

T.B.M. "19" - N. CAP BOLT FIRE HYD.
 STA. 1+1404.5 m ± RT. HICKORY GROVE
 ELEV. = 240.155

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	101
STATION 1+030 TO STATION 1+200				

CENTERLINE CURVE DATA
 FRONTAGE ROAD NO. 3

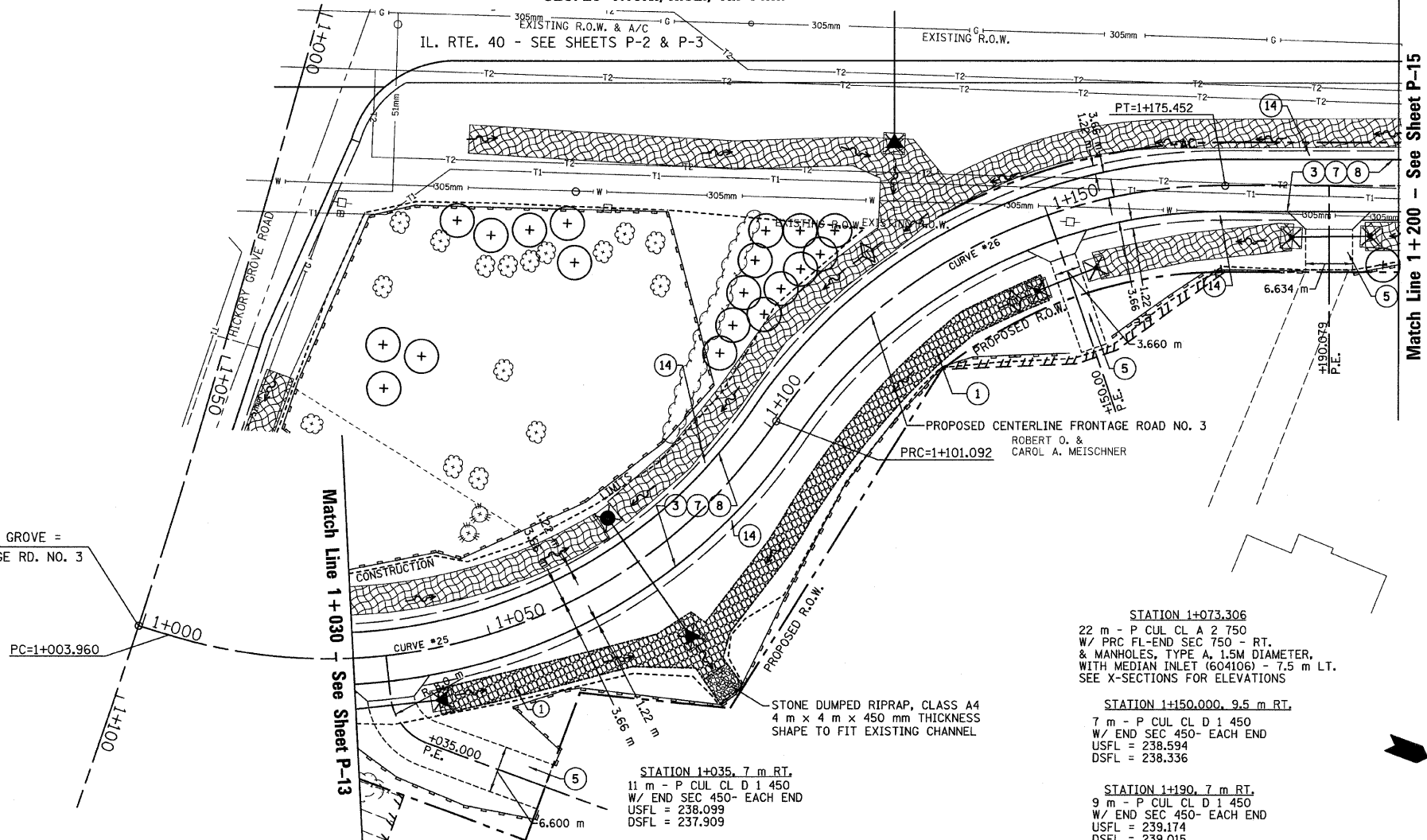
CURVE #25
 PI STA 1+060.244
 PC STA 1+003.962
 PRC STA 1+101.092
 $\Delta = 72^{\circ}29'47''$ (LT.)
 R = 76.764 m
 T = 56.282 m
 L = 97.130 m
 SE = N.C.

CURVE #26
 PI STA 1+141.481
 PRC STA 1+101.092
 PT STA 1+175.452
 $\Delta = 55^{\circ}30'07''$ (RT.)
 R = 76.764 m
 T = 40.389 m
 L = 74.360 m
 SE = N.C.

STA. 1+089.645 HICKORY GROVE =
 STA. 0+999.526 FRONTAGE RD. NO. 3

LEGEND - EROSION CONTROL

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



LEGEND

- ① FABRIC FORMED CONCRETE RETENTION 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

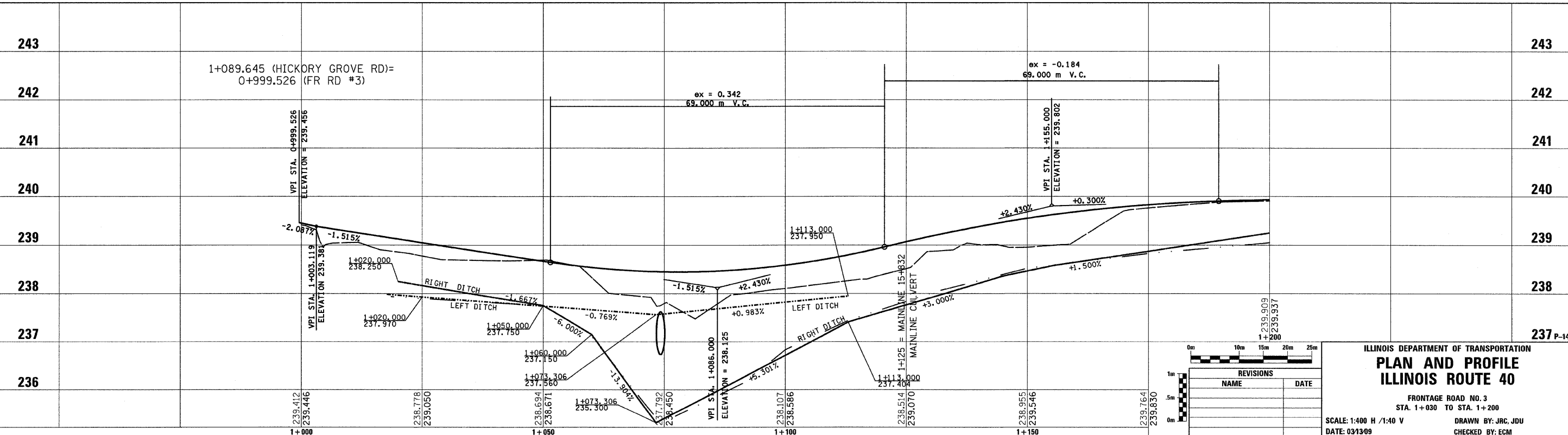
STATION 1+073.306
 22 m - P CUL CL A 2 750
 W/ PRC FL-END SEC 750 - RT.
 & MANHOLES, TYPE A, 1.5M DIAMETER,
 WITH MEDIAN INLET (604106) - 7.5 m LT.
 SEE X-SECTIONS FOR ELEVATIONS

STATION 1+150.000, 9.5 m RT.
 7 m - P CUL CL D 1 450
 W/ END SEC 450- EACH END
 USFL = 238.594
 DSFL = 238.336

STATION 1+190, 7 m RT.
 9 m - P CUL CL D 1 450
 W/ END SEC 450- EACH END
 USFL = 239.174
 DSFL = 239.015

STATION 1+035, 7 m RT.
 11 m - P CUL CL D 1 450
 W/ END SEC 450- EACH END
 USFL = 238.099
 DSFL = 237.909

STONE DUMPED RIPRAP, CLASS A4
 4 m x 4 m x 450 mm THICKNESS
 SHAPE TO FIT EXISTING CHANNEL



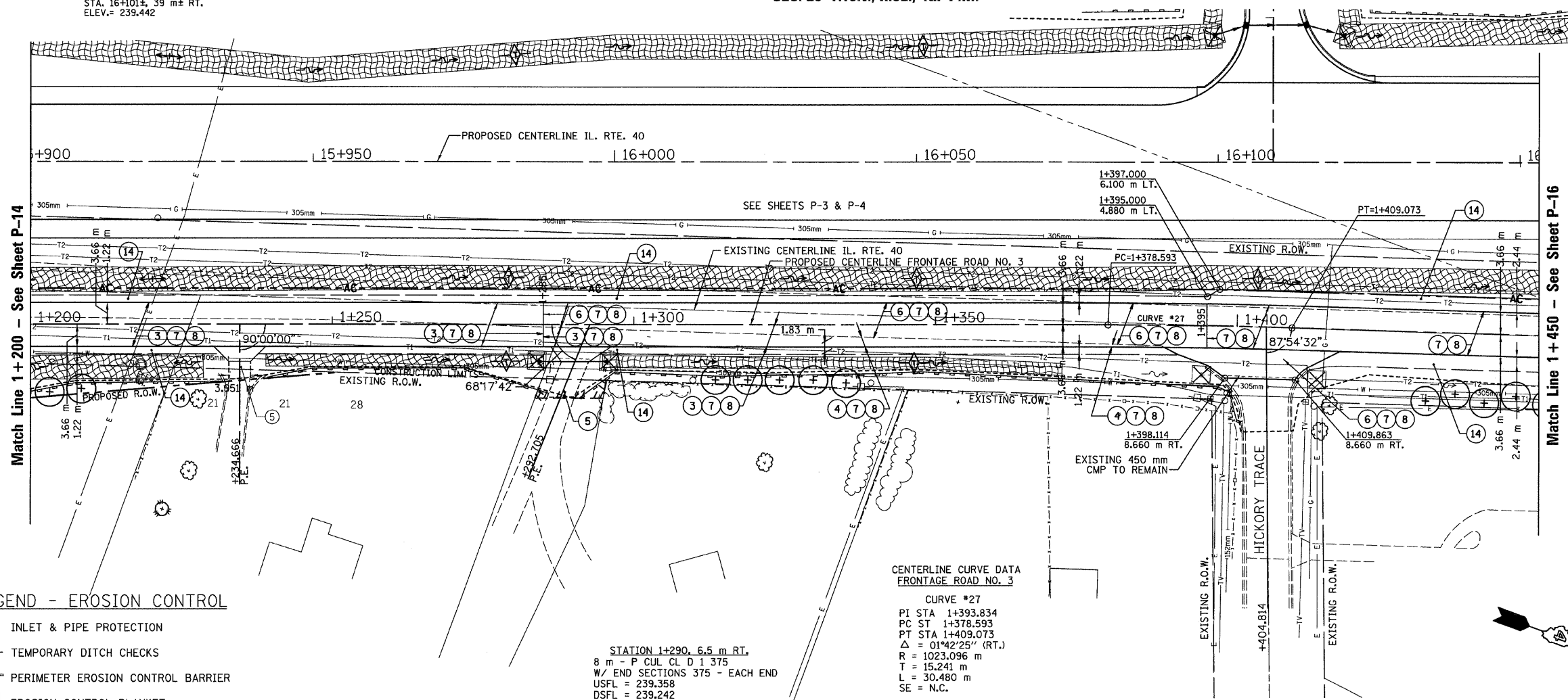
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 FRONTAGE ROAD NO. 3
 STA. 1+030 TO STA. 1+200
 SCALE: 1:400 H / 1:40 V
 DATE: 03/13/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

T.B.M. "9" - TOP VALVE STEM FIRE HYD.
 STA. 16+101±, 39 m± RT.
 ELEV.= 239.442

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	102
STATION 1+200 TO STATION 1+450				



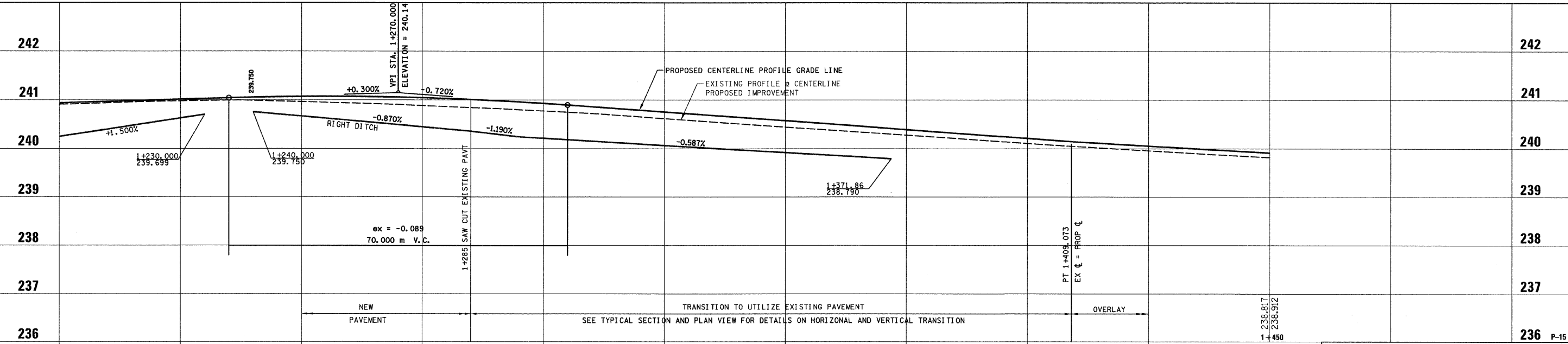
- LEGEND**
- ① FABRIC FORMED CONCRETE REVETMENT MAT
 - ② AGGREGATE BASE COURSE
 - ③ HOT-MIX ASPHALT BASE COURSE
 - ④ HOT-MIX ASPHALT BASE COURSE WIDENING
 - ⑤ AGGREGATE SURFACE COURSE
 - ⑥ LEVELING BINDER (MACHINE METHOD)
 - ⑦ HOT-MIX ASPHALT BINDER COURSE
 - ⑧ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE
 - 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

- LEGEND - EROSION CONTROL**
- ⊠ INLET & PIPE PROTECTION
 - ◇ TEMPORARY DITCH CHECKS
 - PERIMETER EROSION CONTROL BARRIER
 - ▨ EROSION CONTROL BLANKET

**CENTERLINE CURVE DATA
 FRONTAGE ROAD NO. 3**

CURVE #27
 PI STA 1+393.834
 PC ST 1+378.593
 PT STA 1+409.073
 $\Delta = 01^{\circ}42'25''$ (RT.)
 R = 1023.096 m
 T = 15.241 m
 L = 30.480 m
 SE = N.C.

STATION 1+290, 6.5 m RT.
 8 m - P CUL CL D 1 375
 W/ END SECTIONS 375 - EACH END
 USFL = 239.358
 DSFL = 239.242



REVISIONS

NO.	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAN AND PROFILE
 ILLINOIS ROUTE 40**

FRONTAGE ROAD NO. 3
 STA. 1+200 TO STA. 1+450

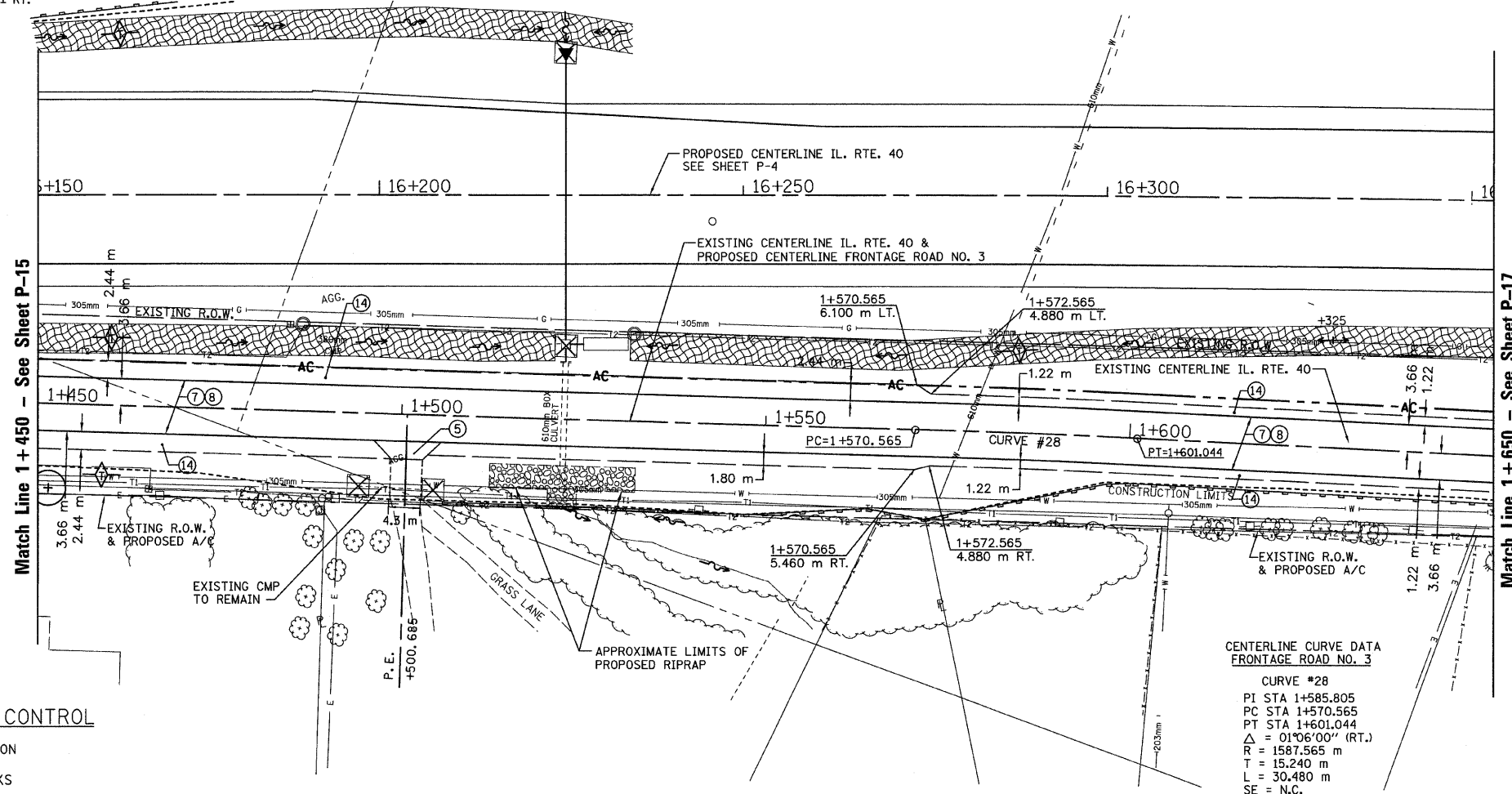
SCALE: 1:400 H / 1:40 V
 DATE: 03/13/09

DRAWN BY: JRC, JDU
 CHECKED BY: ECM

T.B.M. "10" - TOP VALVE STEM FIRE HYD.
 STA. 16+429±, 46 m± RT.
 ELEV. = 238.391

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	103
STATION 1+450 TO STATION 1+650				

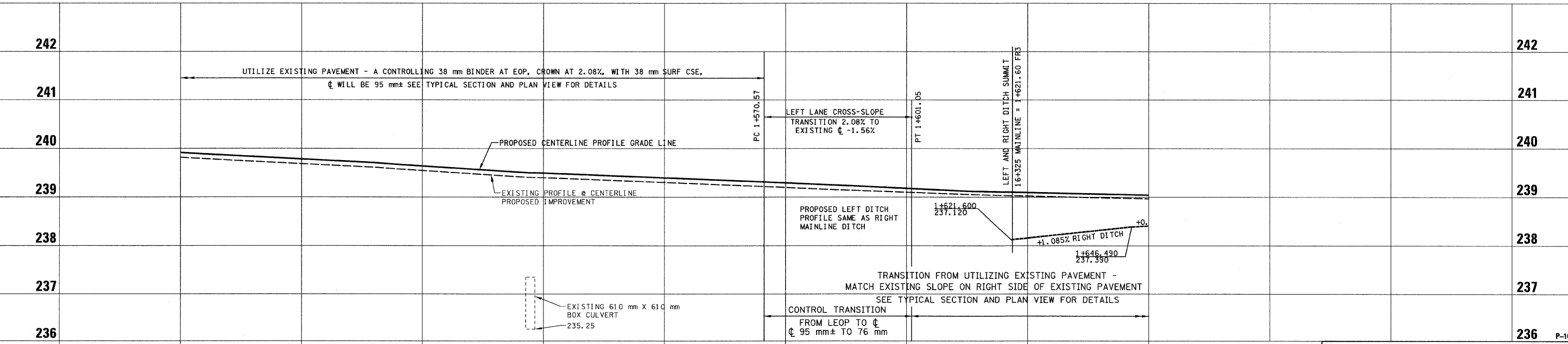


LEGEND - EROSION CONTROL

- 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



ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 FRONTAGE ROAD NO. 3
 STA. 1+450 TO STA. 1+650

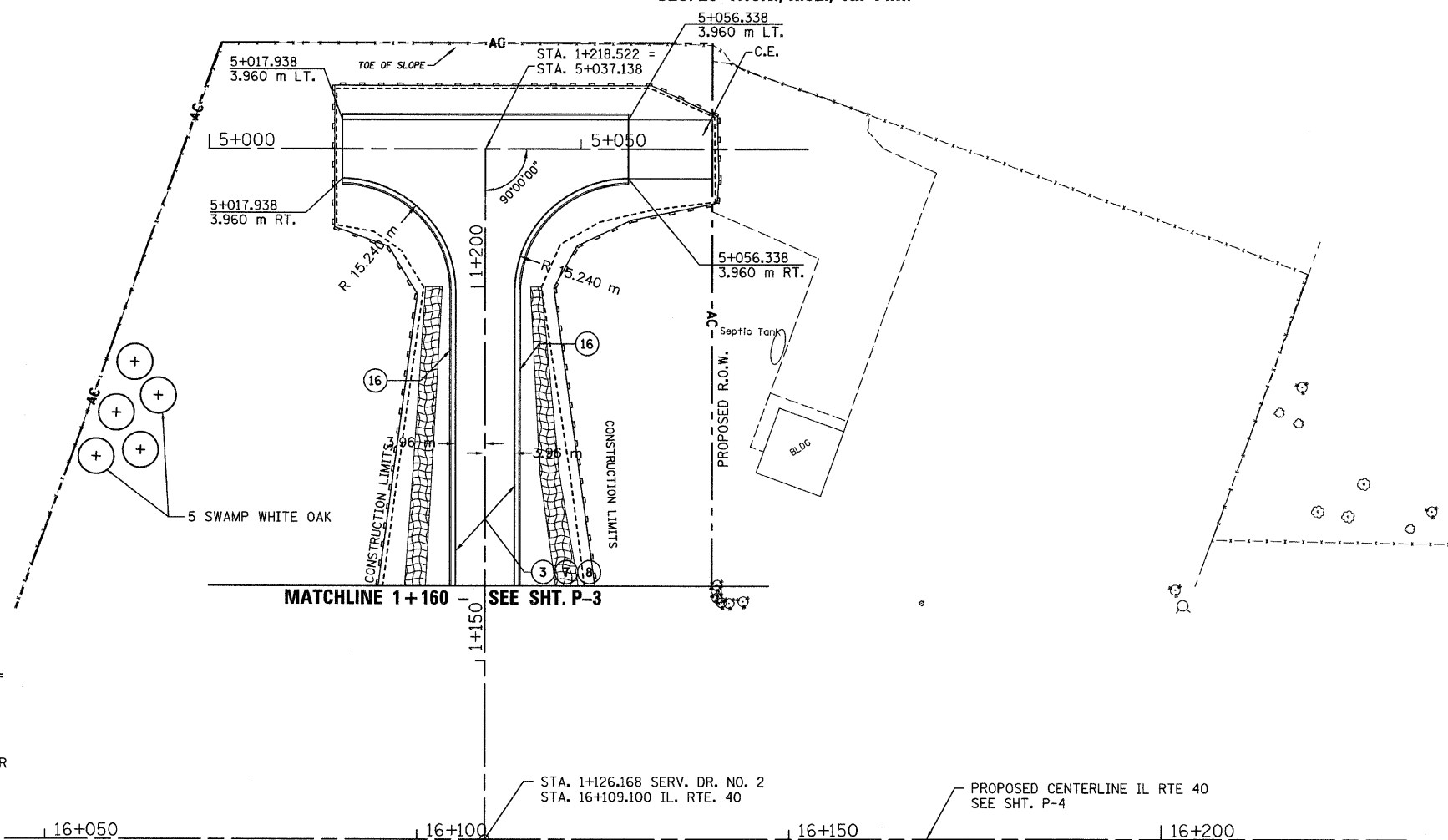
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 DATE: 03/13/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

REVISIONS	
NAME	DATE

T.B.M. "10" - TOP VALVE STEM FIRE HYD.
 STA. 16+429±, 46± m RT.
 ELEV.= 238.391

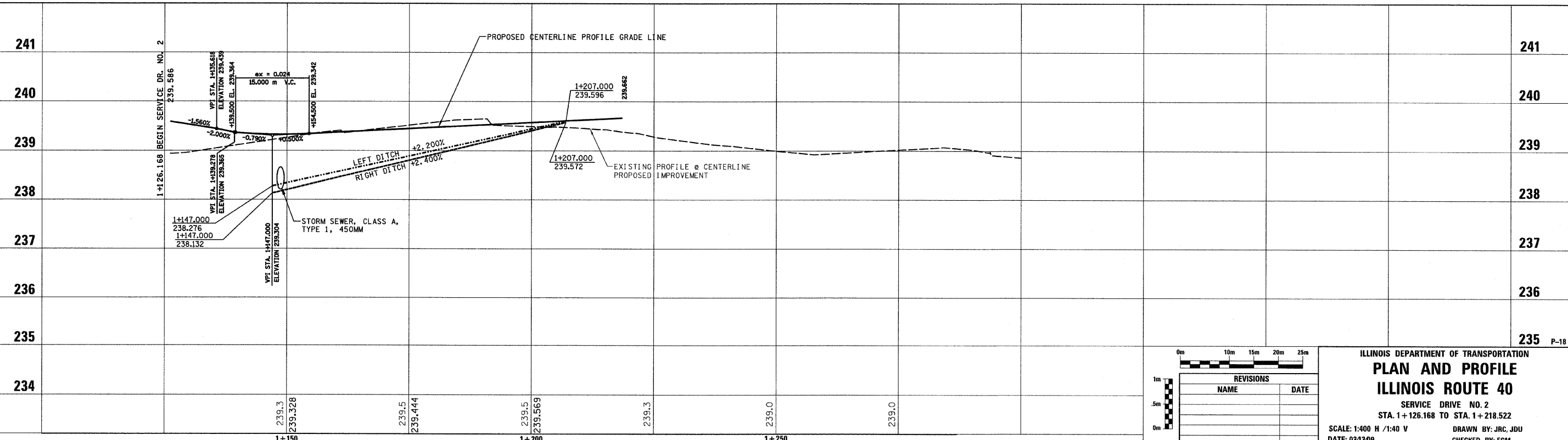
SEC. 20 T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	105
STATION 1+126.168 TO STATION 1+218.522				



- 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

- LEGEND - EROSION CONTROL**
- ☒ INLET & PIPE PROTECTION
 - ◇ TEMPORARY DITCH CHECKS
 - PERIMETER EROSION CONTROL BARRIER
 - ▨ EROSION CONTROL BLANKET



0m 10m 15m 20m 25m

1m
0.5m
0m

REVISIONS	
NAME	DATE

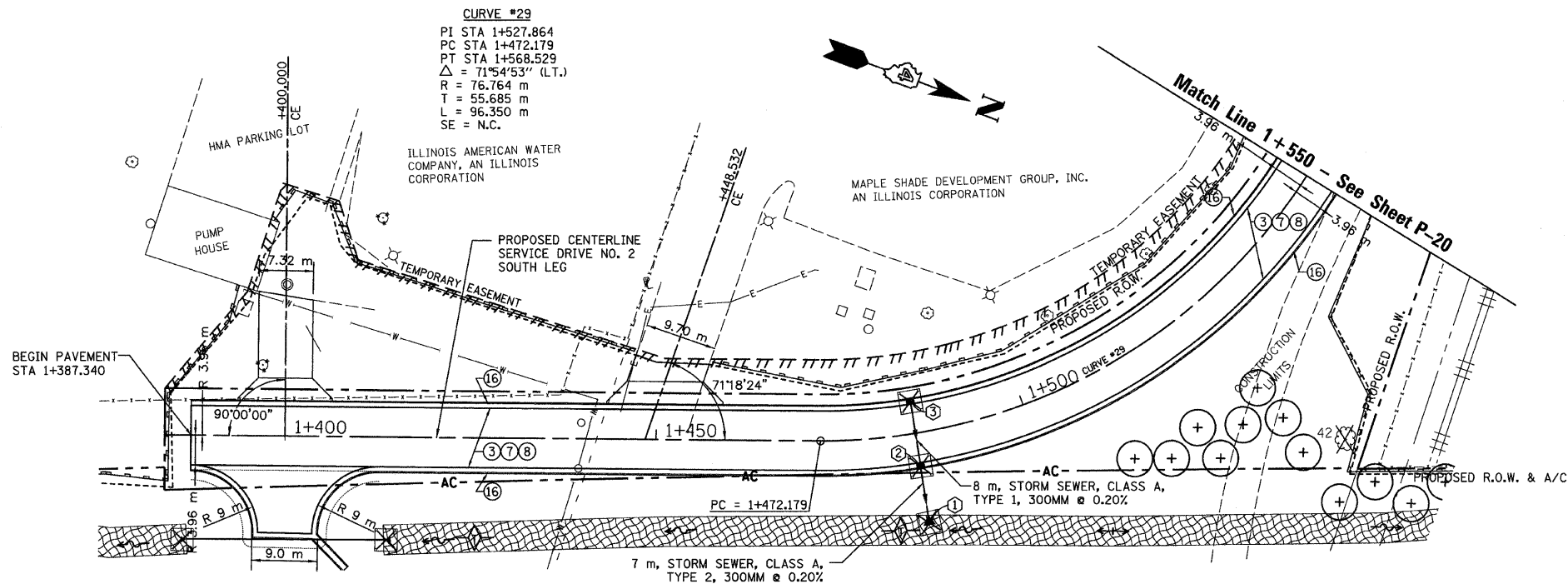
ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 SERVICE DRIVE NO. 2
 STA. 1+126.168 TO STA. 1+218.522
 SCALE: 1:400 H / 1:40 V
 DATE: 03/13/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

T.B.M. "10" - TOP VALVE STEM FIRE HYD.
 STA. 16+429±, 46 m± RT.
 ELEV. = 238.391

CENTERLINE CURVE DATA
 SERVICE DRIVE NO. 2

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	106
STATION 1+375 TO STATION 1+550				



STA 1+400.109, 13.8 m RT.
 26.5 m - P CUL CL C 1 600
 W/ END SECTIONS 600

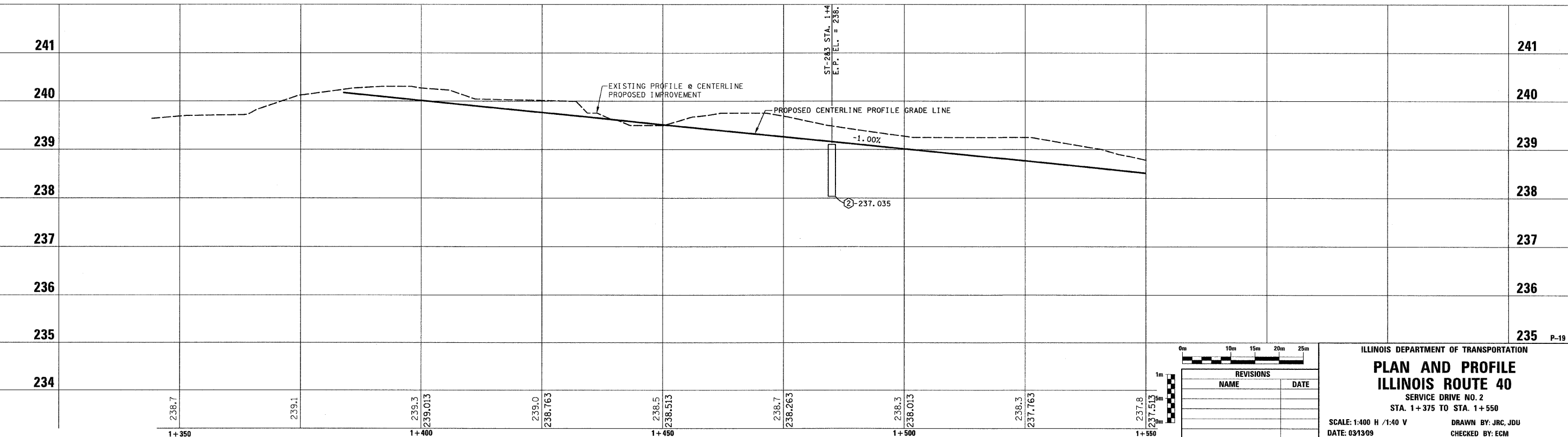
LEGEND - EROSION CONTROL

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

LEGEND

- ① FABRIC FORMED CONCRETE REVELTMENT 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

- ① PRC FL-END SEC 300
 STA. 1+484, 12.5 m RT.
 INV. EL. = 237.03
- ② INLETS TG-1
 STA. 1+485, 3.96 m RT.
 E.P. EL. = 238.084
 OUTLET EL. = 237.035
 INLET EL. = 237.035
- ③ INLETS TG-1
 STA. 1+485, 3.96 m LT.
 E.P. EL. = 238.084
 OUTLET EL. = 237.056



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 SERVICE DRIVE NO. 2
 STA. 1+375 TO STA. 1+550
 SCALE: 1:400 H / 1:40 V
 DATE: 03/13/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

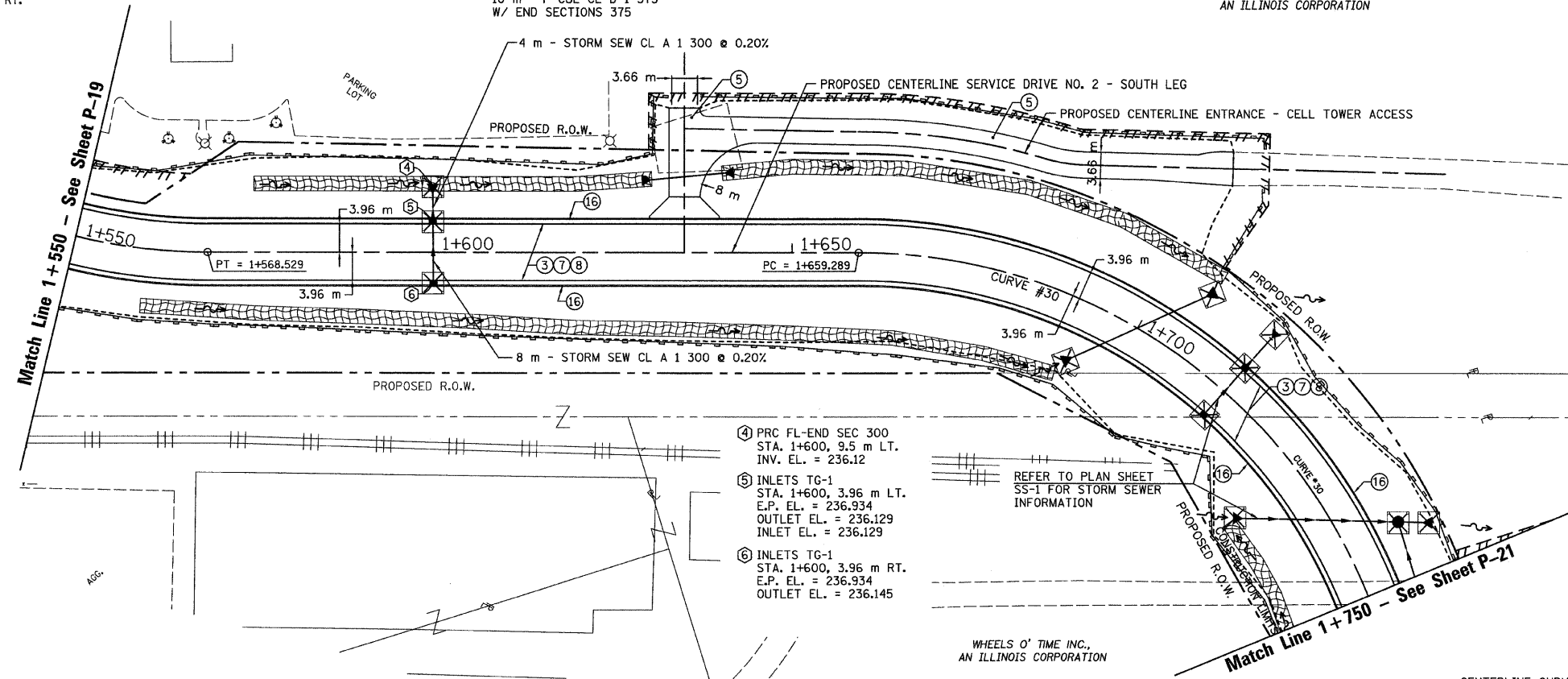
T.B.M. "10" - TOP VALVE STEM FIRE HYD.
 STA. 16+429±, 46 m± RT.
 ELEV. = 238.391

STA. 1+635
 10 m - P CUL CL D 1 375
 W/ END SECTIONS 375

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

MAPLE SHADE DEVELOPMENT GROUP, INC.
 AN ILLINOIS CORPORATION

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	107
STATION 1+550 TO STATION 1+750				



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

LEGEND - EROSION CONTROL

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

LEGEND - PESA IMPACT

- ▨ MAX. EXCAVATION DEPTH < 0.6 M
- ▨ MAX. EXCAVATION DEPTH < 0.9 M
- ▨ MAX EXCAVATION DEPTH < 1.2 M
- ▨ MAX. EXCAVATION DEPTH < 1.8 M
- ▨ NO EXCAVATION - ENTIRE SITE

- ④ PRC FL-END SEC 300
 STA. 1+600, 9.5 m LT.
 INV. EL. = 236.12
- ⑤ INLETS TG-1
 STA. 1+600, 3.96 m LT.
 E.P. EL. = 236.934
 OUTLET EL. = 236.129
 INLET EL. = 236.129
- ⑥ INLETS TG-1
 STA. 1+600, 3.96 m RT.
 E.P. EL. = 236.934
 OUTLET EL. = 236.145

REFER TO PLAN SHEET
 SS-1 FOR STORM SEWER
 INFORMATION

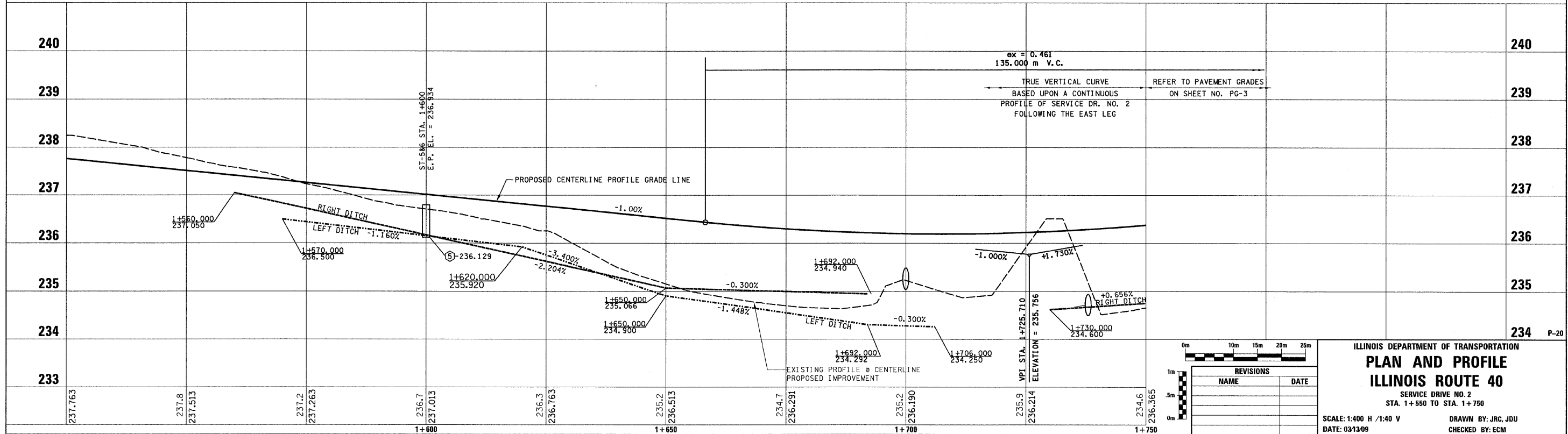
WHEELS O' TIME INC.,
 AN ILLINOIS CORPORATION

CENTERLINE CURVE DATA
 SERVICE DRIVE NO. 2

CURVE #30
 PI STA 1+715.694
 PC STA 1+659.289
 PT STA 1+756.579
 $\Delta = 72^{\circ}36'57''$ (RT.)
 R = 76.764 m
 T = 56.405 m
 L = 97.289 m
 SE = N.C.

STA. 1+700 - 35° SKEW LT. FWD.
 21 m - P CUL CL A 2 450
 W/ RCP FL-END SEC 450

STA. 1+738 - 32° LT. FWD.
 25 m - P CUL CL A 2 450
 W/ RCP FL-END SEC 450



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 SERVICE DRIVE NO. 2
 STA. 1+550 TO STA. 1+750

SCALE: 1:400 H / 1:40 V
 DATE: 03/30/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

T.B.M. "10" - TOP VALVE STEM FIRE HYD.
 STA. 16+429±, 46 m± RT.
 ELEV.= 238.391

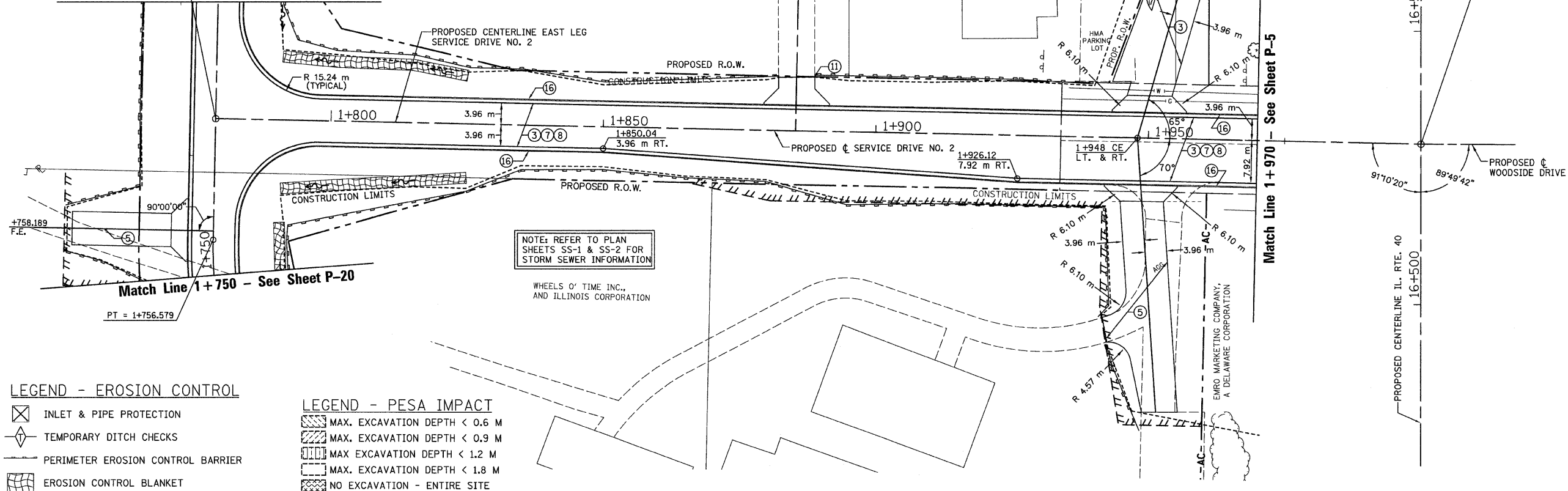
SEC. 20 T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	108
STATION 1+750 TO STATION 1+970				

STATION 16+529.489 ILL. RTE. 40 =
 STATION 1+000.000 WOODSIDE DRIVE =
 STATION 2+000.000 SERVICE DRIVE NO. 2

STA. 1+778.842 - ALL 3
 LEGS SERVICE DRIVE NO. 2 -
 STATIONS INCREASE TO NORTH
 AND EAST

Match Line 1+800 - See Sheet P-22



NOTE: REFER TO PLAN SHEETS SS-1 & SS-2 FOR STORM SEWER INFORMATION

WHEELS OF TIME INC., AND ILLINOIS CORPORATION

LEGEND - EROSION CONTROL

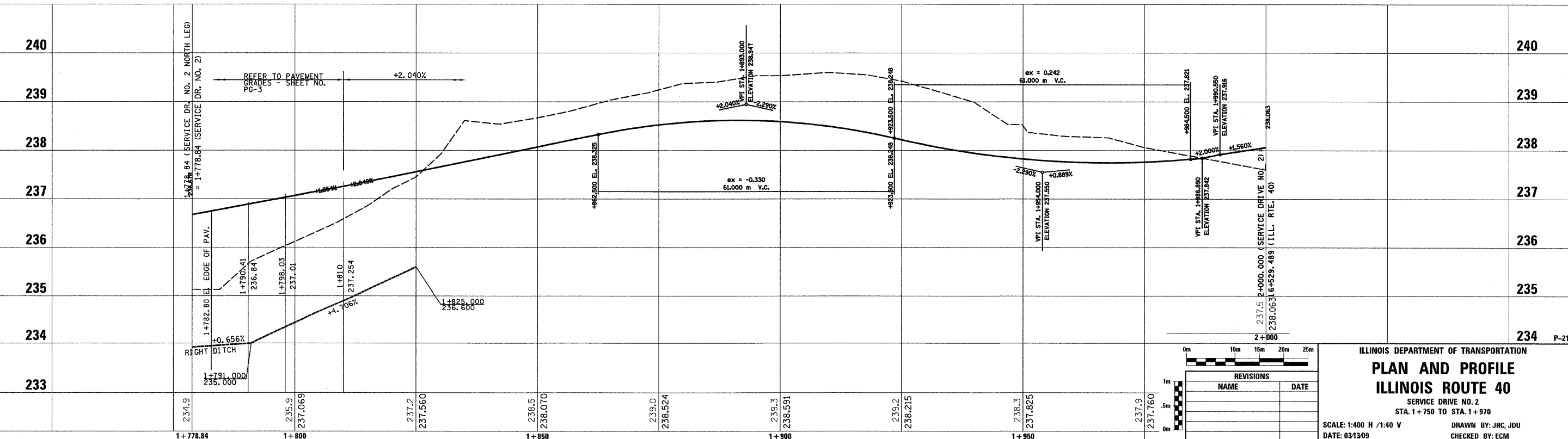
- INLET & PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- PERIMETER EROSION CONTROL BARRIER
- EROSION CONTROL BLANKET

LEGEND - PESA IMPACT

- MAX. EXCAVATION DEPTH < 0.6 M
- MAX. EXCAVATION DEPTH < 0.9 M
- MAX. EXCAVATION DEPTH < 1.2 M
- MAX. EXCAVATION DEPTH < 1.8 M
- NO EXCAVATION - ENTIRE SITE

LEGEND

- FABRIC FORMED CONCRETE REVETMENT MAT
- AGGREGATE BASE COURSE
- HOT-MIX ASPHALT BASE COURSE
- HOT-MIX ASPHALT BASE COURSE WIDENING
- AGGREGATE SURFACE COURSE
- LEVELING BINDER (MACHINE METHOD)
- HOT-MIX ASPHALT BINDER COURSE
- POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE
- HOT-MIX ASPHALT REMOVAL-BUTT JOINT
- HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH)
- PORTLAND CEMENT CONCRETE PAVEMENT
- PORTLAND CEMENT CONCRETE SIDEWALK
- HOT-MIX ASPHALT REMOVAL (VAR. DEPTH)
- AGGREGATE SHOULDERS
- HOT-MIX ASPHALT SHOULDERS
- COMBINATION CONCRETE CURB AND GUTTER

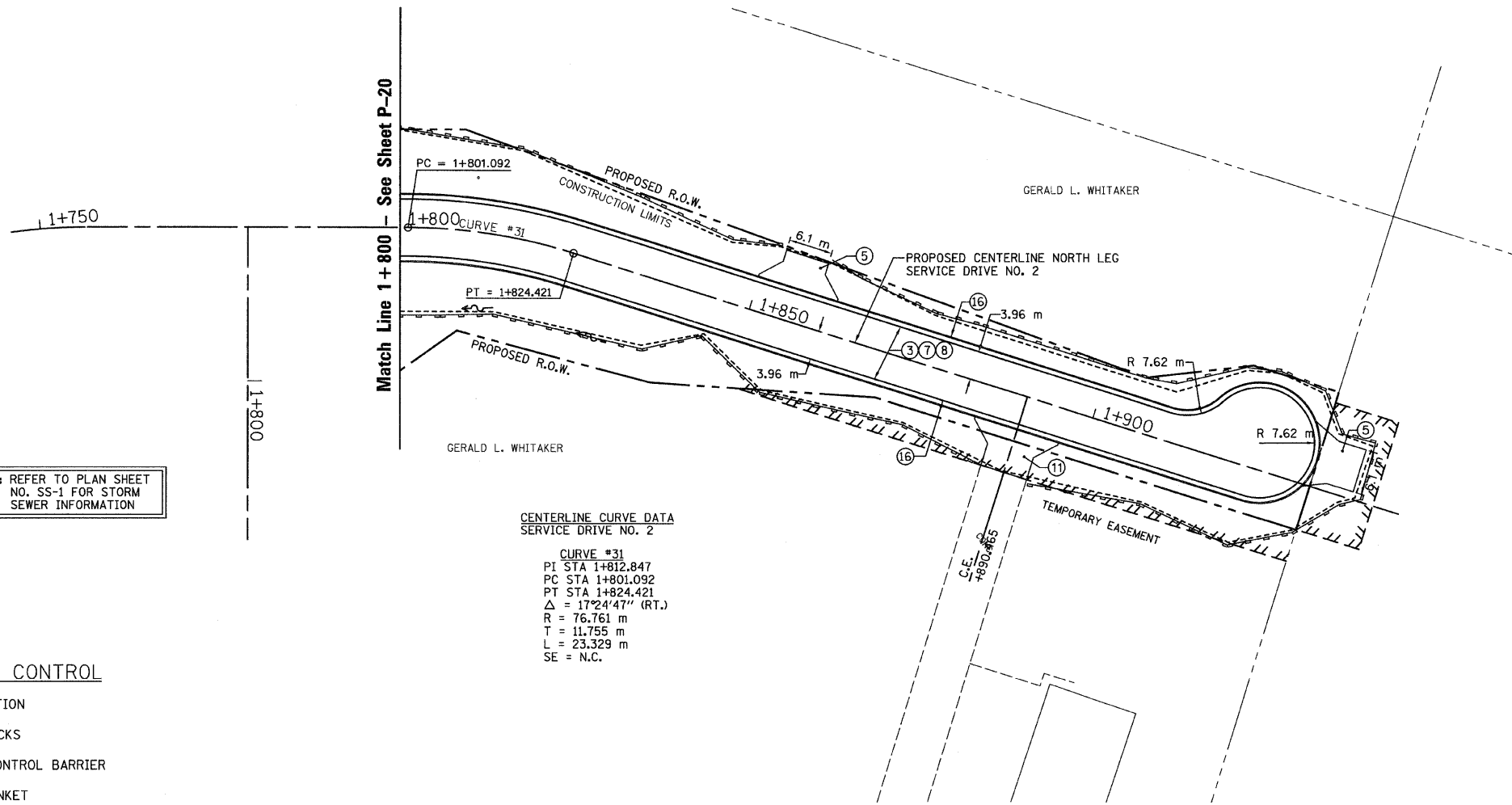


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 SERVICE DRIVE NO. 2
 STA. 1+750 TO STA. 1+970
 SCALE: 1:400 H / 1:40 V
 DATE: 03/13/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	109
STATION 1+825 TO STATION 1+925				



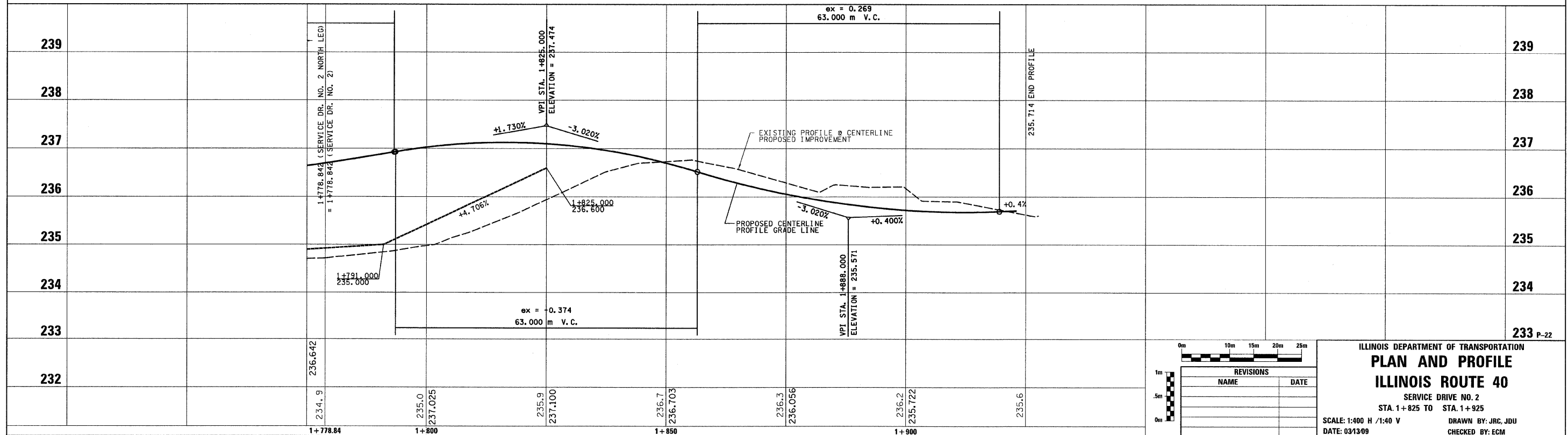
NOTE: REFER TO PLAN SHEET NO. SS-1 FOR STORM SEWER INFORMATION

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



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 SERVICE DRIVE NO. 2
 STA. 1+825 TO STA. 1+925
 SCALE: 1:400 H / 1:40 V
 DATE: 03/13/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

SEC. 18 & 19, T.10N., R.8E., 4th P.M.

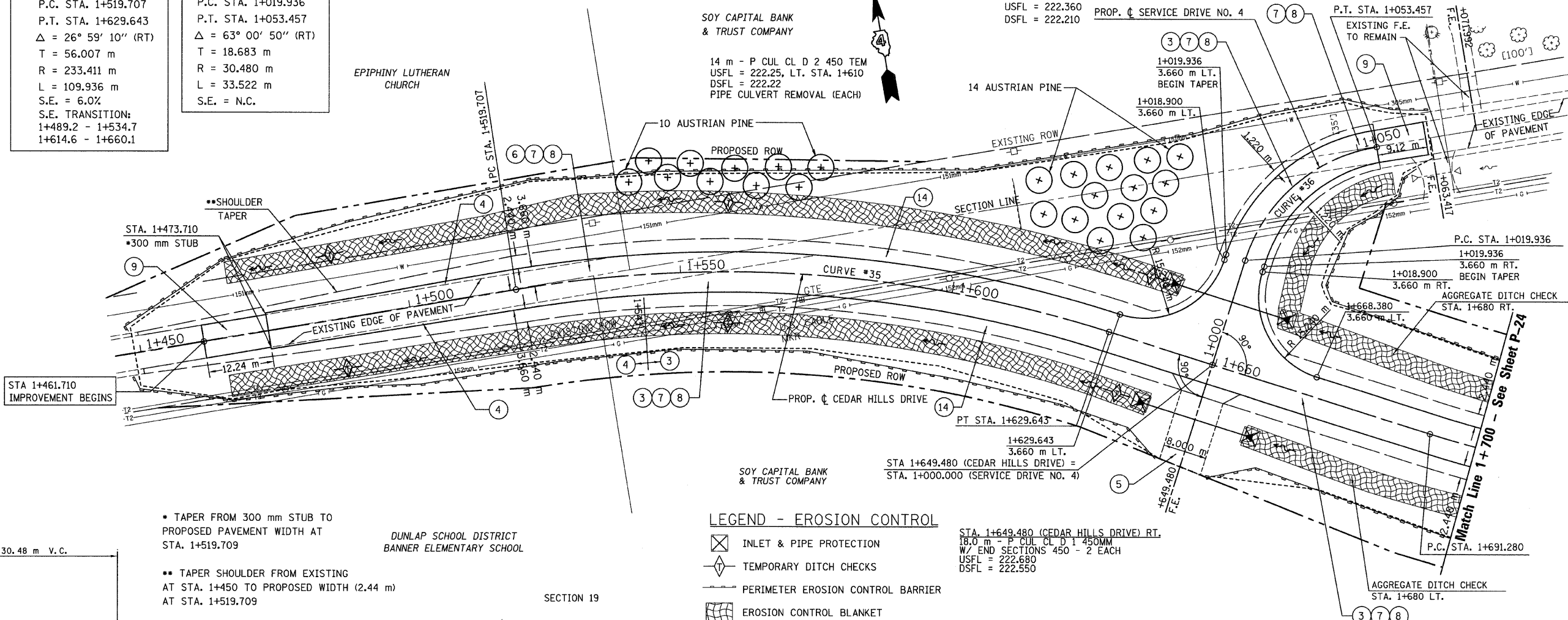
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	110

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

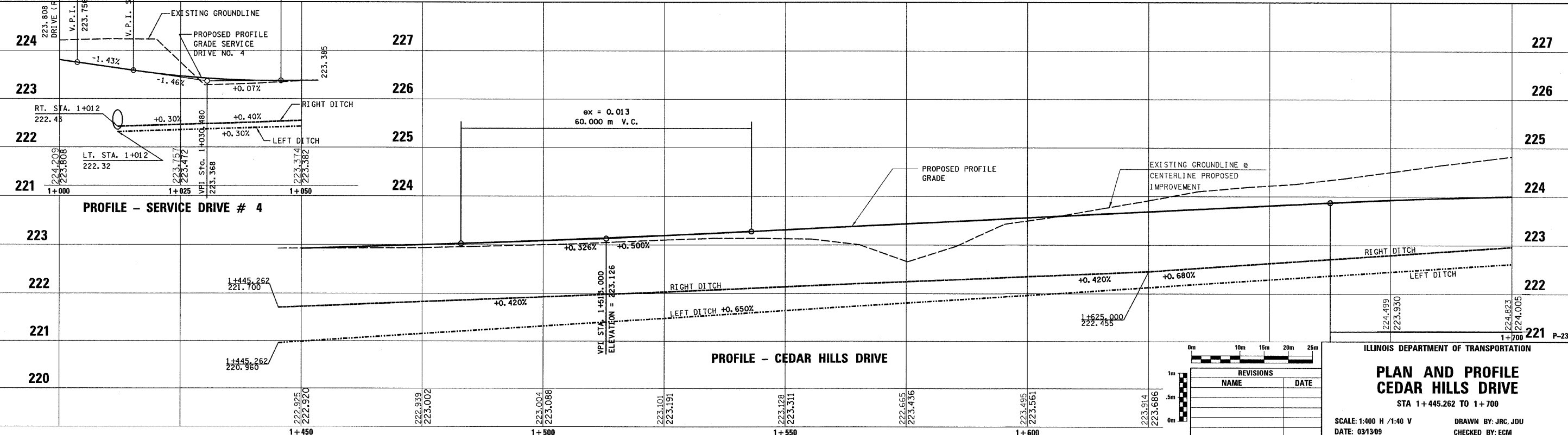
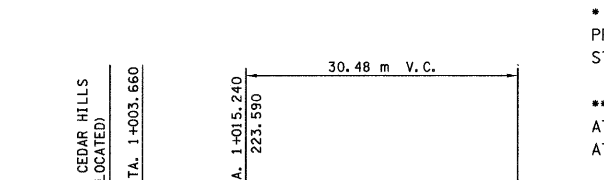
CURVE #35
 P.I. STA. 1+575.714
 P.C. STA. 1+519.707
 P.T. STA. 1+629.643
 $\Delta = 26^\circ 59' 10''$ (RT)
 T = 56.007 m
 R = 233.411 m
 L = 109.936 m
 S.E. = 6.0%
 S.E. TRANSITION:
 1+489.2 - 1+534.7
 1+614.6 - 1+660.1

Curve #36
 P.I. STA. 1+038.619
 P.C. STA. 1+019.936
 P.T. STA. 1+053.457
 $\Delta = 63^\circ 00' 50''$ (RT)
 T = 18.683 m
 R = 30.480 m
 L = 33.522 m
 S.E. = N.C.



LEGEND - EROSION CONTROL

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



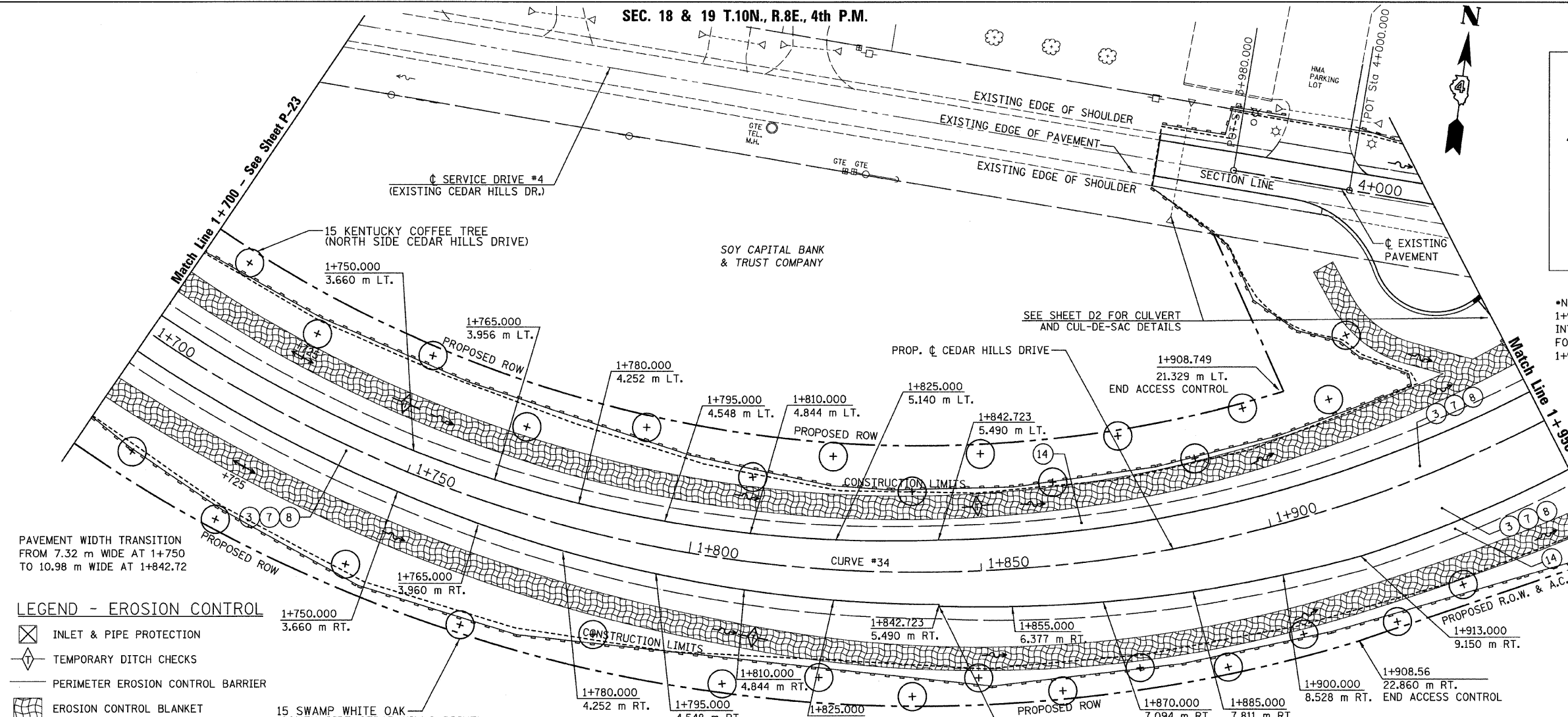
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE CEDAR HILLS DRIVE
 STA 1+445.262 TO 1+700
 SCALE: 1:400 H / 1:40 V
 DATE: 03/13/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

SEC. 18 & 19 T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	111

STATION 1+700 TO STATION 1+950



Curve #34
 P.I. STA. 1+842.896
 P.C. STA. 1+691.280
 P.T. STA. 1+960.067
 $\Delta = 66^\circ 08' 21''$ (LT)
 T = 151.616 m
 R = 232.849 m
 L = 268.788 m
 S.E. = 6.0%
 S.E. TRANSITION:
 1+660.5 - 1+706.0
 1+930 - IL. 40*

- 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

*NORMAL TRANSITION FROM 1+930 TO 1+960. SEE INTERSECTION ELEVATIONS FOR TRANSITION FROM 1+960 TO IL. 40.

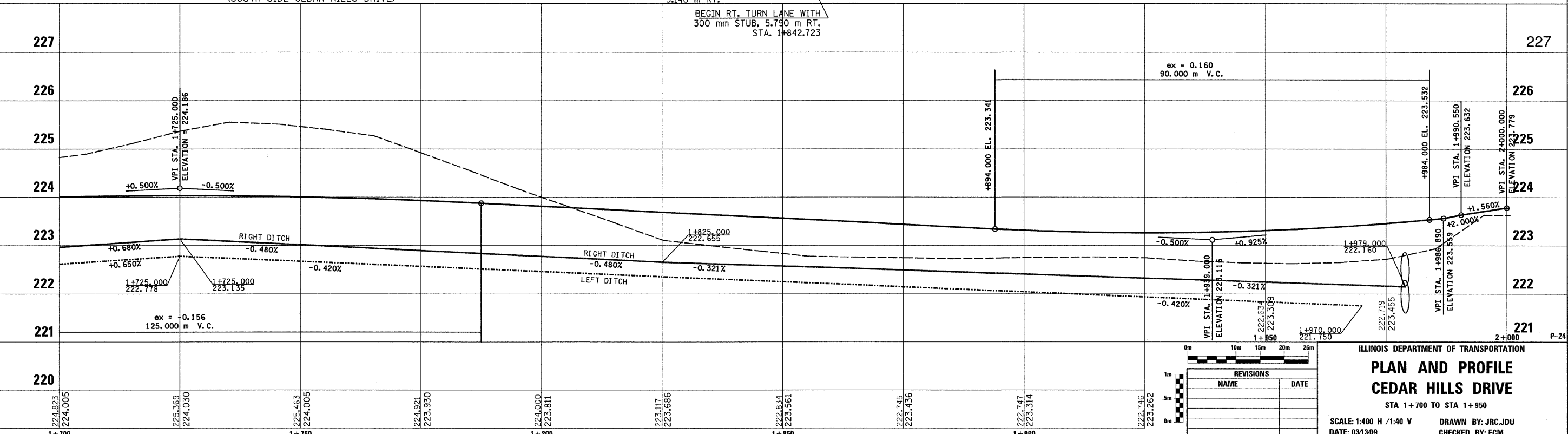
PAVEMENT WIDTH TRANSITION FROM 7.32 m WIDE AT 1+750 TO 10.98 m WIDE AT 1+842.72

LEGEND - EROSION CONTROL

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

SOY CAPITAL BANK & TRUST COMPANY

RIGHT TURN LANE TAPER FROM RT. 1+842.723 TO 3.66 m WIDTH RT. 1+913



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
CEDAR HILLS DRIVE

STA 1+700 TO STA 1+950

SCALE: 1:400 H / 1:40 V DRAWN BY: JRC, JDU
 DATE: 03/13/09 CHECKED BY: ECM

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

SEC. 18 T.10N., R.8E., 4th P.M.

NOTE:
 TRANSITION PAVEMENT
 WIDTH FROM 10.980 m WIDE
 AT 2+105.000 TO 7.320 m WIDE
 AT 2+196.500

Curve #37
 P.I. STA. 2+125.297
 P.C. STA. 2+039.925
 P.T. STA. 2+203.582
 $\Delta = 40^\circ 16' 12''$ (RT)
 T = 85.372 m
 R = 232.849 m
 L = 163.657 m
 S.E. = 6.0%
 S.E. TRANS.:
 2+039.926 - 2+084.926
 2+188.583 - 2+234.378

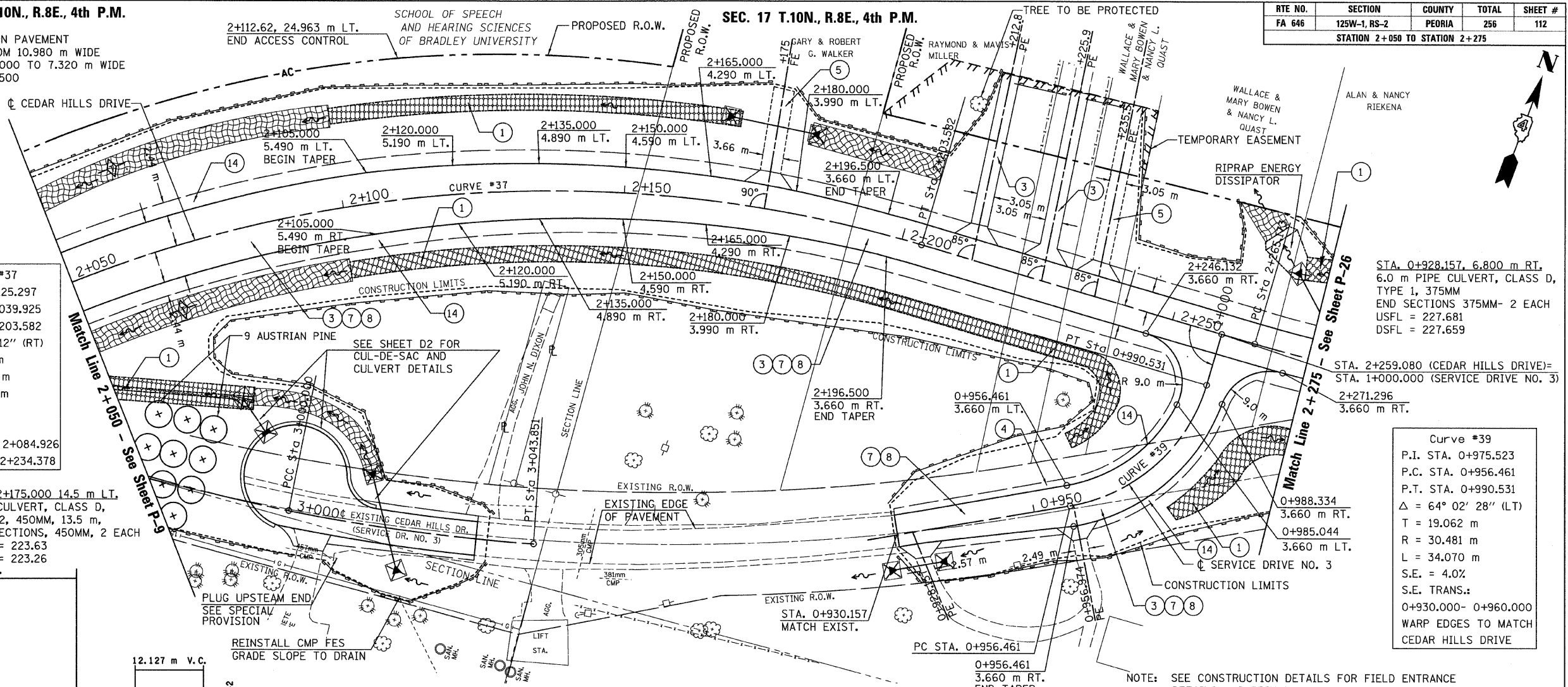
STA. 2+175.000 14.5 m LT.
 PIPE CULVERT, CLASS D,
 TYPE 2, 450MM, 13.5 m,
 END SECTIONS, 450MM, 2 EACH
 USFL = 223.63
 DSFL = 223.26

SCHOOL OF SPEECH
 AND HEARING SCIENCES
 OF BRADLEY UNIVERSITY

SEC. 17 T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	112

STATION 2+050 TO STATION 2+275

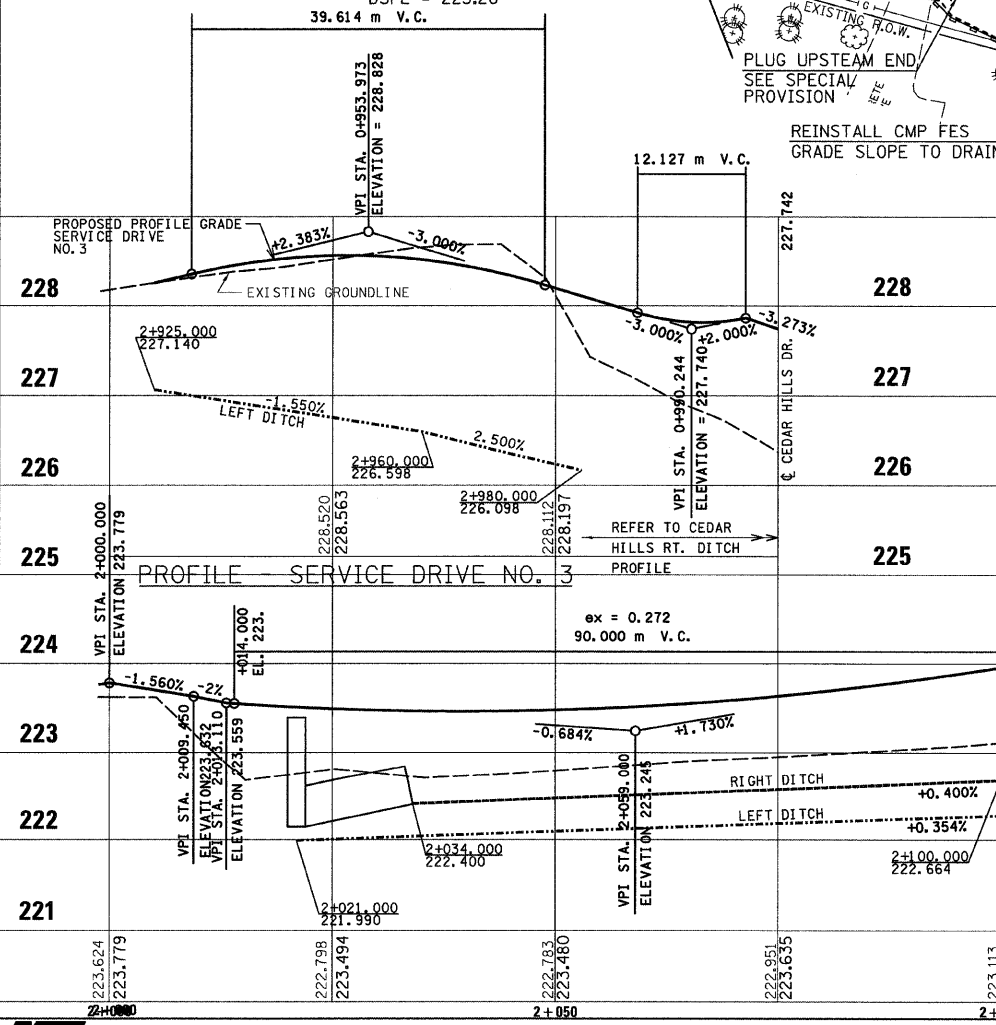


STA. 0+928.157, 6.800 m RT.
 6.0 m PIPE CULVERT, CLASS D,
 TYPE 1, 375MM
 END SECTIONS 375MM- 2 EACH
 USFL = 227.681
 DSFL = 227.659

STA. 2+259.080 (CEDAR HILLS DRIVE)=
 STA. 1+000.000 (SERVICE DRIVE NO. 3)
 2+271.296
 3.660 m RT.

Curve #39
 P.I. STA. 0+975.523
 P.C. STA. 0+956.461
 P.T. STA. 0+990.531
 $\Delta = 64^\circ 02' 28''$ (LT)
 T = 19.062 m
 R = 30.481 m
 L = 34.070 m
 S.E. = 4.0%
 S.E. TRANS.:
 0+930.000- 0+960.000
 WARP EDGES TO MATCH
 CEDAR HILLS DRIVE

NOTE: SEE CONSTRUCTION DETAILS FOR FIELD ENTRANCE
 DETAILS AND PRIVATE ENTRANCE DETAILS.



LEGEND - EROSION CONTROL

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

PROFILE - CEDAR HILLS DRIVE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAN AND PROFILE
 CEDAR HILLS DRIVE**

STA 2+050 TO STA 2+275

SCALE: 1:400 H / 1:40 V
 DATE: 03/13/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

SEC. 17 T.10N., R.8E., 4th P.M.

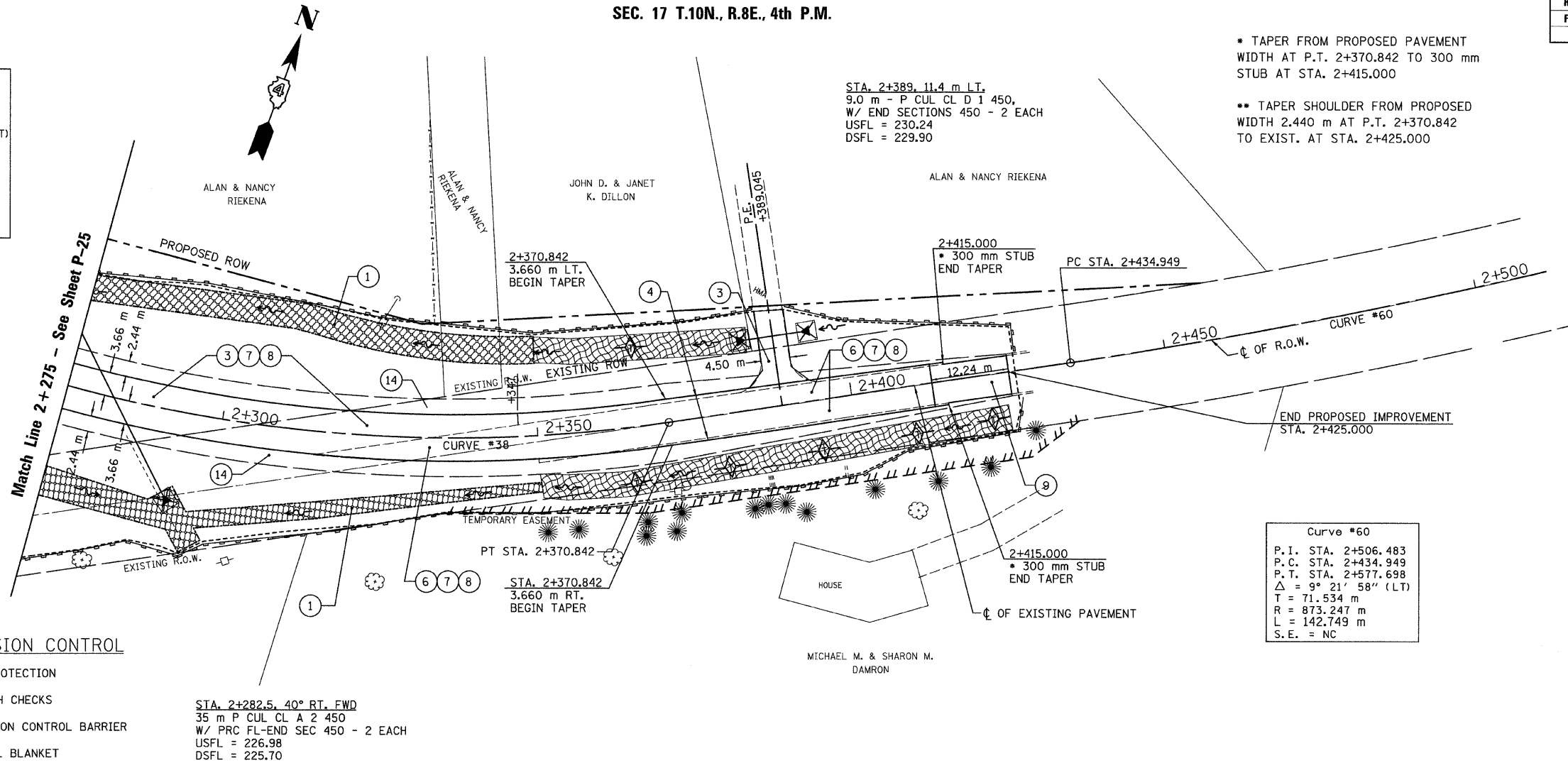
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	113
STATION 2+275 TO STATION 2+425				

Curve #38
 P.I. STA. 2+318.930
 P.C. STA. 2+265.173
 P.T. STA. 2+370.842
 $\Delta = 25^\circ 57' 32''$ (LT)
 T = 53.757 m
 R = 233.229 m
 L = 105.669 m
 S.E. = 6.0%
 S.E. TRANS. :
 2+234.378 - 2+280.173
 2+355.843 - 2+415.000
 (TRANSITION TO EXISTING)

STA. 2+389.114 m LT.
 9.0 m - P CUL CL D 1 450,
 W/ END SECTIONS 450 - 2 EACH
 USFL = 230.24
 DSFL = 229.90

* TAPER FROM PROPOSED PAVEMENT
 WIDTH AT P.T. 2+370.842 TO 300 mm
 STUB AT STA. 2+415.000

 ** TAPER SHOULDER FROM PROPOSED
 WIDTH 2.440 m AT P.T. 2+370.842
 TO EXIST. AT STA. 2+425.000



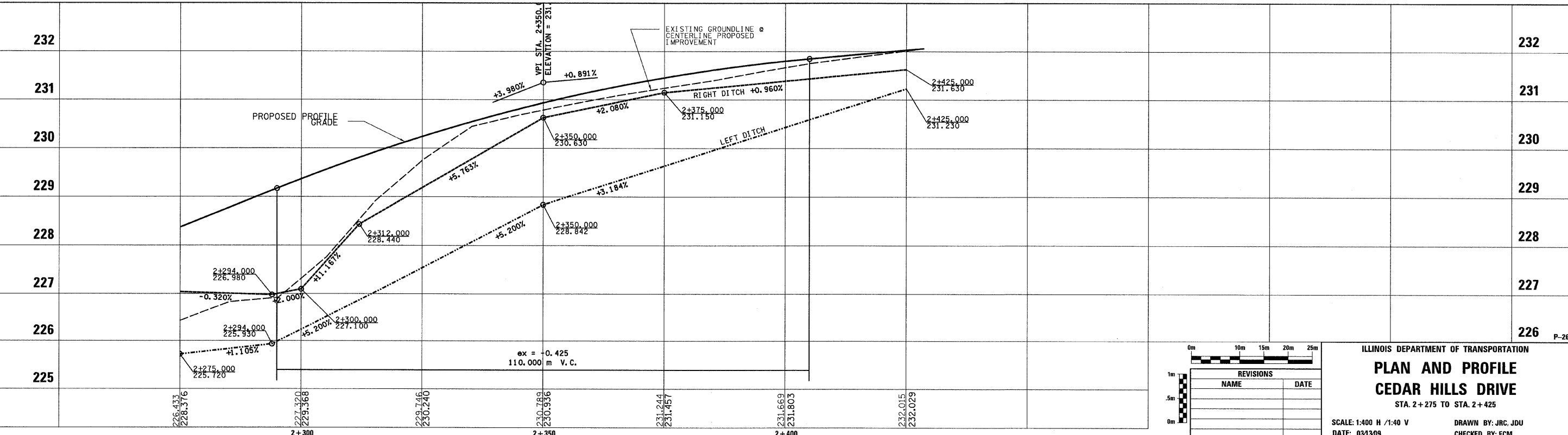
- LEGEND**
- ① FABRIC FORMED CONCRETE REVETMENT MAT
 - ② AGGREGATE BASE COURSE
 - ③ HOT-MIX ASPHALT BASE COURSE
 - ④ HOT-MIX ASPHALT BASE COURSE WIDENING
 - ⑤ AGGREGATE SURFACE COURSE
 - ⑥ LEVELING BINDER (MACHINE METHOD)
 - ⑦ HOT-MIX ASPHALT BINDER COURSE
 - ⑧ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE
 - 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

LEGEND - EROSION CONTROL

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

STA. 2+282.5, 40° RT, FWD
 35 m P CUL CL A 2 450
 W/ PRC FL-END SEC 450 - 2 EACH
 USFL = 226.98
 DSFL = 225.70

Curve #60
 P.I. STA. 2+506.483
 P.C. STA. 2+434.949
 P.T. STA. 2+577.698
 $\Delta = 9^\circ 21' 58''$ (LT)
 T = 71.534 m
 R = 873.247 m
 L = 142.749 m
 S.E. = NC



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
CEDAR HILLS DRIVE
 STA. 2+275 TO STA. 2+425
 SCALE: 1:400 H / 1:40 V
 DATE: 03/13/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

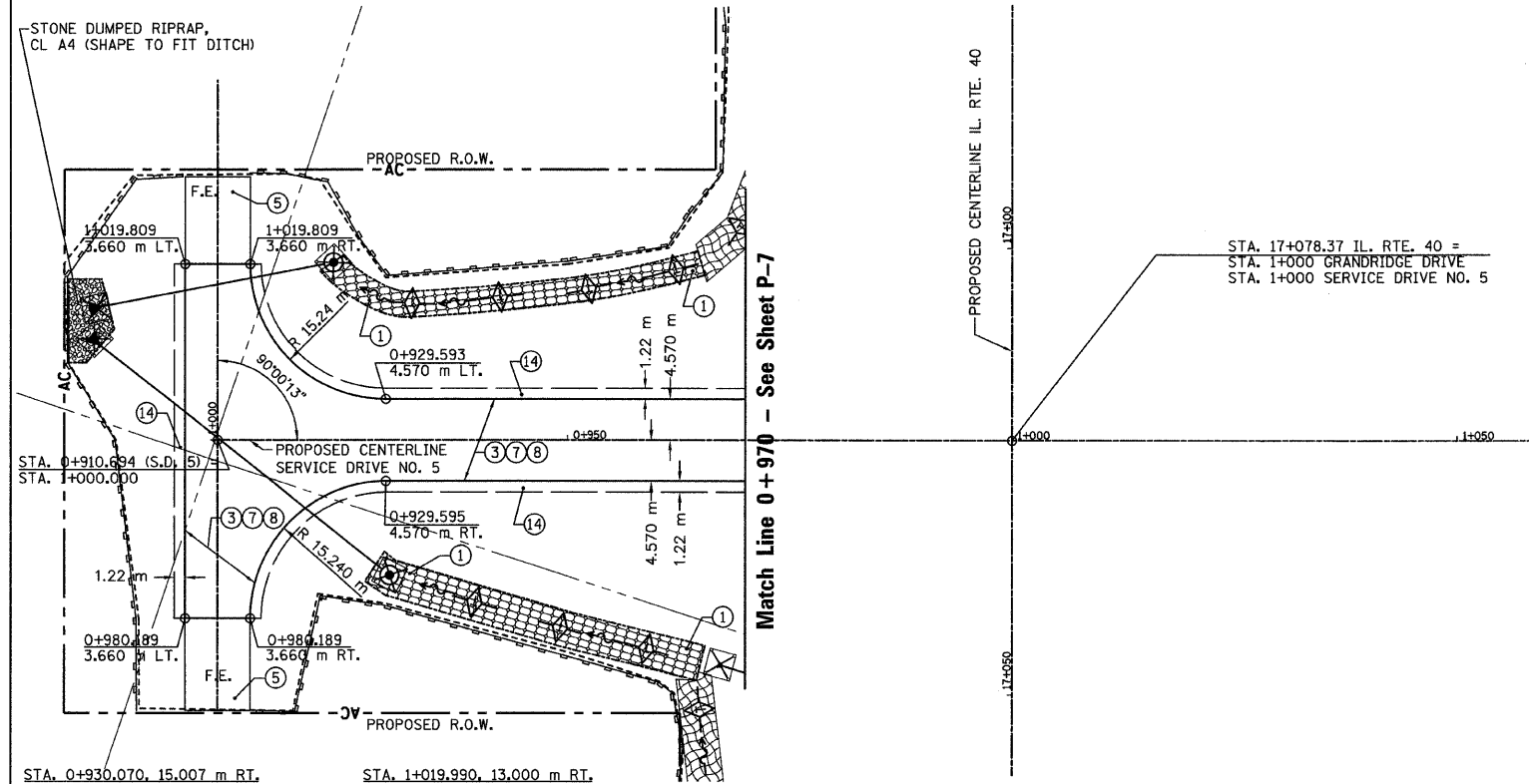
T.B.M. "11" - NW CAP BOLT FIRE HYD.
 STA. 16+687±, 52 m± RT.
 ELEV. = 236.614

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	114
STATION 0+910.694 TO STATION 1+970				

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



STA. 0+930.070, 15.007 m RT.
 MAN A 1.50 / MI 604106
 RIM ELEV. = 230.800
 INVERT = 229.400

41 m - P CUL CL A 2 600

STA. 1+019.990, 13.000 m RT.
 MANHOLE, TYPE A, 1.2M DIA.
 W/ MEDIAN INLET (604101)
 RIM ELEV. = 230.400
 INVERT = 229.250

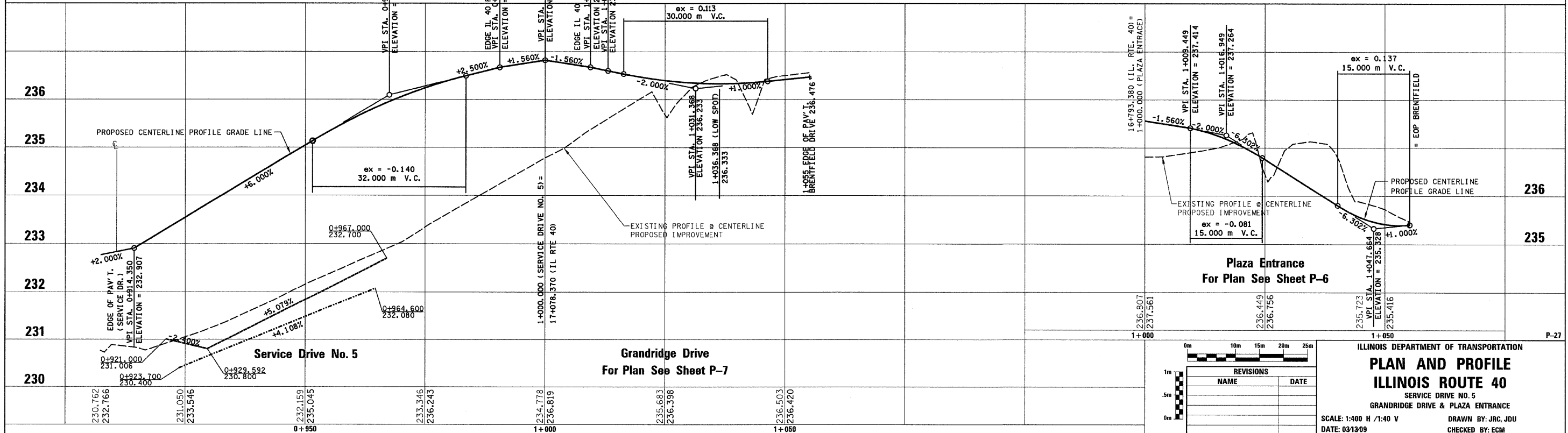
26 m - P CUL CL A 2 450

STA. 1+011.074, 13.752 m LT.
 PRC FL-END SEC 600
 INV. = 228.990

STA. 1+014.929, 13.371 m LT.
 PRC FL-END SEC 450
 INV. = 228.990

LEGEND - EROSION CONTROL

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



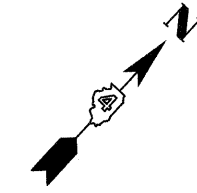
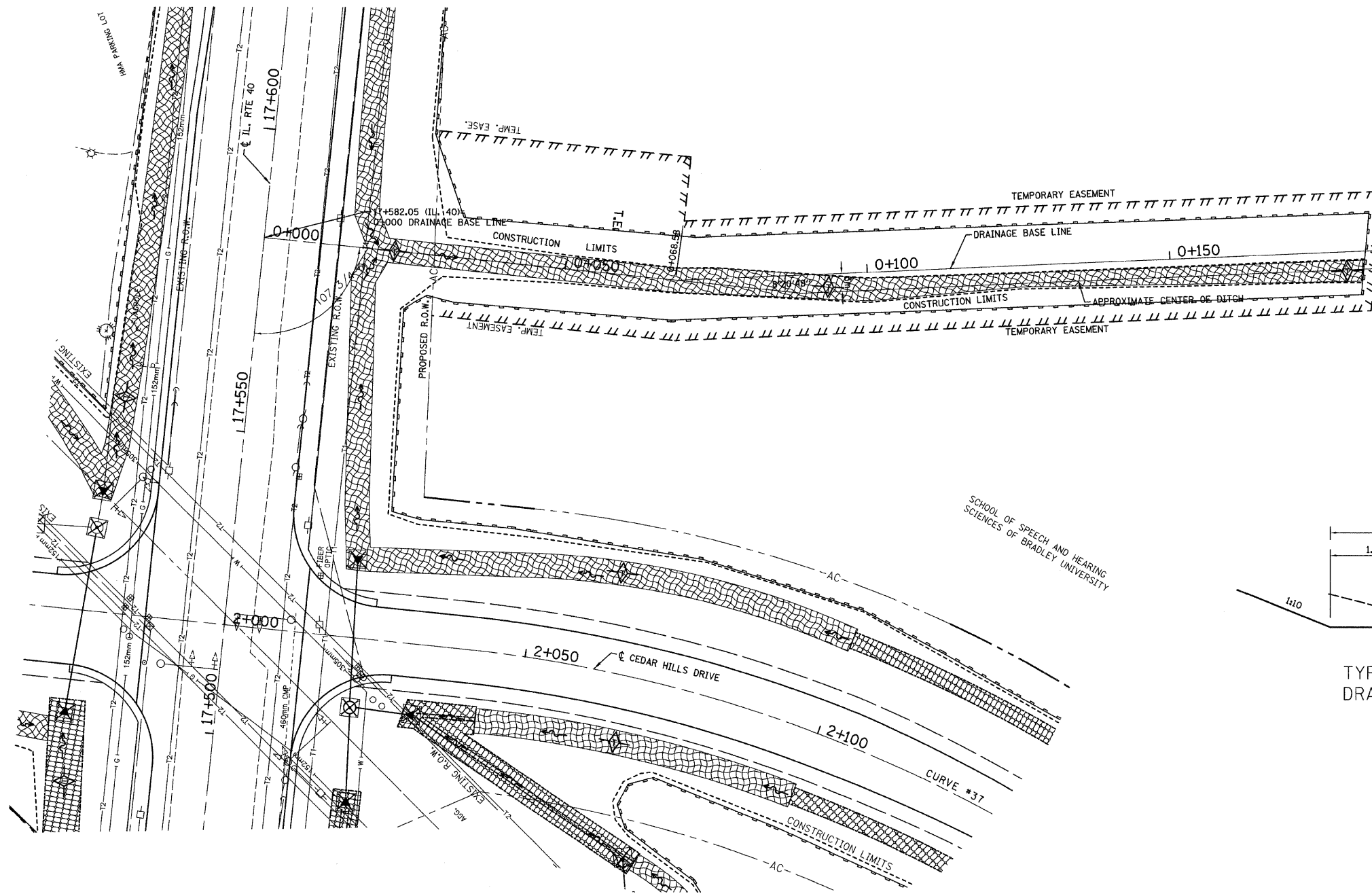
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 SERVICE DRIVE NO. 5
 GRANDRIDGE DRIVE & PLAZA ENTRANCE
 SCALE: 1:400 H / 1:40 V
 DATE: 03/13/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

SEC. 18 T.10N., R.8E., 4th P.M.

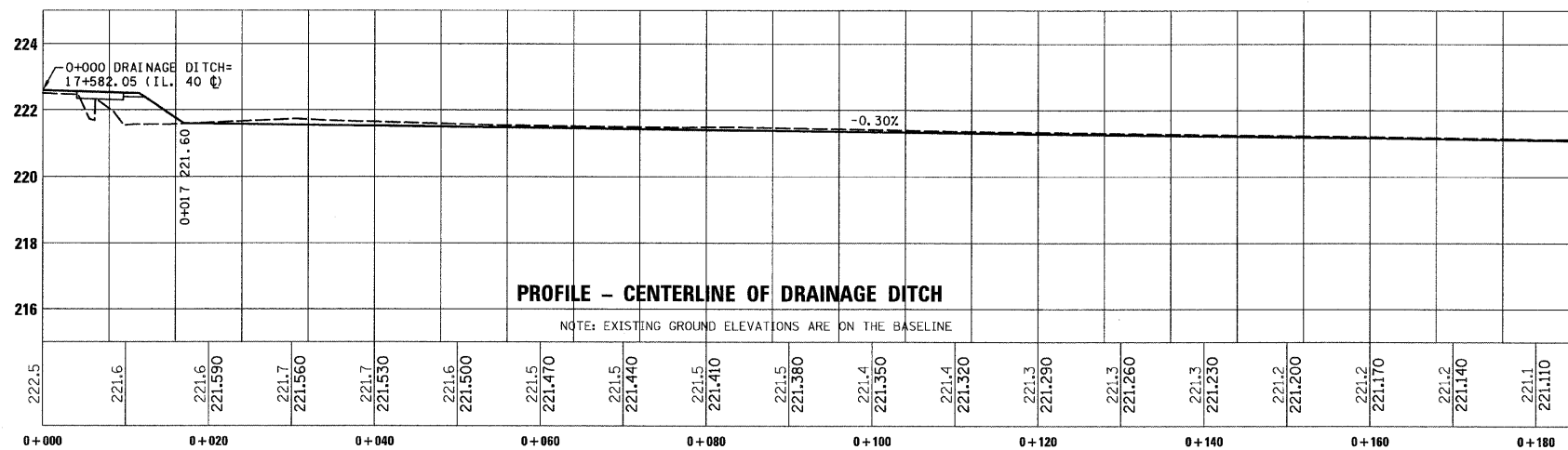
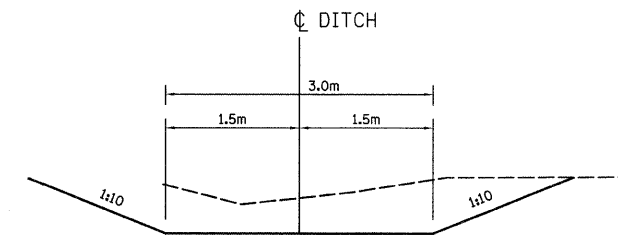
T.B.M. "16" - RR SPIKE IN UTILITY POLE
 STA. 2+129±, 52 m± RT.
 CEDAR HILLS, ELEV.= 226.646

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	115



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



LEGEND - EROSION CONTROL

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

ILLINOIS ROUTE 40

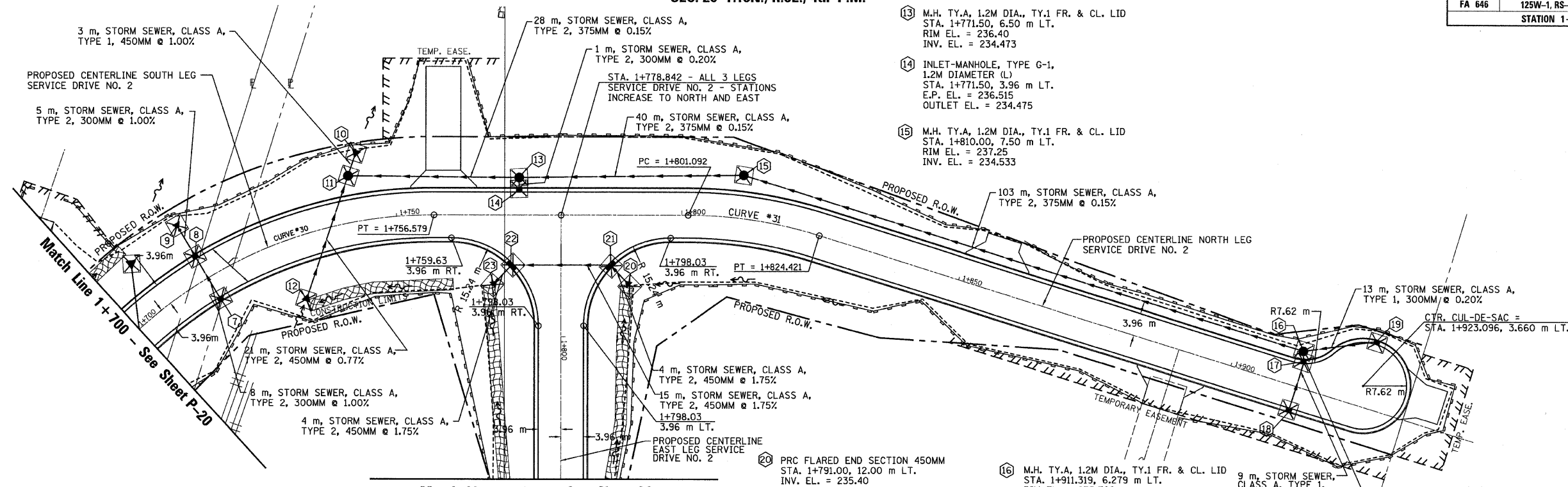
DRAINAGE EASEMENT

SCALE: 1:400 H / 1:100 V
 DATE: 03/13/09

DRAWN BY: JRC, JDU
 CHECKED BY: ECM

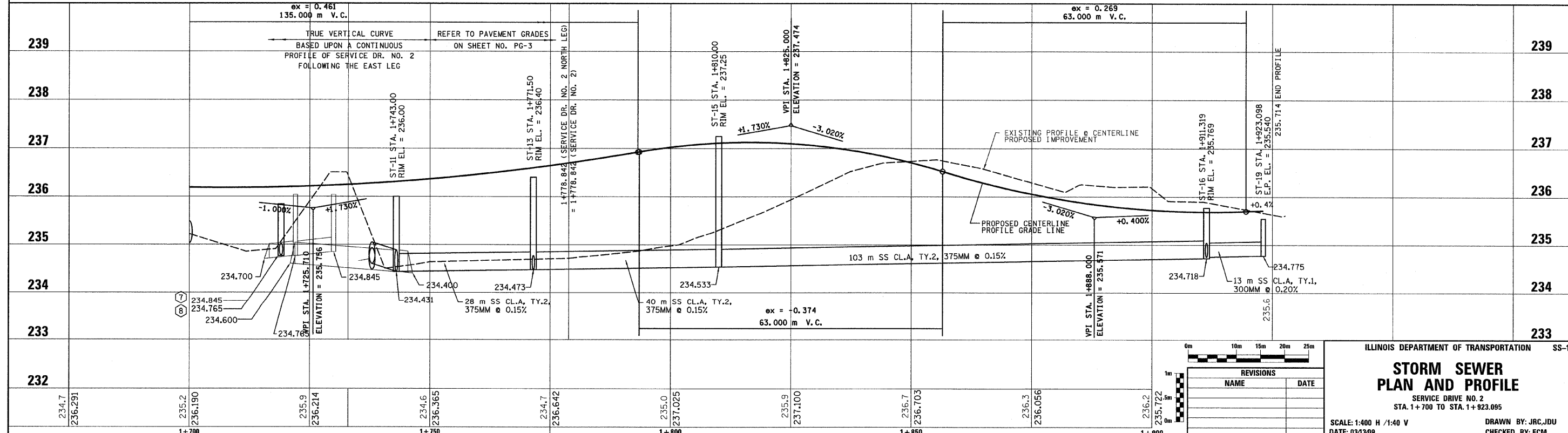
SEC. 20 T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	116
STATION 1+700 TO STATION 1+825				



- 7 INLET, TYPE G-1, (R)
STA. 1+715.00, 3.96 m RT.
E.P. EL. = 236.038
OUTLET EL. = 234.845
- 8 INLET-MANHOLE, TYPE G-1,
1.2M DIAMETER (L)
STA. 1+715.00, 3.96 m LT.
E.P. EL. = 236.038
OUTLET EL. = 234.765
INLET EL. = 234.765
- 9 PRC FLARED END SECTION 300MM
STA. 1+715.00, 11.00 m LT.
INV. EL. = 234.700
- 10 PRC FLARED END SECTION 450MM
STA. 1+744.00, 12.00 m LT.
INV. EL. = 234.40
- 11 M.H. TY.A, 1.2 M DIA., TY.1 FR. & CL. LID
STA. 1+743.00, 8.00 m LT.
RIM EL. = 236.00
INV. EL. = 234.431
- 12 PRC FLARED END SECTION 450MM
STA. 1+730.00, 11.00 m RT.
INV. EL. = 234.60
- 13 M.H. TY.A, 1.2M DIA., TY.1 FR. & CL. LID
STA. 1+771.50, 6.50 m LT.
RIM EL. = 236.40
INV. EL. = 234.473
- 14 INLET-MANHOLE, TYPE G-1,
1.2M DIAMETER (L)
STA. 1+771.50, 3.96 m LT.
E.P. EL. = 236.515
OUTLET EL. = 234.475
- 15 M.H. TY.A, 1.2M DIA., TY.1 FR. & CL. LID
STA. 1+810.00, 7.50 m LT.
RIM EL. = 237.25
INV. EL. = 234.533
- 16 M.H. TY.A, 1.2M DIA., TY.1 FR. & CL. LID
STA. 1+911.319, 6.279 m LT.
RIM EL. = 235.769
INV. EL. = 234.718
- 17 INLET, TYPE G-1, (R)
STA. 1+911.319, 6.279 m LT.
E.P. EL. = 235.597
OUTLET EL. = 234.753
- 18 INLET, TYPE G-1, (L)
STA. 1+911.996, 3.960 m RT.
E.P. EL. = 235.600
OUTLET EL. = 234.802
- 19 INLET, TYPE G-1, (L)
STA. 1+923.096, 11.280 m LT.
E.P. EL. = 235.540
OUTLET EL. = 234.775
- 20 PRC FLARED END SECTION 450MM
STA. 1+791.00, 12.00 m LT.
INV. EL. = 235.40
- 21 INLET-MANHOLE, TYPE G-1,
1.2M DIAMETER (R)
STA. 1+787.266, 8.424 m LT.
E.P. EL. = 236.800
OUTLET EL. = 235.333
INLET EL. = 235.333
- 22 INLET-MANHOLE, TYPE G-1,
1.2M DIAMETER (R)
STA. 1+770.419, 8.424 m RT.
E.P. EL. = 236.654
OUTLET EL. = 235.070
INLET EL. = 235.070
- 23 PRC FLARED END SECTION 450MM
STA. 1+791.00, 12.00 m RT.
INV. EL. = 235.00

NOTE: ALL GRATES SHALL BE "CAST DIAGONAL". THE DIRECTION OF FLOW IS INDICATED IN PARENTHESIS, (L) OR (R).



REVISIONS	
NAME	DATE

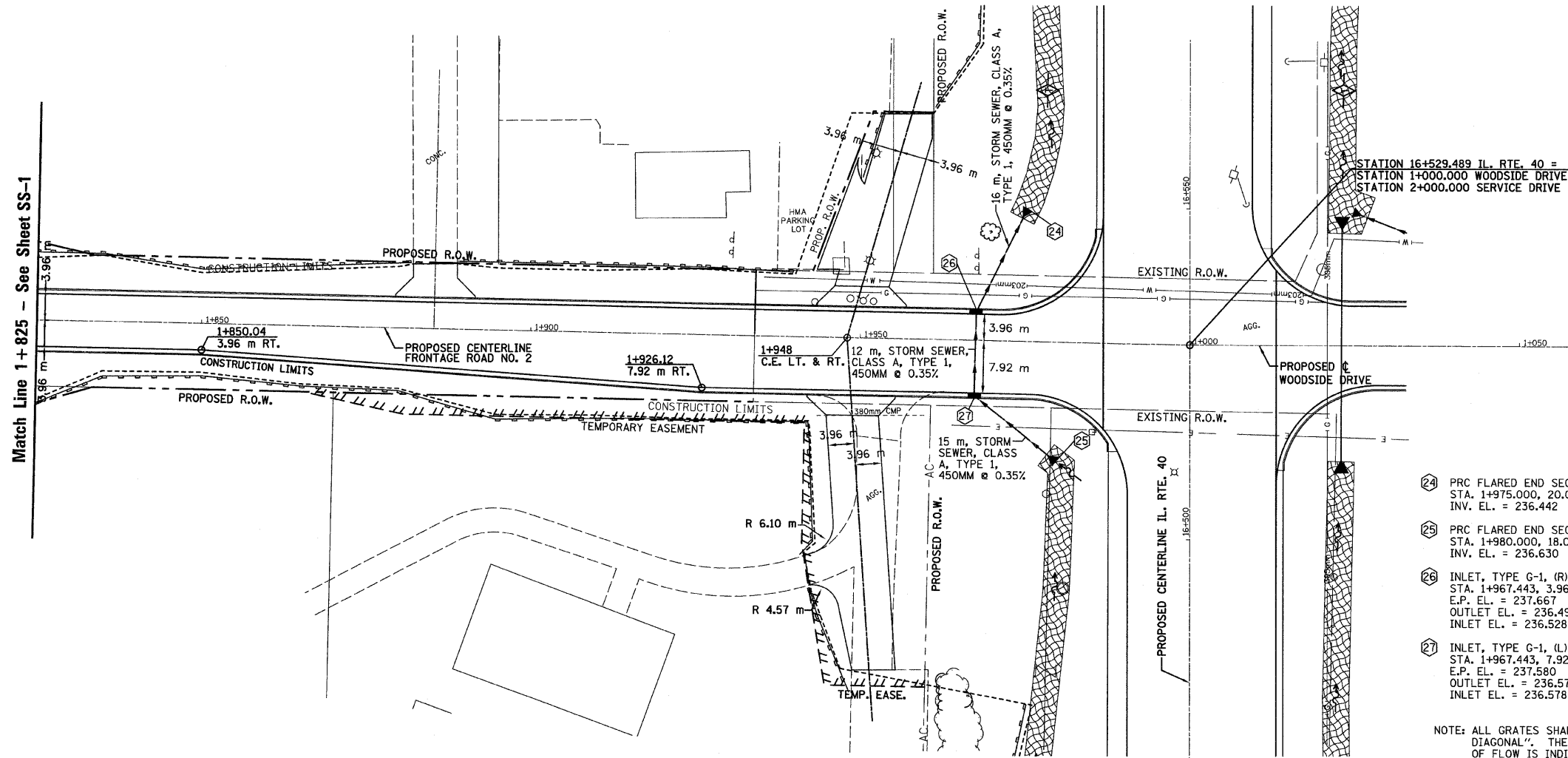
ILLINOIS DEPARTMENT OF TRANSPORTATION SS-1
STORM SEWER PLAN AND PROFILE
 SERVICE DRIVE NO. 2
 STA. 1+700 TO STA. 1+923.095
 SCALE: 1:400 H / 1:40 V
 DATE: 03/13/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	12SW-1, RS-2	PEORIA	256	117

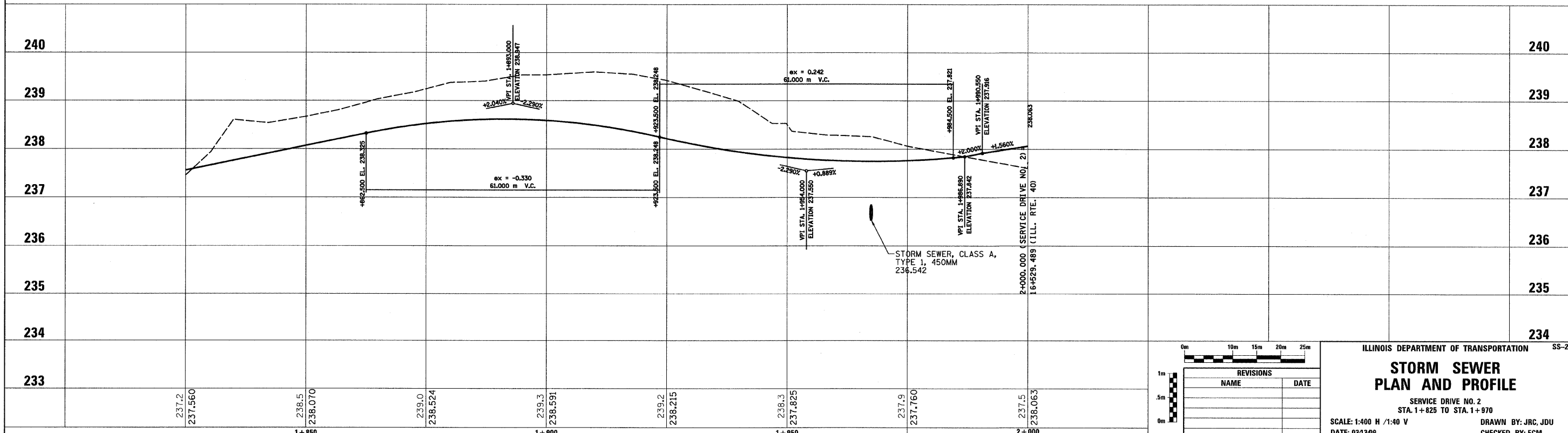
STATION 1+825 TO STATION 1+970

Match Line 1+825 - See Sheet SS-1



- 24 PRC FLARED END SECTION 450MM
STA. 1+975.000, 20.00 m LT.
INV. EL. = 236.442
- 25 PRC FLARED END SECTION 450MM
STA. 1+980.000, 18.00 m RT.
INV. EL. = 236.630
- 26 INLET, TYPE G-1, (R)
STA. 1+967.443, 3.96 m LT.
E.P. EL. = 237.667
OUTLET EL. = 236.498
INLET EL. = 236.528
- 27 INLET, TYPE G-1, (L)
STA. 1+967.443, 7.92 m RT.
E.P. EL. = 237.580
OUTLET EL. = 236.570
INLET EL. = 236.578

NOTE: ALL GRATES SHALL BE "CAST DIAGONAL". THE DIRECTION OF FLOW IS INDICATED IN PARENTHESIS, to (L) OR (R).



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION SS-2

STORM SEWER PLAN AND PROFILE

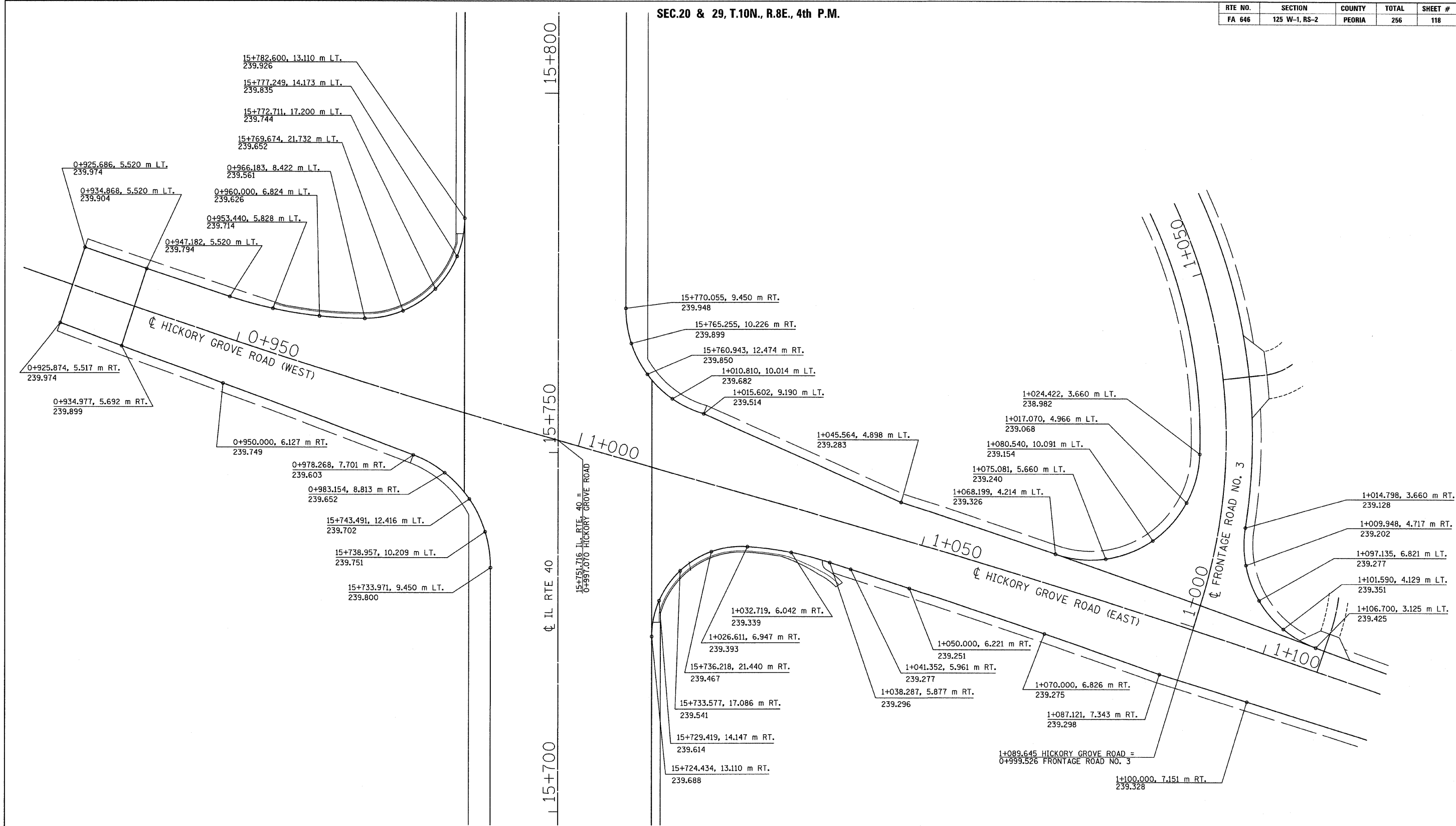
SERVICE DRIVE NO. 2
STA. 1+825 TO STA. 1+970

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

DRAWN BY: JRC, JDU
CHECKED BY: ECM

SEC.20 & 29, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125 W-1, RS-2	PEORIA	256	118



McClure Engineering Associates, Inc. - Macomb, IL.

F.A. 646 IL RTE 40

0m 10m 15m 20m 25m
PG-1

REVISIONS	
NAME	DATE

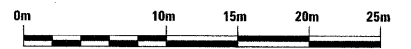
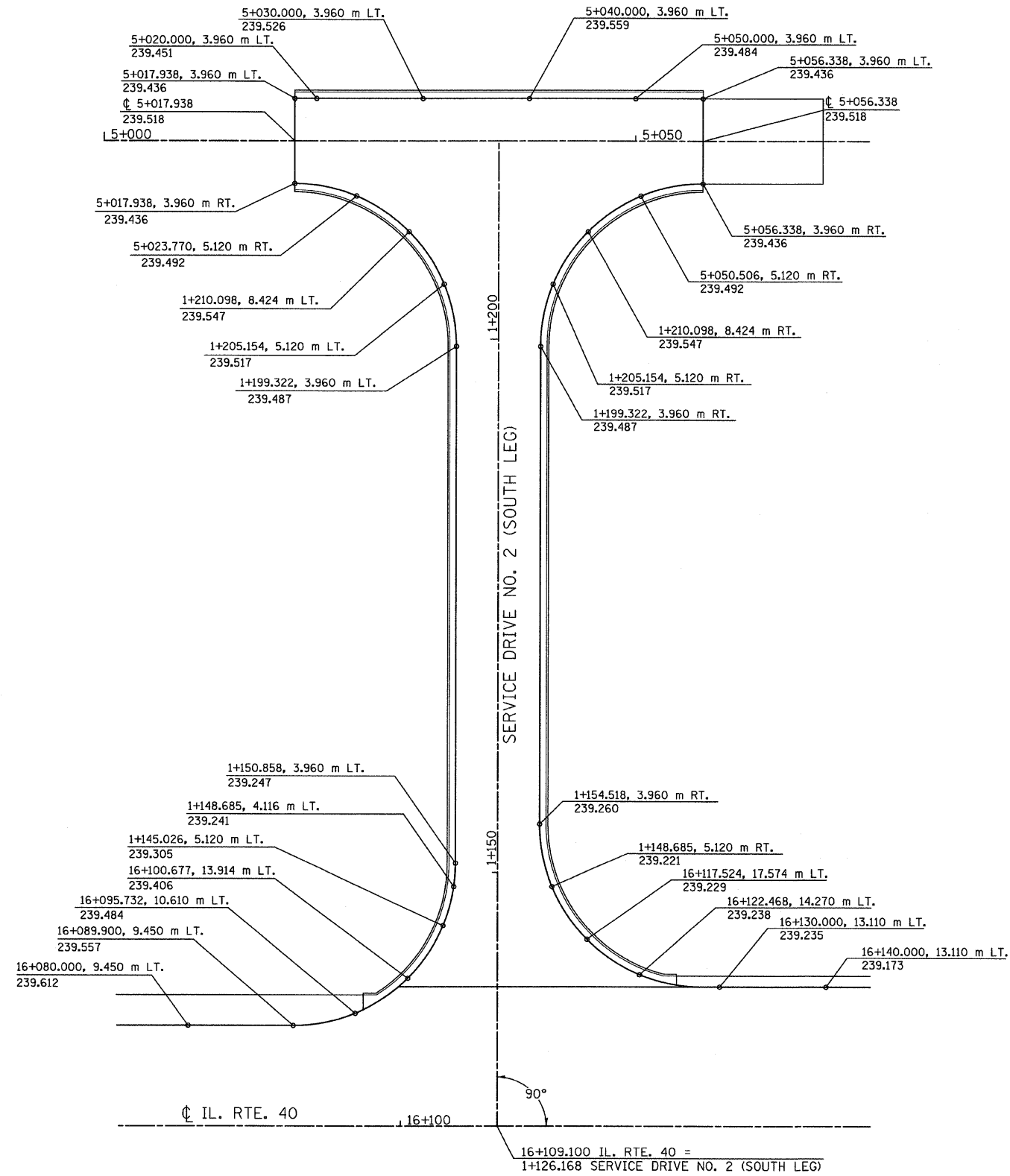
ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT GRADES
 INTERSECTION OF: IL RTE 40
 & HICKORY GROVE ROAD
 HICKORY GROVE ROAD & FRONTAGE RD NO. 3

SCALE: 1:250
 DATE: 03/13/09

DRAWN BY: NDP, KJS, LTW, JRC
 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125 W-1, RS-2	PEORIA	256	119



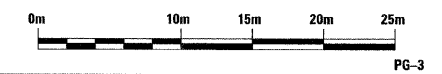
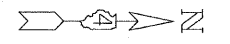
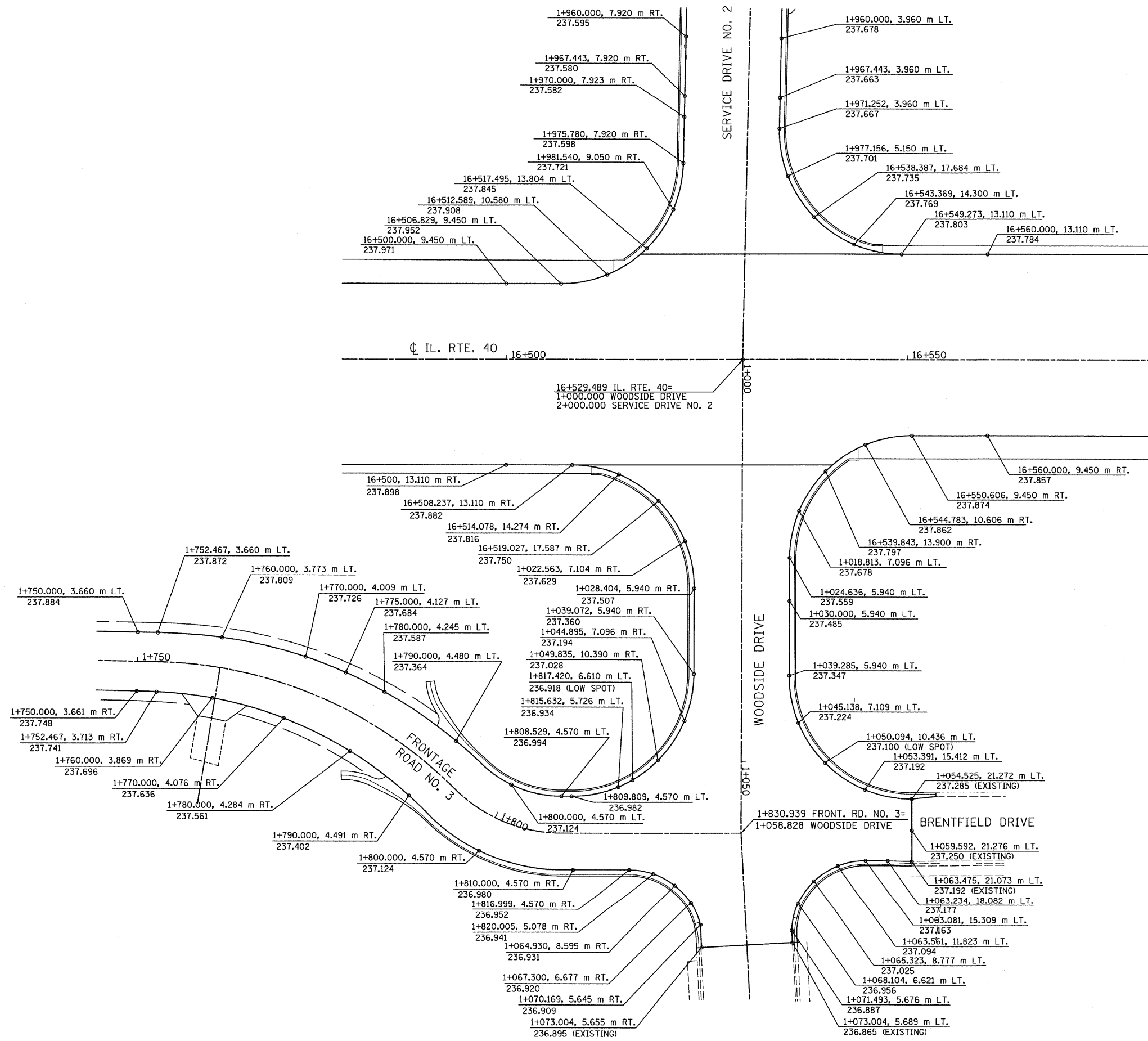
PG-2

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT GRADES
 INTERSECTION OF
 IL RTE 40 & SERVICE DRIVE NO. 2 (SOUTH LEG)
 SCALE: 1:250
 DATE: 03/13/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

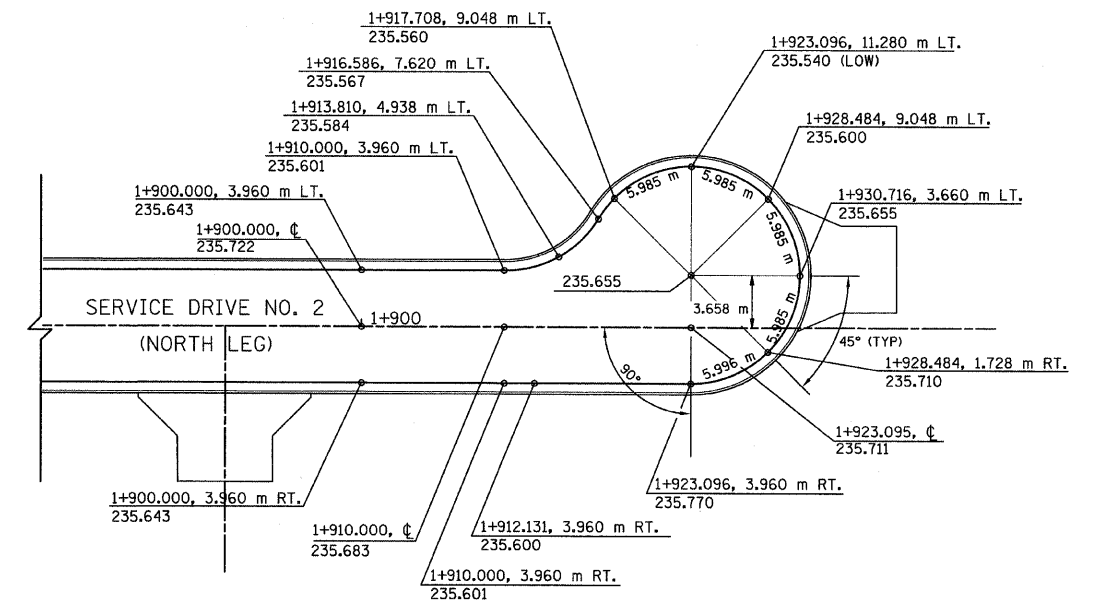
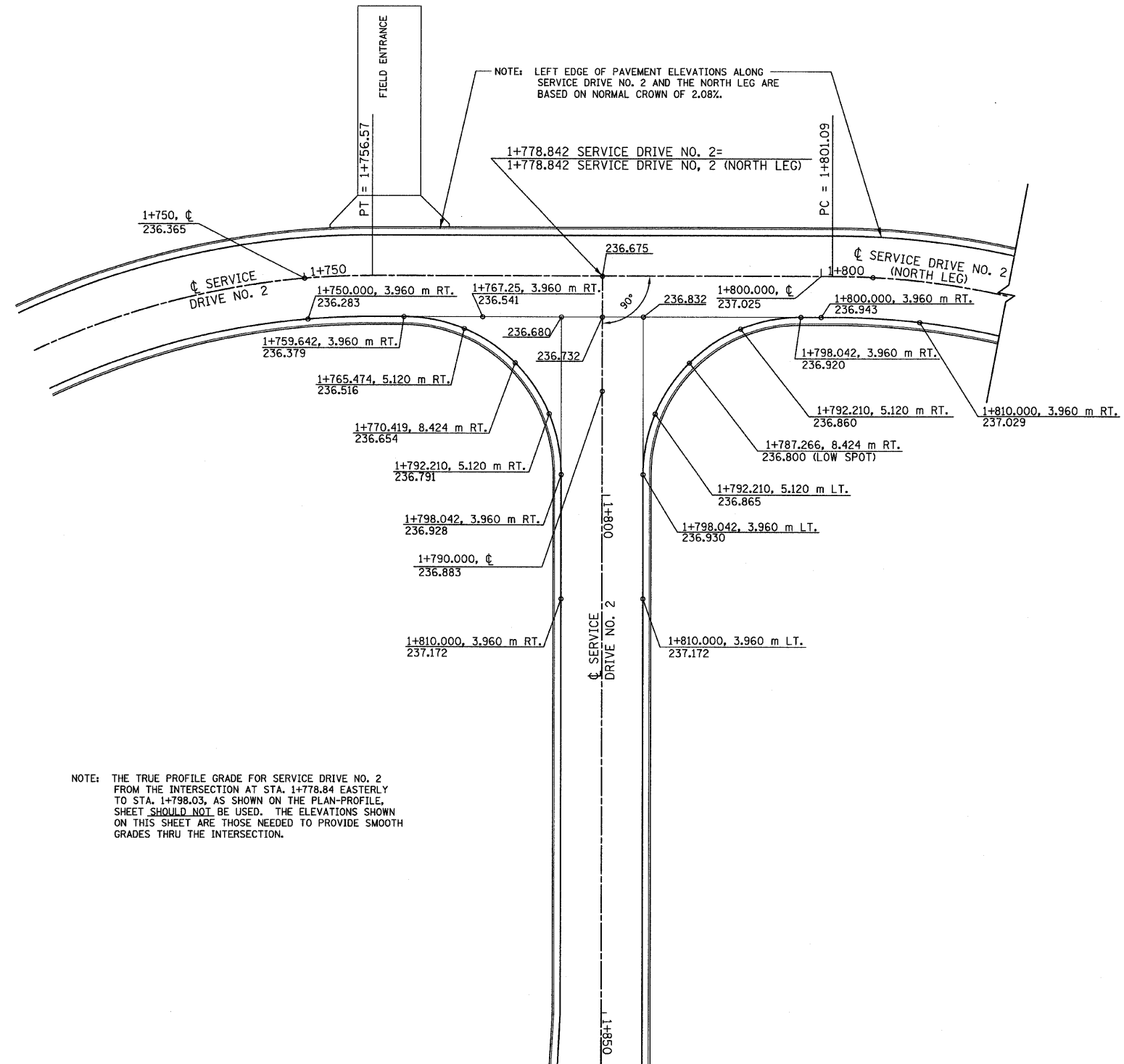
SEC.20, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125 W-1, RS-2	PEORIA	256	120



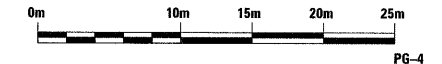
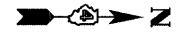
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT GRADES
 INTERSECT. OF: IL RTE 40 & SERVICE DR. NO. 2 SOUTH LEG
 WOODSIDE DR/SERVICE DR. NO. 2 NORTH LEG
 WOODSIDE DRIVE & FRONTAGE RD NO. 3/
 BRENTFIELD DRIVE
 SCALE: 1:250
 DATE: 03/30/09
 DRAWN BY: NDP, KJS, LTW, JRC
 CHECKED BY: ECM



NOTE: TO PROVIDE SURFACE DRAINAGE, WARP THE EDGE OF PAVEMENT FROM RT. STA. 1+900 AROUND THE CUL-DE-SAC TO LT. STA. 1+910

NOTE: THE TRUE PROFILE GRADE FOR SERVICE DRIVE NO. 2 FROM THE INTERSECTION AT STA. 1+778.84 EASTERLY TO STA. 1+798.03, AS SHOWN ON THE PLAN-PROFILE, SHEET SHOULD NOT BE USED. THE ELEVATIONS SHOWN ON THIS SHEET ARE THOSE NEEDED TO PROVIDE SMOOTH GRADES THRU THE INTERSECTION.

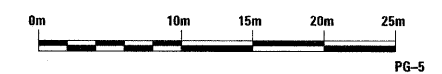
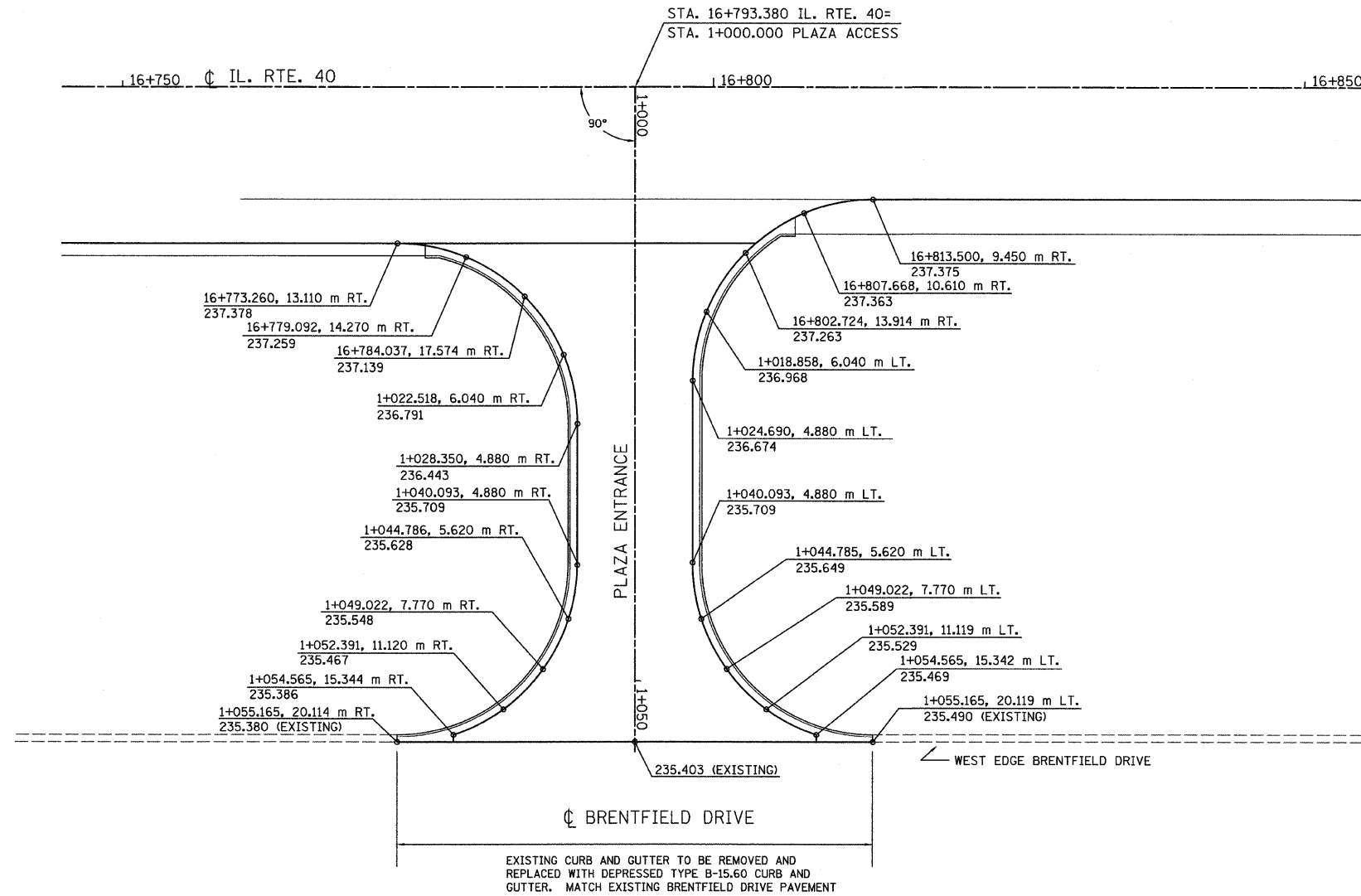


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT GRADES
 INTERSECTION OF SERVICE DRIVE NO. 2
 & SERVICE DRIVE NO. 2 (NORTH LEG)
 CUL-DE-SAC AT END OF SERVICE DR. NO. 2
 (NORTH LEG)

SCALE: 1:250
 DATE: 03/13/09

DRAWN BY: JRC, JDU
 CHECKED BY: ECM



REVISIONS	
NAME	DATE

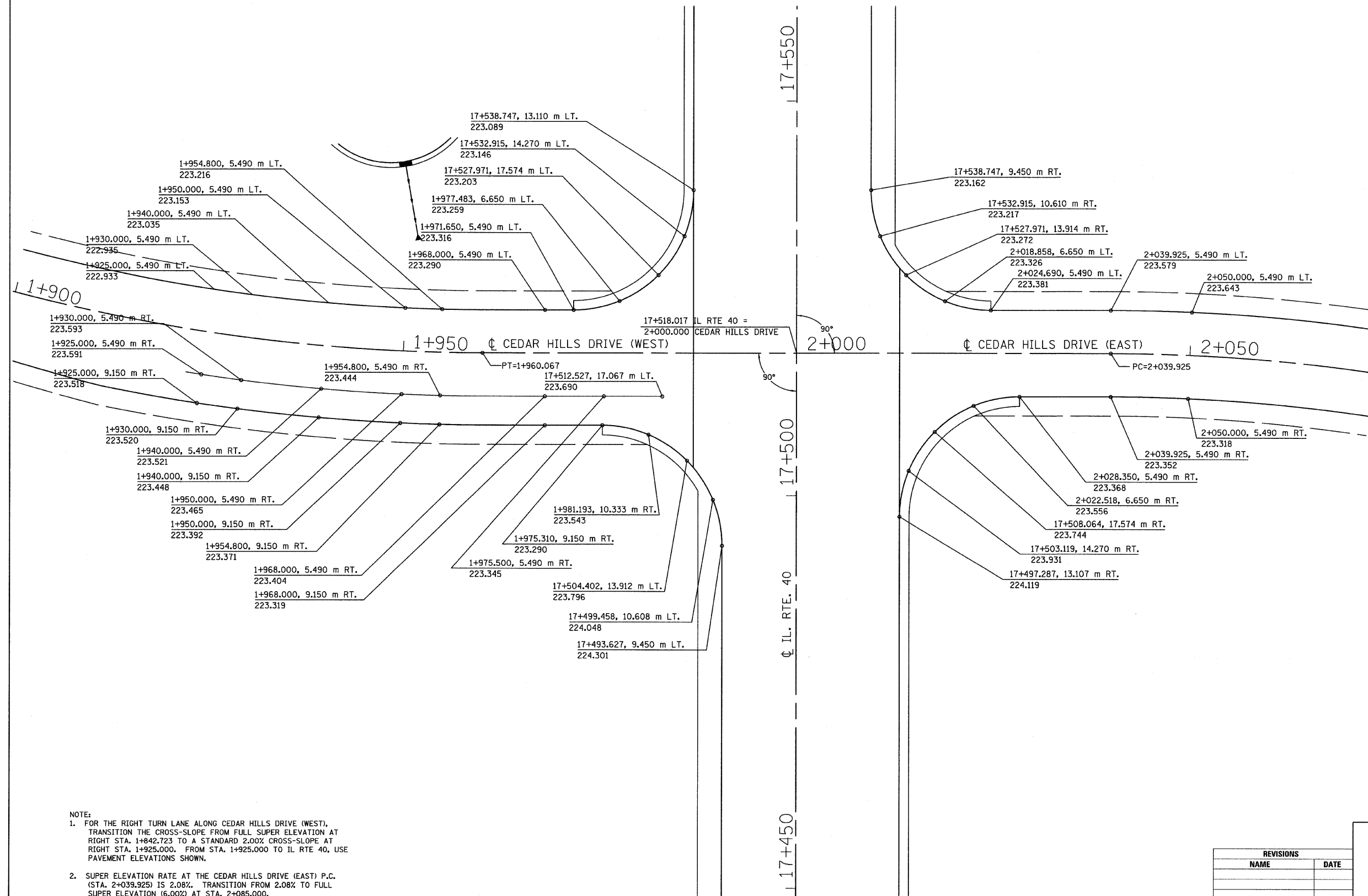
ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT GRADES

INTERSECTION OF IL RTE 40
& PLAZA ENTRANCE

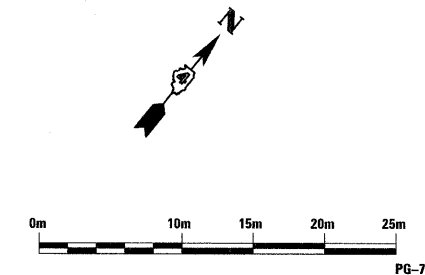
SCALE: 1:250
DATE: 03/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM



NOTE:

- FOR THE RIGHT TURN LANE ALONG CEDAR HILLS DRIVE (WEST), TRANSITION THE CROSS-SLOPE FROM FULL SUPER ELEVATION AT RIGHT STA. 1+842.723 TO A STANDARD 2.00% CROSS-SLOPE AT RIGHT STA. 1+925.000. FROM STA. 1+925.000 TO IL RTE 40, USE PAVEMENT ELEVATIONS SHOWN.
- SUPER ELEVATION RATE AT THE CEDAR HILLS DRIVE (EAST) P.C. (STA. 2+039.925) IS 2.08%. TRANSITION FROM 2.08% TO FULL SUPER ELEVATION (6.00%) AT STA. 2+085.000.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT GRADES

INTERSECTION OF IL RTE 40
& CEDAR HILLS DRIVE

SCALE: 1:250
DATE: 03/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

SEC. 20 & 29 T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	125
STATION 15+400 TO STATION 15+850				

IL ROUTE 40

D3-1
①

HICKORY GROVE ROAD

D3-1
⑥

SPEED LIMIT 45
R2-1
24" x 30"
+664

M3-3
24" x 12"
SOUTH
ILLINOIS
40
M1-5
24" x 24"
+717

LEFT TURN
YIELD
ON GREEN
○

R10-12
24" X 30"

⑦

MAST ARM SIGNING
SEE STD. 720016

SIGN PANEL ERECTION DETAILS
REFER TO STANDARD 720006, MULTILANE
HIGHWAYS, NONFREEWAYS.

Match Line 15+650 - See Below

Match Line 0+950 - See Sheet PM-9

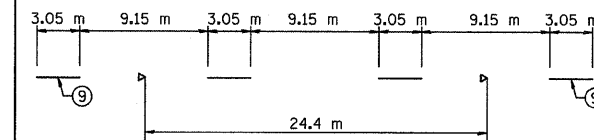
Match Line 15+850 - See Sheet PM-2

Match Line 1+050 - See Sheet PM-9

RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)

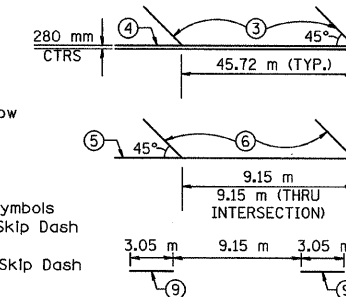
- ① ONE-WAY RRPM CRYSTAL MARKER AT 24.4 m CENTERS
- ② ONE-WAY RRPM CRYSTAL MARKER AT 12.2 m CENTERS
- ③ TWO-WAY RRPM AMBER MARKER AT 12.2 m
- ④ ONE-WAY RRPM AMBER MARKER AT 12.2 m

IL RTE 40 CENTERLINE SPACING



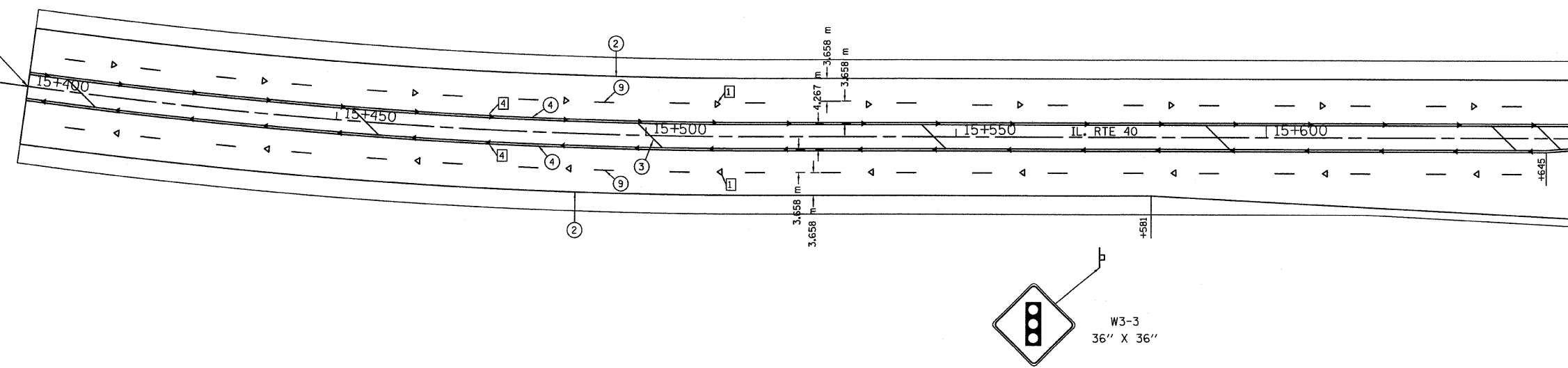
PAVEMENT MARKING LEGEND

- ① 100 mm Yellow
- ② 100 mm White
- ③ 300 mm Yellow
- ④ (2) 100 mm Yellow
- ⑤ 200 mm White
- ⑥ 300 mm White
- ⑦ 600 mm White
- ⑧ Letters and Symbols
- ⑨ 150 mm White Skip Dash
- ⑩ 150 mm Yellow
- ⑪ 100 mm Yellow Skip Dash



SEC. 29 T.10N., R.8E., 4th P.M.

BEGIN IMPROVEMENTS IL.
RTE. 40 STA. 15+400.000



Match Line 15+650 - See Above

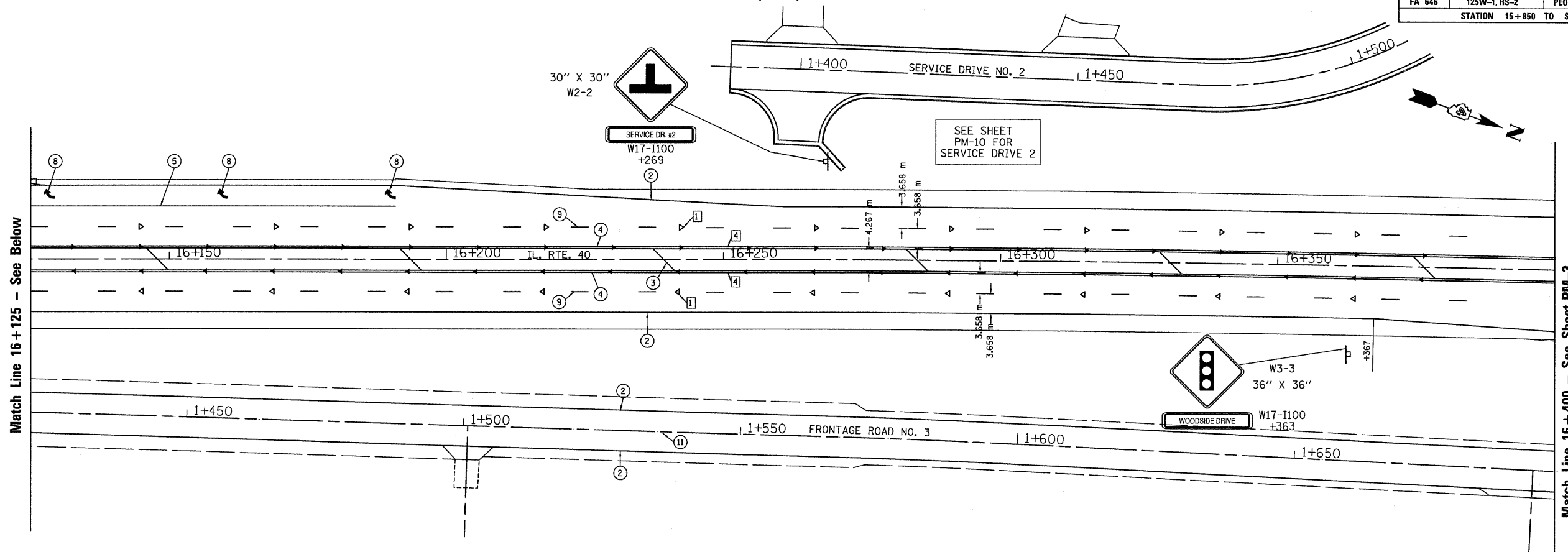
W3-3
36" X 36"
HICKORY GROVE RD.
W17-I100
+573

REVISIONS	
NAME	DATE

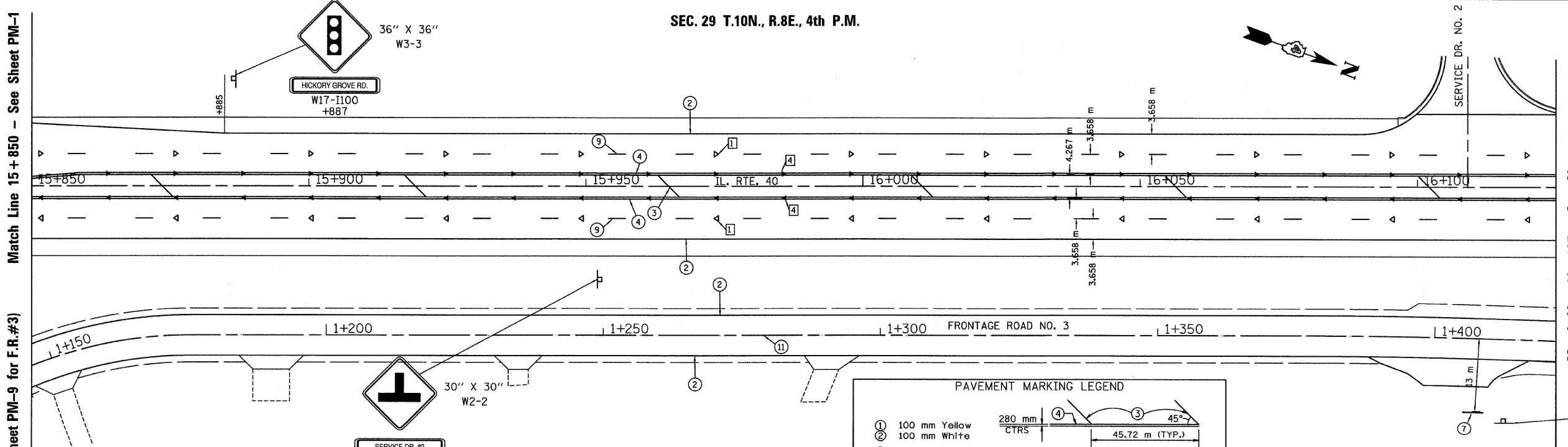
ILLINOIS DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
AND SIGNING PLAN
ILLINOIS ROUTE 40**
SCALE: 1:400
DATE: 03/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM

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

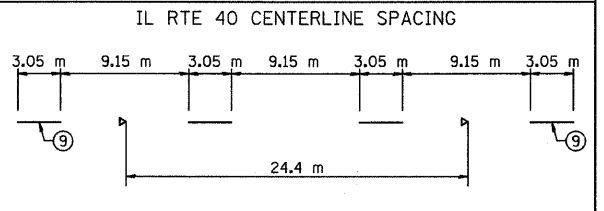
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	126
STATION 15+850 TO STATION 16+400				



SEC. 29 T.10N., R.8E., 4th P.M.



- RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)**
- ① ONE-WAY RRPM CRYSTAL MARKER AT 24.4 m CENTERS
 - ② ONE-WAY RRPM CRYSTAL MARKER AT 12.2 m CENTERS
 - ③ TWO-WAY RRPM AMBER MARKER AT 12.2 m
 - ④ ONE-WAY RRPM AMBER MARKER AT 12.2 m



PAVEMENT MARKING LEGEND

- ① 100 mm Yellow
- ② 100 mm White
- ③ 300 mm Yellow
- ④ (2) 100 mm Yellow
- ⑤ 200 mm White
- ⑥ 300 mm White
- ⑦ 600 mm White
- ⑧ Letters and Symbols
- ⑨ 150 mm White Skip Dash
- ⑩ 150 mm Yellow
- ⑪ 100 mm Yellow Skip Dash

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS AND SIGNING PLAN

ILLINOIS ROUTE 40

SCALE: 1:400
DATE: 03/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	127
STATION 16+400 TO STATION 16+600				

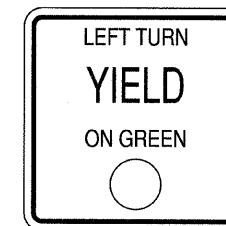
IL ROUTE 40
D3-1
①

← WOODSIDE DR.
SERVICE DR. #2 →

D3-1
③

WOODSIDE DR. →
← SERVICE DR. #2

D3-1
⑨

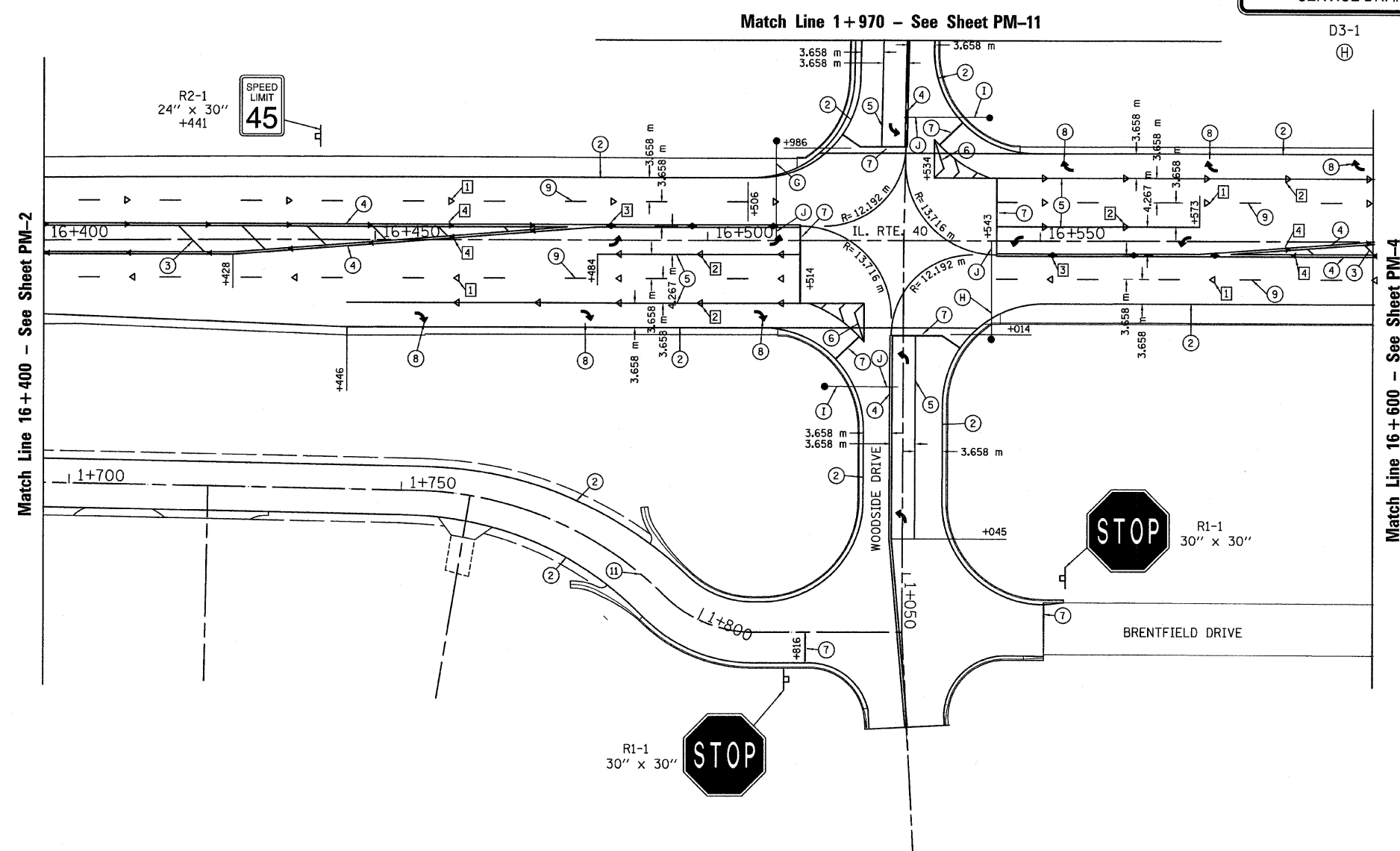


R10-12
24" X 30"

①

MAST ARM SIGNING
SEE STD. 720016

SIGN PANEL ERECTION DETAILS
REFER TO STANDARD 720006, MULTILANE
HIGHWAYS, NONFREEWAYS.



RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)

- ① ONE-WAY RRPM CRYSTAL MARKER AT 24.4 m CENTERS
- ② ONE-WAY RRPM CRYSTAL MARKER AT 12.2 m CENTERS
- ③ TWO-WAY RRPM AMBER MARKER AT 12.2 m
- ④ ONE-WAY RRPM AMBER MARKER AT 12.2 m

IL RTE 40 CENTERLINE SPACING

3.05 m 9.15 m 3.05 m 9.15 m 3.05 m 9.15 m 3.05 m

24.4 m

PAVEMENT MARKING LEGEND

- ① 100 mm Yellow
- ② 100 mm White
- ③ 300 mm Yellow
- ④ (2) 100 mm Yellow
- ⑤ 200 mm White
- ⑥ 300 mm White
- ⑦ 600 mm White
- ⑧ Letters and Symbols
- ⑨ 150 mm White Skip Dash
- ⑩ 150 mm Yellow
- ⑪ 100 mm Yellow Skip Dash

280 mm CTRS

45.72 m (TYP.)

9.15 m

9.15 m (THRU INTERSECTION)

3.05 m 9.15 m 3.05 m

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PAVEMENT MARKINGS
AND SIGNING PLAN**

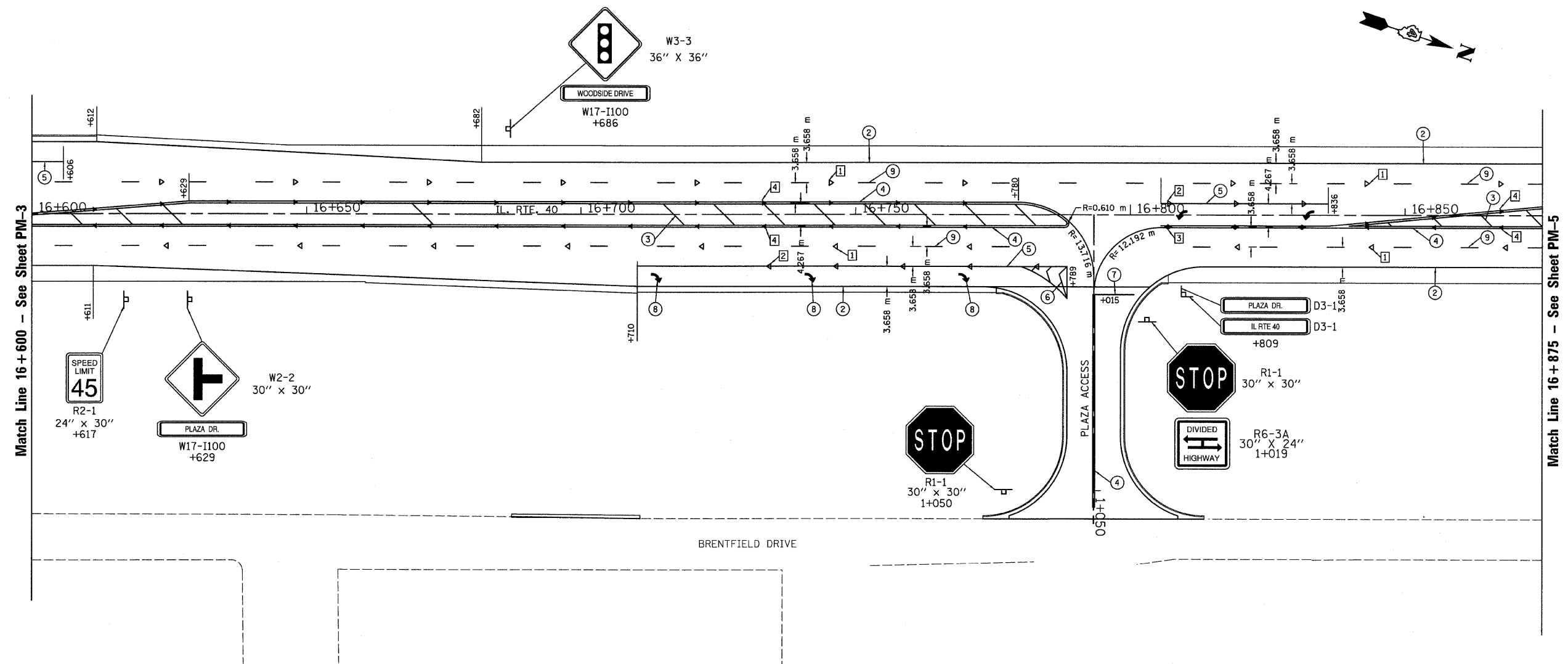
ILLINOIS ROUTE 40

SCALE: 1:400
DATE: 03/13/09

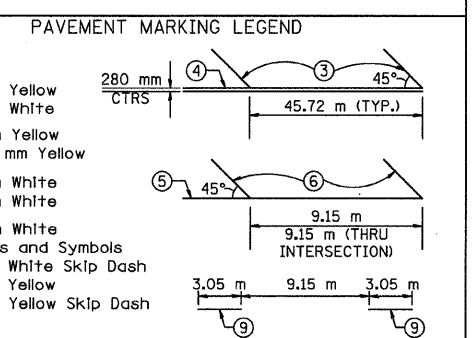
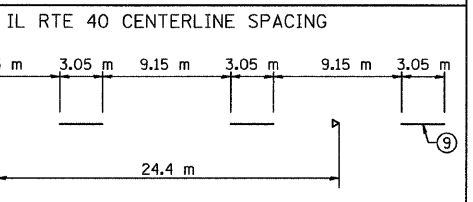
DRAWN BY: JRC, JDU
CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	128
STATION 16+600 TO STATION 16+875				



- RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)**
- 1 ◀ ONE-WAY RRPM CRYSTAL MARKER AT 24.4 m CENTERS
 - 2 ◀ ONE-WAY RRPM CRYSTAL MARKER AT 12.2 m CENTERS
 - 3 ▶ TWO-WAY RRPM AMBER MARKER AT 12.2 m
 - 4 ◀ ONE-WAY RRPM AMBER MARKER AT 12.2 m



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

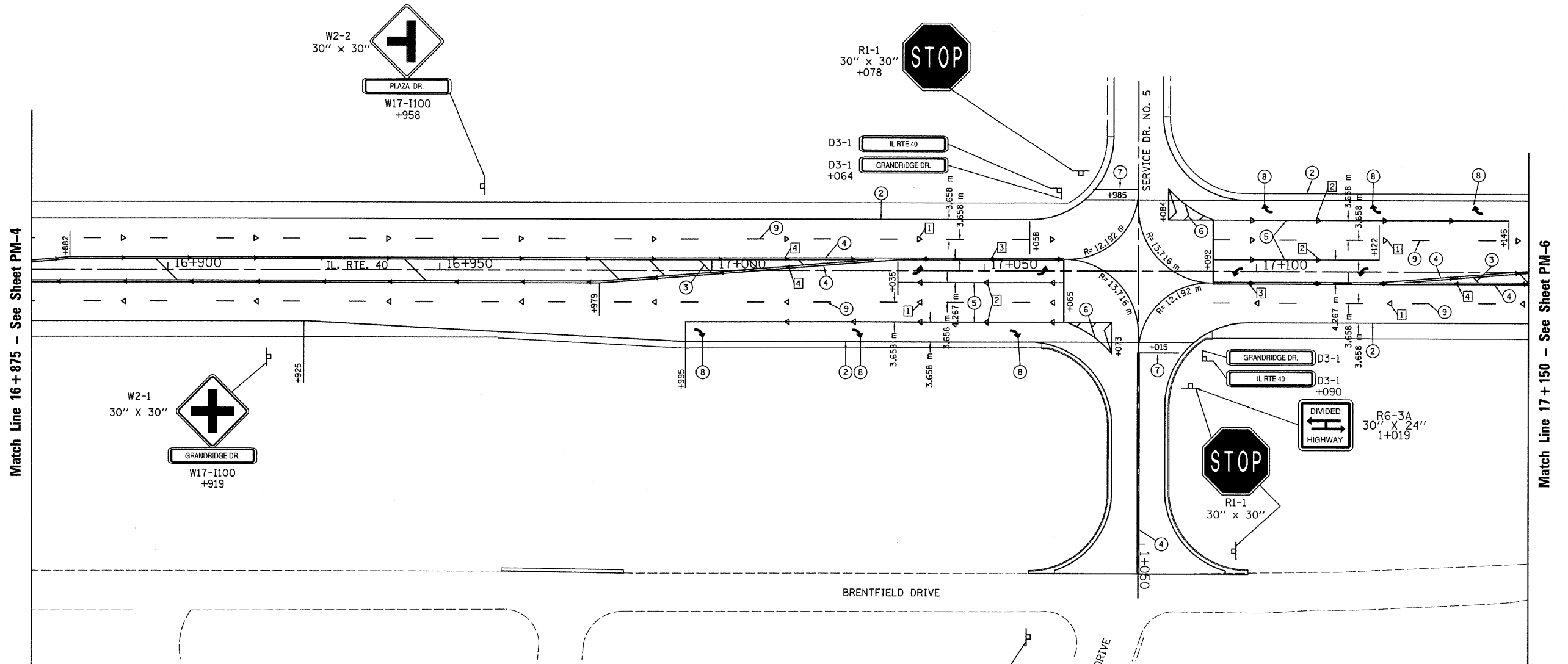
ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS AND SIGNING PLAN
ILLINOIS ROUTE 40

SCALE: 1:400
 DATE: 03/13/09

DRAWN BY: JRC, JDU
 CHECKED BY: ECM

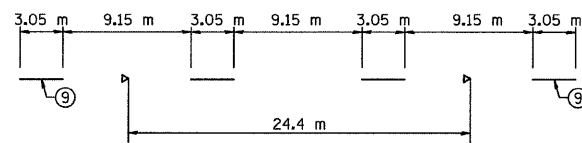
SEC. 20 T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	12SW-1, RS-2	PEORIA	256	129
STATION 16+875 TO STATION 17+150				



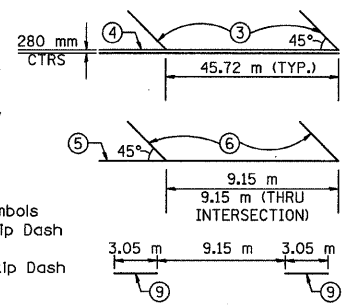
- 1 ◀ ONE-WAY RRPM CRYSTAL MARKER AT 24.4 m CENTERS
- 2 ◀ ONE-WAY RRPM CRYSTAL MARKER AT 12.2 m CENTERS
- 3 ▶ TWO-WAY RRPM AMBER MARKER AT 12.2 m
- 4 ◀ ONE-WAY RRPM AMBER MARKER AT 12.2 m

IL RTE 40 CENTERLINE SPACING



PAVEMENT MARKING LEGEND

- 1 100 mm Yellow
- 2 100 mm White
- 3 300 mm Yellow
- 4 (2) 100 mm Yellow
- 5 200 mm White
- 6 300 mm White
- 7 600 mm White
- 8 Letters and Symbols
- 9 150 mm White Skip Dash
- 10 150 mm Yellow
- 11 100 mm Yellow Skip Dash



REVISIONS	
NAME	DATE

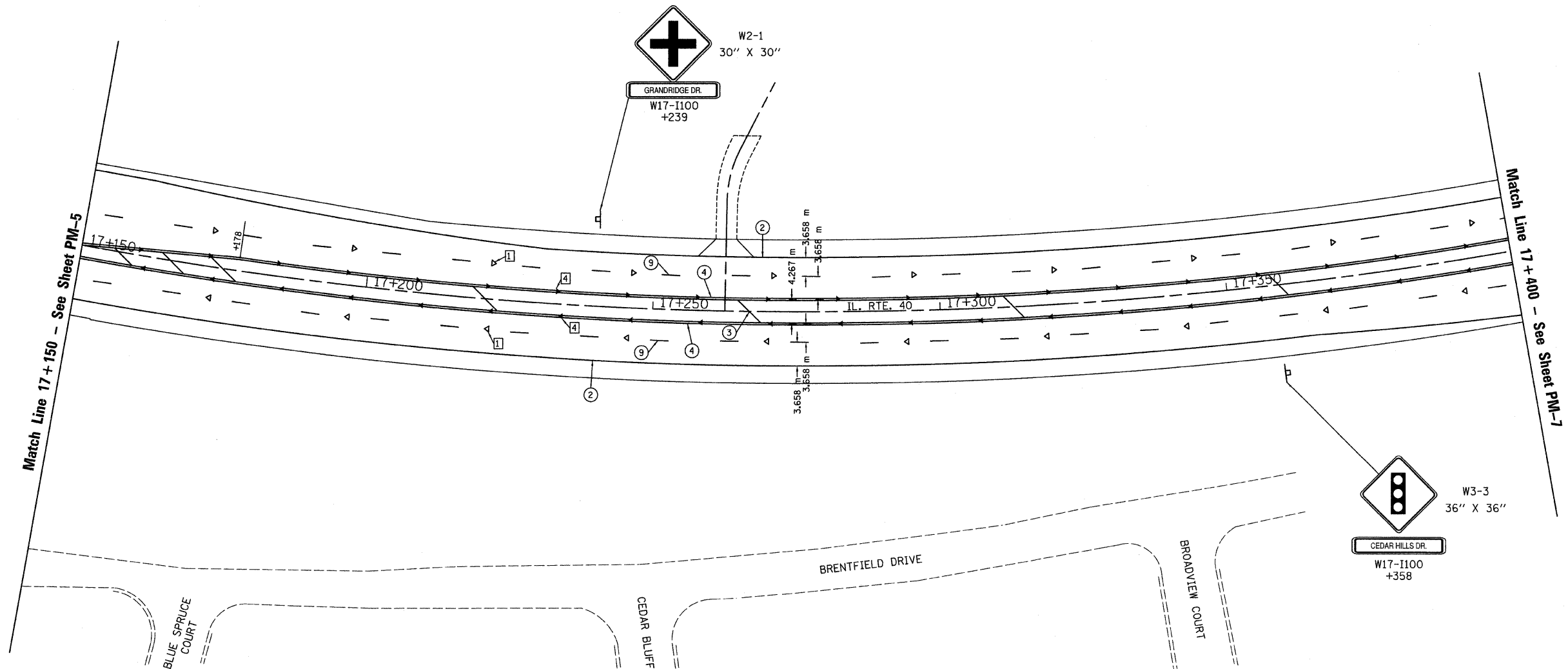
ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS AND SIGNING PLAN
ILLINOIS ROUTE 40

SCALE: 1:400
 DATE: 03/13/09

DRAWN BY: JRC, JDU
 CHECKED BY: ECM

SEC. 19 & 20 T.10N., R.8E., 4th P.M.

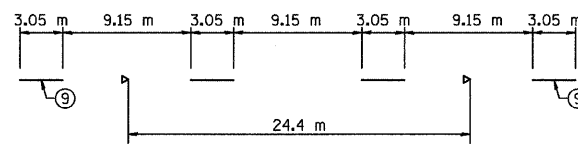
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	130
STATION 17+150 TO STATION 17+400				



RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)

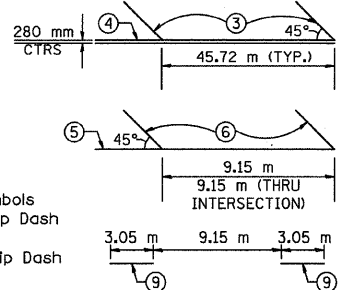
- ① ONE-WAY RRPM CRYSTAL MARKER AT 24.4 m CENTERS
- ② ONE-WAY RRPM CRYSTAL MARKER AT 12.2 m CENTERS
- ③ TWO-WAY RRPM AMBER MARKER AT 12.2 m
- ④ ONE-WAY RRPM AMBER MARKER AT 12.2 m

IL RTE 40 CENTERLINE SPACING



PAVEMENT MARKING LEGEND

- ① 100 mm Yellow
- ② 100 mm White
- ③ 300 mm Yellow
- ④ (2) 100 mm Yellow
- ⑤ 200 mm White
- ⑥ 300 mm White
- ⑦ 600 mm White
- ⑧ Letters and Symbols
- ⑨ 150 mm White Skip Dash
- ⑩ 150 mm Yellow
- ⑪ 100 mm Yellow Skip Dash



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS AND SIGNING PLAN
ILLINOIS ROUTE 40

SCALE: 1:400
 DATE: 03/13/09

DRAWN BY: JRC, JDU
 CHECKED BY: ECM

SEC. 18 & 19 T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	12SW-1, RS-2	PEORIA	256	131
STATION 17+400 TO STATION 17+600				

IL ROUTE 40

D3-1
①

CEDAR HILLS DR.

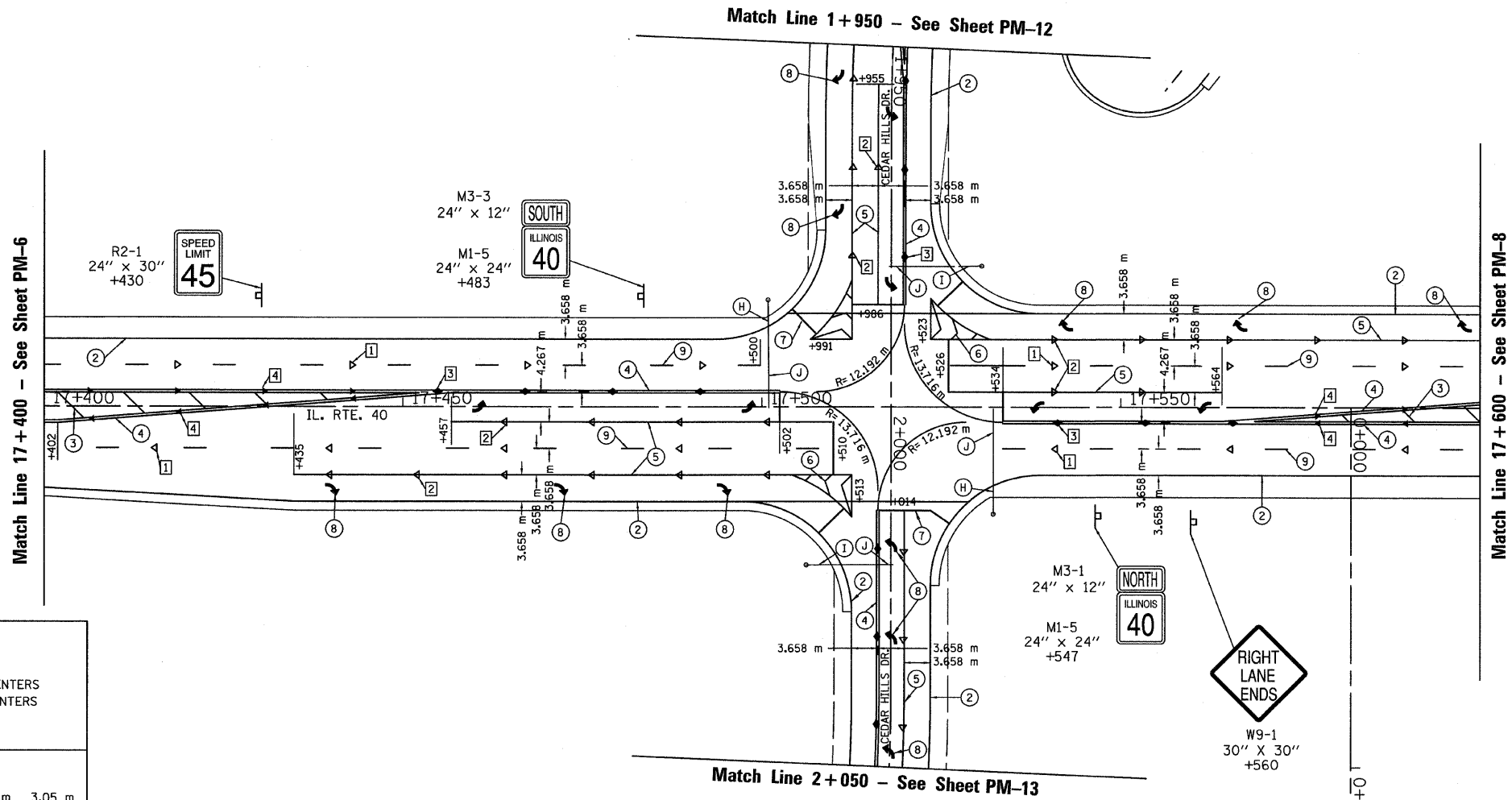
D3-1
②

LEFT TURN
YIELD
ON GREEN

R10-12
24" X 30"
③

MAST ARM SIGNING
SEE STD. 720016

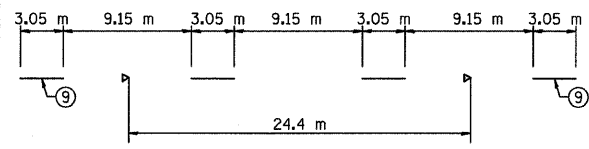
SIGN PANEL ERECTION DETAILS
REFER TO STANDARD 720006, MULTILANE
HIGHWAYS, NONFREEWAYS.



RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)

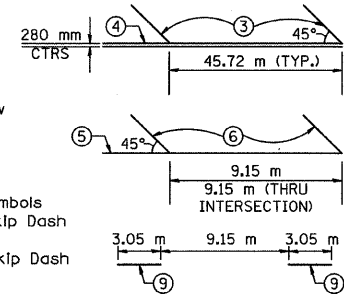
- ① ONE-WAY RRPM CRYSTAL MARKER AT 24.4 m CENTERS
- ② ONE-WAY RRPM CRYSTAL MARKER AT 12.2 m CENTERS
- ③ TWO-WAY RRPM AMBER MARKER AT 12.2 m
- ④ ONE-WAY RRPM AMBER MARKER AT 12.2 m

IL RTE 40 CENTERLINE SPACING



PAVEMENT MARKING LEGEND

- ① 100 mm Yellow
- ② 100 mm White
- ③ 300 mm Yellow
- ④ (2) 100 mm Yellow
- ⑤ 200 mm White
- ⑥ 300 mm White
- ⑦ 600 mm White
- ⑧ Letters and Symbols
- ⑨ 150 mm White Skip Dash
- ⑩ 150 mm Yellow
- ⑪ 100 mm Yellow Skip Dash



REVISIONS	
NAME	DATE

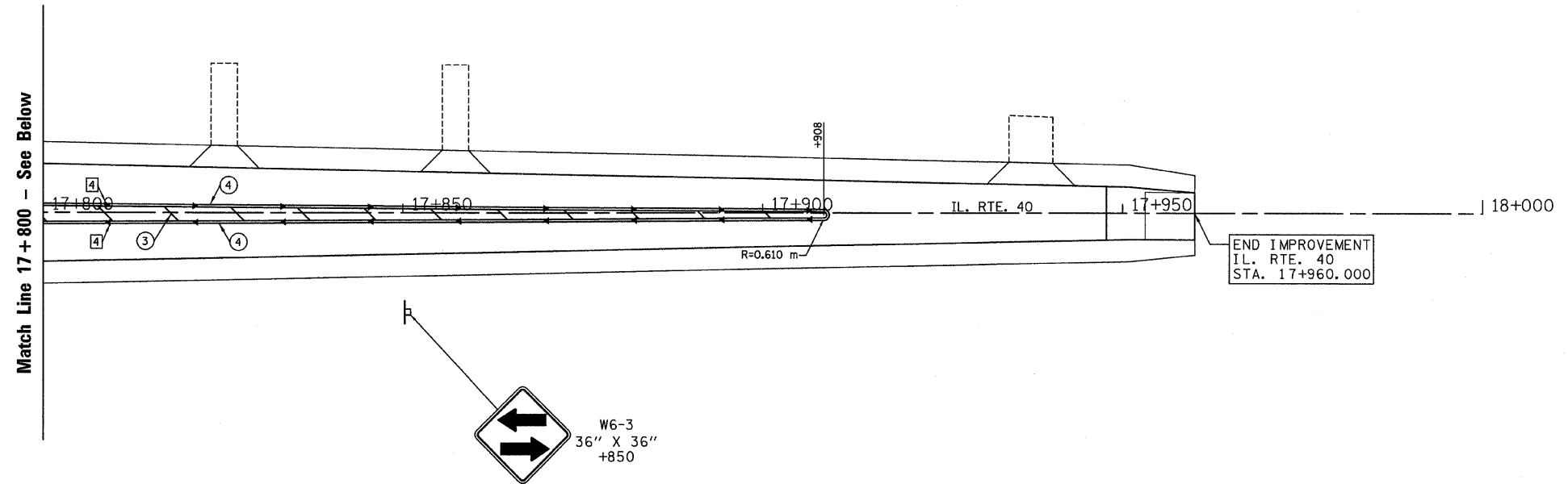
ILLINOIS DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
AND SIGNING PLAN
ILLINOIS ROUTE 40**

SCALE: 1:400
DATE: 03/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

SEC. 18 T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	132
STATION 17+600 TO STATION 17+960				



SEC. 18 T.10N., R.8E., 4th P.M.

RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)

- ① ONE-WAY RRPM CRYSTAL MARKER AT 24.4 m CENTERS
- ② ONE-WAY RRPM CRYSTAL MARKER AT 12.2 m CENTERS
- ③ TWO-WAY RRPM AMBER MARKER AT 12.2 m
- ④ ONE-WAY RRPM AMBER MARKER AT 12.2 m

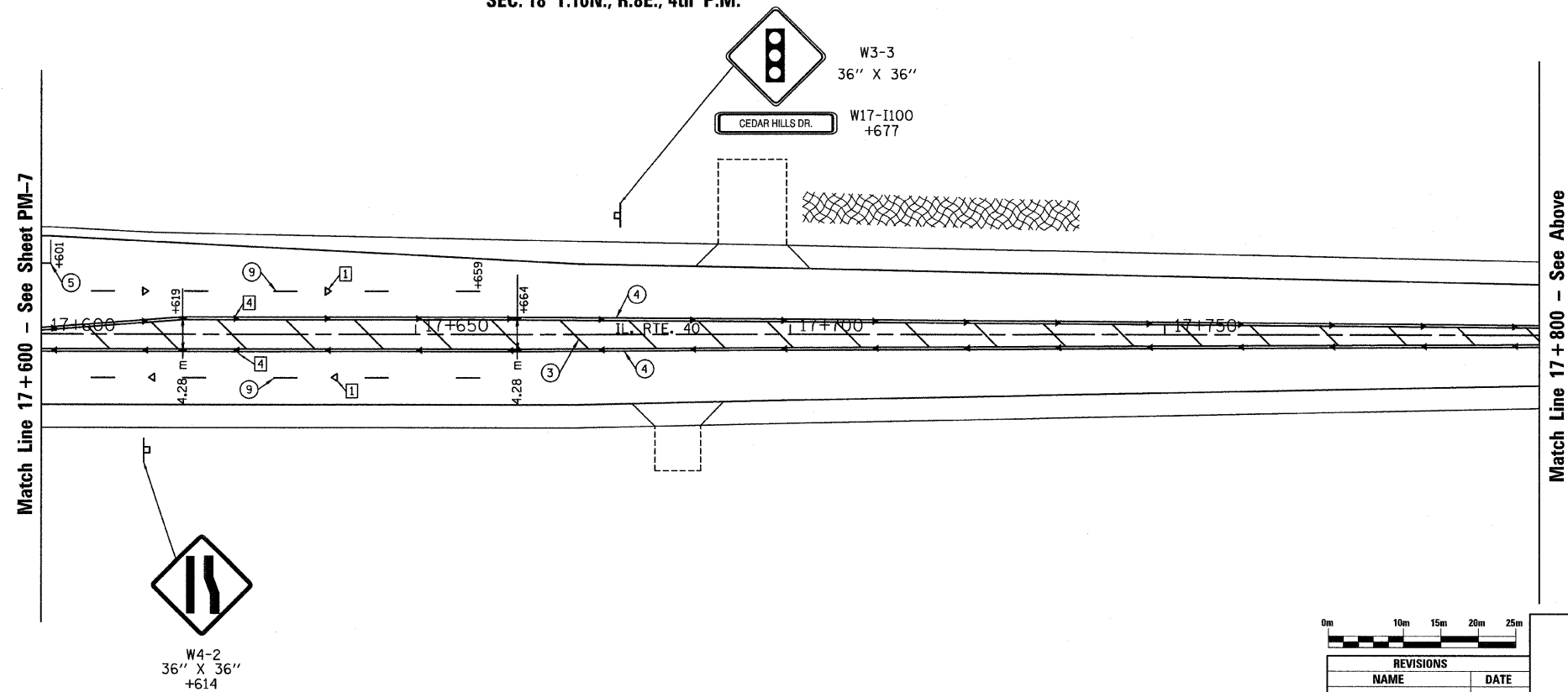
IL RTE 40 CENTERLINE SPACING

3.05 m 9.15 m 3.05 m 9.15 m 3.05 m 9.15 m 3.05 m

24.4 m

PAVEMENT MARKING LEGEND

- ① 100 mm Yellow
- ② 100 mm White
- ③ 300 mm Yellow
- ④ (2) 100 mm Yellow
- ⑤ 200 mm White
- ⑥ 300 mm White
- ⑦ 600 mm White
- ⑧ Letters and Symbols
- ⑨ 150 mm White Skip Dash
- ⑩ 150 mm Yellow
- ⑪ 100 mm Yellow Skip Dash



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

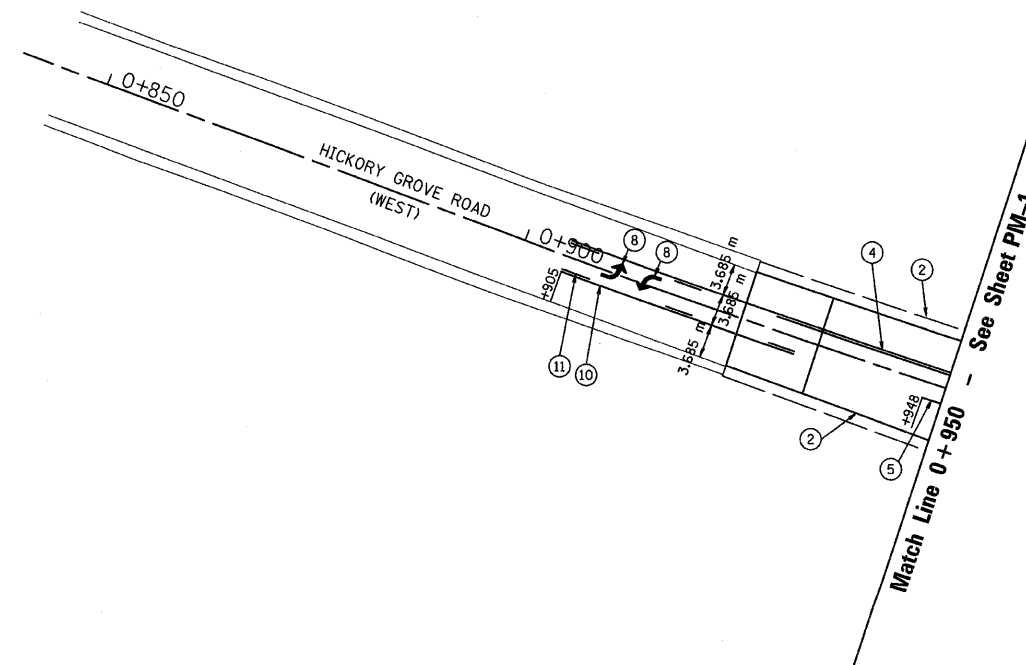
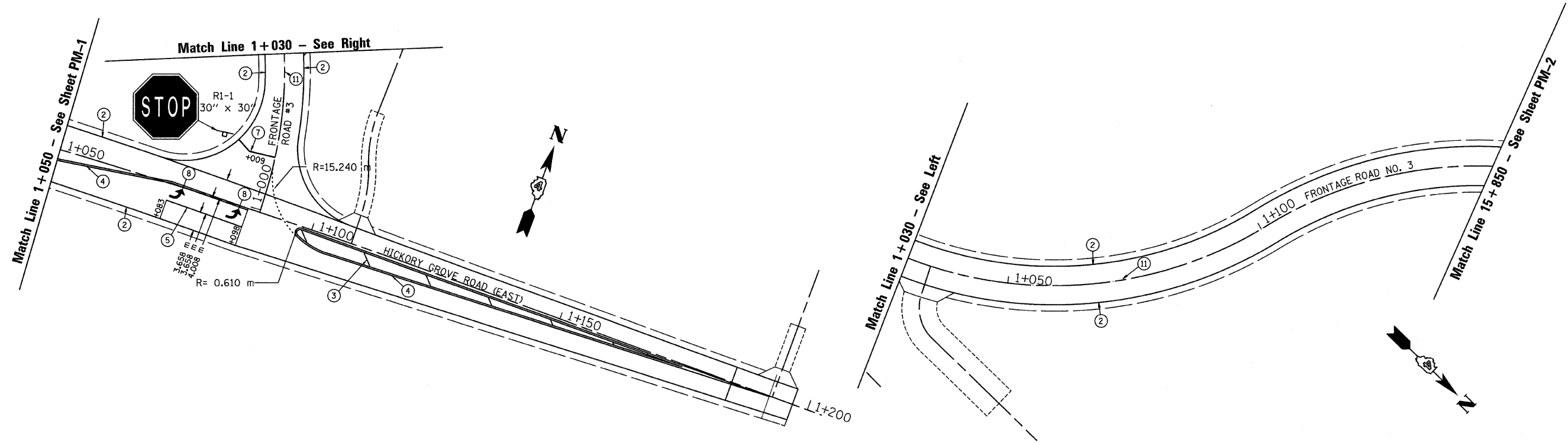
PAVEMENT MARKINGS AND SIGNING PLAN

ILLINOIS ROUTE 40

SCALE: 1:400
DATE: 03/13/09

DRAWN BY: JRC, JDJ
CHECKED BY: ECM

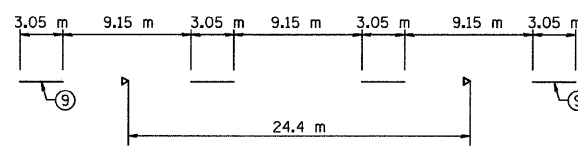
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	133
STATION 0+828 TO STATION 1+132				



RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)

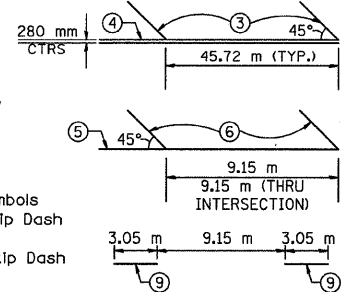
- ① ◀ ONE-WAY RRPM CRYSTAL MARKER AT 24.4 m CENTERS
- ② ◀ ONE-WAY RRPM CRYSTAL MARKER AT 12.2 m CENTERS
- ③ ▶ TWO-WAY RRPM AMBER MARKER AT 12.2 m
- ④ ◀ ONE-WAY RRPM AMBER MARKER AT 12.2 m

IL RTE 40 CENTERLINE SPACING



PAVEMENT MARKING LEGEND

- ① 100 mm Yellow
- ② 100 mm White
- ③ 300 mm Yellow
- ④ (2) 100 mm Yellow
- ⑤ 200 mm White
- ⑥ 300 mm White
- ⑦ 600 mm White
- ⑧ Letters and Symbols
- ⑨ 150 mm White Skip Dash
- ⑩ 150 mm Yellow
- ⑪ 100 mm Yellow Skip Dash



0m 10m 15m 20m 25m	
REVISIONS	
NAME	DATE

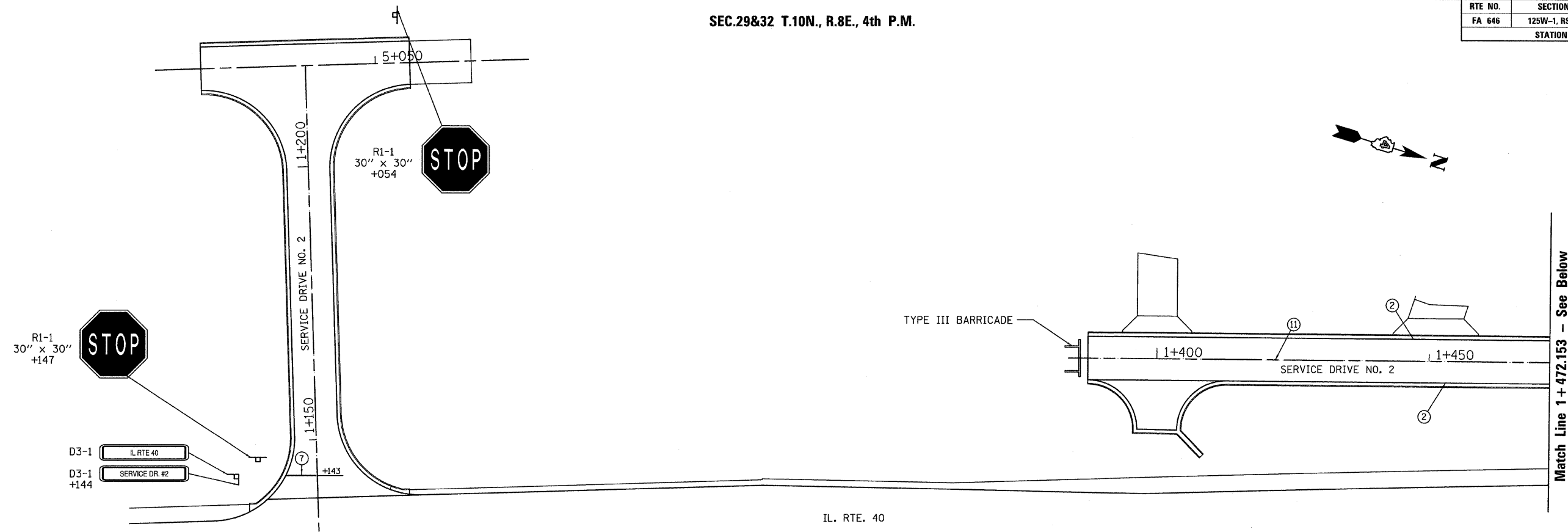
ILLINOIS DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
 AND SIGNING PLAN
 ILLINOIS ROUTE 40**

SCALE: 1:400
 DATE: 03/13/09

PM-9
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

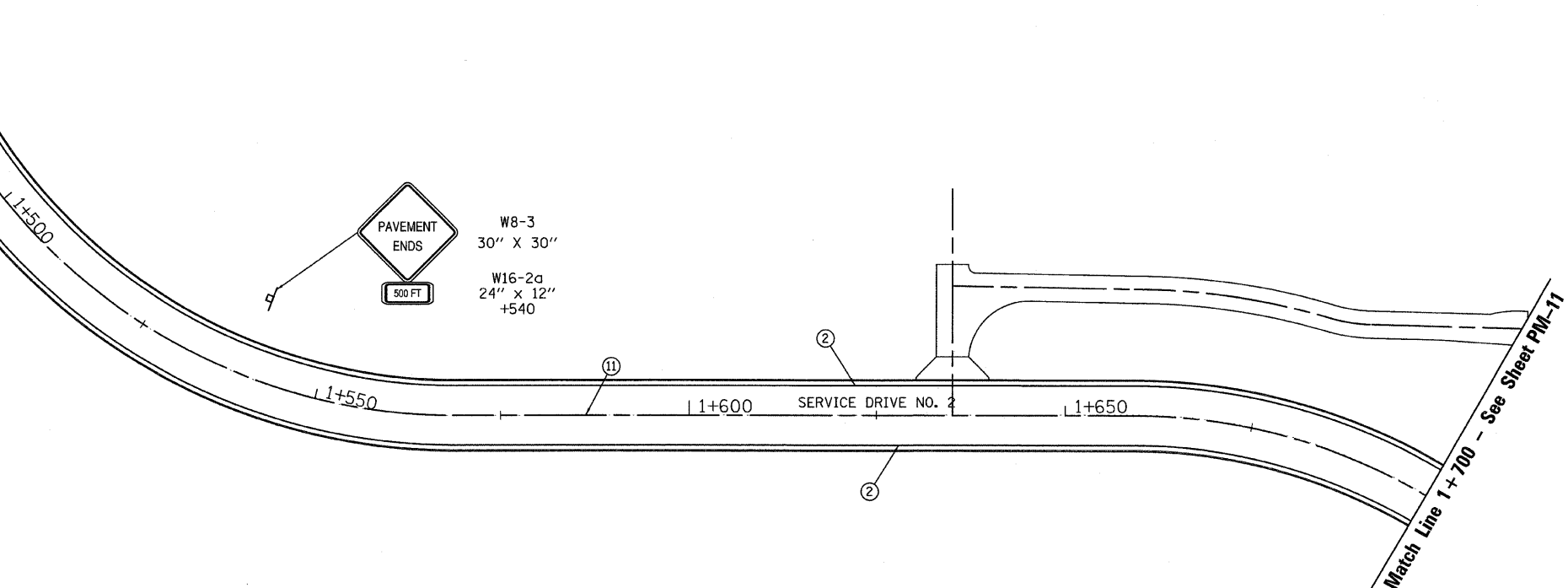
SEC.29&32 T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	134
STATION 1+150 TO STATION 1+700				



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

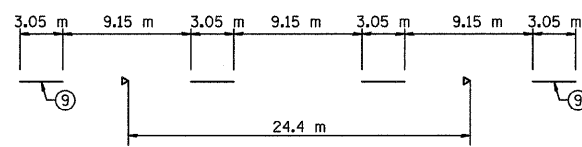
Match Line 1+472.153 See Above



RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)

- ① ONE-WAY RRPM CRYSTAL MARKER AT 24.4 m CENTERS
- ② ONE-WAY RRPM CRYSTAL MARKER AT 12.2 m CENTERS
- ③ TWO-WAY RRPM AMBER MARKER AT 12.2 m
- ④ ONE-WAY RRPM AMBER MARKER AT 12.2 m

IL RTE 40 CENTERLINE SPACING



PAVEMENT MARKING LEGEND

- ① 100 mm Yellow
 - ② 100 mm White
 - ③ 300 mm Yellow
 - ④ (2) 100 mm Yellow
 - ⑤ 200 mm White
 - ⑥ 300 mm White
 - ⑦ 600 mm White
 - ⑧ Letters and Symbols
 - ⑨ 150 mm White Skip Dash
 - ⑩ 150 mm Yellow
 - ⑪ 100 mm Yellow Skip Dash
-

REVISIONS	
NAME	DATE

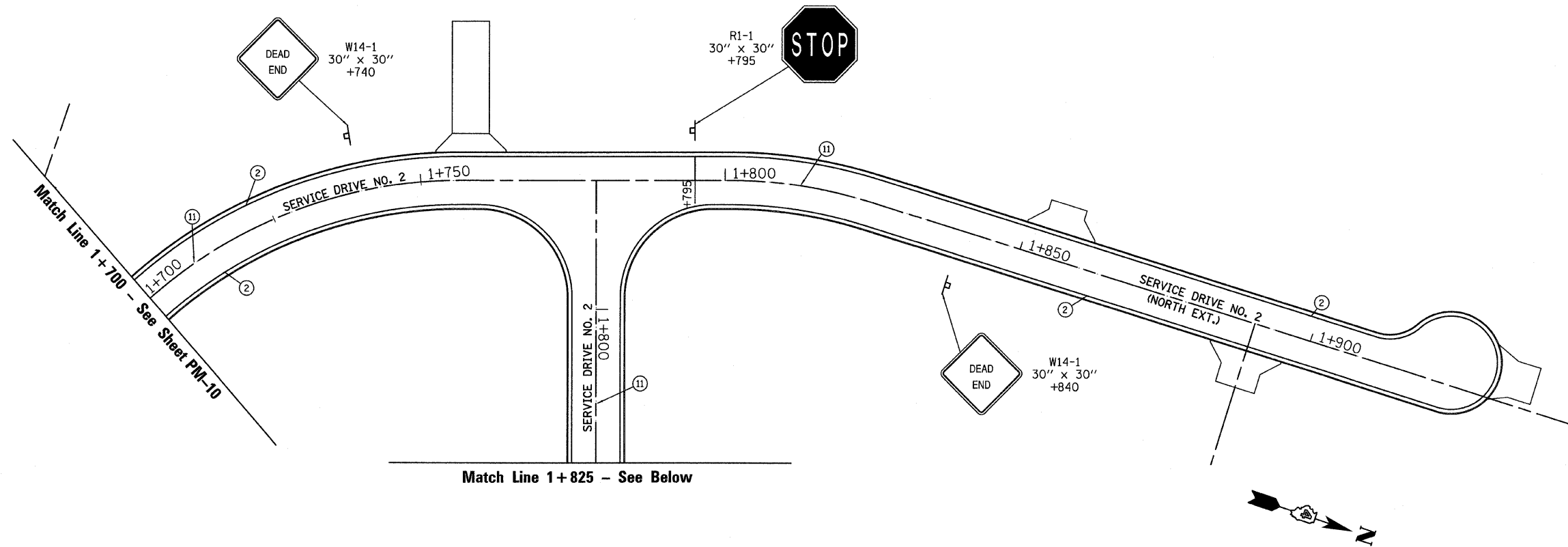
ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS AND SIGNING PLAN
ILLINOIS ROUTE 40

SCALE: 1:400
 DATE: 03/13/09

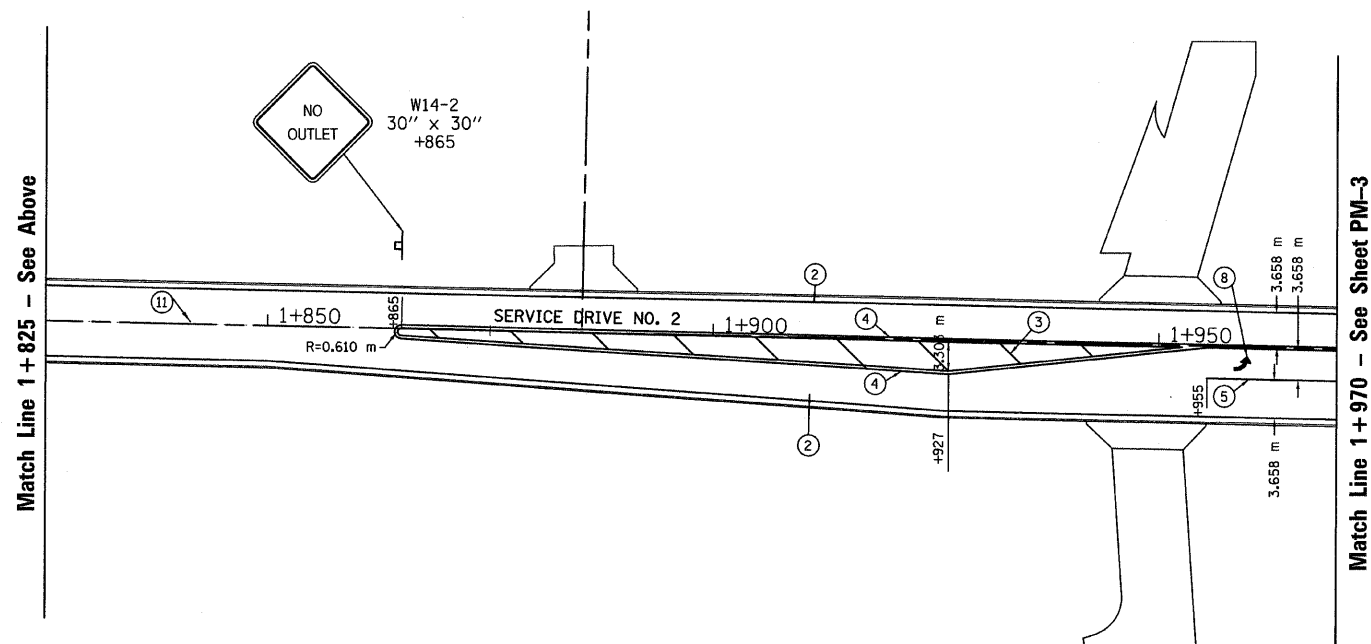
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SEC.29&32 T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
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STATION 1+700 TO		STATION 1+970		



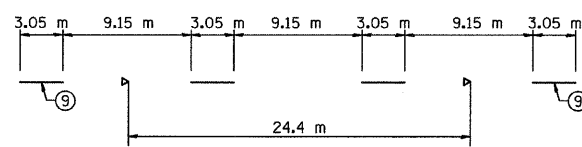
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RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)

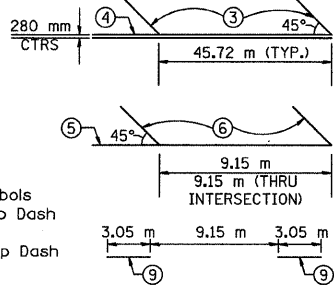
- ① ONE-WAY RRPM CRYSTAL MARKER AT 24.4 m CENTERS
- ② ONE-WAY RRPM CRYSTAL MARKER AT 12.2 m CENTERS
- ③ TWO-WAY RRPM AMBER MARKER AT 12.2 m
- ④ ONE-WAY RRPM AMBER MARKER AT 12.2 m

IL RTE 40 CENTERLINE SPACING



PAVEMENT MARKING LEGEND

- ① 100 mm Yellow
- ② 100 mm White
- ③ 300 mm Yellow
- ④ (2) 100 mm Yellow
- ⑤ 200 mm White
- ⑥ 300 mm White
- ⑦ 600 mm White
- ⑧ Letters and Symbols
- ⑨ 150 mm White Skip Dash
- ⑩ 150 mm Yellow
- ⑪ 100 mm Yellow Skip Dash



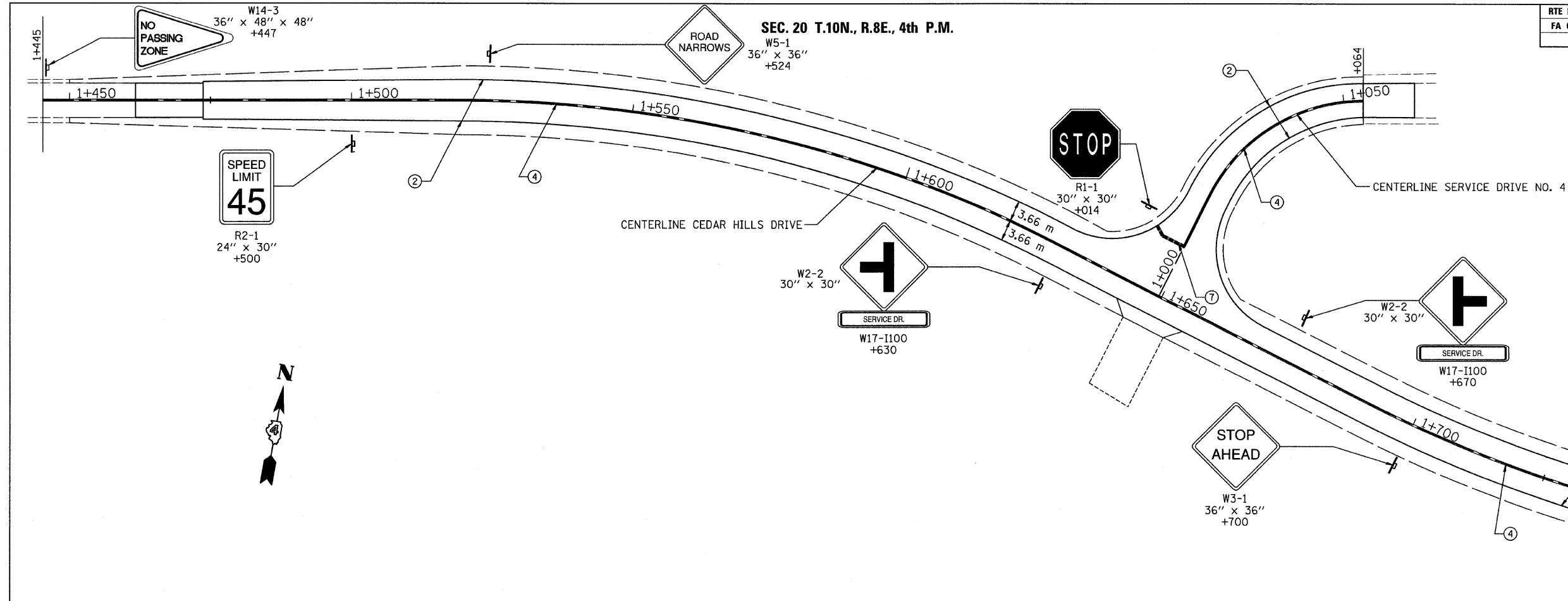
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS AND SIGNING PLAN
ILLINOIS ROUTE 40

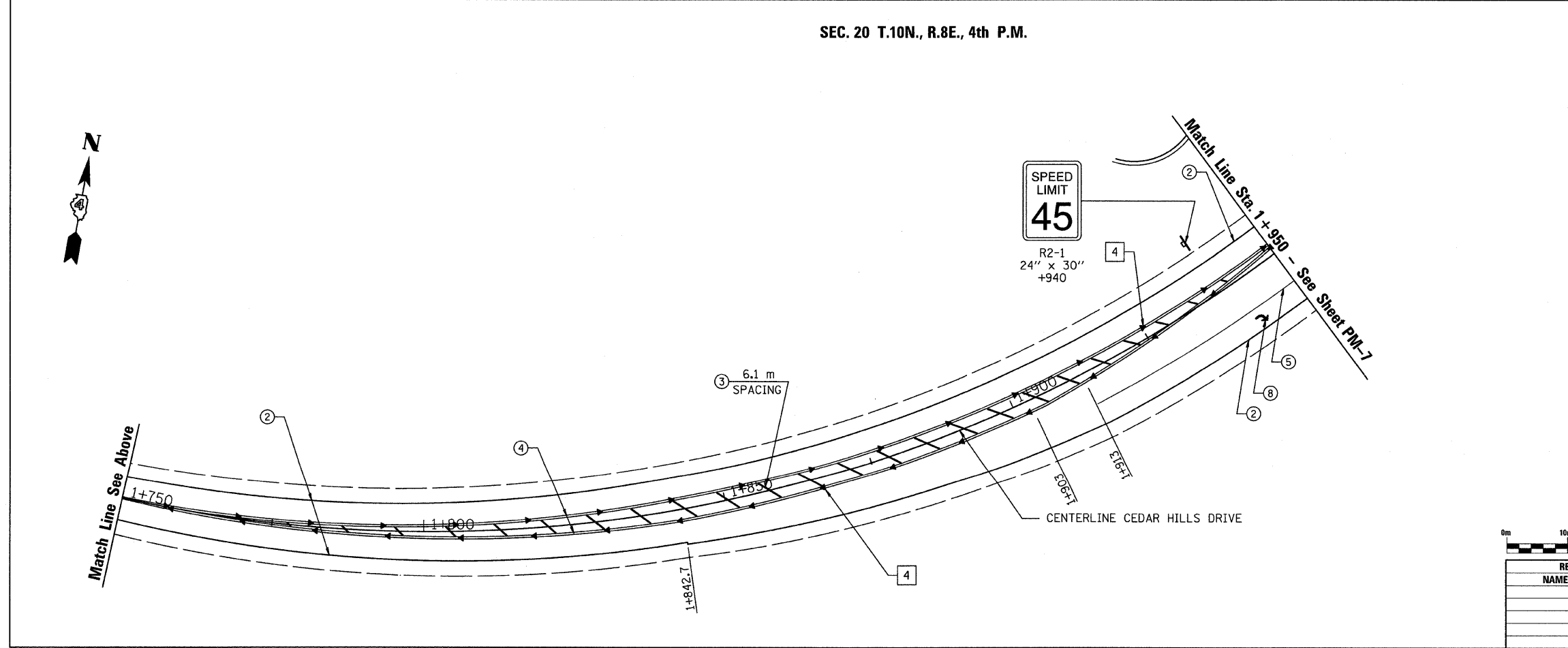
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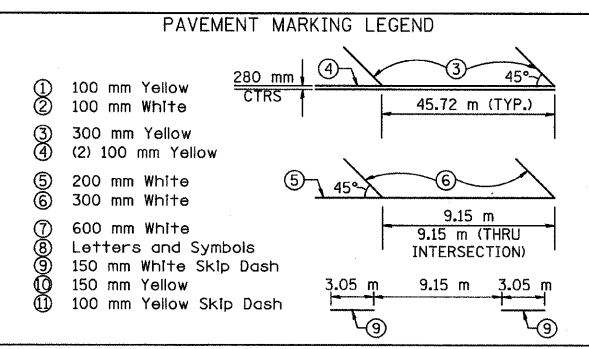
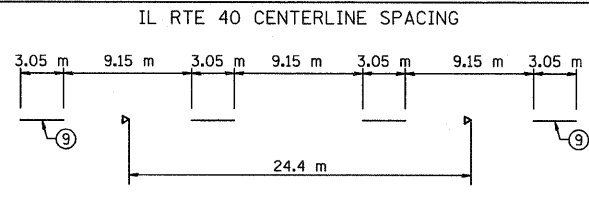
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FA 646	125W, RS-2	PEORIA	256	136
STATION 1+445 TO STATION 1+950				



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



- RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)
- ① ◀ ONE-WAY RRPM CRYSTAL MARKER AT 24.4 m CENTERS
 - ② ◀ ONE-WAY RRPM CRYSTAL MARKER AT 12.2 m CENTERS
 - ③ ▶ TWO-WAY RRPM AMBER MARKER AT 12.2 m
 - ④ ◀ ONE-WAY RRPM AMBER MARKER AT 12.2 m



ILLINOIS DEPARTMENT OF TRANSPORTATION

REVISIONS

NAME	DATE

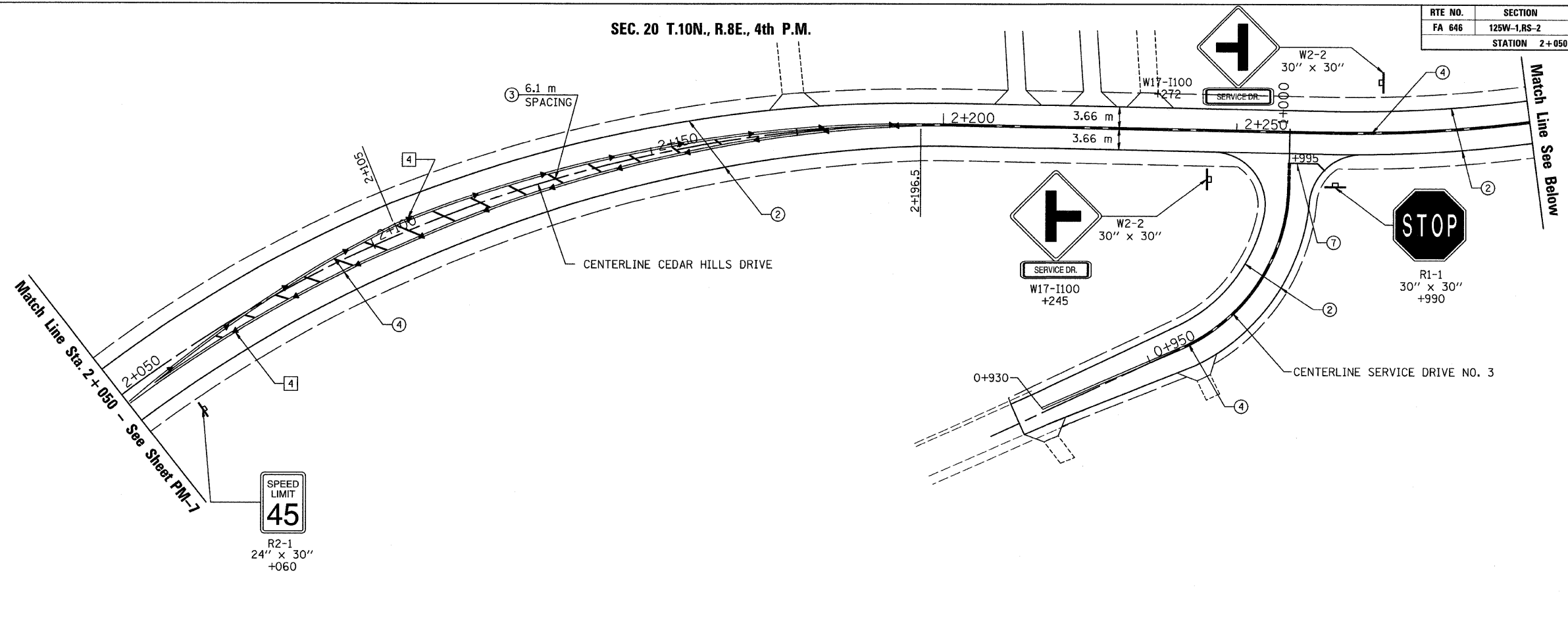
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DATE: 03/13/09

PAVEMENT MARKINGS AND SIGNING PLAN
ILLINOIS ROUTE 40

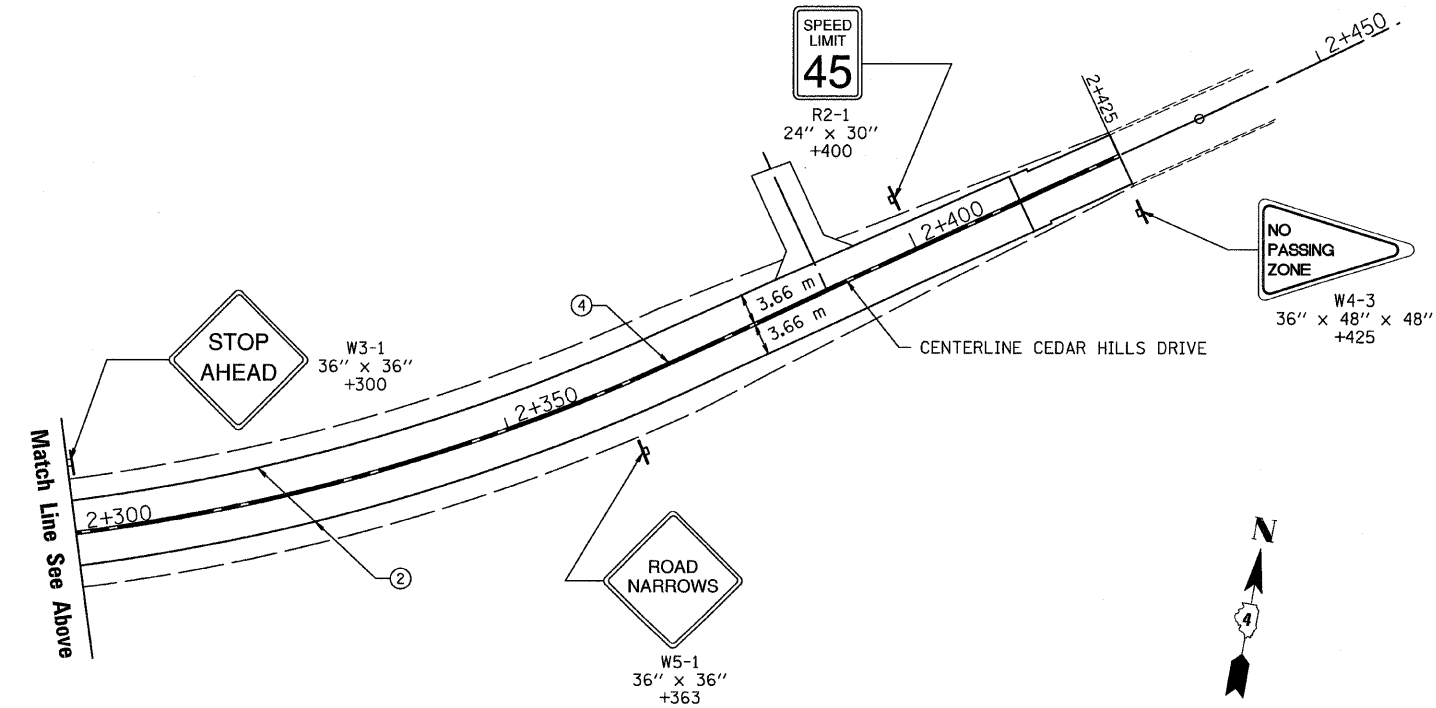
DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
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STATION 2+050 TO STATION 2+425				

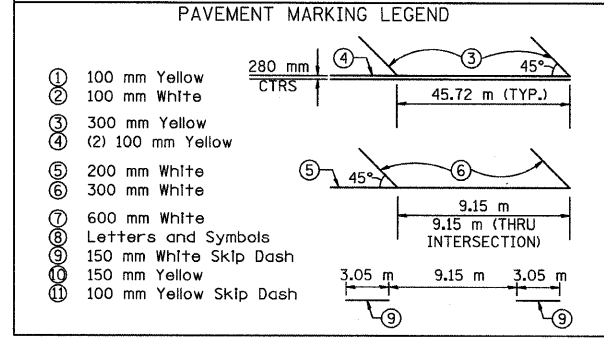
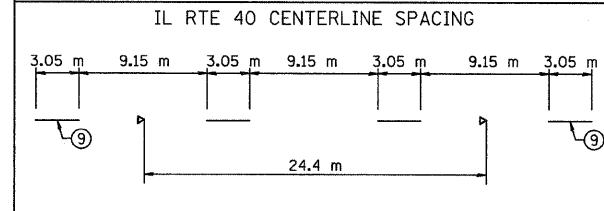
SEC. 20 T.10N., R.8E., 4th P.M.



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



- RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)
- ① ONE-WAY RRPM CRYSTAL MARKER AT 24.4 m CENTERS
 - ② ONE-WAY RRPM CRYSTAL MARKER AT 12.2 m CENTERS
 - ③ TWO-WAY RRPM AMBER MARKER AT 12.2 m
 - ④ ONE-WAY RRPM AMBER MARKER AT 12.2 m



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS AND SIGNING PLAN

ILLINOIS ROUTE 40

SCALE: 1:400

DATE: 03/13/09

DRAWN BY: JRC, JDU

CHECKED BY: ECM

CONSTRUCTION NOTES

1. ALL TRAFFIC SIGNAL SECTIONS SHALL HAVE 300 mm (12") SINGLE LED LENSES.
2. THE RED SECTIONS OF THE SIGNAL HEADS SHARING THE SAME MAST ARM SHALL BE LEVEL WITH ONE ANOTHER AND MAINTAIN A 4.8 m (16 FT.) MINIMUM CLEARANCE FROM THE HIGHEST POINT OF THE ROADWAY.
3. THE PROPOSED MAST ARM MOUNTED TRAFFIC SIGNAL HEADS SHALL BE MOUNTED DIRECTLY OVER THE CENTER OF THEIR RESPECTIVE LANES.
4. ALL TRAFFIC SIGNAL HEAD BRACKETS ARE TO BE ALUMINUM WITH A NATURAL FINISH.
5. THE #18 3-PAIR TWISTED/SHIELDED CABLE SHALL HAVE THE SAME SLACK AS OTHER SIGNAL CABLE AND WILL BE MEASURED FOR PAYMENT.
6. ALL DETECTOR LOOPS SHALL UTILIZE A SEPARATE PAIR OF LEAD-INS.
7. A TYPE II SPLICE SHALL BE USED FOR ALL DETECTOR LEAD-INS.
8. THE PROPOSED DETECTOR LOOPS SHALL BE CUT IN THE EXISTING PAVEMENT, MILLED SURFACE, OR BINDER COURSE BEFORE THE FINAL OVERLAY. THE RISER AREA SHALL BE CHIPPED OUT AND FILLED WITH EPOXY. THIS WORK SHALL BE INCLUDED IN PRICE FOR DETECTOR LOOPS.
9. ALL DETECTOR LOOPS SHALL BE INSTALLED IN THE CENTER OF THEIR RESPECTIVE TRAVEL LANES. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR VERIFICATION OF DETECTOR PLACEMENT BEFORE INSTALLATION.
10. THE REMOVAL AND REPLACEMENT OF HOT-MIX ASPHALT SHOULDER FOR INSTALLATION OF THE DETECTOR LOOP LEAD-IN SHALL BE INCLUDED IN THE PRICE FOR DETECTOR LOOPS.
11. PROPOSED HANDHOLES SHALL BE CAST IN PLACE CONCRETE HANDHOLES.
12. THE HANDHOLE SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF THE MEDIAN, SIDEWALK, OR GROUND LINE.
13. THE LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY TRAFFIC SIGNAL COMPONENTS.
14. COILABLE POLYETHYLENE DUCT MAY BE SUBSTITUTED FOR PVC PUSHED OR TRENCHED.
15. THE TRAFFIC SIGNAL CONTROLLER SHALL BE ORIENTED SO THAT THE DOOR IS FACING AWAY FROM TRAFFIC.
16. THE DOUBLE HANDHOLE SHALL NOT BE USED IN LIEU OF THE CONTROLLER FOUNDATION PAD.
17. THE CONTRACTOR MAY ELECT TO PUSH A CONDUIT THAT IS SHOWN TO BE TRENCHED ON THE PLANS. HOWEVER, THIS WORK WILL BE MEASURED FOR PAYMENT AND PAID FOR AS CONDUIT IN TRENCH OF THE TYPE AND SIZE SPECIFIED AND TRENCH AND BACKFILL FOR ELECTRICAL WORK.
18. THE LOCATIONS FOR HANDHOLES, TRAFFIC SIGNAL POST FOUNDATIONS, AND MAST ARM FOUNDATIONS ARE PROVIDED FOR REFERENCE ONLY. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR LOCATION VERIFICATION BEFORE INSTALLATION.
19. ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATION.
20. THE EXISTING TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING THE CONSTRUCTION OF THE TEMPORARY AND/OR PROPOSED TRAFFIC SIGNALS.
21. ANY MAINTENANCE OF EXISTING TRAFFIC SIGNALS SHALL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
22. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 600 mm (2 FT.) MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
23. 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.
24. ALL TRAFFIC SIGNAL MAST ARMS, POSTS, HANDHOLE LIDS AND RINGS, HANDHOLE FRAMES, CONTROLLER CABINETS, AND PHOTOCCELL RELAYS SHALL BE GROUNDED IN ACCORDANCE WITH NEC REQUIREMENTS.
25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING DEPARTMENT LIGHTING AND TRAFFIC SIGNAL FACILITIES. THIS WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE.
26. THE PROPOSED CONDUIT SHALL BE COUPLED TO THE EXISTING CONDUIT. THE COST OF THIS WORK SHALL BE INCLUDED IN THE BID PRICE FOR THE CONDUIT PAY ITEMS.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF TRAFFIC, RANDY LANINGA, AT (309) 671-4477 TO OBTAIN APPROVAL FOR ALL MAST ARM AND TRAFFIC SIGNAL POST FOUNDATION LOCATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE LIABLE FOR ALL COSTS REQUIRED TO REMOVE OR RELOCATE FACILITIES THAT WERE CONSTRUCTED WITHOUT OBTAINING LOCATION APPROVAL.

IL 40 (KNOXVILLE) & HICKORY GROVE RD., IL 40 & WOODSIDE DRIVE/SERVICE DRIVE NO. 2

EXISTING TRAFFIC SIGNAL AND REMOVAL NOTES

1. THE REMOVAL ITEMS ARE AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL VERIFY ALL REMOVAL ITEMS PRIOR TO BIDDING.
2. THE EXISTING TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING THE CONSTRUCTION OF THE TEMPORARY TRAFFIC SIGNALS.
3. ANY MAINTENANCE OF THE EXISTING SIGNALS SHALL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
4. FULL DEPTH SAW CUTS SHALL BE REQUIRED AT ALL REMOVAL LIMITS. IF THE CONTRACTOR REMOVES OR DAMAGES THE EXISTING SIDEWALK OR HOT-MIX ASPHALT SURFACE OUTSIDE THE REMOVAL LIMITS DESIGNATED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE AND/OR REPLACE THAT PORTION AT THE CONTRACTOR'S EXPENSE.
5. THE EXISTING HANDHOLES SHALL BE REMOVED. THIS WORK WILL BE PAID FOR AS "REMOVE EXISTING HANDHOLE".

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT SPECIAL - QTY. 1 LUMP SUM (INCLUDES ALL ITEMS LISTED BELOW)

THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE IDOT WAREHOUSE LOCATED AT 6515 WEST U.S. 150, PEORIA, IL. PLEASE CONTACT PAUL GRANT AT (309) 671-4474 FORTY-EIGHT HOURS IN ADVANCE OF DELIVERY.

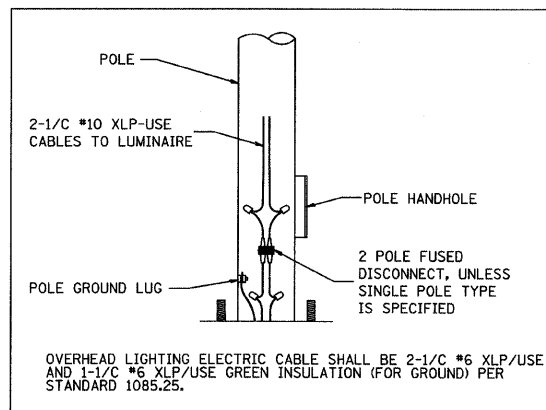
QTY.	ITEM
6.0	STEEL MAST ARM ASSEMBLY AND POLES
2.0	SIGNAL POST (WOOD) WITH CONDUIT ATTACHED
4.0	WOOD POLES WITH CONDUIT ATTACHED
8.0	SIGNAL HEAD, 1-FACE, 3-SECTION MAST ARM MOUNTED WITH BACKPLATE
2.0	SIGNAL HEAD, 1-FACE, 5-SECTION MAST ARM MOUNTED WITH BACKPLATE
8.0	SIGNAL HEAD, 1-FACE, 3-SECTION WITH BACKPLATE, SPAN WIRE MOUNTED
10.0	SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED
2.0	SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED

THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE IDOT TRAFFIC BUILDING LOCATED AT 1025 W. DETWEILER DR., PEORIA, IL. PLEASE CONTACT PAUL GRANT AT (309) 671-4474 FORTY-EIGHT HOURS IN ADVANCE OF DELIVERY.

QTY.	ITEM
3.0	CONTROLLER CABINET AND CONTENTS

THE FOLLOWING ITEMS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF OF THE RIGHT-OF-WAY. THE SALVAGE VALUE OF THIS EQUIPMENT SHALL BE REFLECTED IN THE UNIT BID PRICE FOR REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

QTY.	ITEM
3.0	SERVICE INSTALLATION
7.0	JUNCTION BOX
ALL	ELECTRIC CABLE (IN CONDUIT OR AERIAL)
ALL	SPAN WIRE, TETHER WIRE, POLE GUYS



CABLE NOTES

1. OVERHEAD LIGHTING ELECTRIC CABLE IN CONDUIT SHALL BE 2-1/2 #6 XLP/USE AND 1-1/2 #6 XLP/USE GREEN INSULATION (FOR GROUND) (STD. 1066)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-1, RS-2	PEORIA	256	138
STA.		TO STA.		
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT	
CONT. *088679				

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL CONSTRUCTION,
CABLE, EXISTING AND REMOVAL NOTES

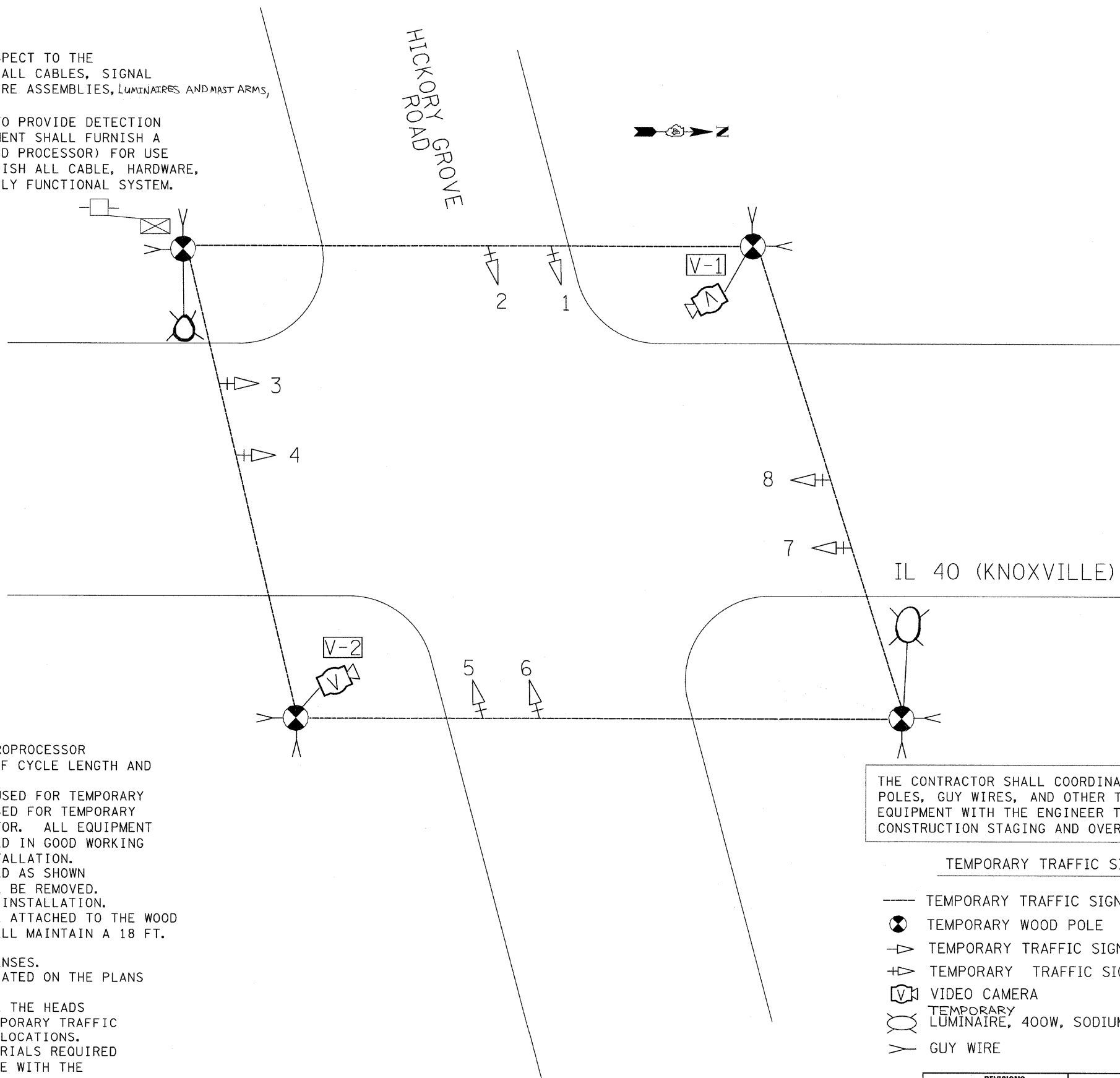
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 HORIZ. CHECKED BY: ECM
 DATE: 03/13/09

TEMPORARY TRAFFIC SIGNAL CONSTRUCTION NOTES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-1, RS-2	PEORIA	256	139
STA.		TO STA.		
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT	

CONT. *088679

- T1. THE CONTRACTOR SHALL PROVIDE AND INSTALL EQUIPMENT WITH RESPECT TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THIS SHALL INCLUDE ALL CABLES, SIGNAL HEADS, CONDUIT, CONTROLLER AND CABINET, WOOD POLES, GUY WIRE ASSEMBLIES, LUMINAIRES AND MAST ARMS, AND ALL OTHER EQUIPMENT REQUIRED FOR THE INSTALLATION.
- T2. A TWO CAMERA VEHICLE VIDEO DETECTION SYSTEM SHALL BE USED TO PROVIDE DETECTION FOR THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THE DEPARTMENT SHALL FURNISH A TWO CAMERA VIDEO DETECTION SYSTEM (CAMERAS WITH BRACKETS AND PROCESSOR) FOR USE WITH THE TEMPORARY INSTALLATION. THE CONTRACTOR SHALL FURNISH ALL CABLE, HARDWARE, HARDWARE, BRACKETS, AND ACCESSORIES REQUIRED FOR A COMPLETELY FUNCTIONAL SYSTEM.



- T3. THE EXISTING CONTROLLER IS A NEMA TS-2, FULL ACTUATED, MICROPROCESSOR BASED CONTROLLER THAT IS CAPABLE OF SUPPLYING 225 SECONDS OF CYCLE LENGTH AND INDIVIDUAL PHASE LENGTH SETTINGS UP TO 99 SECONDS.
- T4. ALL TRAFFIC SIGNAL EQUIPMENT SCHEDULED FOR REMOVAL MAY BE USED FOR TEMPORARY TRAFFIC SIGNALS. ANY MAINTENANCE OF THIS EQUIPMENT WHEN USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ALL EQUIPMENT (EXISTING AND PROVIDED BY THE DEPARTMENT) SHALL BE DELIVERED IN GOOD WORKING CONDITION UPON REMOVAL OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
- T5. AERIAL TRAFFIC SIGNAL CABLE SHALL BE FURNISHED AND INSTALLED AS SHOWN ON THE PLAN SHEETS. ALL EXISTING TRAFFIC SIGNAL CABLE WILL BE REMOVED. EXISTING TRAFFIC SIGNAL HEADS MAY BE USED IN THE TEMPORARY INSTALLATION.
- T6. THE TEMPORARY TRAFFIC SIGNAL SPAN WIRES AND CABLES SHALL BE ATTACHED TO THE WOOD POLES IN A MANNER APPROVED BY THE ENGINEER. ALL CABLES SHALL MAINTAIN A 18 FT. MINIMUM CLEARANCE ABOVE THE HIGHEST POINT OF THE ROADWAY.
- T7. ALL TRAFFIC SIGNAL HEAD SECTIONS SHALL HAVE 300 mm (12") LENSES.
- T8. THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER.
- T9. THE CONTRACTOR SHALL FURNISH ENOUGH SLACK CABLE TO RELOCATE THE HEADS TO ANY POSITION REQUIRED FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS.
- T10. THE CONTRACTOR SHALL PROVIDE ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO RELOCATE THE TEMPORARY TRAFFIC SIGNAL HEADS IN ACCORDANCE WITH THE PROPOSED CONSTRUCTION STAGING.
- T11. THE TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL APPLICABLE MUTCD STANDARDS.
- T12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE VIDEO DETECTION SYSTEM TO ACCOMODATE CONSTRUCTION STAGING (INCLUDING CAMERA AIMING AND PROGRAMMING).
- T13. ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION.

THE CONTRACTOR SHALL COORDINATE THE PLACEMENT OF WOOD POLES, GUY WIRES, AND OTHER TEMPORARY TRAFFIC SIGNAL EQUIPMENT WITH THE ENGINEER TO PREVENT CONFLICTS WITH CONSTRUCTION STAGING AND OVERHEAD UTILITIES.

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL SPAN WIRE AND CABLE
- ⊗ TEMPORARY WOOD POLE
- ▷ TEMPORARY TRAFFIC SIGNAL HEAD
- ▷+ TEMPORARY TRAFFIC SIGNAL HEAD WITH BACKPLATE
- ◻V TEMPORARY VIDEO CAMERA
- ⊗ TEMPORARY LUMINAIRE, 400W, SODIUM VAPOR, PHOTOCCELL CONTROL
- Y GUY WIRE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION




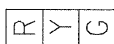






TEMPORARY TRAFFIC SIGNALS
IL 40 (KNOXVILLE) &
HICKORY GROVE RD.
PEORIA
PEORIA COUNTY

SCALE: VERT. DRAWN BY: JDU
 HORIZ. CHECKED BY: ECM
 DATE: 03/13/09

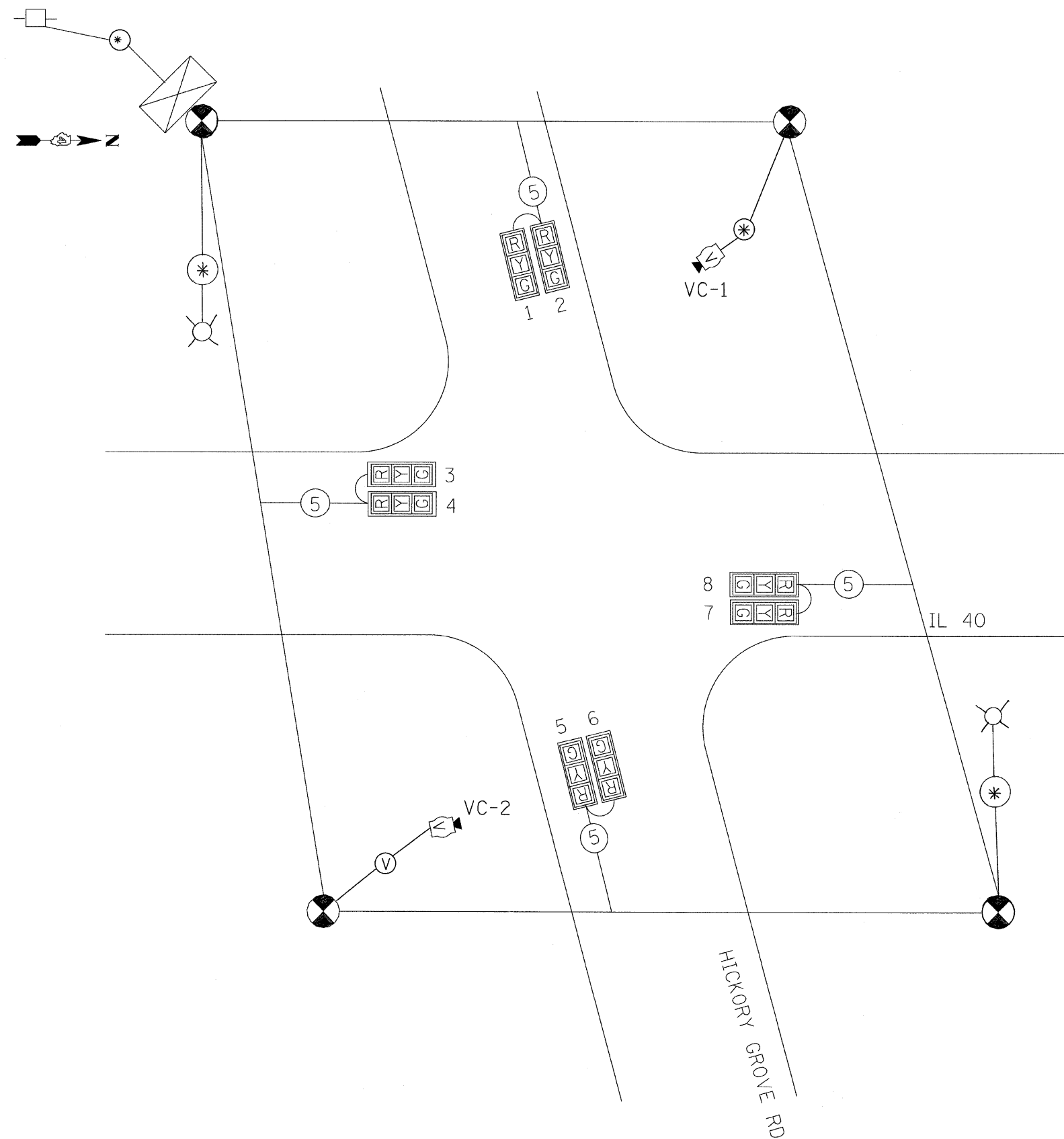
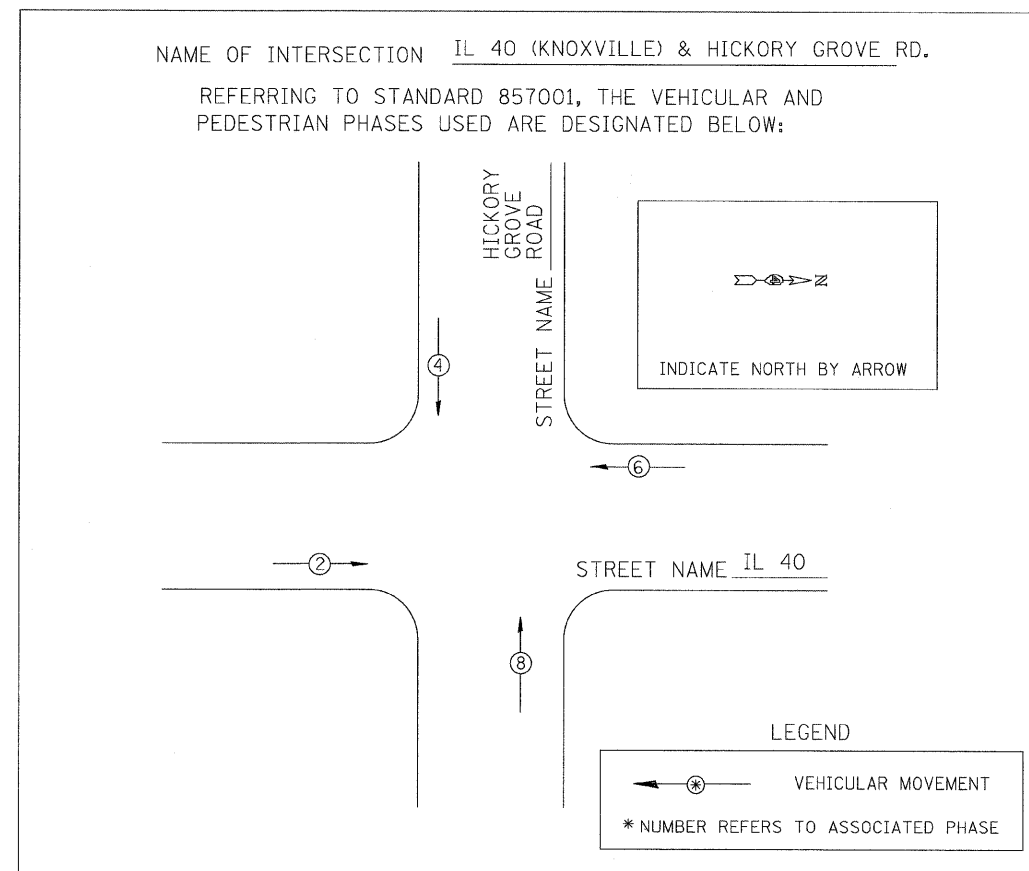
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-1, RS-2	PEORIA	256	140
STA.		TO STA.		
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT	
CONT. *088679				

TEMPORARY TRAFFIC SIGNAL LEGEND

-  TEMP. CONTROLLER (EXISTING MAY BE USED)
-  TEMP. SERVICE INSTALLATION
-  TEMP. 3-SECTION SIGNAL HEAD WITH BACKPLATE
-  TEMP. 3-SECTION SIGNAL HEAD
-  5C NO. 14 SIGNAL CABLE
-  (1/C NO. 6) X 3
-  TEMP. VIDEO DETECTION CABLE
-  TEMP. LUMINAIRE, 400W, ^{SODIUM}VAPOR PHOTOCCELL CONTROL
-  TEMP. WOOD POLE
-  TEMP. VIDEO CAMERA

TEMPORARY PHASE DESIGNATION DIAGRAM



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

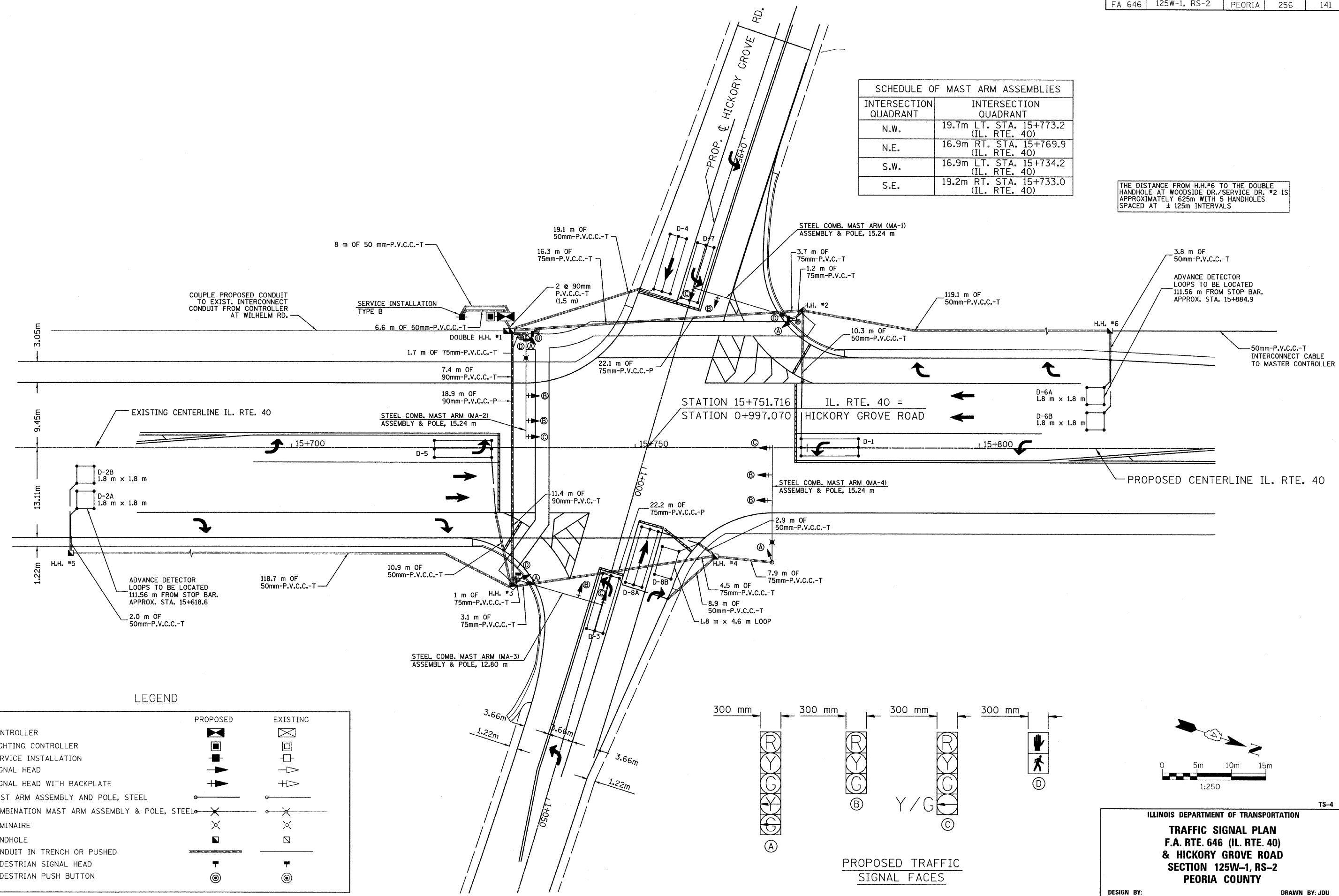
TEMP. CABLE AND PHASE DIAGRAM
IL 40 (KNOXVILLE) &
HICKORY GROVE RD.
PEORIA
PEORIA COUNTY

SCALE: VERT. DRAWN BY: JDU
 HORIZ. CHECKED BY: ECM
 DATE: 03/13/09

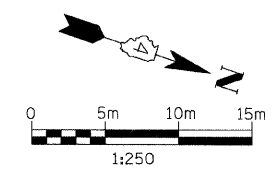
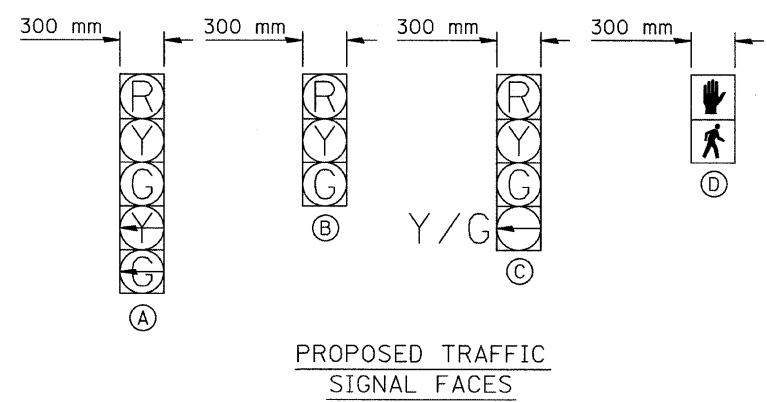
\$\$\$DATE\$\$\$
 DGN-ONLY

SCHEDULE OF MAST ARM ASSEMBLIES	
INTERSECTION QUADRANT	INTERSECTION QUADRANT
N.W.	19.7m LT. STA. 15+773.2 (IL. RTE. 40)
N.E.	16.9m RT. STA. 15+769.9 (IL. RTE. 40)
S.W.	16.9m LT. STA. 15+734.2 (IL. RTE. 40)
S.E.	19.2m RT. STA. 15+733.0 (IL. RTE. 40)

THE DISTANCE FROM H.H.#6 TO THE DOUBLE HANDHOLE AT WOODSIDE DR./SERVICE DR. #2 IS APPROXIMATELY 625m WITH 5 HANDHOLES SPACED AT ± 125m INTERVALS



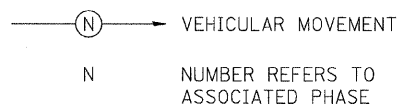
LEGEND		
	PROPOSED	EXISTING
CONTROLLER		
LIGHTING CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
MAST ARM ASSEMBLY AND POLE, STEEL		
COMBINATION MAST ARM ASSEMBLY & POLE, STEEL		
LUMINAIRE		
HANDHOLE		
CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON		



ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL PLAN
F.A. RTE. 646 (IL. RTE. 40)
& HICKORY GROVE ROAD
SECTION 125W-1, RS-2
PEORIA COUNTY

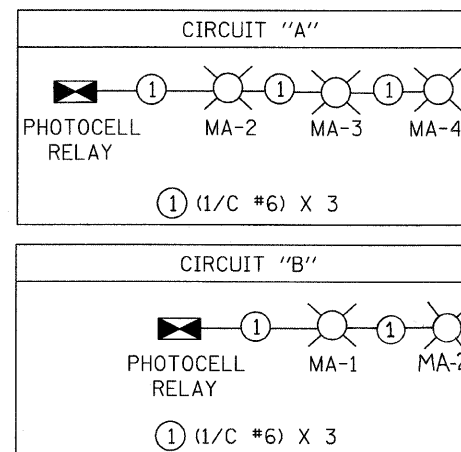
DESIGN BY: JDU
 DATE: 03/30/09
 DRAWN BY: JDU
 CHECKED BY: ECM

LEGEND



REFERRING TO STANDARD 857001, THE VEHICULAR PHASES USED ARE DESIGNATED BELOW.
CONTROLLER SPECIFIED: ECONOLITE AEC/3 TS-2 TYPE 2 IN TYPE IV CABINET.

LIGHTING CIRCUIT DIAGRAM



SCHEDULE OF QUANTITIES

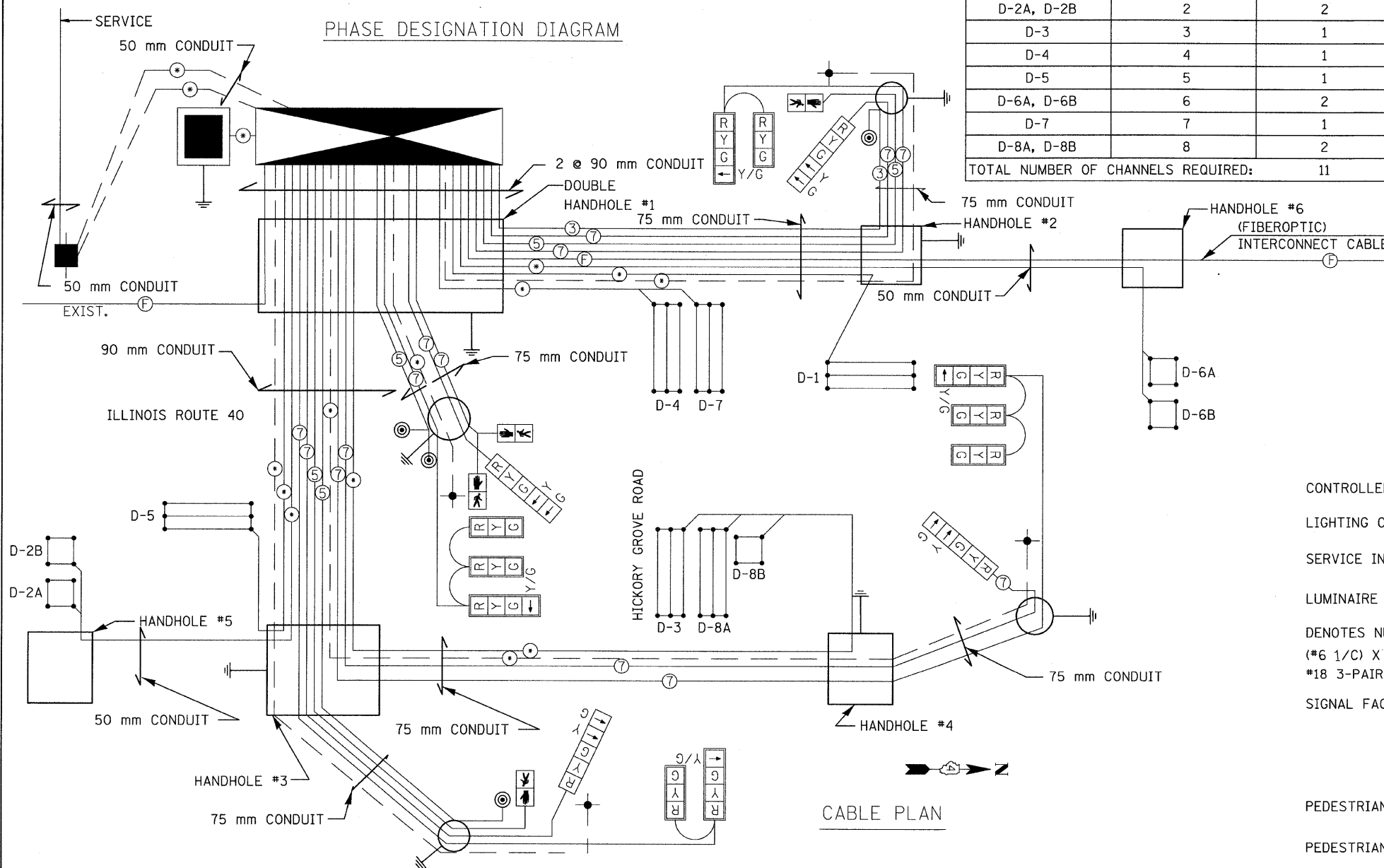
CONDUIT IN TRENCH, 90mm DIA., PVC	22 M
CONDUIT IN TRENCH, 75mm DIA., PVC	39.5 M
CONDUIT IN TRENCH, 50mm DIA., PVC	935.5 M
CONDUIT PUSHED, 90mm DIA., PVC	19 M
CONDUIT PUSHED, 75mm DIA., PVC	44.5 M
HANDHOLE	10 EA.
DOUBLE HANDHOLE	1 EA.
ELECTRIC CABLE IN CONDUIT, 600v (XLP-TYPE USE) 1/C NO.6	771 M
ELECTRIC CABLE IN CONDUIT, LEAD-IN NO. 18, 3 PAIR	1,090 M
ELECTRIC CABLE IN CONDUIT, GROUNDING NO. 6 1C	361 M
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	126 M
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	163 M
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	475 M
INDUCTIVE LOOP DETECTOR	11 EA.
DETECTOR LOOP, TYPE 1	403 M
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F	1811 M
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 12.80 METER	1 EA.
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 15.24 METER	3 EA.
CONCRETE FOUNDATION, TYPE D	1.1 M
CONCRETE FOUNDATION, TYPE E, 900mm DIA.	17.8 M
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	6 EA.
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	4 EA.
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	4 EA.
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED	1 EA.
PEDESTRIAN PUSH BUTTON	4 EA.
TRAFFIC SIGNAL BACKPLATE, LOUVERED	10 EA.
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	4 EA.
TEMPORARY TRAFFIC SIGNAL INSTALLATION, LOCATION NO. 1	1 EA.
LIGHTING CONTROLLER PHOTOCELL RELAY, INSTALL ONLY	1 EA.
SERVICE INSTALLATION, TYPE B	1 EA.
TRENCH AND BACKFILL FOR ELECTRICAL WORK	997 M
REMOVE EXISTING HANDHOLE	4 EA.
REMOVE EXISTING CONCRETE FOUNDATION	3 EA.
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	1 EA.
PEDESTRIAN SIGNAL HEAD, LED, 1 FACE, BRACKET MOUNTED	2 EA.

NOTE: QUANTITIES INCLUDE THE INTERCONNECT FROM MOSSVILLE/WILHELM TO HICKORY GROVE RD. TO SERVICE DR. #2 / WOODSIDE DR.

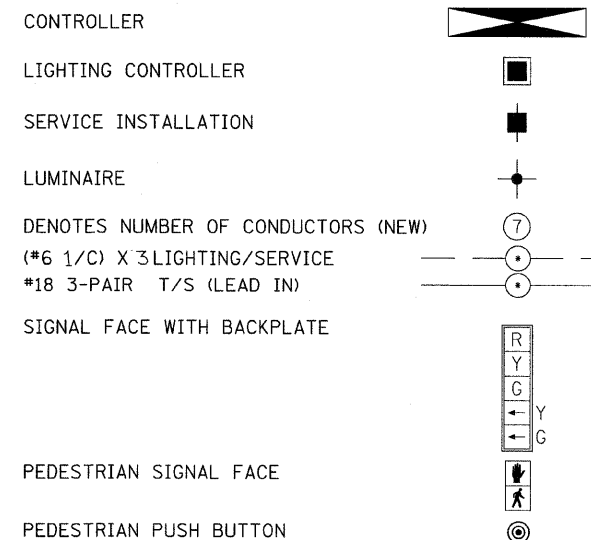
DETECTOR ASSIGNMENT SCHEDULE

DETECTOR LOOP	ASSIGNED PHASE	NO. OF CHANNELS REQUIRED
D-1	1	1
D-2A, D-2B	2	2
D-3	3	1
D-4	4	1
D-5	5	1
D-6A, D-6B	6	2
D-7	7	1
D-8A, D-8B	8	2
TOTAL NUMBER OF CHANNELS REQUIRED:		11

PHASE DESIGNATION DIAGRAM



CABLE PLAN LEGEND



ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TRAFFIC WIRING DIAGRAM
F.A. RTE. 646 (IL. RTE. 40)
AND HICKORY GROVE ROAD
SECTION 125W-1, RS-2
PEORIA COUNTY

SCALE: NONE
DATE: 03/3/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM

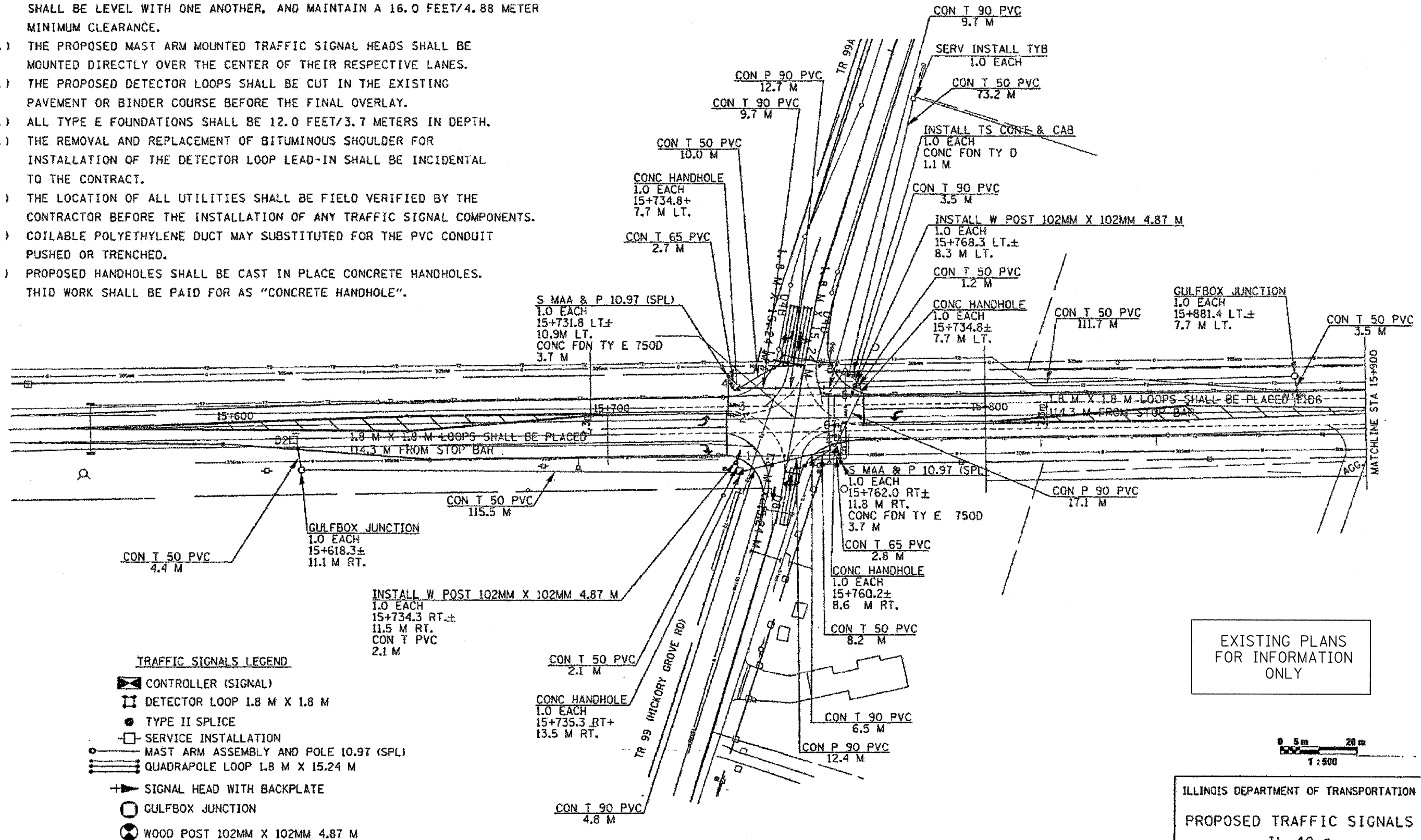
CONSTRUCTION NOTES

- 1.) PROPOSED DETECTOR LOOPS SHALL BE INSTALLED IN THE CENTER OF THEIR RESPECTIVE TRAVEL LANES. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR VERIFICATION OF DETECTOR PLACEMENT BEFORE INSTALLATION.
- 2.) THE RED SECTIONS OF THE SIGNAL HEAD SHARING THE SAME MAST ARM SHALL BE LEVEL WITH ONE ANOTHER, AND MAINTAIN A 16.0 FEET/4.88 METER MINIMUM CLEARANCE.
- 3.) THE PROPOSED MAST ARM MOUNTED TRAFFIC SIGNAL HEADS SHALL BE MOUNTED DIRECTLY OVER THE CENTER OF THEIR RESPECTIVE LANES.
- 4.) THE PROPOSED DETECTOR LOOPS SHALL BE CUT IN THE EXISTING PAVEMENT OR BINDER COURSE BEFORE THE FINAL OVERLAY.
- 5.) ALL TYPE E FOUNDATIONS SHALL BE 12.0 FEET/3.7 METERS IN DEPTH.
- 6.) THE REMOVAL AND REPLACEMENT OF BITUMINOUS SHOULDER FOR INSTALLATION OF THE DETECTOR LOOP LEAD-IN SHALL BE INCIDENTAL TO THE CONTRACT.
- 7.) THE LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY TRAFFIC SIGNAL COMPONENTS.
- 8.) COILABLE POLYETHYLENE DUCT MAY SUBSTITUTED FOR THE PVC CONDUIT PUSHED OR TRENCHED.
- 9.) PROPOSED HANDHOLES SHALL BE CAST IN PLACE CONCRETE HANDHOLES. THIS WORK SHALL BE PAID FOR AS "CONCRETE HANDHOLE".

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125I-3, 1S	PEORIA		12
STA.		TO STA.		
FED. ROAD DIST. NO. 4		ILLINOIS FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-1, RS-2	PEORIA	256	143

CONT. *088679



TRAFFIC SIGNALS LEGEND

- CONTROLLER (SIGNAL)
- DETECTOR LOOP 1.8 M X 1.8 M
- TYPE II SPLICE
- SERVICE INSTALLATION
- MAST ARM ASSEMBLY AND POLE 10.97 (SPL)
- QUADRAPOLE LOOP 1.8 M X 15.24 M
- SIGNAL HEAD WITH BACKPLATE
- GULFBOX JUNCTION
- WOOD POST 102MM X 102MM 4.87 M

EXISTING PLANS FOR INFORMATION ONLY

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PROPOSED TRAFFIC SIGNALS
 IL 40 @
 HICKORY GROVE ROAD

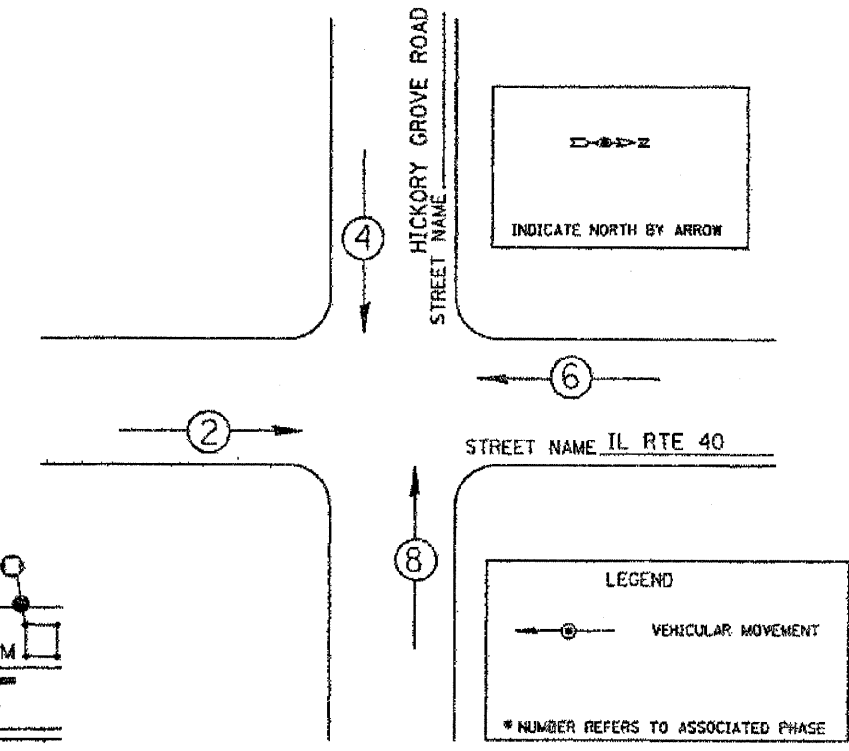
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125I-3, TS	PEORIA		13
STA.		TO STA.		
FED. ROAD DIST. NO. 4		ILLINOIS FED. AID PROJECT		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125I-1, RS-2	PEORIA	256	144

DESCRIPTION	UNIT	TOTAL
INSTALL TRAFFIC SIGNAL HEAD	L SUM	1.0
INSTALL TRAFFIC SIGNAL CONTROLLER AND CABINET	EACH	1.0
INSTALL WOOD POST 102MM X 102MM 4.87 M	EACH	2.0
CONCRETE HANDHOLE	EACH	4.0
GULFBOX JUNCTION	EACH	2.0
INDUCTIVE LOOP DETECTOR	EACH	5.0
SERVICE INSTALLATION TYPE B	EACH	1.0
CONDUIT IN TRENCH, 50MM DIA., PVC	METER	328.0
CONDUIT IN TRENCH, 65MM DIA., PVC	METER	6.0
CONDUIT IN TRENCH, 90MM DIA., PVC	METER	34.0
CONDUIT PUSHED, 50MM DIA., PVC	METER	42.0
CONDUIT ATTACHED TO STRUCTURE, 50MM DIA., PVC	METER	5.0
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	METER	241.0
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 3 PAIR	METER	340.0
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	METER	74.0
STEEL MAST ARM ASSEMBLY AND POLE, 10.97 METER (SPECIAL)	EACH	2.0
CONCRETE FOUNDATION, TYPE D	METER	1.0
CONCRETE FOUNDATION, TYPE E, 750MM DIAMETER	METER	7.0
DETECTOR LOOP, TYPE 1	METER	176.0
TRENCH AND BACKFILL FOR ELECTRIC WORK	METER	364.0

NAME OF INTERSECTION IL RTE. 40 AND HICKORY GROVE ROAD
 CONTROLLER SPECIFIED INSTALL TS CONT & CAB

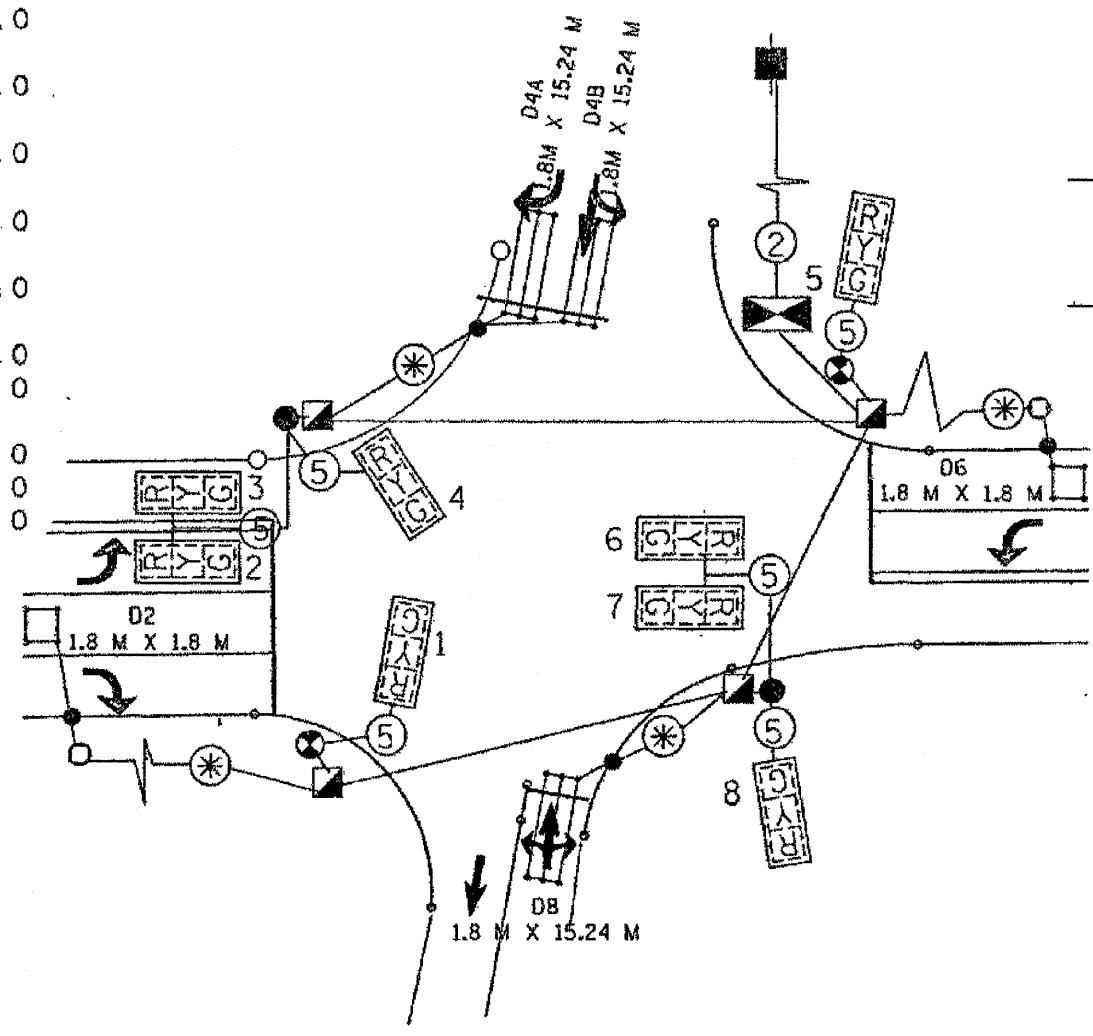
REFERRING TO STANDARD 85001, THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW:



PHASE DESIGNATION DIAGRAM

DETECTOR ASSIGNMENT SCHEDULE

LOOP	PHASE	NO. CHANNELS REQUIRED
D2	2	1
D4	4	2
D6	6	1
D8	8	1
TOTAL		5



- TRAFFIC SIGNALS LEGEND**
- SIGNAL HEAD W/BACKPLATE
 - 3 PAIR NO.18 TW/SH CABLE
 - 5/C NO 14
 - WOOD POST 102MM X 102MM, 4.87 M
 - 1.8 M X 1.8 M DETECTOR LOOP
 - 1.8 M X 15.24 M QUADRAPOLE DETECTOR LOOP
 - 2/C NO. 6
 - SERVICE INSTALLATION
 - GULFBOX JUNCTION
 - CONTROLLER (SIGNAL)

SCHEDULE OF SIGNAL HEAD QUANTITIES

TOTAL QUANTITY	UNIT	ITEM	LOCATION
8.0	EACH	INSTALL TS HEAD	*1, 2, 3, 4, 5, 6, 7, 8

CABLE NOTES

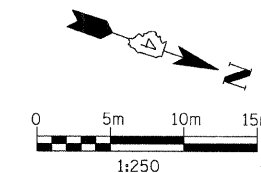
- 1.) ALL TRAFFIC SIGNAL SECTIONS SHALL BE 305MM.
- ALL PROPOSED SIGNAL SECTIONS SHALL HAVE GLASS LENSES.

EXISTING PLANS FOR INFORMATION ONLY

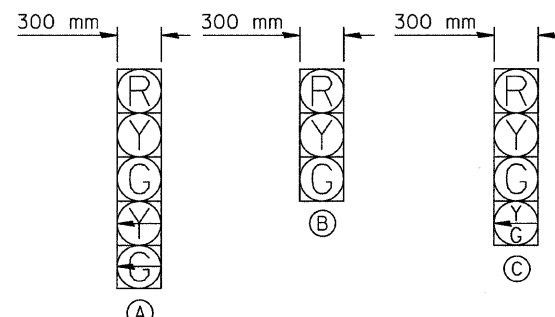
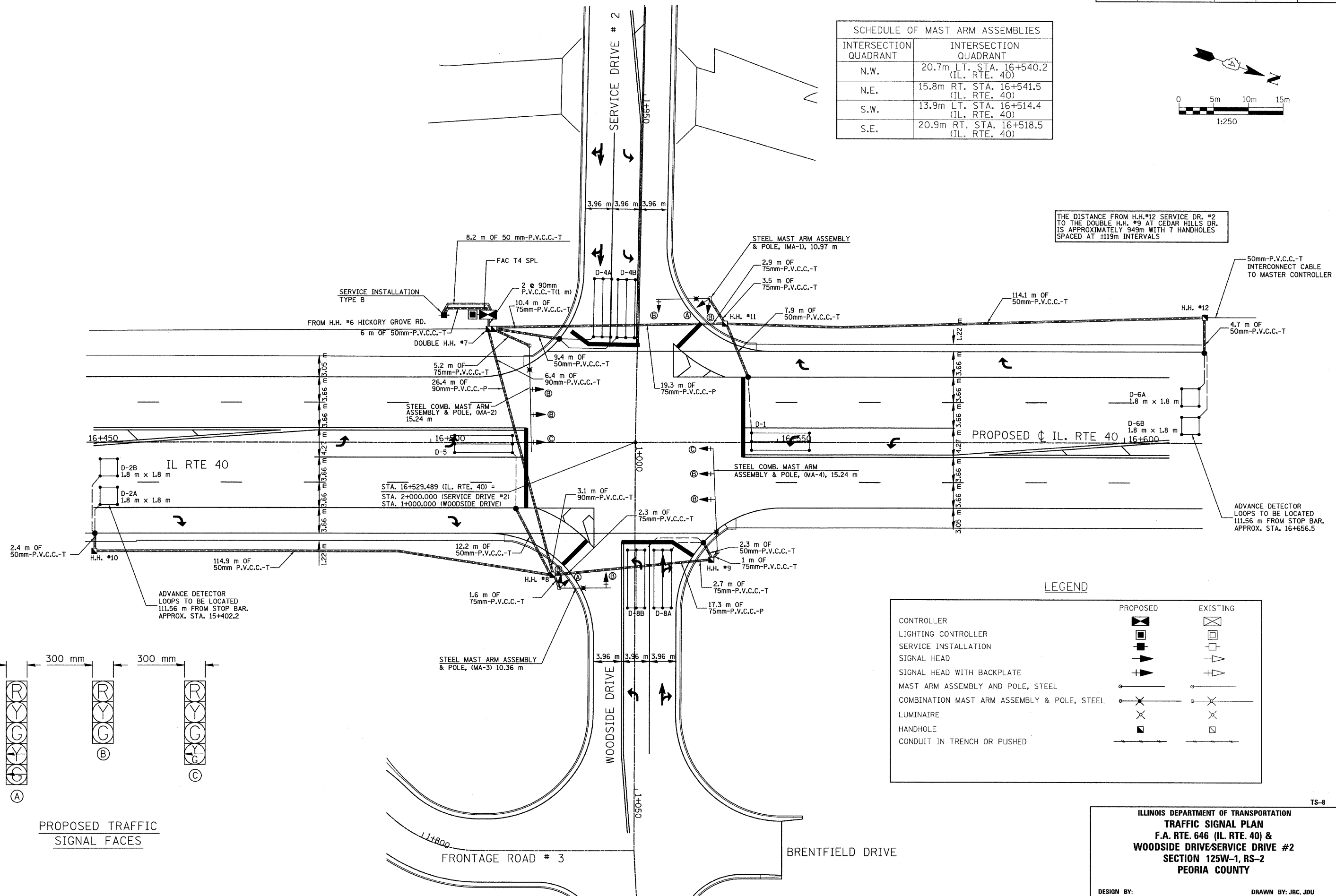


ILLINOIS DEPARTMENT OF TRANSPORTATION
 PROPOSED TRAFFIC SIGNALS
 CABLE DIAGRAM
 IL 40 @
 HICKORY GROVE ROAD
 DRAWN BY CAOD
 DATE 06/29/99 CHECKED BY JP

SCHEDULE OF MAST ARM ASSEMBLIES	
INTERSECTION QUADRANT	INTERSECTION QUADRANT
N.W.	20.7m LT. STA. 16+540.2 (IL. RTE. 40)
N.E.	15.8m RT. STA. 16+541.5 (IL. RTE. 40)
S.W.	13.9m LT. STA. 16+514.4 (IL. RTE. 40)
S.E.	20.9m RT. STA. 16+518.5 (IL. RTE. 40)



THE DISTANCE FROM H.H.#12 SERVICE DR. #2 TO THE DOUBLE H.H. #9 AT CEDAR HILLS DR. IS APPROXIMATELY 949m WITH 7 HANDHOLES SPACED AT 119m INTERVALS



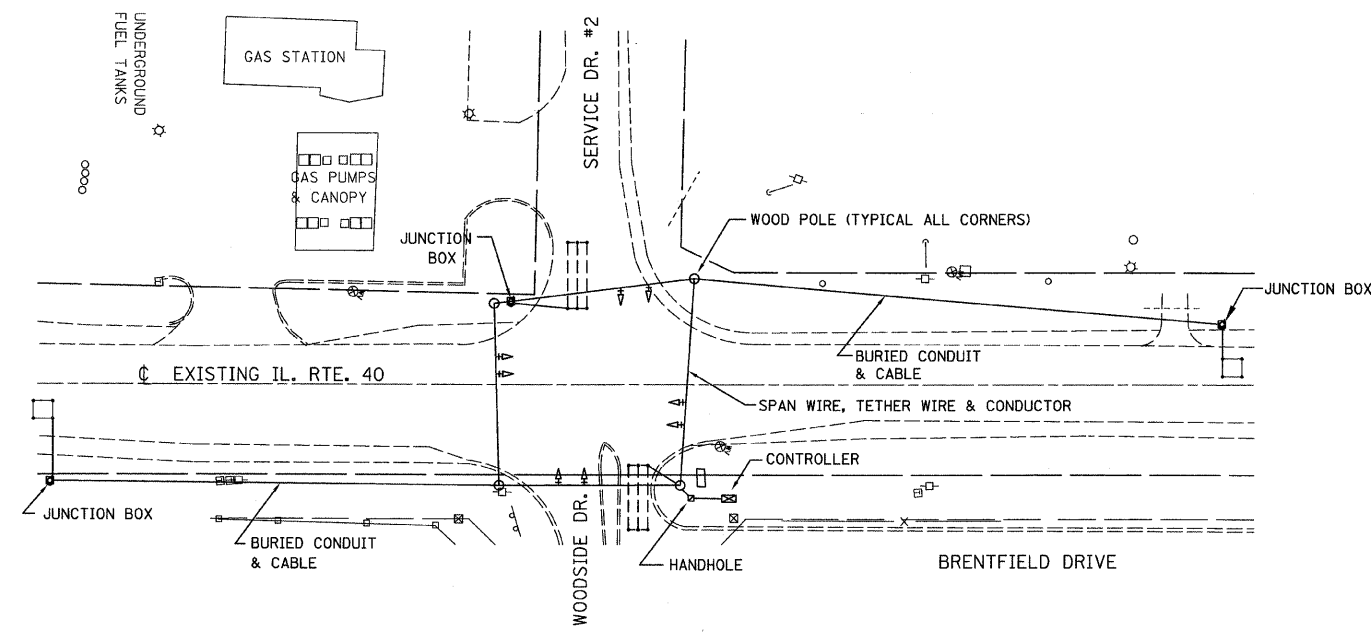
PROPOSED TRAFFIC SIGNAL FACES

	PROPOSED	EXISTING
CONTROLLER		
LIGHTING CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
MAST ARM ASSEMBLY AND POLE, STEEL		
COMBINATION MAST ARM ASSEMBLY & POLE, STEEL		
LUMINAIRE		
HANDHOLE		
CONDUIT IN TRENCH OR PUSHED		

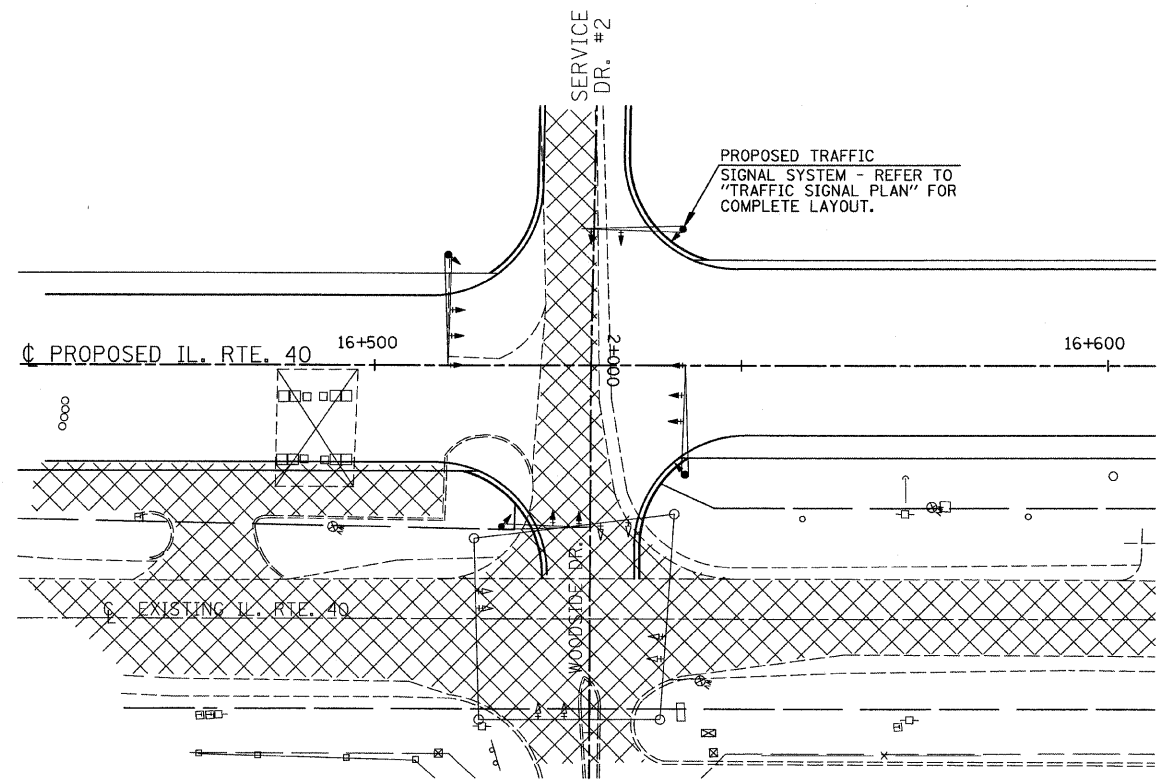
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL PLAN
F.A. RTE. 646 (IL. RTE. 40) &
WOODSIDE DRIVE/SERVICE DRIVE #2
SECTION 125W-1, RS-2
PEORIA COUNTY

DESIGN BY: JRC, JDU
 DATE: 03/13/09

DRAWN BY: JRC, JDU
 CHECKED BY: ECM



STAGE I
EXISTING TRAFFIC SIGNAL

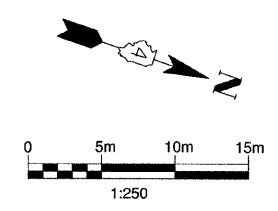


NOTE: NO TEMPORARY TRAFFIC SIGNALS ARE NEEDED. THE EXISTING SIGNALS SHALL REMAIN IN PLACE UNTIL TRAFFIC IS SWITCHED TO THE RELOCATION.

STAGE II
PROPOSED TRAFFIC SIGNAL

LEGEND

	PROPOSED	EXISTING
CONTROLLER		
LIGHTING CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
MAST ARM ASSEMBLY AND POLE, STEEL		
LUMINAIRE		
JUNCTION BOX		
HANDHOLE		
QUADRAPOLE DETECTOR LOOP		
CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
SIGNAL POST		



ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING TRAFFIC SIGNAL PLANS
F.A. RTE. 646 (IL. RTE. 40) &
WOODSIDE DRIVE/SERVICE DRIVE #2
SECTION 125W-1, RS-2
PEORIA COUNTY

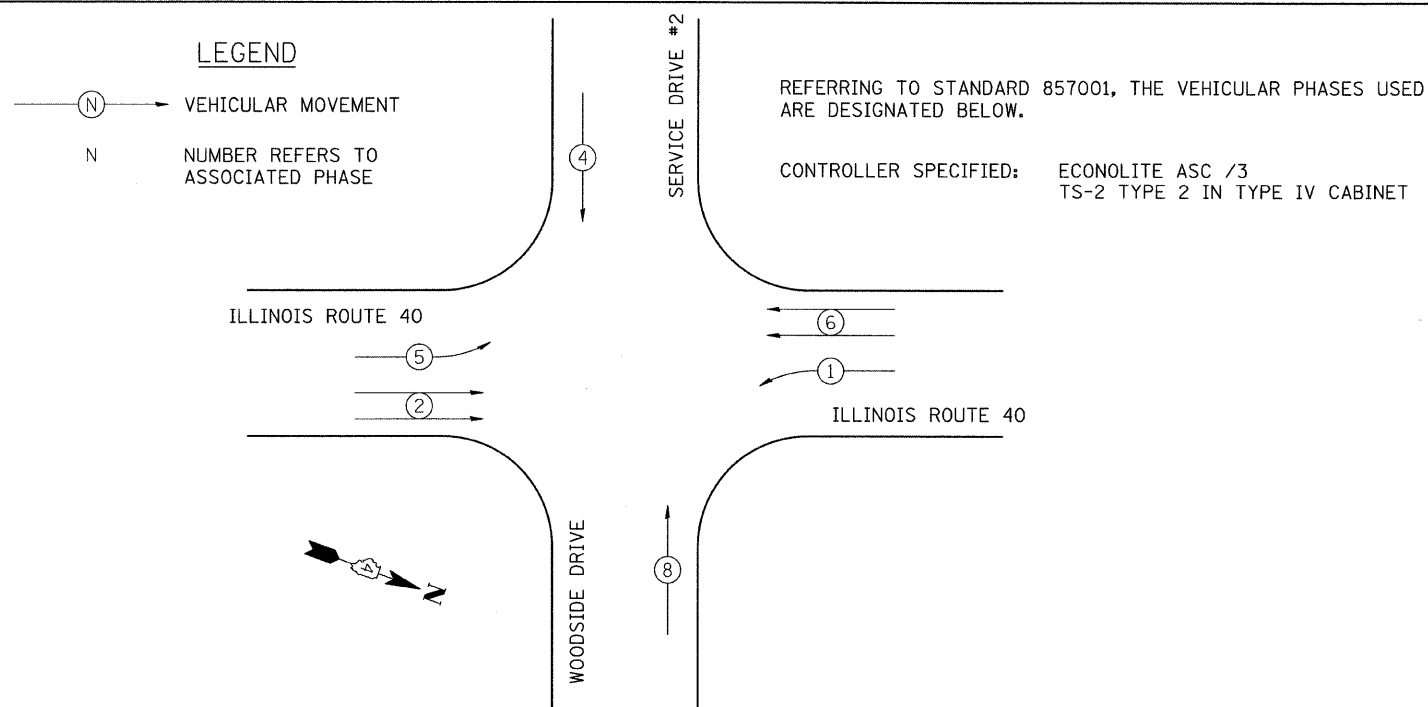
DESIGN BY:
DATE: 03/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

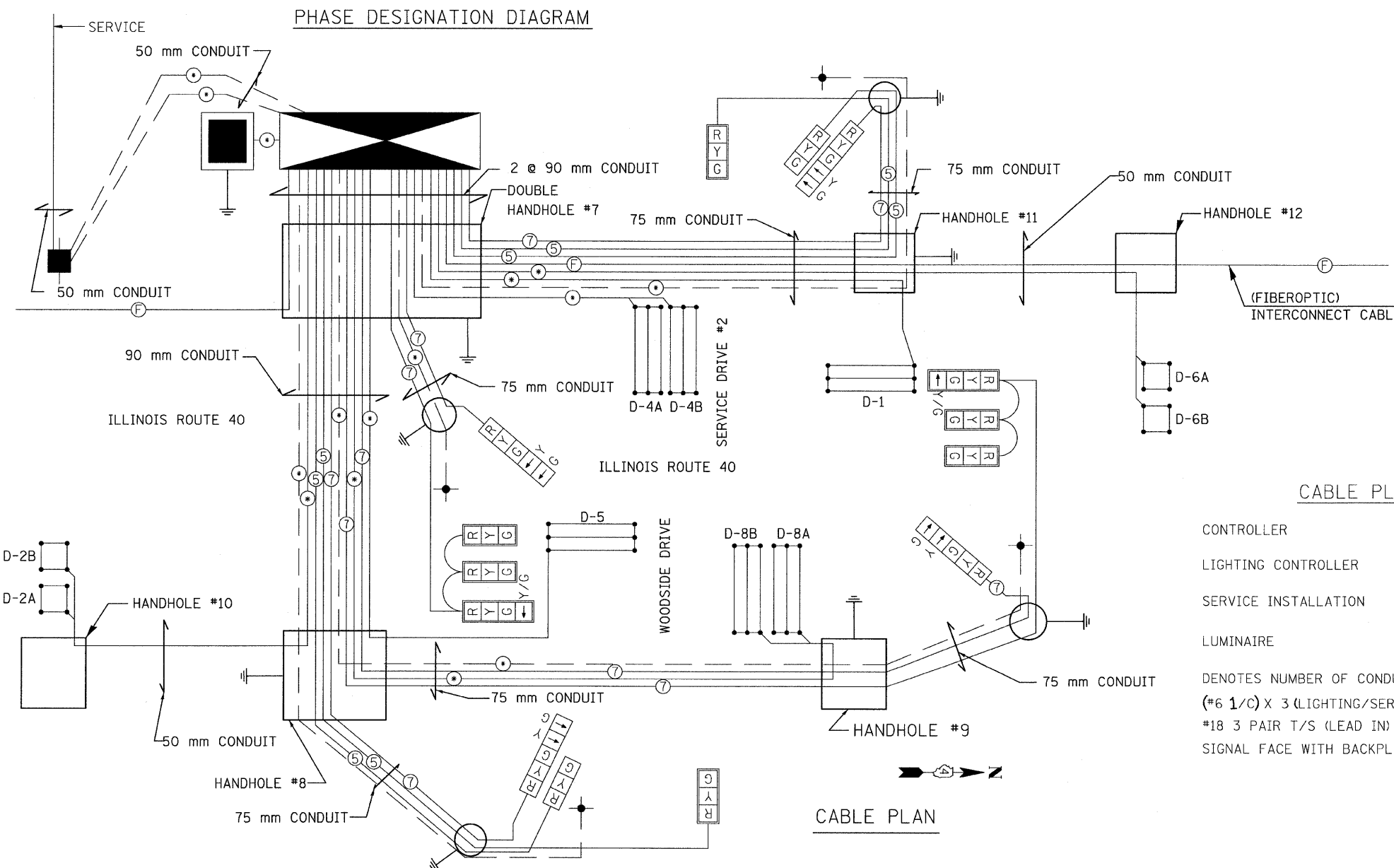
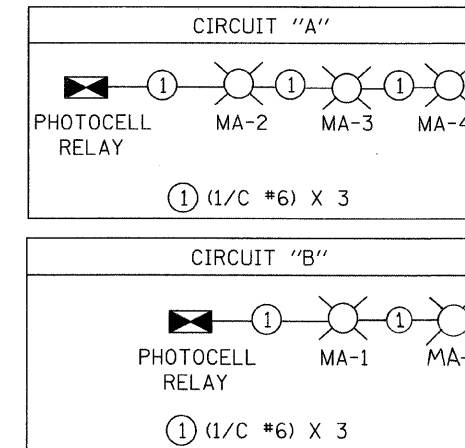
SCHEDULE OF QUANTITIES

CONDUIT IN TRENCH, 90mm DIA., PVC	11.5 M
CONDUIT IN TRENCH, 75mm DIA., PVC	30.0 M
CONDUIT IN TRENCH, 50mm DIA., PVC	1,231.5 M
CONDUIT PUSHED, 90mm DIA., PVC	26.5 M
CONDUIT PUSHED, 75mm DIA., PVC	37.0 M
HANDHOLE	12 EA.
DOUBLE HANDHOLE	1 EA.
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F	1020 M
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	763 M
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	233 M
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	311 M
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18, 3 PAIR	913 M
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1/C	350 M
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 10.36 METER	1 EA.
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 10.97 METER	1 EA.
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 15.24 METER	2 EA.
CONCRETE FOUNDATION, TYPE D	1.1 M
CONCRETE FOUNDATION, TYPE E, 750mm DIA.	8.2 M
CONCRETE FOUNDATION, TYPE E, 900mm DIA.	9.2 M
SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED	6 EA.
SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED	2 EA.
SIGNAL HEAD, 1-FACE, 4-SECTION, MAST ARM MOUNTED	2 EA.
SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED	2 EA.
TRAFFIC SIGNAL BACKPLATE, LOUVERED	8 EA.
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	4 EA.
LIGHTING CONTROLLER PHOTOCELL RELAY	1 EA.
SERVICE INSTALLATION, TYPE B	1 EA.
TRENCH AND BACKFILL FOR ELECTRICAL WORK	1,273 M
INDUCTIVE LOOP DETECTOR	10 EA.
DETECTOR LOOP, TYPE 1	394 M
REMOVE EXISTING CONCRETE FOUNDATION	1 EA.
REMOVE EXISTING HANDHOLE	1 EA.
FULL ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	1 EA.

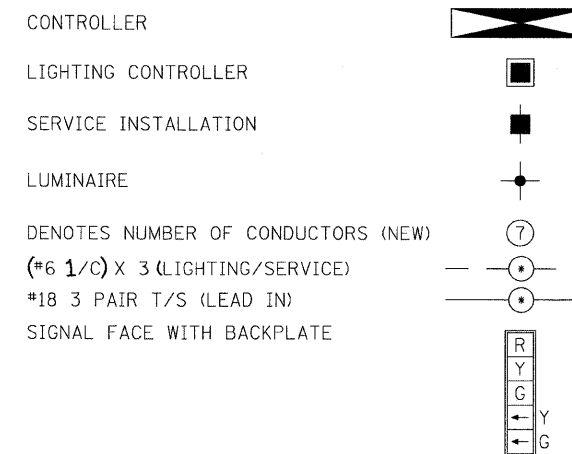
NOTE: QUANTITIES INCLUDE THE INTERCONNECT FROM WOODSIDE DR./SERVICE DR. #2 TO CEDAR HILLS DR.



LIGHTING CIRCUIT DIAGRAM



CABLE PLAN LEGEND



DETECTOR ASSIGNMENT SCHEDULE		
DETECTOR LOOP	ASSIGNED PHASE	NO. OF CHANNELS REQUIRED
D-1	1	1
D-2A, D-2B	2	2
D-4A, D-4B	4	2
D-5	5	1
D-6A, D-6B	6	2
D-8A, D-8B	8	2
TOTAL NUMBER OF CHANNELS REQUIRED:		10

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TRAFFIC WIRING DIAGRAM
F.A. RTE. 646 (IL. RTE. 40) &
WOODSIDE DRIVE/SERVICE DRIVE #2
SECTION 125W-1, RS-2
PEORIA COUNTY

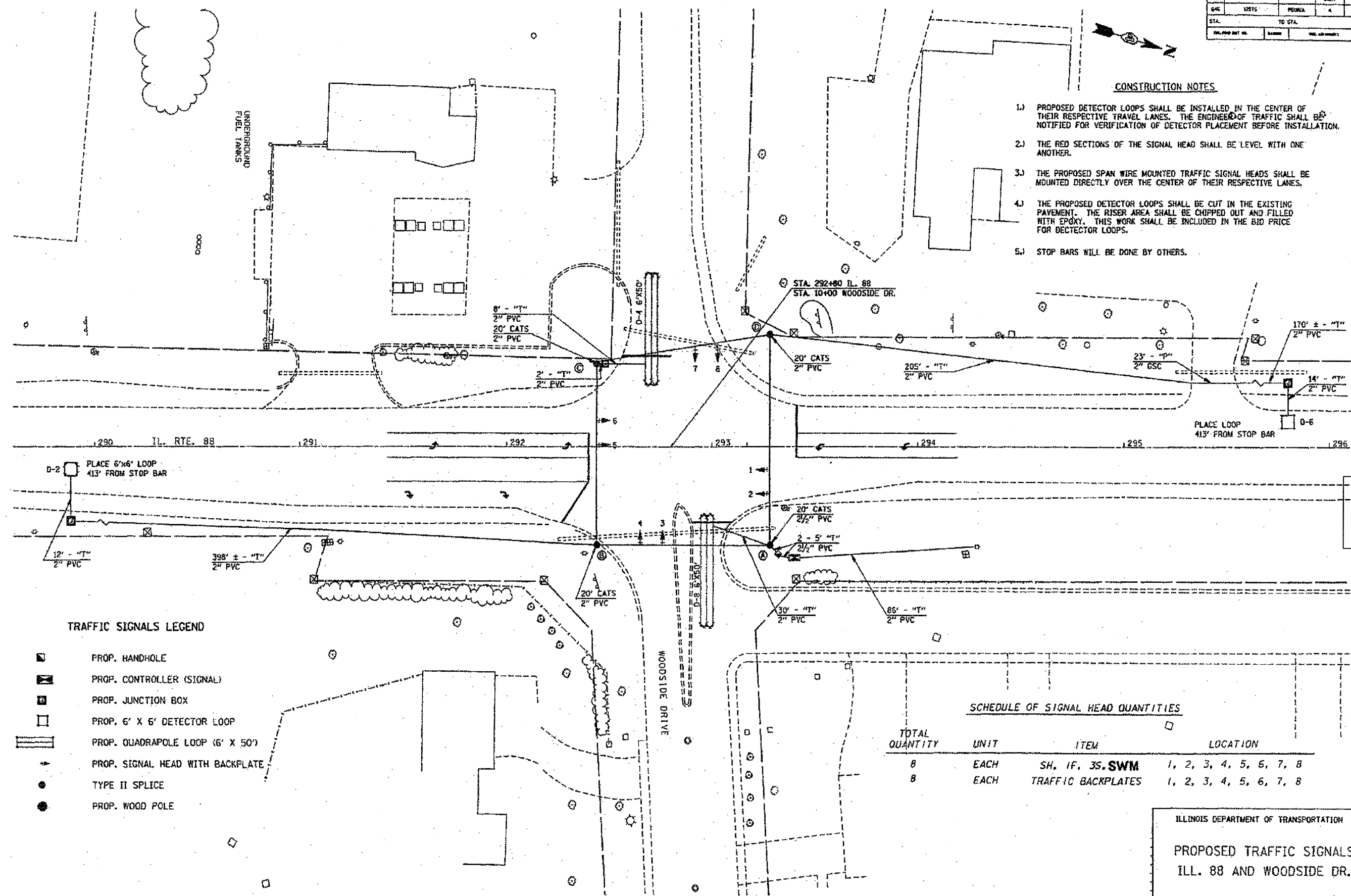
DESIGNED BY: JRC, JDU
 DATE: 03/13/09
 DRAWN BY: JRC, JDU
 CHECKED BY: ECM

F.A. RTE.	SECTION	COUNTY	TICK SHEETS	SHEET NO.
646	125W-1	PEORIA	4	3
STA.	TO STA.			
FILED BY	DATE	SCALE	BY	

CONT. #088679

CONSTRUCTION NOTES

- 1.) PROPOSED DETECTOR LOOPS SHALL BE INSTALLED IN THE CENTER OF THEIR RESPECTIVE TRAVEL LANES. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR VERIFICATION OF DETECTOR PLACEMENT BEFORE INSTALLATION.
- 2.) THE RED SECTIONS OF THE SIGNAL HEAD SHALL BE LEVEL WITH ONE ANOTHER.
- 3.) THE PROPOSED SPAN WIRE MOUNTED TRAFFIC SIGNAL HEADS SHALL BE MOUNTED DIRECTLY OVER THE CENTER OF THEIR RESPECTIVE LANES.
- 4.) THE PROPOSED DETECTOR LOOPS SHALL BE CUT IN THE EXISTING PAVEMENT. THE RISER AREA SHALL BE CHIPPED OUT AND FILLED WITH EPOXY. THIS WORK SHALL BE INCLUDED IN THE BID PRICE FOR DETECTOR LOOPS.
- 5.) STOP BARS WILL BE DONE BY OTHERS.



TRAFFIC SIGNALS LEGEND

- PROP. HANDHOLE
- ▣ PROP. CONTROLLER (SIGNAL)
- PROP. JUNCTION BOX
- PROP. 6' X 6' DETECTOR LOOP
- ▭ PROP. QUADRAPOLE LOOP (6' X 50')
- ➔ PROP. SIGNAL HEAD WITH BACKPLATE
- TYPE II SPLICE
- PROP. WOOD POLE

SCHEDULE OF SIGNAL HEAD QUANTITIES

TOTAL QUANTITY	UNIT	ITEM	LOCATION
8	EACH	SH. 1F, 3S. SWM	1, 2, 3, 4, 5, 6, 7, 8
8	EACH	TRAFFIC BACKPLATES	1, 2, 3, 4, 5, 6, 7, 8

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TRAFFIC SIGNALS
 ILL. 88 AND WOODSIDE DR.
 SCALE: 1" = 20'
 DATE 09/20/93
 DRAWN BY CADG
 CHECKED BY

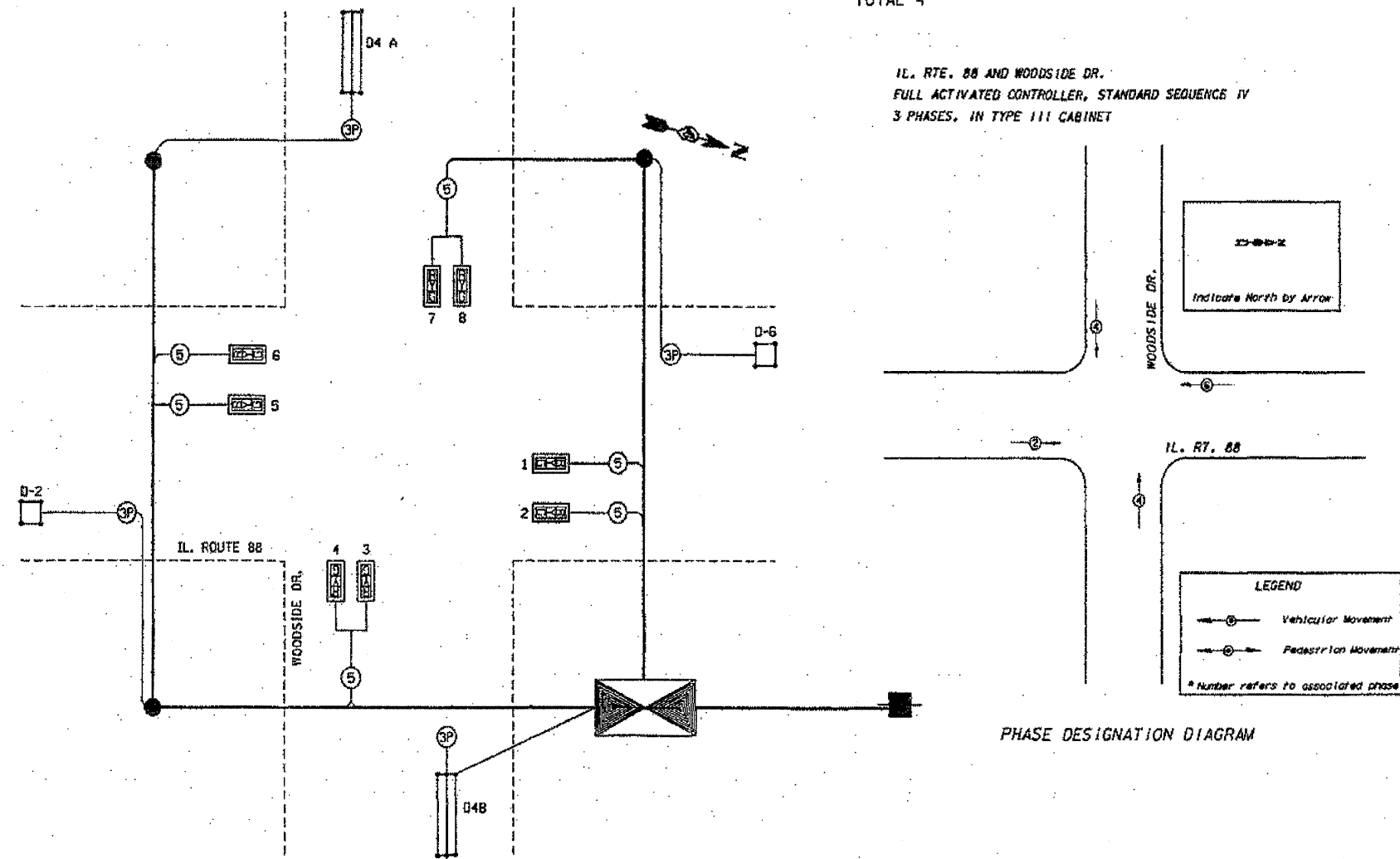
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-1, RS-2	PEORIA	256	149
STA.		TO STA.		
P.O. BOX NO.		SCALE		P.E. NO.

CONT. #088679

DESCRIPTION	UNIT	TOTAL
SIGNAL HEAD, 1-FACE, 3-SECTION, SPAN WIRE MOUNTED	EACH	8
TRAFFIC SIGNAL BACKPLATE	EACH	8
WOOD POLE, 45 FT., CLASS 3	EACH	4
FULL-ACTUATED CONTROLLER, STANDARD SEQUENCE IV, 4 PHASES, IN TYPE III CABINET	EACH	1
INDUCTION LOOP DETECTOR AMPLIFIER	EACH	4
DETECTOR LOOP, TYPE I	LIN FT	396
GALVANIZED STEEL CONDUIT, PUSHED 2"	LIN FT	25
PVC CONDUIT IN TRENCH 2"	LIN FT	925
PVC CONDUIT IN TRENCH 2 1/2"	LIN FT	10
PVC CONDUIT ATTACHED TO STRUCTURE 2"	LIN FT	60
PVC CONDUIT ATTACHED TO STRUCTURE 2 1/2"	LIN FT	20
ELECTRIC CABLE IN CONDUIT NO. 6 2/C	LIN FT	86
ELECTRIC CABLE IN CONDUIT NO. 14 5/C	LIN FT	68
ELECTRIC CABLE AERIAL SUSPENDED NO. 14 5/C	LIN FT	375
ELECTRIC CABLE IN CONDUIT NO. 18, 3 PAIR TWISTED, SHIELDED	LIN FT	1231
ELECTRIC CABLE AERIAL SUSPENDED NO. 18, 3 PAIR TWISTED, SHIELDED	LIN FT	265
SPAN WIRE	LIN FT	353
TETHER WIRE	LIN FT	353
SERVICE INSTALLATION, TYPE B	EACH	1
CONCRETE FOUNDATION, TYPE D	LIN FT	3.5
CONCRETE HANDHOLE	EACH	1
JUNCTION BOX	EACH	3
TRENCH AND BACKFILL	LIN FT	935

DETECTOR ASSIGNMENT SCHEDULE

LOOP	PHASE	NO. CHANNELS REQUIRED
D-2	2	1
D-4	4	1
D-6	6	1
D-8	8	1
TOTAL		4



CABLE NOTES

- ALL TRAFFIC SIGNAL SECTIONS SHALL BE 12". ALL PROPOSED SIGNAL SECTIONS SHALL HAVE GLASS LENSES.
- ALL DETECTOR LOOPS SHALL UTILIZE A SEPERATE PAIR OF DETECTOR LEAD-INS CABLE.
- A TYPE II SPLICE SHALL BE USED FOR ALL DETECTOR LEAD-INS.
- THE #18 3-PAIR TWISTED/SHIELDED CABLE SHALL HAVE THE SAME SLACK AS OTHER SIGNAL CABLE AND BE MEASURED FOR PAYMENT.

TRAFFIC SIGNALS LEGEND

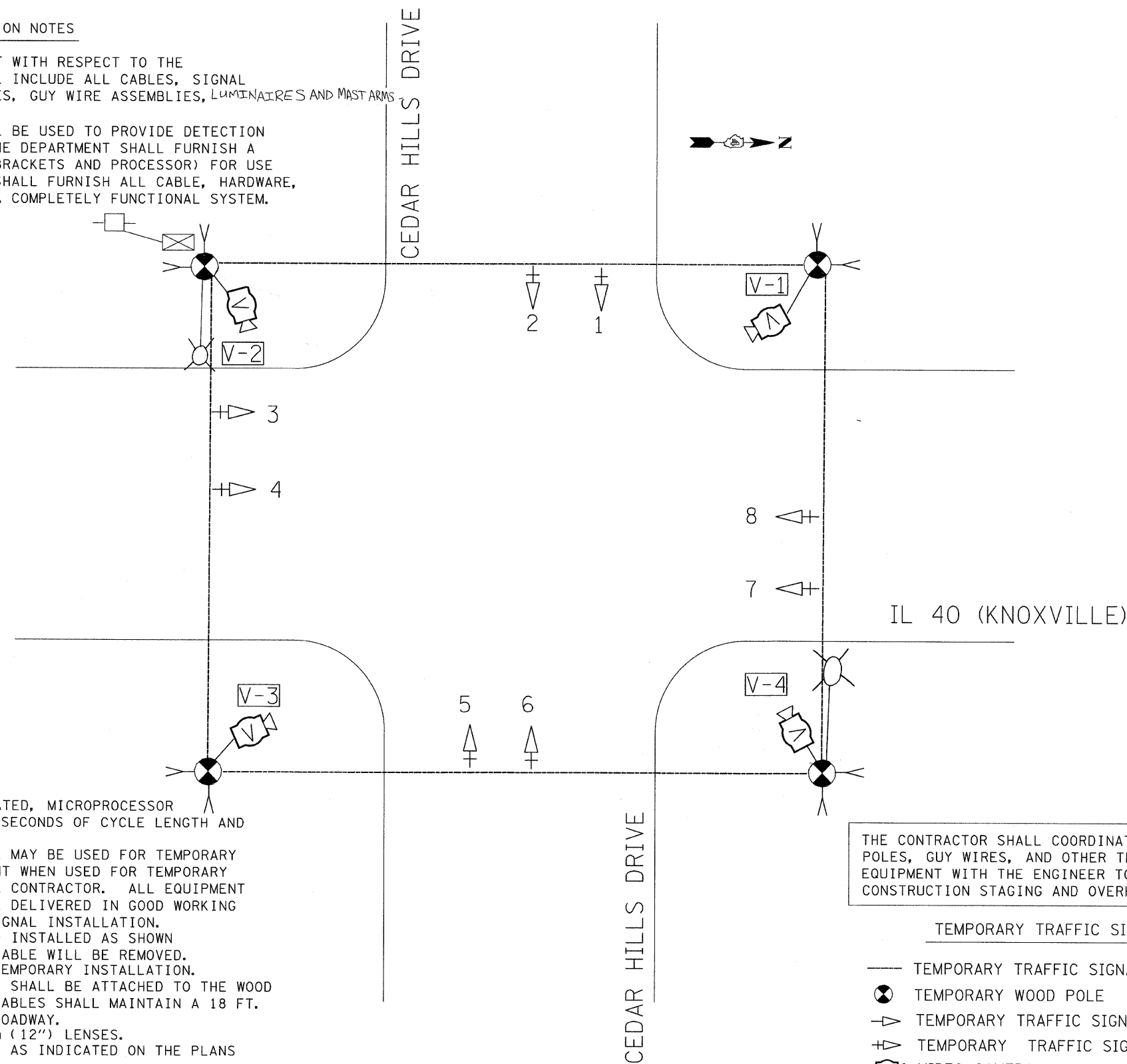
- WOOD POLE
- PROP. CONTROLLER (SIGNAL)
- PROP. 6' X 6' DETECTOR LOOP
- PROP. QUADRAPOLE LOOP
- PROP. SIGNAL HEAD WITH BACKPLATE
- SERVICE POLE

EXISTING PLANS FOR INFORMATION ONLY

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PROPOSED CABLE DIAGRAM
 ILL. 88 AND WOODSIDE DR.
 DATE 09/20/93
 DRAWN BY: CADD
 CHECKED BY:

TEMPORARY TRAFFIC SIGNAL CONSTRUCTION NOTES

- T1. THE CONTRACTOR SHALL PROVIDE AND INSTALL EQUIPMENT WITH RESPECT TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THIS SHALL INCLUDE ALL CABLES, SIGNAL HEADS, CONDUIT, CONTROLLER AND CABINET, WOOD POLES, GUY WIRE ASSEMBLIES, LUMINAIRES AND MAST ARMS AND ALL OTHER EQUIPMENT REQUIRED FOR THE INSTALLATION.
- T2. A FOUR CAMERA VEHICLE VIDEO DETECTION SYSTEM SHALL BE USED TO PROVIDE DETECTION FOR THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THE DEPARTMENT SHALL FURNISH A FOUR CAMERA VIDEO DETECTION SYSTEM (CAMERAS WITH BRACKETS AND PROCESSOR) FOR USE WITH THE TEMPORARY INSTALLATION. THE CONTRACTOR SHALL FURNISH ALL CABLE, HARDWARE, HARDWARE, BRACKETS, AND ACCESSORIES REQUIRED FOR A COMPLETELY FUNCTIONAL SYSTEM.



- T3. THE EXISTING CONTROLLER IS A NEMA TS-2, FULL ACTUATED, MICROPROCESSOR BASED CONTROLLER THAT IS CAPABLE OF SUPPLYING 225 SECONDS OF CYCLE LENGTH AND INDIVIDUAL PHASE LENGTH SETTINGS UP TO 99 SECONDS.
- T4. ALL TRAFFIC SIGNAL EQUIPMENT SCHEDULED FOR REMOVAL MAY BE USED FOR TEMPORARY TRAFFIC SIGNALS. ANY MAINTENANCE OF THIS EQUIPMENT WHEN USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ALL EQUIPMENT (EXISTING AND PROVIDED BY THE DEPARTMENT) SHALL BE DELIVERED IN GOOD WORKING CONDITION UPON REMOVAL OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
- T5. AERIAL TRAFFIC SIGNAL CABLE SHALL BE FURNISHED AND INSTALLED AS SHOWN ON THE PLAN SHEETS. ALL EXISTING TRAFFIC SIGNAL CABLE WILL BE REMOVED. EXISTING TRAFFIC SIGNAL HEADS MAY BE USED IN THE TEMPORARY INSTALLATION.
- T6. THE TEMPORARY TRAFFIC SIGNAL SPAN WIRES AND CABLES SHALL BE ATTACHED TO THE WOOD POLES IN A MANNER APPROVED BY THE ENGINEER. ALL CABLES SHALL MAINTAIN A 18 FT. MINIMUM CLEARANCE ABOVE THE HIGHEST POINT OF THE ROADWAY.
- T7. ALL TRAFFIC SIGNAL HEAD SECTIONS SHALL HAVE 300 mm (12") LENSES.
- T8. THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER.
- T9. THE CONTRACTOR SHALL FURNISH ENOUGH SLACK CABLE TO RELOCATE THE HEADS TO ANY POSITION REQUIRED FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS.
- T10. THE CONTRACTOR SHALL PROVIDE ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO RELOCATE THE TEMPORARY TRAFFIC SIGNAL HEADS IN ACCORDANCE WITH THE PROPOSED CONSTRUCTION STAGING.
- T11. THE TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL APPLICABLE MUTCD STANDARDS.
- T12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE VIDEO DETECTION SYSTEM TO ACCOMODATE CONSTRUCTION STAGING (INCLUDING CAMERA AIMING AND PROGRAMMING).
- T13. ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION.

THE CONTRACTOR SHALL COORDINATE THE PLACEMENT OF WOOD POLES, GUY WIRES, AND OTHER TEMPORARY TRAFFIC SIGNAL EQUIPMENT WITH THE ENGINEER TO PREVENT CONFLICTS WITH CONSTRUCTION STAGING AND OVERHEAD UTILITIES.

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL SPAN WIRE AND CABLE
- ⊙ TEMPORARY WOOD POLE
- ▷ TEMPORARY TRAFFIC SIGNAL HEAD
- ▷+ TEMPORARY TRAFFIC SIGNAL HEAD WITH BACKPLATE
- Ⓜ VIDEO CAMERA
- ⊗ TEMPORARY LUMINAIRE, 400W, SODIUM VAPOR, PHOTOCCELL CONTROL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TEMPORARY TRAFFIC SIGNALS
IL 40 (KNOXVILLE) & CEDAR HILLS DRIVE
PEORIA
PEORIA COUNTY**

VERT. SCALE: DATE: 03/13/09
HORIZ. SCALE: DATE: 03/13/09

DRAWN BY: JDU
CHECKED BY: ECM



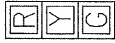
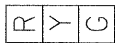






\$\$\$DATE\$\$\$
DCN-ONLY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-1, RS-2	PEORIA	256	150
STA.		TO STA.		
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT	

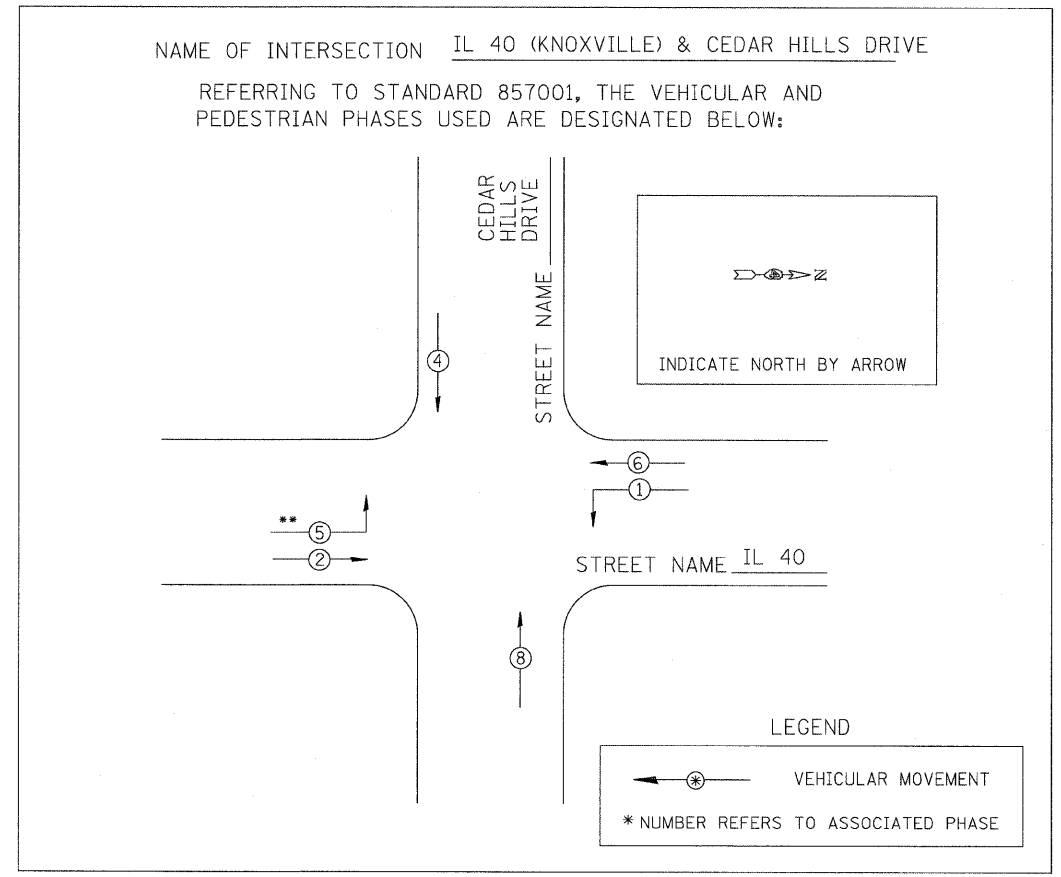
CONT. *088679

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-1, RS-2	PEORIA	256	151
STA.		TO STA.		
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT	
CONT. *088679				

TEMPORARY TRAFFIC SIGNAL LEGEND

-  TEMP. CONTROLLER (EXISTING MAY BE USED)
-  TEMP. SERVICE INSTALLATION
-  TEMP. 3-SECTION SIGNAL HEAD WITH BACKPLATE
-  TEMP. 3-SECTION SIGNAL HEAD
-  5C NO. 14 SIGNAL CABLE
-  (1/C NO. 6) X 3
-  TEMP. VIDEO DETECTION CABLE
-  TEMP. LUMINAIRE, 400W, SODIUM VAPOR PHOTOCCELL CONTROL
-  TEMP. WOOD POLE
-  TEMP. VIDEO CAMERA

TEMPORARY PHASE DESIGNATION DIAGRAM



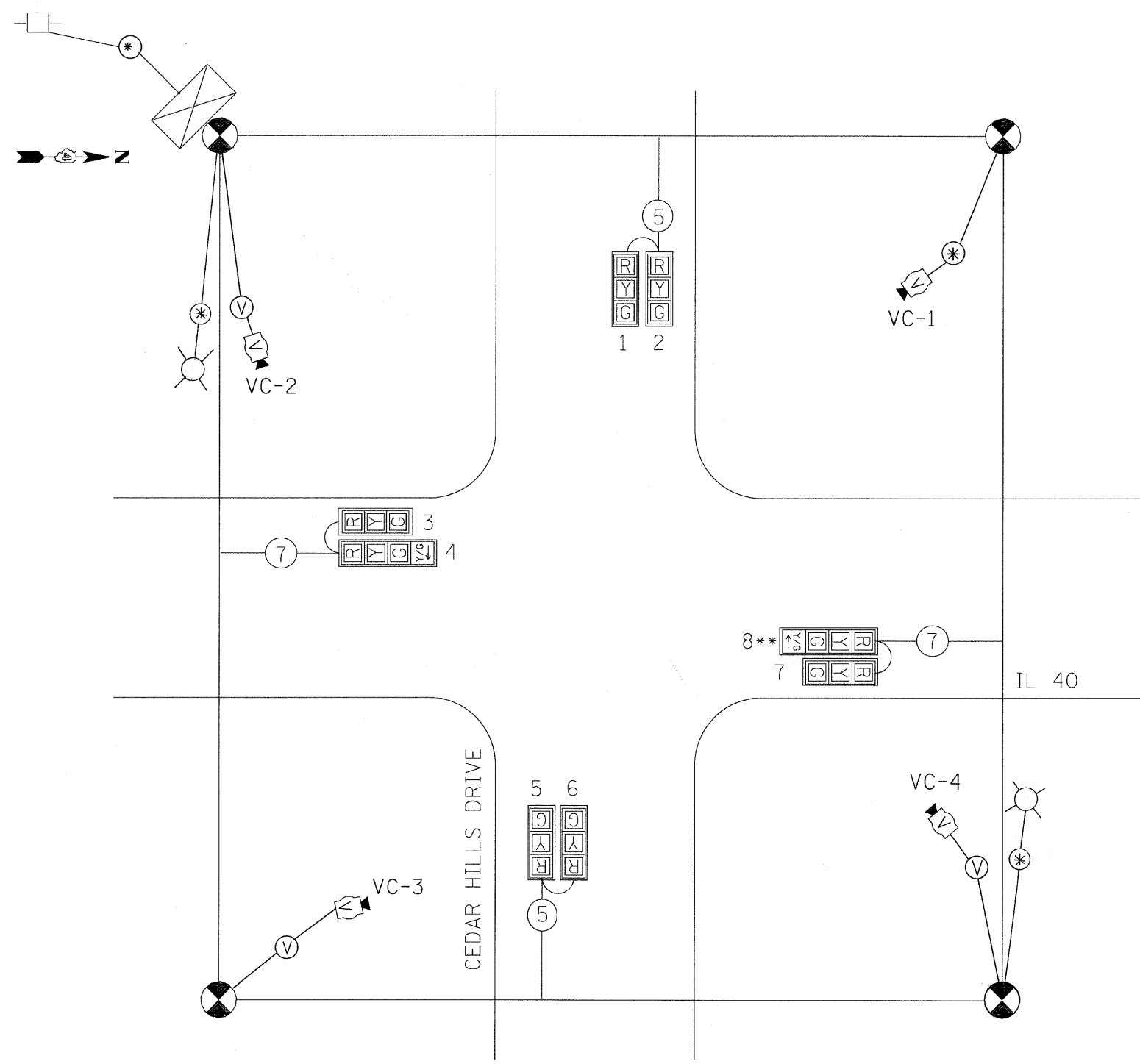
** LEFT TURN, WESTBOUND ONTO CEDAR HILLS DRIVE PERMITTED AFTER COMPLETION OF PROPOSED PAVEMENT WEST OF IL ROUTE 40.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TEMP. CABLE AND PHASE DIAGRAM
 IL 40 (KNOXVILLE) & CEDAR HILLS DRIVE
 PEORIA
 PEORIA COUNTY**

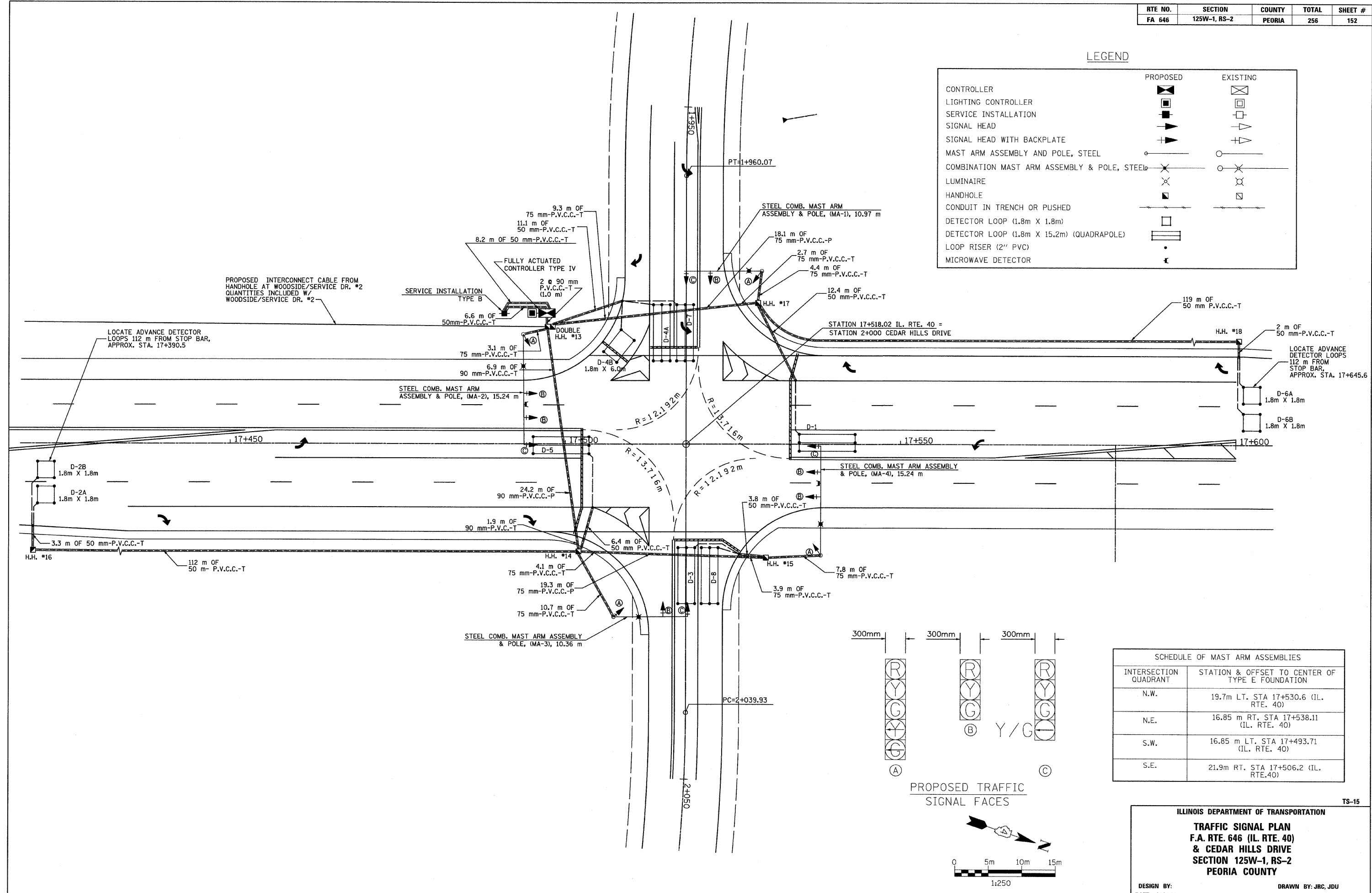
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 HORIZ. CHECKED BY: ECM
 DATE: 03/13/09



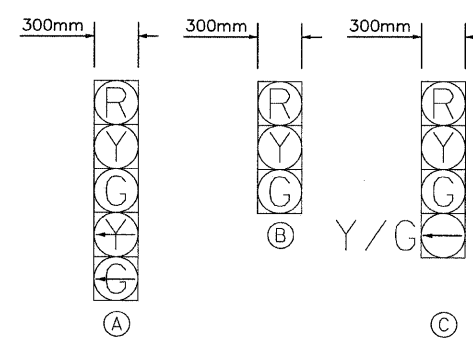
\$\$\$DATE\$\$\$
 * DGN-ONLY *

LEGEND

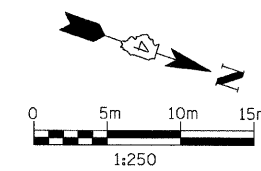
	PROPOSED	EXISTING
CONTROLLER		
LIGHTING CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
MAST ARM ASSEMBLY AND POLE, STEEL		
COMBINATION MAST ARM ASSEMBLY & POLE, STEEL		
LUMINAIRE		
HANDHOLE		
CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP (1.8m X 1.8m)		
DETECTOR LOOP (1.8m X 15.2m) (QUADRAPOLE)		
LOOP RISER (2" PVC)		
MICROWAVE DETECTOR		



INTERSECTION QUADRANT	STATION & OFFSET TO CENTER OF TYPE E FOUNDATION
N.W.	19.7m LT. STA 17+530.6 (IL. RTE. 40)
N.E.	16.85 m RT. STA 17+538.11 (IL. RTE. 40)
S.W.	16.85 m LT. STA 17+493.71 (IL. RTE. 40)
S.E.	21.9m RT. STA 17+506.2 (IL. RTE.40)



PROPOSED TRAFFIC SIGNAL FACES



ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN
F.A. RTE. 646 (IL. RTE. 40)
& CEDAR HILLS DRIVE
SECTION 125W-1, RS-2
PEORIA COUNTY

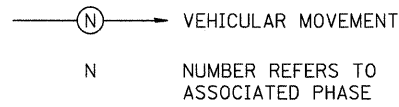
DESIGN BY: _____ DATE: 03/30/09

DRAWN BY: JRC, JDU
 CHECKED BY: ECM

SCHEDULE OF QUANTITIES

CONDUIT IN TRENCH, 90mm DIA., PVC	11.0 M
CONDUIT IN TRENCH, 75mm DIA., PVC	46.0 M
CONDUIT IN TRENCH, 50mm DIA., PVC	285.0 M
CONDUIT PUSHED, 90mm DIA., PVC	24.5 M
CONDUIT PUSHED, 75mm DIA., PVC	37.5 M
HANDHOLE	5 EA.
DOUBLE HANDHOLE	1 EA.
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	789 M
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	465 M
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18, 3 PAIR	915 M
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1/C	370 M
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 10.36 METER	1 EA.
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 10.97 METER	1 EA.
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 15.24 METER	2 EA.
CONCRETE FOUNDATION, TYPE D	1.1 M
CONCRETE FOUNDATION, TYPE E, 750mm DIA.	8.2 M
CONCRETE FOUNDATION, TYPE E, 900mm DIA.	9.2 M
SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED	7 EA.
SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED	4 EA.
SIGNAL HEAD, 1-FACE, 4-SECTION, MAST ARM MOUNTED	4 EA.
TRAFFIC SIGNAL BACKPLATE, LOUVERED	11 EA.
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	4 EA.
LIGHTING CONTROLLER PHOTOCELL RELAY	1 EA.
SERVICE INSTALLATION, TYPE B	1 EA.
TRENCH AND BACKFILL FOR ELECTRICAL WORK	342 M
INDUCTIVE LOOP DETECTOR	11 EA.
DETECTOR LOOP, TYPE 1	406 M
REMOVE EXISTING CONCRETE FOUNDATION	5 EA.
REMOVE EXISTING HANDHOLE	4 EA.
TEMPORARY TRAFFIC SIGNAL INSTALLATION, LOCATION 2	1 EA.
FULL ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	1 EA.

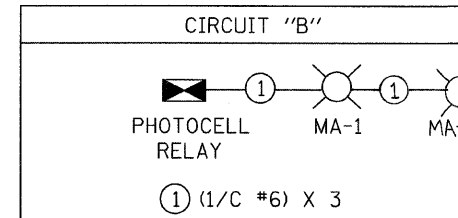
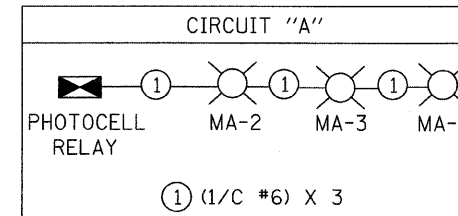
LEGEND



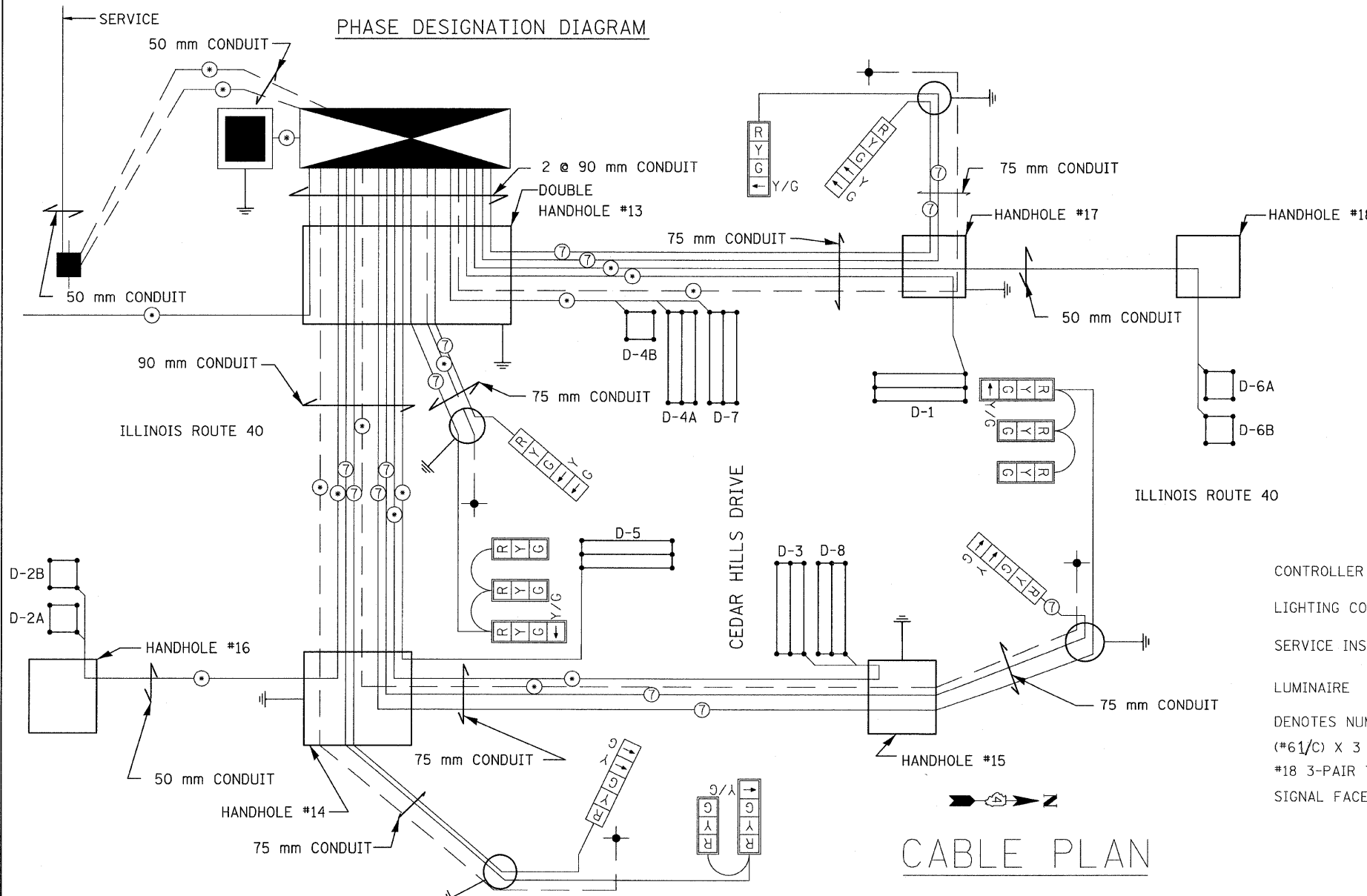
REFERRING TO STANDARD 857001, THE VEHICULAR PHASES USED ARE DESIGNATED BELOW.

CONTROLLER SPECIFIED: ECONOLITE ASC/3
TS-2 TYPE 2 IN TYPE IV CABINET

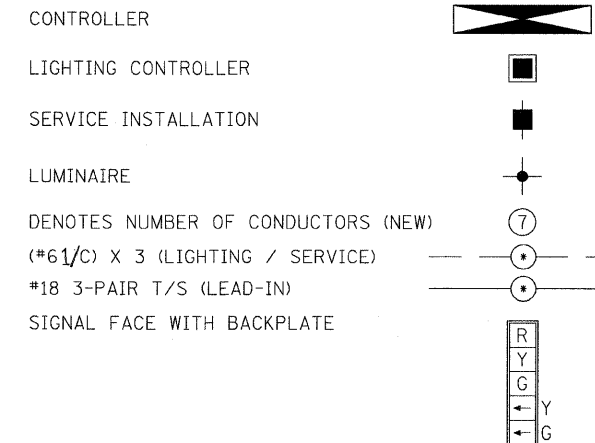
LIGHTING CIRCUIT DIAGRAM



PHASE DESIGNATION DIAGRAM



CABLE PLAN LEGEND



DETECTOR ASSIGNMENT SCHEDULE

DETECTOR LOOP	ASSIGNED PHASE	NO. OF CHANNELS REQUIRED
D-1	1	1
D-2A, D-2B	2	2
D-3	3	1
D-4A, D-4B	4	2
D-5	5	1
D-6A, D-6B	6	2
D-7	7	1
D-8	8	1
TOTAL NUMBER OF CHANNELS REQUIRED:		11

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC WIRING DIAGRAM
F.A. RTE. 646 (IL. RTE. 40)
AND CEDAR HILLS DRIVE
SECTION 125W-1, RS-2
PEORIA COUNTY

SCALE: NONE
DATE: 03/13/09

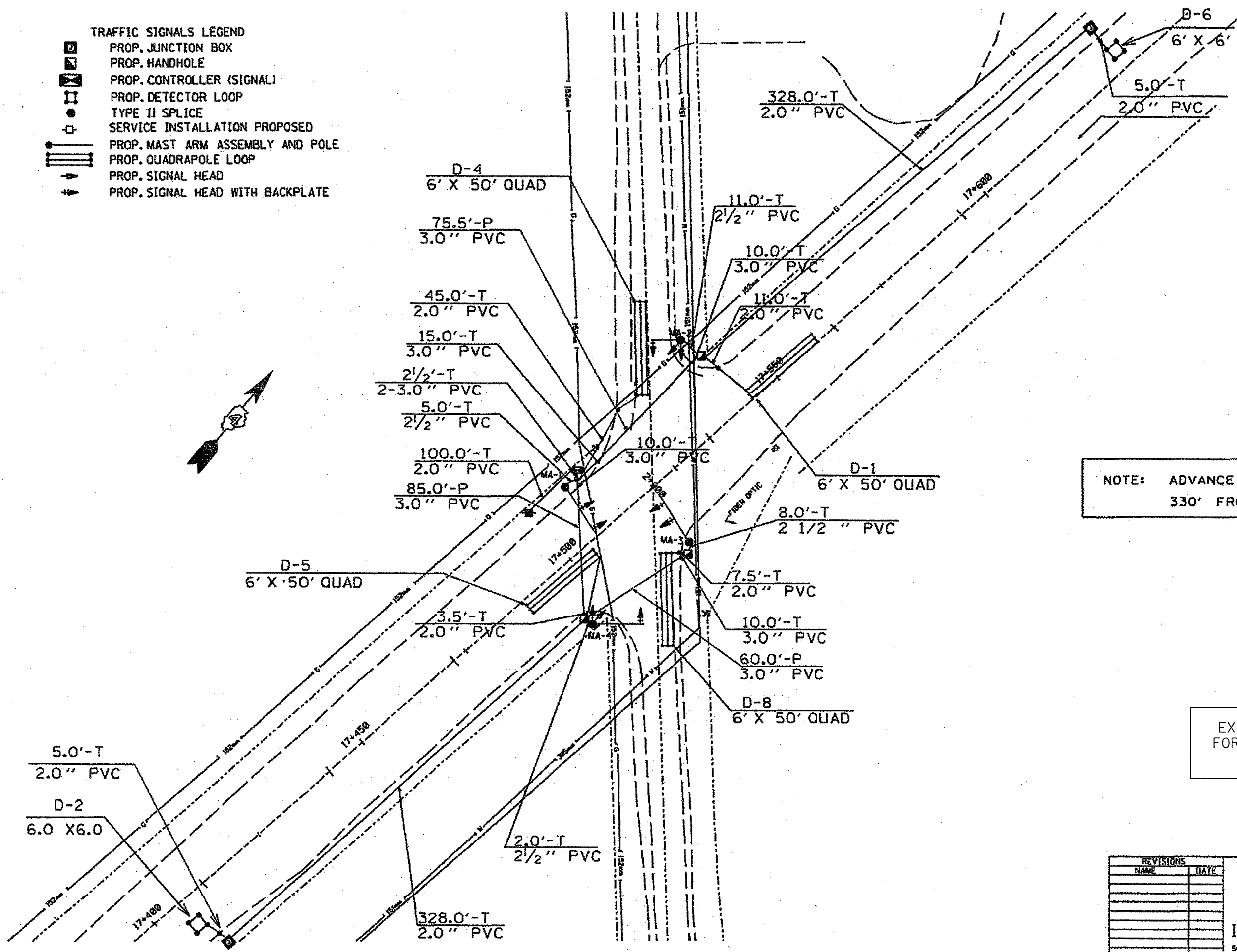
DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 646	125TS-2	PEORIA	6	4
STA. _____ TO STA. _____		FED. ROAD DIST. NO. 4		
		ILLINOIS	MISC. FUNDS	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-1, RS-2	PEORIA	256	154

CONT. *088679

- TRAFFIC SIGNALS LEGEND**
- PROP. JUNCTION BOX
 - PROP. HANDHOLE
 - PROP. CONTROLLER (SIGNAL)
 - PROP. DETECTOR LOOP
 - TYPE II SPLICE
 - SERVICE INSTALLATION PROPOSED
 - PROP. MAST ARM ASSEMBLY AND POLE
 - PROP. QUADRAPOLE LOOP
 - PROP. SIGNAL HEAD
 - PROP. SIGNAL HEAD WITH BACKPLATE



NOTE: ADVANCE LOOPS SHALL BE 330' FROM THE STOP BAR

EXISTING PLANS FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

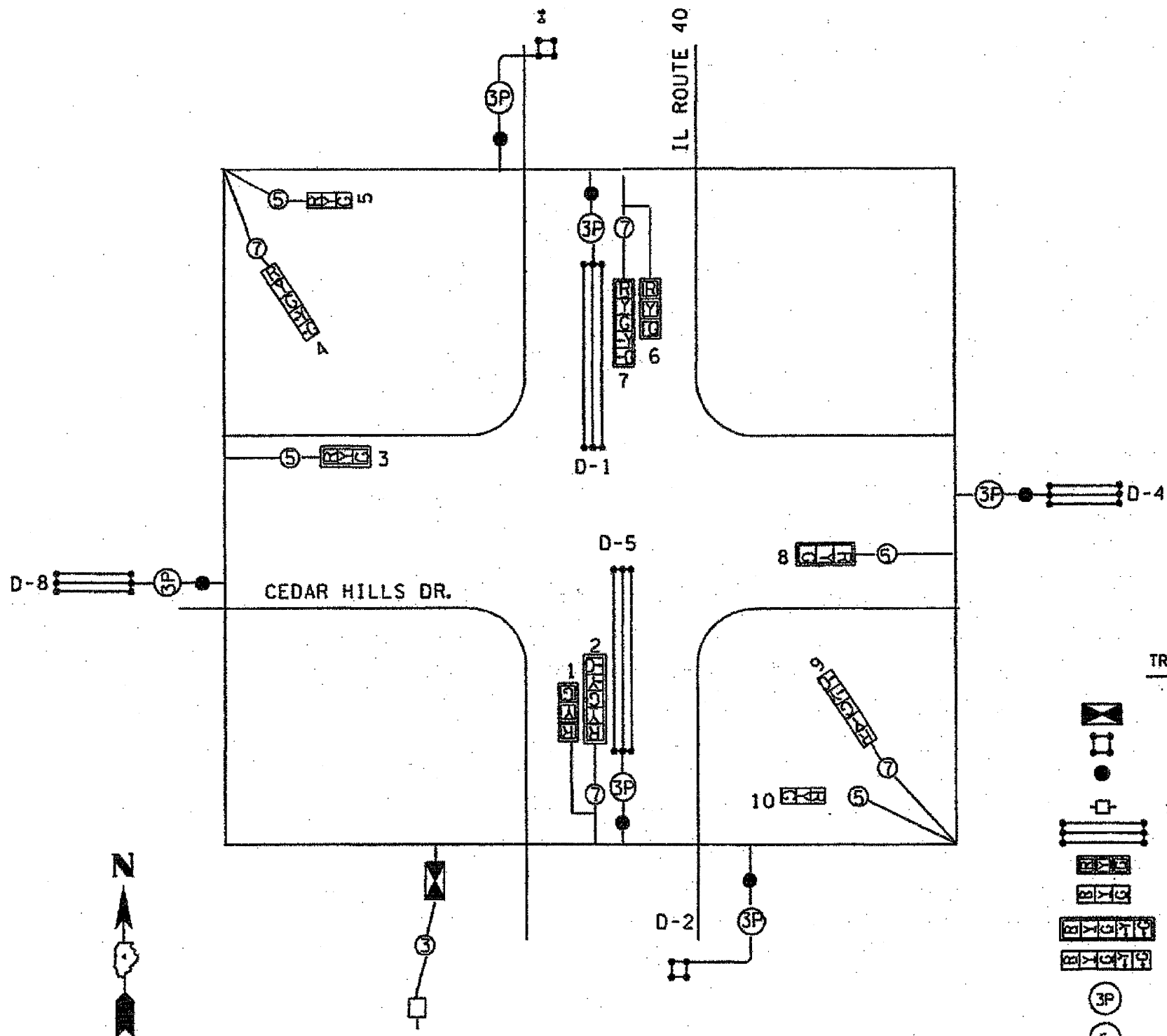
ILLINOIS DEPARTMENT OF TRANSPORTATION
INTERSECTION DETAILS
 IL 40 & CEDAR HILLS DR.
 SCALE: VERT. _____
 HORIZ. _____
 DATE _____ DRAWN BY _____
 CHECKED BY _____

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-2	PEORIA	6	6
STA.		TO STA.		
ED. ROAD DIST. NO. 4		ILL. MOVS.	MISC. FUNDS	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-1, RS-2	PEORIA	256	155
CONT. #088679				

CONTROLLER SEQUENCE

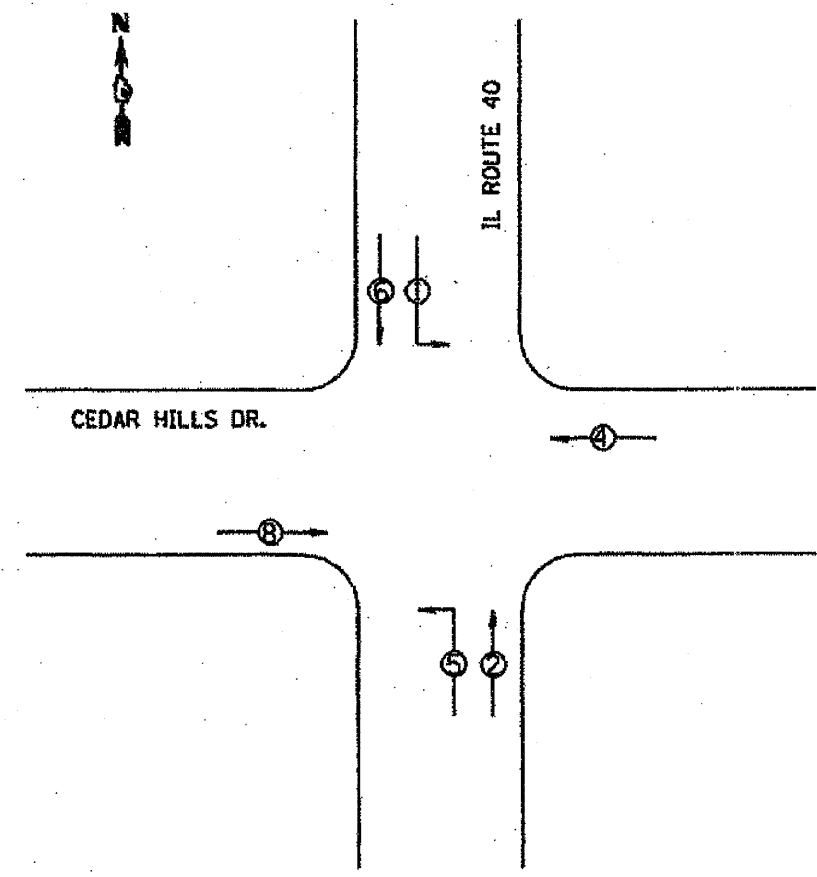
IL ROUTE 40 AND CEDAR HILLS DR.
 CONTROLLER SPECIFIED: FULL ACTUATED CONTROLLER
 TYPE IV CABINET



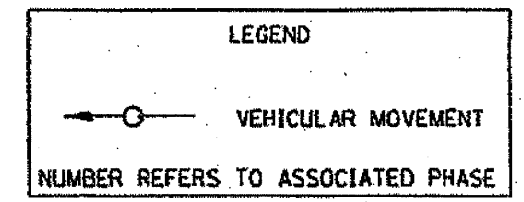
EXISTING PLANS
 FOR INFORMATION
 ONLY

TRAFFIC SIGNALS LEGEND

- PROP. CONTROLLER (SIGNAL)
- PROP. DETECTOR LOOP
- TYPE II SPLICE
- SERVICE INSTALLATION
- PROP. QUADRAPOLE LOOP
- PROP. 3 SEC. SIGNAL HEAD W/BACKPLATE
- PROP. SIGNAL HEAD
- PROP. 5 SEC. SIGNAL HEAD W/BACKPLATE
- PROP. 5 SEC. SIGNAL HEAD
- 3 PAIR NO. 18 TW/SH CABLE
- 5C NO. 14 SIGNAL CABLE
- 7C NO. 14 SIGNAL CABLE
- 3C NO. 6 ELECTRIC CABLE

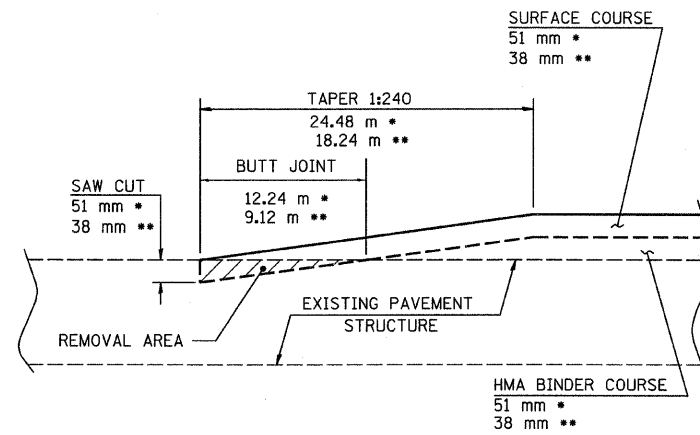


PHASE DESIGNATION DIAGRAM
 PROTECTED/PERMITTED LEFT TURN PHASES



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CABLE DIAGRAM
PHASE DIAGRAM
 IL 40 & CEDAR HILLS DR.
 SCALE: VERT. _____ HORIZ. _____
 DRAWN BY _____ CHECKED BY _____

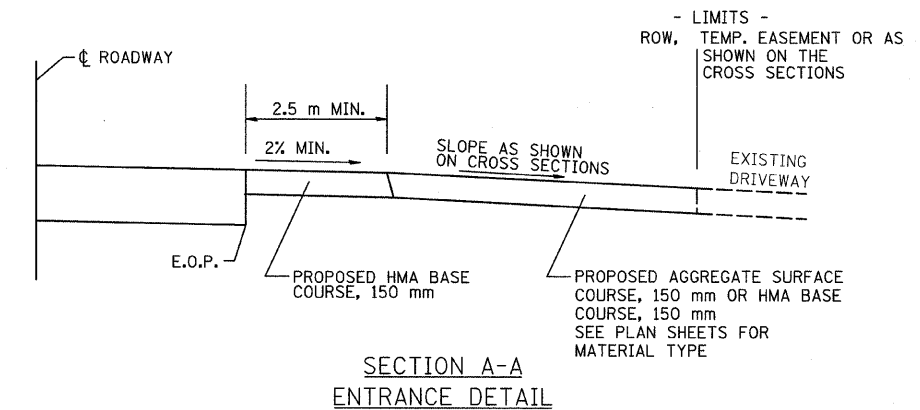
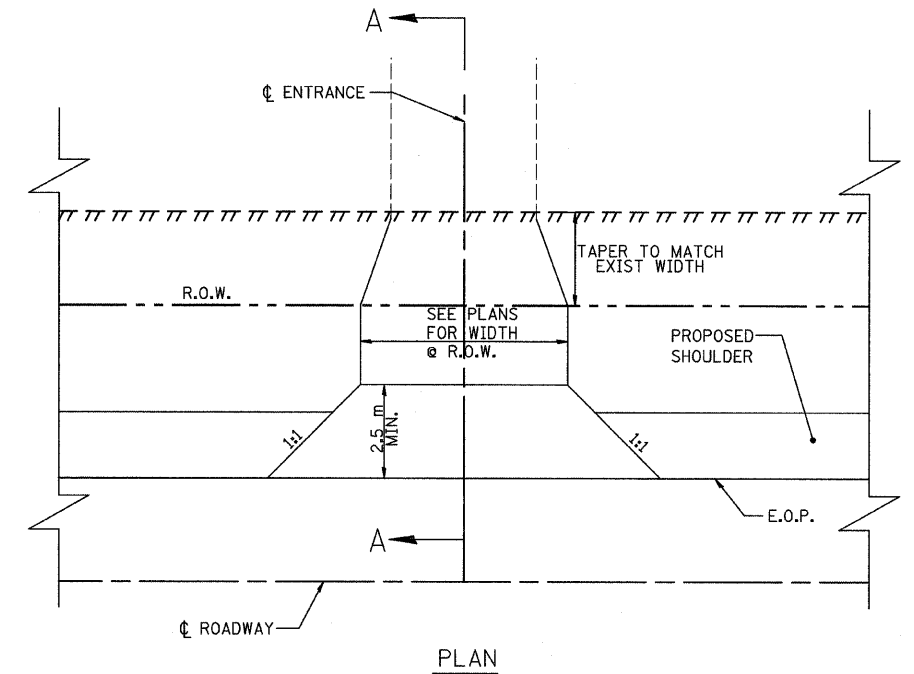


- * IL RTE 40
HICKORY GROVE ROAD (EAST)
CEDAR HILLS DRIVE
- ** HICKORY GROVE ROAD (WEST)
SERVICE DRIVE NO. 3 (PROPOSED CUL-DE-SAC)
SERVICE DRIVE NO. 4 (PROPOSED TIE-IN)
SERVICE DRIVE NO. 4 (PROPOSED CUL-DE-SAC)

GENERAL NOTES:

1. REFER TO ARTICLE 406.08 OF THE STANDARD SPECIFICATIONS
2. THE PAVEMENT SURFACE TO BE REMOVED MAY BE HMA OR CONCRETE. REGARDLESS OF THE TYPE OF MATERIAL, THE WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE 440.04 OF THE STANDARD SPECIFICATIONS.

BUTT JOINT DETAIL



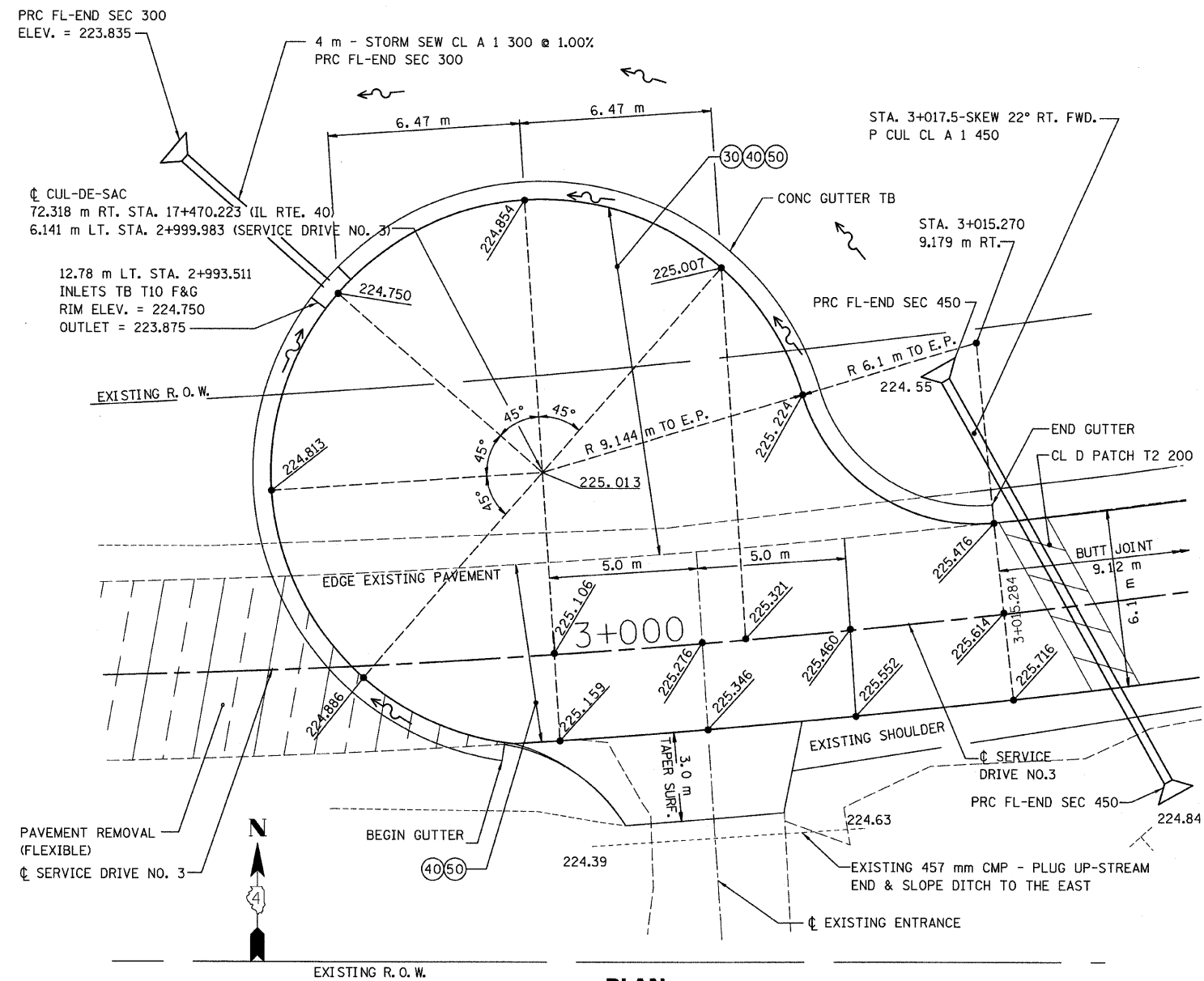
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

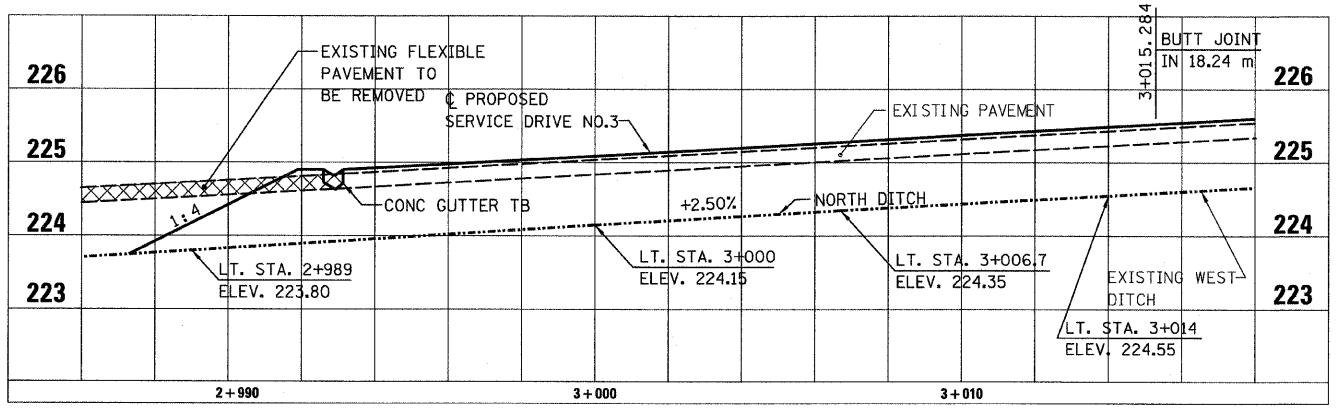
SCALE: NONE
DATE: 03/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM



**PLAN
SERVICE DRIVE NO.3**

- LEGEND**
- (30) POLYMERIZED HOT-MIX ASPHALT BASE COURSE, 200MM
 - (40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N70 (38mm)
 - (50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)



**PROFILE
SERVICE DRIVE NO.3**

PROFILE ALONG CENTERLINE OF SERVICE DRIVE NO. 3
DITCH PROFILE ALONG NORTH SIDE OF CUL-DE-SAC.

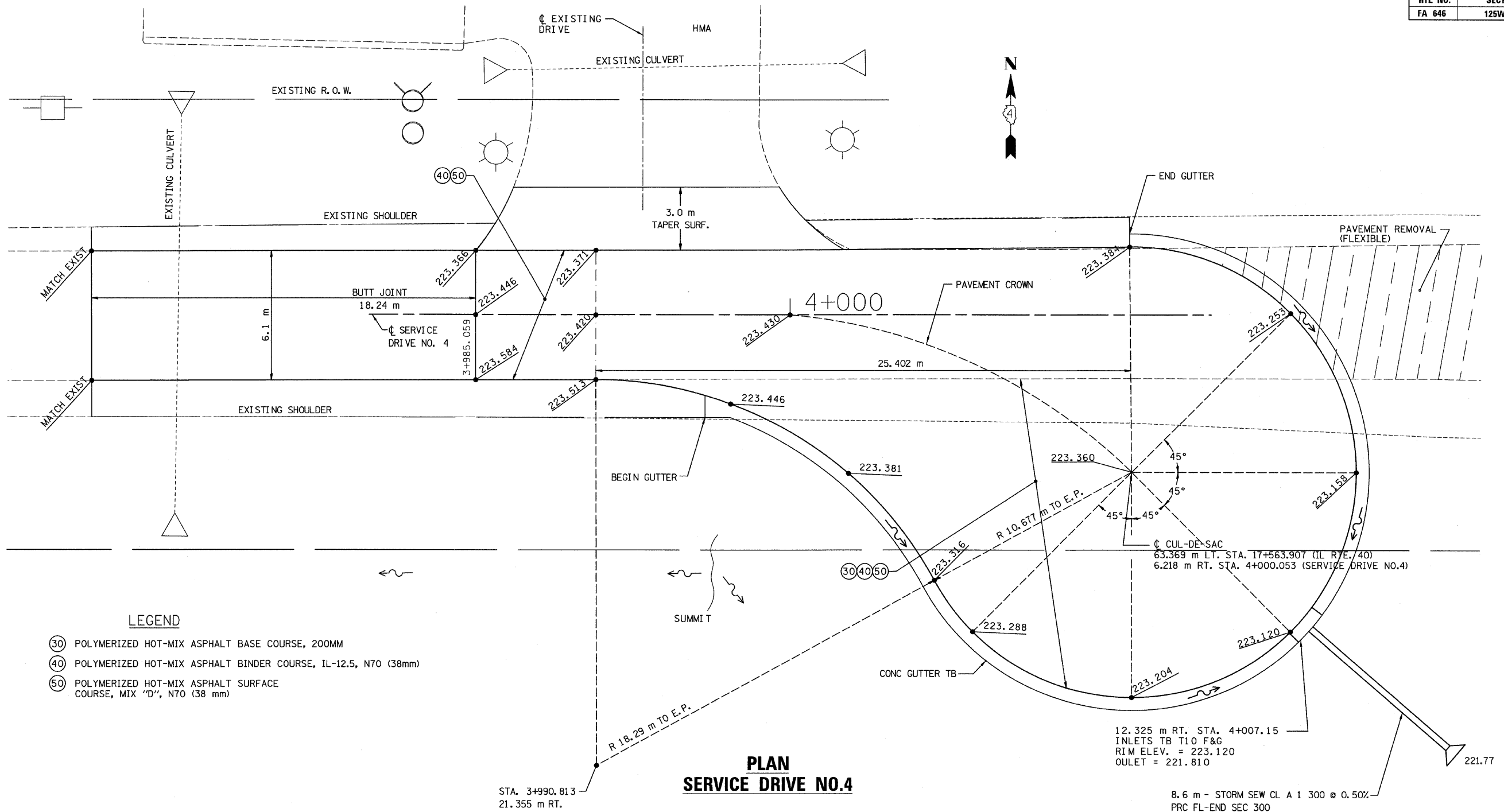
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

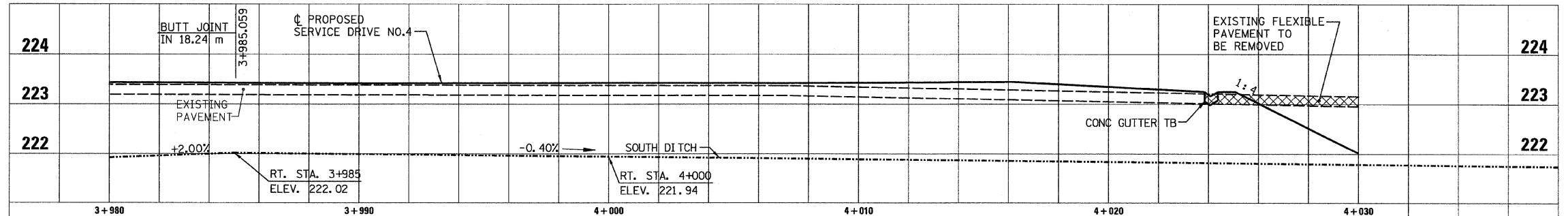
**CUL-DE-SAC DETAILS
SERVICE DRIVE NO. 3**

SCALE: 1:100
DATE: 03/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM



- LEGEND**
- ③0 POLYMERIZED HOT-MIX ASPHALT BASE COURSE, 200MM
 - ④0 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N70 (38mm)
 - ⑤0 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)



PROFILE SERVICE DRIVE NO. 4

PROFILE ALONG CENTERLINE OF SERVICE DRIVE NO. 4.
DITCH PROFILE ALONG SOUTH SIDE OF CUL-DE-SAC.

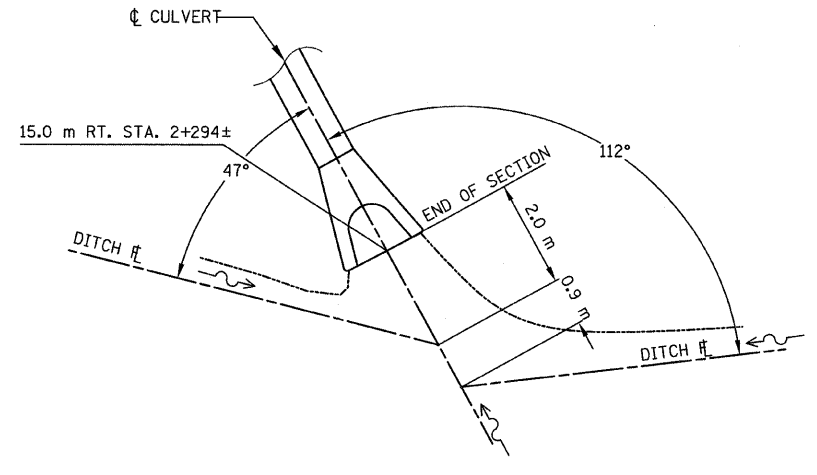
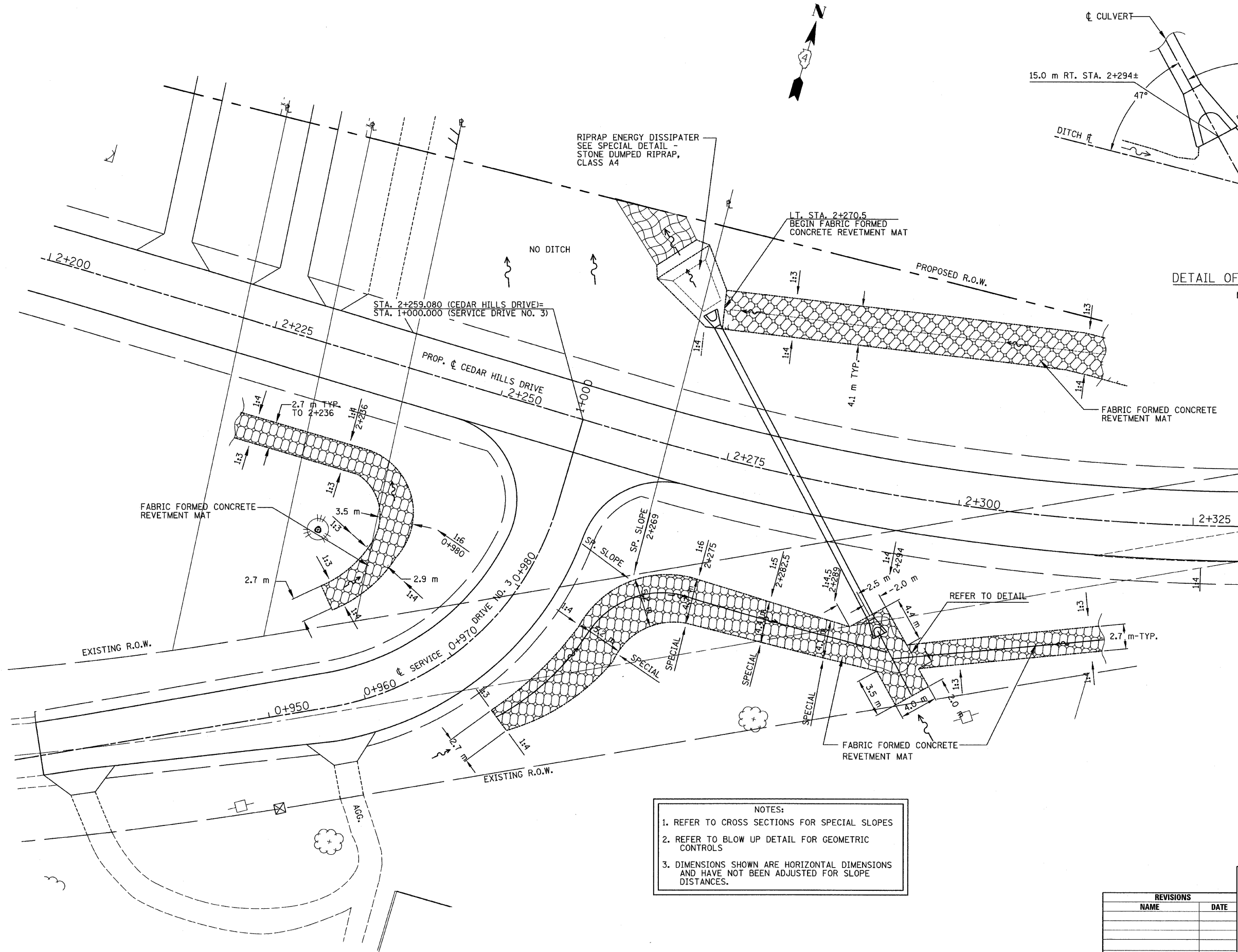
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CUL-DE-SAC DETAILS SERVICE DRIVE NO. 4

SCALE: 1:100
DATE: 03/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

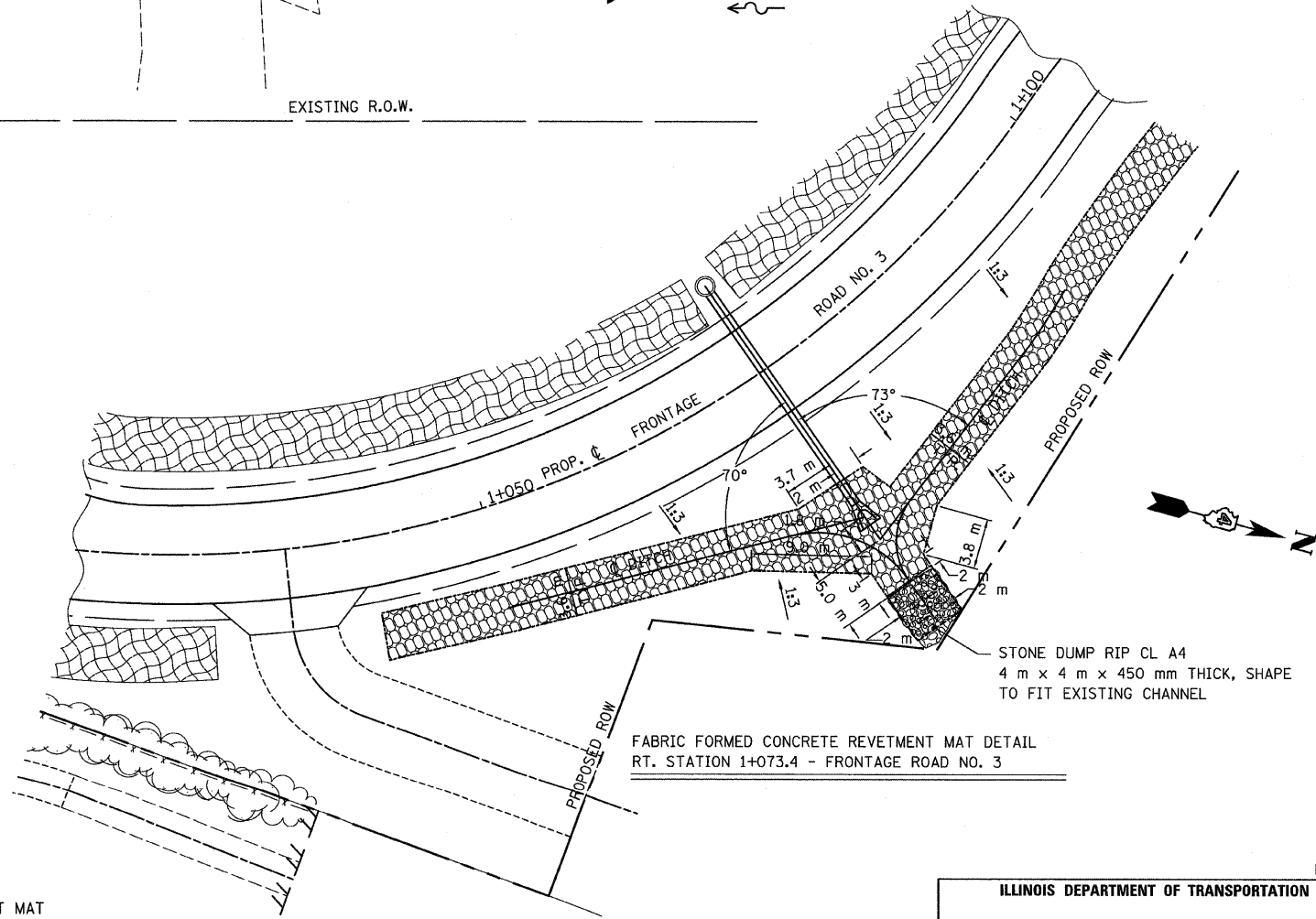
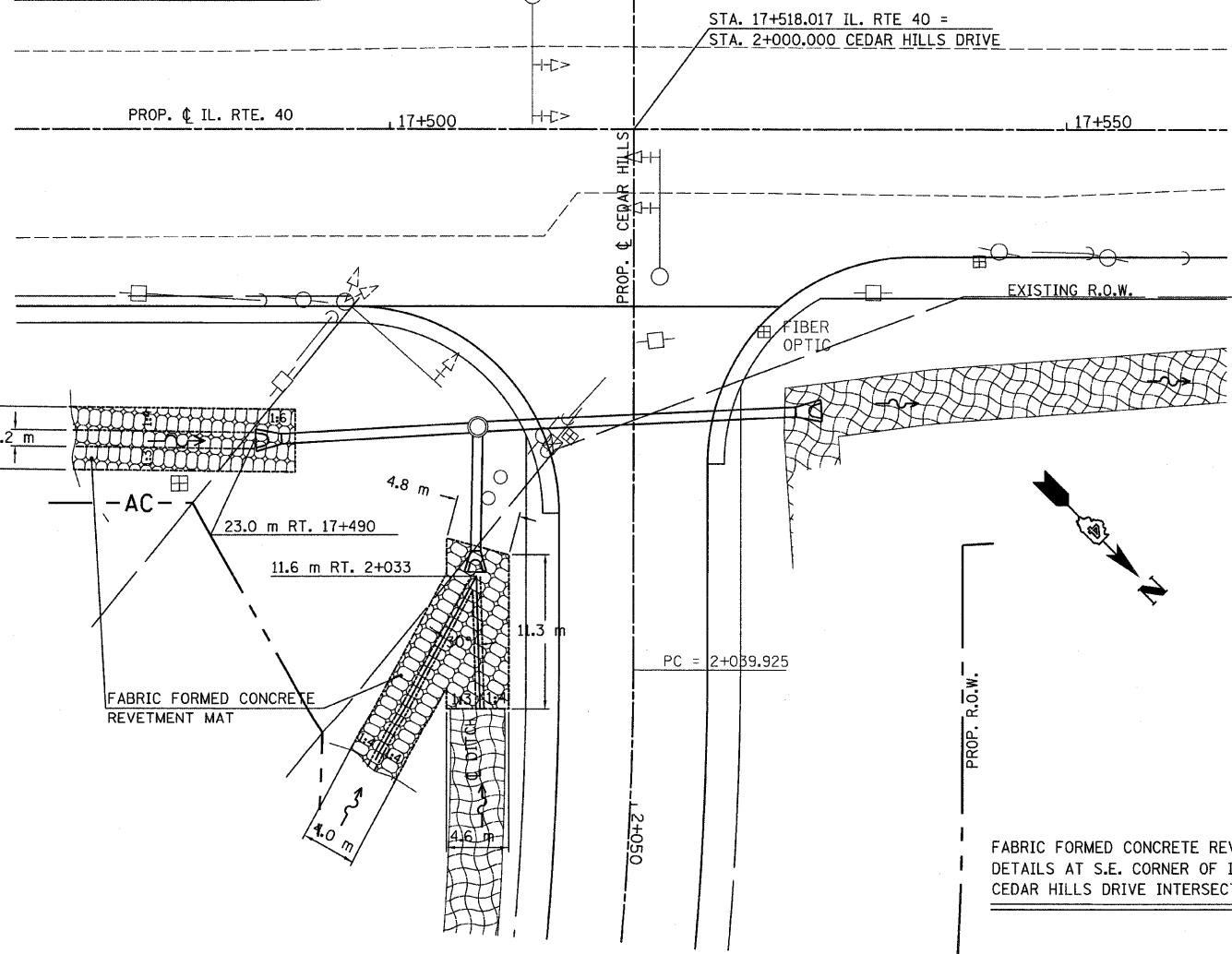
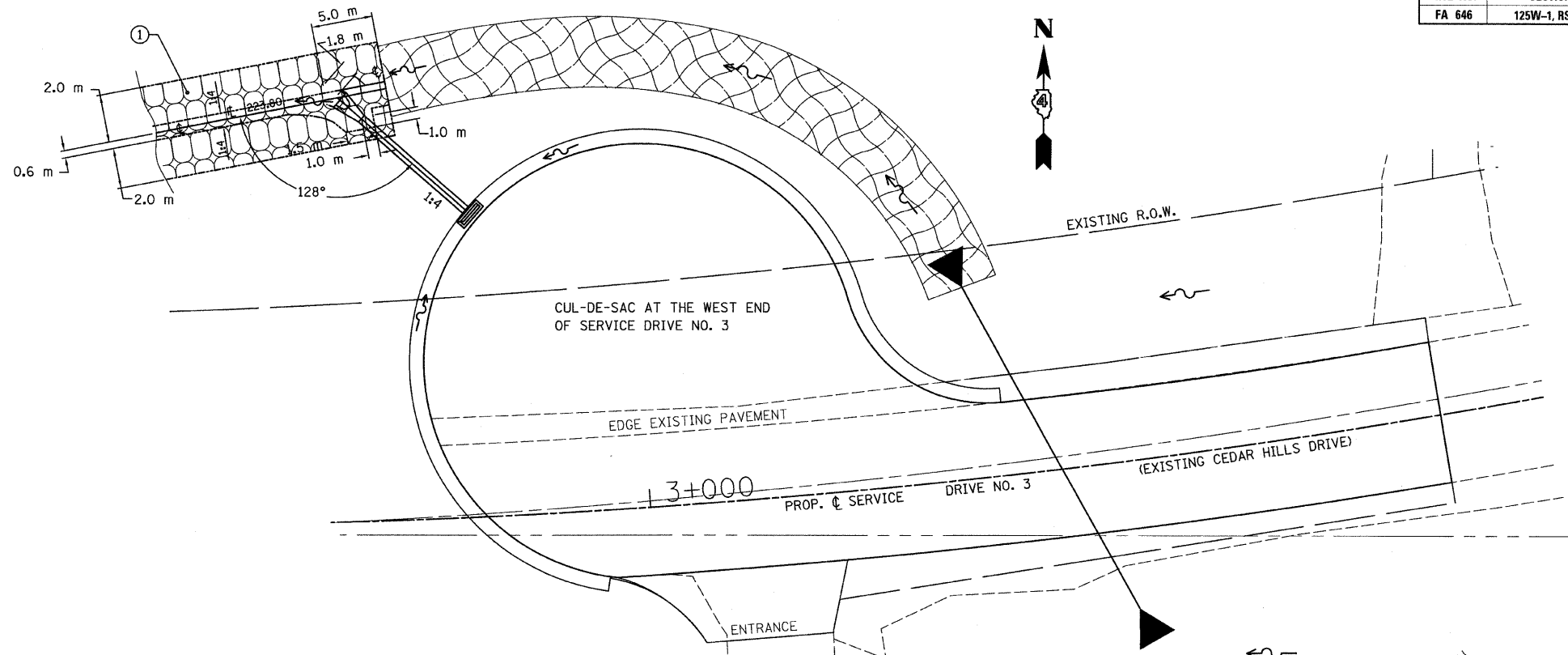


NOTES:

1. REFER TO CROSS SECTIONS FOR SPECIAL SLOPES
2. REFER TO BLOW UP DETAIL FOR GEOMETRIC CONTROLS
3. DIMENSIONS SHOWN ARE HORIZONTAL DIMENSIONS AND HAVE NOT BEEN ADJUSTED FOR SLOPE DISTANCES.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FABRIC FORMED CONCRETE REVETMENT MAT DETAILS
SCALE: 1:200
DATE: 03/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM



FABRIC FORMED CONCRETE REVETMENT MAT

FABRIC FORMED CONCRETE REVETMENT MAT DETAILS AT S.E. CORNER OF IL. RTE. 40 & CEDAR HILLS DRIVE INTERSECTION.

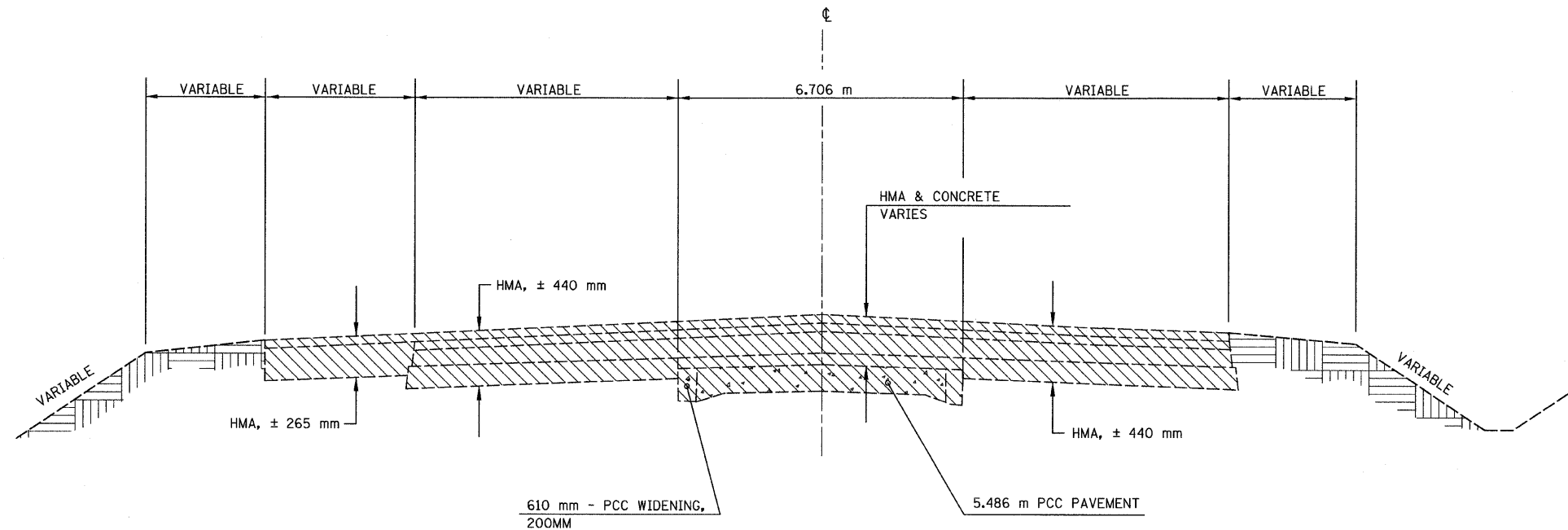
FABRIC FORMED CONCRETE REVETMENT MAT DETAIL
RT. STATION 1+073.4 - FRONTAGE ROAD NO. 3

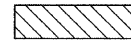
STONE DUMP RIP CL A4
4 m x 4 m x 450 mm THICK, SHAPE TO FIT EXISTING CHANNEL

REVISIONS	
NAME	DATE

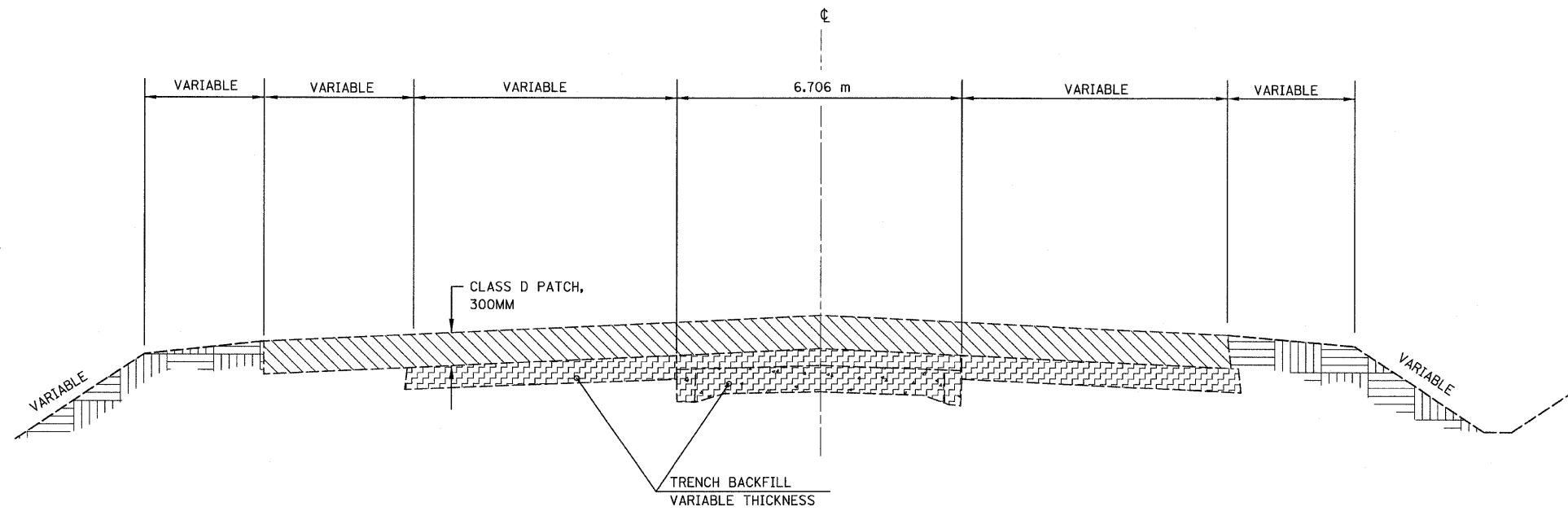
ILLINOIS DEPARTMENT OF TRANSPORTATION
FABRIC FORMED CONCRETE REVETMENT MAT DETAILS

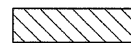

SCALE: 1:250
DATE: 03/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM



 - PAVEMENT REMOVAL
REQUIRED FOR PATCHING
(REFER TO SPECIAL PROVISIONS)

EXAMPLE EXISTING TYPICAL

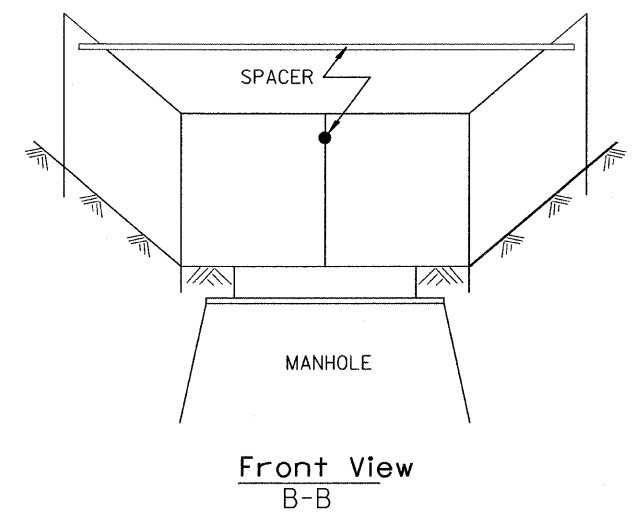
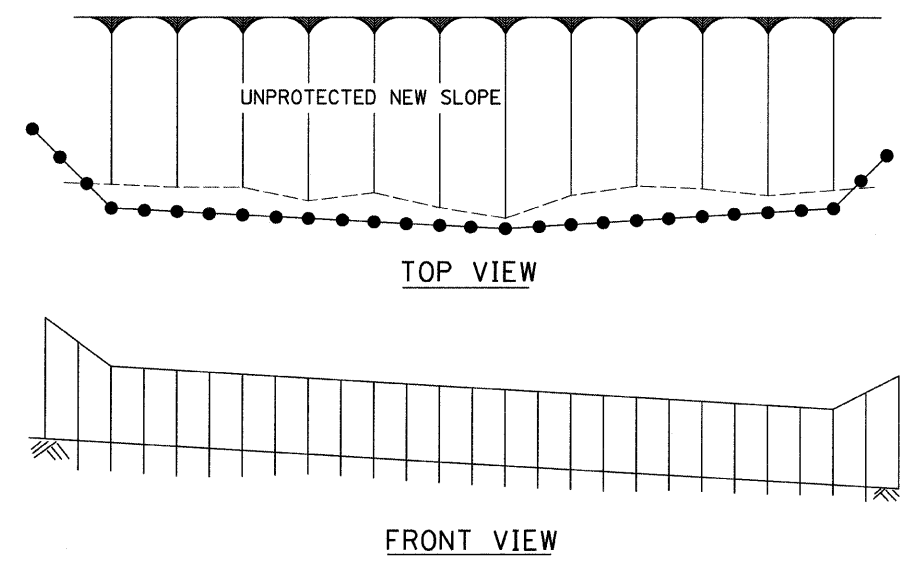
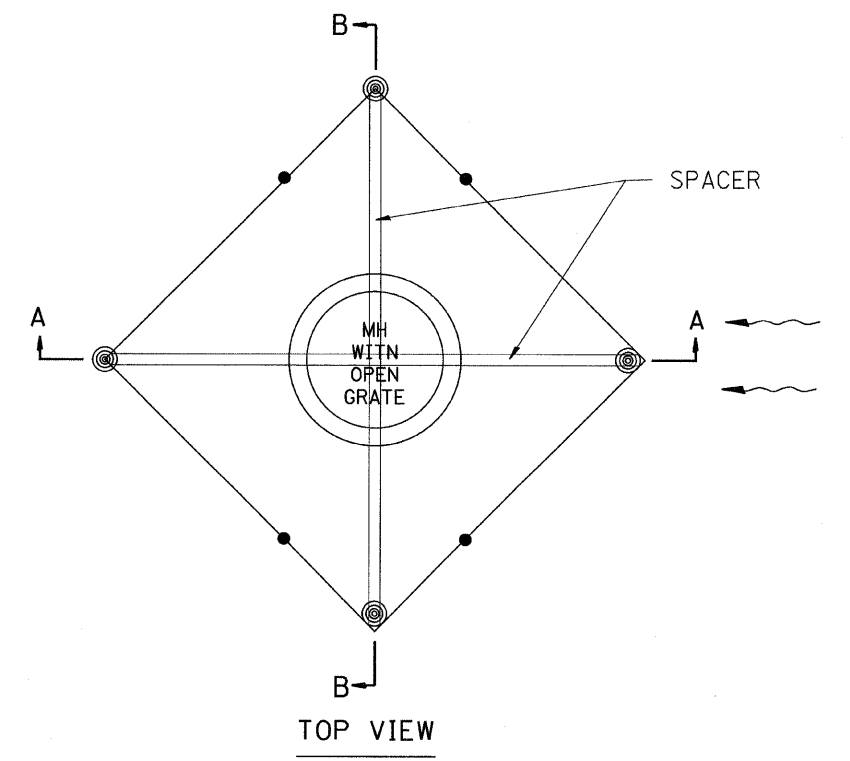
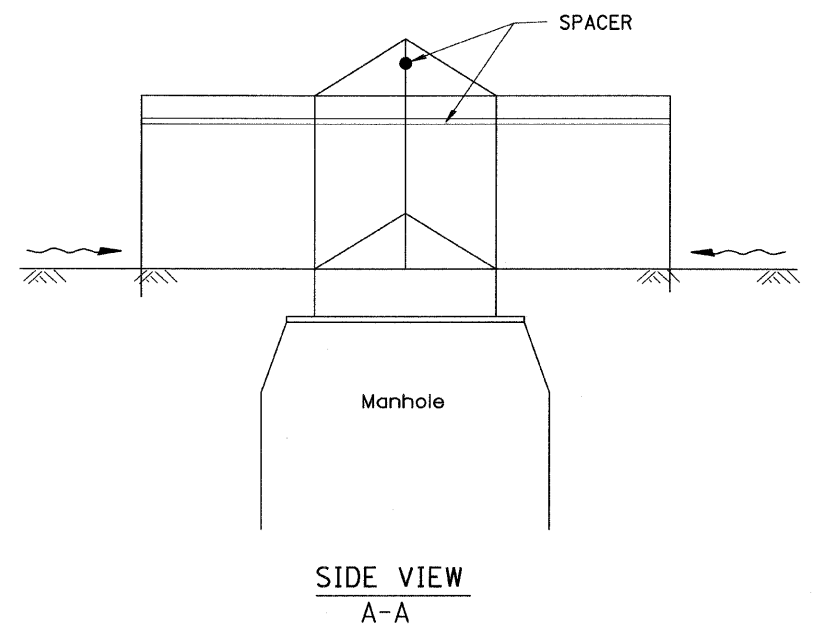
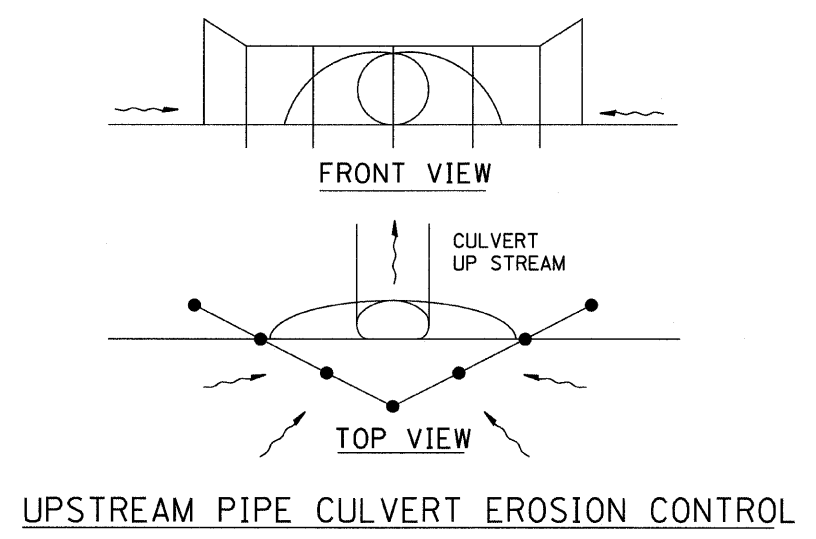


 - CLASS D PATCHES, 300MM
 - TRENCH BACKFILL (METHOD 1)
(VARIABLE THICKNESS)

PROPOSED CLASS D PATCH, 300MM FOR EXAMPLE TYPICAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL DETAIL
CLASS D PATCHES 300MM
SCALE: NONE
DATE: 03/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM



- GENERAL NOTES:**
1. This work shall be performed in accordance with Sections 280 & 1081, of the Standard Specifications.
 2. Additional Timber or Metal Post shall be installed, as needed.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

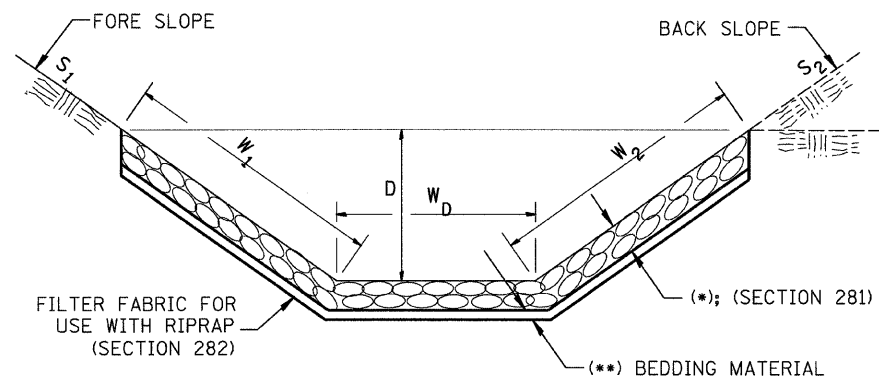
TYPICAL APPLICATION
OF
SILT FILTER FENCE

CADD DETAIL 280001-D4 DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. A-12.05, NEW REVISION BOX	T.P.
3-11-03	ELIMINATED SILT FENCE DITCH CHECK	M.M.A.

\$\$\$DATE\$\$\$

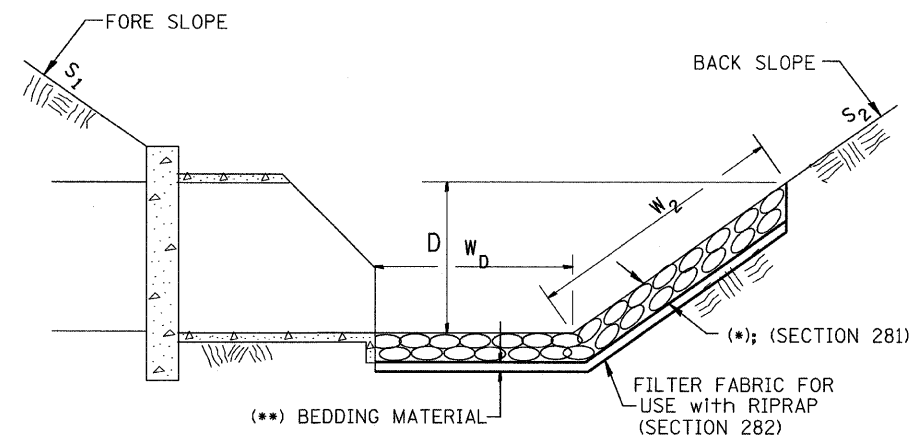
**CASE 1
(DITCH)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	m	m	m tons	m ²
TOTAL				

(1) WIDTH = $W_1 + W_2 + W_D$

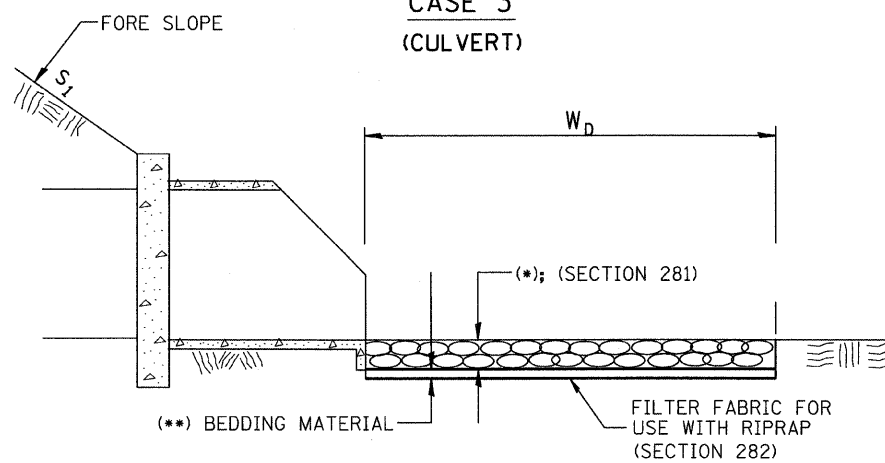
**CASE 2
(CULVERT & SLOPE)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	m	m	m tons	m ²
TOTAL				

(1) WIDTH = $W_2 + W_D$

**CASE 3
(CULVERT)**



(*)					
LOCATION		WIDTH (1)	LENGTH	RIPRAP	FABRIC
ALIGNMENT	STATION	m	m	m tons	m ²
FRONTAGE ROAD NO. 3	1+073.3	4.0	4.0	18.0	16.0
FRONTAGE ROAD NO. 3	1+522.3	3.3	20.0	84.5	77.0
SERVICE DRIVE NO. 5	1+013.0	5.1	9.4	42.0	38.5
TOTAL				144.5	131.5

(1) WIDTH = W_D

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

RIPRAP DITCH FOR EROSION PROTECTION

CADD DETAIL 281001-D4

SCALE: NOT DRAWN TO SCALE

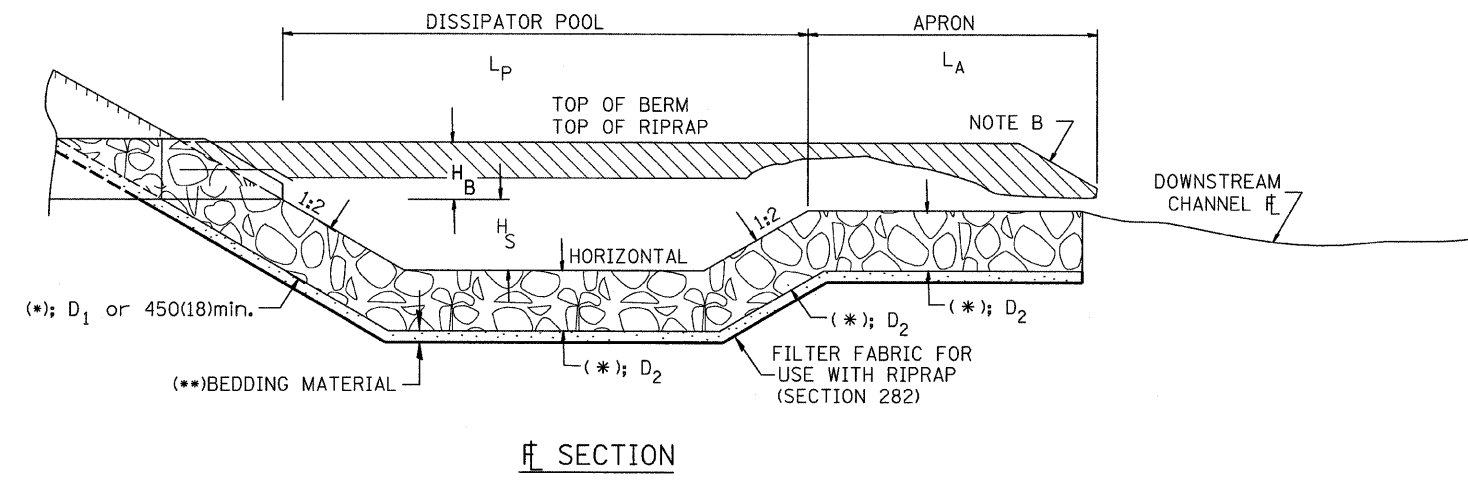
DATE 04/28/08

DRAWN BY CADD

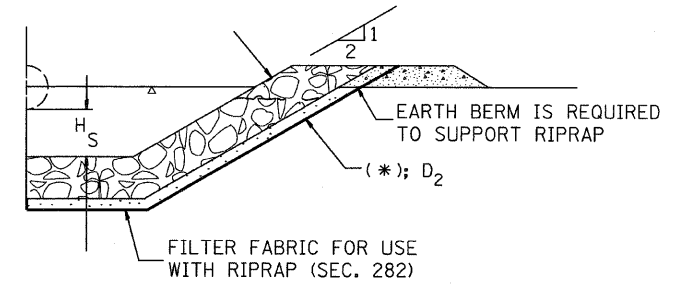
CHECKED BY ECM

DATE	REVISIONS	BY
1-1-97	RENUM. A-12.02, NEW REVISION BOX	T.P.
12-1-97	CORRECT FILTER FABRIC LEADER ARROW	J.A.

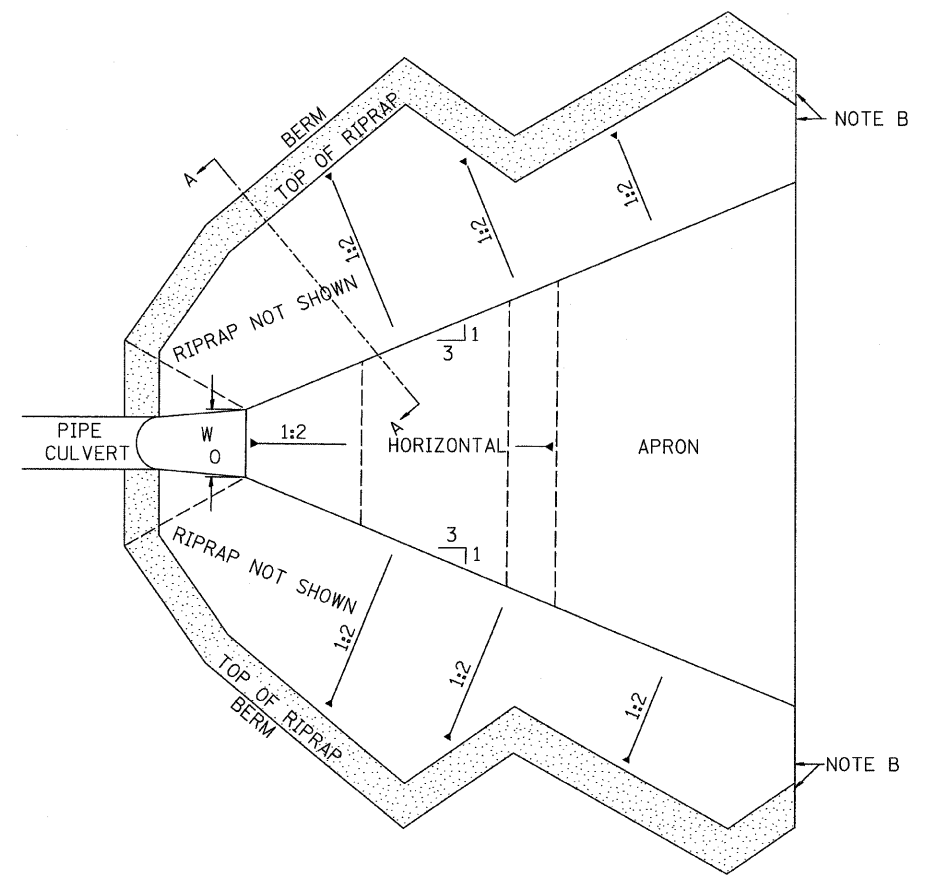
\$\$\$DATE\$\$\$



SECTION



SECTION A-A



TOP VIEW

STATION	W ₀	L _P	L _A	H _S	H _B	(*) (*) (**)		
						D ₁	D ₂	D ₃
2+282.5 (CEDAR HILLS DRIVE)	450	2.8 m	1.0 m	500	450	450	450	150

NOTE B: WARP BASIN TO CONFORM TO NATURAL STREAM CHANNEL

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
All dimensions are in millimeters (inches) unless otherwise noted.

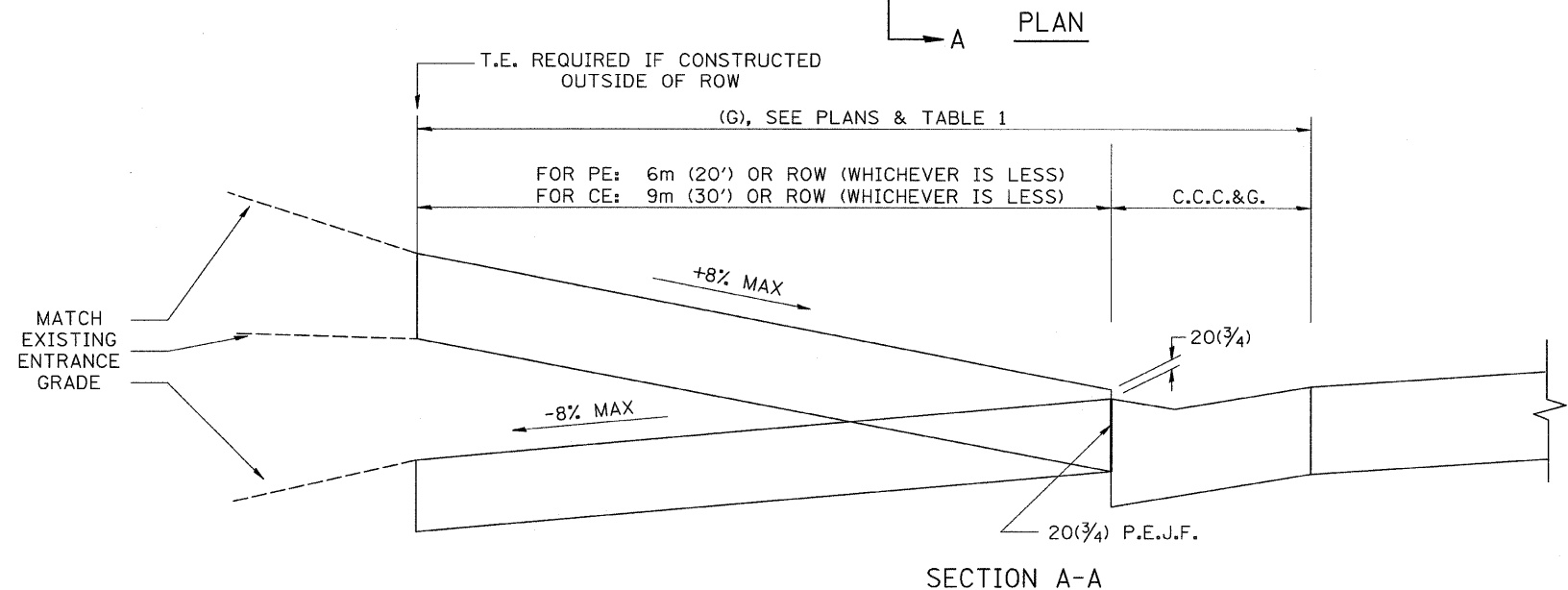
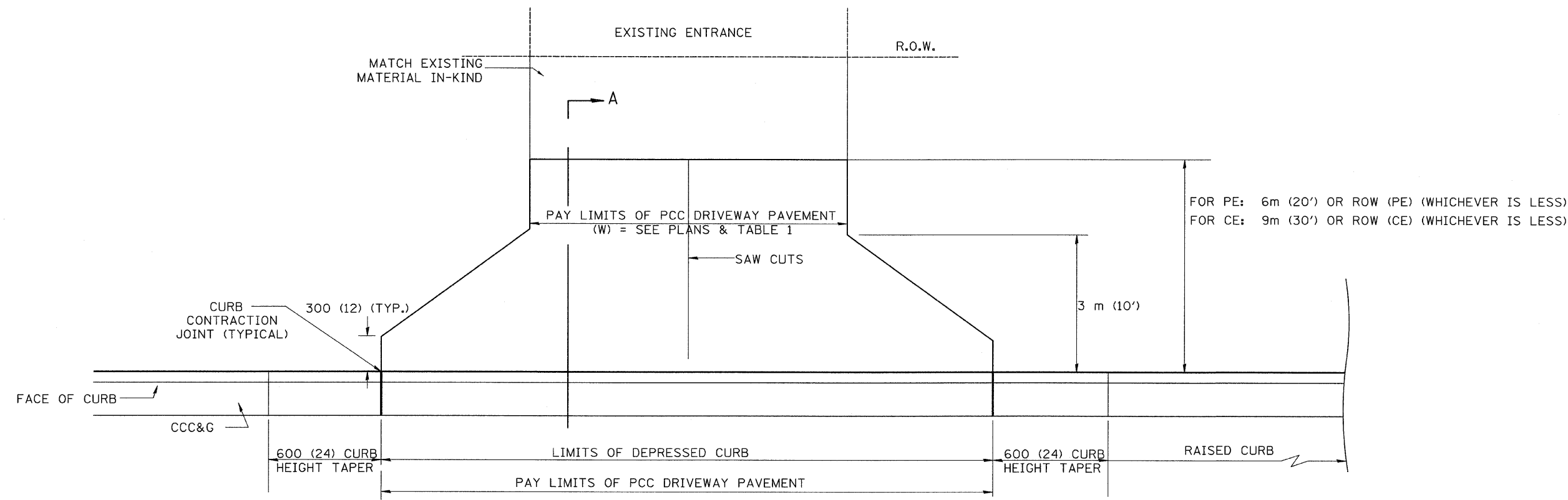
ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL DETAIL SHEET

RIPRAP ENERGY DISSIPATOR

CADD DETAIL 281101-D4
SCALE: NOT DRAWN TO SCALE
DATE 04/28/08
DRAWN BY CADD
CHECKED BY ECM

DATE	REVISIONS	BY
1-1-97	RENUM. A-12.03, NEW REVISION BOX	T.P.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-1, RS-2	PEORIA	256	165
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GENERAL NOTES

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

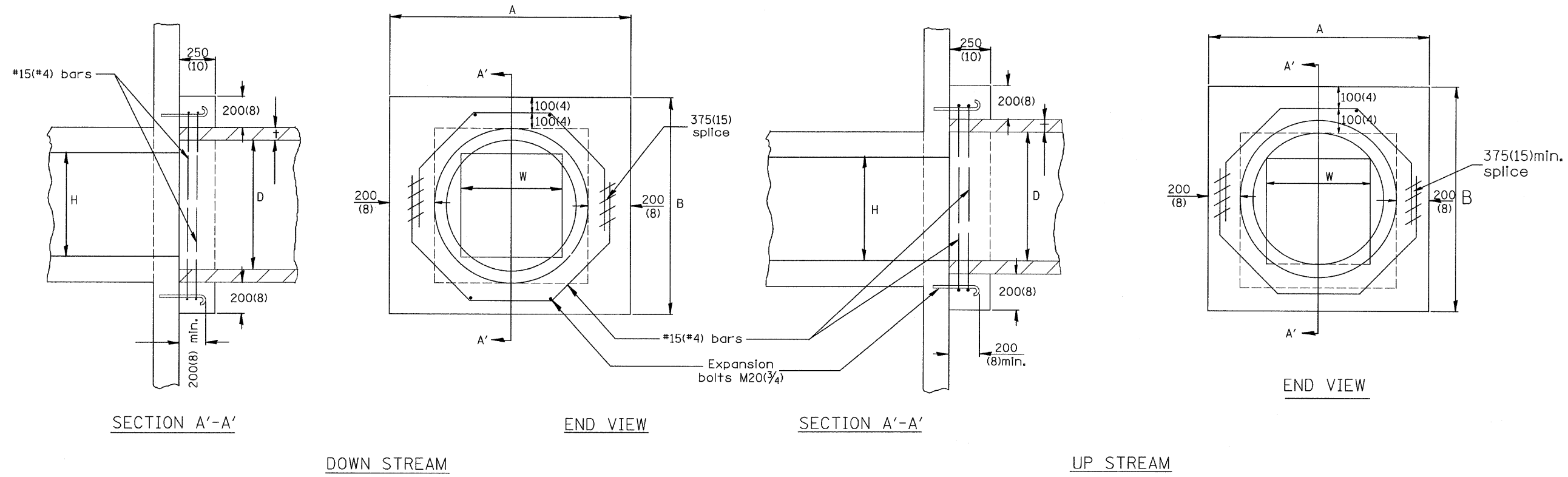
ELEMENT	NON-COMMERCIAL		COMMERCIAL			
			1-WAY OPERATION		2-WAY OPERATION	
WIDTH (W)	3.6m(12')MIN.	7.2m(24')MAX.	4.3m(14')MIN.	7.2m(24')MAX.	7.2m(24')MIN.	10.7m(35')MAX.
RADIUS EQUIVALENT 1:1 FLARE (F)	1.5m(5')MIN.	7.6m(25')MAX.	4.6m(15')MIN.	12.0m(40')MAX.	4.6m(15')MIN.	12.0m(40')MAX.
MAX. GRADE (G)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

ALL DIMENSIONS IN mm (INCHES) UNLESS OTHERWISE SHOWN

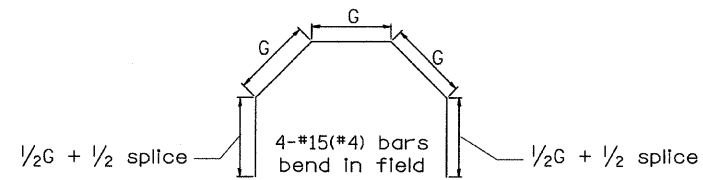
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

DATE	REVISIONS	BY
9-15-05	NEW DETAIL	M.M.A.

URBAN ENTRANCES WITHOUT SIDEWALKS
CADD STD NO. 423002-D4
SCALE: NOT DRAWN TO SCALE DRAWN BY
DATE **DATE** CHECKED BY



EXISTING BOX		EACH COLLAR								
W	H	A	B	D	f	CONC. COLLAR	REINFORCEMENT BARS			EXPANSION BOLT
						m ³ (CU. YD.)	g	L	KG (LBS.)	EACH
300(12)	PIPE	810 (32)	810 (32)	300 (12)	50(2)	0.14(0.18)	254 (10)	1.40m (4'-7")	9(12)	4
450(18)	PIPE	990 (39)	990 (39)	450 (18)	65(2 1/2)	0.18(0.24)	324 (12 3/4)	1.68m (5'-6")	11(15)	4
600(24)	PIPE	1.17m (3'-10")	1.17m (3'-10")	600 (24)	75(3)	0.23(0.30)	400 (15 3/4)	1.98m (6'-6")	12(17)	4
600(24)	600(24)	1.35m (4'-5")	1.35m (4'-5")	750 (30)	90(3 1/2)	0.28(0.37)	416 (18 3/4)	2.29m (7'-6")	14(20)	4
750(30)	750(30)	1.52m (5'-0")	1.52m (5'-0")	900 (36)	100(4)	0.34(0.45)	546 (21 1/2)	2.57m (8'-5")	16(22)	8
900(36)	900(36)	1.7m (5'-7")	1.7m (5'-7")	1050 (42)	115(4 1/2)	0.38(0.50)	622 (24 1/2)	2.87m (9'-5")	18(25)	10
1050(42)	1050(42)	1.88m (6'-2")	1.88m (6'-2")	1200 (48)	125(5)	0.47(0.61)	692 (27 1/4)	3.15m (10'-4")	20(28)	10
1200(48)	1200(48)	2.06m (6'-9")	2.06m (6'-9")	1350 (54)	140(5 1/2)	0.61(0.80)	768 (30 1/4)	3.45m (11'-4")	22(30)	10



GENERAL NOTES

1. The collar shall be constructed entirely of CLASS SI CONCRETE and in accordance with the applicable portions of Section 503 of the Standard Specifications. Reinforcement Bars shall conform to Section 508.
2. Expansion Bolts shall consist of approved Expansion Anchors, and M20(3/4) Hook Bolts which conform to Section 1006.09. These Bolts shall extend at least 200(8) into the new Concrete.

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

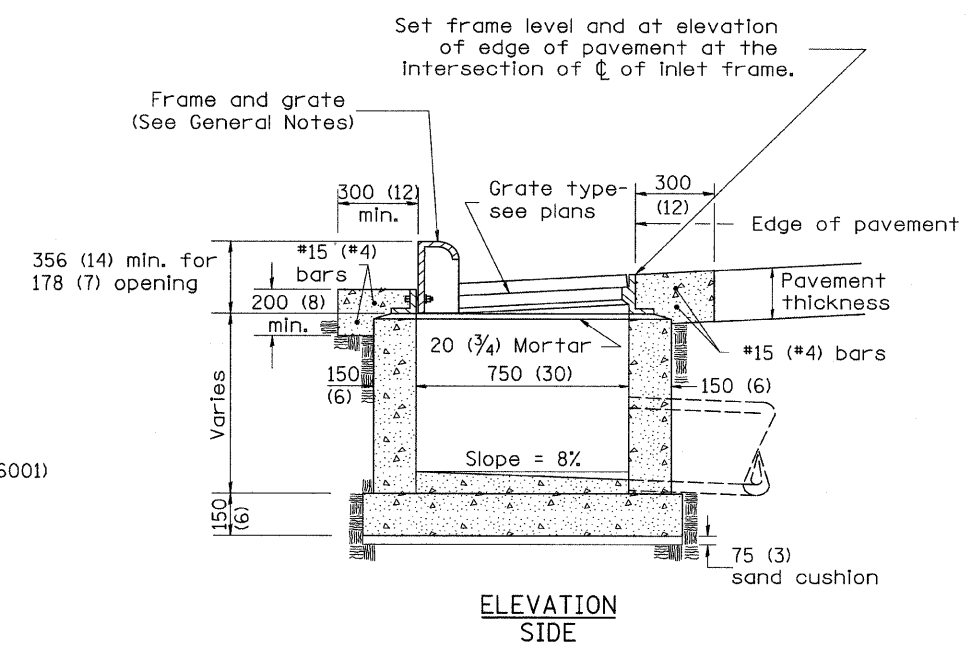
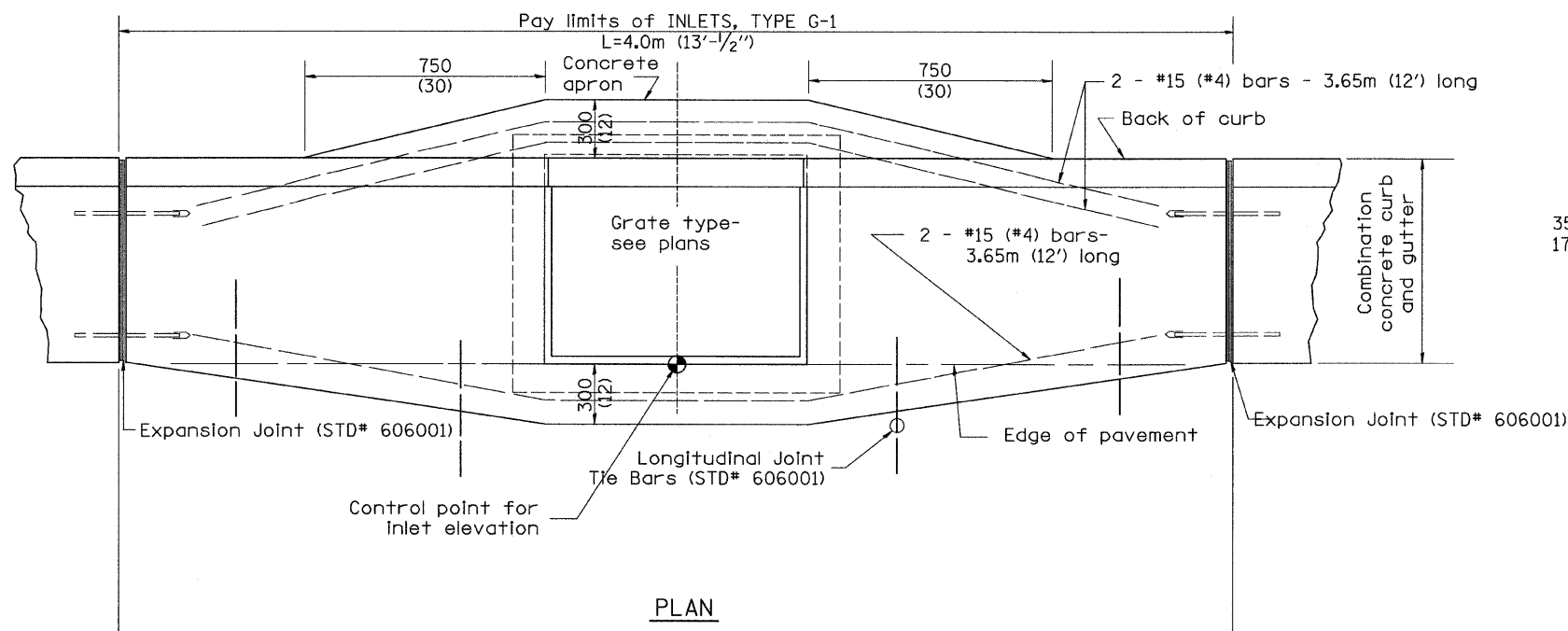
QUANTITIES	
CALC. BY: _____	DATE: _____
CHECKED BY: _____	DATE: _____
QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE; BUREAU OF PROJECT IMPLEMENTATION; DOCUMENTATION SECTION	

DATE	REVISIONS	BY
1-1-97	RENUM. J-11.02, NEW REVISION BOX, REVISED TITLE BOX, ADDED QUANTITY CALCULATION BOX.	T.P.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
PIPE CULVERT EXTENSION COLLAR
(WITH END SECTION)
 CADD STD. NO. 542001-04
 SCALE: NOT DRAWN TO SCALE
 DATE **DATE**
 DRAWN BY CADD
 CHECKED BY

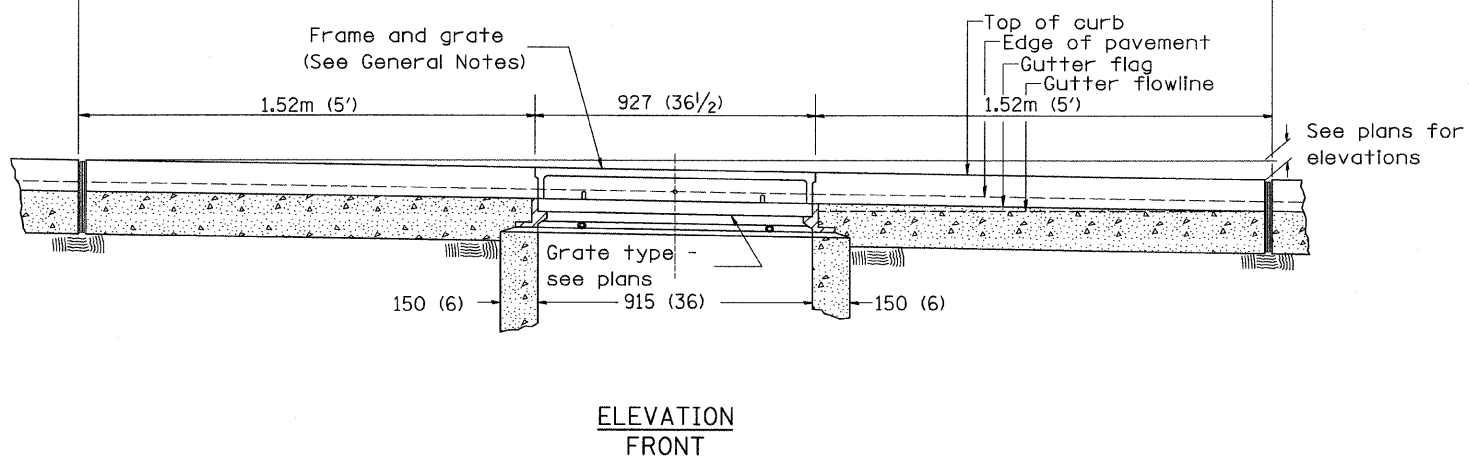
\$\$\$DATE\$\$\$

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-1,RS-2	PEORIA	256	167
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GENERAL NOTES

1. Inlet construction shall be in accordance with Section 602 of the Standard Specifications.
2. Combination Concrete Curb & Gutter shall be constructed in accordance with Section 606 of the Standard Specifications.
3. See District CADD Standard 604001-D4 for frame and grates.



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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

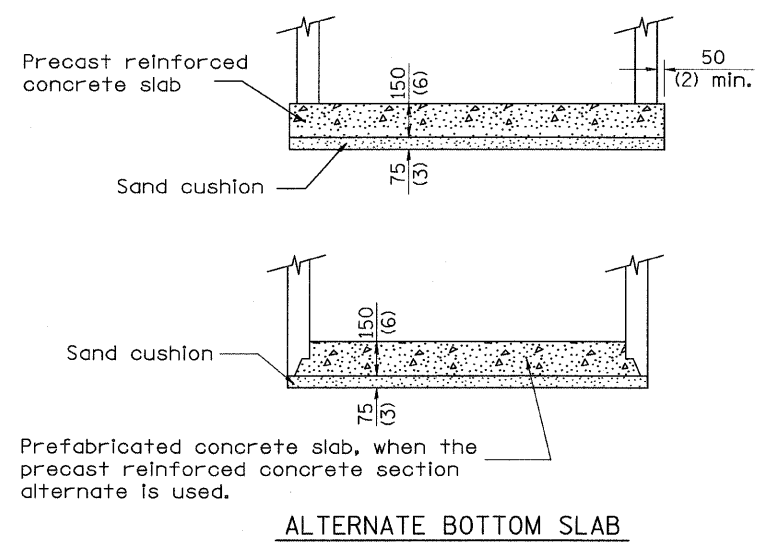
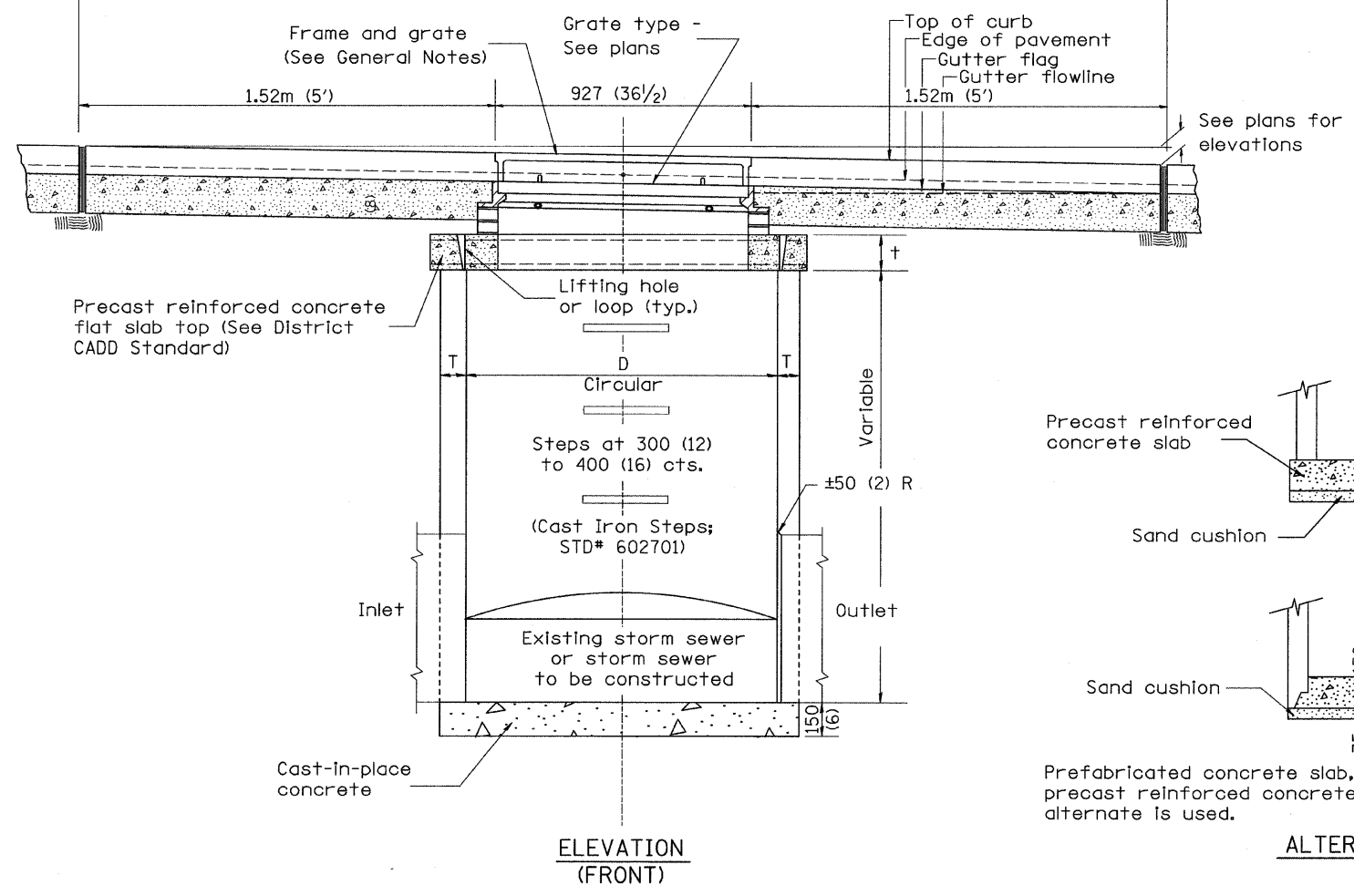
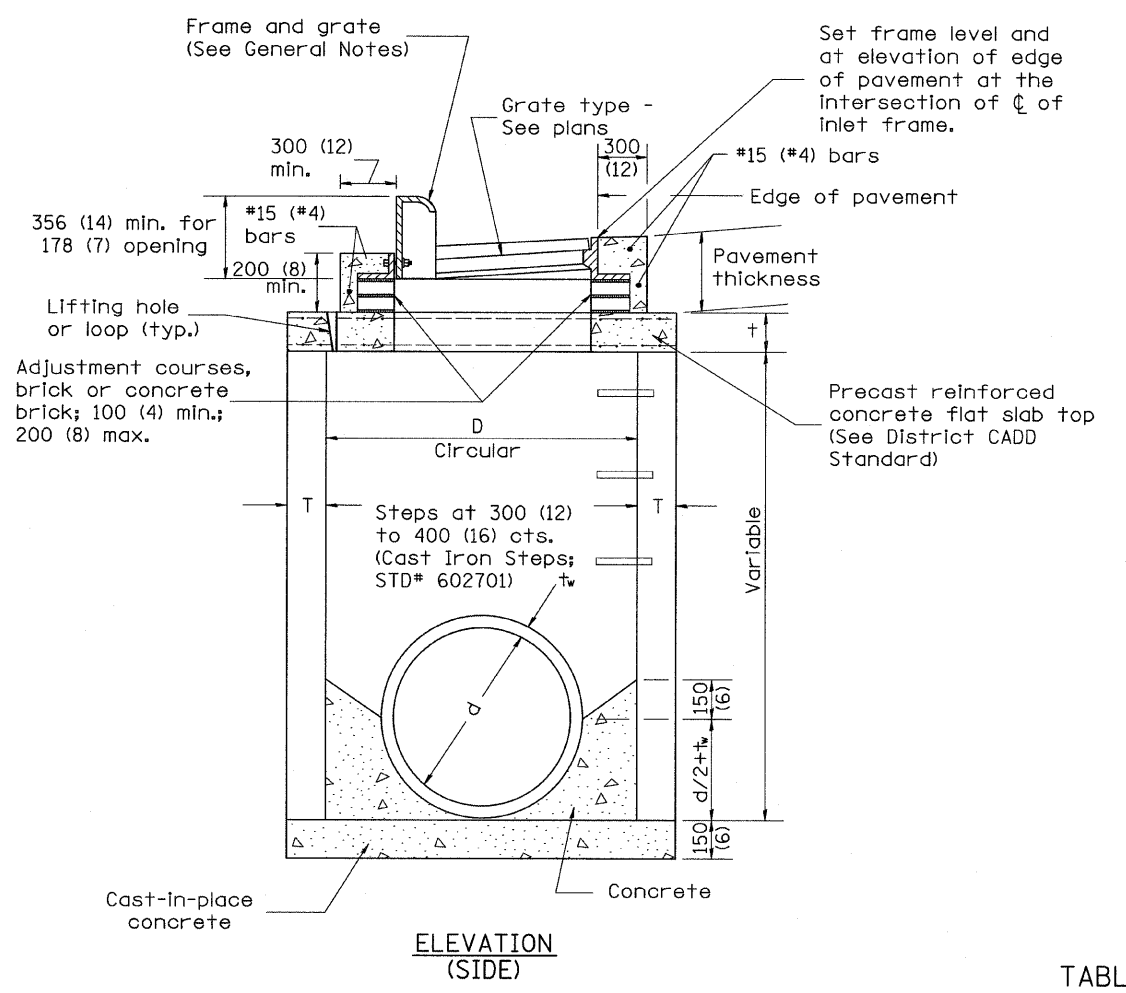
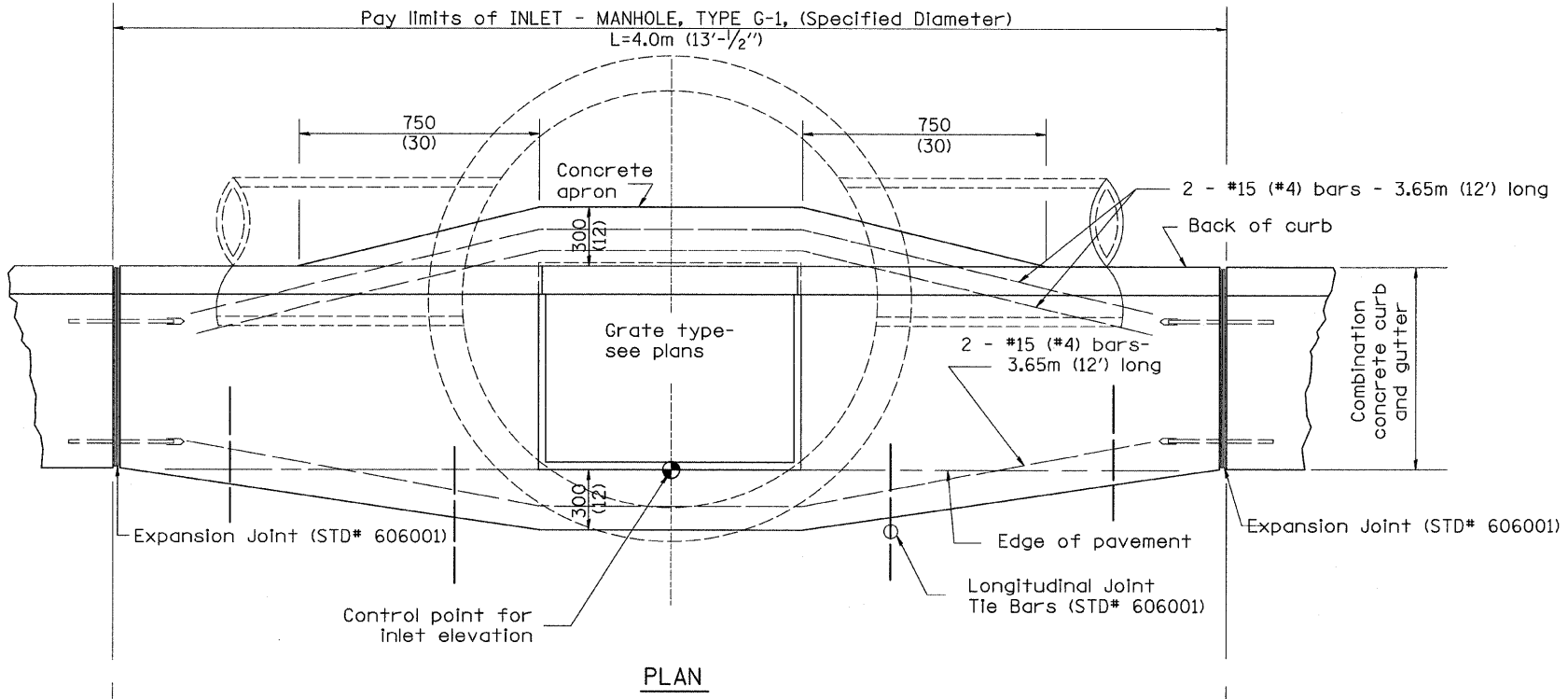
INLETS, TYPE G-1

CADD STD NO. 602001-D4

SCALE NOT TO SCALE
DATE **DATE**

DRAWN BY CADD
CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. B-4.01, NEW REVISION BOX	T.P.
10-99	REVISION TO GENERAL NOTES	J.A.
2-00	REVISION TO DESIGNER NOTES	J.A.



TABLE

D	T	†
1.2m (4')	125 (5)	150 (6)
1.5m (5')	150 (6)	200 (8)
1.8m (6')	195 (7 3/4)	200 (8)
2.4m (8')	225 (9)	250 (10)

GENERAL NOTES

- Inlet-manhole construction shall be in accordance with Section 602 of the Standard Specifications.
- Combination concrete curb and gutter shall be constructed in accordance with Section 606 of the Standard Specifications.
- See District CADD Standard 604001-D4 for frame and grates.
- See District CADD Standard for precast reinforced concrete flat slab top.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

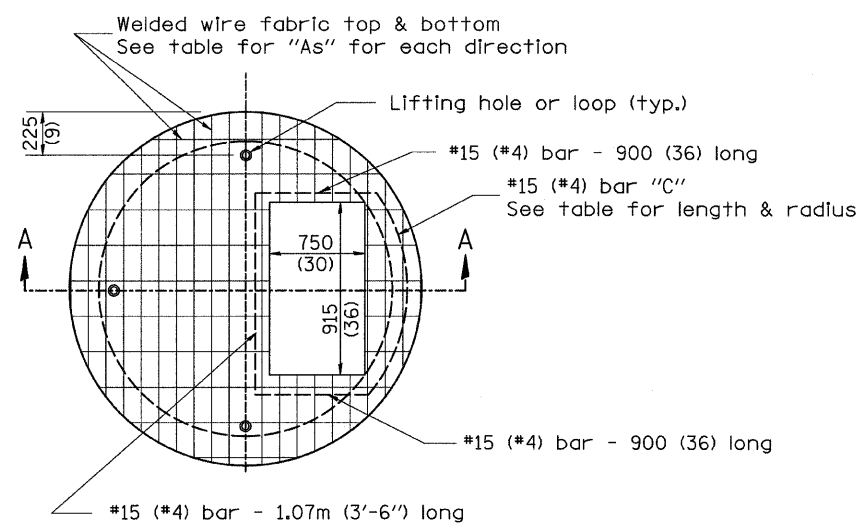
INLET-MANHOLE, TYPE G-1

CADD STANDARD 602021-D4
SCALE NOT TO SCALE
DATE **DATE**

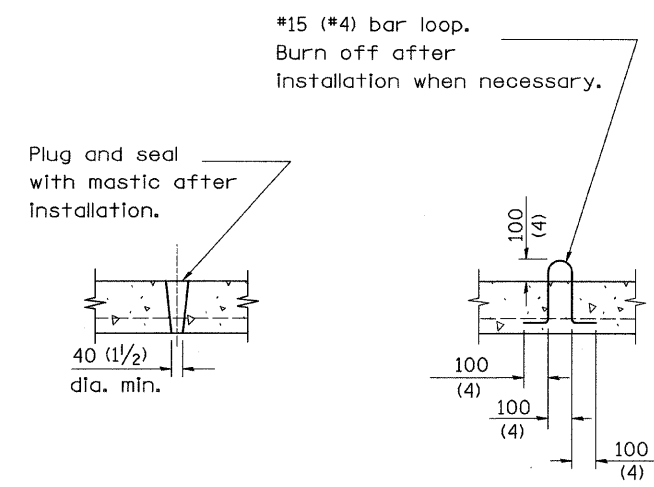
DRAWN BY CADD
CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. B-4.05, NEW REVISION BOX	
10-99	REVISION TO GENERAL NOTES	J.A.
2-00	REVISION TO DESIGNER NOTES	J.A.

\$\$\$DATE\$\$\$

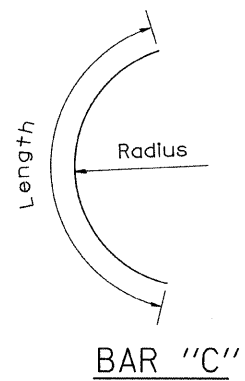


PLAN



LIFTING HOLE OR LIFTING LOOP
TYPICAL

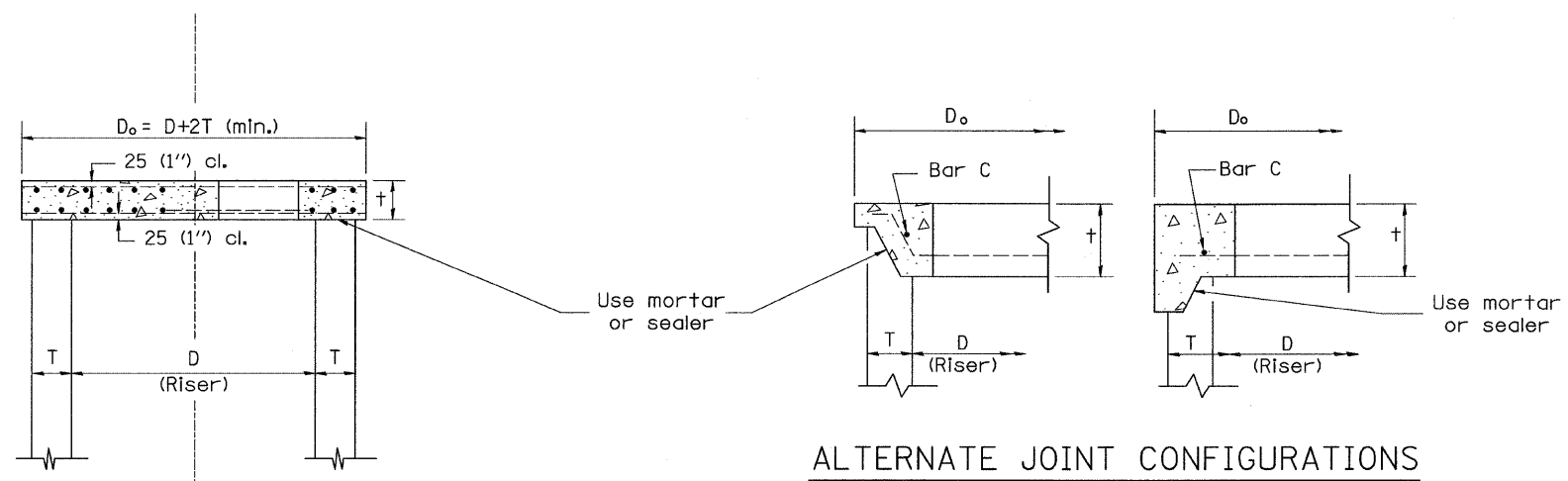
(3 required per slab)



BAR "C"

TABLE

D	T	D _o (min.)	t	Reinforcement "As" W.W.F. each direction	Bar size	No. 15 (No. 4) Bar C	
						Length	Radius
1.2m (4')	125 (5)	1.5m (4'-10")	150 (6)	1480mm ³ / ₈ m (0.70 sq. inch/lin. ft.)	No. 15 (No. 5)	1.35m (4'-6")	660 (26)
1.5m (5')	150 (6)	1.8m (6'-0")	200 (8)	1480mm ³ / ₈ m (0.70 sq. inch/lin. ft.)	No. 15 (No. 5)	1.5m (5'-0")	810 (32)
1.8m (6')	195 (7 3/4)	2.2m (7'-3 1/2")	200 (8)	1860mm ³ / ₈ m (0.88 sq. inch/lin. ft.)	No. 20 (No. 6)	1.8m (6'-0")	965 (38)
2.4m (8')	225 (9)	2.9m (9'-6")	250 (10)	1860mm ³ / ₈ m (0.88 sq. inch/lin. ft.)	No. 20 (No. 6)	2.3m (7'-6")	1,27m (4'-2")



SECTION A-A

ALTERNATE JOINT CONFIGURATIONS

GENERAL NOTES

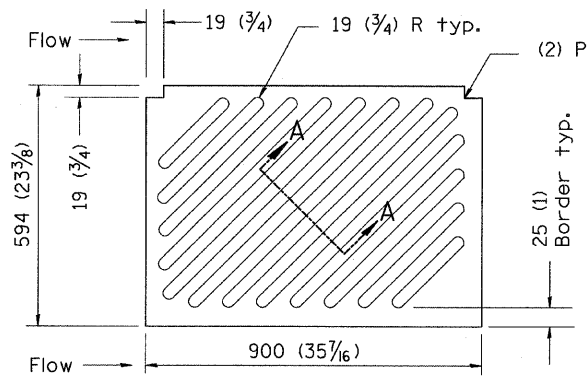
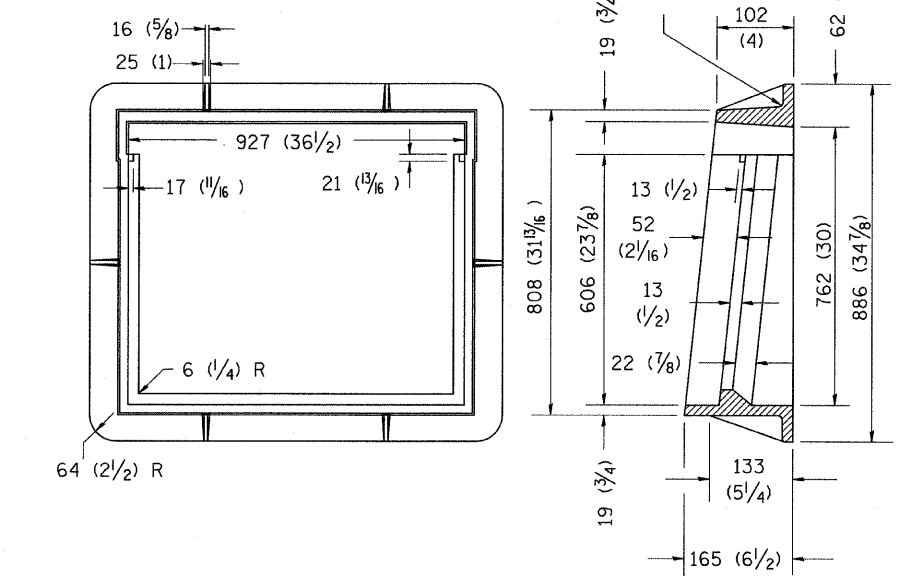
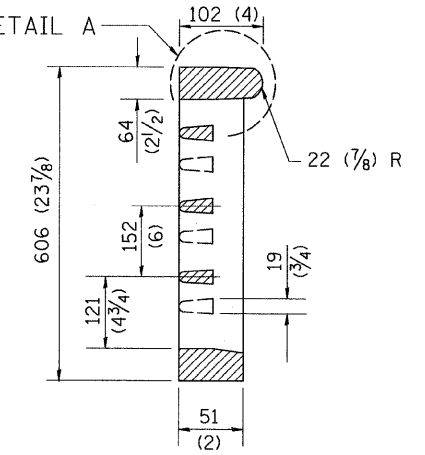
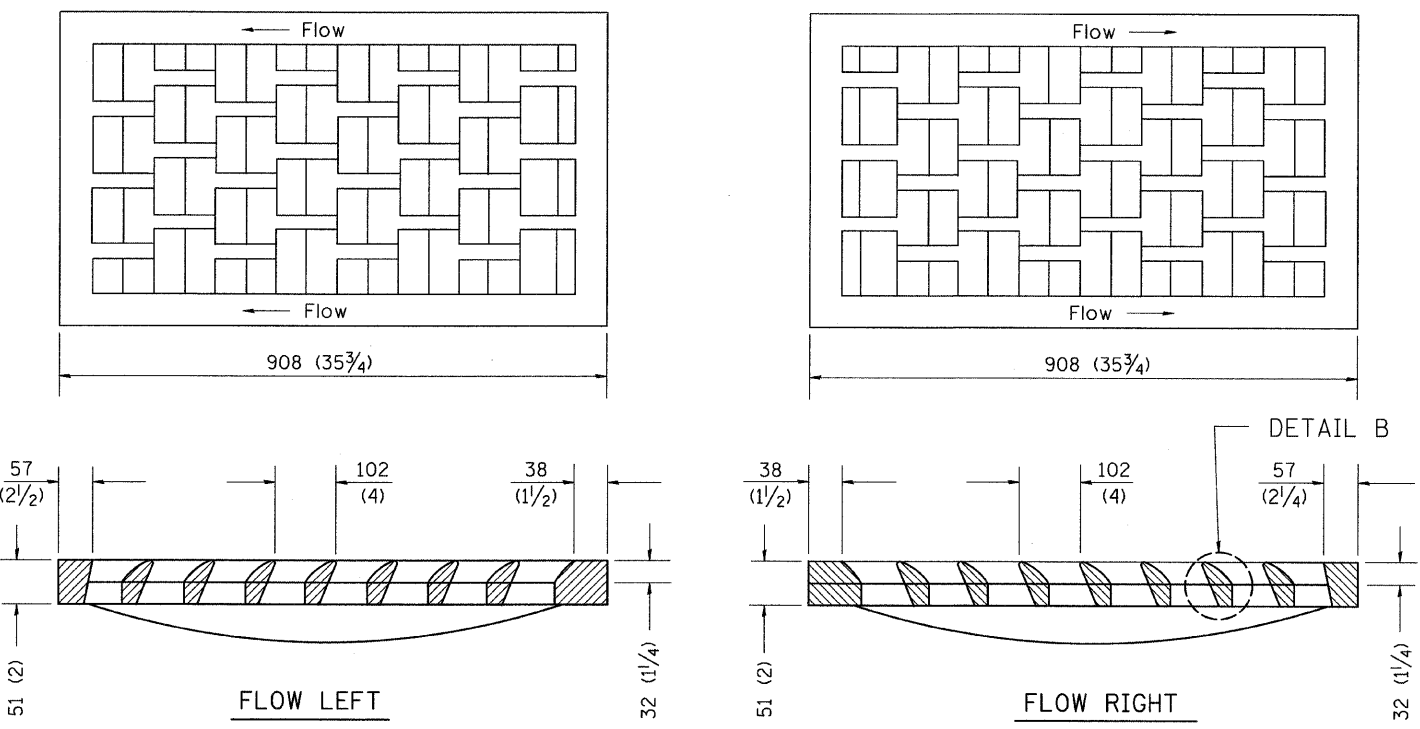
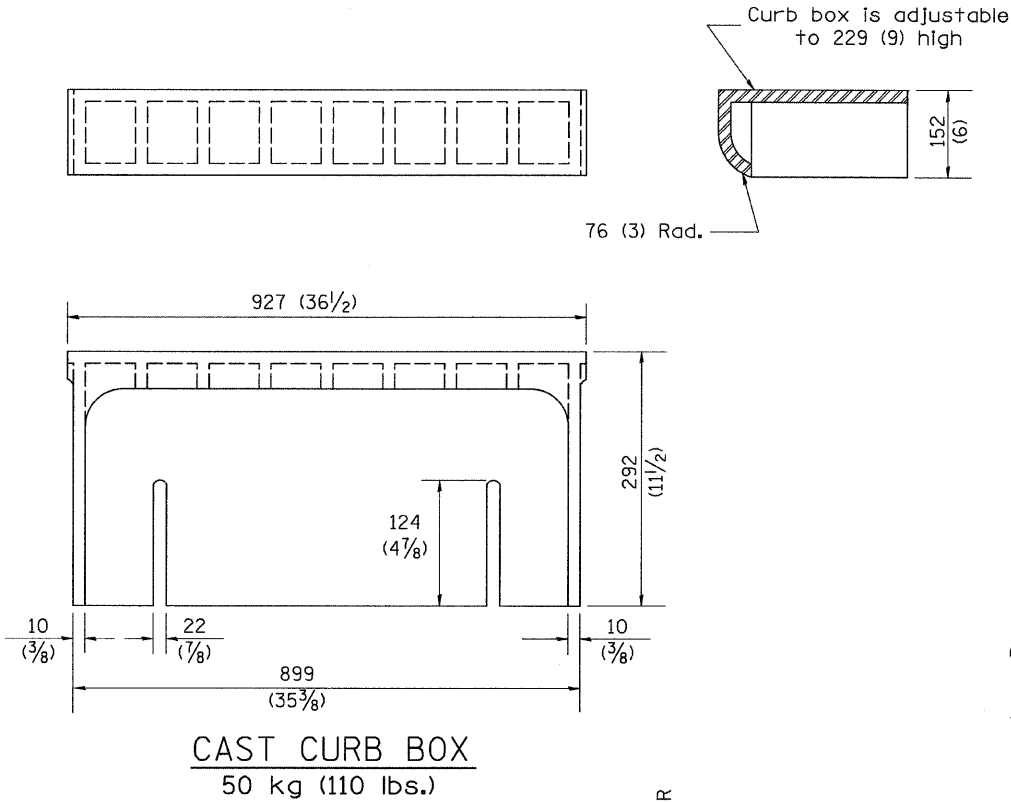
1. The precast reinforced concrete flat slab top shall be used with INLET-MANHOLE, TYPE G-1 and INLET-MANHOLE, TYPE G-1, SPECIAL.
2. Joint configuration and dimensions of flat slab top shall match and fit the riser joint detail.
3. Lifting devices shall be approved by the Engineer.

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

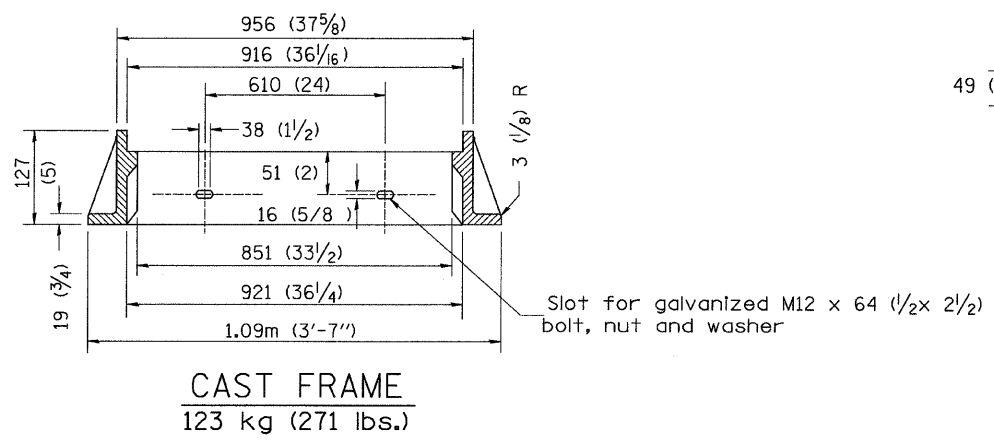
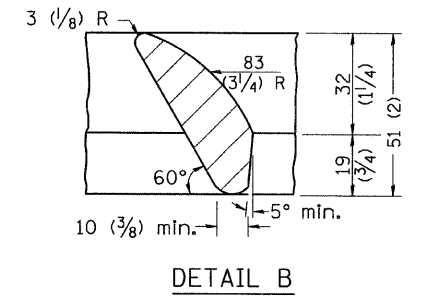
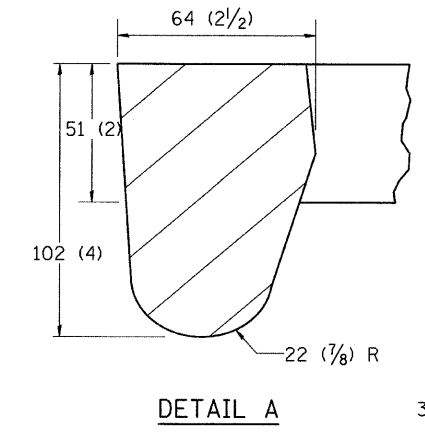
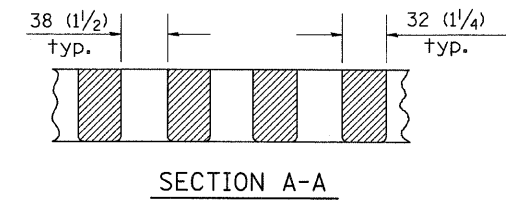
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
PRECAST REINFORCED CONCRETE
FLAT SLAB TOP FOR
INLET-MANHOLE, TYPE G-1 AND
TYPE G-1, SPECIAL
CADD STANDARD 602101-D4
SCALE NOT TO SCALE
DATE **DATE**
DRAWN BY CADD
CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. B-4.07, NEW REVISION BOX	T.P.

\$\$\$DATE\$\$\$



CAST VANE GRATES
(SPECIFY LEFT OR RIGHT FLOW)
104 KG (230 lbs.)



NOTE: Flow right shown

GENERAL NOTES

1. The frame and grate shown on this drawing are for use with all TYPE G-1 and TYPE G-1, SPECIAL DRAINAGE STRUCTURES. See plans for grate type and flow direction.
2. Flow direction: As viewed from street side.
3. Material: cast gray iron.

DATE	REVISIONS	BY
1-1-97	RENUM. B-10.01, NEW REVISION BOX	T.P.

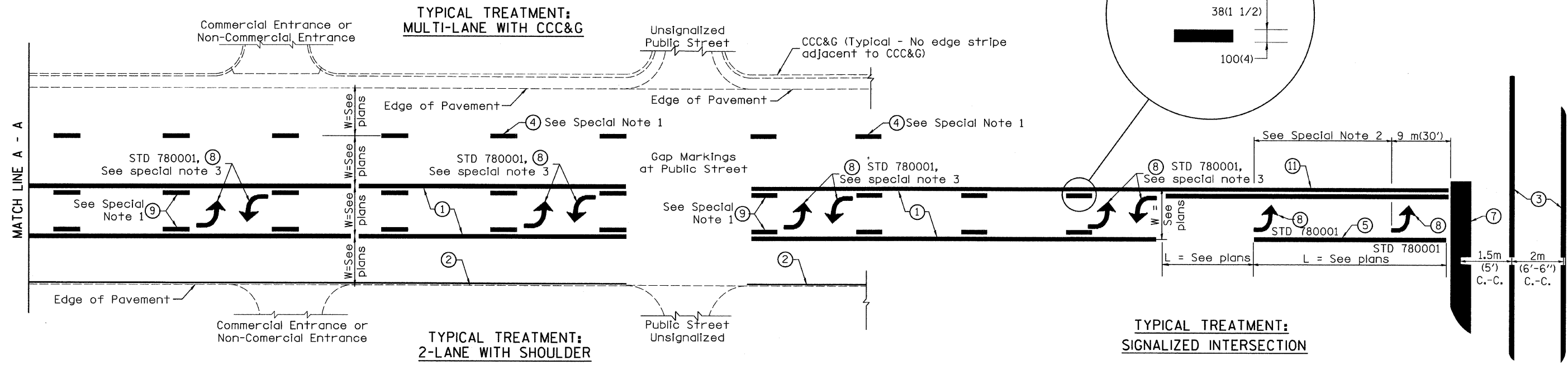
All dimensions are in millimeters (Inches) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
FRAME AND GRATES FOR
TYPE G-1 AND TYPE G-1, SPECIAL
DRAINAGE STRUCTURES
CADD STANDARD 604001-D4
SCALE NOT TO SCALE
DATE **DATE**

DRAWN BY CADD
CHECKED BY

4. This drawing based upon "NEENAH" designs as follows: Inlet Frame: R-3246-A, Curb Box: R-3290, Reversible Diagonal Grates: R-3246-AL (flow left), Vane Grates: R-3246-AL (flow left), R-3246-AL (flow right).

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-1, RS-2	PEORIA	256	171
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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

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

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

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

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

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

DATE	REVISIONS	BY
1-1-97	RENUM. F-8.03, NEW REVISION BOX	I.P.
2-7-97	ADD BI DIRECTIONAL DIMENSION	J.A.
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.
8-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

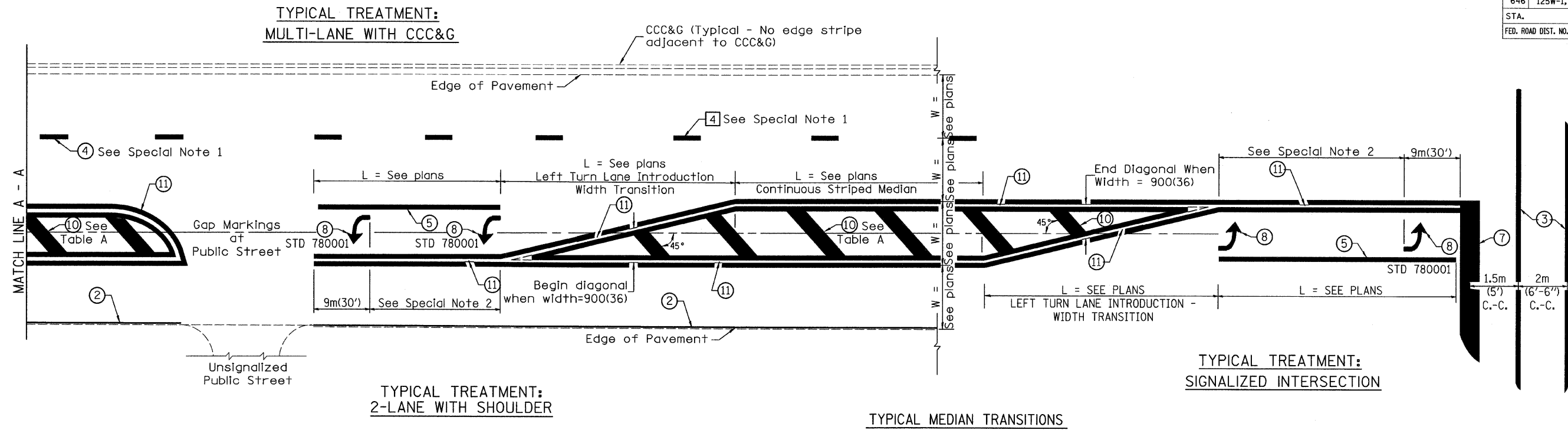
TYPICAL PAVEMENT MARKINGS

SHEET 1 OF 2

CADD STANDARD 780001-D4
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DRAWN BY CADD
CHECKED BY

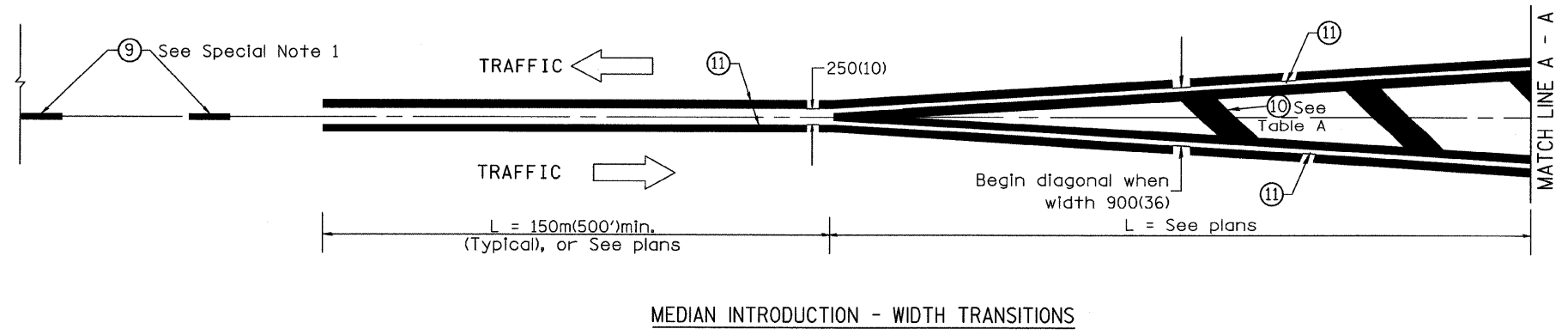
DATE



FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A
RECOMMENDED SPACING BETWEEN DIAGONAL LINES

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



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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

TYPICAL PAVEMENT MARKINGS

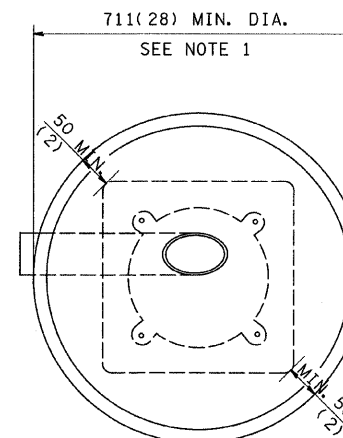
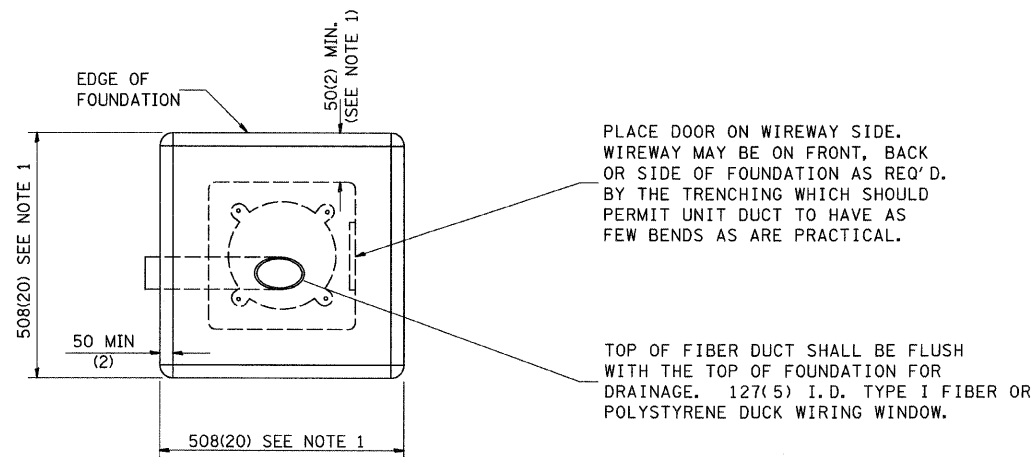
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SCALE: NOT DRAWN TO SCALE DRAWN BY CADD CHECKED BY

DATE

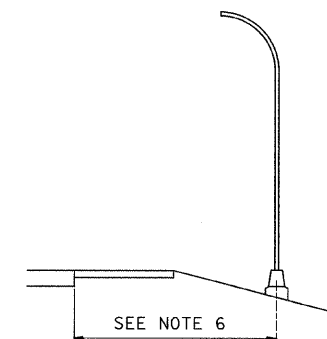
DGN-ONLY

LOW MOUNT DESIGN TABLE

MOUNTING HEIGHT	FOUNDATION DEPTH	BOLT CIRCLE
9.1m(30') OR LESS	1.52m(5'-0")	290(11 1/2)
9.4m-10.7m(31'-35')	1.83m(6'-0")	290(11 1/2)
11.0m-12.2m(36'-40')	2.13m(7'-0")	380(15)
12.5m-13.7m(41'-45')	2.29m(7'-6")	380(15)
14.0m-15.2m(46'-50')	2.44m(8'-0")	380(15)

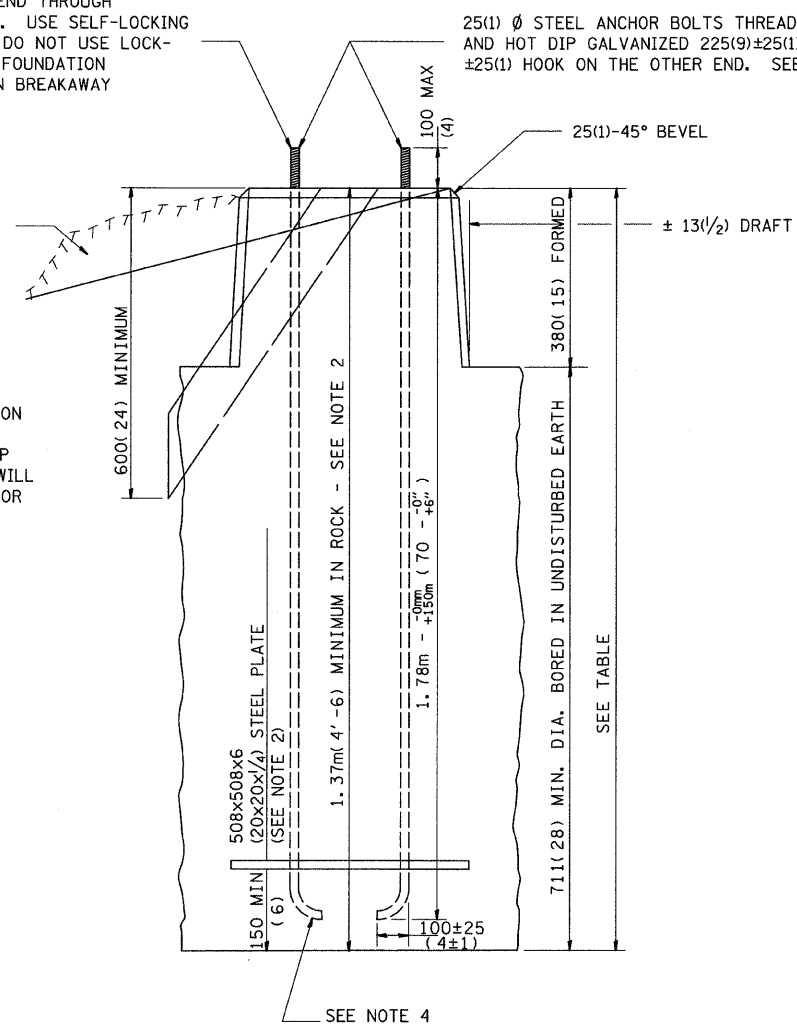


ALTERNATE FOUNDATION



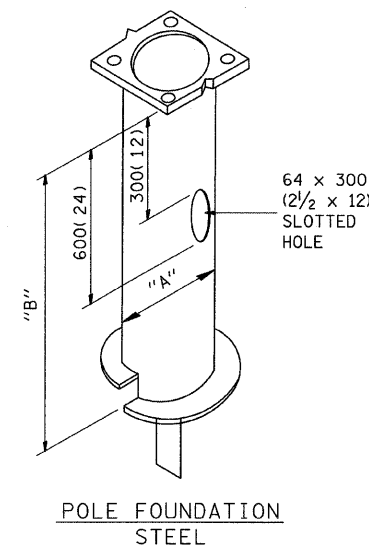
ANCHOR BOLT SHALL EXTEND THROUGH NUT 10 TO 25 (3/8 TO 1). USE SELF-LOCKING NUT AND FLAT WASHER. DO NOT USE LOCK-WASHER. LENGTH ABOVE FOUNDATION SHALL BE ADJUSTED WHEN BREAKAWAY DEVICES ARE USED.

25(1) Ø STEEL ANCHOR BOLTS THREADED 100(4)± AND HOT DIP GALVANIZED 225(9)±25(1), 100(4) ±25(1) HOOK ON THE OTHER END. SEE NOTE 3.



DESIGN DATA, STEEL FOUNDATION

MOUNTING HEIGHT	"A"	"B"	BOLT CIRCLE
1.68m(55')	250(10)	1.83m(6')	380(15)
15.2m(50')	250(10)	1.52m(5')	380(15)
13.7m(45')	200(8)	1.52m(5')	380(15)
10.7m(35')	200(8)	1.52m(5')	290(11 1/2)

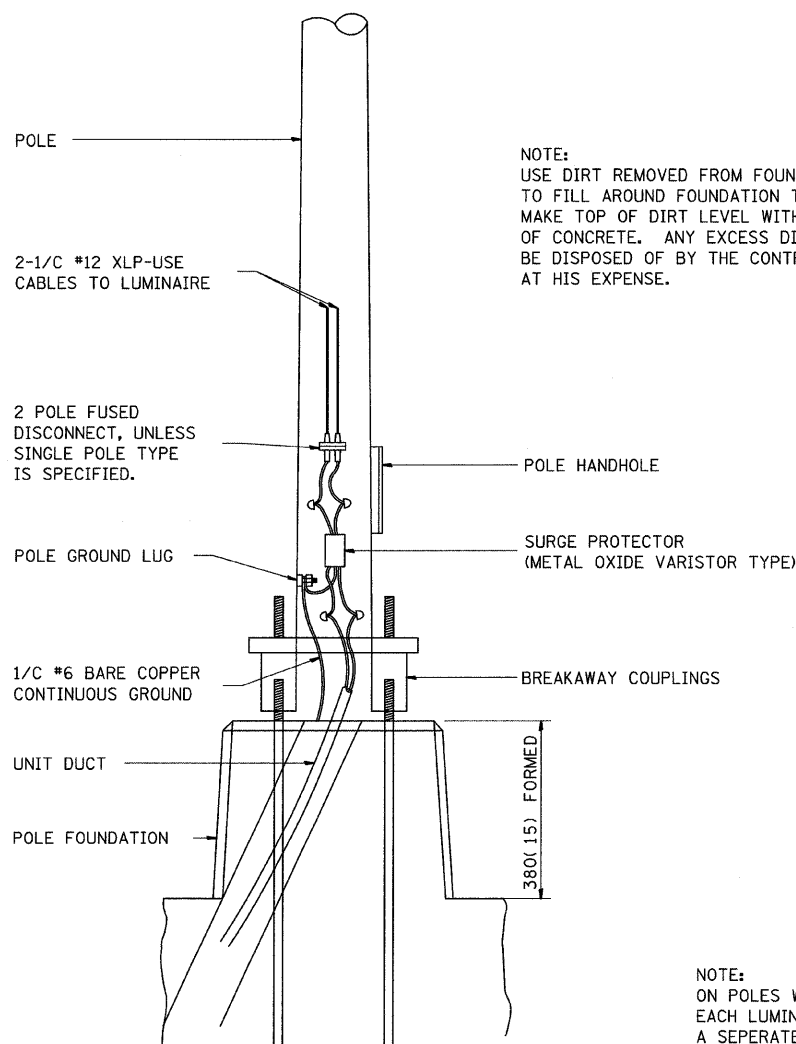


GENERAL NOTES

- MINIMUM CLEARANCE FROM THE OUTSIDE EDGE OF FOUNDATION TO ANY PART OF THE POLE BASEPLATE SHALL BE 50(2).
- THE DEPTH OF THE FOUNDATION MAY BE REDUCED 150(6) FOR EVERY FOOT OF ROCK ENCOUNTERED WITH A MINIMUM DEPTH OF 1.37m(4'-6"). WHEN THE DEPTH OF THE FOUNDATION IS DECREASED TO LESS THAN 1.83m(6'-0") THE ANCHOR BOLTS SHALL BE CUT, THREADED, AND A STEEL PLATE 508x508x6(20x20x1/2) SHALL BE INSTALLED ON THE ANCHOR BOLTS 150(6) ABOVE THE BOTTOM OF THE EXCAVATION. THE COST SHALL BE INCIDENTAL TO THE FOUNDATION.
- ON PARAPET WALLS USE 32(1 1/4) Ø ANCHOR BOLTS. USE SELF-LOCKING NUT AND FLAT WASHER. DO NOT USE LOCKWASHER. (FOR DETAILS SEE STANDARD III/2.35 OF BRIDGE DESIGN MANUAL.
- BEND RADIUS SHALL BE FOUR TIMES BOLT DIAMETER.
- CONNECT GROUND WIRES TO POLE BASE GROUND LUG, NOT ANCHOR BOLTS OR TRANSFORMER BASE.
- LOW MOUNT POLE FOUNDATION SETBACK FROM EDGE OF PAVEMENT SHALL BE 6.1m(20') MINIMUM FOR BREAKAWAY BASE POLES; 1.52m(5') BEHIND GUARDRAIL OR OTHER PROTECTIVE BARRIERS UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- AFTER POURING CONCRETE, THE FORM SHALL REMAIN UNDISTURBED OVERNIGHT. THE TOP 380(15) ONLY SHALL BE FORMED. CONCRETE BOUNDED BY UNDISTURBED EARTH ONLY SHALL FILL THE REMAINDER OF THE HOLE.

NOTE:
USE DIRT REMOVED FROM FOUNDATION TO FILL AROUND FOUNDATION TOP. MAKE TOP OF DIRT LEVEL WITH TOP OF CONCRETE. ANY EXCESS DIRT WILL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE.

NOTE:
ON POLES WITH TWO LUMINAIRES, EACH LUMINAIRE SHALL HAVE A SEPERATE FUSED DISCONNECT.



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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

LIGHT POLE FOUNDATION

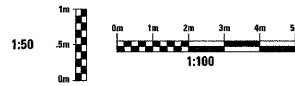
CADD STD. NO. 836001-D4
SCALE: NOT DRAWN TO SCALE
DATE

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CHECKED BY

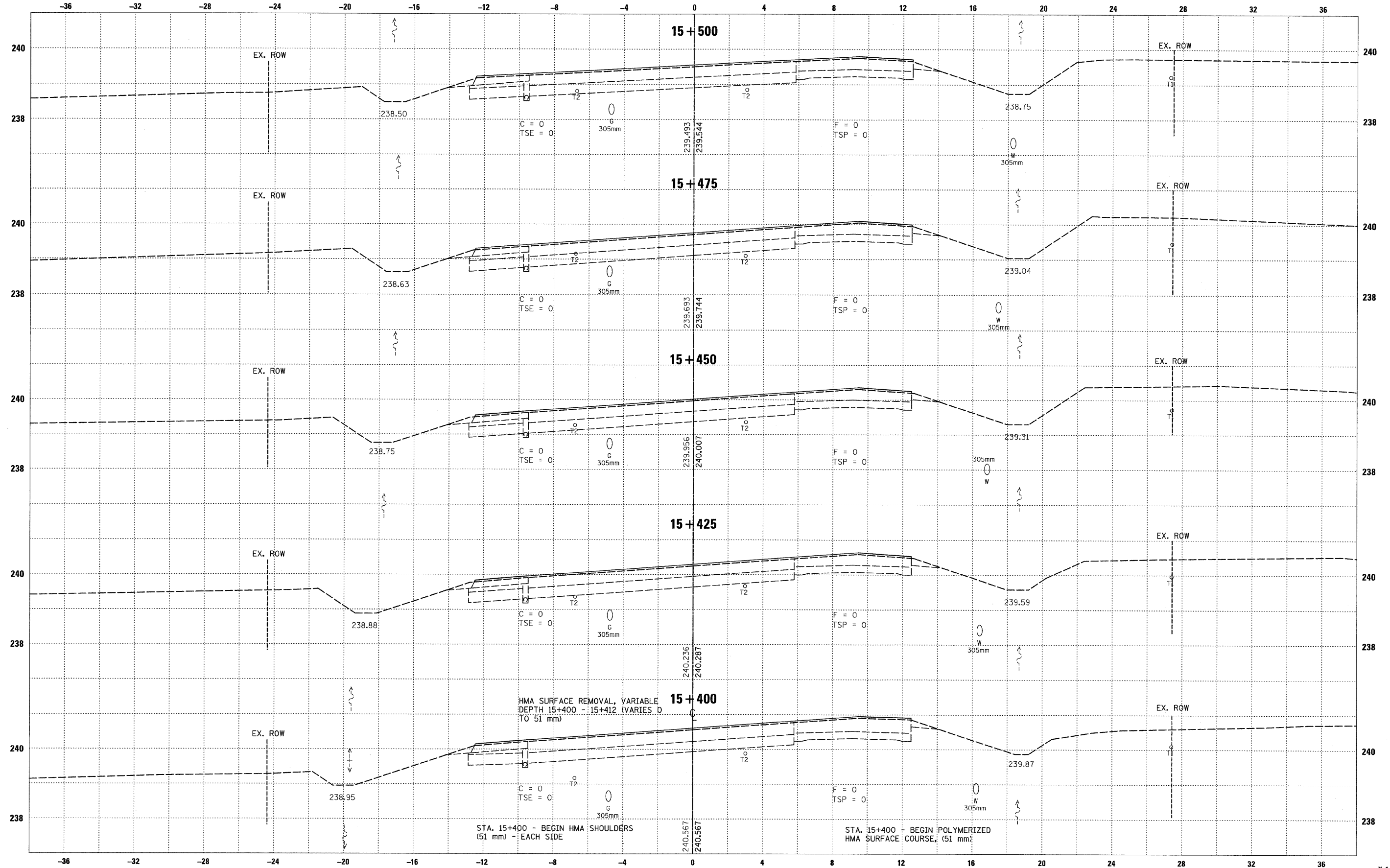
DATE	REVISIONS	BY
1-1-97	RENUM. E-6.06, METRICS, NEW REVISION BOX, REVISED TITLE BOX, REVISED GENERAL NOTES, ADDED DESIGNER NOTES	T.P.

\$\$\$DATE\$\$\$

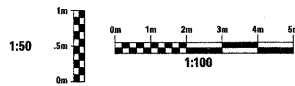
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ALL UTILITY LOCATIONS ON THE CROSS SECTIONS ARE BASED ON
THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.



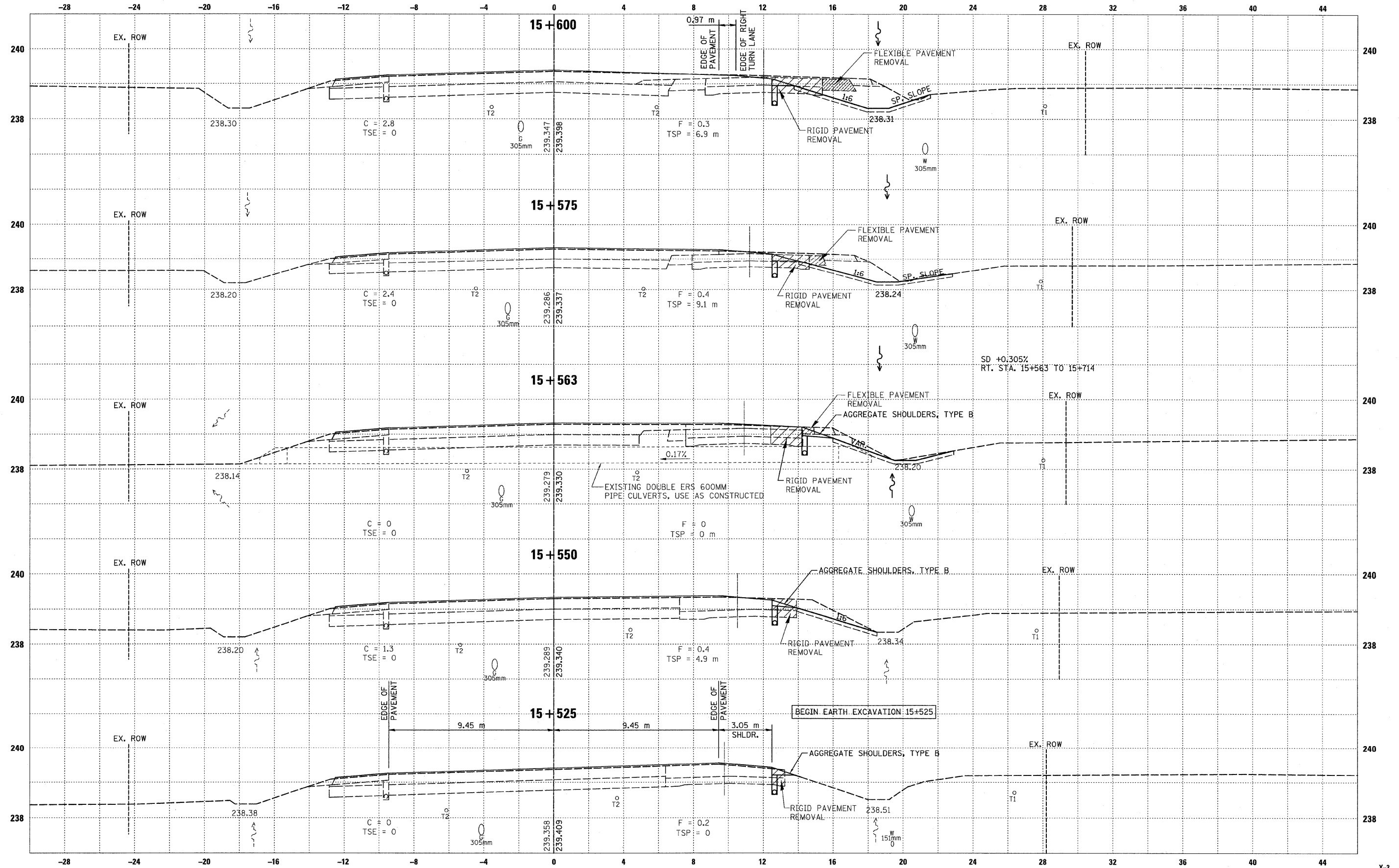
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	174
STATION 15+400 TO		STATION 15+500		



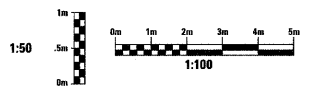
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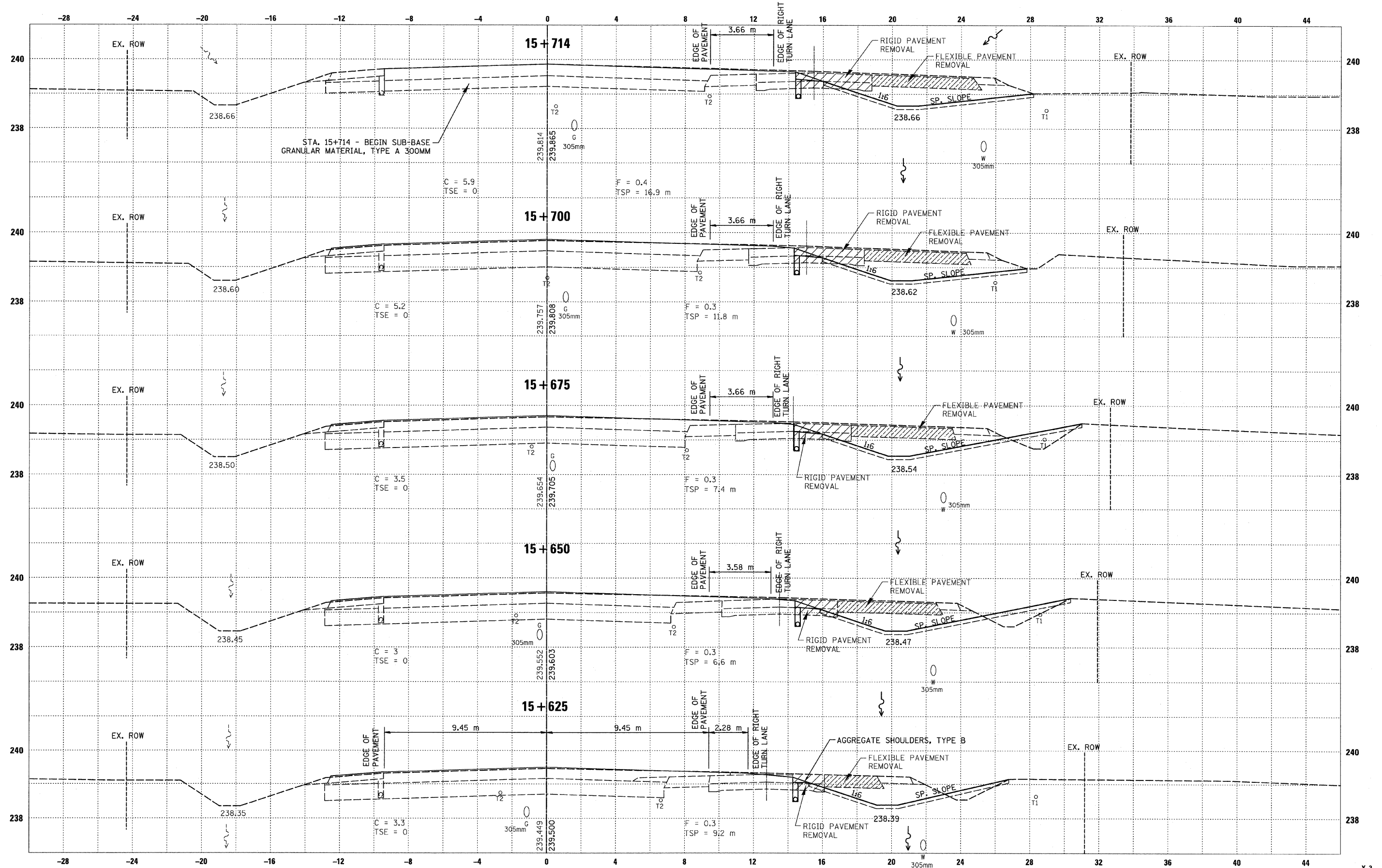
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FA 646	125W-1, RS-2	PEORIA	256	175
STATION 15+525 TO STATION 15+600				



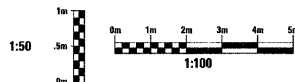
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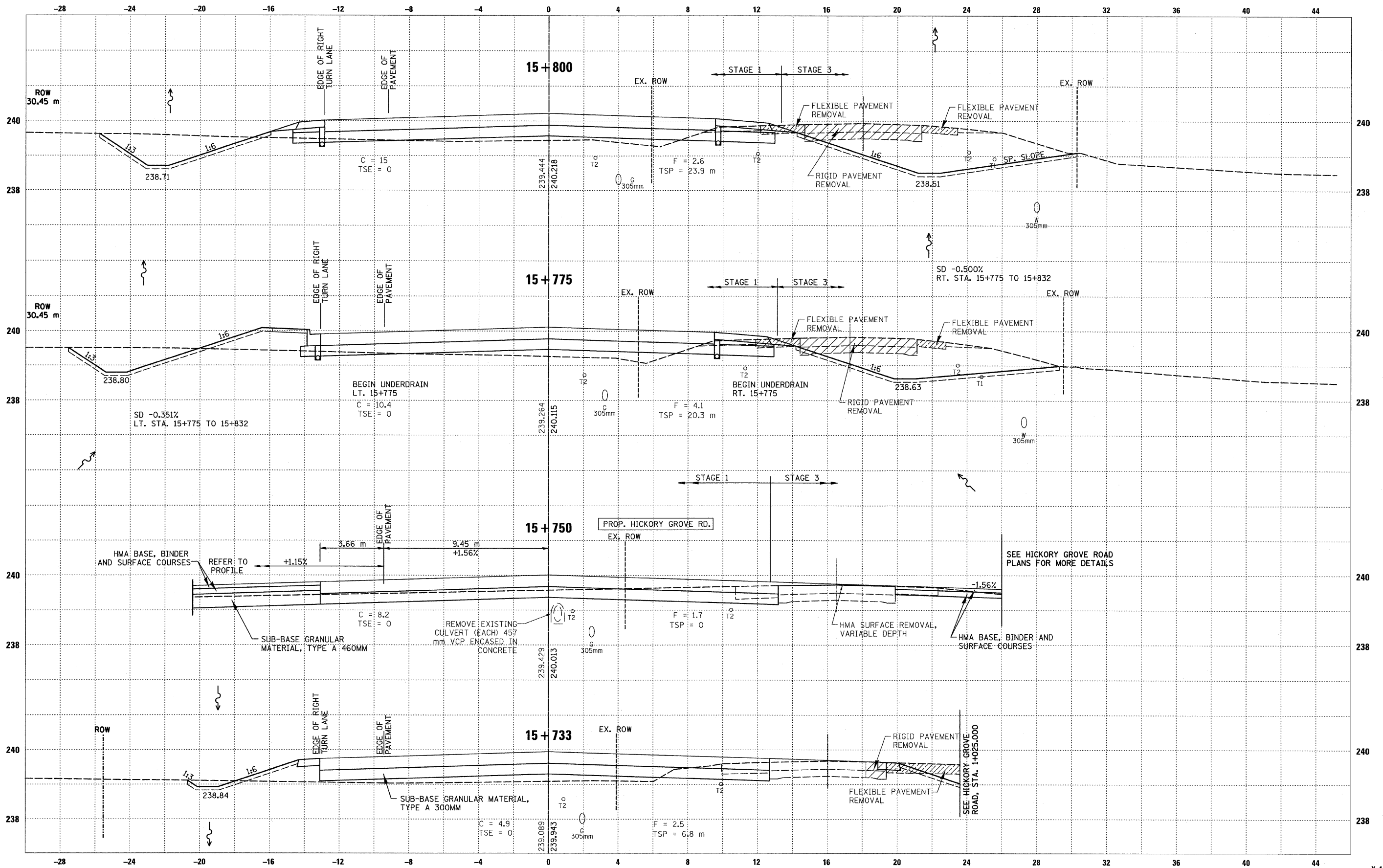
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FA 646	125W-1, RS-2	PEORIA	256	176
STATION 15+625 TO STATION 15+714				



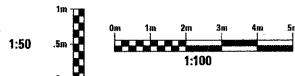
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RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	177
STATION 15+733 TO STATION 15+800				

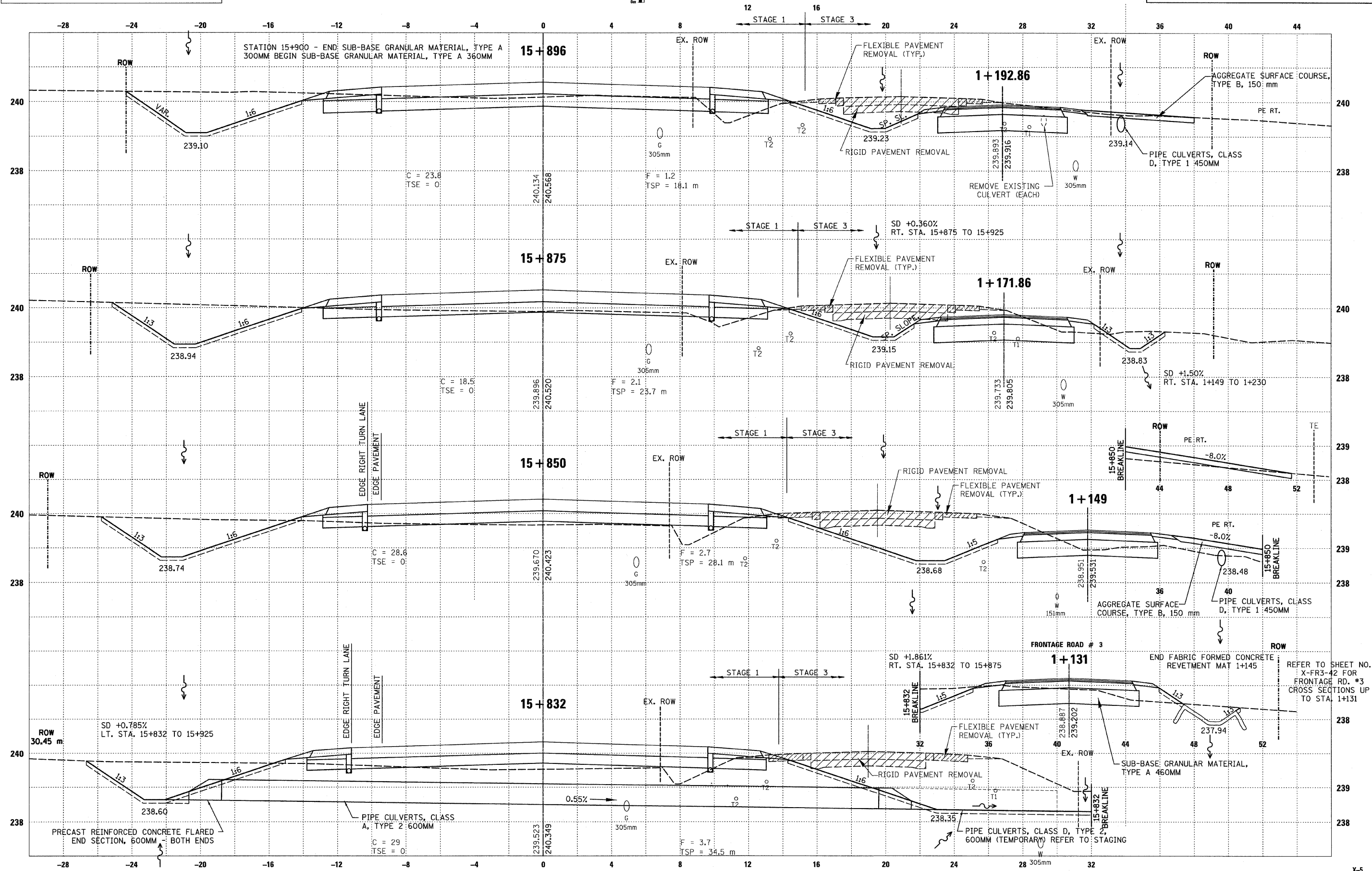


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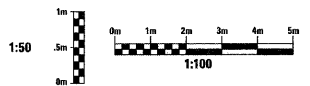


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FA 646	125W-1, RS-2	PEORIA	256	178

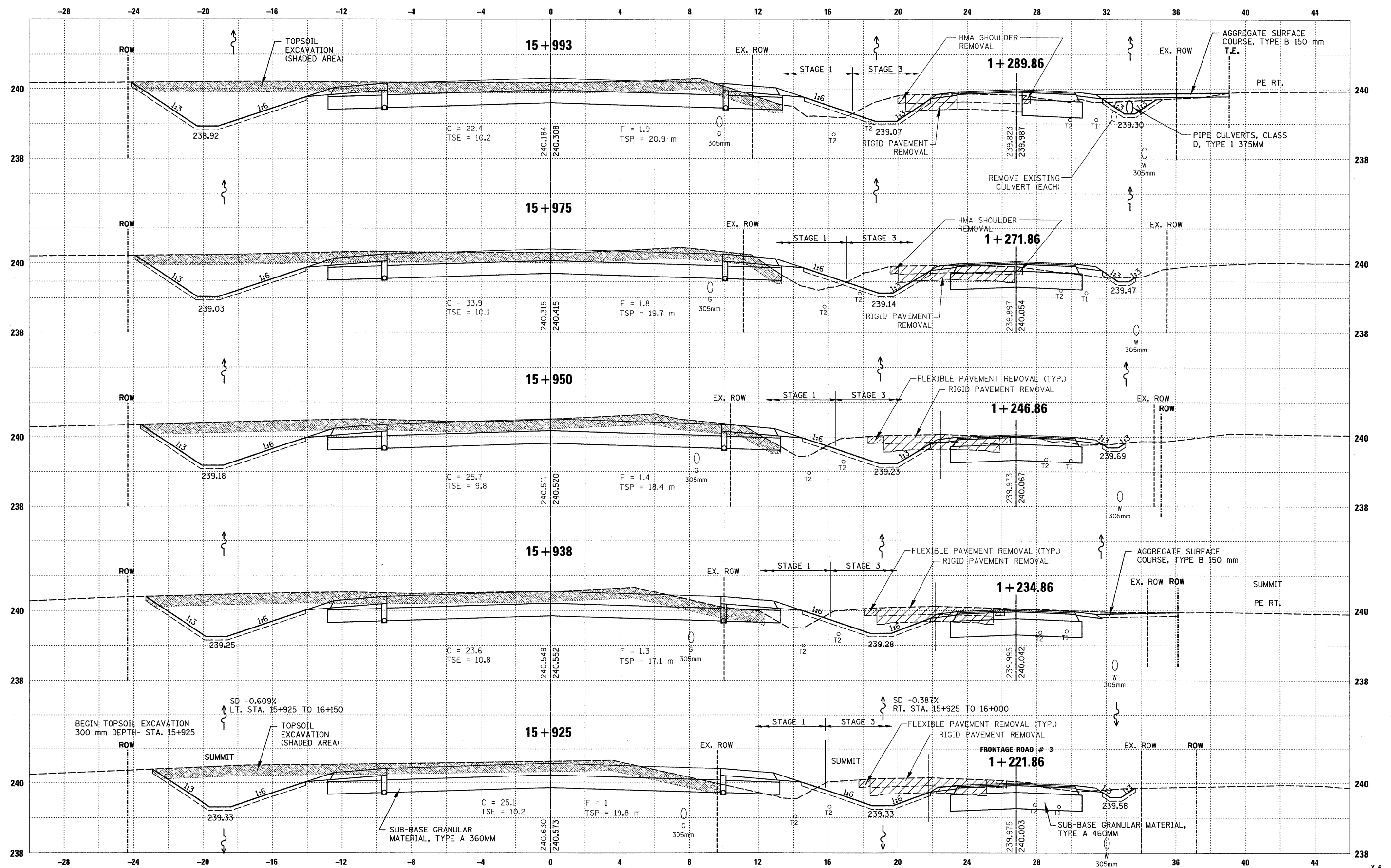
STATION 15+832 TO STATION 15+896



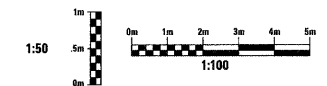
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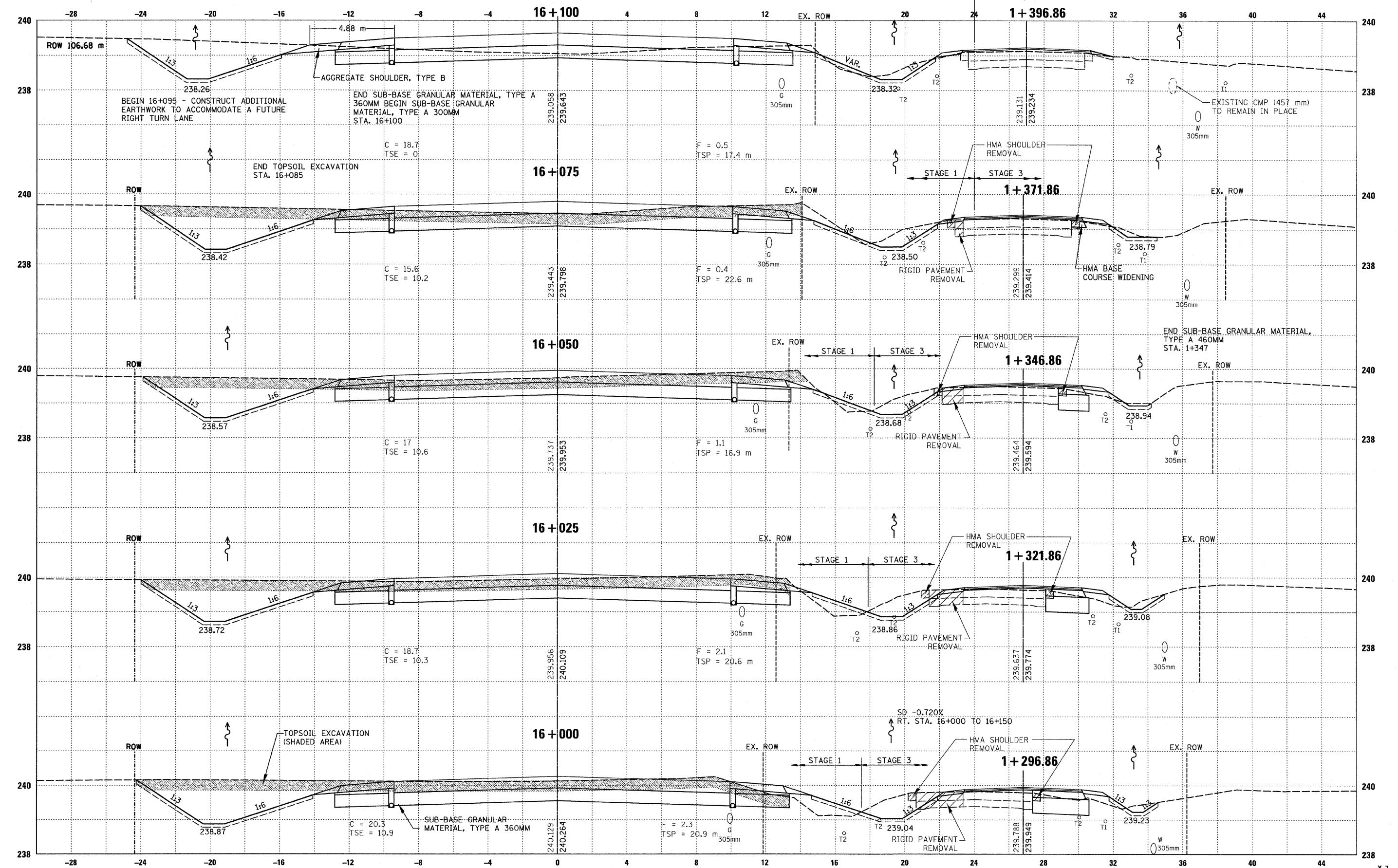
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FA 646	125W-1, RS-2	PEORIA	256	179
STATION 15+925 TO STATION 15+993				



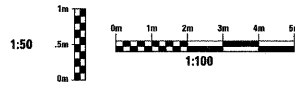
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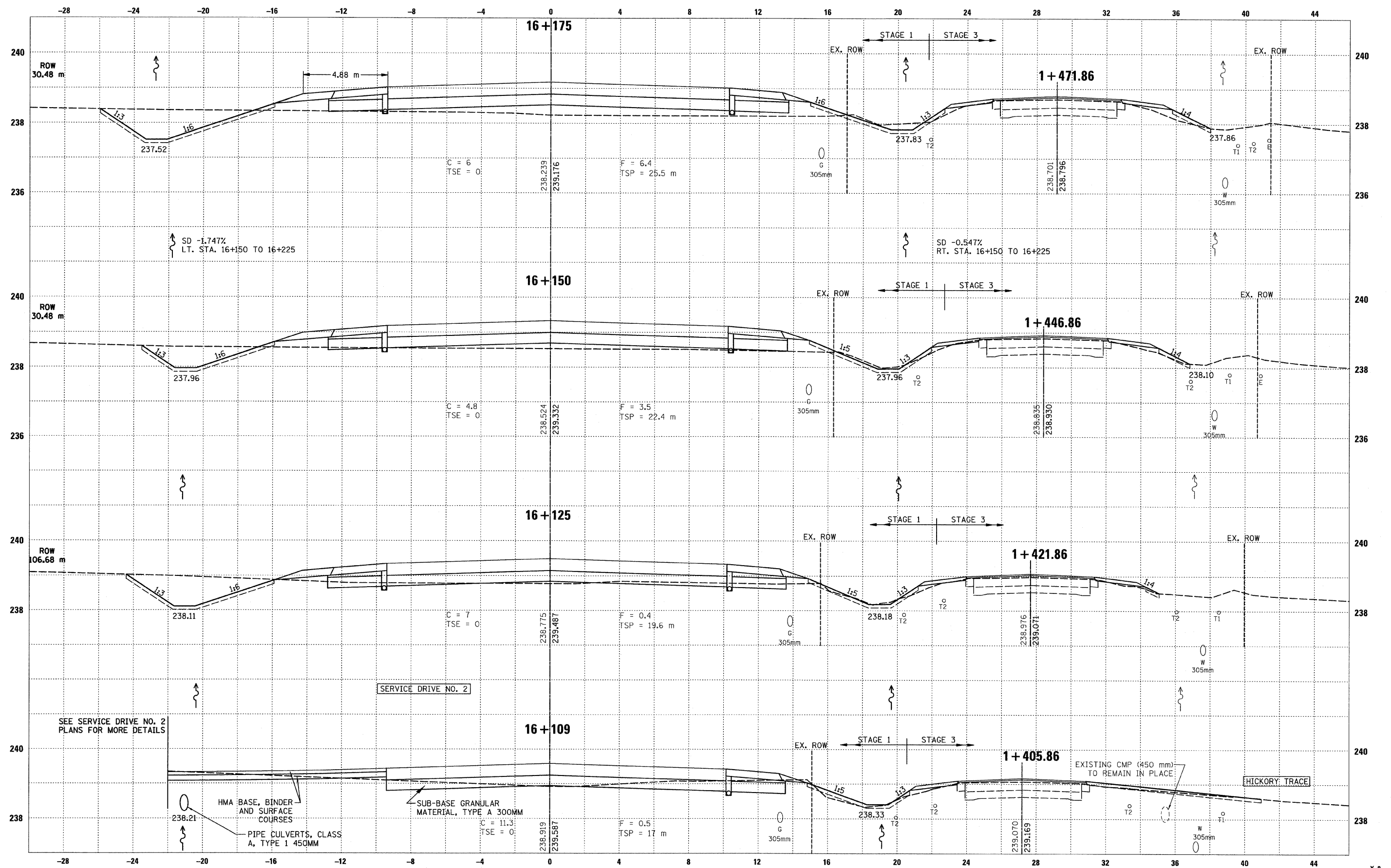
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	180
STATION 16+000 TO STATION 16+100				



UNLESS ELEVATIONS ARE SHOWN:
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RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	181
STATION 16+109 TO STATION 16+175				



SEE SERVICE DRIVE NO. 2
PLANS FOR MORE DETAILS

HMA BASE, BINDER
AND SURFACE
COURSES
PIPE CULVERTS, CLASS
A, TYPE 1 450MM

SUB-BASE GRANULAR
MATERIAL, TYPE A 300MM
C = 11.3
TSE = 0

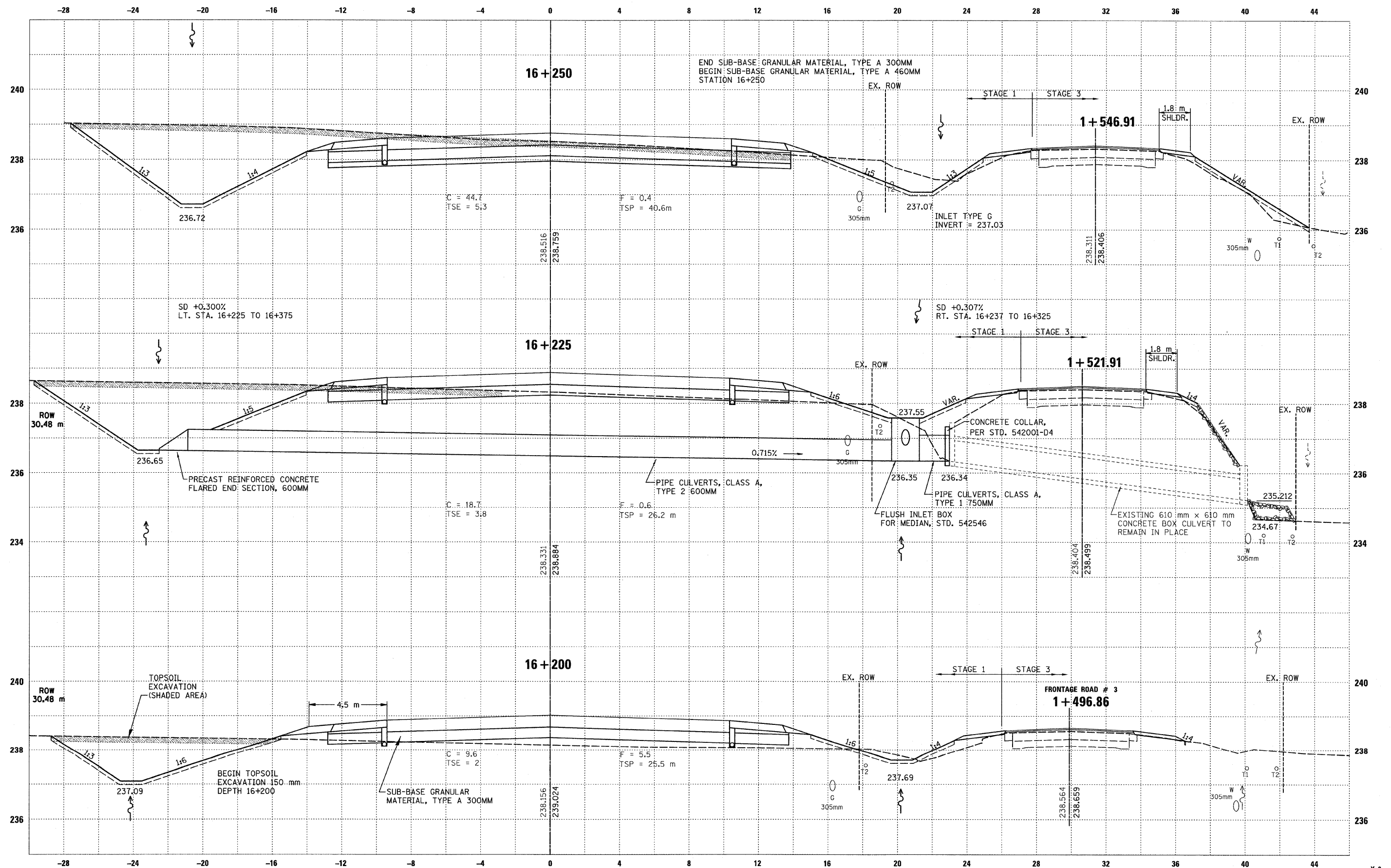
EXISTING CMP (450 mm)
TO REMAIN IN PLACE

HICKORY TRACE

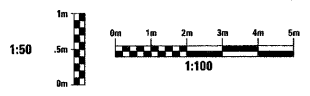
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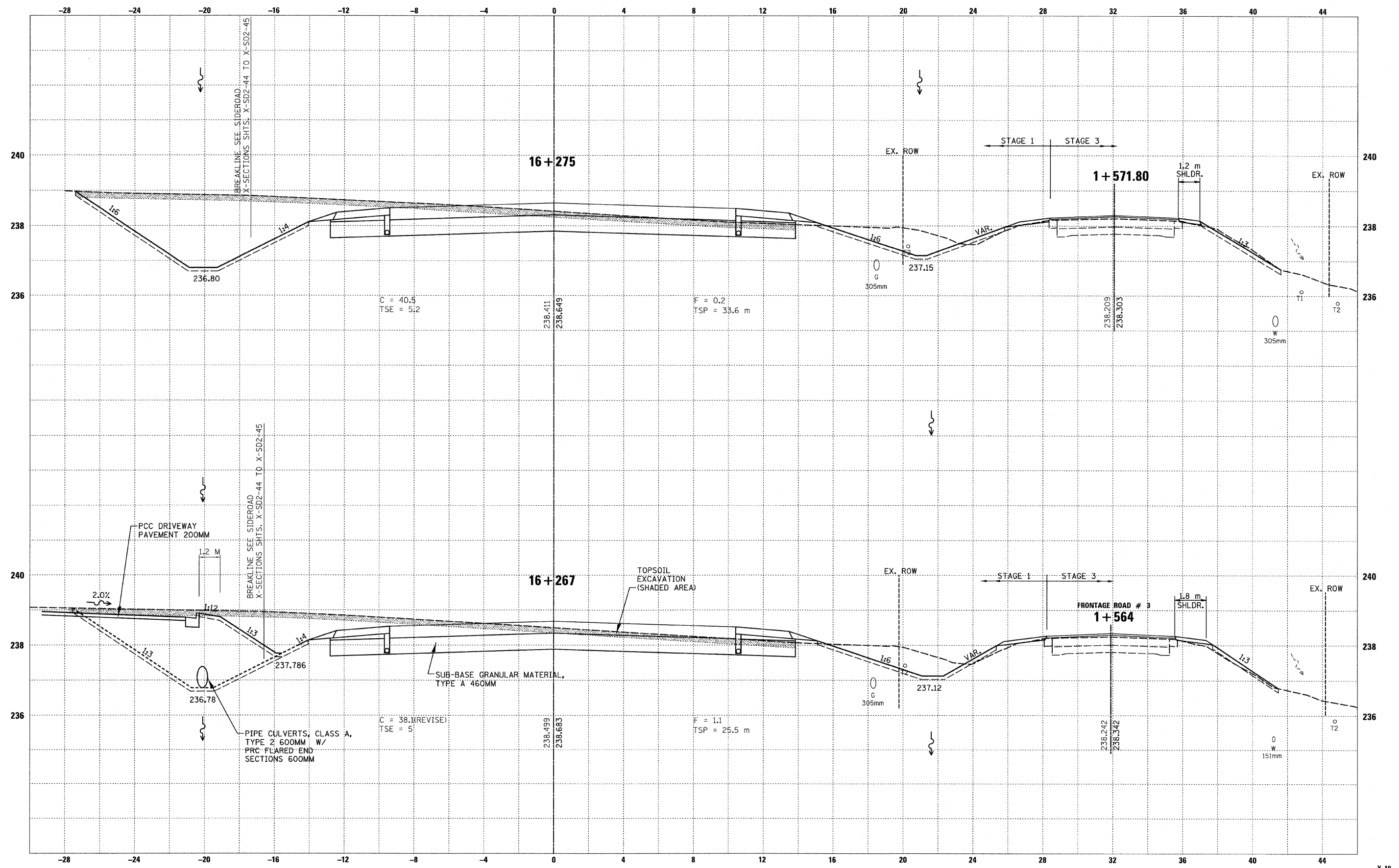
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FA 646	125W-1, RS-1	PEORIA	256	182
STATION 16+200 TO STATION 16+250				



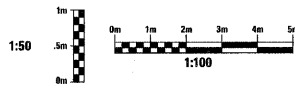
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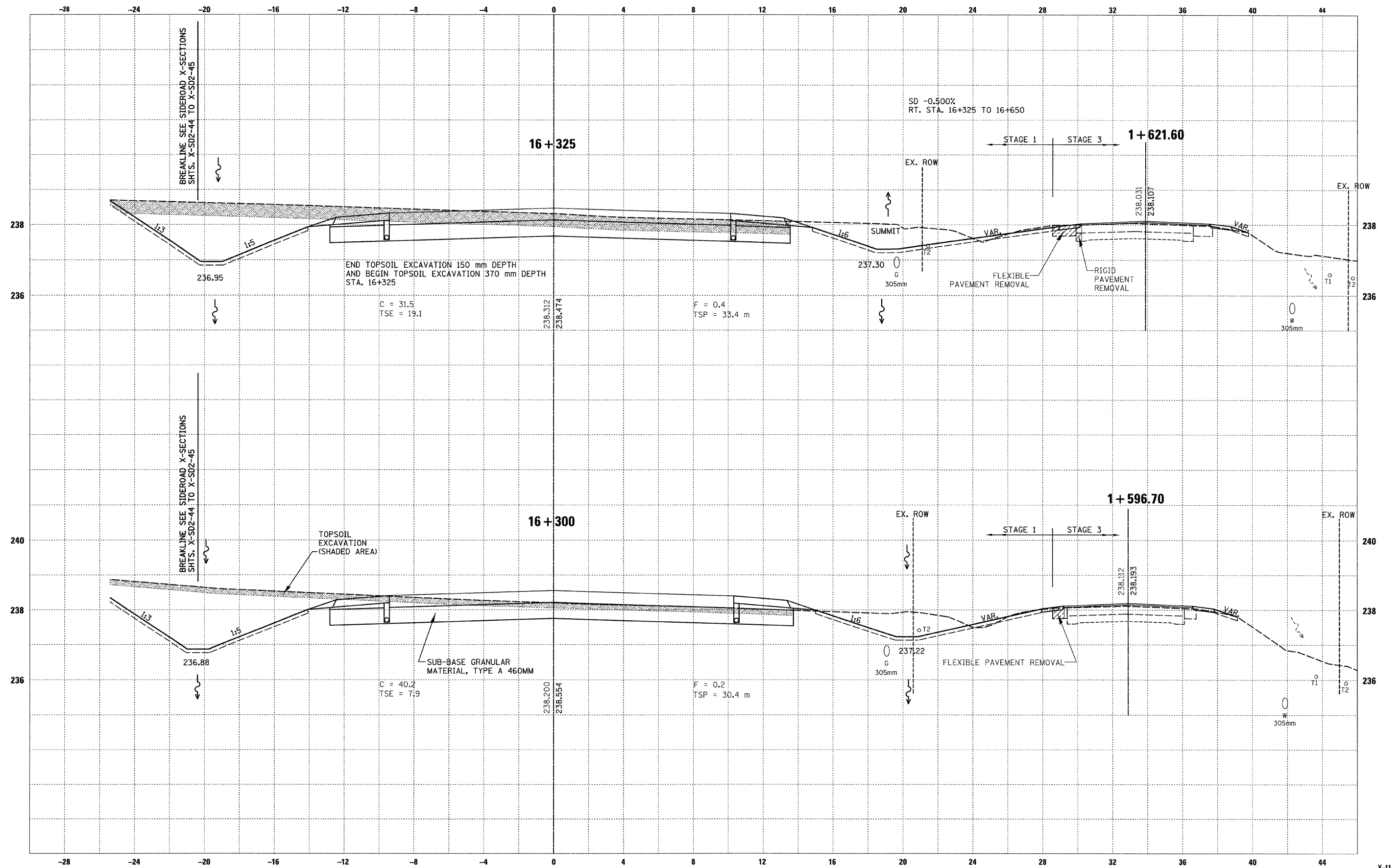
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	183
STATION 16+267 TO STATION 16+275				



UNLESS ELEVATIONS ARE SHOWN:
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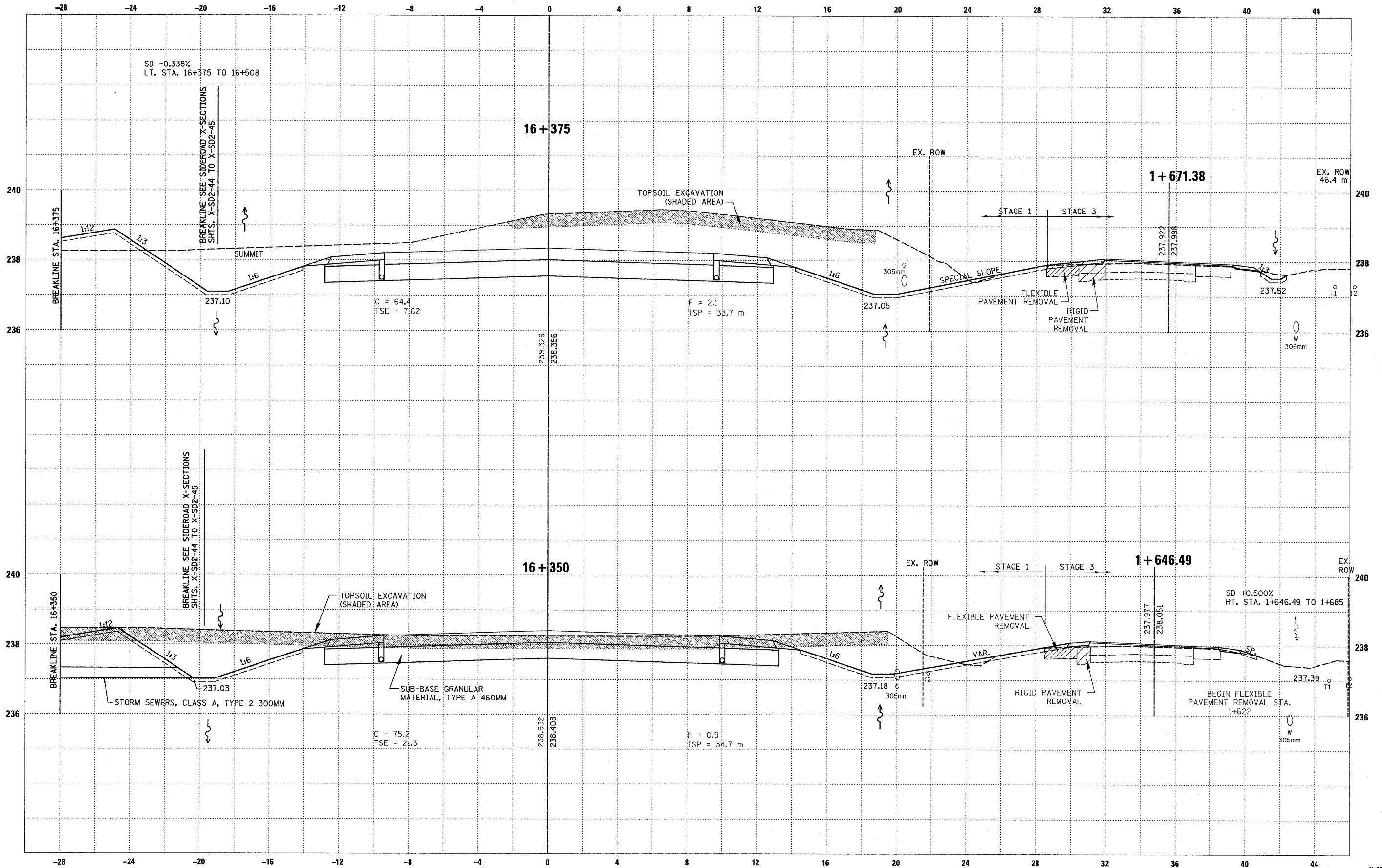
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FA 646	125W-1, RS-2	PEORIA	256	184
STATION 16+300 TO STATION 16+325				



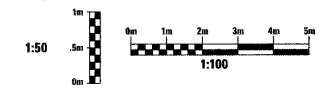
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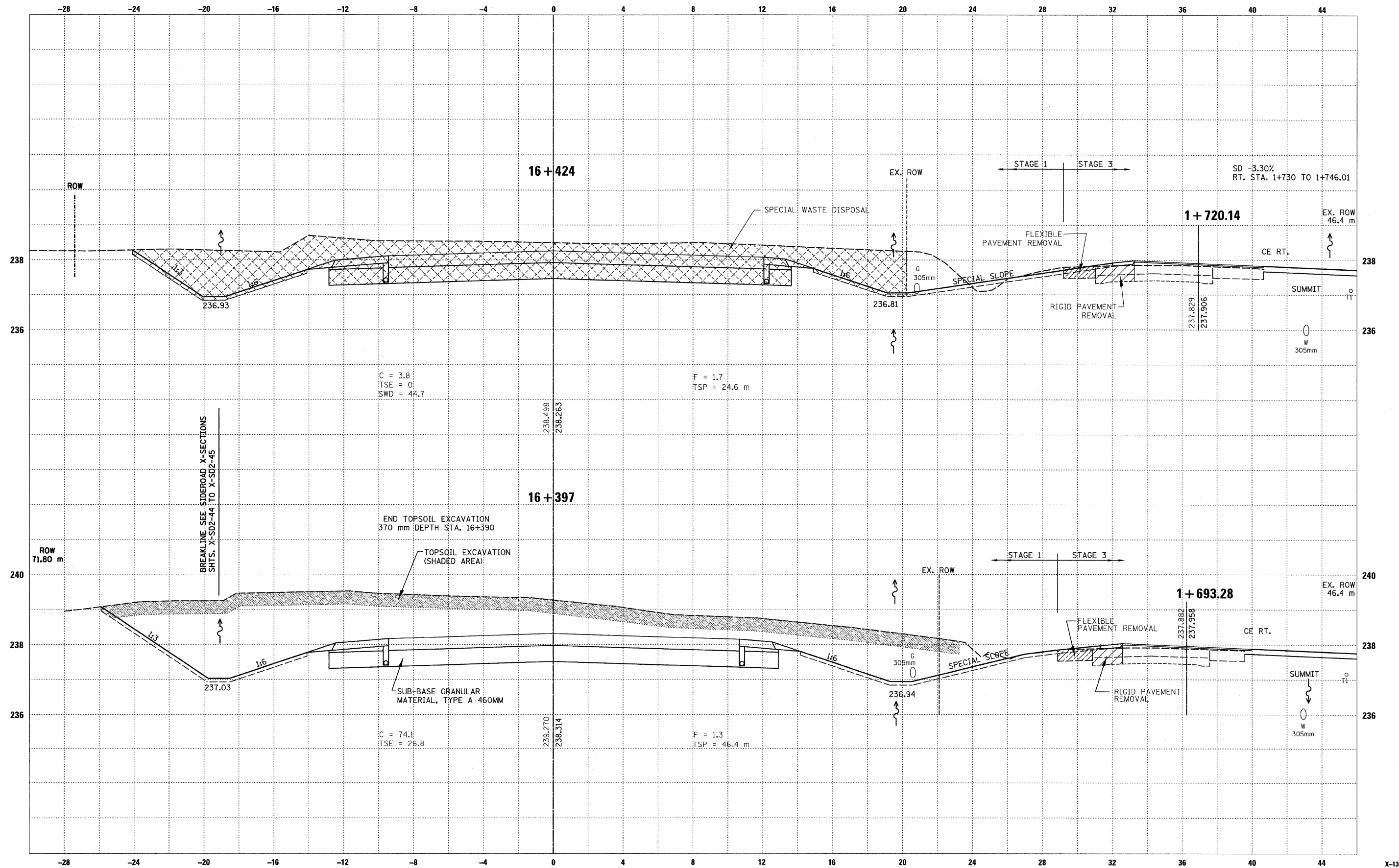
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FA 646	125W-1, RS-2	PEORIA	256	185
STATION 16+350 TO STATION 16+375				



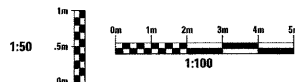
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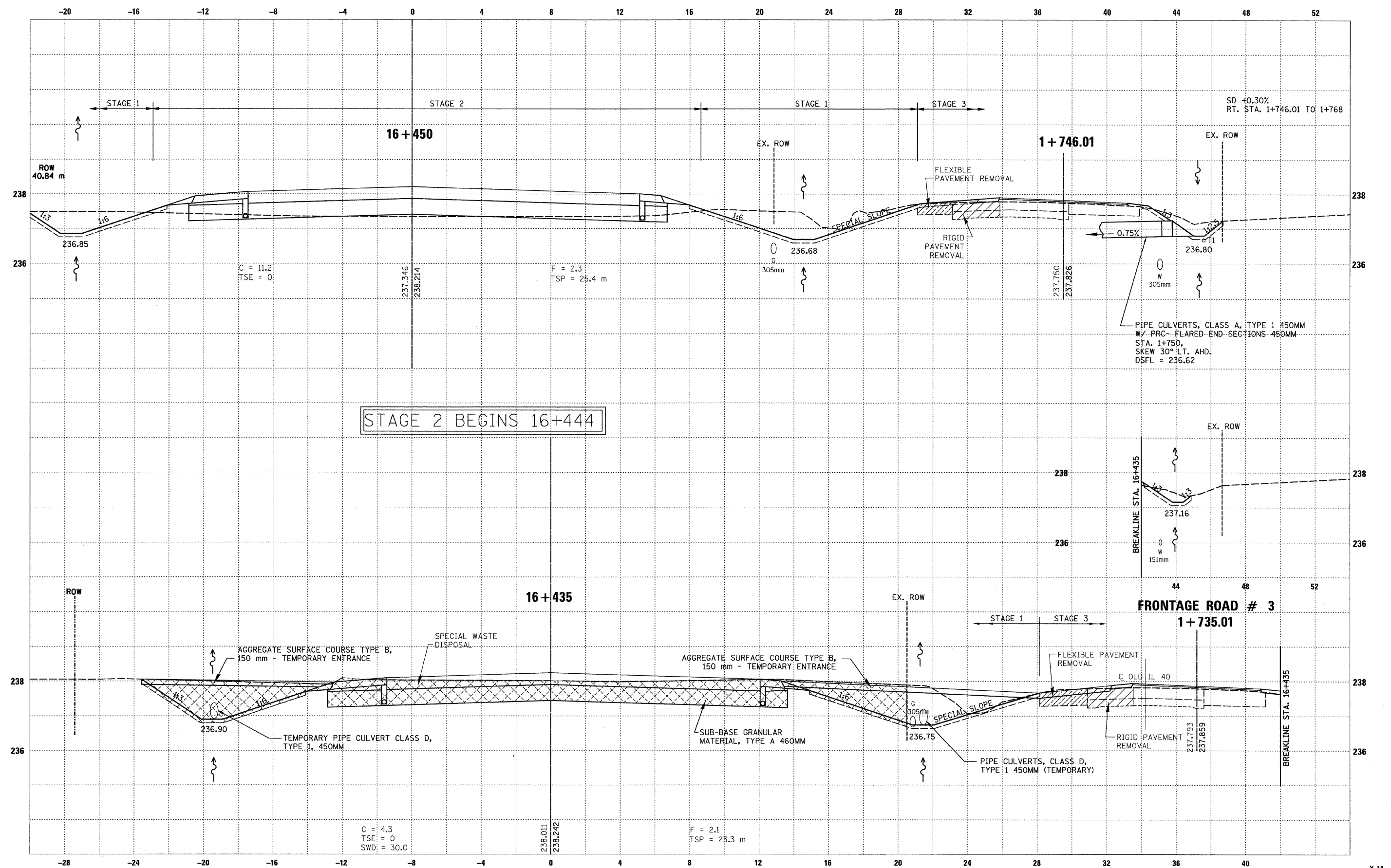
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FA 646	125W-1, RS-2	PEORIA	256	186
STATION 16+397 TO STATION 16+424				



UNLESS ELEVATIONS ARE SHOWN:
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THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.



RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	187
STATION 16+435 TO STATION 16+450				



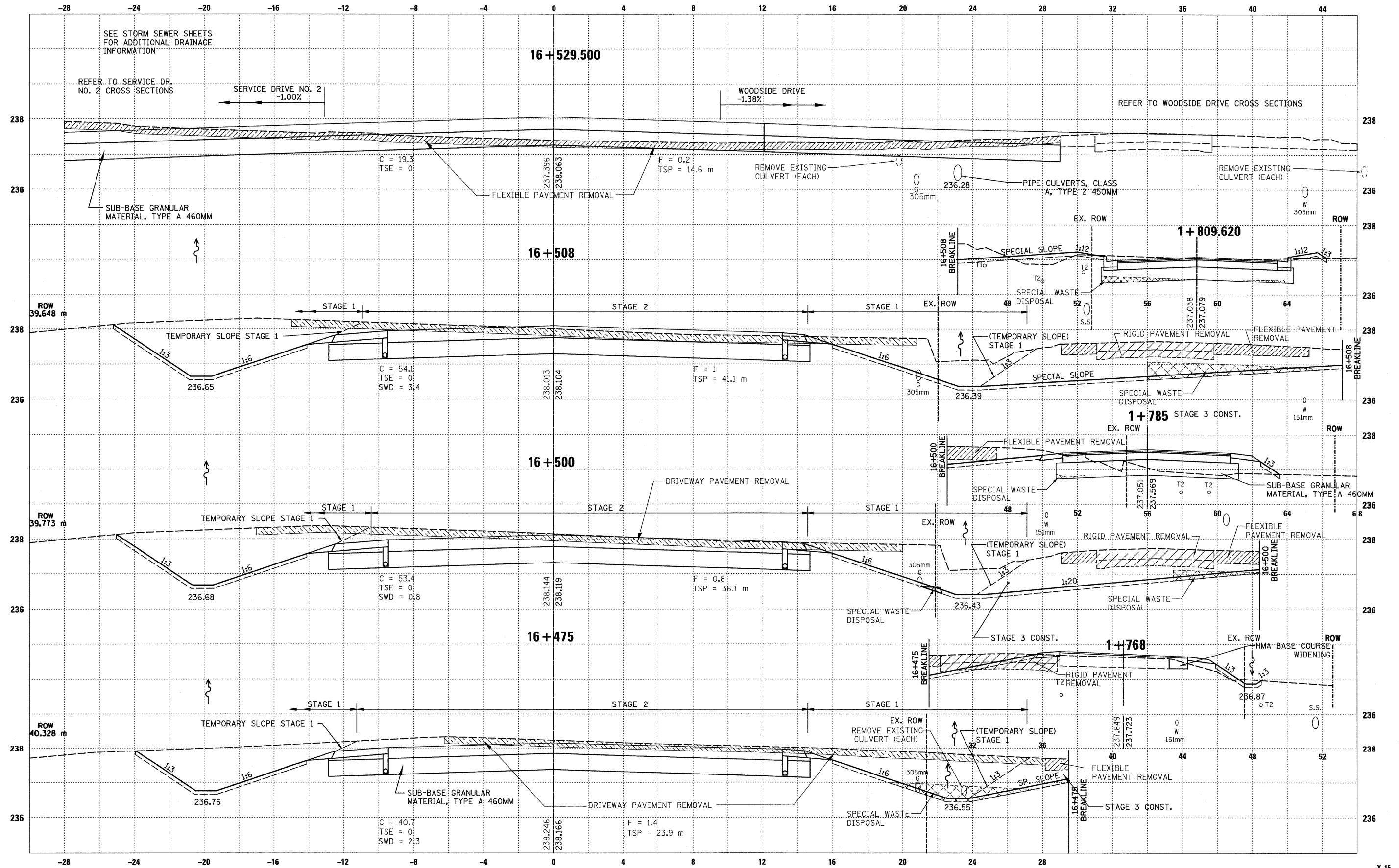
STAGE 2 BEGINS 16+444

FRONTAGE ROAD # 3
1 + 735.01

UNLESS ELEVATIONS ARE SHOWN:
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THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.



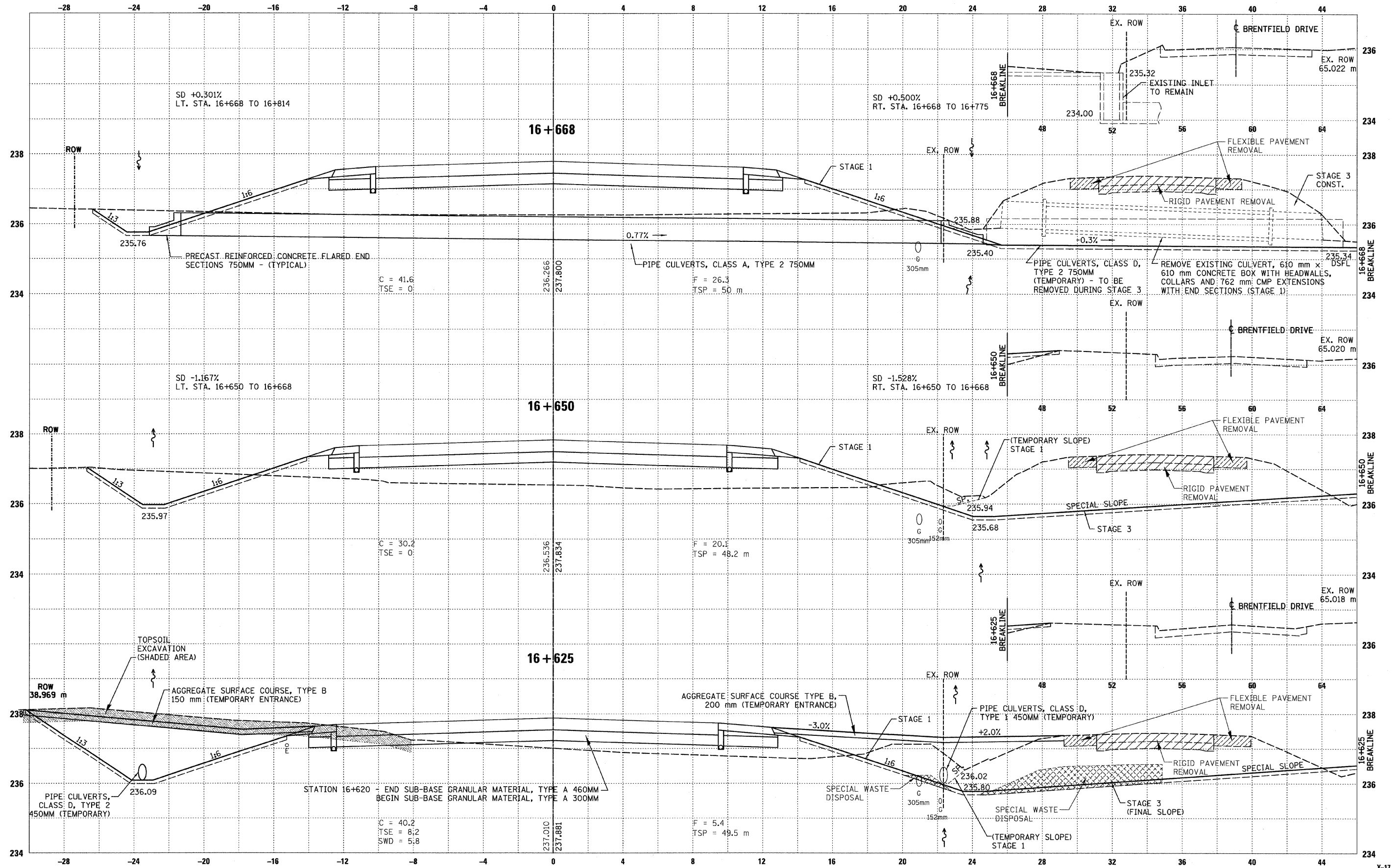
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FA 646	125W-1, RS-2	PEORIA	256	188
STATION 16+475 TO STATION 16+529.500				



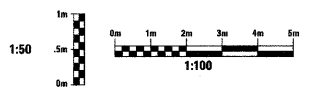
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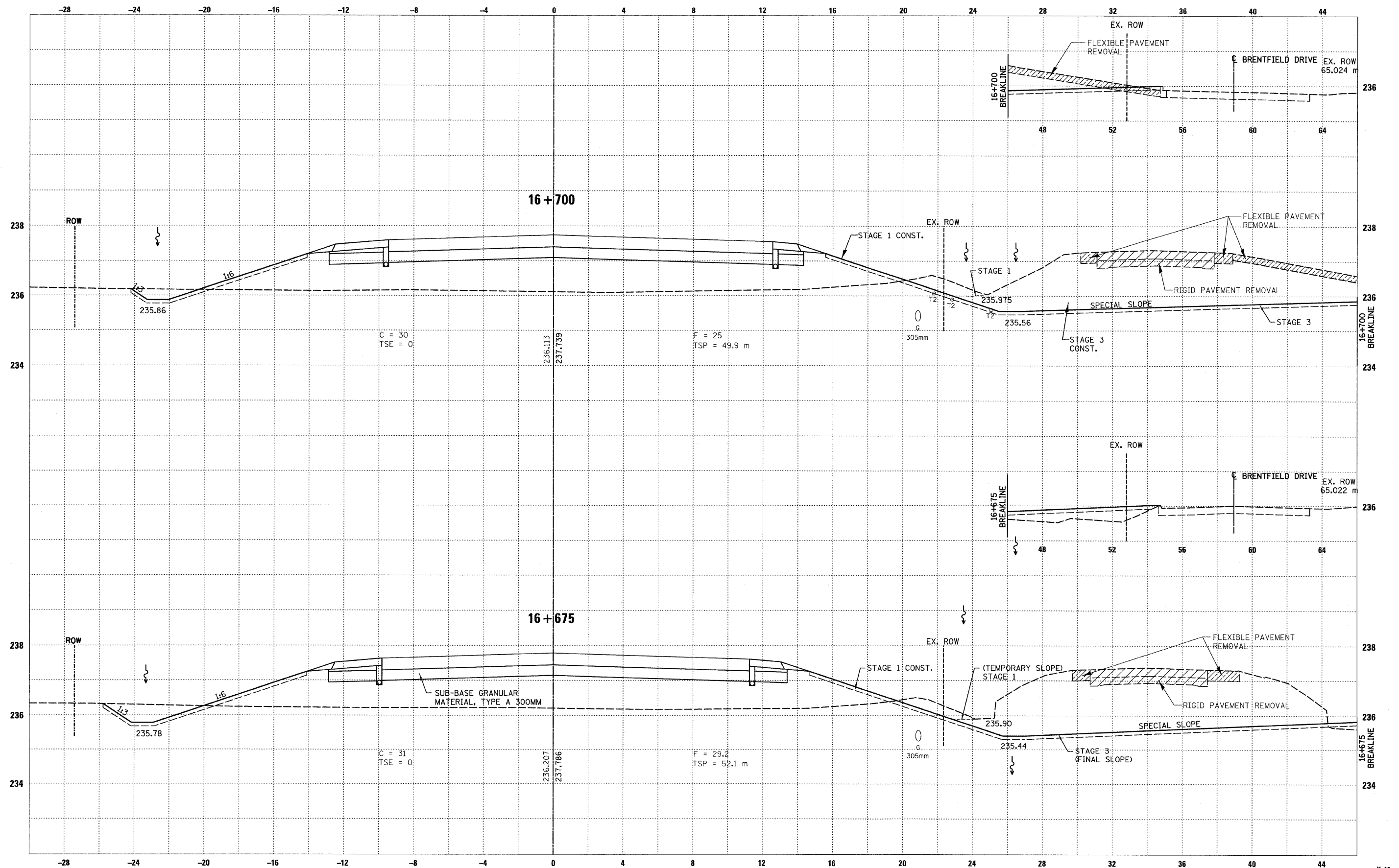
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FA 646	125W-1, RS-2	PEORIA	256	190
STATION 16+625 TO STATION 16+668				



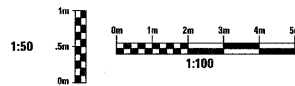
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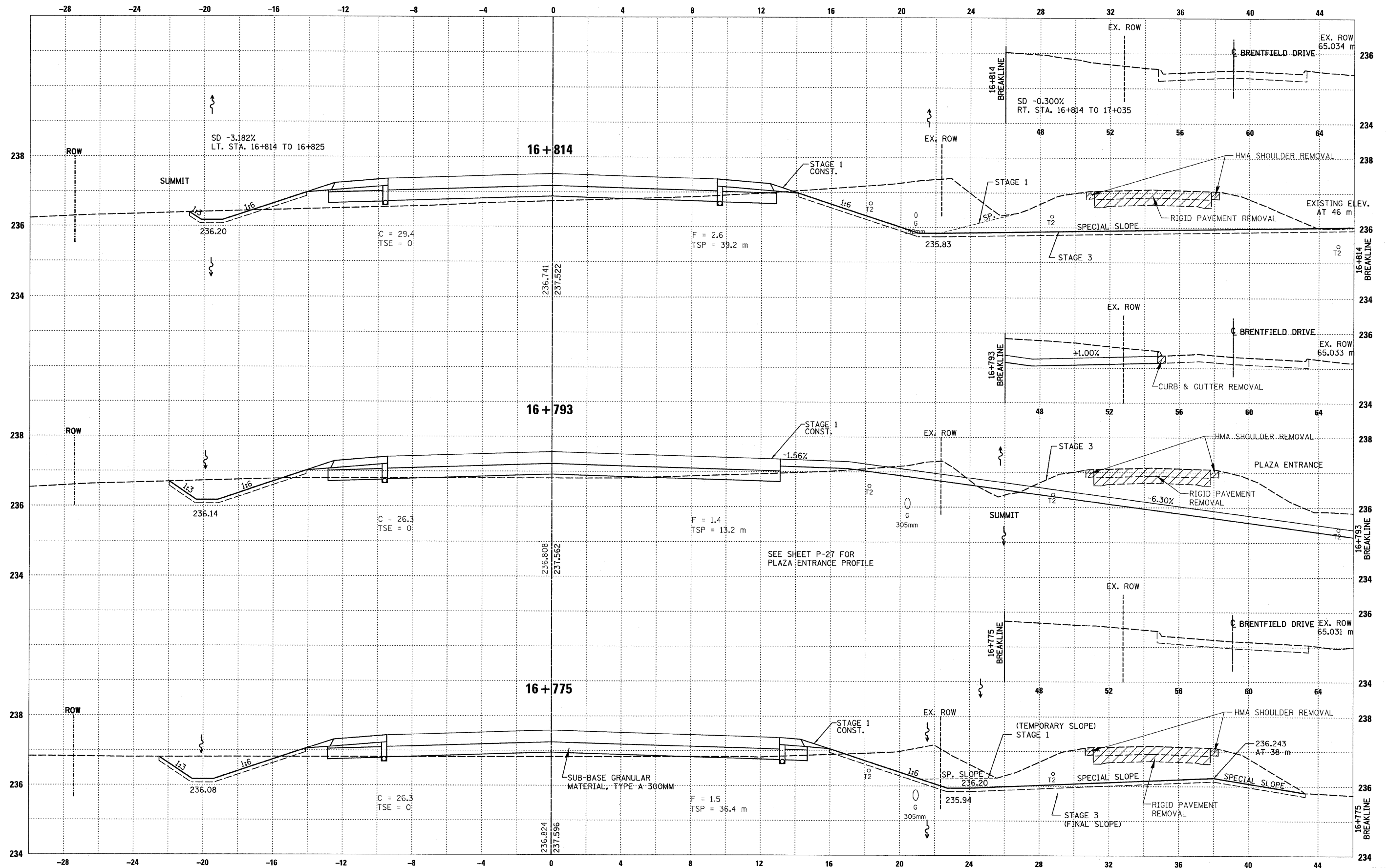
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FA 646	125W-1, RS-2	PEORIA	256	191
STATION 16+675 TO STATION 16+700				



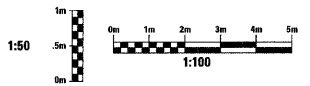
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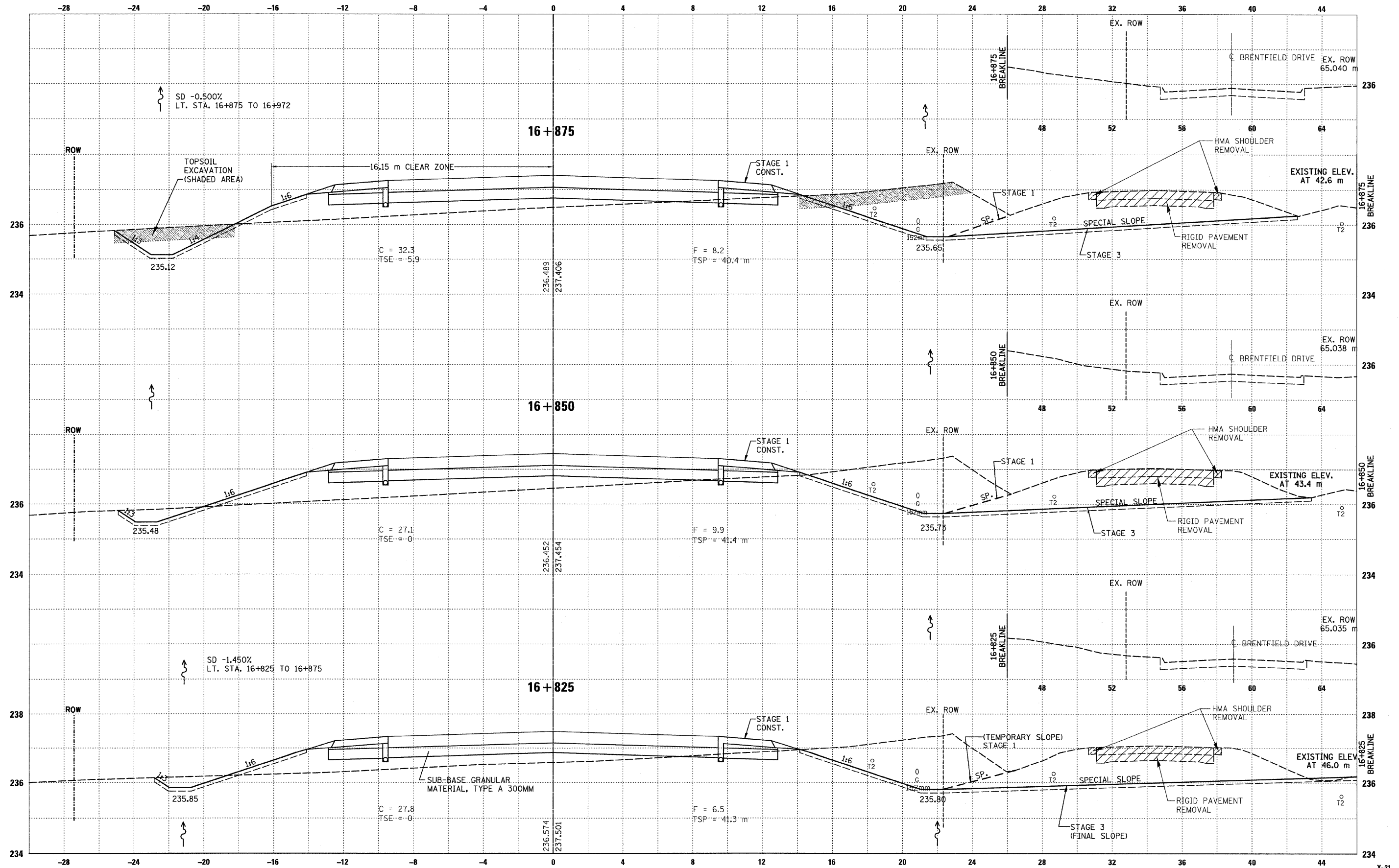
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FA 646	125W-1, RS-2	PEORIA	256	193
STATION 16+775 TO STATION 16+814				



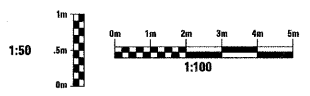
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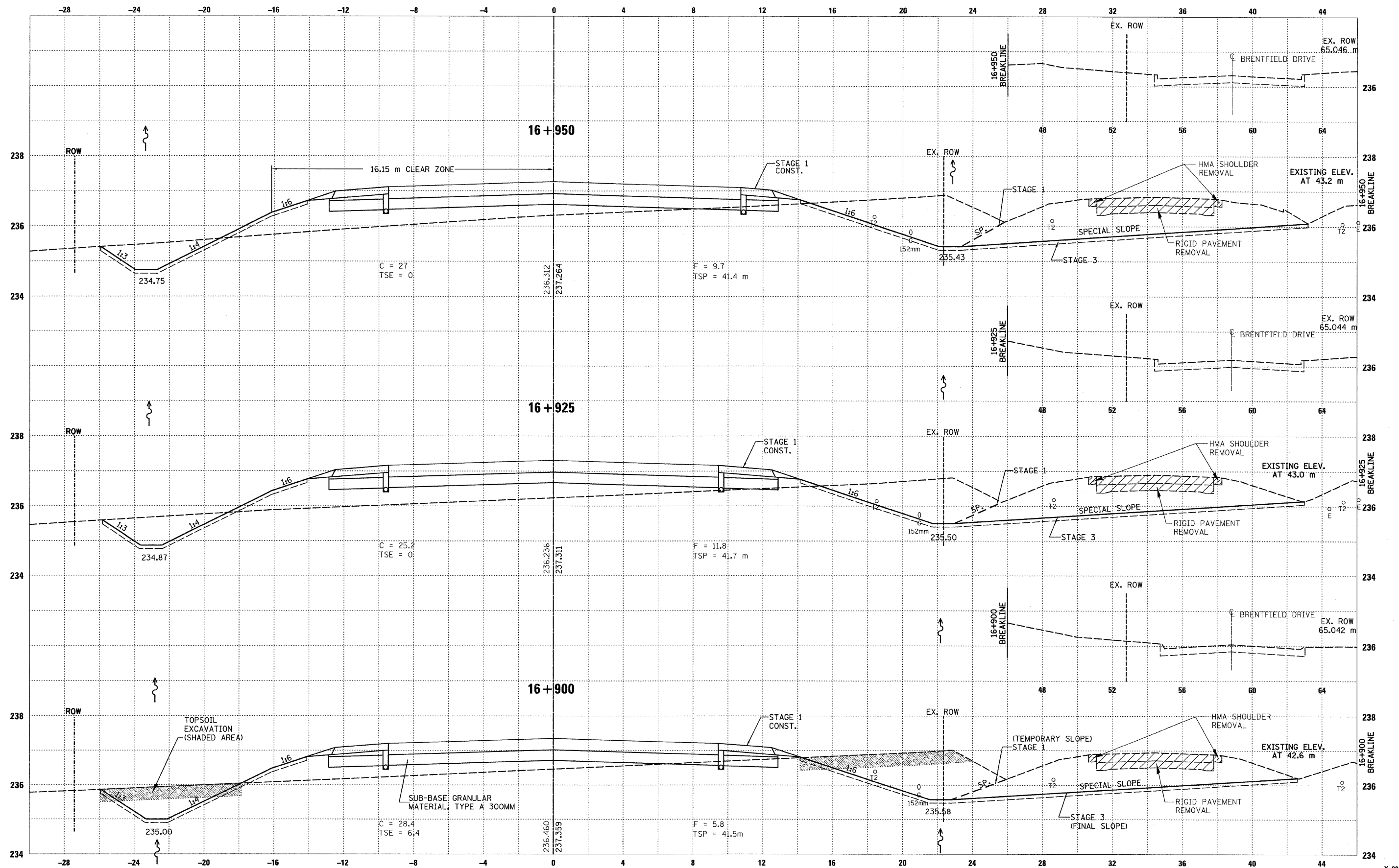
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FA 646	125W-1, RS-2	PEORIA	256	194
STATION 16+825 TO STATION 16+875				



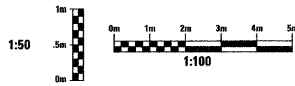
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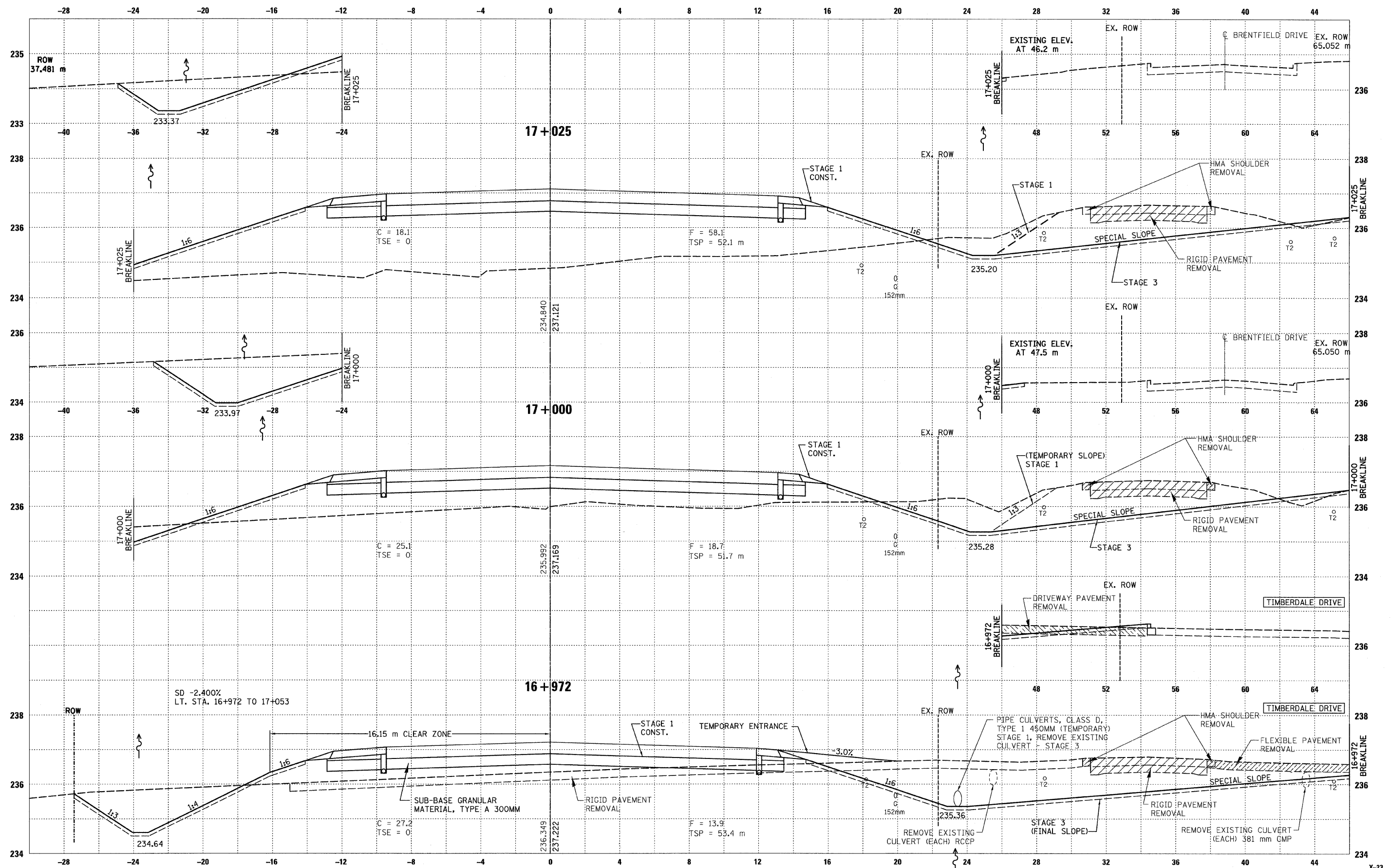
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FA 646	125W-1, RS-2	PEORIA	256	195
STATION 16+900 TO STATION 16+950				



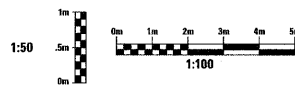
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ALL UTILITY LOCATIONS ON THE CROSS SECTIONS ARE BASED ON
THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.



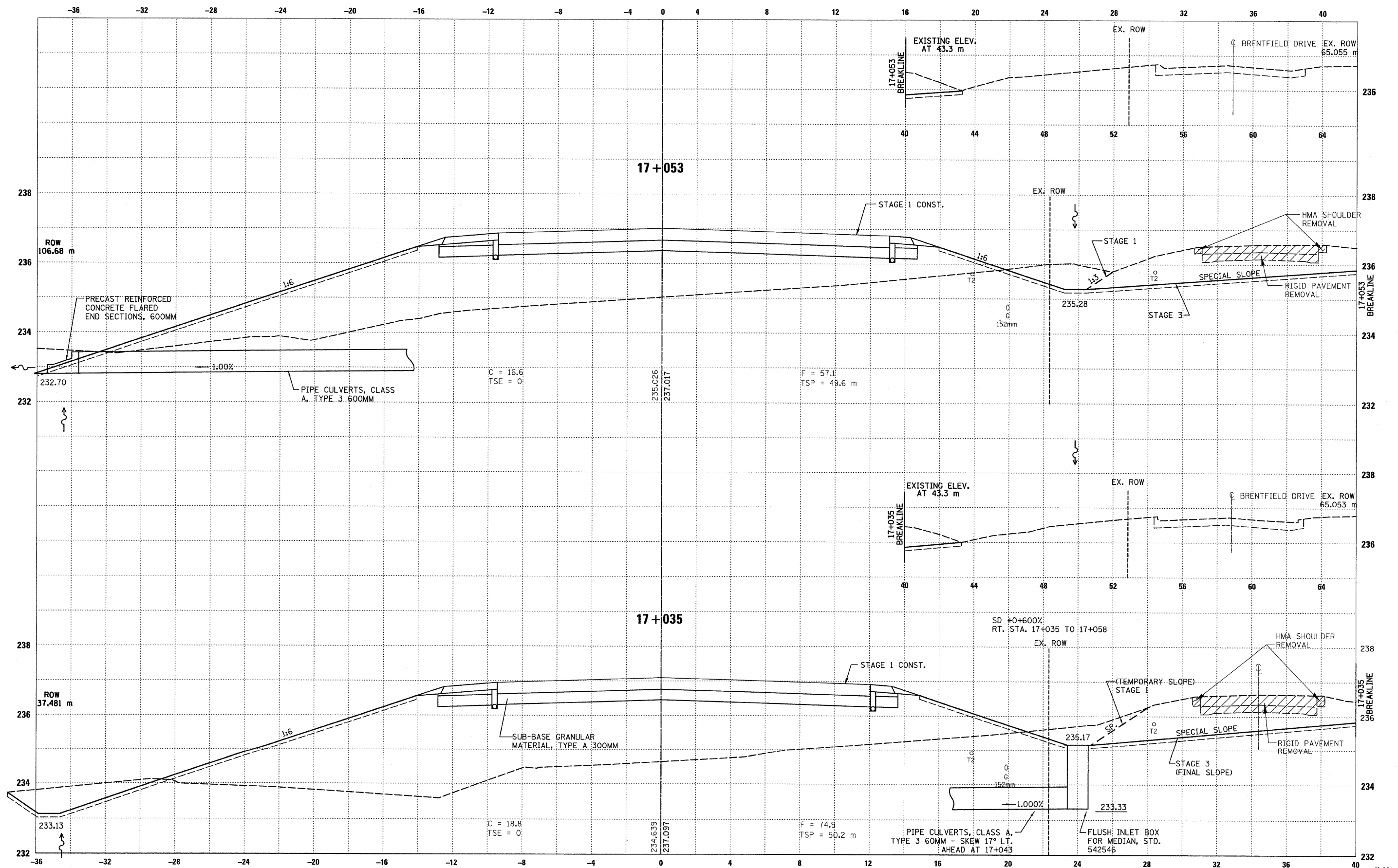
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	196
STATION 16+972 TO STATION 17+025				



UNLESS ELEVATIONS ARE SHOWN:
ALL UTILITY LOCATIONS ON THE CROSS SECTIONS ARE BASED ON
THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.



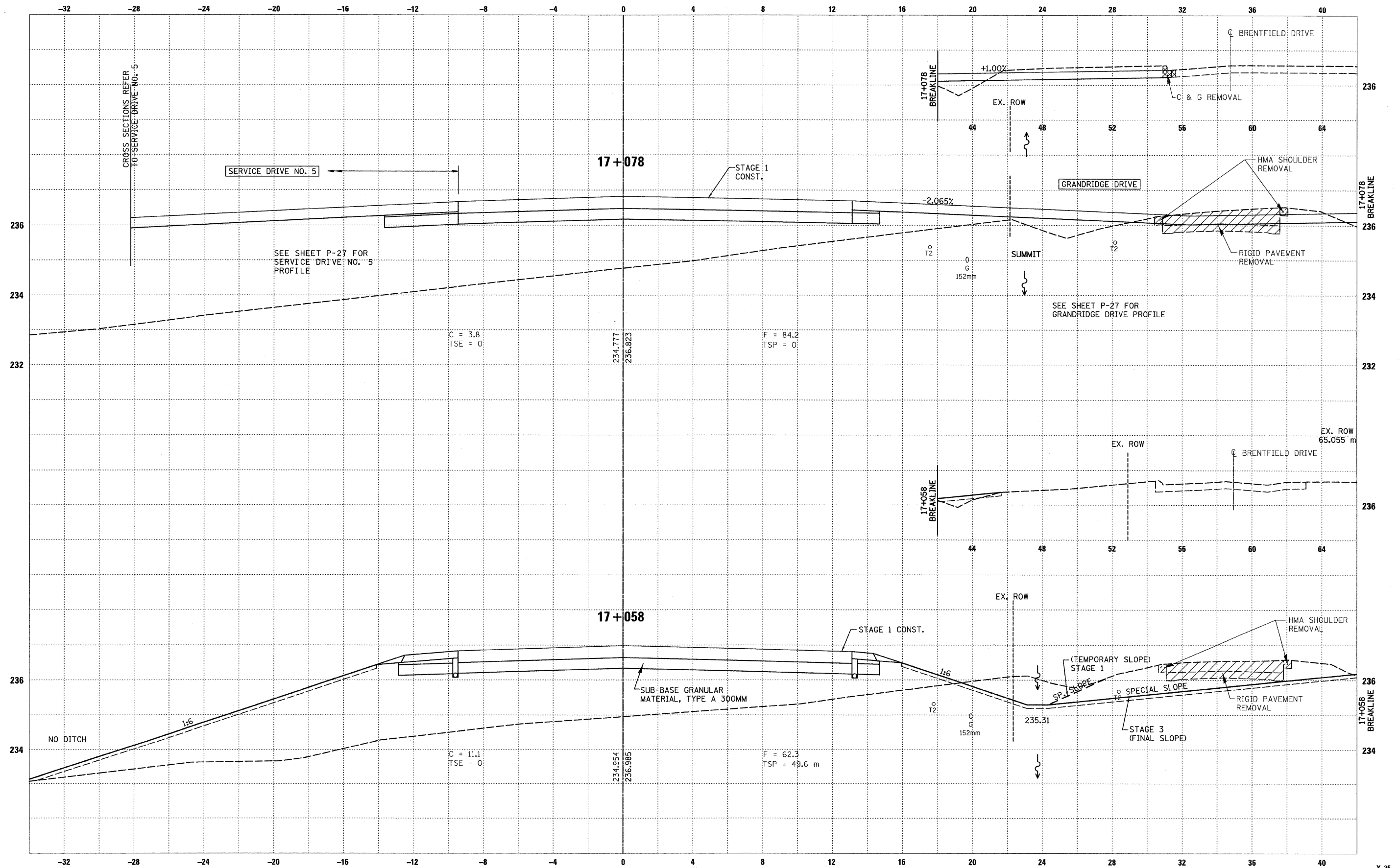
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	197
STATION 17+035 TO STATION 17+053				



UNLESS ELEVATIONS ARE SHOWN:
ALL UTILITY LOCATIONS ON THE CROSS SECTIONS ARE BASED ON
THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.



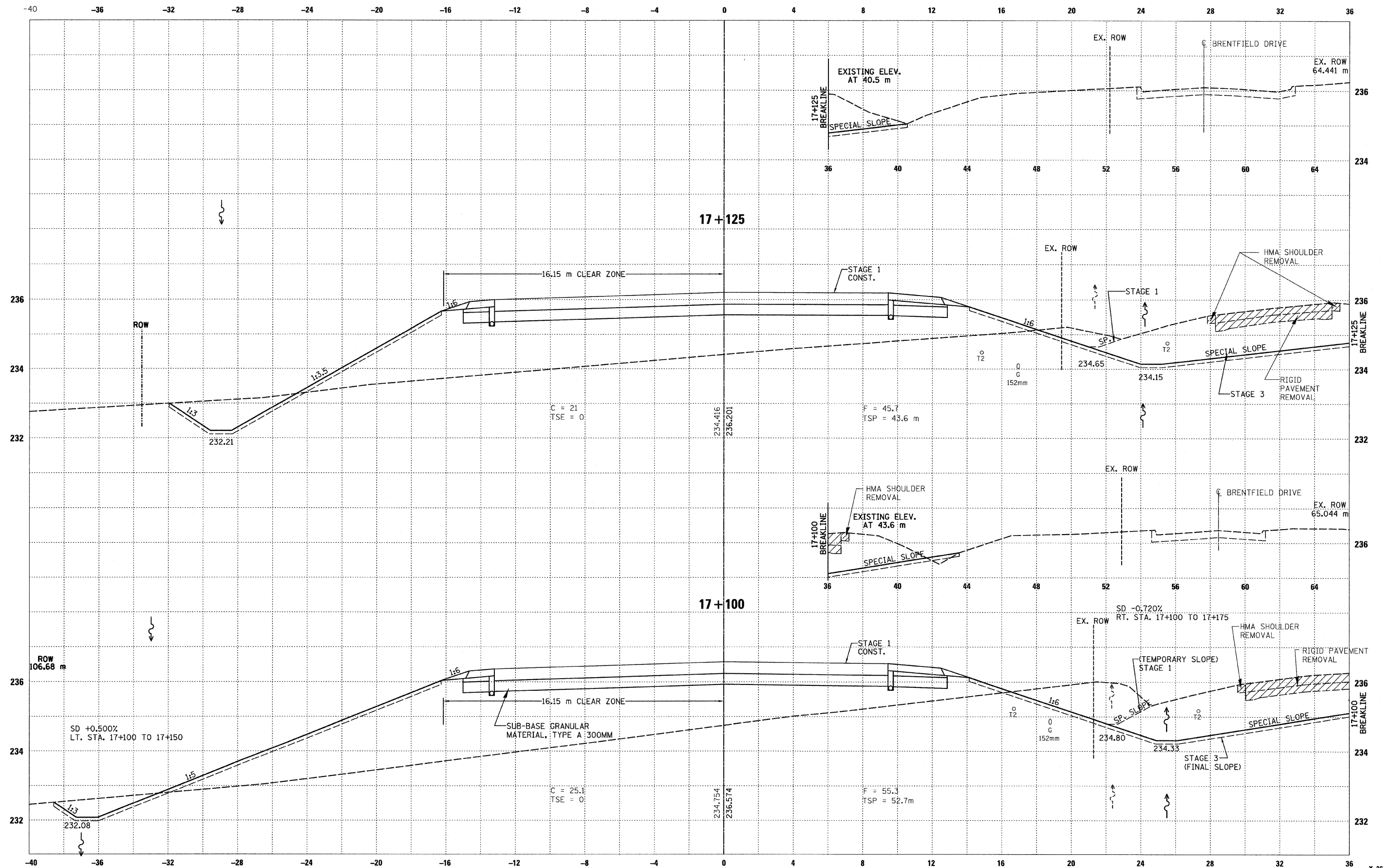
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	198
STATION 17+058 TO STATION 17+078				



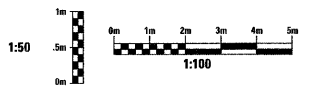
UNLESS ELEVATIONS ARE SHOWN:
ALL UTILITY LOCATIONS ON THE CROSS SECTIONS ARE BASED ON
THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.



RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	199
STATION 17+100 TO STATION 17+125				



UNLESS ELEVATIONS ARE SHOWN:
ALL UTILITY LOCATIONS ON THE CROSS SECTIONS ARE BASED ON
THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.



RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	200
STATION 17+150 TO STATION 17+175				

