NOTE: DRIVEWAYS SHOWN ON PLANS ARE TENTATIVE AND MUST BE VERIFIED WITH PROPERTY OWNERS. THE MAXIMUM NUMBER OF DRIVEWAYS THAT CAN BE CONSTRUCTED AND INCLUDED IN THIS PROJECT ARE THOSE THAT ARE SHOWN ON THE PLANS ALONG WITH 5 ADDITIONAL 30 FT. WIDE DRIVEWAYS, OR OTHER COMBINATIONS EQUIVALENT IN QUANTITY TO FIVE DRIVEWAYS WITH 30 FT. WIDTHS, TO REPLACE EXISTING DRIVEWAYS BETWEEN STA. 1 + 49.5 AND STA. 1 + 70.61. ANY OTHER DRIVEWAYS CONSTRUCTED THAT ARE NOT SHOWN ON PLANS OR THAT DO NOT REPLACE AN EXISTING DRIVEWAY CAN NOT BE INCLUDED IN OR PAID FOR AS A PART OF THIS PROJECT.

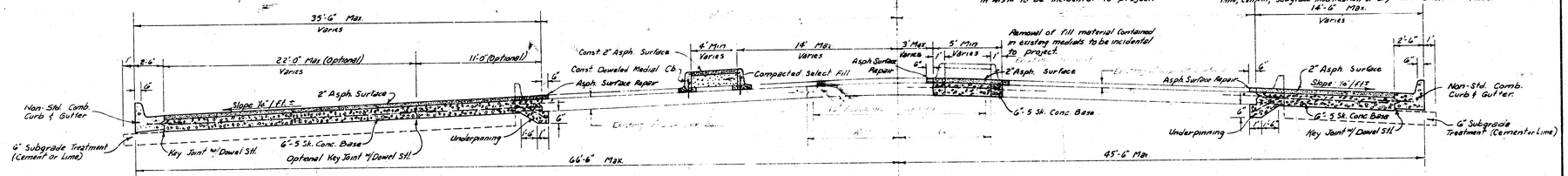
NOTE: TRAFFIC TO BE CARRIED THOUGH CONSTUCTION.

ROCK ROAD WIDENING & CHANNELIZATION

N. L. KELLOGG AVE.- S.L. DOUGLAS AVE.

R.W. LINN — CITY ENGINEER

DATE: MAR. 1974 PROJ. NO. DAKS 573055

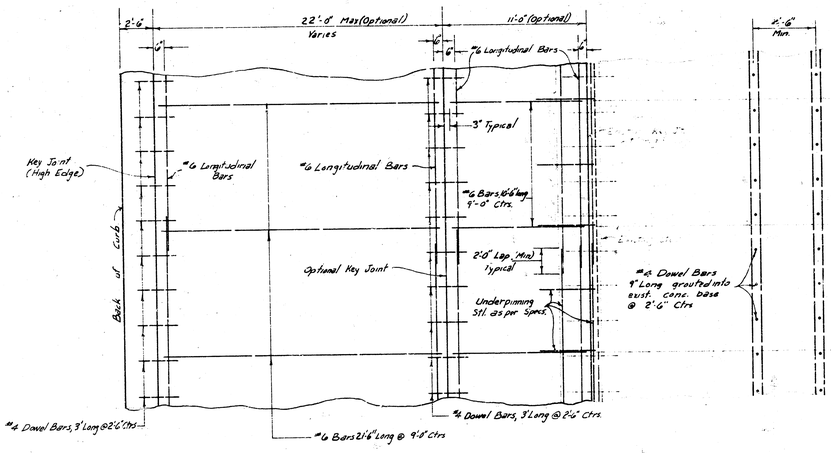


Asph. Surface Repair adjacent to existing M.E. & Medial Curbs to be paid for as Sqs. of Asphaltic Concrete. Repair in excess of 6" in width to be incidental to project.

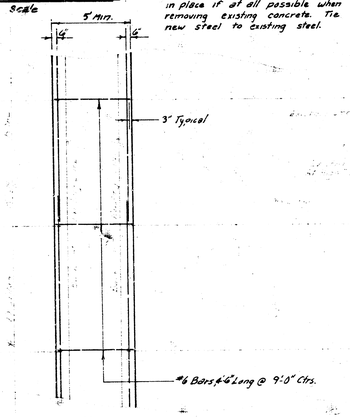
Removal of fill material contained in existing medials to be incidental to project.

SECTION AT STA. 11+50

NO Scale



Existing dowel steel to remain in place if at all possible when removing existing concrete. Tie new steel to existing steel.



STEEL PATTERN

NO Scale

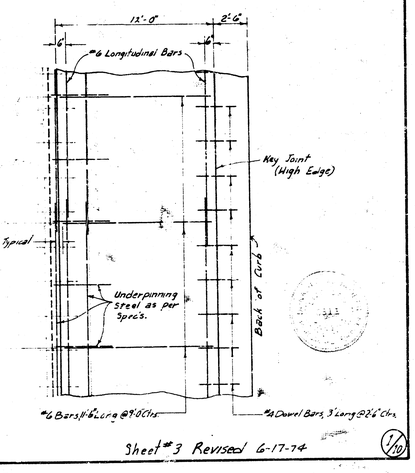
GENERAL NOTES

Contractor to grade parking and clear Right of way for sidewalk. Compact fill in walk areas.

Engineer to exercise the option of eliminating underpinning where dowel steel is useable along existing edge of pavement.

All existing and future utility lines on plans above or below grade as indicated are for information and identification purposes only. Contractors shall have full responsibility in contacting each utility company, shown or not shown.

Type of subgrade treatment shall be determined by the Field Engineer. Subgrade treatment may consist of lime, cement, subgrade modification or any combination of these.



Sheet #3 Revised 6-17-74

3/10

NOTE: ADDITIONAL RIGHT OF WAY MUST BE OBTAINED BY THE CITY BETWEEN STA. 1+34 AND 2+46 ON THE WEST SIDE OF ROCK ROAD. CONTRACTOR CAN NOT COMPLETE WORK ON THE RIGHT OF WAY THAT MUST BE ACQUIRED UNTIL SUCH TIME THE RIGHT OF WAY HAS BEEN OBTAINED".

B.M. = 166.26 ~ City Std. 54'E. & 142.7' N. of intersection of E.S. Rock Road & Kellogg.
B.M. = 167.59 ~ S.W. Corner concrete base of "Mobil" sign on N.E. Corner Rock Road & Kellogg.
B.M. = 167.57 ~ "G" in Globe, top of South Curb Peach Tree Lane, 1'E of E. L. Rock Road.

Scale 1" = 20'

Sheets Drafted by Flynn
Ship Karen F. Kiley DCD 93
Ex. Chicago

Kellogg Street

Rock Road

Peach Tree Ln.

0+00 1+00 1+50 2+00 2+50 3+00 3+50 4+00 4+50 5+00 5+50 6+00 6+50

BEGIN CITY PROJECT STA. 1+49.50

Remove & Replace Asph. Mat'l

Saw Joint

Proposed R/W

Existing R/W

Remove 8' Ext. Sidewalk

Const. 4.0' Conc. Sidewalk

Hi-Pressure Oil Line

Const. New Comb. Curb & Gutter

Taper 1' in 32.00'

Const. 2" Asphalt Surface on 6" Conc. Base

Remove Exist. Cb. & Gtr.

Warp to Match if necessary

Match

Remove Medial Curb

Medial Const. by "Others"

Remove Medial Curb

7" Underpin Edge

2" Asph. Surface

Const. Type I Doweled Medial Curb (See Detail)

Taper 1' in 33.02'

Const. 6" Conc. Pavement w/6" Integral Curb

Remove Exist. Conc. Pavement

Remove Medial Curb & Medial. Replace W/ Pavement as shown in Detail.

Remove Exist. Cb. & Gtr.

Const New Comb Curb & Gutter

Remove & Replace 4' Conc. Sidewalk

Remove & Replace Asph. Mat'l

Saw & Match

Note: Remove 4" thin of walk & replace with 9" walk (Typical)

Curb Inlet and Pipe to connect to City Inlet by Mall Contractors.

Parking Lot Curb

Stub-out 5 of 12" R.C.P.

Drive outside of Right-of-Way by "Others."

Slope Walk, shown & eliminate curb to form Ramp (See Detail)

Intrapol Curb

2" Asphalt Surface

1" Conc. Paving Dam

Const. Type III Doweled Medial Curb. (See Detail)

Const. Type I Doweled Medial Curb (See Detail)

Baseline is E. Rock Road. (Existing)
Sta. 0+00 is E. Kellogg.

Note: Contractor to contact Property Owners concerning lowering existing asphalt parking lot pavement. No removal to take place outside of Right-of-way without permission.

Note: Cross-Hatching denotes removal

CAUTION
UNDERGROUND UTILITIES
Please cross with R.G.S. or
Telephone for location

POINT	STATION	OFFSET	N. COORD.	E. COORD.
1. Begin Proj.	1+49.50	0.00	-1719.94	60.00
2. Begin Lt. Cb.	1+49.50	55.00 Lt.	-1719.94	5.00
3. Begin Rt. Cb.	1+49.50	45.00 Rt.	-1719.94	105.00
4. Begin Taper	3+00	55.00 Lt.	-1569.46	5.00
5. Begin Return	4+60.60	45.00 Rt.	-1408.86	105.00
6. Cntr. Return	4+60.60	70.06 Rt.	-1408.86	130.00
7. End Return	5+40.60	45.00 Rt.	-1328.86	105.00
8. Cntr. Return	5+40.60	70.00 Rt.	-1328.86	130.00
9. Cntr. Return	5+46.24	12.34 Lt.	-1323.30	-61.94
10. Begin Return	5+68.11	63.77 Lt.	-1301.33	-3.71
11. P.C. Curve	5+90	3.30 Lt.	-1279.46	56.50
12. Cntr. Radius	6+30	15.30 Lt.	-1239.46	68.70
13. Cntr. Radius	6+19.88	53.48 Lt.	-1249.56	4.02
14. Cntr. Radius	6+32.25	54.00 Lt.	-1237.20	3.50

Note: Coordinates are based on Mall Construction Coordinate System. 0.00 N, 0.00 E is control point, Sta. 1+62.99, 60' Lt. of ℄

Curve Data (A)
Medial Curb, PI 11 - PI 12
R = 93.17'
Δ = 32°-52'-19.52"
L = 53.45'
T = 27.49'
C = 52.72'

Note: All data given is for face of curb.

EARTHWORK

Excavation:	6981 C.Y.
+ 10%:	632 C.Y.
Total =	7,613 C.Y.

NOTE: ANY EXCESS SUITABLE EXCAVATION FOR CHANNEL CONSTRUCTION IS TO BE DELIVERED TO E. SIDE ARMOUR STREET. PROJECT DAKS 573057. S.L. KELLOGG MALL ADDITION TO S.L. DOUGLAS AVENUE.

ROCK ROAD
N.L. Kellogg to S.L. Douglas
DAKS 573055

2/10

B.M. = 170.86 ~ Extreme N.W. corner brick monument on N.E. corner Willow Brook & Rock Road.

B.M. = 171.61 ~ Extreme N.W. corner brick monument on N.E. corner Mocking Bird Lane & Rock Road.

scale 1"=20'

N

Drive outside of Right-of-way by "Others."

Slope walk down & eliminate curb to form Ramp. (See Detail)

Curb Inlet & pipe to connect to City Inlet by Mall Contractors

Parking Lot Curb

Stub-out

6" Conc. Paving Drive

Integral Curb

Const. Type III Doweled Medial Curb (See Detail)

Const. Type I Doweled Medial Curb (See Detail)

Const. Type II Doweled Medial Curb (See Detail)

Underpin Edge

Remove Exist. Medial Curb

2" Asph. Surface

Match

Const. 8" Conc. Pavement w/ Integral Ch.

Remove Exist. Conc. Pavement

Saw & Match

Willowbrook

Const. 4.0' Conc. Sidewalk

Hi-Pressure Oil Line

42" S.W.S.

Inlet & Storm Sewer Lines by Mall Contractor

36" S.W.S.

Const. New Comb. Ch & Gtr.

Const. 2" Asphalt Surface on 6" Conc. Base

Remove Exist Ch & Gtr.

Opening Through Medial (See Detail)

Remove Medial Curb & Medial. Replace w/ Pavement as shown in Detail.

Const. 6" Conc. Pavement w/ Integral Curb

Note: Remove 4' Min. of walk & replace with 9" walk (typical)

Mockingbird

Drive outside of Right-of-way by "Others."

Slope walk down & eliminate Curb to form Ramp. (See Detail)

Integral Curb

7" Conc. Paving Drive

Const. solid Conc. Medial Nose. To be paid for as Lin. Ft. Integral Curb.

Const. Type III Doweled Medial Curb (See Detail)

Const. Type I Doweled Medial Curb (See Detail)

2" Asph. Surface

Remove Medial Curb & Medial. Replace w/ Pavement as shown in Detail.

Const. Type II Doweled Medial Curb (See Detail)

Remove Exist Curb & Gutter

Road

6" T.C. Inroll

Curve Data (W)
West Curb Pt. 29 - Pt. 100
R = 100'
Δ = 29°37'23.51"
L = 51.70'
T = 26.44'
C = 51.13'

Curve Data (X)
West Curb Pt. 100 - Pt. 101
R = 60'
Δ = 30°45'13"
L = 32.21'
T = 16.50'
C = 31.82'

Curve Data (Y)
West Curb Pt. 101 - Pt. 102
R = 100'
Δ = 29°37'23.51"
L = 51.70'
T = 26.44'
C = 51.13'

Curve Data (Z)
Medial Island Pt. 32 - Pt. 34
R = 75.84'
Δ = 39°28'32.19"
L = 52.25'
T = 27.21'
C = 51.23'

Curve Data (C)
Medial Curb Pt. 35 - Pt. 38
R = 104.99'
Δ = 38°38'38"
L = 70.81'
T = 36.81'
C = 69.48'

Curve Data (B)
Medial Curb Pt. 19 - Pt. 26 (Reverse)
R = 100.05
Δ = 18°33'16.5491"
L = 100.81'
T = 50.61'
C = 100.60'

Curve (W) Pt. 29 - Pt. 100
Δ = 29°37'24" R. = 100' T = 26.44 L = 51.70 LC = 51.13

CURVE DATA BASED ON West Curb RAD.					Δ/2 = 14°48.42'	
CURVE STA.	ARC	CHORD @ OFF M.C.B.	CHORD @ OFF C.B.	LENGTH OFF C.B.	DEFLECTION	TOTAL DEFLECTION
P.C. 11+26.46	—	—	—	—	0°00'00"	0°00'00"
11+52.29	25.85'	23.72'	—	—	7°24'21"	7°24'21"
P.C.C. 11+78.14	25.85'	23.72'	—	—	7°24'21"	14°48'42"

POINT	STATION	OFFSET	N. COORD.	E. COORD.
15. Cntr. Radius	G+60	6' Rt.	-1209.44	66.00
16. Cntr. Radius	G+85	16' Lt.	-1184.66	44.00
17. Cntr. Return	7+28.26	116' Lt.	-1141.20	-6.00
18. End Return	7+28.26	66' Lt.	-1141.20	-6.00
19. P.C. Curve	7+50	85' Rt.	-1119.44	68.50
20. Begin Return	7+60.65	65' Rt.	-1108.81	105.00
21. Cntr. Return	7+60.65	70' Rt.	-1108.81	130.00
22. Cntr. Return	8+40.63	70' Rt.	-1028.81	130.00
23. End Return	8+40.63	65' Rt.	-1028.81	105.00
24. P.T. Curve	9+50	135' Lt.	-919.44	44.50
25. Begin Return	10+50.70	45' Rt.	-808.74	105.00
26. Cntr. Return	10+60.70	70' Rt.	-808.74	130.00
27. Cntr. Return	11+40.70	70' Rt.	-728.74	130.00
28. End Return	11+40.70	65' Rt.	-728.74	105.00
29. Begin Return	11+28.45	66' Lt.	-743.00	-6.00
3rd Pt. of Curve	11+46.21	131.33 Lt.	-723.23	-71.29
31. Cntr. Radius	11+85	16' Lt.	-684.44	44.00
32. " "	11+80.97	57' Lt.	-688.47	3.00
33. " "	12+18.98	118.85' Lt.	-650.50	-33.85
34. " "	12+18.98	57' Lt.	-650.50	3.00
35. " "	12+66	1366' Lt.	-603.44	49.56
100. P.T. P.C. Return	11+75.87	79.01' Lt.	-693.57	-19.07
101. P.T. P.C. Return	11+98.37	106.57' Lt.	-671.07	-41.57
102. P.T. Return	12+18.42	151' Lt.	-650.00	-91.00

Curve (X) Pt. 100 - Pt. 101
Δ = 30°45'13" R. = 60' T. = 16.50' L. = 32.21' LC. = 31.82'

CURVE DATA BASED ON West Curb RAD.					Δ/2 = 15°22.31'	
CURVE STA.	ARC.	CHORD @ OFF M.C.B.	CHORD @ OFF C.B.	LENGTH OFF C.B.	DEFLECTION	TOTAL DEFLECTION
P.C.C. 11+78.14	—	—	—	—	0°00.00	0°00.00'
P.I. 11+96.69	16.55'	14.30'	—	—	7°54.07'	7°54.07'
P.C.C. 12+18.35	16.66'	13.53'	—	—	7°22.29'	15°22.36'

Note: All curve data given is to face of curb.

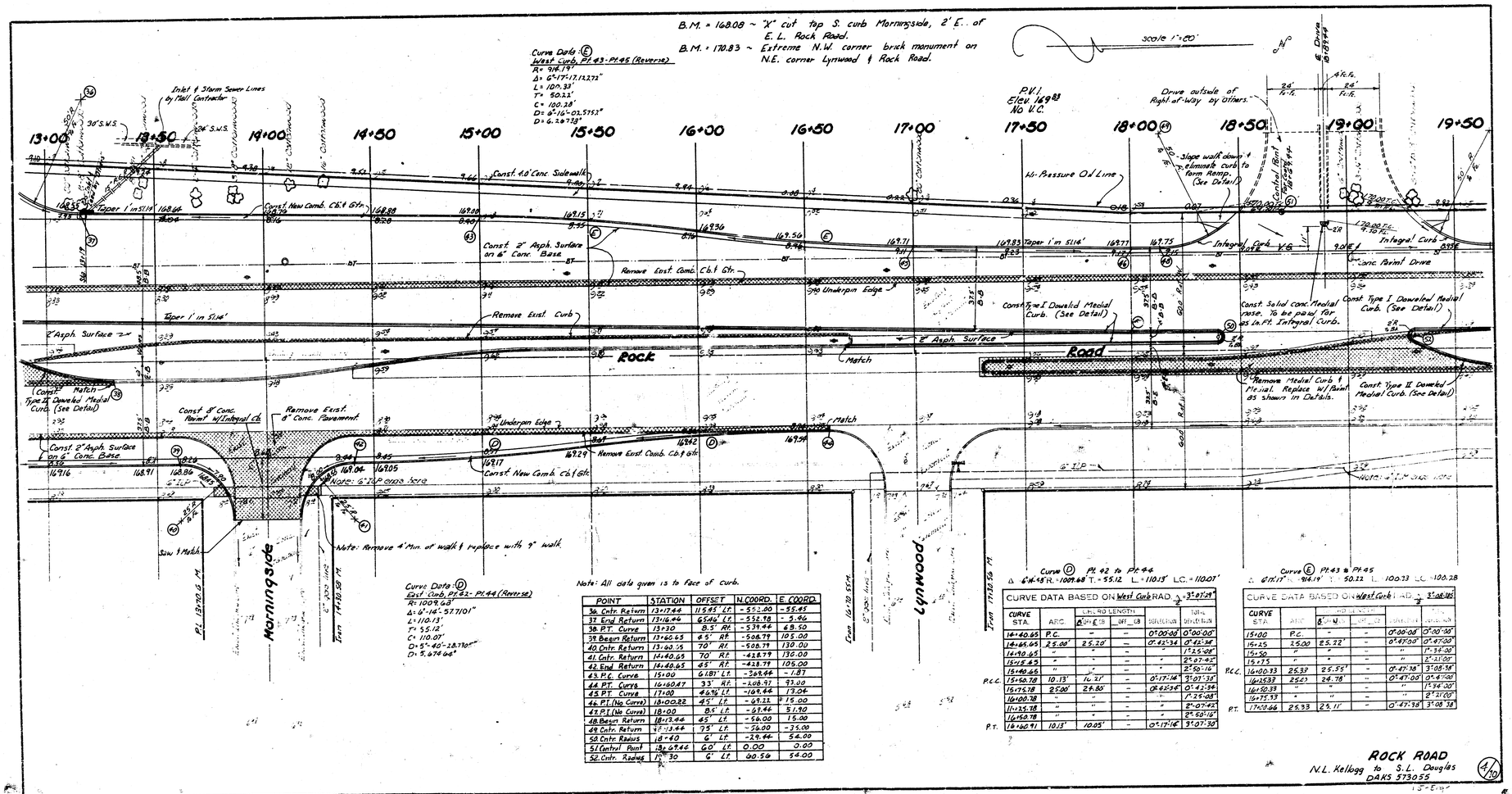
Shopping Center Exit Revised 6-17-74

ROCK ROAD

N.L. Kellogg to S.L. Douglas

DARS 573055

3/10



Note: All data given is to face of curb.

POINT	STATION	OFFSET	N. COORD.	E. COORD.
36. Cntr. Return	13+17.44	115.45' Lt.	-552.00	-55.45
37. End Return	13+16.44	65.46' Lt.	-552.98	- 5.46
38. P.T. Curve	13+30	8.5' Rt.	-539.46	68.50
39. Begin Return	13+60.65	65' Rt.	-508.79	105.00
40. Cntr. Return	13+60.65	70' Rt.	-508.79	130.00
41. Cntr. Return	14+60.65	70' Rt.	-428.79	130.00
42. End Return	14+60.65	65' Rt.	-428.79	105.00
43. P.C. Curve	15+00	6.18' Lt.	-389.66	- 1.81
44. P.T. Curve	16+60.67	33' Rt.	-208.97	93.00
45. P.T. Curve	17+00	46.76' Lt.	-189.46	13.06
46. P.I. (No Curve)	18+00.22	45' Lt.	-69.22	15.00
47. P.I. (No Curve)	18+00	8.5' Lt.	-69.46	51.90
48. Begin Return	18+13.46	65' Lt.	-56.00	15.00
49. Cntr. Return	18+13.46	75' Lt.	-56.00	-75.00
50. Cntr. Radius	18+40	6' Lt.	-29.66	54.00
51. Control Point	18+69.46	60' Lt.	0.00	0.00
52. Cntr. Radius	19+30	6' Lt.	60.56	54.00

CURVE DATA BASED ON West Curb RAD. Δ = 3°-07.29

CURVE STA.	ARC	CHORD LENGTH	OFF. CB	OFF. LB	BEARING	TANG. BEARING
16+60.65	P.C.	–	–	–	0°-00-00"	0°-00-00"
16+85.65	25.00'	25.20'	–	–	0°-42'-34"	0°-42'-34"
16+90.65	"	"	–	–	"	1°-25-08"
16+15.65	"	"	–	–	"	2°-27-42"
15+40.65	"	"	–	–	"	2°-50-16"
P.C.C. 15+50.78	10.13'	10.21'	–	–	0°-17-16"	3°-07'-38"
15+75.78	25.00'	24.80'	–	–	0°-42'-34"	0°-42'-34"
16+00.78	"	"	–	–	"	1°-25-08"
16+24.78	"	"	–	–	"	2°-07'-42"
P.T. 16+50.78	"	"	–	–	"	2°-50'-16"
16+60.91	10.13'	10.05'	–	–	0°-17'-16"	3°-07'-30"

CURVE DATA BASED ON West Curb RAD. Δ = 3°-08.85

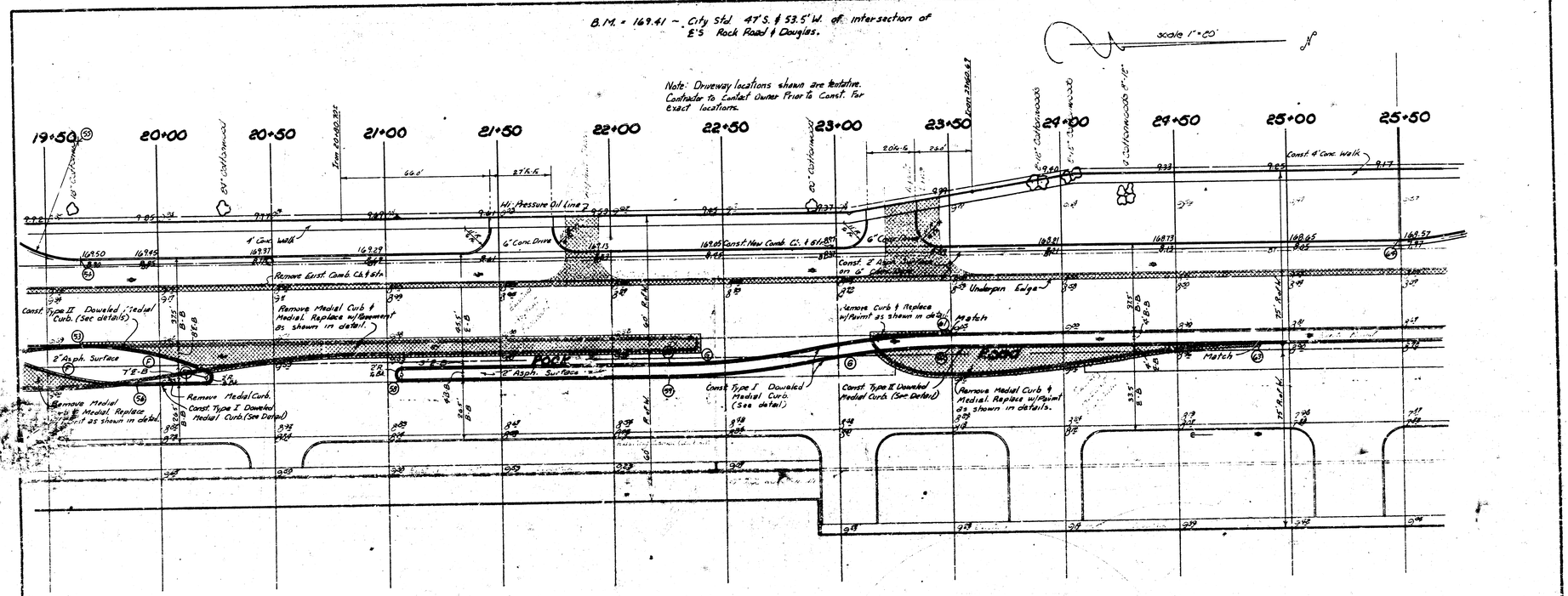
CURVE STA.	ARC	CHORD LENGTH	OFF. LB	BEARING	TANG. BEARING
15+00	P.C.	–	–	0°-00-00"	0°-00-00"
15+25	25.00	25.32'	–	0°-42'-34"	0°-42'-34"
15+50	"	"	–	"	1°-25-08"
15+75	"	"	–	"	2°-27-42"
P.C.C. 16+00.33	25.32	25.55'	–	0°-42'-16"	3°-08-58"
16+25.32	25.00	24.78'	–	0°-42'-08"	0°-42'-08"
16+50.33	"	"	–	"	1°-24'-30"
16+75.33	"	"	–	"	2°-21'-00"
P.T. 17+00.66	25.33	25.11'	–	0°-42'-38"	3°-08.38"

ROCK ROAD
N.L. Kellogg to S.L. Douglas
DAKS 573055

4/70

B.M. = 169.41 ~ City Std 47' S. & 53.5' W. of intersection of E'S Rock Road & Douglas.

Note: Driveway locations shown are tentative. Contractor to contact owner prior to const. for exact locations.



Curve Data: (F)
Medial Curb, PT. 52 - PI 56 & PI 53 - PI 57
R = 145.50'
Δ = 22°37'-11.5138"
L = 57.44'
T = 29.10'
C = 57.07'

Curve Data: (G)
Medial Curb, PT. 59 - PI 62 & PI 60 - PI 61 (Reverse)
R = 357.06
Δ = 10°-03'-25.3297"
L = 62.82'
T = 31.49'
C = 62.74'

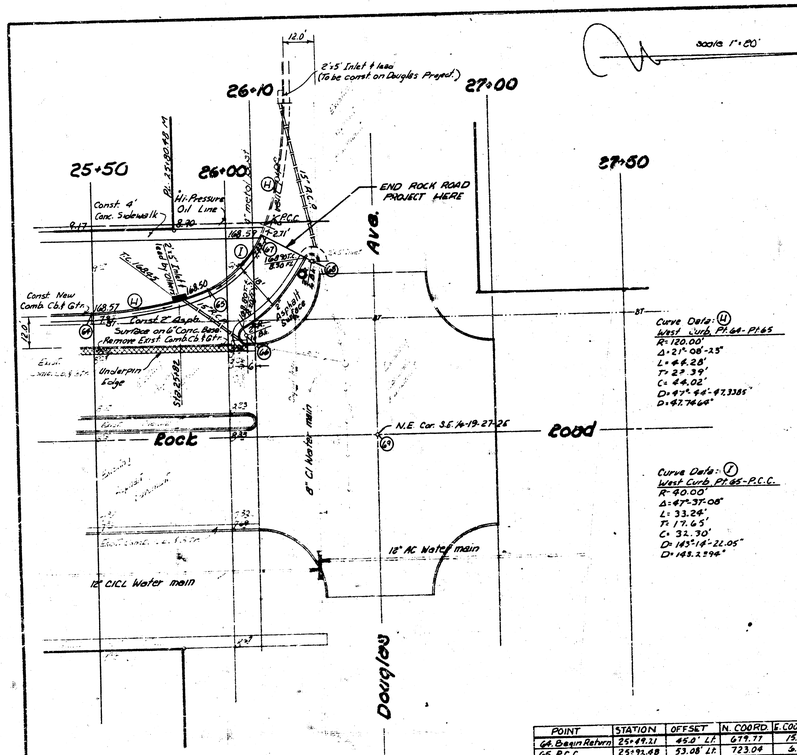
Note: All data given is to face of curb.

POINT	STATION	OFFSET	N. COORD.	E. COORD.
53. P.C. Curve	19+65	8.5' Lt.	95.56	51.30 +
56. End Return	19+65.44	45.0' Lt.	96.00	15.00
55. Cntr. Return	19+65.44	95.0' Lt.	96.00	-35.00
56. P.T. Curve	19+90	7.5' Rt.	120.56	67.50
57. Intr. Radius	20+20	5.0' Rt.	150.56	65.00
58. Intr. Radius	21+00	5.0' Rt.	230.56	65.00
59. P.C. Curve	22+25	7.5' Rt.	355.56	67.50
60. P.C. Curve	22+25	2.5' Rt.	355.56	62.50
61. P.T. Curve	23+50	8.5' Lt.	480.56	51.30
62. P.T. Curve	23+50	3.5' Lt.	480.56	56.30
63. Match Pt.	24+88	3.5' Lt.	618.56	56.30
64. Basin Return	25+49.31	45.0' Lt.	679.77	15.00

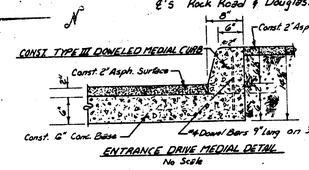
ROCK ROAD
N.L. Kellogg to S.L. Douglas
DARS 573055

5/10

15-E nw
1-water



B.M. = 169.41 ~ City Std. 47'S. & 53.5'W. of intersection of 8'S Rock Road & Douglas.

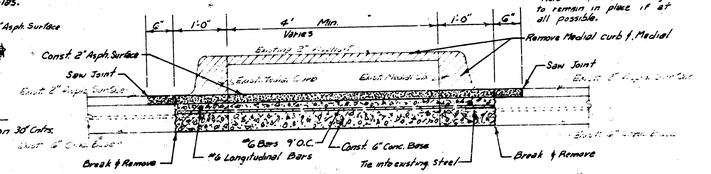


CONST. TYPE III DOWELED MEDIAL CURB

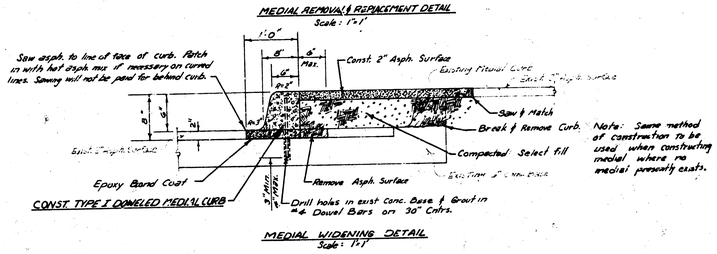
ENTRANCE DRIVE MEDIAL DETAIL
No Scale

Curve (H) PI 64 - PI 65
Δ = 21°08'25" R = 120.00' T. = 22.39' L = 44.28' LC. = 44.02'

CURVE DATA BASED ON West Curb RAD. Δ = 10°-36'-05"					
CURVE STA.	ARC.	CHORD LENGTH Δ OFF M.CR.	OFF CB	DEFLECTION	TOTAL DEFLECTION
25+69.21	-	-	-	0°-00'-00"	0°-00'-00"
25+71.35	22.14'	20.04'	-	5°-17'-05.75"	5°-17'-05.75"
26+93.49	22.14'	20.04'	-	5°-17'-05.75"	10°-34'-11.5"



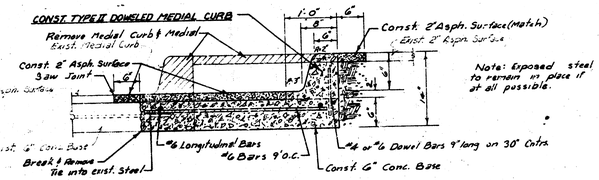
MEDIAL REMOVAL & REPLACEMENT DETAIL
Scale: 1"=1'



CONST. TYPE I DOWELED MEDIAL CURB

Note: Same method of construction to be used when constructing medial where no medial presently exists.

MEDIAL WIDENING DETAIL
Scale: 1"=1'



CONST. TYPE II DOWELED MEDIAL CURB

Remove Medial Curb & Medial

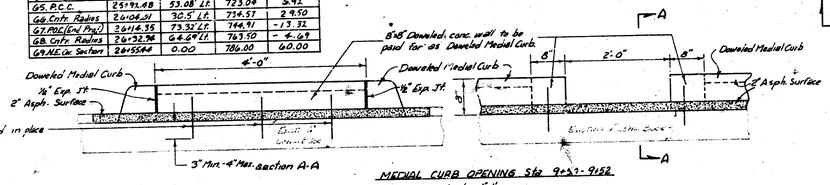
Note: Exposed steel to remain in place if at all possible.

POINT	STATION	OFFSET	N. COORD	E. COORD.
G6 Basin Return	25+69.21	45.0' Lt.	679.77	15.00
G5 P.C.C.	25+93.49	53.08' Lt.	723.04	6.92
G6 Cntr. Radius	26+04.51	70.5' Lt.	734.57	2.950
G7 PCC (End Proj.)	26+16.35	73.32' Lt.	746.91	-13.32
G8 Cntr. Radius	26+32.98	64.69' Lt.	763.50	- 4.69
G9 N.E. Cor. Section	26+55.64	0.00	786.00	60.00

Curve (I) PI 65 - PI 67 (End Proj.)
Δ 43°-44'-16" R = 40.00' T. = 16.06' L. = 30.53' LC. = 29.80'

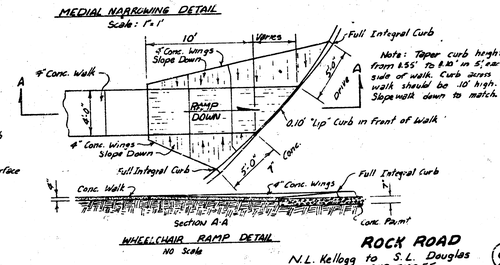
CURVE DATA BASED ON West Curb RAD. = 25°-56'-47"					
CURVE STA.	ARC.	CHORD LENGTH Δ OFF M.CR.	OFF CB	DEFLECTION	TOTAL DEFLECTION
25+93.49	P.C.C.	-	-	0°-00'-00"	0°-00'-00"
26+08.49	15.00'	11.93'	-	18°-46'-35"	10°-46'-35"
26+24.02	15.53'	12.35'	-	11°-07'-33"	2°-52'-37"

Note: Select fill material is to consist of 80% Conc. Sand & 20% Select Soil. Fill is to be mechanically compacted to the satisfaction of the Engineer.



MEDIAL CURB OPENING Sta 9+53-9+52
Scale: 1"=1'

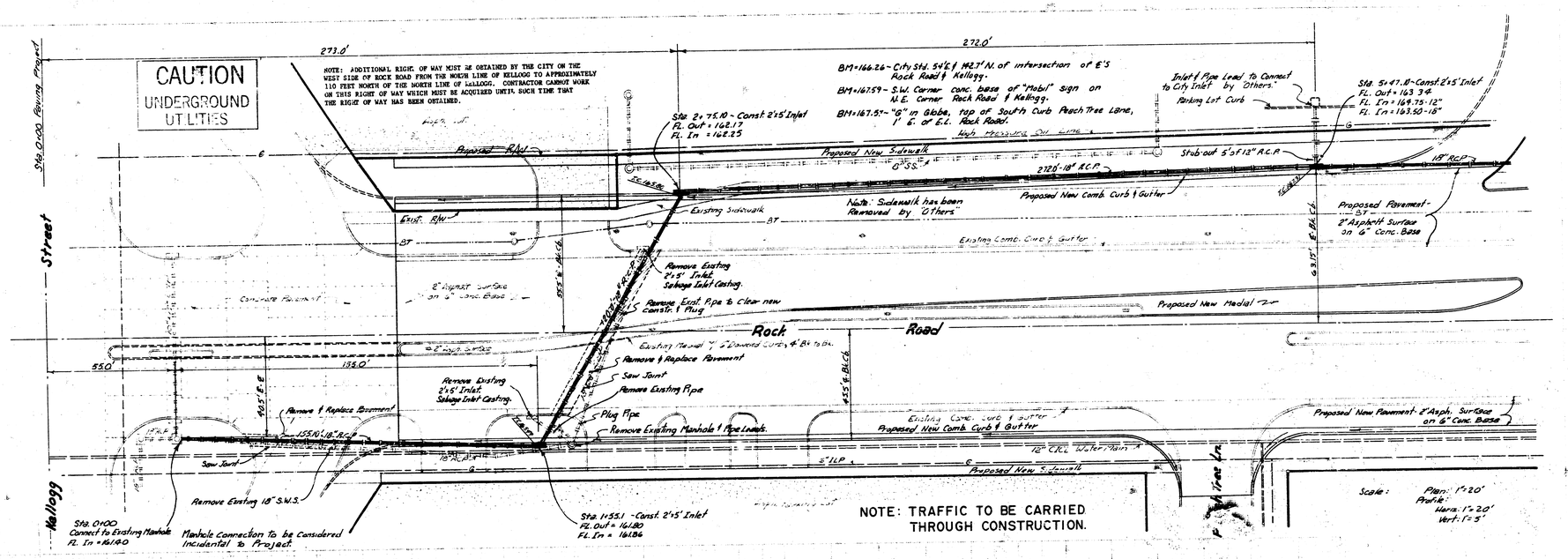
MEDIAL NARROWING DETAIL
Scale: 1"=1'

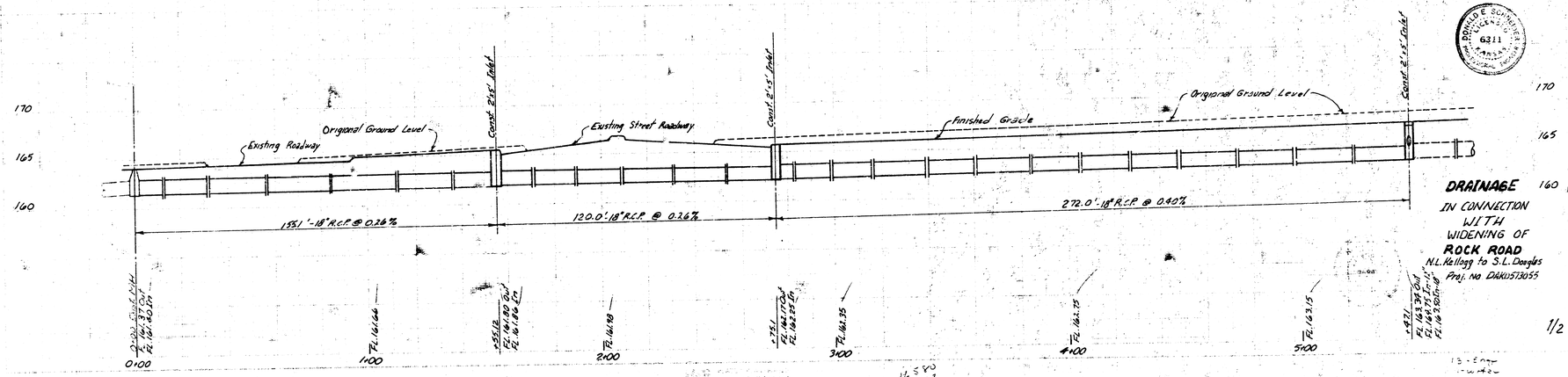


WHEELCHAIR RAMP DETAIL
NO Scale

ROCK ROAD
N.L. Kellogg to S.L. Douglas
DAKS 573055

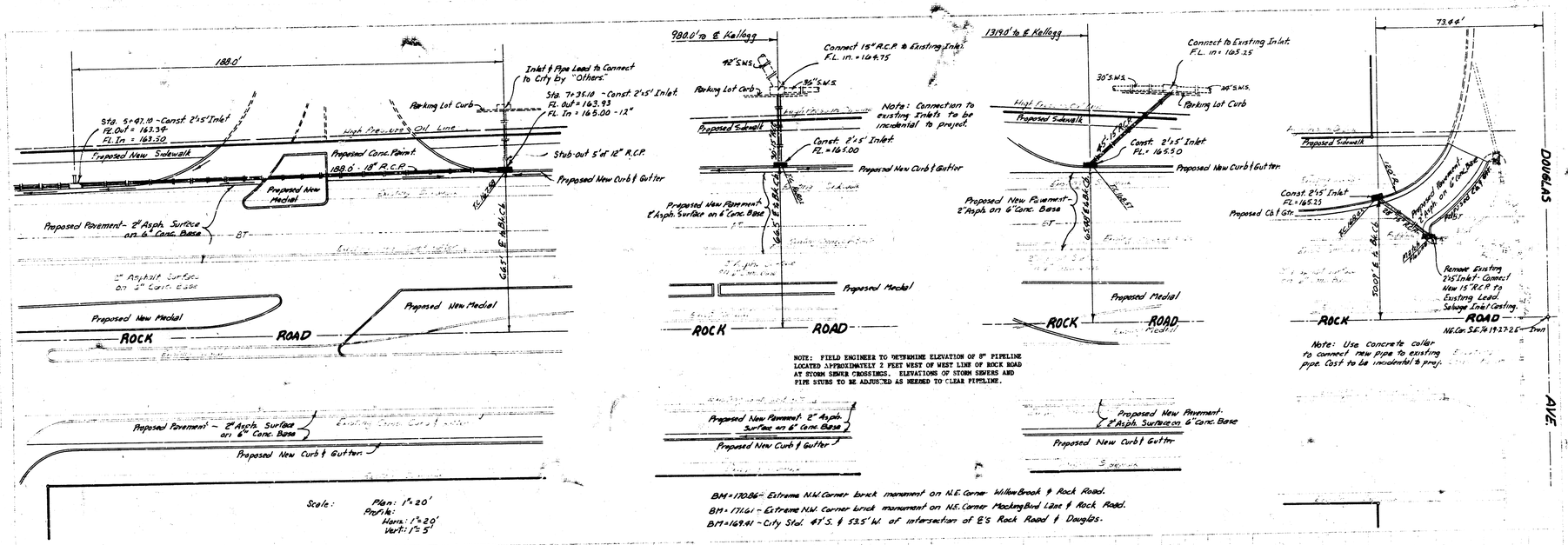
6/10





DRAINAGE
IN CONNECTION WITH WIDENING OF
ROCK ROAD
N.L. Kellogg to S.L. Douglas
Proj. No DAK0573055

1/2



DRAINAGE
IN CONNECTION
WITH
WIDENING OF
ROCK ROAD
N.L. Kellogg to S.L. Douglas
Proj. No. DAKOS73053

2/2

11 9 3 - Engr - 3 - Wtr - (13)