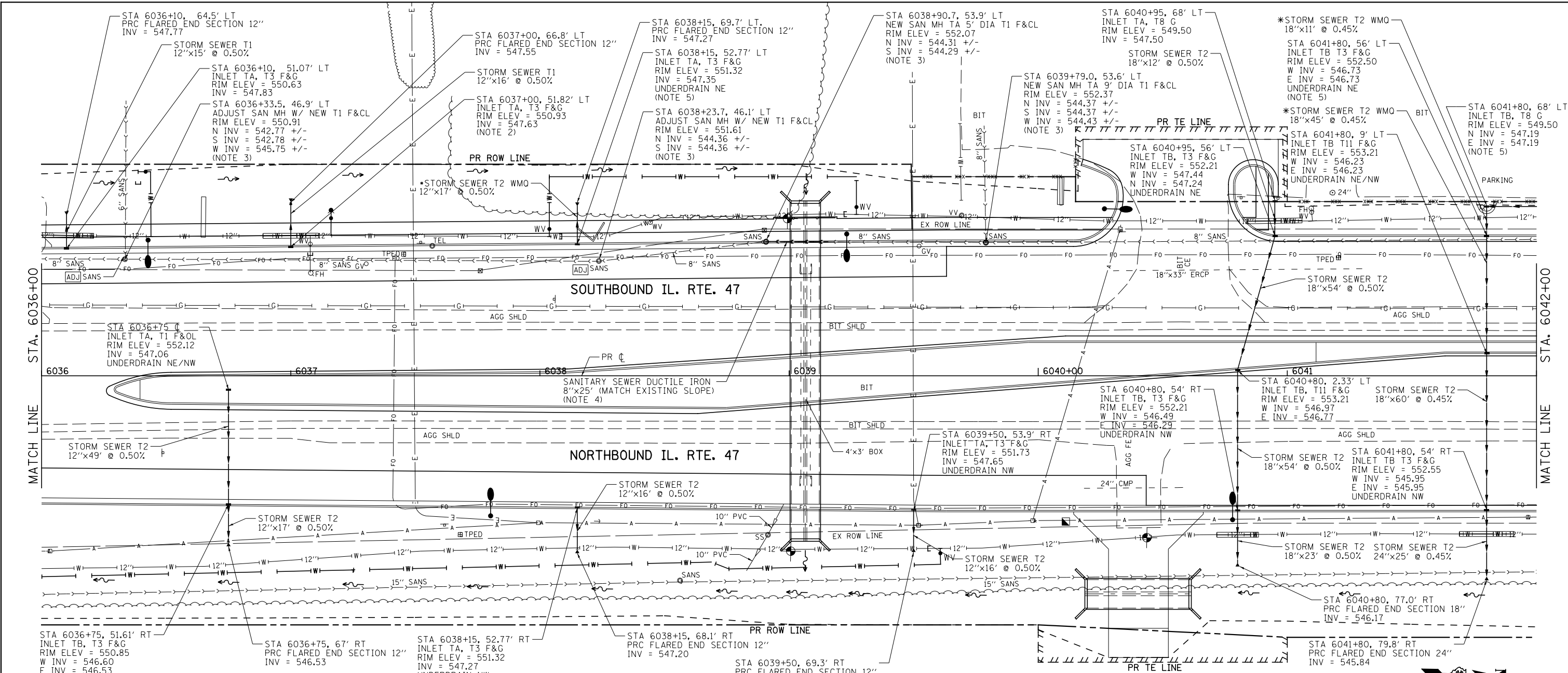


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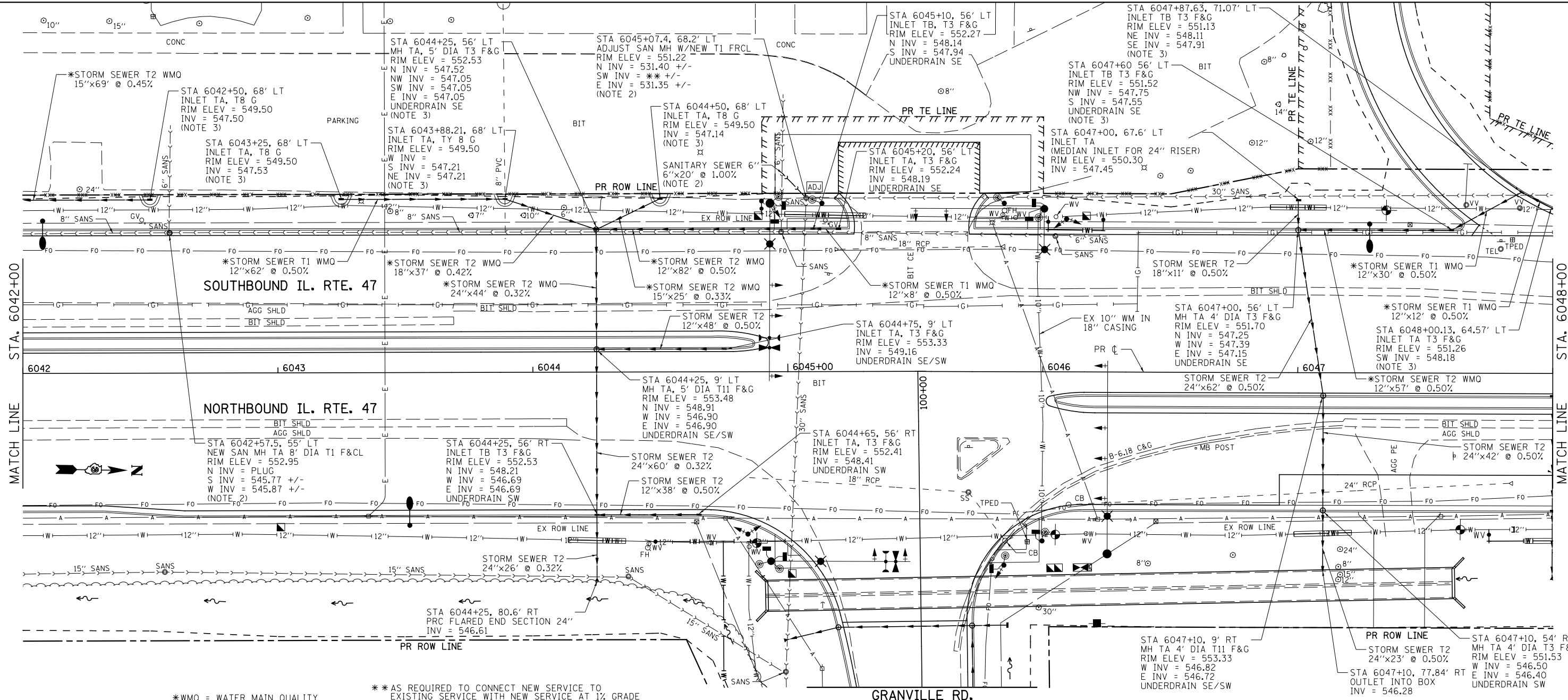


Station	Elevation	Station	Elevation	Station	Elevation
6036+00	550.92	6037+00	551.21	6038+00	551.42
	551.50		551.83		552.17
6036+50	551.07	6037+50	551.31	6038+50	551.58
	551.66		552.00		552.34
				6039+00	551.74
					552.50
				6039+50	551.75
					552.67
				6040+00	551.75
					552.84
				6040+50	551.74
					553.01
				6041+00	551.72
					553.18
				6041+50	551.74
					553.35
				6042+00	551.76
					553.51

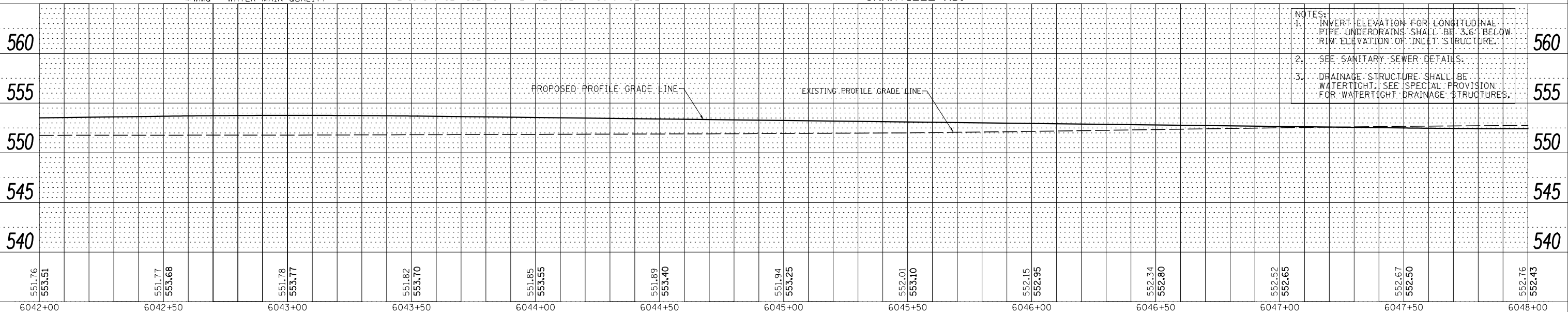
- NOTES:
- INVERT ELEVATION FOR LONGITUDINAL PIPE UNDERDRAINS SHALL BE 3.6' BELOW RIM ELEVATION OF INLET STRUCTURE.
 - SHALLOW INLET DO NOT PROVIDE INVERTS FOR UNDERDRAINS.
 - SEE SANITARY SEWER DETAILS.
 - SEE SANITARY SEWER PROTECTION DETAIL.
 - DRAINAGE STRUCTURE SHALL BE WATERTIGHT. SEE SPECIAL PROVISION FOR WATERTIGHT DRAINAGE STRUCTURES.

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	GRADES
	CHECKED
	STRUCTURE
	NOTATIONS
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*WMO = WATER MAIN QUALITY
 ** AS REQUIRED TO CONNECT NEW SERVICE TO EXISTING SERVICE WITH NEW SERVICE AT 1% GRADE

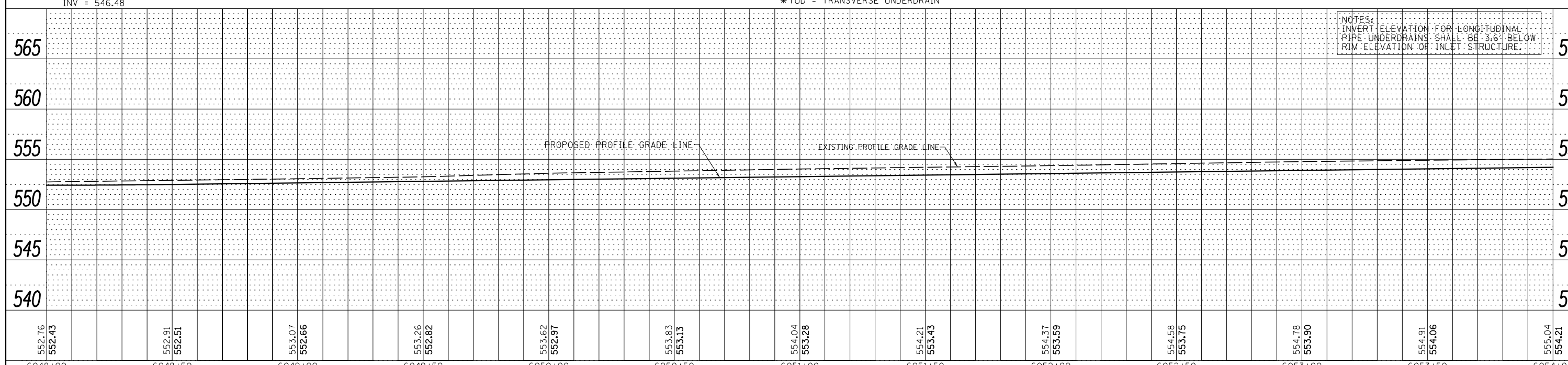
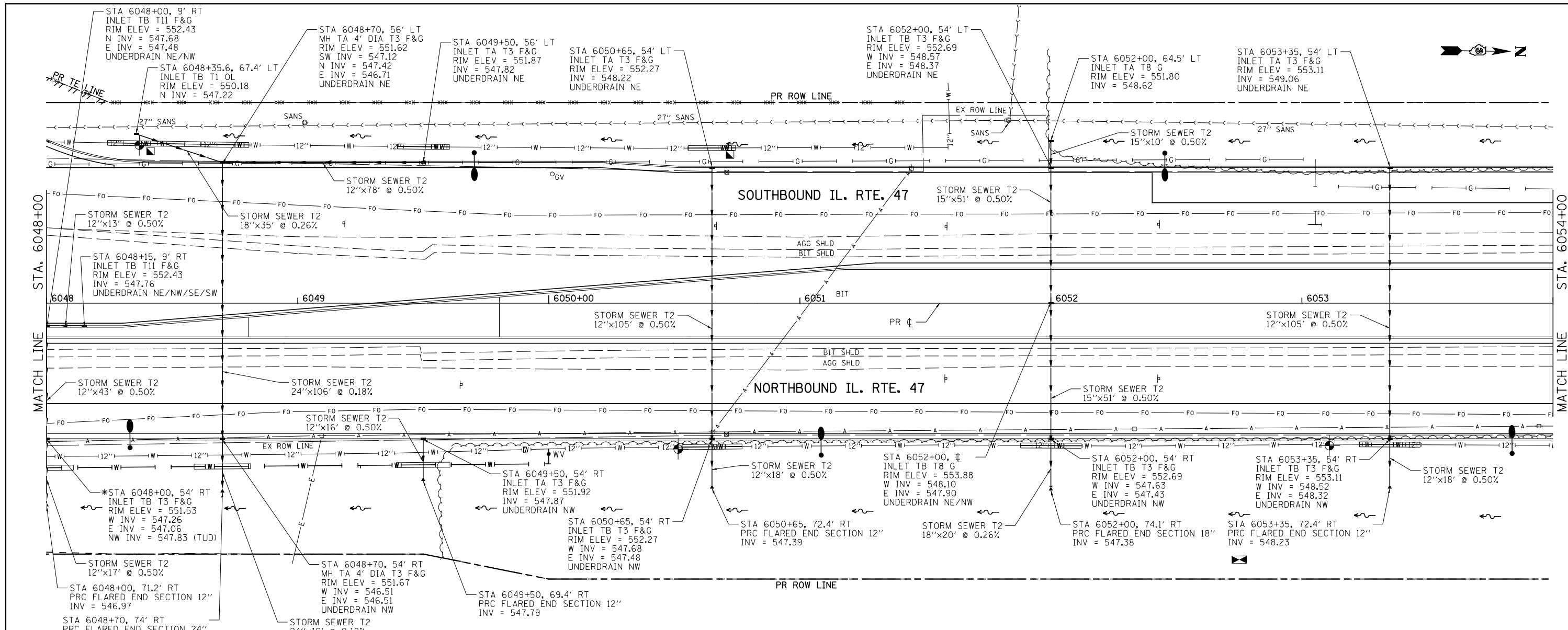


- NOTES:
1. INVERT ELEVATION FOR LONGITUDINAL PIPE UNDERDRAINS SHALL BE 3.6' BELOW RIM ELEVATION OF INLET STRUCTURE.
 2. SEE SANITARY SEWER DETAILS.
 3. DRAINAGE STRUCTURE SHALL BE WATERTIGHT; SEE SPECIAL PROVISION FOR WATERTIGHT DRAINAGE STRUCTURES.

551.76	553.51	551.77	553.68	551.78	553.77	551.82	553.70	551.85	553.55	551.89	553.40	551.94	553.25	552.01	553.10	552.15	552.95	552.34	552.80	552.52	552.65	552.67	552.50	552.76	552.43	
6042+00	6042+50	6043+00	6043+50	6044+00	6044+50	6045+00	6045+50	6046+00	6046+50	6047+00	6047+50	6048+00														

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PROFILE	NOTE BOOK	NO.			



NOTES:
 INVERT ELEVATION FOR LONGITUDINAL
 PIPE UNDERDRAINS SHALL BE 3.6' BELOW
 RIM ELEVATION OF INLET STRUCTURE.

FILE NAME =	USER NAME = bdecreane	DESIGNED - LRS	REVISED -
V:\3195\66883 (South Section)\CADD Sheets\0366883-shd-drain-5.dgn		DRAWN - SRH/RMD	REVISED -
SHT_PLNPROF		CHECKED - DJD	REVISED -
		DATE - 7/15/2013	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL. RTE. 47
 STORM SEWER AND UTILITIES PLAN & PROFILE

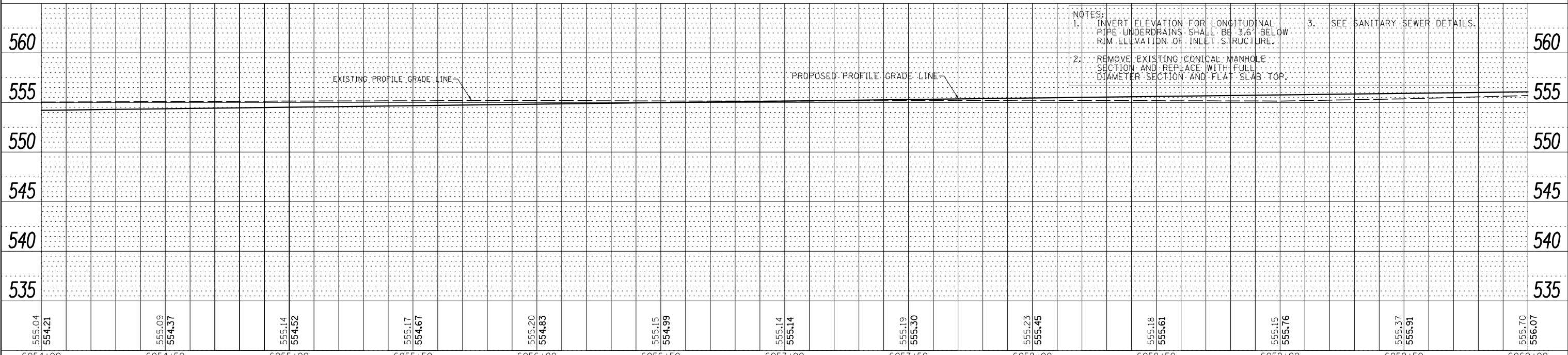
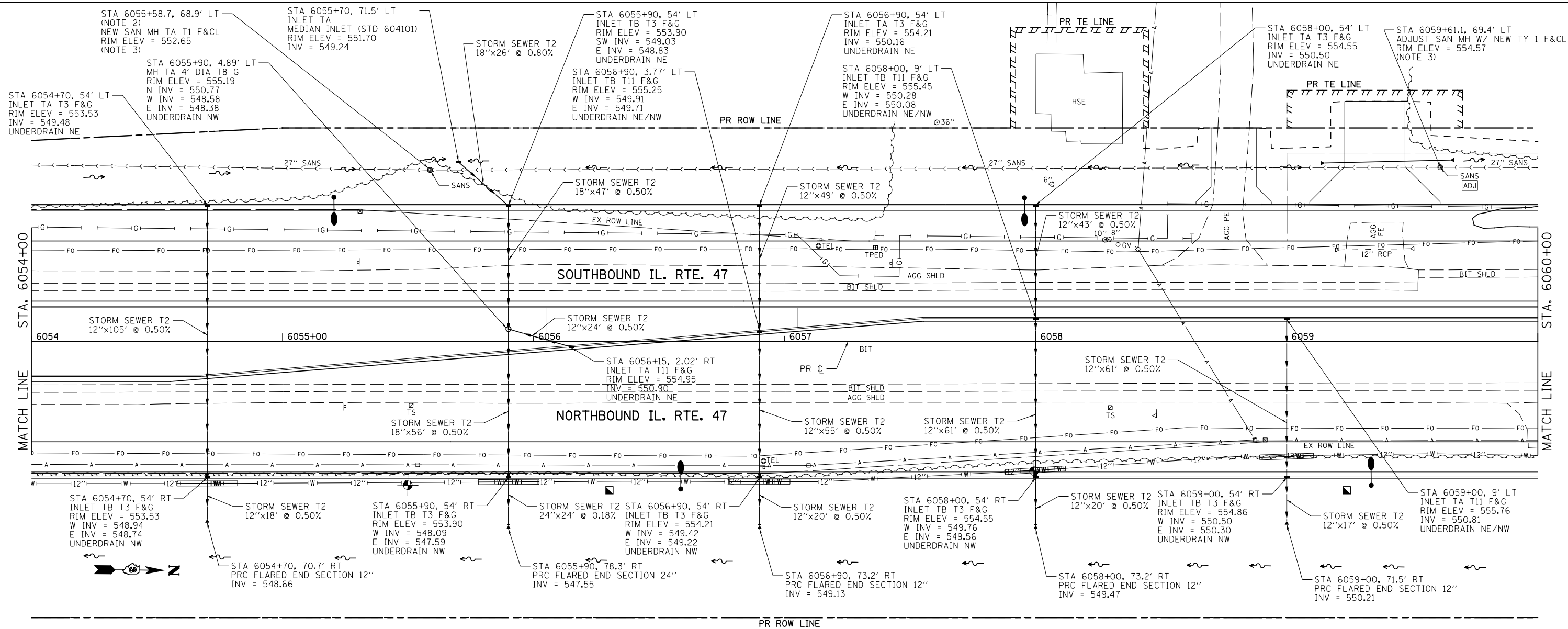
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	203
CONTRACT NO. 66883				

SCALE: H=20 V=5 SHEET 5 OF 35 SHEETS STA. 6048+00 TO STA. 6054+00

ILLINOIS FED. AID PROJECT

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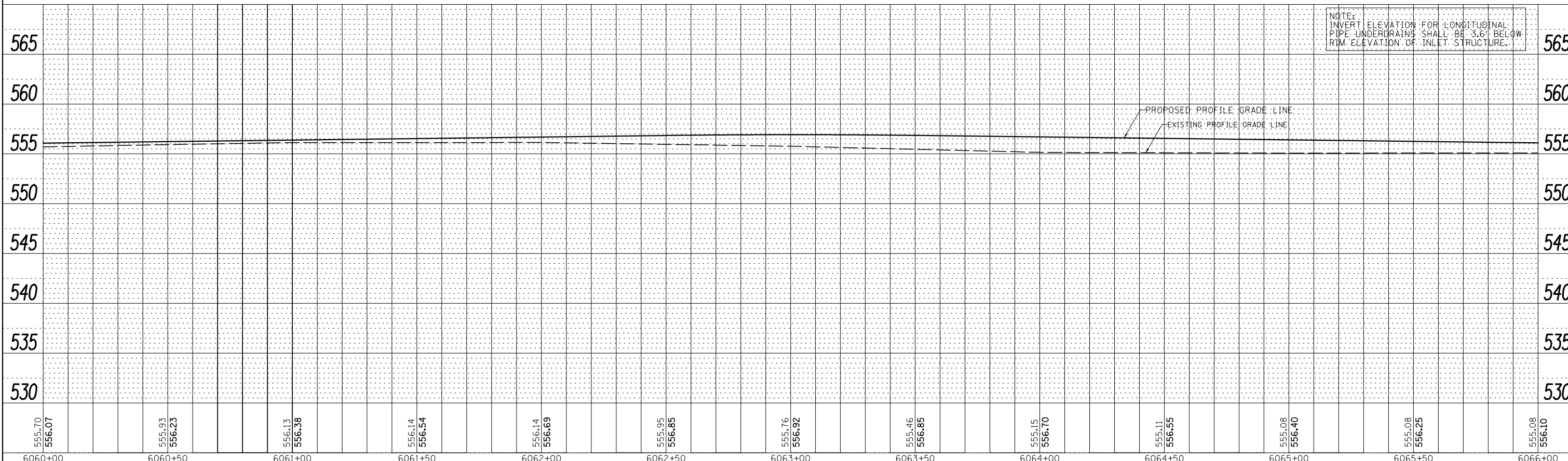
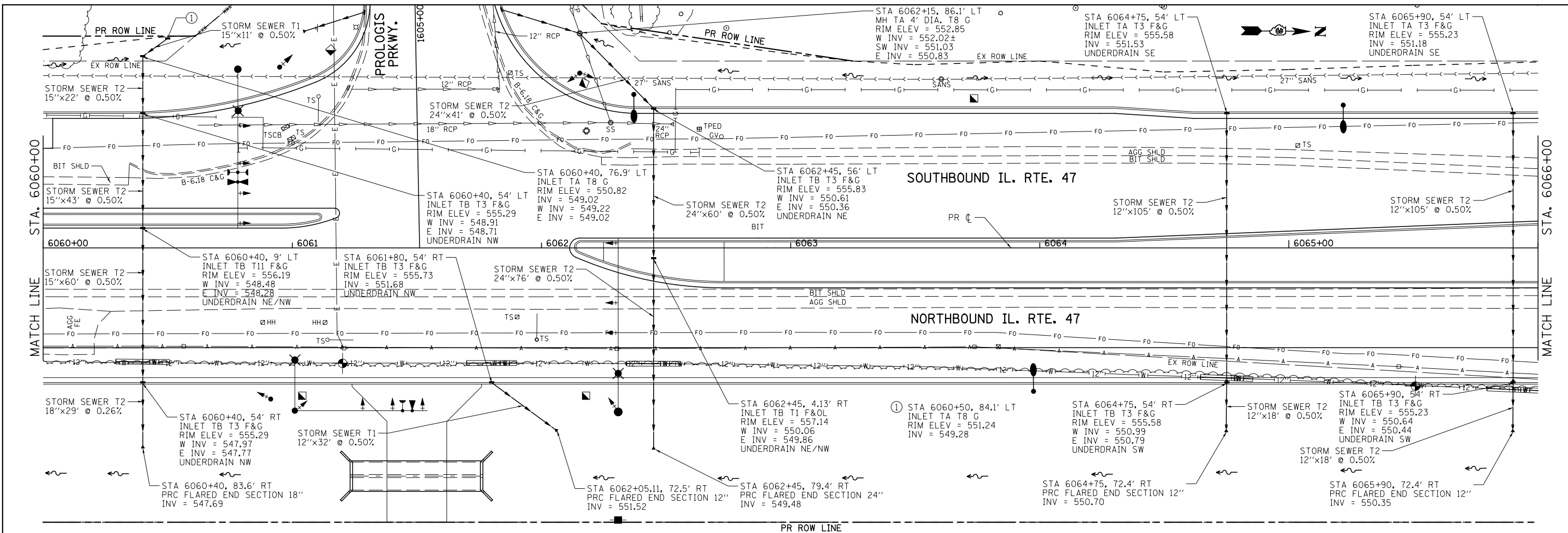


- NOTES:
1. INVERT ELEVATION FOR LONGITUDINAL PIPE UNDERDRAINS SHALL BE 3.6' BELOW RIM ELEVATION OF INLET STRUCTURE.
 2. REMOVE EXISTING CONICAL MANHOLE SECTION AND REPLACE WITH FULL DIAMETER SECTION AND FLAT SLAB TOP.
 3. SEE SANITARY SEWER DETAILS.

FILE NAME =	USER NAME = bdecreane	DESIGNED - LRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 47 STORM SEWER AND UTILITIES PLAN & PROFILE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
V:\3195\66883 (South Section)\CADD Sheets\	D366883-sh-t-drain-6.dgn	DRAWN - SRH/RMD	REVISED -			326	(110)R, BR & BR-1	GRUNDY	644	204	
SHT_PLNPROF	PLOT SCALE = 40.0000' / in.	CHECKED - DJD	REVISED -			CONTRACT NO. 66883					
	PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISED -			ILLINOIS FED. AID PROJECT					

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PROFILE	SURVEYED	DATE
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	GRADES CHECKED	
	STRUCTURE	
	NOTATION	
	NO.	



FILE NAME =	USER NAME = bdecreane	DESIGNED - LRS	REVISED -
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SHT_PLNPROF		CHECKED - DJD	REVISED -
		DATE - 7/15/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

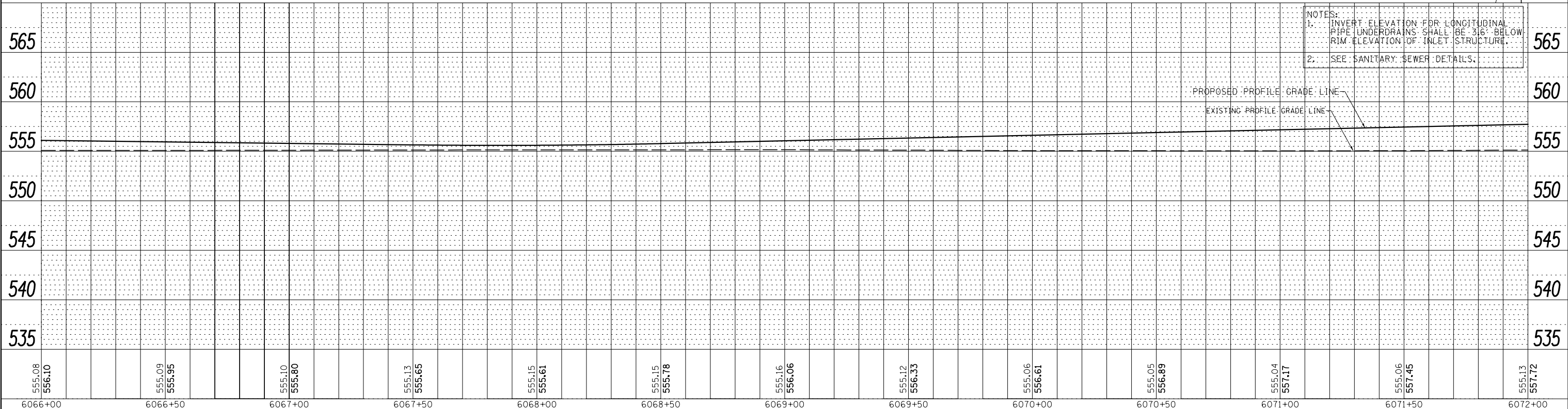
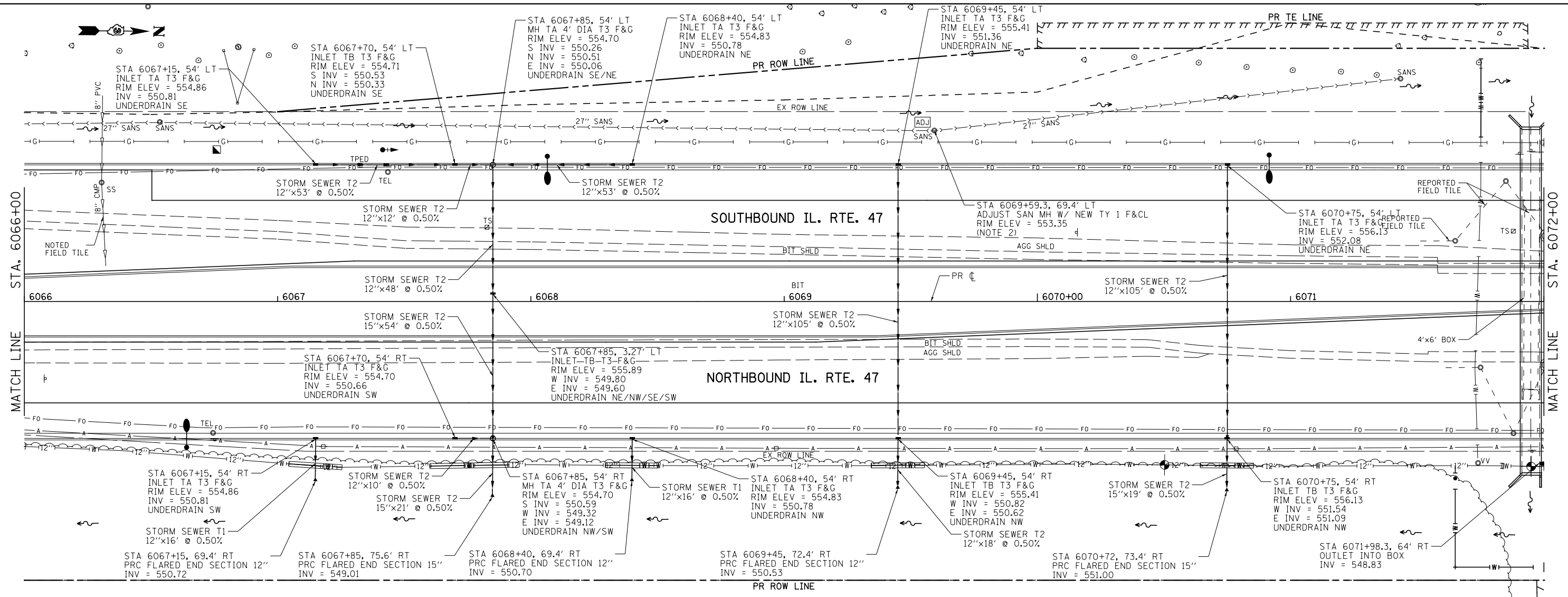
**IL. RTE. 47
STORM SEWER AND UTILITIES PLAN & PROFILE**

SCALE: H=20 V=5 SHEET 7 OF 35 SHEETS STA. 6060+00 TO STA. 6066+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	205
CONTRACT NO. 66883				
ILLINOIS FED. AID PROJECT				

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	GRADES CHECKED
	NO.
	STRUCTURE
	NOTATIONS
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NOTES:
 1. INVERT ELEVATION FOR LONGITUDINAL PIPE UNDERDRAINS SHALL BE 3/16" BELOW RIM ELEVATION OF INLET STRUCTURE.
 2. SEE SANITARY SEWER DETAILS.

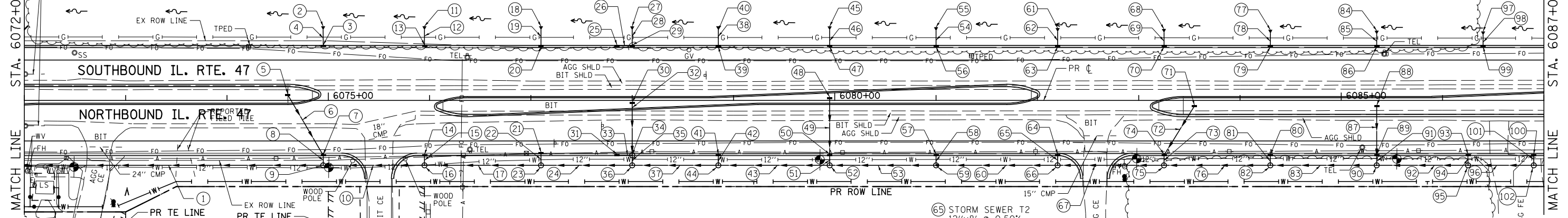
FILE NAME =	USER NAME = bdecreane	DESIGNED - LRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 47 STORM SEWER AND UTILITIES PLAN & PROFILE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
V:\3195\66883 (South Section)\CADD Sheets\	D366883-sh-t-drain-8.dgn	DRAWN - SRH/RMD	REVISED -			326	(110)R, BR & BR-1	GRUNDY	644	206	
SHT_PLNPROF	PLOT SCALE = 40.0000' / in.	CHECKED - DJD	REVISED -			CONTRACT NO. 66883					
	PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: H=20 V=5 SHEET 8 OF 35 SHEETS STA. 6066+00 TO STA. 6072+00

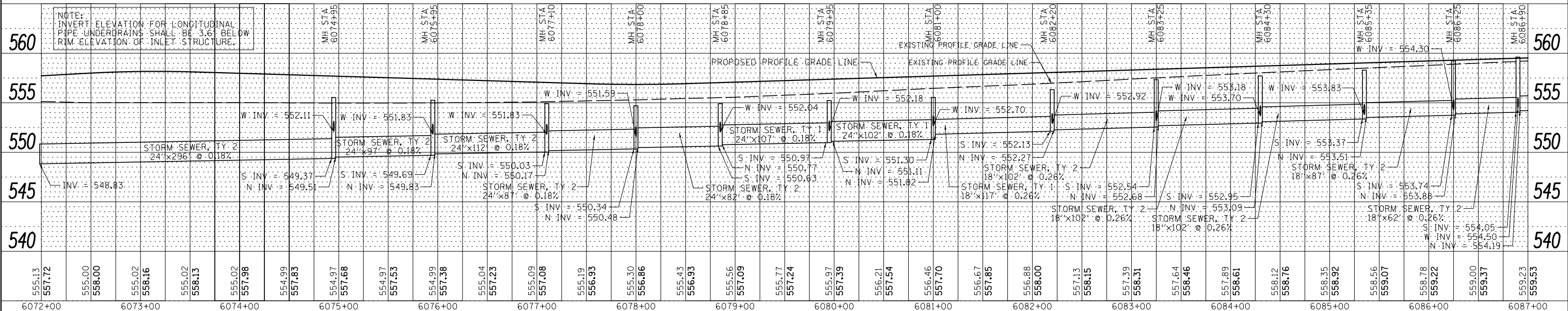
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- 1 STORM SEWER T2 24"x296" @ 0.18%
- 2 STA 6074+95, 69.5' LT PRC FLARED END SECTION 12" INV = 552.67
- 3 STA 6074+95, 54' LT INLET TA T3 F&G RIM ELEV = 556.80 INV = 552.75 UNDERDRAIN SE
- 4 STORM SEWER T2 12"x16" @ 0.50%
- 5 STA 6074+60, 5.5' LT INLET TA T8 G RIM ELEV = 558.09 INV = 552.71 UNDERDRAIN SE/SW
- 6 STORM SEWER T2 12"x67" @ 0.50%
- 7 STA 6074+95, 54' RT INLET TB T3 F&G RIM ELEV = 556.80 W INV = 552.36 E INV = 552.16 UNDERDRAIN SW
- 8 STORM SEWER T2 12"x8" @ 0.50%
- 9 STA 6074+95, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 555.53 N INV = 549.51 W INV = 552.11 S INV = 549.37
- 10 STORM SEWER T2 24"x97" @ 0.18%
- 11 STA 6075+95, 69.5' LT PRC FLARED END SECTION 12" INV = 552.37
- 12 STORM SEWER T2 12"x16" @ 0.50%
- 13 STA 6075+95, 54' LT INLET TA T3 F&G RIM ELEV = 556.50 INV = 552.45 UNDERDRAIN SE
- 14 STA 6075+95, 54' RT INLET TA T3 F&G RIM ELEV = 556.50 INV = 551.88 UNDERDRAIN SW
- 15 STORM SEWER T2 12"x8" @ 0.50%
- 16 STA 6075+95, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 555.25 N INV = 549.83 W INV = 551.83 S INV = 549.69
- 17 STORM SEWER T2 24"x112" @ 0.18%
- 18 STA 6077+10, 69.5' LT PRC FLARED END SECTION 12" INV = 552.03
- 19 STORM SEWER T2 12"x16" @ 0.50%
- 20 STA 6077+10, 54' LT INLET TB T3 F&G RIM ELEV = 556.16 INV = 552.10 UNDERDRAIN SE
- 21 STA 6077+10, 54' RT INLET TA T3 F&G RIM ELEV = 556.16 INV = 551.88 UNDERDRAIN SW
- 22 STORM SEWER T2 12"x8" @ 0.50%
- 23 STA 6077+10, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 554.91 N INV = 550.17 W INV = 551.83 S INV = 550.03
- 24 STORM SEWER T1 24"x87" @ 0.18%
- 25 STA 6077+85, 54' LT INLET TA T3 F&G RIM ELEV = 555.96 N INV = 551.95 E INV = 552.26 (TUD) UNDERDRAIN SE
- 26 STORM SEWER T1 12"x13" @ 0.50%
- 27 STA 6078+00, 69.4' LT PRC FLARED END SECTION 12" INV = 551.59
- 28 STORM SEWER T2 12"x16" @ 0.50%
- 29 STA 6078+00, 54' LT INLET TB T3 F&G RIM ELEV = 555.96 S INV = 551.87 W INV = 551.67 UNDERDRAIN NE
- 30 STA 6078+00, 2.6' RT INLET TA T8 G RIM ELEV = 557.32 E INV = 552.17 UNDERDRAIN NE/NW/SE/SW
- 31 STA 6077+85, 54' RT INLET TA T3 F&G RIM ELEV = 555.96 N INV = 551.92 W INV = 552.26 (TUD) UNDERDRAIN SW
- 32 STORM SEWER T2 12"x49" @ 0.50%
- 33 STORM SEWER T1 12"x13" @ 0.50%
- 34 STA 6078+00, 54' RT MH TA 4' T3 F&G RIM ELEV = 555.96 S INV = 551.84 W INV = 551.91 E INV = 551.64 UNDERDRAIN NW
- 35 STORM SEWER T2 12"x8" @ 0.50%
- 36 STA 6078+00, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 554.70 N INV = 550.48 W INV = 551.59 S INV = 550.34
- 37 STORM SEWER T2 24"x82" @ 0.18%
- 38 STORM SEWER T2 12"x16" @ 0.50%
- 39 STA 6078+85, 54' LT INLET TA T3 F&G RIM ELEV = 556.14 INV = 552.09 UNDERDRAIN NE
- 40 STA 6078+85, 69.5' LT PRC FLARED END SECTION 12" INV = 552.01
- 41 STA 6077+85, 54' RT INLET TA T3 F&G RIM ELEV = 555.96 N INV = 552.09 UNDERDRAIN NW
- 42 STORM SEWER T2 12"x8" @ 0.50%
- 43 STORM SEWER T1 24"x107" @ 0.18%
- 44 STA 6078+85, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 554.90 N INV = 550.77 W INV = 552.71 S INV = 550.63
- 45 STA 6079+95, 69.5' LT PRC FLARED END SECTION 12" INV = 552.37
- 46 STORM SEWER T2 12"x16" @ 0.50%
- 47 STA 6079+95, 54' LT INLET TA T3 F&G RIM ELEV = 556.47 INV = 552.45 UNDERDRAIN NE
- 48 STA 6079+95, 2.4' LT INLET TA T8 G RIM ELEV = 557.86 E INV = 552.69 UNDERDRAIN NE/NW
- 49 STORM SEWER T2 12"x54" @ 0.50%
- 50 STA 6079+95, 54' RT INLET TB T3 F&G RIM ELEV = 556.47 W INV = 552.43 E INV = 552.23 UNDERDRAIN NW
- 51 STORM SEWER T2 12"x8" @ 0.50%
- 52 STA 6079+95, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 555.22 N INV = 551.11 W INV = 552.18 S INV = 550.97
- 53 STORM SEWER T1 24"x102" @ 0.18%
- 54 STORM SEWER T2 12"x15" @ 0.50%
- 55 STA 6081+00, 68.6' LT PRC FLARED END SECTION 12" INV = 552.90
- 56 STA 6081+00, 54' LT INLET TA T3 F&G RIM ELEV = 556.80 INV = 552.97 UNDERDRAIN NE
- 57 STA 6081+00, 54' RT INLET TA T3 F&G RIM ELEV = 556.80 INV = 552.75 UNDERDRAIN NW
- 58 STORM SEWER T2 12"x8" @ 0.50%
- 59 STA 6081+00, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 555.54 N INV = 551.82 W INV = 552.70 S INV = 551.30
- 60 STORM SEWER T1 18"x117" @ 0.26%
- 61 STA 6082+20, 67.7' LT PRC FLARED END SECTION 12" INV = 553.50
- 62 STORM SEWER T1 12"x14" @ 0.50%
- 63 STA 6082+20, 54' LT INLET TA T3 F&G RIM ELEV = 557.16 INV = 553.56 UNDERDRAIN NE
- 64 STA 6082+20, 54' RT INLET TA T3 F&G RIM ELEV = 557.16 INV = 552.97 UNDERDRAIN NW
- 65 STORM SEWER T2 12"x8" @ 0.50%
- 66 STA 6082+20, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 556.34 N INV = 552.27 W INV = 552.92 S INV = 552.13
- 67 STORM SEWER T2 18"x102" @ 0.26%
- 68 STA 6083+25, 66.8' LT PRC FLARED END SECTION 12" INV = 554.03
- 69 STORM SEWER T1 12"x13" @ 0.50%
- 70 STA 6083+25, 54' LT INLET TA T3 F&G RIM ELEV = 557.48 INV = 554.09 UNDERDRAIN NE
- 71 STA 6083+25, 5.5' RT INLET TA T8 G RIM ELEV = 558.76 INV = 553.72 UNDERDRAIN NE/NW
- 72 STORM SEWER T2 12"x55" @ 0.50%
- 73 STORM SEWER T2 12"x8" @ 0.50%
- 74 STA 6083+25, 54' RT INLET TB T3 F&G RIM ELEV = 557.48 E INV = 553.23 UNDERDRAIN NW
- 75 STA 6083+25, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 557.34 N INV = 552.68 W INV = 553.18 S INV = 552.54
- 76 STORM SEWER T2 18"x102" @ 0.26%
- 77 STA 6084+30, 66.0' LT PRC FLARED END SECTION 12" INV = 554.55
- 78 STORM SEWER T1 12"x12" @ 0.50%
- 79 STA 6084+30, 54' LT INLET TA T3 F&G RIM ELEV = 557.80 INV = 554.61 UNDERDRAIN NE
- 80 STA 6084+30, 54' RT INLET TA T3 F&G RIM ELEV = 557.80 INV = 553.75 UNDERDRAIN NW
- 81 STORM SEWER T2 12"x8" @ 0.50%
- 82 STA 6084+30, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 557.71 N INV = 553.09 W INV = 553.70 S INV = 552.95
- 83 STORM SEWER T2 18"x102" @ 0.26%
- 84 STA 6085+35, 65.2' LT PRC FLARED END SECTION 12" INV = 555.09
- 85 STORM SEWER T1 12"x11" @ 0.50%
- 86 STA 6085+35, 54' LT INLET TA T3 F&G RIM ELEV = 558.12 INV = 555.15 UNDERDRAIN NE
- 87 STORM SEWER T2 12"x46" @ 0.50%
- 88 STA 6085+35, 5.5' RT INLET TA T8 G RIM ELEV = 559.34 INV = 554.32 UNDERDRAIN NE/NW
- 89 STA 6085+35, 54' RT INLET TB T3 F&G RIM ELEV = 558.12 W INV = 554.08 E INV = 553.88 UNDERDRAIN NW
- 90 STA 6085+35, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 558.30 N INV = 553.51 W INV = 553.83 S INV = 553.37
- 91 STORM SEWER T2 12"x8" @ 0.50%
- 92 STORM SEWER T2 18"x87" @ 0.26%
- 93 STA 6086+25, 54' RT INLET TA T3 F&G RIM ELEV = 558.40 INV = 554.35 UNDERDRAIN NW
- 94 STORM SEWER T2 12"x8" @ 0.50%
- 95 STA 6086+25, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 559.24 N INV = 553.88 W INV = 554.30 S INV = 553.74
- 96 STORM SEWER T2 18"x62" @ 0.26%
- 97 STA 6086+40, 64.4' LT PRC FLARED END SECTION 12" INV = 555.61
- 98 STORM SEWER T1 12"x11" @ 0.50%
- 99 STA 6086+40, 54' LT INLET TA T3 F&G RIM ELEV = 558.44 INV = 555.67 UNDERDRAIN NE
- 100 STA 6086+90, 54' RT INLET TA T3 F&G RIM ELEV = 558.59 INV = 554.55 UNDERDRAIN NW
- 101 STORM SEWER T2 12"x8" @ 0.50%
- 102 STA 6086+90, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 559.62 N INV = 554.19 W INV = 554.50 S INV = 554.05



- 14 STA 6075+95, 54' RT INLET TA T3 F&G RIM ELEV = 556.50 INV = 551.88 UNDERDRAIN SW
- 15 STORM SEWER T2 12"x8" @ 0.50%
- 16 STA 6075+95, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 555.25 N INV = 549.83 W INV = 551.83 S INV = 549.69
- 17 STORM SEWER T2 24"x112" @ 0.18%
- 18 STA 6077+10, 69.5' LT PRC FLARED END SECTION 12" INV = 552.03
- 19 STORM SEWER T2 12"x16" @ 0.50%
- 20 STA 6077+10, 54' LT INLET TB T3 F&G RIM ELEV = 556.16 INV = 552.10 UNDERDRAIN SE
- 24 STORM SEWER T1 24"x87" @ 0.18%
- 25 STA 6077+85, 54' LT INLET TA T3 F&G RIM ELEV = 555.96 N INV = 551.95 E INV = 552.26 (TUD) UNDERDRAIN SE
- 26 STORM SEWER T1 12"x13" @ 0.50%
- 27 STA 6078+00, 69.4' LT PRC FLARED END SECTION 12" INV = 551.59
- 28 STORM SEWER T2 12"x16" @ 0.50%
- 29 STA 6078+00, 54' LT INLET TB T3 F&G RIM ELEV = 555.96 S INV = 551.87 W INV = 551.67 UNDERDRAIN NE
- 32 STORM SEWER T2 12"x49" @ 0.50%
- 33 STORM SEWER T1 12"x13" @ 0.50%
- 34 STA 6078+00, 54' RT MH TA 4' T3 F&G RIM ELEV = 555.96 S INV = 551.84 W INV = 551.91 E INV = 551.64 UNDERDRAIN NW
- 35 STORM SEWER T2 12"x8" @ 0.50%
- 36 STA 6078+00, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 554.70 N INV = 550.48 W INV = 551.59 S INV = 550.34
- 37 STORM SEWER T2 24"x82" @ 0.18%
- 38 STORM SEWER T2 12"x16" @ 0.50%
- 39 STA 6078+85, 54' LT INLET TA T3 F&G RIM ELEV = 556.14 INV = 552.09 UNDERDRAIN NE
- 44 STA 6078+85, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 554.90 N INV = 550.77 W INV = 552.71 S INV = 550.63
- 45 STA 6079+95, 69.5' LT PRC FLARED END SECTION 12" INV = 552.37
- 46 STORM SEWER T2 12"x16" @ 0.50%
- 47 STA 6079+95, 54' LT INLET TA T3 F&G RIM ELEV = 556.47 INV = 552.45 UNDERDRAIN NE
- 48 STA 6079+95, 2.4' LT INLET TA T8 G RIM ELEV = 557.86 E INV = 552.69 UNDERDRAIN NE/NW
- 49 STORM SEWER T2 12"x54" @ 0.50%
- 50 STA 6079+95, 54' RT INLET TB T3 F&G RIM ELEV = 556.47 W INV = 552.43 E INV = 552.23 UNDERDRAIN NW
- 55 STA 6081+00, 68.6' LT PRC FLARED END SECTION 12" INV = 552.90
- 56 STA 6081+00, 54' LT INLET TA T3 F&G RIM ELEV = 556.80 INV = 552.97 UNDERDRAIN NE
- 57 STA 6081+00, 54' RT INLET TA T3 F&G RIM ELEV = 556.80 INV = 552.75 UNDERDRAIN NW
- 58 STORM SEWER T2 12"x8" @ 0.50%
- 59 STA 6081+00, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 555.54 N INV = 551.82 W INV = 552.70 S INV = 551.30
- 60 STORM SEWER T1 18"x117" @ 0.26%
- 61 STA 6082+20, 67.7' LT PRC FLARED END SECTION 12" INV = 553.50
- 65 STORM SEWER T2 12"x8" @ 0.50%
- 66 STA 6082+20, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 556.34 N INV = 552.27 W INV = 552.92 S INV = 552.13
- 67 STORM SEWER T2 18"x102" @ 0.26%
- 68 STA 6083+25, 66.8' LT PRC FLARED END SECTION 12" INV = 554.03
- 69 STORM SEWER T1 12"x13" @ 0.50%
- 70 STA 6083+25, 54' LT INLET TA T3 F&G RIM ELEV = 557.48 INV = 554.09 UNDERDRAIN NE
- 71 STA 6083+25, 5.5' RT INLET TA T8 G RIM ELEV = 558.76 INV = 553.72 UNDERDRAIN NE/NW
- 72 STORM SEWER T2 12"x55" @ 0.50%
- 73 STORM SEWER T2 12"x8" @ 0.50%
- 76 STORM SEWER T2 18"x102" @ 0.26%
- 77 STA 6084+30, 66.0' LT PRC FLARED END SECTION 12" INV = 554.55
- 78 STORM SEWER T1 12"x12" @ 0.50%
- 79 STA 6084+30, 54' LT INLET TA T3 F&G RIM ELEV = 557.80 INV = 554.61 UNDERDRAIN NE
- 80 STA 6084+30, 54' RT INLET TA T3 F&G RIM ELEV = 557.80 INV = 553.75 UNDERDRAIN NW
- 81 STORM SEWER T2 12"x8" @ 0.50%
- 82 STA 6084+30, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 557.71 N INV = 553.09 W INV = 553.70 S INV = 552.95
- 83 STORM SEWER T2 18"x102" @ 0.26%
- 88 STA 6085+35, 5.5' RT INLET TA T8 G RIM ELEV = 559.34 INV = 554.32 UNDERDRAIN NE/NW
- 89 STA 6085+35, 54' RT INLET TB T3 F&G RIM ELEV = 558.12 W INV = 554.08 E INV = 553.88 UNDERDRAIN NW
- 90 STA 6085+35, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 558.30 N INV = 553.51 W INV = 553.83 S INV = 553.37
- 91 STORM SEWER T2 12"x8" @ 0.50%
- 92 STORM SEWER T2 18"x87" @ 0.26%
- 93 STA 6086+25, 54' RT INLET TA T3 F&G RIM ELEV = 558.40 INV = 554.35 UNDERDRAIN NW
- 94 STORM SEWER T2 12"x8" @ 0.50%
- 98 STORM SEWER T1 12"x11" @ 0.50%
- 99 STA 6086+40, 54' LT INLET TA T3 F&G RIM ELEV = 558.44 INV = 555.67 UNDERDRAIN NE
- 100 STA 6086+90, 54' RT INLET TA T3 F&G RIM ELEV = 558.59 INV = 554.55 UNDERDRAIN NW
- 101 STORM SEWER T2 12"x8" @ 0.50%
- 102 STA 6086+90, 64' RT MH TA 4' DIA T1 F&CL RIM ELEV = 559.62 N INV = 554.19 W INV = 554.50 S INV = 554.05



FILE NAME =	USER NAME = bdcraene	DESIGNED - LRS	REVISED -
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PLOT SCALE = 100.0000' / in.		CHECKED - DJD	REVISED -
SHT_PLNPRF		DATE - 7/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

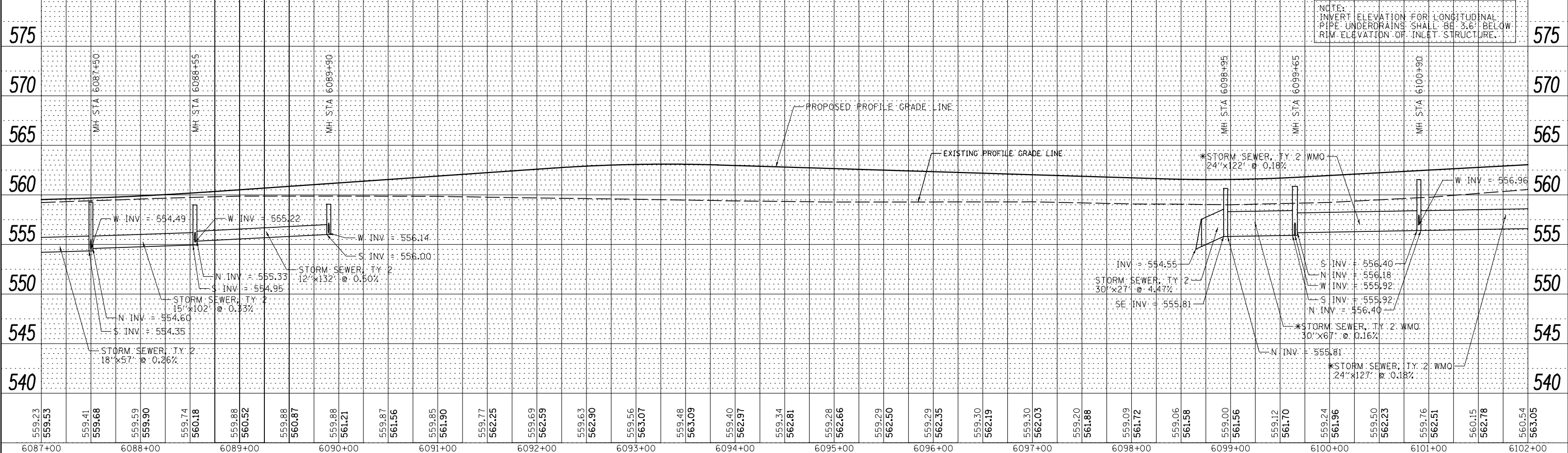
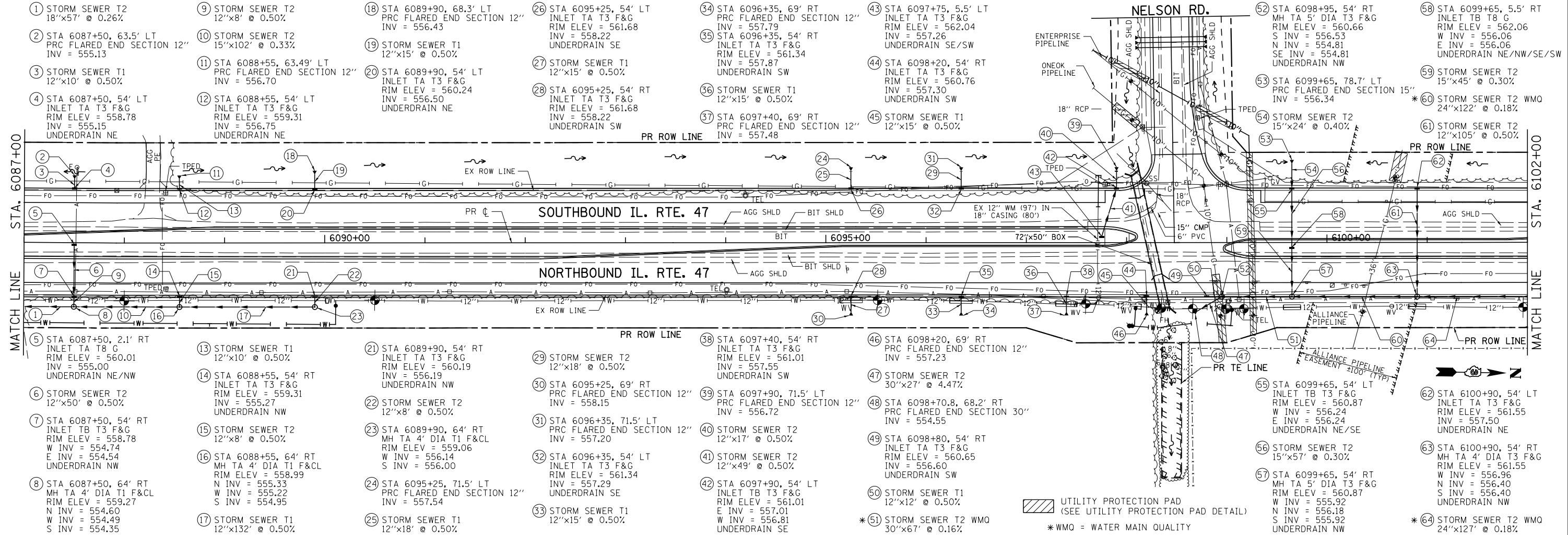
IL. RTE. 47
STORM SEWER AND UTILITIES PLAN & PROFILE

SCALE: H=50 V=5 SHEET 9 OF 35 SHEETS STA. 6072+00 TO STA. 6087+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	207
			CONTRACT NO. 66883	
ILLINOIS FED. AID PROJECT				

DATE	
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	DATE _____

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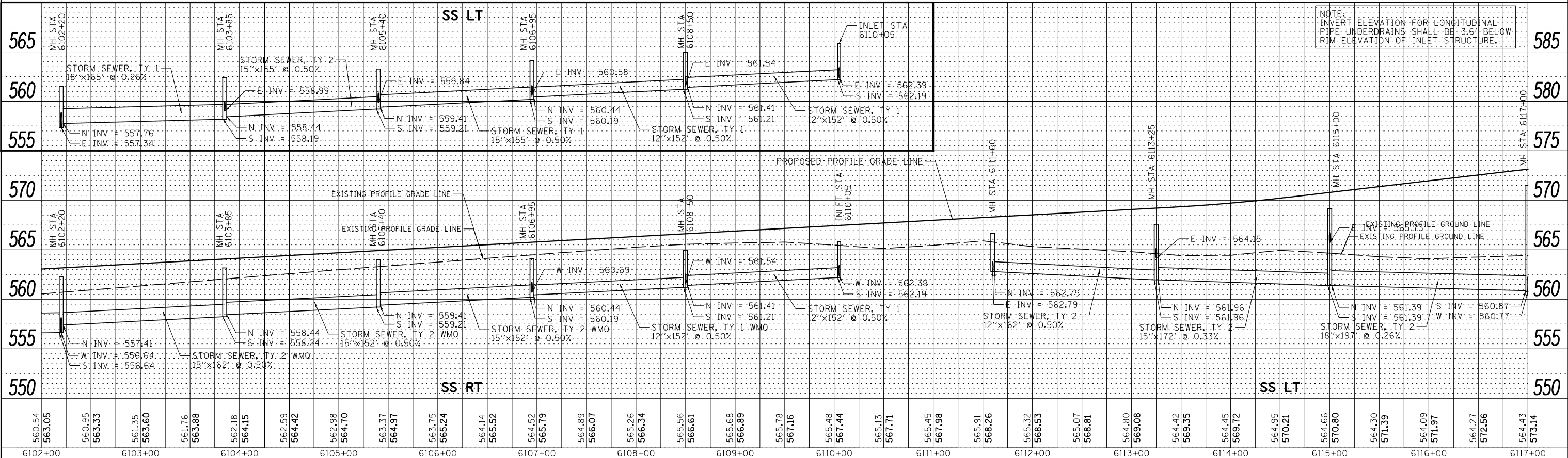
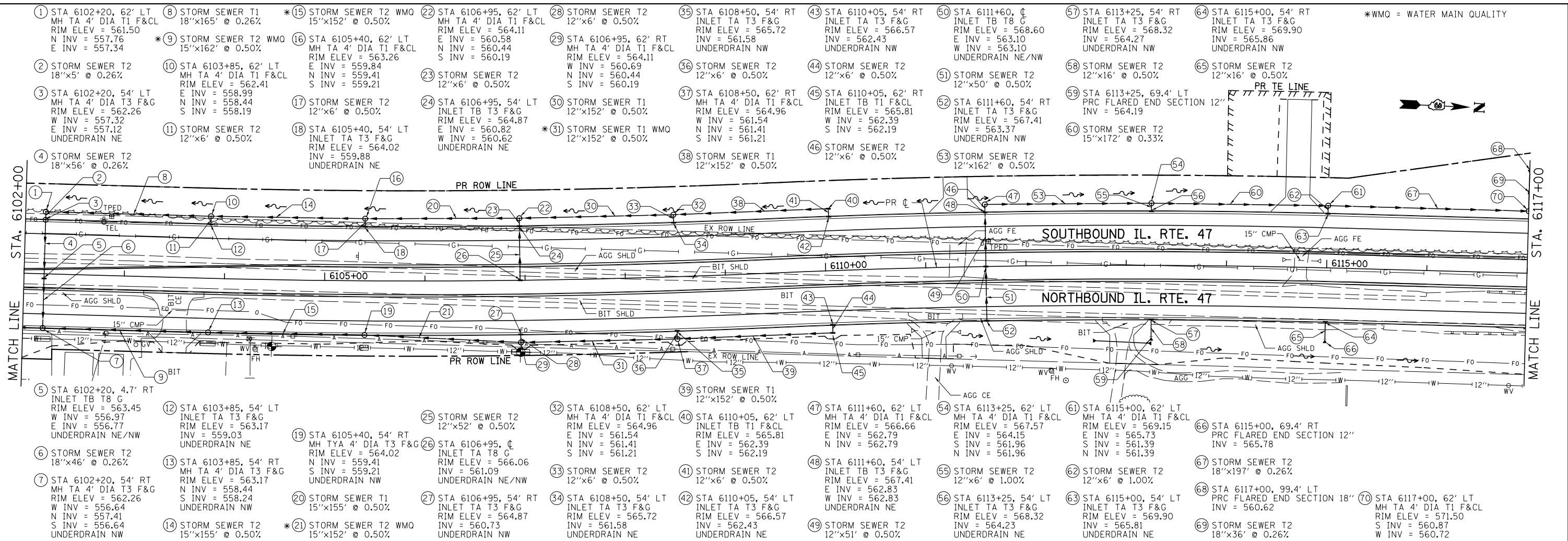


FILE NAME =	USER NAME = bdcraene	DESIGNED - LRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 47 STORM SEWER AND UTILITIES PLAN & PROFILE	F.A.P. RT. 326	SECTION (110)R, BR & BR-1	COUNTY GRUNDY	TOTAL SHEETS 644	SHEET NO. 208
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PLOT SCALE = 100.0000' / 1"	CHECKED - DJD	REVISOR -	ILLINOIS FED. AID PROJECT							
SHT_PLNPROF	DATE - 7/15/2013	REVISOR -								

SCALE: H=50 V=5 SHEET 10 OF 35 SHEETS STA. 6087+00 TO STA. 6102+00

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PROFILE	SURVEYED
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	GRADES CHECKED
	STRUCTURE NOTATIONS OK'D
	NO.



FILE NAME =	USER NAME = bdcraene	DESIGNED - LRS	REVISED -
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PLOT SCALE = 100.0000' / in.		CHECKED - DJD	REVISED -
PLOT DATE = 8/6/2013		DATE - 7/15/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

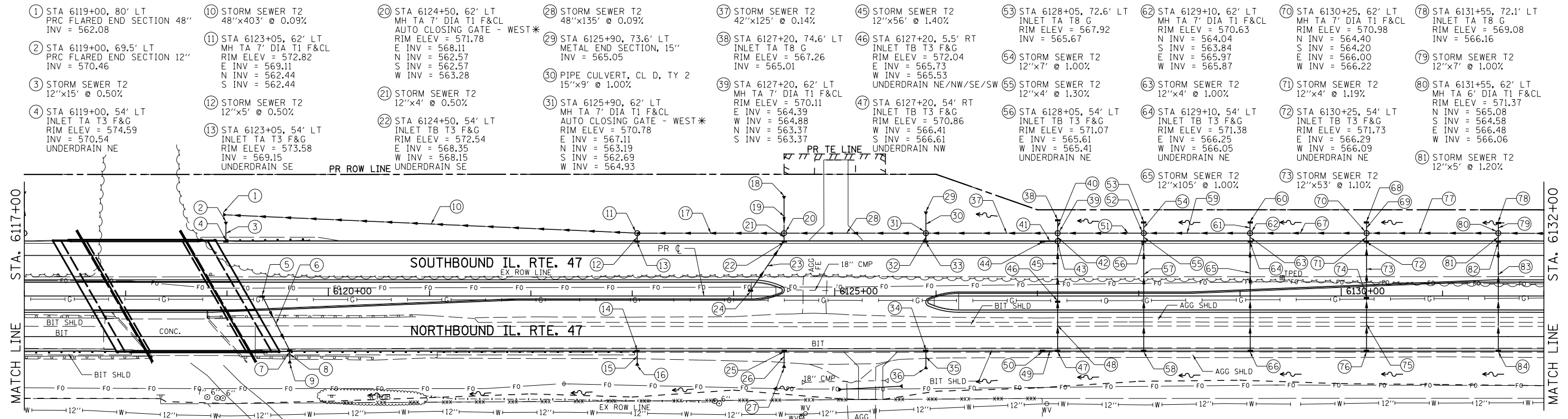
**IL. RTE. 47
STORM SEWER AND UTILITIES PLAN & PROFILE**

SCALE: H=50 V=5 SHEET 11 OF 35 SHEETS STA. 6102+00 TO STA. 6117+00

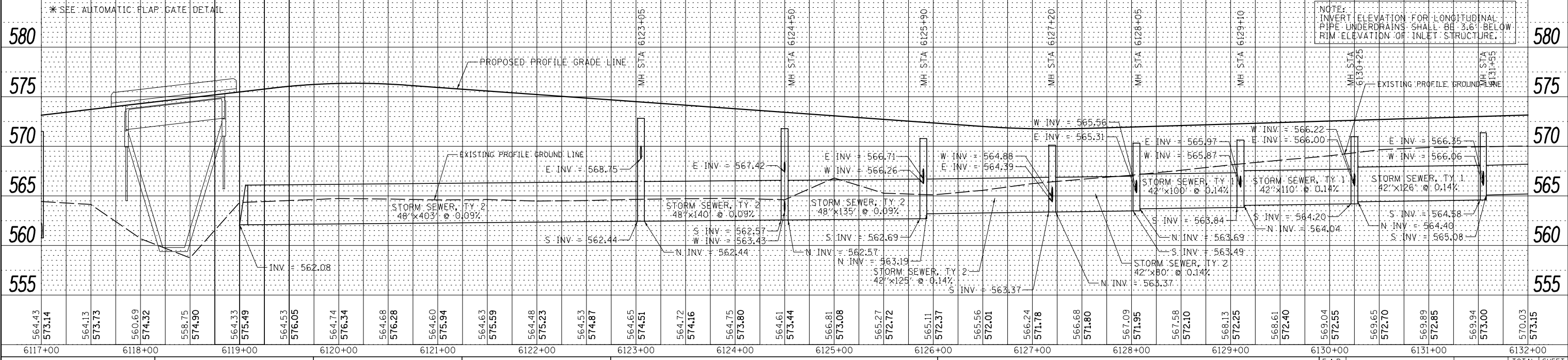
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	209
CONTRACT NO. 66883			ILLINOIS FED. AID PROJECT	

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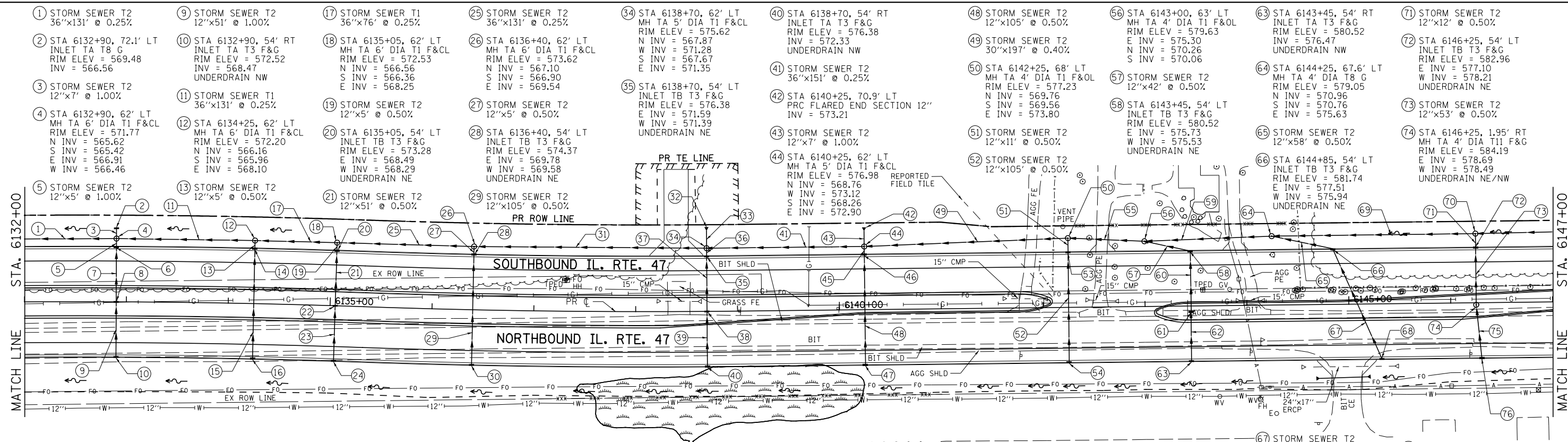
- 1 STA 6119+00, 80' LT PRC FLARED END SECTION 48" INV = 562.08
- 2 STA 6119+00, 69.5' LT PRC FLARED END SECTION 12" INV = 570.46
- 3 STORM SEWER T2 12"x15' @ 0.50%
- 4 STA 6119+00, 54' LT INLET TA T3 F&G RIM ELEV = 574.59 INV = 570.54 UNDERDRAIN NE
- 5 STA 6119+35, 0' INLET TA T1 F&O RIM ELEV = 575.99 INV = 571.71 UNDERDRAIN NE/NW
- 6 STORM SEWER T2 12"x58' @ 0.50%
- 7 STA 6119+62, 54' RT INLET TB T3 F&G RIM ELEV = 575.25 W INV = 571.41 E INV = 571.21 UNDERDRAIN NW
- 8 STORM SEWER T2 12"x8' @ 0.50%
- 9 STA 6119+62, 62.6' RT PRC FLARED END SECTION 12" INV = 571.16
- 10 STORM SEWER T2 48"x403' @ 0.09%
- 11 STA 6123+05, 62' LT MH TA 7' DIA T1 F&C RIM ELEV = 572.82 E INV = 569.11 N INV = 562.44 S INV = 562.44
- 12 STORM SEWER T2 12"x5' @ 0.50%
- 13 STA 6123+05, 54' LT INLET TA T3 F&G RIM ELEV = 573.58 INV = 569.15 UNDERDRAIN SE
- 14 STA 6123+05, 54' RT INLET TA T3 F&G RIM ELEV = 573.58 INV = 569.53 UNDERDRAIN SW
- 15 STORM SEWER T2 12"x11' @ 0.50%
- 16 STA 6123+05, 64.6' RT PRC FLARED END SECTION 12" INV = 569.48
- 17 STORM SEWER T2 48"x140' @ 0.09%
- 18 STA 6124+50, 88.8' LT METAL END SECTION, 15" INV = 563.41
- 19 PIPE CULVERT, CL D, TY 2 15"x24' @ 0.50%
- 20 STA 6124+50, 62' LT MH TA 7' DIA T1 F&C AUTO CLOSING GATE - WEST* RIM ELEV = 571.78 E INV = 568.11 N INV = 562.57 S INV = 562.57 W INV = 563.28
- 21 STORM SEWER T2 12"x4' @ 0.50%
- 22 STA 6124+50, 54' LT INLET TA T3 F&G RIM ELEV = 572.54 E INV = 568.35 S INV = 568.15 W INV = 568.15
- 23 STORM SEWER T2 12"x60' @ 0.50%
- 24 STA 6124+17, 1.81' LT INLET TA T8 G RIM ELEV = 573.91 INV = 568.66 UNDERDRAIN SE/SW
- 25 STA 6124+50, 54' RT INLET TA T3 F&G RIM ELEV = 572.54 INV = 568.49 UNDERDRAIN SW
- 26 STORM SEWER T2 12"x13' @ 0.50%
- 27 STA 6124+50, 67.1' RT PRC FLARED END SECTION 12" INV = 568.43
- 28 STORM SEWER T2 48"x135' @ 0.09%
- 29 STA 6125+90, 73.6' LT METAL END SECTION, 15" INV = 565.05
- 30 PIPE CULVERT, CL D, TY 2 15"x9' @ 1.00%
- 31 STA 6125+90, 62' LT MH TA 7' DIA T1 F&C AUTO CLOSING GATE - WEST* RIM ELEV = 570.78 E INV = 567.11 N INV = 563.19 S INV = 562.69 W INV = 564.93
- 32 STORM SEWER T2 12"x4' @ 0.50%
- 33 STA 6125+90, 54' LT INLET TB T3 F&G RIM ELEV = 571.54 INV = 567.15 UNDERDRAIN SE
- 34 STA 6125+90, 54' RT INLET TA T3 F&G RIM ELEV = 571.54 INV = 567.49 UNDERDRAIN SW
- 35 STORM SEWER T2 12"x16' @ 0.50%
- 36 STA 6125+90, 69.4' RT PRC FLARED END SECTION 12" INV = 567.41
- 37 STORM SEWER T2 42"x125' @ 0.14%
- 38 STA 6127+20, 74.6' LT INLET TA T8 G RIM ELEV = 567.26 INV = 565.01
- 39 STA 6127+20, 62' LT MH TA 7' DIA T1 F&C RIM ELEV = 570.11 E INV = 564.39 W INV = 564.88 N INV = 563.37 S INV = 563.37
- 40 STORM SEWER T2 12"x9' @ 1.00%
- 41 STORM SEWER T2 12"x13' @ 1.40%
- 42 STORM SEWER T2 12"x4' @ 1.40%
- 43 STA 6127+20, 54' LT MH TA 4' DIA T3 F&G RIM ELEV = 570.86 E INV = 564.70 W INV = 564.50 S INV = 566.61 UNDERDRAIN NE
- 44 STA 6127+05, 54' LT INLET TA T3 F&G RIM ELEV = 570.87 INV = 566.82 UNDERDRAIN SE
- 45 STORM SEWER T2 12"x56' @ 1.40%
- 46 STA 6127+20, 5.5' RT INLET TB T3 F&G RIM ELEV = 572.04 E INV = 565.73 W INV = 565.53 UNDERDRAIN NE/NW/SE/SW
- 47 STA 6127+20, 54' RT INLET TB T3 F&G RIM ELEV = 570.86 W INV = 566.41 S INV = 566.61 UNDERDRAIN NW
- 48 STORM SEWER T2 12"x46' @ 1.40%
- 49 STORM SEWER T2 12"x13' @ 1.40%
- 50 STA 6127+05, 54' RT INLET TA T3 F&G RIM ELEV = 570.87 INV = 566.82 UNDERDRAIN SW
- 51 STORM SEWER T2 42"x80' @ 0.14%
- 52 STA 6128+05, 62' LT MH TA 5' DIA T1 F&C RIM ELEV = 570.32 E INV = 565.31 W INV = 565.56 N INV = 563.69 S INV = 563.49
- 53 STA 6128+05, 72.6' LT INLET TA T8 G RIM ELEV = 567.92 INV = 565.67
- 54 STORM SEWER T2 12"x7' @ 1.00%
- 55 STORM SEWER T2 12"x4' @ 1.30%
- 56 STA 6128+05, 54' LT INLET TB T3 F&G RIM ELEV = 571.07 E INV = 565.61 W INV = 565.41 UNDERDRAIN NE
- 57 STORM SEWER T2 12"x105' @ 1.30%
- 58 STA 6128+05, 54' RT INLET TA T3 F&G RIM ELEV = 571.07 INV = 567.02 UNDERDRAIN NW
- 59 STORM SEWER T1 42"x100' @ 0.14%
- 60 STA 6129+10, 72.6' LT INLET TA T8 G RIM ELEV = 568.23 INV = 565.98
- 61 STORM SEWER T2 12"x7' @ 1.00%
- 62 STA 6129+10, 62' LT MH TA 7' DIA T1 F&C RIM ELEV = 570.63 N INV = 564.04 S INV = 563.84 E INV = 565.97 W INV = 565.87
- 63 STORM SEWER T2 12"x4' @ 1.00%
- 64 STA 6129+10, 54' LT INLET TB T3 F&G RIM ELEV = 571.38 E INV = 566.25 W INV = 566.05 UNDERDRAIN NE
- 65 STORM SEWER T2 12"x105' @ 1.00%
- 66 STA 6129+10, 54' RT INLET TA T3 F&G RIM ELEV = 571.38 INV = 567.33 UNDERDRAIN NW
- 67 STORM SEWER T1 42"x110' @ 0.14%
- 68 STA 6130+25, 72.6' LT INLET TA T8 G RIM ELEV = 568.23 INV = 566.33
- 69 STORM SEWER T2 12"x7' @ 1.00%
- 70 STA 6130+25, 62' LT MH TA 7' DIA T1 F&C RIM ELEV = 570.98 N INV = 564.40 S INV = 564.20 E INV = 566.00 W INV = 566.22
- 71 STORM SEWER T2 12"x4' @ 1.19%
- 72 STA 6130+25, 54' LT INLET TB T3 F&G RIM ELEV = 571.73 E INV = 566.29 W INV = 566.09 UNDERDRAIN NE
- 73 STORM SEWER T2 12"x53' @ 1.10%
- 74 STA 6130+25, 1.81' RT INLET TB T1 F&O RIM ELEV = 572.75 E INV = 567.10 W INV = 566.90 UNDERDRAIN NE/NW
- 75 STORM SEWER T2 12"x50' @ 1.10%
- 76 STA 6130+25, 54' RT INLET TA T3 F&G RIM ELEV = 571.73 INV = 567.68 UNDERDRAIN NW
- 77 STORM SEWER T1 42"x126' @ 0.14%
- 78 STA 6131+55, 72.1' LT INLET TA T8 G RIM ELEV = 569.08 INV = 566.16
- 79 STORM SEWER T2 12"x7' @ 1.00%
- 80 STA 6131+55, 62' LT MH TA 6' DIA T1 F&C RIM ELEV = 571.37 N INV = 565.08 S INV = 564.58 E INV = 566.48 W INV = 566.06
- 81 STORM SEWER T2 12"x5' @ 1.20%
- 82 STA 6131+55, 54' LT INLET TB T3 F&G RIM ELEV = 572.12 E INV = 566.77 W INV = 566.57 UNDERDRAIN NE
- 83 STORM SEWER T2 12"x105' @ 1.20%
- 84 STA 6131+55, 54' RT INLET TA T3 F&G RIM ELEV = 572.12 INV = 568.07 UNDERDRAIN NW



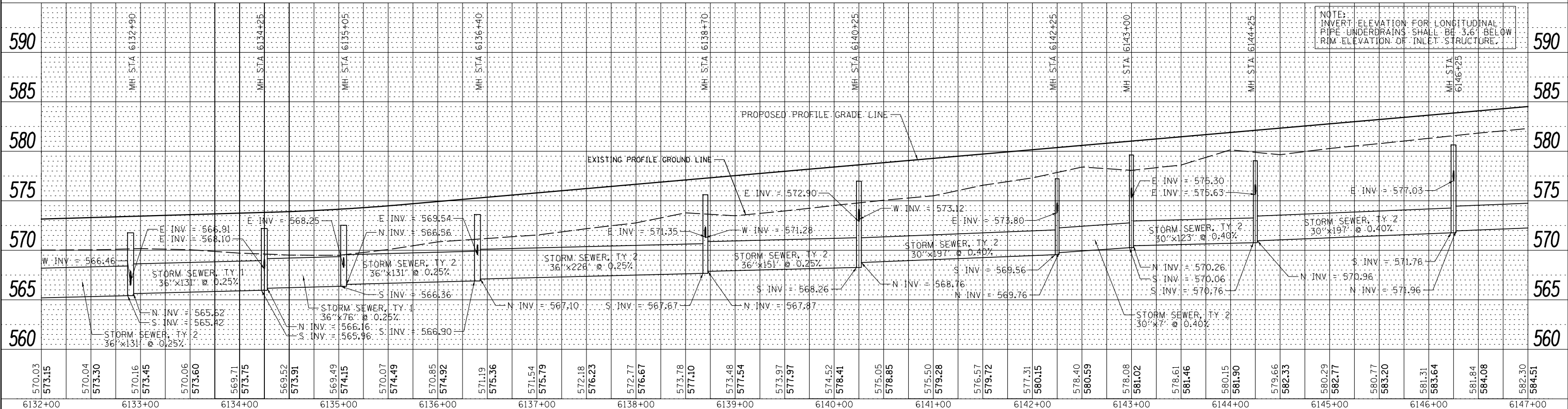
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V:\3195\66883 (South Section)\CADD Sheets\3366883-sh-t-drain-12.dgn		DRAWN - SRH/RMD	REVISED -	SCALE: H=50 V=5		SHEET 12 OF 35 SHEETS		STA. 6117+00 TO STA. 6132+00		CONTRACT NO. 66883		
PLOT SCALE = 100.0000' / 1"		CHECKED - DJD	REVISED -	DATE - 7/15/2013						ILLINOIS FED. AID PROJECT		

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- ① STORM SEWER T2 36"x131' @ 0.25%
- ② STA 6132+90, 72.1' LT INLET TA T8 G RIM ELEV = 569.48 INV = 566.56
- ③ STORM SEWER T2 12"x7' @ 1.00%
- ④ STA 6132+90, 62' LT MH TA 6' DIA T1 F&CL RIM ELEV = 571.77 N INV = 565.62 S INV = 565.42 E INV = 566.91 W INV = 566.46
- ⑤ STORM SEWER T2 12"x5' @ 1.00%
- ⑥ STA 6132+90, 54' LT INLET TB T3 F&G RIM ELEV = 572.52 E INV = 567.19 W INV = 566.99 UNDERDRAIN NE
- ⑦ STORM SEWER T2 12"x51' @ 1.00%
- ⑧ STA 6132+90, 6' INLET TB T1 F&OL RIM ELEV = 573.51 E INV = 567.93 W INV = 567.73 UNDERDRAIN NE/NW
- ⑨ STORM SEWER T2 12"x51' @ 1.00%
- ⑩ STA 6132+90, 54' RT INLET TA T3 F&G RIM ELEV = 572.52 INV = 568.47 UNDERDRAIN NW
- ⑪ STORM SEWER T1 36"x131' @ 0.25%
- ⑫ STA 6134+25, 62' LT MH TA 6' DIA T1 F&CL RIM ELEV = 572.20 N INV = 566.16 S INV = 565.96 E INV = 568.10
- ⑬ STORM SEWER T2 12"x5' @ 0.50%
- ⑭ STA 6134+25, 54' RT INLET TA T3 F&G RIM ELEV = 572.93 E INV = 568.34 W INV = 568.14 UNDERDRAIN NE
- ⑮ STORM SEWER T2 12"x105' @ 0.50%
- ⑯ STA 6134+25, 54' RT INLET TA T3 F&G RIM ELEV = 572.93 INV = 568.88 UNDERDRAIN NW
- ⑰ STORM SEWER T1 36"x76' @ 0.25%
- ⑱ STORM SEWER T1 36"x131' @ 0.25%
- ⑲ STORM SEWER T2 12"x5' @ 0.50%
- ⑳ STA 6135+05, 54' LT INLET TB T3 F&G RIM ELEV = 573.28 E INV = 568.49 W INV = 568.29 UNDERDRAIN NE
- ㉑ STORM SEWER T2 12"x51' @ 0.50%
- ㉒ STA 6135+05, 54' RT INLET TA T3 F&G RIM ELEV = 573.28 INV = 569.23 UNDERDRAIN NW
- ㉓ STORM SEWER T2 12"x52' @ 0.50%
- ㉔ STA 6135+05, 54' RT INLET TA T3 F&G RIM ELEV = 573.28 INV = 569.23 UNDERDRAIN NW
- ㉕ STORM SEWER T2 36"x131' @ 0.25%
- ㉖ STA 6136+40, 62' LT MH TA 6' DIA T1 F&CL RIM ELEV = 573.62 N INV = 567.10 S INV = 567.67 E INV = 571.35
- ㉗ STORM SEWER T2 12"x5' @ 0.50%
- ㉘ STA 6136+40, 54' LT INLET TB T3 F&G RIM ELEV = 574.37 E INV = 569.78 W INV = 569.58 UNDERDRAIN NE
- ㉙ STA 6136+40, 54' RT INLET TA T3 F&G RIM ELEV = 574.37 E INV = 569.78 W INV = 569.58 UNDERDRAIN NE
- ㉚ STA 6138+70, 62' LT MH TA 5' DIA T1 F&CL RIM ELEV = 575.62 N INV = 567.87 W INV = 571.28 S INV = 567.67 E INV = 571.35
- ㉛ STA 6138+70, 54' LT INLET TB T3 F&G RIM ELEV = 576.38 E INV = 571.59 W INV = 571.39 UNDERDRAIN NE
- ㉜ STA 6138+70, 72.9' LT PRC FLARED END SECTION 12" INV = 571.39
- ㉝ STORM SEWER T2 12"x8' @ 1.00%
- ㉞ STA 6138+70, 62' RT INLET TA T3 F&G RIM ELEV = 576.38 N INV = 567.87 W INV = 571.28 S INV = 567.67 E INV = 571.35
- ㉟ STA 6140+25, 54' RT INLET TA T3 F&G RIM ELEV = 577.73 W INV = 572.94 UNDERDRAIN NE
- ㊱ STA 6140+25, 54' RT INLET TA T3 F&G RIM ELEV = 577.73 INV = 573.68 UNDERDRAIN NW
- ㊲ STORM SEWER T2 12"x105' @ 0.50%
- ㊳ STA 6142+25, 68' LT MH TA 4' DIA T1 F&OL RIM ELEV = 577.23 N INV = 569.76 S INV = 569.56 E INV = 573.80
- ㊴ STORM SEWER T2 12"x11' @ 0.50%
- ㊵ STORM SEWER T2 12"x11' @ 0.50%
- ㊶ STORM SEWER T2 12"x105' @ 0.50%
- ㊷ STA 6142+25, 54' RT INLET TA T3 F&G RIM ELEV = 579.47 E INV = 574.88 W INV = 573.87 UNDERDRAIN NE
- ㊸ STA 6142+25, 54' RT INLET TA T3 F&G RIM ELEV = 579.47 INV = 575.42 UNDERDRAIN NW
- ㊹ STORM SEWER T2 30"x73' @ 0.40%
- ㋀ STA 6143+45, 54' RT INLET TA T3 F&G RIM ELEV = 580.52 INV = 576.47 UNDERDRAIN NW
- ㋁ STA 6143+45, 54' RT INLET TA T3 F&G RIM ELEV = 580.52 INV = 576.47 UNDERDRAIN NW
- ㋂ STORM SEWER T2 12"x42' @ 0.50%
- ㋃ STA 6143+45, 54' LT INLET TB T3 F&G RIM ELEV = 580.52 E INV = 575.73 W INV = 575.53 UNDERDRAIN NE
- ㋄ STA 6144+25, 67.6' LT MH TA 4' DIA T8 G RIM ELEV = 579.05 N INV = 570.96 S INV = 570.76 E INV = 575.63
- ㋅ STORM SEWER T2 12"x58' @ 0.50%
- ㋆ STA 6144+85, 54' LT INLET TB T3 F&G RIM ELEV = 581.74 E INV = 577.51 W INV = 575.94 UNDERDRAIN NE
- ㋇ STORM SEWER T2 12"x115' @ 0.50%
- ㋈ STA 6145+32, 54' RT INLET TA T3 F&G RIM ELEV = 582.15 INV = 578.10 UNDERDRAIN NW
- ㋉ STORM SEWER T2 30"x197' @ 0.40%
- ㋊ STA 6146+25, 68.5' LT MH TA 5' DIA T1 F&OL RIM ELEV = 580.65 N INV = 571.96 S INV = 571.76 E INV = 577.03
- ㋋ STORM SEWER T2 12"x50' @ 0.50%
- ㋌ STA 6146+30, 54' RT INLET TA T3 F&G RIM ELEV = 583.00 INV = 578.95 UNDERDRAIN NW
- ㋍ STORM SEWER T2 12"x12' @ 0.50%
- ㋎ STA 6146+25, 54' LT INLET TB T3 F&G RIM ELEV = 582.96 E INV = 577.10 W INV = 578.21 UNDERDRAIN NE
- ㋏ STORM SEWER T2 12"x53' @ 0.50%
- ㋐ STA 6146+25, 1.95' RT MH TA 4' DIA T11 F&G RIM ELEV = 584.19 E INV = 578.69 W INV = 578.49 UNDERDRAIN NE/NW



FILE NAME =	USER NAME = bdcraene	DESIGNED - LRS	REVISED -
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		DATE - 7/15/2013	REVISED -

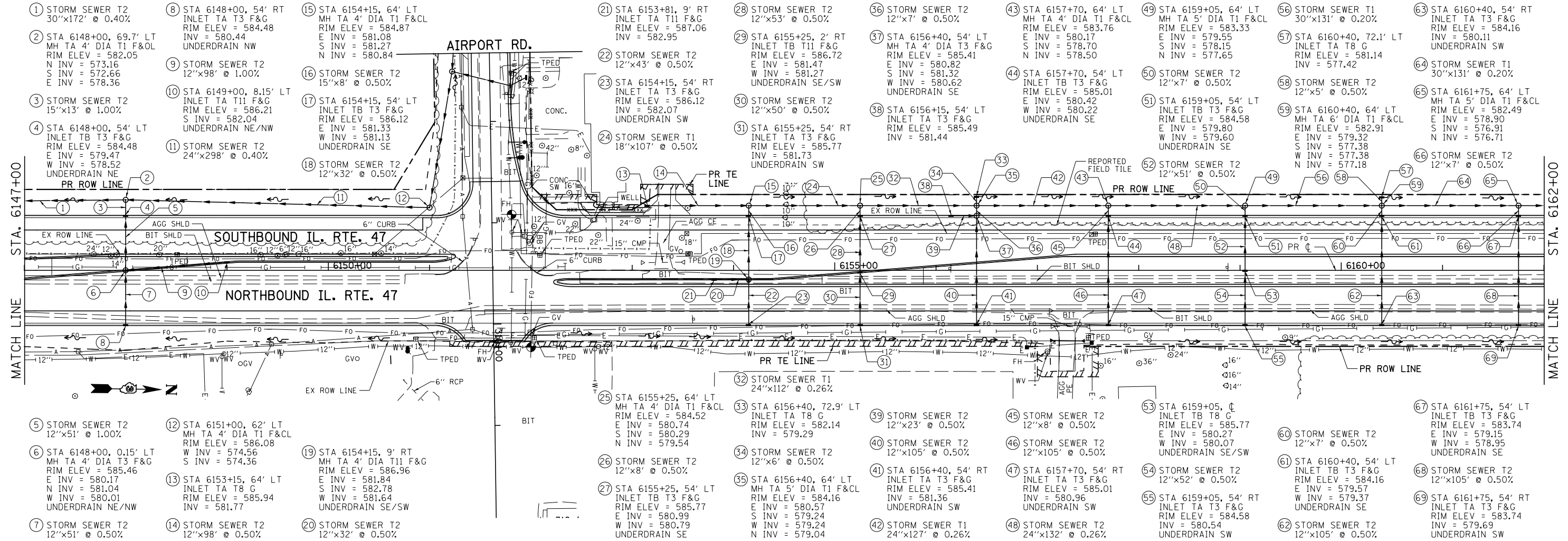
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 47
STORM SEWER AND UTILITIES PLAN & PROFILE**

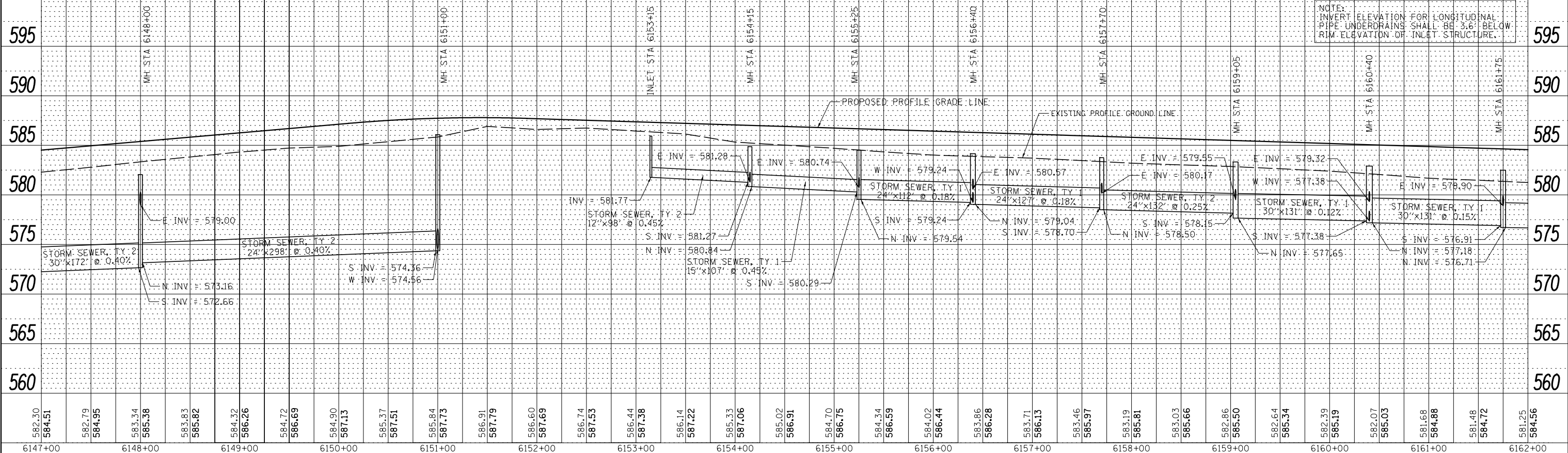
SCALE: H=50 V=5 SHEET 13 OF 35 SHEETS STA. 6132+00 TO STA. 6147+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	211
CONTRACT NO. 66883				
ILLINOIS FED. AID PROJECT				

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



DATE	
BY	
PROFILE	SURVEYED PLOTTED
NOTE BOOK NO.	GRADES CHECKED
	STRUCTURE NOTATIONS OK'D



NOTE:
INVERT ELEVATION FOR LONGITUDINAL
PIPE UNDERDRAINS SHALL BE 3.6' BELOW
RIM ELEVATION OF INLET STRUCTURE.

FILE NAME =	USER NAME = bdcraene	DESIGNED - LRS	REVISED -
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PLOT SCALE = 100.0000' / in.		CHECKED - DJD	REVISED -
PLOT DATE = 8/6/2013		DATE - 7/15/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 47
STORM SEWER AND UTILITIES PLAN & PROFILE**

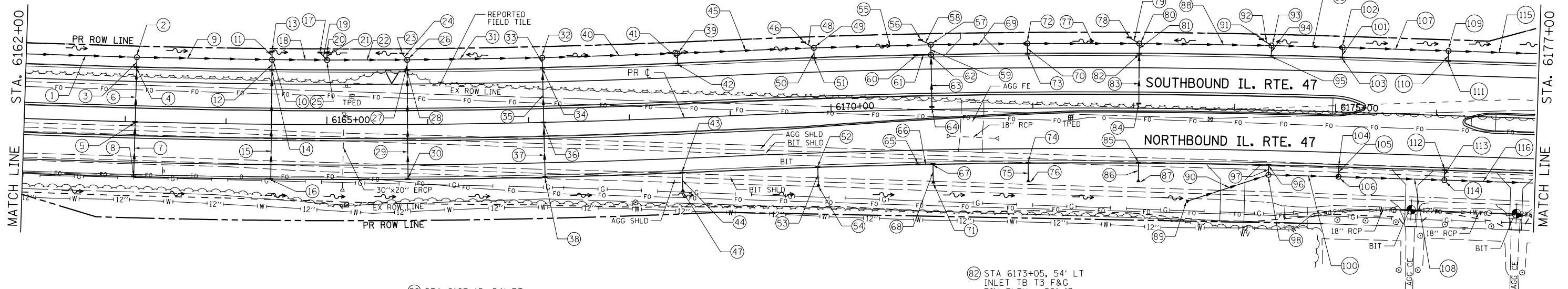
SCALE: H=50 V=5 SHEET 14 OF 35 SHEETS STA. 6147+00 TO STA. 6162+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	212
CONTRACT NO. 66883				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	SURVEYED
	PLOTTED
	ALIGNED
	CHECKED
	FILE NAME
	NO.

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

- ① STORM SEWER T1 30"x131' @ 0.20%
- ② STA 6163+10, 64' LT MH TA 6' DIA T1 F&CL RIM ELEV = 582.07 E INV = 578.28 S INV = 576.44 N INV = 575.94
- ③ STORM SEWER T2 12"x7' @ 0.50%
- ④ STA 6163+10, 54' LT INLET TB T3 F&G RIM ELEV = 583.32 E INV = 578.53 W INV = 578.33 UNDERDRAIN SE
- ⑤ STA 6163+10, 6' INLET TB T8 G RIM ELEV = 584.51 E INV = 579.00 W INV = 578.80 UNDERDRAIN SE/SW
- ⑥ STORM SEWER T2 12"x51' @ 0.50%
- ⑦ STORM SEWER T2 12"x52' @ 0.50%
- ⑧ STA 6163+10, 54' RT INLET TA T3 F&G RIM ELEV = 583.32 INV = 579.27 UNDERDRAIN SW
- ⑯ STA 6164+45, 54' RT INLET TA T3 F&G RIM ELEV = 582.90 INV = 578.77 UNDERDRAIN SW
- ⑰ STA 6164+93, 71.4' LT INLET TA MEDIAN INLET (STD 604101) RIM ELEV = 579.90 INV = 575.56
- ⑱ STORM SEWER T1 36"x49' @ 0.15%
- ⑲ STORM SEWER T2 15"x5' @ 1.00%
- ⑳ STA 6165+00, 71.3' LT INLET TA MEDIAN INLET (STD 604101) RIM ELEV = 579.90 INV = 575.53
- ㉑ STORM SEWER T2 15"x3' @ 1.00%
- ㉒ STORM SEWER T1 42"x74' @ 0.15%
- ㉓ STA 6165+75, 70.6' LT INLET TA MEDIAN INLET (STD 604101) RIM ELEV = 580.12 INV = 576.05
- ㉔ STA 6165+80, 54' RT INLET TA T3 F&G RIM ELEV = 582.48 INV = 578.27 UNDERDRAIN SW
- ㉕ STORM SEWER T1 42"x135' @ 0.12%
- ㉖ STA 6167+15, 64' LT MH TA 7' DIA T1 F&CL RIM ELEV = 580.80 E INV = 577.02 S INV = 574.48 N INV = 574.28
- ㉗ STORM SEWER T2 12"x7' @ 0.50%
- ㉘ STA 6167+15, 54' LT INLET TB T3 F&G RIM ELEV = 582.05 E INV = 577.27 W INV = 577.07 UNDERDRAIN SE
- ㉙ STORM SEWER T2 12"x51' @ 0.50%
- ㉚ STA 6167+15, 6' INLET TB T8 G RIM ELEV = 583.24 E INV = 577.74 W INV = 577.54 UNDERDRAIN SE/SW
- ㉛ STORM SEWER T2 12"x52' @ 0.50%
- ㉜ STORM SEWER T1 48"x130' @ 0.10%
- ㉝ STA 6169+75, 70' LT INLET TA T8 G RIM ELEV = 580.18 INV = 576.01
- ㉞ STORM SEWER T2 12"x13' @ 0.50%
- ㉟ STA 6168+50, 69.5' RT PRC FLARED END SECTION 12" INV = 577.50
- ㊱ STORM SEWER T2 12"x12' @ 1.00%
- ㊲ STA 6169+85, 64' LT MH TA 8' DIA T1 F&CL RIM ELEV = 579.96 E INV = 576.75 S INV = 573.47 W INV = 575.89 N INV = 573.47
- ㊳ STORM SEWER T2 12"x49' @ 0.50%
- ㊴ STA 6171+00, 2.6' LT INLET TA T8 G RIM ELEV = 582.12 INV = 577.14 UNDERDRAIN NE/NW/SE/SW
- ㊵ STA 6169+85, 54' LT INLET TA T3 F&G RIM ELEV = 581.21 INV = 577.04 UNDERDRAIN SE
- ㊶ STA 6169+85, 54' RT INLET TA T3 F&G RIM ELEV = 581.21 INV = 577.16 UNDERDRAIN SW
- *㊷ STA 6170+85, 54' RT MH TA 4' DIA T3 F&G RIM ELEV = 580.93 N INV = 576.89 E INV = 577.23 (TUD) UNDERDRAIN SE
- ㊸ STORM SEWER T2 12"x13' @ 0.50%
- ㊹ STA 6171+95, 54' RT INLET TA T3 F&G RIM ELEV = 581.14 INV = 577.09 UNDERDRAIN NW
- ㊺ STORM SEWER T2 12"x15' @ 0.50%
- ㊻ STA 6171+95, 70.4' RT PRC FLARED END SECTION 12" INV = 576.94
- ㊼ STORM SEWER T1 48"x105' @ 0.10%
- ㊽ STA 6172+95, 70' LT INLET TA T8 G RIM ELEV = 579.62 INV = 575.45
- ㊾ STORM SEWER T2 12"x7' @ 1.00%
- ㊿ STA 6173+05, 64' LT MH TA 8' DIA T1 F&CL RIM ELEV = 580.22 S INV = 573.15 E INV = 576.47 W INV = 575.33 N INV = 573.15
- ① STORM SEWER T2 12"x6' @ 0.50%
- ② STORM SEWER T2 30"x79' @ 0.40%
- ③ STA 6174+25, 70' LT INLET TA T8 G RIM ELEV = 579.83 INV = 575.67
- ④ STORM SEWER T2 12"x7' @ 1.00%
- ⑤ STA 6174+35, 64' LT MH TA 8' DIA T1 F&CL RIM ELEV = 580.61 S INV = 573.02 E INV = 576.86 W INV = 575.57 N INV = 573.02
- ⑥ STORM SEWER T2 12"x6' @ 0.50%
- ⑦ STA 6174+35, 54' LT INLET TB T3 F&G RIM ELEV = 581.86 INV = 576.91 UNDERDRAIN NE
- ⑧ STA 6174+35, 54' RT INLET TA T3 F&G RIM ELEV = 581.86 INV = 577.53 UNDERDRAIN NW
- ⑨ STORM SEWER T2 12"x8' @ 0.50%
- ⑩ STA 6175+05, 54' RT INLET TA T3 F&G RIM ELEV = 582.07 INV = 577.74 UNDERDRAIN NW
- ⑪ STORM SEWER T2 12"x8' @ 0.50%
- ⑫ STA 6175+05, 64' RT MH TA 5' DIA T1 F&CL RIM ELEV = 580.82 W INV = 577.69 S INV = 573.62 N INV = 573.62
- ⑬ STORM SEWER T2 48"x100' @ 0.10%
- ⑭ STORM SEWER T2 30"x102' @ 0.40%
- ⑮ STA 6176+10, 64' LT MH TA 7' DIA T1 F&CL RIM ELEV = 581.13 E INV = 577.46 S INV = 572.84 N INV = 572.84
- ⑯ STORM SEWER T2 12"x7' @ 0.50%
- ⑰ STA 6176+10, 54' LT INLET TA T3 F&G RIM ELEV = 582.38 INV = 577.51 UNDERDRAIN NE



- ⑨ STORM SEWER T1 36"x130' @ 0.11%
- ⑩ STA 6164+45, 64' LT MH TA 7' DIA T1 F&CL RIM ELEV = 581.65 E INV = 577.98 S INV = 575.74 W INV = 575.74 N INV = 575.54 UNDERDRAIN SE
- ⑪ STORM SEWER T2 15"x5' @ 1.00%
- ⑫ STORM SEWER T2 12"x6' @ 0.50%
- ⑬ STA 6164+45, 72.1' LT INLET TA MEDIAN INLET (STD 604101) RIM ELEV = 579.96 INV = 575.74
- ⑭ STA 6164+45, 54' LT INLET TB T3 F&G RIM ELEV = 582.90 E INV = 578.23 W INV = 578.03
- ⑮ STORM SEWER T2 12"x105' @ 0.50%
- ⑯ STORM SEWER T2 15"x5' @ 1.00%
- ⑰ STA 6165+00, 64' LT MH TA 7' DIA T1 F&CL RIM ELEV = 581.48 S INV = 575.46 W INV = 575.46 N INV = 574.96
- ⑱ STA 6165+80, 64' LT MH TA 7' DIA T1 F&CL RIM ELEV = 581.23 E INV = 577.48 S INV = 574.85 W INV = 575.97 N INV = 574.65
- ⑲ STORM SEWER T2 12"x6' @ 0.50%
- ㉑ STA 6165+80, 54' LT INLET TB T3 F&G RIM ELEV = 582.48 E INV = 577.73 W INV = 577.53 UNDERDRAIN SE
- ㉒ STORM SEWER T2 12"x105' @ 0.50%
- ㉓ STA 6167+15, 54' RT INLET TA T3 F&G RIM ELEV = 582.05 INV = 578.01 UNDERDRAIN SW
- ㉔ STA 6168+50, 64' LT MH TA 7' DIA T1 F&CL RIM ELEV = 580.38 E INV = 576.99 S INV = 574.10 N INV = 573.60
- ㉕ STORM SEWER T1 42"x130' @ 0.13%
- ㉖ STORM SEWER T2 12"x7' @ 0.50%
- ㉗ STA 6168+50, 54' LT INLET TA T3 F&G RIM ELEV = 581.63 INV = 577.58 UNDERDRAIN SE
- ㉘ STA 6168+50, 54' RT INLET TA T3 F&G RIM ELEV = 581.63 INV = 577.58 UNDERDRAIN SW
- ㉙ STORM SEWER T2 12"x16' @ 0.50%
- ㉚ STA 6171+00, 54' RT INLET TB T3 F&G RIM ELEV = 580.93 S INV = 576.82 E INV = 576.62 UNDERDRAIN NW
- ㉛ STORM SEWER T2 12"x15' @ 0.50%
- ㉜ STORM SEWER T1 48"x90' @ 0.10%
- ㉝ STORM SEWER T2 12"x7' @ 0.50%
- ㉞ STA 6171+00, 70.4' RT PRC FLARED END SECTION 12" INV = 576.53
- ㉟ STA 6171+95, 54' LT MH TA 7' DIA T1 F&CL RIM ELEV = 579.97 E INV = 576.22 S INV = 573.35 W INV = 573.35
- ㊱ STORM SEWER T2 12"x7' @ 1.00%
- ㊲ STORM SEWER T2 12"x5' @ 0.50%
- ㊳ STA 6173+05, 54' LT INLET TB T3 F&G RIM ELEV = 581.47 E INV = 576.72 W INV = 576.52 UNDERDRAIN NE
- ㊴ STORM SEWER T2 12"x47' @ 0.50%
- ㊵ STA 6173+05, 4.7' LT INLET TA T8 G RIM ELEV = 582.66 INV = 576.96 UNDERDRAIN NE/NW
- ㊶ STA 6173+05, 54' RT INLET TA T3 F&G RIM ELEV = 581.47 INV = 577.42 UNDERDRAIN NW
- ㊷ STORM SEWER T2 12"x16' @ 0.50%
- ㊸ STA 6173+05, 69.5' RT PRC FLARED END SECTION 12" INV = 577.34
- ㊹ STORM SEWER T2 48"x124' @ 0.10%
- ① STORM SEWER T2 30"x68' @ 0.40%
- ② STORM SEWER T2 12"x7' @ 0.50%
- ③ STA 6175+05, 64' LT MH TA 7' DIA T1 F&CL RIM ELEV = 580.82 E INV = 577.15 S INV = 572.95 N INV = 572.95
- ④ STORM SEWER T2 30"x97' @ 0.40%
- ⑤ STA 6174+35, 64' RT MH TA 5' DIA T1 F&CL RIM ELEV = 580.61 W INV = 577.48 S INV = 573.90 N INV = 573.90
- ⑥ STORM SEWER T2 48"x65' @ 0.10%
- ⑦ STORM SEWER T2 12"x8' @ 0.50%
- ⑧ STORM SEWER T2 12"x7' @ 0.50%
- ⑨ STA 6176+10, 54' RT INLET TA T3 F&G RIM ELEV = 582.38 INV = 578.05 UNDERDRAIN NW
- ⑩ STORM SEWER T2 12"x8' @ 0.50%
- ⑪ STA 6176+10, 64' RT MH TA 5' DIA T1 F&CL RIM ELEV = 581.13 W INV = 578.00 S INV = 573.20 N INV = 573.20
- ⑫ STORM SEWER T2 48"x95' @ 0.10%
- ⑬ STORM SEWER T2 30"x97' @ 0.40%

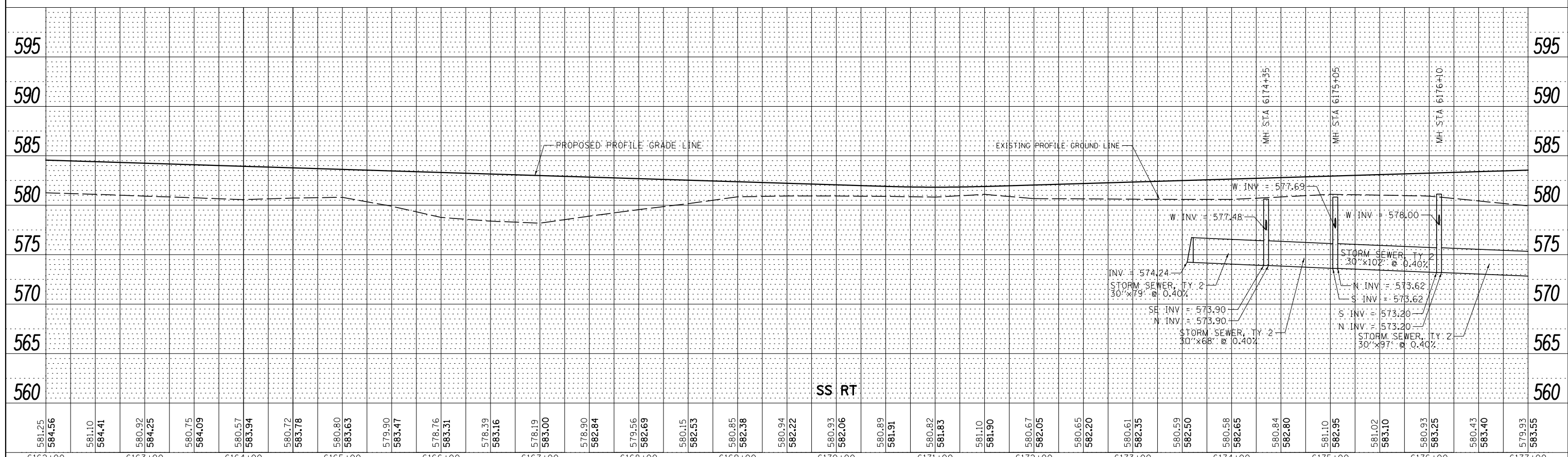
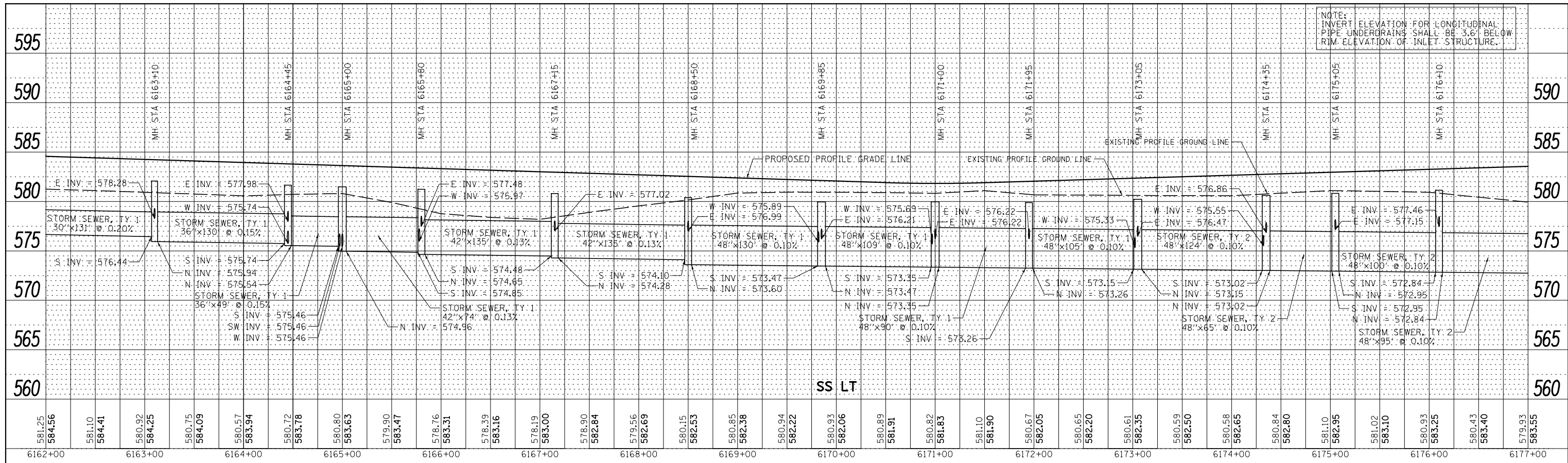
NOTE:
INVERT ELEVATION FOR LONGITUDINAL PIPE UNDERDRAINS SHALL BE 3.6' BELOW RIM ELEVATION OF INLET STRUCTURE.

*TUD = TRANSVERSE UNDERDRAIN

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SHT_PLNPROF	PLOT SCALE = 100.0000' / in.	DRAWN - SRH/RMD	REVISED -			STORM SEWER AND UTILITIES PLAN & PROFILE		326	(110)R, BR & BR-1	GRUNDY	644	213
	PLOT DATE = 8/6/2013	CHECKED - DJD	REVISED -			SCALE: H=50 V=5 SHEET 15 OF 35 SHEETS STA. 6162+00 TO STA. 6177+00		CONTRACT NO. 66883				
		DATE - 7/15/2013	REVISED -					ILLINOIS FED. AID PROJECT				

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

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS OK'D		
	NO. _____		



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

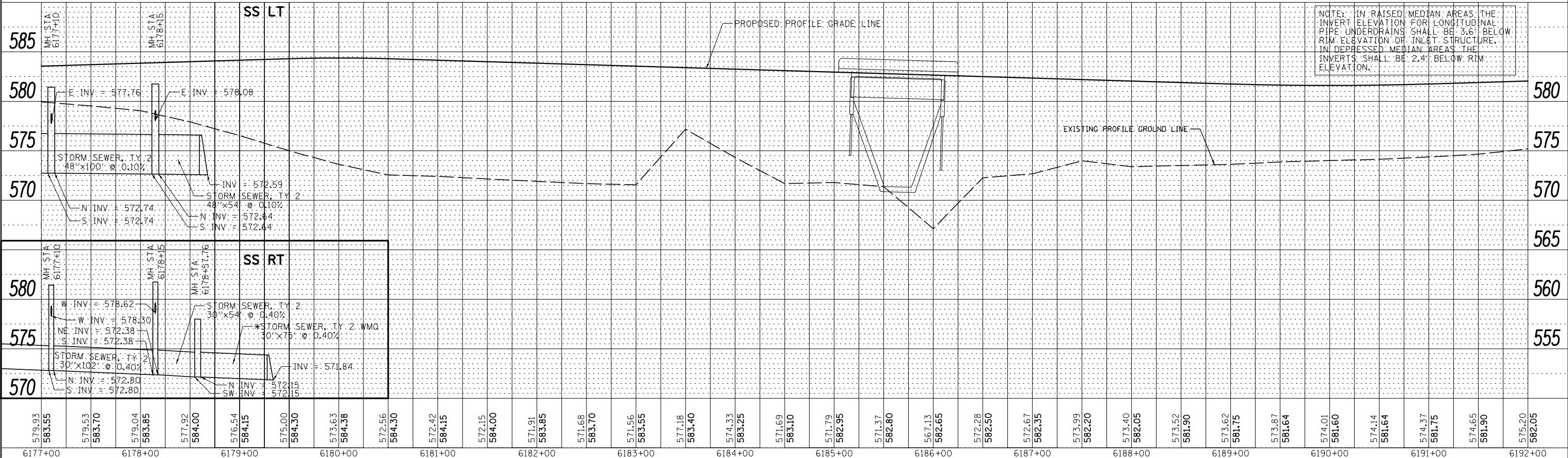
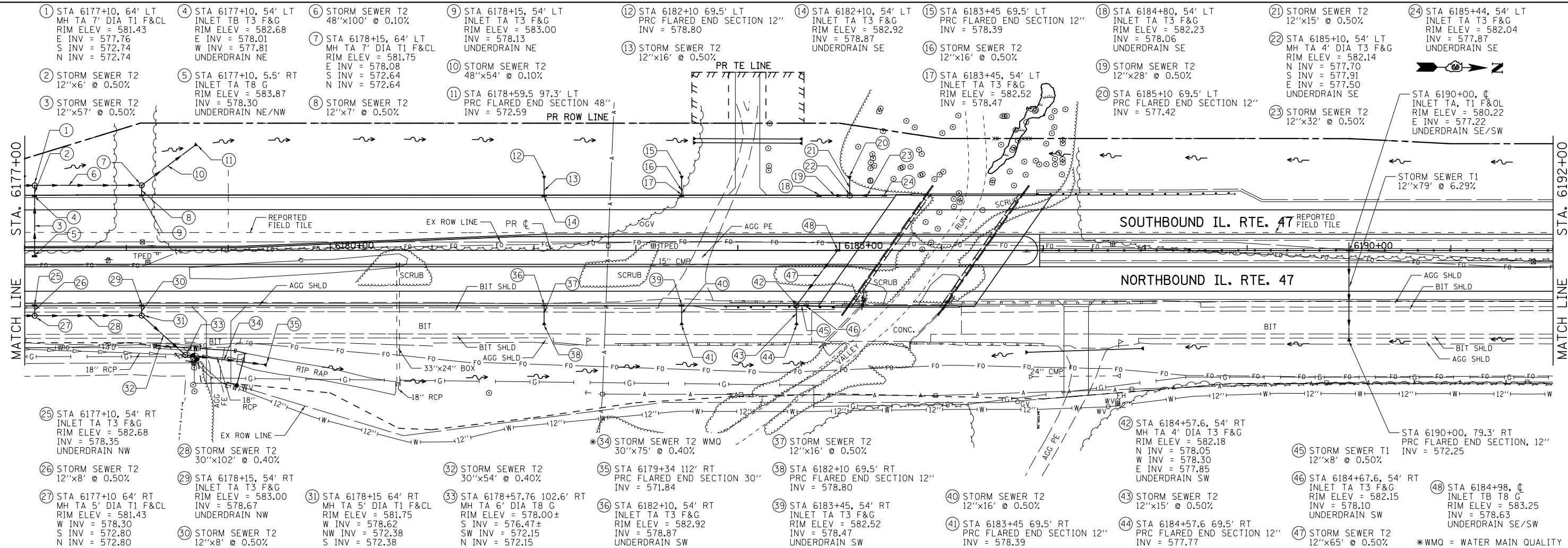
**IL. RTE. 47
STORM SEWER AND UTILITIES PROFILE**

SCALE: H=50 V=5 SHEET 16 OF 35 SHEETS STA. 6162+00 TO STA. 6177+00

F.A.P. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	214
CONTRACT NO. 66883				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	SURVEYED
	PLOTTED
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	FILED
	NO.
	NO.
	NO.

DATE	
BY	
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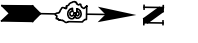
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PLOT DATE = 8/6/2013		DATE - 7/15/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 47
STORM SEWER AND UTILITIES PLAN & PROFILE**

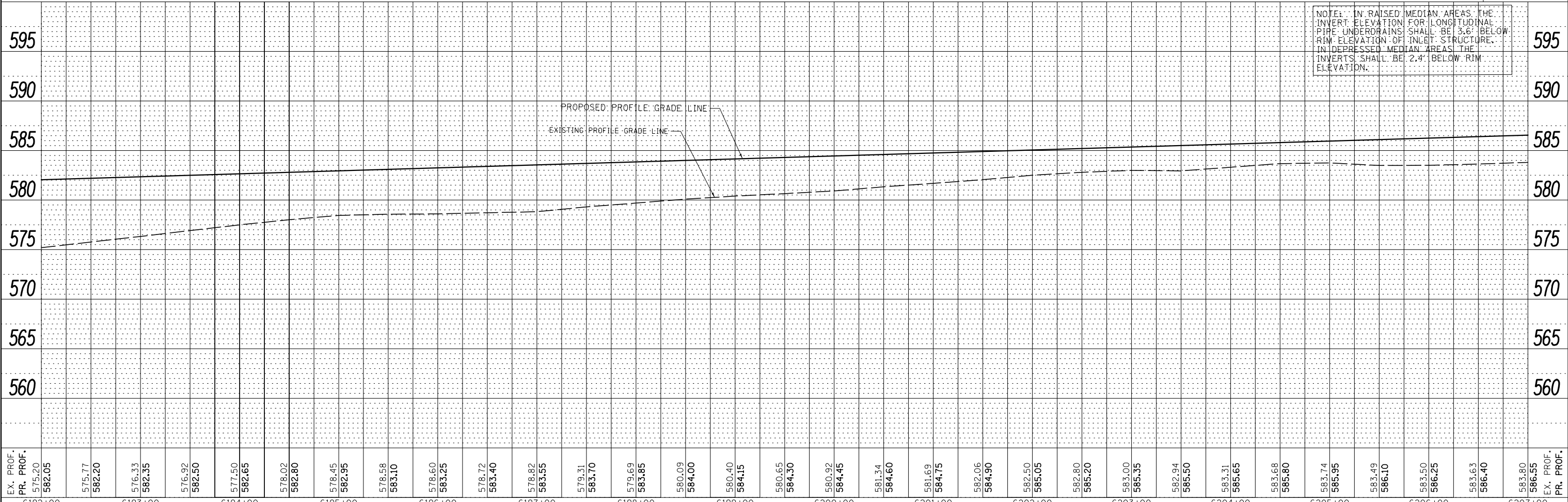
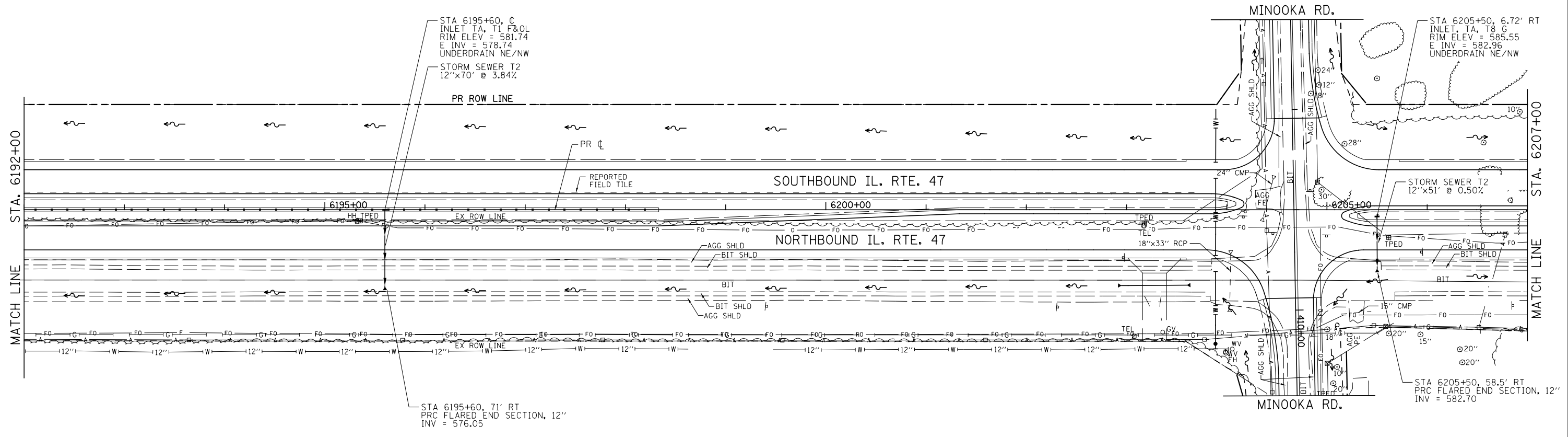
SCALE: H=50 V=5 SHEET 17 OF 35 SHEETS STA. 6177+00 TO STA. 6192+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	215
CONTRACT NO. 66883			ILLINOIS FED. AID PROJECT	



PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

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



EX. PROF. PR. PROF. 575.20 582.05	575.77 582.20	576.33 582.35	576.92 582.50	577.50 582.65	578.02 582.80	578.45 582.95	578.58 583.10	578.60 583.25	578.72 583.40	578.82 583.55	579.31 583.70	579.69 583.85	580.09 584.00	580.40 584.15	580.65 584.30	580.92 584.45	581.34 584.60	581.69 584.75	582.06 584.90	582.50 585.05	582.80 585.20	583.00 585.35	582.94 585.50	583.31 585.65	583.68 585.80	583.74 585.95	583.49 586.10	583.50 586.25	583.63 586.40	583.80 586.55	EX. PROF. PR. PROF. 583.80 586.55
6192+00	6193+00	6194+00	6195+00	6196+00	6197+00	6198+00	6199+00	6200+00	6201+00	6202+00	6203+00	6204+00	6205+00	6206+00	6207+00																

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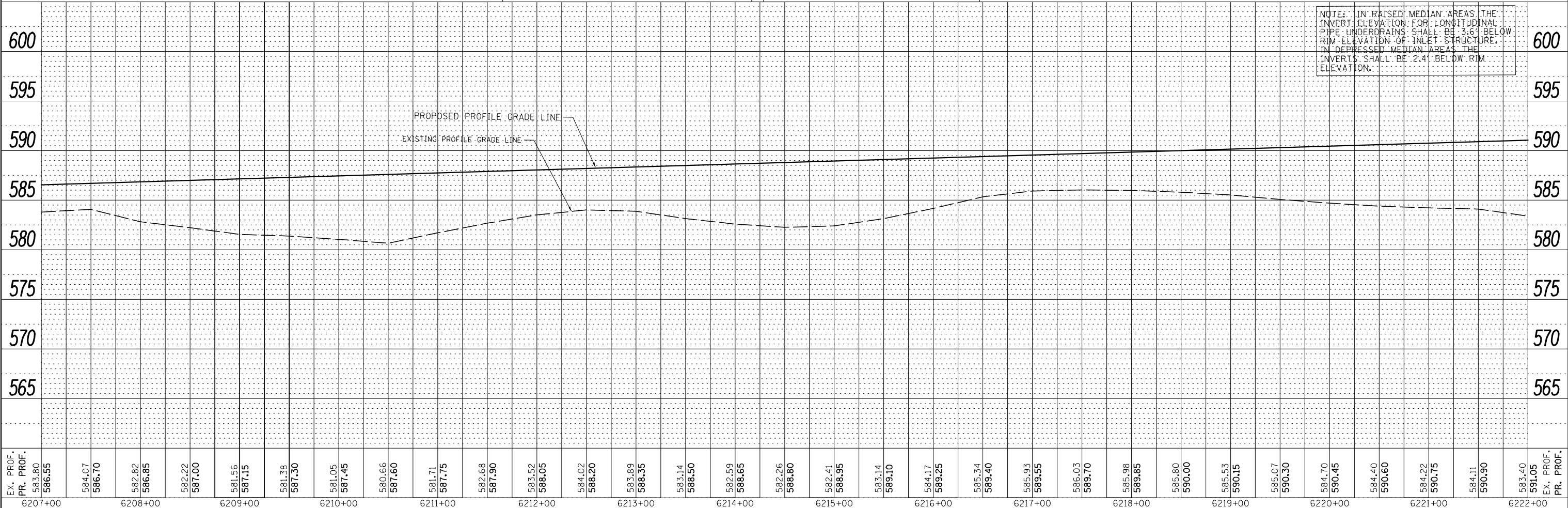
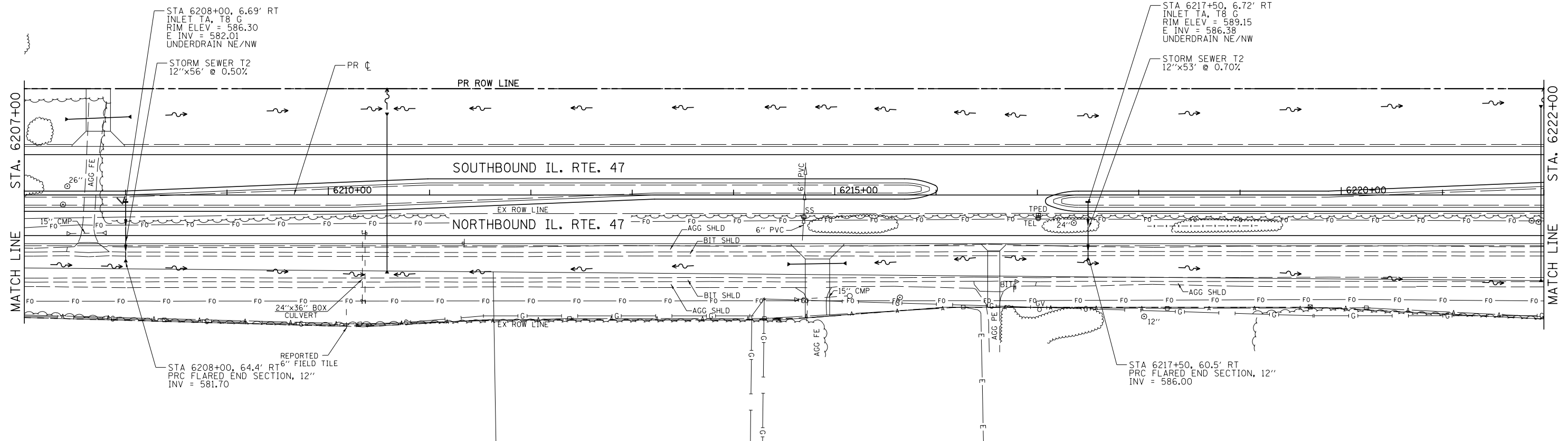
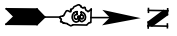
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DATE - 7/15/2013

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL. RTE. 47
STORM SEWER AND UTILITIES PLAN & PROFILE
SCALE: H=50 V=5 SHEET 18 OF 35 SHEETS STA. 6192+00 TO STA. 6207+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	216
CONTRACT NO. 66883			ILLINOIS FED. AID PROJECT	



PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	DESIGNED	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE	
	NOT AT THIS OFFICE	

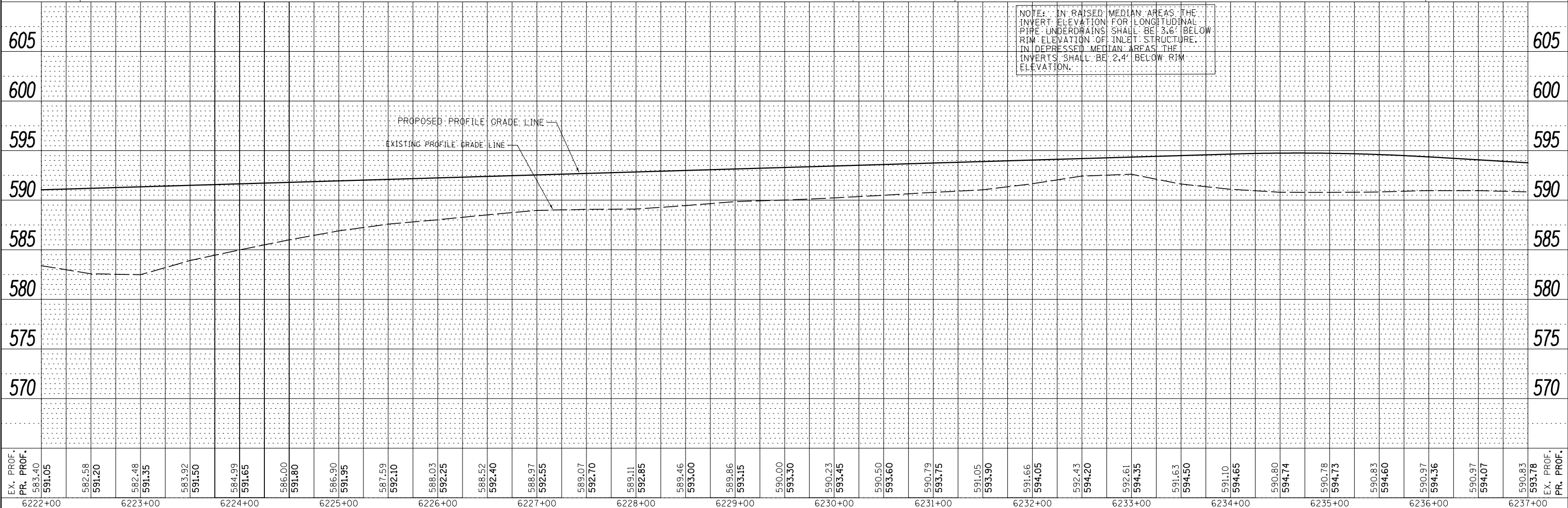
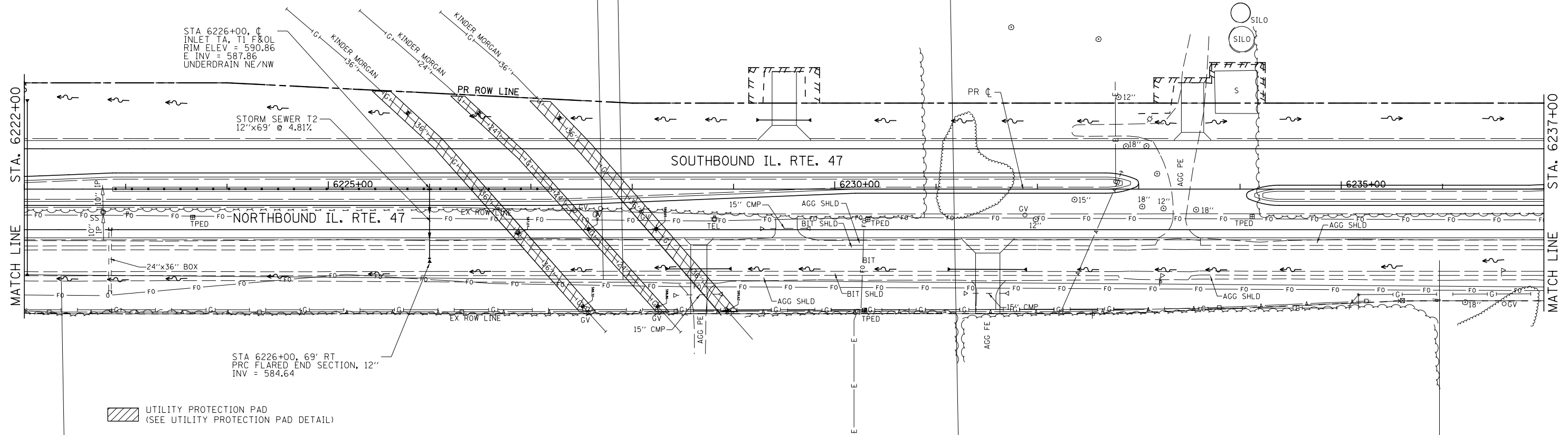
EX. PROF.	PR. PROF.	6207+00	6208+00	6209+00	6210+00	6211+00	6212+00	6213+00	6214+00	6215+00	6216+00	6217+00	6218+00	6219+00	6220+00	6221+00	6222+00	EX. PROF.	PR. PROF.
583.80	586.55																	583.40	591.05
584.07	586.70																	584.11	590.90
582.82	586.85																	584.22	590.75
582.22	587.00																	584.40	590.60
581.56	587.15																	584.53	590.15
581.38	587.30																	585.07	590.30
581.05	587.45																	584.70	590.45
580.66	587.60																	584.40	590.60
581.71	587.75																	585.07	590.30
582.68	587.90																	585.07	590.30
583.52	588.05																	585.07	590.30
584.02	588.20																	585.07	590.30
583.89	588.35																	585.07	590.30
583.14	588.50																	585.07	590.30
582.59	588.65																	585.07	590.30
582.26	588.80																	585.07	590.30
582.41	588.95																	585.07	590.30
583.14	589.10																	585.07	590.30
584.17	589.25																	585.07	590.30
585.34	589.40																	585.07	590.30
585.93	589.55																	585.07	590.30
586.03	589.70																	585.07	590.30
585.98	589.85																	585.07	590.30
585.80	590.00																	585.07	590.30
585.53	590.15																	585.07	590.30
585.07	590.30																	585.07	590.30
584.70	590.45																	585.07	590.30
584.40	590.60																	585.07	590.30
584.22	590.75																	585.07	590.30
584.11	590.90																	585.07	590.30
583.40	591.05																	585.07	590.30

FILE NAME =	USER NAME = bdcraene	DESIGNED - HLC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 47 STORM SEWER AND UTILITIES PLAN & PROFILE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
V:\3195\66883 (South Section)\CADD Sheets\0366883-shr-drain-19.dgn	DRAWN - HLC	REVISED -	326			(110)R, BR & BR-1	GRUNDY	644	217	
SHT_PLNPROF	CHECKED - CAS	REVISED -	CONTRACT NO. 66883							
PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISED -	ILLINOIS FED. AID PROJECT							



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

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



EX. PROF. 591.05	6222+00	6223+00	6224+00	6225+00	6226+00	6227+00	6228+00	6229+00	6230+00	6231+00	6232+00	6233+00	6234+00	6235+00	6236+00	6237+00	EX. PROF. 593.78
PR. PROF. 583.40																	
582.58																	
591.20																	
582.48																	
591.35																	
583.92																	
591.50																	
584.99																	
591.65																	
586.00																	
591.80																	
586.90																	
591.95																	
587.59																	
592.10																	
588.03																	
592.25																	
588.52																	
592.40																	
588.97																	
592.55																	
589.07																	
592.70																	
589.11																	
592.85																	
589.46																	
593.00																	
589.86																	
593.15																	
590.00																	
593.30																	
590.23																	
593.45																	
590.50																	
593.60																	
590.79																	
593.75																	
591.05																	
593.90																	
591.66																	
594.05																	
592.43																	
594.20																	
592.61																	
594.35																	
591.63																	
594.50																	
591.10																	
594.65																	
590.80																	
594.74																	
590.78																	
594.73																	
590.83																	
594.60																	
590.97																	
594.36																	
590.97																	
594.07																	
590.83																	
593.78																	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL. RTE. 47
STORM SEWER AND UTILITIES PLAN & PROFILE

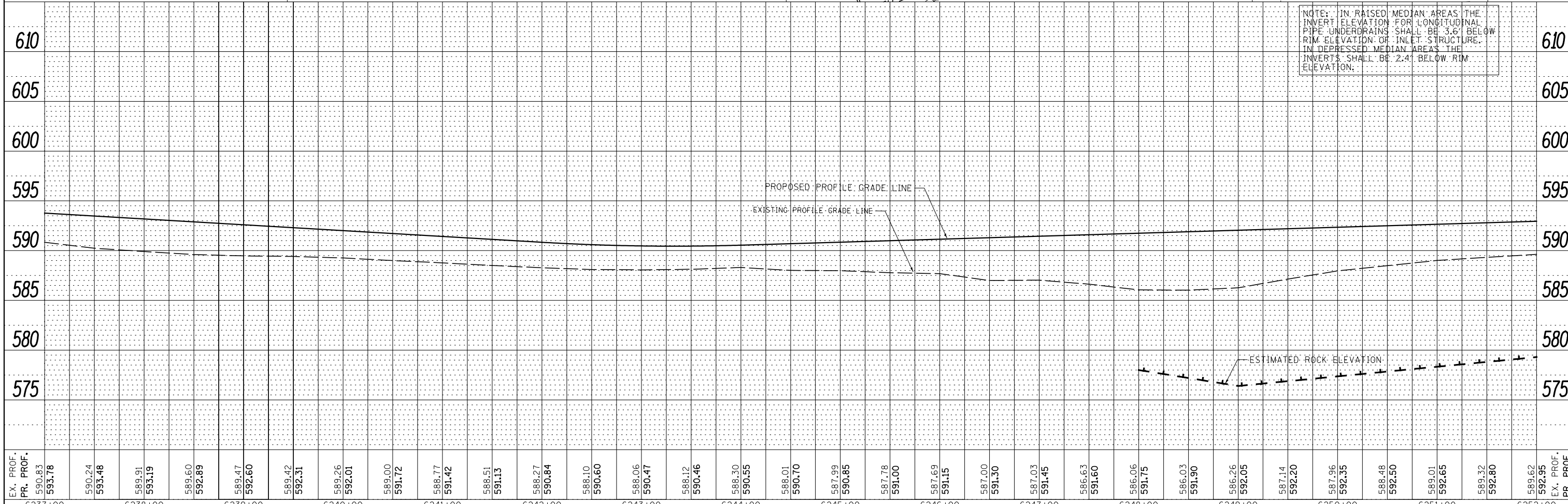
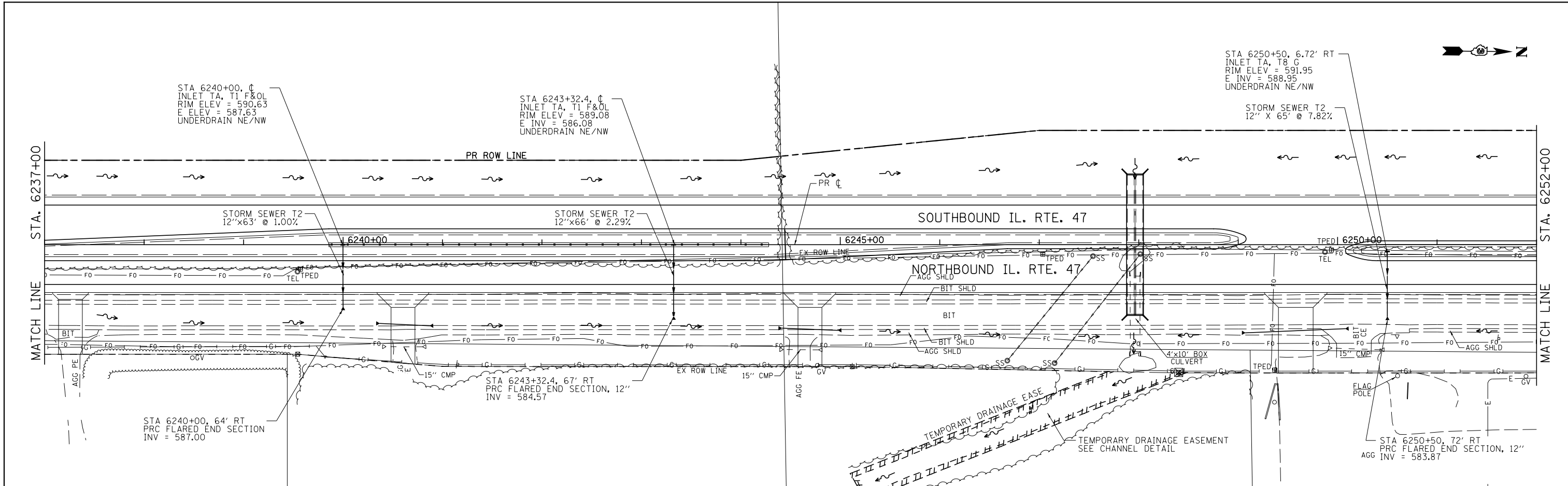
F.A.P. 326	SECTION (110)R, BR & BR-1	COUNTY GRUNDY	TOTAL SHEETS 644	SHEET NO. 218
CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT	

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PLOT SCALE = 100.0000' / 1"	CHECKED - CAS	DATE - 7/15/2013	REVISED -
SHT_PLNPROF	PLOT DATE = 8/6/2013		

SCALE: H=50 V=5 SHEET 20 OF 35 SHEETS STA. 6222+00 TO STA. 6237+00

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

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

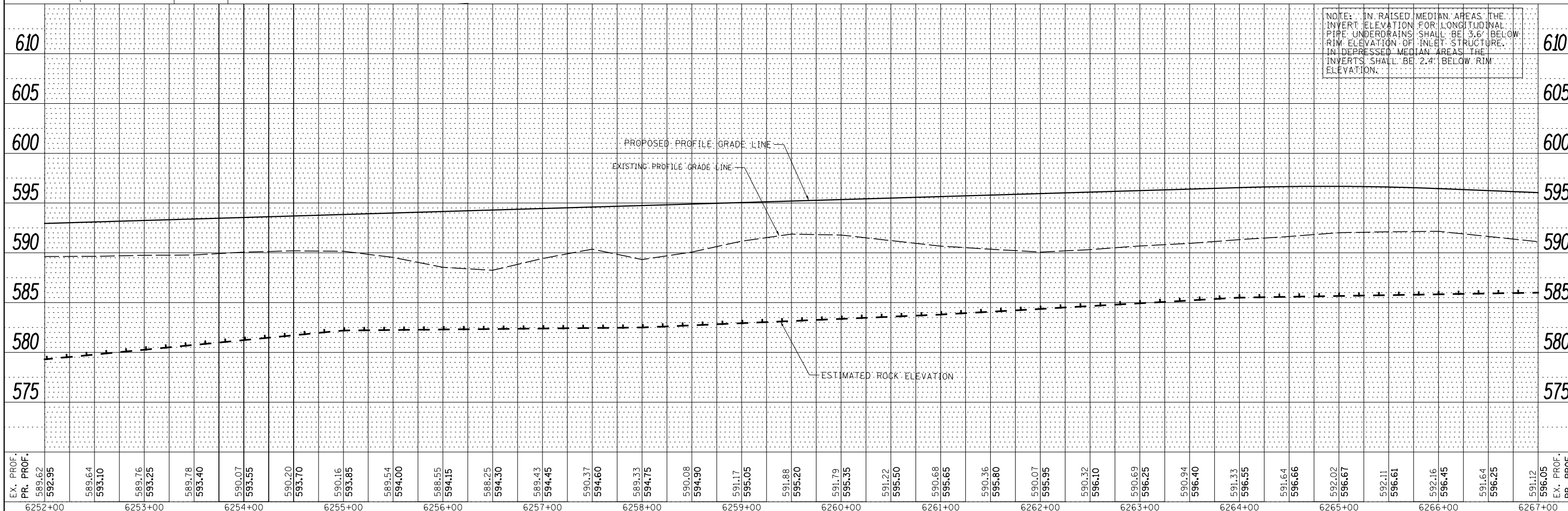
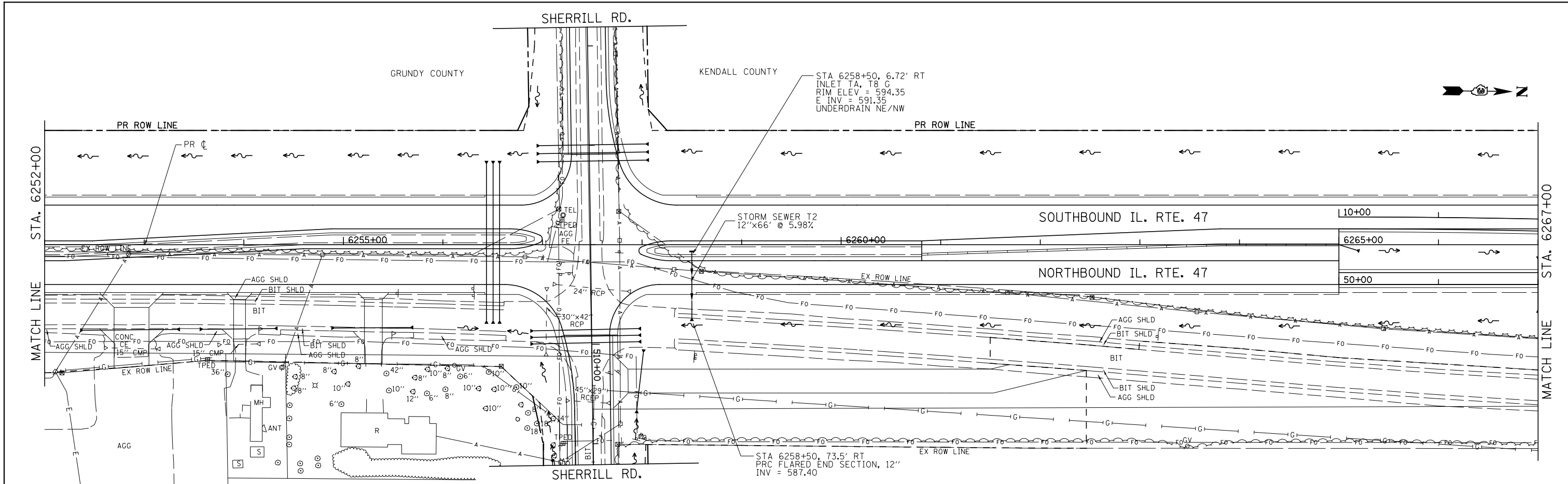


NOTE: IN RAISED MEDIAN AREAS THE INVERT ELEVATION FOR LONGITUDINAL PIPE UNDERDRAINS SHALL BE 3.6' BELOW RIM ELEVATION OF INLET STRUCTURE. IN DEPRESSED MEDIAN AREAS THE INVERTS SHALL BE 2.4' BELOW RIM ELEVATION.

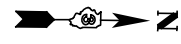
EX. PROF. PR. PROF.	6237+00	6238+00	6239+00	6240+00	6241+00	6242+00	6243+00	6244+00	6245+00	6246+00	6247+00	6248+00	6249+00	6250+00	6251+00	6252+00	EX. PROF. PR. PROF.																																						
	590.83	590.24	593.19	589.42	592.31	589.26	592.01	589.00	591.72	588.77	591.42	588.51	591.13	588.27	590.84	588.10	590.60	588.06	590.47	588.12	590.46	588.30	590.55	588.01	590.70	587.99	590.85	587.78	591.00	587.69	591.15	587.00	591.30	587.03	591.45	586.63	591.60	586.06	591.75	586.03	591.90	586.26	592.05	587.14	592.20	587.96	592.35	588.48	592.50	589.01	592.65	589.32	592.80	589.62	592.95

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

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS OK'D		
	NO. _____		

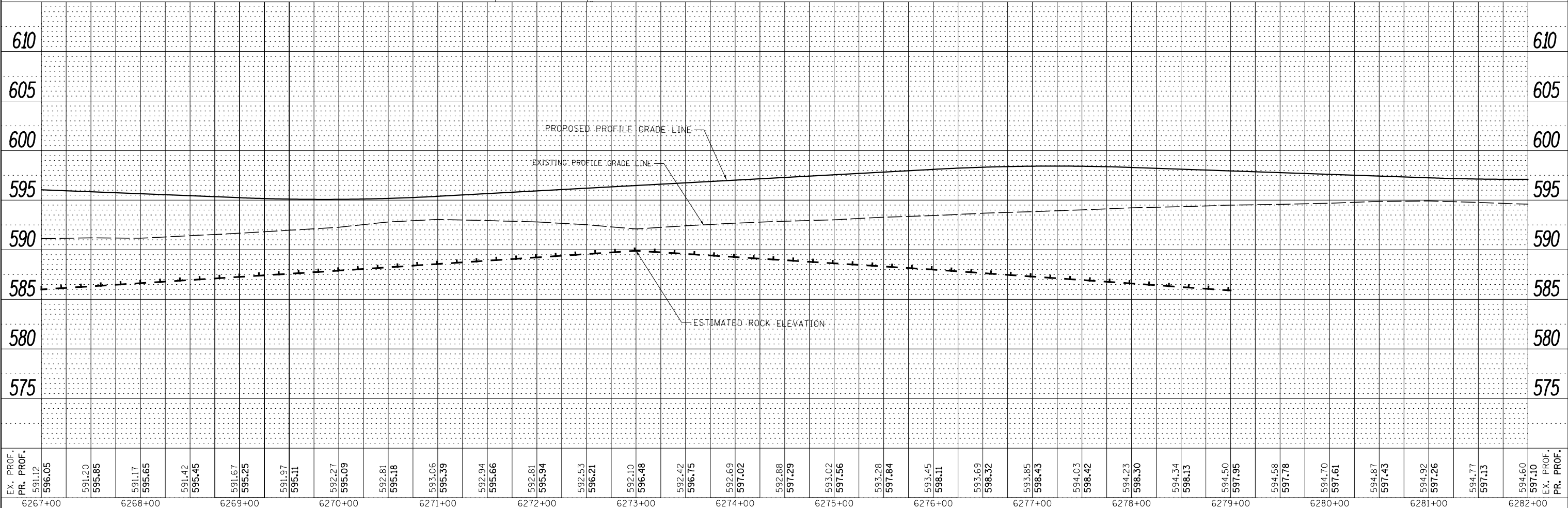
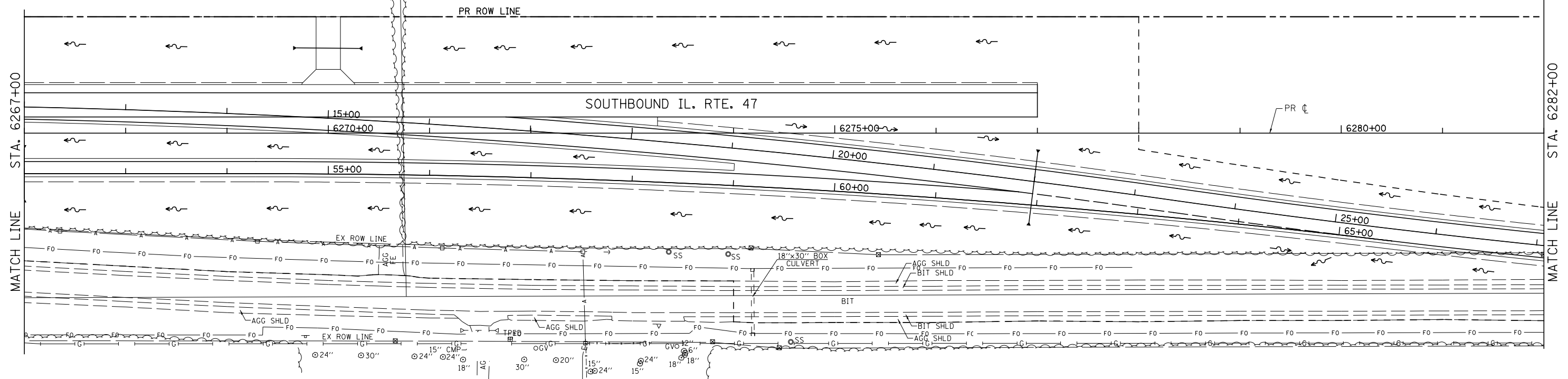


EX. PROF. PR. PROF.	6252+00	6253+00	6254+00	6255+00	6256+00	6257+00	6258+00	6259+00	6260+00	6261+00	6262+00	6263+00	6264+00	6265+00	6266+00	6267+00	EX. PROF. PR. PROF.																																										
	589.62	589.64	593.10	589.78	593.40	590.07	593.55	590.20	593.70	590.16	593.85	589.54	594.00	588.55	594.15	588.25	594.30	589.43	594.45	590.37	594.60	589.33	594.75	590.08	594.90	591.17	595.05	591.88	595.20	591.79	595.35	591.22	595.50	590.68	595.65	590.36	595.80	590.07	595.95	590.32	596.10	590.69	596.25	590.94	596.40	591.33	596.55	591.64	596.66	592.02	596.67	592.11	596.61	592.16	596.45	591.64	596.25	591.12	596.05



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

PROFILE	SURVEYED	DATE
NOTE BOOK	GRADES CHECKED	BY
NO.	STRUCTURE	
	NOT AT THIS OFFICE	



EX. PROF.	PR. PROF.	6267+00	6268+00	6269+00	6270+00	6271+00	6272+00	6273+00	6274+00	6275+00	6276+00	6277+00	6278+00	6279+00	6280+00	6281+00	6282+00	EX. PROF.	PR. PROF.
591.12	596.05																	594.60	597.10
591.20	595.85																	594.77	597.13
591.17	595.65																	594.87	597.43
591.42	595.45																	594.92	597.26
591.67	595.25																	594.77	597.13
591.97	595.11																	594.77	597.13
592.27	595.09																	594.77	597.13
592.81	595.18																	594.77	597.13
593.06	595.39																	594.77	597.13
592.94	595.66																	594.77	597.13
592.81	595.94																	594.77	597.13
592.53	596.21																	594.77	597.13
592.10	596.48																	594.77	597.13
592.42	596.75																	594.77	597.13
592.69	597.02																	594.77	597.13
592.88	597.29																	594.77	597.13
593.02	597.56																	594.77	597.13
593.28	597.84																	594.77	597.13
593.45	598.11																	594.77	597.13
593.69	598.32																	594.77	597.13
593.85	598.43																	594.77	597.13
594.03	598.42																	594.77	597.13
594.23	598.30																	594.77	597.13
594.34	598.13																	594.77	597.13
594.50	597.95																	594.77	597.13
594.58	597.78																	594.77	597.13
594.70	597.61																	594.77	597.13
594.87	597.43																	594.77	597.13
594.92	597.26																	594.77	597.13

FILE NAME =
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 SHT_PLNPROF

USER NAME = bdecreane	DESIGNED - HLC	REVISED -
	DRAWN - HLC	REVISED -
PLOT SCALE = 100.0000' / 1"	CHECKED - CAS	REVISED -
PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 47
 STORM SEWER AND UTILITIES PLAN & PROFILE**

SCALE: H=50 V=5 SHEET 23 OF 35 SHEETS STA. 6267+00 TO STA. 6282+00

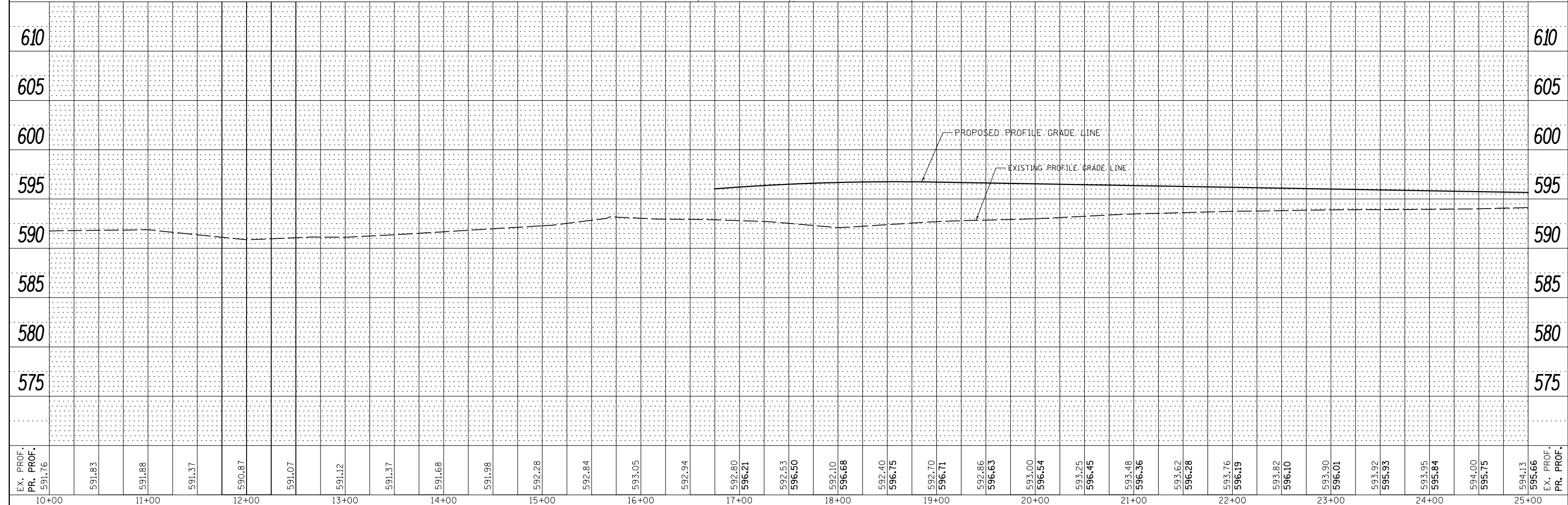
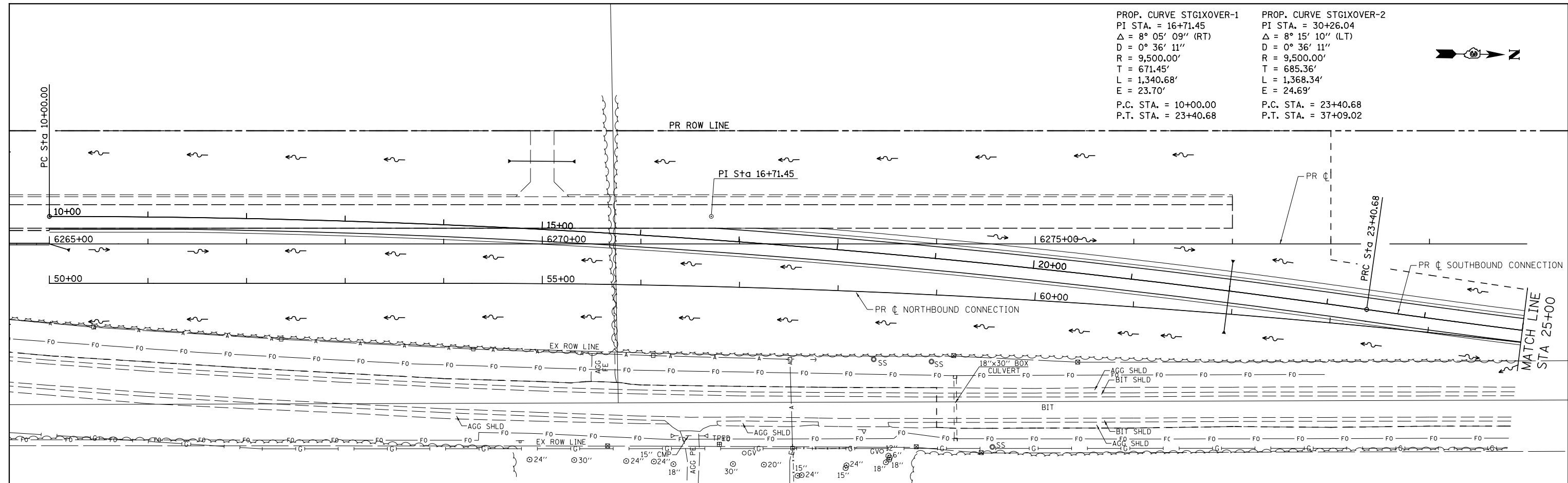
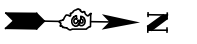
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	KENDALL	644	221
CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT	

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

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

PROP. CURVE STG1XOVER-1
 PI STA. = 16+71.45
 $\Delta = 8^\circ 05' 09''$ (RT)
 $D = 0^\circ 36' 11''$
 $R = 9,500.00'$
 $T = 671.45'$
 $L = 1,340.68'$
 $E = 23.70'$
 P.C. STA. = 10+00.00
 P.T. STA. = 23+40.68

PROP. CURVE STG1XOVER-2
 PI STA. = 30+26.04
 $\Delta = 8^\circ 15' 10''$ (LT)
 $D = 0^\circ 36' 11''$
 $R = 9,500.00'$
 $T = 685.36'$
 $L = 1,368.34'$
 $E = 24.69'$
 P.C. STA. = 23+40.68
 P.T. STA. = 37+09.02



EX. PROF. PR. PROF.	10+00	11+00	12+00	13+00	14+00	15+00	16+00	17+00	18+00	19+00	20+00	21+00	22+00	23+00	24+00	25+00	EX. PROF. PR. PROF.																															
	591.76	591.83	591.88	591.37	590.87	591.07	591.12	591.37	591.68	591.98	592.28	592.84	593.05	592.94	592.80	596.21	592.53	596.50	592.10	596.68	592.40	596.75	592.70	596.71	592.86	596.63	593.00	596.54	593.25	596.45	593.48	596.36	593.62	596.28	593.76	596.19	593.82	596.10	593.90	596.01	593.92	595.93	593.95	595.84	594.00	595.75	594.13	595.66

FILE NAME =
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 SHT_PLNPROF

USER NAME = bdecreane	DESIGNED - HLC	REVISED -
	DRAWN - HLC	REVISED -
PLOT SCALE = 100.0000' / 1"	CHECKED - CAS	REVISED -
PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISED -

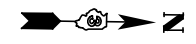
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 47 SOUTHBOUND CONNECTION
 STORM SEWER AND UTILITY PLAN & PROFILE**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	KENDALL	644	222
CONTRACT NO. 66883			ILLINOIS FED. AID PROJECT	

SCALE: H=50 V=5 SHEET 24 OF 35 SHEETS STA. 10+00 TO STA. 25+00

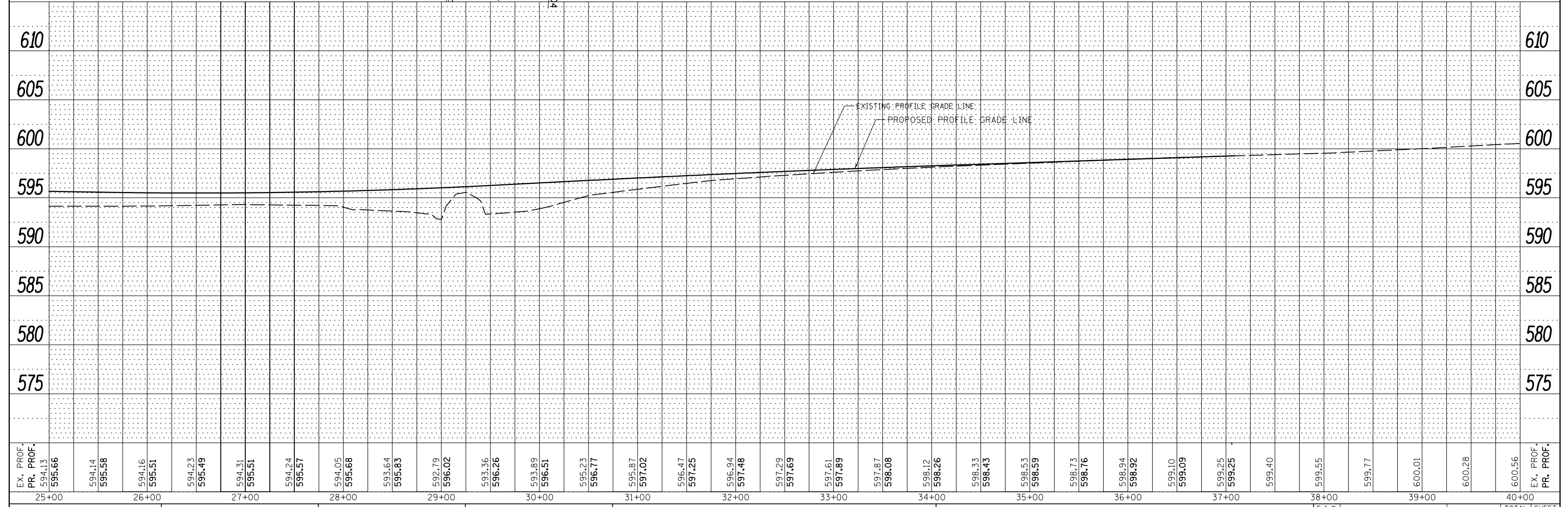
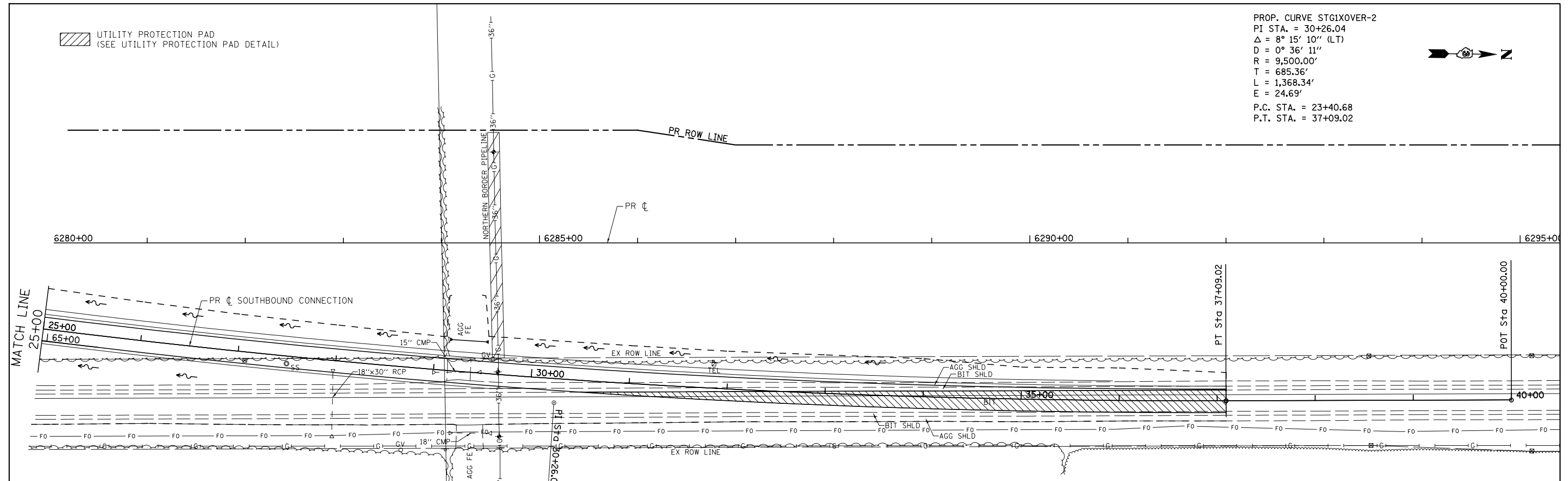
PROP. CURVE STG1XOVER-2
 PI STA. = 30+26.04
 $\Delta = 8^\circ 15' 10''$ (LT)
 $D = 0^\circ 36' 11''$
 $R = 9,500.00'$
 $T = 685.36'$
 $L = 1,368.34'$
 $E = 24.69'$
 P.C. STA. = 23+40.68
 P.T. STA. = 37+09.02



UTILITY PROTECTION PAD
 (SEE UTILITY PROTECTION PAD DETAIL)

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	
	DATE	
	BY	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE	
	NOT AT THIS OFFICE	
	NO.	
	DATE	
	BY	



EX. PROF. PR. PROF.	595.66	594.14	595.58	594.16	595.51	594.23	595.49	594.31	595.51	594.24	595.57	594.05	595.68	593.64	595.83	592.79	596.02	593.36	596.26	593.89	596.51	595.23	596.77	595.87	597.02	596.47	597.25	596.94	597.48	597.29	597.69	597.61	597.89	597.87	598.08	598.12	598.26	598.33	598.43	598.53	598.59	598.73	598.76	598.94	598.92	599.10	599.09	599.25	599.25	599.40	599.55	599.77	600.01	600.28	600.56	EX. PROF. PR. PROF.										
	25+00	26+00	27+00	28+00	29+00	30+00	31+00	32+00	33+00	34+00	35+00	36+00	37+00	38+00	39+00	40+00																																																		

FILE NAME = USER NAME = bdecreane
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 SHT_PLNPROF

DESIGNED - HLC	REVISED -
DRAWN - HLC	REVISED -
CHECKED - CAS	REVISED -
DATE - 7/15/2013	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL. RTE. 47 SOUTHBOUND CONNECTION
 STORM SEWER AND UTILITY PLAN & PROFILE
 SCALE: H=50 V=5 SHEET 25 OF 35 SHEETS STA. 25+00 TO STA. 37+09.02

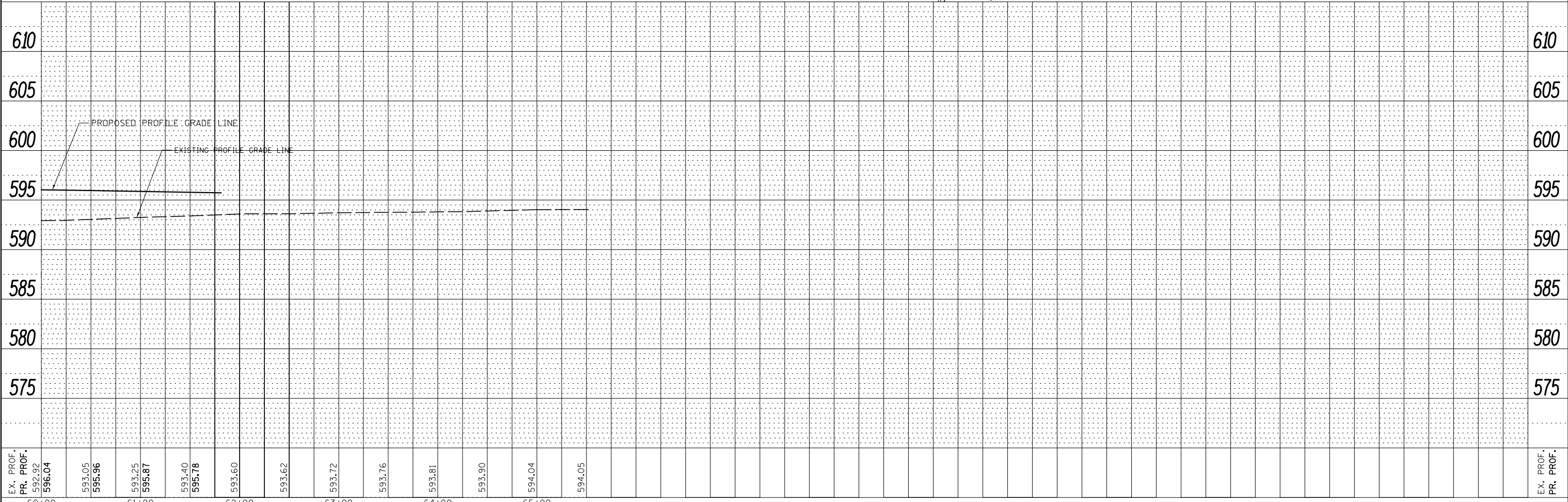
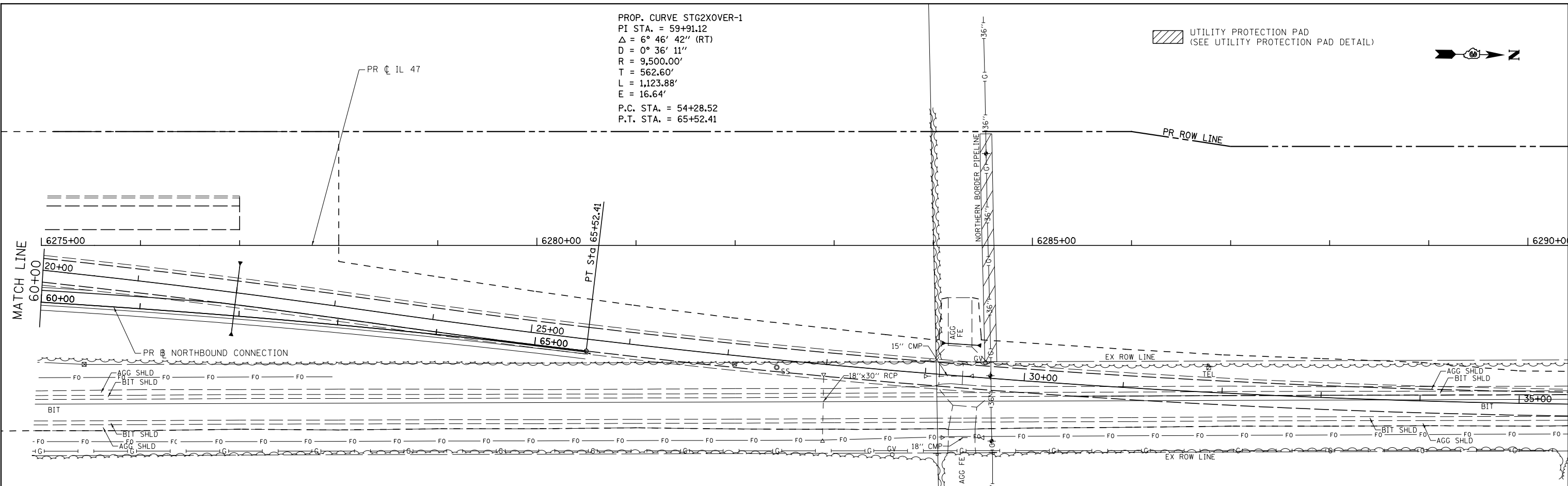
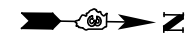
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	KENDALL	644	223
CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT	

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

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	NO.		
	STRUCTURE		
	NOT AT THIS OFFICE		
	NO.		

PROP. CURVE STG2XOVER-1
 PI STA. = 59+91.12
 $\Delta = 6^\circ 46' 42''$ (RT)
 $D = 0^\circ 36' 11''$
 $R = 9,500.00'$
 $T = 562.60'$
 $L = 1,123.88'$
 $E = 16.64'$
 P.C. STA. = 54+28.52
 P.T. STA. = 65+52.41

UTILITY PROTECTION PAD
 (SEE UTILITY PROTECTION PAD DETAIL)



EX. PROF. PR. PROF.	60+00	61+00	62+00	63+00	64+00	65+00
	592.92	593.05	593.25	593.40	593.62	593.72
	596.04	595.96	595.87	595.78	593.60	594.05

DESIGNED - HLC	REVISED -
DRAWN - HLC	REVISED -
CHECKED - CAS	REVISED -
DATE - 7/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

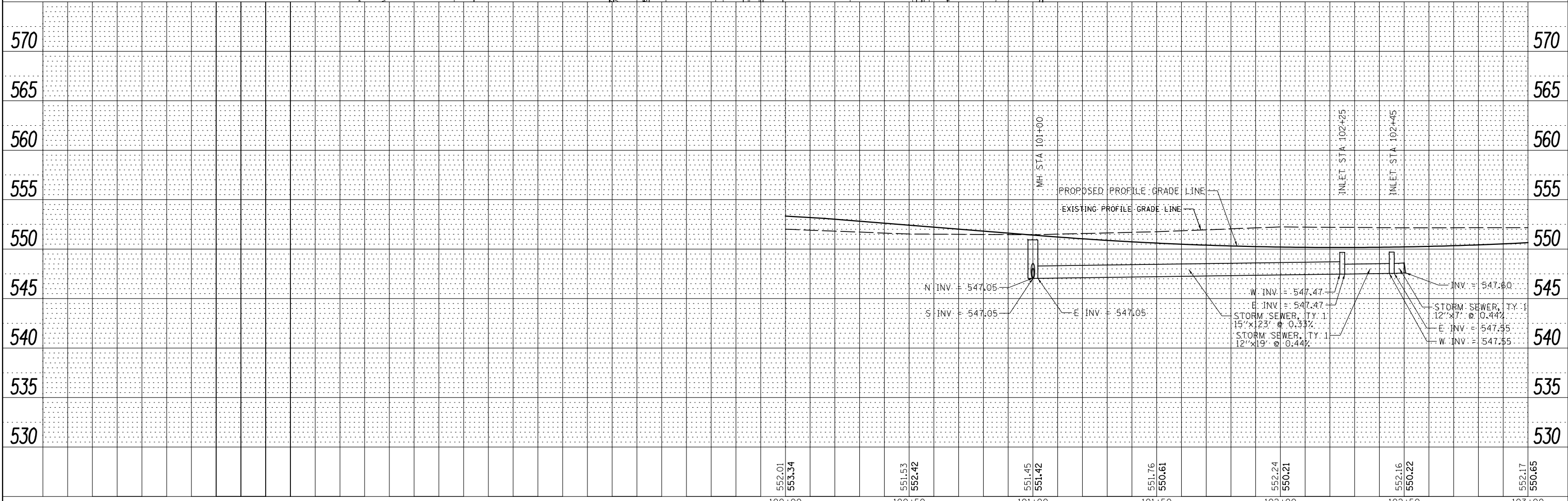
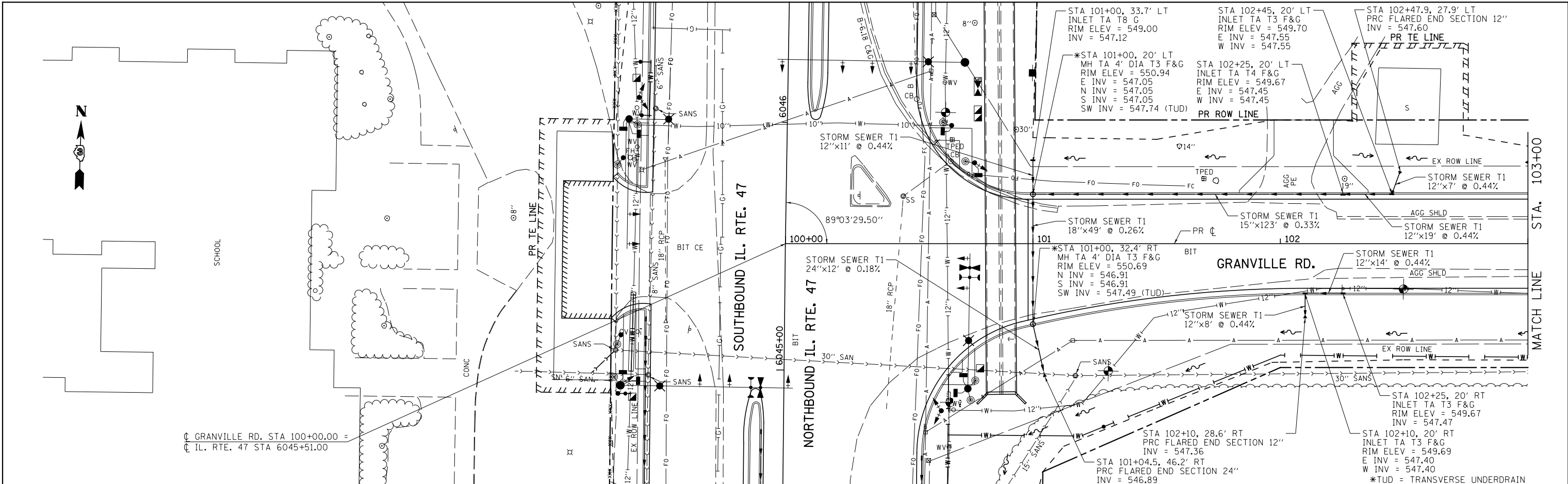
IL. RTE. 47 NORTHBOUND CONNECTION
STORM SEWER AND UTILITY PLAN & PROFILE

SCALE: H=50 V=5 SHEET 27 OF 35 SHEETS STA. 60+00.00 TO STA. 65+52.41

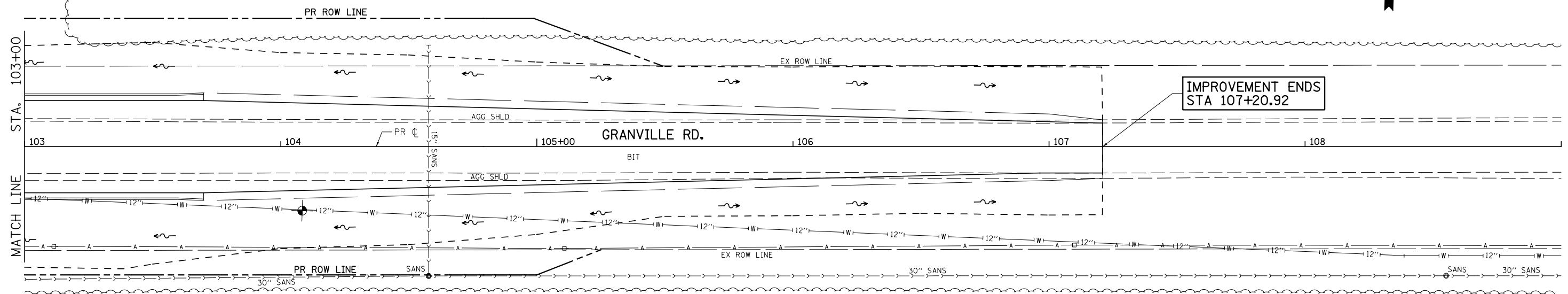
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	KENDALL	644	225
CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	DATE

PROFILE	GRADES	DATE

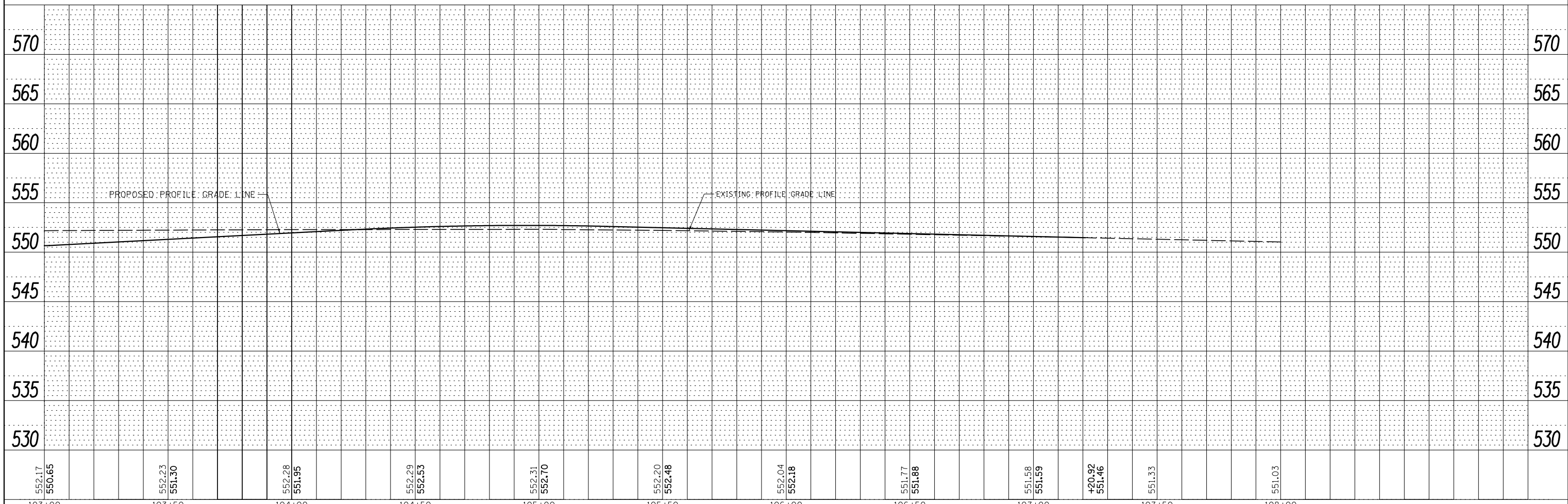


FILE NAME =	USER NAME = bdecreane	DESIGNED - LRS	REVISED -	552.01	553.34	551.53	552.42	551.45	551.42	551.76	550.61	552.24	550.21	552.16	550.22	552.17	550.65	
V:\3195\66883 (South Section)\CADD Sheets\0366883-shr-drain-28.dgn		DRAWN - SRH/RMD	REVISED -	100+00	100+50	101+00	101+50	102+00	102+50	103+00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION							
SHT_PLNPRF	PLOT SCALE = 40.0000' / in.	CHECKED - DJD	REVISED -	GRANVILLE RD. STORM SEWER AND UTILITIES PLAN & PROFILE							SCALE: H=20 V=5		SHEET 28 OF 35 SHEETS		STA. 100+00 TO STA. 103+00		F.A.P. R.T.E. SECTION COUNTY TOTAL SHEETS SHEET NO. 326 (110)R, BR & BR-1 GRUNDY 644 226	
	PLOT DATE = 8/6/2013	DATE = 7/15/2013	REVISED -	CONTRACT NO. 66883							ILLINOIS FED. AID PROJECT							



PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE	
	NOTATIONS CHECKED	
	NO.	



552.17	550.65	552.23	551.30	552.28	551.95	552.29	552.53	552.31	552.70	552.20	552.48	552.04	552.18	551.77	551.88	551.58	551.59	520.92	551.46	551.33	551.03
103+00	103+50	104+00	104+50	105+00	105+50	106+00	106+50	107+00	107+50	108+00											

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SHT_PLNPROF

USER NAME = bdecreane
DRAWN - SRH/RMD
CHECKED - DJD
DATE - 7/15/2013

DESIGNED - LRS
REVISOR -
REVISOR -
REVISOR -

REVISOR -
REVISOR -
REVISOR -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

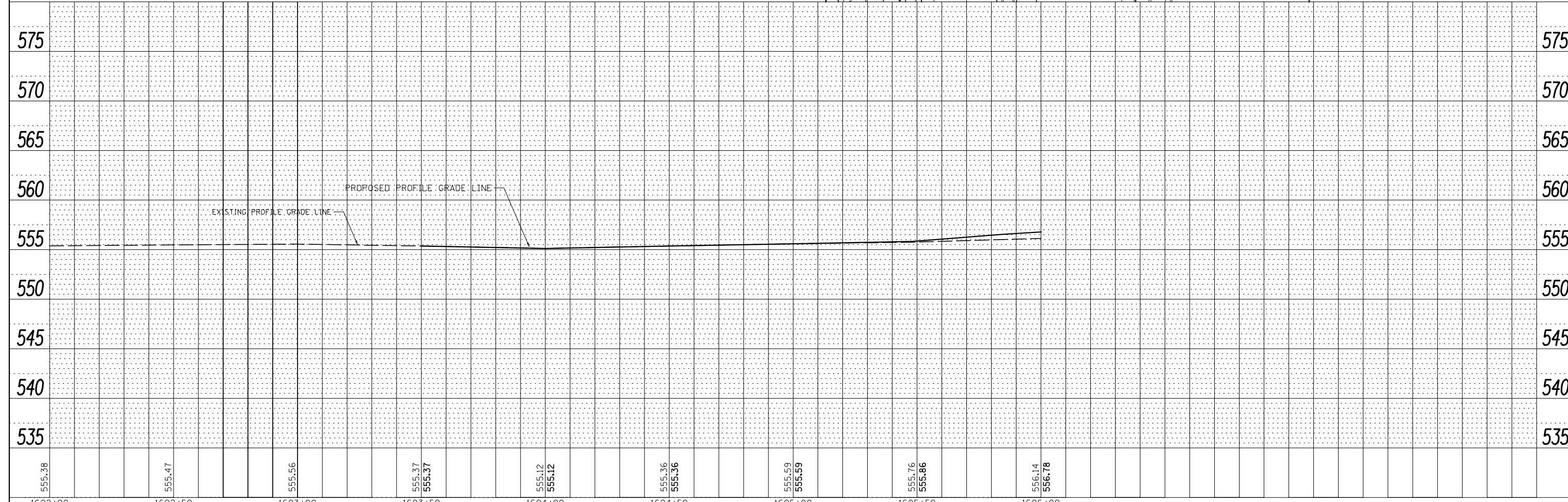
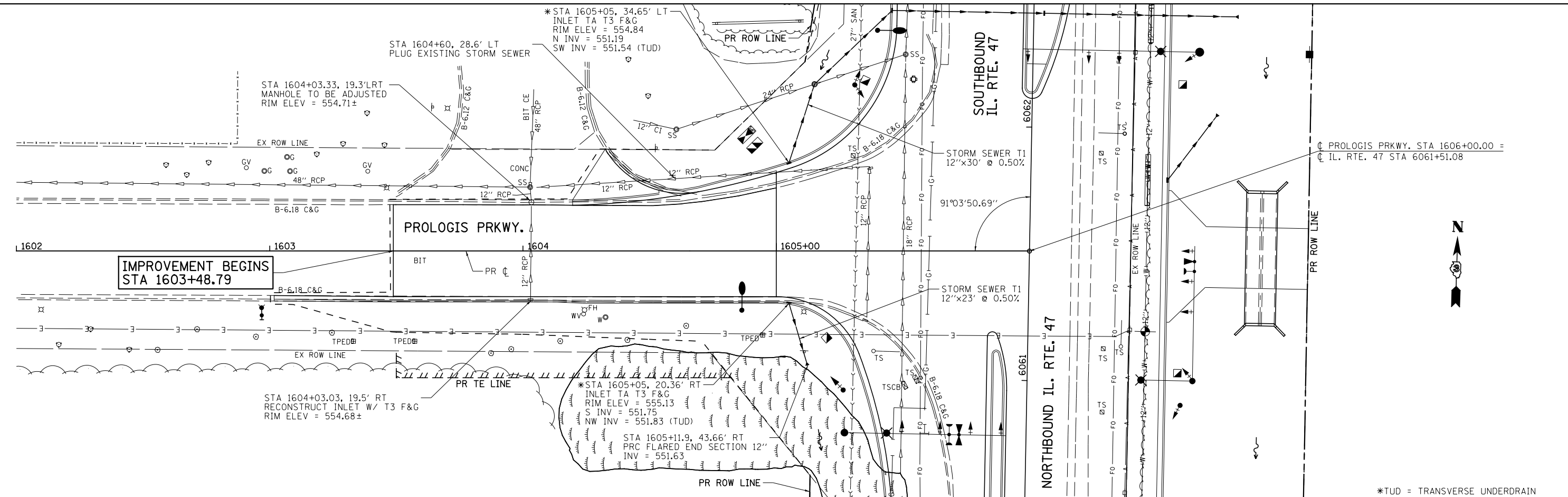
**GRANVILLE RD.
STORM SEWER AND UTILITIES PLAN & PROFILE**

SCALE: H=20 V=5 SHEET 29 OF 35 SHEETS STA.103+00 TO STA.109+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	227
CONTRACT NO. 66883				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	DESIGNED	
	FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE	
	NOTATIONS CHECKED	
	NO.	



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SHT_PLNPROF		CHECKED - DJD	REVISED -
		DATE - 7/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROLOGIS PRKWAY.
STORM SEWER AND UTILITIES PLAN & PROFILE

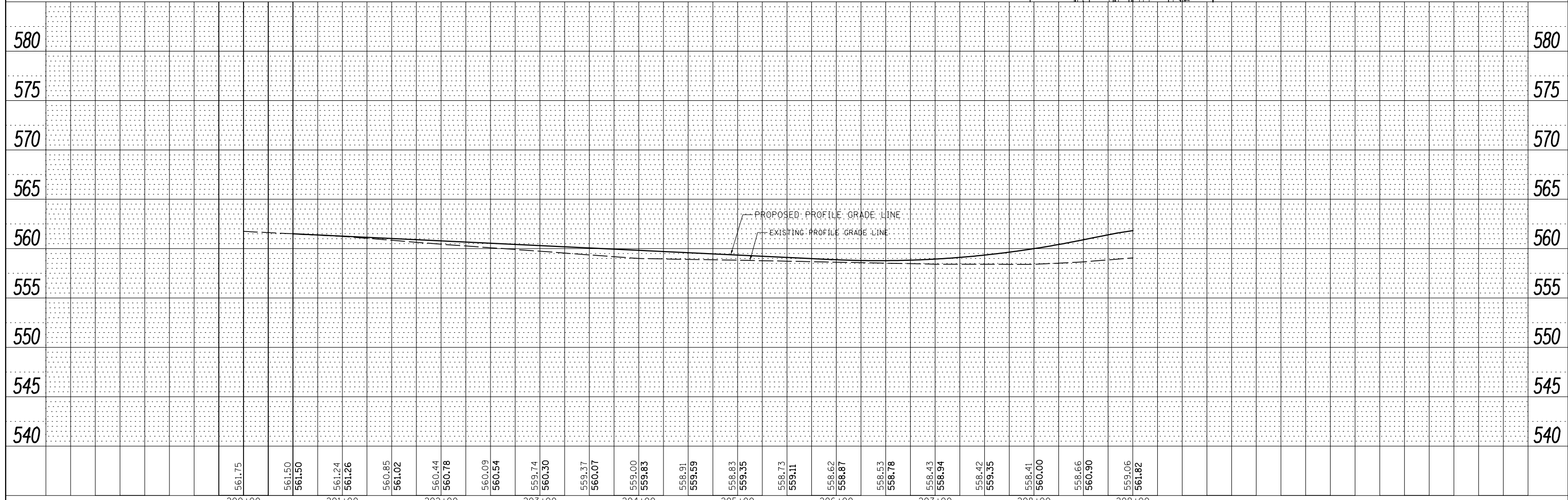
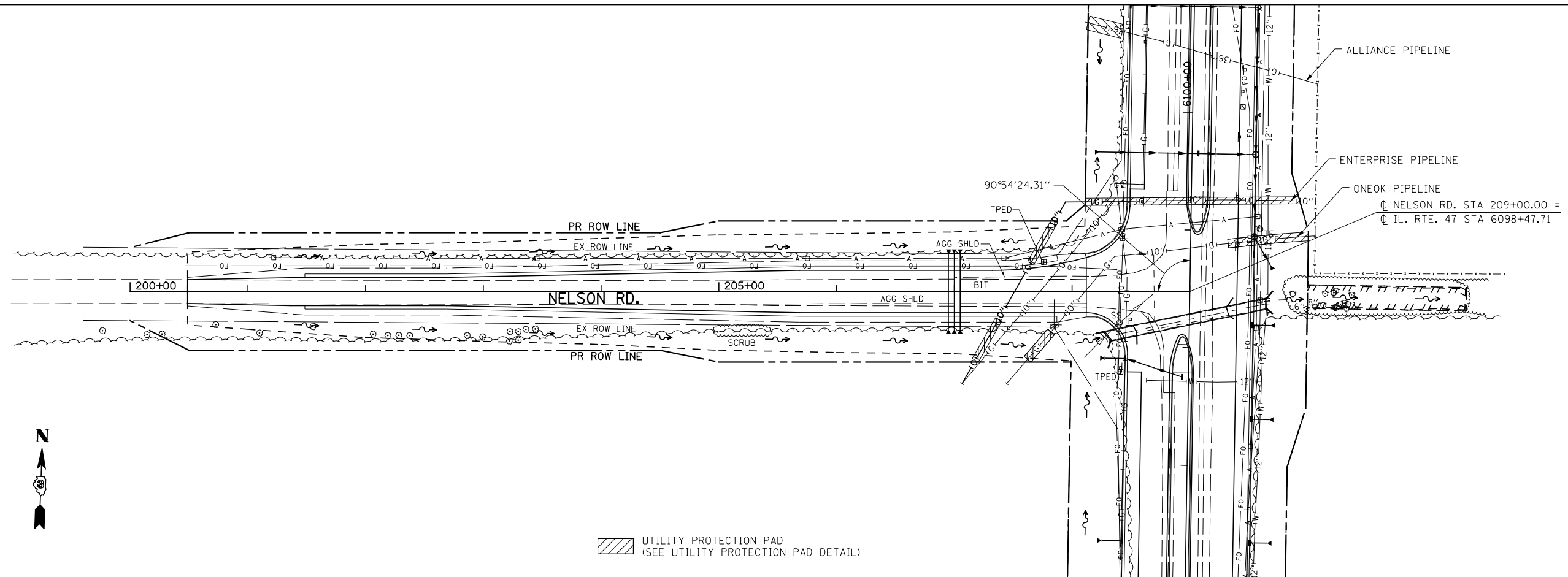
SCALE: H=20 V=5 SHEET 30 OF 35 SHEETS STA.1602+00 TO STA.1606+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	228
			CONTRACT NO. 66883	

ILLINOIS FED. AID PROJECT

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

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		
	NO.		

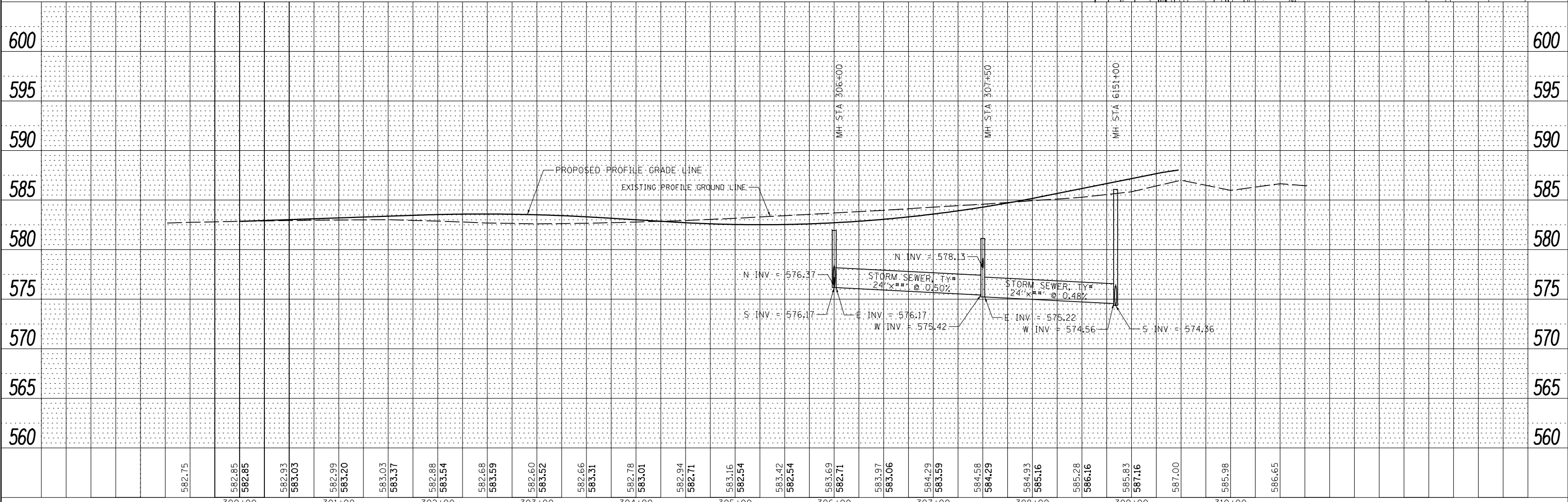
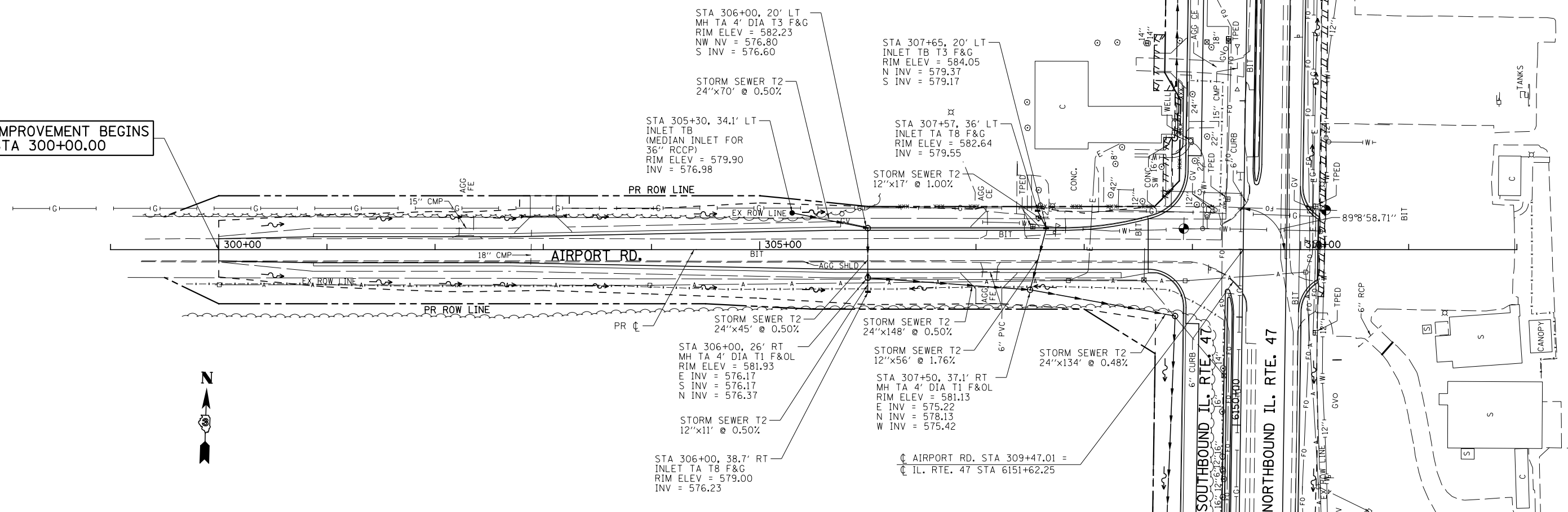


FILE NAME =	USER NAME = bdecreane	DESIGNED - LRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NELSON RD. STORM SEWER AND UTILITIES PLAN & PROFILE	F.A.P. RTE. 326	SECTION (110)R, BR & BR-1	COUNTY GRUNDY	TOTAL SHEETS 644	SHEET NO. 229
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SHT_PLNPROF	CHECKED - DJD	REVISED -	SCALE: H=50 V=5			SHEET 31 OF 35 SHEETS	STA. 200+00 TO STA. 209+00	ILLINOIS FED. AID PROJECT		
	DATE - 7/15/2013	REVISED -								

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

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

IMPROVEMENT BEGINS
STA 300+00.00



FILE NAME =	USER NAME = bdecreane	DESIGNED - LRS	REVISED -
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SHT_PLNPROF		CHECKED - DJD	REVISED -
		DATE - 7/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AIRPORT RD.
STORM SEWER AND UTILITIES PLAN & PROFILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	230
CONTRACT NO. 66883				

SCALE: H=50 V=5 SHEET 32 OF 35 SHEETS STA. 300+00 TO STA. 310+00

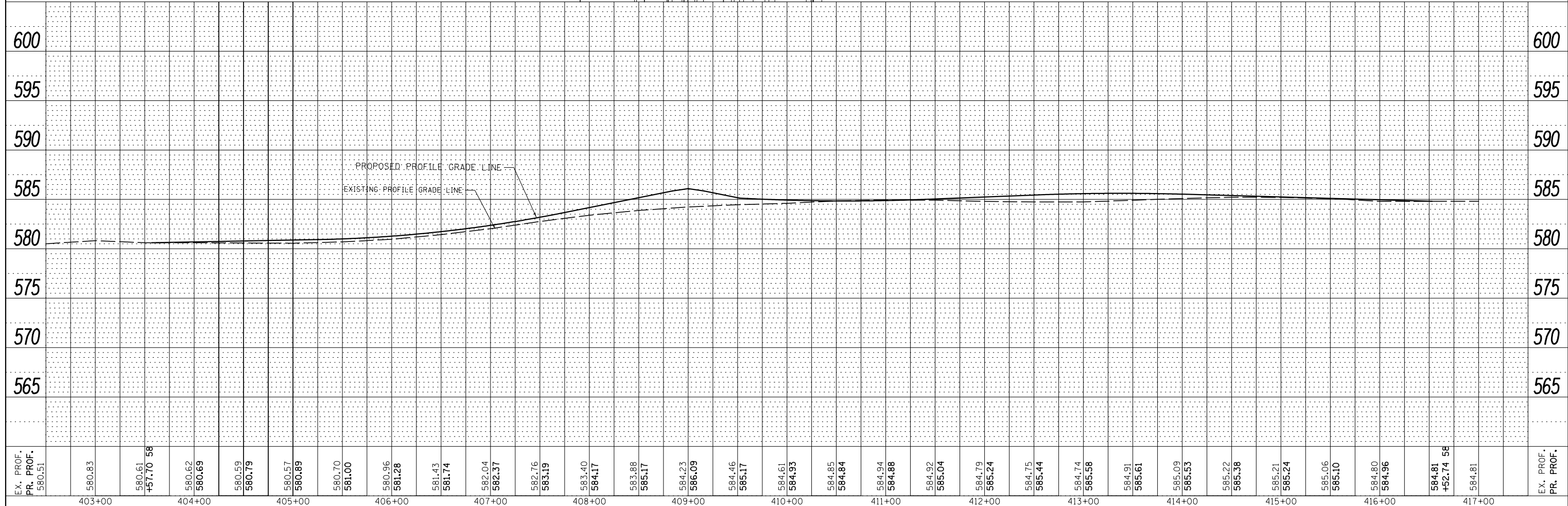
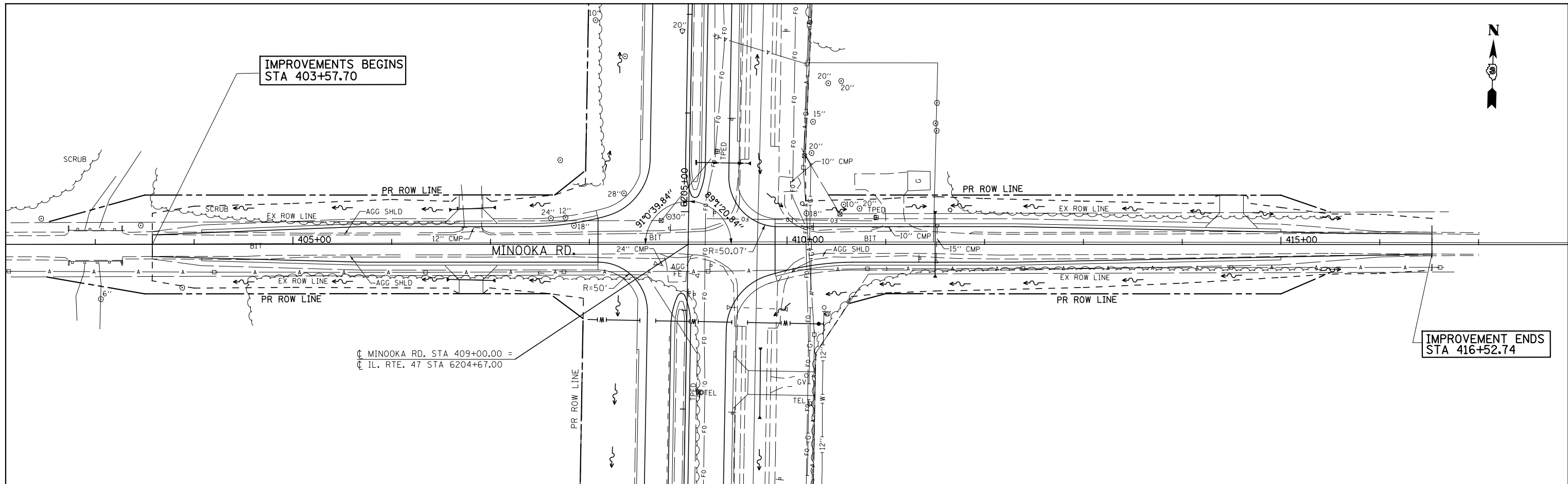
ILLINOIS FED. AID PROJECT

IMPROVEMENTS BEGINS
STA 403+57.70

IMPROVEMENT ENDS
STA 416+52.74

PLAN
SURVEYED _____ DATE _____
PLOTTED _____
NOTE BOOK _____
NO. _____

PROFILE
SURVEYED _____ DATE _____
GRADES CHECKED _____
STRUCTURE NOTATIONS CHECKED _____



EX. PROF. PR. PROF. 580.51	580.83	580.61 +57.70 58	580.62 580.69	580.59 580.79	580.57 580.89	580.70 581.00	580.96 581.28	581.43 581.74	582.04 582.37	582.76 583.19	583.40 584.17	583.88 585.17	584.23 586.09	584.46 585.17	584.61 584.93	584.85 584.84	584.94 584.88	584.92 585.04	584.79 585.24	584.75 585.44	584.74 585.58	584.91 585.61	585.09 585.53	585.22 585.38	585.21 585.24	585.06 585.10	584.80 584.96	584.81 +52.74 58	584.81	EX. PROF. PR. PROF. 580.51
403+00		404+00		405+00		406+00		407+00		408+00		409+00		410+00		411+00		412+00		413+00		414+00		415+00		416+00		417+00		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MINOOKA RD.
STORM SEWER AND UTILITY PLAN & PROFILE**

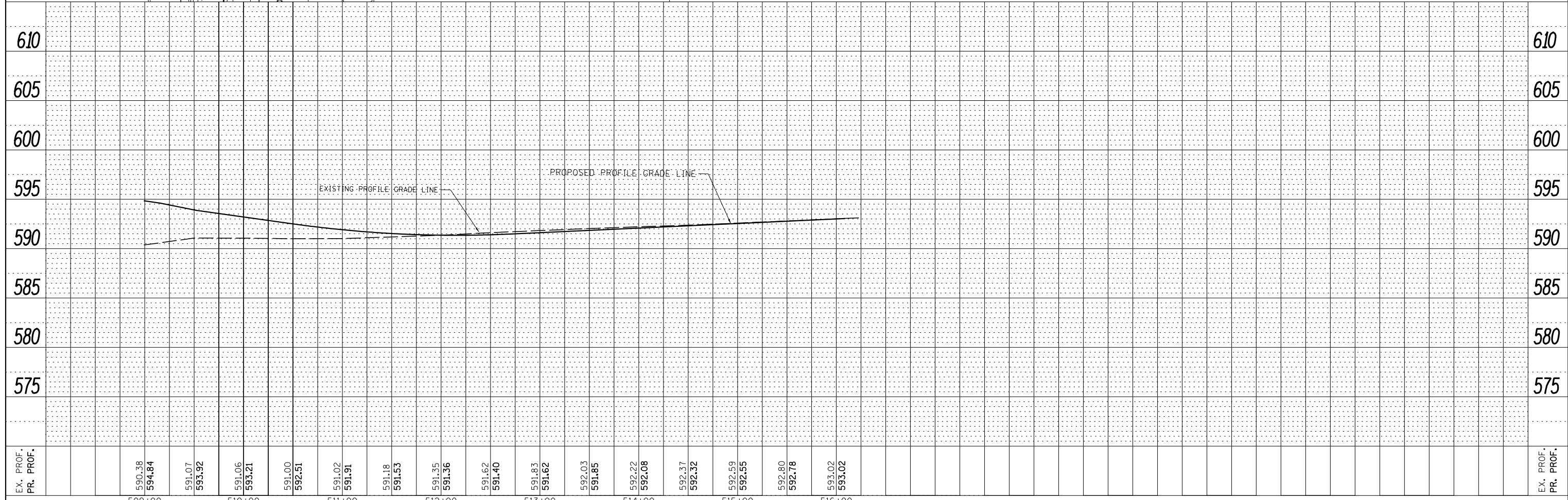
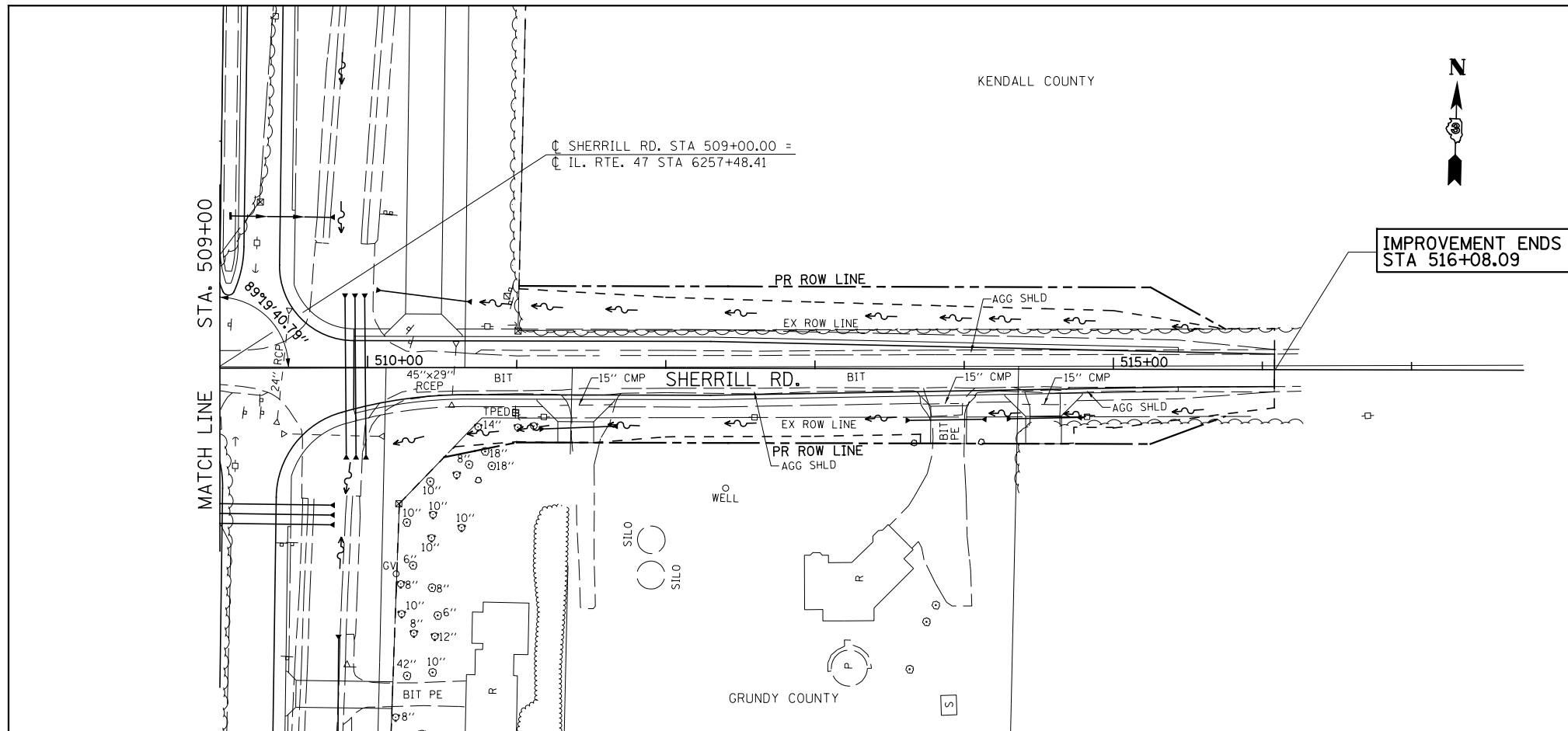
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PLOT DATE = 8/6/2013	DATE - 7/15/2013		REVISED -

SCALE: H=50 V=5 SHEET 33 OF 35 SHEETS STA. 403+00.00 TO STA. 415+00.00


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	231
CONTRACT NO. 66B83		ILLINOIS FED. AID PROJECT		

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

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



EX. PROF.	590.38	591.07	591.06	591.00	591.02	591.18	591.35	591.62	591.83	592.03	592.22	592.37	592.59	592.80	593.02	PR. PROF.
	594.84	593.92	593.21	592.51	591.91	591.53	591.36	591.40	591.62	591.85	592.08	592.32	592.55	592.78	593.02	
	509+00	510+00	511+00	512+00	513+00	514+00	515+00	516+00								

Date: <u>4/26/12 - 5/16/12</u>	 Subsurface Utility Engineering Test Hole Field Data Cardno TBE Office: <u>Chicago, IL</u>	Vac Truck/Trailer No.: <u>550423</u>
Cardno TBE Project No.: <u>IL09500412</u>		SUE Crew: <u>CJ, ER, JB, JD, JM, LP</u>
Contract No.: <u>66883</u>		City/State: <u>Moris, IL</u>
Section No.: <u>N/A</u>		Location: <u>RT. 47</u>
Road Name/No.: <u>RT. 47</u>		Units: English <input checked="" type="checkbox"/> Metric <input type="checkbox"/>

Utility Type:	Utility Material:	Offset Measured From:	Identified By:
E- Electrical G- Gas Line BT- Buried Telephone FOC- Fiber Optic Cable W- Water SAN- Sanitary Sewer STM- Storm Sewer CATV- Cable Television FM- Force Main RW- Reclaimed Water SL- Street Light TS- Traffic signal FL- Fuel Line EXP- Exploratory UNK- Unknown Other-	1- Metallic 2- Steel 3- PVC (Polyvinyl Chloride) 4- DIP (Ductile Iron Pipe) 5- VCP (Vitrified Clay Pipe) 6- PE (Polyethylene Pipe) 7- AC (Transite) 8- CI (Cast Iron) 9- DBC (Direct Buried Cable) 10- Concrete 11- Corrugated Metal Pipe 12- Fiberglass 13- Terra Cotta 14- Unknown 15-	30- Edge of Pavement 31- Baseline 32- Right-of-Way 33- Centerline 34- Back of Curb 35- Survey Hub 36- "X" in Concrete 37- Swing Ties 38- Ref. Point in Driveway 39-	20- Sleeve 21- Hub/Lathe 22- Nail/Disk* 23- "X" in Concrete 24- SIRC 5/8*** 25- 26- * Set Nail and Disk Stamped "TBE Test Hole" ** Set Iron Rod & Cap Stamped "TBE Test Hole"
		Surface Type:	
		A- Asphalt C- Concrete NG- Natural Ground	

Test Hole Date	Test Hole No.	Utility Type	Utility Material	Nominal Utility Size	Approx. Station	Approx. Offset Distance		Offset Meas. From	Manual Depth	Cross Sectional View (Approx.)	Utility Direction	ID'd By	Surface Type	Pymnt. Thickness
						ft. <input type="checkbox"/> m. <input type="checkbox"/>	L R							
05/16/12	1	W	1	12"	6029+95	54.0		33	5.41	⌒	↓	24	NG	N/A
05/16/12	1A	UNK	9	(1) .5" (1) 2"	6029+95	55.0		33	5.15	○	↓	24	NG	N/A
05/03/12	2	W	4	12"	6034+36	55.5		33	5.18	⌒	↓	24	NG	N/A
04/26/12	3	W	6	18"	6039+00	72.0		33	4.54	⌒	↓	24	NG	N/A
05/14/12	4	W	SEE NOTE	SEE NOTE	6039+00	62.0		33	8.22	SEE NOTE	↓	24	NG	N/A
04/26/12	5	W	6	18"	6040+45	66.0		33	3.85	⌒	↓	24	NG	N/A
05/03/12	6	W	6	12"	6044+91	68.0		33	5.72	⌒	↓	24	NG	N/A
04/27/12	7	W	6	18"	6046+05	64.8		33	7.06	⌒	↓	24	NG	N/A
05/01/12	8	W	6	12"	6047+34	62.7		33	5.43	⌒	↓	24	NG	N/A
04/27/12	9	W	6	18"	6047+66	62.5		33	3.88	○	↓	24	NG	N/A
05/01/12	10	W	6	12"	6048+37	62.0		33	4.74	⌒	↓	24	NG	N/A
04/27/12	11	W	6	18"	6050+52	59.6		33	3.94	○	↓	24	NG	N/A
05/14/12	12	W	6	12"	6053+13	57.8		33	4.19	⌒	↓	24	NG	N/A
05/16/12	13	W	6	12"	6055+50	58.0		33	3.85	⌒	↓	24	NG	N/A
05/04/12	14	W	6	12"	6058+00	53.0		33	3.96	⌒	↓	24	NG	N/A

Notes:

Sheet 1 of 1 Prepared By: SRC Date: 5/18/12 /QC By: EG Date: 6/5/12

Test Hole No.	Top of Utility	Reference Point	Calculated Depth (FT)	Quality Level	Notes
1	11.00	5.59	5.41	A	
1A	10.72	5.57	5.15	A	Exposed 2 unknown cables while excavating for water main. Possibly phone cables.
2	9.72	4.54	5.18	A	
3	Manual	Depth	4.54	A	Utility was visible for a brief moment before the excavated hole began to fill up with excessive ground water and collapsing gravel.
4	Manual	Manual	8.22	B	See note A below.
5	8.77	4.92	3.85	A	
6	11.27	5.55	5.72	A	
7	12.49	5.43	7.06	A	
8	10.70	5.27	5.43	A	
9	8.79	4.91	3.88	A	
10	9.95	5.21	4.74	A	
11	9.43	5.49	3.94	A	
12	9.11	4.92	4.19	A	
13	8.88	5.03	3.85	A	
14	9.34	5.38	3.96	A	

Comments:
 Note A: Unable to visually see the utility due to excessive ground water and gravel continually collapsing within the excavated hole. However, by utilizing the air lance we were able to feel the top and sides of pipe. Size and material could not be determined.

Date:	5/01/12 - 5/16/12	 Subsurface Utility Engineering Test Hole Field Data	Vac Truck/Trailer No.:	550423
Cardno TBE Project No.:	IL09500412		SUE Crew:	CJ, ER, JB, JD, JM, LP
Contract No.:	66883		City/State:	Moris, IL
Section No.:	N/A		Location:	RT. 47
Road Name/No.:	RT. 47		Units:	English <input checked="" type="checkbox"/> Metric <input type="checkbox"/>
Cardno TBE Office: Chicago, IL				

Utility Type:	Utility Material:	Offset Measured From:	Identified By:
E- Electrical G- Gas Line BT- Buried Telephone FOC- Fiber Optic Cable W- Water SAN- Sanitary Sewer STM- Storm Sewer CATV- Cable Television FM- Force Main RW- Reclaimed Water SL- Street Light TS- Traffic signal FL- Fuel Line EXP- Exploratory UNK- Unknown Other-	1- Metallic 2- Steel 3- PVC (Polyvinyl Chloride) 4- DIP (Ductile Iron Pipe) 5- VCP (Vitrified Clay Pipe) 6- PE (Polyethylene Pipe) 7- AC (Transite) 8- CI (Cast Iron) 9- DBC (Direct Buried Cable) 10- Concrete 11- Corrugated Metal Pipe 12- Fiberglass 13- Terra Cotta 14- Unknown 15-	30- Edge of Pavement 31- Baseline 32- Right-of-Way 33- Centerline 34- Back of Curb 35- Survey Hub 36- "X" in Concrete 37- Swing Ties 38- Ref. Point in Driveway 39-	20- Sleeve 21- Hub/Lathe 22- Nail/Disk* 23- "X" in Concrete 24- SIRC 5/8*** 25- 26- * Set Nail and Disk Stamped "TBE Test Hole" ** Set Iron Rod & Cap Stamped "TBE Test Hole"
		Surface Type:	
		A- Asphalt C- Concrete NG- Natural Ground	

Test Hole Date	Test Hole No.	Utility Type	Utility Material	Nominal Utility Size	Approx. Station	Approx. Offset Distance		Offset Meas. From	Manual Depth	Cross Sectional View (Approx.)	Utility Direction	ID'd By	Surface Type	Pvmt. Thickness
						L	R							
05/04/12	15	W	6	12"	6061+21		47.7	33	3.93	⌒	↑	24	NG	N/A
05/04/12	16	W	6	12"	6065+54		57.6	33	4.86	⌒	↑	24	NG	N/A
05/16/12	17	W	6	12"	6070+52		67.4	33	4.72	⌒	↑	24	NG	N/A
05/01/12	18	W	6	12"	6072+00		66.7	33	4.87	⌒	↑	24	NG	N/A
05/03/12	19	W	6	12"	6072+51		66.8	33	5.33	⌒	↑	24	NG	N/A
05/03/12	20	W	6	12"	6075+00		67.4	33	4.33	⌒	↑	24	NG	N/A
05/10/12	21	W	6	12"	6079+88		60.0	33	4.66	⌒	↑	24	NG	N/A
05/10/12	22	W	6	12"	6083+00		58.7	33	4.40	⌒	↑	24	NG	N/A
05/06/12	23	W	6	12"	6085+55		58.4	33	4.93	⌒	↑	24	NG	N/A
05/16/12	24	W	6	12"	6088+03		59.0	33	4.30	⌒	↑	24	NG	N/A
05/10/12	25	W	6	12"	6090+51		58.7	33	4.34	⌒	↑	24	NG	N/A
05/15/12	26	W	6	12"	6095+54		59.0	33	3.97	⌒	↑	24	NG	N/A
05/15/12	27	W	SEE NOTE	SEE NOTE	6097+61		62.8	33	8.04	SEE NOTE	↑	24	NG	N/A
05/15/12	28	W	SEE NOTE	SEE NOTE	6098+38		67.0	33	7.06	SEE NOTE	↑	24	NG	N/A
05/05/12	29	W	SEE NOTE	SEE NOTE	6098+70		66.8	33	12.94	SEE NOTE	↑	24	NG	N/A

Notes: _____

Sheet 1 of 1 Prepared By: SRC Date: 5/18/12 /QC By: EG Date: 6/5/12

Test Hole No.	Top of Utility	Reference Point	Calculated Depth (FT)	Quality Level	Notes
15	9.23	5.30	3.93	A	
16	10.25	5.39	4.86	A	
17	9.72	5.00	4.72	A	
18	9.02	4.15	4.87	A	
19	10.24	4.91	5.33	A	
20	9.30	4.97	4.33	A	
21	9.51	4.85	4.66	A	
22	9.26	4.86	4.40	A	
23	9.51	4.58	4.93	A	
24	9.51	5.21	4.30	A	
25	9.31	4.97	4.34	A	
26	9.00	5.03	3.97	A	
27	Manual	Depth	8.04	B	See note A below.
28	Manual	Depth	7.06	B	See note A below.
29	Manual	Depth	12.94	B	See note A below.

Comments:
Note A: Unable to visually see the utility due to excessive ground water and gravel continually collapsing within the excavated hole. However, by utilizing the air lance we were able to feel the top and sides of pipe. Size and material could not be determined.

Date: 4/30/12 - 5/16/12
 Cardno TBE Project No.: IL09500412
 Contract No.: 66883
 Section No.: N/A
 Road Name/No.: RT. 47

Cardno TBE
 Subsurface Utility Engineering
 Test Hole Field Data

Vac Truck/Trailer No.: 550423
 SUE Crew: CJ, ER, JB, JD, JM, LP
 City/State: Morris, IL
 Location: RT. 47
 Units: English Metric

Cardno TBE Office: Chicago, IL

Utility Type:	Utility Material:	Offset Measured From:	Identified By:
E- Electrical G- Gas Line BT- Buried Telephone FOC- Fiber Optic Cable W- Water SAN- Sanitary Sewer STM- Storm Sewer CATV- Cable Television FM- Force Main RW- Reclaimed Water SL- Street Light TS- Traffic signal FL- Fuel Line EXP- Exploratory UNK- Unknown Other-	1- Metallic 2- Steel 3- PVC (Polyvinyl Chloride) 4- DIP (Ductile Iron Pipe) 5- VCP (Vitrified Clay Pipe) 6- PE (Polyethylene Pipe) 7- AC (Transite) 8- CI (Cast Iron) 9- DBC (Direct Buried Cable) 10- Concrete 11- Corrugated Metal Pipe 12- Fiberglass 13- Terra Cotta 14- Unknown 15-	30- Edge of Pavement 31- Baseline 32- Right-of-Way 33- Centerline 34- Back of Curb 35- Survey Hub 36- "X" in Concrete 37- Swing Ties 38- Ref. Point in Driveway 39-	20- Sleeve 21- Hub/Lathe 22- Nail/Disk* 23- "X" in Concrete 24- SIRC 5/8*** 25- 26- * Set Nail and Disk Stamped "TBE Test Hole" ** Set Iron Rod & Cap Stamped "TBE Test Hole"
		Surface Type: A- Asphalt C- Concrete NG- Natural Ground	

Test Hole Date	Test Hole No.	Utility Type	Utility Material	Nominal Utility Size	Approx. Station	Approx. Offset Distance		Offset Meas. From	Manual Depth	Cross Sectional View (Approx.)	Utility Direction	ID'd By	Surface Type	Pvmt. Thickness
						L	R							
05/11/12	30	W	SEE NOTE	SEE NOTE	6102+00		66.2	33	4.48	SEE NOTE	↑	24	NG	N/A
05/11/12	31	W	6	12"	6104+48		66.5	33	4.58	⌒	↑	24	NG	N/A
05/16/12	32	W	6	12"	6107+00		65.0	33	4.88	⌒	↑	24	NG	N/A
05/14/12	33	W	6	12"	6152+03		52.0	33	5.29	⌒	↑	22	A	4
05/11/12	34	W	SEE NOTE	SEE NOTE	6151+81	78.7		33	5.28	SEE NOTE	↔	22	A	4
05/08/12	35	W	6	12"	6175+80		24.5	33	5.79	⌒	↑	22	A	2
05/08/12	36	W	6	12"	6176+84		25.0	33	5.84	⌒	↑	22	A	2
05/08/12	37	W	6	12"	6178+70		35.0	33	5.00	⌒	↗	24	NG	N/A
04/30/12	38	W	6	12"	101+32		51.0	33	5.23	⌒	↗	24	NG	N/A
04/30/12	39	W	6	12"	102+51		18.5	33	3.09	⌒	↔	24	NG	N/A
04/30/12	40	W	6	12"	104+12		24.5	33	4.51	⌒	↔	24	NG	N/A
05/01/13	41	W	SEE NOTE	SEE NOTE	6099+00		67.3	33	7.30	SEE NOTE	↑	24	NG	N/A
05/01/13	42	W	6	12"	6099+20		66.6	33	6.96	○	↑	24	NG	N/A

Notes:

Sheet 1 of 1 Prepared By: SRC Date: 5/18/12 /QC By: EG Date: 6/5/12

Test Hole No.	Top of Utility	Reference Point	Calculated Depth (FT)	Quality Level	Notes
30	Manual	Depth	4.48	B	See note A below.
31	9.59	5.01	4.58	A	
32	10.09	5.21	4.88	A	
33	Manual	Depth	5.29	A	Utility was visible for a brief moment before the excavated hole began to fill up with excessive ground water and collapsing gravel.
34	Manual	Depth	5.28	B	See note A below.
35	9.92	4.13	5.79	A	
36	10.57	4.73	5.84	A	
37	10.63	5.63	5.00	A	
38	10.45	5.22	5.23	A	
39	8.15	5.06	3.09	A	
40	9.28	4.77	4.51	A	
41	Manual	Depth	7.30	B	See note A below.
42	12.12	5.16	6.96	A	Briefly exposed top of pipe, Light Green in color.

Comments:

Note A: Unable to visually see the utility due to excessive ground water and gravel continually collapsing within the excavated hole. However, by utilizing the air lance we were able to feel the top and sides of pipe. Size and material could not be determined.

Date: 09/29/2010 - 1/5/2012
 Cardno TBE Project No.: IL09500411
 Client Proj. No.: PTB-141-012
 Work Order No.: 11
 Road Name/No.: RT-47

Cardno TBE
Subsurface Utility Engineering
Test Hole Field Data
 Cardno TBE Office: Schaumburg, IL

Vac Truck/Trailer No.: 55-311 & 55-423
 SUE Crew: JD,JB,ER,CJ,EJ,IP
 County/State: Kendall/Grundy/IL
 Location: RT-47
 Units: English Metric

Utility Type:	Utility Material:	Offset Measured From:	Identified By:
E- Electrical G- Gas Line BT- Buried Telephone FOC- Fiber Optic Cable W- Water SAN- Sanitary Sewer STM- Storm Sewer CATV- Cable Television FM- Force Main RW- Reclaimed Water SL- Street Light TS- Traffic signal FL- Fuel Line EXP- Exploratory UNK- Unknown Other-	1- Steel 2- PVC (Polyvinyl Chloride) 3- DIP (Ductile Iron Pipe) 4- VCP (Vitrified Clay Pipe) 5- PE (Polyethylene Pipe) 6- AC (Transite) 7- CI (Cast Iron) 8- DBC (Direct Buried Cable) 9- Concrete Pipe 10- Corrugated Metal Pipe 11- Fiberglass 12- Unknown 13- 14- 15-	30- Edge of Pavement 31- Baseline 32- Right-of-Way 33- Centerline 34- Back of Curb 35- Survey Hub 36- "X" in Concrete 37- Swing Ties 38- Ref. Point in Driveway 39-	20- Sleeve 21- Hub/Lathe 22- Nail/Disk* 23- "X" in Concrete 24- SIRC 5/8*** 25- 26- * Set Nail and Disk Stamped "TBE Test Hole" ** Set Iron Rod & Cap Stamped "TBE Test Hole"

Test Hole Date	Test Hole No.	Utility Type	Utility Material	Nominal Utility Size	Approx. Station	Approx. Offset Distance		Offset Meas. From	Manual Depth	Cross Sectional View (Approx.)	Utility Direction	ID'd By	Surface Type	Pymnt Thickness
						ft.	m.							
						L	R							
12/12/11	1	G	1	SEE NOTES	6098+65	30.64		33	6.15	○	←	24	NG	N/A
12/12/11	2	G	1	10"	6098+15		40.24	33	5.17	○	↗	24	NG	N/A
12/13/11	3	G	1	10"	6098+15		40.58	33	5.08	○	↗	24	NG	N/A
12/13/11	4	G	1	10"	6099+00	48.45		33	4.85	○	↗	22	NG	N/A
12/13/11	5	G	1	10"	6099+10		73.17	33	4.07	○	←	23	NG	N/A
12/13/11	6	G	1	10"	6098+70		74.15	33	4.74	○	←	23	NG	N/A
12/13/11	7	G	1	36"	6099+65		69.56	33	7.82	○	↖	24	NG	N/A
12/21/11	8	G	1	SEE NOTES	6229+10		44.26	33	6.90	○	↗	24	NG	N/A
12/21/11	9	G	1	24"	6227+60		45.25	33	5.50	○	↗	24	NG	N/A
12/21/11	10	G	1	36"	6226+75		45.43	33	5.86	○	↗	24	NG	N/A
01/10/12	11	G	1	36"	6226+10	27.23		33	4.10	○	↗	24	NG	N/A
01/09/12	12	G	1	SEE NOTES	6100+10	65.00		33	8.65	SEE NOTES	↖	24	NG	N/A
01/09/12	13	G	1	42"	6228+60	31.38		33	2.67	○	↗	24	NG	N/A
01/09/12	14	G	1	SEE NOTES	6227+00	31.13		33	4.49	○	↗	24	NG	N/A
09/29/10	15	G	1	36"	6284+50	32.4		33	6.56	○	←	24	NG	N/A
09/29/10	16	G	1	36"	6284+50	257.4		33	5.06	○	←	24	NG	N/A
09/29/10	17	G	1	36"	6284+50		34.0	33	6.71	○	←	24	NG	N/A

Notes: TH'S 1-4 offsets were taken from CL of Nelson Rd. TH'S 5-14 were taken from CL of RT-47.
 Sheet 1 of 1 Prepared By: JP Date: 1/05/12 /QC By: EG Date: 1/24/12

Test Hole No.	Top of Utility	Reference Point	Calculated Depth (FT)	SUE Quality Level	Notes
1	11.04	4.89	6.15	A	Unable to fully expose and verify size due to loose soil continually collapsing within excavated hole. 10" main according to ONEOK representative on site.
2	9.84	4.67	5.17	A	
3	9.83	4.75	5.08	A	
4	9.56	4.71	4.85	A	
5	8.72	4.65	4.07	A	
6	9.29	4.55	4.74	A	
7	12.66	4.84	7.82	A	
8	12.33	5.43	6.90	A	Unable to fully expose and verify size due to concerns of damaging brittle coating on pipe. 36" main according to Kinder Morgan representative on site.
9	11.19	5.69	5.50	A	
10	11.63	5.77	5.86	A	
11	8.96	4.86	4.10	A	
12	N/A	N/A	8.65	B	Unable to expose and verify size due to excessive ground water infiltration within the excavated hole. However, by utilizing an air lance we were able to feel what we believe to be the top of pipe. 36" main per Alliance representative on site.
13	8.00	5.33	2.67	A	42" casing per Kinder Morgan representative on site.
14	10.08	5.59	4.49	A	Unable to fully expose and verify size due to loose soil continually collapsing within excavated hole. 24" main according to Kinder Morgan representative on site.
15	12.90	6.34	6.56	A	OFFSET PULLED FROM CL OF ST. RD 47.
16	10.59	5.53	5.06	A	OFFSET PULLED FROM CL OF ST. RD 47.
17	13.32	6.61	6.71	A	OFFSET PULLED FROM CL OF ST. RD 47.

Comments:

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Date: 09/29/2010 - 11/9/2012
 Cardno TBE Project No.: 409/411/413
 Client Proj. No.: PTB-141-012
 Work Order No.: 9, 11, 13
 Road Name/No.: RT-47

Cardno TBE
Subsurface Utility Engineering
Test Hole Field Data
 Cardno TBE Office: Schaumburg, IL

Vac Truck/Trailer No.: 55-311 & 55-423
 SUE Crew: JD,JB,ER,CJ,EJ,IP
 County/State: Kendall/Grundy/ IL
 Location: RT-47
 Units: English Metric

Utility Type:	Utility Material:	Offset Measured From:	Identified By:
E- Electrical G- Gas Line BT- Buried Telephone FOC- Fiber Optic Cable W- Water SAN- Sanitary Sewer STM- Storm Sewer CATV- Cable Television FM- Force Main RW- Reclaimed Water SL- Street Light TS- Traffic signal FL- Fuel Line EXP- Exploratory UNK- Unknown Other-	1- Steel 2- PVC (Polyvinyl Chloride) 3- DIP (Ductile Iron Pipe) 4- VCP (Vitrified Clay Pipe) 5- PE (Polyethylene Pipe) 6- AC (Transite) 7- CI (Cast Iron) 8- DBC (Direct Buried Cable) 9- Concrete Pipe 10- Corrugated Metal Pipe 11- Fiberglass 12- Unknown 13- 14- 15-	30- Edge of Pavement 31- Baseline 32- Right-of-Way 33- Centerline 34- Back of Curb 35- Survey Hub 36- "X" in Concrete 37- Swing Ties 38- Ref. Point in Driveway 39-	20- Sleeve 21- Hub/Lathe 22- Nail/Disk* 23- "X" in Concrete 24- SIRC 5/8*** 25- 26- * Set Nail and Disk Stamped "TBE Test Hole" ** Set Iron Rod & Cap Stamped "TBE Test Hole"

Test Hole Date	Test Hole No.	Utility Type	Utility Material	Nominal Utility Size	Approx. Station	Approx. Offset Distance		Offset Meas. From	Manual Depth	Cross Sectional View (Approx.)	Utility Direction	ID'd By	Surface Type	Pvmt. Thickness
						ft. <input type="checkbox"/> m. <input type="checkbox"/>	L R							
12/12/11	1	G	1	SEE NOTES	6098+77	56.70		33	6.15	○	↔	24	NG	N/A
12/12/11	2	G	1	10"	6098+05	122.20		33	5.17	○	↗	24	NG	N/A
12/13/11	3	G	1	10"	6098+04	161.10		33	5.08	○	↗	24	NG	N/A
12/13/11	4	G	1	10"	6098+94	87.90		33	4.85	○	↗	22	NG	N/A
12/13/11	5	G	1	10"	6099+26		72.80	33	4.07	○	↔	23	NG	N/A
12/13/11	6	G	1	10"	6098+93		73.30	33	4.74	○	↔	23	NG	N/A
12/13/11	7	G	1	36"	6100+35		69.30	33	7.82	○	↗	24	NG	N/A
12/21/11	8	G	1	SEE NOTES	6228+93		119.60	33	6.90	○	↗	24	NG	N/A
12/21/11	9	G	1	24"	6228+25		115.70	33	5.50	○	↗	24	NG	N/A
12/21/11	10	G	1	36"	6227+51		115.60	33	5.86	○	↗	24	NG	N/A
01/10/12	11	G	1	36"	6226+87		43.40	33	4.10	○	↗	24	NG	N/A
01/09/12	12	G	1	SEE NOTES	6100+68	64.90		33	8.65	SEE NOTES	↗	24	NG	N/A
01/09/12	13	G	1	42"	6228+23		39.10	33	2.67	○	↗	24	NG	N/A
01/09/12	14	G	1	SEE NOTES	6227+56		39.50	33	4.49	○	↗	24	NG	N/A
09/29/10	15	G	1	36"	6284+57		131.3	33	6.56	○	↔	24	NG	N/A
09/29/10	16	G	1	36"	6284+53	92.7		33	5.06	○	↔	24	NG	N/A
09/29/10	17	G	1	36"	6284+53		197.3	33	6.71	○	↔	24	NG	N/A
11/09/12	18	G	1	36"	6227+28	70.2		33	4.31	○	↗	24	NG	NA
11/09/12	19	G	1	24"	6226+49	75.0		33	4.36	○	↗	24	NG	NA
11/09/12	20	G	1	36"	6225+78	75.1		33	4.10	○	↗	24	NG	NA

Notes: TH'S 1-4 offsets were taken from CL of Nelson Rd. TH'S 5-14 were taken from CL of RT-47.

Sheet 1 of 1 Prepared By: IP/EG Date: REV: 11/12/12 /QC By: SW Date: 11/15/12

Test Hole No.	Top of Utility	Reference Point	Calculated Depth (FT)	SUE Quality Level	Notes
1	11.04	4.89	6.15	A	Unable to fully expose and verify size due to loose soil continually collapsing within excavated hole. 10" main according to ONEOK representative on site.
2	9.84	4.67	5.17	A	
3	9.83	4.75	5.08	A	
4	9.56	4.71	4.85	A	
5	8.72	4.65	4.07	A	
6	9.29	4.55	4.74	A	
7	12.66	4.84	7.82	A	
8	12.33	5.43	6.90	A	Unable to fully expose and verify size due to concerns of damaging brittle coating on pipe. 36" main according to Kinder Morgan representative on site.
9	11.19	5.69	5.50	A	
10	11.63	5.77	5.86	A	
11	8.96	4.86	4.10	A	
12	N/A	N/A	8.65	B	Unable to expose and verify size due to excessive ground water infiltration within the excavated hole. However, by utilizing an air lance we were able to feel what we believe to be the top of pipe. 36" main per Alliance representative on site.
13	8.00	5.33	2.67	A	42" casing per Kinder Morgan representative on site.
14	10.08	5.59	4.49	A	Unable to fully expose and verify size due to loose soil continually collapsing within excavated hole. 24" main according to Kinder Morgan representative on site.
15	12.90	6.34	6.56	A	OFFSET PULLED FROM CL OF ST. RD 47.
16	10.59	5.53	5.06	A	OFFSET PULLED FROM CL OF ST. RD 47.
17	13.32	6.61	6.71	A	OFFSET PULLED FROM CL OF ST. RD 47.
18	9.09	4.78	4.31	A	
19	9.43	5.07	4.36	A	
20	8.99	4.89	4.10	A	

Comments:

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NE 1/4 OF SEC. 28, T.34 N., R.7 E. OF THE 3RD P.M.

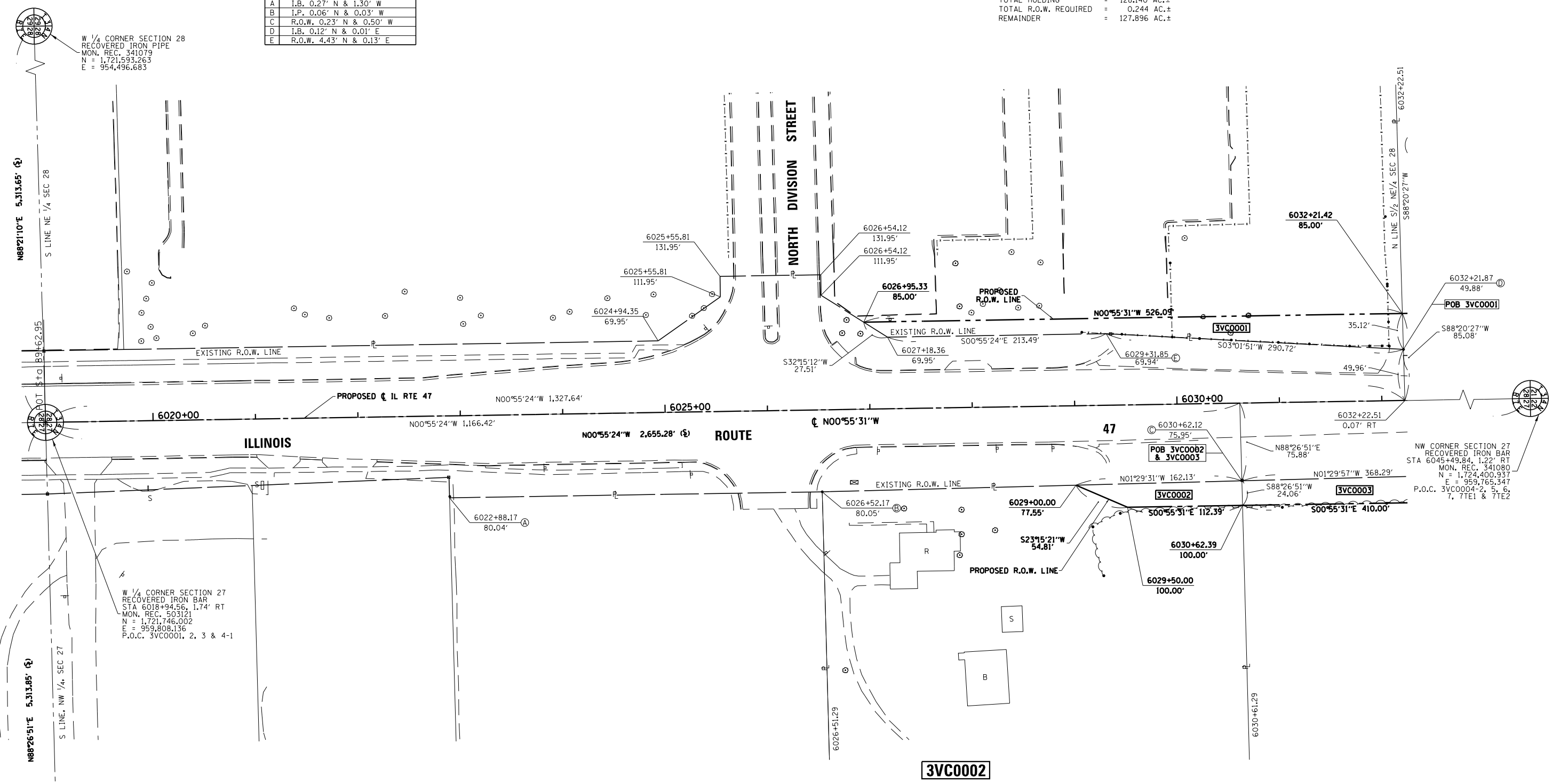


RECOVERED MONUMENT TABLE	
A	I.B. 0.27' N & 1.30' W
B	I.P. 0.06' N & 0.03' W
C	R.O.W. 0.23' N & 0.50' W
D	I.B. 0.12' N & 0.01' E
E	R.O.W. 4.43' N & 0.13' E

3VC0001

COSTCO WHOLESALE CORPORATION

TOTAL HOLDING = 128.140 AC.±
 TOTAL R.O.W. REQUIRED = 0.244 AC.±
 REMAINDER = 127.896 AC.±



W 1/4 CORNER SECTION 28
 RECOVERED IRON PIPE
 MON. REC. 341079
 N = 1,721,593.263
 E = 954,496.683

W 1/4 CORNER SECTION 27
 RECOVERED IRON BAR
 STA 6018+94.56, 1.74' RT
 MON. REC. 503121
 N = 1,721,746.002
 E = 959,808.136
 P.O.C. 3VC0001, 2, 3 & 4-1

E 1/4 CORNER SECTION 27
 SET P.K. NAIL
 MON. REC. 351203
 N = 1,721,889.968
 E = 965,120.031

NW CORNER SECTION 27
 RECOVERED IRON BAR
 STA 6045+49.84, 1.22' RT
 MON. REC. 341080
 N = 1,724,400.937
 E = 959,765.347
 P.O.C. 3VC0004, 2, 5, 6,
 7, 7TE1 & 7TE2

I DARRELL A. POUNDSTONE, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.P. 326 (ILLINOIS ROUTE 47) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, 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.

DATE: _____
 ILLINOIS PROFESSIONAL LAND SURVEYOR
 NO. 3485
 SURVEY BOOK NO. _____
 11-30-2012
 EXPIRATION DATE

3VC0002

CRAIG REAL ESTATE LIMITED PARTNERSHIP, L.P.

TOTAL HOLDING = 3.090 AC.±
 TOTAL R.O.W. REQUIRED = 0.074 AC.± (3,212 SQ. FT.±)
 REMAINDER = 3.016 AC.±

- NOTES:
- ALL BEARINGS AND DISTANCES (GRID) ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (N.A.D. 83-2007 ADJ.)
 - GRID DISTANCE (AS LABELED) x 1.00004933 = GROUND DISTANCE



Renwick & Associates, Inc.
 Professional Engineers & Land Surveyors
 1304 Genl'l Circle, Suite 4 • Ottawa, IL 61350

NW 1/4 OF SEC. 27, T.34 N., R.7 E. OF THE 3RD P.M.

FILE NAME:	USER NAME = MITCHELL	DESIGNED -	REVISED 2/7/13 REV. 3VC0001 AREA PVB
		DRAWN -	REVISED -
	PLOT SCALE = 1" = 50'	CHECKED -	REVISED -
	PLOT DATE = JULY 13, 2012	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

PROJECT _____ JOB NO. R-93-003-0B
 SCALE: 1"=50' SHEET NO. 2 OF 36 SHEETS STA. 6018+94.56 TO STA. 6032+21.87

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326 (IL 47)	(110)R, BR & BR-1	GRUNDY & LASALLE	644	239
CONTRACT NO. 66B83			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT	

NE 1/4 OF SEC. 28, T.34 N., R.7 E. OF THE 3RD P.M.

3VC0004

NANCY A. LEAR, et al.
 TOTAL HOLDING = 56.280 AC.±
 TOTAL R.O.W. REQUIRED = 0.793 AC.±
 TRACT 1 = 0.644 AC.±
 TRACT 2 = 0.149 AC.±
 AREA IN EXIST. R.O.W. = 0.329 AC.±
 TRACT 1 = 0.329 AC.±
 TRACT 2 = 0.000 AC.±
 NET R.O.W. REQUIRED = 0.464 AC.±
 REMAINDER = 55.487 AC.±

3VC0006

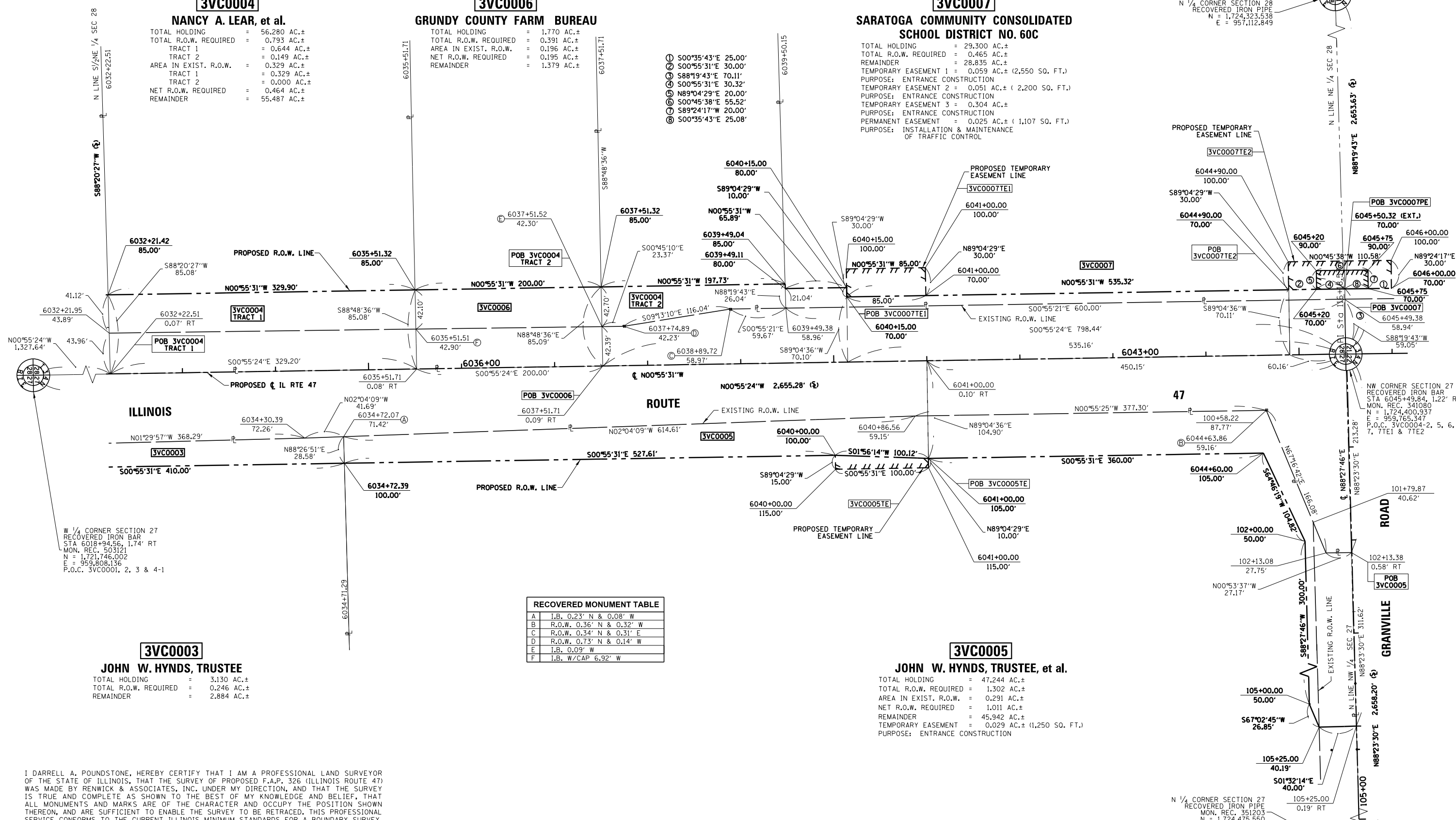
GRUNDY COUNTY FARM BUREAU
 TOTAL HOLDING = 1.770 AC.±
 TOTAL R.O.W. REQUIRED = 0.391 AC.±
 AREA IN EXIST. R.O.W. = 0.196 AC.±
 NET R.O.W. REQUIRED = 0.195 AC.±
 REMAINDER = 1.379 AC.±

3VC0007

SARATOGA COMMUNITY CONSOLIDATED SCHOOL DISTRICT NO. 60C
 TOTAL HOLDING = 29.300 AC.±
 TOTAL R.O.W. REQUIRED = 0.465 AC.±
 REMAINDER = 28.835 AC.±
 TEMPORARY EASEMENT 1 = 0.059 AC.± (2,550 SQ. FT.)
 PURPOSE: ENTRANCE CONSTRUCTION
 TEMPORARY EASEMENT 2 = 0.051 AC.± (2,200 SQ. FT.)
 PURPOSE: ENTRANCE CONSTRUCTION
 TEMPORARY EASEMENT 3 = 0.304 AC.±
 PURPOSE: ENTRANCE CONSTRUCTION
 PERMANENT EASEMENT = 0.025 AC.± (1,107 SQ. FT.)
 PURPOSE: INSTALLATION & MAINTENANCE OF TRAFFIC CONTROL

N 1/4 CORNER SECTION 28
 RECOVERED IRON PIPE
 N = 1,724,323.538
 E = 957,112.849

- ① S00°35'43"E 25.00'
- ② S00°55'31"E 30.00'
- ③ S88°19'43"E 70.11'
- ④ S00°55'31"E 30.32'
- ⑤ N89°04'29"E 20.00'
- ⑥ S00°45'38"E 55.52'
- ⑦ S89°24'17"W 20.00'
- ⑧ S00°35'43"E 25.00'



ILLINOIS

ROUTE

ROAD

GRANVILLE

RECOVERED MONUMENT TABLE

A	I.B. 0.23' N & 0.08' W
B	R.O.W. 0.36' N & 0.32' W
C	R.O.W. 0.34' N & 0.31' E
D	R.O.W. 0.73' N & 0.14' W
E	I.B. 0.09' W
F	I.B. W/CAP 6.92' W

3VC0003

JOHN W. HYNDS, TRUSTEE
 TOTAL HOLDING = 3.130 AC.±
 TOTAL R.O.W. REQUIRED = 0.246 AC.±
 REMAINDER = 2.884 AC.±

3VC0005

JOHN W. HYNDS, TRUSTEE, et al.
 TOTAL HOLDING = 47.244 AC.±
 TOTAL R.O.W. REQUIRED = 1.302 AC.±
 AREA IN EXIST. R.O.W. = 0.291 AC.±
 NET R.O.W. REQUIRED = 1.011 AC.±
 REMAINDER = 45.942 AC.±
 TEMPORARY EASEMENT = 0.029 AC.± (1,250 SQ. FT.)
 PURPOSE: ENTRANCE CONSTRUCTION

I DARRELL A. POUNDSTONE, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.P. 326 (ILLINOIS ROUTE 47) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, 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.

DATE: _____ ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3485
 SURVEY BOOK NO. _____ EXPIRATION DATE 11-30-2012

- NOTES:**
- ALL BEARINGS AND DISTANCES (GRID) ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (N.A.D. 83-2007 ADJ.)
 - GRID DISTANCE (AS LABELED) x 1.00004933 = GROUND DISTANCE

NW 1/4 OF SEC. 27, T.34 N., R.7 E. OF THE 3RD P.M.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

PROJECT _____ JOB NO. R-93-003-08
 SCALE: 1"=50' SHEET NO. 3 OF 36 SHEETS STA. 6032+21.87 TO STA. 6045+49.84

F.A.P. RTE. (IL 47)	SECTION (110)R, BR & BR-1	COUNTY GRUNDY & LASALLE	TOTAL SHEETS 644	SHEET NO. 240
CONTRACT NO. 66B83			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT	

Renwick & Associates, Inc.
 Professional Engineers & Land Surveyors
 1304 Genl'l Circle, Suite 4 - Ottawa, IL 61350

FILE NAME	USER NAME = MITCHELL	DESIGNED -	REVISED 11/27/12 Rev. Parcel 3VC0005
		DRAWN -	REVISED 2/1/13 Rev. Parcel 3VC0007 MKB
		CHECKED -	REVISED 3/28/13 Rev. Parcel 3VC0007PE JJC
		DATE -	REVISED -

SE 1/4 OF SEC. 21, T.34 N., R.7 E. OF THE 3RD P.M.

3VC0011

JOHN SPARROW

TOTAL HOLDING = 1.090 AC.±
TOTAL R.O.W. REQUIRED = 0.277 AC.±
AREA IN EXIST. R.O.W. = 0.127 AC.±
NET R.O.W. REQUIRED = 0.150 AC.±
REMAINDER = 0.813 AC.±
TEMPORARY EASEMENT = 0.050 AC.± (2,200 S.F.)
PURPOSE: BUILDING REMOVAL

3VC0007 SARATOGA COMMUNITY CONSOLIDATED SCHOOL DISTRICT NO. 60C

3VC0009 PROLOGIS, A MARYLAND REAL ESTATE INVESTMENT TRUST

TOTAL HOLDING = 87.420 AC.±
TOTAL R.O.W. REQUIRED = 0.006 AC.± (255 SQ. FT.)
REMAINDER = 87.414 AC.±

3VC0010 CONSTANTINE HERITAGE HOLDINGS, LLC

TOTAL HOLDING = 17.280 AC.±
TOTAL R.O.W. REQUIRED = 0.459 AC.±
TRACT 1 = 0.424 AC.±
TRACT 2 = 0.035 AC.± (1,551 S.F.)
REMAINDER = 16.821 AC.±
TEMPORARY EASEMENT 1 = 0.024 AC.± (1,049 S.F.)
TEMPORARY EASEMENT 2 = 0.030 AC.± (1,309 S.F.)
PURPOSE: ROADWAY CONSTRUCTION STAGING

LOT 3 PROLOGIS PARK 80 (DOC. #489621)

3VC0008

RUTH H. BAYLOR, et al., TRUSTEES

TOTAL HOLDING = 156.630 AC.±
TOTAL R.O.W. REQUIRED = 3.832 AC.±
AREA IN EXIST. R.O.W. = 0.245 AC.±
NET R.O.W. REQUIRED = 3.587 AC.±
REMAINDER = 152.798 AC.±
TEMPORARY EASEMENT = 0.033 AC.± (1,457 SQ. FT.)
PURPOSE: BUILDING REMOVAL

Recovered Monument Table with columns A-H and bearings/distances.

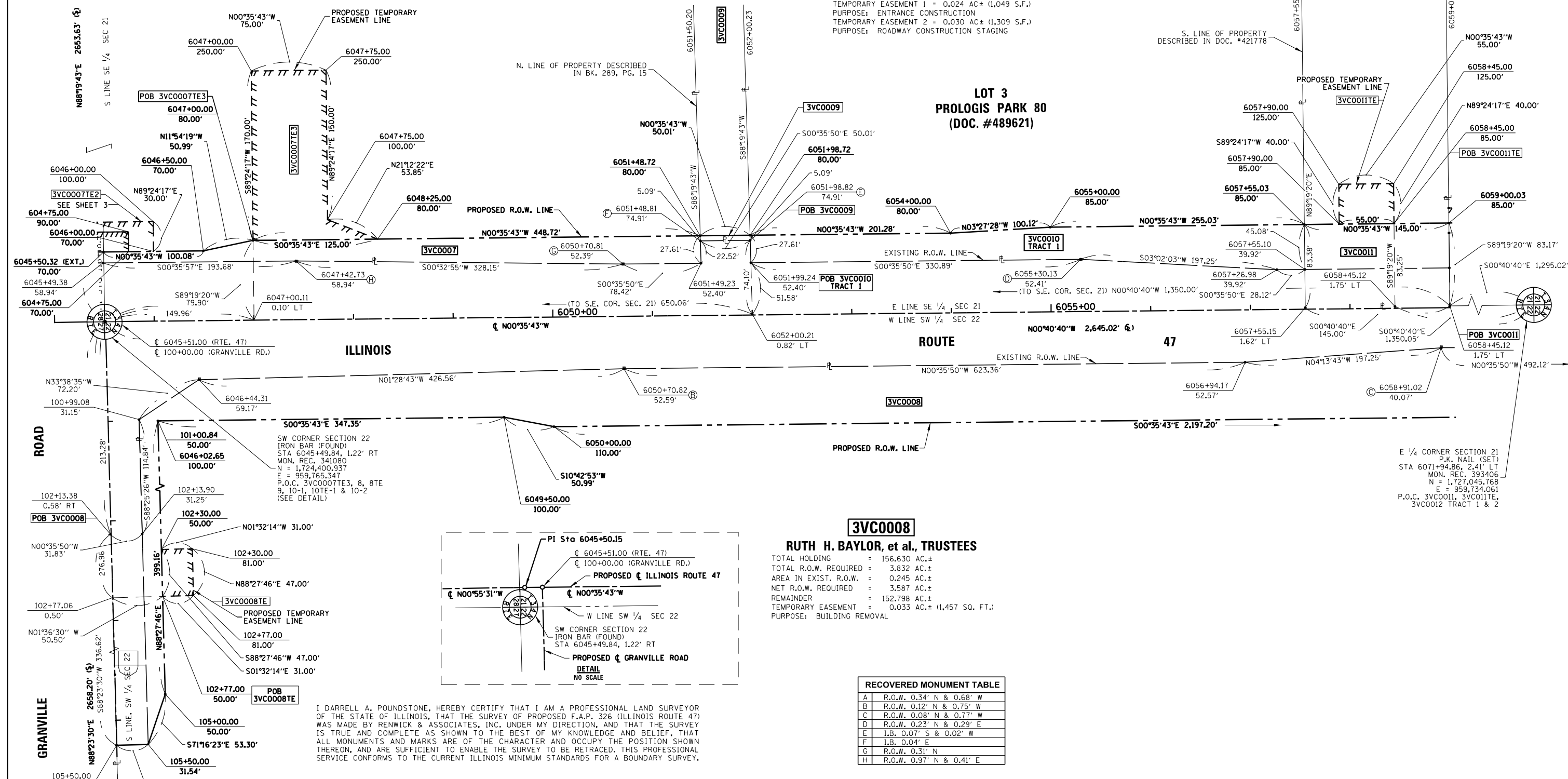
I DARRELL A. POUNDSTONE, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS...

DATE:
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3485
11-30-2012 EXPIRATION DATE

SW 1/4 OF SEC. 22, T.34 N., R.7 E. OF THE 3RD P.M.

- NOTES: 1. ALL BEARINGS AND DISTANCES (GRID) ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM... 2. GRID DISTANCE (AS LABELED) x 1.00003447 = GROUND DISTANCE

Renwick & Associates, Inc. Professional Engineers & Land Surveyors



Project information table including File Name, User Name, Design/Draw/Check/Plot dates, State of Illinois Department of Transportation, Right of Way Plans, and Sheet No. 644 of 241.

SE 1/4 OF SEC. 21, T.34 N., R.7 E. OF THE 3RD P.M.



3VC0010

CONSTANTINE HERITAGE HOLDINGS, LLC

TOTAL HOLDING = 17,280 AC.±
 TOTAL R.O.W. REQUIRED = 0.459 AC.±
 TRACT 1 = 0.424 AC.±
 TRACT 2 = 0.035 AC.± (1,551 S.F.)
 REMAINDER = 16,821 AC.±
 TEMPORARY EASEMENT 1 = 0.024 AC.± (1,049 S.F.)
 PURPOSE: ENTRANCE CONSTRUCTION
 TEMPORARY EASEMENT 2 = 0.030 AC.± (1,309 S.F.)
 PURPOSE: ROADWAY CONSTRUCTION STAGING

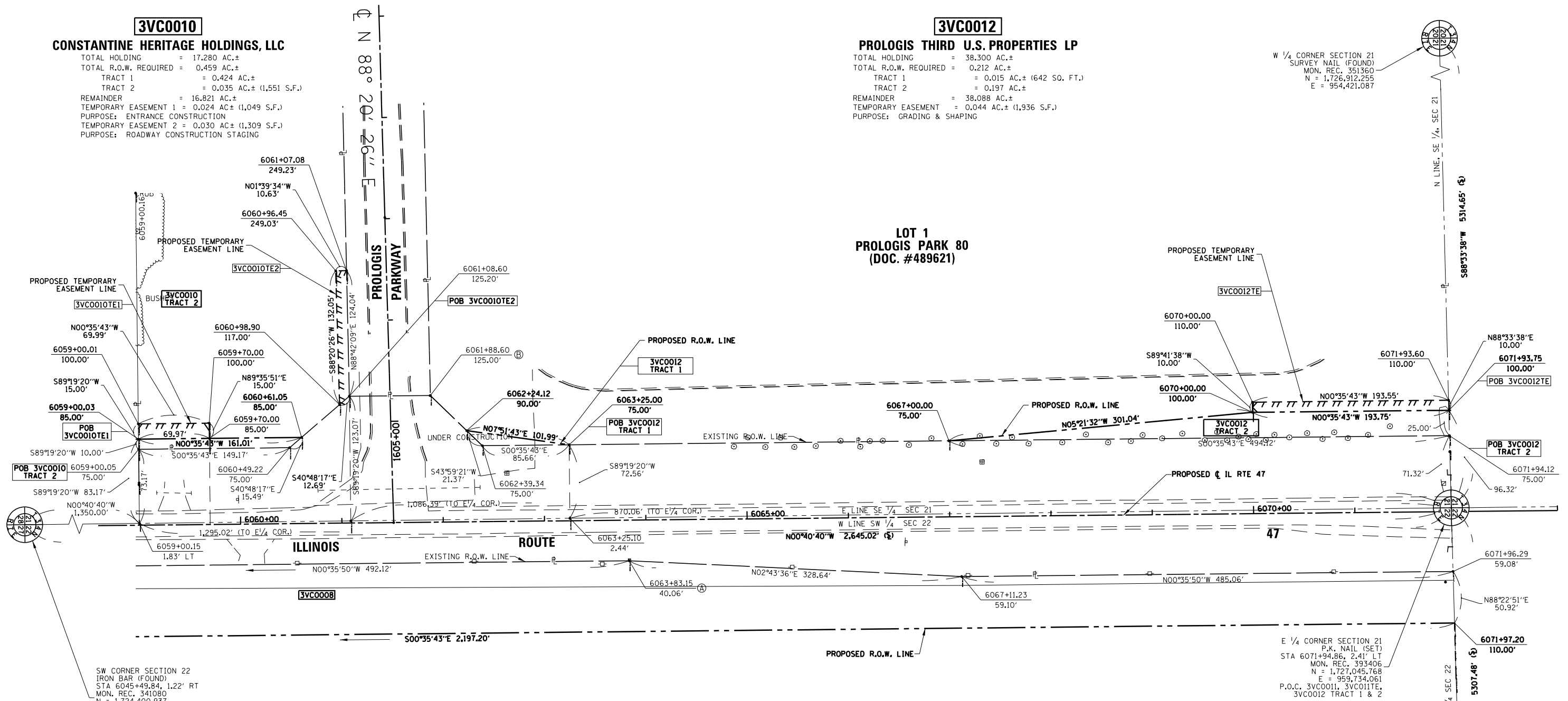
3VC0012

PROLOGIS THIRD U.S. PROPERTIES LP

TOTAL HOLDING = 38,300 AC.±
 TOTAL R.O.W. REQUIRED = 0.212 AC.±
 TRACT 1 = 0.015 AC.± (642 SQ. FT.)
 TRACT 2 = 0.197 AC.±
 REMAINDER = 38,088 AC.±
 TEMPORARY EASEMENT = 0.044 AC.± (1,936 S.F.)
 PURPOSE: GRADING & SHAPING

W 1/4 CORNER SECTION 21
 SURVEY NAIL (FOUND)
 MON. REC. 351360
 N = 1,726,912.255
 E = 954,421.087

**LOT 1
 PROLOGIS PARK 80
 (DOC. #489621)**



SW CORNER SECTION 22
 IRON BAR (FOUND)
 STA 6045+49.84, 1.22' RT
 MON. REC. 341080
 N = 1,724,400.937
 E = 959,765.347
 P.O.C. 3VC0007E3, 8, 8TE
 9, 10-1, 10TE-1 & 10-2

RECOVERED MONUMENT TABLE

A	R.O.W. 0.25' N & 0.56' W
B	I.B. 0.26' S & 0.08' E

3VC0008

RUTH H. BAYLOR, et al., TRUSTEES

TOTAL HOLDING = 156.630 AC.±
 TOTAL R.O.W. REQUIRED = 3.832 AC.±
 AREA IN EXIST. R.O.W. = 0.245 AC.±
 NET R.O.W. REQUIRED = 3.587 AC.±
 REMAINDER = 152.798 AC.±
 TEMPORARY EASEMENT = 0.033 AC.± (1,457 SQ. FT.)
 PURPOSE: BUILDING REMOVAL

E 1/4 CORNER SECTION 21
 P.K. NAIL (SET)
 STA 6071+94.86, 2.41' LT
 MON. REC. 393406
 N = 1,727,045.768
 E = 959,734.061
 P.O.C. 3VC0011, 3VC0011TE,
 3VC0012 TRACT 1 & 2

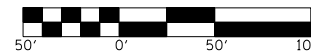
E 1/4 CORNER SECTION 22
 IRON PIPE (FOUND)
 MON. REC. 351204
 N = 1,727,195.734
 E = 965,039.420

I DARRELL A. POUNDSTONE, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.P. 326 (ILLINOIS ROUTE 47) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, 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.

DATE: _____ ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3485
 SURVEY BOOK NO. _____ EXPIRATION DATE 11-30-2012

- NOTES:**
- ALL BEARINGS AND DISTANCES (GRID) ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (N.A.D. 83-2007 ADJ.)
 - GRID DISTANCE (AS LABELED) x 1.00003447 = GROUND DISTANCE

SW 1/4 OF SEC. 22, T.34 N., R.7 E. OF THE 3RD P.M.



Renwick & Associates, Inc.
 Professional Engineers & Land Surveyors
 1304 Genl Circle, Suite 4 • Ottawa, IL 61350

FILE NAME:	USER NAME = MITCHELL	DESIGNED -	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT OF WAY PLANS		F.A.P. RTE. SECTION COUNTY TOTAL SHEETS	
		DRAWN -	REVISD -		PROJECT _____ JOB NO. R-93-003-08	(110)R, BR & BR-1	GRUNDY & LASALLE 644 242	
	PLOT SCALE = 1" = 50'	CHECKED -	REVISD -		SCALE: 1"=50'	SHEET NO. 5 OF 36 SHEETS	STA. 6059+00.03 TO STA. 6071+94.86	CONTRACT NO. 66BB3
	PLOT DATE = JULY 13, 2012	DATE -	REVISD -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

NE 1/4 OF SEC. 21, T.34 N., R.7 E. OF THE 3RD P.M.

RECOVERED MONUMENT TABLE	
A	I.B. 0.12' S & 0.17' W
B	I.B. 0.43' N & 0.79' W
C	R.O.W. 0.83' S & 0.41' W
D	R.O.W. 0.34' N & 0.35' W
E	R.O.W. 0.08' S & 0.08' E
F	I.B. 0.10' N & 0.27' W

3VC0013

CZERKIES LIMITED PARTNERSHIP

TOTAL HOLDING = 147,450 AC.±
 TOTAL R.O.W. REQUIRED = 3,608 AC.±
 AREA IN EXIST. R.O.W. = 0,425 AC.±
 NET R.O.W. REQUIRED = 3,183 AC.±
 REMAINDER = 143,842 AC.±

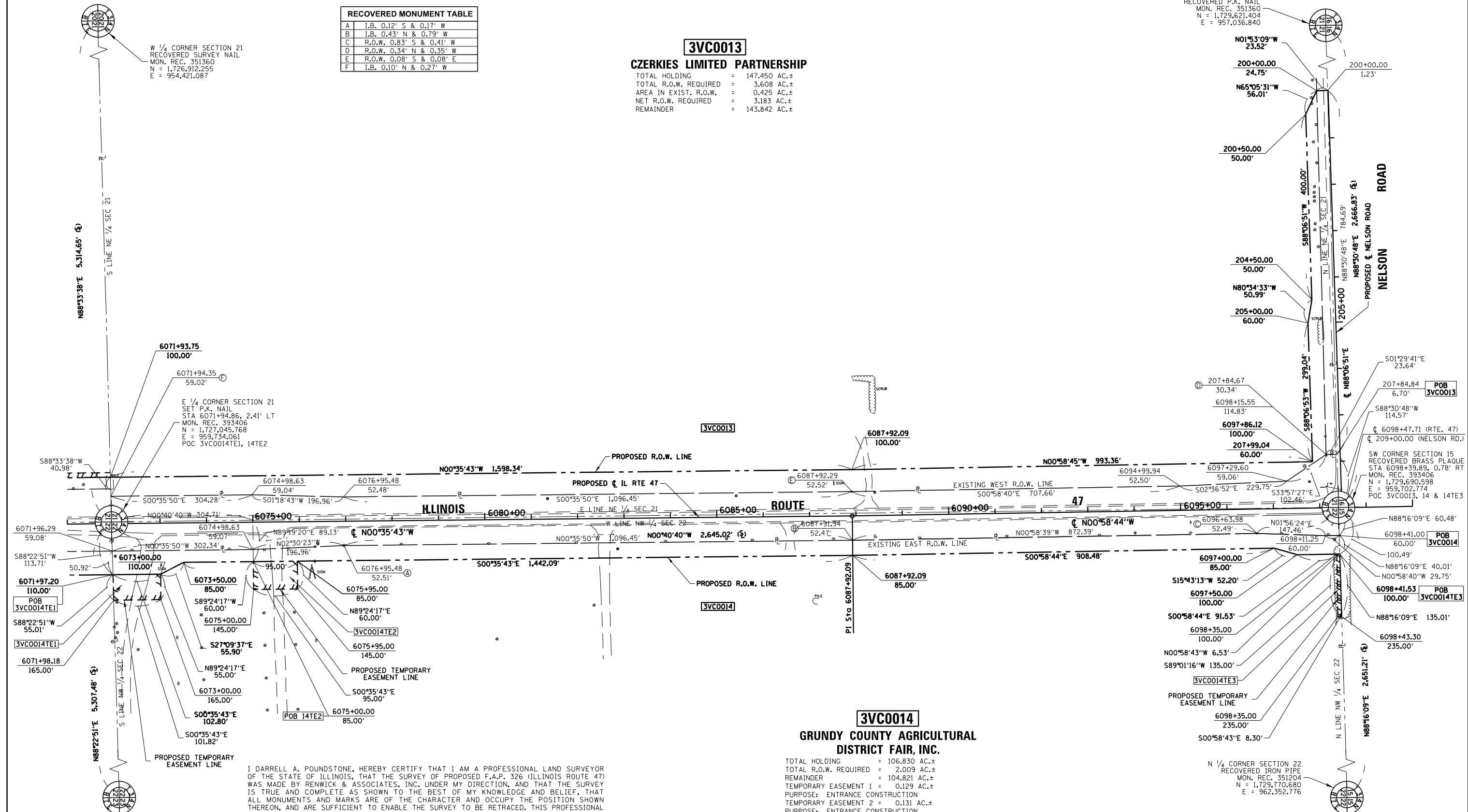
N 1/4 CORNER SECTION 21
 RECOVERED P.K. NAIL
 MON. REC. 351360
 N = 1,729,621.404
 E = 957,036.840

W 1/4 CORNER SECTION 21
 RECOVERED SURVEY NAIL
 MON. REC. 351360
 N = 1,726,912.255
 E = 954,421.087

E 1/4 CORNER SECTION 21
 SET P.K. NAIL
 STA 6071+94.86, 2.41' LT
 MON. REC. 393406
 N = 1,721,045.768
 E = 959,734.061
 POC 3VC0014TE1, 14TE2

I DARRELL A. POUNDSTONE, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.P. 326 (ILLINOIS ROUTE 47) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, 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.

DATE: _____ ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3485
 SURVEY BOOK NO. _____ EXPIRATION DATE 11-30-2012



E 1/4 CORNER SECTION 22
 RECOVERED IRON PIPE
 MON. REC. 351204
 N = 1,727,195.734
 E = 965,039.420

N 1/4 CORNER SECTION 22
 RECOVERED IRON PIPE
 MON. REC. 351204
 N = 1,729,770.680
 E = 962,352.776

3VC0014

GRUNDY COUNTY AGRICULTURAL DISTRICT FAIR, INC.

TOTAL HOLDING = 106,830 AC.±
 TOTAL R.O.W. REQUIRED = 2,009 AC.±
 REMAINDER = 104,821 AC.±
 TEMPORARY EASEMENT 1 = 0.129 AC.±
 PURPOSE: ENTRANCE CONSTRUCTION
 TEMPORARY EASEMENT 2 = 0.131 AC.±
 PURPOSE: ENTRANCE CONSTRUCTION
 TEMPORARY EASEMENT 3 = 0.023 AC.± (1,000 SQ. FT.±)
 PURPOSE: GRADING AND SHAPING

- NOTES:
- ALL BEARINGS AND DISTANCES (GRID) ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (N.A.D. 83-2007 ADJ.)
 - GRID DISTANCE (AS LABELED) x 1.00004933 = GROUND DISTANCE



Renwick & Associates, Inc.
 Professional Engineers & Land Surveyors
 1304 Genl'l Circle, Suite 4 • Ottawa, IL 61350

NW 1/4 OF SEC. 22, T.34 N., R.7 E. OF THE 3RD P.M.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

PROJECT: _____ JOB NO. R-93-003-08
 SCALE: 1"=100' SHEET NO. 6 OF 36 SHEETS STA. 6071+94.86 TO STA. 6098+39.89

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326 (IL 47)	(110)R, BR & BR-1	GRUNDY & LASALLE	644	243
CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT	

FILE NAME	USER NAME	DESIGNED	REVISIONS
	MITCHELL	-	-
		DRAWN	REVISIONS
		CHECKED	REVISIONS
		DATE	REVISIONS

SE 1/4 OF SEC. 16, T.34 N., R.7 E. OF THE 3RD P.M.



S 1/4 CORNER SECTION 16
RECOVERED P.K. NAIL
MON. REC. 351360
N = 1,729,621.404
E = 957,036.840

RECOVERED MONUMENT TABLE	
A	R.O.W. 0.47' N & 0.20' W
B	I.B. 0.47' S & 0.27' W
C	I.P. 0.61' N & 0.48' W
D	R.O.W. 1.12' S & 0.21' W

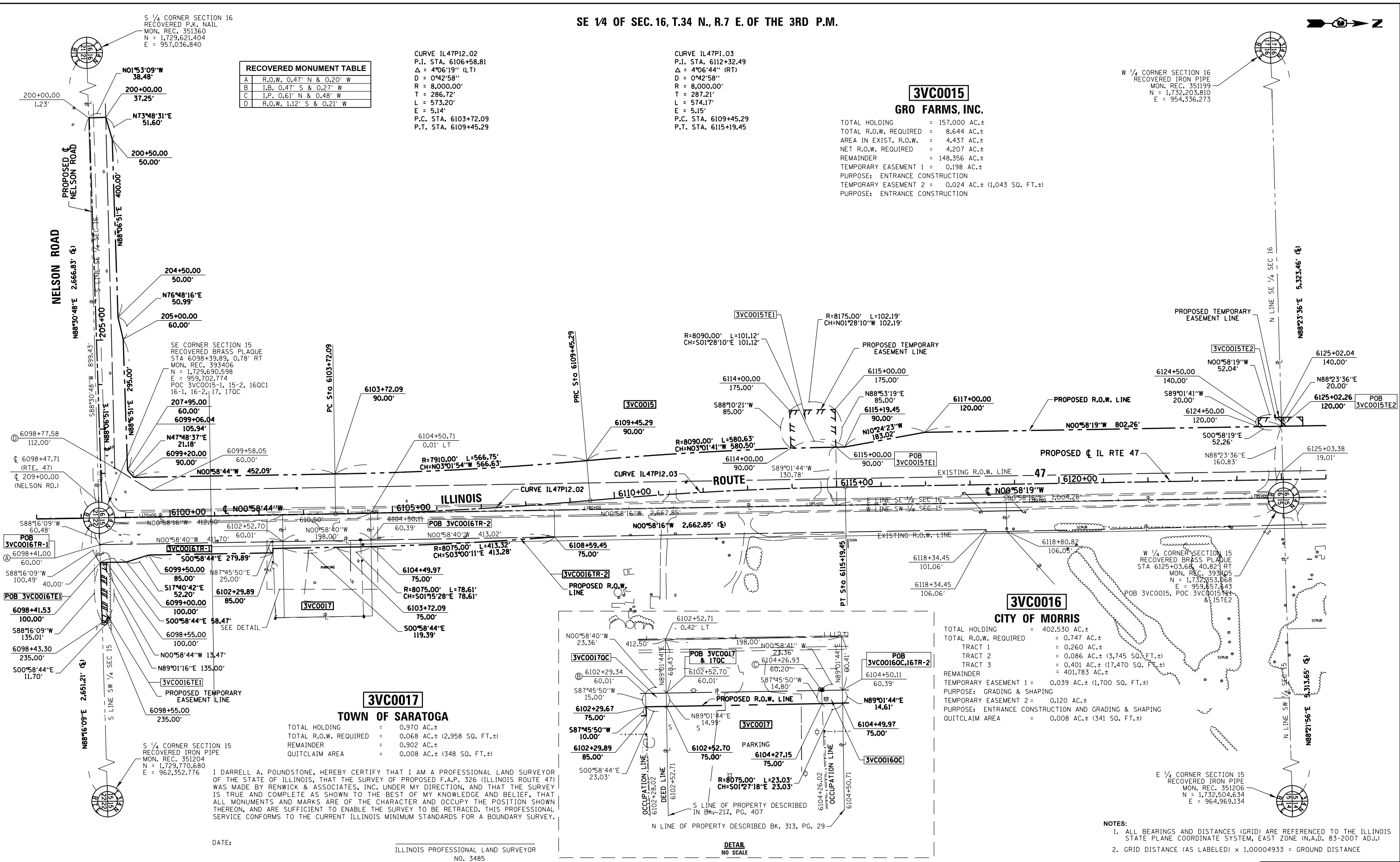
CURVE IL47P12.02
P.I. STA. 6106+58.81
Δ = 4°06'19" (LT)
D = 0°42'58"
R = 8,000.00'
T = 286.72'
L = 573.20'
E = 5.14'
P.C. STA. 6103+72.09
P.T. STA. 6109+45.29

CURVE IL47P1.03
P.I. STA. 6112+32.49
Δ = 4°06'44" (RT)
D = 0°42'58"
R = 8,000.00'
T = 287.21'
L = 574.17'
E = 5.15'
P.C. STA. 6109+45.29
P.T. STA. 6115+19.45

3VC0015
GRO FARMS, INC.

TOTAL HOLDING = 157.000 AC.±
TOTAL R.O.W. REQUIRED = 8.644 AC.±
AREA IN EXIST. R.O.W. = 4.437 AC.±
NET R.O.W. REQUIRED = 4.207 AC.±
REMAINDER = 148.356 AC.±
TEMPORARY EASEMENT 1 = 0.198 AC.±
PURPOSE: ENTRANCE CONSTRUCTION
TEMPORARY EASEMENT 2 = 0.024 AC.± (1,043 SQ. FT.±)
PURPOSE: ENTRANCE CONSTRUCTION

W 1/4 CORNER SECTION 16
RECOVERED IRON PIPE
MON. REC. 351199
N = 1,732,203.810
E = 954,336.273



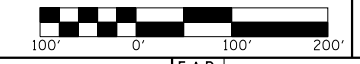
3VC0017
TOWN OF SARATOGA
TOTAL HOLDING = 0.970 AC.±
TOTAL R.O.W. REQUIRED = 0.068 AC.± (2,958 SQ. FT.±)
REMAINDER = 0.902 AC.±
QUITCLAIM AREA = 0.008 AC.± (348 SQ. FT.±)

3VC0016
CITY OF MORRIS
TOTAL HOLDING = 402.530 AC.±
TOTAL R.O.W. REQUIRED = 0.747 AC.±
TRACT 1 = 0.260 AC.±
TRACT 2 = 0.086 AC.± (3,745 SQ. FT.±)
TRACT 3 = 0.401 AC.± (17,470 SQ. FT.±)
REMAINDER = 401.783 AC.±
TEMPORARY EASEMENT 1 = 0.039 AC.± (1,700 SQ. FT.±)
PURPOSE: GRADING & SHAPING
TEMPORARY EASEMENT 2 = 0.120 AC.±
PURPOSE: ENTRANCE CONSTRUCTION AND GRADING & SHAPING
QUITCLAIM AREA = 0.008 AC.± (341 SQ. FT.±)

I DARRELL A. POUNDSTONE, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.P. 326 (ILLINOIS ROUTE 47) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, 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.

DATE: _____ ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3485
SURVEY BOOK NO. _____ EXPIRATION DATE 11-30-2012

SW 1/4 OF SEC. 15, T.34 N., R.7 E. OF THE 3RD P.M.



Renwick & Associates, Inc.
Professional Engineers & Land Surveyors
1304 Genl'l Circle, Suite 4 • Ottawa, IL 61350

FILE NAME:	USER NAME = MITCHELL	DESIGNED -	REVISED - PARCEL 16 1/17/13 MKB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT OF WAY PLANS		F.A.P. RTE. SECTION COUNTY TOTAL SHEETS NO.	
		DRAWN -	REVISED - PARCEL 16 2/04/13 MKB		PROJECT _____	JOB NO. R-93-003-08	(110)R, BR & BR-1	GRUNDY & LASALLE 644 244
	PLOT SCALE = 1" = 100'	CHECKED -	REVISED - PARCEL 17 3/22/13 MKB		SCALE: 1"=100'	SHEET NO. 7 OF 36 SHEETS	CONTRACT NO. 66B83	
	PLOT DATE: JULY 13, 2012	DATE -	REVISED -			STA. 6098+39.89 TO STA. 6125+03.68	FED. ROAD DIST. NO. -	ILLINOIS FED. AID PROJECT

NE 1/4 OF SEC. 16, T.34 N., R.7 E. OF THE 3RD P.M.

N 1/4 CORNER SECTION 16
RECOVERED IRON ROD
MON. REC. 351199
N = 1,734,934.257
E = 956,953.257

W 1/4 CORNER SECTION 16
RECOVERED IRON PIPE
MON. REC. 351199
N = 1,732,203.810
E = 954,356.273

PROP. CURVE IL47P12.04
PI STA. = 6133+48.75
Δ = 2° 38' 29" (RT)
D = 0° 42' 58"
R = 8,000.00'
T = 184.44'
L = 368.81'
E = 2.13'
P.C. STA. = 6131+64.31
P.T. STA. = 6135+33.12

3VC0019

DEBORAH JEAN STEFFES TRUST, TRUSTEE

TOTAL HOLDING = 155.848 AC.±
TOTAL R.O.W. REQUIRED = 6.874 AC.±
TRACT 1 = 4.786 AC.±
TRACT 2 = 2.088 AC.±
AREA IN EXIST. R.O.W. = 2.838 AC.±
TRACT 1 = 2.224 AC.±
TRACT 2 = 0.614 AC.±
NET R.O.W. REQUIRED = 4.036 AC.±
TRACT 1 = 2.562 AC.±
TRACT 2 = 1.474 AC.±
REMAINDER = 148.974 AC.±
TEMPORARY EASEMENT 1 = 0.022 AC.± (957 SQ. FT.±)
PURPOSE: ENTRANCE CONSTRUCTION
TEMPORARY EASEMENT 2 = 0.138 AC.±
PURPOSE: ENTRANCE CONSTRUCTION

3VC0021

BETTY J. POLAREK

TOTAL HOLDING = 1.500 AC.±
TOTAL R.O.W. REQUIRED = 0.562 AC.±
AREA IN EXIST. R.O.W. = 0.218 AC.±
NET R.O.W. REQUIRED = 0.344 AC.±
REMAINDER = 0.938 AC.±

PROP. CURVE IL47P12.05
PI STA. = 6137+17.56
Δ = 2° 38' 29" (LT)
D = 0° 42' 58"
R = 8,000.00'
T = 184.44'
L = 368.78'
E = 2.13'
P.C. STA. = 6135+33.12
P.T. STA. = 6139+01.94

PROPOSED TEMPORARY EASEMENT LINE
3VC0019TE1

PROPOSED TEMPORARY EASEMENT LINE
3VC0019TE2

R=7855.00' L=100.09'
CH=N00°36'25"W 100.09'

R=7915.00' L=100.86'
CH=S00°36'25"E 100.86'

R=7915.00' L=264.04'
CH=N00°42'49"E 264.03'

R=7915.00' L=364.90'
CH=N00°20'55"E 364.86'

R=8085.00' L=372.73'
CH=N00°20'55"E 372.70'

3VC0016

CITY OF MORRIS

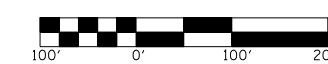
RECOVERED MONUMENT TABLE with columns A, B, C, D and rows for R.O.W. and bearings.

I, DARRELL A. POUNDSTONE, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.P. 326 (ILLINOIS ROUTE 47) IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF...

DATE: _____ ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3485
SURVEY BOOK NO. _____ EXPIRATION DATE 11-30-2012

NW 1/4 OF SEC. 15, T.34 N., R.7 E. OF THE 3RD P.M.

- NOTES: 1. ALL BEARINGS AND DISTANCES (GRID) ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (N.A.D. 83-2007 ADJ.) 2. GRID DISTANCE (AS LABELED) x 1.00004933 = GROUND DISTANCE



Renwick & Associates, Inc. Professional Engineers & Land Surveyors

Table with columns: FILE NAME, USER NAME, DESIGNED, DRAWN, PLOT SCALE, PLOT DATE, REVISED, CHECKED, DATE, STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION, RIGHT OF WAY PLANS, PROJECT, SHEET NO., JOB NO., STA., F.A.P. RTE., SECTION, COUNTY, GRUNDY & LASALLE, TOTAL SHEETS, SHEET NO., CONTRACT NO.

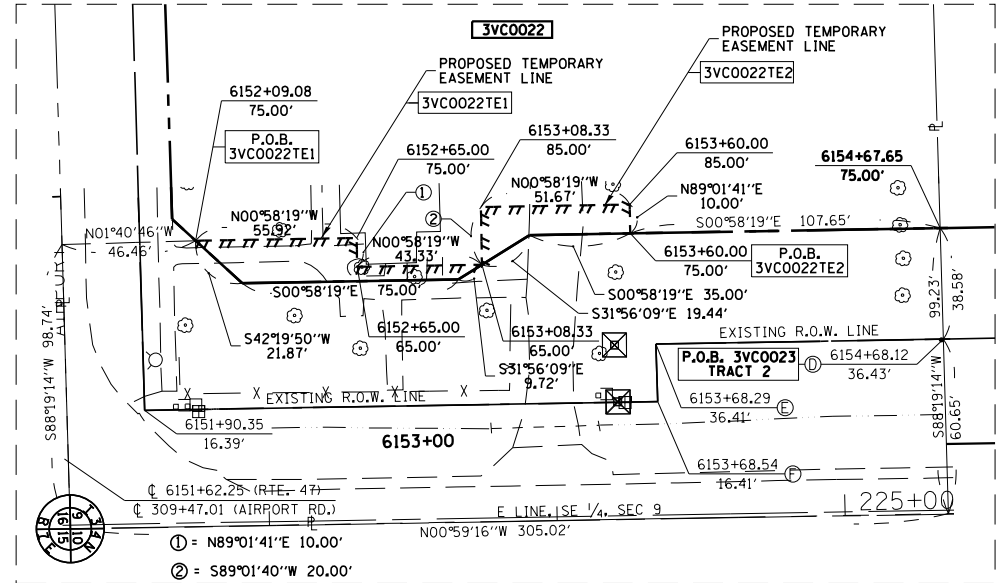
SE 1/4 OF SEC. 9, T.34 N., R.7 E. OF THE 3RD P.M.

RECOVERED MONUMENT TABLE	
A	R.O.W. 0.19' N & 0.28' W
B	I.P. 2.03' S & 0.09' E
C	R.O.W. 0.16' N & 0.22' E
D	TEE 0.65' S & 0.27' E
E	R.O.W. 14.33' S & 0.38' E
F	R.O.W. 13.85' S & 0.38' E

3VC0024

KIRK ANDERSON, et al

TOTAL HOLDING	=	117.412 AC.±
TOTAL R.O.W. REQUIRED	=	0.360 AC.±
AREA IN EXIST. R.O.W.	=	0.215 AC.±
NET R.O.W. REQUIRED	=	0.145 AC.±
REMAINDER	=	117.052 AC.±



DETAIL A NO SCALE

3VC0022

GRACE EVANGELICAL LUTHERAN CHURCH

TOTAL HOLDING	=	2.550 AC.±
TOTAL R.O.W. REQUIRED	=	0.887 AC.±
AREA IN EXIST. R.O.W.	=	0.525 AC.±
NET R.O.W. REQUIRED	=	0.362 AC.±
REMAINDER	=	1.663 AC.±
TEMPORARY EASEMENT 1	=	0.021 AC.± (915 SQ. FT.±)
PURPOSE: ENTRANCE AND SIDEWALK CONSTRUCTION		
TEMPORARY EASEMENT 2	=	0.014 AC.± (600 SQ. FT.±)
PURPOSE: ENTRANCE AND SIDEWALK CONSTRUCTION		

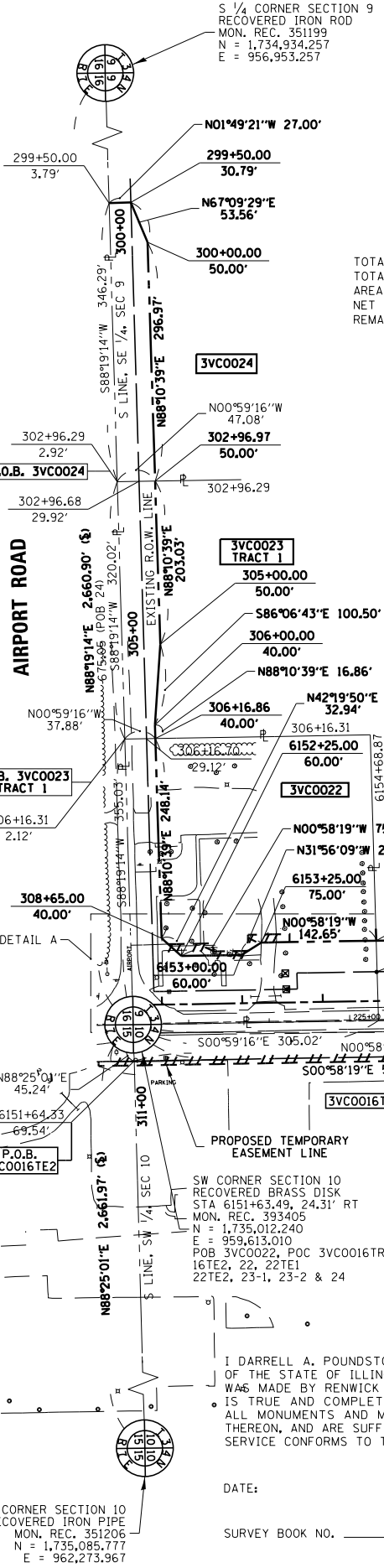
PROP. CURVE IL47P12.06	
PI STA. =	6171+98.97
Δ =	4° 28' 05" (RT)
D =	0° 42' 58"
R =	8,000.00'
T =	312.08'
L =	623.85'
E =	6.08'
P.C. STA. =	6168+86.89
P.T. STA. =	6175+10.73

PROP. CURVE IL47P12.07	
PI STA. =	6171+98.97
Δ =	4° 28' 05" (RT)
D =	0° 42' 58"
R =	8,000.00'
T =	312.08'
L =	623.85'
E =	6.08'
P.C. STA. =	6168+86.89
P.T. STA. =	6175+10.73

3VC0023

A-G ROUTE 47 PROPERTIES 112, LLC

TOTAL HOLDING	=	33.310 AC.±
TOTAL R.O.W. REQUIRED	=	3.382 AC.±
TRACT 1	=	0.333 AC.±
TRACT 2	=	3.049 AC.±
AREA IN EXIST. R.O.W.	=	0.199 AC.±
TRACT 1	=	0.199 AC.±
TRACT 2	=	0.000 AC.±
NET R.O.W. REQUIRED	=	3.183 AC.±
TRACT 1	=	0.134 AC.±
TRACT 2	=	3.049 AC.±
REMAINDER	=	29.928 AC.±



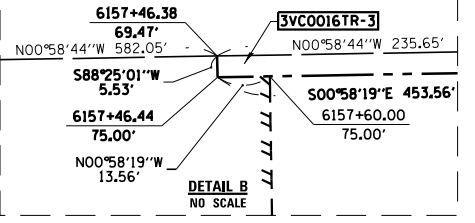
I DARRELL A. POUNDSTONE, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.P. 326 (ILLINOIS ROUTE 47) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE 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.

DATE: _____ ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3485
 SURVEY BOOK NO. _____ EXPIRATION DATE 11-30-2012

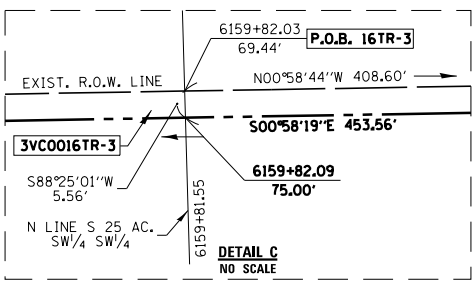
SW 1/4 OF SEC. 10, T.34 N., R.7 E. OF THE 3RD P.M.

3VC0016

CITY OF MORRIS (SEE SHEET 7 FOR AREAS)

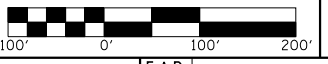


DETAIL B NO SCALE



DETAIL C NO SCALE

- NOTES:
- ALL BEARINGS AND DISTANCES (GRID) ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (N.A.D. 83-2007 ADJ.)
 - GRID DISTANCE (AS LABELED) x 1.00004933 = GROUND DISTANCE



Renwick & Associates, Inc.
 Professional Engineers & Land Surveyors
 1304 Genl'l Circle, Suite 4 • Ottawa, IL 61350

FILE NAME	USER NAME = MITCHELL	DESIGNED -	REVISED -	PARCEL 16 1/17/13 MKB	RIGHT OF WAY PLANS			F.A.P. R.T.E. (IL 47)	SECTION (110R, BR & BR-1)	COUNTY GRUNDY & LASALLE	TOTAL SHEETS 644	SHEET NO. 246
					PROJECT	JOB NO. R-93-003-08	STA. 6151+63.49 TO STA. 6178+16.93					
		DRAWN -	REVISED -	PARCEL 16 2/04/13 MKB	SCALE: 1"=100'	SHEET NO. 9 OF 36 SHEETS	STA. 6151+63.49 TO STA. 6178+16.93	FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

NE 1/4 OF SEC. 9, T.34 N., R.7 E. OF THE 3RD P.M.

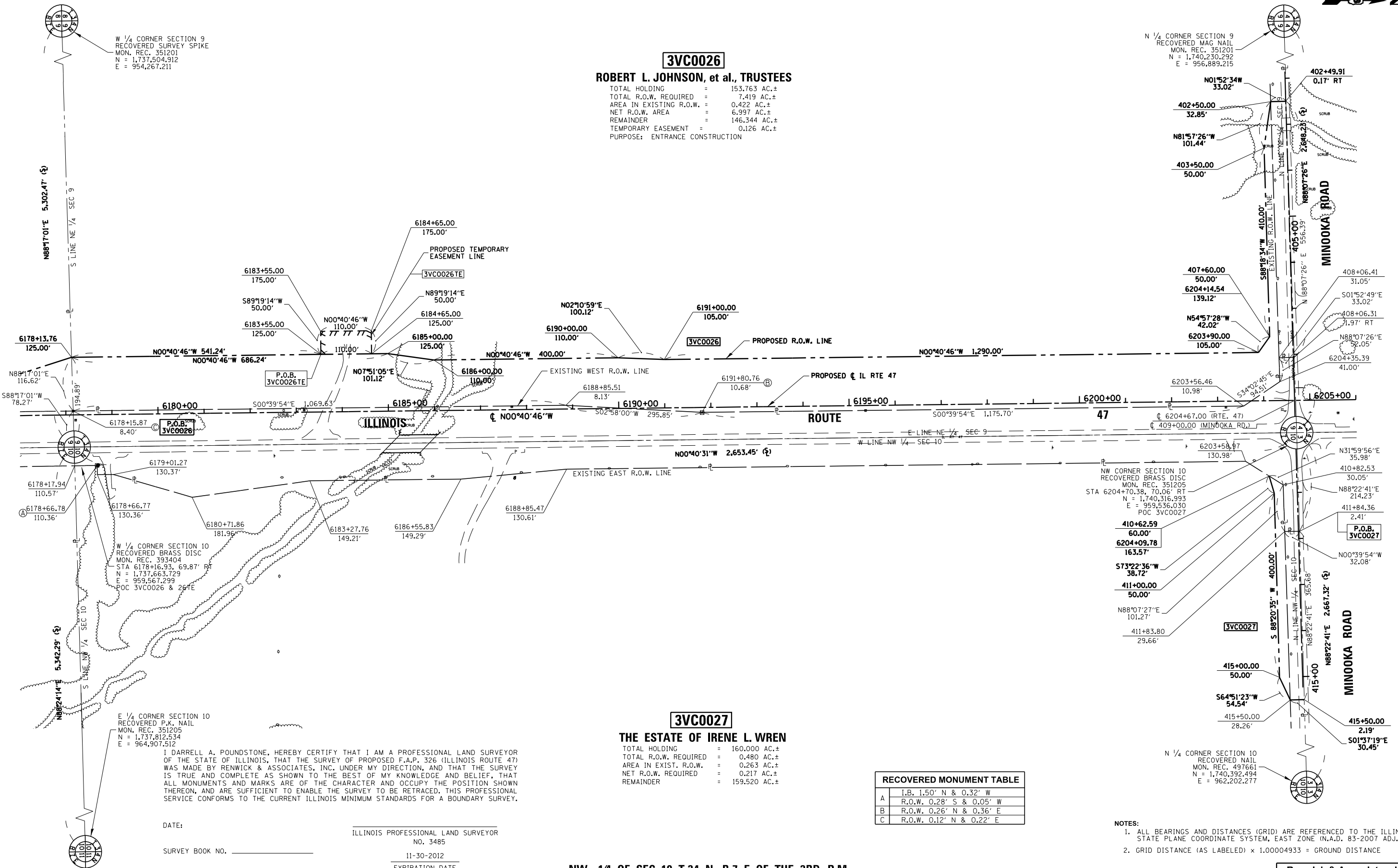
3VC0026

ROBERT L. JOHNSON, et al., TRUSTEES

TOTAL HOLDING = 153.763 AC.±
TOTAL R.O.W. REQUIRED = 7.419 AC.±
AREA IN EXISTING R.O.W. = 0.422 AC.±
NET R.O.W. AREA = 6.997 AC.±
REMAINDER = 146.344 AC.±
TEMPORARY EASEMENT = 0.126 AC.±
PURPOSE: ENTRANCE CONSTRUCTION

W 1/4 CORNER SECTION 9
RECOVERED SURVEY SPIKE
MON. REC. 351201
N = 1,737,504.912
E = 954,267.211

N 1/4 CORNER SECTION 9
RECOVERED MAG NAIL
MON. REC. 351201
N = 1,740,230.292
E = 956,889.215



W 1/4 CORNER SECTION 10
RECOVERED BRASS DISC
MON. REC. 393404
STA 6178+16.93, 69.87' RT
N = 1,737,663.729
E = 959,567.299
POC 3VC0026 & 28TE

NW CORNER SECTION 10
RECOVERED BRASS DISC
MON. REC. 351205
STA 6204+70.38, 70.06' RT
N = 1,740,316.993
E = 959,536.030
POC 3VC0027

E 1/4 CORNER SECTION 10
RECOVERED P.K. NAIL
MON. REC. 351205
N = 1,737,812.534
E = 964,907.512

N 1/4 CORNER SECTION 10
RECOVERED NAIL
MON. REC. 497661
N = 1,740,392.494
E = 962,202.277

I DARRELL A. POUNDSTONE, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED F.A.P. 326 (ILLINOIS ROUTE 47) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, 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.

DATE:
SURVEY BOOK NO.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3485
11-30-2012
EXPIRATION DATE

3VC0027

THE ESTATE OF IRENE L. WREN

TOTAL HOLDING = 160.000 AC.±
TOTAL R.O.W. REQUIRED = 0.480 AC.±
AREA IN EXIST. R.O.W. = 0.263 AC.±
NET R.O.W. REQUIRED = 0.217 AC.±
REMAINDER = 159.520 AC.±

Table with 2 columns: Monument Label (A, B, C) and Description (I.B., R.O.W., etc.)

- NOTES:
1. ALL BEARINGS AND DISTANCES (GRID) ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (N.A.D. 83-2007 ADJ.)
2. GRID DISTANCE (AS LABELED) x 1.00004933 = GROUND DISTANCE

NW 1/4 OF SEC. 10, T.34 N., R.7 E. OF THE 3RD P.M.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

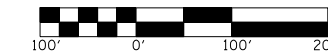
RIGHT OF WAY PLANS

PROJECT: STA. 6178+16.93 TO STA. 6204+70.38
SHEET NO. 10 OF 36 SHEETS

Table with 4 columns: F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS NO. (644, 247)

Table with 4 columns: USER NAME (MITCHELL), DESIGNED, DRAWN, PLOT SCALE (1/4" = 100'), PLOT DATE (JULY 13, 2012)

Renwick & Associates, Inc.
Professional Engineers & Land Surveyors
1304 Genl Circle, Suite 4 - Ottawa, IL 61350



SE 1/4 OF SEC. 4, T. 34 N., R. 7 E. OF THE 3RD P.M.

LINE LEGEND 3VC0028		
1	S 88°07'26" W	97.49'
2	S 37°00'10" W	85.84'
3	S 00°41'41" E	21.99'

PROPERTY MONUMENTS FOUND
 6204+90.57, 27.71' LT, R.O.W. MKR.
 6205+00.25, 153.03' RT, R.O.W. MKR.
 6205+00.51, 153.01' RT, I-ROD W/IDOT CAP
 6205+58.67, 116.15' RT, R.O.W. MKR.
 6205+58.80, 116.73' RT, I-ROD W/IDOT CAP
 6206+53.11, 119.58' RT, I-PIPE
 6210+34.33, 130.14' RT, I-PIPE
 6211+49.19, 123.68' RT, I-PIPE
 6211+63.48, 123.63' RT, I-PIPE
 6214+44.46, 123.07' RT, R.O.W. MKR.
 6219+69.41, 110.33' RT, R.O.W. MKR.
 6222+15.38, 123.10' RT, R.O.W. MKR.
 6222+37.07, 124.00' RT, I-PIPE

LINE LEGEND 3VC0030E1		
8	S 88°18'13" W	177.10'
9	S 00°40'46" E	131.05'
10	S 00°40'46" E	70.00'
11	S 89°19'14" W	35.00'
12	N 00°40'46" W	70.00'
13	N 89°19'14" E	35.00'

LINE LEGEND 3VC0030 QUIT CLAIM		
14	S 00°49'56" W	16.80'
15	N 02°10'59" E	17.12'

PARCEL NO. 3VC0028

PBJM SQUARED, LLC

TOTAL HOLDING = 96.790 AC. ±
 TOTAL R.O.W. REQUIRED = 7.050 AC. ±
 AREA IN EXISTING R.O.W. = 0.314 AC. ±
 NET R.O.W. REQUIRED = 6.736 AC. ±
 REMAINDER = 89.740 AC. ±

PARCEL NO. 3VC0029

NEW COMMUNITY CHRISTIAN CHURCH

TOTAL HOLDING = 14.840 AC. ±
 TOTAL R.O.W. REQUIRED = 0.474 AC. ±
 AREA IN EXISTING R.O.W. = 0.274 AC. ±
 NET R.O.W. REQUIRED = 0.200 AC. ±
 REMAINDER = 14.366 AC. ±

LINE LEGEND 3VC0029		
4	N 88°22'41" E	177.99'
5	N 00°12'11" W	28.78'
6	S 88°07'27" W	95.27'
7	N 32°29'53" W	22.32'

SW 1/4 OF SEC. 3, T. 34 N., R. 7 E. OF THE 3RD P.M.

STATE OF ILLINOIS)
 COUNTY OF MORGAN) S.S.

I, TIMOTHY C. QUIGG, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED IL RTE 47 WAS MADE BY ME OR UNDER MY DIRECTION 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, THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED THIS th DAY OF 2012 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3063
 TIMOTHY C. QUIGG

W 1/4 CORNER SECTION 4
 SURVEY SPIKE (FOUND)
 MON. REC. 497660



PARCEL NO. 3VC0030
 DENNIS GJERDE, et al
 FOR AREAS, SEE SHEET NO. 12

E 1/4 CORNER SECTION 3
 IRON PIPE (FOUND)
 MON. REC. 351202

SCALE 1" = 100'

HUTCHISON ENGINEERING, INC.
 1801 W. LAFAYETTE AVE.
 P.O. BOX 820
 JACKSONVILLE, IL 62651
 ILLINOIS PROFESSIONAL DESIGN
 FIRM NO. 184-000825

NOTE: GRID DISTANCES AND BEARINGS SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83) 2007 ADJ ALL AREAS BASED ON GROUND DISTANCES GRID TO GROUND FACTOR = 1.00004933 GROUND TO GRID FACTOR = 0.99995067

S 1/4 CORNER SECTION 4
 MAG NAIL (FOUND)
 MON. REC. 351201

SE CORNER SECTION 4
 BRASS DISK (FOUND)
 MON. REC. 351205
 STA 6204+70.74, 70.06'
 STA 409+70.11, 2.54' LT
 P.O.C. 3VC0028, 3VC0029

STA 6204+67.00 (IL RTE 47) =
 PI STA 409+00.00 (MINOOKA RD)

SE CORNER SECTION 4
 BRASS DISK (FOUND)
 MON. REC. 351205
 STA 6204+70.74, 70.06'
 STA 409+70.11, 2.54' LT
 P.O.C. 3VC0028, 3VC0029

FILE NAME	USER NAME = bruckmk	DESIGNED -	REVISED -
es:\pwork\pwork\bruckmk\d0358604\0303808-sht-IL47r-owplan1.dgn		DRAWN -	REVISED -
PLOT SCALE = 200.0000' / in.		CHECKED -	REVISED -
PLOT DATE = 8/19/2013		DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

PROJECT	JOB NO. R-93-003-08
SCALE: 1" = 100'	SHEET NO. 11 OF 36 SHEETS
STA. 6204+69.28 TO STA. 6231+17.56	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRANDY & LASALLE	644	248
IL RTE 47		CONTRACT NO. 66B83		

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

LINE LEGEND 3VC0030TE2		
1	S 88°18'13" W	177.10'
2	N 00°40'46" W	198.95'
3	S 89°19'14" W	25.00'
4	N 00°40'46" W	55.00'
5	N 89°19'14" E	25.00'
6	S 00°40'46" E	55.00'

PARCEL NO. 3VC0030

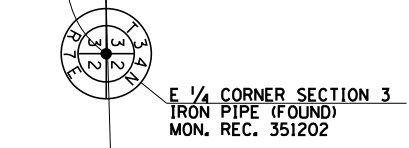
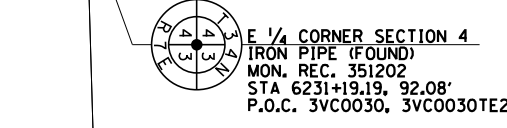
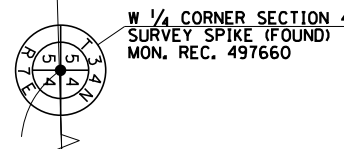
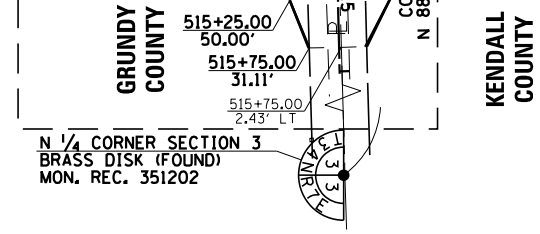
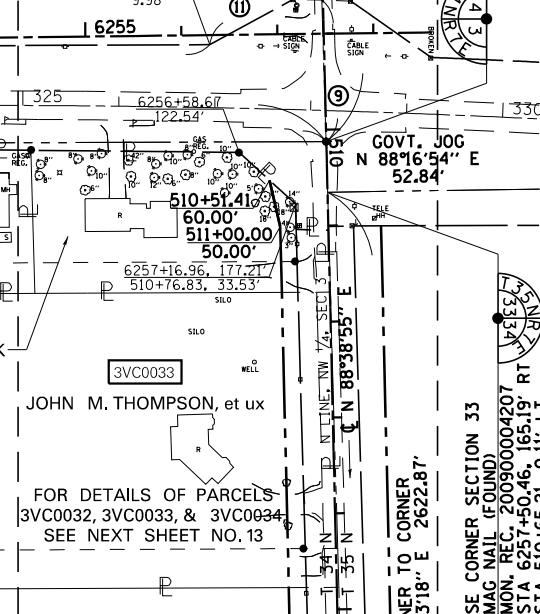
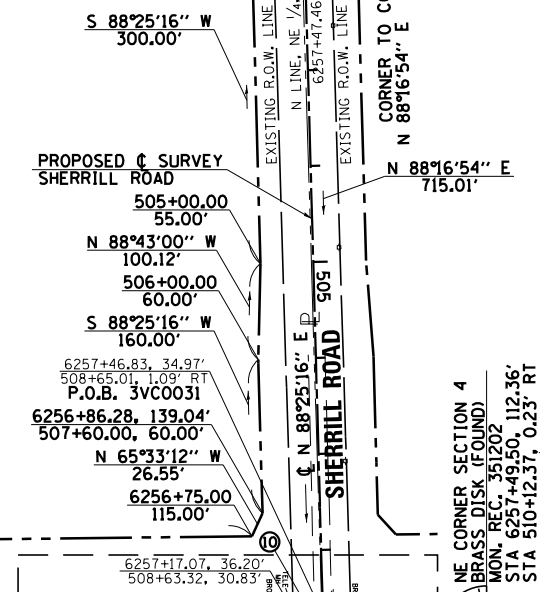
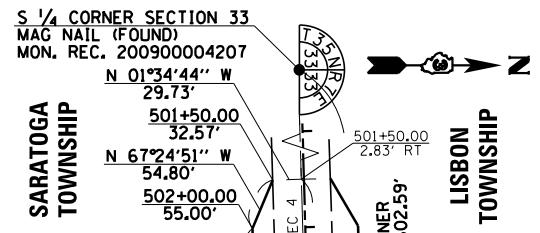
DENNIS GJERDE, et al
 TOTAL HOLDING = 96.840 AC. ±
 TOTAL R.O.W. REQUIRED = 4.078 AC. ±
 REMAINDER = 92.762 AC. ±
 QUIT CLAIM AREA = 0.042 AC. ± (1832 S.F.)
 TEMPORARY EASEMENT NO. 1 = 0.056 AC. ± (2450 S.F.)
 TEMPORARY EASEMENT NO. 2 = 0.032 AC. ± (1375 S.F.)
 TE #1 PURPOSE = ENTRANCE RECONSTRUCTION
 TE #2 PURPOSE = ENTRANCE RECONSTRUCTION

PROPERTY MONUMENTS FOUND
 6235+60.40, 109.90' RT, R.O.W. MKR.
 6235+94.76, 110.30' RT, I-PIPE
 6239+54.51, 109.98' RT, R.O.W. MKR.
 6245+12.04, 122.61' RT, R.O.W. MKR.
 6248+40.21, 128.38' RT, R.O.W. MKR.
 6252+17.42, 128.78' RT, R.O.W. MKR.
 6252+17.32, 128.96' RT, I-ROD
 6253+64.50, 116.39' RT, I-ROD
 6253+81.95, 116.48' RT, I-ROD
 6253+80.70, 234.62' RT, I-PIPE
 6254+42.00, 117.35' RT, I-ROD
 6256+58.58, 122.19' RT, R.O.W. MKR.
 6256+58.61, 122.76' RT, I-ROD
 6257+15.43, 180.32' RT, R.O.W. MKR.
 6257+16.57, 35.99' LT, R.O.W. MKR.

LINE LEGEND 3VC0031		
9	S 88°16'54" W	147.36'
10	S 01°40'38" W	29.78'
11	S 28°28'58" E	98.99'

PARCEL NO. 3VC0031

SARODE PUNDALLEEKA, et al
 TOTAL HOLDING = 73.980 AC. ±
 TOTAL R.O.W. REQUIRED = 4.311 AC. ±
 AREA IN EXISTING R.O.W. = 0.487 AC. ±
 NET R.O.W. REQUIRED = 3.824 AC. ±
 REMAINDER = 69.669 AC. ±



CORNER TO CORNER
 N 88°18'13" E 5320.63'

CORNER TO CORNER
 N 88°18'27" E 5350.80'

SE CORNER SECTION 33
 MAG NAIL (FOUND)
 MON. REC. 200900004207
 STA 6257+50.46, 165.19' RT
 STA 510+65.21, 0.11' LT

SE CORNER SECTION 33
 BRASS DISK (FOUND)
 MON. REC. 351202
 STA 6257+49.50, 112.36'
 STA 510+12.37, 0.23' RT
 P.O.C. 3VC0031, 3VC0034TE

PROPOSED SURVEY
 FAP 326 (IL RTE 47)

LINE LEGEND 3VC0034TE		
12	N 89°45'45" E	23.47'
13	N 00°27'03" E	70.76'
14	N 00°41'41" W	7.34'

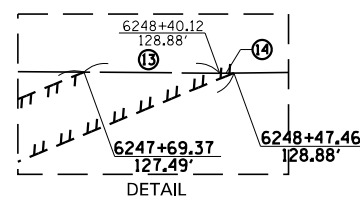
NW 1/4 OF SEC. 3, T. 34 N., R. 7 E. OF THE 3RD P.M.

STATE OF ILLINOIS)
 COUNTY OF MORGAN) S.S.

I, TIMOTHY C. QUIGG, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED IL RTE 47 WAS MADE BY ME OR UNDER MY DIRECTION 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, THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED THIS th DAY OF 2012 A.D.

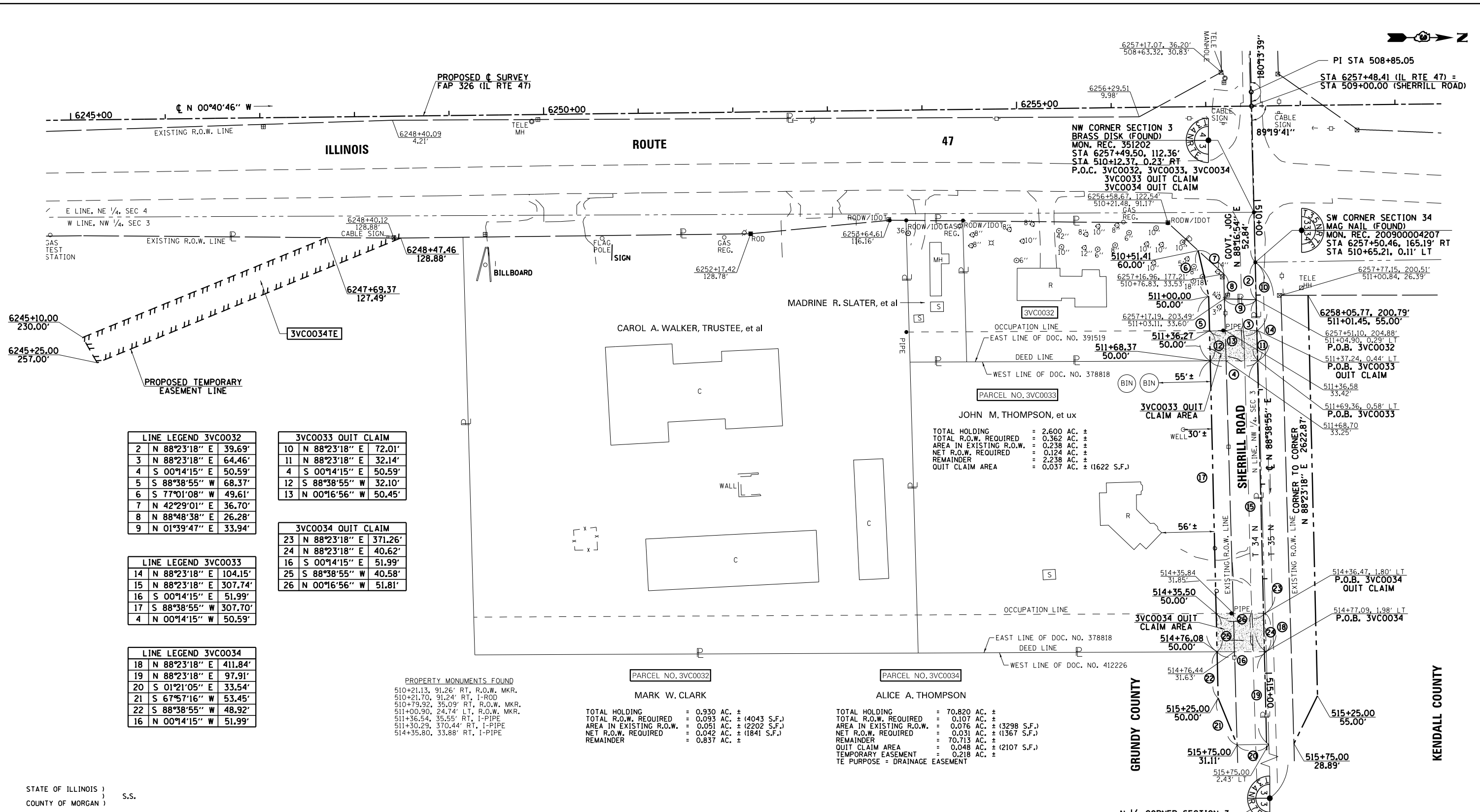
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3063
 TIMOTHY C. QUIGG



HUTCHISON ENGINEERING, INC.
 1801 W. LAFAYETTE AVE.
 P.O. BOX 820
 JACKSONVILLE, IL 62651
 ILLINOIS PROFESSIONAL DESIGN
 FIRM NO. 184-000825

NOTE: GRID DISTANCES AND BEARINGS SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83) 2007 ADJ ALL AREAS BASED ON GROUND DISTANCES GRID TO GROUND FACTOR = 1.00004933 GROUND TO GRID FACTOR = 0.99995067

FILE NAME	USER NAME = bruckmk	DESIGNED -	REVISED REV. 3/8/13 MKB 30TE	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		RIGHT OF WAY PLANS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p1dot\bruckmk\d0358604\d303808-sht-IL47r-owplan12.dgn		DRAWN -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		RIGHT OF WAY PLANS		326	(110)R, BR & BR-1	GRUNDY	644	249
		CHECKED -	REVISED -			SCALE: 1" = 100'		IL RTE 47				
		DATE -	REVISED -			SHEET NO. 12 OF 36 SHEETS		PROJECT	JOB NO. R-93-003-08			
						STA. 6231+17.56 TO STA. 6257+47.46		CONTRACT NO. 66B83				
								FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



LINE LEGEND 3VC0032

2	N 88°23'18" E	39.69'
3	N 88°23'18" E	64.46'
4	S 00°14'15" E	50.59'
5	S 88°38'55" W	68.37'
6	S 77°01'08" W	49.61'
7	N 42°29'01" E	36.70'
8	N 88°48'38" E	26.28'
9	N 01°39'47" E	33.94'

3VC0033 QUIT CLAIM

10	N 88°23'18" E	72.01'
11	N 88°23'18" E	32.14'
4	S 00°14'15" E	50.59'
12	S 88°38'55" W	32.10'
13	N 00°16'56" W	50.45'

3VC0034 QUIT CLAIM

23	N 88°23'18" E	371.26'
24	N 88°23'18" E	40.62'
16	S 00°14'15" E	51.99'
25	S 88°38'55" W	40.58'
26	N 00°16'56" W	51.81'

LINE LEGEND 3VC0033

14	N 88°23'18" E	104.15'
15	N 88°23'18" E	307.74'
16	S 00°14'15" E	51.99'
17	S 88°38'55" W	307.70'
4	N 00°14'15" W	50.59'

LINE LEGEND 3VC0034

18	N 88°23'18" E	411.84'
19	N 88°23'18" E	97.91'
20	S 01°21'05" E	33.54'
21	S 67°57'16" W	53.45'
22	S 88°38'55" W	48.92'
16	N 00°14'15" W	51.99'

PROPERTY MONUMENTS FOUND
 510+21.13, 91.26' RT, R.O.W. MKR.
 510+21.70, 91.24' RT, I-ROD
 510+79.92, 35.09' RT, R.O.W. MKR.
 511+00.90, 24.74' LT, R.O.W. MKR.
 511+36.54, 35.55' RT, I-PIPE
 511+30.29, 370.44' RT, I-PIPE
 514+35.80, 33.88' RT, I-PIPE

MARK W. CLARK
 TOTAL HOLDING = 0.930 AC. ±
 TOTAL R.O.W. REQUIRED = 0.093 AC. ± (4043 S.F.)
 AREA IN EXISTING R.O.W. = 0.051 AC. ± (2202 S.F.)
 NET R.O.W. REQUIRED = 0.042 AC. ± (1841 S.F.)
 REMAINDER = 0.837 AC. ±

ALICE A. THOMPSON
 TOTAL HOLDING = 70.820 AC. ±
 TOTAL R.O.W. REQUIRED = 0.107 AC. ±
 AREA IN EXISTING R.O.W. = 0.076 AC. ± (3298 S.F.)
 NET R.O.W. REQUIRED = 0.031 AC. ± (1367 S.F.)
 REMAINDER = 70.713 AC. ±
 QUIT CLAIM AREA = 0.048 AC. ± (2107 S.F.)
 TEMPORARY EASEMENT = 0.218 AC. ±
 TE PURPOSE = DRAINAGE EASEMENT

STATE OF ILLINOIS)
 COUNTY OF MORGAN) S.S.

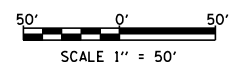
I, TIMOTHY C. OUIGG, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED IL RTE 47 WAS MADE BY ME OR UNDER MY DIRECTION AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED THIS 11th DAY OF 2012 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3063
 TIMOTHY C. OUIGG

NW 1/4 OF SEC. 3, T. 34 N., R. 7 E. OF THE 3RD P.M.

N 1/4 CORNER SECTION 3
 BRASS DISK (FOUND)
 MON. REC. 351202



HUTCHISON ENGINEERING, INC.
 1801 W. LAFAYETTE AVE.
 P.O. BOX 820
 JACKSONVILLE, IL 62651
 ILLINOIS PROFESSIONAL DESIGN
 FIRM NO. 184-000825

NOTE: GRID DISTANCES AND BEARINGS SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83) 2007 ADJ ALL AREAS BASED ON GROUND DISTANCES GRID TO GROUND FACTOR = 1.00004933 GROUND TO GRID FACTOR = 0.99995067

FILE NAME	USER NAME = bruckmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT OF WAY PLANS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw_work\p1dot\bruckmk\d0358604\0303808-sht-IL47r-owplan13.dgn		DRAWN -	REVISED -		PROJECT	JOB NO. R-93-003-08	IL RTE 47	(110)R, BR & BR-1	GRUNDY & KENDALL	644	250	
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -		SCALE: 1" = 50'	SHEET NO. 13 OF 36 SHEETS	STA. 509+00.00 TO STA. 515+75.00				CONTRACT NO. 66883	
PLOT DATE = 8/19/2013		DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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on purpose

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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/6/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

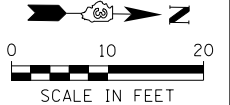
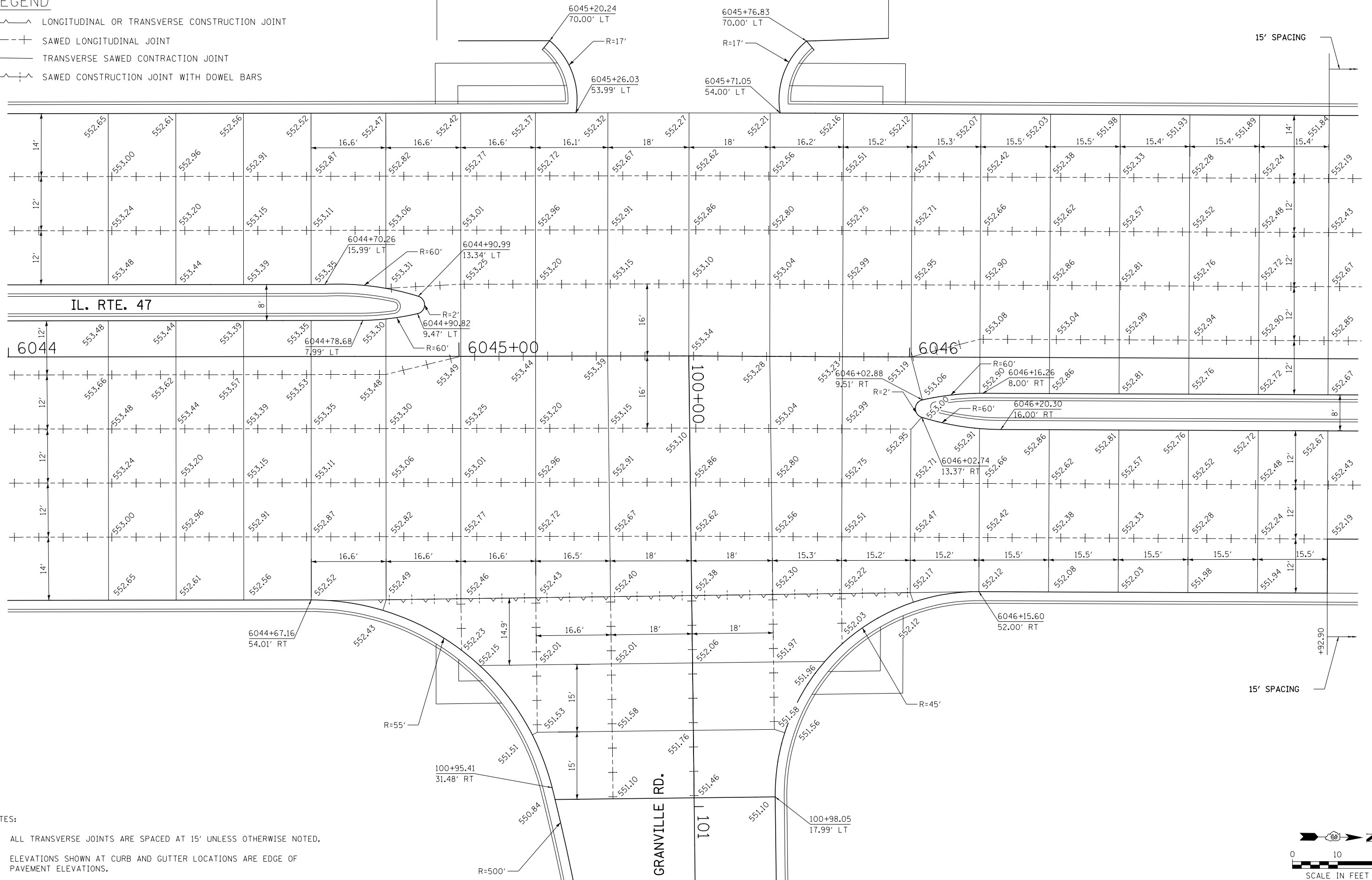
IL. RTE. 47
RIGHT OF WAY PLANS

SCALE: 1"=50' SHEET 14 OF 14 SHEETS STA. 6284+00.43 TO STA. 6310+59.03

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	252
CONTRACT NO. 66883				
ILLINOIS FED. AID PROJECT				

LEGEND

- LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT
- SAWED LONGITUDINAL JOINT
- TRANSVERSE SAWED CONTRACTION JOINT
- SAWED CONSTRUCTION JOINT WITH DOWEL BARS



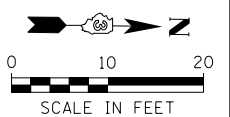
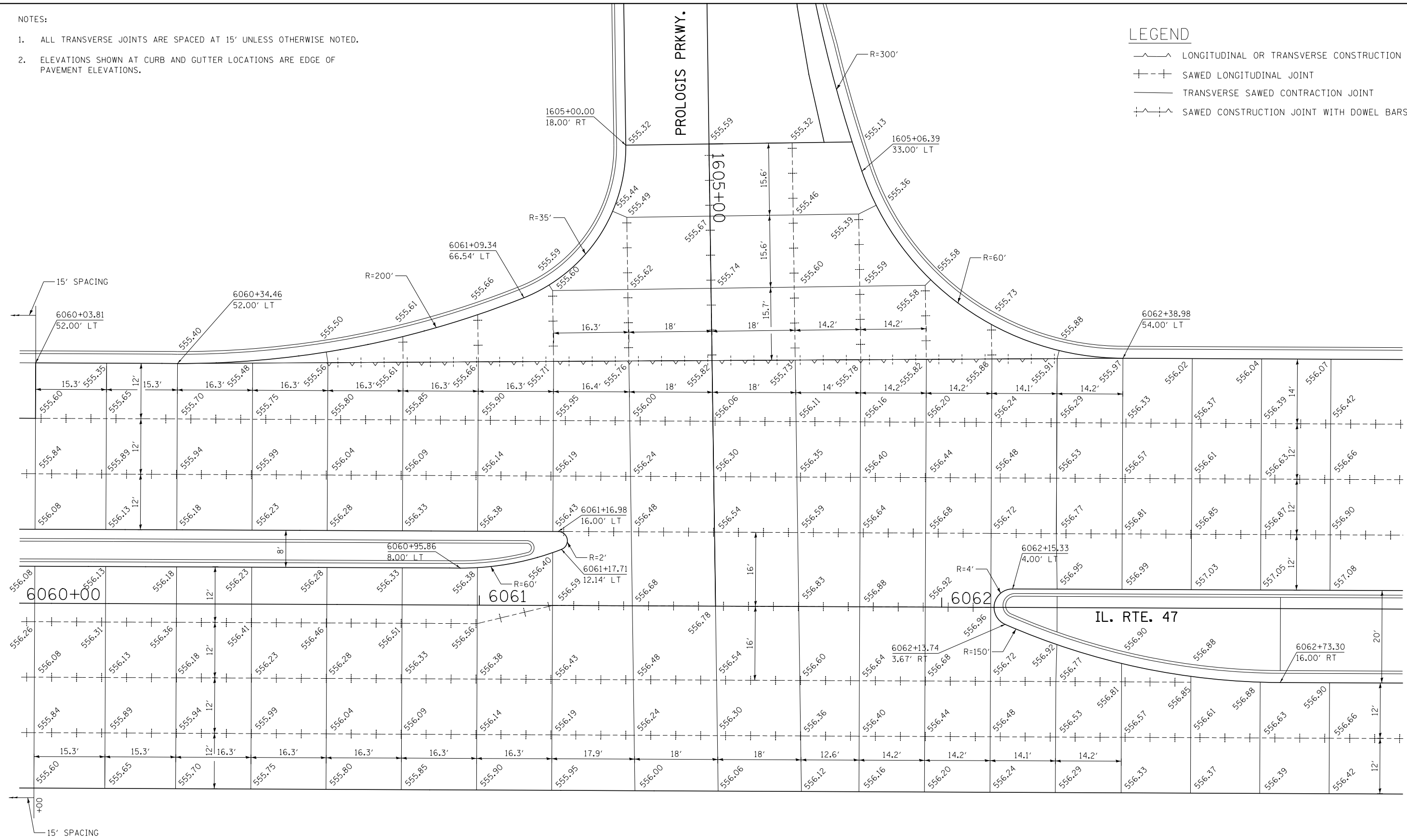
FILE NAME =	USER NAME = bdecreane	DESIGNED - AS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 47 & GRANVILLE RD. INTERSECTION DETAIL AND JOINTING PLAN	F.A.P. RTE. 326	SECTION (110)R, BR & BR-1	COUNTY GRUNDY	TOTAL SHEETS 644	SHEET NO. 253	
V:\3195\66883 (South Section)\CADD Sheets\0366883-sht-joint-01.dgn	V:\3195\66883 (South Section)\CADD Sheets\0366883-sht-joint-01.dgn	DRAWN - AS	REVISED -			SCALE: 1"=10' SHEET NO. 1 OF 6 SHEETS STA. 6044+00.00 TO STA. 6047+00.00					
PLOT SCALE = 20.0000' / in.	PLOT DATE = 8/6/2013	CHECKED - ST	REVISED -			CONTRACT NO. 66B83					
SHT.PLAN	PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISED -			ILLINOIS FED. AID PROJECT					

NOTES:

1. ALL TRANSVERSE JOINTS ARE SPACED AT 15' UNLESS OTHERWISE NOTED.
2. ELEVATIONS SHOWN AT CURB AND GUTTER LOCATIONS ARE EDGE OF PAVEMENT ELEVATIONS.

LEGEND

- LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT
- SAWED LONGITUDINAL JOINT
- TRANSVERSE SAWED CONTRACTION JOINT
- SAWED CONSTRUCTION JOINT WITH DOWEL BARS



FILE NAME =	USER NAME = bdecreane	DESIGNED - AS	REVISED -
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SHT.PLAN	PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 47 & PROLOGIS PRKWY.
INTERSECTION DETAIL AND JOINTING PLAN**

SCALE: 1"=10' SHEET NO. 2 OF 6 SHEETS STA. 6060+00.00 TO STA. 6063+00.00

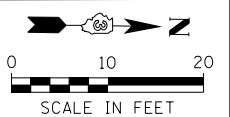
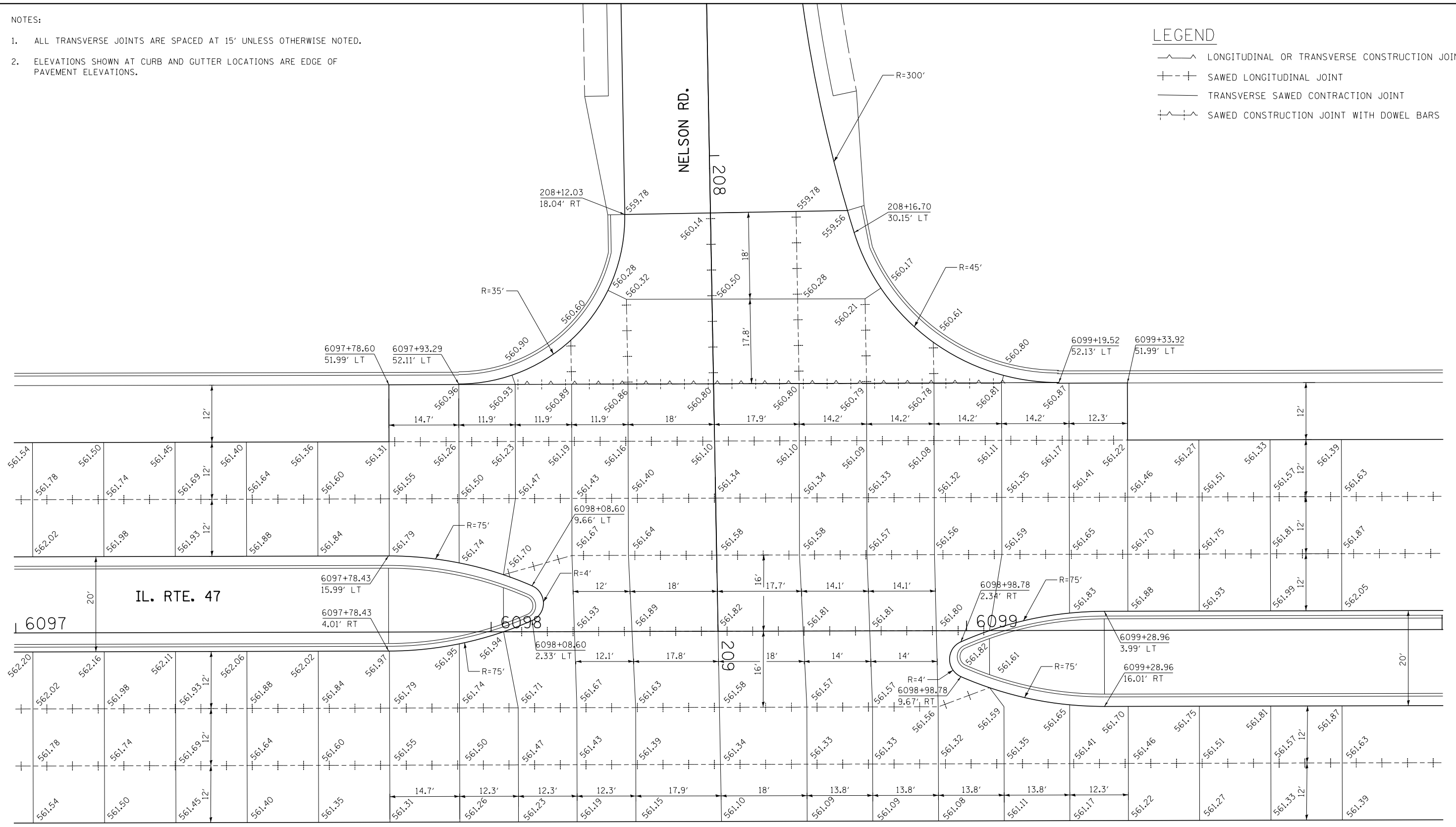
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	254
CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT	

NOTES:

1. ALL TRANSVERSE JOINTS ARE SPACED AT 15' UNLESS OTHERWISE NOTED.
2. ELEVATIONS SHOWN AT CURB AND GUTTER LOCATIONS ARE EDGE OF PAVEMENT ELEVATIONS.

LEGEND

- LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT
- SAWED LONGITUDINAL JOINT
- TRANSVERSE SAWED CONTRACTION JOINT
- SAWED CONSTRUCTION JOINT WITH DOWEL BARS



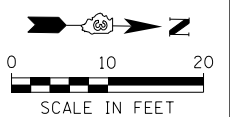
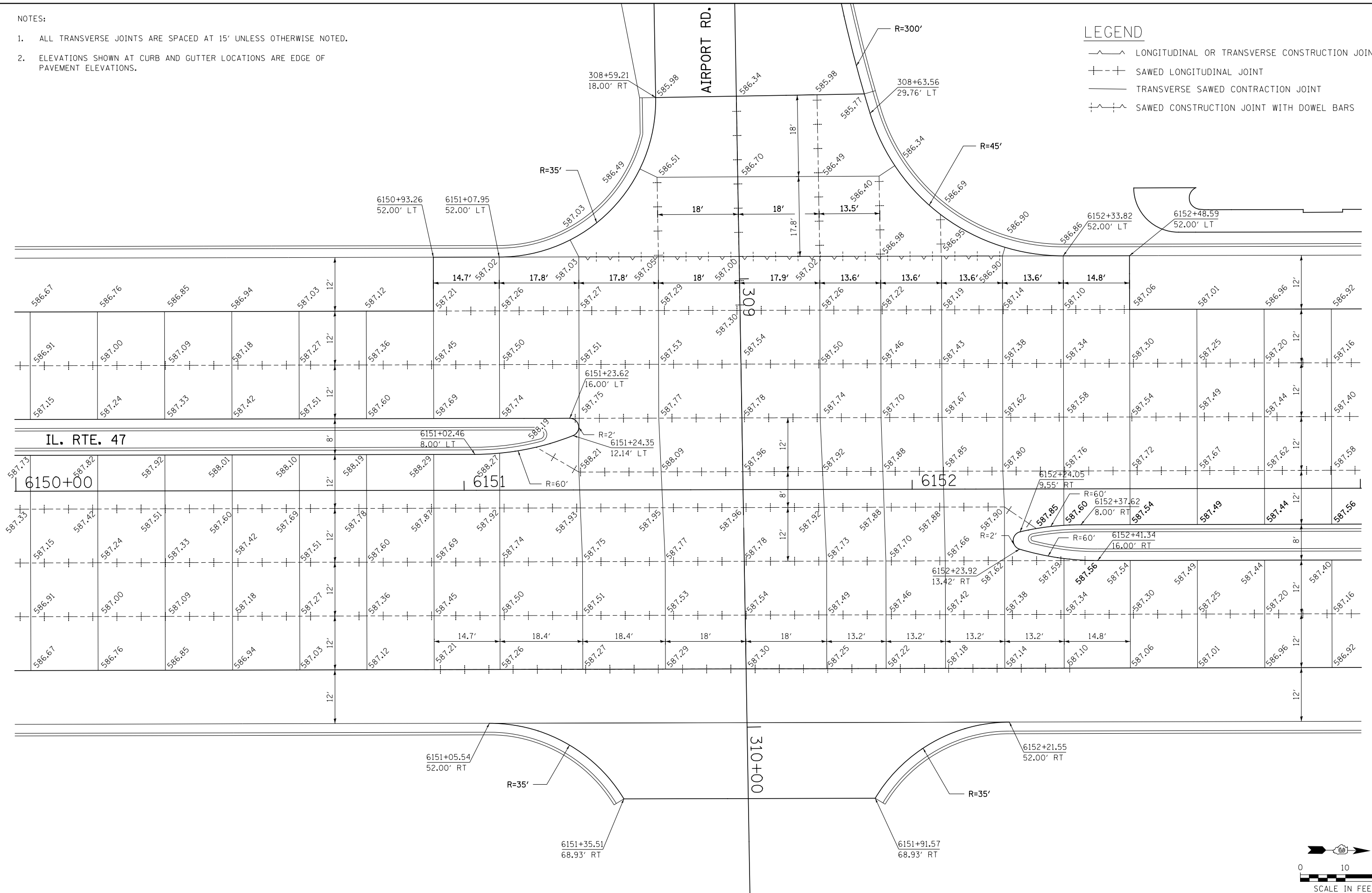
FILE NAME = V:\3195\66883 (South Section)\CADD Sheets\0366883-sht-joint-03.dgn	USER NAME = bdecreane	DESIGNED - AS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 47 & NELSON RD. INTERSECTION DETAIL AND JOINTING PLAN			F.A.P. RTE. 326	SECTION (110)R, BR & BR-1	COUNTY GRUNDY	TOTAL SHEETS 644	SHEET NO. 255
	PLOT SCALE = 20.0000' / in.	CHECKED - ST	REVISIED -		SCALE: 1"=10'	SHEET NO. 3 OF 6 SHEETS	STA. 6097+00.00 TO STA. 6100+00.00	CONTRACT NO. 66B83				
SHT.PLAN	PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISIED -					ILLINOIS FED. AID PROJECT				

NOTES:

1. ALL TRANSVERSE JOINTS ARE SPACED AT 15' UNLESS OTHERWISE NOTED.
2. ELEVATIONS SHOWN AT CURB AND GUTTER LOCATIONS ARE EDGE OF PAVEMENT ELEVATIONS.

LEGEND

- LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT
- SAWED LONGITUDINAL JOINT
- TRANSVERSE SAWED CONTRACTION JOINT
- SAWED CONSTRUCTION JOINT WITH DOWEL BARS



FILE NAME =	USER NAME = bdecreane	DESIGNED - AS	REVISED -
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	PLOT SCALE = 20.0000' / in.	CHECKED - ST	REVISED -
SHT.PLAN	PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL. RTE. 47 & AIRPORT RD.
INTERSECTION DETAIL AND JOINTING PLAN

SCALE: 1"=10' SHEET NO. 4 OF 6 SHEETS STA. 6150+00.00 TO STA. 6153+00.00

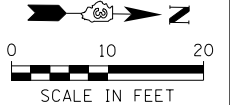
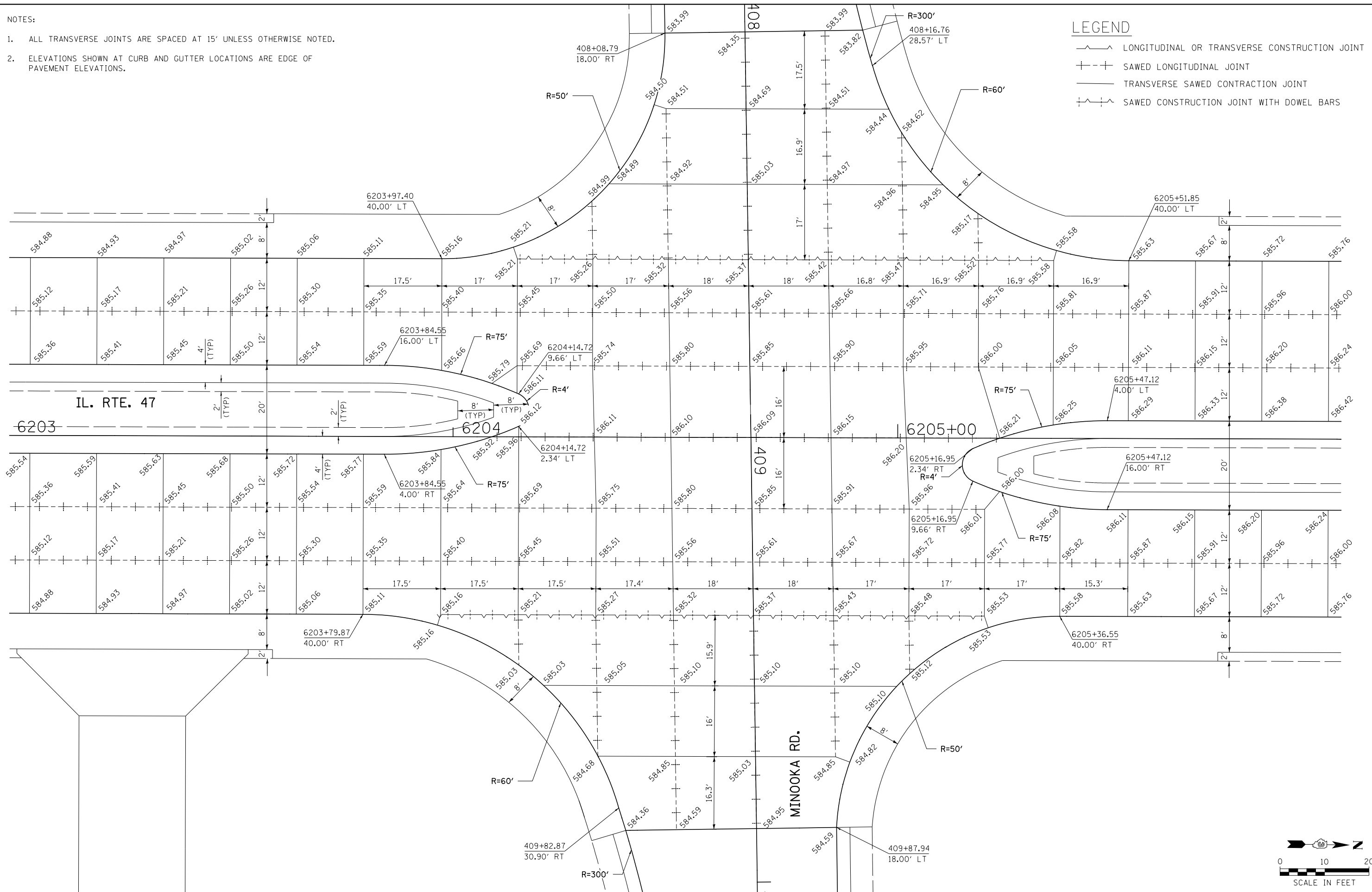
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	256
CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT	

NOTES:

1. ALL TRANSVERSE JOINTS ARE SPACED AT 15' UNLESS OTHERWISE NOTED.
2. ELEVATIONS SHOWN AT CURB AND GUTTER LOCATIONS ARE EDGE OF PAVEMENT ELEVATIONS.

LEGEND

- LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT
- SAWED LONGITUDINAL JOINT
- TRANSVERSE SAWED CONTRACTION JOINT
- SAWED CONSTRUCTION JOINT WITH DOWEL BARS



FILE NAME =	USER NAME = bdecreane	DESIGNED - AS	REVISED -
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	PLOT SCALE = 20.0000' / in.	CHECKED - ST	REVISED -
SHT.PLAN	PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL. RTE. 77 & MINOOKA RD.
INTERSECTION DETAIL AND JOINTING PLAN

SCALE: 1"=10' SHEET NO. 5 OF 6 SHEETS STA. 6203+00.00 TO STA. 6206+00.00

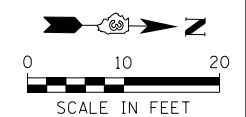
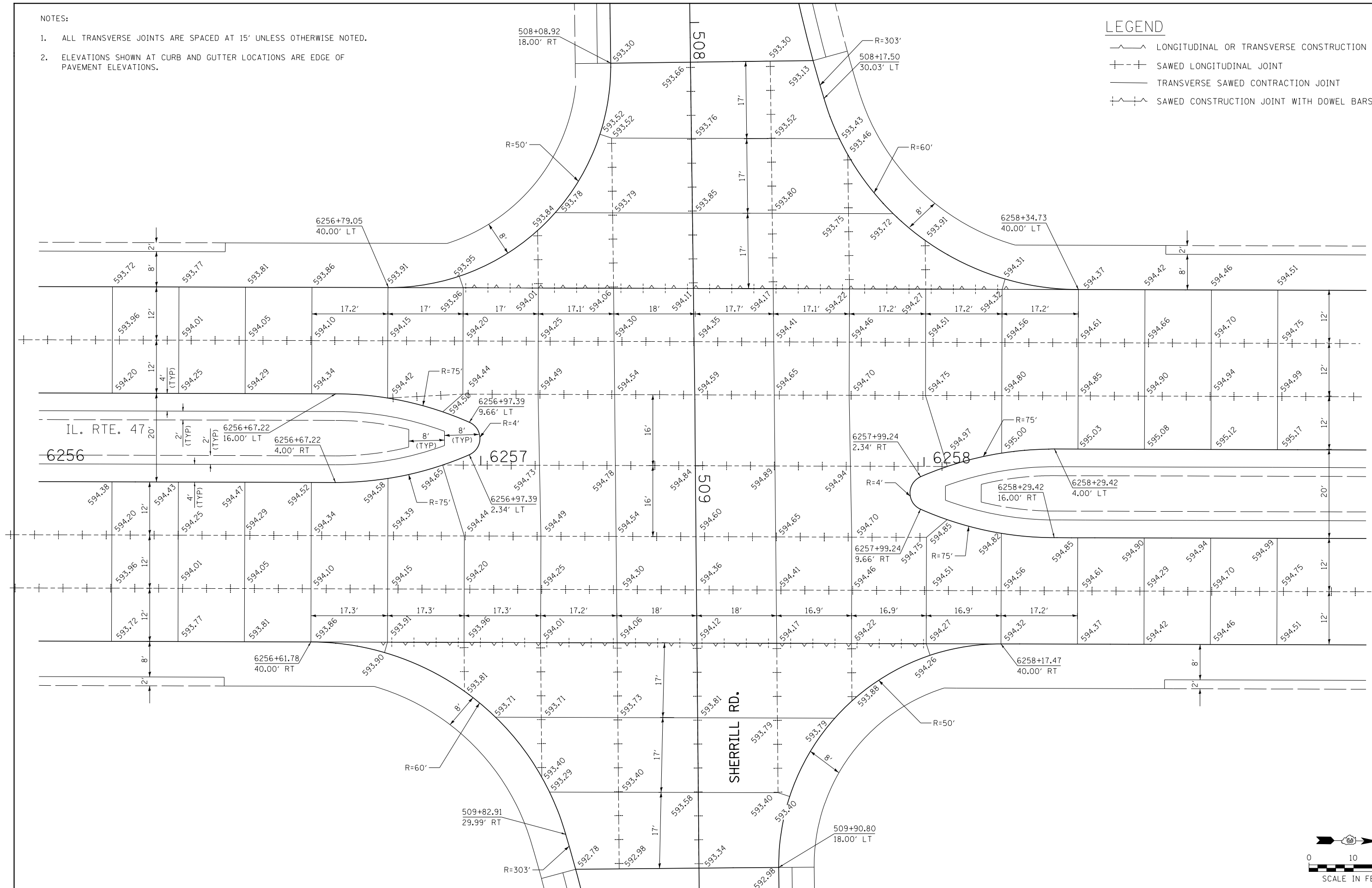
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	257
CONTRACT NO. 66B83				
ILLINOIS FED. AID PROJECT				

NOTES:

1. ALL TRANSVERSE JOINTS ARE SPACED AT 15' UNLESS OTHERWISE NOTED.
2. ELEVATIONS SHOWN AT CURB AND GUTTER LOCATIONS ARE EDGE OF PAVEMENT ELEVATIONS.

LEGEND

- LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT
- SAWED LONGITUDINAL JOINT
- TRANSVERSE SAWED CONTRACTION JOINT
- SAWED CONSTRUCTION JOINT WITH DOWEL BARS



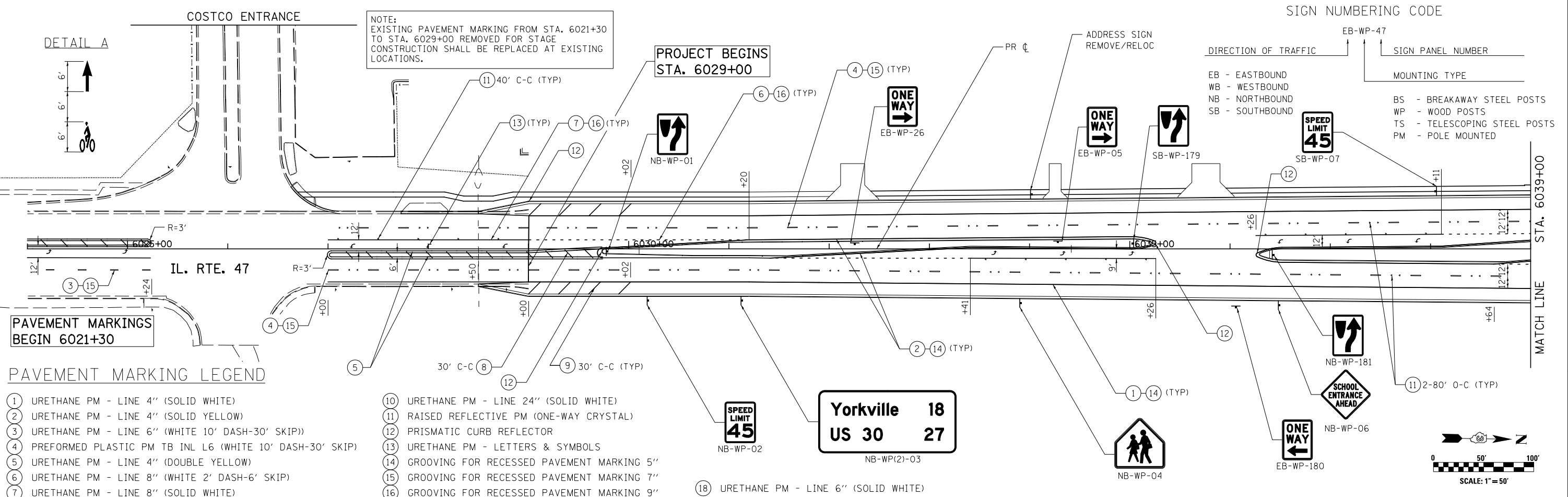
FILE NAME =	USER NAME = bdecreane	DESIGNED - AS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 47 & SHERRILL RD. INTERSECTION DETAIL AND JOINTING PLAN	F.A.P. RTE. 326	SECTION (110)R, BR & BR-1	COUNTY GRUNDY	TOTAL SHEETS 644	SHEET NO. 258		
SHT.PLAN	PLOT DATE = 8/6/2013	DRAWN - AS	REVISED -			SCALE: 1"=10'	SHEET NO. 6 OF 6 SHEETS	STA. 6256+00.00 TO STA. 6259+00.00		CONTRACT NO. 66B83		
		CHECKED - ST	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE - 7/15/2013	REVISED -									

SIGN NUMBERING CODE

EB - EASTBOUND	WB - WESTBOUND	NB - NORTHBOUND	SB - SOUTHBOUND
BS - BREAKAWAY STEEL POSTS	WP - WOOD POSTS	TS - TELESCOPING STEEL POSTS	PM - POLE MOUNTED

NOTE:
EXISTING PAVEMENT MARKING FROM STA. 6021+30 TO STA. 6029+00 REMOVED FOR STAGE CONSTRUCTION SHALL BE REPLACED AT EXISTING LOCATIONS.

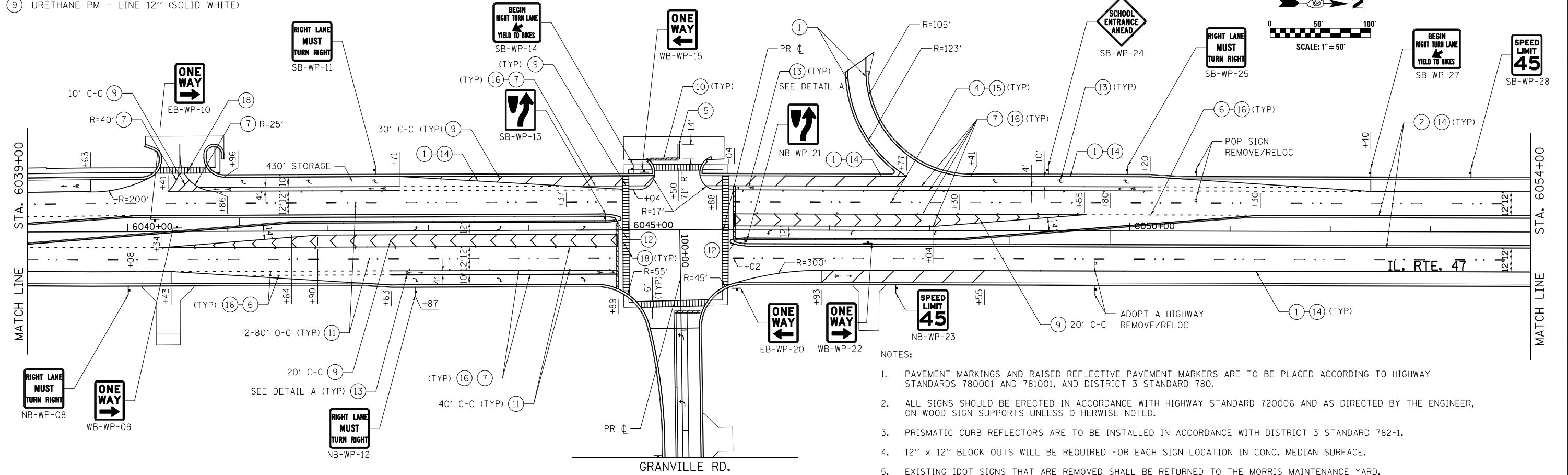
PROJECT BEGINS
STA. 6029+00



PAVEMENT MARKINGS
BEGIN 6021+30

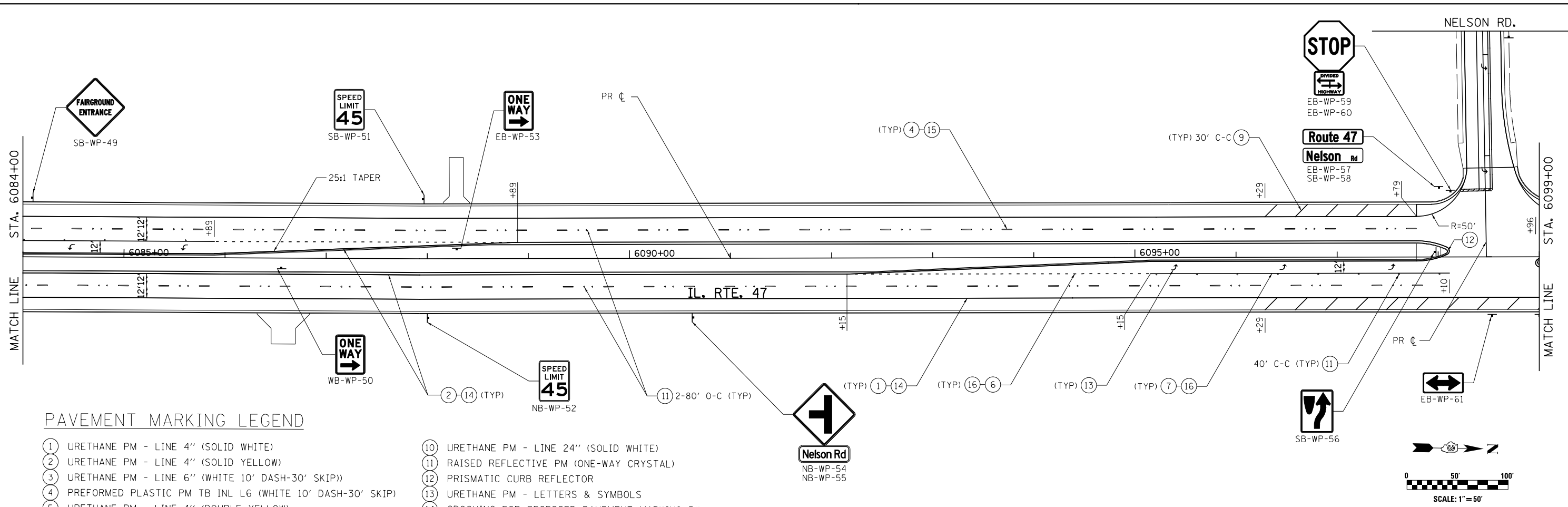
PAVEMENT MARKING LEGEND

- | | |
|--|--|
| ① URETHANE PM - LINE 4" (SOLID WHITE) | ⑩ URETHANE PM - LINE 24" (SOLID WHITE) |
| ② URETHANE PM - LINE 4" (SOLID YELLOW) | ⑪ RAISED REFLECTIVE PM (ONE-WAY CRYSTAL) |
| ③ URETHANE PM - LINE 6" (WHITE 10' DASH-30' SKIP) | ⑫ PRISMATIC CURB REFLECTOR |
| ④ PREFORMED PLASTIC PM TB INL L6 (WHITE 10' DASH-30' SKIP) | ⑬ URETHANE PM - LETTERS & SYMBOLS |
| ⑤ URETHANE PM - LINE 4" (DOUBLE YELLOW) | ⑭ GROOVING FOR RECESSED PAVEMENT MARKING 5" |
| ⑥ URETHANE PM - LINE 8" (WHITE 2' DASH-6' SKIP) | ⑮ GROOVING FOR RECESSED PAVEMENT MARKING 7" |
| ⑦ URETHANE PM - LINE 8" (SOLID WHITE) | ⑯ GROOVING FOR RECESSED PAVEMENT MARKING 9" |
| ⑧ URETHANE PM - LINE 12" (SOLID YELLOW) | ⑰ URETHANE PM - LINE 6" (YELLOW 10' DASH-30' SKIP) |
| ⑨ URETHANE PM - LINE 12" (SOLID WHITE) | |



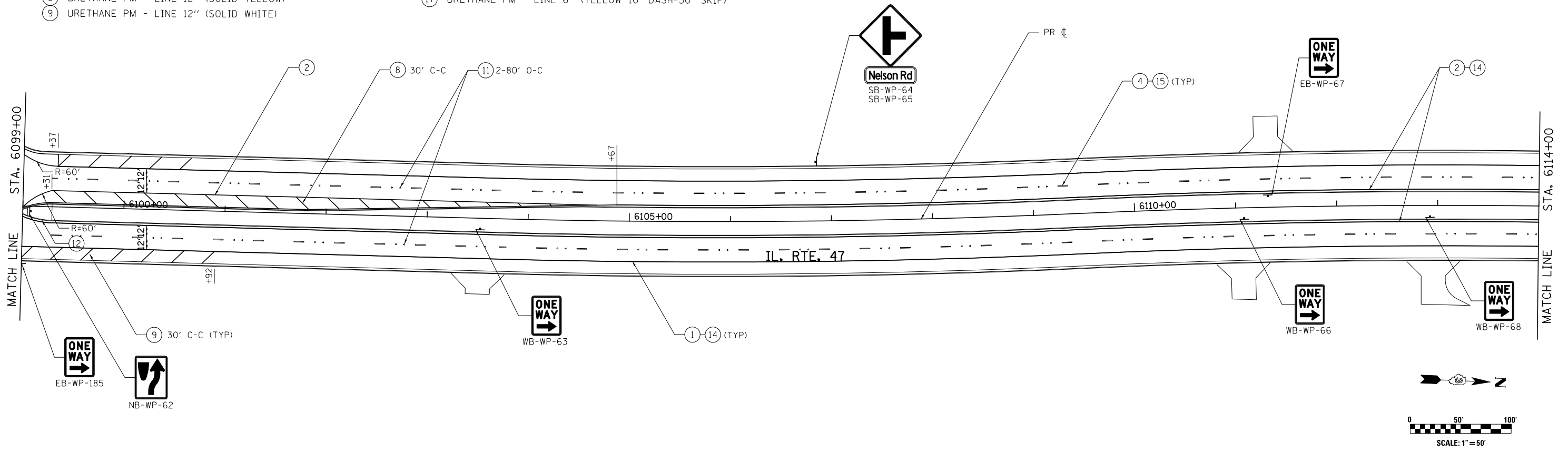
- NOTES:
- PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS ARE TO BE PLACED ACCORDING TO HIGHWAY STANDARDS 780001 AND 781001, AND DISTRICT 3 STANDARD 780.
 - ALL SIGNS SHOULD BE ERECTED IN ACCORDANCE WITH HIGHWAY STANDARD 720006 AND AS DIRECTED BY THE ENGINEER, ON WOOD SIGN SUPPORTS UNLESS OTHERWISE NOTED.
 - PRISMATIC CURB REFLECTORS ARE TO BE INSTALLED IN ACCORDANCE WITH DISTRICT 3 STANDARD 782-1.
 - 12" x 12" BLOCK OUTS WILL BE REQUIRED FOR EACH SIGN LOCATION IN CONC. MEDIAN SURFACE.
 - EXISTING IDOT SIGNS THAT ARE REMOVED SHALL BE RETURNED TO THE MORRIS MAINTENANCE YARD.

FILE NAME =	USER NAME = bdecreane	DESIGNED - BS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 47 PAVEMENT MARKING AND SIGNING PLANS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
V:\3195\66883 (South Section)\CADD Sheets\0366883-sht-pmk-01.dgn		DRAWN - BS	REVISED -			326	(110)R, BR & BR-1	GRUNDY	644	259	
PLOT SCALE = 100.0000' / in.		CHECKED - ST	REVISED -			CONTRACT NO. 66B83					
SHT_DOUBLE PLAN		DATE - 7/15/2013	REVISED -			ILLINOIS FED. AID PROJECT					

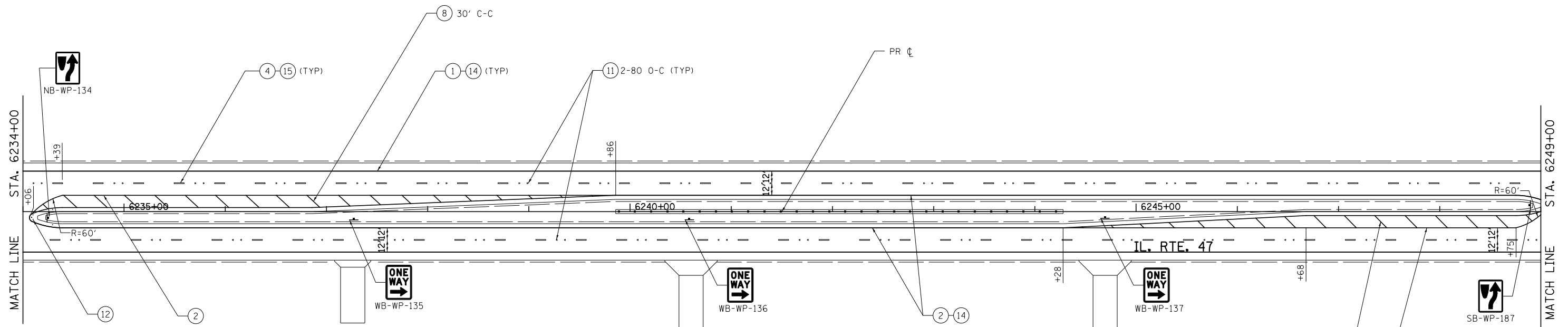


PAVEMENT MARKING LEGEND

- | | |
|--|--|
| ① URETHANE PM - LINE 4" (SOLID WHITE) | ⑩ URETHANE PM - LINE 24" (SOLID WHITE) |
| ② URETHANE PM - LINE 4" (SOLID YELLOW) | ⑪ RAISED REFLECTIVE PM (ONE-WAY CRYSTAL) |
| ③ URETHANE PM - LINE 6" (WHITE 10' DASH-30' SKIP) | ⑫ PRISMATIC CURB REFLECTOR |
| ④ PREFORMED PLASTIC PM TB INL L6 (WHITE 10' DASH-30' SKIP) | ⑬ URETHANE PM - LETTERS & SYMBOLS |
| ⑤ URETHANE PM - LINE 4" (DOUBLE YELLOW) | ⑭ GROOVING FOR RECESSED PAVEMENT MARKING 5" |
| ⑥ URETHANE PM - LINE 8" (WHITE 2' DASH-6' SKIP) | ⑮ GROOVING FOR RECESSED PAVEMENT MARKING 7" |
| ⑦ URETHANE PM - LINE 8" (SOLID WHITE) | ⑯ GROOVING FOR RECESSED PAVEMENT MARKING 9" |
| ⑧ URETHANE PM - LINE 12" (SOLID YELLOW) | ⑰ URETHANE PM - LINE 6" (YELLOW 10' DASH-30' SKIP) |
| ⑨ URETHANE PM - LINE 12" (SOLID WHITE) | |

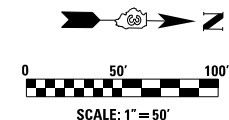
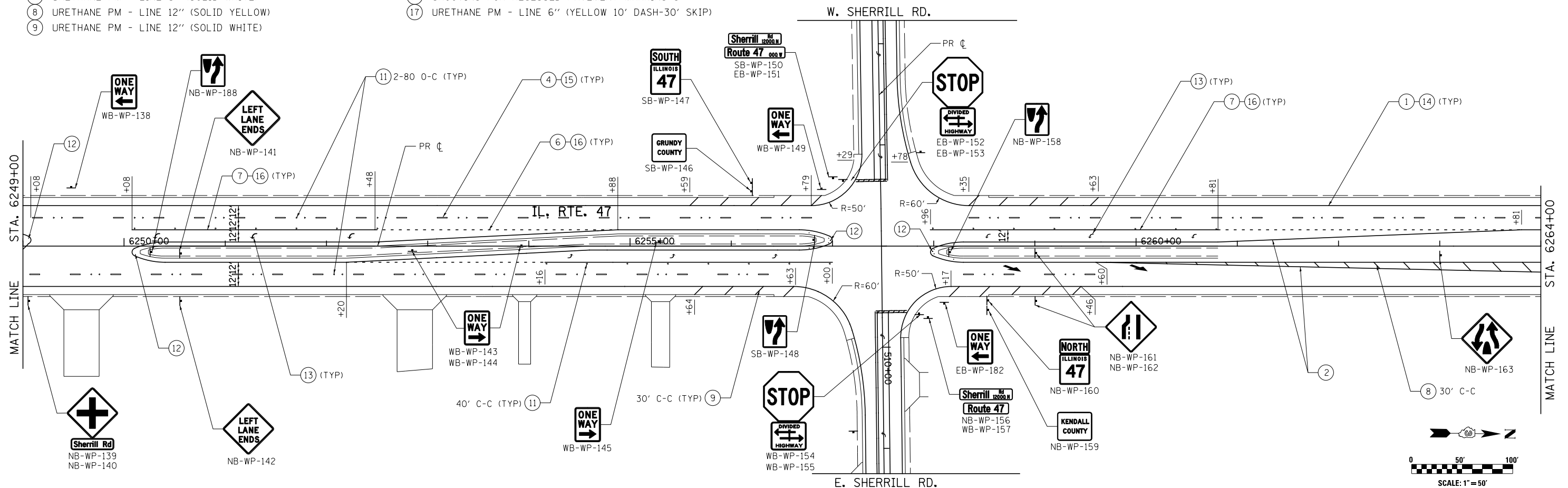
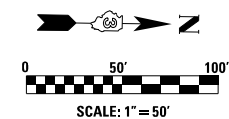


FILE NAME = V:\3195\66883 (South Section)\CAOD Sheets\0366883-sht-pmk-03.dgn	USER NAME = bdecreane	DESIGNED - BS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 47 PAVEMENT MARKING AND SIGNING PLANS			F.A.P. RTE. 326	SECTION (110R, BR & BR-1)	COUNTY GRUNDY	TOTAL SHEETS 644	SHEET NO. 261
SHT.DOUBLE PLAN	PLOT SCALE = 100.0000' / in.	CHECKED - ST	REVISED -		SCALE: 1"=50'	SHEET NO. 3 OF 13 SHEETS	STA. 6084+00 TO STA. 6114+00	CONTRACT NO. 66B83		ILLINOIS FED. AID PROJECT		
	PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISED -									



PAVEMENT MARKING LEGEND

- | | |
|--|--|
| ① URETHANE PM - LINE 4" (SOLID WHITE) | ⑩ URETHANE PM - LINE 24" (SOLID WHITE) |
| ② URETHANE PM - LINE 4" (SOLID YELLOW) | ⑪ RAISED REFLECTIVE PM (ONE-WAY CRYSTAL) |
| ③ URETHANE PM - LINE 6" (WHITE 10' DASH-30' SKIP) | ⑫ PRISMATIC CURB REFLECTOR |
| ④ PREFORMED PLASTIC PM TB INL L6 (WHITE 10' DASH-30' SKIP) | ⑬ URETHANE PM - LETTERS & SYMBOLS |
| ⑤ URETHANE PM - LINE 4" (DOUBLE YELLOW) | ⑭ GROOVING FOR RECESSED PAVEMENT MARKING 5" |
| ⑥ URETHANE PM - LINE 8" (WHITE 2' DASH-6' SKIP) | ⑮ GROOVING FOR RECESSED PAVEMENT MARKING 7" |
| ⑦ URETHANE PM - LINE 8" (SOLID WHITE) | ⑯ GROOVING FOR RECESSED PAVEMENT MARKING 9" |
| ⑧ URETHANE PM - LINE 12" (SOLID YELLOW) | ⑰ URETHANE PM - LINE 6" (YELLOW 10' DASH-30' SKIP) |
| ⑨ URETHANE PM - LINE 12" (SOLID WHITE) | |



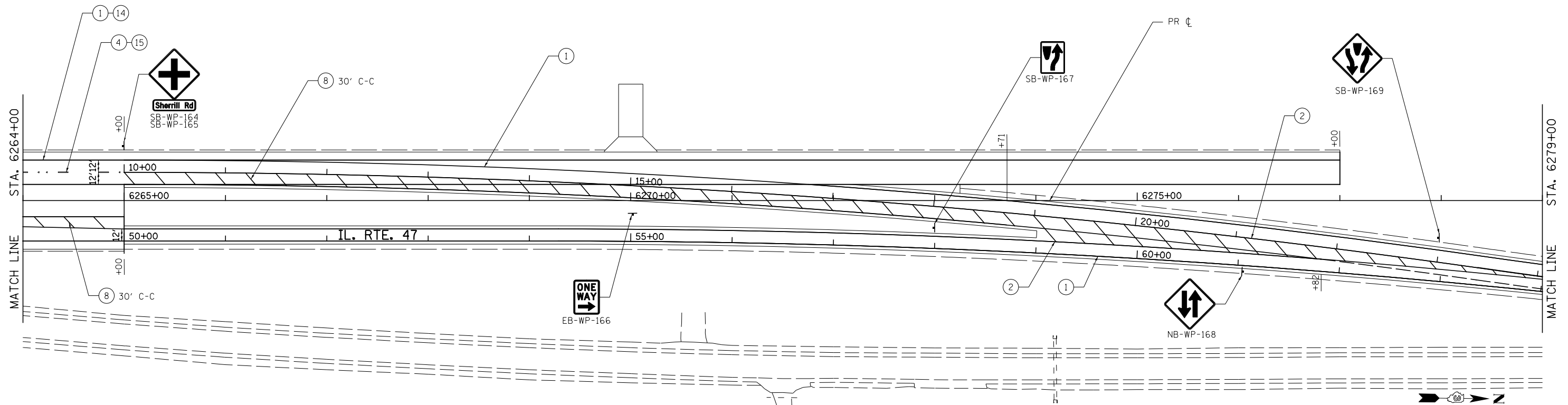
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		CHECKED - ST	REVISED -
		DATE - 7/15/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 47
PAVEMENT MARKING AND SIGNING PLANS**

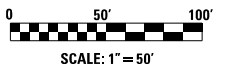
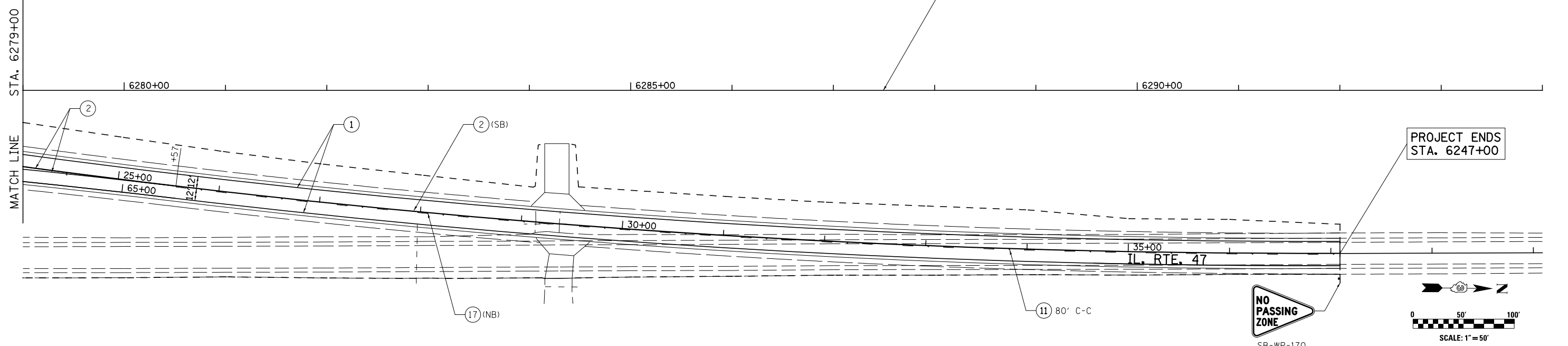
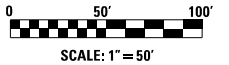
SCALE: 1"=50' SHEET NO. 8 OF 13 SHEETS STA. 6234+00 TO STA. 6264+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	266
CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT	



PAVEMENT MARKING LEGEND

- | | |
|--|--|
| ① URETHANE PM - LINE 4" (SOLID WHITE) | ⑩ URETHANE PM - LINE 24" (SOLID WHITE) |
| ② URETHANE PM - LINE 4" (SOLID YELLOW) | ⑪ RAISED REFLECTIVE PM (ONE-WAY CRYSTAL) |
| ③ URETHANE PM - LINE 6" (WHITE 10' DASH-30' SKIP) | ⑫ PRISMATIC CURB REFLECTOR |
| ④ PREFORMED PLASTIC PM TB INL L6 (WHITE 10' DASH-30' SKIP) | ⑬ URETHANE PM - LETTERS & SYMBOLS |
| ⑤ URETHANE PM - LINE 4" (DOUBLE YELLOW) | ⑭ GROOVING FOR RECESSED PAVEMENT MARKING 5" |
| ⑥ URETHANE PM - LINE 8" (WHITE 2' DASH-6' SKIP) | ⑮ GROOVING FOR RECESSED PAVEMENT MARKING 7" |
| ⑦ URETHANE PM - LINE 8" (SOLID WHITE) | ⑯ GROOVING FOR RECESSED PAVEMENT MARKING 9" |
| ⑧ URETHANE PM - LINE 12" (SOLID YELLOW) | ⑰ URETHANE PM - LINE 6" (YELLOW 10' DASH-30' SKIP) |
| ⑨ URETHANE PM - LINE 12" (SOLID WHITE) | |



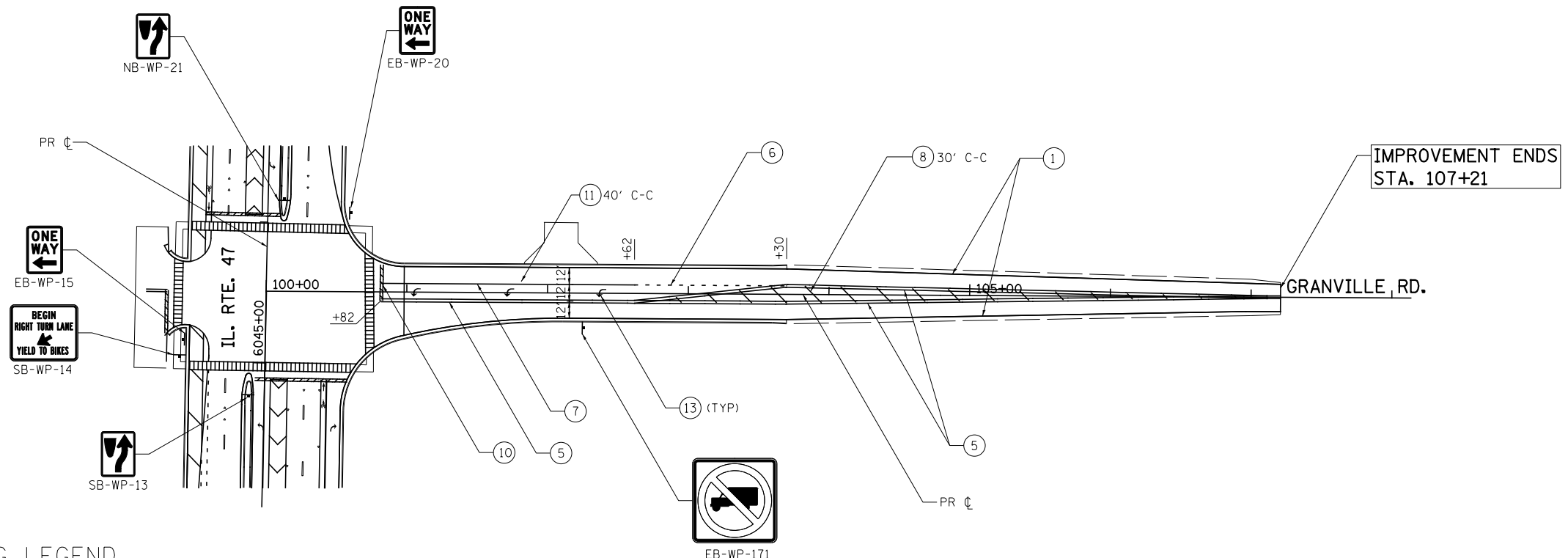
FILE NAME = V:\3195\66883 (South Section)\CAOD Sheets\0366883-sht-pmk-09.dgn	USER NAME = bdecreane	DESIGNED - BS	REVISED -
SHT.DOUBLE PLAN	PLOT SCALE = 100.0000' / in.	DRAWN - BS	REVISED -
	PLOT DATE = 8/6/2013	CHECKED - ST	REVISED -
		DATE - 7/15/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 47
PAVEMENT MARKING AND SIGNING PLANS**

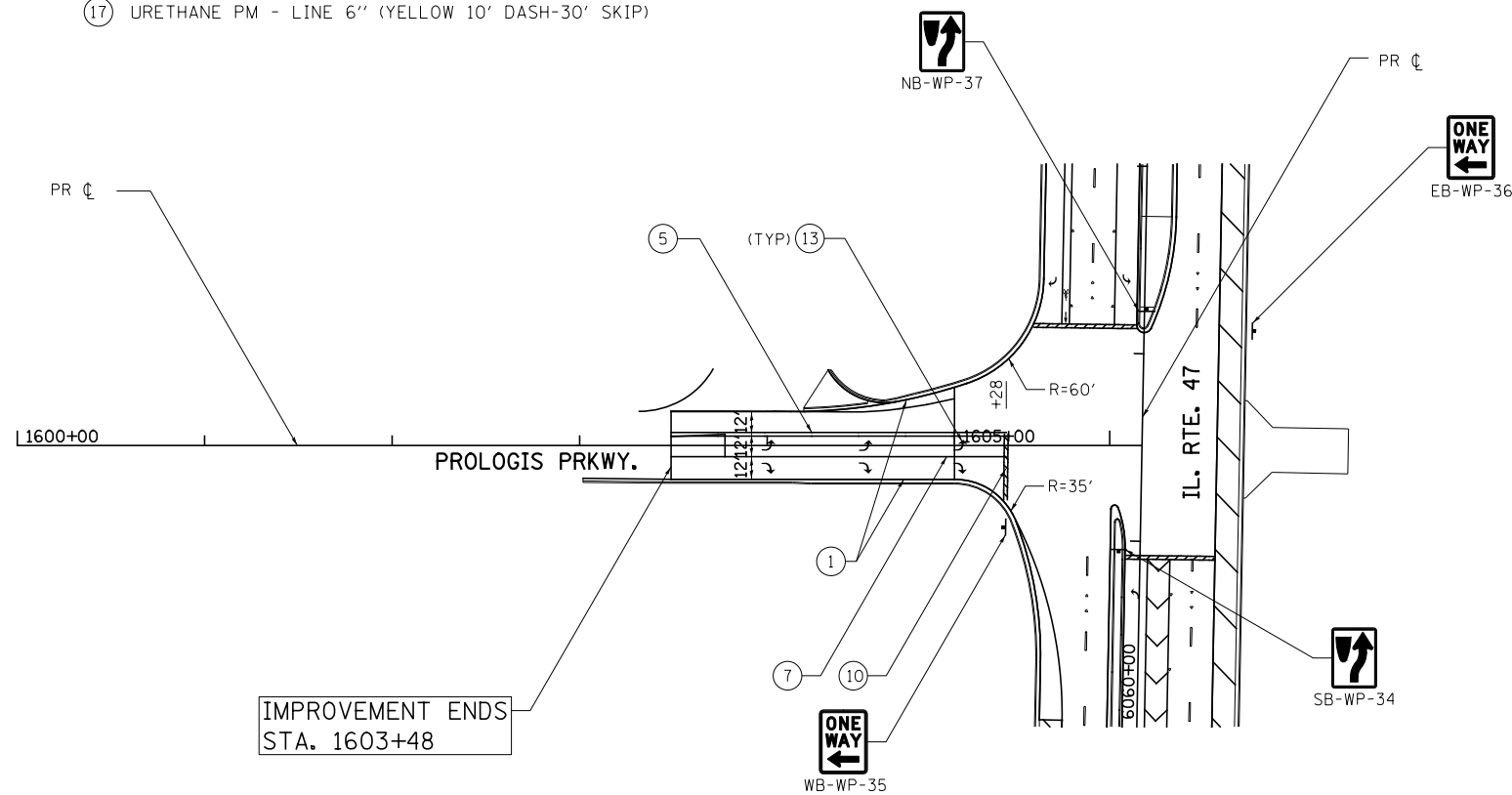
SCALE: 1"=50' SHEET NO. 9 OF 13 SHEETS STA. 6264+00 TO STA. 6294+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	267
CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT	



PAVEMENT MARKING LEGEND

- | | |
|--|--|
| ① URETHANE PM - LINE 4" (SOLID WHITE) | ⑩ URETHANE PM - LINE 24" (SOLID WHITE) |
| ② URETHANE PM - LINE 4" (SOLID YELLOW) | ⑪ RAISED REFLECTIVE PM (ONE-WAY CRYSTAL) |
| ③ URETHANE PM - LINE 6" (WHITE 10' DASH-30' SKIP) | ⑫ PRISMATIC CURB REFLECTOR |
| ④ PREFORMED PLASTIC PM TB INL L6 (WHITE 10' DASH-30' SKIP) | ⑬ URETHANE PM - LETTERS & SYMBOLS |
| ⑤ URETHANE PM - LINE 4" (DOUBLE YELLOW) | ⑭ GROOVING FOR RECESSED PAVEMENT MARKING 5" |
| ⑥ URETHANE PM - LINE 8" (WHITE 2' DASH-6' SKIP) | ⑮ GROOVING FOR RECESSED PAVEMENT MARKING 7" |
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| ⑧ URETHANE PM - LINE 12" (SOLID YELLOW) | ⑰ URETHANE PM - LINE 6" (YELLOW 10' DASH-30' SKIP) |
| ⑨ URETHANE PM - LINE 12" (SOLID WHITE) | |



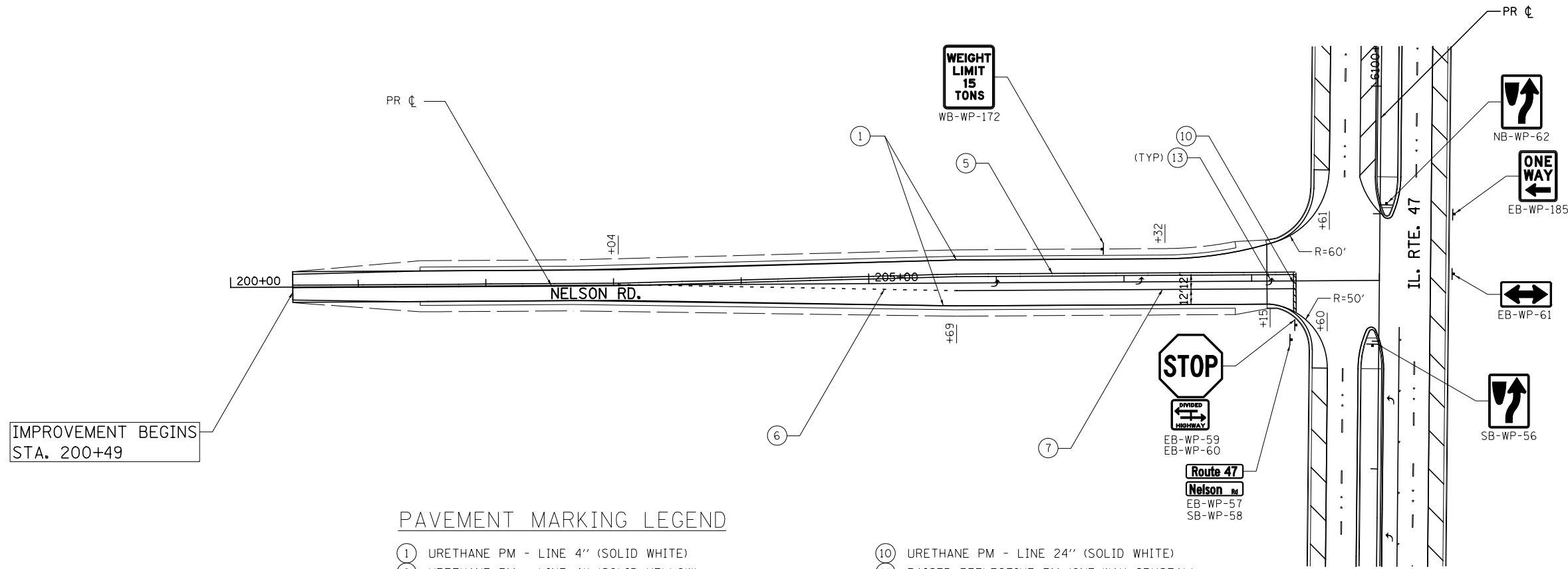
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	PLOT DATE = 8/6/2013	CHECKED - ST	REVISED -
		DATE - 7/15/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GRANVILLE RD. & PROLOGIS PRKWY
PAVEMENT MARKING AND SIGNING PLANS**

SCALE: 1"=50' SHEET NO. 10 OF 13 SHEETS STA. TO STA.

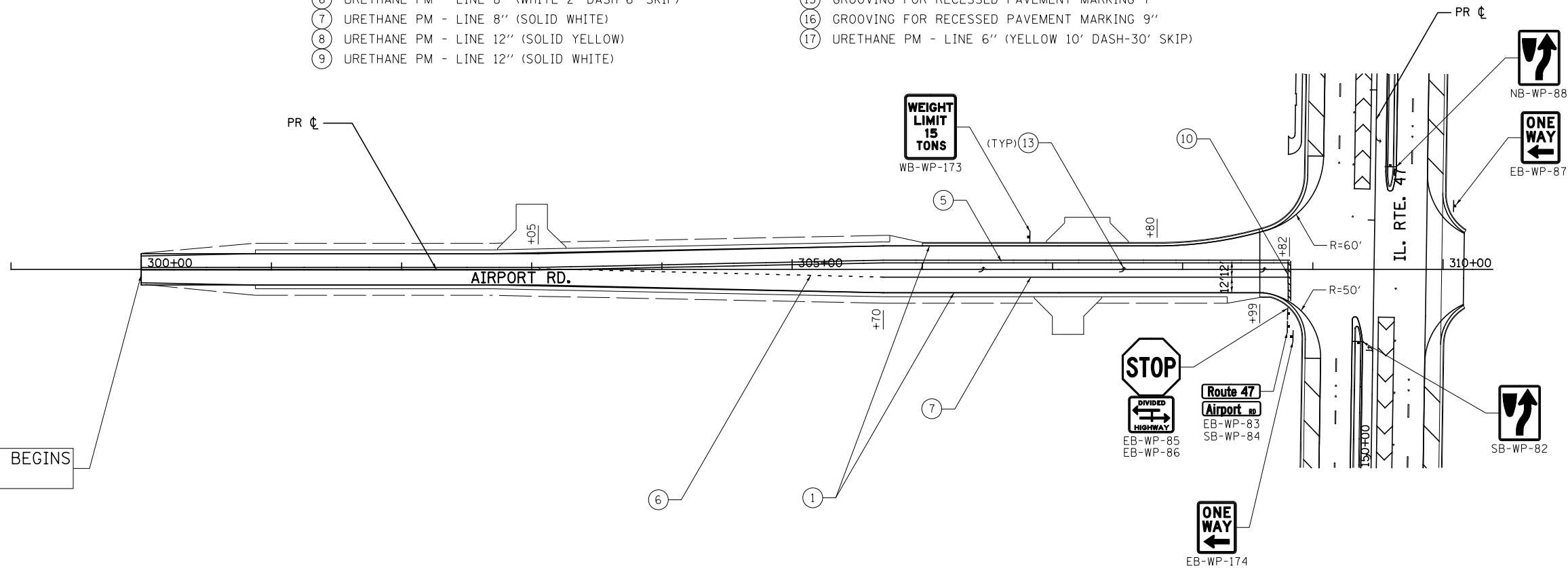
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	268
CONTRACT NO. 66B83				
ILLINOIS FED. AID PROJECT				



IMPROVEMENT BEGINS
STA. 200+49

PAVEMENT MARKING LEGEND

- | | |
|--|--|
| ① URETHANE PM - LINE 4" (SOLID WHITE) | ⑩ URETHANE PM - LINE 24" (SOLID WHITE) |
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IMPROVEMENT BEGINS
STA. 300+00

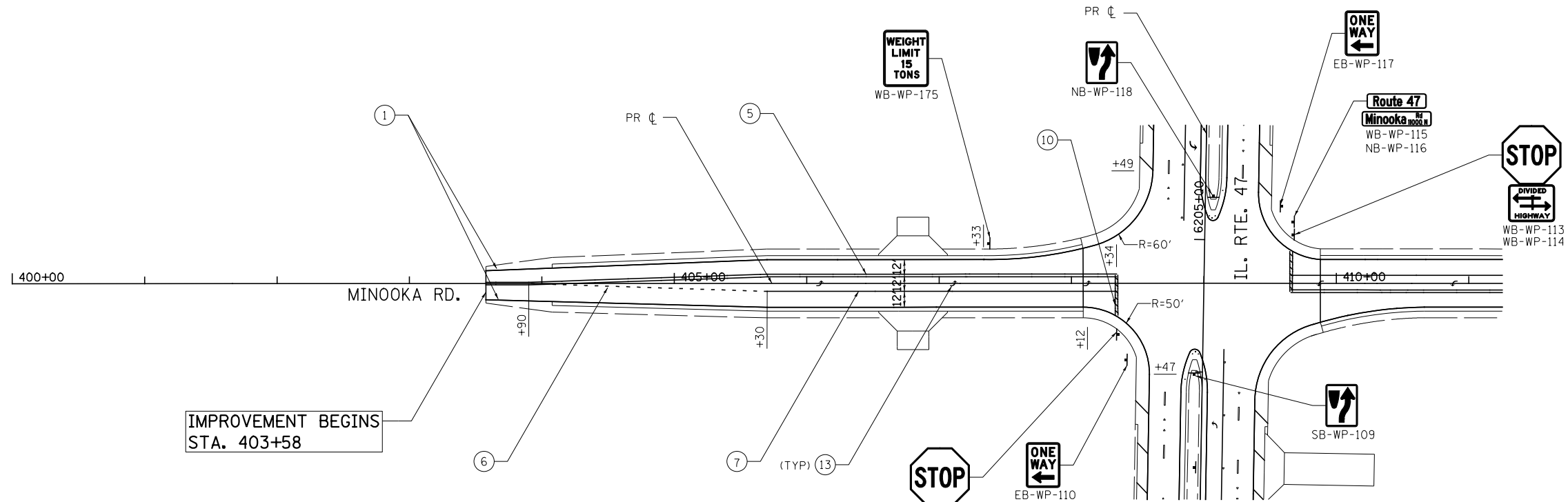
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SHT_DOUBLE PLAN	PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NELSON RD. & AIRPORT RD.
PAVEMENT MARKING AND SIGNING PLANS

SCALE: 1"=50' SHEET NO. 11 OF 13 SHEETS STA. TO STA.

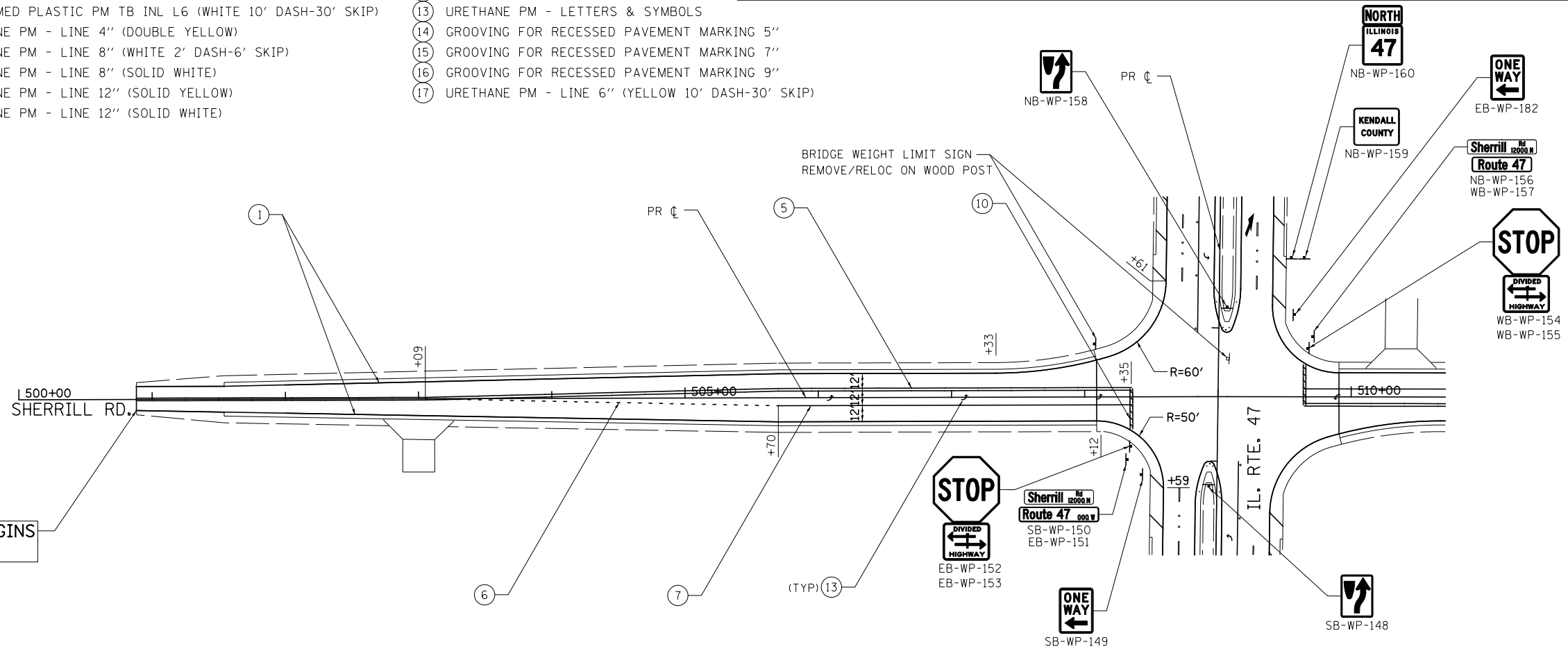
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	269
CONTRACT NO. 66B83				
ILLINOIS FED. AID PROJECT				



IMPROVEMENT BEGINS
STA. 403+58

PAVEMENT MARKING LEGEND

- | | |
|--|--|
| ① URETHANE PM - LINE 4" (SOLID WHITE) | ⑩ URETHANE PM - LINE 24" (SOLID WHITE) |
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IMPROVEMENT BEGINS
STA. 500+88

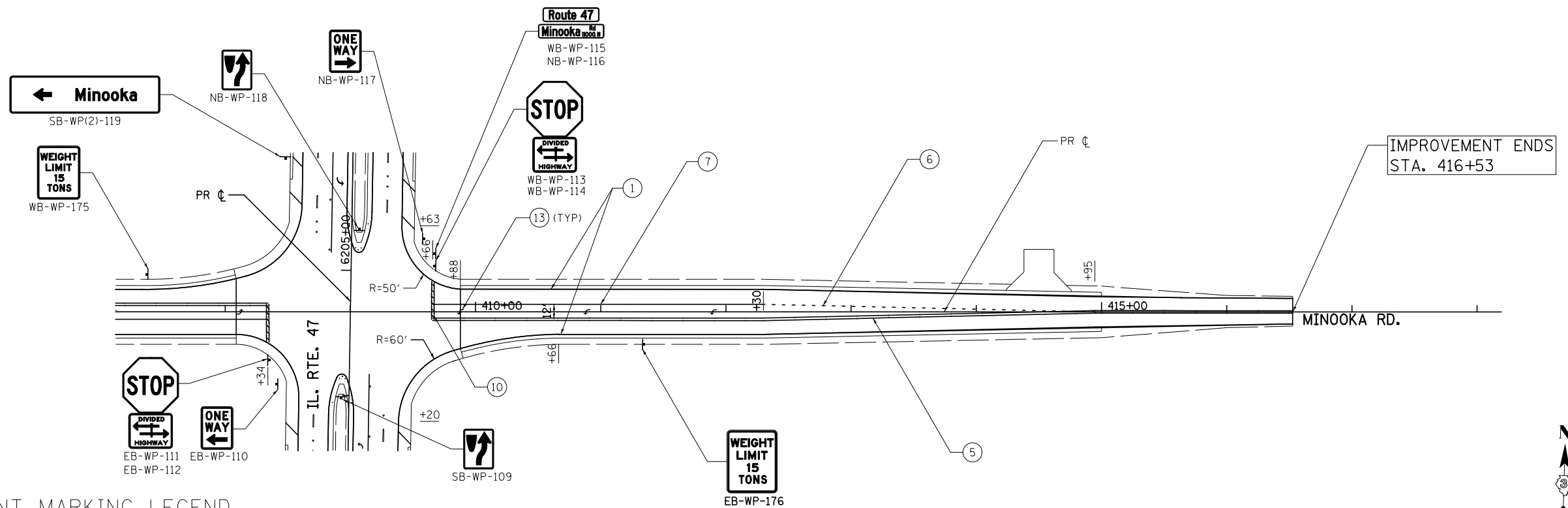
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	PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MINOOKA RD. & SHERRILL RD.
PAVEMENT MARKING AND SIGNING PLANS**

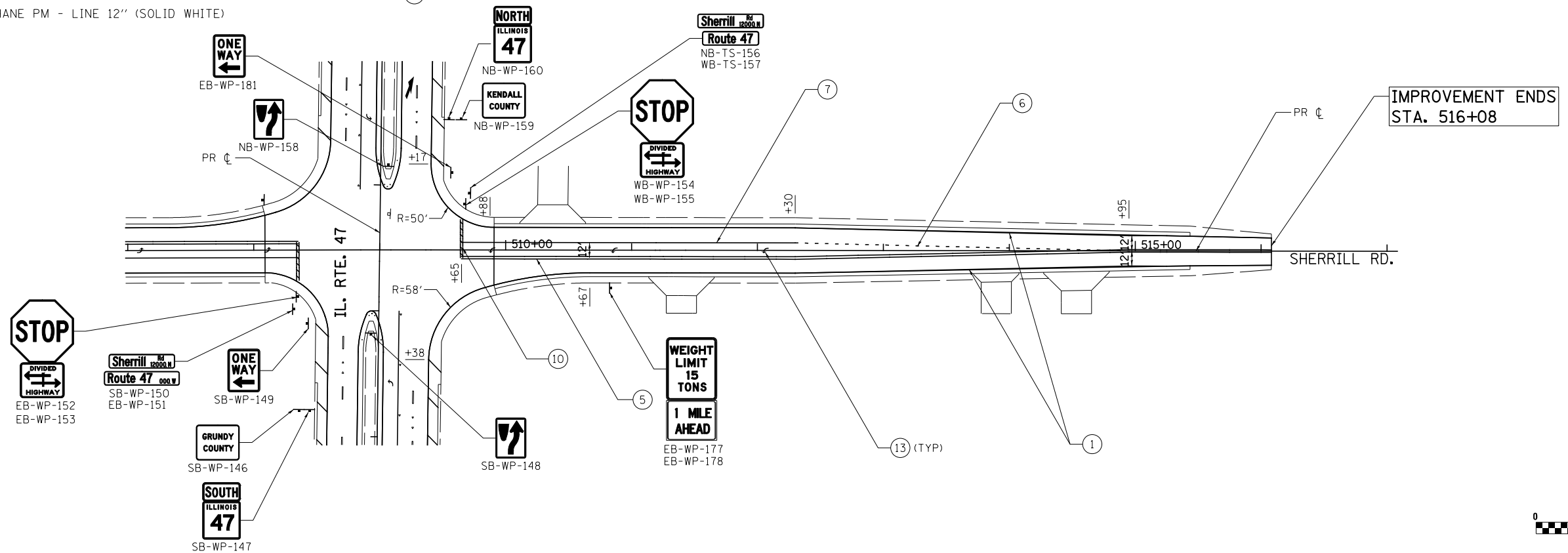
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT	

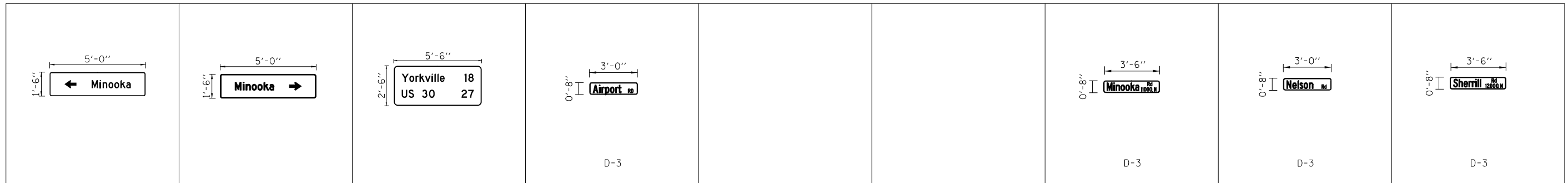


PAVEMENT MARKING LEGEND

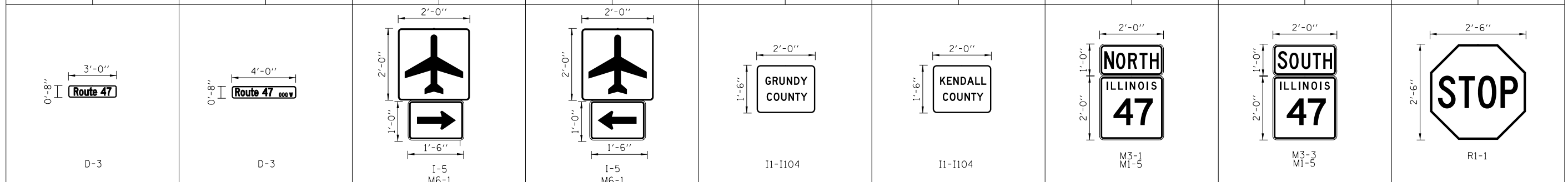
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|--|--|
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| ⑨ URETHANE PM - LINE 12" (SOLID WHITE) | |



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	PLOT DATE = 8/6/2013	DATE - 7/15/2013	REVISED -									



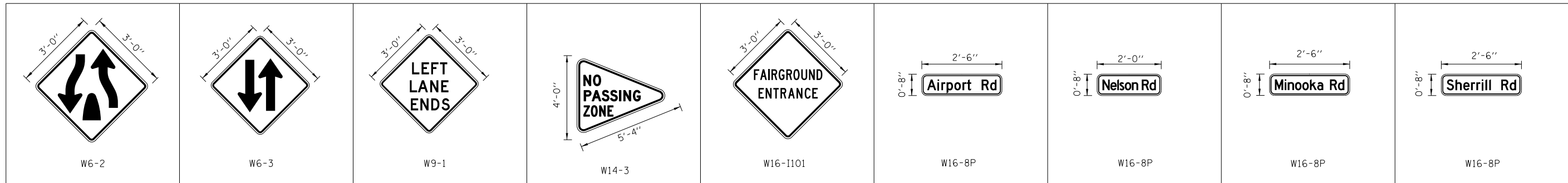
NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION					NAME	STATION	NAME	STATION	NAME	STATION
SB-WP(2)-119	6205+90	NB-WP(2)-106	6202+30	NB-WP(2)-03	6031+12	SB-WP-84	308+79					NB-WP-116	409+80	SB-WP-58	208+30	SB-WP-150	508+35
																NB-WP-156	509+72



NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION
EB-WP-57	208+30	EB-WP-151	508+35	NB-WP-81	6146+18	SB-WP-90	6156+14	SB-WP-146	6256+21	NB-WP-159	6258+52	NB-WP-120	6206+83	SB-WP-107	6202+98	EB-WP-59	208+34
EB-WP-83	308+79											NB-WP-160	6258+53	SB-WP-147	6256+21	EB-WP-85	308+82
WB-WP-115	409+80															EB-WP-111	408+34
WB-WP-157	509+72															WB-WP-113	409+65
																EB-WP-152	508+17
																WB-WP-154	509+70

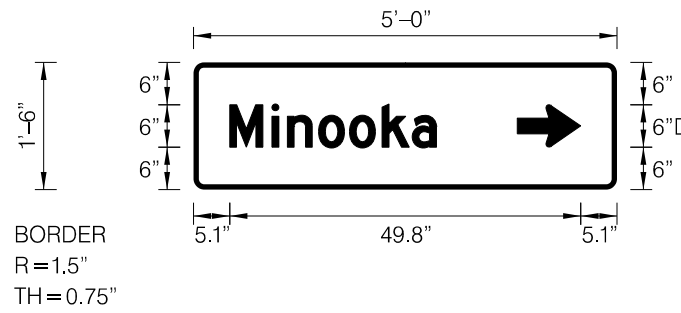


NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION
NB-WP-02	6030+18	SB-WP-105	6210+00	NB-WP-08	6040+01	SB-WP-14	6045+05	NB-WP-01	6029+80	SB-WP-46	6081+91	NB-WP-88	6152+42	SB-WP-132	6232+87	NB-WP-18	6250+20
SB-WP-07	6038+06	NB-WP-122	6210+00	SB-WP-11	6042+47	SB-WP-27	6052+40	SB-WP-13	6044+77	NB-WP-48	6083+23	SB-WP-96	6175+16	NB-WP-134	6234+19	NB-WP-77	6143+23
NB-WP-23	6047+66	NB-WP-183	6188+00	NB-WP-12	6042+87	SB-WP-40	6066+50	NB-WP-21	6046+16	SB-WP-56	6097+98	NB-WP-98	6176+41	SB-WP-148	6256+88	SB-WP-19	6141+96
SB-WP-28	6053+41	NB-WP-16	6200+00	SB-WP-25	6049+98			SB-WP-34	6060+95	NB-WP-62	6099+08	SB-WP-109	6204+04	NB-WP-158	6258+09		
SB-WP-51	6088+00			SB-WP-38	6064+06			NB-WP-37	6062+24	SB-WP-70	6124+36	NB-WP-118	6205+29	NB-WP-179	6035+04		
NB-WP-52	6088+00							SB-WP-43	6074+82	NB-WP-73	6126+04	SB-WP-126	6215+90	NB-WP-181	6036+43		
SB-WP-184	6184+50							NB-WP-45	6076+15	SB-WP-82	6151+07	NB-WP-128	6217+21	SB-WP-17	6248+89		



NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION	NAME	STATION
NB-WP-163	6263+00	NB-WP-168	61+06	NB-WP-141	6250+55	SB-WP-170	37+08	NB-WP-39	6066+08	NB-WP-79	6144+03	NB-WP-55	6090+62	NB-WP-104	6197+40	NB-WP-140	6249+05
				NB-WP-142	6250+55			SB-WP-49	6084+10	SB-WP-93	6159+12	SB-WP-65	6106+86	SB-WP-124	6212+64	SB-WP-165	6265+00

SIGN DETAIL
1:50



SIGN NUMBER	NB-WP-(2)-106
WIDTH x HGHT.	5'-0" x 1'-6"
BORDER WIDTH	0.75"
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White / White

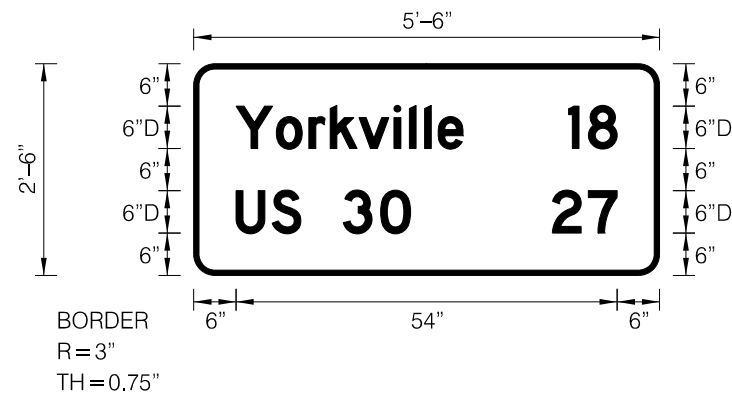
Panel Style: guide_con_destination.ssi
 Dimensions are in inches, tenths

Letter locations are panel edge to lower left corner

SYMBOL	ROT	X	Y	WID	HT
ARUP	90	51.9	6	6	9

LETTER POSITIONS (X)																		LENGTH	SERIES / SIZE	
M	i	n	o	o	k	a														D 2000
11.1	17.1	19.3	23.7	28.1	32.7	37													29.3	64.4

SIGN DETAIL
1:50



Panel Style: guide_con_distance.ssi
M.U.T.C.D.: 2009 Edition

Panel Style: guide_con_distance.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

SIGN NUMBER	NB-WP(2)-03
WIDTH x HGHT.	5'-6" x 2'-6"
BORDER WIDTH	0.75"
CORNER RADIUS	3"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White / White

SYMBOL	ROT	X	Y	WID	HT

LETTER POSITIONS (X)											LENGTH	SERIES / SIZE	
Y	o	r	k	v	i	l	l	e	1	8			D 2000
6	11.7	16.3	19.3	23.4	28.4	30.5	32.7	34.6	53.1	55.9		54	64,4
U	S		3	0	2	7							D 2000
6	11.1	15.2	21.2	26.5	50.8	55.9						54	6

TRAFFIC SIGNAL GENERAL NOTES:

1. THE CONTRACTOR SHALL CONTACT THE CITY OF MORRIS A MINIMUM OF 72 HOURS PRIOR TO BEGINNING WORK.
2. 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.
3. 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.
4. 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.
5. ALL TRAFFIC SIGNAL HEADS SHALL BE 12-INCH POLYCARBONATE.
6. 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.
7. 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 IN THE COST OF CONDUIT PAY ITEM.
8. 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 IN THE TRAFFIC SIGNAL CONTROLLER PAY ITEM.
9. ALL CONDUIT IN TRENCH SHALL BE PVC. ALL CONDUIT PUSHED MAY BE PVC OR GALVANIZED STEEL. CONDUIT ATTACHED TO STRUCTURES SHALL BE GALVANIZED STEEL.
10. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT A GREATER THAN 2' MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
11. THE ELECTRICAL CONDUCTORS FOR ALL TRAFFIC SIGNAL HEADS SHALL BE SOLID, SOFT COPPER.
12. 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.
13. ALL HARDWARE SHALL BE TIGHTENED AND WELL SECURED, CABLES SHALL BE NEATLY WOUND IN HANDHOLES. CABLES SHALL BE NEATLY TRAINED IN THE CONTROLLER CABINET.
14. ALL TRAFFIC SIGNAL WIRING SHALL EXTEND FROM CONTROLLER TO SIGNAL. SPLICES IN JUNCTION BOXES WILL NOT BE ALLOWED.
15. 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.
16. THE PROPOSED TRAFFIC SIGNAL CONTROLLER CABINET SHALL BE FURNISHED WITH A MANUAL CONTROL SWITCH AND MANUAL CONTROL CHORD WITHIN THE POLICE DOOR COMPARTMENT. THIS WORK SHALL BE INCLUDED IN THE CONTROLLER CABINET PAY ITEM.
17. THE CONTRACTOR SHALL PROVIDE A SELF-ADHERED PHASE DIAGRAM ON THE INSIDE OF THE CONTROLLER CABINET DOOR.
18. 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.
19. THE CONTRACTOR SHALL CONTACT THE CITY OF MORRIS, IDOT AND UTILITY COMPANY FOR THE TELEPHONE CONNECTION TO THE MASTER CONTROLLER.
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 806 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 FIBER OPTIC CABLE SHALL BE LABELED WITH DIRECTION AND ASSIGNMENT NUMBER.

25. THE SURGE PROTECTOR IN THE CONTROLLER CABINET SHALL HAVE AN INDICATOR LIGHT.
26. THE MAST ARM FOUNDATIONS SHALL BE LOCATED A MINIMUM 6' FROM THE FACE OF THE CURB OR A MINIMUM OF 18' FROM THE EDGE OF PAVEMENT TO THE FACE OF THE FOUNDATION WHERE THERE IS NO CURB, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. IN CURB AREA, GET MORE THAN 6' IF POSSIBLE IF THE SIGNAL HEAD STILL LINES UP IN THE CENTER OF LANE.
27. ONE WEEK PRIOR TO SIGNAL TURN-ON FOR BOTH DIRECTIONS, THE CHANGEABLE MESSAGE SIGNS SHOULD READ "NEW SIGNAL AHEAD / TURN ON DATE" FOR THREE WEEKS. AFTER THE SIGNALS ARE TURNED ON THE MESSAGE SIGN SHOULD READ "NEW SIGNAL AHEAD / BE PREPARED TO STOP", FOR FOUR WEEKS.
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. BACKPLATES SHALL BE POLYCARBONATE, LOUVERED FORMED BACKPLATES.
30. ALL VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL HAVE POLYCARBONATE BLACK HOUSING AND BLACK BACKPLATES.

TEMPORARY TRAFFIC SIGNAL GENERAL NOTES:

1. ALL SIGNAL HEADS ON AN INDIVIDUAL SPAN WIRE SHALL BE MOUNTED SO THAT THE "RED" INDICATIONS ARE LEVEL WITH EACH OTHER.
2. THE CONTRACTOR SHALL PROVIDE 3 FEET OF SLACK CABLE IN THE CONTROLLER AND ON THE WOOD POLES. THE SLACK IS IN ADDITION TO THE VERTICAL LENGTH OF CABLE DEFINED IN THE STANDARD SPECIFICATIONS AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR ELECTRICAL CABLE OF THE TYPE SPECIFIED.
3. TEMPORARY WOOD POLES SHALL BE LOCATED A MINIMUM OF 6' FROM THE FACE OF CURB OR A MINIMUM OF 18' FROM THE EDGE OF PAVEMENT WHERE THERE IS NO CURB, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. ALL TEMPORARY WOOD POLES SHALL BE INSTALLED SO THAT A MINIMUM OF 30' OF POLE IS ABOVE THE EXISTING PAVEMENT ELEVATION ADJACENT TO THE POLE. A SUFFICIENT LENGTH OF POLE SHALL BE BURIED AND BACK GUYED TO ALLOW THE INSTALLATION TO WITHSTAND A 70 MPH SUSTAINED WIND LOADING.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING THE WOOD POLE LOCATIONS BEFORE ORDERING TO DETERMINE IF LONGER POLES ARE REQUIRED.
6. TEMPORARY SIGNAL HEADS SHALL BE RELOCATED AS NECESSARY TO LINE UP WITH STAGE TRAFFIC LANES. THIS WORK WILL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.

FILE NAME =	USER NAME = bdecreene	DESIGNED - AS	 LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			IL. RTE. 47 TRAFFIC SIGNAL GENERAL NOTES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
V:\3195\66883 (South Section)\CADD Sheets\0366883-sht-ts-00.dgn	DRAWN - AS	CHECKED - ST							326	(110)R, BR & BR-1	GRUNDY	644	278
SHT.PLAN	PLOT SCALE = 40.0000' / in.	DATE - 7/15/2013							SCALE: N/A		SHEET NO. 1 OF 20 SHEETS	STA.	TO STA.
CONTRACT NO. 66B83													

TRAFFIC SIGNAL LEGEND

- CONTROLLER AND CABINET
- DOUBLE HANDHOLE
- HANDHOLE
- SERVICE INSTALLATION
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE, SODIUM VAPOR, 400 WATT
- CONDUIT: "T" TRENCH, "P" PUSHED
- DETECTOR LOOP
- LIGHT DETECTOR
- CONFIRMATION BEACON
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON

SCHEDULE OF POLE/MAST ARM ASSEMBLIES

LOCATION	LENGTH	TYPE
A	68.0'	S. COMB. MAA. & POLE
B	52.0'	S. COMB. MAA. & POLE
C	74.0'	S. COMB. MAA. & POLE
D	54.0'	S. COMB. MAA. & POLE
E	16.0'	SIGNAL POST
F	10.0'	SIGNAL POST
G	16.0'	SIGNAL POST
H	16.0'	SIGNAL POST

SCHEDULE OF SIGNAL HEAD QUANTITIES

LOCATION	ITEM	UNIT	QUANTITY
2, 3, 6, 10, 11	SH, 1F, 3S, MAM	EACH	5
5, 13, 14	SH, 1F, 4S, MAM	EACH	3
1, 9, 12	SH, 1F, 5S, MAM	EACH	3
8, 17	SH, 1F, 3S, BM	EACH	2
4	SH, 1F, 4S, BM	EACH	1
7, 15, 16	SH, 1F, 5S, BM	EACH	3

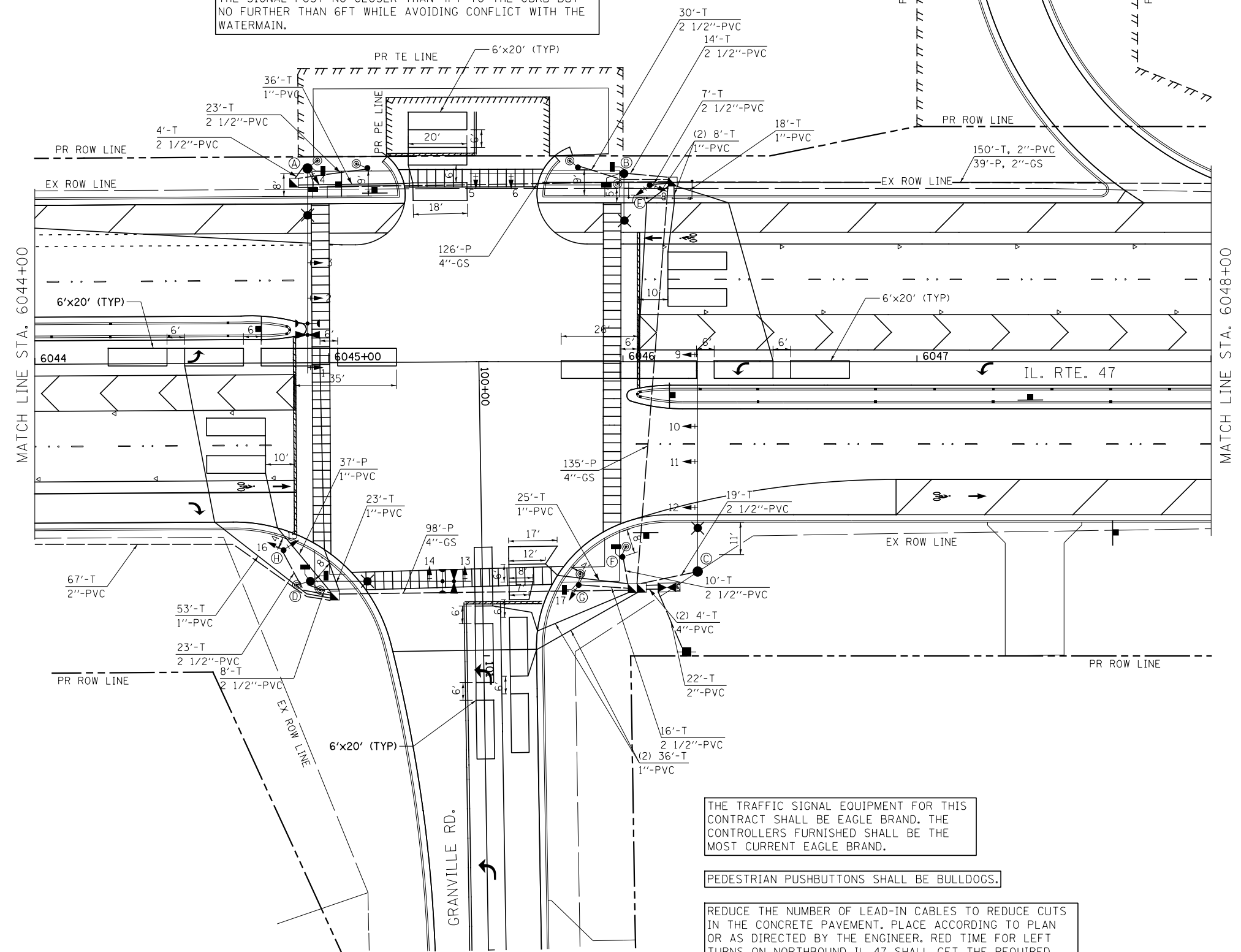
MAST ARM AND POST LOCATIONS		
LETTER	STATION	OFFSET
A	6044+93	66.1' LT
B	6046+00	64.0' LT
C	6046+25	71.3' RT
D	6044+93	74.3' RT
E	6046+09	60.0' LT
F	6046+00	66.4' RT
G	6045+85	75.9' RT
H	6044+85	63.7' RT

NOTE: LOCATIONS OF TRAFFIC SIGNAL POSTS AND MAST ARM ASSEMBLIES MAY BE CHANGED IN THE FIELD AS NECESSARY TO AVOID UTILITIES. THE NEW LOCATIONS SHALL BE COORDINATED WITH THE ENGINEER AND APPROVED BY THE DISTRICT TRAFFIC SIGNAL SECTION TO ENSURE THE NEW LOCATIONS MEET OPERATIONAL OFFSET/CLEAR ZONE REQUIREMENTS AND MAINTAIN PROPER POSITION OF SIGNAL HEADS IN RELATION TO THE TRAVELED LANES.

NOTIFY THE TRAFFIC SIGNAL SECTION AT (815) 434-8506 72 HOURS IN ADVANCE TO REDESIGN THE DETECTOR LOOPS, IF POSSIBLE, TO AVOID CONSTRUCTION JOINTS.

FOR THE LOCATION OF MAST ARM "B" IN THE NORTHWEST QUADRANT SPLIT THE DIFFERENCE BETWEEN THE SANITARY SEWER AND THE WATERMAIN. IF POSSIBLE, MAINTAIN A 6FT DISTANCE FROM THE FACE OF THE FOUNDATION TO THE CURB.

FOR THE LOCATION OF SIGNAL POST "H" IN THE NORTHWEST QUADRANT THERE IS A WATERMAIN IN THE AREA SO PLACE THE SIGNAL POST NO CLOSER THAN 4FT TO THE CURB BUT NO FURTHER THAN 6FT WHILE AVOIDING CONFLICT WITH THE WATERMAIN.

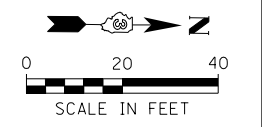


THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS FURNISHED SHALL BE THE MOST CURRENT EAGLE BRAND.

PEDESTRIAN PUSHBUTTONS SHALL BE BULLDOGS.

REDUCE THE NUMBER OF LEAD-IN CABLES TO REDUCE CUTS IN THE CONCRETE PAVEMENT. PLACE ACCORDING TO PLAN OR AS DIRECTED BY THE ENGINEER. RED TIME FOR LEFT TURNS ON NORTHBOUND IL 47 SHALL GET THE REQUIRED MUTCD RED TIME + ONE SECOND TO ACCOMMODATE U-TURNS.

THE EMERGENCY VEHICLE PRE-EMPTION EQUIPMENT SHALL BE COMPLETELY COMPATIBLE WITH ALL COMPONENTS OF THE EQUIPMENT CURRENTLY USED BY THE CITY OF MORRIS. THE CITY CURRENTLY USES TOMAR EQUIPMENT.



FILE NAME =	USER NAME = bdecreane	DESIGNED - AS
V:\3195\66883 (South Section)\CADD Sheets\0366883-sht-ts-11.dgn		DRAWN - AS
	PLOT SCALE = 40.0000' / in.	CHECKED - ST
SHT_PLAN	PLOT DATE = 8/6/2013	DATE - 7/15/2013

















STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

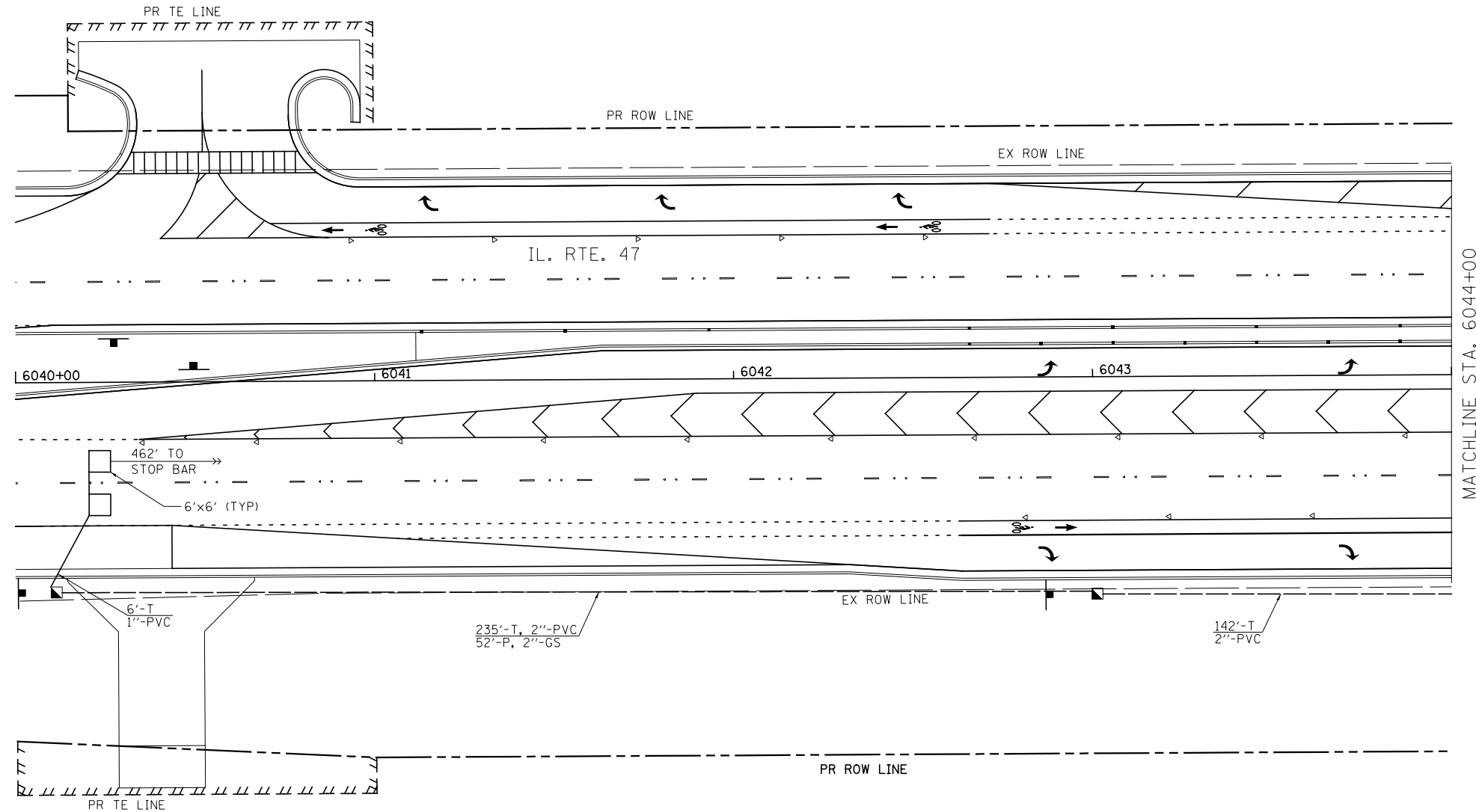
IL. RTE. 47 AT GRANVILLE RD.
PROPOSED TRAFFIC SIGNAL MODERNIZATION

SCALE: 1"=20' SHEET NO. 2 OF 20 SHEETS STA. 6044+00 TO STA. 6048+00

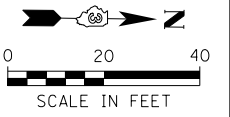
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	279
CONTRACT NO. 66B83				
ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL LEGEND

-  CONTROLLER AND CABINET
-  DOUBLE HANDHOLE
-  HANDHOLE
-  SERVICE INSTALLATION
-  SIGNAL HEAD WITH BACKPLATE
-  SIGNAL POST
-  MAST ARM ASSEMBLY AND POLE, STEEL
-  COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE, SODIUM VAPOR, 400 WATT
-  CONDUIT: "T" TRENCH, "P" PUSHED
-  DETECTOR LOOP
-  LIGHT DETECTOR
-  CONFIRMATION BEACON
-  PEDESTRIAN SIGNAL HEAD
-  PEDESTRIAN PUSH BUTTON

















THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS FURNISHED SHALL BE THE MOST CURRENT EAGLE BRAND.

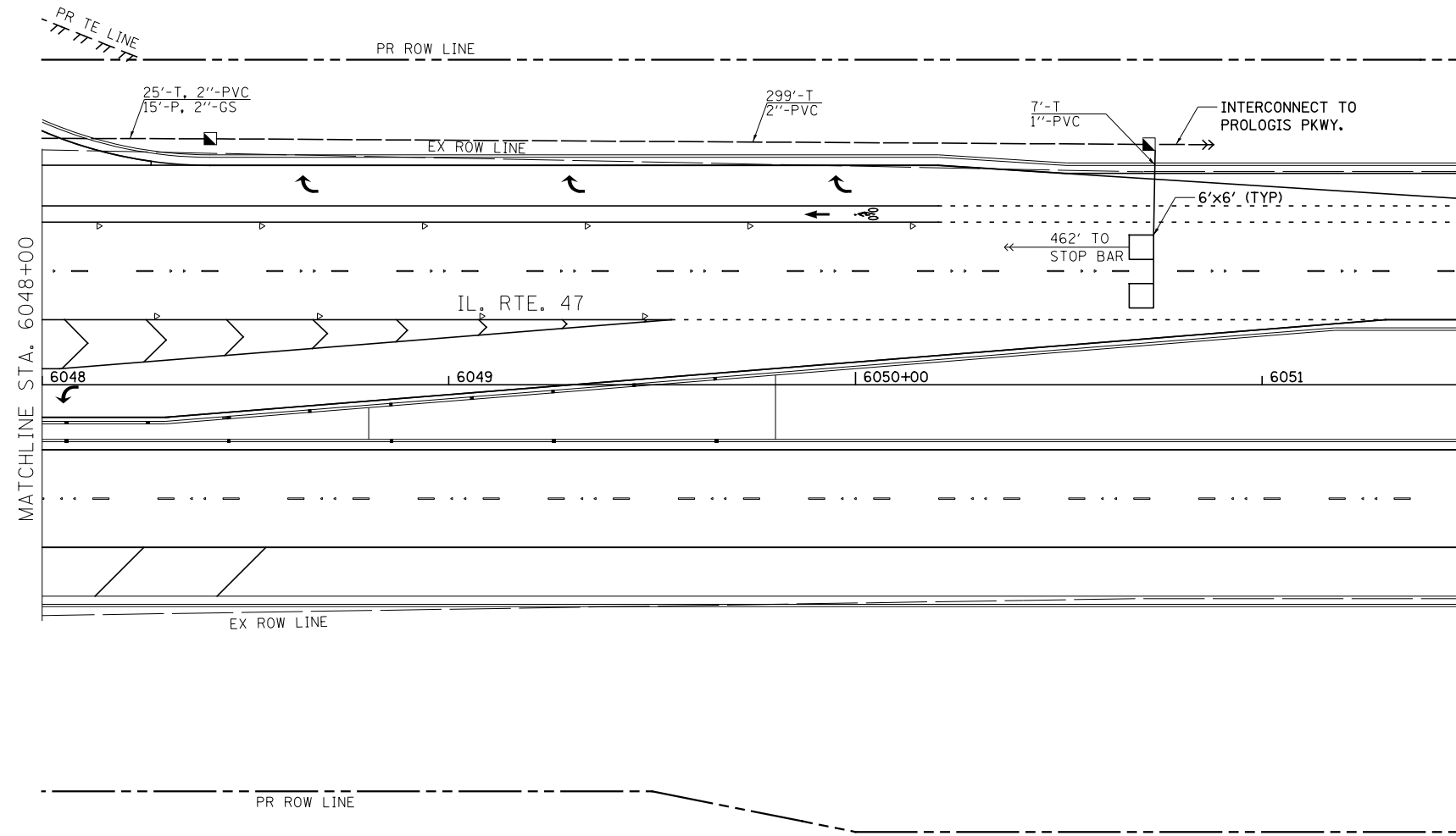


FILE NAME =	USER NAME = bdecreene	DESIGNED - AS		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 47 AT GRANVILLE RD. PROPOSED TRAFFIC SIGNAL MODERNIZATION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
V:\3195\66883 (South Section)\CADD Sheets\0366883-sht-ts-12.dgn	DRAWN - AS	CHECKED - ST			326	(110)R, BR & BR-1	GRUNDY	644	280			
SHT_PLAN	PLOT SCALE = 40.0000' / in.	DATE - 7/15/2013			CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT				

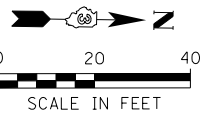
SCALE: 1"=20' SHEET NO. 3 OF 20 SHEETS STA. 6040+00 TO STA. 6044+00

TRAFFIC SIGNAL LEGEND

-  CONTROLLER AND CABINET
-  DOUBLE HANDHOLE
-  HANDHOLE
-  SERVICE INSTALLATION
-  SIGNAL HEAD WITH BACKPLATE
-  SIGNAL POST
-  MAST ARM ASSEMBLY AND POLE, STEEL
-  COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE, SODIUM VAPOR, 400 WATT
-  CONDUIT: "T" TRENCH, "P" PUSHED
-  DETECTOR LOOP
-  LIGHT DETECTOR
-  CONFIRMATION BEACON
-  PEDESTRIAN SIGNAL HEAD
-  PEDESTRIAN PUSH BUTTON



THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS FURNISHED SHALL BE THE MOST CURRENT EAGLE BRAND.



FILE NAME =	USER NAME = bdecreene	DESIGNED - AS
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	PLOT SCALE = 40.0000' / in.	CHECKED - ST
SHT_PLAN	PLOT DATE = 8/6/2013	DATE - 7/15/2013

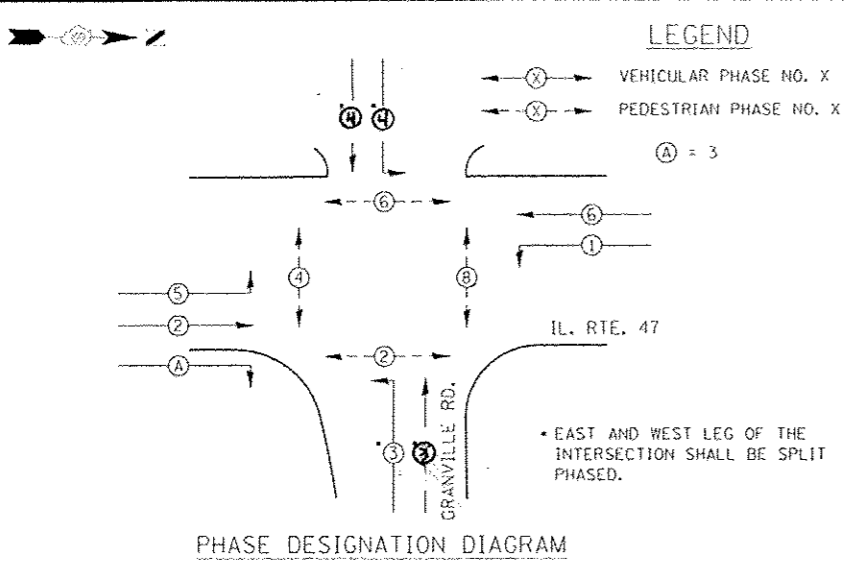
E LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL. RTE. 47 AT GRANVILLE RD.
PROPOSED TRAFFIC SIGNAL MODERNIZATION

SCALE: 1"=20' SHEET NO. 4 OF 20 SHEETS STA. 6048+00 TO STA. 6051+50

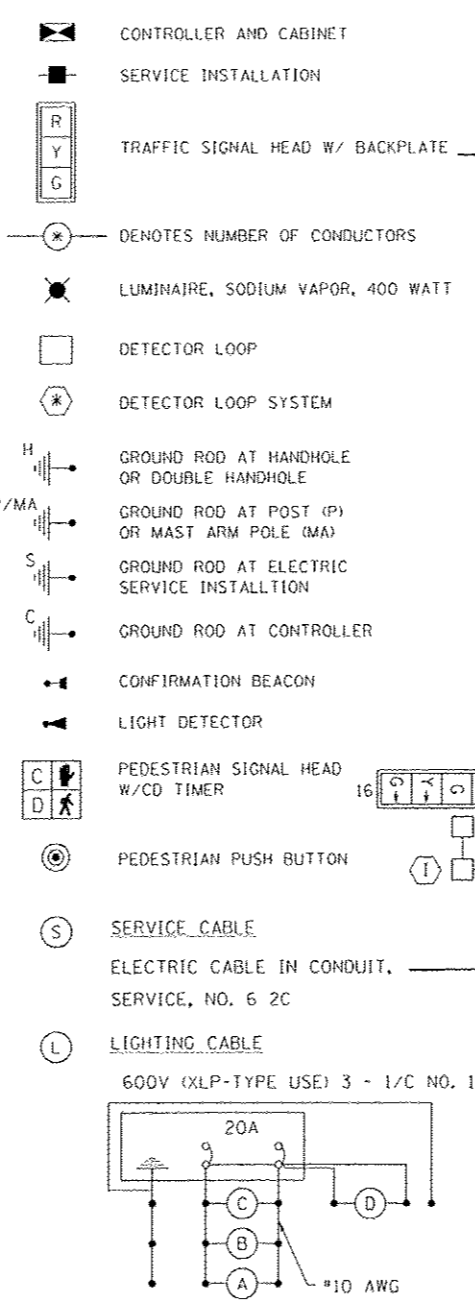
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	281
CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT	



SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QUANTITY
SIGN PANEL - TYPE 1	SO FT	27
SIGN PANEL - TYPE 2	SO FT	23
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	106
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	359
UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	293
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	1471
UNDERGROUND CONDUIT, PVC, 2 1/2" DIA.	FOOT	154
UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	8
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	7
DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	1
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	2667
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	4
UNINTERRUPTABLE POWER SUPPLY, EXTENDED	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1363
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1870
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1354
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1688
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14, 1-PAIR	FOOT	4010
ELECTRIC CABLE IN CONDUIT, SERVICE NO. 6 2C	FOOT	27
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	593
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3
PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE I	EACH	3
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 52 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 54 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 68 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 74 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	18
CONCRETE FOUNDATION, TYPE C	FOOT	3
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	30
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	50
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	5
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	3
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	3
PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED W/CD TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	17
INDUCTIVE LOOP DETECTOR	EACH	12
DETECTOR LOOP, TYPE I	FOOT	1554
LIGHT DETECTOR	EACH	4
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	569
LOOP DETECTOR TESTING	EACH	1

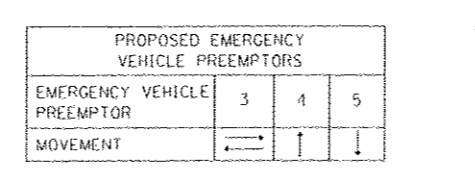
PROPOSED CABLE DIAGRAM LEGEND



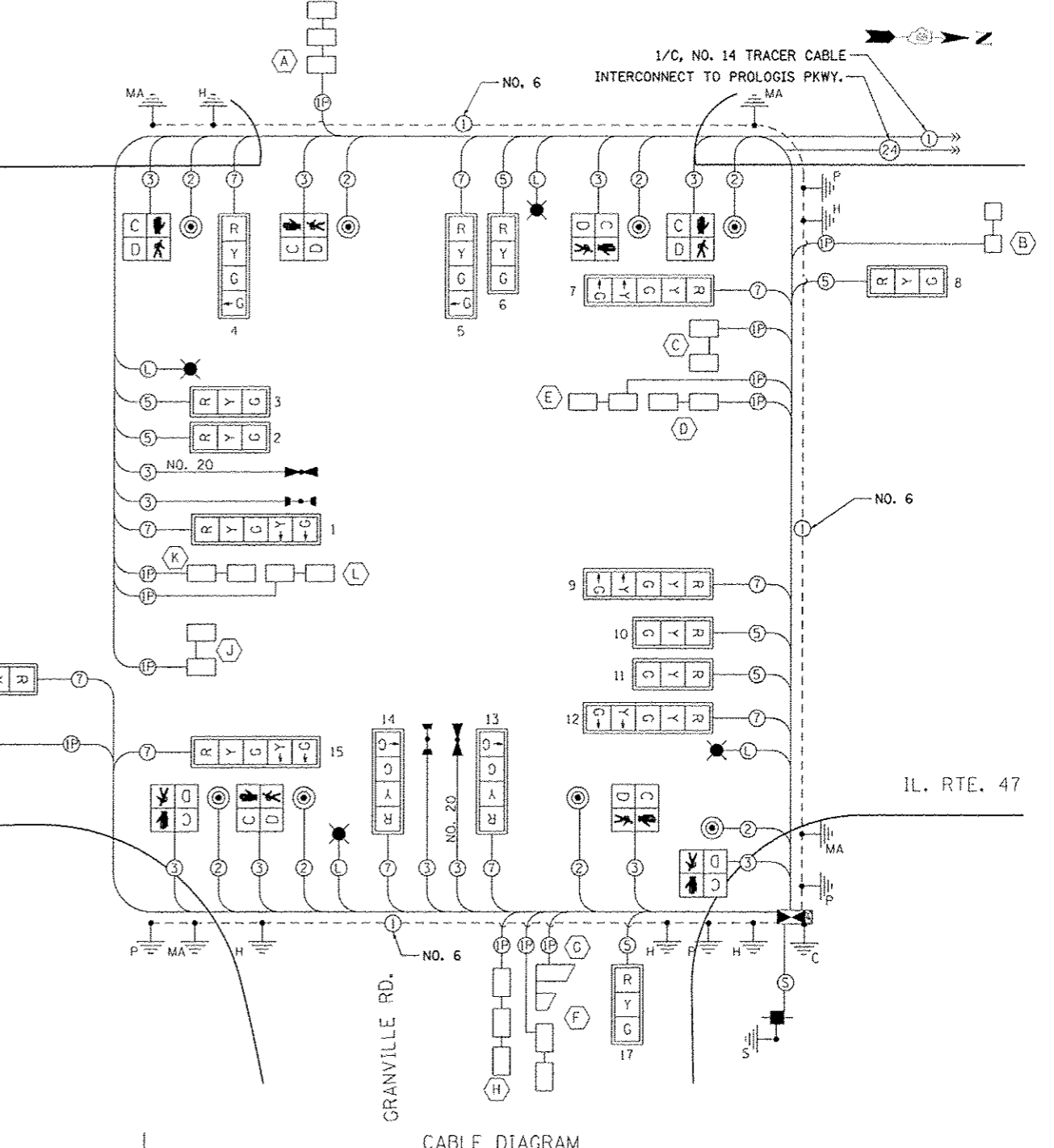
LIGHTING CIRCUIT DIAGRAM

AGENCY RESPONSIBLE FOR ENERGY CHARGES:
CITY OF MORRIS

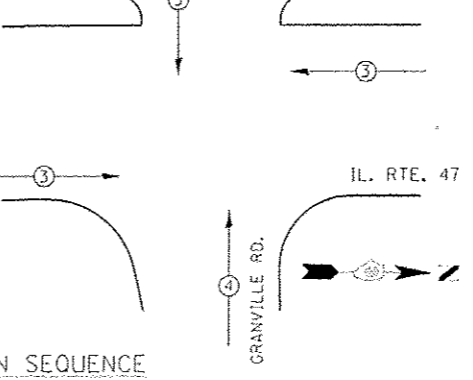
CONTRACTOR PAYS ALL ENERGY CHARGES
UNTIL PROJECT IS ACCEPTED.



EMERGENCY VEHICLE PREEMPTION SEQUENCE



CABLE DIAGRAM

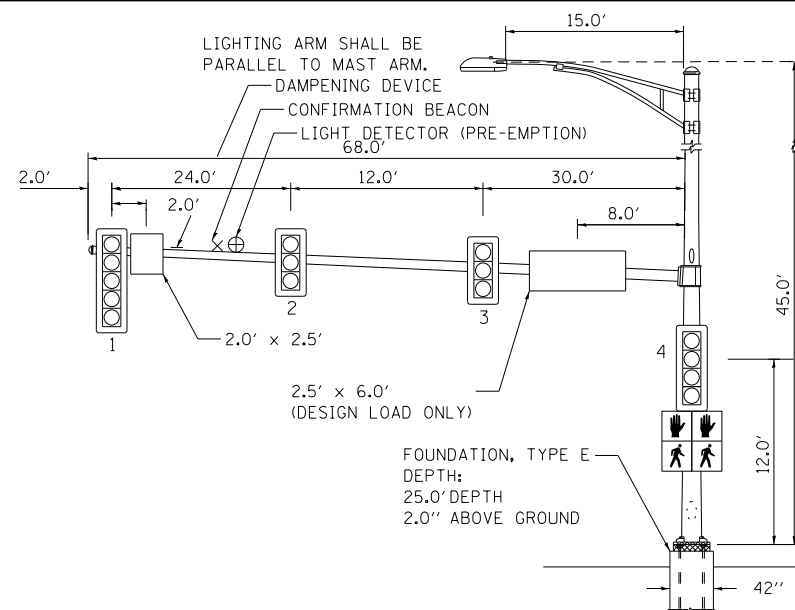


THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS CURRENTLY USED BY THE CITY OF MORRIS SHALL BE THE MOST CURRENT EAGLE BRAND.

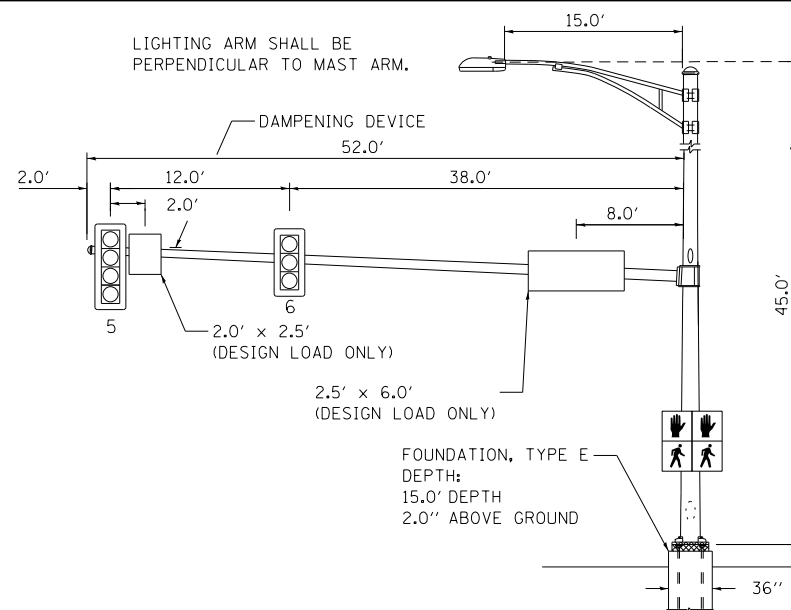
PEDESTRIAN PUSHBUTTONS SHALL BE BULLDOGS.

THE EMERGENCY VEHICLE PRE-EMPTION EQUIPMENT SHALL BE COMPLETELY COMPATIBLE WITH ALL COMPONENTS OF THE EQUIPMENT CURRENTLY USED BY THE CITY OF MORRIS. THE CITY CURRENTLY USES TOMAR EQUIPMENT.

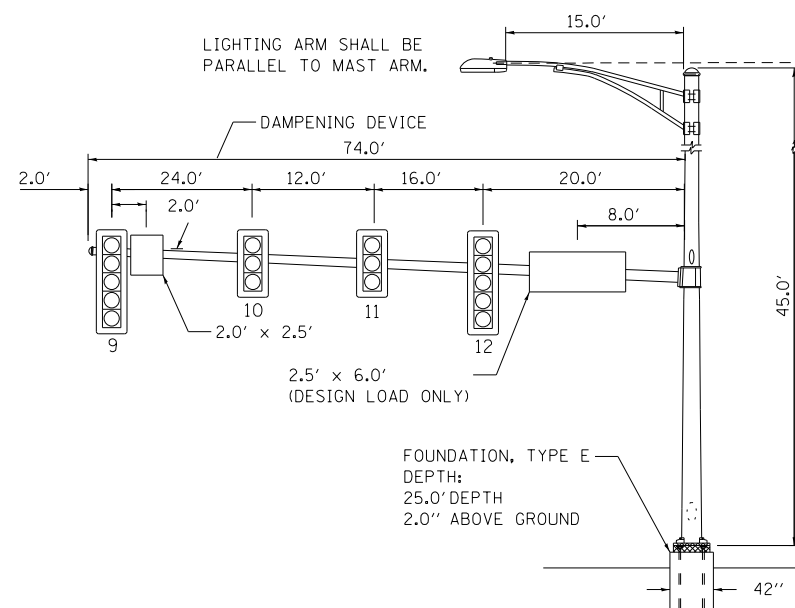
NOTIFY THE TRAFFIC SIGNAL SECTION AT (815) 434-8506 72 HOURS IN ADVANCE TO REDESIGN THE DETECTOR LOOPS, IF POSSIBLE, TO AVOID CONSTRUCTION JOINTS.



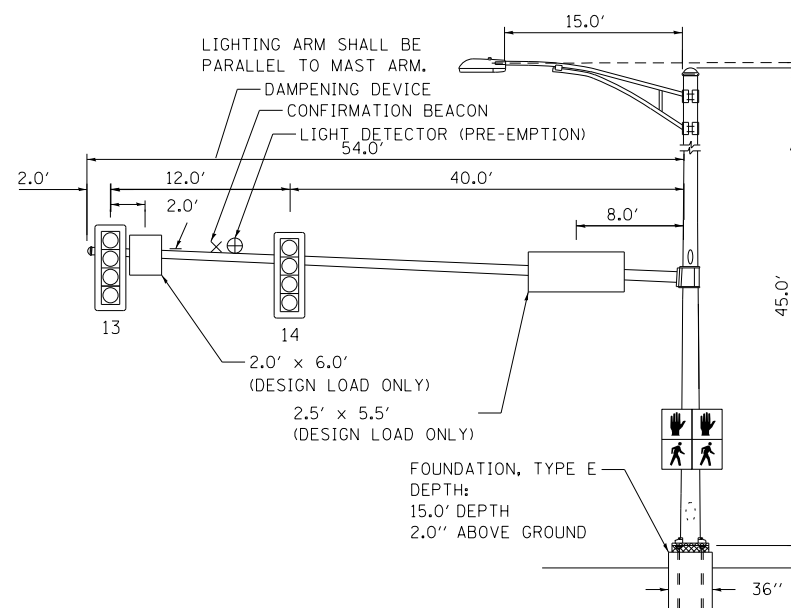
MAST ARM SOUTHWEST QUADRANT (A)



MAST ARM NORTHWEST QUADRANT (B)



MAST ARM NORTHEAST QUADRANT (C)



MAST ARM SOUTHEAST QUADRANT (D)

ELECTRICAL LOAD CHART

IL RTE. 47

INDICATION	NUMBER	WATTAGE EACH	BURN TIME (%)
RED	11	10	60
YELLOW	11	17	5
GREEN	11	11	35
YELLOW ARROW	6	6	5
GREEN ARROW	6	5	10
Hand icon	2	5	5
Hand icon	2	5	95

GRANVILLE RD.

RED	6	10	60
YELLOW	6	17	5
GREEN	6	11	35
GREEN ARROW	4	6	10
Hand icon	2	5	5
Hand icon	2	5	95

TRAFFIC SIGNAL CABINET

ITEM	NUMBER	WATTAGE EACH	BURN TIME (%)
CONTROLLER	1	6	100
INDUCTIVE LOOP DETECTOR UNINTERRUPTABLE	12	1.5	100
POWER SUPPLY	1	50	100
LIGHT DETECTOR AMPLIFIER	1	1.5	100

HIGHWAY LIGHTING

ITEM	NUMBER	WATTAGE EACH	BURN TIME (%)
CONTROLLER	1	6	100
LUMINAIRE	4	400	45

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NOTIFY THE TRAFFIC SIGNAL SECTION AT (815) 434-8506 72 HOURS IN ADVANCE TO REDESIGN THE DETECTOR LOOPS, IF POSSIBLE, TO AVOID CONSTRUCTION JOINTS.

NOTES:

- WORD "GRADE" IS TO BE INTERPRETED AS TOP OF CURB. TOP OF FOUNDATION SHALL NOT BE EXPOSED MORE THAN 4 in ABOVE THE SURROUNDING GROUND.
- ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
- FOUNDATION SHOULD BE 2 in ABOVE GROUND OR 1.0 in ABOVE CENTERLINE OF ROADWAY, WHICHEVER IS HIGHER.

DETECTOR LOOP INDUCTANCE CHART

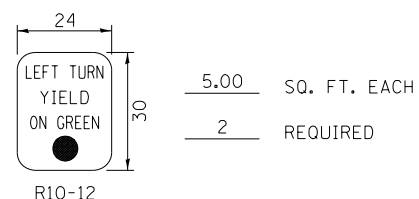
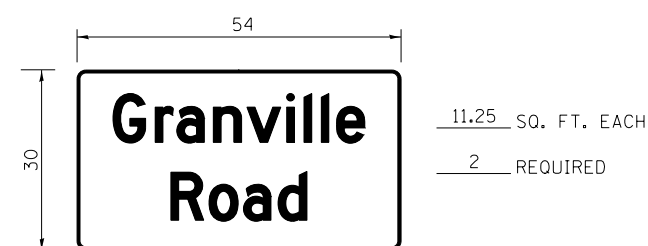
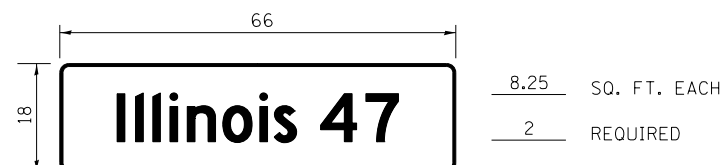
DETECTOR LOOP SYSTEM	TURNS PER LOOP	INDUCTANCE READING (MICROHENRIES)	FREQUENCY (HERTZ)	J PIN STATUS
A	4	819	21,312	ON
B	6	639	24,128	ON
C	4	555	25,890	OFF
D	4	567	25,614	ON
E	4	563	25,705	ON
F	4	529	26,518	ON
G	4	526	26,594	ON
H	4	791	21,686	ON
I	6	639	24,128	ON
J	4	553	25,936	OFF
K	4	565	25,659	ON
L	4	560	25,774	ON

STREET SIGN DETAIL

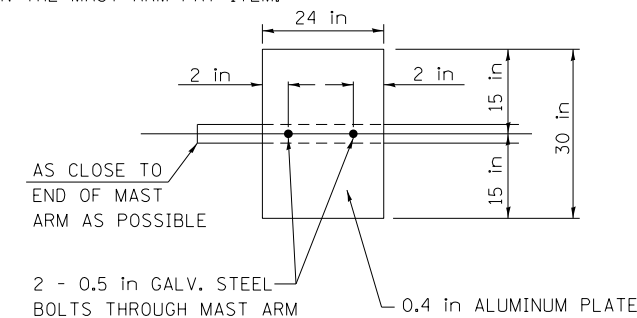
THESE STREET NAME SIGNS SHALL BE PLACED ON THE MAST ARMS PARALLEL TO THE RESPECTIVE ROUTE AS DIRECTED BY THE ENGINEER.

STREET NAME SIGNS:

- TYPE ZZ SHEETING REQUIRED
- WHITE/GREEN BACKGROUND
- 3/4 in BORDER
- 8 in SERIES D LETTERS
- ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN



NOTE: DAMPENING DEVICE SHALL CONSIST OF A 24in X 30in TYPE 1, UNPAINTED ALUMINUM SIGN STOCK MOUNTED HORIZONTALLY ON TOP OF MAST ARM WITH THE 30in LENGTH PERPENDICULAR TO THE ARM. COST OF THE DAMPENING DEVICE IS INCLUDED IN THE MAST ARM PAY ITEM.



DAMPENING PLATE DETAIL (TOP VIEW) INCLUDED IN COST OF MAST ARM

PEDESTRIAN CROSSING SIGN DETAIL

COUNT-DOWN PEDESTRIAN SIGN R10-3e TO BE USED.

8 REQUIRED.

DIMENSIONS: 9in x 15in (TYP.)
LEGEND AND BORDER: NON-REFLECTORIZED BLACK
BACKGROUND: RETROREFLECTIVE WHITE
NUMBERS AND SYMBOLS: RETROREFLECTIVE ORANGE

ONE SIGN SHALL BE PROVIDED FOR EACH PUSH-BUTTON. ORIENTATION OF DIRECTIONAL ARROWS TO BE DETERMINED BY PUSH-BUTTON LOCATION.

ALL MOUNTING HARDWARE SHALL BE STAINLESS STEEL CONSTRUCTION. ALL MOUNTING BOLTS SHALL BE HEX HEAD.

MATERIALS AND INSTALLATION OF THIS SIGN SHALL BE INCLUDED IN THE COST OF PEDESTRIAN PUSH-BUTTON.

FILE NAME = V:\3195\66883 (South Section)\CADD Sheets\0366883-sht-ts-15.dgn	USER NAME = bdecreane	DESIGNED - AS
		DRAWN - AS
	PLOT SCALE = 48.0000' / in.	CHECKED - ST
SHT.PLAN	PLOT DATE = 8/6/2013	DATE - 7/15/2013



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

IL RTE. 47 AT GRANVILLE RD.	
MAST ARM LOADING DIAGRAM, ELECTRICAL LOAD CHART, & SIGN DETAILS	
SCALE: N/A	SHEET NO. 6 OF 20 SHEETS
STA. N/A	TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	283
CONTRACT NO. 66B83				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 2/15/12

ROUTE IL 47 (FAP 326) DESCRIPTION Traffic Signals at IL 47 & Granville Road, 0.8 Miles North of I-80 LOGGED BY Larry Myers
 SECTION (109, 110)R,R-1, 110BR & BR-1 LOCATION SW 1/4, SEC. 22, TWP. 34N, RNG. 7E
 COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Station	BORING NO. Station	Offset	Ground Surface Elev. ft	D B U M				Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.:	First Encounter ft	Upon Completion ft	After Hrs.	D B U M														
				DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOISTURE (%)							DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOISTURE (%)											
Structure 8 (Prop.) 6046+30, 82' RT	1	40.00ft Rt.	551.88	Augered black silty clay loam fill with gravel pieces.				Hard gray silty clay loam / silty loam till with silt layers.	25	25	541.9	543.9			25	12.1*	11.5											
				4														31										
				5	3.5	19.4	29											11.5**	10.3									
				6	P		47																					
				-5			-25																					
				4			26																					
				5	4.0	15.0	31											11.5**	11.2									
				5	P		51																					
				544.38	Medium brown fine sand. Free water at 10 ft.													End of Boring										
				5			7																					
				7		17.1	10																					
				-10			-30																					
				7			12												22.4									
				12			12																					
				539.88	Hard gray silt with fine sand layers and minor clay seams.																							
7			7																									
14	>4.5	18.4	14																									
18	P		18																									
537.38	Hard gray silty clay loam / silty loam till with silt layers.																											
-15			-35																									
21			21																									
39	12.1*	11.4	39																									
64	S		64																									
31			31																									
47	12.1*	10.0	47																									
58			58																									
-20			-40																									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)



SOIL BORING LOG










Date 2/15/12

ROUTE IL 47 (FAP 326) DESCRIPTION Traffic Signals at IL 47 & Granville Road, 0.8 Miles North of I-80 LOGGED BY Larry Myers
 SECTION (109, 110)R,R-1, 110BR & BR-1 LOCATION SW 1/4, SEC. 22, TWP. 34N, RNG. 7E
 COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic






STRUCT. NO. Station	BORING NO. Station	Offset	Ground Surface Elev. ft	D B U M				Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.:	First Encounter ft	Upon Completion ft	After Hrs.	D B U M														
				DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOISTURE (%)							DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOISTURE (%)											
Structure 8 (Prop.) 6046+30, 82' RT	2	39.00ft Rt.	551.80	Augered black silty clay loam fill.				Hard gray silty loam till with silt layers.	25	26	Dry	Dry			25	12.1*	8.7											
				3														38	S									
				4	3.0	22.4	22																					
				5	P		29											12.1*	11.1									
				546.80	Very stiff black, brown, and gray silty clay and silty clay loam fill.													* Max Rimac at 0%. (continued)										
				-5			-25																					
				3			25																					
				4	3.5	16.9	29											12.1*	9.1									
				3	P		44											S										
				542.30	Very stiff to hard brown silty clay loam / silty loam till.													End of Boring										
				3			25																					
				5	4.5	15.0	7																					
				7	S		12																					
				542.30	Hard gray silty loam till with silt layers.																							
				-10			-30																					
7			7																									
12	6.1	13.4	12																									
18	S		15																									
15			31	10.9	10.8																							
31	S		54	S																								
-15			-35																									
21			21																									
25	11.1	9.3	25																									
31	S		31	S																								
25			25																									
25	12.1*	9.0	25																									
40	S		40	S																								
-20			-40																									

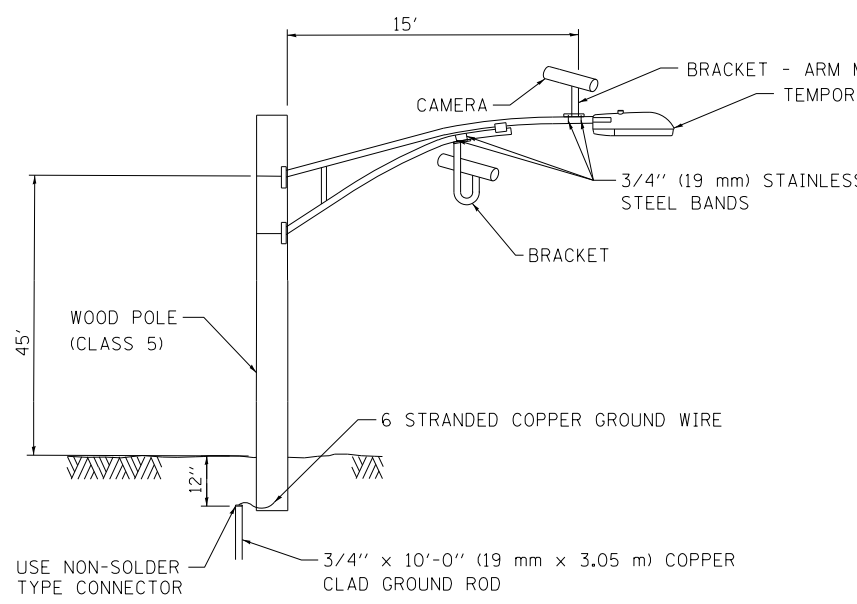
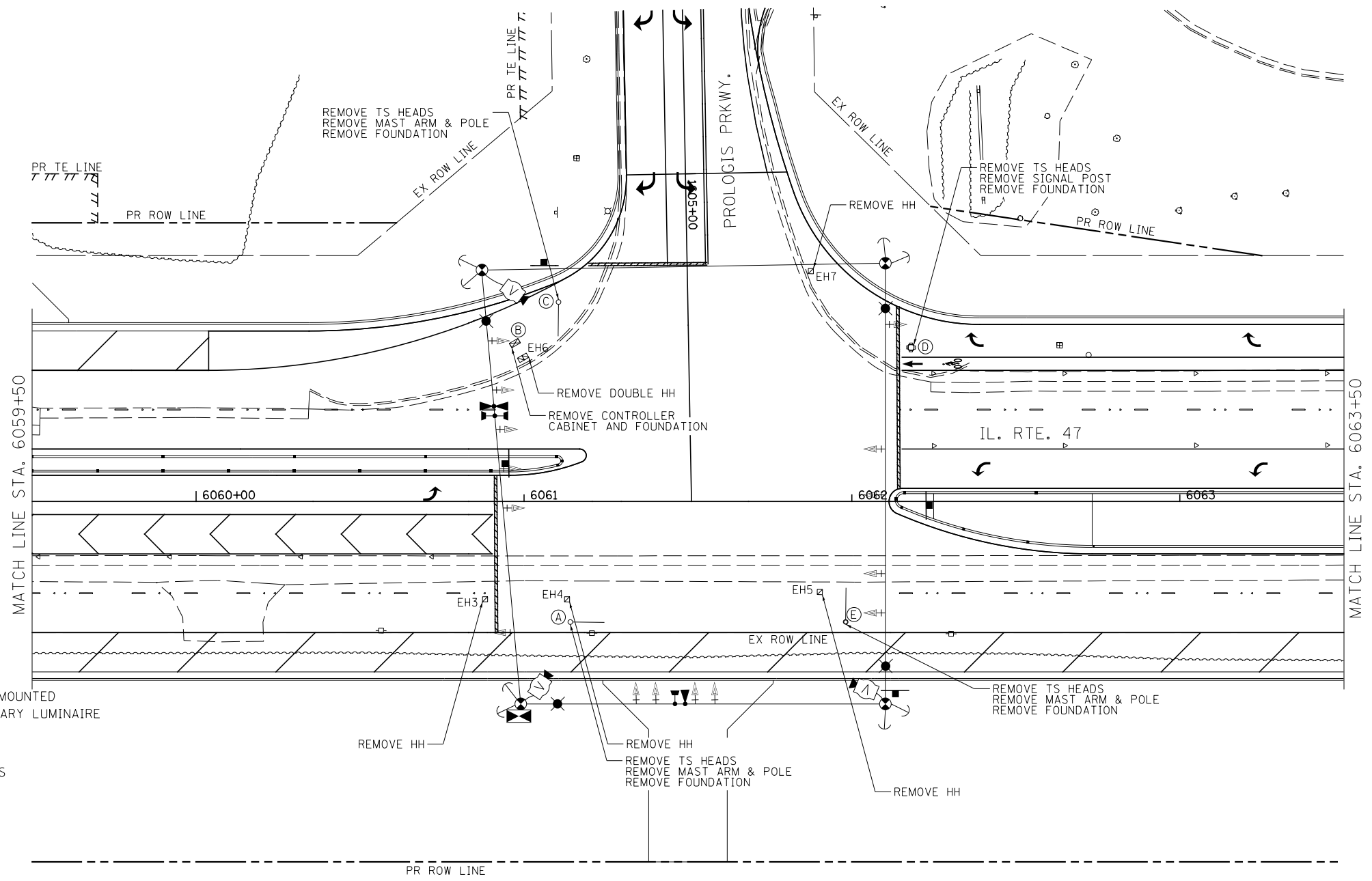
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

TEMPORARY TRAFFIC SIGNAL LEGEND

-  TEMPORARY CONTROLLER AND CABINET
-  TEMPORARY TRAFFIC SIGNAL HEAD WITH BACKPLATE
-  VIDEO DETECTION SYSTEM
-  TEMPORARY WOOD POLE (CLASS 5) 46 FT MINIMUM
-  TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
-  GUY WIRE
-  TEMPORARY LUMINAIRE, SODIUM VAPOR, 400 WATT
-  LIGHT DETECTOR
-  CONFIRMATION BEACON

EXISTING SIGNAL LEGEND

-  HANDHOLE
-  DOUBLE HANDHOLE
-  MAST ARM ASSEMBLY AND POLE
-  CONTROLLER CABINET
-  SIGNAL POST

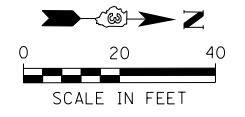


VIDEO DETECTION SYSTEM INSTALLATION DETAILS

NOTE: CAMERA CAN BE ROTATED INSIDE THE ENCLOSURE AFTER INSTALLATION TO ALIGN HORIZON AT HORIZONTAL PLANE.










THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS FURNISHED SHALL BE THE MOST CURRENT EAGLE BRAND.

WHERE POSSIBLE, TEMPORARY SPAN WIRES SHALL BE PLACED IN FRONT OF PERMANENT TRAFFIC SIGNALS. ALL WOOD POLE LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT.








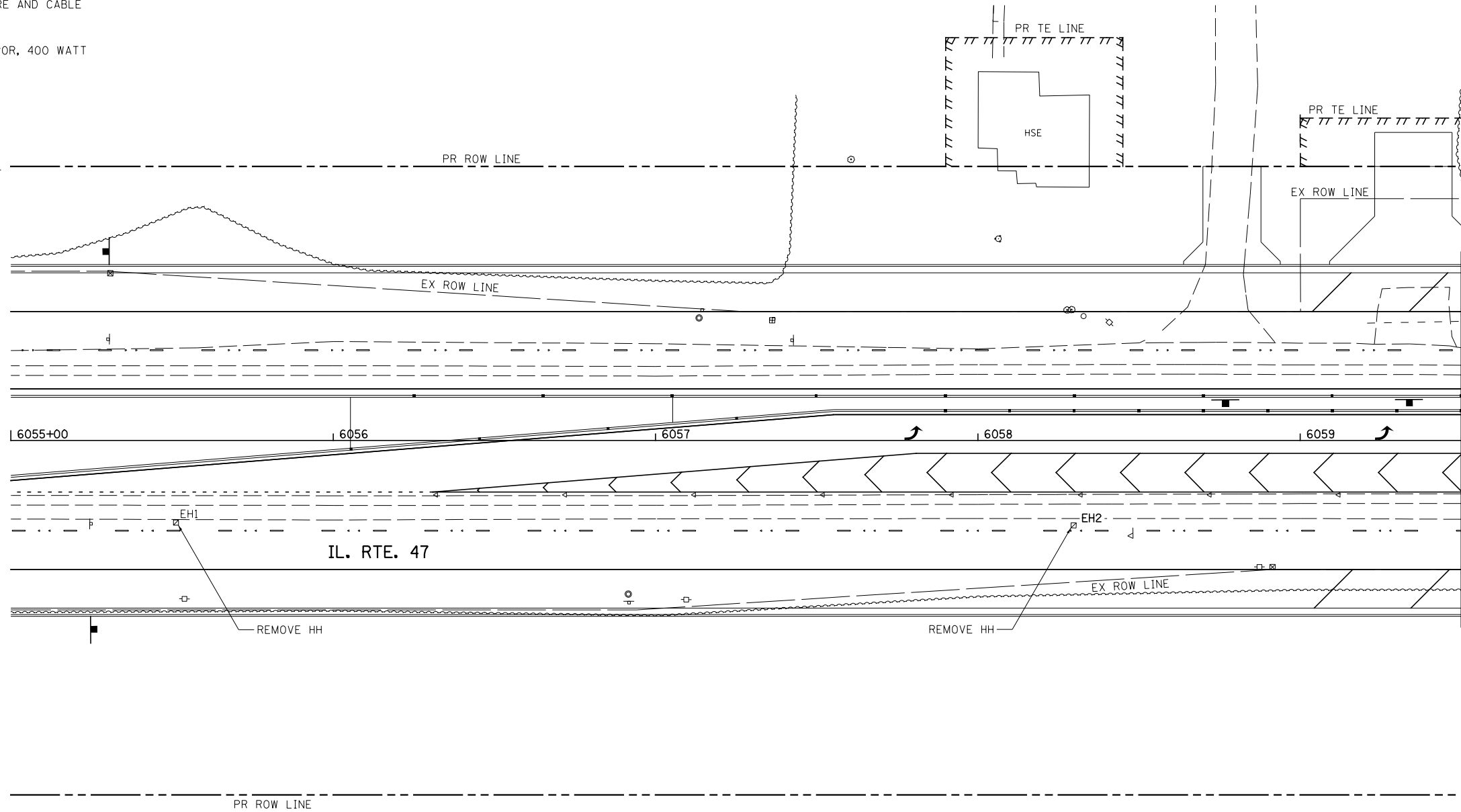
FILE NAME = V:\3195\66883 (South Section)\CA00 Sheets\0366883-sht-ts-01.dgn	USER NAME = bdecreane	DESIGNED - AS	 LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 47 AT PROLOGIS PRKWAY. TEMPORARY TRAFFIC SIGNAL PLANS	F.A.P. RTE. 326	SECTION (110)R, BR & BR-1	COUNTY GRUNDY	TOTAL SHEETS 644	SHEET NO. 286		
SHT.PLAN	PLOT SCALE = 40.0000' / in.	CHECKED - ST				SCALE: 1"=20'	SHEET NO. 9 OF 20 SHEETS	STA. 6059+50 TO STA. 6063+50	CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT
	PLOT DATE = 8/6/2013	DATE = 7/15/2013										

TEMPORARY TRAFFIC SIGNAL LEGEND

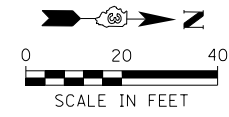
-  TEMPORARY CONTROLLER AND CABINET
-  TEMPORARY TRAFFIC SIGNAL HEAD WITH BACKPLATE
-  VIDEO DETECTION SYSTEM
-  TEMPORARY WOOD POLE (CLASS 5) 46 FT MINIMUM
-  TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
-  GUY WIRE
-  TEMPORARY LUMINAIRE, SODIUM VAPOR, 400 WATT
-  LIGHT DETECTOR
-  CONFIRMATION BEACON


EXISTING SIGNAL LEGEND

-  HANDHOLE
-  DOUBLE HANDHOLE
-  MAST ARM ASSEMBLY AND POLE
-  CONTROLLER CABINET
-  SIGNAL POST

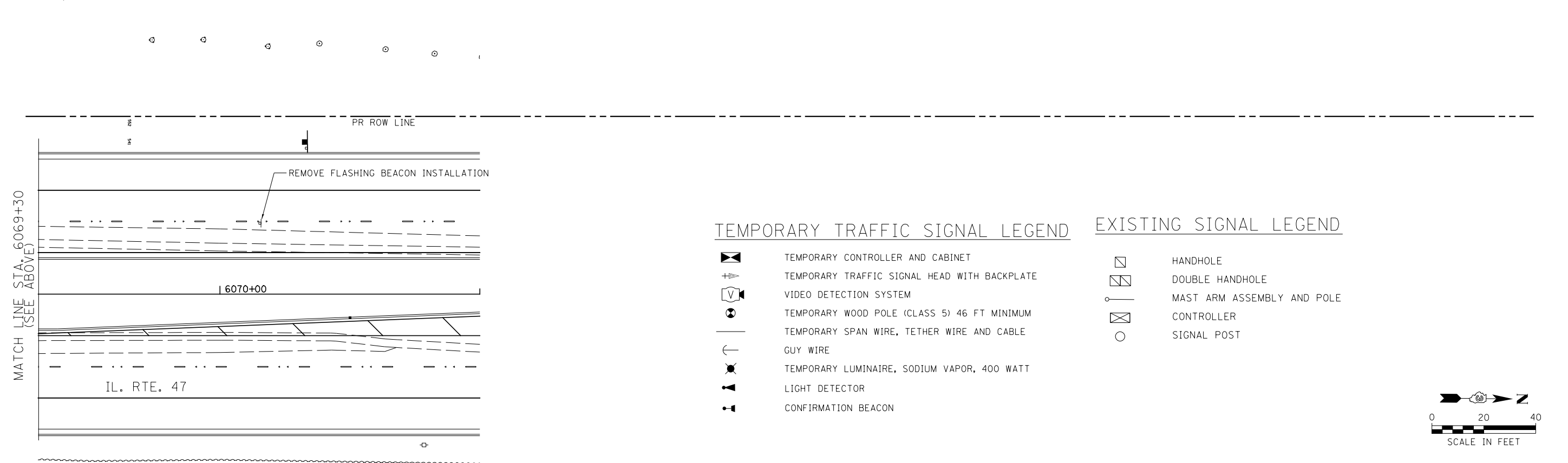
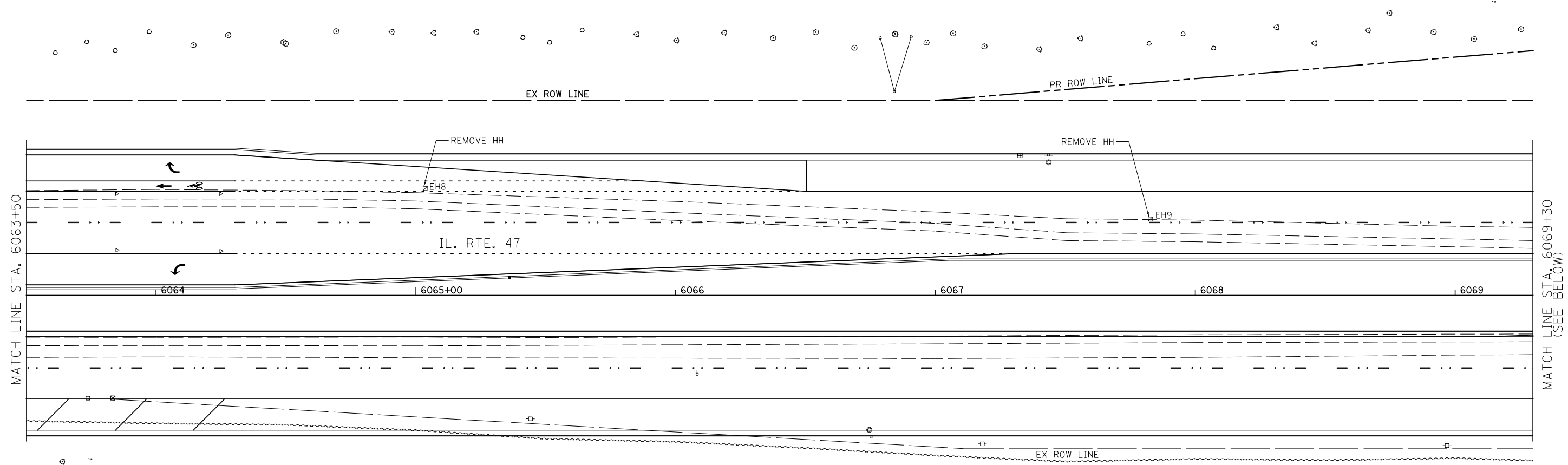


THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS FURNISHED SHALL BE THE MOST CURRENT EAGLE BRAND.



FILE NAME = V:\3195\66883 (South Section)\CA00 Sheets\0366883-sht-ts-02.dgn	USER NAME = bdecreene	DESIGNED - AS	 LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 47 AT PROLOGIS PRKWY. TEMPORARY TRAFFIC SIGNAL PLANS	F.A.P. RTE. 326	SECTION (110)R, BR & BR-1	COUNTY GRUNDY	TOTAL SHEETS 644	SHEET NO. 287		
SHT.PLAN	PLOT SCALE = 40.0000' / in.	CHECKED - ST				SCALE: 1"=20'	SHEET NO. 10 OF 20 SHEETS	STA. 6055+00 TO STA. 6059+50	CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT
	PLOT DATE = 8/6/2013	DATE - 7/15/2013										

THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS FURNISHED SHALL BE THE MOST CURRENT EAGLE BRAND.

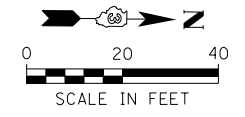


TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY CONTROLLER AND CABINET
- TEMPORARY TRAFFIC SIGNAL HEAD WITH BACKPLATE
- VIDEO DETECTION SYSTEM
- TEMPORARY WOOD POLE (CLASS 5) 46 FT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- GUY WIRE
- TEMPORARY LUMINAIRE, SODIUM VAPOR, 400 WATT
- LIGHT DETECTOR
- CONFIRMATION BEACON

EXISTING SIGNAL LEGEND

- HANDHOLE
- DOUBLE HANDHOLE
- MAST ARM ASSEMBLY AND POLE
- CONTROLLER
- SIGNAL POST



FILE NAME = V:\3195\66883 (South Section)\CADD Sheets\0366883-sht-ts-03.dgn	USER NAME = bdecreane	DESIGNED - AS
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	PLOT DATE = 8/6/2013	CHECKED - ST
		DATE - 7/15/2013

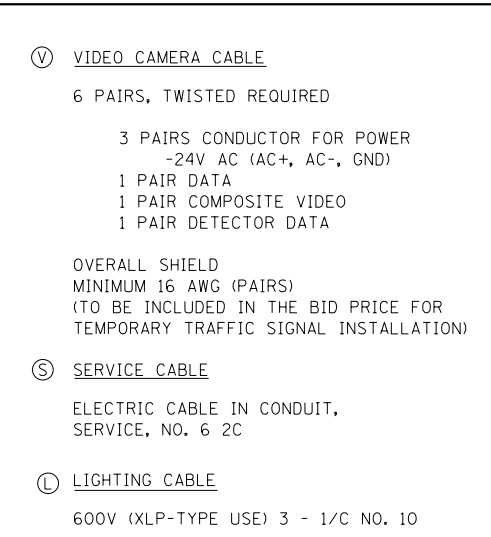
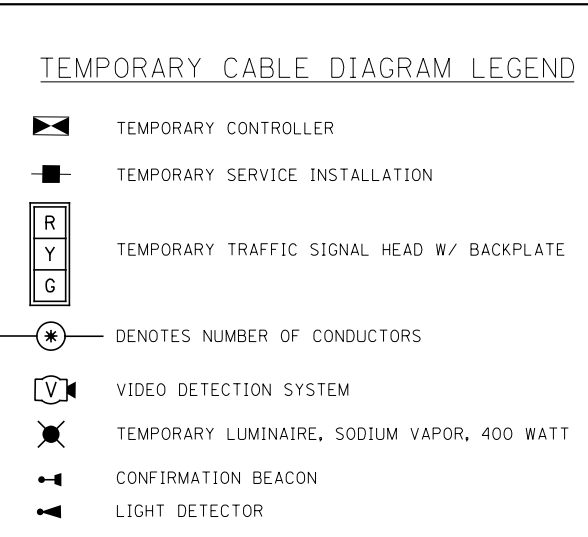
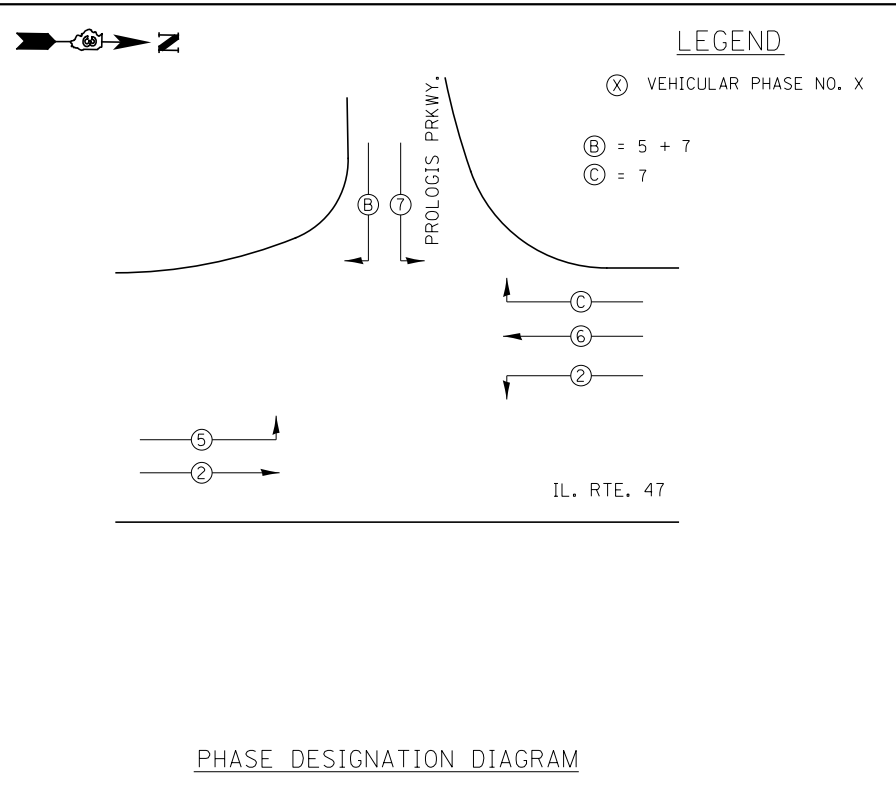
LE LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL. RTE. 47 AT PROLOGIS PRKWY.
TEMPORARY TRAFFIC SIGNAL PLANS

SCALE: 1"=20' SHEET NO. 11 OF 20 SHEETS STA. 6063+50 TO STA. 6071+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	288
CONTRACT NO. 66B83				
ILLINOIS FED. AID PROJECT				



REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT 1 EACH

THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND REMAIN THE PROPERTY OF THE CONTRACTOR, IF IT IS NOT BEING USED FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION.

- 3 EACH MAST ARM ASSEMBLY AND POLE
- 1 EACH SIGNAL POST
- 11 EACH SIGNAL HEAD

ALL REMAINING REMOVAL ITEMS EXCEPT AS SPECIFIED BELOW SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE CITY OF MORRIS.

THE FOLLOWING ITEMS SHALL BE REMOVED AND DELIEVERED BY THE CONTRACTOR TO THE IDOT DISTRICT 3.

- 1 EACH CONTROLLER
- 1 EACH CONFLICT MONITOR
- ALL DETECTOR AMPLIFIERS

THE FOLLOWING ITEMS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF THE RIGHT-OF-WAY. THE SALVAGE VALUE OF THIS EQUIPMENT SHALL BE REFLECTED IN THE UNIT BID PRICE OF REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

- 1 EACH SERVICE INSTALLATION
- ALL WIRES

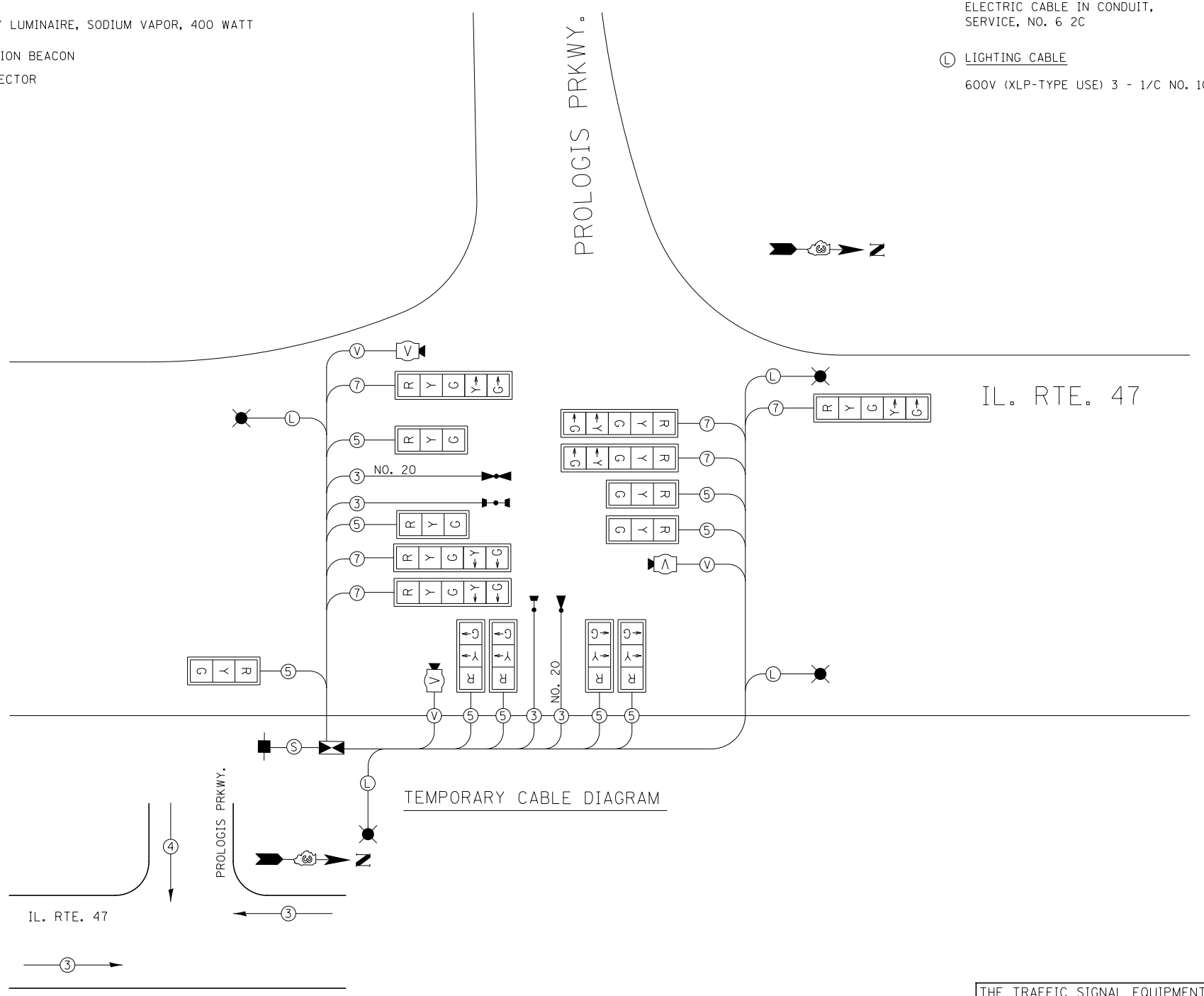
SCHEDULE OF REMOVAL ITEMS

ITEM	LOCATION	UNIT	QUANTITY
REMOVE EXISTING CONCRETE FOUNDATION	A, B, C, D, E	EACH	5
REMOVE EXISTING HANDHOLE	EH1, EH2, EH3, EH4, EH5, EH7, EH8, EH9	EACH	8
REMOVE EXISTING DOUBLE HANDHOLE	EH6	EACH	1

PROPOSED EMERGENCY VEHICLE PREEMPTORS

EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	←→	↓

EMERGENCY VEHICLE PREEMPTION SEQUENCE



THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS FURNISHED SHALL BE THE MOST CURRENT EAGLE BRAND.

TRAFFIC SIGNAL LEGEND

- CONTROLLER AND CABINET
- DOUBLE HANDHOLE
- HANDHOLE
- SERVICE INSTALLATION
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE, SODIUM VAPOR, 400 WATT
- CONDUIT: "T" TRENCH, "P" PUSHED
- DETECTOR LOOP
- LIGHT DETECTOR
- CONFIRMATION BEACON

SCHEDULE OF POLE/MAST ARM ASSEMBLIES

LOCATION	LENGTH	TYPE
A	62.0'	S. COMB. MAA. & POLE
B	16.0'	SIGNAL POST
C	16.0'	SIGNAL POST
D	68.0'	S. COMB. MAA. & POLE
E	52.0'	S. COMB. MAA. & POLE
F	16.0'	SIGNAL POST

SCHEDULE OF SIGNAL HEAD QUANTITIES

LOCATION	ITEM	UNIT	QUANTITY
1, 2, 8, 9, 11, 12, 13	SH, 1F, 3S, MAM	EACH	7
3, 7, 16	SH, 1F, 5S, MAM	EACH	3
4, 10, 14	SH, 1F, 3S, BM	EACH	3
5, 6, 15	SH, 1F, 5S, BM	EACH	3

MAST ARM AND POST LOCATIONS		
LETTER	STATION	OFFSET
A	6060+78	71.7' LT
B	6060+95	72.5' LT
C	6062+15	70.2' LT
D	6062+31	65.8' RT
E	6061+01	65.3' RT
F	6060+91	60.6' RT

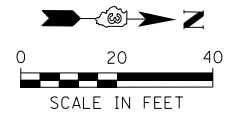
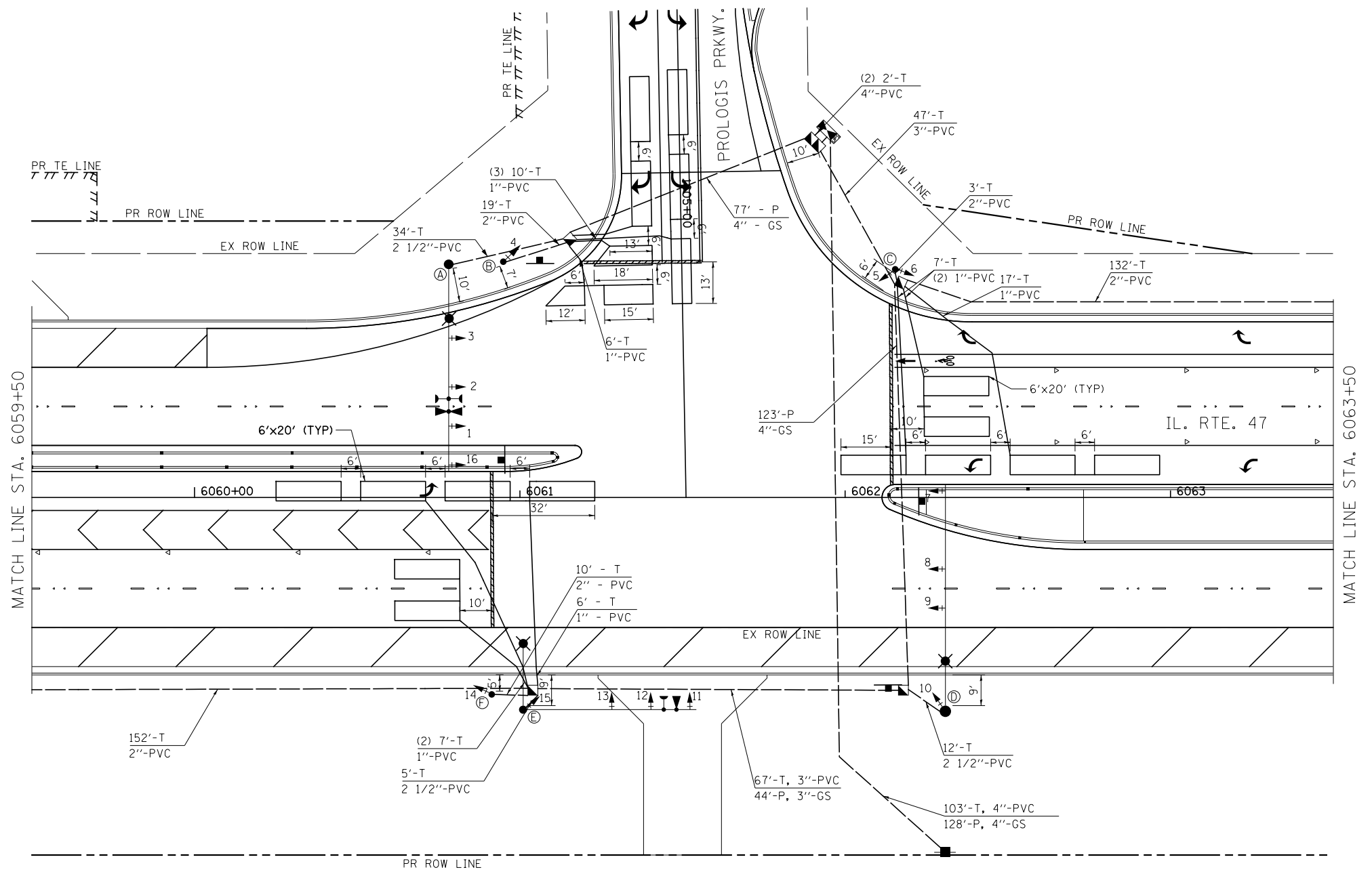
NOTE: LOCATIONS OF TRAFFIC SIGNAL POSTS AND MAST ARM ASSEMBLIES MAY BE CHANGED IN THE FIELD AS NECESSARY TO AVOID UTILITIES. THE NEW LOCATIONS SHALL BE COORDINATED WITH THE ENGINEER AND APPROVED BY THE DISTRICT TRAFFIC SIGNAL SECTION TO ENSURE THE NEW LOCATIONS MEET OPERATIONAL OFFSET/CLEAR ZONE REQUIREMENTS AND MAINTAIN PROPER POSITION OF SIGNAL HEADS IN RELATION TO THE TRAVELED LANES.

THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS FURNISHED SHALL BE THE MOST CURRENT EAGLE BRAND.













THE EMERGENCY VEHICLE PRE-EMPTION EQUIPMENT SHALL BE COMPLETELY COMPATIBLE WITH ALL COMPONENTS OF THE EQUIPMENT CURRENTLY USED BY THE CITY OF MORRIS. THE CITY CURRENTLY USES TOMAR EQUIPMENT.

REDUCE THE NUMBER OF LEAD-IN CABLES TO REDUCE CUTS IN THE CONCRETE PAVEMENT. PLACE ACCORDING TO PLAN OR AS DIRECTED BY THE ENGINEER. RED TIME FOR LEFT TURNS ON NORTHBOUND IL 47 SHALL GET THE REQUIRED MUTCD RED TIME + ONE SECOND TO ACCOMMODATE U-TURNS.

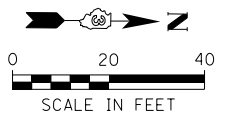
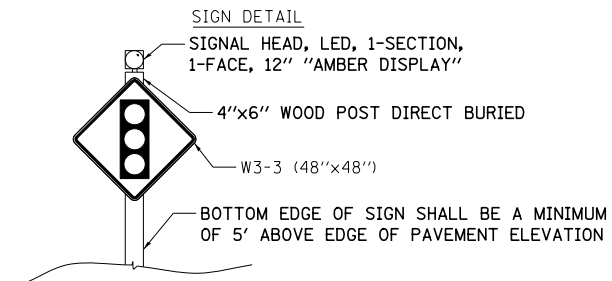
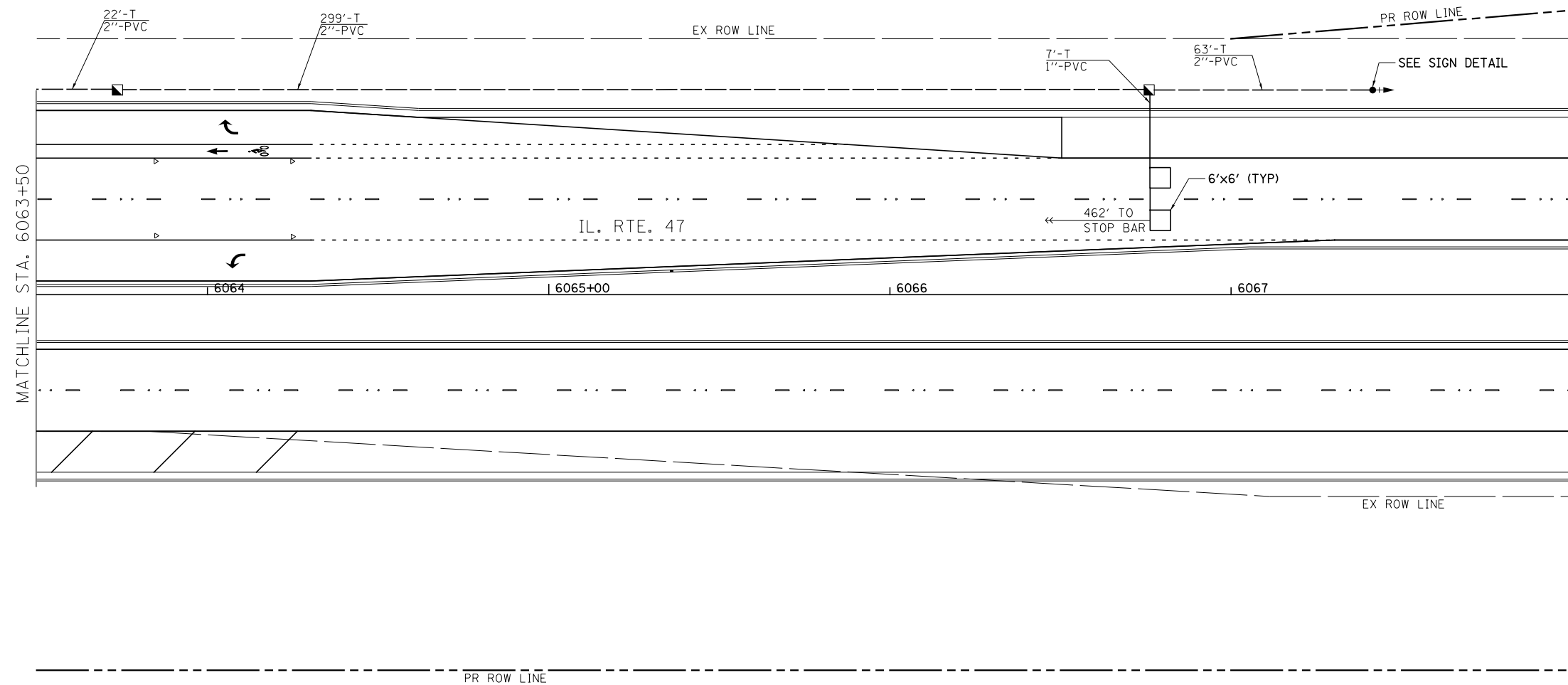
NOTIFY THE TRAFFIC SIGNAL SECTION AT (815) 434-8506 72 HOURS IN ADVANCE TO REDESIGN THE DETECTOR LOOPS, IF POSSIBLE, TO AVOID CONSTRUCTION JOINTS.



TRAFFIC SIGNAL LEGEND

-  CONTROLLER AND CABINET
-  DOUBLE HANDHOLE
-  HANDHOLE
-  SERVICE INSTALLATION
-  SIGNAL HEAD WITH BACKPLATE
-  SIGNAL POST
-  MAST ARM ASSEMBLY AND POLE, STEEL
-  COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE, SODIUM VAPOR, 400 WATT
-  CONDUIT: "T" TRENCH, "P" PUSHED
-  DETECTOR LOOP
-  LIGHT DETECTOR
-  CONFIRMATION BEACON

THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS FURNISHED SHALL BE THE MOST CURRENT EAGLE BRAND.

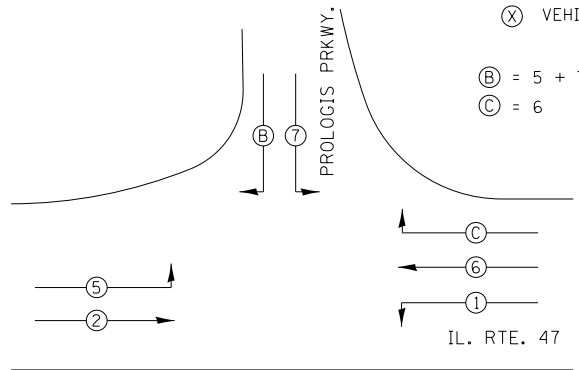


FILE NAME =	USER NAME = bdecreene	DESIGNED - AS	 LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 47 AT PROLOGIS PRKWY. PROPOSED TRAFFIC SIGNAL MODERNIZATION	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
V:\3195\66883 (South Section)\CADD Sheets\0366883-sht-ts-07.dgn	DRAWN - AS	CHECKED - ST				326	(110)R, BR & BR-1	GRUNDY	644	292	CONTRACT NO. 66B83	
SHT_PLAN	PLOT SCALE = 40.0000' / in.	DATE - 7/15/2013				ILLINOIS FED. AID PROJECT						

SCALE: 1"=20' SHEET NO. 15 OF 20 SHEETS STA. 6063+50 TO STA. 6068+00



LEGEND



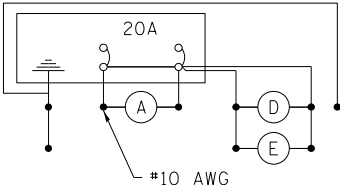
PHASE DESIGNATION DIAGRAM

SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QUANTITY
SIGN PANEL - TYPE 1	SQ FT	34
SIGN PANEL - TYPE 2	SQ FT	25
WOOD SIGN SUPPORT	FOOT	13
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	44
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	328
UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	100
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	1016
UNDERGROUND CONDUIT, PVC, 2 1/2" DIA.	FOOT	51
UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	114
UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	107
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	8
DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	1
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	EACH	2538
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	FOOT	3
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION	EACH	1
FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1
UNINTERRUPTIBLE POWER SUPPLY, EXTENDED	EACH	1
TRANSCIEVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	801
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2759
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1343
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14, 1-PAIR	FOOT	3236
ELECTRIC CABLE IN CONDUIT, SERVICE NO. 6 2C	FOOT	234
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1486
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 52 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 62 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 68 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	9
CONCRETE FOUNDATION, TYPE C	FOOT	3
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	15
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	46
FLASHING BEACON INSTALLATION	EACH	1
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	7
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	3
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	16
INDUCTIVE LOOP DETECTOR	EACH	12
DETECTOR LOOP, TYPE 1	FOOT	1193
LIGHT DETECTOR	EACH	3
LIGHT DETECTOR AMPLIFIER	EACH	1
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	8
REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	5
REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE	EACH	1
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	801
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
LOOP DETECTOR TESTING	EACH	1

PROPOSED CABLE DIAGRAM LEGEND

- CONTROLLER AND CABINET
- SERVICE INSTALLATION
- TRAFFIC SIGNAL HEAD W/ BACKPLATE
- "F" INDICATES FLASHING SECTION
- DENOTES NUMBER OF CONDUCTORS
- LUMINAIRE, SODIUM VAPOR, 400 WATT
- DETECTOR LOOP
- DETECTOR LOOP SYSTEM
- GROUND ROD AT HANDHOLE OR DOUBLE HANDHOLE
- GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
- GROUND ROD AT ELECTRIC SERVICE INSTALLATION
- GROUND ROD AT CONTROLLER
- CONFIRMATION BEACON
- LIGHT DETECTOR
- SERVICE CABLE
- ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
- LIGHTING CABLE 600V (XLP-TYPE USE) 3 - 1/C NO. 10



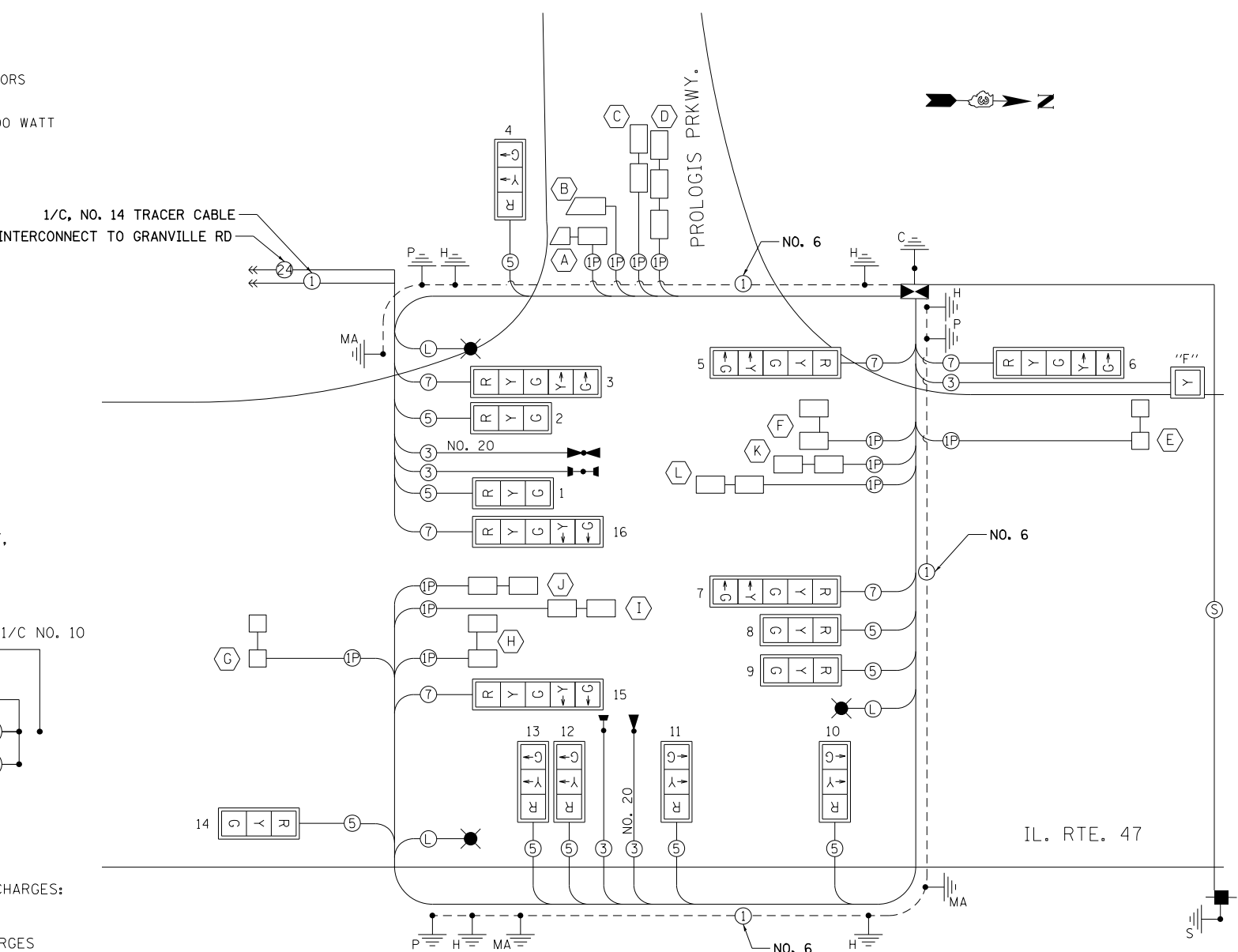
LIGHTING CIRCUIT DIAGRAM

AGENCY RESPONSIBLE FOR ENERGY CHARGES:
CITY OF MORRIS

CONTRACTOR PAYS ALL ENERGY CHARGES
UNTIL PROJECT IS ACCEPTED.

PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	←→	↓

EMERGENCY VEHICLE PREEMPTION SEQUENCE

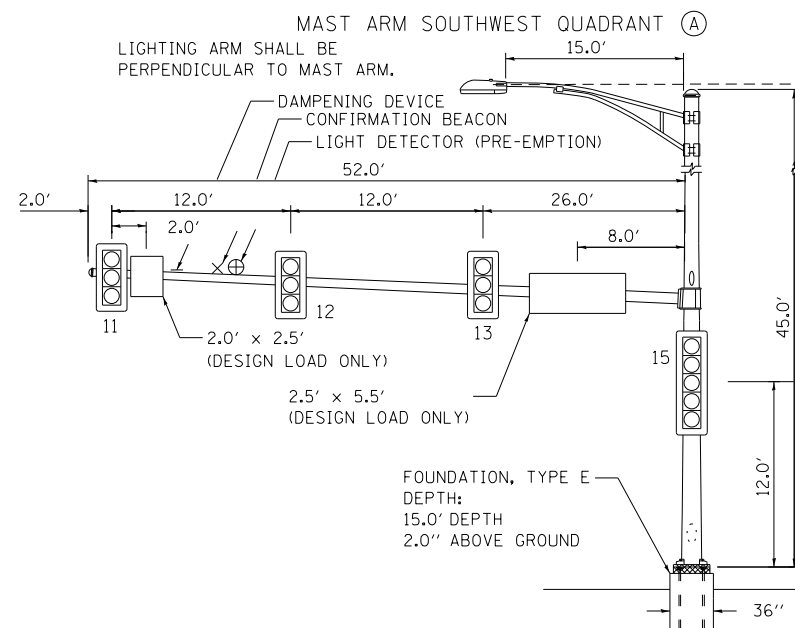
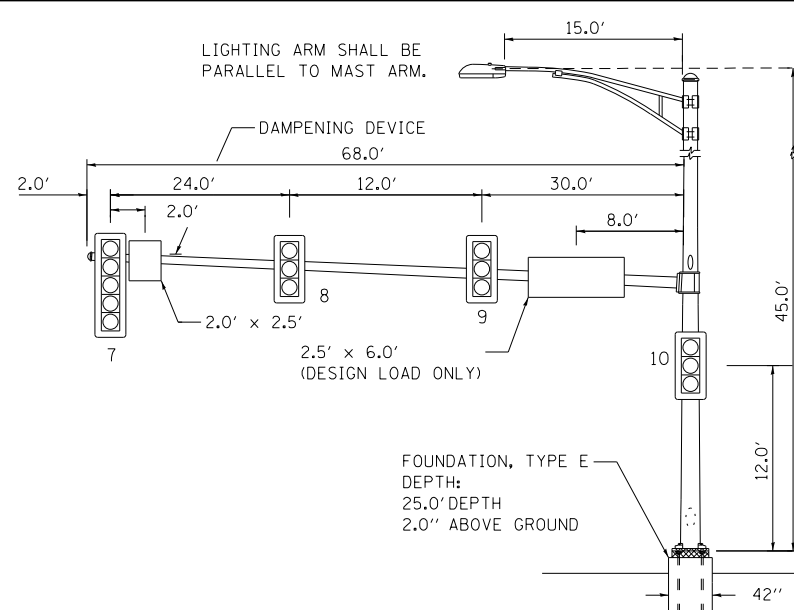
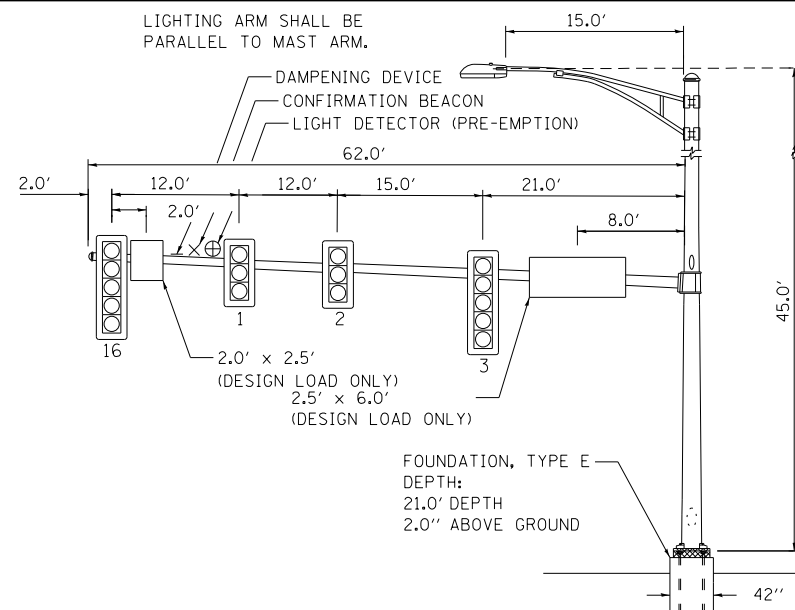


CABLE DIAGRAM

THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS FURNISHED SHALL BE THE MOST CURRENT EAGLE BRAND.

THE EMERGENCY VEHICLE PRE-EMPTION EQUIPMENT SHALL BE COMPLETELY COMPATIBLE WITH ALL COMPONENTS OF THE EQUIPMENT CURRENTLY USED BY THE CITY OF MORRIS. THE CITY CURRENTLY USES TOMAR EQUIPMENT.

NOTIFY THE TRAFFIC SIGNAL SECTION AT (815) 434-8506 72 HOURS IN ADVANCE TO REDESIGN THE DETECTOR LOOPS, IF POSSIBLE, TO AVOID CONSTRUCTION JOINTS.



MAST ARM NORTHWEST QUADRANT (C)

DETECTOR LOOP INDUCTANCE CHART

DETECTOR LOOP SYSTEM	TURNS PER LOOP	INDUCTANCE READING (MICROHENRIES)	FREQUENCY (HERTZ)	J PIN STATUS
A	4	442	29,011	OFF
B	4	230	40,217	OFF
C	4	548	26,054	ON
D	4	551	25,983	ON
E	6	624	24,416	ON
F	4	542	26,198	OFF
G	6	677	23,441	ON
H	4	593	25,046	OFF
I	4	597	24,962	ON
J	4	603	24,838	ON
K	4	556	25,866	ON
L	4	548	26,054	ON

ELECTRICAL LOAD CHART

IL RTE. 47			
INDICATION	NUMBER	WATTAGE EACH	BURN TIME (%)
RED	11	10	60
YELLOW	11	17	5
GREEN	11	11	35
YELLOW ARROW	6	6	5
GREEN ARROW	6	5	10

PROLOGIS PRKWY.			
INDICATION	NUMBER	WATTAGE EACH	BURN TIME (%)
RED	5	10	70
YELLOW ARROW	5	6	5
GREEN ARROW	5	5	10

TRAFFIC SIGNAL CABINET			
ITEM	NUMBER	WATTAGE EACH	BURN TIME (%)
CONTROLLER	1	6	100
INDUCTIVE LOOP DETECTOR UNINTERRUPTABLE	12	1.5	100
POWER SUPPLY	1	50	100
LIGHT DETECTOR AMPLIFIER	1	1.5	100

HIGHWAY LIGHTING			
ITEM	NUMBER	WATTAGE EACH	BURN TIME (%)
CONTROLLER	1	6	100
LUMINAIRE	3	400	45

THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS FURNISHED SHALL BE THE MOST CURRENT EAGLE BRAND.

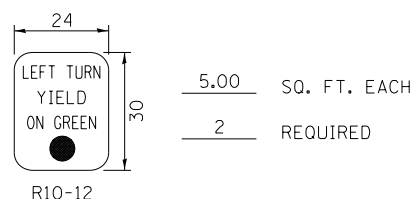
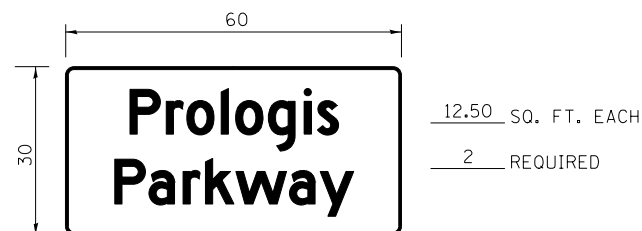
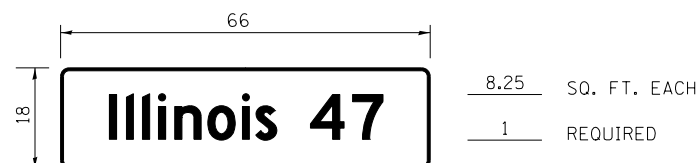
NOTIFY THE TRAFFIC SIGNAL SECTION AT (815) 434-8506 72 HOURS IN ADVANCE TO REDESIGN THE DETECTOR LOOPS, IF POSSIBLE, TO AVOID CONSTRUCTION JOINTS.

STREET SIGN DETAIL

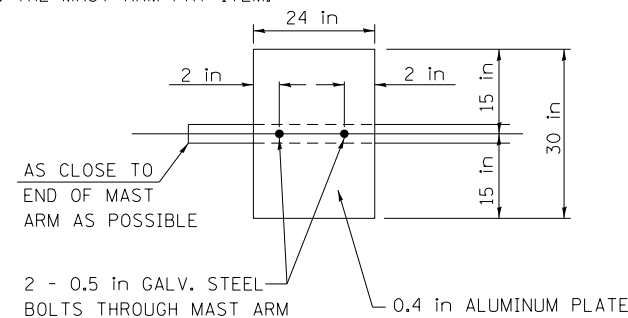
THESE STREET NAME SIGNS SHALL BE PLACED ON THE MAST ARMS PARALLEL TO THE RESPECTIVE ROUTE AS DIRECTED BY THE ENGINEER.

STREET NAME SIGNS:

1. TYPE ZZ SHEETING REQUIRED
2. WHITE/GREEN BACKGROUND
3. 3/4 in BORDER
4. 8 in SERIES D LETTERS
5. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN



NOTE: DAMPENING DEVICE SHALL CONSIST OF A 24in X 30in TYPE 1, UNPAINTED ALUMINUM SIGN STOCK MOUNTED HORIZONTALLY ON TOP OF MAST ARM WITH THE 30in LENGTH PERPENDICULAR TO THE ARM. COST OF THE DAMPENING DEVICE IS INCLUDED IN THE MAST ARM PAY ITEM.



DAMPENING PLATE DETAIL (TOP VIEW) INCLUDED IN COST OF MAST ARM

NOTES:

1. WORD "GRADE" IS TO BE INTERPRETED AS TOP OF CURB. TOP OF FOUNDATION SHALL NOT BE EXPOSED MORE THAN 4 in ABOVE THE SURROUNDING GROUND.
2. ALL SIGNAL HEADS SHALL HAVE BACKPLATES.
3. FOUNDATION SHOULD BE 2 in ABOVE GROUND OR 1.0 in ABOVE CENTERLINE OF ROADWAY, WHICHEVER IS HIGHER.

FILE NAME = V:\3195\66883 (South Section)\CADD Sheets\0366883-sht-ts-09.dgn	USER NAME = bdecreene	DESIGNED - AS
		DRAWN - AS
		CHECKED - ST
SHT.PLAN	PLOT DATE = 8/6/2013	DATE - 7/15/2013



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

IL RTE. 47 AT PROLOGIS PRKWY. MAST ARM LOADING DIAGRAM, ELECTRICAL LOAD CHART, & SIGN DETAILS

SCALE: N/A SHEET NO. 17 OF 20 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	294
CONTRACT NO. 66B83				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation
Division of Highways
LINCOLN

SOIL BORING LOG

Page 1 of 1
Date 1/24/12

ROUTE IL 47 (FAP 326) DESCRIPTION Traffic Signals at IL 47 & ProLogis Parkway, 1.1 Miles North of I-90 LOGGED BY Larry Myers
SECTION (109, 110)R,R-1, 110BR & BR-1 LOCATION SW 1/4, SEC. 22, TWP. 34N, RNG. 7E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	D B U M				Surface Water Elev.	ft	D B U M						
	E	L	C	O			E	L	C	O			
Station	P	O	S	I									
BORING NO.	T W S				Groundwater Elev.:		T W S						
Station	H S Qu T				First Encounter	Dry	H S Qu T						
Offset					Upon Completion	Dry							
Ground Surface Elev.	ft (ft) (/ft) (tsf) (%)				After	Hrs.	ft (ft) (/ft) (tsf) (%)						
Augered White Shoulder Stone, Black & Brown Silty Clay Loam Fill					Hard Gray Silty Loam/Silty Clay Loam Till (continued)		21	24	11.5**	10.5			
					End of Boring		533.47	33	S				
Very Stiff Black & Brown Silty Clay Loam Fill	552.47												
	3												
	3 3.0												
	4 P												
	-5												
	4												
	4 3.5												
	4 P												
Hard Brown Silty Clay Loam Till	547.97												
	4												
	5 4.1												
	7 S												
Hard Gray Silty Clay Loam Till	545.47												
	-0												
	7												
	10 8.1												
	12 S												
	7												
	9 8.4												
	12 S												
Hard Gray Silty Loam/Silty Clay Loam Till	540.47												
	-5												
	12												
	21 10.9*												
	29 S												
** Max Rimac @ 5%	16												
	24 11.5**												
	28 S												
	-20												

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

BBS, form 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
LINCOLN

SOIL BORING LOG

Page 1 of 1
Date 1/24/12

ROUTE IL 47 (FAP 326) DESCRIPTION Traffic Signals at IL 47 & ProLogis Parkway, 1.1 Miles North of I-90 LOGGED BY Larry Myers
SECTION (109, 110)R,R-1, 110BR & BR-1 LOCATION SW 1/4, SEC. 22, TWP. 34N, RNG. 7E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	D B U M				Surface Water Elev.	ft	D B U M					
	E	L	C	O			E	L	C	O		
Station	P	O	S	I								
BORING NO.	T W S				Groundwater Elev.:		T W S					
Station	H S Qu T				First Encounter	Dry	H S Qu T					
Offset					Upon Completion	Dry						
Ground Surface Elev.	ft (ft) (/ft) (tsf) (%)				After	Hrs.	ft (ft) (/ft) (tsf) (%)					
Augered White Shoulder Stone, Black/Brown Silty Clay Loam Fill	552.92											
	2											
	3 3.0											
	4 P											
	-5											
	5											
	4 3.8											
	4 P											
Hard Brown Silty Clay Loam Till	547.92											
	4											
	5 3.9											
	6 S											
Hard Gray Silty Clay Loam Till	545.42											
	-0											
	8											
	11 8.3											
	14 S											
	9											
	10 8.0											
	12 S											
Hard Gray Silty Loam/Silty Clay Loam Till with some Silt Layers	540.92											
	-5											
	16											
	16 11.5**											
	26 S											
** Max Rimac @ 5%	12											
	14 11.5**											
	29 S											
	-20											

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

BBS, form 137 (Rev. 8-99)



Illinois Department of Transportation
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LINCOLN

SOIL BORING LOG

Page 1 of 1
Date 1/24/12

ROUTE IL 47 (FAP 326) DESCRIPTION Traffic Signals at IL 47 & ProLogis Parkway, 1.1 Miles North of I-90 LOGGED BY Larry Myers
SECTION (109, 110)R,R-1, 110BR & BR-1 LOCATION SW 1/4, SEC. 22, TWP. 34N, RNG. 7E

COUNTY Grundy DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

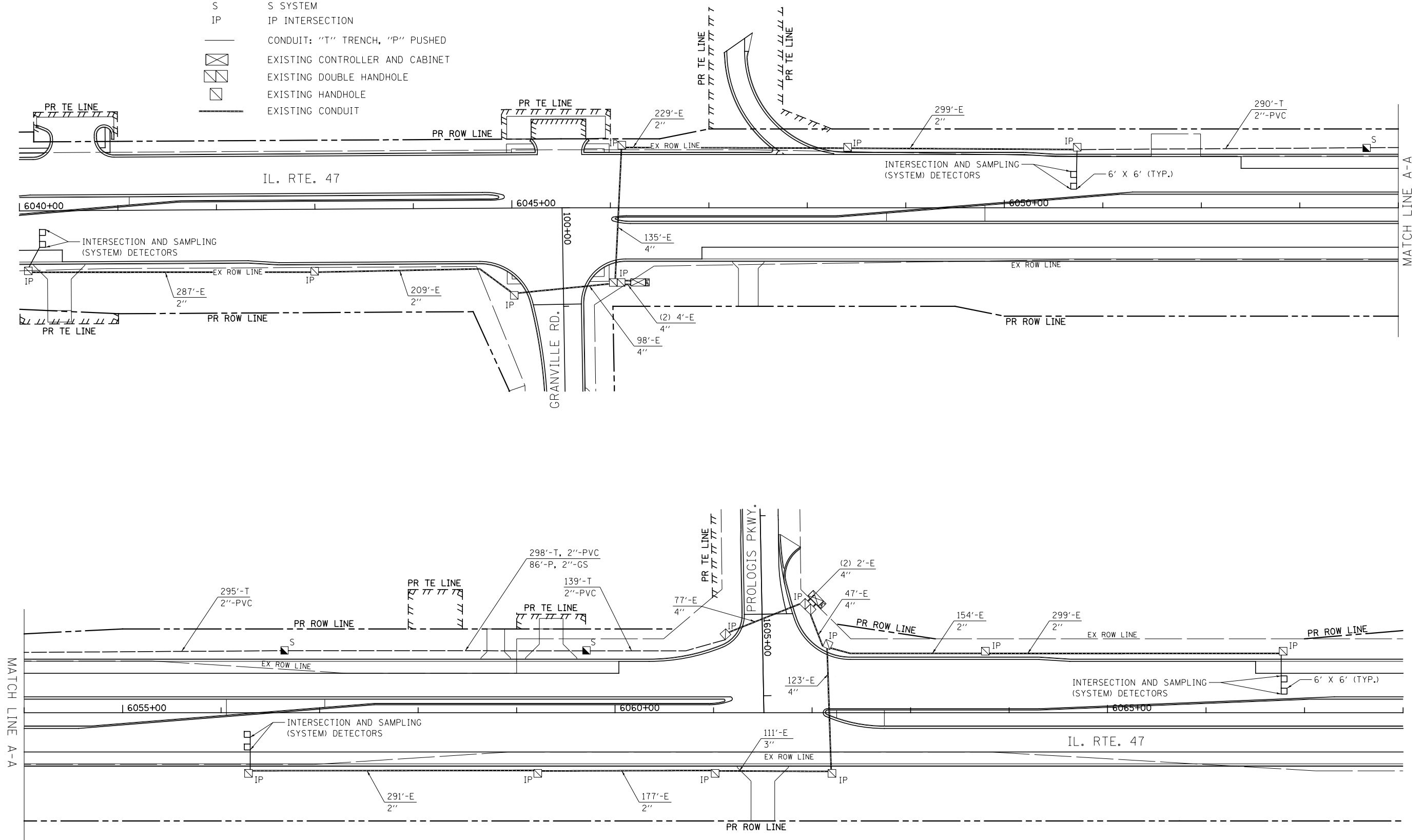
STRUCT. NO.	D B U M				Surface Water Elev.	ft	D B U M					
	E	L	C	O			E	L	C	O		
Station	P	O	S	I								
BORING NO.	T W S				Groundwater Elev.:		T W S					
Station	H S Qu T				First Encounter	Dry	H S Qu T					
Offset					Upon Completion	Dry						
Ground Surface Elev.	ft (ft) (/ft) (tsf) (%)				After	Hrs.	ft (ft) (/ft) (tsf) (%)					
Augered White Shoulder Stone, Black & Brown Silty Clay Loam Fill	552.29											
	3											
	4 3.0											
	5 P											
	-5											
	4											
	4 3.5											
	5 P											
Very Stiff Brown & Gray Silty Loam Till	550.29											
	4											
	4 3.5											
	5 P											
	4											
	4 3.0											
	3 P											
Hard Brown Silty Loam/Silty Clay Loam Till	545.79											
	-0											
	4											
	5 4.1											
	6 S											
Hard Gray Silty Clay Loam/Silty Loam Till	543.29											
	8											
	9 7.6											
	10 S											
** Max Rimac @ 5%	-5											
	21											
	32 11.5**											
	37 S											
*** Max Rimac @ 0%	22											
	41 12.1**											
	42 S											
	-20											

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

BBS, form 137 (Rev. 8-99)

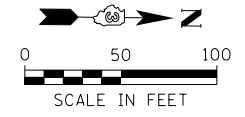
SIGNAL INTERCONNECT LEGEND

- HANDHOLE
- S S SYSTEM
- IP IP INTERSECTION
- CONDUIT: "T" TRENCH, "P" PUSHED
- ⊠ EXISTING CONTROLLER AND CABINET
- ⊡ EXISTING DOUBLE HANDHOLE
- ◻ EXISTING HANDHOLE
- EXISTING CONDUIT



THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS FURNISHED SHALL BE THE MOST CURRENT EAGLE BRAND.



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SHT.PLAN	PLOT DATE = 8/6/2013	DATE - 7/15/2013








STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

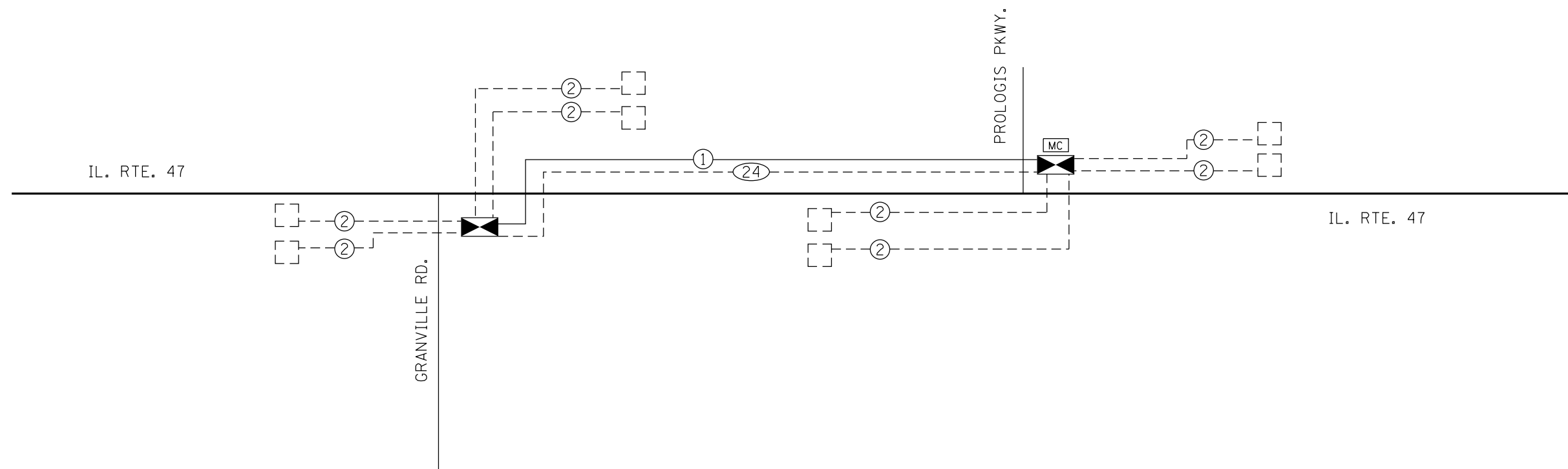
IL. RTE. 47	
INTERCONNECT PLAN	
SCALE: 1"=50'	SHEET NO. 19 OF 20 SHEETS
STA. 6040+00.00 TO STA. 6068+00.00	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	296
CONTRACT NO. 66B83				
ILLINOIS FED. AID PROJECT				

SIGNAL INTERCONNECT LEGEND

-  PROPOSED INTERSECTION CONTROLLER
-  PROPOSED MASTER CONTROLLER
-  PROPOSED TRACER CABLE
-  PROPOSED FIBER OPTIC CABLE (62.5/125 MM 24F)
-  PROPOSED LEAD-IN CABLE

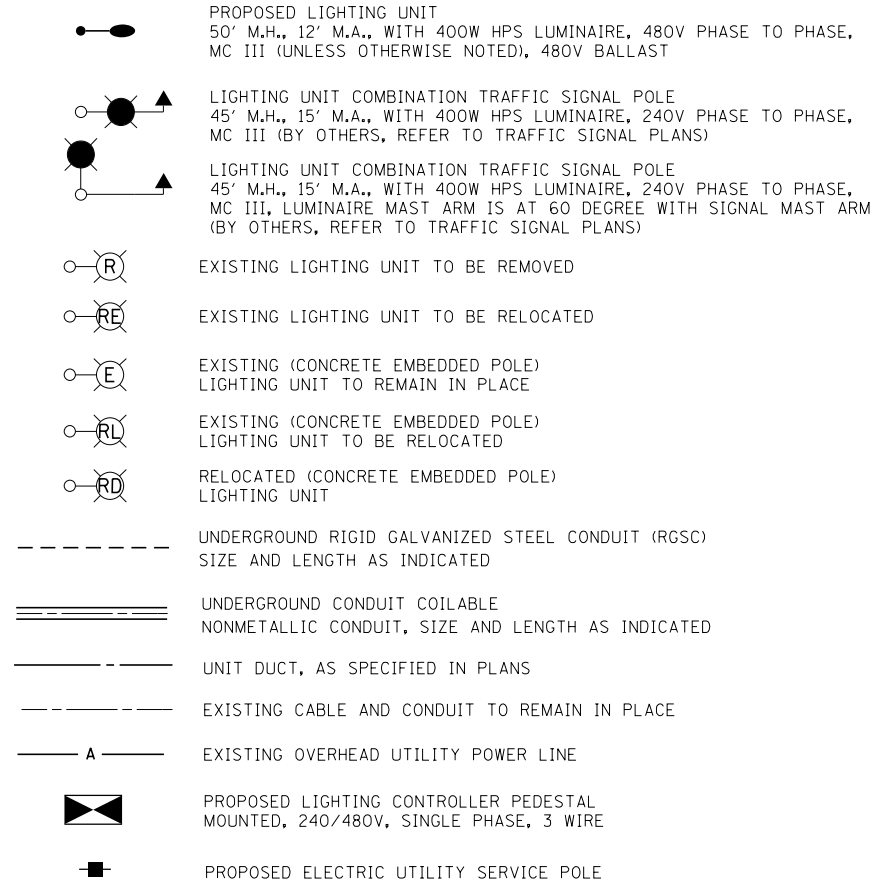
TRAFFIC SIGNAL INTERCONNECT SCHEDULE OF QUANTITIES		
PAY ITEM	UNIT	QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	86
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	942
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	3
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, 24F	FOOT	2891
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1 C	FOOT	2891
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6, 1C	FOOT	2891
OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1
MASTER CONTROLLER	EACH	1



THE TRAFFIC SIGNAL EQUIPMENT FOR THIS CONTRACT SHALL BE EAGLE BRAND. THE CONTROLLERS FURNISHED SHALL BE THE MOST CURRENT EAGLE BRAND.



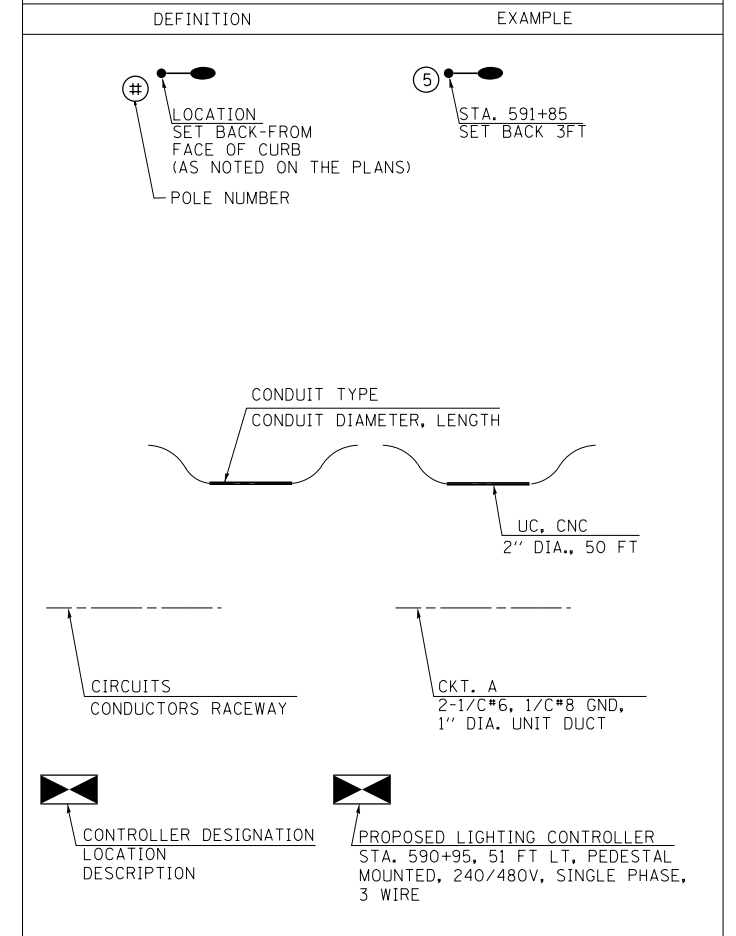
LIGHTING LEGEND



GENERAL NOTES:

1. SETBACKS ARE MEASURED FROM FACE OF CURB TO CENTER OF POLE.
2. ALL PROPOSED LIGHTING UNITS SHALL BE LABELED ACCORDING TO THE STANDARD SPECIFICATIONS, WITH POLE NUMBERS ATTACHED WITH STAINLESS STEEL BANDING. LIGHTING UNIT NUMBERING SHALL BE AS DIRECTED BY THE ENGINEER.
3. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.
4. THE PROPOSED LIGHT POLES SHALL BE LOCATED AS NOTED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. LIGHT POLE FOUNDATIONS SHALL BE INSTALLED PLUMB AND FLUSH WITH THE PROPOSED GRADE AND SHALL MEET THE HEIGHT REQUIREMENTS OF ARTICLE 836.03 OF THE STANDARD SPECIFICATIONS. AFTER UNIT DUCT IS INSTALLED, FOUNDATIONS SHALL BE FILLED WITH FINE AGGREGATE ACCORDING TO ARTICLE 836.03. WASHERS USED TO INSTALL THE POLE SHALL BE LARGE ENOUGH TO FULLY COVER THE SLOTTED HOLES IN THE POLE BASE PLATE.
5. CONTRACTOR SHALL INSTALL LIGHT POLES AT THE LOCATIONS INDICATED ON THE PLANS, MAINTAINING ADEQUATE CLEARANCE FROM UTILITY LINES. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY CLEARANCES PER THE NATIONAL ELECTRICAL SAFETY CODE AND/OR THE REQUIREMENTS OF THE UTILITY COMPANIES. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY. REROUTING, DISCONNECTION, RELOCATION, PROTECTION ETC., OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
6. THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK IS TO BE INCLUDED WITH THE UNDERGROUND CONDUIT AND UNIT DUCT PAY ITEMS.
7. THE CONTRACTOR SHALL PROVIDE AND INSTALL A CONCRETE WORK PAD IN FRONT OF THE LIGHTING CONTROLLER PER SECTION 825 OF THE STANDARD SPECIFICATIONS.
8. INSTALL HORIZONTAL MOUNT LUMINAIRES PERPENDICULAR TO THE CENTERLINE OF THE ROADWAY AS REQUIRED BY ARTICLE 821.04 OF THE STANDARD SPECIFICATIONS.
9. UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA. SHALL BE SCHEDULE 80 AS NOTED IN THE PLANS.
10. REFER TO TRAFFIC SIGNAL PLANS FOR COMBINATION LIGHTING UNITS WIRING

CALL-OUT SAMPLES



SCHEDULE OF QUANTITIES

CODE NO.	ITEM	UNIT	QUANTITY
80400100	ELECTRIC SERVICE INSTALLATION	EACH	1
80400200	ELECTRIC UTILITY SERVICE INSTALLATION	L SUM	1
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	50
81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	470 320
81028770	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA.	FOOT	120
81603030	UNIT DUCT, 600V, 2-1/C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	285
81603040	UNIT DUCT, 600V, 2-1/C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	770 4188
81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	200
82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	26 15
82500340	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 480VOLT, 60AMP	EACH	1
83010500	LIGHT POLE, ALUMINUM, 50 FT. M.H., 12 FT. MAST ARM	EACH	26 15
83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	102 105
83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	26 15
84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	2
84200804	REMOVAL OF POLE FOUNDATION	EACH	2
84400105	RELOCATE EXSTING LIGHTING UNIT	EACH	1

HIGHWAY STANDARDS

830001-01	LIGHT POLE ALUMINUM MAST ARM
836001-02	LIGHT POLE FOUNDATION
825016-02	LIGHTING CONTROLLER PEDESTAL MOUNTED, 480V
830026	TEMPORARY ROADWAY LIGHTING

ABBREVIATIONS

ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
AFG	ABOVE FINISHED GRADE
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CNC	COILABLE NONMETALLIC CONDUIT
CT	CURRENT TRANSFORMER
CP	CONTROL PANEL
D.A.	DAVIT ARM
DIA.	DIAMETER
EX	EXISTING
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
FT	FEET OR FOOT
FND MET	FOUNDATION METAL
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
HPS	HIGH PRESSURE SODIUM
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
LP	LIGHT POLE
M	METER
M.A.	MAST ARM
M.H.	MOUNTING HEIGHT
NO. #	NUMBER
PR	PROPOSED
RGSC	RIGID GALVANIZED STEEL CONDUIT
STA	STATION
T	TEMPORARY LIGHTING UNIT
TB	TRANSFORMER BASE
TMP	TEMPORARY
UC	UNDERGROUND CONDUIT
UD	UNIT DUCT
WP	WOOD POLE
XFMR	TRANSFORMER

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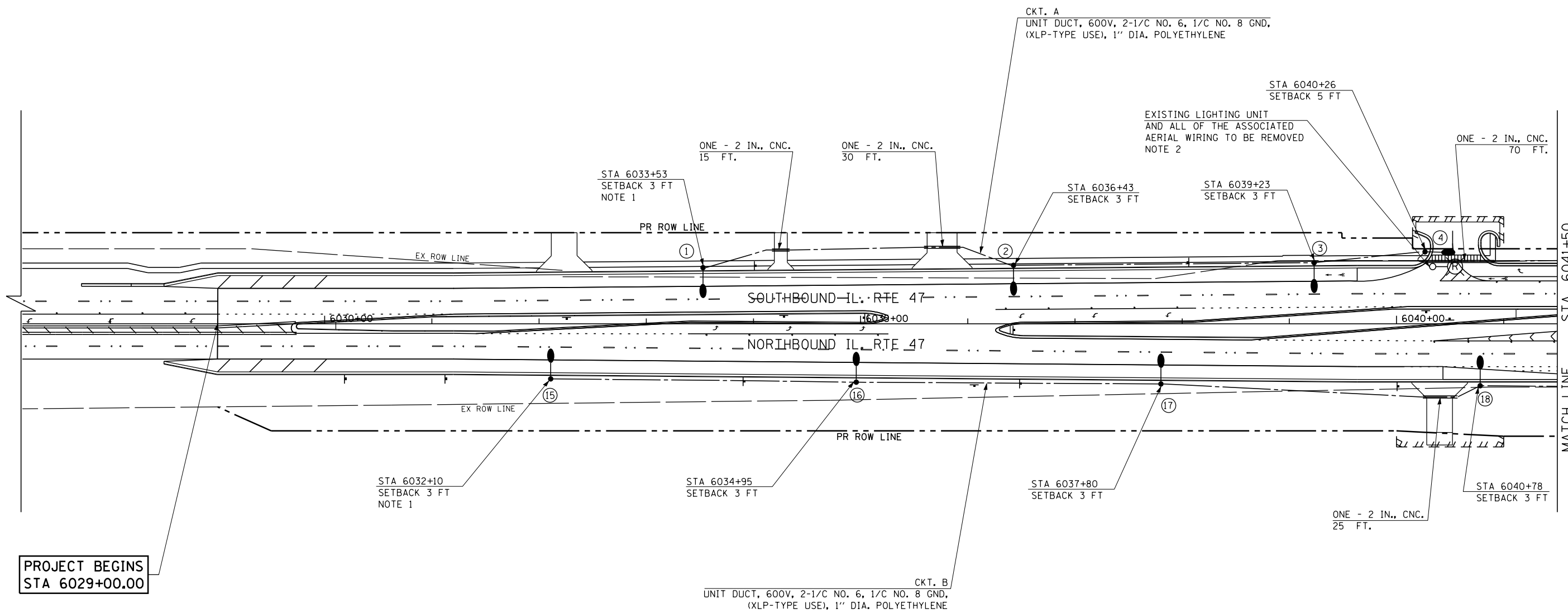


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 47
IDOT LIGHTING GENERAL NOTES AND LEGEND

SCALE: N/A SHEET 1 OF 7 SHEETS STA. N/A TO STA. N/A

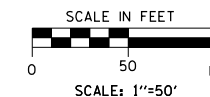
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	298
CONTRACT NO. 66B83			ILLINOIS FED. AID PROJECT	



**PROJECT BEGINS
STA 6029+00.00**

NOTE

1. INSTALL 2" P.V.C. CONDUIT RACEWAY IN PROPOSED FOUNDATION FOR FUTURE EXPANSION OF LIGHTING SYSTEM. EXTEND 2' OUT FROM FOUNDATION CAP AND SEAL. COST OF CONDUIT RACEWAY SHALL BE CONSIDERED INCLUDED IN COST OF "LIGHT POLE FOUNDATION".
2. COORDINATE THE REMOVAL OF EXISTING LIGHTING UNITS AND ASSOCIATED WIRING WITH COMED AND THE PROPERTY OWNERS.



FILE NAME =	USER NAME = corcoranlm	DESIGNED - SM
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	PLOT DATE = 03/01/2013	DATE - 7/15/2013

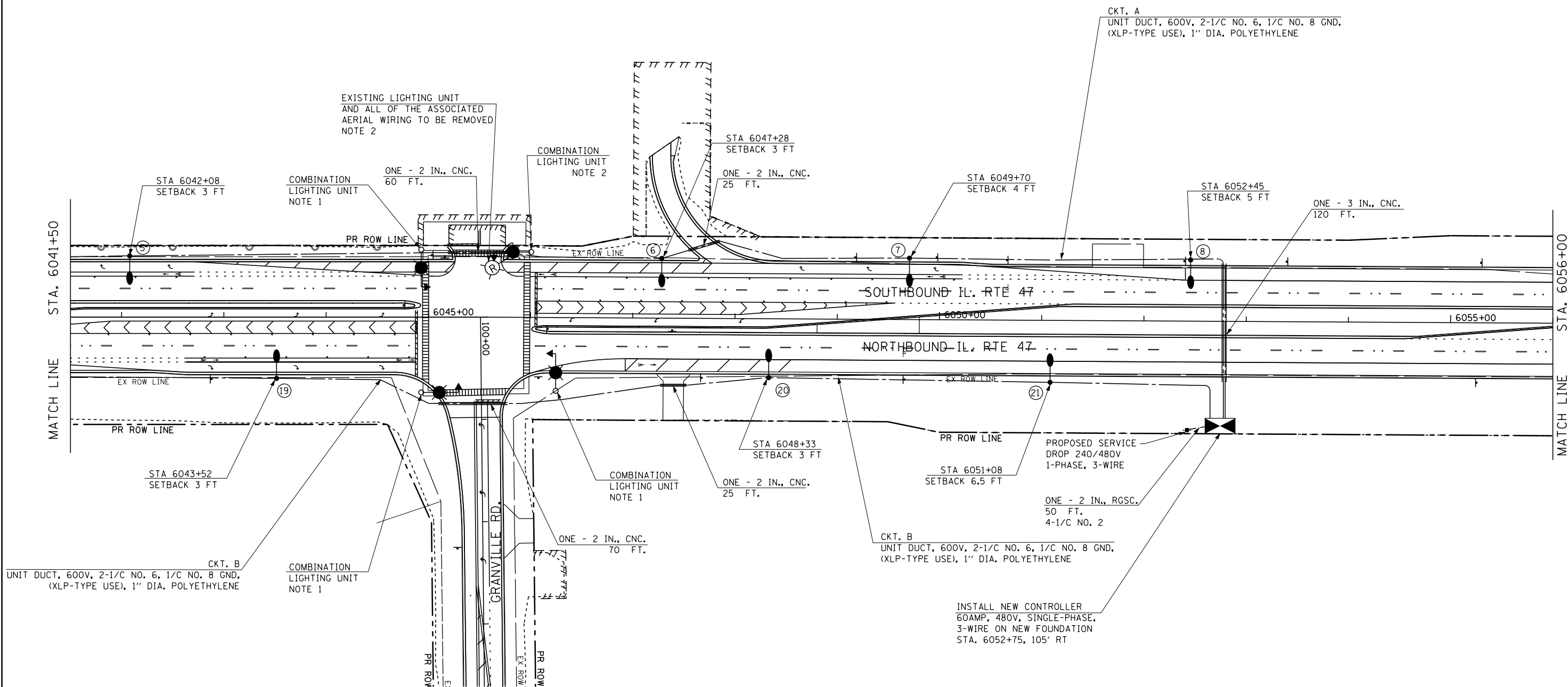


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 47
LIGHTING PLAN**

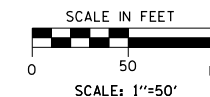
SCALE: 1"=50' SHEET 2 OF 7 SHEETS STA. 6027+18 TO STA. 6041+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	299
CONTRACT NO. 66B83			E-02	
ILLINOIS FED. AID PROJECT				



NOTE

1. REFER TO TRAFFIC SIGNAL PLANS FOR EXACT LOCATION OF COMBINATION TRAFFIC SIGNAL ASSEMBLY
2. COORDINATE THE REMOVAL OF EXISTING LIGHTING UNITS AND ASSOCIATED WIRING WITH COMED AND THE PROPERTY OWNERS.



FILE NAME =	USER NAME = corcoranlm	DESIGNED - SM
c:\pwork\pwork\corcoranlm\0358354\066883-sht-light 3.dgn		DRAWN - BG
	PLOT SCALE = 100.0000' / in.	CHECKED - A. OSHANA
	PLOT DATE = 03/01/2013	DATE - 7/15/2013



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 47
LIGHTING PLAN**

SCALE: 1"=50' SHEET 3 OF 7 SHEETS STA. 6041+50 TO STA. 6056+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(110)R, BR & BR-1	GRUNDY	644	300
CONTRACT NO. 66B83			E-03	
ILLINOIS FED. AID PROJECT				