

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	101
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
S-01		87333		

Bench Mark #1:
Southeast flange bolt on first fire hydrant north of the existing bridge over Waubensee Creek on the east side of Douglas Road.
Elevation = 658.89

Bench Mark #2:
Rim on water valve vault at the northeast corner of Douglas Road and Farmington Lakes Drive which is approximately 250 feet south of Waubensee Creek.
Elevation = 661.22

Existing Structure, S.N. 047-3070 is a single span 39'-0" BK to BK, of Abutments, 43'-2" O. to O. Steel I-Beam bridge on closed abutments. The contractor shall remove the existing structure and replace it with a Three Sided Precast Concrete Structure. The road shall be kept open to two lanes of traffic at all times by utilizing staged construction. Existing bridge foundation unknown.

No Salvage.

DATE	BY	REVISION

DATE	BY	REVISION

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WATERWAY INFORMATION

Drainage Area = 19.8 mi ²		Low Grade Elev. 661.01 ft (exist.) 661.99 (prop) @ Sta. 49+39				
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.	Nat. H.W.E.	Head-Ft. Exst. Prop.	Headwater El. Exst. Prop.
10	780	199	209	657.12*	0.10 0.10	657.22 657.22
Design	30	1,049	224	657.82*	0.16 0.14	657.98 657.96
Base	100	1,459	228	659.36**	0.31 0.40	659.67 659.76
Max. Calc.	100**	1,459	228	659.36**	0.31 0.40	659.67 659.76

* - All Elevations are in Highway (NAVD 88) Datum; to convert to FIS (NGVD29) Datum Subtract 0.68 feet.
** - 100 yr is the maximum flood frequency available.

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.045 g
Site Coefficient (S) = 1.2

DESIGN SPECIFICATIONS
2002 AASHTO

LOADING HS20-44

50#/sq. ft. for future wearing surface.

DESIGN STRESSES

FIELD UNITS

f_c = 3,500 psi
f_y = 60,000 psi (Reinforcement Bars)

PRECAST UNITS

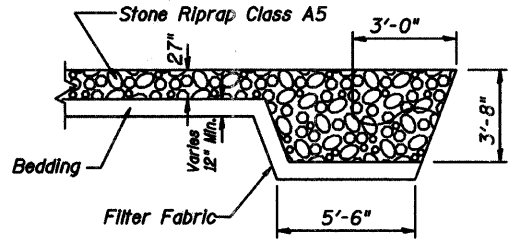
f_c = 4,000 psi
f_y = 60,000 psi (Reinforcement Bars)

INDEX OF SHEETS

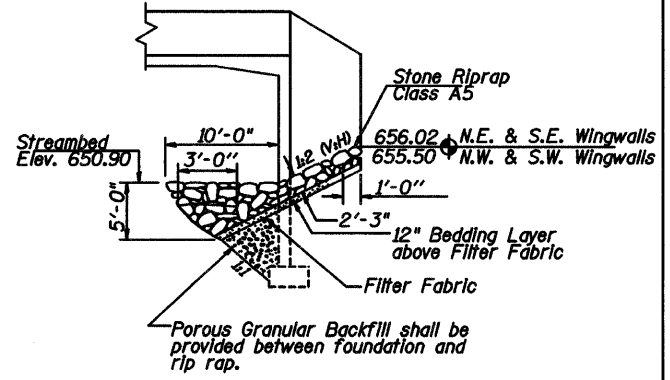
- S-01 General Plan
- S-02 General Notes and Total Bill of Materials
- S-03 Foundation Layout Plan
- S-04 Stage Construction Details
- S-05 Foundation Details
- S-06 Wing Wall Details
- S-07 Wing Wall Details
- S-08 Bridge Railing Details
- S-09 Bridge Railing Details
- S-10 Bar Splicer Details
- S-11 Temporary Concrete Barrier
- S-12 Soil Boring Logs
- S-13 Soil Boring Logs

WAUBONSEE CREEK
BUILT 2007 BY
VILLAGE OF OSWEGO
SECTION 02-00039-00-PV
STATION 49+42
STR. NO. 047-6306
LOADING HS20

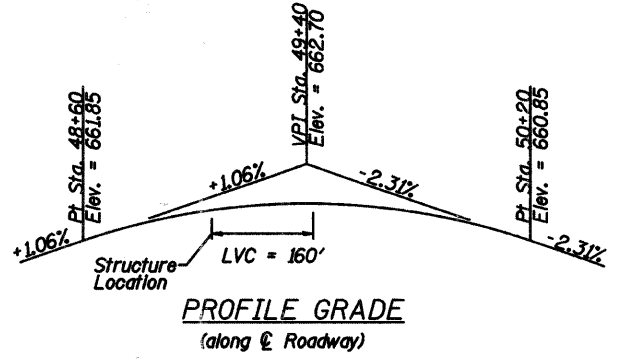
NAME PLATE
See Std. 515001-02



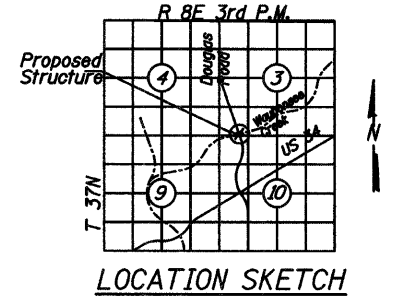
FLANK STONE RIPRAP TREATMENT DETAIL



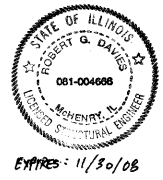
STONE RIP RAP ANCHOR DETAIL



PROFILE GRADE
(along E Roadway)



LOCATION SKETCH



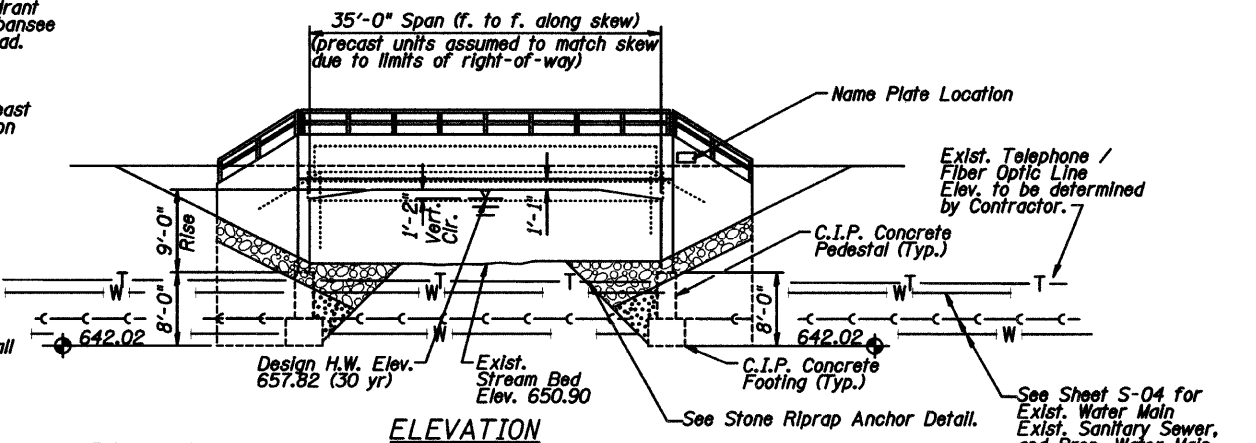
I certify that to the best of my knowledge, information and belief, this bridge substructure design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO Standard Specifications for Highway Bridges. The Supplier is responsible for the design of the Three Sided Precast Concrete Structure.

Robert G. Davis
Illinois Structural No. 4666

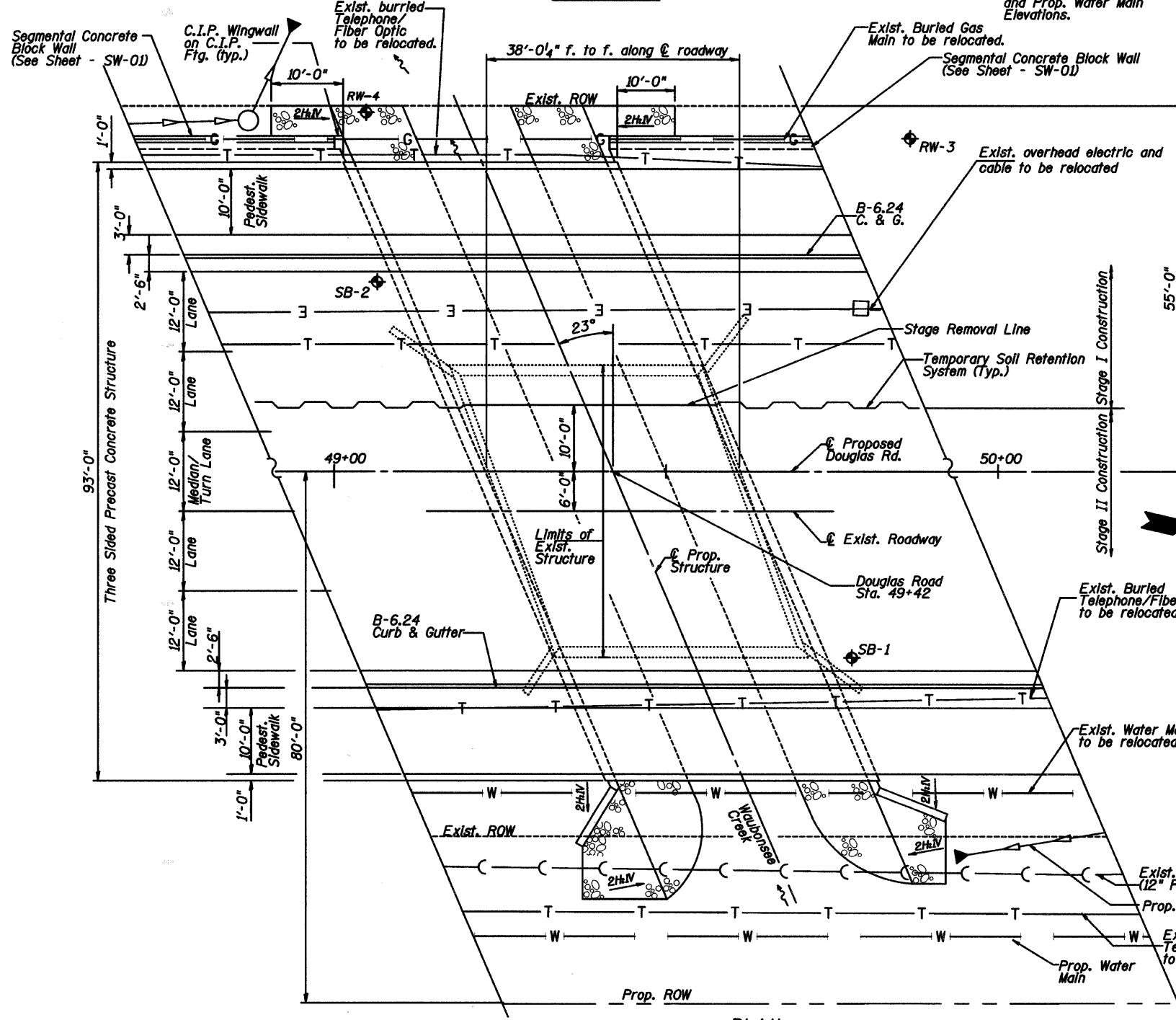
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.U. 2508 - DOUGLAS ROAD
(U.S. RTE 34 TO U.S. RTE 30)
GENERAL PLAN
DOUGLAS ROAD OVER WAUBONSEE CREEK
SECTION 02-00039-00-PV, STA. 49+42
SN 047-6306, KENDALL COUNTY

SCALE: VERT. DATE
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ELEVATION



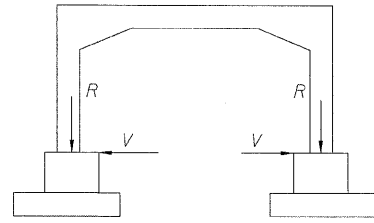
PLAN

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LEGEND

- cfs. = centers
- Ea. = Each
- f. = Face
- Bk. = Back
- Inv. = Invert
- CL = Centerline
- P.C.C. = Portland Cement Concrete
- C.I.P. = Cast In Place
- H.W. = High Water
- Elev. = Elevation
- Typ. = Typical
- ⊕ = Soil Boring Location (In Plan)
- Sta. = Station
- R.O.W. = right-of-way
- Exist. = Existing
- Prop. = Proposed
- PGL = Profile Grade Line
- C&G = Curb and Gutter
- B.O.P. = Bottom of Pipe (See Note 11. this Sheet)

- T — = Exist. Underground Phone / Fiber Optic Line
- E — = Exist. Overhead Electric Line
- G — = Exist. Underground Gas Line
- W — = Exist. or Prop. (as noted) Underground Water Main



DESIGN SERVICE LOADS

R	DL	12.4 KLF
	LL	5.2 KLF
	Total	17.6 KLF
V	DL	6 KLF
	LL	3 KLF
	Total	9 KLF

The footing design is based on the following maximum reactions, at the top of the footing/pedestal wall:

Exterior footings: 17.6 kif (vertical), 9 kif (horizontal)

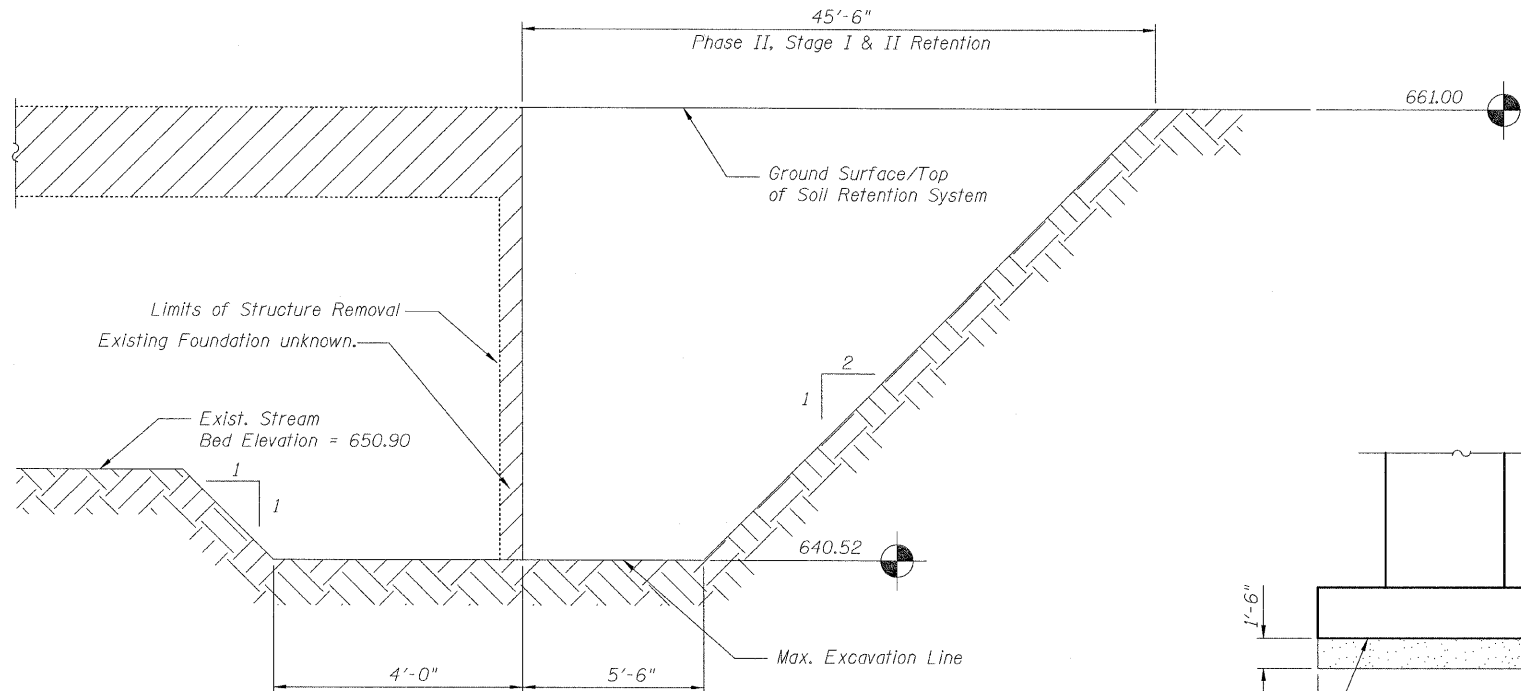
The Contractor shall verify that the selected structure meets these design parameters. If the design parameters are exceeded, a complete footing design with calculations, details, and the required seals shall be submitted for review and approval.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Earth Excavation	Cu. Yd.	---	1,300	1,300
* Porous Granular Embankment (Special)	Cu. Yd.	---	183	183
Porous Granular Backfill	Cu. Yd.	---	124	124
Stone Rip Rap Class A5	Tons	---	450	450
Filter Fabric	Sq. Yd.	---	400	400
Removal of Existing Structures	Lsum	---	1	1
Structure Excavation	Cu. Yd.	---	1,216	1,216
Concrete Structures	Cu. Yd.	---	225	225
Reinforcement Bars (Epoxy Coated)	Pound	---	21,440	21,440
Bar Splicers	Each	---	80	80
Parapet Railing	Foot	112	---	112
Temporary Soil Retaining System	Sq. Ft.	---	1,046	1,046
* Name Plates	Each	---	1	1
* Three Sided Precast Concrete Structure, 35' x 9'	Foot	93	---	93
* Anti-Graffiti Coating	Sq. Ft.	375	500	875
* Precast Concrete Substructure	Lsum	---	1	1
Geocomposite Wall Drain	Sq. Yd.	---	155	155

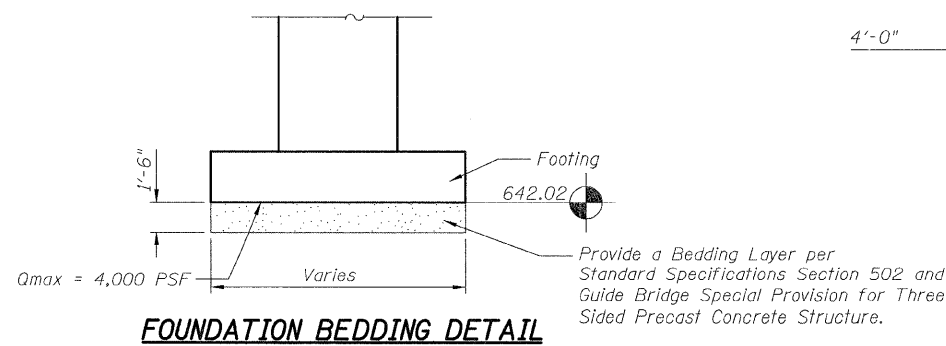
GENERAL NOTES

- Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60, (IL Modified). See special provisions.
- Reinforcement bars designated (E) shall be Epoxy Coated.
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- The backface of the wingwalls shall be waterproofed according to Article 503.18 of the Standard Specifications.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- All construction joints shall be bonded.
- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the existing abutments at the stage removal line before Stage 1 Removal to ensure the remaining portion will not be prematurely damaged.
- Anti-Graffiti Coating shall be applied to the following concrete surfaces: inside and outside face of Wing Walls & Precast Headwalls above grade. See Anti-Graffiti Coating Special Provision for requirements.
- Dewatering shall be paid for per the Guide Bridge Special Provision for Three Sided Precast Concrete Structure
- Utility elevation and plan locations shown are based upon information made available at the time of design. Contractor shall retain sole responsibility for locating all utilities at the time of construction.

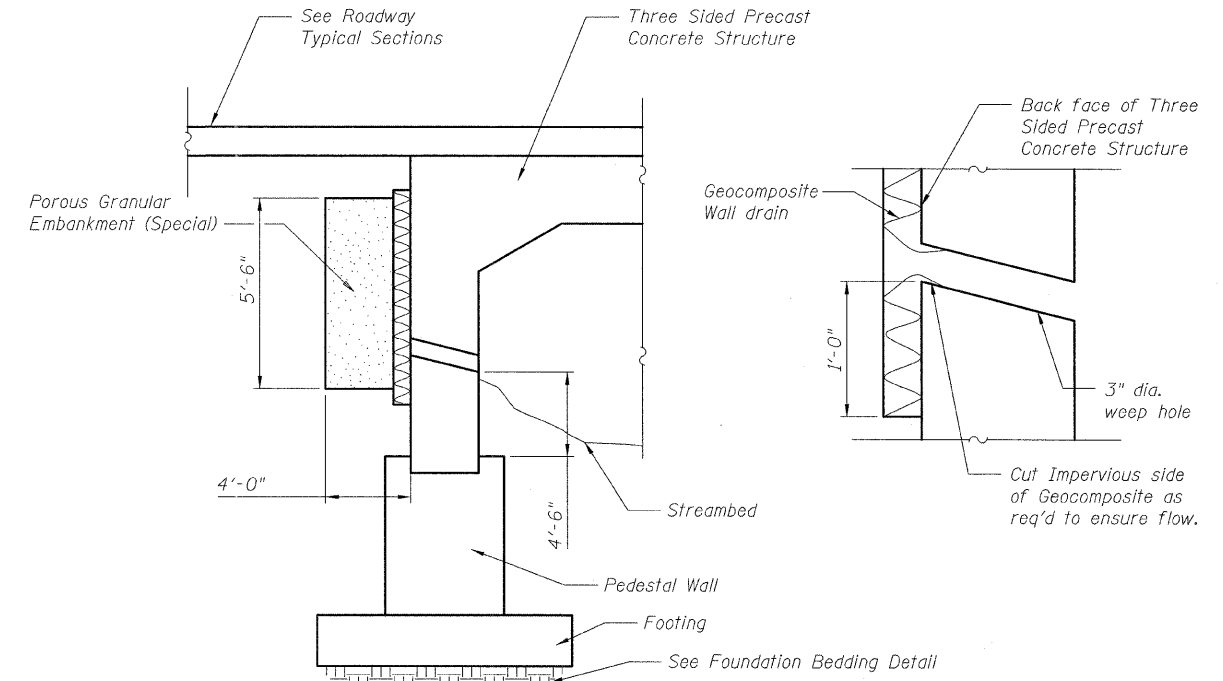


TEMPORARY SOIL RETENTION SYSTEM TYPICAL EACH SIDE

- A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
- Soil Borings indicate possible rock at elevations 625.00 to 628.00



FOUNDATION BEDDING DETAIL



WEEP HOLE DRAIN DETAIL

- Use similar detail for weep holes at cast in place wing walls.
- Weep holes shall be 8'-0" o.c. max.

DATE	BY
DATE	BY

DATE	BY
DATE	BY

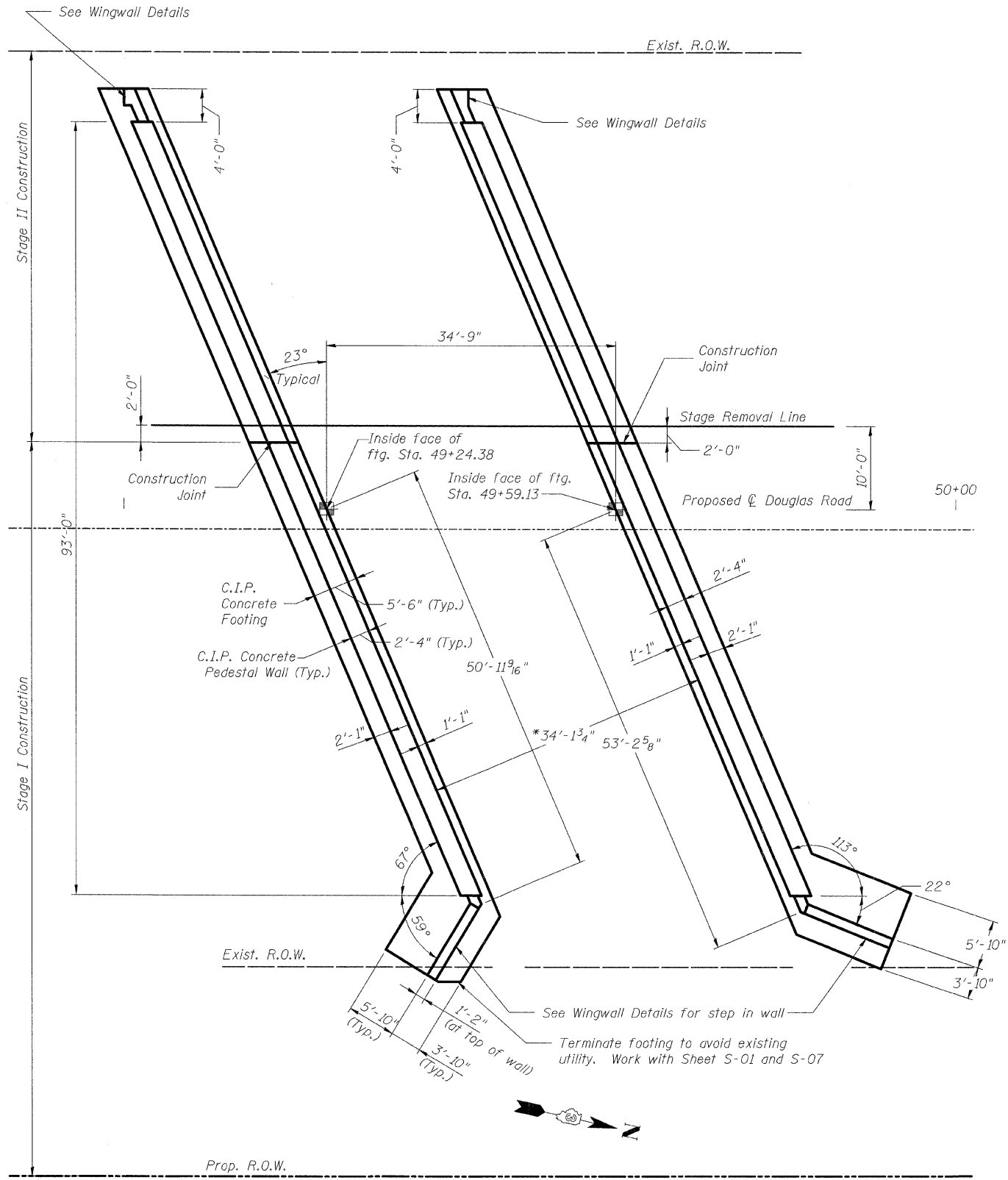
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.U. 2508 - DOUGLAS ROAD
(U.S. RTE 34 TO U.S. RTE 30)
GENERAL NOTES AND TOTAL BILL OF MATERIAL
DOUGLAS ROAD OVER WAUBONSEE CREEK
SECTION 02-00039-00-PV, STA. 49+42
SN 047-6306, KENDALL COUNTY
 VERT. DATE
 HORIZ. DATE
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	103
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
S-03		87333		

PLAN	SURVEYED	DATE
NOTE BOOK NO.	ALIGNED	
	CHECKED	
	BY	
	DATE	

PROFILE	SURVEYED	DATE
NOTE BOOK NO.	GRADES CHECKED	
	BY	
	DATE	



NOTE:

- Three Sided Precast Concrete Structure assumed to have walls centered on C.I.P. Pedestal Walls.
- Contractor shall submit to Engineer any revisions to work point locations required by Three Sided Concrete Structure supplier.
- * = Dimension to be verified by supplier of Three Sided Precast Concrete Structure.
- ☒ = Work Point

FOOTING LAYOUT

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ILLINOIS DEPARTMENT OF TRANSPORTATION
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(U.S. RTE 34 TO U.S. RTE 30)
FOUNDATION LAYOUT PLAN
 DOUGLAS ROAD OVER WAUBONSEE CREEK
 SECTION 02-00039-00-PV, STA. 49+42
 SN 047-6306, KENDALL COUNTY

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 DATE: DRAWN BY: CHECKED BY:

DATE: FILED:

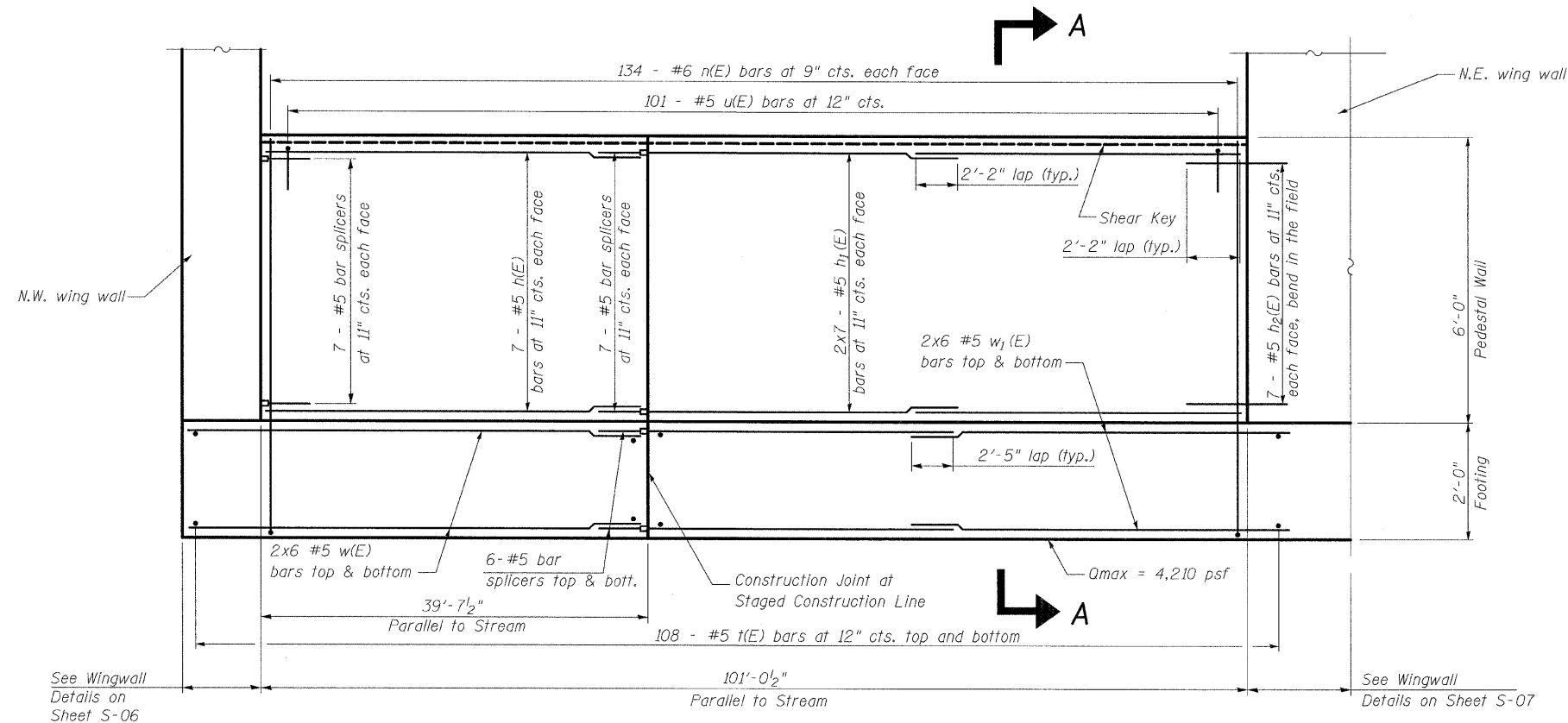
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STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

S-05

87333

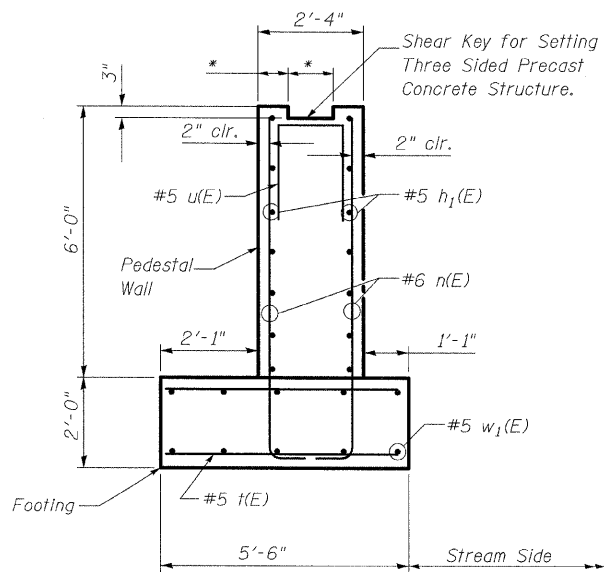
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ELEVATION

N.T.S.
Looking North at North Footing.
South Elevation Similar, but opposite hand.



SECTION A-A

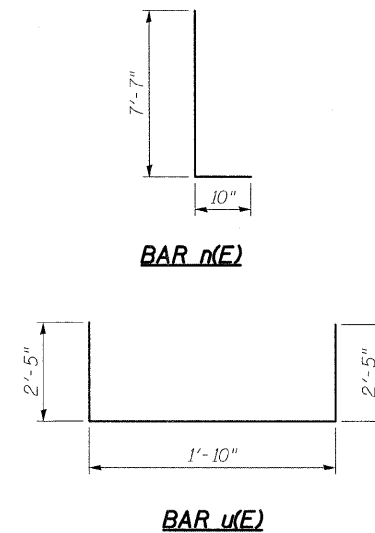
- * = To be coordinated with shop drawings by supplier of Three Sided Precast Concrete Structure
- Pedestal Wall and Footing shall be cast-in-place concrete per the Special Provision for Three Sided Precast Concrete Structure and paid for as Concrete Structures.

**BILL OF MATERIAL
NORTH & SOUTH PEDESTAL WALL & FOOTING**

Bar	No.	Size	Length	Shape
n(E)	28	#5	39'-3"	—
h1(E)	56	#5	31'-8"	—
hp(E)	28	#5	4'-8"	—
n(E)	536	#6	8'-5"	—
t(E)	432	#5	5'-2"	—
u(E)	202	#5	6'-8"	—
w(E)	24	#5	43'-7"	—
w1(E)	48	#5	33'-11"	—
Reinforcement Bars, Epoxy Coated		Pound	16,430	
Concrete Structures		Cu. Yd.	186.5	
Structure Excavation		Cu. Yd.	805	

NOTES:

1. Bars indicated thus 1 x 2 - #5 etc. indicates 1 line of bars with 2 lengths per line.
2. Work this sheet with sheet S-02, S-03, S-05 and S-07 thru S-10.



BAR u(E)

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F.A.U. 2508 - DOUGLAS ROAD
(U.S. RTE 34 TO U.S. RTE 30)
FOUNDATION DETAILS
DOUGLAS ROAD OVER WAUBONSEE CREEK
SECTION 02-00039-00-PV, STA. 49+42
SN 047-6306, KENDALL COUNTY

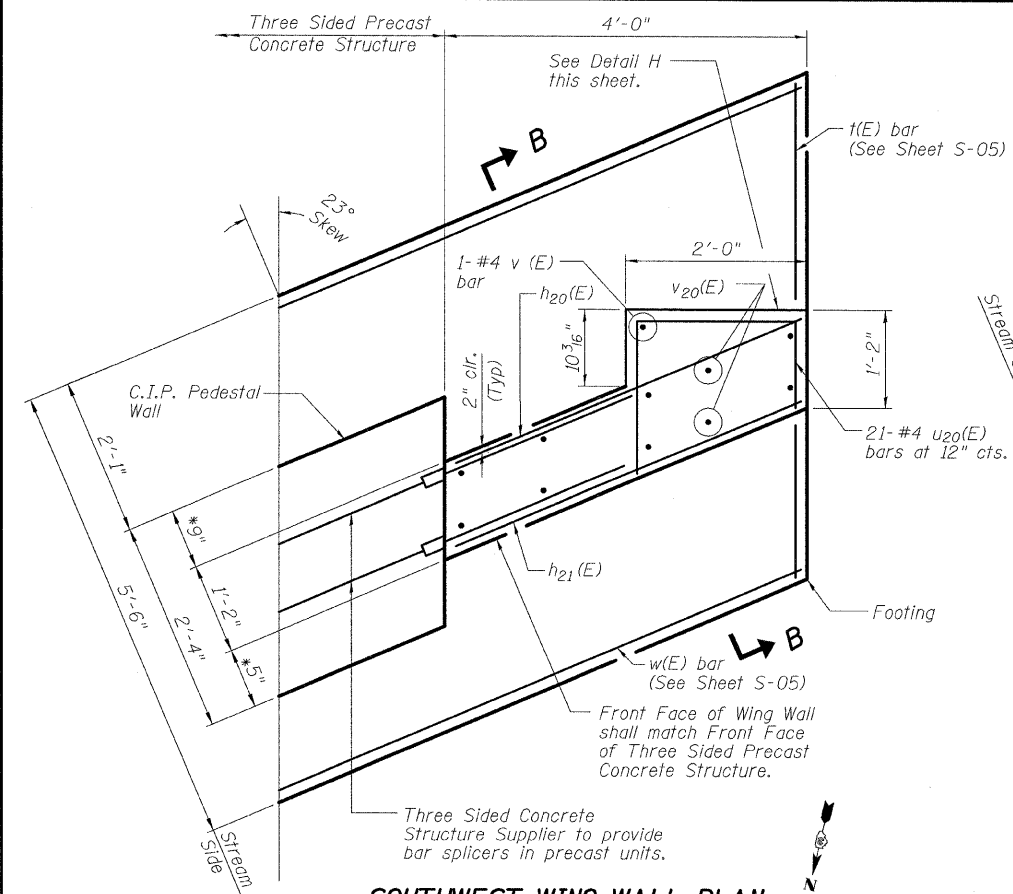


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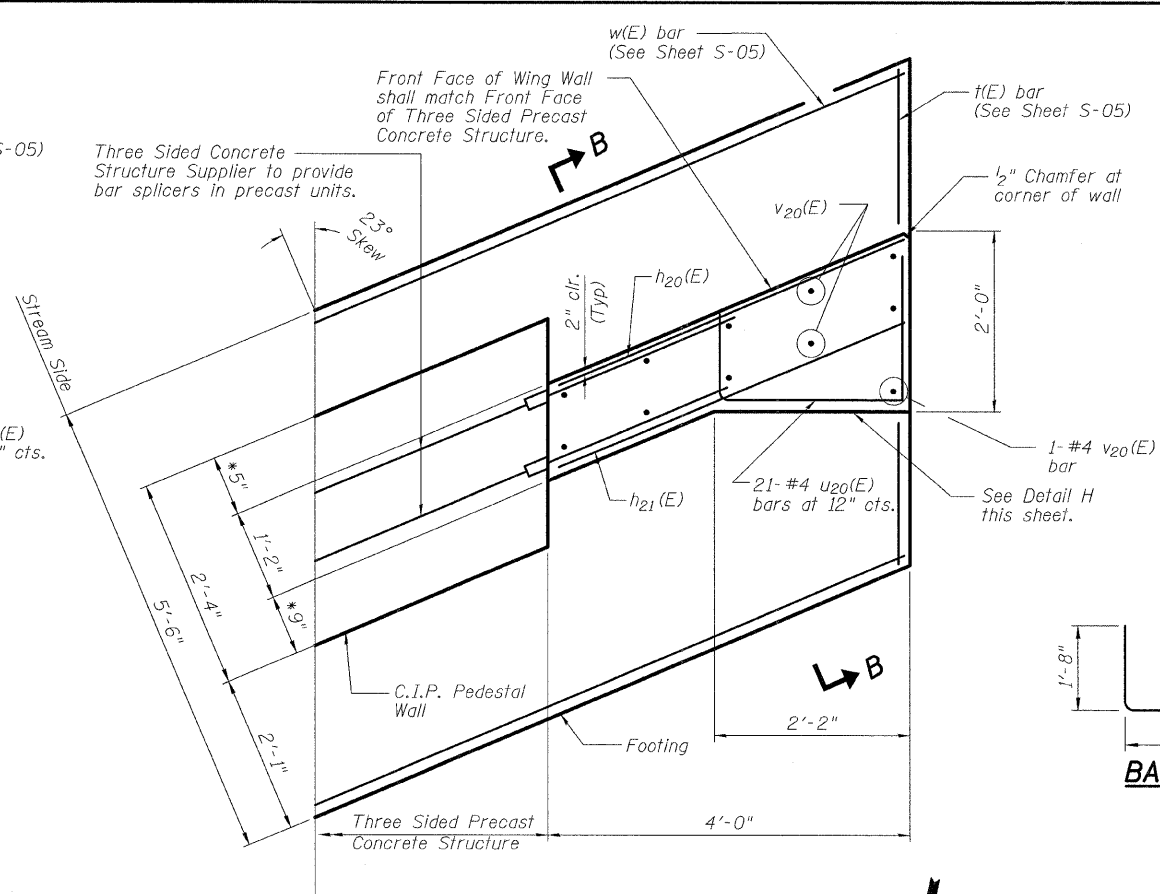
PLAN	BY	DATE
NO.		
NO.		
NO.		

PROFILE	BY	DATE
NO.		
NO.		
NO.		



SOUTHWEST WING WALL PLAN

* To be verified after Three Sided Precast Concrete Structure is installed.

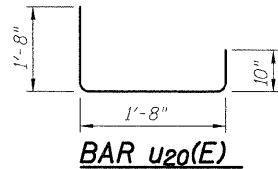


NORTHWEST WING WALL PLAN

* To be verified after Three Sided Precast Concrete Structure is installed.

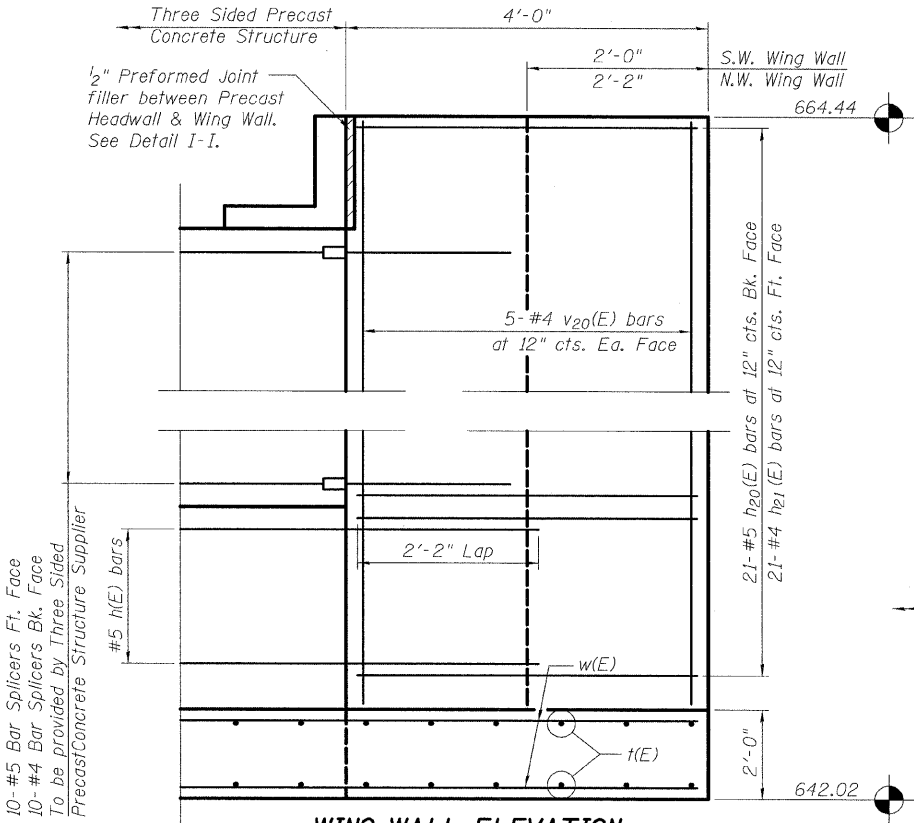
**NORTHWEST & SOUTHWEST WING WALL
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h20(E)	42	#5	3'-8"	—
h21(E)	42	#4	3'-8"	—
v20(E)	22	#4	20'-0"	—
u20(E)	42	#4	4'-2"	└┘
Reinforcement Bars (Epoxy Coated)			Pound	680
Concrete Structures			Cu. Yd.	9.0
Porous Granular Embankment (Special)			Cu. Yd.	7.0
Geocomposite Wall Drain			Sq. Yd.	17.6
Structure Excavation			Cu. Yd.	30



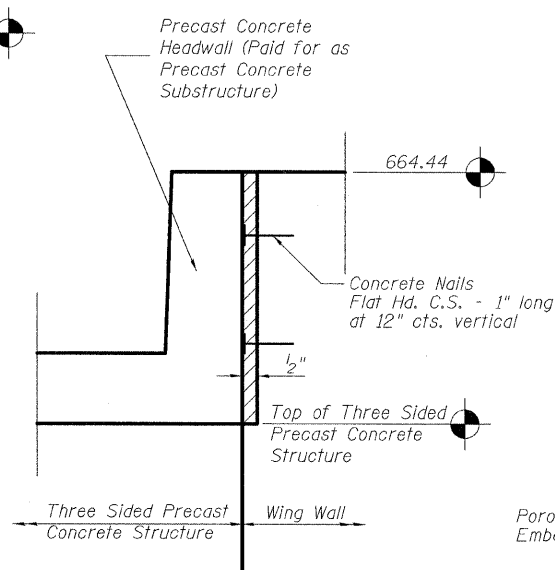
NOTES:

1. Bars indicated thus 1 x 2 - #5 etc. indicates 1 line of bars with 2 lengths per line.
2. Work this sheet with sheet S-02, S-03, S-05 and S-07 thru S-10.

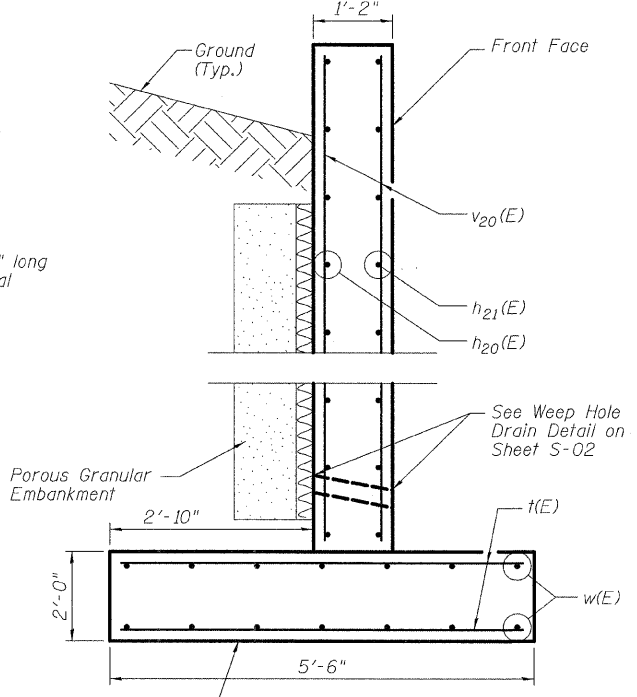


WING WALL ELEVATION

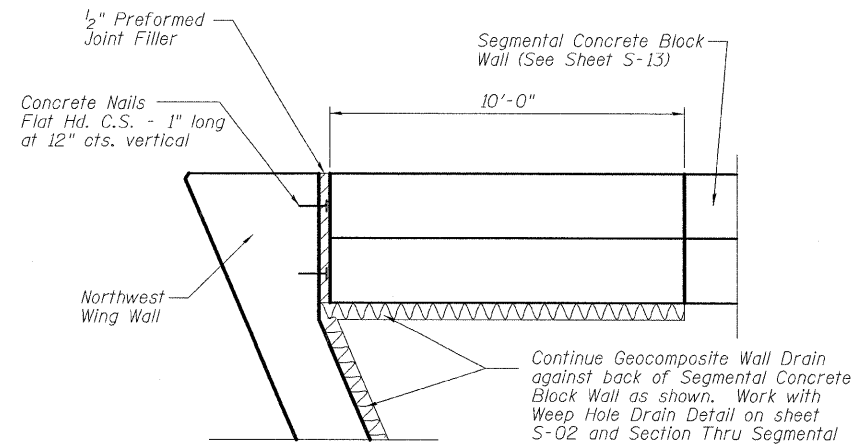
(Applicable to both Northwest and Southwest wing walls.)



DETAIL I-I



SECTION B-B



DETAIL H

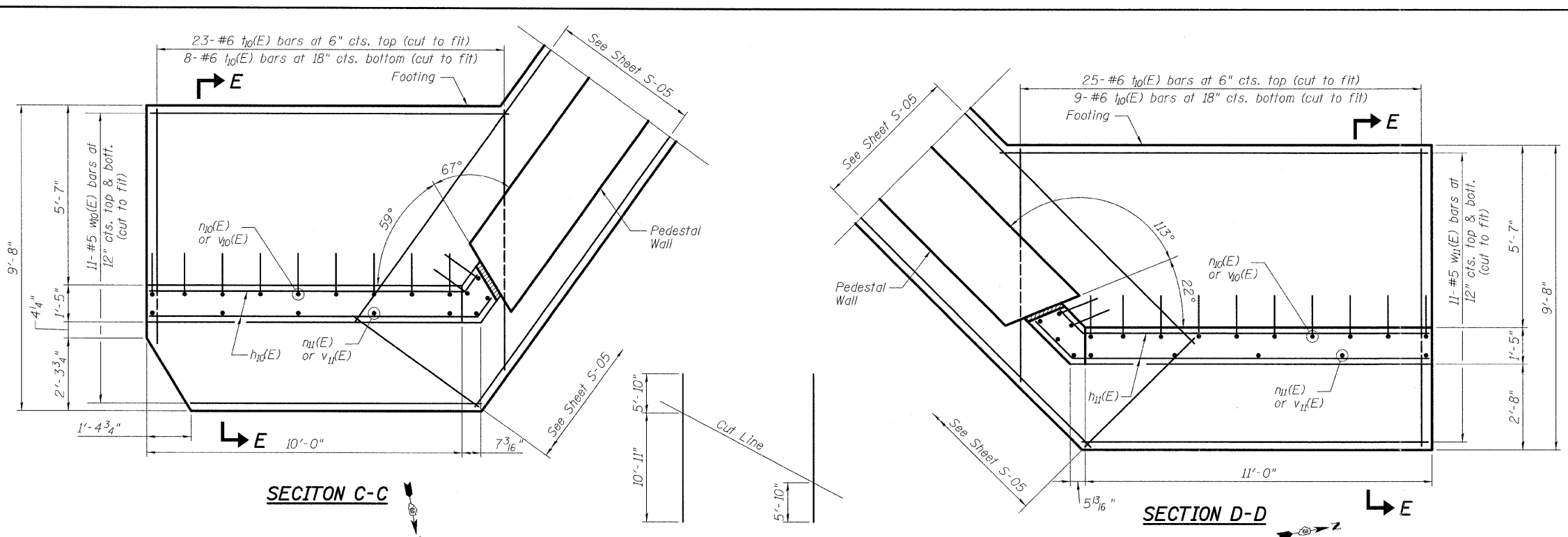
- Similar Detail at Southwest Wing Wall

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WING WALL DETAILS
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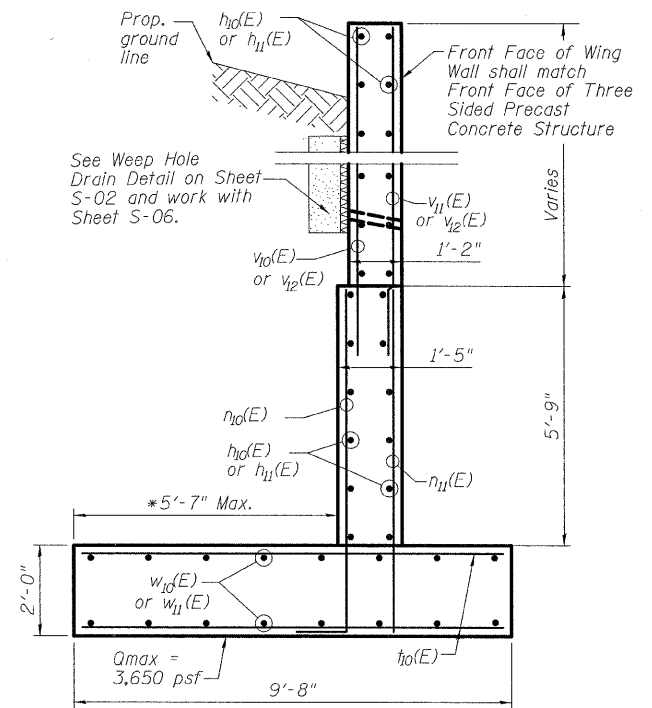
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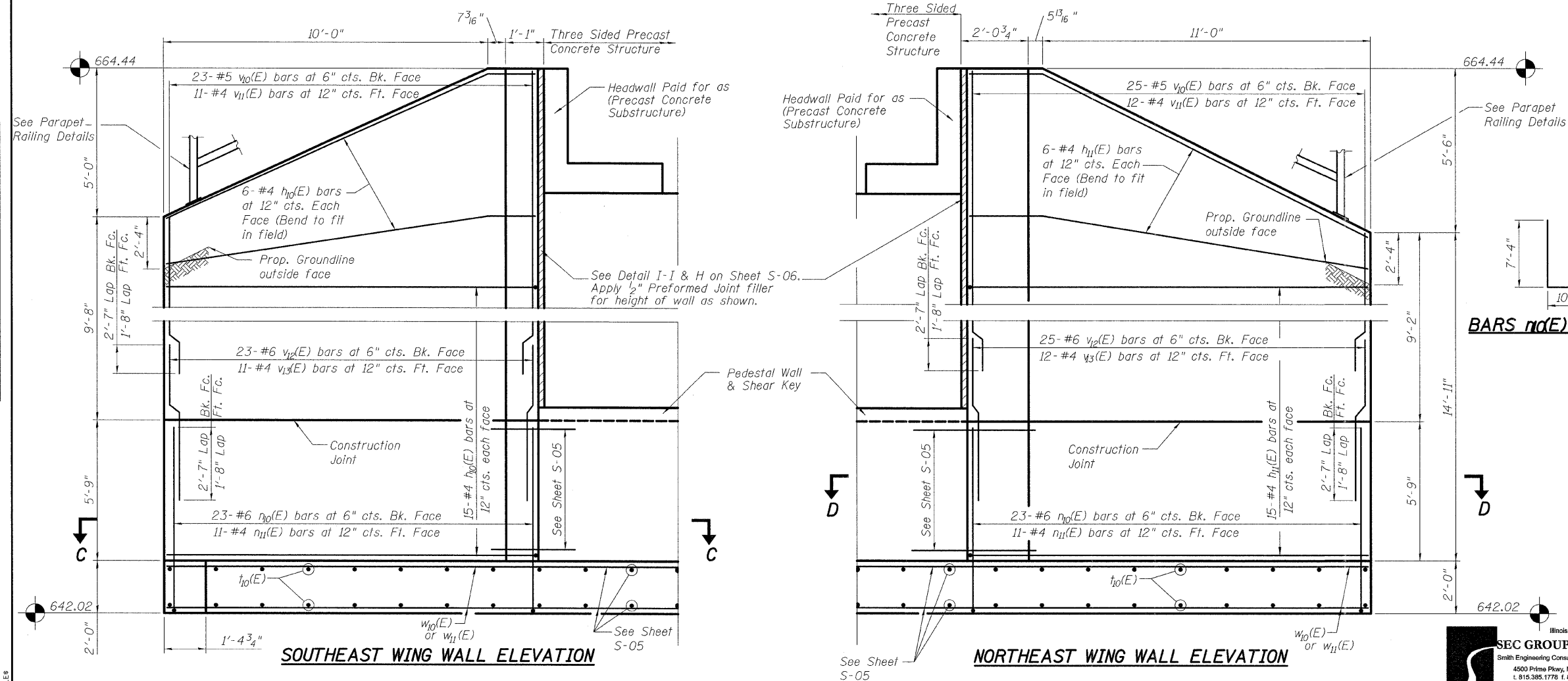


FIELD CUTTING DIAGRAM
 Order $v_{10}(E)$ & $v_{11}(E)$ full length for S.E. wing wall. Cut as shown and use remainder in N.E. wing wall. Cut off excess length for N.W. wing wall in the field.



SECTION E-E
 * To be verified after Three Sided Precast Concrete Structure is installed.

PROF. ILE	DATE
BY	
REVISIONS	
NO.	



**BILL OF MATERIAL
N.E. & S.E. WING WALLS**

Bar	No.	Size	Length	Shape
$h_{10}(E)$	42	#4	12'-6"	
$h_{11}(E)$	42	#4	14'-6"	
$v_{10}(E)$	46	#6	8'-2"	
$v_{11}(E)$	22	#4	7'-4"	
$w_{10}(E)$	65	#6	9'-3"	
$w_{11}(E)$	22	#5	11'-4"	
$v_{10}(E)$	22	#5	12'-6"	
$v_{11}(E)$	48	#5	16'-9"	
$v_{12}(E)$	24	#4	16'-9"	
$v_{13}(E)$	48	#6	8'-10"	
$v_{14}(E)$	23	#4	7'-5"	
Reinforcement Bars, Epoxy Coated		Pound	4,330	
Structure Excavation		Cu. Yd.	177	
Concrete Structures		Cu. Yd.	27.9	
Geocomposite Wall Drain		Sq. Yd.	14.2	
Porous Granular Embankment (Special)		Cu. Yd.	11.25	

BARS $n_0(E)$ & $n_1(E)$

- NOTES:**
- Bars indicated thus 1 x 2 - #5 etc. indicates 1 line of bars with 2 lengths per line.
 - Work this sheet with sheet S-02, S-03 and S-05 to S-10.

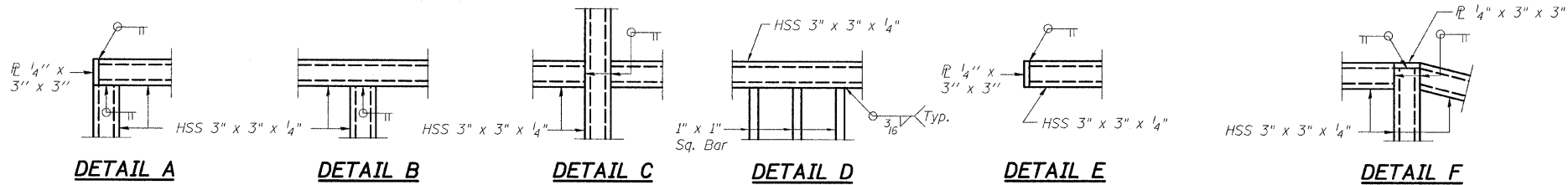
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SCALE: VERT. _____ DRAWN BY _____
 HORIZ. _____ DATE _____ CHECKED BY _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	108
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

S-08 87333



NOTES

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per foot for Parapet Railing or Steel Railing.

Hollow structural sections shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.

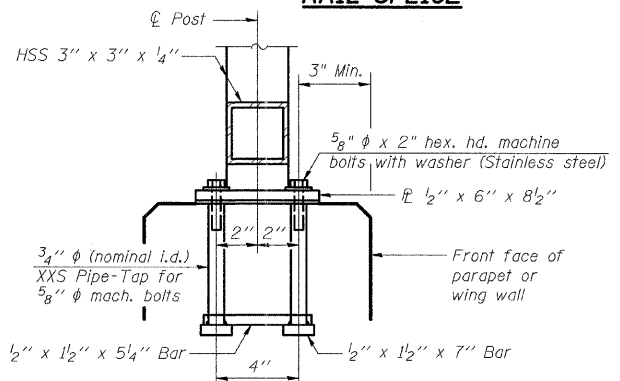
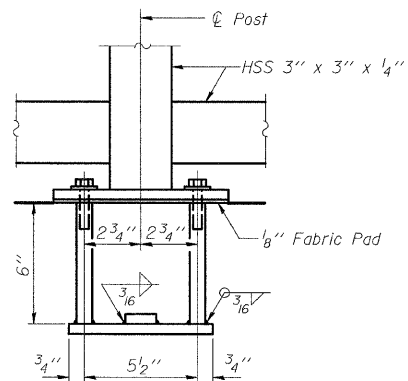
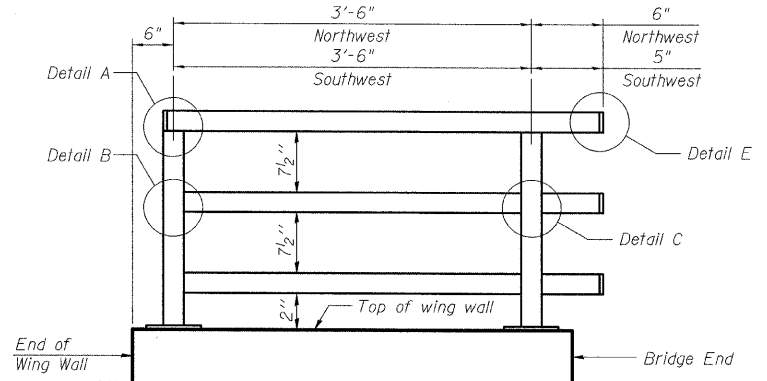
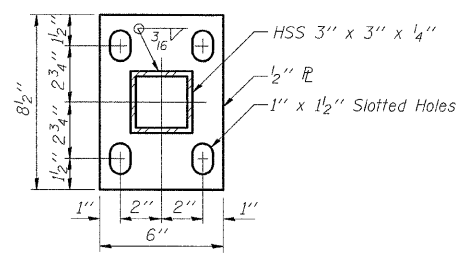
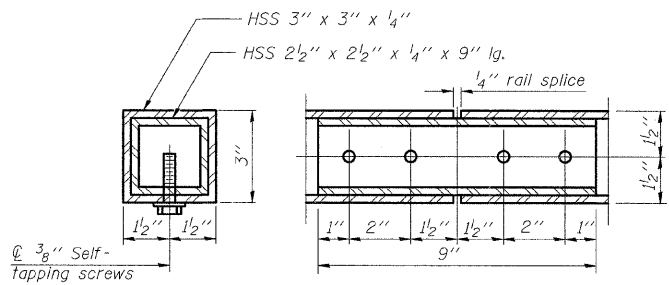
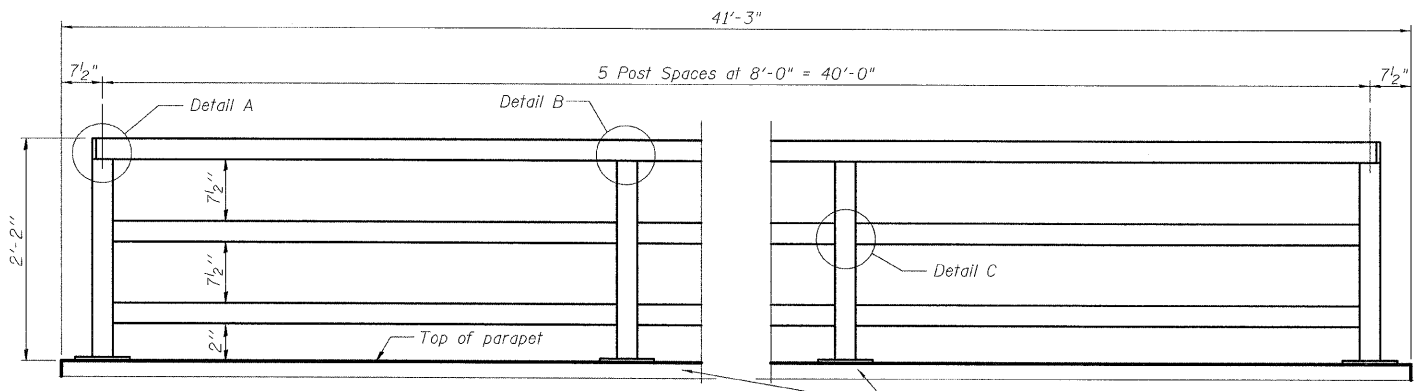
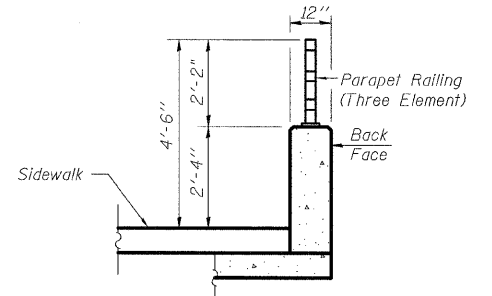
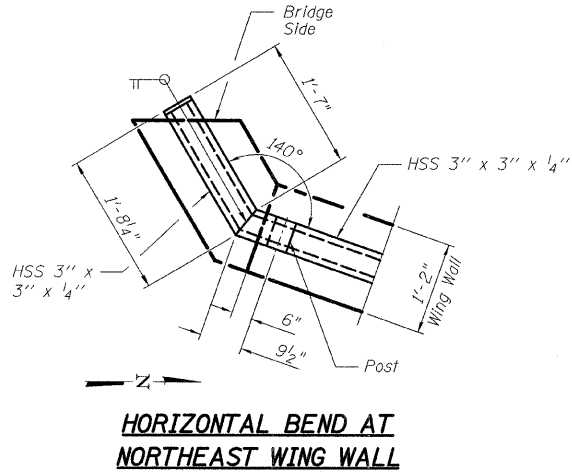
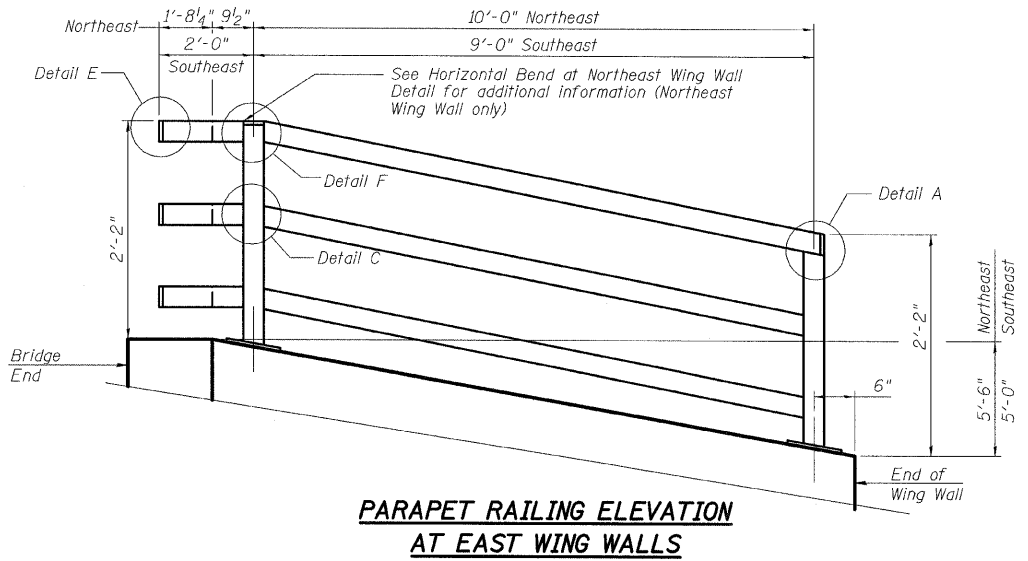
All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.

If the option of drilling and epoxy grouting the anchor rods is chosen, the Contractor shall use the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with pre-measured amounts of the adhesive chemical.

Space reinforcement to miss anchor rods.

All post, railing, pickets, splices, and anchor devices shall be painted in accordance with section 506 of the Standard Specifications. Color shall be Black.

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and epoxy grouting 5/8" diameter anchor rods. Embedment shall be according to the manufacturer's specifications. Work this sheet with sheets S-04 thru S-09.



SECTION THRU PRECAST PARAPET
(Precast Parapets by supplier of Three Sided Precast Concrete Structure)

PARAPET RAILING POST SPACING ELEVATION
(Inside face of Three Element Rail)

RAIL SPLICE

BASE PLATE

BILL OF MATERIAL

Item	Unit	Quantity
Parapet Railing	Foot	112

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.U. 2508 - DOUGLAS ROAD
(U.S. RTE 34 TO U.S. RTE 30)
BRIDGE RAILING DETAILS
DOUGLAS ROAD OVER WAUBONSEE CREEK
SECTION 02-00039-00-PV, STA. 49+42
SN 047-6306, KENDALL COUNTY

Illinois Professional Design Firm # 184-000108
SEC GROUP, INC.
Smith Engineering Consultants • SEC Automation • SEC Planning
4500 Prime Pkwy, Mchenry, IL 60050-2136
L 815.385.1778 F. 815.385.1781
www.secgroupinc.com engineering@secgroupinc.com

SCALE: VERT. HORIZ.
DRAWN BY
CHECKED BY

PLAN	DATE
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DATE	
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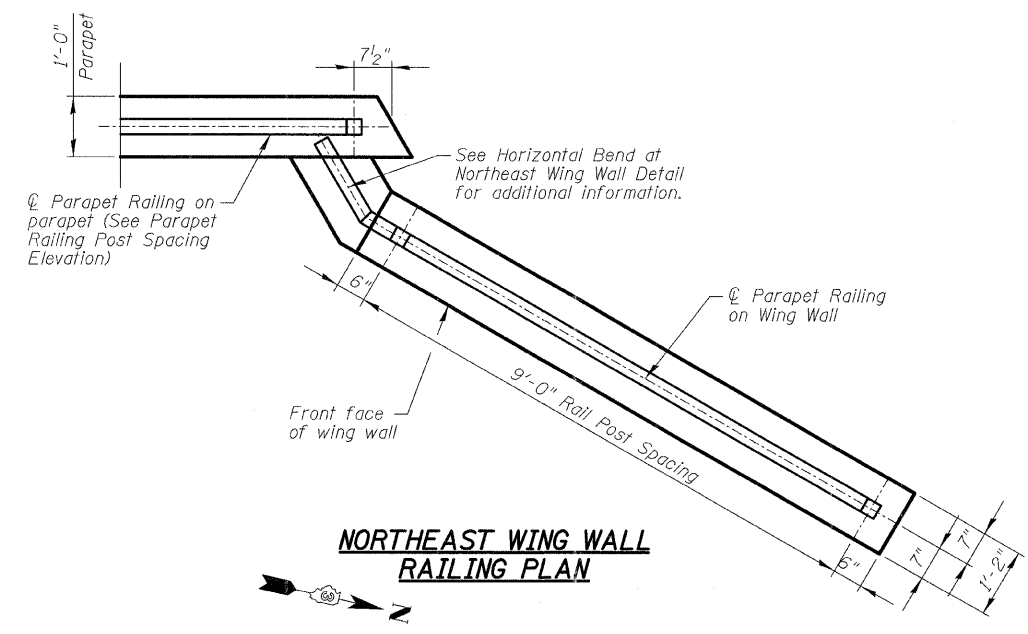
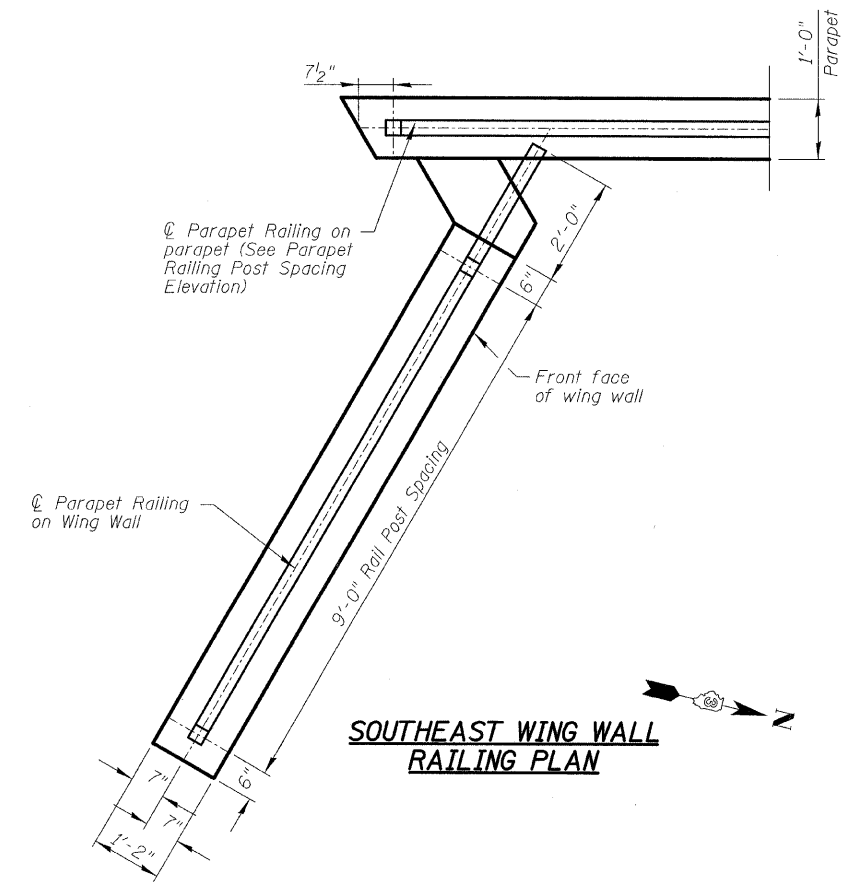
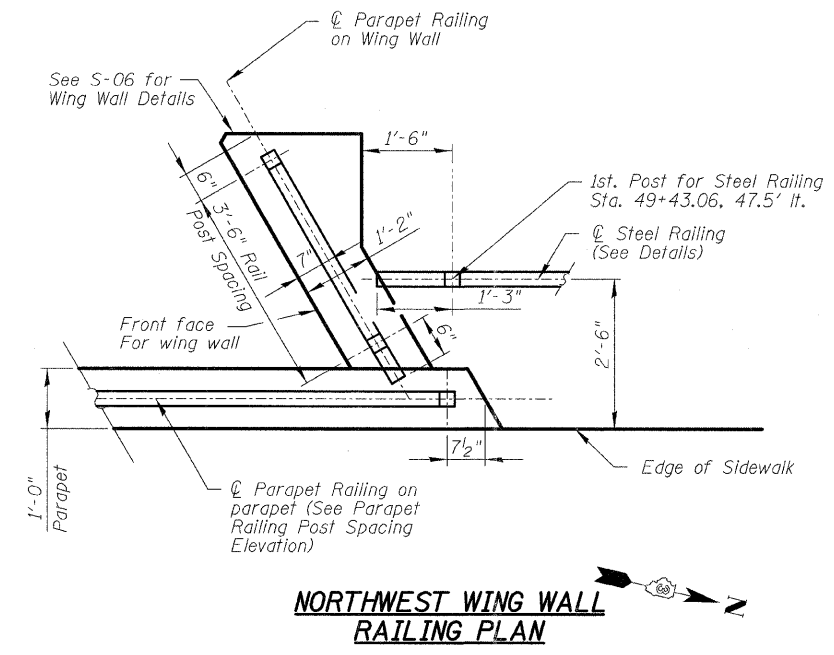
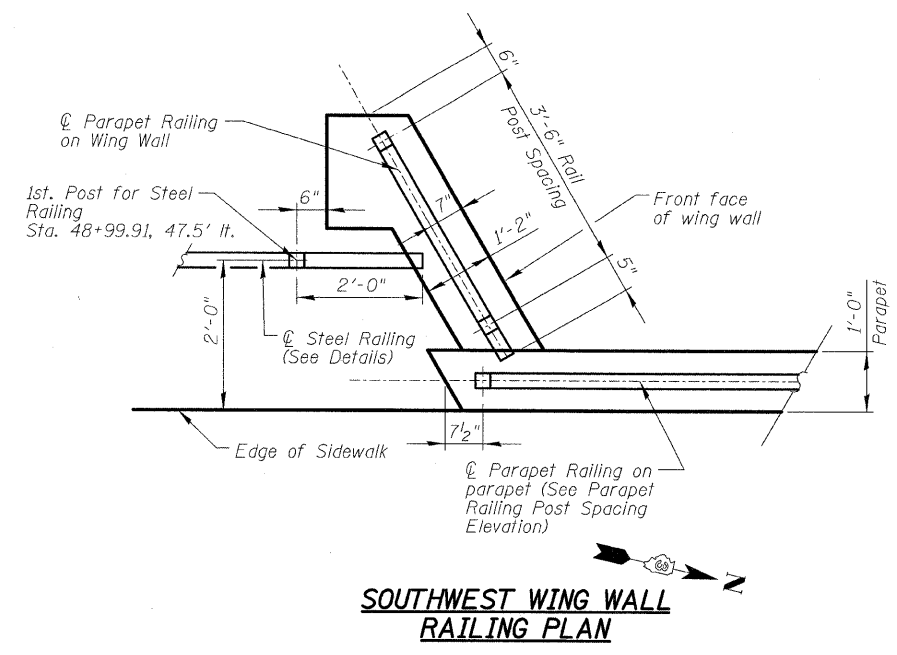
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	109
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
			S-09	87333

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

PROFILE	BY	DATE
SURVEYED		
GRADES		
CHECKED		
NO.		
STRUCTURE		
NOTATION		
ORDN.		



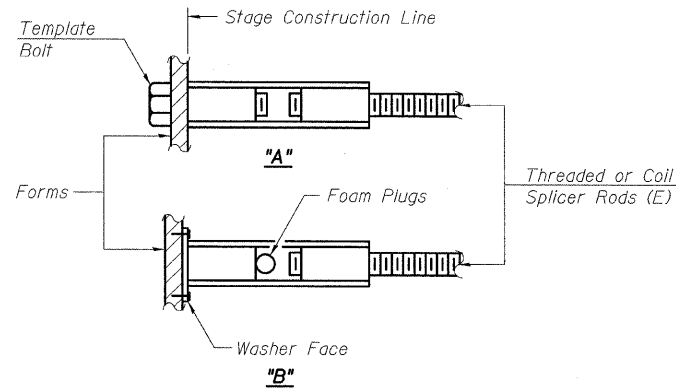
NOTE: Work this sheet with Sheet S-06, S-07 and S-08.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.U. 2508 - DOUGLAS ROAD
 (U.S. RTE 34 TO U.S. RTE 30)
 BRIDGE RAILING DETAILS
 DOUGLAS ROAD OVER WAUBONSEE CREEK
 SECTION 02-00039-00-PV, STA. 49 + 42
 SN 047-6306, KENDALL COUNTY

SCALE: VERT. DATE
 HORIZ. DRAWN BY
 CHECKED BY

Illinois Professional Design Firm # 184-000108
SEC GROUP, INC.
 Smith Engineering Consultants • SEC Automation • SEC Planning
 4500 Prime Pkwy, McHenry, IL 60050-2136
 T 815.385.1778 F 815.385.1781
 www.secgroupinc.com engineering@secgroupinc.com

STW:EP
 BJA:EP
 RFL:EP



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.

NOTES

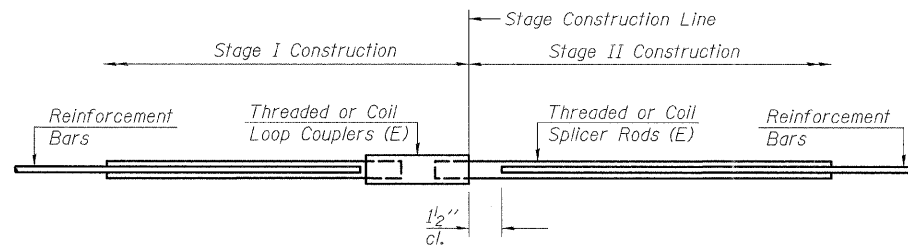
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the 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:

- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_1$
- ② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s_{allow}} \times A_1$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_1 = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

BAR SPLICER ASSEMBLIES			
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 508 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."



STANDARD

Bar Size	No. Assemblies Required	Location
#5	80	See Parapet Wall & Ftg.

PLAN	DATE
BY	
SURVEYED	
ALIGNED	
CHECKED	
DATE	
NO.	

PROFILE	DATE
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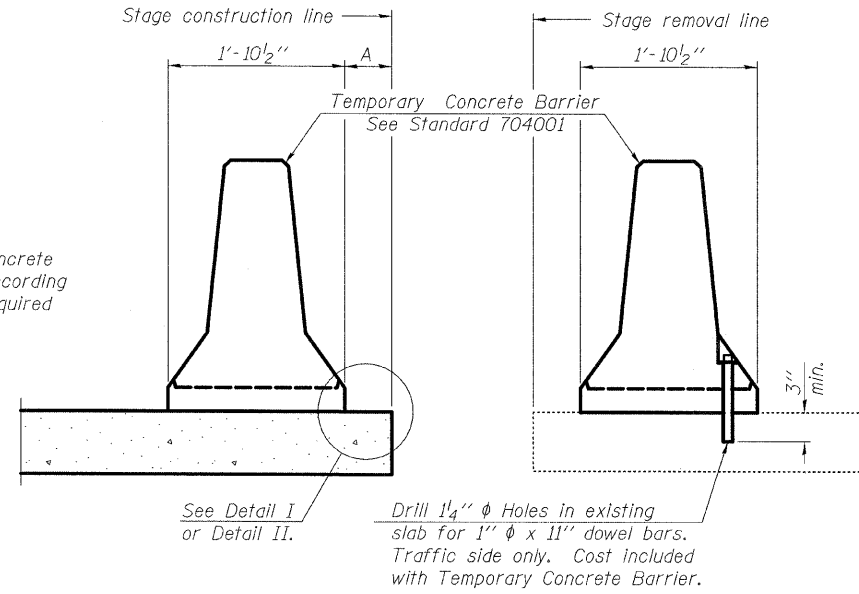


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	111
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
S-11			87333	

PLAN	DATE
BY	
SURVEYED	CHECKED
ALIGNMENT	CHECKED
NOTE BOOK NO.	DATE
NO.	

PROFILE	DATE
BY	
SURVEYED	CHECKED
GRADES	CHECKED
NOTE BOOK NO.	DATE
NO.	

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NEW SLAB

EXISTING SLAB

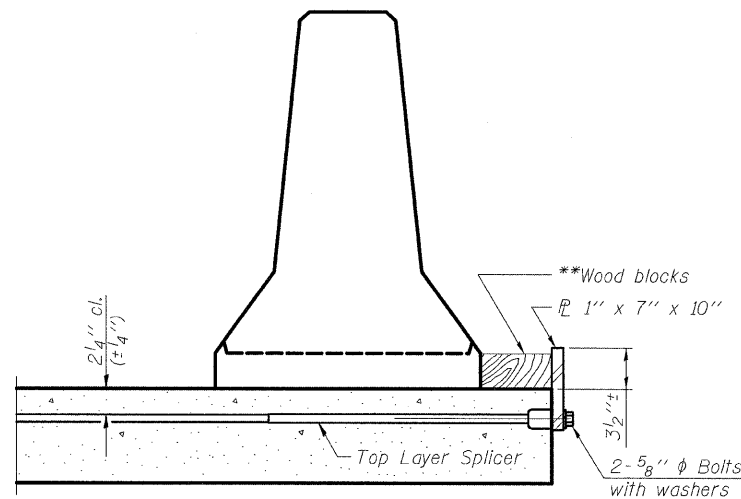
SECTIONS THRU SLAB

NOTES

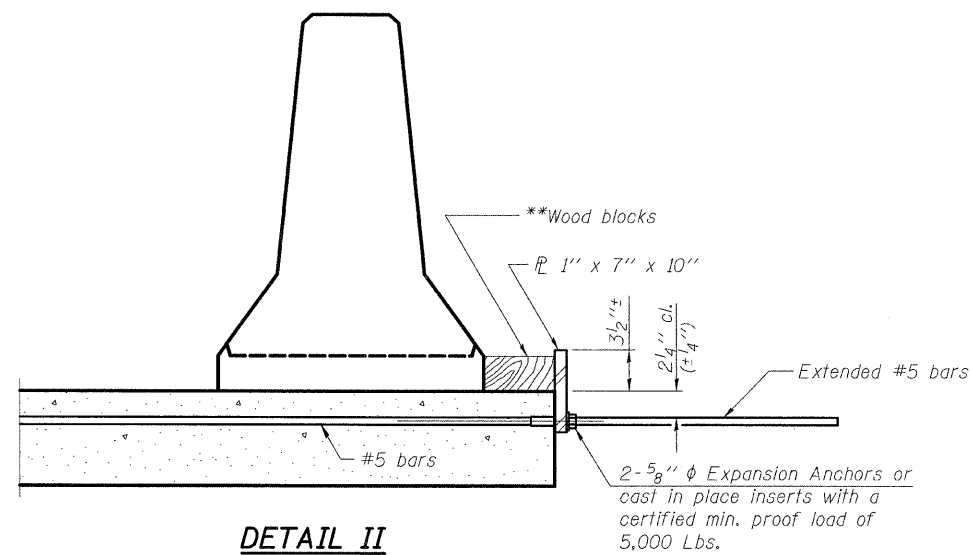
- Detail I - With Bar Splicer or Couplers:**
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" phi bolts screwed to coupler at approximate C of each barrier panel.
- Detail II - With Extended Reinforcement Bars:**
Connect one (1) 1"x7"x10" steel PL to the concrete slab with 2-5/8" phi Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

Pay items for Temporary Concrete Barrier are called out on the roadway plans.

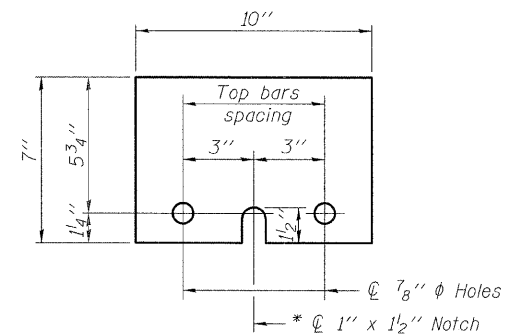


DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.



STEEL RETAINER PL 1" x 7" x 10"

* Required only with Detail II

CHICAGO TESTING LABORATORY, INC.

FOUNDATION BORING LOG

SHEET 1 OF 1

PROJECT 05MC227, CULVERT BORING DATE 5/26/05
 ROUTE DOUGLAS ROAD STRUCTURE BORINGS IN OSWEGO, ILLINOIS BORED BY SPE
 SECTION _____ CHECKED BY WJW

COUNTY		KENDALL		WATER SURFACE EL.		15.5'	
BORING		SB-1		GROUND WATER AT COMPLETION		13.7'	
STATION		49+80		AFTER 1 DAY		12.3'	
OFFSET		27' N of CREEK CL 23' E of Douglas Rd. CL		Depth	N/6"	Qu	W
						tsf	%
GROUND SURFACE EL. 660.0 M (Ft)				M (Ft)			
9" Bit. Asphalt Pavement							
Grey Crushed Limestone, IDOT CA-6				5			
				6		6	
				7			
Brown coarse SAND, with GRAVEL, A-2: FILL, slightly dense				3		7	
				2			
				3			
				(5)			
Brown Sandy LOAM, A-4, medium dense				7			
				8			
				8			
				(25)			
Black Silty Clay LOAM, A-7-6				4			
				3			
				2			
				(5)			
Black Organic Silty Clay LOAM, A-7-6, stiff				5			
				5	1.0		21
				7	P		
				4			
wood piece				50/1"	1.0		16
				(15)	P		
Grey Silty CLAY, A-6, very stiff				7			
				12	3.45		19
				20	B		
				11			
				13	2.33		21
				(20)	B		

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

CHICAGO TESTING LABORATORY, INC.

FOUNDATION BORING LOG

SHEET 1 OF 1

PROJECT 05MC227, RETAINING WALL DATE 4/11/05
 ROUTE DOUGLAS ROAD STRUCTURE BORINGS IN OSWEGO, ILLINOIS BORED BY SPE
 CHECKED BY WJW

COUNTY		KENDALL		G.W. DURING DRILLING		5.5'	
BORING		RW-3		GROUND WATER AT COMPLETION		3.3', 26.6' WCI	
STATION		49+90		AFTER 1 DAY		3.7'	
OFFSET		47' W of CL		Depth	N/6"	Qu	W
						tsf	%
GROUND SURFACE EL. 654.5± M (Ft)				M (Ft)			
Black Silty CLAY, A-6 to A-7-6: FILL, firm to stiff c=750psf, k=100pci Es=0.02, γ=115pcf to Grey and Black				5			
				7	1.0		32
				8	P		
				1			
				3			
				3	0.75		18
				3	P		
				(5)			
Grey coarse SAND, A-2, saturated, with Gravel and occasional Cobbles and Boulders, medium dense φ=38°, k=60pci, γ=65pcf (submerged)				4			
				8			
				17			18
				2			
				22			
				8			
				12	3.53		18
				(10)	B		
Grey Silty CLAY, A-6, hard to very stiff c=3000psf, k=400pci Es=0.006, γ=60pcf (submerged)				12			
				16	3.37		19
				21	B		
				4			
				12			
				16	3.45		19
				(15)	B		
				5			
				9			
				12	2.33		21
				16	B		
				6			
				11			
				12	1.66		18
				(20)	B		

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
 c=soil cohesion
 γ=wet soil unit weight (effective)
 Qu- Unconfined Compressive Strength (tsf)
 W- Water Content-percentage of oven dry weight (%)
 k=lateral modulus cyclic
 Type failure: B- Bulge Failure
 S- Shear Failure
 E- Estimated Value
 P-Penetrometer
 Es=soil strain

PLAN FILE NO. _____
 SURVEYED _____
 GRADES CHECKED _____
 ALIGNMENT CHECKED _____
 NOTE BOOK NO. _____
 DATE _____

PROF FILE NO. _____
 SURVEYED _____
 GRADES CHECKED _____
 STRUCTURE NOTATIONS OK'D _____
 NOTE BOOK NO. _____
 DATE _____

CHICAGO TESTING LABORATORY, INC.

FOUNDATION BORING LOG

SHEET 1 OF 1

PROJECT OSMC227, RETAINING WALL DATE 4/8/05
 ROUTE DOUGLAS ROAD STRUCTURE BORINGS IN OSWEGO, ILLINOIS BORED BY SPE
 CHECKED BY WJW

COUNTY		KENDALL		G.W. DURING DRILLING		5.5'	
BORING	STATION	DEPTH	N/6"	tsf	Qu	W	%
RW-4	49+10						
		60' W of CL					
GROUND SURFACE EL.		657±		M (Ft)			
Black Silty Clay LOAM, A-6 to A-7-6: FILL, stiff to firm; c=500psf, k=0pci; Es=0.016, γ=115pcf		1	5	1.5	12		
Yellow-Brown coarse SAND, with GRAVEL, A-1, dense; φ=45°, k=125pci, γ=70pcf (submerged)		(5)	3	0.5	13		
Yellow-Brown SAND (f-c), A-2, slightly dense		2	4				
Grey and Black SILT, A-4			5			16	
Grey coarse SAND, A-1-a, with Gravel and occasional Cobbles and Boulders, dense; φ=38°, k=125pci, γ=65pcf (submerged)		3	7	*	8		
Grey Silty CLAY, A-6, hard to very stiff; c=1750psf, k=225pci; Es=0.007, γ=60pcf (submerged)		4	5	2.5	22		
		(15)	8				
			11				
		5	6	1.78	21		
			12				
			16				
		6	7	1.90	20		
		(20)	11				
			14				

N-Standard Penetration Test-Blows per foot to drive 2 inch with 140 lbs. hammer falling 30 inches
 c=soil cohesion
 γ=wet soil unit weight (effective)
 Qu-Unconfined Compressive Strength (tsf)
 W- Water Content-percentage of oven dry weight (%)
 k=lateral modulus cyclic
 Type failure: B- Bulge Failure
 S- Shear Failure
 E- Estimated Value
 P-Penetrometer
 Es=soil strain

CHICAGO TESTING LABORATORY, INC.

FOUNDATION BORING LOG

SHEET 1 OF 1

PROJECT OSMC227, RETAINING WALL DATE 4/8/05
 ROUTE DOUGLAS ROAD STRUCTURE BORINGS IN OSWEGO, ILLINOIS BORED BY SPE
 CHECKED BY WJW

COUNTY		KENDALL		G.W. DURING DRILLING		6.5'	
BORING	STATION	DEPTH	N/6"	tsf	Qu	W	%
RW-5	48+30						
		45' W of CL					
GROUND SURFACE EL.		656±		M (Ft)			
Black Silty Clay LOAM, A-6: FILL, very stiff; c=2000psf, k=250pci; Es=0.006, γ=125pcf		1	8	3.5	21		
over Brown and Black		(5)	11				
Grey Silty CLAY, A-6 c=2000psf, k=250pci, Es=0.006, γ=125pcf			13				
Yellow-Brown SAND (f-c) and GRAVEL, A-1, saturated φ=35°, k=60pci, γ=60pcf (submerged)		2	5	2.0	17		
Yellow-Brown SAND (f-m), A-2-4 φ=35°, k=60pci, γ=60pcf (submerged)		(5)	5				
Dark Grey SILT, A-4			6				
Grey Silty CLAY, A-6, stiff to very stiff; c=1750psf, k=225pci; Es=0.007, γ=60pcf (submerged)		2	8	2.5	24		
		(15)	10				
			7				
		3	12				
		(10)	8				
			11				
		4	6	1.82	22		
		(35)	3				
			6				
		5	9	2.5	20		
		(15)	13				
			15				
		6	6	1.90	22		
		(20)	8				
			10				
		12	4	1.34	24		
		(40)	4				
			6				

N-Standard Penetration Test-Blows per foot to drive 2 inch with 140 lbs. hammer falling 30 inches
 c=soil cohesion
 γ=wet soil unit weight (effective)
 Qu-Unconfined Compressive Strength (tsf)
 W- Water Content-percentage of oven dry weight (%)
 k=lateral modulus cyclic
 Type failure: B- Bulge Failure
 S- Shear Failure
 E- Estimated Value
 P-Penetrometer
 Es=soil strain

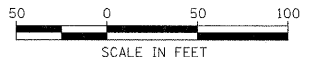
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 DATE: _____
 NOTE BOOK NO.: _____
 FILED: _____

PROFILE SURVEYED BY: _____
 GRADES CHECKED BY: _____
 ALIGNMENT CHECKED BY: _____
 STRUCTURE CHECKED BY: _____
 DATE: _____
 NOTE BOOK NO.: _____
 FILED: _____



ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.U. 2508 - DOUGLAS ROAD
 (U.S. RTE 34 TO U.S. RTE 30)
 SOIL BORING LOGS
 DOUGLAS ROAD OVER WAUBONSEE CREEK
 SECTION 02-00039-00-PV, STA. 49+42
 SN 047-6306, KENDALL COUNTY
 VERT. DATE _____ DRAWN BY _____
 HORIZ. DATE _____ CHECKED BY _____

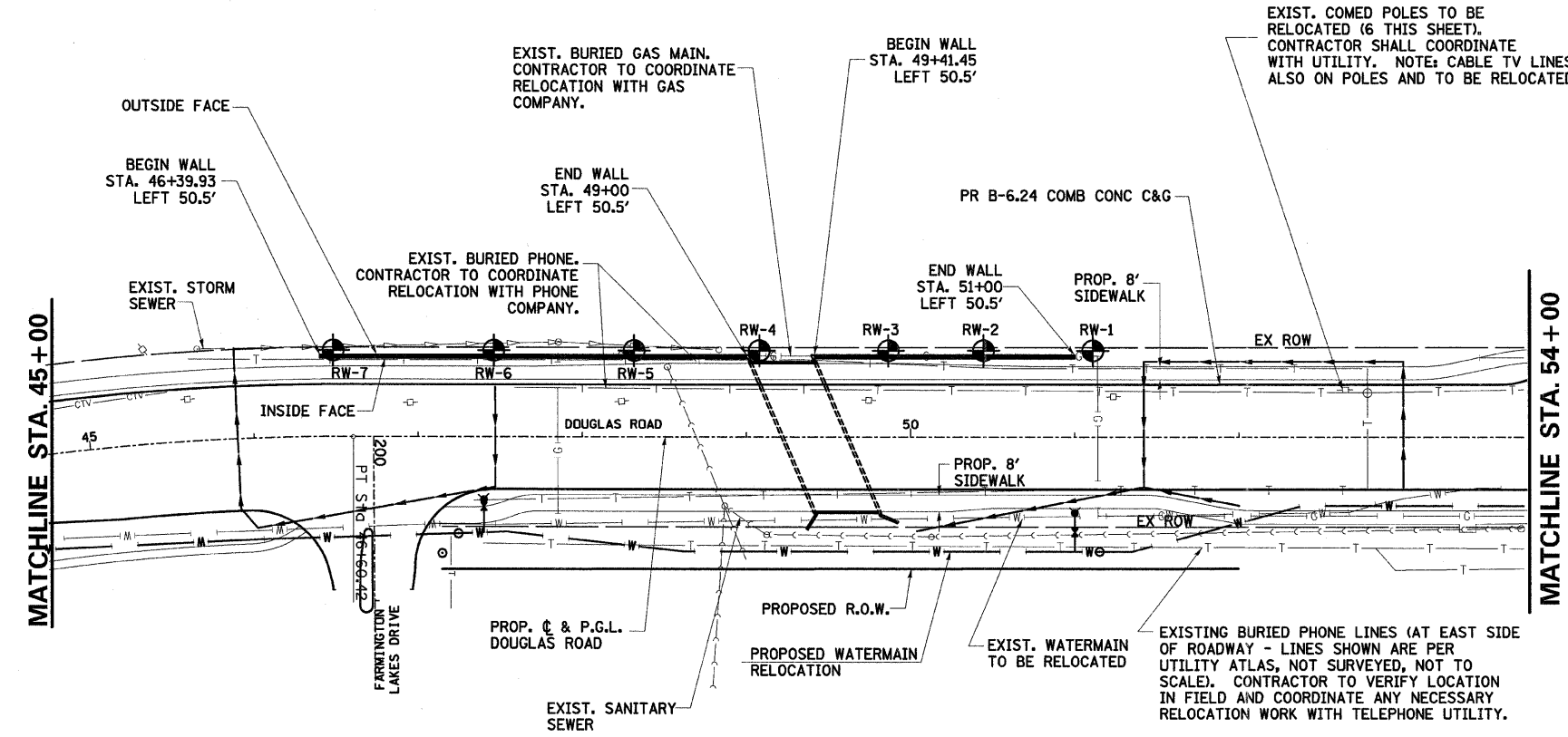
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	114
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
SW-01			87333	



PLAN	DATE
BY	
NO.	
NO.	
NO.	

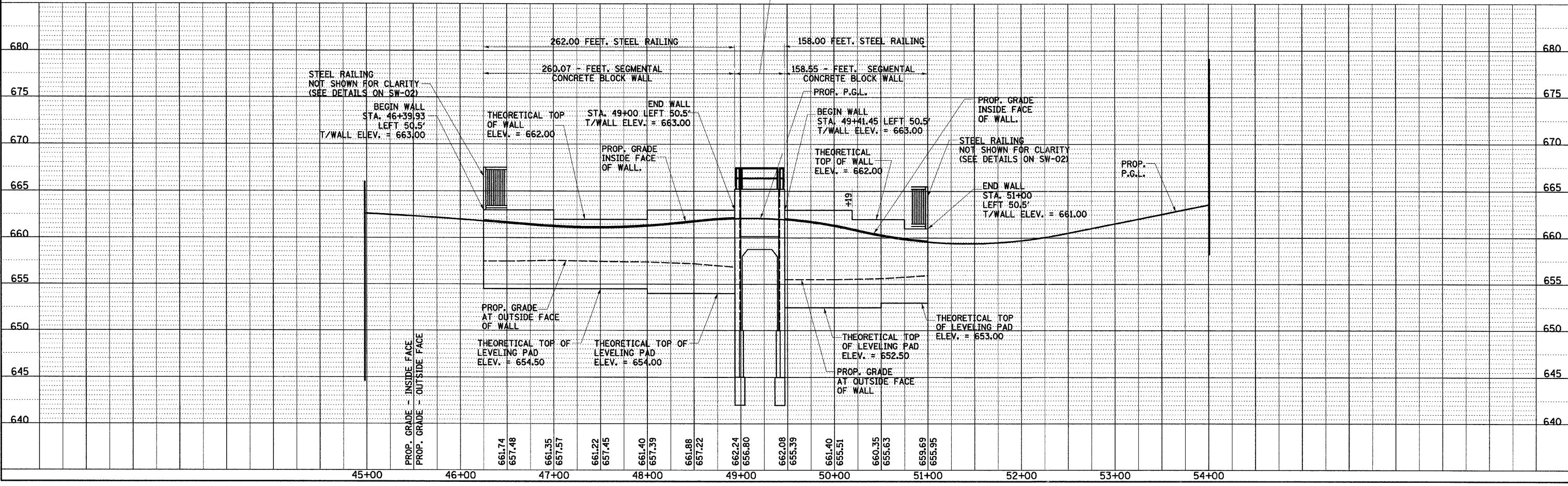
PROFILE	DATE
BY	
NO.	
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NO.	

8/11/08
8/11/08
8/11/08



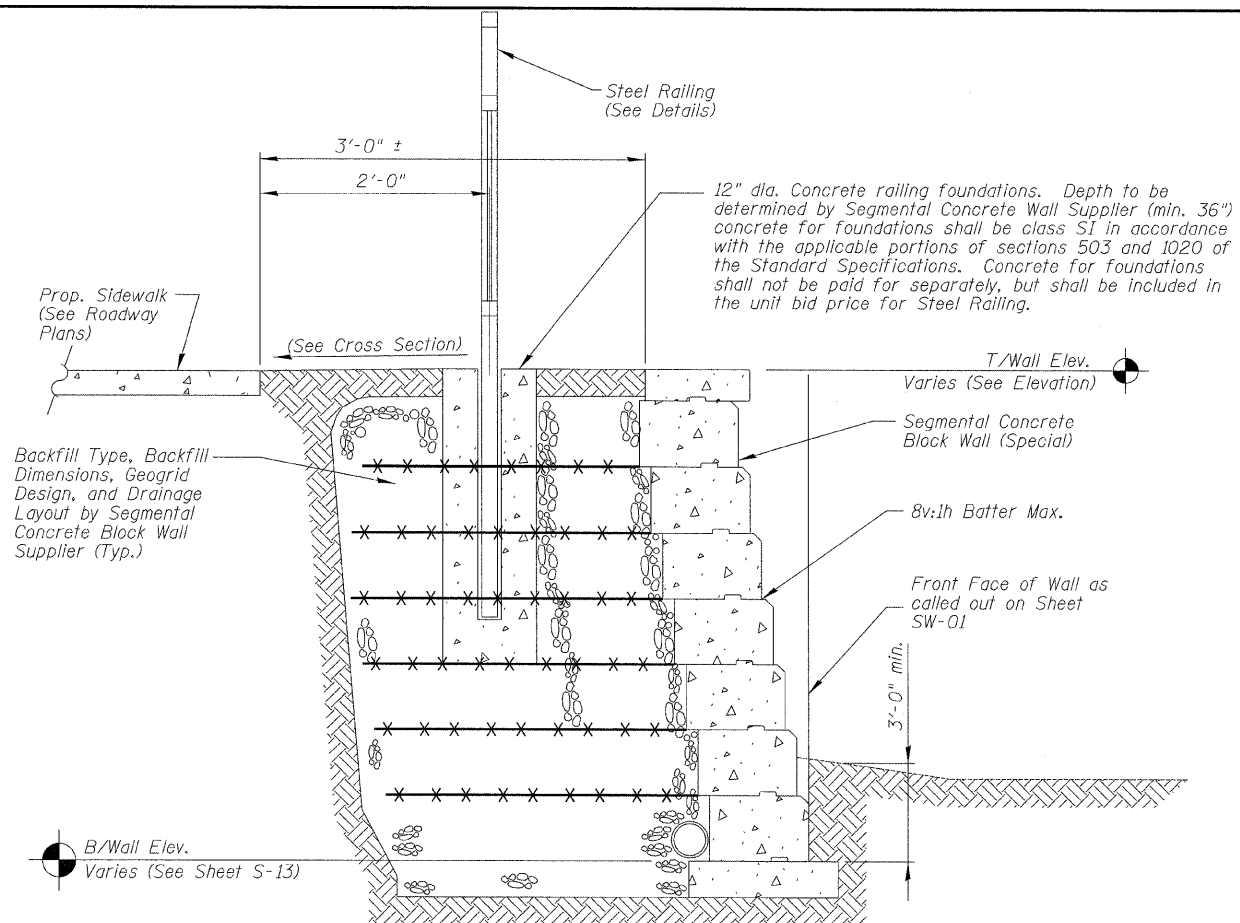
SEGMENTAL CONCRETE BLOCK WALL NOTES:

1. TOP OF WALL ELEVATIONS SHOWN IN PROFILE THIS SHEET ARE MINIMUM TOP OF WALL ELEVATIONS. CONTRACTOR TO PROVIDE STEPS IN TOP OF WALL ELEVATIONS TO MEET OR EXCEED TOP OF WALL ELEVATIONS SHOWN, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
 2. BOTTOM OF WALL ELEVATIONS SHALL EXTEND AT LEAST 3'-0" BELOW GRADE AT OUTSIDE FACE OF WALL.
 3. SEE SEGMENTAL CONCRETE BLOCK WALL SPECIAL PROVISION FOR DESIGN CRITERIA AND REQUIREMENTS.
 4. WORK THIS SHEET WITH SHEETS S-01 THRU S-13 AND SW-02.
 5. OFFSETS IN PLAN ARE TO OUTSIDE FACE OF WALL AT BASE OF WALL.
 6. QUANTITY OF SEGMENTAL CONCRETE BLOCK WALL = 3,530 SQ. FT.
 7. QUANTITY OF STEEL RAILING = 420 FT.
 8. QUANTITY OF ANTI-GRAFFITI COATING = 2,300 SQ. FT. SEE ANTI-GRAFFITI COATING SPECIAL PROVISION FOR REQUIREMENTS.
- ⊗ = SOIL BORING LOCATION (SEE SPECIFICATIONS FOR BORING LOGS)

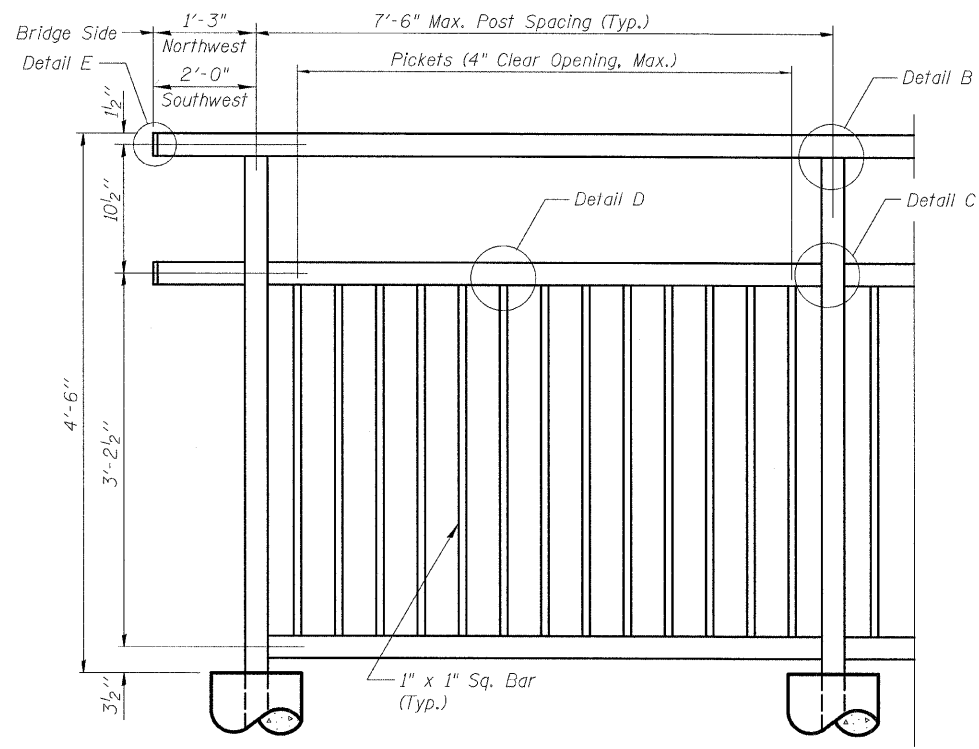


DOUGLAS ROAD STA. 45+00 TO STA. 54+00 - RETAINING WALL DETAILS

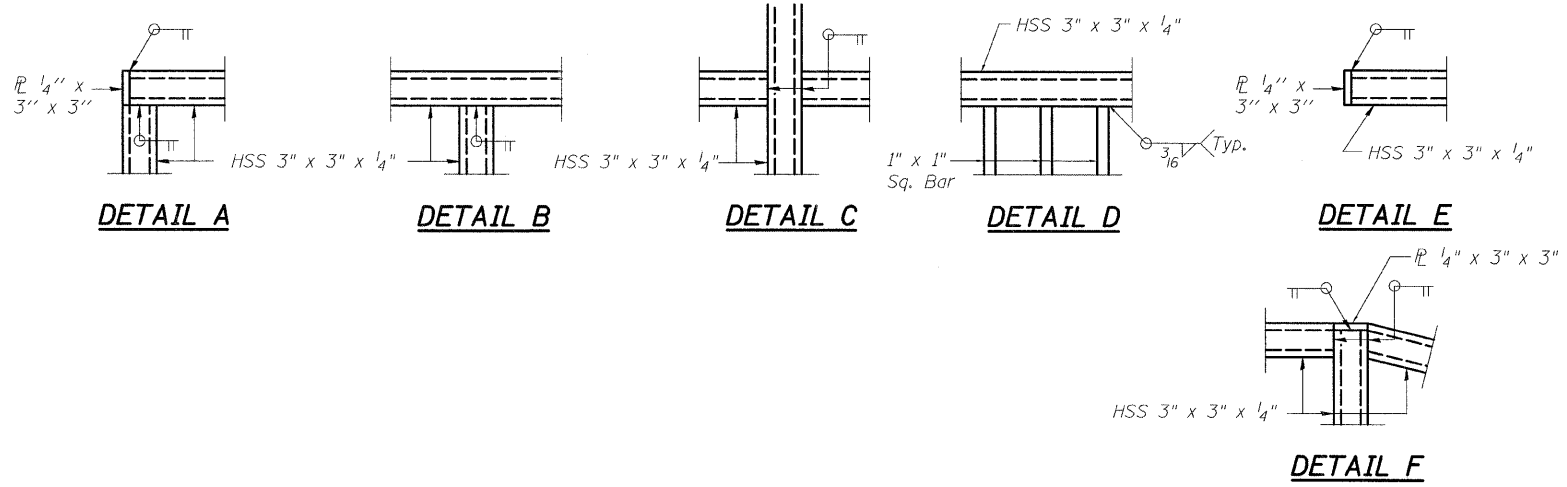
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	115
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
SW-02		87333		



SECTION THRU SEGMENTAL CONCRETE BLOCK WALL



STEEL RAILING ELEVATION



NOTES

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per foot for Steel Railing.
 Hollow structural sections shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.
 All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.
 If the option of drilling and epoxy grouting the anchor rods is chosen, the Contractor shall use the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with pre-measured amounts of the adhesive chemical.
 Space reinforcement to miss anchor rods.
 All post, railing, pickets, splices, and anchor devices shall be painted in accordance with section 506 of the Standard Specifications. Color shall be Black.
 In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and epoxy grouting 5/8" φ anchor rods. Embedment shall be according to the manufacturer's specifications.
 Fabricator shall supply 1" open expansion joints every 32 feet max.

NOTE:
Work this sheet with sheets S-06 & SW-01.

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.U. 2508 - DOUGLAS ROAD
 (U.S. RTE 34 TO U.S. RTE 30)
RETAINING WALL DETAILS - DOUGLAS ROAD
 OVER WAUBONSEE CREEK, ("PUBLIC WATERS")
 SECTION 02-00039-00-PV, STA. 49+42
 SN 047-6306, KENDALL COUNTY

SCALE: VERT. HORIZ.
 DATE _____ DRAWN BY _____ CHECKED BY _____

PLAN

DATE	
BY	
SURVEYED	
ALIGNMENT CHECKED	
NOTE BOOK	
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FILE	

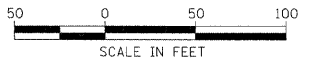
PROFILE

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BY	
SURVEYED	
GRADINGS CHECKED	
NOTE BOOK	
NO.	
FILE	

DATE _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	D2-00039-00-PV	KENDALL	137	116
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

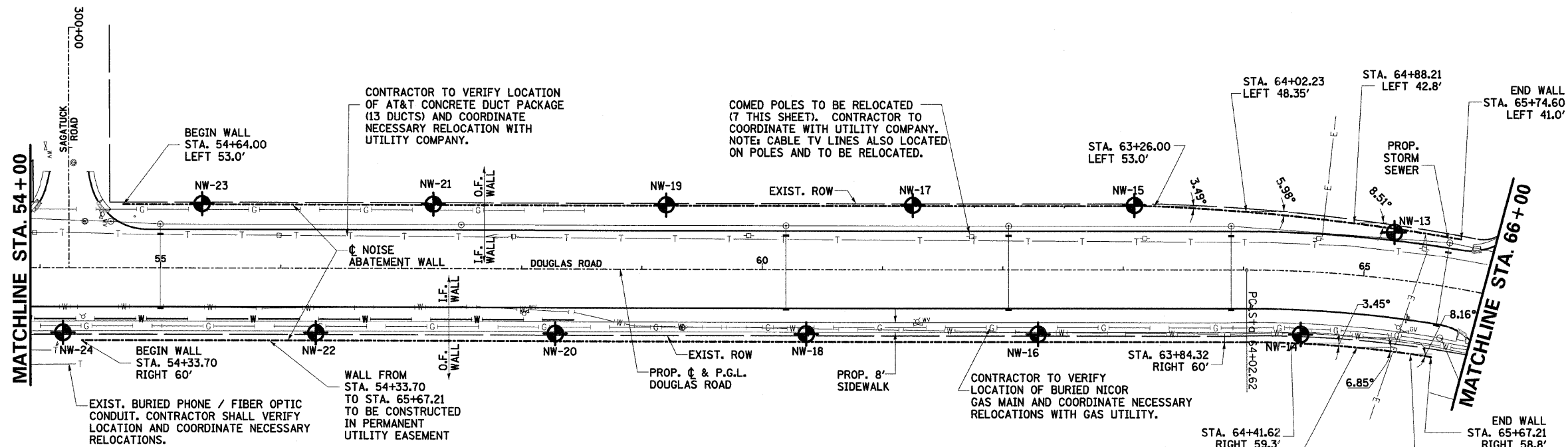
SW-03



NOISE ABATEMENT WALL NOTES:

1. OFFSETS SHOWN IN PLAN ARE TO ϕ OF WALL PANELS & ϕ OF FOUNDATION. 30" DIA. DRILLED SHAFTS ASSUMED IN LAYOUT OF WALL.
2. THEORETICAL BOTTOM OF PANEL ELEVATIONS SHALL EXTEND 6" MIN. BELOW LOWEST GRADE ELEVATION (AT INSIDE FACE OR OUTSIDE FACE OF WALL, WHICHEVER CONTROLS).
3. SEE NOISE ABATEMENT WALL, PRECAST CONCRETE SPECIAL PROVISION FOR WALL DESIGN CRITERIA AND REQUIREMENTS.
4. ANTI-GRAFFITI COATING QUANTITY = 39,921 SQ. FT. SEE SPECIAL PROVISIONS FOR REQUIREMENTS.

\odot = SOIL BORING LOCATION (SEE PROJECT SPECIFICATION FOR COPIES OF SOIL BORING LOGS).
 I.F. = INSIDE FACE
 O.F. = OUTSIDE FACE



CONTRACTOR TO VERIFY LOCATION OF AT&T CONCRETE DUCT PACKAGE (13 DUCTS) AND COORDINATE NECESSARY RELOCATION WITH UTILITY COMPANY.

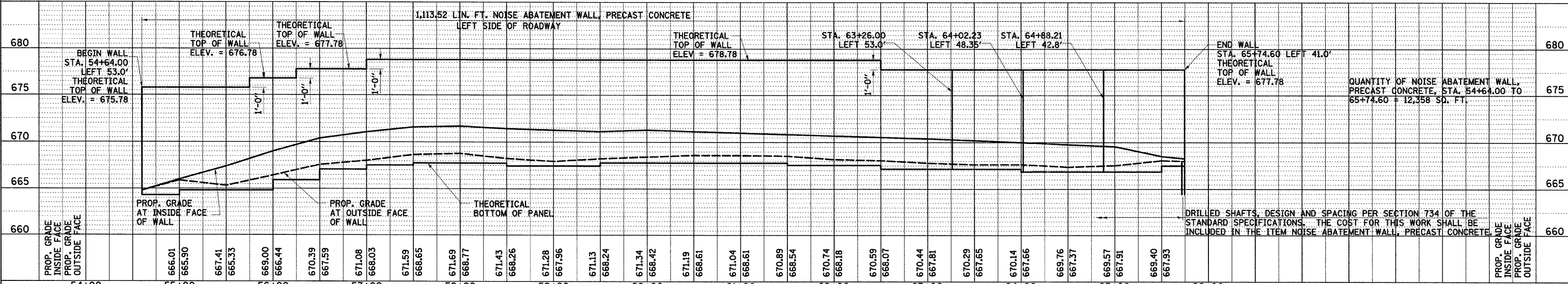
COMED POLES TO BE RELOCATED (7 THIS SHEET). CONTRACTOR TO COORDINATE WITH UTILITY COMPANY. NOTE: CABLE TV LINES ALSO LOCATED ON POLES AND TO BE RELOCATED.

EXIST. BURIED PHONE / FIBER OPTIC CONDUIT. CONTRACTOR SHALL VERIFY LOCATION AND COORDINATE NECESSARY RELOCATIONS.

WALL FROM STA. 54+33.70 TO STA. 65+67.21 TO BE CONSTRUCTED IN PERMANENT UTILITY EASEMENT

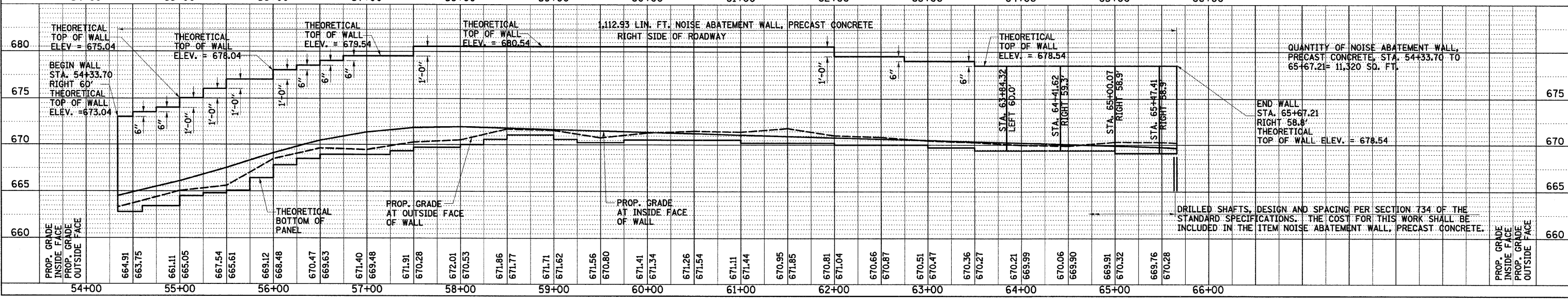
CONTRACTOR TO VERIFY LOCATION OF BURIED NICOR GAS MAIN AND COORDINATE NECESSARY RELOCATIONS WITH GAS UTILITY.

SMITH ENGINEERING CONSULTANTS, INC.
 CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS
 1111 S. WASHINGTON ST., SUITE 200, CHICAGO, IL 60605
 TEL: (312) 467-1000 FAX: (312) 467-1001
 WWW.SMITHENGINEERING.COM



QUANTITY OF NOISE ABATEMENT WALL, PRECAST CONCRETE, STA. 54+64.00 TO 65+74.60 = 12,358 SQ. FT.

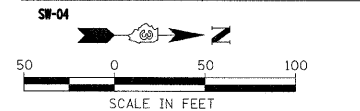
DRILLED SHAFTS, DESIGN AND SPACING PER SECTION 734 OF THE STANDARD SPECIFICATIONS. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE ITEM NOISE ABATEMENT WALL, PRECAST CONCRETE.



QUANTITY OF NOISE ABATEMENT WALL, PRECAST CONCRETE, STA. 54+33.70 TO 65+67.21 = 11,320 SQ. FT.

DRILLED SHAFTS, DESIGN AND SPACING PER SECTION 734 OF THE STANDARD SPECIFICATIONS. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE ITEM NOISE ABATEMENT WALL, PRECAST CONCRETE.

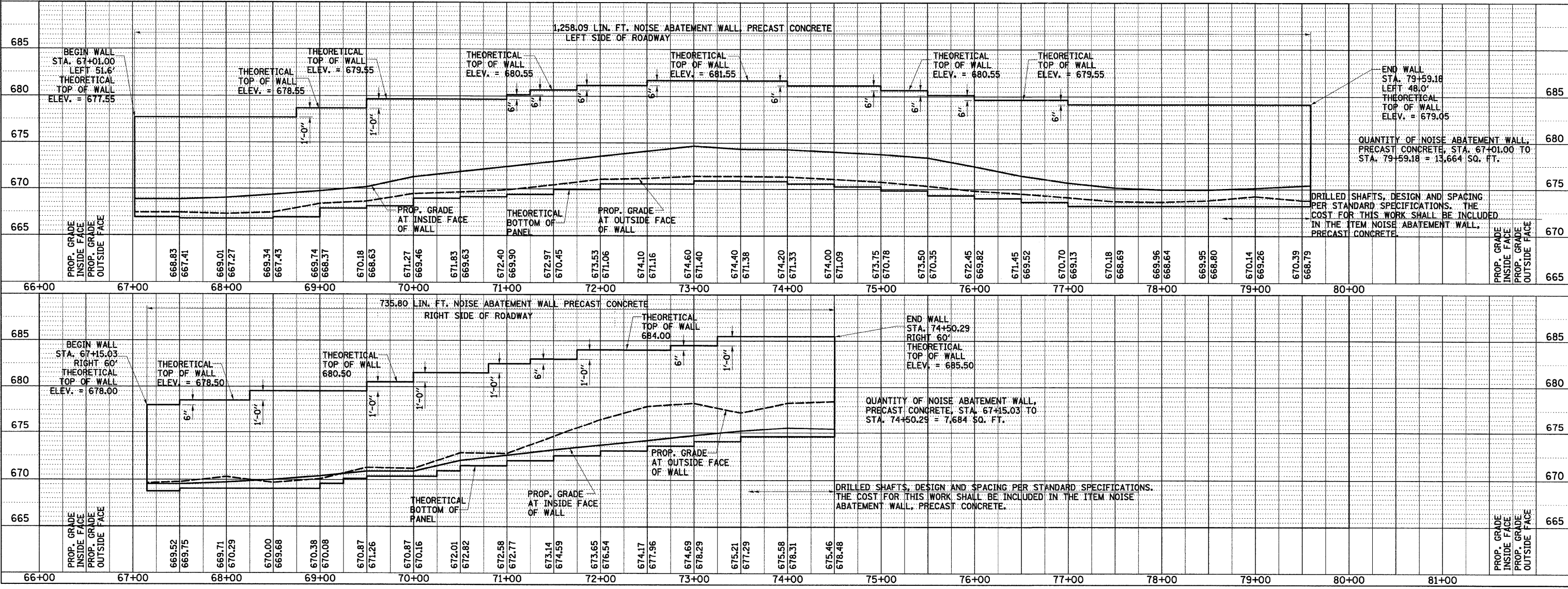
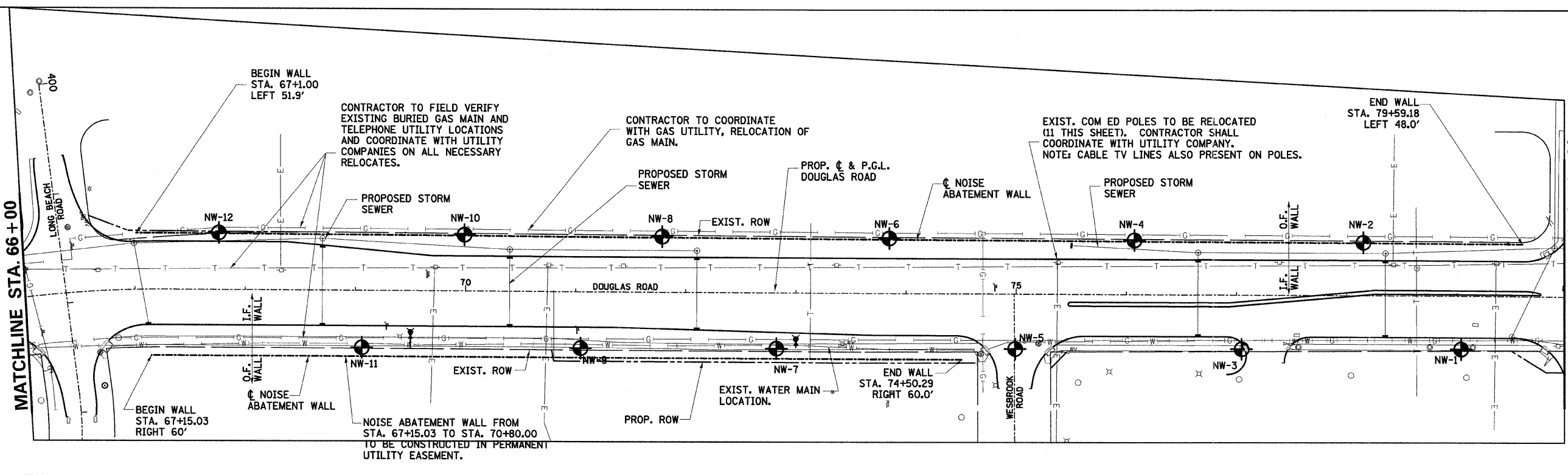
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508 02-00039-00-PV	KENDALL		137	117
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOISE ABATEMENT WALL NOTES:

1. OFFSETS SHOWN IN PLAN ARE TO C OF WALL PANELS & C OF FOUNDATION. 30" DIA. CAISSONS ASSUMED IN LAYOUT OF WALL.
2. THEORETICAL BOTTOM OF PANEL ELEVATIONS SHALL EXTEND 6" MIN. BELOW LOWEST GRADE ELEVATION (AT INSIDE FACE OR OUTSIDE FACE OF WALL, WHICHEVER CONTROLS).
3. SEE NOISE ABATEMENT WALL, PRECAST CONCRETE SPECIAL PROVISION FOR WALL DESIGN CRITERIA AND REQUIREMENTS.
4. ANTI-GRAFFITI COATING QUANTITY = 36,140 SQ. FT. SEE SPECIAL PROVISIONS FOR REQUIREMENTS.

⊙ = SOIL BORING LOCATION (SEE PROJECT SPECIFICATION FOR COPIES OF SOIL BORING LOGS).
 I.F. = INSIDE FACE
 O.F. = OUTSIDE FACE



DOUGLAS ROAD STA. 66+00 TO 80+00 - NOISE WALL DETAILS

SMITH ENGINEERING CONSULTANTS, INC.
 CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS
 1111 S. WASHINGTON ST., SUITE 100
 CHICAGO, ILL. 60606
 TEL: (312) 467-8800
 FAX: (312) 467-7924

DATE: _____
 BY: _____
 CHECKED: _____
 DATE: _____

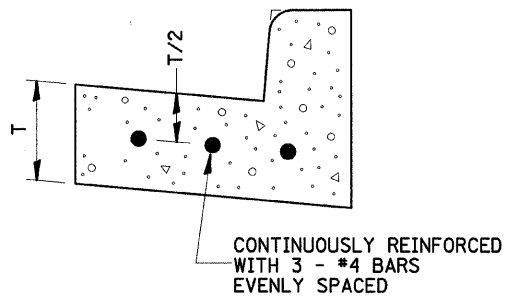
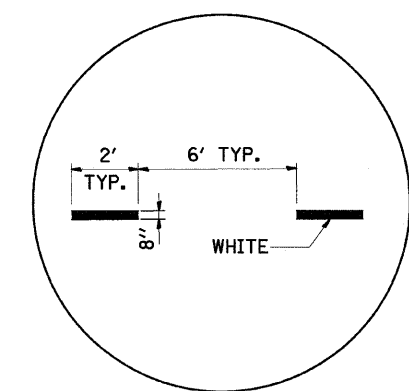
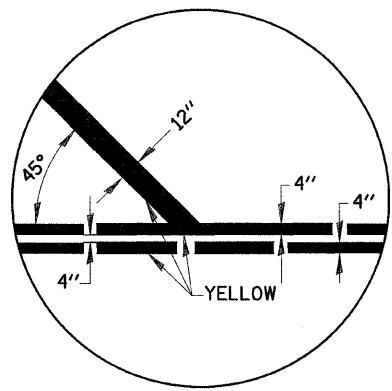
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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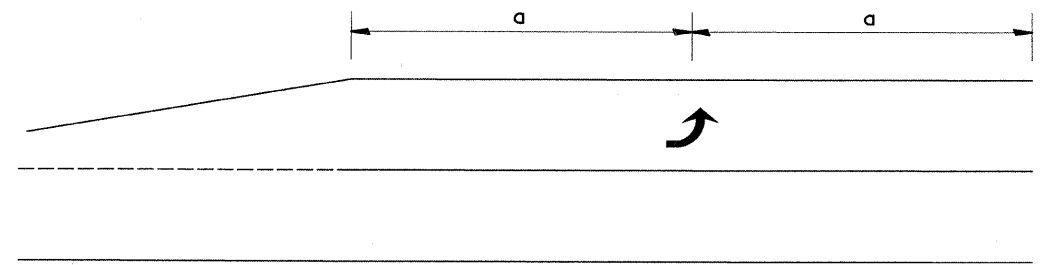
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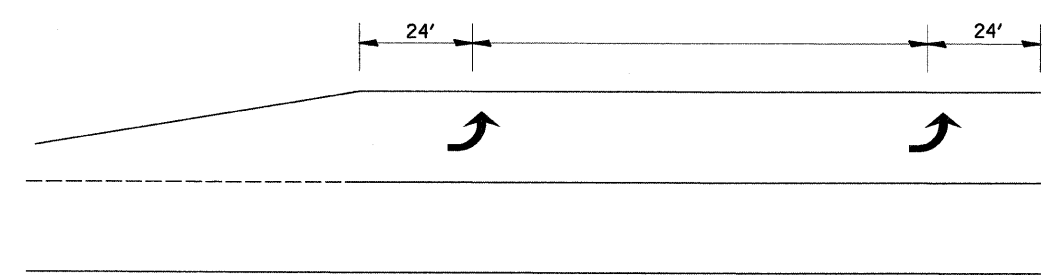
CONTINUOUSLY REINFORCED WITH 3 - #4 BARS EVENLY SPACED

REINFORCEMENT SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CC&G.

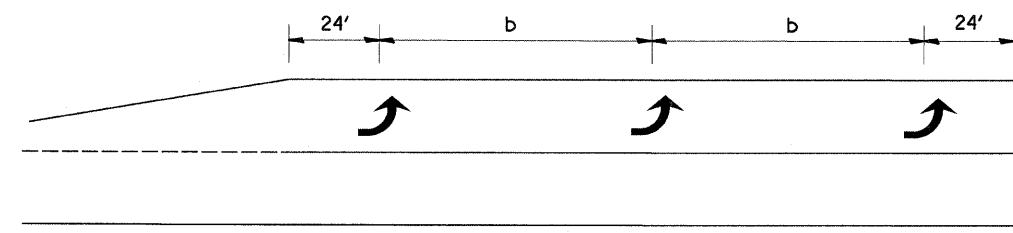
REINFORCEMENT DETAIL FOR COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24



99' AND UNDER

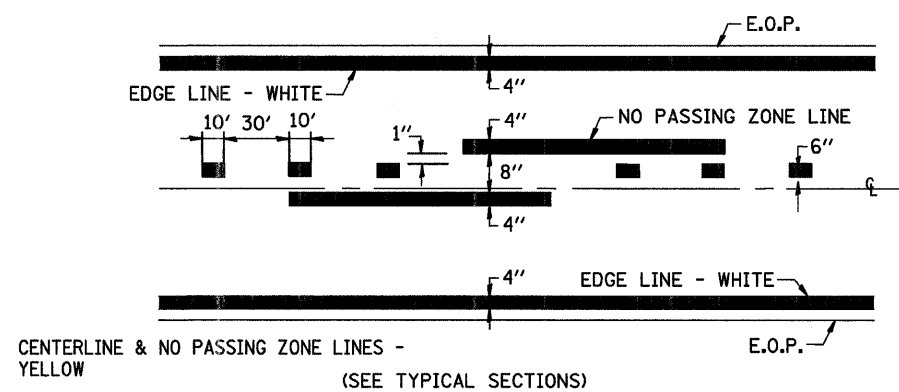
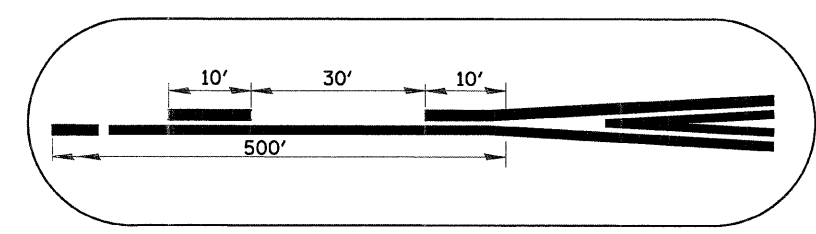


100' TO 149'



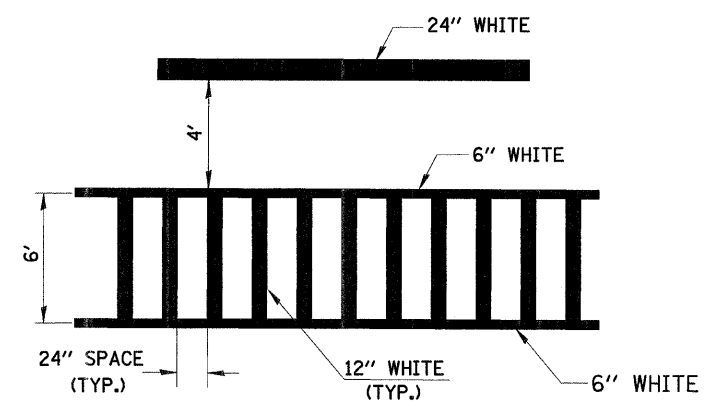
150' AND LONGER

TYPICAL PLACEMENT OF ARROWS IN TURN LANES

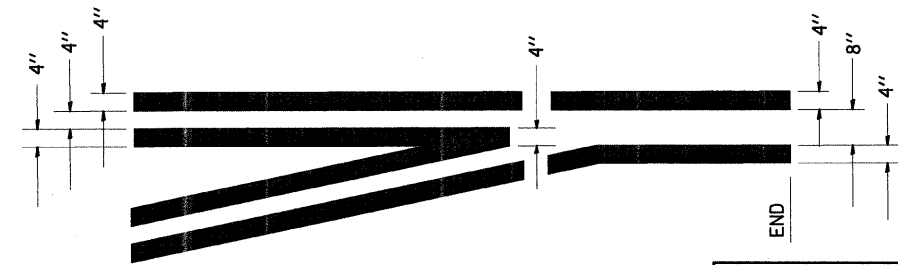


CENTERLINE & NO PASSING ZONE LINES - YELLOW (SEE TYPICAL SECTIONS)

PAVEMENT MARKING



TYPICAL SPACING DETAIL FOR CROSSWALKS AND STOP BARS



TYPICAL APPLICATION @ LEFT TURN LANES

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.U. 2508 - DOUGLAS ROAD
 (U.S. RTE 34 TO U.S. RTE 30)

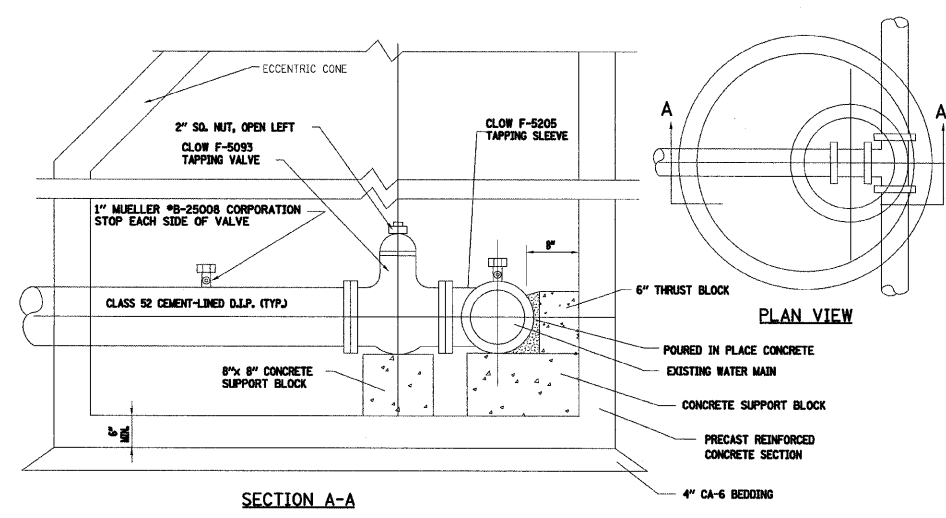
MISCELLANEOUS DETAILS

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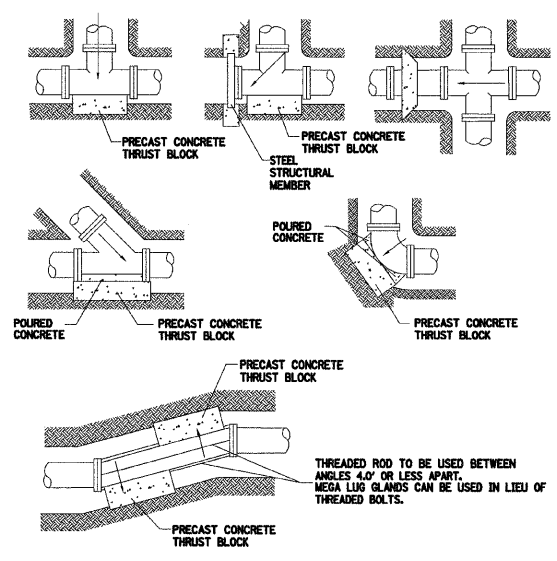
WATER MAIN PRESSURE CONNECTION DETAIL



NOTES:
 C.I. MANHOLE FRAME AND COVER NEEHAH R-1530 OR APPROVED EQUAL WITH STANDARD DUTY, NON-ROCKING TYPE LIDS, ADJUSTING RING HEIGHT NOT TO EXCEED 8" STANDARD VALVE VAULT SPECIFICATIONS REQUIRE ECCENTRIC CONES SEE SEPARATE DETAIL.

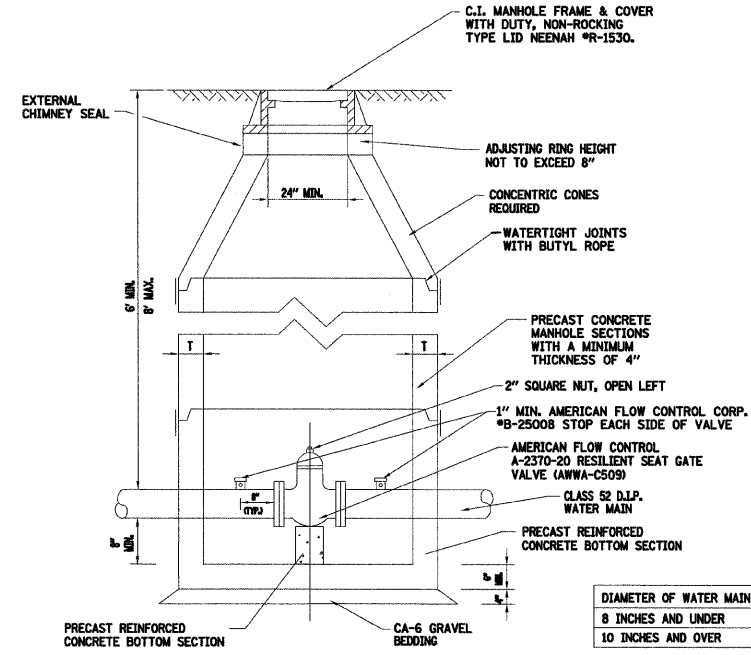
OSW-W-1

THRUST BLOCK INSTALLATION DETAIL



OSW-W-2

STANDARD VALVE VAULT DETAIL

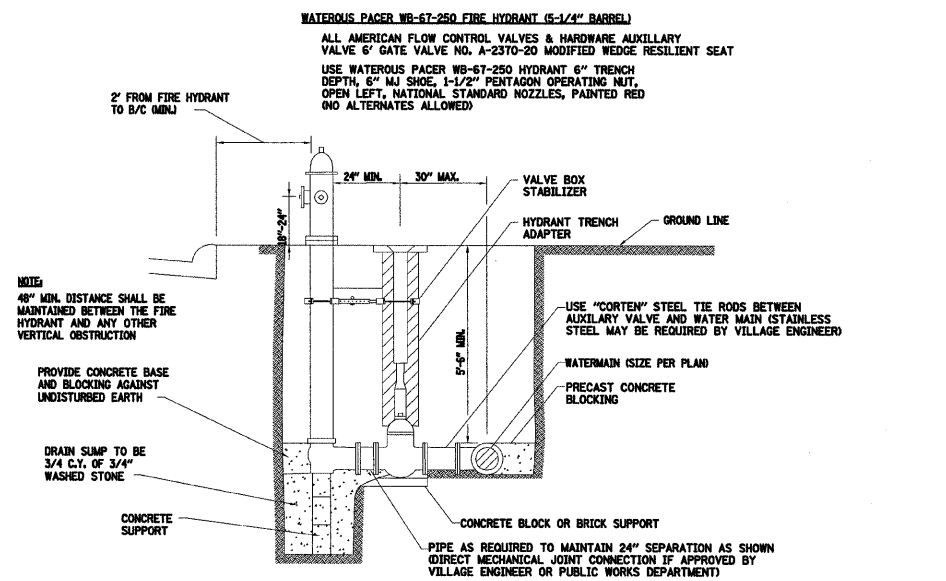


NOTES:
 1. DRAIN FOR VALVE VAULT SHALL BE CONSTRUCTED ONLY WHEN SHOWN ON PLANS.
 2. FOR PRESSURE CONNECTION SEE SEPARATE DETAIL.

DIAMETER OF WATER MAIN	D	T
8 INCHES AND UNDER	4'-0"	4"
10 INCHES AND OVER	5'-0"	5"

OSW-W-3

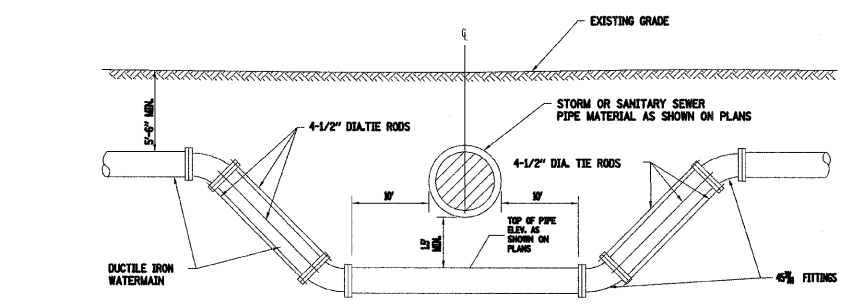
FIRE HYDRANT INSTALLATION DETAIL



NOTE:
 FIRE HYDRANTS SHALL BE PLACED A MAXIMUM OF 300 FEET APART. LOCATION OF HYDRANTS MUST BE APPROVED BY VILLAGE ENGINEER OR PUBLIC WORKS DEPARTMENT.

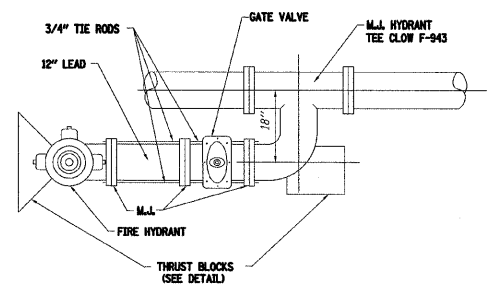
OSW-W-5

WATER MAIN LOWERING DETAIL



OSW-W-6

SPECIAL FIRE HYDRANT CONNECTION FOR LIMITED ACCESS AREAS



NOTES:
 1. CONTRACTOR WILL SUPPLY HYDRANTS WITH AUXILIARY VALVES AND MECHANICAL JOINT CONNECTIONS WITH PLAIN END CAST IRON PIPE BETWEEN HYDRANT AND VALVE.
 2. THIS ITEM SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR FIRE HYDRANT ASSEMBLY OR FIRE HYDRANT ASSEMBLY RELOCATION WHICH PRICE SHALL INCLUDE PROVIDING AND INSTALLING THE HYDRANT, THE VALVE AND VALVE BOX, THE CONNECTION PIPES, BACKFILL MATERIAL, AND THRUST BLOCK AS DETAILED.

W-9

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.U. 2508 – DOUGLAS ROAD
 (U.S. RTE 34 TO U.S. RTE 30)

MISCELLANEOUS DETAILS

SCALE: VERT. _____
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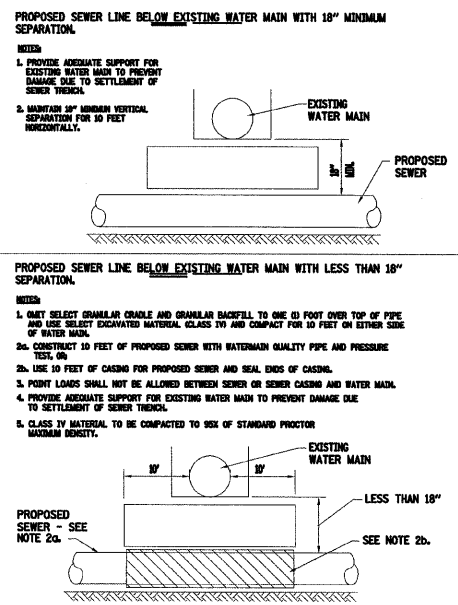
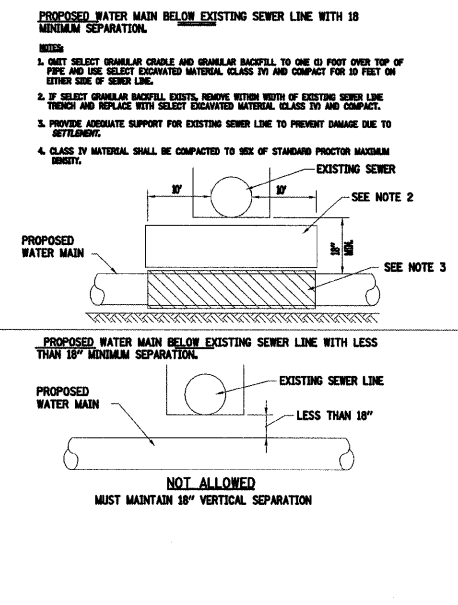
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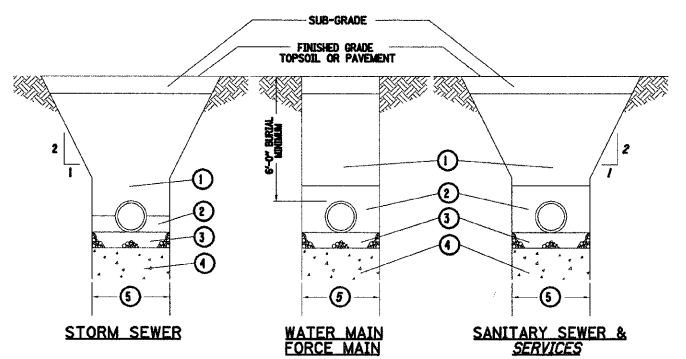
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WATER AND SEWER SEPARATION REQUIREMENTS DETAIL



▲ TAKEN FROM THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS - SEE PAGES 155 - 159

TRENCH BEDDING/BACKFILLING CROSS SECTION

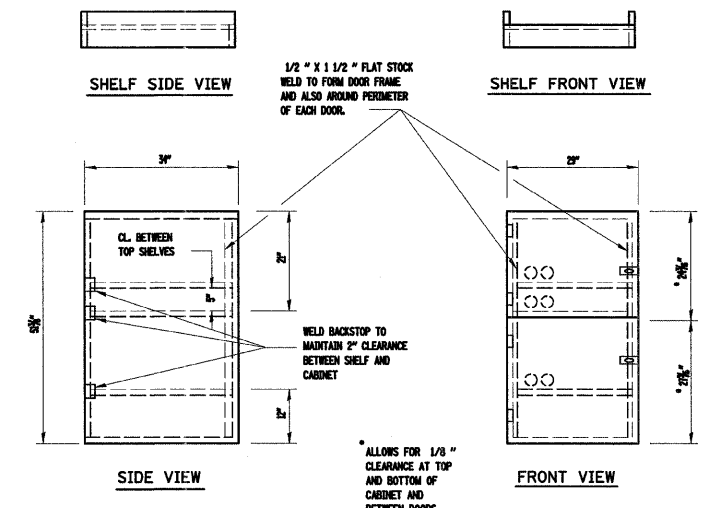


1. Trench backfill under pavement, curb and gutter as indicated in road subgrade and within 2 feet of any proposed curb and gutter or sidewalk. Mechanically compacted backfill of excavated materials in other locations if approved by the City Engineer. Refer to trench backfill special provisions for materials and compaction requirements.
2. **SANITARY SEWER (PVC, DIP), WATER MAIN, FORCE MAIN**
Course gravel, gradation CA-6 (CL2) to 12" above top of pipe.
2. **SANITARY SEWER (PVC)**
Compacted crushed stone, gradation CA-6 (CL-1B) or course gravel, gradation CA-6 (CL2) to 12" above top of pipe (also see note #1 below).
2. **STORM SEWER**
Compacted crushed stone, gradation CA-6 (CL-1B) or course gravel, gradation CA-6 (CL2) to spring line of pipe
3. 4" compacted crushed stone, gradation CA-6 (CL-1B) or course gravel, gradation CA-6 (CL2) to spring line of pipe
4. Unsuitable material to be removed where directed by Engineer and replaced with suitable material and compacted.
5. Trench Width - Pipe O.D. + 12" minimum
Pipe O.D. + 18" maximum

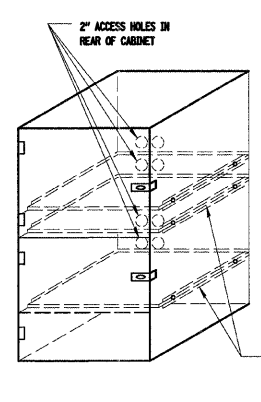
NOTES:

1. PVC pipe conforming to the SDR specified in the plans shall be installed to the latest revised specification requirements of ASTM D-2231-93 using either compacted Class II or Class III granular subbase materials for bedding, haunching and initial backfill of 12 inches over the top of pipe to provide the necessary support for the pipe so that the maximum deflection does not exceed 5% of the pipe's original internal diameter.
2. All CA-6 to be IDOT approved or meet IDOT specifications.

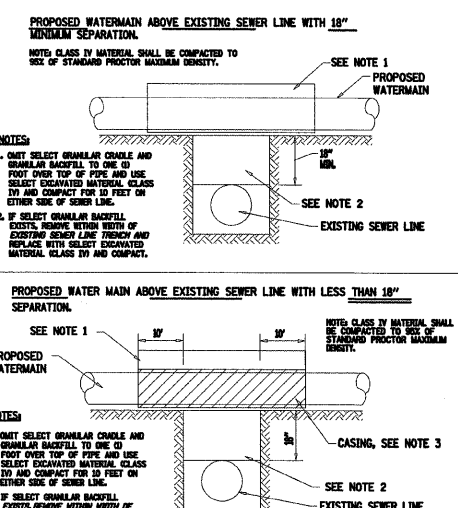
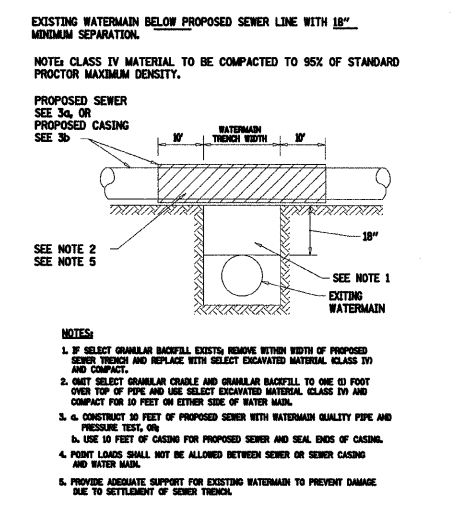
LOCKABLE COMPUTER CABINET



- NOTES:**
1. USE 16 GAUGE STEEL FOR CABINET.
 2. THE TOP SHELF SHALL SLIDE IN OR OUT WITH THE TOP DOOR OPEN.
 3. ALL HINGES AND HASPS WILL BE WELDED TO THE CABINET.
 4. ALL EDGES SHALL BE GRIND SMOOTH.
 5. TWO (2") DIA ACCESS HOLES WILL BE REQUIRED FOR EACH SHELF.
 6. CABINET SHALL BE PAINTED WITH TWO COATS OF FLAT PAINT.
 7. 2 EACH MATCHING KEY PADLOCKS, WITH 3 KEYS PROVIDED, MASTER MODEL 3 T OR EQUIVALENT.
 8. 4 EACH PLAIN STEEL, NON-REMOVABLE PIN, NO HOLE 4"x4" SQUARE CORNER HINGES TO BE WELDED ON.
 9. 2 EACH EXTRA HEAVY, PLAIN STEEL, FIXED STAPLE, NO HOLE, 7 1/4" HASPS TO BE WELDED ON.

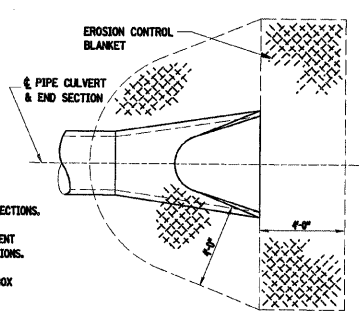


WATER AND SEWER SEPARATION REQUIREMENTS DETAIL



▲ TAKEN FROM THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS - SEE PAGES 154-155

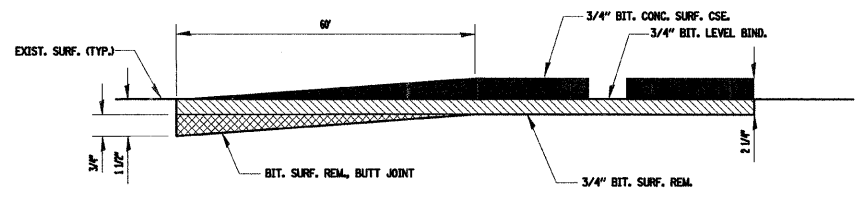
DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION



NOTES:

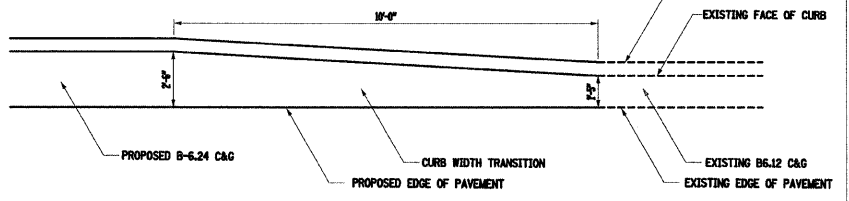
1. TO BE USED AT ALL PIPE CULVERT END SECTIONS.
2. PVC FLARED END SECTION SHOWN, TREATMENT SAME FOR OTHER PIPE CULVERT END SECTIONS.
3. SEE DETAILS BELOW FOR TREATMENT AT BOX CULVERT END SECTIONS.

BUTT JOINTS



NOTE: TEMPORARY RAMPS SHALL BE CONSTRUCTED AT BUTT JOINT LOCATIONS IN ACCORDANCE WITH SECTION 406.1B OF THE STANDARD SPECIFICATIONS.

CURB WIDTH TRANSITION DETAIL



ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.U. 2508 - DOUGLAS ROAD
(U.S. RTE 34 TO U.S. RTE 30)

MISCELLANEOUS DETAILS

SCALE: VERT. HORIZ.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	121
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

87333

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

PROFILE	SURVEYED	DATE
	PLOTTED	
NOTE BOOK NO.	CHECKED	
	BY	
	STRUCTURE NOTATION	

INTERNATIONAL SOCIETY OF ARBORICULTURE

INTERNATIONAL SOCIETY OF ARBORICULTURE
1400 WEST ANTHONY DRIVE
CHAMPAIGN, IL 61821
(217) 355-9411
(217) 355-9516 FAX

DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, AND BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED; HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.

STAKE TREES ONLY UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT. SEE STAKING DETAIL.

WRAP TREE TRUNKS ONLY UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT. SEE WRAPPING DETAIL.

MARK THE NORTH SIDE OF THE TREE IN THE NURSERY AND ROTATE TREE TO FACE NORTH AT THE SITE WHEN EVER POSSIBLE.

SET TOP OF ROOT BALL FLUSH TO GRADE OR 25-50 MM (1-2 IN.) HIGHER IN SLOWLY DRAINING SOILS.

50 MM (2 IN.) MULCH, DO NOT PLACE MULCH IN CONTACT WITH TREE TRUNK. MAINTAIN THE MULCH WEED-FREE FOR A MINIMUM OF THREE YEARS AFTER PLANTING.

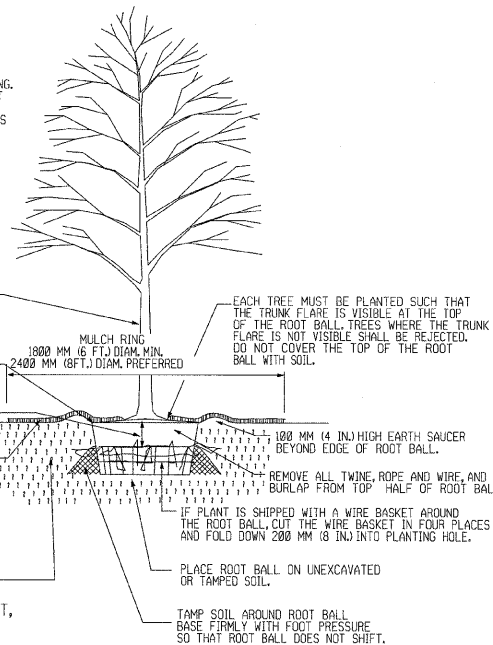
NOTE: FOR DIMENSIONS OF PLANTING AREAS, TYPES OF SOIL AMENDMENTS, OR SOIL REPLACEMENT, SEE "SOIL IMPROVEMENT DETAILS."

NOTES

- PLEASE REFER TO INTRODUCTION AND USE CRITERIA PRIOR TO USING THIS DETAIL.

TREE PLANTING DETAIL - B&B TREES IN ALL SOIL TYPES

NOTE: THIS DETAIL ASSUMES THAT THE PLANTING SPACE IS LARGER THAN 2400 MM (8 FT.) SQUARE, OPEN TO THE SKY, AND NOT COVERED BY ANY PAVING OR GRATING.



INTERNATIONAL SOCIETY OF ARBORICULTURE

INTERNATIONAL SOCIETY OF ARBORICULTURE
1400 WEST ANTHONY DRIVE
CHAMPAIGN, IL 61821
(217) 355-9411
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TWO-WALLED PLASTIC SHEETING OR TREE SHELTER MATERIAL APPLIED FROM TRUNK FLARE TO FIRST BRANCH

BIO-DEGRADABLE PLASTIC TAPE

APPLY THE PLASTIC SHEETING LOOSELY AROUND THE TRUNK TO LEAVE A 12 MM (0.5 IN.) GAP BETWEEN THE TRUNK AND THE SHEETING.

OPTION 1 OPTION 2

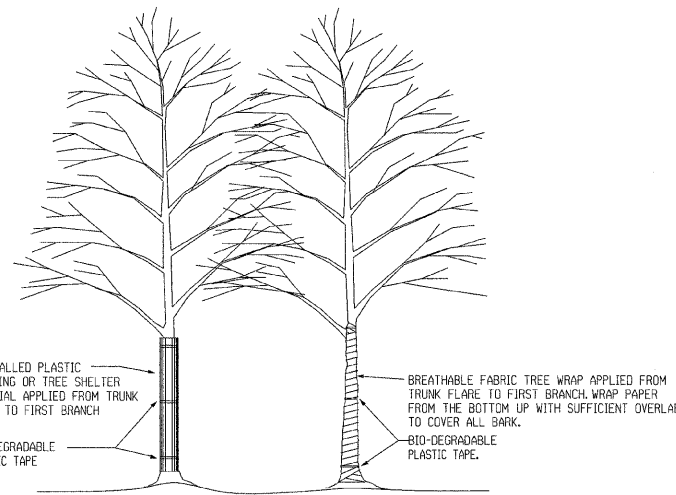
TREE WRAP SHOULD BE INSTALLED AT TIME OF PLANTING AND BE REMOVED WHEN DIRECTED BY THE LANDSCAPE ARCHITECT, BUT NO LATER THAN 12 MONTHS AFTER PLANTING.

TREES WHOSE NORTH ORIENTATION IS NOT CHANGED FROM THE NURSERY DO NOT NEED TO BE WRAPPED EXCEPT TREES WITH VERY THIN BARK, SUCH AS RED MAPLE, SHOULD BE WRAPPED IF APPROVED BY THE LANDSCAPE ARCHITECT.

NOTES

- PLEASE REFER TO INTRODUCTION AND USE CRITERIA PRIOR TO USING THIS DETAIL.

TREE WRAPPING DETAIL



INTERNATIONAL SOCIETY OF ARBORICULTURE

INTERNATIONAL SOCIETY OF ARBORICULTURE
1400 WEST ANTHONY DRIVE
CHAMPAIGN, IL 61821
(217) 355-9411
(217) 355-9516 FAX

WIRE OR CABLE SIZES SHALL BE AS FOLLOWS:
TREES UP TO 65 MM (2.5 IN.) CALIPER - 14 GAUGE
TREES 65 MM (2.5 IN.) TO 75 MM (3 IN.) CALIPER - 12 GAUGE

TIGHTEN WIRE OR CABLE ONLY ENOUGH TO KEEP FROM SLIPPING. ALLOW FOR SOME TRUNK MOVEMENT. PLASTIC HOSE SHALL BE LONG ENOUGH TO ACCOMMODATE 35MM (1.5 IN.) OF GROWTH AND BUFFER ALL BRANCHES FROM THE WIRE.

TUCK ANY LOOSE ENDS OF THE WIRE OR CABLE INTO THE WIRE WRAP SO THAT NO SHARP WIRE ENDS ARE EXPOSED.

13 MM (0.5 IN.) DIAM. PLASTIC HOSE

GALVANIZED WIRE OR CABLE TWIST WIRE TO TIGHTEN
240 x 40 MM (1.5 x 1.5 IN.) HARDWOOD STAKES OR OTHER APPROVED STAKE MATERIAL

ALL STAKES SHALL BE DRIVEN OUTSIDE THE EDGE OF THE ROOT BALL.

ASSURE THAT THE BEARING SURFACE OF THE PROTECTIVE COVERING OF THE WIRE OR CABLE AGAINST THE TREE TRUNK IS A MINIMUM OF 12 MM (0.5 IN.).

REMOVE ALL STAKING AS SOON AS THE TREE HAS GROWN SUFFICIENT ROOTS TO OVERCOME THE PROBLEM THAT REQUIRED THE TREE TO BE STAKED. STAKES SHALL BE REMOVED NO LATER THE END OF THE FIRST GROWING SEASON AFTER PLANTING.

TREES NORMALLY DO NOT NEED TO BE STAKED AND STAKING CAN BE HARMFUL TO THE TREE. STAKING SHOULD BE DONE ONLY WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT IF IT IS EXPECTED THAT THE TREE WILL NOT BE ABLE TO SUPPORT ITSELF.

- THE FOLLOWING ARE REASONS WHY TREES DO NOT REMAIN STRAIGHT:
- TREES WITH POOR - QUALITY ROOT BALLS OR ROOT BALLS THAT HAVE BEEN CRACKED OR DAMAGED. REJECT RATHER THAN STAKE.
 - TREES THAT HAVE GROWN TOO CLOSE TOGETHER IN THE NURSERY, RESULTING IN WIND-TRUNKS. REJECT RATHER THAN STAKE.
 - PLANTING PROCEDURES THAT DO NOT ADEQUATELY TAMP SOILS AROUND THE ROOT BALL. CORRECT THE PLANTING PROCEDURE.
 - ROOT BALLS PLACED ON SOFT SOIL. TAMP SOILS UNDER ROOT BALL PRIOR TO PLANTING.
 - ROOT BALLS WITH VERY SANDY SOIL OR VERY WET CLAY SOIL. STAKING ADVISABLE.
 - TREES LOCATED IN A PLACE OF EXTREMELY WINDY CONDITIONS. STAKING ADVISABLE.

NOTES

- PLEASE REFER TO INTRODUCTION AND USE CRITERIA PRIOR TO USING THIS DETAIL.

TREE STAKING DETAIL - TREES 75MM (3 IN.) CALIPER OR LESS



ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.U. 2508 - DOUGLAS ROAD
(U.S. RTE 34 TO U.S. RTE 30)

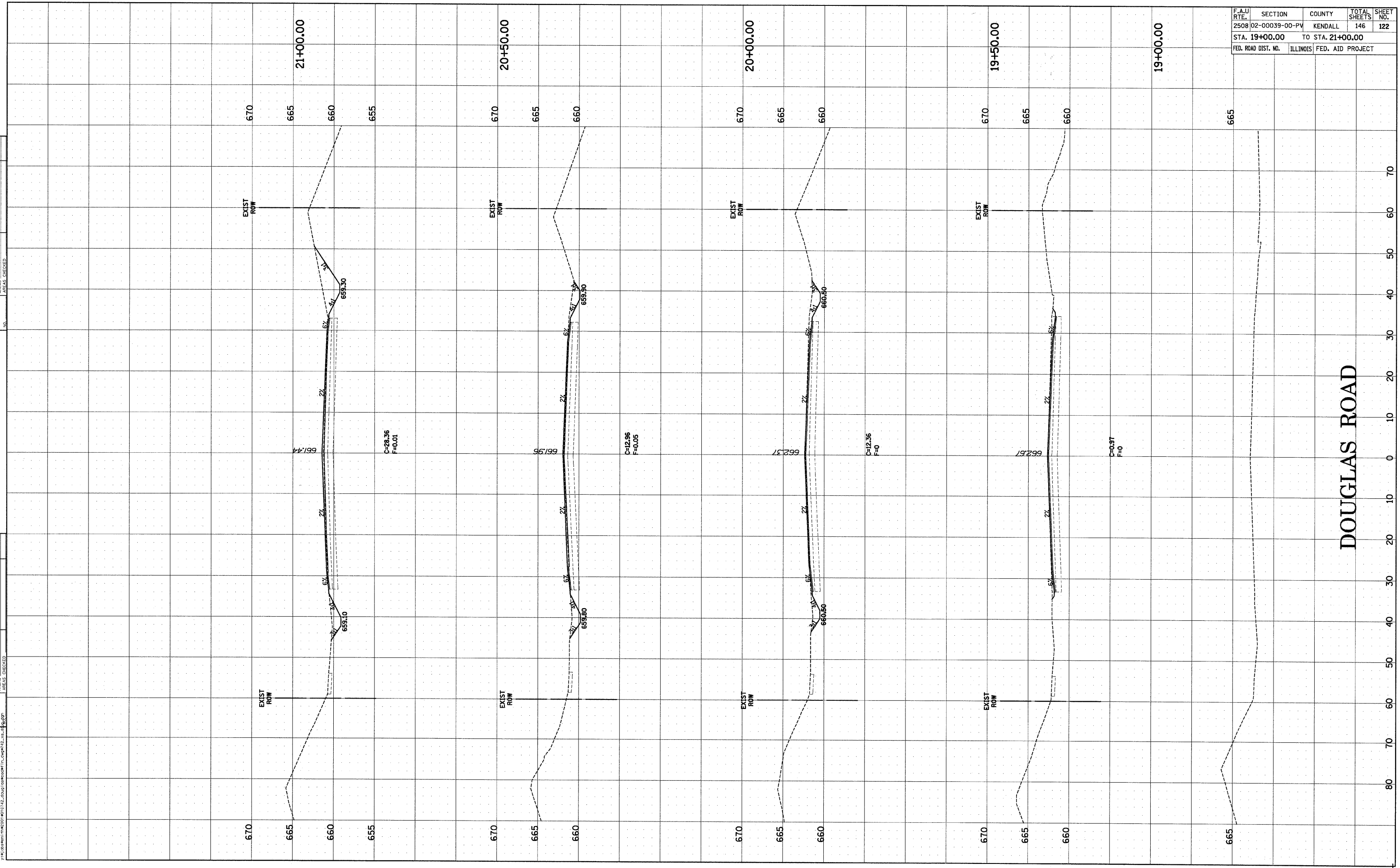
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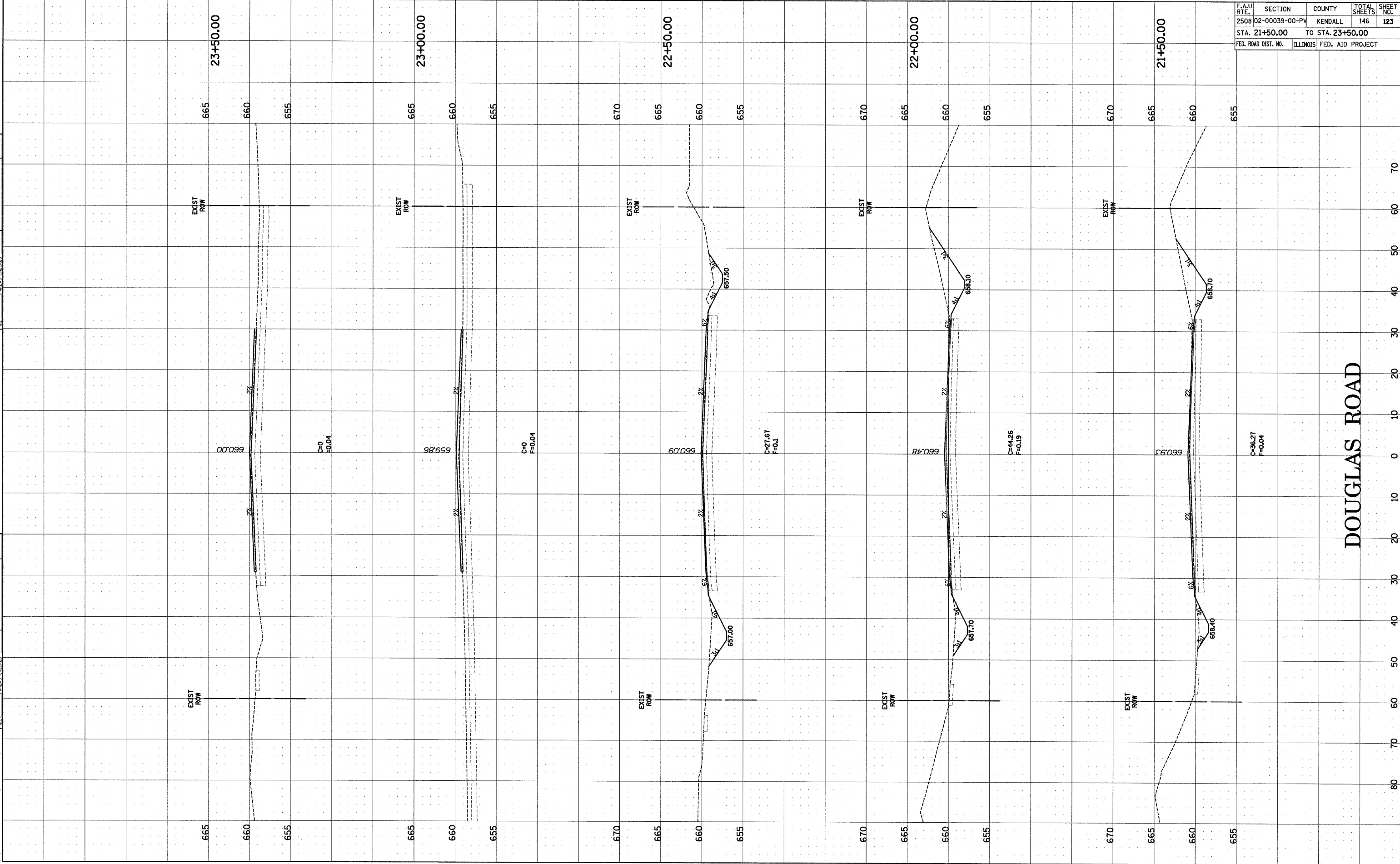


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2508	02-00039-00-PV	KENDALL	146	122
STA. 19+00.00		TO STA. 21+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DOUGLAS ROAD

ORIGINAL SURVEY	DATE
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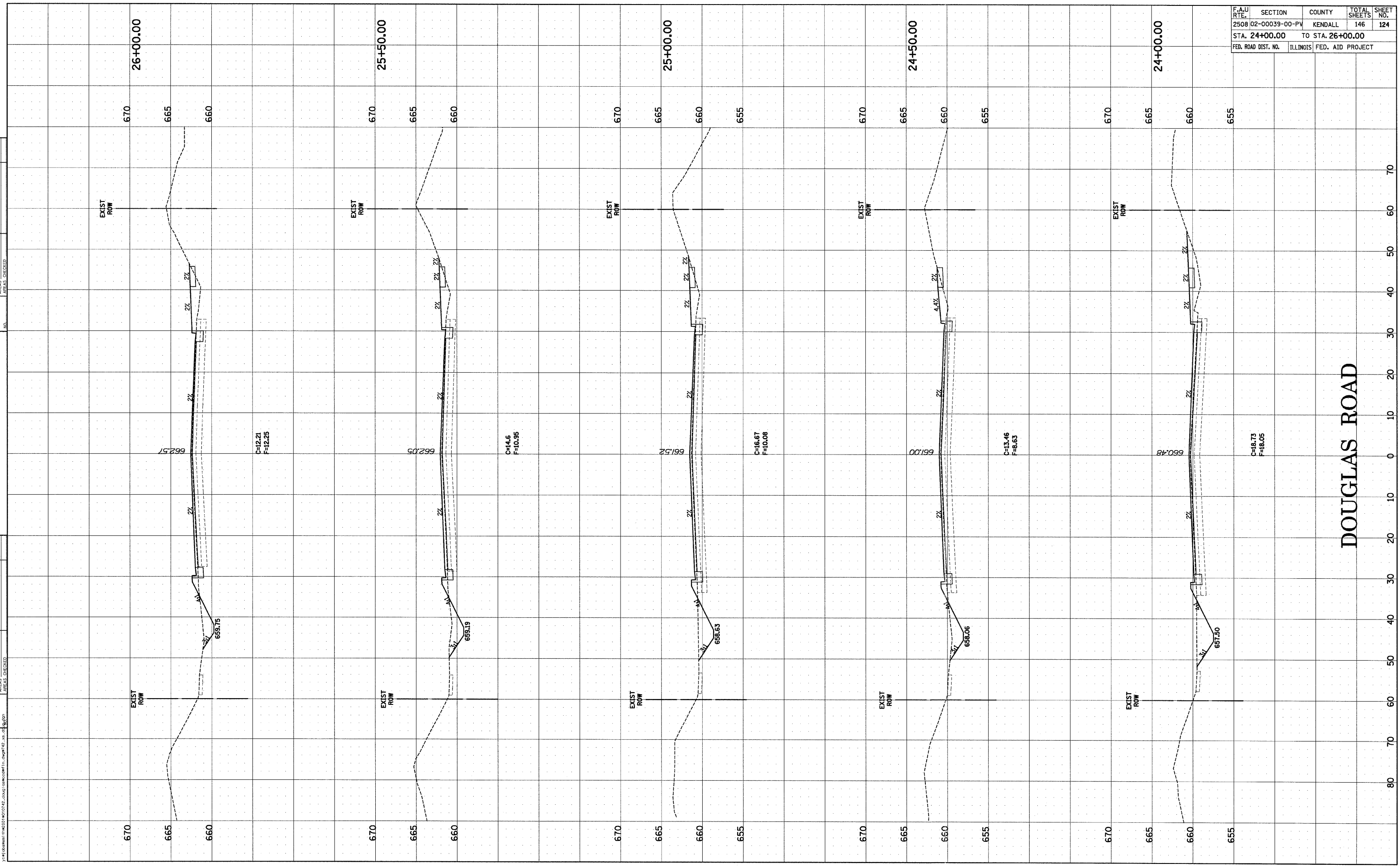


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FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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FINAL SURVEY	BY	DATE
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NOTE BOOK		
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	124
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FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DOUGLAS ROAD

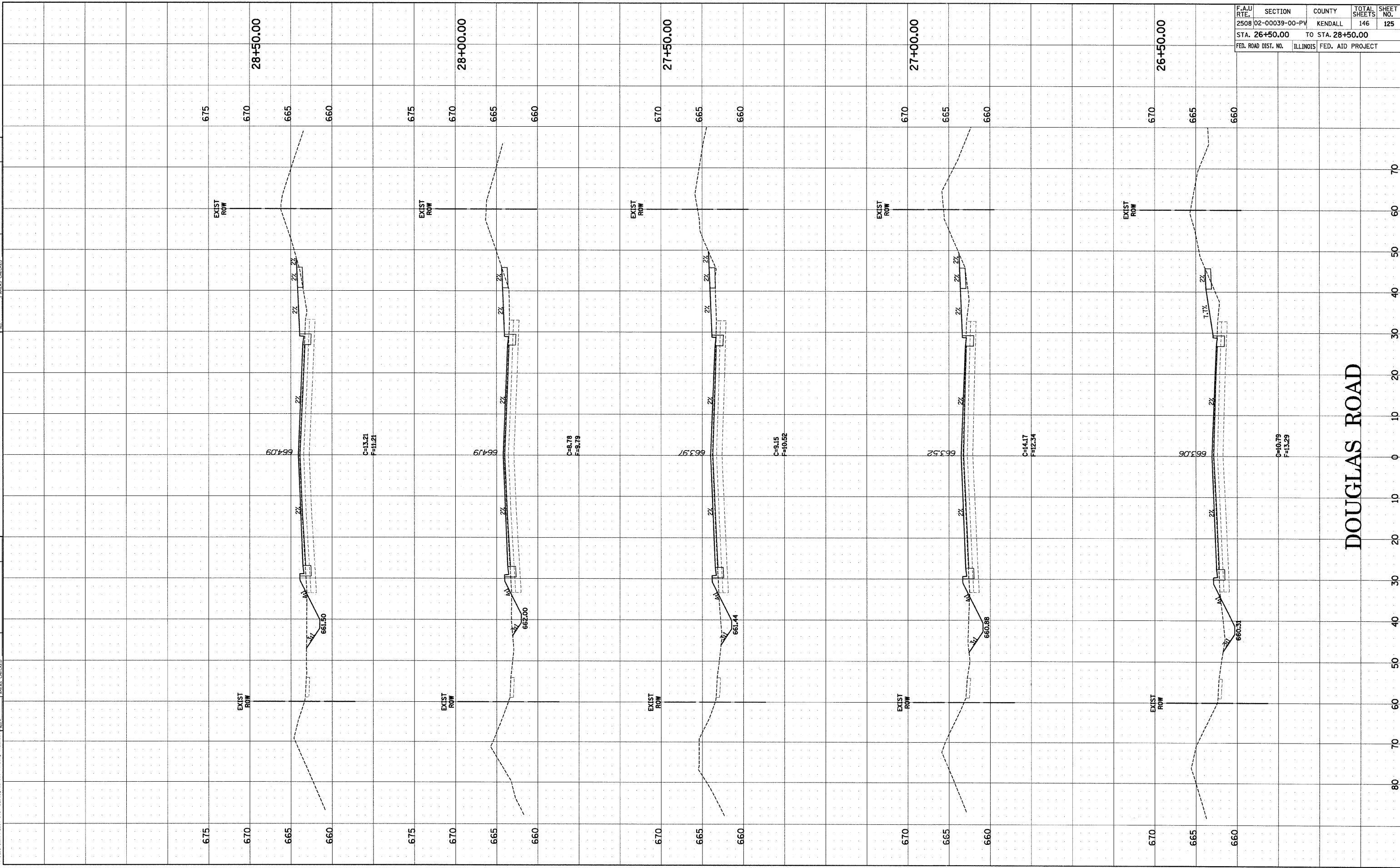
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NO. _____	NO. _____	_____	____/____/____
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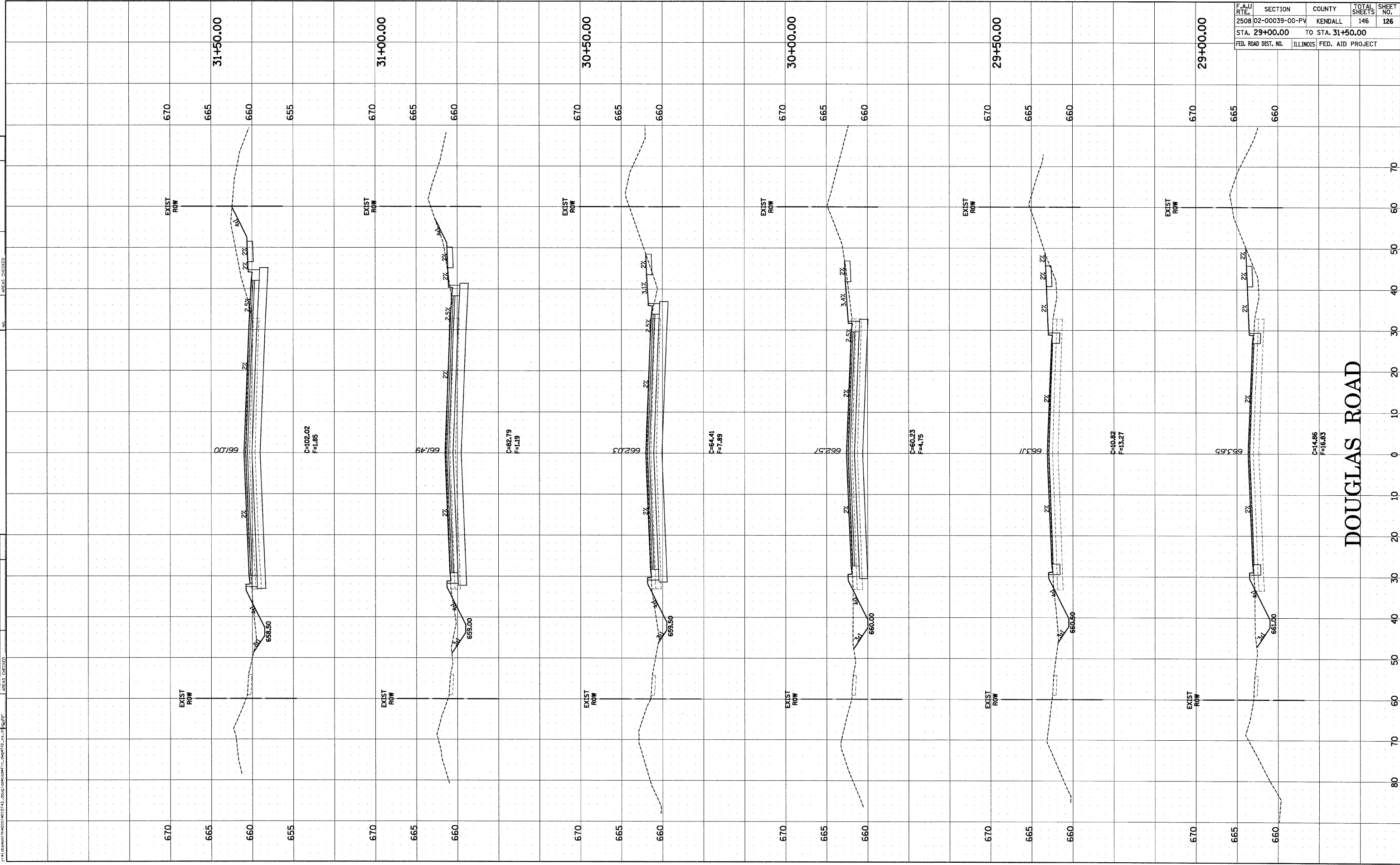


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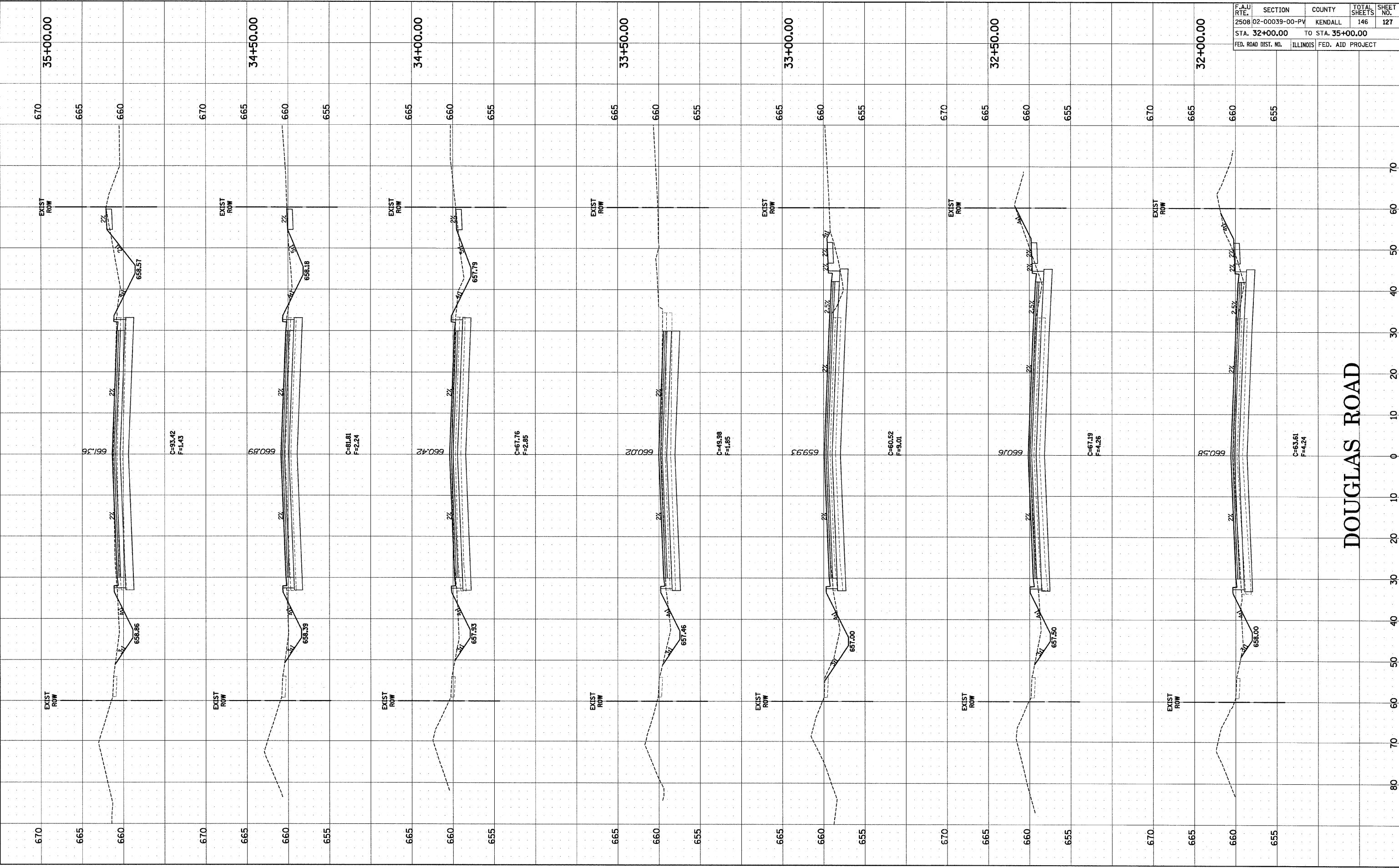
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2508	02-00039-00-PV	KENDALL	146	126
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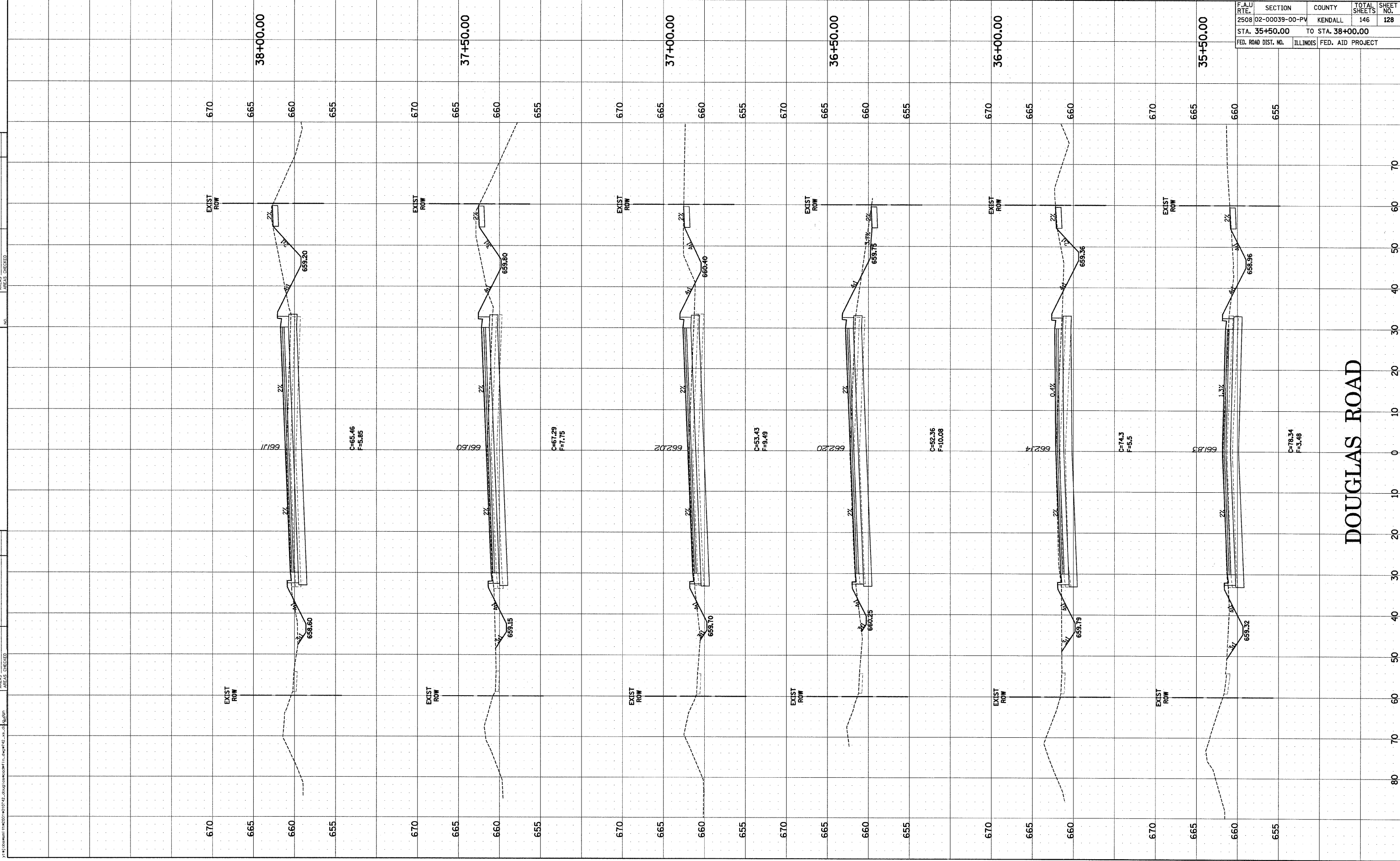


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DOUGLAS ROAD

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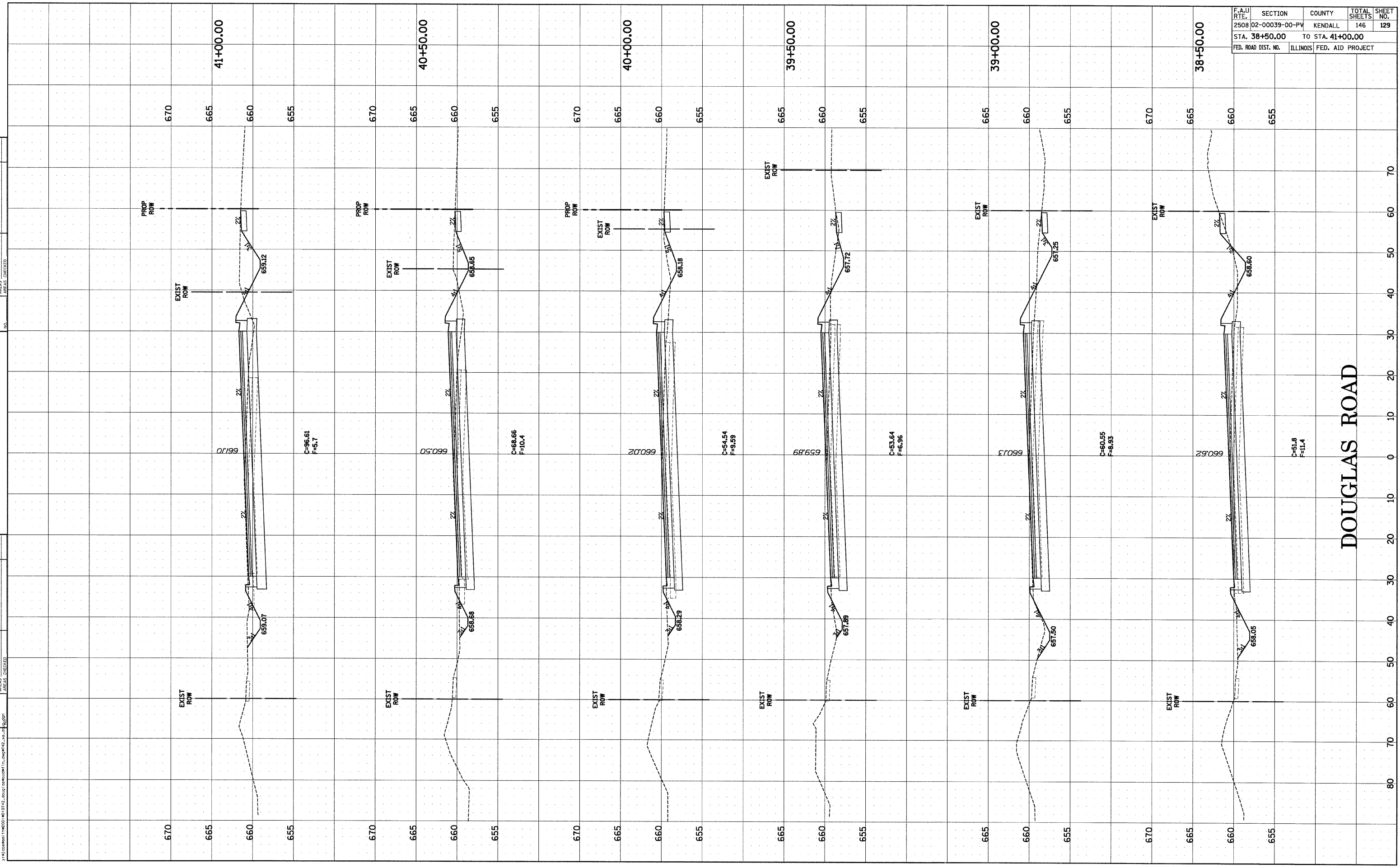
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2508	02-00039-00-PV	KENDALL	146	128
STA. 35+50.00		TO STA. 38+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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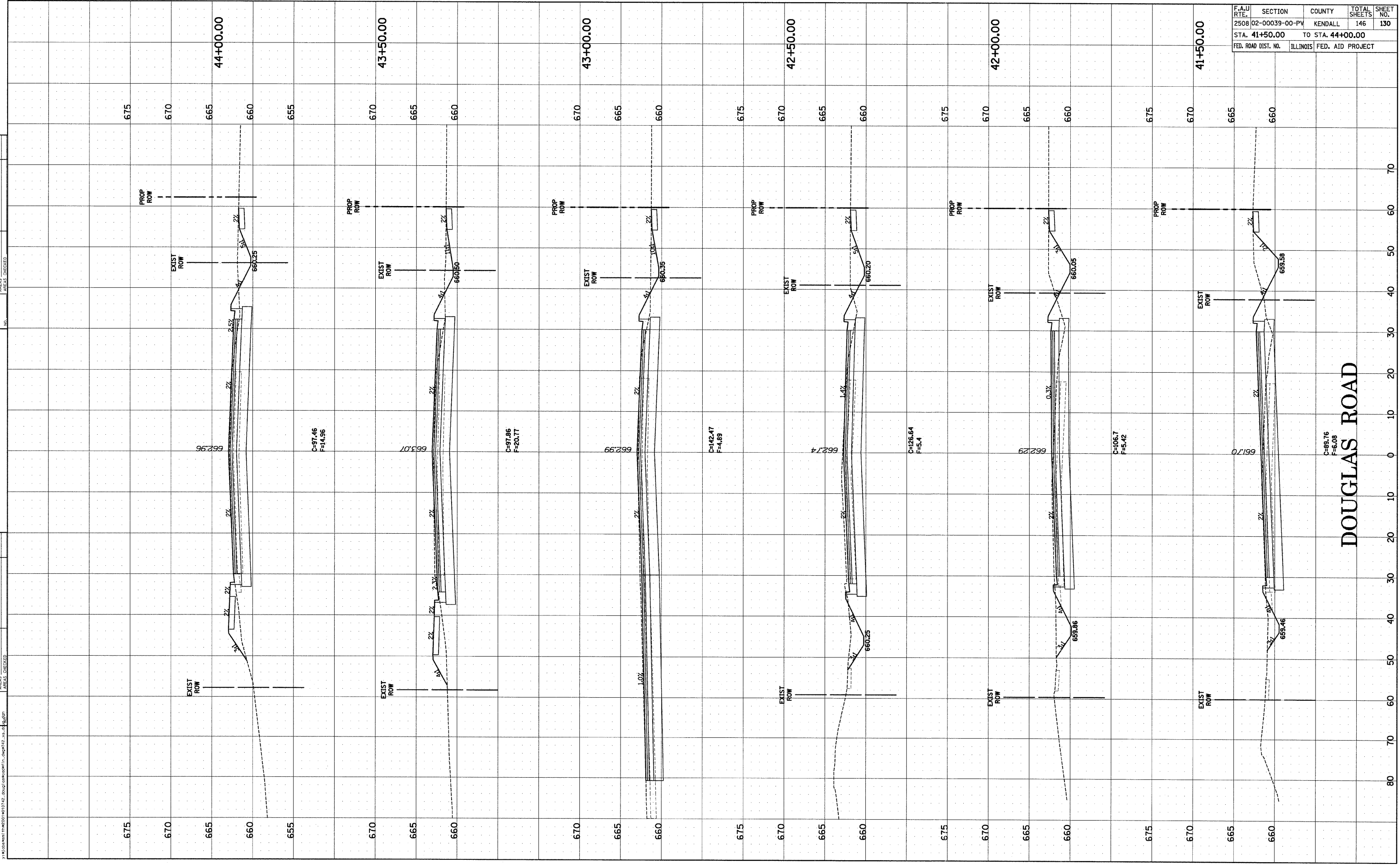
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2508	02-00039-00-PV	KENDALL	146	129
STA. 38+50.00		TO STA. 41+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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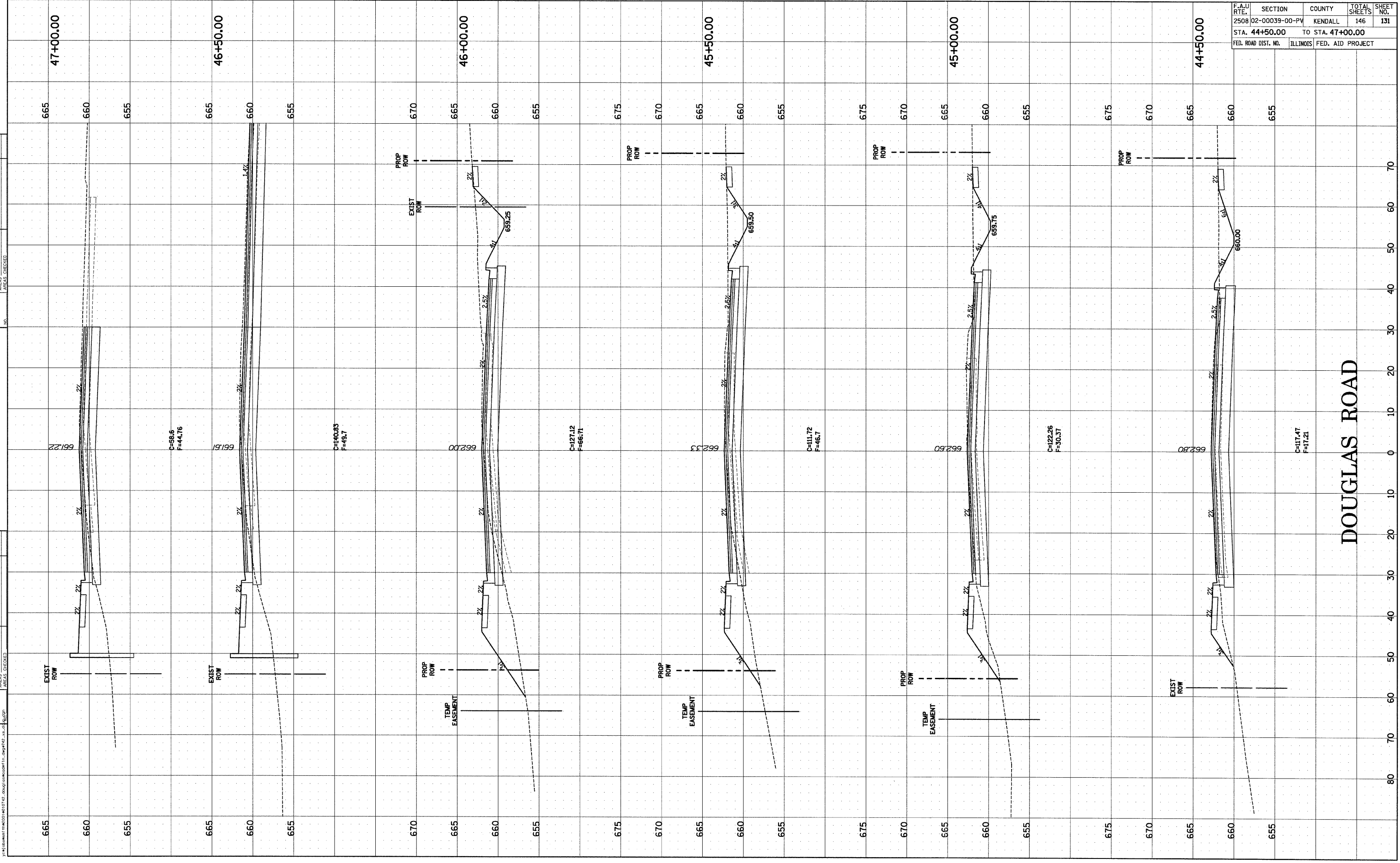


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2508	02-00039-00-PV	KENDALL	146	130
STA. 41+50.00		TO STA. 44+00.00		
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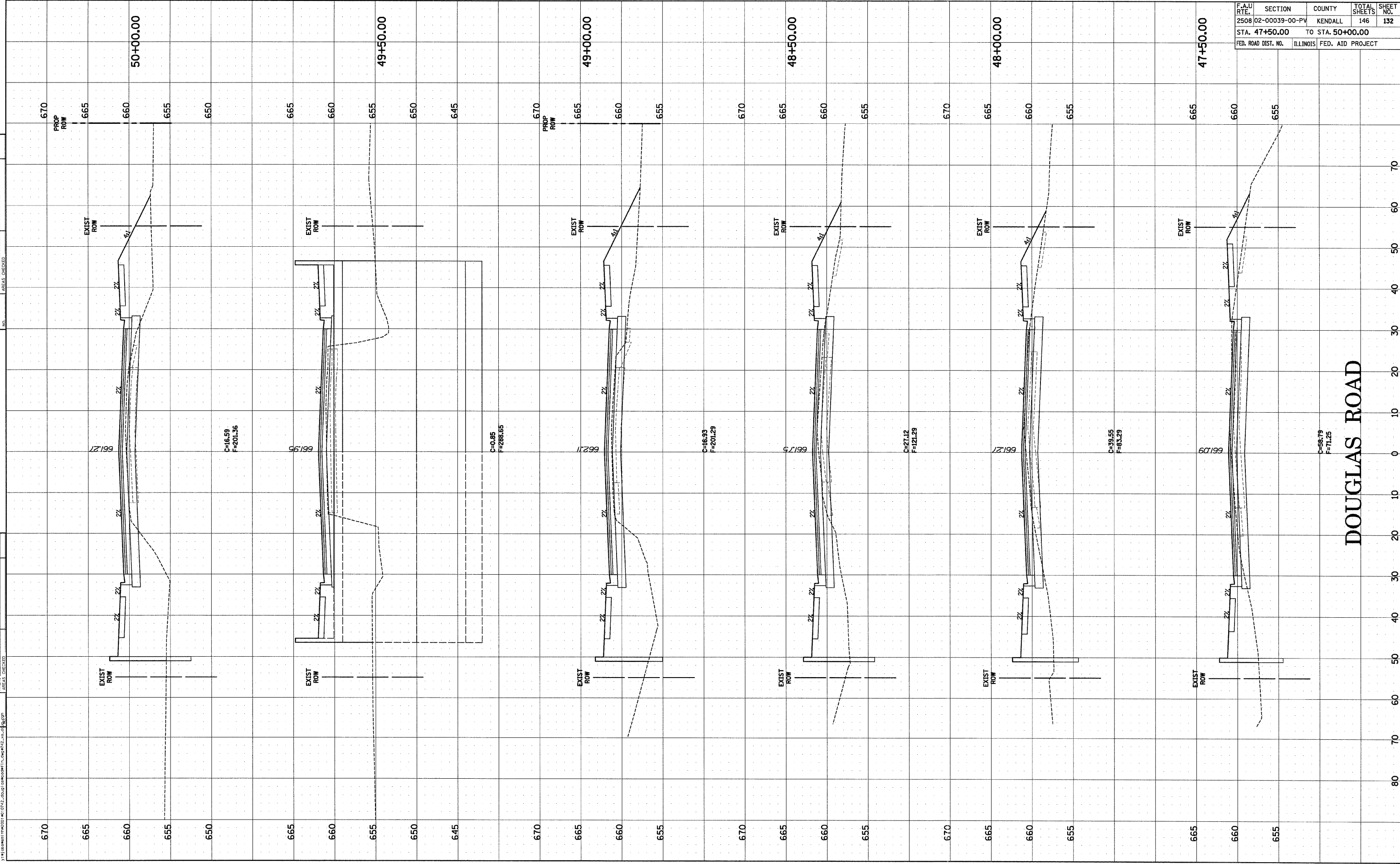
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2508	02-00039-00-PV	KENDALL	146	131
STA. 44+50.00		TO STA. 47+00.00		
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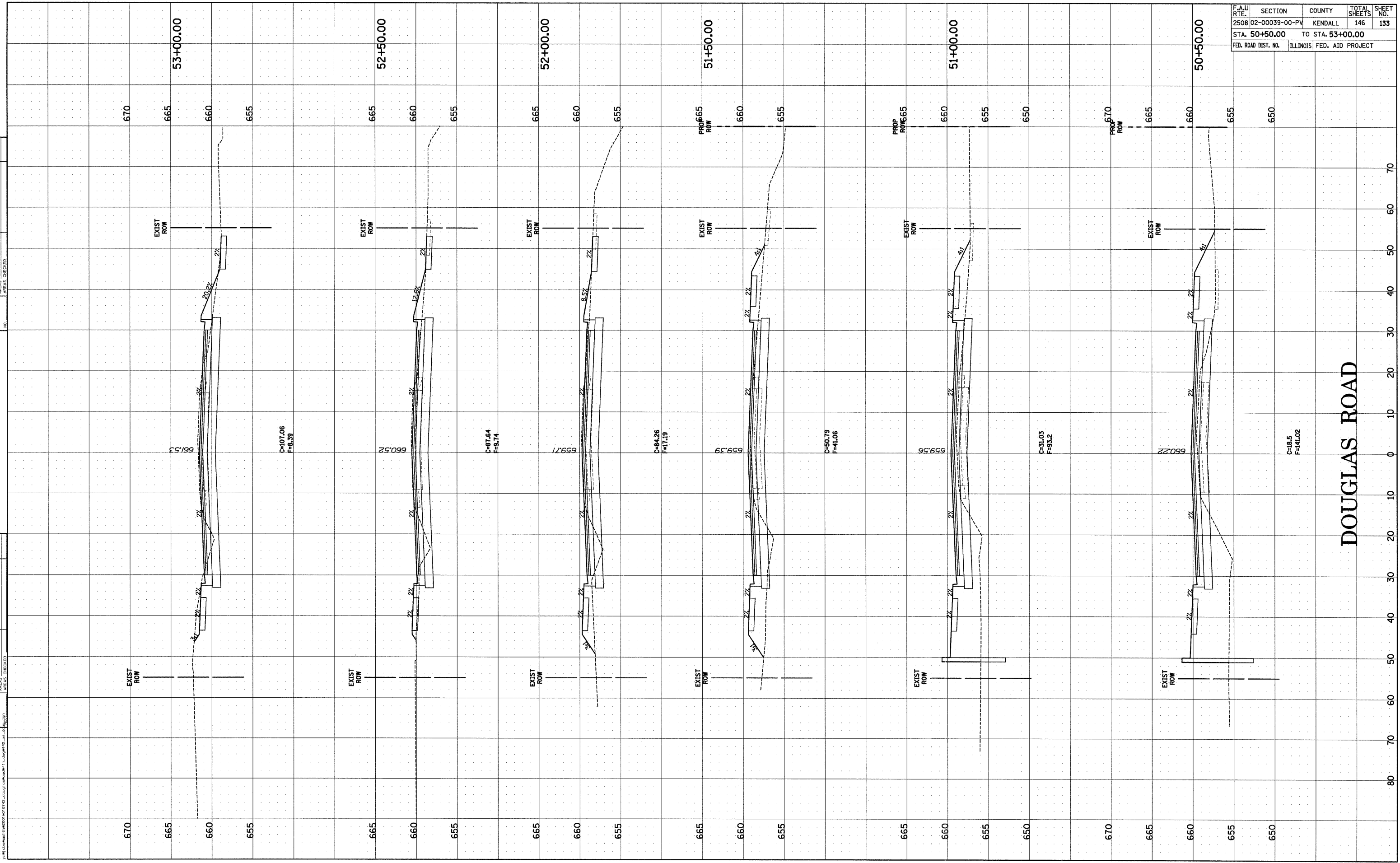
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2508	02-00039-00-PV	KENDALL	146	132
STA. 47+50.00		TO STA. 50+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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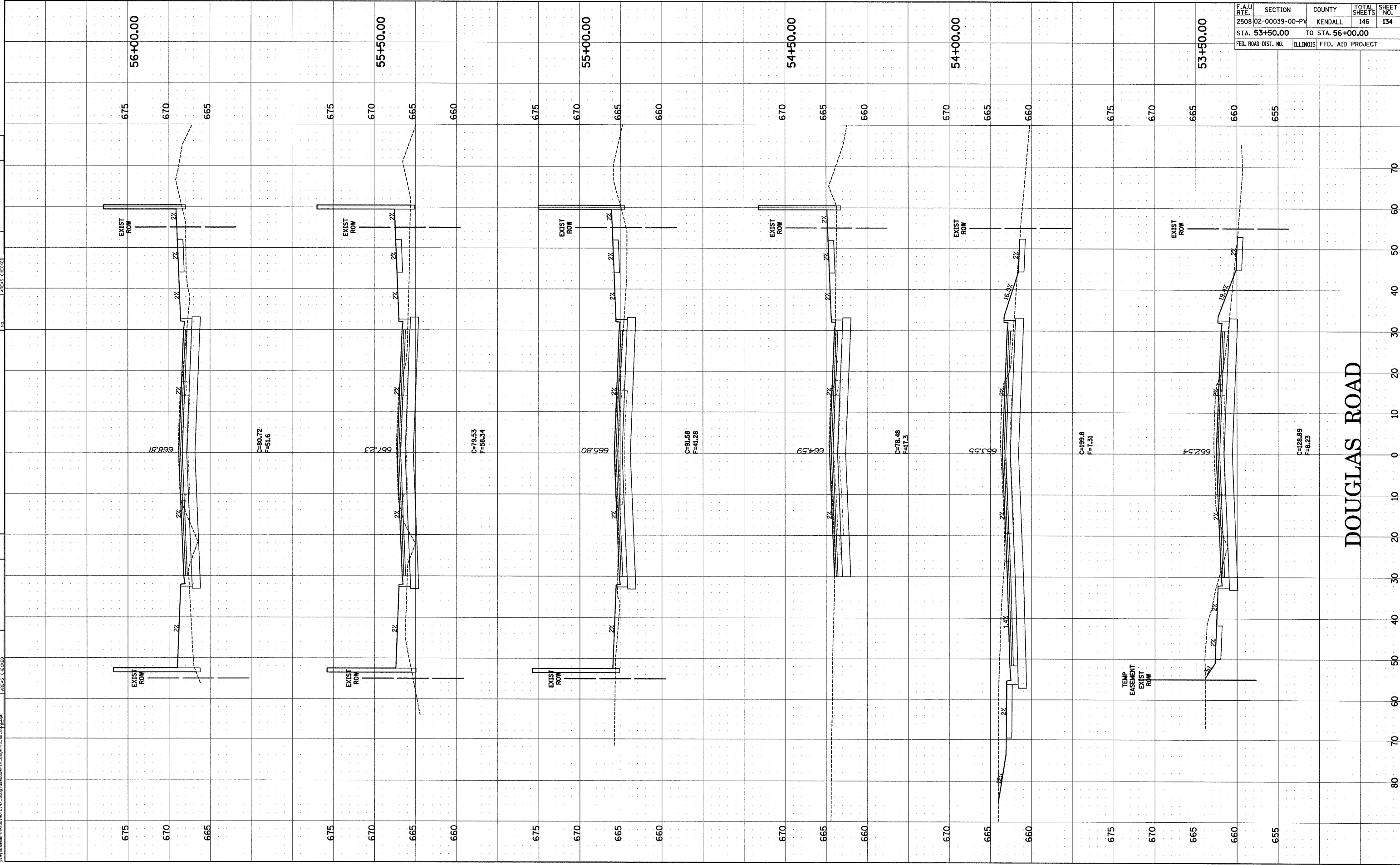
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2508	02-00039-00-PV	KENDALL	146	133
STA. 50+50.00		TO STA. 53+00.00		
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	134
STA. 53+50.00		TO STA. 56+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

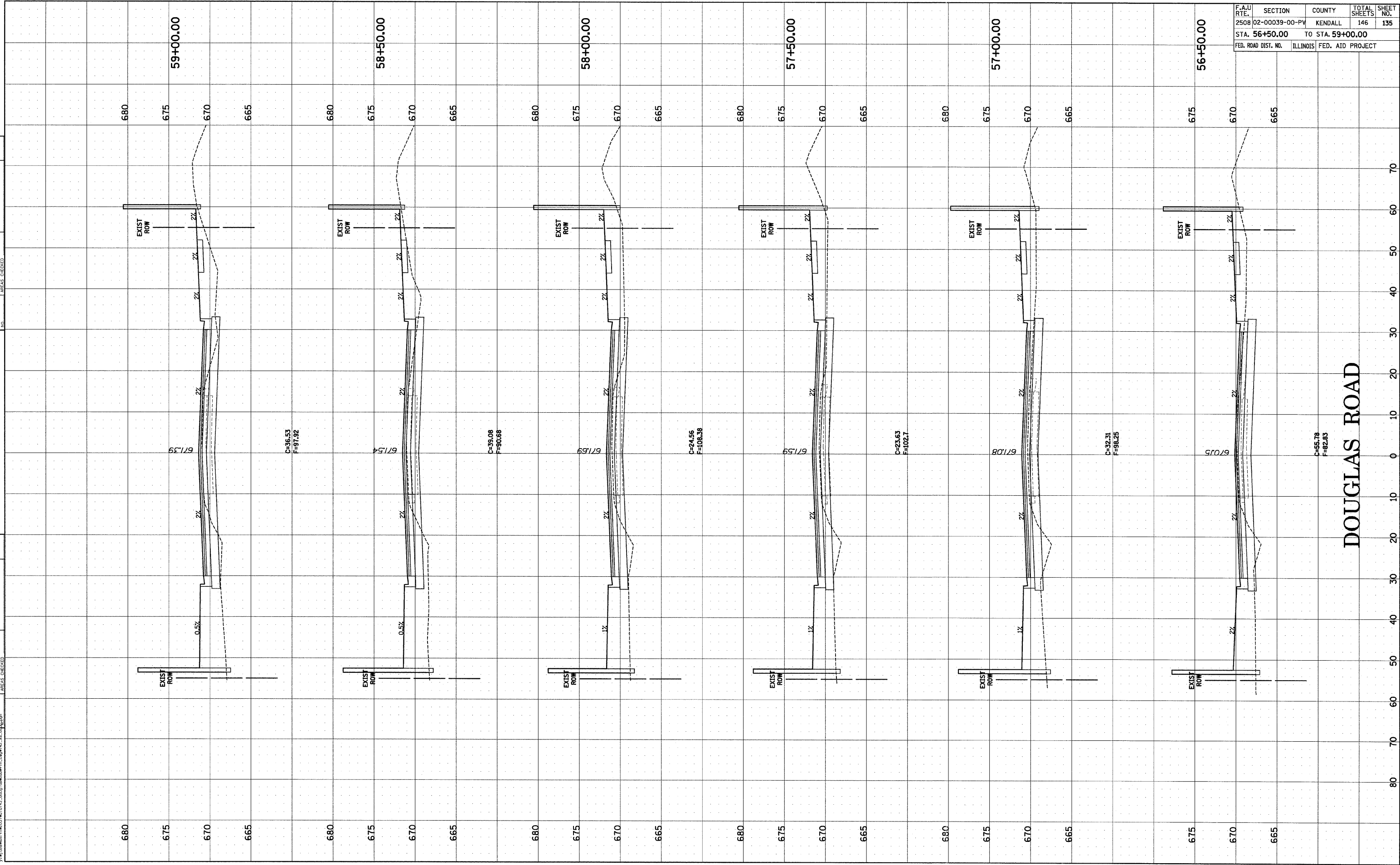
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	135
STA. 56+50.00		TO STA. 59+00.00		
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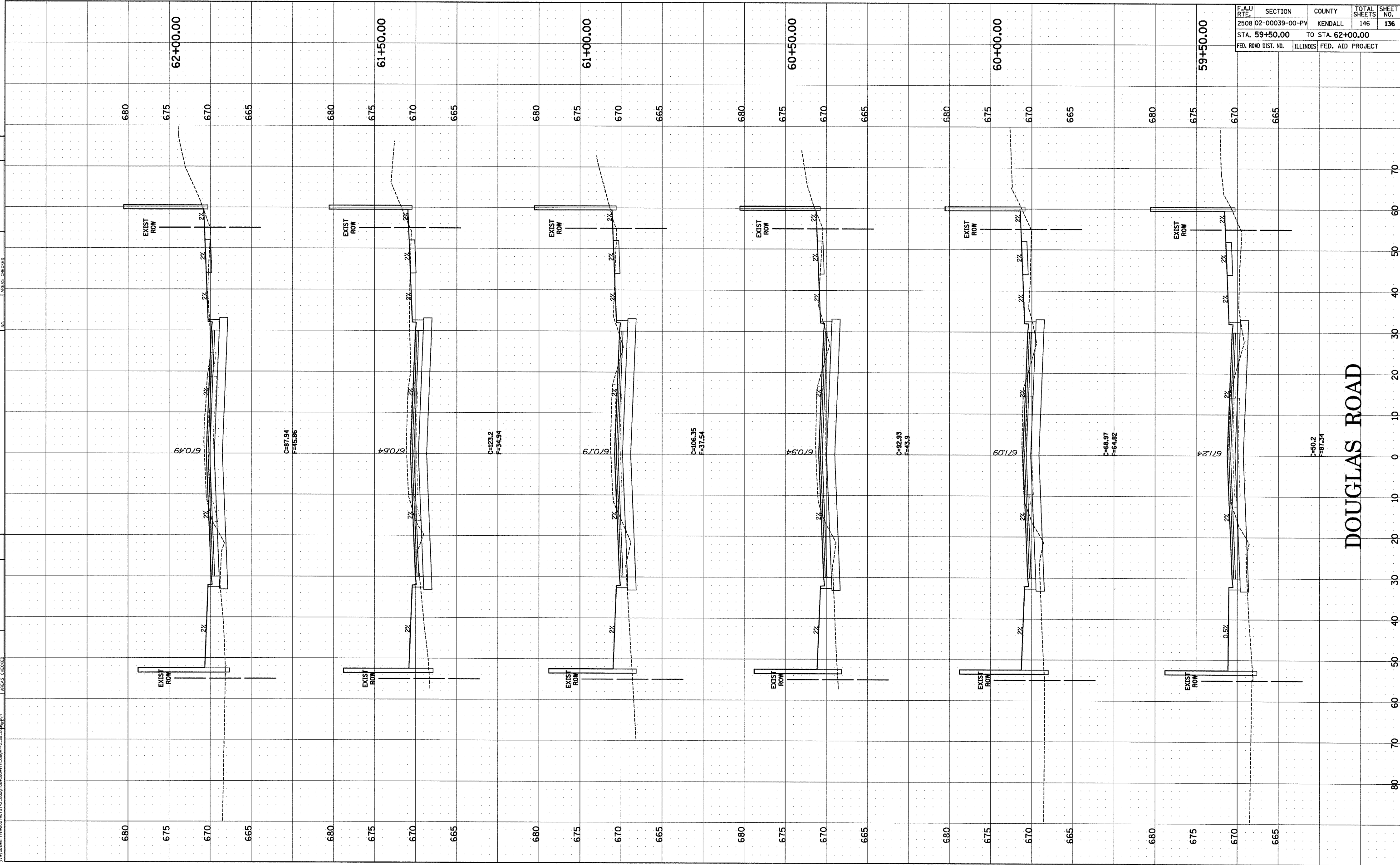
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	136
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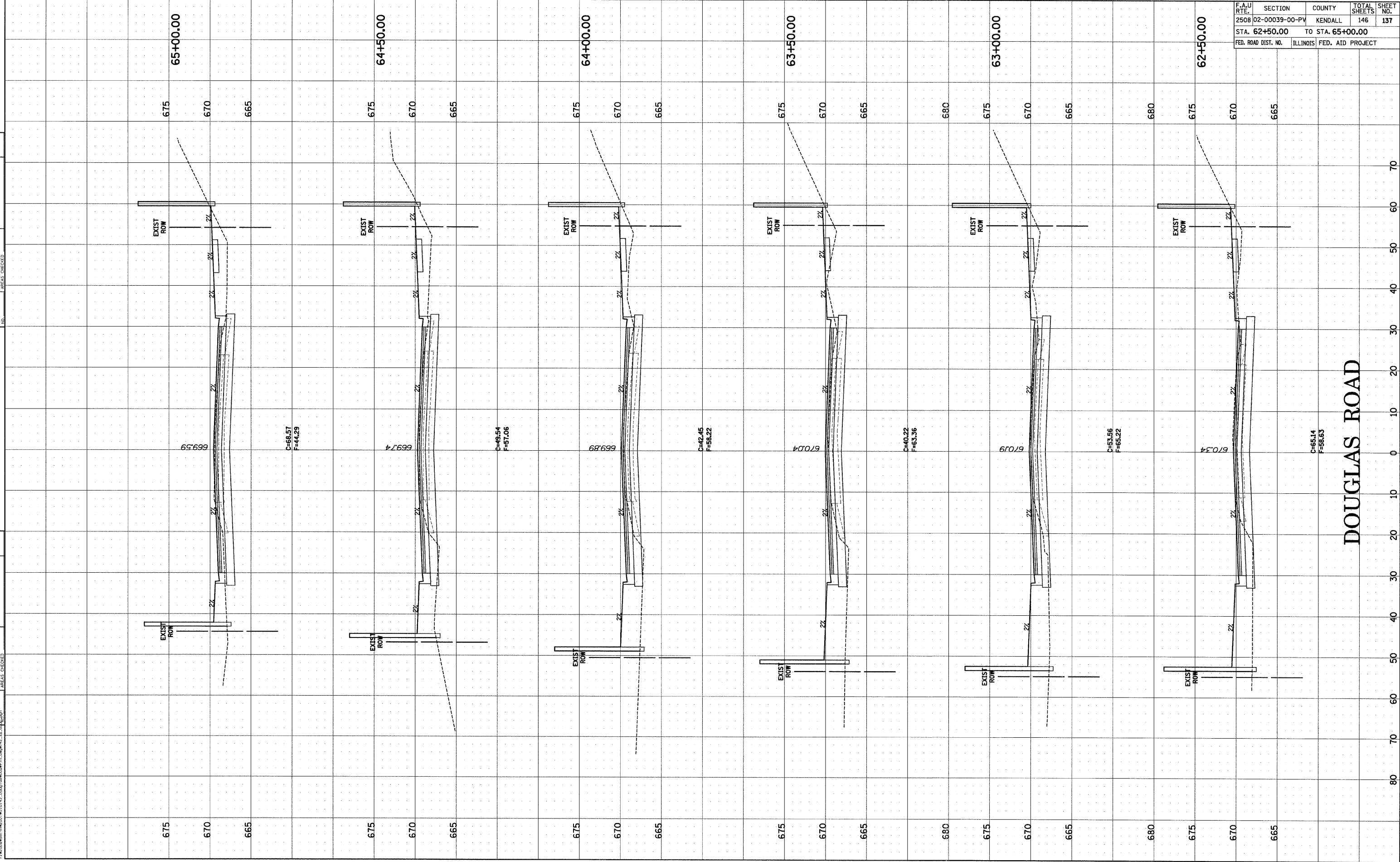
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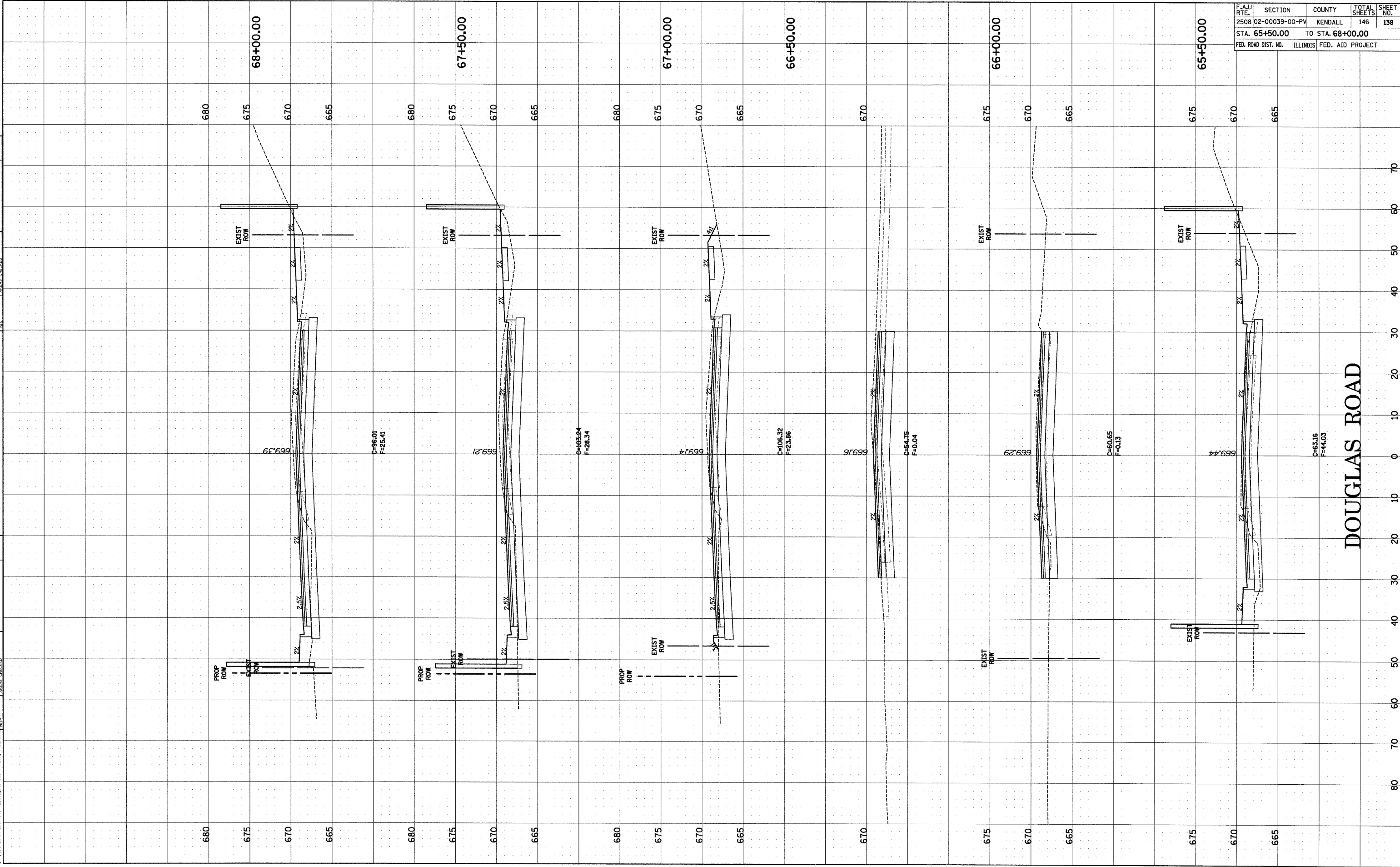


F.A.U. RT#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	137
STA. 62+50.00		TO STA. 65+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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DATE _____	DATE _____	DATE _____

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DATE _____	DATE _____	DATE _____



DOUGLAS ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	138
STA. 65+50.00		TO STA. 68+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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FINAL SURVEY	DATE
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NOTE BOOK	
AREAS CHECKED	

685
680
675
670
665

EXIST ROW

EXIST ROW
PROP ROW

67226

C=92.8
F=43.94

71+00.00

680
675
670
665

EXIST ROW

EXIST ROW

67169

C=118.26
F=38.55

70+50.00

680
675
670
665

EXIST ROW

EXIST ROW

67112

C=143.96
F=50.24

70+00.00

680
675
670
665

EXIST ROW

EXIST ROW

67055

C=167.58
F=23.55

69+50.00

680
675
670
665

EXIST ROW

EXIST ROW

67006

C=159.38
F=23.04

69+00.00

680
675
670
665

EXIST ROW

EXIST ROW

66968

C=101.43
F=25.69

68+50.00

DOUGLAS ROAD

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	139
STA. 68+50.00		TO STA. 71+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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NOTE BOOK
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FINAL SURVEY
SURVEY PLOTTED
NOTE BOOK
AREAS CHECKED

BY DATE

BY DATE

690

685

680

675

670

690

685

680

675

670

EXIST ROW

EXIST ROW

PROP ROW

674.54

673.64

15%

2%

2%

2%

2%

2%

16%

3%

C=95.52
F=46.79

690

685

680

675

670

690

685

680

675

670

EXIST ROW

EXIST ROW

PROP ROW

673.97

673.97

15%

2%

2%

2%

2%

2%

2%

15%

C=88.43
F=47.58

690

685

680

675

670

690

685

680

675

670

EXIST ROW

EXIST ROW

PROP ROW

673.40

673.40

15%

2%

2%

2%

2%

2%

2%

15%

C=72.43
F=42.1

685

680

675

670

685

680

675

670

EXIST ROW

EXIST ROW

PROP ROW

672.83

672.83

15%

2%

2%

2%

2%

2%

2%

15%

C=86.56
F=45.08

73+00.00

72+50.00

72+00.00

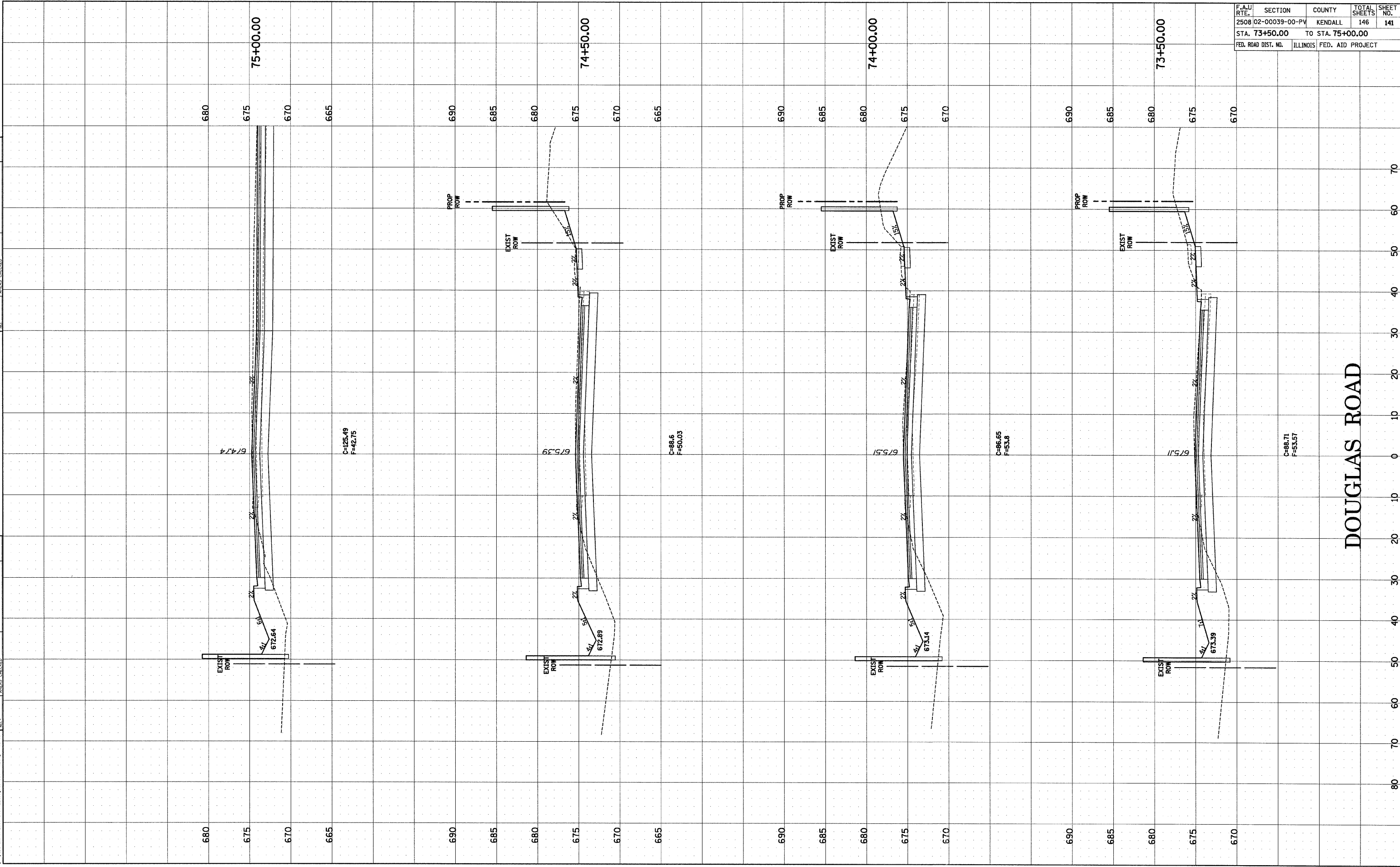
71+50.00

DOUGLAS ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	140
STA. 71+50.00		TO STA. 73+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

ORIGINAL	DATE

FINAL	DATE



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	141
STA. 73+50.00		TO STA. 75+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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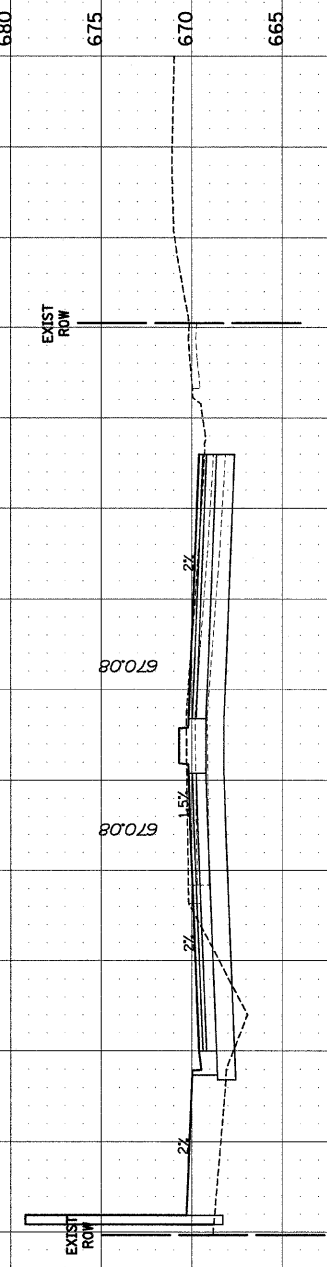
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NOTE BOOK
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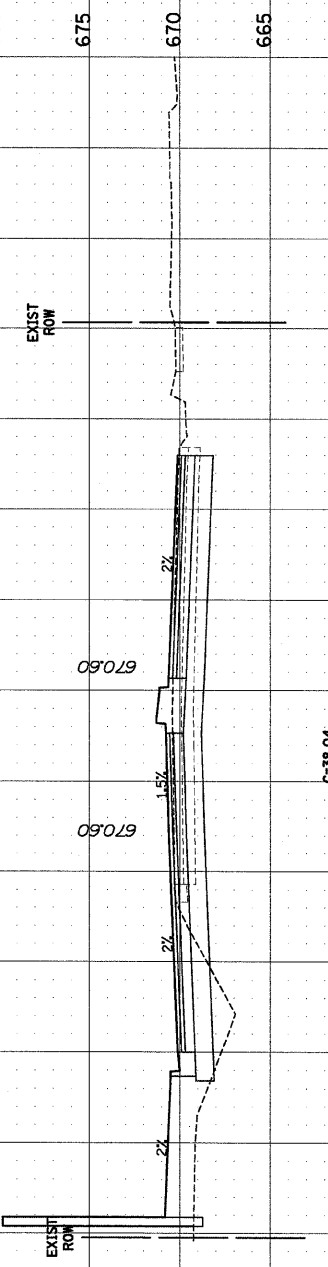
680
675
670
665

680
675
670
665
77+50.00



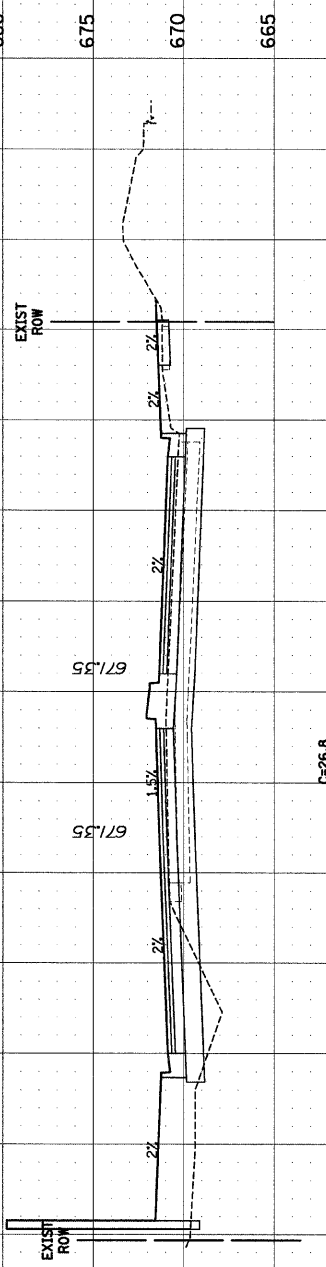
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670
665

680
675
670
665
77+00.00



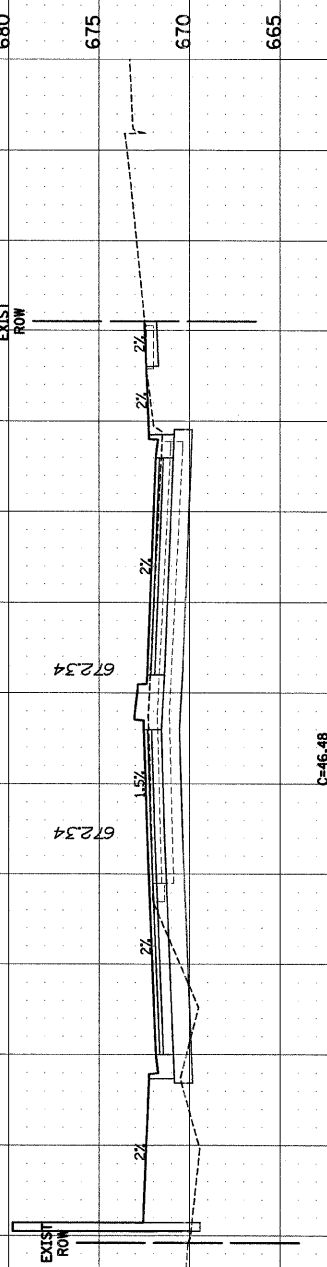
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670
665

680
675
670
665
76+50.00



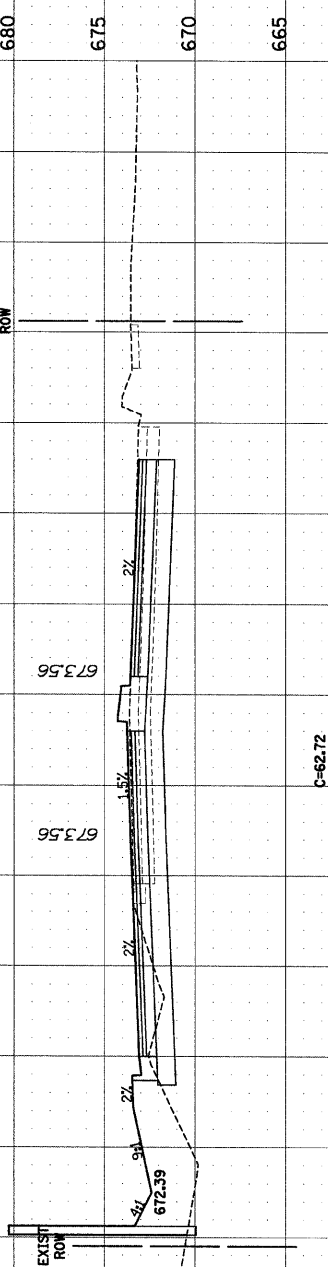
680
675
670
665

680
675
670
665
76+00.00



680
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665

680
675
670
665
75+50.00



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	142
STA. 75+50.00		TO STA. 77+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DOUGLAS ROAD

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PLOTTED
NOTE BOOK
AREAS CHECKED

FINAL SURVEY
SURVEY
PLOTTED
NOTE BOOK
AREAS CHECKED

BY

DATE

680

675

670

665

680

675

670

665

670.78

670.78

2%

1.5%

1.5%

2%

PROF ROW

80+50.00

675

670

665

EXIST ROW

675

670

665

670.46

670.46

2%

1.5%

1.5%

2%

C=34.96
F=0.06

80+00.00

680

675

670

EXIST ROW

PROF ROW

680

675

670

670.18

670.18

2%

1.5%

2%

2%

C=41.1
F=0.03

79+50.00

680

675

670

EXIST ROW

EXIST ROW

680

675

670

669.93

669.93

2%

2%

2%

C=88.52
F=23.24

79+00.00

680

675

670

EXIST ROW

EXIST ROW

680

675

670

669.74

669.74

2%

2%

2%

C=104.61
F=21.09

78+50.00

680

675

670

EXIST ROW

EXIST ROW

680

675

670

669.79

669.79

2%

1.5%

2%

2%

C=99.7
F=23.24

78+00.00

665

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	143
STA. 78+00.00		TO STA. 80+50.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

DOUGLAS ROAD

80

70

60

50

40

30

20

10

0

10

20

30

40

50

60

70

4:08:48 AM
3/28/2007
7:45:00pm

ORIGINAL SURVEY PLOTTED
NOTE BOOK NO. _____
AREAS CHECKED _____

FINAL SURVEY PLOTTED
NOTE BOOK NO. _____
AREAS CHECKED _____

BY _____ DATE _____

685

680

675

670

PROP ROW

EXIST ROW

673.26

673.26

C=64.24
F=0

EXIST ROW

83+50.00

685

680

675

670

PROP ROW

EXIST ROW

672.83

672.83

C=97.35
F=0

EXIST ROW

83+00.00

685

680

675

670

PROP ROW

EXIST ROW

672.40

672.40

C=124.29
F=8.38

EXIST ROW

PROP ROW

TEMP EASEMENT

82+50.00

680

675

670

665

PROP ROW

EXIST ROW

671.98

671.98

C=122.26
F=5.97

EXIST ROW

PROP ROW

TEMP EASEMENT

82+00.00

680

675

670

665

PROP ROW

EXIST ROW

671.55

671.55

C=119.62
F=5.26

EXIST ROW

PROP ROW

TEMP EASEMENT

81+50.00

680

675

670

665

PROP ROW

EXIST ROW

671.15

671.15

C=99.47
F=6.43

EXIST ROW

PROP ROW

TEMP EASEMENT

81+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	144
STA. 81+00.00		TO STA. 83+50.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

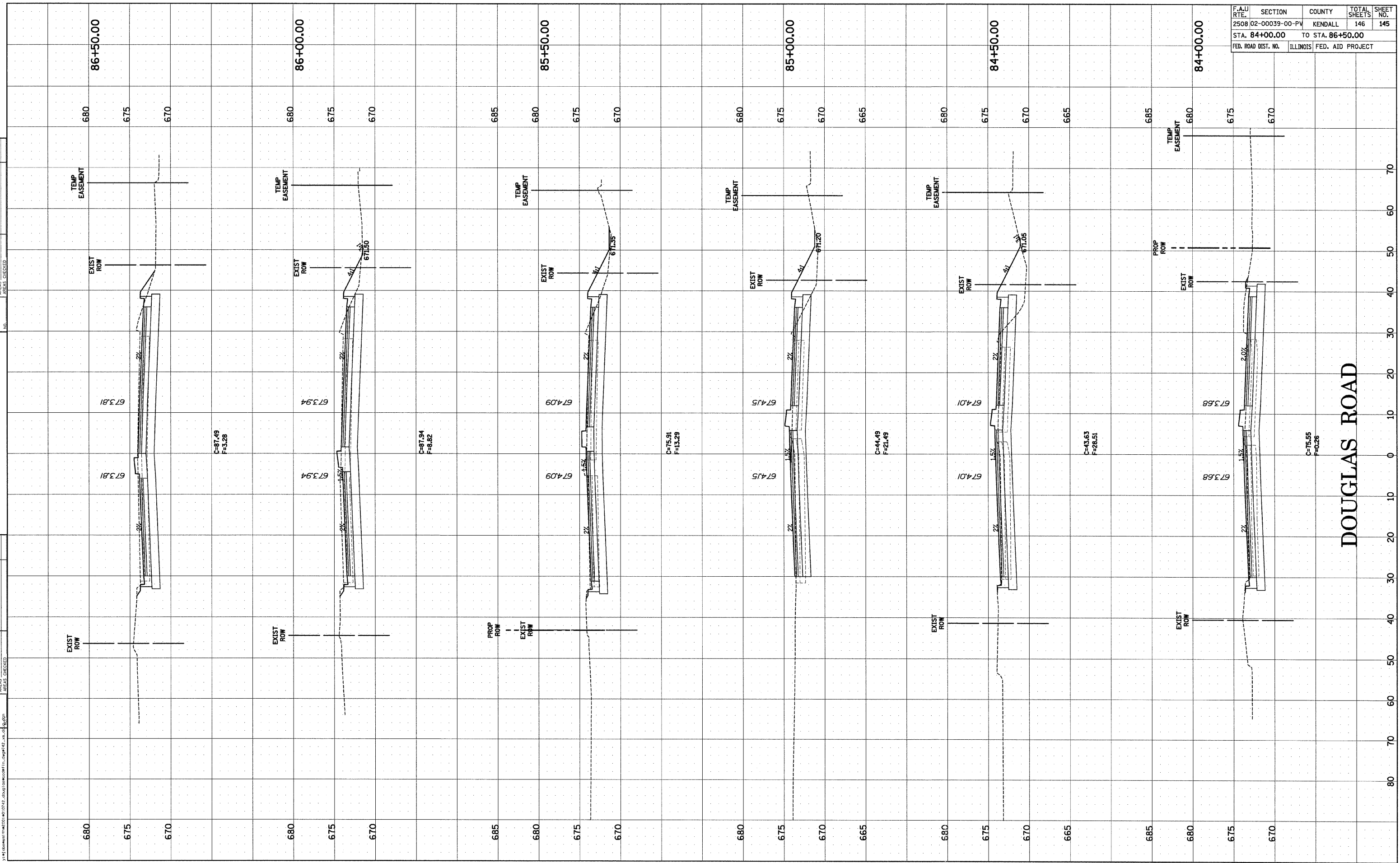
DOUGLAS ROAD

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

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	145
STA. 84+00.00		TO STA. 86+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



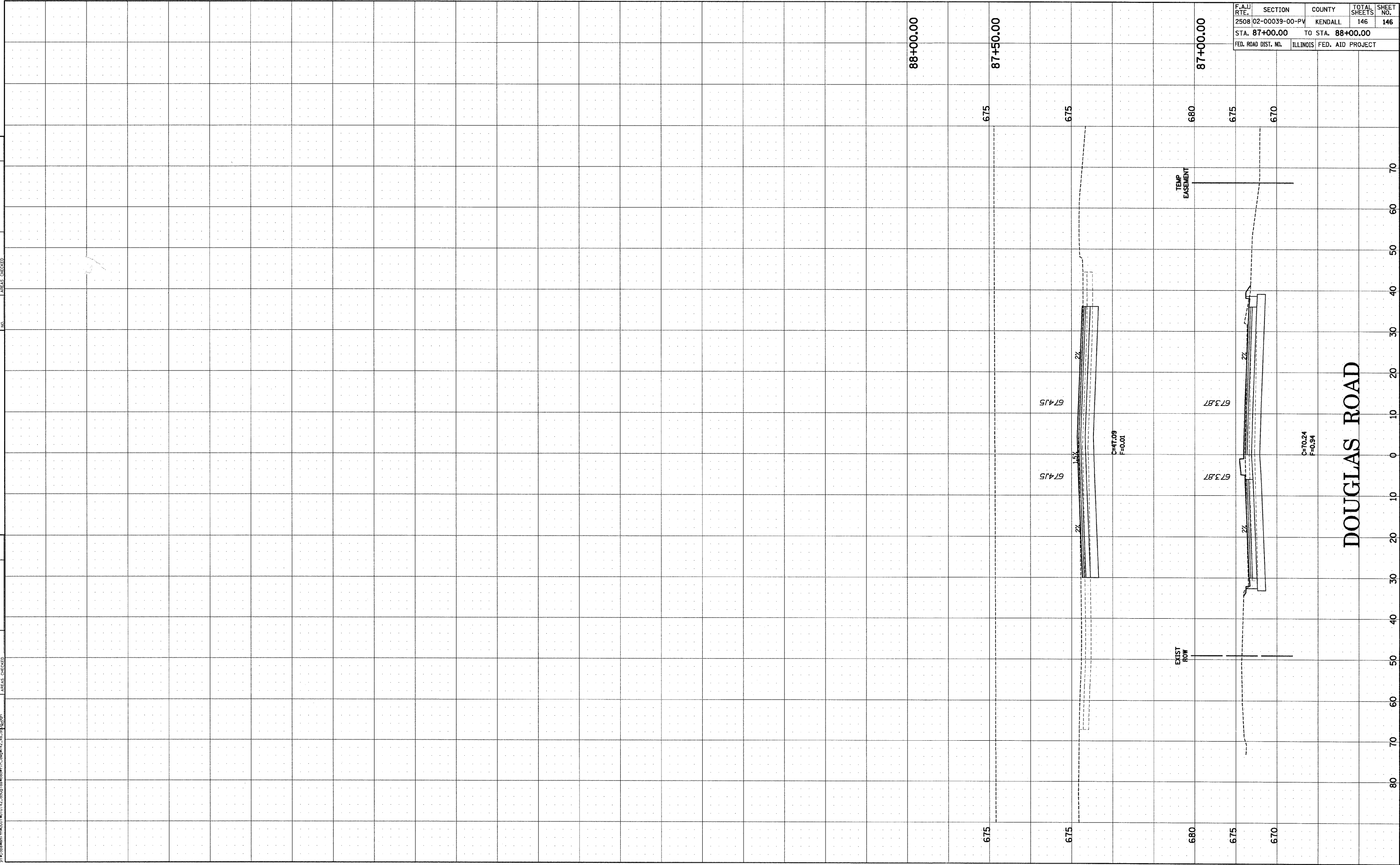
DOUGLAS ROAD

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3/28/2007

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ORIGINAL SURVEY	DATE

FINAL SURVEY	DATE



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	02-00039-00-PV	KENDALL	146	146
STA. 87+00.00		TO STA. 88+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

DOUGLAS ROAD