

04-26-2024 LETTING ITEM 216

CITY OF PEORIA  
DEPARTMENT OF PUBLIC WORKS

PIONEER PKWY (FAU 6643) / UNIVERSITY ST (FAU 6593)  
INTERSECTION RECONSTRUCTION

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SECTION 20-00387-00-PV  
PROJECT NMGI(915)  
INTERSECTION RECONSTRUCTION  
PEORIA COUNTY

C-94-045-23  
R 8 E 4TH PM



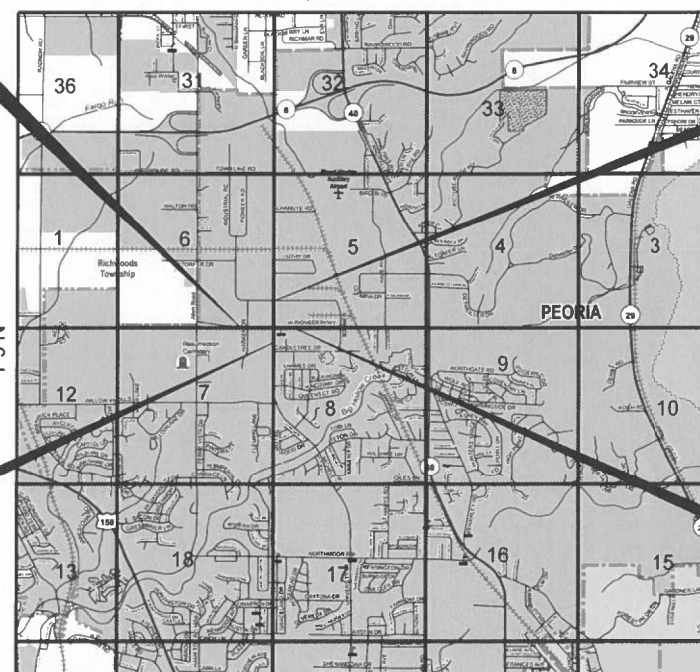
PROJECT LOCATION: -

BEGIN IMPROVEMENT  
PIONEER PKWY  
STA 100+83.00

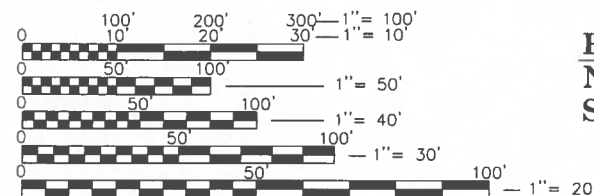
END IMPROVEMENT  
N UNIVERSITY ST  
STA 18+75.95

BEGIN IMPROVEMENT  
N UNIVERSITY ST  
STA 5+23.45

END IMPROVEMENT  
PIONEER PKWY  
STA 120+05.43



LOCATION MAP  
NOT TO SCALE



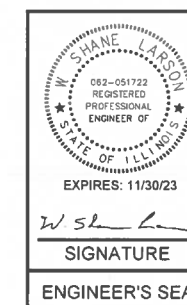
FUNCTIONAL CLASSIFICATION:  
MINOR ARTERIAL  
2022 ADT = 14,000  
PV = 97.3%, SU = 2.1%, MU = 0.6%

**PROPOSED IMPROVEMENT:**  
COMPLETE STREET RECONSTRUCTION INCLUDING NEW PAVEMENT, SHARED-USE PATH, SIDEWALKS, MEDIANS, TRAFFIC SIGNALS AND OTHER COLLATERAL WORK.

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

**PIONEER PKWY**  
GROSS LENGTH = 1922.43 FT = 0.36 MILE  
NET LENGTH = 1922.43 FT = 0.36 MILE

**N UNIVERSITY ST**  
GROSS LENGTH = 1352.50 FT = 0.26 MILE  
NET LENGTH = 1352.50 FT = 0.26 MILE



APPROVED \_\_\_\_\_  
Digitally signed by Andrea Klopfenstein  
DN: cn=Andrea Klopfenstein, o=City of Peoria, email=aklopfenstein@peoriago.org  
Reason: I have reviewed this document.  
Location: \_\_\_\_\_  
Date: 2023.11.07 13:38:17-0600  
Post PDF Editor Version: 12.1.3

**Andrea Klopfenstein**  
CITY OF PEORIA - CITY ENGINEER

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PASSED NOV. 15<sup>th</sup> 20 23  
*[Signature]*  
DISTRICT 4 ENGINEER OF LOCAL ROADS & STREETS

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Releasing For Bid Based on Limited Review  
November 15 20 23  
*[Signature]*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION 3 ENGINEER  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PROJECT MANAGER: SHANE LARSON, P.E.  
PROJECT ENGINEER: RYAN BRADLE, P.E.



CATALOG 036397-00D  
CONTRACT NO. 89835

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

**GENERAL NOTES**

AVAILABILITY OF ELECTRONIC FILES

AUTOCAD/CIVIL3D FILES OF THIS PROJECT WILL BE MADE AVAILABLE TO THE CONTRACTOR AFTER CONTRACT AWARD. IF THERE IS A CONFLICT BETWEEN THE ELECTRONIC FILES AND THE PRINTED CONTRACT PLANS AND DOCUMENTS, THE PRINTED CONTRACT PLANS AND DOCUMENTS SHALL TAKE PRECEDENCE OVER THE ELECTRONIC FILES. THE CONTRACTOR SHALL ACCEPT ALL RISK ASSOCIATED WITH USING THE ELECTRONIC FILES AND SHALL HOLD THE DEPARTMENT HARMLESS FOR ANY ERRORS OR OMISSIONS IN THE ELECTRONIC FILES AND THE DATA CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF THE ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OR FINAL COMPLETION DATE OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THESE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO USE OR ERRORS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDING THEM TO SIMILAR RESPONSIBILITIES.

TEMPORARY MATERIAL REQUIREMENTS - UTILITY AND DRIVEWAY CROSSINGS

INCIDENTAL HOT-MIX ASPHALT SURFACE SHALL BE USED FOR ALL TEMPORARY SIDE ROAD CROSSINGS. AGGREGATE SURFACE COURSE MAY BE USED FOR ALL DRIVEWAY CROSSINGS EXCEPT DURING WINTER SHUTDOWN IN ACCORDANCE WITH ARTICLE 107.09.

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.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (CULTURAL AND NATURAL RESOURCES REVIEW OF BORROW AREAS)
- BDE FORM 2290 (WASTE/USE AREA REVIEW)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM - D4 P10101

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE, THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS SHALL 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.

PLEASE NOTE THAT A MINIMUM OF FOUR WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES AND SIX WEEKS FOR THE REQUIRED BORROW SITE ENVIRONMENTAL CLEARANCES.

ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND/OR PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

LOCATION(S):	SHARED USE PATH & BUTT JOINT	
MIXTURE USE(S):	HMA SURFACE	HMA BINDER
AC/PG:	PG 58-28	PG 58-28
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5	IL-19.0
FRICTION AGGREGATE:	MIX C	N/A
QUALITY MANAGEMENT:	QC/QA	QC/QA
MATERIAL TRANSFER DEVICE:	NO	NO

NOTES:

- 1) INDIVIDUAL LIFT THICKNESSES OF EACH MIX WILL BE NO LESS THAN THREE (3) TIMES NOMINAL MAXIMUM AGGREGATE SIZE AND NO MORE THAN FIVE (5) TIMES NOMINAL AGGREGATE MAXIMUM SIZE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

- 2) FOR DESIGN PURPOSES, MIXTURE WEIGHT FOR ALL MIXES IS DETERMINED TO BE 112.0 LB./SQ. YARD/IN., UNLESS OTHERWISE NOTED.

- 3) SUBLOT SIZES FOR PFP AND QCP MIXES WILL BE 1,000 TONS, UNLESS OTHERWISE AGREED TO BY THE ENGINEER AND THE PAVING CONTRACTOR.

POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) RATES

SURFACE TYPE	RESIDUAL RATE
MILLED (HMA OR PCC)	0.08 lb/sf
EXISTING PAVEMENT	0.08 lb/sf
FOG COAT (BETWEEN LIFTS)	0.08 lb/sf

EXISTING DRAINAGE PIPES CONNECTED TO NEW STRUCTURES

IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS, THE CONNECTING OF EXISTING DRAIN TILES, PIPE CULVERTS, OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM STRUCTURES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE PAY ITEMS PROVIDED.

TRANSITION PAYMENT METHOD - NEW/OLD CONSTRUCTION

TWENTY FEET (20 FT.) (6 M) TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.

BUTT JOINT CUTTING TIME RESTRICTION

BUTT JOINTS SHALL NOT BE MILLED MORE THAN THREE (3) DAYS PRIOR TO PLACEMENT OF THE HMA SURFACE COURSE.

COMMITMENTS

1. EXCHANGE RIGHT NLP 42 MASTER LESSEE, LLC (1919 W PIONEER PARKWAY, PEORIA, IL 61615).

THE CONTRACTOR SHALL RECONSTRUCT THE TWO ENTRANCES THAT ABUT PIONEER PARKWAY WITHIN TWO MONTHS OF THE COMMENCEMENT OF WORK ON SAID PROPERTY. EACH ENTRANCE ON PIONEER PARKWAY SHALL BE CLOSED FOR A MAXIMUM OF ONE MONTH. AND IN NO EVENT, WILL BOTH DRIVEWAYS BE CLOSED AT THE SAME TIME.

2. RED CARPET REAL ESTATE, INC.

AS A PART OF THE SIGNED TEMPORARY CONSTRUCTION EASEMENT EXECUTED BETWEEN RED CARPET REAL ESTATE, INC. ("RED CARPET") AND THE CITY, THE CITY SHALL REQUIRE ITS CONTRACTOR TO PERFORM ITS WORK UPON RED CARPET'S PROPERTY IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ("STANDARD SPECIFICATIONS") ADOPTED JANUARY 1, 2022, AND "SUPPLEMENTAL SPECIFICATIONS" IN EFFECT ON THE DATE OF THE INVITATION FOR BIDS, INCLUDING BUT NOT LIMITED TO SECTION 107 - LEGAL REGULATIONS AND RESPONSIBILITY TO PUBLIC, WHICH RUN IN FAVOR OF THE CITY AND THE PROPERTY OWNER. (SEE SECTION 107.20)

IN ADDITION, THE CITY SHALL CAUSE ITS CONTRACTOR TO EXECUTE AND COMPLETE ITS WORK IN A GOOD AND WORKMANLIKE MANNER ACCORDING TO THE CONTRACTOR'S OWN METHODS AND WITH AND BY THE CONTRACTOR'S OWN MEANS AND EMPLOYEES. (SEE SECTION 107.26)

3. CITIZENS EQUITY FIRST CREDIT UNION (5401 DIRKSEN PARKWAY, PEORIA, IL 61607).

THE CITY ACKNOWLEDGES THAT, NOTWITHSTANDING ANYTHING TO THE CONTRARY IN THE AGREEMENT OR ANY OF THE ADDITIONAL DOCUMENTS DELIVERED IN CONNECTION HERewith, INCLUDING, WITHOUT LIMITATION, THE AFFIDAVIT OF TITLE AND THE WARRANTY DEED, THE PARCEL IS BEING CONVEYED TO THE CITY SUBJECT TO A TEMPORARY CONSTRUCTION EASEMENT GRANTED BY CEFCU TO AMEREN ILLINOIS COMPANY d/b/a AMEREN ILLINOIS AND ALL OF THE RIGHTS AND DUTIES CONTAINED THEREIN.

4. PIONEER INDUSTRIAL PARK, INC. c/o MICHELLE J DE LONG (7820 N. UNIVERSITY, SUITE 208, PEORIA, IL 61614).

THE CONTRACTOR OR CONSTRUCTION PERSONNEL SHALL NOT UTILIZE THE PROPERTY OF THE OWNER OUTSIDE OF THE FEE ACQUISITION AND THE TEMPORARY CONSTRUCTION EASEMENT LIMITS FOR ANY OF THEIR CONSTRUCTION VEHICLES, INCLUDING PERSONAL VEHICLES OF CONTRACTORS. NOR WILL THE CONTRACTOR STOCKPILE OR STORE ANY MATERIAL OUTSIDE OF SAID ACQUISITIONS.

5. PARK PLACE REAL ESTATE, LLC c/o DENNIS M OWENS (10639 STATE ST, PO BOX 438, MOSSVILLE, IL 61552).

SAME REQUIREMENTS AS COMMITMENT #2 (SEE ABOVE).

**LIST OF HIGHWAY STANDARDS**

- 000001-08 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-10 PAVEMENT JOINTS
- 424001-11 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 424006-05 DIAGONAL CURB RAMPS FOR SIDEWALKS
- 424026-03 ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
- 424031-02 MEDIAN PEDESTRIAN CROSSING
- 602301-04 INLET - TYPE A
- 602401-07 PRECAST MANHOLE TYPE A 4' (1.22 m) DIAMETER
- 602402-03 PRECAST MANHOLE TYPE A 5' (1.52 m) DIAMETER
- 602421-09 PRECAST MANHOLE TYPE A 9' (2.74 m) DIAMETER
- 602701-02 MANHOLE STEPS
- 604001-05 FRAME AND LIDS TYPE 1
- 604006-05 FRAME AND GRATE TYPE 3
- 606001-08 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB & GUTTER
- 606301-04 PC CONCRETE ISLANDS AND MEDIANS
- 606306-04 CORRUGATED PC CONCRETE MEDIANS
- 701602-10 URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
- 701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-09 TRAFFIC CONTROL DEVICES
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-04 SIGN PANEL ERECTION DETAILS
- 720016-04 MAST ARM MOUNTED STREET NAME SIGNS
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 731001-01 BASE FOR TELESCOPING STEEL SIGN SUPPORT
- 780001-05 TYPICAL PAVEMENT MARKINGS
- 814001-03 HANDHOLES
- 821101-02 LUMINAIRE WIRING IN POLE
- 830006-05 LIGHT POLE ALUMINUM DAVIT ARM
- 836001-04 LIGHT POLE FOUNDATION
- 857001-01 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
- 862001-01 UNINTERRUPTABLE POWER SUPPLY (UPS)
- 877012-07 STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
- 878001-11 CONCRETE FOUNDATION DETAILS
- 880006-01 TRAFFIC SIGNAL MOUNTING DETAILS

**LIST OF DISTRICT 4 STANDARDS**

- 602006-D4 INLETS, TYPE G-1, SPECIAL
- 602026-D4 INLET-MANHOLE, TYPE G-1, SPECIAL
- 602101-D4 PRECAST REINFORCED CONCRETE FLAT SLAB TOP FOR INLET-MANHOLE, TYPE G-1 AND TYPE G-1, SPECIAL
- 604001-D4 FRAMES AND GRATES FOR TYPE G-1 AND TYPE G-1, SPECIAL DRAINAGE STRUCTURES
- 780001-D4 TYPICAL PAVEMENT MARKINGS

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DESIGNED	EAA	DATE-	10-13-23
DRAWN	SRH		
CHECKED	RMB		
PROJECT #:	5111.02		

**PIONEER PKWY & N UNIVERSITY ST RECONSTRUCTION**



**GENERAL NOTES & LIST OF STANDARDS**

SHEET  
**2** OF 152

**SUMMARY OF QUANTITIES**

CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY ROADWAY 0004 URBAN	CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY ROADWAY 0004 URBAN
* 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNITS	76	550A0090	STORM SEWERS, CLASS A, TYPE 1, 18"	FOOT	145
* 20100210	TREE REMOVAL (OVER 15 UNITS DIAMTER)	UNITS	40	550A0140	STORM SEWERS, CLASS A, TYPE 1, 30"	FOOT	112
20200100	EARTH EXCAVATION	CU YD	5330	55100400	STORM SEWER REMOVAL 10"	FOOT	73
20800150	TRENCH BACKFILL	CU YD	438	55100500	STORM SEWER REMOVAL 12"	FOOT	669
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	20105	55100700	STORM SEWER REMOVAL 15"	FOOT	495
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	7774	55100900	STORM SEWER REMOVAL 18"	FOOT	397
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	97	55101400	STORM SEWER REMOVAL 30"	FOOT	115
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	97	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	1
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	97	60100915	PIPE DRAINS 6"	FOOT	12
25200110	SODDING, SALT TOLERANT	SQ YD	8551	60108206	PIPE UNDERDRAINS, TYPE 2, 6"	FOOT	762
25200200	SUPPLEMENTAL WATERING	UNIT	389	60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	482	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4
28000400	PERIMETER EROSION BARRIER	FOOT	1729	60221000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1
28000500	INLET AND PIPE PROTECTION	EACH	36	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	6616	60221200	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	1
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	500	60223700	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	531	60224469	MANHOLES, TYPE A, 9'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	232	60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1
40600990	TEMPORARY RAMP	SQ YD	62	60255500	MANHOLES TO BE ADJUSTED	EACH	2
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	298	60260100	INLETS TO BE ADJUSTED	EACH	2
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	199	60500040	REMOVING MANHOLES	EACH	5
42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10' (JOINTED)	SQ YD	18881	60500050	REMOVING CATCH BASINS	EACH	3
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	2598	60500060	REMOVING INLETS	EACH	20
42400100	PORTLAND CEMENT CONCRETE SIDEWALK, 4 INCH	SQ FT	7924	60603500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06	FOOT	128
42400300	PORTLAND CEMENT CONCRETE SIDEWALK, 6 INCH	SQ FT	1055	60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	4531
42400800	DETECTABLE WARNINGS	SQ FT	330	60600605	CONCRETE CURB, TYPE B	FOOT	10
44000100	PAVEMENT REMOVAL	SQ YD	18991	60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	416
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	2437	60619200	CONCRETE MEDIAN, TYPE SB-6.06	SQ FT	719
44000500	COMBINATION CONCRETE CURB AND GUTTER REMOVAL	FOOT	4901	60624600	CORRUGATED MEDIAN	SQ FT	53
44000600	SIDEWALK REMOVAL	SQ FT	3096	* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	850
44003100	MEDIAN REMOVAL	SQ FT	7639	* 66900530	SOIL DISPOSAL ANALYSIS	EACH	6
44004000	PAVED DITCH REMOVAL	FOOT	62	* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1
550A0050	STORM SEWERS, CLASS A, TYPE 1, 12"	FOOT	34	* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1
550A0070	STORM SEWERS, CLASS A, TYPE 1, 15"	FOOT	1608	* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	6

\*SPECIALTY ITEM

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DESIGNED EAA DATE- 10-13-23  
 DRAWN SRH  
 CHECKED RMB  
 PROJECT #: 5111.02

**PIONEER PKWY &  
 N UNIVERSITY ST  
 RECONSTRUCTION**



**SUMMARY OF QUANTITIES (1 OF 3)**

SHEET  
**3** OF 152

**SUMMARY OF QUANTITIES**

CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY ROADWAY 0004 URBAN	CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY ROADWAY 0004 URBAN
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	12	* 83006200	LIGHT POLE, ALUMINUM, 30 FT. M.H., 6 FT. MAST ARM	EACH	4
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	12	* 83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	16
67100100	MOBILIZATION	L SUM	1	* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1005
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	250	* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1680
70300100	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	6342	* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1077
70306100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE III TAPE	SQ FT	50	* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2936
70306120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE	FOOT	35923	* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	730
70306210	TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE III TAPE	FOOT	97	* 87702990	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 54 FT	EACH	1
* 72000100	SIGN PANEL - TYPE 1	SQ FT	79	* 87703070	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 66 FT	EACH	1
* 72000200	SIGN PANEL - TYPE 2	SQ FT	50	* 87703090	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 70 FT	EACH	1
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	110	* 87703120	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 75 FT	EACH	1
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	437	* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	3.5
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	12755	* 87800415	CONCRETE FOUNDATION, TYPE E 36 INCH DIAMETER	FOOT	15
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	2186	* 87800420	CONCRETE FOUNDATION, TYPE E 42 INCH DIAMETER	FOOT	75
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	588	* 88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	8
* 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	1484	* 88040110	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	4
* 78011000	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	1399	* 88040120	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	4
* 78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	12755	* 88040160	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	1
* 78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	2186	* 88102845	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH	8
* 78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	588	* 88200510	TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	17
* 78011125	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	1484	* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	940	* X0326126	WOOD TERMINAL POST	EACH	1
* 81028320	UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	153	* X0326812	CAT 5 ETHERNET CABLE	FOOT	78
* 81028340	UNDERGROUND CONDUIT, PVC, 1 1/2" DIA.	FOOT	635	X0327487	TRIAXIAL GEOGRID REINFORCEMENT, TYPE I	SQ YD	20105
* 81028370	UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	145	* X0327739	MISCELLANEOUS ELECTRICAL WORK	L SUM	1
* 81028390	UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	428	* X1400368	RELOCATE EXISTING PTZ CAMERA	EACH	1
* 81400700	HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	6	X2020410	EARTH EXCAVATION (SPECIAL)	CU YD	945
* 81400720	DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	1	X4402800	ISLAND PAVEMENT REMOVAL	SQ YD	79
* 81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	570	X6021065	INLETS, TYPE G-1, SPECIAL	EACH	22
* 81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	1365	X6021824	INLET-MANHOLE, TYPE G-1, 4' DIAMETER (SPECIAL)	EACH	4
* 81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	20	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
* 81702145	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 3	FOOT	90	X7200075	REMOVE AND REINSTALL SIGN PANEL	SQ FT	4
* 82110008	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	4	* X8040102	ELECTRIC SERVICE INSTALLATION (SPECIAL)	EACH	1
* 82500350	LIGHTING CONTROLLER, BASE MOUNTED, 240 VOLT, 100 AMP	EACH	1	* X8440128	REMOVE EXISTING LIGHTING SYSTEM	L SUM	1

\*SPECIALTY ITEM

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DESIGNED EAA DATE- 10-13-23  
 DRAWN SRH  
 CHECKED RMB  
 PROJECT #: 5111.02

**PIONEER PKWY &  
 N UNIVERSITY ST  
 RECONSTRUCTION**

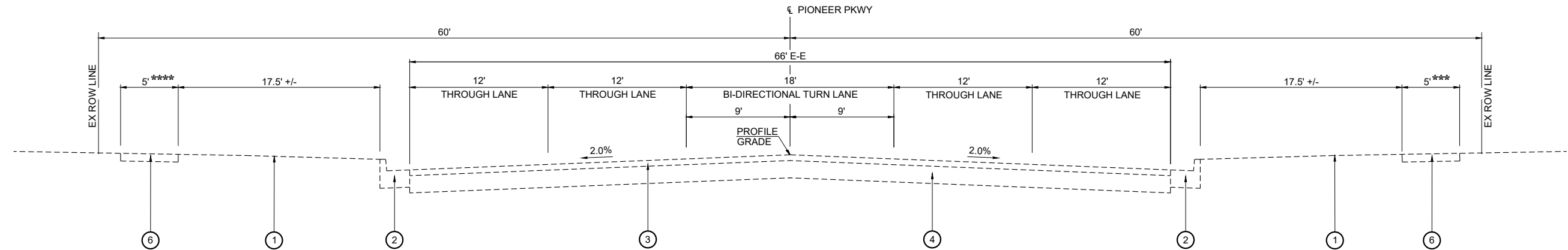


**SUMMARY OF QUANTITIES (2 OF 3)**

SHEET  
**4** OF 152



V:\5111.02 - pioneer pkwy-university st. reconstruction - ph ii (peoria)\CADD\cadd sheets\5111.02-sht-typical-ex.dwg

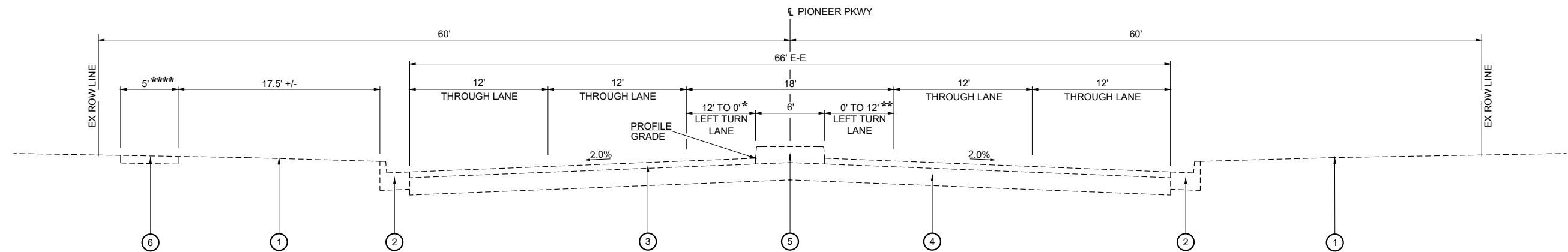


**EXISTING TYPICAL SECTION  
PIONEER PKWY**

STA 100+83.00 TO STA 106+77.53  
 STA 109+06.19 TO STA 109+65.44  
 STA 110+61.03 TO STA 112+08.26  
 STA 118+34.05 TO STA 120+05.43

- ① GROUND LINE
- ② COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ③ ASPHALT SURFACE, 3"±
- ④ CONCRETE PAVEMENT, 9"±
- ⑤ CONCRETE MEDIAN
- ⑥ CONCRETE SIDEWALK

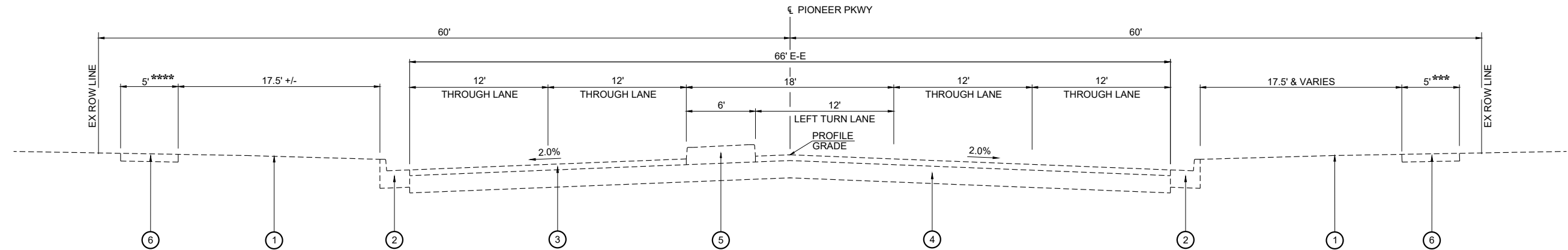
\* 12' @ STA 106+77.53 TO 0' @ STA 107+61.47  
 12' @ STA 116+86.11 TO 0' @ STA 117+60.95  
 \*\* 0' @ STA 106+77.53 TO 12' @ STA 107+61.47  
 0' @ STA 116+86.11 TO 12' @ STA 117+60.95  
 \*\*\* SIDEWALK FROM STA 111+29.47 TO STA 112+97.89  
 \*\*\*\* SIDEWALK FROM STA 115+68.49 TO STA 120+05.43



**EXISTING TYPICAL SECTION  
PIONEER PKWY**

STA 106+77.53 TO STA 107+61.47  
 STA 116+86.11 TO STA 117+60.95

V:\5111.02 - pioneer pkwy-university st. reconstruction - ph ii (peoria)\CADD\cadd sheets\5111.02-sht-typical-ex.dwg



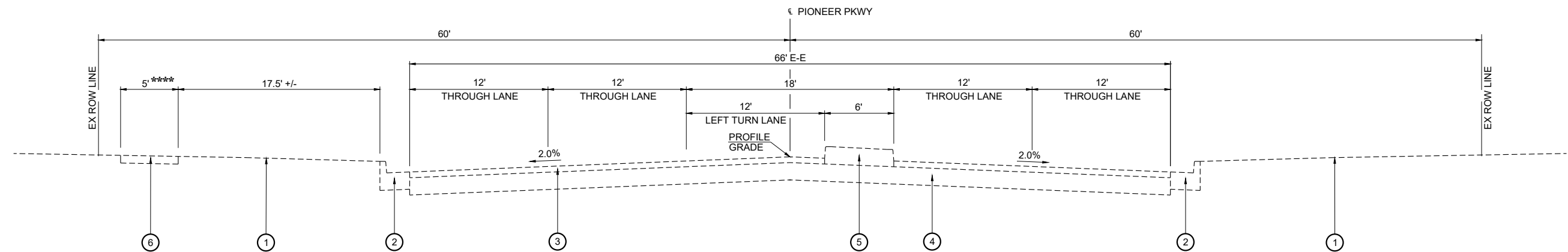
**EXISTING TYPICAL SECTION**  
**PIONEER PKWY**

STA 107+61.47 TO STA 109+06.19  
STA 112+08.26 TO STA 112+97.89  
STA 117+60.95 TO STA 118+34.05

- ① GROUND LINE
- ② COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ③ ASPHALT SURFACE, 3"±
- ④ CONCRETE PAVEMENT, 9"±
- ⑤ CONCRETE MEDIAN
- ⑥ CONCRETE SIDEWALK

\*\*\* SIDEWALK FROM STA 111+29.47 TO STA 112+97.89  
\*\*\*\* SIDEWALK FROM STA 115+68.49 TO STA 120+05.43

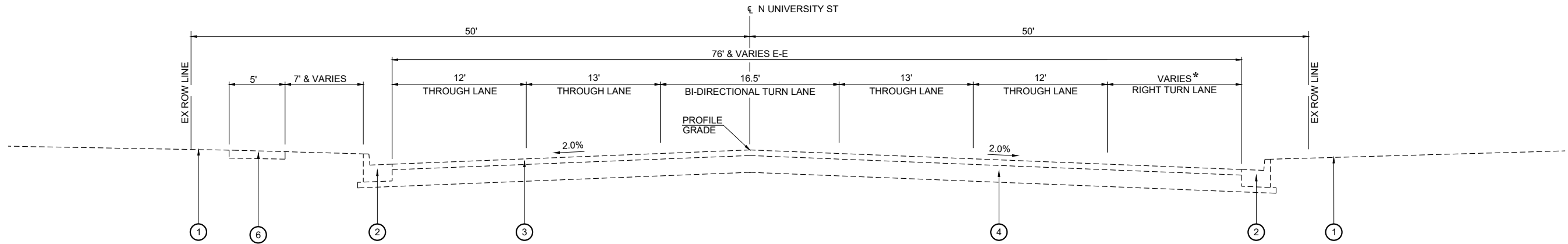
INTERSECTION EXCEPTION STA 112+97.89 TO STA 114+07.34



**EXISTING TYPICAL SECTION**  
**PIONEER PKWY**

STA 109+65.44 TO STA 110+61.03  
STA 114+07.34 TO STA 116+86.11

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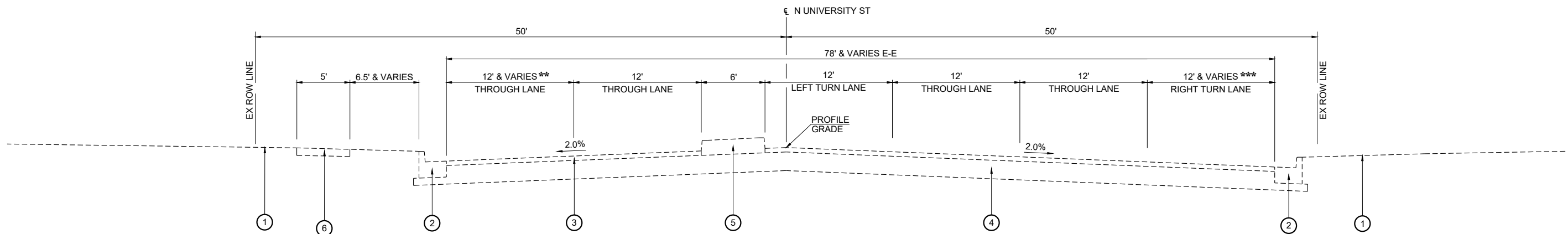
**EXISTING TYPICAL SECTION  
N UNIVERSITY ST**

STA 5+23.45 TO STA 6+76.32

- ① GROUND LINE
- ② COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ③ ASPHALT SURFACE, 3"±
- ④ CONCRETE PAVEMENT, 9"±
- ⑤ CONCRETE MEDIAN
- ⑥ CONCRETE SIDEWALK

- \* 0' FROM STA 5+23.45 TO STA 5+84.38  
VARIES FROM 0' @ STA 5+84.38 TO 12' @ STA 6+76.32
- \*\* 12' STA 6+76.32 TO STA 8+73.47  
VARIES FROM STA 8+73.47 TO STA 9+48.18
- \*\*\* 12' STA 6+76.32 TO STA 8+70.70  
VARIES FROM STA 8+70.70 TO STA 9+48.18

INTERSECTION EXCEPTION STA 9+48.18 TO STA 10+52.18

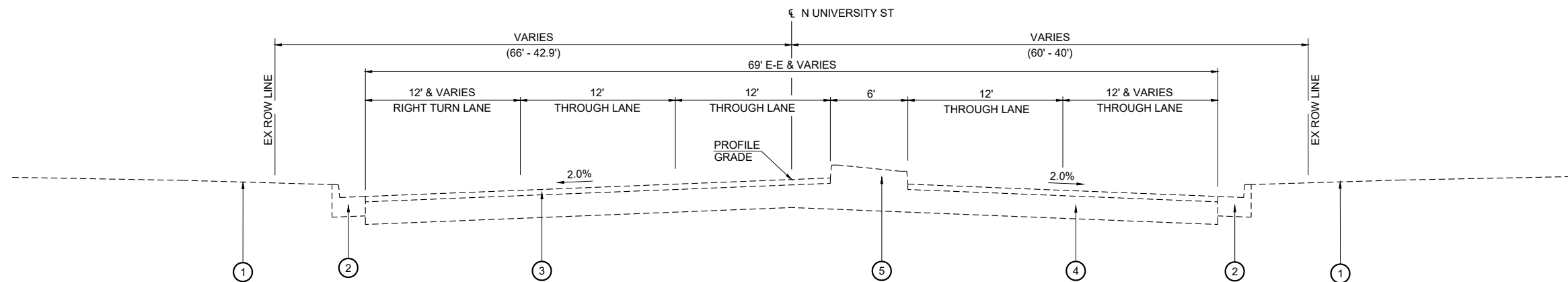


**EXISTING TYPICAL SECTION  
N UNIVERSITY ST**

STA 6+76.32 TO STA 9+48.18



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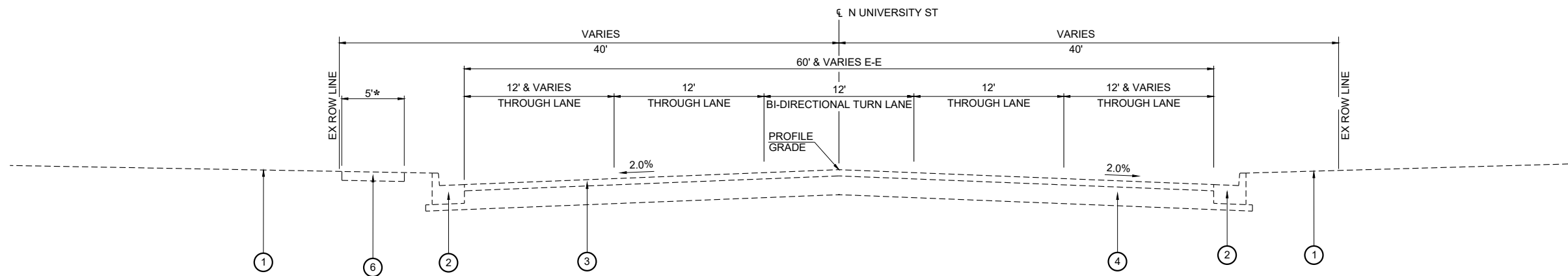


**EXISTING TYPICAL SECTION  
N UNIVERSITY ST**

STA 10+52.18 TO STA 15+50.97

- ① GROUND LINE
- ② COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ③ ASPHALT SURFACE, 3"±
- ④ CONCRETE PAVEMENT, 9"±
- ⑤ CONCRETE MEDIAN
- ⑥ CONCRETE SIDEWALK

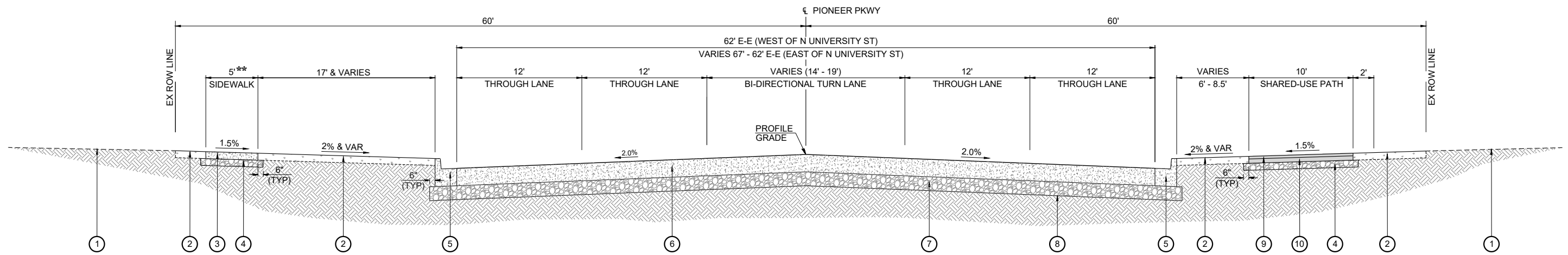
\* SIDEWALK FROM STA 17+08.22 TO STA 18+75.95



**EXISTING TYPICAL SECTION  
N UNIVERSITY ST**

STA 15+50.97 TO STA 18+75.95

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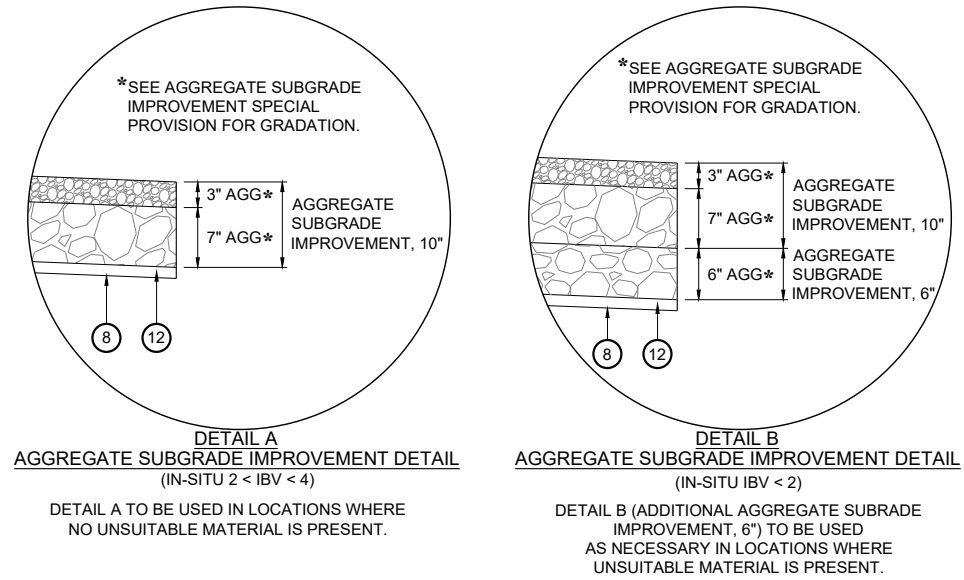


- ① EXISTING GROUND LINE
- ② SODDING, SALT TOLERANT & TOPSOIL FURNISH AND PLACE, 4"
- ③ PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH  
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH (ADA RAMPS)
- ④ AGGREGATE BASE COURSE, TYPE B 4"
- ⑤ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- ⑥ PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- ⑦ AGGREGATE SUBGRADE IMPROVEMENT 10"
- ⑧ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑨ HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1.5")
- ⑩ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2.5")
- ⑪ CONCRETE MEDIAN, TYPE SB-6.06
- ⑫ TRIAXIAL GEOGRID REINFORCEMENT, TYPE I
- ⑬ PCC DRIVEWAY PAVEMENT, 8"

**PROPOSED TYPICAL SECTION  
PIONEER PKWY**

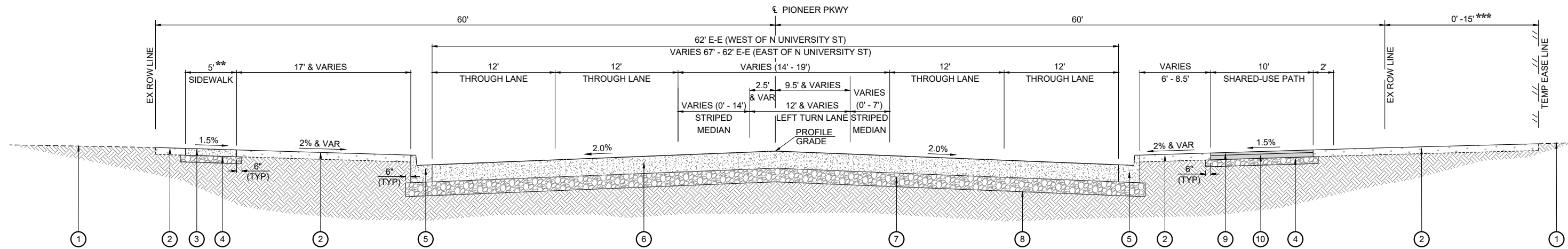
STA 100+83.00 TO STA 108+53.78  
STA 119+37.43 TO STA 120+05.43

**NOTES:**  
 \*\* EXISTING SIDEWALK TO REMAIN FROM STA 115+68.44 TO STA 120+05.43.  
 \*\*\* SEE PLAN AND PROFILE SHEETS FOR TEMPORARY EASEMENT AND PROPOSED ROW.  
 STA 112+47.52 TO STA 114+74.69 = INTERSECTION OF PIONEER PKWY & N UNIVERSITY ST.



**DETAIL A**  
 AGGREGATE SUBGRADE IMPROVEMENT DETAIL  
 (IN-SITU IBV < 4)  
 DETAIL A TO BE USED IN LOCATIONS WHERE  
 NO UNSUITABLE MATERIAL IS PRESENT.

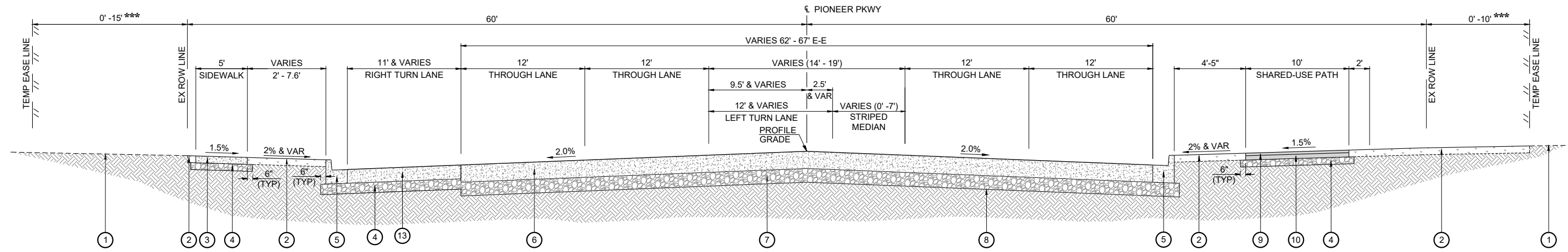
**DETAIL B**  
 AGGREGATE SUBGRADE IMPROVEMENT DETAIL  
 (IN-SITU IBV < 2)  
 DETAIL B (ADDITIONAL AGGREGATE SUBGRADE  
 IMPROVEMENT, 6") TO BE USED  
 AS NECESSARY IN LOCATIONS WHERE  
 UNSUITABLE MATERIAL IS PRESENT.



**PROPOSED TYPICAL SECTION  
PIONEER PKWY**

STA 108+53.78 TO STA 110+88.78  
STA 117+02.40 TO STA 119+37.43

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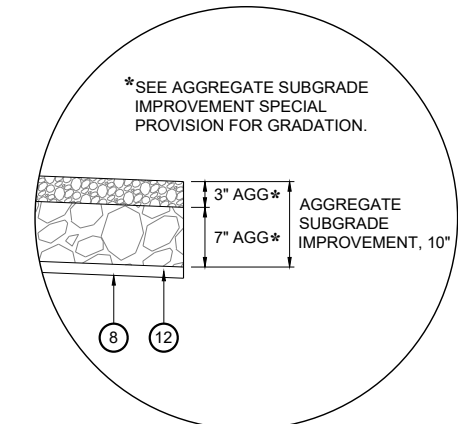


- ① EXISTING GROUND LINE
- ② SODDING, SALT TOLERANT & TOPSOIL FURNISH AND PLACE, 4"
- ③ PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH  
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH (ADA RAMPS)
- ④ AGGREGATE BASE COURSE, TYPE B 4"
- ⑤ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- ⑥ PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- ⑦ AGGREGATE SUBGRADE IMPROVEMENT 10"
- ⑧ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑨ HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1.5")
- ⑩ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2.5")
- ⑪ CONCRETE MEDIAN, TYPE SB-6.06
- ⑫ TRIAXIAL GEOGRID REINFORCEMENT, TYPE I
- ⑬ PCC DRIVEWAY PAVEMENT, 8"

**PROPOSED TYPICAL SECTION  
PIONEER PKWY**

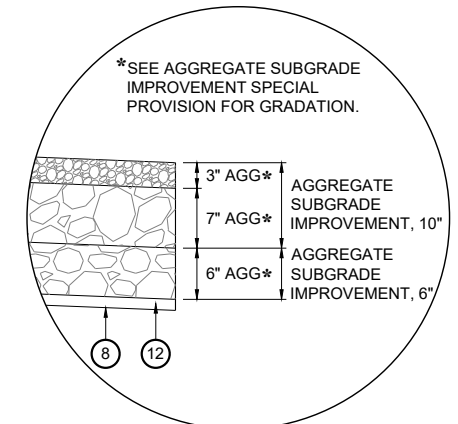
STA 110+88.78 TO STA 112+47.52

**NOTES:**  
 STA 112+47.52 TO STA 114+74.69 = INTERSECTION OF PIONEER PKWY & N UNIVERSITY ST.  
 \*\* EXISTING SIDEWALK TO REMAIN FROM STA 115+68.50 TO STA 120+05.43.  
 \*\*\* SEE PLAN AND PROFILE SHEETS FOR TEMPORARY EASEMENT AND PROPOSED ROW.



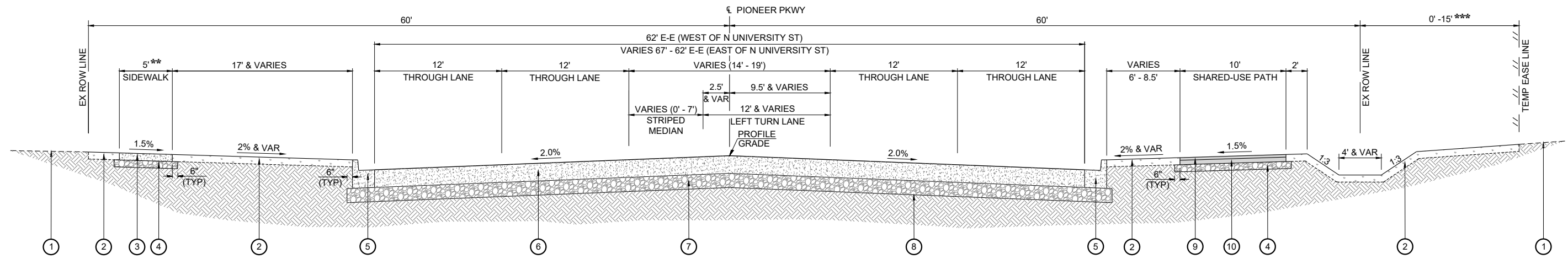
**DETAIL A  
AGGREGATE SUBGRADE IMPROVEMENT DETAIL**  
(IN-SITU 2 < IBV < 4)

DETAIL A TO BE USED IN LOCATIONS WHERE  
NO UNSUITABLE MATERIAL IS PRESENT.



**DETAIL B  
AGGREGATE SUBGRADE IMPROVEMENT DETAIL**  
(IN-SITU IBV < 2)

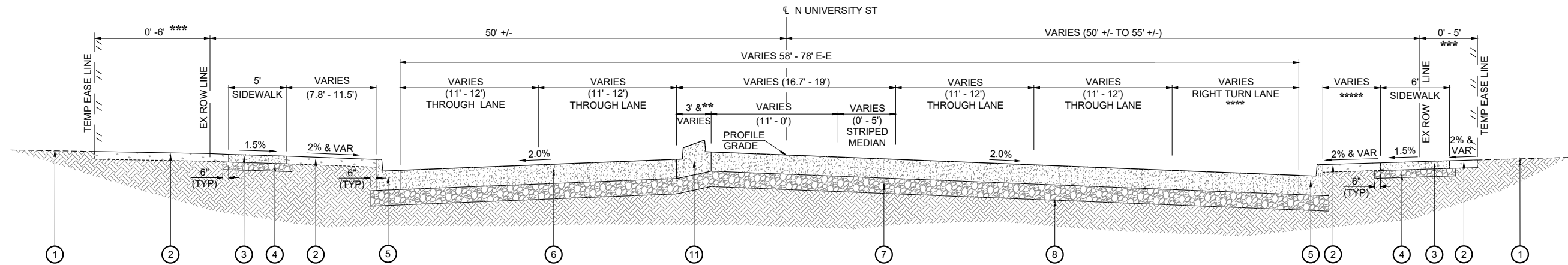
DETAIL B (ADDITIONAL AGGREGATE SUBGRADE  
IMPROVEMENT, 6") TO BE USED  
AS NECESSARY IN LOCATIONS WHERE  
UNSUITABLE MATERIAL IS PRESENT.



**PROPOSED TYPICAL SECTION  
PIONEER PKWY**

STA 114+74.69 TO STA 117+02.40

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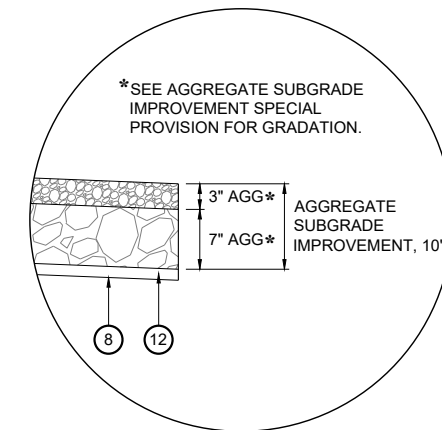
**PROPOSED TYPICAL SECTION  
N UNIVERSITY ST**

STA 5+23.45 TO STA 8+71.51

- ① EXISTING GROUND LINE
- ② SODDING, SALT TOLERANT & TOPSOIL FURNISH AND PLACE, 4"
- ③ PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH  
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH (ADA RAMPS)
- ④ AGGREGATE BASE COURSE, TYPE B 4"
- ⑤ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- ⑥ PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- ⑦ AGGREGATE SUBGRADE IMPROVEMENT 10"
- ⑧ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑨ HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1.5")
- ⑩ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2.5")
- ⑪ CONCRETE MEDIAN, TYPE SB-6.06
- ⑫ TRIAXIAL GEOGRID REINFORCEMENT, TYPE I
- ⑬ PCC DRIVEWAY PAVEMENT, 8"

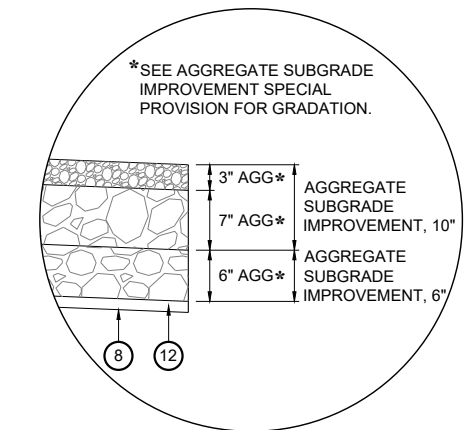
**NOTES:**

- \*\* CONCRETE MEDIAN FROM STA 7+80.33 TO STA 9+23.22.  
VARIABLE STRIPED MEDIAN FROM STA 5+23.45 TO STA 7+80.33.
- \*\*\* SEE PLAN AND PROFILE SHEETS FOR TEMPORARY EASEMENT AND PROPOSED ROW.
- \*\*\*\* 0' FROM STA 5+23.45 TO STA 8+71.84, 0' @ STA 8+71.84 TO 6' @ STA 8+81.00 & 6' FROM STA 8+81.00 TO STA 8+71.51
- \*\*\*\*\* VARIES 0'-10' FROM STA 5+23.45 TO STA 6+22.31 & 0' FROM STA 6+22.31 TO STA 8+71.51.  
STA 8+71.51 TO STA 10+64.42 = INTERSECTION OF N UNIVERSITY ST & PIONEER PKWY.



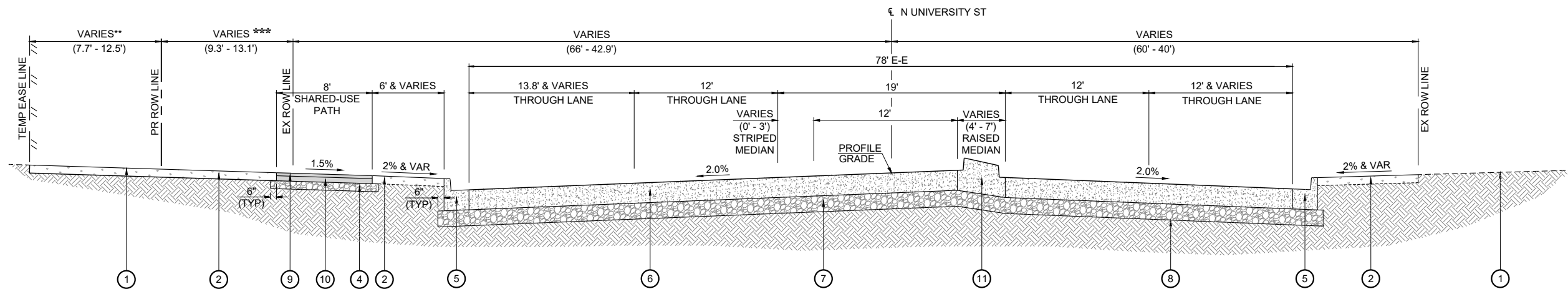
**DETAIL A  
AGGREGATE SUBGRADE IMPROVEMENT DETAIL  
(IN-SITU 2 < IBV < 4)**

DETAIL A TO BE USED IN LOCATIONS WHERE  
NO UNSUITABLE MATERIAL IS PRESENT.



**DETAIL B  
AGGREGATE SUBGRADE IMPROVEMENT DETAIL  
(IN-SITU IBV < 2)**

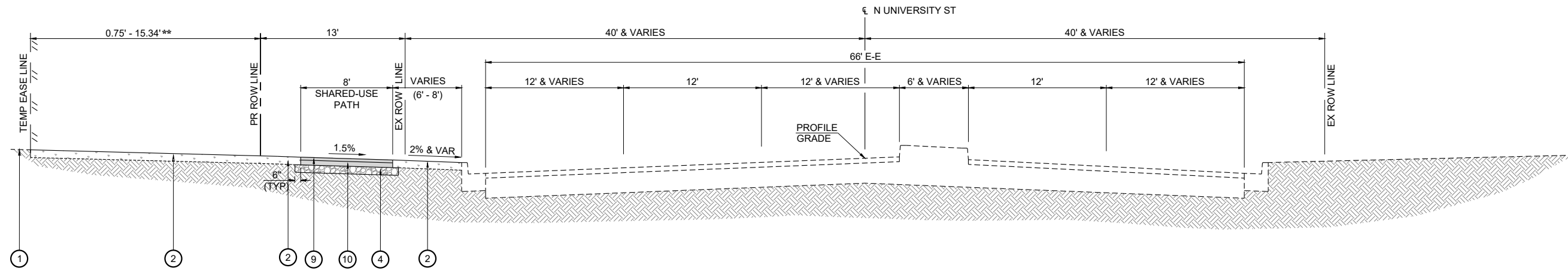
DETAIL B (ADDITIONAL AGGREGATE SUBGRADE  
IMPROVEMENT, 6") TO BE USED  
AS NECESSARY IN LOCATIONS WHERE  
UNSUITABLE MATERIAL IS PRESENT.



**PROPOSED TYPICAL SECTION  
N UNIVERSITY ST**

STA 10+64.42 TO STA 11+18.21

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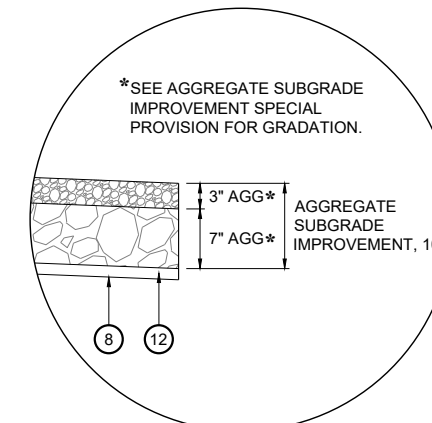


**PROPOSED TYPICAL SECTION  
N UNIVERSITY ST**

STA 11+18.21 TO STA 18+75.95

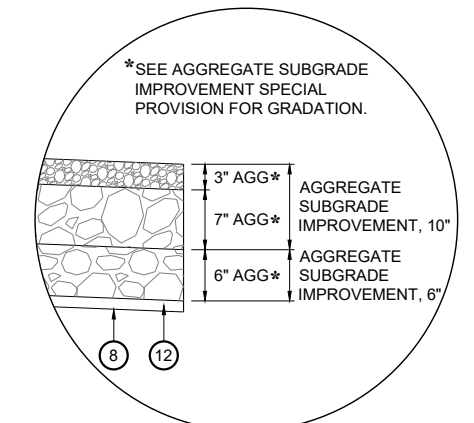
\*\* SEE PLAN AND PROFILE SHEETS FOR TEMPORARY EASEMENT AND PROPOSED ROW.

- ① EXISTING GROUND LINE
- ② SODDING, SALT TOLERANT & TOPSOIL FURNISH AND PLACE, 4"
- ③ PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH  
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH (ADA RAMPS)
- ④ AGGREGATE BASE COURSE, TYPE B 4"
- ⑤ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- ⑥ PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- ⑦ AGGREGATE SUBGRADE IMPROVEMENT 10"
- ⑧ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑨ HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1.5")
- ⑩ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2.5")
- ⑪ CONCRETE MEDIAN, TYPE SB-6.06
- ⑫ TRIAXIAL GEOGRID REINFORCEMENT, TYPE I
- ⑬ PCC DRIVEWAY PAVEMENT, 8"



**DETAIL A**  
AGGREGATE SUBGRADE IMPROVEMENT DETAIL  
(IN-SITU 2 < IBV < 4)

DETAIL A TO BE USED IN LOCATIONS WHERE  
NO UNSUITABLE MATERIAL IS PRESENT.



**DETAIL B**  
AGGREGATE SUBGRADE IMPROVEMENT DETAIL  
(IN-SITU IBV < 2)

DETAIL B (ADDITIONAL AGGREGATE SUBGRADE  
IMPROVEMENT, 6") TO BE USED  
AS NECESSARY IN LOCATIONS WHERE  
UNSUITABLE MATERIAL IS PRESENT.

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TREE REMOVAL (6 TO 15 UNITS DIAMETER)				
LOCATION				20100110
STATION	OFFSET	SIDE	UNIT	
<b>N UNIVERSITY ST</b>				
11+83.5	52.5'	LT	8	
12+04.6	51.6'	LT	8	
12+88.0	47.0'	LT	12	
13+04.1	46.0'	LT	12	
13+24.5	46.8'	LT	12	
14+78.4	49.5'	LT	12	
17+03.9	48.5'	LT	12	
TOTAL				76
USE				76

TREE REMOVAL (OVER 15 UNITS DIAMETER)				
LOCATION				20100210
STATION	OFFSET	SIDE	UNIT	
<b>N UNIVERSITY ST</b>				
16+37.7	50.1'	LT	20	
16+68.4	49.0'	LT	20	
TOTAL				40
USE				40

EARTHWORK							
1				2		3	
LOCATION				20200100			
STATION	TO	STATION		EARTH EXCAVATION	SUITABLE EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTH BALANCE WASTE(+) OR SHORTAGE(-)
				CU YD	CU YD	CU YD	CU YD
<b>PIONEER PARKWAY</b>							
100+83	TO	120+05		3818	2864	525	2339
<b>UNIVERSITY ST.</b>							
5+23	TO	18+76		1512	1134	59	1075
TOTAL				5330	3998	584	3414
USE				5330			
SHRINKAGE FACTORS: 25%							
EARTH EXCAVATION:							
COLUMN 1, 2 & 4 - LOCATION AND QUANTITIES FROM CROSS SECTIONS.							
CUT = EARTH EXCAVATION AND FILL = EMBANKMENT							
COLUMN 3 = COLUMN 2 x (1 - EARTH EXCAVATION SHRINKAGE FACTOR)							
COLUMN 5 (FURNISHED EXCAVATION) = COLUMN 3 - COLUMN 4							

PERIMETER EROSION BARRIER					
LOCATION					28000400
STATION	TO	STATION	SIDE	LENGTH	FOOT
<b>PIONEER PKWY</b>					
100+83.0	TO	103+53.8	RT	270.8	
103+00.0	TO	103+25.0	LT	24.9	
104+36.2	TO	107+22.3	RT	313.3	
104+39.7	TO	106+33.0	LT	193.3	
106+68.9	TO	109+16.7	LT	247.8	
107+46.3	TO	109+21.8	RT	175.5	
109+50.5	TO	110+68.2	RT	117.8	
116+88.2	TO	118+47.5	RT	159.3	
118+76.5	TO	120+05.4	RT	129.0	
TOTAL					1728.8
USE					1729
<b>N UNIVERSITY ST</b>					
5+75.4	TO	7+33.0	RT	57.6	
6+60.1	TO	6+94.0	RT	39.5	
TOTAL					1728.8
USE					1729

INLETS TO BE ADJUSTED						
LOCATION						60260100
STATION	OFFSET	SIDE	TYPE	EX ELEVATION	PR ELEVATION	EACH
<b>PIONEER PKWY</b>						
103+75.2	74.3'	LT	SS	796.67	797.10	1
104+14.7	73.8'	LT	SS	796.79	797.16	1
TOTAL						2
USE						2

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06						
LOCATION			35101600	60603500		
STATION	TO	STATION	SIDE	AGGREGATE BASE COURSE, TYPE B 4"	CCC&G TYPE B-6.06	
				SQ YD	FOOT	
<b>PIONEER PKWY</b>						
110+74.4	TO	111+25.5	LT	15.4	127.6	
TOTAL				15.4	127.6	
USE				16	128	

TOPSOIL, NUTRIENTS, SODDING, SUPPLEMENTAL WATERING & TEMPORARY EROSION CONTROL SEEDING										
LOCATION				21101615	25000400	25000500	25000600	25200110	25200200	28000250
STATION	TO	STATION	SIDE	TOPSOIL FURNISH AND PLACE 4"	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	SODDING, SALT TOLERANT	SUPPLEMENTAL WATERING	TEMPORARY EROSION CONTROL SEEDING
				SQ YD	POUND	POUND	POUND	SQ YD	UNIT	POUND
<b>PIONEER PKWY</b>										
100+83.0	TO	103+75.9	LT	718.9	9	9	9	790.8	35.9	45
100+83.0	TO	103+79.3	RT	526.7	7	7	7	579.3	26.3	33
104+10.6	TO	107+22.3	RT	606.1	8	8	8	666.7	30.3	38
104+14.6	TO	106+33.0	LT	499.5	6	6	6	549.5	25.0	31
106+68.9	TO	109+17.9	LT	559.1	7	7	7	615.0	28.0	35
107+46.3	TO	109+21.8	RT	305.8	4	4	4	336.3	15.3	19
109+50.5	TO	110+73.3	RT	190.6	2	2	2	209.7	9.5	12
109+69.0	TO	110+69.7	LT	91.9	1	1	1	101.1	4.6	6
111+25.3	TO	112+85.4	RT	298.0	4	4	4	327.8	14.9	18
111+28.6	TO	112+85.8	LT	131.5	2	2	2	144.6	6.6	8
113+85.4	TO	118+29.9	LT	883.4	11	11	11	971.8	44.2	55
114+13.6	TO	116+60.7	RT	667.0	8	8	8	733.7	33.3	41
116+60.7	TO	118+47.5	RT	247.5	3	3	3	272.3	12.4	15
118+73.1	TO	120+05.4	LT	268.0	3	3	3	294.9	13.4	17
118+76.5	TO	120+05.4	RT	221.3	3	3	3	243.4	11.1	14
<b>N UNIVERSITY ST</b>										
5+23.5	TO	5+49.4	RT	16.9				18.6	0.8	1
5+23.5	TO	5+97.7	LT	85.4	1	1	1	94.0	4.3	5
5+75.8	TO	6+33.6	RT	33.8	0	0	0	37.2	1.7	2
6+24.5	TO	6+60.0	LT	27.3	0	0	0	30.0	1.4	2
6+60.3	TO	6+93.9	RT	20.7	0	0	0	22.8	1.0	1
6+88.1	TO	7+23.0	LT	26.0	0	0	0	28.6	1.3	2
7+21.8	TO	9+32.5	RT	183.9	2	2	2	202.3	9.2	11
7+58.0	TO	8+26.2	LT	66.0	1	1	1	72.6	3.3	4
8+62.0	TO	9+43.7	LT	108.1	1	1	1	118.9	5.4	7
10+59.7	TO	12+23.6	LT	200.4	2	2	2	220.4	10.0	12
12+54.6	TO	13+68.5	LT	192.3	2	2	2	211.5	9.6	12
14+20.7	TO	15+61.2	LT	188.2	2	2	2	207.1	9.4	12
15+91.2	TO	18+78.1	LT	408.8	5	5	5	449.7	20.4	25
TOTAL				7773.1	96.2	96.2	96.2	8550.5	388.7	481.8
USE				7774	97	97	97	8551	389	482
SODDING NUTRIENTS RATE OF APPLICATION: 60 LBS/ACRE										
TEMPORARY EROSION CONTROL SEEDING RATE OF APPLICATION: 100 LBS/ACRE (3 APPLICATIONS)										

INLET AND PIPE PROTECTION				
LOCATION				28000500
STATION	OFFSET	SIDE	EACH	
<b>PIONEER PKWY</b>				
101+85.0	31.0'	RT	1	
101+85.0	31.0'	LT	1	
103+85.4	31.0'	LT	1	
103+85.4	34.3'	RT	1	
104+56.1	31.0'	RT	1	
104+56.1	31.0'	LT	1	
106+35.7	60.4'	RT	1	
106+93.2	31.0'	RT	1	
106+93.2	31.0'	LT	1	
109+17.6	50.9'	LT	1	
110+31.5	32.8'	RT	1	
110+32.4	43.8'	LT	1	
110+72.5	59.6'	LT	1	
111+24.6	62.6'	LT	1	
112+45.3	33.5'	RT	1	
112+45.3	44.5'	LT	1	
114+81.2	33.5'	RT	1	
114+81.2	33.5'	LT	1	
116+38.2	33.5'	RT	1	
116+38.2	33.5'	LT	1	
116+40.9	65.0'	RT	1	
117+98.9	32.6'	LT	1	
117+99.7	32.5'	RT	1	
119+49.0	31.0'	RT	1	
119+49.0	31.0'	LT	1	
<b>N UNIVERSITY ST</b>				
5+74.8	29.0'	LT	1	
5+99.8	31.5'	RT	1	
6+88.8	52.4'	RT	1	
7+80.4	32.4'	LT	1	
7+80.9	43.4'	RT	1	
8+92.8	44.5'	RT	1	
8+92.0	42.3'	LT	1	
12+80.0	35.6'	LT	1	
14+84.6	35.3'	LT	1	
16+41.8	33.9'	LT	1	
18+63.1	29.4'	LT	1	
TOTAL				36
USE				36

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18					
LOCATION					60604400
STATION	TO	STATION	SIDE	FOOT	
<b>PIONEER PKWY</b>					
100+83.0	TO	103+78.0	LT	300.9	
100+83.0	TO	103+81.4	RT	302.5	
104+08.5	TO	112+51.8	RT	808.4	
104+12.5	TO	109+20.0	LT	504.6	
ENT STA 106+50.4					89.9
109+66.3	TO	110+77.9	LT	110.1	
111+23.1	TO	112+72.0	LT	141.6	
114+43.0	TO	120+05.4	LT	510.6	
114+74.7	TO	120+05.4	RT	478.8	
ENT STA 118+50.8					81.2
TOTAL					4530.3
USE					4531
AGGREGATE SUBGRADE INCLUDED IN PAVEMENT SCHEDULE.					
<b>N UNIVERSITY ST</b>					
5+23.5	TO	9+67.2	LT	434.4	
5+23.5	TO	9+66.5	RT	451.9	
10+35.1	TO	11+18.2	RT	111.4	
10+45.2	TO	11+18.2	LT	90.2	
13+44.0	TO	14+48.1	LT	104.1	
18+69.1	TO	18+76.0	LT	9.8	
TOTAL					10.0
USE					10

CORRUGATED MEDIAN					
LOCATION					60624600
STATION	TO	STATION	SIDE	SQ FT	
<b>PIONEER PKWY (ENT STA 110+99.3)</b>					
110+97.3	TO	111+01.3	RT	52.8	
TOTAL					52.8
USE					53

CONCRETE CURB, TYPE B					
LOCATION					60600605
STATION	TO	STATION	SIDE	FOOT	
<b>PIONEER PKWY (ENT STA 110+99.3)</b>					
110+68.3	TO	110+73.3	RT	5.0	
111+25.3	TO	111+30.3	RT	5.0	
TOTAL					10.0
USE					10

BUTT JOINTS & TEMPORARY RAMP							
LOCATION			40600295	40600982	40600990	40604050	
STATION	TO	STATION	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT	TEMPORARY RAMP	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1.5")	
			POUND	SQ YD	SQ YD	TON	
<b>N UNIVERSITY ST</b>							
4+93.5	TO	4+97.5			30.7		
4+93.5	TO	5+23.5	52.1	231.4		19.4	
5+19.5	TO	5+23.5			31.0		
TOTAL			52.1	231.4	61.7	19.4	
USE			53	232	62	20	



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**PIONEER PKWY & N UNIVERSITY ST RECONSTRUCTION**



SCHEDULES OF QUANTITIES (1 OF 6)

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PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH				
LOCATION		35101600	42300400	
STATION	SIDE	AGGREGATE BASE COURSE, TYPE B 4"	PCC DRIVEWAY PAVEMENT 8 INCH	
		SQ YD	SQ YD	
<b>PIONEER PKWY</b>				
106+50.4	LT	138.8	138.8	
107+34.3	RT	123.2	119.9	
109+36.1	RT	133.6	130.4	
109+37.4	LT	543.3	475.2	
110+99.3	RT	186.4	183.3	
110+99.9	LT	316.6	262.3	
116+74.5	RT	123.1	120.6	
118+50.8	LT	137.1	137.1	
118+62.0	RT	141.2	137.9	
		<b>TOTAL</b>	<b>2796.2</b>	<b>2597.8</b>
		<b>USE</b>	<b>2797</b>	<b>2598</b>
<b>N UNIVERSITY ST</b>				
5+62.6	RT	83.6	50.1	
6+11.1	LT	94.1	92.0	
6+46.9	RT	60.8	43.0	
6+74.0	LT	93.0	90.6	
7+08.1	RT	64.2	74.3	
7+40.5	LT	102.4	100.1	
8+44.5	LT	89.6	87.6	
12+39.1	LT	94.4	92.3	
13+94.5	LT	177.7	171.4	
15+76.2	LT	93.2	91.1	
		<b>TOTAL</b>	<b>2796.2</b>	<b>2597.8</b>
		<b>USE</b>	<b>2797</b>	<b>2598</b>

SIDEWALK REMOVAL				
LOCATION				44000600
STATION	TO	STATION	SIDE	SQ FT
<b>PIONEER PKWY</b>				
111+29.5	TO	113+05.6	RT	1104.9
<b>N UNIVERSITY ST</b>				
5+23.5	TO	5+49.2	RT	122.7
5+23.5	TO	5+97.7	LT	348.3
6+24.5	TO	6+59.8	LT	159.7
6+88.2	TO	7+22.8	LT	156.4
7+58.1	TO	8+25.8	LT	304.9
17+08.2	TO	18+76.0	LT	898.7
				<b>TOTAL</b>
				<b>USE 3096</b>

COMBINATION CURB AND GUTTER REMOVAL				
LOCATION				44000500
STATION	TO	STATION	SIDE	LENGTH FOOT
<b>PIONEER PKWY</b>				
100+83.0	TO	108+89.2	LT	806.2
100+83.0	TO	103+49.4	RT	266.4
				<b>TOTAL</b>
				<b>USE 1072.6</b>
<b>N UNIVERSITY ST</b>				
5+23.5	TO	9+67.4	LT	503.7
5+23.5	TO	5+45.6	RT	22.1
5+85.3	TO	6+25.2	RT	39.7
6+66.5	TO	9+66.5	RT	354.4
10+33.0	TO	11+18.2	RT	149.4
10+50.6	TO	11+18.2	LT	78.7
				<b>TOTAL</b>
				<b>USE 1497.5</b>
<b>N UNIVERSITY ST</b>				
5+23.5	TO	9+67.4	LT	503.7
5+23.5	TO	5+45.6	RT	22.1
5+85.3	TO	6+25.2	RT	39.7
6+66.5	TO	9+66.5	RT	354.4
10+33.0	TO	11+18.2	RT	149.4
10+50.6	TO	11+18.2	LT	78.7
				<b>TOTAL</b>
				<b>USE 1497.5</b>

CONCRETE MEDIAN, TYPE SB-6.06				
LOCATION				60619200
STATION	TO	STATION	SIDE	SQ FT
<b>N UNIVERSITY ST</b>				
7+80.3	TO	9+23.2	LT	426.3
10+64.3	TO	11+18.2	LT	291.9
				<b>TOTAL</b>
				<b>USE 718.3</b>

AGGREGATE SUBGRADE INCLUDED IN PAVEMENT SCHEDULE.

PIPE UNDERDRAINS				60108206 (TY 2, 6")
LOCATION				LENGTH
STATION	TO	STATION	SIDE	FOOT
<b>PIONEER PARKWAY</b>				
101+85.0	TO	INLET	LT	58
101+85.0	TO	INLET	RT	58
112+45.3	TO	INLET	LT	88
112+45.3	TO	INLET	RT	58
114+81.2	TO	INLET	LT	58
114+81.2	TO	INLET	RT	58
119+49.0	TO	INLET	LT	58
119+49.0	TO	INLET	RT	58
<b>UNIVERSITY ST</b>				
5+74.8	TO	INLET	LT	54
5+99.8	TO	INLET	RT	73
7+80.4	TO	INLET	LT	55
7+80.8	TO	INLET	RT	86
				<b>TOTAL</b>
				<b>762</b>

CONCRETE HEADWALL FOR PIPE DRAINS				60100060
STATION	OFFSET	SIDE	EACH	
<b>PIONEER PKWY</b>				
116+54.98	0+66.71	RT	1.0	
				<b>TOTAL</b>
				<b>1</b>

PAVEMENT REMOVAL				
LOCATION				44000100
STATION	TO	STATION	SIDE	SQ YD
<b>PIONEER PKWY</b>				
100+83.0	TO	120+05.0	LT & RT	13666.1
<b>N HARKER DR</b>				
STA 103+97.9			LT	188.3
STA 103+97.9			RT	152.5
<b>N UNIVERSITY ST</b>				
5+23.5	TO	9+67.0	LT & RT	4050.7
10+33.5	TO	11+18.2	LT & RT	933.0
				<b>TOTAL</b>
				<b>18990.5</b>
				<b>USE 18991</b>

MEDIAN REMOVAL				
LOCATION				44003100
STATION	TO	STATION	SIDE	SQ FT
<b>PIONEER PKWY</b>				
106+77.5	TO	109+06.2	LT & RT	1400.33
109+65.4	TO	110+61.0	RT	476.35
				<b>TOTAL</b>
				<b>1876.68</b>
<b>N UNIVERSITY ST</b>				
112+08.3	TO	112+97.9	LT	457.85
114+07.3	TO	118+34.1	LT & RT	2324.37
				<b>TOTAL</b>
				<b>2782.22</b>
				<b>USE 2782</b>

PAVEMENT										
LOCATION				21001000	42000501	X0327487	X2020410			
STATION	TO	STATION	SIDE	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	TRIAIXIAL GEOGRID REINFORCEMENT, TYPE I	EARTH EXCAVATION (SPECIAL)	AGGREGATE SUBGRADE IMPROVEMENT 6"	AGGREGATE SUBGRADE IMPROVEMENT 10"	
				SQ YD	SQ YD	SQ YD	CU YD	SQ YD	SQ YD	
<b>PIONEER PKWY</b>										
100+78.0	TO	100+83.0	LT & RT	37.0	37.0	37.0	1.9	11.1	37.0	
100+83.0	TO	120+05.4	LT & RT	15026.2	14107.6	15026.2	705.4	4232.3	15026.2	
120+05.4	TO	125+10.4	LT & RT	37.0	37.0	37.0	1.8	11.1	37.0	
<b>N UNIVERSITY ST</b>										
5+23.5	TO	9+66.9	LT & RT	4011.9	3809.9	4011.9	190.5	1143.0	4011.9	
10+34.0	TO	11+18.2	LT & RT	992.7	888.7	992.7	44.4	266.6	992.7	
				<b>TOTAL</b>	<b>20104.8</b>	<b>18880.3</b>	<b>20104.8</b>	<b>944.0</b>	<b>5664.1</b>	<b>20104.8</b>
				<b>USE</b>	<b>20105</b>	<b>18881</b>	<b>20105</b>	<b>945</b>	<b>5665</b>	<b>20105</b>

CONCRETE MEDIAN SURFACE, 4 INCH					
LOCATION				35101600	60618300
STATION	TO	STATION	SIDE	AGGREGATE BASE COURSE, TYPE B 4"	CONCRETE MEDIAN SURFACE 4 INCH
				SQ YD	SQ FT
<b>PIONEER PKWY</b>					
110+74.4	TO	111+25.5	LT	51.6	460.7
				<b>TOTAL</b>	<b>460.7</b>
				<b>USE</b>	<b>52</b>

MANHOLES TO BE ADJUSTED						
LOCATION			TYPE	EX ELEVATION	PR ELEVATION	60255500
STATION	OFFSET	SIDE				EACH
<b>PIONEER PKWY</b>						
116+47.9	42.1'	RT	SS	795.61	795.14	1
118+39.2	40.1'	RT	SS	793.65	793.35	1
						<b>TOTAL</b>
						<b>2</b>
						<b>USE 2</b>

PAVED DITCH REMOVAL				
LOCATION				44004000
STATION	TO	STATION	SIDE	FOOT
<b>PIONEER PKWY</b>				
106+32.9	TO	107+00.7	RT	61.2
				<b>TOTAL</b>
				<b>62</b>

ISLAND PAVEMENT REMOVAL	
LOCATION	X4402800
	SQ YD
<b>PIONEER PKWY &amp; N UNIVERSITY ST INTERSECTION</b>	
NW QUADRANT	12.5
SW QUADRANT	32.6
NE QUADRANT	15.9
SE QUADRANT	17.6
<b>TOTAL</b>	
<b>78.7</b>	
<b>USE 79</b>	



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**PIONEER PKWY & N UNIVERSITY ST RECONSTRUCTION**



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PORTLAND CEMENT CONCRETE SIDEWALK & DETECTABLE WARNINGS							
LOCATION				35101600	42400300	42400300	42400800
STATION	TO	STATION	SIDE	AGGREGATE BASE COURSE, TYPE B 4"	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH (SIDEWALK)	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH (RAMP)	DETECTABLE WARNINGS
				SQ YD	SQ FT	SQ FT	SQ FT
<b>PIONEER PKWY</b>							
100+83.0	TO	103+73.6	LT	194.6	1385.2	79.9	10.0
104+16.9	TO	106+32.2	LT	144.5	953.1	134.0	20.0
106+69.7	TO	109+17.6	LT	167.6	1137.8	121.4	20.0
109+70.6	TO	110+68.6	LT	73.9	398.7	168.7	25.5
110+94.0	TO	111+05.9	LT	-	-	48.3	20.0
111+29.4	TO	112+83.3	LT	103.2	623.9	159.3	14.7
114+03.9	TO	118+78.1	LT	127.1	682.2	191.1	46.6
<b>N UNIVERSITY ST</b>							
5+23.5	TO	5+49.4	RT	14.0	104.0	-	-
5+23.5	TO	5+97.7	LT	45.8	342.8	-	-
5+75.8	TO	6+25.8	RT	30.8	237.5	-	-
6+24.5	TO	6+60.0	LT	17.0	127.6	-	-
6+65.8	TO	6+86.9	RT	7.1	79.8	-	-
6+88.0	TO	7+23.0	LT	16.7	124.9	-	-
7+27.4	TO	9+26.4	RT	142.9	1173.4	56.0	-
7+58.0	TO	8+26.2	LT	38.9	292.0	-	-
8+62.0	TO	9+23.3	LT	41.9	221.6	96.1	-
17+08.3	TO	17+13.2	LT	5.2	38.8	-	-
TOTAL				1171.0	7923.2	1054.7	156.7
USE				1171	7924	1055	157

STORM SEWER REMOVAL											
LOCATION						55100400	55100500	55100700	55100900	55101400	
STATION	OFFSET	SIDE	TO	STATION	OFFSET	SIDE	10"	12"	15"	30"	
							FOOT				
<b>PIONEER PKWY</b>											
100+83.0	36.3'	RT	TO	101+86.4	36.3'	RT			103.4		
101+85.0	36.7'	LT	TO	101+86.4	36.3'	RT	73.0				
101+86.4	36.3'	RT	TO	103+85.7	34.3'	RT		199.3			
103+75.2	74.3'	LT	TO	103+85.2	35.5'	LT		40.1			
103+85.2	35.5'	LT	TO	103+85.7	34.3'	RT		69.7			
103+85.7	34.3'	RT	TO	104+34.4	36.5'	RT		48.8			
106+37.6	60.4'	RT	TO	106+37.2	53.9'	LT				114.3	
112+95.4	63.6'	LT	TO	113+06.2	95.6'	RT			159.5		
116+38.7	36.6'	RT	TO	116+47.9	42.2'	RT		10.9			
116+41.0	53.7'	RT	TO	116+47.9	42.2'	RT		13.5			
117+08.6	36.4'	LT	TO	118+23.4	36.4'	LT		114.9			
118+23.4	36.4'	LT	TO	118+22.5	36.4'	RT		72.9			
118+22.5	36.4'	RT	TO	118+39.2	40.1'	RT		17.2			
119+88.5	36.8'	RT	TO	119+88.5	36.4'	LT		73.2			
<b>N UNIVERSITY ST</b>											
5+33.3	39.2'	RT	TO	5+96.0	41.1'	RT			62.4		
5+41.5	39.1'	RT	TO	5+66.3	37.5'	LT		80.5			
5+66.3	37.5'	LT	TO	5+70.7	40.6'	LT		5.4			
5+70.7	40.6'	LT	TO	7+79.4	41.4'	LT			209.0		
5+96.0	41.1'	RT	TO	5+96.5	36.4'	RT		4.8			
5+96.0	41.1'	RT	TO	7+34.3	46.3'	RT			138.3		
6+88.8	52.4'	RT	TO	6+89.1	44.6'	RT		7.8			
7+79.4	41.4'	LT	TO	7+79.6	37.7'	LT		3.7			
7+79.4	41.4'	LT	TO	9+04.9	44.1'	LT				124.9	
TOTAL							73.0	668.8	494.8	396.3	114.3
USE							73	669	495	397	115

SHARED-USE PATH									
LOCATION				35101400	40600295	40603080	40604050	42400300	42400800
STATION	TO	STATION	SIDE	AGGREGATE BASE COURSE, TYPE B 4" (PATH & RAMP)	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) (PATH)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2.5") (PATH)	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX 1"C, N50 (1.5") (PATH)	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH (RAMP)	DETECTABLE WARNINGS
				SQ YD	POUND	TON	TON	SQ FT	SQ FT
<b>PIONEER PKWY</b>									
100+83.0	TO	103+53.7	RT	355.1	67.7	42.1	25.3	199.2	26.3
104+36.2	TO	107+12.3	RT	361.6	69.0	42.9	25.8	199.4	26.3
107+56.3	TO	109+12.0	RT	190.3	38.9	24.2	14.5	-	-
109+60.7	TO	110+63.6	RT	125.7	25.7	16.0	9.6	-	-
111+35.3	TO	112+58.3	RT	235.1	30.4	18.9	11.4	734.1	47.3
114+28.4	TO	116+50.7	RT	312.3	55.5	34.5	20.7	344.1	28.1
116+98.2	TO	118+37.5	RT	170.2	34.8	21.7	13.0	-	-
118+86.5	TO	120+05.5	RT	145.3	29.7	18.5	11.1	-	-
<b>N UNIVERSITY ST</b>									
10+76.9	TO	12+15.6	LT	171.4	27.6	17.2	10.3	276.7	24.6
12+62.6	TO	13+68.5	LT	105.9	21.2	13.2	7.9	-	-
14+20.7	TO	15+53.2	LT	132.6	26.5	16.5	9.9	-	-
15+99.2	TO	18+52.1	LT	274.5	50.6	31.5	18.9	149.4	19.8
TOTAL				2579.9	477.7	297.2	178.3	1902.7	172.3
USE				2580	478	298	179	1903	173

REMOVING MANHOLES				
LOCATION				60500040
STATION	OFFSET	SIDE	EACH	
<b>PIONEER PKWY</b>				
103+85.7	34.3'	RT	1	
103+37.2	53.9'	LT	1	
<b>N UNIVERSITY ST</b>				
5+41.5	39.1'	RT	1	
5+96.0	41.2'	RT	1	
7+79.4	42.2'	LT	1	
TOTAL				5
USE				5

REMOVING CATCH BASINS				
LOCATION				60500050
STATION	OFFSET	SIDE	EACH	
<b>PIONEER PKWY</b>				
106+35.7	60.4'	RT	1	
116+40.9	53.7'	RT	1	
<b>N UNIVERSITY ST</b>				
6+88.8	52.4'	RT	1	
TOTAL				3
USE				3

INLETS					
LOCATION			STRUCTURE #	60234200	X8021065
STATION	OFFSET	SIDE		INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	INLETS, TYPE G-1, SPECIAL
				EACH	EACH
<b>PIONEER PKWY</b>					
101+85.0	31.0'	LT	S1		1
101+85.0	31.0'	RT	S2		1
104+56.1	31.0'	LT	S5		1
104+56.1	31.0'	RT	S6		1
107+05.3	31.0'	LT	S9		1
110+31.5	32.8'	RT	S13		1
110+32.4	43.8'	LT	S12		1
110+72.5	59.6'	LT	S14		1
111+24.6	62.6'	LT	S15		1
112+45.3	44.5'	LT	S16		1
114+81.2	33.5'	LT	S18		1
114+81.2	33.5'	RT	S19		1
116+38.2	33.5'	LT	S20		1
117+98.9	32.6'	LT	S23		1
117+99.7	32.5'	RT	S24		1
119+49.0	31.0'	LT	S25		1
119+49.0	31.0'	RT	S26		1
<b>N UNIVERSITY ST</b>					
5+74.8	29.0'	LT	S28		1
6+88.8	52.4'	RT	S32	1	
7+80.4	32.4'	LT	S34		1
7+80.9	43.4'	RT	S35		1
8+92.8	44.5'	RT	S38		1
8+93.1	35.3'	LT	S37		1
TOTAL				1	22
USE				1	22

REMOVING INLETS			
LOCATION			60500060
STATION	OFFSET	SIDE	EACH
<b>PIONEER PKWY</b>			
101+85.0	36.7'	LT	1
101+86.4	36.3'	RT	1
103+85.2	35.5'	LT	1
104+34.4	36.5'	RT	1
104+53.6	35.4'	LT	1
109+15.8	52.0'	LT	1
110+72.0	61.2'	LT	1
111+25.2	63.5'	LT	1
112+95.4	63.6'	LT	1
116+38.7	36.5'	RT	1
117+08.6	36.4'	LT	1
118+23.4	36.4'	LT	1
118+22.5	36.4'	RT	1
119+88.5	36.4'	LT	1
119+88.5	36.8'	RT	1
<b>N UNIVERSITY ST</b>			
5+66.3	37.5'	LT	1
5+96.5	36.4'	RT	1
7+34.2	46.2'	RT	1
7+79.6	37.7'	LT	1
9+04.9	44.1'	LT	1
TOTAL			20
USE			20

DRIVEWAY PAVEMENT REMOVAL		
LOCATION		44000200
STATION	SIDE	AREA (SQ YD)
<b>PIONEER PKWY</b>		
106+50.4	LT	124.3
107+34.3	RT	80.1
109+36.1	RT	113.6
109+37.4	LT	382.9
110+99.3	RT	188.2
110+99.9	LT	481.7
116+74.5	RT	90.3
118+50.8	LT	161.6
118+62.0	RT	97.7
<b>N UNIVERSITY ST</b>		
5+62.6	RT	51.0
6+11.1	LT	56.0
6+46.9	RT	33.5
6+74.0	LT	59.2
7+08.1	RT	33.0
7+40.5	LT	72.6
8+44.5	LT	72.8
12+39.1	LT	74.5
13+94.5	LT	191.6
15+76.2	LT	71.6
TOTAL		2436.4
USE		2437



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MODIFIED URETHANE PAVEMENT MARKING																	
LOCATION				78009000	78009004				78009008			78009012		78009024			
STATION	TO	STATION	SIDE	LETTERS AND SYMBOLS	LINE 4"			LINE 8"			LINE 12"		LINE 24"				
					SOLID			SKIP DASH	SOLID		DOTTED		SOLID		SOLID		
				LARGE ARROWS	EDGE LINE	LANE LINE	MEDIAN EDGE LINE	LANE LINE	MEDIAN EDGE LINE	RIGHT TURN LANE	RIGHT TURN LANE	MEDIAN EDGE LINE	MEDIAN DIAGONAL LINE	CROSSWALK	STOP BAR		
				WHITE	WHITE	YELLOW	YELLOW	WHITE	YELLOW	WHITE		WHITE	YELLOW	WHITE			
SQ FT				FOOT													
<b>PIONEER PKWY</b>																	
100+43.0	TO	104+50.0	LT & RT	31.2	601.6	586.9		160.0	160.0					173.6	32.5		
104+50.0	TO	108+53.8	LT & RT	93.6	807.6	807.6		200.0	200.0					54.0			
108+53.8	TO	113+50.0	LT & RT	62.4	796.0	768.1	506.0	220.0		571.6		20.0	150.7	72.1	388.4	43.7	
113+50.0	TO	119+37.4	LT & RT	78.0	957.3	1020.5	442.9	260.0		765.4			117.9	66.2	202.3	42.7	
119+37.4	TO	120+77.4	LT & RT	31.2	279.0	280.0		80.0	80.0								
<b>N UNIVERSITY ST</b>																	
2+75.5	TO	5+43.0	LT & RT	31.2	534.2	100.0		140.0	40.0				30.5				
5+43.0	TO	10+00.4	LT & RT	93.6	930.0	757.7	475.4	190.3		490.1	178.0	44.0	59.6	83.3	276.5	51.5	
10+00.4	TO	11+18.2	LT & RT	15.6	229.5	104.2		40.0		116.8			7.5		165.2	52.7	
TOTAL				436.8	5135.2	4425.0	1424.3	1290.3	480.0	1943.8	178.0	44.0	20.0	366.2	221.7	1260.0	223.2
USE				437			12755							588		1484	

GROOVING FOR RECESSED PAVEMENT MARKING																	
LOCATION				78011000	78011025				78011045			78011065	78011125				
STATION	TO	STATION	SIDE	LETTERS AND SYMBOLS	LINE 5"			LINE 9"			LINE 13"	LINE 25"					
					SOLID			SKIP DASH	SOLID		DOTTED	DOTTED	SOLID	SOLID			
				LARGE ARROWS	EDGE LINE	LANE LINE	MEDIAN EDGE LINE	LANE LINE	MEDIAN EDGE LINE	RIGHT TURN LANE	RIGHT TURN LANE	MEDIAN EDGE LINE	MEDIAN DIAGONAL LINE	CROSSWALK	STOP BAR		
				WHITE	WHITE	YELLOW	YELLOW	WHITE	YELLOW	WHITE		WHITE	YELLOW	WHITE			
SQ FT				FOOT													
<b>PIONEER PKWY</b>																	
100+43.0	TO	104+50.0	LT & RT	99.9	601.6	586.9		160.0	160.0					173.6	32.5		
104+50.0	TO	108+53.8	LT & RT	299.6	807.6	807.6		200.0	200.0					54.0			
108+53.8	TO	113+50.0	LT & RT	199.7	796.0	768.1	506.0	220.0		571.6		20.0	150.7	72.1	388.4	43.7	
113+50.0	TO	119+37.4	LT & RT	249.7	957.3	1020.5	442.9	260.0		765.4			117.9	66.2	202.3	42.7	
119+37.4	TO	120+77.4	LT & RT	99.9	279.0	280.0		80.0	80.0								
<b>N UNIVERSITY ST</b>																	
2+75.5	TO	5+43.0	LT & RT	99.9	534.2	100.0		140.0	40.0				30.5				
5+43.0	TO	10+00.4	LT & RT	299.6	930.0	757.7	475.4	190.3		490.1	178.0	44.0	59.6	83.3	276.5	51.5	
10+00.4	TO	11+18.2	LT & RT	49.9	229.5	104.2		40.0		116.8			7.5		165.2	52.7	
TOTAL				1398.0	5135.2	4425.0	1424.3	1290.3	480.0	1943.8	178.0	44.0	20.0	366.2	221.7	1260.0	223.2
USE				1399			12755							588		1484	

TEMPORARY PAVEMENT MARKING												
LOCATION				70306100	70306120				70306210			
STATION	TO	STATION	SIDE	LETTERS AND SYMBOLS	TYPE III TAPE					STOP BAR		
					LINE 4"				LINE 24"			
				SOLID				SKIP DASH	SOLID			
				LARGE ARROWS	CENTERLINE	EDGE LINE	EDGE LINE	LANE LINE	STOP BAR			
WHITE	DOUBLE YELLOW	WHITE	YELLOW	WHITE	WHITE							
SQ FT				FOOT								
<b>PIONEER PKWY - STAGE 1</b>												
WEST END	TO	112+87.8	RT						2028.1	1740.1		
WEST END	TO	112+87.8	LT						1640.2	1640.2		
114+09.9	TO	121+05.4	RT						857.6	857.6		
114+09.9	TO	122+50.4	LT						1296.6	1008.6		
<b>N UNIVERSITY ST - STAGE 1</b>												
2+78.5	TO	9+65.9	RT						886.0	852.4		
4+23.5	TO	9+65.9	LT						706.0	706.0		
10+52.2	TO	14+67.5	LT						538.3	527.9		
<b>PIONEER PKWY - STAGE 2A</b>												
112+81.8	TO	114+16.3	LT & RT						322.8	322.8		
<b>N UNIVERSITY ST - STAGE 2A</b>												
8+30.0	TO	9+65.9	RT						239.4	239.4		
9+00.0	TO	9+65.9	LT						158.2	158.2		
10+35.5	TO	10+74.6	LT						120.2	120.2		
10+35.5	TO	10+81.3	RT						138.8	138.8		
<b>PIONEER PKWY - STAGE 2B</b>												
100+83.0	TO	103+39.1	LT & RT						1262.2			
100+83.0	TO	120+10.3	CL		4625.5							
WEST END	TO	100+83.0	LT & RT						1279.2	815.8		
104+79.4	TO	120+05.4	LT						1895.2			
104+49.4	TO	112+88.3	RT						1055.5			
114+12.8	TO	120+05.4	RT						730.6			
120+05.4	TO	EAST END	LT & RT						1080.5	1005.4		
<b>N UNIVERSITY ST - STAGE 2B</b>												
9+65.9	TO	9+89.7	LT & RT						308.8	308.8		
<b>PIONEER PKWY - STAGE 3</b>												
103+39.1	TO	104+49.4	LT & RT						264.7			
112+80.7	TO		RT								13.2	
114+11.2	TO		LT								13.2	
<b>N UNIVERSITY ST - STAGE 3</b>												
9+65.2	TO		RT								13.2	
10+65.2	TO		LT								44.2	
SOUTH END	TO	9+89.4	LT & RT						1905.1	897.8		
10+11.4	TO	18+83.8	LT						1087.6			
10+11.4	TO	11+18.2	RT						131.9			
11+75.0	TO		LT	49.9							13.2	
10+64.2	TO	11+18.2	RT								24.0	
TOTAL				49.9	4625.5	10692.4	11959.9	8644.9			97.0	
USE				50		35923					97	

SHORT TERM PAVEMENT MARKING REMOVAL						
LOCATION				70300100		
STATION	TO	STATION	SIDE	LETTERS AND SYMBOLS	LINE 4"	LINE 24"
				SQ FT		
				<b>PIONEER PKWY - STAGE 2A</b>		
103+39.1	TO	104+49.4	LT & RT		88.2	
<b>PIONEER PKWY - STAGE 2B</b>						
WEST END	TO	100+83.0	LT & RT		234.8	
120+05.4	TO	EAST END	LT & RT		234.1	
<b>N UNIVERSITY ST - STAGE 2B</b>						
SOUTH END	TO	5+23.45	LT & RT		149.4	
<b>PIONEER PKWY - POST STAGE 3</b>						
WEST END	TO	EAST END	LT & RT		4381.6	52.8
<b>N UNIVERSITY ST - POST STAGE 3</b>						
SOUTH END	TO	18+83.8	LT & RT	49.9	1036.4	114.7
TOTAL				49.9	6124.4	167.5
USE					6342	

PAVEMENT MARKING REMOVAL WATER BLASTING										
LOCATION				78300202						
STATION	TO	STATION	SIDE	LETTERS AND SYMBOLS	LINE 4"	LINE 24"				
				SQ FT						
				<b>PIONEER PKWY</b>						
				98+38.0	TO	100+83.0	LT & RT	179.6	89.8	
120+05.4	TO	122+50.4	LT & RT	179.6	89.8					
<b>N UNIVERSITY ST</b>										
2+75.5	TO	5+23.5	LT & RT	181.8	90.9					
11+18.2	TO	14+67.5	LT & RT		128.1					
TOTAL				541.1	398.6					
USE					940					



DESIGNED EAA DATE- 10-13-23  
 DRAWN SRH  
 CHECKED RMB  
 PROJECT #: 5111.02

**PIONEER PKWY & N UNIVERSITY ST RECONSTRUCTION**



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MANHOLES												
LOCATION				STRUCTURE #	60218300	60218400	60221000	60221100	60221200	60223700	60224469	X6021824
STATION	OFFSET	SIDE	MANHOLES, TYPE A, 4'-DIAMETER TYPE 1 FRAME, OPEN LID		MANHOLES, TYPE A, 4'-DIAMETER TYPE 1 FRAME, CLOSED LID	MANHOLES, TYPE A, 5'-DIAMETER TYPE 1 FRAME, OPEN LID	MANHOLES, TYPE A, 5'-DIAMETER TYPE 1 FRAME, CLOSED LID	MANHOLES, TYPE A, 5'-DIAMETER TYPE 3 FRAME AND GRATE	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, OPEN LID	MANHOLES, TYPE A, 9'-DIAMETER TYPE 1 FRAME, CLOSED LID	INLET-MANHOLE, TYPE G-1, 4'-DIAMETER (SPECIAL)	
			EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	
<b>PIONEER PKWY</b>												
103+85.2	35.5'	LT	S3	1								
103+85.7	34.3'	RT	S4			1						
106+37.2	53.9'	LT	S7									
106+35.7	60.4'	RT	S8						1	1		
106+93.2	31.0'	RT	S10								1	
109+17.6	50.9'	LT	S11					1				
112+45.3	33.5'	RT	S17								1	
116+38.2	33.5'	RT	S21								1	
116+40.9	65.0'	RT	S22	1								
119+49.1	40.1'	RT	S27		1							
<b>N UNIVERSITY ST</b>												
5+33.3	39.2'	RT	S30				1					
5+74.8	41.0'	LT	S29		1							
6+00.0	38.5'	RT	S31								1	
7+80.4	41.0'	LT	S33		1							
8+92.0	42.3'	LT	S36		1							
TOTAL				2	4	1	1	1	1	1	4	
USE				2	4	1	1	1	1	1	4	

SIGNS PANELS AND TELESCOPING STEEL SIGN SUPPORT							
LOCATION		MUTCD SIGN DESIGNATION OR "SIGN LETTERING"	SIGN SIZE (in.)	72000100	72000200	72800100	X7200075
STATION	SIDE			SIGN PANEL TYPE 1	SIGN PANEL TYPE 2	TELESCOPING STEEL SIGN SUPPORT	REMOVE AND REINSTALL SIGN PANEL
				SQ FT	SQ FT	FOOT	SQ FT
<b>PIONEER PKWY</b>							
102+54	RT	W3-2	24 x 24	4.00		10.0	
103+54	RT	R1-2	18 x 18	2.25		10.0	
103+75	LT	R1-1	30 x 30	6.25		15.0	
		"PIONEER PKWY"	24 x 6 (2-EA)	1.00			
		"HARKER DR"	24 x 6 (2-EA)	1.00			
104+15	RT	R1-1	30 x 30	6.25		15.0	
		"PIONEER PKWY"	24 x 6 (2-EA)	1.00			
		"HARKER DR"	24 x 6 (2-EA)	1.00			
104+36	RT	R1-2	18 x 18	2.25		10.0	
105+36	RT	W3-2	24 x 24	4.00		10.0	
107+75	RT	RELOCATED "BANK AND PHARMACY ENTRANCE" SIGN	24 x 24			15.0	4.0
110+25	RT	R2-1	30 x 36	7.50		15.0	
		"SNOW ROUTE" "NO PARKING"	30 x 30	6.25			
111+00	LT	R3-5R	30 x 36	7.50		10.0	
PIONEER PKWY & N UNIVERSITY ST INTERSECTION		D3-1 (2 EA) "PIONEER PKWY"	60 x 30		12.50	ON MAST ARMS	
		D3-1 (2 EA) "UNIVERSITY ST"	60 x 30		12.50		
		(4 EA) "LEFT TURN YIELD ON FLASHING YELLOW ARROW"	24 x 36	6.00			
				6.00			
TOTAL				78.25	50.00	110.00	4.00
USE				79	50	110	4

TEMPORARY PAVEMENT	
LOCATION	Z0062456 SQ YD
<b>EXISTING ISLANDS SOUTH OF PIONEER PKWY</b>	
SW ISLAND	32.6
SE ISLAND	17.6
<b>PROPOSED CONCRETE MEDIAN (N UNIVERSITY ST)</b>	
STA 7+80.3 TO STA 9+23.2	47.4
TOTAL	97.6
USE	98

AGGREGATE FOR TEMPORARY ACCESS	
LOCATION	40201000 TON
ALL ENTRANCES THROUGHOUT JOBSITE	500
TOTAL	500
USE	500

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STORM SEWER PIPES															
LOCATION							20800150	550A0050	550A0070	550A0090	550A0140	60100915	Z0056648	Z0056650	Z0056652
STATION	OFFSET	SIDE	TO	STATION	OFFSET	SIDE	TRENCH	STORM SEWERS, CLASS A, TYPE 1, 12"	STORM SEWERS, CLASS A, TYPE 1, 15"	STORM SEWERS, CLASS A, TYPE 1, 18"	STORM SEWERS, CLASS A, TYPE 1, 30"	PIPE DRAINS 6"	STORM SEWERS, TYPE 1, (WMQP) 12"	STORM SEWERS, TYPE 1, (WMQP) 15"	STORM SEWERS, TYPE 1, (WMQP) 18"
							BACKFILL								
							CU YD								
<b>PIONEER PKWY</b>															
100+83.0	36.3'	RT	TO	101+85.0	31.0'	RT	21.7			102.0					
101+85.0	31.0'	LT	TO	101+85.0	31.0'	RT	8.0			67.0					
101+85.0	31.0'	RT	TO	103+85.7	34.3'	RT	24.3							198.0	
103+75.3	74.3'	LT	TO	103+85.2	33.5'	LT	5.3						43.0		
103+85.2	33.5'	LT	TO	103+85.7	34.3'	RT	8.4			62.0					
103+85.7	34.3'	RT	TO	104+56.1	31.0'	RT	8.5			69.0					
104+56.1	31.0'	RT	TO	104+56.1	31.0'	LT	8.0			64.0					
106+35.7	60.4'	RT	TO	106+37.2	53.9'	LT	71.4				112.0				
106+35.7	60.4'	RT	TO	106+93.2	31.0'	RT	17.2			61.0					
106+93.2	31.0'	RT	TO	107+05.3	31.0'	LT	8.0							65.0	
110+32.4	43.8'	LT	TO	110+31.5	32.8'	RT	9.8			80.0					
110+31.5	32.8'	RT	TO	112+45.3	33.5'	RT	30.6			211.0					
112+45.3	44.5'	LT	TO	112+45.3	33.5'	RT	10.0			80.0					
112+45.3	33.5'	RT	TO	8+92.0	42.3'	LT	16.0			97.0					
114+81.2	33.5'	LT	TO	114+81.2	33.5'	RT	8.7			64.0					
114+81.2	33.5'	RT	TO	116+38.2	33.5'	RT	19.0			154.0					
116+38.2	33.5'	LT	TO	116+38.2	33.5'	RT	8.7			69.0					
116+38.2	33.5'	RT	TO	116+47.9	42.1'	RT	1.5	10.0							
116+40.9	65.0'	RT	TO	116+47.9	42.1'	RT	5.6	20.0							
116+55.0	68.0'	RT	TO	116+60.6	69.3'	RT	0.0				12.0				
117+98.9	32.6'	LT	TO	117+99.7	32.5'	RT	8.4			69.0					
117+99.7	32.5'	RT	TO	118+39.2	40.1'	RT	8.5			38.0					
119+49.0	31.0'	LT	TO	119+49.0	31.0'	RT	14.2			67.0					
119+49.0	31.0'	RT	TO	119+49.1	37.7'	RT	1.6	4.0							
<b>N UNIVERSITY ST</b>															
5+33.3	39.2'	RT	TO	5+74.8	29.0'	LT	10.6			82.0					
5+74.8	29.0'	LT	TO	5+74.8	41.0'	LT	1.5								8.0
5+33.3	39.2'	RT	TO	5+99.8	38.4'	RT	7.0			63.0					
5+99.8	38.4'	RT	TO	6+88.8	52.4'	RT	12.9			88.0					
5+74.8	41.0'	LT	TO	7+80.4	41.0'	LT	37.1								202.0
7+80.4	41.0'	LT	TO	7+80.4	32.4'	LT	1.1							4.0	
7+80.4	32.4'	LT	TO	7+80.9	43.4'	RT	9.7			81.0					
7+80.4	41.0'	LT	TO	8+92.0	42.3'	LT	22.7								107.0
8+92.0	42.3'	LT	TO	8+93.1	35.3'	LT	0.9							3.0	
8+93.1	35.3'	LT	TO	8+92.8	44.5'	RT	10.2			85.0					
TOTAL							437.3	34.0	1608.0	145.0	112.0	12.0	43.0	270.0	317.0
USE							438	34	1608	145	112	12	43	270	317

STORMWATER STORAGE CHAMBER				
LOCATION				
STATION	TO	STATION	SIDE	LENGTH FOOT
<b>PIONEER PKWY</b>				
101+85.0	TO	102+85.0	RT	93.0
104+56.1	TO	105+55.1	RT	92.0
105+94.2	TO	106+93.2	RT	92.0
114+81.2	TO	116+39.2	RT	144.0
TOTAL				421.0
USE				421

CHANGEABLE MESSAGE SIGN	
LOCATION	70107025 CAL DA
TO BE USED IN APPROPRIATE LOCATIONS DURING STAGE CONSTRUCTION	250
TOTAL	250
USE	250



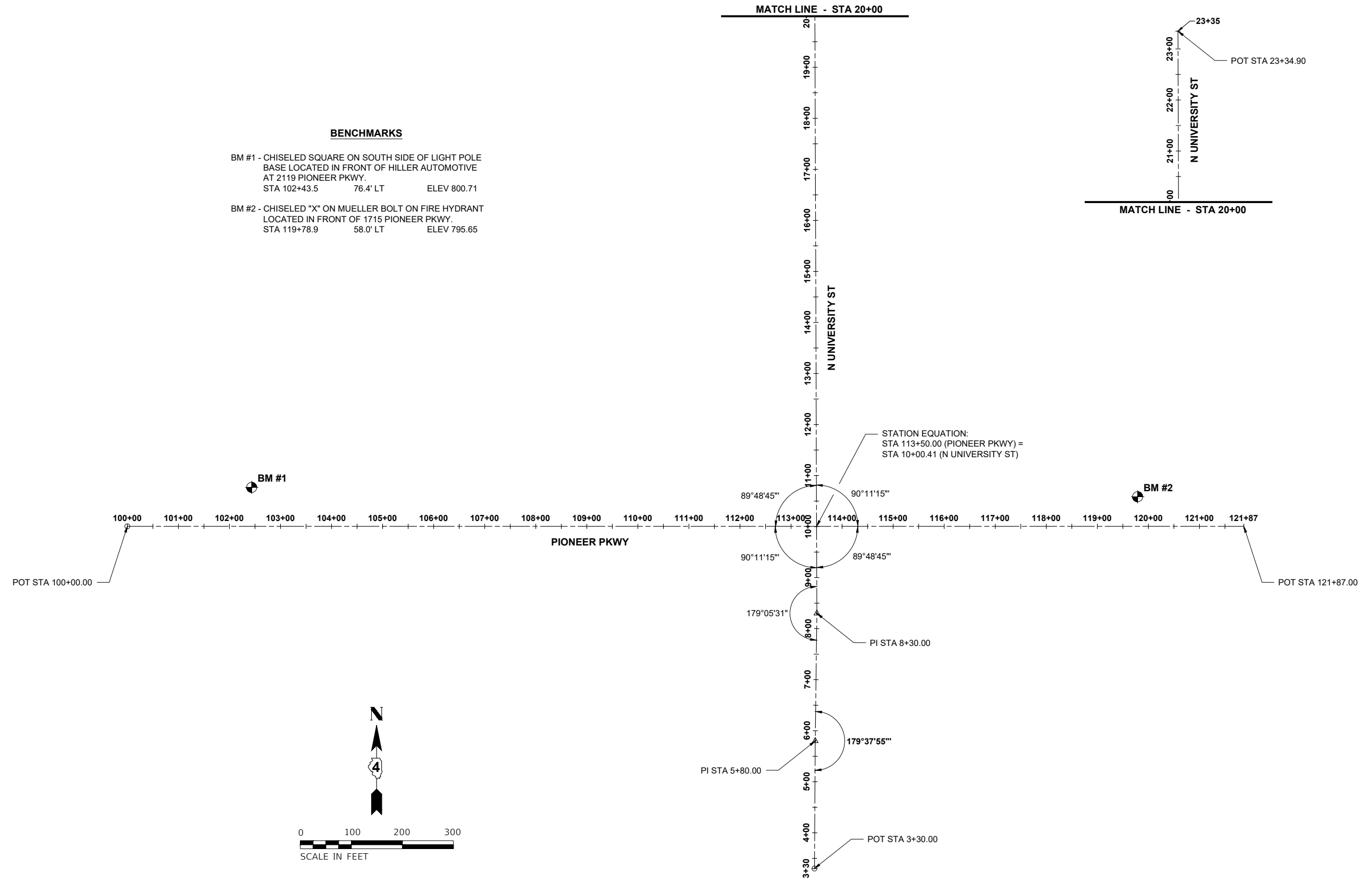
DESIGNED EAA DATE - 10-13-23  
 DRAWN SRH  
 CHECKED RMB  
 PROJECT #: 5111.02

**PIONEER PKWY & N UNIVERSITY ST RECONSTRUCTION**



SCHEDULES OF QUANTITIES (6 OF 6)

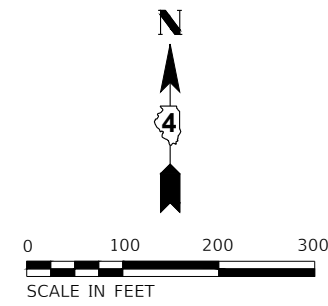
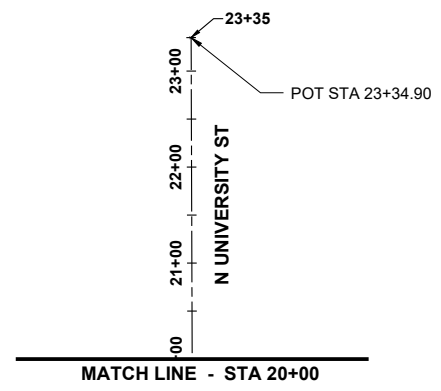
SHEET 19 OF 152

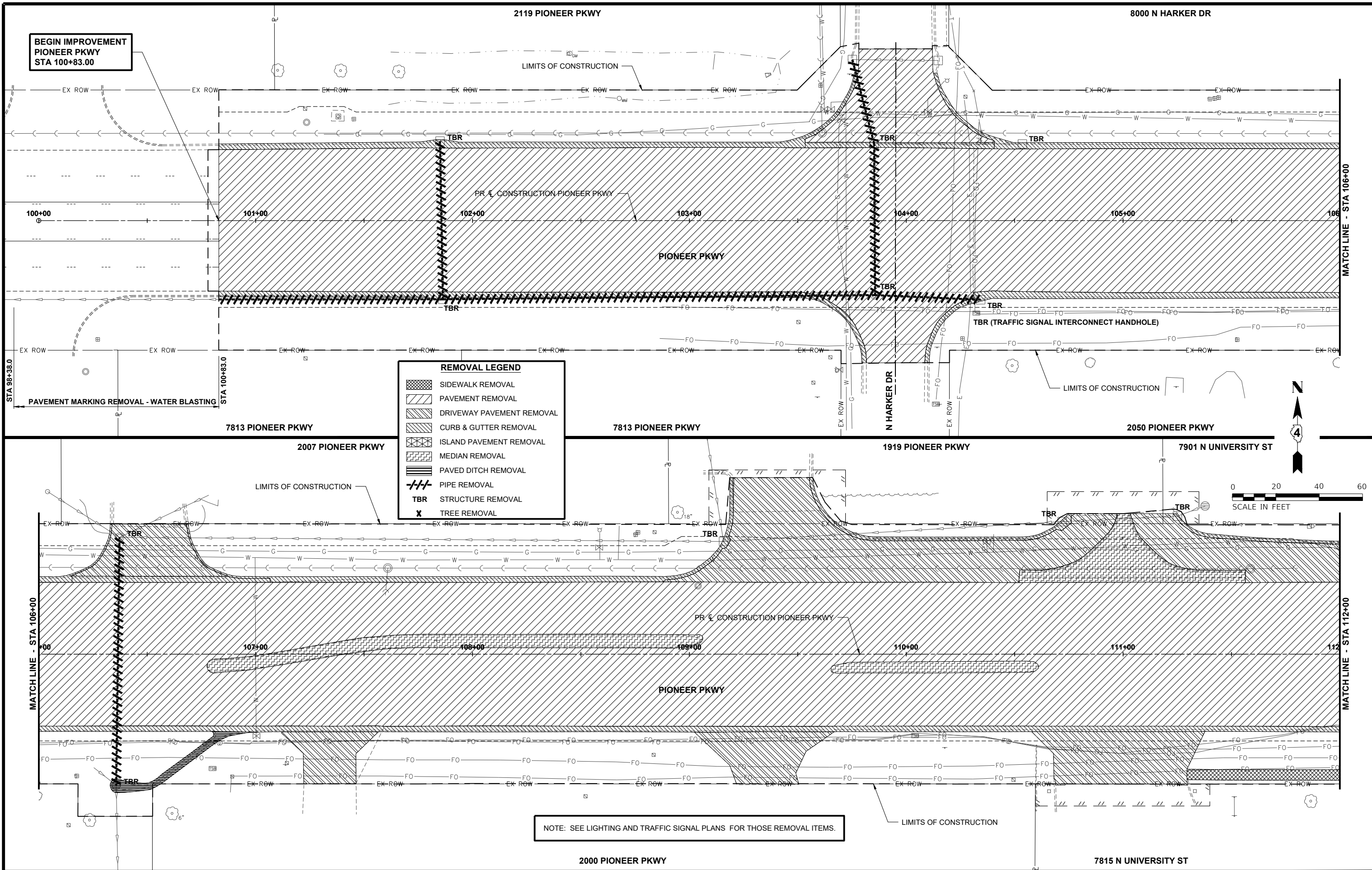


**BENCHMARKS**

BM #1 - CHISELED SQUARE ON SOUTH SIDE OF LIGHT POLE  
 BASE LOCATED IN FRONT OF HILLER AUTOMOTIVE  
 AT 2119 PIONEER PKWY.  
 STA 102+43.5      76.4' LT      ELEV 800.71

BM #2 - CHISELED "X" ON MUELLER BOLT ON FIRE HYDRANT  
 LOCATED IN FRONT OF 1715 PIONEER PKWY.  
 STA 119+78.9      58.0' LT      ELEV 795.65





BEGIN IMPROVEMENT  
PIONEER PKWY  
STA 100+83.00

**REMOVAL LEGEND**

- SIDEWALK REMOVAL
- PAVEMENT REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CURB & GUTTER REMOVAL
- ISLAND PAVEMENT REMOVAL
- MEDIAN REMOVAL
- PAVED DITCH REMOVAL
- PIPE REMOVAL
- STRUCTURE REMOVAL
- TREE REMOVAL

NOTE: SEE LIGHTING AND TRAFFIC SIGNAL PLANS FOR THOSE REMOVAL ITEMS.



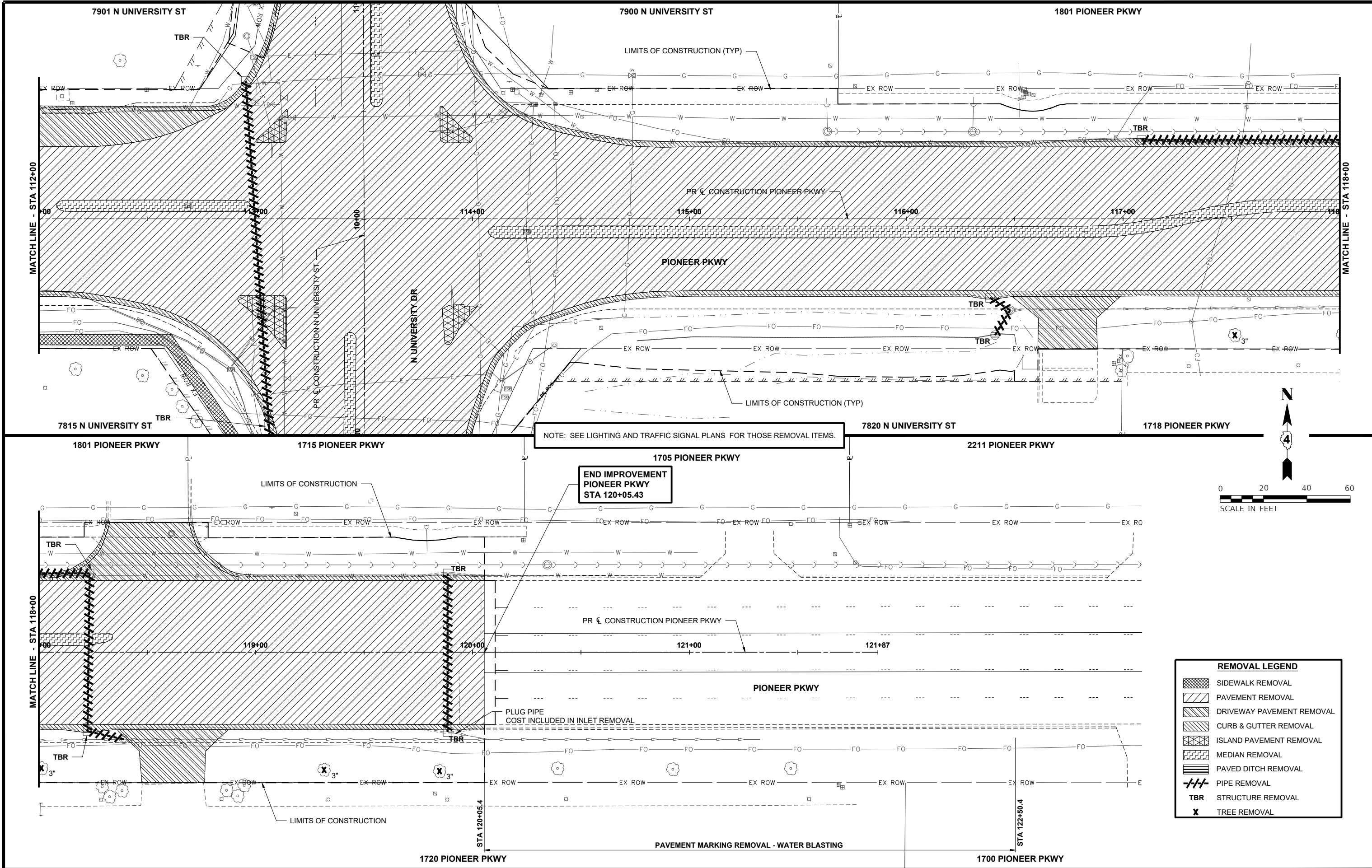
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 DRAWN SRH  
 CHECKED RMB  
 PROJECT #: 5111.02

**PIONEER PKWY &  
 N UNIVERSITY ST  
 RECONSTRUCTION**



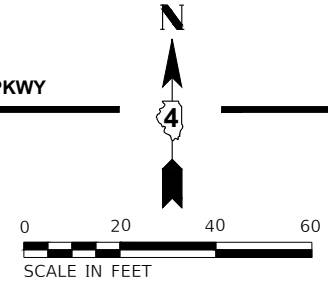
**PIONEER PKWY - REMOVAL PLAN (1 OF 2)**

SHEET  
21 OF 152



NOTE: SEE LIGHTING AND TRAFFIC SIGNAL PLANS FOR THOSE REMOVAL ITEMS.

END IMPROVEMENT  
PIONEER PKWY  
STA 120+05.43



REMOVAL LEGEND	
	SIDEWALK REMOVAL
	PAVEMENT REMOVAL
	DRIVEWAY PAVEMENT REMOVAL
	CURB & GUTTER REMOVAL
	ISLAND PAVEMENT REMOVAL
	MEDIAN REMOVAL
	PAVED DITCH REMOVAL
	PIPE REMOVAL
	STRUCTURE REMOVAL
	TREE REMOVAL



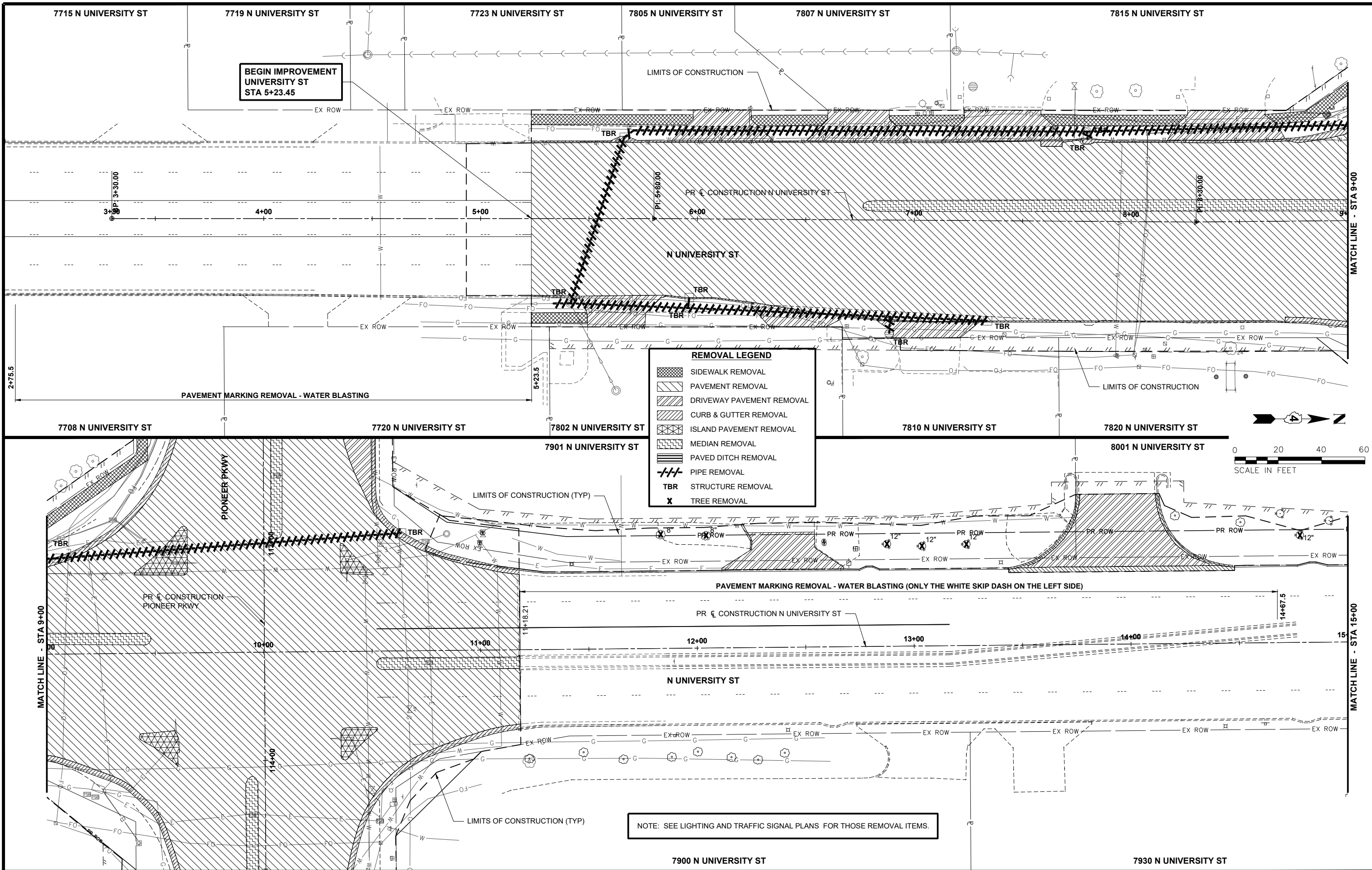
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 DRAWN SRH  
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 PROJECT #: 5111.02

**PIONEER PKWY &  
 N UNIVERSITY ST  
 RECONSTRUCTION**



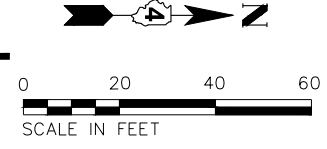
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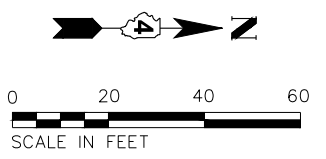
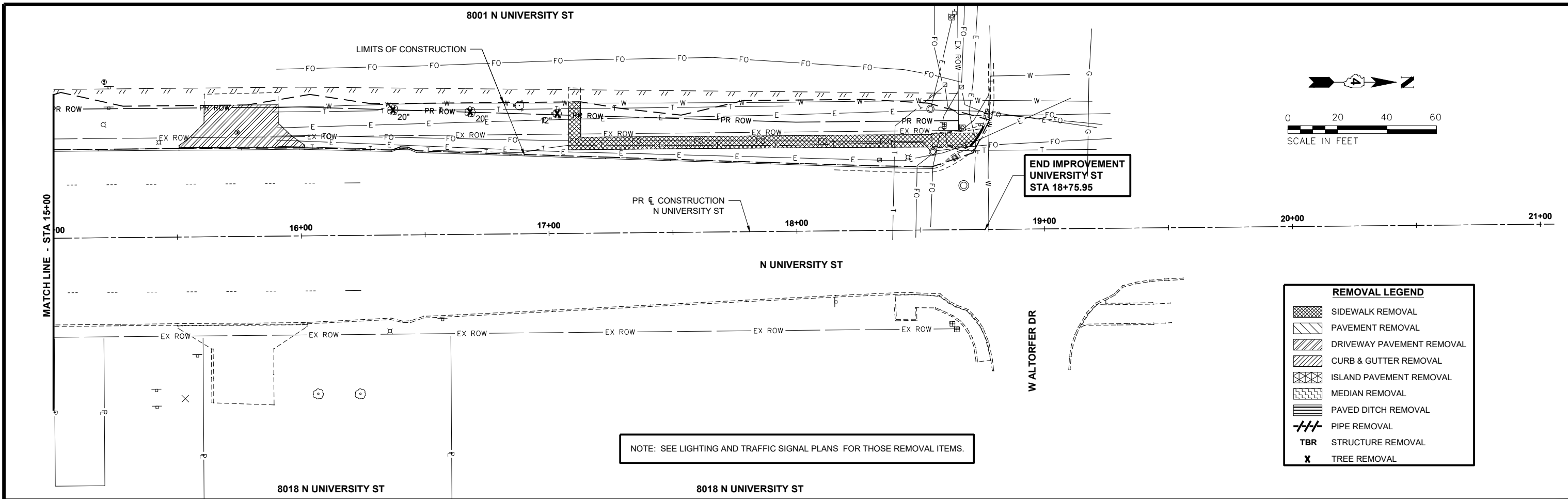
SHEET  
**22 OF 152**



**REMOVAL LEGEND**

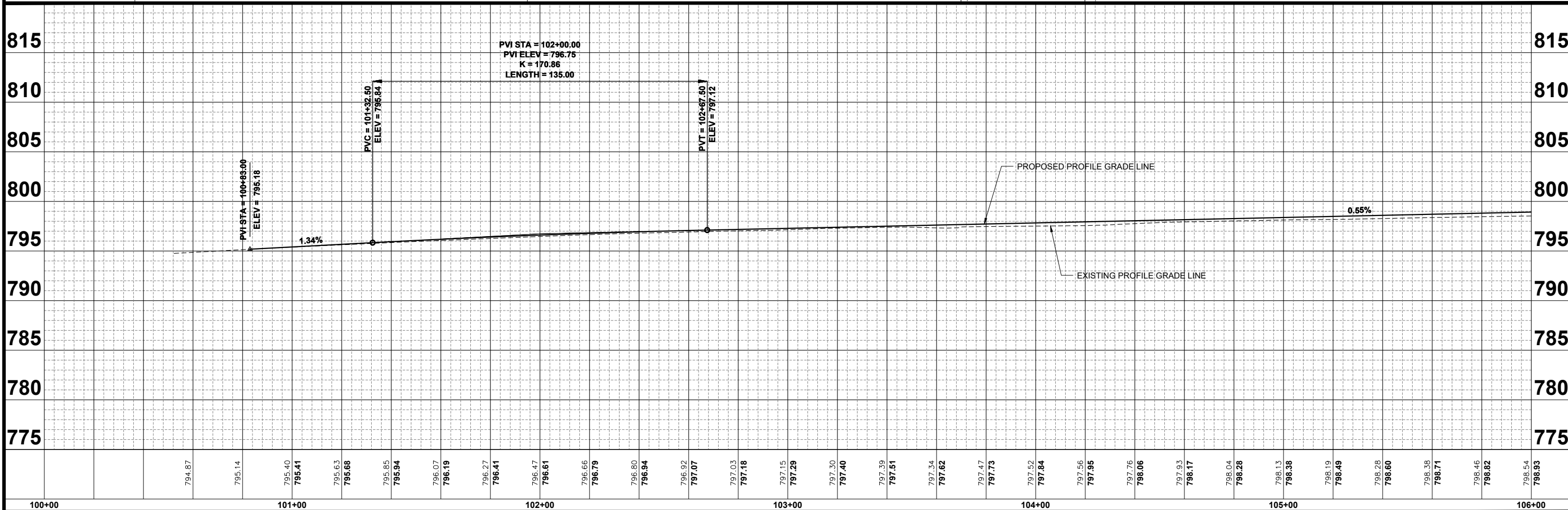
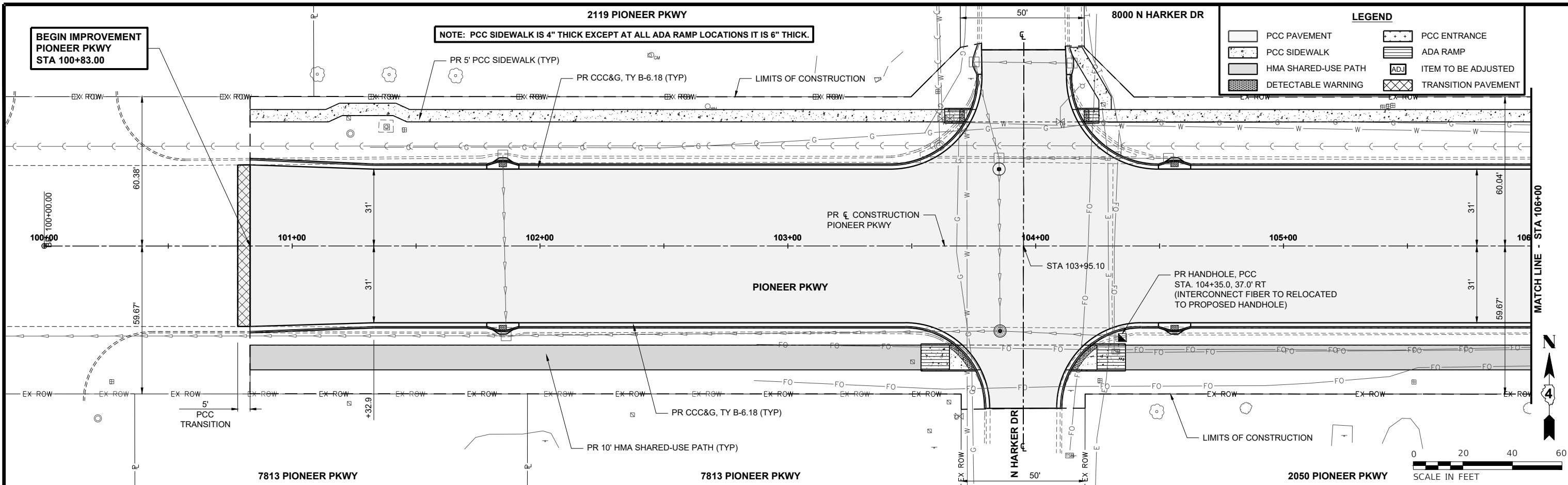
- SIDEWALK REMOVAL
- PAVEMENT REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CURB & GUTTER REMOVAL
- ISLAND PAVEMENT REMOVAL
- MEDIAN REMOVAL
- PAVED DITCH REMOVAL
- PIPE REMOVAL
- STRUCTURE REMOVAL
- TREE REMOVAL

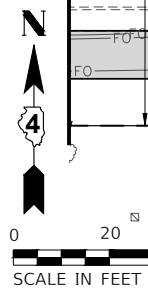
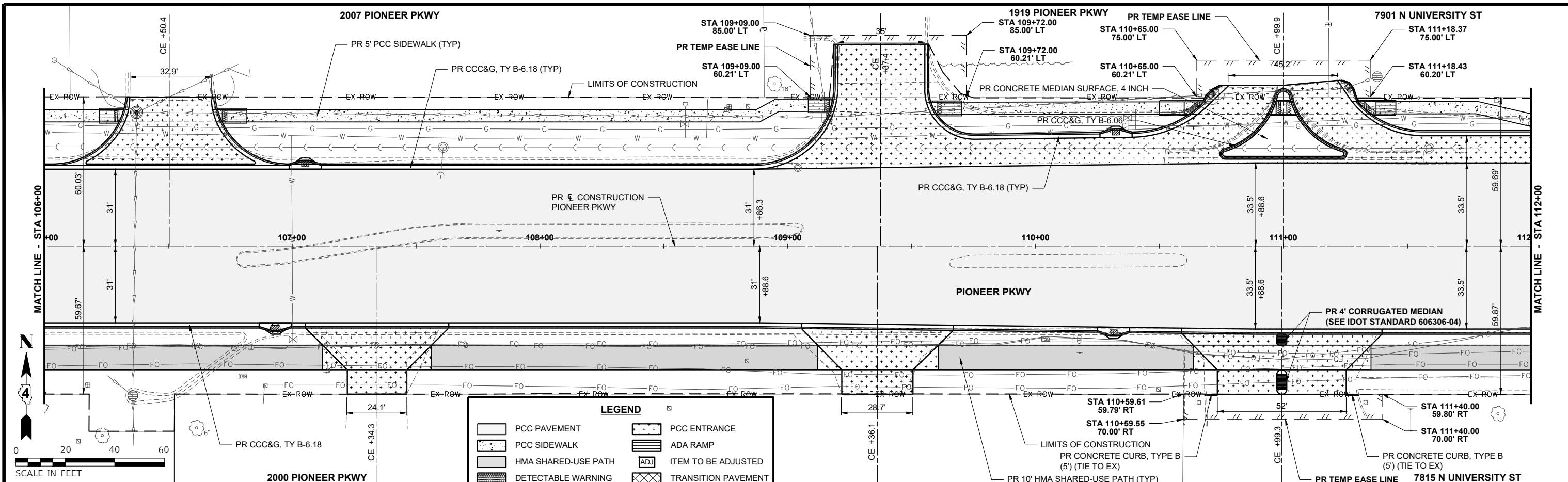




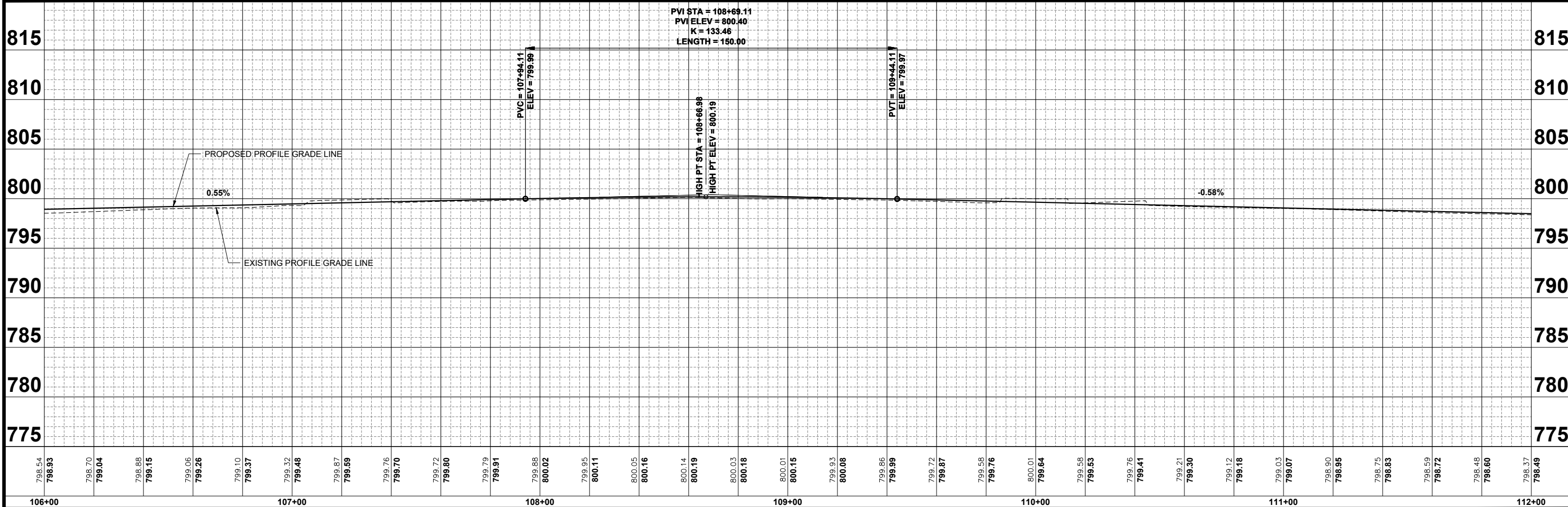
REMOVAL LEGEND	
	SIDEWALK REMOVAL
	PAVEMENT REMOVAL
	DRIVEWAY PAVEMENT REMOVAL
	CURB & GUTTER REMOVAL
	ISLAND PAVEMENT REMOVAL
	MEDIAN REMOVAL
	PAVED DITCH REMOVAL
	PIPE REMOVAL
<b>TBR</b>	STRUCTURE REMOVAL
<b>X</b>	TREE REMOVAL

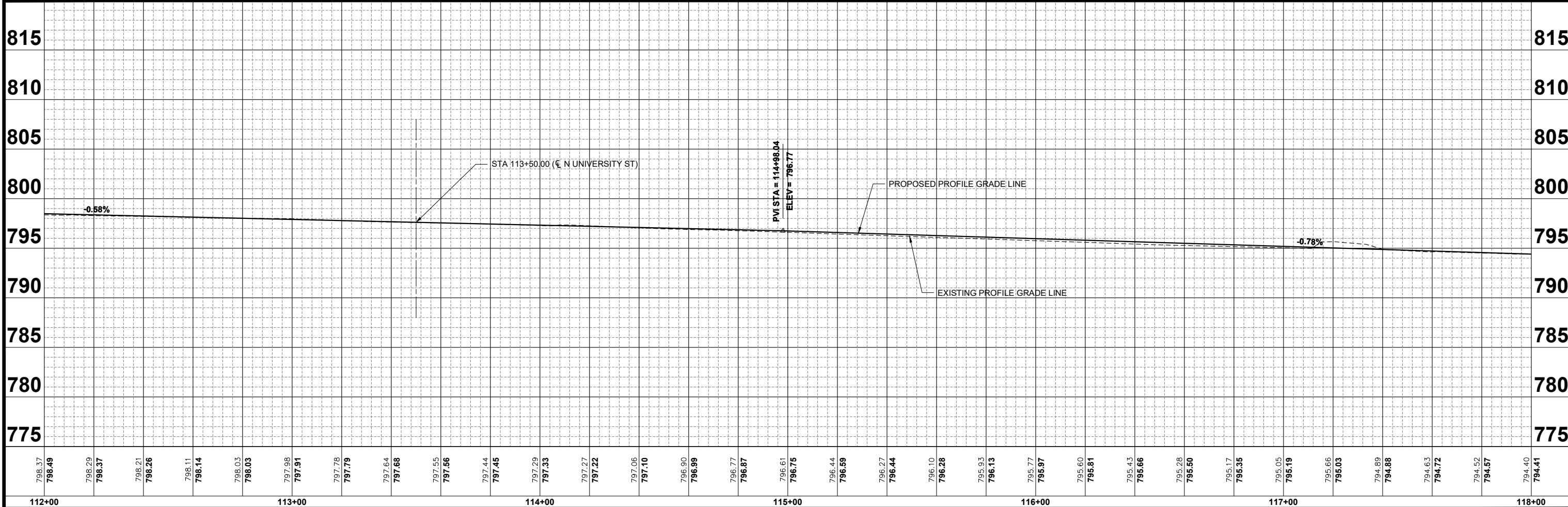
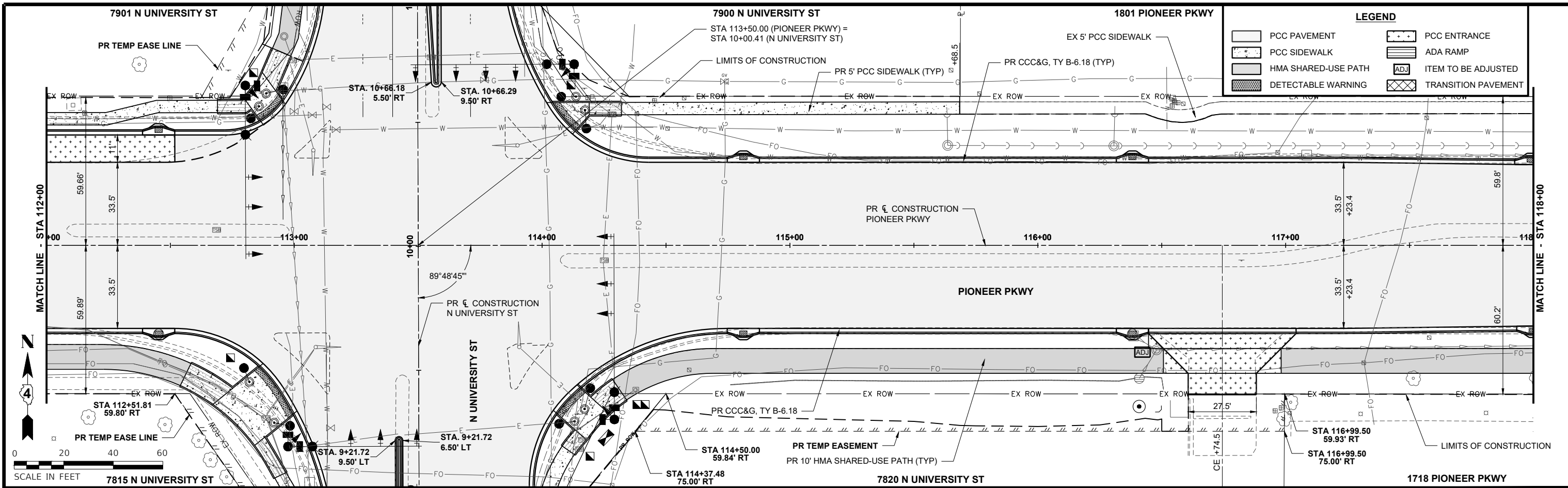


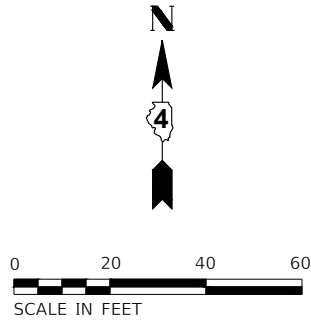
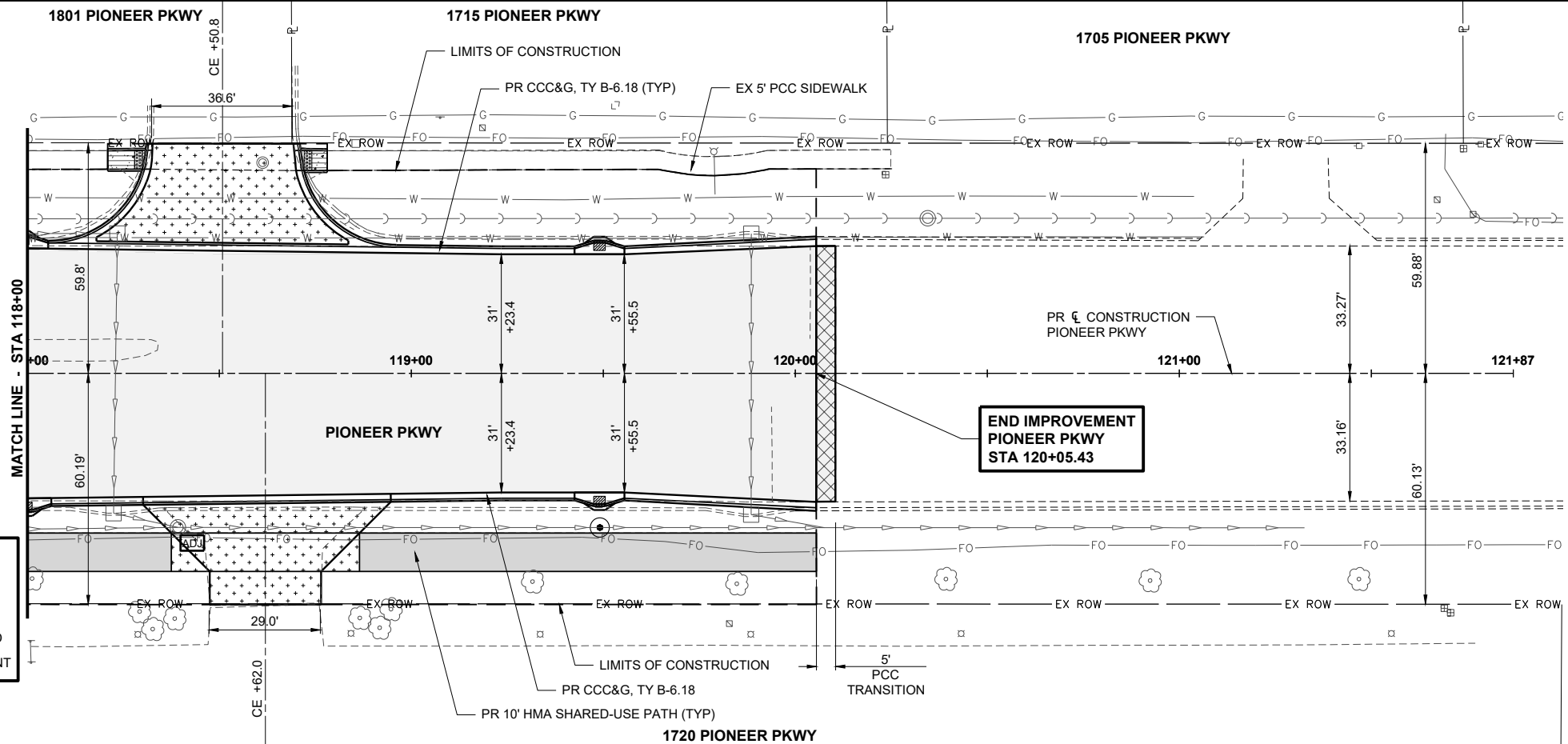




LEGEND			
	PCC PAVEMENT		PCC ENTRANCE
	PCC SIDEWALK		ADA RAMP
	HMA SHARED-USE PATH		ITEM TO BE ADJUSTED
	DETECTABLE WARNING		TRANSITION PAVEMENT

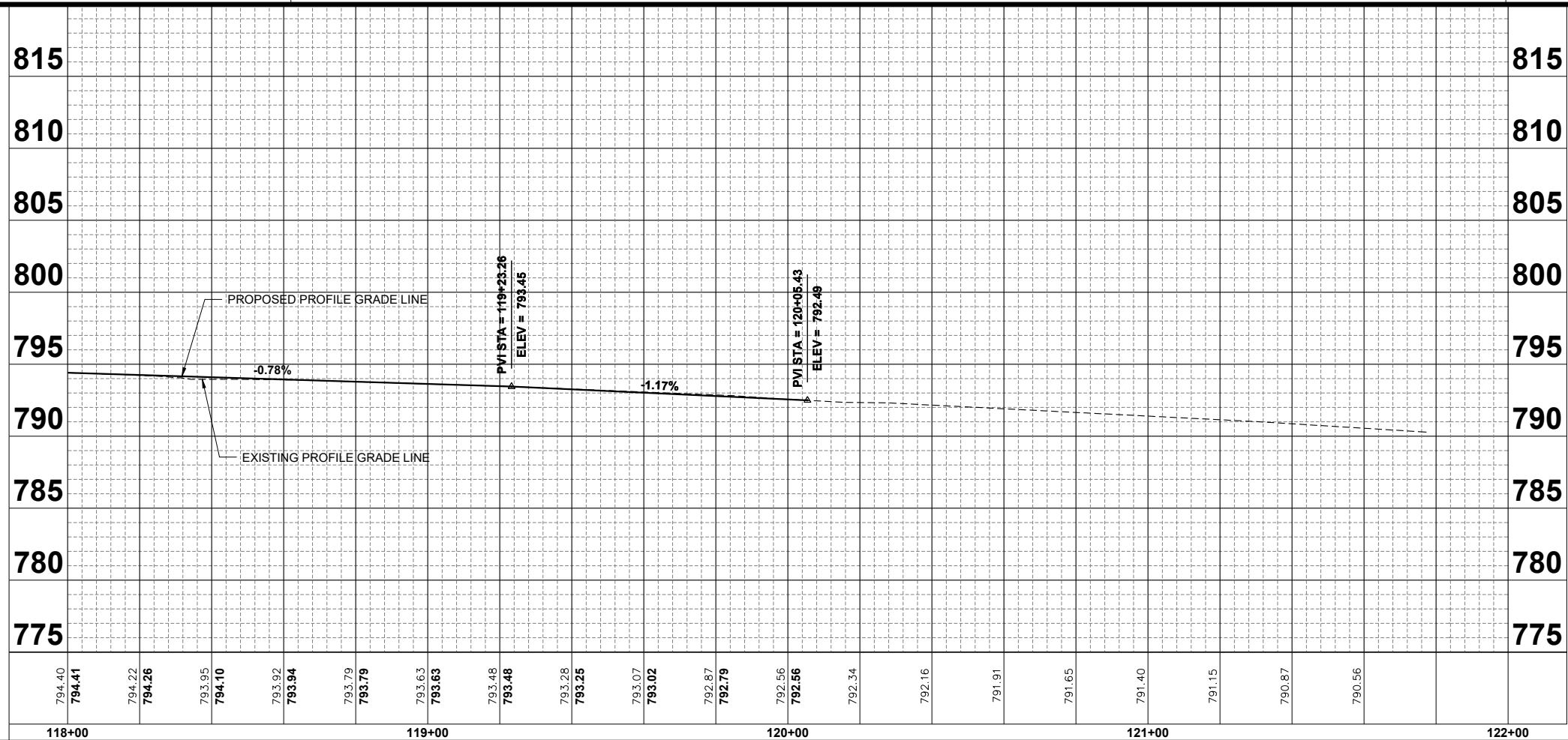






**LEGEND**

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[Pattern: Stippled]	PCC SIDEWALK	[Pattern: Horizontal Lines]	ADA RAMP
[Pattern: Diagonal Lines]	HMA SHARED-USE PATH	[Pattern: Box with 'ADJ']	ITEM TO BE ADJUSTED
[Pattern: Cross-hatched]	DETECTABLE WARNING	[Pattern: Diagonal Lines]	TRANSITION PAVEMENT



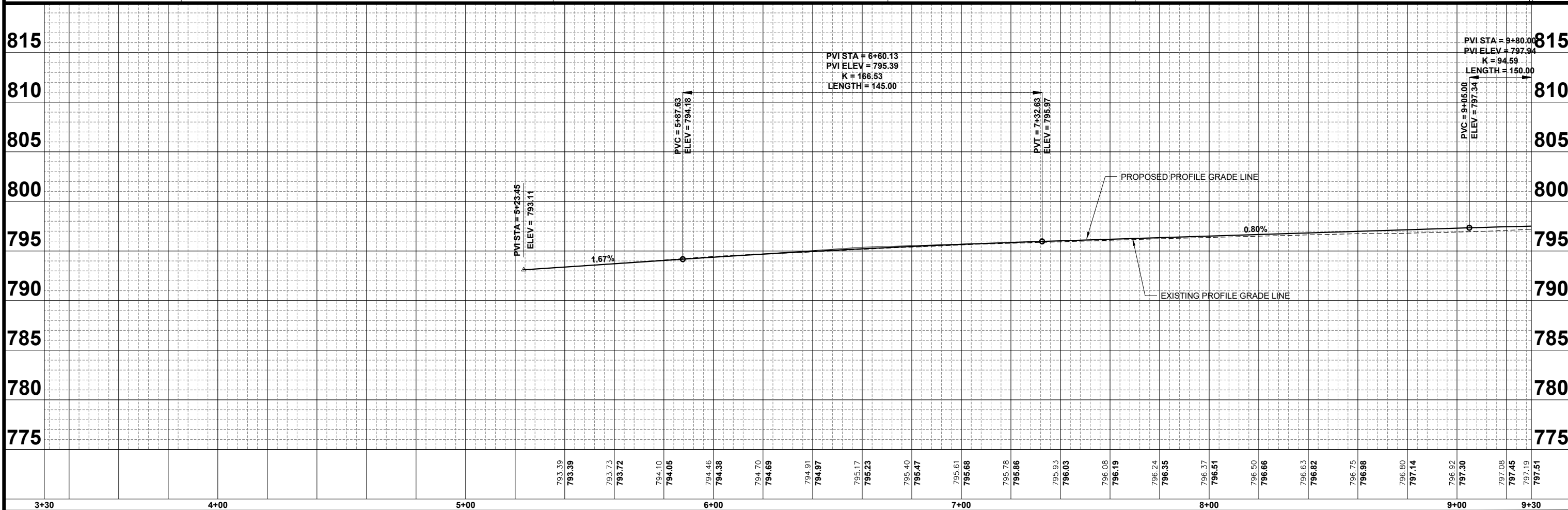
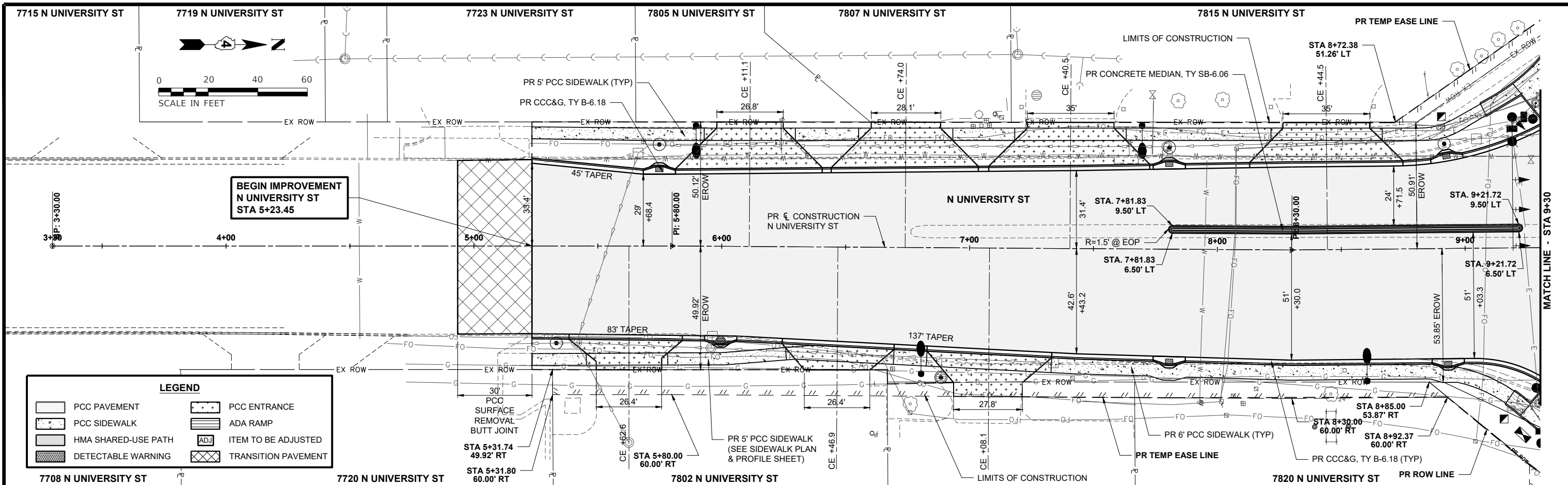
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 DRAWN SRH  
 CHECKED RMB  
 PROJECT #: 5111.02

**PIONEER PKWY & N UNIVERSITY ST RECONSTRUCTION**



**PIONEER PKWY - PLAN & PROFILE (4 OF 4)**

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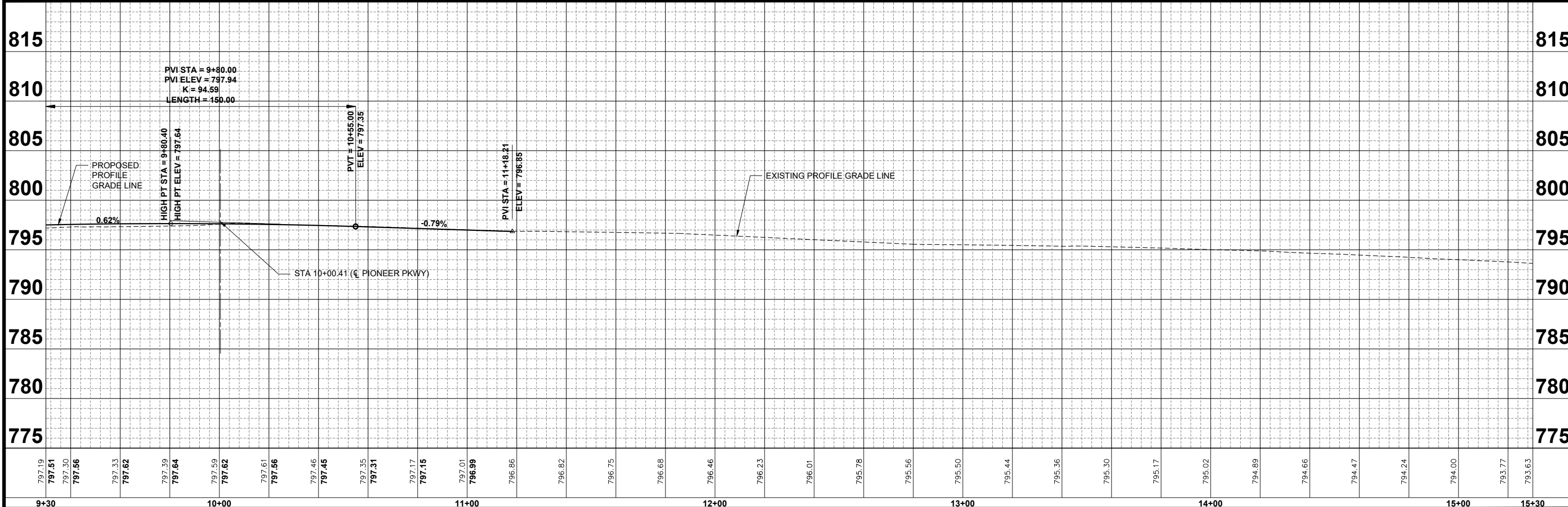
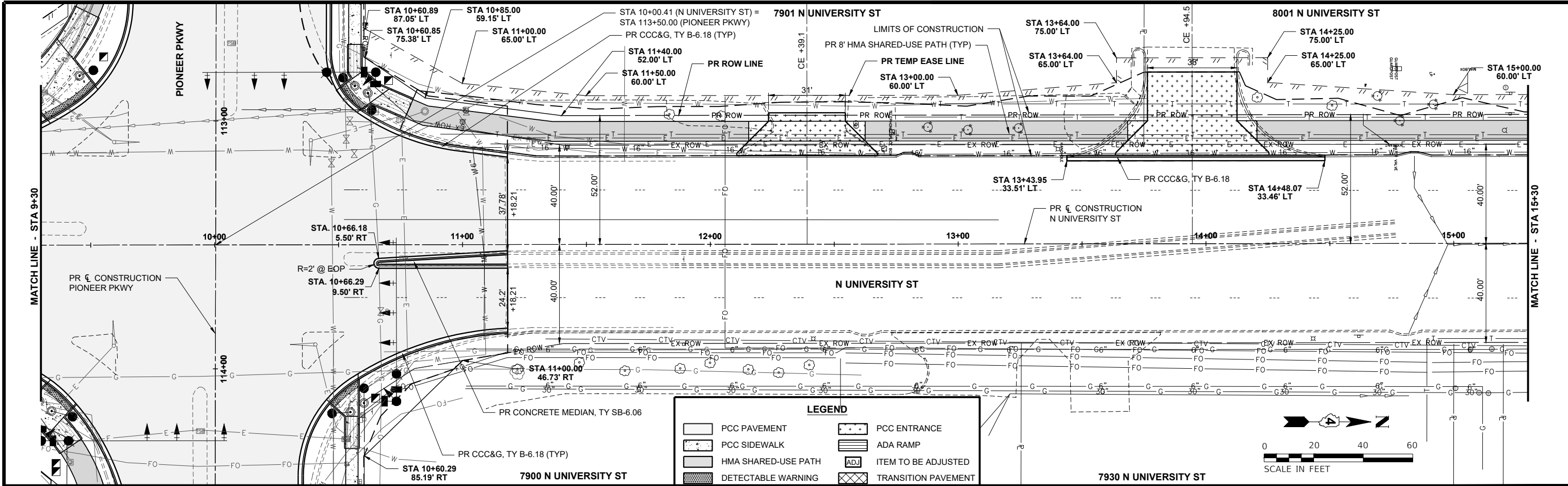
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 DRAWN SRH  
 CHECKED RMB  
 PROJECT #: 5111.02

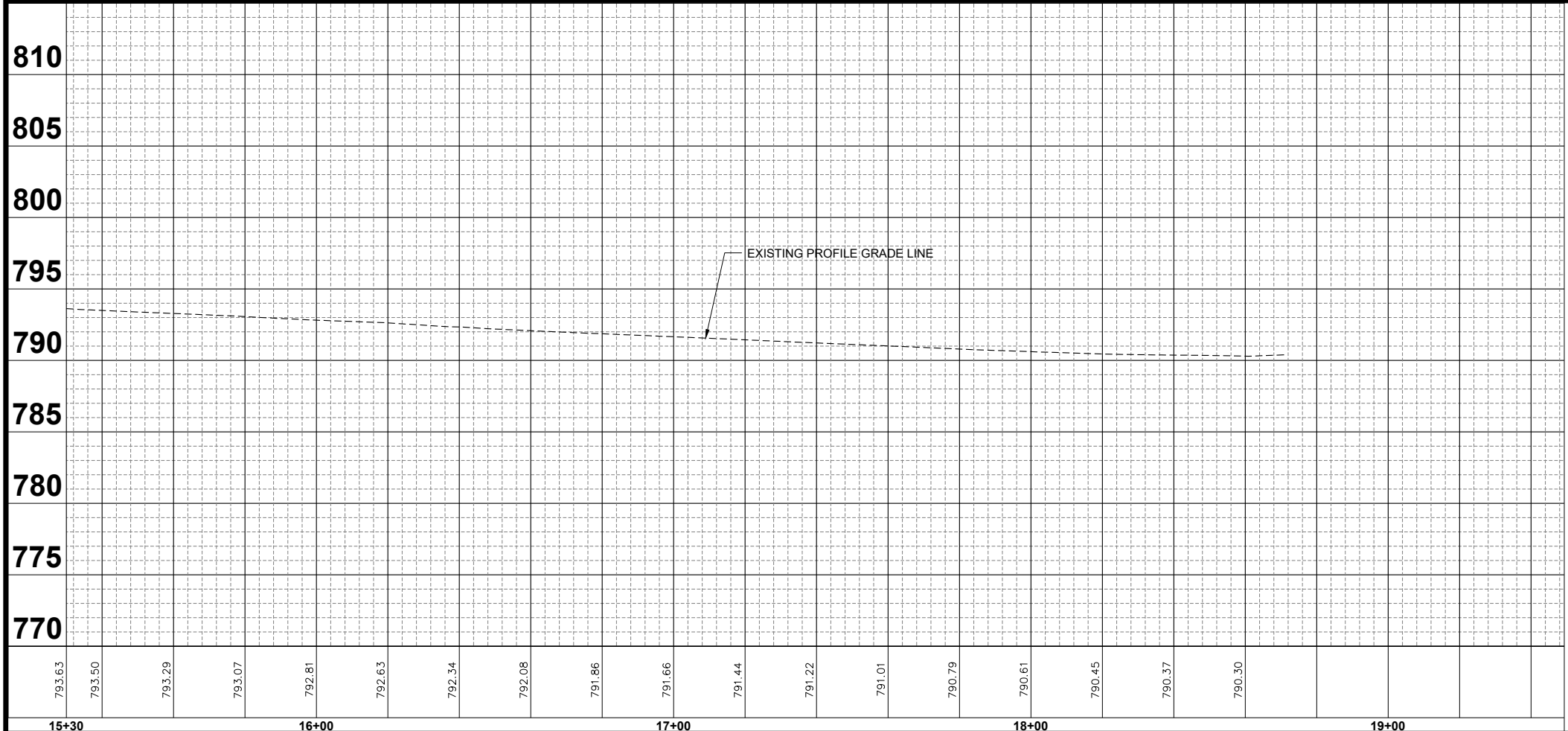
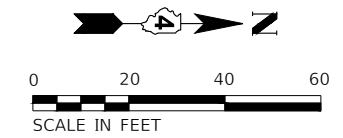
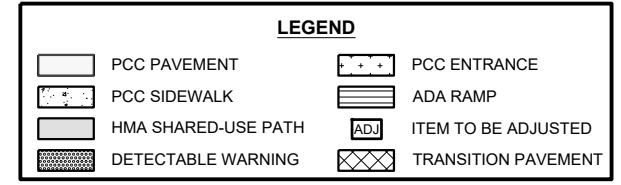
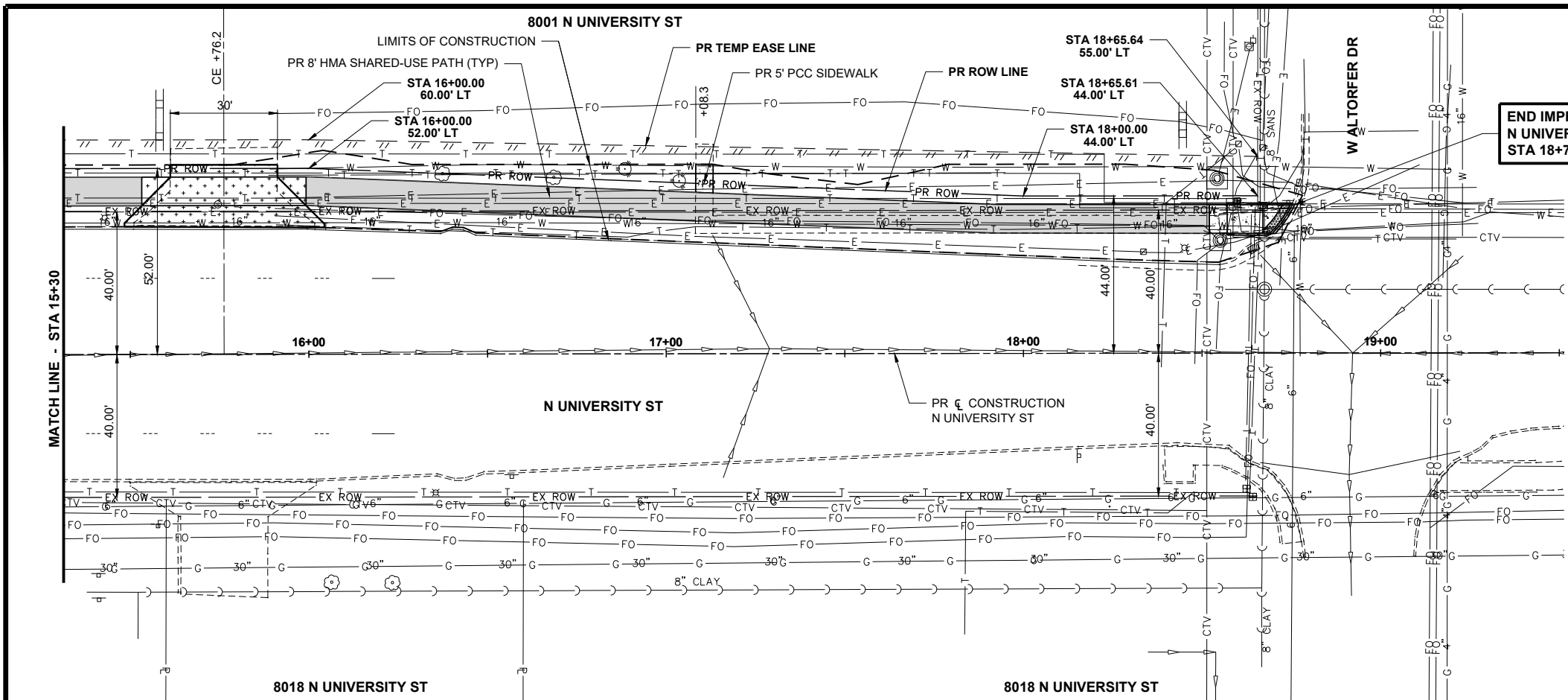
**PIONEER PKWY & N UNIVERSITY ST RECONSTRUCTION**

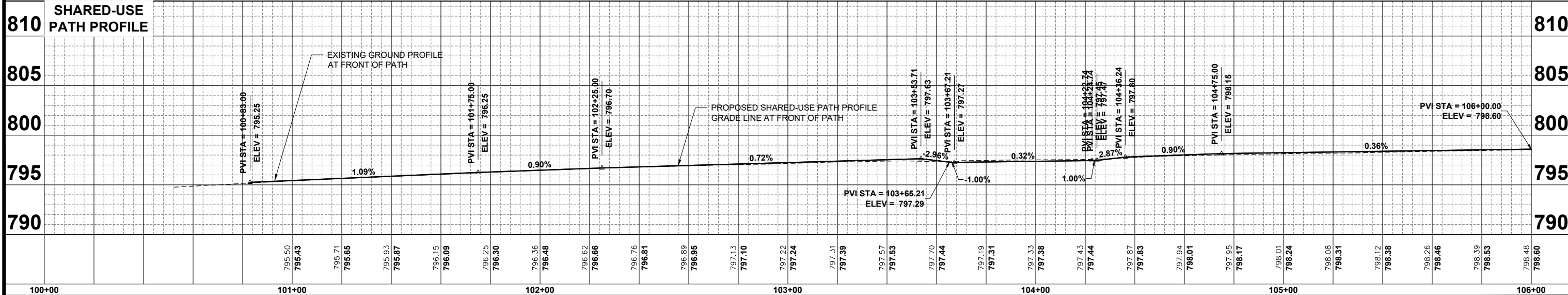
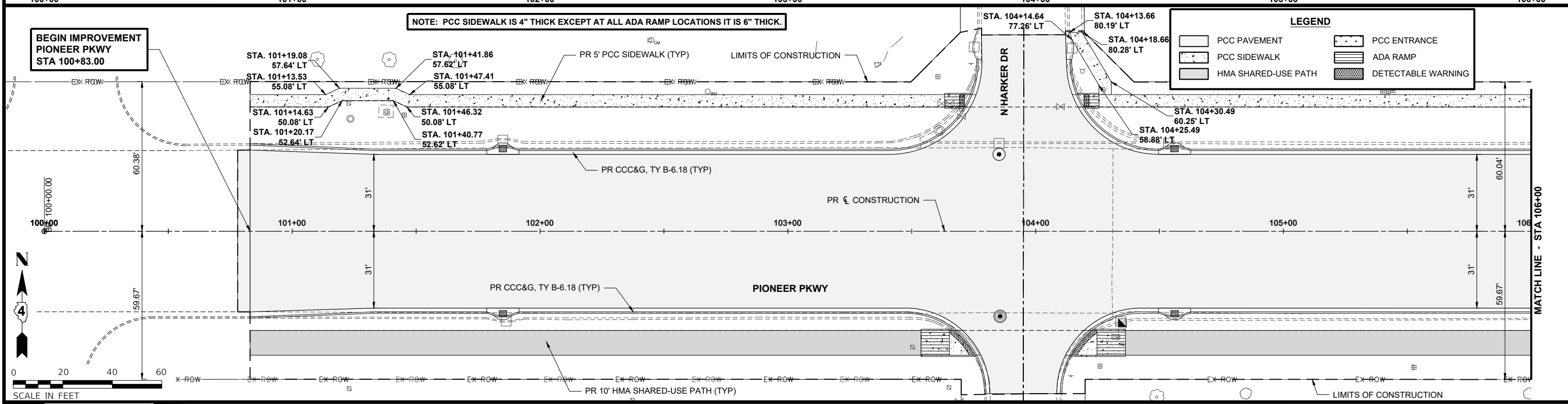
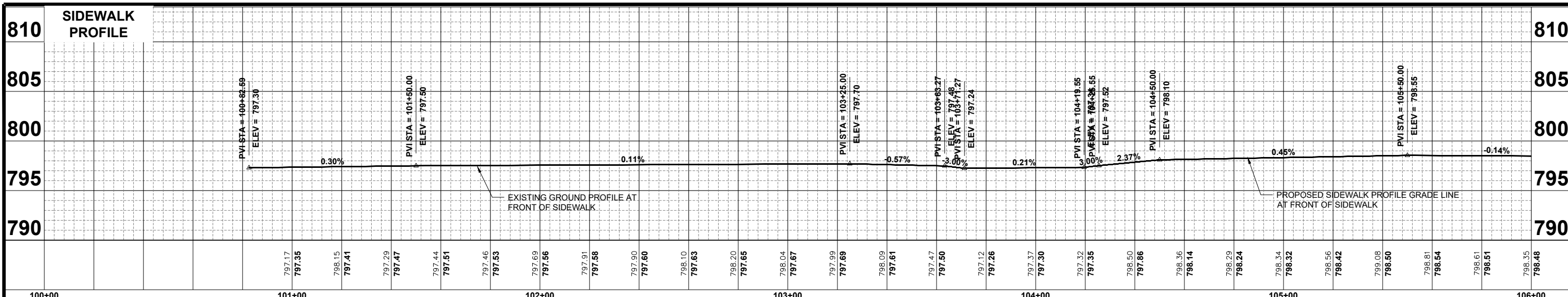


**N UNIVERSITY ST - PLAN & PROFILE (1 OF 3)**

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DESIGNED EAA DATE- 10-13-23  
 DRAWN SRH  
 CHECKED RMB  
 PROJECT #: 5111.02

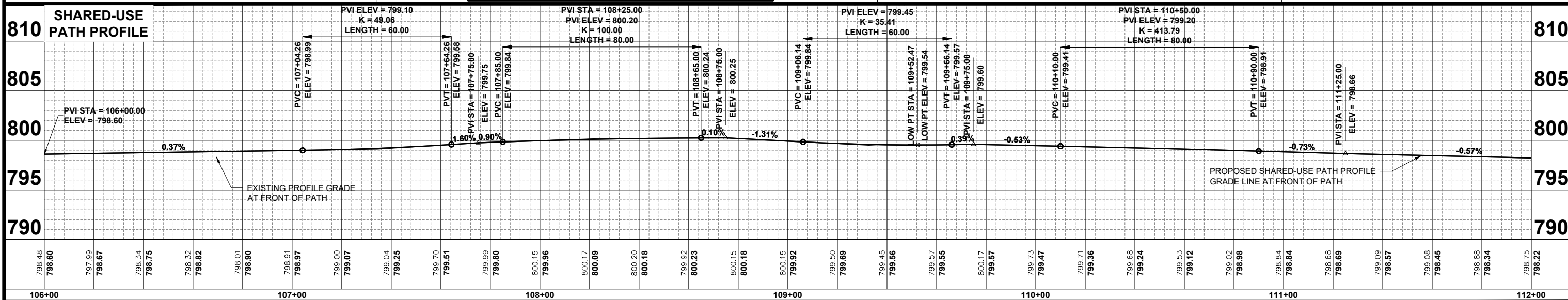
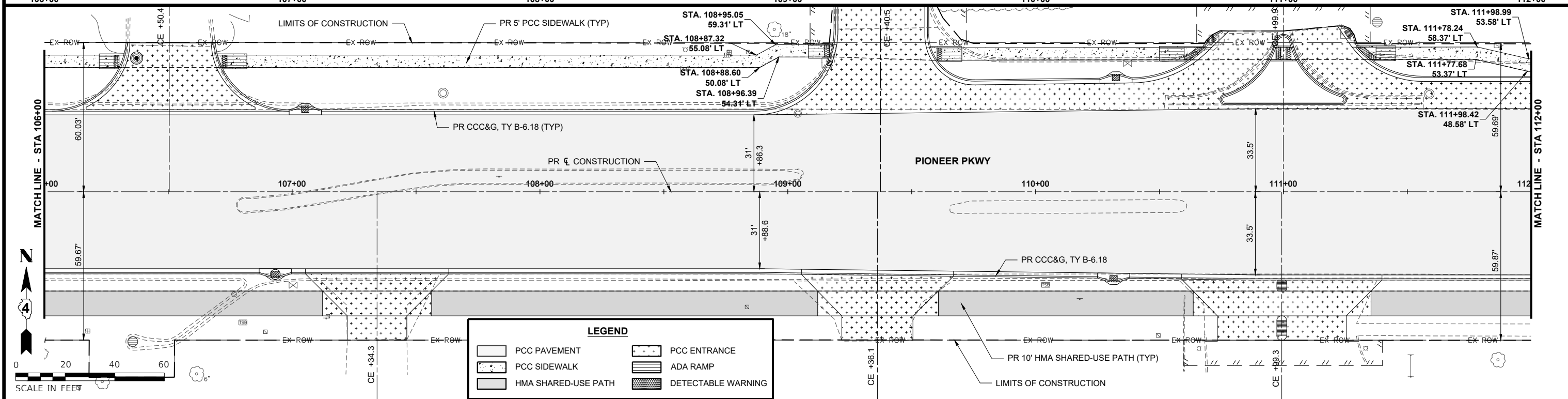
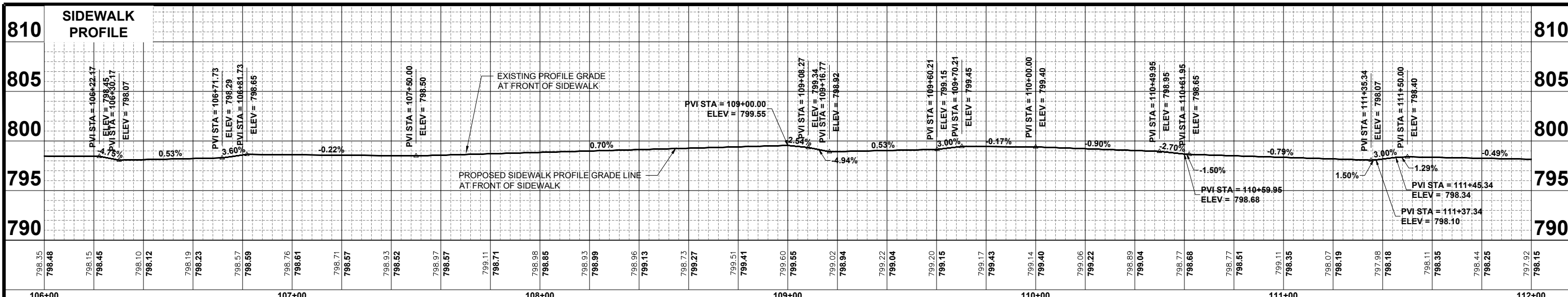
**PIONEER PKWY &  
 N UNIVERSITY ST  
 RECONSTRUCTION**



**PIONEER PKWY - SHARED-USE PATH & SIDEWALK  
 PLAN & PROFILE (1 OF 4)**

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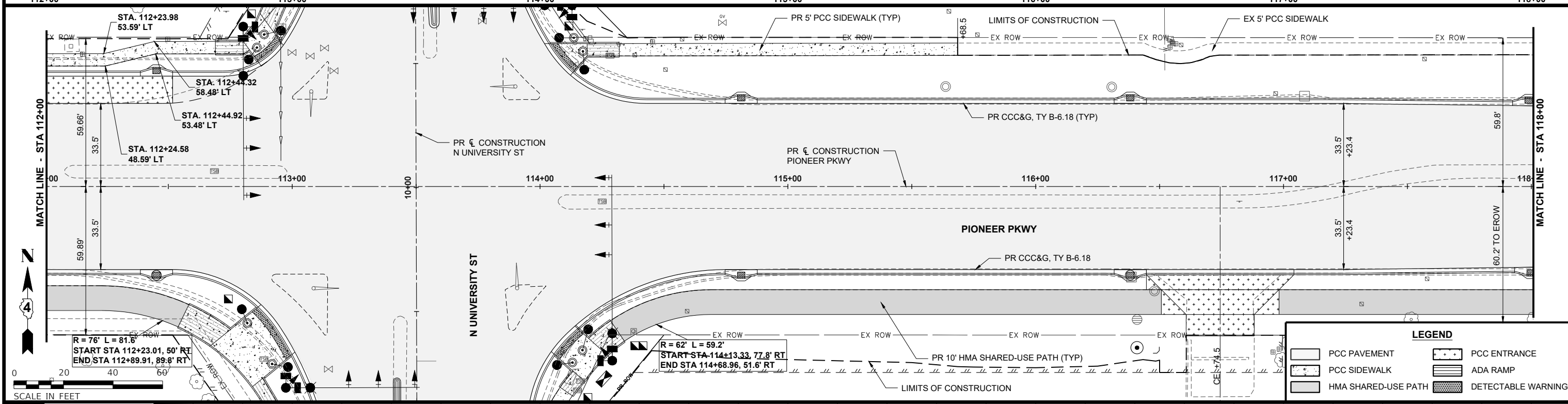
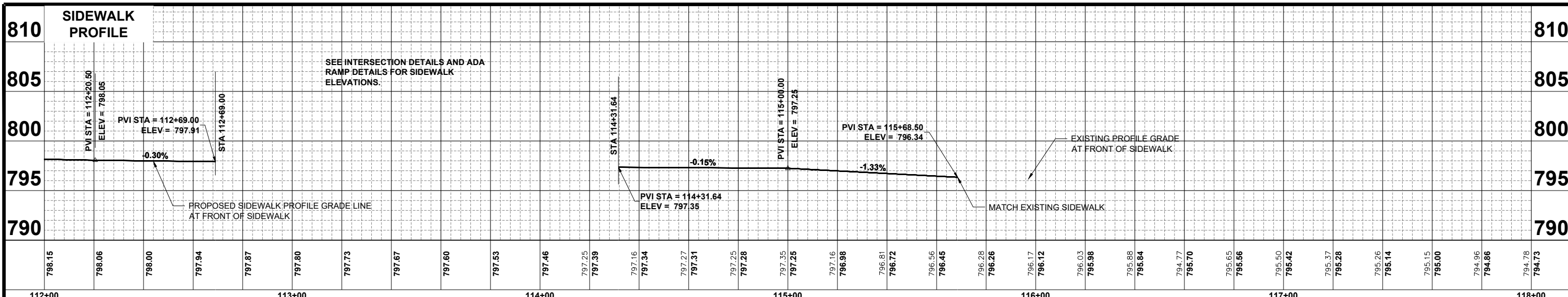
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**PIONEER PKWY & N UNIVERSITY ST RECONSTRUCTION**



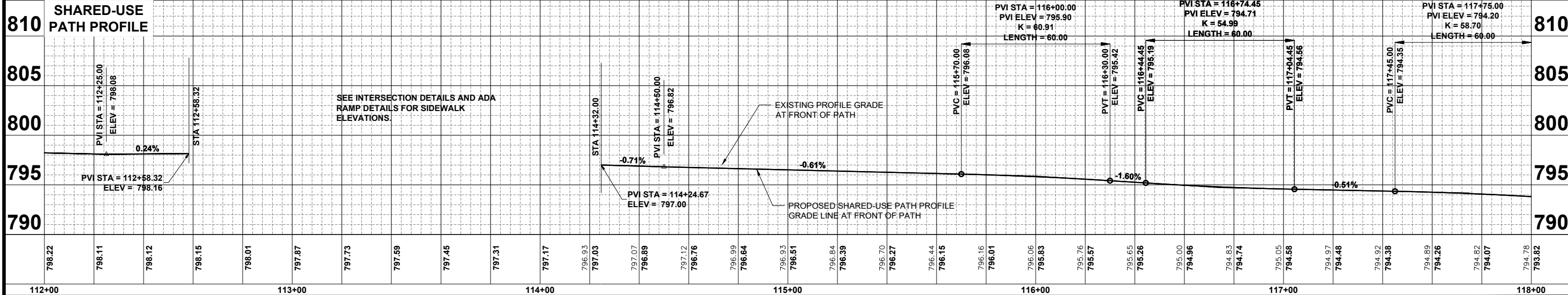
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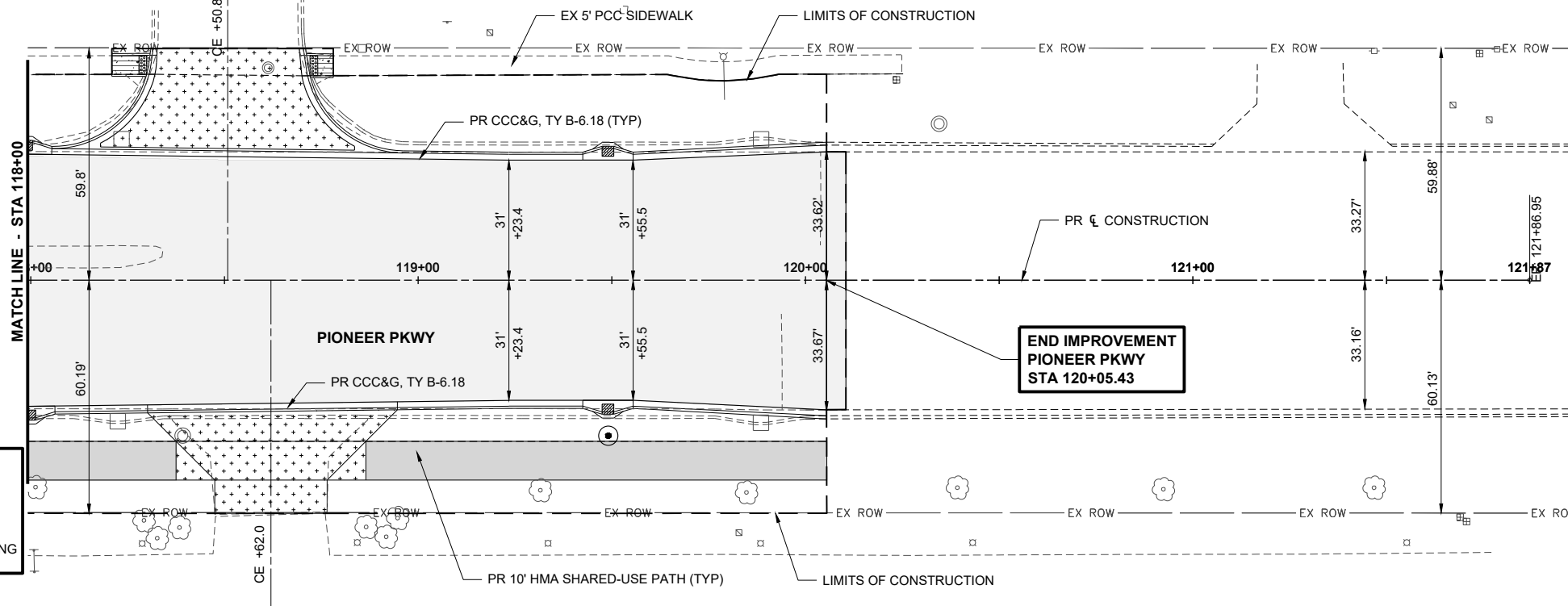
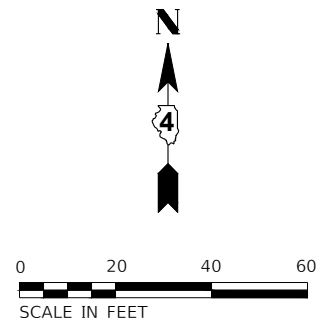
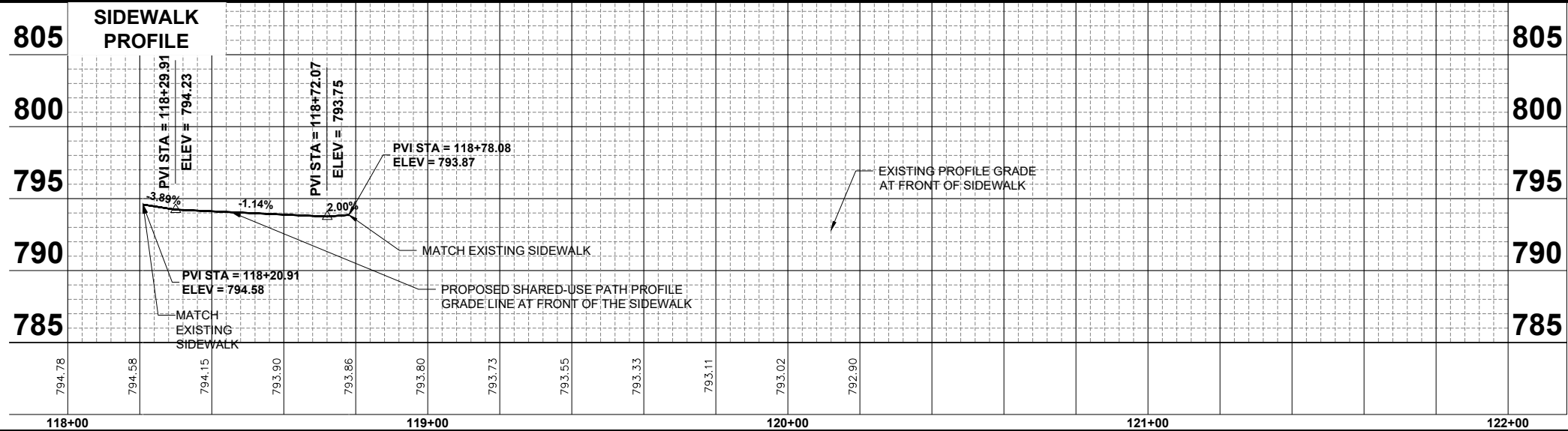
SHEET 33 OF 152



**LEGEND**

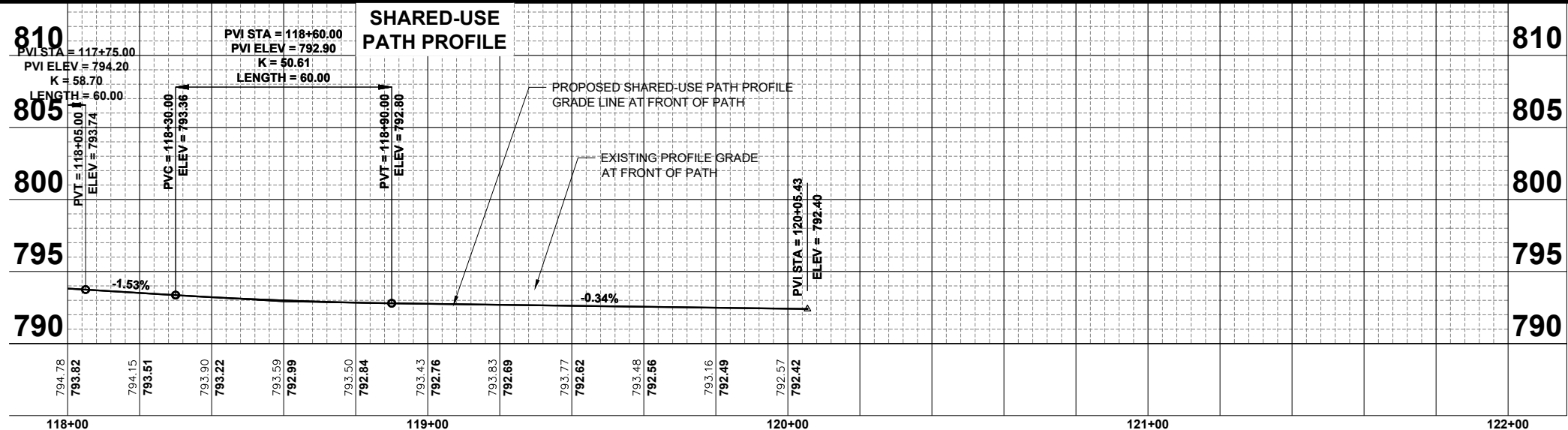
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	PCC SIDEWALK		ADA RAMP
	HMA SHARED-USE PATH		DETECTABLE WARNING

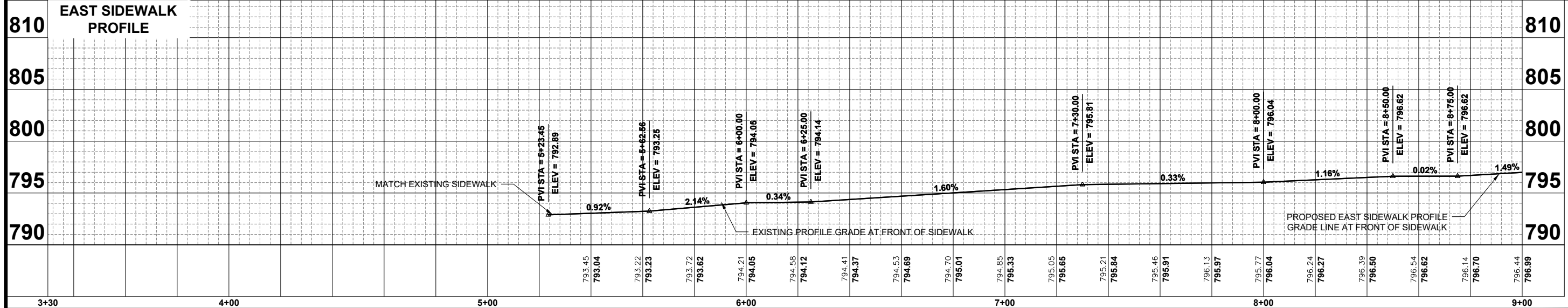
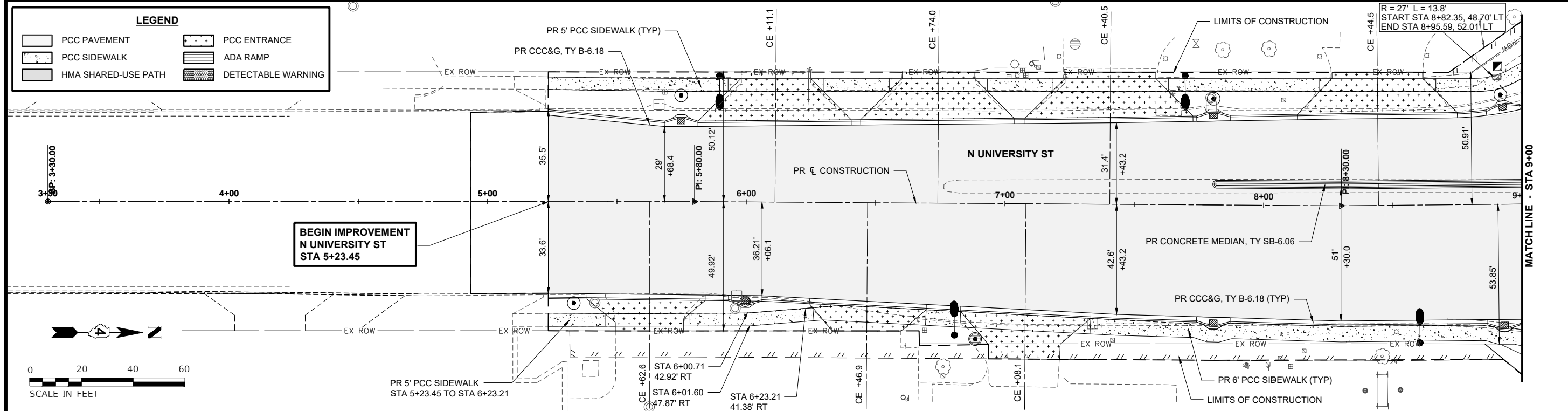
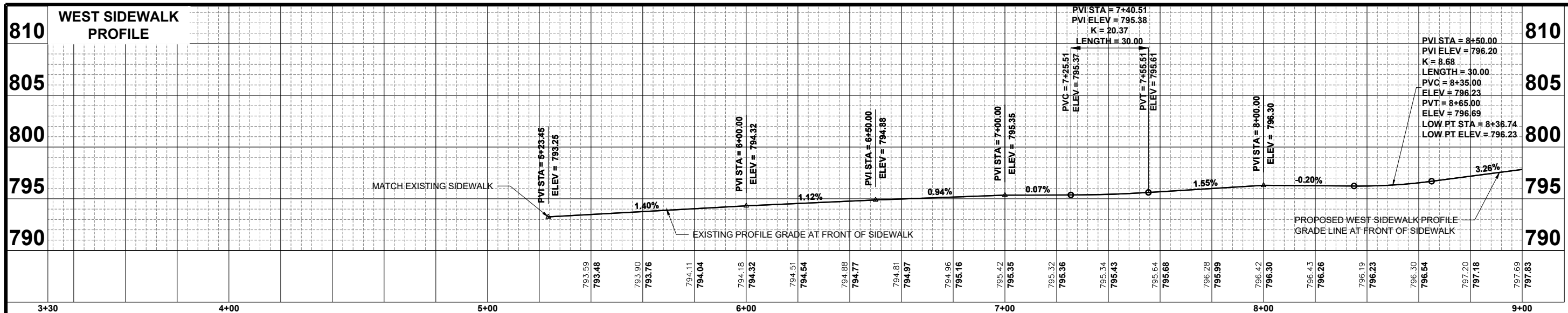




**LEGEND**

	PCC PAVEMENT		PCC ENTRANCE
	PCC SIDEWALK		ADA RAMP
	HMA SHARED-USE PATH		DETECTABLE WARNING





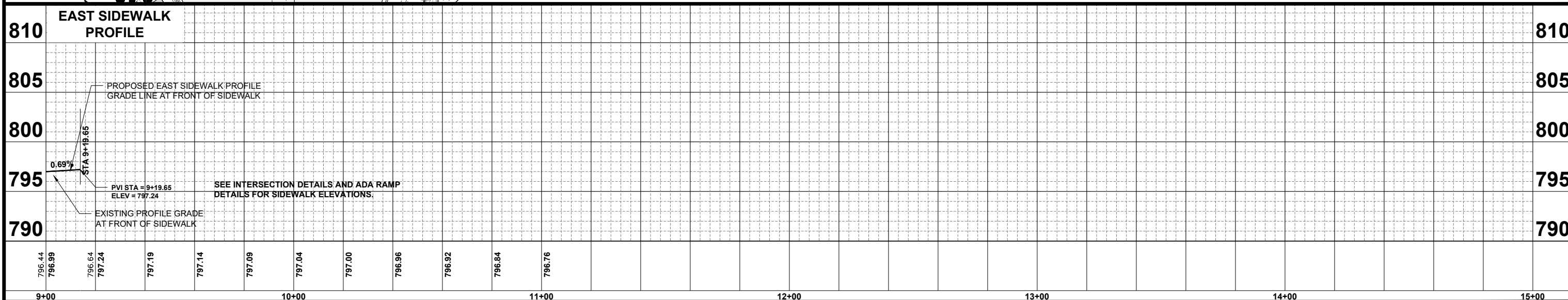
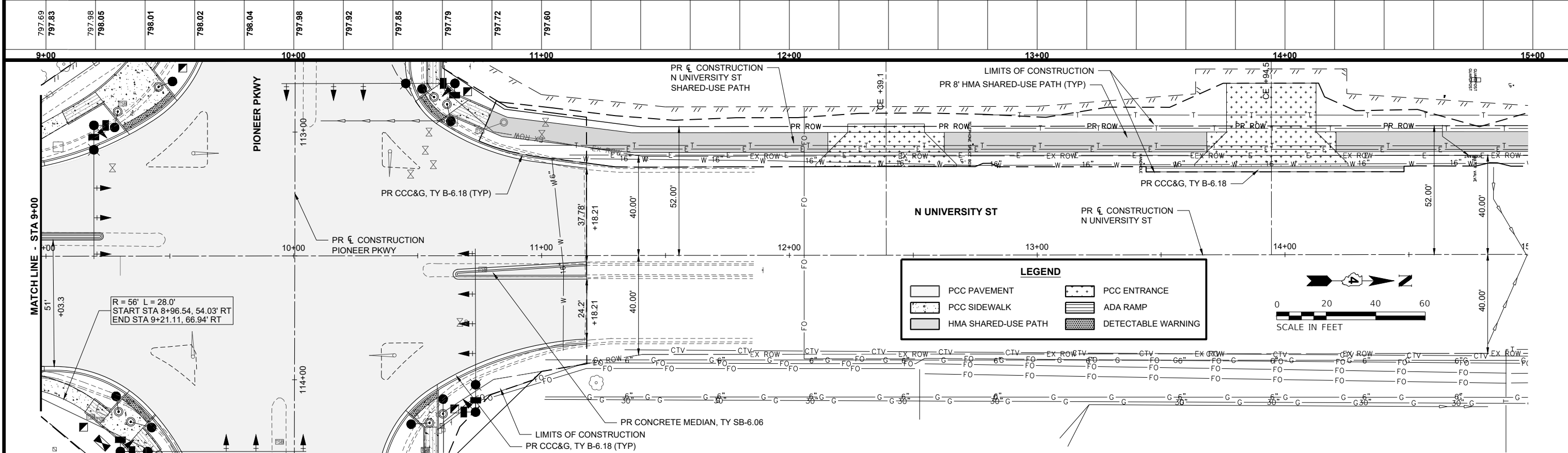
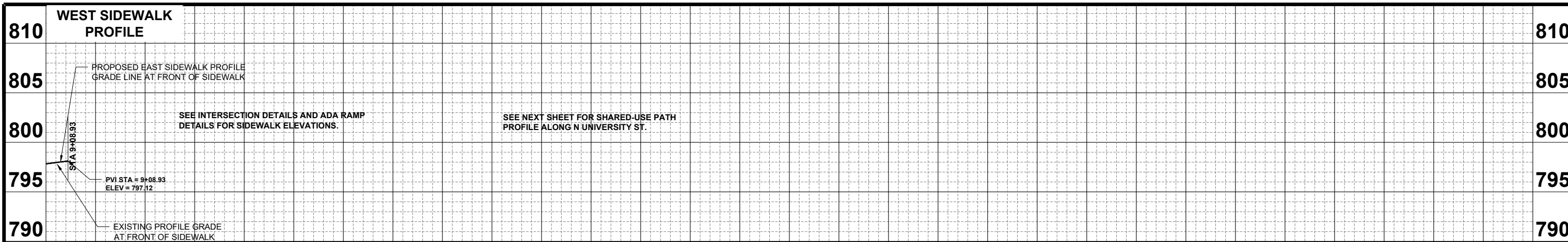
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 DRAWN SRH  
 CHECKED RMB  
 PROJECT #: 5111.02

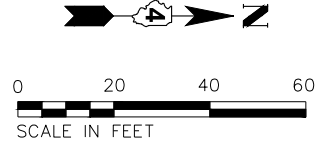
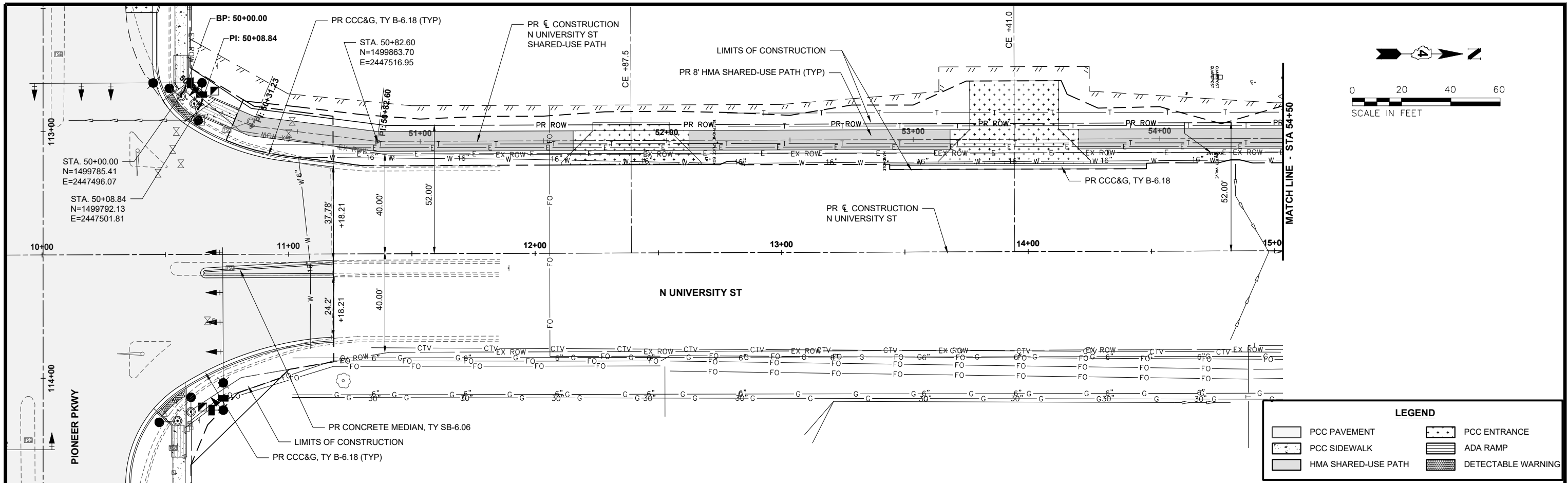
**PIONEER PKWY &  
 N UNIVERSITY ST  
 RECONSTRUCTION**



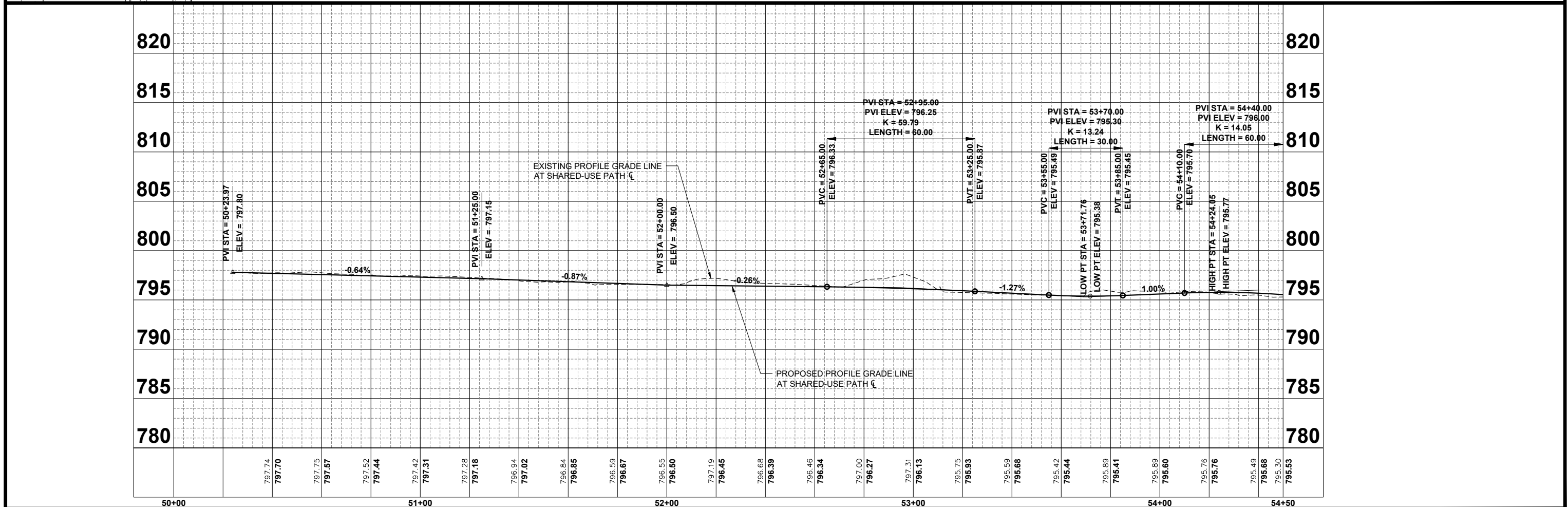
**N UNIVERSITY ST - SIDEWALK PLAN & PROFILE (1 OF 2)**

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LEGEND	
[Symbol]	PCC PAVEMENT
[Symbol]	PCC ENTRANCE
[Symbol]	PCC SIDEWALK
[Symbol]	HMA SHARED-USE PATH
[Symbol]	ADA RAMP
[Symbol]	DETECTABLE WARNING



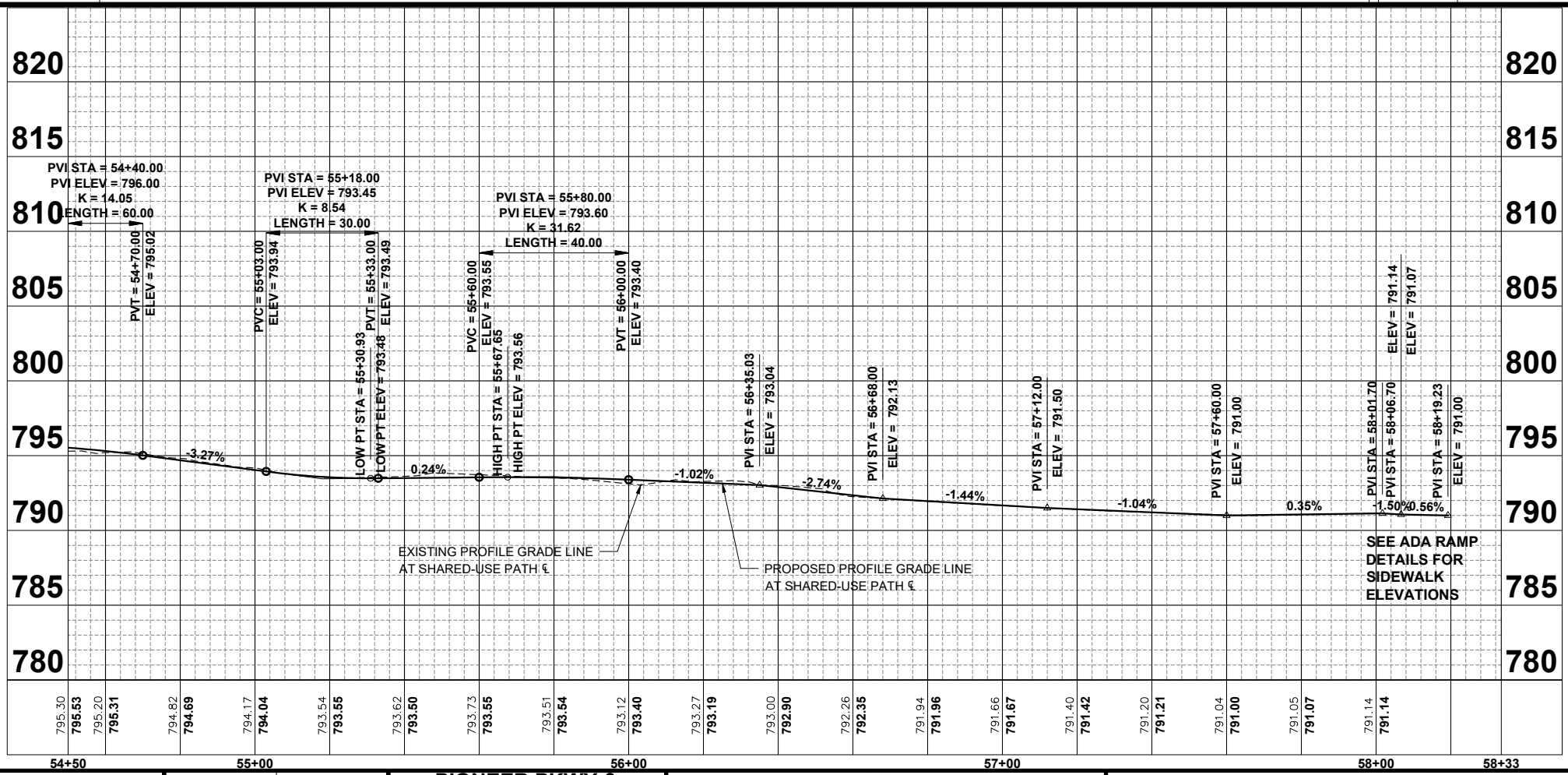
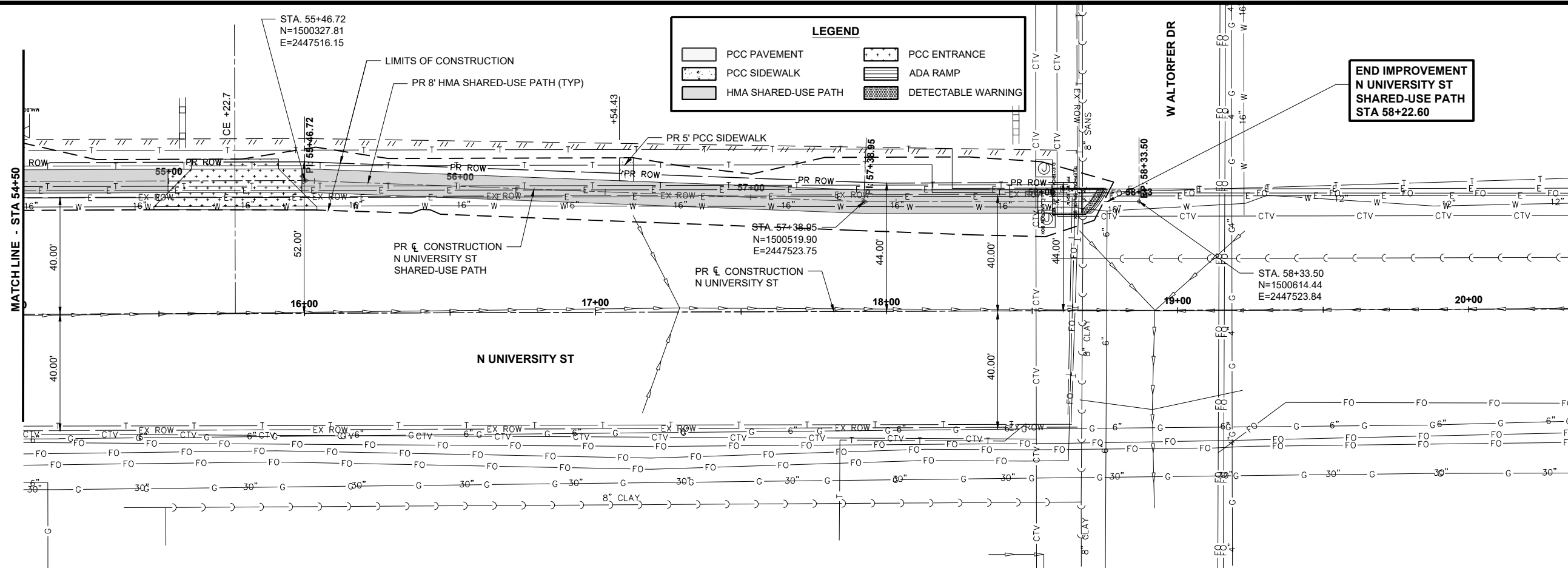
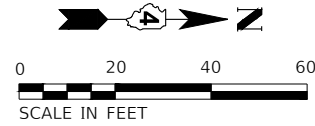
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CHECKED RMB  
PROJECT #: 5111.02

**PIONEER PKWY & N UNIVERSITY ST RECONSTRUCTION**



**N UNIVERSITY ST - SHARED-USE PATH PLAN & PROFILE (1 OF 2)**

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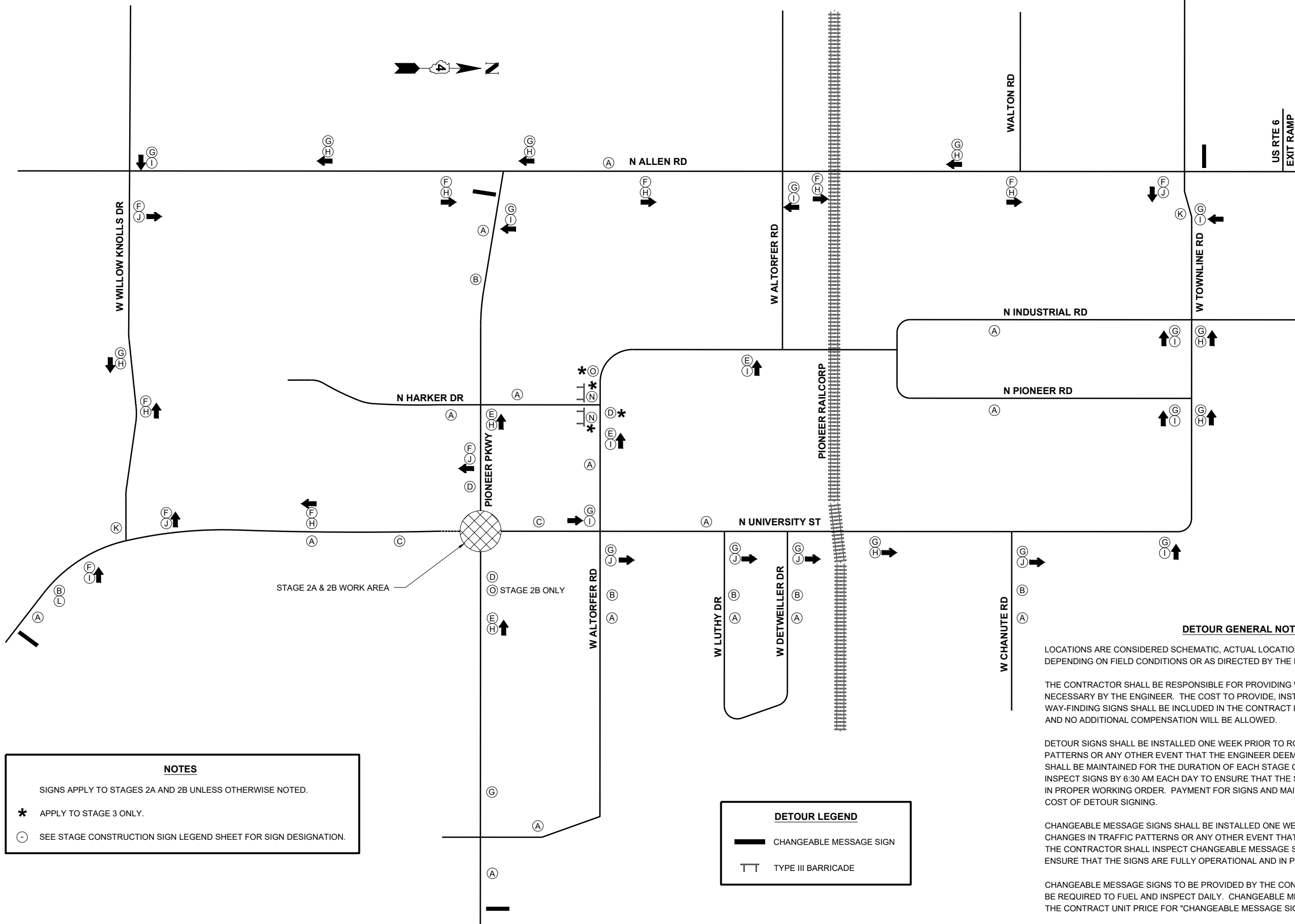


DESIGNED EAA DATE- 10-13-23  
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 CHECKED RMB  
 PROJECT #: 5111.02

**PIONEER PKWY & N UNIVERSITY ST RECONSTRUCTION**



**N UNIVERSITY ST - SHARED-USE PATH PLAN & PROFILE (2 OF 2)**



**NOTES**

SIGNS APPLY TO STAGES 2A AND 2B UNLESS OTHERWISE NOTED.

\* APPLY TO STAGE 3 ONLY.

○ SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATION.

**DETOUR LEGEND**

— CHANGEABLE MESSAGE SIGN

⊥ TYPE III BARRICADE

**DETOUR GENERAL NOTES**

LOCATIONS ARE CONSIDERED SCHEMATIC, ACTUAL LOCATIONS OF DETOUR SIGNING MAY VARY DEPENDING ON FIELD CONDITIONS OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING WAY-FINDING SIGNS IF DETERMINED NECESSARY BY THE ENGINEER. THE COST TO PROVIDE, INSTALL, MAINTAIN AND REMOVE WAY-FINDING SIGNS SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR DETOUR SIGNING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

DETOUR SIGNS SHALL BE INSTALLED ONE WEEK PRIOR TO ROAD CLOSURES, CHANGES IN TRAFFIC PATTERNS OR ANY OTHER EVENT THAT THE ENGINEER DEEMS NECESSARY. ALL DETOUR SIGNS SHALL BE MAINTAINED FOR THE DURATION OF EACH STAGE OF WORK. THE CONTRACTOR SHALL INSPECT SIGNS BY 6:30 AM EACH DAY TO ENSURE THAT THE SIGNS ARE FULLY OPERATIONAL AND IN PROPER WORKING ORDER. PAYMENT FOR SIGNS AND MAINTENANCE WILL BE INCLUDED IN THE COST OF DETOUR SIGNING.

CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED ONE WEEK PRIOR TO ROAD CLOSURES, CHANGES IN TRAFFIC PATTERNS OR ANY OTHER EVENT THAT THE ENGINEER DEEMS NECESSARY. THE CONTRACTOR SHALL INSPECT CHANGEABLE MESSAGE SIGNS BY 7:00 A.M. EACH DAY TO ENSURE THAT THE SIGNS ARE FULLY OPERATIONAL AND IN PROPER WORKING ORDER.

CHANGEABLE MESSAGE SIGNS TO BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR WILL BE REQUIRED TO FUEL AND INSPECT DAILY. CHANGEABLE MESSAGE SIGNS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "CHANGEABLE MESSAGE SIGN".



## STAGE CONSTRUCTION NOTES

### TRAFFIC CONTROL AND PROTECTION

1. TRAFFIC CONTROL IS AN INTEGRAL PART OF THE CONTRACTOR'S MEANS AND METHODS FOR COMPLETING THE WORK. THE REQUIREMENTS SET FORTH HEREIN AND WITHIN THE PROJECT SPECIFICATIONS PRESENT THE MINIMUM REQUIREMENTS FOR THE TRAFFIC CONTROL AND PROTECTION FOR THIS PROJECT. THE CONTRACTOR SHALL IMPLEMENT ALL ADDITIONAL MEASURES NECESSARY TO FULLY PROTECT PEDESTRIANS, BICYCLIST, VEHICLES AND THE CONTRACTOR'S WORK FORCE FROM THEIR WORK ACTIVITIES AND FROM PASSING TRAFFIC. FIELD MODIFICATION OF THE TRAFFIC CONTROL SCHEME DEPICTED ON THE STAGE CONSTRUCTION PLANS SHALL BE APPROVED BY THE ENGINEER. THE CONTRACTOR'S TRAFFIC CONTROL AND SEQUENCE OF CONSTRUCTION SHALL INCORPORATE THESE REQUIREMENTS AND TIME FRAMES:

STAGE 1: CLOSE INSIDE LANES AND ALL LEFT TURN LANES AND SHIFT ALL TRAFFIC TO EXISTING OUTSIDE LANES ON PIONEER PKWY.

AREA SHOWN ON THE STAGING PLANS AT HARKER DR SHALL BE CLOSED FOR A MAXIMUM OF 15 WORKING DAYS. DURING THIS TIME, N HARKER DR WILL BE LIMITED TO RIGHT IN AND RIGHT OUT MOVEMENTS.

STAGE 2A: SET A DETOUR ROUTE DURING STAGE 2A & 2B (SEE DETOUR PLAN). KEEP TRAFFIC OUT OF INSIDE LANES AND TURN LANES EXCEPT AT N HARKER DR, GAP THIS AREA TO ALLOW TURNING MOVEMENTS. MAINTAIN ACCESS USING TEMPORARY AGGREGATE.

DO NOT ALLOW ANY LEFT TURNS AT INTERSECTION OF PIONEER PKWY AND N UNIVERSITY ST. CONSTRUCT INSIDE LANES OF PIONEER PARKWAY IN MIDDLE OF INTERSECTION. REMOVE ISLANDS AND TRAFFIC SIGNAL MAST ARMS ON THE SOUTH SIDE OF INTERSECTION. AFTER ISLANDS AND SIGNALS HAVE BEEN REMOVED, FILL THOSE AREAS WITH TEMPORARY PAVEMENT. BEGIN INSTALLATION OF PROPOSED TRAFFIC SIGNALS ON SOUTH SIDE OF THE INTERSECTION. PRIOR TO INSTALLATION OF PROPOSED TRAFFIC SIGNALS, RIGHT TURN LANES ON THE SOUTH SIDE OF THE INTERSECTION WILL NEED TO BE ADJUSTED TO MAKE ROOM FOR PROPOSED MAST ARM AND FOUNDATION INSTALLATION. EXISTING MEDIAN ON SOUTH LEG OF N UNIVERSITY ST WILL BE REMOVED AND FILLED WITH TEMPORARY PAVEMENT. ADD TEMPORARY TRAFFIC CONTROL AS NECESSARY TO DIRECT TURNING TRAFFIC AT THE SOUTH SIDE OF THE INTERSECTION AROUND ISLAND REMOVAL AND SIGNAL INSTALLATION. STAGE 2A WORK SHALL BE COMPLETED WITHIN 15 WORKING DAYS. NO TRAFFIC SIGNALS WILL BE OPERATIONAL DURING STAGE 2A.

STAGE 2B: CONTINUE UTILIZING DETOUR ROUTE FROM STAGE 2A. MOVE TRAFFIC TO INSIDE LANES OF PIONEER PARKWAY. GAP AREA AT N HARKER DR TO ALLOW TURNING MOVEMENTS TO AND FROM N HARKER DR. DO NOT ALLOW ANY LEFT TURNS AT INTERSECTION OF PIONEER PKWY AND N UNIVERSITY ST. CONSTRUCT OUTSIDE LANES OF PIONEER PARKWAY IN MIDDLE OF INTERSECTION AND RECONSTRUCT NORTH SIDE OF N UNIVERSITY. REMOVE TRAFFIC SIGNALS ON NORTH SIDE OF THE INTERSECTION AND INSTALL PROPOSED TRAFFIC SIGNALS ON NORTH SIDE. STAGE 2B WORK SHALL BE COMPLETED WITHIN 25 WORKING DAYS. NO TRAFFIC SIGNALS WILL BE OPERATIONAL DURING STAGE 2B. PIONEER PARKWAY WILL BE ALLOWED TO FREE-FLOW. N. UNIVERSITY WILL BE RESTRICTED TO RIGHT TURNS ONLY AND CONTROLLED WITH YIELD SIGNS.

STAGE 3: REMOVE DETOUR ROUTE. ACTIVATE PROPOSED TRAFFIC SIGNALS AT INTERSECTION. SHIFT TRAFFIC FROM OUTSIDE LANES TO INSIDE LANES ON N UNIVERSITY ST. CONSTRUCT TEMPORARY ENTRANCE AT BMW OF PEORIA CAR DEALERSHIP TO ALLOW RECONSTRUCTION OF EXISTING ENTRANCE. CONSTRUCT ALL OUTSIDE LANES, CURB & GUTTERS, SIDEWALKS, SHARED-USE PATHS, ENTRANCES, STORM SEWER, SIGNALS AND ANY OTHER APPLICABLE WORK ALONG PIONEER PARKWAY.

STAGE 4: CLOSE INSIDE LANES AND LEFT TURN LANE SOUTH LEG OF N UNIVERSITY ST., AND INSIDE SOUTHBOUND LANE AND LEFT TURN LANE ON NORTH LEG OF N UNIVERSITY ST. AND SHIFT ALL TRAFFIC TO EXISTING OUTSIDE LANES OF THE SOUTH LEG OF N UNIVERSITY ST. PROPOSED MEDIAN ON SOUTH LEG OF N UNIVERSITY ST WILL NOT BE CONSTRUCTED IN STAGE 4, AND TEMPORARY PAVEMENT SHALL REMAIN IN PLACE OF REMOVED MEDIAN FROM STAGE 2A.

STAGE 5: SHIFT TRAFFIC FROM OUTSIDE LANES TO INSIDE LANES ON N UNIVERSITY ST. CONSTRUCT ALL OUTSIDE LANES, CURB & GUTTERS, SIDEWALKS, SHARED-USE PATHS, ENTRANCES, STORM SEWER, SIGNALS AND ANY OTHER APPLICABLE WORK ALONG N UNIVERSITY ST.

POST STAGE 5: REMOVE TEMPORARY PAVEMENT, INSTALL PROPOSED MEDIAN ON S LEG OF N UNIVERSITY ST, REMOVE ALL TRAFFIC CONTROL, AND COMPLETE FINAL PAVEMENT MARKING.

2. EXISTING TRAFFIC CONTROL SIGNS AND DEVICES OR SIGNS INSTALLED IN A PREVIOUS STAGE THAT ARE IN CONFLICT WITH THE CURRENT STAGE ARE TO BE REMOVED BY THE CONTRACTOR AFTER THE PROPOSED TRAFFIC CONTROL AND PROTECTION REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER. SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE PROTECTED FROM DAMAGE.

3. NO DEVIATIONS FROM THE APPROVED TRAFFIC CONTROL PLAN WILL BE ALLOWED WITHOUT PRIOR WRITTEN PERMISSION FROM THE ENGINEER.

4. THE CONTRACTOR SHALL COVER OR REMOVE EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLANS AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE ALL SIGNS AS SHOWN ON THE STAGE CONSTRUCTION PLANS AND ADDITIONAL SIGNS AS REQUIRED BY THE LISTED HIGHWAY STANDARDS. THE PROPOSED TRAFFIC CONTROL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD 701901, THE STAGE CONSTRUCTION PLANS AND AS DIRECTED BY THE ENGINEER.

5. TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. ADJUSTMENTS TO THE TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

6. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO WEIGHTED SAND BAGS ON EACH TYPE II BARRICADE USED (ONE WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL) AND A MINIMUM OF FOUR WEIGHTED SAND BAGS ON EACH TYPE III BARRICADE USED.

7. TEMPORARY PAVEMENT MARKINGS: WORK ZONE PAVEMENT MARKINGS SHALL BE INSTALLED AS REQUIRED BY THE TRAFFIC CONTROL STANDARDS, AS SHOWN ON THE STAGE CONSTRUCTION PLANS AND AS DIRECTED BY THE ENGINEER. WORK ZONE PAVEMENT MARKINGS SHOWN ON THE STAGE CONSTRUCTION PLANS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE ITEM SPECIFIED. ONLY PAVEMENT MARKING TAPE, TYPE III, WILL BE ALLOWED ON THE FINAL WEARING SURFACE.

8. TO THE FULLEST EXTENT POSSIBLE, THE EXISTING PAVEMENT MARKINGS SHALL BE USED FOR TRAFFIC CONTROL. THE CONTRACTOR SHALL REMOVE THE EXISTING PAVEMENT MARKINGS OR THE PREVIOUSLY INSTALLED WORK ZONE PAVEMENT MARKINGS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN DESIGNATED FOR EACH CONSTRUCTION STAGE OR AS DIRECTED BY THE ENGINEER.

9. THE WORK ZONES SHOWN ON THE TRAFFIC CONTROL PLANS AND THE PLACEMENT OF SIGNS, BARRICADES AND OTHER TRAFFIC CONTROL DEVICES DEPICTED HEREIN ARE SCHEMATIC IN NATURE. FOR SPECIFIC INSTRUCTIONS ON THE INCLUSION OF SIGNS, BARRICADES AND OTHER TRAFFIC CONTROL DEVICES FOR INDIVIDUAL WORK ZONES AND THE PLACEMENT THEREOF, REFER TO THE TRAFFIC CONTROL STANDARDS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

10. THE INITIAL TRAFFIC CONTROL SETUP AND SUBSEQUENT CHANGES BETWEEN TRAFFIC CONTROL STAGES SHALL BE PERFORMED DURING NON-PEAK TRAFFIC HOURS AS DIRECTED BY THE ENGINEER. FLAGGERS SHALL BE REQUIRED DURING THE INITIAL SETUP AND SUBSEQUENT CHANGES OF THE TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

11. CHANGEABLE MESSAGE SIGNS SHALL BE USED AS DIRECTED BY THE ENGINEER AND SHALL INCLUDE THE FOLLOWING:

1. 14 DAYS IN ADVANCE OF WORK BEGINNING ON ALL FOUR LEGS OF THE INTERSECTION.
2. 14 DAYS IN ADVANCE OF STAGE CHANGES ON ALL FOUR LEGS OF THE INTERSECTION.
3. 7 DAYS IN ADVANCE OF SWITCHING FROM EXISTING TO PROPOSED TRAFFIC SIGNALS.

12. WHEN A "ROAD CONSTRUCTION AHEAD" OR "END ROAD WORK" SIGN HAS BEEN ERECTED IN THE APPLICABLE STAGE, THE SIGN WILL REMAIN IN PLACE UNTIL ALL CONSTRUCTION HAS BEEN COMPLETED.

13. WORK ZONE SPEED LIMIT IS TO REMAIN AT THE CURRENT POSTED SPEEDS.

14. ALL CONSTRUCTION SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.

15. CHANGE IN STAGE SHALL BE COORDINATED WITH THE ENGINEER AT LEAST 2 WEEKS IN ADVANCE AND APPROVED BY THE ENGINEER.

### ACCESS MAINTENANCE NOTES

MAINTAINING ACCESS TO ENTRANCES ARE OF THE UTMOST IMPORTANCE TO THE CITY. ACCESS TO ALL PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUB-STAGING THE CONSTRUCTION OF THE ENTRANCES AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FOLLOW THESE PROCEDURES TO ENSURE PROPER ENTRANCE ACCESS WHEN DIRECTED BY THE ENGINEER:

1. TEMPORARY ENTRANCE SHALL BE CONSTRUCTED TO A MINIMUM OF 12'. THE CONTRACTOR SHALL NOTE THAT THE TEMPORARY ENTRANCE PAVEMENT WIDTH MAY EXCEED THE WIDTH OF THE EXISTING ENTRANCE. THE COST OF PLACING, MAINTAINING AND REMOVING TEMPORARY ENTRANCE SHALL BE INCLUDED IN THE COST OF "AGGREGATE FOR TEMPORARY ACCESS".

2. ALL BARRICADES REQUIRED TO SUB-STAGE ENTRANCE CONSTRUCTION AND MAINTAIN ACCESS TO ENTRANCES SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".

3. FURNISHING, PLACING, MAINTAINING AND REMOVING ALL TEMPORARY AGGREGATE THAT IS USED TO TEMPORARILY FILL ANY VOIDS OR TO PROVIDE TEMPORARY ACCESS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR "AGGREGATE FOR TEMPORARY ACCESS".

4. THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS NO LESS THAN 3 DAYS BEFORE REMOVING ANY PART OF EXISTING ENTRANCES.

5. PROPER DRAINAGE SHALL BE MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THIS WORK AND ANY CONSTRUCTION TECHNIQUES NECESSARY TO ENSURE PROPER DRAINAGE IS MAINTAINED AT ALL TIMES. THE COST OF ALL LABOR, EQUIPMENT AND MATERIALS TO MAINTAIN PROPER DRAINAGE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE MISCELLANEOUS PAY ITEMS INVOLVED.

6. THE EXISTING MAINLINE PAVEMENT IN FRONT OF THE ENTRANCES AND SIDEROADS, AS WELL AS ENTRANCE PAVEMENT AND SIDEROAD PAVEMENT, SHALL REMAIN IN PLACE UNTIL THE ENGINEER HAS GIVEN AUTHORIZATION TO REMOVE. THE PAVEMENT SHALL REMAIN IN PLACE AS LONG AS POSSIBLE IN ORDER TO MAINTAIN A STABILIZED SURFACE AS ACCESS. ONCE THE EXISTING PAVEMENT IS REMOVED, ALL WORK, INCLUDING CONSTRUCTION OF PROPOSED CURB & GUTTER, MAINLINE PAVEMENT AND ENTRANCE PAVEMENT SHALL BE COMPLETED AS SOON AS POSSIBLE. AGGREGATE FOR TEMPORARY ACCESS SHALL ONLY BE USED WHEN AUTHORIZED BY THE ENGINEER.

7. ACCESS TO ALL ENTRANCES SHALL BE MAINTAINED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE POINT OF ACCESS TO EACH PROPERTY IN THE WORK AREAS AT ALL TIMES.

### TRAFFIC SIGNAL NOTES

1. THE CONTRACTOR SHALL WORK WITH THE CITY STAFF TO ADJUST TRAFFIC SIGNAL TIMINGS AS NECESSARY THROUGHOUT STAGE CONSTRUCTION FOR THE EXISTING TRAFFIC SIGNALS. TIMINGS SHALL BE ADJUSTED TO ACCOMMODATE THE CHANGING TRAFFIC PATTERNS TO MINIMIZE DELAYS. TRAFFIC SIGNAL HEADS SHALL BE COVERED DURING THE VARIOUS STAGES TO ELIMINATE TURNING MOVEMENTS THAT ARE PROHIBITED.

2. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LUMP SUM TRAFFIC CONTROL AND PROTECTION (SPECIAL).

**STAGE CONSTRUCTION SIGN LEGEND**



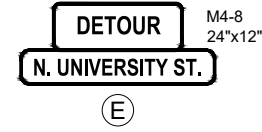
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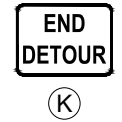
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W20-1  
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M4-8  
24"x12"



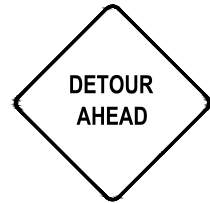
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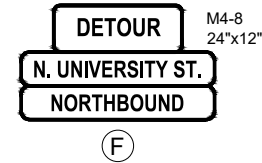
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R3-7R  
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W20-2  
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M4-8  
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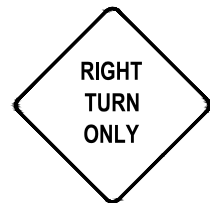
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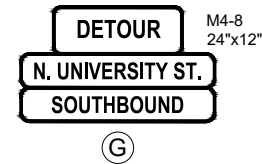
W21-1  
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G20-2  
36"x18"



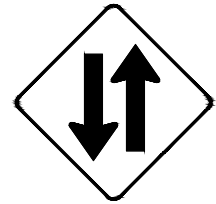
W20-3 - MODIFIED  
(DIAMOND SHAPE  
BLACK BORDER &  
LETTERS ON ORANGE  
BACKGROUND)  
36"x36"



M4-8  
24"x12"



W20-3  
36"x36"



W6-3  
36"x36"



R1-2  
36"x36"x36"



(H)



R11-2  
48"x30"

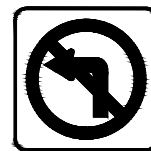


G20-5aP  
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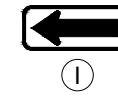
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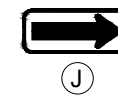
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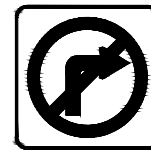
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(I)

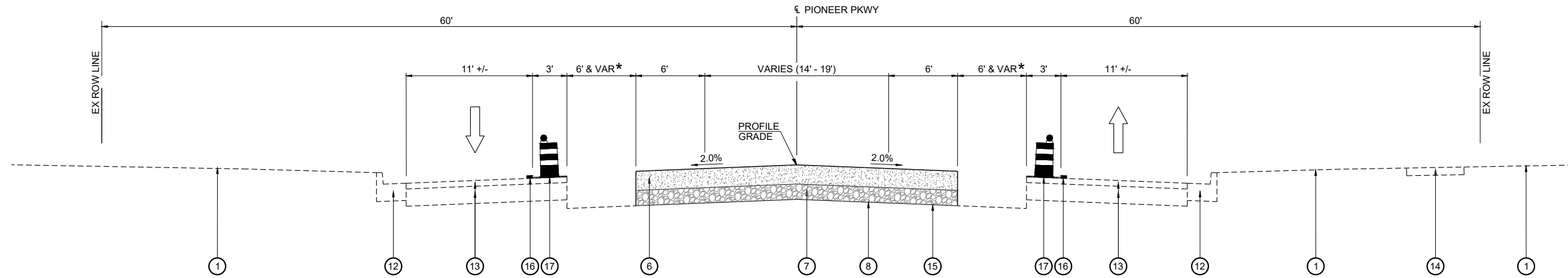


(J)



R3-1  
24"x24"

V:\5111.02 - Pioneer Pkwy-University St. Reconstruction - PH II (Peoria)\CADD\CADD Sheets\Revised Staging Plans\5111.02-sht-staging 1-typical.dwg



**STAGE 1 TYPICAL SECTION  
PIONEER PKWY**

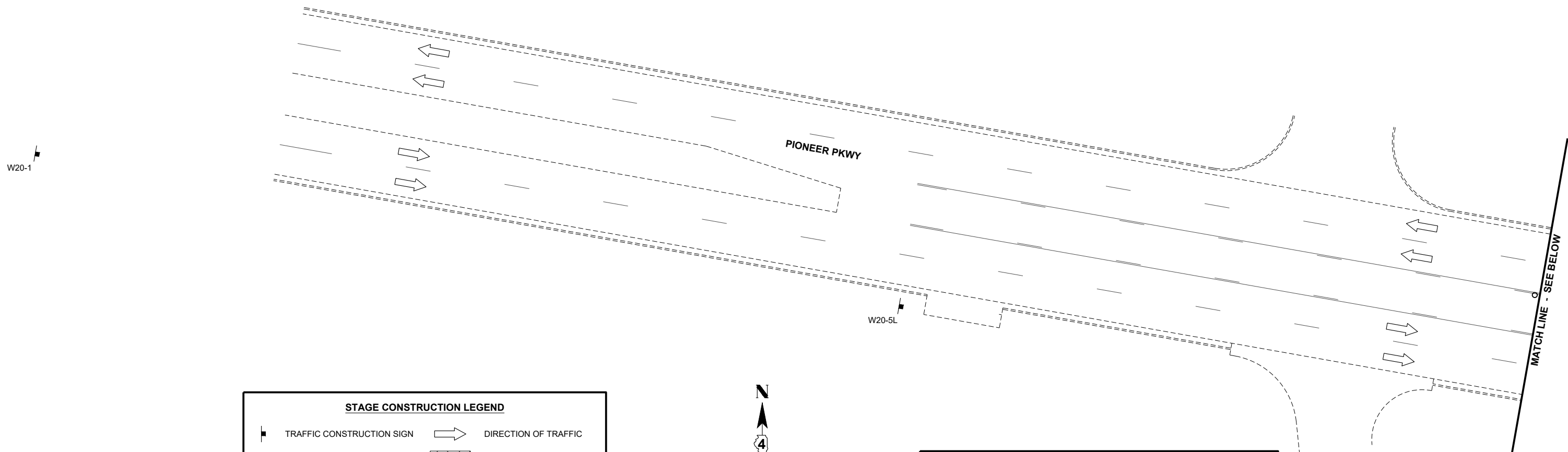
STA 100+83.0 TO STA 112+81.84  
STA 114+16.3 TO STA 120+05.4

- ① EXISTING GROUND LINE
- ② PROPOSED SODDING, SALT TOLERANT & TOPSOIL FURNISH AND PLACE, 4"
- ③ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH
- ④ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑤ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- ⑥ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- ⑦ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT 10"
- ⑧ PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑨ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1.5")
- ⑩ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2.5")
- ⑪ PROPOSED CONCRETE MEDIAN, TYPE SB-6.06
- ⑫ EXISTING CURB & GUTTER
- ⑬ EXISTING PAVEMENT
- ⑭ EXISTING SIDEWALK
- ⑮ TRIAXIAL GEOGRID REINFORCEMENT, TYPE I
- ⑯ TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE
- ⑰ TYPE II BARRICADE OR DRUM

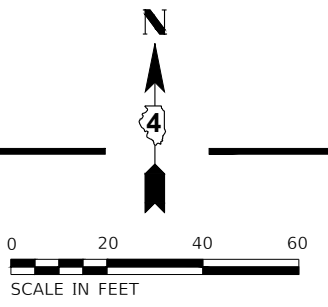
**NOTES:**

EXISTING SIDEWALK TO REMAIN FROM STA 115+68.44 TO STA 120+05.43.  
SEE PLAN AND PROFILE SHEETS FOR TEMPORARY EASEMENT AND PROPOSED ROW.  
STA 112+47.52 TO STA 114+74.69 = INTERSECTION OF PIONEER PKWY & N UNIVERSITY ST.

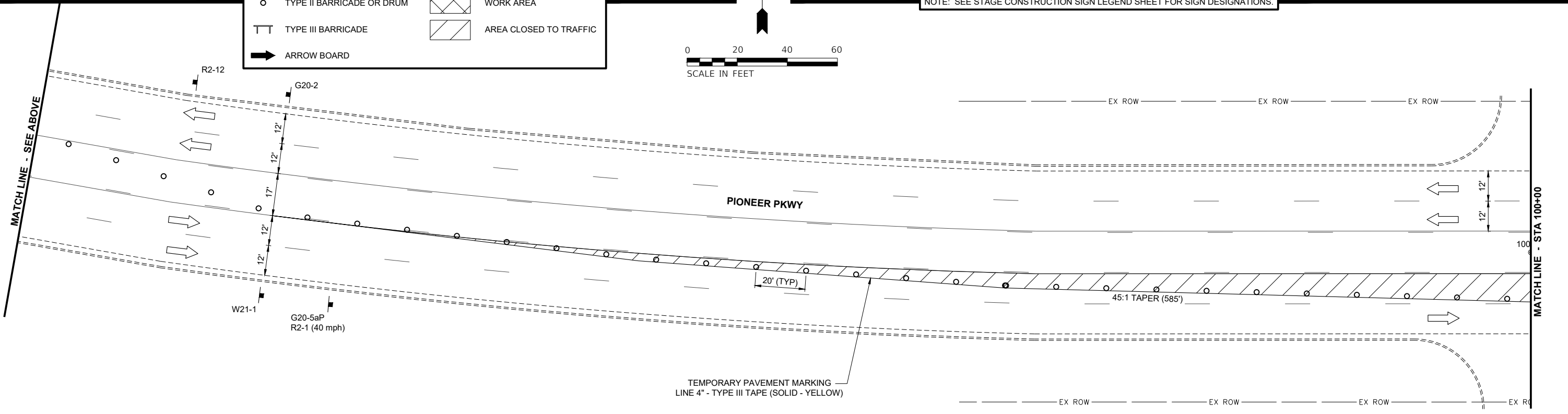
\* STA 100+83.0 TO STA 108+88.8 - 6'  
STA 108+88.8 TO STA 112+81.8 - VARIES 6' - 3.5'  
STA 114+16.3 TO STA 117+23.4 - 3.5'  
STA 117+23.4 TO STA 122+05.4 - VARIES 3.5' - 6'



STAGE CONSTRUCTION LEGEND			
	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	TYPE II BARRICADE OR DRUM		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		

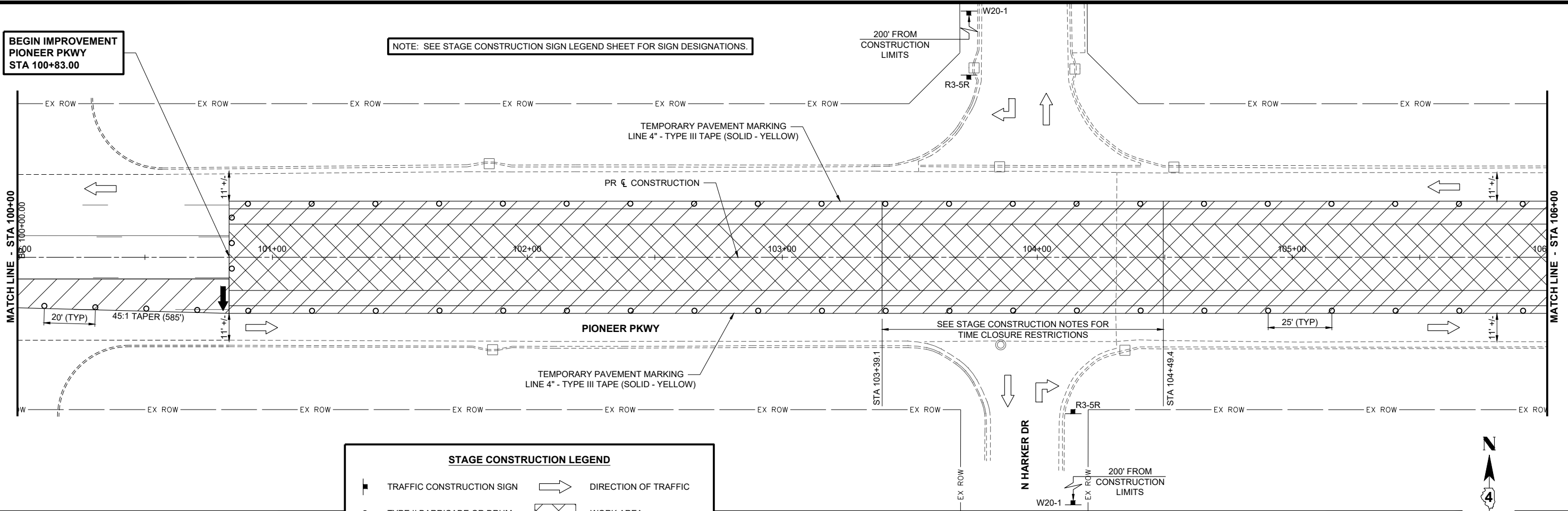


NOTE: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.

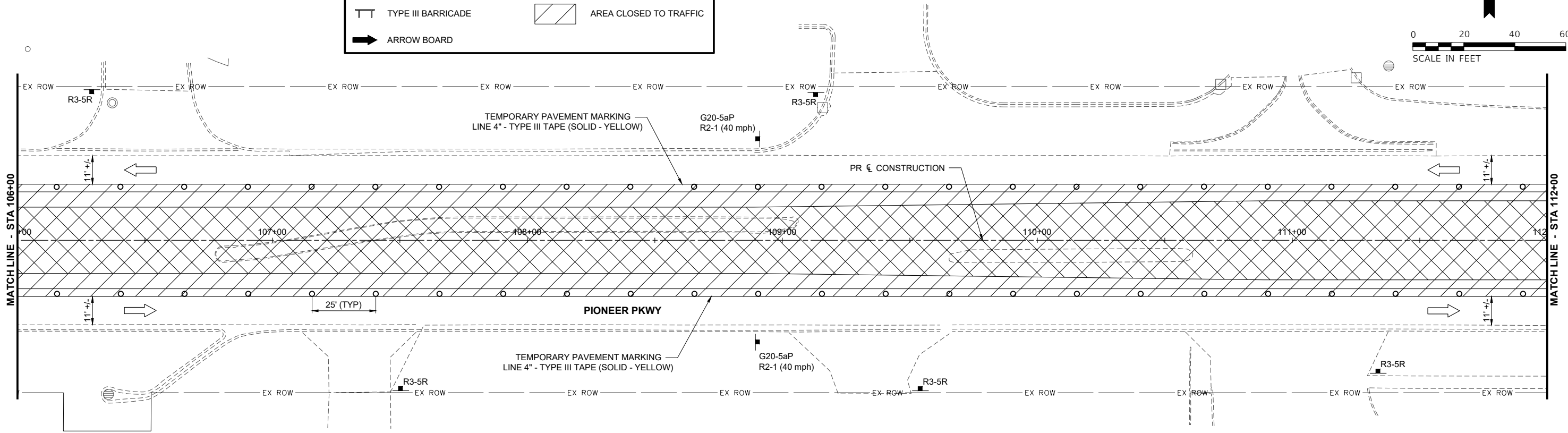


BEGIN IMPROVEMENT  
PIONEER PKWY  
STA 100+83.00

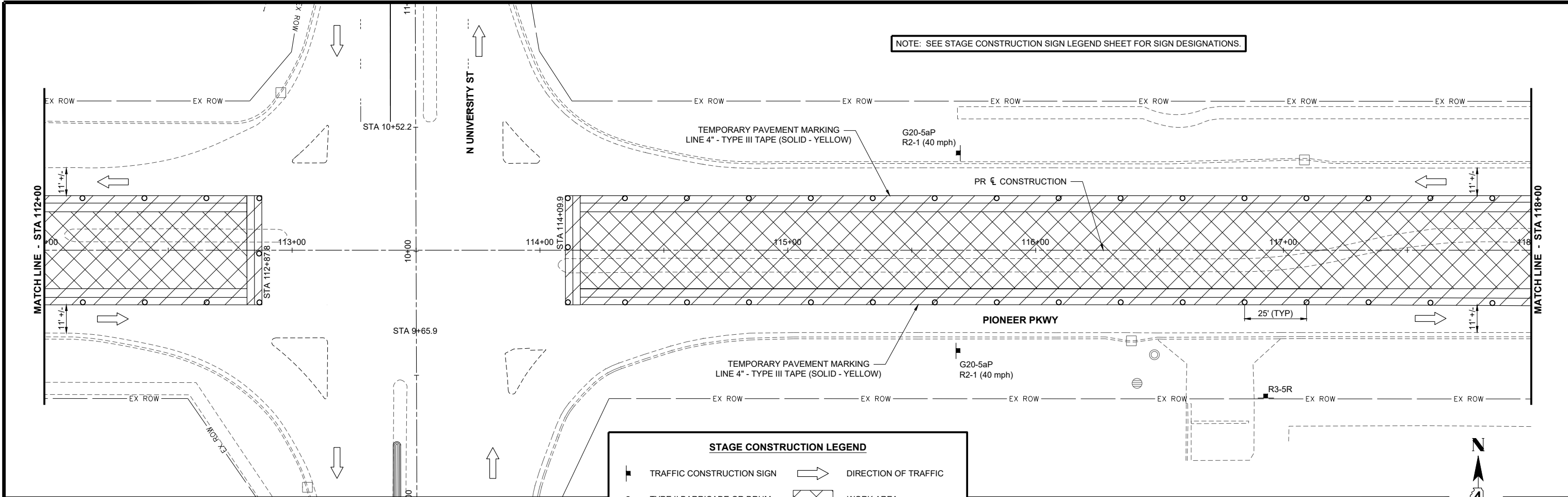
NOTE: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.



STAGE CONSTRUCTION LEGEND			
	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	TYPE II BARRICADE OR DRUM		WORK AREA
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	ARROW BOARD		

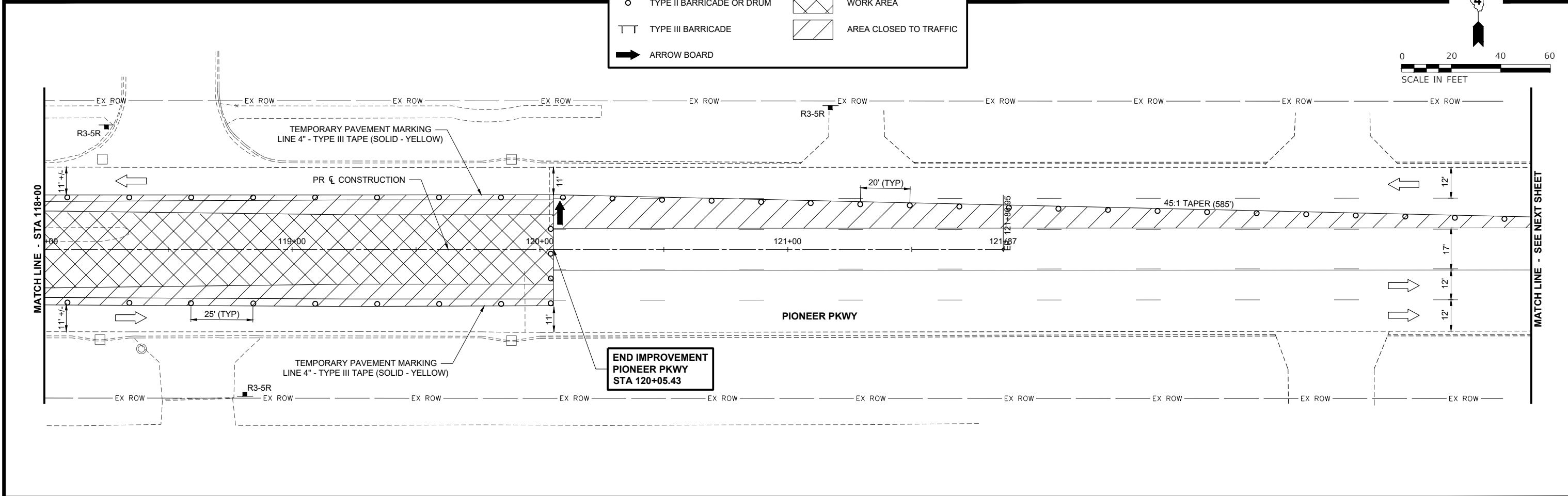
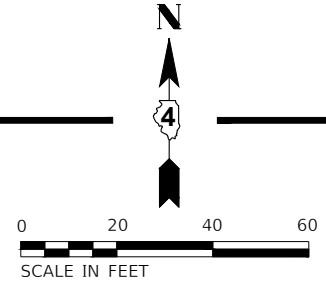


NOTE: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.



**STAGE CONSTRUCTION LEGEND**

	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	TYPE II BARRICADE OR DRUM		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		



DESIGNED EAA DATE- 10-13-23  
 DRAWN SRH  
 CHECKED RMB  
 PROJECT #: 5111.02

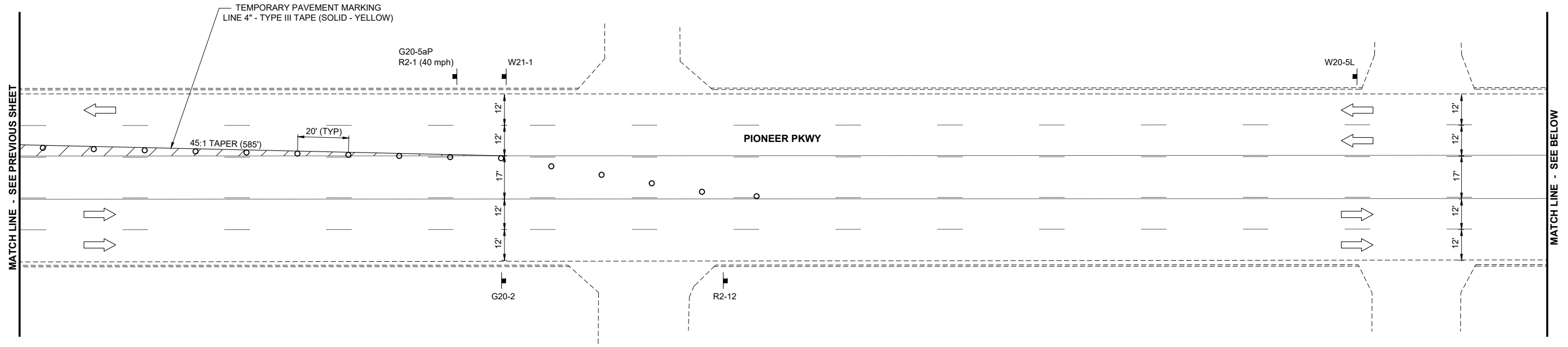
**PIONEER PKWY &  
 N UNIVERSITY ST  
 RECONSTRUCTION**



**PIONEER PKWY - STAGE 1 CONSTRUCTION PLAN (3 OF 4)**

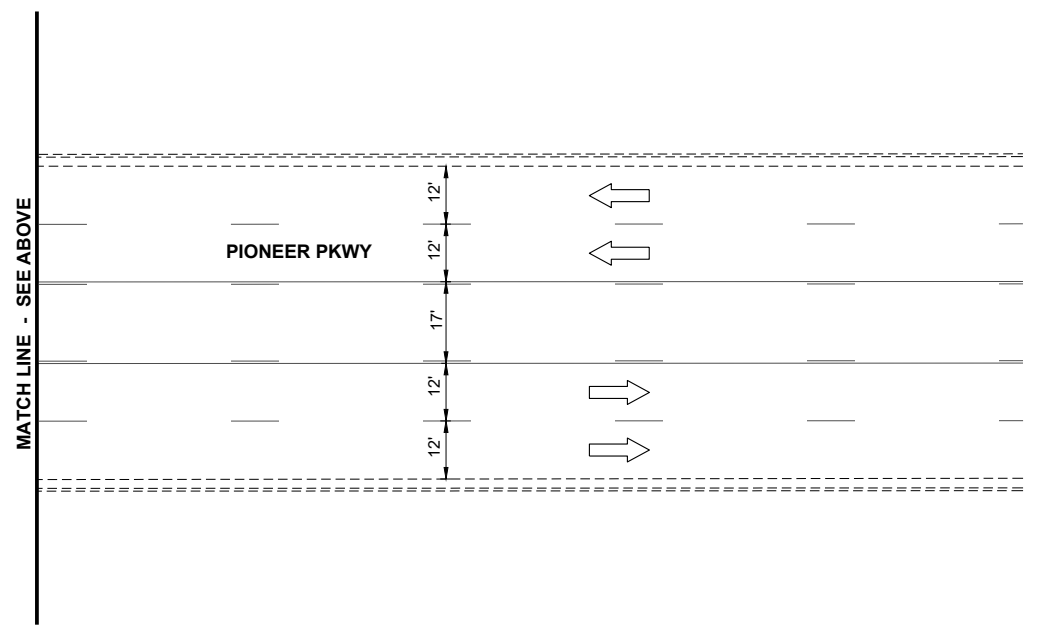
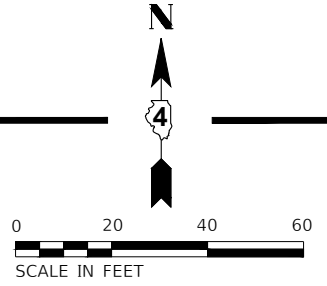
SHEET  
**46 OF 152**

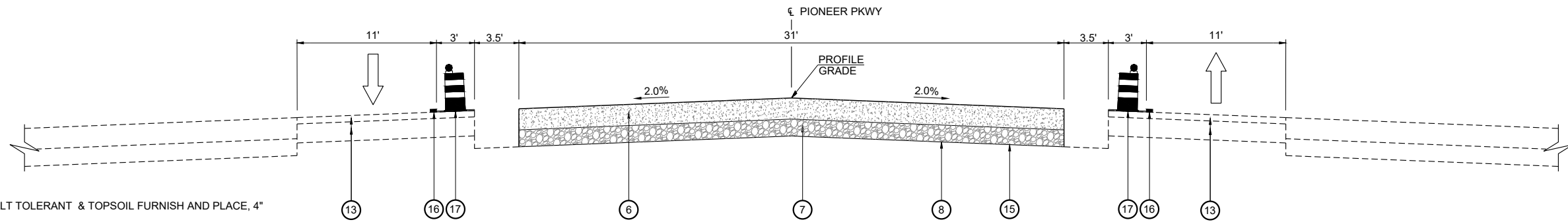
NOTE: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.



**STAGE CONSTRUCTION LEGEND**

	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	TYPE II BARRICADE OR DRUM		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		

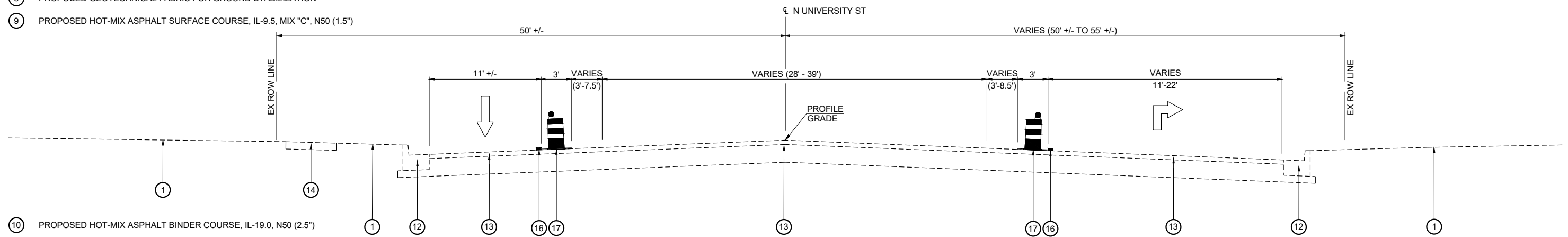




**STAGE 2A TYPICAL SECTION  
PIONEER PKWY**

STA 112+81.8 TO STA 114+16.3

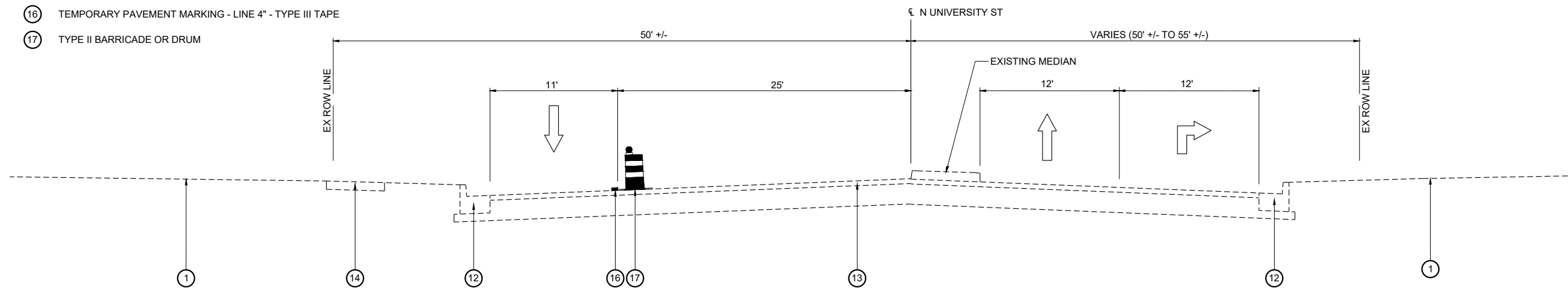
- ① EXISTING GROUND LINE
- ② PROPOSED SODDING, SALT TOLERANT & TOPSOIL FURNISH AND PLACE, 4"
- ③ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH
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- ⑦ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT 10"
- ⑧ PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑨ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1.5")



**STAGE 2A TYPICAL SECTION  
N UNIVERSITY ST**

STA 5+23.45 TO STA 9+60.6

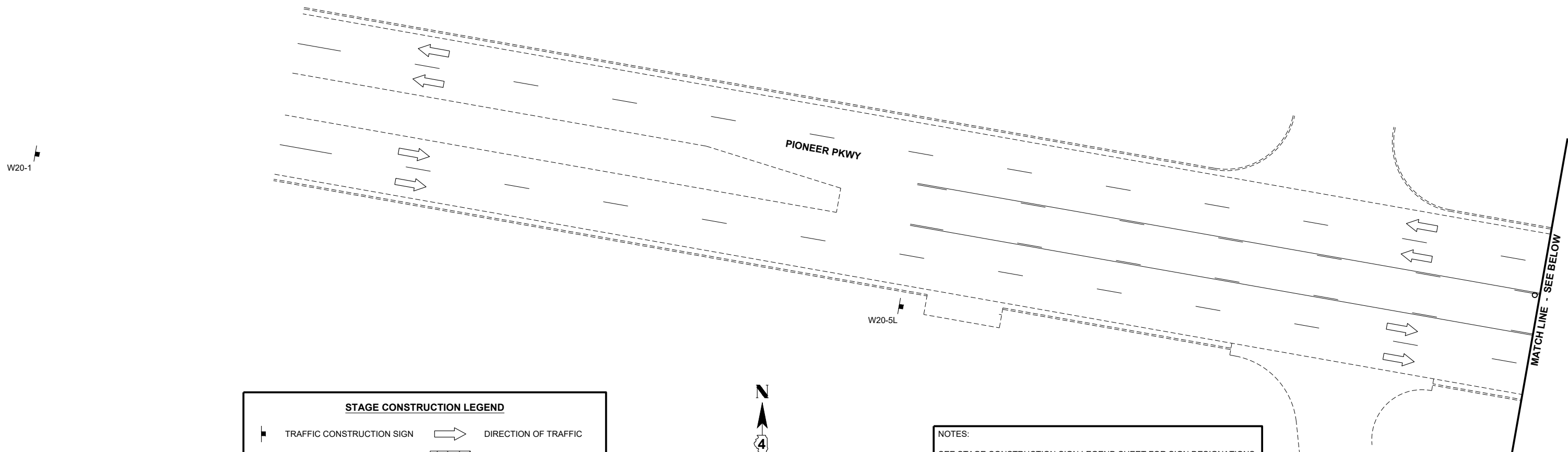
- ⑩ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2.5")
- ⑪ PROPOSED CONCRETE MEDIAN, TYPE SB-6.06
- ⑫ EXISTING CURB & GUTTER
- ⑬ EXISTING PAVEMENT
- ⑭ EXISTING SIDEWALK
- ⑮ TRIAXIAL GEOGRID REINFORCEMENT, TYPE I
- ⑯ TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE
- ⑰ TYPE II BARRICADE OR DRUM



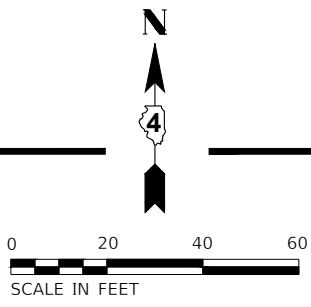
**STAGE 2A TYPICAL SECTION  
N UNIVERSITY ST**

STA 10+50.8 TO STA 12+21.7

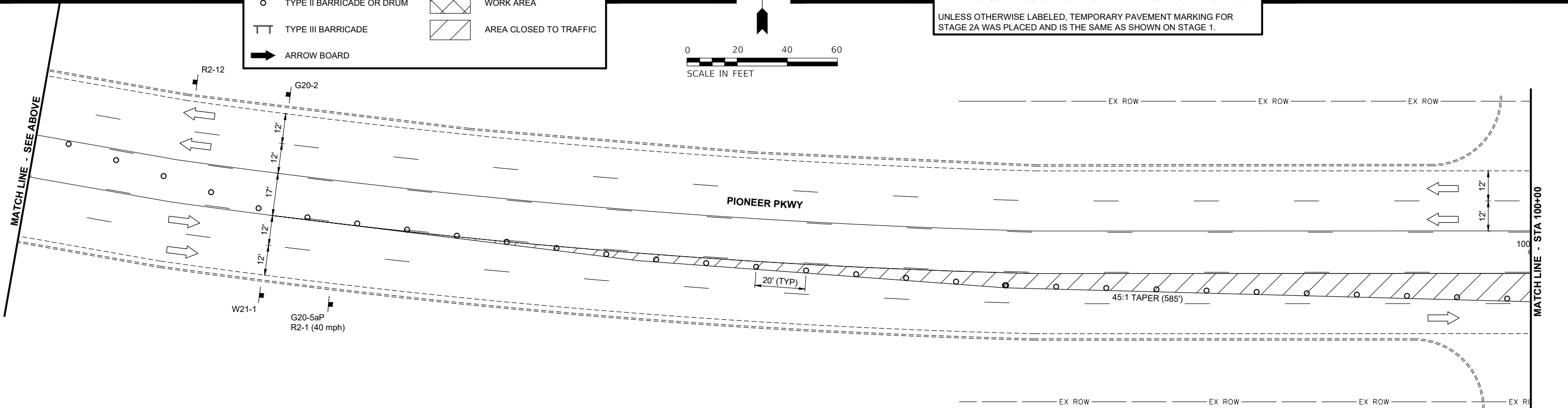




STAGE CONSTRUCTION LEGEND			
	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	TYPE II BARRICADE OR DRUM		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		

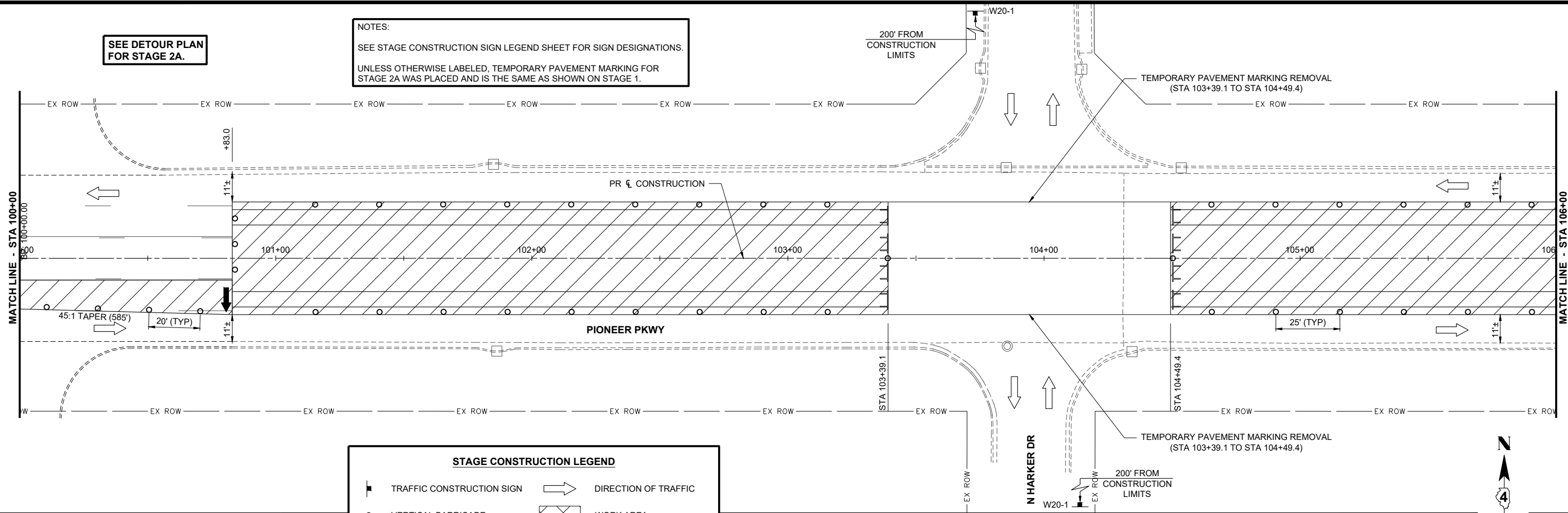


NOTES:  
 SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.  
 UNLESS OTHERWISE LABELED, TEMPORARY PAVEMENT MARKING FOR STAGE 2A WAS PLACED AND IS THE SAME AS SHOWN ON STAGE 1.

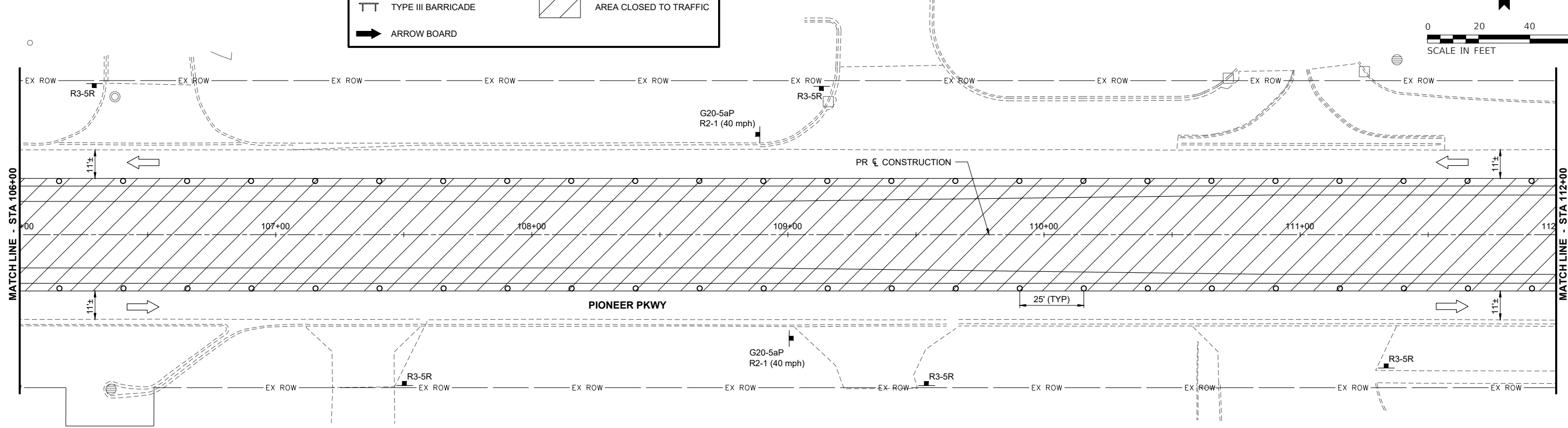


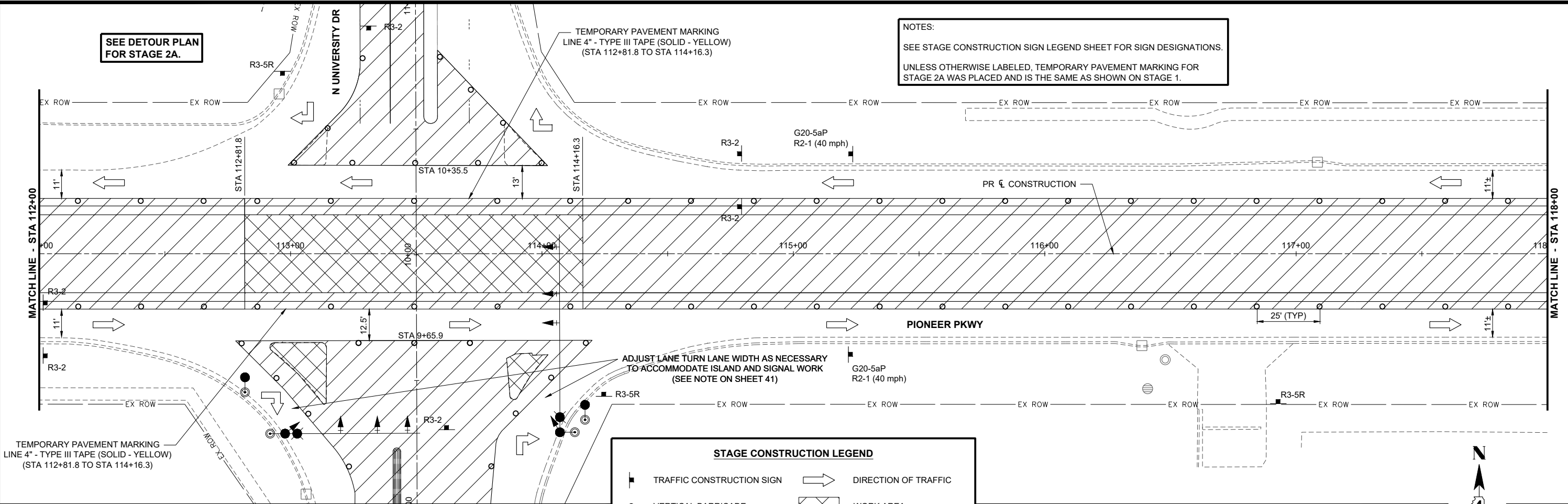
SEE DETOUR PLAN FOR STAGE 2A.

NOTES:  
 SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.  
 UNLESS OTHERWISE LABELED, TEMPORARY PAVEMENT MARKING FOR STAGE 2A WAS PLACED AND IS THE SAME AS SHOWN ON STAGE 1.



STAGE CONSTRUCTION LEGEND			
	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	VERTICAL BARRICADE		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		



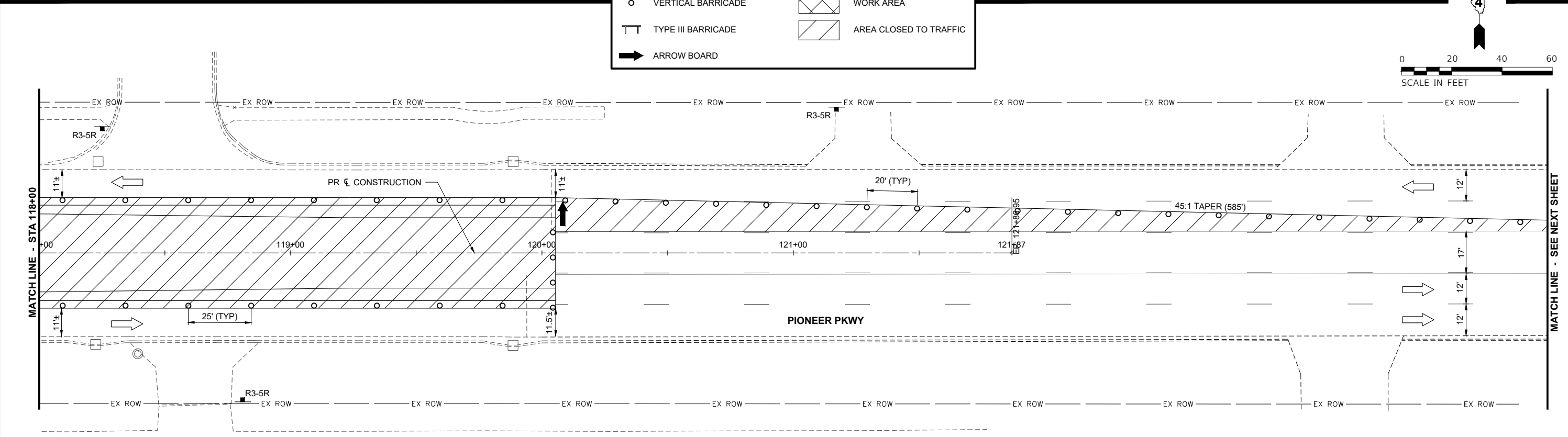
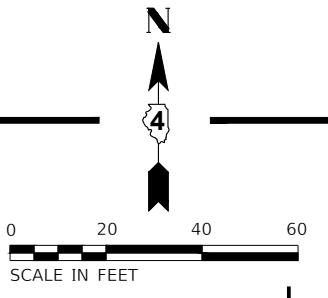


**NOTES:**  
 SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.  
 UNLESS OTHERWISE LABELED, TEMPORARY PAVEMENT MARKING FOR STAGE 2A WAS PLACED AND IS THE SAME AS SHOWN ON STAGE 1.

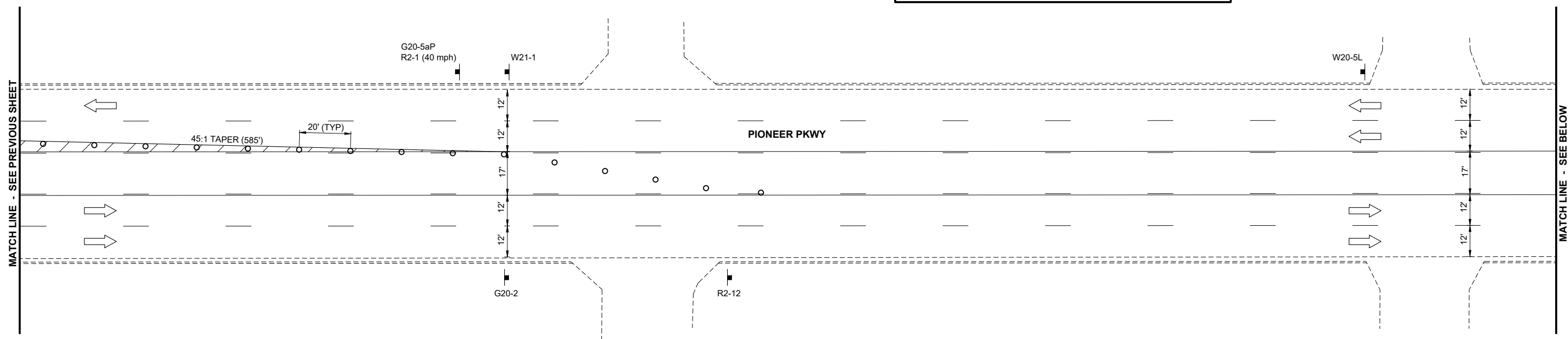
SEE DETOUR PLAN FOR STAGE 2A.

**STAGE CONSTRUCTION LEGEND**

	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	VERTICAL BARRICADE		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		

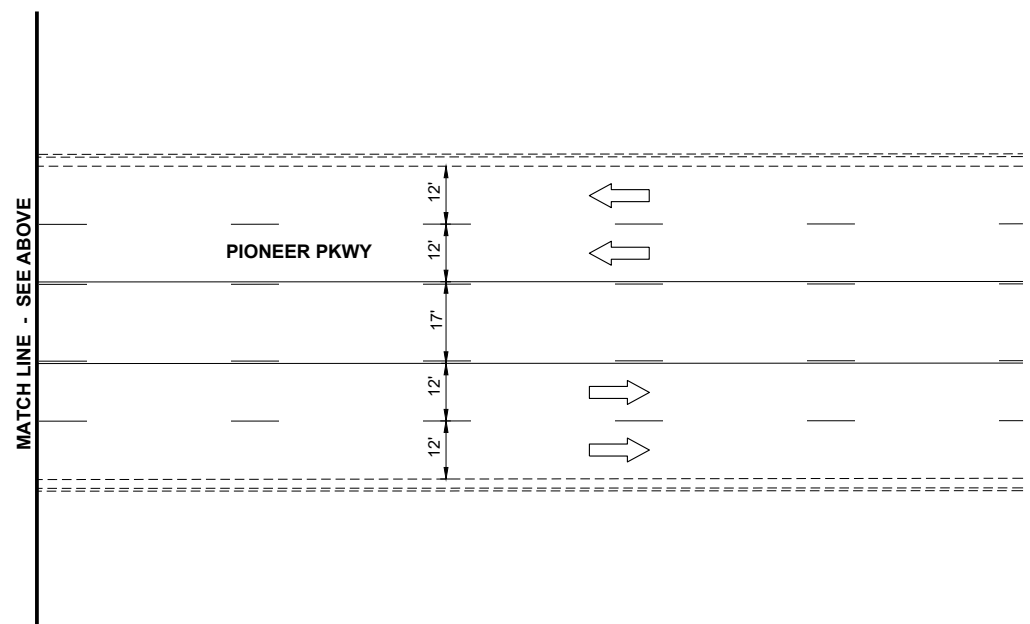
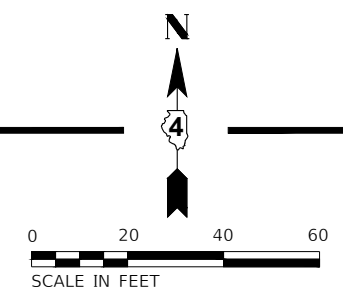


NOTES:  
 SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.  
 UNLESS OTHERWISE LABELED, TEMPORARY PAVEMENT MARKING FOR STAGE 2A WAS PLACED AND IS THE SAME AS SHOWN ON STAGE 1.



**STAGE CONSTRUCTION LEGEND**

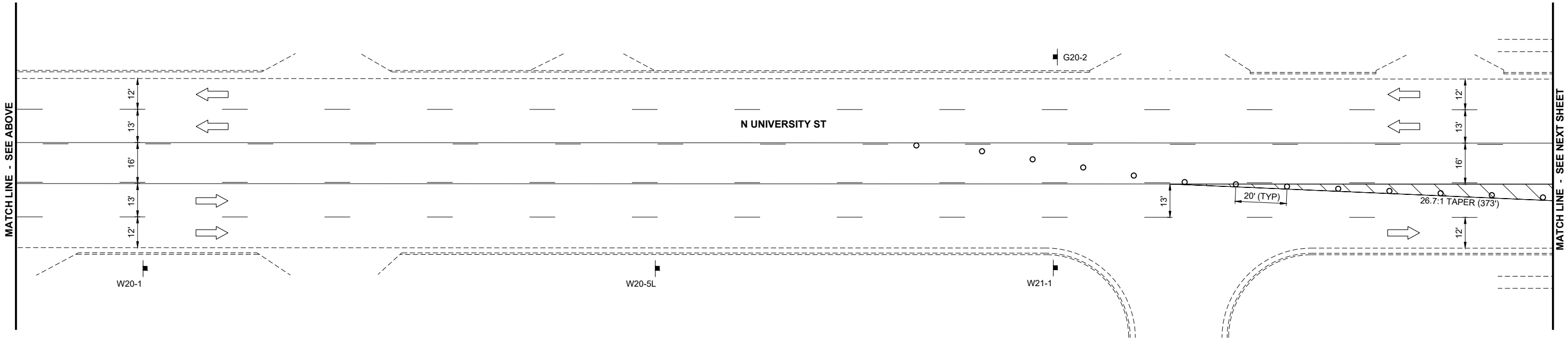
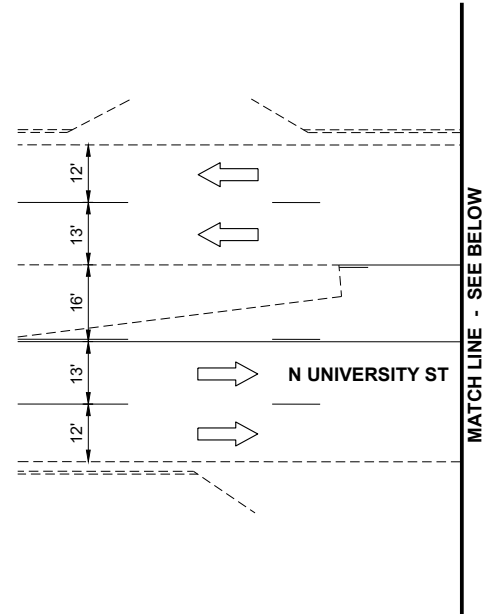
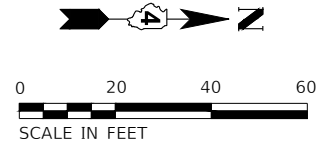
	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	TYPE II BARRICADE OR DRUM		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		



**NOTES:**  
 SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.  
 UNLESS OTHERWISE LABELED, TEMPORARY PAVEMENT MARKING FOR STAGE 2A WAS PLACED AND IS THE SAME AS SHOWN ON STAGE 1.

**STAGE CONSTRUCTION LEGEND**

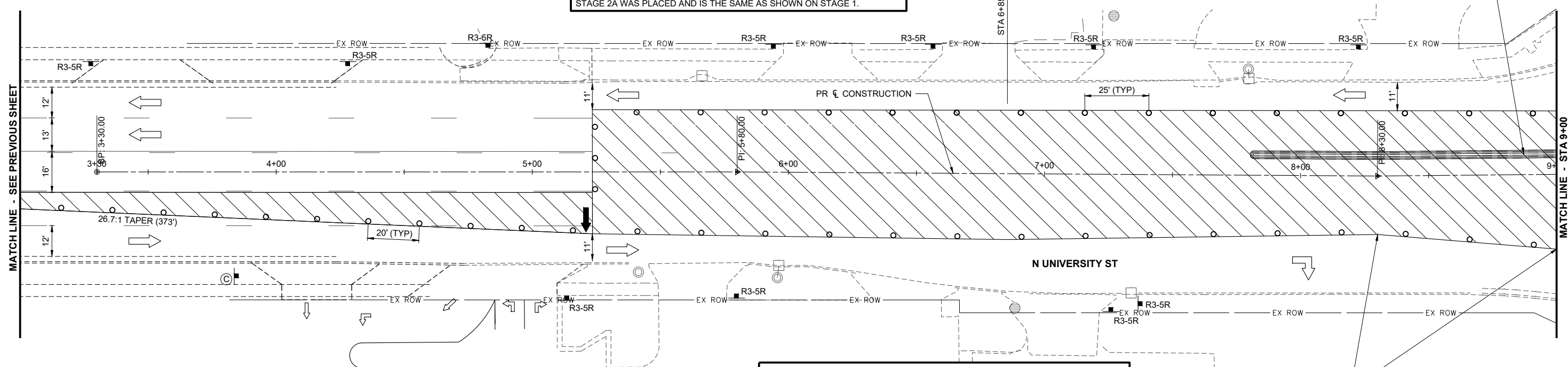
	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	VERTICAL BARRICADE		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		



SEE DETOUR PLAN FOR STAGE 2A.

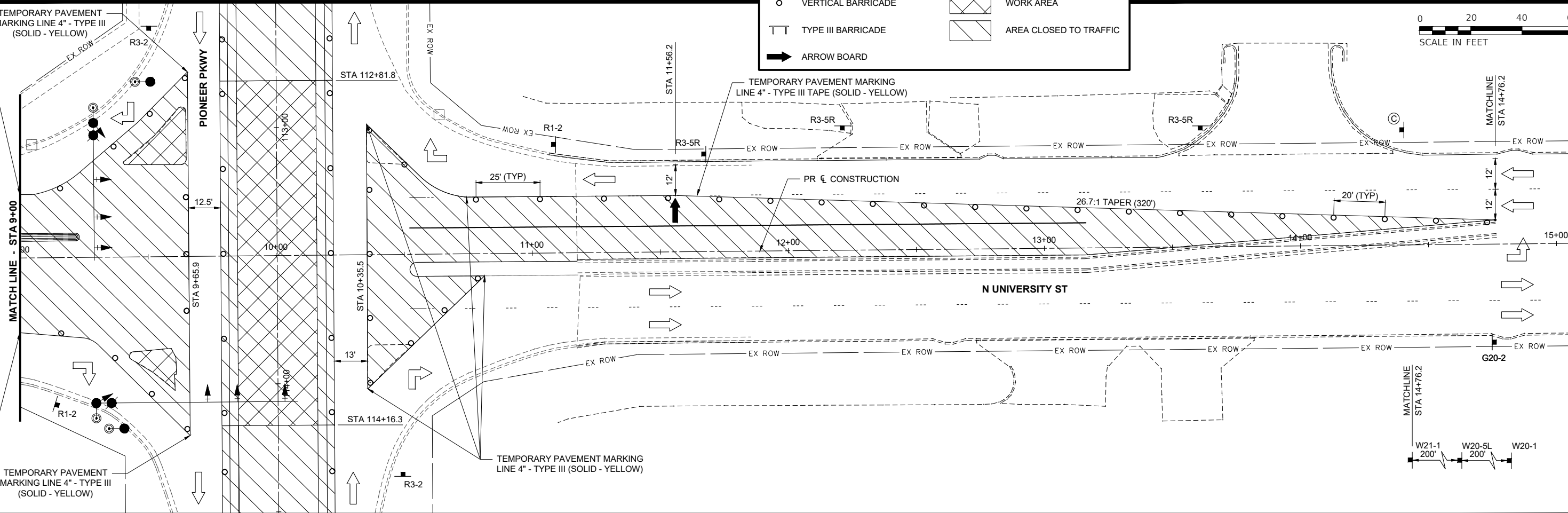
NOTES:  
SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.  
UNLESS OTHERWISE LABELED, TEMPORARY PAVEMENT MARKING FOR STAGE 2A WAS PLACED AND IS THE SAME AS SHOWN ON STAGE 1.

NOTE:  
MEDIAN TO BE CONSTRUCTED POST STAGE 5  
FILL WITH TEMPORARY PAVEMENT THIS STAGE



**STAGE CONSTRUCTION LEGEND**

	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	VERTICAL BARRICADE		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		



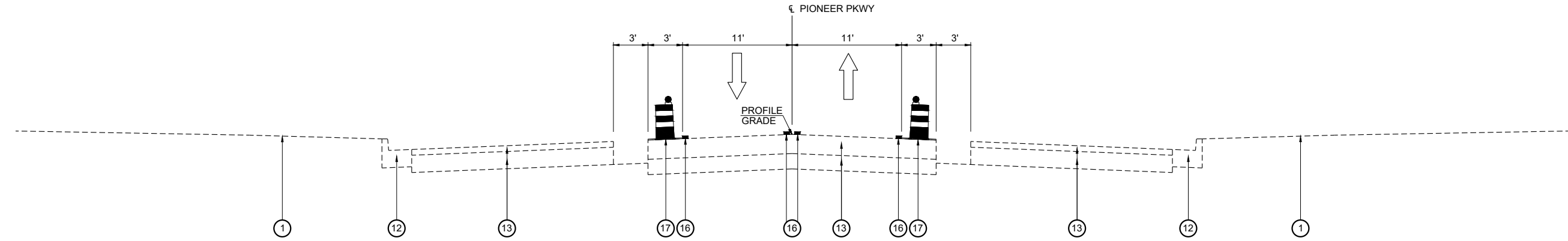
DESIGNED EAA DATE- 10-13-23  
DRAWN SRH  
CHECKED RMB  
PROJECT #: 5111.02

**PIONEER PKWY &  
N UNIVERSITY ST  
RECONSTRUCTION**



**N UNIVERSITY ST - STAGE 2A CONSTRUCTION PLAN (2 OF 2)**

SHEET  
54 OF 152

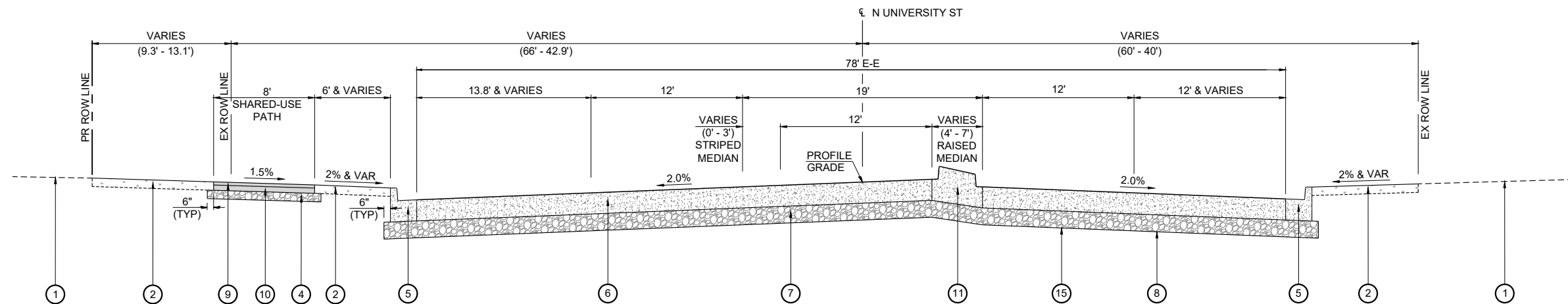


**STAGE 2B TYPICAL SECTION**

**PIONEER PKWY**

STA 100+83.0 TO STA 113+40.3  
STA 100+49.3 TO STA 120+11.5

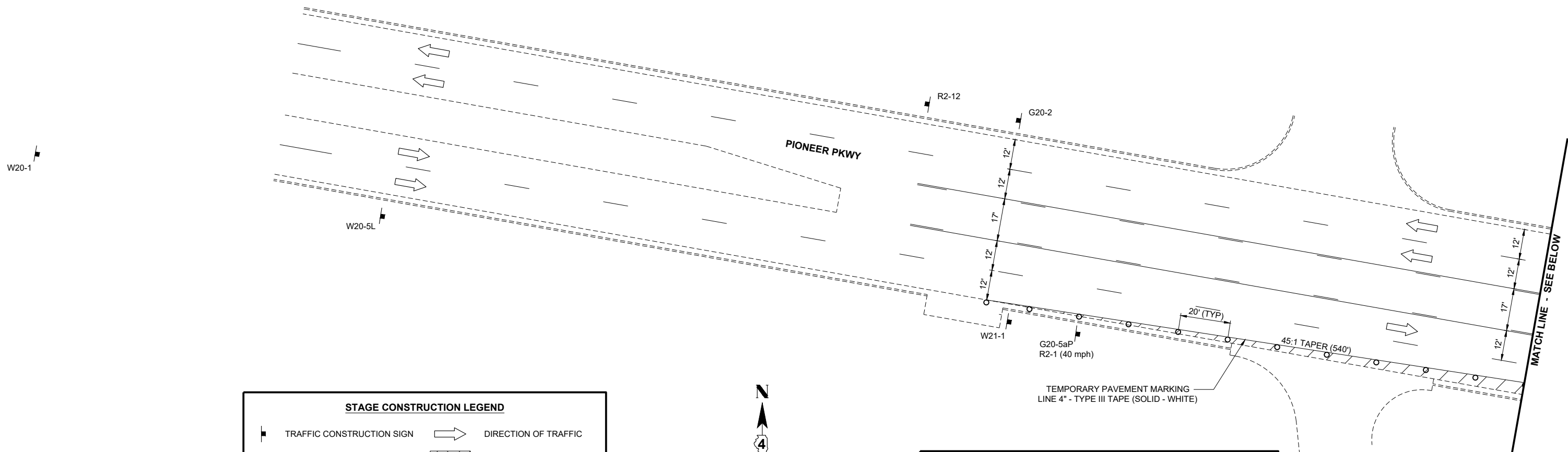
- ① EXISTING GROUND LINE
- ② PROPOSED SODDING, SALT TOLERANT & TOPSOIL FURNISH AND PLACE, 4"
- ③ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH
- ④ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑤ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- ⑥ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- ⑦ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT 10"
- ⑧ PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑨ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1.5")
- ⑩ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2.5")
- ⑪ PROPOSED CONCRETE MEDIAN, TYPE SB-6.06
- ⑫ EXISTING CURB & GUTTER
- ⑬ EXISTING PAVEMENT
- ⑭ EXISTING SIDEWALK
- ⑮ TRIAXIAL GEOGRID REINFORCEMENT, TYPE I
- ⑯ TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE
- ⑰ TYPE II BARRICADE OR DRUM



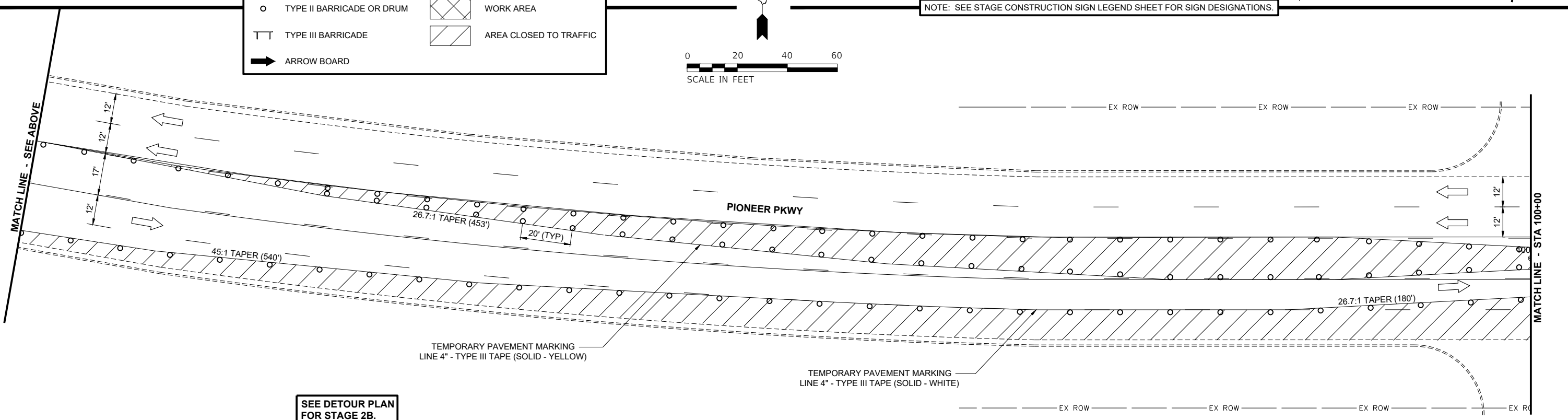
**STAGE 2B TYPICAL SECTION**

**N UNIVERSITY ST**

STA 10+15.91 TO STA 11+18.21



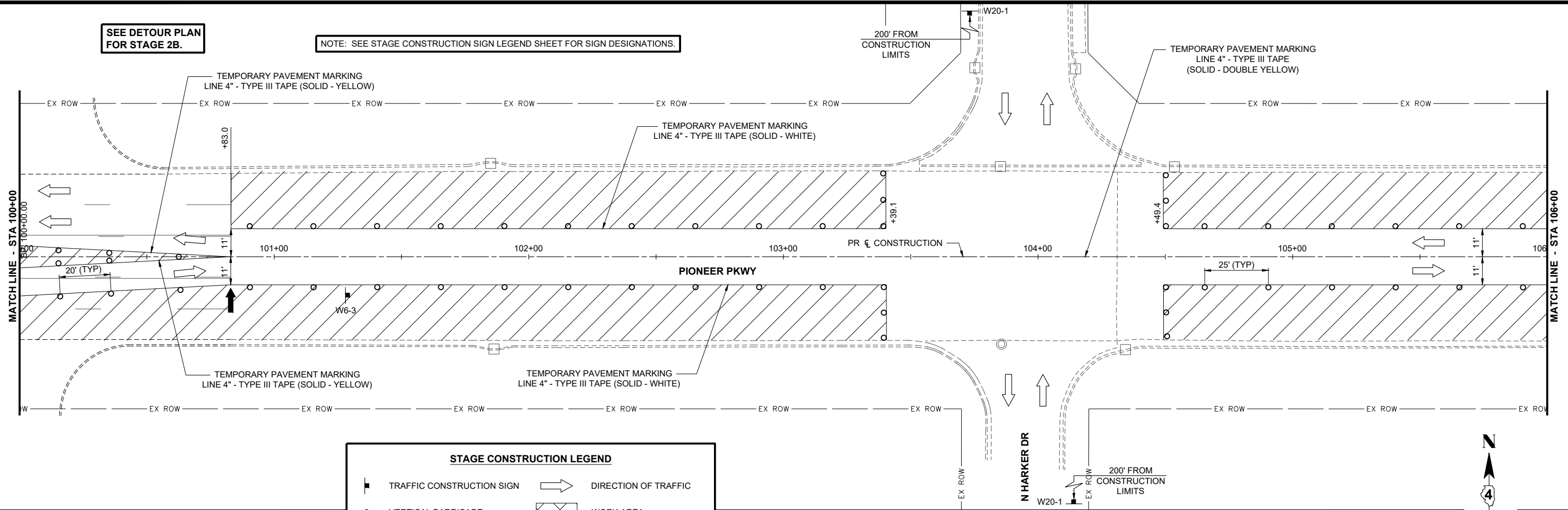
STAGE CONSTRUCTION LEGEND			
	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	TYPE II BARRICADE OR DRUM		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		



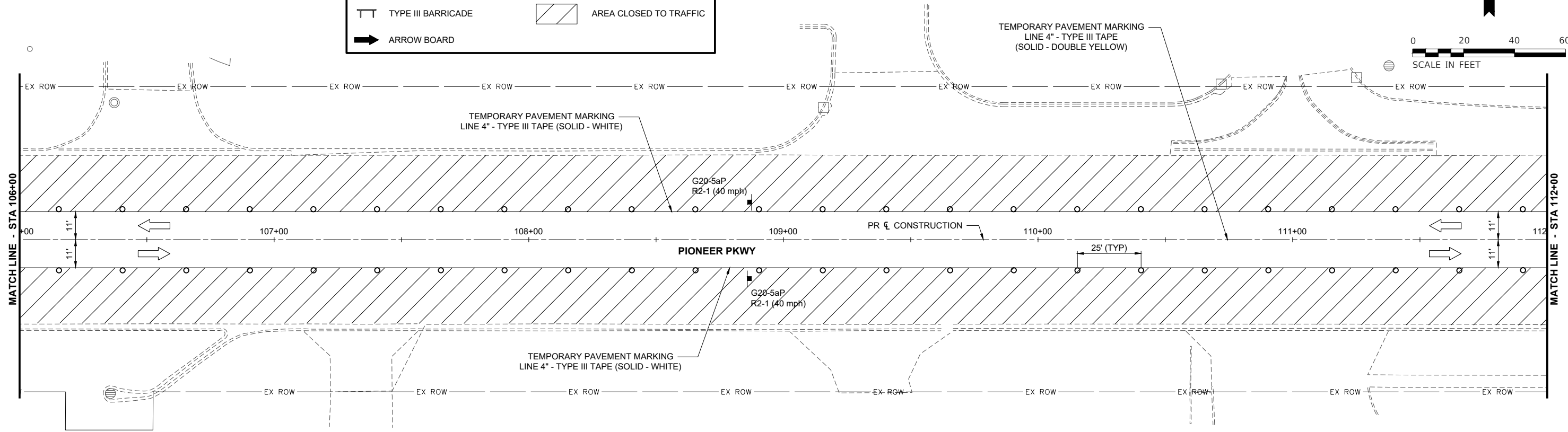


SEE DETOUR PLAN FOR STAGE 2B.

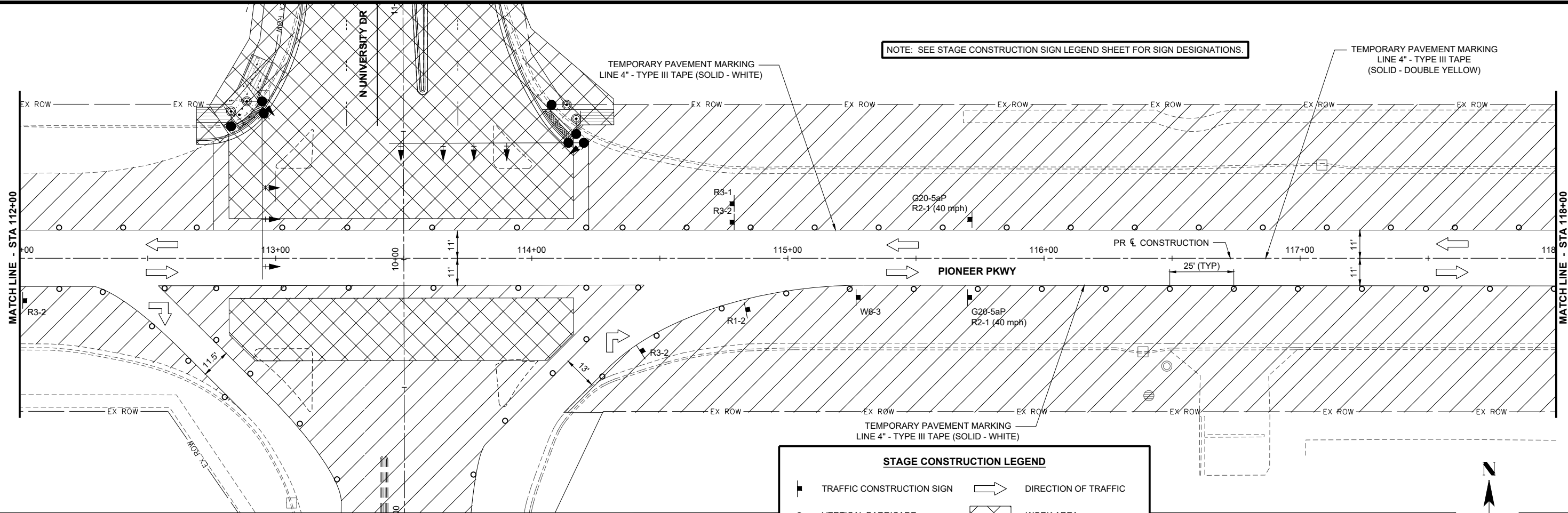
NOTE: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.



STAGE CONSTRUCTION LEGEND			
	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	VERTICAL BARRICADE		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		

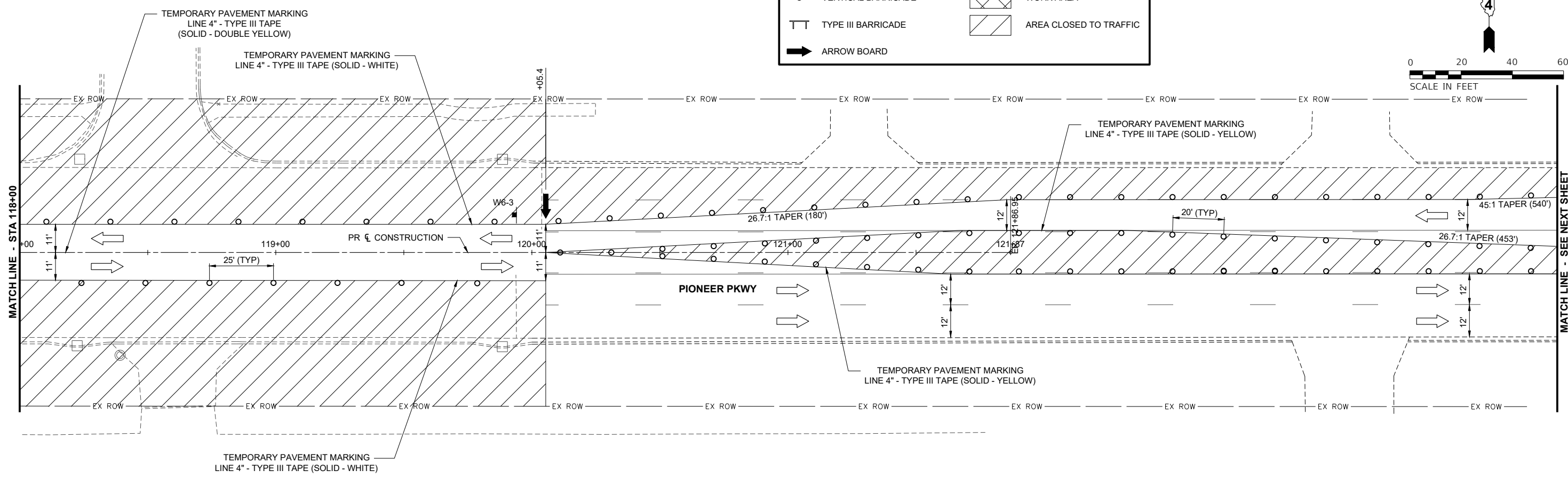
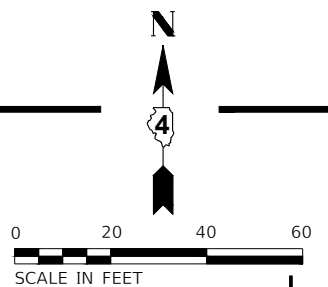


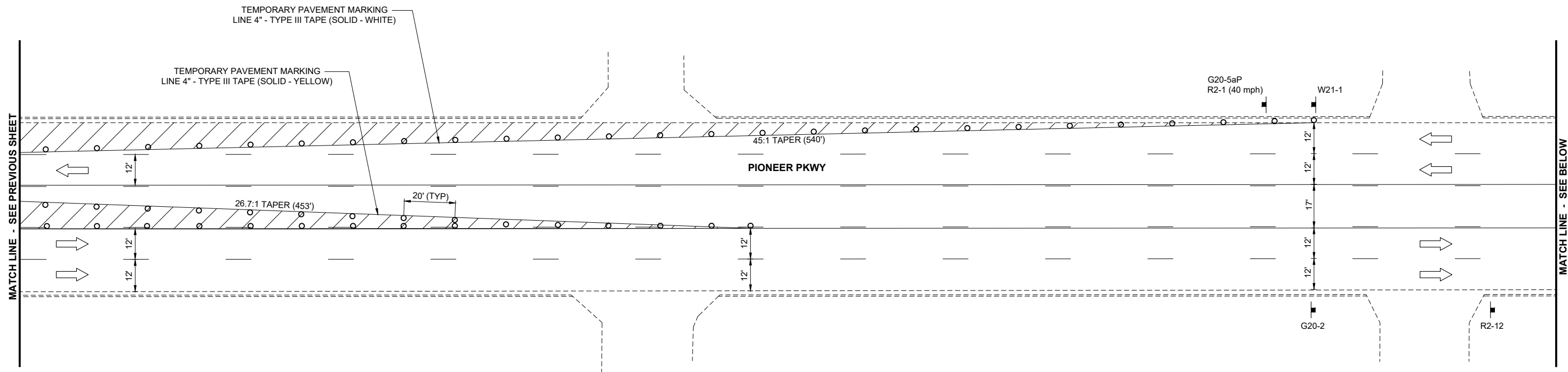
NOTE: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.



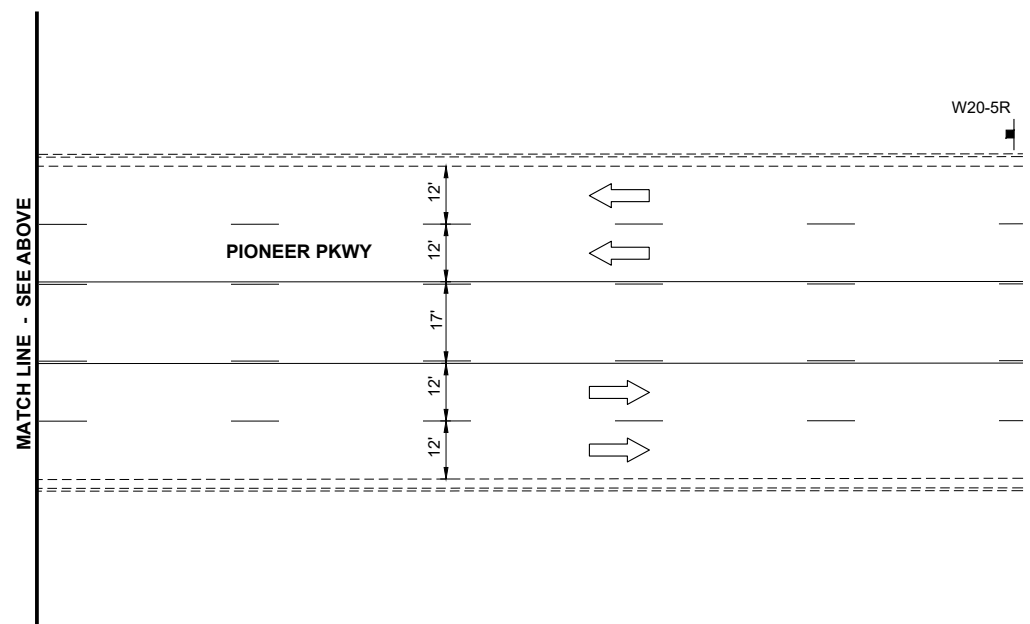
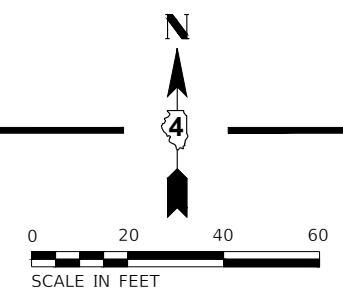
**STAGE CONSTRUCTION LEGEND**

	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	VERTICAL BARRICADE		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		





STAGE CONSTRUCTION LEGEND			
	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	TYPE II BARRICADE OR DRUM		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		

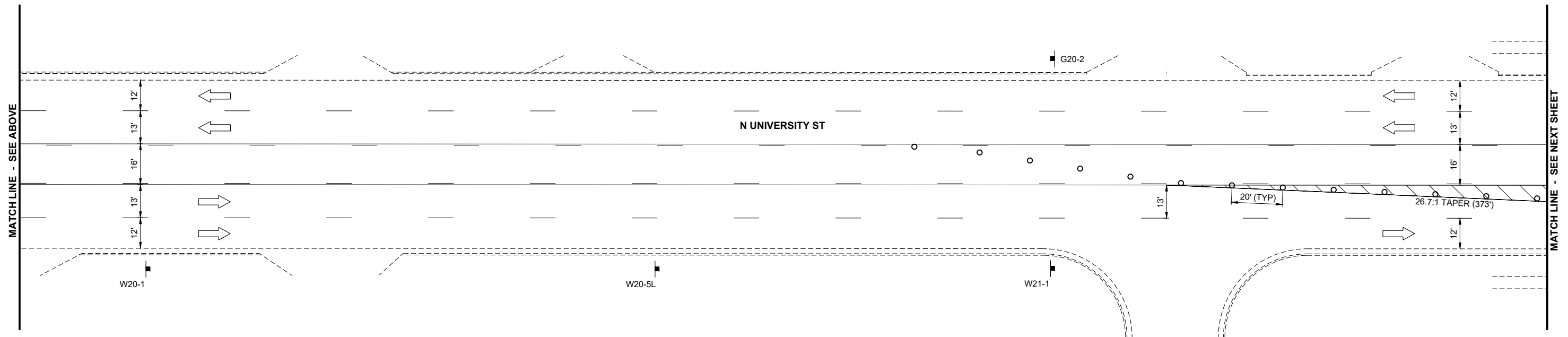
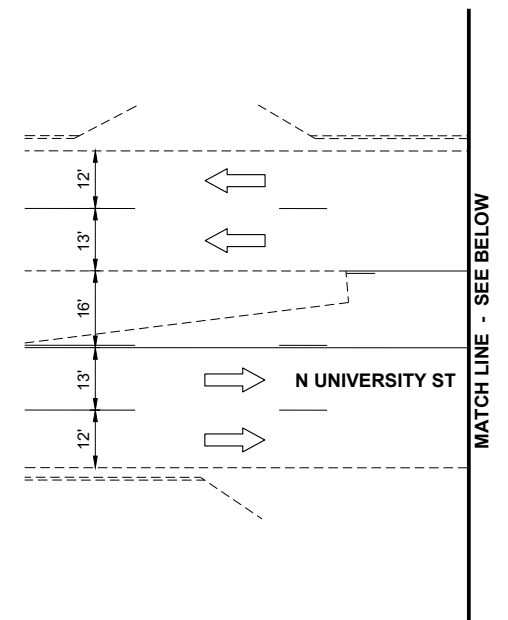
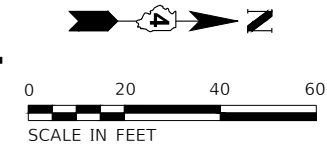


NOTE: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.

**NOTES:**  
 SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.  
 UNLESS OTHERWISE LABELED, TEMPORARY PAVEMENT MARKING FOR STAGE 2B WAS PLACED AND IS THE SAME AS SHOWN ON STAGE 1.

**STAGE CONSTRUCTION LEGEND**

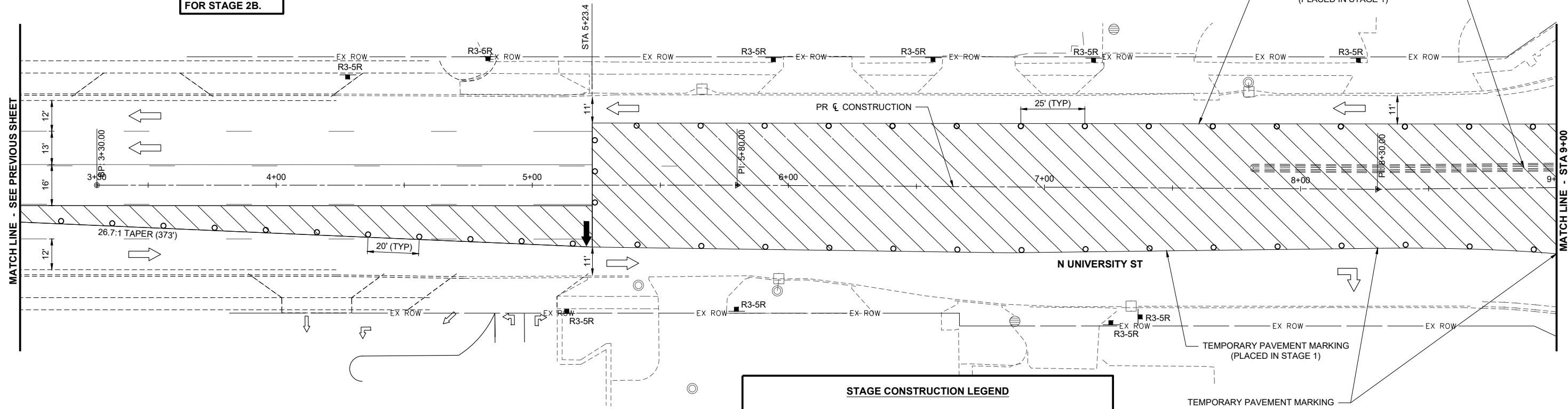
	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	VERTICAL BARRICADE		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		



NOTE: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.

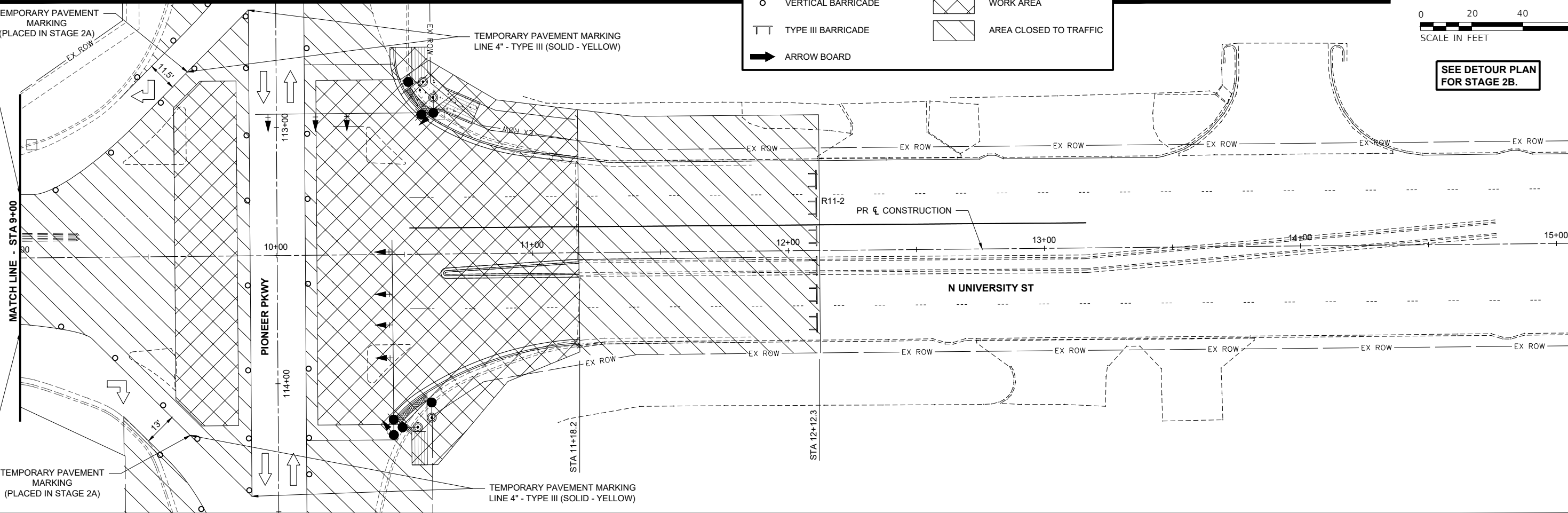
SEE NOTE ON STAGE 1 CONSTRUCTION PLAN SHEET

SEE DETOUR PLAN FOR STAGE 2B.

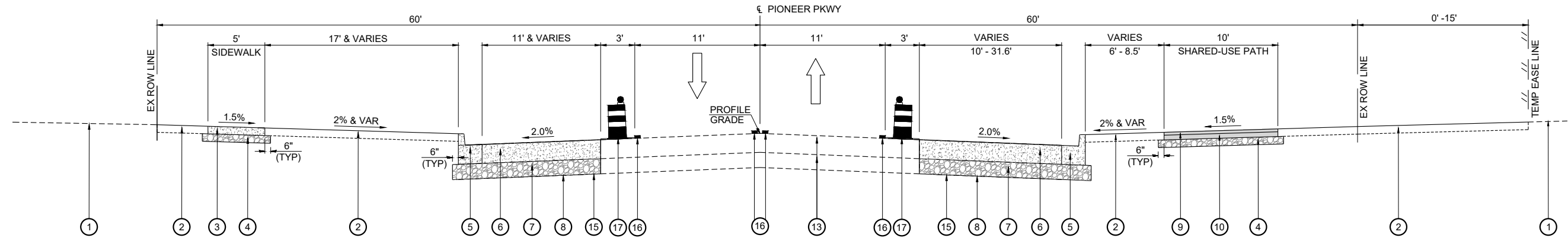


**STAGE CONSTRUCTION LEGEND**

	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	VERTICAL BARRICADE		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		



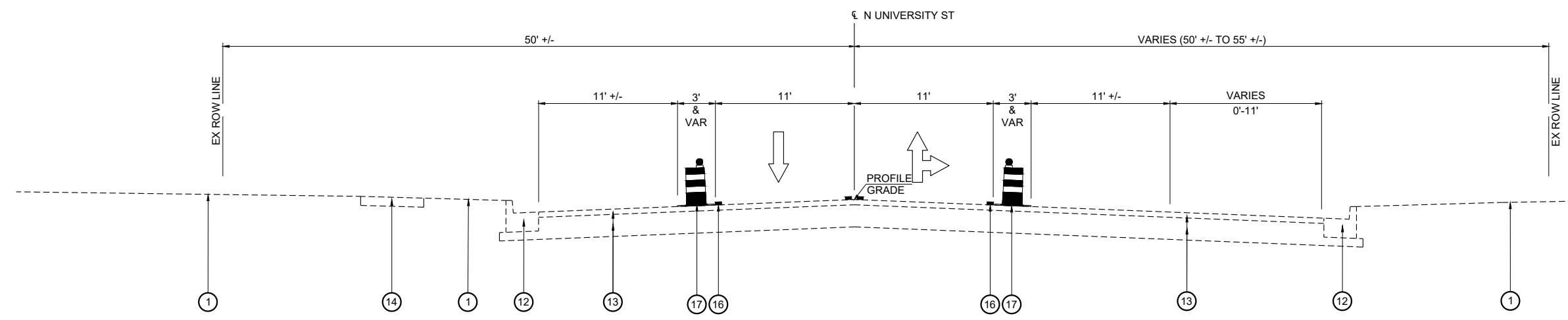
SEE DETOUR PLAN FOR STAGE 2B.



- ① EXISTING GROUND LINE
- ② PROPOSED SODDING, SALT TOLERANT & TOPSOIL FURNISH AND PLACE, 4"
- ③ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH
- ④ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑤ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- ⑥ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- ⑦ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT 10"
- ⑧ PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑨ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1.5")
- ⑩ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2.5")
- ⑪ PROPOSED CONCRETE MEDIAN, TYPE SB-6.06
- ⑫ EXISTING CURB & GUTTER
- ⑬ EXISTING PAVEMENT
- ⑭ EXISTING SIDEWALK
- ⑮ TRIAXIAL GEOGRID REINFORCEMENT, TYPE I
- ⑯ TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE
- ⑰ TYPE II BARRICADE OR DRUM

**STAGE 3 TYPICAL SECTION  
PIONEER PKWY**

STA 100+83.0 TO STA 112+81.8  
STA 114+16.3 TO STA 120+05.4



**STAGE 3 TYPICAL SECTION  
N UNIVERSITY ST**

STA 5+23.45 TO STA 9+03.3



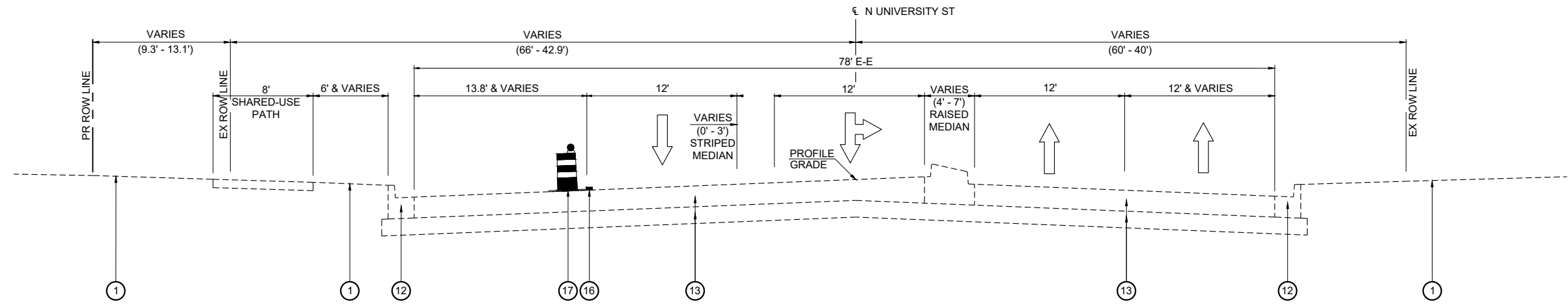
DESIGNED	EAA	DATE-	7-17-23
DRAWN	SRH		
CHECKED	RMB		
PROJECT #:	5111.02		

**PIONEER PKWY &  
N UNIVERSITY ST  
RECONSTRUCTION**



**PIONEER PKWY & N UNIVERSITY ST  
STAGE 3 TYPICAL SECTIONS (10F 2)**

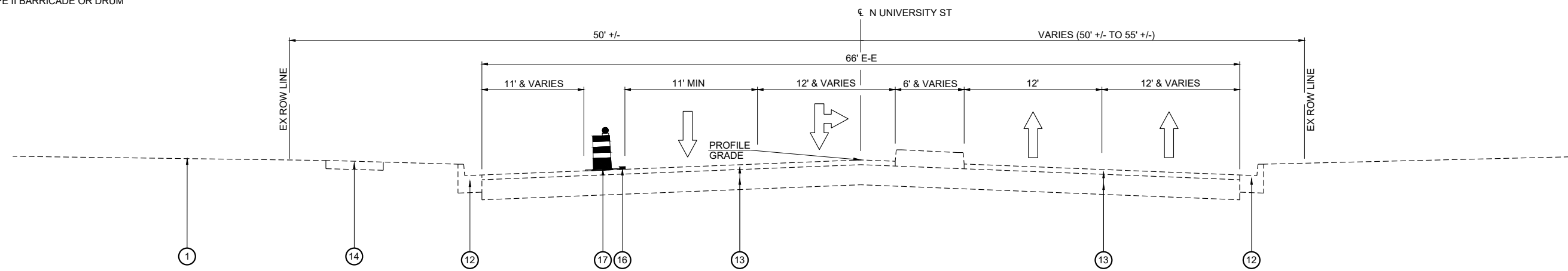
SHEET  
**62 OF 152**



**STAGE 3 TYPICAL SECTION**  
**N UNIVERSITY ST**

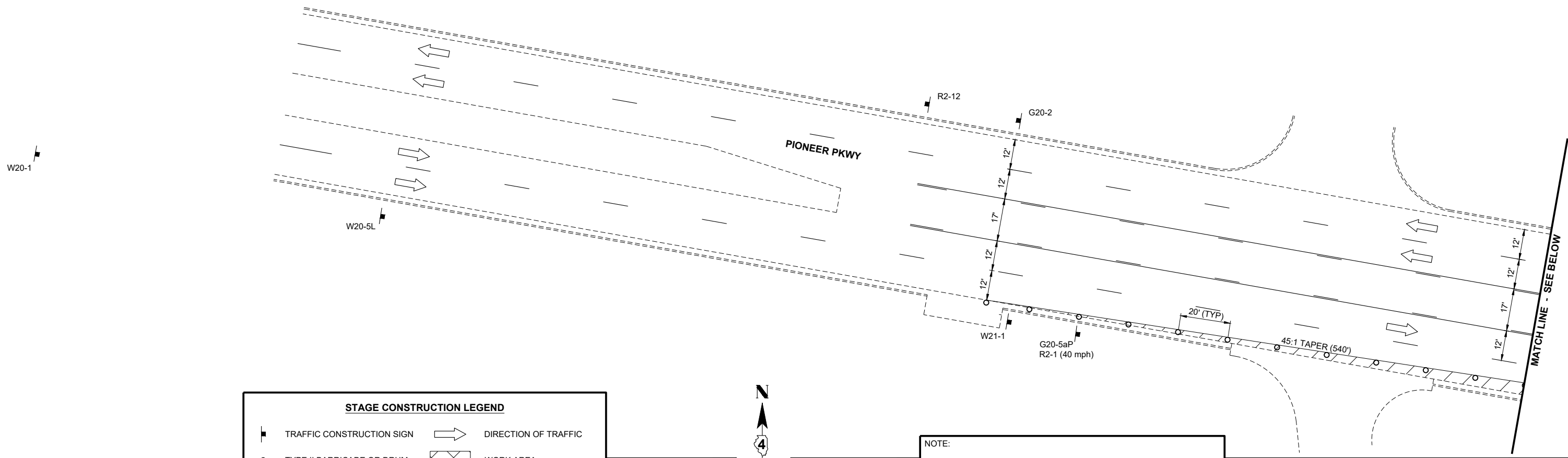
STA 10+64.42 TO STA 11+18.21  
"CONSTRUCTED IN STAGE 2B"

- ① EXISTING GROUND LINE
- ② PROPOSED SODDING, SALT TOLERANT & TOPSOIL FURNISH AND PLACE, 4"
- ③ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH
- ④ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑤ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- ⑥ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- ⑦ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT 10"
- ⑧ PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑨ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1.5")
- ⑩ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2.5")
- ⑪ PROPOSED CONCRETE MEDIAN, TYPE SB-6.06
- ⑫ EXISTING CURB & GUTTER
- ⑬ EXISTING PAVEMENT
- ⑭ EXISTING SIDEWALK
- ⑮ TRIAXIAL GEOGRID REINFORCEMENT, TYPE I
- ⑯ TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE
- ⑰ TYPE II BARRICADE OR DRUM

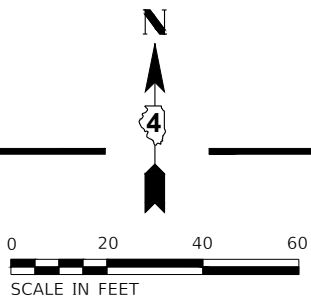


**STAGE 3 TYPICAL SECTION**  
**N UNIVERSITY ST**

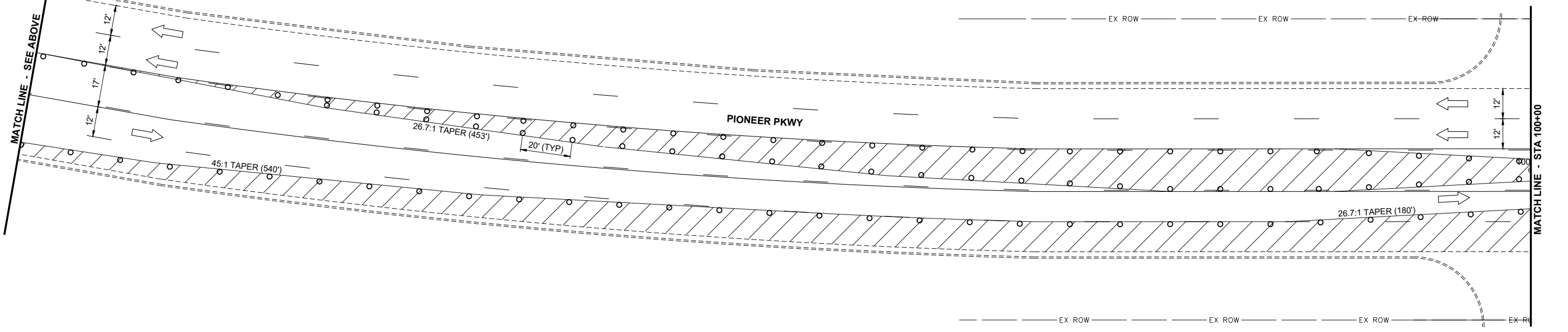
STA 11+18.21 TO STA 18+75.95



STAGE CONSTRUCTION LEGEND			
	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	TYPE II BARRICADE OR DRUM		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		



NOTE:  
UNLESS OTHERWISE LABELED, TEMPORARY PAVEMENT MARKING FOR STAGE 3 WAS PLACED AND IS THE SAME AS SHOWN ON STAGE 2B.



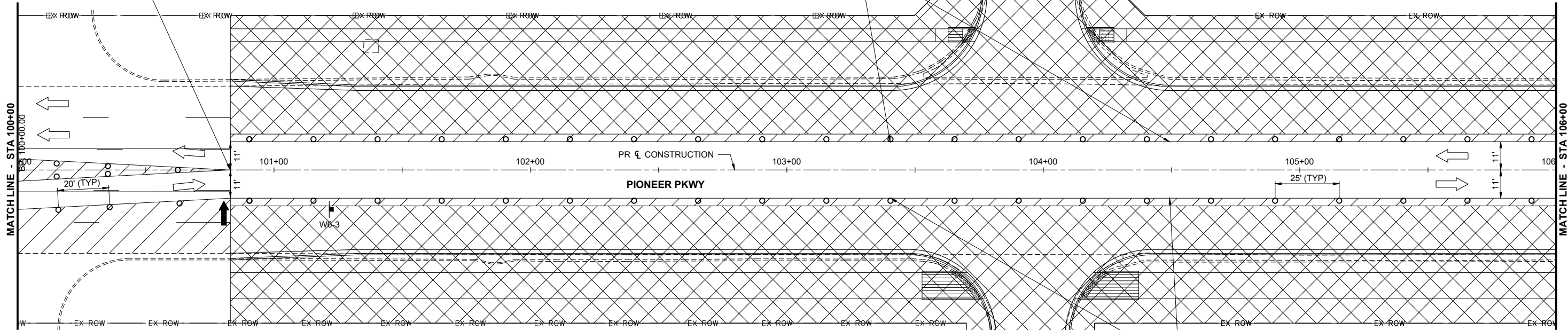


**BEGIN IMPROVEMENT  
PIONEER PKWY  
STA 100+83.00**

**NOTES:**  
SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.  
UNLESS OTHERWISE LABELED, TEMPORARY PAVEMENT MARKING FOR STAGE 3 WAS PLACED AND IS THE SAME AS SHOWN ON STAGE 2B.

TEMPORARY PAVEMENT MARKING  
LINE 4" - TYPE III TAPE (SOLID - WHITE)  
STA 103+39.1 TO STA 104+49.4

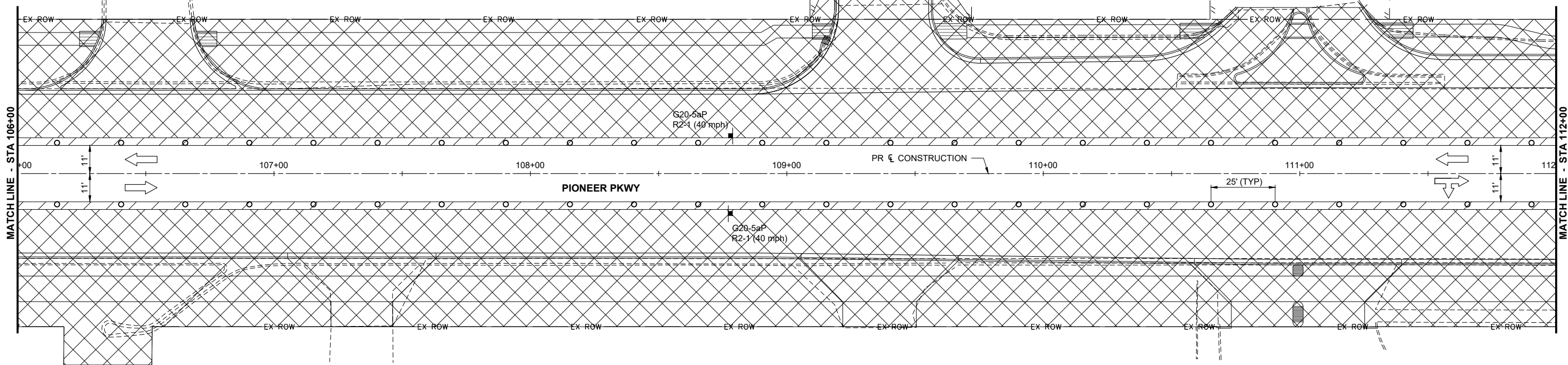
**N HARKER DR (NORTH LEG) NOTES:**  
NORTH LEG OF N HARKER DR CAN BE CLOSED FOR A MAXIMUM OF 15 WORKING DAYS. TRAFFIC SHALL BE DETOURED TO ALTORFER DR. SEE STAGE 3 DETOUR PLAN.



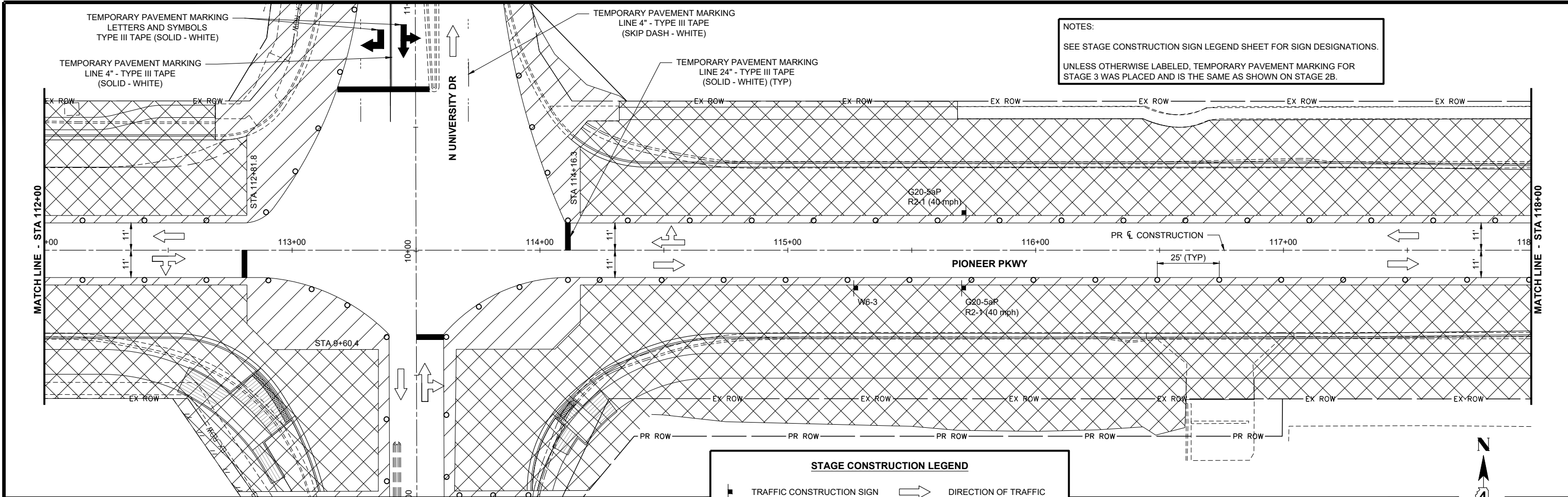
STAGE CONSTRUCTION LEGEND	
	TRAFFIC CONSTRUCTION SIGN
	DIRECTION OF TRAFFIC
	VERTICAL BARRICADE
	TYPE III BARRICADE
	ARROW BOARD
	WORK AREA
	AREA CLOSED TO TRAFFIC

**N HARKER DR (SOUTH LEG) NOTES:**  
SOUTH LEG OF N HARKER DR WILL BE CONSTRUCTED HALF AT A TIME TO ALLOW FOR TRAFFIC FLOW DURING STAGE 3 CONSTRUCTION.

TEMPORARY PAVEMENT MARKING  
LINE 4" - TYPE III TAPE (SOLID - WHITE)  
STA 103+39.1 TO STA 104+49.4

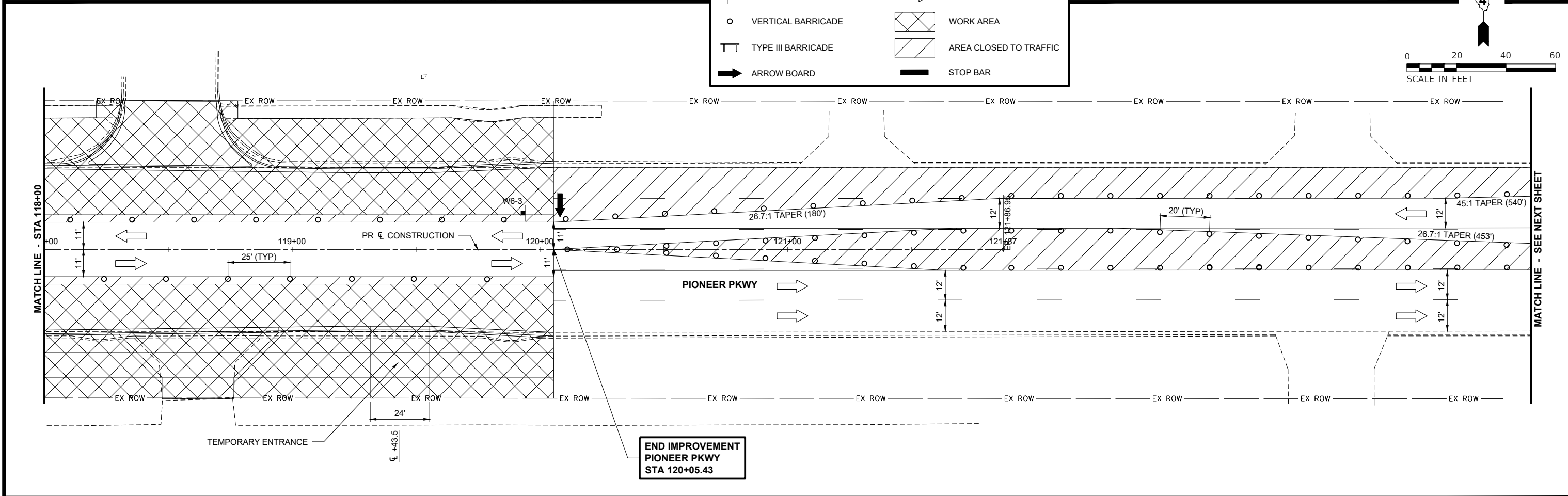
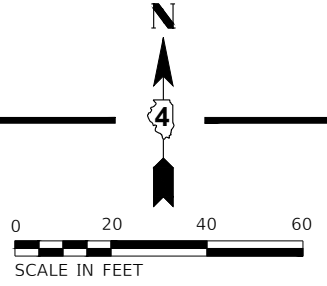


**NOTES:**  
 SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.  
 UNLESS OTHERWISE LABELED, TEMPORARY PAVEMENT MARKING FOR STAGE 3 WAS PLACED AND IS THE SAME AS SHOWN ON STAGE 2B.



**STAGE CONSTRUCTION LEGEND**

	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	VERTICAL BARRICADE		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		STOP BAR



**END IMPROVEMENT  
 PIONEER PKWY  
 STA 120+05.43**



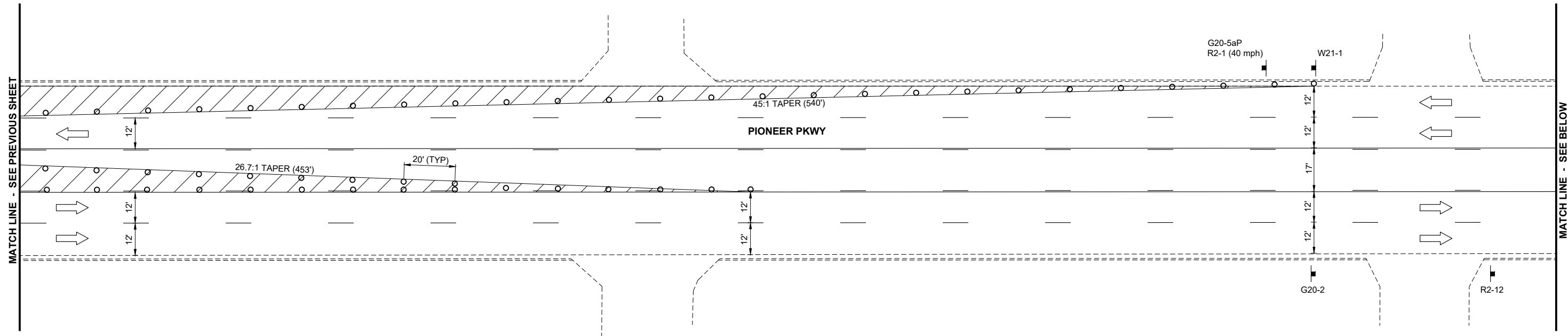
DESIGNED EAA DATE- 10-13-23  
 DRAWN SRH  
 CHECKED RMB  
 PROJECT #: 5111.02

**PIONEER PKWY &  
 N UNIVERSITY ST  
 RECONSTRUCTION**

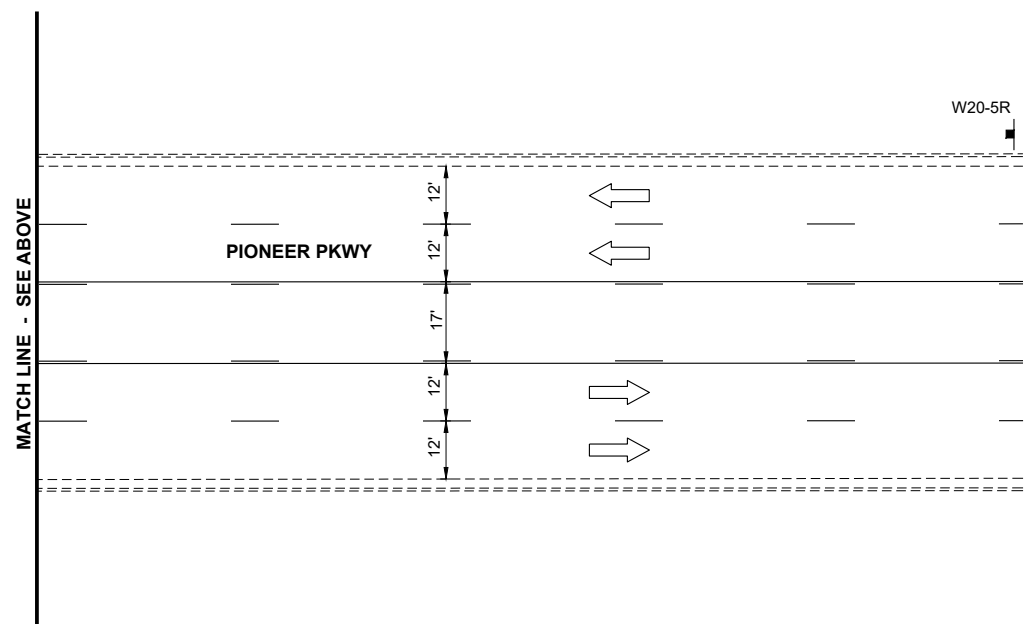
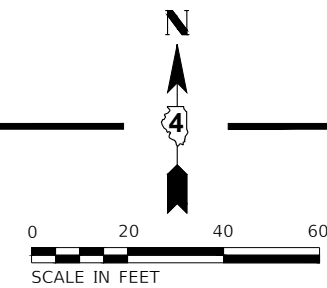


**PIONEER PKWY - STAGE 3 CONSTRUCTION PLAN (3 OF 4)**

SHEET  
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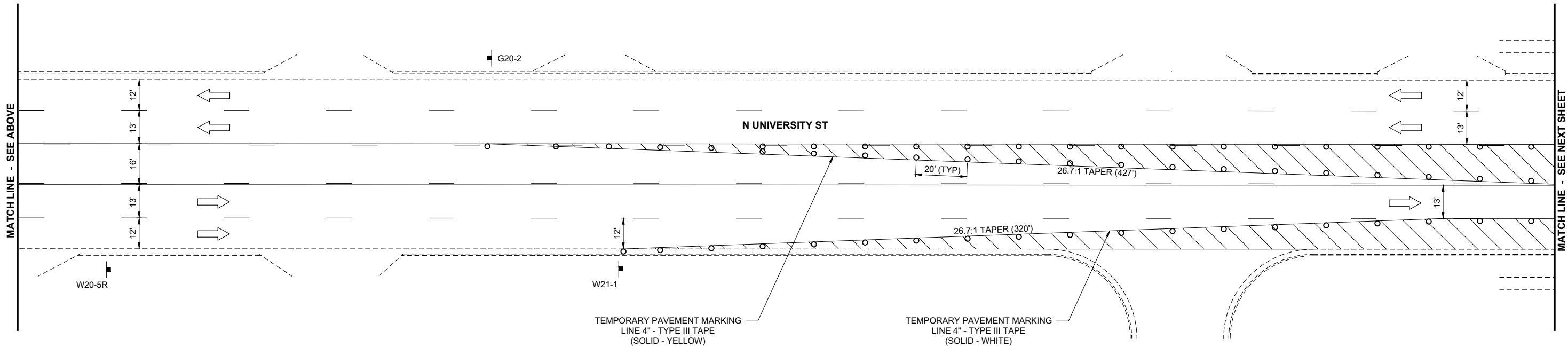
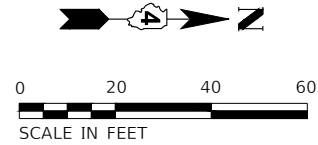
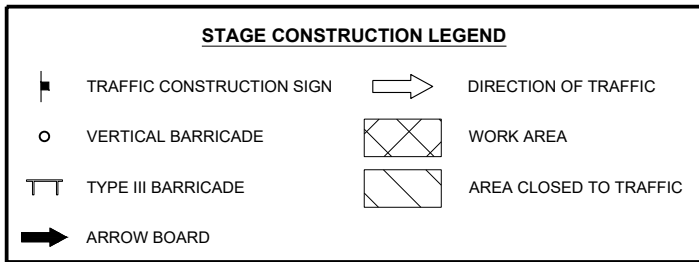
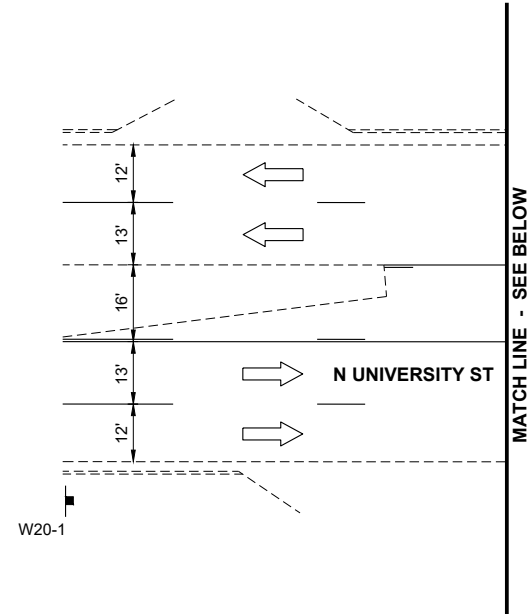


STAGE CONSTRUCTION LEGEND			
	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	TYPE II BARRICADE OR DRUM		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		



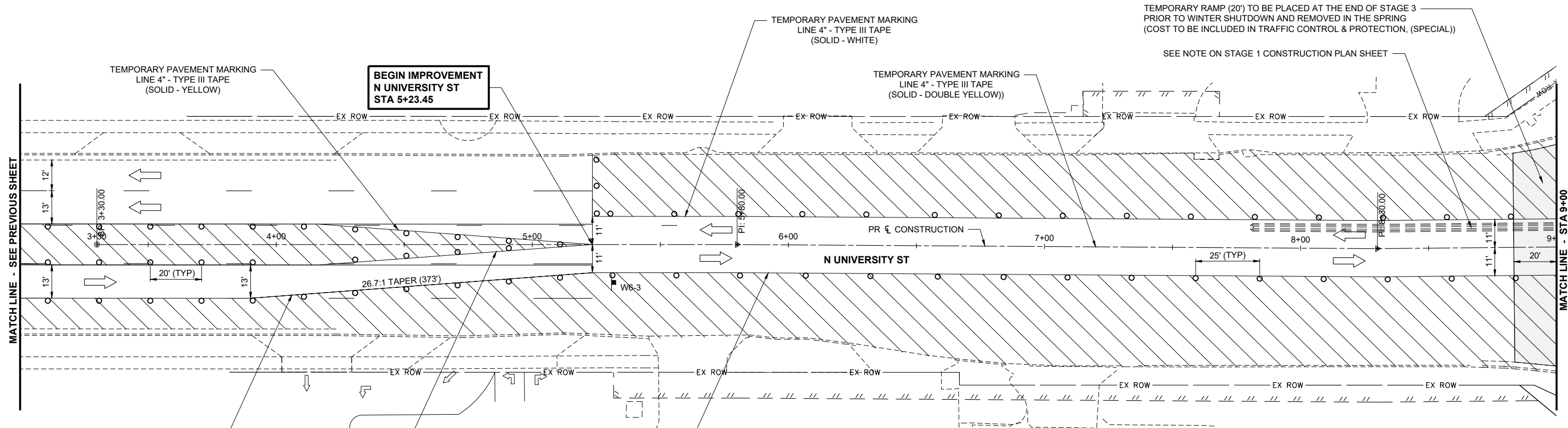
NOTES:  
 SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.  
 UNLESS OTHERWISE LABELED, TEMPORARY PAVEMENT MARKING FOR STAGE 3 WAS PLACED AND IS THE SAME AS SHOWN ON STAGE 2B.

**NOTES:**  
 SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.  
 UNLESS OTHERWISE LABELED, TEMPORARY PAVEMENT MARKING FOR STAGE 3 WAS PLACED AND IS THE SAME AS SHOWN ON STAGE 2B.



TEMPORARY RAMP (20') TO BE PLACED AT THE END OF STAGE 3 PRIOR TO WINTER SHUTDOWN AND REMOVED IN THE SPRING (COST TO BE INCLUDED IN TRAFFIC CONTROL & PROTECTION, (SPECIAL))

SEE NOTE ON STAGE 1 CONSTRUCTION PLAN SHEET

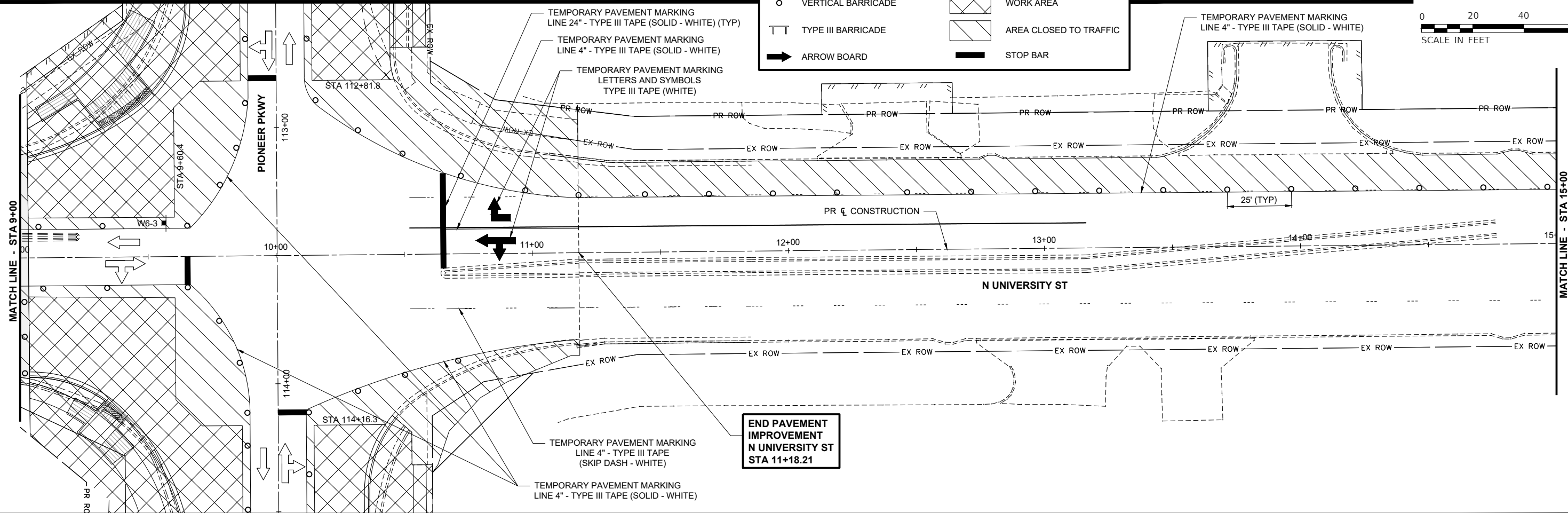
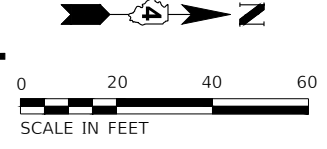


**BEGIN IMPROVEMENT  
N UNIVERSITY ST  
STA 5+23.45**

**STAGE CONSTRUCTION LEGEND**

	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	VERTICAL BARRICADE		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		STOP BAR

NOTE: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.



**END PAVEMENT  
IMPROVEMENT  
N UNIVERSITY ST  
STA 11+18.21**



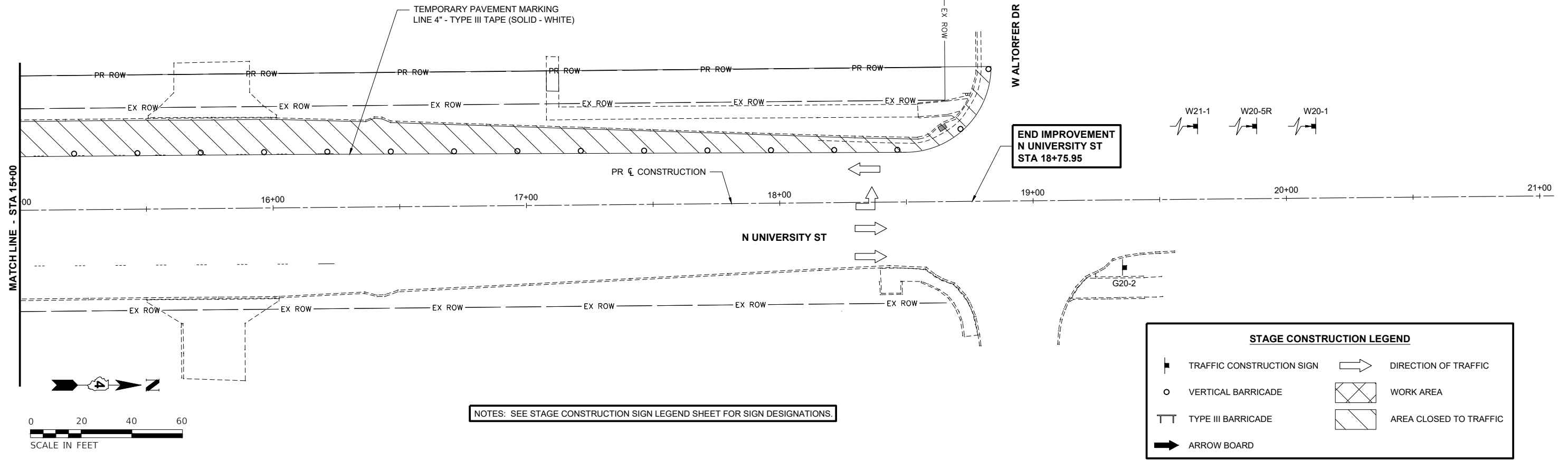
DESIGNED EAA DATE: 10-13-23  
 DRAWN SRH  
 CHECKED RMB  
 PROJECT #: 5111.02

**PIONEER PKWY &  
N UNIVERSITY ST  
RECONSTRUCTION**



**N UNIVERSITY ST - STAGE 3 CONSTRUCTION PLAN (2 OF 3)**

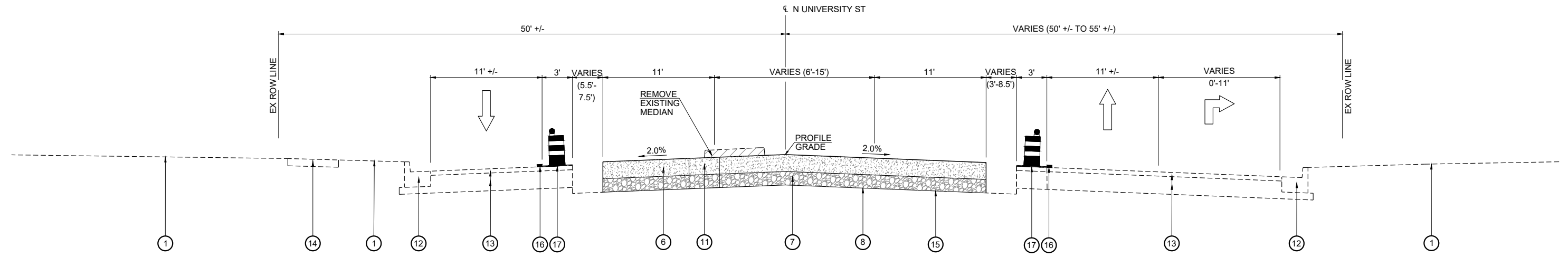
SHEET  
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STAGE CONSTRUCTION LEGEND	
	TRAFFIC CONSTRUCTION SIGN
	DIRECTION OF TRAFFIC
	VERTICAL BARRICADE
	WORK AREA
	TYPE III BARRICADE
	AREA CLOSED TO TRAFFIC
	ARROW BOARD

NOTES: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.





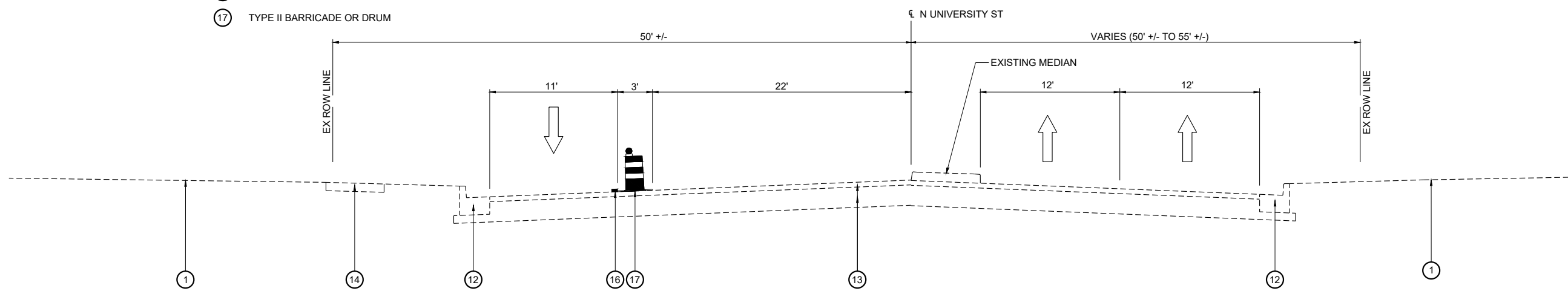
**STAGE 4 TYPICAL SECTION**  
**N UNIVERSITY ST**

STA 5+23.45 TO STA 9+60.6

- ① EXISTING GROUND LINE
- ② PROPOSED SODDING, SALT TOLERANT & TOPSOIL FURNISH AND PLACE, 4"
- ③ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH
- ④ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑤ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- ⑥ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- ⑦ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT 10"
- ⑧ PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑨ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1.5")
- ⑩ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2.5")
- ⑪ PROPOSED CONCRETE MEDIAN, TYPE SB-6.06 (CONSTRUCTED POST STAGE 3)
- ⑫ EXISTING CURB & GUTTER
- ⑬ EXISTING PAVEMENT
- ⑭ EXISTING SIDEWALK
- ⑮ TRIAXIAL GEOGRID REINFORCEMENT, TYPE I
- ⑯ TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE
- ⑰ TYPE II BARRICADE OR DRUM

**NOTES:**

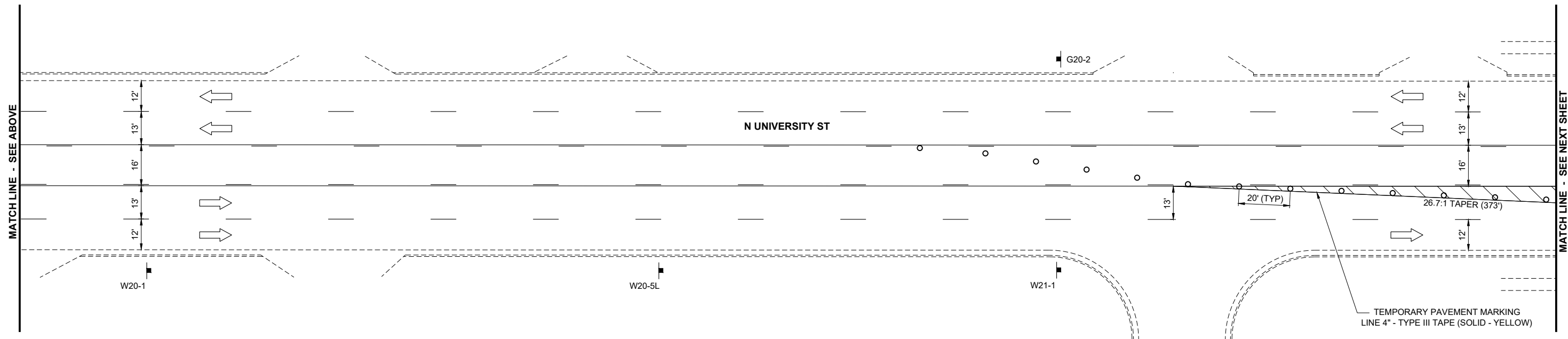
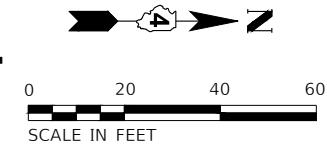
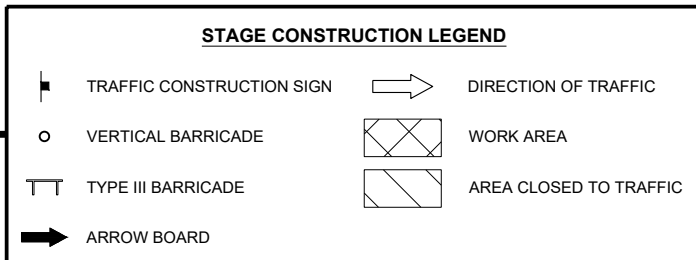
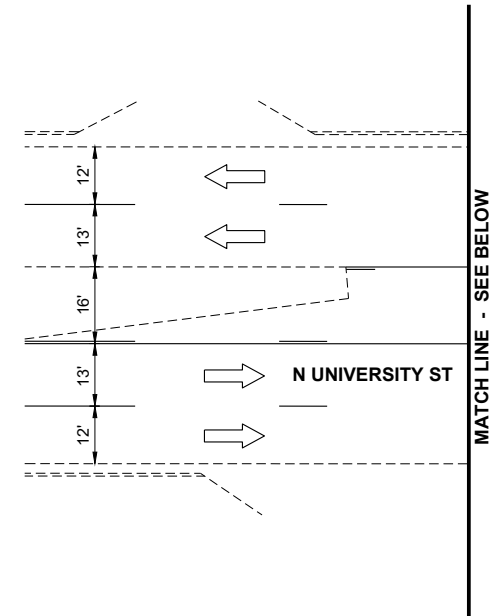
VARIABLE STRIPED MEDIAN FROM STA 5+23.45 TO STA 7+80.33.  
PROPOSED CONCRETE MEDIAN FROM STA 7+80.33 TO STA 9+23.22.  
THIS IS BEING CONSTRUCTED POST STAGE 5.  
FILL AREA WITH TEMPORARY PAVEMENT DURING STAGE 2A.



**STAGE 4 TYPICAL SECTION**  
**N UNIVERSITY ST**

STA 10+52.3 TO STA 14+66.6

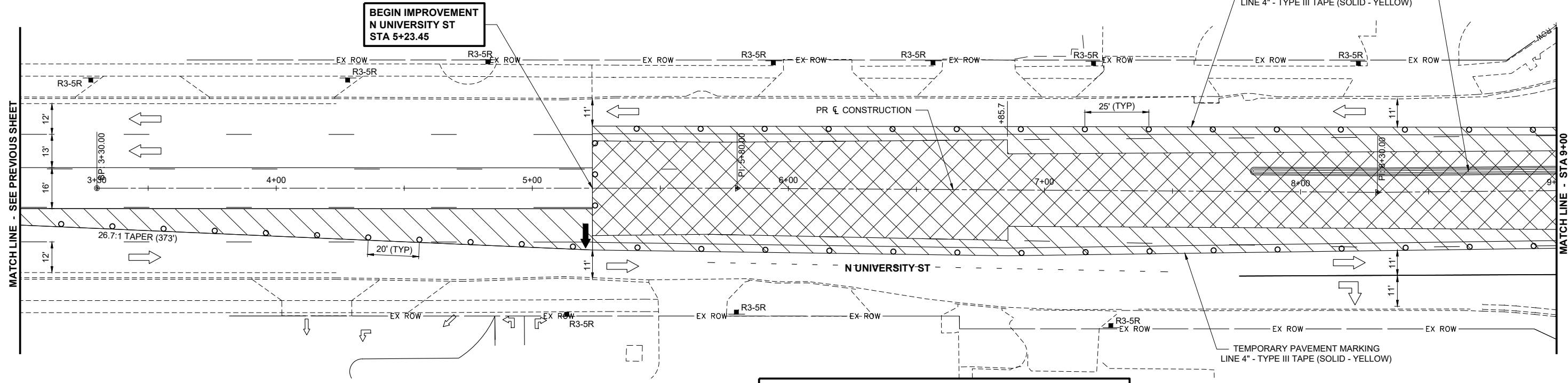
NOTE: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.





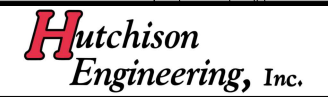
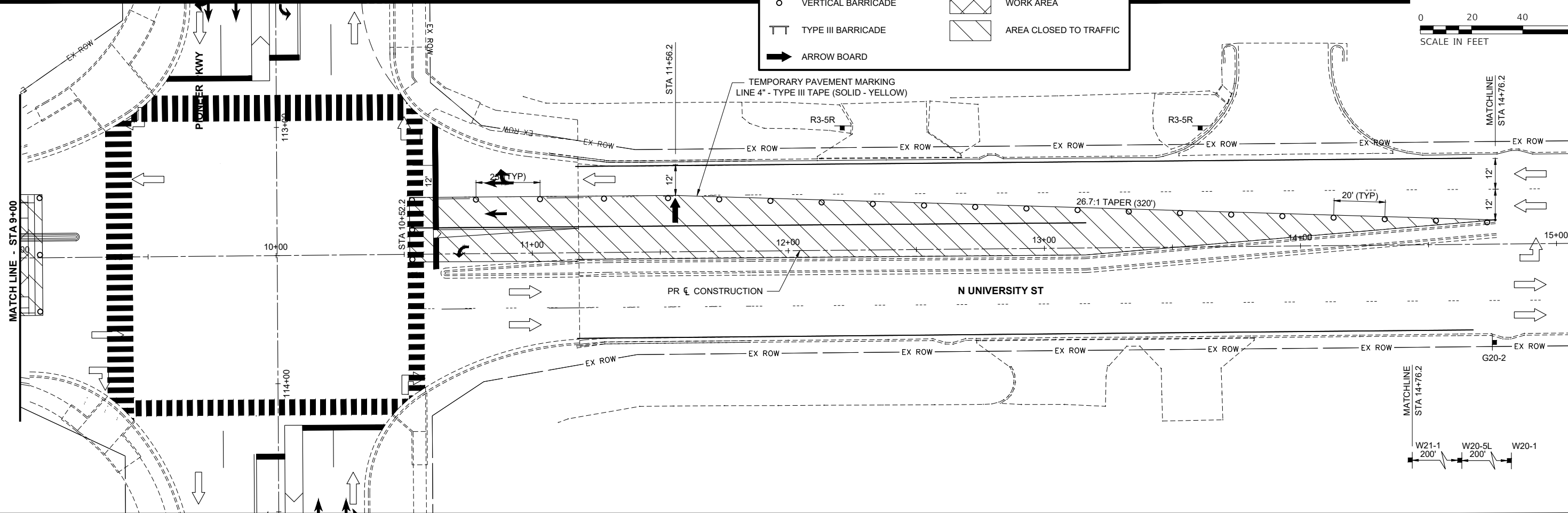
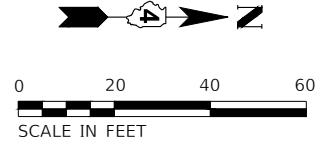
NOTE: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.

NOTE:  
MEDIAN TO BE CONSTRUCTED POST STAGE 5  
FILL WITH TEMPORARY PAVEMENT THIS STAGE)



**STAGE CONSTRUCTION LEGEND**

	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	VERTICAL BARRICADE		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		



DESIGNED EAA DATE: 10-13-23  
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 PROJECT #: 5111.02

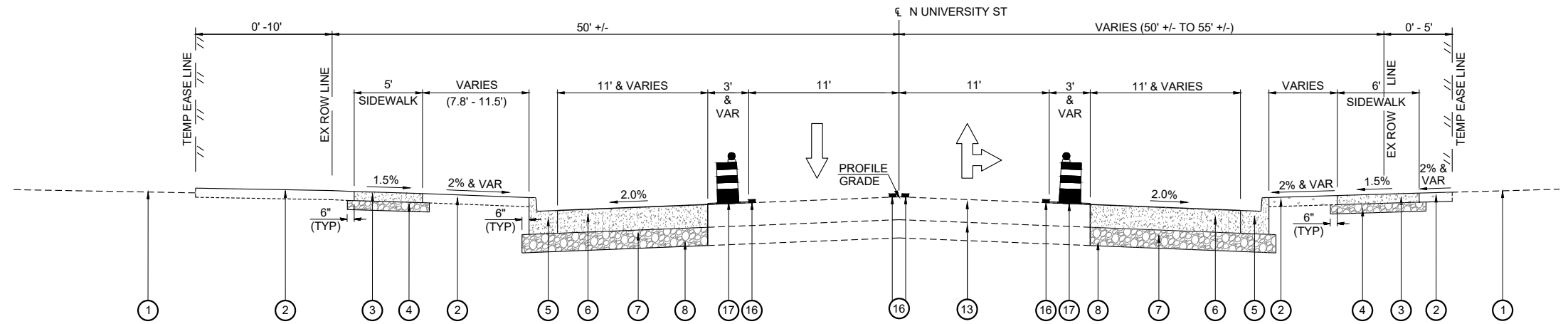
**PIONEER PKWY &  
 N UNIVERSITY ST  
 RECONSTRUCTION**



**N UNIVERSITY ST - STAGE 4 CONSTRUCTION PLAN (2 OF 2)**

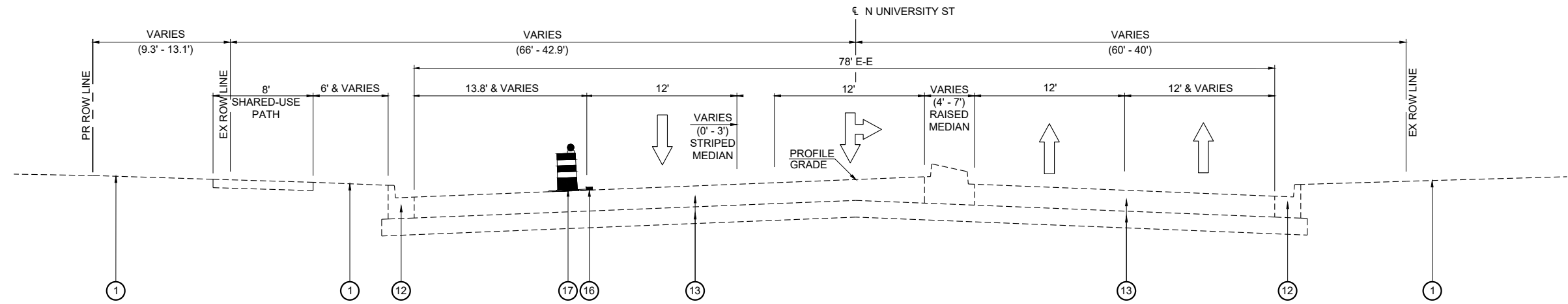
SHEET  
**73 OF 152**

- ① EXISTING GROUND LINE
- ② PROPOSED SODDING, SALT TOLERANT & TOPSOIL FURNISH AND PLACE, 4"
- ③ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH
- ④ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑤ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- ⑥ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- ⑦ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT 10"
- ⑧ PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑨ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 (1.5")
- ⑩ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2.5")
- ⑪ PROPOSED CONCRETE MEDIAN, TYPE SB-6.06
- ⑫ EXISTING CURB & GUTTER
- ⑬ EXISTING PAVEMENT
- ⑭ EXISTING SIDEWALK
- ⑮ TRIAXIAL GEOGRID REINFORCEMENT, TYPE I
- ⑯ TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE
- ⑰ TYPE II BARRICADE OR DRUM



**STAGE 5 TYPICAL SECTION**  
**N UNIVERSITY ST**

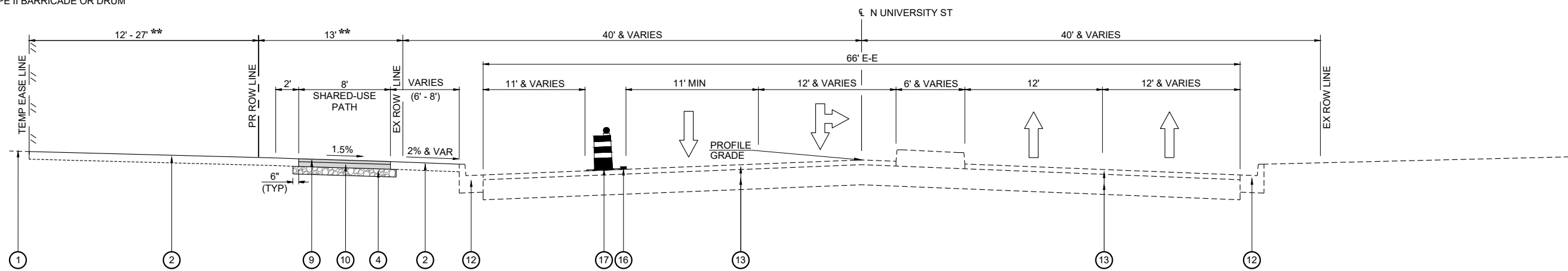
STA 5+23.5 TO STA 9+03.3



**STAGE 5 TYPICAL SECTION  
N UNIVERSITY ST**

STA 10+64.42 TO STA 11+18.21  
"CONSTRUCTED IN STAGE 2B"

- ① EXISTING GROUND LINE
- ② PROPOSED SODDING, SALT TOLERANT & TOPSOIL FURNISH AND PLACE, 4"
- ③ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH
- ④ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑤ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- ⑥ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
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- ⑩ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2.5")
- ⑪ PROPOSED CONCRETE MEDIAN, TYPE SB-6.06
- ⑫ EXISTING CURB & GUTTER
- ⑬ EXISTING PAVEMENT
- ⑭ EXISTING SIDEWALK
- ⑮ TRIAXIAL GEOGRID REINFORCEMENT, TYPE I
- ⑯ TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE
- ⑰ TYPE II BARRICADE OR DRUM



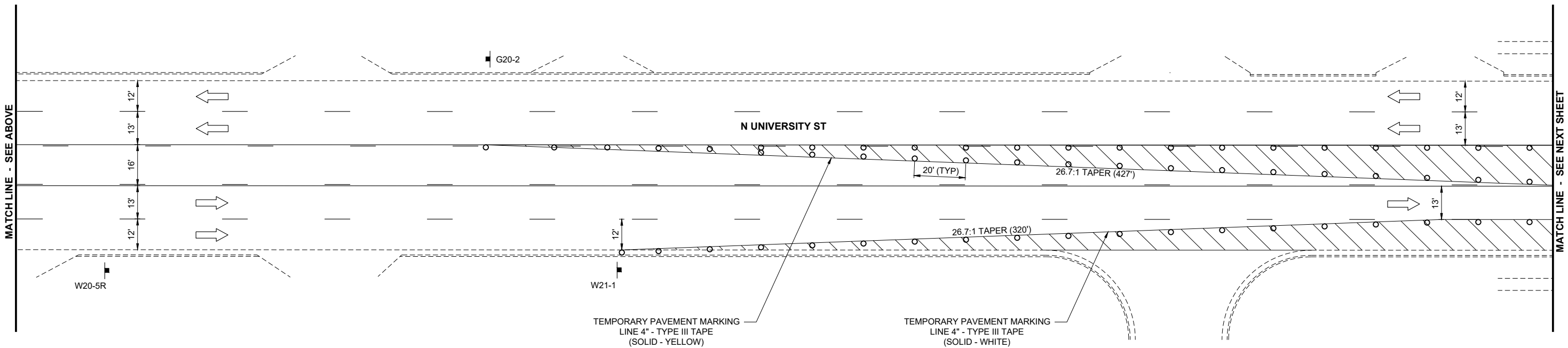
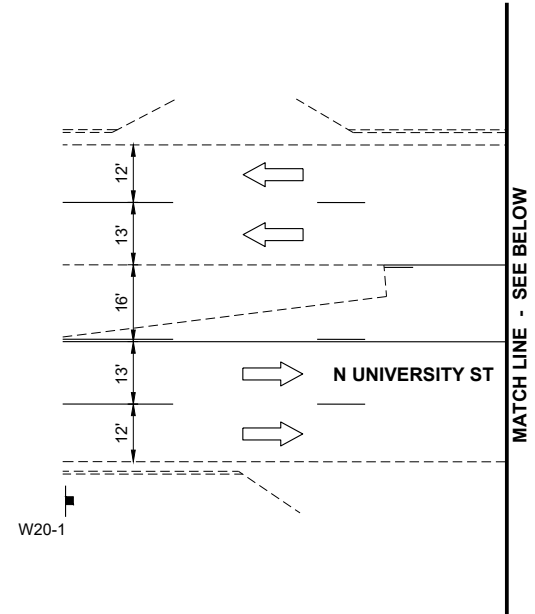
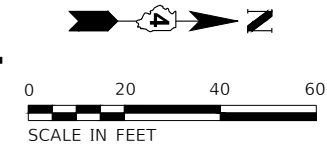
**STAGE 5 TYPICAL SECTION  
N UNIVERSITY ST**

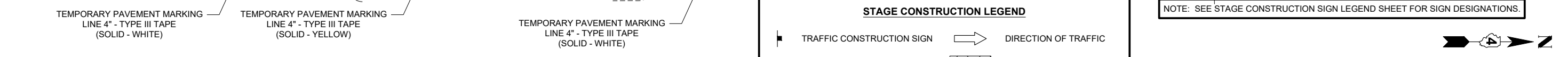
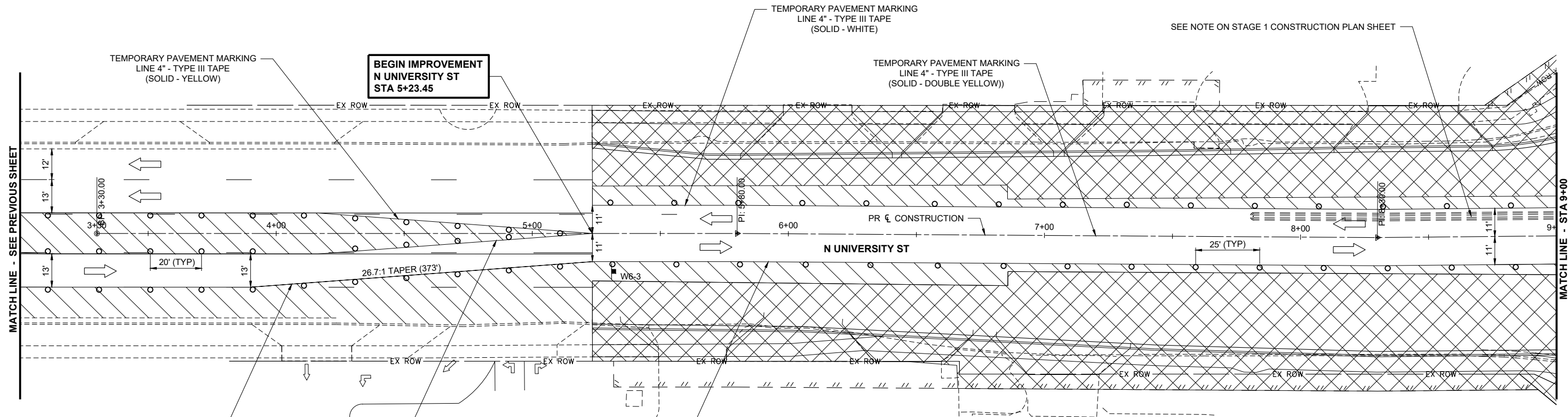
STA 11+18.21 TO STA 18+75.95

**NOTES:**  
 SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.  
 UNLESS OTHERWISE LABELED, TEMPORARY PAVEMENT MARKING FOR STAGE 3 WAS PLACED AND IS THE SAME AS SHOWN ON STAGE 2B.

**STAGE CONSTRUCTION LEGEND**

	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	VERTICAL BARRICADE		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		



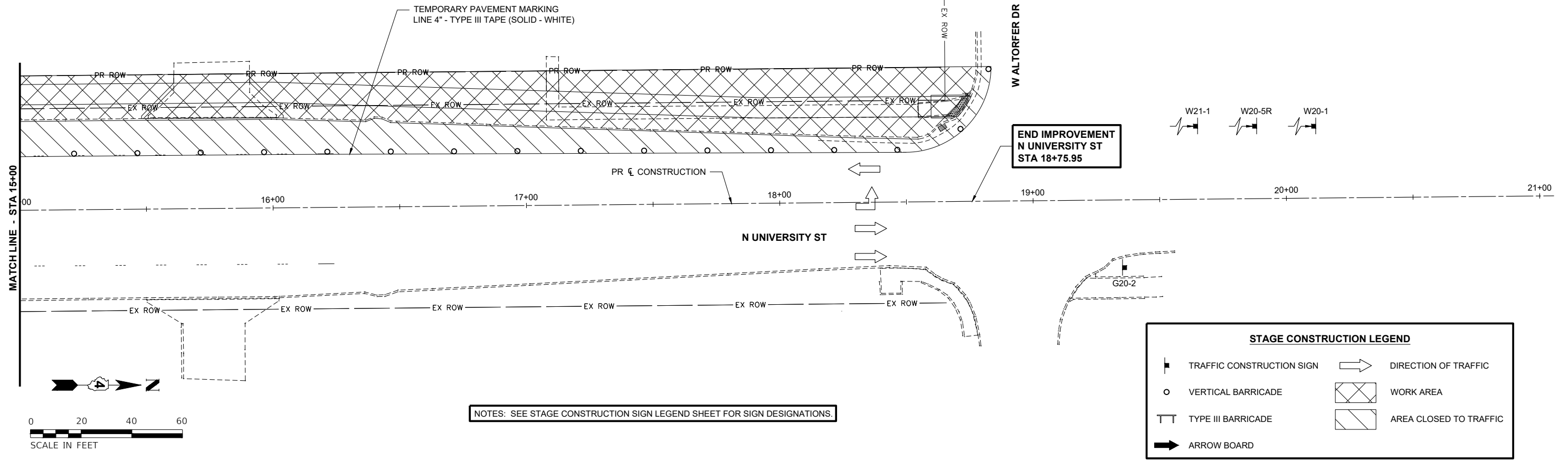


**STAGE CONSTRUCTION LEGEND**

	TRAFFIC CONSTRUCTION SIGN		DIRECTION OF TRAFFIC
	VERTICAL BARRICADE		WORK AREA
	TYPE III BARRICADE		AREA CLOSED TO TRAFFIC
	ARROW BOARD		STOP BAR

NOTE: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.

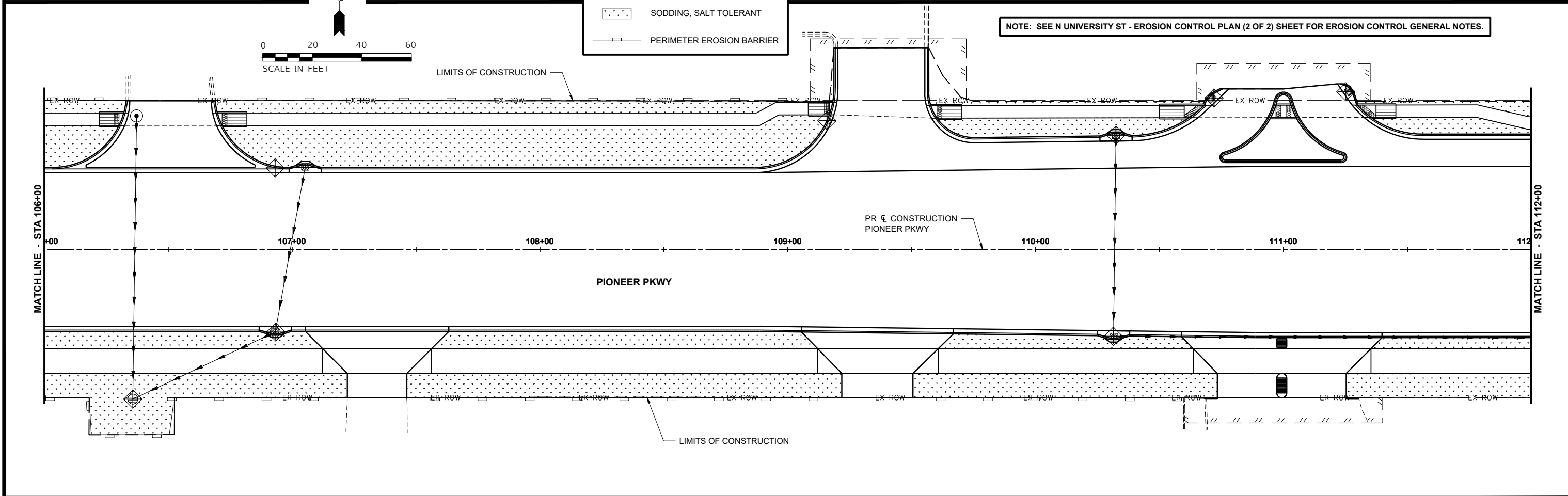
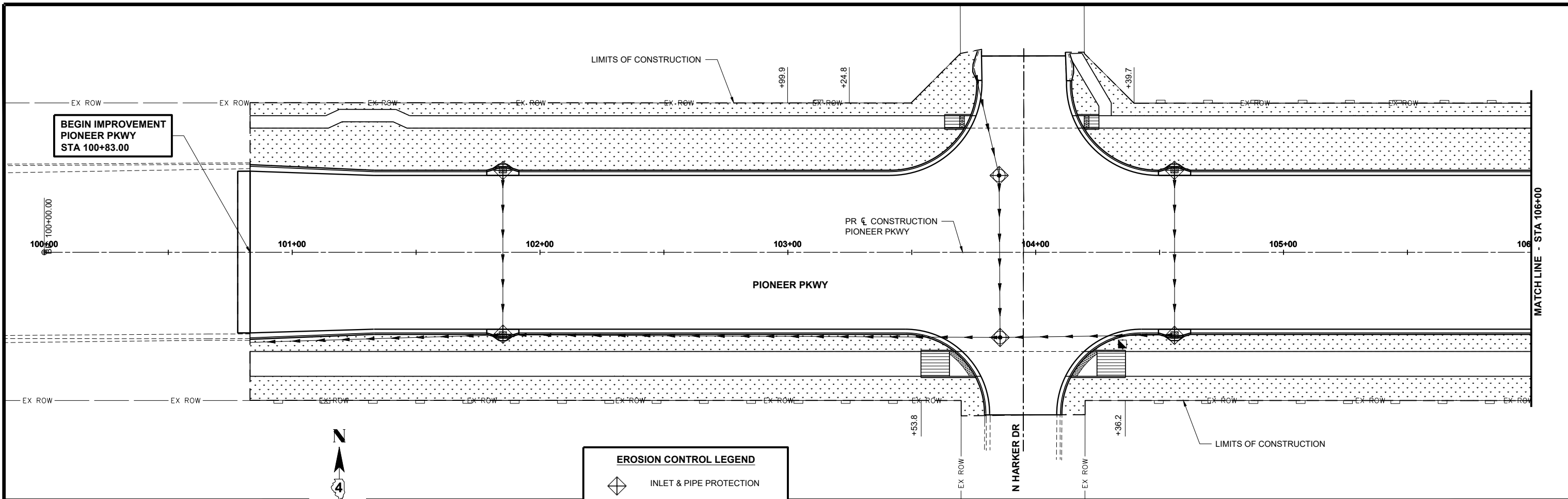


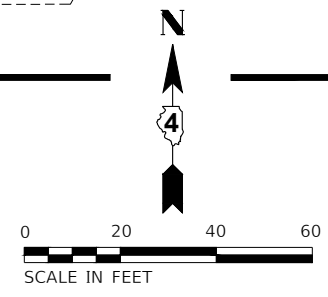
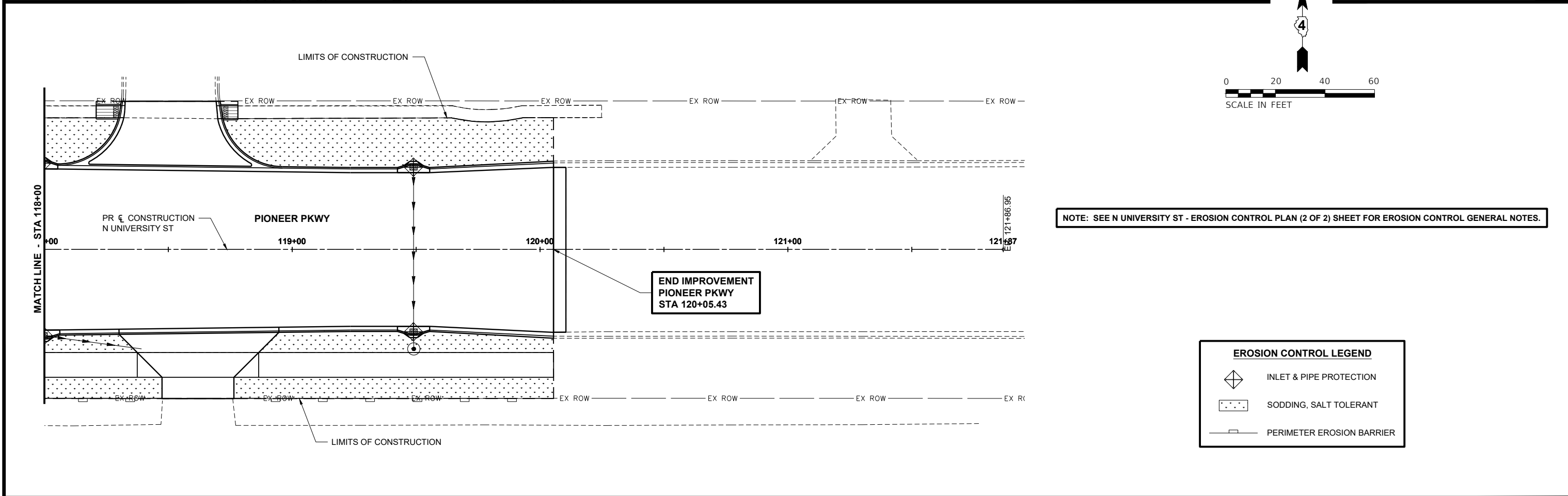
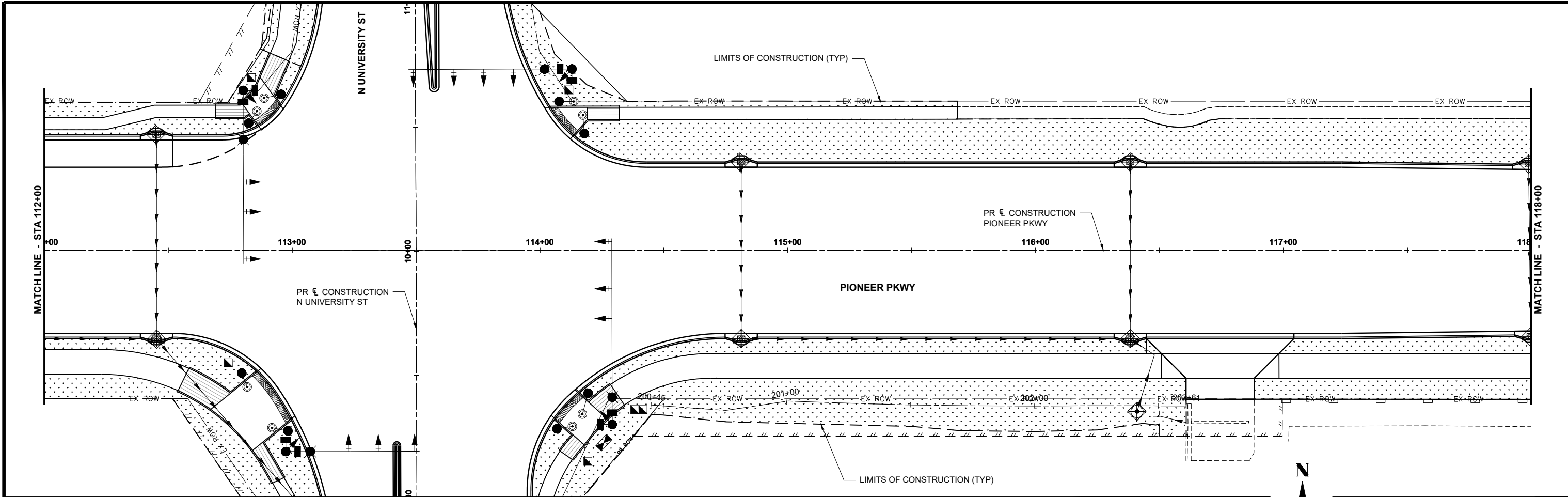


STAGE CONSTRUCTION LEGEND	
	TRAFFIC CONSTRUCTION SIGN
	VERTICAL BARRICADE
	TYPE III BARRICADE
	ARROW BOARD
	DIRECTION OF TRAFFIC
	WORK AREA
	AREA CLOSED TO TRAFFIC

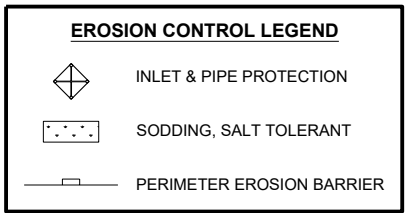
NOTES: SEE STAGE CONSTRUCTION SIGN LEGEND SHEET FOR SIGN DESIGNATIONS.



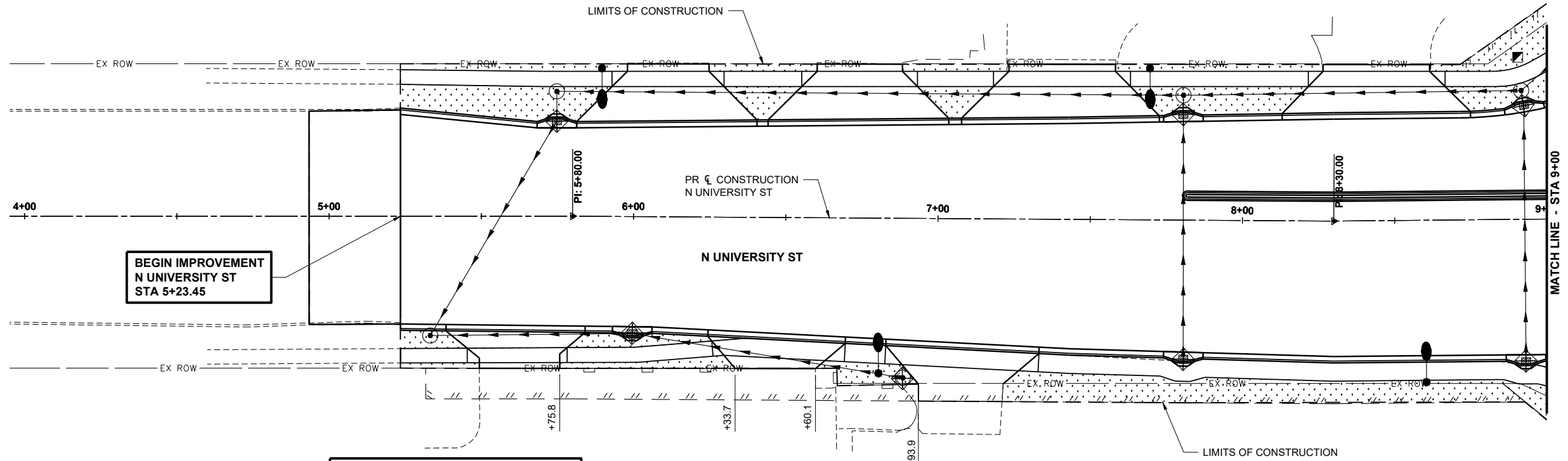




NOTE: SEE N UNIVERSITY ST - EROSION CONTROL PLAN (2 OF 2) SHEET FOR EROSION CONTROL GENERAL NOTES.



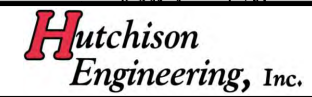
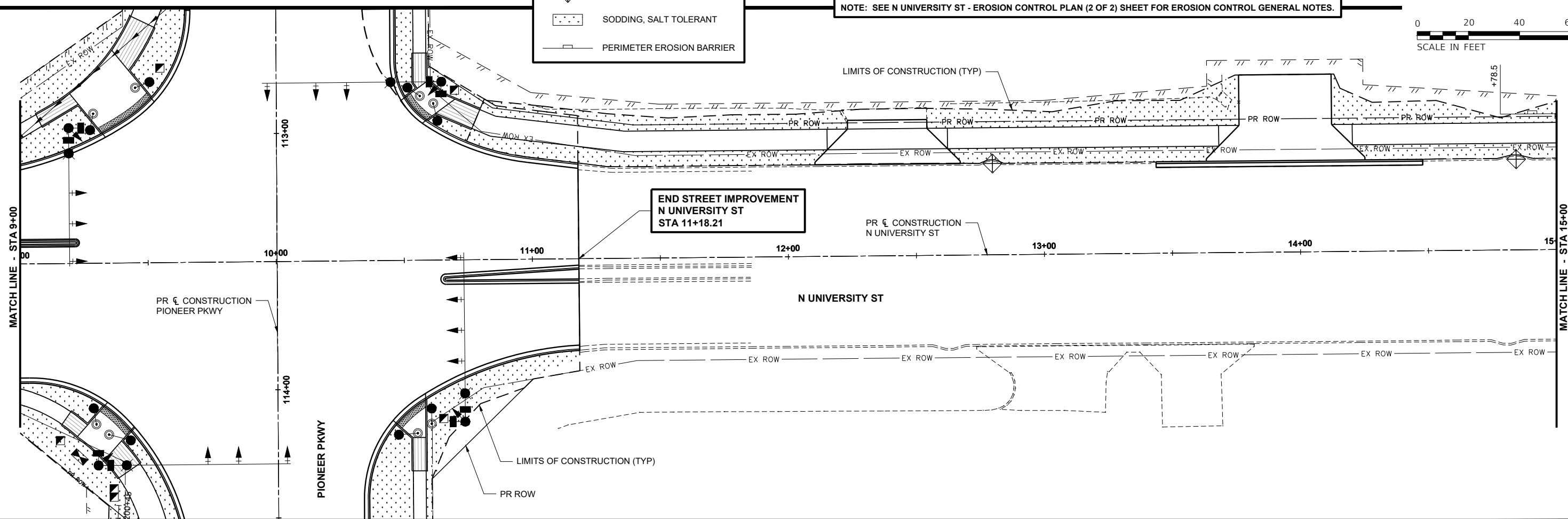
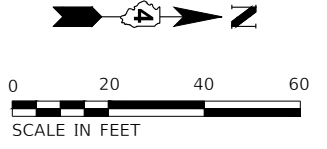




**EROSION CONTROL LEGEND**

- INLET & PIPE PROTECTION
- SODDING, SALT TOLERANT
- PERIMETER EROSION BARRIER

NOTE: SEE N UNIVERSITY ST - EROSION CONTROL PLAN (2 OF 2) SHEET FOR EROSION CONTROL GENERAL NOTES.



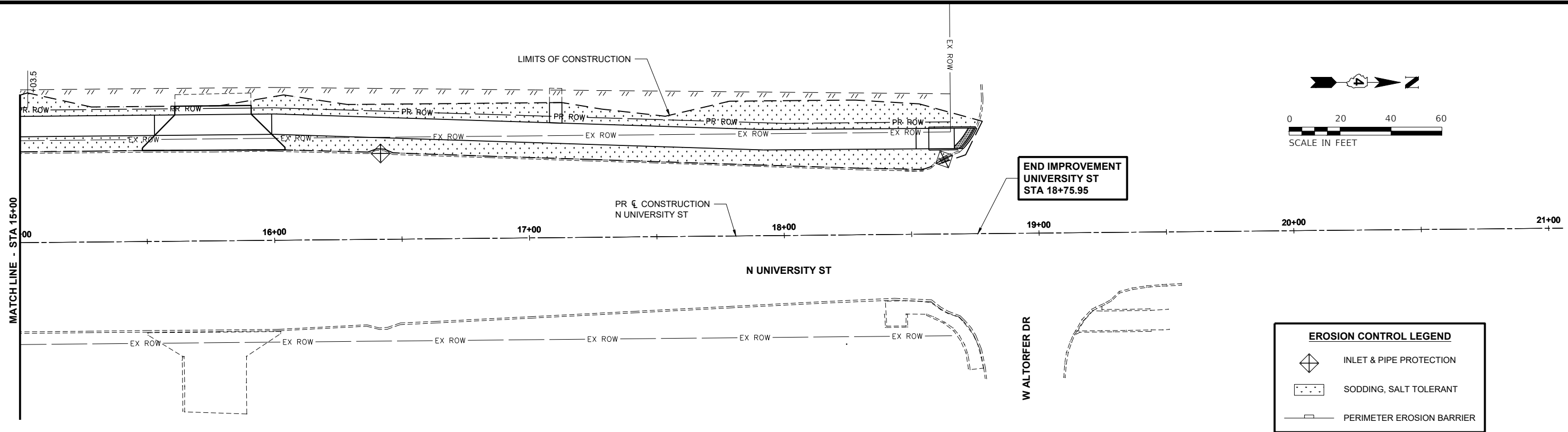
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 CHECKED RMB  
 PROJECT #: 5111.02

**PIONEER PKWY &  
 N UNIVERSITY ST  
 RECONSTRUCTION**



**N UNIVERSITY ST - EROSION CONTROL PLAN (1 OF 2)**

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**EROSION CONTROL GENERAL NOTES:**

1. THE CONTRACTOR SHALL INSTALL ALL APPLICABLE EROSION CONTROL MEASURES PRIOR TO ANY SITE DISTURBANCE.
2. THE CONTRACTOR SHALL ADHERE TO ALL TERMS AND CONDITIONS AS SHOWN ON THIS EROSION CONTROL PLAN. MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
3. ALL UNSURFACED (OR PERMANENT NON-AGGREGATE) AREAS DISTURBED BY CONSTRUCTION OPERATIONS SHALL RECEIVE A MINIMUM 4" OF TOPSOIL AND SOD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. ALL TURF AREAS SHALL BE CHECKED REGULARLY TO MAINTAIN A HEALTHY STAND OF GRASS. AREAS SHALL BE RESEEDDED AS REQUIRED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SEDIMENT WHICH MAY COLLECT IN THE STORM SEWER OR CULVERT SYSTEM.
5. SEDIMENT SHALL BE REMOVED FROM STRAW WATTLES, DITCH CHECKS OR SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE BARRIER IN PLACE.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION AND SEDIMENTATION CONTROL MEASURES AS NECESSARY TO BE MAINTAINED IN FULLY FUNCTIONAL CONDITION THROUGHOUT THE ENTIRE PROJECT.
7. CONTRACTOR TO REMOVE ALL CONSTRUCTION DEBRIS, MUD, TEMPORARY FENCING, ETC. UPON COMPLETION OF CONSTRUCTION.
8. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS AND IDOT HIGHWAY STD 280001 OR AS DIRECTED BY THE ENGINEER.

9. ANY DEVIATION OF THE TEMPORARY EROSION CONTROL PLAN OR SCHEDULE BY THE CONTRACTOR SHALL BE AT THE DISCRETION OF THE ENGINEER.
10. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
11. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOATATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN UP FUEL OR CHEMICAL SPILLS AND LEAKS.

**BEST MANAGEMENT PRACTICES SEQUENCE:**

THE CONTRACTOR SHALL ADHERE TO THE FOLLOWING SEQUENCE OF EVENTS DURING CONSTRUCTION AND SHALL NOTIFY THE OWNER'S REPRESENTATIVE IMMEDIATELY OF ANY CHANGES MADE TO THE PHASING:

1. INSTALL PERIMETER EROSION CONTROL AT EDGE OF LIMITS OF DISTURBANCE.
2. PROVIDE INLET AND PIPE PROTECTION APPROPRIATE FOR INLET TYPE AND STAGE OF CONSTRUCTION. MAINTAIN INLETS TO BE FREE OF ACCUMULATED SEDIMENT DURING CONSTRUCTION. REPAIR/REPLACE AS NEEDED.
3. BEGIN ROUGH GRADING OF SITE. TEMPORARILY STABILIZE ALL DISTURBED AREAS THAT WILL BE INACTIVE FOR 7 CALENDAR DAYS OR MORE (UNLESS CONSTRUCTION ACTIVITY WILL RESUME ON THAT PORTION WITH 14 DAYS.) THE LAST PASS ON ANY ROUGH GRADED SLOPE SHALL BE UP AND DOWN THE SLOPE, SO THAT DOZER TRACKS ARE LEFT PERPENDICULAR OR ACROSS THE SLOPE, NOT IN LINE WITH IT.

4. MAINTAIN PERIMETER EROSION CONTROL (SILT FENCE, STRAW WATTLES) TO BE FREE OF ACCUMULATED SEDIMENT. REPAIR AS NEEDED AND REPLACE WHEN DAMAGED.
5. PROVIDE CONCRETE WASHOUT FACILITIES IN ACCORDANCE WITH ILLINOIS URBAN MANUAL FOR ALL CEMENTITIOUS MATERIALS INCLUDING PORTLAND CEMENT CONCRETE, MORTAR, STUCCO, PAINT AND/OR GROUT. WASH WATERS CANNOT BE DISCHARGED EITHER INTO THE GROUND OR SEWERS. CLEAN CONCRETE WASH OUT FACILITIES TO MAINTAIN CAPACITIES. WASHOUT BASINS SHALL BE INCIDENTAL TO ANY CONCRETE PAY ITEMS.
6. PAVE SITE AND APPURTENANCES. COMPLETE FINAL STABILIZATION OF SITE FOR EACH STAGE OF CONSTRUCTION AS IT'S COMPLETED.
7. PERFORM FINAL GRADING, LANDSCAPING AND SODDING AS SHOWN. MAINTAIN BMP'S IN PLACE UNTIL ALL VEGETATED AREAS HAVE ACHIEVED FINAL STABILIZATION REQUIREMENTS (UNIFORM 70% COVERAGE).
8. WHEN FINAL STABILIZATION IS ACHIEVED AS DETERMINED BY OWNER'S REPRESENTATIVE. REMOVE ALL TEMPORARY BMP'S.

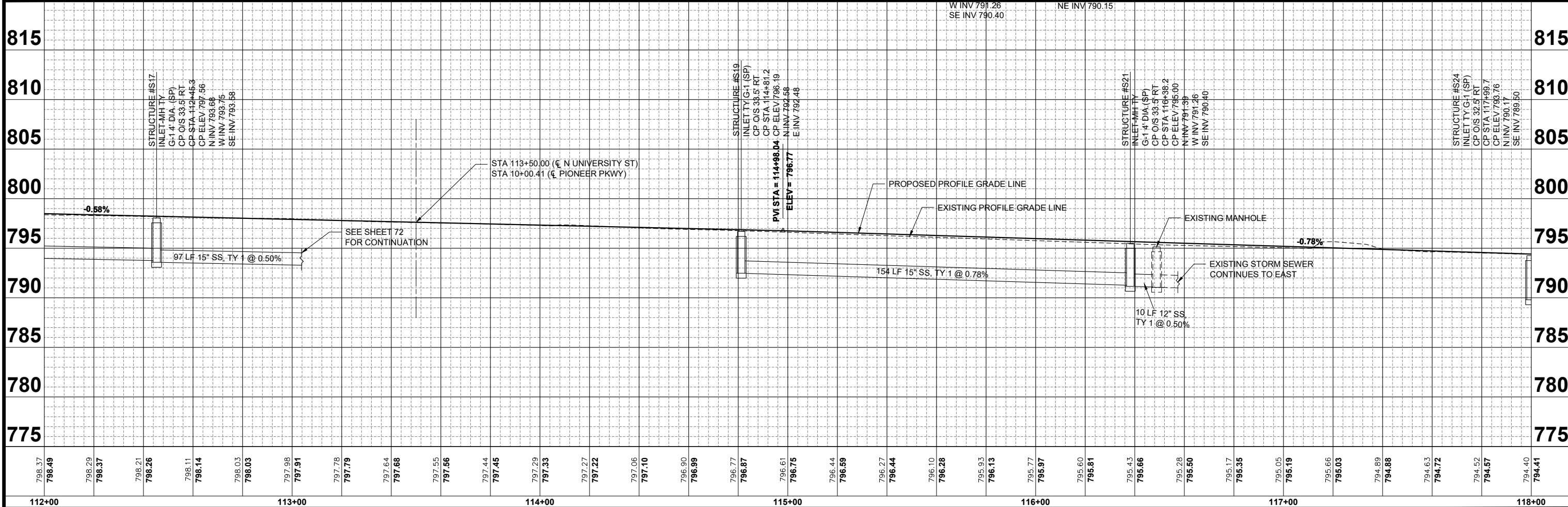
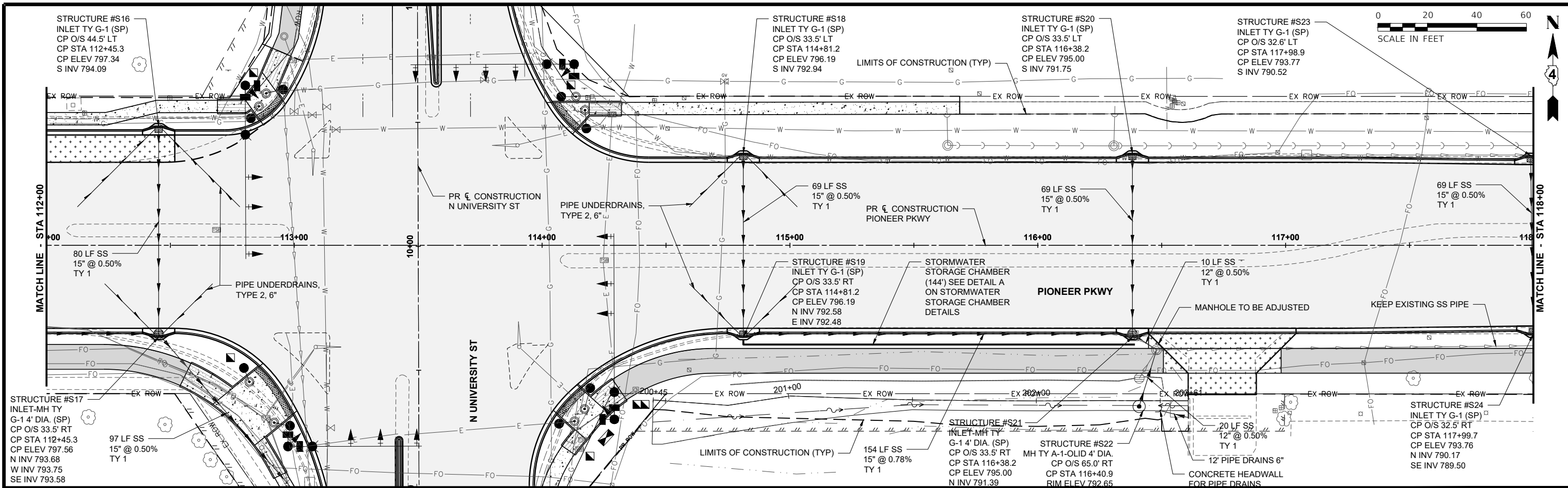
**EROSION CONTROL MAINTENANCE:**

ALL MEASURES STATED ON THIS EROSION CONTROL PLAN SHALL BE MAINTAINED IN A FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. THE LABOR AND MATERIALS ASSOCIATED WITH MAINTAINING EROSION CONTROL MEASURES SHALL NOT BE CONSIDERED FOR ADDITIONAL COMPENSATION AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES FOR THE VARIOUS EROSION CONTROL MEASURES. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED CONTRACTOR REPRESENTATIVE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE ENDING OF A 0.5" RAINFALL EVENT, AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.
2. ALL TURF AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RE-SODDED AS NEEDED.
3. PERIMETER EROSION CONTROL SYSTEMS SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED WHEN IT REACHES ONE-HALF THE HEIGHT OF THE CONTROL DEVICE.
4. THE SITE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF DEBRIS ONTO ADJACENT PAVEMENTS AND DRIVEWAYS. THIS MAY REQUIRE PERIODIC SEDIMENT REMOVAL BY THE CONTRACTOR AS CONDITIONS DEMAND.







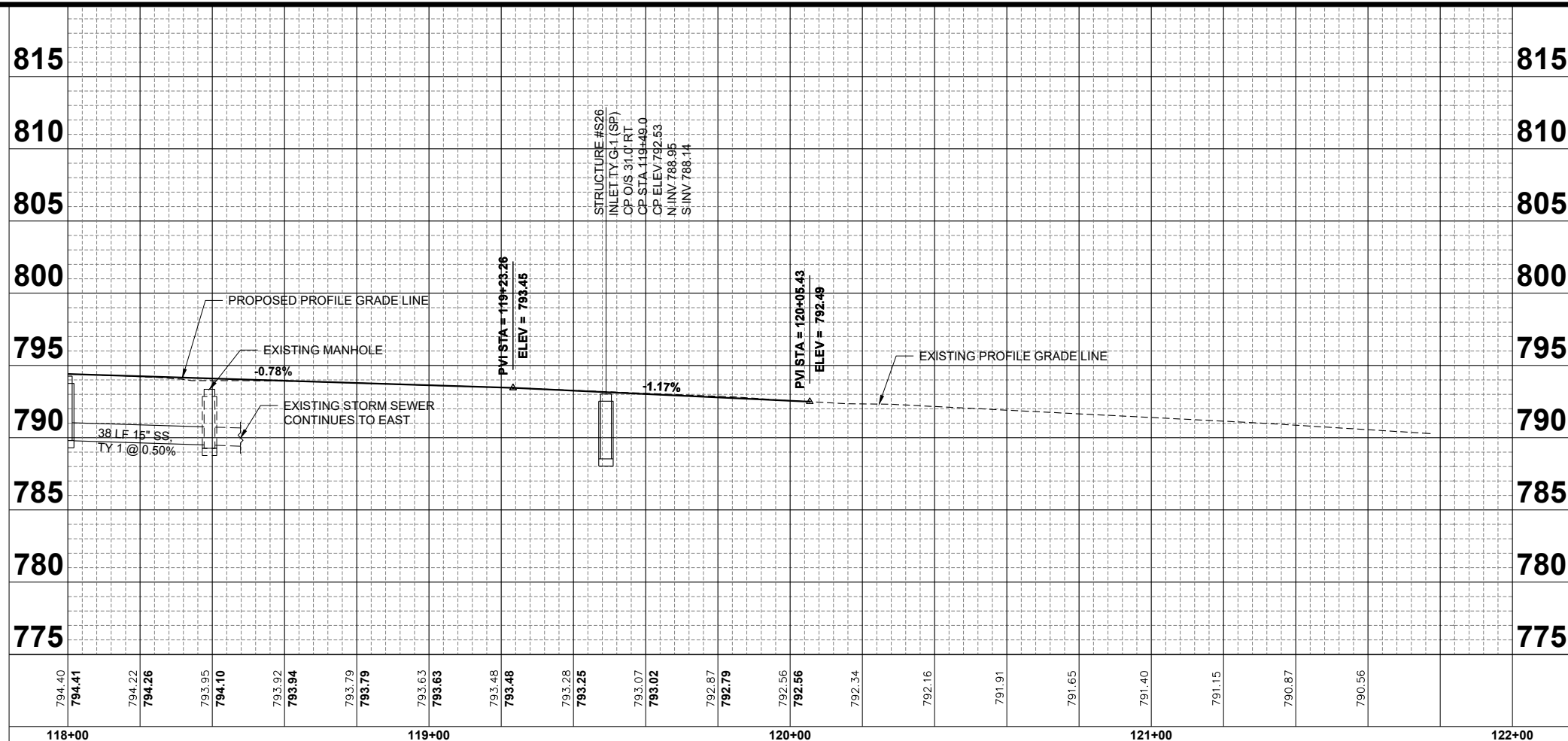
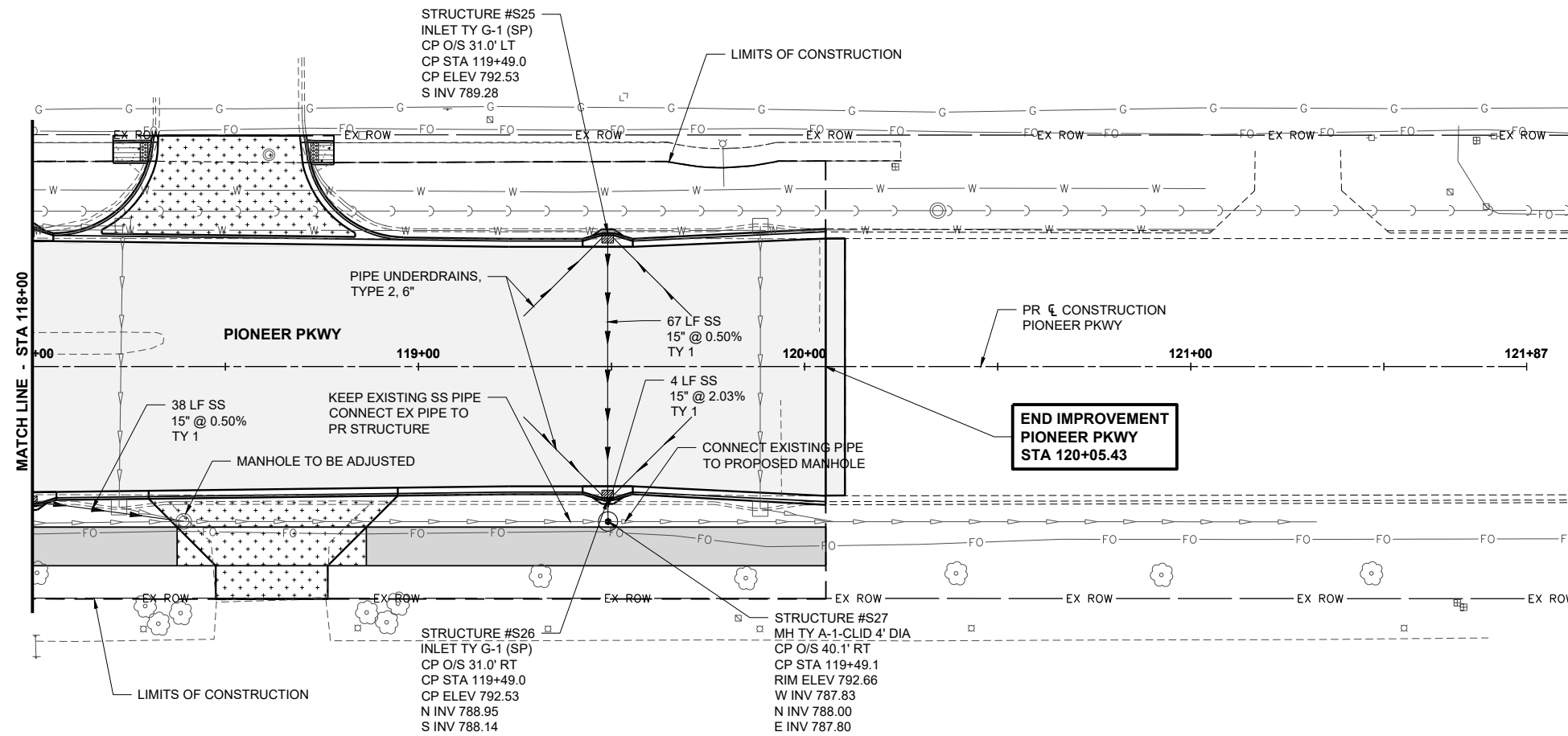
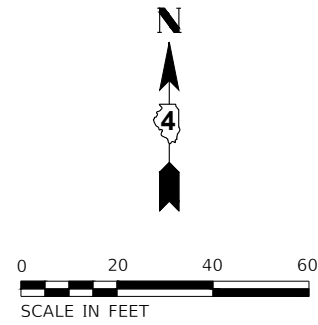
DESIGNED EAA DATE- 10-13-23  
DRAWN SRH  
CHECKED RMB  
PROJECT #: 5111.02

**PIONEER PKWY &  
N UNIVERSITY ST  
RECONSTRUCTION**



**PIONEER PKWY - DRAINAGE PLAN & PROFILE (3 OF 4)**

SHEET  
80 OF 152

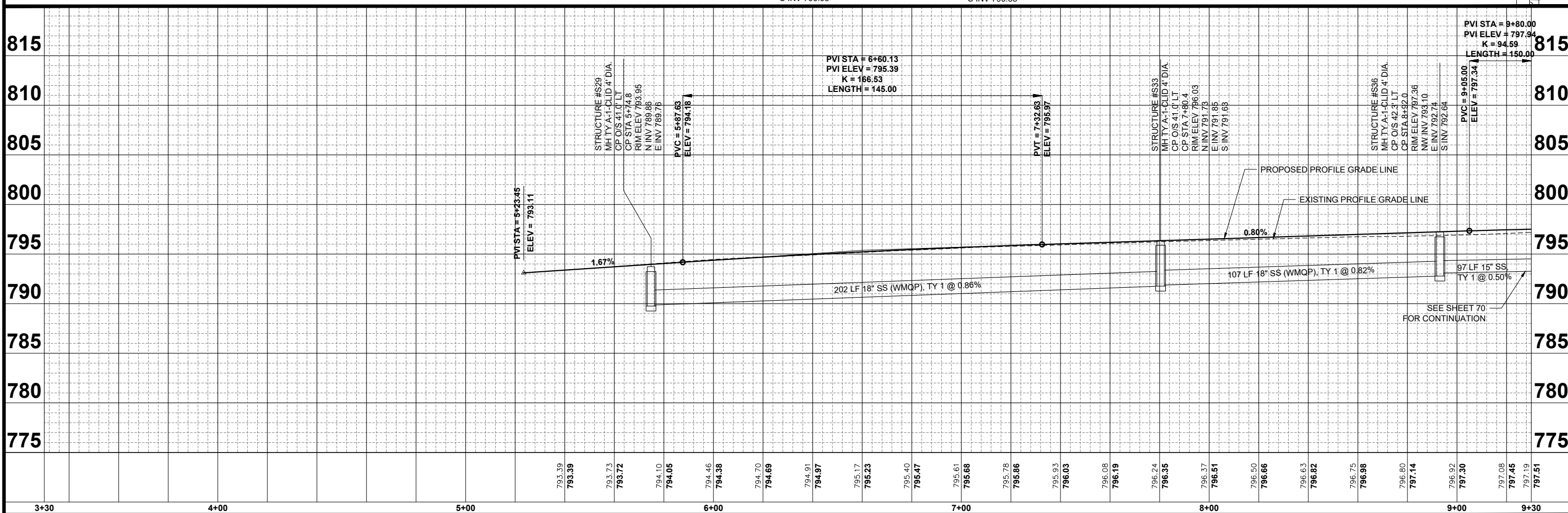
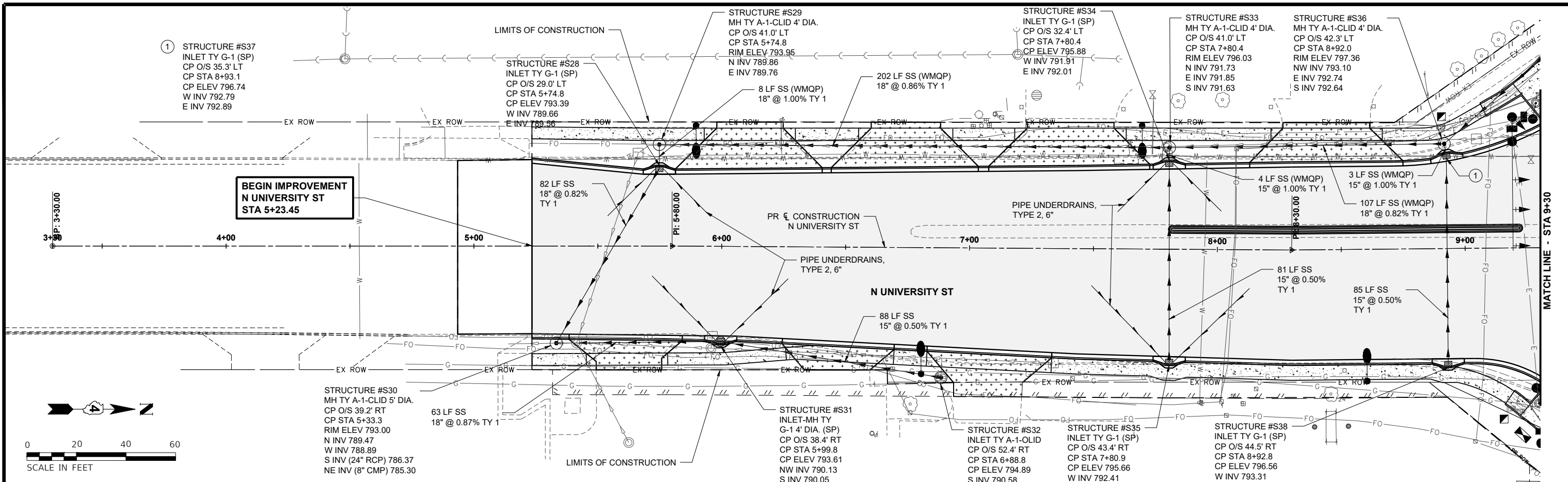


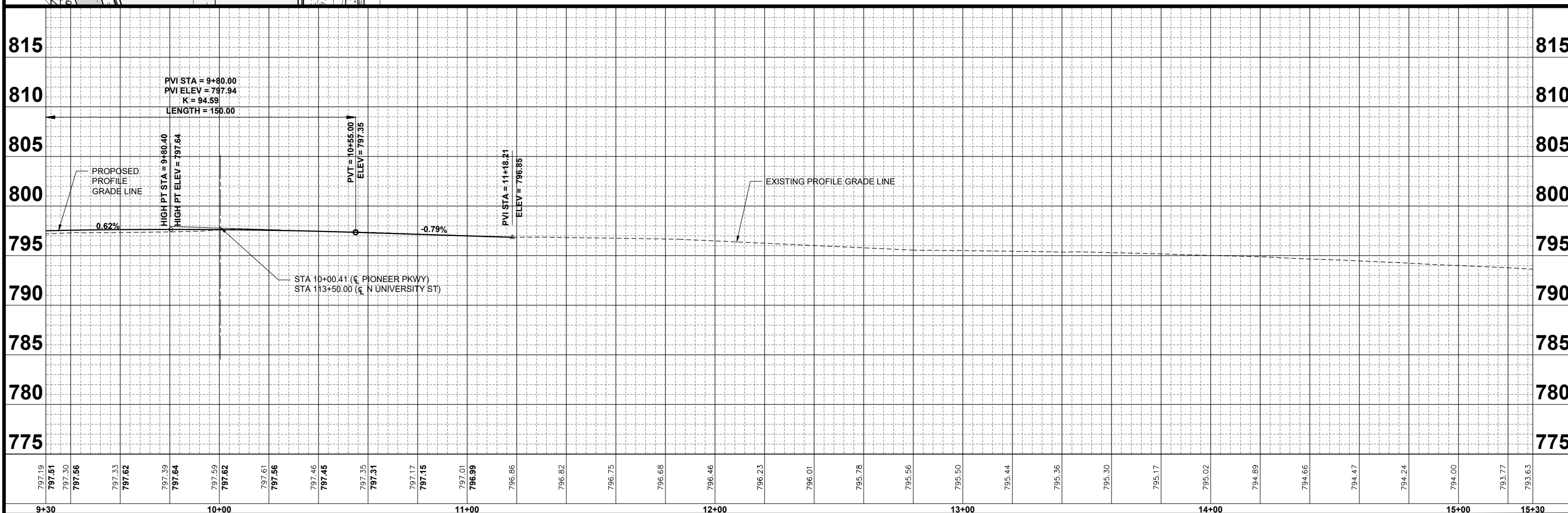
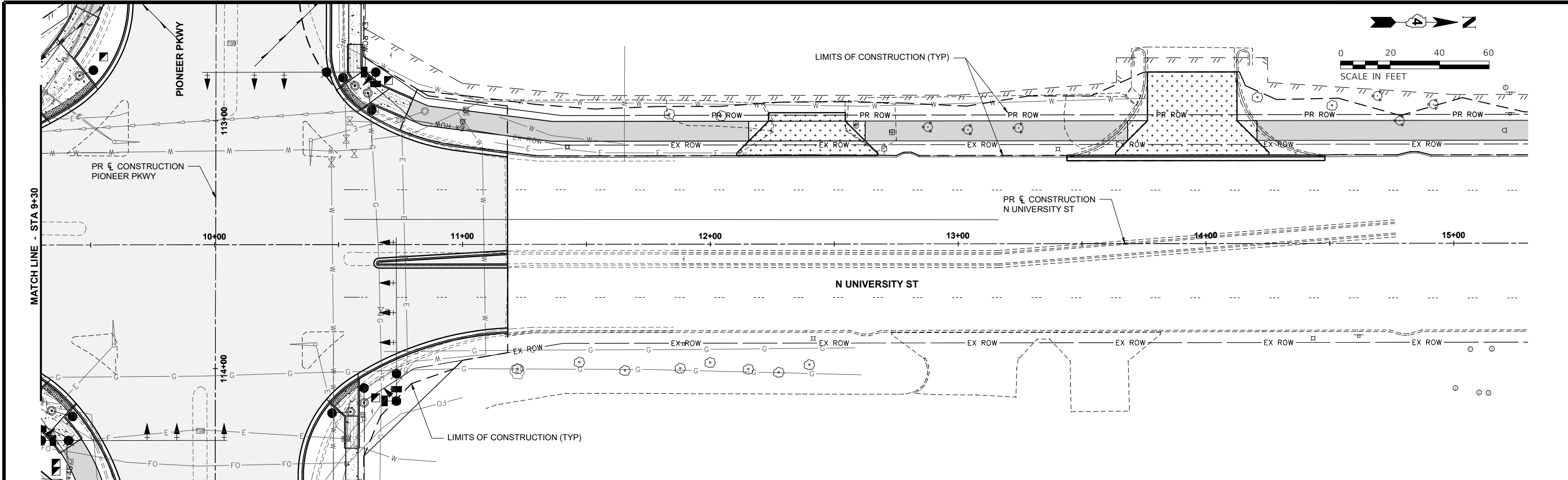
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 DRAWN SRH  
 CHECKED RMB  
 PROJECT #: 5111.02

**PIONEER PKWY & N UNIVERSITY ST RECONSTRUCTION**

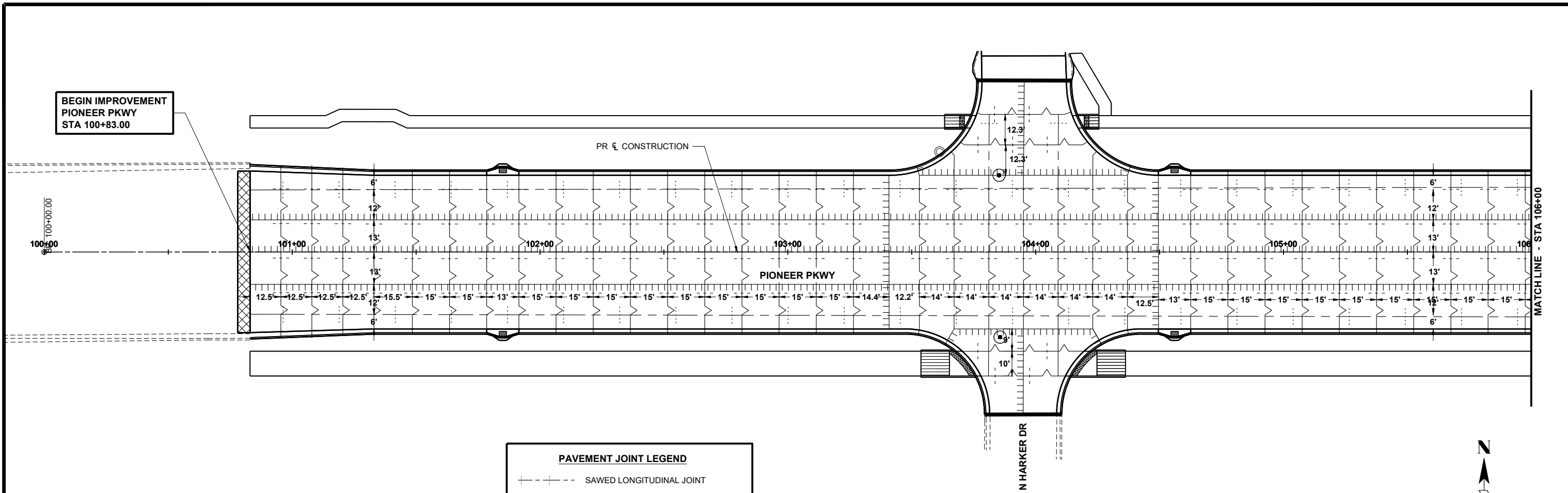


**PIONEER PKWY - DRAINAGE PLAN & PROFILE (4 OF 4)**



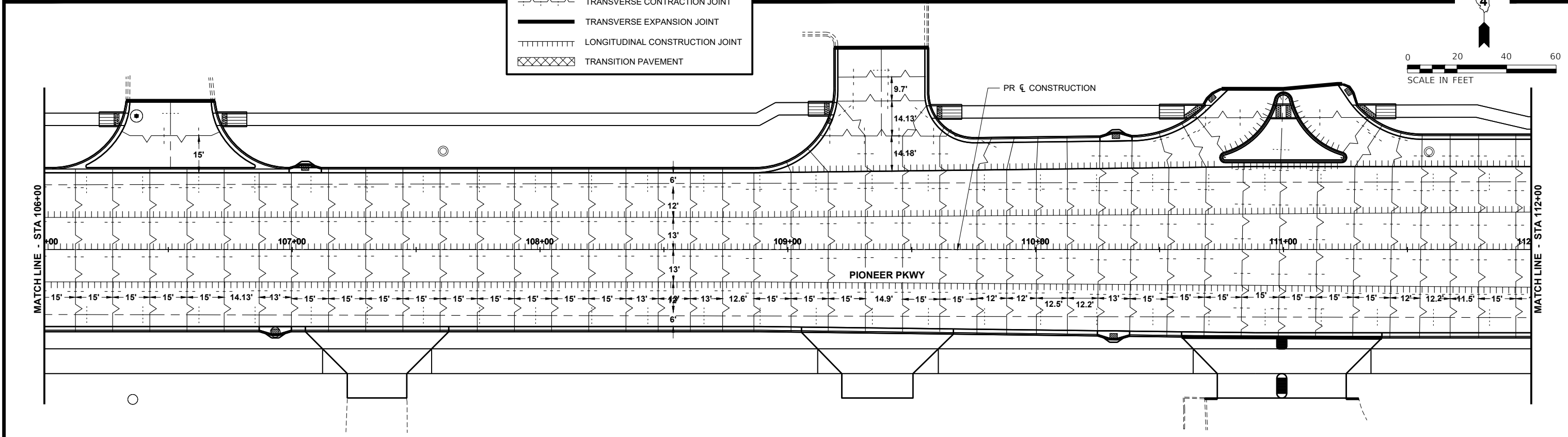


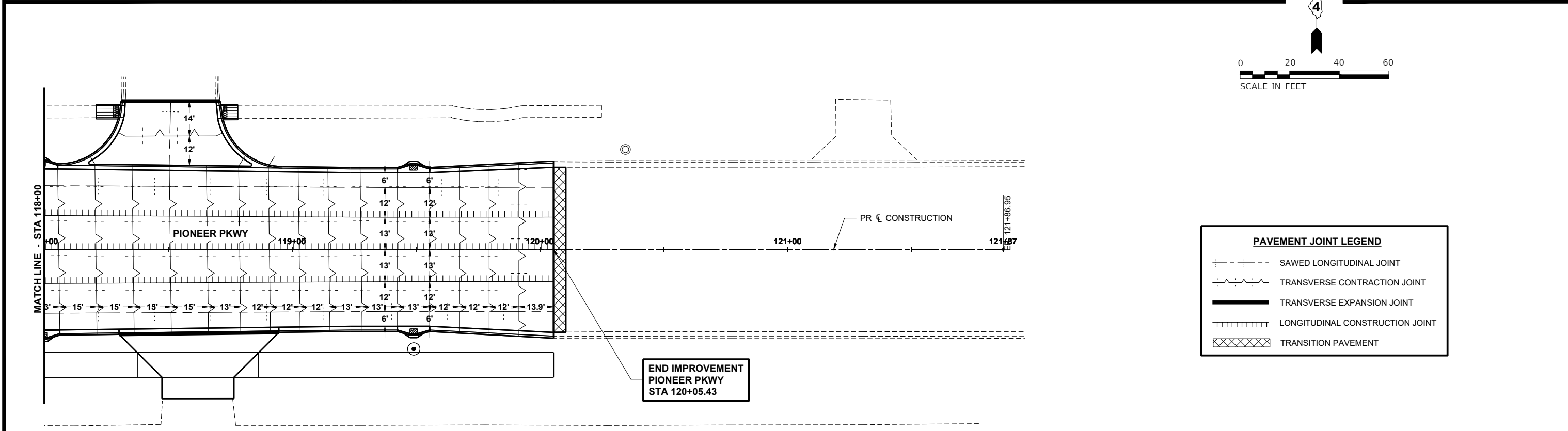
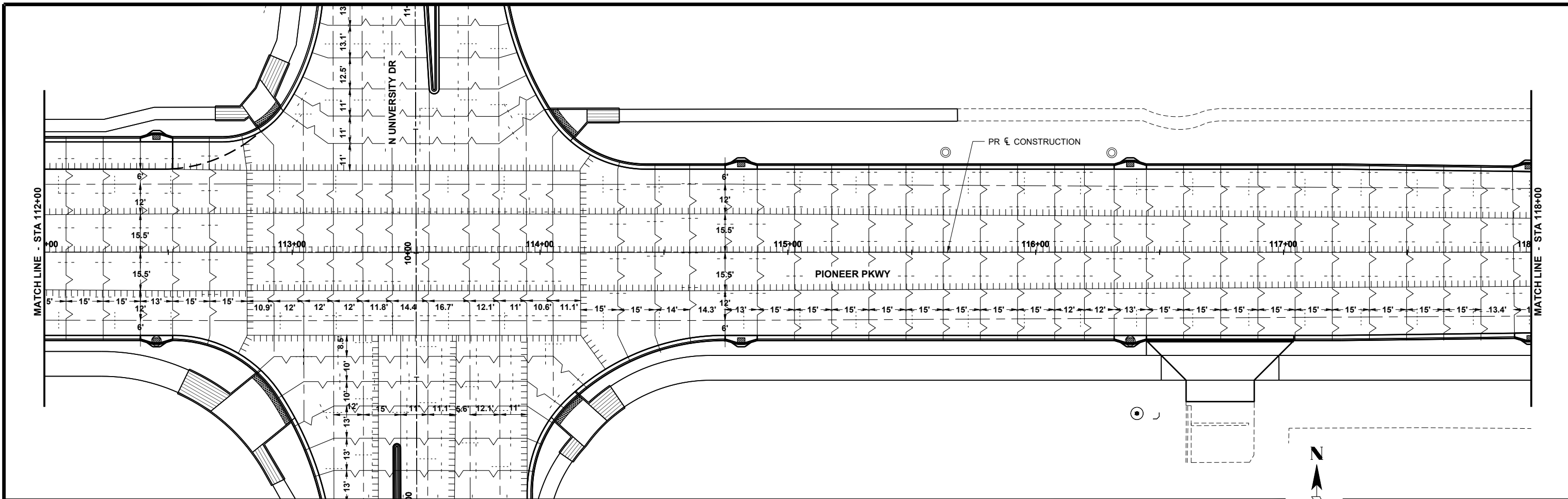




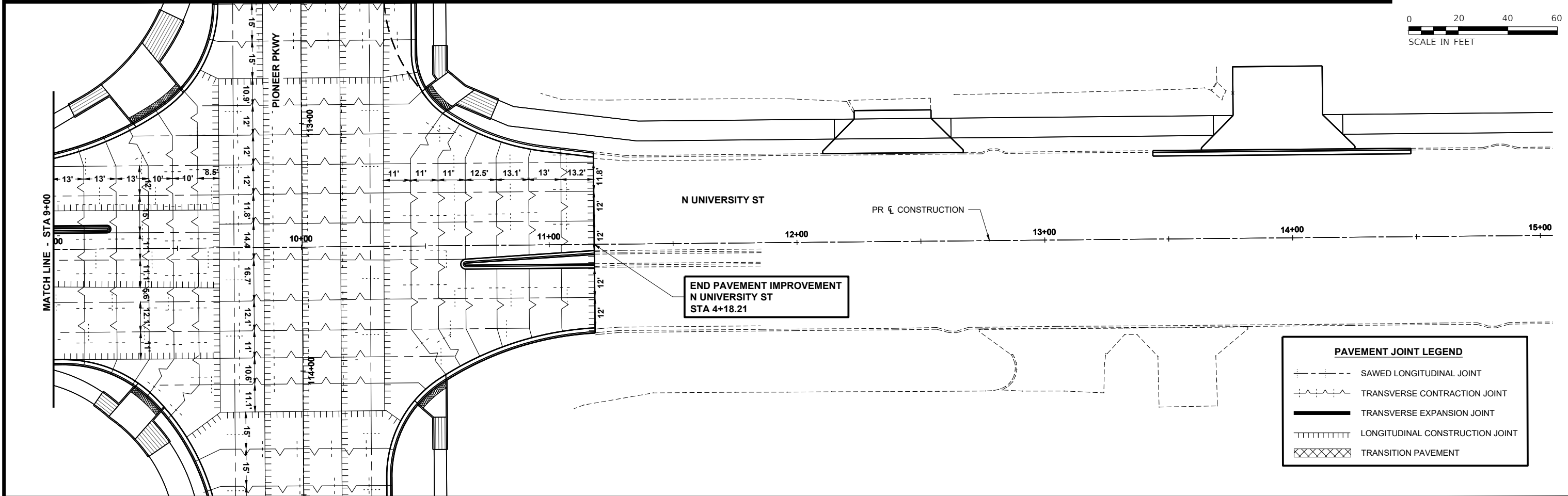
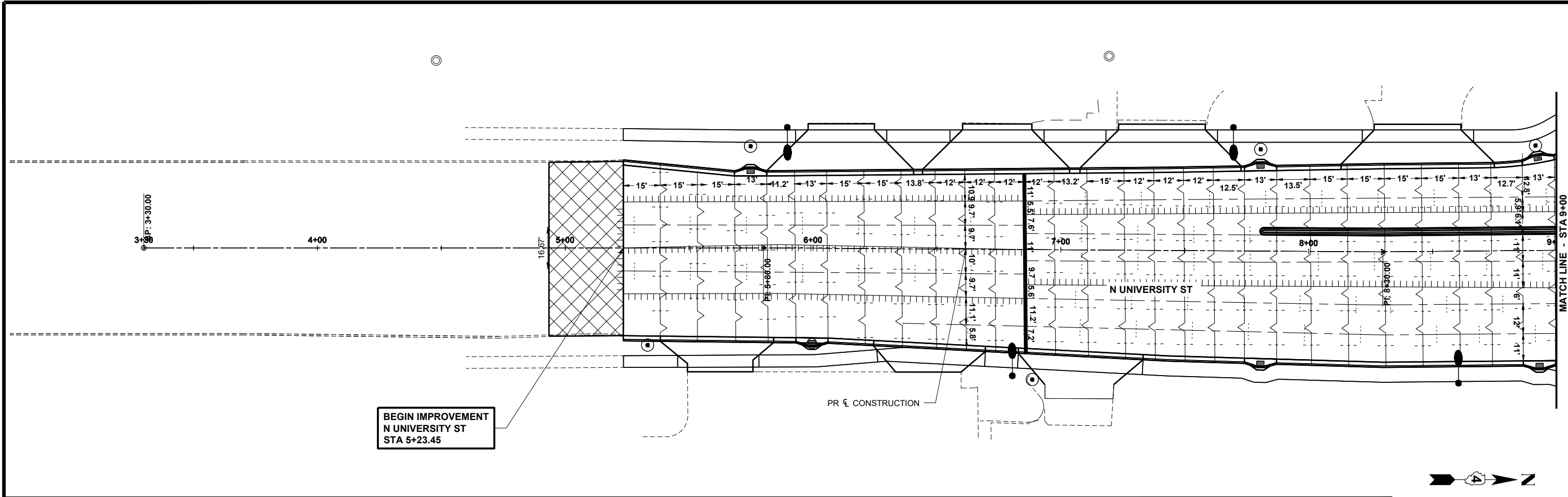
**PAVEMENT JOINT LEGEND**

- SAWED LONGITUDINAL JOINT
- - - TRANSVERSE CONTRACTION JOINT
- TRANSVERSE EXPANSION JOINT
- ||||| LONGITUDINAL CONSTRUCTION JOINT
- XXXXX TRANSITION PAVEMENT

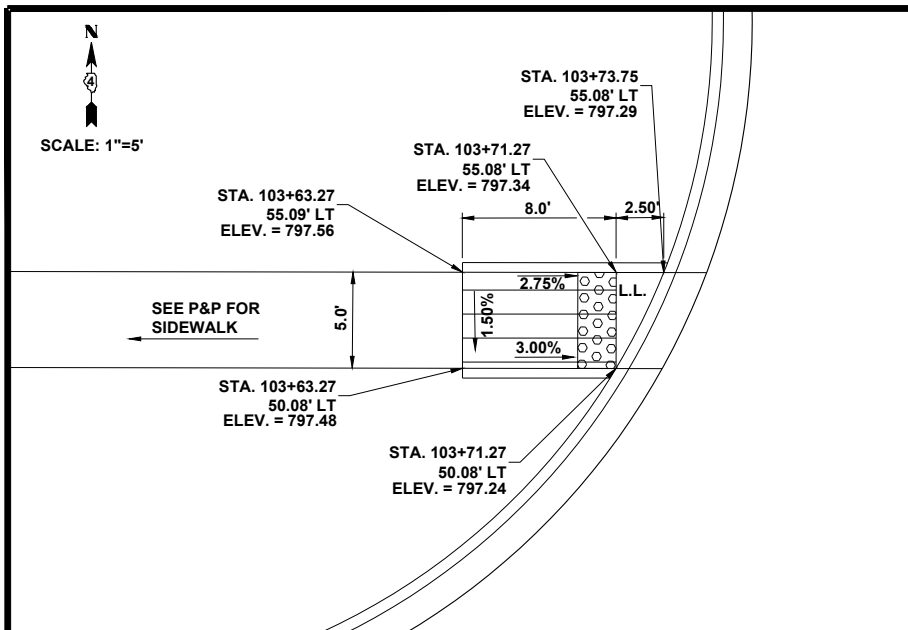




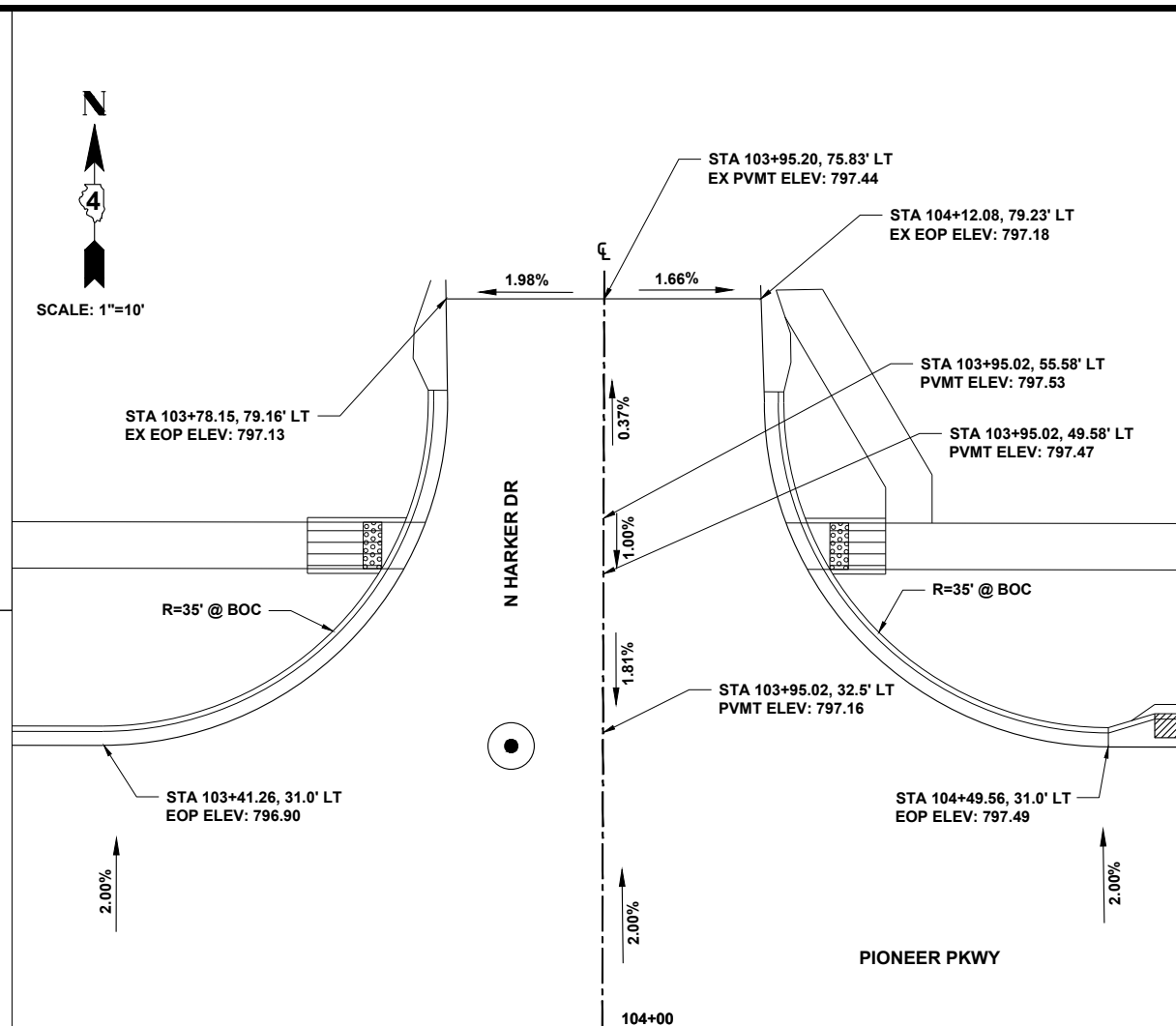
PAVEMENT JOINT LEGEND	
	SAWED LONGITUDINAL JOINT
	TRANSVERSE CONTRACTION JOINT
	TRANSVERSE EXPANSION JOINT
	LONGITUDINAL CONSTRUCTION JOINT
	TRANSITION PAVEMENT



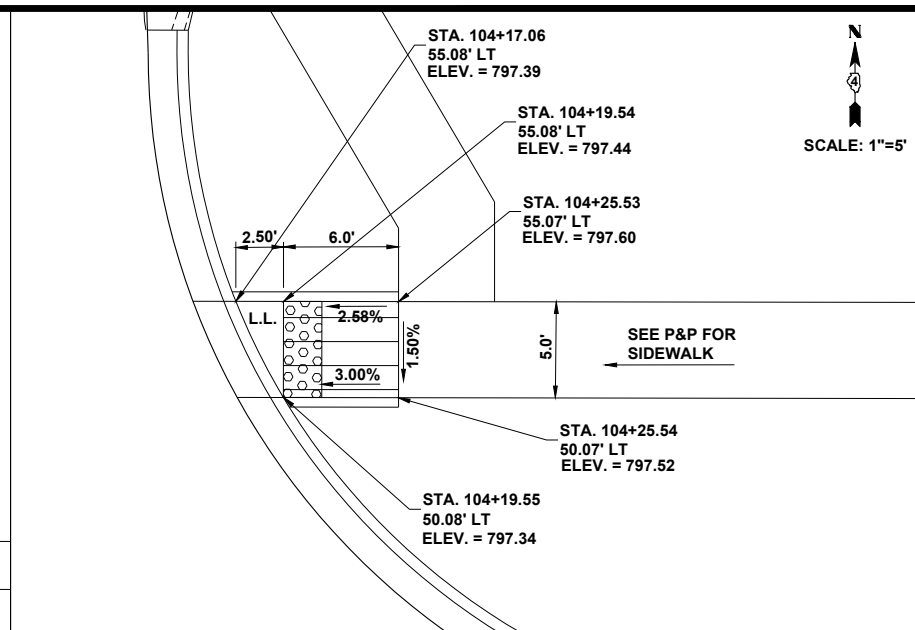
PAVEMENT JOINT LEGEND	
	SAWED LONGITUDINAL JOINT
	TRANSVERSE CONTRACTION JOINT
	TRANSVERSE EXPANSION JOINT
	LONGITUDINAL CONSTRUCTION JOINT
	TRANSITION PAVEMENT



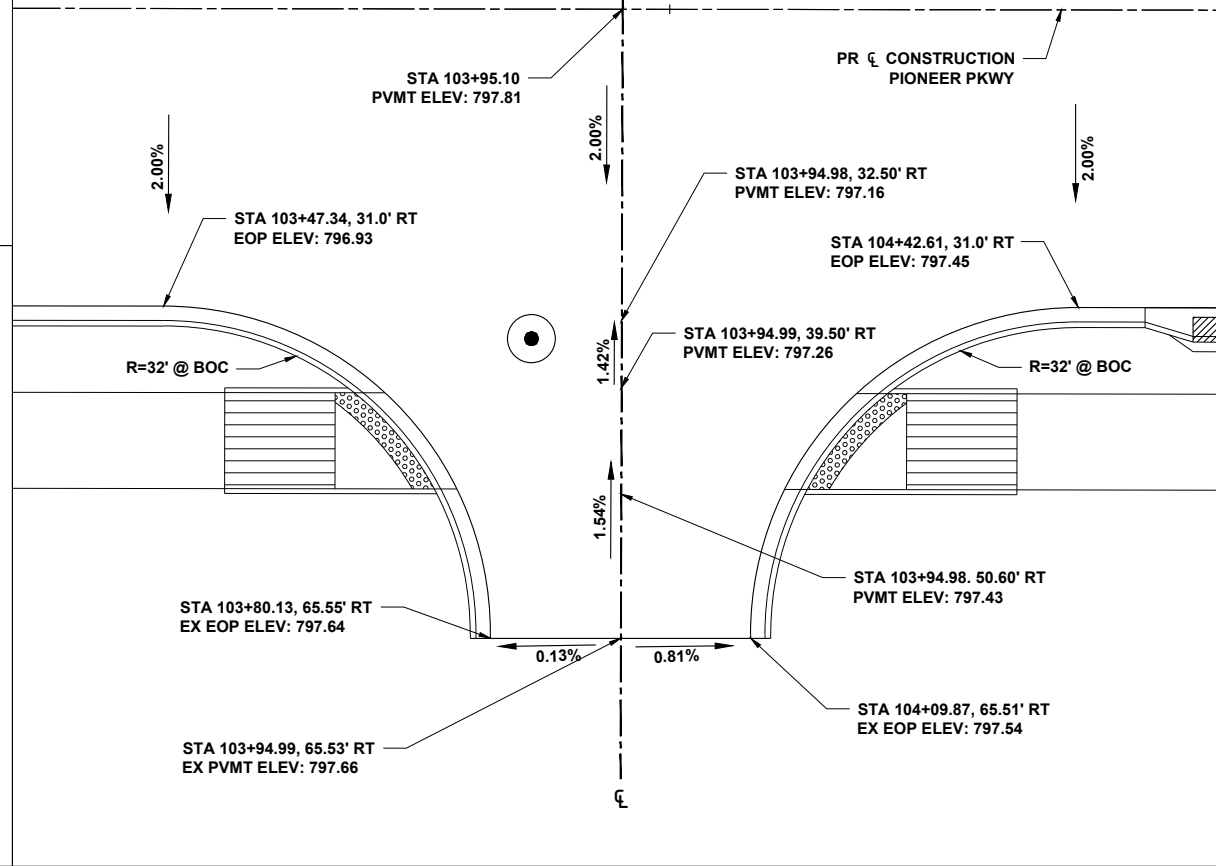
NW RAMP - PIONEER PKWY & N HARKER DR



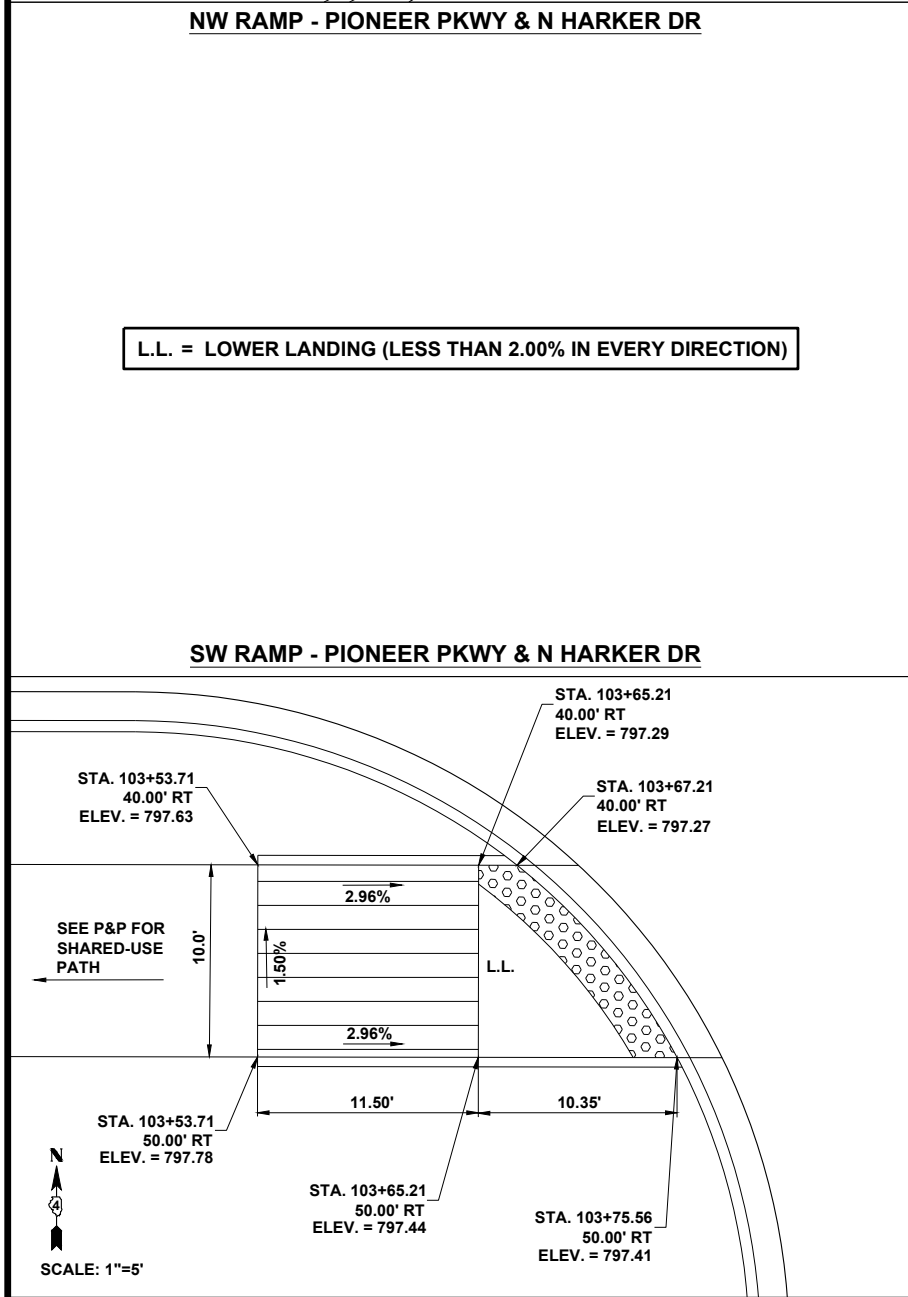
NE RAMP - PIONEER PKWY & N HARKER DR



SW RAMP - PIONEER PKWY & N HARKER DR



SE RAMP - PIONEER PKWY & N HARKER DR



PIONEER PKWY & N UNIVERSITY ST RECONSTRUCTION

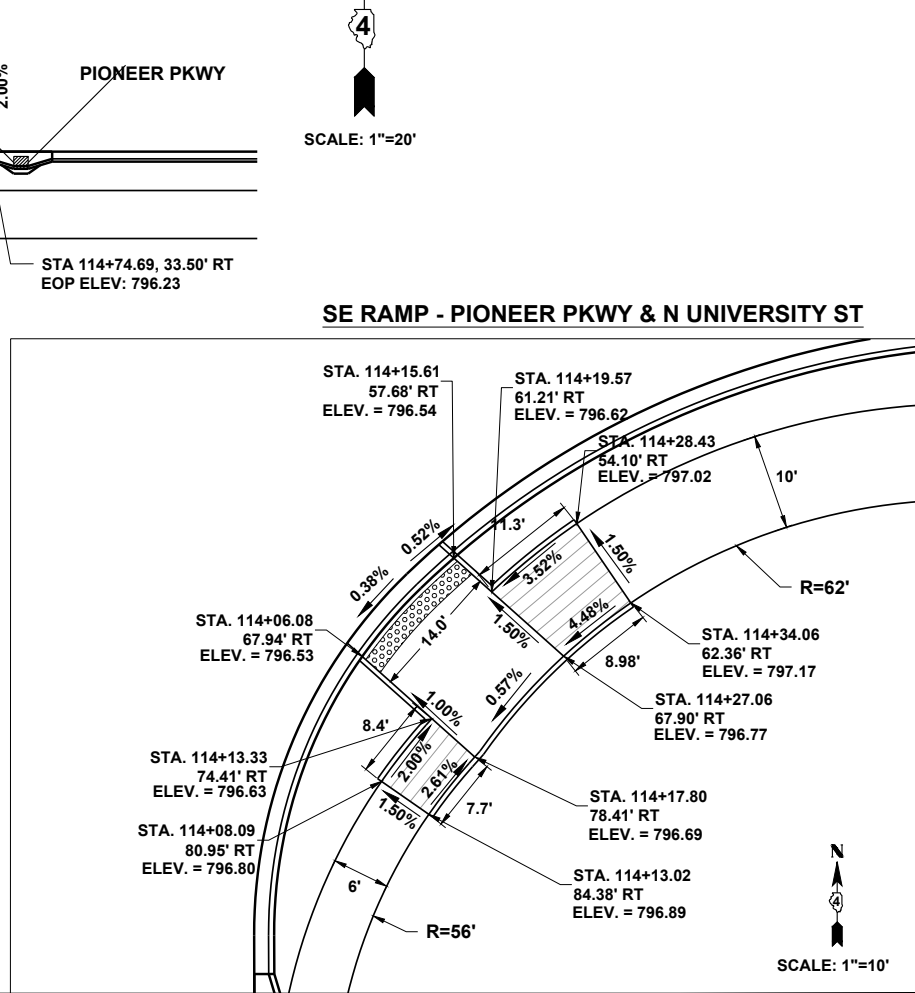
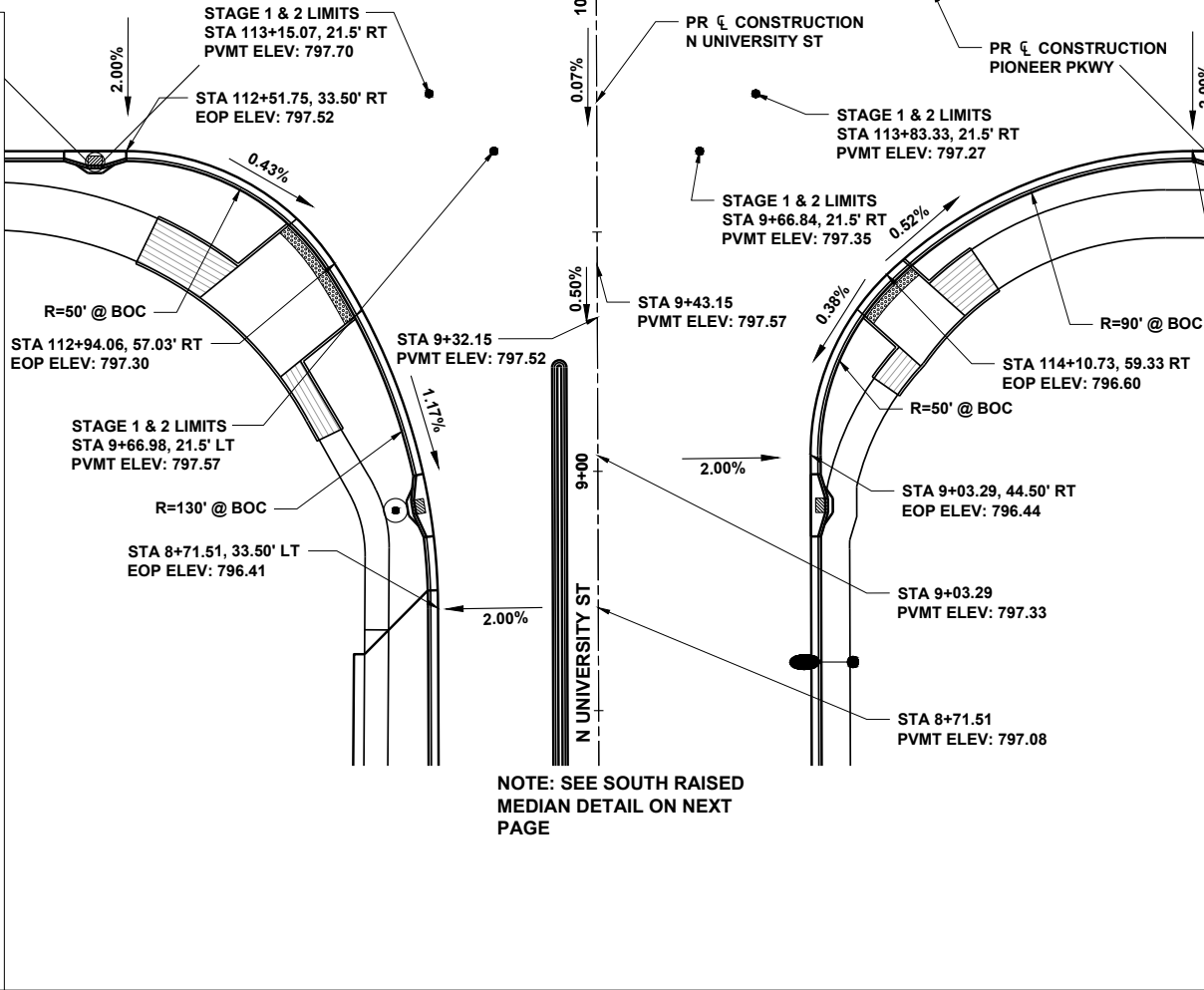
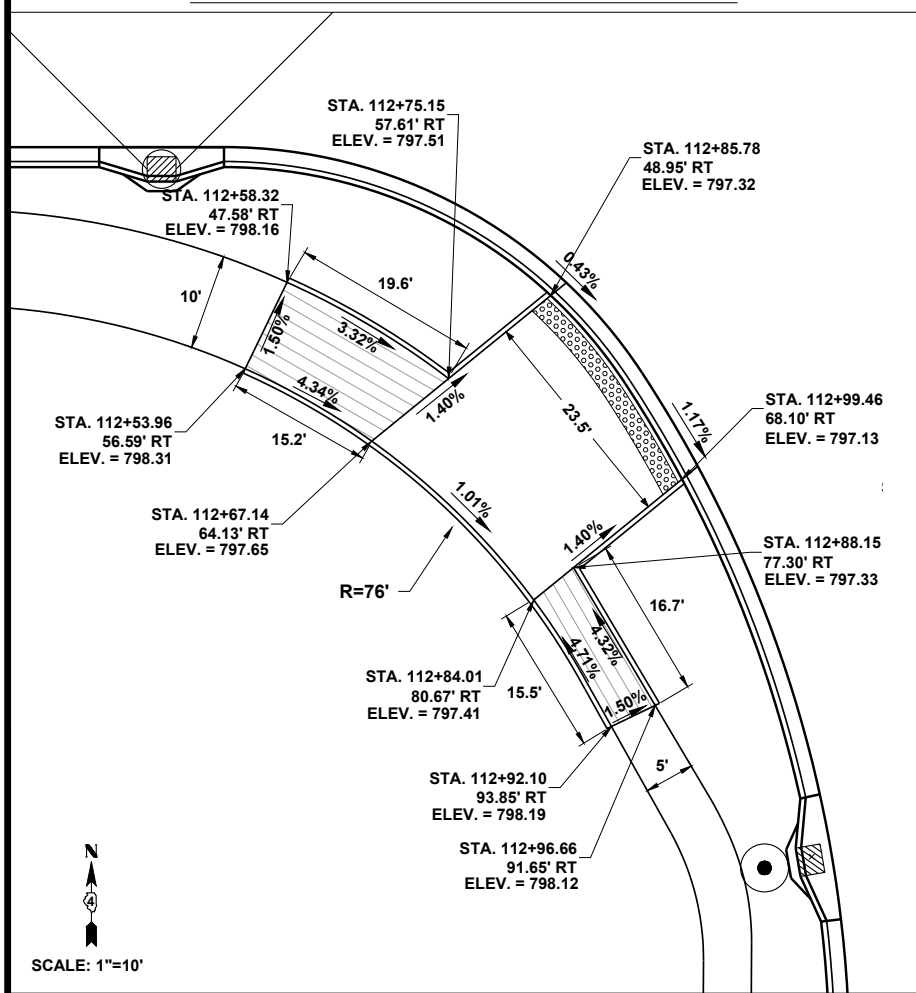
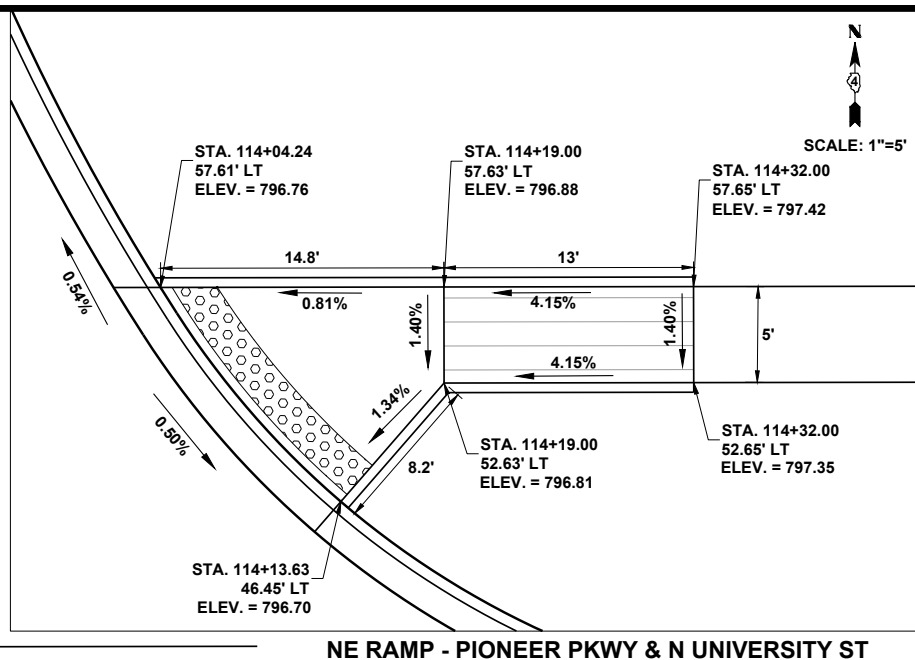
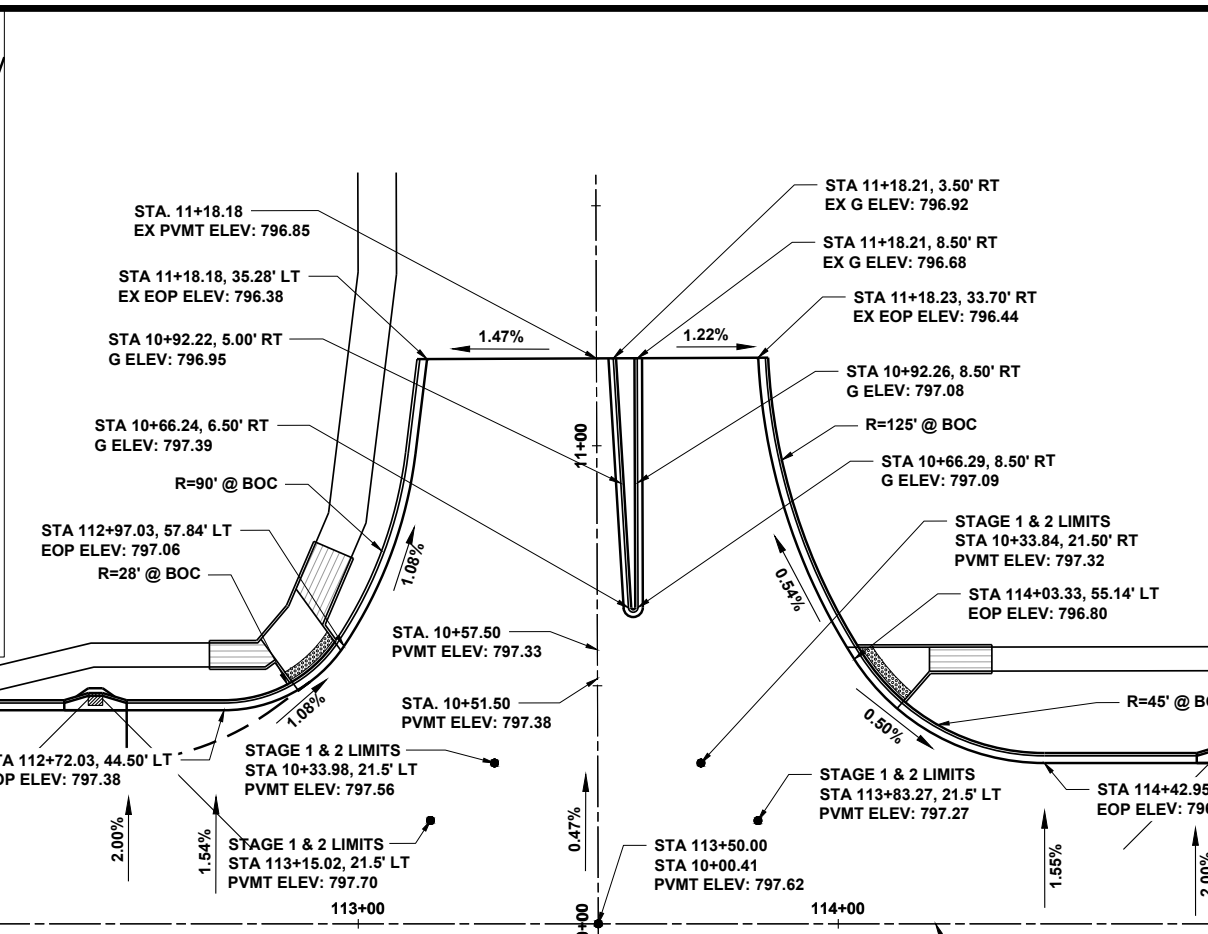
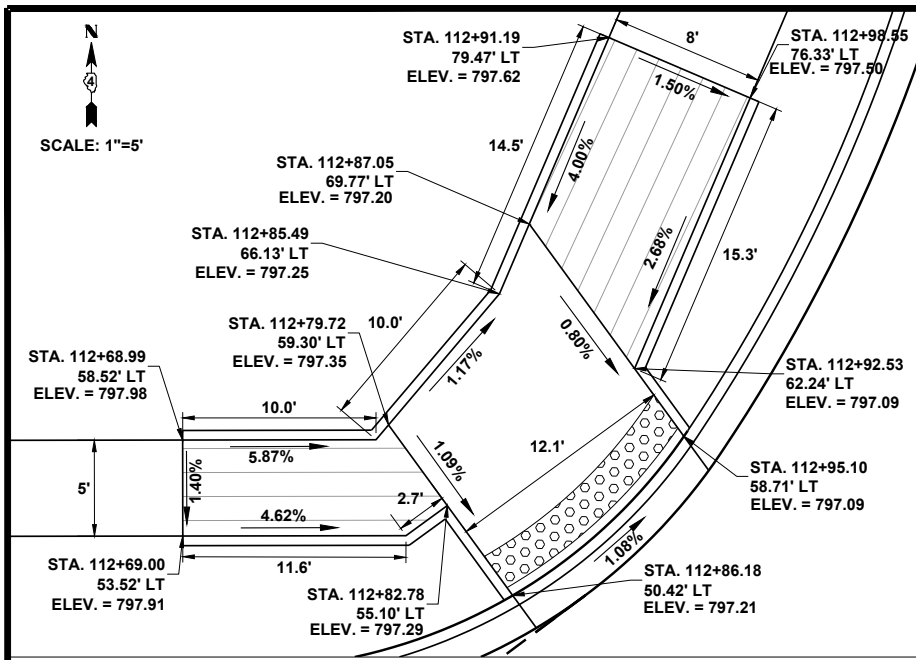


N HARKER DR & PIONEER PKWY - INTERSECTION DETAIL (1 OF 2)

L.L. = LOWER LANDING (LESS THAN 2.00% IN EVERY DIRECTION)

**Hutchison Engineering, Inc.**

DESIGNED	EAA	DATE	10-13-23
DRAWN	SRH		
CHECKED	RMB		
PROJECT #	5111.02		



NOTE: SEE SOUTH RAISED MEDIAN DETAIL ON NEXT PAGE



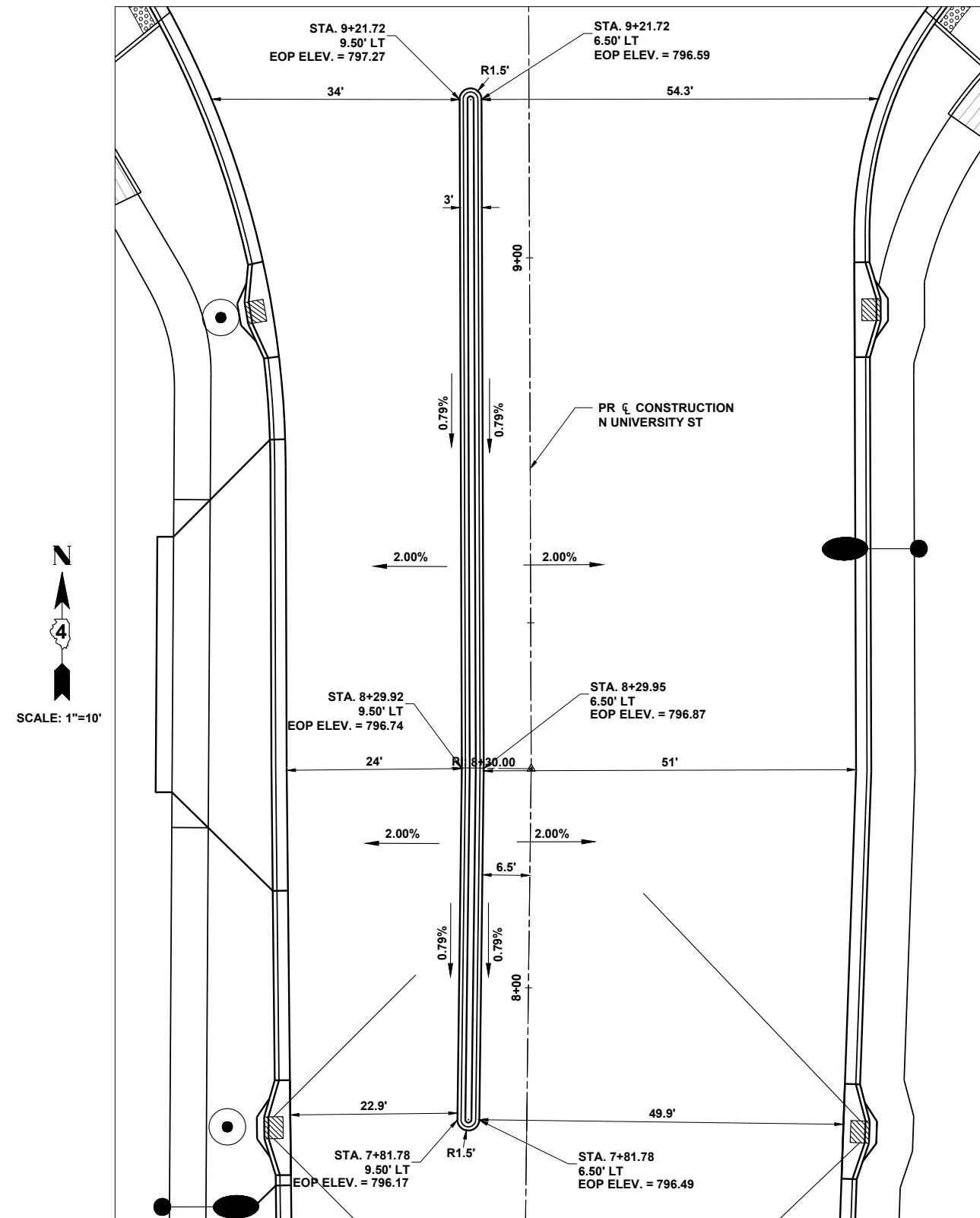
DESIGNED	EAA	DATE	10-13-23
DRAWN	SRH		
CHECKED	RMB		
PROJECT #	5111.02		

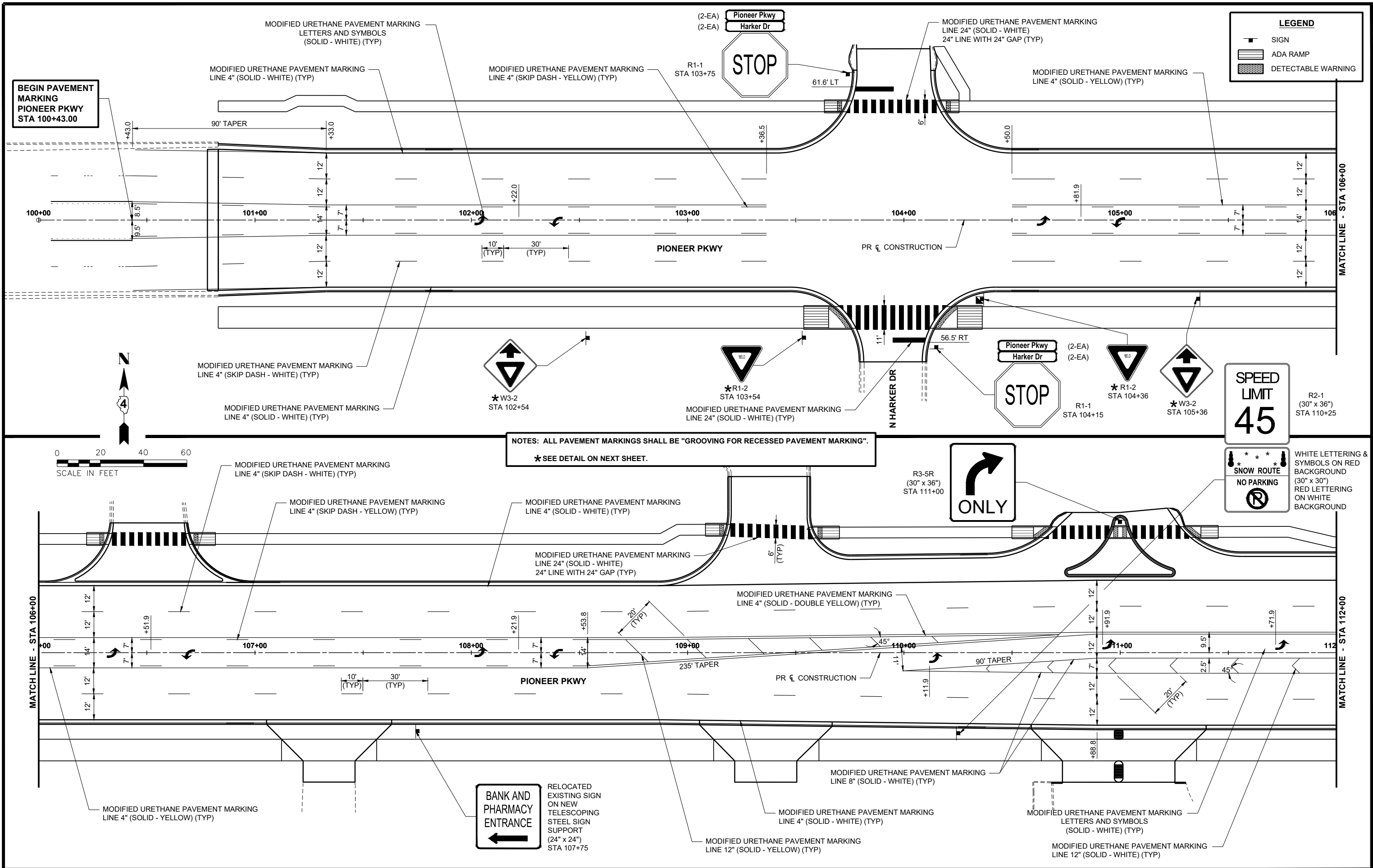
**PIONEER PKWY & N UNIVERSITY ST RECONSTRUCTION**



**N UNIVERSITY ST & PIONEER PKWY - INTERSECTION DETAIL (2 OF 2)**

SHEET 88 OF 152

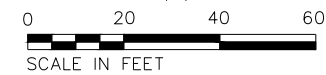




**LEGEND**

- SIGN
- ADA RAMP
- DETECTABLE WARNING

BEGIN PAVEMENT MARKING PIONEER PKWY STA 100+43.00



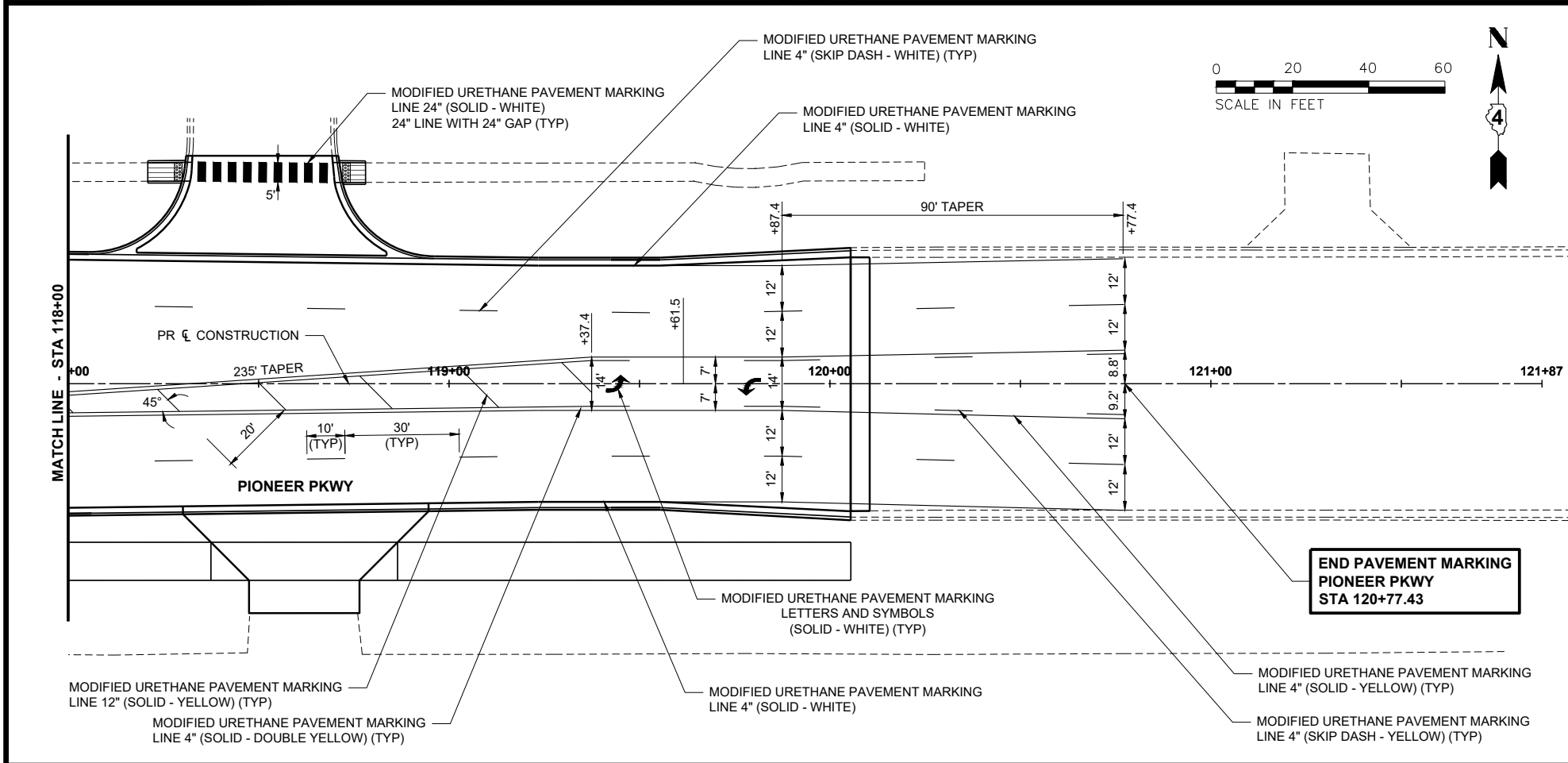
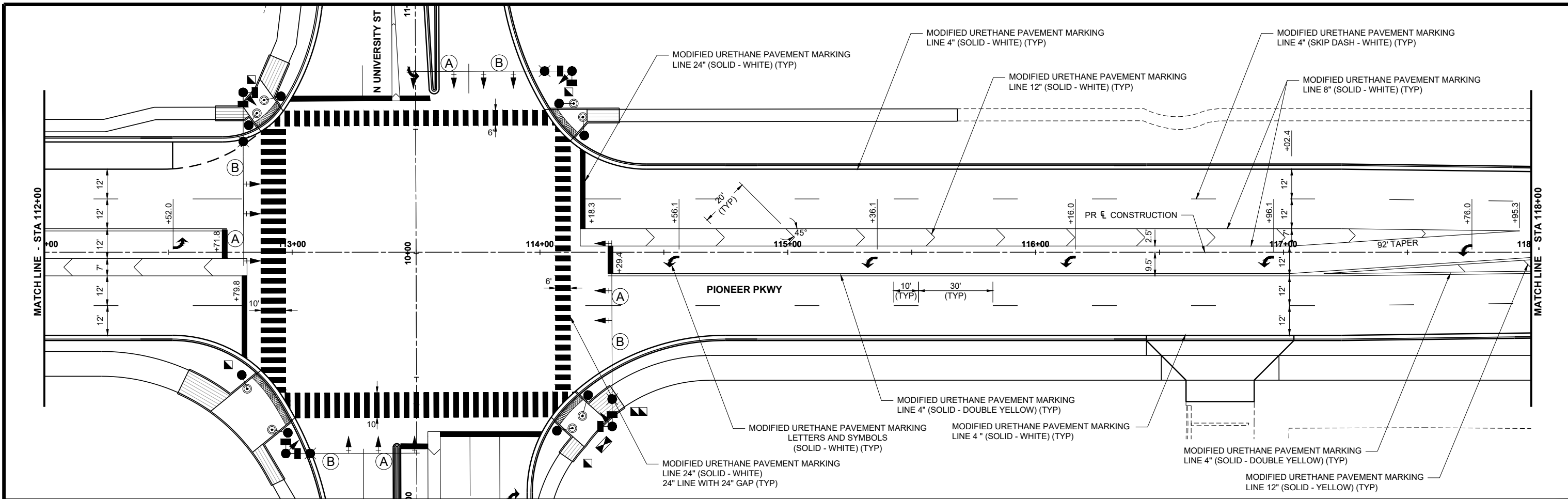
NOTES: ALL PAVEMENT MARKINGS SHALL BE "GROOVING FOR RECESSED PAVEMENT MARKING".  
 \* SEE DETAIL ON NEXT SHEET.

SPEED LIMIT 45

WHITE LETTERING & SYMBOLS ON RED BACKGROUND (30" x 30")  
 RED LETTERING ON WHITE BACKGROUND

SNOW ROUTE NO PARKING

BANK AND PHARMACY ENTRANCE



**NOTE: ALL PAVEMENT MARKINGS SHALL BE "GROOVING FOR RECESSED PAVEMENT MARKING".**

**(A)**

**LEFT TURN YIELD ON FLASHING YELLOW ARROW**

(30" x 36") MOUNTED ON MAST ARM (4 EA)

BLACK BORDER & LETTERING ON WHITE BACKGROUND

**(B)**

**STREET**

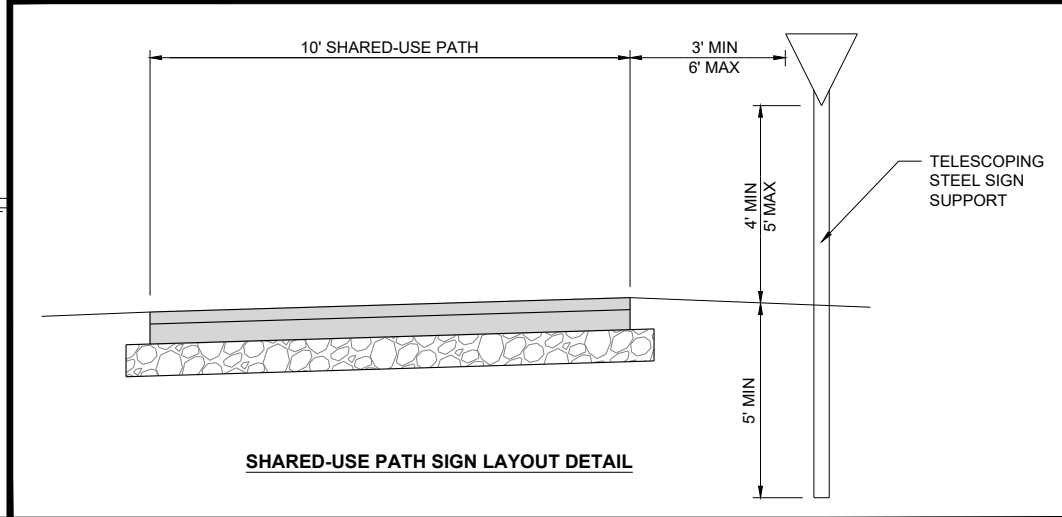
WHITE BORDER & LETTERING ON GREEN BACKGROUND

STREET:  
PIONEER PKWY (2 EA)  
N UNIVERSITY ST (2 EA)

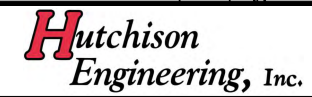
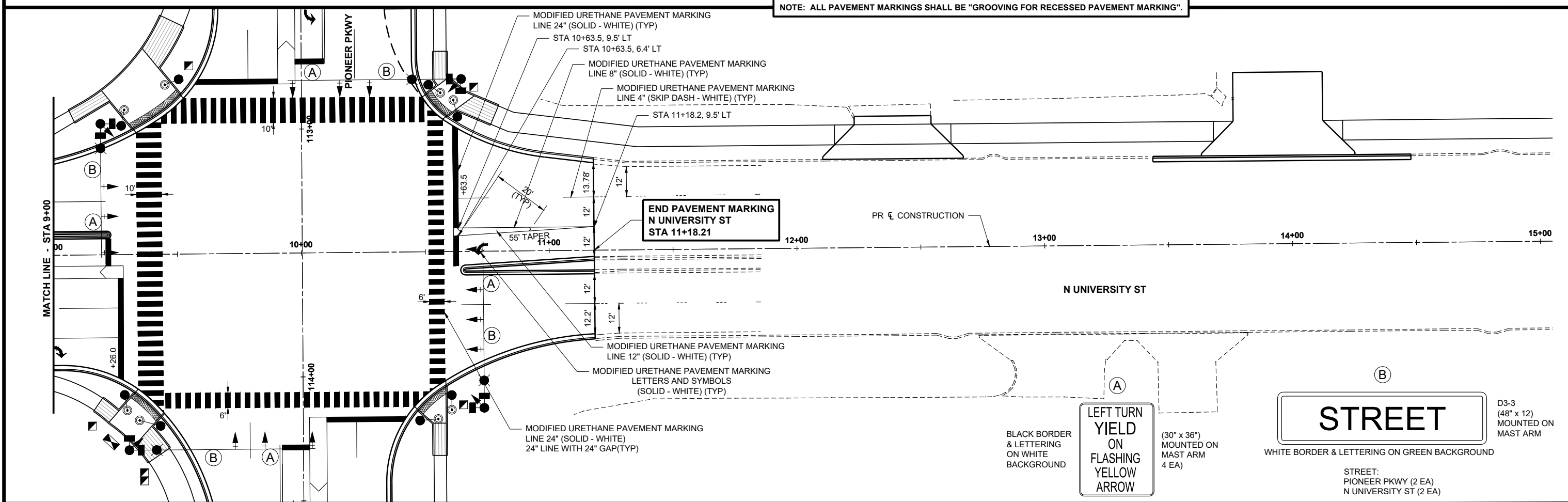
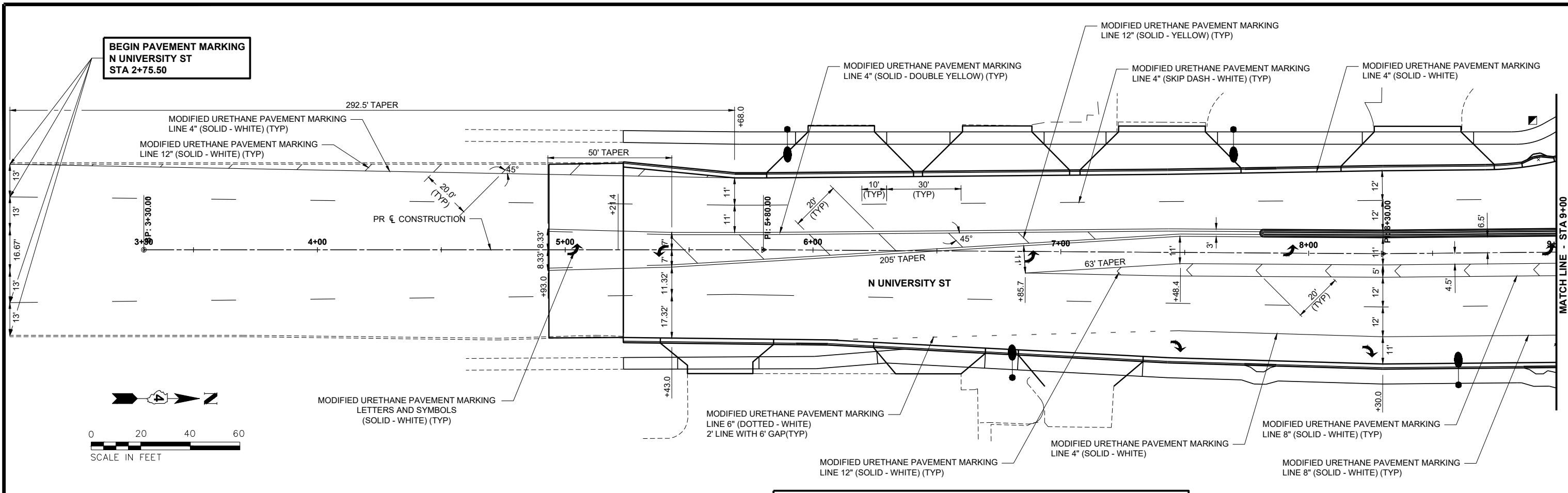
D3-3 (48" x 12") MOUNTED ON MAST ARM

R10-25 (9" x 12") MOUNTED ON PEDESTRIAN PUSH-BUTTON POST (8 EA) \*

\* INCLUDED IN THE COST OF ACCESSIBLE PEDESTRIAN SIGNAL.







DESIGNED EAA DATE - 10-13-23  
 DRAWN SRH  
 CHECKED RMB  
 PROJECT # 5111.02

**PIONEER PKWY &  
 N UNIVERSITY ST  
 RECONSTRUCTION**



**N UNIVERSITY ST - PAVEMENT MARKING & SIGNING PLAN (1 OF 1)**

SHEET  
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**LEFT TURN  
 YIELD  
 ON  
 FLASHING  
 YELLOW  
 ARROW**

**STREET**

STREET:  
 PIONEER PKWY (2 EA)  
 N UNIVERSITY ST (2 EA)

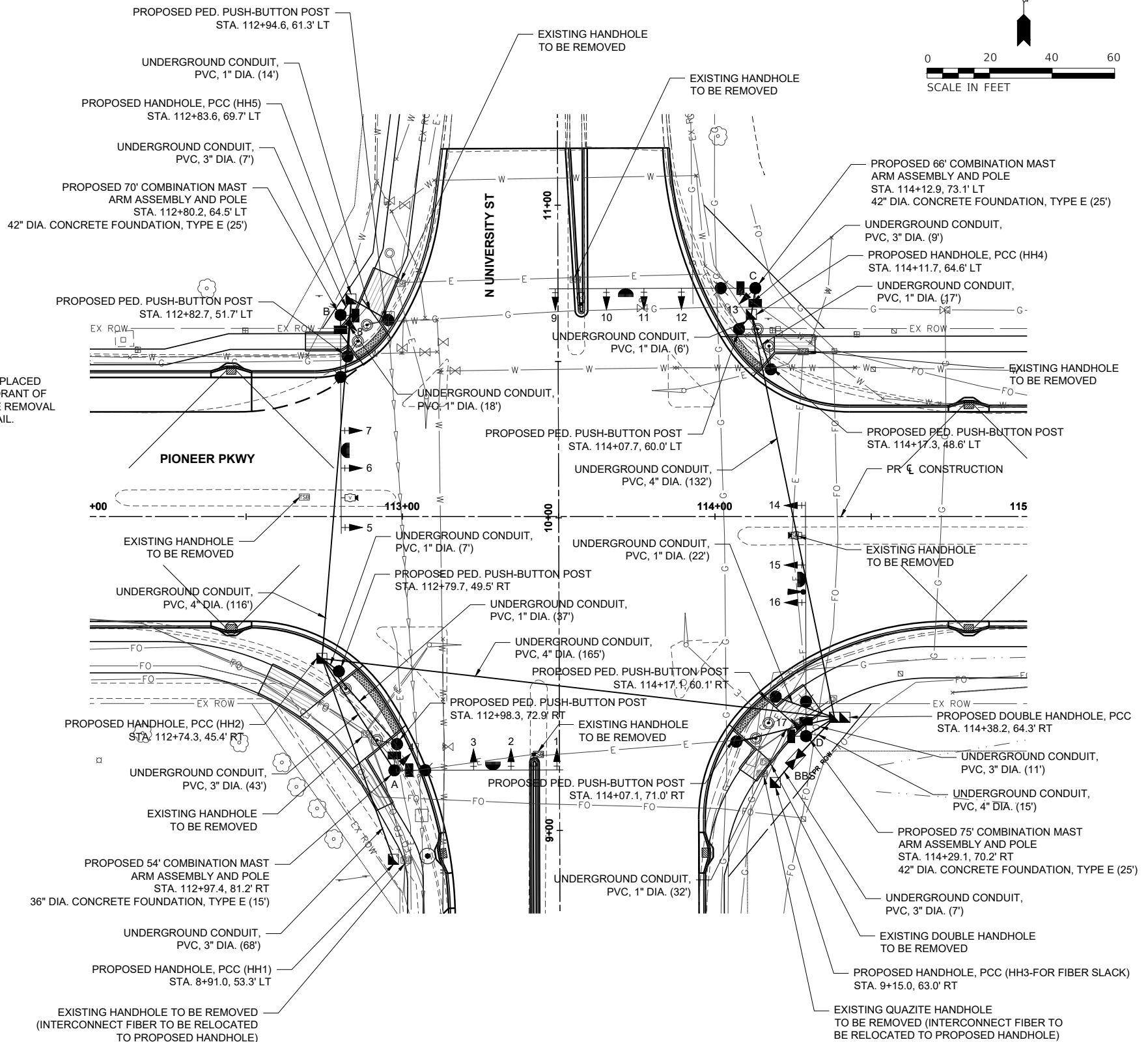
### TRAFFIC SIGNAL LEGEND

- EXISTING MAST ARM ASSEMBLY AND POLE
- PROPOSED TRAFFIC SIGNAL CONTROLLER CABINET
- BBS PROPOSED BATTERY BACKUP SYSTEM WITH CABINET
- PROPOSED STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE
- PROPOSED SIGNAL HEAD WITH BACKPLATE
- PROPOSED VIDEO DETECTION CAMERA WITH 5 FT EXTENSION
- EXISTING HANDHOLE
- PROPOSED DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE
- PROPOSED HANDHOLE, PORTLAND CEMENT CONCRETE
- PROPOSED UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT
- PROPOSED PEDESTRIAN PUSH BUTTON POST WITH NEW APS PUSH BUTTON
- PROPOSED PEDESTRIAN SIGNAL HEAD
- GPS EVP ANTENNA
- CONFIRMATION BEACON, LED

NOTE: ADDITIONAL HANDHOLE TO BE REMOVED AND REPLACED WITH HANDHOLE, PCC ON THE SOUTHEAST QUADRANT OF PIONEER PARKWAY/HARKER INTERSECTION. SEE REMOVAL AND PLAN AND PROFILE SHEETS FOR MORE DETAIL.

### TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

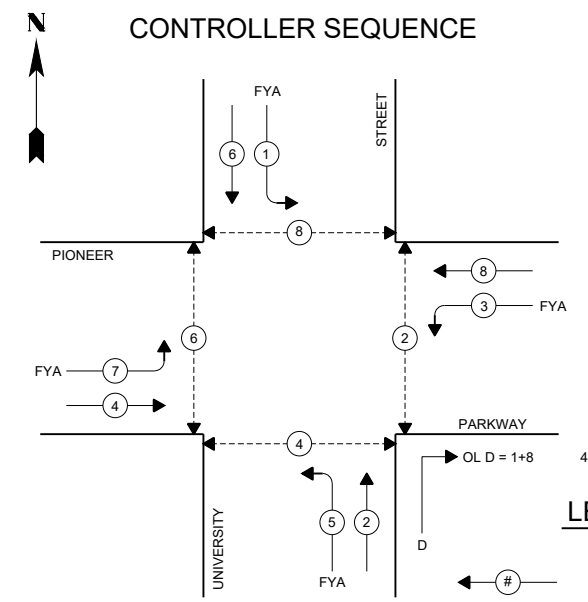
TRAFFIC SIGNAL SCHEDULE OF QUANTITIES		
DESCRIPTION	UNIT	QUANTITY
UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	153
UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	145
UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	428
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	6
DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	1
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1005
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1680
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1077
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2936
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	730
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 54 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 66 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 70 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 75 FT.	EACH	1
CONCRETE FOUNDATION, TYPE C	FOOT	3.5
CONCRETE FOUNDATION, TYPE E 36 INCH DIAMETER	FOOT	15
CONCRETE FOUNDATION, TYPE E 42 INCH DIAMETER	FOOT	75
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	8
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	17
CAT 5 ETHERNET CABLE	FOOT	78
MISCELLANEOUS ELECTRICAL WORK	LSUM	1
RELOCATE EXISTING PTZ CAMERA	EACH	1
ELECTRIC SERVICE INSTALLATION (SPECIAL)	EACH	1
FIBER OPTIC ETHERNET DROP AND REPEAT SWITCH	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
PEDESTRIAN PUSH-BUTTON POST	EACH	8
EMERGENCY VEHICLE PRIORITY SYSTEM	EACH	1
TRAFFIC SIGNAL BATTERY BACKUP SYSTEM	EACH	1
VIDEO VEHICLE DETECTION, 4 CAMERAS	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1



NOTE: EXISTING INTERCONNECT ALONG WEST SIDE OF S. UNIVERSITY TO BE REROUTED TO HH1, HH2, DOUBLE HANDHOLE, CONTROLLER CABINET. EXTRA SLACK WILL RUN FROM CONTROLLER CABINET TO HH3. INTERCONNECT WILL RUN FROM CONTROLLER CABINET TO DOUBLE HANDHOLE, HH4, AND THEN CONTINUE EAST ALONG THE NORTH SIDE OF PIONEER PARKWAY.

# TRAFFIC SIGNAL WIRING DIAGRAM LEGEND

SYMBOL	DESCRIPTION
	NO. 14 ELECTRIC CABLE DENOTING NUMBER OF CONDUCTORS, UNLESS NOTED OTHERWISE
	PROPOSED SIGNAL FACE WITH BACKPLATE
	DIRECTIONAL SIGNAL SECTION
	12" TRAFFIC SIGNAL SECTION
	TRAFFIC SIGNAL CONTROLLER
	GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (MA) MAST ARM, (S) SERVICE
	VIDEO DETECTION CAMERA
	VIDEO DETECTION CABLE
	GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
	ELECTRIC CABLE IN CONDUIT, 2 1/C NO. 10, 1/C NO. 10 GROUND
	LED LUMINAIRE
	PEDESTRIAN APS PUSH BUTTON
	PEDESTRIAN HEAD
	GPS EVP ANTENNA
	CONFIRMATION BEACON



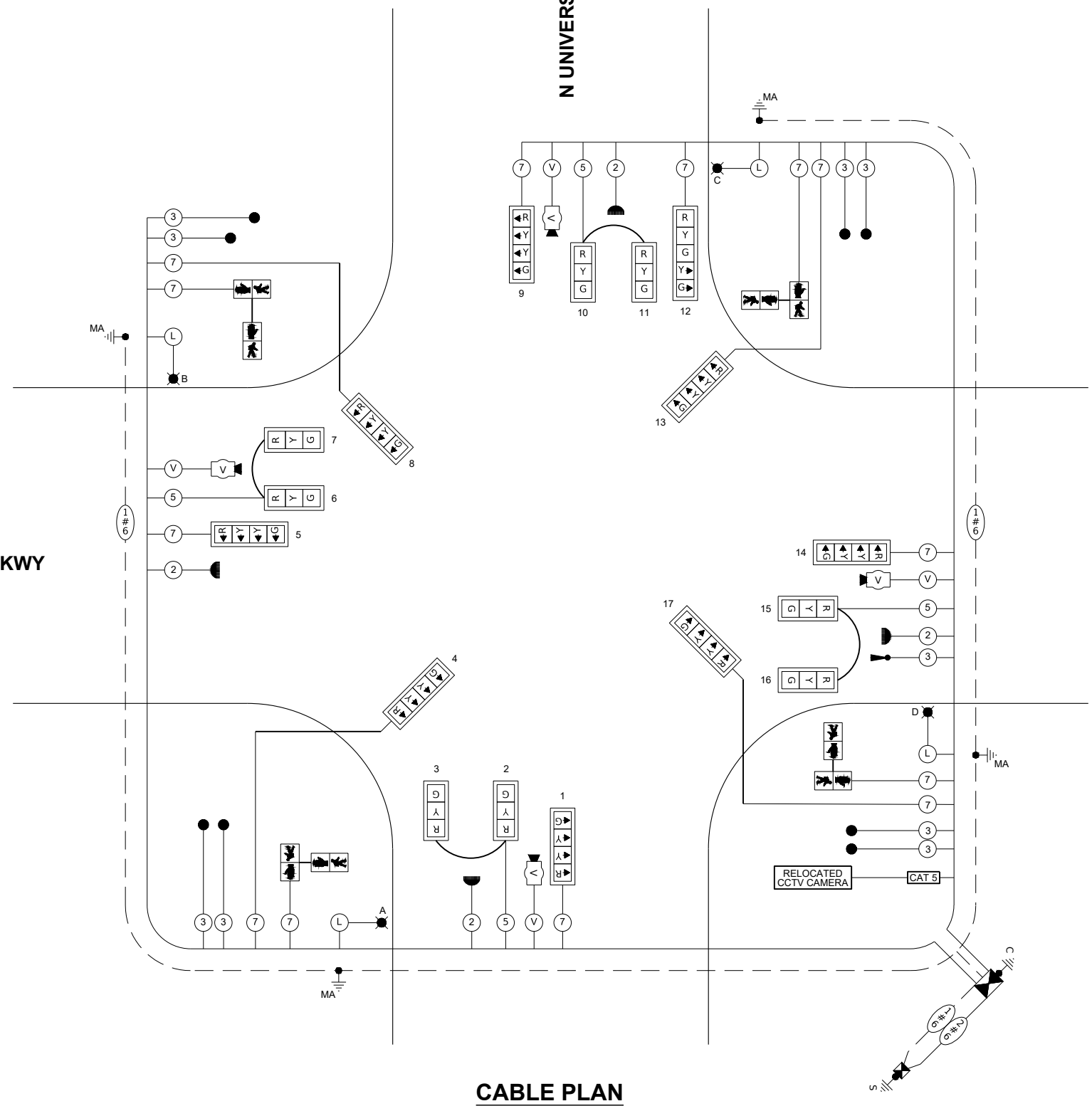
PHASE DESIGNATION DIAGRAM

**LEGEND**

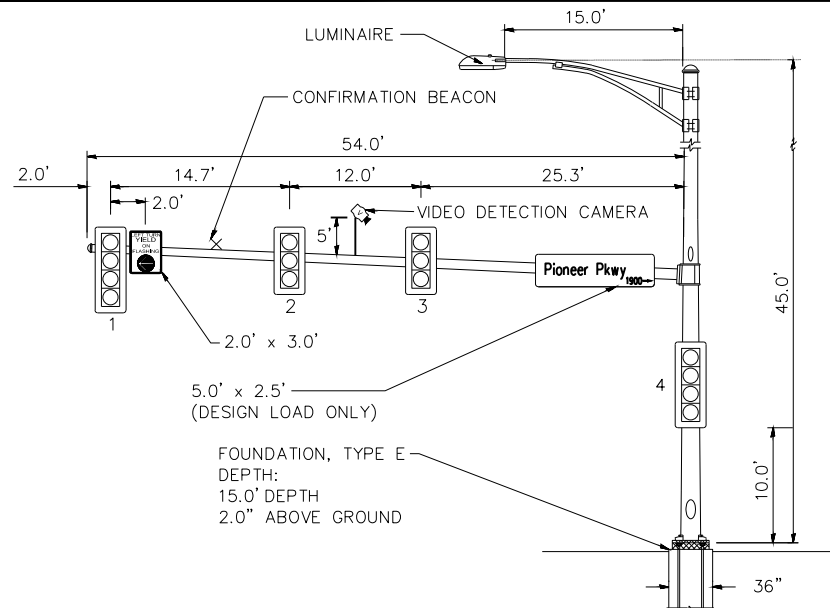
	DUAL ENTRY PHASE
	PEDESTRIAN PHASE
#	NUMBER REFERS TO ASSOCIATED PHASE
FYA	FLASHING YELLOW ARROW SEQUENCING

PIONEER PKWY

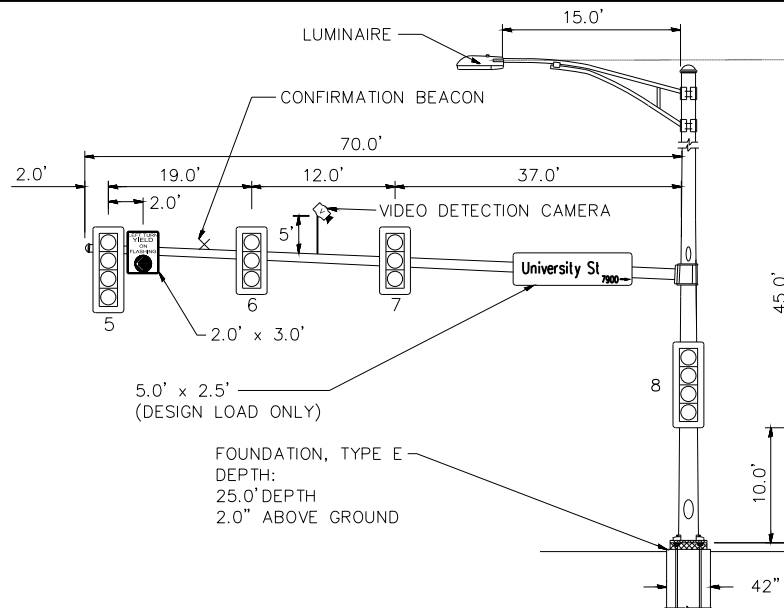
N UNIVERSITY ST



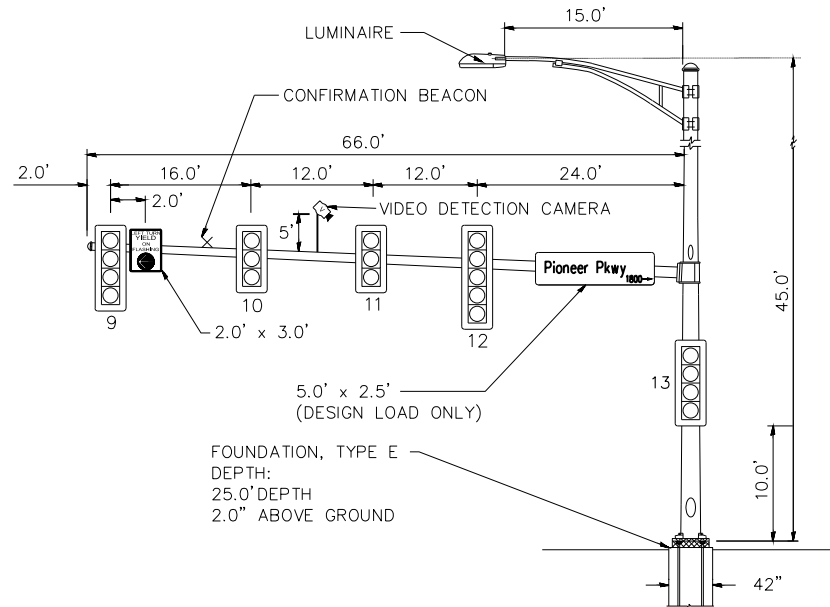
CABLE PLAN



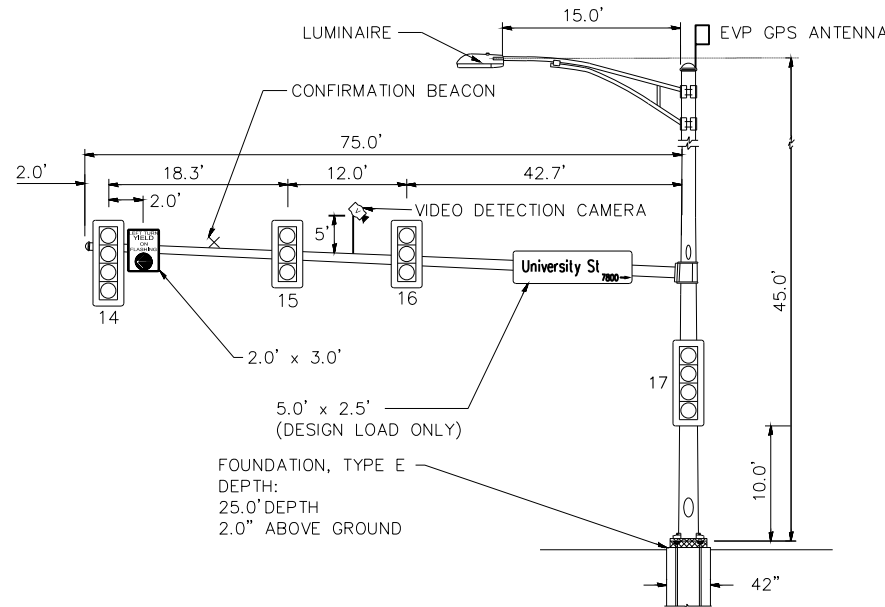
MAST ARM SOUTHWEST QUADRANT (A)



MAST ARM NORTHWEST QUADRANT (B)



MAST ARM NORTHEAST QUADRANT (C)



MAST ARM SOUTHEAST QUADRANT (D)

CONSTRUCTION NOTES	
1.	THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS.
2.	ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
3.	ALL TRAFFIC SIGNAL SECTIONS SHALL HAVE 12" SINGLE LED LENSES AND VISORS.
4.	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 TO BOTTOM OF THE SIGNAL BACKPLATE.
5.	ALL TRAFFIC SIGNAL HEAD BRACKETS ARE TO BE GALVANIZED STEEL WITH A NATURAL FINISH.
6.	ALL TRAFFIC SIGNAL STRUCTURES SHALL BE BONDED IN ACCORDANCE WITH NEC REQUIREMENTS. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1/2" AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS (INCLUDING CLAMPS, HARDWARE, ELECTRICAL CABLE, AND ALL OTHER ITEMS REQUIRED TO BOND THE STRUCTURES).
7.	THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE SLACK IN ACCORDANCE WITH ARTICLE 873.03.
8.	ELECTRICAL CABLE WILL BE MEASURED FOR PAYMENT IN ACCORDANCE WITH ARTICLE 873.04.
9.	THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS PRIOR TO BIDDING. THERE WILL BE NO ADDITIONAL COMPENSATION PAID FOR CLAIMS THAT ARISE FROM A FAILURE TO FULLY INVESTIGATE EXISTING FIELD CONDITIONS.
10.	PROPOSED HANDHOLES SHALL BE CAST-IN-PLACE CONCRETE HANDHOLES.
11.	THE HANDHOLES SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF THE SHOULDER OR GROUND LINE.
12.	ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
13.	SDR 13.5 HDPE COILABLE DUCT MAY BE USED IN PLACE OF SCHEDULE 40 PVC CONDUIT.
14.	NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 2 FT. MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
15.	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.
16.	THE CONTRACTOR SHALL FURNISH AND INSTALL GROUT AROUND ALL DRILLED CONDUITS LOCATED INSIDE OF HANDHOLES TO PREVENT WATER AND DIRT INTRUSION INTO THE HANDHOLE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONDUIT.
17.	THE TRAFFIC SIGNAL CONTROLLER SHALL BE ORIENTED SO THAT THE DOOR IS FACING AWAY FROM TRAFFIC.
18.	THE RELOCATED CCTV CAMERA SHALL BE INSTALLED AT A MINIMUM MOUNTING HEIGHT OF 43 FT.
19.	THE COST OF POTHOLING TO LOCATE EXISTING UNDERGROUND UTILITIES SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR THE CONDUIT.
20.	CONTRACTOR SHALL RETURN ALL LED COBRA HEAD LIGHTS REMOVED TO THE CITY.
21.	TRAFFIC SIGNAL MAST ARMS AND CONTROLLER CABINET SHOULD BE UNFINISHED (NOT BLACK).

STREET SIGN DETAILS



D3-1  
NORTHEAST MAST ARM

THESE STREET NAME SIGNS SHALL BE PLACED ON THE MAST ARMS PARALLEL TO THE RESPECTIVE ROUTE AS DIRECTED BY THE ENGINEER.

STREET NAME (D3-1) SIGNS:

1. TYPE ZZ SHEETING REQUIRED
2. WHITE LETTERS/GREEN BACKGROUND
3. STYLE (d) - " BORDER
4. SERIES D LETTERS - 12" UPPER CASE, 9" LOWER CASE
5. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN
6. MAST ARM MOUNTED STREET NAME SIGNS SHALL BE IN ACCORDANCE WITH IDOT HIGHWAY STANDARD 720016-04.

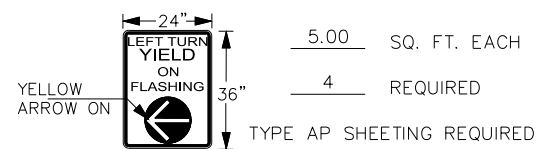


D3-1  
NORTHWEST MAST ARM



D3-1  
SOUTHWEST MAST ARM

12.50 SQ. FT. EACH  
2 REQUIRED

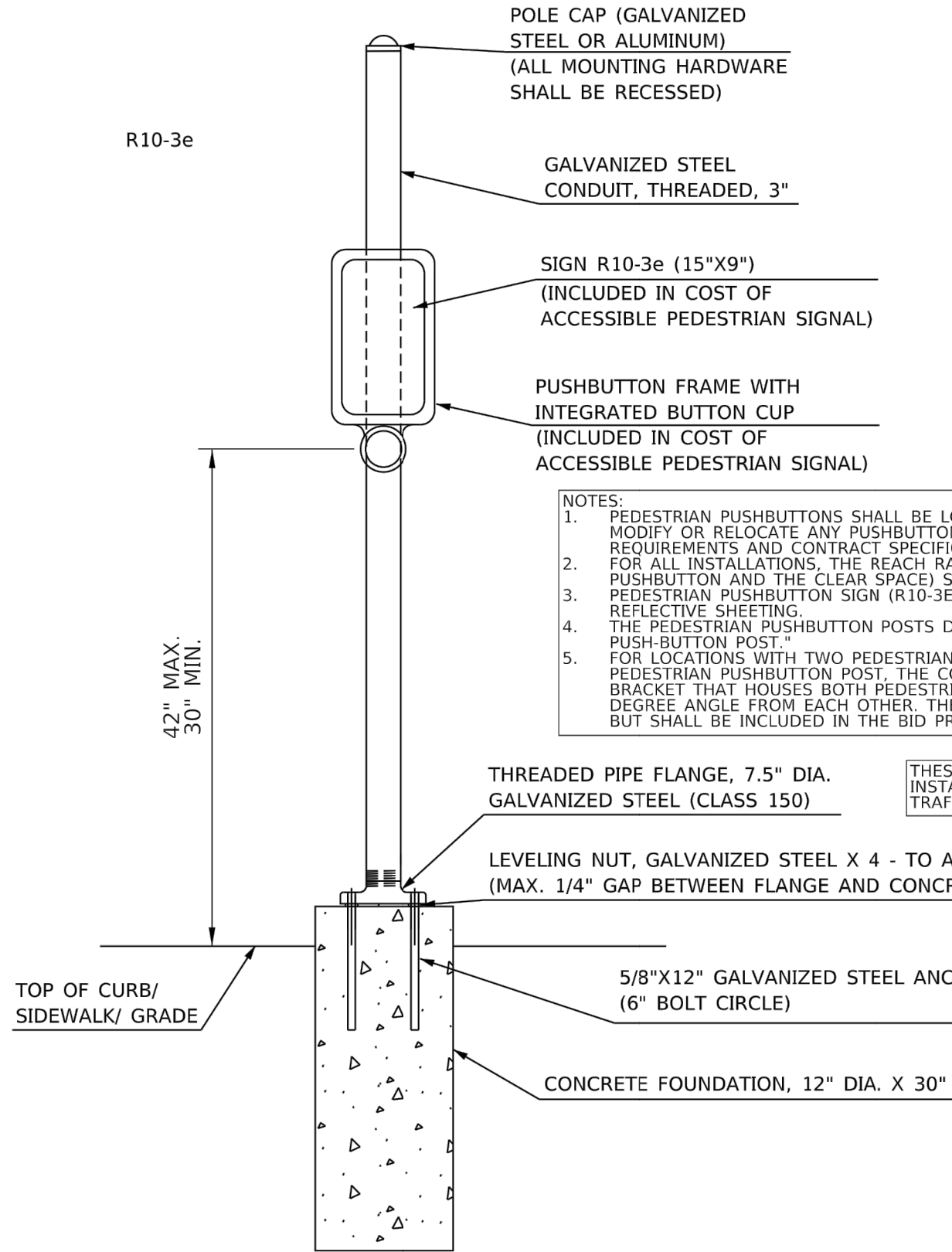


SIGN PANEL-TYPE 1  
SIGN BACKGROUND: WHITE  
SIGN LETTERING: BLACK



D3-1  
SOUTHEAST MAST ARM

12.50 SQ. FT. EACH  
2 REQUIRED



**PEDESTRIAN PUSHBUTTON POST**

POLE CAP (GALVANIZED STEEL OR ALUMINUM)  
(ALL MOUNTING HARDWARE SHALL BE RECESSED)

GALVANIZED STEEL CONDUIT, THREADED, 3"

SIGN R10-3e (15"X9")  
(INCLUDED IN COST OF ACCESSIBLE PEDESTRIAN SIGNAL)

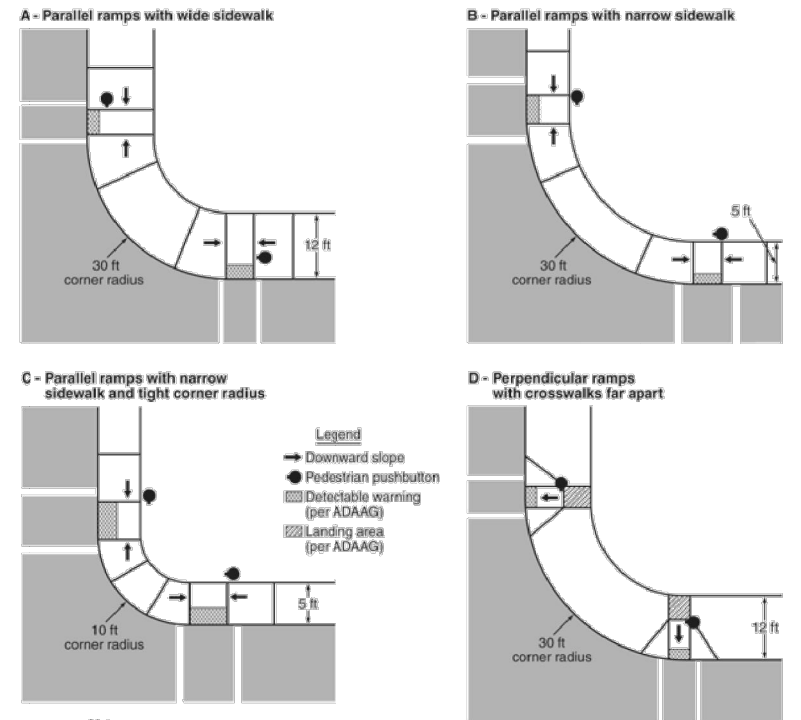
PUSHBUTTON FRAME WITH INTEGRATED BUTTON CUP  
(INCLUDED IN COST OF ACCESSIBLE PEDESTRIAN SIGNAL)

- NOTES:**
1. PEDESTRIAN PUSHBUTTONS SHALL BE LOCATED IN ACCORDANCE WITH THE 2009 MUTCD. THE COST TO MODIFY OR RELOCATE ANY PUSHBUTTONS THAT WERE NOT INSTALLED ACCORDING TO MUTCD REQUIREMENTS AND CONTRACT SPECIFICATIONS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
  2. FOR ALL INSTALLATIONS, THE REACH RANGE (DISTANCE BETWEEN THE FACE OF PEDESTRIAN PUSHBUTTON AND THE CLEAR SPACE) SHALL NOT EXCEED 10 INCHES.
  3. PEDESTRIAN PUSHBUTTON SIGN (R10-3E) SHALL BE CONSTRUCTED USING DIAMOND GRADE (TYPE XI) REFLECTIVE SHEETING.
  4. THE PEDESTRIAN PUSHBUTTON POSTS DETAILED ON THIS SHEET SHALL BE PAID FOR AS "PEDESTRIAN PUSH-BUTTON POST."
  5. FOR LOCATIONS WITH TWO PEDESTRIAN PUSHBUTTONS ON A SINGLE TRAFFIC SIGNAL POST OR PEDESTRIAN PUSHBUTTON POST, THE CONTRACTOR SHALL FURNISH AND INSTALL A SINGLE MOUNTING BRACKET THAT HOUSES BOTH PEDESTRIAN PUSHBUTTON FRAMES, WITH INTEGRATED CUPS, AT A 90 DEGREE ANGLE FROM EACH OTHER. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE BID PRICE FOR THE PAY ITEM ACCESSIBLE PEDESTRIAN SIGNALS.

THESE REQUIREMENTS APPLY TO ALL PEDESTRIAN PUSHBUTTON INSTALLATIONS, INCLUDING PEDESTRIAN PUSHBUTTON POSTS, TRAFFIC SIGNAL POSTS, AND MAST ARM STRAIN POLE INSTALLATIONS.

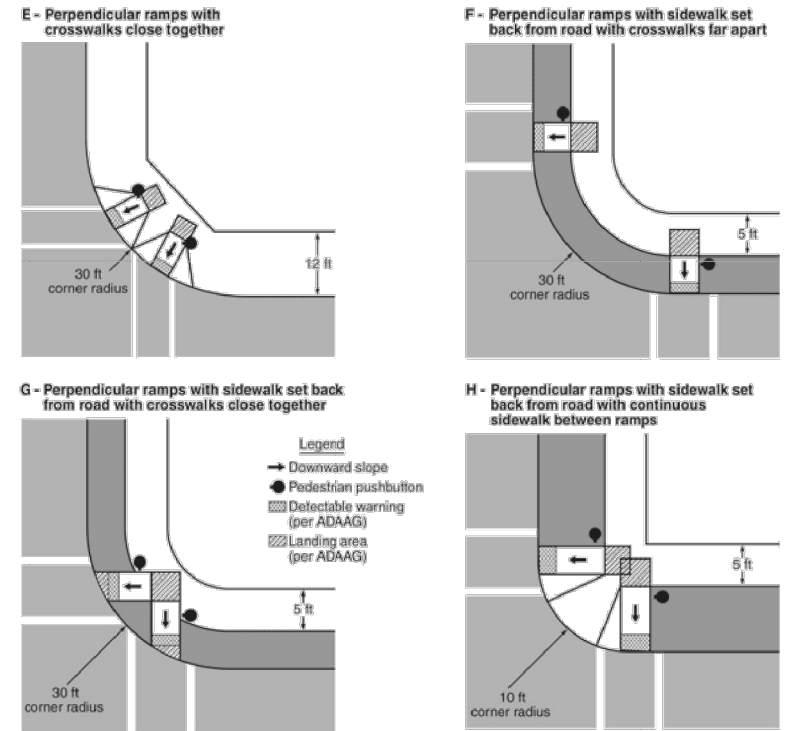
**2009 MUTCD TYPICAL PUSHBUTTON LOCATIONS**

Figure 4E-4. Typical Pushbutton Locations (Sheet 1 of 2)



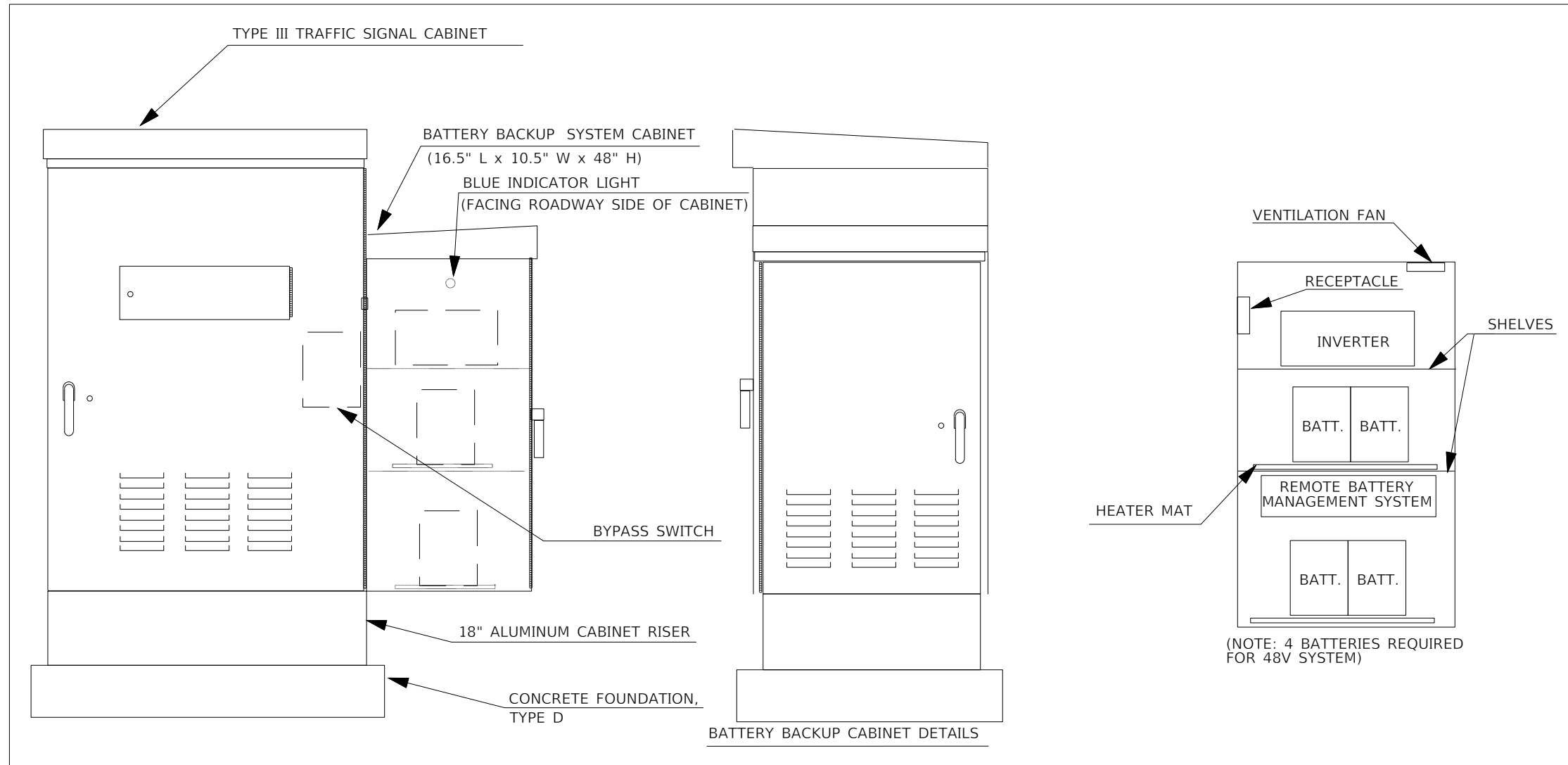
- Notes:**
1. This figure is not drawn to scale.
  2. These drawings are intended to describe the typical locations for pedestrian pushbutton installations. They are not intended to be a guide for the design of curb cut ramps.
  3. Figure 4E-3 shows the recommended area for pushbutton locations.

Figure 4E-4. Typical Pushbutton Locations (Sheet 2 of 2)



- Notes:**
1. This figure is not drawn to scale.
  2. These drawings are intended to describe the typical locations for pedestrian pushbutton installations. They are not intended to be a guide for the design of curb cut ramps.
  3. Figure 4E-3 shows the recommended area for pushbutton locations.

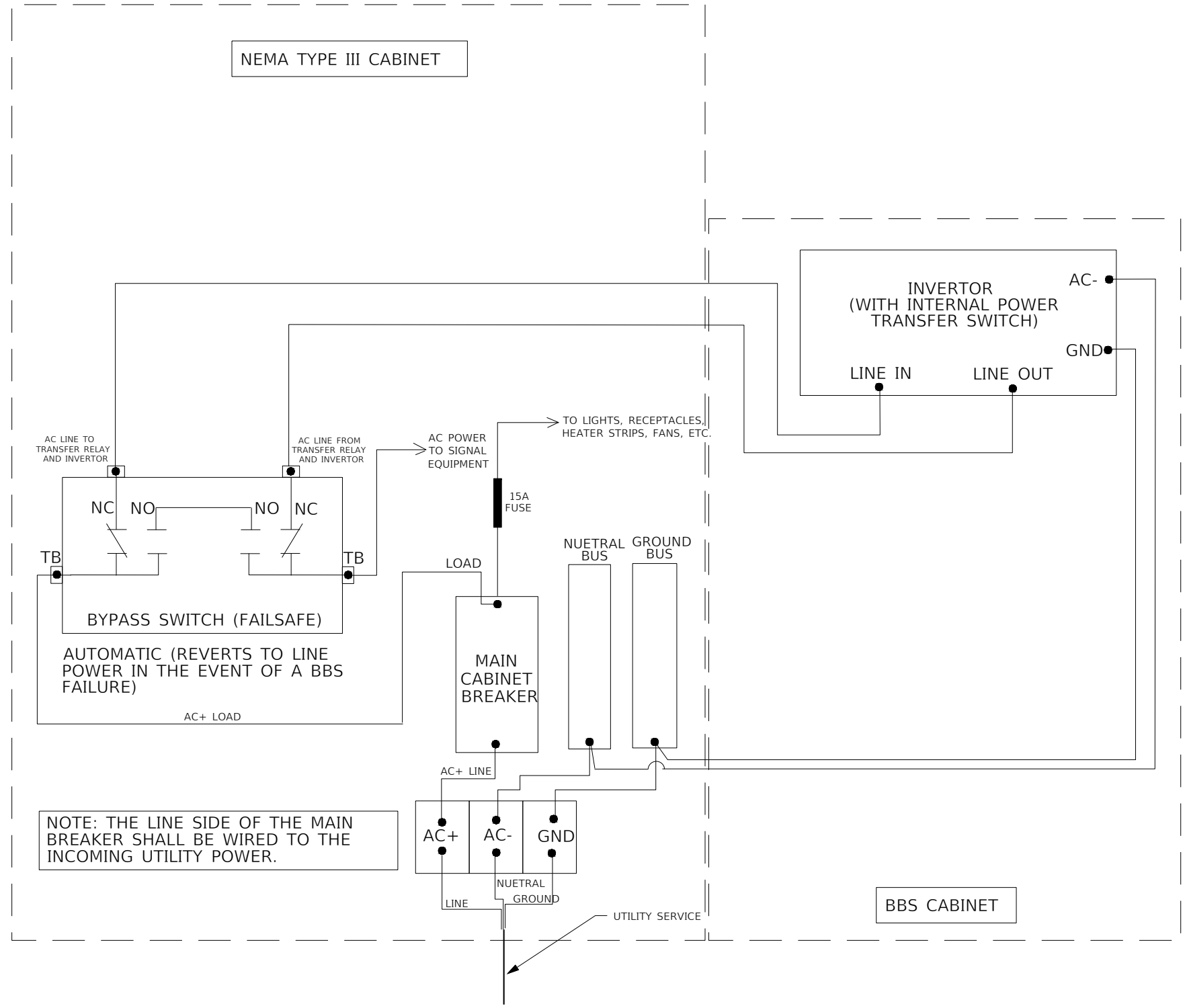
NOT TO SCALE



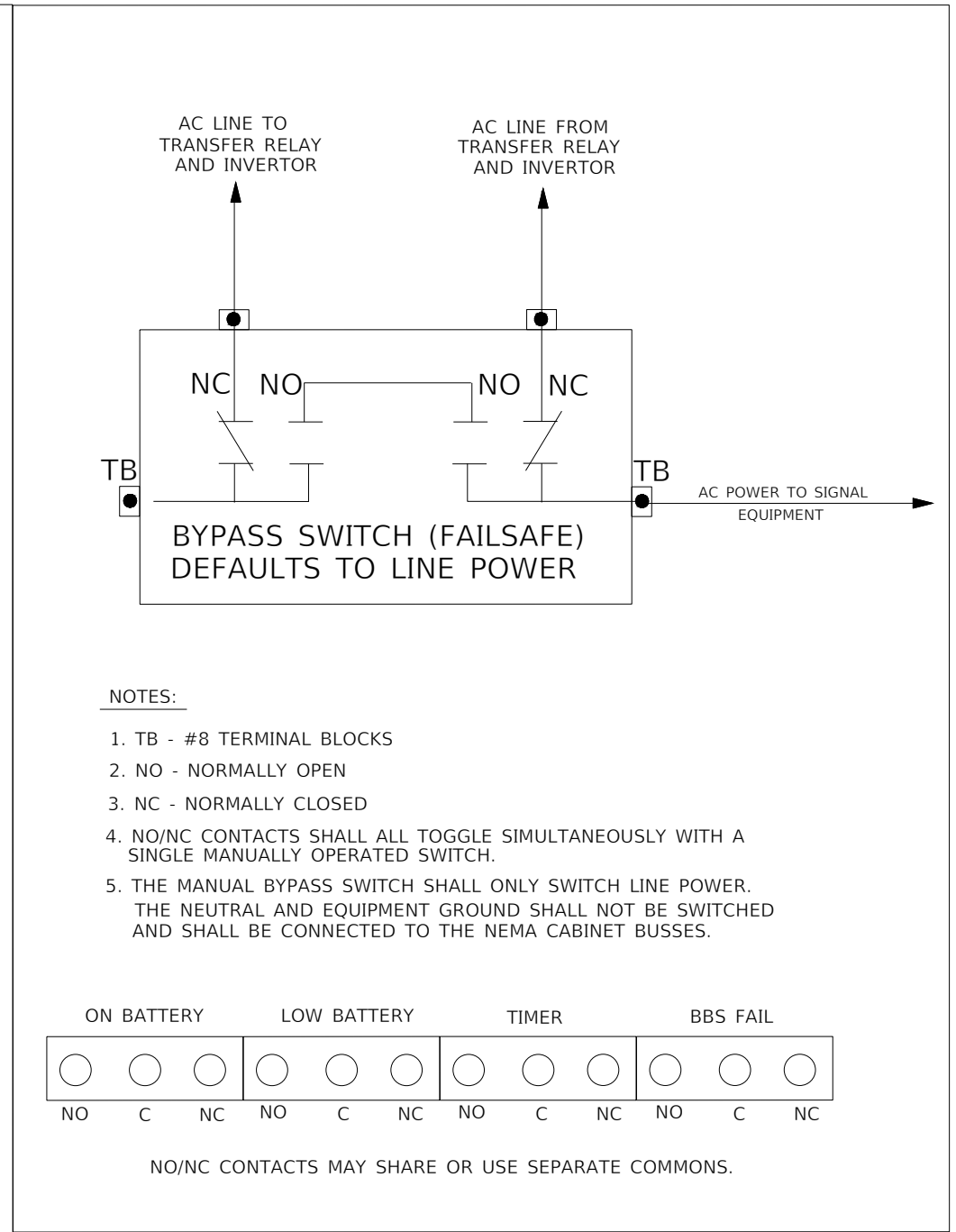
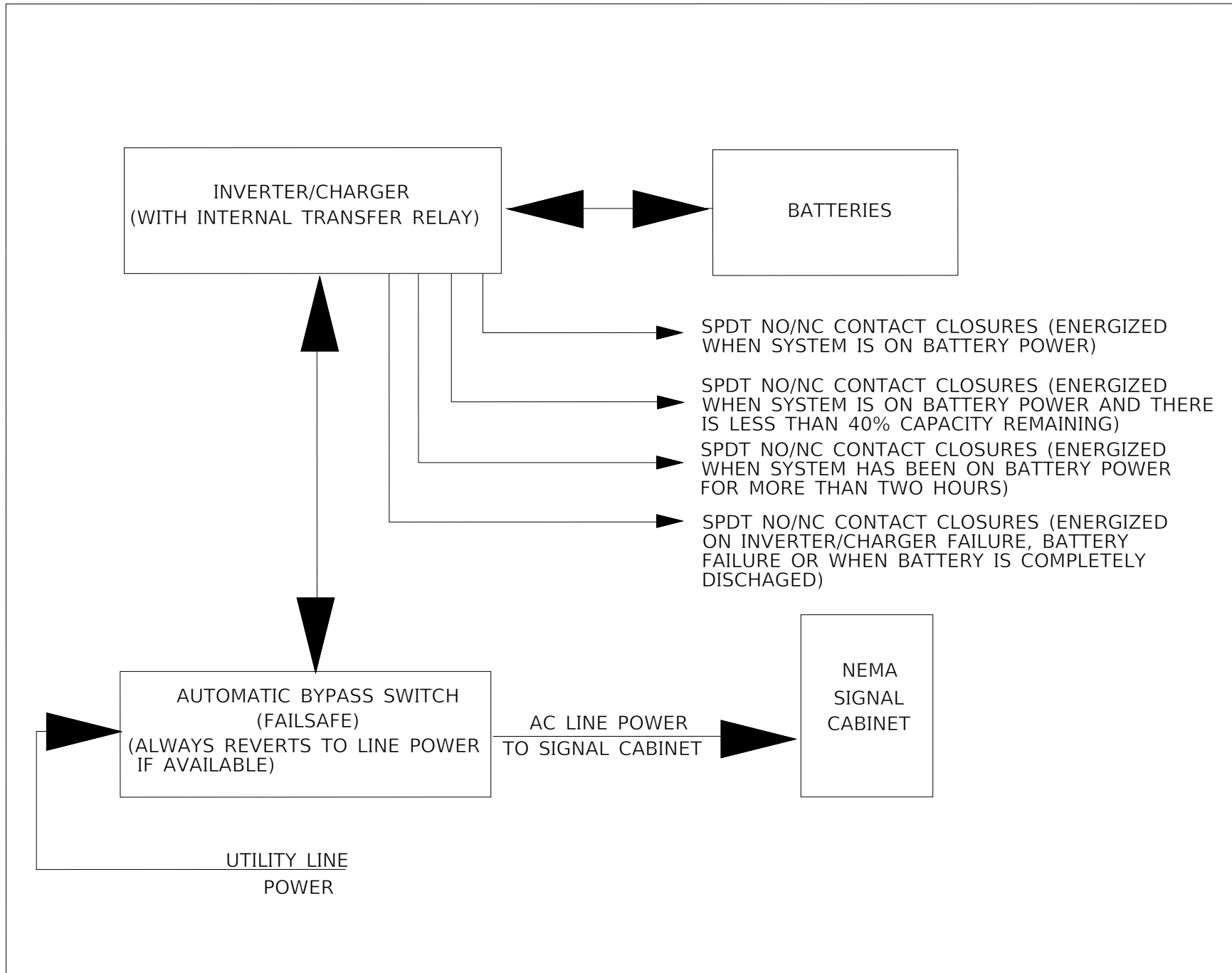
NOTES:

1. THE BATTERY BACKUP SYSTEM CABINET SHALL BE A NEMA TYPE 3R CABINET WITH MINIMUM OUTSIDE DIMENSIONS OF (16.5" L x 10.5" W x 48" H). THE CABINET SHALL BE EQUIPPED WITH A THREE POINT LATCHING MECHANISM, TWO SHELVES, THERMOSTATICALLY CONTROLLED VENTILATION FAN, AND A POWER RECEPTACLE. THE CABINET SHALL BE MOUNTED TO THE SIDE OF THE PROPOSED TYPE IV CABINET WITH THE BOTTOM OF THE CABINET SUPPORTED BY THE CONCRETE FOUNDATION.
2. ALL CABINET LIGHTS, HEATER STRIPS, VENTILATION FANS, AND SERVICE RECEPTACLES SHALL BE BYPASSED WHEN THE BATTERY BACKUP UNIT IS OPERATING IN BATTERY MODE.
3. THE BATTERY BACKUP UNITS CONTACTS SHALL BE WIRED TO PROVIDE LOCAL CONTROLLER ALARMS (AS AVAILABLE IN THE PROPOSED CABINETS).
4. THE BYPASS SWITCH SHALL BE AUTOMATIC AND SHALL BE INSTALLED IN THE BBS CABINET.
5. THE BATTERY BACKUP SYSTEM SHALL INCLUDE A REMOTE BATTERY MANAGEMENT SYSTEM TO PROVIDE DETAILED REAL-TIME INFORMATION ON BATTERY STATUS AND HAVE THE ABILITY TO PERFORM INTELLIGENT BATTERY BALANCING TO EXTEND BATTERY LIFE.

NOT TO SCALE

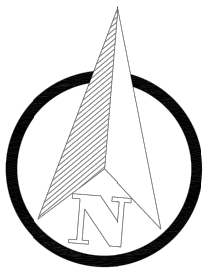


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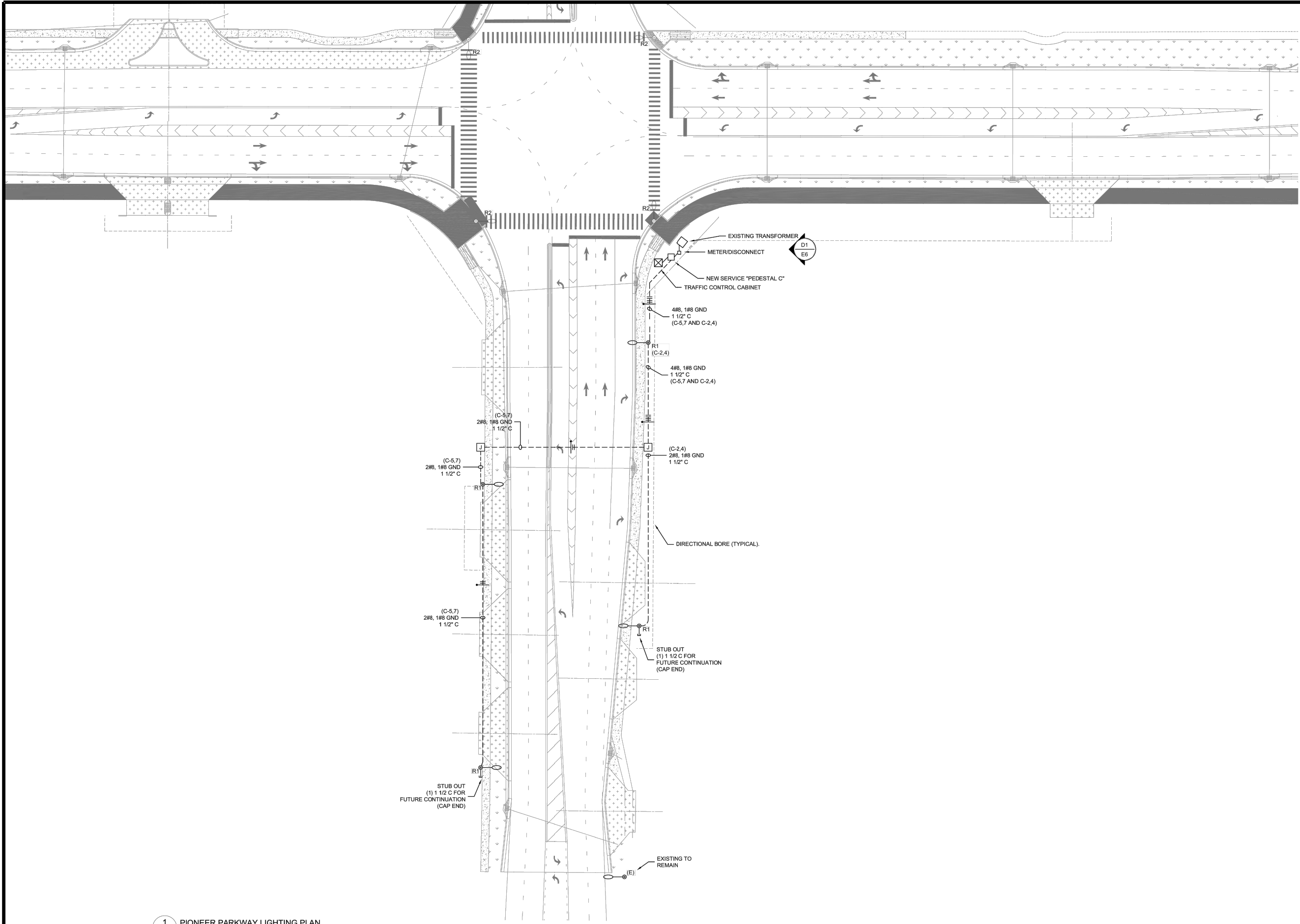


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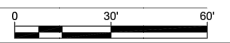




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1 PIONEER PARKWAY LIGHTING PLAN  
E1 1" = 30'



DESIGNED	EAA	DATE-	10-13-23
DRAWN	SRH		
CHECKED	RMB		
PROJECT #:	5111.02		

**PIONEER PKWY &  
N UNIVERSITY ST  
RECONSTRUCTION**



**PIONEER PKWY & N UNIVERSITY ST  
LIGHTING PLANS (1 OF 7)**

SHEET  
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