RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	94
STATION 16+875 TO STATION 17+150				

T.B.M. "12" - RR SPIKE IN POWER POLE
STA. 17+055±, 46 m± RT.
ELEV.= 236.665

SEC. 20 T.10N., R.8E., 4th P.M.

7 KENTUCKY COFFEETREE

Match Line 0+970 – See Sheet P-27

Match Line 16+875 – See Sheet P-6

Match Line 17+150 – See Sheet P-8

PROPOSED R.O.W. & A/C

CONSTRUCTION LIMITS

TIMBERDOODLE DRIVE

STA. 17+043, 17° LT. AHEAD,
62 m - P CUL CL A 3 600
W/ FL INLT BX MED 542546
& PRC FL-END SEC 600, LT.

VENTS

PROPOSED CENTERLINE IL. RTE. 40

16+900 | 16+950 | 17+000 | 17+050 | 17+100

STA. 17+078.370 IL. RTE. 40=
STA. 1+000.000 GRANDRIDGE DRIVE=
STA. 1+000.000 SERVICE DRIVE NO. 5

16+925.685
9.450 m RT.

16+995.847
13.110 m RT.

3.05 m | 9.45 m | 9.45 m | 3.05m

13.11 m | 1.22 m | 13.11 m | 9.45 m | 3.05 m

R 15.24 m

90°

152mm G 152mm G 152mm G 152mm

SEE SHEET P-27
FOR GRANDRIDGE
DRIVE PROFILE

(31) PRC FL-END SEC 300
STA. 1+031.15.6 m LT.
INV. = 235.000

(33) INLETS TG-1,
STA. 1+036.368, 4.880 m LT.
E.P. EL. = 236.233
OUTLET EL. = 235.055

(34) INLETS TG-1,
STA. 1+036.368, 4.880 m RT.
E.P. EL. = 236.233
OUTLET EL. = 235.138

10.5 m - STORM SEW
CL A 1 300 @ 0.50%

4.88 m | 4.88 m

11 m - STORM SEW CL A 1 300 @ 0.50%

5 RED BUD

7 APPLE SERVICEBERRY

CONSTRUCTION LIMITS

MATCH EXISTING

USE TYPE M-10.45

MATCH EXISTING

BRENTFIELD DRIVE

STATION 1+055.511
IMPROVEMENT ENDS

EXISTING R.O.W.

305mm W | 51mm G | TV | E

AC

LEGEND - EROSION CONTROL

- INLET & PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- PERIMETER EROSION CONTROL BARRIER
- EROSION CONTROL BLANKET

LEGEND

1. FABRIC FORMED CONCRETE REVETMENT MAT
2. AGGREGATE BASE COURSE
3. HOT-MIX ASPHALT BASE COURSE
4. HOT-MIX ASPHALT BASE COURSE WIDENING
5. AGGREGATE SURFACE COURSE
6. LEVELING BINDER (MACHINE METHOD)
7. HOT-MIX ASPHALT BINDER COURSE
8. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE
9. HOT-MIX ASPHALT REMOVAL-BUTT JOINT
10. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH)
11. PORTLAND CEMENT CONCRETE PAVEMENT
12. PORTLAND CEMENT CONCRETE SIDEWALK
13. HOT-MIX ASPHALT REMOVAL (VAR. DEPTH)
14. AGGREGATE SHOULDERS
15. HOT-MIX ASPHALT SHOULDERS
16. COMBINATION CONCRETE CURB AND GUTTER

238 | 237 | 236 | 235 | 234 | 233 | 232 | 231

PROPOSED CENTERLINE PROFILE GRADE LINE

BVCS: 17+027

VPI STA. 17+077.000
ELEVATION = 237.022

ex = -0.190
100.000m VC

-0.190%

-1.710%

EXISTING PROFILE @ CENTERLINE
PROPOSED IMPROVEMENT

RIGHT DITCH -0.300%

LEFT DITCH -0.500%

-2.400%

+0.600%

+0.500%

235.17

16+972.000
234.640

17+035.000
235.170

17+053.000
232.696

17+058.000
235.308

17+100.000
234.330

17+100.000
232.080

17+150.000
232.330

FOR GRANDRIDGE DRIVE
PROFILE SEE SHEET P-27

16+875	16+900	16+950	17+000	17+050	17+100	17+150
236.489 / 237.406	236.460 / 237.359	236.236 / 237.311	236.312 / 237.264	236.364 / 237.216	235.992 / 237.169	234.840 / 237.121	235.044 / 237.033	234.767 / 236.851	234.754 / 236.574	234.416 / 236.201	234.395 / 235.774

0m 10m 15m 20m 25m

1m .5m 0m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE ILLINOIS ROUTE 40

STA. 16+875 TO STA. 17+150

SCALE: 1:400 H /1:40 V
DATE: 03/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM