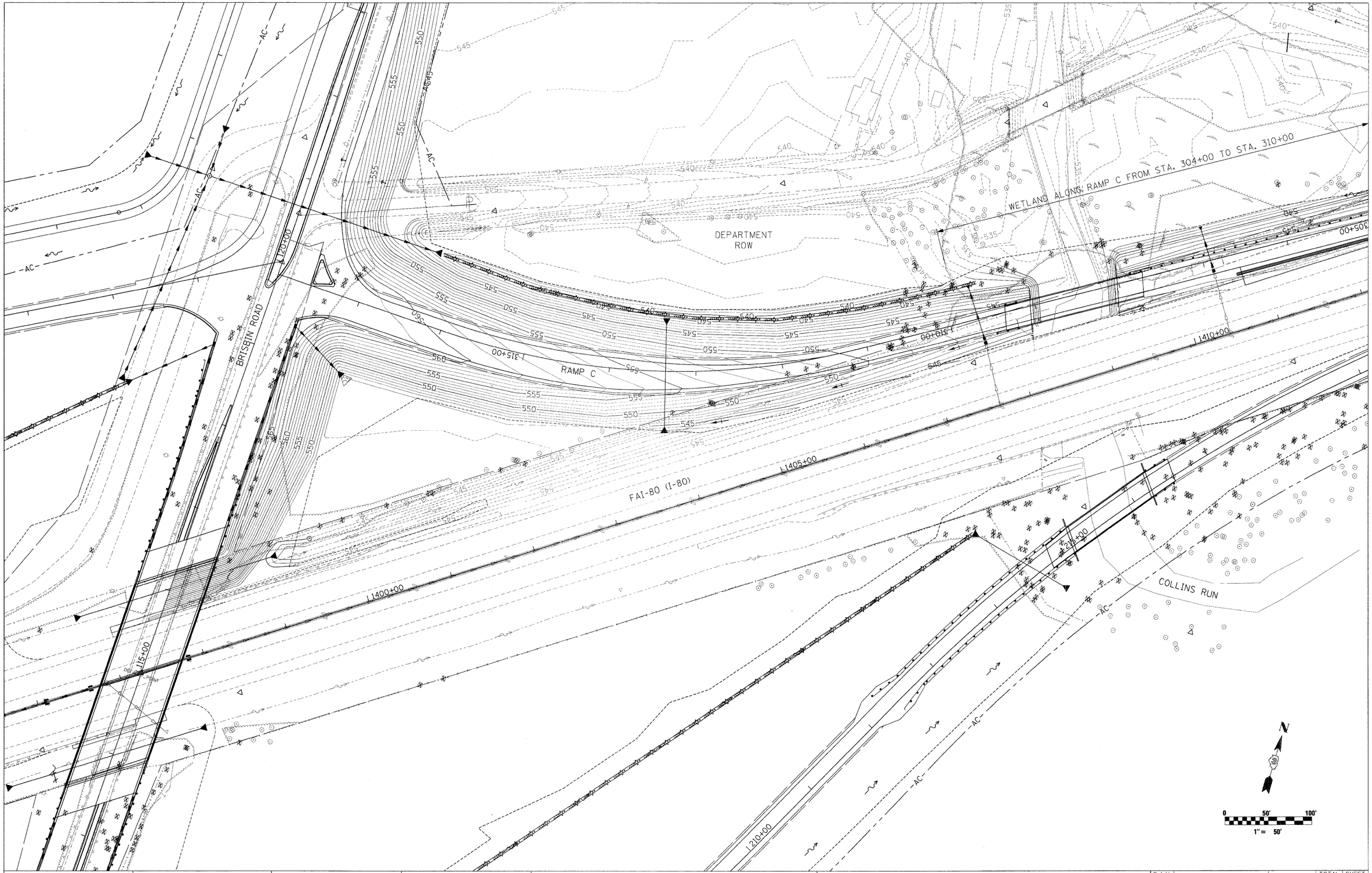
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP B
INTERCHANGE GRADING PLAN

SCALE: 1"=50' | SHEET NO. 139 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	139
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

• FAI 80 & FAS 297 / FAU 392



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	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP C
INTERCHANGE GRADING PLAN

SCALE: 1"=50' | SHEET NO. 140 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GIN)	GRUNDY	351	140
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

• FAI 80 & FAS 297 / FAU 392

N

0 50' 100'

1" = 50'

RAMP D

BRISBIN ROAD

FAI-80 (I-80)

1400

1395+00

1390+00

1410+00

1415+00

1405+00

1120+00

1100+00

1150+00

AC

545 550 555

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP D
INTERCHANGE GRADING PLAN

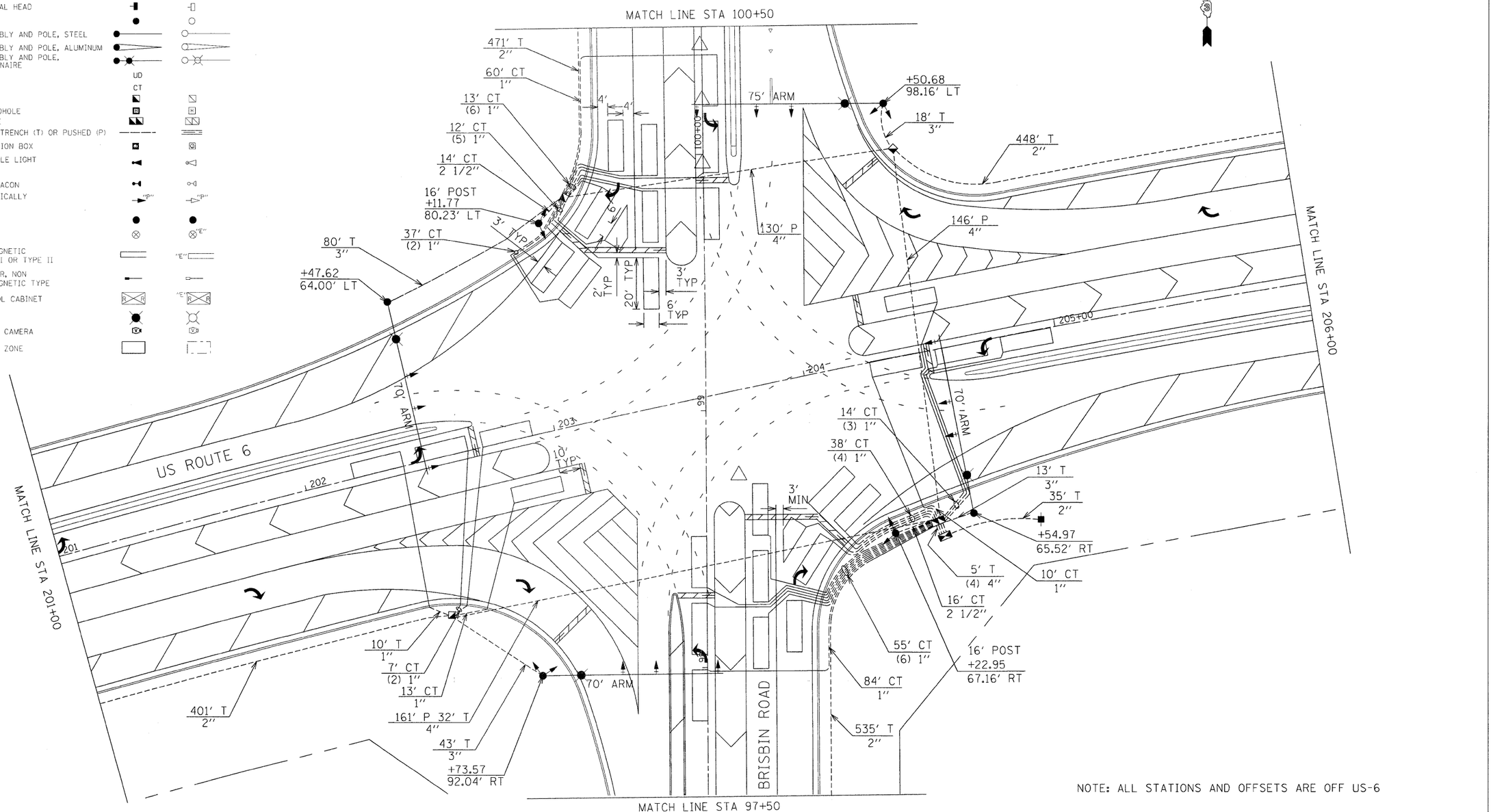
SCALE: 1"=50' | SHEET NO. 141 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	141
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

• FAI 80 & FAS 297 / FAU 392

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
PEDESTRIAN SIGNAL HEAD		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT	UD	
COMMON TRENCH	CT	
HANDHOLE		
HEAVY DUTY HANDHOLE		H
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
CAST IRON JUNCTION BOX		
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED	"P"	"P"
CONDUIT SPLICE		
WOOD POLE		"E"
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		"E"
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROL CABINET		"E"
STREET LIGHT		
VIDEO DETECTION CAMERA	V	V
VIDEO DETECTION ZONE		



NOTE: ALL STATIONS AND OFFSETS ARE OFF US-6

0 50' 100'

1" = 20'

• FAI 80 & FAS 297 / FAU 392

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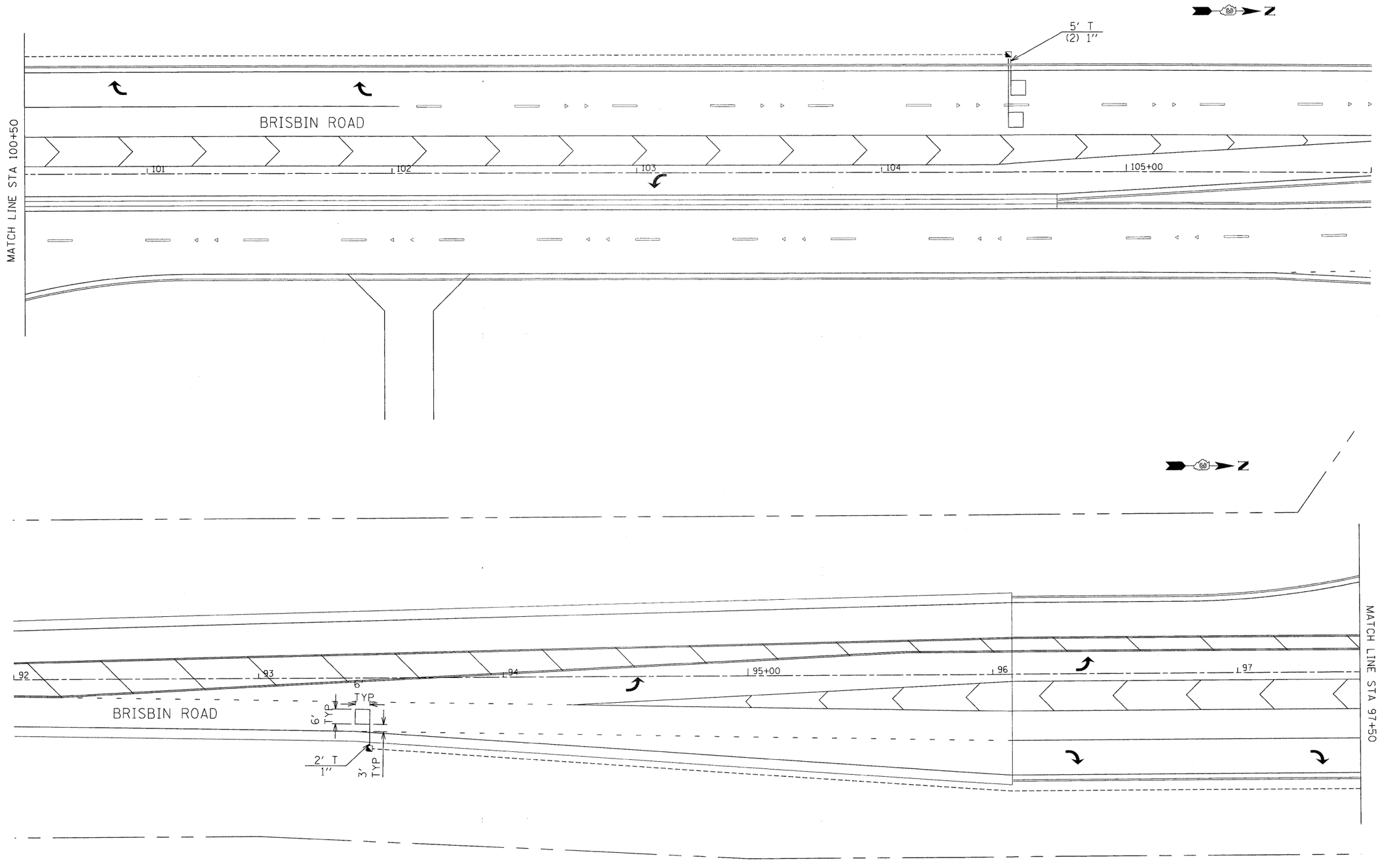
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN RD & US-6 TRAFFIC SIGNAL PLAN

SCALE: 1"=20' | SHEET NO. 142 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & C(N)	GRUNDY	351	142
		CONTRACT NO. 66408		
	ILLINOIS	FED. AID PROJECT		



▪ FAI 80 & FAS 297 / FAU 392

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN RD & US-6 TRAFFIC SIGNAL PLAN

SCALE: 1"=20' | SHEET NO. 143 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
▪	(32,47-4) HBK-4 & G(N)	GRUNDY	351	143
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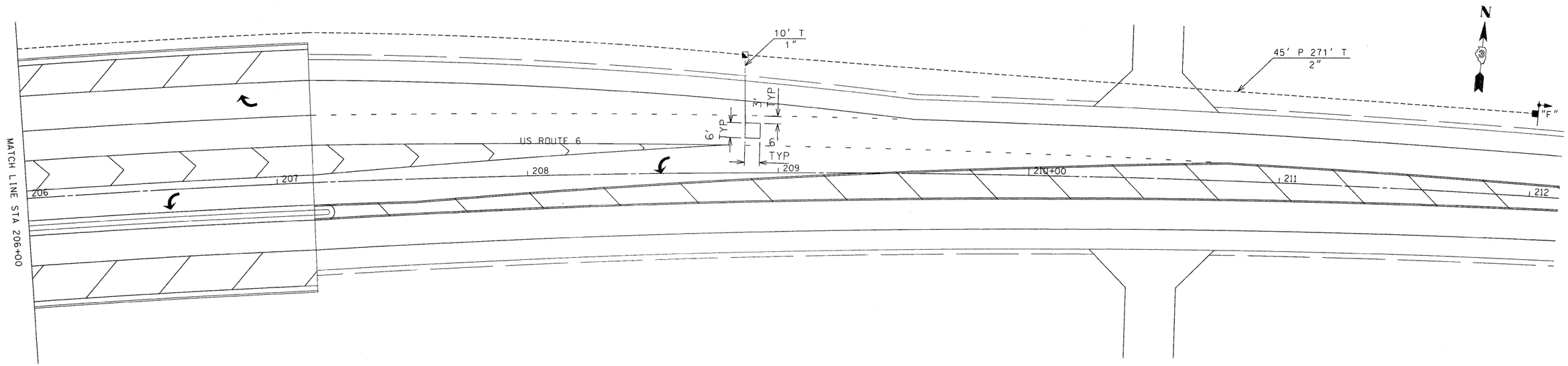

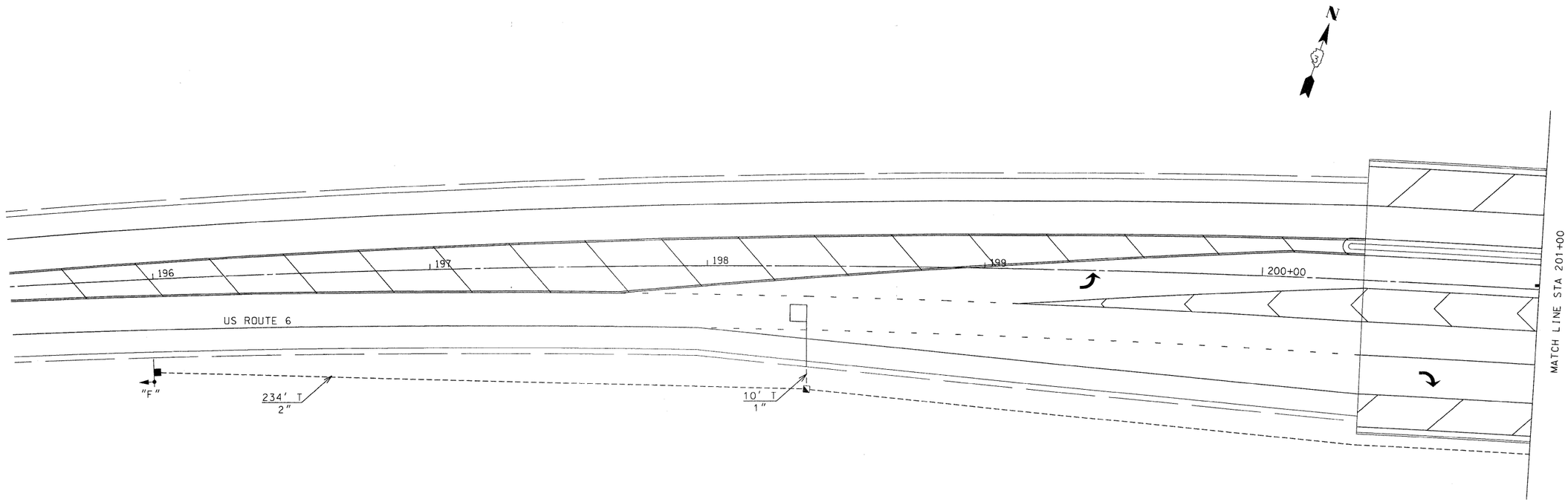

▪ FAI 80 & FAS 297 / FAU 392

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN RD & US-6 TRAFFIC SIGNAL PLAN

SCALE: 1"=20' | SHEET NO. 144 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
▪	(32,47-4) HBK-4 & G(N)	GRUNDY	351	144
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

CABLE PLAN LEGEND

PROPOSED	EXISTING	
⊠	⊠	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
DW	DW	12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER CABINET
		SERVICE INSTALLATION
T	T	TELEPHONE SERVICE CONNECTION
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSH BUTTON DETECTOR
		VEHICLE DETECTOR, INDUCTION LOOP
⑤	⑤	DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
R Y G A W	R Y G A W	SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD. "F" INDICATES FLASHING SECTION.
		RAILROAD CONTROL CABINET
		ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"
		ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"
H/C	H/C	GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C)
P	P	GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
S	S	GROUND ROD AT ELECTRIC SERVICE INSTALLATION
①	①	GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
㉔	㉔	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F

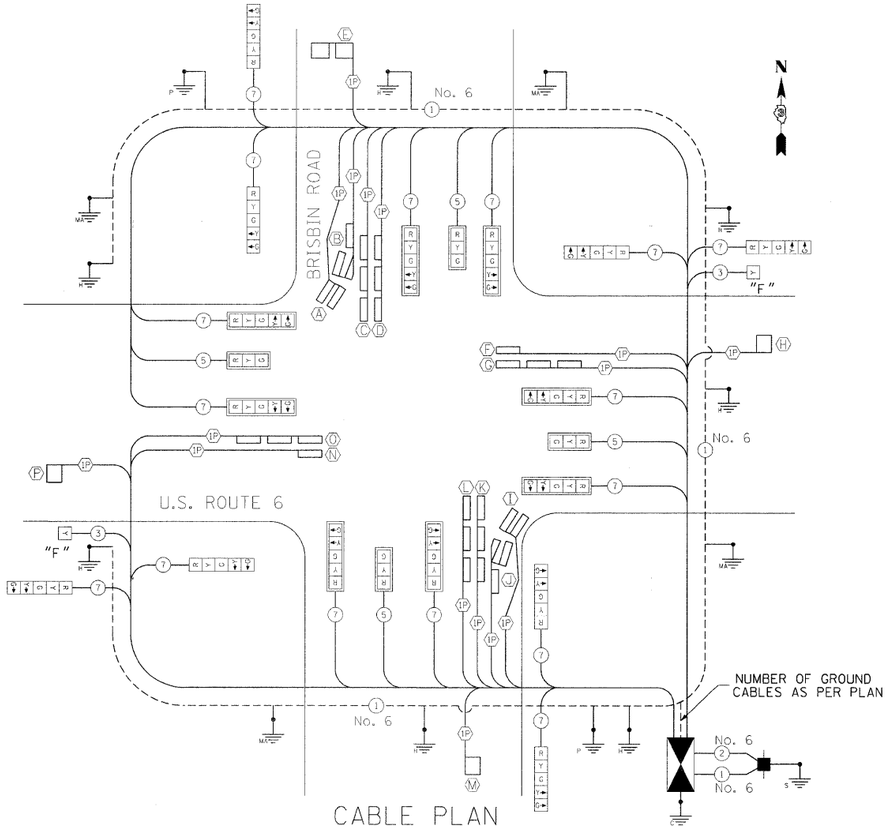
NOTE: ALL NEW GROUND RODS SHALL BE 3/4" X 10'-0" LONG COPPER CLAD. THE COST SHALL BE INCIDENTAL TO THE COST OF INSTALLATION.

DETECTOR LOOP INDUCTANCE CHART

LOOP SYSTEM	LABEL	NUMBER OF TURNS	INDUCTANCE (μH)	FREQUENCY (Hz)	J PIN STATUS
A	OL B SB RT	4	520	26,765	ON
B	OL B SB RT	4	544	26,159	ON
C	Φ4 SB STBR	4	863	20,777	ON
D	Φ7 SB LT	4	868	20,713	ON
E	Φ4 SB FAR	6	686	23,303	ON
F	Φ6 WB STBR	4	286	36,078	OFF
G	Φ1 WB LT	4	804	21,522	ON
H	Φ6 WB FAR	6	400	30,506	ON
I	OL D NB RT	4	520	26,765	ON
J	OL D NB RT	4	726	22,651	ON
K	Φ8 NB STBR	4	780	21,853	ON
L	Φ3 NB LT	4	780	21,853	ON
M	Φ8 NB FAR	6	381	31,262	ON
N	Φ2 EB STBR	4	323	33,941	OFF
O	Φ5 EB LT	4	847	20,973	ON
P	Φ2 EB FAR	6	400	30,522	ON

(1) LOOPS WITH AN ENCLOSED AREA LESS THAN 60 FT² SHALL HAVE 5 TURNS.

J PIN STATUS:
"ON" MEANS STANDARD DETECTOR SETUP.
"OFF" MEANS THE J WIRE HAS BEEN DISCONNECTED, BUT INTACT AT THE HARNESS PANEL WITH THE NECESSARY SPADE CONNECTION ATTACHED, MARKED AND INSULATED.



CABLE PLAN

ELECTRICAL LOAD CHART

SIGNAL SECTION	NUMBER	WATTAGE EACH	BURN TIME %
US ROUTE 6			
RED	10	17	59
YELLOW	12	25	13
GREEN	10	15	36
YELLOW ARROW	8	12	6
GREEN ARROW	8	12	10
BRISBIN ROAD			
RED	10	17	78
YELLOW	10	25	5
GREEN	10	15	17
YELLOW ARROW	8	12	6
GREEN ARROW	8	12	10
TRAFFIC SIGNAL CABINET			
CONTROLLER	1	100	100
LOOP DETECTORS	4	40	100

THE INDUCTIVE LOOP DETECTOR SHALL BE RACK MOUNTED AND THE REVISION NUMBER SHOULD BE 34 OR HIGHER.

ALL INDICATIONS SHALL BE LED.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE ECONOLITE.

THE GROUNDING SYSTEM SHALL INCLUDE GROUND RODS AND CONNECTION IN HANDHOLES. ALL GROUND ROD CONNECTIONS SHALL BE AN IRREVERSIBLE COMPRESSION GROUND TAP INSTALLED WITH A HYDRAULIC 12 TON PRESS TOOL OR EQUAL.

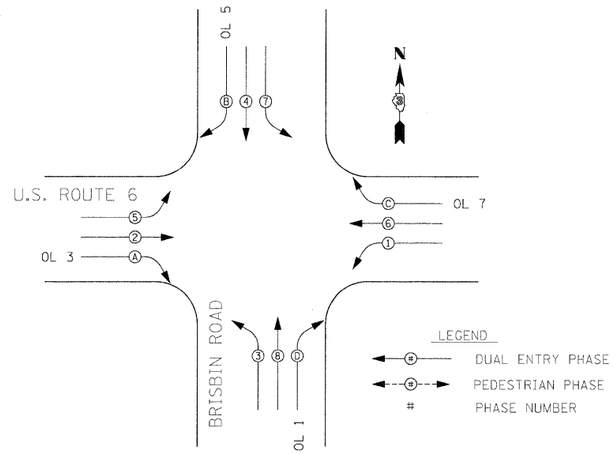
A SELF ADHERING PHASE DESIGNATION DIAGRAM SHALL BE PLACED INSIDE THE CABINET DOOR.

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATION 252 AND 250 RESPECTIVELY.

FOUNDATION (DEPTH)	FT.	(m.)	CABLE SLACK	FT.	(m.)	VERTICAL	FT.	(m.)
TYPE A - POST	4	(1.2)	HANDHOLE	10	(2.0)	ALL FOUNDATIONS	3.5	(2.0)
D - CONTROLLER	4	(1.2)	DOUBLE HANDHOLE	20	(4.0)	MAST ARM (L) POLE	20' + L-2 =	
C - CONTROLLER W/UPS	4	(1.2)	SIGNAL POST	2	(1.0)		(6m+L-0.6m) =	
			CONTROLLER CAB.	5	(0.5)	BRACKET MOUNTED	13	(4.0)
POST 24" (600mm)	10	(3.0)	FIBER OPTIC	13	(4.0)	PED. PUSHBUTTON	4	(1.2)
MAST-ARM 30" (750mm)	15	(4.6)	ELECTRIC SERVICE	2	(0.5)	ELECTRIC SERVICE	13.5	(4.1)
			GROUND CABLE	2	(0.5)	SERVICE TO GROUND	13.5	(4.1)

CONTROLLER SEQUENCE

N.T.S



PHASE DESIGNATION DIAGRAM

SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QUANTITY
CHANGEABLE MESSAGE SIGN	CAL MO	3
SIGN PANEL - TYPE 1	SQ FT	56
SERVICE INSTALLATION, TYPE B	EACH	1
CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	2395
CONDUIT IN TRENCH, 2 1/2" DIA., PVC	FOOT	30
CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	154
CONDUIT IN TRENCH, 4" DIA., PVC	FOOT	52
CONDUIT PUSHED, 2" DIA., PVC	FOOT	45
CONDUIT PUSHED, 4" DIA., PVC	FOOT	437
CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIA., GALVANIZED STEEL	FOOT	28
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	7
DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2586
LIGHT POLE, WOOD, 35 FOOT, CLASS 3	EACH	1
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
UNINTERRUPTIBLE POWER SUPPLY, EXTENDED	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1308
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1322
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	4402
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	5150
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	59
TRAFFIC SIGNAL POST, 16 FT.	EACH	2
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 70 FT.	EACH	3
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 75 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	8
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION (SPECIAL)	FOOT	60
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 1-SECTION, POST MOUNTED	EACH	2
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	8
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	22
INDUCTIVE LOOP DETECTOR	EACH	16
DETECTOR LOOP, TYPE I	FOOT	2639
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	860

▪ FAI 80 & FAS 297 / FAU 392

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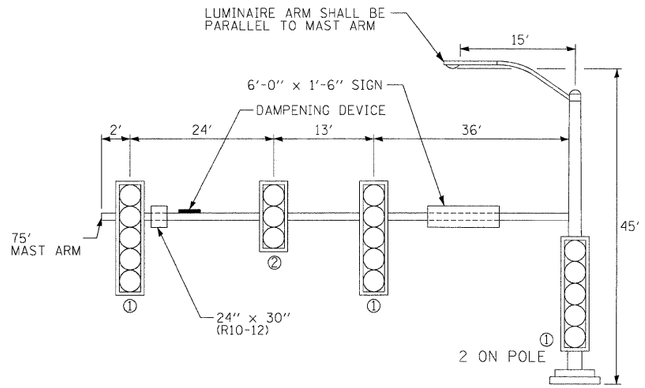
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

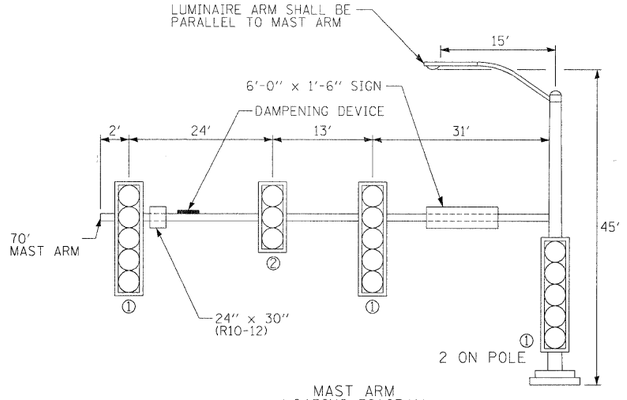
BRISBIN RD & US-6 TRAFFIC SIGNAL PLAN

SCALE: 1"=20' | SHEET NO. 145 OF 351 SHEETS | STA. | TO STA.

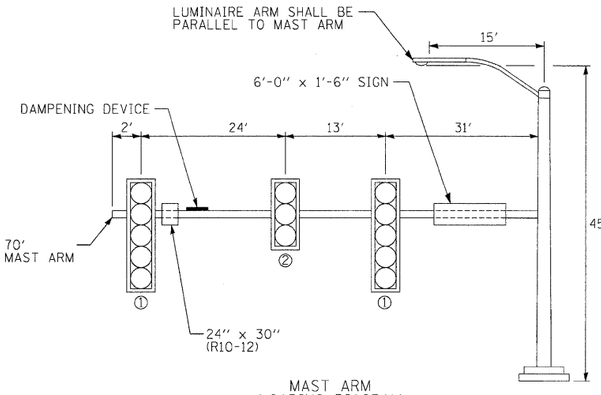
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
▪	(32,47-4) HBK-4 & GIN)	GRUNDY	351	145
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



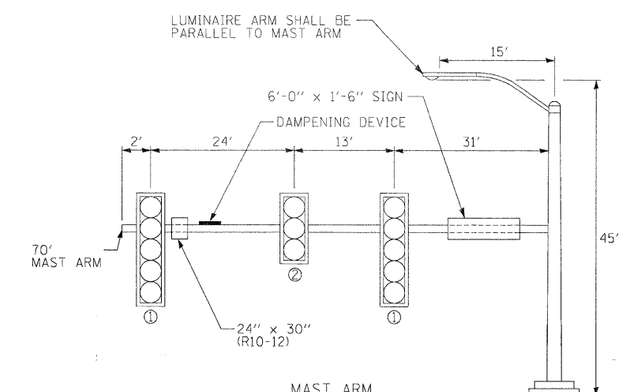
MAST ARM
LOADING DIAGRAM
BRISBIN ROAD
NORTHEAST QUADRANT
NORTHBOUND VIEW



MAST ARM
LOADING DIAGRAM
US ROUTE 6
SOUTHWEST QUADRANT
SOUTHBOUND VIEW



MAST ARM
LOADING DIAGRAM
US ROUTE 6
SOUTHEAST QUADRANT
EASTBOUND VIEW



MAST ARM
LOADING DIAGRAM
BRISBIN ROAD
NORTHWEST QUADRANT
WESTBOUND VIEW

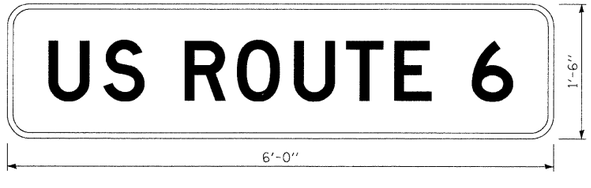
LEGEND
① 5-SECTION SIGNAL HEAD
② 3-SECTION SIGNAL HEAD
NOTE: ALL SIGNALS SHALL HAVE BACKPLATES

NOTE:

THIS NOTE APPLIES TO ALL MAST ARM LOADING DIAGRAMS. DAMPENING DEVICES SHALL CONSIST OF 24" X 36" TYPE 1 UNPAINTED ALUMINUM SIGN STOCK MOUNTED HORIZONTALLY ON TOP OF MAST ARM AND STREET LIGHT ARM WITH 36" LENGTH PERPENDICULAR TO THE MAST ARM. COST OF DAMPENING DEVICE IS INCLUDED IN THE MAST ARM PAY ITEM.

FOUNDATION DEPTH TABLE		
TYPE	LOCATION	FOUNDATION
75' MAST ARM	NORTH LEG	15'
70' MAST ARM	EAST LEG	15'
70' MAST ARM	SOUTH LEG	15'
70' MAST ARM	WEST LEG	15'

3/4" BORDER
8" SERIES C LETTERS
TYPE ZZ SHEETING REQUIRED
2 SIGNS REQUIRED
= 9.0 SQ FT EACH
= 18.0 SQ FT TOTAL



3/4" BORDER
8" SERIES D LETTERS
TYPE ZZ SHEETING REQUIRED
2 SIGNS REQUIRED
= 9.0 SQ FT EACH
= 18.0 SQ FT TOTAL

R10-12
4 SIGNS REQUIRED: 5.0 SQ. FT. EACH

THIS SIGN SHALL BE LOCATED 0'-9" TO THE RIGHT OF EACH 5 SECTION MAST ARM MOUNTED LEFT TURN SIGNAL

GENERAL NOTES - ALL LOCATIONS

1. THE TRAFFIC SIGNAL SECTION AT THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3, SHALL BE NOTIFIED AT 815-434-8506 AT LEAST 72 HOURS PRIOR TO TURNING ON ANY FLASHER OR CONTROLLER UNITS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123.
3. ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 701 OF THE STANDARD SPECIFICATIONS.
4. ALL TRAFFIC SIGNAL HEADS SHALL BE 12-INCH POLYCARBONATE.
5. TRAFFIC SIGNAL HEADS SHALL BE PROPERLY COVERED PRIOR TO INTERSECTION TURN-ON OR AS DIRECTED BY THE ENGINEER. THIS COST SHALL BE INCLUDED WITH THE COST OF THE ASSOCIATED TRAFFIC SIGNAL PAY ITEMS.
6. A 1/4" DIAMETER CONTINUOUS RODENT RESISTANT NYLON ROPE SHALL BE FURNISHED AND LEFT IN PLACE IN ALL CONDUITS BETWEEN HANDHOLES AND FOUNDATIONS OR CONTROLLER. THIS COST SHALL BE INCLUDED WITH THE COST OF CONDUIT PAY ITEM.
7. THE CONTRACTOR SHALL ARRANGE FOR A FACTORY OR SUPPLIER REPRESENTATIVE TO BE PRESENT AT THE INTERSECTION WHEN THE SIGNAL IS TURNED ON. COST TO BE INCLUDED WITH THE TRAFFIC SIGNAL CONTROLLER PAY ITEM.
8. ALL CONDUIT IN TRENCH SHALL BE P.V.C. ALL PUSHED CONDUIT MAY BE P.V.C. OR GALVANIZED STEEL. CONDUIT ATTACHED TO STRUCTURES SHALL BE GALVANIZED STEEL.
9. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT A GREATER THAN 2 5/32 MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
10. THE ELECTRICAL CONDUCTORS FOR ALL TRAFFIC SIGNAL HEADS SHALL BE SOLID, SOFT COPPER.
11. ALL THREADS OF BOLTS USED IN THE ASSEMBLY OF TRAFFIC SIGNAL COMPONENTS SHALL BE COATED WITH A NON-LEAD BASED ANTI-SEIZE COMPOUND, SIMILAR TO LEAD PLATE, PRIOR TO ASSEMBLY.
12. ALL HARDWARE SHALL BE TIGHTENED AND WELL SECURED, CABLES SHALL BE NEATLY WOUND IN HANDHOLES. CABLES SHALL BE NEATLY TRAINED IN THE CONTROLLER CABINET.
13. ALL TRAFFIC SIGNAL WIRING SHALL EXTEND FROM CONTROLLER TO SIGNAL. SPLICES IN JUNCTION BOXES WILL NOT BE ALLOWED.
14. THE CONTROLLER CABINET SHALL BE PLACED SO THAT A TECHNICIAN MAY SEE THE INTERSECTION OVER THE TOP OF THE CABINET WHILE WATCHING THE COMPONENTS IN THE CABINET.
15. THE PROPOSED TRAFFIC SIGNAL CONTROLLER CABINET SHALL BE FURNISHED WITH A MANUAL CONTROL SWITCH AND MANUAL CONTROL CORD WITHIN THE POLICE DOOR COMPARTMENT. THIS WORK SHALL BE INCLUDED IN THE CONTROLLER CABINET PAY ITEM.
16. THE CONTRACTOR SHALL PROVIDE A SELF-ADHERED PHASE DIAGRAM ON THE INSIDE OF THE CONTROLLER CABINET DOOR.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ELECTRICAL SERVICE FOR THE TRAFFIC SIGNALS. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY PRIOR TO BEGINNING WORK TO OBTAIN THE UTILITY COMPANY REQUIREMENTS FOR THE SERVICE INSTALLATION.
18. BACKPLATES SHALL BE POLYCARBONATE, LOUVERED, PLASTIC FORMED BACKPLATES.
19. ALL VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL HAVE POLYCARBONATE BLACK HOUSING AND BLACK BRACKETS.
20. THE ELEVATION OF THE TOP OF THE DOUBLE HANDHOLE SHALL BE LESS THAN THE ELEVATION OF THE TOP OF THE CONTROLLER FOUNDATION.
21. ALL UNINTERRUPTIBLE POWER SUPPLIES SHALL BE EQUIPPED WITH ALPHA GUARD MONITORS.
22. ALL GROUNDING MATERIALS FOR CONCRETE FOUNDATIONS SHALL REFER TO SECTION 807 OF THE STANDARD SPECIFICATIONS.
23. ALL AREAS DISTURBED BY THE CONTRACTOR SHALL BE RESTORED WITH SEED OR SOD TO THE SATISFACTION OF THE ENGINEER. SEEDING OR SODDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION.
24. THE SURGE PROTECTOR IN THE CONTROLLER CABINET SHALL HAVE AN INDICATOR LIGHT.
25. THE MAST ARM FOUNDATIONS SHALL BE LOCATED A MINIMUM 6 FT. FROM THE FACE OF CURB OR A MINIMUM 18 FT. FROM THE EDGE OF PAVEMENT TO THE FACE OF FOUNDATION WHERE THERE IS NO CURB, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. IN CURB AREA, GET MORE THAN 6 FT. IF POSSIBLE IF THE SIGNAL HEAD STILL LINES UP IN CENTER OF LANE.
26. CHANGEABLE MESSAGE SIGNS ARE REQUIRED FOR BOTH DIRECTIONS ON US 6. ONE WEEK PRIOR TO SIGNAL TURN-ON, THE MESSAGE SHOULD READ "NEW SIGNAL AHEAD/TURN ON DATE" FOR THREE WEEKS AFTER, THE MESSAGE SHOULD READ "NEW SIGNAL AHEAD/BE PREPARED TO STOP".
27. THE CONTROLLER SPECIAL SHALL INCLUDE TWO COPIES OF THE LATEST VERSION OF MARC OR ARIES SOFTWARE AND SHALL BE CAPABLE OF UPLOADING AND DOWNLOADING ITS DATABASE TO A LAPTOP COMPUTER. ALL NECESSARY SOFTWARE, CABLES AND TRAINING SHALL BE PROVIDED BY THE CONTRACTOR.
28. ALL MAST ARM-MOUNTED SIGNAL HEADS ON AN INDIVIDUAL MAST ARM SHALL BE MOUNTED SO THAT THE RED INDICATIONS ARE LEVEL WITH EACH OTHER
29. LOOPS IN THE SAME LANE SHALL BE WOUND CLOCKWISE & COUNTERCLOCKWISE IN ALTERNATE LOOPS, LOOPS IN ADJACENT LANES SHALL BE WOUND THE SAME
30. ALL DETECTOR LOOP AMPLIFIERS SHALL BE CARD RACK MOUNTED AND FURNISHED WITH PLASTICE TAGS LABELED WITH RESPECTIVE PHASES AND DIRECTION AS LISTED IN THE DETECTOR LOOP CHART, MINIMUM TAG SIZE SHALL BE 3/8" X 3/4". TAGS SHALL BE MADE OF MATERIAL THAT DOES NOT ALLOW WRITING TO FADE OVER TIME
31. THE LENGTH OF DETECTOR LOOP CABLE FROM THE CURB TO THE JUNCTION BOX OR HANDHOLE IS INCIDENTAL TO THE DETECTOR LOOP PAY ITEM

FILE NAME = t:\61812\cadd sheets\D366408-sht-ts.dgn	USER NAME = _USER_	DESIGNED - JFW	REVISED -
		DRAWN - LG	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JFW	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN RD & US-6 TRAFFIC SIGNAL PLAN

SCALE: 1"=20' | SHEET NO. 146 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GN)	GRUNDY	351	146
		CONTRACT NO. 66408		
		ILLINOIS FED. AID PROJECT		

• FAI 80 & FAS 297 / FAU 392

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 12/16/09

ROUTE FAI 80 (I-80) & FAS 297/FAU 292 (US 6) DESCRIPTION Traffic Signal Borings for US 6 & Brisbin Road Intersection LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G)N LOCATION NW 1/4, SEC. 19, TWP. 34N, RNG. 8E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. 1 (NE Quad.)
Station 204+51
Offset 81.00ft Lt
Ground Surface Elev. 536.13 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter _____ ft
Upon Completion 523.6 ft ▽
After ____ Hrs. _____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black, Silty Clay Loam Topsoil				
533.63				
Very Stiff, Grayish Brown, Silty Clay Loam		3		
		4 5	3.5 P	27.0
531.13	-5			
Very Stiff, Light Brown, Silty Loam with Silt Layers		3		
		4 5	3.5 P	20.4
529.13				
Hard, Brown, Silty Loam/Loam (some unconsolidated)		8		
		11 19	>4.5 P	11.8
526.13	-10			
Hard, Gray, Silty Clay Loam Till		8		
		10 11	6.4 S	10.0
523.63 ▽				
Medium, Gray, Fine/Coarse Clean Sand with Free Water		6		
		8 10		23.6
	-15	6		
		6 10		21.5
519.63				
End of Boring				
	-20			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 12/16/09

ROUTE FAI 80 (I-80) & FAS 297/FAU 292 (US 6) DESCRIPTION Traffic Signal Borings for US 6 & Brisbin Road Intersection LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G)N LOCATION NE 1/4, SEC. 24, TWP. 34N, RNG. 7E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. 2 (SW Quad.)
Station 202+66
Offset 63.00ft Rt
Ground Surface Elev. 533.15 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter _____ ft
Upon Completion 527.2 ft ▽
After ____ Hrs. _____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black, Silty Clay Loam Topsoil Fill with Large Gravel Pieces				
530.65				
Stiff to Very Stiff, Light Brown, Silty Loam with Silt Layers		2		
		3 4	2.0 P	22.4
528.15	-5			
Hard, Brown, Silty Loam/Loam (some unconsolidated) ▽		8		
		10 14	>4.5 P	11.5
526.15				
Hard, Gray, Silty Loam/Silty Clay Loam Till with Silt Layers (Auger Refusal @ 10' on Boulder or Cobble)		6		
		8 12	4.5 P	15.1
523.15	-10			
End of Boring		100/0"		
	-15			
	-20			

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

BBS, from 137 (Rev. 8-99)

• FAI 80 & FAS 297 / FAU 392

FILE NAME = t:\c1812\cadd sheets\D366408-sht-ts.dgn	USER NAME = _USER_	DESIGNED - CGC	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN RD & US-6 TRAFFIC SIGNAL FOUNDATION SOIL BORINGS I

SCALE: 1"=20' | SHEET NO. 147 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	147
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 12/16/09

ROUTE FAI 80 (I-80) & FAS 297/FAU 292 (US 6) DESCRIPTION Traffic Signal Borings for US 6 & Brisbin Road Intersection LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G)N LOCATION NW 1/4, SEC. 19, TWP. 34N, RNG. 8E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. 3 (SE Quad.)
Station 204+63
Offset 66.00ft Rt.
Ground Surface Elev. 531.55 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter _____ ft
Upon Completion 524.6 ft ▽
After ____ Hrs. _____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black, Silty Clay Loam Topsoil Fill & Brown, Silty Loam & Silty Clay Loam Fill				
529.05				
Very Stiff, Light & Dark Brown, Silty Loam & Silty Clay Loam Fill		4		
		4	3.0	29.0
		4	P	
526.55	-5			
Hard, Gray, Silty Loam/Loam with Gravel Pieces		5		
		11	>4.5	12.8
		14	P	
524.55▽				
Hard, Gray, Silty Clay Loam Till		9		
523.55				
Medium to Dense, Gray, Fine Sand to Coarse Gravel, Potential Cobble/Boulders with Free Water		18		13.4
		22		
	-10			
		11		
		18		15.5
		24		
		10		
		16		23.1
		21		
	-15			
		11		
		17		21.0
515.05		24		
End of Boring				
	-20			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 12/30/09

ROUTE FAI 80 (I-80) & FAS 297/FAU 292 (US 6) DESCRIPTION Traffic Signal Borings for US 6 & Brisbin Road Intersection LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G)N LOCATION NE 1/4, SEC. 24, TWP. 34N, RNG. 7E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. _____
Station _____

BORING NO. 4 (NW Quad.)
Station 202+92
Offset 65.00ft Lt.
Ground Surface Elev. 540.88 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter _____ ft
Upon Completion 526.9 ft ▽
After ____ Hrs. _____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black, Silty Clay Loam Fill				
538.38				
Hard, Gray & Brown, Silty Clay Loam Till with some Large Rock Pieces, Fill		3		
		7	4.0	24.9
		7	P	
536.38				
Hard, Brown, Silty Loam/Loam (some unconsolidated)	-5			
		5		
		7	>4.5	14.4
		21	P	
533.38				
Hard, Gray, Silty Clay Loam Till		10		
		11	>4.5	9.7
		14	P	
	-10			
		11		
		12	>4.5	10.1
		13	P	
		10		
		13	>4.5	9.4
▽		21	P	
	-15			
		11		
		14	>4.5	8.2
524.38		24	P	
End of Boring				
	-20			

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

BBS, from 137 (Rev. 8-99)

▪ FAI 80 & FAS 297 / FAU 392

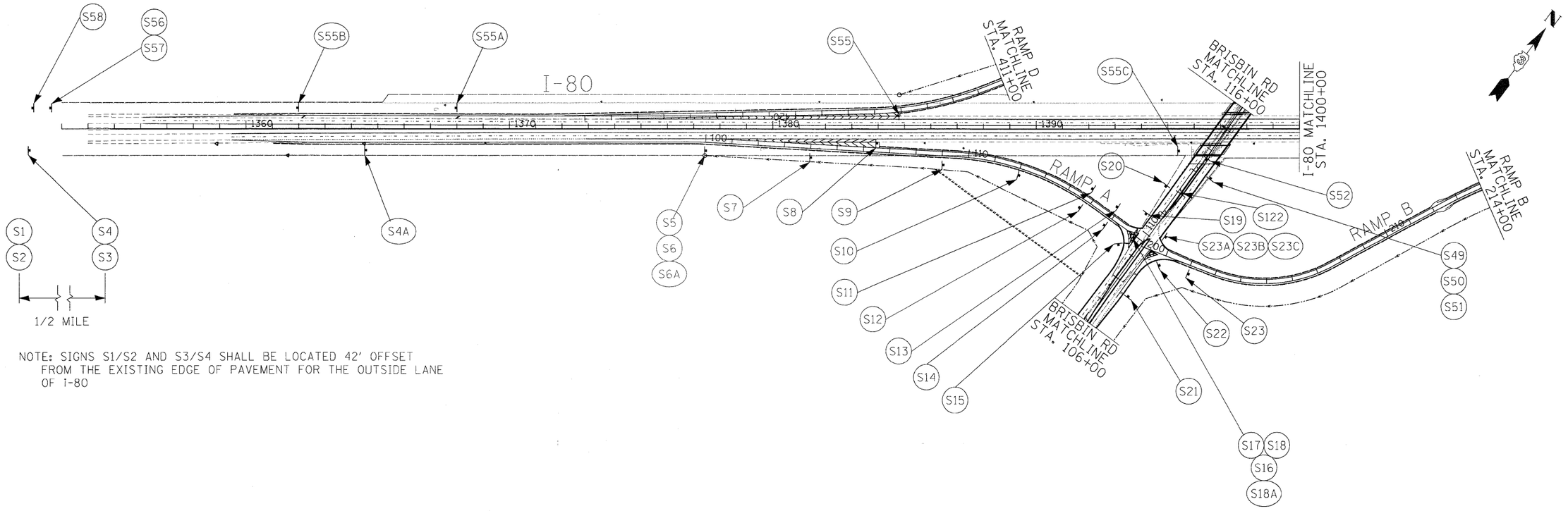
FILE NAME = t:\c1812\cadd sheets\D366408-sht-ts.dgn	USER NAME = _USER_	DESIGNED - CGC	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN RD & US-6 TRAFFIC SIGNAL FOUNDATION SOIL BORINGS II

SCALE: 1"=20' | SHEET NO. 148 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
▪	(32,47-4) HBK-4 & G(N)	GRUNDY	351	148
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



NOTE: SIGNS S1/S2 AND S3/S4 SHALL BE LOCATED 42' OFFSET FROM THE EXISTING EDGE OF PAVEMENT FOR THE OUTSIDE LANE OF I-80

S1, S2
EXIT 116
Brisbin Rd
1 MILE
E1-5
E1-1
STA 1327+20

S3, S4
EXIT 116
Brisbin Rd
½ MILE
E1-5
E1-1
STA 1353+60

S5, S6, S6A
EXIT 116
Brisbin Rd
EXIT ONLY
E1-5
E6-1
SUPPLEMENTAL PANEL
STA 100+00 RAMP A

S7
RAMP
50
M.P.H.
W13-3
104+00

S8
EXIT
116
E5-1a
106+50

S9
STOP AHEAD
R5-1a
STA 109+00

S10
Minooka
Morris
E11-4
STA 112+00

S11
WRONG WAY
R5-1a
STA 115+20

S12
WRONG WAY
R5-1a
STA 115+20

S13
DO NOT
ENTER
R5-1
STA 116+20

S14
DO NOT
ENTER
R5-1
STA 116+20

S15
STOP
R1-1
STA 116+73

S16
STOP
R1-1
STA 117+07 M

S17
ONE WAY
R6-1L
STA 117+07 M

S18
ONE WAY
R6-1R
STA 117+07 M

S19
R3-1
STA 110+40

S22
YIELD
R1-2
STA 109+40

S23
USE
PROHIBITED
BY
MOTOR-DRIVEN CYCLES
FARM IMPLEMENTS
PEDESTRIANS
NON-MOTORIZED TRAFFIC
BUCKLE UP !
R5-1100
STA 202+00

S20
80 EAST
Joliet
E6-1
STA 111+90

S21
80 WEST
Moline -
Rock Island
80 EAST
Joliet
E6-1
STA 107+40

S4A
RIGHT LANE
EXIT ONLY
AHEAD
W9-7
STA 1364+50 EB

S49
WEST
INTERSTATE
80
S50
S51
M3-4 BL
M1-1
M5-1L BL
STA 113+0

S55
W4-3
STA 1385+00

S56
EAST
INTERSTATE
80
S57
M3-2 BL
M1-1
STA 1346+00

S58
SPEED LIMIT
65
MINIMUM
45
R2-4a
STA 1336+00

S55A
RIGHT LANE ENDS
W9-1
STA 1368+00

S55B
W4-2R
STA 1362+00

S18A
DIVIDED
HIGHWAY
R6-3a
STA 117+07 M

S23A
S23B
S23C
TO
6
M4-5
M1-4
M6-1R
STA. 110+35

S55C
REST AREA
1 MILE
W9-1
STA 1395+40

S122
R4-7
STA 112+00

LEGEND:

M MEDIAN
EB EASTBOUND
BL WHITE ON BLUE

NOTES:

1. SEE SIGNING SCHEDULE FOR ADDITONAL INFORMATION
2. TWELVE BY TWELVE INCH (12" x 12") BLOCK-OUTS WILL BE RREQUIRED FOR SIGNS LOCATED IN CONCRETE SURFACES.

FILE NAME = D366408-sht-signing.dgn	USER NAME = _USER_	DESIGNED - JPW	REVISED -
		DRAWN - ECS	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN ROAD @ I-80
SIGNING PLAN

SCALE: 1"=200' | SHEET NO. 149 OF 351 SHEETS | STA. | TO STA.

• FAI 80 & FAS 297 / FAU 392

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GIN)	GRUNDY	351	149
		CONTRACT NO. 66408		
	ILLINOIS	FED. AID PROJECT		

S28 S29 — EXIT 116 / Brisbin Rd / 1 MILE
E1-5
E1-1
STA 1467+55

S30 S31 — EXIT 116 / Brisbin Rd / ½ MILE
E1-5
E1-1
STA 1441+15

S32 S33 S33a — EXIT 116 / Brisbin Rd ↗ / EXIT ONLY
E1-5
E6-1
SUPPLEMENTAL PANEL
STA 1417+00

S134
W1-2R
STA 4+50

S135
W1-2L
STA 11+00

S34 — RAMP / 50 M.P.H.
W13-3
STA 303+00

S35 — EXIT 116 ↗
E5-1a
STA 306+70

S36 — STOP AHEAD
R5-1a
STA 309+00

S37 — ← Minooka / Morris
E11-4
STA 314+00

S133
W3-1a
STA 3+00

S38 — WRONG WAY
R5-1a
STA 315+50

S39 — WRONG WAY
R5-1a
STA 315+50

S40 — DO NOT ENTER
R5-1
STA 316+50

S41 — DO NOT ENTER
R5-1
STA 316+50

S42
R3-1
STA 118+40

S44 — STOP
R1-1
STA 317+30

S45 — STOP
R1-1
STA 317+55 M

S45A — ONE WAY ←
R6-1L
STA 317+55 M

S45B — ONE WAY →
R6-1R
STA 317+55 M

S46 S47 S48 — EAST / INTERSTATE 80 / ↰
M3-2 BL
M1-1
M5-1L BL
STA 116+50

S52 — LEFT TURN LANE
R3-1100L
STA 113+60

S53 — LEFT TURN LANE
R3-1100L
STA 116+00

S54 — USE PROHIBITED BY MOTOR DRIVEN CYCLES FARM IMPLEMENTS PEDESTRIANS NON-MOTORIZED TRAFFIC / BUCKLE UP !
R5-1100
STA 402+00

S24
W4-3
STA 1414+00

S25 S26 — WEST / INTERSTATE 80
M3-4 BL
M1-1
STA 1451+00

S27 — SPEED LIMIT 65 MINIMUM 45
R2-4a
STA 1461+00

S59 — 80 EAST ↑ Joliet / 80 WEST Moline - Rock Island →
E6-1
STA 121+50

S95
W6-1
STA 128+00

S96 — STOP
R1-1
STA 0+40

S97 S98 — JCT / INTERSTATE 80
M2-1
M1-1
STA 126+00

S42A
W4-2R
STA 121+50

S43 — 80 WEST ← Moline / Rock Island
E6-1
STA 117+50

S99 S100 S101 S102 S103 S104 — EAST / WEST / INTERSTATE 80
M3-2 BL M3-4 BL
M1-1 M1-1
M6-3 BL M5-1R BL
STA 123+50

S105
R4-7
STA 123+00

S31A — RIGHT LANE EXIT ONLY AHEAD
W9-7
STA 1430+50 WB

S54A S54B S54C — TO 6 ←
M4-5
M1-4
M6-1L
STA. 118+80.00

S24A — RIGHT LANE ENDS
W9-1
STA 1429+00 EB

S24B
W4-2R
STA 1435+00

S45C — DIVIDED HIGHWAY
R6-3a
STA 317+55 M

S123
R4-7
STA 117+50

S124
W6-2
STA 124+00

S125 — SPEED LIMIT 45
R2-1
STA 130+00

S126 — SPEED LIMIT 55
R2-1
STA 130+00

S127 — SPEED LIMIT 45
W3-5
STA 134+00

S131
W4-1R
STA 10+00

S132
W3-1a
STA 3+00

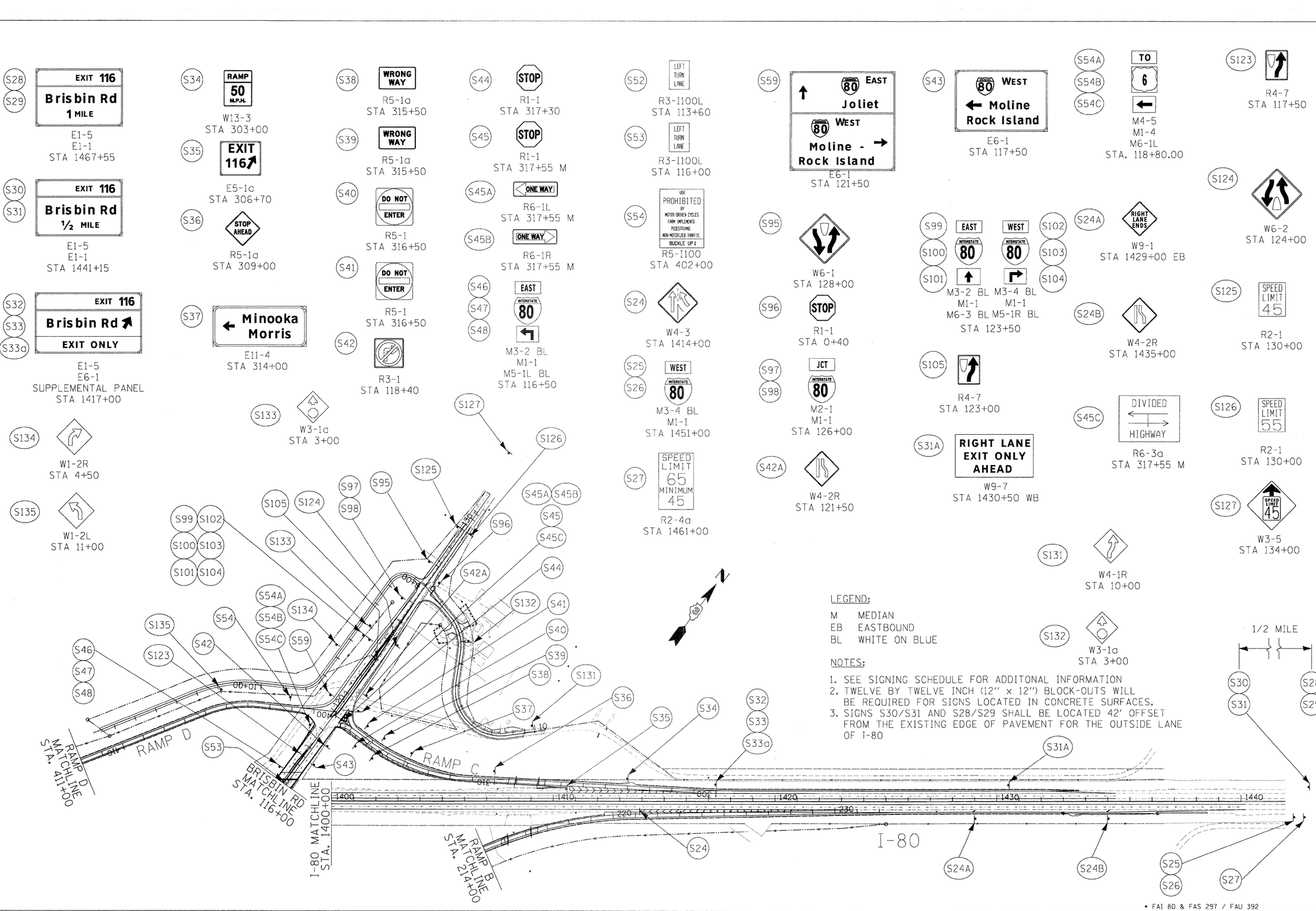
LEGEND:

M MEDIAN
EB EASTBOUND
BL WHITE ON BLUE

NOTES:

1. SEE SIGNING SCHEDULE FOR ADDITONAL INFORMATION
2. TWELVE BY TWELVE INCH (12" x 12") BLOCK-OUTS WILL BE REQUIRED FOR SIGNS LOCATED IN CONCRETE SURFACES.
3. SIGNS S30/S31 AND S28/S29 SHALL BE LOCATED 42' OFFSET FROM THE EXISTING EDGE OF PAVEMENT FOR THE OUTSIDE LANE OF I-80

1/2 MILE



• FAI 80 & FAS 297 / FAU 392

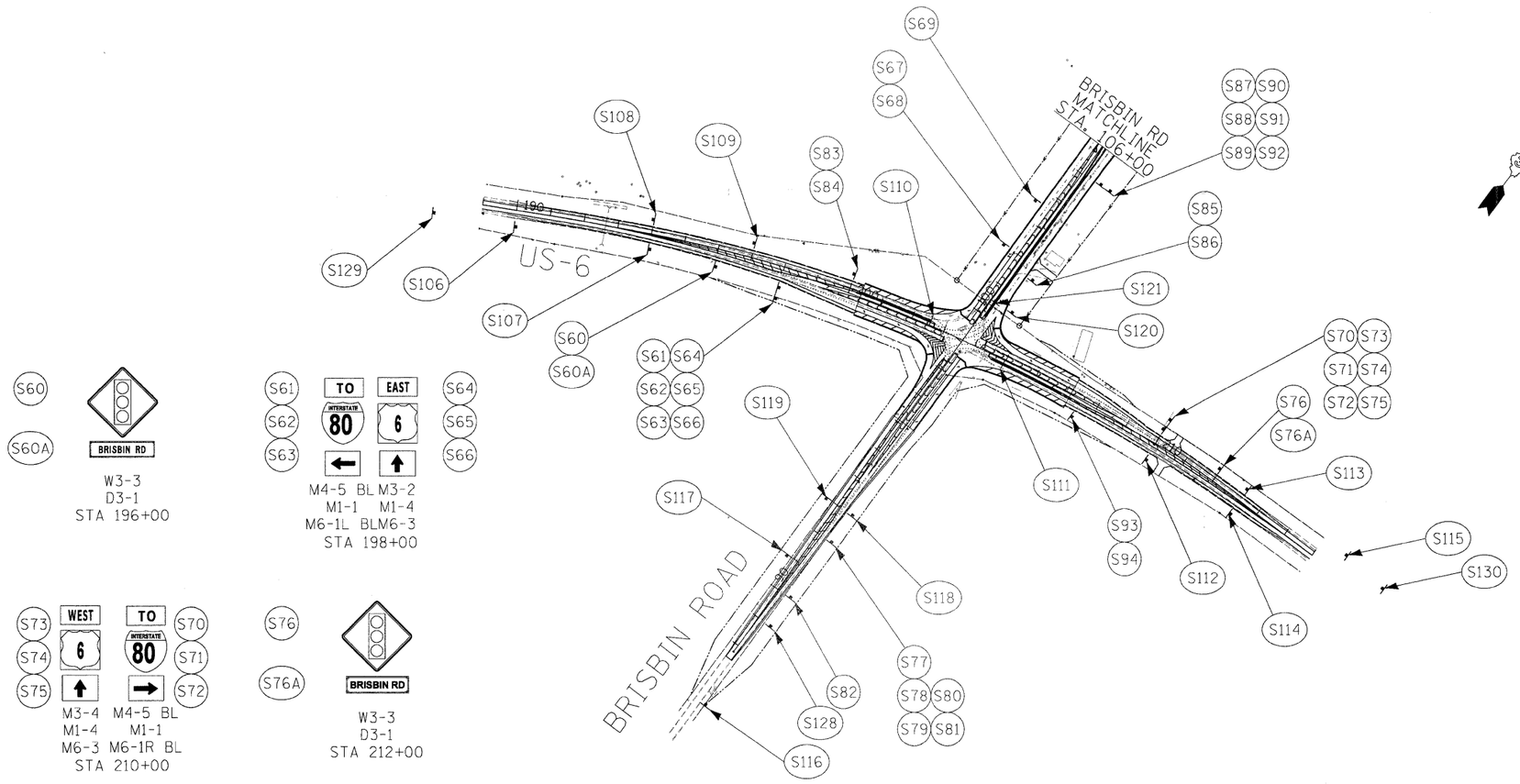
FILE NAME = D366408-sht-signing.dgn	USER NAME = _USER_	DESIGNED - JPW	REVISED -
		DRAWN - ECS	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN ROAD @ I-80
SIGNING PLAN

SCALE: 1"=200' | SHEET NO. 150 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	150
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



S60 S60A — BRISBIN RD
W3-3
D3-1
STA 196+00

S61 S62 S63 — TO INTERSTATE 80 — EAST 6 — S64 S65 S66
M4-5 BL M3-2
M1-1 M1-4
M6-1L BL M6-3
STA 198+00

S73 S74 S75 — WEST 6 — TO INTERSTATE 80 — S70 S71 S72
M3-4 M4-5 BL
M1-4 M1-1
M6-3 M6-1R BL
STA 210+00

S76 S76A — BRISBIN RD
W3-3
D3-1
STA 212+00

S67 S68 — 6
M1-4
M6-4
STA 102+00

S69 — ← MINOOKA MORRIS →
D1-2
STA 103+60

S83 S84 — WEST 6
M3-4
M1-4
STA 200+00

S85 S86 — JCT INTERSTATE 80
M2-1
M1-1
STA 101+50

S87 S88 S89 — WEST INTERSTATE 80 — EAST INTERSTATE 80 — S90 S91 S92
M3-4 BL M3-2 BL
M1-1 M1-1
M6-3 BL M5-1R BL
STA 105+00

S77 S78 S79 — TO INTERSTATE 80 — 6 — S80 S81
M4-5 BL
M1-1 M1-4
M6-3 BL M6-4
STA 92+00

S82 — ← MORRIS MINOOKA →
D1-2
STA 90+00

S93 S94 — EAST 6
M3-2
M1-4
STA 207+50

S106
W6-1
STA 190+00

S107 — SPEED LIMIT 50
R2-1
STA 194+00

S108 — SPEED LIMIT 55
R2-1
STA 194+00

S109
W6-2
STA 197+00

S110
R4-7
STA 202+50

S111
R4-7
STA 205+00

S112
W6-2
STA 210+00

S113 — SPEED LIMIT 50
R2-1
STA 213+00

S114 — SPEED LIMIT 55
R2-1
STA 213+00

S115
W6-1
STA 218+00

S116
W6-1
STA 86+00

S117
W6-2
STA 91+00

S118 — SPEED LIMIT 45
R2-1
STA 93+00

S119 — SPEED LIMIT 55
R2-1
STA 213+00

S120 — SPEED LIMIT 45
R2-1
STA 100+50

S121
R4-7
STA 202+50

S128 — SPEED LIMIT 45
W3-5
STA 89+00

S129 — NO PASSING ZONE
W14-3
STA 187+87

S130 — NO PASSING ZONE
W14-3
STA 220+10

• FAI 80 & FAS 297 / FAU 392

FILE NAME = D366408-sht-signing.dgn	USER NAME = _USER_	DESIGNED - JPW	REVISED -
		DRAWN - ECS	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN ROAD @ US-6
SIGNING PLAN

SCALE: 1"=200' | SHEET NO. 151 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	151
		CONTRACT NO. 66408		
		ILLINOIS FED. AID PROJECT		

SIGN NO.	LOCATION		DESCRIPTION	SIGN CODE	SIGN DIMENSION (FT x FT)	SIGN SUPPORT (EACH)	TYPE I LESS 9 (SQ FT)	TYPE II 9 TO 24 (SQ FT)	TYPE III OVER 24 (SQ FT)	OFFSET (FT)
S1	1327+20	I-80	EXIT *	E1-5	13.0 x 2.5	N/A	-	-	32.5	81 RT
S2	1327+20	I-80	ADV 1 MILE	E1-1	13.0 x 6.0	2 •	-	-	78	81 RT
S3	1353+60	I-80	EXIT *	E1-5	13.0 x 2.5	N/A	-	-	32.5	81 RT
S4	1353+60	I-80	ADV 1/2 MILE	E1-1	13.0 x 6.0	2 •	-	-	78	81 RT
S4A	1364+50	I-80	RT LN EXIT ONLY AHEAD	W9-7	11.0 x 6.0	2 W	-	-	66	14 RT
S5	100+00	RAMP A	EXIT *	E1-5	16.0 x 2.5	N/A	-	-	40	14 RT
S6	100+00	RAMP A	EXIT RIGHT	E6-1	16.0 x 4.0	2 •	-	-	64	14 RT
S6A	100+00	RAMP A	EXIT ONLY	SUP. PAN.	16.0 x 2.5	N/A	-	-	40	14 RT
S7	104+00	RAMP A	RAMP SPEED LIMIT	W13-3	3.0 x 4.0	2 W	-	12	-	14 RT
S8	106+50	RAMP A	GORE EXIT	E5-1a	7.5 x 5.0	2 W	-	-	37.5	14 RT
S9	109+00	RAMP A	STOP AHEAD	W3-1	4.0 x 4.0	1 W	-	16	-	14 RT
S10	112+00	RAMP A	GUIDE	E11-4(1.2)	7.0 x 3.0	2 •	-	21	-	14 RT
S11	115+20	RAMP A	WRONG WAY	R5-1a	3.0 x 2.0	1 W	6	-	-	14 RT
S12	115+20	RAMP A	WRONG WAY	R5-1a	3.0 x 2.0	1 W	6	-	-	14 RT
S13	116+20	RAMP A	DO NOT ENTER	R5-1	3.0 x 3.0	1 W	9	-	-	14 RT
S14	116+20	RAMP A	DO NOT ENTER	R5-1	3.0 x 3.0	1 W	9	-	-	14 RT
S15	116+73	RAMP A	STOP SIGN	R1-1	3.0 x 3.0	1 W	9	-	-	51 RT
S16	117+07 M	RAMP A	STOP SIGN	R1-1	3.0 x 3.0	1 W	9	-	-	2 RT
S17	117+07 M	RAMP A	ONE WAY	R6-1R	2.0 x 1.0	N/A	2	-	-	2 RT
S18	117+07 M	RAMP A	ONE WAY	R6-1L	2.0 x 1.0	N/A	2	-	-	2 RT
S18A	117+07 M	RAMP A	DIVIDED HWY X-ING	R6-3a	2.0 x 1.5	N/A	3	-	-	2 RT
S19	110+40	BRISBIN	NO RIGHT TURN	R3-1	2.0 x 2.0	1 W	4	-	-	45 LT
S20	111+90	BRISBIN	I-80 GUIDE	E6-1	8.5 x 7.5	2 •	-	-	63.75	51 LT
S21	107+40	BRISBIN	I-80 GUIDE	E6-1	15.0 x 14.0	2 •	-	-	210	61 RT
S22	109+40	BRISBIN	YIELD	R1-2	3.0 x 3.0 x 3.0	1 W	4	-	-	83 RT
S23	202+00	RAMP B	PROHIBITED VEHICLES	R5-1100	4.0 x 5.0	2 W	-	20	-	14 RT
S23A	110+35	BRISBIN	TO	M4-5	2.0 x 1.0	N/A	2	-	-	44 RT
S23B	110+35	BRISBIN	US RT 6 SHIELD	M1-4	2.0 x 2.0	1 W	4	-	-	44 RT
S23C	110+35	BRISBIN	RIGHT ARROW	M6-1	1.75 x 1.25	N/A	2.1875	-	-	44 RT
S24	1414+00	I-80	ADDED LANE	W4-3	4.0 x 4.0	1 W	-	16	-	47 RT
S24A	1429+00	I-80	RIGHT LANE ENDS	W9-1	4.0 x 4.0	1 W	-	16	-	62 RT
S24B	1435+00	I-80	LANE ENDS	W4-2R	4.0 x 4.0	1 W	-	16	-	62 RT
S25	1451+00	I-80	WEST	M3-4	2.5 x 1.25	N/A	3.125	-	-	62 RT
S26	1451+00	I-80	I-80 SHIELD	M1-1	3.0 x 3.0	1 W	9	-	-	62 RT
S27	1461+00	I-80	SPEED LIMIT	R2-4a	4.0 x 8.0	1 T	-	-	32	62 RT
S28	1467+55	I-80	EXIT *	E1-5	13.0 x 2.5	N/A	-	-	32.5	78 RT
S29	1467+55	I-80	ADV 1 MILE	E1-1	13.0 x 6.0	2 •	-	-	78	78 RT
S30	1441+15	I-80	EXIT *	E1-5	13.0 x 2.5	N/A	-	-	32.5	78 LT
S31	1441+15	I-80	ADV 1/2 MILE	E1-1	13.0 x 6.0	2 •	-	-	78	78 LT
S31A	1430+50	I-80	RT LN EXIT ONLY AHEAD	W9-7	11.0 x 6.0	2 W	-	-	66	60 LT
S32	300+00	RAMP C	EXIT *	E1-5	16.0 x 2.5	N/A	-	-	40	14 RT
S33	300+00	RAMP C	EXIT RIGHT	E6-1	16.0 x 4.0	2 •	-	-	64	14 RT
S33A	300+00	RAMP C	EXIT ONLY	SUP. PAN.	16.0 x 2.5	N/A	-	-	40	14 RT
S34	303+00	RAMP C	RAMP SPEED LIMIT	W13-3	3.0 x 4.0	2 W	-	12	-	14 RT
S35	306+70	RAMP C	GORE EXIT	E5-1a	7.5 x 5.0	2 W	-	-	37.5	14 RT
S36	309+00	RAMP C	STOP AHEAD	W3-1	4.0 x 4.0	1 W	-	16	-	14 RT
S37	314+00	RAMP C	GUIDE	E11-4(1.2)	7.0 x 3.0	2 •	-	21	-	14 RT
S38	315+50	RAMP C	WRONG WAY	R5-1a	3.0 x 2.0	1 W	6	-	-	14 RT
S39	315+50	RAMP C	WRONG WAY	R5-1a	3.0 x 2.0	1 W	6	-	-	14 RT
S40	316+50	RAMP C	DO NOT ENTER	R5-1	3.0 x 3.0	1 W	9	-	-	14 RT
S41	316+50	RAMP C	DO NOT ENTER	R5-1	3.0 x 3.0	1 W	9	-	-	14 RT
S42	118+40	BRISBIN	NO RIGHT TURN	R3-1	2.0 x 2.0	1 W	4	-	-	45 RT
S42A	121+50	BRISBIN	LANE ENDS	W4-2R	3.0 x 3.0	1 W	9	-	-	53 RT
S43	117+50	BRISBIN	I-80 GUIDE	E6-1	13.0 x 8.0	2 •	-	-	104	51 RT
S44	317+45	RAMP C	STOP SIGN	R1-1	3.0 x 3.0	1 W	9	-	-	65 RT
S45	317+55 M	RAMP C	STOP SIGN	R1-1	3.0 x 3.0	1 W	9	-	-	5 RT
S45A	317+55 M	RAMP C	ONE WAY	R6-1R	2.0 x 1.0	N/A	2	-	-	5 RT
S45B	317+55 M	RAMP C	ONE WAY	R6-1L	2.0 x 1.0	N/A	2	-	-	5 RT
S45C	317+55 M	RAMP C	DIVIDED HWY X-ING	R6-3a	2.0 x 1.5	N/A	3	-	-	5 RT
S46	116+50	BRISBIN	EAST	M3-2	2.0 x 1.0	N/A	2	-	-	45 LT
S47	116+50	BRISBIN	I-80 SHIELD	M1-1	2.0 x 2.0	1 W	4	-	-	45 LT
S48	116+50	BRISBIN	LT TURN ARROW	M5-1L	1.75 x 1.25	N/A	2.1875	-	-	45 LT
S49	113+00	BRISBIN	WEST	M3-4	2.0 x 1.0	N/A	2	-	-	45 RT
S50	113+00	BRISBIN	I-80 SHIELD	M1-1	2.0 x 2.0	1 W	4	-	-	45 RT
S51	113+00	BRISBIN	LT TURN ARROW	M5-1L	1.75 x 1.25	N/A	2.1875	-	-	45 RT
S52	113+60 M	BRISBIN	LT TURN LANE	R3-7	2.0 x 2.0	1 W	4	-	-	5 RT
S53	116+00 M	BRISBIN	LT TURN LANE	R3-7	2.0 x 2.0	1 W	4	-	-	5 RT
S54	402+00	RAMP D	PROHIBITED VEHICLES	R5-1100	4.0 x 5.0	2 W	-	20	-	14 RT
S54A	118+80	BRISBIN	TO	M4-5	2.0 x 1.0	N/A	2	-	-	48 RT
S54B	118+80	BRISBIN	US RT 6 SHIELD	M1-4	2.0 x 2.0	1 W	4	-	-	48 RT
S54C	118+80	BRISBIN	LEFT ARROW	M6-1L	1.75 x 1.25	N/A	2.1875	-	-	48 RT
S55	1385+00	I-80	ADDED LANE	W4-3	4.0 x 4.0	1 W	-	16	-	49 RT
S55A	1368+00	I-80	RIGHT LANE ENDS	W9-1	4.0 x 4.0	1 W	-	16	-	62 LT
S55B	1362+00	I-80	LANE ENDS	W4-2R	4.0 x 4.0	1 W	-	16	-	62 LT
S55C	1365+40	I-80	REST AREA XX MILES	D5-1	11 x 4.5	2 •	-	-	49.5	80 RT
S56	1346+00	I-80	EAST	M3-2	2.5 x 1.25	N/A	3.125	-	-	62 LT
S57	1346+00	I-80	I-80 SHIELD	M1-1	3.0 x 3.0	1 W	9	-	-	62 LT
S58	1336+00	I-80	SPEED LIMIT	R2-4a	4.0 x 8.0	1 T	-	-	32	62 LT
S59	120+50	BRISBIN	I-80 GUIDE	E6-1	13.0 x 13.5	2 •	-	-	175.5	59 LT

SIGN NO.	LOCATION		DESCRIPTION	SIGN CODE	SIGN DIMENSION (FT x FT)	SIGN SUPPORT (EACH)	TYPE I LESS 9 (SQ FT)	TYPE II 9 TO 24 (SQ FT)	TYPE III OVER 24 (SQ FT)	OFFSET (FT)
S60	196+00	US-6	ADV SIGNAL SIGN	W3-3	3.0 x 3.0	1 W	9	-	-	34 RT
S60A	196+00	US-6	ADV STREET SIGN	D3-1	3.0 x 0.75	N/A	2.25	-	-	34 RT
S61	198+00	US-6	TO	M4-5	2.0 x 1.0	1 W	2	-	-	38 RT
S62	198+00	US-6	I-80 SHIELD	M1-1	2.0 x 2.0	N/A	4	-	-	38 RT
S63	198+00	US-6	LEFT ARROW	M6-1	1.75 x 1.25	N/A	2.1875	-	-	38 RT
S64	198+00	US-6	EAST	M3-2	2.0 x 1.0	1 W	2	-	-	40 RT
S65	198+00	US-6	US RT 6 SHIELD	M1-4	2.0 x 2.0	N/A	4	-	-	40 RT
S66	198+00	US-6	THRU ARROW	M6-3	1.75 x 1.25	N/A	2.1875	-	-	40 RT
S67	102+00	BRISBIN	US RT 6 SHIELD	M1-4	2.0 x 2.0	1 W	4	-	-	49 LT
S68	102+00	BRISBIN	BOTH LT AND RT	M6-4	1.75 x 1.25	N/A	2.1875	-	-	49 LT
S69	103+60	BRISBIN	DESTINATION SIGN	D1-2	6.0 x 3.5	2 W	-	21	-	50 LT
S70	210+00	US-6	TO	M4-5	2.0 x 1.0	1 W	2	-	-	39 LT
S71	210+00	US-6	I-80 SHIELD	M1-1	2.0 x 2.0	N/A	4	-	-	39 LT
S72	210+00	US-6	RIGHT ARROW	M6-1	1.75 x 1.25	N/A	2.1875	-	-	39 LT
S73	210+00	US-6	WEST	M3-4	2.0 x 1.0	1 W	2	-	-	37 LT
S74	210+00	US-6	US RT 6 SHIELD	M1-4	2.0 x 2.0	N/A	4	-	-	37 LT
S75	210+00	US-6	THRU ARROW	M6-3	1.75 x 1.25	N/A	2.1875	-	-	37 LT
S76	212+00	US-6	ADV SIGNAL SIGN	W3-3	3.0 x 3.0	1 W	9	-	-	33 LT
S76A	212+00	US-6	ADV STREET SIGN	D3-1	3.0 x 0.75	N/A	2.25	-	-	33 LT
S77	92+00	BRISBIN	TO	M4-5	2.0 x 1.0	1 W	2	-	-	29 RT
S78	92+00	BRISBIN	I-80 SHIELD	M1-1	2.0 x 2.0	N/A	4	-	-	29 RT
S79	92+00	BRISBIN	THRU ARROW	M6-3	1.75 x 1.25	N/A	2.1875	-	-	29 RT
S80	92+00	BRISBIN	US RT 6 SHIELD	M1-4	2.0 x 2.0	1 W	4	-	-	31 RT
S81	92+00	BRISBIN	BOTH LT AND RT	M6-4	1.75 x 1.25	N/A	2.1875	-	-	31 RT
S82	90+00	BRISBIN	DESTINATION SIGN	D1-2	6.0 x 3.5	2 W	-	21	-	25 RT
S83	200+00	US-6	WEST	M3-4	2.0 x 1.0	1 W	2	-	-	40 LT
S84	200+00	US-6	US RT 6 SHIELD	M1-4	2.0 x 2.0	N/A	4	-	-	40 LT
S85	101+50	BRISBIN	JCT	M2-1	1.75 x 1.25	1 W	1.46875	-	-	50 RT
S86	101+50	BRISBIN	I-80 SHIELD	M1-1	2.0 x 2.0	N/A	4	-	-	50 RT
S87	105+00	BRISBIN	WEST	M3-4	2.0 x 1.0	1 W	2	-	-	50 RT
S88	105+00	BRISBIN	I-80 SHIELD	M1-1	2.0 x 2.0	N/A	4	-	-	50 RT
S89	105+00	BRISBIN	THRU ARROW	M6-3	1.75 x 1.25	N/A	2.1875	-	-	50 RT
S90	105+00	BRISBIN	EAST	M3-2	2.0 x 1.0	1 W	2	-	-	52 RT
S91	105+00	BRISBIN	I-80 SHIELD	M1-1	2.0 x 2.0	N/A	4	-	-	52 RT
S92	105+00	BRISBIN	RT TURN ARROW	M5-1R	1.75 x 1.25	N/A	2.1875	-	-	52 RT
S93	207+50	US-6	EAST	M3-2	2.0 x 1.0	1 W	2	-	-	43 RT
S94	207+50	US-6	US RT 6 SHIELD	M1-4	2.0 X 2.0	N/A	4	-	-	43 RT
S95	128+00	BRISBIN	DIVIDED HIGHWAY	W6-1	3.0 x 3.0	1 W	9	-	-	31 LT
S96	0+40	NORTH RD	STOP	R1-1	2.5 x 2.5	1 W	6.25	-	-	27 LT
S97	126+00	BRISBIN	JCT	M2-1	1.75 x 1.25	1 W	2.1875	-	-	37 LT
S98	126+00	BRISBIN	I-80 SHIELD	M1-1	2.0 x 2.0	N/A	4	-	-	37 LT
S99	123+50	BRISBIN	EAST	M3-2	2.0 x 1.0	1 W	2	-	-	50 LT
S100	123+50	BRISBIN	I-80 SHIELD	M1-1	2.0 x 2.0	N/A	4	-	-	50 LT
S101	123+50	BRISBIN	THRU ARROW	M6-3	1.75 x 1.25	N/A	2.1875	-	-	50 LT
S102	123+50	BRISBIN	WEST	M3-43	2.0 x 1.0	1 W	2	-	-	52 LT
S103	123+50	BRISBIN	I-80 SHIELD	M1-1	2.0 x 2.0	N/A	4	-	-	52 LT
S104	123+50	BRISBIN	RIGHT TURN ARROW	M5-1R	1.75 x 1.25	N/A	2.1875	-	-	52 LT
S105	123+00 M	BRISBIN	KEEP RIGHT	R4-7	2.0 x 2.5	1 W	5	-	-	CL
S106	190+00	US-6	DIVIDED HWY	W1-6	3.0 x 3.0	1 W	9	-	-	28 RT
S107	194+00	US-6	SPEED LIMIT	R2-1	2.5 x 3.0	1 W	7.5	-	-	30 RT
S108	194+00	US-6	SPEED LIMIT	R2-1	2.5 x 3.0	1 W	7.5	-	-	30 LT
S109	197+00	US-6	DIVIDED HWY ENDS	W6-2	3.0 x 3.0	1 W	9	-	-	36 LT
S110	202+50	US-6	KEEP RIGHT	R4-7	2.0 x 2.5	1 W	5	-	-	12 LT
S111	205+0	US-6	KEEP RIGHT	R4-7	2.0 x 2.5	1 W	5	-	-	12 RT
S112	210+00	US-6	DIVIDED HWY ENDS	W6-2	3.0 x 3.0	1 W	9	-	-	37 RT
S113	213+00	US-6	SPEED LIMIT	R2-1	2.5 x 3.0	1 W	7.5	-	-	31 LT
S114	213+00	US-6	SPEED LIMIT	R2-1	2.5 x 3.0	1 W	7.5	-	-	31 RT
S115	218+00	US-6	DIVIDED HWY	W6-1	3.0 x 3.0	1 W	9	-	-	28 LT
S116	86+00	BRISBIN	DIVIDED HWY	W6-1	3.0 x 3.0	1 W	9	-	-	26 RT
S117	91+00	BRISBIN	DIVIDED HWY ENDS	W6-2	3.0 x 3.0	1 W	9	-	-	29 RT
S118	93+00	BRISBIN	SPEED LIMIT	R2-1	2.5 x 3.0	1 W	7.5	-	-	33 LT
S119	93+00	BRISBIN	SPEED LIMIT	R2-1	2.5 x 3.0	1 W	7.5	-	-	37 RT
S120	100+50	BRISBIN	SPEED LIMIT	R2-1	2.5 x 3.0	1 W	7.5	-	-	38 LT
S121	100+50	BRISBIN	KEEP RIGHT	R4-7	2.0 x 2.5	1 W	5	-	-	63 RT
S122	112+00	BRISBIN	KEEP RIGHT	R4-7	2.0 x 2.5	1 W	5	-	-	12 RT
S123	117+50	BRISBIN	KEEP RIGHT	R4-7	2.0 x 2.5	1 W	5	-	-	6 RT
S124	124+00	BRISBIN	DIVIDED HWY ENDS	W6-2	3.0 x 3.0	1 W	9	-	-	5 LT
S125	130+00	BRISBIN	SPEED LIMIT	R2-1	2.5 x 3.0	1 W	7.5	-	-	42 RT
S126	130+00	BRISBIN	SPEED LIMIT	R2-1	2.5 x 3.0	1 W	7.5	-	-	29 LT
S127	134+00	BRISBIN	RED SPEED LIMIT	W3-5	3.0 x 3.0	1 W	9	-	-	29 RT
S128	89+00	BRISBIN	RED SPEED LIMIT	W3-5	3.0 x 3.0	1 W	9	-	-	27 RT
S129	187+87	US-6	NO PASSING ZONE	W14-3	4.0 x 5.0 x 5.0	2 W	9	-	-	28 RT
S130	220+10	US-6	NO PASSING ZONE	W14-3	4.0 x 5.0 x 5.0	2 W	9	-	-	28 LT
S131	10+00	NORTH	REVERSE CURVE	W1-4R	2.5 x 2.5	1 W	6.25	-	-	13 RT
S132	3+00	NORTH	STOP AHEAD SYMBOL	W3-1	2.5 x 2.5	1 W	6.25	-	-	24 RT
S133	3+00	SERVICE	STOP AHEAD SYMBOL	W3-1	2.5 x 2.5	1 W	6.25	-	-	20 LT
S134	4+50	SERVICE	CURVE RIGHT	W1-2R	2.5 x 2.5	1 W	6.25	-	-	20 RT
S135	11+00	SERVICE	CURVE LEFT	W1-2L	2.5 x 2.5	1 W	6.25	-	-	20 LT

• FAI 80 & FAS 297 / FAU 392

FILE NAME = D366408-sht-signing.dgn

USER NAME = _USER_ | PLOT SCALE = $SCALE$ | PLOT DATE = 5/19/2010

DESIGNED - JPW | DRAWN - ECS | CHECKED - AKK | DATE - 5/19/2010

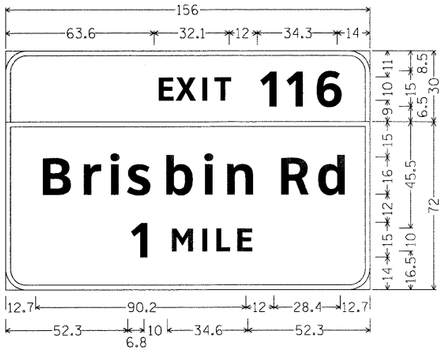
REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

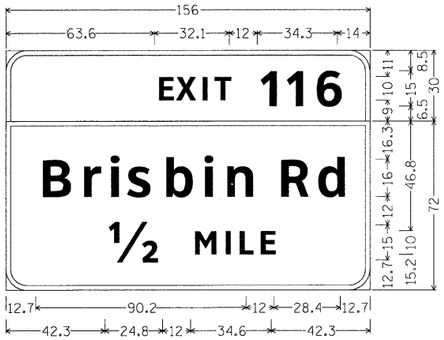
BRISBIN ROAD
SIGNING SCHEDULE

SCALE: NTS | SHEET NO. 152 OF 351 SHEETS | STA. | TO STA.

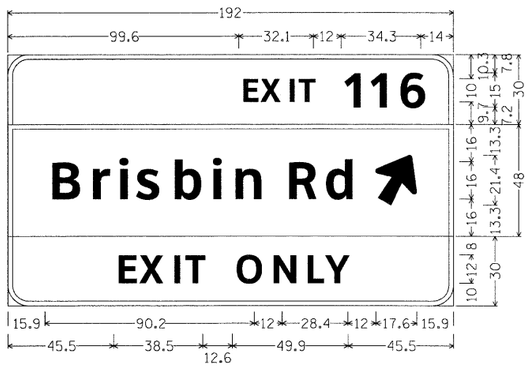
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	152
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



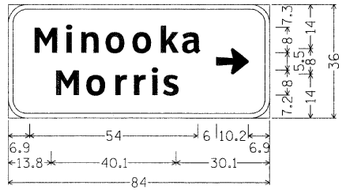
E1-5 Detail A; 9.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [116] ClearviewHwy-5-W;
E1-1 (1.3) I; 9.0" Radius, 2.0" Border, White on Green;
[Brisbin] ClearviewHwy-5-W; [Rd] ClearviewHwy-5-W;
[1] ClearviewHwy-5-W; [MILE] ClearviewHwy-5-W;



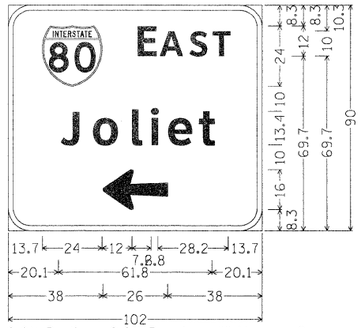
E1-5 Detail A; 9.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [116] ClearviewHwy-5-W;
E1-1 (1.3) I; 9.0" Radius, 2.0" Border, White on Green;
[Brisbin] ClearviewHwy-5-W; [Rd] ClearviewHwy-5-W;
[1/2] ClearviewHwy-5-W; [MILE] ClearviewHwy-5-W;



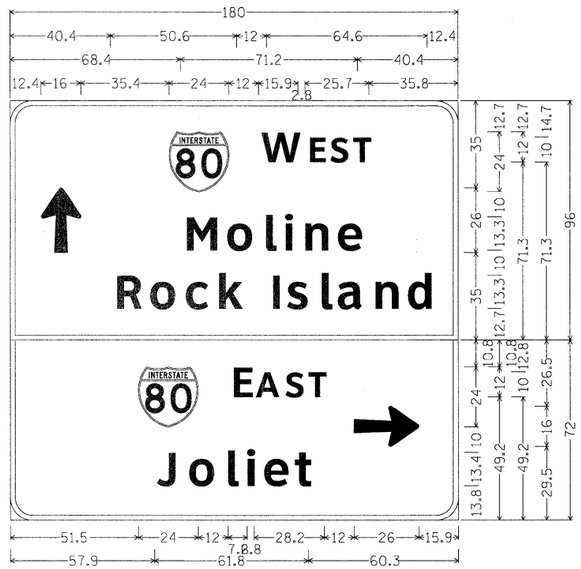
E1-5; 9.0" Radius, 2.0" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [116] ClearviewHwy-5-W;
E6-1 (1.8) I; 9.0" Radius, 2.0" Border, White on Green;
[Brisbin] ClearviewHwy-5-W; [Rd] ClearviewHwy-5-W;
Arrow A-20 - 22.6" 60∠;
Exit Only; 9.0" Radius, 2.0" Border, Black on Yellow;
[EXIT ONLY] ClearviewHwy-5-W;



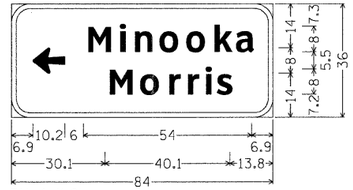
E11-4 (1.2);
6.0" Radius, 1.5" Border, White on Green;
[Minooka] ClearviewHwy-5-W;
[Morris] ClearviewHwy-5-W;
Arrow A-8 - 10.3" 0∠;



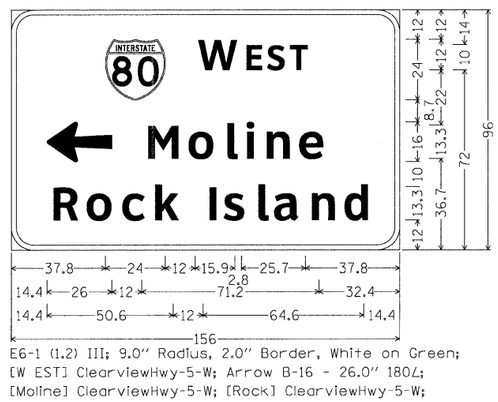
9.0" Radius, 2.0" Border, White on Green;
[E AST] ClearviewHwy-5-W;
[Joliet] ClearviewHwy-5-W;
Arrow B-16 - 26.0" 180∠;



E6-1 (1.2) III; 9.0" Radius, 2.0" Border, White on Green;
Arrow B-16 - 26.0" 90∠; [W EST] ClearviewHwy-5-W;
[Moline] ClearviewHwy-5-W; [Rock] ClearviewHwy-5-W;
[Island] ClearviewHwy-5-W;
9.0" Radius, 2.0" Border, White on Green;
[E AST] ClearviewHwy-5-W; [Joliet] ClearviewHwy-5-W;
Arrow B-16 - 26.0" 0∠;



E11-4 (1.2);
6.0" Radius, 1.5" Border, White on Green;
Arrow A-8 - 10.3" 180∠;
[Minooka] ClearviewHwy-5-W;
[Morris] ClearviewHwy-5-W;



E6-1 (1.2) III; 9.0" Radius, 2.0" Border, White on Green;
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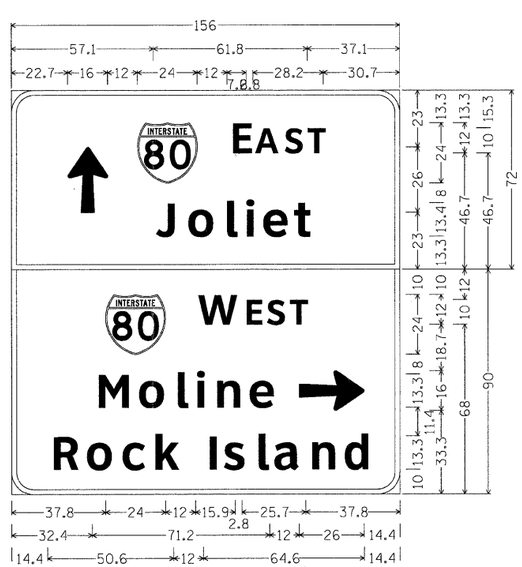
[Moline] ClearviewHwy-5-W; [Rock] ClearviewHwy-5-W;
[Island] ClearviewHwy-5-W;



9.0" Radius, 2.0" Border, White on Green;
Arrow B-16 - 26.0" 90∠; [E AST] ClearviewHwy-5-W;
[Joliet] ClearviewHwy-5-W;
E6-1 (1.2) III; 9.0" Radius, 2.0" Border, White on Green;
[W EST] ClearviewHwy-5-W; [Moline] ClearviewHwy-5-W;
Arrow B-16 - 26.0" 0∠; [Rock] ClearviewHwy-5-W;
[Island] ClearviewHwy-5-W;

FILE NAME =	USER NAME = _USER_	DESIGNED - JPW	REVISED -
D366408-sht-signing.dgn		DRAWN - ECS	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN ROAD
SIGNING DETAILS

SCALE: NTS | SHEET NO. 153 OF 351 SHEETS | STA. | TO STA.

• FAI 80 & FAS 297 / FAU 392

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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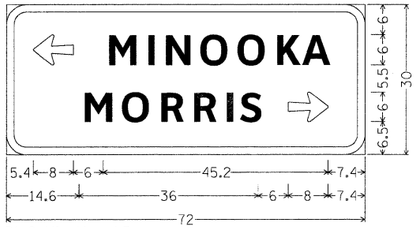
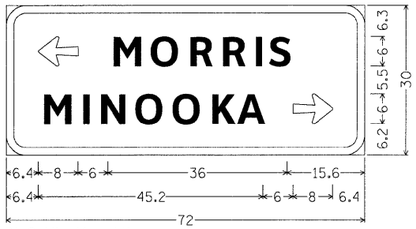
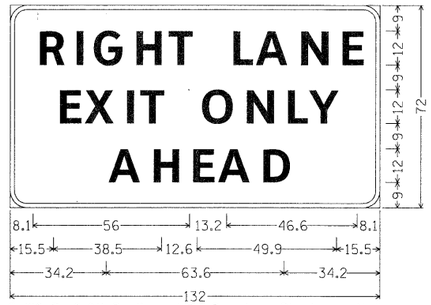
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



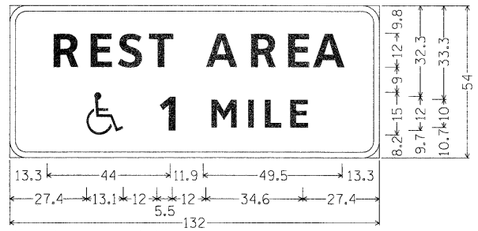
D1-2 Min-Mor LR;
4.0" Radius, 1.5" Border, White on Green;
Arrow A-6 - 8.0" 180∠; [MINOOKA] ClearviewHwy-5-W;
[MORRIS] ClearviewHwy-5-W; Arrow A-6 - 8.0" 0∠;



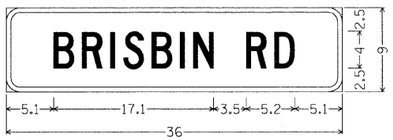
D1-2 Min-Mor LR;
4.0" Radius, 1.5" Border, White on Green;
Arrow A-6 - 8.0" 180∠; [MORRIS] ClearviewHwy-5-W;
[MINOOKA] ClearviewHwy-5-W; Arrow A-6 - 8.0" 0∠;



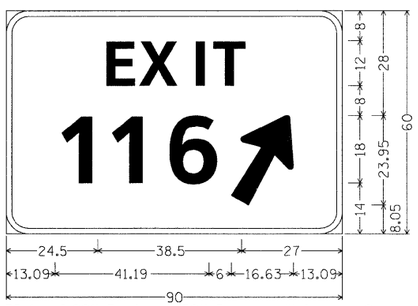
E-W9-7; 6.0" Radius, 1.5" Border, Black on Yellow;
[RIGHT LANE] ClearviewHwy-5-W;
[EXIT ONLY] ClearviewHwy-5-W;
[AHEAD] ClearviewHwy-5-W;



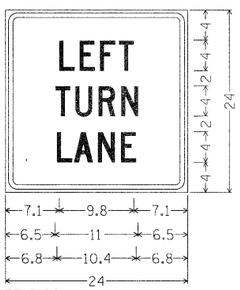
D5-1 Rest Area 1 Mile;
6.0" Radius, 2.0" Border, White on Blue;
[REST AREA] ClearviewHwy-5-W; Symbol RM080;
[1] ClearviewHwy-5-W; [MILE] ClearviewHwy-5-W;



D3-1
1.5" Radius, 0.5" Border, White on Green;
[BRISBIN] C; [RD] C;



E5-1a; 6.00" Radius, 1.50" Border, White on Green;
[EXIT] ClearviewHwy-5-W; [116] ClearviewHwy-5-W;
Arrow B-16 - 26.00" 60∠;



R3-1100L;
1.6" Radius, 0.6" Border, 0.4" Indent, Black on White;
[LEFT] C; [TURN] C;
[LANE] C;

▪ FAI 80 & FAS 297 / FAU 392

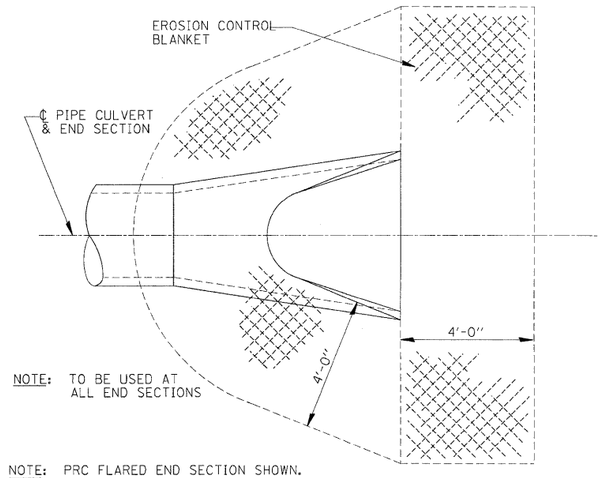
FILE NAME = D366408-sht-signing.dgn	USER NAME = _USER_	DESIGNED - JPW	REVISED -
		DRAWN - ECS	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN ROAD
SIGNING DETAILS

SCALE: NTS | SHEET NO. 154 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
▪	(32,47-4) HBK-4 & GIN)	GRUNDY	351	154
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

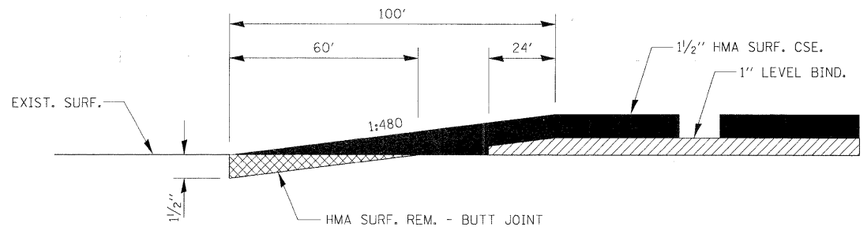


NOTE: TO BE USED AT ALL END SECTIONS

NOTE: PRC FLARED END SECTION SHOWN. TREATMENT SAME FOR OTHER END SECTIONS.

DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION

251–2

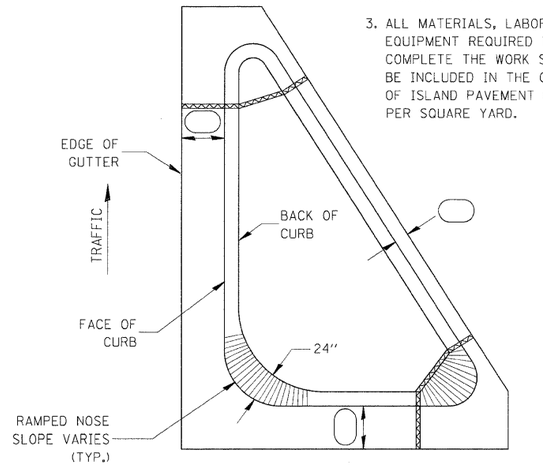


406–11

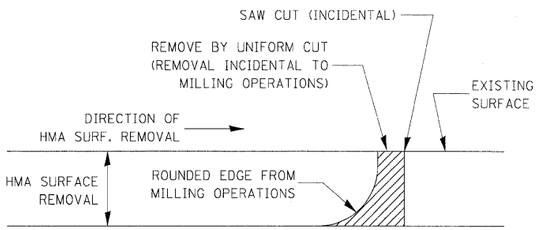
BUTT JOINT DETAILS

GENERAL NOTES:

1. THE CURB AND GUTTER CONFIGURATION SHALL BE M-4.24.
2. SEE STD. 606001 & AND 606301 FOR ADDITIONAL DETAILS.
3. ALL MATERIALS, LABOR, AND EQUIPMENT REQUIRED TO COMPLETE THE WORK SHALL BE INCLUDED IN THE COST OF ISLAND PAVEMENT (SPECIAL) PER SQUARE YARD.



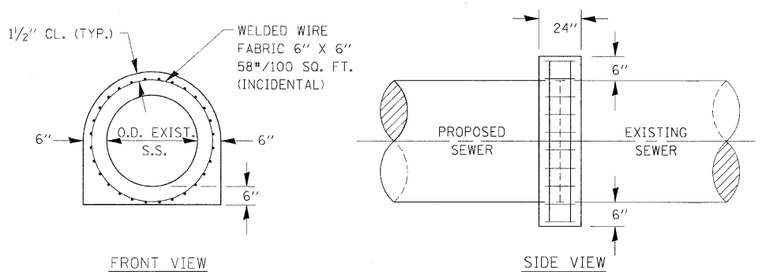
606–1



NOTE:
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

HMA DETAIL AT BUTT JOINTS

406–8



CONCRETE COLLAR FOR SEWER CONNECTION

550–1

FILE NAME =	USER NAME = _USER_	DESIGNED - CGC	REVISED -
t:¢1812¢cadd sheets¢D366408-sht-details.dgn		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

SCALE: AS NOTED | SHEET NO. 155 OF 351 SHEETS | STA. | TO STA.

• FAI 80 & FAS 297 / FAU 392

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	155
		CONTRACT NO. 66408		
		ILLINOIS FED. AID PROJECT		

GENERAL

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

THIS SPECIFICATION COVERS SLOTTED DRAIN USED FOR THE REMOVAL OF WATER AS SHOWN ON THE PLANS.

THE SLOTTED DRAIN SHALL BE CORRUGATED PIPE CULVERT WITH INTEGRAL SLOTTED DRAINS.

BEFORE PLACING THE CONCRETE ADJACENT TO THE PIPE, THE SLOT SHALL BE COVERED BY EITHER THIN, FLAT METAL SHEETING OR BY A BOARD NOTCHED TO FIT OVER THE GRATE BARS. THIS COVERING MUST FIT CLOSELY IN THE SLOT TO PREVENT ENTRY OF CONCRETE INTO THE PIPE. PAVING OVER THE SLOTTED DRAIN WILL THEN BE ONE CONTINUOUS OPERATION OVER THE PROTECTED DRAIN. THE PROTECTION FOR THE DRAIN SLOT SHALL THEN BE REMOVED. THE PIPE SHALL DRAIN INTO THE SIDE OF THE INLET. THE OPENING WHERE THE SLOT IS REMOVED SHALL BE COVERED TO PREVENT CONCRETE FROM ENTERING THE PIPE.

THE CORRUGATED STEEL PIPE USED IN THE SLOTTED DRAIN SHALL MEET THE REQUIREMENTS OF AASHTO M36/ ASTM A760.

THE CMP SHALL BE ALUMINIZED STEEL TYPE 2.

THE DIAMETER AND GAGE SHALL BE AS SHOWN ON THE PLAN.

STEEL GRATING SHALL MEET THE GALVANIZING REQUIREMENTS OF AASHTO M111.

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR SLOTTED DRAIN 15" WITH 1 3/4 " SLOT, AND SHALL INCLUDE ELBOWS, DRILLING HOLES IN GRATING, SUPPLYING AND PLACING A1 BARS, AND CONCRETE AND GRATING FOR DEPTH SPECIFIED ON PLANS.

USE APPROVED END CAP TO PREVENT CONCRETE ENTRY INTO THE PIPE DURING GUTTER CONSTRUCTION ON THE UPSTREAM END OF THE PIPE.

CONNECTIONS

THE CORRUGATED STEEL PIPE SHALL HAVE A MINIMUM OF TWO REROLLED ANNULAR ENDS.

THE SLOTTED DRAIN BANDS SHALL BE MODIFIED HUGGER BANDS TO SECURE THE PIPE AND PREVENT INFILTRATION OF THE BACKFILL.

WHEN THE SLOTTED DRAIN IS BANDED TOGETHER, THE ADJACENT GRATES SHALL HAVE A MAXIMUM 3" GAP.

GRATES

THE GRATES SHALL BE MANUFACTURED FROM ASTM A670, GRADE 36 STEEL. THE SPACERS AND BEARING BARS (SIDES) SHALL BE 3/16 " MATERIAL ±0.008".

THE SPACERS SHALL BE ON 6" CENTERS AND WELDED ON BOTH SIDES TO EACH BEARING BAR (SIDES) WITH FOUR (4) 1 1/4 " LONG 3/16 " FILLET WELDS ON EACH SIDE OF THE BEARING BAR.

THE PLATE EXTENDER SHALL BE 7 GAGE STEEL MEETING ASTM A761.

THE ENGINEER MAY CALL FOR TENSILE STRENGTH TESTS ON THE GRATE IF THE GRATE IS NOT IN COMPLIANCE WITH THE ABOVE SPACER SPECIFICATIONS. IF TENSILE STRENGTH TESTS ARE CALLED FOR, MINIMUM RESULTS FOR AN IN-PLACE SPACER PULLED PERPENDICULAR TO THE BEARING BAR SHALL BE:
T = 12,000 POUNDS FOR 2 1/2 " GRATE
T = 15,000 POUNDS FOR 6" GRATE

GALVANIZING

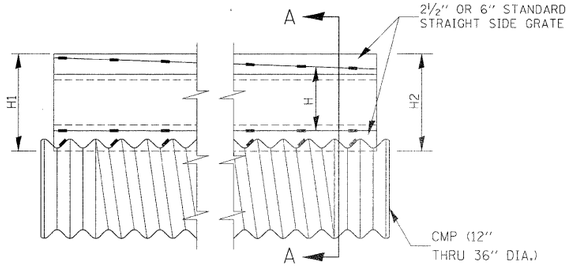
THE GRATE AND PLATE EXTENDERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123 EXCEPT WITH A 2 OZ. GALVANIZED COATING.

GRATE ATTACHED TO CSP

THE GRATE SHALL BE FILLET WELDED WITH A MINIMUM WELD 1" LONG TO THE CSP ON EACH SIDE OF THE GRATE AT EVERY OTHER CORRUGATION.

TOLERANCES - FINISHED SLOTTED DRAIN - 20' LENGTH

VERTICAL BOW = ± 3/8 "
HORIZONTAL BOW = ± 5/8 "
TWIST = ± 1/2 "

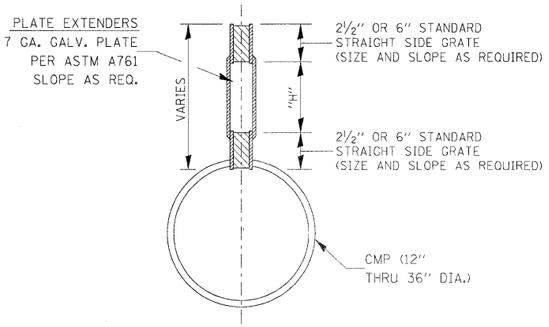


SIDE VIEW

DETAIL WITH VARIABLE HEIGHT GRATE

LOADING CONDITION	MAX. EXTENDER HEIGHT - "H"
H20/H25 * 750 PSI CONCRETE	19"

* 125 PSI TIRE PRESSURE



SECTION A-A

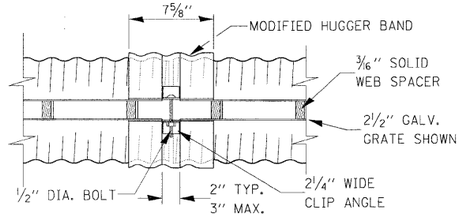
STANDARD SIZES						
GAGE OF PIPE	DIAMETER OF PIPE					
	12"	15"	18"	24"	30"	36"
16	X	X	X	X	X	X
14	X	X	X	X	X	X
12	N.A.	N.A.	N.A.	N.A.	X	X

GRATE TYPE		"A"
VERT	2½"	1¾"
VERT	6"	1¾"
TRAP	2½"	2¼"
TRAP	6"	3"

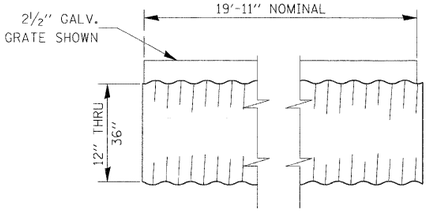
VERT = VERTICAL
TRAP = TRAPIZOIDAL

SLOTTED DRAIN NOTES

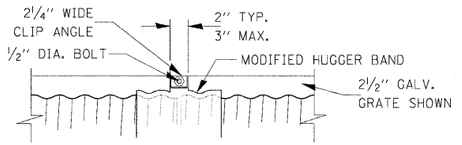
1. GRATING IS AVAILABLE IN DEPTHS OF 2 1/2 " AND 6".
2. VERTICAL GRATING (STRAIGHT SIDES) WITH VERTCIAL SPACERS IS ALSO AVAILABLE.
3. FOR 6" VERTICAL & TRAPEZOIDAL REQUIREMENTS, THE SLOTTED DRAIN BAND MAY BE FURNISHED WITH THE 4: TECHCO BAND ANGLE.
4. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
5. REFERENCE CONTECH BAND MANUAL DWG. NO. 1002697 FOR BAND DETAILS.
6. REFERENCE CONTECH SLOTTED DRAIN DWG. NO. 1002697.
7. DIMENSIONS FOR H1 AND H2 AS REQUIRED.
8. H1 AND H2 MEASURED FROM TOP OF GRATE TO BOTTOM OF GRATE.



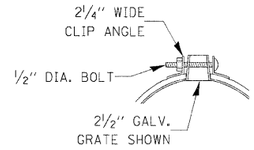
TOP VIEW



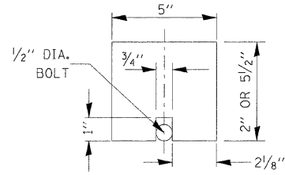
TYPICAL PIPE SECTION



SIDE VIEW

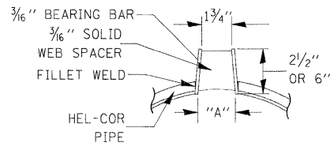


END VIEW



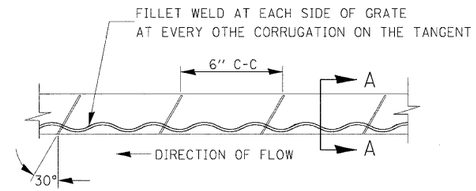
GAP PLATE (OPTIONAL)

MAY BE PLACED DIRECTLY OVER BAND BOLT TO PROVIDE CONTINUOUS FORM FOR GROUTING

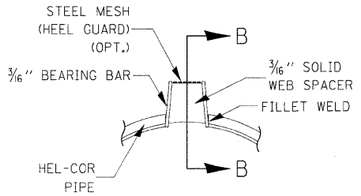


SECTION A-A

STANDARD DETAIL



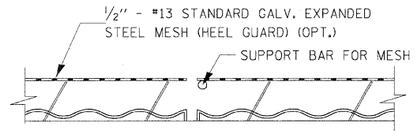
GRATE WELDING DETAIL



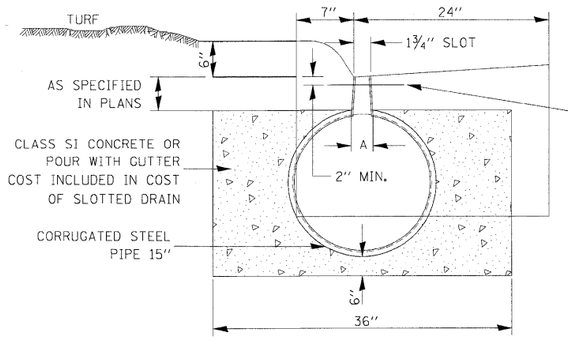
SECTION B-B

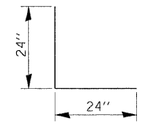
DETAIL WITH MESH

(TRAPEZOIDAL GALVANDIZED GRATE SHOWN)



SECTION B-B





#4 A1 BARS

601-2

* FAI 80 & FAS 297 / FAU 392

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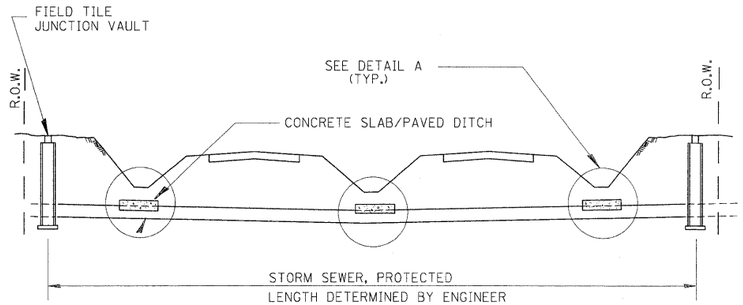
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

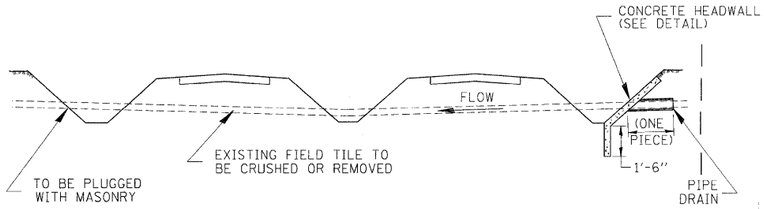
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOTTED DRAIN PIPE

SCALE: | SHEET NO. 156 OF 351 SHEETS | STA. | TO STA.

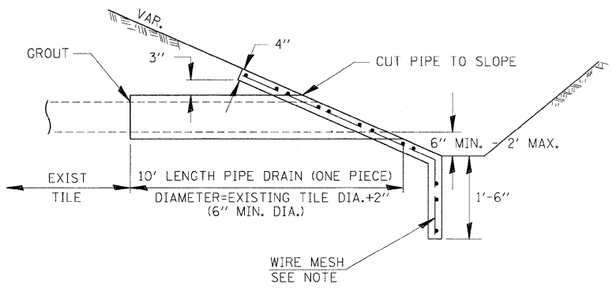
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & G(N)	GRUNDY	351	156
				66408
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





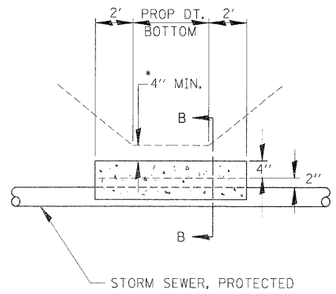
FIELD TILE REPLACEMENT

PLAN



SECTION A–A

CLASS SI CONCRETE HEADWALLS



DETAIL A

NO SCALE

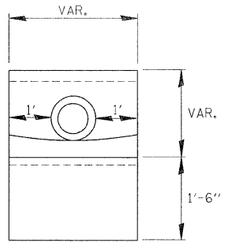
*IF A 4" COVER CAN NOT BE PROVIDED A PAVED DITCH SHALL BE CONSTRUCTED AS SHOWN IN DETAIL C.

NOTES

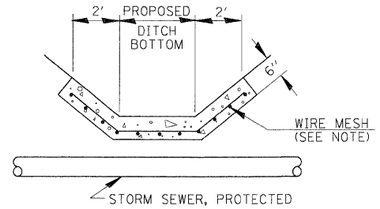
1. WIDTH OF CONCRETE SLAB SHALL BE THE SAME AS THE TRENCH WIDTH IN ACCORDANCE WITH SECTION 550 OF THE STD. SPECIFICATIONS, OR 3' MIN.
2. CONCRETE FOR SLAB, HEADWALL AND PAVED DITCH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE."
3. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.

NOTES

1. ANY STORM SEWER SPECIAL OR BACKSLOPE DRAIN OUTLET INTO A DITCH SHALL HAVE A HEADWALL BUILT IN ACCORDANCE WITH THIS DETAIL.
2. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.

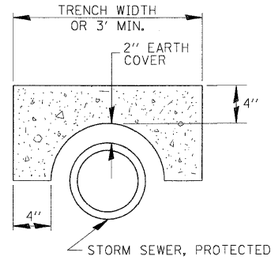


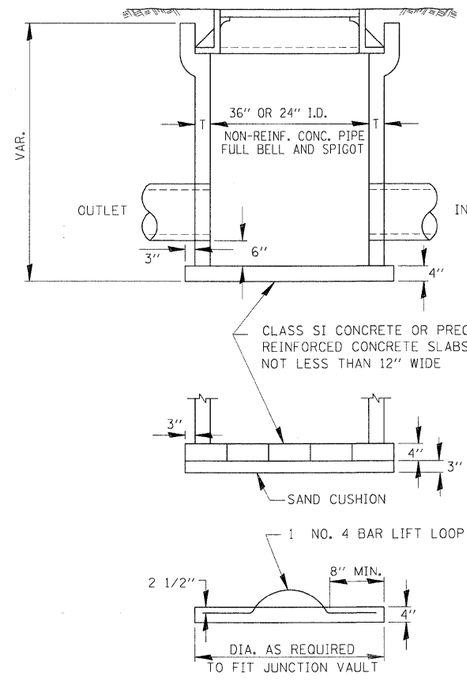
END VIEW



DETAIL C

NO SCALE



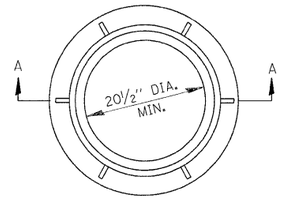


FIELD TILE JUNCTION VAULT

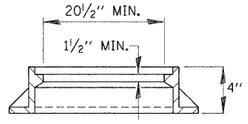
ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE RISERS	4"
CONCRETE MASONRY UNIT	5"
MONOLITHIC CONCRETE	6"
BUILDING BRICK, GRADE SW FROM CLAY OR SHALE	8"
CONCRETE BUILDING BRICK, GRADE A	8"

NOTES

1. THE CONTRACT UNIT PRICE FOR FIELD TILE JUNCTION VAULT SHALL INCLUDE THE COST OF FURNISHING AND PLACING THE FRAME AND GRATE OR PRECAST CONCRETE LID AND WHEN REQUIRED, THE SAND CUSHION.
2. ALL FIELD TILE JUNCTION VAULTS SHALL BE 2'-0" IN DIAMETER UNLESS OTHERWISE NOTED ON THE PLANS.



± 145#



SECTION A–A

611–1

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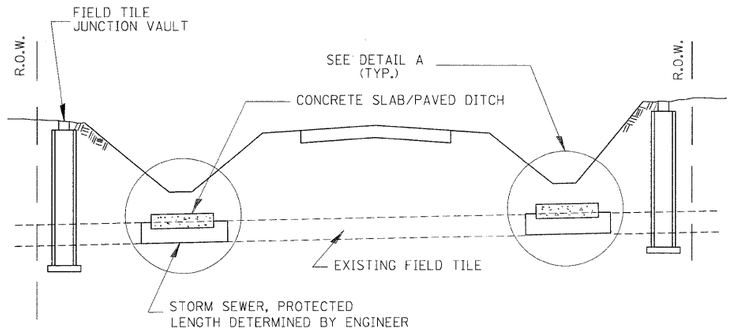
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

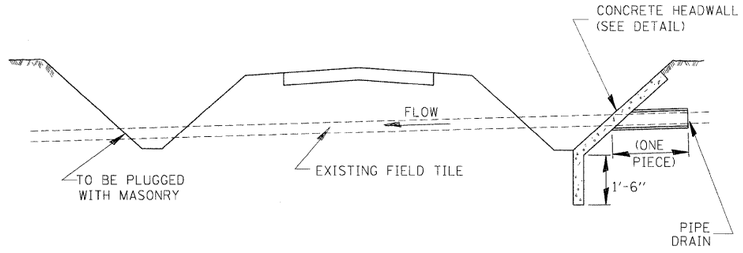
DISTRICT DETAILS

SCALE: AS NOTED | SHEET NO. 157 OF 351 SHEETS | STA. | TO STA.

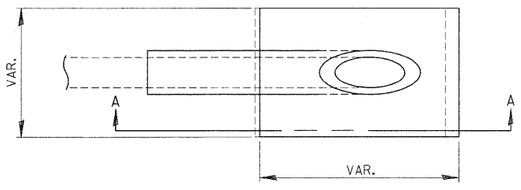
• FAI 80 & FAS 297 / FAU 392

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GIN)	GRUNDY	351	157
		CONTRACT NO. 66408		
		ILLINOIS FED. AID PROJECT		

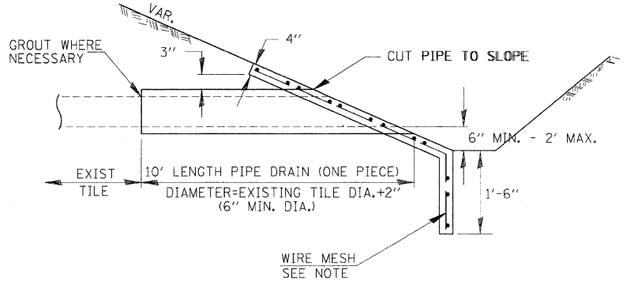




FIELD TILE REPLACEMENT

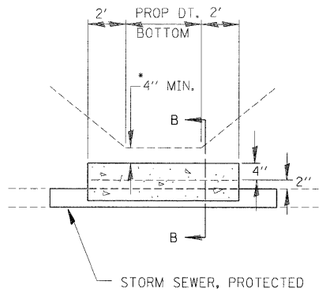


PLAN



SECTION A–A

CLASS SI CONCRETE HEADWALLS



DETAIL A

NO SCALE

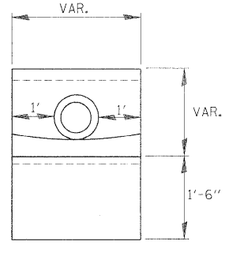
*IF A 4" COVER CAN NOT BE PROVIDED A PAVED DITCH SHALL BE CONSTRUCTED AS SHOWN IN DETAIL C.

NOTES

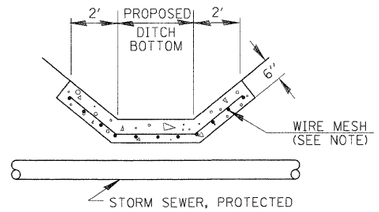
1. WIDTH OF CONCRETE SLAB SHALL BE THE SAME AS THE TRENCH WIDTH IN ACCORDANCE WITH SECTION 550 OF THE STD. SPECIFICATIONS, OR 3' MIN.
2. CONCRETE FOR SLAB, HEADWALL AND PAVED DITCH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE."
3. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.

NOTES

1. ANY STORM SEWER OR FIELD TILE OUTLET INTO A DITCH SHALL HAVE A HEADWALL BUILT IN ACCORDANCE WITH THIS DETAIL.
2. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.

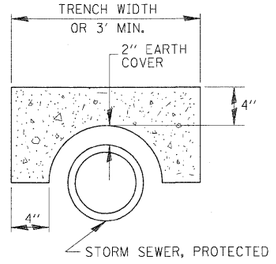


END VIEW

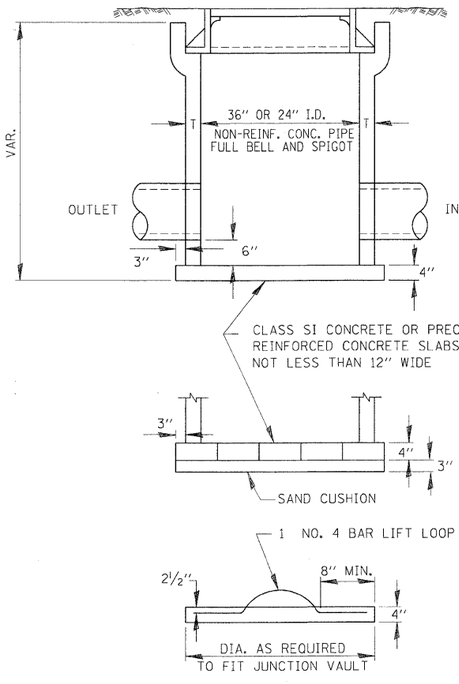


DETAIL C

NO SCALE



SECTION B–B

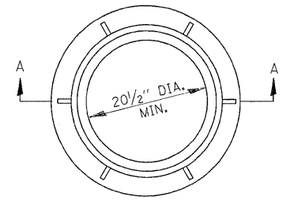


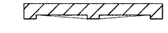
FIELD TILE JUNCTION VAULT

ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE RISERS	4"
CONCRETE MASONRY UNIT	5"
MONOLITHIC CONCRETE	6"
BUILDING BRICK, GRADE SW FROM CLAY OR SHALE	8"
CONCRETE BUILDING BRICK, GRADE A	8"

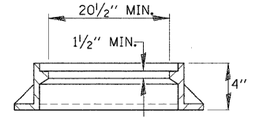
NOTES

1. THE CONTRACT UNIT PRICE FOR FIELD TILE JUNCTION VAULT SHALL INCLUDE THE COST OF FURNISHING AND PLACING THE FRAME AND GRATE OR PRECAST CONCRETE LID AND WHEN REQUIRED, THE SAND CUSHION.
2. ALL FIELD TILE JUNCTION VAULTS SHALL BE 2'-0" IN DIAMETER UNLESS OTHERWISE NOTED ON THE PLANS.





± 145°



SECTION A–A

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

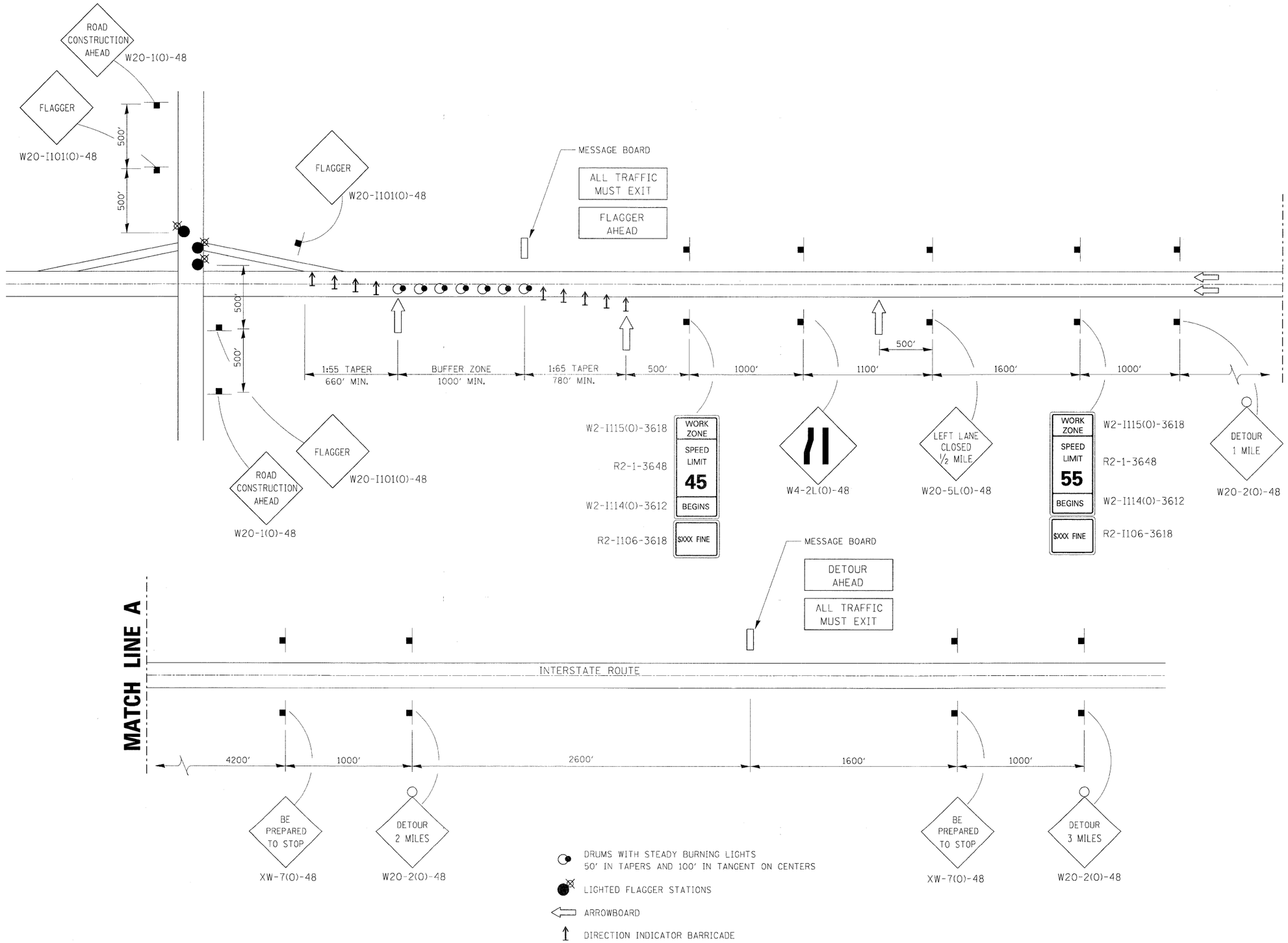
DISTRICT DETAILS

SCALE: AS NOTED | SHEET NO. 158 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	158
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

• FAI 80 & FAS 297 / FAU 392

611–2



701-1

* FAI 80 & FAS 297 / FAU 392

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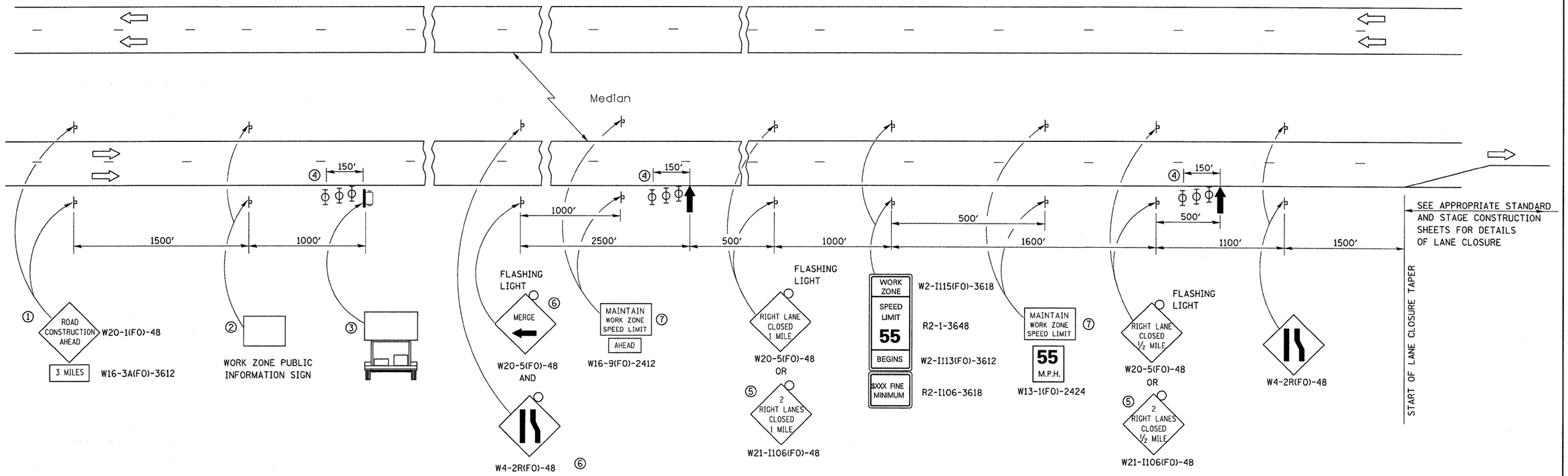
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

SCALE: AS NOTED | SHEET NO. 159 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & G(N)	GRUNDY	351	159
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 MILES IN ADVANCE OF THE PROJECT LIMITS.

② THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.

③ TO BE PLACED IN THE MEDIAN WHEN FEASIBLE. THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:
"RIGHT LANE CLOSED" / " x MILES AHEAD"
"LEFT LANE CLOSED" / " x MILES AHEAD"
"ALL LANES OPEN"

④ THREE, TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 50′ CENTERS.

⑤ THIS SIGN SHALL BE USED WHEN 2 LANES ARE CLOSED.

⑥ WHEN THE LEFT LANE IS CLOSED, SWITCH THESE TWO SIGNS AND THE DIRECTION OF THE MERGE ARROW.

⑦ 48″x36″ FLUORESCENT ORANGE SIGN WITH BLACK LETTERS.

48″

36″	MAINTAIN	8″
	WORK ZONE	6″
	SPEED LIMIT	6″

ARROW BOARD

PORTABLE CHANGEABLE MESSAGE SIGN

SIGN

TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT

GENERAL NOTE:

THIS STANDARD IS USED WHERE AT ANY TIME A LANE IS CLOSED ON A FREEWAY/EXPRESSWAY.

WHEN THE LEFT LANE IS CLOSED, LEFT LANE CLOSED SIGNS SHALL BE SUBSTITUTED FOR THE RIGHT LANE CLOSED SIGNS.

THE FIRST TWO SIGNS AND THE MESSAGE BOARD ARE STATIONARY. THE OTHER SIGNS AND ARROWBOARDS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED DISTANCE FROM THE START OF THE LANE CLOSURE TAPER(S).

SEE SPECIAL PROVISIONS.

701-10
OPTION 2

ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE SHOWN.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

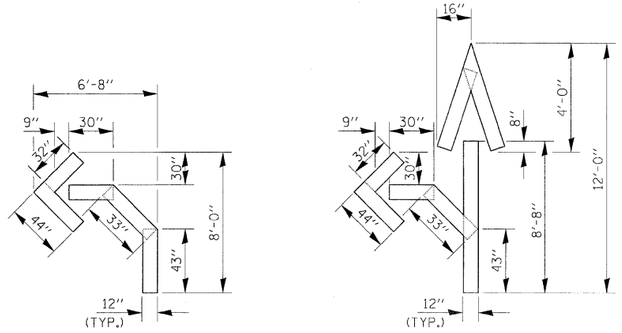
STANDARD 701400 (SPECIAL)

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

• FAI 80 & FAS 297 / FAU 392

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & (G)N	GRUNDY	351	159A
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

REVISION MJ 7-27-10

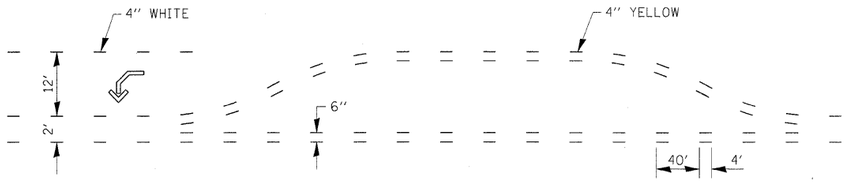


QUANTITY

12" LINE = 16 LIN. FT.
OR 4" LINE = 48 LIN. FT.

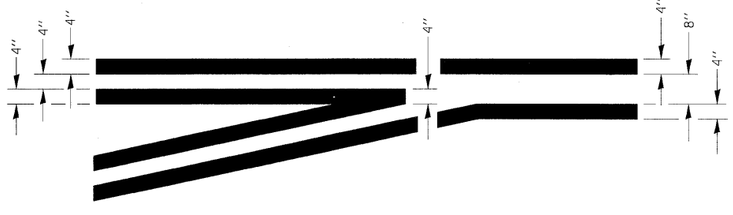
QUANTITY

12" LINE = 29 LIN. FT.
OR 4" LINE = 87 LIN. FT.



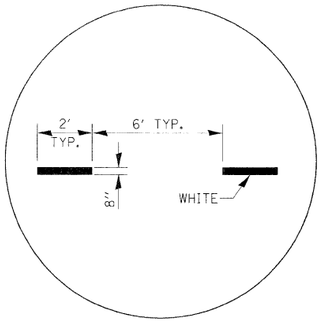
SHORT–TERM PAVEMENT MARKING FOR MEDIANS AND ARROWS

703–1



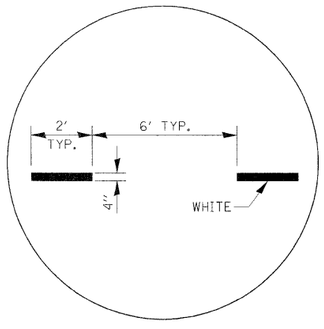
TYPICAL APPLICATION @ LEFT TURN LANES

780–1



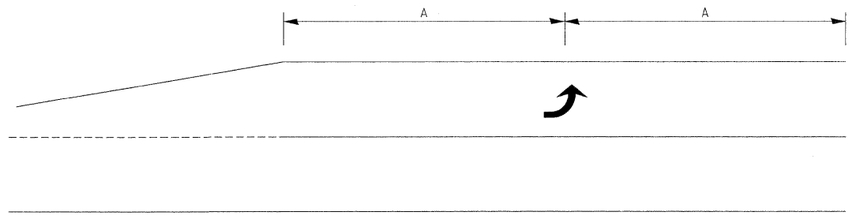
ADVANCE AND INTERSECTION LANE DIVIDER LINES

780–5

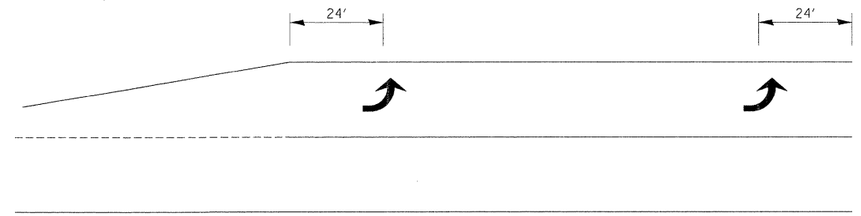


INTERSTATE RAMP TRANSITION LINE

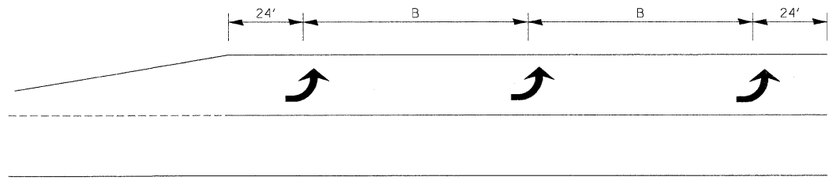
780–6



99' AND UNDER



100' TO 149'



150' AND LONGER

TYPICAL PLACEMENT OF ARROWS IN TURN LANES

780–10

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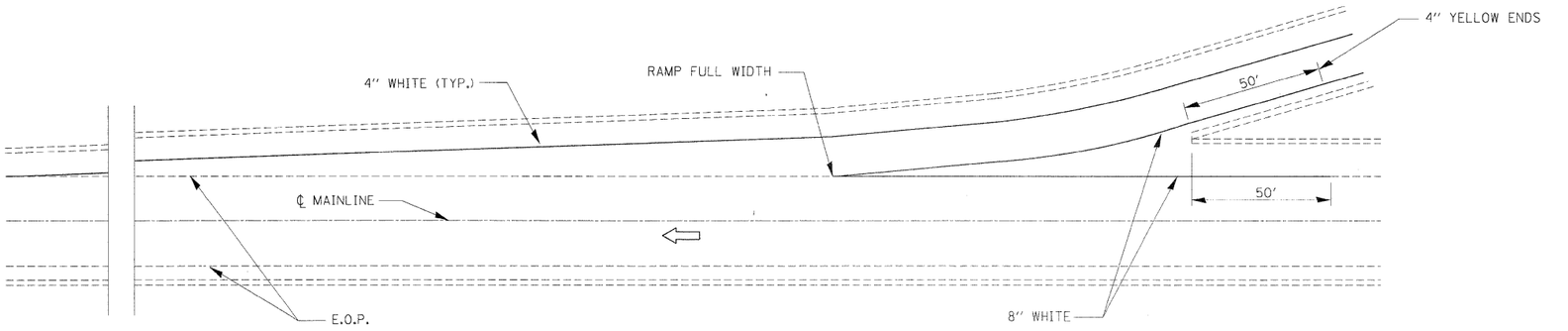
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

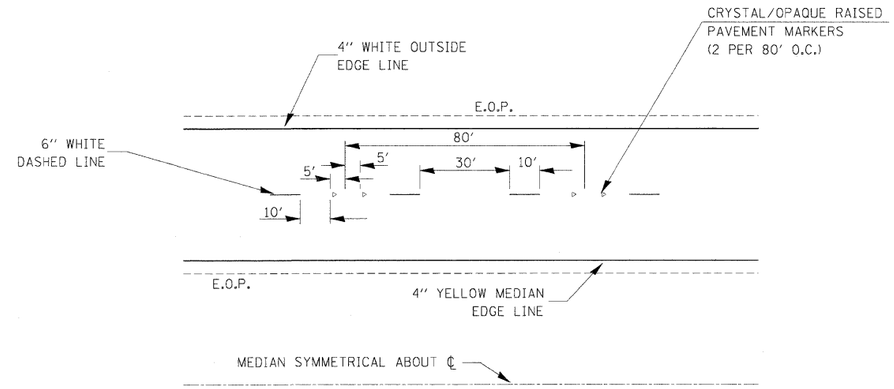
SCALE: AS NOTED | SHEET NO. 160 OF 351 SHEETS | STA. | TO STA.

• FAI 80 & FAS 297 / FAU 392

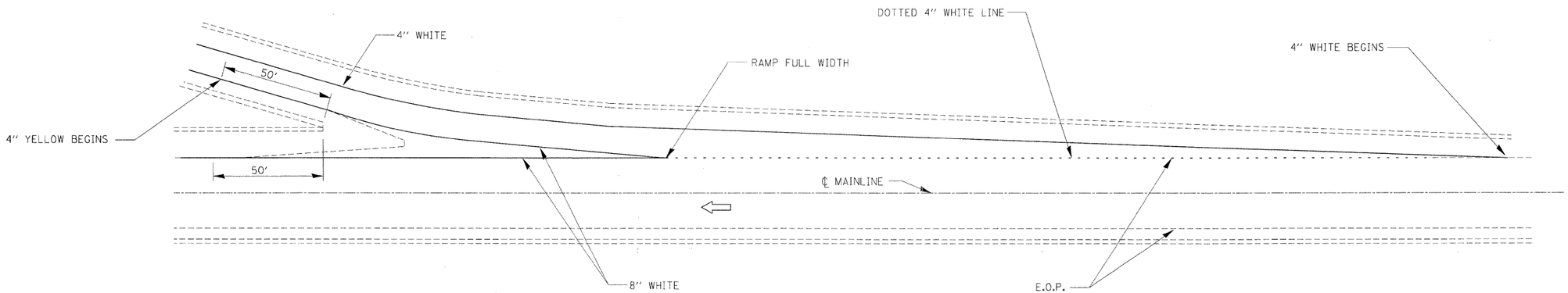
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GIN)	GRUNDY	351	160
		CONTRACT NO. 66408		
		ILLINOIS	FED. AID PROJECT	



TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS



TYPICAL PAVEMENT MARKINGS



TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

780–12

• FAI 80 & FAS 297 / FAU 392

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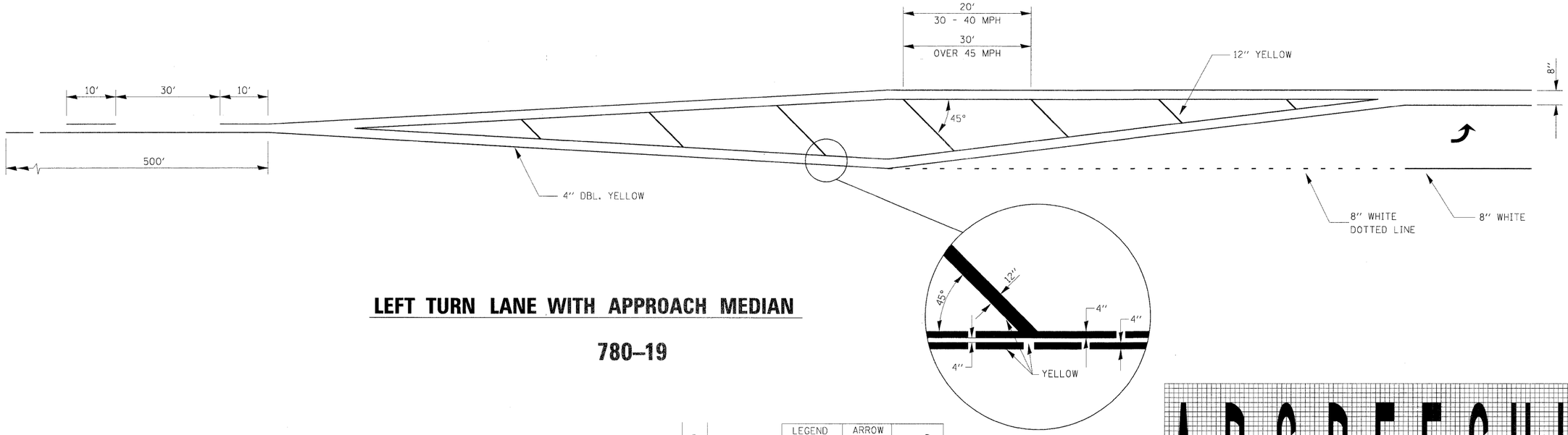
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

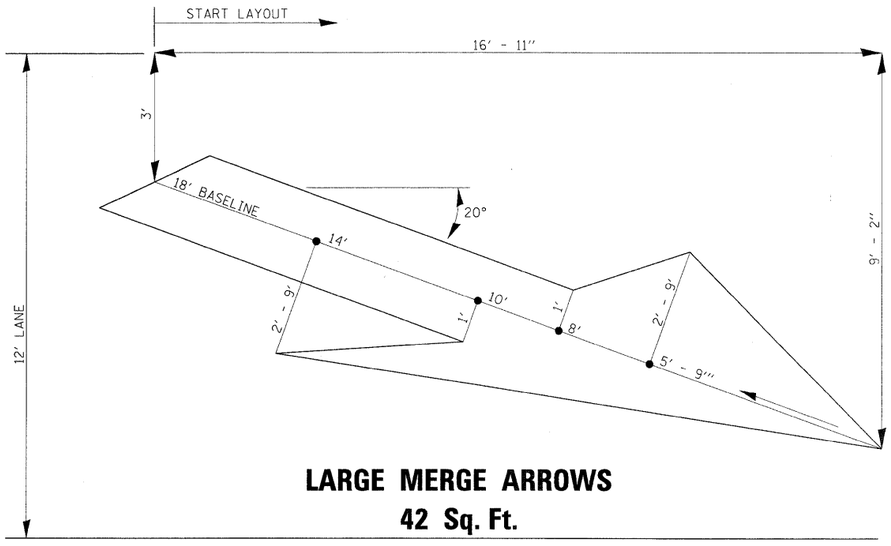
SCALE: AS NOTED | SHEET NO. 161 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	161
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



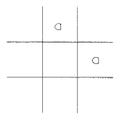
LEFT TURN LANE WITH APPROACH MEDIAN

780–19



LARGE MERGE ARROWS
42 Sq. Ft.

780–17

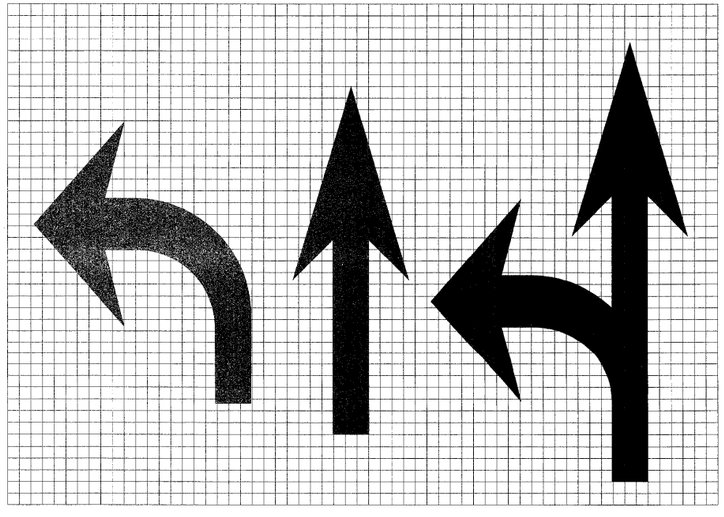


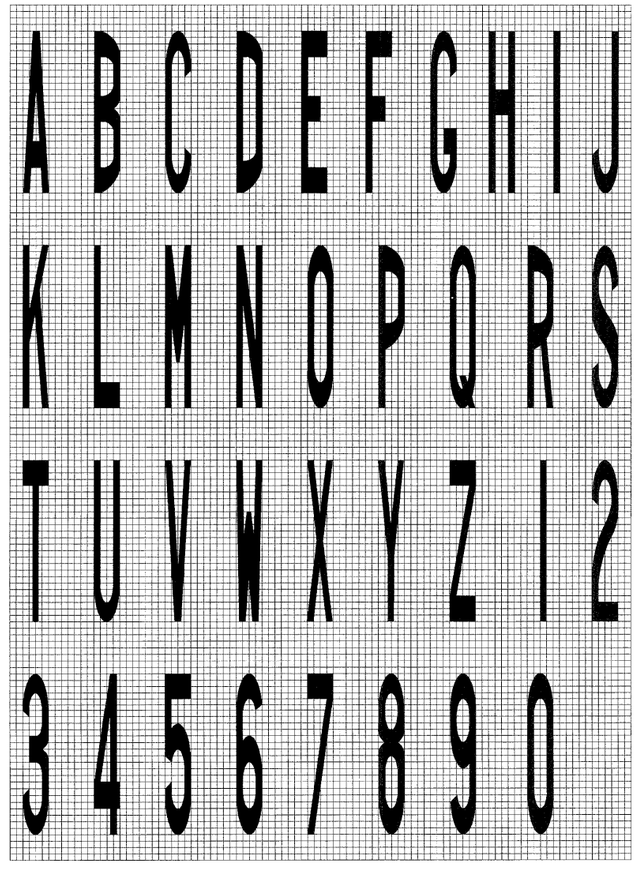
LEGEND HEIGHT	ARROW SIZE	a
6′	SMALL	2.9
8′	LARGE	3.8

THE SPACE BETWEEN ADJACENT LETTERS OR NUMERALS SHOULD BE APPROXIMATELY 3′ FOR 6′ LEGEND AND 4′ FOR 8′ LEGEND.

LETTER AND ARROW GRID SCALE

780–20





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	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

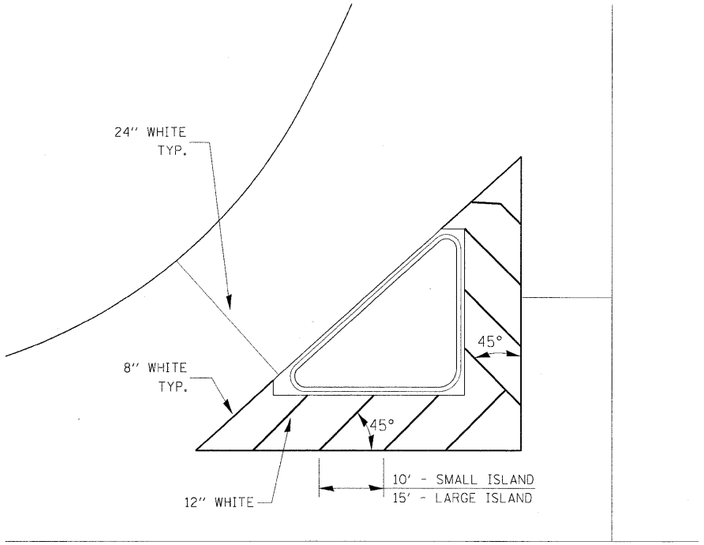
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

SCALE: AS NOTED | SHEET NO. 162 OF 351 SHEETS | STA. | TO STA.

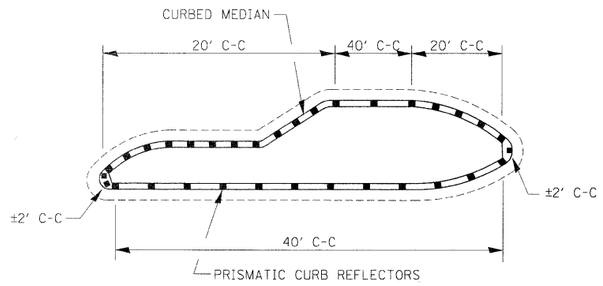
• FAI 80 & FAS 297 / FAU 392

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	162
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



TYPICAL ISLAND

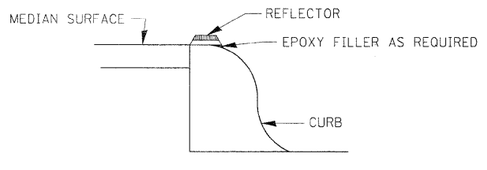
780–21



1. PRISMATIC REFLECTORS SHALL BE BI-DIRECTIONAL.
2. PRISMATIC REFLECTORS SHALL BE SECURED IN PLACE WITH AN EPOXY ADHESIVE.
3. PRISMATIC RELECTORS SHALL BE AMBER IN COLOR.

PRISMATIC CURB REFLECTORS AT CURB MEDIANS

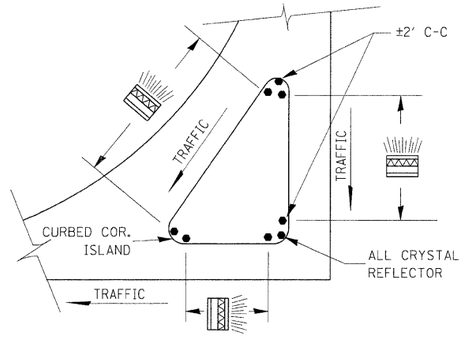
782–1



SECTION VIEW

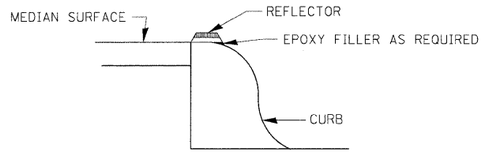
NOTES

1. PRISMATIC REFLECTORS SHALL BE MONO-DIRECTIONAL AND POSITIONED SO THAT THE REFLECTIVE FACE IS FACING THE APPROACHING TRAFFIC.
2. PRISMATIC REFLECTORS SHALL BE SECURED IN PLACE WITH AN EPOXY ADHESIVE.
3. PRISMATIC REFLECTORS SHALL BE EITHER AMBER OR CRYSTAL IN COLOR.

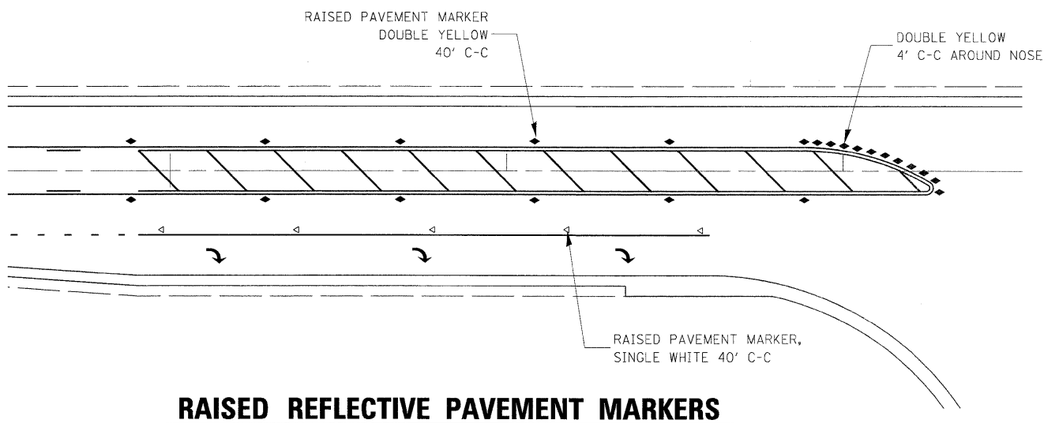


PRISMATIC REFLECTORS

782–2

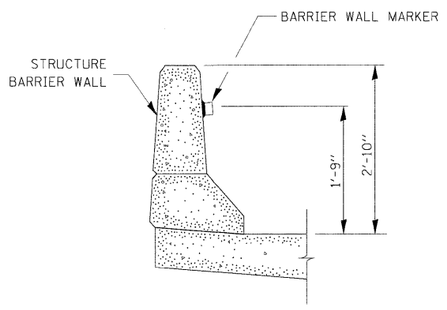


SECTION VIEW



RAISED REFLECTIVE PAVEMENT MARKERS @ RIGHT TURN LANE

781–1



BARRIER WALL MARKER

782–4

• FAI 80 & FAS 297 / FAU 392

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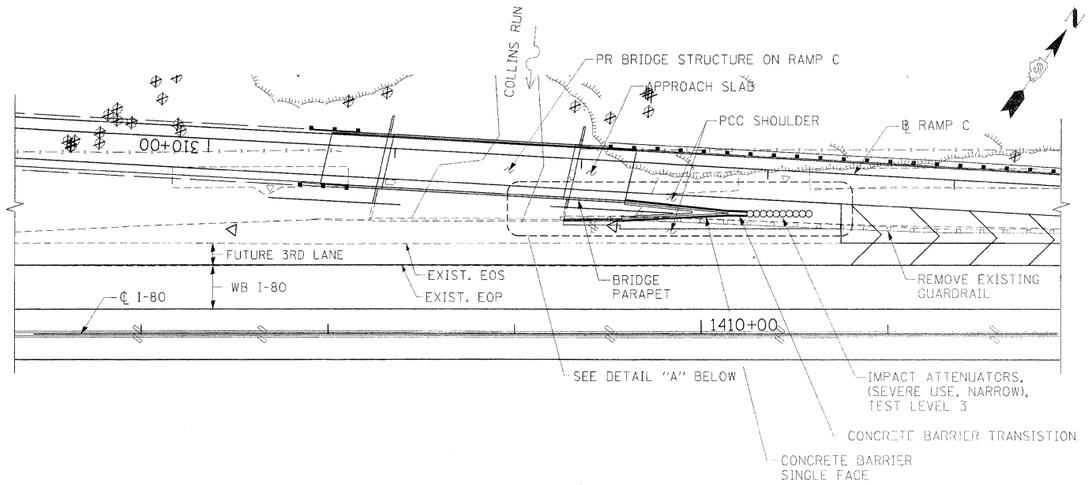
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

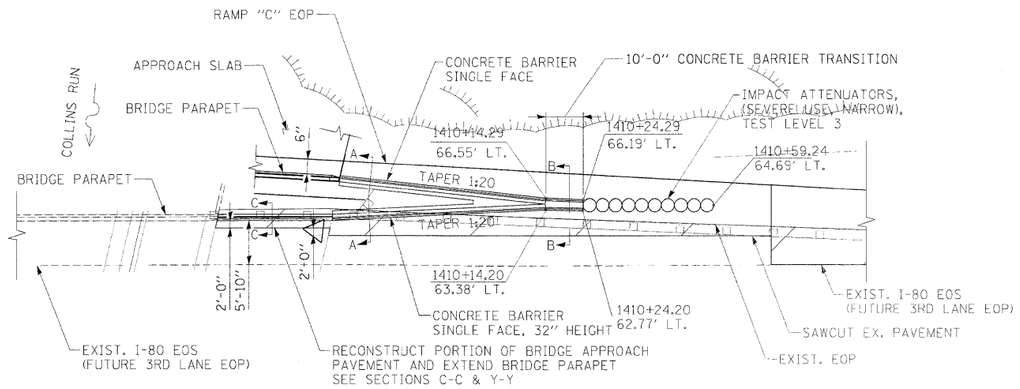
SCALE: AS NOTED | SHEET NO. 163 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GIN)	GRUNDY	351	163
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



RAMP C GORE AREA BARRIER TRANSITION - PLAN

SCALE: 1"=40'



DETAIL "A"

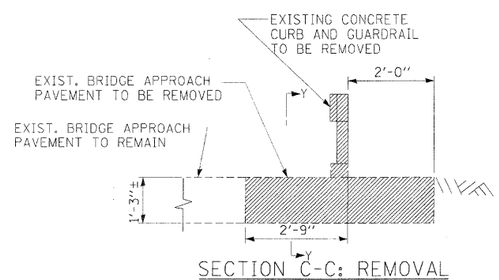
SCALE: 1"=20'

SECTION A-A

SCALE: NTS

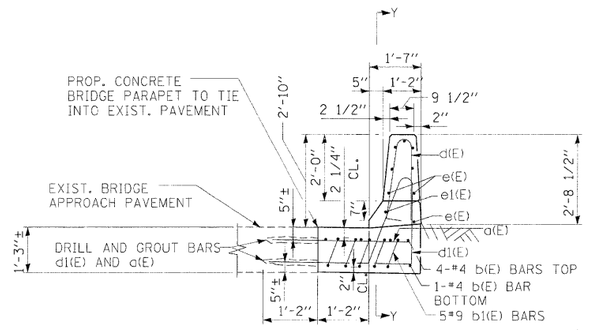
SECTION B-B

SCALE: NTS



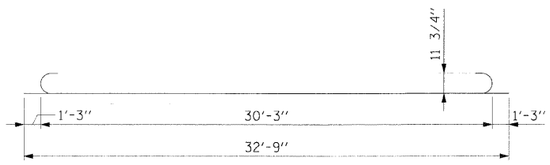
SECTION C-C: REMOVAL

SCALE: NTS

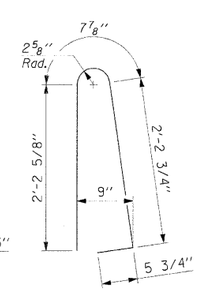


SECTION C-C: REPLACEMENT

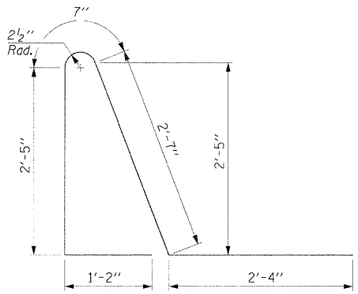
SCALE: NTS



BAR b_1(E)



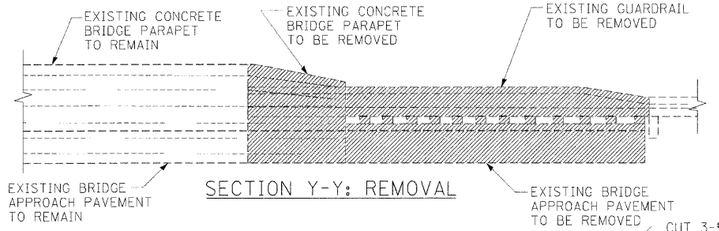
BAR d(E)



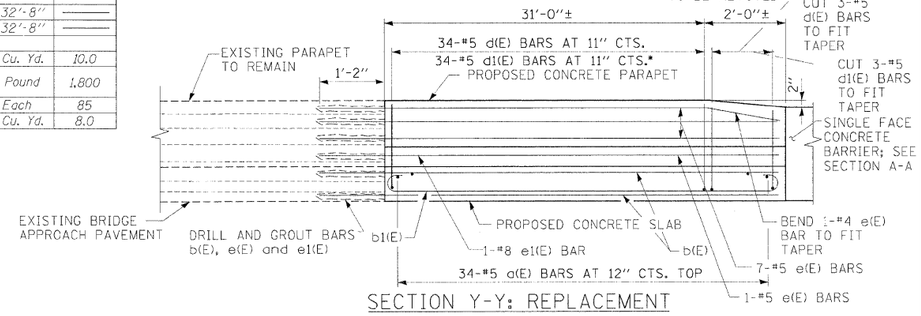
BAR d_1(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	34	#5	3'-8"	
b(E)	5	#4	32'-8"	
b_1(E)	5	#9	32'-9"	
d(E)	37	#5	5'-7"	
d_1(E)	37	#5	9'-1"	
e(E)	8	#5	32'-8"	
e_1(E)	1	#8	32'-8"	
Concrete Superstructure			Cu. Yd.	10.0
Reinforcement Bars, Epoxy Coated			Pound	1,800
Drill and Grout Bars			Each	85
Concrete Removal			Cu. Yd.	8.0



SECTION Y-Y: REMOVAL



SECTION Y-Y: REPLACEMENT

* DRILL AND GROUT INTO EXISTING PAVEMENT AS SHOWN IN SECTION X-X

EXTENSION OF EXISTING WB I-80 BRIDGE PARAPET AT RAMP C

* FAI 80 & FAS 297 / FAU 392

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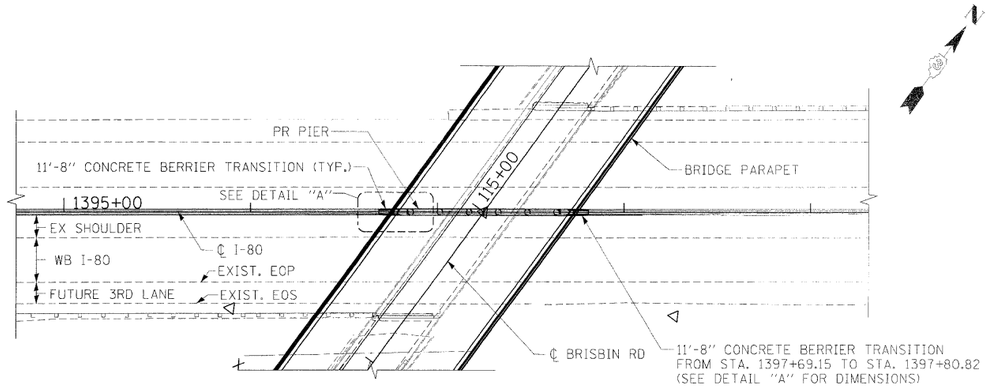
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

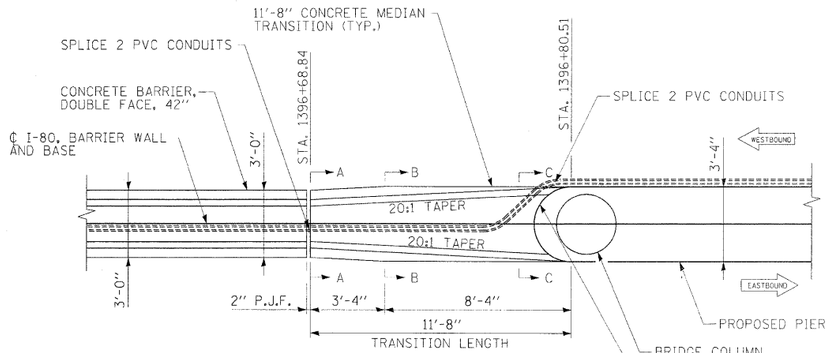
SCALE: AS NOTED | SHEET NO. 164 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & G(N)	GRUNDY	351	164
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



CONCRETE MEDIAN BARRIER TRANSITION AT BRIDGE PIERS - PLAN

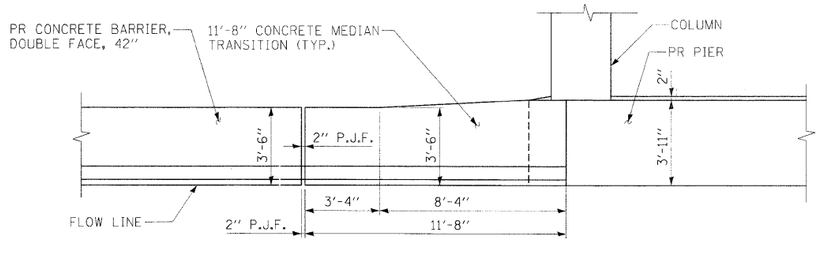
SCALE: 1"=40'



NOTE:
BRISBIN RD BRIDGE PARAPET AND EOP
NOT SHOWN FOR CLARITY.

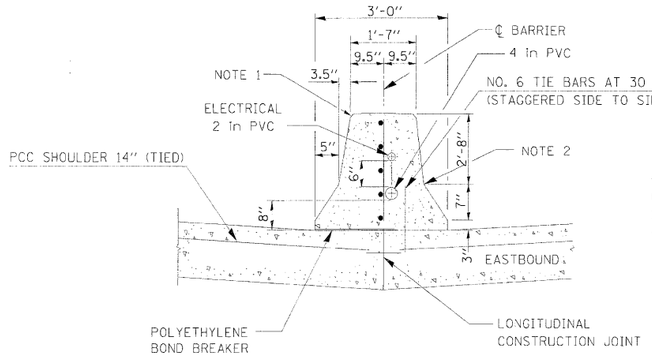
DETAIL "A" - PLAN

SCALE: NTS



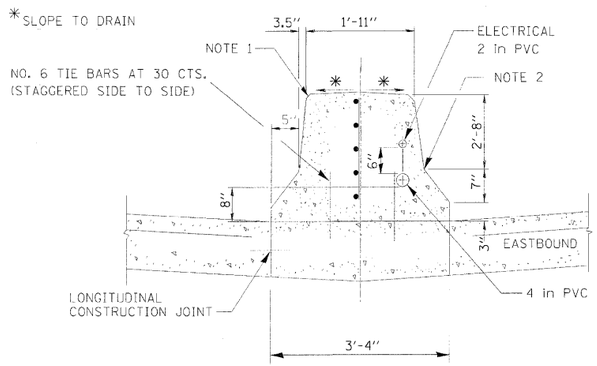
DETAIL "A" - PROFILE

SCALE: NTS



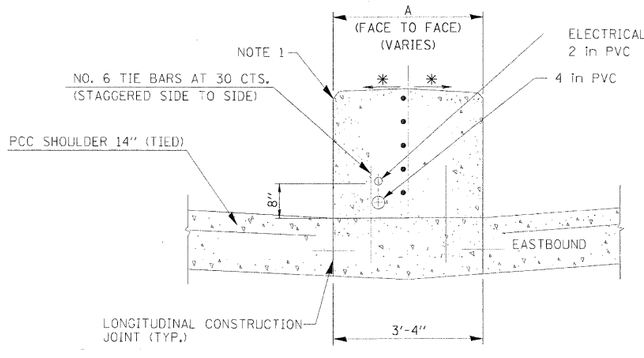
SECT. A-A
CONCRETE BARRIER

CONCRETE BARRIER, DOUBLE FACE,
19 in TOP WIDTH,
42 in HEIGHT



SECT. B-B
CONCRETE BARRIER

CONCRETE BARRIER, DOUBLE FACED
23 in TOP WIDTH
3'-7.7" HEIGHT



SECT. C-C
CONCRETE BARRIER

NOTE
1 - 1 in RADIUS
2 - 10 in RADIUS

0 40' 80'
1"= 40'

0 20' 40'
1"= 20'

• FAI 80 & FAS 297 / FAU 392

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		DRAWN - CGC	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

SCALE: AS NOTED | SHEET NO. 165 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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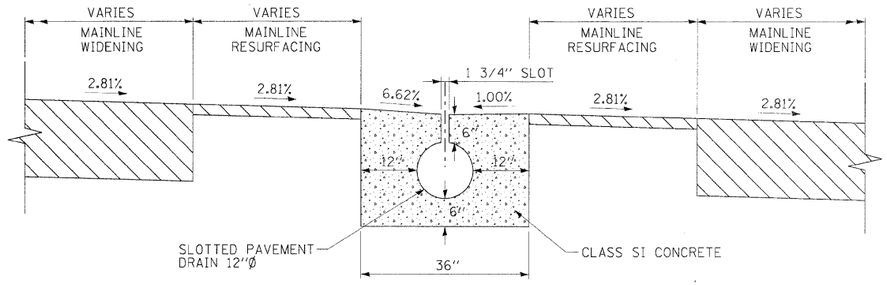
		CONTRACT NO. 66408		
		ILLINOIS FED. AID PROJECT		

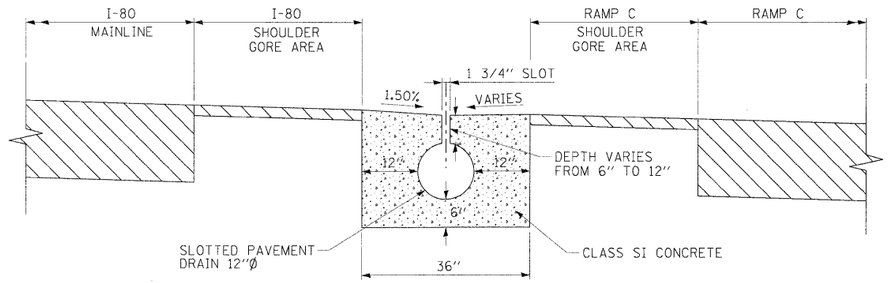


US-6 SLOTTED DRAIN PIPE

SCALE: NTS

NOTE:

SEE DISTRICT DETAIL 601-2 SLOTTED DRAIN PIPE FOR ADDITIONAL INFORMATION



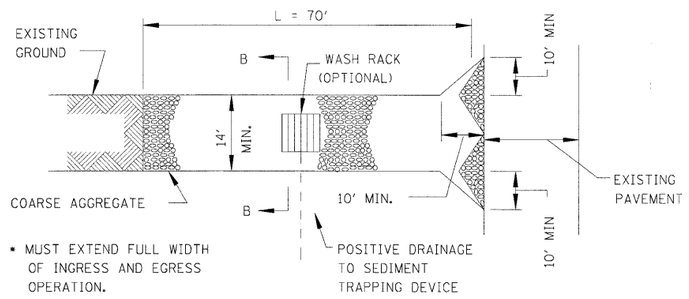
I-80 AT RAMP C SLOTTED DRAIN PIPE

SCALE: NTS

NOTE:

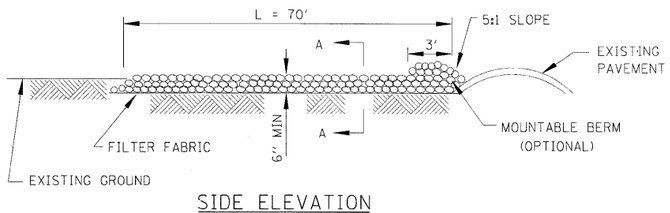
SEE DISTRICT DETAILS 601-2 SLOTTED DRAIN PIPE, 542546-01 FLUSH INLET BOX FOR MEDIAN, AND 420301-04 EXIT RAMP TERMINAL, FOR ADDITIONAL INFORMATION

STABILIZED CONSTRUCTION ENTRANCE



PLAN VIEW

SCALE: NTS

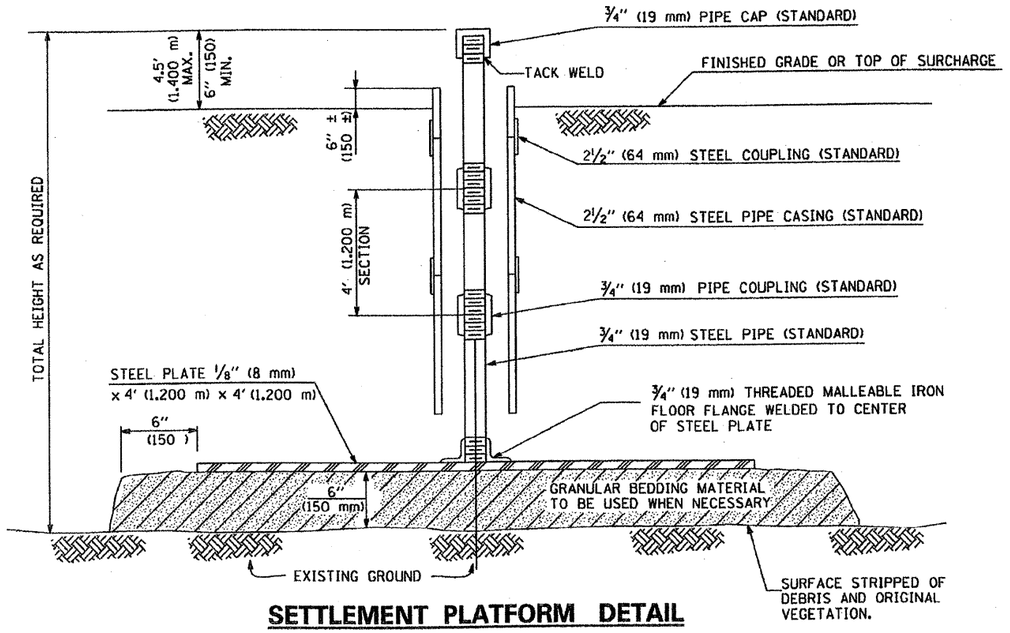


SIDE ELEVATION

SCALE: NTS

NOTES:

1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 282 OF THE STANDARD SPECIFICATIONS AND SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO THE PLACING OF ROCK.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATIONS, CA-1, CA-2, CA-3 OR CA-4 AND BE PLACED ACCORDING TO SECTION 351 OF THE STANDARD SPECIFICATIONS.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS.
4. IF WASH RACKS ARE USED THEY SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.



SETTLEMENT PLATFORM DETAIL

NOTES:

1. SEE SECTION 204.06 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. SETTLEMENT PLATFORM WILL BE CONSIDERED AS INCLUDED IN THE COST OF FURNISHED EXCAVATION.

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		DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

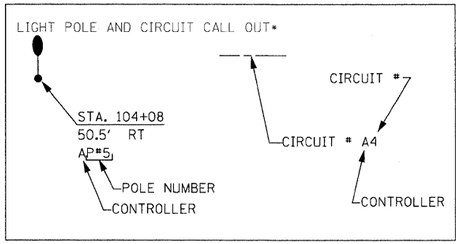
DISTRICT DETAILS

SCALE: AS NOTED | SHEET NO. 166 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & G(N)	GRUNDY	351	166
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES:

1. ALL NEW CONDUIT, UNIT DUCTS, DIRECT BURIAL CABLE, AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD ARE TO BE SURVEYED AND STAKED BY THE CONTRACTOR. THESE LOCATIONS SHALL MEET WITH APPROVAL OF THE ENGINEER PRIOR TO INSTALLATION AND CONSTRUCTION.
2. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ASSOCIATED SUPPLEMENTAL SPECIFICATIONS.
3. THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRE LAMPS IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. ALL LUMINAIRES SHALL BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM.
4. CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 30 INCHES DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDER DRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
5. WHERE MULTIPLE UNIT DUCTS ADJACENT TO EACH OTHER ARE INSTALLED IN A COMMON TRENCH, TRENCH AND BACKFILL WILL NOT BE PAID FOR EACH UNIT DUCTS, BUT WILL BE PAID FOR THE LENGTH OF THE COMMON TRENCH ONLY.
6. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE PAID ACCORDING TO 109.04(B) OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
7. WHEREVER THE TEMPORARY AERIAL CABLE IS REQUIRED TO CROSS AN EXISTING AND/OR PROPOSED ROADWAY, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 20 FEET OF VERTICAL CLEARANCE OVER THE ROADWAY AT ALL TIMES.



* ALL TOWERS POWERED FROM CONTROLLER "A", LOCATED AT STA. 110+95, 80' LT

HIGHWAY STANDARD

825016 LIGHTING CONTROLLER 480V, PEDESTAL MOUNTED
825026 LIGHTING CONTROLLER 480V, BASE MOUNTED
836001 LIGHT POLE FOUNDATION
837001 LIGHT TOWER FOUNDATION

LIGHTING REQUIREMENTS
(FOR INFORMATION ONLY)

	ILLUMINANCE		LUMINANCE			
	Average Illuminance (lux)	Uniformity (Avg To Min)	Average luminance (cd/sq. m)	Uniformity (Avg To Min)	Uniformity (Max To Min)	Maximum Lv to Lavg Ratio
Interstate 80	9.0	3.0	0.6	3.5	6.0	0.3
Ramps	9.0	3.0	0.6	3.5	6.0	0.3
Brisbin Road	9.0	3.0	0.6	3.5	6.0	0.3
US Route 6	9.0	3.0	0.6	3.5	6.0	0.3

LEGEND

- PROPOSED 100 M.H. HIGH MAST TOWER WITH 4 400W HPS LUMINAIRES
- PROPOSED 100 M.H. HIGH MAST TOWER WITH 6 400W HPS LUMINAIRES
- PROPOSED 50' M.H. LIGHT POLE WITH 400W HPS M-C-III TYPE LUMINAIRE AND 15' DAVIT ARM
- PROPOSED COMBINATION POLE WITH 15' DAVIT ARM AND 400W M-C-III TYPE LUMINAIRE MOUNTED AT 45' (SEE TRAFFIC SIGNAL PLANS FOR EXACT POLE LOCATION)
- PROPOSED 150W UNDERPASS LUMINAIRE
- PROPOSED 480V LIGHTING CONTROLLER, SINGLE PHASE, 60 HZ
- PROPOSED POLE MOUNTED ELECTRICAL SERVICE, SINGLE PHASE, 3 WIRE
- PROPOSED JUNCTION BOX, SIZE AS NOTED
- UNIT DUCT IN PUSHED CONDUIT, SIZE AS NOTED
- PROPOSED UNIT DUCT IN TRENCH, SIZE AS NOTED
- PROPOSED CONDUIT EMBEDDED IN STRUCTURE, SIZE AS NOTED
- EXISTING LIGHT POLE
- (A) UNIT DUCT, 600V, 2-1C NO.2, 1/C NO.2 GROUND, (XLP-TYPE USE), 1¼" DIA. POLYETHYLENE
- (B) UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.4 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE
- (C) UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE
- (D) UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), ¾" DIA. POLYETHYLENE
- (E) UNIT DUCT, 600V, 2-1C NO.10, 1/C NO.10 GROUND, (XLP-TYPE USE), ¾" DIA. POLYETHYLENE
- IMC INTERMEDIATE METAL CONDUIT
- RGS RIGID GALVANIZED STEEL
- ATS ATTACHED TO STRUCTURE

SCHEDULE OF QUANTITIES

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	2
80400100	ELECTRIC SERVICE INSTALLATION	EACH	2
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	55
81020500	CONDUIT PUSHED, 2" DIA., INTERMEDIATE METAL	FOOT	840
81020700	CONDUIT PUSHED, 3" DIA., INTERMEDIATE METAL	FOOT	145
81020900	CONDUIT PUSHED, 4" DIA., INTERMEDIATE METAL	FOOT	85
81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	20
81200120	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	15
81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	1
81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	8
81603010	UNIT DUCT, 600V, 2-1C NO.10, 1/C NO.10 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	5865
81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1040
81603025	UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.4 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	8350
81603035	UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	2160
81603065	UNIT DUCT, 600V, 2-1C NO.2, 1/C NO.2 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	3820
81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	470
81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	455
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	16005
82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	26
82105600	LUMINAIRE, SODIUM VAPOR, HIGH MAST, HORIZONTAL MOUNT, 400 WATT	EACH	110
82107300	UNDERPASS LUMINAIRE, 150 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	4
82500340	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 480VOLT, 60AMP	EACH	1
82500380	LIGHTING CONTROLLER, BASE MOUNTED, 480VOLT, 200AMP	EACH	1
83004600	LIGHT POLE, ALUMINUM, 50 FT. M.H., 15 FT. DAVIT ARM	EACH	22
83502300	LIGHT TOWER, 100 FT. MOUNTING HEIGHT, LUMINAIRE MT. - 4	EACH	2
83502400	LIGHT TOWER, 100 FT. MOUNTING HEIGHT, LUMINAIRE MT. - 6	EACH	17
83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	154
83700300	LIGHT TOWER FOUNDATION, 48" DIAMETER	FOOT	261
83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	22
84400115	RELOCATION OF EXISTING LIGHTING UNIT	L SUM	1

* FAI 80 & FAS 297 / FAU 392

FILE NAME: ...\D366408-sht-Lightgennote.dgn	USER NAME =	DESIGNED - RDP/JH	REVISED -
		DRAWN - RDP	REVISED -
	PLOT SCALE = 1:50	CHECKED - JH/JDM	REVISED -
	PLOT DATE = 5/4/2010	DATE - 04/30/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING GENERAL NOTES AND LEGEND

SCALE: NONE | PROJECT 91-034-07/91-153-80 | JOB NO. D-93-011-04 | SHEET NO. 1 OF 15 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & (GJN	GRUNDY	351	167
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

I-80
STA. 1371+67
90' LT
T # 5
FDN LENGTH 12.0'

CIRCUIT # A2

B

425+00

℄ I-80

1375+00

MATCHLINE STA. 1379+20

100+00

I-80
STA. 1376+11
90' RT
T # 4
FDN LENGTH 13.5'

AC

CIRCUIT # A1

C

RAMP D
STA. 412+65
41' RT
T # 7
FDN LENGTH 13.5'

CONDUIT PUSHED
2" IMC, 35'

AC

410+00

℄ RAMP D

MATCHLINE STA. 406+40
SEE SHEET E-4

N

RAMP D
STA. 420+22
40' RT
T # 6
FDN LENGTH 12.0'

B

CIRCUIT # A2

AC

415+00

420+00

MATCHLINE STA. 1379+20

℄ I-80

1380+00

1385+00

1390+00

MATCHLINE STA. 1394+20
SEE SHEET E-4

I-80
STA. 1390+82
102' RT
T # 2
FDN LENGTH 12.0'

105+00

110+00

AC

CIRCUIT # A1

C

RAMP A
STA. 106+82
40' RT
T # 3
FDN LENGTH 13.5'

CONDUIT PUSHED
2" IMC, 35'

℄ RAMP A

MATCHLINE STA. 114+50
SEE SHEET E-3

0 50' 100'

1" = 50'

• FAI 80 & FAS 297 / FAU 392

E-2

FILE NAME	USER NAME =	DESIGNED - RDP/JH	REVISED -
...\D366428-sht-Light1.dgn		DRAWN - RDP	REVISED -
	PLOT SCALE = 1:50	CHECKED - JH/JDM	REVISED -
	PLOT DATE = 5/4/2010	DATE - 04/30/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY LIGHTING PLAN

	PROJECT 91-034-07/91-153-80	JOB NO. D-93-011-04	
SCALE: 1"=50'	SHEET NO. 2 OF 15 SHEETS	STA. 1379+20	TO STA. 1394+20

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & (G)N	GRUNDY	351	168
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE:
1. SEE TRAFFIC SIGNAL PLANS FOR EXACT LOCATION OF COMBINATION POLE.

N

STA. 198+64
47' RT
BP#11

℄ US RTE 6

STA. 199+98
48' LT
BP#16

200+00

CIRCUIT # B2

CIRCUIT # B2

CONDUIT PUSHED
2" IMC, 110'

STA. 201+56
63' RT
BP#10

STA. 97+85
COMBINATION POLE
BP#9
NOTE 1

STA. 202+49
COMBINATION POLE
BP#15
NOTE 1

STA. 100+42
50.5' LT
BP#14

CIRCUIT # B2

STA. 96+13
42' LT
BP#12

AC

℄ BRISBIN ROAD

STA. 102+22
50.5' LT
AP#3

CIRCUIT # A3

STA. 105+73
52' LT
AP#2

CONDUIT PUSHED
2" IMC, 90'

℄ RAMP A

MATCHLINE STA. 114+50
SEE SHEET E-2

BRISBINROAD
STA. 110+51
67' LT
T # 1
FDN LENGTH 18.5'

115+00

CONDUIT PUSHED
2" IMC, 35'

CIRCUIT # A1

STA. 109+30
82' LT
AP#1

MATCHLINE STA. 95+50

100+00

105+00

110+00

MATCHLINE STA. 110+70
SEE SHEET E-4

CIRCUIT # B1

STA. 97+80
51' RT
BP#1

CONDUIT PUSHED
2" IMC, 85'

PROPOSED LIGHTING CONTROLLER "B"
PEDESTAL MOUNTED, 480VOLT, 60AMP
STA. 98+12, 96' RT

240/480 V, 1-PHASE, 3 WIRE,
OVERHEAD SERVICE

STA. 204+54
COMBINATION POLE
BP#2
NOTE 1

CIRCUIT # B1

205+00

STA. 100+19
COMBINATION POLE
BP#5
NOTE 1

STA. 205+41
67' LT
BP#6

CONDUIT PUSHED
2" IMC, 110'

CIRCUIT # B1

℄ US RTE 6

STA. 207+06
50' RT
BP#3

MATCHLINE STA. 207+80

STA. 104+08
50.5' RT
AP#4

CIRCUIT # A3

STA. 107+50
58' RT
AP#5

STA. 92+63
42' LT
BP#13

CIRCUIT # B4

95+00

STA. 94+38
52' RT
BP#8

℄ BRISBIN ROAD

CIRCUIT # B1

MATCHLINE STA. 95+50

MATCHLINE STA. 207+80

CIRCUIT # B1

STA. 208+62
51' LT
BP#7

CONDUIT PUSHED
2" IMC, 40'

℄ RAMP B

STA. 210+20
41' RT
BP#4

210+00

℄ US RTE 6

CIRCUIT # A4

MATCHLINE STA. 204+00
SEE SHEET E-5

0 50' 100'
1"= 50'

* FAI 80 & FAS 297 / FAU 392

E-3

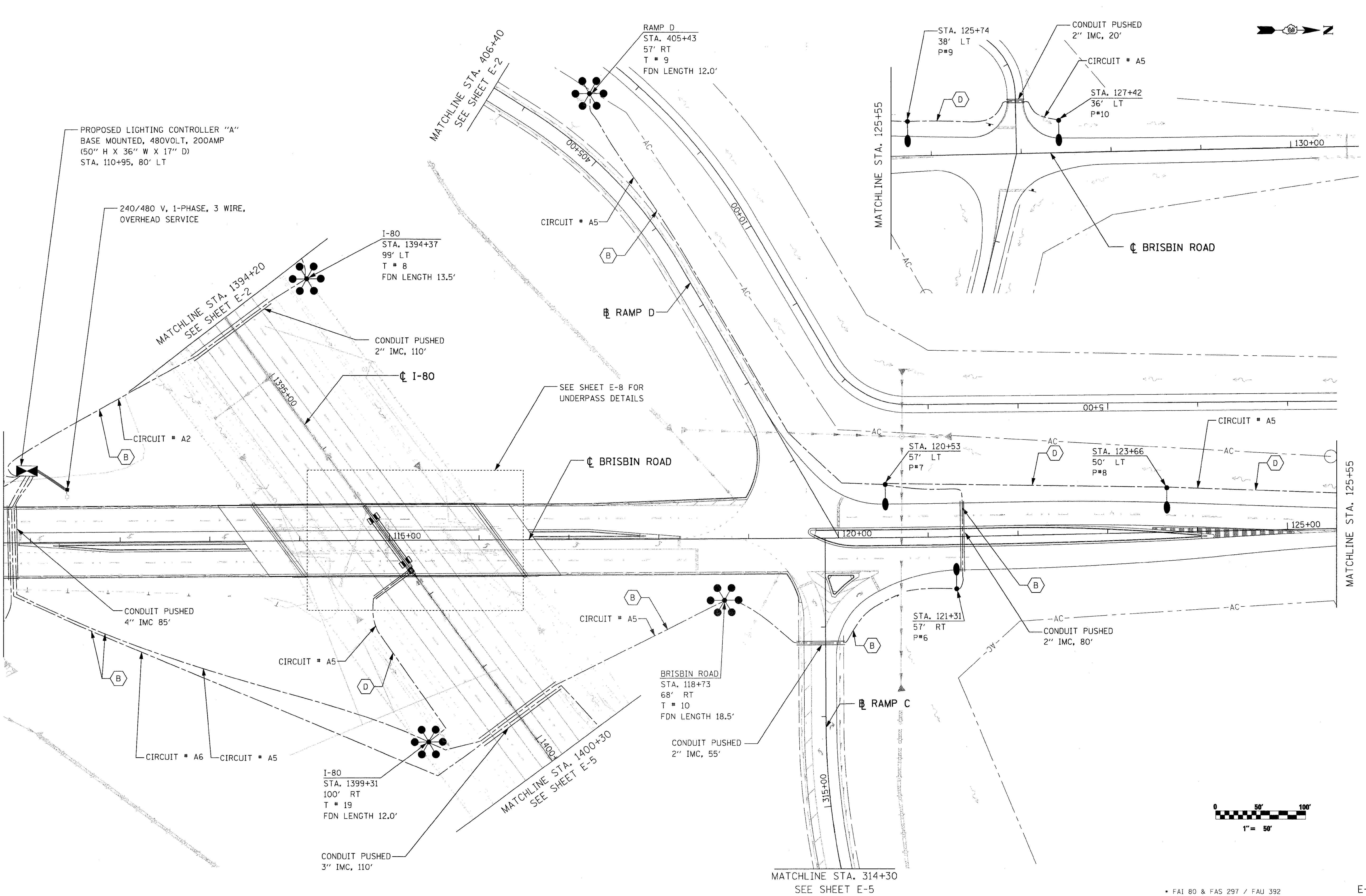
FILE NAME = ...\D366408-sht-Light2.dgn	USER NAME =	DESIGNED - RDP/JH	REVISED -
		DRAWN - RDP	REVISED -
	PLOT SCALE = 1:50	CHECKED - JH/JDM	REVISED -
	PLOT DATE = 5/4/2010	DATE - 04/30/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY LIGHTING PLAN

	PROJECT 91-034-07/91-153-80	JOB NO. D-93-011-04	
SCALE: 1"=50'	SHEET NO. 3 OF 15 SHEETS	STA. 95+50	TO STA. 110+70

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & (G)N	GRUNDY	351	169
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



* FAI 80 & FAS 297 / FAU 392

E-4

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	PLOT DATE = 5/4/2010	DATE - 04/30/2010	REVISED -

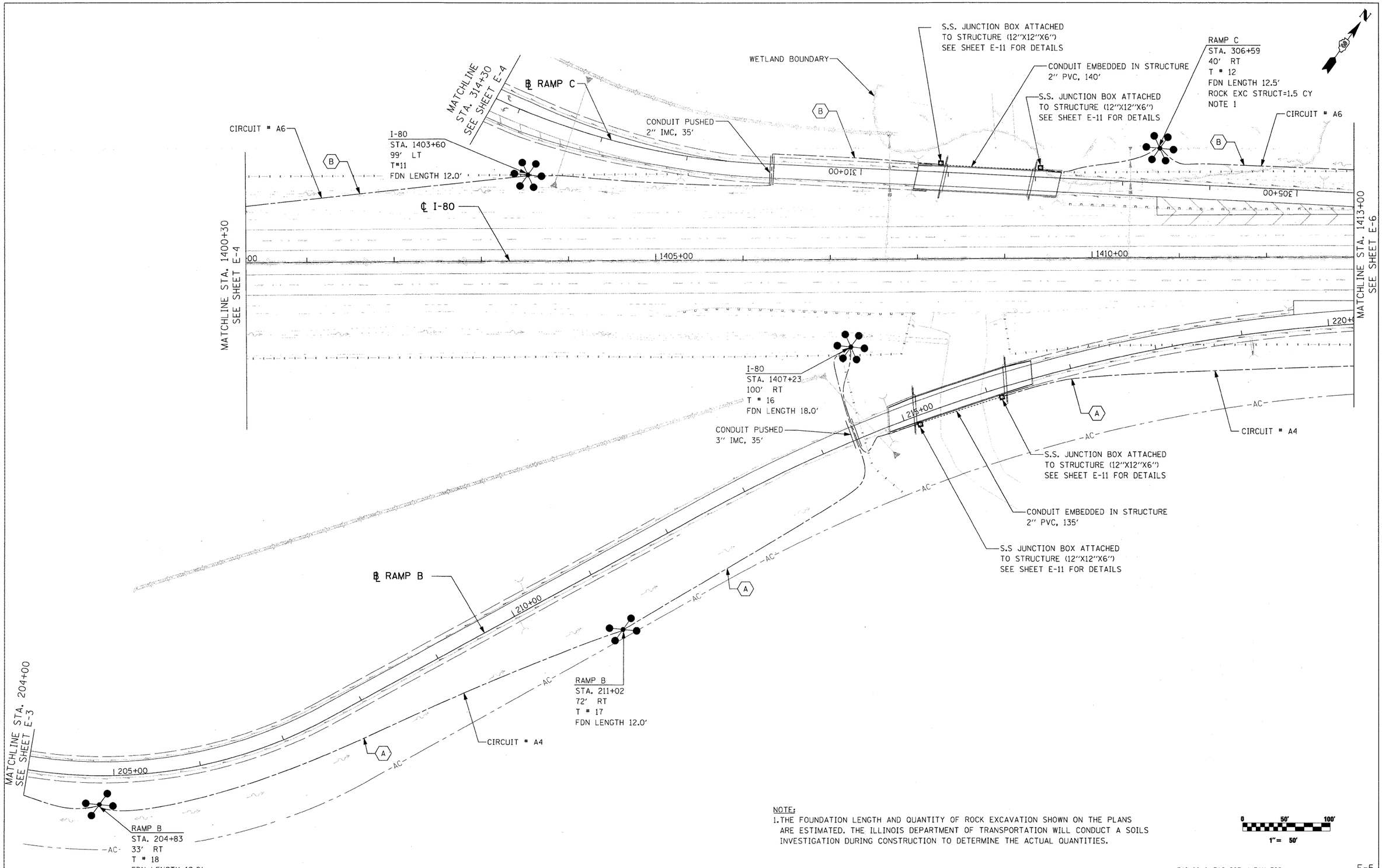
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY LIGHTING PLAN

PROJECT 91-034-07/91-153-80 | JOB NO. D-93-011-04

SCALE: 1"=50' | SHEET NO. 4 OF 15 SHEETS | STA. 110+70 TO STA. 125+55

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & (G)N	GRUNDY	351	170
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTE:
1. THE FOUNDATION LENGTH AND QUANTITY OF ROCK EXCAVATION SHOWN ON THE PLANS ARE ESTIMATED. THE ILLINOIS DEPARTMENT OF TRANSPORTATION WILL CONDUCT A SOILS INVESTIGATION DURING CONSTRUCTION TO DETERMINE THE ACTUAL QUANTITIES.

0 50' 100'
1"= 50'

• FAI 80 & FAS 297 / FAU 392

E-5

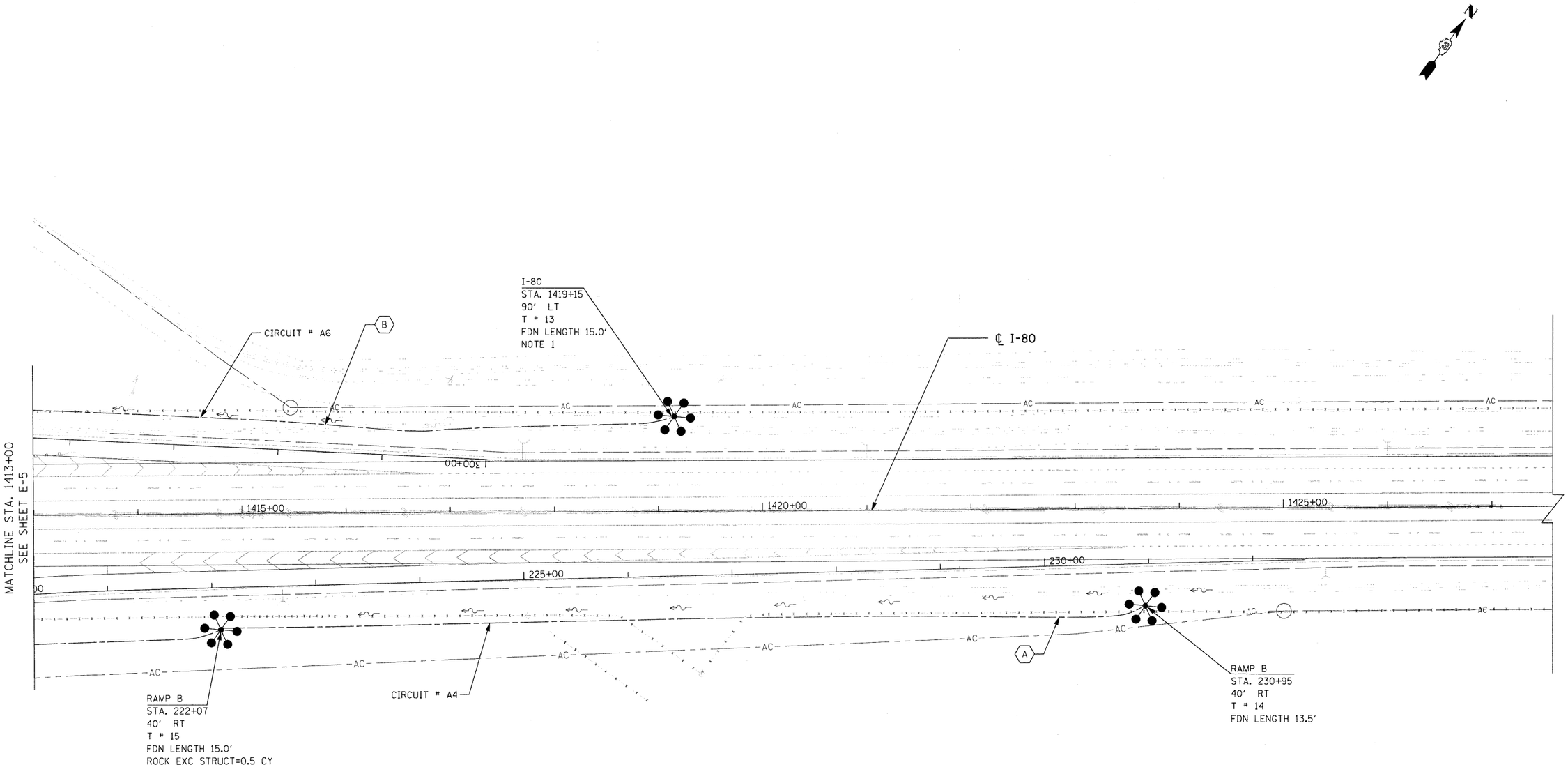
FILE NAME: ...\D366408-sht-Light4.dgn	USER NAME =	DESIGNED - RDP/JH	REVISED -
		DRAWN - RDP	REVISED -
	PLOT SCALE = 1:50	CHECKED - JH/JDM	REVISED -
	PLOT DATE = 5/17/2010	DATE - 04/30/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY LIGHTING PLAN

	PROJECT 91-034-07/91-153-80	JOB NO. D-93-011-04	
SCALE: 1"=50'	SHEET NO. 5 OF 15 SHEETS	STA.1398+80 TO STA. 1413+00	

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & (G)N	GRUNDY	351	171
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTE:

1. CONTRACTOR SHALL FURNISH AND INSTALL 15" CURVED SIX LIGHT SHIELDS ORIENTED TO BLOCK LIGHT TRESPASS INTO THE FRONTAGE ROAD. THE COST OF THIS WORK IS INCIDENTAL TO PAY ITEM "LUMINAIRE, SODIUM VAPOR, HIGH MAST HORIZONTAL MOUNT, 400 WATT".

0 50' 100'

1"= 50'

* FAI 80 & FAS 297 / FAU 392

E-6

FILE NAME: ...\D366408-sht-Light5.dgn	USER NAME =	DESIGNED - RDP/JH	REVISED -
		DRAWN - RDP	REVISED -
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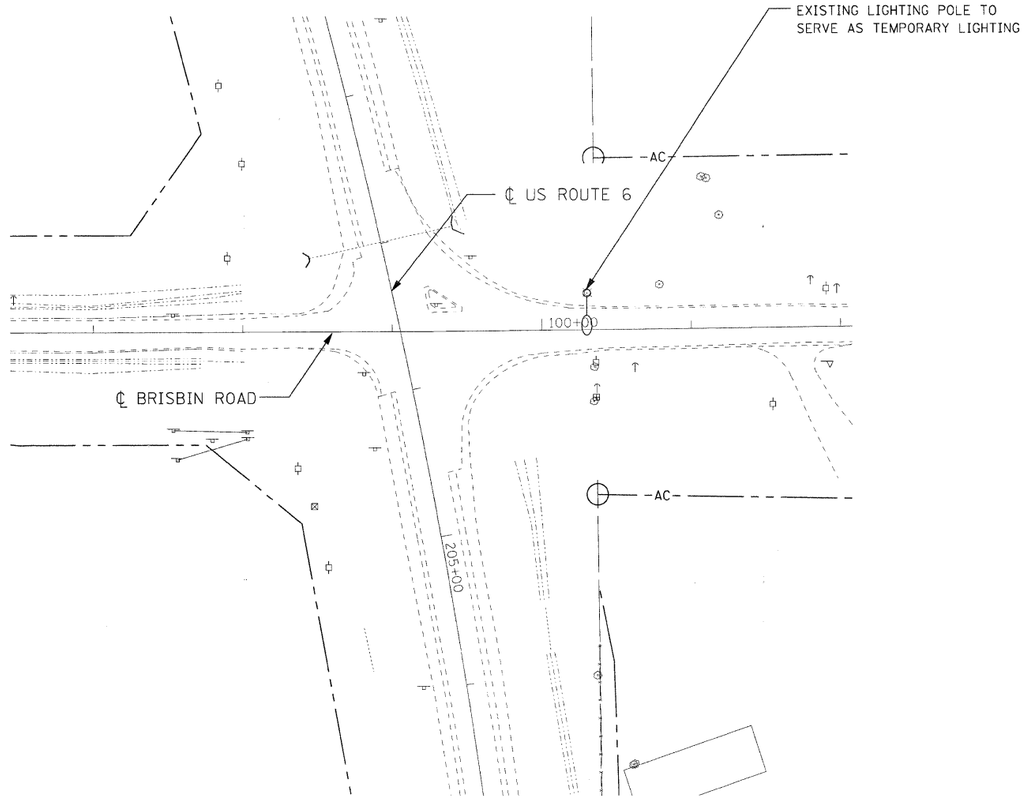
	PLOT DATE = 5/4/2010	DATE - 04/30/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY LIGHTING PLAN

	PROJECT 91-034-07/91-153-80	JOB NO. D-93-011-04	
SCALE: 1"=50'	SHEET NO. 6 OF 15 SHEETS	STA. 1413+00	TO STA.

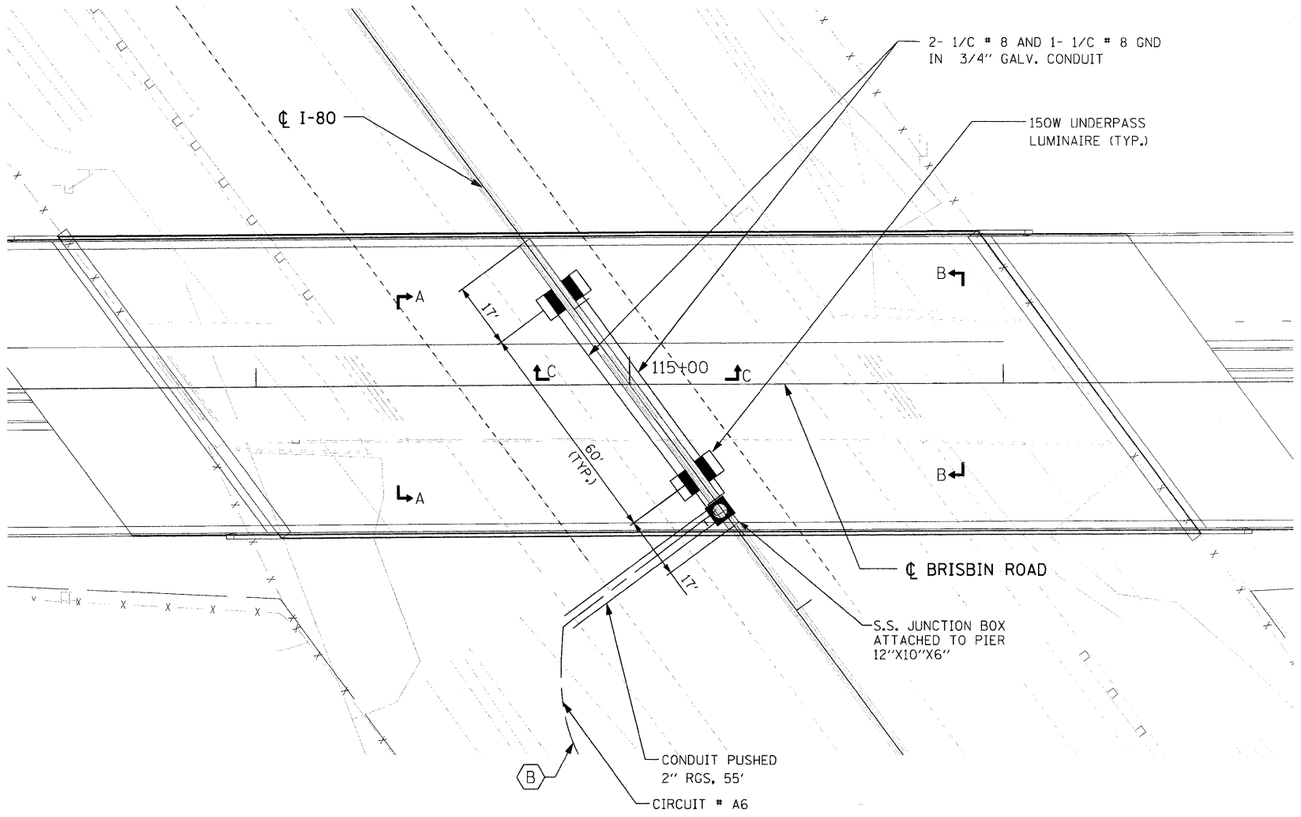
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & (GJN	GRUNDY	351	172
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



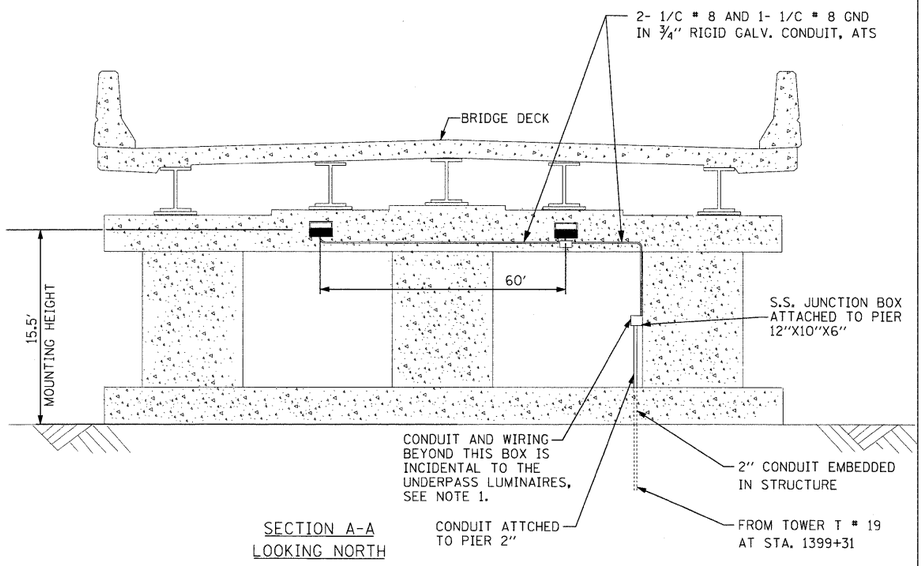
• FAI 80 & FAS 297 / FAU 392

E-7

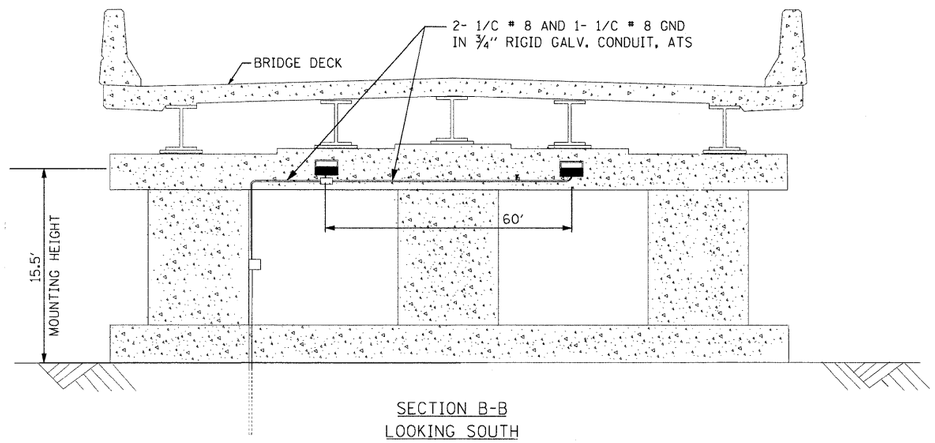
FILE NAME: ...\D366408-sht-Light6.dgn	USER NAME =	DESIGNED - RDP/JH	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**ROADWAY TEMPORARY LIGHTING PLAN**			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RDP	REVISED -					•	(32,47-4) HBK-4 & (G)N	GRUNDY	351	173
	PLOT SCALE = 1:50	CHECKED - JH/JDM	REVISED -							CONTRACT NO. 66408		
	PLOT DATE = 5/4/2010	DATE - 04/30/2010	REVISED -		SCALE: 1"=50'	PROJECT 91-034-07/91-153-80	JOB NO. D-93-011-04	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
						SHEET NO. 7 OF 15 SHEETS	STA. TO STA.					



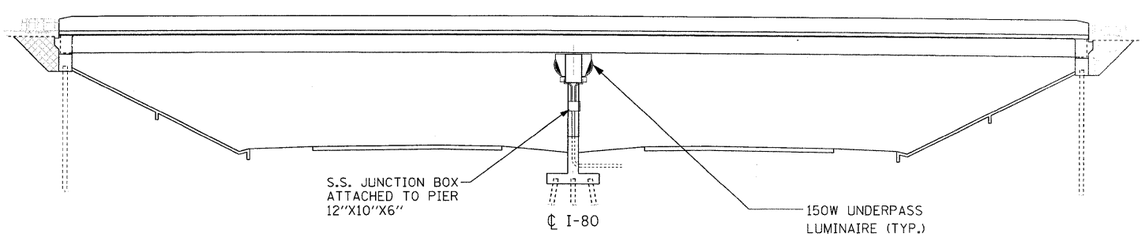
UNDERPASS LIGHTING PLAN
1"=20'



SECTION A-A
LOOKING NORTH



SECTION B-B
LOOKING SOUTH



SECTION C-C
LOOKING WEST
NOT TO SCALE

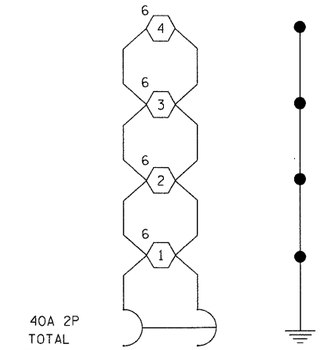
GENERAL NOTES

1. CONDUIT AND WIRING FROM JUNCTION BOX AT BRIDGE PIER TO THE UNDERPASS LUMINAIRES SHALL BE INCIDENTAL TO THE COST OF THE UNDERPASS LUMINAIRES. THIS INCLUDES ALL APPURTENANCES INCLUDING, BUT NOT LIMITED TO: STRAPS, CLAMPS, HANGERS, FITTINGS, ATTACHMENTS, HARDWARE, ETC.

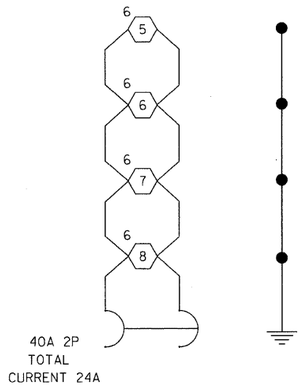
2. CONDUIT ATTACHED TO STRUCTURE SHALL BE RIGID GALVANIZED CONDUIT UNLESS NOTED OTHERWISE. ALL HARDWARE SHALL BE STAINLESS STEEL AND ALL CONDUIT APPURTENANCES, AS NOTED ABOVE, SHALL BE HOT DIP GALVANIZED OR STAINLESS STEEL.

3. A STAINLESS STEEL JUNCTION BOX AND FLEX CONDUIT SHALL BE INSTALLED IN THE CONDUIT AT ANY OPENING IN THE BRIDGE DECK WHERE ROAD SALT CAN ENTER INTO ONTO THE CONDUIT SYSTEM.

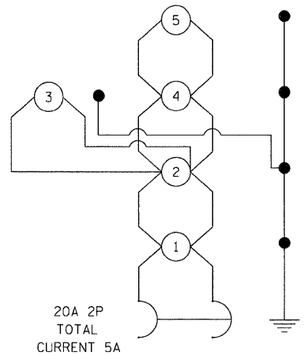
4. ROUTING AND METHOD OF ATTACHMENT OF THE CONDUIT ON THE BRIDGE STRUCTURE AND ACROSS PIERS SHALL BE AS APPROVED BY THE ENGINEER.



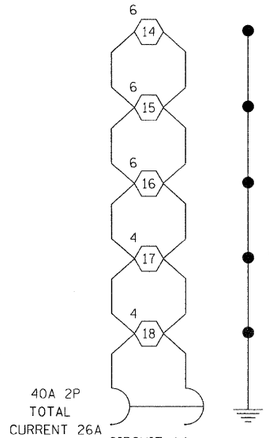
CIRCUIT A1
ALL CONDUCTOR # 6
CONTROLLER "A"



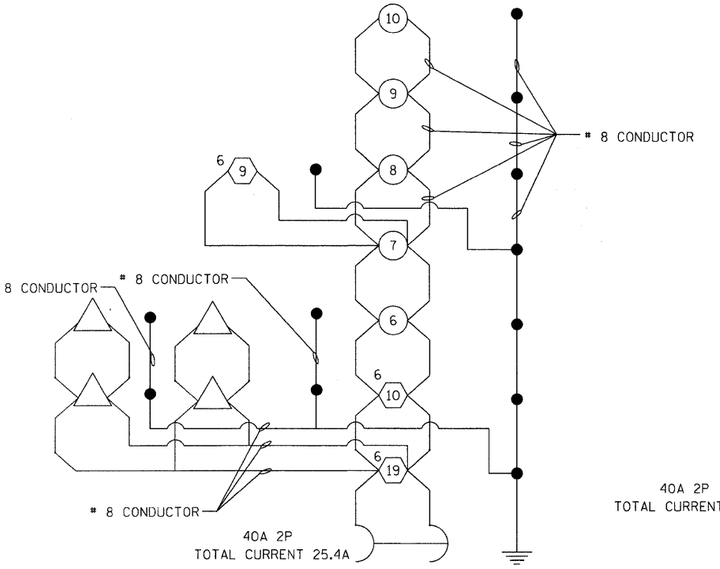
CIRCUIT A2
ALL CONDUCTOR # 4
CONTROLLER "A"



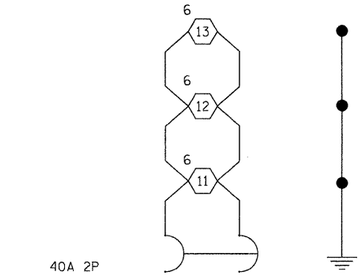
CIRCUIT A3
ALL CONDUCTOR # 10
CONTROLLER "A"



CIRCUIT A4
ALL CONDUCTOR # 2
CONTROLLER "A"



CIRCUIT A5
ALL CONDUCTOR # 4
(EXCEPT AS NOTED OTHERWISE)
CONTROLLER "A"



CIRCUIT A6
ALL CONDUCTOR # 4
CONTROLLER "A"

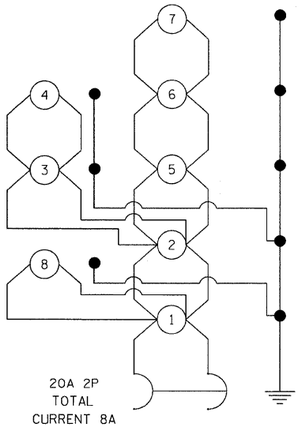
LEGEND

400W HPS LUMINAIRE

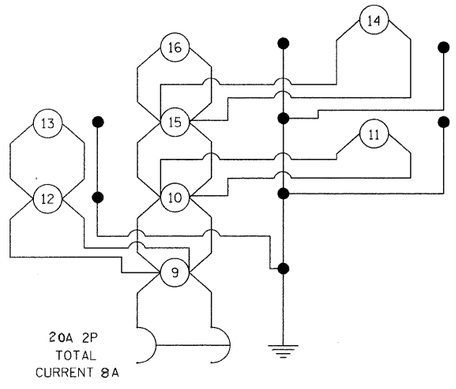
INDICATES LUMINAIRES PER TOWER
400W HPS TOWER LUMINAIRE

150W HPS UNDERPASS LUMINAIRE

NOTE
1. THE CONTRACTOR SHALL FURNISH AND INSTALL A LIGHT POLE IDENTIFICATION ON EACH NEW LIGHT POLE AS SPECIFIED IN ARTICLE 1069.06 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. THE LOCATION NUMBER FOR I-80 AND BRISBIN ROAD IS 130. THIS WORK IS INCIDENTAL TO THE RESPECTIVE LIGHT POLE PAY ITEM.



CIRCUIT B1
ALL CONDUCTOR # 10
CONTROLLER "B"



CIRCUIT B2
ALL CONDUCTOR # 10
CONTROLLER "B"

FILE NAME: ...\D366408-sht-Light8.dgn	USER NAME =	DESIGNED - RDP/JH	REVISED -
		DRAWN - RDP	REVISED -
	PLOT SCALE = 1:50	CHECKED - JH/JDM	REVISED -
	PLOT DATE = 5/4/2010	DATE - 04/30/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIRING DIAGRAM

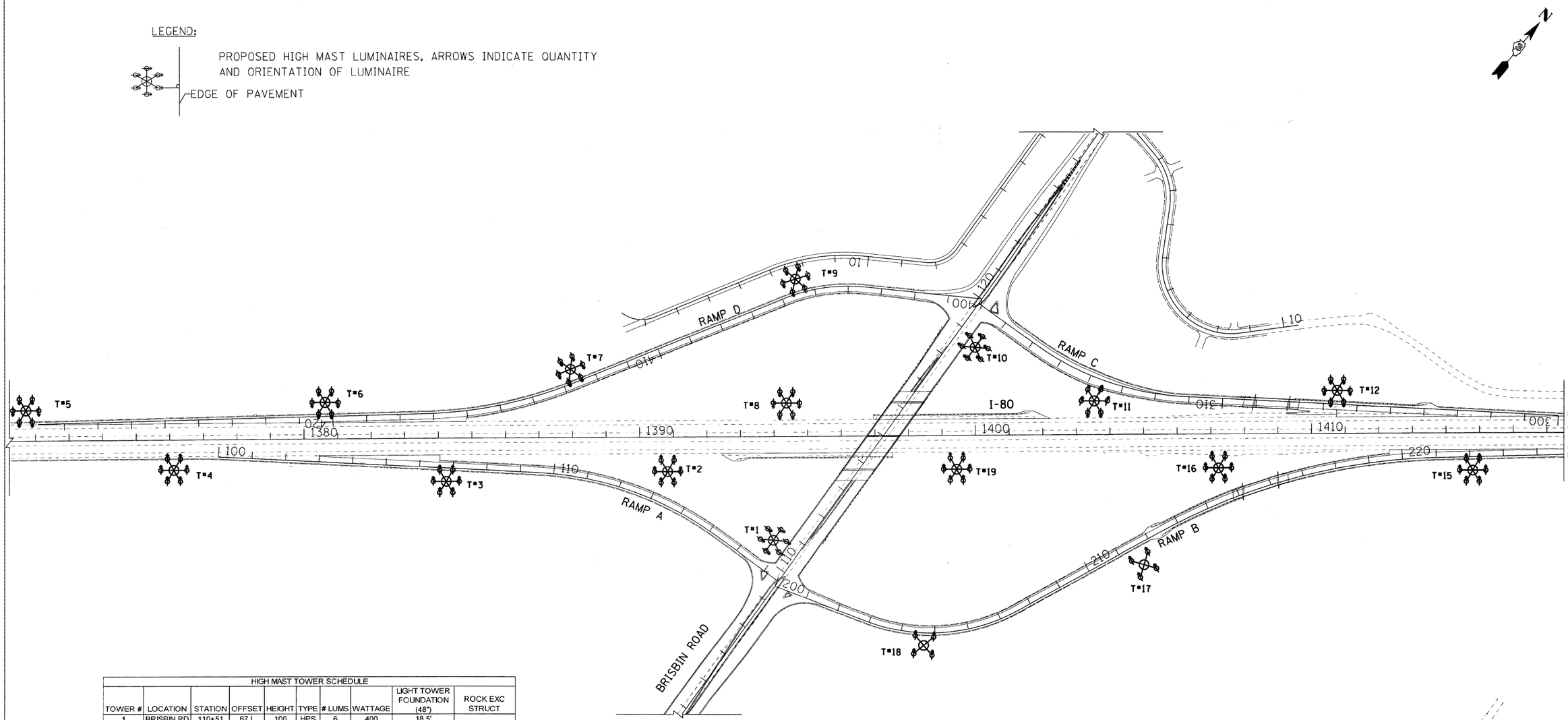
SCALE: NONE | PROJECT 91-034-07/91-153-80 | JOB NO. D-93-011-04 | SHEET NO. 9 OF 15 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & (G)N	GRUNDY	351	175
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND:

PROPOSED HIGH MAST LUMINAIRES, ARROWS INDICATE QUANTITY AND ORIENTATION OF LUMINAIRE

EDGE OF PAVEMENT



HIGH MAST TOWER SCHEDULE									
TOWER #	LOCATION	STATION	OFFSET	HEIGHT	TYPE	# LUMS	WATTAGE	LIGHT TOWER FOUNDATION (48")	ROCK EXC STRUCT
1	BRISBIN RD	110+51	67 L	100	HPS	6	400	18.5'	
2	I-80	1390+82	102 R	100	HPS	6	400	12.0'	
3	RAMP A	106+82	40 R	100	HPS	6	400	13.5'	
4	I-80	1376+11	90 R	100	HPS	6	400	13.5'	
5	I-80	1371+67	90 L	100	HPS	6	400	12.0'	
6	RAMP D	420+22	40 R	100	HPS	6	400	12.0'	
7	RAMP D	412+65	41 R	100	HPS	6	400	13.5'	
8	I-80	1394+37	99 L	100	HPS	6	400	13.5'	
9	RAMP D	405+43	57 R	100	HPS	6	400	12.0'	
10	BRISBIN RD	118+73	68 R	100	HPS	6	400	18.5'	
11	I-80	1430+60	99 L	100	HPS	6	400	12.0'	
12	RAMP C	306+59	40 R	100	HPS	6	400	12.5'	1.5 CY
13	I-80	1419+15	90 L	100	HPS	6	400	15.0'	
14	RAMP B	230+95	40 R	100	HPS	6	400	13.5'	
15	RAMP B	222+07	40 R	100	HPS	6	400	15.0'	0.5CY
16	I-80	1407+23	100 R	100	HPS	6	400	18.0'	
17	RAMP B	211+02	72 R	100	HPS	4	400	12.0'	
18	RAMP B	204+83	33 R	100	HPS	4	400	12.0'	
19	I-80	1399+31	100 R	100	HPS	6	400	12.0'	

0 150' 300'

1"= 150'

* FAI 80 & FAS 297 / FAU 392

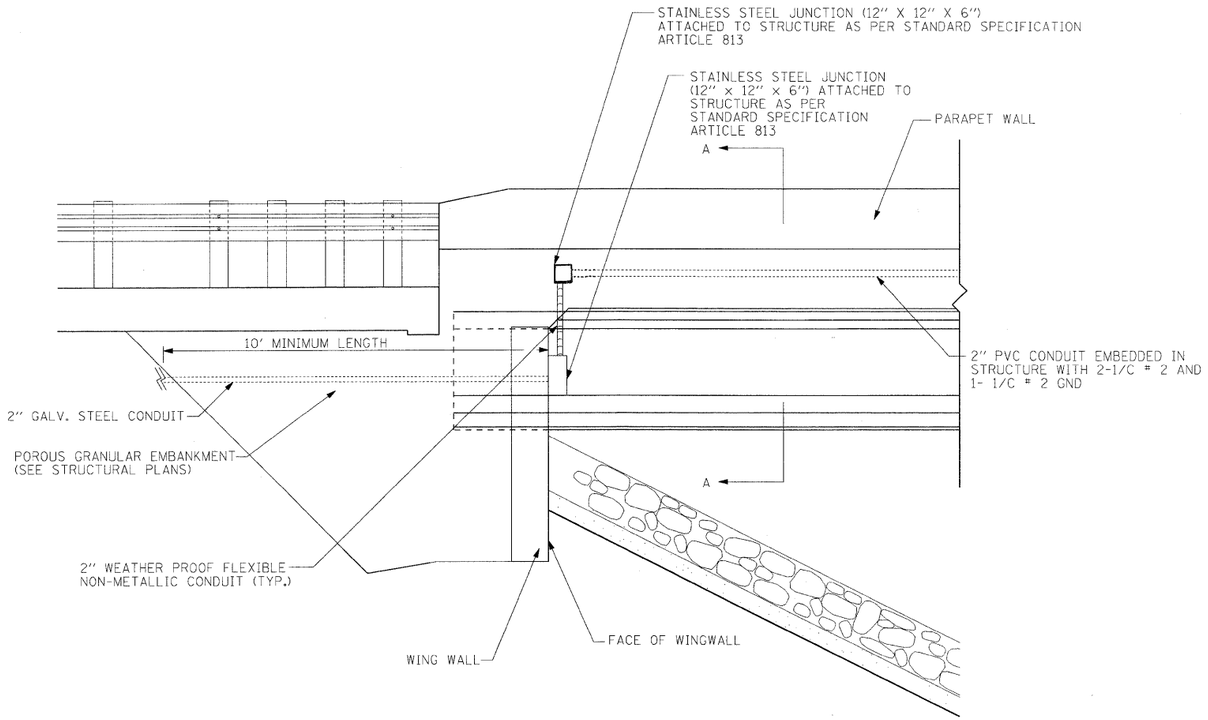
FILE NAME	USER NAME =	DESIGNED - RDP/JH	REVISED -
...\D366408-sht-Light9.dgn		DRAWN - RDP	REVISED -
	PLOT SCALE = 1:150	CHECKED - JH/JDM	REVISED -
	PLOT DATE = 5/4/2010	DATE - 04/30/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

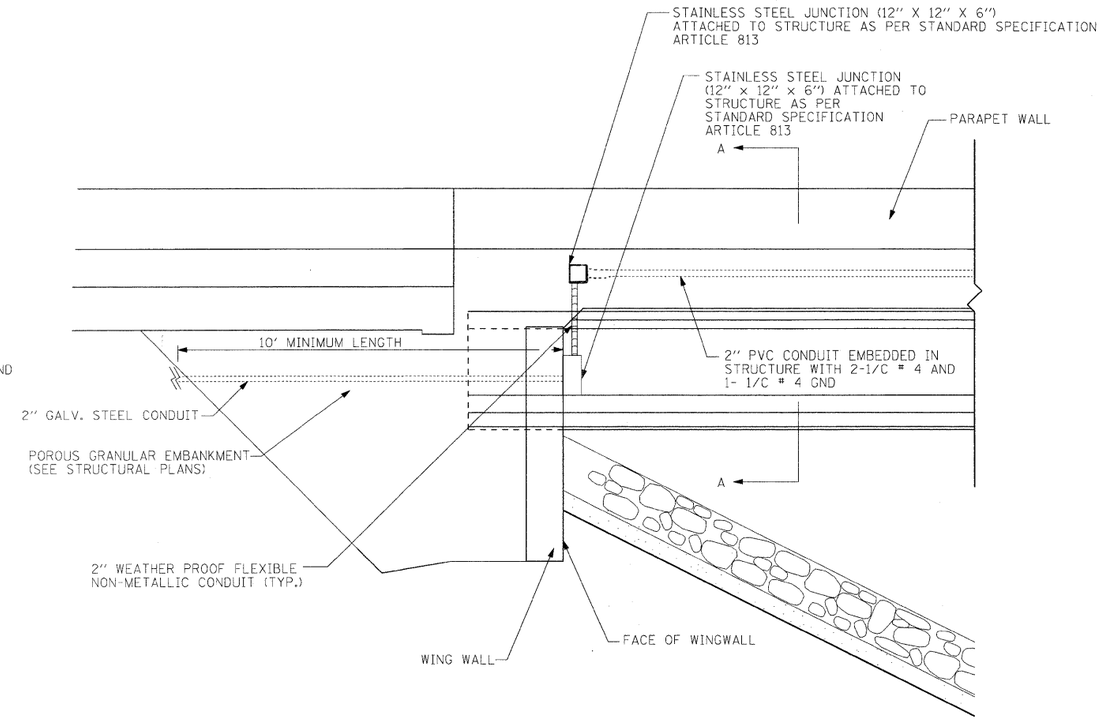
HIGH MAST AIMING DIAGRAM

SCALE: 1"=150' | PROJECT 91-034-07/91-153-80 | JOB NO. D-93-011-04 | SHEET NO. 10 OF 15 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & (GJN	GRUNDY	351	176
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



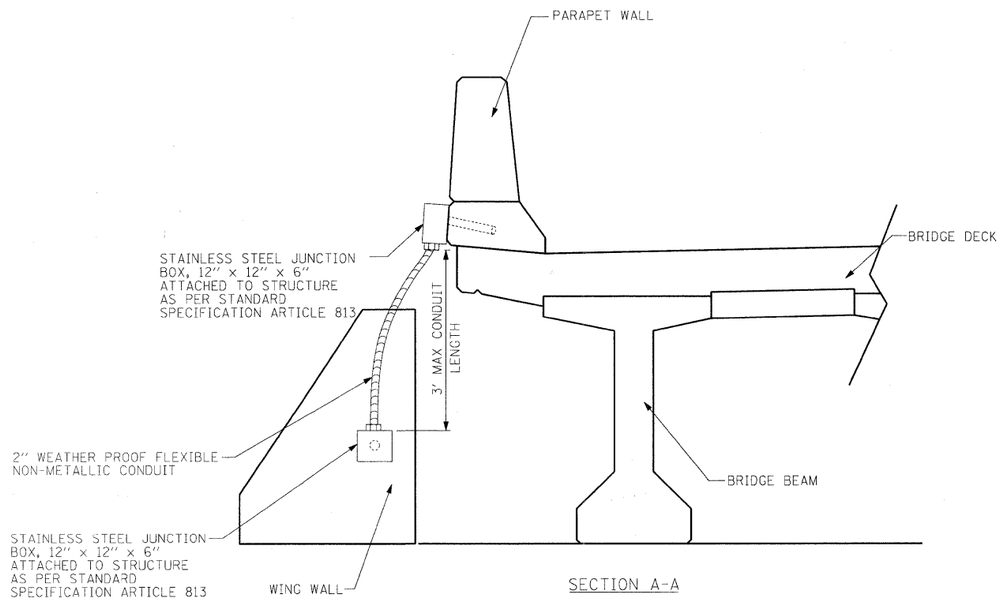
S.S. JUNCTION BOX ATTACHMENT AT RAMP B
LOOKING NORTH (WEST SIDE OF BRIDGE)



S.S. JUNCTION BOX ATTACHMENT AT RAMP C
LOOKING SOUTH (EAST SIDE OF BRIDGE)

NOTES

1. ALL CONDUITS WITH THEIR FITTINGS INCLUDING WEATHERPROOF FLEXIBLE NON-METALLIC CONDUIT SHALL BE PAID UNDER PAY ITEM 81200230.
2. ALL FLEXIBLE NON-METALLIC CONDUIT SHALL BE RESISTANT TO OIL, WATER, CHEMICALS, AND UV. IT SHALL BE SUITABLE FOR OUTDOOR, DIRECT BURY, AND EXTREME COLD USE IN ACCORDANCE WITH NEC ARTICLE 356.



SECTION A-A

* FAI 80 & FAS 297 / FAU 392

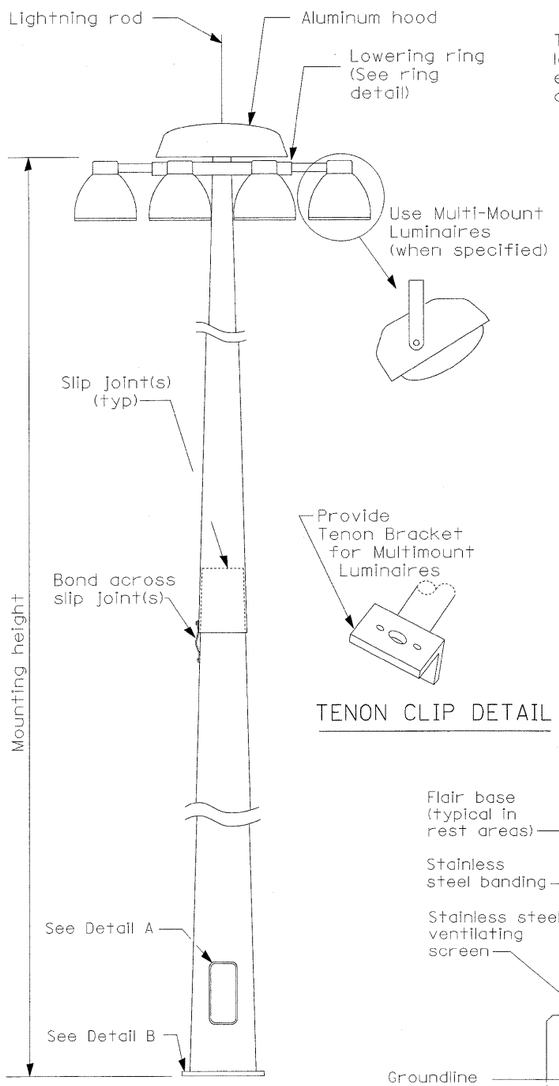
FILE NAME: ...\D366408-sht-details1.dgn	USER NAME =	DESIGNED - RDP	REVISED -
		DRAWN - JM	REVISED -
	PLOT SCALE = 1:50	CHECKED - SAS	REVISED -
	PLOT DATE = 5/4/2010	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

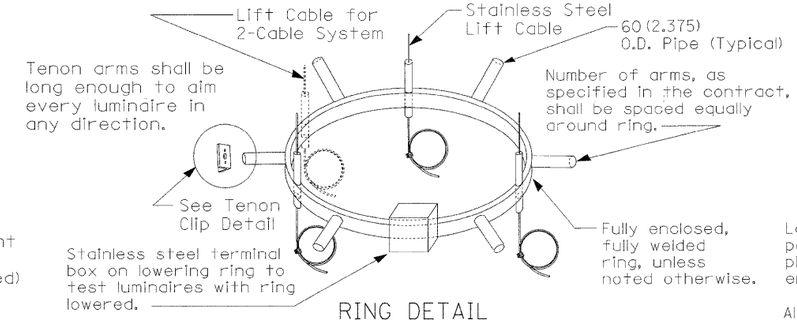
ROADWAY LIGHTING DETAIL

	PROJECT 91-034-07/91-153-80	JOB NO. D-93-011-04	
SCALE: NONE	SHEET NO. 11 OF 15 SHEETS	STA.	TO STA.

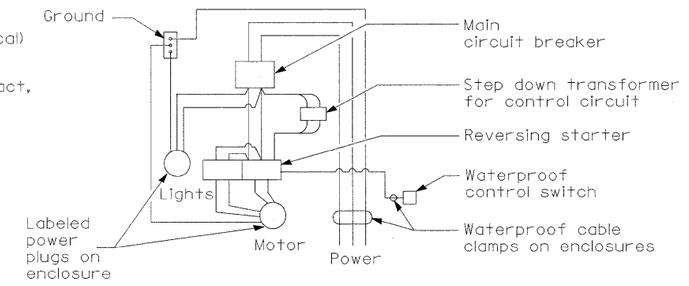
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & (GJN	GRUNDY	351	177
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

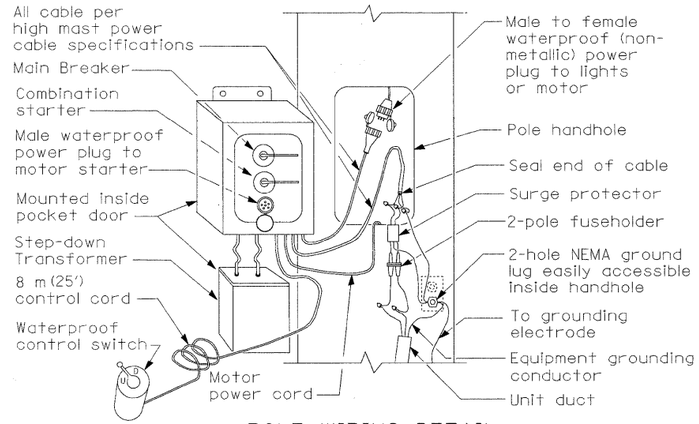


HIGH MAST POLE

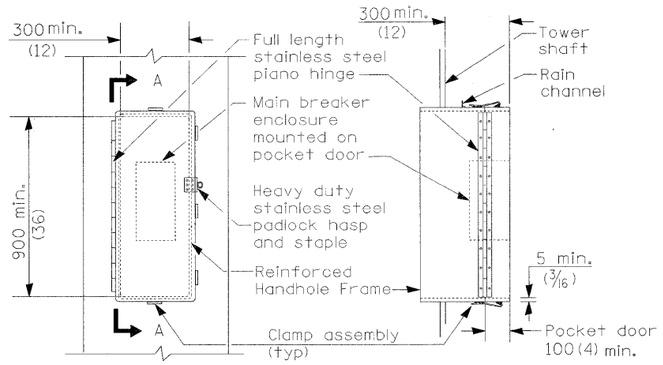


RING DETAIL



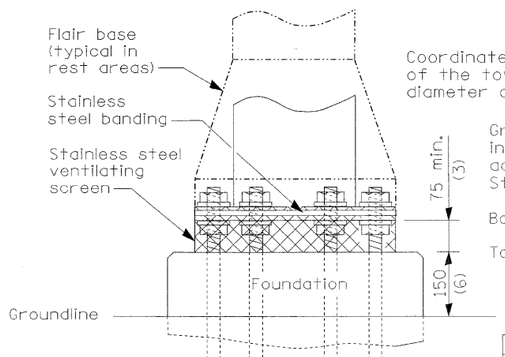


POLE WIRING DETAIL



DETAIL A

SECTION A-A



DETAIL B

SEE SHEET E-10 FOR HIGH MAST TOWER SCHEDULE

HIGH MAST TOWER SCHEDULE

TOWER*	LOCATION	STATION	OFFSET	HEIGHT	TYPE	* LUMS	WATTAGE	REMARKS

GENERAL NOTES

1) Luminaires shall be aimed as shown on the aiming schedule in the plans and as directed by the Engineer.
2) Handhole door shall have a minimum of one clamp assembly on top and bottom and a minimum of three clamp assemblies on the non-hinged side of the door.
3) Provide racks to house all wiring so cables are neatly stored and the handhole door is not closing against a random lay of cables.
4) Verify adequate clearance exists to open and close the handhole door with no conflict of the main breaker panel which is mounted to the inside of the door.
5) The luminaire ring shall be balanced so it lowers evenly.
6) Manufacturer of lowering device shall factory wire the winch drive electrical control system. Cable attachment to plugs and polarity must be observed to prevent faults to ground when plugs are changed between lights and motor circuits. Alternate schemes shall be approved by the Engineer.

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

Not to scale

DATE	REVISIONS
	Corrected 4/4/06

HIGH MAST LIGHT TOWER

LGT010

• FAI 80 & FAS 297 / FAU 392

E-12

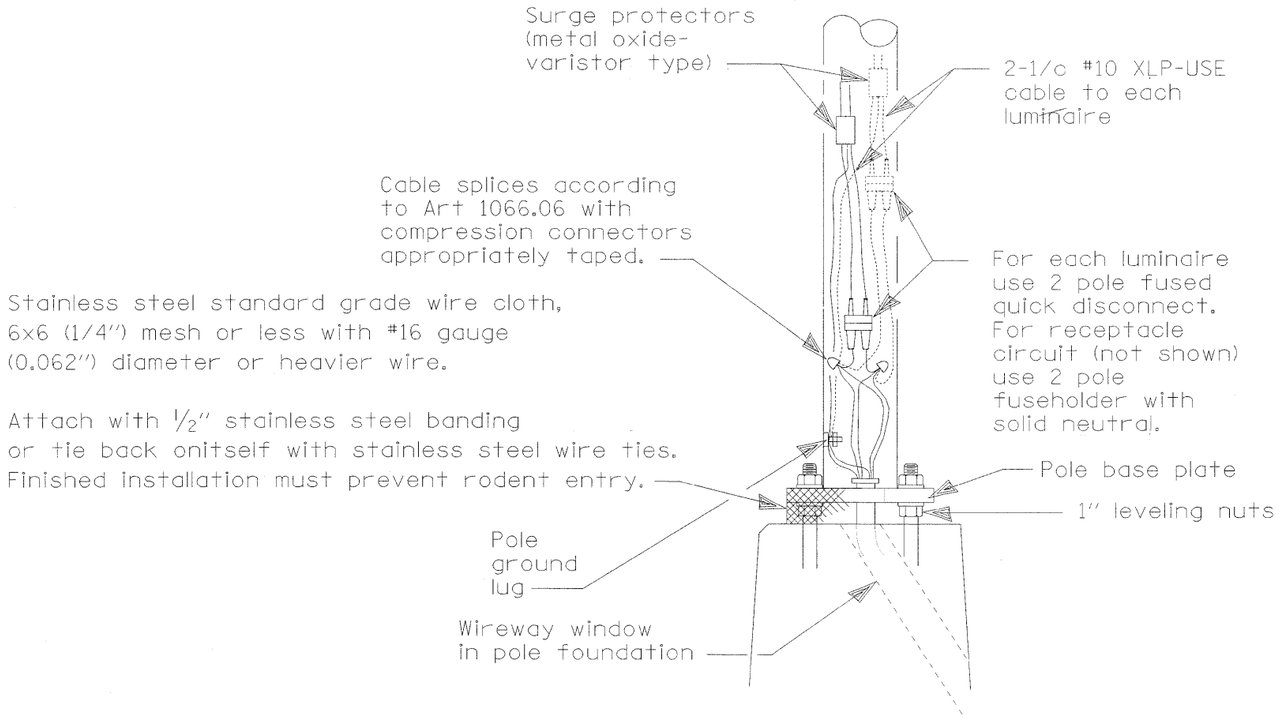
FILE NAME	USER NAME =	DESIGNED -	REVISED -
...\D366408-sht-details2.dgn		DRAWN -	REVISED -
	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE = 5/4/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY LIGHTING DETAIL

	PROJECT 91-034-07/91-153-80	JOB NO. D-93-011-04	
SCALE: NONE	SHEET NO. 12 OF 15 SHEETS	STA.	TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & (G)N	GRUNDY	351	178
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



WIRING DETAIL

NO SCALE

GENERAL NOTES

All taped splices shall use 2 layers of electrical tape over 3 layers of rubber tape as required by the Standard Specifications. Coat the finished taped splice with bonding compound.

All cable splices shall be taped unless another method has been specifically approved by the Engineer.

For example purposes the pole is shown on an anchor base. If the pole is required to be set on a breakaway base, consult the Standard Specifications.

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

DATE	REVISIONS
7/31/08	Updated

POLE HANDHOLE WIRING

LGT008A.DGN

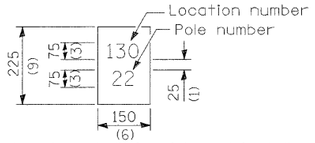
FILE NAME ...\D366408-sht-details3.dgn	USER NAME =	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE = 5/4/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY LIGHTING DETAIL

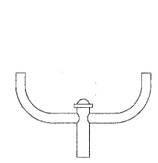
	PROJECT 91-034-07/91-153-80	JOB NO. D-93-011-04	
SCALE: NONE	SHEET NO. 13 OF 15 SHEETS	STA.	TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & (GJN	GRUNDY	351	179
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

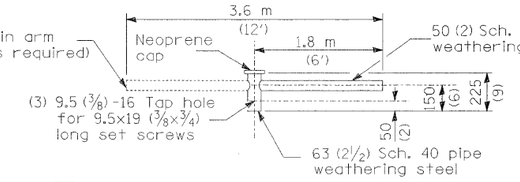


The contractor shall furnish and install a light pole identification of each new light pole, as shown above, incidental to the respective light pole pay item. The numerals shall be 75 (3) series "D", black, screened on silver-white type B pressure sensitive reflective sheeting conforming to the requirements of section T602.01 of the Standard Specifications for Traffic Control Items. The numerals shall conform to the FHWA "Standard Alphabets for Highway Signs".

The light pole identification shall be applied to sign base material as specified in section 1069.06 of the Standard Specifications, approximatey 180 (7) above the adjacent pavement grade visible to approaching traffic in accordance with Highway Standard 720001.



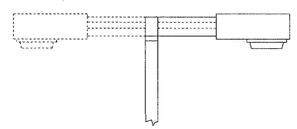
☐ TWIN TENON



☐ TENON MOUNT BRACKET ARM

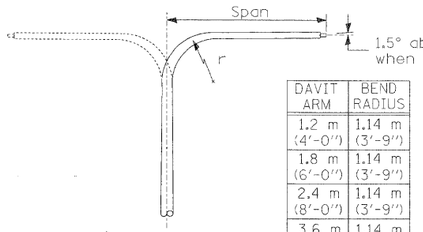
NOTE: Single or twin arm assembly shall be tilted 3° above horizontal.

☐ TENON



☐ SHORT BRACKET

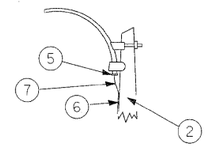
☐ SHORT BRACKET - TWIN



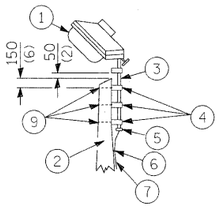
DAVIT ARM	BEND RADIUS
1.2 m (4'-0")	1.14 m (3'-9")
1.8 m (6'-0")	1.14 m (3'-9")
2.4 m (8'-0")	1.14 m (3'-9")
3.6 m (12'-0")	1.14 m (3'-9")

☒ DAVIT ARM

☐ DAVIT ARM-TWIN

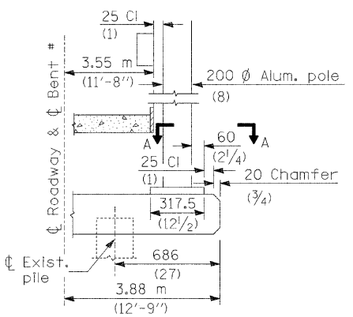


☐ MAST ARM

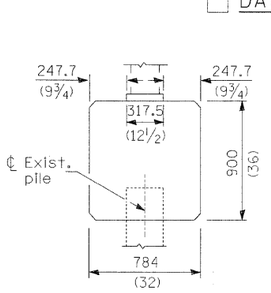


☐ TENON

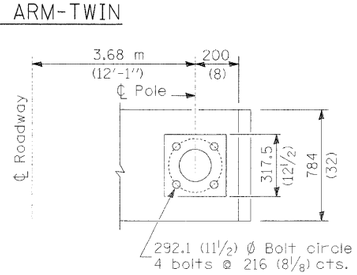
(1) Luminaire
(2) Wood pole, class 3 or better
(3) 63 (2 1/2) Galv. steel conduit
(4) Single offset pole band
(5) Conduit bushing
(6) Cable clamps on 600 (24) centers
(7) 2/c #12 Type use cable
(8) 25 (1) Galv. steel conduit 3.0 m (10') in length
(9) 16 (5/8) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
(10) Conduit clamps on 900 (36) centers
(11) Unit duct
(12) Threaded reducer
(13) "C" Condulet, threaded
(14) 40 (1 1/2) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



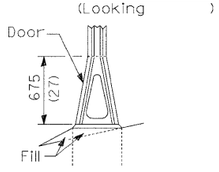
BENT # (Looking)



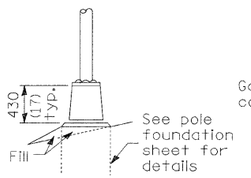
☐ BRIDGE PIER MOUNT



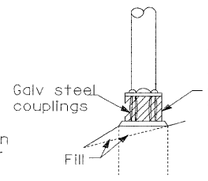
SECTION A-A



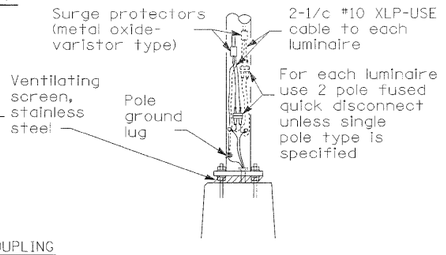
☐ STAINLESS STEEL FLAIR BASE



☒ TRANSFORMER BASE



☐ BREAKAWAY COUPLING

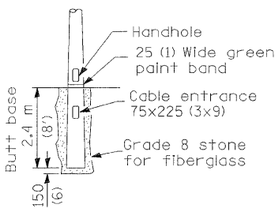


☐ ANCHOR

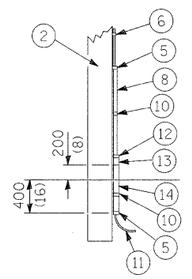
☒ FRANGIBLE

☐ METAL OR ☒ CONCRETE

Details for underground distribution if required



☐ BUTT BASE



☐ POLE, WOOD

POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')

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

DATE	REVISIONS
	Corrected 6/24/09

POLE STANDARDS

LGT008.M32

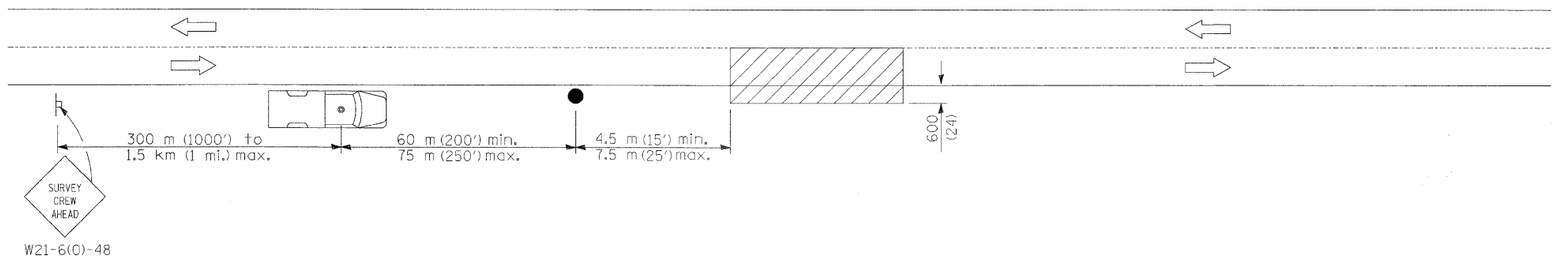
FILE NAME	USER NAME =	DESIGNED -	REVISED -
...\D366408-sht-details4.dgn		DRAWN -	REVISED -
	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE = 5/4/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY LIGHTING DETAIL

SCALE: NONE	PROJECT 91-034-07/91-153-80	JOB NO. D-93-011-04
	SHEET NO. 14 OF 15 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & (G)N	GRUNDY	351	180
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SYMBOLS

Work area

Sign on portable or permanent support

Truck with flashing amber light and dual emergency flashers

Flagger with traffic control sign

TYPICAL APPLICATIONS

Utility operations

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

DATE	REVISIONS

DETAIL FOR NIGHTTIME LIGHTING INSPECTION

LGT017.M32

• FAI 80 & FAS 297 / FAU 392

E-15

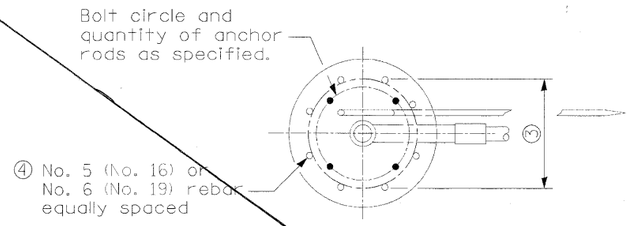
FILE NAME	USER NAME =	DESIGNED -	REVISED -
...\D366408-sht-details5.dgn		DRAWN -	REVISED -
	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE = 5/4/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY LIGHTING DETAIL

	PROJECT 91-034-07/91-153-80	JOB NO. D-93-011-04	
SCALE: NONE	SHEET NO. 15 OF 15 SHEETS	STA.	TO STA.

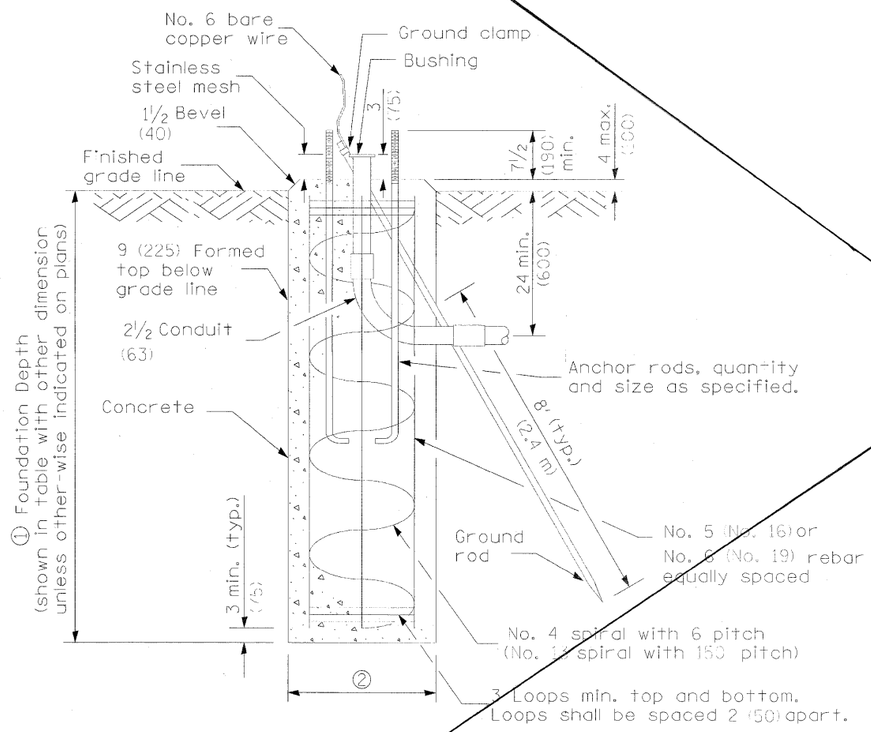
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & (G)N	GRUNDY	351	181
		CONTRACT NO. 66408		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TOP VIEW

① Foundation Depth *	② Foundation Diameter	③ Spiral Diameter	④ Quantity of Rebars	Size of Rebars
15'-0" *	42	36	16	8

* IF ROCK IS ENCOUNTERED PRIOR TO ACHIEVING 15'-0" DEPTH, SOCKET INTO ROCK FOR A TOTAL OF 15'-0" DEPTH.



TYPE E

FILE NAME = t:\c1812\cadd sheets\D366408-sht-lighting.dgn	USER NAME = _USER_	DESIGNED - AKK	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**CONCRETE FOUNDATION DETAILS**		
	PLOT SCALE = $SCALE$	DRAWN - CGC	REVISED -				
	PLOT DATE = 5/19/2010	CHECKED - JPW	REVISED -		SCALE: NONE	SHEET NO. 182 OF 351 SHEETS	STA. TO STA.
		DATE - 5/19/2010	REVISED -				

▪ FAI 80 & FAS 297 / FAU 392

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
▪	(32,47-4) HBK-4 & GIN)	GRUNDY	351	182
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 3/16/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchange Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SE 1/4, SEC. 13, TWP. 34N, RNG. 7E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #2
Station 1390+82

BORING NO. 3005
Station 1390+90
Offset 77.00ft Rt
Ground Surface Elev. 548.53 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 529.5 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Material
				Augered, Black, Silty Clay Loam, Fill, Gravel
546.03				
	2			Stiff, Brown, Silty Clay, Loess
	3	1.5	13.6	
	4	P		
544.03				
-5				Very Stiff, Brown, Silty Loam, Till
	4			
	7	2.7	14.3	
	8	S		
541.53				
	12			Hard, Brown, Silty Loam/Silty Clay Loam, Till
	18	>4.5	14.0	
	21	P		
-10				
	10			
	20	>4.5	12.3	
	22	P		
537.03				
				Hard, Gray, Silty Loam, Till
	18			
	22	>4.5	13.5	
	31	P		
-15				
	21			
	20	>4.5	7.5	
	32	P		
	19			
	20	>4.5	12.1	
▽	28	P		
529.03				
-20				
	10			Hard, Gray, Clay with Ribbons of Silt *(continued)*
	14	4.8	15.3	
	18	S		
525.53				
				Hard, Brittle, Gray, Silty Loam, Till
-25				
	21			
	37	>4.5	6.6	
	44	P		
522.03				
				End of Boring
-30				
-35				
-40				

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 3/31/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchange Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SE 1/4, SEC. 13, TWP. 34N, RNG. 7E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #3
Station 106+82

BORING NO. 3003
Station 106+82
Offset 40.00ft Rt
Ground Surface Elev. 547.34 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 539.3 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Material
				Augered, Black, Silty Clay Loam, Topsoil & Brown, Silty Clay, Loess
544.84				
	3			Stiff, Brown, Silty Clay, Loess
	4	1.5	14.7	
	4	P		
542.84				
-5				Very Stiff, Brown, Silty Loam Till with Potential Boulders/Cobbles @ 5' & Sand/Gravel Seams @ 8' & Free Water
	3			
	3	2.0	15.5	
	3	P		
▽	7			
	7	4.0	9.6	
	14	P		
537.84				
-10				Hard, Gray, Silty Loam, Till with Potential Cobbles/Boulders @ 18'
	16			
	18	7.1	13.0	
	17	S		
	14			
	16	7.0	11.6	
	22	S		
-15				
	8			
	12	7.6	17.6	
	25	S		
	9			
	14	7.1	20.2	
	21	S		
-20				
	16			Hard, Gray, Silty Loam, Till with Potential Cobbles/Boulders @ 18' *(continued)*
	22	6.6	17.5	
	22	S		
	16			
	20	5.7	13.6	
	19	S		
-25				
	16			
	16	5.8	20.0	
	16	S		
520.84				
				End of Boring
-30				
-35				
-40				

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

BBS, from 137 (Rev. 8-99)

FILE NAME = t:\1812\cadd sheets\D366408-sht-lighting.dgn	USER NAME = _USER_	DESIGNED - AKK	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JPW	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING SOIL BORING I

SCALE: NONE | SHEET NO. 183 OF 351 SHEETS | STA. | TO STA.

• FAI 80 & FAS 297 / FAU 392

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	183
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 3/16/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchange Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SE 1/4, SEC. 13, TWP. 34N, RNG. 7E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #4
Station 1376+11

BORING NO. 3001
Station 1376+15
Offset 75.00ft Rt
Ground Surface Elev. 549.53 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 537.5 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black, Silty Clay Loam, Gravel & Brown, Silty Clay Loam, Fill				
	544.53 -5			
Stiff, Brown & Gray, Silty Clay, Loess		3		
		4	2.0	21.5
		5	P	
	542.53			
Very Stiff, Brown & Gray, Silty Clay Loam/Silty Loam, Till		3		
		5	3.3	14.8
		6	S	
	540.03			
Hard, Brown, Silty Loam, Till	-10			
		8		
		16	>4.5	12.3
		21	P	
	537.53 ▽			
Hard, Gray, Silty Clay Loam/Silty Loam, Till with Heavy Limestone Gravel Pieces & Sand/Gravel Layers @ 18' with Free Water		9		
		14	7.4	8.6
		18	S	
	-15			
		62		
		27	>4.5	7.9
		34	P	
		27		
		55	>4.5	6.9
		61	P	
	530.03			
	-20			

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Hard, Gray, Clay with Silt Ribbons & Minor Fine Sand Seams *(continued)*		21		
		19	>4.5	15.8
		28	P	
	-25			
		19		
		26	>4.5	16.2
		29	P	
	523.03			
End of Boring				
	-40			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 3/17/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchange Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SE 1/4, SEC. 13, TWP. 34N, RNG. 7E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #5
Station 1371+60

BORING NO. 3000
Station 1371+55
Offset 75.00ft Lt
Ground Surface Elev. 546.59 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 534.6 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black & Brown, Silty Clay Loam, Fill				
	544.09			
Stiff, Brown, Silty Loam/Silty Clay Loam, Loess		2		
		3	2.0	26.9
		4	P	
	542.09			
Stiff, Brown, Silty Loam, Till	-5			
		2		
		3	2.0	15.4
		4	P	
	539.59			
Hard, Brown, Silty Loam, Till		8		
		12	5.1	13.1
		17	S	
	-10			
		19		
		25	>4.5	12.7
		36	P	
	534.59 ▽			
Hard, Gray, Silty Loam, Till		20		
		21	>4.5	10.0
		30	P	
	-15			
		20		
		27	5.4	10.2
		21	S	
	529.59			
Dense, Gray, Fine to Coarse, Sand with Free Water		16		
		18		15.2
	527.59	30		
Hard, Gray, Silty Loam, Till	-20			

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Hard, Gray, Silty Loam, Till *(continued)*		19		
		20	>4.5	10.3
		23	P	
	-25			
		21		
		31	>4.5	7.6
		28	P	
	520.09			
End of Boring				
	-40			

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

BBS, from 137 (Rev. 8-99)

FILE NAME = t:\1812\cadd sheets\D366408-sht-lighting.dgn	USER NAME = _USER_	DESIGNED - AKK	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JPW	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING SOIL BORING II

SCALE: NONE | SHEET NO. 184 OF 351 SHEETS | STA. | TO STA.

• FAI 80 & FAS 297 / FAU 392

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	184
		CONTRACT NO. 66408		
		ILLINOIS FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 3/17/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchange Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SE 1/4, SEC. 13, TWP. 34N, RNG. 7E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #6
Station 420+22

BORING NO. 3002
Station 420+30
Offset 15.00ft Rt
Ground Surface Elev. 546.89 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 532.9 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black, Fill, Brown & Gray, Silty Clay Loess			
541.89	-5		
Stiff to Very Stiff, Brown & Gray, Silty Clay Loam, Till	3		
	3	2.0	15.5
	3	P	
539.89			
Hard, Brown, Silty Loam, Till	6		
	10	4.7	12.5
	10	S	
536.89	-10		
Hard, Gray, Silty Loam, Till	10		
	17	5.6	14.6
	21	S	
	15		
	21	7.8	10.7
▽	25	S	
	-15		
	17		
	25	8.1	8.1
	26	S	
	27		
	41	>4.5	6.5
	72	P	
	-20		
Hard, Gray, Silty Loam, Till (continued) 526.39			
		61	>4.5 6.5
		100/2"	P
End of Boring			
	-25		
	-30		
	-35		
	-40		

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 4/1/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchange Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SE 1/4, SEC. 13, TWP. 34N, RNG. 7E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #7
Station 412+65

BORING NO. 3004
Station 412+65
Offset 41.00ft Rt
Ground Surface Elev. 547.04 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 531.0 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black, Silty Clay Loam, Topsoil, Brown, Silty Clay, Loess			
544.54			
Very Stiff, Brown, Silty Loam with Sand & Gravel Seams with Potential Cobble/Boulders & Free Water	3		
	3	2.0	15.5
	6	P	
	-5		
	8		
	18	3.5	17.0
	10	P	
	10		
	18	3.0	18.7
	21	P	
537.54			
Hard, Gray, Silty Clay Loam, Till with Potential Cobbles/Boulders @ 18' and below	-10		
	8		
	16	6.7	8.7
	22	S	
	8		
	15	5.4	15.3
	18	S	
	-15		
	8		
▽	11	5.1	13.9
	13	S	
	8		
	9	4.1	11.9
	14	S	
	-20		
Hard, Gray, Silty Clay Loam, Till with Potential Cobbles/Boulders @ 18' and below (continued)	8		
	9	4.3	11.1
	9	S	
	9		
	10	4.4	11.4
523.04	11	S	
Hard, Light Gray, Silty Loam, Till with Potential Cobbles/Boulders	-25		
	11		
	18	4.9	8.0
520.54	16	S	
End of Boring			
	-30		
	-35		
	-40		

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

BBS, from 137 (Rev. 8-99)

FILE NAME = t:¢1812¢cadd sheets¢D366408-sht-lighting.dgn	USER NAME = _USER_	DESIGNED - AKK	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JPW	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING SOIL BORING III

SCALE: NONE | SHEET NO. 185 OF 351 SHEETS | STA. | TO STA.

• FAI 80 & FAS 297 / FAU 392

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	185
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 3/15/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchange Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SW 1/4, SEC. 13, TWP. 34N, RNG. 7E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #8
Station 1394+37

BORING NO. 3006
Station 1394+40
Offset 100.00ft Lt.
Ground Surface Elev. 546.85 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 536.4 ft ▼
Upon Completion 538.9 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black, Silty Clay Loam, Fill with Gravel Pieces				
544.35				
Stiff to Very Stiff, Brown, Silty Clay Loess		2		
		4	2.5	27.0
		4	P	
	-5			
		2		
		2	1.0	22.6
540.35		3	P	
Stiff to Very Stiff, Brown, Silty Loam, Till with Free Water				
	▽	2		
		3	1.5	15.6
		6	P	
	-10			
	▼	8		
		12	3.5	13.2
535.35		21	P	
Hard, Gray, Silty Clay Loam/Silty Loam, Till				
		17		
		21	8.8	8.6
		26	S	
	-15			
		25		
*Max Rimac @ 10%		35	10.9*	11.5
		44	S	
528.85		28		7.9
Auger Refusal @ 18', Assumed Limestone Surface End of Boring		100/0"		
	-20			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 4/1/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchange Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SE 1/4, SEC. 13, TWP. 34N, RNG. 7E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #9
Station 405+47

BORING NO. 3009
Station 405+47
Offset 50.00ft Rt.
Ground Surface Elev. 544.36 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 532.4 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black, Silty Clay Loam, Topsoil & Brown, Silty Clay, Loess				
541.86				
Stiff, Brown, Silty Clay, Loess		2		
		3	1.0	26.2
		2	P	
539.36	-5			
Hard, Brown, Silty CLay Loam/Silty Loam, Till with Potential Boulders/Cobbles		6		
		8	>4.5	12.5
		10	P	
		13		
		18	5.1	15.9
		21	S	
534.36	-10			
Very Stiff, Gray, Silt with Minor Clay		6		
		13	3.5	18.9
		18	P	
532.36 ▽				
Very Stiff, Gray, Loam, Sand & Silt Interbedded		12		
		16	3.5	8.6
		19	P	
529.36	-15			
Hard, Gray, Silty Loam, Till with Heavy Gravel Pieces, Potential Cobbles/Boulders		9		
		13	4.5	8.3
		16	P	
527.36				
Assumed Limestone Surface, 526.86 Auger Refusal		100/1"		
End of Boring				
	-20			

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

BBS, from 137 (Rev. 8-99)

• FAI 80 & FAS 297 / FAU 392

FILE NAME = t:\[1812\]eadd sheets\D366408-sht-lighting.dgn	USER NAME = _USER_	DESIGNED - AKK	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JPW	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING SOIL BORING IV

SCALE: NONE | SHEET NO. 186 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	186
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 3/30/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchange Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SW 1/4, SEC. 18, TWP. 34N, RNG. 8E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #10
Station 118+73

BORING NO. 3008
Station 118+73
Offset 68.00ft Rt
Ground Surface Elev. 545.38 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion 531.4 ft ▽
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black, Silty Clay Loam, Field Soil & Brown, Sandy Loam				
542.88				
Soft to Medium, Gray, Loam/Sandy Loam		2		
		3	0.5	22.3
		3	P	
540.38	-5			
Stiff to Very Stiff, Brown & Gray, Silty Clay Loam/Silty Loam, Till		3		
		3	2.0	14.8
		3	P	
538.38				
Hard, Gray, Silty Clay Loam/Silty Loam, Till with Cobbles & Boulders @ 12.5'		10		
		12	6.1	13.3
		15	S	
	-10			
		12		
		21	7.2	12.8
		31	S	
		21		
		32	7.5	7.0
▽		41	S	
	-15			
		21		
		100/5"	>4.5	7.9
			P	
527.88				
Assumed Limestone Surface, Auger Refusal End of Boring		100/1"		
	-20			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 3/30/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchage Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SW 1/4, SEC. 18, TWP. 34N, RNG. 8E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #11
Station 1403+60

BORING NO. 3011
Station 1403+60
Offset 99.00ft Lt
Ground Surface Elev. 545.50 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion 530.5 ft ▽
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black, Silty Clay Loam, Topsoil & Brown, Sandy Loam				
543.00				
Loose, Brown, Fine to Coarse Sand - Slightly Loamy		3		
		2		19.1
		2		
541.00				
Hard, Brown/Gray, Silty Loam, Till	-5			
		12		
		17	>4.5	10.0
		19	P	
538.50				
Hard, Gray, Silty Loam, Till		14		
		22	>4.5	8.2
		29	P	
	-10			
		19		
		21	>4.5	6.4
		34	P	
		20		
		24	>4.5	8.4
		36	P	
530.50 ▽	-15			
Assumed Limestone Surface, Auger Refusal @ 15' End of Boring		100/1"		3.8
	-20			

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

BBS, from 137 (Rev. 8-99)

• FAI 80 & FAS 297 / FAU 392

FILE NAME = t:\c1812\cadd sheets\D366408-sht-lighting.dgn	USER NAME = _USER_	DESIGNED - AKK	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JPW	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING SOIL BORING V

SCALE: NONE | SHEET NO. 187 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	187
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 3/15/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchange Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SW 1/4, SEC. 18, TWP. 34N, RNG. 8E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #13
Station 1419+15

BORING NO. 3016
Station 1419+17
Offset 97.00ft Lt.
Ground Surface Elev. 544.02 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 537.0 ft ▼
Upon Completion 537.0 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
				Augered, Black, Silty Clay Loam, Fill
541.52				
541.02	4	2.5	22.6	Very Stiff, Black, Silty Clay Loam, Fill
	4	P		
	4	1.5	16.1	Stiff, Brown/Gray, Sandy Loam
		P		
539.52				
-5	4			Hard, Brown, Silty Loam with Sand Seams
	7	>4.5	13.3	
	9	P		
537.02 ▼				
	17			Dense, Brown & Gray, Fine Sand to Medium Gravel with Several Layers of Gray, Silt/Silty Loam with Free Water
	19		13.2	
	26			
-10	14			
	27		12.9	
	22			
532.02				
	27			Very Hard, Silty Clay Loam/Silty Loam, Till
	100/4"	>4.5	6.9	
-15	22			
	28	>4.5	11.8	
	34			
	41			
	46	>4.5	10.9	
	36			
524.52				
-20				Auger Refusal @ 19.5', Assumed

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
	100/2"	no	recovery	Limestone Surface
				End of Boring
-25				
-30				
-35				
-40				

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 3/16/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchange Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SW 1/4, SEC. 18, TWP. 34N, RNG. 8E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #14
Station 230+95

BORING NO. 3018
Station 231+00
Offset 25.00ft Rt.
Ground Surface Elev. 544.77 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 534.8 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
				Augered, Black, Silty Clay Loam, Fill & Sand/Gravel Fill
542.27				
	3			Very Stiff, Brown, Silty Loam, Till
	5	3.0	12.5	
	7	P		
540.27				
-5	16			Dense, Very Loamy, Fine to Coarse Gravel
	18		7.2	
	27			
537.77				
	5			Very Stiff, Gray, Silty Loam, Till
	7	3.0	8.9	
	8	P		
535.27				
▽-10	14			Hard, Gray, Silty Loam, Till
	18	6.1	9.0	
	21	S		
532.27				
	9			Dense, Gray, Fine Sand to Coarse Gravel with Layers of Fine/Medium, Sand & Free Water
	11		14.0	
	17			
-15	11			
	14		20.6	
	21			
	27			
	54		8.6	
	86			
525.27				
-20				Hard, Gray, Silty Loam, Till

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
	27			Hard, Gray, Silty Loam, Till
	31	>4.5	8.9	*(continued)*
	43			
522.27				
	100/1"			Auger Refusal @ 22.5', Assumed Limestone Surface
				End of Boring
-25				
-30				
-35				
-40				

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

BBS, from 137 (Rev. 8-99)

• FAI 80 & FAS 297 / FAU 392

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	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING SOIL BORING VI

SCALE: NONE | SHEET NO. 188 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	188
		CONTRACT NO. 66408		
		ILLINOIS FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 4/1/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchange Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SW 1/4, SEC. 18, TWP. 34N, RNG. 8E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #17
Station 211+52

BORING NO. 3014
Station 211+52
Offset 61.00ft Rt
Ground Surface Elev. 545.72 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 525.7 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black, Silty Clay Loam & Brown, Silty Clay				
543.22		2		
Stiff, Brown, Silty Loam/Silty Clay Loam Till		3 4	1.5 P	14.2
540.72	-5	8		
Hard, Brown, Silty Loam, Till with Pontential Cobbles/Boulders		10 13	4.7 S	10.3
		16		
		21 28	6.1 S	8.9
536.22				
Hard, Gray, Silty Loam, Till	-10	13		
		16 19	5.7 S	10.2
		15		
		16 18	5.4 S	9.7
530.72	-15			
Dense, Gray, Fine to Medium, Sand		16		
		21 24		12.5
		9		
		19 23		18.6
▽	-20			
525.22		30		15.5
Assumed Limestone Surface, Auger Refusal		100/2"		
End of Boring	-25			
	-30			
	-35			
	-40			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 4/1/10

I-80 & Brisbin Road

ROUTE Interchange DESCRIPTION Interchange Lighting LOGGED BY Larry Myers

SECTION (32, 47-4)HBK-4 & (G) N LOCATION SW 1/4, SEC. 18, TWP. 34N, RNG. 8E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Tower #18
Station 204+67

BORING NO. 3013
Station 204+67
Offset 40.00ft Rt
Ground Surface Elev. 545.45 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 528.5 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Augered, Black, Silty Clay Loam, Topsoil & Brown, Loam				
542.95		3		
Stiff, Brown, Loam, Sand, and Silt		2 3	1.5 P	15.5
540.95	-5			
Hard, Brown, Silty Loam, Till		10		
		12 14	>4.5 P	11.2
		10		
		12 14	6.1 S	13.9
536.45				
Hard, Gray, Silty Loam, Till	-10	10		
		13 19	5.7 S	10.5
		12		
		13 19	6.3 S	10.8
	-15			
		12		
		15 18	6.1 S	10.7
▽				
527.45		18		
Assumed Limestone Surface, Auger Refusal @ 18.5'	526.95	100/2"	>4.5 P	7.3
End of Boring	-20			

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

BBS, from 137 (Rev. 8-99)

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	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

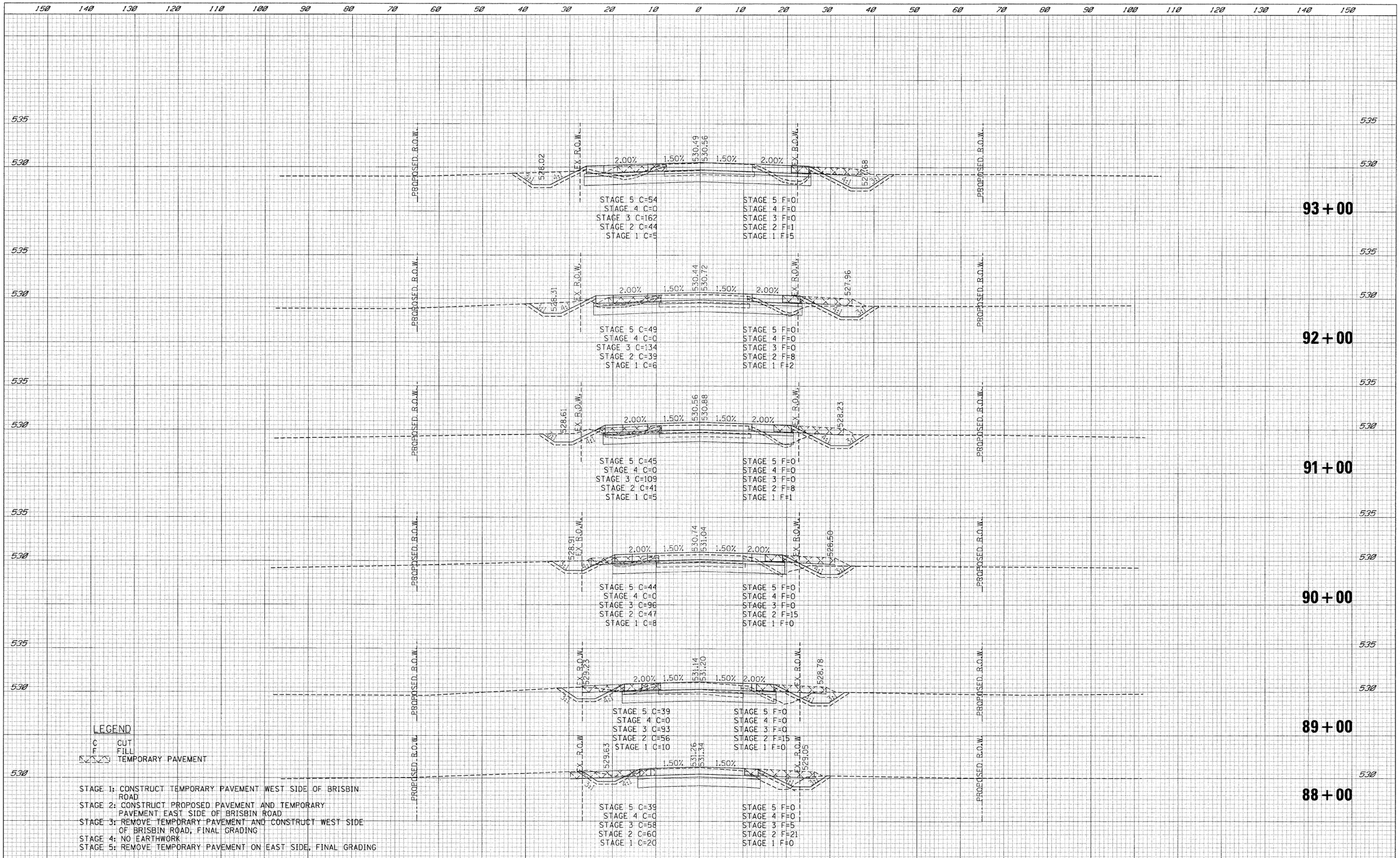
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING SOIL BORING VII

SCALE: NONE | SHEET NO. 189 OF 351 SHEETS | STA. | TO STA.

▪ FAI 80 & FAS 297 / FAU 392

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
▪	(32,47-4) HBK-4 & G(N)	GRUNDY	351	189
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY — NOTE BOOK — NO.

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	

ORIGINAL SURVEY — NOTE BOOK — NO.

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	

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	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

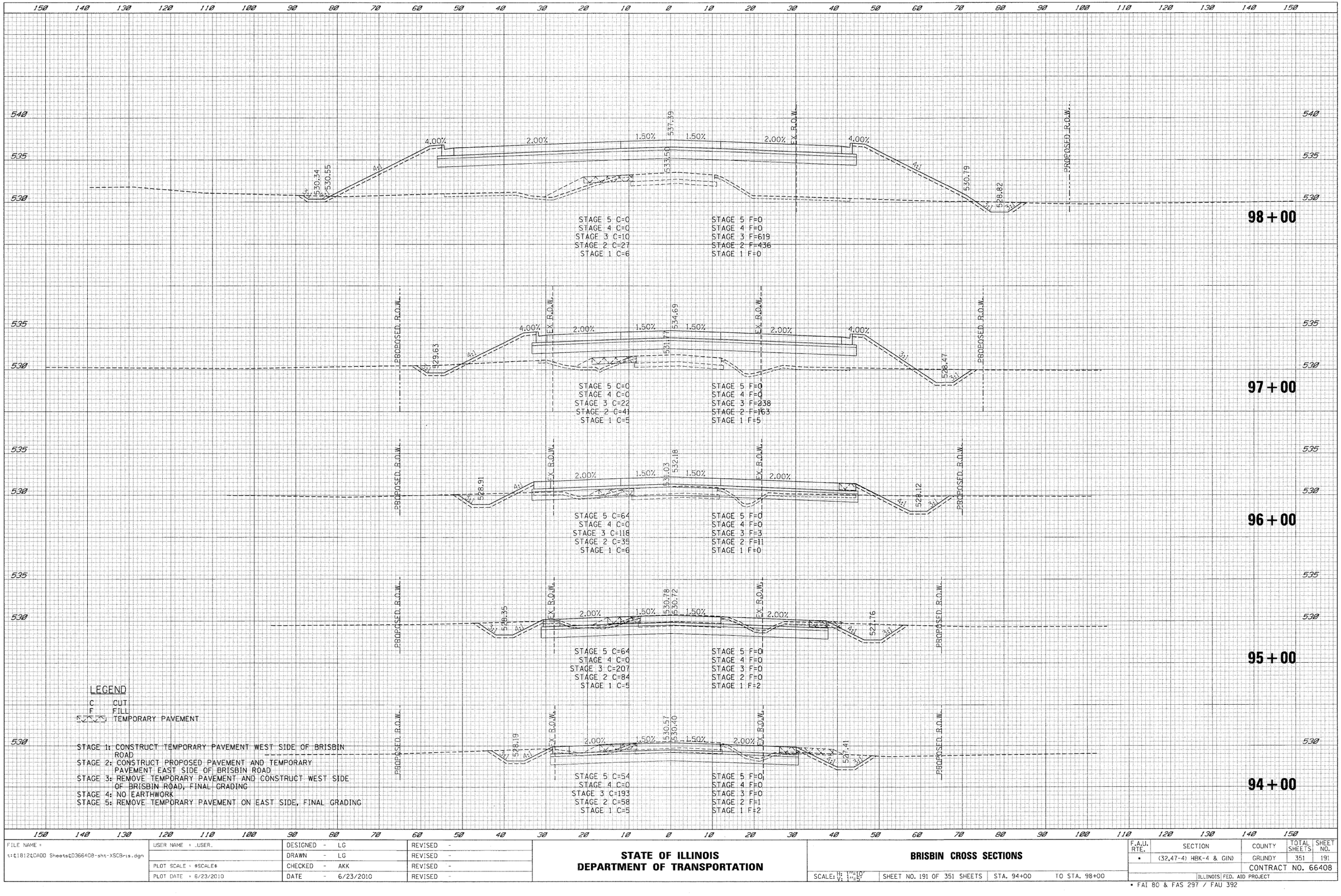
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN CROSS SECTIONS

SCALE: H: 1"=10' V: 1"=5' | SHEET NO. 190 OF 351 SHEETS | STA. 88+00 | TO STA. 93+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	190
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

• FAI 80 & FAS 297 / FAU 392



FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS		
AREAS CHECKED		
NO.		

LEGEND

C CUT
F FILL
TEMPORARY PAVEMENT

STAGE 1: CONSTRUCT TEMPORARY PAVEMENT WEST SIDE OF BRISBIN ROAD
STAGE 2: CONSTRUCT PROPOSED PAVEMENT AND TEMPORARY PAVEMENT EAST SIDE OF BRISBIN ROAD
STAGE 3: REMOVE TEMPORARY PAVEMENT AND CONSTRUCT WEST SIDE OF BRISBIN ROAD, FINAL GRADING
STAGE 4: NO EARTHWORK
STAGE 5: REMOVE TEMPORARY PAVEMENT ON EAST SIDE, FINAL GRADING

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	PLOT DATE = 6/23/2010	DATE - 6/23/2010	REVISED -

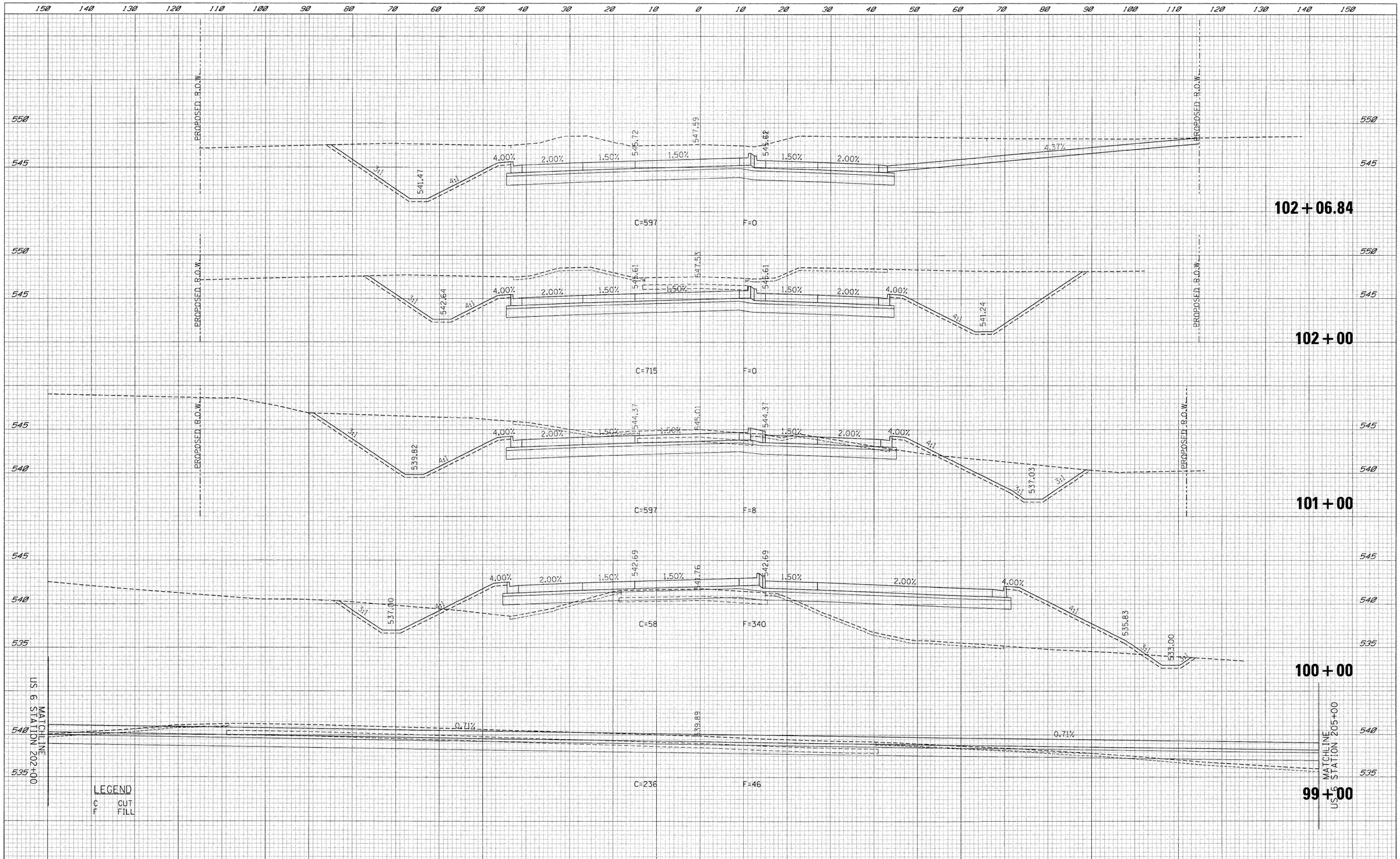
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN CROSS SECTIONS

SCALE: H: 1"=10' V: 1"=5' | SHEET NO. 191 OF 351 SHEETS | STA. 94+00 | TO STA. 98+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	191
		CONTRACT NO. 66408		
	ILLINOIS	FED. AID PROJECT		

• FAI 80 & FAS 297 / FAU 392



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

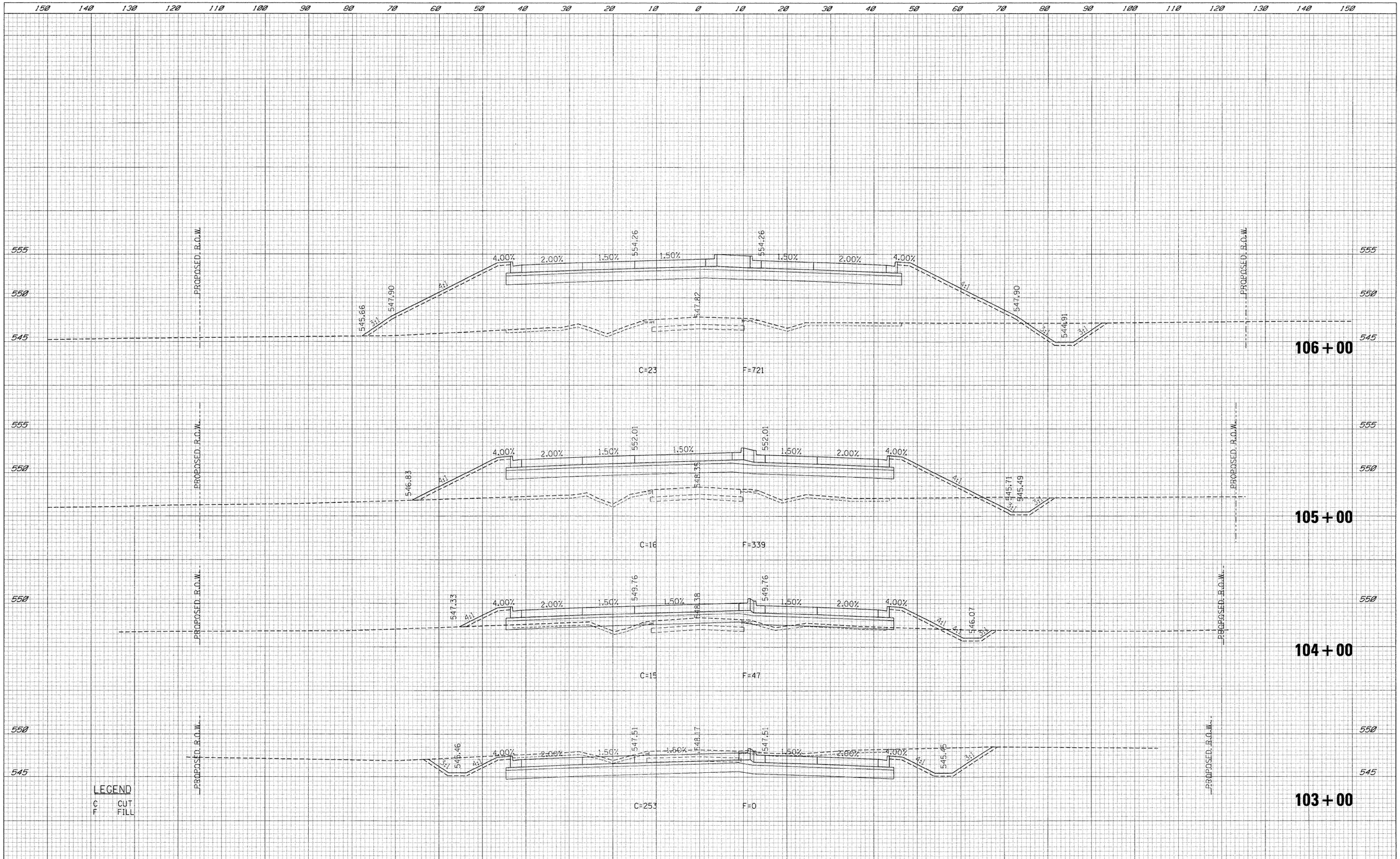
BRISBIN CROSS SECTIONS

SCALE: H: 1"=10' V: 1"=5' | SHEET NO. 192 OF 351 SHEETS | STA. 99+00 | TO STA. 102+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GN)	GRUNDY	351	192
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

• FAI 80 & FAS 297 / FAU 392

FINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		



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	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN CROSS SECTIONS

SCALE: H: 1"=10' V: 1"=5' | SHEET NO. 193 OF 351 SHEETS | STA. 103+00 | TO STA. 106+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	193
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

• FAI 80 & FAS 297 / FAU 392

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK	TYPE ATE -	
NO.	AREAS AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK	TYPE ATE -	
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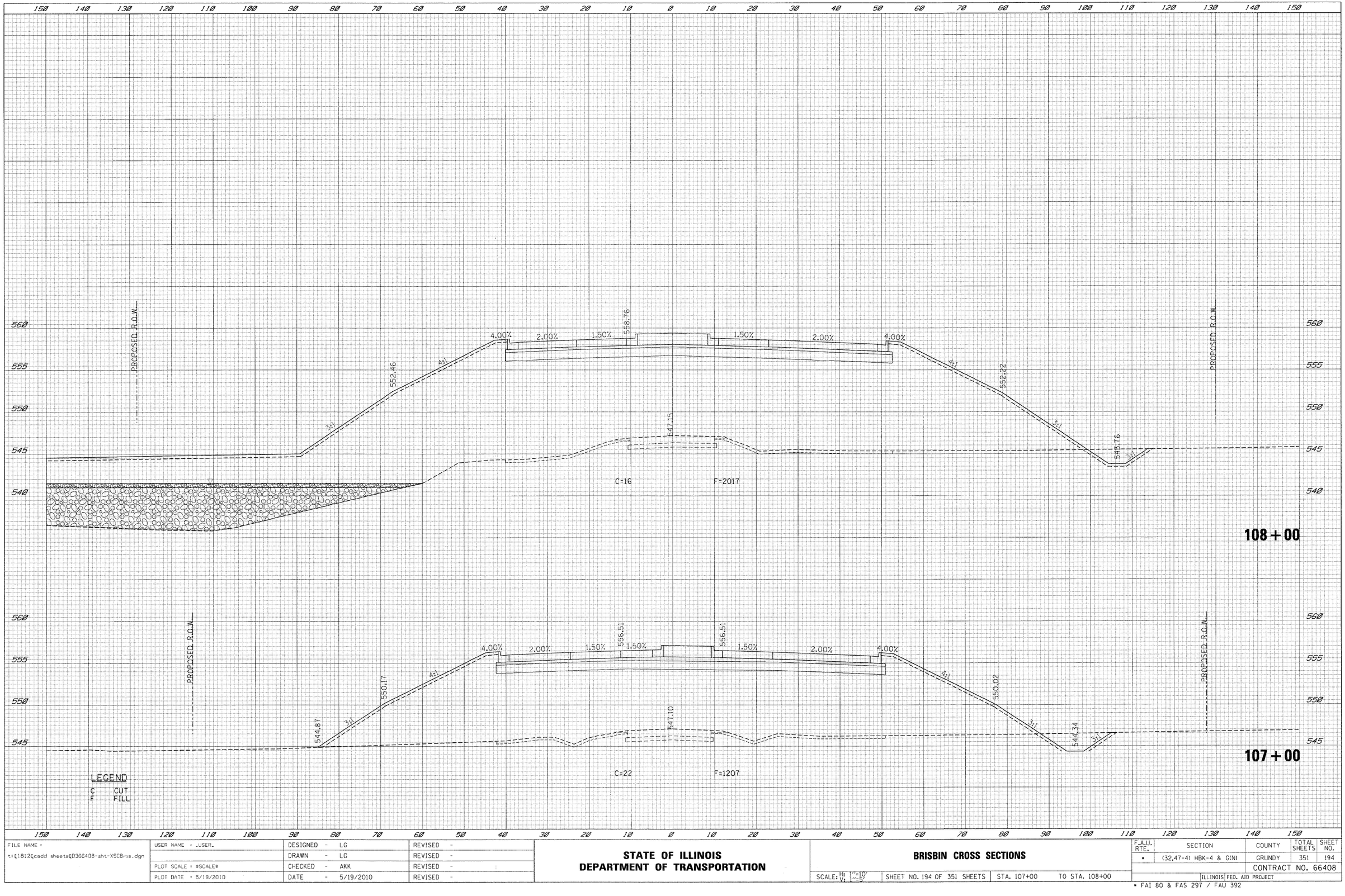

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	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN CROSS SECTIONS

SCALE: H: 1"=10' V: 1"=5' | SHEET NO. 194 OF 351 SHEETS | STA. 107+00 TO STA. 108+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & G(N)	GRUNDY	351	194
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

* FAI 80 & FAS 297 / FAU 392

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TIE-IN ATE		
NOTE BOOK	AREAS	
NO.	AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TIE-IN ATE		
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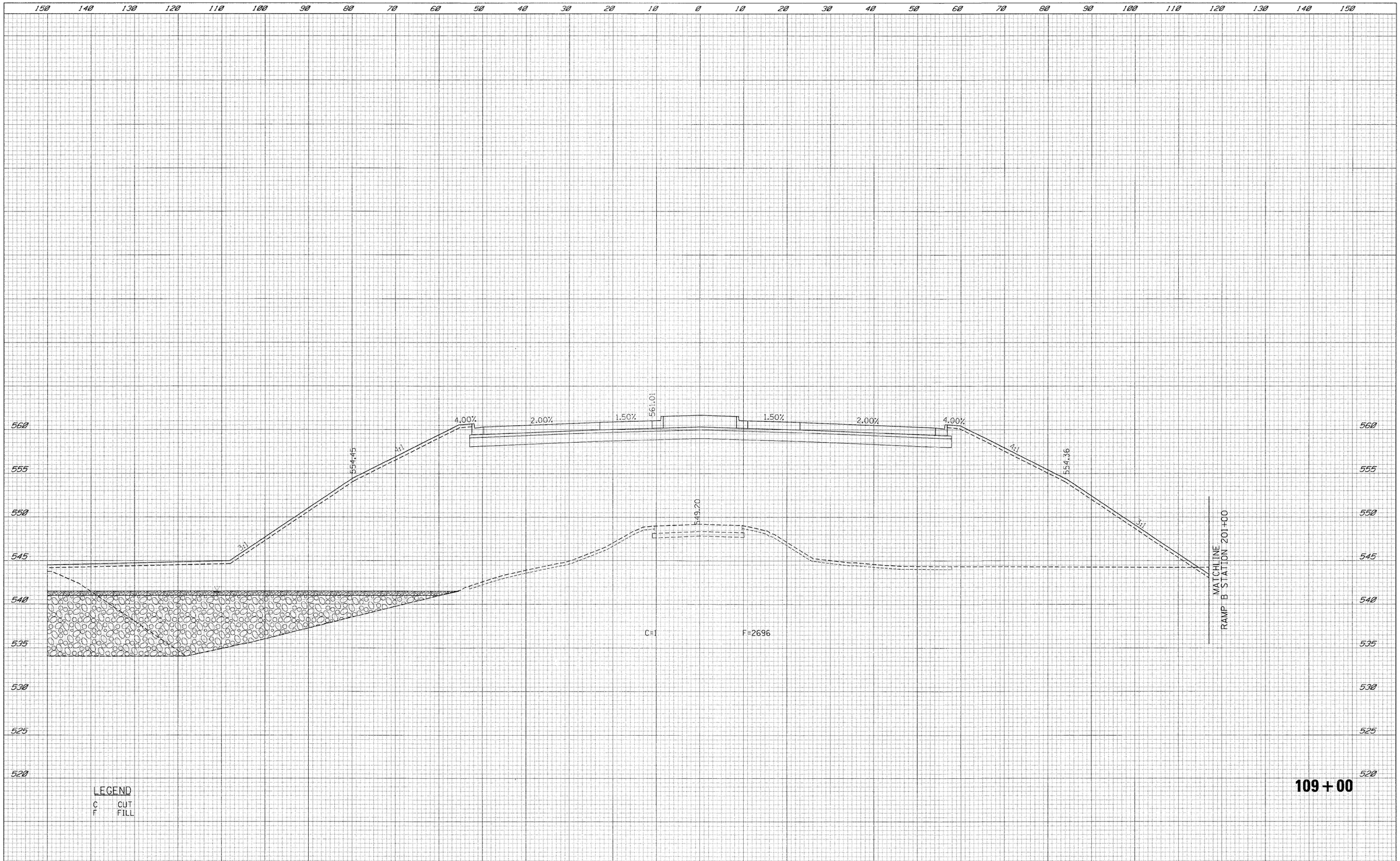

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN CROSS SECTIONS

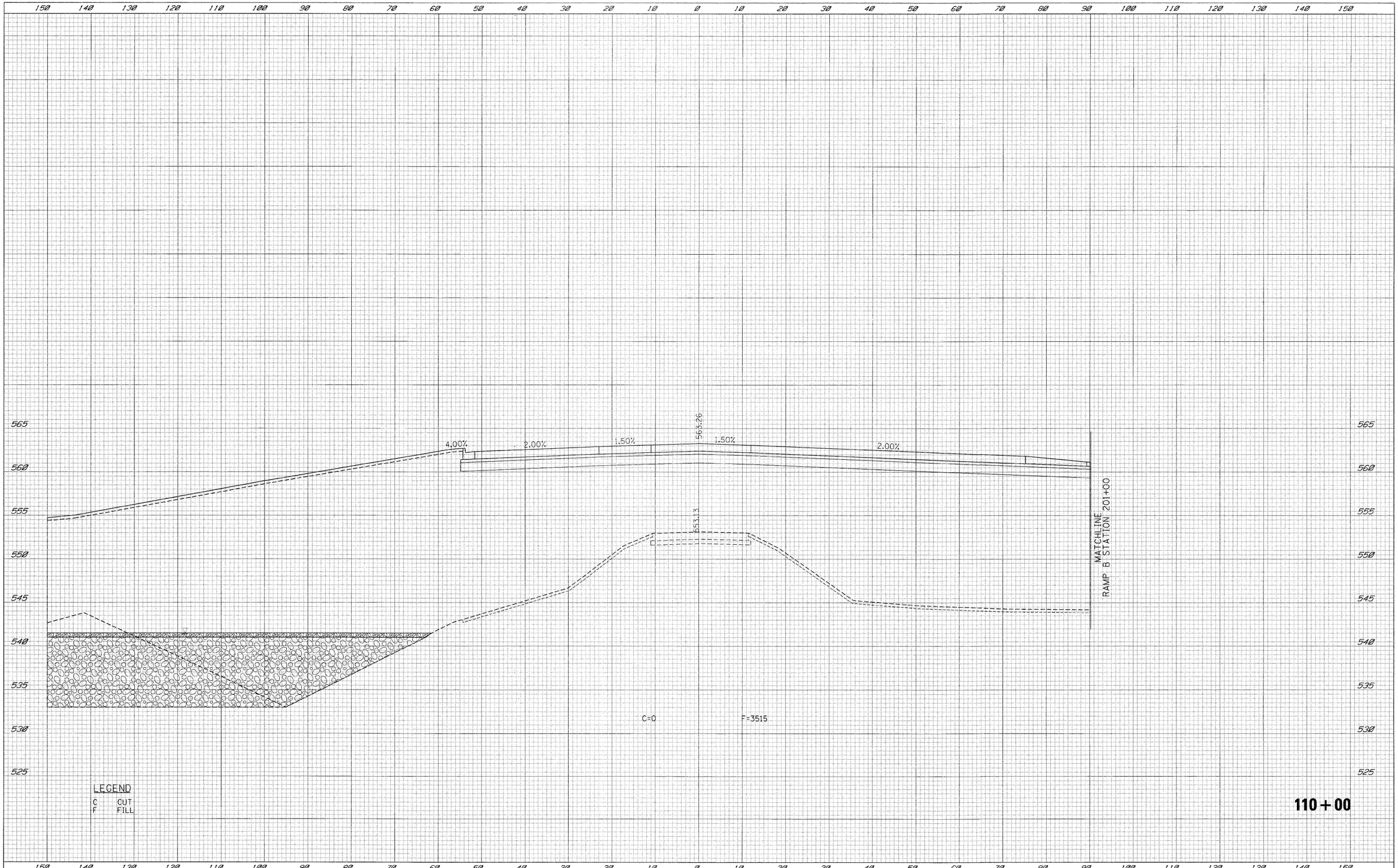
SCALE: H: 1"=10' V: 1"=5' | SHEET NO. 195 OF 351 SHEETS | STA. 109+00 TO STA. 109+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	195
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

• FAI 80 & FAS 297 / FAU 392

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		



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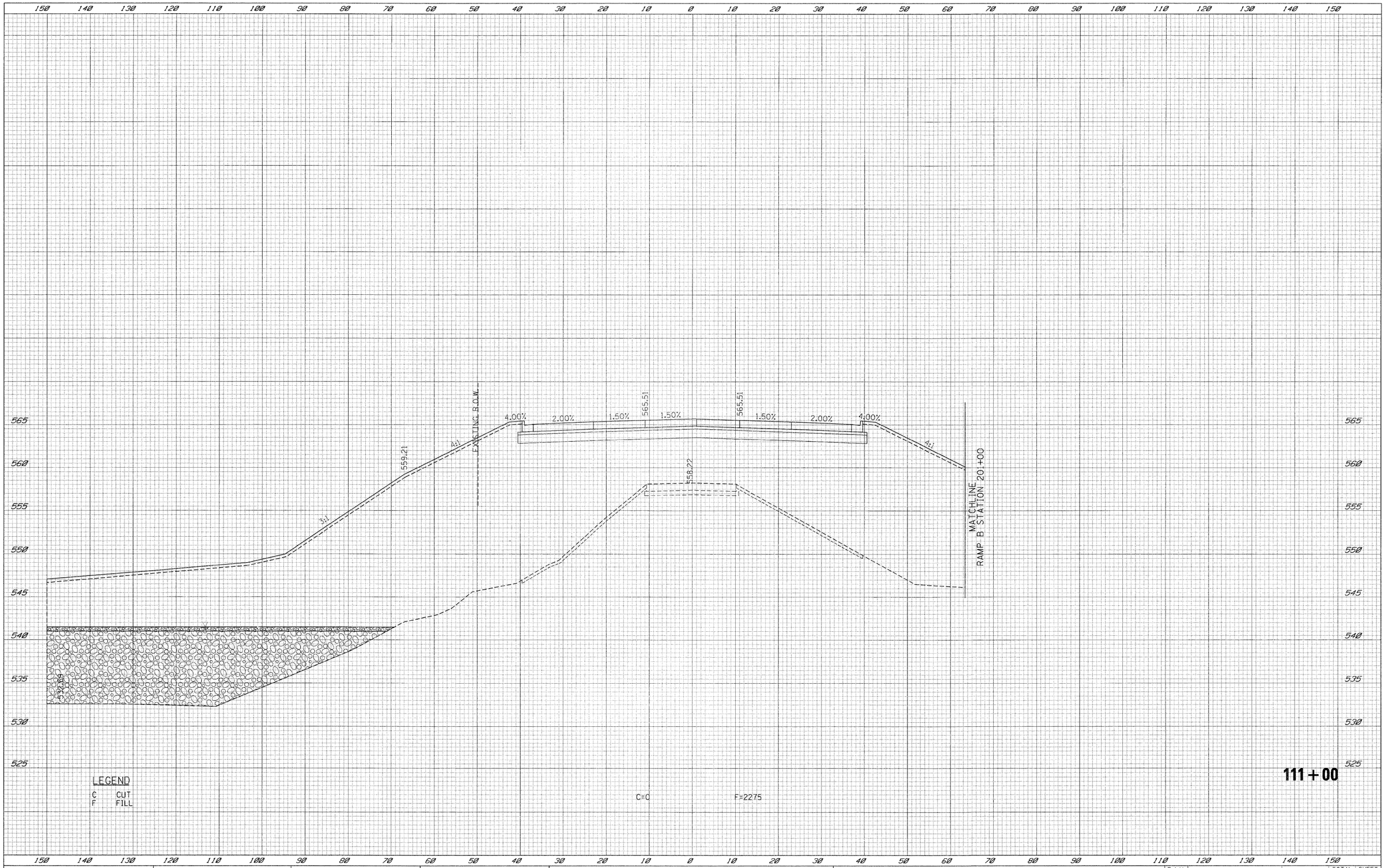
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN CROSS SECTIONS

SCALE: H: 1"=10' V: 1"=5' | SHEET NO. 196 OF 351 SHEETS | STA. 110+00 | TO STA. 110+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & GIN)	GRUNDY	351	196
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

* FAI 80 & FAS 297 / FAU 392



FINAL SURVEY	
NOTE BOOK	
NO.	

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY	
NOTE BOOK	
NO.	

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

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		DRAWN - LG	REVISED -
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	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN CROSS SECTIONS

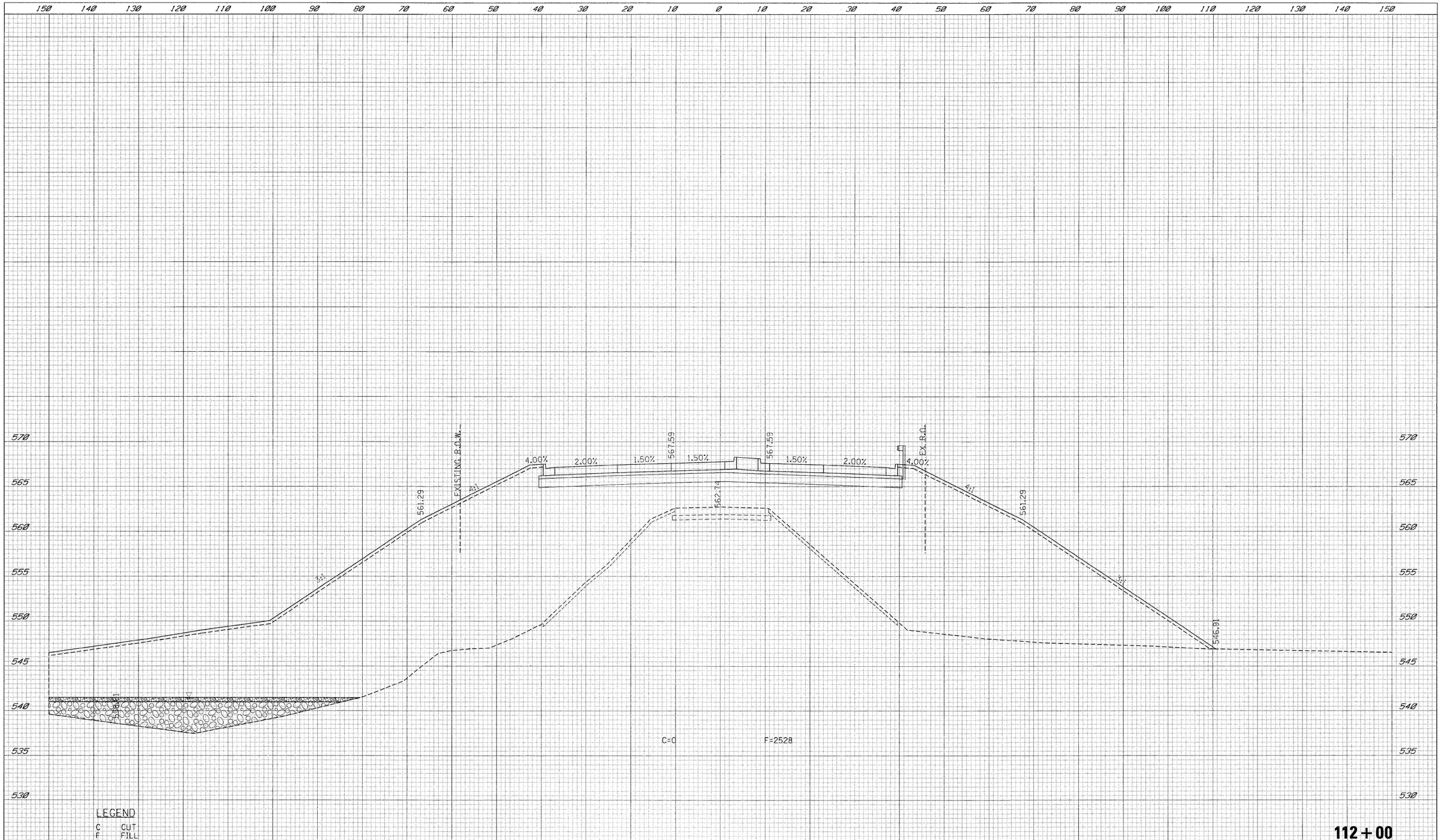
SCALE: H: 1"=10' V: 1"=5' | SHEET NO. 197 OF 351 SHEETS | STA. 111+00 | TO STA. 111+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & GN)	GRUNDY	351	197
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

• FAI 80 & FAS 297 / FAU 392

FINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	ESTIMATE		
NO.	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	ESTIMATE		
NO.	AREAS		
	AREAS CHECKED		



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		DRAWN - LG	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -		SCALE: H: 1"=10' V: 1"=5'
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -		SHEET NO. 198 OF 351 SHEETS

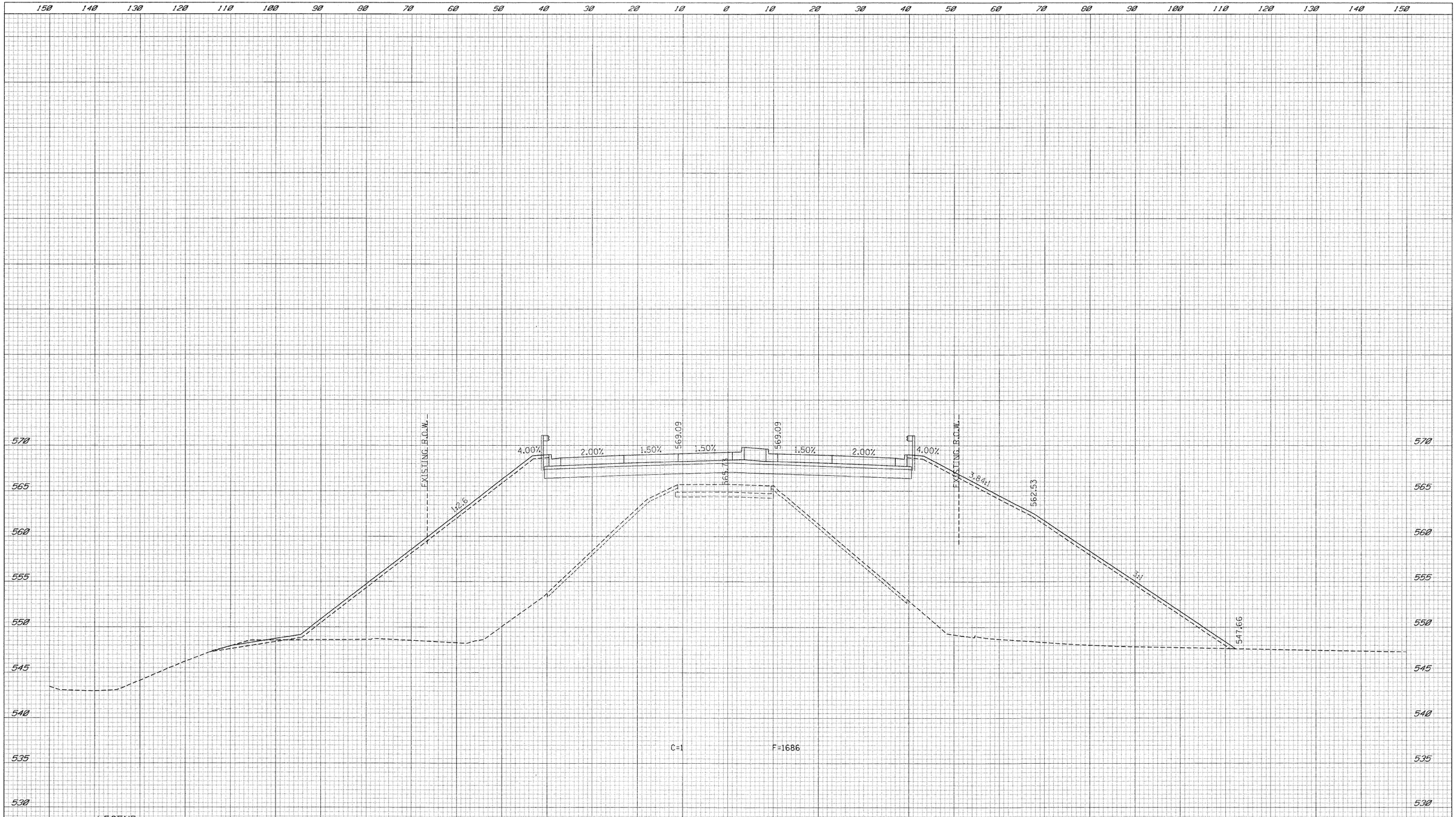
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	(32,47-4) HBK-4 & G(N)	GRUNDY	351	198
		CONTRACT NO. 66408		
	ILLINOIS	FED. AID PROJECT		

STA. 112+00 TO STA. 112+00

• FAI 80 & FAS 297 / FAU 392

FINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		



FILE NAME =	USER NAME = _USER_	DESIGNED - LG	REVISED -
t:\c1812\cadd sheets\D366408-sht-XSCB-ris.dgn		DRAWN - LG	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

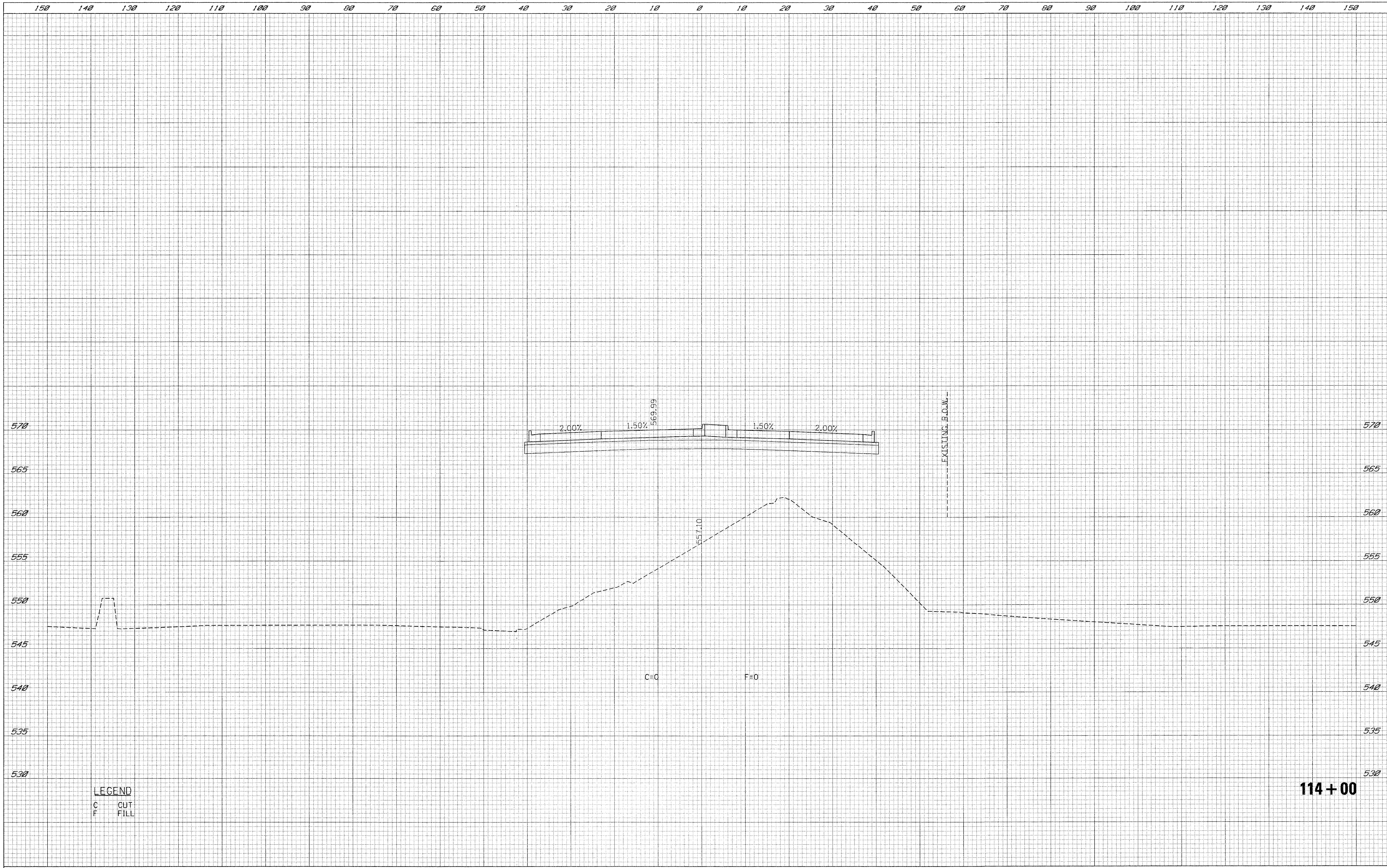
BRISBIN CROSS SECTIONS

SCALE: H: 1"=10' V: 1"=5' | SHEET NO. 199 OF 351 SHEETS | STA. 113+00 | TO STA. 113+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & GN)	GRUNDY	351	199
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

* FAI 80 & FAS 297 / FAU 392

FINAL SURVEY		BY	DATE
NOTE BOOK NO.___	SURVEYED ___		
	PLOTTED ___		
	TEMPLATE ___		
	AREAS ___		
	AREAS CHECKED ___		



ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.___	SURVEYED ___		
	PLOTTED ___		
	TEMPLATE ___		
	AREAS ___		
	AREAS CHECKED ___		

FILE NAME =	USER NAME = _USER_	DESIGNED - LG	REVISED -
t:¢1812¢cadd sheets¢D366408-sht-XSCBris.dgn		DRAWN - LG	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 5/19/2010	DATE - 5/19/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN CROSS SECTIONS

SCALE: H: 1"=10' V: 1"=5' | SHEET NO. 200 OF 351 SHEETS | STA. 114+00 TO STA. 114+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & G(N)	GRUNDY	351	200
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

* FAI 80 & FAS 297 / FAU 392