

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-BR	WILL	31	1

INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES, SPECIFICATIONS, & STATE STANDARDS
- 3 SUMMARY OF QUANTITIES
- 4 TYPICAL SECTIONS
- 5 ALIGNMENT, TIES, & BENCHMARKS
- 6 PLAN AND PROFILE
- 7 TEMPORARY DETOUR PLAN
- 8 EROSION CONTROL PLAN
- 9 PAVEMENT MARKING & RESTORATION PLAN
- 10-22 BRIDGE PLANS
- 23 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- 24 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS AND BENCHING DETAIL FOR EMBANKMENT WIDENING
- 25-31 CROSS SECTIONS

ENGINEER:
 SEC GROUP, INC.
 420 N. FRONT STREET
 MCHENRY, ILLINOIS 60050
 (815) 385-1778
 CONTACT:
 ROBERT G. DAVIES, S.E., P.E. - STRUCTURAL ENGINEER
 T. SCOTT CREECH, P.E. - PROJECT ENGINEER

SURVEYOR:
 SEC GROUP INC.
 651 PRAIRIE POINT DRIVE
 YORKVILLE, ILLINOIS 60560
 (630) 553-7560

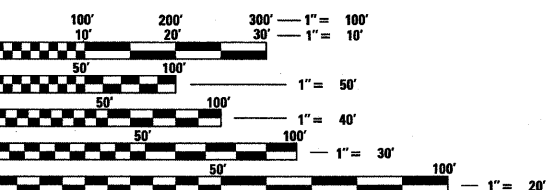
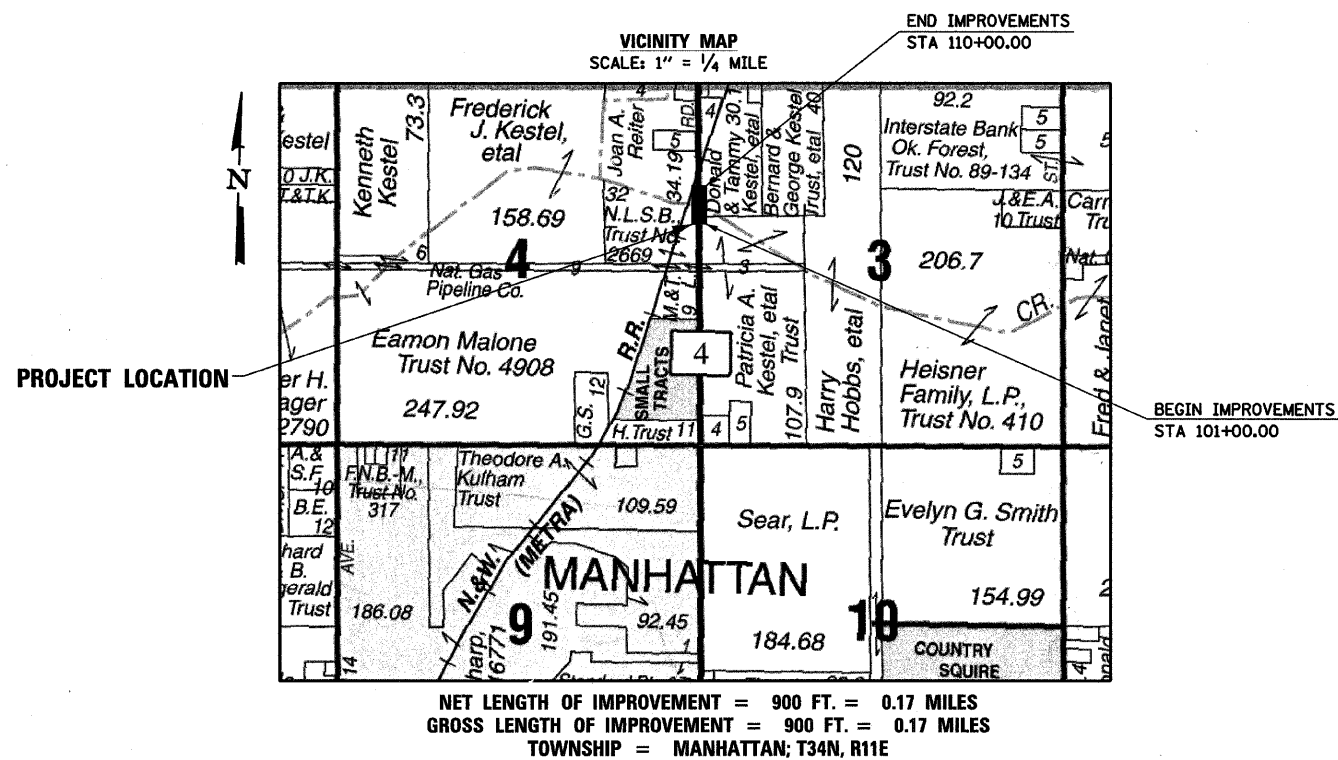
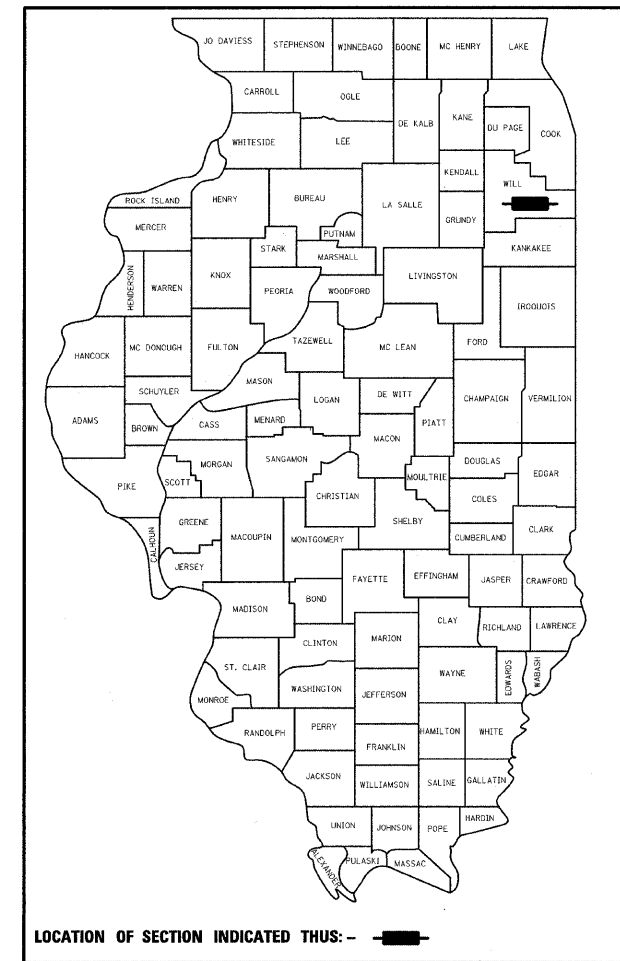
STRUCTURE INFORMATION:

EXISTING SN 099-3026:
 EXISTING SINGLE SPAN STRUCTURE CONSISTS OF CONCRETE T-BEAMS WITH AN OUT-TO-OUT WIDTH OF 28'-4 1/2" AND A TOTAL LENGTH OF 69'-2" BK. TO BK. ABUTMENTS WITH A 35 DEGREE SKEW. THE SUBSTRUCTURE CONSISTS OF CLOSED CONCRETE ABUTMENTS SUPPORTED ON UNTREATED TIMBER PILES. STRUCTURE TO BE REMOVED AS SHOWN WITH NO SALVAGE.

PROPOSED SN 099-3381:
 PROPOSED SINGLE SPAN STRUCTURE CONSISTS OF A CAST IN PLACE CONCRETE DECK ON STEEL PLATE GIRDERS WITH AN OUT-TO-OUT WIDTH OF 43'-2" AND A TOTAL LENGTH OF 105'-4 1/2" BK. TO BK. OF ABUTMENTS WITH A 30 DEGREE SKEW. THE PROPOSED SUBSTRUCTURE CONSISTS OF INTEGRAL ABUTMENTS.

WILL COUNTY DEPARTMENT OF HIGHWAYS PLANS FOR PROPOSED FEDERAL AID HIGHWAY

**FAU ROUTE 369
 CEDAR ROAD
 OVER JACKSON CREEK
 SECTION 01-00056-15-BR
 BRIDGE REPLACEMENT AND DITCH GRADING
 PROJECT NO. BHS-0295 (103)
 EXISTING S.N. 099-3026
 PROPOSED S.N. 099-3381
 WILL COUNTY, ILLINOIS
 C-91-149-01**



**PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS**

WILL COUNTY DEPARTMENT OF HIGHWAYS

APPROVED April 20, 2009 (DATE)
 WILL COUNTY DEPARTMENT OF HIGHWAYS, COUNTY ENGINEER

PASSED May 11, 2009 (DATE)
 DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
 BASED ON LIMITED
 REVIEW May 12, 2009 (DATE)
 DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

STRUCTURAL ENGINEER'S SIGN & SEAL

Robert G. Davies
 ROBERT G. DAVIES, S.E., P.E.
 DATE April 17, 2009
 EXPIRES 11/30/2010

FUNCTIONAL CLASSIFICATION
 MINOR ARTERIAL (URBAN)

DESIGN SPEED
 CEDAR: 60 MPH

SPEED LIMIT
 CEDAR: 55 MPH

2004 TRAFFIC DATA:
 CEDAR: ADT = 4684

PROFESSIONAL ENGINEER'S SIGN & SEAL

Glenn Tredinnick
 GLENN TREDINNICK, P.E.
 DATE APRIL 16, 2009
 NOVEMBER 30, 2009
 EXPIRES

COMPANY NAME: SEC GROUP, INC.
 PROJECT CONTACT: T. SCOTT CREECH
 CLIENT: METRA
 DATE: 4/15/2009
 FILE: W:\Jobs\2009\041509\Sec\Shawna\041509-611.dgn
 SEC PROJ. NO.: WILL 0-00596-14

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123
 METRA
 1-312-322-6900

CONTRACT NO. 83894

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-BR	WILL	31	2
STA. 101+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SPECIFICATIONS & GENERAL NOTES

- THE CONTRACTOR WILL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH BARRICADE USED. (TYPE I OR TYPE II (ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.) ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR (4) SANDBAGS PER BARRICADE.
- FORTY EIGHT HOURS BEFORE STARTING EXCAVATION THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO HAVE THE LOCATION OF EXISTING UTILITIES STAKED.
- THE CONTRACTOR SHALL CONTACT THE WILL COUNTY DEPARTMENT OF HIGHWAYS AND I.D.O.T. BUREAU OF TRAFFIC AT LEAST 72 HOURS IN ADVANCE OF BEGINNING ANY WORK ON CEDAR ROAD.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON COUNTY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE WILL COUNTY DEPARTMENT OF HIGHWAYS.
- PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- THE CONTRACTOR SHALL ENSURE THAT ALL STORM SEWER MANHOLES AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE COUNTY FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL STORM AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.
- A SOILS REPORT HAS BEEN COMPLETED FOR THIS PROJECT AND IS AVAILABLE FOR CONTRACTOR REVIEW AT THE WILL COUNTY DEPARTMENT OF HIGHWAYS.

8. THE LENGTH OF "GUARDRAIL REMOVAL" INCLUDES THE LENGTH OF THE TRAFFIC BARRIER TERMINALS.

9. EXISTING FIELD TILES ENCOUNTERED DURING CONSTRUCTION SHALL BE MAINTAINED IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEM "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL."

10. IF EXISTING TREES OR STUMPS OVER 6" CALIPER ARE ENCOUNTERED THAT CONFLICT WITH CONSTRUCTION OPERATIONS, THEY SHALL BE REMOVED IN ACCORDANCE WITH SECTION 201 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEM "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL."

11. PLACING EMBANKMENT SHALL BE IN ACCORDANCE WITH THE "BENCHING DETAIL FOR EMBANKMENT WIDENING" AND THE STANDARD SPECIFICATIONS. EXCAVATION OF THE BENCH CUTS WITHIN EXISTING EMBANKMENT WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEM "EARTH EXCAVATION."

12. THE WORK UNDER THIS CONTRACT SHALL CONFORM TO ALL REGULATIONS GIVEN IN THE REGIONAL PERMIT ISSUED FOR THE PROJECT AND THE IDNR/OWR PERMIT ISSUED FOR THE PROJECT.

13. RAILROAD PROTECTIVE LIABILITY INSURANCE IS REQUIRED FOR THIS CONTRACT. SEE BDE SPECIAL PROVISION FOR "RAILROAD PROTECTIVE LIABILITY INSURANCE."

14. METRA'S SIGNAL DEPARTMENT MUST LOCATE ANY BURIED CABLES IN THE VICINITY PRIOR TO CONSTRUCTION.

15. EXCAVATION PLANS AND CALCULATIONS FOR WORK WITHIN METRA'S RIGHT OF WAY SHALL BE SUBMITTED TO METRA FOR REVIEW PRIOR TO START OF CONSTRUCTION. THE COST FOR THIS WORK SHALL BE INCLUDED IN "STRUCTURE EXCAVATION."

16. THE CONTRACTOR MUST OBTAIN A RIGHT OF ENTRY AGREEMENT WITH METRA IN ACCORDANCE WITH SECTION 107.04 OF THE STANDARD SPECIFICATIONS.

17. THE CONTRACTOR SHALL SCHEDULE AND COORDINATE RAILROAD FLAGGER PROTECTION AS OUTLINED IN SECTION 107.12 OF THE STANDARD SPECIFICATIONS.

18. THERE IS AN EXISTING PRAIRIE REMNANT LOCATED AT THE NORTHEAST QUADRANT BETWEEN CEDAR ROAD AND THE RAILROAD TRACKS. THE PRAIRIE REMNANT'S SOUTH TERMINUS BEGINS APPROXIMATELY EAST ACROSS CEDAR ROAD FROM A WEST SIDE FIELD ENTRANCE NORTH OF THE RAILROAD CROSSING WITH CEDAR ROAD. THE PRAIRIE REMNANT EXTENDS NORTHWARD TO A FENCE AT A PRIVATE RESIDENCE. THE CONTRACTOR SHALL NOT ENCROACH ONTO PRAIRIE, PLACE PROJECT MATERIALS WITHIN THE PRAIRIE, OR PARK EQUIPMENT WITHIN THE PRAIRIE.

19. THE RESIDENT ENGINEER SHALL CONTACT MS. CORA MATHIS, AREA TRAFFIC FIELD ENGINEER AT (815) 485-6475 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

STATE STANDARDS

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 280001-04 TEMPORARY EROSION CONTROL SYSTEM
- 420401-07 BRIDGE APPROACH PAVEMENT
- 515001-03 NAME PLATE FOR BRIDGES
- 630001-08 STEEL PLATE BEAM GUARDRAIL
- 630301-05 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631026-05 TRAFFIC TERMINAL BARRIER, TYPE 5
- 631031-07 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 701201-03 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701901-01 TRAFFIC CONTROL DEVICES
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-02 SIGN PANEL ERECTION DETAILS
- 720011-01 METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 780001-02 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- BLR22-6 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS (TWO LANE TWO WAY RURAL TRAFFIC) (ROAD CLOSED TO THRU TRAFFIC)

SYMBOL LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE	⊙	⊙
STORM MANHOLE	⊙	⊙
STORM CATCH BASIN	⊙	⊙
INLET	□	■
FLARED END SECTION	⊙	⊙
VALVE VAULT	⊙	⊙
FIRE HYDRANT	⋄	⋄
LIGHT POLE	⋄	⋄
STREET SIGN	+	+
REGULATORY SIGN	+	+
UTILITY POLE	+	+
UTILITY BOX	⊕	⊕
MAILBOX	⊕	⊕
WELL	⊕	⊕
SANITARY SEWER	—	—
STORM SEWER	—	—
CULVERT	—	—
WATER MAIN	—	—
WATER MAIN ENCASEMENT	—	—
STORM UNDERDRAIN	—	—
ELECTRIC LINE	—	—
TELEPHONE LINE	—	—
GAS LINE	—	—
CABLE TV LINE	—	—
TREELINE	—	—
TREE	⊙	⊙
FENCE	—	—
EROSION CONTROL FENCE	—	—
DITCH CHECK	—	—
DRAINAGE ARROW	→	→
100 YEAR OVERFLOW	→	→

STANDARD ABBREVIATIONS

- B-B - BACK TO BACK OF CURB
- B.C. - BACK OF CURB
- B.O.C. - BACK OF CURB
- B.S.L. - BUILDING SETBACK LINE
- C.B. - STORM CATCH BASIN
- C.E. - COMMONWEALTH EDISON CO.
- D.E. - DRAINAGE EASEMENT
- E-E - EDGE TO EDGE OF PAVEMENT
- E.O.P. - EDGE OF PAVEMENT
- E.O.S. - EDGE OF SHOULDER
- E.P. - EDGE OF PAVEMENT
- E.S. - EDGE OF SHOULDER
- F.E.S. - FLARED END SECTION
- I.B.T. - ILLINOIS BELL TELEPHONE CO.
- L.E. - LANDSCAPE EASEMENT
- M.H. - MANHOLE (TYPE SPECIFIED ON PLANS) R.O.W. - RIGHT OF WAY
- T.B.F. - TRENCH BACKFILL
- T.C. - TOP OF CURB
- T.C.E. - TEMPORARY CONSTRUCTION EASEMENT T.O.B. - TOP OF BERM
- T.O.C. - TOP OF CURB
- U.E. - UTILITY EASEMENT

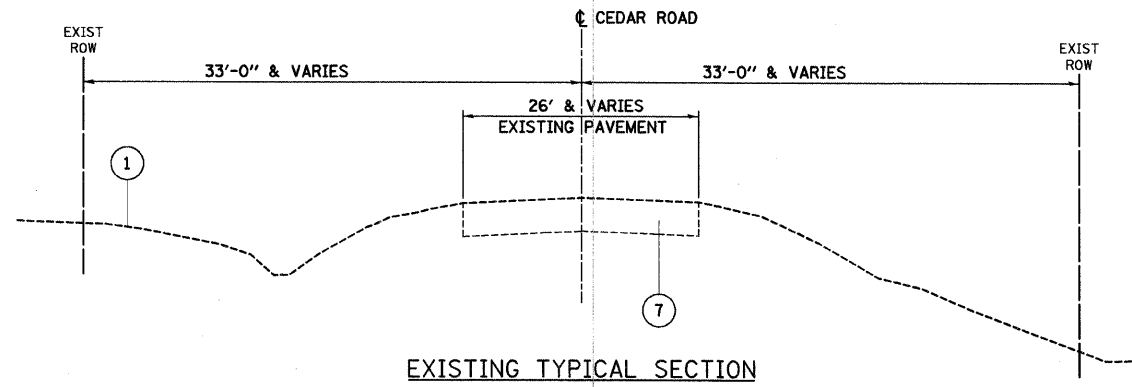
UTILITY CONTACTS

AT&T	DAWN KRONENBERGER	(618) 482-6157
COMED	TOM STUTZMAN	(630) 437-2236
COMCAST	MARY STEFAN	(630) 600-6352
NATURAL GAS PIPELINE CO.	ROBERT L. JONES	(815) 272-9108
NICOR	SCOTT STOGSDILL	(630) 983-8678 EXT. 2362
NORTHERN BORDER PIPELINE	DAVID ROENSCH	(815) 521-1420
PEOPLES GAS LIGHT & COKE	STEVEN GRIFFIN	(312) 240-4740
VILLAGE OF MANHATTAN	DAN CHELLIOS	(815) 478-3483
METRA	DANIEL KNEITA	(312) 322-6900

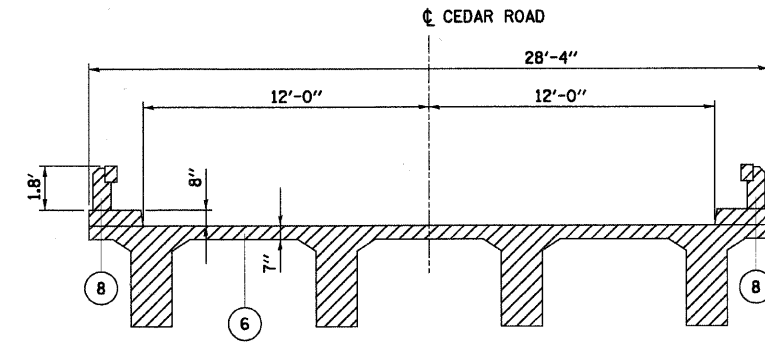
REVISIONS		WILL COUNTY DEPARTMENT OF HIGHWAYS	
NAME	DATE		
		GENERAL NOTES, SPECIFICATIONS AND STATE STANDARDS	
		CEDAR ROAD OVER JACKSON CREEK	
		SCALE: NONE	DRAWN BY SVJ
		DATE 4/10/09	CHECKED BY GAT

COMPANY NAME: SEC Group Inc.
 PROJECT CONTACT: Bob Debus
 CLIENT: Will County Department of Transportation
 5/27/2009 3:27:08 PM
 N:\Jobs\Sec\1208\1208.dwg WILL Cedar Road over Jackson Creek Will Co Hwy Dept\Local\Trans\Sheets\1208-01.dwg
 SEC PROJ. NO: 040596-14

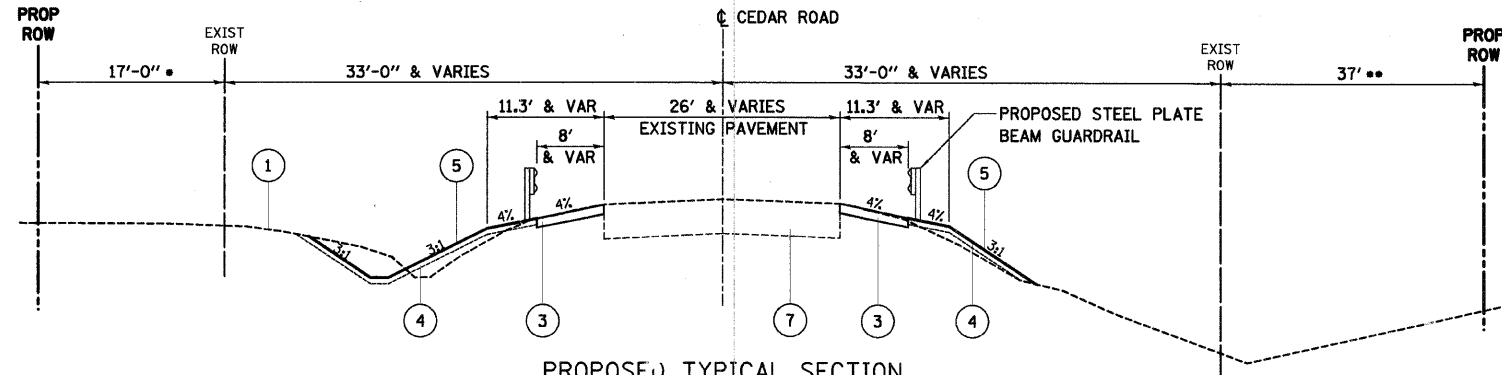
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-BR	WILL	31	4
STA. 101+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION

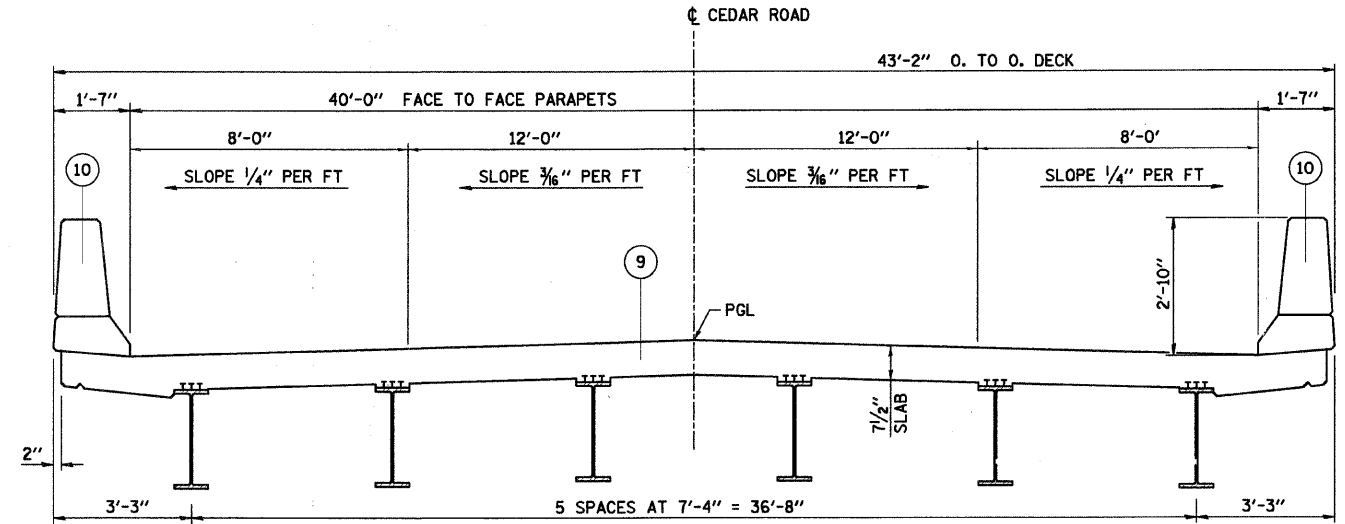


EXISTING BRIDGE TYPICAL SECTION



PROPOSED TYPICAL SECTION

STA 101+00.00 TO STA 106+47.17
 STA 108+12.55 TO STA 110+00.00
 * STA 101+00.00 TO STA 106+45.08
 ** STA 104+84.03 TO STA 110+56.55



PROPOSED BRIDGE TYPICAL SECTION

LEGEND

- ① EXISTING GROUND
- ② BRIDGE APPROACH PAVEMENT
- ③ AGG SHOULDER TYPE B, 6" (TYP)
- ④ TOPSOIL FURNISH AND PLACE, 4"
- ⑤ SEEDING, CLASS 2A (TYP) WITH NITROGEN, PHOSPHOROUS, POTASSIUM FERTILIZER NUTRIENT, & EROSION CONTROL BLANKET
- ⑥ EXISTING CONCRETE TEE BEAM SUPERSTRUCTURE
- ⑦ EXISTING BITUMINOUS PAVEMENT
- ⑧ EXISTING CONCRETE BRIDGE RAILING
- ⑨ PROPOSED CONCRETE SUPERSTRUCTURE (SEE BRIDGE PLANS)
- ⑩ PROPOSED CONCRETE PARAPET (CONCRETE - SUPERSTRUCTURE SEE BRIDGE PLANS)

INDICATES ITEMS TO BE REMOVED

HOT-MIX ASPHALT REQUIREMENTS		
MIXTURE TYPE	AC TYPE	AIR VOIDS
CLASS D PATCHES, TYPE III, 14", IL-19mm	PG 64-22 / 58-22 *	4% @ 70 Gyr.
BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	PG 64-22	4% @ 70 Gyr.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70		
BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	PG 64-22 / 58-22 *	4% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70		

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
 * WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

REVISIONS		WILL COUNTY DEPARTMENT OF HIGHWAYS
NAME	DATE	
		TYPICAL SECTIONS CEDAR ROAD OVER JACKSON CREEK SCALE: NONE DATE 4/10/09 DRAWN BY SVJ CHECKED BY GAT

COMPANY NAME: SEC, INC.
 PROJECT CONTACT: SCOTT CREECH
 CLIENT: MCLEND
 4/16/2009 7:59:41 AM
 V:\Jobs\2009\040596\cedar\Sections\040596-009.dgn
 SEC PROJ. NO.: WILL 040596-14

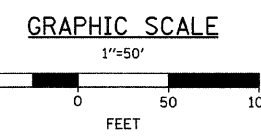
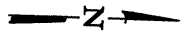
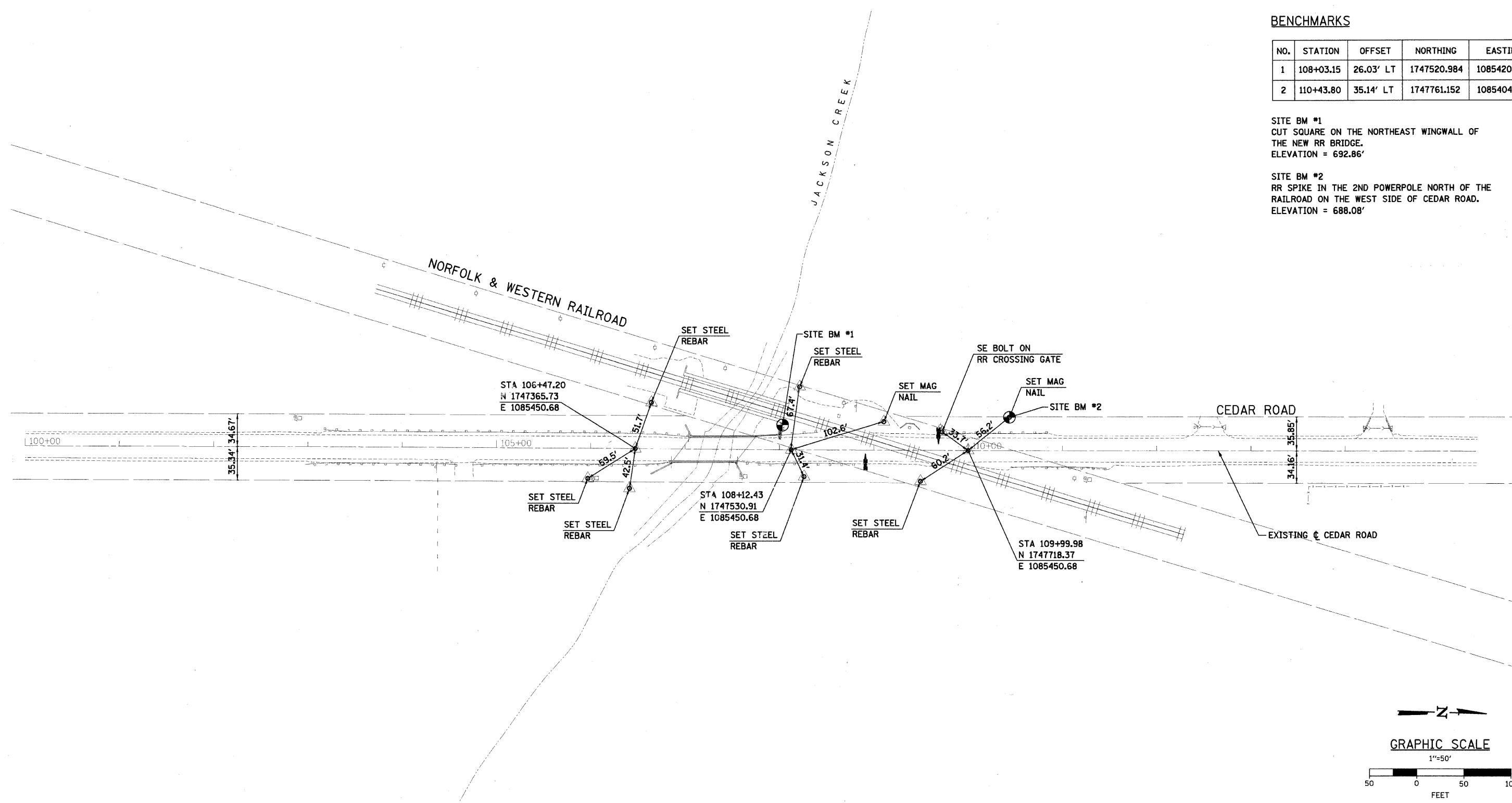
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-BR	WILL	31	5
STA. 101+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

BENCHMARKS

NO.	STATION	OFFSET	NORTHING	EASTING
1	108+03.15	26.03' LT	1747520.984	1085420.754
2	110+43.80	35.14' LT	1747761.152	1085404.660

SITE BM #1
 CUT SQUARE ON THE NORTHEAST WINGWALL OF
 THE NEW RR BRIDGE.
 ELEVATION = 692.86'

SITE BM #2
 RR SPIKE IN THE 2ND POWERPOLE NORTH OF THE
 RAILROAD ON THE WEST SIDE OF CEDAR ROAD.
 ELEVATION = 688.08'



COMPANY NAME: SEC, INC.
 PROJECT CONTACT: T. SCOTT CREECH
 CLIENT: #CLIENT#
 4/16/2009 8:00:56 AM
 V:\Jobs\2004\040506\040506.dwg\Sheets\040506-600.dgn
 SEC PROJ. NO.: WILL 040506-14

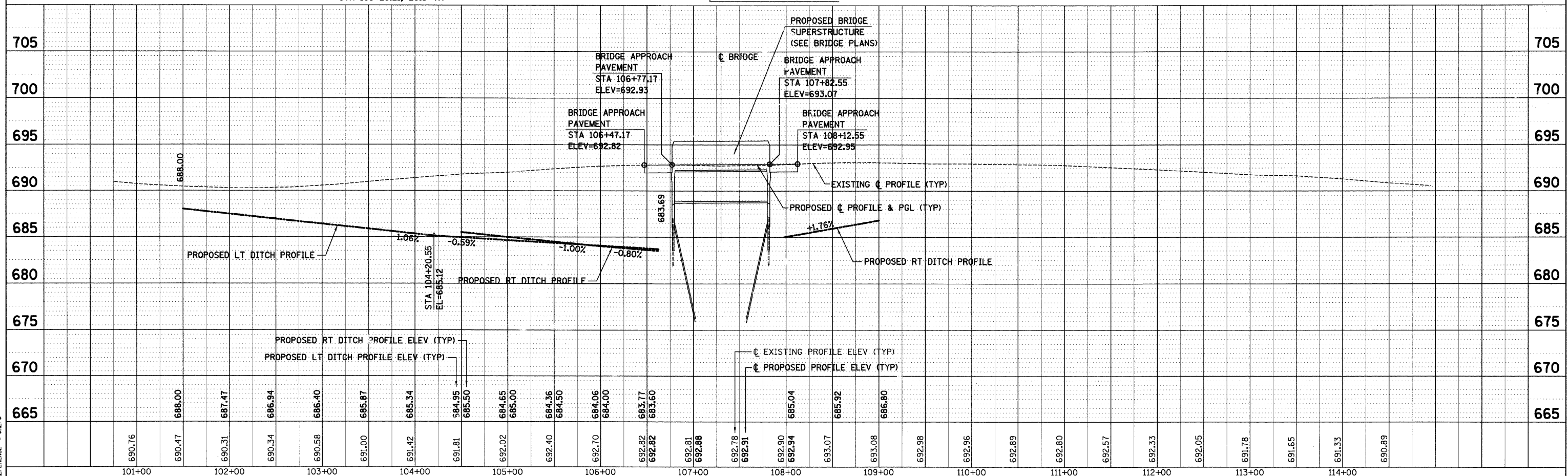
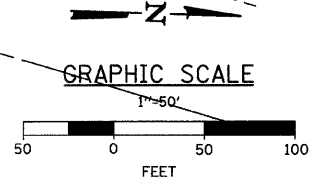
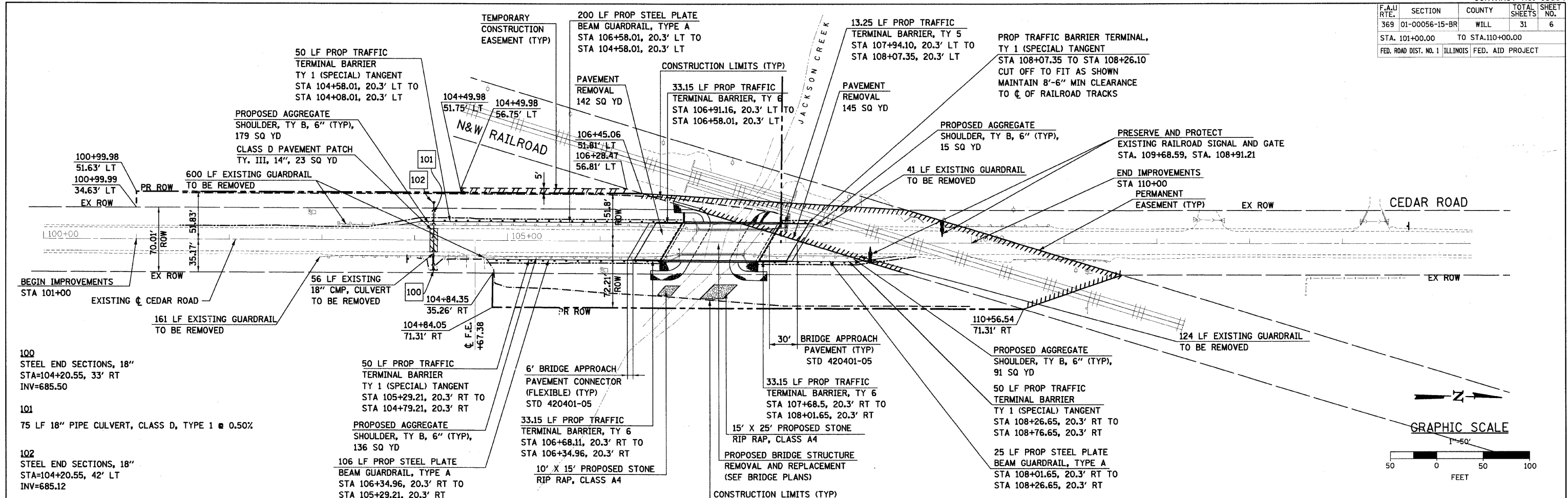
REVISIONS		WILL COUNTY DEPARTMENT OF HIGHWAYS
NAME	DATE	
		<p>ALIGNMENT, TIES, & BENCHMARKS CEDAR ROAD OVER JACKSON CREEK</p> <p>SCALE: 1"=50' DRAWN BY SVJ DATE 4/10/09 CHECKED BY GAT</p>

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-BR	WILL	31	6
STA. 101+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

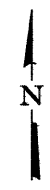
PLAN	SUBMITTED	DATE
	BY	
	NOTED	
	DATE	
	BY	
	NOTED	
	DATE	

PROFILE	SUBMITTED	DATE
	BY	
	NOTED	
	DATE	
	BY	
	NOTED	
	DATE	

PLOT DATE = 4/15/2009
 FILE NAME = W1152
 PLOT SCALE = 1"=50'
 REFERENCE = NREF



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-BR	WILL	31	7
STA. 101+00.00		TO STA.110+00.00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



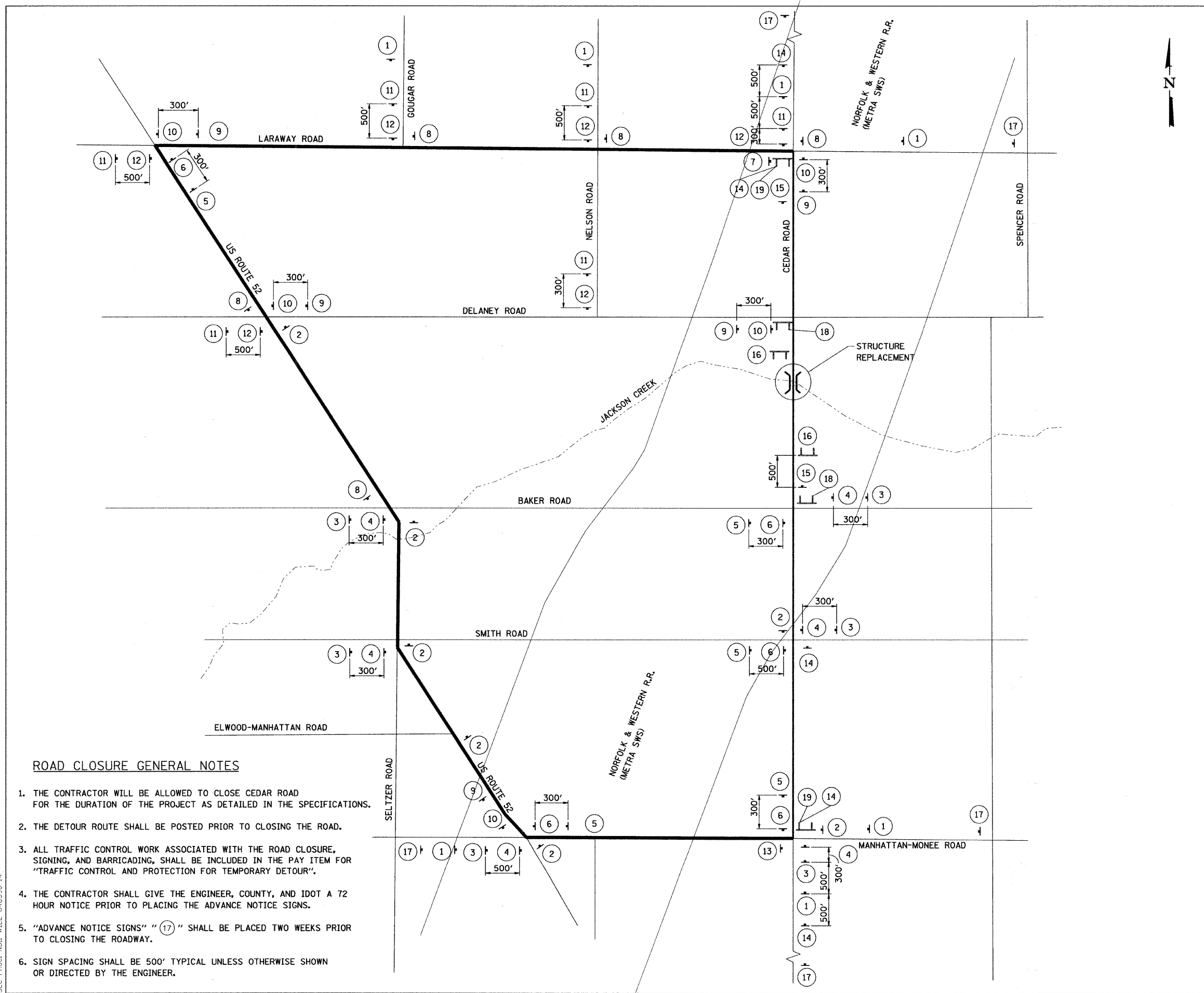
SIGN LEGEND

1		W20-3 (48"x48") WITH STREET SIGN	8	
2		M4-9 (30"x21") WITH STREET SIGN AND DIRECTION OF TRAFFIC	9	
3		M4-9La (30"x21") WITH STREET SIGN AND DIRECTION OF TRAFFIC	10	
4		M4-9L (30"x21") WITH STREET SIGN AND DIRECTION OF TRAFFIC	11	
5		M4-9Ra (30"x21") WITH STREET SIGN AND DIRECTION OF TRAFFIC	12	
6		M4-9R (30"x21") WITH STREET SIGN AND DIRECTION OF TRAFFIC	13	
7		M4-8a (24"x18") WITH STREET SIGN AND INFORMATION SIGN	EFFECTIVE [DATE] CEDAR RD CLOSED BETWEEN DELANEY RD AND BAKER RD USE US ROUTE 52	
14		R11-3a (60"x30")	INFO (60"x30")	
15		W20-2 (48"x48")	17	
16		R11-2 (48"x30")	18	

ROAD CLOSURE GENERAL NOTES

1. THE CONTRACTOR WILL BE ALLOWED TO CLOSE CEDAR ROAD FOR THE DURATION OF THE PROJECT AS DETAILED IN THE SPECIFICATIONS.
2. THE DETOUR ROUTE SHALL BE POSTED PRIOR TO CLOSING THE ROAD.
3. ALL TRAFFIC CONTROL WORK ASSOCIATED WITH THE ROAD CLOSURE, SIGNING, AND BARRICADING, SHALL BE INCLUDED IN THE PAY ITEM FOR "TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR".
4. THE CONTRACTOR SHALL GIVE THE ENGINEER, COUNTY, AND IDOT A 72 HOUR NOTICE PRIOR TO PLACING THE ADVANCE NOTICE SIGNS.
5. "ADVANCE NOTICE SIGNS" "17" SHALL BE PLACED TWO WEEKS PRIOR TO CLOSING THE ROADWAY.
6. SIGN SPACING SHALL BE 500' TYPICAL UNLESS OTHERWISE SHOWN OR DIRECTED BY THE ENGINEER.

COMPANY NAME: SEC Group, Inc.
 PROJECT: Cedar Road Closure
 CLIENT: Will County Department of Transportation
 DATE: 5/5/2009 3:15:56 PM
 FILE: N:\Jobs\Sec\11\2004\040596 WILL Cedar Road over Jackson Creek.dwg
 SEC PROJ. NO.: WILL 040596-14



REVISIONS	
NAME	DATE

WILL COUNTY DEPARTMENT OF HIGHWAYS

TEMPORARY DETOUR PLAN

CEDAR ROAD
OVER JACKSON CREEK

SCALE: NONE
DATE 4/10/09

DRAWN BY SVJ
CHECKED BY GAT

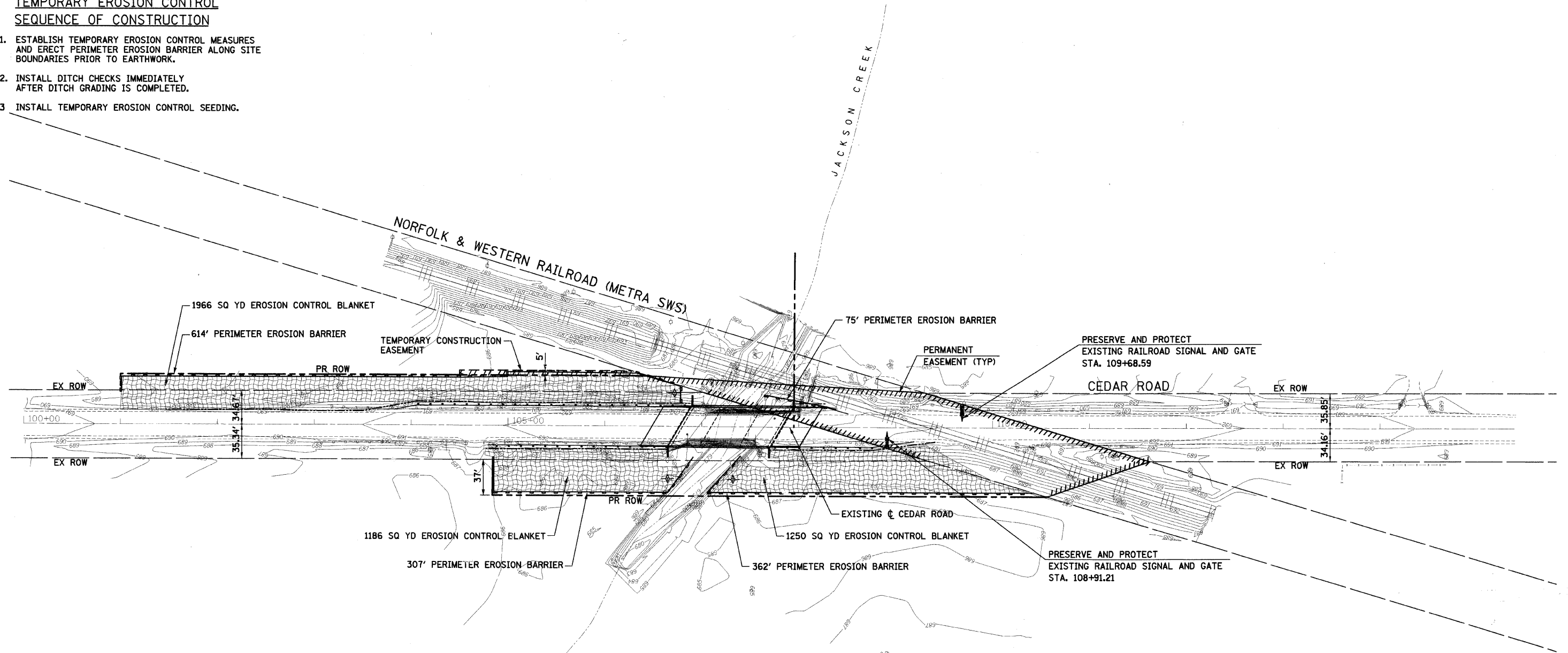
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-BR	WILL	31	8
STA. 101+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

LEGEND

- PERIMETER EROSION BARRIER
- EXISTING R.O.W.
- [Grid Pattern] EROSION CONTROL BLANKET
- [Symbol] TEMPORARY SILT FENCE DITCH CHECK (NO STRAW BALES)

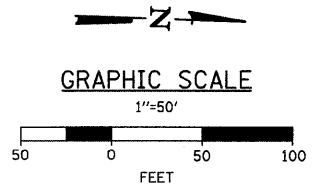
TEMPORARY EROSION CONTROL SEQUENCE OF CONSTRUCTION

1. ESTABLISH TEMPORARY EROSION CONTROL MEASURES AND ERECT PERIMETER EROSION BARRIER ALONG SITE BOUNDARIES PRIOR TO EARTHWORK.
2. INSTALL DITCH CHECKS IMMEDIATELY AFTER DITCH GRADING IS COMPLETED.
3. INSTALL TEMPORARY EROSION CONTROL SEEDING.



TEMPORARY EROSION CONTROL NOTES

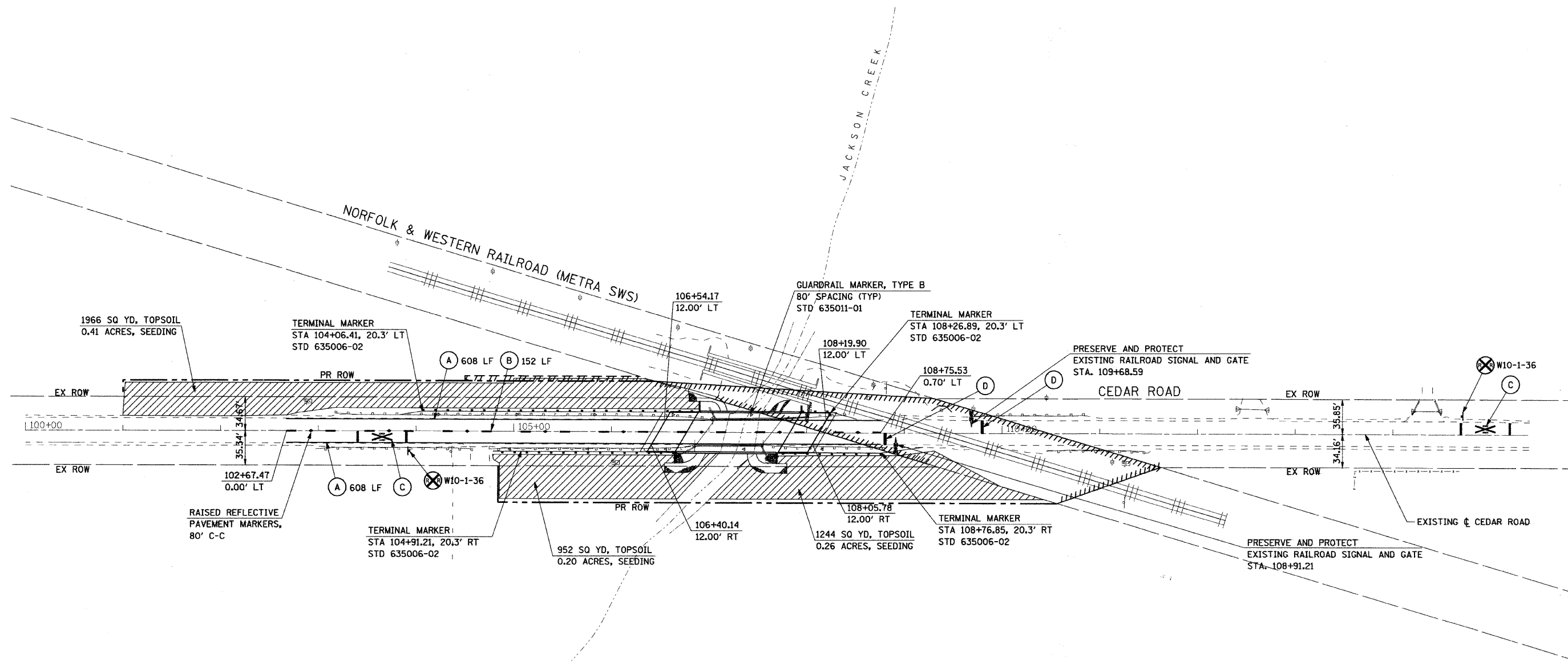
1. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN EROSION CONTROL MEASURES IMMEDIATELY AFTER STRIPPING OF EXISTING VEGETATION.
2. NO RUNOFF FROM STRIPPED AREAS WILL LEAVE THE SITE OTHER THAN THROUGH SEDIMENTATION/STILLING BASINS. THE CONTRACTOR WILL ADJUST HIS OPERATIONS AND IMPLEMENT EROSION CONTROL MEASURES ACCORDINGLY.
3. THE CONTRACTOR SHALL SURROUND ALL EARTH STOCKPILES WITH SILT FILTER FENCE AND SHALL BE PAID FOR AS PERIMETER EROSION BARRIER. EROSION CONTROL MEASURES SHALL BE INSPECTED BY THE CONTRACTOR AND ENGINEER AT LEAST ONCE A WEEK, AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 0.5 INCH OF PRECIPITATION.
4. ALL CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMIT.
5. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT POLLUTION OF STORM WATER AND SHALL FOLLOW IEPA & IDOT CONSTRUCTION MEMORANDUM NO. 95-60.
6. STABILIZATION MEASURES SHALL BE INITIATED WITHIN 3 DAYS OF CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASING IN AREAS WHERE IT WILL NOT OCCUR FOR A PERIOD OF 21 OR MORE CALENDAR DAYS.
7. THE CONTRACTOR SHALL APPLY TEMPORARY EROSION CONTROL SEEDING TO ALL ERODIBLE BARE EARTH AREAS WITHIN THE CONTRACT LIMITS EACH WEEK, REGARDLESS OF WEATHER CONDITIONS OR PROGRESS OF THE WORK, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ERODIBLE EMBANKMENT AND EXCAVATION AREAS WHERE WORK IS IN PROGRESS SHALL BE INCLUDED ON THE AREAS TO BE SEEDDED. SEE SPECIAL PROVISION FOR TEMPORARY EROSION CONTROL SEEDING.



COMPANY NAME: SEC, INC.
 PROJECT CONTACT: T. SCOTT CREECH
 CLIENT: ILLINOIS
 4/18/2009 8:00:00 AM
 V:\Jobs\28004\040909\040909.dwg
 SEC PROJ. NO.: WILL 040596-14

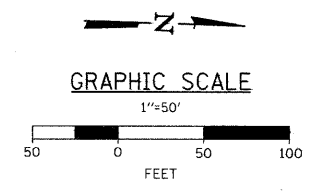
REVISIONS		WILL COUNTY DEPARTMENT OF HIGHWAYS
NAME	DATE	
		<p align="center">EROSION CONTROL PLAN</p> <p align="center">CEDAR ROAD OVER JACKSON CREEK</p> <p>SCALE: 1"=50' DATE 4/10/09</p> <p align="right">DRAWN BY SVJ CHECKED BY GAT</p>

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-BR	WILL	31	9
STA. 101+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



LEGEND

- TOPSOIL FURNISH AND PLACE, 4" SEEDING, CL 2A
- EPOXY PAVEMENT MARKING - LINE 4" (SOLID WHITE)
- EPOXY PAVEMENT MARKING - LINE 4" (YELLOW SKIP DASH, 10' DASH, 30' SKIP)
- EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS (SOLID WHITE) PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING (STD 780001-02)
- EPOXY PAVEMENT MARKING - LINE 24" (SOLID WHITE) CONFORM TO STD 78001-02 EXCEPT AS NOTED



REVISIONS		WILL COUNTY DEPARTMENT OF HIGHWAYS
NAME	DATE	
		PAVEMENT MARKING, SIGNAGE AND RESTORATION PLAN CEDAR ROAD OVER JACKSON CREEK

SCALE: 1"=50'
DATE: 4/10/09

DRAWN BY: SVJ
CHECKED BY: GAT

COMPANY NAME: SEC Group Inc.
 PROJECT CONTRACT: Bob Davies
 CLIENT: Will County Department of Transportation
 5/27/2009 3:27:06 PM
 C:\Users\svj\Documents\Projects\WILL Cedar Road over Jackson Creek\Drawings\040506-11
 SEC PROJ. NO: WILL 040506-11

Benchmark:
Chiseled "□" on top of the NE Wing Wall at the north abutment of the Metra bridge.
Elev. = 692.86

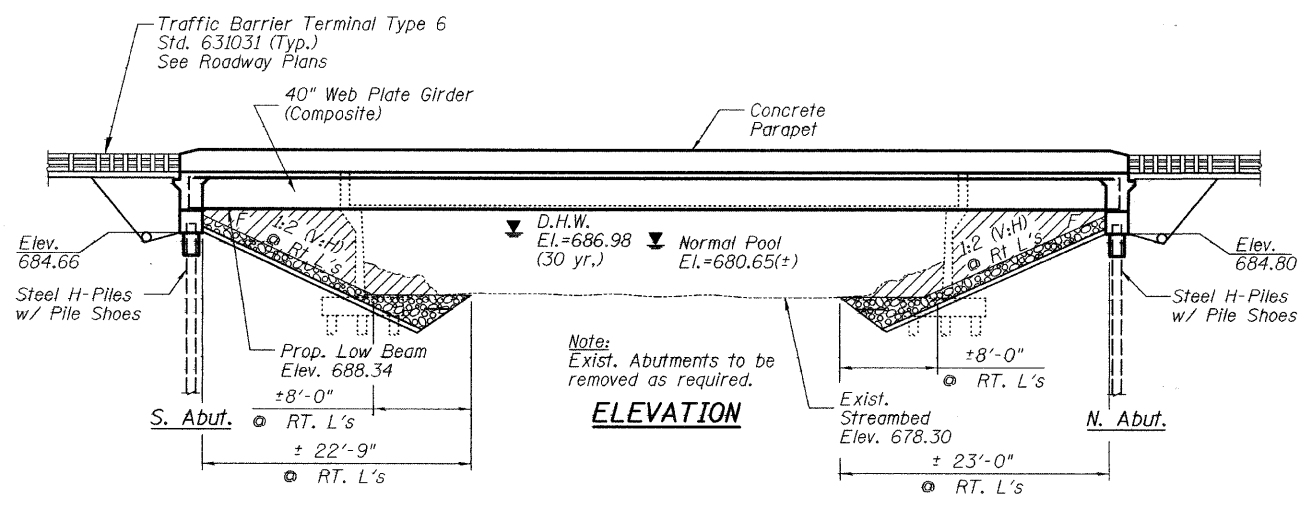
Existing Structure: S.N. 099-3026 built as S.A.R. 4 Sec. 56-B-15D in 1948 by Will County. The superstructure consists of a single span reinforced concrete tee beams measuring 28'-4" out to out of deck and 69'-2" bk. to bk. abutments. The substructure consists of reinforced concrete closed abutments supported on untreated timber piling. The existing structure is to be removed and replaced while the bridge is closed to traffic.

See Roadway Plans for detour route.

No Salvage

INDEX OF SHEETS

- S-1 GENERAL PLAN & ELEVATION
- S-2 GENERAL NOTES & TOTAL BILL OF MATERIAL
- S-3 TOP OF DECK ELEVATIONS
- S-4 TOP OF DECK ELEVATIONS
- S-5 DECK PLAN & CROSS SECTION
- S-6 SUPERSTRUCTURE DETAILS
- S-7 DIAPHRAGM DETAILS
- S-8 STEEL FRAMING PLAN
- S-9 STEEL FRAMING DETAILS
- S-10 NORTH ABUTMENT DETAILS
- S-11 SOUTH ABUTMENT DETAILS
- S-12 BAR SPLICER ASSEMBLY DETAILS
- S-13 SOIL BORING LOGS



LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface.

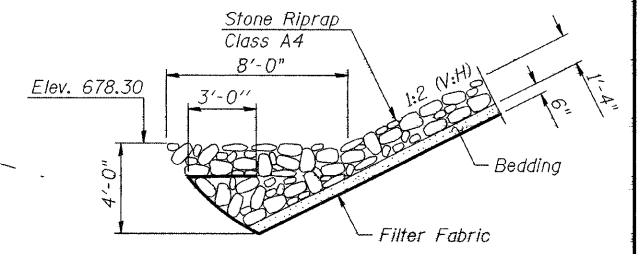
DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications - 17th Ed.

DESIGN STRESSES

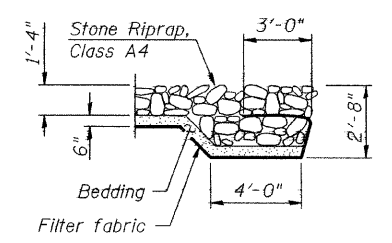
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 4%
Site Coefficient (S) = 1.0



STONE RIPRAP ANCHOR DETAIL



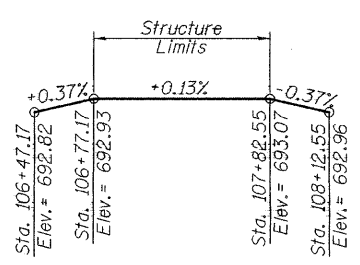
SECTION A-A

Protect existing Railroad Signal and Gates. See Roadway Plans for locations



To the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current "AASHTO Standard Specifications for Highway Bridges".

Robert G. Davies
Robert G. Davies
Licensed Structural Engineer
License Expires November 30, 2010
Date 4/20/2009



PROFILE GRADE
(Along Cedar Road)

LEGEND

Impact area to Waters of the U.S. Total Area = 0.04 ac

JACKSON CREEK
BUILT 200- BY
WILL COUNTY
SEC 01-00056-15-BR
F.A.U. RT. 369 STA. 107+29.86
STR. NO. 099-3381 LOADING HS20

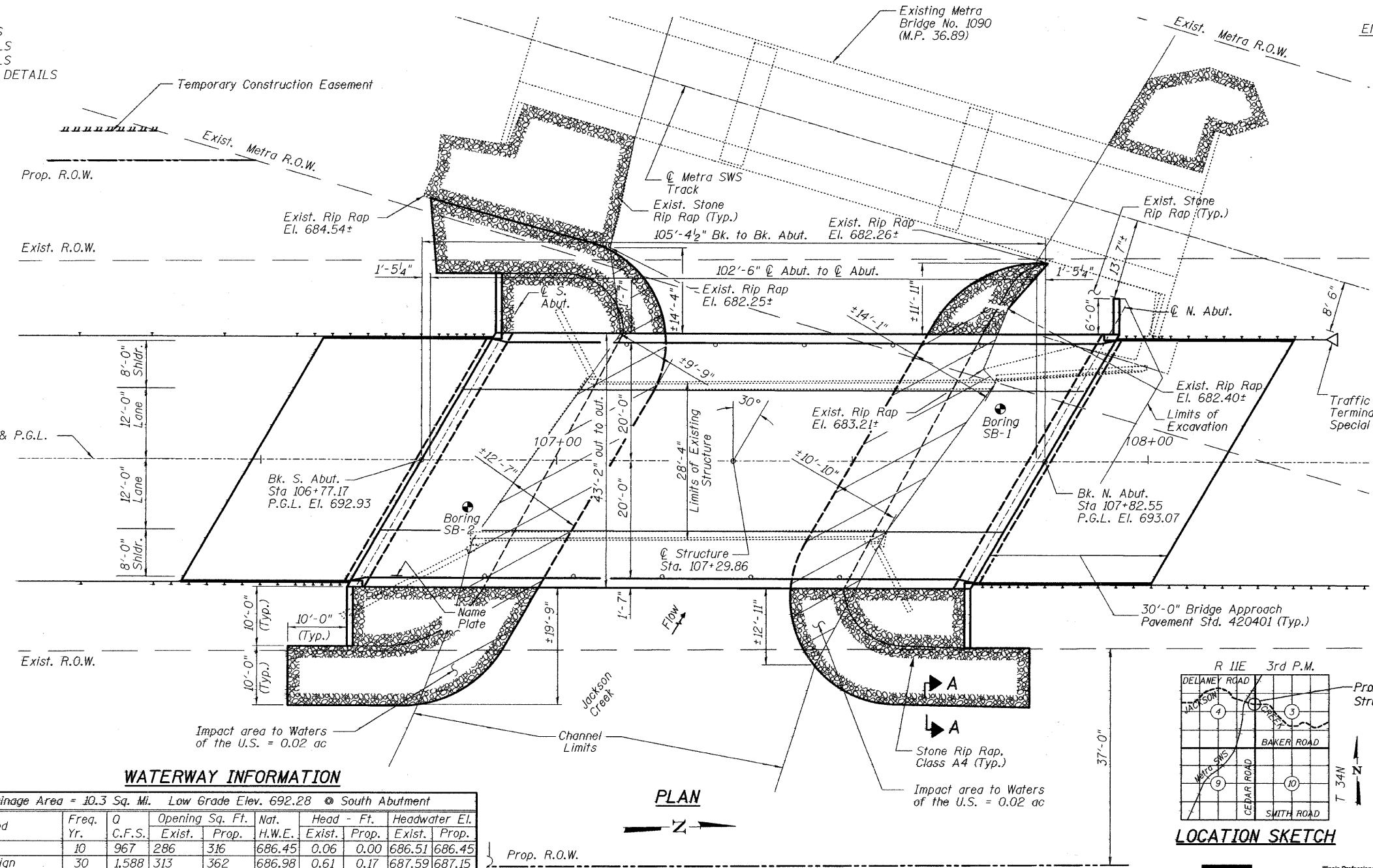
NAME PLATE
See Std. 515001-02

WATERWAY INFORMATION

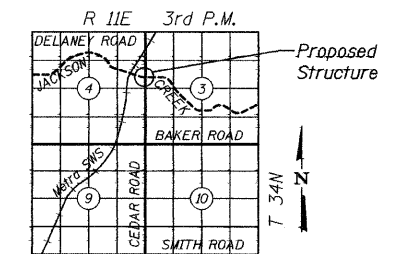
Drainage Area = 10.3 Sq. Mi. Low Grade Elev. 692.28 @ South Abutment

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	10	967	286	316	686.45	0.06	0.00	686.51	686.45	687.15
Design	30	1,588	313	362	686.98	0.61	0.17	687.59	687.15	687.84
Design	50	1,985	332	394	687.35	1.15	0.49	688.50	687.84	688.34
Base	100	2,478	360	441	687.90	1.46	0.44	689.36	688.34	

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD



PLAN



LOCATION SKETCH

SEC GROUP, INC.
Illinois Professional Design Firm # 184-000108
• Engineering • Surveying • Planning • Landscape Architecture
420 N. Front Street, McHenry, IL 60050
t. 815.386.1778 f. 815.386.1781
www.secgroupinc.com

WILL COUNTY DEPARTMENT OF HIGHWAYS

GENERAL PLAN AND ELEVATION
CEDAR ROAD OVER
JACKSON CREEK
WILL COUNTY
SECTION NO. 01-00056-15-BR
STRUCTURE NO. 099-3381

DATE 4-10-2009

COMPANY NAME, SEC GROUP, INC.
 PROJECT NO. 01-00056-15-BR
 SHEET NO. S-13
 DATE 4/20/09

GENERAL NOTES

Fasteners shall be high strength bolts.
Bolts 7/8" ϕ , open holes 5/16" ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 115,016 lbs.

Field welding of construction accessories will not be permitted to beams or girders.

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the tension flanges and webs.

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322, Grade 60.

Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/2" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

The contractor shall drive (1) Steel HP 14x73 test pile in a permanent location at each abutment as directed by the Engineer before ordering the remainder of piles.

All construction joints shall be bonded.

The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR State Wide Permit number 12 which was issued for the permanent construction.

The Inorganic zinc rich primer / Acrylic / Acrylic paint system shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all steel surfaces shall be gray, Munsell No. 5B 7/1. See special provision for "Cleaning and Painting New Metal Structures".

The information shown in these plans concerning the type and location of utilities is not guaranteed to be accurate or all-inclusive. The Contractor is responsible for making his own determination as to the existence or type, size and location of all underground and overhead utilities as may be necessary to avoid conflict with construction operations and/or damage to the utility.

Metra's signal department must locate any buried cables in the vicinity prior to construction.

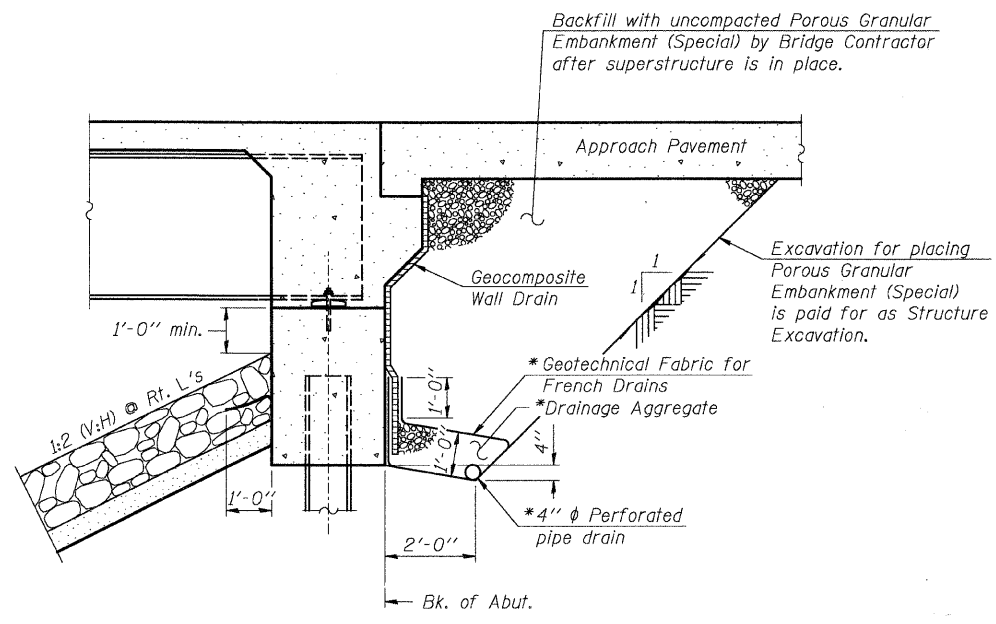
Excavation plans and calculations for work within Metra's right of way shall be submitted to Metra for review prior to start of construction. The cost for this work shall be included in "Structure Excavation."

The contractor must obtain a right of entry agreement with Metra as noted in the special provisions.

The contractor shall schedule and coordinate railroad flagger protection as outlined in section 107.12 of the Standard Specifications.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.	-	155	155
Stone Riprap, Class A4	Sq. Yd.	-	542	542
Filter Fabric	Sq. Yd.	-	542	542
Removal of Existing Structures	Each	-	-	1
Structure Excavation	Cu. Yd.	-	344	344
Floor Drains	Each	10	-	10
Concrete Structures	Cu. Yd.	-	42.1	42.1
Concrete Superstructure	Cu. Yd.	169.8	-	169.8
Bridge Deck Grooving	Sq. Yd.	445	-	445
Concrete Encasement	Cu. Yd.	-	6.6	6.6
Protective Coat	Sq. Yd.	586	-	586
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	1,926	-	1,926
Reinforcement Bars, Epoxy Coated	Pound	34,990	5,920	40,910
Bar Splicers	Each	80	-	80
Furnishing Steel Piles HP 14x73	Foot	-	768	768
Driving Piles	Foot	-	768	768
Test Pile Steel HP 14x73	Each	-	2	2
Pile Shoes	Each	-	14	14
Anchor Bolts, 1"	Each	24	-	24
Name Plates	Each	1	-	1
Geocomposite Wall Drain	Sq. Yd.	-	78	78
Pipe Underdrains for Structures, 4"	Foot	-	168	168



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

* Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

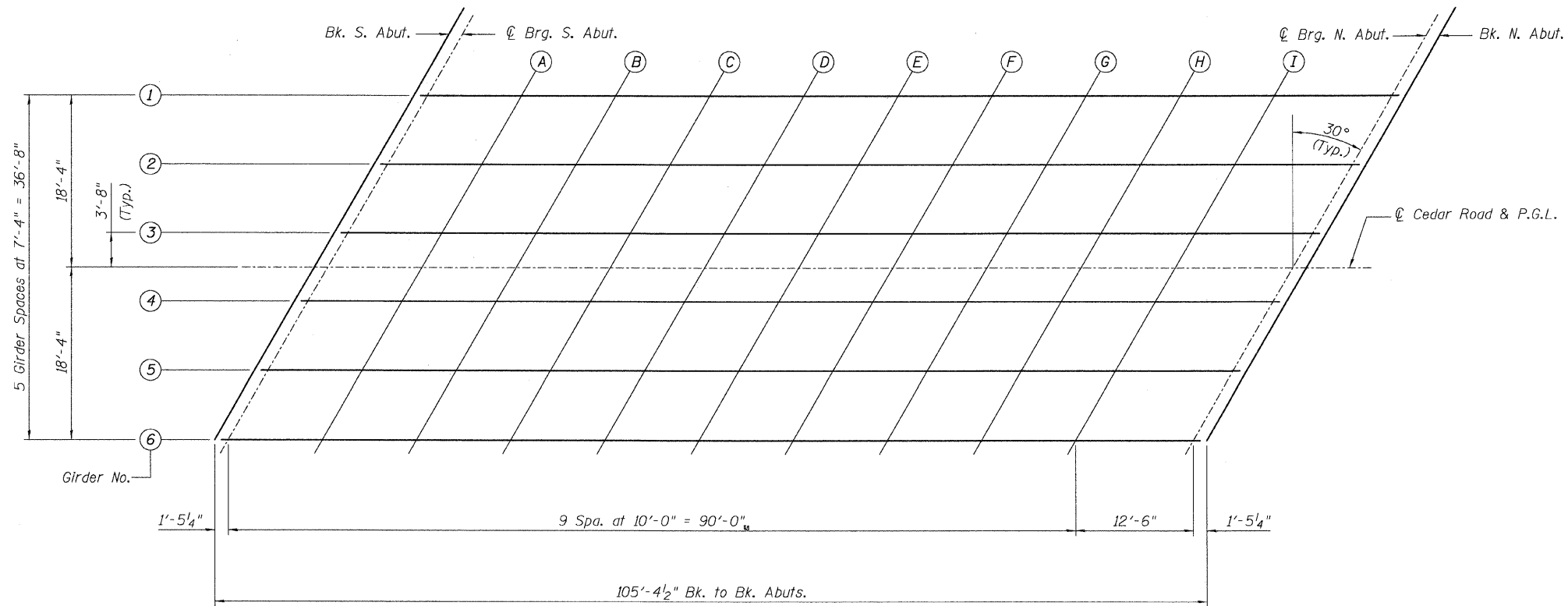
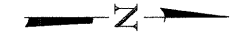
COMPANY NAME: SEC GROUP, INC.
 PROJECT NO.: 01-00056-15-BR
 CLIENT: WILL COUNTY
 DATE: 4-10-2009

SEC GROUP, INC.
 Illinois Professional Design Firm # 184-000108
 Engineering • Surveying • Planning • Landscape Architecture
 420 N. Front Street, Mchenry, IL 60050
 L 815.385.1778 F 815.385.1781
 www.secgroupinc.com

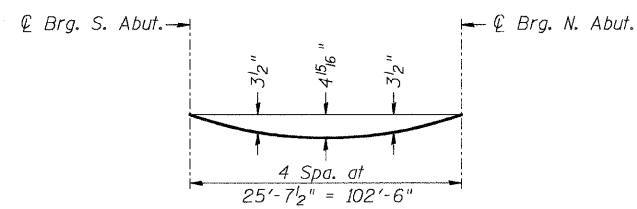
WILL COUNTY DEPARTMENT OF HIGHWAYS
 GENERAL NOTES & TOTAL BILL OF MATERIALS
 CEDAR ROAD OVER
 JACKSON CREEK
 WILL COUNTY
 SECTION NO. 01-00056-15-BR
 STRUCTURE NO. 099-3381
 DATE 4-10-2009

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 369	01-00056-15-BR	WILL	31	12
FED. ROAD DIST. NO.	1	ILLINOIS	FED. AID PROJECT	
CONTRACT #: 83894				

SHEET NO. S-3
S-13 SHEETS



PLAN

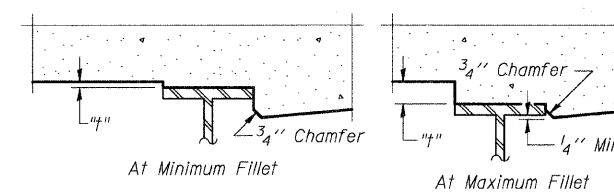


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet S-4.



To determine "h": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "h" above top flange of beams.

FILLET HEIGHTS

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

COMPANY NAME: SEC GROUP, INC.
 PROJECT NO.: 099-3381
 CLIENT: COUNTY OF WILL
 DATE: 09/28/09

Illinois Professional Design Firm # 184-000108
 Engineering • Surveying • Planning • Landscape Architecture
 420 N. Front Street, Mokena, IL 60050
 T 815.385.1778 F 815.385.1781
 www.secgroupinc.com

WILL COUNTY DEPARTMENT OF HIGHWAYS
 TOP OF DECK ELEVATIONS
 CEDAR ROAD OVER
 JACKSON CREEK
 WILL COUNTY
 SECTION NO. 01-00056-15-BR
 STRUCTURE NO. 099-3381
 DATE 4-10-2009

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	106+87.75	-18.333	692.62	692.62
☉ Brg. S. Abut.	106+89.19	-18.333	692.63	692.63
A	106+99.19	-18.333	692.64	692.77
B	107+09.19	-18.333	692.65	692.89
C	107+19.19	-18.333	692.67	693.00
D	107+29.19	-18.333	692.68	693.07
E	107+39.19	-18.333	692.69	693.10
F	107+49.19	-18.333	692.71	693.10
G	107+59.19	-18.333	692.72	693.07
H	107+69.19	-18.333	692.73	693.00
I	107+79.19	-18.333	692.75	692.90
☉ Brg. N. Abut.	107+91.69	-18.333	692.71	692.71
Bk. N. Abut.	107+93.13	-18.333	692.71	692.71

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	106+83.52	-11.000	692.77	692.77
☉ Brg. S. Abut.	106+84.96	-11.000	692.77	692.77
A	106+94.96	-11.000	692.78	692.91
B	107+04.96	-11.000	692.80	693.03
C	107+14.96	-11.000	692.81	693.14
D	107+24.96	-11.000	692.82	693.21
E	107+34.96	-11.000	692.83	693.25
F	107+44.96	-11.000	692.85	693.24
G	107+54.96	-11.000	692.86	693.21
H	107+64.96	-11.000	692.87	693.14
I	107+74.96	-11.000	692.89	693.04
☉ Brg. N. Abut.	107+87.46	-11.000	692.87	692.87
Bk. N. Abut.	107+88.90	-11.000	692.87	692.87

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	106+79.29	-3.667	692.88	692.88
☉ Brg. S. Abut.	106+80.73	-3.667	692.88	692.88
A	106+90.73	-3.667	692.89	693.02
B	107+00.73	-3.667	692.90	693.14
C	107+10.73	-3.667	692.92	693.25
D	107+20.73	-3.667	692.93	693.32
E	107+30.73	-3.667	692.94	693.35
F	107+40.73	-3.667	692.96	693.35
G	107+50.73	-3.667	692.97	693.32
H	107+60.73	-3.667	692.98	693.25
I	107+70.73	-3.667	693.00	693.15
☉ Brg. N. Abut.	107+83.23	-3.667	693.00	693.00
Bk. N. Abut.	107+84.67	-3.667	693.00	693.00

PROFILE GRADE LINE & CENTERLINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	106+77.17	0.000	692.93	692.93
☉ Brg. S. Abut.	106+78.61	0.000	692.93	692.93
A	106+88.61	0.000	692.95	693.07
B	106+98.61	0.000	692.96	693.20
C	107+08.61	0.000	692.97	693.30
D	107+18.61	0.000	692.99	693.37
E	107+28.61	0.000	693.00	693.41
F	107+38.61	0.000	693.01	693.41
G	107+48.61	0.000	693.02	693.37
H	107+58.61	0.000	693.04	693.30
I	107+68.61	0.000	693.05	693.21
☉ Brg. N. Abut.	107+81.11	0.000	693.07	693.07
Bk. N. Abut.	107+82.55	0.000	693.07	693.07

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	106+75.05	3.667	692.86	692.86
☉ Brg. S. Abut.	106+76.49	3.667	692.87	692.87
A	106+86.49	3.667	692.89	693.01
B	106+96.49	3.667	692.90	693.14
C	107+06.49	3.667	692.91	693.24
D	107+16.49	3.667	692.92	693.31
E	107+26.49	3.667	692.94	693.35
F	107+36.49	3.667	692.95	693.35
G	107+46.49	3.667	692.96	693.31
H	107+56.49	3.667	692.98	693.24
I	107+66.49	3.667	692.99	693.15
☉ Brg. N. Abut.	107+78.99	3.667	693.01	693.01
Bk. N. Abut.	107+80.43	3.667	693.01	693.01

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	106+70.82	11.000	692.73	692.73
☉ Brg. S. Abut.	106+72.26	11.000	692.74	692.74
A	106+82.26	11.000	692.76	692.89
B	106+92.26	11.000	692.78	693.02
C	107+02.26	11.000	692.79	693.12
D	107+12.26	11.000	692.80	693.19
E	107+22.26	11.000	692.82	693.23
F	107+32.26	11.000	692.83	693.23
G	107+42.26	11.000	692.84	693.19
H	107+52.26	11.000	692.86	693.12
I	107+62.26	11.000	692.87	693.03
☉ Brg. N. Abut.	107+74.76	11.000	692.89	692.89
Bk. N. Abut.	107+76.20	11.000	692.89	692.89

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	106+66.59	18.333	692.57	692.57
☉ Brg. S. Abut.	106+68.03	18.333	692.57	692.57
A	106+78.03	18.333	692.61	692.74
B	106+88.03	18.333	692.62	692.86
C	106+98.03	18.333	692.64	692.97
D	107+08.03	18.333	692.65	693.04
E	107+18.03	18.333	692.66	693.08
F	107+28.03	18.333	692.68	693.07
G	107+38.03	18.333	692.69	693.04
H	107+48.03	18.333	692.70	692.97
I	107+58.03	18.333	692.72	692.87
☉ Brg. N. Abut.	107+70.53	18.333	692.73	692.73
Bk. N. Abut.	107+71.97	18.333	692.74	692.74

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD



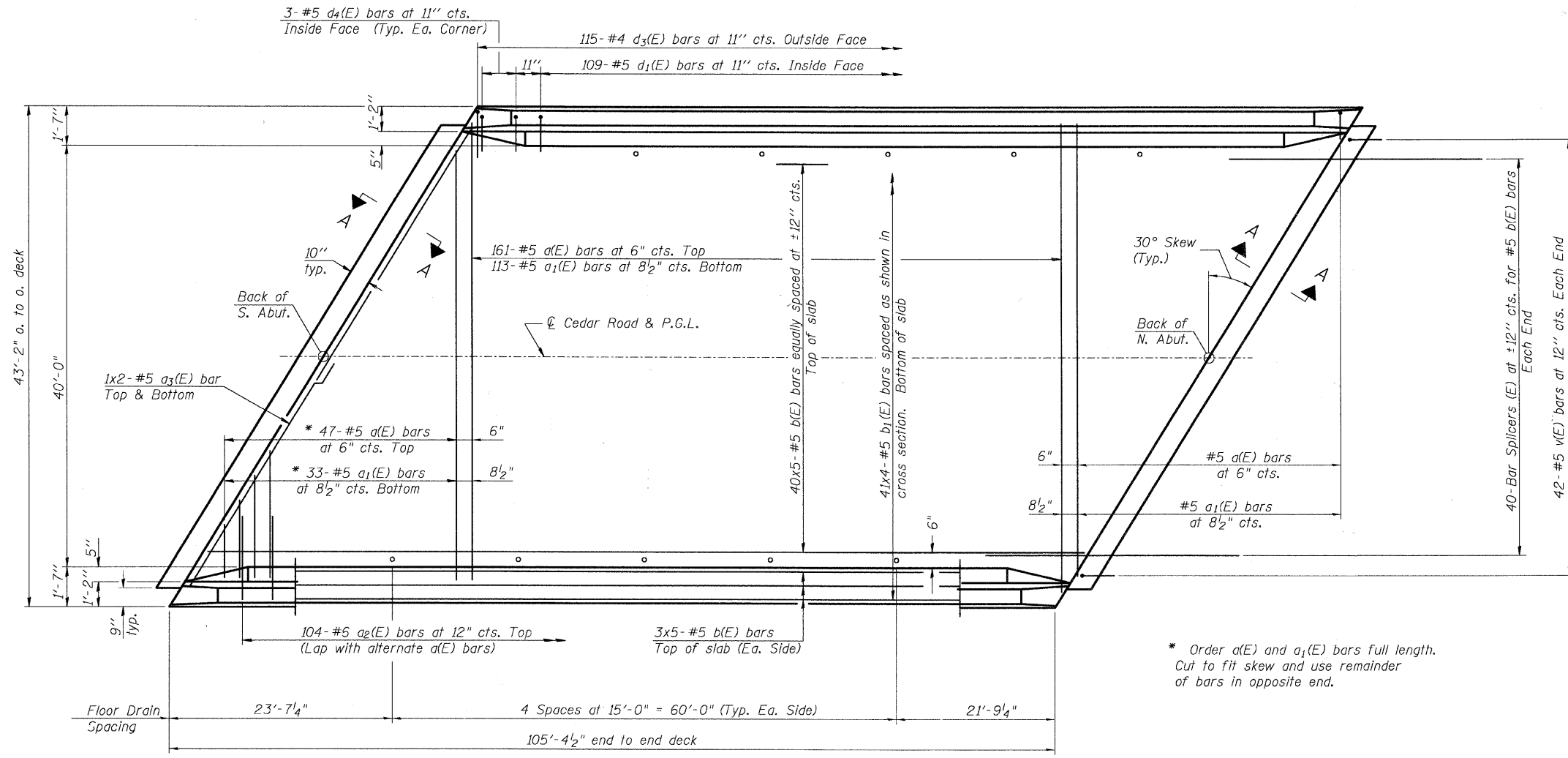
Illinois Professional Design Firm # 184-000108
SEC GROUP, INC.
 • Engineering • Surveying • Planning • Landscape Architecture
 420 N. Front Street, Mchenry, IL 60050
 T 815.385.1778 F 815.385.1781
 www.secgroupinc.com

WILL COUNTY DEPARTMENT OF HIGHWAYS

TOP OF DECK ELEVATIONS
 CEDAR ROAD OVER
 JACKSON CREEK
 WILL COUNTY
 SECTION NO. 01-00056-15-BR
 STRUCTURE NO. 099-3381

DATE 4-10-2009

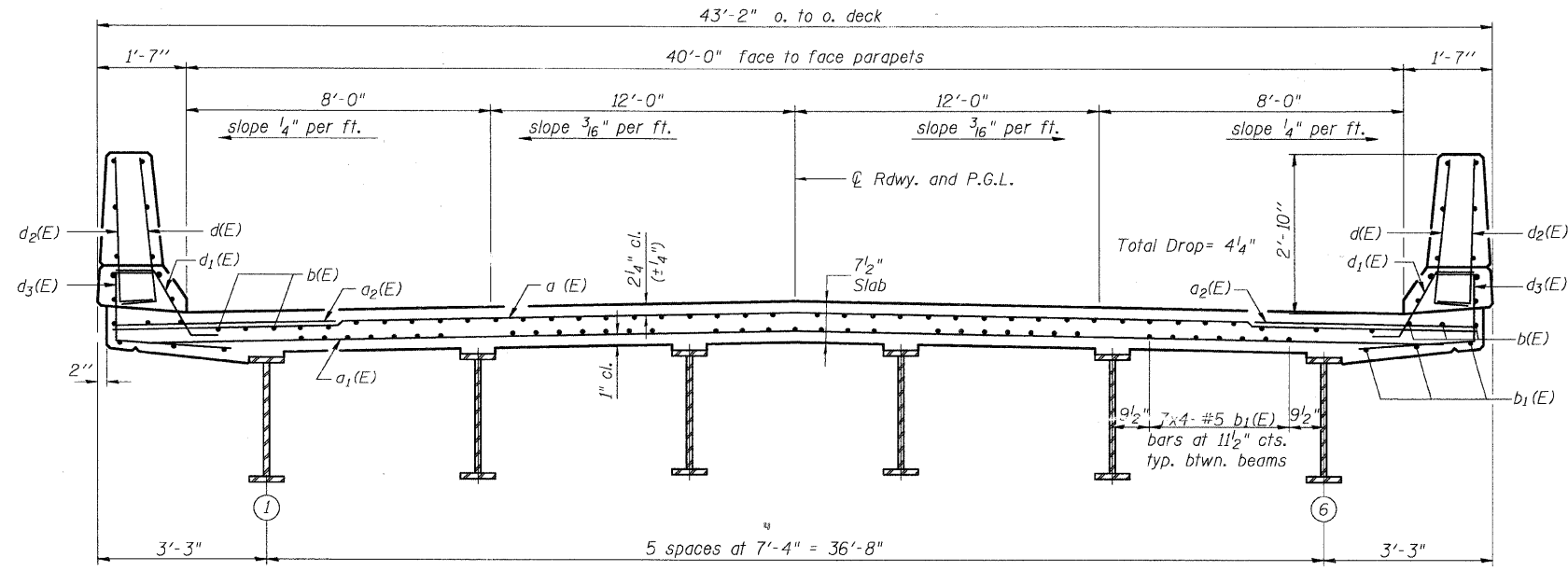
COUNTY NAME: SEC GROUP, INC.
 COUNTY NO: 01-00056-15-BR
 COUNTY DIST: 1
 COUNTY SHEET: 13
 COUNTY TOTAL SHEETS: 31



* Order a(E) and a1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

MIN. BAR LAP
#5 bar = 2'-2"

PLAN
N



CROSS SECTION
(Looking North)

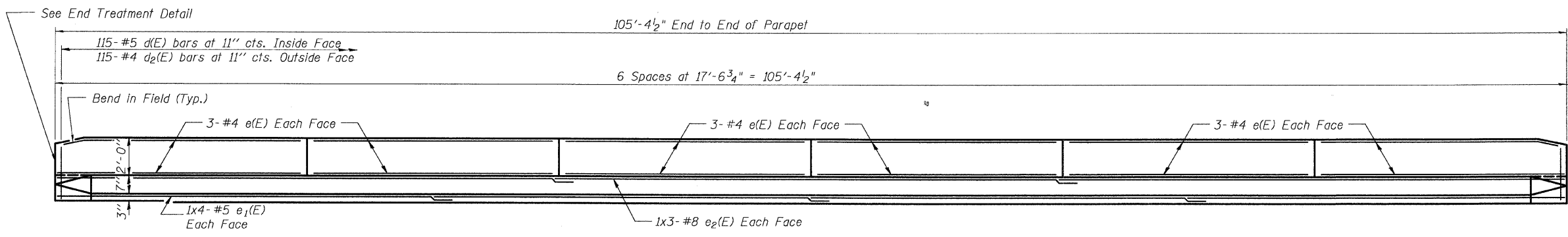
Notes:
See Sheet S-6 for superstructure details and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3- #5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet S-6 for parapet reinforcement.
See Sheet S-6 for details of v(E) bars.
See Sheet S-7 for Section A-A and diaphragm details.
See Sheet S-13 for Bar Splicer Assembly details.

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

SEC GROUP, INC.
Illinois Professional Design Firm # 184-000106
Engineering • Surveying • Planning • Landscape Architecture
420 N. Front Street, Mchenry, IL 60050
L 815.385.1778 F 815.385.1781
www.secgroupinc.com

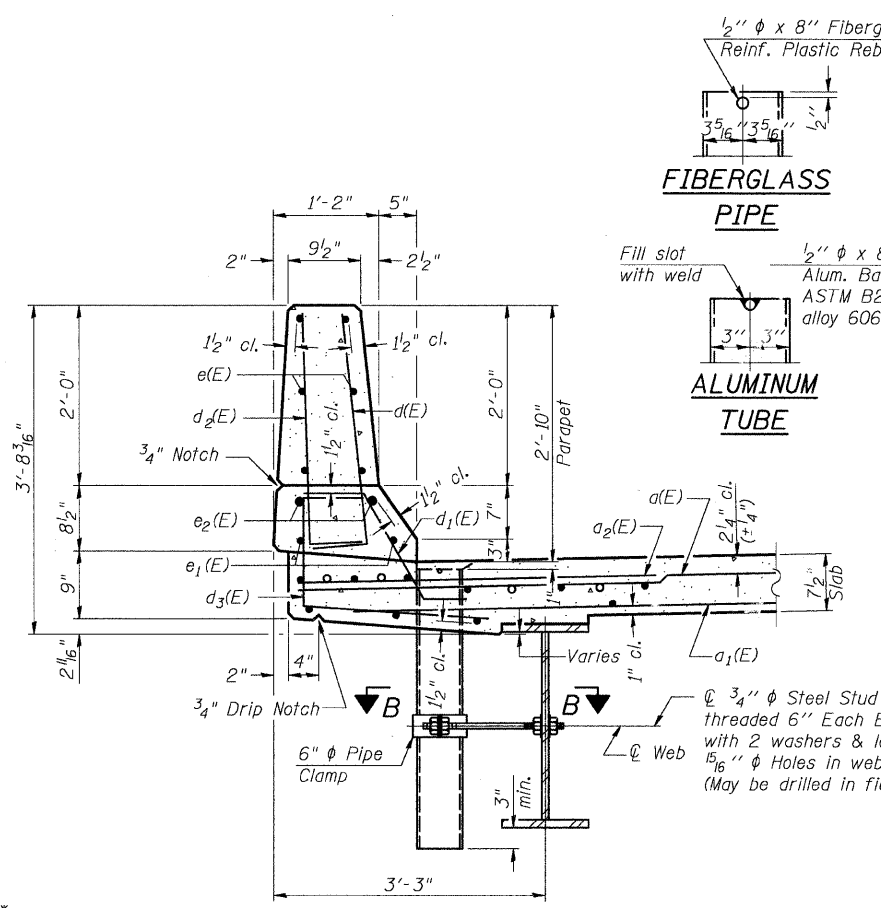
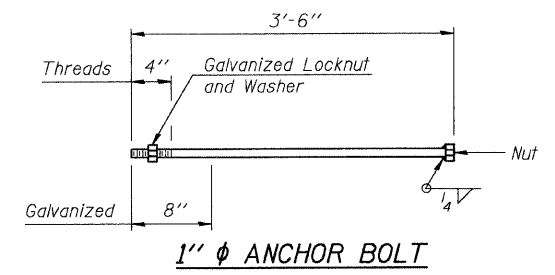
WILL COUNTY DEPARTMENT OF HIGHWAYS
DECK PLAN AND CROSS SECTION
CEDAR ROAD OVER
JACKSON CREEK
WILL COUNTY
SECTION NO. 01-00056-15-BR
STRUCTURE NO. 099-3381
DATE 4-10-2009

COMPANY NAME: SEC GROUP, INC.
 PROJECT NO.: 01-00056-15-BR
 CLIENT: COUNTY OF WILL
 DATE: 04/10/09



MINIMUM BAR LAP
#5 bar = 1'-8"
#8 bar = 3'-5"

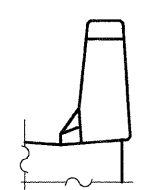
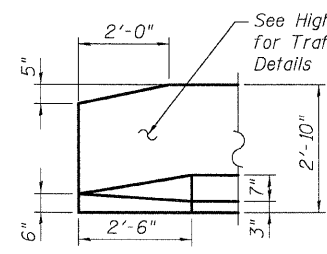
INSIDE ELEVATION OF PARAPET



FIBERGLASS PIPE

ALUMINUM TUBE

TOP PLAN
(Showing Aluminum Tube)

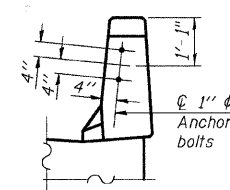
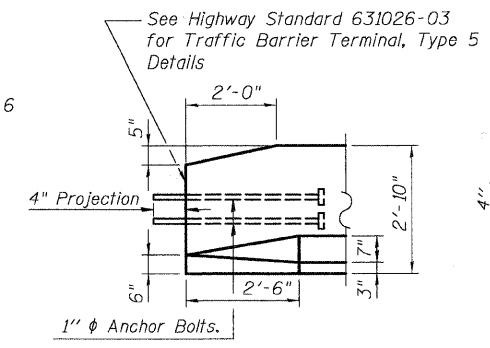


ELEVATION

END VIEW

END TREATMENT DETAIL

Not to Scale
(Southwest, Southeast, and Northeast corners)



ELEVATION

END VIEW

END TREATMENT DETAIL

Not to Scale
(Northwest corner)

SUPERSTRUCTURE BILL OF MATERIAL

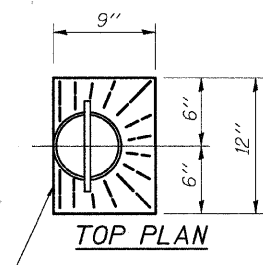
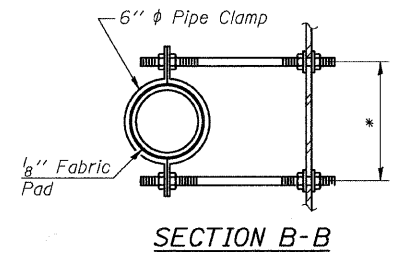
Bar	No.	Size	Length	Shape
a(E)	208	# 5	42'-6"	—
a1(E)	146	# 5	40'-10"	—
a2(E)	208	# 6	4'-6"	—
a3(E)	8	# 5	26'-0"	—
b(E)	230	# 5	22'-9"	—
b1(E)	164	# 5	27'-11"	—
d(E)	230	# 5	3'-0"	┌
d1(E)	218	# 5	2'-5"	┌
d2(E)	230	# 4	3'-0"	┌
d3(E)	230	# 4	3'-11"	┌
d4(E)	12	# 5	2'-2"	┌
e(E)	72	# 4	17'-3"	—
e1(E)	16	# 5	27'-6"	—
e2(E)	12	# 8	37'-3"	—
m(E)	4	# 6	47'-9"	—
m1(E)	6	# 6	49'-6"	—
m2(E)	24	# 6	10'-6"	—
m3(E)	10	# 6	8'-0"	—
m4(E)	4	# 6	3'-5"	—
s(E)	92	# 5	6'-4"	┌
s1(E)	82	# 4	12'-0"	┌
v(E)	84	# 5	3'-10"	┌
Reinforcement Bars, Epoxy Coated		Pound		34,990
Concrete Superstructure		Cu. Yd.		169.8

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 1 x 3 #5 etc. indicates 1 line of bars with 3 lengths per line.

Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SPI prior to painting. Color to match girders (See General Notes, Sheet S-2)
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Floor Drains shall be located clear of all diaphragms.

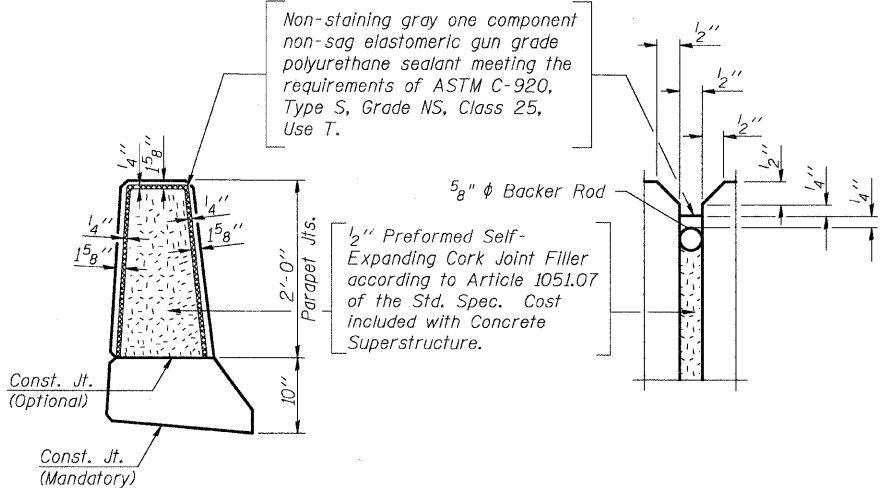
* Dimension as required by Pipe Clamp

SECTION THRU PARAPET

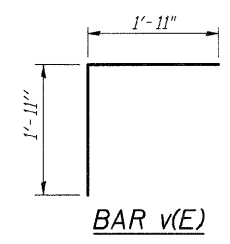


SECTION B-B

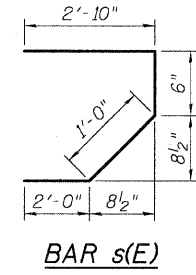
TOP PLAN



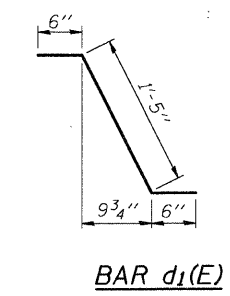
PARAPET JOINT DETAILS



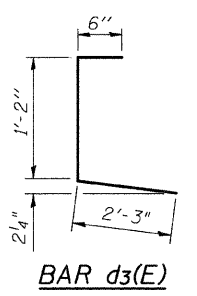
BAR v(E)



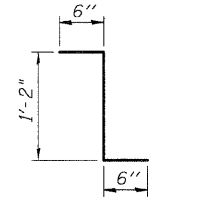
BAR s(E)



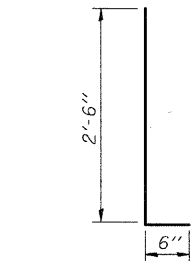
BAR d1(E)



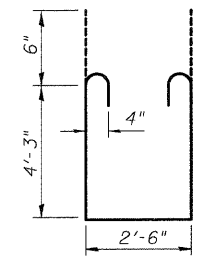
BAR d3(E)



BAR d4(E)



BARS d(E) & d2(E)



BAR s1(E)

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

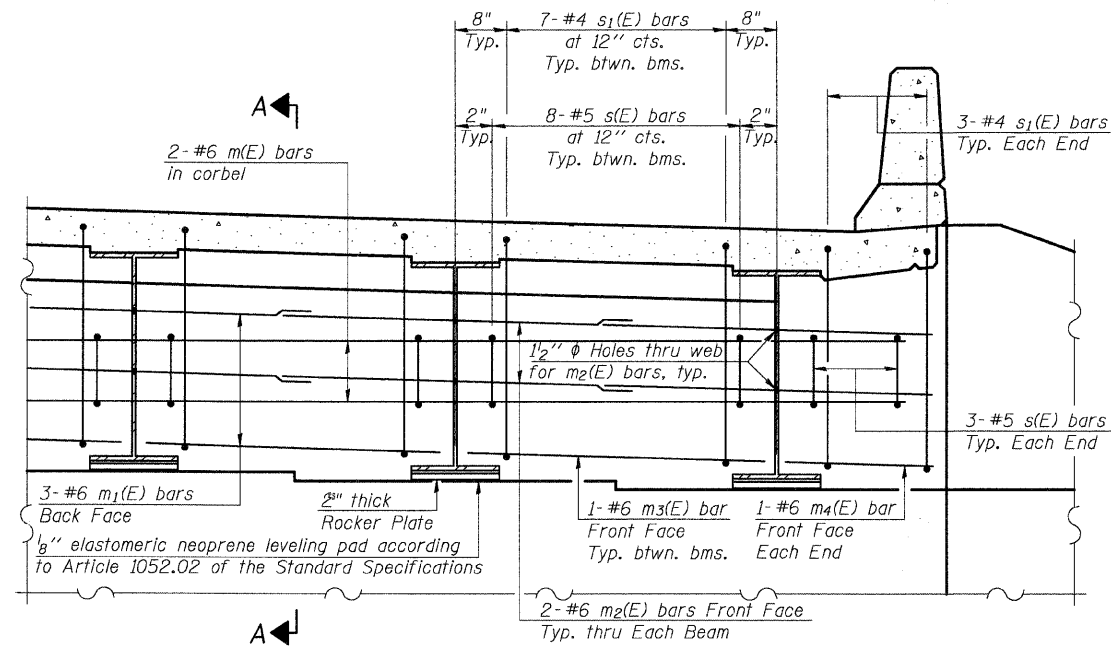
COMPANY NAME: SEC GROUP, INC.
CLIENT: WILL COUNTY
PROJECT: CEDAR ROAD OVER JACKSON CREEK
DATE: 4-10-2009

SEC GROUP, INC.
• Engineering • Surveying • Planning • Landscape Architecture
423 N. Front Street, Mokena, IL 60050
1.815.365.1778 | 1.815.365.1781
www.secgroupinc.com

WILL COUNTY DEPARTMENT OF HIGHWAYS
SUPERSTRUCTURE DETAILS
CEDAR ROAD OVER JACKSON CREEK
WILL COUNTY
SECTION NO. 01-00056-15-BR
STRUCTURE NO. 099-3381
DATE 4-10-2009

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
FAU 369	01-00056-15-BR	WILL	31	16
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-		
1			CONTRACT #: 83894	

SHEET NO. S-7
S-13 SHEETS

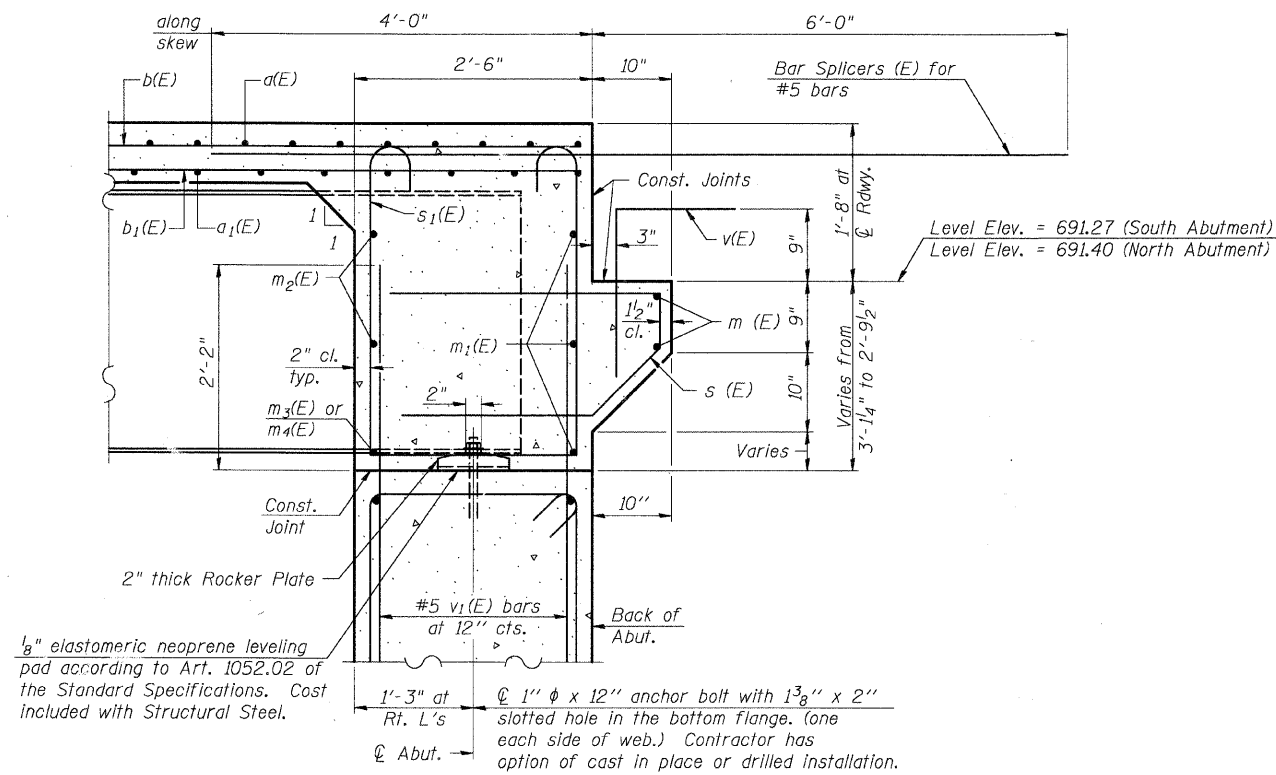


DIAPHRAGM ELEVATION AT ABUTMENT

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet S-6.
Concrete in diaphragm is included with Concrete Superstructure on sheet S-6.
For details of bars s(E) and s1(E) see sheet S-6.
The s(E) and s1(E) bars shall be placed parallel to the beams.
Spacing for these bars shall be at right angles to the beams.

MIN. BAR LAP
#6 bar = 2'-9"



SECTION A-A

Dimensions at right angles to abutment, except as shown.

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

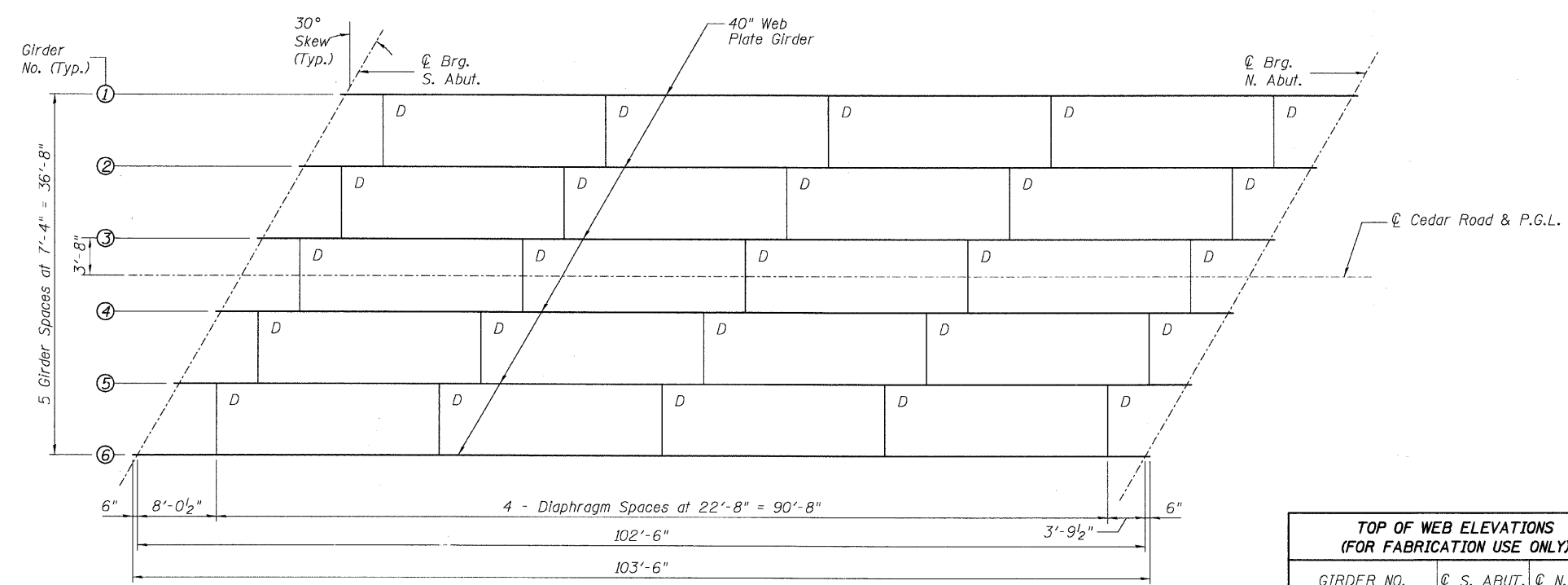
COMPANY NAME: SEC GROUP, INC.
 CLIENT: COUNTY OF WILL
 PROJECT: CEDAR ROAD OVER JACKSON CREEK
 SHEET: S-13
 DATE: 09/28/09

SEC GROUP, INC.
 Illinois Professional Design Firm # 184-000108
 Engineering • Surveying • Planning • Landscape Architecture
 420 N. Front Street, Mchenry, IL 60050
 1.815.385.1778 1.815.385.1781
 www.secgroupinc.com

WILL COUNTY DEPARTMENT OF HIGHWAYS

DIAPHRAGM DETAILS
 CEDAR ROAD OVER
 JACKSON CREEK
 WILL COUNTY
 SECTION NO. 01-00056-15-BR
 STRUCTURE NO. 099-3381

DATE 4-10-2009

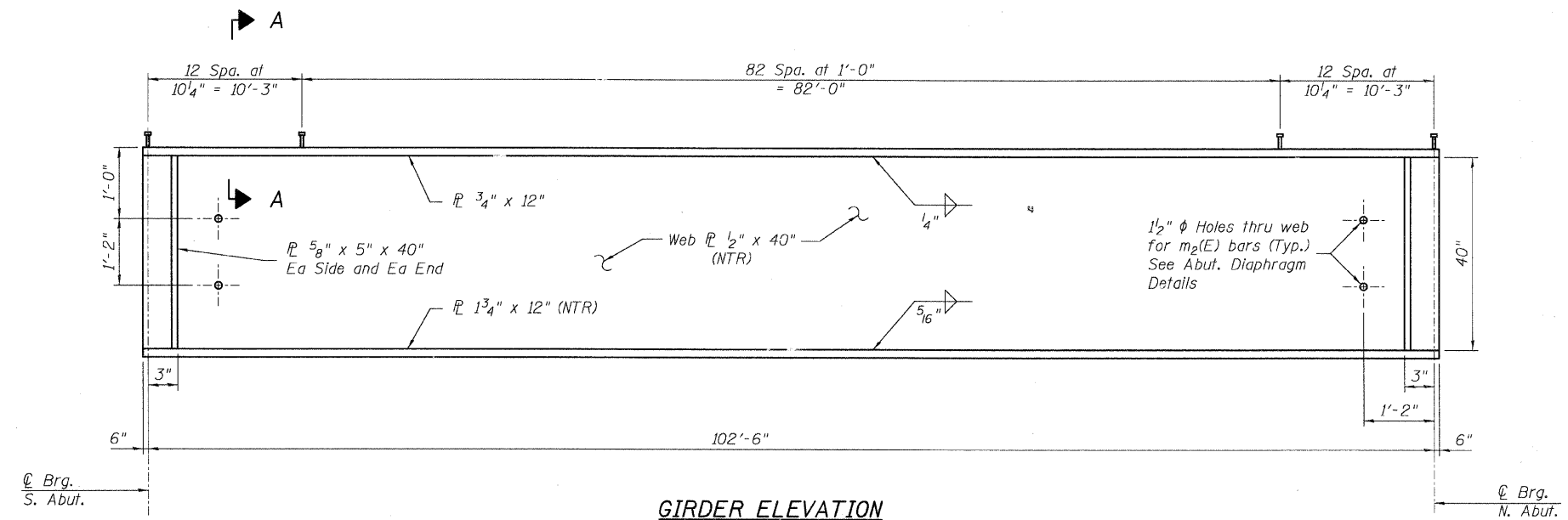


FRAMING PLAN

GIRDER NO.	℄ S. ABUT.	℄ N. ABUT.
Girder 1	691.87	691.95
Girder 2	692.01	692.11
Girder 3	692.12	692.24
Girder 4	692.11	692.25
Girder 5	691.98	692.13
Girder 6	691.81	691.97

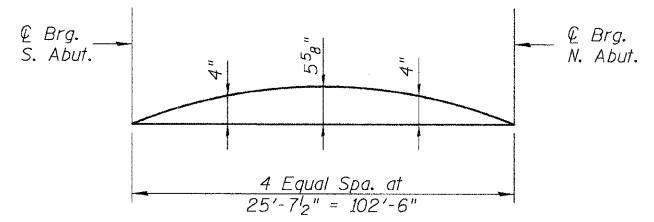
Property	Value
I_s	(in ⁴) 14,259
I_c (n)	(in ⁴) 40,651
I_c (3n)	(in ⁴) 28,759
S_s	(in ³) 856.4
S_c (n)	(in ³) 1,186.9
S_c (3n)	(in ³) 1,090.6
Z	(in ³) -----
ϕ	(k/ft.) 0.933
$M\phi$	(k) 1,225
$s\phi$	(k/ft.) 0.510
$Ms\phi$	(k) 670
$M\ddagger$	(k) 1,046
M (Imp)	(k) 230
$^5_3[M\ddagger + M(\text{Imp})]$	(k) 2,127
Ma	(k) 5,229
Mu	(k) 5,692
$fs\phi$ non-comp (k.s.i.)	17.2
$fs\phi$ comp (k.s.i.)	7.4
$fs^5_3(\ddagger + \text{Imp})$ (k.s.i.)	21.5
fs (Overload) (k.s.i.)	46.1
fs (Total) (k.s.i.)	-----
VR	(k) 59.1

Reaction	Value (k)
$R\phi$	73.9
$R\ddagger$	48.5
$Imp.$	10.7
R (Total)	133.1

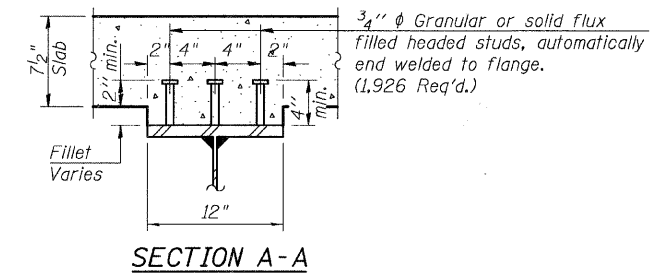


GIRDER ELEVATION
"NTR" denotes plates to which Notch Toughness Requirements are applicable

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).
 $I_c(n)$ and $S_c(n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.
 $I_c(3n)$ and $S_c(3n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)
 VR is the maximum Live Load + Impact shear range in span.
 Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.
 Ma (Applied Moment) = $1.3[M\phi + Ms\phi + ^5_3(M\ddagger + M(\text{Imp}))]$.
The Plastic Moment capacity (Mu) is computed according to AASHTO 10.48.1 and 10.50.1.1.
 fs (Overload) is the sum of the stresses due to $M\phi + Ms\phi + ^5_3(M\ddagger + M(\text{Imp}))$.
 fs (Total) (Non-compact section) is the sum of the stresses due to $1.3[M\phi + Ms\phi + ^5_3(M\ddagger + M(\text{Imp}))]$.



CAMBER DIAGRAM
Camber includes correction for deflection due to the weight of the concrete deck slab and structural steel.



SECTION A-A

NOTES:
All materials shall be AASHTO M270 Grade 50.
"NTR" indicates members to which Notch Toughness Requirements are applicable.
See Sheet S-9 for typical girder elevation and framing details.

DESIGNED	MGH
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

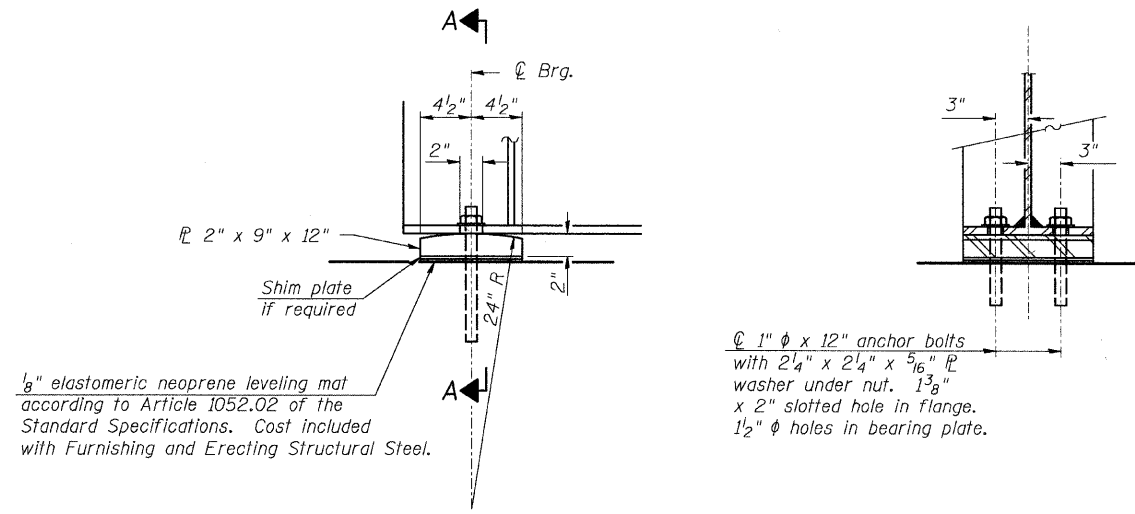


WILL COUNTY DEPARTMENT OF HIGHWAYS

STEEL FRAMING PLAN
CEDAR ROAD OVER
JACKSON CREEK
WILL COUNTY
SECTION NO. 01-00056-15-BR
STRUCTURE NO. 099-3381

DATE 4-10-2009

COMPANY NAME: SEC GROUP, INC.
 CLIENT: WILL COUNTY
 PROJECT: CEDAR ROAD OVER JACKSON CREEK
 SHEET: S-13



1/8" elastomeric neoprene leveling mat according to Article 1052.02 of the Standard Specifications. Cost included with Furnishing and Erecting Structural Steel.

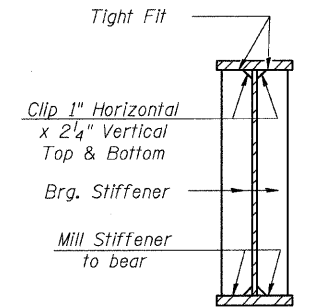
1" ϕ x 12" anchor bolts with 2 1/4" x 2 1/4" x 5/16" PL washer under nut. 1 3/8" x 2" slotted hole in flange. 1/2" ϕ holes in bearing plate.

ELEVATION AT ABUTMENTS

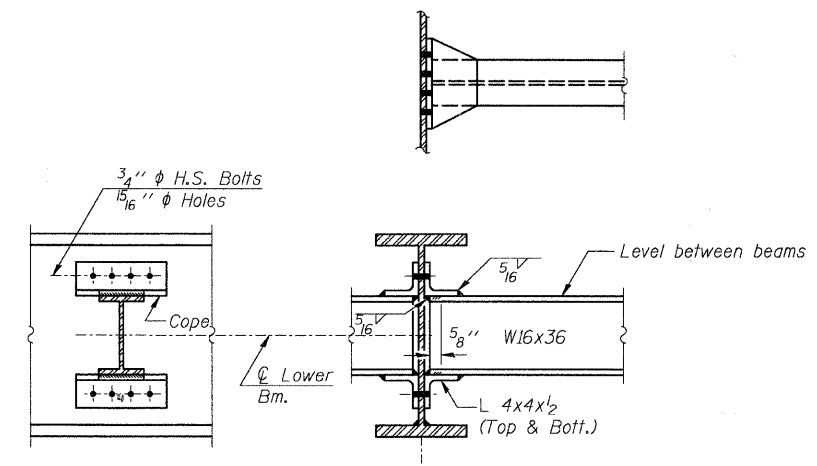
SECTION A-A

FIXED BEARING AT ABUTMENTS
(12 Required)

Notes:
Anchor bolts at fixed bearings may be built into the masonry.
See sheet S-10 for Anchor Bolt Installation.



SECTION AT ABUTMENTS



DIAPHRAGM D
(25 Required)

BILL OF MATERIAL

Item	Unit	Quantity
Furnishing & Erecting Structural Steel	L. Sum	1
Stud Shear Connectors	Each	1,926

Notes:
Work this Sheet with Sheets S-8.
Two hardened washers shall be required over all oversize holes for diaphragms.

DESIGNED	MGH
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

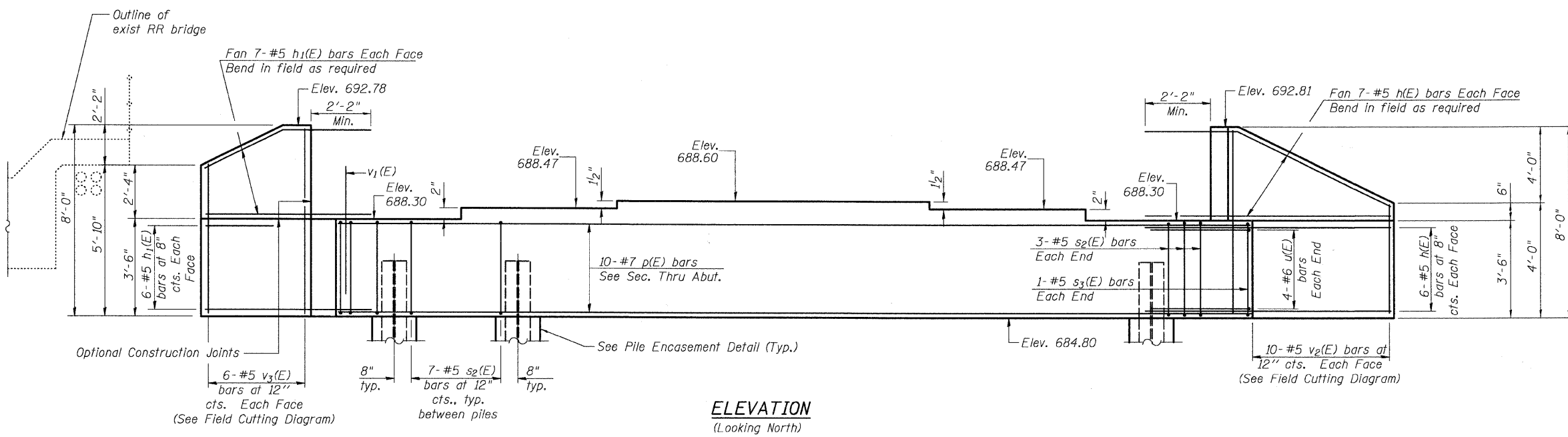
COMPANY NAME: SEC GROUP, INC.
 PROJECT: CEDAR ROAD OVER JACKSON CREEK
 CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION
 DATE: 4-10-2009

Illinois Professional Design Firm # 184-000108
SEC GROUP, INC.
 Engineering • Surveying • Planning • Landscape Architecture
 420 N. Front Street, McHenry, IL 60050
 t. 815.385.1778 f. 815.385.1781
 www.secgroupinc.com

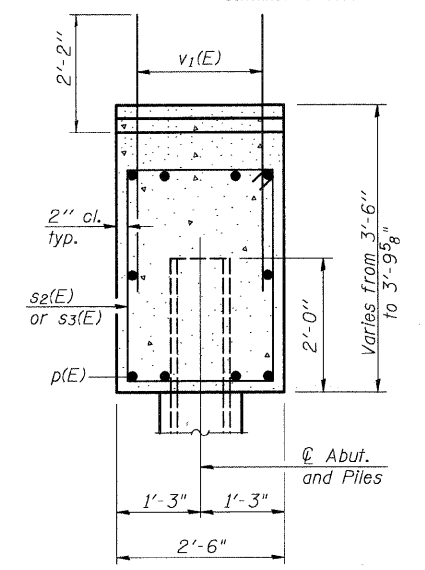
WILL COUNTY DEPARTMENT OF HIGHWAYS

STEEL FRAMING DETAILS
 CEDAR ROAD OVER
 JACKSON CREEK
 WILL COUNTY
 SECTION NO. 01-00056-15-BR
 STRUCTURE NO. 099-3381

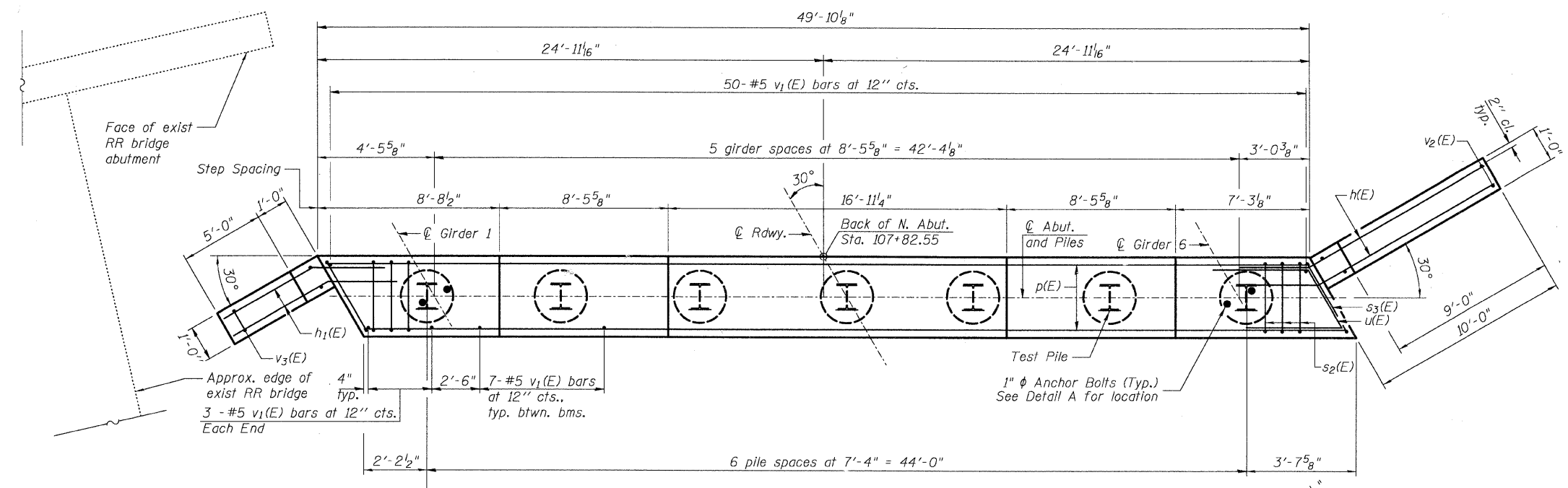
DATE 4-10-2009



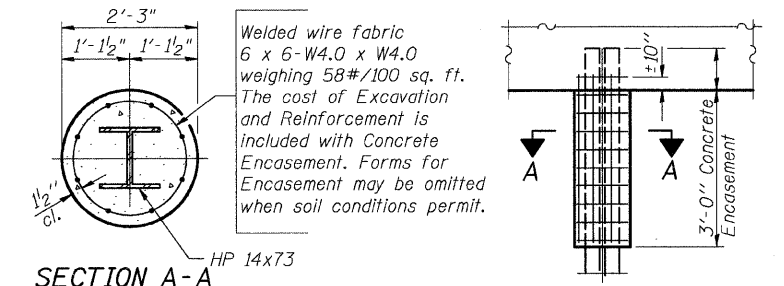
ELEVATION
(Looking North)



SEC. THRU ABUT.



PLAN



SECTION A-A

PILE ENCASEMENT DETAIL

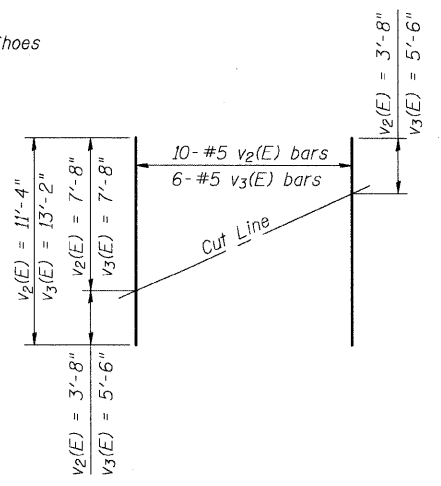
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	26	#5	12'-0"	
h1(E)	26	#5	8'-0"	
p(E)	10	#7	49'-6"	
s2(E)	48	#5	11'-7"	
s3(E)	2	#5	12'-3"	
u(E)	8	#6	9'-6"	
v1(E)	91	#5	4'-4"	
v2(E)	10	#5	11'-4"	
v3(E)	6	#5	13'-2"	
Concrete Structures		Cu. Yd.	20.7	
Reinforcement Bars, Epoxy Coated		Pound	2,890	
Structure Excavation		Cu. Yd.	172	
Furnishing Steel Piles HP 14x73		Foot	402	
Driving Piles		Foot	402	
Pile Shoes		Each	7	
Test Pile HP 14x73		Each	1	

PILE DATA

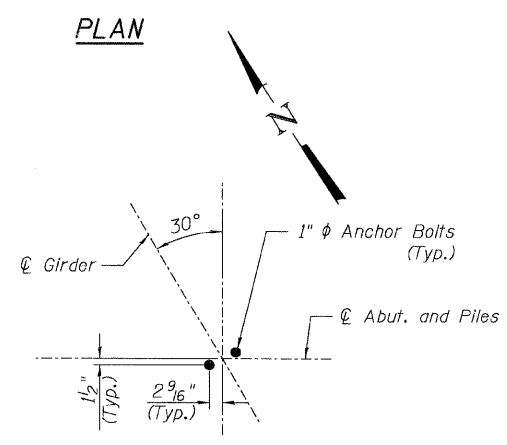
Type & Size: Refusal Steel HP 14x73 with Pile Shoes
Nominal Required Bearing: 577.8 kips
Allowable Resistance Available: 192.6 kips
Est. Length: 67 ft.
No. Required: 6 plus one (1) Test Pile

Notes: The Steel H-piles shall be according to AASHTO M270 Grade 50.

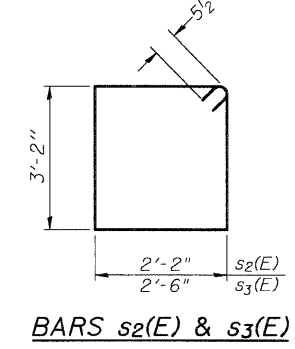


FIELD CUTTING DIAGRAM

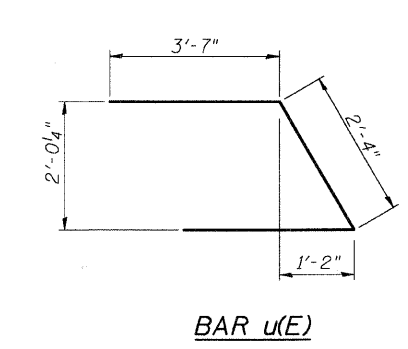
Order v2(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



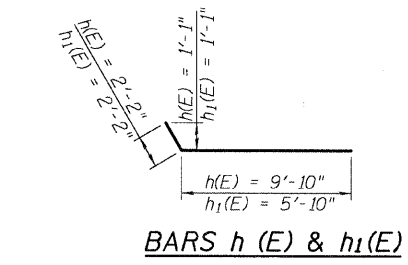
DETAIL A



BARS s2(E) & s3(E)



BAR u(E)



BARS h(E) & h1(E)

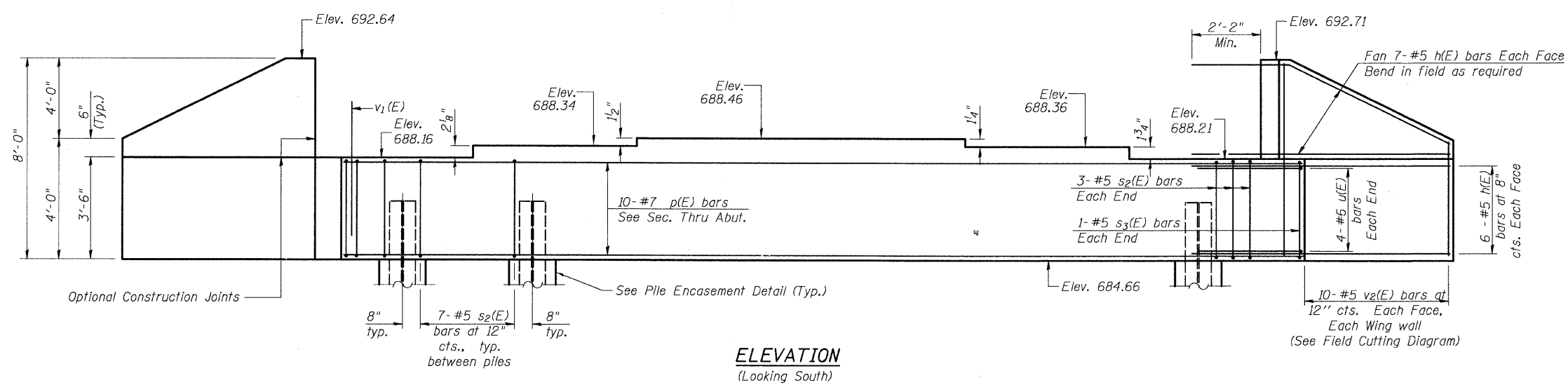
Notes: Pour steps monolithically with cap. Reinforcement bars designated (E) shall be epoxy coated.

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

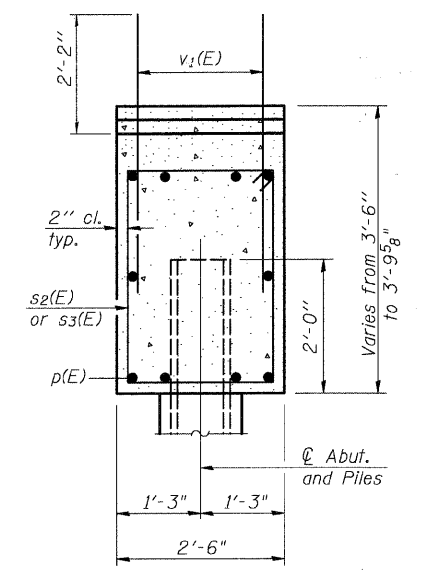
COMPANY NAME: SEC GROUP, INC.
 CLIENT: WILL COUNTY
 PROJECT: CEDAR ROAD OVER JACKSON CREEK
 SHEET NO: S-13
 DATE: 4-10-2009

SEC GROUP, INC.
 Illinois Professional Design Firm # 184-000108
 Engineering • Surveying • Planning • Landscape Architecture
 420 N. Front Street, Mokena, IL 60450
 T 815.385.1770 F 815.385.1781
 www.secgroupinc.com

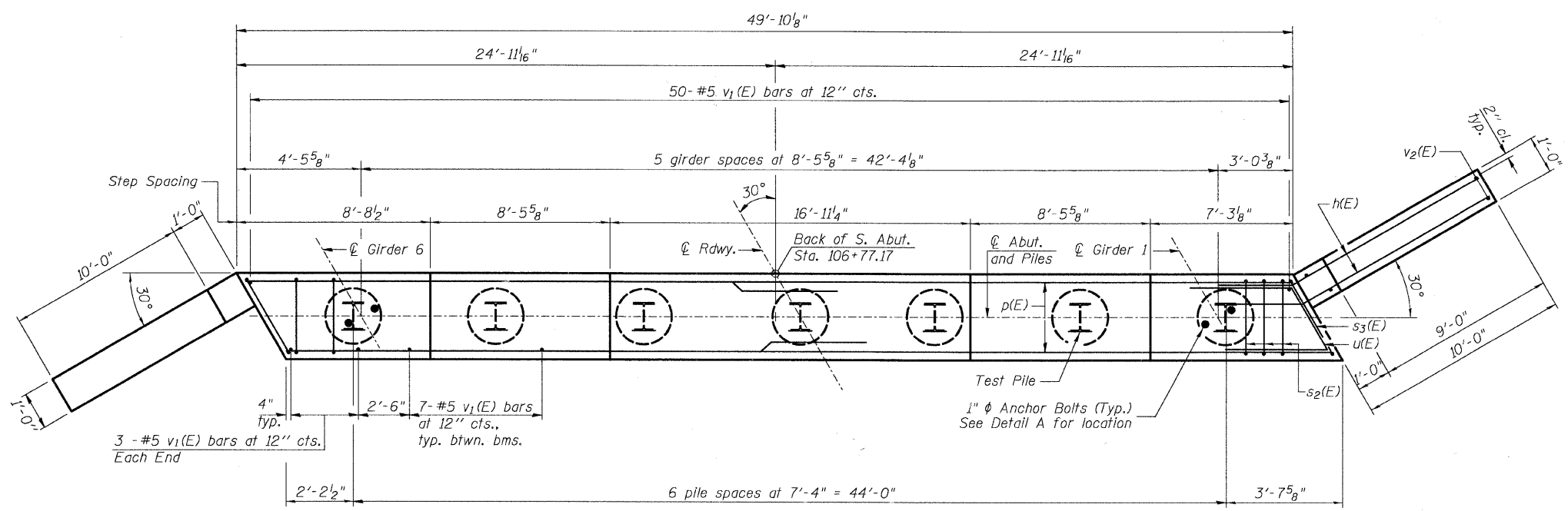
WILL COUNTY DEPARTMENT OF HIGHWAYS
 NORTH ABUTMENT DETAILS
 CEDAR ROAD OVER JACKSON CREEK
 WILL COUNTY
 SECTION NO. 01-00056-15-BR
 STRUCTURE NO. 099-3381
 DATE 4-10-2009



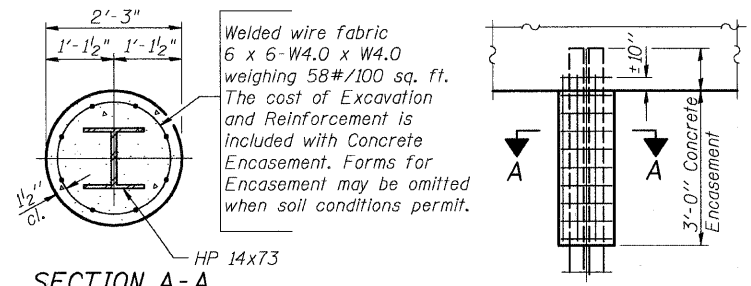
ELEVATION
(Looking South)



SEC. THRU ABUT.



PLAN

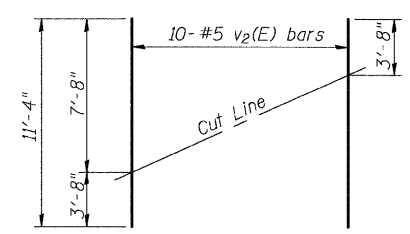


SECTION A-A
PILE ENCASEMENT DETAIL

PILE DATA

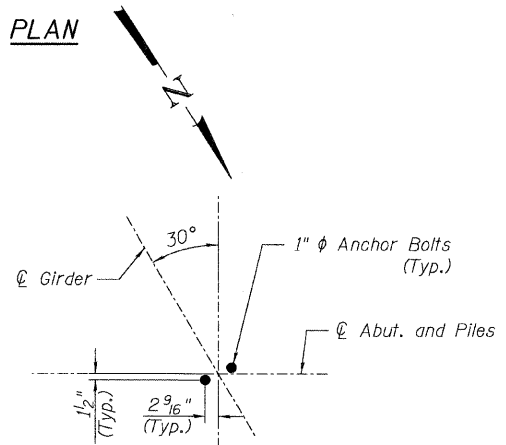
Type & Size: Refusal Steel HP 14x73 with Pile Shoes
Nominal Required Bearing: 577.8 kips
Allowable Resistance Available: 192.6 kips
Est. Length: 61 ft.
No. Required: 6 plus one (1) Test Pile

Notes: The steel H-piles shall be according to AASHTO M270 Grade 50.

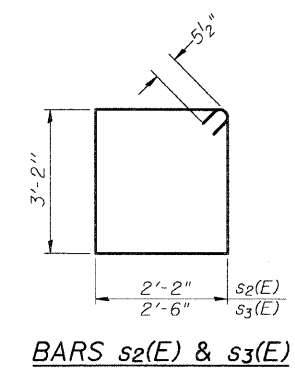


FIELD CUTTING DIAGRAM

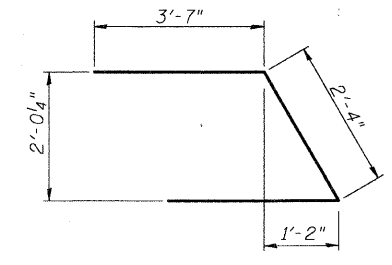
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



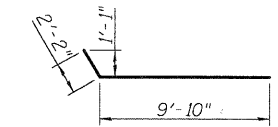
DETAIL A



BARS s2(E) & s3(E)



BAR u(E)



BAR h(E)

Notes: Four steps monolithically with cap. Reinforcement bars designated (E) shall be epoxy coated.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	52	#5	12'-0"	
p(E)	10	#7	49'-6"	
s2(E)	48	#5	11'-7"	
s3(E)	2	#5	12'-3"	
u(E)	8	#6	9'-6"	
v1(E)	91	#5	4'-4"	
v2(E)	20	#5	11'-4"	
Concrete Structures		Cu. Yd.	21.4	
Reinforcement Bars, Epoxy Coated		Pound	3,030	
Structure Excavation		Cu. Yd.	172	
Furnishing Steel Piles HP 14x73		Foot	366	
Driving Piles		Foot	366	
Pile Shoes		Each	7	
Test Pile HP 14x73		Each	1	

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

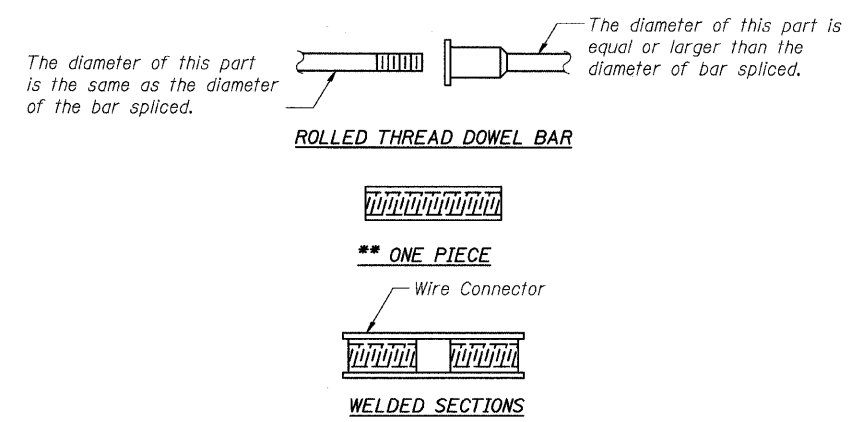
WILL COUNTY DEPARTMENT OF HIGHWAYS

SOUTH ABUTMENT DETAILS
CEDAR ROAD OVER
JACKSON CREEK
WILL COUNTY
SECTION NO. 01-00056-15-BR
STRUCTURE NO. 099-3381

DATE 4-10-2009

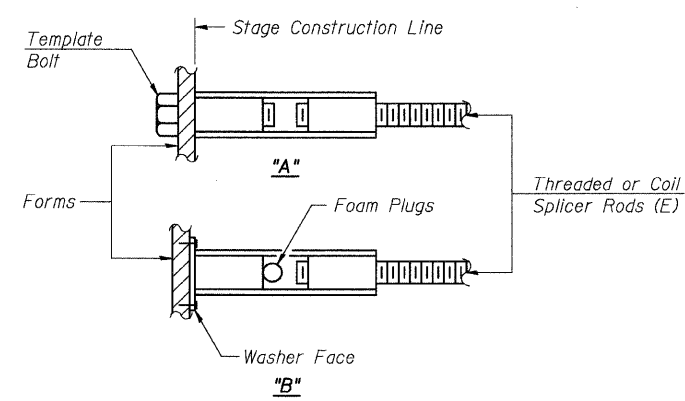
SEC GROUP, INC.
Engineering • Surveying • Planning • Landscape Architecture
420 N. Front Street, Mokena, IL 60450
L 815.385.1778 F 815.385.1781
www.secgroupinc.com

COMPANY NAME: SEC GROUP, INC.
 PROJECT: CEDAR ROAD OVER JACKSON CREEK
 CLIENT: COUNTY OF WILL
 DATE: 04/10/09 09:28:43 AM



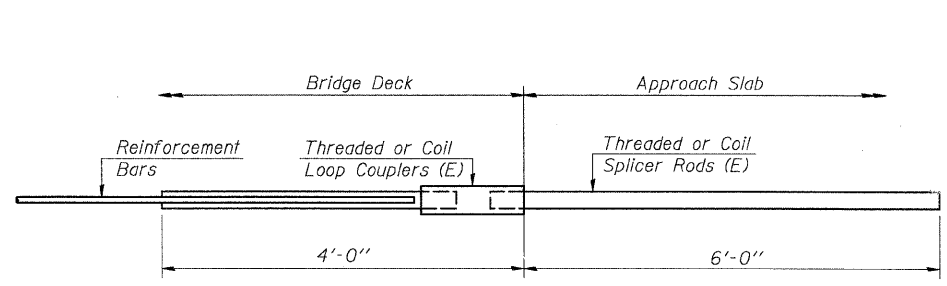
BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



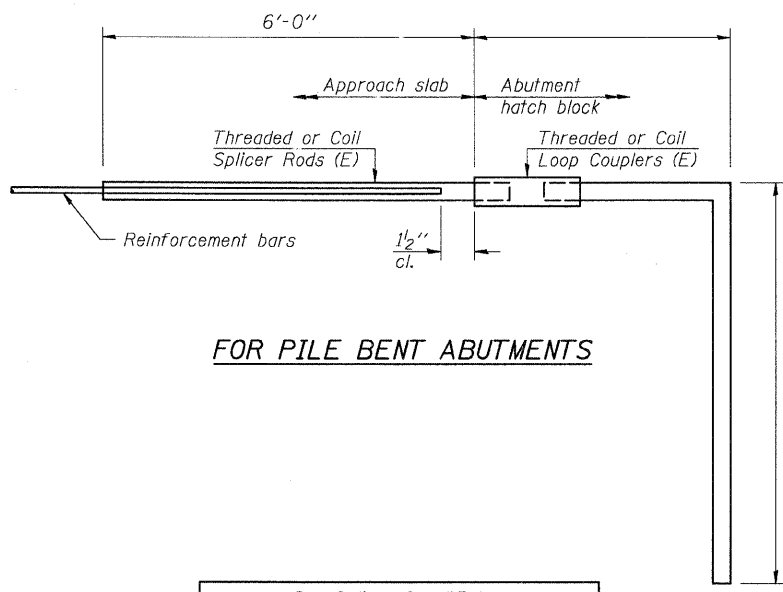
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



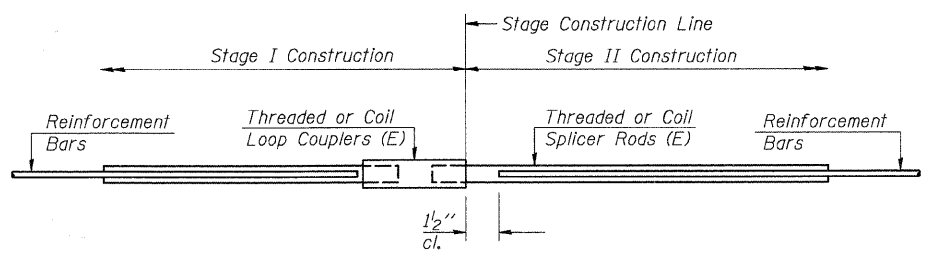
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity =	23.0 kips - tension
Min. Pull-out Strength =	9.2 kips - tension
No. Required =	80



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity =	23.0 kips - tension
Min. Pull-out Strength =	9.2 kips - tension
No. Required =	



STANDARD

Bar Size	No. Assemblies Required	Location

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
- Minimum *Pull-out Strength = $1.25 \times f_{sallow} \times A_t$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 f_{sallow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 50B of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

COMPANY NAME: SEC GROUP, INC.
 CLIENT: WILL COUNTY
 PROJECT: CEDAR CREEK
 DATE: 4-10-2009 2:04:41 PM



WILL COUNTY DEPARTMENT OF HIGHWAYS

BAR SPLICER ASSEMBLY DETAILS
 CEDAR ROAD OVER
 JACKSON CREEK
 WILL COUNTY
 SECTION NO. 01-00056-15-BR
 STRUCTURE NO. 099-3381

DATE 4-10-2009

BRIDGE FOUNDATION BORING LOG

SHEET 1 OF 2

PROJECT CEDAR ROAD OVER JACKSON CREEK DATE 6/27/02
 ROUTE SOUTH CEDAR ROAD BORED BY SPE
 SECTION 56-B-150 (Original) STATION 106+95 to 107+24 CHECKED BY WJW

COUNTY		WILL	
BORING	SB-1	ROTARY MUD DRILLING	
STATION	107+75	GROUNDWATER SURFACE IN CREEK 681.7	
OFFSET	±10' N Abut., S bound Ln	Depth N/6"	Qu tsf %
GROUND SURFACE EL. 692.8	M (Ft)		
9" AC, 1 1/2" Gray Crushed Limestone Base Course	0		
Black, Yellow-Brown with Dark Grey Silty CLAY, A-6: FILL	1	9 6 3	1.5 P 19
to mostly Black	2	2 2 3	1.9 B 28
		1 2 2	0.97 BS 30
		1 2	0.78 BS 31
Black Silty CLAY, A-7-6	4	2 2	1.28 BS 32
		2 2	1.0 BS 31
Yellow-Brown and Grey Silty CLAY, A-6	5	1 4	0.25 P 27
Yellow-Brown and Grey Clay LOAM to LOAM, A-6	6	11 12	- 20
Grey SAND and GRAVEL, A-1		11	

N-Standard Penetration Test-Blows per foot to drive 2 inch O.D. Split Spoon Sampler 12 inches with 140 lbs. hammer falling 30 inches
 Qu- Unconfined Compressive Strength (tsf)
 W- Water Content-percentage of oven dry weight (%)
 Type failure: B- Bulge Failure S- Shear Failure E- Estimated Value P- Penetrometer

BRIDGE FOUNDATION BORING LOG

SHEET 1 OF 2

PROJECT CEDAR ROAD OVER JACKSON CREEK DATE 8/13/02
 ROUTE SOUTH CEDAR ROAD BORED BY SPE
 SECTION 56-B-150 (Original) STATION 108+95 to 107+24 CHECKED BY WJW

COUNTY		WILL	
BORING	SB-2	ROTARY MUD DRILLING	
STATION	106+85	GROUNDWATER SURFACE IN CREEK 681.7	
OFFSET	8' E of CL	Depth N/6"	Qu tsf %
GROUND SURFACE EL. 692.8	M (Ft)		
9" AC Pavement over 8" Grey Crushed Limestone Base Course	0		
Black and Olive Silty CLAY, A-6 to A-7-6	1	11 5 3	4
		3 3 4	1.86 B 27
		1 2 3	0.78 B 33
Yellow-Brown and Grey Clay LOAM, A-6	3	2 2 3	0.6 B 20
		1 1 1	0.39 B 31
Brown Sandy LOAM, A-4 to SAND, A-3	5	1 4 3	1.33 B 24
		3 4 3	3.0
Grey Silty CLAY, A-6	6	2 2 4	1.09 B 14

N-Standard Penetration Test-Blows per foot to drive 2 inch O.D. Split Spoon Sampler 12 inches with 140 lbs. hammer falling 30 inches
 Qu- Unconfined Compressive Strength (tsf)
 W- Water Content-percentage of oven dry weight (%)
 Type failure: B- Bulge Failure S- Shear Failure E- Estimated Value P- Penetrometer

DESIGNED	KMA
CHECKED	AEU
DRAWN	WJH
CHECKED	RGD

COMPANY NAME: SEC GROUP, INC.
 420 N. FRONT STREET, McHENRY, ILLINOIS 60050
 TEL: 815.385.1778 FAX: 815.385.1781
 WWW.SECGROUPINC.COM

BRIDGE FOUNDATION BORING LOG

SHEET 2 OF 2

BORING	SB-1	ROTARY MUD DRILLING	
STATION	107+75	GROUNDWATER SURFACE IN CREEK 681.7	
OFFSET	±10' N Abut., S bound Ln	Depth N/6"	Qu tsf %
CONTINUED	M (Ft)		
Grey Silty CLAY, A-6	13	2 3 6	1.24 B 24
		11 19	7
Grey SAND and GRAVEL, A-1	15	11 19	7
		11 4 7	1.82 B 17
Grey Silty CLAY, A-6	16	11 4 7	1.82 B 17
		11 11	2.44 B 12
Olive-Brown Silty Clay LOAM to SILT LOAM, A-6	18	15 11	2.44 B 12
		4 8	1.62 B 19
Limestone Bedrock	19	15 11	2.44 B 12
		11 11	2.44 B 12

BRIDGE FOUNDATION BORING LOG

SHEET 2 OF 2

BORING	SB-2	ROTARY MUD DRILLING	
STATION	106+85	GROUNDWATER SURFACE IN CREEK 681.7	
OFFSET	8' E of CL	Depth N/6"	Qu tsf %
CONTINUED	M (Ft)		
Grey Silty CLAY, A-6	13	16 14 14	1.75 B 8
		16 16 17	12
Grey SAND and GRAVEL, A-1	14	16 16 17	12
		14 18 14	7
Yellow-Brown and Grey Silty CLAY, A-6	18	20 15 6	2.66 BS 11
		15 5 6	1.25 P 20
Limestone Bedrock	19	15 5 6	1.25 P 20
		5 5 6	0.75 B 23

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 369	01-00056-15-BR	WILL	31	22
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-	CONTRACT #: 83894	

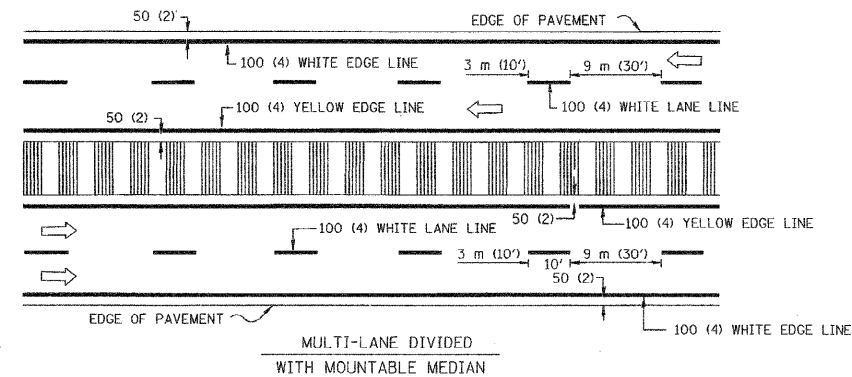
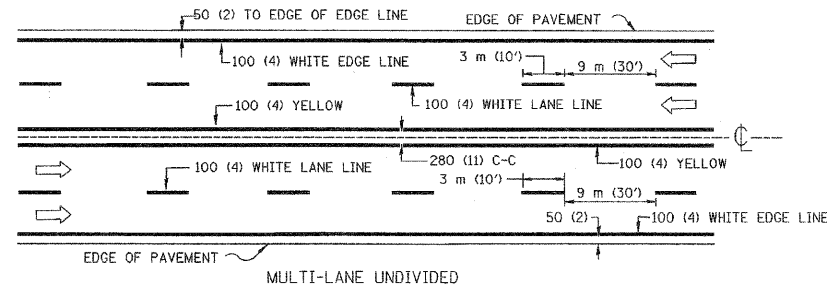
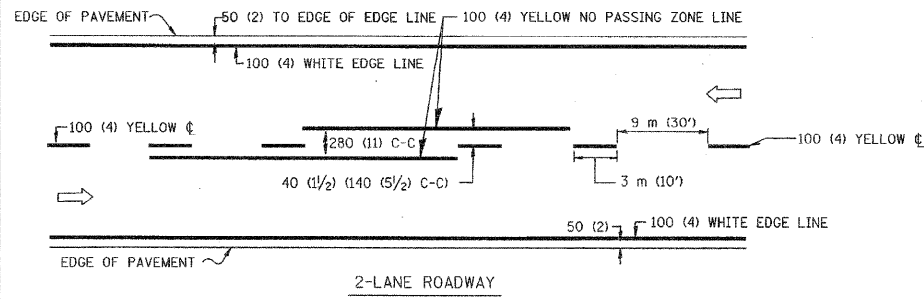
WILL COUNTY DEPARTMENT OF HIGHWAYS

SOIL BORING LOGS
 CEDAR ROAD OVER JACKSON CREEK
 WILL COUNTY
 SECTION NO. 01-00056-15-BR
 STRUCTURE NO. 099-3381

DATE 4-10-2009

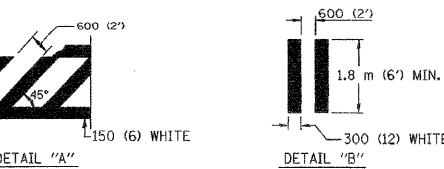
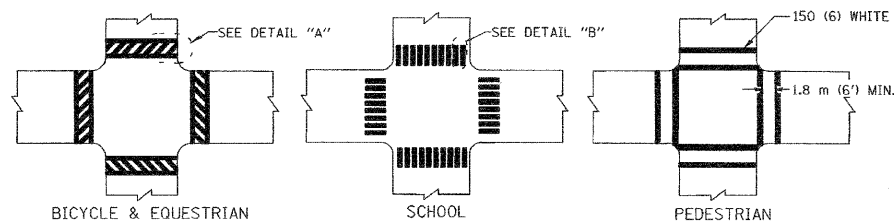
SEC GROUP, INC.
 Illinois Professional Design Firm # 184-000108
 Engineering • Surveying • Planning • Landscape Architecture
 420 N. Front Street, McHenry, IL 60050
 T 815.385.1778 F 815.385.1781
 www.secgroupinc.com

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-BR	WILL	31	23
STA. 101+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

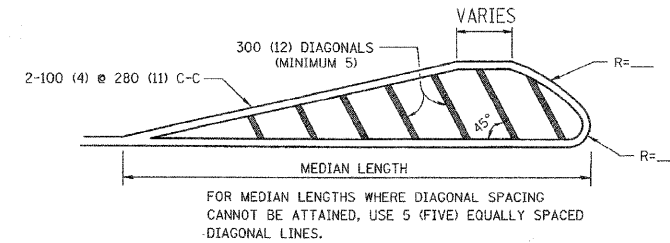
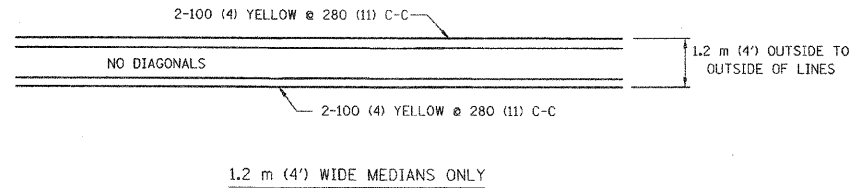


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

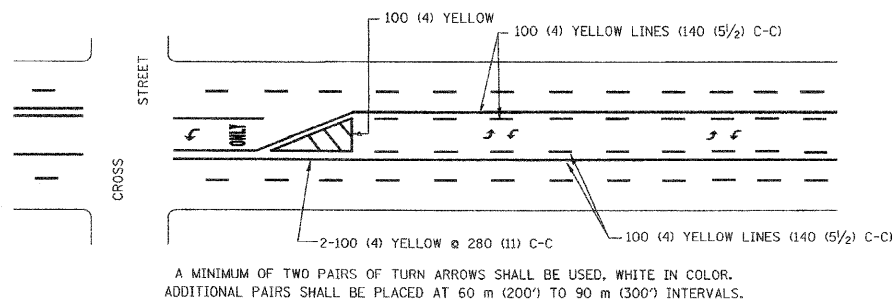


TYPICAL CROSSWALK MARKING

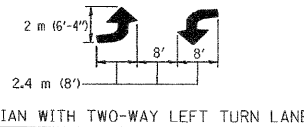


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 15 m (50') C-C (LESS THAN 50 km/h (30 MPH))
 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH))
 45 m (150') C-C (MORE THAN 70 km/h (45 MPH))

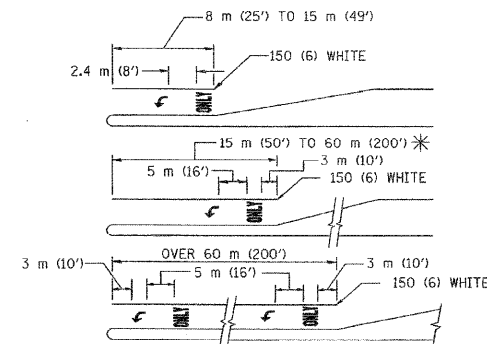
MEDIANS OVER 1.2 m (4') WIDE



A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



TYPICAL PAINTED MEDIAN MARKING

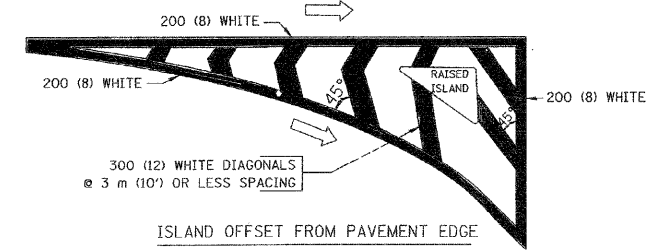


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
 * AREA = 1.5 m² (15.6 SQ. FT.) ONLY AREA = 1.9 m² (20.8 SQ. FT.)

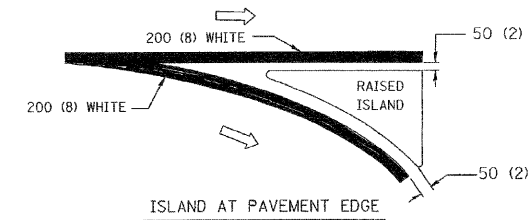
* TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

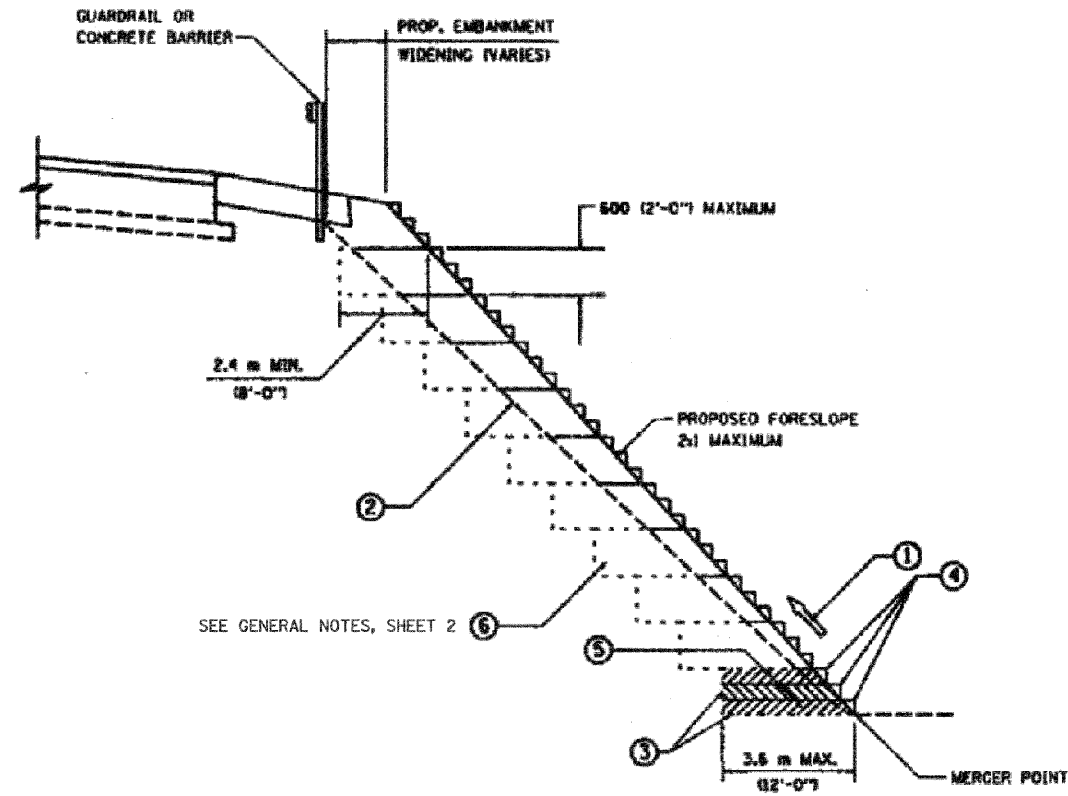
TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE		
		DISTRICT ONE TYPICAL PAVEMENT MARKINGS CEDAR ROAD OVER JACKSON CREEK SCALE: NONE DATE: 4/10/09 DRAWN BY: SVJ CHECKED BY: GAT	

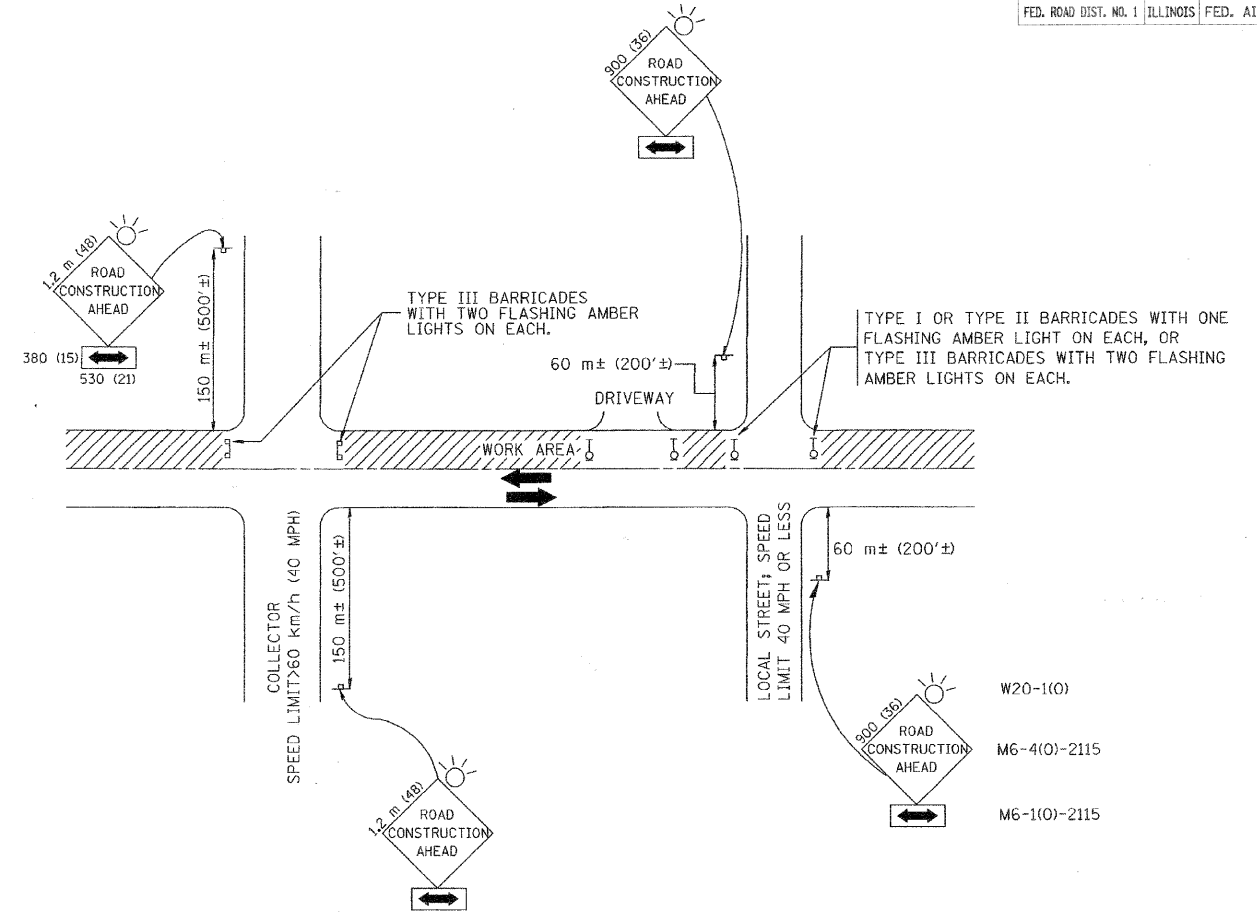
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-BR	WILL	31	24
STA. 101+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 200 (8-INCH) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
6. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7. SLOPE SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5).



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
1. SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

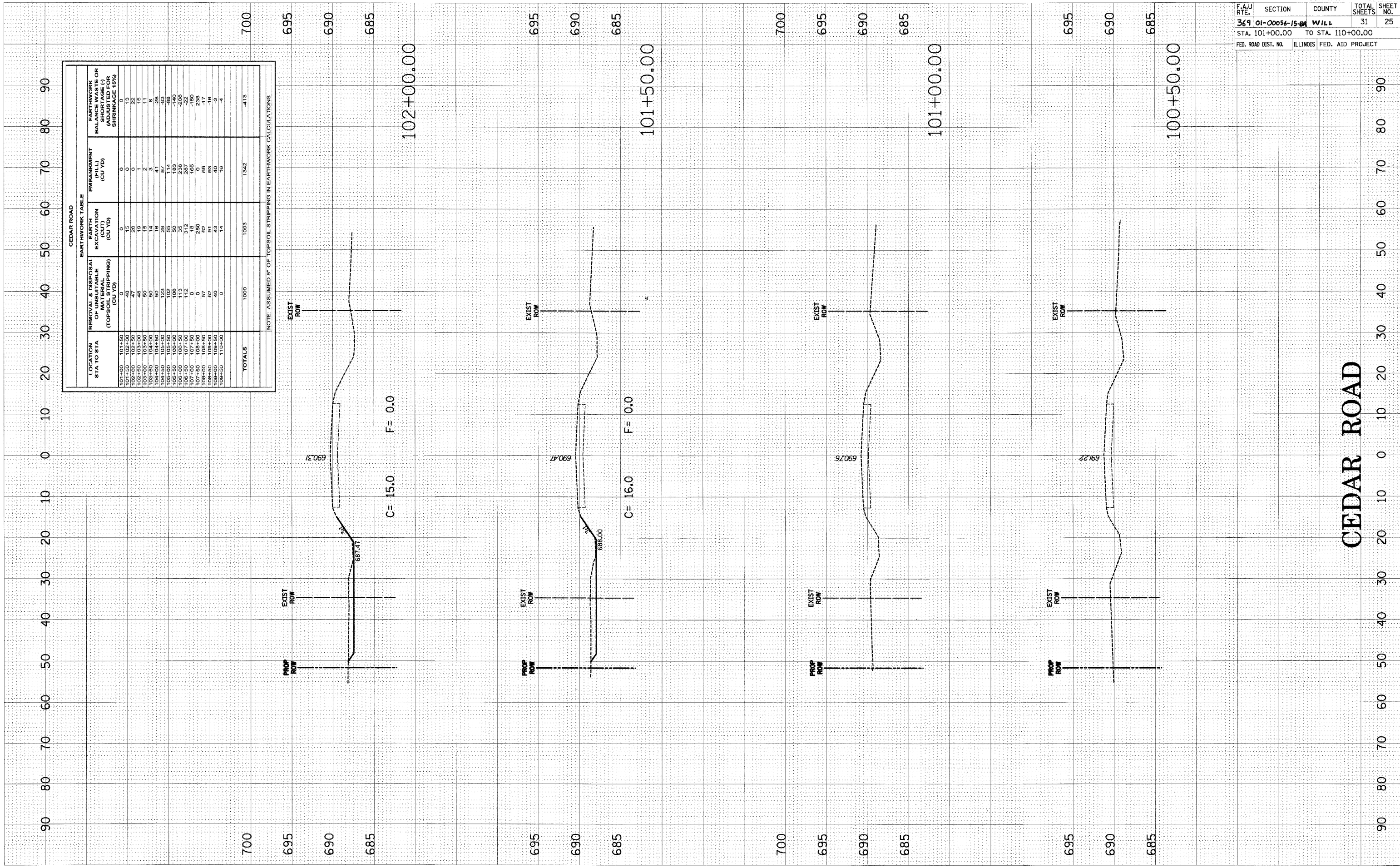
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE		
		TRAFFIC CONTROL & PROTECTION FOR SIDE ROADS, INTERSECTIONS, DRIVEWAYS, AND BENCHING DETAIL FOR EMBANKMENT WIDENING CEDAR ROAD OVER JACKSON CREEK	
		SCALE: NONE	DRAWN BY SVJ
		DATE 4/10/09	CHECKED BY GAT

COMPANY NAME: SEC, INC.
 PROJECT CONTACT: T. SCOTT CREECH
 CLIENT: #CLIENT# 8880483 AM
 4/16/2009
 Y:\Jobs\2009\042509\Road\Sheets\042509-603.dgn
 SEC PROJ. NO.: WILL 042509-14

PLOT DATE = 4/16/2009
 FILE NAME = WFLC15
 USER NAME = ajohnson

ORIGINAL SURVEY SURVEYED BY DATE
 PLOTTED BY DATE
 NOTE BOOK NO.
 TEMPLATE NO.
 USER NAME = ajohnson

FINAL SURVEY SURVEYED BY DATE
 PLOTTED BY DATE
 NOTE BOOK NO.
 TEMPLATE NO.
 USER NAME = ajohnson



CEDAR ROAD					
EARTHWORK TABLE					
LOCATION STA TO STA	REMOVAL & DISPOSAL OF UNSUITABLE TOPSOIL (STRIPPING) (CU YD)	EARTH EXCAVATION (CU YD)	EMBANKMENT (FILL) (CU YD)	EARTHWORK BALANCE WASTE OR SURPLUS (ADJUSTED FOR SHRINKAGE 15%)	
101+00-101+50	0	0	0	0	0
101+50-102+00	48	15	0	13	
102+00-102+50	47	20	0	12	
102+50-103+00	44	18	0	11	
103+00-103+50	50	15	2	11	
103+50-104+00	50	14	3	8	
104+00-104+50	50	18	41	-28	
104+50-105+00	50	20	55	-25	
105+00-105+50	102	55	114	-68	
105+50-106+00	108	50	183	-140	
106+00-106+50	113	35	238	-208	
106+50-107+00	112	18	186	-160	
107+00-107+50	0	280	0	238	
107+50-108+00	57	62	68	-17	
108+00-108+50	46	91	43	-16	
108+50-109+00	0	14	14	4	
109+00-109+50	0	14	18	4	
109+50-110+00	0	14	18	4	
TOTALS	1000	1083	1342	-413	

NOTE: ASSUMED 8" OF TOPSOIL STRIPPING IN EARTHWORK CALCULATIONS

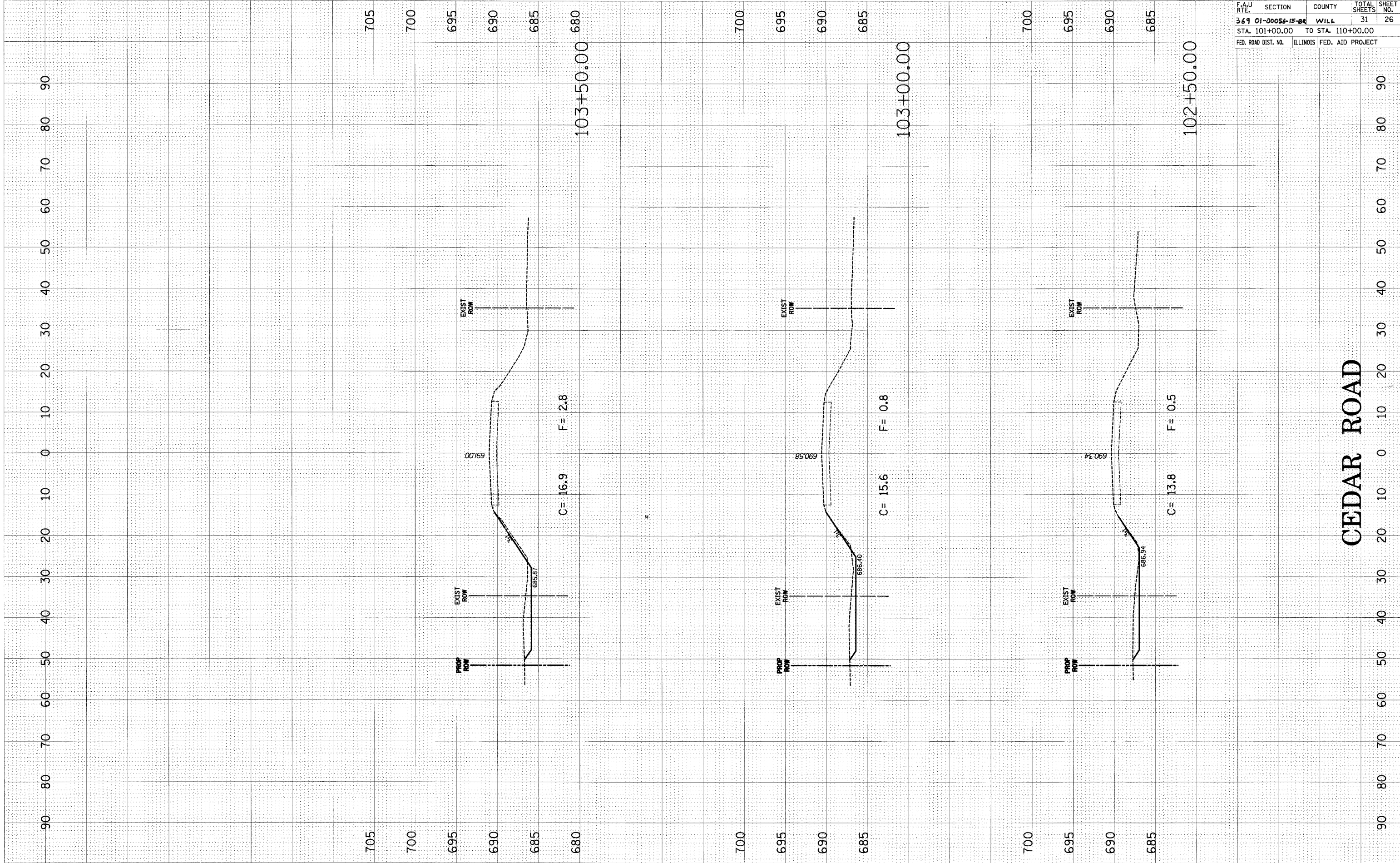
CONTRACT NO. 83894				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-04	WILL	31	25
STA. 101+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CEDAR ROAD

PLOT DATE = 4/16/2009
 FILE NAME = #FILE#
 USER NAME = #USER#

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

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



CEDAR ROAD

CONTRACT NO. 83894

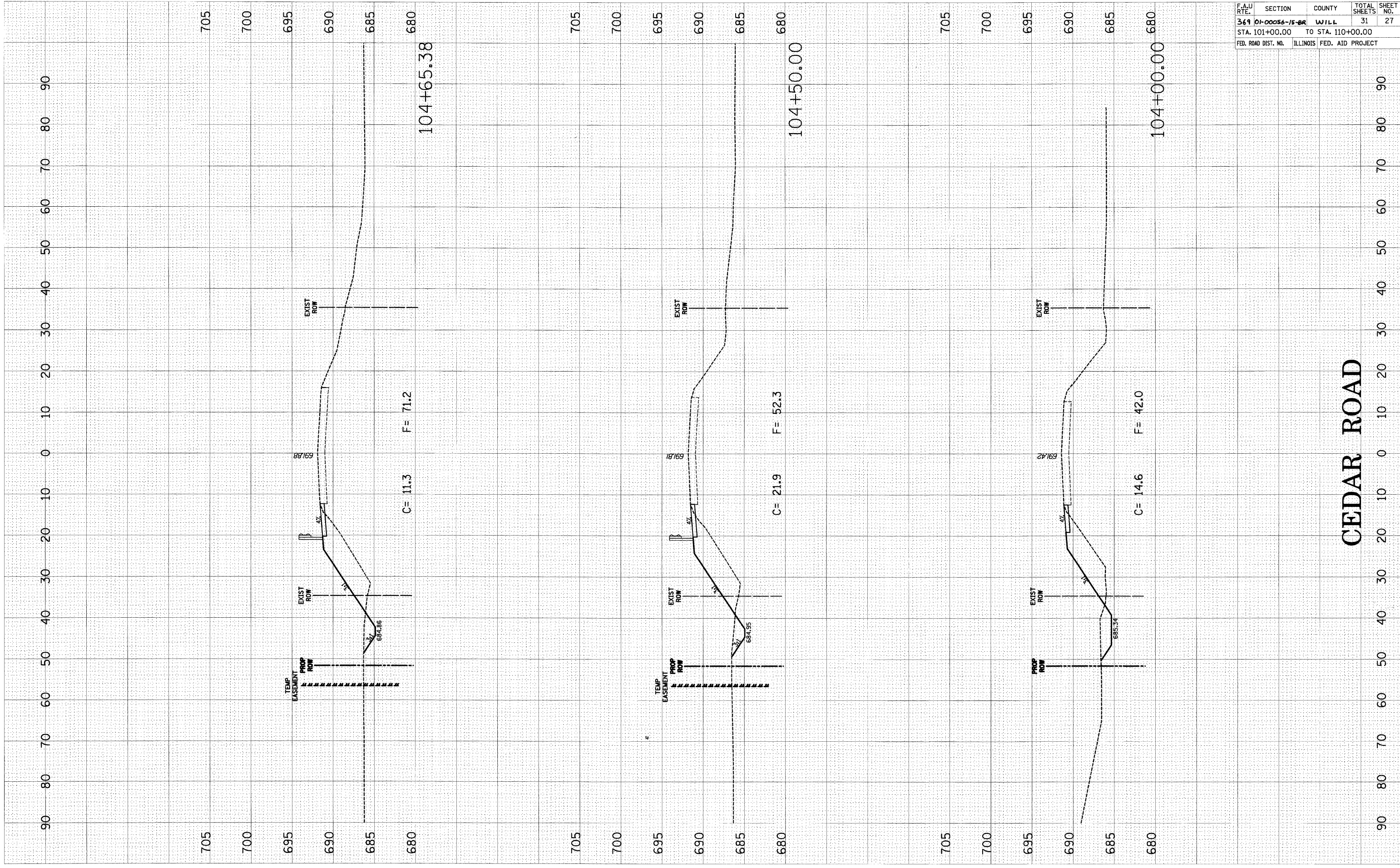
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-BR	WILL	31	26
STA. 101+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 4/16/2009
 FILE NAME = 01LEL
 USER NAME = Johnson

ORIGINAL SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 AREAS CHECKED

FINAL SURVEY SURVEYED
 NOTE BOOK TEMPLATE
 AREAS CHECKED

BY: _____
 DATE: _____



CEDAR ROAD

CONTRACT NO. 83894

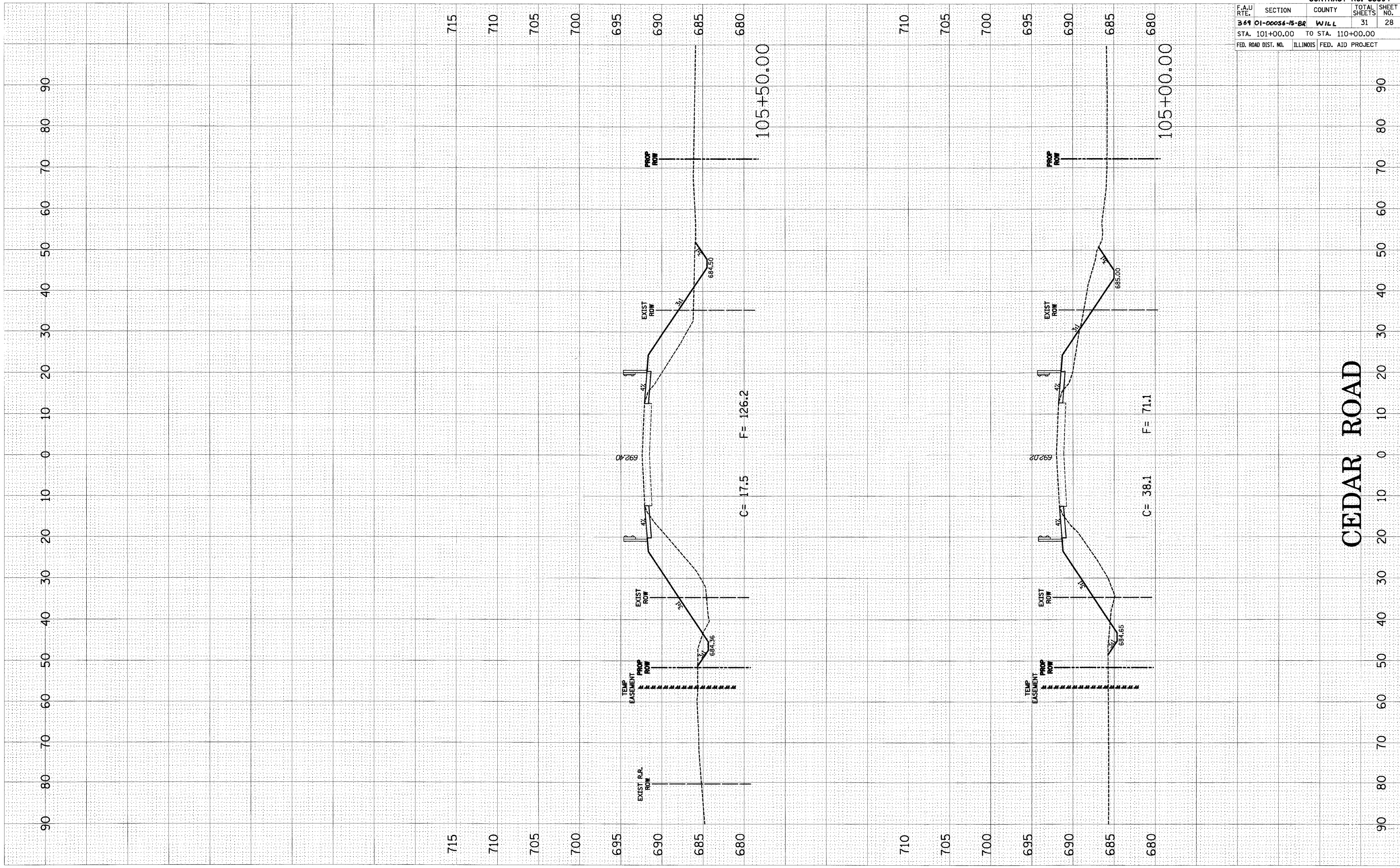
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-8R	WILL	31	27
STA. 101+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 4/15/2009
 FILE NAME = 911ELC
 USER NAME = ajohnson

ORIGINAL SURVEY PLOTTED
 NOTE BOOK NO. _____
 AREAS CHECKED _____

FINAL SURVEY PLOTTED
 NOTE BOOK NO. _____
 AREAS CHECKED _____

BY _____ DATE _____



CONTRACT NO. 83894

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00054-15-B2	WILL	31	28
STA. 101+00.00 TO STA. 110+00.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

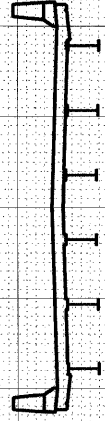
CEDAR ROAD

PLOT DATE = 4/17/2009
 FILE NAME = #TITLE#
 USER NAME = ajohnson

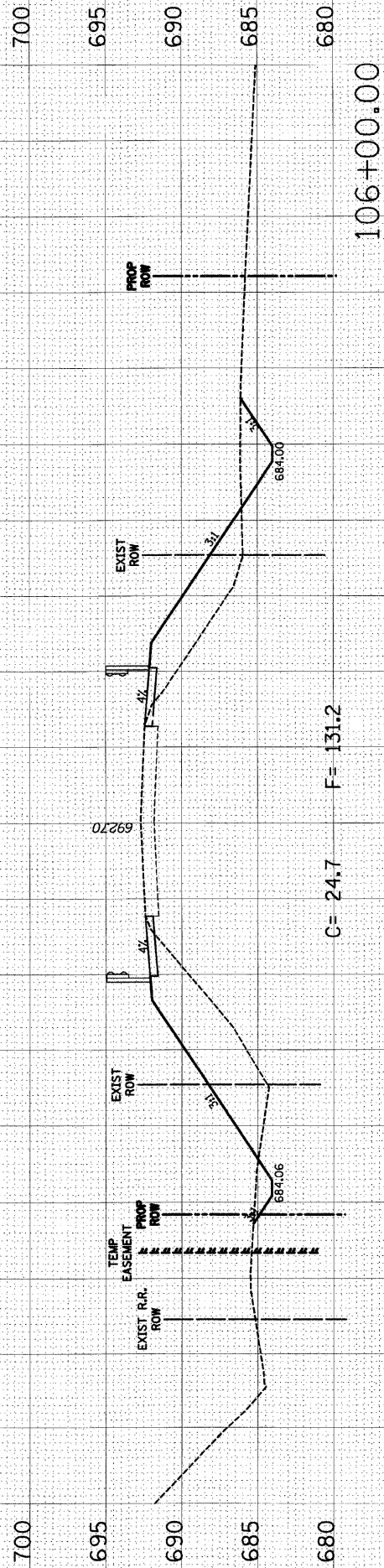
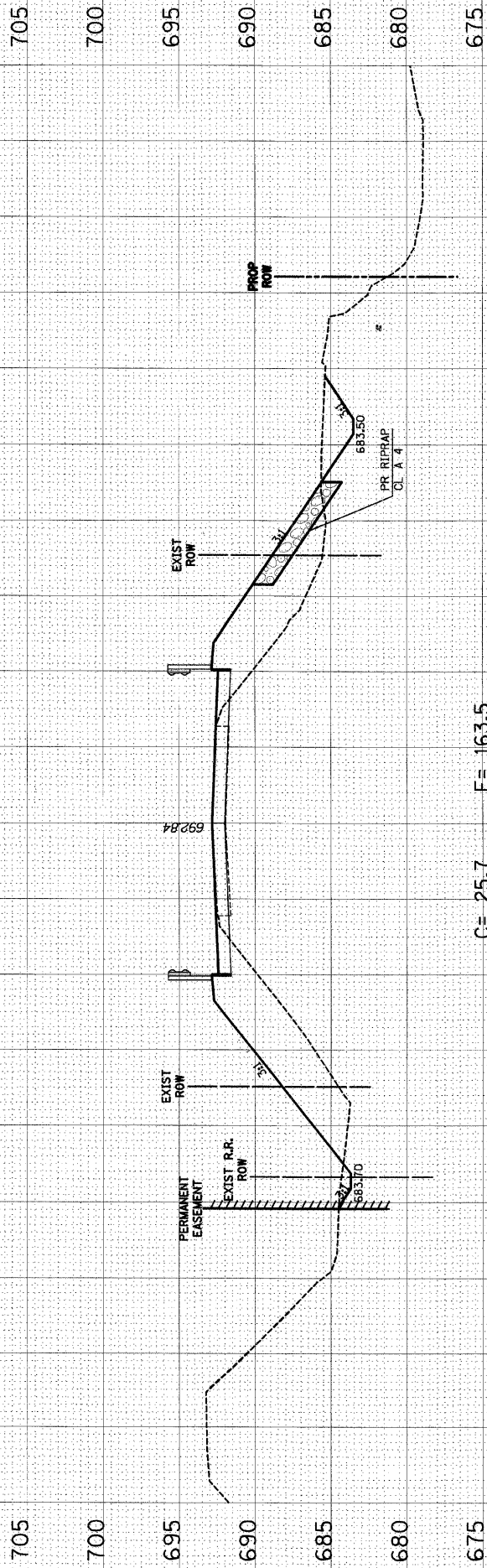
ORIGINAL SURVEY BY DATE
 SURVEYED BY DATE
 PLOTTED BY DATE
 NOTE BOOK NO.
 TEMPLATE NO.
 AREAS CHECKED

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

90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90



PROPOSED BRIDGE CROSS SECTION
 STA 106+77.16 TO STA 107+82.55
 (SEE BRIDGE PLANS)



CEDAR ROAD

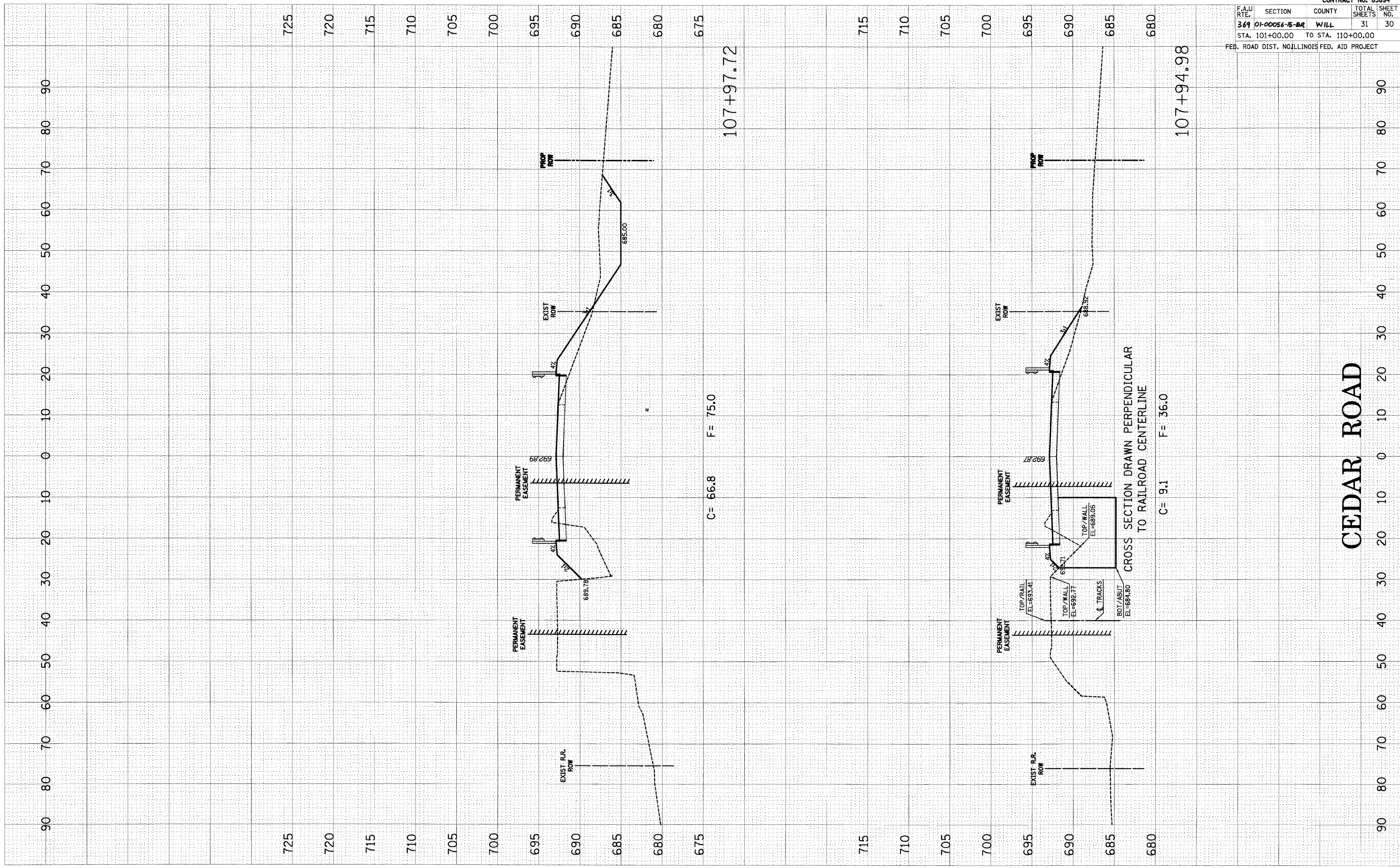
CONTRACT NO. 83894

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-15-2A	WILL	31	29
STA. 101+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLOT DATE: 4/16/2009
 FILE NAME: #FILEL*
 PLOT SCALE: 10HSV
 USER NAME: a.johnson

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

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



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00056-5-BR	WILL	31	30
STA. 101+00.00 TO STA. 110+00.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

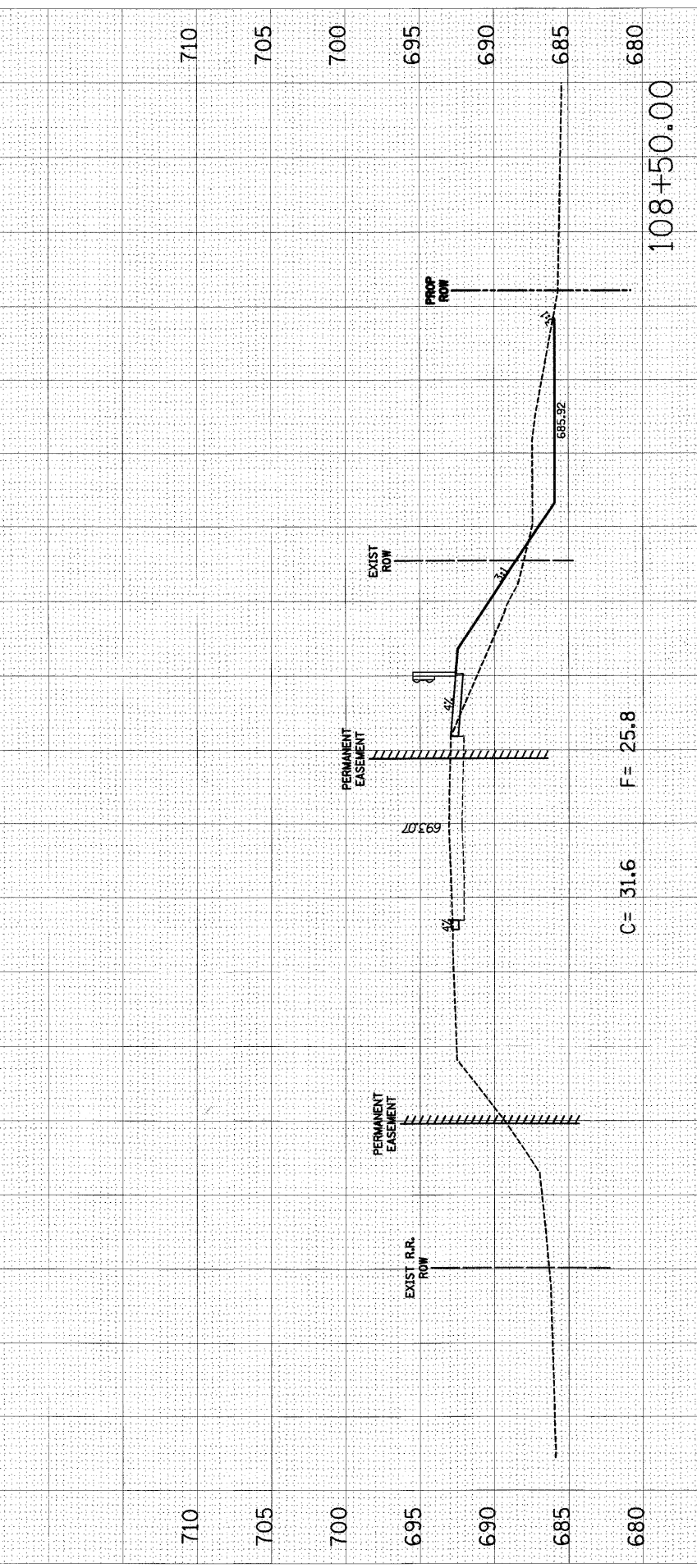
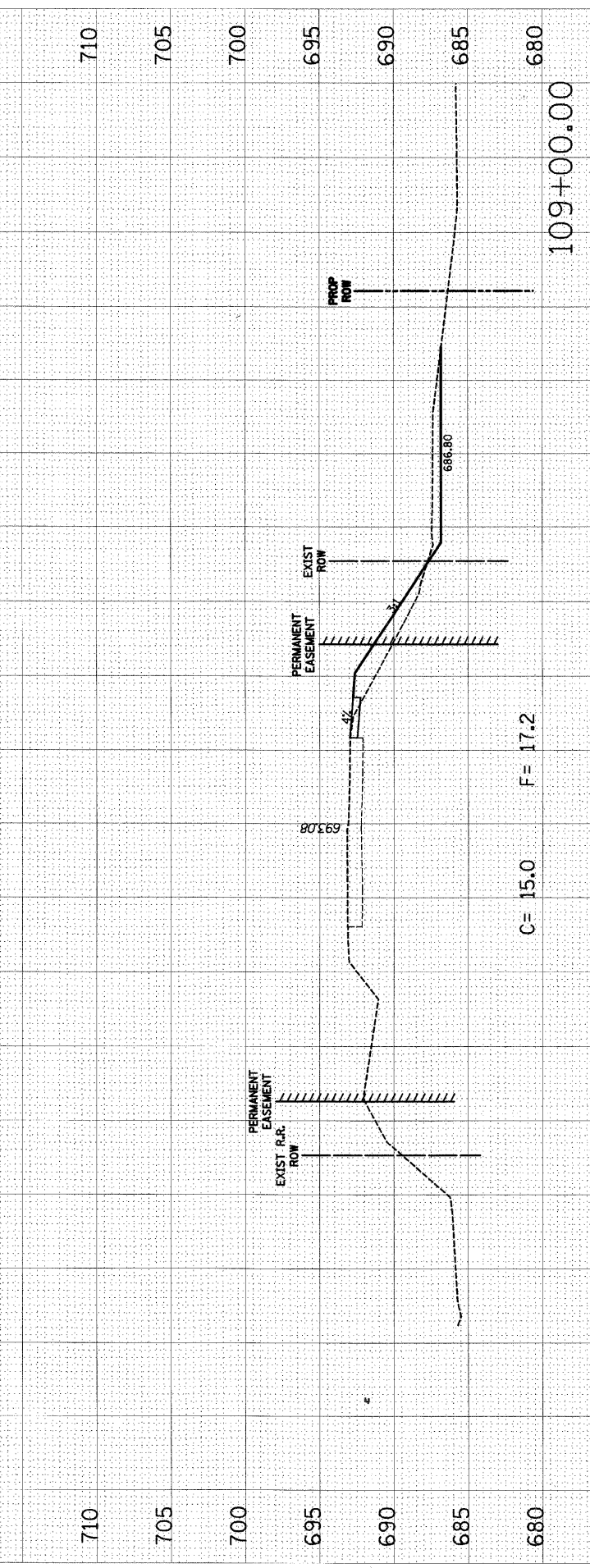
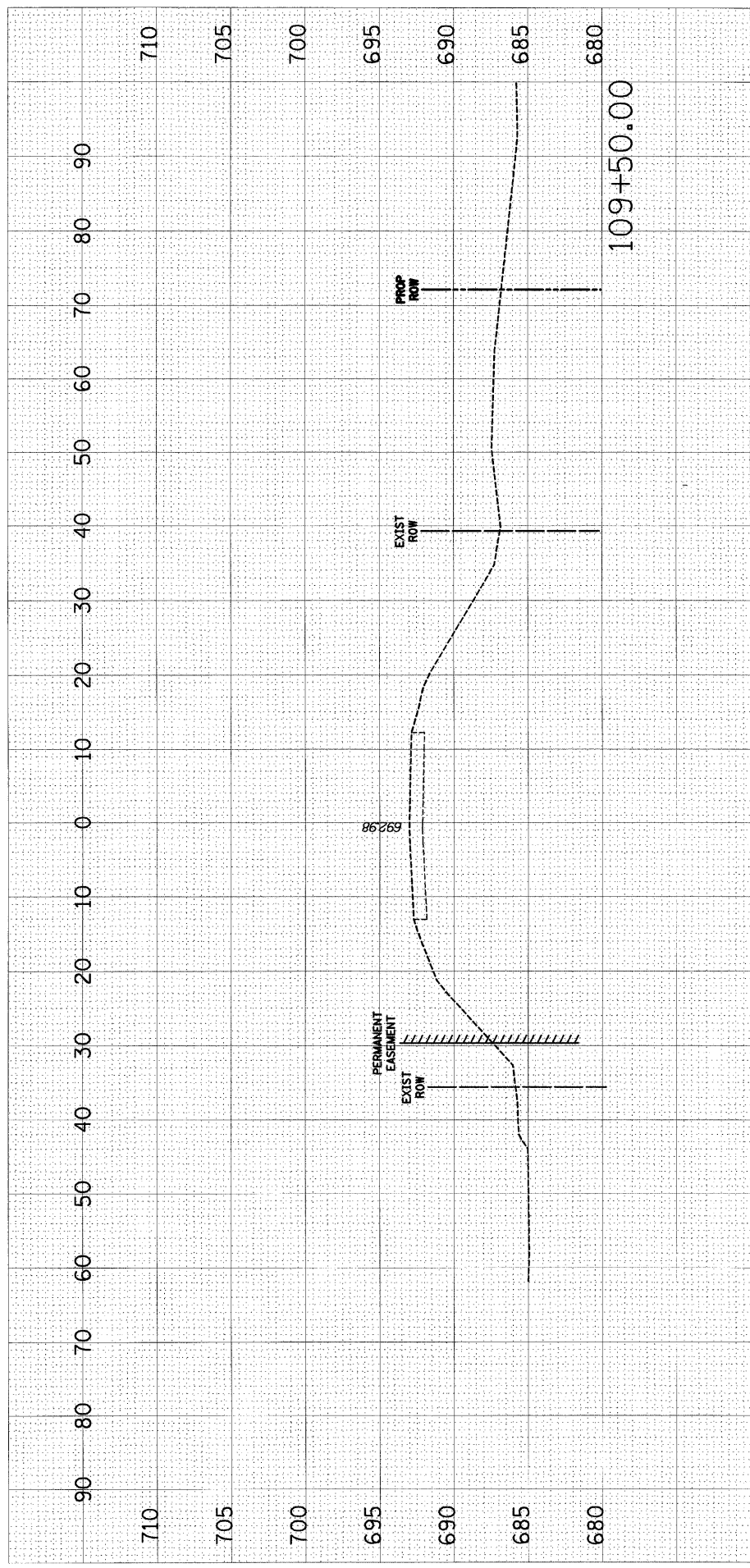
CEDAR ROAD

PLOT DATE = 4/16/2009
 FILE NAME = #FILEL#
 USER NAME = jgibson

ORIGINAL SURVEY SURVEYED PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

FINAL SURVEY SURVEYED PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

BY DATE



CEDAR ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	01-00056-15-84	WILL	31	31
STA. 101+00.00		TO STA. 110+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 83894