

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

F.A.U. ROUTE 5348 (ANNIE GLIDDEN ROAD)
HIGHPOINTE DRIVE TO BELLEVUE DRIVE

SECTION NO. 06-00160-02-WR
PROJECT NO. HPP-2295(002)
CITY OF DEKALB
JOB NO. C-93-017-07

F.A.U. ROUTE	CONTRACT NO.	COUNTY	TOTAL SHEETS
5348	87335	DEKALB	48
COVER	STATE SECTION		
	06-00160-02-WR		
F.H.W.A. REG. 5 ILLINOIS PROJECT HPP-22			

87335

INDEX TO SHEETS	
SHEET NO.	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES, STATE STANDARDS & LEGEND
3	SUMMARY OF QUANTITIES
4	SCHEDULE OF QUANTITIES
5	ALIGNMENT, TIES AND BENCHMARKS
6	TYPICAL SECTIONS
7-10	CONSTRUCTION STAGING PLANS
11-14	EROSION CONTROL PLANS
15-17	PLAN AND PROFILE
18-20	UTILITY PLAN AND PROFILE
21	PAVEMENT MARKING AND SIGNING PLANS
22-23	LANDSCAPING PLANS
24	BELLEVUE DR. CURB RETURN & CENTERLINE PROFILE
25-26	BLOCK WALL AND FENCE PROFILE AND DETAILS
27-36	SPECIAL DETAILS
37-48	CROSS SECTIONS



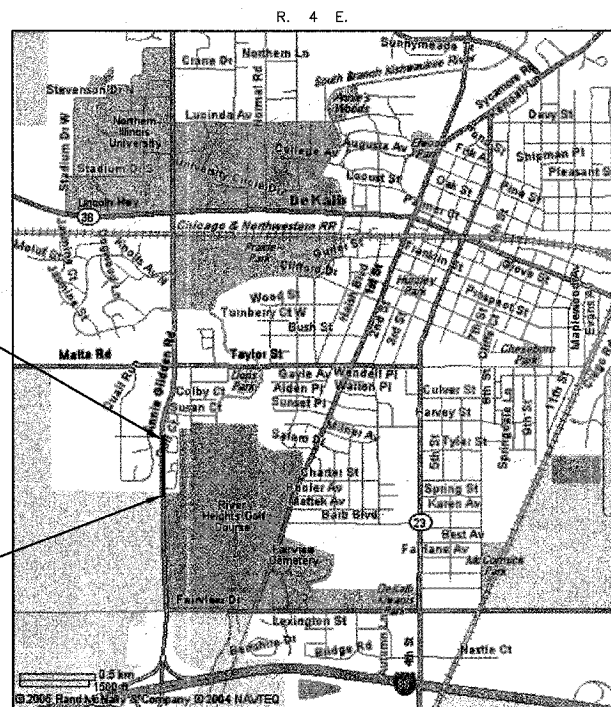
LOCATION OF SECTION INDICATED THUS: — ■

DESCRIPTION OF PROJECT

THIS IMPROVEMENT CONSISTS OF FULL-DEPTH ASPHALT PAVEMENT RECONSTRUCTION, FULL DEPTH ASPHALT WIDENING AND RESURFACING, ASPHALT MULTI-USE PATH, SIDEWALK, CURB AND GUTTER, STORM SEWER, PAVEMENT MARKING, LANDSCAPING, SEGMENTAL CONCRETE BLOCK WALL, VINYL FENCE AND OTHER APPURTENANT WORK NECESSARY TO COMPLETE THE PROJECT SHOWN HEREIN AND AS DESCRIBED IN THE SPECIFICATIONS.

ANNIE GLIDDEN ROAD IMPROVEMENT BEGINS STATION 124+60

ANNIE GLIDDEN ROAD IMPROVEMENT ENDS STATION 139+00



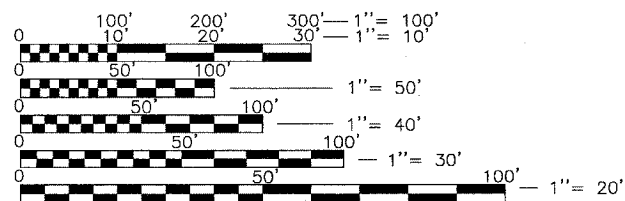
LOCATION MAP
SCALE: 1" = 2000'

TRAFFIC DATA: ANNIE GLIDDEN ROAD 2025 ADT 24,000 POSTED / DESIGN SPEED 45 / 45

DESIGN DESIGNATION:
FAU 5348 ANNIE GLIDDEN ROAD
2570(25) URBAN MINOR ARTERIAL 2.74(FD-20)

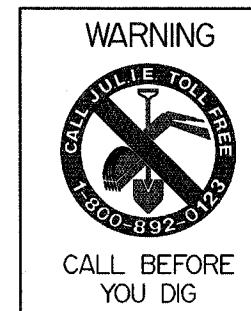
TOTAL LENGTH OF IMPROVEMENT - ANNIE GLIDDEN ROAD = 1,440 LIN. FT. (0.273 MILES)

STATE STANDARDS
SEE SHEET 2 FOR STATE STANDARDS



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

CONTRACT NO. 87335



APPROVED January 8, 2007
J. C. Maurer
LOCAL AGENCY OFFICIAL

PASSED 01-22 2007
Kenneth R. Lay
DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

APPROVED FOR BIDDING 01-22 2007
Diane O'Keefe
DEPUTY DIRECTOR REGION 2 ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE: 1/5/07
BY: James R. Lenzi
LICENSE EXPIRES: 11/30/2007



Account Number:
03-03-0167

Hampton
Lenzini and
Renwick, Inc.
Civil Engineers
Land Surveyors
380 Shepard Drive
Elgin, Illinois 60120
847.697.6700

GENERAL NOTES

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2007; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS", FIFTH EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.

UTILITIES

THE CONTRACTOR SHALL COOPERATE WITH THE CITY IF ANY UTILITY IMPROVEMENTS ARE REQUIRED BY THE CITY WITHIN THE DURATION OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE. THE CONTRACTOR SHALL CONTACT THE "JULIE" SYSTEM FOR UTILITY LOCATION ASSISTANCE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE INCURRED. THIS WORK SHALL BE ARRANGED BY THE UTILITY COMPANY AND SHALL BE AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL NOTIFY THE CITY OF DEKALB PUBLIC WORKS DEPARTMENT ONE WEEK IN ADVANCE OF ALL WATER MAIN SHUT DOWNS. UNDER NO CIRCUMSTANCE SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS.

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE BACK OF CURB, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OF CURVE, ETC., ARE TOP OF CURB, UNLESS OTHERWISE NOTED.

STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE--TO THE BACK OF CURB; B) FOR ALL OTHER STRUCTURES--TO THE CENTER OF THE STRUCTURE.

ALL ELEVATIONS ARE ON U.S.G.S. DATUM.

ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, BACK OF CURB, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.

SEWERS AND WATER MAINS

ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT, UNLESS OTHERWISE NOTED IN THE PLANS.

THE COST OF INTERCONNECTIONS BETWEEN THE PROPOSED AND EXISTING SEWER SYSTEMS AND PROPOSED AND EXISTING WATER MAIN SYSTEMS SHALL BE INCLUDED IN THE VARIOUS UNIT PRICES OF THE ITEMS BEING CONNECTED.

ALL FRAMES, GRATES, LIDS, AND BOXES SCHEDULED TO BE REMOVED FROM EXISTING STRUCTURES SHALL REMAIN THE PROPERTY OF THE CITY. ANY ITEMS DAMAGED DURING REMOVAL SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE. THE COST OF SALVAGING EXISTING FRAMES, GRATES, LIDS, OR BOXES AND/OR STOCKPILING THEM ON THE JOB SITE FOR PICKUP BY THE CITY, OR DELIVERY TO THE CITY MAINTENANCE YARD SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR ANY MANHOLE, CATCH BASIN, INLET OR VALVE VAULT, SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: FOR STORM SEWER STRUCTURES--"STORM", FOR SANITARY SEWER STRUCTURES--"SANITARY", FOR WATER SYSTEM STRUCTURES--"WATER". ANY ADDITIONAL COST FOR THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE FRAME AND CLOSED LID PROVIDED.

FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED.

ALL STORM SEWERS SHALL BE RCCP CLASS IV WITH RUBBER GASKET JOINTS, UNLESS NOTED OTHERWISE ON THE PLANS.

WATER MAIN SHALL HAVE A MINIMUM COVER OF SIX (6) FEET.

SOIL BORINGS PERFORMED FOR THIS CONTRACT INDICATE THAT RELATIVELY SOFT COHESIVE SOILS WITH STRENGTH VALUES LESS THAN 1.25 TSF MAY BE ENCOUNTERED DURING EXCAVATION FOR SEWERS AND WATER MAINS. THESE MATERIALS MAY BE UNSTABLE DURING TRENCHING AND MAY REQUIRE 12 TO 18 INCHES OF ADDITIONAL GRANULAR BEDDING FOR SATISFACTORY PIPE INSTALLATION. IN ADDITION, TIGHT SHEETING/BRACING SYSTEMS AND DEWATERING MAY BE REQUIRED. SOILS INFORMATION IS INCLUDED IN THE SPECIAL PROVISIONS.

BACKFILL

STORM SEWER, WATER MAIN, AND SANITARY SEWER SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07, METHOD 1 ONLY, OR AS DIRECTED BY THE ENGINEER.

ALL TRENCH BACKFILL QUANTITIES FOR STORM AND SANITARY SEWER AND WATER MAIN HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS, BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE.

TRENCH BACKFILL SHALL BE GRADATION CA7.

SIGNS

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR, ENGINEER AND CITY MAINTENANCE PERSONNEL SHALL INVENTORY THE LOCATION, SIZE, TYPE AND CONDITION OF ALL EXISTING SIGNS. ANY SIGN DAMAGED DURING CONSTRUCTION OR STORAGE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

MISCELLANEOUS

THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS, AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT, UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE ITEM "AGGREGATE FOR TEMPORARY ACCESS".

SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS, OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF 1-1/2 INCHES AS INDICATED ON THE PLANS.

THE THICKNESSES OF ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE ASPHALT MIXTURES ARE TO BE PLACED.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, P.C.C. SIDEWALK, P.C.C. DRIVEWAY PAVEMENT, AND AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

ANY SHEETING AND/OR SHORING USED FOR THIS IMPROVEMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE APPROXIMATE, BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. ANY ADDITIONAL COSTS REQUIRED BY THE CONTRACTOR DUE TO THICKNESSES OTHER THAN THOSE SHOWN ON THE PLANS WILL BE INCLUDED IN THE COST OF THE CONTRACT.

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.

ALL TYPE I AND II BARRICADES SHALL BE WEIGHTED DOWN WITH TWO SANDBAGS EACH. (ONE WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL). ALL TYPE III BARRICADES SHALL REQUIRE FOUR SANDBAGS EACH.

CURB RAMPS AND DETECTABLE WARNINGS SHALL BE INSTALLED AT ALL INTERSECTING STREETS PER CURRENT IDOT AND CITY STANDARDS AT LOCATIONS WHERE SIDEWALK AND BICYCLE PATH ARE SHOWN ON PLAN.

THE CONTRACTOR SHALL PREPARE THE SUBGRADE IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS PRIOR TO THE REMOVAL OF ANY UNSTABLE MATERIALS.

ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEARED, LAYERED WITH TOPSOIL, AND SEEDED OR SODDED AS SHOWN IN THE PLANS. LIMITS SHOWN ON THE PLANS ARE THE MAXIMUM PAY WIDTHS FOR PAYMENT PURPOSES.

USE A FERTILIZER WITH AN ANALYSIS OF 1:1:1 RATIO AT THE FOLLOWING RATE PER ACRE:

	SEEDING	SODDING
NITROGEN FERTILIZER NUTRIENT	90 LBS.	60 LBS.
PHOSPHORUS FERTILIZER NUTRIENT	90 LBS.	60 LBS.
POTASSIUM FERTILIZER NUTRIENT	90 LBS.	60 LBS.

SUPPLEMENTAL WATERING SHALL BE PERFORMED WHEN DIRECTED BY THE ENGINEER AT A RATE OF 3 GAL PER SQ. YD.

THE CONTRACTOR SHALL DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE EACH DAY. NO PAYMENT WILL BE MADE FOR HAULING OR TRUCKING TO DISPOSAL LOCATIONS.

THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL EXISTING MAILBOXES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS, AND AFTER COMPLETION OF ROADWAY CONSTRUCTION, TO SET THEM IN THEIR PERMANENT LOCATIONS AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE IN CONFORMANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS, AND THE COST WILL BE CONSIDERED INCLUDED IN THE CONTRACT.

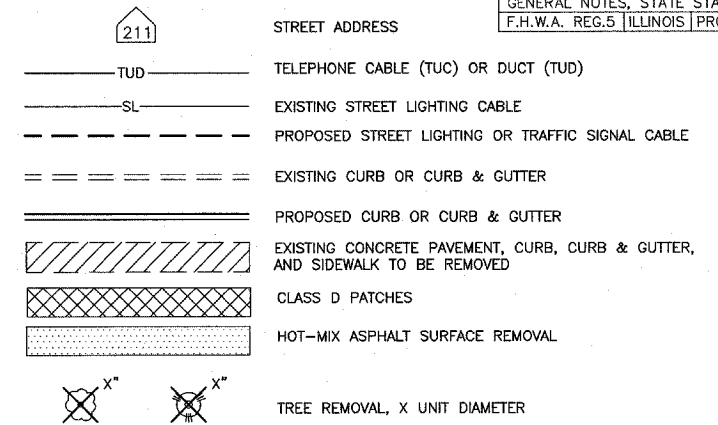
POROUS GRANULAR EMBANKMENT SPECIAL (PGES) HAS BEEN PROVIDED AT THE LOCATIONS INDICATED FOR SOILS WHICH TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL). IF UNSTABLE SOILS ARE ENCOUNTERED THE SOILS SHALL BE REMOVED AND REPLACED WITH PGES. IF UNSTABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY WILL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS			
ITEM	AC TYPE	AIR VOIDS	MAX% RAP
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30	PG 58-22	2% @ 30 Gyr.	30
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	PG 64-22	4% @ 70 Gyr.	10
HOT-MIX ASPHALT BINDER COURSE, IL-19, N50	PG 58-28	4% @ 50 Gyr.	25
HOT-MIX ASPHALT BINDER COURSE, IL-19, N70	PG 64-22	4% @ 70 Gyr.	15
HOT-MIX ASPHALT BASE COURSE	PG 58-28	4% @ 50 Gyr.	25
LEVELING BINDER (MACHINE METHOD), N70 MIX D	PG 64-22	4% @ 70 Gyr.	15
HOT-MIX ASPHALT SHOULDER	PG 58-28	2% @ 30 Gyr.	50

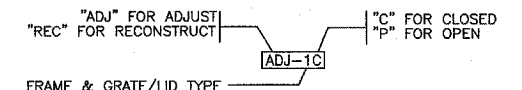
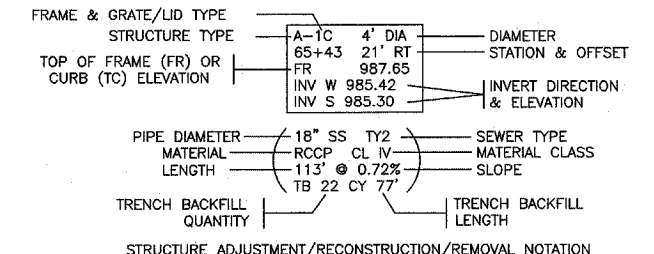
THE UNIT WEIGHT USED FOR ALL HOT-MIX ASPHALT QUANTITIES IS 112 POUNDS PER INCH THICKNESS PER SQUARE YARD.

SUPPLEMENTAL LEGEND

SEE IDOT HIGHWAY STANDARDS FOR ADDITIONAL INFORMATION



SEWER STRUCTURE AND PIPE NOTATION



⊕ DENOTES STRUCTURE TO BE FILLED

⊗ DENOTES STRUCTURE TO BE REMOVED

STATE STANDARDS

- 000001-04 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-01 AREAS OF REINFORCEMENT BARS
- 280001-03 TEMPORARY EROSION CONTROL SYSTEMS
- 424001-04 CURB RAMPS FOR SIDEWALKS
- 442201-02 CLASS C AND D PATCHES
- 542301-01 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 601001-01 SUB-SURFACE DRAINS
- 602001 CATCH BASIN, TYPE A
- 602011 CATCH BASIN, TYPE C
- 602401-01 MANHOLE, TYPE A
- 602601-01 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 602701-01 MANHOLE STEPS
- 604001-02 FRAME AND LIDS, TYPE 1
- 604091-01 FRAME AND GRATE, TYPE 24
- 606001-03 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 606301-03 PC CONCRETE ISLANDS AND MEDIANS
- 701001-01 OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 4.5 M (15') AWAY
- 701006-02 OFF-ROAD OPERATIONS, 2L, 2W, 4.5 M (15') TO 600 MM (24") FROM PAVEMENT EDGE
- 701201-02 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
- 701501-03 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701601-04 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
- 701701-04 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-03 LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 702001-06 TRAFFIC CONTROL DEVICES
- 720001 SIGN PANEL MOUNTING DETAILS
- 720006-01 SIGN PANEL ERECTION DETAILS
- 720011 METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
- 728001 APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
- 780001-01 TYPICAL PAVEMENT MARKINGS
- 781001-02 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				1000-2A ROADWAY	Y003 LANDSCAPING ORNAMENTAL	Y080 TRAINING
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	8	8		
20200100	EARTH EXCAVATION	CU YD	5,495	5,495		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,785	2,785		
* 20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	2,785	2,785		
20800150	TRENCH BACKFILL	CU YD	657	657		
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	5,569	5,569		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	6,408	6,408		
21101685	TOPSOIL FURNISH AND PLACE, 24"	SQ YD	426	426		
21301084	EXPLORATION TRENCH 84" DEPTH	FOOT	50	50		
* 21400100	GRADING AND SHAPING DITCHES	FOOT	50	50		
Δ 25000210	SEEDING, CLASS 2A	ACRE	0.5	0.5		
Δ 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	95	95		
Δ 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	95	95		
Δ 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	95	95		
Δ 25100115	MULCH, METHOD 2	ACRE	1.7	1.7		
25100630	EROSION CONTROL BLANKET	SQ YD	2,420	2,420		
Δ 25200110	SODDING, SALT TOLERANT	SQ YD	3,988	3,988		
Δ 25200200	SUPPLEMENTAL WATERING	UNIT	60	60		
Δ 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	170	170		
28000300	TEMPORARY DITCH CHECKS	EACH	7	7		
28000400	PERIMETER EROSION BARRIER	FOOT	2,495	2,495		
28000500	INLET AND PIPE PROTECTION	EACH	8	8		
28000510	INLET FILTERS	EACH	22	22		
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	7,153	7,153		
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	7	7		
40600300	AGGREGATE (PRIME COAT)	TON	16	16		
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	16	16		
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	1,073	1,073		
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	746	746		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	50	50		
42001300	PROTECTIVE COAT	SQ YD	1,448	1,448		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4,825	4,825		
42400800	DETECTABLE WARNINGS	SQ FT	8	8		
44000155	HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"	SQ YD	49	49		
* 44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	856	856		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	20	20		
44000600	SIDEWALK REMOVAL	SQ FT	3,896	3,896		
44300300	AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A	SQ YD	1,192	1,192		
48100700	AGGREGATE SHOULDERS, TYPE A 8"	SQ YD	689	689		
48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SQ YD	407	407		
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2	2		
550A2320	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 12"	FOOT	652	652		
550A2340	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 18"	FOOT	30	30		
550A2520	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12"	FOOT	162	162		
550A2530	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 15"	FOOT	96	96		
550A2540	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 18"	FOOT	504	504		
550A2560	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 24"	FOOT	100	100		
55100300	STORM SEWER REMOVAL 8"	FOOT	35	35		
55100500	STORM SEWER REMOVAL 12"	FOOT	140	140		
55101200	STORM SEWER REMOVAL 24"	FOOT	100	100		
60107600	PIPE UNDERDRAINS 4"	FOOT	1,050	1,050		
60107700	PIPE UNDERDRAINS 6"	FOOT	100	100		
60202405	CATCH BASINS, TYPE A, 4-DIAMETER	EACH	3	3		
60205605	CATCH BASINS, TYPE A, 5-DIAMETER	EACH	2	2		
* 60213300	CATCH BASINS, SPECIAL	EACH	13	13		
60220200	MANHOLES, TYPE A, 4-DIAMETER	EACH	7	7		
60222900	MANHOLES, TYPE A, 5-DIAMETER	EACH	1	1		
60250200	CATCH BASINS TO BE ADJUSTED	EACH	1	1		
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2	2		
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2	2		
60266100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	2	2		
60404950	FRAMES AND GRATES, TYPE 24	EACH	6	6		
* 60405700	FRAMES AND GRATES, SPECIAL	EACH	13	13		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				1000-2A ROADWAY	Y003 LANDSCAPING ORNAMENTAL	Y080 TRAINING
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	3	3		
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	11	11		
60500040	REMOVING MANHOLES	EACH	2	2		
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,025	1,025		
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1,970	1,970		
* 60618200	BITUMINOUS MEDIAN SURFACE	SQ FT	1,084	1,084		
67100100	MOBILIZATION	L SUM	1	1		
* 70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1		
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2		
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	600	600		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	19,660	19,660		
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	1,000	1,000		
72000100	SIGN PANEL - TYPE 1	SQ FT	41	41		
72900100	METAL POST - TYPE A	FOOT	116	116		
72900200	METAL POST - TYPE B	FOOT	13	13		
Δ 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	141	141		
Δ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8,372	8,372		
Δ 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	739	739		
Δ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	264	264		
Δ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	16	16		
Δ 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	166	166		
78300100	PAVEMENT MARKING REMOVAL	SQ FT	5,350	5,350		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	20	20		
Δ A2004724	TREE, GLEDITSIA TRIACANTHOS INERMIS SHADEMASTER (SHADEMASTER THORNLESS COMMON HONEYLOCUST), 3" CALIPER, BALLED AND BURLAPPED	EACH	4		4	
Δ C2005824	SHRUB, RHUS AROMATICA GRO-LOW (GRO-LOW FRAGRANT SUMAC), 2" WIDTH, BALLED AND BURLAPPED	EACH	18		18	
* Δ K1005481	SHREDDED BARK MULCH 3"	SQ YD	255		255	
* Δ X0321501	WEED BARRIER FABRIC	SQ YD	167	167		
* X0321558	SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1		
* X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	18	18		
* Δ X0322923	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	4,295	4,295		
* Δ X0323117	LANDSCAPING GRAVEL	SQ YD	167	167		
* X0712400	TEMPORARY PAVEMENT	SQ YD	1,307	1,307		
* Δ XX000810	CONCRETE PAVERS	SQ FT	1,425	1,425		
* Δ XX003273	SEDUM 'AUTUMN JOY' (1 GAL)	EACH	57		57	
* XX003503	FLARED END SECTION REMOVAL	EACH	5	5		
* XX005078	CATCH BASINS, TYPE C, 2' DIAMETER	EACH	1	1		
* XX005472	DRAINAGE STRUCTURE SPECIAL	EACH	2	2		
* Δ XX006105	HEMEROCALLIS HAPPY RETURNS (HAPPY RETURNS DAYLILY) 1 GALLON	EACH	73		73	
* Δ XX006591	PAVEMENT TEXTURING	SQ FT	1,084	1,084		
* Δ XX006598	VINYL FENCE, 6'	FOOT	689	689		
* Δ XX006602	SHRUB, ARONIA MELANOCARPA 'MORTON' (IROQUOIS BEAUTY BLACK CHOKEBERRY), 2.5' HEIGHT, BALLED AND BURLAPPED	EACH	36		36	
* Δ XX006603	SHRUB, BERBERIS THUNBERGII 'BAILONE' (RUBY CAROUSEL BARBERRY), 2' HEIGHT, BALLED AND BURLAPPED	EACH	73		73	
* Δ XX006609	GRASSES, PANICUM VIRGATUM 'HEAVY METAL' (HEAVY METAL SWITCH GRASS), 1 GALLON	EACH	22		22	
* Δ XX006610	GRASSES, SCHIZACHYRUM SCOPARIUM (LITTLE BLUESTEM), 1 GALLON	EACH	44		44	
* Δ XX006611	GRASSES, SPOROBULUS HETEROLEPIS (PRAIRIE DROPSEED), 1 GALLON	EACH	51		51	
* XX006842	AGGREGATE FOR TEMPORARY ACCESS	TON	250	250		
* Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	8,752	8,752		
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
* Z0019600	DUST CONTROL WATERING	UNIT	70	70		
* Z0078600	TRAINEES	HOUR	500		500	
* XX006843	FILLING SANITARY MANHOLES TO MAINTAIN FLOW	EACH	1	1		
* XX006844	STORM SEWER REMOVAL 24" X 30" ELLIPTICAL	FOOT	125	125		
* XX006845	STABILIZED HOT-MIX ASPHALT PATH	SQ YD	1,070	1,070		
* XX006846	AGGREGATE FIELD ENTRANCE	SQ YD	111	111		
* Δ XX006847	VINYL FENCE, 4'	FOOT	950	950		
* Δ XX006848	TREE WELL	SQ FT	368	368		

* SEE SPECIAL PROVISIONS
 Δ SPECIALTY ITEM

F.A.U. ROUTE	CONTRACT NO.	COUNTY	TO SH
5348	87335	DEKALB	4
STATE SECTION		PROJECT HPP-2	
08-00160-02-WR		87335	
SUMMARY OF QUANTITIES			
F.H.W.A. REG.5 ILLINOIS			

SCHEDULE OF QUANTITIES

F.A.U. ROUTE	CONTRACT NO.	COUNTY	TOWNSHIP
534B	87335	DEKALB	4
STATE SECTION		SCHEDULE OF QUANTITIES	
06-00160-02-WR		F.H.W.A. REG.5 ILLINOIS PROJECT HPP-2	

EARTHWORK					
LOCATION	EARTH EXCAVATION	UNSUITABLE MATERIAL	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE 25%	EMBANKMENT	EARTHWORK BALANCE
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	WASTE (+) OR SHORTAGE (-)
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
ANNIE GLIDDEN ROAD	5495	2785	4121	1274	2847

PLAN ALLOWANCE		
ITEM	UNITS	QUANTITY
EXPLORATION TRENCH, 84" DEPTH	FOOT	50
SUPPLEMENTAL WATERING	UNIT	60
PAVEMENT MARKING REMOVAL	SQ FT	5350
RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	20
INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	50
AGGREGATE FOR TEMPORARY ACCESS	TON	250
DUST CONTROL WATERING	UNIT	70
SHORT-TERM PAVEMENT MARKING	FOOT	600
PAVEMENT MARKING TAPE, TYPE III, 4"	FOOT	1000
TEMPORARY INFORMATION SIGNING	SQ FT	18

AN ESTIMATED PLAN QUANTITY FOR EACH OF THESE ITEMS HAS BEEN SHOWN TO ESTABLISH UNIT PRICES FOR EACH ITEM. PAYMENT SHALL BE MADE FOR ACTUAL QUANTITIES COMPLETED WITHOUT AN ADJUSTMENT IN UNIT PRICE DUE TO A CHANGE IN PLAN QUANTITY.

PAVEMENT MARKING						
LOCATION	4"	8"	12"	24"	SYMBOLS	REFL. MARKERS
	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(SQ FT)	(EACH)
111+30 - 117+11	150					7
118+27 - 122+70	1366	213			47	42
123+50 - 127+85	1292	263			47	43
127+85 - 134+55	1882	263	92		47	38
134+55 - 141+50	3643		172			36
BELLEVUE	29			16		
TOTAL	8372	739	284	16	141	166

TREE WELLS		
LOCATION	TYPE	SQ FT
126+77, 59' RT	O	33
127+47, 55' LT	U	14
127+77, 56' LT	U	17
128+11, 56' LT	U	20
128+41, 55' LT	O	27
128+71, 57' LT	O	27
128+02, 57' LT	O	27
129+32, 57' LT	O	26
129+62, 58' LT	O	26
129+92, 58' LT	O	26
130+18, 55' LT	O	27
130+49, 58' LT	U	15
130+78, 58' LT	O	26
131+08, 59' LT	O	26
131+38, 59' LT	U	17
131+68, 59' LT	U	14
TOTAL		368

FRAMES, LIDS AND GRATES				
	TY 24 F&G	TY 1 OL	TY 1 CL	SPEC F&G
STORM SEWER STRUCTURES	3	3	8	13
ADJ & RECONST	3		3	
TOTAL	6	3	11	13

SEE STRUCTURE ADJUSTMENT TABLE FOR "SANITARY MANHOLES TO BE ADJUSTED WITH NEW TY 1 FRAME, CLOSED LID"

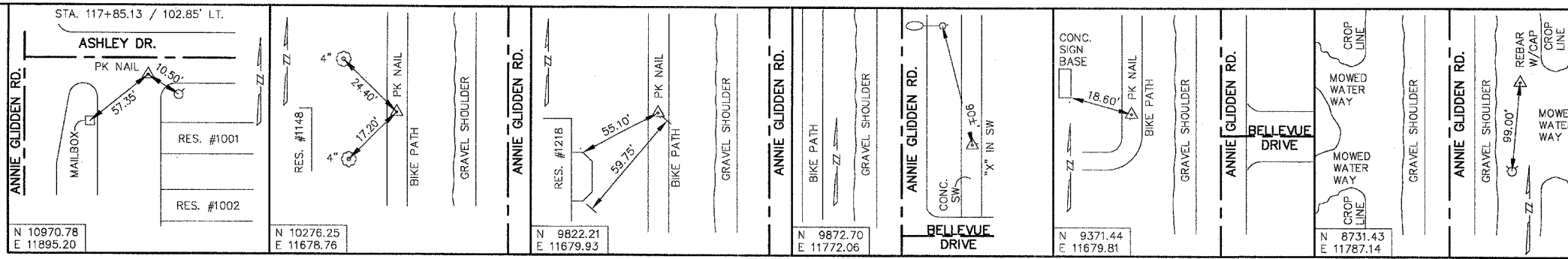
STORM SEWER STRUCTURES							
CB TY C 2' DIA TY 24 F&G	CB TY A 4' DIA TY 1 OL	CB TY A 5' DIA TY 24 F&G	CB SPEC SPEC F&G	MH TY A 4' DIA TY 1 CL	MH TY A 5' DIA TY 1 CL	DRAINAGE STRUCTURE SPECIAL	PRC FES 12"
50+67, 15' LT	126+60, 0' RT	133+35, 35' RT	128+30, 35' RT	126+40, 37' LT	133+42, 37' RT	133+05, 59' RT	134+75, 41' RT
	129+55, 0' LT	133+35, 35' LT	128+60, 35' RT	128+55, 37' LT		133+35, 59' RT	134+75, 42' LT
	130+20, 2' LT		128+60, 35' LT	129+50, 37' LT			
			129+55, 35' RT	130+45, 37' LT			
			129+55, 35' LT	131+34, 37' LT			
			130+50, 35' RT	132+30, 37' LT			
			130+50, 35' LT	133+93, 39' LT			
			131+39, 35' RT				
			131+39, 35' LT				
			131+49, 35' RT				
			131+49, 35' LT				
			132+40, 35' RT				
			132+40, 35' LT				
1	3	2	13	7	1	2	2

NOTE: STATION AND OFFSET MAY BE ROUNDED. SEE UTILITY PLAN AND PROFILE SHEETS FOR EXACT LOCATION.

STRUCTURE ADJUSTMENT, RECONSTRUCT, REMOVAL AND FILL								
CB ADJ TY 24 F&G	CB REC TY 24 F&G	VV ADJ TY 1 CL	SAN MH ADJ TY 1 CL	SAN MH FILL MAINTAIN FLOW	MH REM	FES REM	VV REC	VV REC TY 1 CL
125+40, 35' LT	125+40, 35' RT	125+74, 39' RT	127+77, 45' RT	127+78, 46' LT	130+33, 29' LT	129+18, 31' RT	134+50, 38' RT	134+14, 53' LT
	126+30, 35' LT	134+37, 26' RT			133+42, 37' LT	130+18, 34' LT		
						130+49, 33' LT		
						133+14, 33' RT		
						134+57, 38' LT		
1	2	2	1	1	2	5	1	1

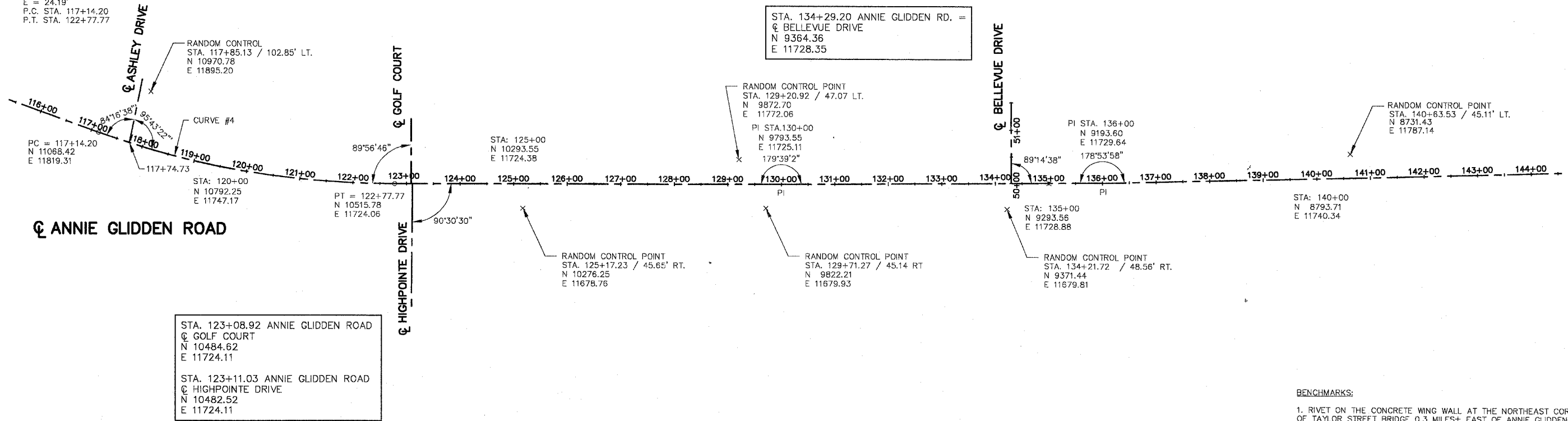
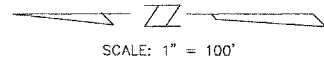
F.A.U.	CONTRACT NO.	COUNTY	TS
ROUTE	87335	DEKALB	S
5348	STATE SECTION		
	06-00160-02-WR		
ALIGNMENT, TIES AND BENCHMARKS			
F.H.W.A. REG.5 ILLINOIS PROJECT HPP-			

RANDOM CONTROL POINTS



**PROPOSED ANNIE GLIDDEN ROAD
 CENTER LINE CURVE DATA - CURVE #4**

P.I. = 119+98.80
 $\Delta = 19^\circ 43' 30''$
 $D = 03^\circ 30' 00''$
 $R = 1637.02'$
 $T = 284.60'$
 $L = 563.57'$
 $E = 24.19'$
 P.C. STA. 117+14.20
 P.T. STA. 122+77.77



- BENCHMARKS:**
1. RIVET ON THE CONCRETE WING WALL AT THE NORTHEAST CORNER OF TAYLOR STREET BRIDGE 0.3 MILES± EAST OF ANNIE GLIDDEN ROAD.
ELEVATION: 851.32
 2. NORTHWEST BOLT ON FIRE HYDRANT AT THE SOUTHWEST CORNER OF ANNIE GLIDDEN ROAD AND TAYLOR STREET.
ELEVATION: 852.22
 3. BOLT BY ARROW ON HYDRANT AT THE NORTHWEST CORNER OF HIGHPOINTE DRIVE AND ANNIE GLIDDEN ROAD.
ELEVATION: 876.74

F.A.U.	CONTRACT NO.	COUNTY	TO
ROUTE	87335	DEKALB	SH
5348	STATE SECTION		4
	08-00160-02-WR		
TYPICAL SECTIONS			
F.H.W.A. REC.5 ILLINOIS PROJECT HPP-2			

PAVEMENT DESIGN INFORMATION

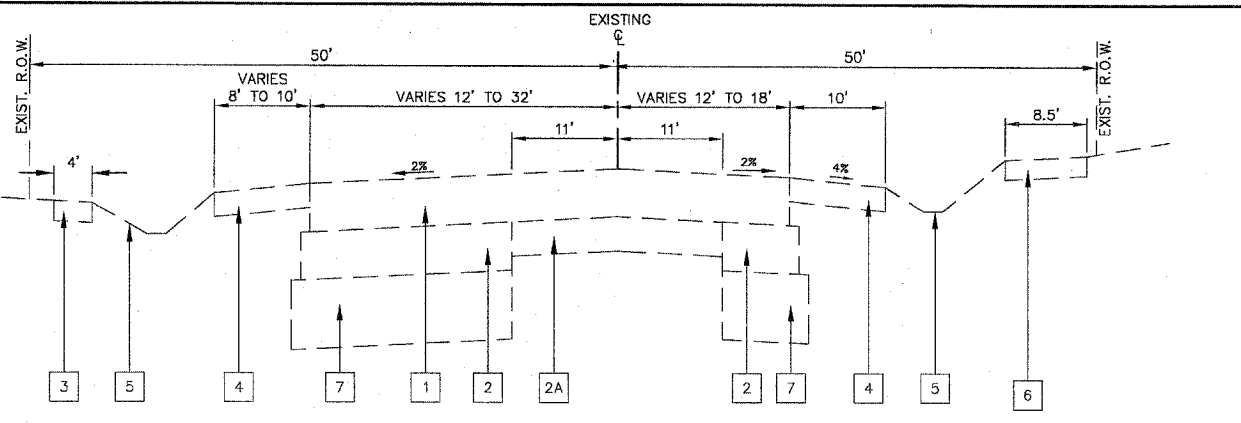
ANNIE GLIDDEN ROAD
 CLASS I ROAD
 2015 ADT 19150
 STRUCTURAL DESIGN TRAFFIC
 PV 18385 (96%)
 SU 190 (1%)
 MU 575 (3%)
 PAVEMENT DESIGN
 SSR POOR
 TF 2.75
 AC 20 (PG 64-22)
 AC MIX TEMP 78F
 MODULUS 600 KSI
 AC MICROSTRAIN 76
 PAVEMENT THICKNESS REQUIRED 11-3/4"
 PAVEMENT THICKNESS PROVIDED 12"

EXISTING TYPICAL SECTION LEGEND

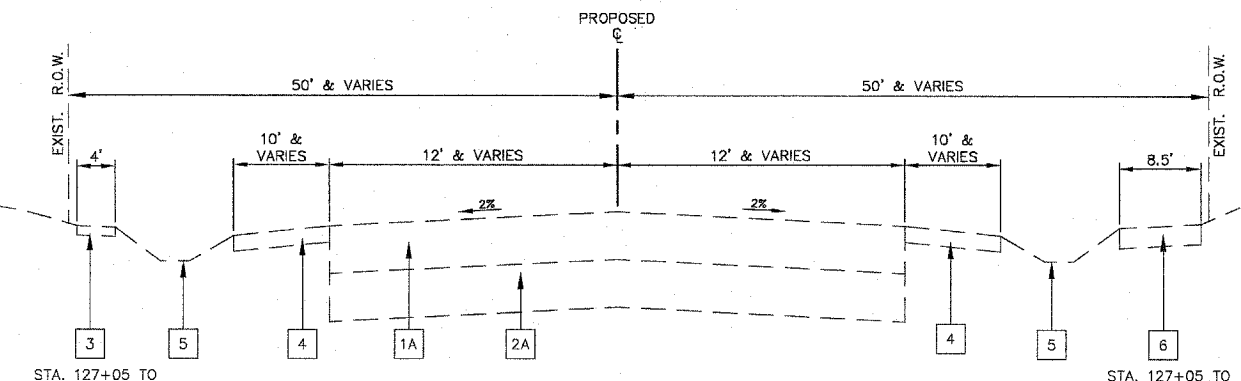
- 1 EXISTING ASPHALT PAVEMENT 12" & VARIES
- 1A EXISTING ASPHALT PAVEMENT 9" & VARIES
- 2 EXISTING AGGREGATE SUBGRADE, 12" & VAR
- 2A EXISTING AGGREGATE SUBGRADE, 6" & VARIE
- 3 EXISTING SIDEWALK
- 4 EXISTING AGGREGATE SHOULDERS
- 5 EXISTING GROUND
- 6 EXISTING ASPHALT PATH
- 7 EXISTING POROUS GRANULAR EMBANKMENT

PROPOSED TYPICAL SECTION LEGEND

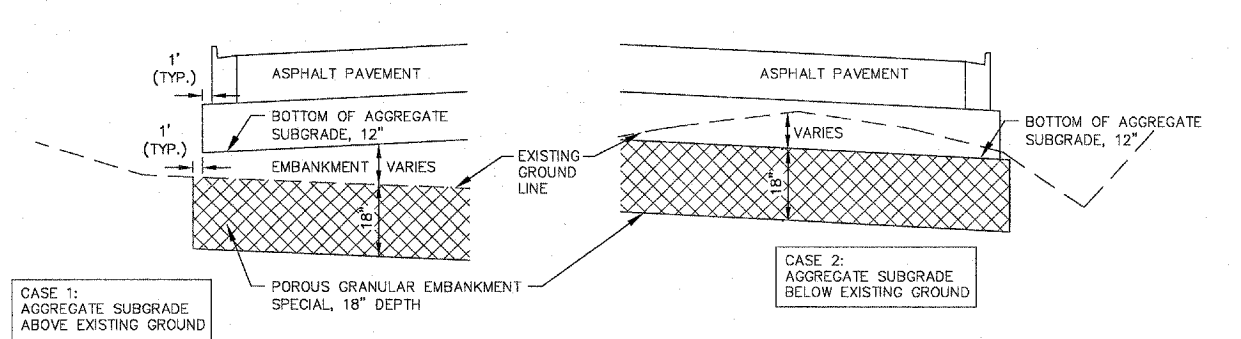
- 1 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- 2 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- 3 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
- 4 HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 2-1/2"
- 5 HOT-MIX ASPHALT BASE COURSE, 8"
- 6 AGGREGATE SUBGRADE, 12"
- 7 PORTLAND CEMENT CONCRETE SIDEWALK, 5" WITH AGGREGA
BASE COURSE, TYPE B, 3"
- 8 STABILIZED HOT-MIX ASPHALT PATH
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30, 3";
AGGREGATE BASE COURSE, TYPE B, 6"
- 9 POROUS GRANULAR EMBANKMENT, SPECIAL 18" WITH
GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- 10 TOPSOIL FURNISH AND PLACE, 4"
- 11 SODDING, SALT TOLERANT
- 12 AGGREGATE SHOULDERS, TYPE A, 8"
- 13 LEVELING BINDER (MACHINE METHOD), N70
- 14 EMBANKMENT
- 15 SEGMENTAL CONCRETE BLOCK WALL
- 16 VINYL FENCE
- 17 TOPSOIL FURNISH AND PLACE, 24" (LANDSCAPED MEDIAN
SEE MEDIAN LANDSCAPING DETAILS)
- 18 LANDSCAPING GRAVEL, 4" & WEED BARRIER FABRIC
- 19 CONCRETE PAVERS
- 20 SEEDING, CLASS 2A
- 21 AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A



**EXISTING TYPICAL SECTION
ANNIE GLIDDEN ROAD
STA. 124+75 TO STA. 127+05**



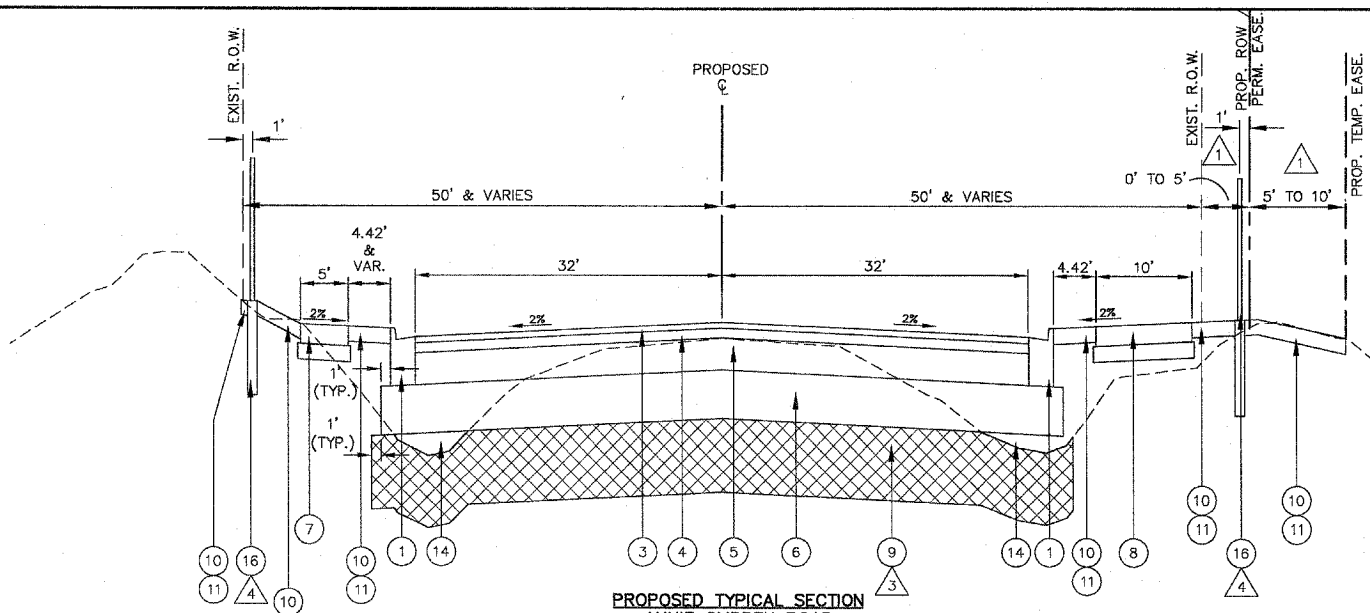
**EXISTING TYPICAL SECTION
ANNIE GLIDDEN ROAD
STA. 127+05 TO STA. 134+15**



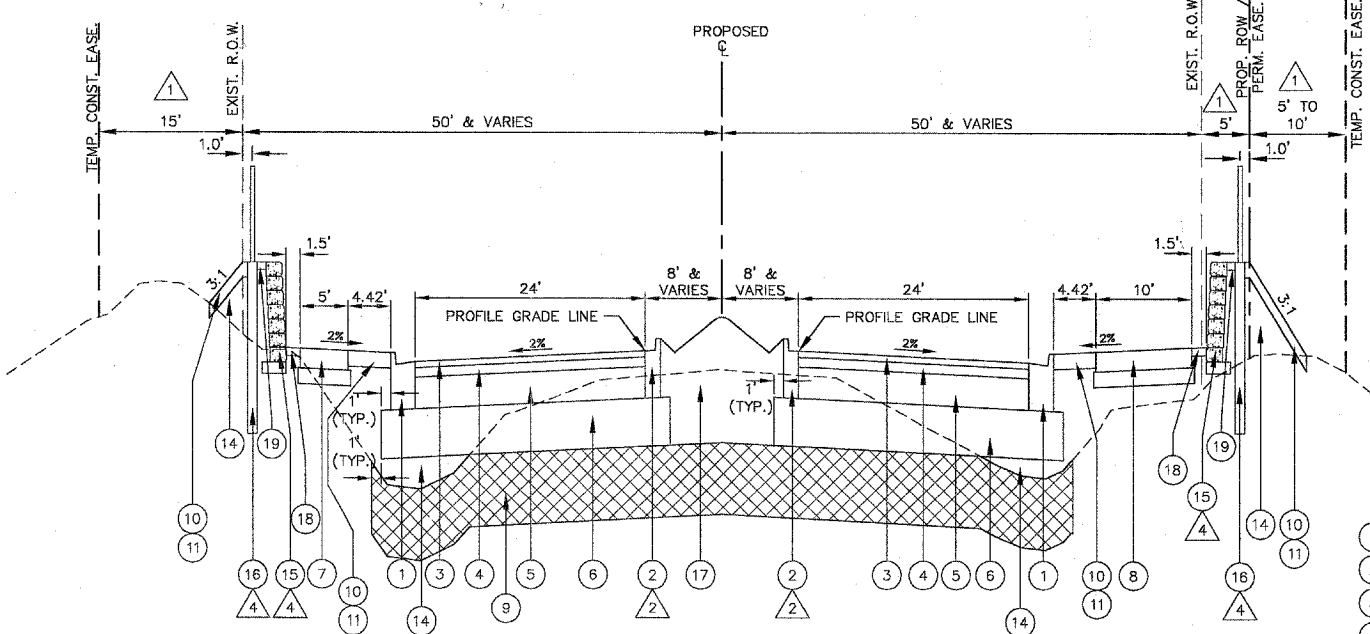
UNDERCUT AND POROUS GRANULAR EMBANKMENT, SPECIAL DETAIL

NOTES:

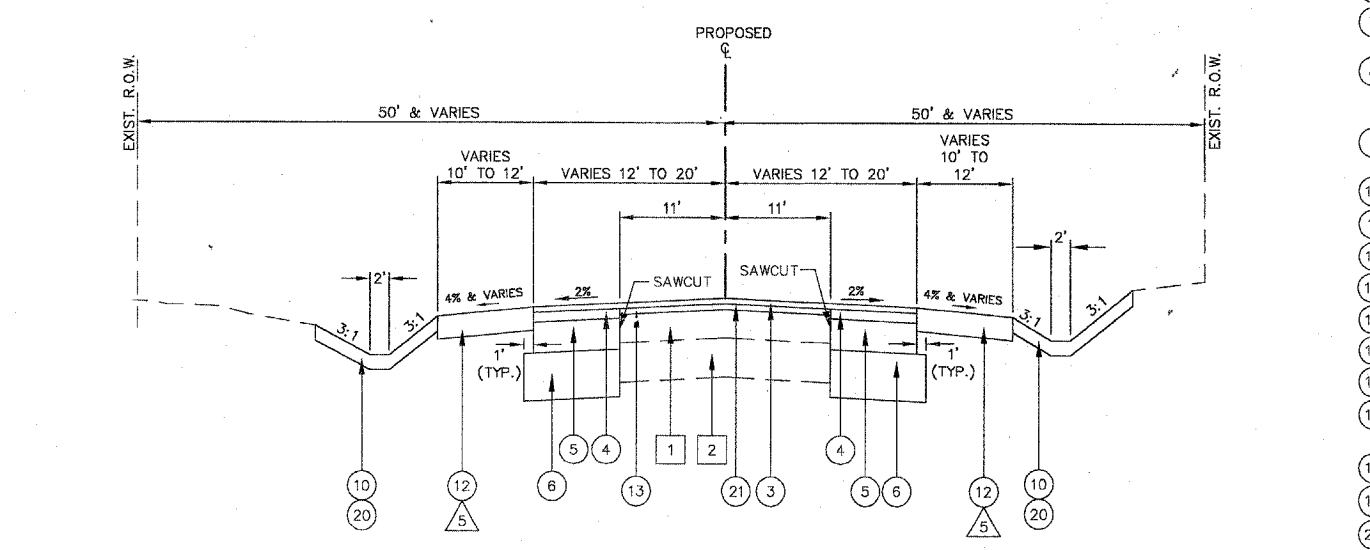
- 1 15' - PROP. TEMP. EASE. STA. 127+76 TO STA. 132+00 (LT)
5' - PROP. ROW. STA. 125+11 TO STA. 130+24 (RT)
5' - PROP. PERM. EASE. STA. 130+24 TO STA. 132+85 (RT)
10' - PROP. TEMP. EASE. STA. 124+53 TO STA. 125+13 (RT)
5' - PROP. TEMP. EASE. STA. 125+13 TO STA. 126+10 (RT)
10' - PROP. TEMP. EASE. STA. 126+10 TO STA. 130+23 (RT)
5' - PROP. TEMP. EASE. STA. 130+23 TO STA. 132+85 (RT)
10' - PROP. TEMP. EASE. STA. 132+85 TO STA. 132+95 (RT)
20' - PROP. TEMP. EASE. STA. 132+95 TO STA. 133+45 (RT)
10' - PROP. TEMP. EASE. STA. 133+45 TO STA. 134+45 (RT)
- 2 GUTTER SLOPE FOR B-6.12 C & G TO BE 2% OUT TOWARD
ROADWAY PAVEMENT
- 3 UNDERCUT AND PGES LIMITS
STA. 124+65 TO STA. 131+50
- 4 6' FENCE LIMITS:
STA. 124+68 TO STA. 126+21 (LT)
STA. 125+12 TO STA. 126+27 (RT)
STA. 131+87 TO STA. 133+35 (LT)
STA. 130+11 TO STA. 132+84 (RT)
- 4' FENCE LIMITS:
STA. 126+21 TO STA. 131+87 (LT)
STA. 126+27 TO STA. 130+11 (RT)
- BLOCK WALL:
STA. 126+10 TO STA. 132+00 (LT)
STA. 126+16 TO STA. 130+24 (RT)
- 5 STA. 134+55 TO STA. 136+00 (LT & RT)
HOT-MIX ASPHALT SHOULDERS, 10" WITH AGGREGATE
SUBGRADE, 12" @ 2% CROSS SLOPE



**PROPOSED TYPICAL SECTION
ANNIE GLIDDEN ROAD
STA. 124+65 TO STA. 126+12
STA. 131+23 TO STA. 134+55**



**PROPOSED TYPICAL SECTION
ANNIE GLIDDEN ROAD
STA. 126+12 TO STA. 131+23**



**PROPOSED TYPICAL SECTION
ANNIE GLIDDEN ROAD
STA. 134+55 TO STA. 139+00**

F.A.U. ROUTE	CONTRACT NO.	COUNTY	TO SH
5348	87335	DEKALB	4
STATE SECTION		STAGING NOTES AND TYPICAL SECTIONS	
05-00160-02-WR		F.H.W.A. REG.5 ILLINOIS PROJECT HPP-5	

CONSTRUCTION STAGING SEQUENCE

ALL CONSTRUCTION STAGING MUST BE COORDINATED WITH CONSTRUCTION STAGING BY OTHERS FOR CONTRACT NO. 87330 ON ANNIE GLIDDEN ROAD.

INSTALL CHANGEABLE MESSAGE SIGNS (2 TOTAL) ON NORTHBOUND AND SOUTHBOUND ANNIE GLIDDEN ROAD, TWO WEEKS PRIOR TO COMMENCEMENT OF WORK TO NOTIFY THE MOTORING PUBLIC CONCERNING THE UPCOMING ROADWAY CONSTRUCTION. WORK ZONE 30 MPH CONSTRUCTION SPEED LIMIT SIGNS SHALL BE POSTED ON ANNIE GLIDDEN ROAD THROUGHOUT CONSTRUCTION. INFORMATIONAL WARNING SIGNS FOR NARROW TRAVEL LANES (10'-0") SHALL BE INSTALLED 500' IN ADVANCE OF THE PROJECT LIMITS ON ANNIE GLIDDEN ROAD.

STAGE 1 CONSTRUCTION

ESTABLISH TRAFFIC CONTROL AND PAVEMENT MARKING PER STAGE 1 PLAN AND APPLICABLE IDOT STANDARDS.

INSTALL TEMPORARY EROSION CONTROL DEVICES PER STAGE 1 PLAN AND APPLICABLE DETAILS.

CONSTRUCT STORM SEWER WITHIN STAGE 1.

CONSTRUCT TEMPORARY PAVEMENT.

CONSTRUCT ASPHALT PAVEMENT AND SHOULDER TO BINDER WITHIN STAGE 1.

INSTALL TEMPORARY SEEDING THROUGHOUT STAGE 1 AS REQUIRED.

STAGE 2 CONSTRUCTION

ESTABLISH TRAFFIC CONTROL AND PAVEMENT MARKING PER STAGE 2 PLAN AND APPLICABLE IDOT STANDARDS.

INSTALL TEMPORARY EROSION CONTROL DEVICES PER STAGE 2 PLAN AND APPLICABLE DETAILS.

CONSTRUCT STORM SEWER WITHIN STAGE 2.

CONSTRUCT CURB AND GUTTER AND MEDIANS WITHIN STAGE 2.

CONSTRUCT BITUMINOUS PAVEMENT TO BINDER ELEVATION.

INSTALL TEMPORARY SEEDING THROUGHOUT STAGE 2 AS REQUIRED.

STAGE 3 CONSTRUCTION

ESTABLISH TRAFFIC CONTROL AND PAVEMENT MARKING PER STAGE 3 PLAN AND APPLICABLE IDOT STANDARDS.

INSTALL TEMPORARY EROSION CONTROL DEVICES PER STAGE 3 PLAN AND APPLICABLE DETAILS.

CONSTRUCT STORM SEWER WITHIN STAGE 3.

CONSTRUCT CURB AND GUTTER AND MEDIANS WITHIN STAGE 3.

CONSTRUCT BITUMINOUS PAVEMENT TO BINDER ELEVATION.

INSTALL TEMPORARY SEEDING THROUGHOUT STAGE 3 AS REQUIRED.

STAGE 4 CONSTRUCTION

COMPLETE CONSTRUCTION OF MEDIANS.

COMPLETE FINAL PAVEMENT SURFACE COURSE, PAVEMENT MARKING AND SIGNING.

COMPLETE LANDSCAPE RESTORATION.

CONSTRUCTION STAGING TRAFFIC CONTROL AND PROTECTION GENERAL NOTES

1. TRAFFIC CONTROL AND PROTECTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, CONTRACT SPECIAL PROVISIONS, CONSTRUCTION STAGING PLANS, AND AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL SHOWN IN THE CONSTRUCTION STAGING PLAN REPRESENTS A GUIDE FOR THE SAFE MANAGEMENT OF TRAFFIC DURING THE EXECUTION OF THE WORK. MODIFICATIONS MAY BE NECESSARY DUE TO LOCAL CONDITIONS AT THE TIME OF CONSTRUCTION. ANY PROPOSED CHANGES BY THE CONTRACTOR TO THESE TRAFFIC CONTROL PLANS SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEING IMPLEMENTED. ANY MODIFICATIONS OR ADDITIONS REQUIRED BY THE ENGINEER WILL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION, SPECIAL, UNLESS A SEPARATE PAY ITEM HAS BEEN ESTABLISHED FOR THE WORK.

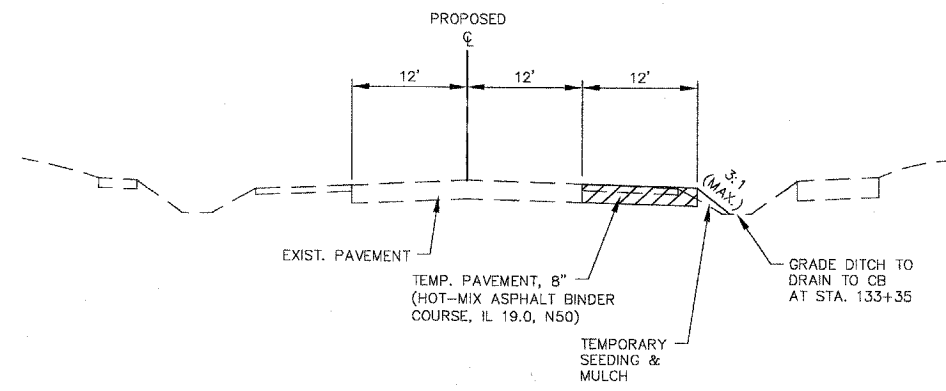
2. ANY EXISTING OR TEMPORARY PAVEMENT MARKINGS WHICH CONFLICT WITH MARKINGS REQUIRED FOR A GIVEN CONSTRUCTION STAGE SHALL BE REMOVED ACCORDING TO SECTION 78.3 OF THE STANDARD SPECIFICATIONS.

3. ANNIE GLIDDEN ROAD SHALL HAVE A MINIMUM OF ONE THROUGH LANE OPEN IN EACH DIRECTION AT ALL TIMES, OR AS APPROVED BY THE ENGINEER.

4. ACCESS TO ADJACENT PROPERTIES AND SIDE STREETS SHALL BE MAINTAINED AT ALL TIMES, OR AS APPROVED BY THE ENGINEER.

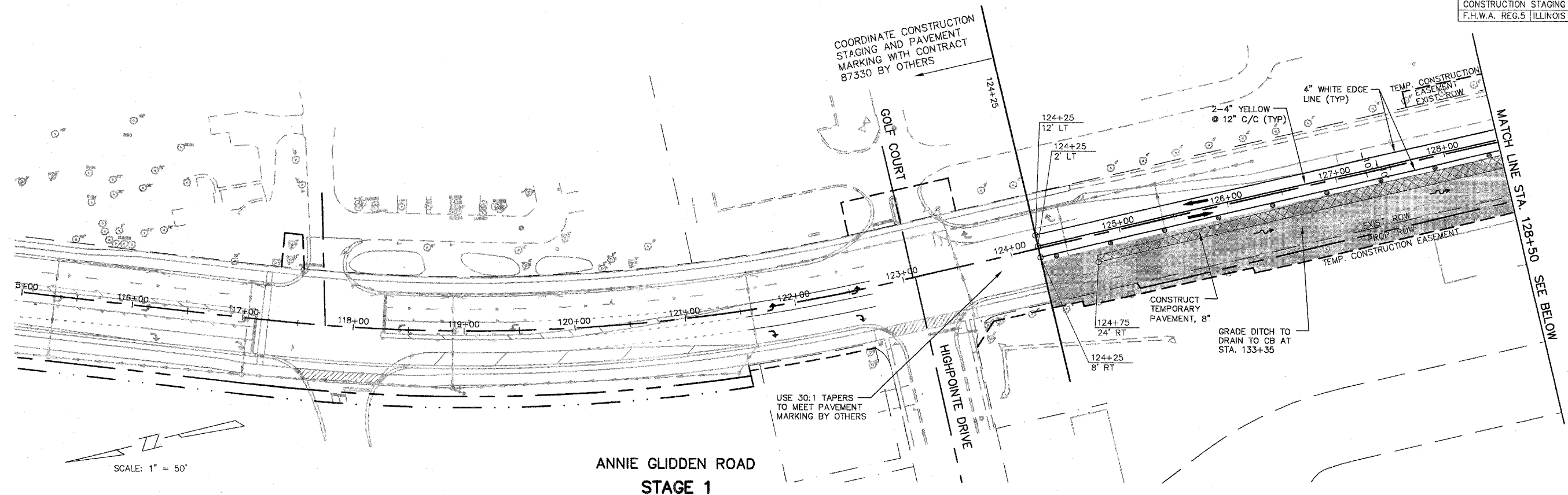
5. TEMPORARY PAVEMENT MARKING APPLIED TO FINAL PAVEMENT SURFACES AND EXISTING PAVEMENT SURFACES TO REMAIN SHALL BE PAVEMENT MARKING TAPE, TYPE III.

6. PLATING AND/OR DRAINAGE STRUCTURE ADJUSTMENTS MAY BE REQUIRED DUE TO THE STAGING OF CONSTRUCTION. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, SPECIAL.



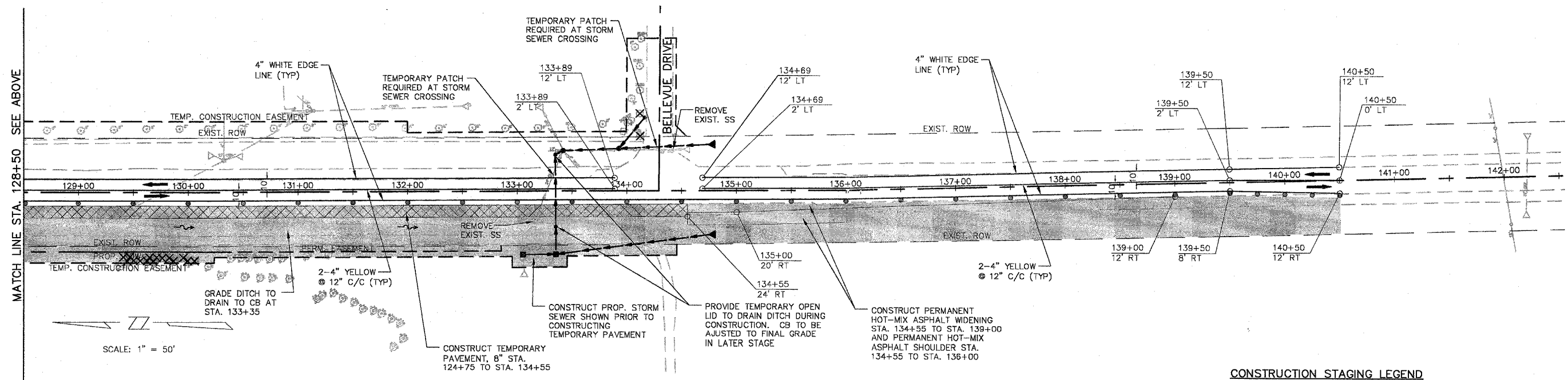
TEMPORARY PAVEMENT
 TYPICAL SECTION
 STA 124+75 TO STA 134+55

F.A.U. ROUTE	CONTRACT NO.	COUNTY
5348	87335	DEKALB
STATE SECTION	06-00180-02-WR	
CONSTRUCTION STAGING PLAN - STAGE		
F.H.W.A. REG.5	ILLINOIS	PROJECT HPP-



SCALE: 1" = 50'

**ANNIE GLIDDEN ROAD
STAGE 1**



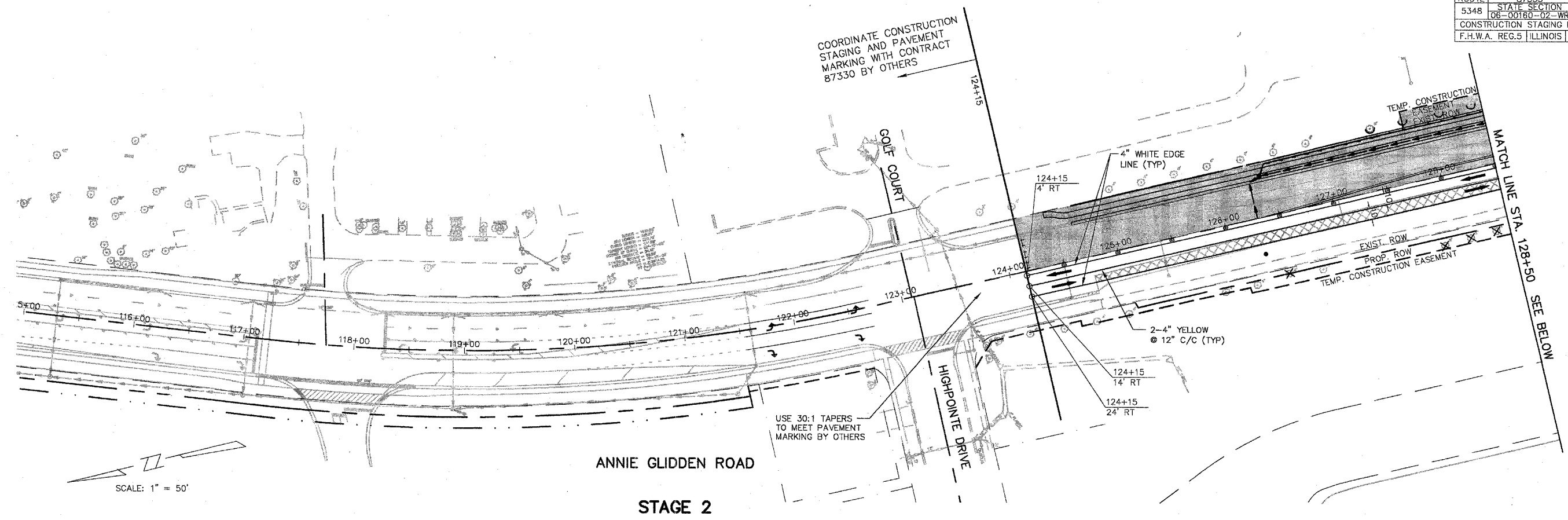
SCALE: 1" = 50'

**ANNIE GLIDDEN ROAD
STAGE 1**

CONSTRUCTION STAGING LEGEND

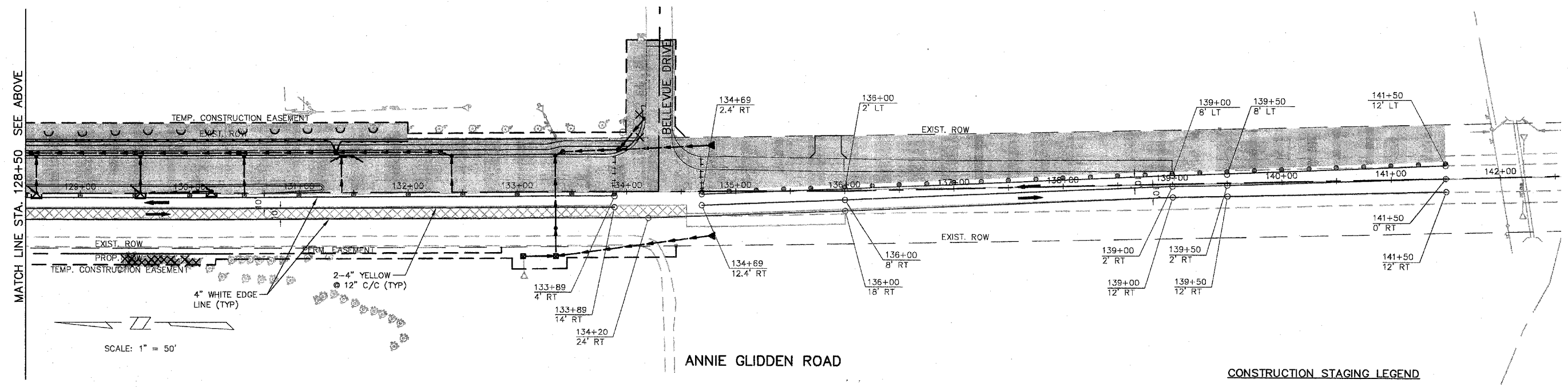
- TRAFFIC CONTROL DEVICE (BARRICADE, DRUM, VERTICAL PANEL) WITH STEADY BURN LIGHT AT 50' C/C (TYP); 25' C/C ON TAPERS; 10' C/C AT INTERSECTION RETURNS AND DRIVEWAYS
- ▨ WORK ZONE
- ➔ DIRECTION OF TRAFFIC MOVEMENT
- ▤ TEMPORARY PAVEMENT
- ⊥ TYPE III BARRICADE

F.A.U. ROUTE	CONTRACT NO.	COUNTY	TO SH
5348	87335	DEKALB	4
STATE SECTION		CONSTRUCTION STAGING PLAN - STAGE	
06-00180-02-WR		F.H.W.A. REG.5 ILLINOIS PROJECT HPP-2	



SCALE: 1" = 50'

ANNIE GLIDDEN ROAD
STAGE 2

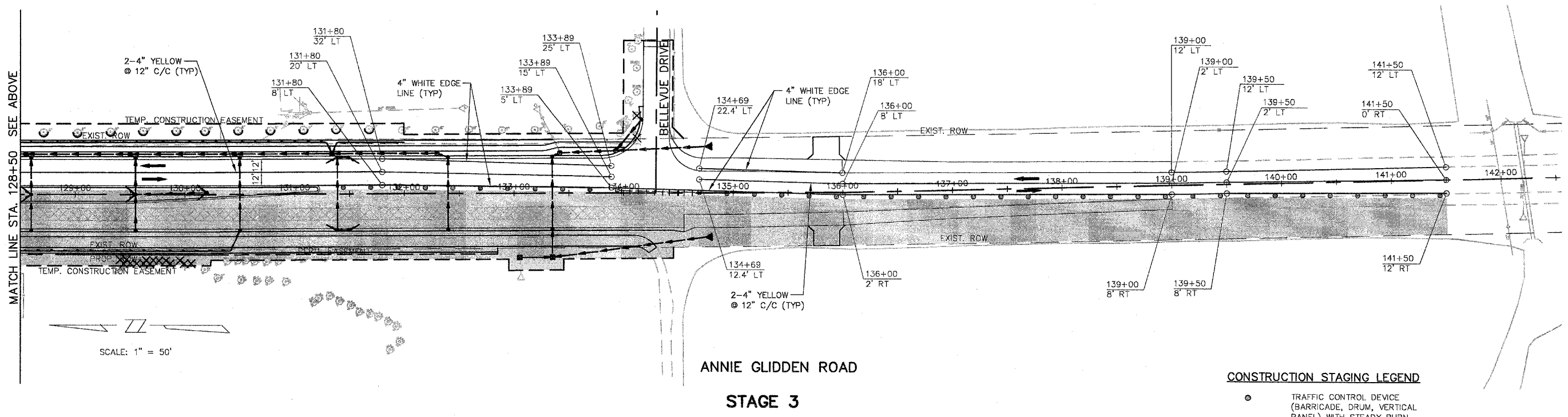
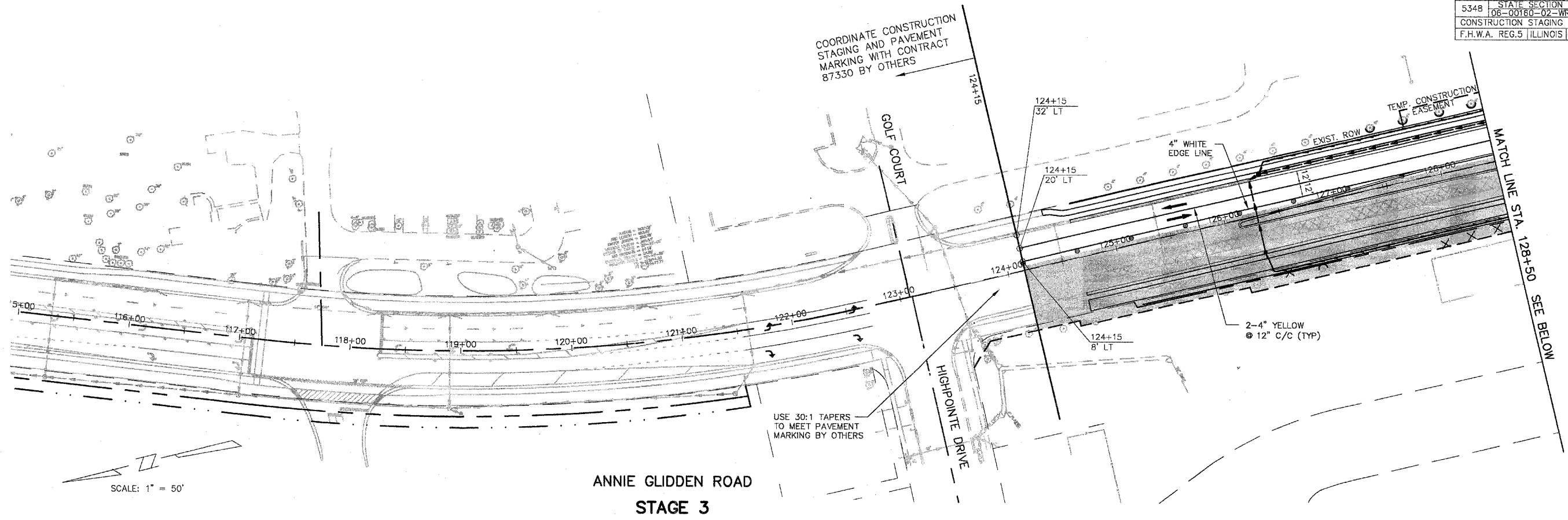


SCALE: 1" = 50'

ANNIE GLIDDEN ROAD
STAGE 2

CONSTRUCTION STAGING LEGEND

- TRAFFIC CONTROL DEVICE (BARRICADE, DRUM, VERTICAL PANEL) WITH STEADY BURN LIGHT AT 50' C/C (TYP); 25' C/C ON TAPERS; 10' C/C AT INTERSECTION RETURNS AND DRIVEWAYS
- ▨ WORK ZONE
- ➔ DIRECTION OF TRAFFIC MOVEMENT
- ▧ TEMPORARY PAVEMENT
- ⊥ TYPE III BARRICADE



- CONSTRUCTION STAGING LEGEND**
- TRAFFIC CONTROL DEVICE (BARRICADE, DRUM, VERTICAL PANEL) WITH STEADY BURN LIGHT AT 50' C/C (TYP); 25' C/C ON TAPERS; 10' C/C AT INTERSECTION RETURNS AND DRIVEWAYS
 - ▨ WORK ZONE
 - ➔ DIRECTION OF TRAFFIC MOVEMENT
 - ▤ TEMPORARY PAVEMENT
 - ⊥ TYPE III BARRICADE

F.A.U. ROUTE	CONTRACT NO. 87335	COUNTY	TO SH
5348	STATE SECTION 06-00160-02-WR	DEKALB	4
EROSION CONTROL PLAN NOTES			
F.H.W.A. REG.5 ILLINOIS		PROJECT HPP-2	

EROSION CONTROL NOTES:

THE FOLLOWING PLAN WAS ESTABLISHED AND INCLUDED IN THESE PLANS TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE SILTATION WITHIN THE CONSTRUCTION ZONE AND TO ELIMINATE SEDIMENTS FROM ENTERING AND LEAVING THE CONSTRUCTION ZONE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN ITEMS, AS SHOWN IN THIS PLAN AND REFERENCED BY THE LEGEND, SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION RESULTING FROM THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

REFER TO BDE 2342 "STORM WATER POLLUTION PREVENTION PLAN" IN THE CONTRACT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING THE SITE DESCRIPTION AND MISCELLANEOUS PROCEDURES.

1. ALL WORK PROPOSED ON THE EROSION CONTROL PLAN SHALL BE DONE IN ACCORDANCE WITH THE "ILLINOIS URBAN MANUAL" (LATEST EDITION), THE STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND DETAILS AS SHOWN IN THE PLANS. THE CONTRACTOR IS DIRECTED TO THE CONTRACT SPECIAL PROVISIONS FOR THE APPLICABLE CONSTRUCTION STANDARD AND SUPPLEMENTAL INFORMATION. MAINTENANCE, CLEANING, REPLACEMENT, AND FINAL REMOVAL OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE COST OF THE ITEM. FAILURE TO MAINTAIN ANY EROSION CONTROL ITEM AS REQUIRED BY THE ENGINEER WILL REQUIRE THE ENGINEER TO FILE AN INCIDENCE OF NONCOMPLIANCE (ION) WITH THE ILLINOIS EPA.

2. THE CONSTRUCTION LIMITS WILL BE IDENTIFIED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.

3. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY OR PERMANENT MEASURES. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF SOIL DISTURBANCE. WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY.

4. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY. ANY PROPOSED CHANGES BY THE CONTRACTOR TO THESE EROSION CONTROL PLANS SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEING IMPLEMENTED. ANY MODIFICATIONS OR ADDITIONS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE EROSION CONTROL ITEM.

5. THE TEMPORARY EROSION CONTROL SYSTEMS MAY BE UTILIZED IN MULTIPLE CONSTRUCTION STAGES AS SHOWN IN THE PLANS. THESE SYSTEMS SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AS DIRECTED BY THE ENGINEER.

6. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO APPROVAL AND USE, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO THE ENGINEER UPON REQUEST.

7. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA ON SITE. THIS COST SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

8. DISTURBED AREAS SHALL BE PERMANENTLY SEEDED OR SODDED IMMEDIATELY AFTER GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED WITHIN 14 CALENDAR DAYS FROM DISTURBANCE OR RE-DISTURBANCE.

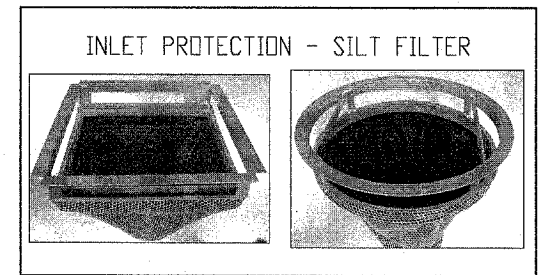
9. ALL STOCKPILES, WHICH WILL BE IN PLACE FOR TWO WEEKS OR LONGER, SHALL BE HYDROSEEDING WITHIN 14 DAYS OF FINAL STOCKPILING. TOPSOIL STOCKPILES SHALL BE CONSTRUCTED SO AS TO FREELY DRAIN AND SHALL NOT IMPEDE NATURAL DRAINAGE. ALL STOCKPILES SHALL HAVE PERIMETER EROSION BARRIER INSTALLED AROUND THE BASE.

10. CONSTRUCTION EQUIPMENT SHALL BE STORED, FUELED AND WASHED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL AND OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS.

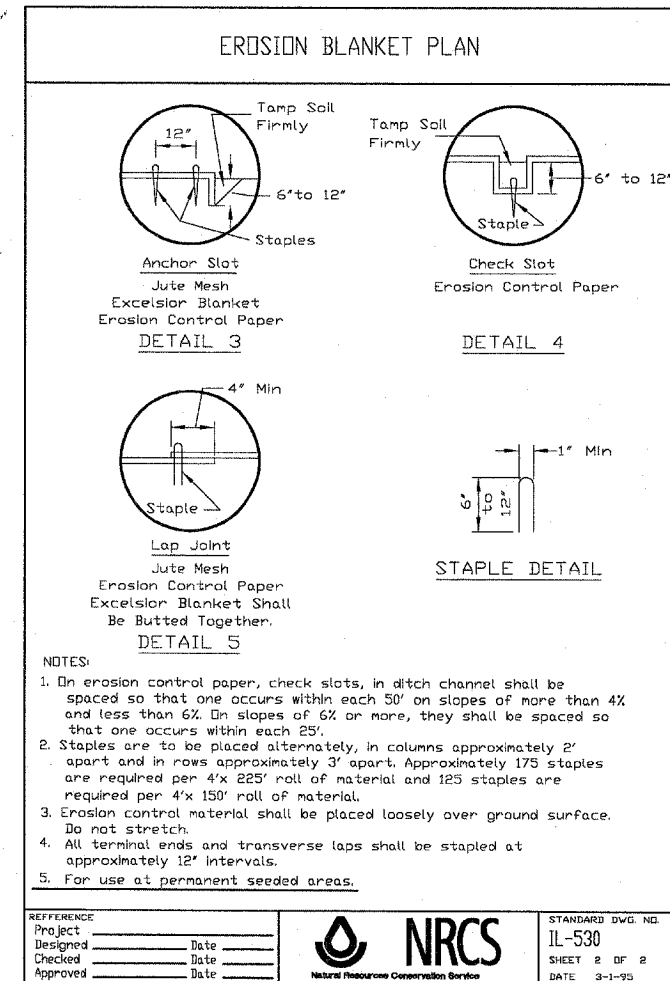
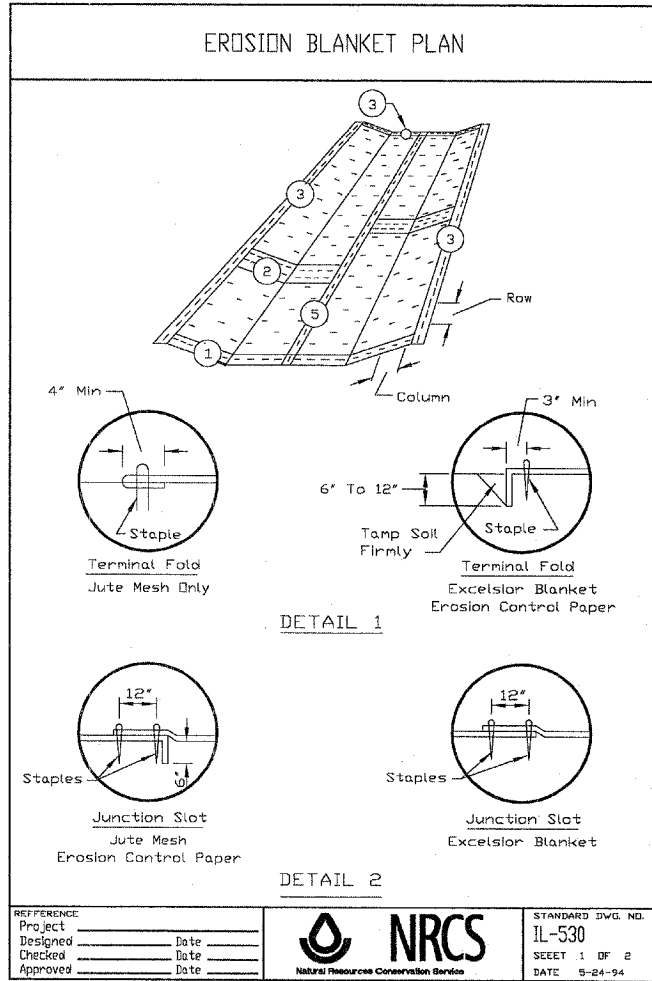
11. THE CONTRACTOR SHALL INSPECT ALL SOIL EROSION CONTROL MEASURES ON A WEEKLY BASIS OR AFTER A 1/2" RAINFALL AND REPLACE, REPAIR OR CLEAN THEM WITHIN 24 HOURS.

12. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED ONLY INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO NATURAL DRAINAGE WAYS, FIELD TILES OR STORM WATER STRUCTURES THAT DO NOT DRAIN INTO SEDIMENT BASINS OR SILT TRAPS IS PROHIBITED.

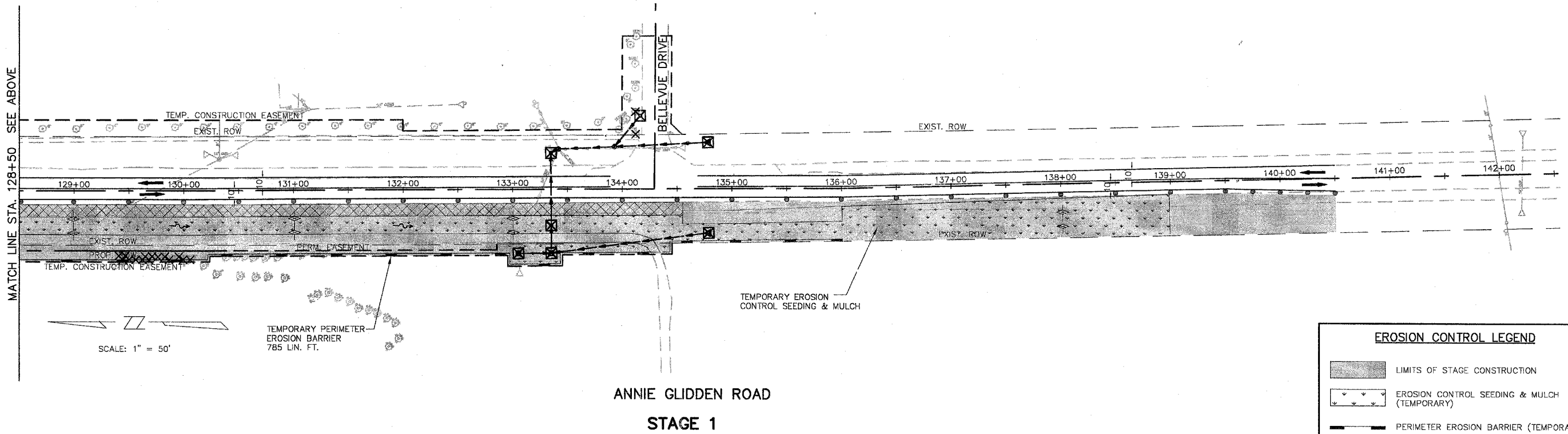
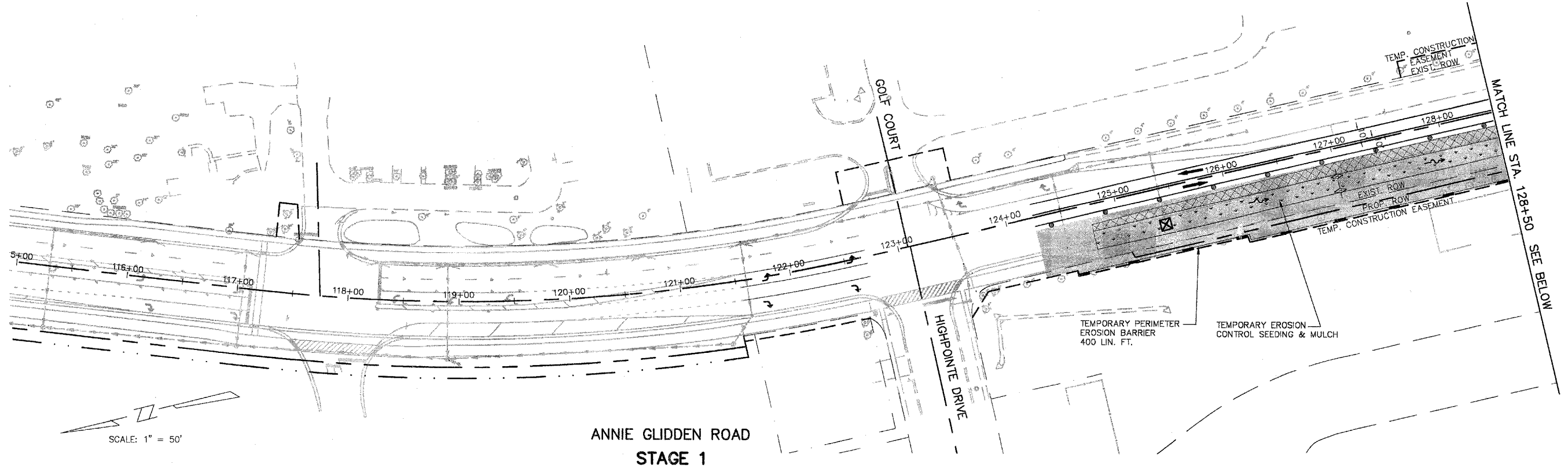
13. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.



***NOTE:**
ITEMS UNDERLINED OR STRUCK OUT ARE MODIFICATIONS TO THE ILLINOIS URBAN MANUAL STANDARDS FOR THIS PROJECT ONLY.

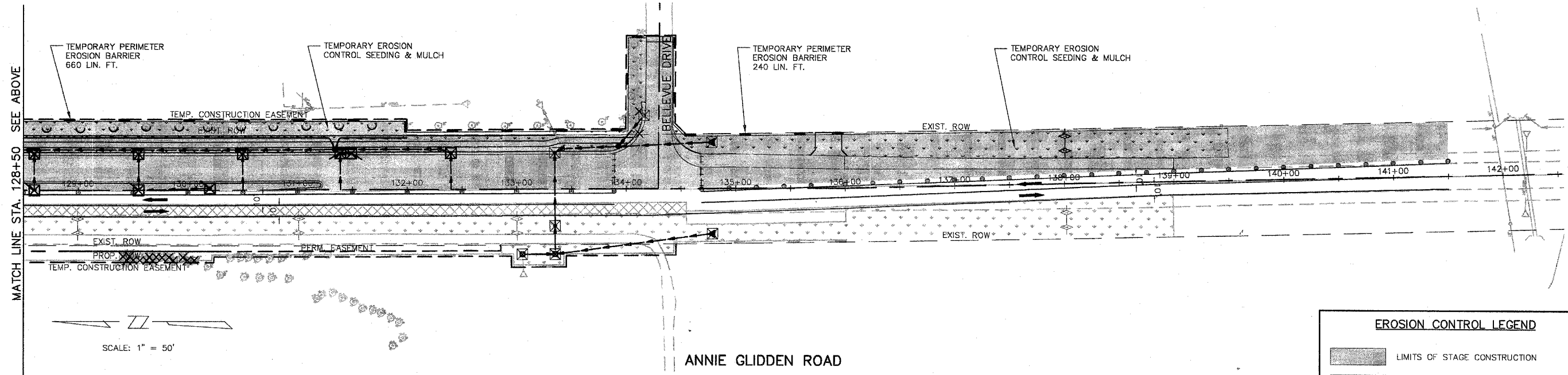
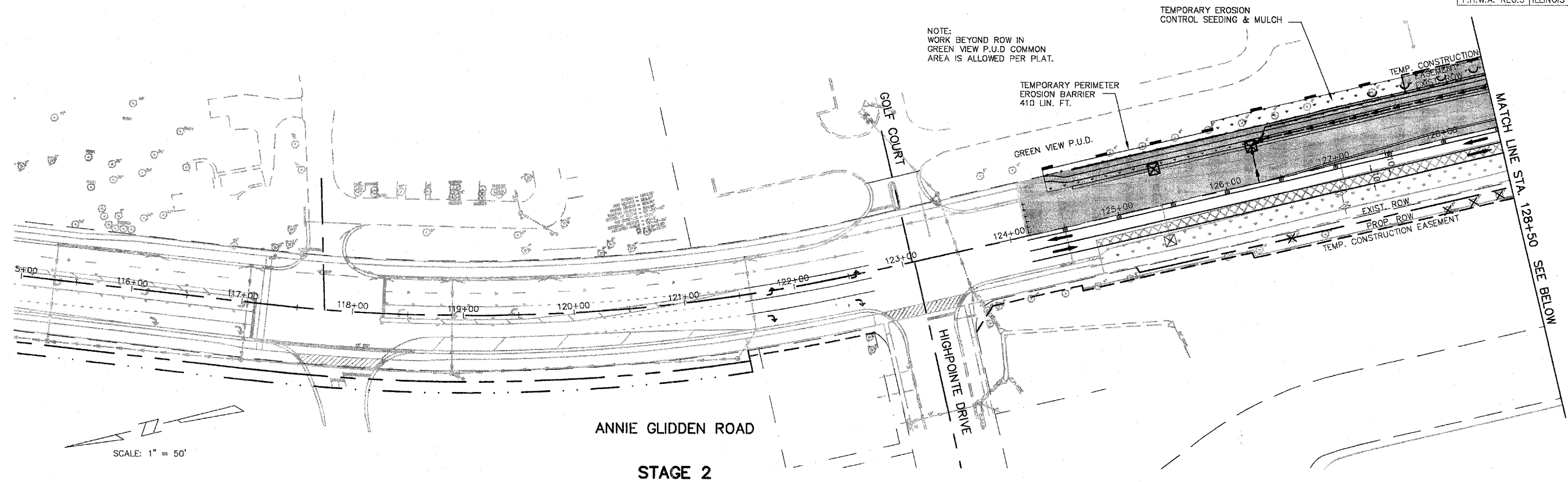


F.A.U. ROUTE	CONTRACT NO.	COUNTY	TOWNSHIP
5348	87335	DEKALB	10 S
STATE SECTION		EROSION CONTROL STAGE 1 PLAN	
06-00160-02-WR1		PROJECT HPP-	
F.H.W.A. REG.5 ILLINOIS			



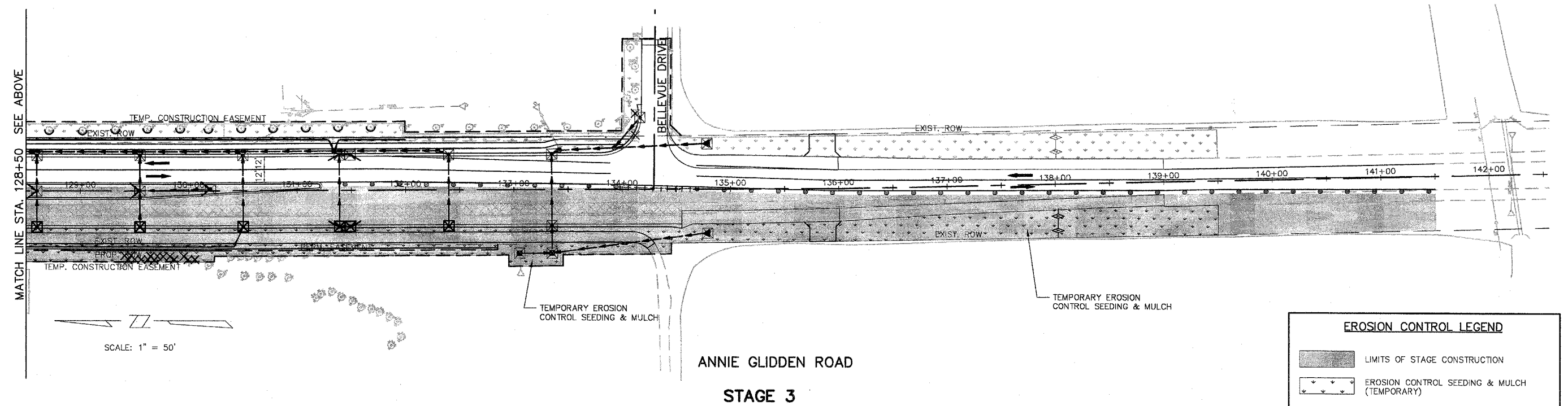
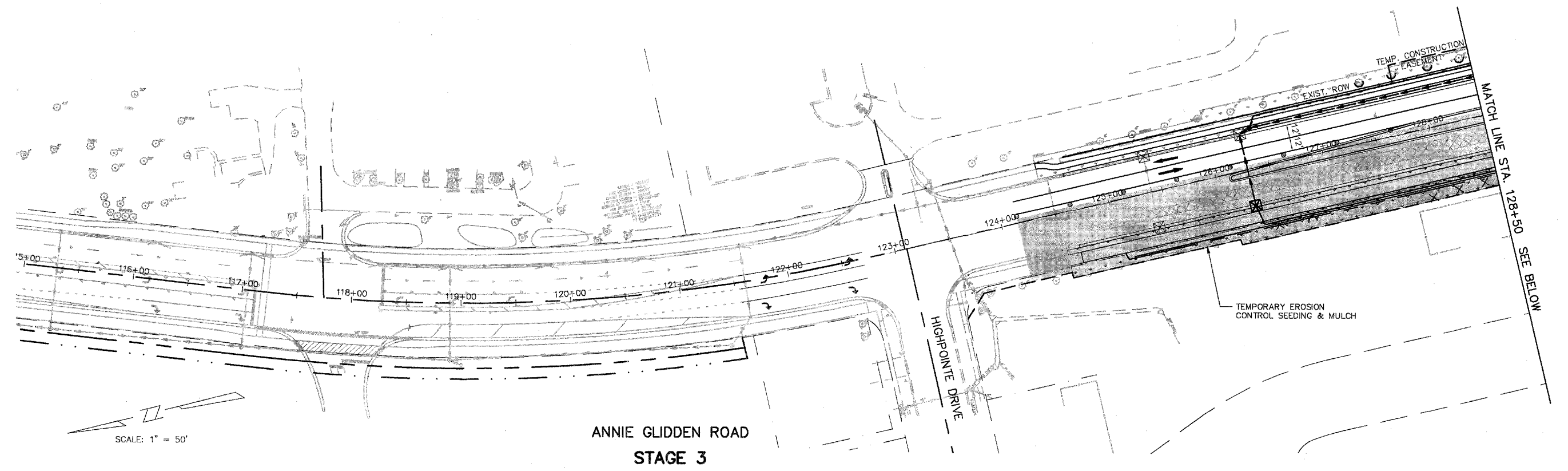
EROSION CONTROL LEGEND	
	LIMITS OF STAGE CONSTRUCTION
	EROSION CONTROL SEEDING & MULCH (TEMPORARY)
	PERIMETER EROSION BARRIER (TEMPORARY)
	DITCH CHECK (TEMPORARY)
	INLET PROTECTION (TEMPORARY)
	FLOW DIRECTION
	PROPOSED STORM SEWER (SEE PLAN & PROFILE FOR DETAILS)

F.A.U. ROUTE	CONTRACT NO.	COUNTY	TOWNSHIP
5348	87335	DEKALB	
STATE SECTION	PROJECT HPP		
06-00180-02-WR	ILLINOIS		
EROSION CONTROL STAGE 2 PLAN			



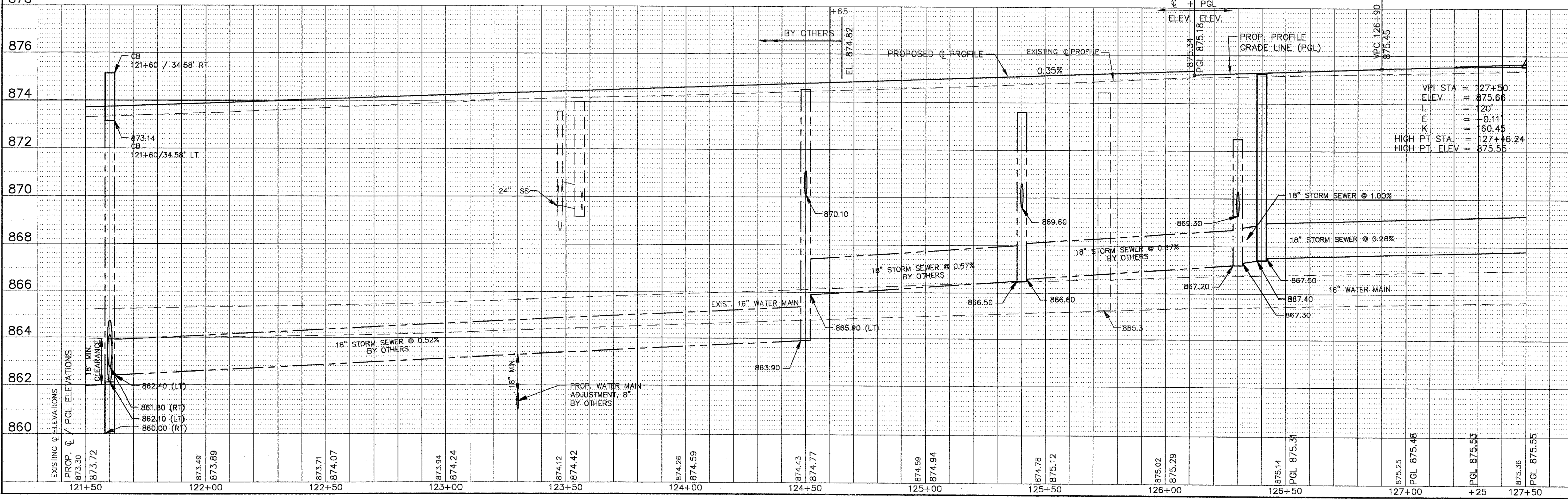
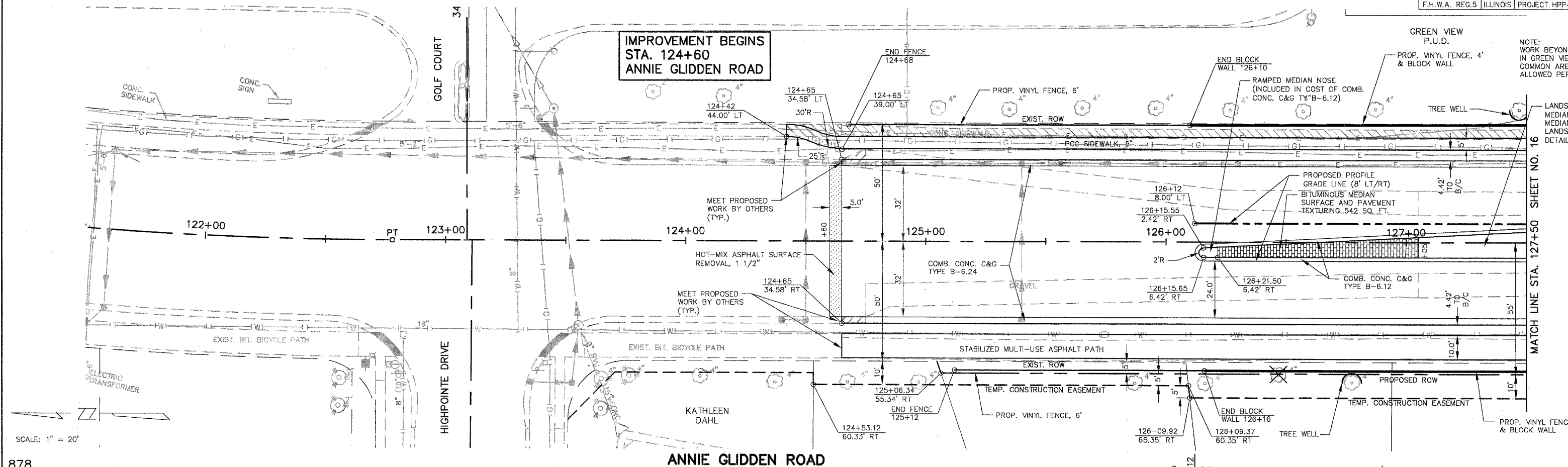
EROSION CONTROL LEGEND	
	LIMITS OF STAGE CONSTRUCTION
	EROSION CONTROL SEEDING & MULCH (TEMPORARY)
	PERIMETER EROSION BARRIER (TEMPORARY)
	DITCH CHECK (TEMPORARY)
	INLET PROTECTION (TEMPORARY)
	FLOW DIRECTION
	PROPOSED STORM SEWER (SEE PLAN & PROFILE FOR DETAILS)

NOTE:
 ITEMS SHADED LIGHTER THAN SHOWN
 IN THE LEGEND REPRESENT ITEMS TO
 BE MAINTAINED FROM PREVIOUS
 CONSTRUCTION STAGES.



NOTE:
 1. ITEMS SHADED LIGHTER THAN SHOWN IN THE LEGEND REPRESENT ITEMS TO BE MAINTAINED FROM PREVIOUS CONSTRUCTION STAGES.
 2. SEE LANDSCAPING PLANS FOR PERMANENT SODDING AND SEEDING LIMITS

EROSION CONTROL LEGEND	
	LIMITS OF STAGE CONSTRUCTION
	EROSION CONTROL SEEDING & MULCH (TEMPORARY)
	PERIMETER EROSION BARRIER (TEMPORARY)
	DITCH CHECK (TEMPORARY)
	INLET PROTECTION (TEMPORARY)
	FLOW DIRECTION
	PROPOSED STORM SEWER (SEE PLAN & PROFILE FOR DETAILS)



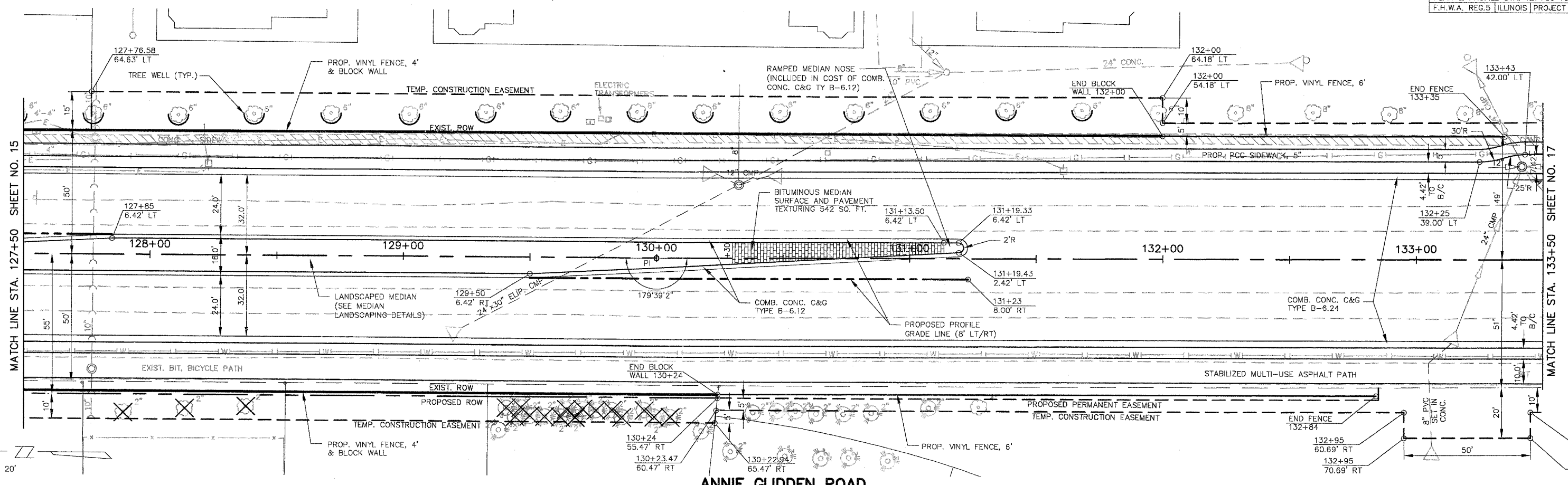
878

876
874
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EXISTING & ELEVATIONS	PROP. C / PGL ELEVATIONS	121+50	122+00	122+50	123+00	123+50	124+00	124+50	125+00	125+50	126+00	126+50	127+00	+25	127+50
		873.30	873.49	873.71	873.89	874.12	874.26	874.43	874.59	874.78	875.02	875.14	875.25	875.36	875.55
		873.72	873.89	874.07	874.24	874.42	874.59	874.77	874.94	875.12	875.29	875.31	875.48	875.53	875.55

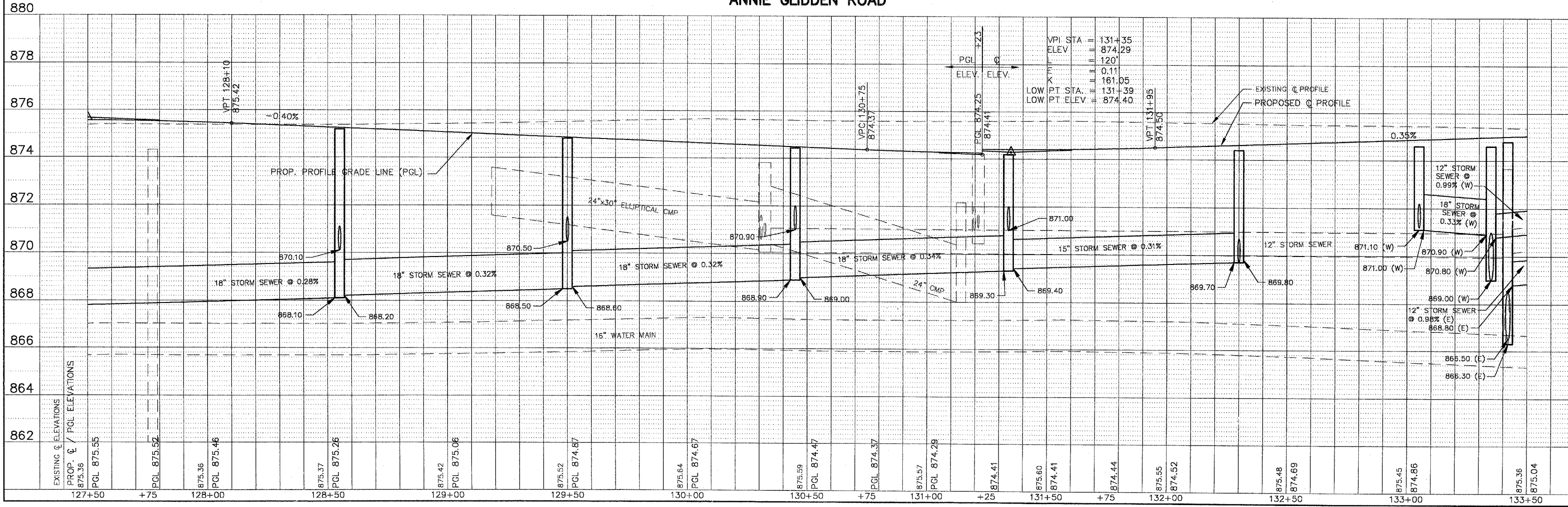
NOTE:
 WORK BEYOND
 IN GREEN VIEW
 COMMON AREA
 ALLOWED PER
 LANDSCAPE
 MEDIAN
 LANDSCAPE
 DETAILS

MATCH LINE STA. 127+50 SHEET NO. 16



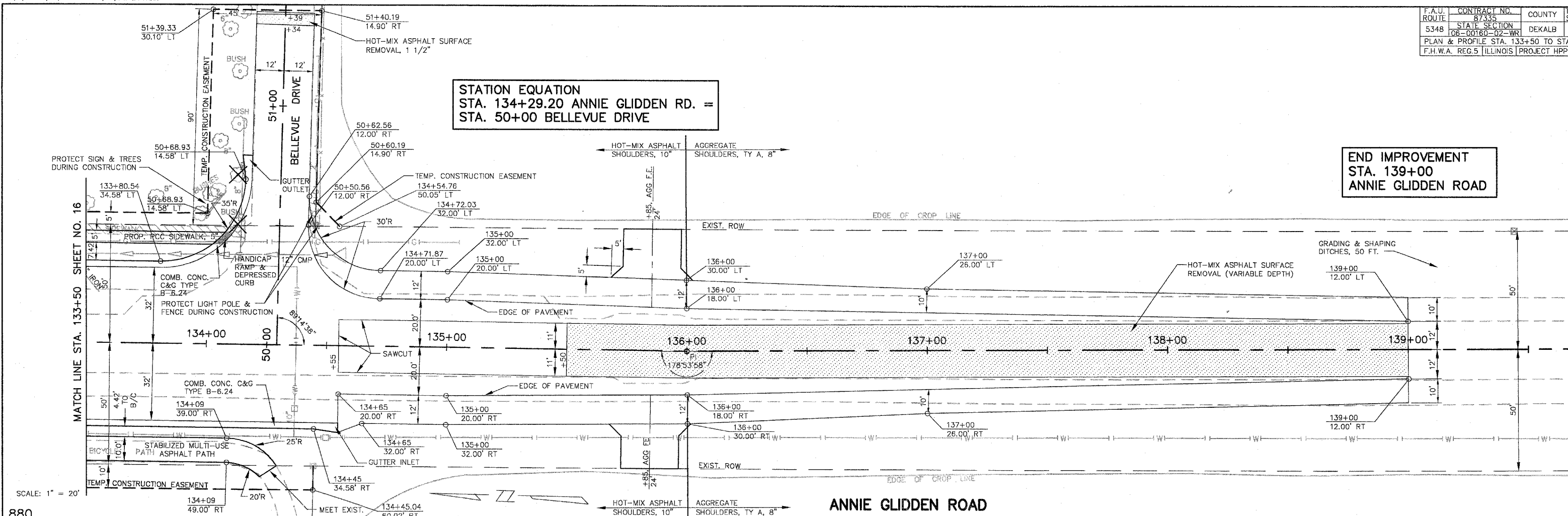
SCALE: 1" = 20'

ANNIE GLIDDEN ROAD

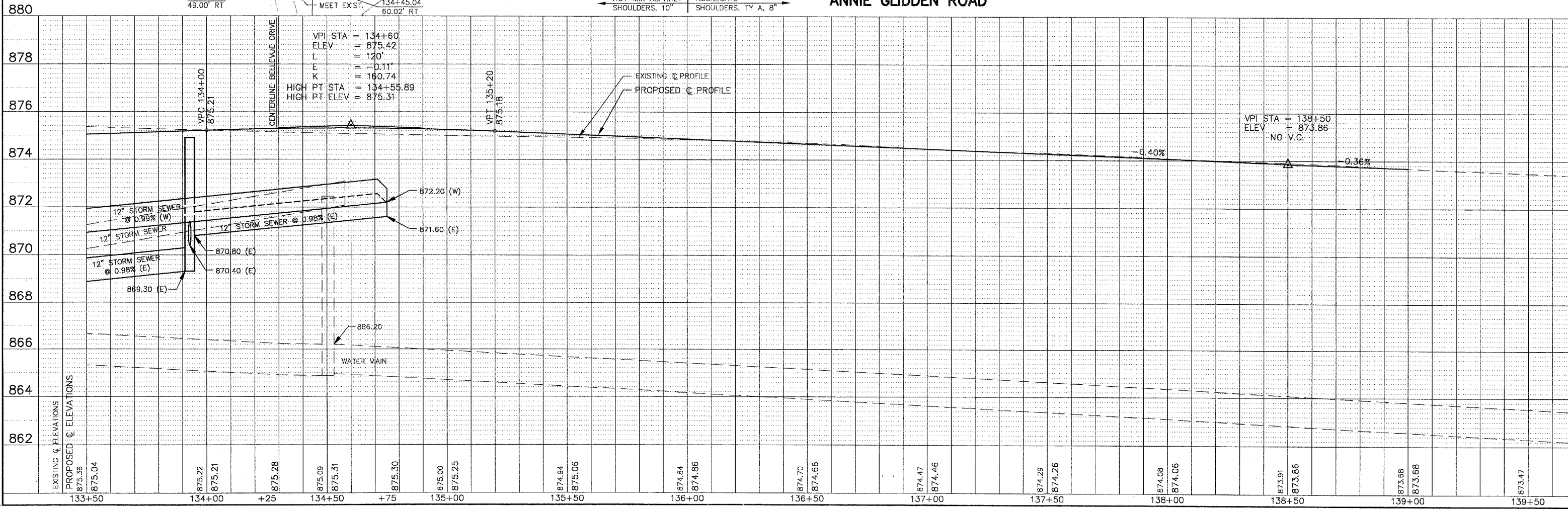


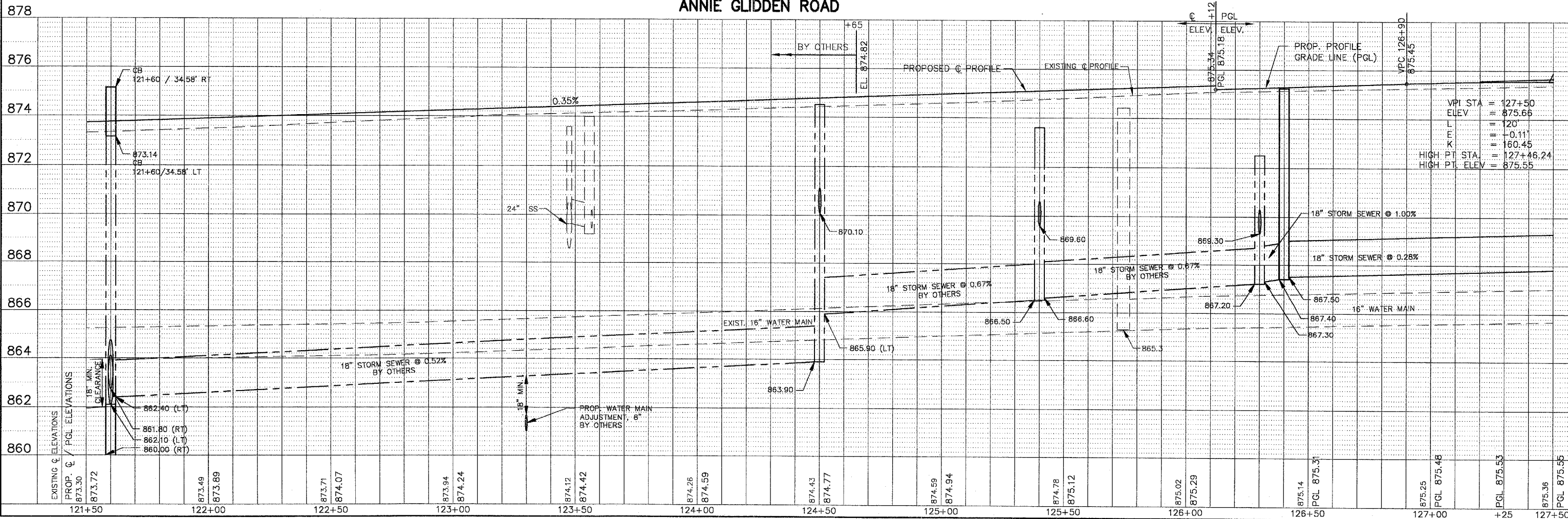
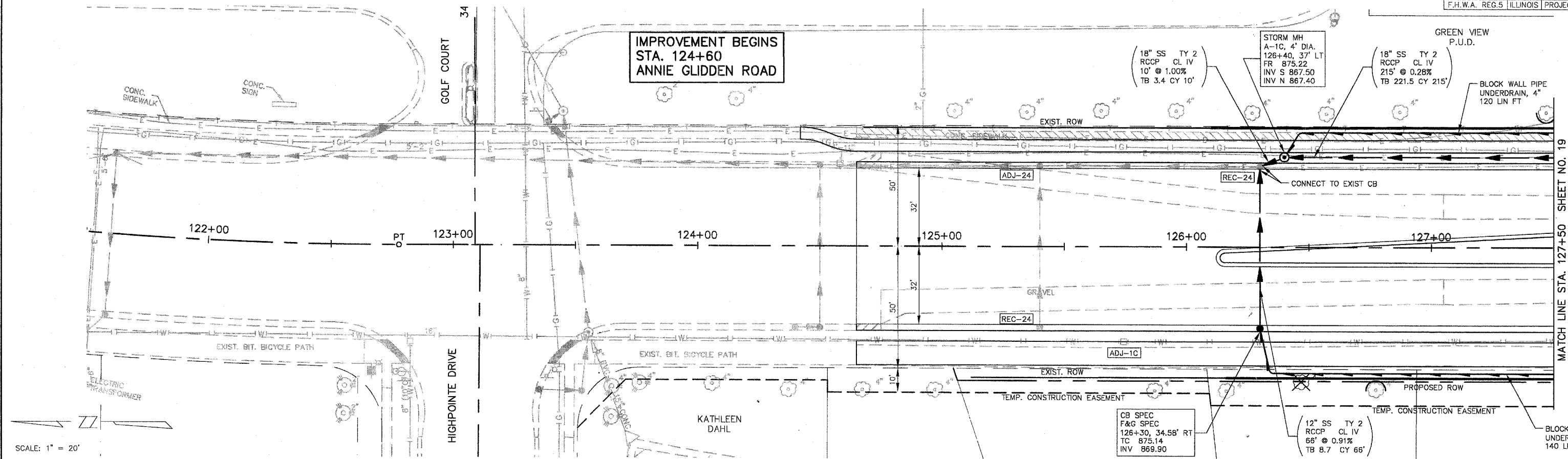
STATION EQUATION
 STA. 134+29.20 ANNIE GLIDDEN RD. =
 STA. 50+00 BELLEVUE DRIVE

END IMPROVEMENT
 STA. 139+00
 ANNIE GLIDDEN ROAD



SCALE: 1" = 20'





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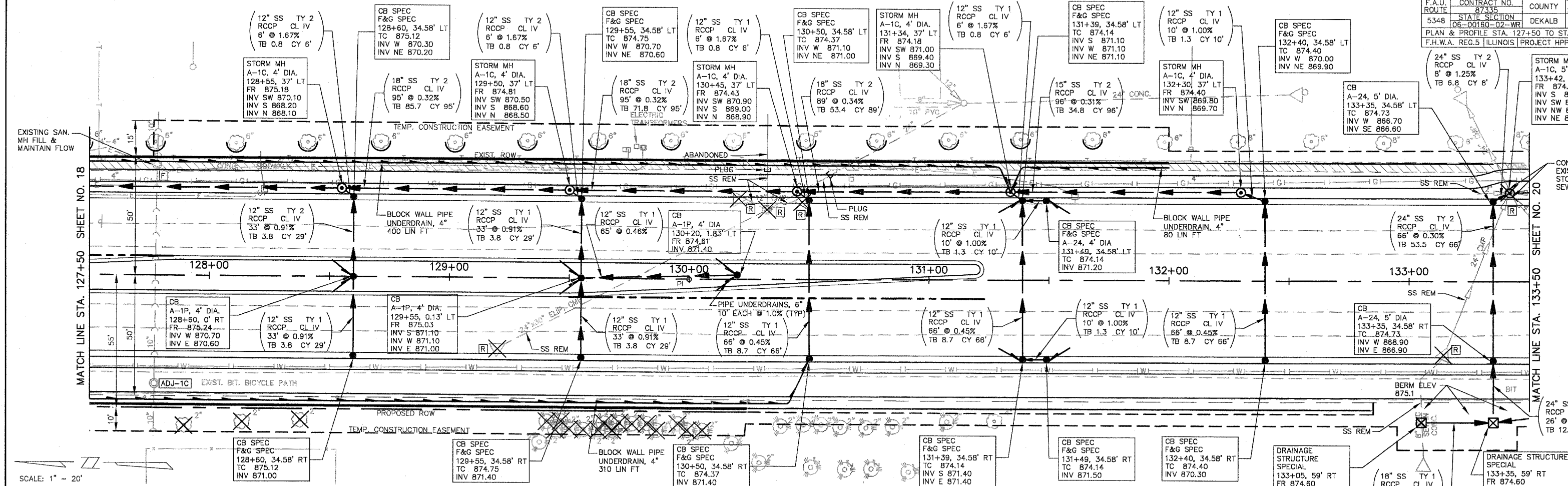
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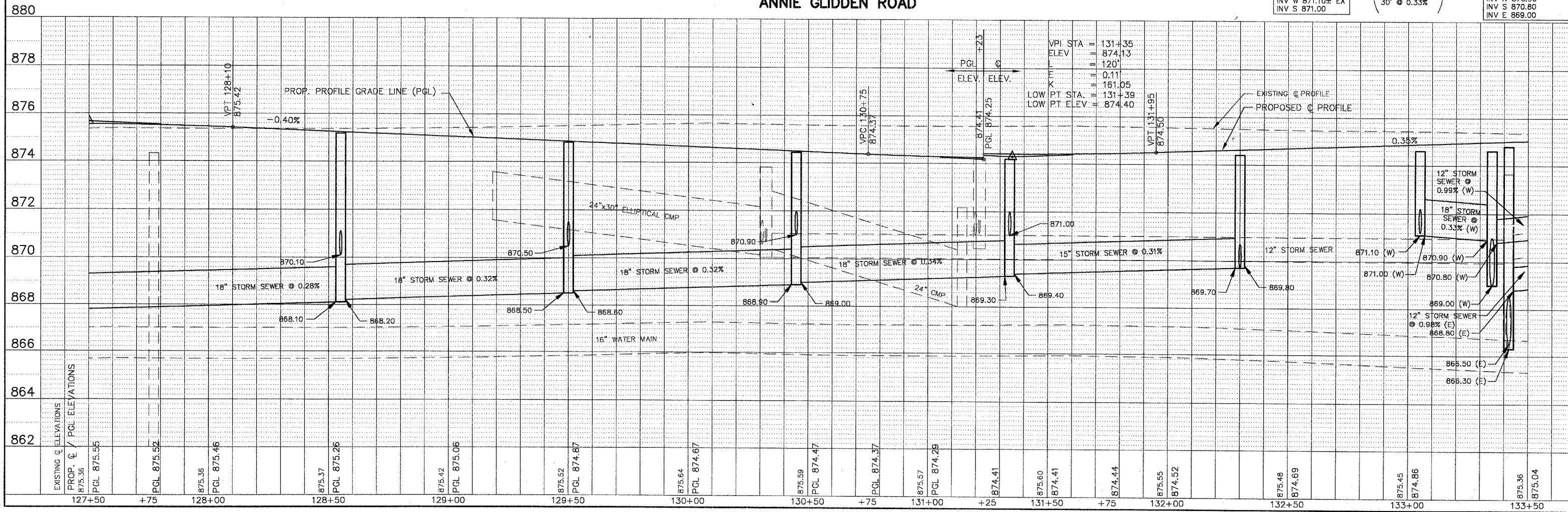
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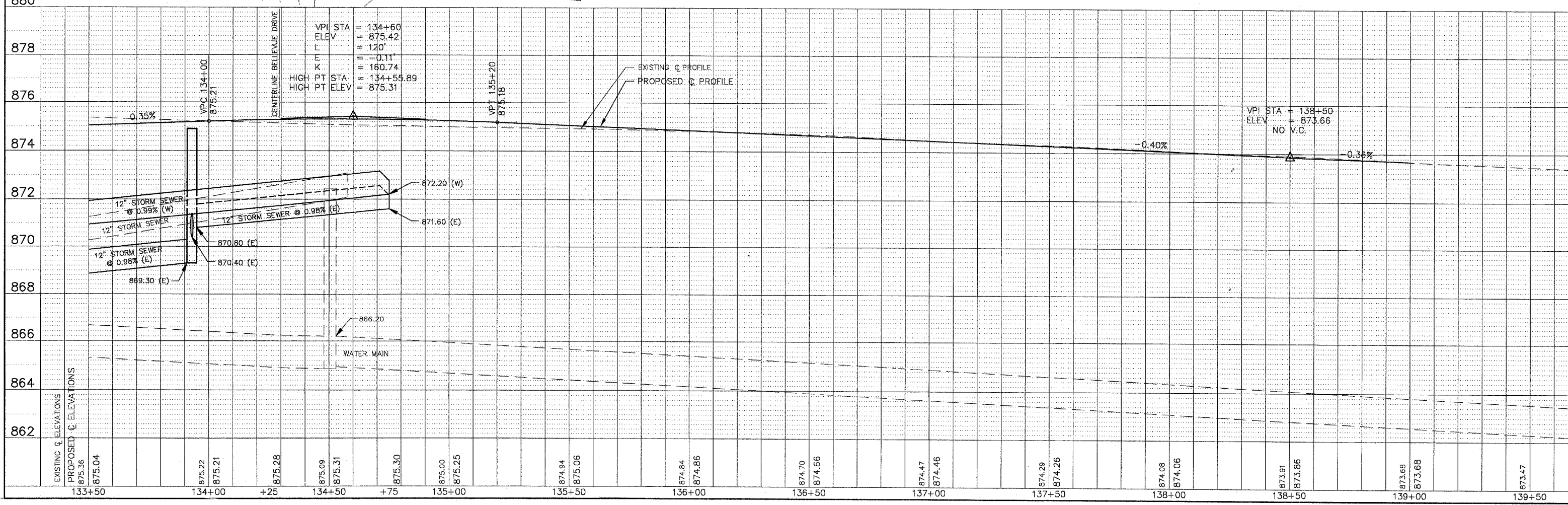
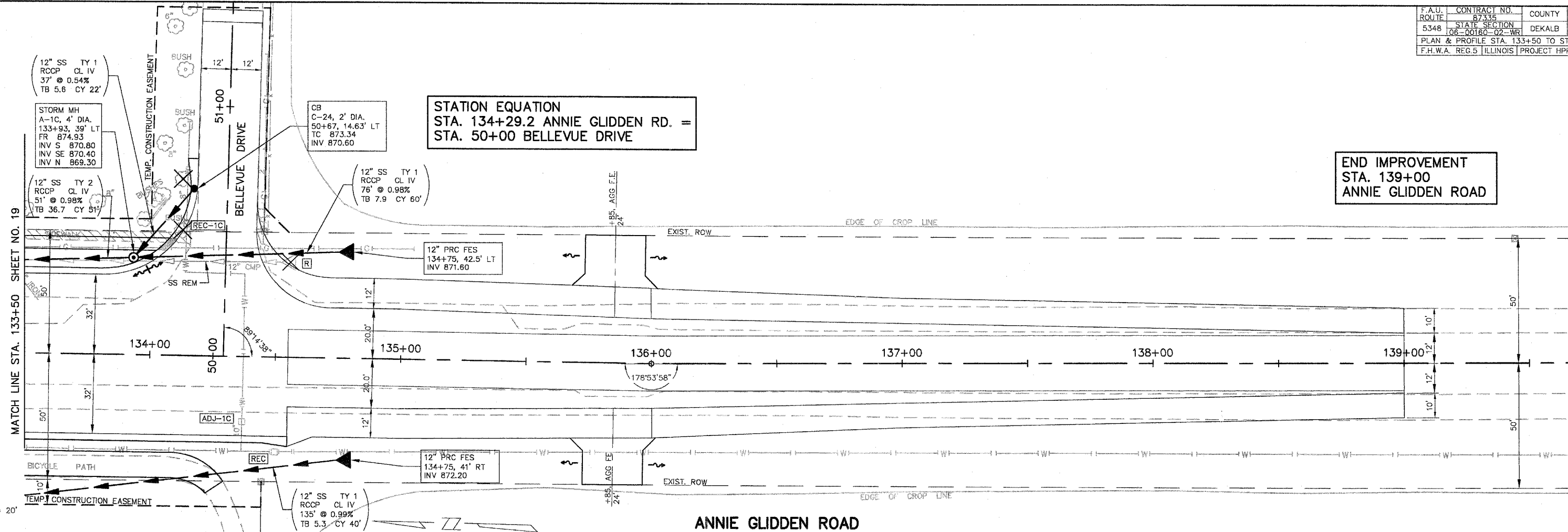


SCALE: 1" = 20'

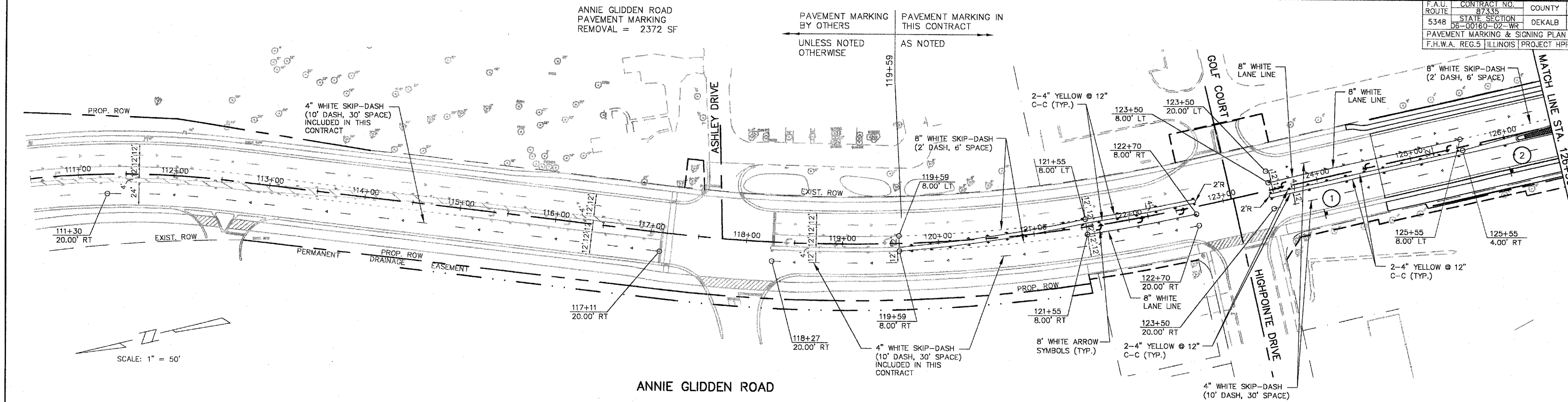
ANNIE GLIDDEN ROAD



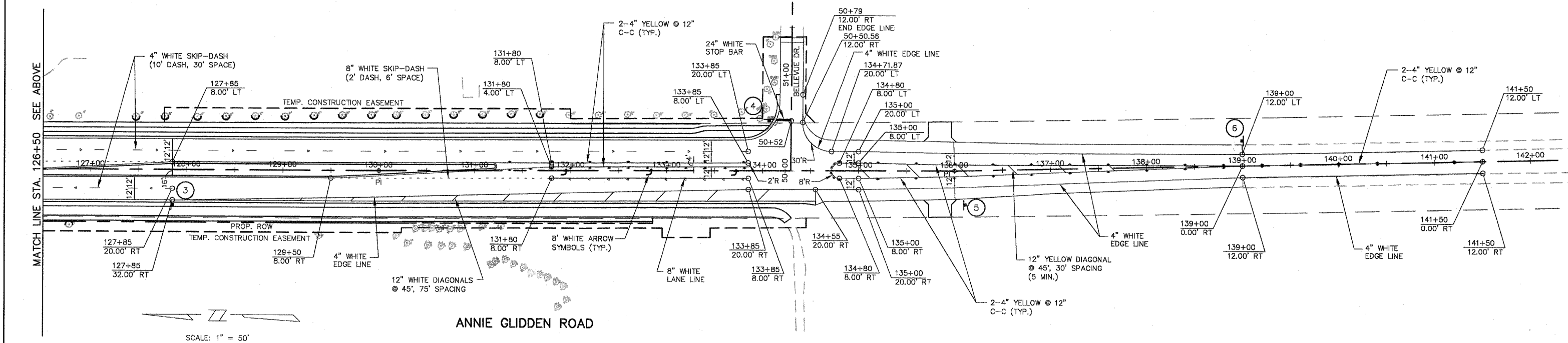
STATION	EXISTING ELEVATIONS	PROP. PGL ELEVATIONS
127+50	875.36	875.55
+75	875.52	875.52
128+00	875.36	875.46
128+50	875.37	875.26
129+00	875.42	875.06
129+50	875.52	874.87
130+00	875.64	874.67
130+50	875.59	874.47
+75	874.37	874.37
131+00	875.57	874.28
+25	874.41	874.41
131+50	875.60	874.41
+75	874.44	874.44
132+00	875.55	874.52
132+50	875.48	874.69
133+00	875.45	874.86
133+50	875.36	875.04



F.A.U. ROUTE	CONTRACT NO.	COUNTY
5348	87335	DEKALB
STATE SECTION		DEKALB
08-00160-02-WR		
PAVEMENT MARKING & SIGNING PLAN		
F.H.W.A. REG.5 ILLINOIS PROJECT HPP		

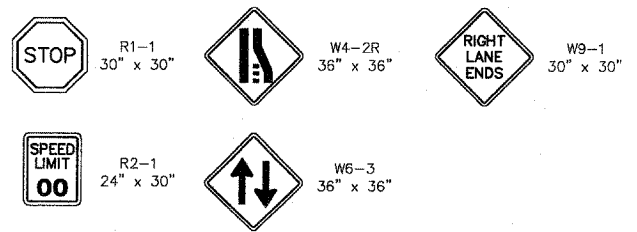


ANNIE GLIDDEN ROAD



ANNIE GLIDDEN ROAD

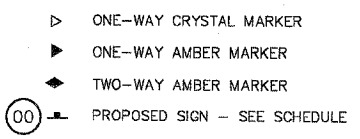
SIGN LEGEND



SIGN SCHEDULE

NO.	STATION	OFFSET	SIGN LEGEND	SUPPL. INFO.	TOTAL SIGN AREA	POST TYPE	TOTAL POST LENGTH
1	124+00	37 RT	W9-1		6.25	2A	28.4
2	126+00	37 RT	R2-1	"45"	5.00	1A	13.0
3	127+85	37 RT	W4-2R		9.00	2A	28.4
4	50+52	23 LT	R1-1		6.25	1B	13.0
5	136+10	36 RT	W6-3		9.00	2A	32.4
6	139+00	26 LT	R2-1	"45"	5.00	1A	13.0

RAISED REFLECTIVE PAVEMENT MARKERS LEGEND



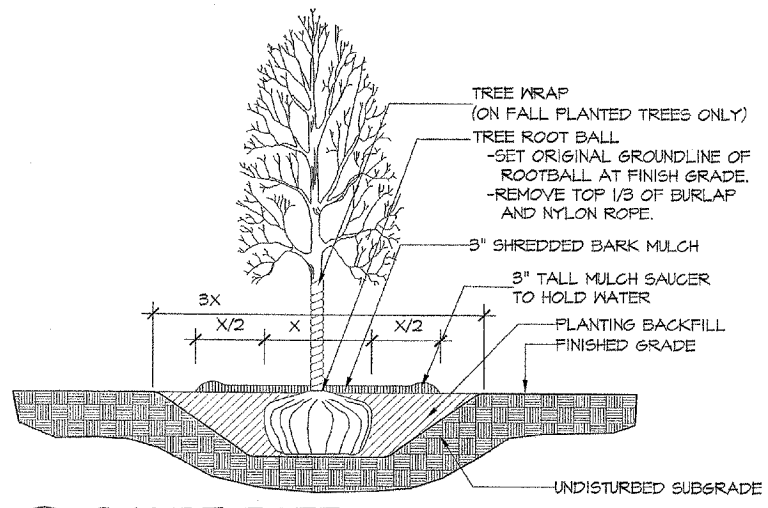
SIGNS
THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE EXISTING SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. AN INVENTORY OF ALL EXISTING SIGNS SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO THIS WORK. THIS WORK WILL BE CONSIDERED INCLUDED IN THE CONTRACT.

ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS AND THE FOLLOWING REQUIREMENTS:

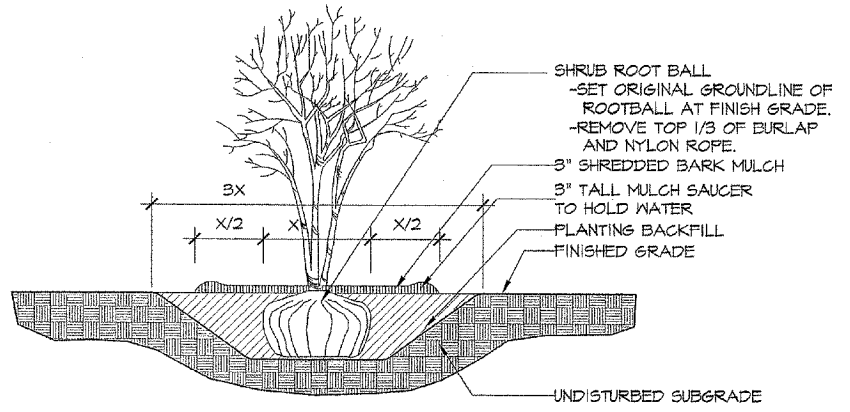
- SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
- EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED.
- ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.
- ALL EXISTING SIGNS THAT ARE REPLACED BY NEW SIGNS IN PERMANENT LOCATIONS, OR OTHERWISE DETERMINED BY THE ENGINEER TO BE OBSOLETE, SHALL BE REMOVED AND REMAIN THE PROPERTY OF THE CITY.
- LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.

GENERAL LANDSCAPE NOTES

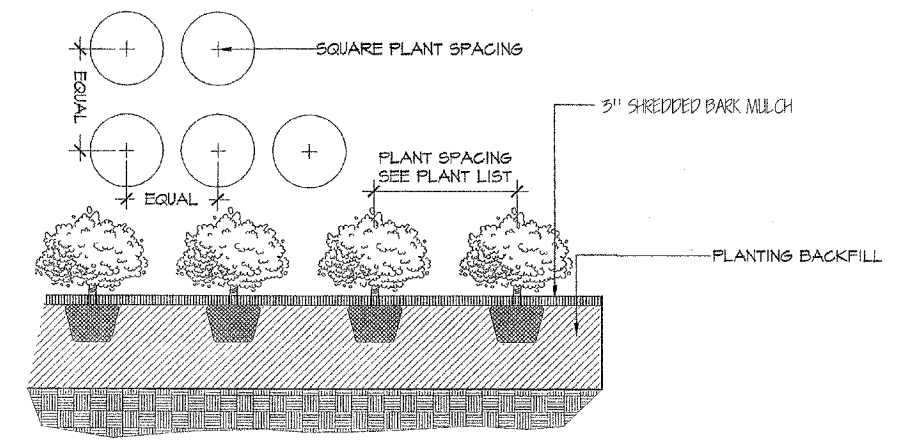
THE LOCATION OF ALL PLANT MATERIAL SHALL BE STAKED BY THE CONTRACTOR FOR APPROVAL BY THE ENGINEER IN FIELD PRIOR TO INSTALLATION OF ANY PLANT MATERIAL. INDIVIDUAL TREES SHALL BE STAKED WITH IDENTITIES WRITTEN ON STAKES. SHRUB AND PERENNIAL BEDS SHALL BE OUTLINED WITH STAKES AND PAINTED LINES.



1 SHADE TREE PLANTING DETAIL
 No Scale



2 SHRUB PLANTING DETAIL
 No Scale



3 PERENNIAL / GROUND COVER PLANTING DETAIL
 No Scale

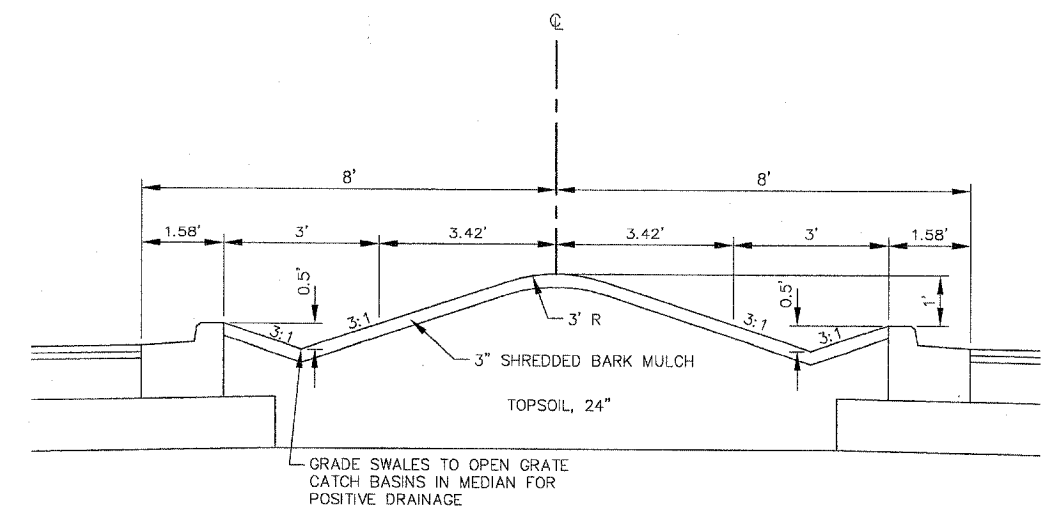
SCHEDULE OF PLANT MATERIAL

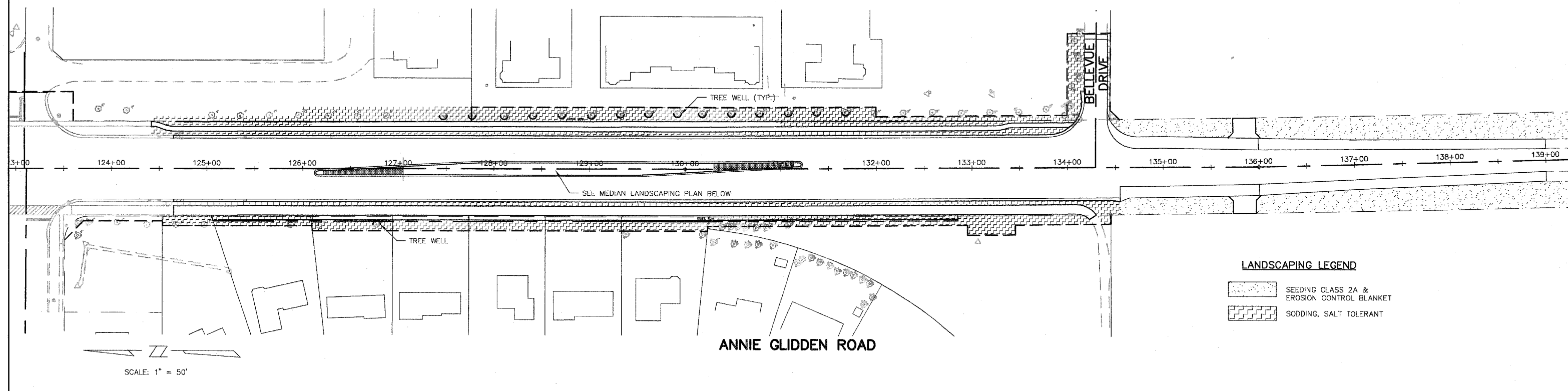
TREES	SCIENTIFIC NAME	COMMON NAME	MEASURED SIZE	SPACING	UNIT	QUANTITY
	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER'	SHADEMASTER THORNLESS COMMON HONEYLOCUST	3" CALIPER	AS SHOWN	EACH	4
SHRUBS	ARONIA MELANOCARPA 'MORTON'	IROQUOIS BEAUTY BLACK CHOKEBERRY	2.5' HEIGHT	3' C/C	EACH	36
	BERBERIS THUNBERGII 'BAILONE'	RUBY CAROUSEL BARBERRY	2' HEIGHT	2' C/C	EACH	73
	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	18" HEIGHT	3' C/C	EACH	18
GRASSES	PANICUM VIRGATUM 'HEAVY METAL'	HEAVY METAL SWITCH GRASS	1 GALLON	2' C/C	EACH	22
	SCHIZACHYRUM SCOPARIUM	LITTLE BLUESTEM	1 GALLON	2' C/C	EACH	44
	SPOROBULUS HETEROLEPIS	PRAIRIE DROPSEED	1 GALLON	2.5' C/C	EACH	51
PERENNIALS	HEMEROCALLIS 'HAPPY RETURNS'	HAPPY RETURNS DAYLILY	1 GALLON	1.25' C/C	EACH	73
	SEDUM 'AUTUMN JOY'	AUTUMN JOY SEDUM	1 GALLON	1.5' C/C	EACH	57

NOTE: ALL TREES AND SHRUBS SHALL BE BALLED AND BURLAPPED.

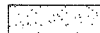
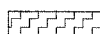
3" SHREDDED BARK MULCH SY 255

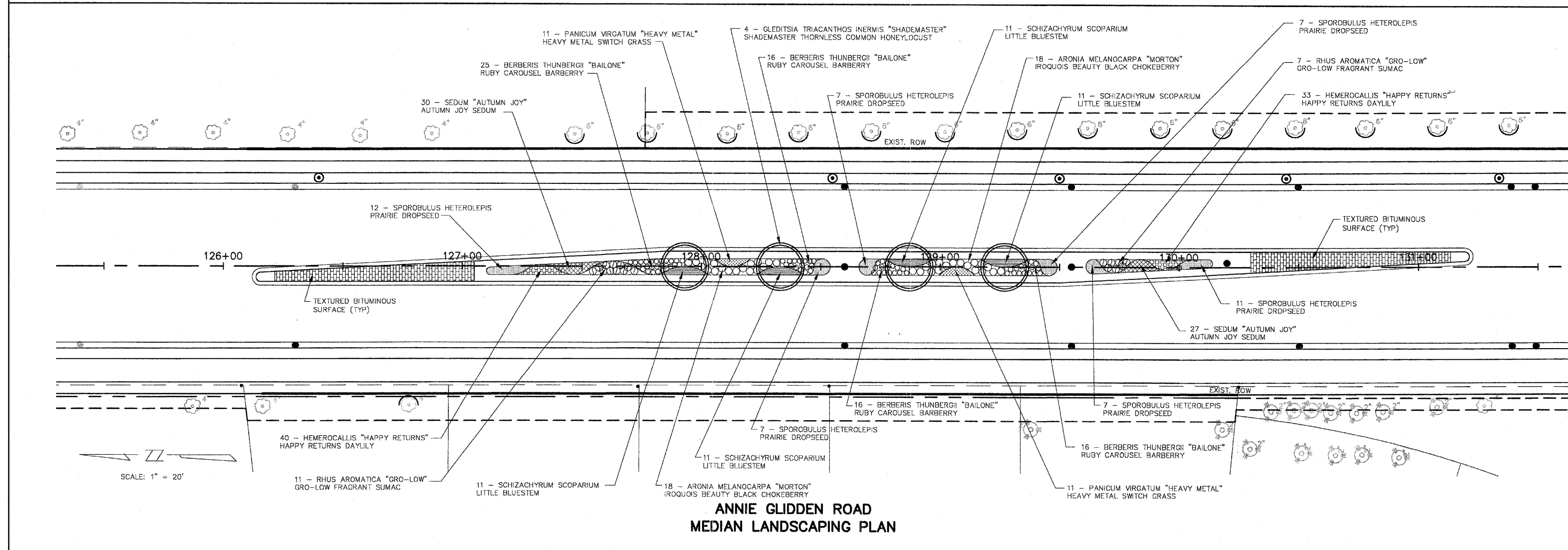
LANDSCAPED MEDIAN GRADING TYPICAL SECTION





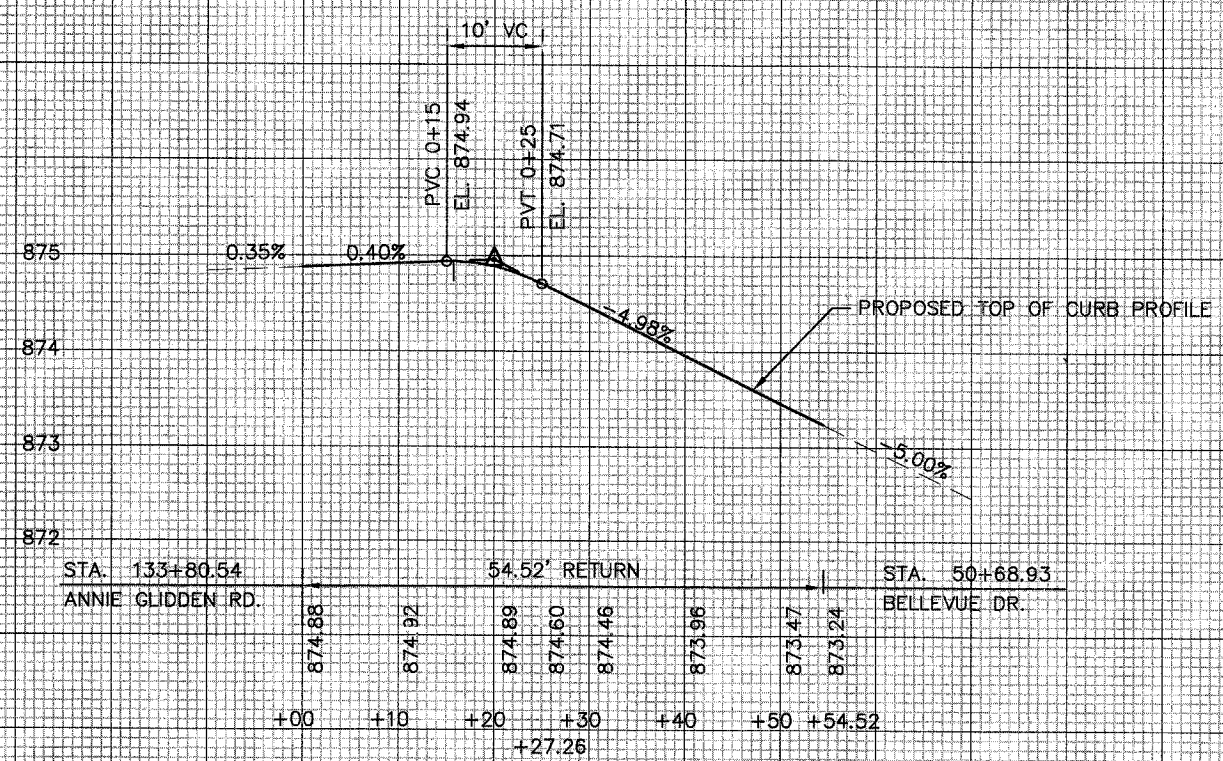
LANDSCAPING LEGEND

-  SEEDING CLASS 2A & EROSION CONTROL BLANKET
-  SODDING, SALT TOLERANT



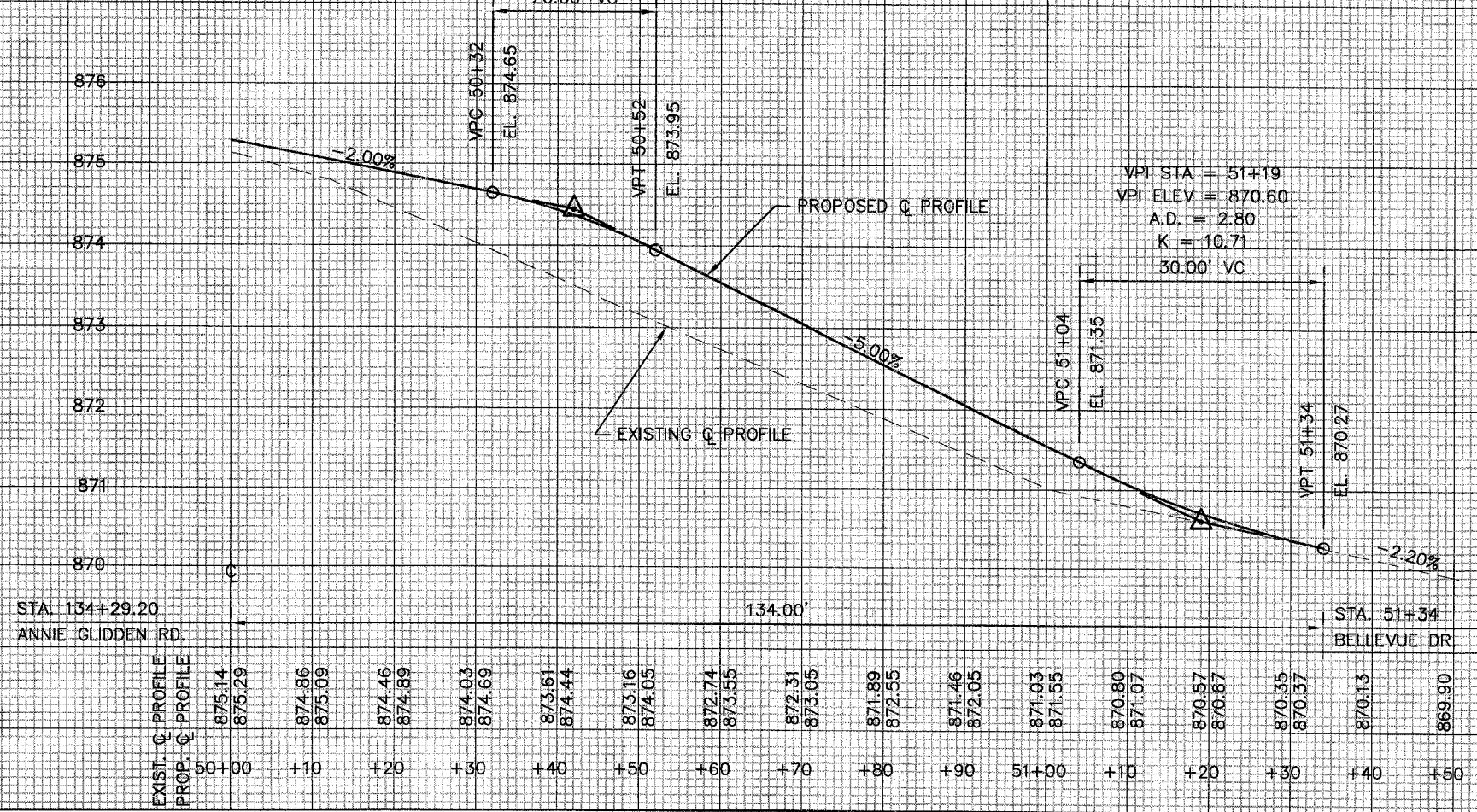
BELLEVUE DRIVE NORTHEAST CORNER

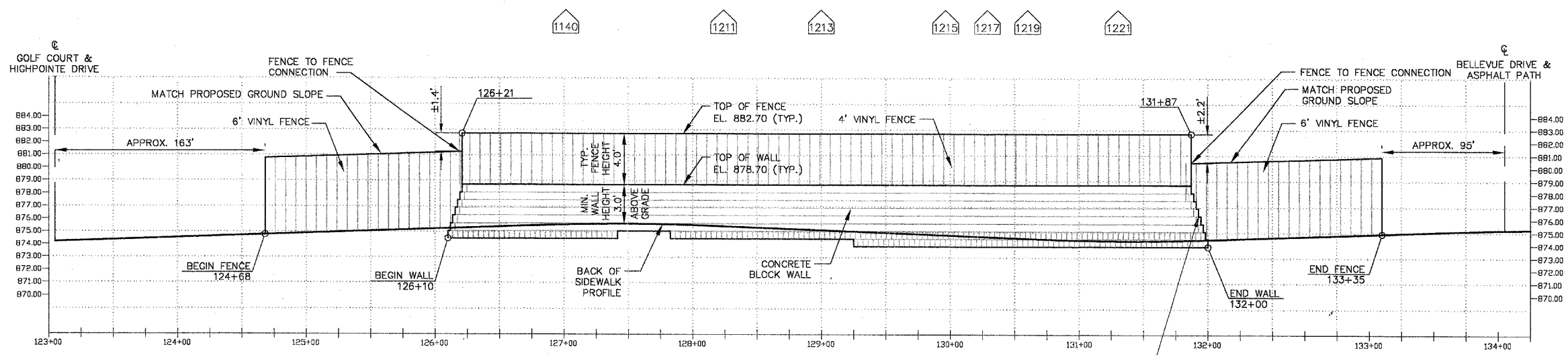
VPI ELEV = +20
 VPI ELEV = 874.96
 HIGH POINT STA = +15.74
 HIGH POINT ELEV = 874.94



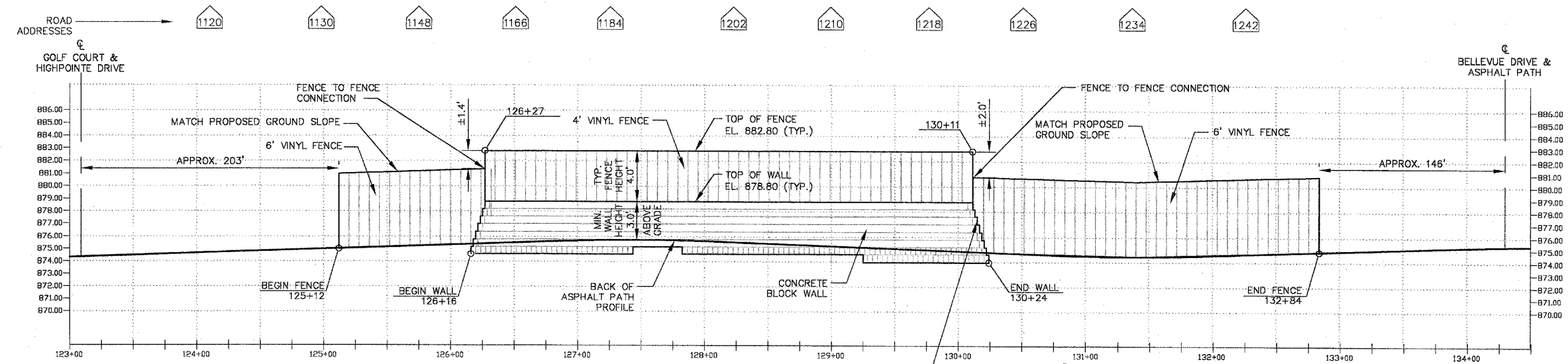
BELLEVUE DRIVE CENTERLINE PROFILE

VPI STA = 50+42
 VPI ELEV = 874.45
 A.D. = -3.00
 K = 6.67
 20.00' VC



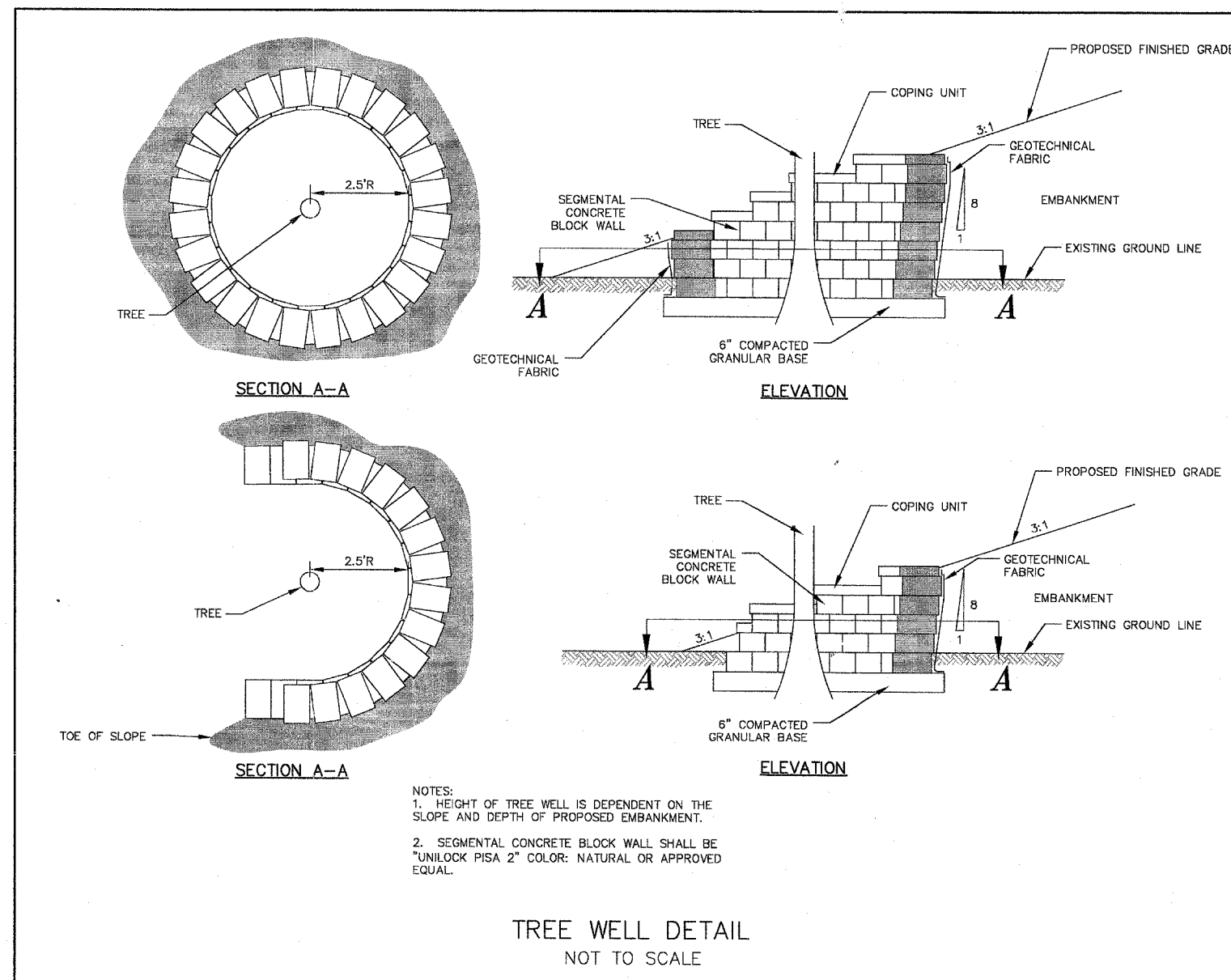
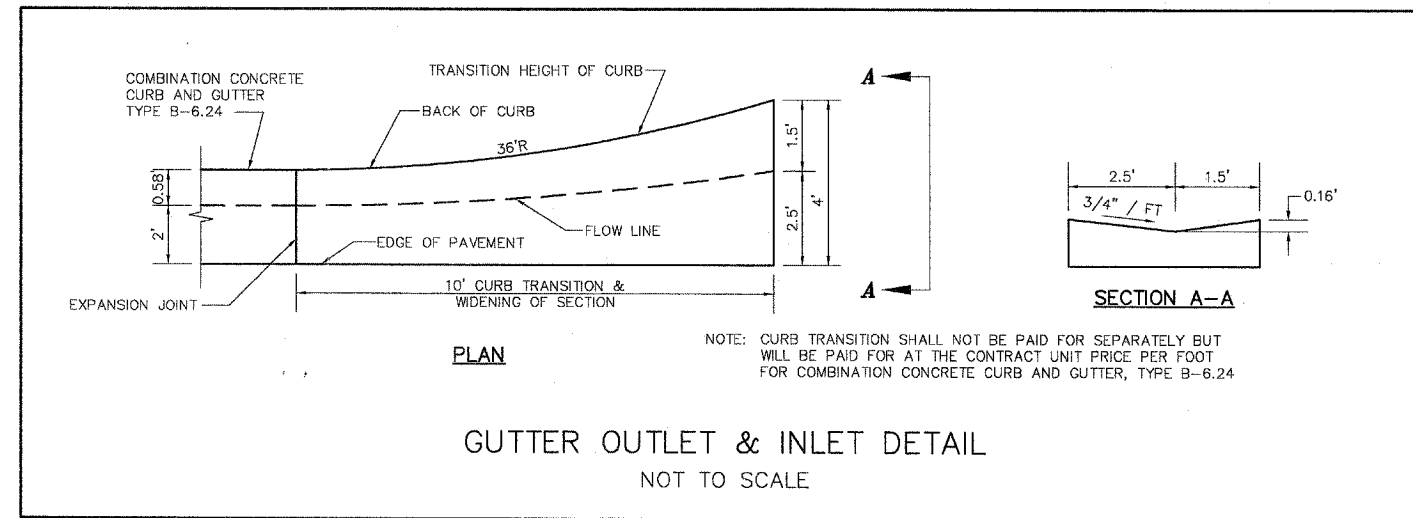
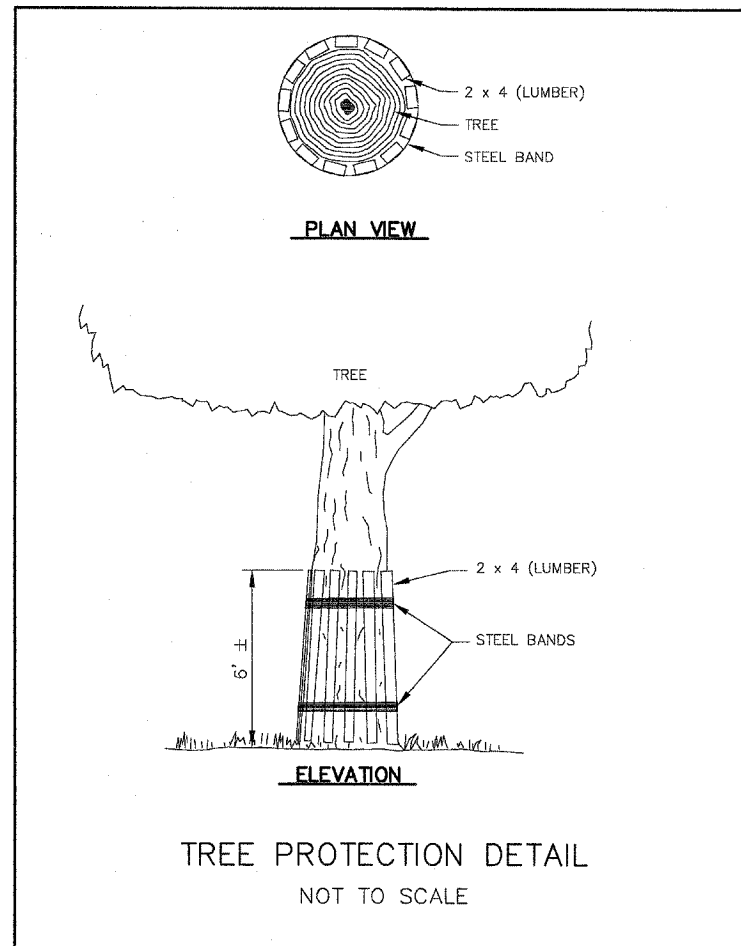


EAST WALL AND FENCE PROFILE

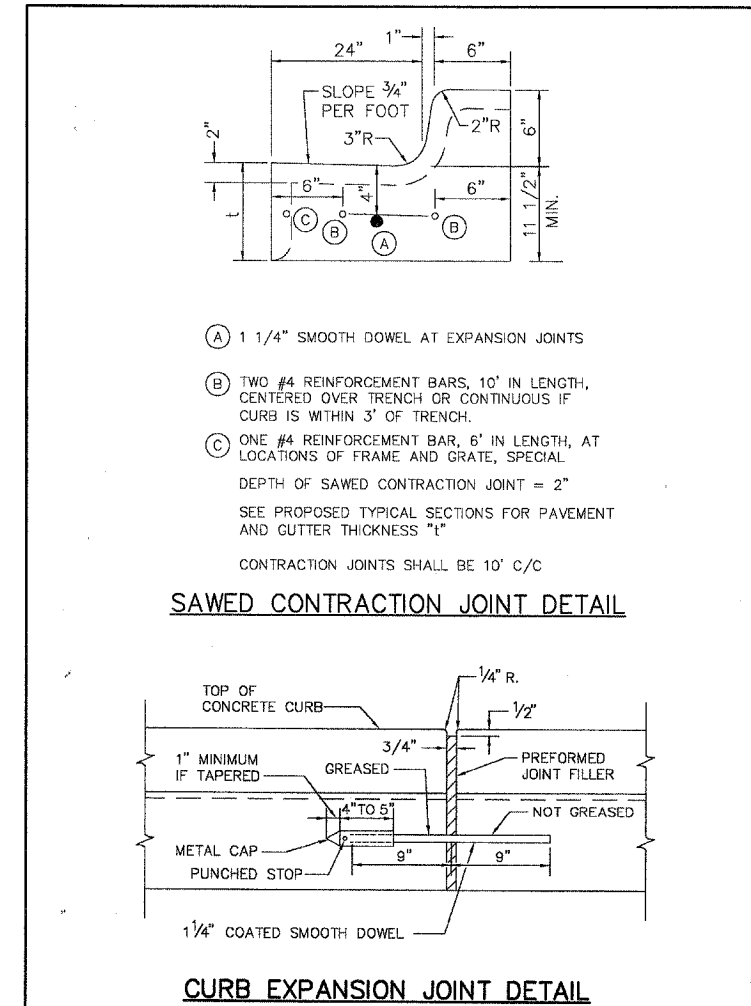
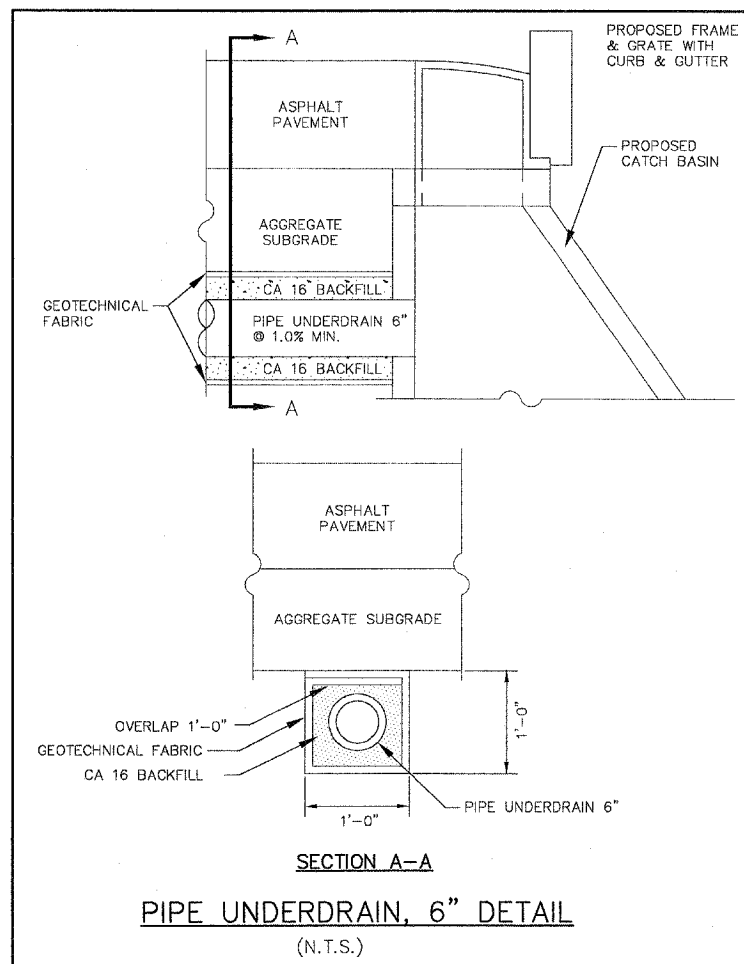
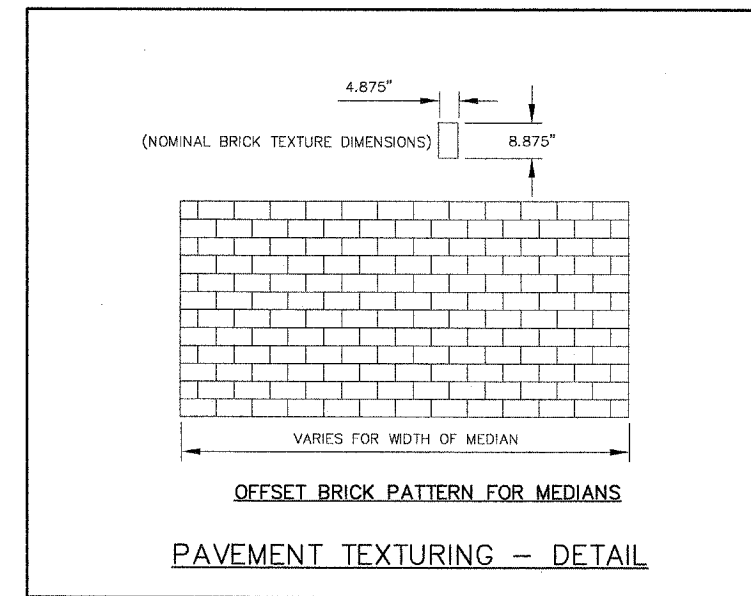
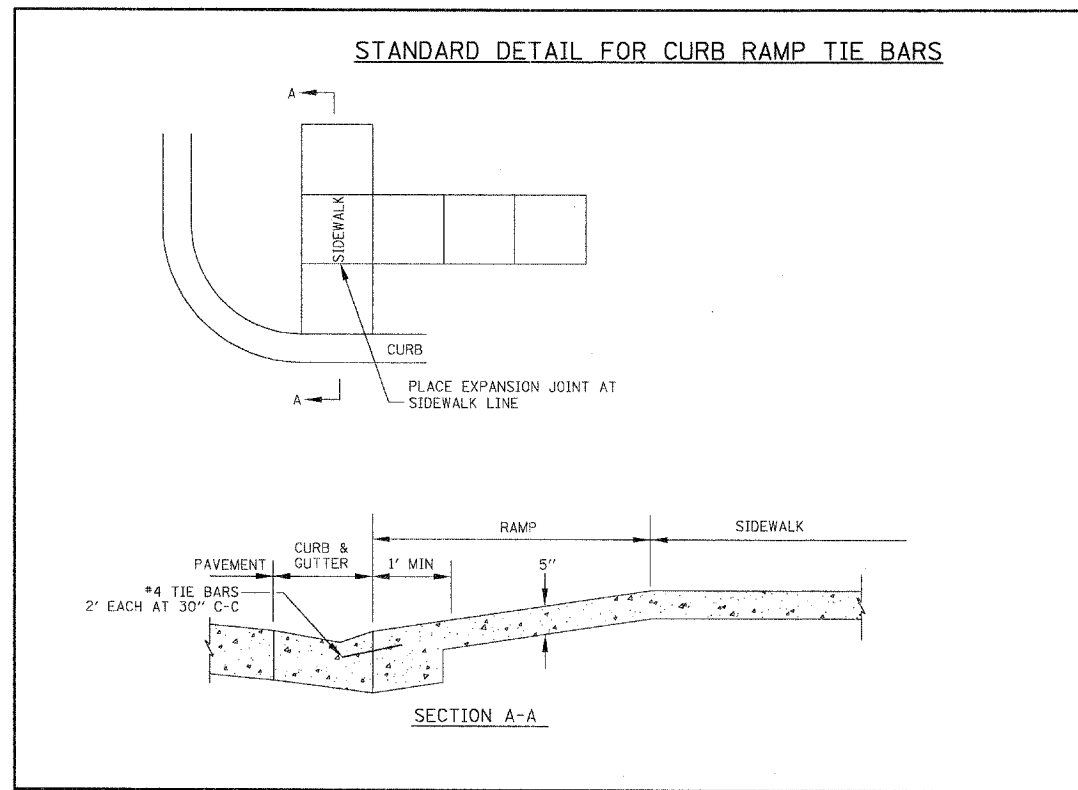
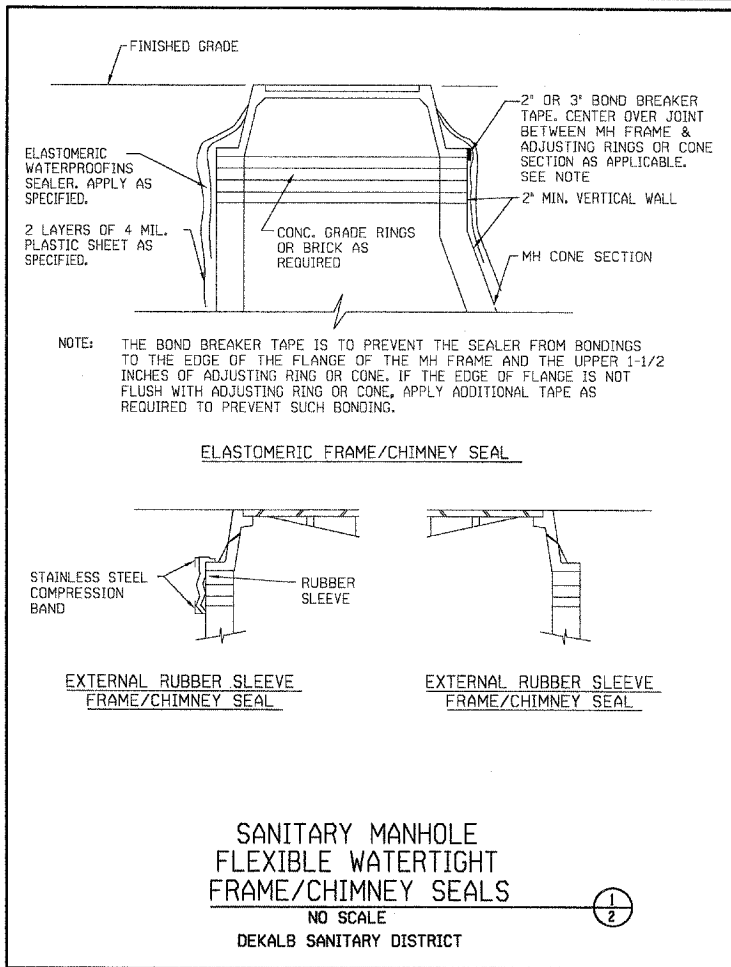


WEST WALL AND FENCE PROFILE

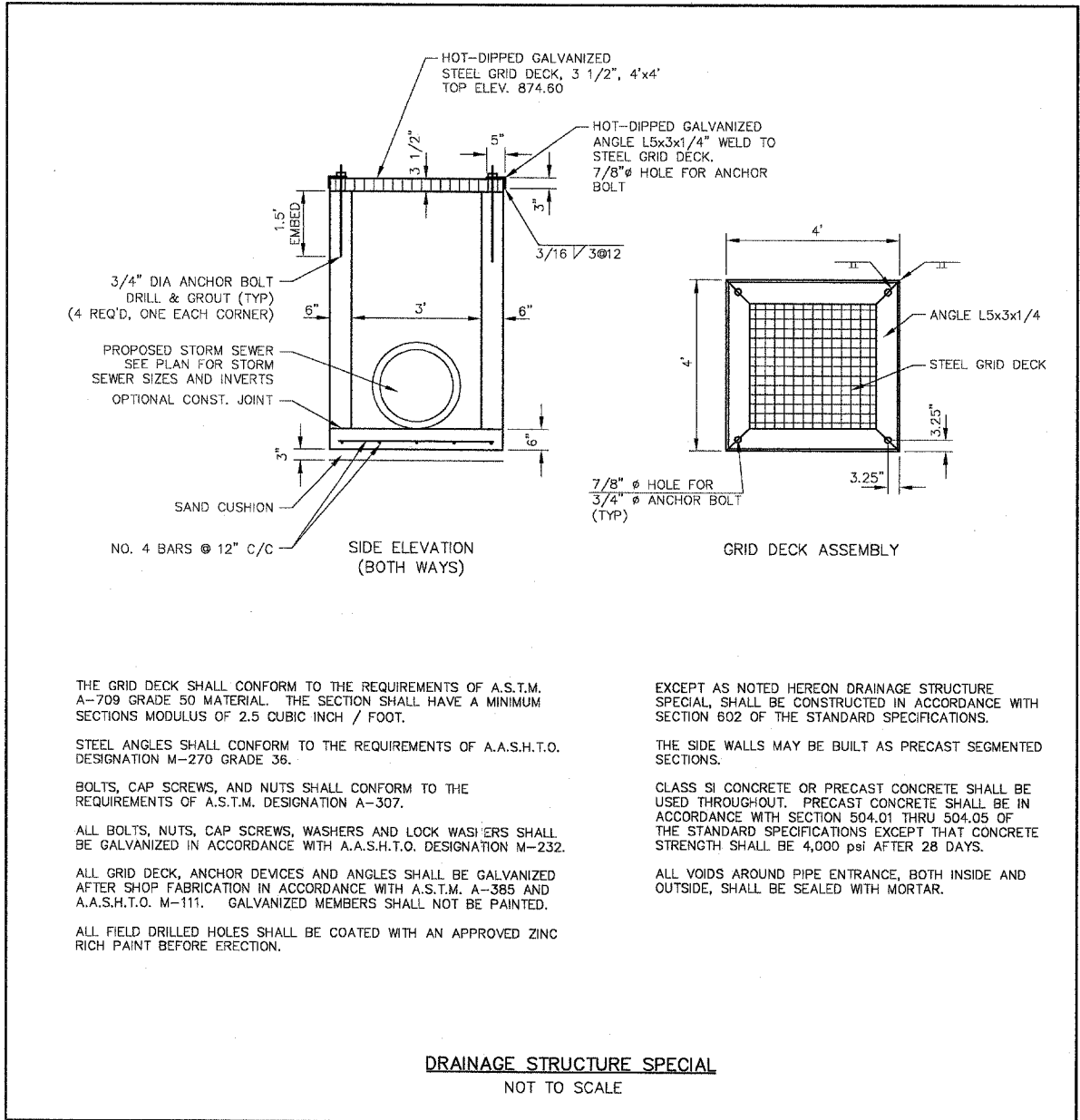
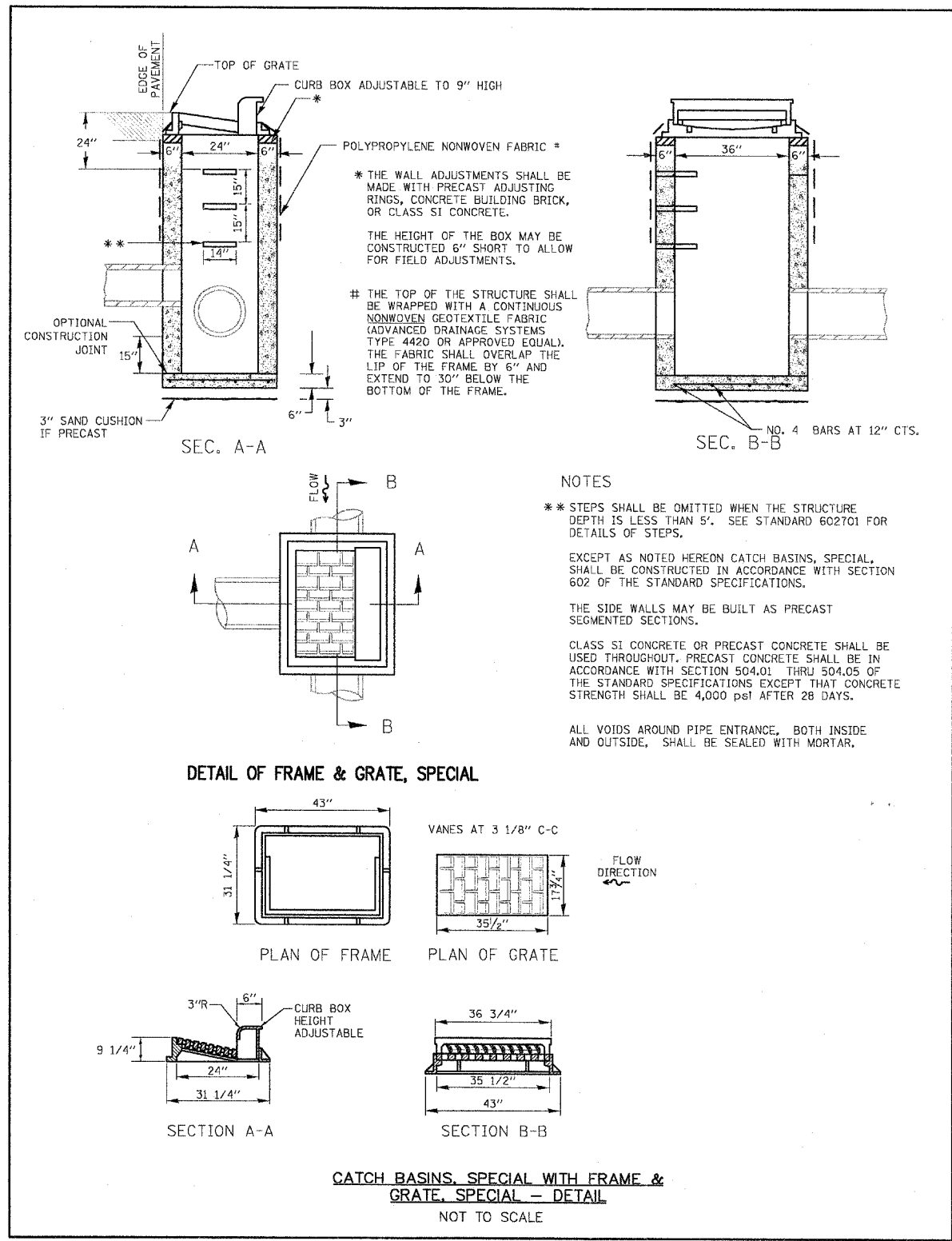
F.A.U. ROUTE	COUNTY SECTION	COUNTY	TO
5348	87-335	DEKALB	4
	STATE SECTION		
	06-00160-02-WR		
SPECIAL DETAILS			
F.H.W.A. REG.5 ILLINOIS PROJECT HPP-			

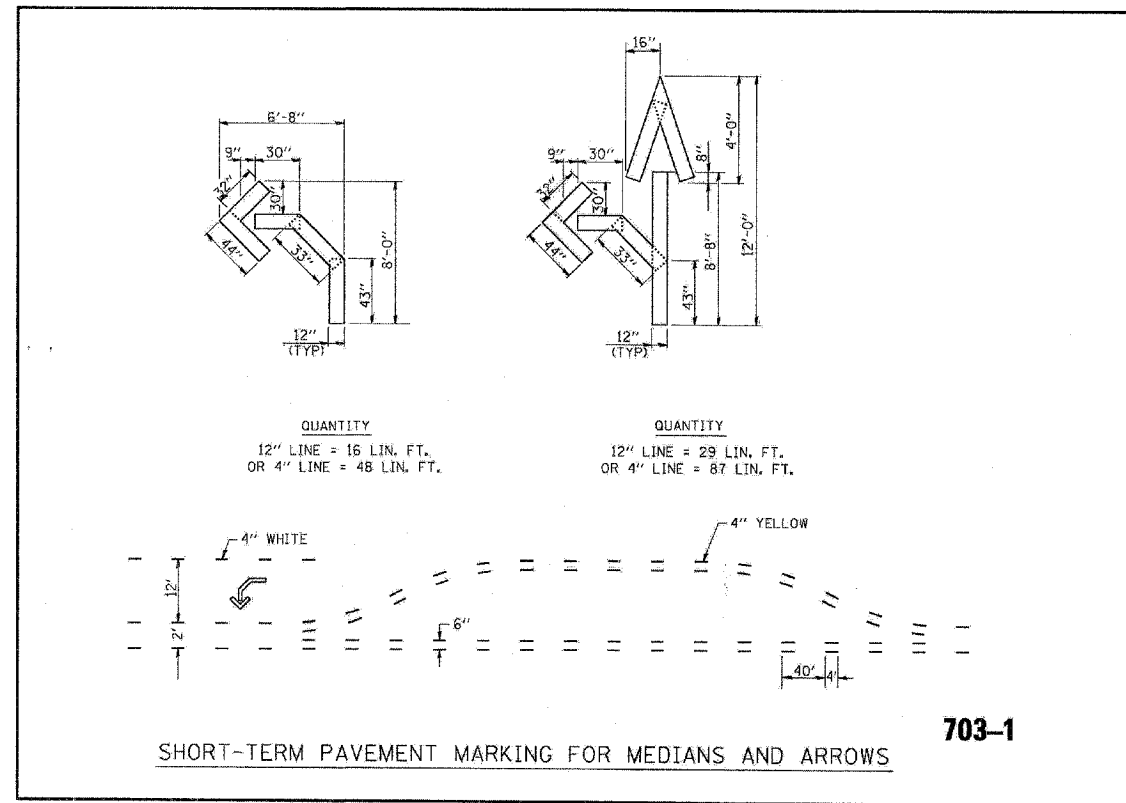
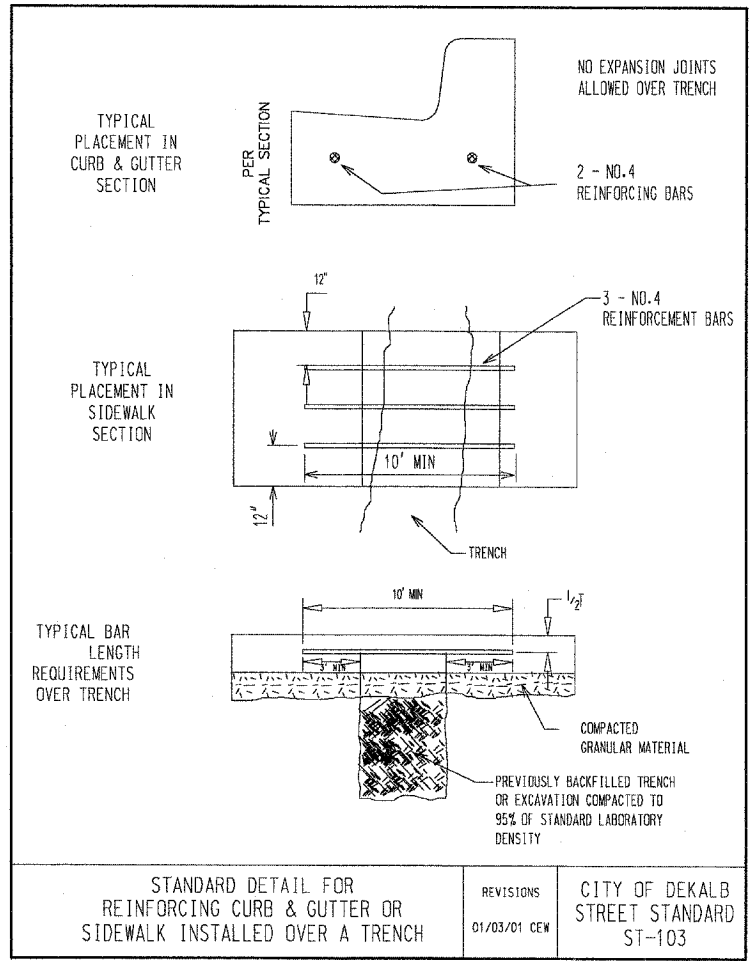
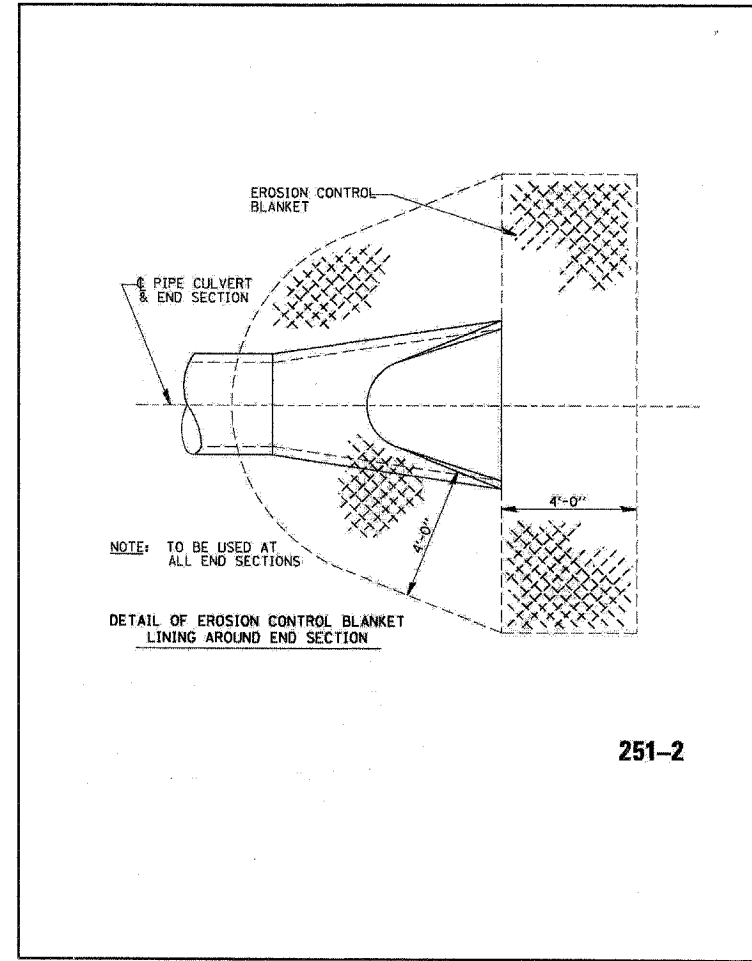
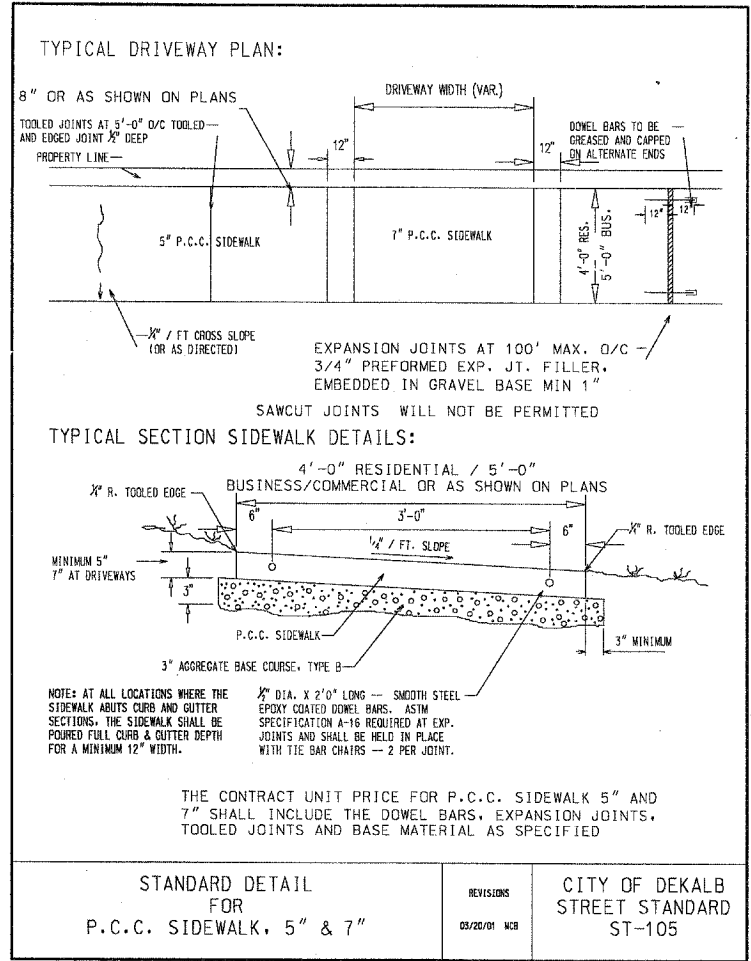


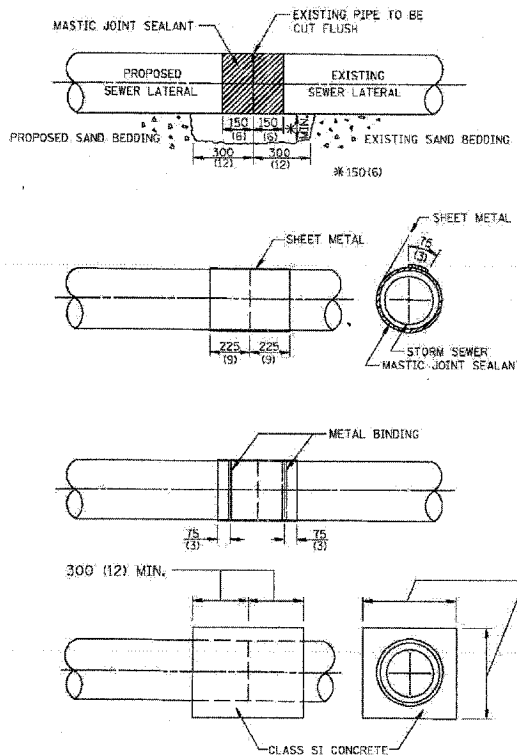
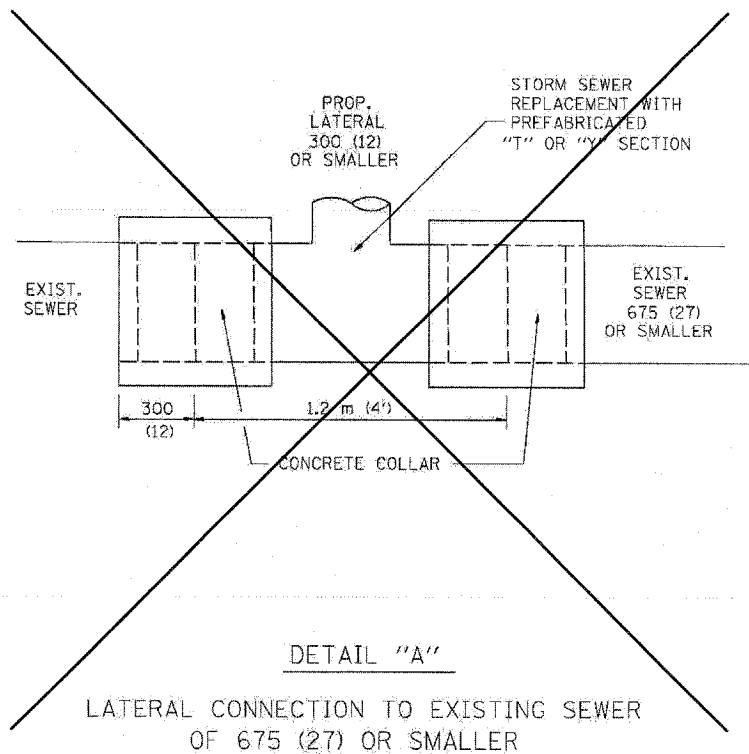
F.A.U. ROUTE	CONTRACT NO. 87395	COUNTY	TO SH
5348	STATE SECTION 06-00180-02-WR	DEKALB	
SPECIAL DETAILS			
F.H.W.A. REG.5 ILLINOIS PROJECT HPP-			



F.A.U. ROUTE	CONTRACT NO.	COUNTY	TO ST
5348	87335	DEKALB	
STATE SECTION		DEKALB	
06-00160-02-WR			
SPECIAL DETAILS			
F.H.W.A. REG.5 ILLINOIS PROJECT HPP-			

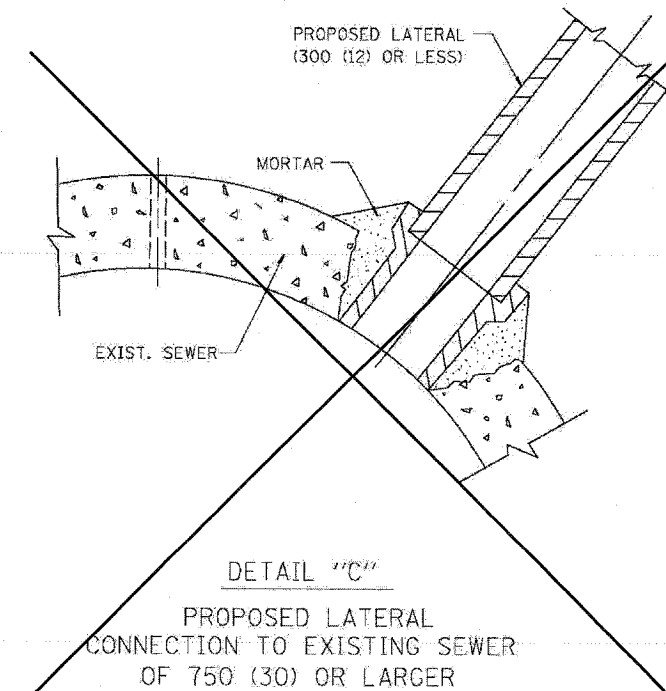






CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 150 (6) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 300 x 150 (12 x 6) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 450 (18) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 75 (3) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 225 (9) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 75 (3) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- PLACE CLASS SI CONCRETE AROUND THE JOINT.



NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 675 (27) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 750 (30) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS. THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

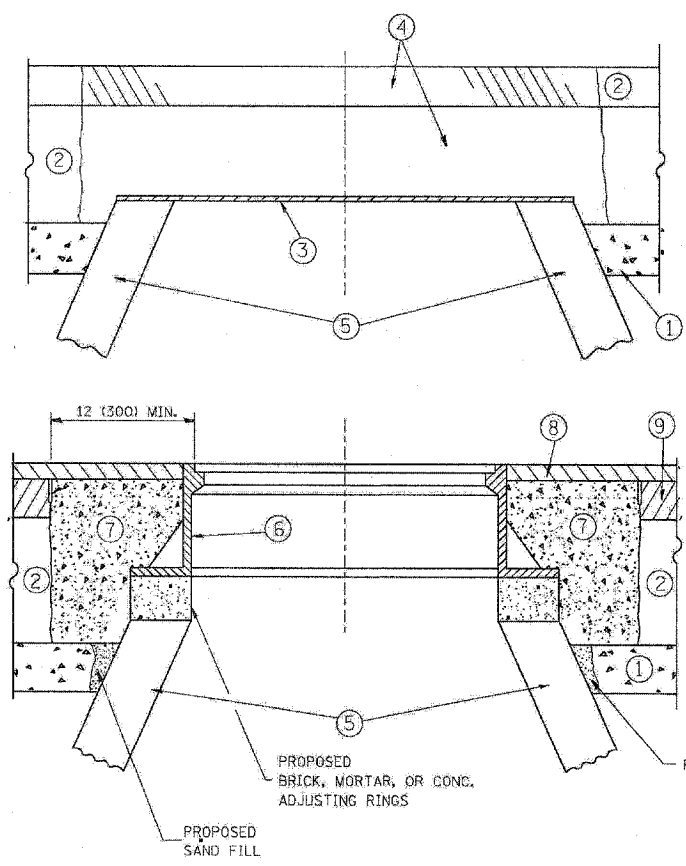
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

SCALE: NONE
 DATE 10/18/2002

DRAWN BY CAD
 CHECKED BY

F.A.U.	CONTRACT NO.	COUNTY
ROUTE	87335	DEKALB
5348	STATE SECTION	
	06-00180-02-WR	
SPECIAL DETAILS		
F.H.W.A. REG.5	ILLINOIS	PROJECT HPP-



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS S1 CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

- | | |
|--|--|
| ① SUB-BASE GRANULAR MATERIAL | ⑥ FRAME AND LID (SEE NOTES) |
| ② EXISTING PAVEMENT | ⑦ CLASS S1 CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE |
| ③ 36 (900) DIAMETER METAL PLATE | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE |
| ⑤ EXISTING STRUCTURE | |

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

~~CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.~~

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

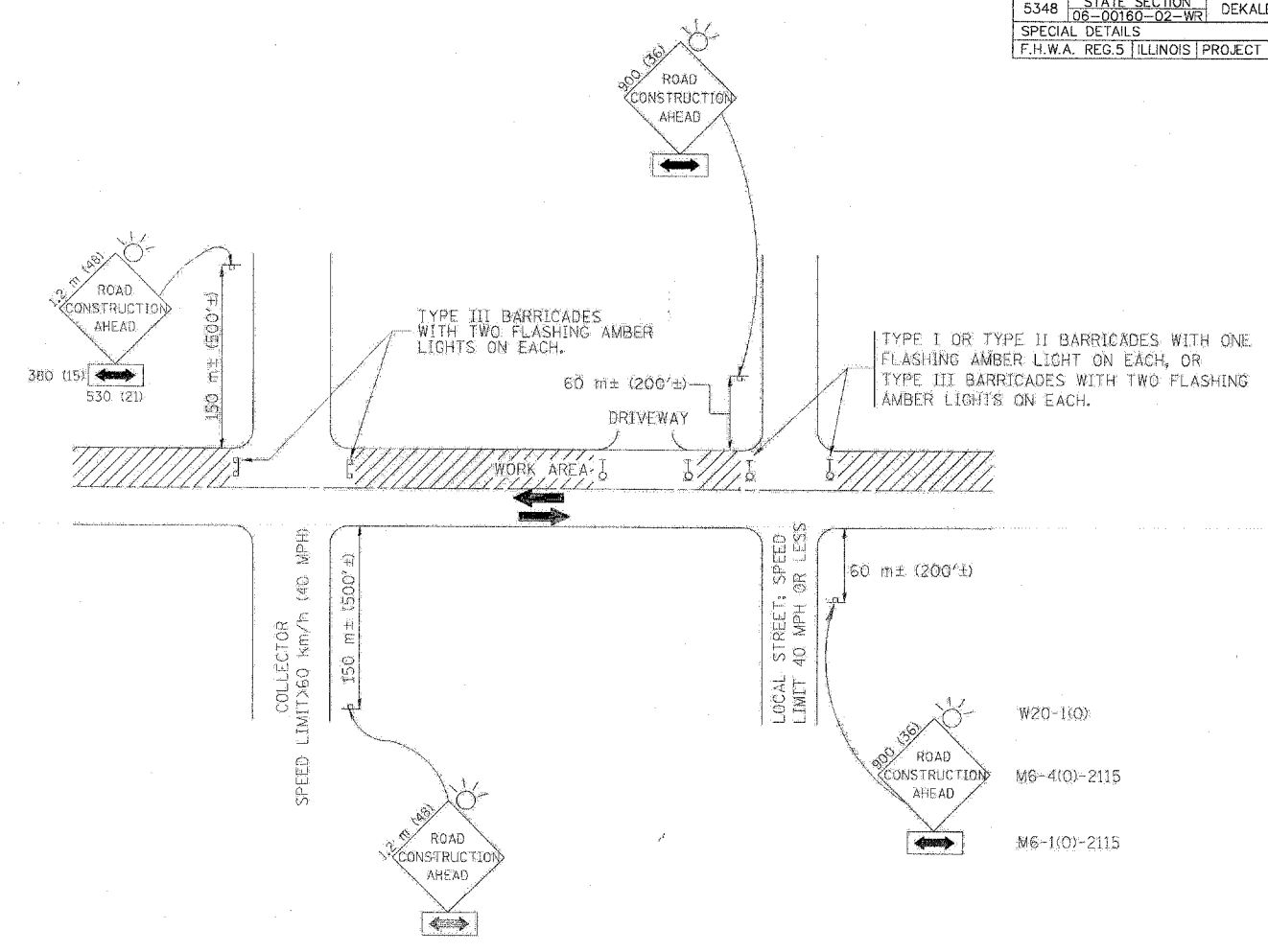
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT
WITH MILLING

SCALE: VERT. NONE
HORIZ. NONE
PLOT DATE: 10/31/2006

DRAWN BY
CHECKED BY



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS:

- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL AND PROTECT
 FOR
 SIDE ROADS, INTERSECTIONS, A
 DRIVEWAYS

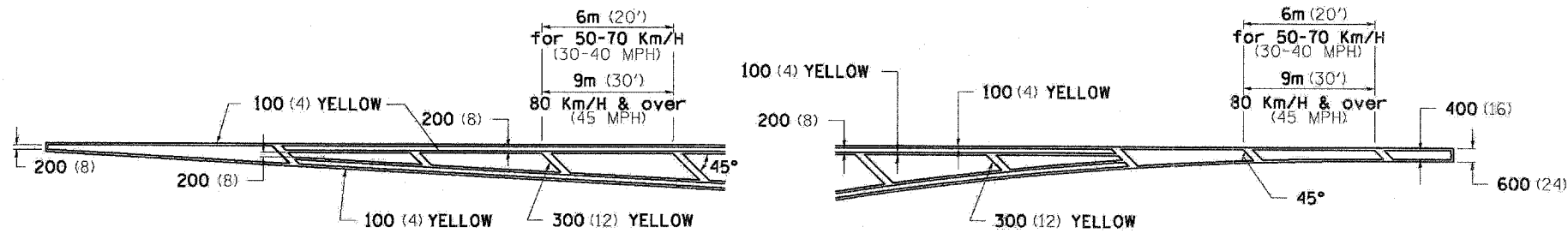
SCALE: VERT.
 HORIZ.
 DATE 10/18/2002

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 CHECKED BY
 TC-10

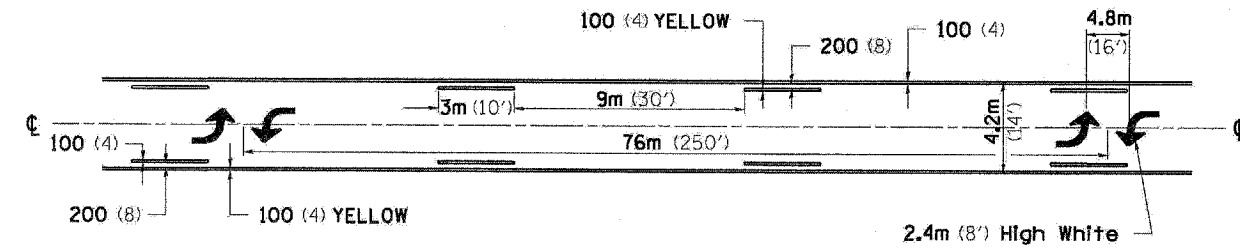
TYPICAL PAVEMENT MARKINGS

F.A.U. ROUTE	CONTRACT NO.	COUNTY	TOTAL SHEETS
5348	87335	DEKALB	48
STATE SECTION		PROJECT HPP-2	
06-00160-02-WR		ILLINOIS	
SPECIAL DETAILS			
F.H.W.A. REG. 5			

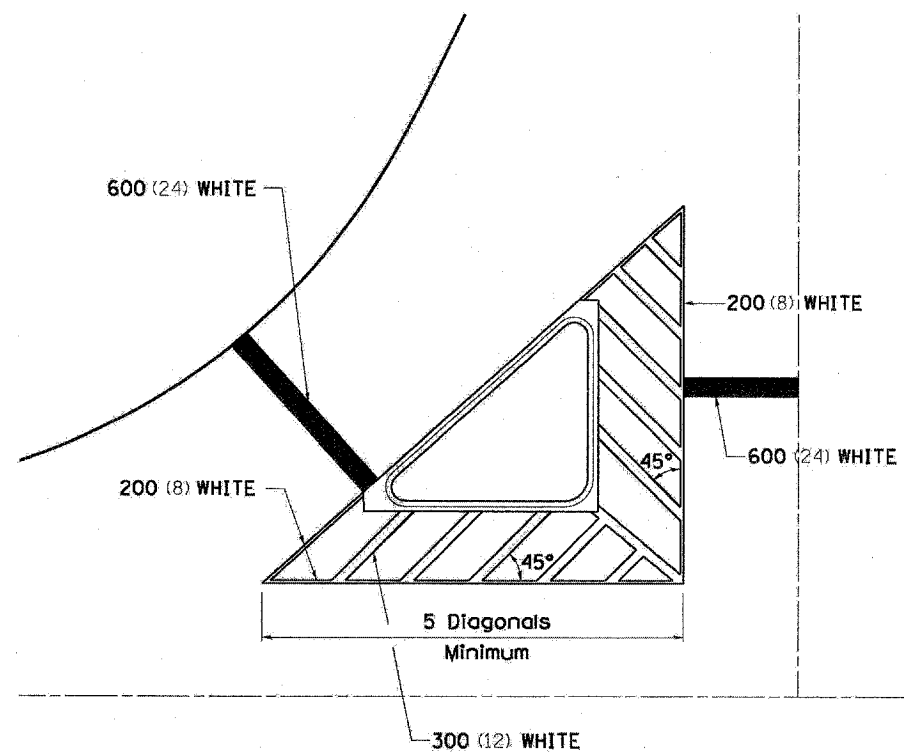
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



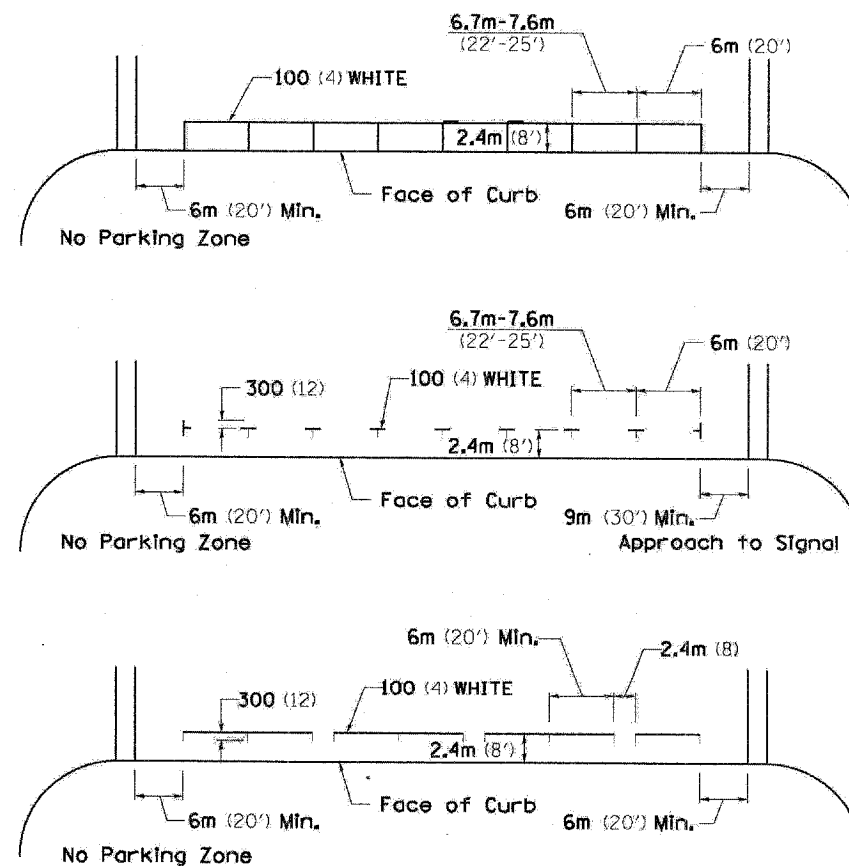
MEDIAN PAVEMENT MARKING



TYPICAL ISLAND OFFSET SHOULDER WIDTH



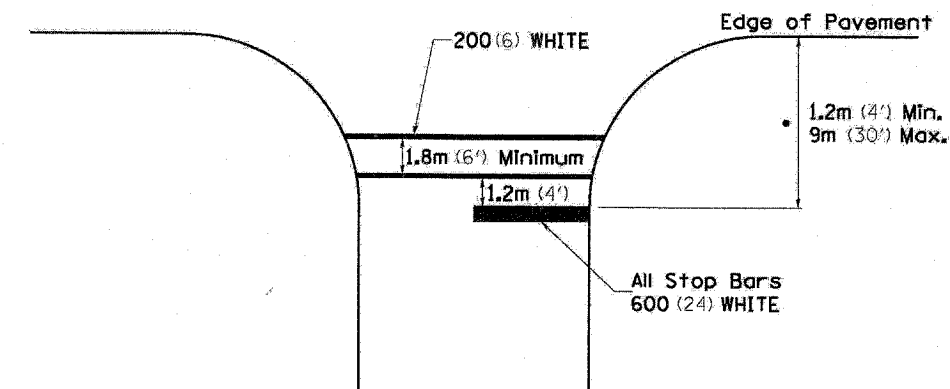
TYPICAL PARKING SPACING



•• ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

STANDARD CROSSWALK MARKING

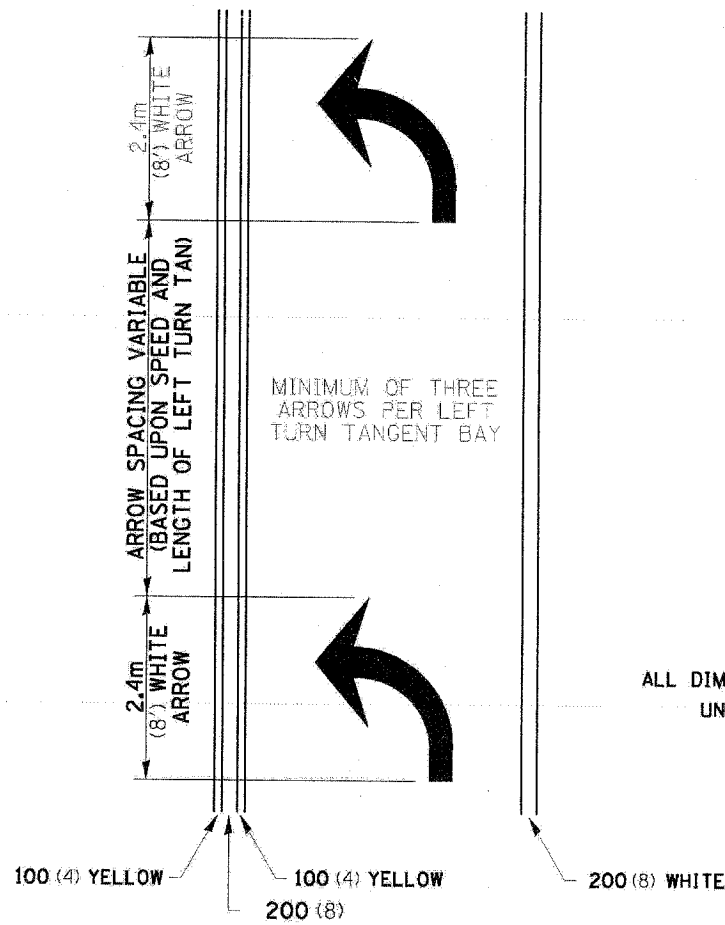
See Schedules for Locations



• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

TYPICAL PAVEMENT MARKINGS

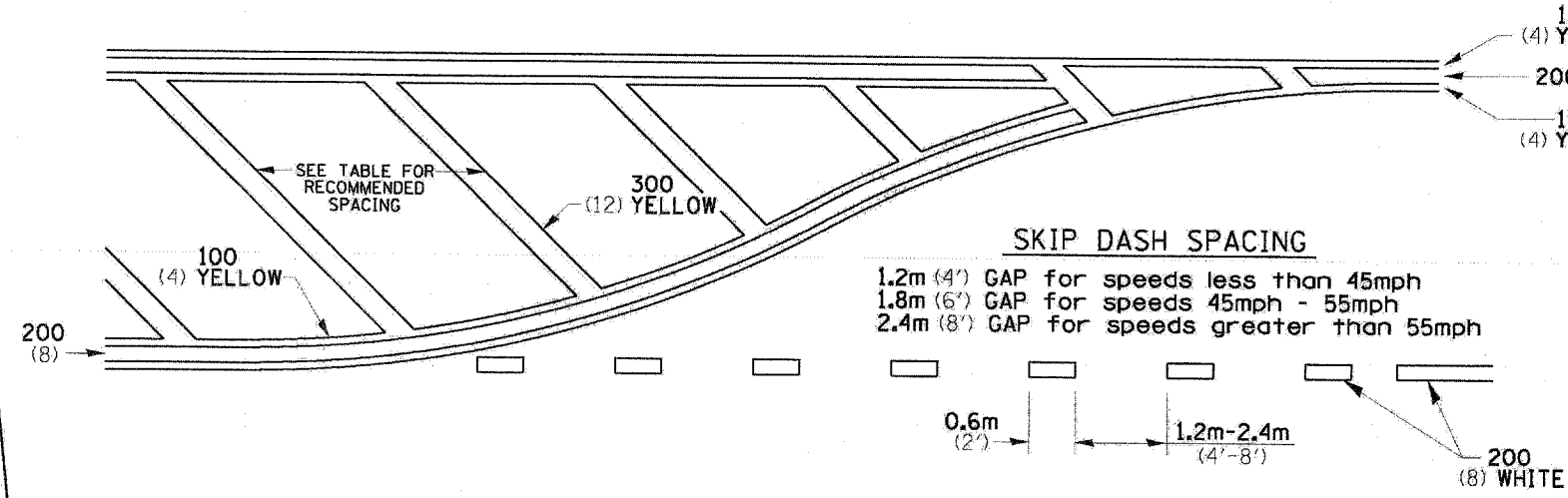
ARROW LAYOUT



- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

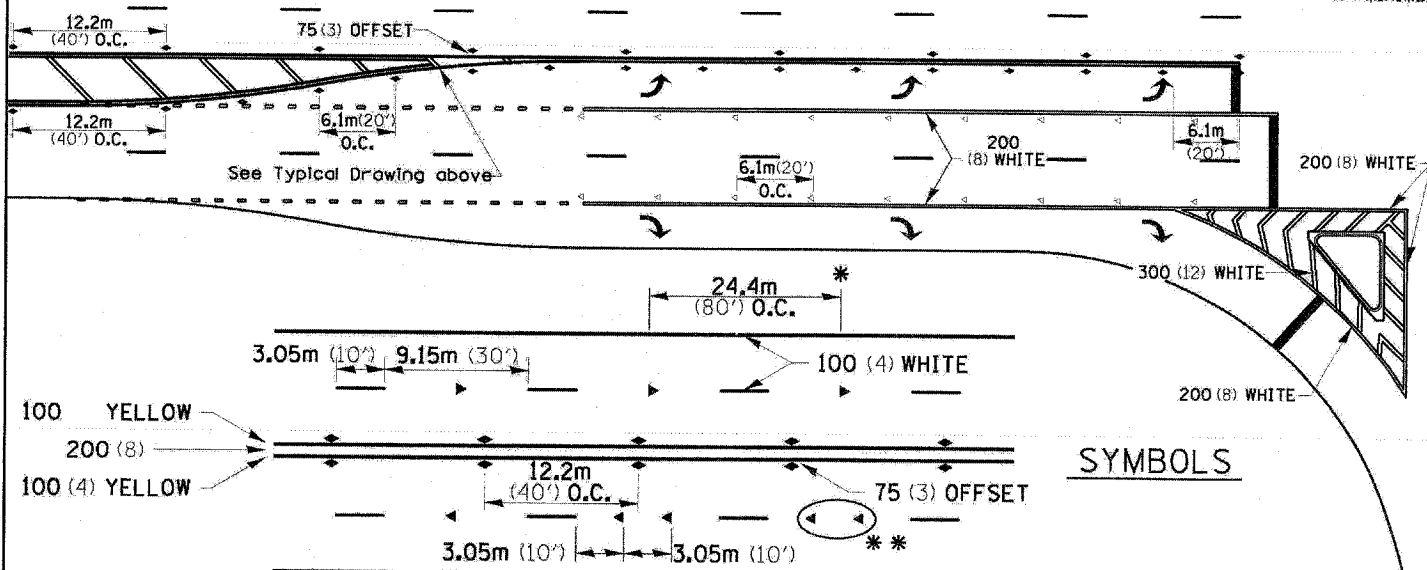
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



SYMBOLS

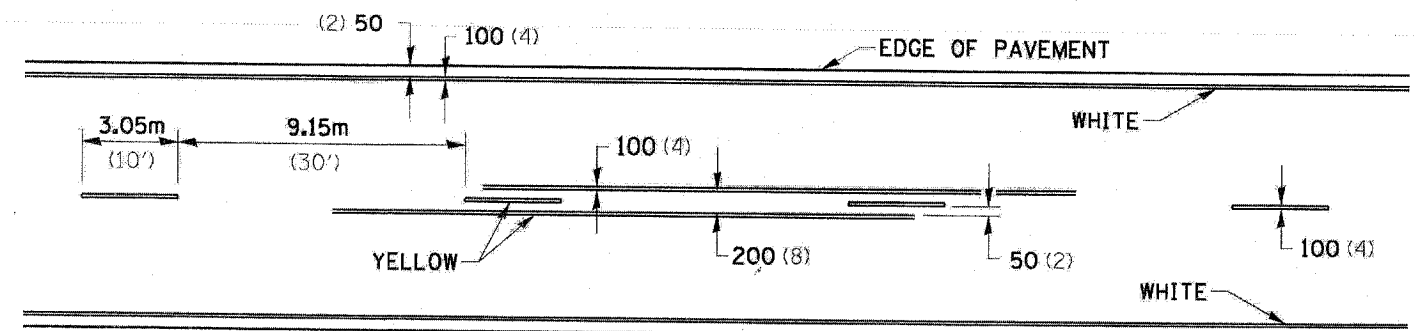
See Typical Drawing above

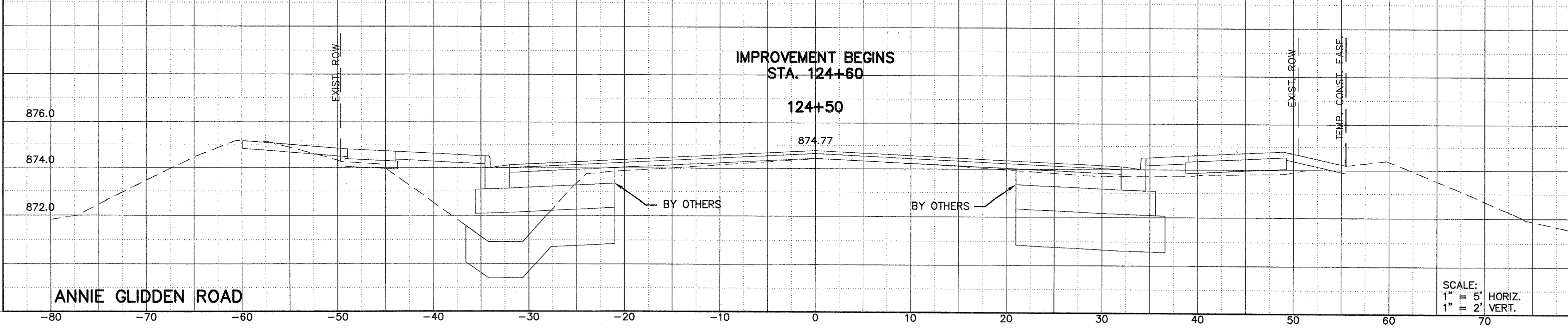
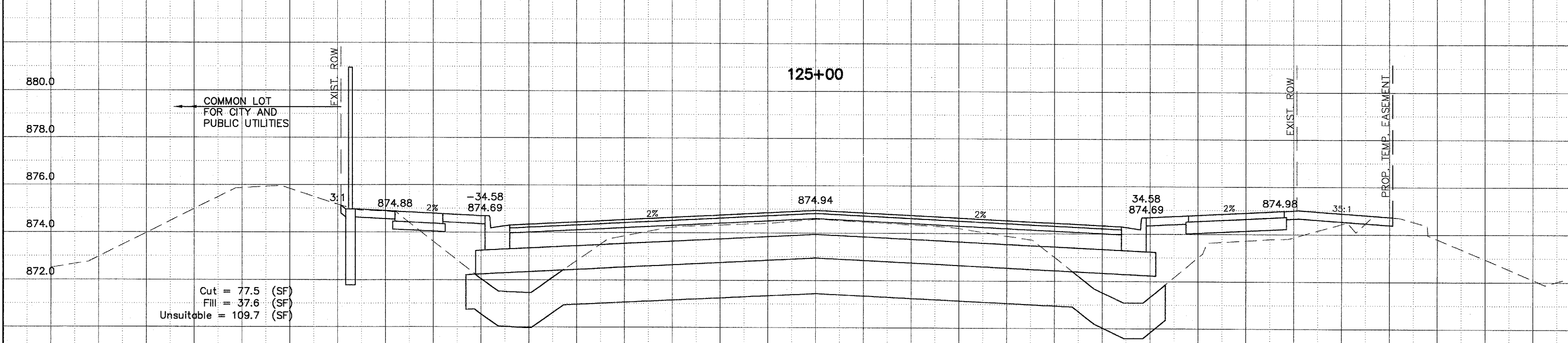
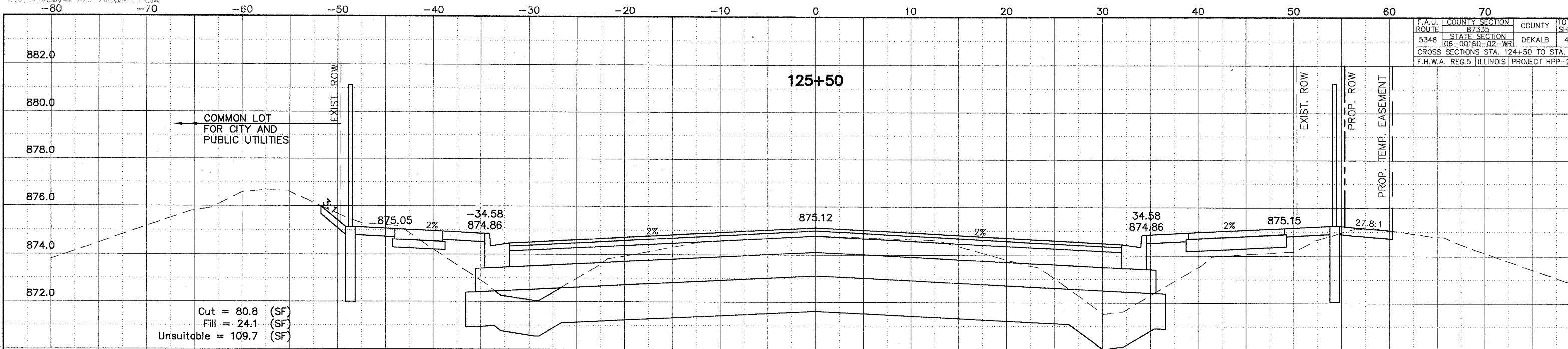
* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.

** USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI-LANE / UNDIVIDED

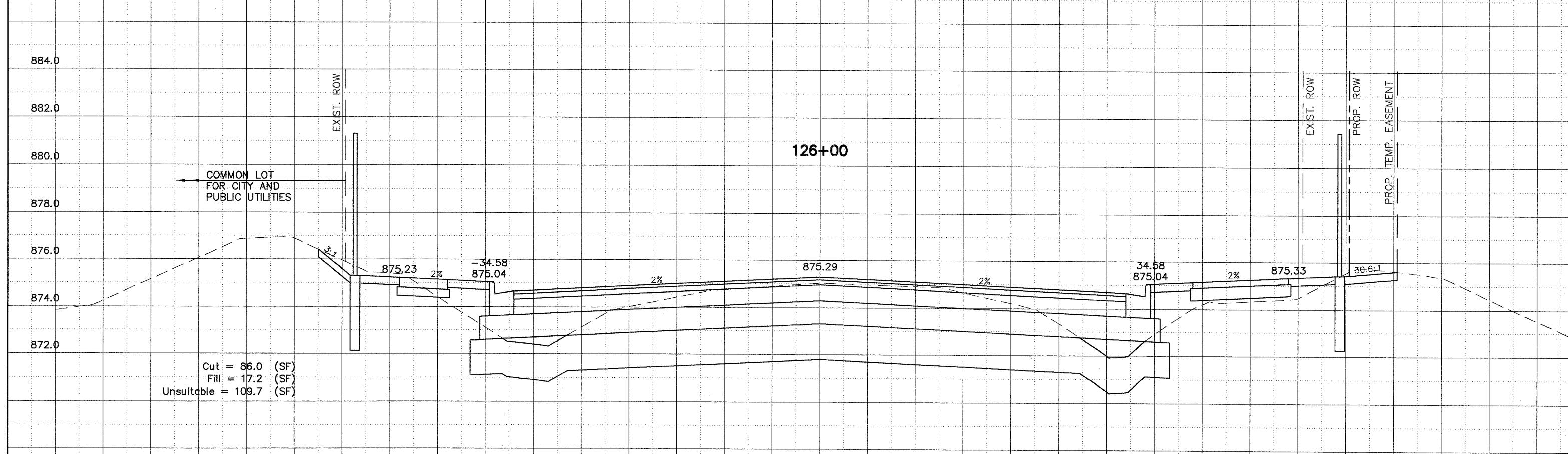
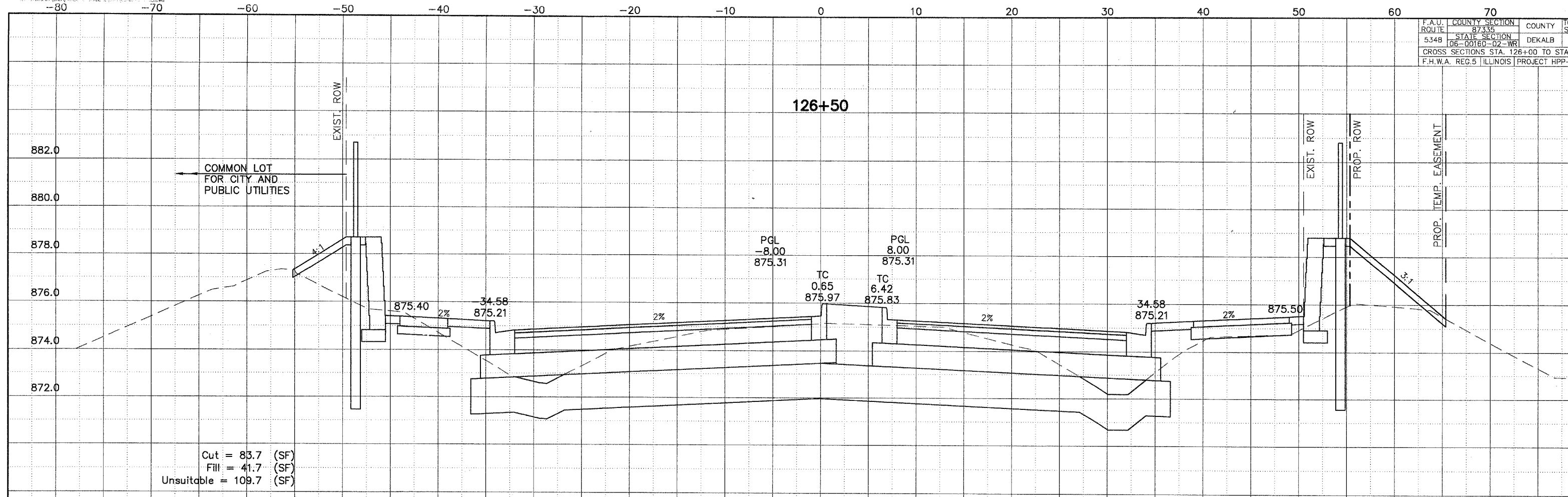
TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES





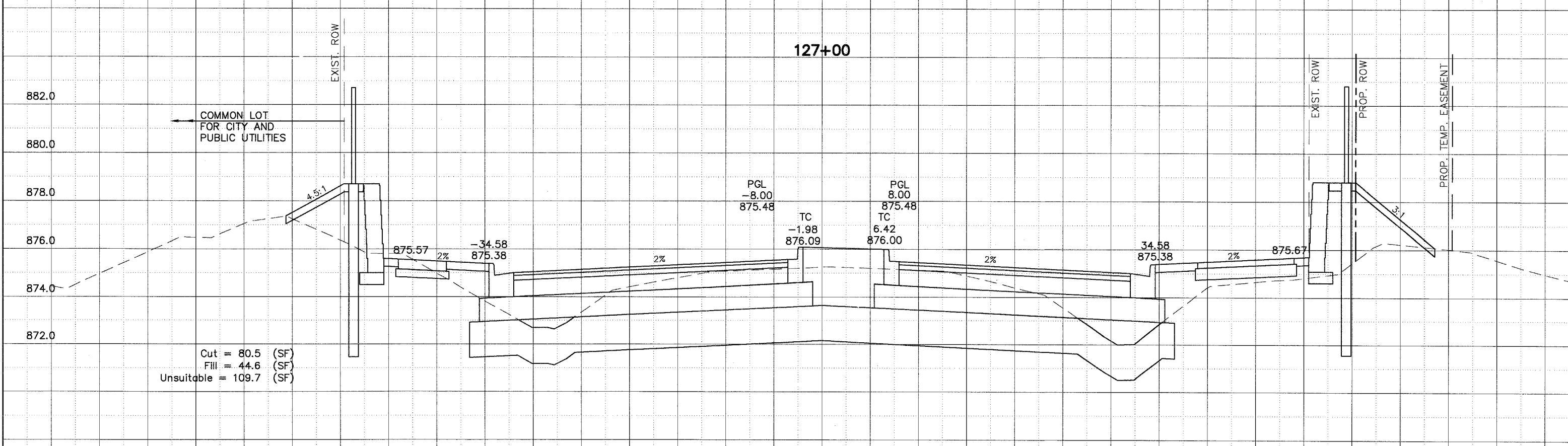
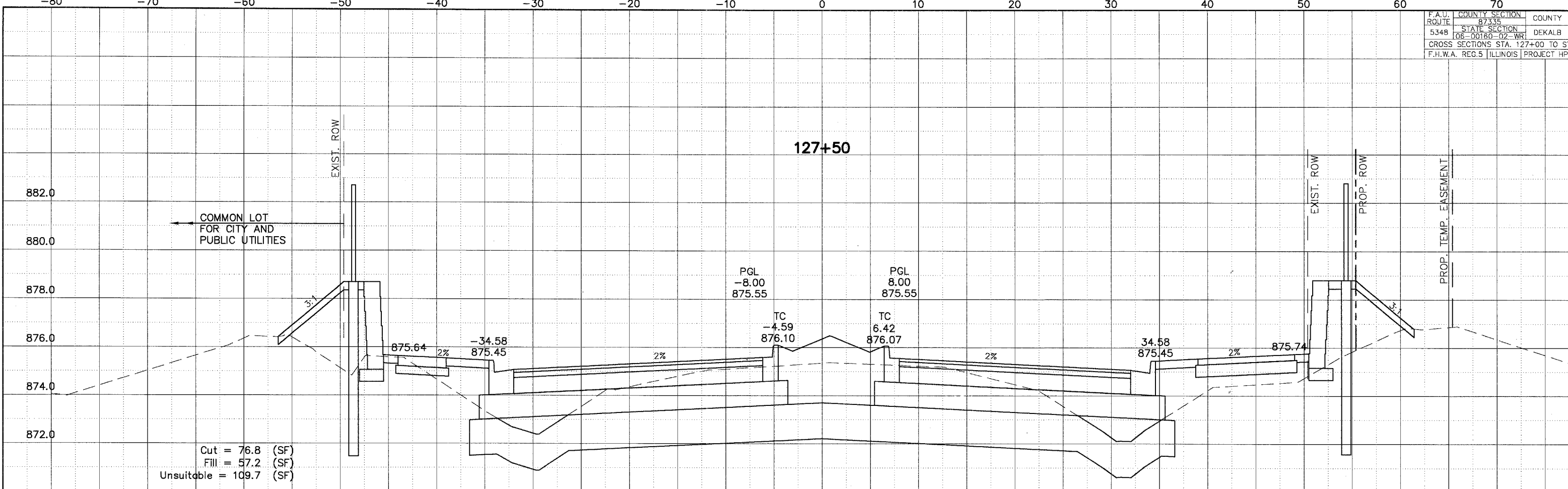
ANNIE GLIDDEN ROAD

SCALE:
 1" = 5' HORIZ.
 1" = 2' VERT.



ANNIE GLIDDEN ROAD

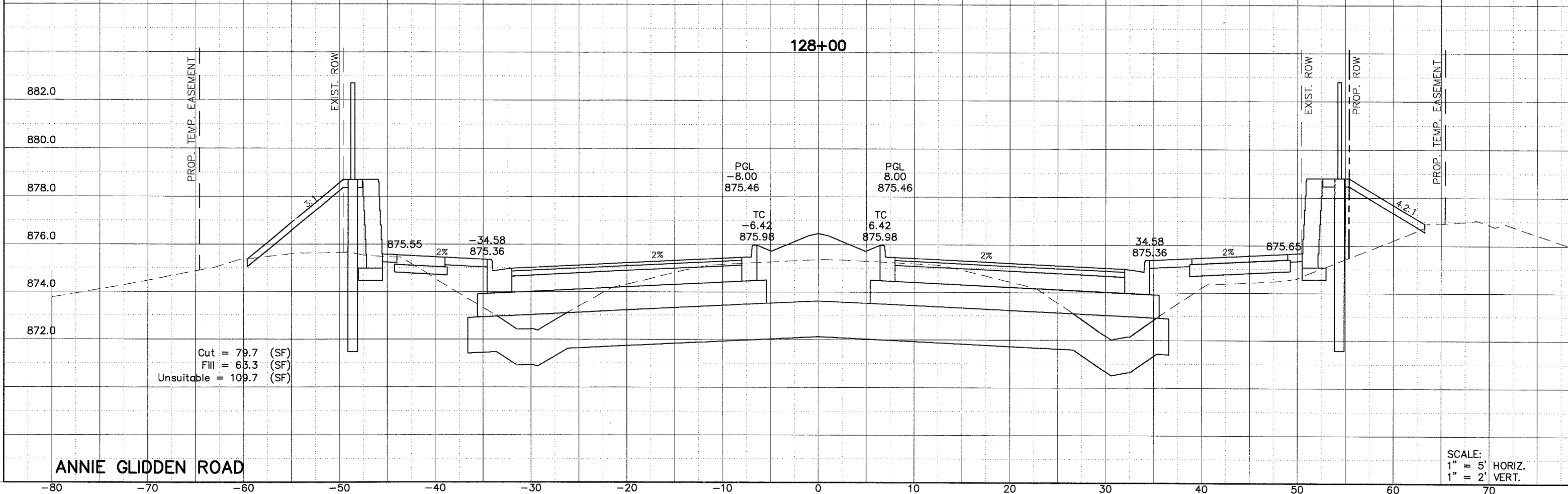
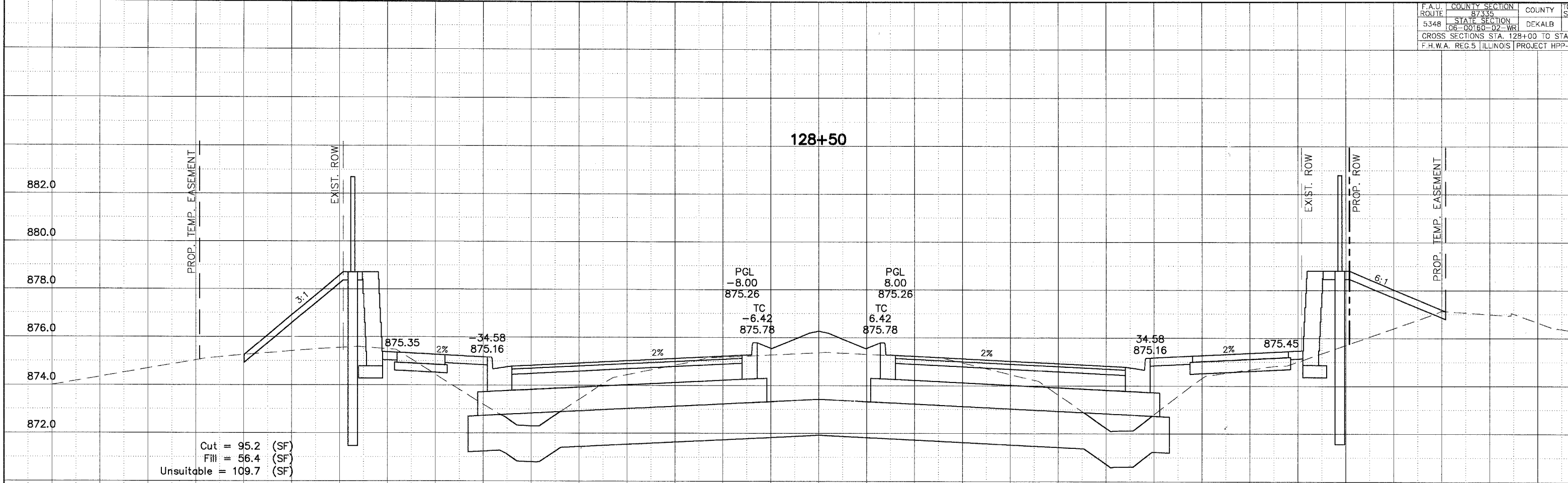
SCALE:
 1" = 5' HORIZ.
 1" = 2' VERT.



ANNIE GLIDDEN ROAD

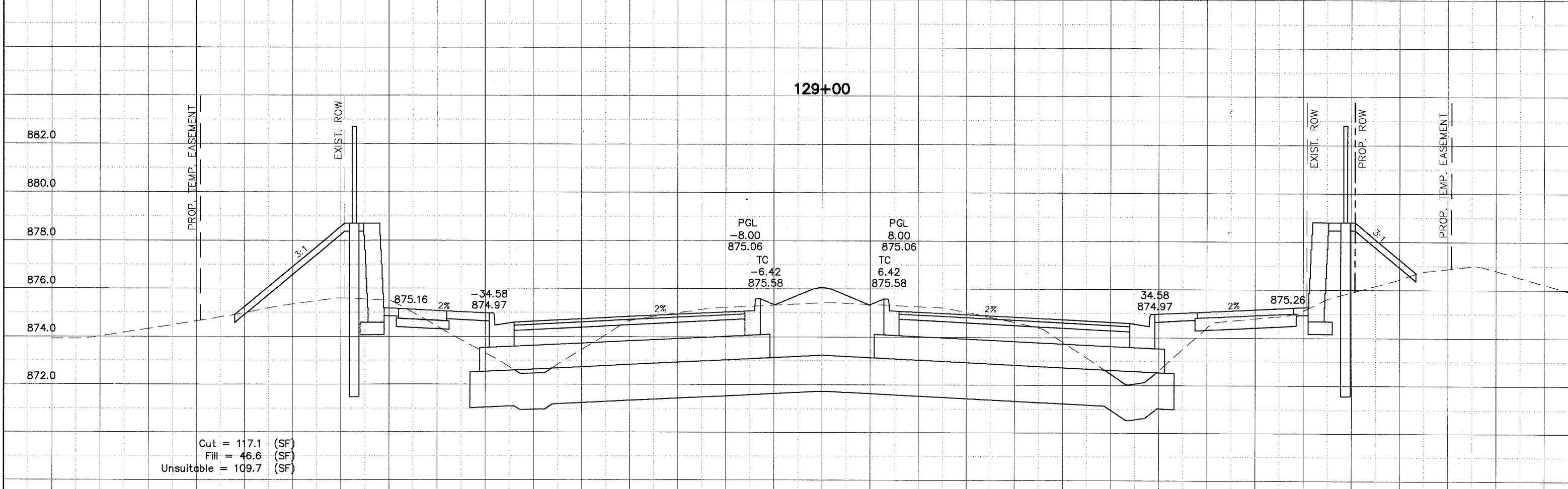
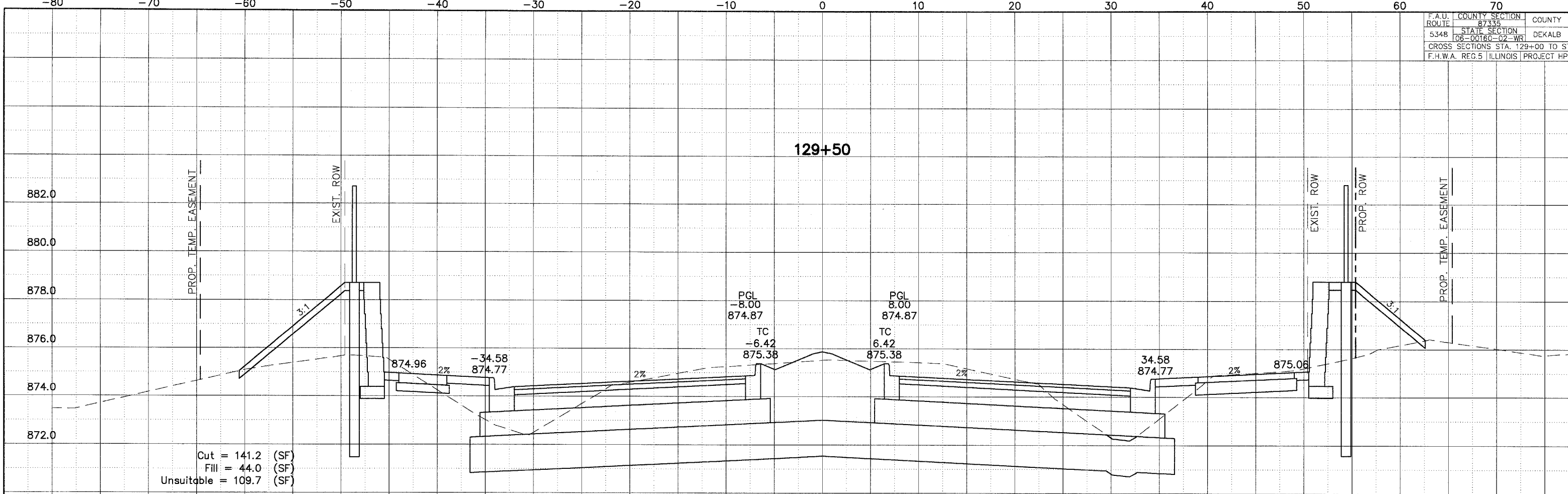
SCALE:
1" = 5' HORIZ.
1" = 2' VERT.

F.A.U. ROUTE	COUNTY SECTION	COUNTY	TOWNSHIP
5348	06-00160-02-WR	DEKALB	4
CROSS SECTIONS STA. 128+00 TO STA.		PROJECT HPP-	
F.H.W.A. REG.5 ILLINOIS		PROJECT HPP-	



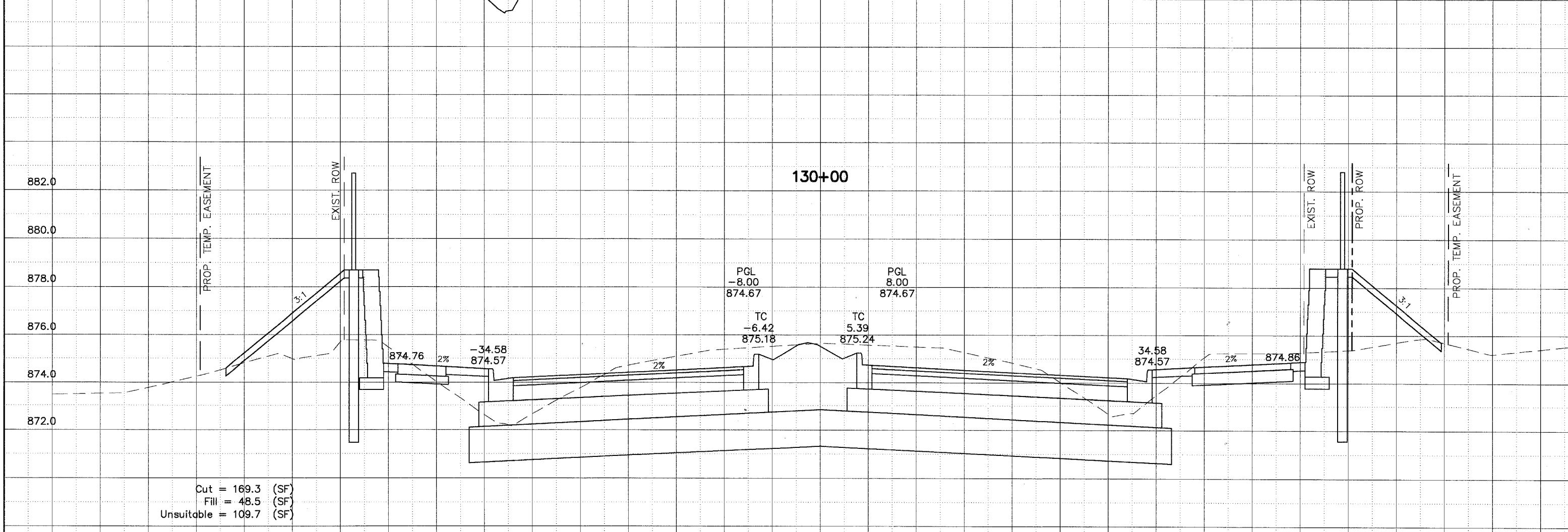
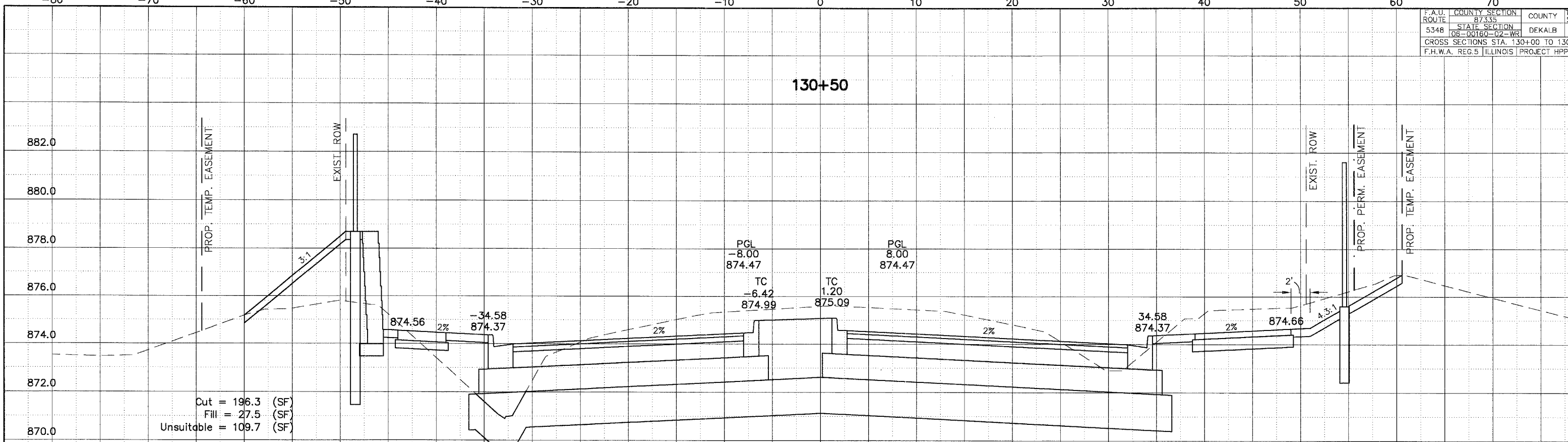
ANNIE GLIDDEN ROAD

SCALE:
1" = 5' HORIZ.
1" = 2' VERT.



ANNIE GLIDDEN ROAD

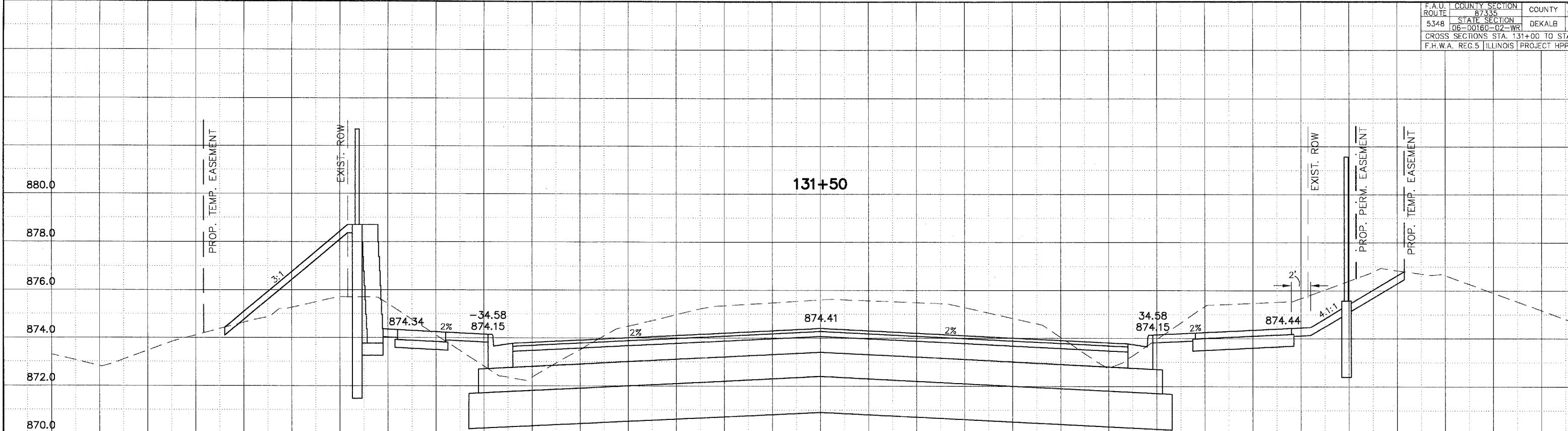
SCALE:
1" = 5' HORIZ.
1" = 2' VERT.



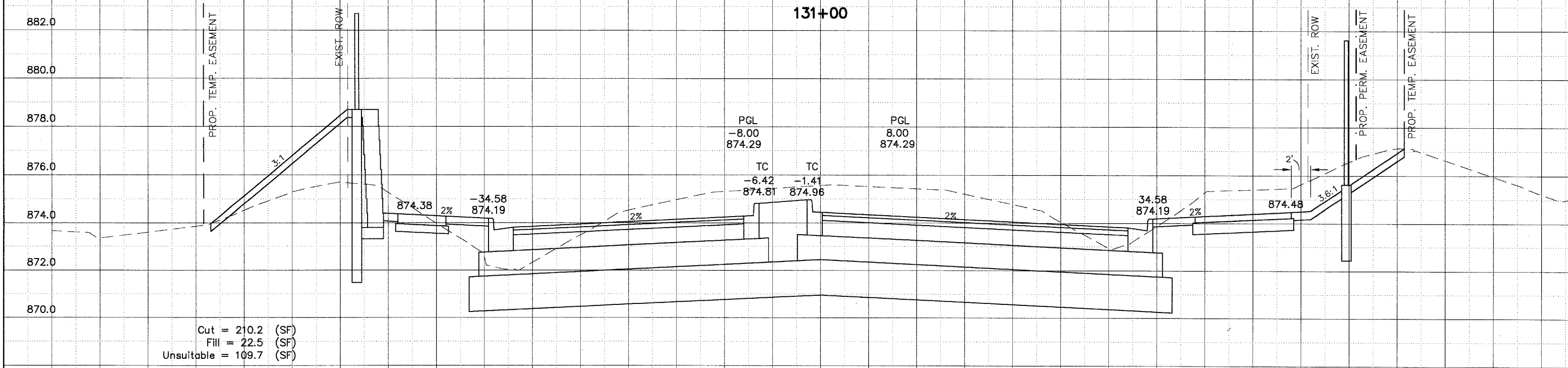
ANNIE GLIDDEN ROAD

SCALE:
1" = 5' HORIZ.
1" = 2' VERT.

F.A.D. COUNTY SECTION	TO
ROUTE 87335	SH
5348 STATE SECTION	DEKALB 4
06-00160-02-WR	
CROSS SECTIONS STA. 131+00 TO STA.	
F.H.W.A. REG.5 ILLINOIS PROJECT HPP-	



Cut = 220.1 (SF)
Fill = 21.2 (SF)
Unsuitable = 109.7 (SF)

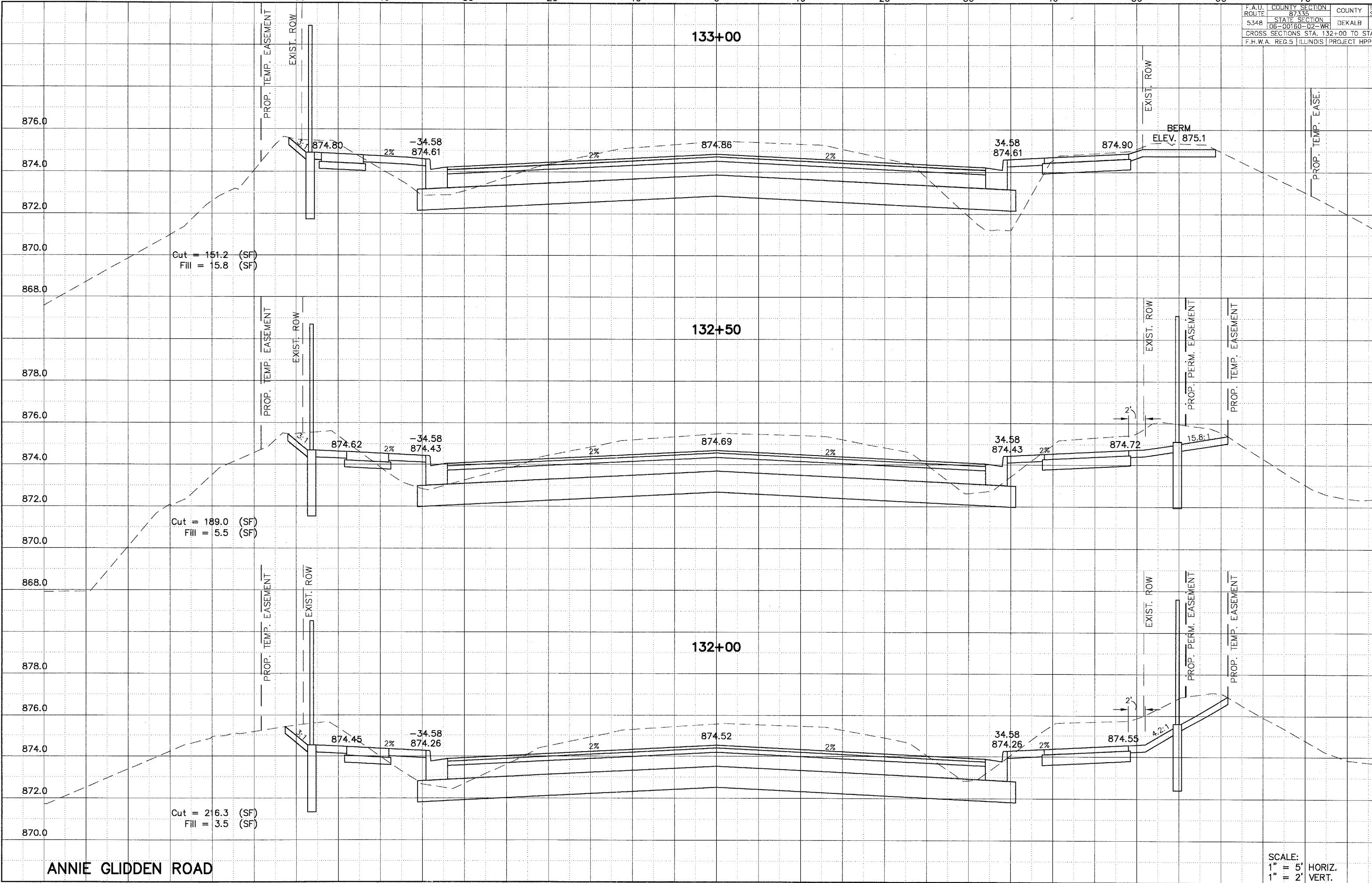


Cut = 210.2 (SF)
Fill = 22.5 (SF)
Unsuitable = 109.7 (SF)

ANNIE GLIDDEN ROAD

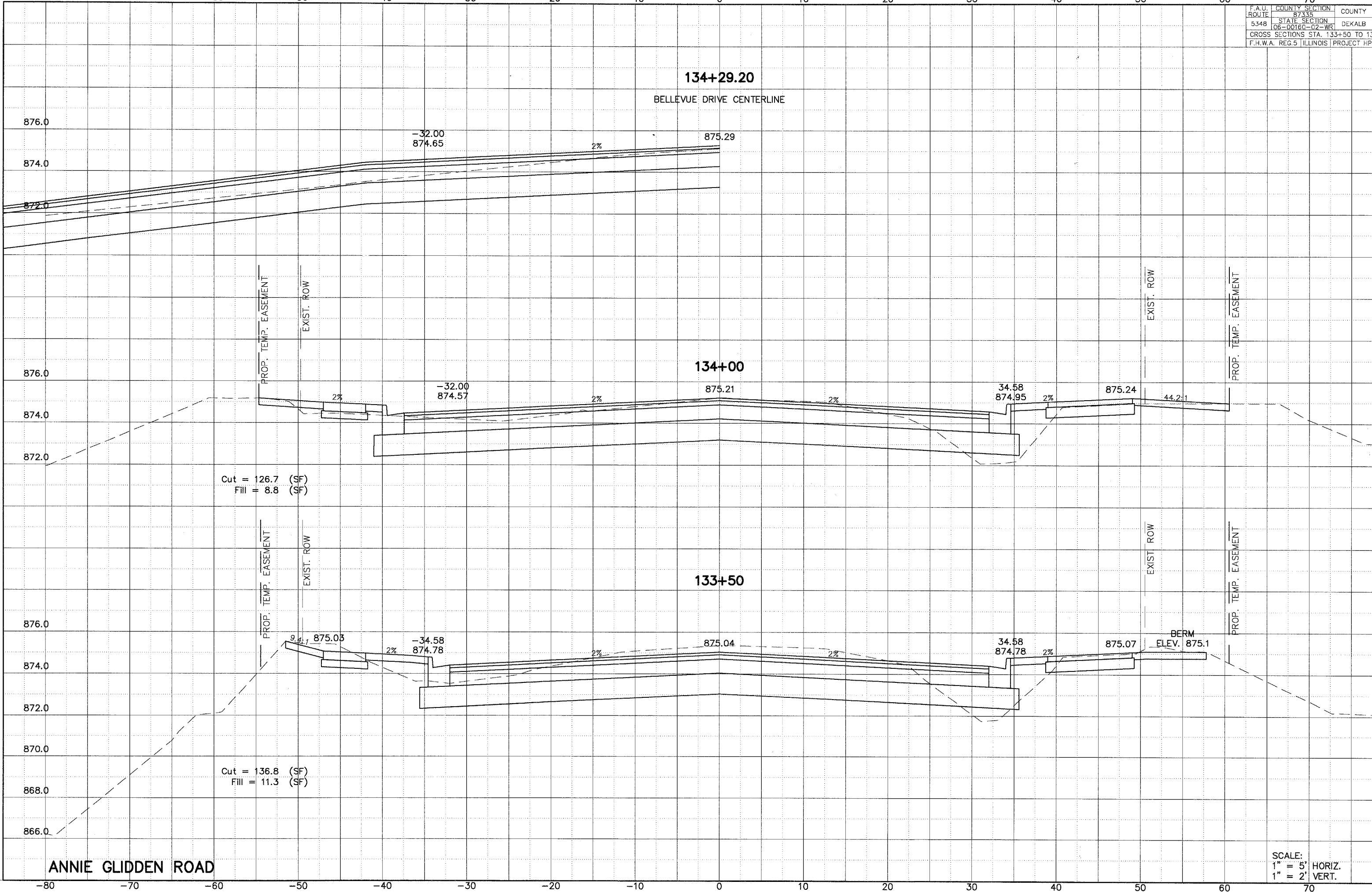
SCALE:
1" = 5' HORIZ.
1" = 2' VERT.

F.A.U. ROUTE	COUNTY SECTION	COUNTY	TO STA
534B	87335	DEKALB	
CROSS SECTIONS STA. 132+00 TO STA. 133+00	STATE SECTION	DEKALB	
	06-00160-02-WR		
F.H.W.A. REG. 5	ILLINOIS	PROJECT	HPP



ANNIE GLIDDEN ROAD

SCALE:
 1" = 5' HORIZ.
 1" = 2' VERT.

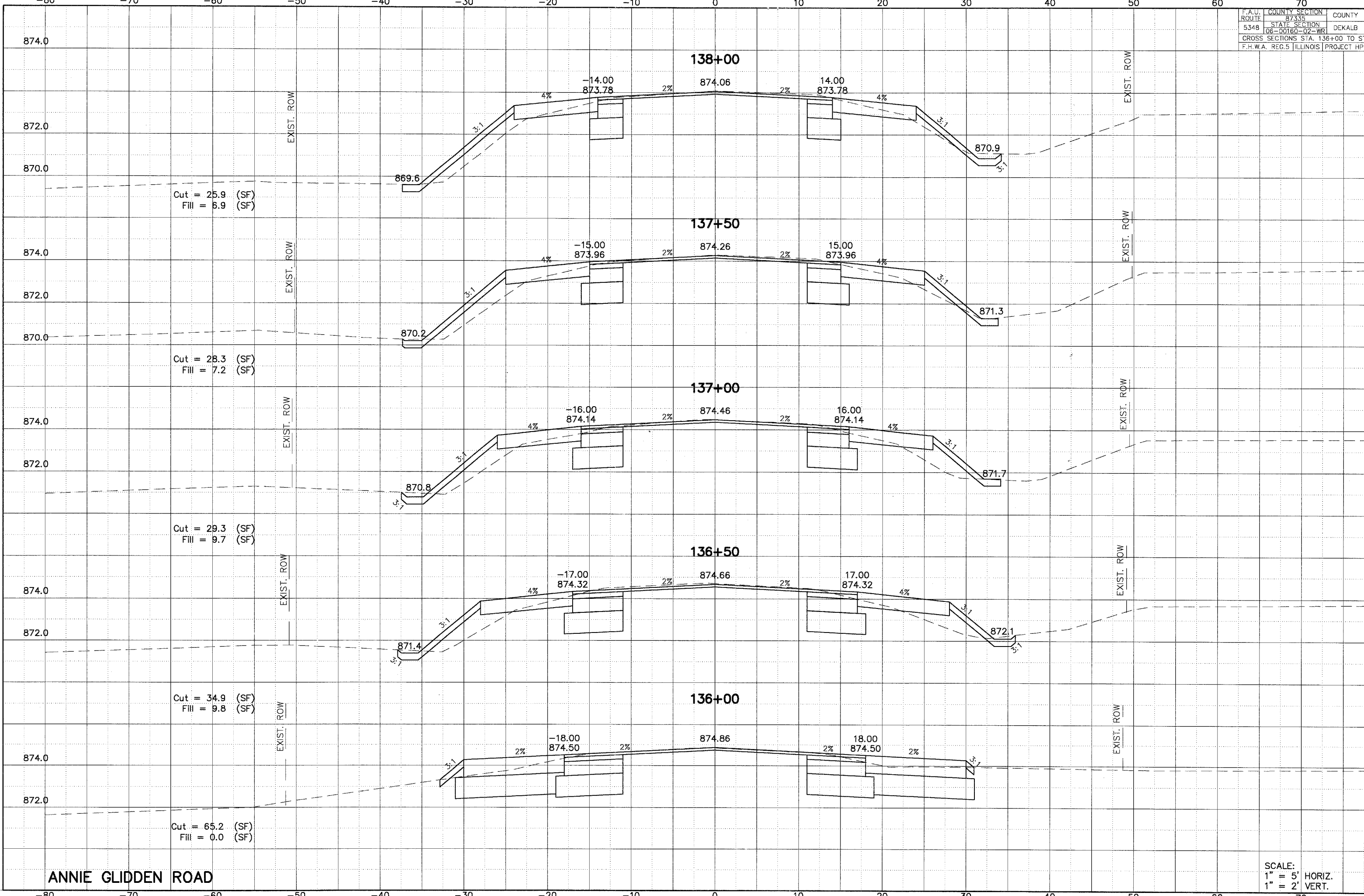


Cut = 126.7 (SF)
Fill = 8.8 (SF)

Cut = 136.8 (SF)
Fill = 11.3 (SF)

SCALE:
1" = 5' HORIZ.
1" = 2' VERT.

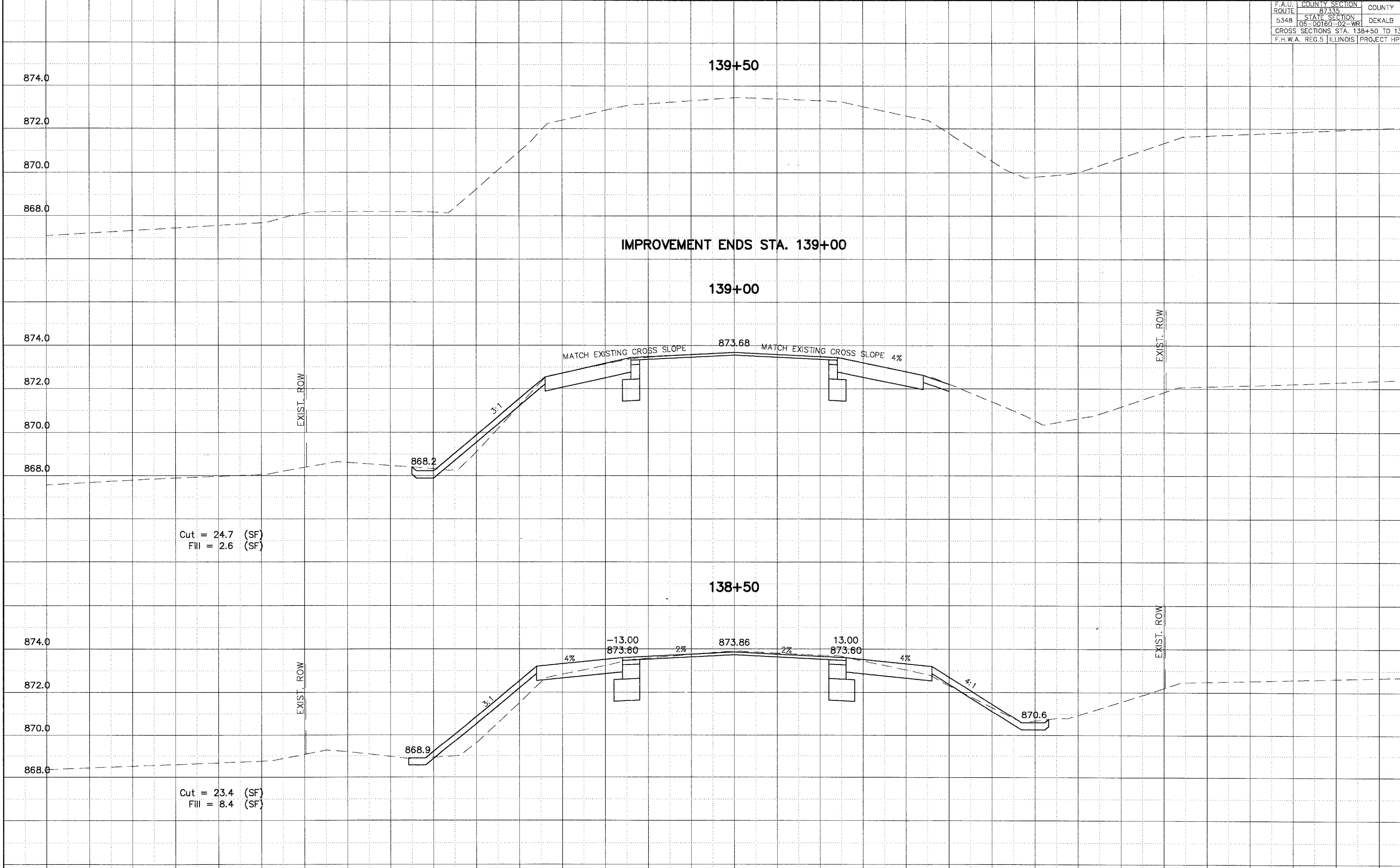
ANNIE GLIDDEN ROAD



ANNIE GLIDDEN ROAD

SCALE:
1" = 5' HORIZ.
1" = 2' VERT.

F.A.U.	COUNTY SECTION	COUNTY	TO
ROUTE	87335	DEKALB	ST
5348	STATE SECTION	DEKALB	ST
	06-00160-02-WR		
CROSS SECTIONS STA. 138+50 TO 139+50			
F.H.W.A. REG. 5 ILLINOIS PROJECT HPP-			



Cut = 24.7 (SF)
Fill = 2.6 (SF)

Cut = 23.4 (SF)
Fill = 8.4 (SF)

ANNIE GLIDDEN ROAD

SCALE:
1" = 5' HORIZ.
1" = 2' VERT.