

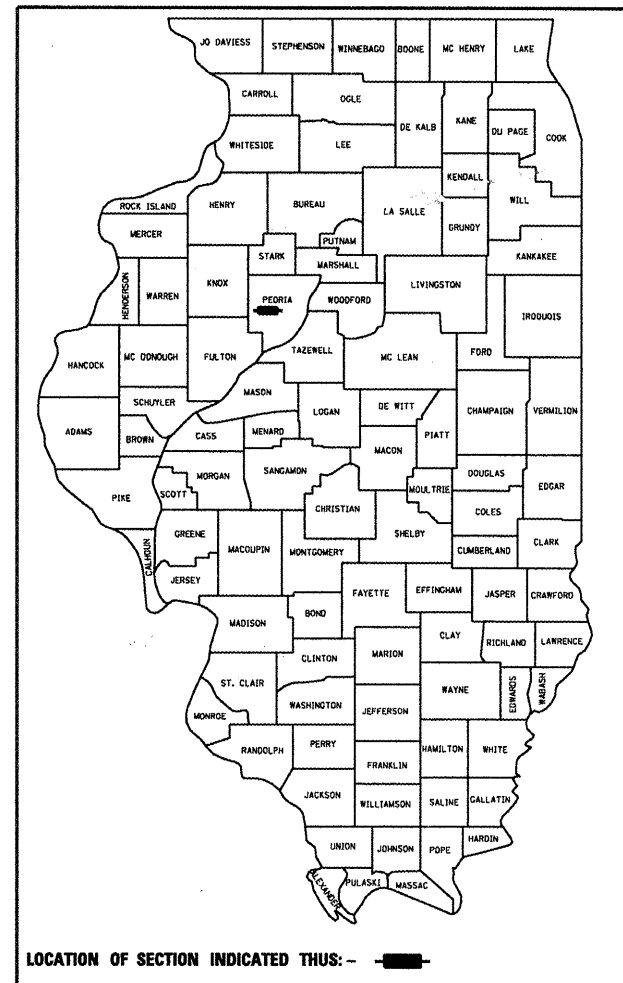
DESIGNER: CLARK JONES
PHONE: (309)671-3452

PROJECT ENGINEER: JIM MILLER
PHONE: (309)671-3451

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11RS-3	PEORIA	40	1
FED. ROAD DIST. NO. 4	ILLINOIS	CONTRACT NO. 68502		

*40+1=41

D-94-084-05



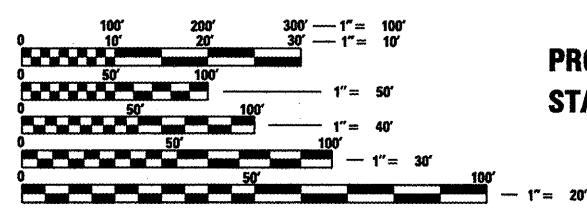
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAU 6659 (FARMINGTON RD.)
SECTION 11 RS-3
PPP AND BRIDGE JOINTS
PEORIA COUNTY
C-94-110-05

- INDEX OF SHEETS:
- 1. COVER SHEET
 - 2-3. COMMITMENTS & GENERAL NOTES
 - 4-5. SUMMARY OF QUANTITIES
 - 6-9. TYPICAL SECTIONS
 - 10. RESURFACING QUANTITIES
 - 11-13. SCHEDULE OF QUANTITIES
 - 14. LINE DIAGRAM
 - 15-17. EXISTING INTERSECTION PLAN
 - 18-21. PROPOSED TRAFFIC CONTROL
 - 21-26. REPAIR DETAILS
 - 27-28. SIGNAL DETAILS
 - 29-40. DISTRICT CADD STANDARDS

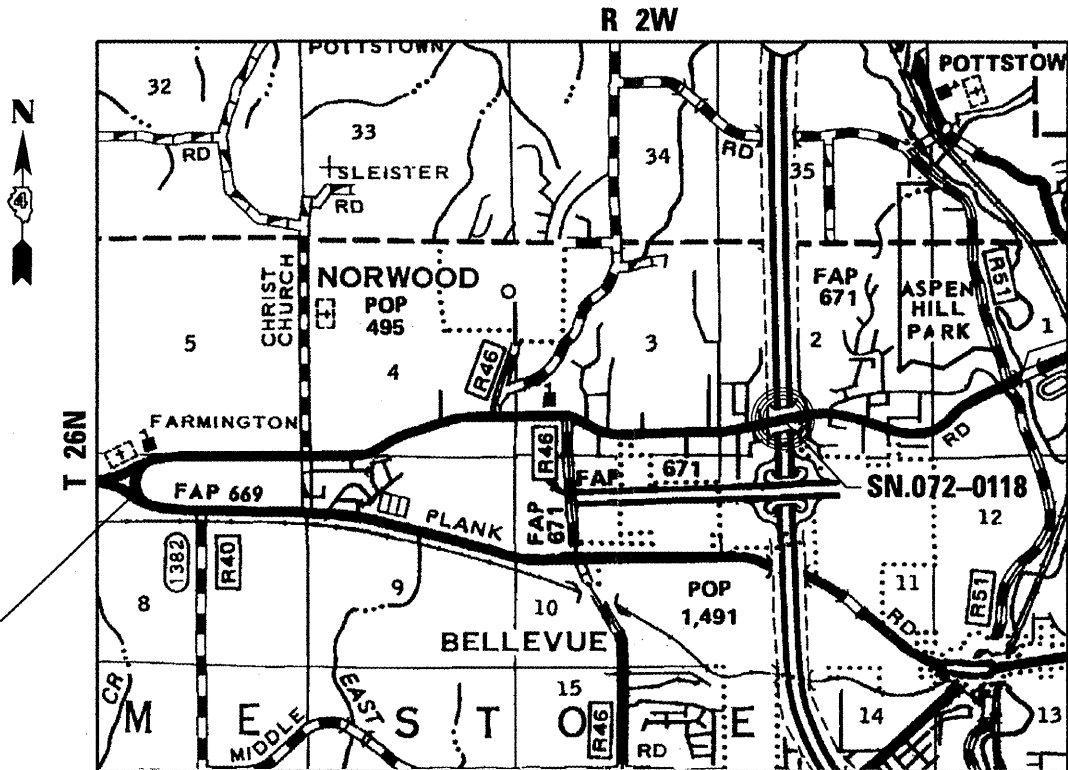
STANDARDS:	D4 STANDARDS:
442201-03	701901-01 280101-D4
482011-03	704001-06 406101-D4
642001-01	780001-02 406201-D4
701011-02	781001-03 440001-D4
701301-03	857001-01 630101-D4
701311-03	873001-02 780001-D4
701306-02	880006-01
701321-10	886001-01
701326-03	
701336-05	



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT MANAGER - RICHARD DOTSON
ADT - 6750
MU - 1.5% 2008
CONTRACT NO. 68502 CAT. NO. 033100-00D



LOCATION MAP

GROSS LENGTH = 23,853 FT. = 4.52 MILES
NET LENGTH = 23,853 FT. = 4.52 MILES

PROJECT BEGINS:
STA. 270 + 24

3P PROJECT CONSISTS OF MILL AND RESURFACE FARMINGTON RD. FROM KICKAPOO CRK. BRIDGE TO IL. 116 AND JOINT REPLACEMENT FOR SN.072-0118, FARMINGTON RD. OVER I-474.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *Jan 28 2010*

March 19 2010
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Scott E. Stitt, P.E.
ASSISTANT ENGINEER OF DESIGN AND ENVIRONMENT

March 19 2010
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

COMMITMENTS

No commitments have been made for this project.

GENERAL NOTES

AGGREGATE (SHOULDER), TYPE B

Aggregate (Shoulder), Type B shall be required for all granular construction of side roads, entrances, and mailbox turnouts, whether or not portions of the surfaces thus constructed are to be covered with a bituminous surface, except where noted differently on the plans.

BUTT JOINT CUTTING TIME RESTRICTION

Butt joints shall not be milled more than three (3) days prior to placement of the bituminous surface course.

PAVING SURFACE COURSE

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the hot-mix asphalt surface. No interruptions for side roads, entrances, turn lanes, etc. will be allowed.

HMA Shoulder 8"

Top Lift of new Shoulder shall be paved monolithically with mainline surface.

ENGINEERS FIELD OFFICE

Add the following sentence to the end of paragraph 670.02 (i) and 670.04 (e):
All of the telephone lines provided shall have unpublished numbers.

PAVEMENT STATIONING NUMBERS & PLACEMENT

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement and/or overlay. The numbers shall be approximately 3/4 inch (20mm) wide, 5 inches (125 mm) high and 5/8 inch (15 mm) deep.

The pavement station numbers shall be installed as specified herein:

Interval – 200 feet (English stationing) or 100 meters (metric stationing)

Bottom of Numbers – 6 inches (150 mm) from the inside edge of the pavement marking

Location:

- * 2,3, & 5 Lane Pavements – right edge of pavement in direction of increasing stations
- * Multi-Lane Divided Roadways – outside edge of pavement in both directions
- * Ramps – along baseline edge of pavement

Position – stations shall be placed so they can be read from the adjacent shoulder

Format – English (Metric) pavement stations shall use this format "XXX (XX+X00)" where X represents the pavement station

This work will not be paid for separately, but will be considered included in the cost of the associated pavement and/or overlay pay items.

The following mixture requirements are applicable for this project:

Mixture Use(s):	Surface Course	Level Binder 3/4"	CI D Patches	Bituminous Shoulder (Top Lift)	Bituminous Shoulders (Lower Lifts)	Incidental Surface Course
AC/PG:	PG 64-22	SBS or SBR 70-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP% (Max): **	15%	10%	25%	15%	25%	15%
Design Air Voids:	4.0% @ N=50	3.0% @ N=50	4.0% @ N=50	3.0% @ N=50	4.0% @ N=50	4.0% @ N=50
Mixture Composition: (Gradation Mixture)	IL 9.5 or IL12.5	IL 4.75	IL 19.0	IL 9.5 or 12.5	IL 19.0	IL 9.5 or IL12.5
Friction Aggregate:	Mixture D	N.A.	N.A.	Mixture C	N.A.	Mixture C
** If RAP option is selected, the asphalt cement grade may need to be adjusted, this will be determined by the Materials Engineer.						

FARMINGTON RD. 3P- from
KICKAPOO CRK. to IL.116

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FILE NAME = 68502 Farmington Rd.dgn	USER NAME = jonesce	DESIGNED - CEJ	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COMMITMENTS & GENERAL NOTES	F.A.U. RTE. 6659	SECTION IIRS-3	COUNTY PEORIA	TOTAL SHEETS 40	SHEET NO. 2	
PLOT SCALE = 1/32" = 1' / IN.	CHECKED - ENE	REVISED - ---	SCALE: _____			SHEET NO. ___ OF ___ SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT			
PLOT DATE = 1/25/2010	DATE - 01/15/2010	REVISED - ---	CONTRACT NO. 68502								

GENERAL NOTES

ENVIRONMENTAL REVIEWS

Prior to the use of any proposed borrow areas, use areas (temporary access roads, detours, run-arounds, etc.) and/or waste areas, the Contractor shall file the required environmental resource request surveys according to Section 107.22 of the Standard Specifications. These surveys are required in order for the Department to conduct cultural and biological resource surveys for the proposed site.

Prior to any waste materials being removed from the construction site the required environmental resource surveys will need to be obtained and filed by the Contractor. Excess waste products removed from the construction site shall be disposed of as required in Section 202.03 of the Standard Specifications.

Any protruding metal bars shall be removed prior to the disposal of broken concrete at approved disposal sites.

The required environmental resource documentation shall include the following:

- * BDE Form 2289 (Environmental Survey Request)
- * A location map showing the size limits and location of the use area
- * Signed property owner agreement form-D4 PI0100
- * Color photographs depicting the use area
- * Borrow Area Entry Agreement form-D4 PI0101

Please note that a minimum of two weeks shall be allowed for the District to obtain the required environmental clearances.

TRAFFIC COUNTER LOOP DETECTOR INSTALLATION

The Resident Engineer and/or Contractor shall notify the Traffic Studies Technician in Program Development at least one week prior to the installation to determine exact location.

NO PASSING ZONE VERIFICATION

The Resident Engineer shall contact Operations to verify the location of no passing zones prior to placement of centerline striping.

CROSSING EXISTING STRUCTURES WITH EQUIPMENT

The following structures SN. 072-0118 may be crossed with milling machine. Any structures not listed shall be verified by the resident prior to beginning work.

JOB SPECIFIC NOTES

SHOULDER EXCAVATION

Excavation for the placement of bituminous shoulders will not be paid for separately, but shall be included in the cost of pay item HOT-MIX ASPHALT SHOULDER, 8".

UTILITIES - LOCATIONS /INFORMATION ON PLANS

The locations of existing water mains, gas mains, sewers, electric power lines, telephone lines and other utilities as shown on the plans are based on careful field investigation and the best information available, but they are not guaranteed. Unless elevations are shown — all utility locations shown on the cross sections are based on the approximate depth supplied by the utility company. It shall be the Contractor's responsibility to ascertain their exact location from the utility companies and by field inspection.

The Contractor shall be cautioned to protect and avoid damaging the 6" gas main north of Farmington Rd. and the 2 small buried copper cables running under and to the north of Farmington Rd. at Dempster Ln. The Contractor shall be responsible for protecting and avoiding any damages to the fiber optic duct suspended underneath the bridge over I-474. The AT&T Technical Engineer shall be contacted at least one week prior to beginning any repair work on Farmington Road structure 072-0118. Steve Bateman of AT&T can be reached at (309) 686-3330.

SN. 072-0118 UTILITIES STATUS

NAME	OFFSET	LOCATION	TYPE	CONFLICT	DISPOSITION
A.T.& T.	Rt. 16'-8"	Abutments	telephone	none	CAUTION
A.T.& T.	Rt. 16'-8"	under Br. Jts.	telephone	none	CAUTION

AT&T TELEPHONE DUCT runs through the abutments and is suspended under the bridge deck hanging on threaded inserts anchored into the deck.

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FARMINGTON RD. 3P-from
KICKAPOO CRK. to IL116

FILE NAME = 68502 Farmington Rd.dgn	USER NAME = jonesce	DESIGNED - CEJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COMMITMENTS & GENERAL NOTES	F.A.U. RTE. 6659	SECTION 11RS-3	COUNTY PEORIA	TOTAL SHEETS 40	SHEET NO. 3
	PLOT SCALE = 1/83.7851" / IN.	CHECKED - ENE	REVISED -			SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____	PPP	CONTRACT NO. 68502		FED. ROAD DIST. NO. 4 [ILLINOIS] FED. AID PROJECT
	PLOT DATE = 1/29/2010	DATE - 01/15/2010	REVISED -							

SUMMARY OF QUANTITIES

URBAN
100% STATE
PEORIA COUNTY

URBAN
100% STATE
PEORIA COUNTY

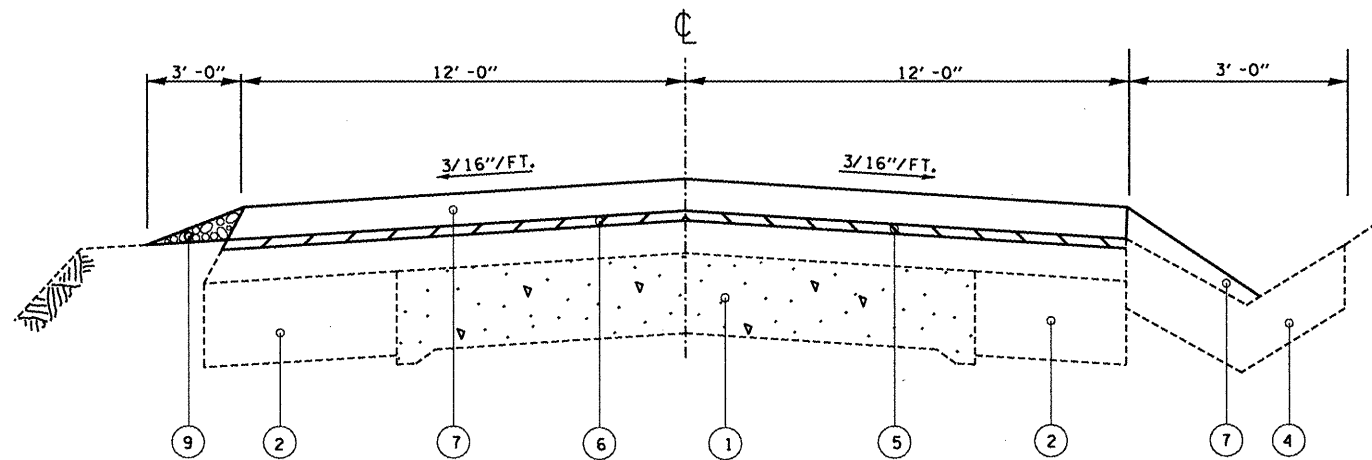
CODE NO.	ITEM	UNIT	TOTAL	X271-2A	Y031-1F	I000-2A
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	36			36
40600300	AGGREGATE (PRIME COAT)	TON	205			205
40600826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2785			2785
40600895	CONSTRUCTING TEST STRIP	EACH	1			1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	SOYD	1467			1467
40600990	TEMPORARY RAMP	SOYD	441			441
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	5712			5712
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	164.1			164.1
44000152	HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"	SOYD	66141			66141
44004250	PAVED SHOULDER REMOVAL	SOYD	289			289
44201976	CLASS D PATCHES, TYPE II	SOYD	1696			1696
44201978	CLASS D PATCHES, TYPE III	SOYD	32			32
44201980	CLASS D PATCHES, TYPE IV	SOYD	80			80
48101200	AGGREGATE SHOULDERS, TYPE B	TON	2679			2679
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SOYD	823			823
48203100	HOT-MIX ASPHALT SHOULDERS	TON	365			365
50102400	CONCRETE REMOVAL	CUYD	11.4	11.4		
50300255	CONCRETE SUPERSTRUCTURE	CUYD	11.4	11.4		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1560	1560		
50800515	BAR SPLICERS	EACH	20	20		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	94	94		
64200105	SHOULDER RUMBLE STRIP	FOOT	325			325
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3			3
67100100	MOBILIZATION	LSUM	1			1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	LSUM	1			1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	LSUM	1			1
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	LSUM	1			1
70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321(SPECIAL)	EACH	1	1		

CODE NO.	ITEM	UNIT	TOTAL	X271-2A	Y031-1F	I000-2A
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1		1	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1		
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2		
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	7163			7163
70300210	TEMPORARY PAVEMENT MARKING-LETTERS AND SYMBOLS	SOFT	172			172
70300220	TEMPORARY PAVEMENT MARKING-LINE 4"	FOOT	72543			72543
70300240	TEMPORARY PAVEMENT MARKING-LINE 6"	FOOT	140			140
70300250	TEMPORARY PAVEMENT MARKING-LINE 8"	FOOT	913			913
70300260	TEMPORARY PAVEMENT MARKING-LINE 12"	FOOT	455			455
70300280	TEMPORARY PAVEMENT MARKING-LINE 24"	FOOT	86			86
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	1968	1968		
70301000	WORKZONE PAVEMENT MARKING REMOVAL	SOFT	656	656		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	375	375		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	362	362		
* 78005100	EPOXY PAVEMENT MARKING-LETTERS AND SYMBOLS	SOFT	172			172
* 78005110	EPOXY PAVEMENT MARKING-LINE 4"	FOOT	72543			72543
* 78005130	EPOXY PAVEMENT MARKING-LINE 6"	FOOT	140			140
* 78005140	EPOXY PAVEMENT MARKING-LINE 8"	FOOT	913			913
* 78005150	EPOXY PAVEMENT MARKING LINE-12"	FOOT	455			455
* 78005180	EPOXY PAVEMENT MARKING LINE-24"	FOOT	86			86
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	348			348
78300100	PAVEMENT MARKING REMOVAL	SQ FT	419	419		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	348			348
* 81012500	CONDUIT IN TRENCH, 1 1/2" DIA., PVC	FOOT	545		545	
* 81021320	CONDUIT PUSHED, 1 1/2" DIA., PVC	FOOT	38		38	
* 81500120	GULFBOX JUNCTION, COMPOSITE CONCRETE	EACH	2		2	
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	545		545	
* 85700205	FULL-ACTIVATED CONTROLLER AND TYPE IV CABINET SPECIAL	EACH	1		1	

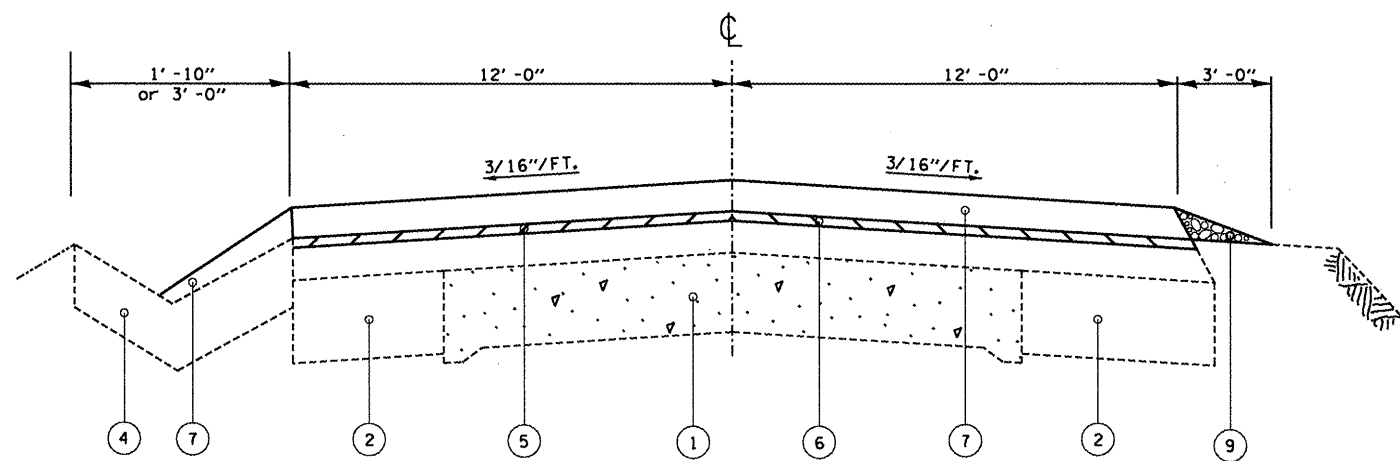
* SPECIALTY ITEM

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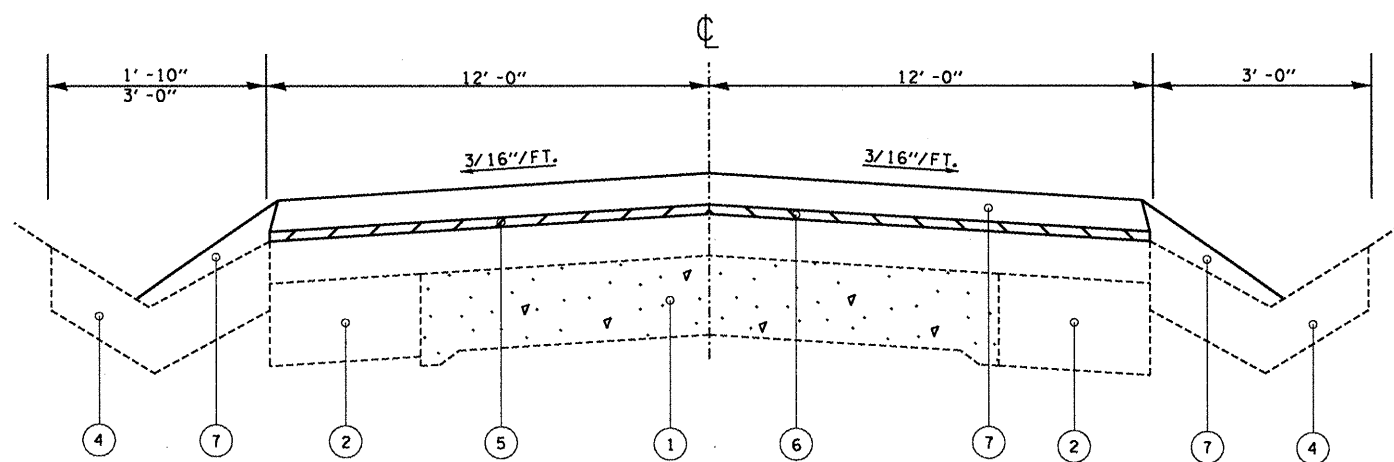
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	PLOT SCALE = 1/83.7851' / IN.	CHECKED - ENE	REVISED - ---			SCALE: _____	SHEET NO. ___ OF ___ SHEETS	STA. _____	TO STA. _____	CONTRACT NO. 68502		
	PLOT DATE = 1/29/2010	DATE - 01/15/2010	REVISED - ---			FARMINGTON RD. 3P-from KICKAPOO CRK. to IL116 FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT						



STA. 286+27 TO STA. 290+04



STA. 271+32 TO STA. 279+18
STA. 300+98 TO STA. 301+04



STA. 279+18 TO STA. 286+27
STA. 290+04 TO STA. 300+98

LEGEND

1. EXISTING P. C. C. PAVEMENT w/OVERLAY
2. EXISTING 8" P. C. C. WIDENING
3. EXISTING HOT-MIX ASPHALT SHLDR.
4. EXISTING GUTTER TYPE A OR TYPE B
5. PROPOSED HOT-MIX ASPHALT SURF. REM. 3/4"
6. PROPOSED POLYMERIZED LEVELING BINDER (M.M.) N-50, 3/4"
7. PROPOSED HOT-MIX ASPHALT SURF. CSE. MIX D, N-50, 1 1/2"
8. PROPOSED HOT-MIX ASPHALT SHLDR. (TOP LIFT), MIX C, N-30
9. PROPOSED AGG. SHLDR. TYPE B (WEDGE)

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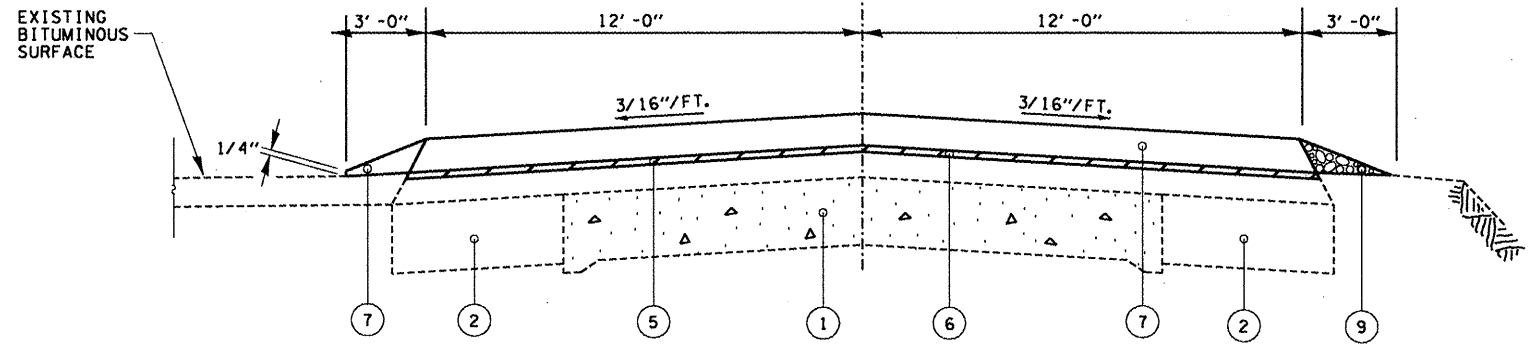
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

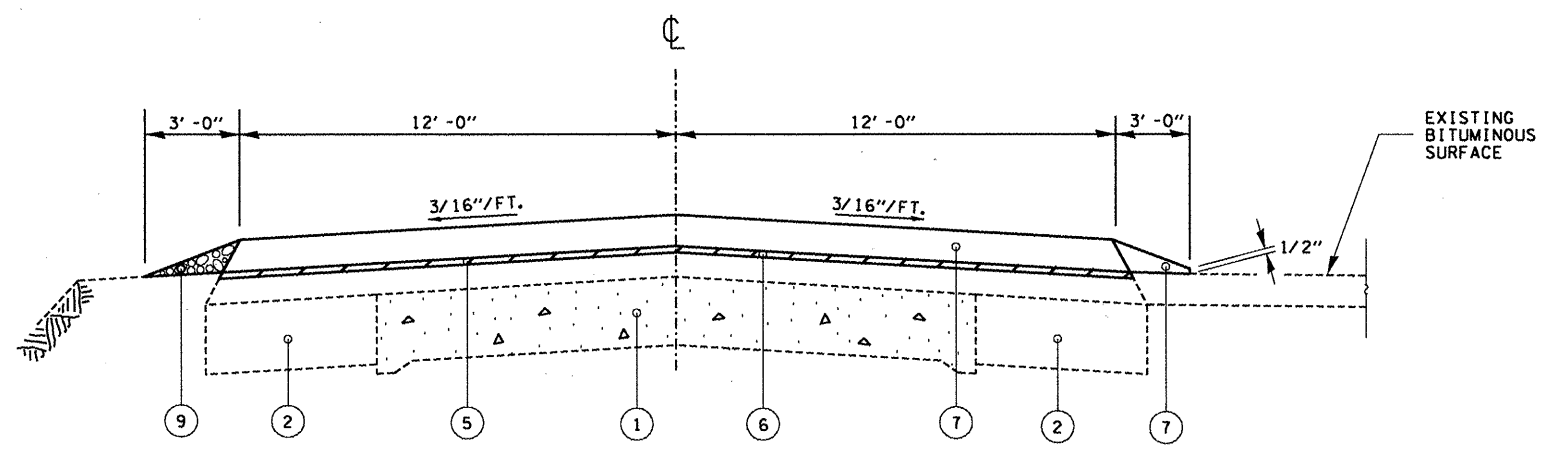
TYPICAL SECTIONS	
SCALE: _____	SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11RS-3	PEORIA	40	6
PPP			CONTRACT NO. 68502	
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

FARMINGTON RD. 3P-from KICKAPOO CRK. to IL.116



STA. 311+14 TO STA. 314+00
 STA. 315+32 TO STA. 317+42
 STA. 345+02 TO STA. 345+54



STA. 270+24 TO STA. 270+54
 STA. 311+93 TO STA. 312+68
 STA. 315+11 TO STA. 317+48
 STA. 360+43 TO STA. 361+67
 STA. 417+28 TO STA. 417+90

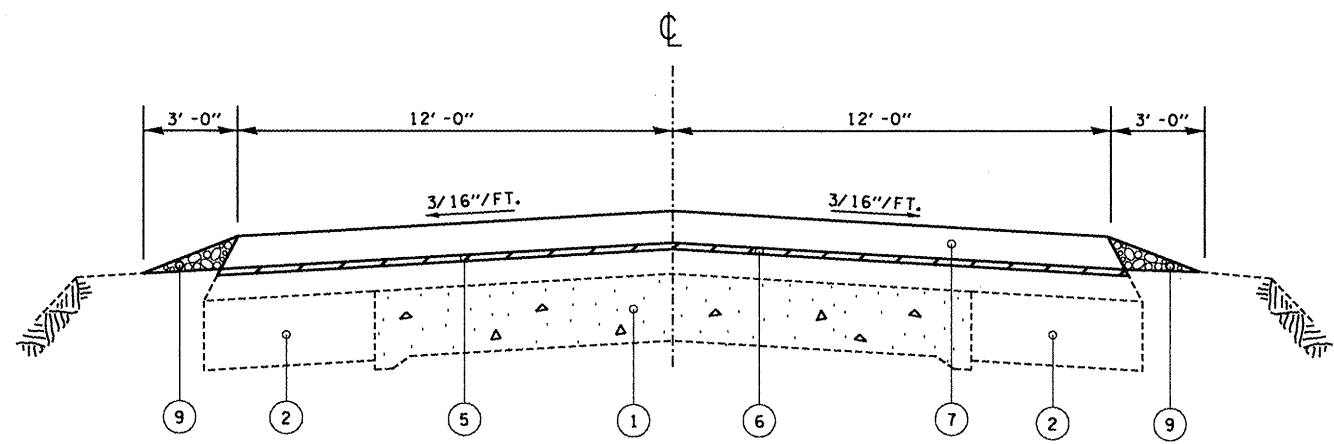
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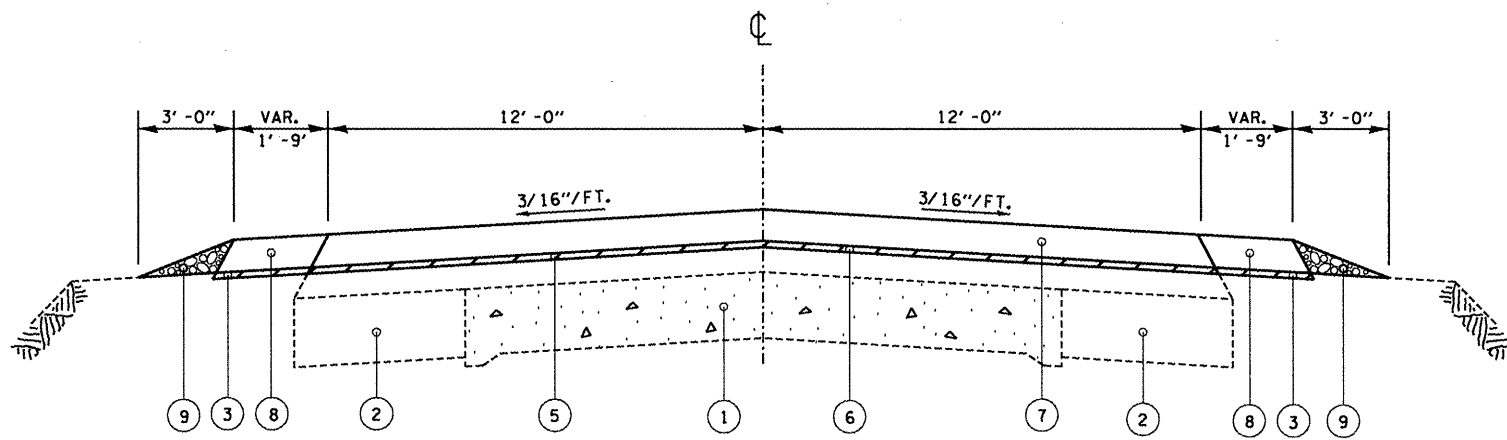
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PLOT DATE = 1/25/2010	DATE = 01/15/2010	REVISED - ---	REVISED - ---								

FARMINGTON RD. 3P-from
KICKAPOO CRK. to IL.116



STA. 314+00 TO STA. 315+32 STA. 406+25 TO STA. 411+25
 STA. 317+48 TO STA. 331+05 STA. 412+25 TO STA. 417+28
 STA. 353+47 TO STA. 360+43 STA. 417+90 TO STA. 493+95
 STA. 373+91 TO STA. 376+72



STA. 330+87 TO STA. 340+19 STA. 493+95 TO STA. 497+20
 STA. 351+88 TO STA. 352+80 STA. 497+20 TO STA. 507+00
 STA. 401+36 TO STA. 406+25
 STA. 411+25 TO STA. 412+35

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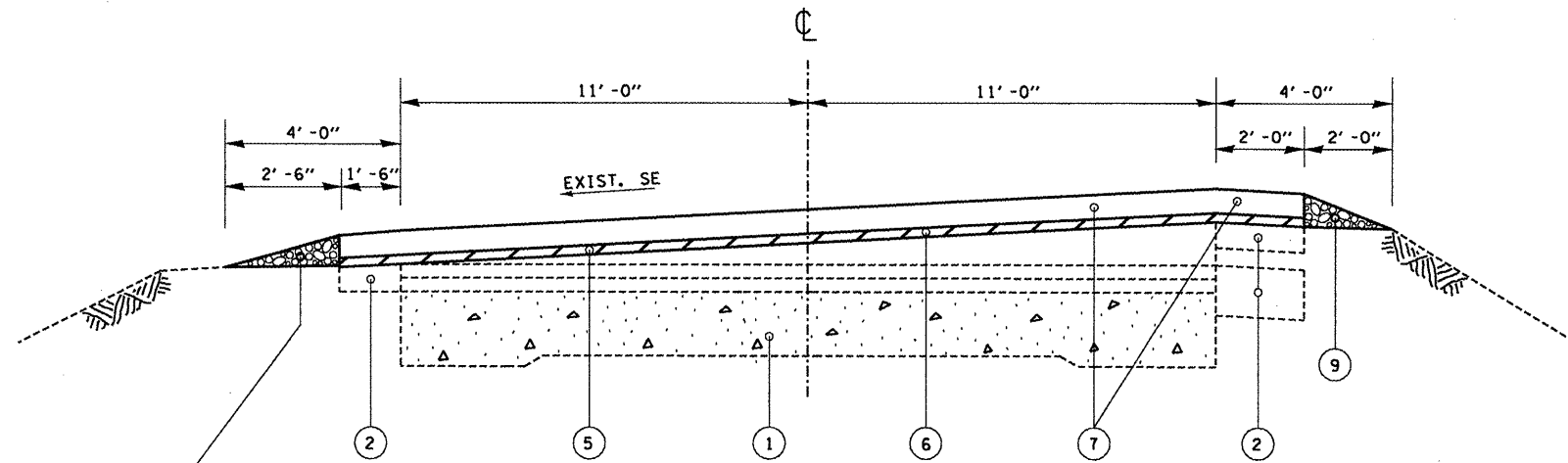
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____		TYPICAL SECTIONS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				6659	11RS-3	PEORIA	40	8
				PPP	CONTRACT NO. 68502			
				FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

FARMINGTON RD. 3P-from
KICKAPOO CRK. to IL.116

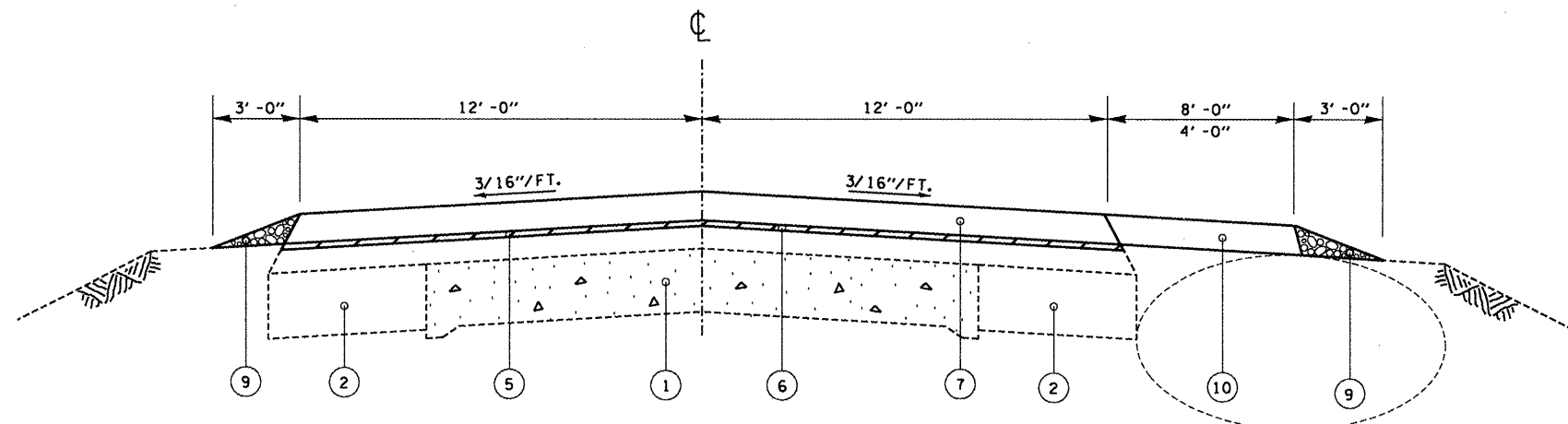


STA. 424+74 TO STA. 500+74

- 9 STA. 424+74.63 TO STA. 426+27.93 (Lt. & Rt.)
- STA. 445+04.14 TO STA. 446+57.44 (Lt. & Rt.)
- STA. 491+06.70 TO STA. 492+60.00 (Lt. & Rt.)

SUPERELEVATION SECTION

- CURVE NO. 1 - STA. 424+74.63 TO STA. 433+91.63
- CURVE NO. 2 - STA. 437+19.90 TO STA. 466+57.44
- CURVE NO. 3 - STA. 491+06.70 TO STA. 500+73.98



STA. 361+67 TO STA. 367+95 (8' SHLDR. WIDENING)
 STA. 368+10 TO STA. 374+06 (4' SHLDR. WIDENING)

CAUTION:
 Buried copper cables locate and 6" gas main proximity
 locate this RT. stationing and West of Dempster Ln.

LEGEND

1. EXISTING P.C.C. PAVEMENT w/OVERLAY
2. EXISTING 8" P.C.C. WIDENING
3. EXISTING HOT-MIX ASPHALT SHLDR.
4. EXISTING GUTTER TYPE A OR TYPE B
5. PROPOSED HOT-MIX ASPHALT SURF. REM. 3/4"
6. PROPOSED POLYMERIZED LEVELING BINDER (M.M.) N-50, 3/4"
7. PROPOSED HOT-MIX ASPHALT SURF. CSE. MIX D, N-50, 1 1/2"
8. PROPOSED HOT-MIX ASPHALT SHLDR. (TOP LIFT), MIX C, N-30
9. PROPOSED AGG. SHLDR. TYPE B (WEDGE)
10. PROPOSED HOT-MIX ASPHALT SHLDR, 8"

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FILE NAME = 68502 Farmington Rd.dgn

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	DRAWN - CEJ	REVISED - ---
PLOT SCALE = 103.7051' / IN.	CHECKED - ENE	REVISED - ---
PLOT DATE = 1/26/2010	DATE - 01/15/2010	REVISED - ---

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____

TYPICAL SECTIONS

F.A.U. RTE. 6659	SECTION 11RS-3	COUNTY PEORIA	TOTAL SHEETS 40	SHEET NO. 9
PPP	CONTRACT NO. 68502		FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT	

FARMINGTON RD. 3P-from KICKAPOO CRK. to IL.116

HOT-MIX ASPHALT SURFACE REMOVAL BUTT-JOINT				TEMPORARY RAMP		
LOCATION	40600982			40600990		
	Width	Length	SQYD	Width	Length	SQYD
Sta. 270+64.70 MAINLINE	24	30	80	24	5	13.3
Sta. 270+64.70 N. KICKAPOO CRK. RD.	25	18	50	25	5	13.9
Sta. 270+55.31 S. KICKAPOO CRK. RD.	25	18	50	25	5	13.9
Sta. 272+08 E. REDBUD DR.	20	12	26.7	20	5	11.1
Sta. 302+18 N. HILLTOP RD.	20	12	26.7	20	5	11.1
Sta. 306+40 OAKLEAF RD.	22	12	29.3	22	5	12.2
Sta. 311+14 SUNSET DR.	20	12	26.7	20	5	11.1
Sta. 317+48 W. REDBUD DR.	28	18	56	28	5	15.6
Sta. 317+48 FERNWOOD CIRCLE	28	12	37.3	28	5	15.6
Sta. 322+23 LIMESTONE LN.	28	12	37.3	28	5	15.6
Sta. 332+20 ANDERSON LN.	22	12	29.3	22	5	12.2
Sta. 270+64.70 MAINLINE	42	30	140	42	5	23.3
Sta. 334+13 -336+83 BRIDGE OMISSION						
Sta. 270+64.70 MAINLINE	42	30	140	42	5	23.3
Sta. 338+29 HIGHLAND DR.	15	12	20	15	5	8.3
Sta. 340+47 TRADEWIND DR.	30	12	40	30	5	16.7
Sta. 341+74 COUNTRY LN.	22	12	29.3	22	5	12.2
Sta. 343+90 TOWER RD.	26	18	52	26	5	14.4
Sta. 348+32 TIMBERLAKE LN.	22	12	29.3	22	5	12.2
Sta. 351+30 RANGE RD.	20	12	26.7	20	5	11.1
Sta. 356+95 SHELTON LN.	18	12	24	18	5	10
Sta. 367+95 DEMPSTER LN.	20	12	26.7	20	5	11.1
Sta. 373+70 FARM. RD. STORAGE	20	12	26.7	20	5	11.1
Sta. 376+72 WILDWOOD CT.	20	12	26.7	20	5	11.1
Sta. 380+07 CHERRY ST.	20	12	26.7	20	5	11.1
Sta. 383+18 WOODS RD.	20	12(x2)	53.3	20	5	11.1
Sta. 388+20 MAXWELL RD.	38	30	126.7	38	5	21.1
Sta. 405+35 NORWOOD BLVD.	30	12(x2)	80	30	5	16.7
Sta. 417+59 SILVER MAPLE LN.	23	12	30.7	23	5	12.8
Sta. 4XX+XX RAINBOW DR.	20	12	26.7	20	5	11.1
Sta. 458+XX N. CHRIST CHURCH RD.	22	12	29.3	22	5	12.2
Sta. 458+XX S. STONE CHURCH RD.	22	12	29.3	22	5	12.2
Sta. 497+20 SUPER CHEVY DR.	15					
Sta. 506+27.5 CEMETERY SERVICE RD.	25	12	33.3	25	5	13.9
TOTALS	793		1467	793		441

INCIDENTAL HOT-MIX ASPHALT SURFACING, 2 1/4"				
LOCATION	40800050			
	Width	Length	SQYD	TON
Sta. 270+64.70 N. KICKAPOO CRK. RD.	25	18	50	6.3
Sta. 270+55.31 S. KICKAPOO CRK. RD.	25	18	50	6.3
Sta. 272+08 E. REDBUD DR.	20	12	26.7	3.36
Sta. 302+18 N. HILLTOP RD.	20	12	26.7	3.36
Sta. 306+40 OAKLEAF RD.	22	12	29.3	3.7
Sta. 311+14 SUNSET DR.	20	12	26.7	3.36
Sta. 317+48 W. REDBUD DR.	28	18	56	7
Sta. 317+48 FERNWOOD CIRCLE	28	12	37.3	4.7
Sta. 322+23 LIMESTONE LN.	28	12	37.3	4.7
Sta. 332+20 ANDERSON LN.	22	12	29.3	3.7
Sta. 334+13 -336+83 BRIDGE OMISSION				
Sta. 338+29 HIGHLAND DR.	15	12	20	2.5
Sta. 340+47 TRADEWIND DR.	30	12	40	5
Sta. 341+74 COUNTRY LN.	22	12	29.3	3.7
Sta. 343+90 TOWER RD.	26	18	52	6.55
Sta. 348+32 TIMBERLAKE LN.	22	12	29.3	3.7
Sta. 351+30 RANGE RD.	20	12	26.7	3.36
Sta. 356+95 SHELTON LN.	18	12	24	3
Sta. 367+95 DEMPSTER LN.	20	12	26.7	3.36
Sta. 373+70 FARM. RD. STORAGE	20	12	26.7	3.36
Sta. 376+72 WILDWOOD CT.	20	12	26.7	3.36
Sta. 380+07 CHERRY ST.	20	12	26.7	3.36
Sta. 383+18 WOODS RD.	20	12(x2)	53.3	6.7
Sta. 388+20 MAXWELL RD.	38	30	126.7	16
Sta. 405+35 NORWOOD BLVD.	30	12(x2)	80	10
Sta. 417+59 SILVER MAPLE LN.	23	12	30.7	3.87
Sta. 4XX+XX RAINBOW DR.	20	12	26.7	3.36
Sta. 458+XX N. CHRIST CHURCH RD.	22	12	29.3	3.7
Sta. 458+XX S. STONE CHURCH RD.	22	12	29.3	3.7
Sta. 497+20 SUPER CHEVY DR.	15			
Sta. 506+27.5 CEMETERY SERVICE RD.	25	12	33.3	4.2
Sta. 508+76.79 EOP IL.116/PLANK RD.				
SUB-TOTAL			1107	139.4
HMA PRIVATE ENTRANCES (44)			195.5	24.6
TOTAL			1302	164.1

CONVERSION: 112 LBS./SQYD/2.25" = TONS

PRIME COAT CONVERSION FACTORS		
SURFACE TYPE	BIT PR COAT	AGG PR COAT
	(GAL/SQ YD)	(LB/SQ YD)
COLD MILLED SURFACES	0.1	4
EXISTING PAVEMENT	0.05	4
NEW BITUMINOUS COURSES	0.03	2

BITUMINOUS & AGGREGATE CONVERSION FACTORS	
SURFACE TYPE	
BIT. SURF. COURSES	112 LB /SQ YD/IN
ALL OTHER BIT.	112 LB /SQ YD/IN
AGGREGATE SHOULDERS	2.05 TONS/CUYD

TRAFFIC CONTROL SCHEDULE					
LOCATION	70100450	70101205	70100460	70100500	70100600
	T,C, & P. STD.	T,C, & P. STD.	T,C, & P. STD.	T,C, & P. STD.	T,C, & P. STD.
	701201 (LSUM)	701321 SPECIAL (EACH)	701306 (LSUM)	701326 (LSUM)	701336 (LSUM)
STA. 333+83 TO STA. 337+13	1	1			
ENTIRE PROJECT			1	1	1
TOTALS	1	1	1	1	1

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PLOT SCALE = 103.7851' / IN.	DRAWN - CEJ	REVISED - ---
PLOT DATE = 1/25/2010	CHECKED - ENE	REVISED - ---
	DATE - 01/15/2010	REVISED - ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES	
SCALE: _____	SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.U. RTE. 6659	SECTION 11RS-3	COUNTY PEORIA	TOTAL SHEETS 40	SHEET NO. 11
PPP			CONTRACT NO. 68502	
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

FARMINGTON RD. 3P-from KICKAPOO CRK. to IL.116

CLASS "D" PATCHING									
	From-To	Station	Size	Type 2		Type 3		Type 4	
				#	SQ YD	#	SQ YD	#	SQ YD
1	Kickapoo Crk to Anderson	Both Lanes	6 x 12	76	608.00				
2	Anderson to Maxwell	Both Lanes	6 x 12 12 x 12	54	432.00	2	32		
3	Maxwell to E of IL 116	Both Lanes WB	6 x 12 60 x 6	82	656.00			2	80
4									
5									
TOTAL				212	1696	2	32	2	80

PAVED SHOULDER REMOVAL		
LOCATION	AREA SQ FT	44004250 SQYD
RT.STA. 497+20 TO RT.STA. 493+95	2600	289
TOTAL		289

SHOULDER RUMBLE STRIPS		
LOCATION	LENGTH FOOT	64200105 FOOT
RT.STA. 497+20 TO RT.STA. 493+95	325	325
TOTAL		325

HOT-MIX ASPHALT SHOULDER, 8"		
LOCATION	AREA SQ FT	48203029 SQYD
STA. 361+67 TO STA. 367+95	5024	558.1
STA. 367+95 TO STA. 373+91	2384	264.9
TOTAL		823

Note: shoulder widening material removal included

CONSTRUCTING TEST STRIP	
LOCATION	40600895 EACH
ENTIRE PROJECT	1
TOTAL	1

ENGINEER'S FIELD OFFICE, TYPE A	
LOCATION	67000400 CAL MO
ENTIRE PROJECT	3
TOTAL	3

MATERIAL TRANSFER DEVICE	
LOCATION	67100100 TON
ENTIRE PROJECT	5712
TOTAL	5712

MOBILIZATION	
LOCATION	67100100 LSUM
ENTIRE PROJECT	1
TOTAL	1

FILE NAME = 68502 Farmington Rd.dgn

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PLOT SCALE = 1/8" = 100' / IN.
PLOT DATE = 1/26/2010

DESIGNED - CEJ
DRAWN - CEJ
CHECKED - ENE
DATE - 01/15/2010

REVISED - ---
REVISED - ---
REVISED - ---
REVISED - ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	IIRS-3	PEORIA	40	12

CONTRACT NO. 68502
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT

FARMINGTON RD. 3P-from KICKAPOO CRK. to IL.116

SHORT-TERM PAVEMENT MARKING		
LOCATION	LENGTH FOOT	70300100 FOOT
ENTIRE PROJECT	23853	7163
TOTAL		7163

RAISED REFLECTIVE PAVEMENT MARKERS	
LOCATION	78100100 EACH
MAINLINE	330
MAXWELL RD.	18
TOTAL	348

RAISED REFLECTIVE PAVEMENT MARKERS REMOVAL	
LOCATION	78300200 EACH
MAINLINE	330
MAXWELL RD.	18
TOTAL	348

STRUCTURE PAY ITEMS SCHEDULE				
LOCATION	CONCRETE REMOVAL	CONCRETE SUPERSTRUCTURE	REINFORCEMENT BARS, EPOXY COATED	BAR SPLICERS
	50102400	50300255	50800205	50800515
	CU YD	CU YD	POUND	EACH
STA. 334+13 TO STA. 336+83				16
TOTALS				16

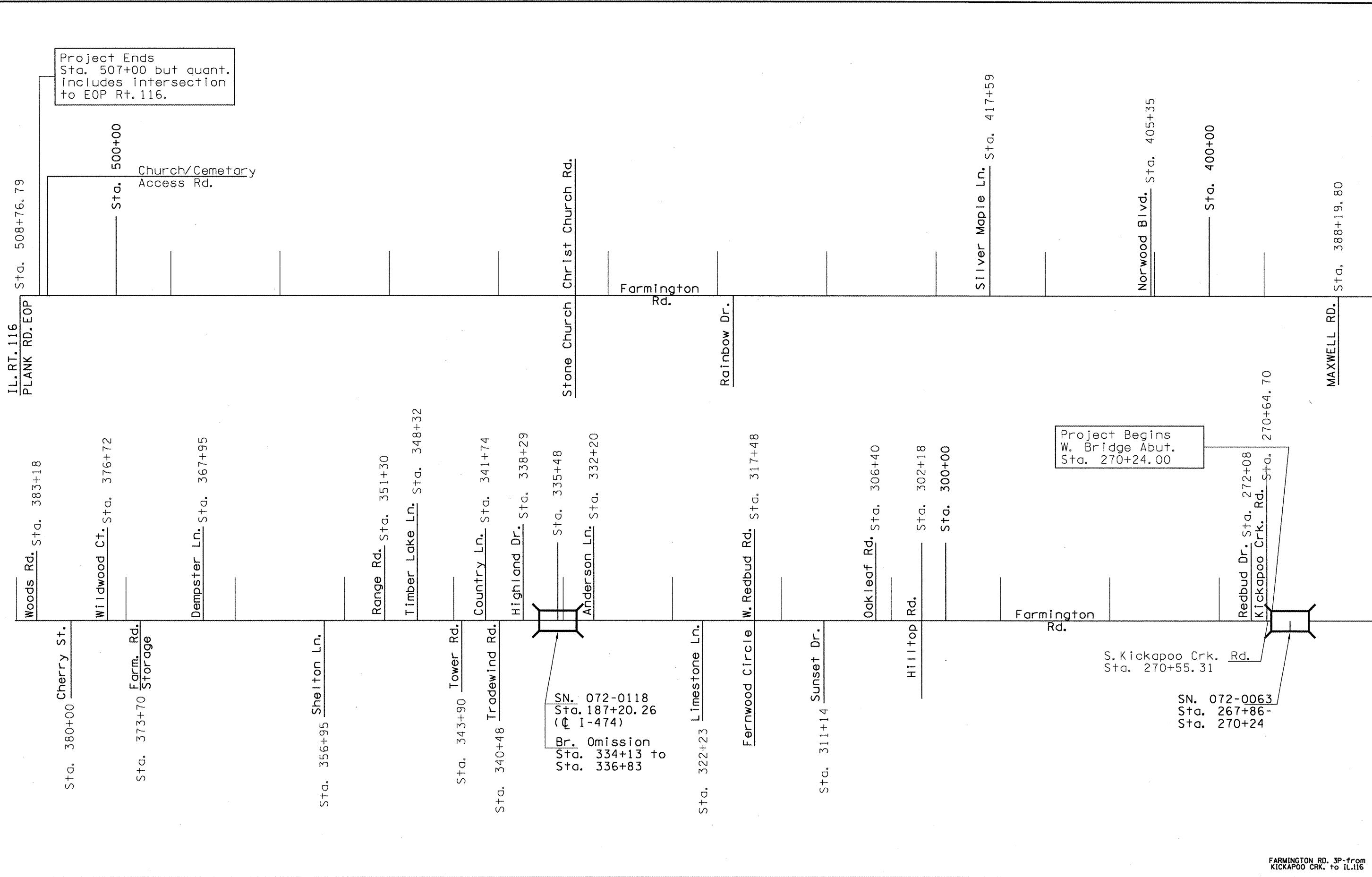
STRUCTURE PAY ITEMS SCHEDULE (CONTIN.)										
LOCATION	PREFORMED JOINT STRIP SEAL	TEMPORARY BRIDGE TRAFFIC SIGNALS	CHANGEABLE MESSAGE SIGN	PVMT. MRKG. TAPE, TYPE III, 4"	WORKZONE PVMT. MARKING REM.	TEMPORARY CONC. BARRIER	RELOCATE TEMP. CONC. BARRIER	Pvmt. Mrkg. Removal	IMPACT ATTEN. TEMP. NRD TL3	IMPACT ATTEN. RELOC. NRD TL3
	52000110	70106500	70106800	70300520	70301000	70400100	70400200	78300105	Z0030250	Z0030350
	FOOT	EACH	CAL MO	FOOT	SQ FT	FOOT	FOOT	FOOT	EACH	EACH
STA. 334+13 TO STA. 336+83	98	1	2	1968	656	375	362	1256	2	2
TOTALS	98	1	2	1968	656	375	362	1256	2	2

TEMPORARY PAVEMENT MARKING - LINE 4"						
EPOXY PAVEMENT MARKING - LINE 4"						
LOCATION	LENGTH (Ft.)	EOP(x2) WHITE SOLID	C YELLOW			
			Lt. SOLID	C(x2) DBL. YELL.	C(x 1/3) SKIP DASH	Rt. SOLID
Sta. 270+64 - Sta. 301+74	3110	3110		3150		
Sta. 301+74 - Sta. 306+24	450	450			300	300
Sta. 306+74 - Sta. 326+24	1950	1950	450		450	
Sta. 326+74 - Sta. 384+20	5746	5746			5746	
Sta. 384+20 - Sta. 388+20	400	400		1960	400	400
MAXWELL RD. INTERSECTION				110		
Sta. 388+20 - Sta. 395+55	735	735	735		735	
Sta. 395+55 - Sta. 414+20	1865	1865			1865	1865
Sta. 414+20 - Sta. 425+20	1100	1100	1100		1100	
Sta. 425+20 - Sta. 437+50	1230	1230			1230	
Sta. 437+50 - Sta. 482+00	4450	4450			4450	
Sta. 482+00 - Sta. 507+00	2500	2500		2500		
FARMINGTON RD./RT.116 JUNCT.						
Sta. 507+00 - Sta. 508+77	177	177		177		
SUB-TOTAL		47626	2285	15794	4883	2565
INTERSECTIONS	740					
SIDE RD. DEDUCTION		1350				
TOTAL				72543		

INTERSECTION EPOXY PAVEMENT MARKING SCHEDULE							
LOCATION	LENGTH (Ft.)	INTERSECTION PAINTED MEDIANS					Letters & Symb. (Sq.Ft.)
		4' WHITE	6' WHITE	8" WHITE	12" WHITE	24" WHITE	
KICKAPOO CREEK RD.						24	
FARMINGTON RD./MAXWELL RD.							
Sta. 388+13.5 - Sta. 389+26.5	213	190	140	498	285	36	93.6
FARMINGTON RD. / RT.116							
Sta. 507+00 - Sta. 508+77	177	550		415	170	26	31.2
TOTALS		740	140	913	455	86	172

FARMINGTON RD. 3P-from
KICKAPOO CRK. to IL116

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DATE - 12/21/2009	REVISIONS -

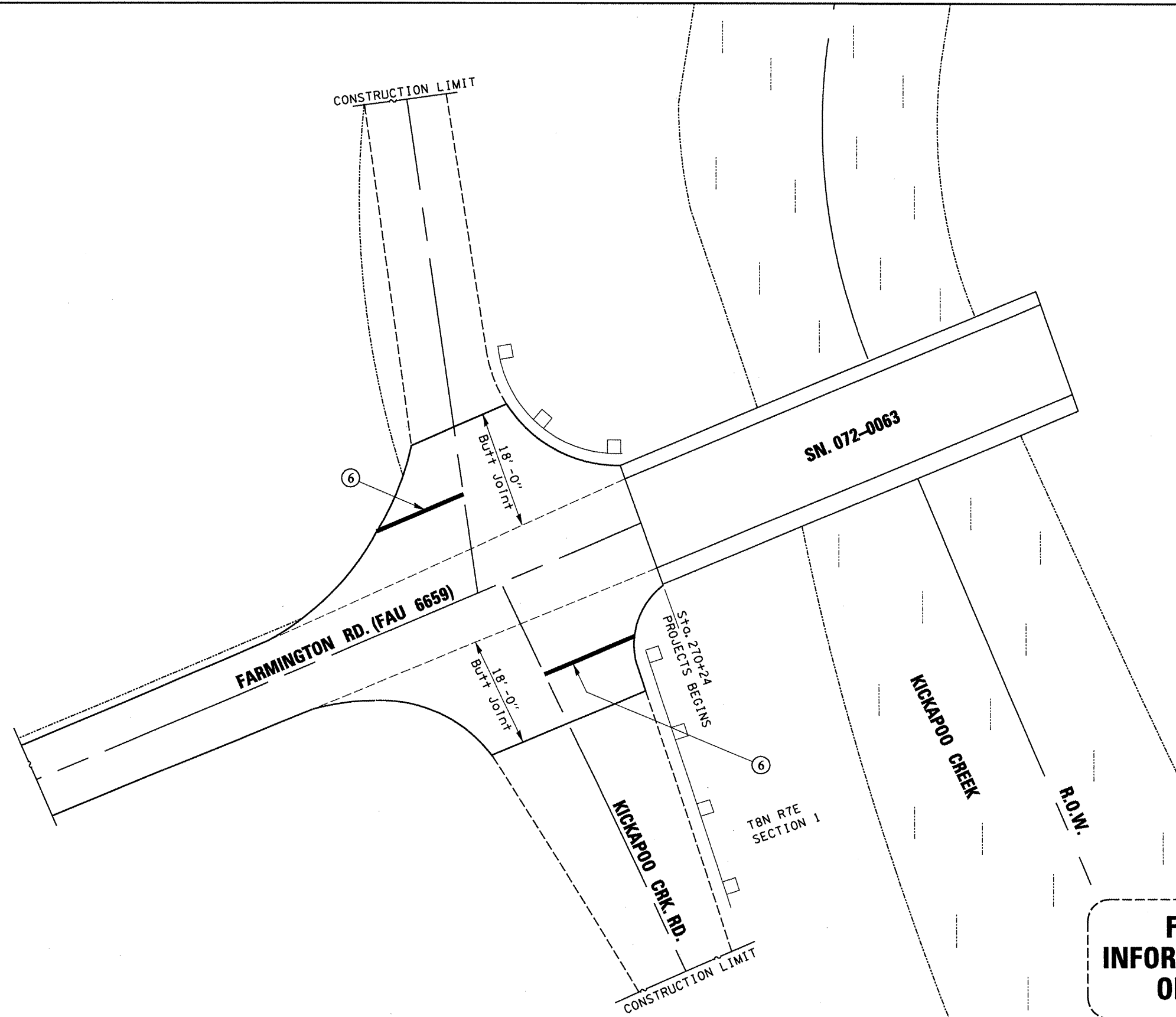
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

LINE DIAGRAM

SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11RS-3	PEORIA	40	14
PPP			CONTRACT NO. 68502	
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

FARMINGTON RD. 3P-from KICKAPOO CRK. to IL.116



**FOR
INFORMATION
ONLY**

LEGEND

- ① 4" SOLID WHITE LINE
- ② 4" DOUBLE YELLOW LINE
- ③ 8" SOLID WHITE LINE
- ④ 12" DIAGONAL YELLOW
- ⑤ 12" DIAGONAL WHITE
- ⑥ 24" WHITE STOP BAR
- ⑦ LETTERS AND SYMBOLS

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	PLOT DATE = 1/25/2010	DATE - 01/15/2010	REVISED - ---

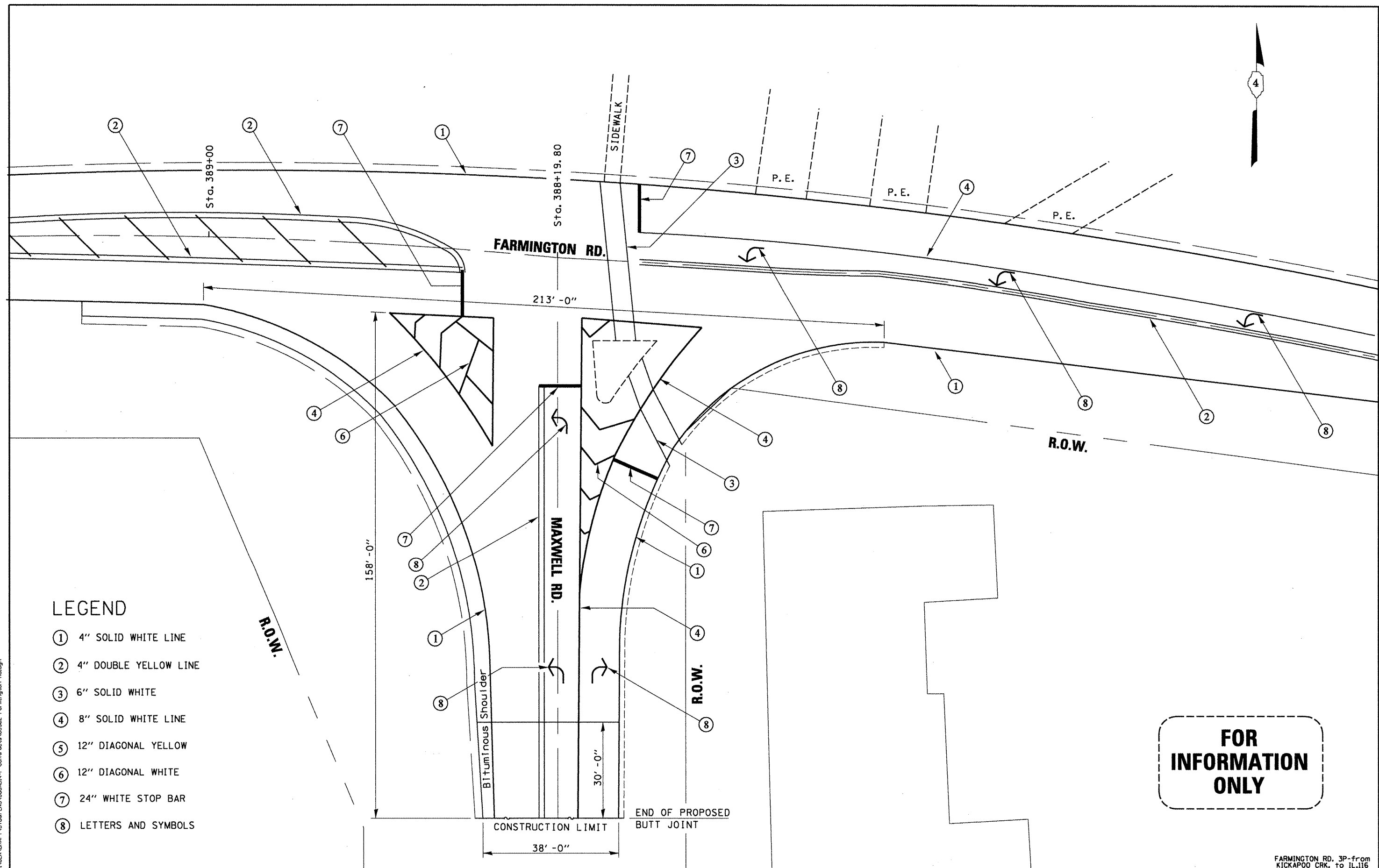
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING INTERSECTION PLAN

SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.U. RTE. 6659	SECTION 11RS-3	COUNTY PEORIA	TOTAL SHEETS 40	SHEET NO. 15
PPP		CONTRACT NO. 68502		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

FARMINGTON RD. 3P-from
KICKAPOO CRK. to IL.116



LEGEND

- ① 4" SOLID WHITE LINE
- ② 4" DOUBLE YELLOW LINE
- ③ 6" SOLID WHITE
- ④ 8" SOLID WHITE LINE
- ⑤ 12" DIAGONAL YELLOW
- ⑥ 12" DIAGONAL WHITE
- ⑦ 24" WHITE STOP BAR
- ⑧ LETTERS AND SYMBOLS

**FOR
INFORMATION
ONLY**

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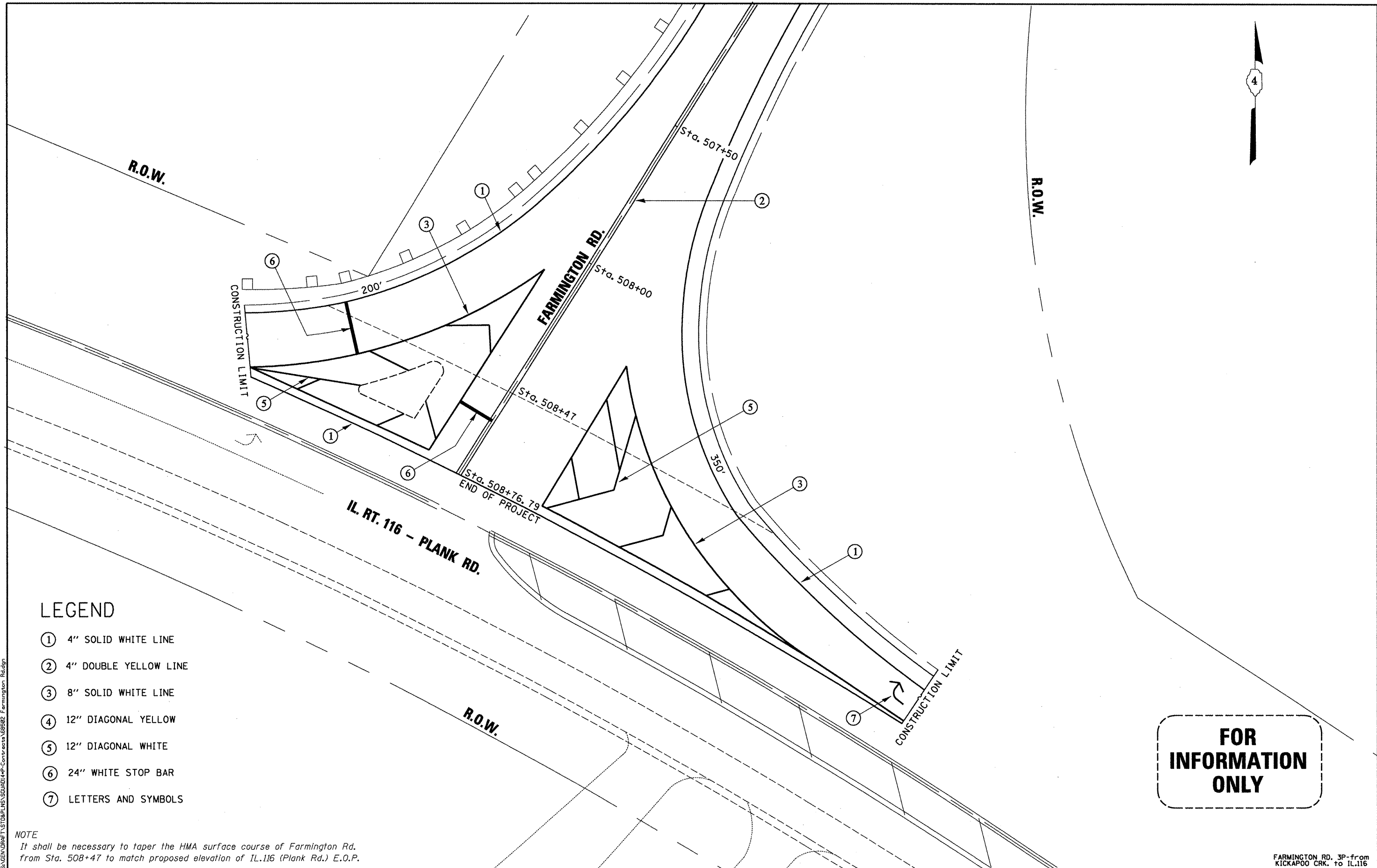
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	PLOT DATE = 1/25/2010	DATE - 01/15/2010	REVISED - ---

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING INTERSECTION PLAN	
SCALE: _____	SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.U. RTE. 6659	SECTION 11RS-3	COUNTY PEORIA	TOTAL SHEETS 40	SHEET NO. 16
PPP			CONTRACT NO. 68502	
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

FARMINGTON RD. 3P-from
KICKAPOO CRK. to IL.116



LEGEND

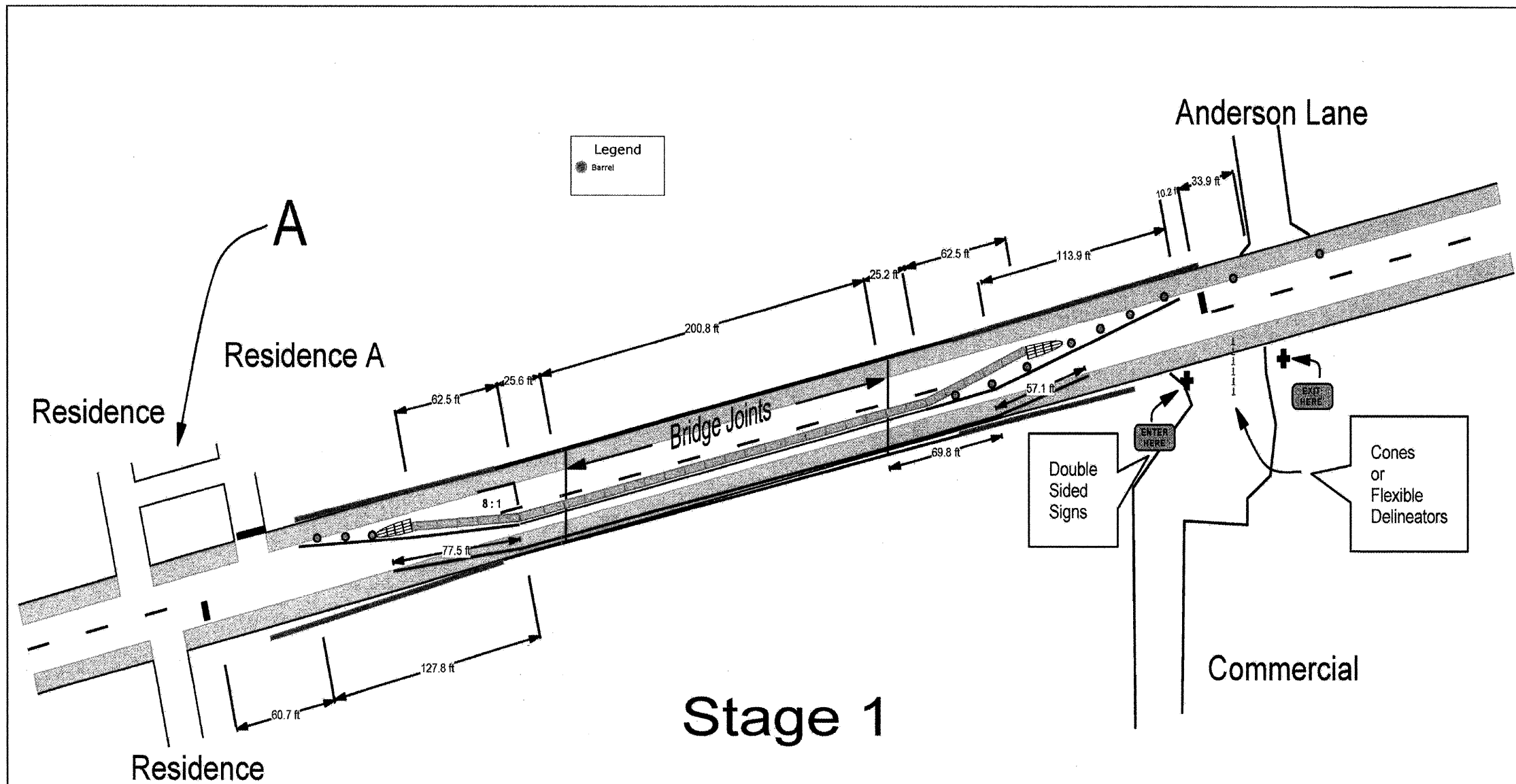
- ① 4" SOLID WHITE LINE
- ② 4" DOUBLE YELLOW LINE
- ③ 8" SOLID WHITE LINE
- ④ 12" DIAGONAL YELLOW
- ⑤ 12" DIAGONAL WHITE
- ⑥ 24" WHITE STOP BAR
- ⑦ LETTERS AND SYMBOLS

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NOTE
 It shall be necessary to taper the HMA surface course of Farmington Rd. from Sta. 508+47 to match proposed elevation of IL.116 (Plank Rd.) E.O.P.

FOR INFORMATION ONLY

FILE NAME = 68502 Farmington Rd.dgn	USER NAME = jonesce	DESIGNED - CEJ	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING INTERSECTION PLAN	F.A.U. RTE. 6659	SECTION 11RS-3	COUNTY PEORIA	TOTAL SHEETS 40	SHEET NO. 17	
PLOT SCALE = 1/83.7051' / IN.		CHECKED - ENE	REVISED - ---			SCALE: _____	SHEET NO. ___ OF ___ SHEETS	FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT		CONTRACT NO. 68502	
PLOT DATE = 1/25/2010		DATE - 01/15/2010	REVISED - ---			STA. _____ TO STA. _____					



Stage 1

PLAN NOTES

Standard 701321 shall be the overall guide of the traffic control device placement except as shown on this detail. This detail shows necessary deviations from Standard 701321 due to project field conditions. Primarily, taper rates and length deviations are necessary to adapt to field conditions. The contractor may elect to reach an agreement for Residence A to utilize the connector driveway which would eliminate the need for one set of signals. If this happens, Residence A must be barreled off to prevent access or departure. The placement of such devices shall be incidental to the traffic control and protection standards.

Barrier wall is to terminate 4' beyond centerline in the closed lane at a 8:1 ratio.

FARMINGTON RD. 3P-from
KICKAPOO CRK. to IL.116

FILE NAME =
68502 Farmington Rd.dgn

USER NAME = jonesce
PLOT SCALE = 103.7851' / IN.
PLOT DATE = 1/25/2010

DESIGNED - CEJ	REVISED - ---
DRAWN - CEJ	REVISED - ---
CHECKED - DH	REVISED - ---
DATE - 01/08/2010	REVISED - ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

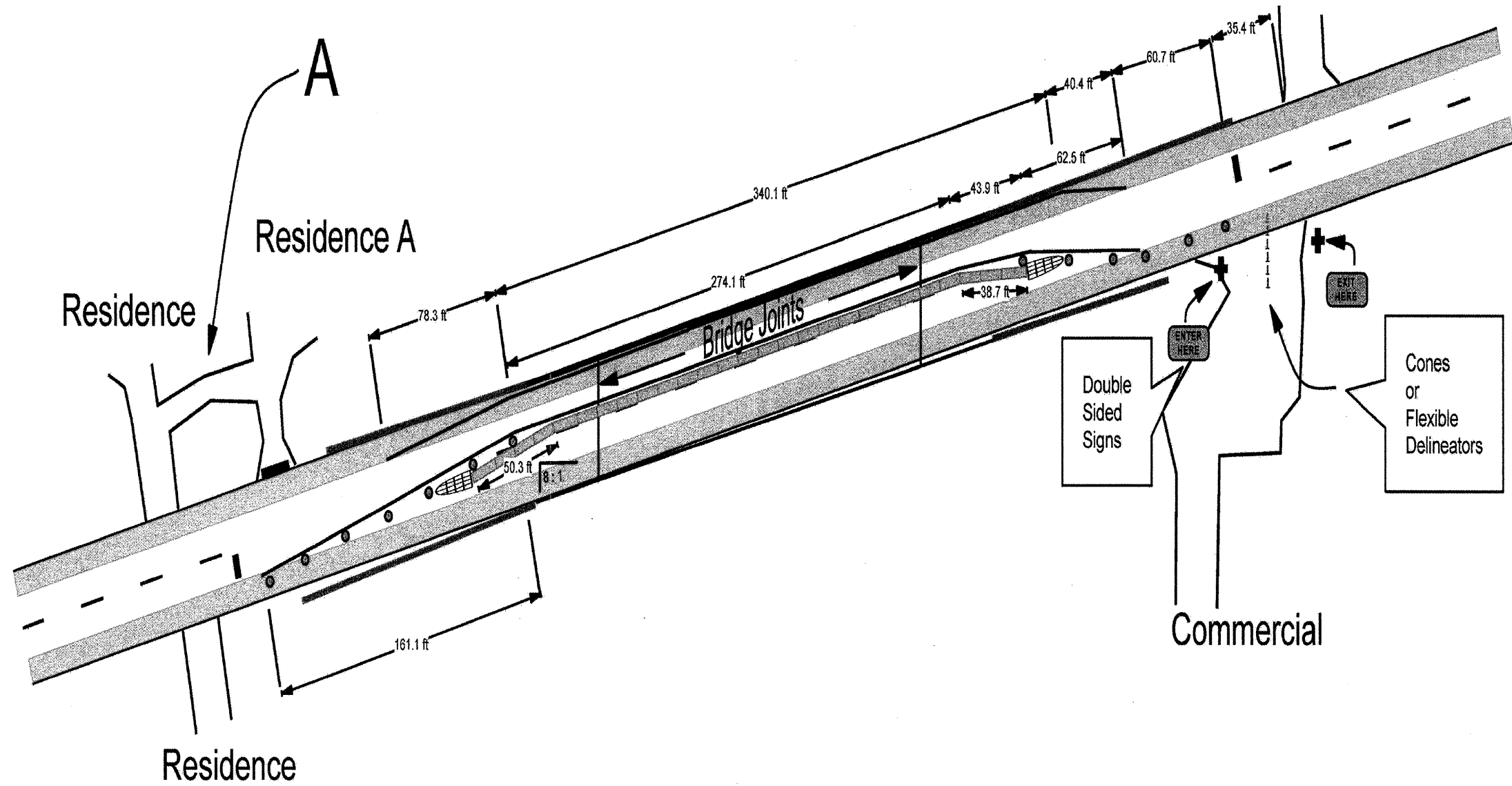
PROPOSED TRAFFIC CONTROL

SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11RS-3	PEORIA	40	18
PPP	CONTRACT NO. 68502			
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

Stage 2

Anderson Lane



PLAN NOTES

Standard 701321 shall be the overall guide of the traffic control device placement except as shown on this detail. This detail shows necessary deviations from Standard 701321 due to project field conditions. Primarily, taper rates and length deviations are necessary to adapt to field conditions. The contractor may elect to reach an agreement for Residence A to utilize the connector driveway which would eliminate the need for one set of signals. If this happens, Residence A must be barreled off to prevent access or departure. The placement of such devices shall be incidental to the traffic control and protection standards.

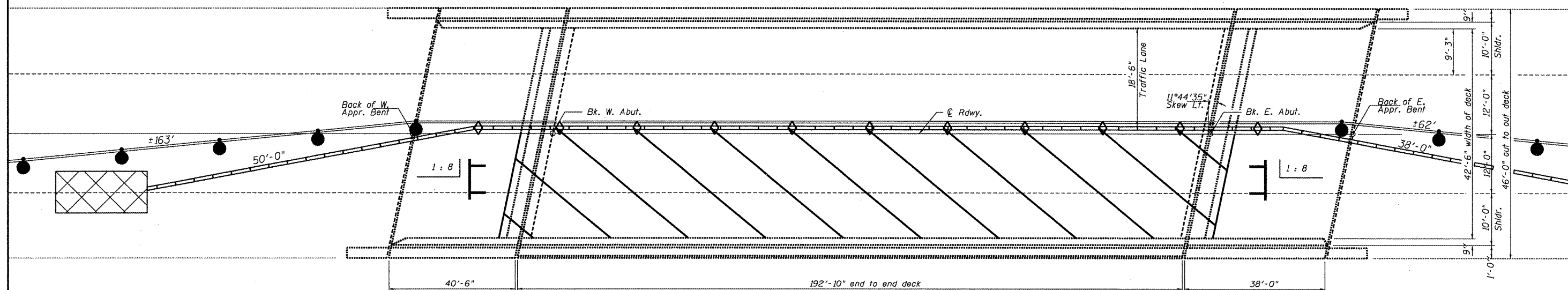
Barrier wall is to terminate 4' beyond centerline in the closed lane at a 8:1 ratio.

Legend

● Barrel

FARMINGTON RD. 3P--from
KICKAPOO CRK. to IL.116

FILE NAME = 68502 Farmington Rd.dgn	USER NAME = jonesce	DESIGNED - CEJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TRAFFIC CONTROL	F.A.U. RTE. 6659	SECTION 11RS-3	COUNTY PEORIA	TOTAL SHEETS 40	SHEET NO. 20
	PLOT SCALE = 1/83.7051" / IN.	DRAWN - CEJ	REVISED -			SCALE: _____	SHEET NO. ____ OF ____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 68502	
PLOT DATE = 1/25/2010	DATE - 01/08/2010	CHECKED - DH	REVISED -							



STAGE II

- SYMBOLS**
- Work Area
 - Barrier Wall Marker
 - Type III Barricade
 - Temporary Concrete Barrier
 - Temporary Concrete Barrier
 - Drum w/ steady burning light
 - Impact Attenuator

NOTES
 Refer to Highway Standards 701321 in conjunction with this sheet for exact placement of traffic management devices and other clarifications as construction staging symbols and dimensioning were duplicated off of these standards. Traffic staging sequence shall be at the discretion of the Engineer for given field applications.

FILE NAME = 68502 Farmington Rd.dgn	USER NAME = jonesce	DESIGNED - CEJ	REVISED - ---
		DRAWN - CEJ	REVISED - ---
		CHECKED - DH	REVISED - ---
		DATE - 01/08/2010	REVISED - ---

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PROPOSED TRAFFIC CONTROL

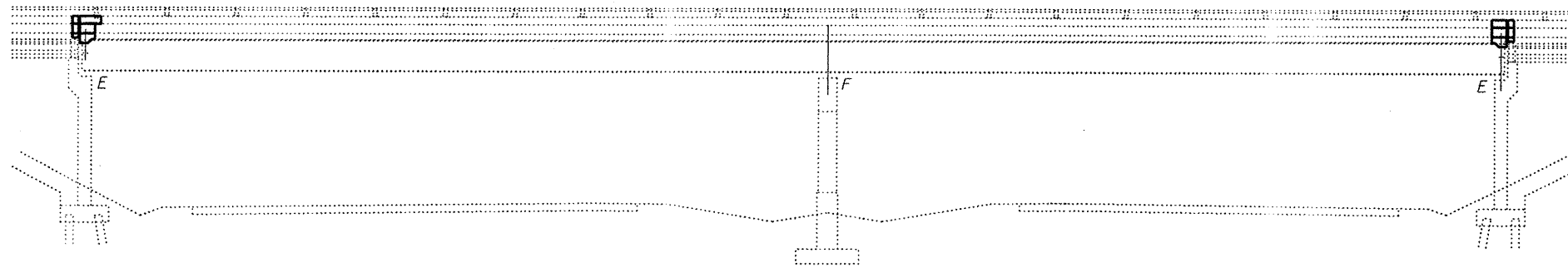
SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____

F.A.U. RTE. 6659	SECTION 11RS-3	COUNTY PEORIA	TOTAL SHEETS 40	SHEET NO. 21
PPP			CONTRACT NO. 68502	
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

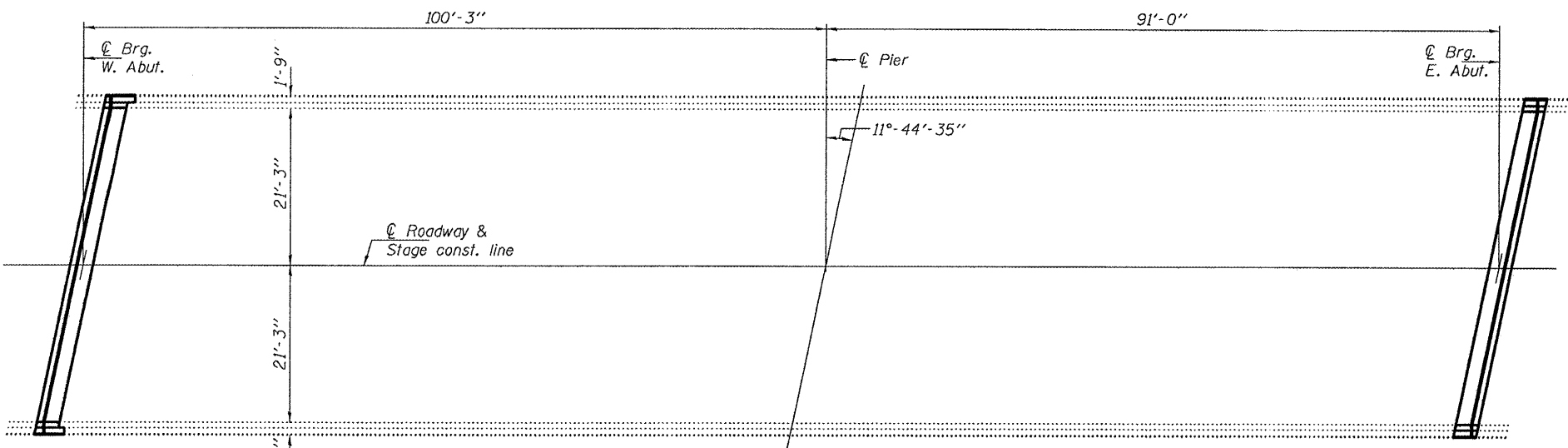
FARMINGTON RD. 3P-from
 KICKAPOO CRK. to IL.116

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



PLAN

GENERAL NOTES

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50° F.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	11.4
Concrete Superstructure	Cu. Yd.	11.4
Preformed Joint Strip Seal	Foot	94
Reinforcement Bars, Epoxy Coated	Pound	1560
Bar Splicers	Each	20
* Protective Coat	Sq. Yd.	32

* On new concrete only



EXPIRES 11-30-2010

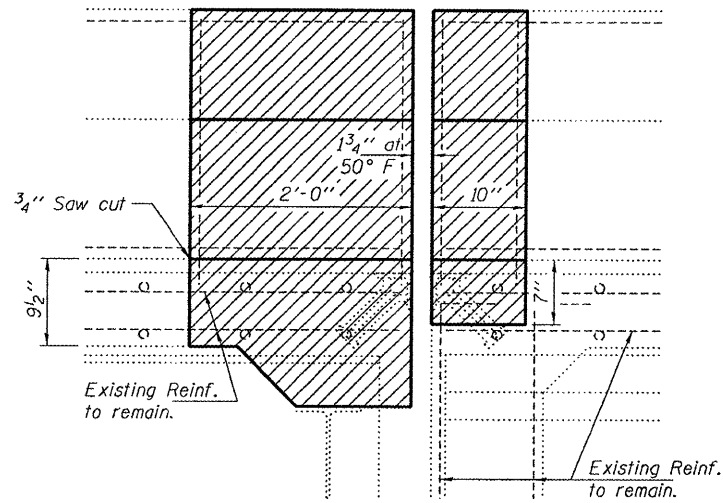
DESIGNED *[Signature]*
CHECKED *[Signature]*
DRAWN *[Signature]*
CHECKED *[Signature]*

FEBRUARY 11, 2010
EXAMINED *[Signature]*
PASSED *[Signature]*

**PLAN AND ELEVATION
FARMINGTON ROAD OVER FAI 474
SN 072-0118**

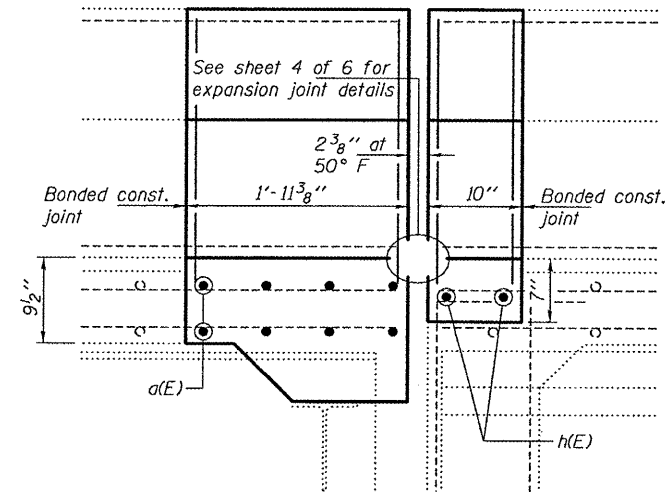
SHEET NO. 1 6 SHEETS	F.A.I. RTE. 474	SECTION 11 RS-3	COUNTY PEORIA	TOTAL SHEETS 40	SHEET NO. 21A
	CONTRACT NO. 68502				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



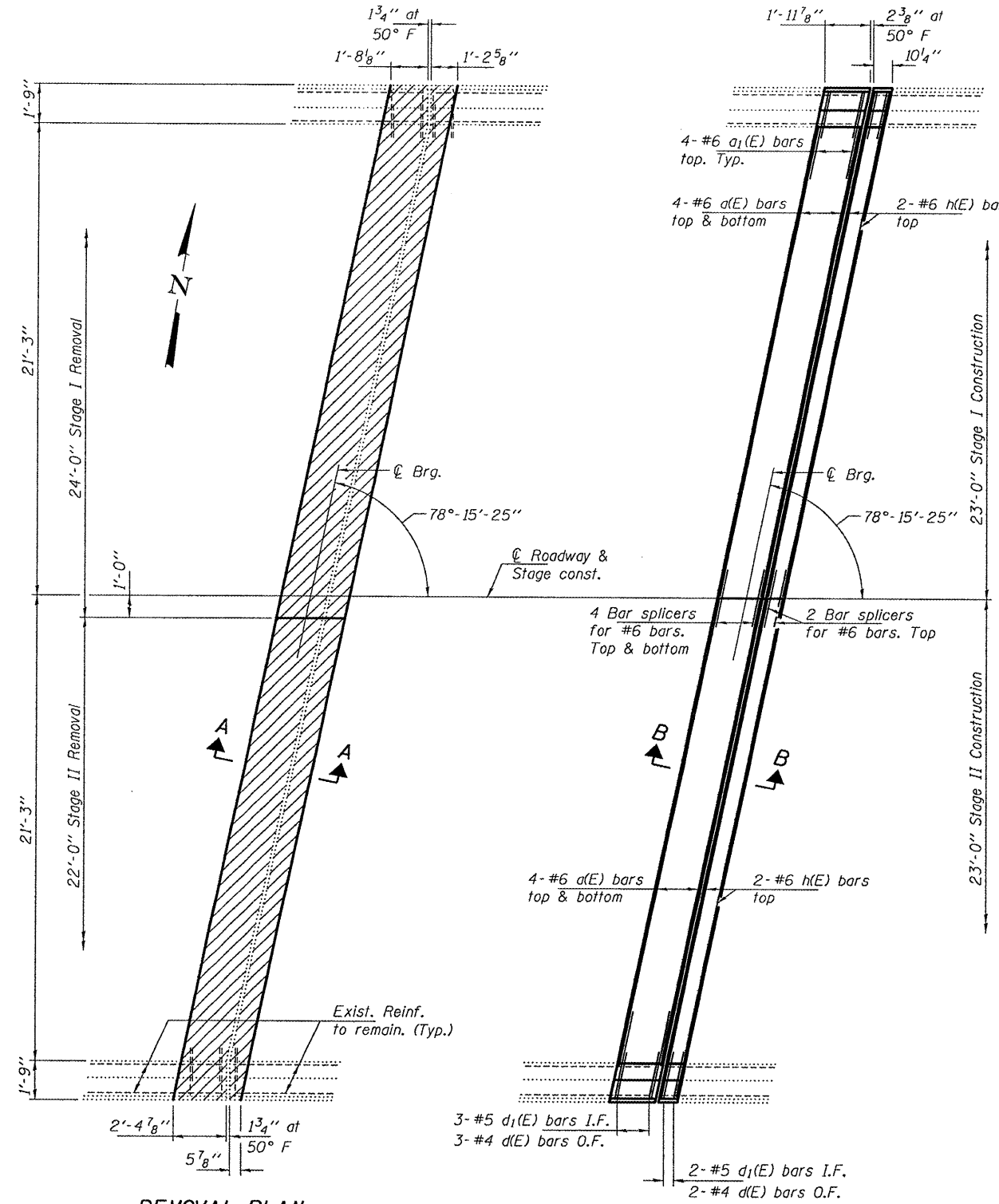
SECTION A-A

(Dims at RT L's to end of deck)



SECTION B-B

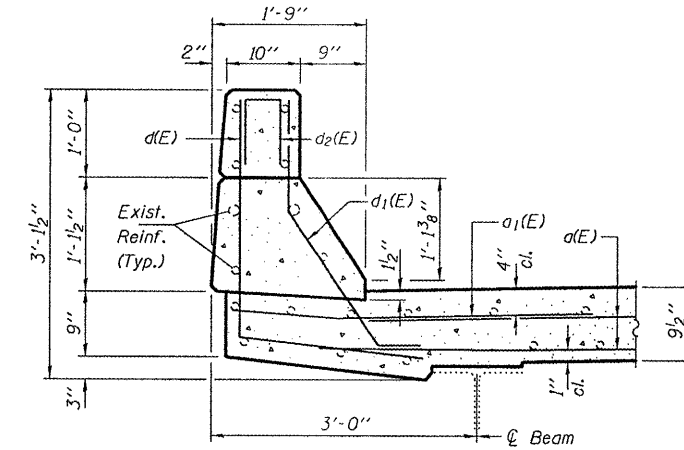
(Dims at RT L's to end of deck)



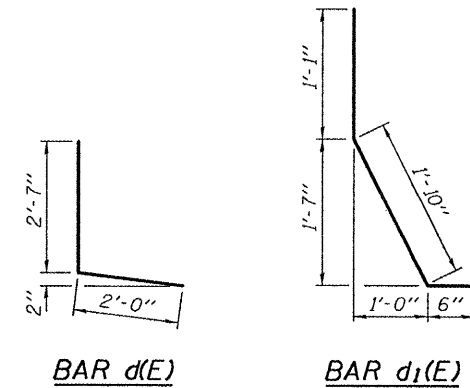
REMOVAL PLAN

REPLACEMENT PLAN

Notes:
Hatched areas indicate removal.



SECTION THRU PARAPET



BAR d(E)

BAR d1(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	16	#6	21'-9"	—
a1(E)	8	#6	4'-0"	—
d(E)	10	#4	4'-7"	L
d1(E)	10	#5	3'-5"	L
h(E)	4	#6	23'-2"	—
Concrete Removal			Cu. Yd.	5.7
Concrete Superstructure			Cu. Yd.	5.7
Reinforcement Bars, Epoxy Coated			Lbs.	780

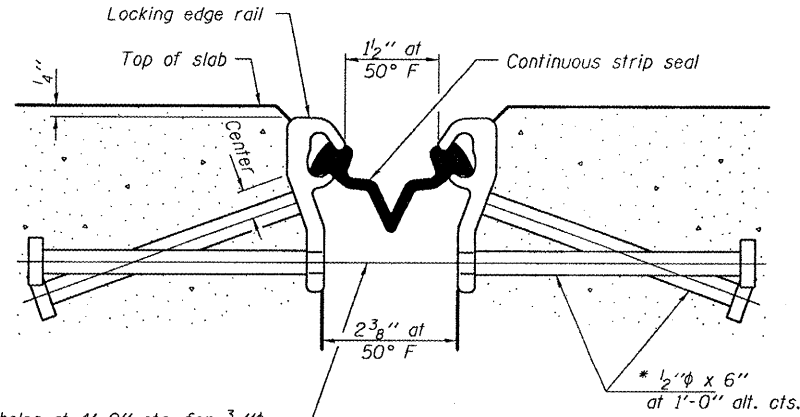
**EAST ABUTMENT
JOINT REPLACEMENT DETAILS
FARMINGTON ROAD OVER FAI 474
SN 072-0118**

DESIGNED	IJL	FEBRUARY 11, 2010
CHECKED	GGE	EXAMINED <i>Carl P. ...</i>
DRAWN	baliva	PASSED <i>Ralph E. Anderson</i>
CHECKED	IJL GGE	ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 3 6 SHEETS	F.A.I. RTE. 474	SECTION 11 RS-3	COUNTY PEORIA	TOTAL SHEETS 40	SHEET NO. 23
	CONTRACT NO. 68502				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

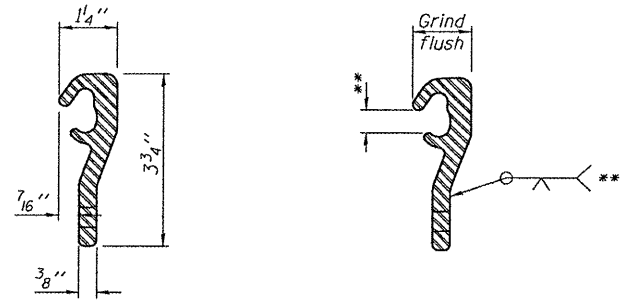
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



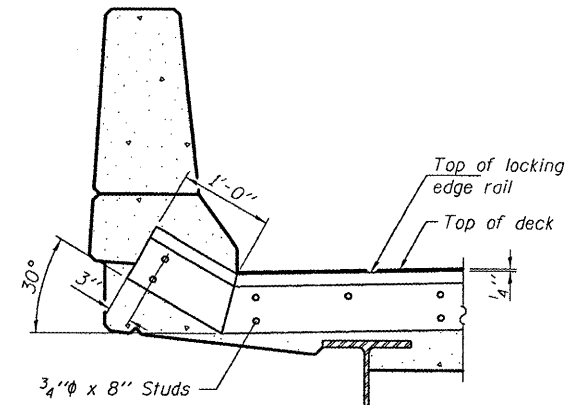
7/16" holes at 4'-0" cts. for 3/8" bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU STRIP SEAL JOINT



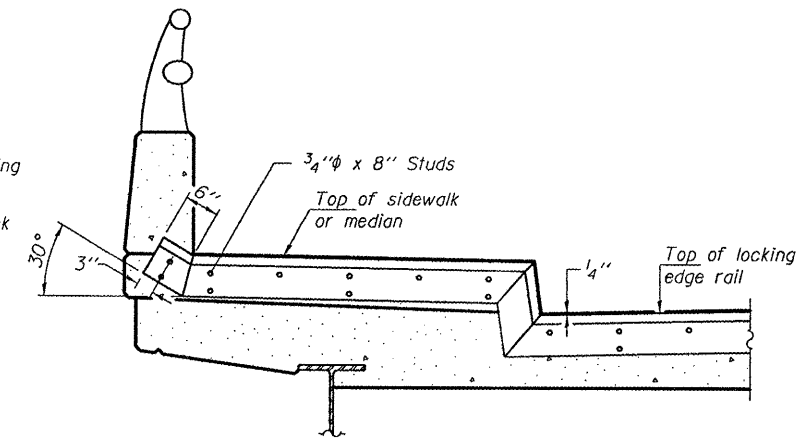
LOCKING EDGE RAIL LOCKING EDGE RAIL SPLICE

** Omit weld at seal opening.



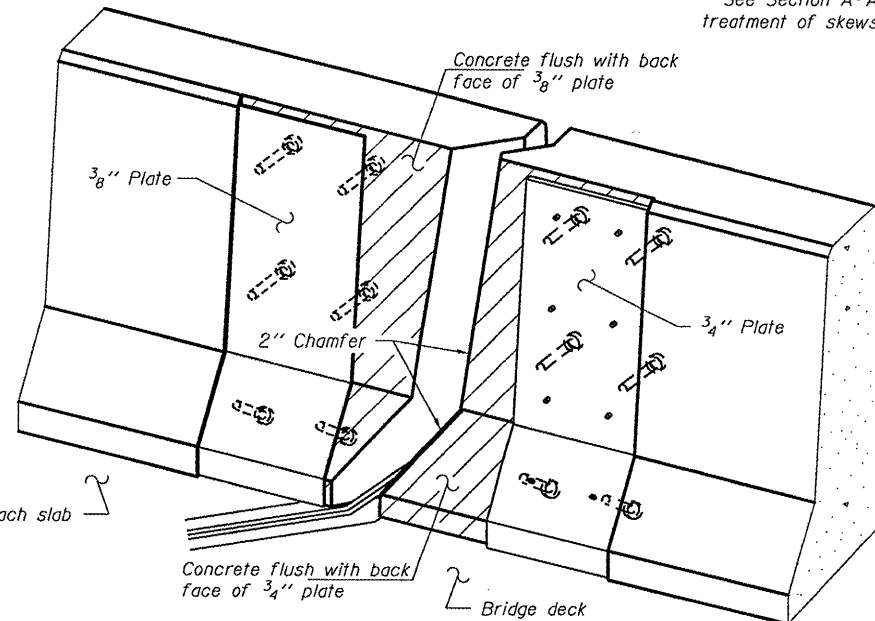
AT PARAPET

See Section A-A for end treatment of skews > 30°.



AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



TYPICAL END TREATMENTS

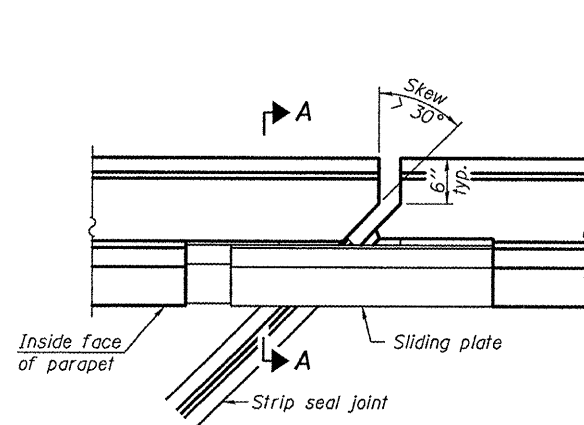
Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches. The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

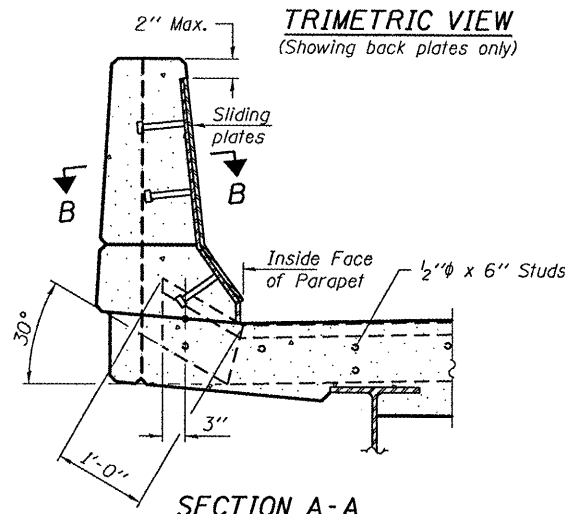
The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

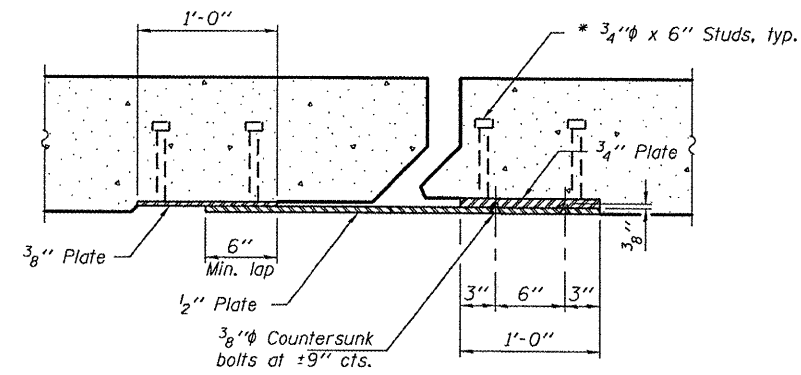


PLAN



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	91

PREFORMED JOINT STRIP SEAL
FARMINGTON ROAD OVER FAI 474
SN 072-0118

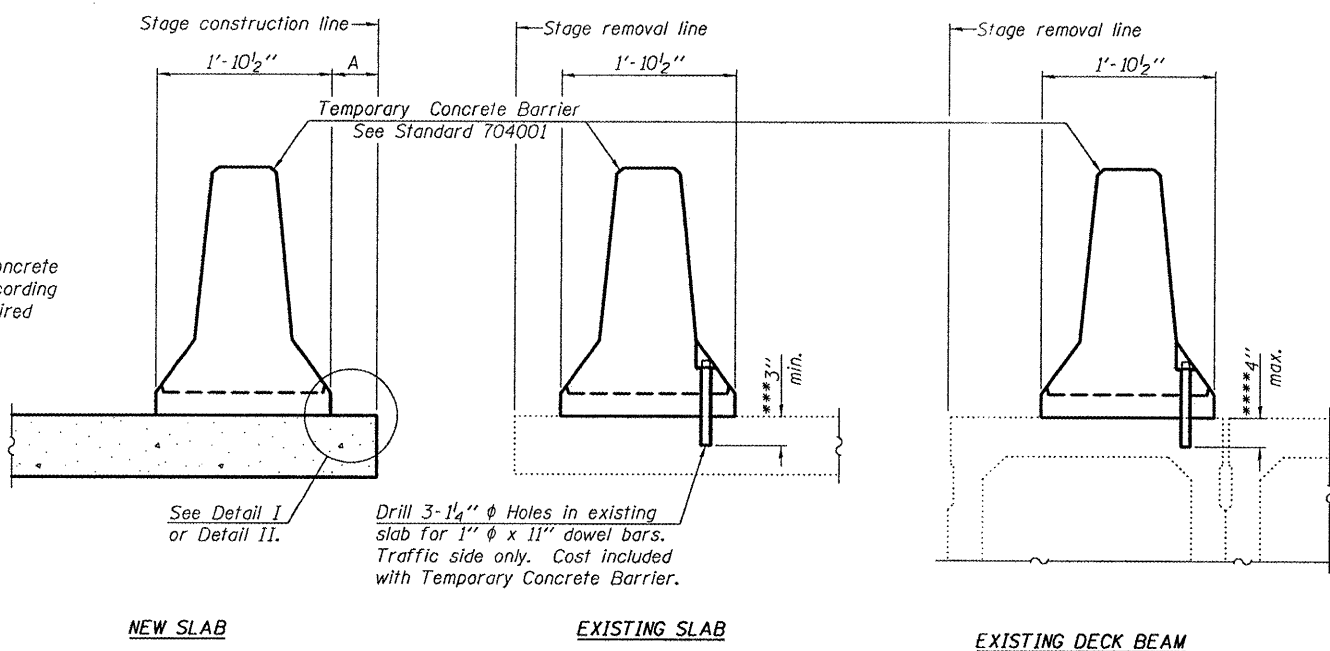
DESIGNED	IJL
CHECKED	GGE
DRAWN	baliva
CHECKED	IJL GGE

FEBRUARY 11, 2010
EXAMINED *Carl Perry*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 4	F.A.I. RTE. 474	SECTION 11 RS-3	COUNTY PEORIA	TOTAL SHEETS 40	SHEET NO. 24
6 SHEETS	FED. ROAD DIST. NO. ILLINOIS		CONTRACT NO. 68502		
FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



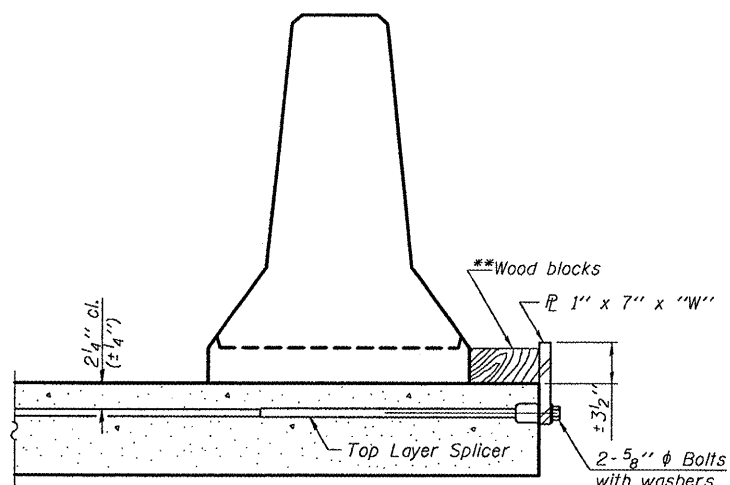
SECTIONS THRU SLAB OR DECK BEAM

NOTES

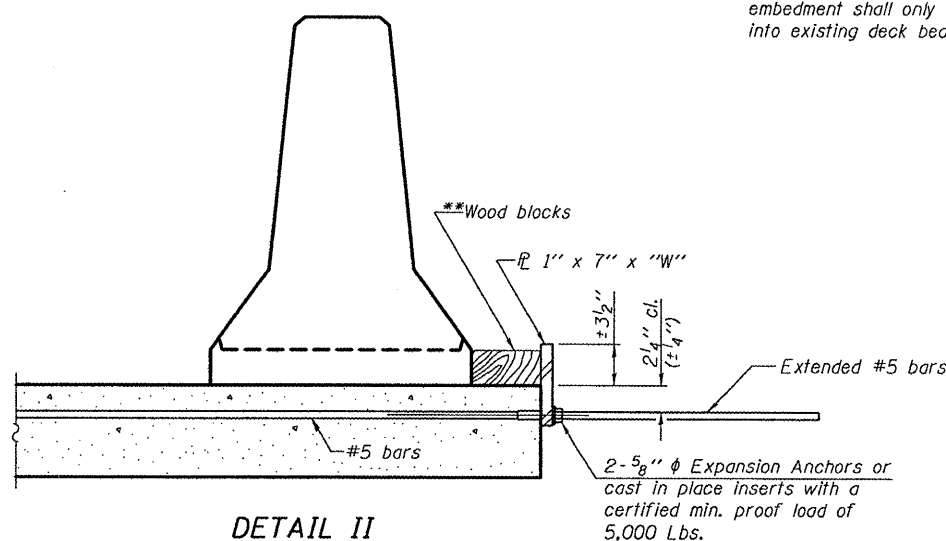
- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.
- Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

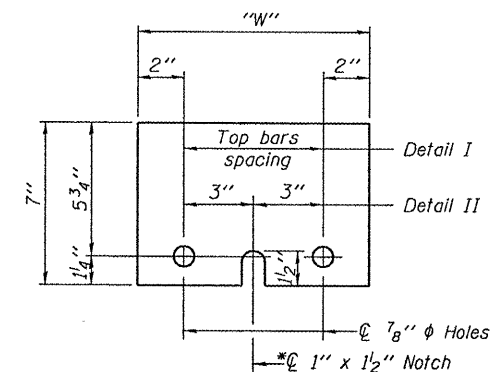
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 1" x 7" x 10"

* Required only with Detail II

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

"W" = Top bars spacing + 4"

DESIGNED	IJL
CHECKED	GGE
DRAWN	baliva
CHECKED	IJL GGE

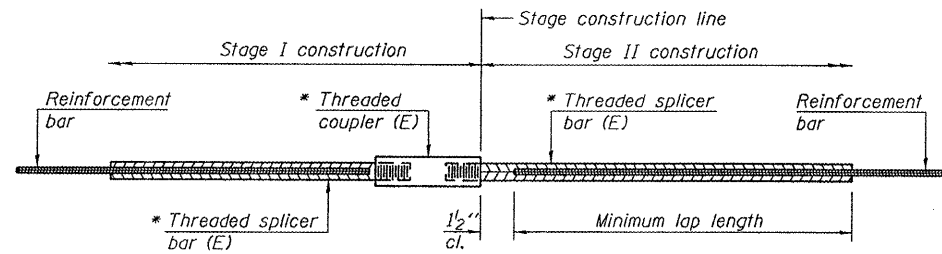
FEBRUARY 11, 2010
EXAMINED *Carl Prosky*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

R-27 11-1-09

TEMPORARY CONCRETE BARRIER
FARMINGTON ROAD OVER FAI 474
SN 072-0118

SHEET NO. 5 6 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	474	11 RS-3	PEORIA	40	25
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 68502					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

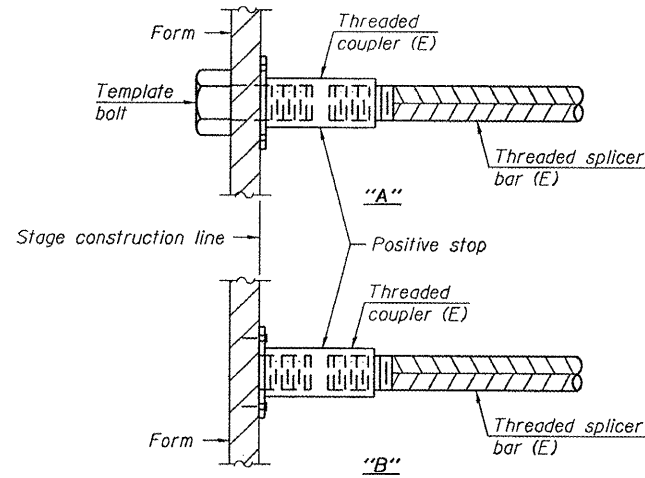
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

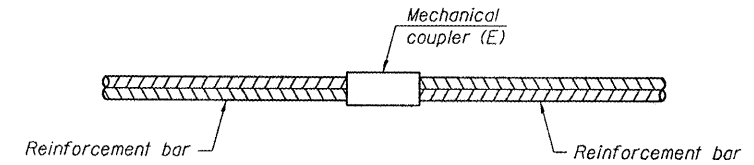
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
West Abutment	#6	8	3
West Abutment	#6	2	3
East Abutment	#6	8	3
East Abutment	#6	2	3



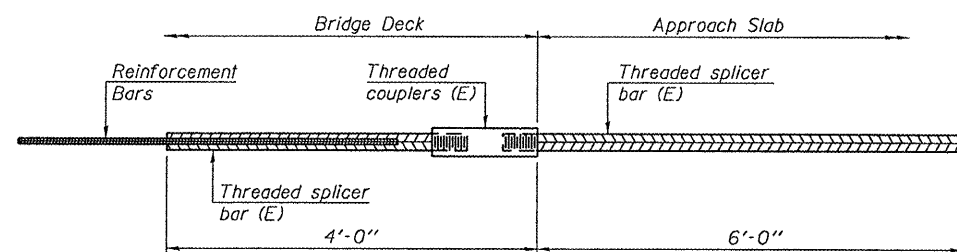
INSTALLATION AND SETTING METHODS

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



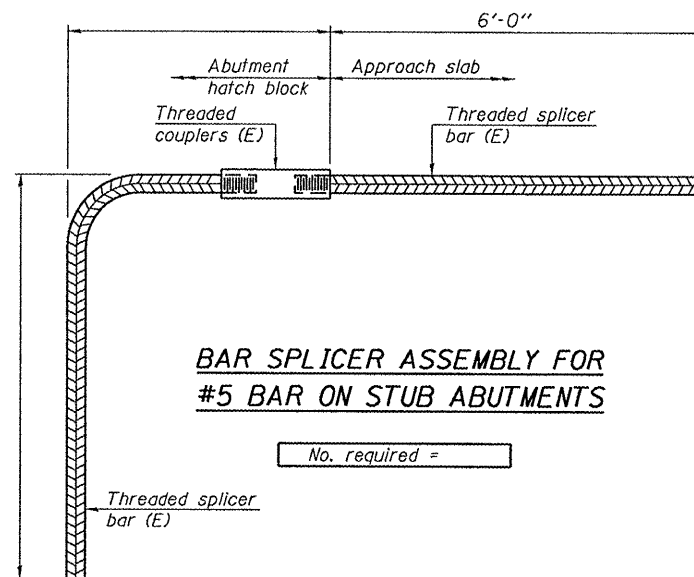
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See special provision for Mechanical Splicers.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
FARMINGTON ROAD OVER FAI 474
SN 072-0118**

DESIGNED	IJL
CHECKED	GGE
DRAWN	baliva
CHECKED	IJL GGE

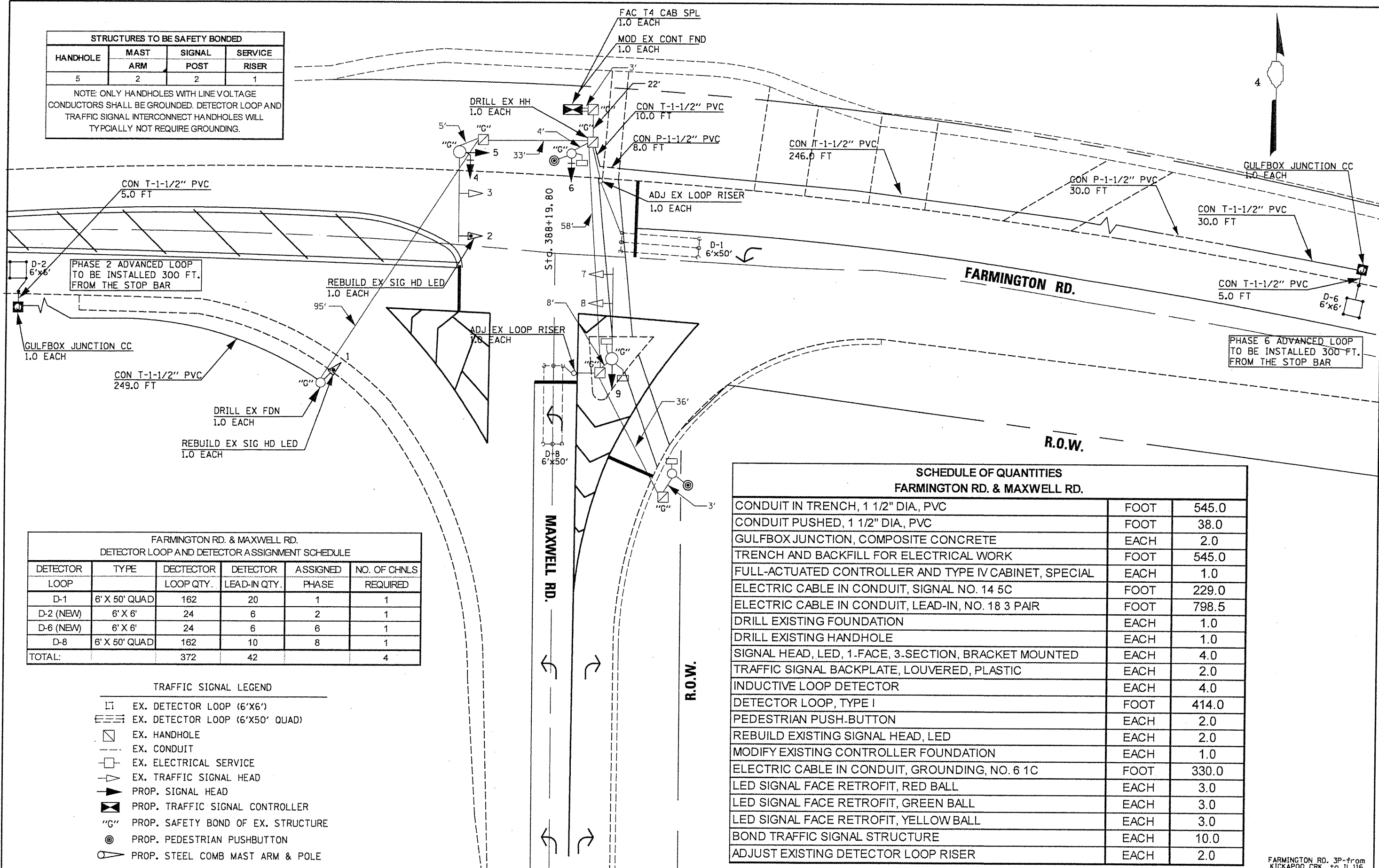
FEBRUARY 11, 2010
EXAMINED *Carl Perry*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

BSD-1 11-1-09

SHEET NO. 6 6 SHEETS	F.A.I. RTE. 474	SECTION 11 RS-3	COUNTY PEORIA	TOTAL SHEETS 40	SHEET NO. 26
	CONTRACT NO. 68502				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STRUCTURES TO BE SAFETY BONDED			
HANDHOLE	MAST ARM	SIGNAL POST	SERVICE RISER
5	2	2	1

NOTE: ONLY HANDHOLES WITH LINE VOLTAGE CONDUCTORS SHALL BE GROUNDED. DETECTOR LOOP AND TRAFFIC SIGNAL INTERCONNECT HANDHOLES WILL TYPICALLY NOT REQUIRE GROUNDING.



FARMINGTON RD. & MAXWELL RD. DETECTOR LOOP AND DETECTOR ASSIGNMENT SCHEDULE					
DETECTOR LOOP	TYPE	DETECTOR LOOP QTY.	DETECTOR LEAD-IN QTY.	ASSIGNED PHASE	NO. OF CHNLS REQUIRED
D-1	6' X 50' QUAD	162	20	1	1
D-2 (NEW)	6' X 6'	24	6	2	1
D-6 (NEW)	6' X 6'	24	6	6	1
D-8	6' X 50' QUAD	162	10	8	1
TOTAL:		372	42		4

- TRAFFIC SIGNAL LEGEND
- LI EX. DETECTOR LOOP (6'X6')
 - EX. DETECTOR LOOP (6'X50' QUAD)
 - EX. HANDHOLE
 - EX. CONDUIT
 - EX. ELECTRICAL SERVICE
 - EX. TRAFFIC SIGNAL HEAD
 - PROP. SIGNAL HEAD
 - PROP. TRAFFIC SIGNAL CONTROLLER
 - "G" PROP. SAFETY BOND OF EX. STRUCTURE
 - ⊙ PROP. PEDESTRIAN PUSHBUTTON
 - ◁ PROP. STEEL COMB MAST ARM & POLE

SCHEDULE OF QUANTITIES FARMINGTON RD. & MAXWELL RD.		
CONDUIT IN TRENCH, 1 1/2" DIA, PVC	FOOT	545.0
CONDUIT PUSHED, 1 1/2" DIA, PVC	FOOT	38.0
GULFBOX JUNCTION, COMPOSITE CONCRETE	EACH	2.0
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	545.0
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1.0
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	229.0
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 3 PAIR	FOOT	798.5
DRILL EXISTING FOUNDATION	EACH	1.0
DRILL EXISTING HANDHOLE	EACH	1.0
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4.0
TRAFFIC SIGNAL BACKPLATE, LOUVERED, PLASTIC	EACH	2.0
INDUCTIVE LOOP DETECTOR	EACH	4.0
DETECTOR LOOP, TYPE I	FOOT	414.0
PEDESTRIAN PUSH-BUTTON	EACH	2.0
REBUILD EXISTING SIGNAL HEAD, LED	EACH	2.0
MODIFY EXISTING CONTROLLER FOUNDATION	EACH	1.0
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	330.0
LED SIGNAL FACE RETROFIT, RED BALL	EACH	3.0
LED SIGNAL FACE RETROFIT, GREEN BALL	EACH	3.0
LED SIGNAL FACE RETROFIT, YELLOW BALL	EACH	3.0
BOND TRAFFIC SIGNAL STRUCTURE	EACH	10.0
ADJUST EXISTING DETECTOR LOOP RISER	EACH	2.0

FILE NAME = 68502 Farmington Rd.dgn

USER NAME = jonesco
 DESIGNED - ERH
 DRAWN - ERH
 CHECKED -
 DATE -
 PLOT SCALE = 1/8" = 1' / IN.
 PLOT DATE = 1/28/2010

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC SIGNALS
 FARMINGTON RD. & MAXWELL RD.

F.A.U. RTE. 6659 SECTION 11RS-3 COUNTY PEORIA TOTAL SHEET NO. 40 SHEET NO. 27
 PPP CONTRACT NO. 68502
 FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT

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DETECTOR LOOP INSTALLATION - CONSTRUCTION NOTES

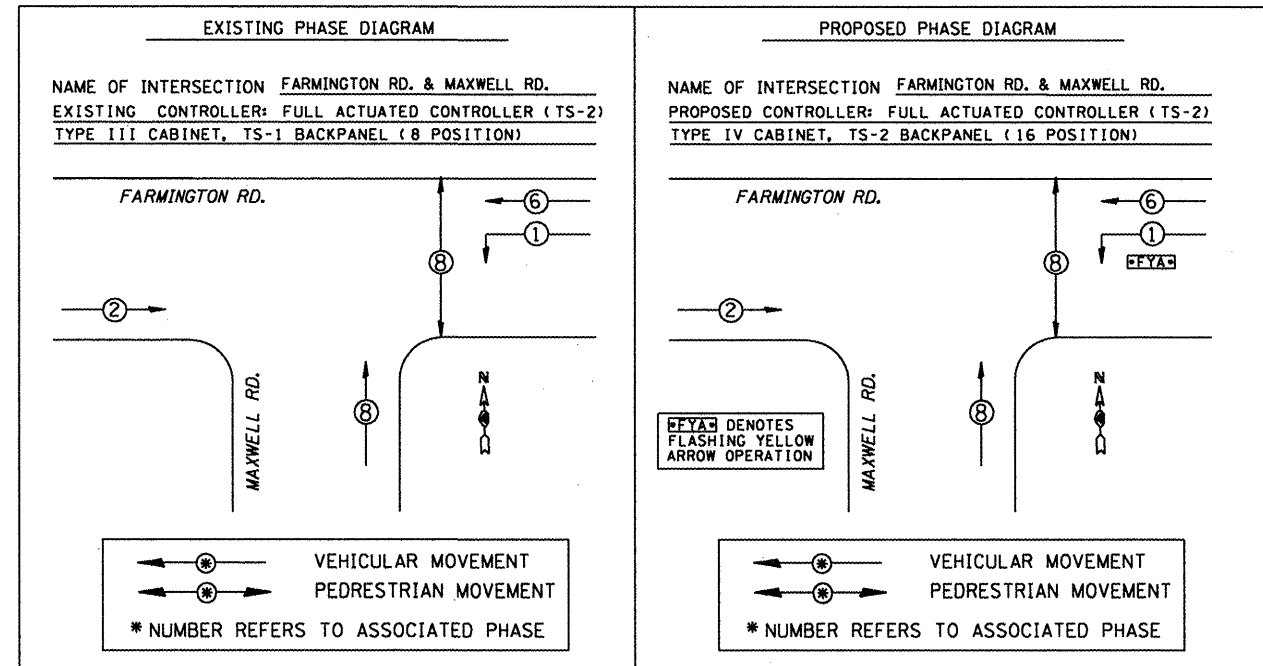
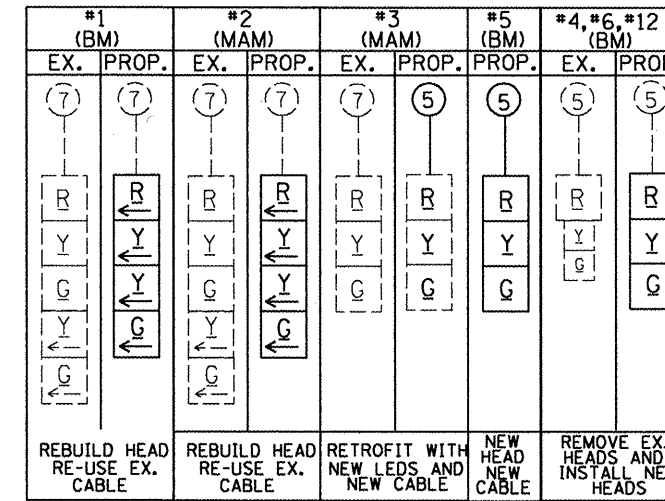
- DETECTOR LOOP REPLACEMENT QUANTITIES ARE ESTIMATED. THE CONTRACTOR SHALL ONLY REPLACE THE DETECTOR LOOPS THAT ARE DAMAGED BY THE MILLING PROCESS.
- A TYPE II SPLICE SHALL BE USED FOR ALL DETECTOR LEAD-INS.
- ALL DETECTOR LOOPS SHALL BE PLACED BACK INTO THEIR ORIGINAL LOCATIONS. ALL DETECTOR LOOPS SHALL BE INSTALLED IN THE CENTER OF THEIR RESPECTIVE TRAVEL LANES.
- THE PROPOSED DETECTOR LOOPS SHALL BE CUT IN THE MILLED SURFACE OR LEVELING BINDER COURSE BEFORE THE FINAL OVERLAY.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF TRAFFIC, RANDY LANINGA, AT (309) 671-4477 FORTY-EIGHT HOURS PRIOR TO BEGINNING MILLING OR PATCHING OPERATIONS.
- THESE ITEMS SHALL BE INCLUDED IN THE BID PRICE FOR DETECTOR LOOP, TYPE I PAY ITEM. THERE WILL BE NO ADDITIONAL COMPENSATION.

CONTROLLER CABINET INSTALLATION - CONSTRUCTION NOTES

- THE CONTRACTOR SHALL REMOVE THE EXISTING TRAFFIC SIGNAL CABINET AT FARMINGTON RD. & MAXWELL RD. AND DELIVER THE CABINET AND ITS CONTENTS TO THE IDOT TRAFFIC BUILDING LOCATED AT 1025 W. DETWEILLER DR., PEORIA. THE CONTRACTOR SHALL NOTIFY PAUL GRANT, AT (309) 671-4474 FORTY-EIGHT HOURS IN ADVANCE OF EQUIPMENT DELIVERY.
- THE CONTRACTOR SHALL SCHEDULE THE REPLACEMENT OF THE TRAFFIC SIGNAL CABINET ONLY DURING THE HOURS OF 8:30 AM TO 3:00 PM MONDAY THROUGH FRIDAY.
- THE CONTRACTOR WILL BE ALLOWED TO PLACE THE INTERSECTION INTO ALL-RED FLASH MODE AND ALL-WAY STOP CONTROL ONLY DURING THE HOURS SPECIFIED ABOVE TO FACILITATE THE INSTALLATION OF THE PROPOSED TRAFFIC SIGNAL CONTROLLER CABINET.
- THE CONTRACTOR SHALL FURNISH AND INSTALL A MINIMUM OF TWO STOP SIGNS PER APPROACH WHEN THE INTERSECTION IS OPERATING IN ALL-RED FLASH MODE OR ALL-WAY STOP CONTROL.
- THE CONTRACTOR SHALL GROUND AND SAFETY-BOND THE PROPOSED CONTROLLER CABINET IN ACCORDANCE WITH NEC REQUIREMENTS.
- ALL COSTS (LABOR, MATERIALS, AND EQUIPMENT) ASSOCIATED WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR THE TRAFFIC SIGNAL CABINET. THERE WILL BE NO ADDITIONAL COMPENSATION FOR THIS WORK.

CONSTRUCTION NOTES

- ANY MAINTENANCE OF EXISTING TRAFFIC SIGNALS WILL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.
- ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
- ALL LOOP RISERS AFFECTED BY THE MILLING OPERATIONS SHALL BE REFLECTED THROUGH THE NEW SURFACE AND ALL LOOP RISERS SHALL BE CHIPPED OUT AND FILLED WITH EPOXY. THIS WORK WILL BE PAID FOR UNDER THE PAY ITEM FOR "ADJUST EXISTING DETECTOR LOOP RISER".
- THE LOCATIONS FOR HANDHOLES, TRAFFIC SIGNAL POST FOUNDATIONS, AND MAST ARM FOUNDATIONS ARE PROVIDED FOR REFERENCE ONLY. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR LOCATION VERIFICATION BEFORE INSTALLATION.
- ALL TRAFFIC SIGNAL SECTIONS SHALL HAVE 12" SINGLE LED LENSES.
- THE RED SECTIONS OF THE SIGNAL HEADS SHARING THE SAME MAST ARM SHALL BE LEVEL WITH ONE ANOTHER AND MAINTAIN A 16 FT. MINIMUM CLEARANCE FROM THE HIGHEST POINT OF THE ROADWAY.
- ALL TRAFFIC SIGNAL HEAD BRACKETS ARE TO BE ALUMINUM WITH A NATURAL FINISH.
- THE EXISTING TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING THE CONSTRUCTION OF THE PROPOSED TRAFFIC SIGNALS.
- ALL TRAFFIC SIGNAL STRUCTURES SHALL BE BONDED IN ACCORDANCE WITH NEC REQUIREMENTS. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "BOND TRAFFIC SIGNAL STRUCTURE" AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS (INCLUDING CLAMPS, HARDWARE, ELECTRICAL CABLE, AND ALL OTHER ITEMS REQUIRED TO BOND THE STRUCTURES).
- A FIVE FOOT PIECE OF GREEN INSULATED #6 1/C XLP-USE CABLE SHALL BE USED TO CONNECT THE HANDHOLE LID TO THE FRAME. THE COST OF THIS WIRE SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR "BOND TRAFFIC SIGNAL STRUCTURE".
- THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE SLACK IN ACCORDANCE WITH ARTICLE 873.03.
- ELECTRICAL CABLE WILL BE MEASURED FOR PAYMENT IN ACCORDANCE WITH ARTICLE 873.04.
- ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
- THE COST OF REMOVING THE EXISTING TRAFFIC SIGNAL HEADS AND BRACKETING SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE PROPOSED TRAFFIC SIGNAL HEAD PAY ITEMS.
- THE #18 3-PAIR TWISTED/SHIELDED CABLE SHALL HAVE THE SAME SLACK AS OTHER SIGNAL CABLE AND WILL BE MEASURED FOR PAYMENT.
- ALL DETECTOR LOOPS SHALL UTILIZE A SEPARATE PAIR OF LEAD-INS AND A TYPE II SPLICE SHALL BE USED FOR ALL DETECTOR LEAD-INS.
- THE COST OF ADJUSTING THE DETECTOR LOOP RISERS FOR THE PROPOSED ADVANCED DETECTOR LOOPS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE DETECTOR LOOP PAY ITEM.
- THE GULFBOX JUNCTION SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF THE MEDIAN, SIDEWALK, OR GROUND LINE.
- COILABLE POLYETHYLENE DUCT MAY BE SUBSTITUTED FOR PVC PUSHED OR TRENCHED.
- THE TRAFFIC SIGNAL CONTROLLER SHALL BE ORIENTED SO THAT THE DOOR IS FACING AWAY FROM TRAFFIC.
- THE CONTRACTOR MAY ELECT TO PUSH A CONDUIT THAT IS SHOWN TO BE TRENCHED ON THE PLANS. HOWEVER, THIS WORK WILL BE MEASURED FOR PAYMENT AND PAID FOR AS CONDUIT IN TRENCH OF THE TYPE AND SIZE SPECIFIED AND TRENCH AND BACKFILL FOR ELECTRICAL WORK.
- NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 2 FT. MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
- THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THIS COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES FOR THE CONDUITS.
- REMOVAL OF EXISTING TRAFFIC SIGNAL ITEMS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES FOR THE PROPOSED ITEMS.

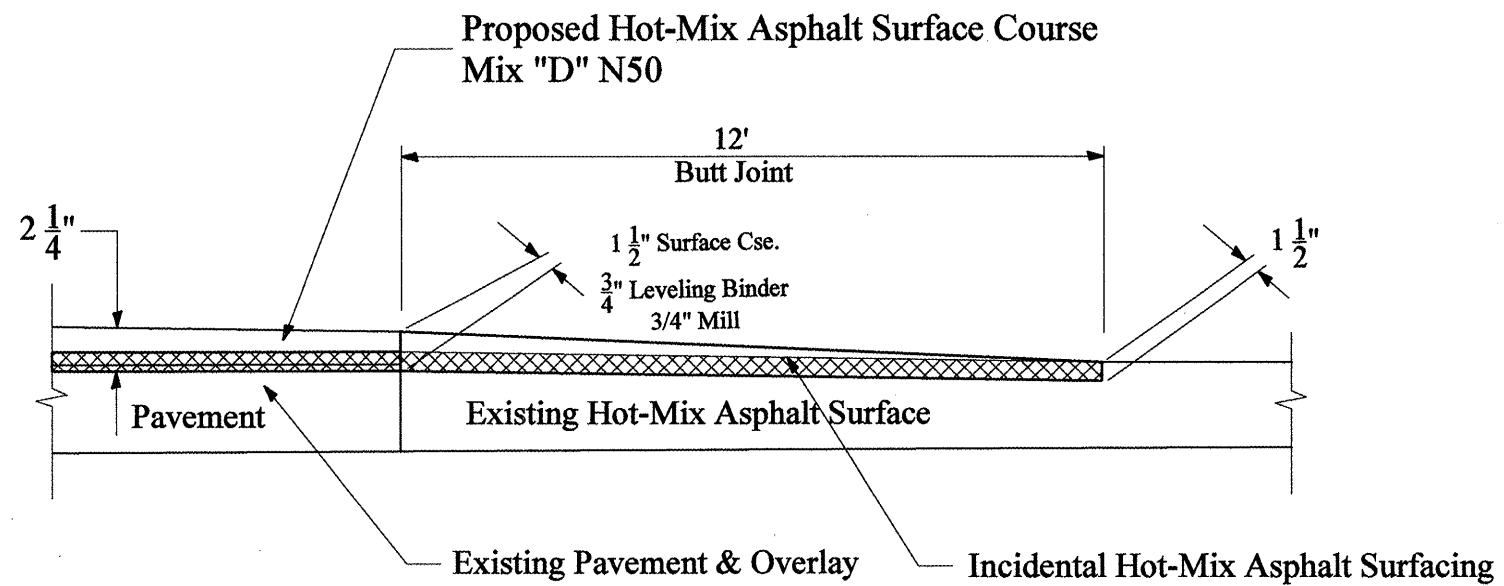


FILE NAME = 68502 Farmington Rd.dgn

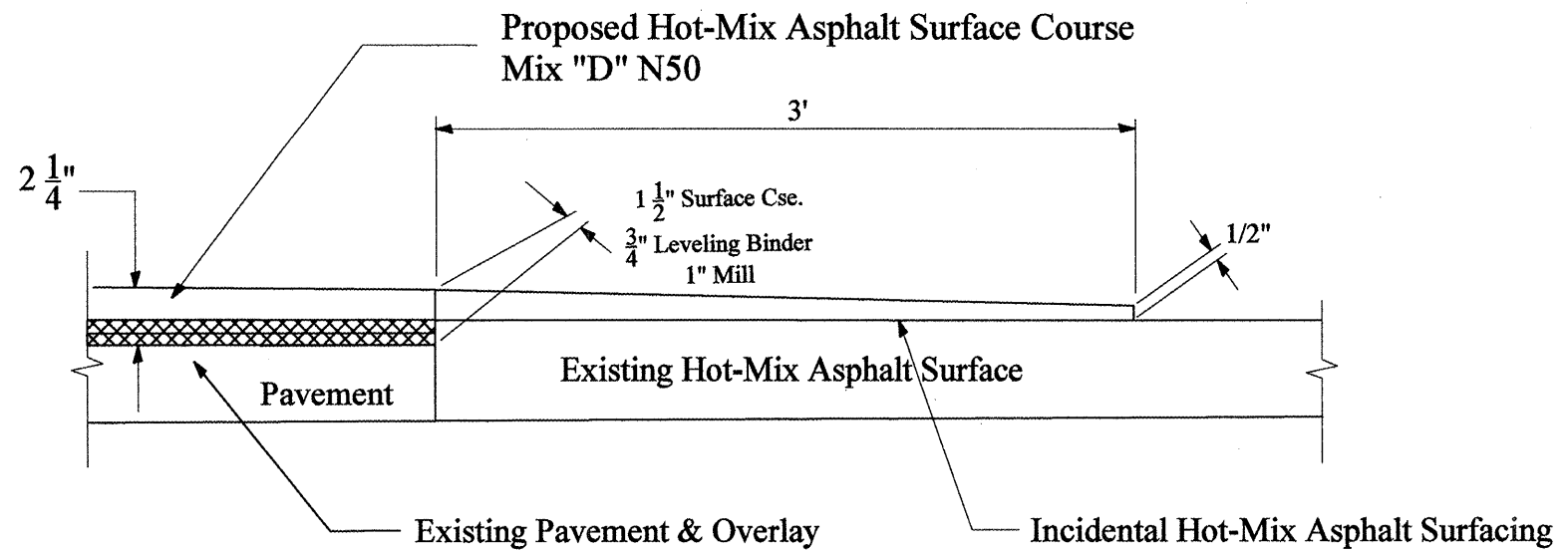
USER NAME = jonesce	DESIGNED - ERH	REVISED - ---
DRAWN - ERH	REVISIONS - ---	REVISIONS - ---
PLOT SCALE = 1/8" = 103.7051' / IN.	CHECKED - ---	REVISIONS - ---
PLOT DATE = 1/28/2010	DATE - ---	REVISIONS - ---

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CONSTRUCTION NOTES, CABLE AND PHASE DIAGRAMS		RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FARMINGTON RD. & MAXWELL RD.			11RS-3	PEORIA	40	28
SCALE: _____	SHEET NO. ___ OF ___ SHEETS	STA. _____	TO STA. _____		CONTRACT NO. 68502	
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT						



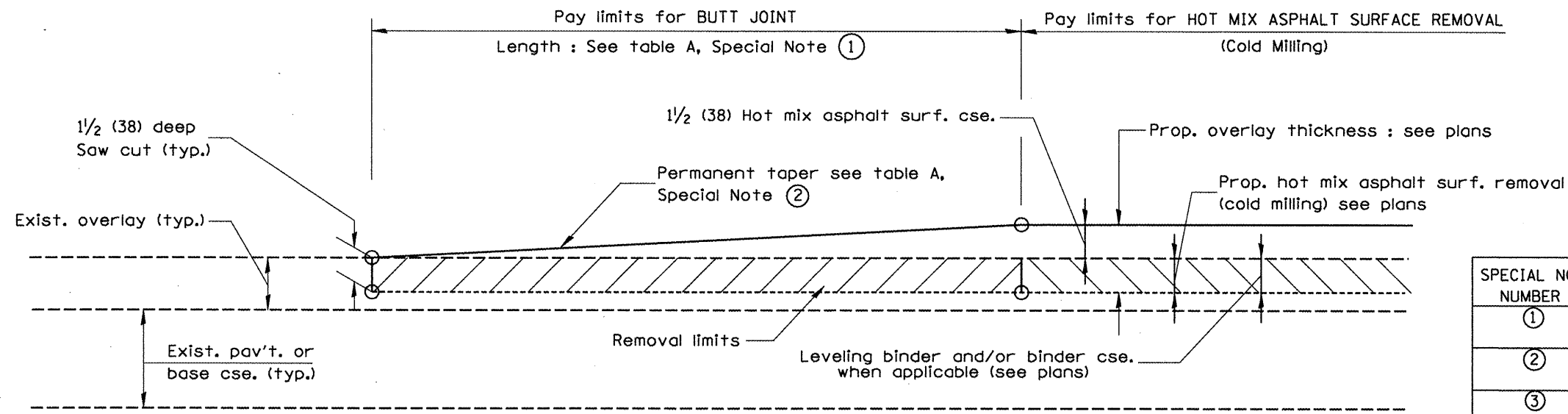
SIDEROADS DETAIL



ENTRANCES

FILE NAME = 68502 Farmington Rd.dgn	USER NAME = jonesce	DESIGNED - CEJ	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ENTRANCES, MAILBOX TURN-OUT, & SIDEROADS DETAIL	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - CEJ	REVISED - ---			6659	11RS-3	PEORIA	40	29
		CHECKED - ENE	REVISED - ---			PPP				CONTRACT NO. 68502
		DATE - 01/15/2010	REVISED - ---			FED. ROAD DIST. NO. 4 (ILLINOIS) FED. AID PROJECT				
				SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____						

DESIGNER NOTES:
 1. Include District Special Provision for Butt Joints & for Hot Mix Asphalt Removal (Cold Milling).
 2. The butt joints pay item includes the saw cut & temporary ramp. Payment for the Butt Joint applies whether or not the project features Hot Mix Asphalt Removal (Cold Milling).



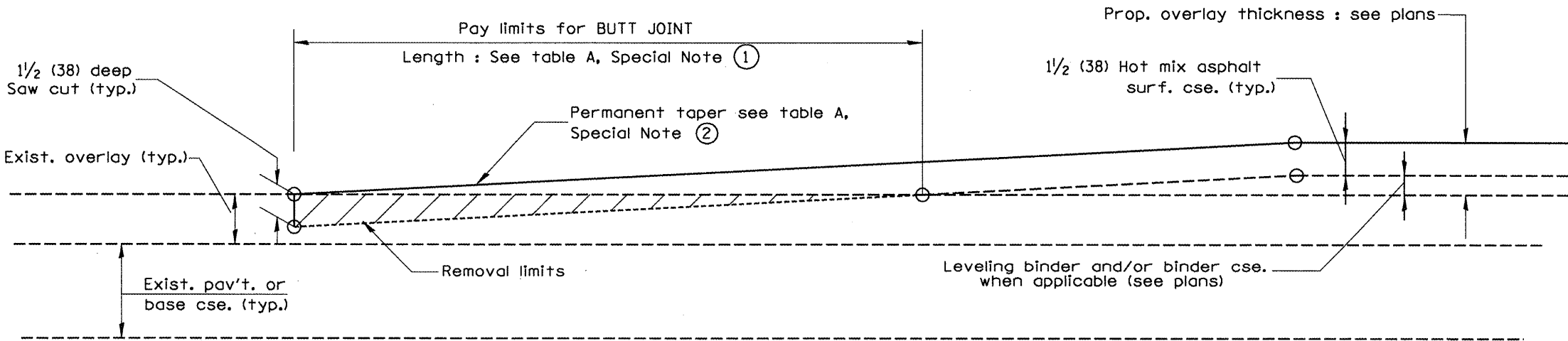
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	LENGTH OF BUTT JOINT	60'(18.0 m)	30'(9.0 m)
②	PERMANENT TAPER RATE	1:480	1:240
③	TEMPORARY RAMP TAPER RATE	1:80	1:40
④	TEMPORARY RAMP LENGTH	10'(3.0 m)	5'(1.5 m)
⑤	LENGTH OF BUTT JOINT	10'(3.0 m)	10'(3.0 m)

GENERAL NOTES

- The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
- The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
- The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.



CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

All dimensions are in inches (millimeters) unless otherwise noted.

01-01-97	RENUM. C-23.01. NEW REVISION BOX	I.P.			
04-01-97	CORRECTION TO DEPTH	J.S.			
09-15-05	REVISED DESIGNER NOTE	M.M.A.			
10-16-06	REVISED TO 2007 SPEC.	M.S.			

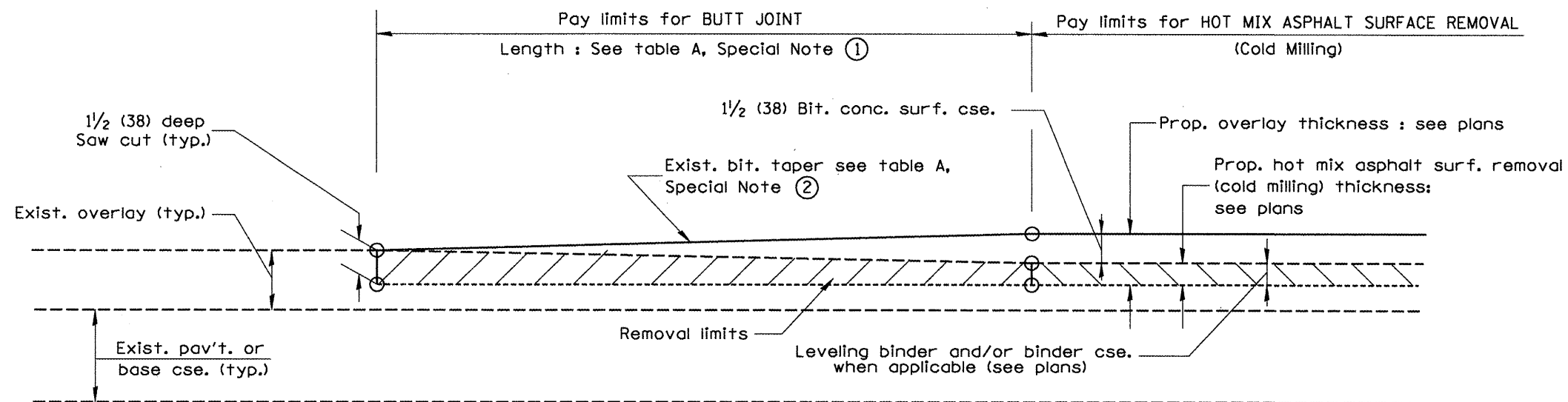
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

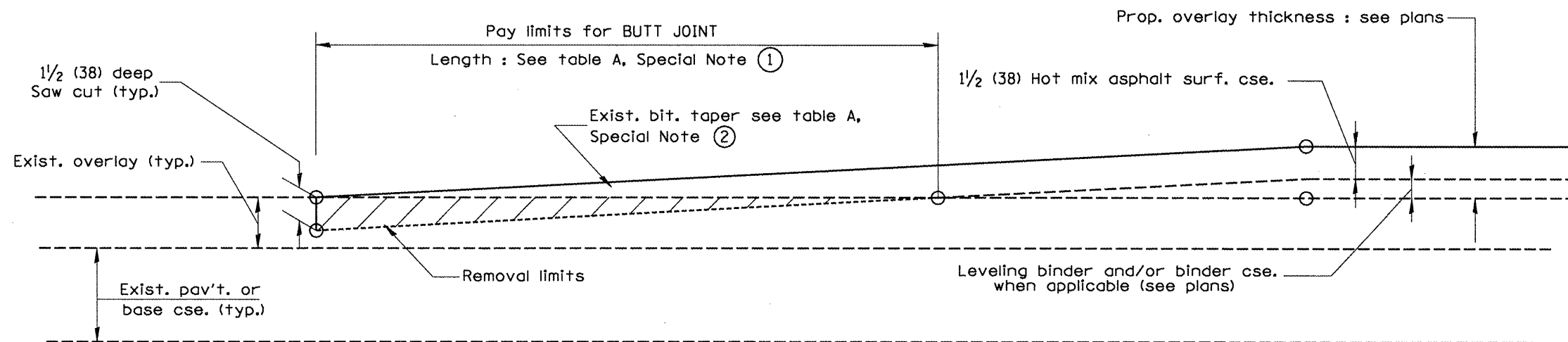
BUTT JOINTS

SHT. 1 OF 3
CA00_S10_406101-04

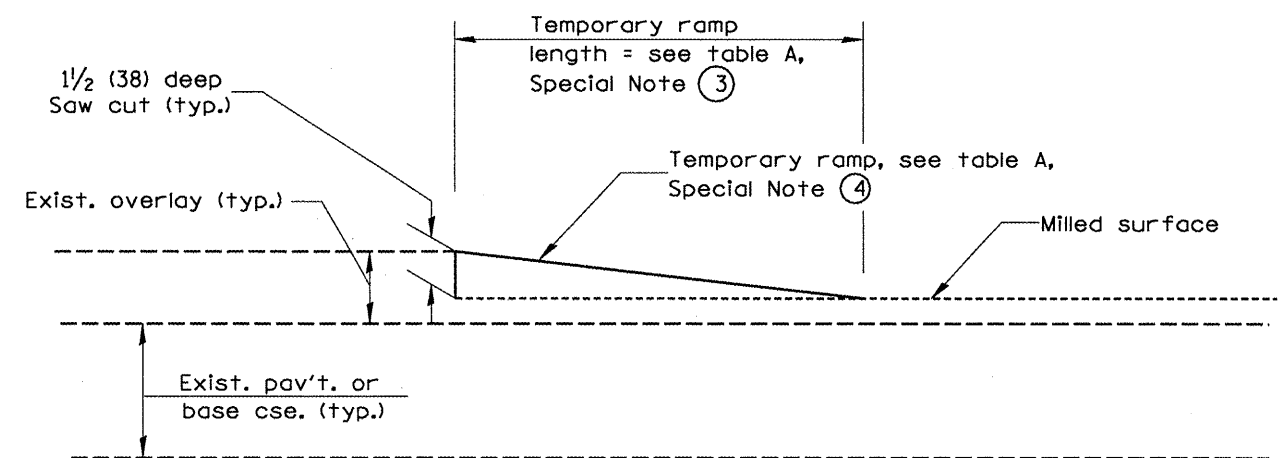
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11RS-3	PEORIA	40	31
PPP	CONTRACT NO. 68502			
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



CASE 3 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER



CASE 4 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER



DETAIL TEMPORARY RAMP

All dimensions are in inches (millimeters) unless otherwise noted.

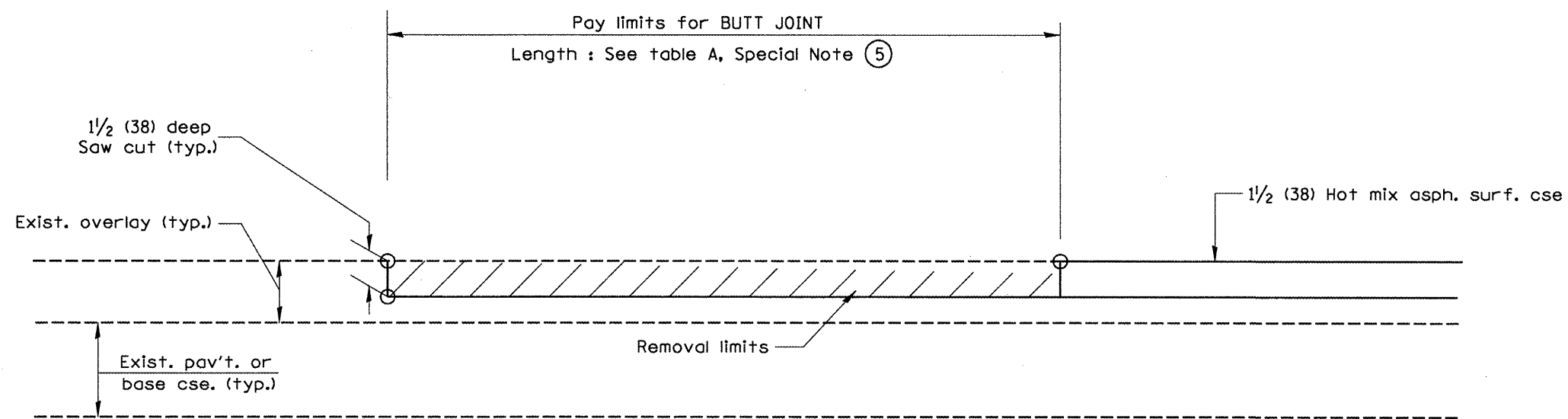
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

NOT TO SCALE

SHI_2_0E_3
CADD_SIQ_406101-04

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11RS-3	PEORIA	40	32
PPP	CONTRACT NO. 68502		FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT	



**CASE 5 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**

All dimensions are in inches (millimeters) unless otherwise noted.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

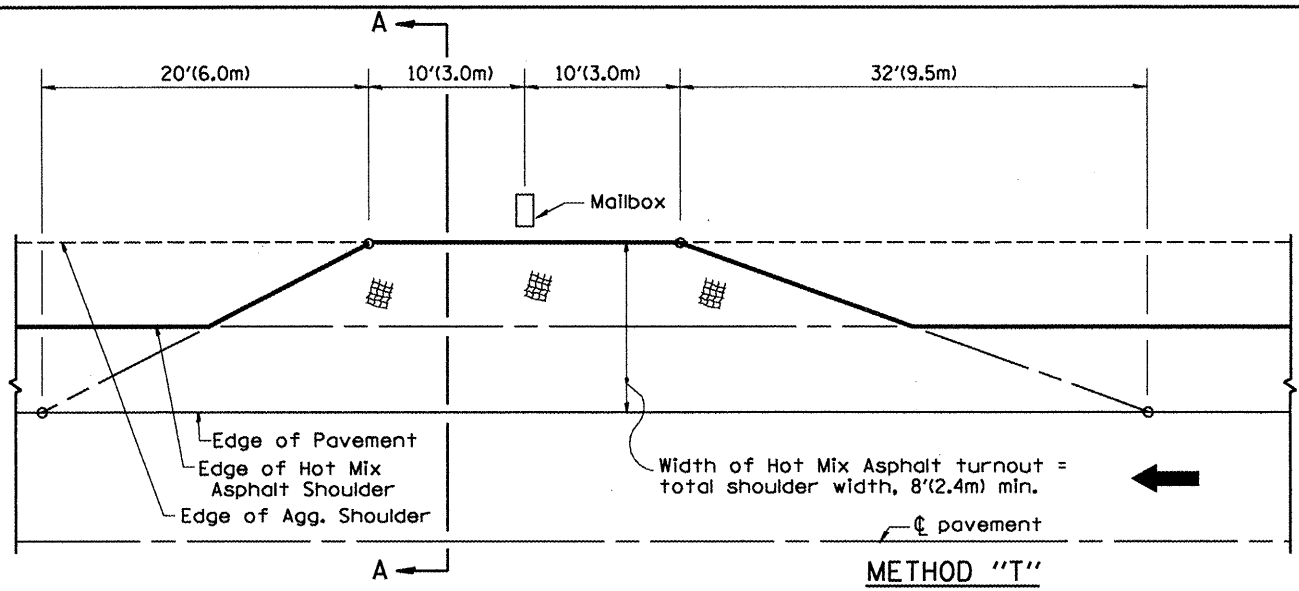
BUTT JOINTS

NOT TO SCALE

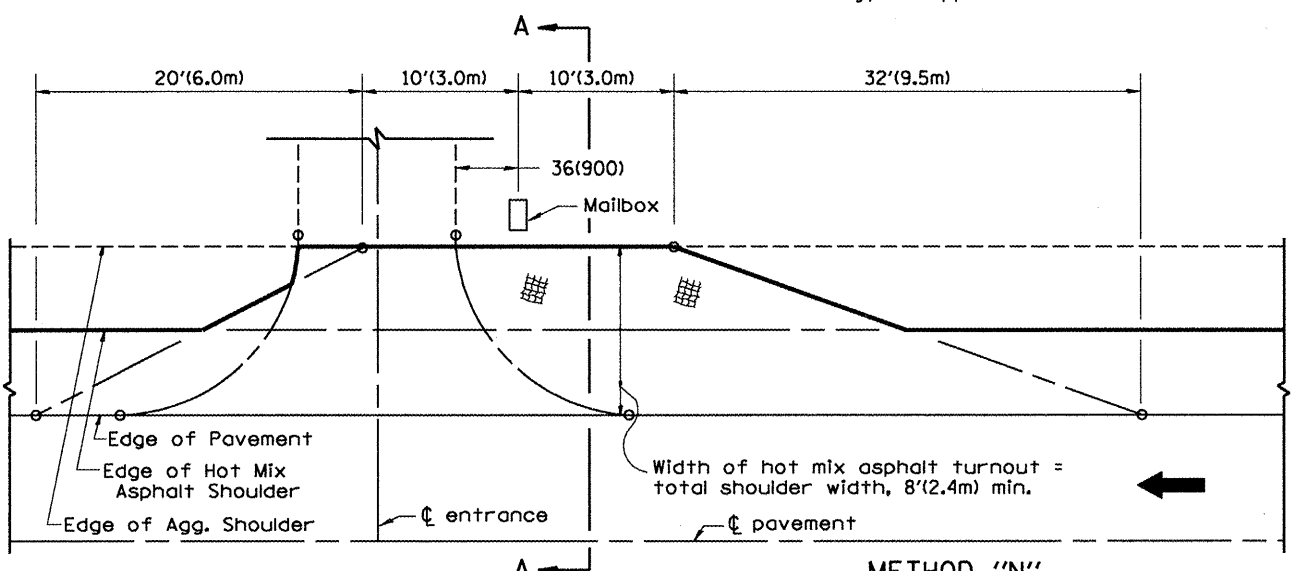
SHI_3 OF 3
CADD_SIO_406101-04

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11RS-3	PEORIA	40	33
PPP			CONTRACT NO. 68502	
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

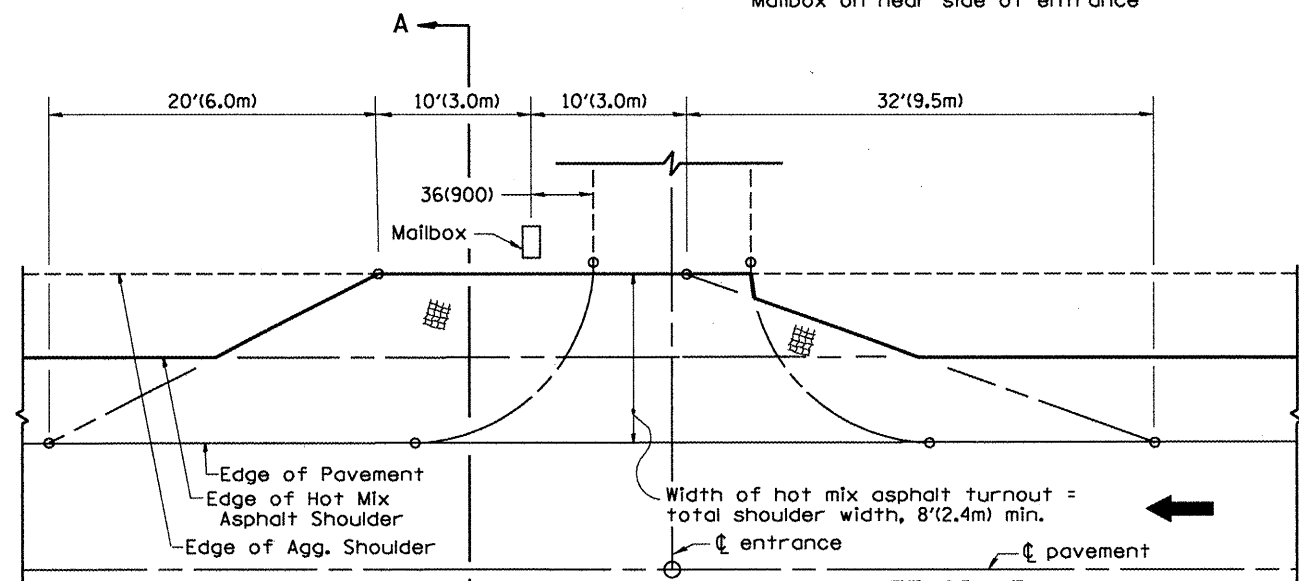
DESIGNER NOTES:
 1. THIS DRAWING REPLACES STATE STANDARD 406201
 2. DESIGNER SHOULD CONSULT CHAPTER 49 OF THE BDE MANUAL



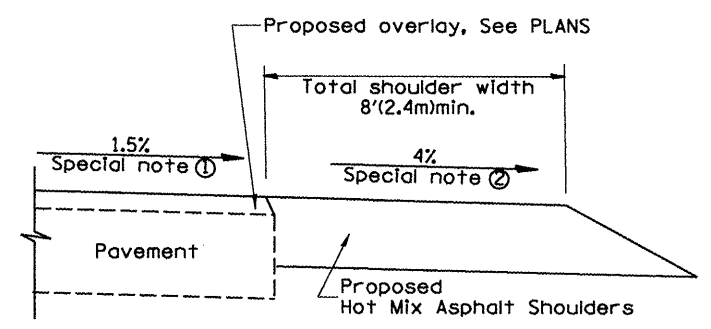
METHOD "T"
Typical Application



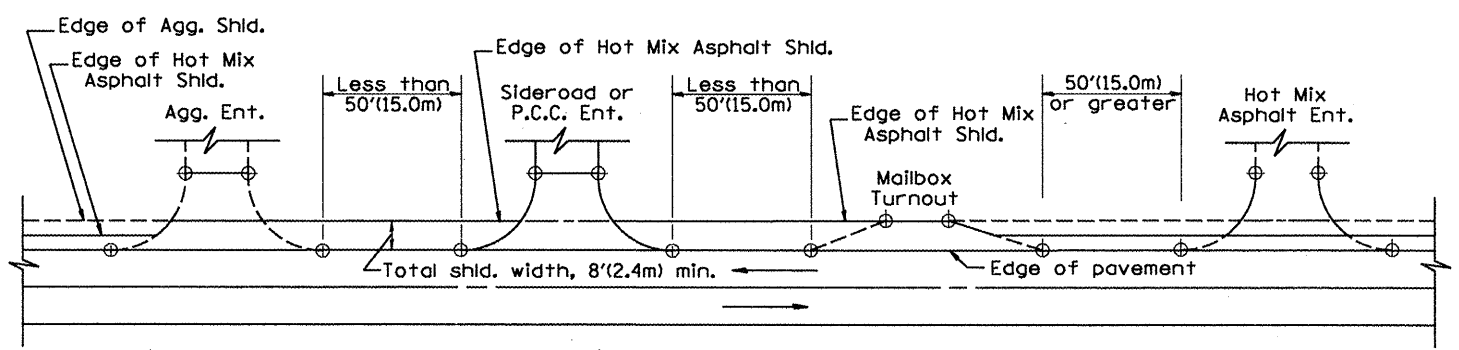
METHOD "N"
Mailbox on near side of entrance



METHOD "F"
Mailbox on far side of entrance



SECTION A-A



DETAIL A
SHOULDER TREATMENT FOR CLOSELY SPACED SIDEROADS,
ENTRANCES, AND/OR MAILBOX TURNOUTS

GENERAL NOTES

- Mailbox turnouts shall slope away from the pavement edge at a rate equal to the shoulder slope. See SECTION A-A.
- The total shoulder width, 8'(2.4m) minimum, shall be paved between sideroads entrances and/or mailbox turnouts at locations where the distance between radius or taper control points is less than 50'(15.0m). See DETAIL A.
- Mailboxes shall be mounted such that the face of the mailbox is 6'(150) to 12'(300) and the post a minimum of 24'(600) from the edge of the turnout surfacing.

SPECIAL NOTES

- The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on super-elevated horizontal curves.
- The shoulder slope shall control the turnout slope. The standard cross-slope is 4% for tangent alignment. Through super-elevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 6'(1.8m) and wider and 12% for shoulders 4'(1.2m) and less. Where 12'(300) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

All dimensions are in inches (millimeters) unless otherwise noted.

01-01-97	RENUM. C-90.01. NEW REVISION BOX.	I.P.			
07-01-97	REVISED DESIGNER NOTES	J.D.			
09-15-05	REVISED DESIGNER NOTE	M.M.A.			
10-16-06	REVISED TO 2007 SPEC.	M.A.			

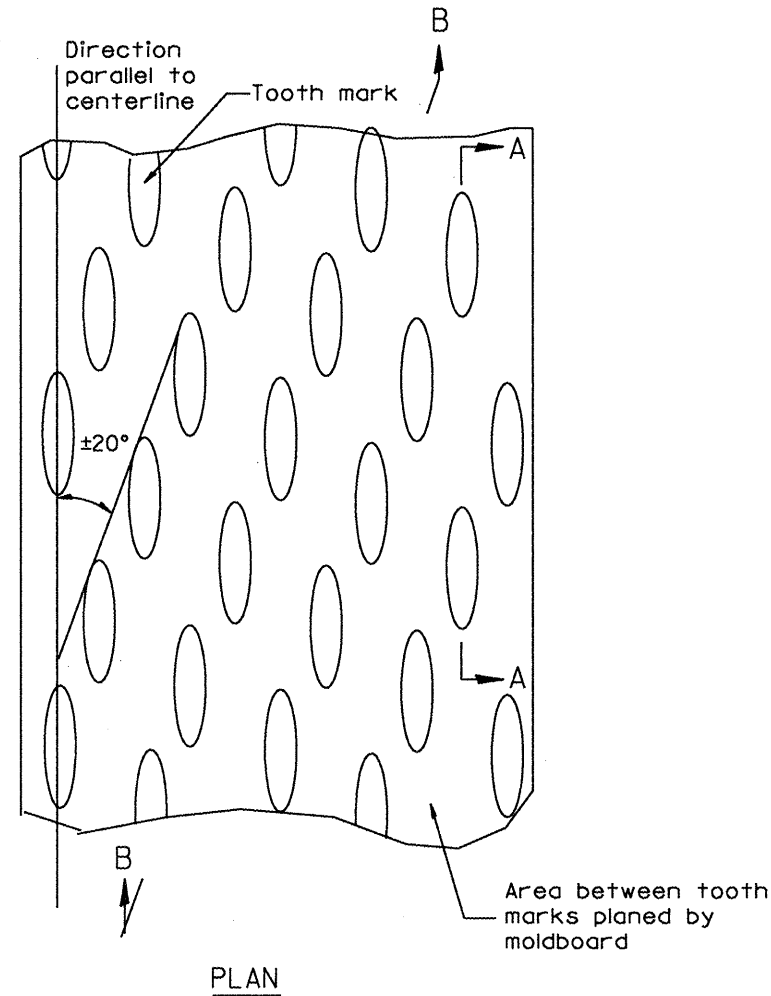
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

MAILBOX TURNOUTS FOR "3R" PROJECTS

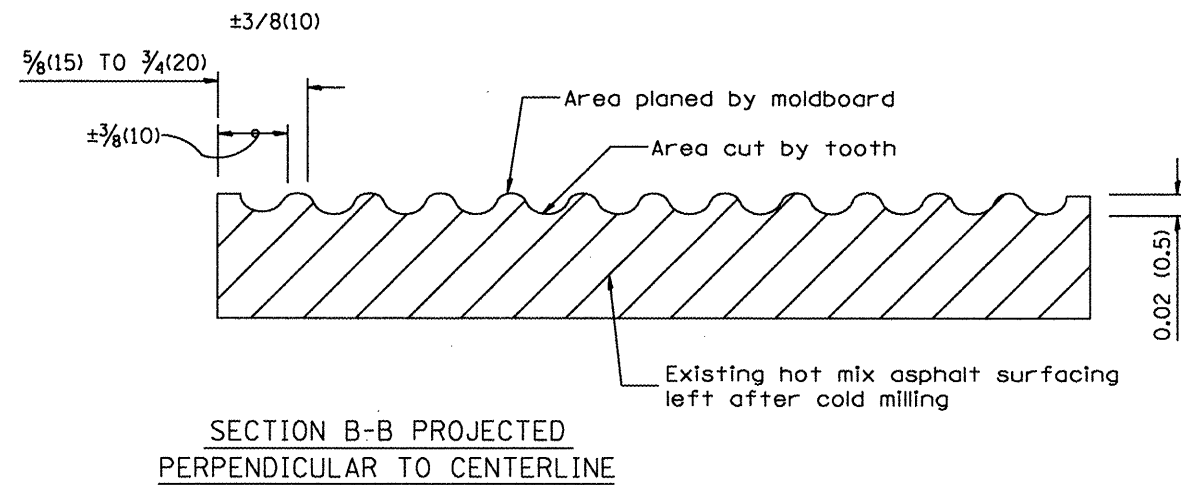
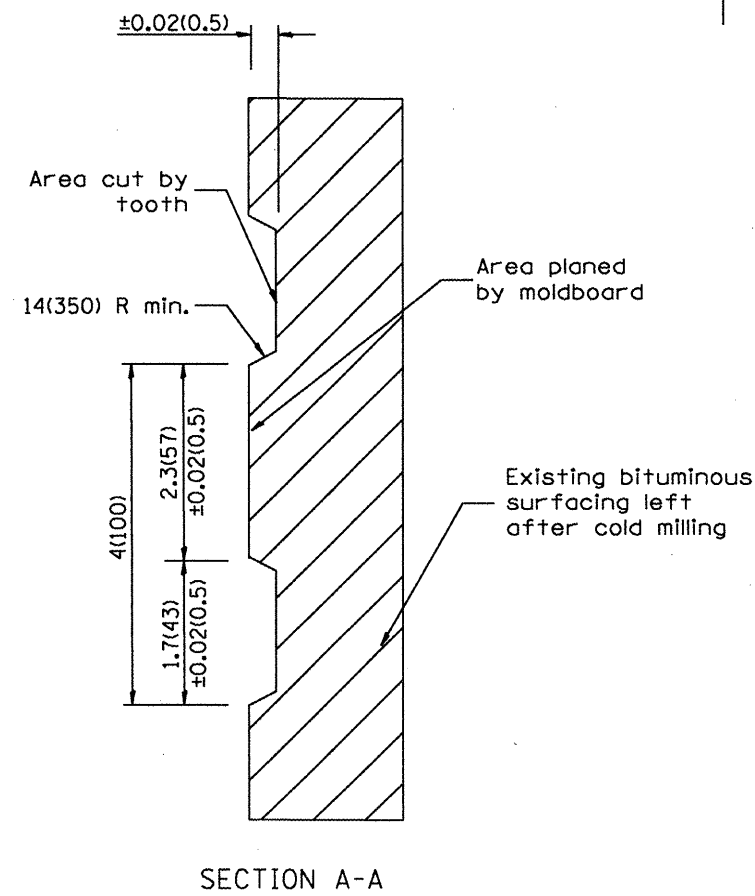
CA00.SI0.406201-04

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11R5-3	PEORIA	40	34
PPP			CONTRACT NO. 68502	
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



General notes:

1. Coldmilling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.



DESIGNER NOTES:
1. INCLUDE DISTRICT SPECIAL PROVISION, IF APPLICABLE.

All dimensions are in inches (millimeters) unless otherwise noted.

01-01-97	RENUM. C-104.01. NEW REVISION BOX	J.P.		
04-20-98	REMOVED MILLING DETAIL FROM STANDARD	J.A.		
09-08-98	CORRECT NOTE LEADER PLACEMENT	B.W.		
10-16-06	REVISED TO 2007 SPEC.	M.A.		

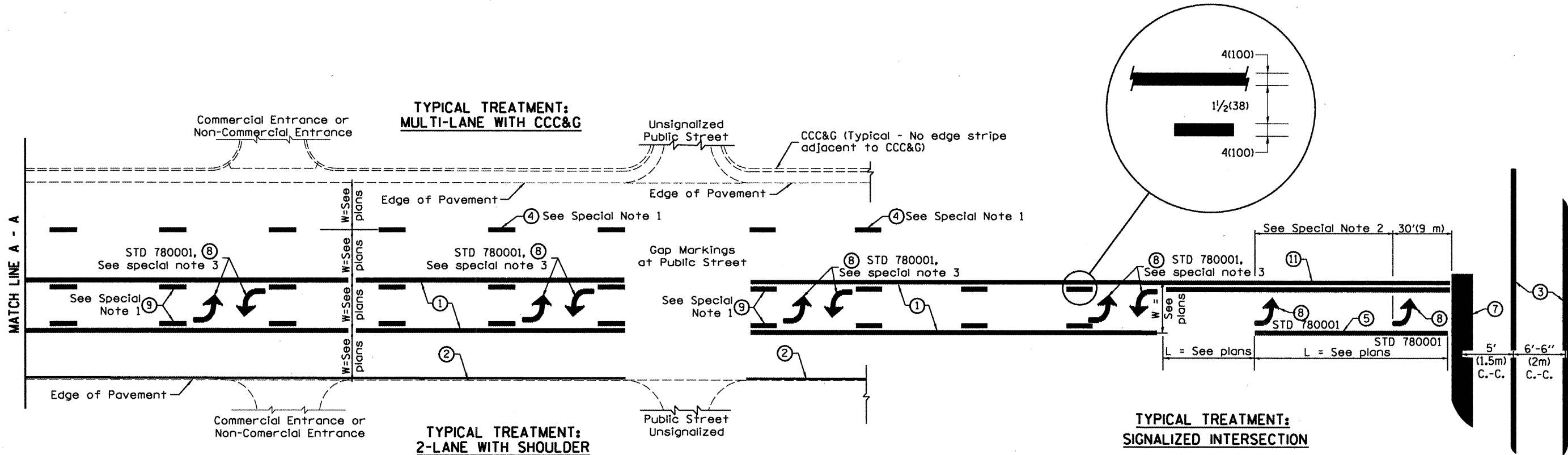
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

NOT TO SCALE

CADD SIO 440001-04

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11 RS-3	PEORIA	40	35
PPP			CONTRACT NO. 68502	
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



FLUSH PAVED MEDIAN; TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION

TYPICAL PAVEMENT MARKING LEGEND

(Note: This is a District Standard Legend. Some elements may not apply to specific project.)

- ① 4(100) Solid (Yellow)
- ② 4(100) Solid (White)
- ③ 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)
2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
- ④ 6(150) Skip-Dash (White) (See Special Note 1)
- ⑤ 8(200) Solid (White)
- ⑥ 12(300) Diagonal (White) (Item ⑥ is shown on Std. 780001)
- ⑦ 24(600) Stop Bar (White)
- ⑧ Letters & Arrows (See Std. 780001 and Special Notes 2 & 3)
- ⑨ 4(100) Skip-Dash (Yellow) (See Special Note 1)
- ⑩ 12(300) Diagonal (Yellow) (See Table A) 45°
- ⑪ 4(100) Double Solid (Yellow) 11(280) C.-C. See Table A

SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
 - A. A minimum of two (2) arrows is required.
 - B. The maximum spacing between arrows is 80' (24 m).
 - C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
 - A. A minimum of two (2) arrow pairs is required.
 - B. The maximum spacing between arrow pairs is 200' (61 m).
 - C. Arrow pairs shall be evenly spaced if three (3) or more are required.
 - D. The spacing between BI Directional Left Turn Arrows is 33' (10 m).

GENERAL NOTES

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.

DESIGNER NOTES: 1. Include State Standard 780001 (Typical Pavement Markings)

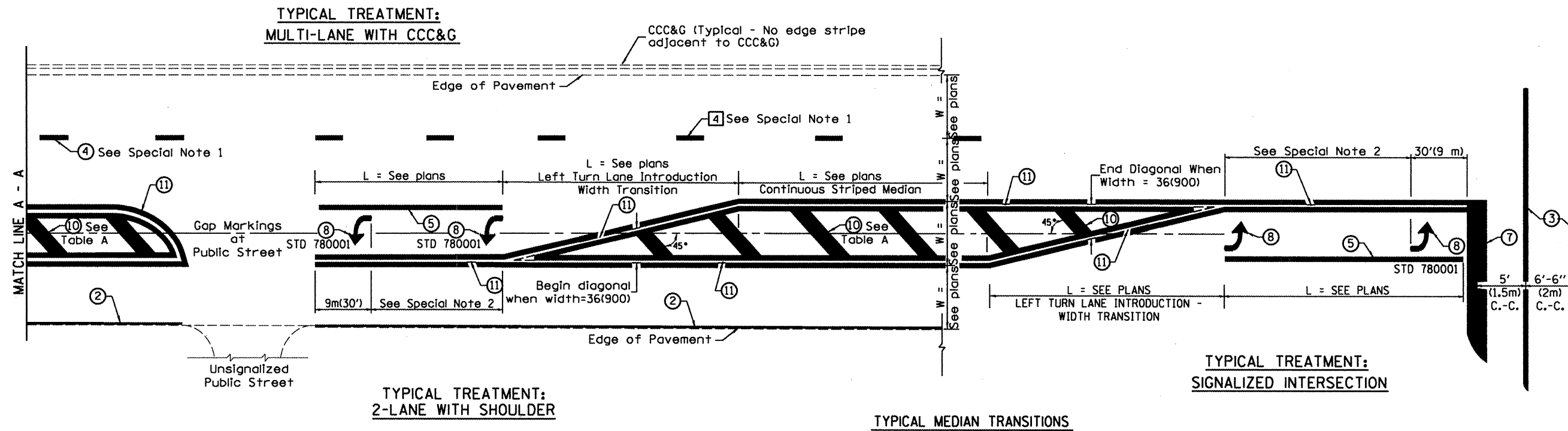
01-01-97	RENUM. E-8.03. NEW REVISION BOX	I.P.	10-16-06	REVISED TO 2007 SPEC.					
02-07-97	ADD BI DIRECTIONAL DIMENSION	J.A.							
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.							
08-02	ADD CROSSWALK DIMS. WITH I.S.	M.A.							

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKINGS

NOT TO SCALE

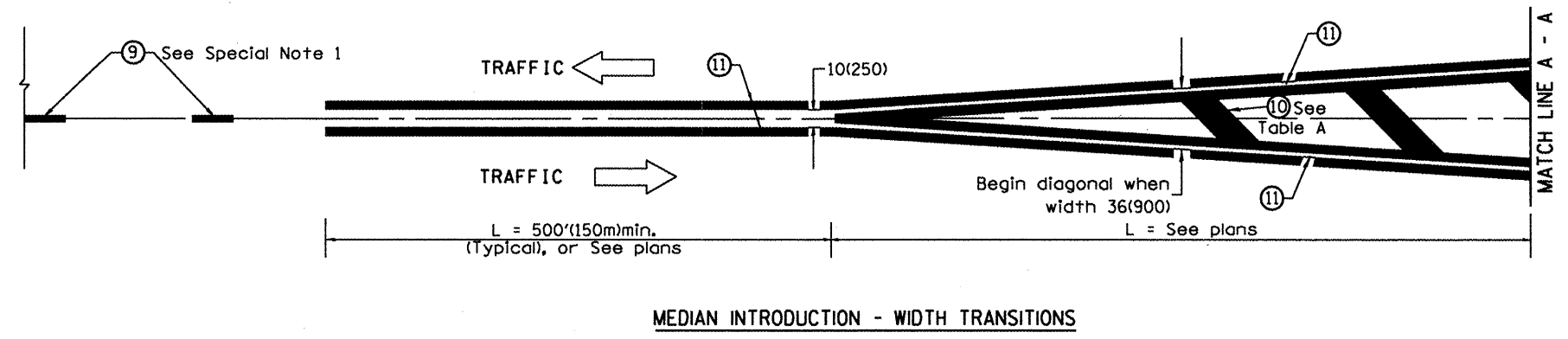
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11RS-3	PEORIA	40	36
PPP				
SHI. 1.0E. 2		CONTRACT NO. 68502		
CADD STD. 780001-04				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

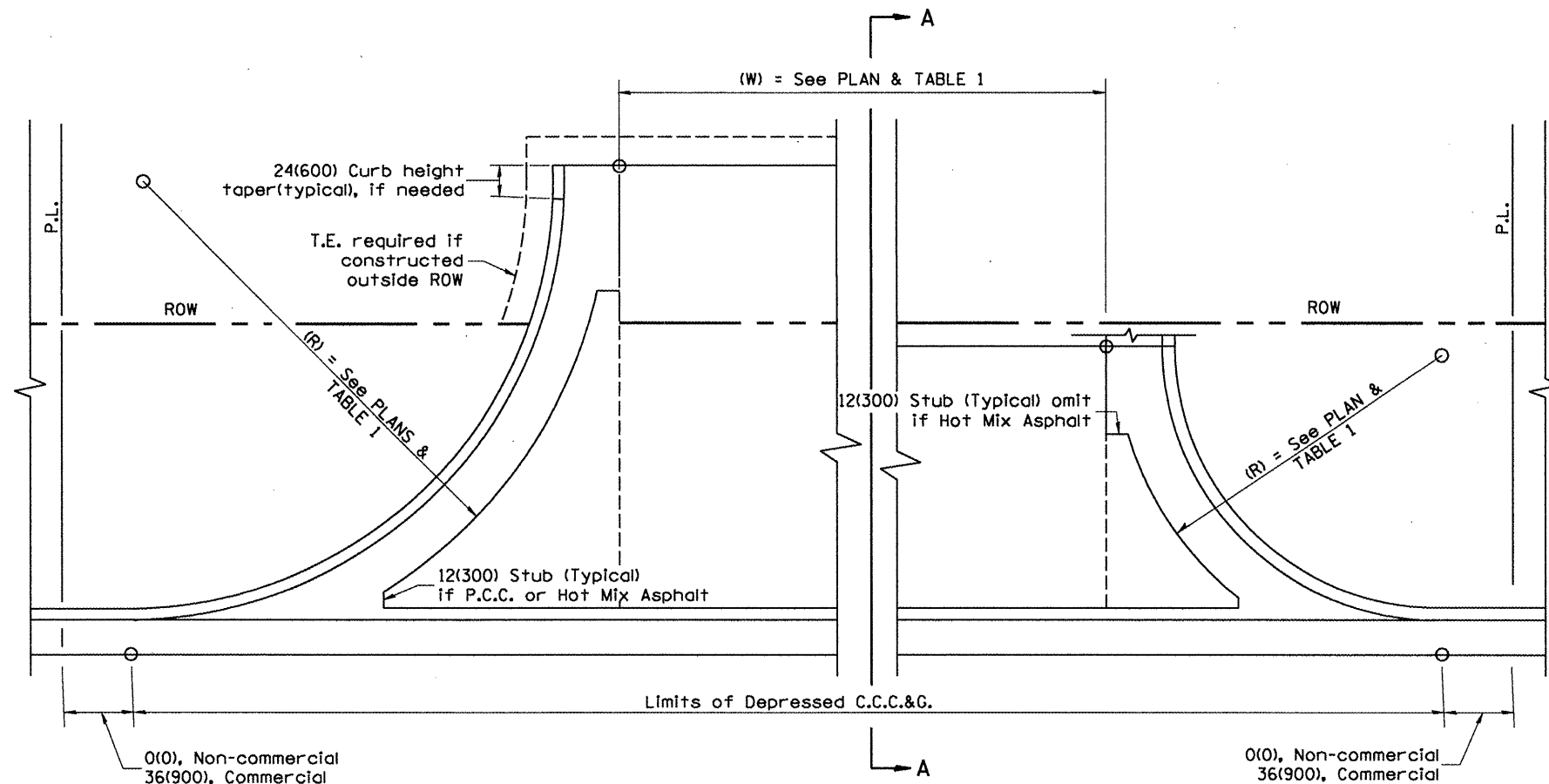
TABLE A
RECOMMENDED SPACING BETWEEN DIAGONAL LINES

SPEED LIMIT RANGE	CONTINUOUS	INTERSECTION CHANNELIZATION (Includes Width Transitions for Median and Left Turn Lane Introductions)
Less Than 30 mph (50 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)



All dimensions are in inches (millimeters) unless otherwise noted.

DESIGNER NOTES:
 1. DESIGNER SHOULD REVIEW "HANDBOOK FOR THE POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS"
 2. DESIGNER SHOULD REVIEW CHAPTER 58 OF THE BDE FOR ADA REQUIREMENTS
 3. INCLUDE STATE STANDARD 424001 IF SIDEWALKS ARE TO BE CONSTRUCTED INITIALLY.
 4. INCLUDE STATE STANDARD 606001.



GENERAL NOTES

1. C.C.C.&G. will be measured for pavement as specified in Article 606.13 of the Standard Specifications.
2. C.C.C.&G. Construction Joints will be as shown on Standard 606001.

PLAN

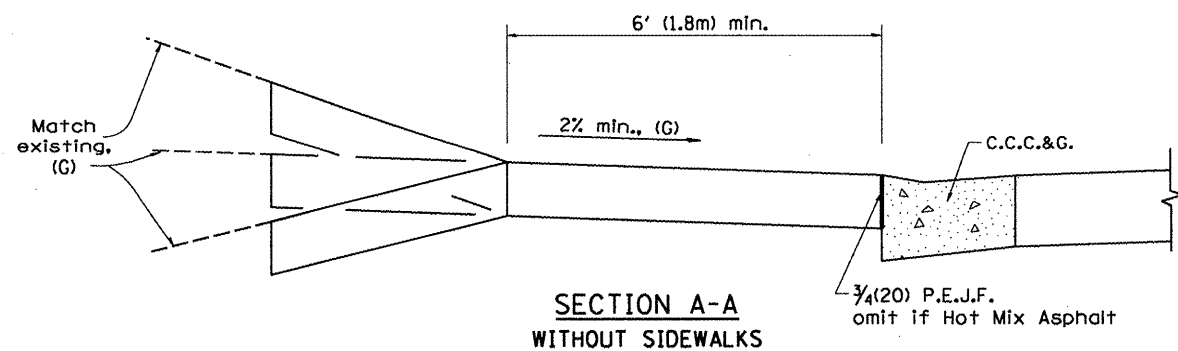
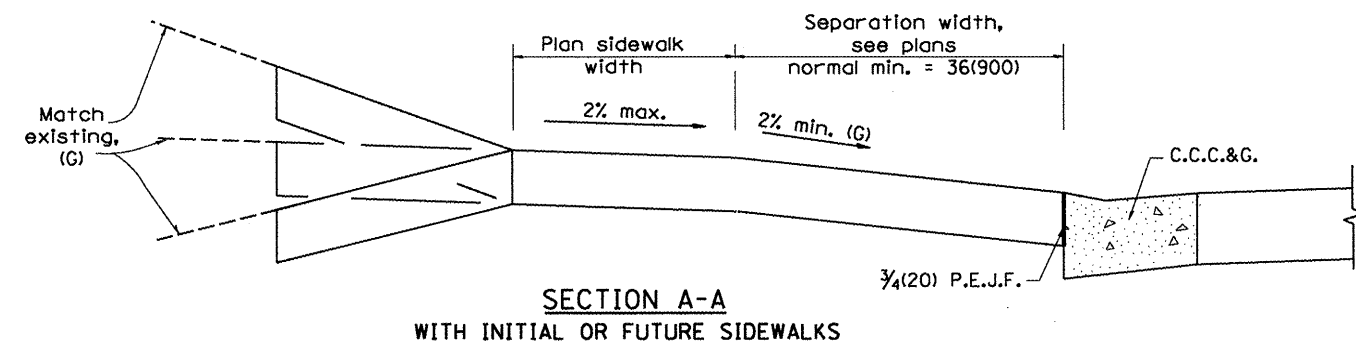


TABLE 1 URBAN ENTRANCE DESIGN CONTROLS						
ELEMENT	NON-COMMERCIAL		COMMERCIAL			
			1-WAY OPERATION		2-WAY OPERATION	
WIDTH (W)	12' (3.6 m) MIN.	24' (7.2 m) MAX.	14' (4.3 m) MIN.	24' (7.2 m) MAX.	24' (7.2 m) MIN.	35' (10.7 m) MAX.
RADIUS EQUIVALENT 1:1 FLARE (F)	5' (1.5 m) MIN.	25' (7.6 m) MAX.	15' (4.6 m) MIN.	40' (12.0 m) MAX.	15' (4.6 m) MIN.	40' (12.0 m) MAX.
MAX. GRADE (G)	8%		6%			



All dimensions are in inches (millimeters) unless otherwise noted.

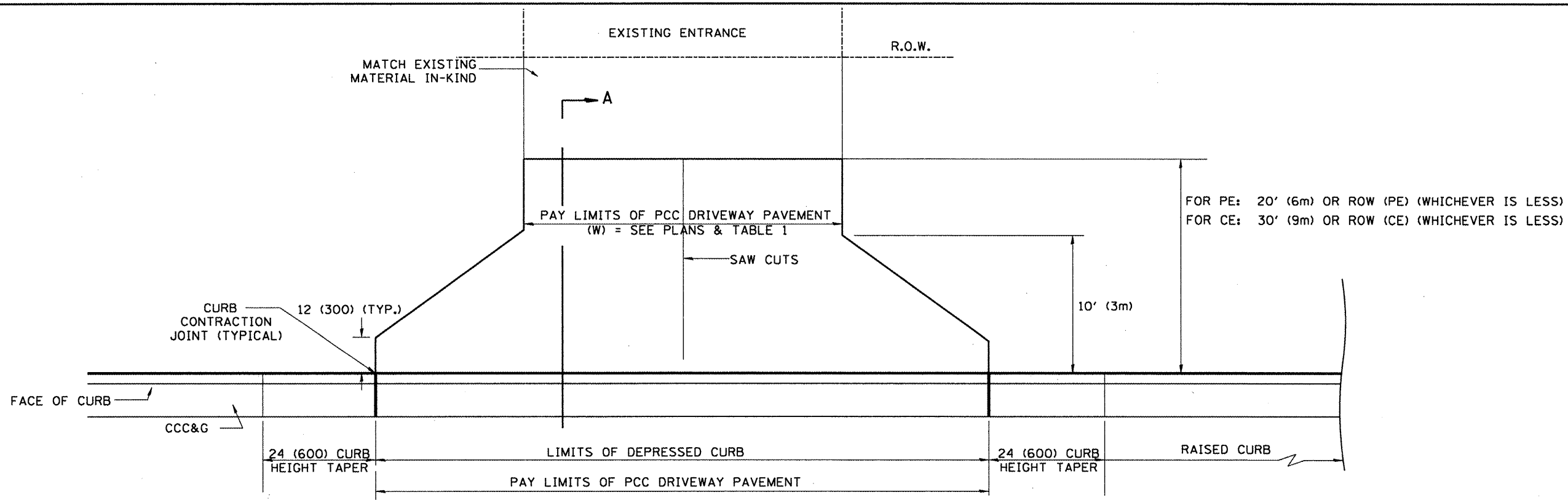
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUBURBAN ENTRANCES WITH CURBED RADII

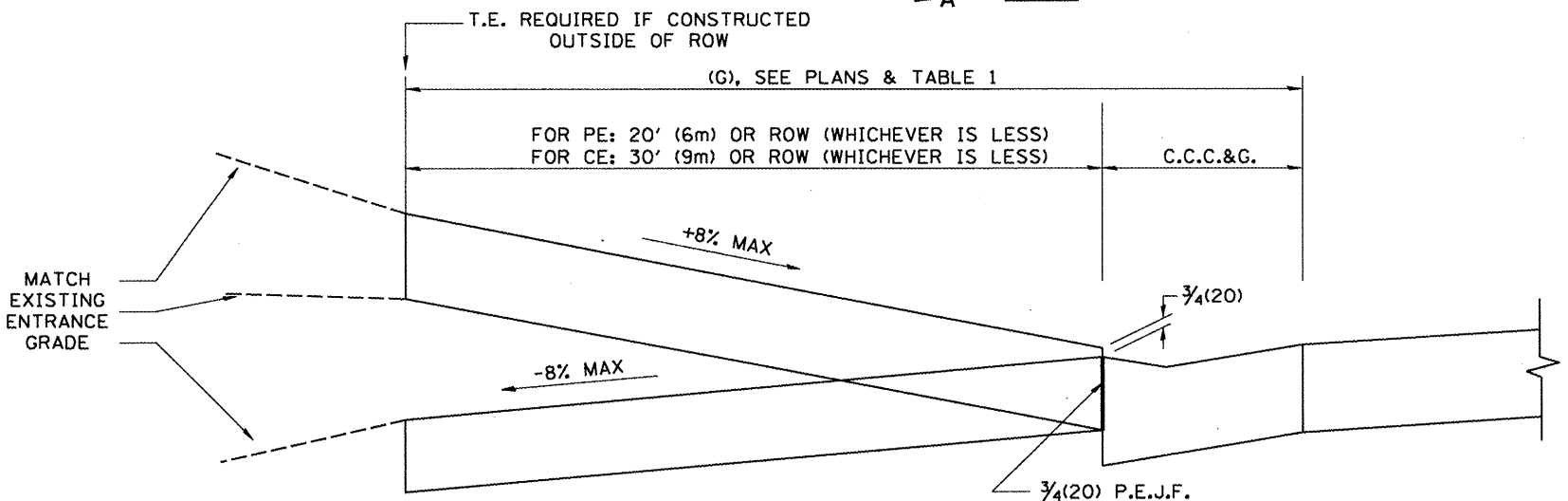
NOT TO SCALE

C400-SIO-423001-04

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11RS-3	PEORIA	40	38
PPP	CONTRACT NO. 68502		FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT	



PLAN



SECTION A-A

GENERAL NOTES

1. COMBINATION CONCRETE CURB & GUTTER SHALL BE DEPRESSED IN ACCORDANCE WITH STANDARD 606001.
2. C.C.C. & G. WILL BE MEASURED FOR PAYMENT AS SPECIFIED IN ARTICLE 606.13 OF THE STANDARD SPECIFICATIONS.
3. C.C.C. & G. CONSTRUCTION JOINTS WILL BE AS SHOWN ON STANDARD 606001.
4. EXCEPTIONS TO THE RADIUS FLARE/PROPERTY LINE RELATIONSHIP ARE AS SHOWN IN THE PLANS FOR COMMON ENTRANCES, WITH JOINTLY EXECUTED ACCESS PERMITS.

TABLE 1						
URBAN ENTRANCE DESIGN CONTROLS						
ELEMENT	NON-COMMERCIAL		COMMERCIAL			
			1-WAY OPERATION		2-WAY OPERATION	
WIDTH (W)	12' (3.6m)MIN.	24' (7.2m)MAX.	14' (4.3m)MIN.	24' (7.2m)MAX.	24' (7.2m)MIN.	35' (10.7m)MAX.
RADIUS EQUIVALENT 1:1 FLARE (F)	5' (1.5m)MIN.	25' (7.6m)MAX.	15' (4.6m)MIN.	40' (12.0m)MAX.	15' (4.6m)MIN.	40' (12.0m)MAX.
MAX. GRADE (G)	8%		6%			

All dimensions are in inches (millimeters) unless otherwise noted.

Q-15-05	NEW DETAIL	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

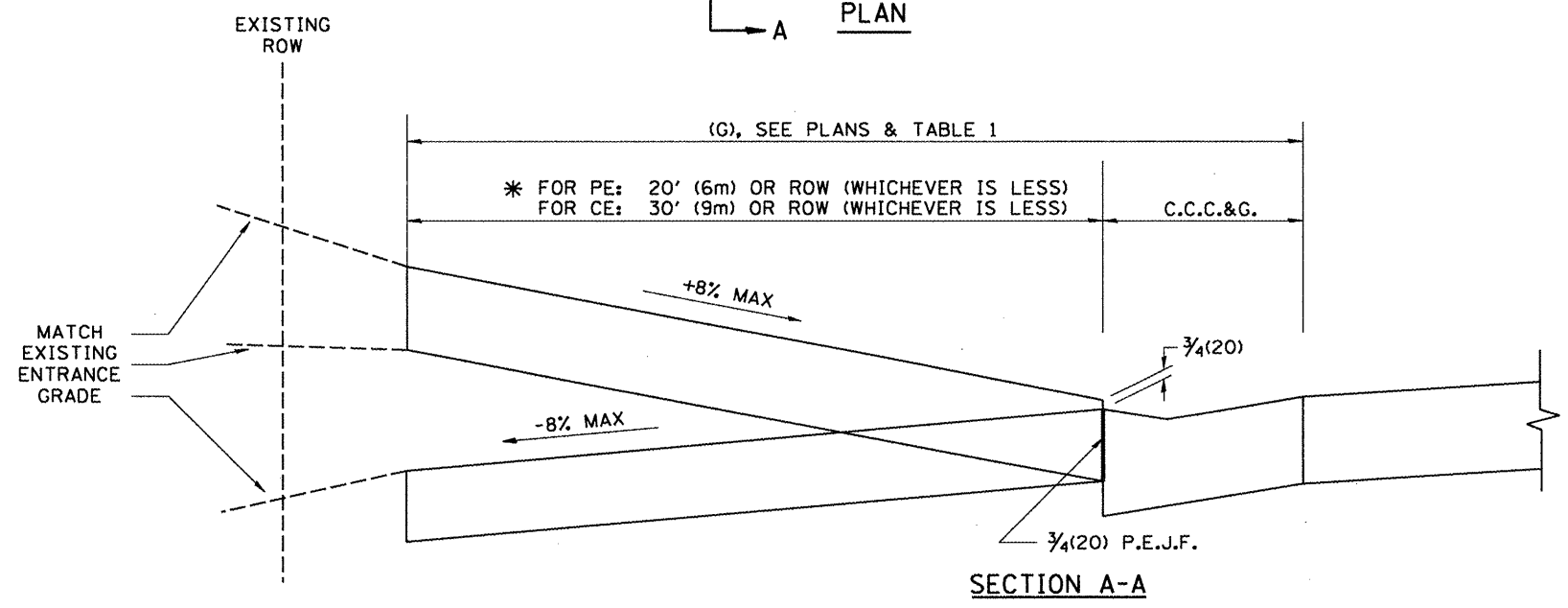
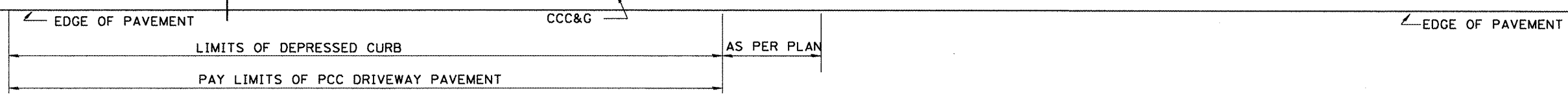
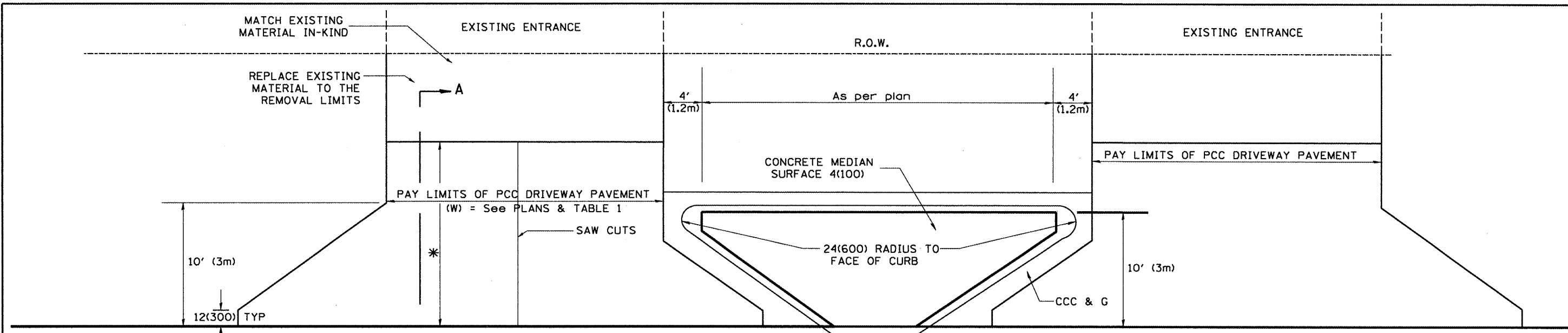
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

URBAN ENTRANCES WITHOUT SIDEWALKS

NOT TO SCALE

CA00_S10_423002-04

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11RS-3	PEORIA	40	39
PPP	CONTRACT NO. 68502			
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



GENERAL NOTES

1. COMBINATION CONCRETE CURB & GUTTER SHALL BE DEPRESSED IN ACCORDANCE WITH STANDARD 606001.
2. CONCRETE MEDIAN SURFACE 4(100) SHALL BE PLACED IN ACCORDANCE WITH STANDARD 606301.
3. C.C.C. & G. AND CONCRETE MEDIAN SURFACE 4(100) WILL BE 606.13 OF STANDARD SPECIFICATIONS.
4. C.C.C. & G. CONSTRUCTION JOINTS WILL BE AS SHOWN ON STANDARD 606001.
5. REFER TO STATE STANDARD 424001 FOR TEXTURING AND OTHER DISABLED ACCESSIBILITY DESIGN ELEMENTS.
6. EXCEPTIONS TO THE RADIUS FLARE/PROPERTY LINE RELATIONSHIP ARE AS SHOWN IN THE PLANS FOR COMMON ENTRANCES, WITH JOINTLY EXECUTED ACCESS PERMITS.

ELEMENT	NON-COMMERCIAL		COMMERCIAL			
			1-WAY OPERATION		2-WAY OPERATION	
WIDTH (W)	12' (3.6m)MIN.	24' (7.2m)MAX.	14' (4.3m)MIN.	24' (7.2m)MAX.	24' (7.2m)MIN.	35' (10.7m)MAX.
RADIUS EQUIVALENT 1:1 FLARE (F)	5' (1.5m)MIN.	25' (7.6m)MAX.	15' (4.6m)MIN.	40' (12.0m)MAX.	15' (4.6m)MIN.	40' (12.0m)MAX.
MAX. GRADE (G)	8%		6%			

All dimensions are in inches (millimeters) unless otherwise noted.

09-15-05	NEW DETAIL	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

URBAN ENTRANCES CLOSELY SPACED WITHOUT SIDEWALKS

NOT TO SCALE

C400_S10_423003-04

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11RS-3	PEORIA	40	40
PPP			CONTRACT NO. 68502	
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				