PROJECT ENGINEER: MAUREEN ADDIS PHONE (309) 671-3454

BY: MIKE McLUCKIE PHONE (309) 671-3468

FOR INDEX OF SHEETS, SEE SHEET NO. 2

HIGHWAY CLASSIFICATIONS

CLASSIFICATION	MAJOR ARTERIAL
ACCESS CONTROL	PARTIAL
DESIGN SPEED	70 km/h
MAXIMUM GRADE	3.86%
MAXIMUM DEGREE OF CURVATURE	2° 00' 00"
A.D.T. (2005)	13,300 (2005)
% TRUCKS	4%
DESIGN DESIGNATION	
1560(15) MAJOR 4.27 (B-20)	

HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-01	METAL END SECTION FOR PIPE CULVERTS
542531-03	INLET BOX TYPE G 600 mm (24")
542546-01	FLUSH INLET BOX FOR MEDIAN
601001-03	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602306-02	INLET - TYPE B
602401-02	MANHOLE TYPE A
602406-03	MANHOLE TYPE A 1.8 m (6') DIAMETER
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604046-02	FRAME AND GRATE TYPE 10
604101-01	MEDIAN INLET FOR 600 mm (24") REINFORCED CONCRETE PIPE
604106-01	MEDIAN INLET FOR 900 mm (36") REINFORCED CONCRETE PIPE
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606201-02	TYPE B GUTTER (INLET, OUTLET & ENTRANCE)
630001-08	STEEL PLATE BEAM GUARDRAIL
635001-01	DELINEATORS
666001-01	RIGHT OF WAY MARKERS
667101-01	PERMANENT SURVEY MARKERS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 4.5 M (15') AWAY
701006-03	OFF-ROAD OPERATIONS, 2L, 2W, 4.5 M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701011-02	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-02	OFF-ROAD OPERATIONS, MULTILANE, 4.5 M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS- DAY ONLY
701326-03	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701331-03	LANE CLOSURE, 2L, 2W, WITH RUN-AROUND, FOR SPEEDS ≥ 45 MPH
701336-05	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS ≥ 45 MPH
701406-05	LANE CLOSURE, FREEWAY, DAY OPERATIONS ONLY
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
720016-02	MAST ARM MOUNTED STREET NAME SIGNS
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877011-04	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
878001-07	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-1	TRAFFIC SIGNAL MOUNTING DETAILS
886006-01	TYPICAL LAYOUTS FOR DETECTOR LOOPS
BLR 21-8	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
BLR 22-6	TYP. APPL. OF T.C.D. FOR RURAL LOC. HWYS. (2-LANE 2 WAY RURAL TRAFF.) (RD. CLOSED TO THRU TRAFF.)

METRIC RATIOS

FULL SIZE PLANS

1 m 0 2 m
1 : 50

0 5 m 10 m
1 : 100

10 m 0 20 m
1 : 250

5 m 0 20 m
1 : 500

0 50 m 100 m
1 : 1000

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

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

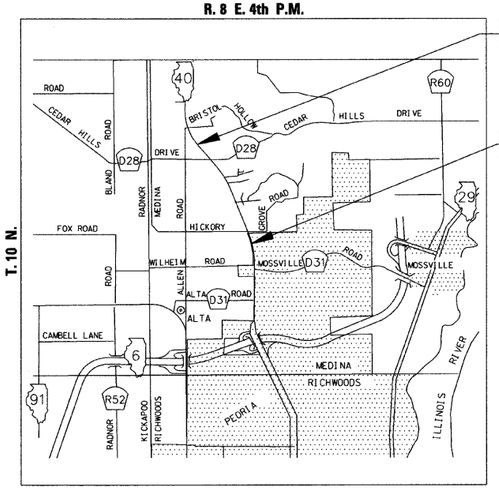
CATALOG NO. 030034-02D
CONTRACT NO. 088679

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.P. ROUTE 646 (IL 40)
SECTION 125W-1, RS-2
PROJECT ACF-0646(071)
PEORIA COUNTY
C-94-101-95

R. 8 E. 4th P.M.



LOCATION MAP
1:60000 ±

Qc/Qa HOT-MIX ASPHALT

N.P.D.E.S. PERMIT REQUIRED
LATITUDE = 40°-48'
LONGITUDE = 89°-37'

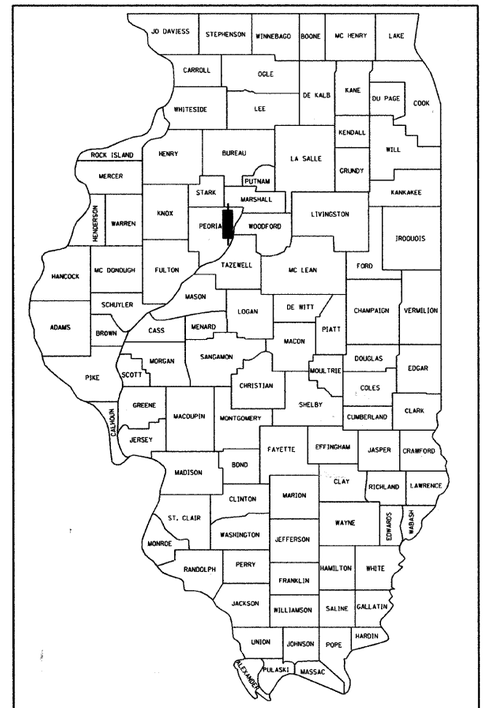
SURVEY BOOK NOS.
2679 (A,B,C,D,E,F,G,H)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125W-1, RS-2	PEORIA	256 *	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO.		

88679

* 256+1=257

D-94-033-95



LOCATION OF SECTION INDICATED THUS: - ■

DESCRIPTION OF WORK

THE WORK INCLUDES: DEMOLITION, CLEARING, EARTHWORK, PATCHING, HOT-MIX ASPHALT BASE COURSE WIDENING, RESURFACING, HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), TRAFFIC SIGNALS, PAVEMENT MARKINGS, AND THE CONSTRUCTION /RECONSTRUCTION OF VARIOUS SIDEROADS, FRONTAGE ROADS AND SERVICE DRIVES, ALONG WITH OTHER ASSOCIATED WORK NECESSARY TO COMPLETE THIS PROJECT.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 19, 20 09

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8, 20 09
Charles J. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 20 09
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

TOTAL SHEETS = 256

DESIGNED BY: McCLURE ENGINEERING ASSOCIATES, INC.

CONTACT PERSON - ERIC C. MOE
PHONE NO. - (309) 833-4594

ILLINOIS
ERIC C. MOE
062-044970
PROFESSIONAL ENGINEER
Eric C. Moe
3/13/2009
Exp. 11/30/2009

GROSS LENGTH OF IMPROVEMENT = 2,560 METERS = 2.56 KILOMETERS
NET LENGTH OF IMPROVEMENT = 2,560 METERS = 2.56 KILOMETERS

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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

INDEX OF SHEETS

⚠ (* SHEET 5A ADDED TO S.O.Q.)

STRUCTURAL DESIGN TRAFFIC: YEAR 2019

PV= 8,448 SU= 176 MU= 176

ROAD/STREET CLASSIFICATION: CLASS I

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

P= 32% S= 45% M= 45%

TRAFFIC FACTOR: ACTUAL TF= 1.976 AC TYPE= 20

MINIMUM TF= 4.266

SUBGRADE SUPPORT RATING:

SSR= POOR (STA. 15+400 TO 17+960)

SSR=_____ (STA. _____ TO _____)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

Mixture Use(s):	Surface Course (Including full depth)	Binder Course (non full depth)	Binder Course (top lift of full depth)
AC/PG:	SBS OR SBR 76-28	SBS OR SBR 76-28	SBS OR SBR 76-28
RAP% (Max): **	0%	10%	10%
Design Air Voids:	4.0% @ N=70	4.0% @ N=70	4.0% @ N=70
Mixture Composition: (Gradation Mixture)	IL 9.5 or IL 12.5	IL 19.0	IL 19.0
Friction Aggregate:	Mixture D (Dolomite only)	N.A.	N.A.

Mixture Use(s):	Binder (Variable Depth) (If under binder course)	Level Binder (If below surface course)	Binder Course (bottom lifts of full depth)
AC/PG:	PG 64-22	SBS OR SBR 76-28	PG 64-22
RAP% (Max): **	15%	0%	15%
Design Air Voids:	4.0% @ N=70	2.5% @ N=50	4.0% @ N=70
Mixture Composition: (Gradation Mixture)	IL 19.0	IL 4.75	IL 19.0
Friction Aggregate:	MAX. THICKNESS OF 1-1/4"	N.A.	N.A.

Mixture Use(s):	Base Course (Includes bse cse wid)	Shoulders (top lift)	Shoulders (bottom lifts)
AC/PG:	PG 64-22	PG 64-22	PG 64-22
RAP% (Max): **	15%	15%	25%
Design Air Voids:	4.0% @ N=70	3.0% @ N=50	4.0% @ N=50
Mixture Composition: (Gradation Mixture)	IL 19.0	IL 9.5 OR 12.5	IL 19.0
Friction Aggregate:	N.A.	Mix D	N.A.

** If RAP option is selected, the asphalt cement grade may need to be adjusted, this will be determined by the Materials Engineer.

NOTE: ALL COSTS ASSOCIATED WITH USING THE MIXES, AS SPECIFIED ABOVE, FOR VARIOUS LIFTS OF CERTAIN PAY ITEMS ARE TO BE INCLUDED IN THAT PAY ITEM.

COMMITMENTS

NOTE: COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

1. PARCEL NO. 422G033-QC, MICHAEL B. & JACQUELYN A. MODDALOZZO.
   APPROXIMATE CENTERLINE STATION IL RTE 40 = 17+345.

   THE 100 mm PVC SUMP PUMP DRAINAGE LINE RUNNING ALONG THE NORTH SIDE OF THE HOUSE, WHICH PRESENTLY DRAINS INTO THE EXISTING DITCH, SHALL BE CUT AT THE PROPOSED BACK SLOPE AND DRAIN INTO THE NEW DITCH.

2. PARCEL NO. 422G078, MICHAEL M. & SHARON M. DAMRON.
   APPROXIMATE CENTERLINE STATION CEDAR HILLS DRIVE = 2+370.

   IN THE TEMPORARY EASEMENT AREA, DRAINAGE PIPES RUN FROM THE PROPERTY TO THE ROADSIDE DITCH CARRYING CLEAN WATER. IF THESE PIPES ARE DAMAGED OR DESTROYED DURING CONSTRUCTION, THE CONTRACTOR WILL BE REQUIRED TO REPAIR OR REPLACE THEM.

3. PARCEL NO. 422G077, ALAN & NANCY RIEKENA.
   APPROXIMATE CENTERLINE STATION CEDAR HILLS DRIVE = 2+300.

   THE PROPERTY OWNER SHALL BE NOTIFIED AT LEAST 30 DAYS BEFORE THE START OF ANY NEW CONSTRUCTION ALONG THEIR PROPERTY LINE. THIS WILL ALLOW SUFFICIENT LEAD TIME FOR THE OWNER TO REMOVE THEIR FENCE. THE RESIDENT ENGINEER SHOULD CONTACT MR. ALAN RIEKENA AT THE FOLLOWING PHONE NUMBER: (309) 264-7334.

   THE OWNER HAS REQUESTED THAT THE PROPOSED RIGHT OF WAY BE STAKED DURING THE SPRING/SUMMER OF 2008 IN ORDER TO PREPARE TO MOVE THE FENCE MENTIONED ABOVE. THE DEPARTMENT WILL HAVE THE PROPOSED RIGHT OF WAY AND TEMPORARY EASEMENT AREAS STAKED DURING THAT TIMEFRAME.

4. PARCEL NO. 422G058 & TE, WHEELS O' TIME.
   APPROXIMATE CENTERLINE STATION IL RTE 40 = 16+425.

   THE PROPERTY OWNER SHALL BE NOTIFIED AT LEAST 30 DAYS BEFORE THE START OF ANY NEW CONSTRUCTION ALONG THEIR PROPERTY LINE. THIS WILL ALLOW SUFFICIENT LEAD TIME FOR THE OWNER TO MOVE THEIR SIGN. THE RESIDENT ENGINEER SHOULD CONTACT MR. GARY BRAGG AT WHEELS O' TIME 11923 NORTH KNOXVILLE AVENUE, PEORIA, ILLINOIS.

5. PARCEL NO. 422G174 & TE, RAYMOND & MAVIS MILLER.
   APPROXIMATE CENTERLINE STATION CEDAR HILLS DDRIVE = 2+212.

   THE PROPERTY OWNER SHALL BE NOTIFIED AT LEAST 30 DAYS BEFORE THE START OF ANY NEW CONSTRUCTION ALONG THEIR PROPERTY LINE.

   THE EXISTING TREE WITHIN THE EASEMENT AREA WILL BE PROTECTED AND SAVED.

UTILITY COMPANIES & LEGEND

T1	SBC
T2	VERIZON
G	CENTRAL ILLINOIS LIGHT COMPANY (GAS)
E	CENTRAL ILLINOIS LIGHT COMPANY (ELECTRIC)
W	ILLINOIS-AMERICAN WATER COMPANY
TV	UNITED ARTIST CABLE OF CENTRAL ILLINOIS
	GREATER PEORIA SANITARY DISTRICT

⚠ REVISED 5/26/09

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND COMMITMENTS

SCALE: NONE
DATE: 3/1309

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	3

GENERAL NOTES

SOIL REPORT AVAILABILITY

All soils data collected and processed for the soils report made in conjunction with the design of this improvement is on file at the District Office where it is available for the inspection of Contractors or prospective bidders.

UTILITIES - LOCATIONS / INFORMATION ON PLANS

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

PLAN ELEVATIONS - U.S.G.S. MEAN SEA LEVEL DATUM

All elevations shown on the plans are established from U.S.G.S. Mean Sea Level Datum.

PROPERTY OWNER ACCESS REQUIREMENTS

Access must be maintained to all existing properties during construction per Article 107.09 unless arrangements are made in writing by the Contractor with the property owner's with a copy to the Engineer for short-term closures.

MAILBOX TREATMENT

The existing mailboxes shall be removed and re-erected at a location as directed by the Engineer. No additional compensation shall be provided far this but shall be considered as included in the cost of the pay item for PCC DRIVEWAY PAVEMENT, 200MM.

TREE REMOVAL

The District Four Tree Committee should be contracted and prior approval obtained for any tree removal beyond the limits/locations included in the plans.

ENVIRONMENTAL REVIEWS

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

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

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

The required environmental resource documentation shall include following:

BDE Form 2289 (Environmental Survey Request)
A location map showing the size limits and locations of the use area
Signed property owner agreement form Color photographs depicting the use area

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

AGGREGATE SURFACE COURSE, TYPE B

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

AGGREGATE FOR DRIVEWAY REPLACEMENT

The material used for construction of permanent aggregate driveways shall be gravel or crushed stone as directed by the Engineer, to replace in kind the existing aggregate driveways.

No additional compensation shall be provided for this requirement but shall be considered as included in the cost of the pay item for the aggregate as specified on the plans.

PAVEMENT STATION NUMBERS & PLACEMENT

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement station numbers in the finished surface of the pavement and/or overlay. The numbers shall be approximately 20 mm wide, 125 mm and 15 mm deep.

The pavement station numbers shall be installed as specified herein:

Interval - 100 Meters (metric stationing)

Bottom of Numbers - 150 mm from the inside edge of the pavement marking

Location:

2,3,& 5 lane pavements - right edge of pavement in direction of increasing stations multi-lane divided roadways - outside edge of pavement both directions ramps - along baseline edge of pavement

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

Format - metric pavement stations shall use this format (xx+x00) where x represents the pavement station.

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

BUTT JOINT CUTTING TIME RESTRICTION

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

PAVING SURFACE COURSE

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

ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

The Contractor shall consult with the Engineer in regard to the exact length of the box/pipe culverts, storm sewers, and/or pipe drains required prior to ordering these items.

CONTROL INSTALLATION

1. The Contractor will install a service pole, in close proximity to the control installation, as shown on the control installation detail in the plans and all additional service wiring and hardware on the service pole and underground wiring over to the control installation. This includes all conduit, weather head, service cable, disconnect switch, and hardware. This work will be paid for at the contract unit price per each for the control installation specified on the plans, and shall be completed in accordance with Section 857 of the Standard Specifications.

2. The Bureau of Operations, Traffic Section, should be contacted to verify final controller location prior to installation.

JOB SPECIFIC NOTES

1. Several interim intersection improvements have been completed within the project limits and a resurfacing contract was completed in 1999 through the entire project. The existing pavement elevations are most likely to be slightly higher than shown on the plans. During construction the resident Engineer will make random elevation & horizontal alignment checks to verify the elevations shown and if necessary, make adjustments to proposed elevations.

2. In addition, the horizontal alignment at the east/ west intersection of Hickory Grove Rd and IL Rte. 40 has been plotted, in these plans, from contract plans not as-built or measured plans. This condition extends from approximately Sta. 15+541 to Sta. 15+961.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND JOB SPECIFIC NOTES

SCALE: NONE
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	4

80% FED. 20% STATE

SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE: URBAN 1000-2A ROADWAY STA. 15+400 TO 17+518.02	CONSTRUCTION TYPE CODE: RURAL 1000-2A ROADWAY STA.17+518.02 TO 17+960	CONSTRUCTION TYPE CODE: URBAN Y031-1F TRAFFIC SIGNALS
•	M2010110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	352	352		
•	M2010210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	1,080	971	109	
•	M2010500	TREE REMOVAL, HECTARES	HA	0.2	0.2		
	M2020010	EARTH EXCAVATION	CU M	82,807	78,251	4,556	
	M2080150	TRENCH BACKFILL	CU M	216	203	13	
	M2112500	TOPSOIL EXCAVATION AND PLACEMENT	CU M	12,884	12,280	604	
*	M2500210	SEEDING, CLASS 2A	HA	12.9	12.7	0.2	
*	M2500400	NITROGEN FERTILIZER NUTRIENT	KG	1,336	1,264	72	
*	M2500500	PHOSPHORUS FERTILIZER NUTRIENT	KG	1,336	1,264	72	
*	M2500600	POTASSIUM FERTILIZER NUTRIENT	KG	1,336	1,264	72	
*	M2510120	MULCH, METHOD 2	M TON	58.7	57.8	0.9	
*	M2510630	EROSION CONTROL BLANKET	SQ M	25,864	22,812	3,052	
*	M2520100	SODDING	SQ M	3,455	3,455		
*	M2520110	SODDING, SALT TOLERANT	SQ M	3,049	2,700	349	
*	M2520200	SUPPLEMENTAL WATERING	UNIT	293	277	16	
	M2800255	TEMPORARY EROSION CONTROL SEEDING	HA	13.1	11.8	1.3	
	28000300	TEMPORARY DITCH CHECKS	EACH	115	104	11	
	M2800400	PERIMETER EROSION BARRIER	METER	8,734	7,735	999	
	28000500	INLET AND PIPE PROTECTION	EACH	111	103	8	
	M2810807	STONE DUMPED RIPRAP, CLASS A4	M TON	191	191		
	M2820200	FILTER FABRIC	SQ M	189	189		
	M2850100	FABRIC FORMED CONCRETE REVETMENT MAT	SQ M	5,184	5,184		
	M3110300	SUB-BASE GRANULAR MATERIAL, TYPE A 300MM	SQ M	38,348	38,348		
	M3110360	SUB-BASE GRANULAR MATERIAL, TYPE A 360MM	SQ M	5,036	5,036		
	M3110460	SUB-BASE GRANULAR MATERIAL, TYPE A 460MM	SQ M	31,334	25,930	5,404	
	M3110610	SUB-BASE GRANULAR MATERIAL, TYPE A 610MM	SQ M	2,733	2,733		
	M3550450	HOT-MIX ASPHALT BASE COURSE, 150MM	SQ M	1,065	948	117	
	M3550500	HOT-MIX ASPHALT BASE COURSE, 200MM	SQ M	24,038	24,038		
	M3550550	HOT-MIX ASPHALT BASE COURSE, 250MM	SQ M	570	79	491	
	M3560500	HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM	SQ M	276	276		
	M3560550	HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM	SQ M	180	21	159	
	M4021010	AGGREGATE SURFACE COURSE, TYPE B	M TON	900	839	61	
	M4060215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	M TON	193.2	174.4	18.8	

80% FED. 20% STATE

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE: URBAN 1000-2A ROADWAY STA. 15+400 TO 17+518.02	CONSTRUCTION TYPE CODE: RURAL 1000-2A ROADWAY STA.17+518.02 TO 17+960	CONSTRUCTION TYPE CODE: URBAN Y031-1F TRAFFIC SIGNALS
M4060300	AGGREGATE (PRIME COAT)	M TON	442	410.8	31.2	
M4060400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	M TON	5	3	2	
M4060895	CONSTRUCTING TEST STRIP	EACH	5	5		
M4060982	HOT-MIX ASPHALT SURFACE REMOVAL- BUTT JOINT	SQ M	1,005	840	165	
M4060990	TEMPORARY RAMP	SQ M	167	139	28	
MX406772	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	M TON	720	524	196	
M4063235	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	M TON	4,347	4,347		
M4063540	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	M TON	9,847	8,798	1,049	
40702700	FURNISH PROFILOGRAPH	L SUM	1	1		
M4075290	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM	SQ M	38,192	35,385	2,807	
M4205200	PROTECTIVE COAT	SQ M	4,372	4,372		
M4230200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 200MM	SQ M	644	644		
M4240100	PORTLAND CEMENT CONCRETE SIDEWALK 100MM	SQ M	66.5	66.5		
M4400950	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ M	395.4	395.4		
M4402000	PAVEMENT REMOVAL	SQ M	25,005	25,005		
M4402010	DRIVEWAY PAVEMENT REMOVAL	SQ M	5,005	4,864	141	
M4402040	COMBINATION CURB AND GUTTER REMOVAL	METER	498	498		
M4402050	SIDEWALK REMOVAL	SQ M	30	30		
M4402420	MEDIAN REMOVAL	SQ M	42	42		
M4402535	PAVED SHOULDER REMOVAL (SPECIAL)	SQ M	1,091	681	410	
M4428020	CLASS D PATCHES, TYPE I, 200MM	SQ M	9.9	9.9		
M4428220	CLASS D PATCHES, TYPE II, 200MM	SQ M	104	104		
M4428240	CLASS D PATCHES, TYPE II, 300MM	SQ M	54.1	39.8	14.3	
M4430020	STRIP REFLECTIVE CRACK CONTROL TREATMENT	METER	1,484	1,484		
M4812000	AGGREGATE SHOULDERS, TYPE B	M TON	1,744	1,454	290	
M4812150	AGGREGATE SHOULDERS, TYPE B 150MM	SQ M	7,081	7,081		
M4820400	HOT-MIX ASPHALT SHOULDERS	M TON	201	201		
M4820600	HOT-MIX ASPHALT SHOULDERS, 200MM	SQ M	10,668	8,235	2,433	
M5010521	REMOVE EXISTING CULVERTS	METER	63	47	16	
X5013800	PIPE CULVERT REMOVAL	EACH	43	38	5	

* SPECIALTY ITEMS

● CONSTRUCTION TYPE CODE Y080

TYPE CODE Y031-1F
STATE PARTICIPATION ———— 50%
MEDINA TOWNSHIP ———— 50%

ALL CEDAR HILLS QUANTITIES ARE INCLUDED AS URBAN

Q-1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

80% FED. 20% STATE

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE: URBAN I000-2A ROADWAY STA. 15+400 TO 17+518.02	CONSTRUCTION TYPE CODE: RURAL I000-2A ROADWAY STA.17+518.02 TO 17+960	CONSTRUCTION TYPE CODE: URBAN Y031-1F TRAFFIC SIGNALS
54248515	CONCRETE COLLAR	EACH	1	1		
M542E012	END SECTIONS 300MM	EACH	1	1		
M542E016	END SECTIONS 375MM	EACH	5	5		
M542E020	END SECTIONS 450MM	EACH	20	18	2	
M542E028	END SECTIONS 600MM	EACH	2	2		
M542E112	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 300MM	EACH	8	8		
M542E120	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 450MM	EACH	24	24		
M542E128	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 600MM	EACH	5	5		
M542E136	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 750MM	EACH	7	7		
M542E716	PRECAST REINFORCED CONCRETE FLARED END SECTIONS - ARCH, EQUIVALENT ROUND-SIZE 375 MM	EACH	6	2	4	
M542H030	PIPE CULVERTS, CLASS A, TYPE 1 450MM	METER	43.9	43.9		
M542H040	PIPE CULVERTS, CLASS A, TYPE 1 600MM	METER	4.6	4.6		
M542H050	PIPE CULVERTS, CLASS A, TYPE 1 750MM	METER	68.1	68.1		
M542H425	PIPE CULVERTS, CLASS D, TYPE 1 375MM	METER	14	14		
M542H430	PIPE CULVERTS, CLASS D, TYPE 1 450MM	METER	83.6	83.6		
M5421030	PIPE CULVERTS, CLASS A, TYPE 2 450MM	METER	141.5	141.5		
M5421040	PIPE CULVERTS, CLASS A, TYPE 2 600MM	METER	127.5	127.5		
M5421050	PIPE CULVERTS, CLASS A, TYPE 2 750MM	METER	65	65		
M5421430	PIPE CULVERTS, CLASS D, TYPE 2 450MM	METER	43.5	29.5	14	
M5421440	PIPE CULVERTS, CLASS D, TYPE 2 600MM	METER	26.5	26.5		
M542J040	PIPE CULVERTS, CLASS A, TYPE 3 600MM	METER	62	62		
M542T415	PIPE CULVERTS, CLASS D, TYPE 1 300MM (TEMPORARY)	METER	39	39		
M542T425	PIPE CULVERTS, CLASS D, TYPE 1 450MM (TEMPORARY)	METER	51.1	51.1		
M542T440	PIPE CULVERTS, CLASS D, TYPE 1 750MM (TEMPORARY)	METER	20	20		
M542U425	PIPE CULVERTS, CLASS D, TYPE 2 450MM (TEMPORARY)	METER	29	29		
M542U440	PIPE CULVERTS, CLASS D, TYPE 2 750MM (TEMPORARY)	METER	20.6	20.6		
M5422105	PIPE CULVERTS, TYPE 1, REINFORCED CONCRETE - ARCH, EQUIVALENT ROUND-SIZE 375MM	METER	22	8	14	
54244405	FLUSH INLET BOX FOR MEDIAN, STANDARD 542546	EACH	2	2		
54246405	INLET BOX, STANDARD 542531	EACH	1	1		
M5500030	STORM SEWERS, CLASS A, TYPE 1 300MM	METER	110	110		
M6690200	NON-SPECIAL WASTE DISPOSAL	CU M	640	640		
X0322986	MICROWAVE DETECTION UNIT	EACH	2	2		
66900450	SPECIAL WASTE PLANS AND REPORT	L SUM	1	1		
X0325591	FURNISHING REPLACEMENT PARTS AND EQUIPMENT	L SUM	1	1		
66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1		

80% FED. 20% STATE

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE: URBAN I000-2A ROADWAY STA. 15+400 TO 17+518.02	CONSTRUCTION TYPE CODE: RURAL I000-2A ROADWAY STA.17+518.02 TO 17+960	CONSTRUCTION TYPE CODE: URBAN Y031-1F TRAFFIC SIGNALS
M5500050	STORM SEWERS, CLASS A, TYPE 1 450MM	METER	69	69		
M5500430	STORM SEWERS, CLASS A, TYPE 2 300MM	METER	47	47		
M5500440	STORM SEWERS, CLASS A, TYPE 2 375MM	METER	171	171		
M5500450	STORM SEWERS, CLASS A, TYPE 2 450MM	METER	44	44		
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	27	24	3	
M6010605	PIPE UNDERDRAINS 100MM	METER	4,073	3,325	748	
M6010705	PIPE UNDERDRAINS 100MM (SPECIAL)	METER	144.5	138.5	6	
M6021410	MANHOLES, TYPE A, 1.2M DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	4		
M6021511	MANHOLES, TYPE A, 1.2M DIAMETER, WITH MEDIAN INLET (604101)	EACH	1	1		
M6021610	MANHOLES, TYPE A, 1.5M DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1		
M6021716	MANHOLES, TYPE A, 1.5M DIAMETER, WITH MEDIAN INLET (604106)	EACH	2	2		
M6021810	MANHOLES, TYPE A, 1.8M DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1		
60240305	INLETS, TYPE B, TYPE 10 FRAME AND GRATE	EACH	2	2		
60241800	INLETS, TYPE G-1	EACH	17	17		
M6060290	CONCRETE GUTTER, TYPE B	METER	97	97		
M6060700	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-15.60	METER	2,443	2,443		
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	106	94	12	
66700205	PERMANENT SURVEY MARKERS, TYPE 1	EACH	10	8	2	
* M6690205	SPECIAL WASTE DISPOSAL	CU M	1,384	1,384		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	20	20		
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	20	20		
67201100	SEALING ABANDONED MONITORING WELLS	EACH	3	3		
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1		
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1		
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	200	200		
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	40	40		
M7030100	SHORT-TERM PAVEMENT MARKING	METER	2,866	2,598	268	
M7030210	TEMPORARY PAVEMENT MARKING-LETTERS AND SYMBOLS	SQ M	100.72	75.72	25	
M7030220	TEMPORARY PAVEMENT MARKING - LINE 100MM	METER	22,412	20,212	2,200	
M7030240	TEMPORARY PAVEMENT MARKING - LINE 150MM	METER	1,477.3	1,431.3	46	

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	5

* SPECIALTY ITEMS

** CONSTRUCTION TYPE CODE Y080

TYPE CODE Y031-1F
STATE PARTICIPATION ——— 50%
MEDINA TOWNSHIP ——— 50%

ALL CEDAR HILLS QUANTITIES ARE INCLUDED AS URBAN

0-2

REVISIONS	
NAME	DATE
NO. 1	3/17/09

1 REVISED 5/26/09

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
F.AP. 646	125W-1, RS-2	PEORIA	256	5A

CONTRACT NUMBER 88679

				TRAFFIC SIGNALS (Y030-1F)		
CODE NUMBER	PAY ITEM	UNIT	TOTAL	FED ST CITY 80/10/10 CITY	FED ST CNTY 80/10/10 COUNTY	FED ST TWNSHP 80/10/10 TWNSHP
* 80500200	SERVICE INSTALLATION, TYPE B	EACH	3	1	1	1
* M8100260	CONDUIT IN TRENCH, 50mm DIA.,P V C	METER	2452	935.5	285	1231.5
* M8100280	CONDUIT IN TRENCH, 75mm DIA.,P V C	METER	115.5	39.5	46	30
* M8100290	CONDUIT IN TRENCH, 90mm DIA., P V C	METER	44.5	22	11	11.5
* M8101470	CONDUIT PUSHED, 75mm DIA., P V C	METER	119	44.5	37.5	37
* M8101480	CONDUIT PUSHED, 90 mm DIA., P V C	METER	70	19	24.5	26.5
* 81400700	HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	27	10	5	12
* 81400720	DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	3	1	1	1
* M8190200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	METER	2612	997	342	1273
* 85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	3	1	1	1
* M8731220	ELECTRIC CABLE IN CONDUIT, SIGNAL NO.14 3C	METER	126	126		
* M8731240	ELECTRIC CABLE IN CONDUIT, SIGNAL NO.14 5C	METER	396	163		233
* M8731250	ELECTRIC CABLE IN CONDUIT, SIGNAL NO.14 7C	METER	1251	475	465	311
* M8731510	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 3 PAIR	METER	2918	1090	915	913
* M8770750	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 10.36 METER	EACH	2		1	1
* M8770755	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 10.97 METER	EACH	2		1	1
* M8770770	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 12.80 METER	EACH	1	1		
* M8770780	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 15.24 METER	EACH	7	3	2	2
* M8780200	CONCRETE FOUNDATION, TYPE D	METER	3.3	1.1	1.1	1.1
* M8780400	CONCRETE FOUNDATION, TYPE E 750MM DIAMETER	METER	16.4		8.2	8.2
* MX878030	CONCRETE FOUNDATION TYPE E 900MM DIAMETER	METER	36.2	17.8	9.2	9.2
* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	19	6	7	6
* 88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2			2
* 88030080	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	10	4	4	2
* 88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	10	4	4	2
* 88102710	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	2	2		
* 88102740	PEDESTRIAN SIGNAL HEAD, LED,2-FACE, BRACKET MOUNTED	EACH	1	1		
* 88200310	TRAFFIC SIGNAL BACKPLATE, LOUVERED, PLASTIC	EACH	29	10	11	8
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	32	11	11	10
* M8860100	DETECTOR LOOP, TYPE I	METER	1,203	403	406	394
* MX871055	FIBEROPTIC CABLE IN CONDUIT, NO 62.5/125, MM12F SM12F	METER	2831	1811		1020

				TRAFFIC SIGNALS (Y030-1F)		
CODE NUMBER	PAY ITEM	UNIT	TOTAL	FED ST CITY 80/10/10 CITY	FED ST CNTY 80/10/10 COUNTY	FED ST TWNSHP 80/10/10 TWNSHP
* MX873027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	METER	1081	361	370	350
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	4	4		
X0325977	TEMPORARY TRAFFIC SIGNAL INSTALLATION (LOCATION 1)	EACH	1			
X0325978	TEMPORARY TRAFFIC SIGNAL INSTALLATION (LOCATION 2)	EACH	1		1	
89502380	REMOVE EXISTING HAND HOLE	EACH	9	4	4	1
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	9	3	5	1

				HIGHWAY LIGHTING (URBAN Y030-1E)		
CODE NUMBER	PAY ITEM	UNIT	TOTAL	100% CITY	100% COUNTY	100% TWNSHP
* 82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	12	4	4	4
* 82500605	LIGHTING CONTROLLER PHOTOCELL RELAY	EACH	2		2	1
* X8250208	LIGHTING CONTROLLER PHOTOCELL RELAY, INSTALL ONLY	EACH	1	1		
* M8170040	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	METER	2323	771	789	763

*SPECIALTY ITEM

1 SHEET ADDED 5/26/09

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	6

SUMMARY OF QUANTITIES

80% FED. 20% STATE

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE URBAN I000-2A ROADWAY STA. 15+400 TO 17+518.02	CONSTRUCTION TYPE CODE RURAL I000-2A ROADWAY STA.17+518.02 TO 17+960	CONSTRUCTION TYPE CODE URBAN Y031-1F TRAFFIC SIGNALS	CONSTRUCTION TYPE CODE URBAN Y030-1E HIGHWAY LIGHTING
M7030250	TEMPORARY PAVEMENT MARKING - LINE 200MM	METER	1,424.3	1,238.3	186		
M7030260	TEMPORARY PAVEMENT MARKING - LINE 300MM	METER	787.7	667.7	120		
M7030280	TEMPORARY PAVEMENT MARKING - LINE 600MM	METER	179.3	153.3	26		
M7031000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ M	317.9	289.2	28.7		
* M7200100	SIGN PANEL - TYPE 1	SQ M	44.8	41.7	3.1		
* M7300100	WOOD SIGN SUPPORT	METER	235.8	221.2	14.6		
* M7800100	THERMOPLASTIC PAVEMENT MARKING-LETTERS AND SYMBOLS	SQ M	100.7	75.7	25		
* M7800105	THERMOPLASTIC PAVEMENT MARKING-LINE 100MM	METER	22,412	20,762	1,650		
* M7800115	THERMOPLASTIC PAVEMENT MARKING-LINE 150MM	METER	52	52			
* M7800120	THERMOPLASTIC PAVEMENT MARKING-LINE 200MM	METER	1,424	1,238	186		
* M7800125	THERMOPLASTIC PAVEMENT MARKING-LINE 300MM	METER	788	641.5	146.5		
* M7800140	THERMOPLASTIC PAVEMENT MARKING-LINE 600MM	METER	179.3	153.3	26		
* M7800355	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 100MM	METER	351.4	351.4			
* M7800365	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 150MM	METER	1,074	1,020	54		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	670	582	88		
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	50	50			
* M7830100	PAVEMENT MARKING REMOVAL	SQ M	178	178			
~~80500200~~	~~SERVICE INSTALLATION, TYPE B~~	~~EACH~~	~~3~~			~~3~~	
* ~~M8100200~~	~~CONDUIT IN TRENCH, 50mm DIA., P.V.C.~~	~~METER~~	~~2,452~~			~~2,452~~	
~~M8100300~~	~~CONDUIT IN TRENCH, 75mm DIA., P.V.C.~~	~~METER~~	~~115.5~~			~~115.5~~	
* ~~M8100350~~	~~CONDUIT IN TRENCH, 90mm DIA., P.V.C.~~	~~METER~~	~~44.5~~			~~44.5~~	
~~M8101170~~	~~CONDUIT PUSHED, 75mm DIA., P.V.C.~~	~~METER~~	~~115.0~~			~~115.0~~	
~~M8101180~~	~~CONDUIT PUSHED, 90mm DIA., P.V.C.~~	~~METER~~	~~70.0~~			~~70.0~~	
~~81400100~~	~~HANDHOLE, PORTLAND CEMENT CONCRETE~~	~~EACH~~	~~27~~			~~27~~	
~~81400700~~	~~DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE~~	~~EACH~~	~~5~~			~~5~~	
~~M8170040~~	~~ELECTRIC CABLE IN CONDUIT, 600V XLEP TYPE USE, 1/C NO. 6~~	~~METER~~	~~2,329~~				~~2,329~~
~~M8130200~~	~~TRENCH AND BACKFILL FOR ELECTRICAL WORK~~	~~METER~~	~~2,812~~			~~2,812~~	
~~82102400~~	~~LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT~~	~~EACH~~	~~12~~				~~12~~
~~88500605~~	~~LIGHTING CONTROLLER PHOTOCELL RELAY~~	~~EACH~~	~~3~~				~~3~~
~~857000205~~	~~FULL ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL~~	~~EACH~~	~~3~~			~~3~~	
~~M8131220~~	~~ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C~~	~~METER~~	~~126~~			~~126~~	
~~M8131240~~	~~ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C~~	~~METER~~	~~598~~			~~598~~	
~~M8131250~~	~~ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C~~	~~METER~~	~~1,251~~			~~1,251~~	

SUMMARY OF QUANTITIES

80% FED. 20% STATE

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE URBAN I000-2A ROADWAY STA. 15+400 TO 17+518.02	CONSTRUCTION TYPE CODE RURAL I000-2A ROADWAY STA.17+518.02 TO 17+960	CONSTRUCTION TYPE CODE URBAN Y031-1F TRAFFIC SIGNALS	CONSTRUCTION TYPE CODE URBAN Y030-1E HIGHWAY LIGHTING
~~M8131810~~	~~ELECTRIC CABLE IN CONDUIT, LEAD IN, NO. 12 2 PAIR~~	~~METER~~	~~2,918~~			~~2,918~~	
~~M8770750~~	~~STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 10.5M~~	~~EACH~~	~~2~~			~~2~~	
~~M8770755~~	~~METER~~ ~~STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 12.0M~~	~~EACH~~	~~2~~			~~2~~	
~~M8770770~~	~~METER~~ ~~STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 13.8M~~	~~EACH~~	~~1~~			~~1~~	
~~M8770780~~	~~METER~~ ~~STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 15.2M~~	~~EACH~~	~~7~~			~~7~~	
~~M8780300~~	~~METER~~ ~~CONCRETE FOUNDATION, TYPE B~~	~~METER~~	~~3.3~~			~~3.3~~	
~~M8780400~~	~~CONCRETE FOUNDATION, TYPE E 760MM DIAMETER~~	~~METER~~	~~16.1~~			~~16.1~~	
~~MX878030~~	~~CONCRETE FOUNDATION, TYPE E 900MM DIAMETER~~	~~METER~~	~~36.2~~			~~36.2~~	
~~88030060~~	~~SIGNAL HEAD, LED, 1 FACE, 3 SECTION, MAST ARM MOUNTED~~	~~EACH~~	~~13~~			~~13~~	
~~88030050~~	~~SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED~~	~~EACH~~	~~2~~			~~2~~	
~~88030080~~	~~SIGNAL HEAD, LED, 1 FACE, 4 SECTION, MAST ARM MOUNTED~~	~~EACH~~	~~10~~			~~10~~	
~~88030100~~	~~SIGNAL HEAD, LED, 1 FACE, 5 SECTION, BRACKET MOUNTED~~	~~EACH~~	~~10~~			~~10~~	
~~88102710~~	~~PEDESTRIAN SIGNAL HEAD, LED, 1 FACE, BRACKET MOUNTED~~	~~EACH~~	~~2~~			~~2~~	
~~88102710~~	~~PEDESTRIAN SIGNAL HEAD, LED, 2 FACE, BRACKET MOUNTED~~	~~EACH~~	~~1~~			~~1~~	
~~88200310~~	~~TRAFFIC SIGNAL BACKPLATE, LOUVERED, PLASTIC~~	~~EACH~~	~~39~~			~~39~~	
~~88500100~~	~~INDUCTIVE LOOP DETECTOR~~	~~EACH~~	~~32~~			~~32~~	
~~M8860100~~	~~DETECTOR LOOP, TYPE I~~	~~METER~~	~~1,303~~			~~1,303~~	
~~MX871055~~	~~FIBEROPTIC CABLE IN CONDUIT, NO 62.5/125, MMIBF SMIBF~~	~~METER~~	~~2,031~~			~~2,031~~	
~~MX873027~~	~~ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C~~	~~METER~~	~~1,001~~			~~1,001~~	
~~88800100~~	~~PEDESTRIAN PUSH BUTTON~~	~~EACH~~	~~4~~			~~4~~	
~~X8250208~~	~~LIGHTING CONTROLLER PHOTOCELL RELAY, INSTALL ONLY~~	~~EACH~~	~~1~~			~~1~~	
~~X0325077~~	~~TEMPORARY TRAFFIC SIGNAL INSTALLATION (LOCATION 1)~~	~~EACH~~	~~1~~			~~1~~	
~~X0325078~~	~~TEMPORARY TRAFFIC SIGNAL INSTALLATION (LOCATION 2)~~	~~EACH~~	~~1~~			~~1~~	
~~88502380~~	~~REMOVE EXISTING HANDHOLE~~	~~EACH~~	~~9~~			~~9~~	
~~88502385~~	~~REMOVE EXISTING CONCRETE FOUNDATION~~	~~EACH~~	~~9~~			~~9~~	
MZ022820	FENCE RELOCATE	METER	116	116			
MX602750	INLET-MANHOLE, TYPE G-1, 1.2M DIAMETER	EACH	4	4			
MZ022800	FENCE REMOVAL	METER	1,490	1,490			
* XX005703	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT, SPECIAL	L SUM	1			1	
Z0007601	BUILDING REMOVAL NO. 1	L SUM	1	1			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0023600	FILLING EXISTING CULVERTS	EACH	2	2			
* Z0049901	REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. 1	L SUM	1	1			
** Z0076600	TRAINEES	HOUR	1500	1500			

* SPECIALTY ITEMS

** CONSTRUCTION TYPE CODE Y080

TYPE CODE Y031-1F
STATE PARTICIPATION ——— 50%
MEDINA TOWNSHIP ——— 50%

ALL CEDAR HILLS QUANTITIES ARE INCLUDED AS URBAN

Q-3

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

DRAWN BY: JDU
CHECKED BY: ECM
DATE: 03/1309

⚠ 1 REVISED 5/26/09

80% FED. 20% STATE

SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE: URBAN 1000-2A ROADWAY STA. 15+400 TO 17+518.02	CONSTRUCTION TYPE CODE: RURAL 1000-2A ROADWAY STA.17+518.02 TO 17+960	CONSTRUCTION TYPE CODE: URBAN Y031-1F TRAFFIC SIGNALS
*	A2002016	TREE, AESCULUS GLABRA (OHIO BUCKEYE), 2" CALIPER, BALLED AND BURLAPPED	EACH	15	15		
*	A2002816	TREE, CATALPA SPECIOSA (NORTHERN CATALPA), 2" CALIPER, BALLED AND BURLAPPED	EACH	18	12	6	
*	A2002916	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	EACH	12	9	3	
*	A2005016	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2" CALIPER, BALLED AND BURLAPPED	EACH	44	37	7	
*	A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	27	27		
*	A2006716	TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	10	10		
*	A2007616	TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), 2" CALIPER, BALLED AND BURLAPPED	EACH	7	7		
*	B2000664	TREE, AMELANCHIER X GRANDIFLORA (APPLE SERVICEBERRY), 5' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	17	17		
*	B2001116	TREE, CERCIS CANADENSIS (EASTERN REDBUD) 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	23	23		
*	B2006364	TREE, SYRINGA RETICULATA IVORY SILK (IVORY SILK JAPANESE TREE LILAC), 5' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	21	14	7	
*	D2002760	EVERGREEN, PINUS NIGRA (AUSTRIAN PINE), 5' HEIGHT, BALLED AND BURLAPPED	EACH	89	89		
	MX032584	MATERIAL TRANSFER DEVICE	M TON	9847	8,798	1,049	

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE: URBAN 1000-2A ROADWAY STA. 15+400 TO 17+518.02	CONSTRUCTION TYPE CODE: RURAL 1000-2A ROADWAY STA.17+518.02 TO 17+960	CONSTRUCTION TYPE CODE: URBAN Y031-1F TRAFFIC SIGNALS

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	7

* SPECIALTY ITEMS

** CONSTRUCTION TYPE CODE Y080

TYPE CODE Y031-1F
STATE PARTICIPATION ——— 50%
MEDINA TOWNSHIP ——— 50%

ALL CEDAR HILLS QUANTITIES ARE INCLUDED AS URBAN

Q-4

REVISIONS	
NAME	DATE

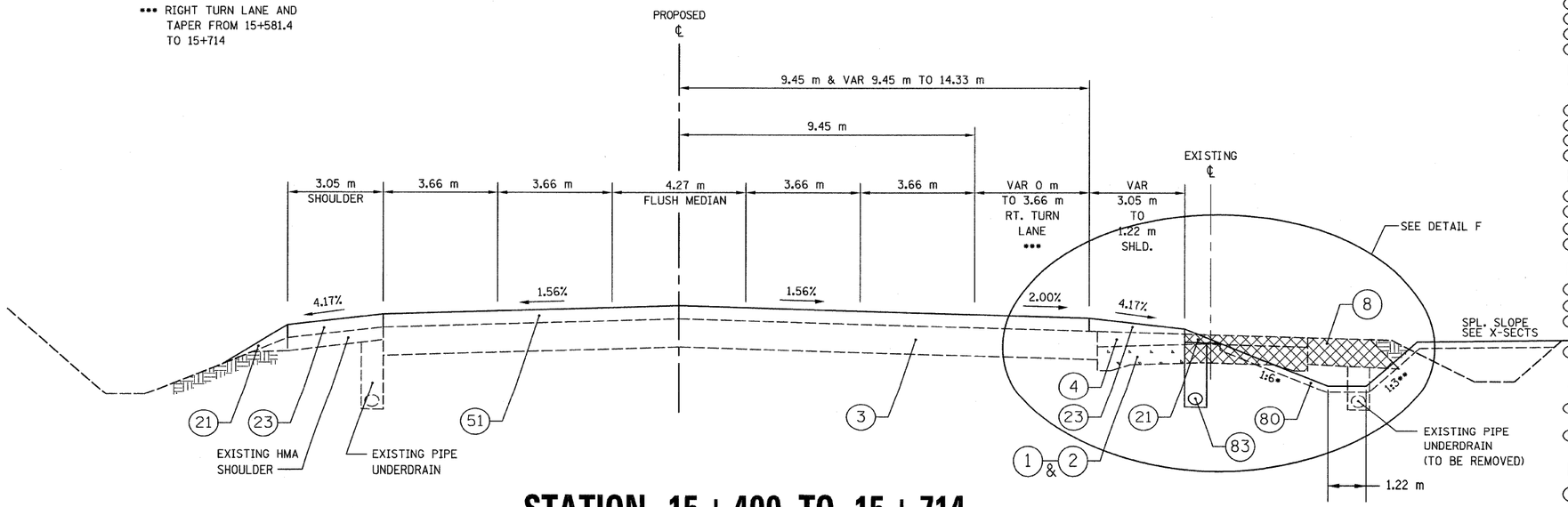
ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	8

- * OR AS SHOWN ON CROSS SECTIONS (1:4 MAX)
- ** OR AS SHOWN ON CROSS SECTIONS (1:3 MAX)
- *** RIGHT TURN LANE AND TAPER FROM 15+581.4 TO 15+714



STATION 15+400 TO 15+714

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

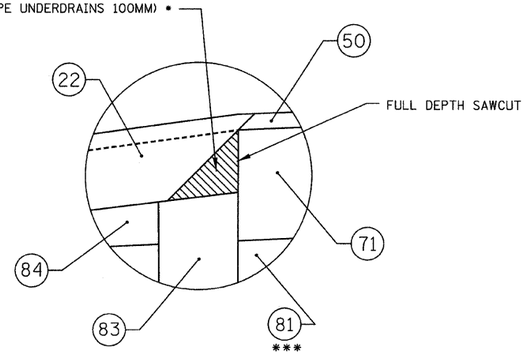
FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

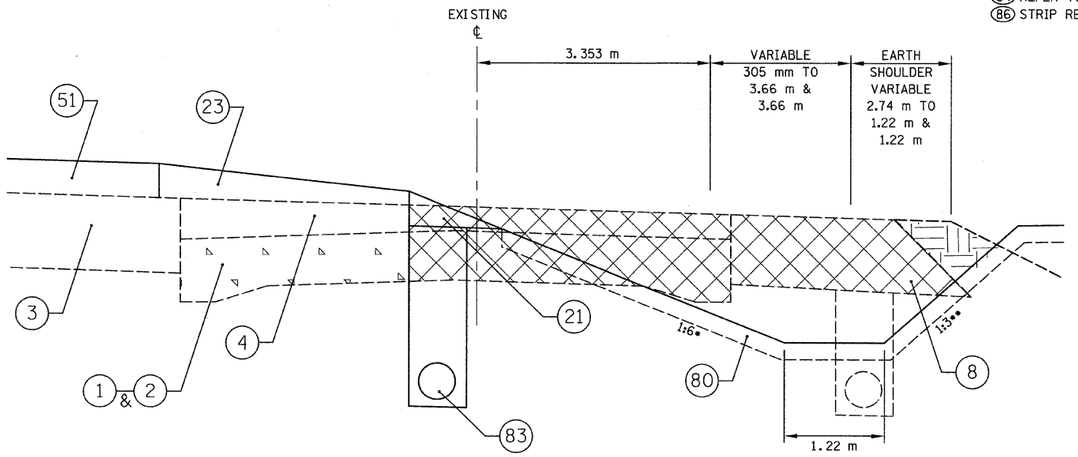
(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL

BITUMINOUS WEDGE TO BE REMOVED PRIOR TO TRENCHING (INCLUDED IN COST OF PIPE UNDERDRAINS 100MM) *



PIPE UNDERDRAIN DETAIL

* CONSTRUCT (70) AND (81). SAWCUT AS SHOWN IN DETAIL.
CONSTRUCT (22) TO TOP OF (71) PRIOR TO PLACING (50).
CONSTRUCT (50) AND COMPLETE CONSTRUCTION OF (22).



DETAIL F

RIGHT 15+670 TO HICKORY GROVE RD.
EXISTING RIGHT TURN LANE FOR HICKORY GROVE RD.

T-1

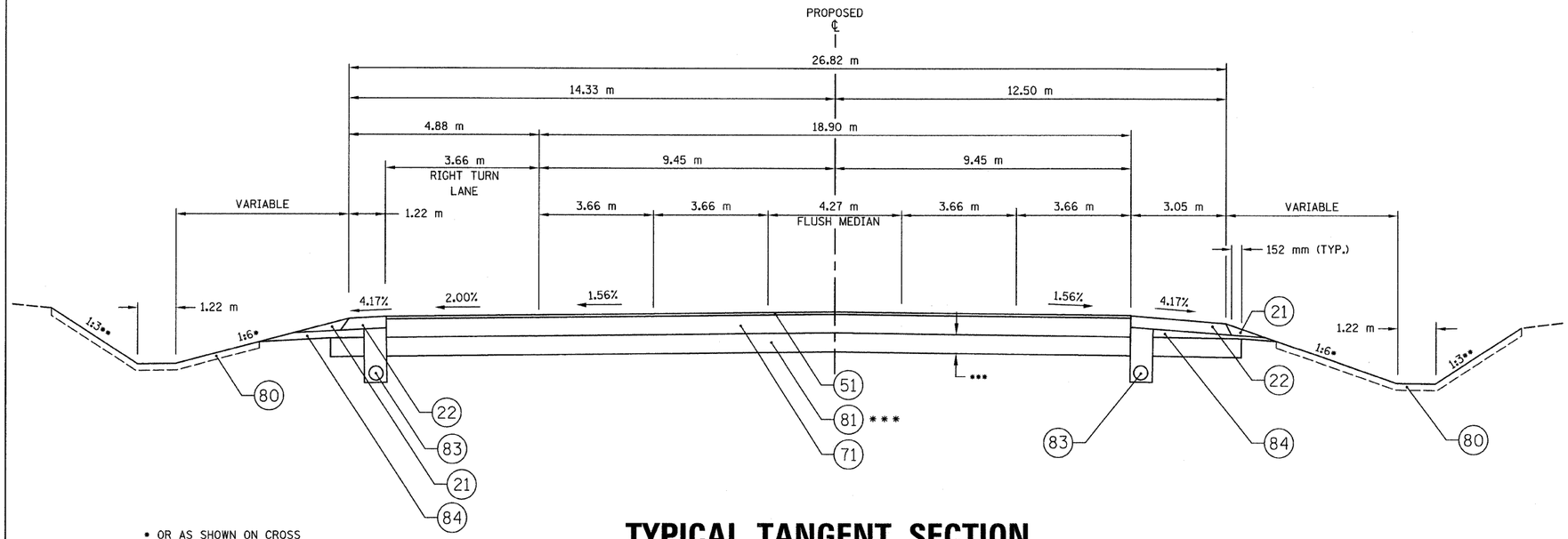
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS ILLINOIS ROUTE 40

SCALE: NONE
DATE: 3/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	9

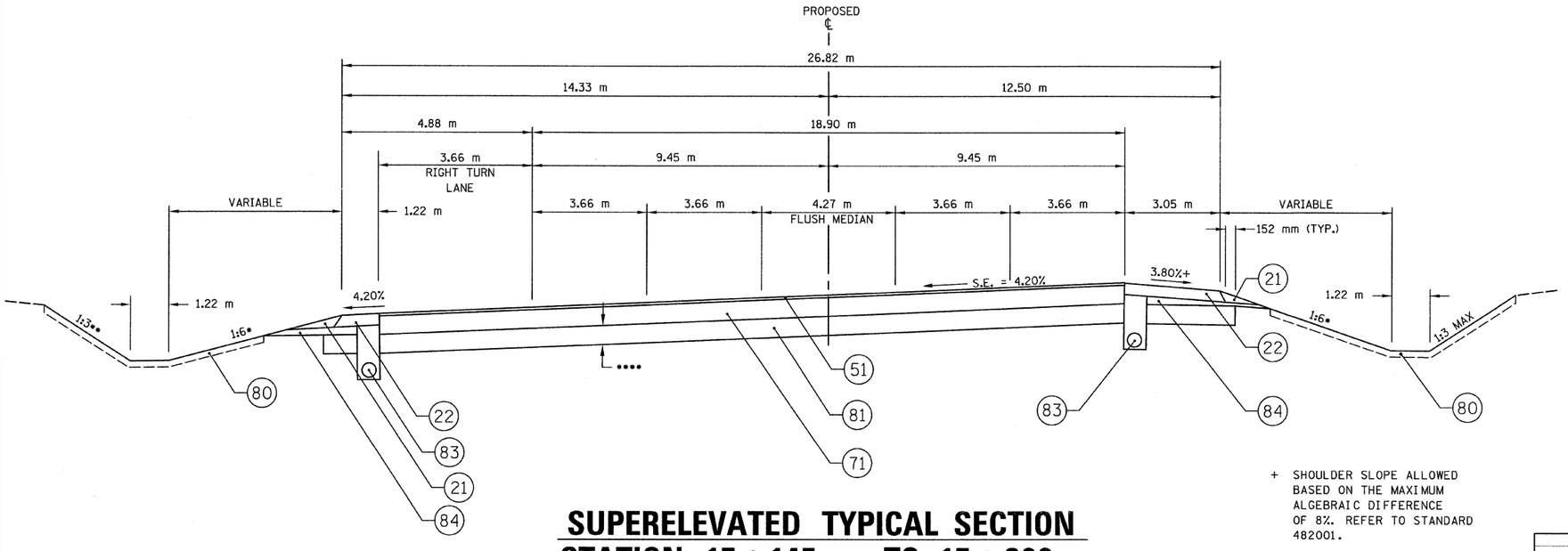


TYPICAL TANGENT SECTION
STATION 15+714 TO 17+145

• OR AS SHOWN ON CROSS SECTIONS (1:4 MAX)

•• OR AS SHOWN ON CROSS SECTIONS (1:3 MAX)

••• STA. 15+714 TO 15+900 - 300 mm THICKNESS
15+900 TO 16+100 - 360 mm THICKNESS
16+100 TO 16+250 - 300 mm THICKNESS
16+250 TO 16+620 - 460 mm THICKNESS
16+620 TO 17+145 - 300 mm THICKNESS



SUPERELEVATED TYPICAL SECTION
STATION 17+145± TO 17+300±

+ SHOULDER SLOPE ALLOWED BASED ON THE MAXIMUM ALGEBRAIC DIFFERENCE OF 8%. REFER TO STANDARD 482001.

•••• STA. 17+145 TO 17+260 - 300 mm THICKNESS
17+260 TO 17+300 - 460 mm THICKNESS

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL

REVISIONS	
NAME	DATE

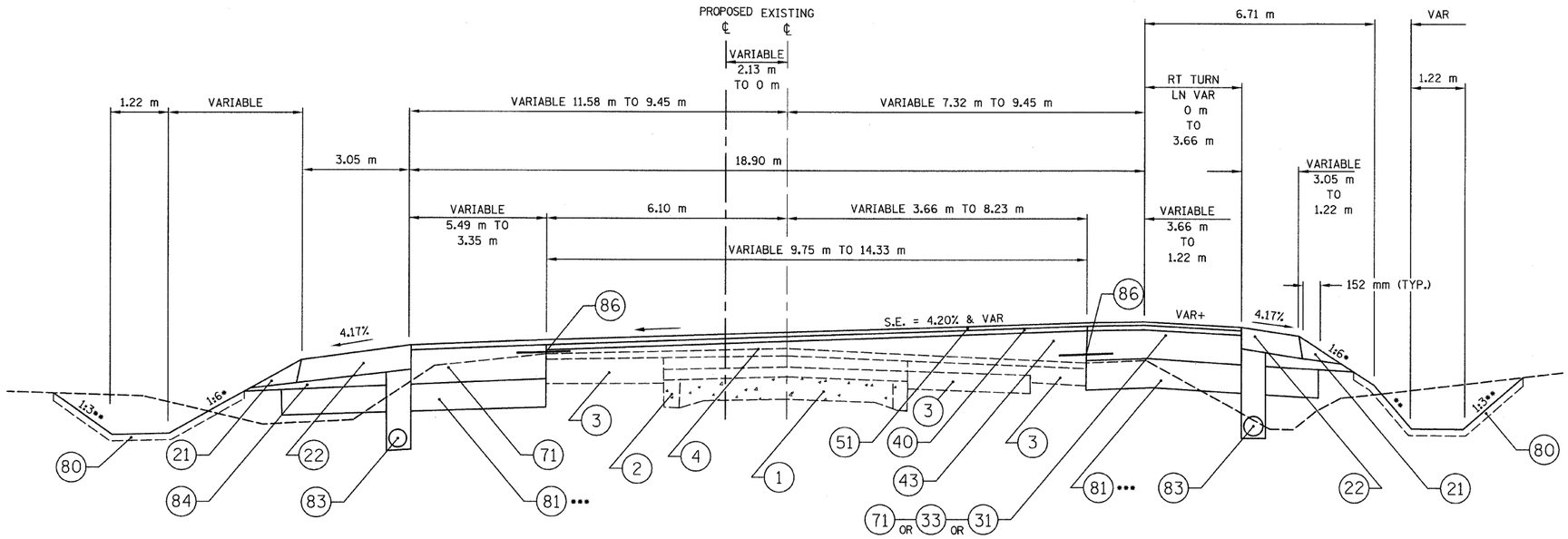
T-2

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
ILLINOIS ROUTE 40

SCALE: NONE
DATE: 3/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	10



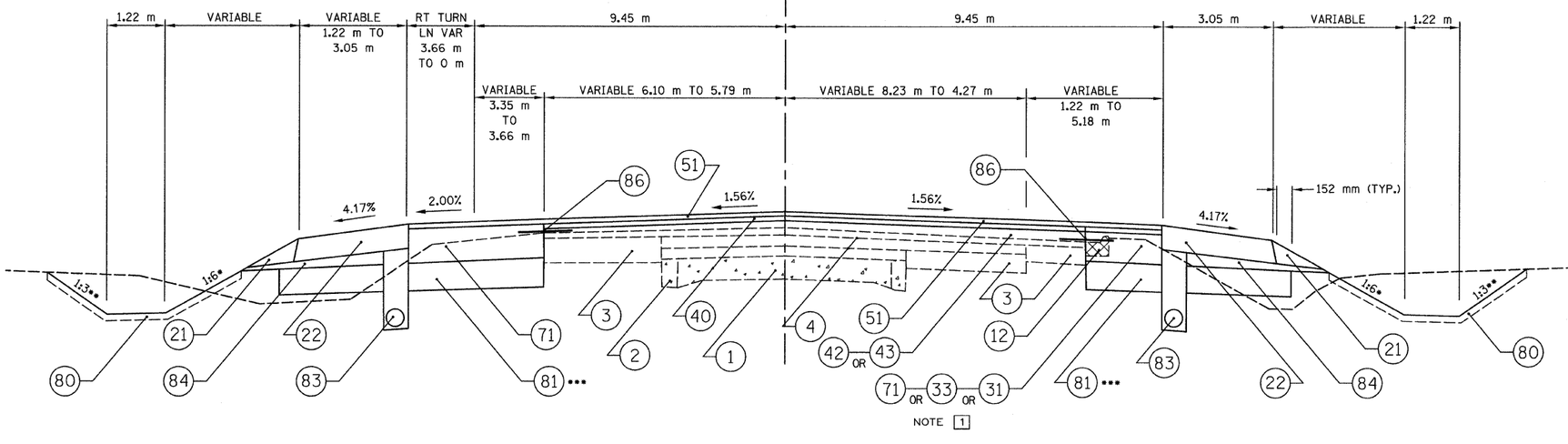
NOTE [1]: WHEN (31) OR (33) IS SPECIFIED (40) AND (51) SHALL ALSO BE CONSTRUCTED. HMA BASE COURSE SHALL BE USED >1.8 m TO 3.66 m WIDTH. HMA PAVEMENT (FULL DEPTH) SHALL BE USED FOR WIDTHS >3.66 m.

NOTE [1]

STATION 17+300± TO 17+420±

• OR AS SHOWN ON CROSS SECTIONS (1:4 MAX)
•• OR AS SHOWN ON CROSS SECTIONS (1:3 MAX)
••• 460 mm THICKNESS
+ VARIABLE SLOPE, 3.80% MAXIMUM

PROPOSED & EXISTING
℄



NOTE [1]

STATION 17+420 TO 17+673

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL

T-3

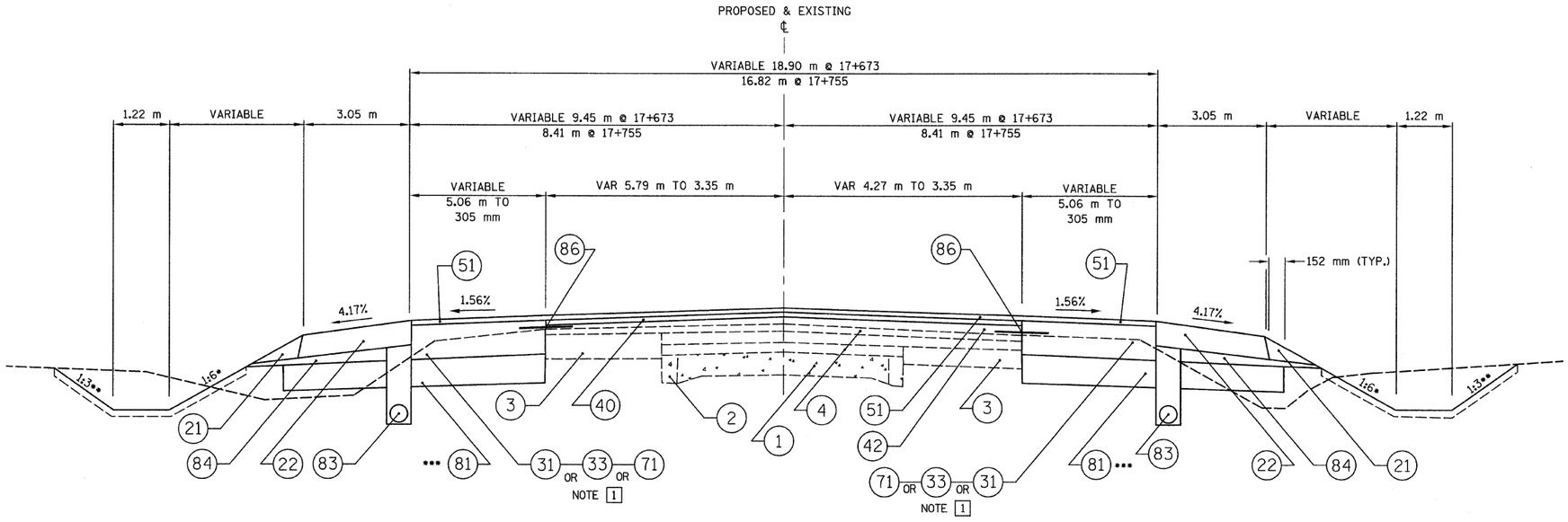
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS ILLINOIS ROUTE 40

SCALE: NONE
DATE: 3/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM

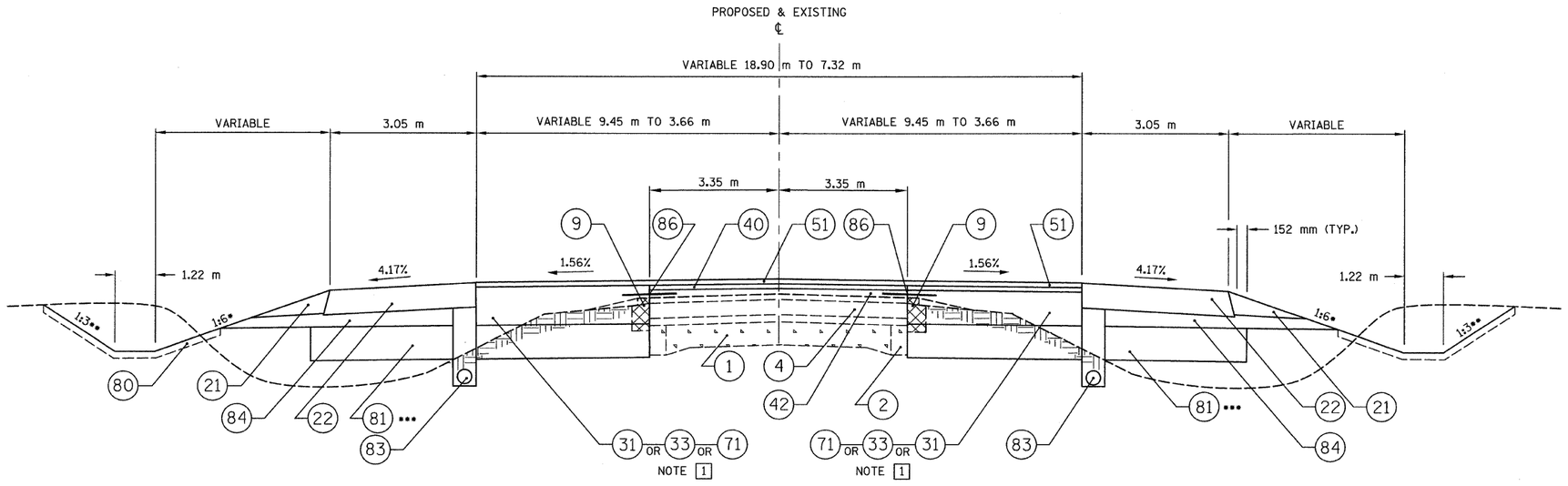
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	11



STATION 17+673 TO 17+755

NOTE 1: WHEN (31) OR (33) IS SPECIFIED (40) AND (51) SHALL ALSO BE CONSTRUCTED. HMA BASE COURSE SHALL BE USED >1.8 m TO 3.66 m WIDTH. HMA PAVEMENT (FULL DEPTH) SHALL BE USED FOR WIDTHS >3.66 m.

• OR AS SHOWN ON CROSS SECTIONS (1:4 MAX)
•• OR AS SHOWN ON CROSS SECTIONS (1:3 MAX)
••• 460 mm THICKNESS



STATION 17+755 TO 17+960

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL

T-4

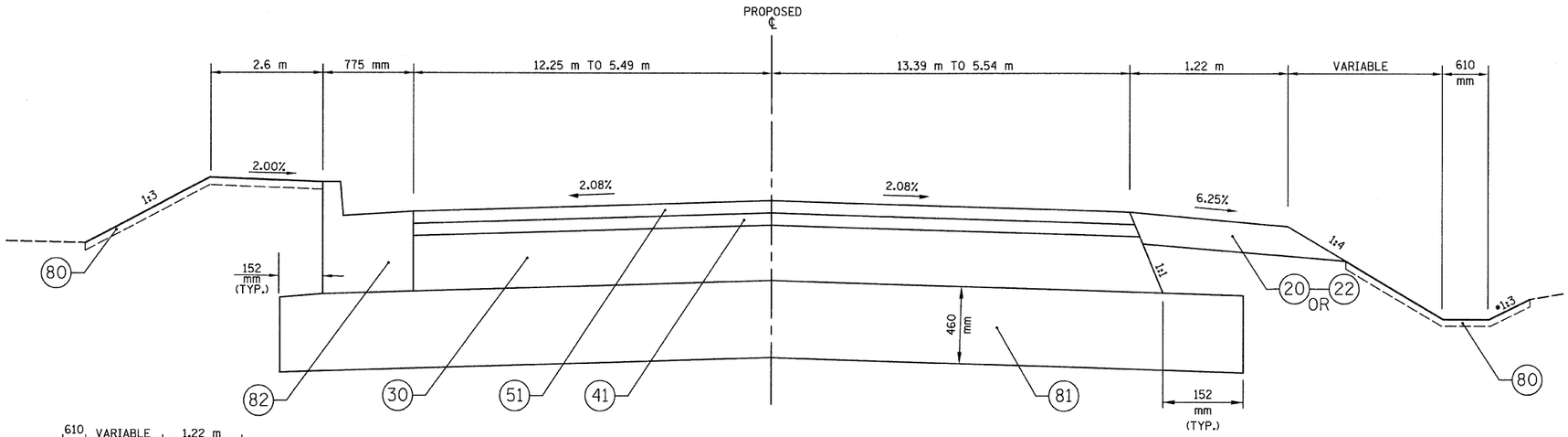
REVISIONS	
NAME	DATE

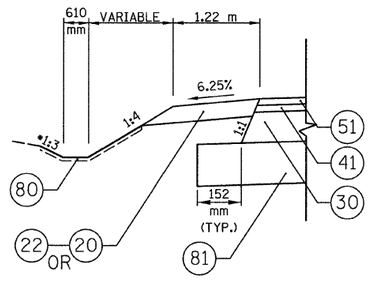
ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS ILLINOIS ROUTE 40

SCALE: NONE
DATE: 3/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	12



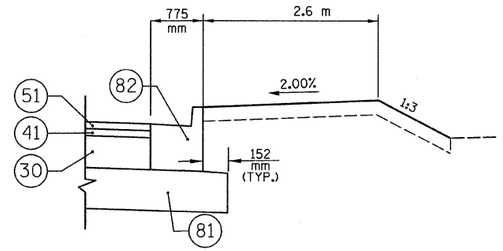


STA. 1+007.356 TO 1+047.500± LT.

HICKORY GROVE ROAD

STA. 0+959.530 TO 0+983.396 LT.
STA. 0+978.150 TO 0+986.555 RT.

STA. 1+032.719 TO 1+047.5± RT.



STA. 1+010.707 TO 1+032.719 RT.

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

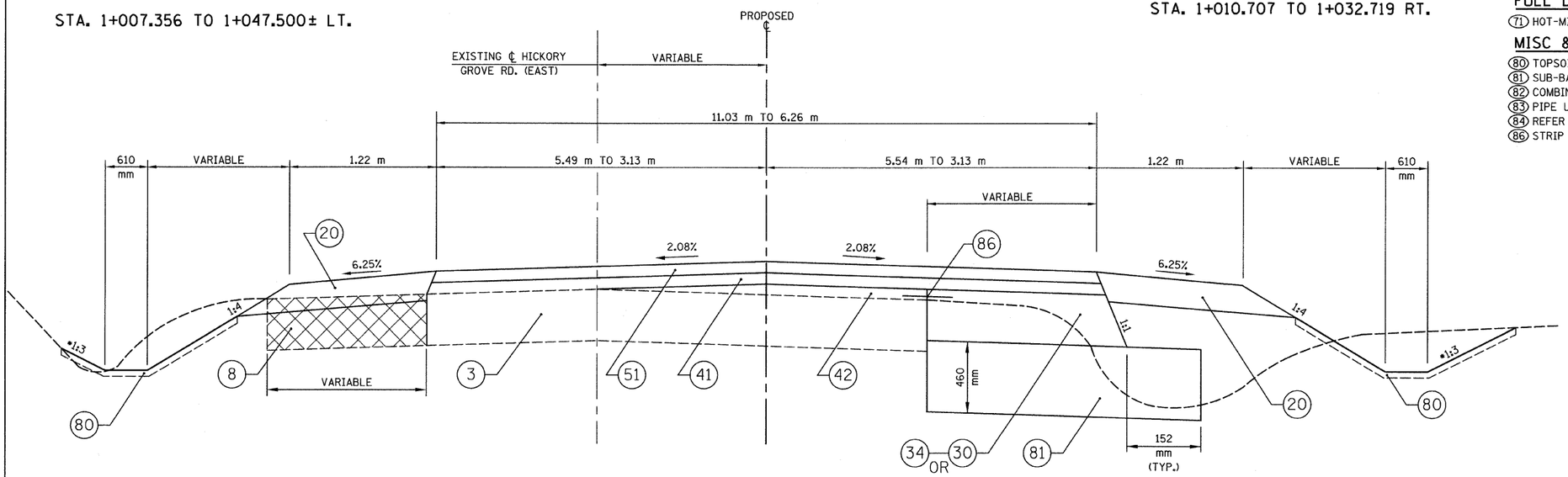
(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL



• SEE CROSS SECTIONS

HICKORY GROVE ROAD (EAST)

STA. 1+047.5± TO 1+197.000

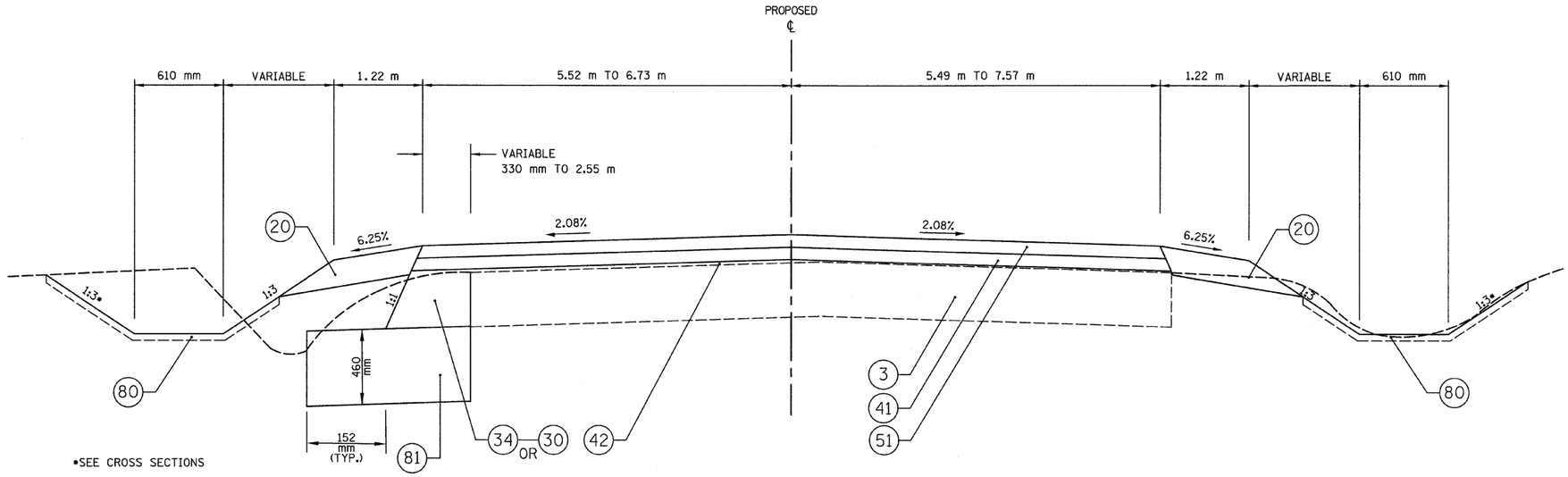
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS HICKORY GROVE RD. (EAST)

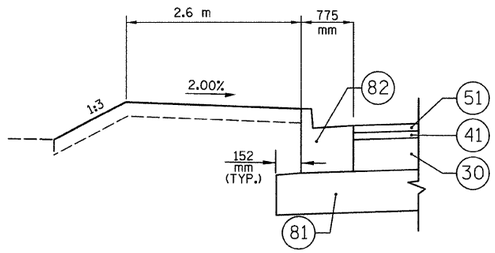
SCALE: NONE
DATE: 31309
DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	13



HICKORY GROVE ROAD (WEST)

STA. 0+925.780 TO 0+953.440 LT.
STA. 0+925.780 TO 0+978.150 RT.



STA. 0+953.440 TO 0+959.530 LT.

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

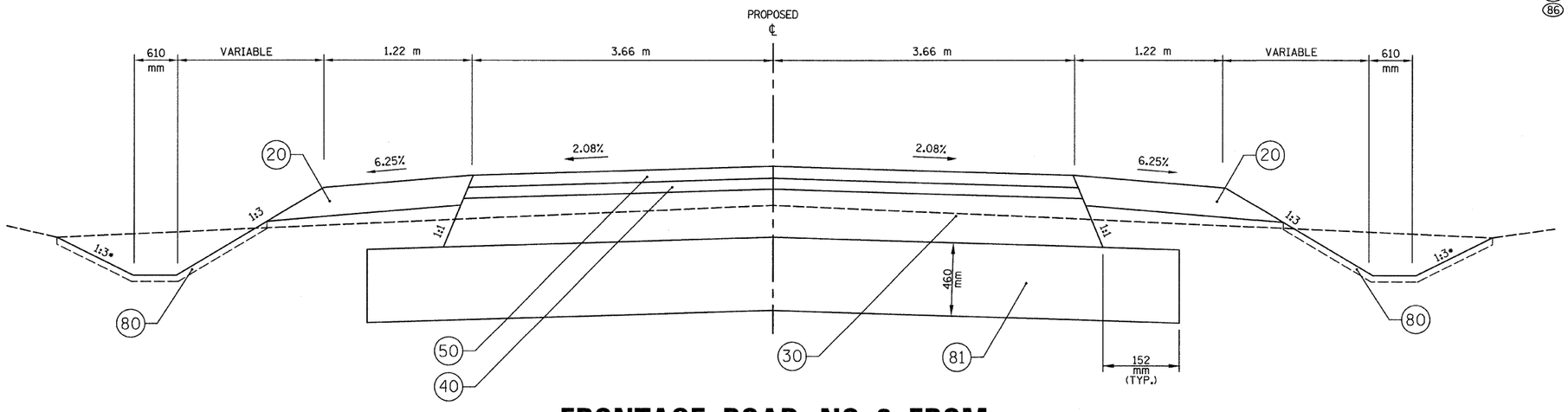
(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL



FRONTAGE ROAD NO. 3 FROM HICKORY ROAD TO EXISTING IL. 40

STA. 1+004 TO 1+285

T-6

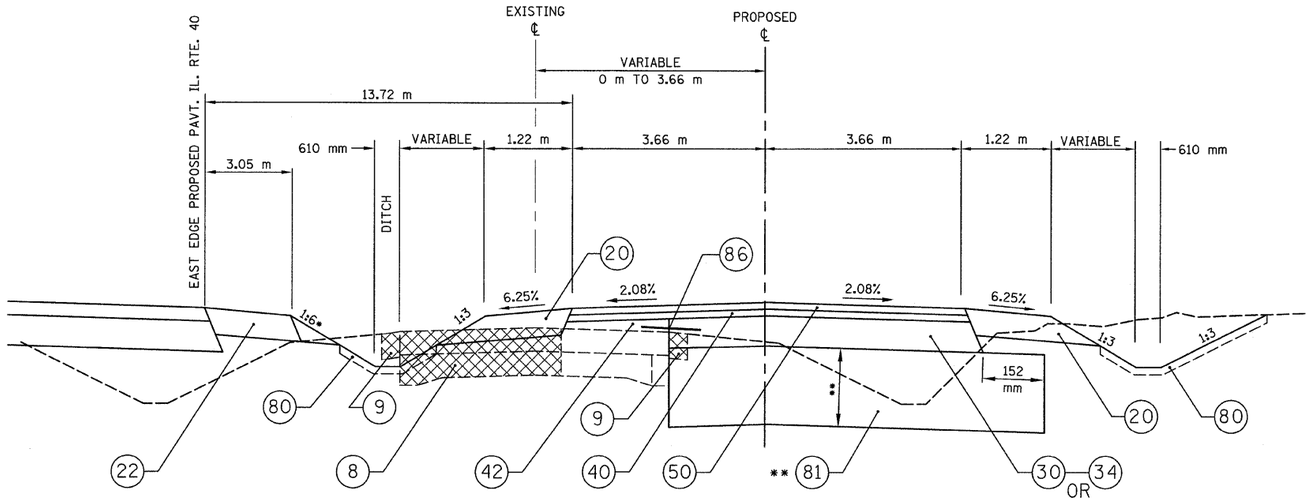
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS HICKORY GROVE RD (WEST) FRONTAGE ROAD No. 3

SCALE: NONE
DATE: 31309
DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	14

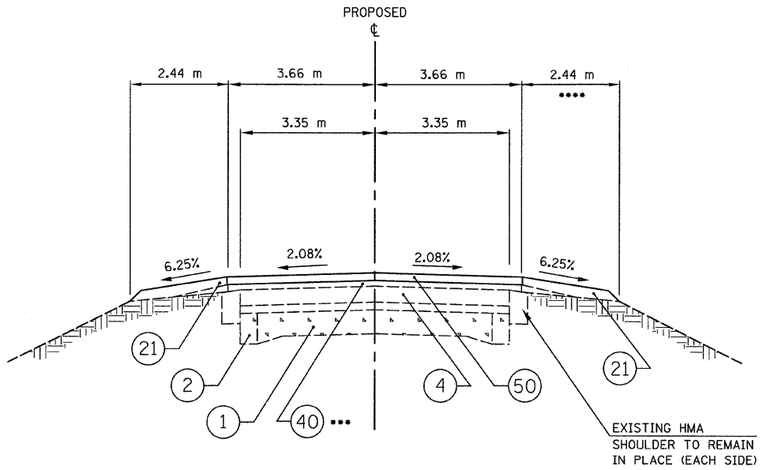


• SEE CROSS SECTIONS
1:4 MAXIMUM

** STATION 1+275 TO 1+347 - THICKNESS = 460 mm
** STATION 1+347 TO 1+395 - THICKNESS = 0 mm

FRONTAGE ROAD NO. 3

STA. 1+285 TO 1+395±



••• THE HMA BINDER COURSE SHALL BE PLACED AT A CROWN OF 2.08% WITH A CONTROLLING THICKNESS OF 38 mm AT THE EDGE OF THE EDGE OF PAVEMENT. THE THICKNESS WILL VARY FROM 38 mm TO 58 mm ± AT THE CENTERLINE.

•••• THE SHOULDER WIDTH SHALL BE 1.80 m FROM STATION 1+500 TO 1+570.

FRONTAGE ROAD NO. 3

STA. 1+395± TO 1+570

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL

T-7

REVISIONS	
NAME	DATE

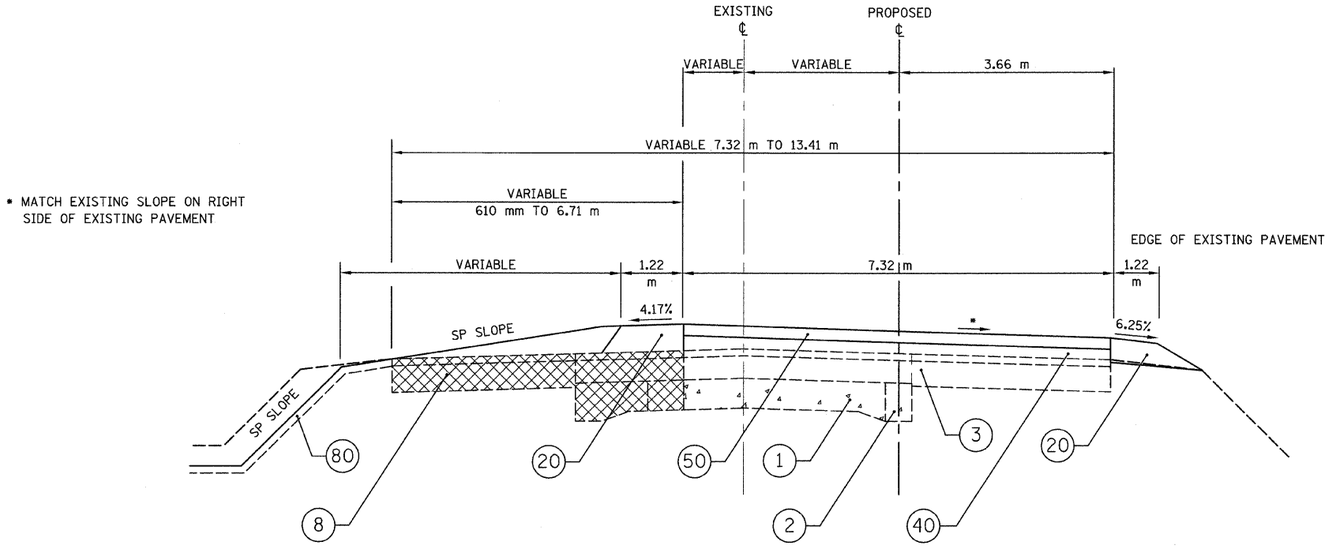
ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS FRONTAGE ROAD No. 3

SCALE: NONE
DATE: 31309

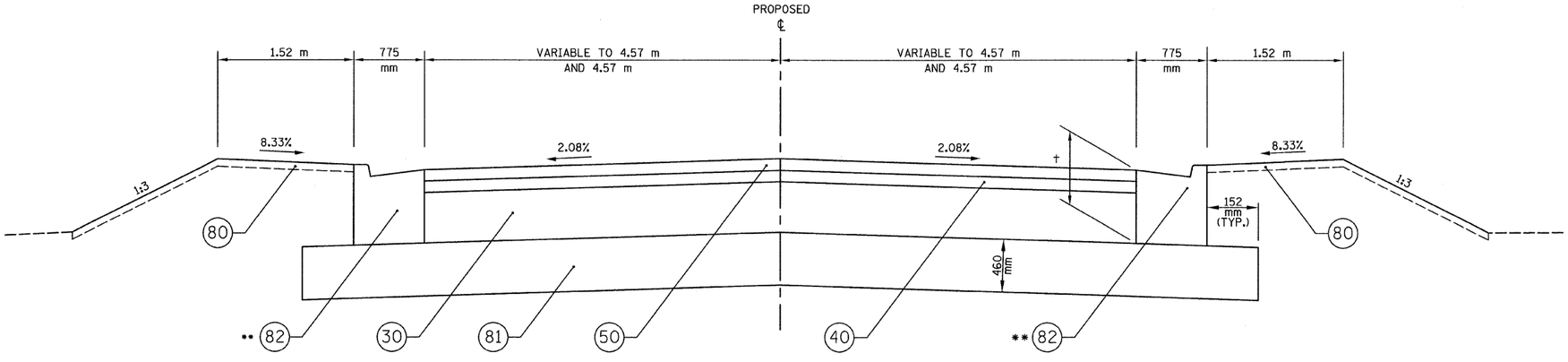
DRAWN BY: JRC, JDU
CHECKED BY: ECM

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



FRONTAGE ROAD NO. 3

STA. 1+570 TO 1+793.78



† - THE THICKNESS OF THE CCC&G TY. B-15.60 SHALL BE THE SAME AS THE TOTAL THICKNESS OF THE BASE COURSE, BINDER COURSE AND SURFACE COURSE.

FRONTAGE ROAD NO. 3

STA. 1+793.78 TO 1+825

** REFER TO PLAN DETAILS AND CROSS SECTIONS FOR CONSTRUCTION FROM STA. 1+760± TO 1+793±

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL

T-8

REVISIONS	
NAME	DATE

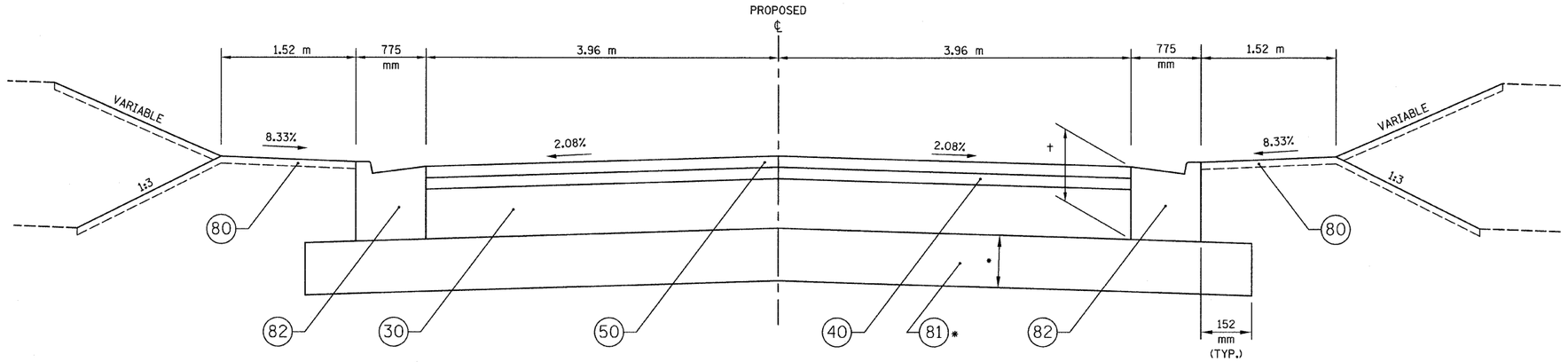
ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS FRONTAGE ROAD No. 3

SCALE: NONE
DATE: 31309

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	16



† - THE THICKNESS OF THE CCC&G TY. B-15.60 SHALL BE THE SAME AS THE TOTAL THICKNESS OF THE BASE COURSE, BINDER COURSE AND SURFACE COURSE.

SERVICE DRIVE NO. 2 AND SERVICE DRIVE NO. 2 (NORTH LEG)

STA. 1+126.168 TO 1+218.522 (SERVICE DRIVE NO. 2)
STA. 1+387.340 TO 1+850.045 (SERVICE DRIVE NO. 2)
STA. 1+778.84 TO 1+930 (SERVICE DRIVE NO. 2 - NORTH LEG)

• SERVICE DRIVE NO. 2

- •STA. 1+126.168 TO 1+218.522, THICKNESS = 300 mm
- •STA. 1+387.340 TO 1+545, THICKNESS = 460 mm
- •STA. 1+545 TO 1+635, THICKNESS = 460 mm
- •STA. 1+635 TO 1+710, THICKNESS = 300 mm
- •STA. 1+710 TO 1+732, THICKNESS = 460 mm
- •STA. 1+732 TO 1+815, THICKNESS = 300 mm
- •STA. 1+815 TO 1+850.045, THICKNESS = 460 mm

• SERVICE DRIVE NO. 2 (NORTH LEG)

- •STA. 1+778.84 TO 1+930, THICKNESS = 300 mm

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

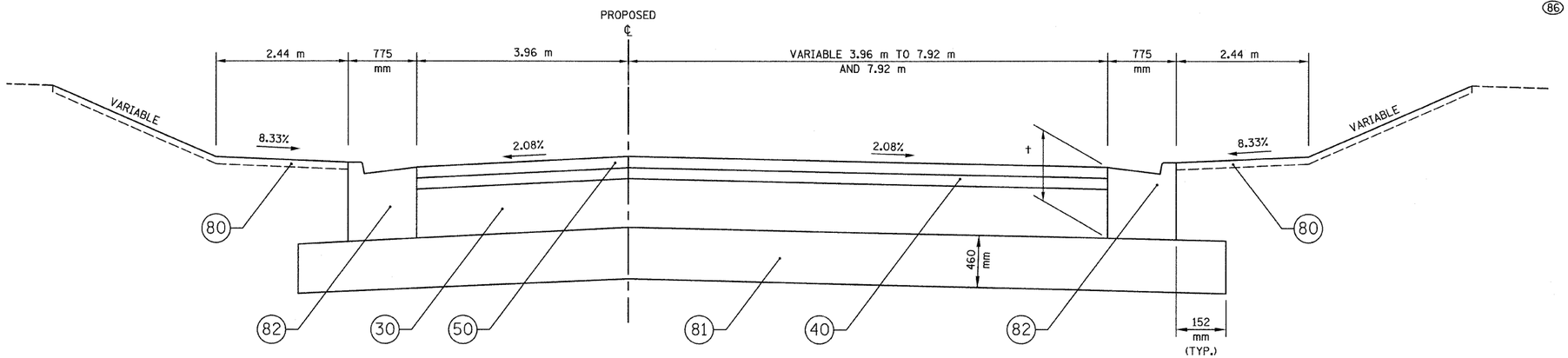
(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL



† - THE THICKNESS OF THE CCC&G TY. B-15.60 SHALL BE THE SAME AS THE TOTAL THICKNESS OF THE BASE COURSE, BINDER COURSE AND SURFACE COURSE.

SERVICE DRIVE NO. 2 /WEST WOODSIDE DRIVE

STA. 1+850.045 TO 1+986.890

T-9

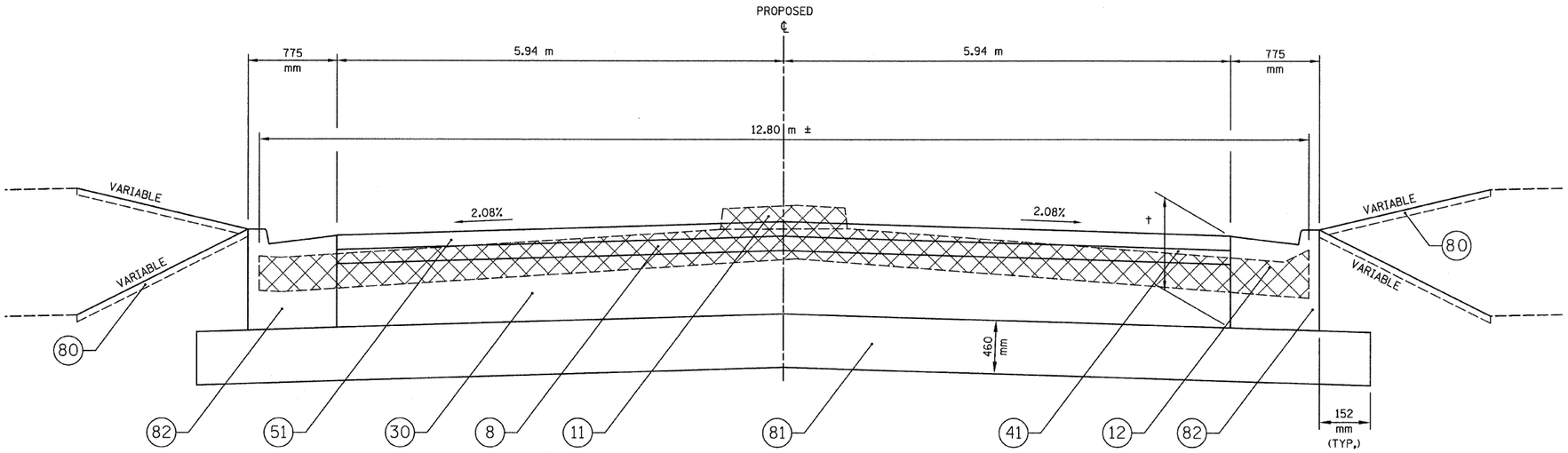
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS SERVICE DRIVE NO. 2 (NORTH) SERVICE DRIVE NO. 2

SCALE: NONE
DATE: 3/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM

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



(MATCHES EXIST PAVT APPROX
70 m± EAST OF RTE 40 ℄)

NOTE: EXISTING PAVEMENT WIDTH IS 11.887 m E-E.

† - THE THICKNESS OF THE CCC&G TY. B-15.60 SHALL BE THE SAME AS THE TOTAL THICKNESS OF THE BASE COURSE, BINDER COURSE AND SURFACE COURSE.

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL

WOODSIDE DRIVE (EAST)

STA. 1+013.11 TO 1+073.007

T-10

REVISIONS	
NAME	DATE

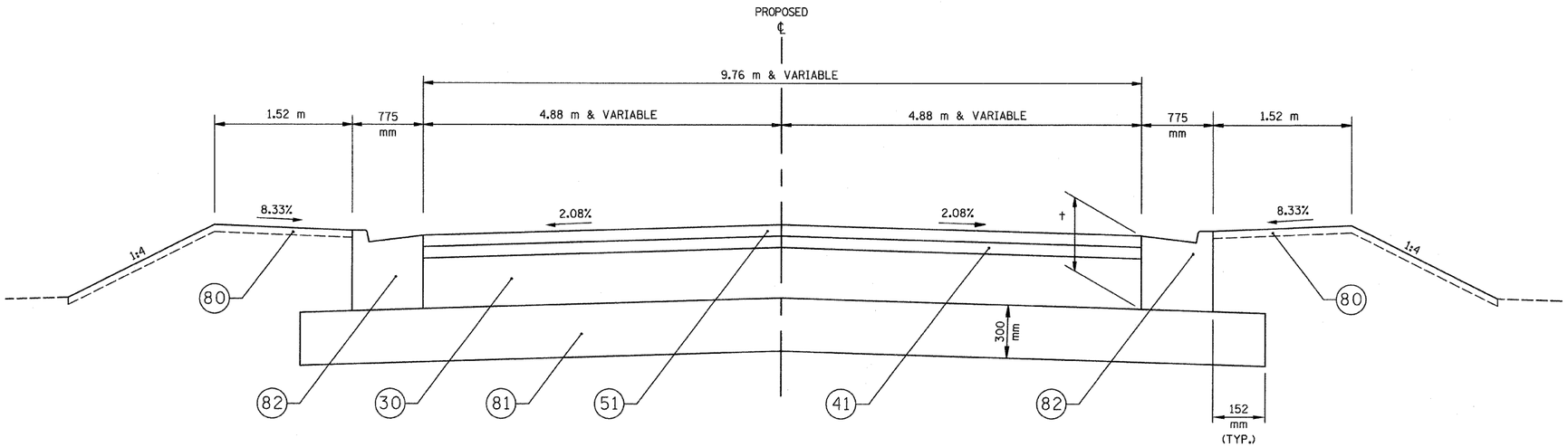
ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS EAST WOODSIDE DRIVE

SCALE: NONE
DATE: 31309

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	18



† - THE THICKNESS OF THE CCC&G TY. B-15.60 SHALL BE THE SAME AS THE TOTAL THICKNESS OF THE BASE COURSE, BINDER COURSE AND SURFACE COURSE.

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL

PLAZA ACCESS (RT. STA. 16 + 793.38)
GRANDRIDGE DRIVE (RT. STA. 17 + 078.37)

T-11

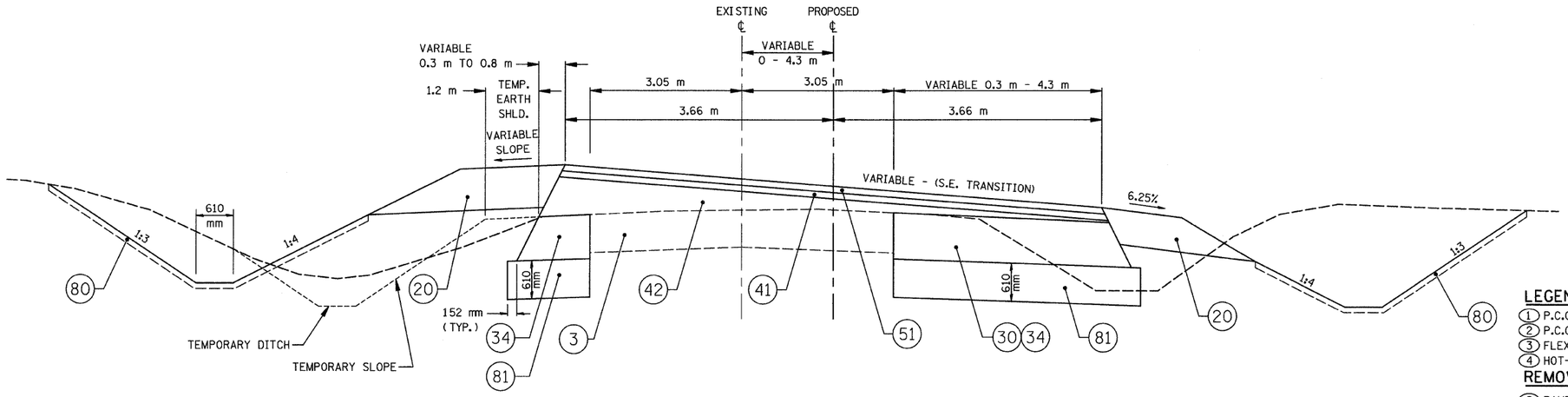
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PLAZA ACCESS
GRANDRIDGE DRIVE

SCALE: NONE
DATE: 3/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM

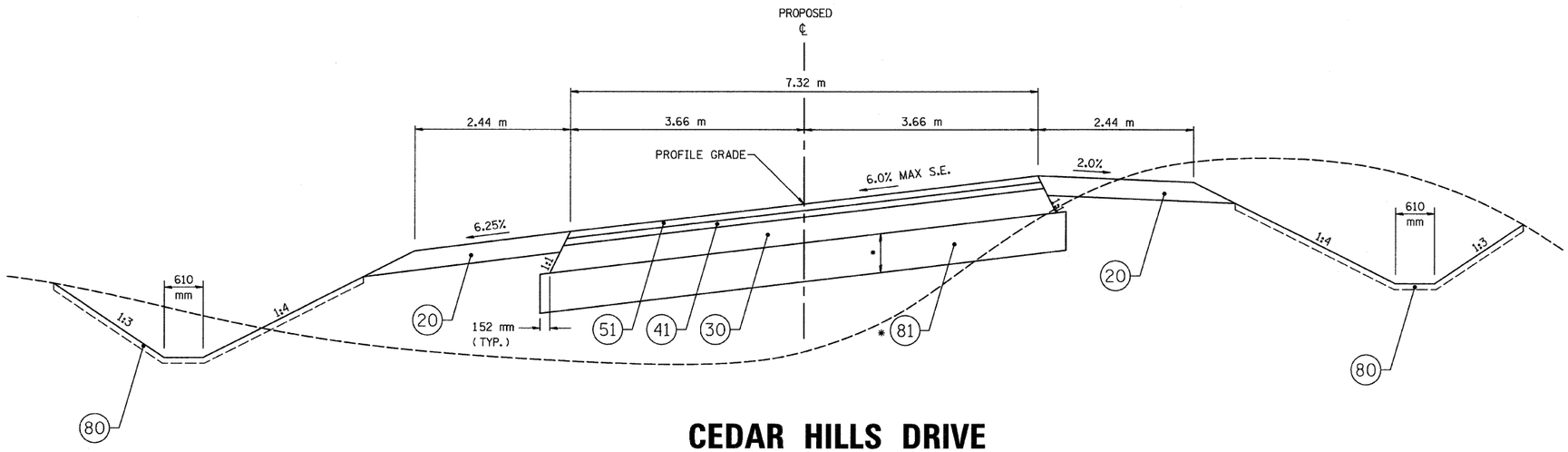
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	19



NOTE: 1+454.262 TO 1+473.710 - NORMAL CROWN (2.08%)
REFER TO BUTT JOINT DETAIL

CEDAR HILLS DRIVE
SUPERELEVATED SECTION

STA. 1+473.710 - 1+530 LT.
STA. 1+473.710 - 1+560 RT.



CEDAR HILLS DRIVE
SUPERELEVATED SECTION

STA. 1+560 TO 1+660.464 (REVERSE S.E.)
STA. 1+660.464 TO 1+750 (S.E. AS SHOWN)
STA. 2+196.500 TO 2+234.378 (REVERSE S.E.)
STA. 2+234.378 TO 2+315.000 (S.E. AS SHOWN)

* STA. 1+560 TO 1+660.464, THICKNESS = 610 mm
STA. 1+660.464 TO 1+750.00, THICKNESS = 610 mm
STA. 2+196.500 TO 2+230.000, THICKNESS = 460 mm
STA. 2+230.000 TO 2+315.000, THICKNESS = 300 mm

NORMAL CROWN SLOPE IS 2.08%
NORMAL SHOULDER SLOPE IS 6.25%
MAXIMUM ROLLOVER FACTOR = 8.0%

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL

T-12

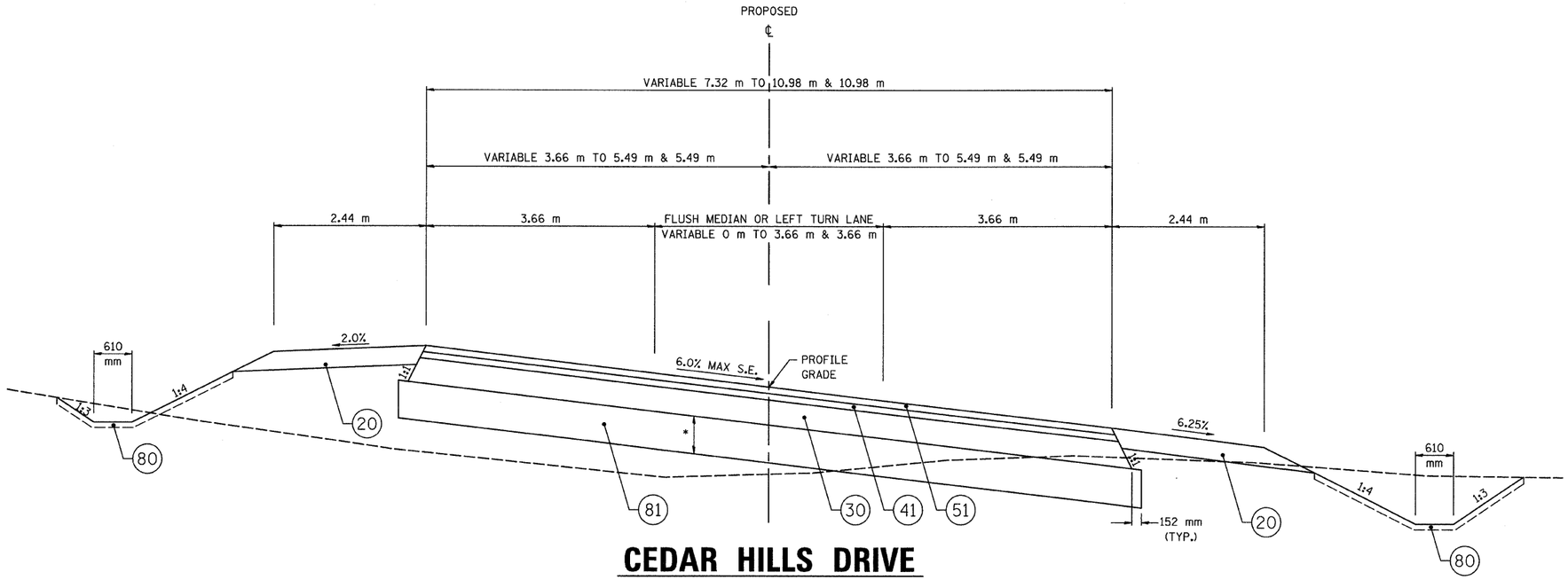
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
CEDAR HILLS DRIVE

SCALE: NONE
DATE: 31309
DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	20



CEDAR HILLS DRIVE
SUPERELEVATED SECTION

STA. 1+750 TO 1+842.723 (REVERSE S.E.)
STA. 2+013.110 TO 2+196.500 (S.E. AS SHOWN)

* STA. 1+750 TO 1+835, THICKNESS = 610 mm
  STA. 1+835 TO 1+842.723, THICKNESS = 300 mm
  STA. 2+140 TO 2+196.5, THICKNESS = 460 mm
  STA. 2+013.11 TO 2+140, THICKNESS = 300 mm
  STA. 2+140 TO 2+196.500, THICKNESS = 460 mm

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

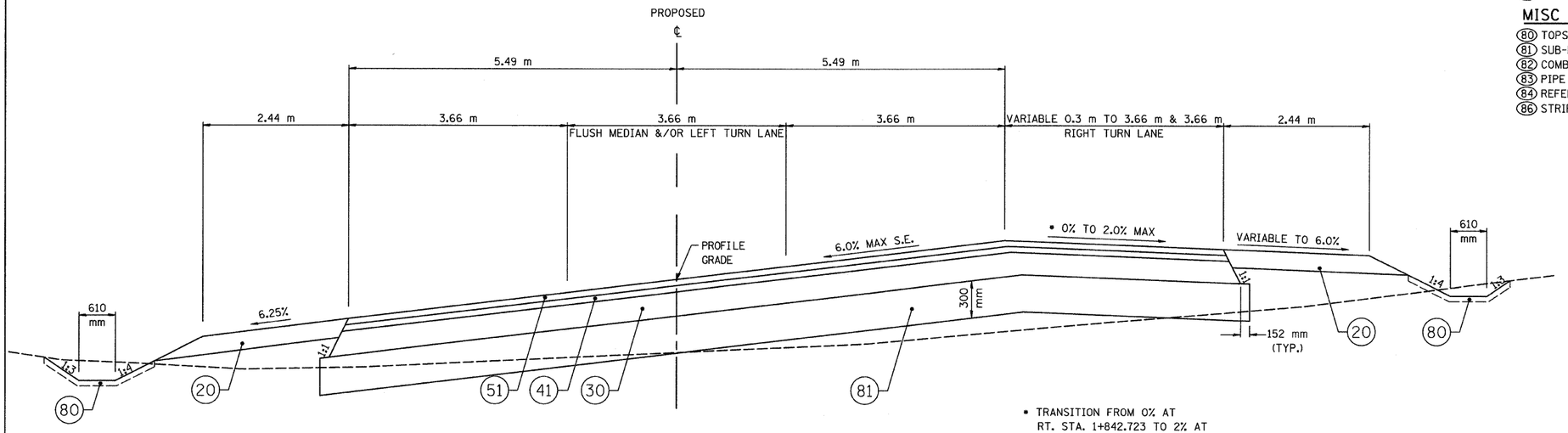
(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL



* TRANSITION FROM 0% AT RT. STA. 1+842.723 TO 2% AT FULL WIDTH STA. 1+913

CEDAR HILLS DRIVE
SUPERELEVATED SECTION

STA. 1+842.723 TO 1+986.890

T-13

REVISIONS	
NAME	DATE

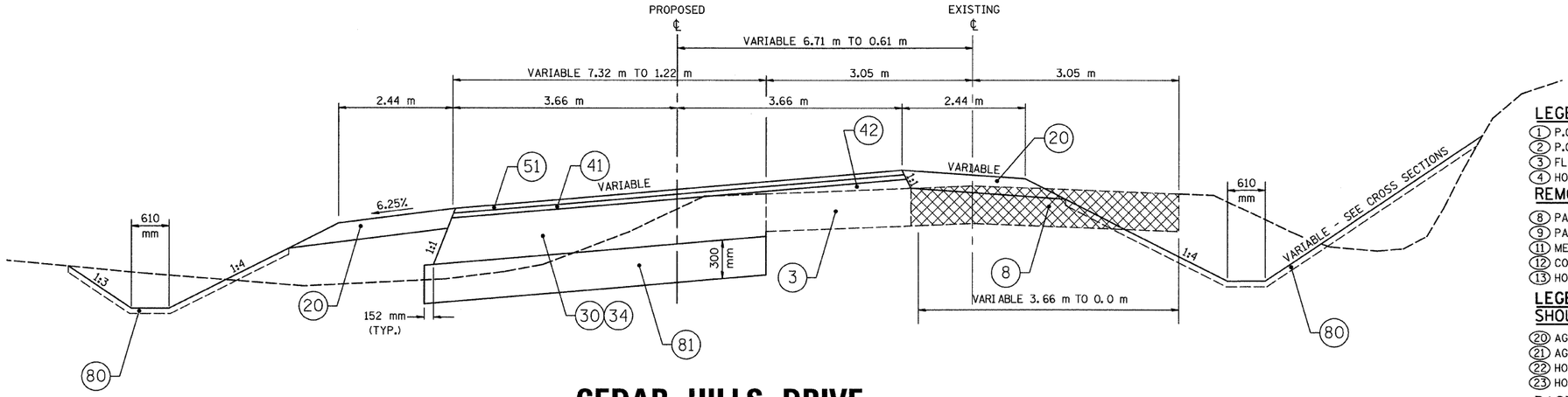
ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS CEDAR HILLS DRIVE

SCALE: NONE
DATE: 31309

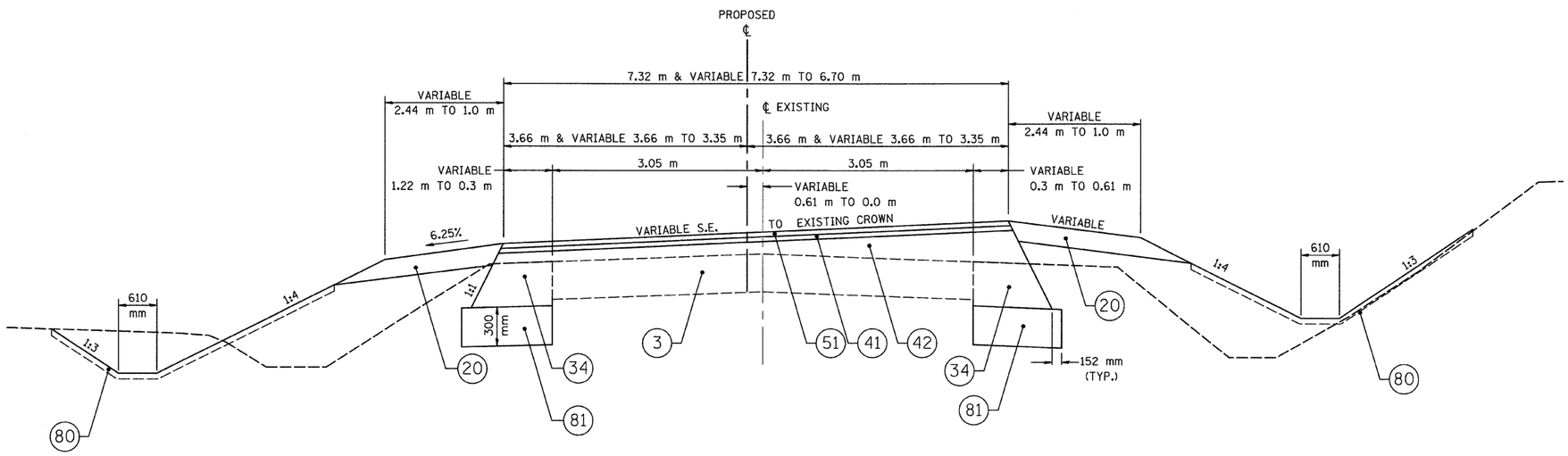
DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	21



CEDAR HILLS DRIVE

STA. 2+315 TO 2+359



CEDAR HILLS DRIVE

STA. 2+359 TO 2+415

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL

T-14

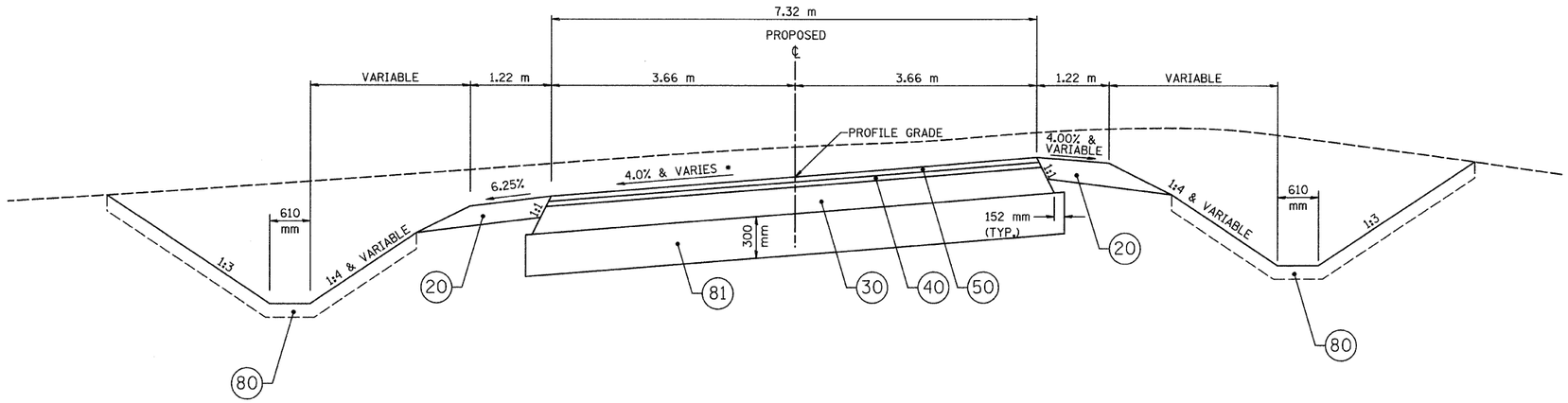
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS CEDAR HILLS DRIVE

SCALE: NONE
DATE: 3/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	22

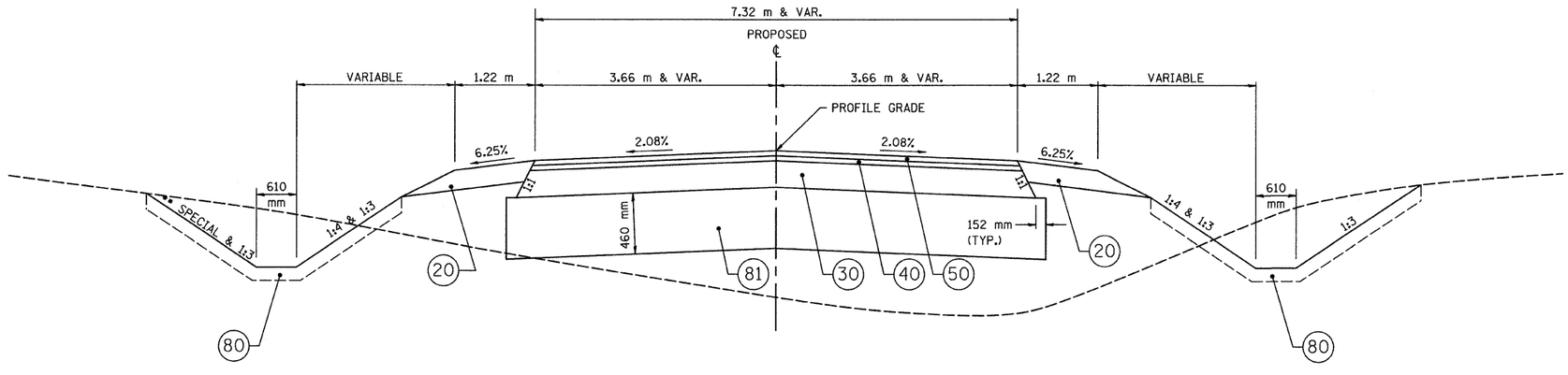


NOTE:
FROM STATION 0+930 TO STATION 0+953, THE EXISTING PAVEMENT SHALL BE WIDENED FROM 0.3 m STUBS AT 0+930 TO 3.66 m LANE WIDTHS AT 0+953. ONLY HMA SURFACE COURSE SHALL BE PLACED ON THE WIDENED PAVEMENT.

SERVICE DRIVE NO. 3

STA. 0+930.157 TO 0+996.34

• TRANSITION FROM EXISTING CROWN AT 0+930 TO 4% S.E. AT 0+953 TRANSITION FROM 4% S.E. AT 0+990 TO MATCH PROPOSED EDGE OF CEDAR HILLS DRIVE.



•• REFER TO CROSS SECTIONS

NOTE:
FROM THE SOUTH EDGE OF EXISTING CEDAR HILLS DR., ONLY HMA SURFACE COURSE SHALL BE PLACED TO STA. 1+053.457 REFER TO PLAN SHEET.

SERVICE DRIVE NO. 4

STA. 1+003.66 TO SOUTH EDGE OF EXISTING CEDAR HILLS DRIVE

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL

T-15

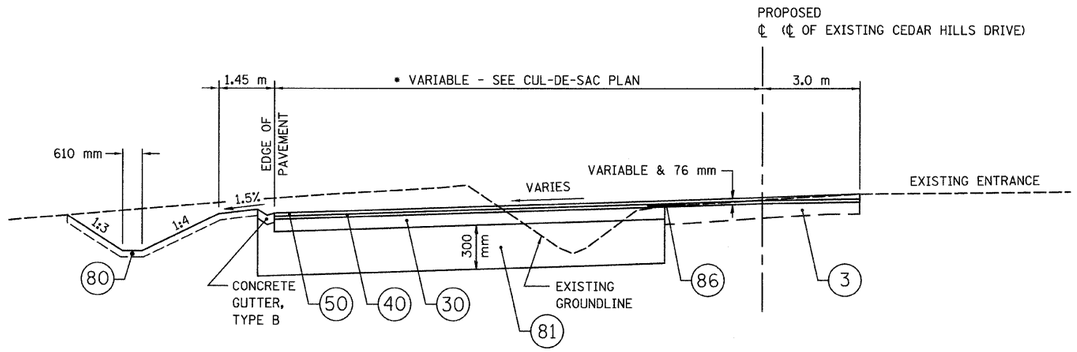
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

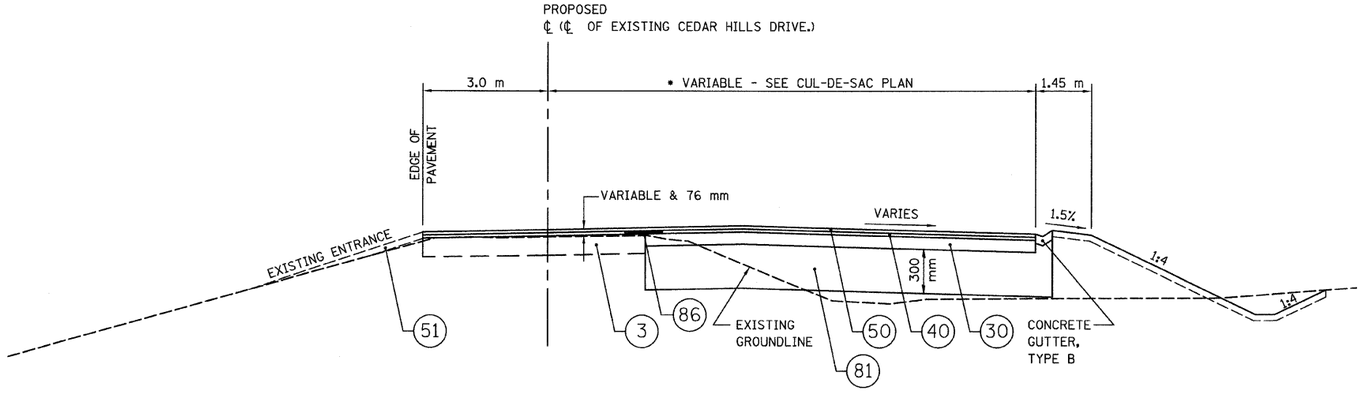
TYPICAL SECTIONS SERVICE DRIVE NO. 3 & 4

SCALE: NONE
DATE: 3/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	23



SERVICE DRIVE NO. 3
CUL-DE-SAC AT STA. 3+000



SERVICE DRIVE NO. 4
CUL-DE-SAC AT STA. 4+000

• TYPICAL SECTIONS ARE SHOWN AT ℄ OF CUL-DE-SAC - SEE CUL-DE-SAC DETAILS SHEET D-2.

LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
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(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

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(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL

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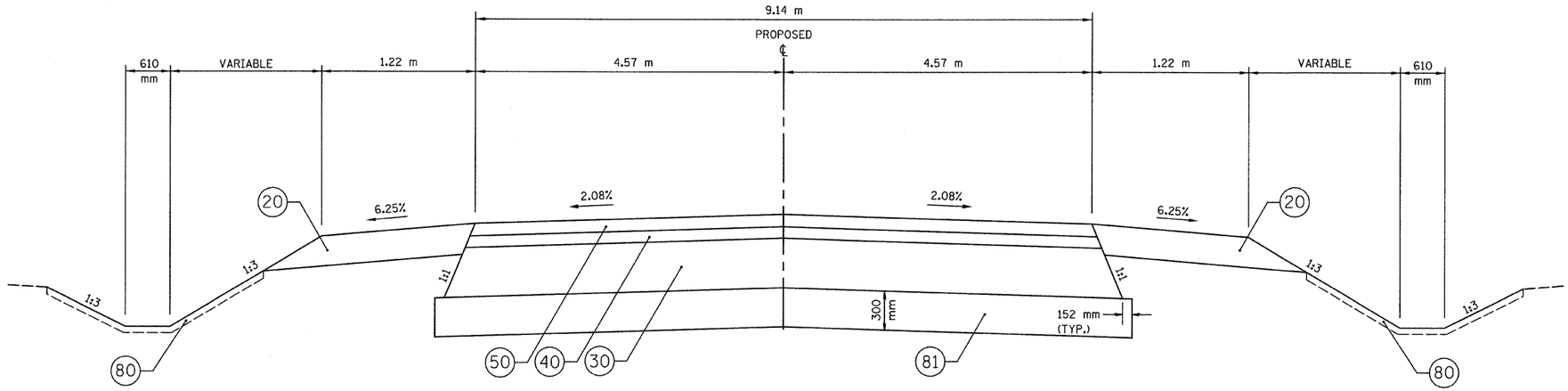
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS SERVICE DR. NO. 3 & 4 CUL-DE-SACS

SCALE: NONE
DATE: 3/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	24



LEGEND - EXISTING

(1) P.C.C. PAVEMENT
(2) P.C.C. WIDENING
(3) FLEXIBLE PAVEMENT
(4) HOT-MIX ASPHALT OVERLAY, VARIABLE DEPTH

REMOVAL

(8) PAVEMENT REMOVAL
(9) PAVED SHOULDER REMOVAL (SPECIAL)
(11) MEDIAN REMOVAL
(12) COMBINATION CURB & GUTTER REMOVAL
(13) HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

(20) AGGREGATE SHOULDERS, TYPE B 150MM
(21) AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
(22) HOT-MIX ASPHALT SHOULDERS, 200MM
(23) HOT-MIX ASPHALT SHOULDERS (M TON)

BASE COURSE

(30) HOT-MIX ASPHALT BASE COURSE, 200MM
(31) HOT-MIX ASPHALT BASE COURSE, 250MM
(33) HOT-MIX ASPHALT BASE COURSE WIDENING, 250MM
(34) HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM

BINDER COURSE & LEVELING BINDER COURSE

(40) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (38 mm)
(41) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (51 mm)
(42) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (VARIABLE DEPTH)
(43) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (VARIABLE DEPTH)

SURFACE COURSE

(50) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38 mm)
(51) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (51 mm)

FULL DEPTH PAVEMENT

(71) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 290MM

MISC & STANDARDS

(80) TOPSOIL FURNISH AND PLACE, 100MM
(81) SUB-BASE GRANULAR MATERIAL, TYPE A
(82) COMBINATION CONC C&G, TYPE B-15.60
(83) PIPE UNDERDRAINS 100MM
(84) REFER TO STANDARD 482001 (TYPE C SUBBASE)
(86) STRIP REFLECTIVE CRACK CONTROL

SERVICE DRIVE NO. 5

STA. 0+910.694 TO 0+986.89

T-17

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS SERVICE DR. NO. 5

SCALE: NONE
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1,RS-2	PEORIA	256	25

6

TREE REMOVAL		
LOCATION	QUANTITY	
STA.	6-15 UNITS	OVER 15 UNITS
STA. 15+788, 2.0 m RT.	9	
STA. 15+799, 3.0 m RT.	9	
STA. 15+803, 16.0 m LT.		16
STA. 15+803, 5.0 m RT.		18
STA. 15+804, 4.0 m LT.		33
STA. 15+805, 5.0 m RT.		18
STA. 15+807, 5.0 m RT.		18
STA. 15+809, 2.0 m RT.		18
STA. 15+810, 2.0 m LT.		21
STA. 15+810, 20.0 m LT.	12	
STA. 15+812, 7.0 m LT.	12	
STA. 15+814, 13.0 m LT.	9	
STA. 15+818, 25.0 m LT.	9	
STA. 15+823.5, 19 m LT.	12	
STA. 16+366, 16.5 m RT.		90
STA. 16+406, 31.5 m LT.		42
STA. 16+410, 15.0 m LT.		27
STA. 16+478, 63.0 m RT.		23
STA. 16+495, 59.0 m RT.		21
STA. 16+513, 65.5 m RT.		46
STA. 16+520, 68.0 m RT.		21
STA. 16+541, 5.0 m LT.	8	
STA. 16+544, 3.5 m RT.	8	
STA. 16+544, 12.0 m RT.	8	
STA. 16+554, 10.0 m RT.		23
STA. 16+558, 16.0 m RT.		18
STA. 16+562, 20.0 m RT.		16
STA. 16+583, 15.5 m RT.	9	
STA. 16+586, 20.5 m RT.		21
STA. 16+592, 16.0 m RT.		18
STA. 16+600, 20.5 m RT.		18
STA. 16+782, 47.0 m RT.		27
STA. 16+808, 46.0 m RT.		23
STA. 16+817, 43.0 m RT.		33
STA. 16+984, 5.0 m RT.	9	
STA. 17+002, 12.0 m RT.	9	
STA. 17+006, 51.0 m RT.	8	
STA. 17+017, 17.0 m RT.	8	
STA. 17+035, 5.0 m LT.		42
STA. 17+037, 22.0 m LT.		36
STA. 17+037, 50.0 m RT.	8	
STA. 17+069, 49.0 m RT.	13	
STA. 17+183, 41.0 m RT.	8	
STA. 17+278, 23.0 m RT.		23
STA. 17+288, 21.0 m RT.		23
STA. 17+306, 26.0 m RT.		16
STA. 17+338, 25.0 m RT.		18
STA. 17+342, 21.0 m RT.		18
STA. 17+345, 15.0 m RT.	9	
STA. 17+346, 24.0 m RT.	12	
STA. 17+347, 14.0 m RT.		18
STA. 17+471, 23.0 m RT.	12	
STA. 17+479, 28.0 m RT.	8	
STA. 17+480, 22.0 m RT.	8	
STA. 17+717, 10.0 m LT.		49
STA. 17+784, 16.0 m LT.		39
STA. 17+815, 10.0 m LT.		21
TOTALS	217	912

6

TREE REMOVAL (HICKORY GROVE ROAD)		
LOCATION	QUANTITY	
STA.	6-15 UNITS	OVER 15 UNITS
STA. 1+075, 10.0 m LT.	13	
STA. 1+079, 10.0 m LT.	13	
STA. 1+090, 9.0 m LT.	13	
STA. 1+091, 19.0 m LT.		31
STA. 1+094, 9.0 m LT.	13	
STA. 1+098, 9.0 m LT.	13	
TOTALS	65	31

6

TREE REMOVAL (CEDAR HILLS DRIVE)		
LOCATION	QUANTITY	
STA.	6-15 UNITS	OVER 15 UNITS
STA. 2+162, 6.5 m RT.		73
STA. 2+247, 10.0 m RT.	12	
STA. 2+265, 4.0 m RT.	12	
STA. 2+273, 27.5 m RT.		64
STA. 2+321, 14.0 m RT.	14	
STA. 2+382, 12.9 m LT.	16	
STA. 2+395, 12.7 m LT.	16	
TOTALS	70	137

6

TREE REMOVAL SUMMARY		
LOCATION	6-15 UNITS	OVER 15 UNITS
IL. ROUTE 40	217	912
HICKORY GROVE (EAST)	65	31
CEDAR HILLS (EAST)	70	137
TOTALS	352	1,080

7

LIMITS OF TREE REMOVAL, HECTARES	
AREA BOUNDED BY:	HECTARES
8.6 m LT. 16+942.3; 26.4 m LT. 16+953	0.014 HA
16.0 m RT. 17+031; 106 m LT. 17+089	0.182 HA
TOTAL	0.2 HA

* QUANITITIES HAVE BEEN INCREASED 30% FOR TREE GROWTH OVER A PERIOD OF APPROXIMATELY 14 YEARS. ORIGINAL TREE SURVEY PERFORMED IN 1994.

Q-5

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

SCALE: NONE
DATE: 3/30/09

DRAWN BY: JRC,JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	26

[1]

COMBINATION CURB & GUTTER REMOVAL	
IL RTE 40	METER
STA. 16+400 TO STA. 16+600	
RT. STA. 16+467 TO STA. 16+472	10.3
RT. STA. 16+483 TO STA. 16+521	58.6
WOODSIDE DRIVE	
LT. STA. 1+042 TO STA. 1+055	20.2
℄ STA. 1+042 TO STA. 1+070	56.4
RT. STA. 1+045 TO STA. 1+059	34.4
IL RTE 40	
STA. 16+600 TO STA. 16+875	
RT. STA. 16+681 TO STA. 16+690	20.5
RT. STA. 16+697 TO STA. 16+700	20.3
RT. STA. 16+705 TO STA. 16+712	20.5
RT. STA. 16+773 TO STA. 16+814	41
PLAZA ENTRANCE AT BRENTFIELD DRIVE	
STA. 16+875 TO STA. 17+150	
RT. STA. 16+960 TO STA. 16+968	22.2
℄ STA. 16+966 TO STA. 16+979	61.4
℄ STA. 16+977 TO STA. 16+994	55
RT. STA. 16+976 TO STA. 16+984	22.9
RT. STA. 17+058 TO STA. 17+099	41
WOODSIDE DRIVE	
STA. 1+825 TO STA. 1+970	
LT. STA. 1+949 TO STA. 1+954	5.2
LT. STA. 1+947 TO STA. 1+954	7.7
TOTAL	498

PAVEMENT REMOVAL	
	SQ M
PAVEMENT REMOVAL (RIGID)	17,571
PAVEMENT REMOVAL (FLEXIBLE)	7,434
TOTAL	25,005

[3]

PAVEMENT REMOVAL (FLEXIBLE)	
STA. 15+474 TO STA. 15+850	SQ M
RT. STA. 15+474 TO STA. 15+650	269
RT. STA. 15+650 TO STA. 15+825	994
LT. STA. 16+400 TO STA. 16+600	2306
LT. STA.1+700(F.R. NO. 3) TO STA. 16+600	691
STA. 16+600 TO STA. 16+875	
LT. STA. 16+000 TO STA. 16+750	165
RT. STA. 16+000 TO STA. 16+750	473
STA. 16+875 TO STA. 17+150	
RT. STA. 16+959 TO STA. 16+984	201
STA. 17+400 TO STA. 17+600	
RT. STA. 17+477 TO STA. 17+527	544
LT. STA. 17+511 TO STA. 17+563	497
CEDAR HILLS DRIVE	
STA. 1+450 TO STA. 1+700	
LT. 1+560 (CEDAR HILLS) TO	
STA. 1+048 (SERVICE DRIVE NO. 4)	679
CEDAR HILLS DRIVE	615
PAVEMENT REMOVAL (FLEXIBLE) TOTAL	7,434

[2]

PAVEMENT REMOVAL (RIGID)	
STA. 15+400 TO STA. 15+650	SQ M
RT. STA. 15+474.96 TO STA. 15+650	353
STA. 15+650 TO STA. 15+850	
STA. 15+650 TO STA. 15+825± (M.L.)	2085
STA. 15+825 TO STA. 16+098	1704
STA. 16+275 TO STA. 16+600	1129
STA. 16+600 TO STA. 16+875	1843
STA. 16+875 TO STA. 17+150	2689
STA. 17+150 TO STA. 17+319	1105
STA. 16+400 TO STA. 16+600	
STA. 1+700 (F.R.*3) TO STA. 16+600	1026
STA. 16+600 TO STA. 16+875	
STA. 16+600 TO STA. 16+875	1843
STA. 16+875 TO STA. 17+150	
STA. 16+875 TO STA. 17+150	2689
STA. 17+150 TO STA. 17+400	
RT. STA. 17+150 TO STA. 17+319	1105
PAVEMENT REMOVAL (RIGID) TOTAL	17,571

[5]

BUILDING REMOVAL	
	EACH
FRONTAGE ROAD NO. 3	
STA. 1+100 TO STA. 1+200	
BUILDING REMOVAL NO. 1	1
TOTAL	1

[8]

REMOVE EXISTING CULVERTS		
STATION	SIZE /TYPE	METER
STA. 15+758 RT.	460 mm/ VCP	26
STA. 16+667 RT.	•	21
STA. 17+588	610 mm/ BOX	16
	TOTAL	63

• 610 mm x 610 mm CONCRETE BOX WITH HEADWALLS & COLLARS WITH 762 mm CMP EXTENSION & END SECTIONS ON EACH END.

FILLING EXISTING CULVERTS		
STATION	SIZE / TYPE	EACH
STA. 17+268 IL RTE 40 (REFER TO STAGING) APPROX. FILL = 2.8 CU M	300 mm/ TEMP	1
STA. 3+006, 6.5 m RT. SERVICE DRIVE NO. 3 (EXIST. CEDAR HILLS DRIVE) APPROX. FILL = 1.5 CU M	457 mm/ CMP	1
	TOTAL	2

[4]

PAVED SHOULDER REMOVAL (SPECIAL)	
STA. 15+650 TO STA. 15+850	METER
LT. STA. 15+756 TO STA. 15+819	63
RT. STA. 15+757 TO STA. 15+816	59
STA. 17+600 TO STA. 17+800	
LT. STA. 17+755 TO STA. 17+800	45
RT. STA. 17+755 TO STA. 17+800	45
STA. 17+800 TO STA. 17+960	
LT. STA. 17+800 TO STA. 17+960	160
RT. STA. 17+800 TO STA. 17+960	160
LT. STA. 15+819 (M.L.) TO STA. 1+200 (F.R.3)	84
RT. STA. 15+819 (M.L.) TO STA. 1+200 (F.R.3)	86
FRONTAGE ROAD NO. 3	
STA. 1+200 TO STA. 1+450	
LT. STA. 1+200 TO STA. 1+395	195
RT. STA. 1+200 TO STA. 1+394	194
TOTAL	1,091

[9]

PIPE CULVERT REMOVAL			
STATION	SIZE / TYPE	EACH	NOTES
IL RTE 40			
STA. 15+750 RT.	460 VCP	1	
RT. STA. 15+832	600 mm RCP	1	•
STA. 16+477.30	380 mm CMP	1	
STA. 16+519.67	380 mm CMP	1	
STA. 16+524.35	380 mm CMP	1	
STA. 16+530.19	380 mm CMP	1	
STA. 16+435 LT.	450 mm CL D	1	REFER TO STAGING
STA. 16+435 RT.	450 mm CL D	1	REFER TO STAGING
STA. 16+539	100 mm PVC	1	
STA. 16+610 RT.	380 mm CMP	1	
STA. 16+700 RT.	380 mm CMP	1	
STA. 16+625 LT.	450 mm CL D	1	
STA. 16+625 RT.	450 mm CL D	1	
STA. 16+972 RT.	380 mm CMP	1	
STA. 16+972 RT.	RCCP	1	
STA. 17+250 RT.	380 mm CMP	1	
STA. 17+298 RT.	300 mm CMP	1	
STA. 17+363 RT.	380 mm CMP	1	
STA. 17+510	460 mm CMP	1	
STA. 17+685 RT.	380 mm RCP	1	
STA. 17+702 LT.	380 mm CMP	1	
STA. 17+820 LT.	380 mm CMP	1	
STA. 17+853 LT.	305 mm CMP	1	
STA. 17+936 LT.	305 mm CMP	1	
HICKORY GROVE ROAD			
STA. 0+929 LT.	380 mm CMP	1	
STA. 1+051 LT.	380 mm CMP	1	
FRONTAGE ROAD NO. 3			
STA. 1+004 LT.	STEEL GRATE	1	
STA. 1+192 RT.	380 mm CMP	1	
STA.1+290 RT.	380 mm CMP	1	
STA.1+405 LT.	450 mm CMP	1	
STA.1+490 LT.	380 mm CMP	1	
STA.1+594 LT.	380 mm CMP	1	
WOODSIDE DRIVE			
STA. 1+953 RT.	380 mm CMP	1	
STA. 1+957 LT.	450 mm CMP	1	
SERVICE DRIVE NO. 3			
3+018.8, 8 m RT.	375 mm CMP	1	
CEDAR HILLS DRIVE			
STA. 1+608, LT.	450 mm	1	TEMPORARY
STA. 1+977, LT.	750 mm CL D	1	REFER TO STAGING
STA. 1+976, LT.	450 mm CL D	1	REFER TO STAGING
STA. 2+123±, 55 m RT.	380 mm CMP	1	
STA. 2+183±, 52.5 m RT.	380 mm CMP	1	
STA. 2+216±, 42 m RT.	380 mm CMP	1	
STA. 2+229±, 36.5 m RT.	305 mm CMP	1	
STA. 2+293.5	460 mm CMP	1	
	TOTAL	43	

• REFER TO PLAN SHEETS P-2, S-2 AND CROSS SECTIONS FOR TEMPORARY PIPE PLACED IN STAGE I.

[10]

DRIVEWAY PAVEMENT REMOVAL	
	SQ M
LT. STA. 16+104 TO STA. 16+170	1,134
LT. STA. 16+265 TO STA. 16+317	896
℄ STA. 16+468 TO STA. 16+523	1,455
FR NO. 3 RT. STA. 1+803 TO STA. 1+825	174
℄ STA. 16+601 TO STA. 16+616	127
FR NO. 3 LT. STA. 1+003 TO STA. 1+025	135
STA. 16+875 TO STA. 17+150	
LT. STA. 16+984 TO STA. 17+030	709
LT. STA. 17+594 TO LT. STA. 17+622	141
CEDAR HILLS LT. & RT. 2+225	234
TOTAL	5,005

[11]

FENCE REMOVAL	
IL RTE 40	METER
RT. STA. 15+820 TO STA. 16+003	244
LT. STA. 17+041 TO STA. 17+150	157
LT. STA. 17+041 TO STA. 17+343	231
FRONTAGE ROAD NO. 3	
A.R. FRONT. RD. NO. 3	148
RT. STA. 1+062 TO STA. 1+190	231
RT. SERVICE DRIVE NO. 5	87
HICKORY GROVE ROAD (EAST)	
RT. STA. 1+094.008 TO STA. 1+181.558	88
CEDAR HILLS DRIVE	
STA. 2+221 TO STA. 2+428	304
TOTAL	1,490

[12]

FENCE RELOCATE	
	METER
SERVICE DRIVE NO. 2	
LT. STA. 16+207 TO STA. 16+310	116
TOTAL	116

SIDEWALK REMOVAL	
	SQ M
WOODSIDE DRIVE @ BRENTFIELD DRIVE (NE QUADRANT)	30
TOTAL	30

MEDIAN REMOVAL	
	SQ M
WOODSIDE DRIVE	
STA. 1+043 TO STA. 1+070	42
TOTAL	42

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

SCALE: NONE
DATE: 3/13/09

DRAWN BY: JRC,JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1,RS-2	PEORIA	256	27

EROSION CONTROL BLANKET

LOCATION STA. TO STA.	AREA SQ M
MAINLINE	
RT. 15+560 TO 15+650	360
RT. 15+650 TO 15+725	300
RT. 15+772 TO 15+827	216
RT. 15+827 TO 15+830	20
RT. 15+830 TO 15+839	72
LT. 15+722 TO 0+950 (HGR)	204
LT. 15+784 TO 15+850	264
LT. 15+850 TO 16+101	1004
LT. 16+120 TO 16+125	20
LT. 16+125 TO 16+250	500
LT. 16+271 TO 16+400	516
LT. 16+400 TO 16+510	440
LT. 16+548 TO 16+600	208
RT. 16+545 TO 16+600	220
LT. 16+600 TO 16+875	700
RT. 16+600 TO 16+770	680
RT. 16+813 TO 16+875	248
LT. 16+875 TO 17+037	648
LT. 17+101 TO 17+150	196
RT. 16+875 TO 17+062	748
RT. 17+080 TO 17+150	280
LT. 17+150 TO 17+252	408
RT. 17+150 TO 17+225	300
LT. 17+275 TO 17+400	750
RT. 17+225 TO 17+292	455
RT. 17+295 TO 17+301	48
RT. 17+301 TO 17+400	495
LT. 17+400 TO 17+503	618
RT. 17+400 TO 17+492	414
LT. 17+536 TO 17+600	256
RT. 17+529 TO 17+600	284
LT. 17+600 TO 17+691	364
LT. 17+699 TO 17+731	128
RT. 17+781 TO 17+800	96
RT. 17+600 TO 17+681	324
RT. 17+688 TO 17+800	448
LT. 17+800 TO 17+813	72
LT. 17+825 TO 17+850	104
LT. 17+856 TO 17+890	136
LT. 17+896 TO 17+931	144
LT. 17+942 TO 17+955	56
RT. 17+800 TO 17+960	640
SUBTOTAL	14384
PROJECT TOTAL	

LOCATION STA. TO STA.	AREA SQ M
HICKORY GROVE ROAD	
RT. 0+936 TO 0+950	56
RT. 1+050 TO 1+997	365
LT. 1+050 TO 1+030 (FR #3)	164
FRONTAGE ROAD NO. 3	
LT. 1+030 TO 1+200	680
RT. 1+146 TO 1+185	156
RT. 1+195 TO 1+200	20
LT. 1+200 TO 1+450	1000
RT. 1+200 TO 1+229	116
1+239 TO 1+285	138
RT. 1+295 TO 1+372	231
LT. 1+450 TO 1+520	280
LT. 1+531 TO 1+650	476
LT. 1+650 TO 1+800	592
SERVICE DRIVE NO. 2	
LT. 1+160 TO 1+200	120
RT. 1+160 TO 1+200	126
RT. 1+560 TO 1+692	378
LT. 1+575 TO 1+631	168
LT. 1+640 TO 1+707	216
RT. 1+730 TO 1+750	51
RT. 1+750 TO 1+761	33
LT. 1+789 TO 1+831	102
RT. 1+789 TO 1+831	102
CEDAR HILLS DRIVE	
RT. 1+465 TO 1+641	680
LT. 1+467 TO 1+641	708
RT. 1+659 TO 1+700	168
LT. 1+659 TO 1+700	164
RT. 1+700 TO 1+950	1060
LT. 1+700 TO 1+950	952
RT. 2+030 TO 2+050	54
LT. 2+030 TO 2+050	56
RT. 2+050 TO 2+100	192
LT. 2+050 TO 2+100	216
LT. 2+180 TO 2+203	96
LT. 2+250, 20 m LT.	40
LT. 2+350 TO 2+385	136
RT. 2+350 TO 2+425	300
SERVICE DRIVE NO. 3	
AT S.D. NO. 3 CUL-DE-SAC FROM FABRIC	124
FORM DITCH EAST TO STA. 3+025+/-	
SERVICE DRIVE NO. 4	
CUL-DE-SAC	192
RT. 1+014 TO 1+050 (SD #4)	132
DRAINAGE EASEMENT	
NORTH OF EAST CEDAR HILLS DR.	640
SUBTOTAL	11480
	25864

STONE DUMPED RIPRAP, CLASS 4 & FILTER FABRIC

LOCATION	M TON	FILTER FABRIC SQ M
FRONTAGE ROAD NO. 3		
RT. 1+073	18	16
RT. 1+522	85	77
SERVICE DRIVE NO. 5		
LT. 1+012	42	39
CEDAR HILLS DRIVE		
LT. 2+269	46	57
TOTAL	191	189

PERIMETER EROSION BARRIER

LOCATION	LEFT	RIGHT
MAINLINE		
STA. 15+525 TO STA. 15+650		125
STA. 15+565 TO STA. 15+650	85	
STA. 15+650 TO STA. 15+850	205	197
STA. 15+850 TO STA. 16+125	261	259
STA. 16+208 TO STA. 16+390		182
STA. 16+125 TO STA. 16+400	191	
STA. 16+400 TO STA. 16+600	115	
STA. 16+600 TO STA. 16+875	275	221
STA. 16+875 TO STA. 17+150	170	235
STA. 17+150 TO STA. 17+400	234	262
STA. 17+400 TO STA. 17+600	210	231
STA. 17+600 TO STA. 17+800	240	194
STA. 17+800 TO STA. 18+000	175	170
HICKORY GROVE ROAD		
STA. 0+900 TO STA. 0+950	29	30
STA. 1+050 TO STA. 1+110	94	
FRONTAGE ROAD NO. 3		
STA. 1+030 TO STA. 1+200	55	188
F.R.NO. 3 @ WOODSIDE		
STA. 16+428 TO STA. 16+600		217
SERVICE DRIVE NO. 2		
STA. 1+160 TO STA. 1+227	94	109
STA. 1+387 TO STA. 1+550	128	
STA. 1+550 TO STA. 1+750	213	191
STA. 1+750 TO STA. 1+800	71	
STA. 1+790 TO STA. 1+970	154	197
SERVICE DRIVE NO. 2 NORTH		
STA. 1+800 TO STA. 1+940	148	135
CEDAR HILLS DRIVE		
STA. 1+448 TO STA. 1+700	304	239
STA. 1+700 TO STA. 1+950	233	271
STA. 2+050 TO STA. 2+275	260	294
STA. 2+275 TO STA. 2+427	144	164
SERVICE DRIVE NO. 5		
STA. 0+894 TO STA. 0+970	141	110
DRAINAGE EASEMENT		
STA. 0+050 TO STA. 0+189	142	142
SUBTOTAL	4,371	4,363
TOTAL	8,734	

TEMPORARY DITCH CHECKS

LOCATION	LEFT	RIGHT
MAINLINE		
STA. 15+400 TO STA. 15+650		1
STA. 15+650 TO STA. 15+850	1	
STA. 15+850 TO STA. 16+125	3	3
STA. 16+125 TO STA. 16+400	3	3
STA. 16+400 TO STA. 16+600	2	2
STA. 16+600 TO STA. 16+875	4	2
STA. 16+875 TO STA. 17+150	6	2
STA. 17+150 TO STA. 17+400	10	15
STA. 17+400 TO STA. 17+600	10	8
STA. 17+600 TO STA. 17+800	2	1
STA. 17+800 TO STA. 17+960	1	3
FRONTAGE ROAD NO. 3		
STA. 1+030 TO STA. 1+200	1	1
STA. 1+200 TO STA. 1+450		2
STA. 1+450 TO STA. 1+650		1
CEDAR HILLS DRIVE		
STA. 1+450 TO STA. 1+700	3	3
STA. 1+700 TO STA. 1+950	2	1
STA. 2+050 TO STA. 2+275	1	1
STA. 2+275 TO STA. 2+425	1	5
SERVICE DRIVE NO. 5		
STA. 0+910 TO STA. 0+970	5	4
DRAINAGE EASEMENT		2
SUBTOTALS	55	60
TOTAL	115	

INLET AND PIPE PROTECTION

LOCATION	LEFT	RIGHT
MAINLINE		
STA. 15+563		1
STA. 15+832	1	1
STA. 16+225	1	1
STA. 16+263	2	
STA. 16+668	1	1
STA. 16+688	1	3
STA. 17+043	1	1
STA. 17+262	2	
STA. 17+268 (TEMP)	2	
STA. 17+298		1
STA. 17+362		1
STA. 17+685		2
STA. 17+695	2	
STA. 17+821	2	
STA. 17+853	2	
CEDAR HILLS DRIVE		
STA. 1+975		1
STA. 1+976	3	1
STA. 1+980	1	
STA. 2+022	1	3
STA. 1+650	2	2
STA. 2+175	2	
STA. 2+280	1	1
STA. 2+389	2	
GRANDRIDGE DRIVE		
STA. 1+036	1	1
WOODSIDE DRIVE		
STA. 1+023	1	1
STA. 1+024	1	
STA. 1+050	1	
FRONTAGE ROAD NO. 3		
STA. 1+035		2
STA. 1+073	1	1
STA. 1+150		2
STA. 1+190		2
STA. 1+290		2
STA. 1+400		2
STA. 1+500		2
STA. 1+750	1	1
STA. 1+760		2
STA. 1+817	1	
SERVICE DRIVE NO. 2		
STA. 1+147	1	1
STA. 1+400		2
STA. 1+485	1	2
STA. 1+600	2	1
STA. 1+700	1	1
STA. 1+715		1
STA. 1+730	1	
STA. 1+743	1	
STA. 1+744	2	1
STA. 1+771.5	2	
STA. 1+787	2	2
STA. 1+810	1	
STA. 1+912	2	1
STA. 1+923	1	
SERVICE DRIVE NO. 3		
STA. 3+000		2
STA. 0+928	2	
SERVICE DRIVE NO. 4		
STA. 4+000		2
SERVICE DRIVE NO. 5		
STA. 0+930		1
STA. 1+020		1
SUBTOTALS	55	56
TOTAL	111	

TEMPORARY EROSION CONTROL SEEDING

LOCATION	HECTARE
MAINLINE	
STA. 15+400 TO STA. 15+650	0.3
STA. 15+650 TO STA. 15+850	0.6
STA. 15+850 TO STA. 16+125	0.8
STA. 16+125 TO STA. 16+400	1.0
STA. 16+400 TO STA. 16+600	0.4
STA. 16+600 TO STA. 16+875	1.4
STA. 16+875 TO STA. 17+150	1.3
STA. 17+150 TO STA. 17+400	0.9
STA. 17+400 TO STA. 17+600	0.6
STA. 17+600 TO STA. 17+800	0.4
STA. 17+800 TO STA. 17+960	0.3
HICKORY GROVE ROAD	
STA. 0+828 TO STA. 0+970	0.4
STA. 1+030 TO STA. 1+140	0.1
FRONTAGE ROAD NO. 3	
STA. 1+030 TO STA. 1+200	0.1
STA. 1+200 TO STA. 1+450	0.1
STA. 1+450 TO STA. 1+650	0.1
STA. 1+650 TO STA. 1+830	0.3
SERVICE DRIVE NO. 2	
STA. 1+386 TO STA. 1+550	0.1
STA. 1+550 TO STA. 1+700	0.4
STA. 1+700 TO STA. 1+825	0.4
STA. 1+825 TO STA. 1+970	0.1
CEDAR HILLS DRIVE	
STA. 1+445 TO STA. 1+700	0.8
STA. 1+700 TO STA. 1+950	0.8
STA. 2+050 TO STA. 2+275	0.7
STA. 2+275 TO STA. 2+425	0.3
GRANDRIDGE DR/PLAZA ENTRANCE	0.3
DRAINAGE EASEMENT	0.1
TOTAL	13.1

FABRIC FORMED CONCRETE REVETMENT MATS

LOCATION	SQ M LEFT	SQ M RIGHT
MAINLINE		
STA. 17+225 TO STA. 17+262		306
STA. 17+262 TO STA. 17+275		89
STA. 17+275 TO STA. 17+300		140
STA. 17+300 TO STA. 17+325		128
STA. 17+325 TO STA. 17+350		115
STA. 17+350 TO STA. 17+493		694
STA. 17+280 TO STA. 17+498	1,276	
FRONTAGE ROAD NO. 3		
STA. 1+041 TO STA. 1+066		102
DS END CULV. @ STA. 1+073		88
STA. 1+076.4 TO STA. 1+140		285
CEDAR HILLS DRIVE/SERVICE DRIVE NO. 3		
STA. 2+029 TO STA. 2+076		261
STA. 2+100 TO STA. 2+236		387
STA. 2+236 (CEDAR HILLS) TO STA. 0+960 (S.D. NO. 3)	32	32
STA. 2+100 TO STA. 2+169	199	
STA. 2+271 TO STA. 2+350	335	
STA. 0+970 (S.D. NO. 3) TO STA. 2+298 (CEDAR HILLS)		246
STA. 2+298 TO STA. 2+350		146
SERVICE DRIVE NO. 5		
STA. 0+928 TO STA. 0+950		91
STA. 0+950 TO STA. 0+970		76
STA. 0+924 TO STA. 0+965	156	
SUBTOTALS	1,998	3,186
TOTAL	5,184	

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

SCALE: NONE
DATE: 3/13/09

DRAWN BY: JRC,JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	28

SEEDING AND SODDING								
LOCATION	SEEDING CL 2A	SODDING AREA	SALT TOLERANT SODDING AREA	SUPPLEMENTAL WATERING	MULCH, METHOD 2	FERTILIZER		
	HECTARE	SQ M	SQ M	UNIT	M TON	NITROGEN KG	PHOSPHORUS KG	POTASSIUM KG
MAINLINE								
15+400 TO 15+650	0.3				1.4	30	30	30
15+650 TO 15+850	0.6				2.7	60	60	60
15+850 TO 16+125	0.8				3.6	80	80	80
16+125 TO 16+400	1.0				4.5	100	100	100
16+400 TO 16+600	0.4				1.8	40	40	40
LT. 16+407 TO SERVICE DRIVE NO. 2			807	36		6	6	6
(FORESLOPE & DITCH)								
LT. 16+407 TO SERVICE DRIVE NO. 2		549		25		4	4	4
(BACKSLOPE TO R.O.W.)								
16+600 TO 16+875	1.4				6.3	140	140	140
16+875 TO 17+150	1.3				5.9	130	130	130
17+150 TO 17+400	0.9				4.1	90	90	90
RT. 17+358 TO 17+491		549		25		4	4	4
(BACKSLOPE TO R.O.W.)								
17+400 TO 17+600	0.6				2.7	60	60	60
LT. 17+553 TO 17+629			349	16		2	2	2
(FORESLOPE,DITCH, & BACKSLOPE)								
17+600 TO 17+800	0.4				1.8	40	40	40
17+800 TO 17+960	0.3				1.4	30	30	30
HICKORY GROVE RD.								
0+828.44 TO 0+970	0.4				1.8	40	40	40
1+030 TO 1+140	0.1				0.5	10	10	10
FRONTAGE RD. NO. 3								
1+030 TO 1+200	0.1				0.5	10	10	10
RT. 1+125 TO 1+187			265	12		2	2	2
RT. 1+194 TO 1+233			132	6		1	1	1
RT. 1+237 TO 1+287			108	5		1	1	1
RT. 1+292 TO HICKORY TRACE			315	14		2	2	2
RT. HICKORY TRACE TO 1+498			178	8		1	1	1
RT. 1+794 TO WOODSIDE DRIVE		943		42		7	7	7
(R.O.W. & T.E. AREA)								
1+650 TO 1+830.94	0.3				1.4	30	30	30
SERVICE DRIVE NO. 2								
1+386 TO 1+550	0.1				0.5	10	10	10
LT. 1+386 TO 1+446		315		14		2	2	2
(CURB TO T.E. LIMITS)								
1+550 TO 1+700	0.4				1.8	40	40	40
1+700 TO 1+825	0.4				1.8	40	40	40
1+825 TO 1+970	0.1				0.5	10	10	10
RT. 1+825 TO 1+961		589		27		4	4	4
(CURB TO R.O.W./ T.E. LIMITS)								
LT. & RT. OF ENTRANCE TO 'WHEELS OF TIME'		510		23		4	4	4
CEDAR HILLS DRIVE								
1+445.262 TO 1+700	0.8				3.6	80	80	80
1+700 TO 1+950	0.8				3.6	80	80	80
2+050 TO 2+275	0.7				3.2	70	70	70
2+275 TO 2+425	0.3				1.4	30	30	30
LT. 2+350 TO 2+420			465	21		3	3	3
(SHOULDER TO R.O.W.)								
RT. 2+335 TO 2+420			331	15		2	2	2
(SHOULDER TO CONSTRUCTION LIMITS)								
SERVICE DRIVE NO. 3								
RT. 0+932 TO 0+970			99.0	4		1	1	1
(SHOULDER TO CONSTRUCTION LIMITS)								
SERVICE DRIVE NO. 5,								
GRANDRIDGE DRIVE, &								
PLAZA ENTRANCE	0.3				1.4	30	30	30
DRAINAGE EASEMENT	0.1				0.5	10	10	10
TOTAL	12.9	3,455	3,049	293	58.7	1336	1336	1336

TRENCH BACKFILL SUMMARY	
LOCATION	CU M
QUANTITY FROM STORM SEWER SCHEDULE	127
MAINLINE	
STA. 15+832	17
STA. 16+668	17
STA. 17+588.5	13
SERVICE DRIVE NO. 2 (WEST OF IL 40)	6
WOODSIDE DRIVE (EAST OF IL 40)	16
CEDAR HILLS DRIVE LT. 1+608	4
CEDAR HILLS DRIVE (WEST)	9
CEDAR HILLS DRIVE (EAST)	7
TOTAL	216

STATION		TOPSOIL EXCAVATION AND PLACEMENT STAGE 1 CU M	SPECIAL WASTE DISPOSAL STAGE 1 CU M	EARTH EXCAVATION (CUT) STAGE 1 CU M	EXCAVATION TO BE USED IN EMBANKMENT (ADJUSTED 20%) STAGE 1 CU M	EMBANKMENT REQUIRED (FILL) STAGE 1 CU M	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) STAGE 1 CU M
FROM	TO						
IL ROUTE 40							
15+400.000	15+650.000						
15+650.000	15+850.000			1,073	858	339	+519
15+850.000	16+125.000	1,562		4,506	3,605	284	+3,321
16+125.000	16+400.000	1,745		10,471	8,377	495	+7,882
16+400.000	16+600.000		1,134	3,855	3,084	105	+2,979
16+600.000	16+875.000	363		2,868	2,294	3,273	-979
16+875.000	17+150.000	160		2,618	2,094	9,504	-7,410
17+150.000	17+400.000	3,124		4,183	3,346	3,000	+346
17+400.000	17+600.000			1,368	1,094	377	+717
17+600.000	17+800.000			779	623	183	+440
17+800.000	18+000.000			636	509	22	+487
HICKORY GROVE ROAD							
0+925.000	0+975.000			649	519	24	+495
1+025.000	1+197.000						
FRONTAGE ROAD NO. 3							
1+030.000	1+113.000						
SERVICE DRIVE NO. 2							
1+126.168	1+218.522			650	520		+520
1+375.000	1+550.000	1,079		2,510	2,008		+2,008
1+550.000	1+750.000			1,075	860	1,256	-396
1+750.000	1+970.000	267		1,091	873	1,977	-1,104
SERVICE DRIVE NO. 2 (NORTH LEG)							
1+825.000	1+925.000			727	582	321	+261
WOODSIDE DRIVE							
1+030.000	1+073.007						
PLAZA ENTRANCE							
1+000.000	1+055.165						
GRANDRIDGE DRIVE							
1+000.000	1+055.511						
SERVICE DRIVE NO. 5							
0+910.694	0+970.000			200	160	3,420	-3,260
SERVICE DRIVE NO. 5 (N-S LEG)							
0+980.189	1+019.809			35	28	1,416	-1,388
CEDAR HILLS DRIVE							
1+445.262	1+700.000	1,767		5,028	4,022	432	+3,590
1+700.000	1+950.000	1,581		4,949	3,959	856	+3,103
2+050.000	2+275.000	1,236		542	434	489	-55
2+275.000	2+425.000						
SERVICE DRIVE NO. 3							
0+930.157	1+000.000						
CUL-DE-SAC SERVICE DRIVE NO. 3							
3+000.000	3+015.284						
SERVICE DRIVE NO. 4							
1+000.000	1+053.457			666	533	9	+524
CUL-DE-SAC SERVICE DRIVE NO. 4							
3+985.059	4+000.000			129	103	201	-98
DRAINAGE SWALE							
0+000.000	0+184.000						
TOTALS		12,884	1,134	50,608	40,486	27,983	+12,503

NOTES:

1. APPROXIMATE WASTE, ASSUMING A 20% SHRINKAGE FACTOR = 30,998 CU M
   66,245 CU M (ADJ) - 35,247 = 30,998 CU M.

2. TOTAL TOPSOIL EXCAVATION QUANTITY = 12,884 CU M. TOPSOIL PLACEMENT REQUIRED = 9,661 CU M. EXCESS TOPSOIL = 3,223 CU M. EXCESS TOPSOIL SHALL BE DEPOSITED WITHIN THE RIGHT-OF-WAY LIMITS AT LOCATIONS AS DIRECTED BY THE ENGINEER.

Q-8

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

SCALE: NONE
DATE: 3/13/09

DRAWN BY: JRC,JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	29

STATION		EARTH EXCAVATION (CUT) STAGE 2	EXCAVATION TO BE USED IN EMBANKMENT (ADJUSTED 20%) STAGE 2	EMBANKMENT REQUIRED (FILL) STAGE 2	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) STAGE 2
FROM	TO	CU M	CU M	CU M	CU M
IL ROUTE 40					
15+400.000	15+650.000				
15+650.000	15+850.000				
15+850.000	16+125.000				
16+125.000	16+400.000				
16+400.000	16+600.000	3,441	2,753	20	+2,733
16+600.000	16+875.000	365	292		+292
16+875.000	17+150.000				
17+150.000	17+400.000			10	-10
17+400.000	17+600.000				
17+600.000	17+800.000				
17+800.000	18+000.000				
HICKORY GROVE ROAD					
0+925.000	0+975.000				
1+025.000	1+197.000				
FRONTAGE ROAD NO. 3					
1+030.000	1+113.000				
SERVICE DRIVE NO. 2					
1+126.168	1+218.522				
1+375.000	1+550.000				
1+550.000	1+750.000				
1+750.000	1+970.000	2,218	1,774	3	+1,771
SERVICE DRIVE NO. 2 (NORTH LEG)					
1+825.000	1+925.000				
WOODSIDE DRIVE					
1+030.000	1+073.007				
PLAZA ENTRANCE					
1+000.000	1+055.165				
GRANDRIDGE DRIVE					
1+000.000	1+055.511				
SERVICE DRIVE NO. 5					
0+910.694	0+970.000				
SERVICE DRIVE NO. 5 (N-S LEG)					
0+980.189	1+019.809				
CEDAR HILLS DRIVE					
1+445.262	1+700.000				
1+700.000	1+950.000				
2+050.000	2+275.000				
2+275.000	2+425.000				
SERVICE DRIVE NO. 3					
0+930.157	1+000.000				
CUL-DE-SAC SERVICE DRIVE NO. 3					
3+000.000	3+015.284				
SERVICE DRIVE NO. 4					
1+000.000	1+053.457				
CUL-DE-SAC SERVICE DRIVE NO. 4					
3+985.059	4+000.000				
DRAINAGE SWALE					
0+000.000	0+184.000	29	23		+23
TOTALS		6,053	4,842	33	+4,809

STATION		TOPSOIL PLACEMENT (FOR INFORMATION ONLY)	SPECIAL WASTE DISPOSAL STAGE 3	EARTH EXCAVATION (CUT) STAGE 3	EXCAVATION TO BE USED IN EMBANKMENT (ADJUSTED 20%) STAGE 3	EMBANKMENT REQUIRED (FILL) STAGE 3	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) STAGE 3
FROM	TO	SQ M	CU M	CU M	CU M	CU M	CU M
IL ROUTE 40							
15+400.000	15+650.000	809		259	207	36	+171
15+650.000	15+850.000	3,303		1,181	945	56	+886
15+850.000	16+125.000	5,429		1,279	1,023	98	+925
16+125.000	16+400.000	8,362		13	10	15	-5
16+400.000	16+600.000	6,952	163	1,315	1,052	97	+955
16+600.000	16+875.000	11,743	87	5,286	4,229	55	+4,174
16+875.000	17+150.000	12,046		3,437	2,750	118	+2,632
17+150.000	17+400.000	5,267		1,628	1,302	1,028	+274
17+400.000	17+600.000	3,001		930	744	809	-65
17+600.000	17+800.000	2,428		1,074	859	55	+804
17+800.000	18+000.000	2,276		1,340	1,072	17	+1,055
HICKORY GROVE ROAD							
0+925.000	0+975.000	430					
1+025.000	1+197.000	696		473	378	46	+332
FRONTAGE ROAD NO. 3							
1+030.000	1+113.000	969		808	646	138	+508
SERVICE DRIVE NO. 2							
1+126.168	1+218.522	786					
1+375.000	1+550.000	1,807					
1+550.000	1+750.000	2,983					
1+750.000	1+970.000	2,635					
SERVICE DRIVE NO. 2 (NORTH LEG)							
1+825.000	1+925.000	1,127					
WOODSIDE DRIVE							
1+030.000	1+073.007	808		110	88	124	-36
PLAZA ENTRANCE							
1+000.000	1+055.165	435		543	434		+434
GRANDRIDGE DRIVE							
1+000.000	1+055.511	406		256	205	17	+188
SERVICE DRIVE NO. 5							
0+910.694	0+970.000	1,563					
SERVICE DRIVE NO. 5 (N-S LEG)							
0+980.189	1+019.809	353					
CEDAR HILLS DRIVE							
1+445.262	1+700.000	4,682					
1+700.000	1+950.000	4,528					
2+050.000	2+275.000	6,898		4,391	3,513	2,967	+546
2+275.000	2+425.000	1,822		1,216	973	1,404	-431
SERVICE DRIVE NO. 3							
0+930.157	1+000.000	585		442	354	132	+222
CUL-DE-SAC SERVICE DRIVE NO. 3							
3+000.000	3+015.284	162		165	132	14	+118
SERVICE DRIVE NO. 4							
1+000.000	1+053.457	698				2	-2
CUL-DE-SAC SERVICE DRIVE NO. 4							
3+985.059	4+000.000	618					
DRAINAGE SWALE							
0+000.000	0+184.000						
TOTALS		96,607	250	26,146	20,917	7,231	+13,686

NOTES:

1. TOPSOIL PLACEMENT QUANTITY SHOWN FOR INFORMATION ONLY. ALL WORK ASSOCIATED WITH PLACEMENT OF TOPSOIL SHALL BE INCLUDED IN THE COST OF TOPSOIL EXCAVATION AND PLACEMENT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

SCALE: NONE
DATE: 31309

DRAWN BY: JRC,JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	30

PCC DRIVEWAY PAVEMENT, 200MM		
	SQ M	
LOCATION	LEFT	RIGHT
SERVICE DRIVE NO. 2 (SOUTH)		
5+056 TO 5+067	89.4	0.0
SERVICE DRIVE NO. 2		
1+394 TO 1+406	30.8	0.0
1+443 TO 1+459	39.7	0.0
1+630 TO 1+640	21.8	0.0
1+753 TO 1+764	27.2	0.0
1+879 TO 1+891	43.6	0.0
1+942 TO 1+995	0.0	32.8
1+943 TO 1+957	51.5	0.0
SERVICE DRIVE NO. 2 (NORTH)		
1+850 TO 1+861	39.1	0.0
1+884 TO 1+896	0.0	50.2
1+30 TO 1+934	0.0	18.1
SUBTOTALS	543.1	101.1
TOTAL	644	

AGGREGATE SHOULDERS T B, 150MM		
	SQ M	
LOCATION	LEFT	RIGHT
HICKORY GROVE ROAD		
0+925.8 TO 0+959.2	41.0	
0+925.8 TO 0+978.3		65.0
1+015.7 TO 1+197.0	241.8	
1+030.7 TO 1+197.0		202.6
FRONTAGE ROAD NO. 3		
1+030 TO 1+200	207.7	172.6
1+200 TO 1+450	371.1	299.6
1+450 TO 1+650	329.4	292.1
1+650 TO 1+852.44	170.2	122.5
CEDAR HILLS		
1+450 TO 1+700	610.8	527.3
1+700 TO 1+950	595.0	624.2
1+950 TO 1+981	56.8	67.4
2+019 TO 2+050	67.2	56.8
2+050 TO 2+275	501.2	652.4
2+275 TO 2+425	286.0	308.9
SERVICE DRIVE NO. 5		
0+910.7 TO 0+975	79.3	83.8
0+980.2 TO 1+019	48.3	
SUBTOTALS	3605.8	3475.2
TOTAL	7081	

AGGREGATE SHOULDERS, TY B (METRIC TONS)		
LOCATION	LENGTH METER	M TON
MAINLINE		
LT. 15+400 TO 15+714	314	102
RT. 15+400 TO 15+714	314	102
LT. 15+714 TO HICKORY GROVE RD.	24	8
RT. 15+714 TO HICKORY GROVE RD.	24	8
LT. HICKORY GROVE RD. TO WOODSIDE DR.	784	254
RT. HICKORY GROVE RD. TO WOODSIDE DR.	787	255
LT. WOODSIDE DR. TO SERVICE DR. #5	533	173
RT. WOODSIDE DR. TO PLAZA ENTRANCE	227	74
RT. PLAZA ENTRANCE TO GRANDRIDGE	254	82
LT. SERVICE DR. #5 TO 17+258	184	60
RT. GRANDRIDGE TO CEDAR HILLS DR.	431	140
LT. 17+264 TO CEDAR HILLS DR.	254	82
LT. CEDAR HILLS DR. TO 17+960	446	145
RT. CEDAR HILLS DR. TO 17+960	446	145
FRONTAGE RD. #3		
LT. 1+395 TO 1+570	175	57
RT. 1+395 TO 1+570	175	57
TOTAL		1744

HOT MIX ASPHALT REMOVAL - VARIABLE DEPTH	
LOCATION	SQ M
FRONTAGE ROAD # 3	
1+650 - 1+852.44	239.22
WOODSIDE DRIVE	
1+030 - 1+072.77	156.22
TOTAL	395.44

AGGREGATE				
	SUB-BASE GRANULAR MATERIAL			
LOCATION	T-A, 300MM	T-A, 360MM	T-A, 460MM	T-A, 610MM
	SQ M	SQ M	SQ M	SQ M
MAINLINE				
15+714 TO 15+900	4,958			
15+900 TO 16+100		5,036		
16+100 TO 16+250	3,992			
16+250 TO 16+620			9,698	
16+620 TO 17+145	13,823			
17+145 TO 17+260	2,973			
17+260 TO 17+420			2,744	
17+420 TO 17+673			3,879	
17+673 TO 17+755			1,254	
17+755 TO 17+960			2,211	
HICKORY GROVE RD.				
1+008.5 TO 1+047.5			601	
1+047.5 TO 1+197.0			480	
0+925.7 TO 0+985.4			458	
FRONTAGE RD. #3				
1+002 TO 1+275			2,187	
1+275 TO 1+332			202	
1+795 TO 1+817			442	
SERVICE DR. #2				
1+126.168 TO 1+218.522	1,231			
1+387.2 TO 1+545			1,653	
1+545 TO 1+635			879	
1+635 TO 1+710	733			
1+710 TO 1+732			215	
1+732 TO 1+815	811			
1+815 TO 1+986.9			2,106	
SERVICE DR. #2 (N. LEG)				
1+778.84 TO 1+930	1,124			
WOODSIDE DR.				
1+013.11 TO 1+072.77			1,177	
PLAZA ACCESS	634			
GRANDRIDGE DR.	642			
CEDAR HILLS DR. (WEST)				
1+473.71 TO 1+560				270
1+560 TO 1+835				2,463
1+835 TO 1+986.89	2,249			
CEDAR HILLS DR. (EAST)				
2+013.11 TO 2+140	1,517			
2+140 TO 2+230			777	
2+230 TO 2+415	1,465			
SERVICE DRIVE #4			371	
SERVICE DRIVE #3	519			
CUL-DE-SAC (SD #3)	185			
CUL-DE-SAC (SD #4)	303			
SERVICE DRIVE #5	1,190			
TOTAL	38,348	5,036	31,334	2,733

AGGREGATE SURFACE COURSE TY B		
	M TON	
LOCATION	LEFT	RIGHT
MAINLINE		
17+258 TO 17+267	26.0	0.0
17+679 TO 17+691	0.0	13.3
17+690 TO 17+700	15.1	0.0
17+820 TO 17+830	15.3	0.0
17+852 TO 17+862	15.9	0.0
17+932 TO 17+943	14.5	0.0
HICKORY GROVE ROAD		
1+104.25 TO 1+111.77	19.7	0.0
1+188.94 TO 1+196	9.6	0.0
FRONTAGE ROAD NO. 3		
1+030 TO 1+041	0.0	63.0
1+182 TO 1+195	0.0	14.0
1+230 TO 1+239	0.0	3.8
1+286 TO 1+296	0.0	9.7
1+496 TO 1+505	0.0	7.9
1+683 TO 1+702	0.0	7.2
SERVICE DRIVE NO. 2		
1+630 TO 1+640	343.5	0.0
1+752 TO 1+764	40.4	0.0
1+942 TO 1+995	0.0	119.5
1+930 TO 1+934	8.6	0.0
SERVICE DRIVE NO. 5		
0+970 TO 0+980	27.7	0.0
1+020 TO 1+030	26.3	0.0
CEDAR HILLS		
1+643 TO 1+656	0.0	39.2
2+171 TO 2+179	19.9	0.0
2+231 TO 2+239	32.4	0.0
SERVICE DRIVE NO. 5		
0+925 TO 0+933	0.0	4.2
0+953 TO 0+960	0.0	3.2
SUBTOTALS	615	285.0
TOTAL	900	

CONCRETE GUTTER, TYPE B	
LOCATION	METER
SERVICE DRIVE NO. 3	
CUL-DE-SAC	48
SERVICE DRIVE NO. 4	
CUL-DE-SAC	49
TOTAL	97

PORTLAND CONCRETE CEMENT SIDEWALK 100MM	
LOCATION	SQ M
MAINLINE	
STA. 15+731, RT.	6.5
STA. 15+734 TO STA. 15+746, LT.	30.5
STA. 15+775, LT.	5.5
WOODSIDE DRIVE	
STA. 1+064 TO STA. 1+073, LT.	24.0
TOTAL	66.5

STRIP REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A	
LOCATION	LENGTH
STA. - STA.	METER
IL. RTE. 40 LT. & RT. STA. 17+300 TO STA. 17+960	1,320
FRONTAGE RD. #3 LT. STA. 1+275 TO STA.1+395	120
SERVICE DR. #3 LT. STA. 2+993 TO 3+015	22
SERVICE DR. #4 RT. STA. 3+985 TO STA. 4+007	22
TOTAL	1,484

COMBINATION CONCRETE CURB & GUTTER T B-15.60 & PROTECTIVE COAT				
	B-15.60			PROTECTIVE COAT
	METER			
LOCATION	LEFT	RIGHT	TOTAL	SQ M
IL RTE 40/ HICKORY GROVE ROAD				
S.E. QUADRANT			29.3	53
N.W. QUADRANT			32.8	33
SERVICE DRIVE NO. 2				
1+135 TO 1+160	44.0	26.0	70.0	126
1+160	63.0	63.0	126.0	227
1+386 TO 1+550	162.7	182.7	345.4	622
1+550 TO 1+750	200.0	200.0	400.0	720
RT. 1+750 TO 1+970		204.0	204.0	367
RT. 1+800(N. LEG) TO LT. 1+970 (SD#2)	197.0		197.0	355
LT. 1+750 TO 1+800(N. LEG)	50.0		50.0	90
1+970 TO 1+987	38.0	41.0	79.0	142
16+125 TO 16+140	15.0		15.0	27
1+800 (N. LEG) TO CUL-DE-SAC	142.0	132.0	274.0	493
5+018 TO 5+056	38.5		38.5	69
IL 40 / WOODSIDE DR./ F.R.#3 / BRENTFIELD DR.				
1+009 TO 1+030	36.0	41.0	77.0	139
S.W. QUADRANT			60.0	108
N.W. QUADRANT			36.0	65
S.E. QUADRANT			55.0	99
N.E. QUADRANT			20.0	36
PLAZA ACCESS @ 16+793 IL 40				
1+013 TO 1+053	74.0	69.0	143.0	257
ALONG BRENTFIELD DR.			23.5	42
GRANDRIDGE DR. @ 17+078 IL 40				
1+013 TO 1+055	74.0	71.0	145.0	261
ALONG BRENTFIELD DR.			22.5	41
TOTAL			2,443.0	4,372

HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	
LOCATION	SQ M
MAINLINE	
STA. 15+400.000 TO STA. 15+412.240	306
STA. 17+947.760 TO STA. 17+960.000	165
HICKORY GROVE ROAD	
STA. 0+925.780 TO STA. 0+934.900	101
STA. 1+184.760 TO STA. 1+197.000	74
CEDAR HILLS DRIVE	
STA. 1+461.710 TO STA. 1+473.950	90
STA. 2+412.760 TO STA. 2+425.000	90
SERVICE DRIVE NO. 3	
STA. 3+015.284 TO STA. 3+024.404	56
SERVICE DRIVE NO. 4	
STA. 1+053.457 TO STA. 1+062.577	67
STA. 3+975.939 TO STA. 3+985.059	56
TOTAL	1,005

TEMPORARY RAMP	
LOCATION	SQ M
MAINLINE	
STA. 15+400.000	51
STA. 17+960.000	27.4
HICKORY GROVE ROAD	
STA. 0+925.780	16.7
STA. 1+197.000	12.2
CEDAR HILLS DRIVE	
STA. 1+461.710	14.7
STA. 2+425.000	14.7
SERVICE DRIVE NO. 3	
STA. 3+015.284	9.3
SERVICE DRIVE NO. 4	
STA. 1+053.457	11.2
STA. 3+985.059	9.3
TOTAL	167

MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	
LOCATION	MTON
IL RTE 40	
STA. 15+400.000 TO STA. 17+518.020	3
STA. 17+518.020 TO STA. 17+960.000	2
TOTAL	5

CONSTRUCTING TEST STRIP	
LOCATION	EACH
ENTIRE PROJECT	5
TOTAL	5

FURNISH PROFILGRAPH	
LOCATION	L SUM
ENTIRE PROJECT	1
TOTAL	1

Q-10

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

SCALE: NONE
DATE: 3/13/09

DRAWN BY: JRC,JDU
CHECKED BY: ECM

LOCATION	PAVEMENT (FULL-DEPTH), 290MM	HOT-MIX ASPHALT BASE COURSE 150MM	BASE COURSE 200MM	BASE COURSE 250MM	BASE COURSE WIDENING 200MM	BASE COURSE WIDENING 250MM	POLYMERIZED HMA BINDER COURSE IL-19, N70	HOT-MIX ASPHALT SHOULDERS 200MM		POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX "D", N70	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	NUMBER & TYPE OF APPLICATIONS
	SQ M	SQ M	SQ M	SQ M	SQ M	SQ M	M TON	SQ M	M TON	M TON	M TON	M TON	M TON	
MAINLINE														
15+400 TO 15+650									168		591	1.6	7.2	1 prime / 1 agg.
15+650 TO 15+714									33		176	0.5	2.2	1 prime / 1 agg.
15+714 TO 15+850	3,105							518			379	8.2	18.6	5 prime / 4 agg.
15+850 TO 15+900	977							274			119	2.6	5.9	5 prime / 4 agg.
15+900 TO 16+100	3,792							1,162			463	10.0	22.8	5 prime / 4 agg.
16+100 TO 16+125	564							77			69	1.5	3.4	5 prime / 4 agg.
16+125 TO 16+250	2,729							538			333	7.2	16.4	5 prime / 4 agg.
16+250 TO 16+400	2,865							889			350	7.6	17.2	5 prime / 4 agg.
16+400 TO 16+600	4,577							601			558	12.1	27.5	5 prime / 4 agg.
16+600 TO 16+875	5,903							1,149			720	15.6	35.4	5 prime / 4 agg.
16+875 TO 17+150	5,987							1,156			730	15.9	35.9	5 prime / 4 agg.
17+150 TO 17+400	3,815			79		21	585	1,402			759	10.1	22.9	5 prime / 4 agg.
17+257.804 TO 17+267.459 LT.		20												
17+400 TO 17+420.5	164						127	87			64	0.4	1.0	5 prime / 4 agg.
17+420.5 TO 17+518.02	907						122	382		51	322	6.0	13.6	5 prime / 4 agg.
17+518.02 TO 17+600	1,044						77	326		86	272	5.0	11.4	5 prime / 4 agg.
17+600 TO 17+673	777						66	367		64	228	4.0	9.0	5 prime / 4 agg.
17+673 TO 17+800	986			92			88	772		46	251	5.5	12.4	5 prime / 4 agg.
17+678.901 TO 17+691.101 RT.		28												
17+690.095 TO 17+699.864 LT.		21												
17+800 TO 17+960				399		159	97	968		31	298	4.3	9.8	5 prime / 4 agg.
17+820.316 TO 17+830.048 LT.		20												
17+852.455 TO 17+862.194 LT.		20												
17+931.157 TO 17+943.369 LT.		28												
HICKORY GROVE ROAD														
0+925.686 TO 0+986.555			427		37		118			83	118	2.6	5.8	3 prime / 2 agg.
1+007.000 TO 1+197.001			1,004		36		239				239	5.2	11.7	3 prime / 2 agg.
1+104.246 TO 1+111.772 LT.		13												
1+188.944 TO 1+196.888 LT.		14												
WOODSIDE DRIVE														
1+013 TO 1+073.004			1,096				134				134	2.9	6.6	3 prime / 2 agg.
PLAZA ACCESS														
1+013 TO 1+053			573				70				70	1.5	3.4	3 prime / 2 agg.
GRAND RIDGE														
1+013 TO 1+055			579				71				71	1.5	3.5	3 prime / 2 agg.
SERVICE DRIVE NO. 5														
0+970 TO 0+999.995			1,121				101				137	2.9	6.7	2 fog / 2 agg.
CEDAR HILLS DRIVE														
1+462 TO 1+700			1,051		80		200			94	144	3.8	7.4	3 prime / 2 agg.
1+642.983 TO 1+655.963 RT.		26												
1+700 TO 1+950			2,676				327				327	6.2	12.0	3 prime / 2 agg.
1+950 TO 1+986.87			610				74				74	1.4	2.7	3 prime / 2 agg.
2+013.11 TO 2+050			474				58				58	1.1	2.1	3 prime / 2 agg.
2+050 TO 2+275			2,016				246				246	4.7	9.1	3 prime / 2 agg.
2+170.746 TO 2+179.257 LT.		16												
2+208.609 TO 2+216.681 LT.		97												
2+221.447 TO 2+229.524		99												
2+231.184 TO 2+239.222		14												
2+384.160 TO 2+393.732		63												
2+275 TO 2+425			426		65		131			155	131	2.5	4.8	3 prime / 2 agg.
FRONTAGE ROAD NO. 3														
1+003.5 TO 1+030			309				28				28	0.8	1.9	2 fog / 2 agg.
1+029.561 to 1+040.541 RT.		23												
1+030 TO 1+200			1,245				112				113	3.3	7.5	2 fog / 2 agg.
1+182.262 TO 1+195.896 RT.		23												
1+200 TO 1+450			741		58		162				164	4.8	10.8	2 fog / 2 agg.
1+230.366 TO 1+238.966 RT.		15												
1+286.302 TO 1+296.194 RT.		18												
1+450 TO 1+650							132				133	0.9	8.8	2 fog / 2 agg.
1+496.279 TO 1+505.508 RT.		17												
1+650 TO 1+816.99			385				115				116	3.4	7.7	3 prime / 2 agg.
1+683.113 TO 1+702.452 RT.		21												
1+712.536 TO 1+730.067 RT.		19												
1+755.853 TO 1+764.801 RT.		18												
SERVICE DRIVE NO. 4														
1+003.66 TO 1+053.46			362				29				40	1.2	2.7	3 prime / 2 agg.
3+980 TO 4+009.12 (CUL-DE-SAC)			307				39				40	1.2	0.9	3 prime / 2 agg.
3+985.142 TO 4+001.660		44												
SERVICE DRIVE NO. 2														
1+139.28 TO 1+214.50			1,069				96				97	2.8	6.4	3 prime / 2 agg.
1+387.34 TO 1+710			2,555				230				233	6.8	15.3	3 prime / 2 agg.
1+396.340 TO 1+403.660 LT.		81												
1+446.045 TO 1+457.092 RT.		27												
1+710 TO 1+732			175				16				16	0.5	1.1	3 prime / 2 agg.
1+732 TO 1+750			143				13				13	0.4	0.9	3 prime / 2 agg.
1+750 TO 1+970±			2,117				191				193	5.6	12.7	3 prime / 2 agg.
ENT. LT. 1+948			287				26					0.8	1.7	3 prime / 2 agg.
1+943.248 TO 1+960.228 LT.		236												
1+970 TO 1+987			271				24				25	0.7	1.6	3 prime / 2 agg.
1+800 TO 1+937.5 (N. LEG)			1,300				117				118	3.4	7.8	3 prime / 2 agg.
SERVICE DRIVE NO. 3														
1+925.409 TO 0+933.006		13												
0+925.47 TO 0+996.422			526				47				48	1.2	3.2	3 prime / 2 agg.
0+953.404 TO 0+960.426		12												
2+990.516 TO 3+033.592 (CUL-DE+SAC)			193				39				39	1.0	2.6	3 prime / 2 agg.
2+998.437 TO 3+008.089		21												
TOTALS	38,192	1,065	24,038	570	276	180	4,347	10,668	201	720	9,847	193.2	442	

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	31

CLASS D PATCHES

LOCATION	TYPE I, 200MM	TYPE II, 200MM	TYPE II, 300MM
IL ROUTE 40			
15+831.80, 15.8 m RT.			25.4
16+667.5, 34.7 m RT.			14.4
17+588.466			14.3
FRONTAGE ROAD NO. 3			
1+749.968	9.9		
SERVICE DRIVE NO. 2			
1+979.848		11.3	
SERVICE DRIVE NO. 3			
17+950		9.7	
WOODSIDE DRIVE			
1+022.684		24.7	
CEDAR HILLS DRIVE			
1+608.4, 17.6 m LT.		10.2	
1+977.94, 21.9 m LT.		19.6	
2+022.41, 17.4 m RT.		17.0	
2+294.0, 13.8 m RT.		11.5	
TOTAL	9.9	104.0	54.1

BITUMINOUS APPLICATION RATES

BITUMINOUS MATERIALS (PRIME COAT)
- ON EXISTING PAVEMENT - 0.2L/SQ M
- FOG COAT ON LEVELING BINDER - 0.1L/SQ M
- FOG COAT ON BINDER - 0.1L/SQ M

AGGREGATE (PRIME COAT)
- ON EXISTING PAVEMENT - 2Kg/SQ M
- ON FOG COATS - 1Kg/SQ M

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

SCALE: NONE
DATE: 31309

DRAWN BY: JRC,JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	32

STORM SEWER SCHEDULE

LOCATION	STORM SEW CL A 1 300	STORM SEW CL A 1 450	STORM SEW CL A 2 300	STORM SEW CL A 2 375	STORM SEW CL A 2 450	PRC FL-END SEC 300	PRC FL-END SEC 450	INLETS TYPE G-1	INLETS TB T1Q F&G	INL-MN G-1 1.2M DIA	MAN A 1.2D T1 F CL	TRENCH BACKFILL **
	METER	METER	METER	METER	METER	EACH	EACH	EACH	EACH	EACH	EACH	CU M
IL ROUTE 40												
LT. 15+769.0	9					1		1				
SERVICE DRIVE NO. 2												
LT. 1+148		6					1	1				
1+148		10										8
RT. 1+148		7					1	1				
1+485	8							2				5
RT. 1+485			7			1						
1+600	8							2				3
LT. 1+600	4					1						
1+715			8					1		1		7
LT. 1+715			5			1						
1+738.5					21		1					54
LT. 1+743		3					1				1	
LT. 1+771.5			1							1	1	3
LT. 1+743 - 1+774.5				28								
1+787.266					15					2		17
LT. 1+787.266					4		1					
RT. 1+787.266					4		1					
SERVICE DRIVE NO. 2 - EAST LEG												
1+967.443		12						2				
LT. 1+967.443		16					1					
RT. 1+967.443		15					1					
SERVICE DRIVE NO. 2 - NORTH LEG												
LT. 1+771.5 - 1+810				40							1	
LT. 1+810 - 1+911.319				103							1	
1+911.996	9							2				5
LT. 1+911.996	2											
LT. 1+911.996 - 1+923.1	13							1				2
WOODSIDE DRIVE/ FRONTAGE RD NO. 3												
LT. 1+817.42 (FR NO. 3) - 1+049.7 (W.DR)	24							2				15
LT. 1+049.7 - 1+026			26			1						
GRANDRIDGE DR.												
1+036.368	10.5							2				8
LT. 1+031 - 1+036.368	11					1						
SERVICE DRIVE NO. 3												
LT. 2+993.511	4					1			1			
SERVICE DRIVE NO. 4												
RT. 4+007.150	7.5					1			1			
TOTAL	110	69	47	171	44	8	8	17	2	4	4	127

** REFER TO TRENCH BACKFILL SUMMARY ON SHEET Q-8, FOR TOTAL QUANTITY ON THE PROJECT.

LOCATION	PIPE UNDERDRAINS (100MM)	PIPE UNDERDRAINS SPECIAL (100MM)	CONCRETE HEADWALLS FOR PIPE DRAINS
	METER	METER	EACH
LT. 15+775 TO 16+050	215		
LT. 15+775		3.5	1
LT. 16+050		5	1
LT. 16+050 TO 16+200	150		
LT. 16+200		7	1
LT. 16+200 TO 16+350	150		
LT. 16+350		5	1
LT. 16+350 TO 16+508	158		
LT. 16+508		5	1
LT. 16+550 TO 16+700	150		
LT. 16+700		5	1
LT. 16+700 TO 16+850	150		
LT. 16+850		6.5	1
LT. 16+850 TO 16+955	105		
LT. 16+955		5.5	1
LT. 16+955 TO 17+060	105		
LT. 17+060		6.5	1
LT. 17+098 TO 17+240	142		
LT. 17+240		8.5	1
LT. 17+240 TO 17+365	125		
LT. 17+365		5	1
LT. 17+365 TO 17+493	128		
LT. 17+493		5	1
LT. 17+538 TO 17+635	97		
LT. 17+635 (SAG)		4	1
LT. 17+635 TO 17+785	150		
LT. 17+785		5	1
LT. 17+785 TO 17+935	150		
RT. 15+775 TO 16+050	275		
RT. 15+775		5	1
RT. 16+050		5	1
RT. 16+050 TO 16+200	150		
RT. 16+200		6	1
RT. 16+200 TO 16+350	150		
RT. 16+350		5	1
RT. 16+350 TO 16+508	158		
RT. 16+508		4	1
RT. 16+550 TO 16+660	110		
RT. 16+660		5	1
RT. 16+660 TO 16+775	115		
RT. 16+775		5	1
RT. 16+813 TO 16+935	122		
RT. 16+935		6	1
RT. 16+935 TO 17+060	125		
RT. 17+060		5	1
RT. 17+098 TO 17+250	152		
RT. 17+250		6.5	1
RT. 17+250 TO 17+365	115		
RT. 17+365		5.5	1
RT. 17+365 TO 17+490	125		
RT. 17+490		4	1
RT. 17+538 TO 17+588	50		
RT. 17+588 (SAG)		6	1
RT. 17+635 TO 17+936	301		
TOTALS	4,073	144.5	27

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

SCALE: NONE
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	33

R.O.W. MARKERS

LOCATION			EACH	LOCATION			EACH
STATION	OFFSET (m)	LT/RT		STATION	OFFSET (m)	LT/RT	
MAINLINE				HICKORY GROVE ROAD			
15+720.96	33.912	RT	1	1+109.40	12.192	RT	1
15+741.55	104.818	RT	1	1+112.45	6.632	LT	1
15+783.60	66.729	LT	1	FRONTAGE ROAD NO. 3			
15+808.84	100.34	RT	1	1+047.19	29.249	RT	1
15+823.81	30.480	LT	1	1+058.34	12.192	RT	1
15+830.77	49.335	LT	1	SERVICE DRIVE NO. 2 (SOUTH LEG)			
15+834.78	30.48	LT	1	1+559.17	6.273	LT	1
15+838.68	52.831	RT	1	1+572.88	15.24	LT	1
15+878.60	39.014	RT	1	1+659.29	13.716	LT	1
15+895.74	24.384	LT	1	1+683.25	13.716	RT	1
15+903.15	39.014	RT	1	1+716.14	12.192	RT	1
15+954.29	34.732	RT	1	1+756.58	13.716	RT	1
16+043.76	24.384	LT	1	1+756.58	13.716	LT	1
16+074.14	106.68	LT	1	1+801.48	16.764	LT	1
16+139.58	106.68	LT	1	SERVICE DRIVE NO. 2			
16+139.58	30.48	LT	1	1+833.49	9.918	RT	1
16+247.58	30.48	LT	1	1+833.49	9.918	LT	1
16+247.99	41.029	LT	1	SERVICE DRIVE NO. 2 (NORTH LEG)			
16+335.84	38.213	LT	1	1+807.80	14.063	LT	1
16+407.63	27.432	LT	1	1+809.32	13.716	RT	1
16+443.98	27.432	LT	1	1+839.80	13.716	RT	1
16+444.28	40.962	LT	1	1+870.28	6.273	RT	1
16+450.00	46.831	RT	1	1+905.33	7.62	LT	1
16+474.78	53.34	RT	1	1+919.05	13.716	LT	1
16+459.72	99.615	RT	1	1+931.43	13.716	LT	1
16+519.09	96.503	RT	1	1+931.49	6.273	RT	1
16+520.39	39.392	LT	1	CEDAR HILLS DRIVE (WEST)			
16+540.59	57.257	LT	1	1+445.26	10.668	LT	1
16+564.61	38.969	LT	1	1+451.36	10.668	RT	1
16+564.79	48.113	LT	1	1+481.84	19.812	LT	1
16+630.54	32.004	LT	1	1+519.71	18.288	RT	1
16+632.86	38.969	LT	1	1+542.80	21.336	LT	1
16+657.74	27.432	LT	1	1+591.57	22.711	LT	1
16+800.00	27.432	LT	1	1+629.65	18.288	RT	1
16+972.32	27.432	LT	1	1+670.82	37.512	LT	1
16+975.58	37.481	LT	1	1+670.82	21.336	LT	1
17+047.89	37.481	LT	1	1+691.28	22.86	RT	1
17+047.89	106.68	LT	1	1+691.28	21.336	LT	1
17+108.85	106.68	LT	1	1+903.99	50.508	LT	1
17+108.85	33.528	LT	1	1+908.56	22.86	RT	1
17+153.61	33.528	LT	1	1+908.56	21.336	LT	1
17+175.90	33.528	LT	1	CEDAR HILLS DRIVE (EAST)			
17+206.38	30.48	LT	1	2+048.05	24.539	LT	1
17+267.34	30.48	LT	1	2+156.51	22.897	LT	1
17+328.30	27.432	LT	1	2+161.37	55.651	LT	1
17+347.42	30.916	RT	1	2+191.40	20.702	LT	1
17+405.19	27.432	RT	1	2+192.23	52.022	LT	1
17+405.19	27.432	LT	1	2+331.08	17.745	LT	1
17+480.70	27.432	LT	1	2+457.20	9.144	LT	1
17+485.50	27.432	RT	1				
17+490.59	39.929	LT	1				
17+542.40	30.48	RT	1				
17+553.23	24.384	LT	1				
17+602.62	22.860	LT	1				
17+633.10	21.336	LT	1				
17+694.06	21.336	RT	1				
17+800.00	17.164	LT	1				
17+800.00	21.336	RT	1				
17+937.90	13.716	LT	1				
17+937.90	21.336	RT	1				
17+968.38	12.192	LT	1				
17+963.35	12.192	RT	1				
17+964.71	13.295	RT	1			TOTAL	106

ENGINEER'S FIELD OFFICE, TYPE A

LOCATION	CAL MO
STA. 15+400.000 TO STA. 17+960.000	20
TOTAL	20

ENGINEER'S FIELD LABORATORY

LOCATION	CAL MO
STA. 15+400.000 TO STA. 17+960.000	20
TOTAL	20

TRAFFIC CONTROL AND PROTECTION, STANDARD 701201

LOCATION	L SUM
STA. 15+400.000 TO STA. 17+960.000	1
TOTAL	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 701306

LOCATION	L SUM
STA. 15+400.000 TO STA. 17+960.000	1
TOTAL	1

SIGNING

LOCATION	SIGN STANDARD	SIGN PANEL TYPE 1 SQ METER	WOOD POST LENGTH METER
MAINLINE			
RT. 15+573	W3-3 ; W17-I100	1.15	4.86
LT. 15+887	W3-3 ; W17-I100	1.15	4.86
RT. 15+952	W2-2 ; W17-I100	0.74	4.65
RT. 16+115	R1-1	0.56	4.35
LT. 16+269	W2-2 ; W17-I100	0.74	4.65
RT. 16+363	W3-3 ; W17-I100	1.15	4.86
LT. 16+441	R2-1	0.45	4.35
RT. 16+617	R2-1	0.45	4.35
RT. 16+629	W2-2 ; W17-I100	0.74	4.65
LT. 16+686	W3-3 ; W17-I100	1.15	4.86
RT. 16+809	2--D3-1	0.42	4.05
RT. 16+919	W2-1 ; W17-I100	0.74	4.65
LT. 16+958	W2-2 ; W17-I100	0.74	4.65
LT. 17+064	2--D3-1	0.42	4.05
LT. 17+078	R1-1	0.56	4.35
RT. 17+090	2--D3-1	0.42	4.05
LT. 17+239	W2-1 ; W17-I100	0.74	4.65
RT. 17+358	W3-3 ; W17-I100	1.15	4.86
RT. 17+560	W9-1	0.56	4.65
RT. 17+614	W4-2	0.81	4.86
LT. 17+677	W3-3 ; W17-I100	1.15	486
LT. 17+851	W6-3	0.58	4.86
F.R. NO. 3 @ WOODSIDE	R1-1	0.56	4.35
BRENTFIELD @ WOODSIDE	R1-1	0.56	4.35
PLAZA ACCESS@ BRENTFIELD	R1-1	0.56	4.35
GRANDRIDGE @ BRENTFIELD	R1-1	0.56	4.35
F.R. NO. 3@ HICKORY GR. RD	R1-1	0.56	4.35
SERVICE DRIVE NO. 2			
RT. STA.1+147	R1-1	0.56	4.35
RT. STA.1+144	2--D-3	0.42	4.35
LT. STA.1+540	W8-3 ; W16-2A	0.74	
RT. STA.1+740	W14-1	0.56	
RT. STA.1+795	R1-1	0.56	
RT. STA.1+840	W14-1	0.56	
RT. STA.1+865	W14-2	0.56	
LT. STA.5+054	R1-1	0.56	
CEDAR HILLS DRIVE			
LT. 1+447	W14-3	0.50	4.35
RT. 1+500	R2-1	0.45	4.35
LT. 1+524	W5-1	0.81	4.86
RT. 1+630	W2-2 ; W17-I100	0.74	4.65
LT. 1+014 SD NO. 4	R1-1	0.56	4.35
LT. 1+670	W2-2 ; W17-I100	0.74	4.65
LT. 1+700	W3-1	0.81	
LT. 1+940	R2-1	0.45	4.35
RT. 2+060	R2-1	0.45	4.35
RT. 2+245	W2-2 ; W17-I100	0.74	4.65
RT. 0+990 SD NO. 3	R1-1	0.56	4.35
LT. 2+272	W2-2 ; W17-I100	0.74	4.65
LT. 2+300	W3-1	0.81	4.86
RT. 2+363	W5-1	0.81	4.86
LT. 2+400	R2-1	0.45	4.35
RT. 2+425	W14-3	0.50	4.35
MAST ARM SIGNING AT IL 40/HICKORY GROVE ROAD			
One on each arm	4 @ R10-12	1.80	
One on each arm	4 @ D3-1	0.84	
MAST ARM SIGNING AT IL 40/WOODSIDE DRIVE			
One on each arm	4 @ R10-12	1.80	
-	4 @ D3-1	1.68	
MAST ARM SIGNING AT IL 40/CEDAR HILLS DRIVE			
One on each arm	4 @ R10-12	1.80	
One on each arm	4 @ D3-1	0.84	
LT. 15+664	R2-1	0.45	4.35
LT. 15+717	M3-3 ; M1-5	0.54	4.35
RT. 15+780	M3-1 ; M1-5	0.54	4.35
RT. 1+019 PLAZA ACCESS	R1-1 ; R6-3A	1.01	4.35
RT. 1+019 GRAND RIDGE	R1-1 ; R6-3A	1.01	4.35
LT. 17+430	R2-1	0.45	4.35
LT. 17+483	M3-3 ; M1-5	0.54	4.35
RT. 17+547	M3-1 ; M1-5	0.54	4.35
TOTALS		44.8	235.8

TRAFFIC CONTROL AND PROTECTION, STANDARD 701326

LOCATION	L SUM
STA. 15+400.000 TO STA. 17+960.000	1
TOTAL	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 701336

LOCATION	L SUM
STA. 15+400.000 TO STA. 17+960.000	1
TOTAL	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 701606

LOCATION	L SUM
STA. 15+400.000 TO STA. 17+960.000	1
TOTAL	1

CHANGEABLE MESSAGE SIGN

LOCATION	CAL MO
STA. 15+400.000 TO STA. 17+960.000	40
TOTAL	40

TRAFFIC CONTROL SURVEILLANCE

LOCATION	CAL DA
STA. 15+400.000 TO STA. 17+960.000	200
TOTAL	200

CONSTRUCTION LAYOUT

LOCATION	LUMP SUM
STA. 15+400.000 TO STA. 17+960.000	1
TOTAL	1

TRAINEES

LOCATION	HOURS
STA. 15+400.000 TO STA. 17+960.000	1,500
TOTAL	1,500

PERMANENT SURVEY MARKERS, TYPE I

LOCATION		EACH
15+516.77	P.T	1
15+750	P.O.T.	1
16+000	P.O.T.	1
16+248.83	P.C.	1
16+457.54	P.T.	1
16+800	P.O.T.	1
17+153.61	P.C.	1
17+405.19	P.T.	1
17+700	P.O.T.	1
17+950	P.O.T.	1
TOTAL		10

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

SCALE: NONE
DATE: 3/30/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	34

THERMOPLASTIC PAVEMENT MARKING & RAISED REFLECTIVE PAVEMENT MARKERS

LOCATION	100MM SOLID YELLOW	100MM SOLID WHITE	300MM SOLID WHITE	200MM SOLID WHITE	300MM DIAGONAL YELLOW	600MM SOLID WHITE	LETTERS & SYMBOLS	150MM SOLID YELLOW	R.R.P.M.
STA. - STA.	METER	METER	METER	METER	METER	METER	SQ M	METER	EACH
MAINLINE									
15+400 - 15+650	1000	500			38.7				62
15+650 - 15+850	317	482	95	271	20	23	22.05		47
15+850 - 16+125	1100	1100			31	4			70
16+125 - 16+400	1100	1100		66.3	33.2		5.22		68
16+400 - 16+600	357	736	20	288	22	52.1	19.1		50
16+600 - 16+875	1011	499	10.5	130	71.9	7.5	7.35		64
16+875 - 17+150	872	641	17.8	229	30.6	15.7	14.7		71
17+150 - 17+400	1000	500			39				60
17+400 - 17+600	666	494	29	371	24	52	24.99		64
17+600 - 17+800	800				97				38
17+800 - 17+954	520	320			23				18
HICKORY GROVE RD.									
0+905 - 0+950	20	46		2			2.9	52	
1+050 - 1+193	230	322		15	11	8	2.94		
FRONTAGE RD. NO. 3									
1+030 - 15+850		230							
SERVICE DR. NO. 2									
1+139 - 1+219		190				6			
1+400 - 1+472		170							
1+472- 1+700		456							
1+700 - 1+825(+N. EXT.)	519								
1+825 - 1+970	195	290		15	31				
CEDAR HILLS DRIVE									
1+445 - 1+750	696	688				6			
1+750 - 1+950	800	400		37	99		1.47		34
2+050 - 2+300	923	622			44	5			24
2+300 - 2+425	250	250							
TOTALS	12,376	10,036	172.3	1,424.3	615.4	179.3	100.72	52	670

INLAID TAPE PAVEMENT MARKING - LINE

LOCATION	150MM SKIP-DASH WHITE	100MM SKIP-DASH YELLOW
STA. - STA.	METER	METER
MAINLINE		
15+400 - 15+650	125.1	
15+650 - 15+850	85.4	
15+850 - 16+125	134.2	68.8
16+125 - 16+400	137.5	68.8
16+400 - 16+600	85.4	
16+600 - 16+875	134.2	
16+875 - 17+150	122	
17+150 - 17+400	128.1	
17+400 - 17+600	91.5	
17+600 - 17+800	30.5	
HICKORY GROVE RD.		
0+905 - 0+950		15.25
1+050 - 1+193		20
FRONTAGE RD. NO. 3		
1+030 - 15+850		28.75
SERVICE DR. NO. 2		
1+139 - 1+219		12.5
1+400 - 1+472		21.3
1+472- 1+700		57
1+700 - 1+825(+N. EXT.)		49
1+825 - 1+970		10
TOTALS	1,073.9	351.4

SHORT TERM PAVEMENT MARKING

LOCATION	100MM SOLID YELLOW	100MM SOLID WHITE	200MM SOLID WHITE	100MM SKIP-DASH WHITE	100MM SKIP-DASH YELLOW
STA. - STA.	METER	METER	METER	METER	METER
MAINLINE					
15+400 - 15+650	100	50		45	
15+650 - 15+850	32	48	27	31	
15+850 - 16+125	110	110		48	25
16+125 - 16+400	110	110	7	50	25
16+400 - 16+600	36	74	29	31	
16+600 - 16+875	101	50	13	48	
16+875 - 17+150	87	64	23	44	
17+150 - 17+400	100	50		46	
17+400 - 17+600	67	49	37	33	
17+600 - 17+800	80			11	
17+800 - 17+954	52	32			
HICKORY GROVE RD.					
0+905 - 0+950	7.2	5	2		6
1+050 - 1+193	23	32	2		7
FRONTAGE RD. NO. 3					
1+030 - 15+850		23			10
SERVICE DR. NO. 2					
1+139 - 1+219		19			4.5
1+400 - 1+472		17			7.7
1+472- 1+700		46			20.5
1+700 - 1+825(+N. EXT.)	52				17.6
1+825 - 1+970	20	29	2		3.6
CEDAR HILLS DRIVE					
1+445 - 1+750	70	69			
1+750 - 1+950	80	40	4		
2+050 - 2+300	92	25			
2+300 - 2+425	25	25			
TOTALS	1,239	967	146	387	126.9

TEMPORARY PAVEMENT MARKING

LOCATION	100MM SOLID YELLOW	100MM SOLID WHITE	300MM SOLID WHITE	200MM SOLID WHITE	150MM SKIP-DASH WHITE	300MM DIAGONAL YELLOW	150MM SKIP-DASH YELLOW	600MM SOLID WHITE	LETTERS & SYMBOLS	150MM SOLID YELLOW
STA. - STA.	METER	METER	METER	METER	METER	METER	METER	METER	SQ M	METER
MAINLINE										
15+400 - 15+650	1000	500			125.1	38.7				
15+650 - 15+850	317	482	95	271	85.4	20		23	22.05	
15+850 - 16+125	1100	1100			134.2	31	68.8	4		
16+125 - 16+400	1100	1100		66.3	137.5	33.2	68.8		5.22	
16+400 - 16+600	357	736	20	288	85.4	22		52.1	19.1	
16+600 - 16+875	1011	499	10.5	130	134.2	71.9		7.5	7.35	
16+875 - 17+150	872	641	17.8	229	122	30.6		15.7	14.7	
17+150 - 17+400	1000	500			128.1	39				
17+400 - 17+600	666	494	29	371	91.5	24		52	24.99	
17+600 - 17+800	800				30.5	97				
17+800 - 17+954	520	320				23				
HICKORY GROVE RD.										
0+905 - 0+950	20	46		2			15.25		2.9	52
1+050 - 1+193	230	322		15		11	20	8	2.94	
FRONTAGE RD. NO. 3										
1+030 - 15+850		230					28.75			
SERVICE DR. NO. 2										
1+139 - 1+219		190					12.5	6		
1+400 - 1+472		170					21.3			
1+472- 1+700		456					57			
1+700 - 1+825(+N. EXT.)	519						49			
1+825 - 1+970	195	290		15		31	10			
CEDAR HILLS DRIVE										
1+445 - 1+750	696	688						6		
1+750 - 1+950	800	400		37		99			1.47	
2+050 - 2+300	923	622				44		5		
2+300 - 2+425	250	250								
TOTALS	12,376	10,036	172.3	1,424.3	1073.9	615.4	351.4	179.3	100.72	52

WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION	
STA. - STA.	SQ M
MAINLINE	
15+400 - 15+650	19.5
15+650 - 15+850	16.5
15+850 - 16+125	29.3
16+125 - 16+400	30.9
16+400 - 16+600	19.9
16+600 - 16+875	22.5
16+875 - 17+150	24.1
17+150 - 17+400	19.6
17+400 - 17+600	22.3
17+600 - 17+800	9.1
17+800 - 17+954	8.4
HICKORY GROVE RD.	
0+905 - 0+950	18.6
1+050 - 1+193	6.2
FRONTAGE RD. NO. 3	
1+030 - 15+850	3.3
SERVICE DR. NO. 2	
1+139 - 1+219	2.4
1+400 - 1+472	2.5
1+472- 1+700	6.7
1+700 - 1+825(+N. EXT.)	7.0
1+825 - 1+970	5.7
CEDAR HILLS DRIVE	
1+445 - 1+750	13.9
1+750 - 1+950	12.8
2+050 - 2+300	11.7
2+300 - 2+425	5.0
TOTALS	317.9

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

LOCATION	
STA. - STA.	EACH
MAINLINE	
15+489 - 15+600	23
15+600 - 15+730	27
TOTALS	50

PAVEMENT MARKING REMOVAL

LOCATION	
STA. - STA.	SQ M
MAINLINE	
15+489 - 15+600	76.5
15+600 - 15+730	100.6
TOTALS	178

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

SCALE: NONE
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	35

	TREES										
LOCATION	TREE, AESCULUS GLABRA (OHIO BUCKEYE), 2" CALIPER, BALLED AND BURLAPPED	TREE, CATALPA SPECIOSA (NORTHERN CATALPA), 2" CALIPER, BALLED AND BURLAPPED	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED	TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), 2" CALIPER, BALLED AND BURLAPPED	TREE, AMELANCHIER X GRANDIFLORA (APPLE SERVICEBERRY), 5' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	TREE, CERCIS CANADENSIS (EASTERN REDBUD), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	TREE, SYRINGA RETICULATA IVORY SILK (IVORY SILK JAPANESE TREE LILAC), 5' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EVERGREEN, PINUS NIGRA (AUSTRIAN PINE), 5' HEIGHT, BALLED AND BURLAPPED
STA. TO STA.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
MAINLINE											
15+420 TO 15+470, 21 m LT.			9								
15+448 TO 15+510, 21 m RT.									5		
15+580 TO 15+620, 21 m LT.				10							
15+669 TO 15+707, 21 m LT.							7				
15+760, 40 m RT.	3										
15+768, 31 m RT. TO 15+789, 37 m RT.								5			
15+786, 55 m LT. TO 15+821, 45 m LT.	5										
15+805, 53 m RT. TO 15+826, 31 m RT.											11
15+898, 38 m RT. TO 15+914, 37 m RT.									3		
16+016, 36 m RT. TO 16+039, 36 m RT.								5			
16+056, 49 m LT. TO 16+070, 60 m LT.					5						
16+133, 40 m RT. TO 16+155, 40 m RT.									5		
16+375, 27 m LT. TO 16+400, 34 m LT.											8
16+403, 24 m LT. TO 16+436, 25 m LT.					7						
16+498, 29 m RT. TO 16+513, 41 m RT.	7										
16+557, 41 m RT. TO 16+592, 36 m RT.										7	
16+572, 30 m LT. TO 16+590, 31 m LT.						3					
16+603, 37 m RT. TO 16+727, 36 m RT.										7	
16+612 TO 15+637, 23 m RT.									5		
16+750, 42 m RT. TO 16+778, 31 m RT.				5							
16+827, 30 m RT. TO 16+859, 31 m RT.											5
16+886, 48 m RT. TO 16+922, 48 m RT.									5		
16+967, 47 m RT. TO 17+003, 46 m RT.								7			
16+976, 30 m LT. TO 17+034, 37 m LT.				7							
17+155, 32 m LT. TO 17+239, 29 m LT.		5									
17+163, 40 m RT. TO 17+202, 37 m RT.											7
17+261, 34 m RT. TO 17+321, 31 m RT.											8
17+346, 25 m LT. TO 17+399, 26 m LT.						7					
17+403, 27 m RT. TO 17+474, 27 m RT.											7
17+406, 24 m LT. TO 17+422, 24 m LT.		7									
17+472, 46 m RT. TO 17+493, 45 m RT.											10
17+544, 30 m RT. TO 17+576, 27 m RT.										7	
17+609, 24 m RT. TO 17+648, 24 m RT.		6									
17+715, 22 m RT. TO 17+740, 22 m RT.			3								
17+820, 20 m RT. TO 17+900, 18 m RT.				7							
CEDAR HILLS DRIVE											
1+706, 16 m LT. TO 1+924, 24 m LT.				15							
1+707, 19 m RT. TO 1+927, 20 m RT.					15						
1+541, 19 m LT. TO 1+575, 18 m LT.											10
1+609, 24 m LT. TO 1+632, 26 m LT.											14
2+051, 26 m RT. TO 2+064, 38 m RT.											9
TOTAL	15	18	12	44	27	10	7	17	23	21	89

0-15

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

SCALE: NONE
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	36

PIPE CULVERT SCHEDULE

LOCATION	PRC FL-END SEC 450	PRC FL-END SEC 600	PRC FL-END SEC 750	PRCF ES AR EQRS 375	END SECTIONS 300	END SECTIONS 375	END SECTIONS 450	END SECTIONS 600	PIPE CULVERTS, CLASS A, TYPE 1 450MM	PIPE CULVERTS, CLASS A, TYPE 2 450MM	PIPE CULVERTS, CLASS A, TYPE 1 600MM	PIPE CULVERTS, CLASS A, TYPE 2 600MM	PIPE CULVERTS, CLASS A, TYPE 3 600MM	PIPE CULVERTS, CLASS A, TYPE 1 750MM	PIPE CULVERTS, CLASS A, TYPE 2 750MM	P CUL 1 RC-A ERS 375	PIPE CULVERTS, CLASS D, TYPE 1 375MM	PIPE CULVERTS, CLASS D, TYPE 1 450MM	PIPE CULVERTS, CLASS D, TYPE 2 450MM	PIPE CULVERTS, CLASS D, TYPE 2 600MM	P CUL CL D 1 300 TEM	P CUL CL D 1 450 TEM	P CUL CL D 2 450 TEM	P CUL CL D 1 750 TEM	P CUL CL D 2 750 TEM
	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	METER	METER	METER	METER	METER	METER	METER	METER	METER	METER	METER	METER	METER	METER	METER	METER	METER
IL ROUTE 40																									
15+832		2										**48.5													
16+225		1										38.0		1.5											
RT. 16+233.5											4.6														
LT. 16+435																						14.0			
RT. 16+435																						14.0			
LT. 16+625																							15.0		
RT. 16+625																						14.0			
16+668			2												43.0										
RT. 16+668																									20.6
17+043		1											62.0												
LT. 17+262							2												16.0						
17+268																					39.0				
RT. 17+298					1																				
RT. 17+362						1																			
RT. 17+685				2												8.0									
LT. 17+695							2												14.0						
LT. 17+821				2												8.0									
LT. 17+853				2												6.0									
FRONTAGE RD NO. 3																									
1+035							2											11.0							
1+150							2											7.0							
1+073.4			1												22.0										
RT. 1+190							2											9.0							
RT. 1+290						2											8.0								
1+750							2											20.0							
1+760							2											9.6							
SERVICE DR. NO. 2																									
1+147	2																								
RT. 1+400								2												26.5					
1+700	2									21.0															
1+738	2									25.0															
WOODSIDE DRIVE																									
1+023	2									34.5															
SERVICE DR. NO. 3																									
0+928						2											6.0								
3+017.5	2								15.4																
SERVICE DR. NO. 4																									
1+012	2								19.5																
SERVICE DR. NO. 5																									
0+912		1										41.0													
1+017.5	1									26.0															
CEDAR HILLS DRIVE																									
LT. 1+608																							14.0		
RT. 1+649.5							2											18.0							
LT. 1+975																						9.1			
1+976			2											30.0											
																								20.0	
LT. 1+976																									
2+021.5			1											20.0											
RT. 2+022	1		1						9.0					16.6											
LT. 2+175							2												13.5						
2+282.5	2									35.0															
LT. 2+389							2											9.0							
TOTALS	16	5	7	6	1	5	20	2	43.9	141.5	4.6	127.5	62.0	68.1	65	22.0	14.0	83.6	43.5	26.5	39	51.1	29	20.0	20.6

DRAINAGE STRUCTURES OTHER THAN PIPE CULVERTS

LOCATION	INLET BOX MEDIAN 542546	CONC. COLLAR	INLET BOX 542531	MH-TA 1.2M D MED. IN. 604101	MH-TA 1.5M D MED. IN. 604106	MH-TA 1.5M D TIF CL	MH-TA 1.8M D TIF CL
	EACH	EACH	EACH	EACH	EACH	EACH	EACH
IL ROUTE 40							
RT. 16+225	1	1					
RT. 16+233.5			1				
RT. 17+035	1						
FRONTAGE RD NO. 3							
LT. 1+073.4					1		
SERVICE DR NO. 5							
RT. 0+930					1		
RT. 1+020				1			
CEDAR HILLS DR							
LT. 1+977.5						1	
RT. 2+022							1
TOTALS	2	1	1	1	2	1	1

** 10.5 m OF THIS PIPE CULVERT SHALL BE REMOVED AFTER TRAFFIC IS ON THE RELOCATION.

Q-16

REVISIONS	
NAME	DATE
NO. 1	3/17/09

ILLINOIS DEPARTMENT OF TRANSPORTATION

PIPE CULVERT SCHEDULE

SCALE: NONE
DATE: 3/13/09

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	37
STATION 15+400 TO STATION 16+800				

CURVE # 3 (IL RTE 40)
P.I. STA. 15+377.332
P.C. STA. 15+235.377
P.T. STA. 15+516.773
Δ = 18° 39' 35" (LT)
R = 864.044 m
T = 141.955 m
L = 281.396 m

CURVE # 4 (IL RTE 40)
P.I. STA. 16+353.185
P.C. STA. 16+248.825
P.T. STA. 16+457.530
Δ = 1° 42' 25" (RT)
R = 7,005.438 m
T = 104.360 m
L = 208.705 m

CURVE # 22 (HICKORY GROVE)
P.I. STA. 0+950.515
P.C. STA. 0+904.970
P.T. STA. 0+996.020
Δ = 4° 09' 42" (LT)
R = 1,253.540 m
T = 45.545 m
L = 91.050 m

CURVE # 23 (HICKORY GROVE)
P.I. STA. 1+088.245
P.C. STA. 1+043.496
P.T. STA. 1+132.955
Δ = 4° 06' 49" (RT)
R = 1,246.000 m
T = 44.749 m
L = 89.459 m

CURVE # 25 (FRONTAGE ROAD 3)
P.I. STA. 1+060.244
P.C. STA. 1+003.962
P.R.C. STA. 1+101.092
Δ = 72° 29' 47" (LT)
R = 76.764 m
T = 56.282 m
L = 97.130 m

CURVE # 26 (FRONTAGE ROAD 3)
P.I. STA. 1+141.481
P.R.C. STA. 1+101.092
P.T. STA. 1+175.452
Δ = 55° 30' 07" (RT)
R = 76.764 m
T = 40.389 m
L = 74.360 m

CURVE # 27 (FRONTAGE ROAD 3)
P.I. STA. 1+393.834
P.C. STA. 1+378.593
P.T. STA. 1+409.073
Δ = 1° 42' 25" (RT)
R = 1,023.096 m
T = 15.241 m
L = 30.480 m

CURVE # 28 (FRONTAGE ROAD 3)
P.I. STA. 1+585.805
P.C. STA. 1+570.565
P.T. STA. 1+601.044
Δ = 1° 06' 00" (RT)
R = 1,587.565 m
T = 15.240 m
L = 30.480 m

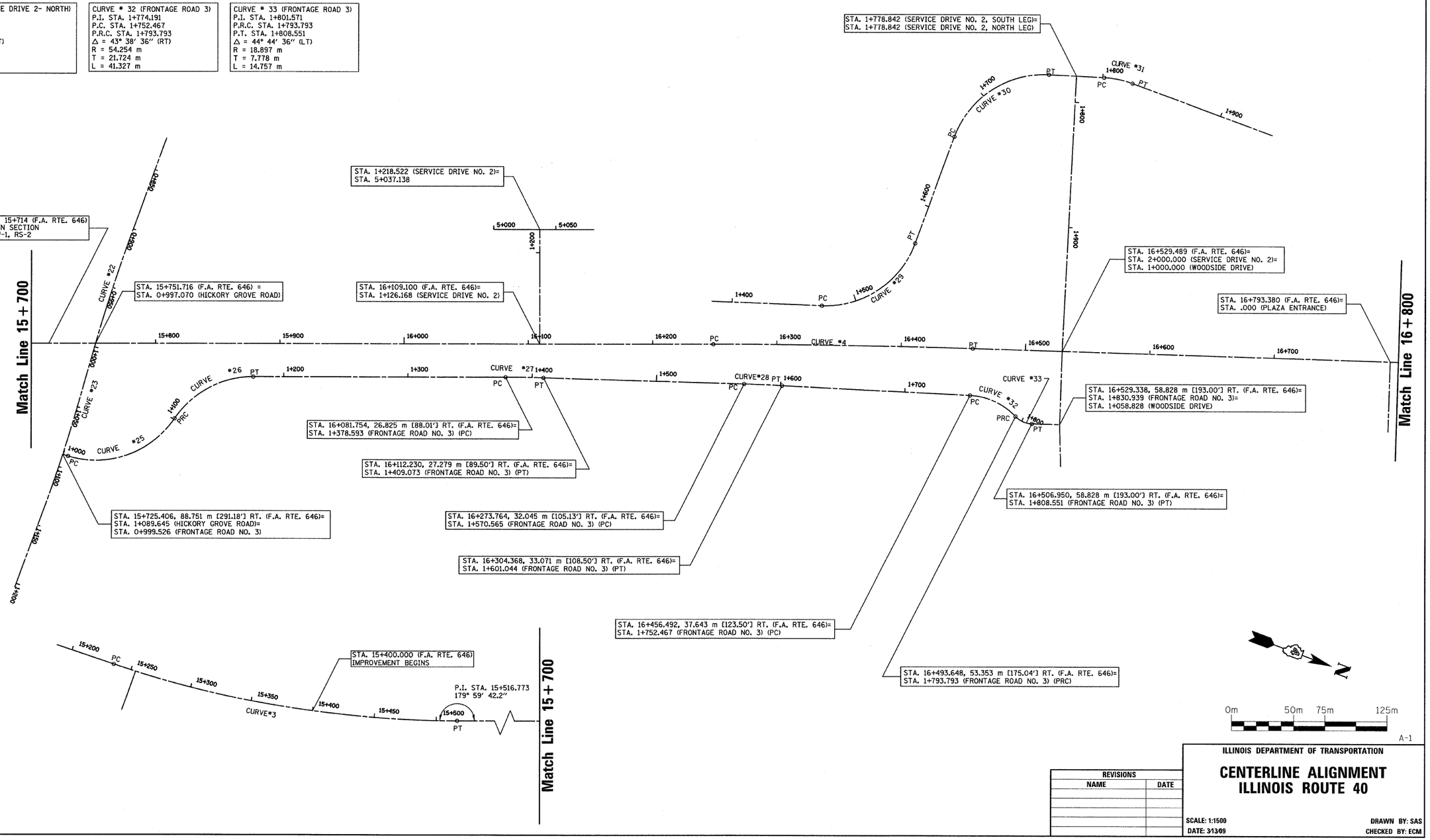
CURVE # 29 (SERVICE DRIVE 2)
P.I. STA. 1+527.864
P.C. STA. 1+472.179
P.T. STA. 1+568.529
Δ = 71° 54' 53" (LT)
R = 76.764 m
T = 55.685 m
L = 96.350 m

CURVE # 30 (SERVICE DRIVE 2)
P.I. STA. 1+715.694
P.C. STA. 1+659.289
P.T. STA. 1+756.579
Δ = 72° 36' 57" (RT)
R = 76.764 m
T = 56.405 m
L = 97.289 m

CURVE # 31 (SERVICE DRIVE 2- NORTH)
P.I. STA. 1+812.847
P.C. STA. 1+801.092
P.T. STA. 1+824.421
Δ = 17° 24' 47" (RT)
R = 76.761 m
T = 11.755 m
L = 23.329 m

CURVE # 32 (FRONTAGE ROAD 3)
P.I. STA. 1+774.191
P.C. STA. 1+752.467
P.R.C. STA. 1+793.793
Δ = 43° 38' 36" (RT)
R = 54.254 m
T = 21.724 m
L = 41.327 m

CURVE # 33 (FRONTAGE ROAD 3)
P.I. STA. 1+801.571
P.R.C. STA. 1+793.793
P.T. STA. 1+808.551
Δ = 44° 44' 36" (LT)
R = 18.897 m
T = 7.778 m
L = 14.757 m



A-1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CENTERLINE ALIGNMENT
ILLINOIS ROUTE 40

SCALE: 1:1500
DATE: 3/13/09

DRAWN BY: SAS
CHECKED BY: ECM

SEC. 17, 18, 19, & 20, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	38
	STATION 16+800 TO STATION 17+960			

CURVE *5 (IL RTE 40)
P.I. STA. 17+280.773
P.C. STA. 17+153.604
P.T. STA. 17+405.187
Δ = 20° 38' 06" (LT)
R = 698.550 m
T = 127.169 m
L = 251.583 m
S.E. = 6.0%
S.E. TRANSITION:
17+065.6 - 17+197.6
17+361.2 - 17+493.2

CURVE * 34 (CEDAR HILLS DRIVE)
P.I. STA. 1+842.896
P.C. STA. 1+691.280
P.T. STA. 1+960.067
Δ = 66° 08' 21" (LT)
R = 232.849 m
T = 151.616 m
L = 268.788 m
S.E. = 6.0%
S.E. TRANSITION:
1+660.5 - 1+706
1+930 - IL RTE 40 *

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

CURVE * 35 (CEDAR HILLS DRIVE)
P.I. STA. 1+575.714
P.C. STA. 1+519.707
P.T. STA. 1+629.643
Δ = 26° 59' 10" (RT)
R = 233.411 m
T = 56.007 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 (SERVICE DRIVE 4)
P.I. STA. 1+038.619
P.C. STA. 1+019.936
P.T. STA. 1+053.457
Δ = 63° 00' 50" (RT)
R = 30.480 m
T = 18.683 m
L = 33.522 m

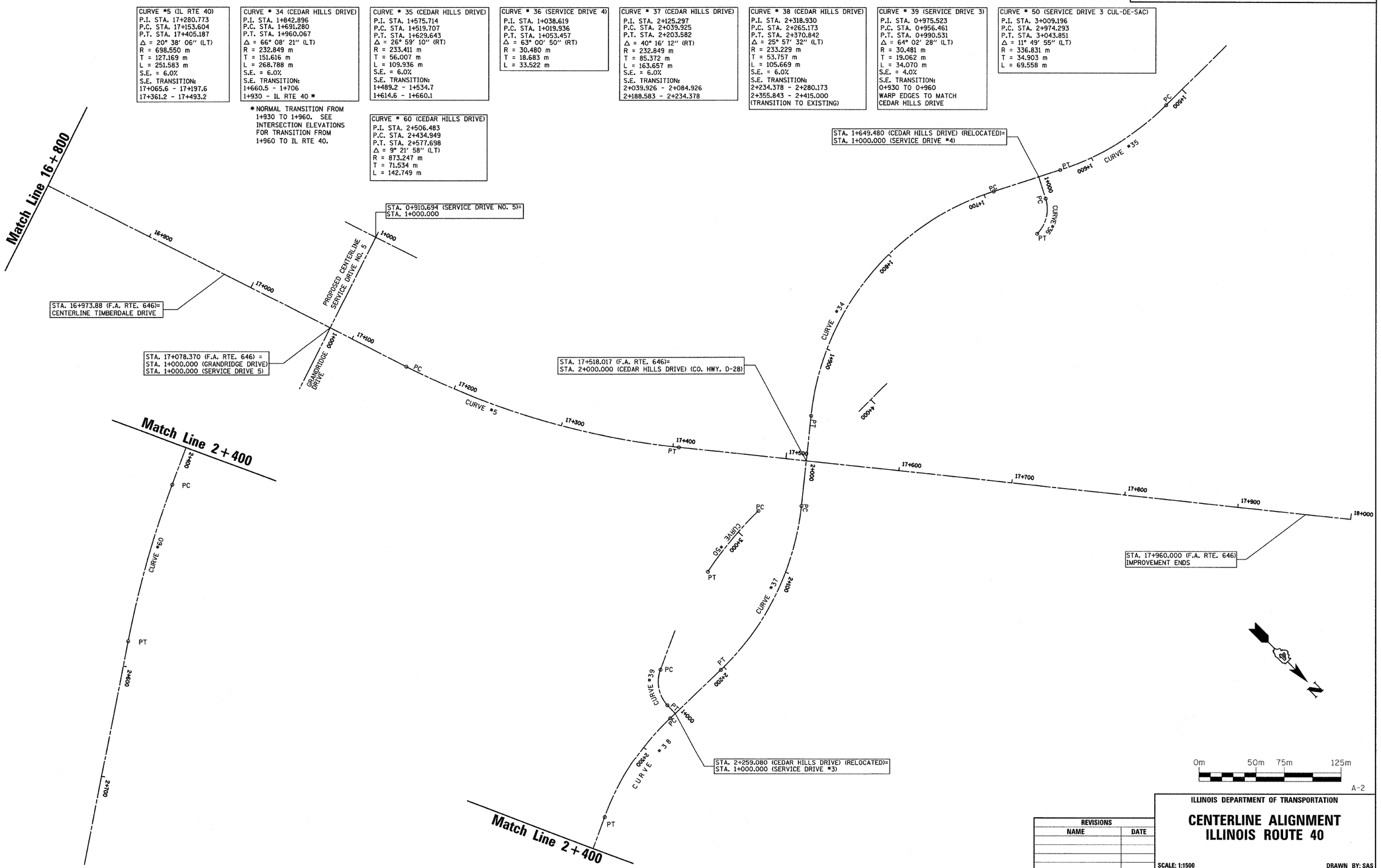
CURVE * 37 (CEDAR HILLS DRIVE)
P.I. STA. 2+125.297
P.C. STA. 2+039.925
P.T. STA. 2+203.582
Δ = 40° 16' 12" (RT)
R = 232.849 m
T = 85.372 m
L = 163.657 m
S.E. = 6.0%
S.E. TRANSITION:
2+039.926 - 2+084.926
2+188.583 - 2+234.378

CURVE * 38 (CEDAR HILLS DRIVE)
P.I. STA. 2+318.930
P.C. STA. 2+265.173
P.T. STA. 2+370.842
Δ = 25° 57' 32" (LT)
R = 233.229 m
T = 53.757 m
L = 105.669 m
S.E. = 6.0%
S.E. TRANSITION:
2+234.378 - 2+280.173
2+355.843 - 2+415.000
(TRANSITION TO EXISTING)

CURVE * 39 (SERVICE DRIVE 3)
P.I. STA. 0+975.523
P.C. STA. 0+956.461
P.T. STA. 0+990.531
Δ = 64° 02' 28" (LT)
R = 30.481 m
T = 19.062 m
L = 34.070 m
S.E. = 4.0%
S.E. TRANSITION:
0+930 TO 0+960
WARP EDGES TO MATCH
CEDAR HILLS DRIVE

CURVE * 50 (SERVICE DRIVE 3 CUL-DE-SAC)
P.I. STA. 3+009.196
P.C. STA. 2+974.293
P.T. STA. 3+043.851
Δ = 11° 49' 55" (LT)
R = 336.831 m
T = 34.903 m
L = 69.558 m

CURVE * 60 (CEDAR HILLS DRIVE)
P.I. STA. 2+506.483
P.C. STA. 2+434.949
P.T. STA. 2+577.698
Δ = 9° 21' 58" (LT)
R = 873.247 m
T = 71.534 m
L = 142.749 m



0m 50m 75m 125m

A-2

ILLINOIS DEPARTMENT OF TRANSPORTATION

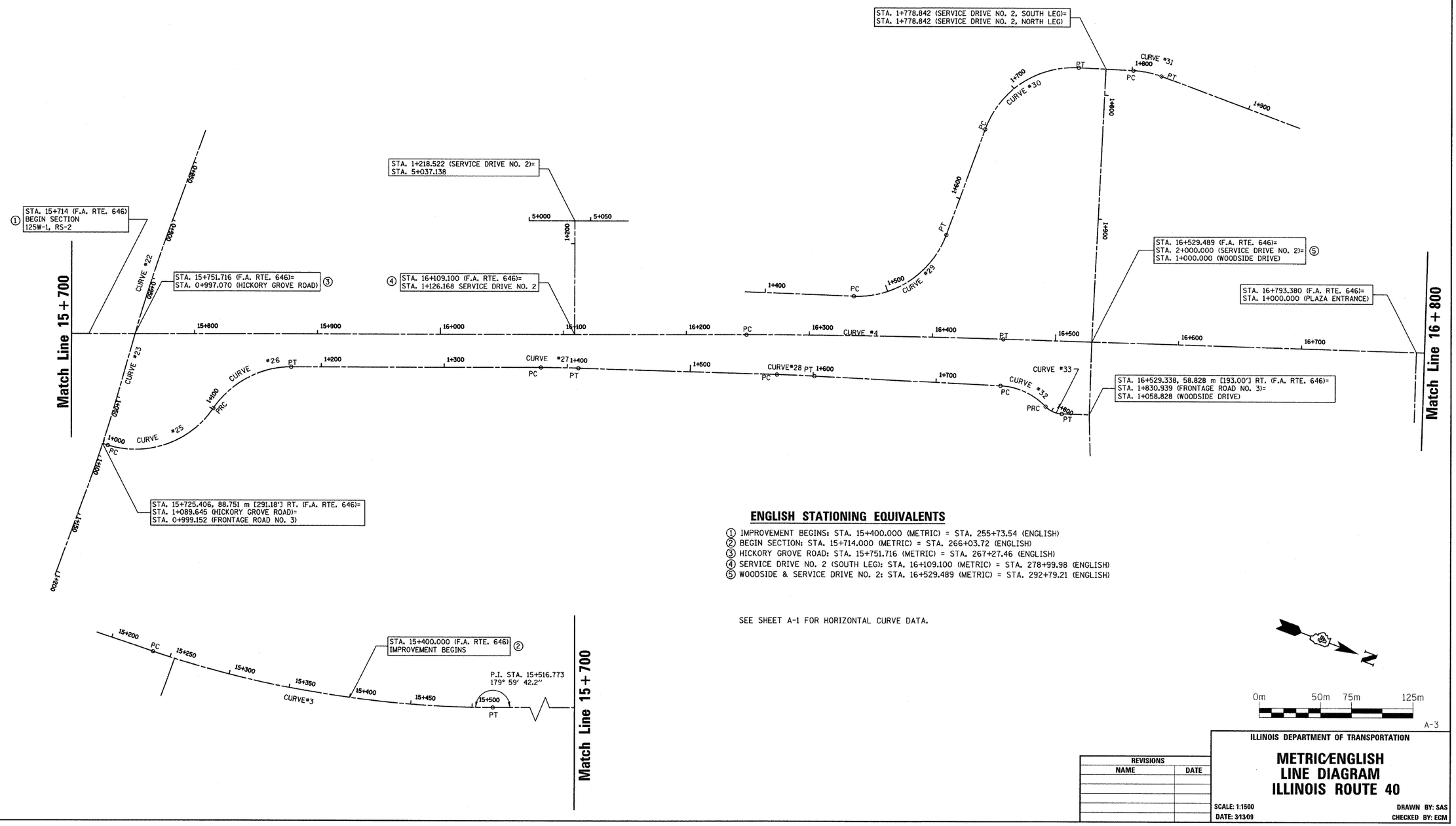
CENTERLINE ALIGNMENT ILLINOIS ROUTE 40

REVISIONS	
NAME	DATE

SCALE: 1:1500
DATE: 3/13/09
DRAWN BY: SAS
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	39
STATION 15+400 TO STATION 16+800				



ENGLISH STATIONING EQUIVALENTS

① IMPROVEMENT BEGINS: STA. 15+400.000 (METRIC) = STA. 255+73.54 (ENGLISH)
② BEGIN SECTION: STA. 15+714.000 (METRIC) = STA. 266+03.72 (ENGLISH)
③ HICKORY GROVE ROAD: STA. 15+751.716 (METRIC) = STA. 267+27.46 (ENGLISH)
④ SERVICE DRIVE NO. 2 (SOUTH LEG): STA. 16+109.100 (METRIC) = STA. 278+99.98 (ENGLISH)
⑤ WOODSIDE & SERVICE DRIVE NO. 2: STA. 16+529.489 (METRIC) = STA. 292+79.21 (ENGLISH)

SEE SHEET A-1 FOR HORIZONTAL CURVE DATA.

A-3

REVISIONS	
NAME	DATE

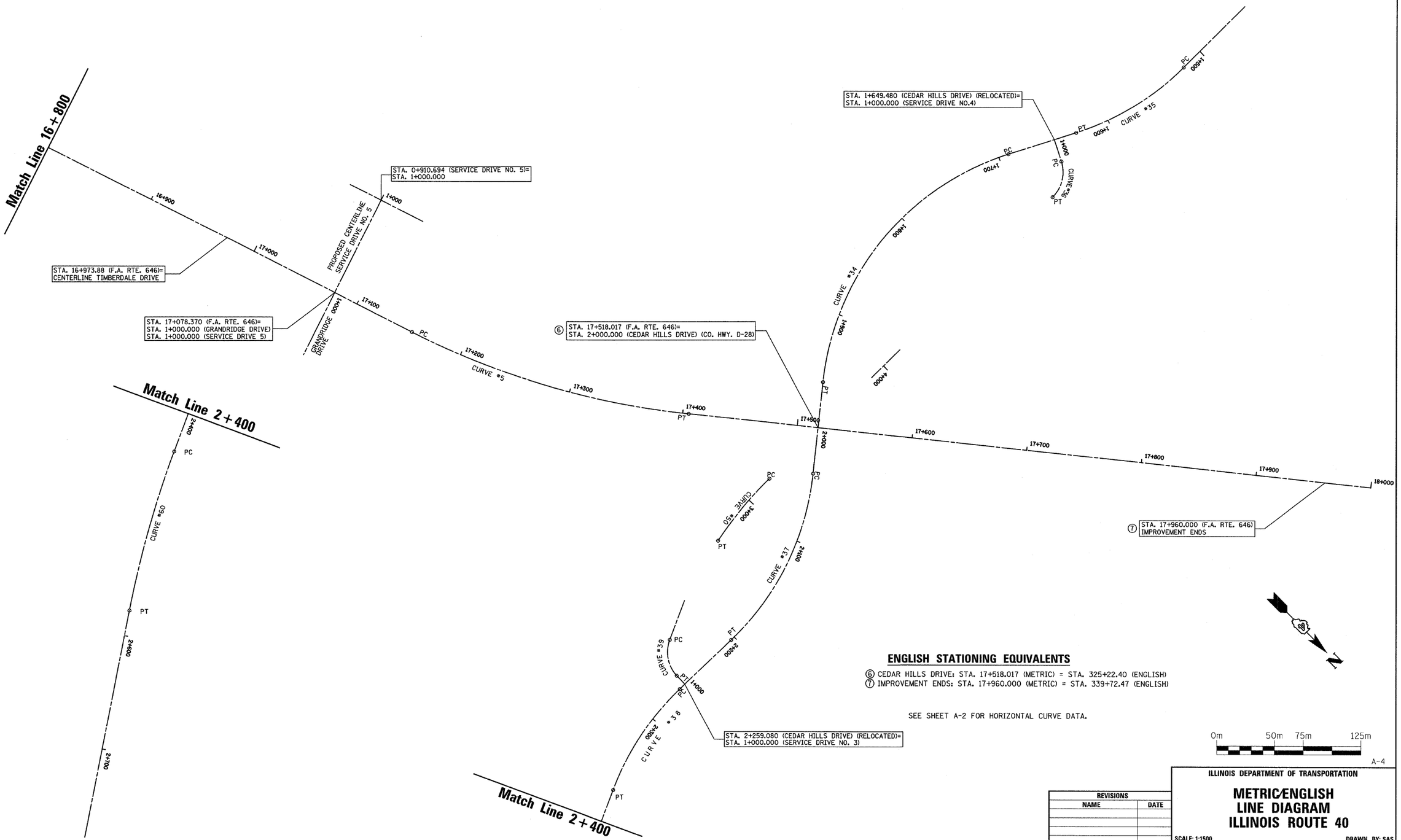
ILLINOIS DEPARTMENT OF TRANSPORTATION

METRIC/ENGLISH LINE DIAGRAM ILLINOIS ROUTE 40

SCALE: 1:1500 DRAWN BY: SAS
DATE: 3/13/09 CHECKED BY: ECM

SEC. 17, 18, 19, & 20, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	40
STATION 16+800 TO STATION 17+960				



ENGLISH STATIONING EQUIVALENTS

⑥ CEDAR HILLS DRIVE: STA. 17+518.017 (METRIC) = STA. 325+22.40 (ENGLISH)
⑦ IMPROVEMENT ENDS: STA. 17+960.000 (METRIC) = STA. 339+72.47 (ENGLISH)

SEE SHEET A-2 FOR HORIZONTAL CURVE DATA.

0m 50m 75m 125m

A-4

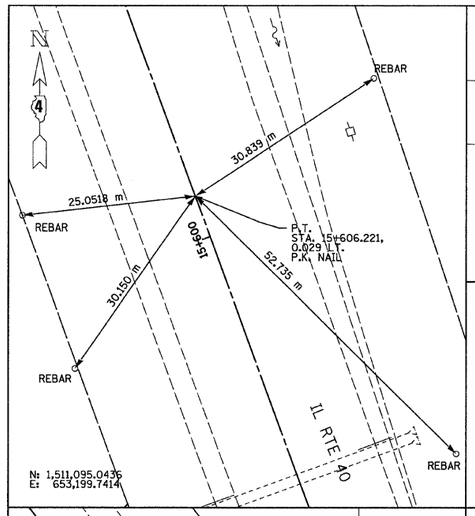
REVISIONS	
NAME	DATE

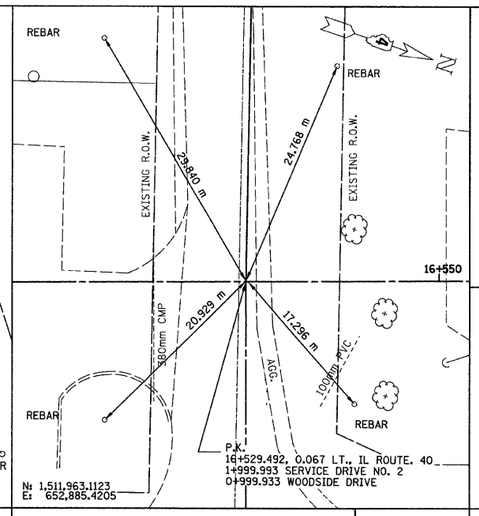
ILLINOIS DEPARTMENT OF TRANSPORTATION

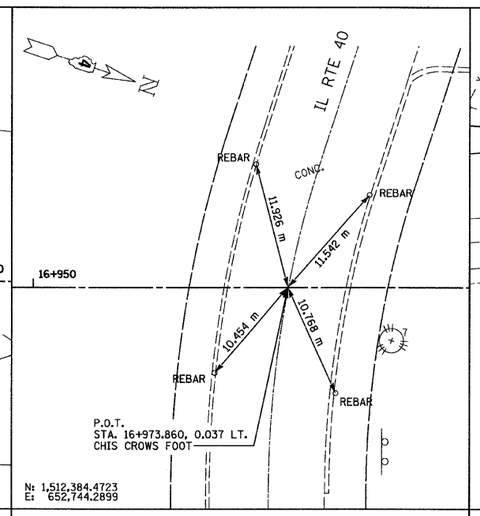
METRIC/ENGLISH LINE DIAGRAM ILLINOIS ROUTE 40

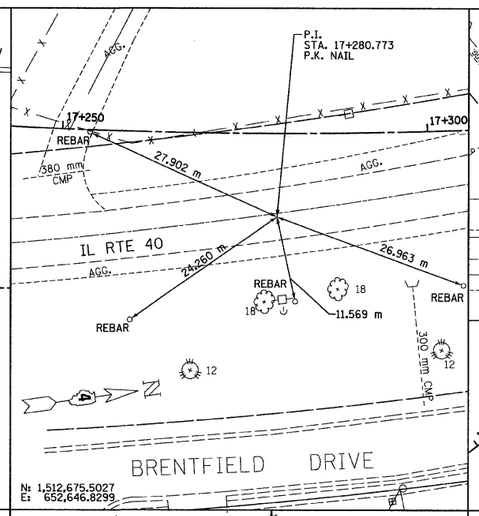
SCALE: 1:1500 DRAWN BY: SAS
DATE: 3/13/09 CHECKED BY: ECM

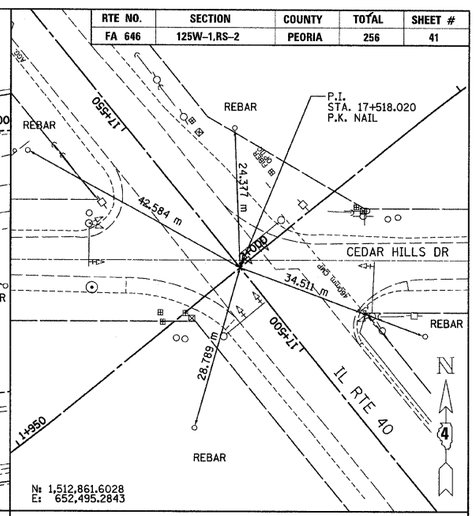
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1,RS-2	PEORIA	256	41

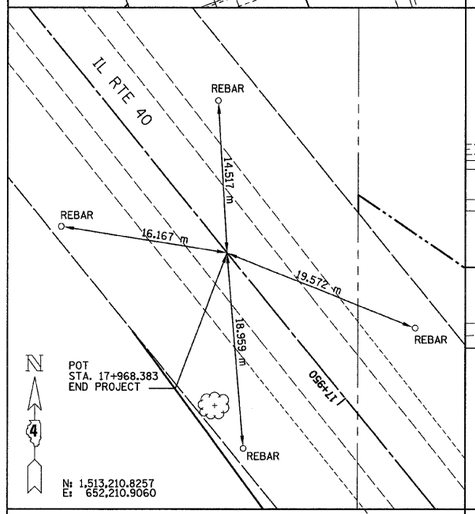


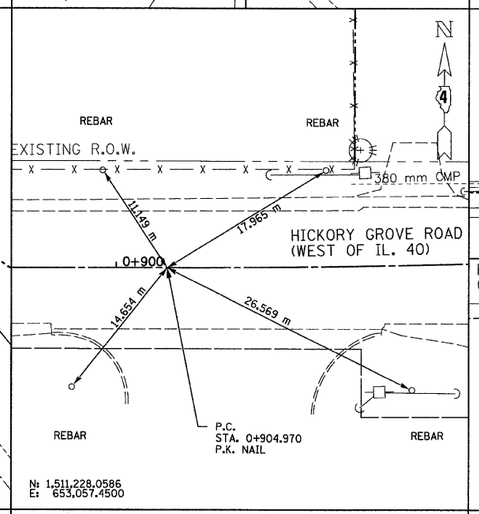


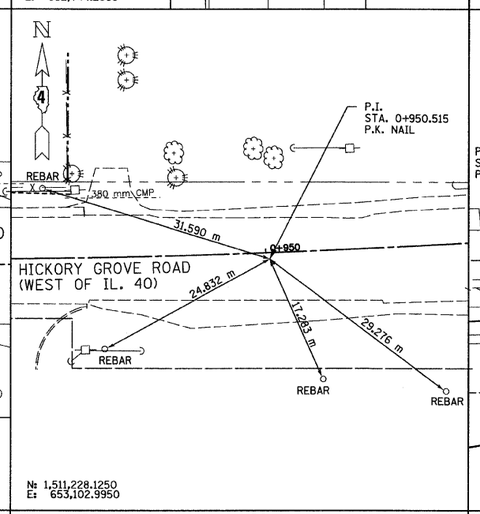


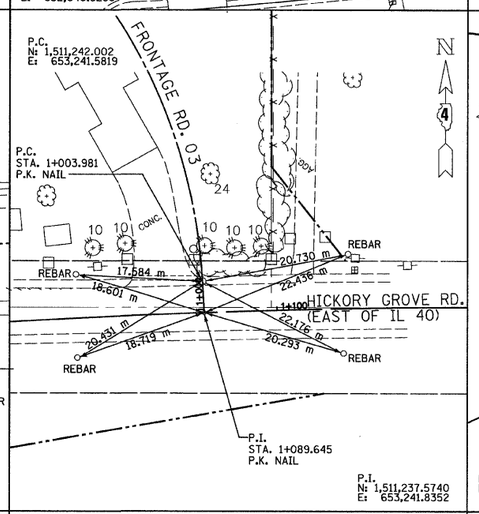


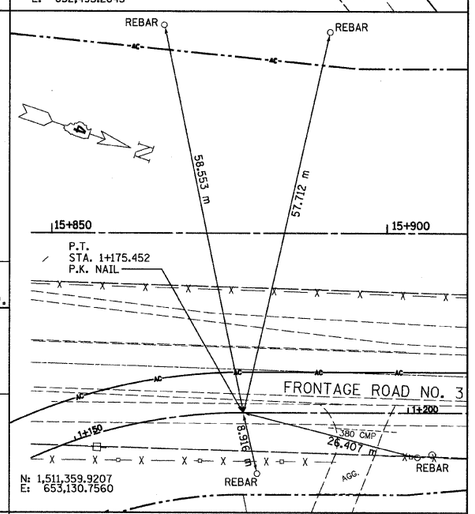


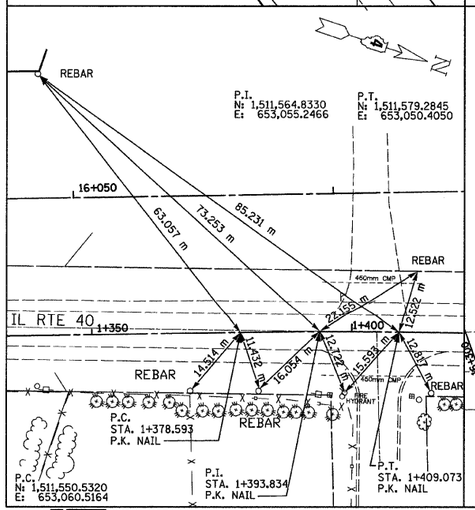


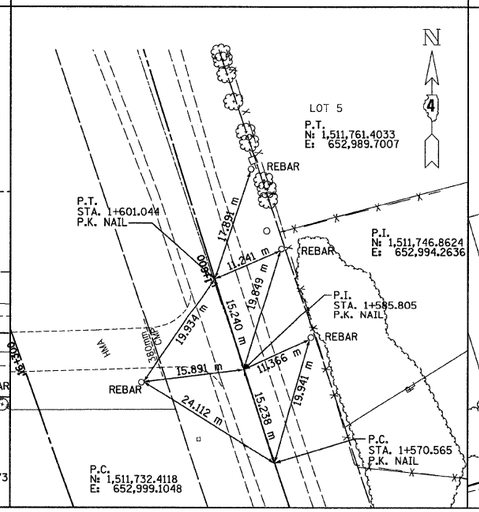


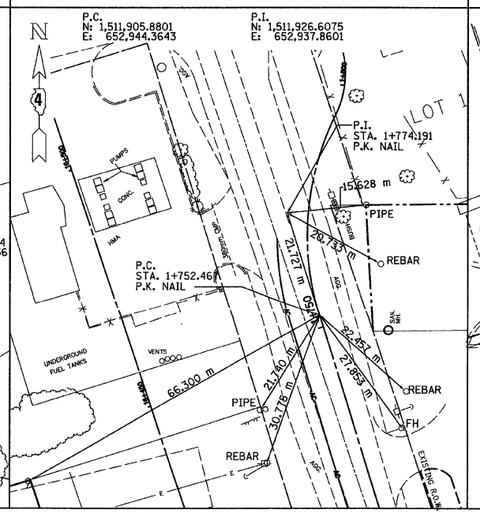


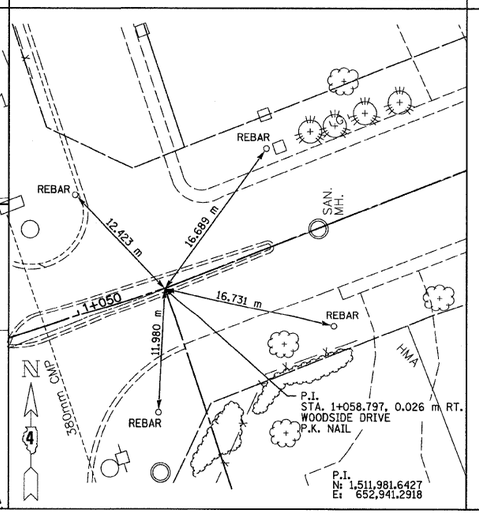












CT-1

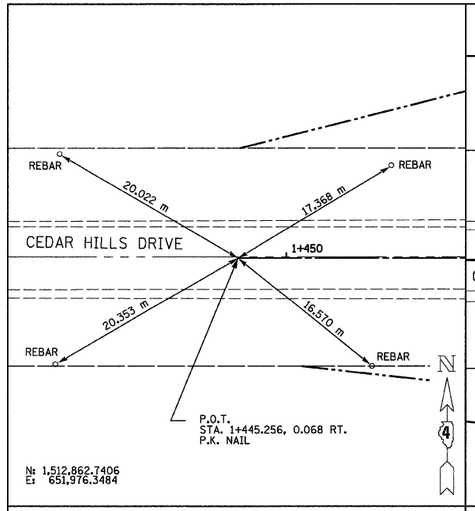
ILLINOIS DEPARTMENT OF TRANSPORTATION

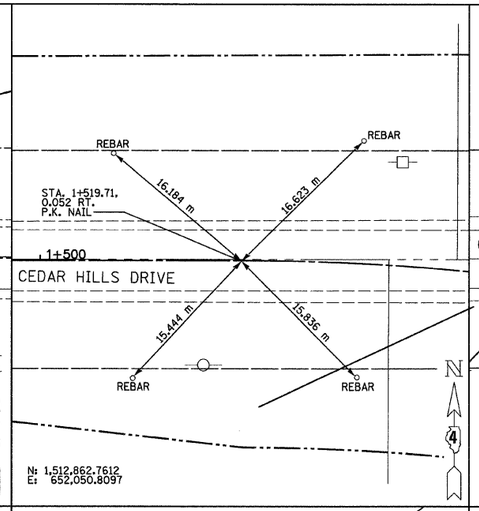
CONTROL TIES
ILLINOIS ROUTE 40

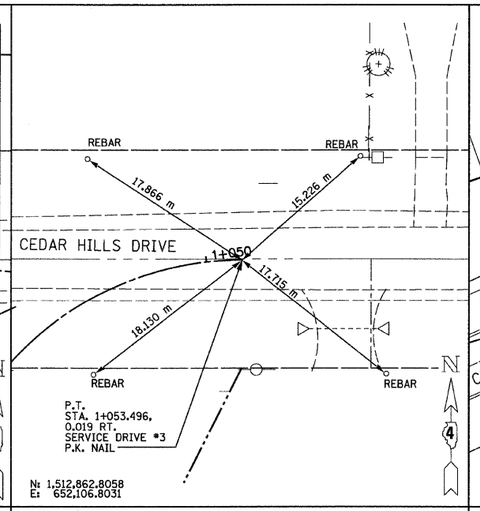
SCALE: NONE
DATE: 31309

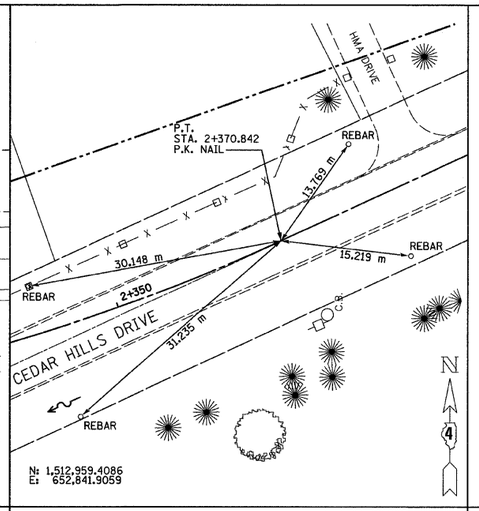
DRAWN BY: JDU
CHECKED BY: ECM

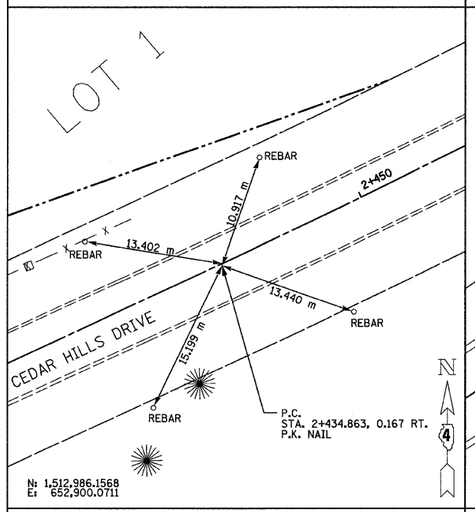
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1,RS-2	PEORIA	256	42

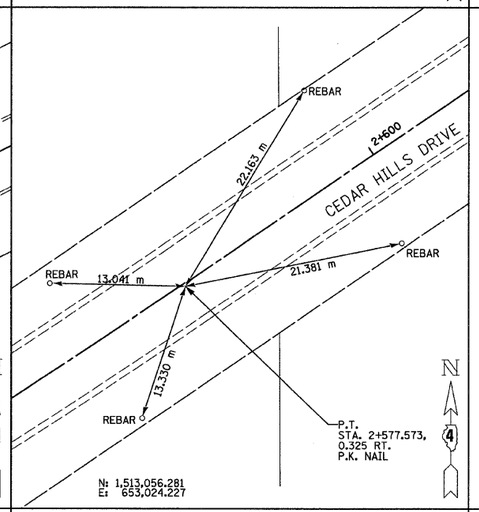












CT-2

ILLINOIS DEPARTMENT OF TRANSPORTATION

CONTROL TIES
ILLINOIS ROUTE 40

SCALE: NONE
DATE: 3/13/09

DRAWN BY: JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	43

REMARKS	NO.	GRANTORS	AREA	AREA IN EXIST. R.O.W.	NET AREA	REMAINING AREA	SIGNED	RECORDED	DOC. NO.	CONSID.
	422G024	HOWARD SPURGEON	0.035 AC.±	0.017 AC.±	0.018 AC.±	5.095 AC.±				
DRIVEWAY CONSTRUCTION AND GRADING	422G024TE		0.091 AC.±		0.091 AC.±					
WHOLE TAKING	422G025	THOMAS & PHYLLIS J. HUNCHUSKY	1.460 AC.±	0.316 AC.±	1.144 AC.±	0				
	422G026	ROBERT O. & CAROL A. MEISCHNER	0.663 AC.±		0.663 AC.±	2.340 AC.±				
	422G027	KENNETH L. & W. ANN OTT	0.194 AC.±	0.184 AC.±	0.010 AC.±	1.992 AC.±				
DRIVEWAY CONSTRUCTION AND GRADING	422G028TE	GERALD L. WHITAKER	0.008 AC.±		0.008 AC.±					
ELIMINATED	422G029	KENNETH N. & LOIS E. KIME								
ELIMINATED	422G030	ERIC & SUSAN FROW								
	422G031	PEORIA INDUSTRIAL PIPING COMPANY	0.022 AC.±		0.022 AC.±	0.292 AC.±				
WHOLE TAKING	422G032	WILLIAM K. & NANCY L. STAHL	0.558 AC.±		0.558 AC.±	0				
	422G033	MICHAEL B. & JACQUELYN A. MODDALOZZO	0.303 AC.±		0.303 AC.±	0.489 AC.±				
QUIT CLAIM	422G033QC		0.009 AC.±		0.009 AC.±					
	422G034	MELVIN L. & LINDA L. GREENHALGH	0.297 AC.±		0.297 AC.±	0.740 AC.±				
WHOLE TAKING	422G054	HELEN ULRICH	0.999 AC.±	0.160 AC.±	0.839 AC.±	0				
	422G055	GUY L. BRENKMAN	1.917 AC.±		1.917 AC.±	9.514 AC.±				
	422G056	ILLINOIS AMERICAN WATER COMPANY, AN ILLINOIS CORPORATION	1.377 AC.±		1.377 AC.±	7.491 AC.±				
DRIVEWAY CONSTRUCTION AND GRADING	422G056TE		0.219 AC.±		0.219 AC.±					
	422G057	MAPLE SHADE DEVELOPMENT GROUP, INC. AN ILLINOIS CORPORATION	2.966 AC.±		2.966 AC.±	5.415 AC.±				
GRADING	422G057TE		0.123 AC.±		0.123 AC.±					
TRACT 1	422G058	WHEELS O' TIME INC., AN ILLINOIS CORPORATION	0.469 AC.±		0.469 AC.±	4.287 AC.±				
TRACT 2	422G058		0.519 AC.±		0.519 AC.±	4.287 AC.±				
DRIVEWAY CONSTRUCTION AND GRADING	422G058TE-1		0.072 AC.±		0.072 AC.±					
DRIVEWAY CONSTRUCTION AND GRADING	422G058TE-2		0.243 AC.±		0.243 AC.±					
WHOLE TAKING	422G059	EMRO MARKETING COMPANY, A DELAWARE CORPORATION	1.159 AC.±		1.159 AC.±	0				
	422G060	GERALD L. WHITAKER	1.608 AC.±		1.608 AC.±	4.779 AC.±				
GRADING	422G060TE		0.079 AC.±		0.079 AC.±					
	422G061	STEPHANIE OF PEORIA, INC. AN IL CORP.	0.046 AC.±		0.046 AC.±	0.572 AC.±				
	422G062	ROBERT A. & SUSAN B. HOFTIEZER	0.037 AC.±		0.037 AC.±	0.282 AC.±				
TRACT 1	422G063	BARBARA R. GRIMES AND ELOISE J. RUSHFORD	4.255 AC.±		4.255 AC.±	99.538 AC.±				
TRACT 2	422G063TR2		0.385 AC.±		0.385 AC.±					
DRIVEWAY CONSTRUCTION AND GRADING	422G063TE		0.042 AC.±		0.042 AC.±					
WHOLE TAKING	422G064	PROCTOR HEALTH CARE, INCORPORATED, AN ILLINOIS NOT FOR PROFIT CORPORATION	1.212 AC.±	0.278 AC.±	0.934 AC.±	0				
TRACT 1 (EXISTING ENTRANCE TO REMAIN)	422G065	SOY CAPITAL BANK AND TRUST COMPANY	10.832 AC.±	2.126 AC.±	8.706 AC.±	54.998 AC.±				
TRACT 2	422G065		0.470 AC.±	0.399 AC.±	0.071 AC.±	49.147 AC.±				
TRACT 3	422G065		0.008 AC.±		0.008 AC.±	49.139 AC.±				
	422G066	BOARD OF EDUCATION OF DUNLAP COMMUNITY UNIT SCHOOL DISTRICT NO. 323	0.309 AC.±	0.218 AC.±	0.091 AC.±	14.691 AC.±				
	422G067	EPIPHANY LUTHERAN CHURCH, AN ILLINOIS NOT FOR PROFIT CORPORATION	0.176 AC.±		0.176 AC.±	7.954 AC.±				
TRACT 1	422G068	EARL J. SILLS	0.215 AC.±		0.215 AC.±	1.420 AC.±				
TRACT 2	422G068		0.278 AC.±		0.278 AC.±	3.820 AC.±				
GRADING	422G068TE-1		0.030 AC.±		0.030 AC.±					
DRIVEWAY CONSTRUCTION AND GRADING	422G068TE-2		0.024 AC.±		0.024 AC.±					
	422G069	ROBERT D. & MARGARET F. MAYO	0.064 AC.±		0.064 AC.±	0.880 AC.±				
DRIVEWAY CONSTRUCTION AND GRADING	422G069TE		0.029 AC.±		0.029 AC.±					
	422G070	MICHAEL E. & ELMINA M. SHEARER	0.075 AC.±		0.075 AC.±	0.760 AC.±				
DRIVEWAY CONSTRUCTION AND GRADING	422G070TE-1		0.002 AC.±		0.002 AC.±					
DRIVEWAY CONSTRUCTION	422G070TE-2		0.021 AC.±		0.021 AC.±					
DRIVEWAY CONSTRUCTION AND GRADING	422G070TE-3		0.024 AC.±		0.024 AC.±					
	422G071	SCHOOL OF SPEECH AND HEARING SCIENCES OF BRADLEY UNIVERSITY	2.994 AC.±		2.994 AC.±	42.906 AC.±				
GRADING AND SHAPING DRAINAGE DITCH	422G071TE		0.867 AC.±		0.867 AC.±					
WHOLE TAKING	422G072	JOHN N. DIXON	0.042 AC.±		0.042 AC.±	0				
WHOLE TAKING	422G073	GARY & ROBERT G. WALKER	0.999 AC.±		0.999 AC.±	0				
	422G074	RAYMOND & MAVIS MILLER	0.491 AC.±		0.491 AC.±	1.277 AC.±				
DRIVEWAY CONSTRUCTION AND GRADING	422G074TE		0.028 AC.±		0.028 AC.±					
	422G075	IVAN R. SPACHT	0.126 AC.±		0.126 AC.±	2.908 AC.±				
DRIVEWAY CONSTRUCTION AND GRADING	422G075TE		0.028 AC.±		0.028 AC.±					
TRACT 1	422G076	WALLACE & MARY BOWEN & NANCY L. QUAST	0.118 AC.±		0.118 AC.±	2.785 AC.±				
DRIVEWAY CONSTRUCTION AND GRADING	422G076TE		0.028 AC.±		0.028 AC.±					
TRACT 2	422G076		0.311 AC.±		0.311 AC.±	1.324 AC.±				

REMARKS	NO.	GRANTORS	AREA	AREA IN EXIST. R.O.W.	NET AREA	REMAINING AREA	SIGNED	RECORDED	DOC. NO.	CONSID.
	422G077	ALAN & NANCY RIEKENA	0.378 AC.±		0.378 AC.±	1.551 AC.±				
GRADING	422G078TE	MICHAEL M. & SHARON M. DAMRON	0.092 AC.±		0.092 AC.±					
ELIMINATED	422G082	FIRST OF AMERICA BANK/TRUSTEE (JAY H. JANSSEN)								
	422G082									
WHOLE TAKING	422G084	RODNEY E. & DONNA M. WILLEY	1.198 AC.±		1.198 AC.±	0				
	422G085	WHEELS O' TIME INC., AN ILLINOIS CORPORATION	0.469 AC.±		0.469 AC.±	3.818 AC.±				
	422G086	ELOISE J. RUSHFORD	0.385 AC.±		0.385 AC.±	99.153 AC.±				
ACCESS CONTROL	422G087FR	THE PLEASURE DRIVEWAY AND PARK DISTRICT OF PEORIA								
	422G089	CULLINAN PROPERTIES, LTD. AN ILLINOIS CORPORATION	3.264 AC.±		3.264 AC.±	5.441 AC.±				
	422G090	JOHN F. McKINLEY	0.025 AC.±		0.025 AC.±	1.795 AC.±				
	422G091QC	ALAN & NANCY RIEKENA	0.066 AC.±		0.066 AC.±	0.953 AC.±				
	422G092	JOHN & JANET K. DILLON	0.084 AC.±		0.084 AC.±	0.424 AC.±				
	422G126	ROBERT O. & CAROL A. MEISCHNER	0.615 AC.±		0.615 AC.±					
	422G163	CHICAGO TITLE & TRUST COMPANY, TRUST NUMBER 49-706300	0.092 AC.±		0.092 AC.±					
TRACT 2	422G165	SOY CAPITAL BANK AND TRUST COMPANY	0.470 AC.±	0.399 AC.±						
TRACT 3	422G165	SOY CAPITAL BANK AND TRUST COMPANY	0.008 AC.±		0.008 AC.±					
	422G166-PE	CHICAGO TITLE & TRUST COMPANY, TRUSTEE OF TRUST NUMBER 66-9273	0.098 AC.±		0.098 AC.±					
	422G166TETR1	CHICAGO TITLE & TRUST COMPANY, TRUSTEE OF TRUST NUMBER 66-9273	0.148 AC.±		0.148 AC.±					
	422G166TETR2	CHICAGO TITLE & TRUST COMPANY, TRUSTEE OF TRUST NUMBER 66-9273	0.080 AC.±		0.080 AC.±					

ROW-1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED R.O.W. & T.E. STRIP MAP

SCALE: NONE
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	44
STATION 15+169.02 TO STATION 15+773.82				

SW 1/4 SEC. 20-10-8

0+842.67 ROW = 10.352m [33.96']

0+878.85 ROW = 10.352m [33.96']

0+923.42 ROW-END AC @ 10.179m [33.40']

15+758.95 S 89°57'38" E

PL = 0+923.42 N 00°02'22" E

422G054

15+758.95

EXISTING CENTERLINE HICKORY GROVE ROAD

0+954.97

0+828.47 ROW = 7.936m [26.04']

AC

0+878.85 N 00°00'18" W

E. LINE W. 1/2, N.W. 1/4, SEC. 29-10-8

W. LINE E. 1/2, N.W. 1/4, SEC. 29-10-8

CURVE * 22
P.I. STA. 0+950.51
P.C. STA. 0+904.97
P.R.C. STA. 0+996.02
Δ = 4°09'42"
R = 1253.54m [382.08']
T = 45.54m [13.88']
L = 91.05m [27.75']

CURVE * 23
P.I. STA. 1+041.67
P.R.C. STA. 0+996.02
P.T. STA. 1+087.24
Δ = 4°11'43"
R = 1246.26m [379.86']
T = 45.65m [13.91']
L = 91.25m [27.81']

STATION 15+712.86
END SECTION (Y) W-1, RS-3
BEGIN SECTION 125 W-1, RS-2

15+733.16 F.A. RTE. 646 = 1+000.00 (HICKORY GROVE ROAD)

MATCH LINE STATION 15+773.82 [40']

15+773.82 ROW = 4.996m [16.39']

15+773.82 ROW = 29.389m [96.24']

15+755.30 ROW =28.837m [94.61']

EXISTING R.O.W. LINE & ACCESS CONTROL LINE

422G025

PL = 15+765.93

1+073.66 - END AC @ 9.480m [31.10']

1+101.84 ROW = 19.980m [65.55']

FRONTAGE RD. 13

PL = 1+101.892

422G024

PROPOSED T.E.W. EASEMENT LINE

1+112.45 ROW = 6.632m [21.76']

1+114.07 TE = 6.635m [21.77']

1+134.39 ROW = 6.651m [21.82']

[300'] N 89°59'50" E

EXISTING RIGHT OF WAY LINE

S. LINE S.W. 1/4, SEC. 20-10-8

N. LINE N.W. 1/4, SEC. 29-10-8

1+092.32

1+150

1+115.99

[109.52']

[109.52']

[95.6']

[896.65

HICKORY GROVE ROAD

S 89°57'38" E

[40']

20 29 20 29

15+658.05 273.299m [896.65']

[284.35']

CURVE #22

CURVE #23

15+757.28 ROW = 4.502m [14.77']

15+752.83 16.566m [54.35']

15+732.32 S 89°57'38" E

15+766.20 ROW = 72.46m [237.73']

15+759.915 ROW-END AC @ 74.779m [245.34']

15+741.31 ROW = 24.384m [80']

15+738.00 ROW = 3.926m [12.88']

15+733.29 ROW = 3.801m [12.47']

N 80°07'48" E

1+075.61 END AC @ 14.72m [48.29']

15+720.96 (646) ROW = 33.912m [111.26']

1+038.66 (HICKORY) ROW = 19.84m [65.09']

422G023

1+109.40 ROW = 12.192m [40']

PL = 15+745.95 S 89°57'38" E [820.64']

EXISTING RIGHT OF WAY LINE

1+134.39 ROW = 12.192m [40']

15+723.63 - 87.93m [288.48'] (F.A. RTE. 646) = 1+089.40(HICKORY GROVE ROAD) = 0+997.60 (FRONTAGE ROAD NO. 3)

PT = 1+087.27 = 15+724.37 85.939m [281.95']

T-10-N, R-8-E, 4th. P.M.
PEORIA COUNTY, ILLINOIS

15+700

[40']

[60']

N 20°13'25" W

EXISTING RIGHT OF WAY LINE

PROPOSED RIGHT OF WAY LINE & ACCESS CONTROL LINE

PROPOSED 15' CENTERLINE F.A. RTE. 646

EXISTING CENTERLINE PAVEMENT IN PLACE IL. RTE. 40 (MOUNT HAWLEY ROAD) N 18°31'00" W

EXISTING RIGHT OF WAY LINE & PROPOSED ACCESS CONTROL LINE

[675.87']

OUTLOT A

15+606.22 F.A. RTE. 646 = INTERSECTION ø EXISTING RIGHT OF WAY LINE (IL. RTE. 40)

15+600

NW 1/4 SEC. 29-10-8

422G053

15+568.07 TE = 24.384m [80']

CURVE #3
P.I. STA. 15+377.33
P.C. STA. 15+235.38
P.T. STA. 15+516.77
Δ = 18°39'35"
R = 864.044m [2834.79']
T = 141.955m [465.73']
L = 281.397m [923.22']

[50']

15+551.32 TE = 24.384m [80']

15+516.77 ROW = 24.384m [80']

15+491.03 ROW = 3.048m [10']

15+514.74 TE = 103.870m [340.78']

422G053-TE

15+514.74 TE = 140.339m [460.43']

MATCH LINE STATION 15+514.74

15+550

[40']

[60']

15+527.29 ROW = 28.142m [92.33']

PL = 15+537.55 N 89°49'02" E [409.63']

[604.63']

PT = 15+516.77

[31.27']

15+516.77 ROW = 27.828m [91.30']

15+491.03 9.144m [30']

15+491.03 ROW = 27.432m [90']

15+500 CURVE #3

R=873.18m [R=2864.19']

CH=891.47m CH=2924.79']

R=819.66m [R=2754.79']

R=860.95m [R=2824.79']

15+469.02 ROW = 27.432m [90']

[30']

15+469.02 ROW = 24.384m [80']

MATCH LINE STATION 15+469.02

15+469.02 ROW = 3.048m [10']

LOT 9

OAKWOOD DRIVE

LOT 10

OAKBROOK (PLAT BOOK 3, PAGE 60)

E. LINE N.W. 1/4, SEC. 29-10-8

W. LINE N.E. 1/4, SEC. 29-10-8

N 00°10'35" E

(641.59')

NE 1/4 SEC. 29-10-8

N

4

0m 10m 20m 30m 40m

ROW-2

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED R.O.W. & T.E. STRIP MAP

STA. 15+469.02 TO STA. 15+773.82

SCALE: 1:600
DATE: 3/1309

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	45
STATION 15+773.82 TO STATION 16+048.14				

T-10-N, R-8-E, 4th. P.M.
PEORIA COUNTY, ILLINOIS

LOT 1 | LOT 2 | LOT 3 | LOT 4 | LOT 5

HICKORY TRACE SEC. 1
(PLAT BOOK "Z-2", PAGE 117)

MATCH LINE STATION 16+078.14

MATCH LINE STATION 16+048.14

16+078.14 ROW = 106.680m [350']

16+074.14 ROW = 106.680m [350']

16+043.76 ROW = 24.384m [80']

16+027.06 ROW = 24.384m [80']

SEE DETAIL FOR ACCESS CONTROL INFORMATION

16+048.14 - 26.822m [88'] RT. (F.A. RTE. 646) = 1+345.00 (FRONTAGE ROAD NO. 3)

16+048.14 ROW = 13.170m [43.21']

16+048.14 AC @ 20.726m [68']

16+048.14 ROW = 17.564m [123.24']

AC

PROPOSED RIGHT OF WAY LINE & ACCESS CONTROL LINE

PROPOSED ACCESS CONTROL LINE

EXISTING RIGHT OF WAY LINE

PROPOSED CENTERLINE 15-F.A. RTE. 646

FRONTAGE ROAD NO. 3

PROPOSED RIGHT OF WAY LINE

EXISTING RIGHT OF WAY LINE

16+093.19 N 00°00'55" E

EAST LINE W. 1/2, S.W. 1/4, SEC. 20-10-8
WEST LINE E. 1/2, S.W. 1/4, SEC. 20-10-8

[221.8'] PL = 16+062.37 N 89°55'16" E [237.18']

[145.5'] [254.17'] [199.5']

[60.79'] [60.45'] [190.90'] [189.7']

15+998.59 ROW = 36.088m [118.40'] 422G029

15+998.09 TE = 39.014m [128.00']

N 79°26'07" E PL = 16+004.73 [69.62']

[135'] [35.8']

15+986.79 TE = 39.014m [128.00'] 422G028-TE

[428'] S 89°53'30" E PL = 16+001.25 [491.2']

15+988.00 ROW = 35.771m [117.36']

15+942.70 158.005m [518.39'] & S.W. CORNER LOT 4

[55.19'] [180'] [363.2'] [300'] [95.6']

15+954.29 ROW = 34.732m [113.95'] 422G027

15+926.92 ROW = 33.952m [111.39']

PL = 15+939.50 S 89°53'30" E [428.35']

15+925.76 ROW = 37.079m [121.65']

15+903.15 ROW = 39.014m [128']

15+878.60 - 26.822m [88'] RT. (F.A. RTE. 646) = 1+175.45 (F.R. NO. 3) (PT) 422G026

15+878.60 ROW = 39.014m [128']

15+863.366 ROW = 50.083m [164.31']

422G126-TE

15+857.693 ROW = 52.036m [170.72']

15+838.68 (646) ROW = 52.831m [173.33'] = 1+124.30 (FR*3) 12.192m [40'] 422G126

CURVE # 26
P.I. STA. 1+141.48
P.R.C. STA. 1+101.09
P.T. STA. 1+175.45
Δ = 55°30'07"
R = 76.764m [251.85']
T = 40.389m [132.51']
L = 74.362m [243.97']

15+815.33 - 60.110m [197.21'] RT. (F.A. RTE. 646) = 1+101.09 (F.R. NO. 3) (PRC)

15+808.84 (646) ROW = 100.340m [329.20'] = 1+072.48 (FR*3) 24.384m [80']

15+787.68 (646) ROW = 98.149m [322.01'] = 1+058.34 (FR*3) ROW = 12.192m [40']

15+779.99 (646) ROW = 118.902m [390.10'] = 1+047.19 (FR*3) 29.249m [95.96']

15+812.72 ROW = 30.550m [100.23']

PL = 15+824.05 S 89°53'30" E [309.24']

15+794.07 80.882m [265.36']

FRONTAGE ROAD NO. 1 CURVE # 25

CURVE # 25
P.I. STA. 1+060.27
P.C. STA. 1+003.96
P.R.C. STA. 1+101.09
Δ = 72°29'47"
R = 76.764m [251.85']
T = 56.281m [184.65']
L = 97.131m [318.67']

1+101.74 TE = 60.960m [200']

1+113.93 TE = 60.960m [200']

15+741.55 ROW = 104.818m [343.89'] 422G024

422G024-TE

PL = 1+101.892

1+114.07 TE = 6.635m [21.77']

15+722.79 97.944m [321.34']

1+112.45 ROW = 6.632m [21.76']

N 89°59'50" E EXISTING RIGHT OF WAY LINE S. LINE S.W. 1/4, SEC. 20-10-8 N. LINE N.W. 1/4, SEC. 29-10-8

[109.52'] [109.52'] [95.6'] [300']

15+658.05 273.299m [896.65']

20 29

ROW-3

SW 1/4 SEC. 20-10-8

[925.5'] [745'] [354.47']

EAST LINE S.W. 1/4, SEC. 20-10-8
WEST LINE S.E. 1/4, SEC. 20-10-8

N 00°02'17" W

422G055

15+895.74 ROW = 24.384m [80']

15+878.60 AC @ 20.726m [68']

EXISTING CENTERLINE PAVEMENT IN PLACE IL. RTE. 40 (MOUNT HAWLEY ROAD)

15+858.09 AC @ 20.726m [102.71']

CURVE # 26

PROPOSED RIGHT OF WAY LINE

EXISTING RIGHT OF WAY LINE & ACCESS CONTROL

15+834.78 ROW = 30.480m [100']

15+823.81 ROW = 30.480m [100']

15+830.77 ROW = 49.335m [161.86']

15+810.31 ROW = 6.081m [19.95']

PL = 15+812.56 S 89°57'38" E [236.8']

PL = 0+923.42 N 00°02'22" E [165']

422G054

15+773.82 ROW = 29.389m [96.42']

422G025

15+773.82 ROW = 4.996m [16.39']

1+073.66 END AC @ 9.482m [31.10']

PC = 1+003.96

15+755.30 ROW = 28.837m [94.61']

15+765.93

0+923.42 ROW = 10.179m [33.40']

MATCH LINE STATION 15+773.82

[210.91']

15+758.95 S 89°57'38" E

15+758.95

[291.8'] [284.35']

N 03°13'45" W

1+092.32

S 89°57'38" E

0+878.85 ROW = 10.352m [33.96']

HICKORY GROVE ROAD

15+770.20 ROW = 30.480m [100']

15+752.83 AC @ 6.666m [34.25']

15+700 15+750 15+800 15+850 15+900 15+950 16+000

[40'] [20'] [164'] [374.6']

ACCESS CONTROL DETAIL
(NOT TO SCALE)

16+043.76 ROW = 24.384m [350']

16+074.14 ROW = 106.680m [350']

16+075.10 AC @ 104.546m [350']

16+070.60 AC @ 80.162m [350']

BREAK IN ACCESS CONTROL

0m 10m 20m 30m 40m

N

4

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED R.O.W. & T.E. STRIP MAP

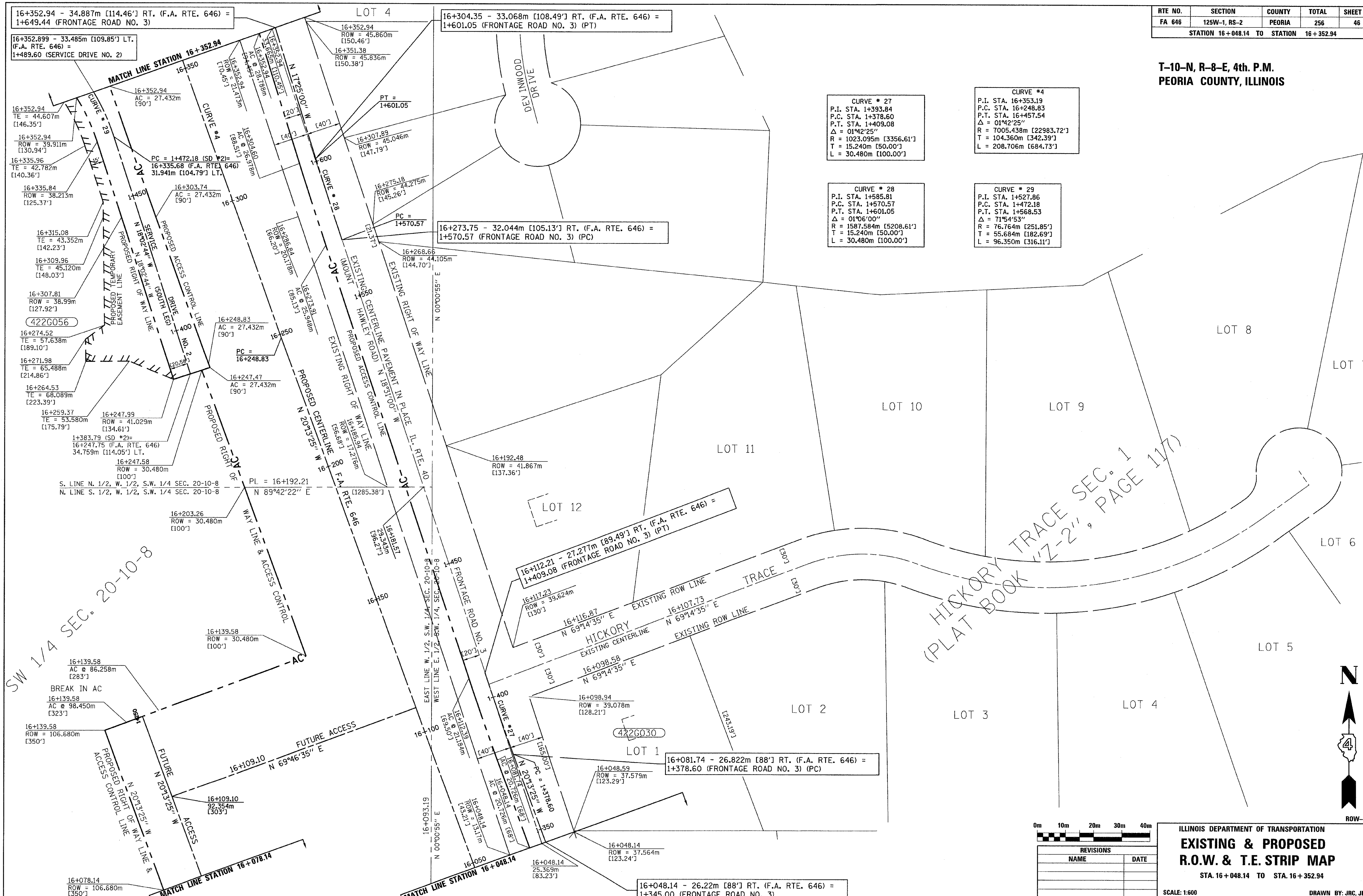
STA. 15+773.82 TO STA. 16+048.14

SCALE: 1:600
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	46
STATION 16+048.14 TO STATION 16+352.94				

T-10-N, R-8-E, 4th. P.M.
PEORIA COUNTY, ILLINOIS



CURVE # 27
P.I. STA. 1+393.84
P.C. STA. 1+378.60
P.T. STA. 1+409.08
Δ = 01°42'25"
R = 1023.095m [3356.61']
T = 15.240m [50.00']
L = 30.480m [100.00']

CURVE #4
P.I. STA. 16+353.19
P.C. STA. 16+248.83
P.T. STA. 16+457.54
Δ = 01°42'25"
R = 7005.438m [22983.72']
T = 104.360m [342.39']
L = 208.706m [684.73']

CURVE # 28
P.I. STA. 1+585.81
P.C. STA. 1+570.57
P.T. STA. 1+601.05
Δ = 01°06'00"
R = 1587.584m [5208.61']
T = 15.240m [50.00']
L = 30.480m [100.00']

CURVE # 29
P.I. STA. 1+527.86
P.C. STA. 1+472.18
P.T. STA. 1+568.53
Δ = 71°54'53"
R = 76.764m [251.85']
T = 55.684m [182.69']
L = 96.350m [316.11']

N

ROW-4

0m 10m 20m 30m 40m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED R.O.W. & T.E. STRIP MAP

STA. 16+048.14 TO STA. 16+352.94

SCALE: 1:600
DATE: 3/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM

McClure Engineering Associates, Inc. – Macomb, Il.

F.A. 646 IL RTE 40

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	47
STATION 16+352.94 TO STATION 16+642.50				

T–10–N, R–8–E, 4th. P.M.
PEORIA COUNTY, ILLINOIS

CURVE #4
P.I. STA 16+353.19
P.C. STA 16+248.83
P.T. STA 16+457.54
Δ = 01°42'25"
R = 7005.438m [22983.72']
T = 104.360m [342.39']
L = 208.708m [684.73']

CURVE # 32
P.I. STA. 1+774.20
P.C. STA. 1+752.47
P.R.C. STA. 1+793.80
Δ = 43°58'36"
R = 54.254m [178.00']
T = 21.723m [71.27']
L = 41.328m [135.59']

CURVE # 33
P.I. STA. 1+801.58
P.R.C. STA. 1+793.80
P.T. STA. 1+808.56
Δ = 44°44'36"
R = 18.898m [62.00']
T = 7.778m [25.52']
L = 14.758m [48.42']

CURVE # 31
P.I. STA. 1+812.85
P.C. STA. 1+801.09
P.T. STA. 1+824.42
Δ = 17°24'47"
R = 76.764m [251.85']
T = 11.756m [38.57']
L = 23.329m [76.54']

CURVE # 30
P.I. STA. 1+715.69
P.C. STA. 1+659.29
P.T. STA. 1+756.58
Δ = 72°36'58"
R = 76.764m [251.85']
T = 56.406m [185.06']
L = 97.289m [319.19']

CURVE # 29
P.I. STA. 1+527.86
P.C. STA. 1+472.18
P.T. STA. 1+568.53
Δ = 71°54'53"
R = 76.764m [251.85']
T = 55.684m [182.69']
L = 96.350m [316.11']

16+529.50 (F.A. RTE. 646) = 2+000.00 (SERVICE DRIVE NO. 2) = 1+000.00 (WOODSIDE DRIVE) ①

② 16+529.32 - 58.826m [193.00'] RT. (F.A. RTE. 646) = 1+830.94 (FRONTAGE ROAD NO. 3) = 1+058.83 (WOODSIDE DRIVE)

③ 16+506.93 - 58.826m [193.00'] RT. (F.A. RTE. 646) = 1+808.56 (FRONTAGE ROAD NO. 3) (PT)

④ 16+493.63 - 53.352m [175.04'] RT. (F.A. RTE. 646) = 1+793.80 (FRONTAGE ROAD NO. 3) (PC)

16+456.48 - 37.642m [123.50'] RT. (F.A. RTE. 646) = 1+752.47 (FRONTAGE ROAD NO. 3) P.C.

16+352.94 - 34.887m [114.46'] RT. (F.A. RTE. 646) = 1+649.44 (FRONTAGE ROAD NO. 3)

16+352.94-33.491m [109.88'] LT. (F.A. RTE. 646) = 1+489.62 (SERVICE DRIVE NO. 2)

MATCH LINE STATION 16+642.50

MATCH LINE STATION 16+352.94

422G063-TE
422G060-TE
422G063 TRACT 1
422G057 TRACT 2
422G062
422G061
422G060
422G058-TE 2
422G058-TE 1
422G058 TRACT 2
422G057 TRACT 1
422G057-TE
422G032
422G031 OUTLOT "A"

SERVICE DRIVE NO. 2 (NORTH LEG)
SERVICE DRIVE NO. 2 (SOUTH LEG)
FRONTAGE ROAD NO. 3
EXISTING CENTERLINE PAVEMENT IN PLACE (MOUNT HAWLEY ROAD)
CENTERLINE F.A. RTE. 646
BRENTFIELD DRIVE
WOODSIDE DRIVE
WOODCREST DRIVE
DEVONWOOD DRIVE
LAKE OF THE WOODS ESTATES
(PLAT BOOK "Z-1" PAGE 92)
(PLAT BOOK 39 PAGE 41)

PROPOSED RIGHT OF WAY LINE
PROPOSED TEMPORARY EASEMENT LINE
EXISTING RIGHT OF WAY LINE
PROPOSED ACCESS CONTROL LINE
PROPOSED R.O.W. LINE
PROP. A.C. LINE
EXISTING RIGHT OF WAY LINE & PROPOSED ACCESS CONTROL LINE
PROPOSED RIGHT OF WAY LINE & PROPERTY LINE
PROPOSED RIGHT OF WAY LINE & ACCESS CONTROL
EXISTING RIGHT OF WAY LINE & PROPOSED ACCESS CONTROL LINE
EXISTING RIGHT OF WAY LINE & BRENTFIELD DRIVE WAY LINE & PROPOSED ACCESS CONTROL LINE

S.W. 1/4 SEC. 20-10-8
N.W. 1/4 SEC. 20-10-8
EAST LINE S.E. 1/4, SEC. 19-10-8
WEST LINE S.W. 1/4, SEC. 20-10-8
S. LINE N.W. 1/4, SEC. 20-10-8
N. LINE S.W. 1/4, SEC. 20-10-8
S. LINE N. 1/2, N. 1/2, W. 1/2, S.W. 1/4, SEC. 20
N. LINE S. 1/2, N. 1/2, W. 1/2, S.W. 1/4, SEC. 20
E. LINE W. 1/2, S.W. 1/4, SEC. 20
W. LINE E. 1/2, S.W. 1/4, SEC. 20

0m 10m 20m 30m 40m

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED R.O.W. & T.E. STRIP MAP

STA. 16+352.94 TO STA. 16+642.50

SCALE: 1:600
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	48
STATION 16+642.50 TO STATION 16+932.06				

T-10-N, R-8-E, 4th. P.M.
PEORIA COUNTY, ILLINOIS

E. LINE N.E. 1/4, SEC. 19-10-8
W. LINE N.W. 1/4, SEC. 20-10-8

N 00°06'55" E

NW 1/4 SEC. 20-10-8

MATCH LINE STATION 16+932.06

16+932.06
ROW = 27.432m
[90']

16+932.06
ROW = 22.250m
[73']

16+932.06
ROW = 52.730m
[173']

16+932.06
ROW = 64.922m
[213']

16+900

16+850

16+800

16+750

16+700

16+650

PROPOSED CENTERLINE F.A. RTE. 646

PROPOSED RIGHT OF WAY LINE & ACCESS CONTROL LINE

AC

AC

AC

EXISTING RIGHT OF WAY LINE

CENTERLINE EXISTING PAVEMENT IN PLACE

EXISTING EAST RIGHT OF WAY LINE OF BRENTFIELD DRIVE

[412.7']

[40']

[60']

[40']

BRENTFIELD DRIVE

16+810.14
BEGIN AC @ 52.730m
[173']

N 71°29'00" E
ACCESS

16+793.38

IL. RTE. 40 (MOUNT HAWLEY ROAD)

N 18°31'00" W

16+716.62
END AC @ 52.730m
[173']

EXISTING RIGHT OF WAY LINE & PROPOSED ACCESS CONTROL LINE

[490']

[40']

[60']

[40']

N 71°28'55" E
PL = 16+789.70

16+789.71
ROW = 64.922m
[213']

16+642.50
ROW = 64.922m
[213']

16+642.50
ROW = 52.730m
[173']

16+642.50
ROW = 22.250m
[73']

16+657.74
ROW = 27.432m
[90']

16+642.50
ROW = 29.993m
[98.40']

MATCH LINE STATION 16+642.50

422G063
TRACT 1

422G063-TE

16+692.97
219.651m
[720.64']

19 20
19 20

S. LINE N.W. 1/4, SEC. 20-10-8
N. LINE S.W. 1/4, SEC. 20-10-8

SEC. LINE = 16+619.89
N 89°53'13" E

N

4

ROW-6

0m 10m 20m 30m 40m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED R.O.W. & T.E. STRIP MAP

STA. 16+642.50 TO STA. 16+932.06

SCALE: 1:600
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

McClure Engineering Associates, Inc. – Macomb, Il.

F.A. 646 IL RTE 40

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	49
STATION 16+932.06 TO STATION 17+236.86				

CURVE #5
P.I. STA. 17+280.76
P.C. STA. 17+153.60
P.T. STA. 17+405.19
Δ = 20°38'06"
R = 698.549m [2291.83']
T = 127.168m [417.22']
L = 251.582m [825.40']

MATCH LINE STATION 17+236.86

17+236.86 ROW = 30.480m [100']
17+236.86 ROW = 54.608m [179.16']
17+236.86 ROW = 42.538m [139.58']
17+236.86 ROW = 16.846m [55.27']
17+236.86 ROW = 42.561m [139.68']
17+206.38 ROW = 30.480m [100']
17+175.90 ROW = 33.528m [110']
17+153.61 ROW = 33.528m [110']
17+108.85 ROW = 33.528m [110']
17+108.85 ROW = 106.68m [350']
17+081.79 ROW = 106.68m [350']
17+076.30 90.410m [296.62']
17+047.89 ROW = 106.68m [350']
17+047.89 ROW = 99.990m [328.05']
17+047.89 ROW = 37.481m [122.97']
17+047.89 AC @ 83.210m [273'] BREAK IN AC
17+047.89 AC @ 95.402m [313']
17+108.85 AC @ 95.402m [313']
17+108.85 AC @ 83.210m [273'] BREAK IN AC
17+078.37 89.306m [293']
17+078.36 52.730m [173']
17+064.41 ROW = 64.922m [213']
17+213.77 ROW = 56.876m [186.60']
17+185.75 ROW = 59.555m [195.39']
17+168.61 ROW = 61.149m [200.62']
17+138.02 ROW = 63.633m [208.77']
17+113.66 ROW = 64.688m [212.23']
17+083.63 ROW = 64.922m [213']
17+035.44 ROW = 64.922m [213'] (P.C.)
17+095.44 ROW = 52.73m [173'] (P.C.) BEGIN AC
17+062.14 ROW = 52.73m [173'] (P.C.)
17+061.60 ROW = 52.73m [173'] (P.C.) BEGIN AC
17+029.91 ROW = 52.73m [173'] (P.C.)
17+025.96 ROW = 64.922m [213']
16+994.80 ROW = 37.481m [122.97']
16+985.19 37.481m [122.97']
16+985.74 ROW = 9.501m [31.17']
16+977.04 12.320m [40.42']
16+975.58 ROW = 37.481m [122.97']
16+972.32 ROW = 27.432m [90']
16+968.34 ROW = 15.139m [49.67']
16+963.58 121.66m [399.15']
16+962.91 ROW = 64.922m [213']
16+933.93 ROW = 64.922m [213']
16+932.06 ROW = 64.922m [213']
16+932.06 ROW = 52.730m [173']
16+932.06 ROW = 22.250m [73']
16+932.06 ROW = 27.432m [90']
16+981.20 ROW = 64.922m [213']
16+972.06 ROW = 52.730m [173']
16+972.06 68.409m [224.44']
16+962.91 ROW = 64.922m [213']

16+973.88 F.A. RTE. 646 (CENTERLINE) = CENTERLINE TIMBERDALE DRIVE

MATCH LINE STATION 16+932.06

17+200 17+150 17+100 17+050 16+950

CURVE #5

PC = 17+153.60

PROPOSED RIGHT OF WAY LINE & ACCESS CONTROL LINE

PROPOSED RIGHT OF WAY LINE & AC

PROPOSED RIGHT OF WAY LINE & PROPERTY LINE

PROPOSED CENTERLINE F.A. RTE. 646

EXISTING CENTERLINE PAVEMENT IN PLACE IL. RTE. 40 (MOUNT HAWLEY ROAD)

EXISTING RIGHT OF WAY LINE

EAST RIGHT OF WAY LINE BRENTFIELD DR.

EAST RIGHT OF WAY LINE & ACCESS CONTROL LINE

BRENTFIELD DRIVE

PROPOSED ACCESS CONTROL LINE BRENTFIELD DR.

ACCESS DRIVE

FUTURE ACCESS

EXISTING R.O.W. LINE

R.O.W. LINE

422C065QC TRACT 1

422C063 TRACT 2

422C064

422C063

LOT 88
LOT 87
LOT 86
LOT 73
LOT 74
LOT 72
LOT 71
LOT 70
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 313
LOT 314
LOT 315
LOT 316
LOT 317
LOT 318
LOT 345
LOT 344
LOT 343
LOT 342
LOT 341

CEDAR BLUFF ESTATES SECTION 1 (PLAT BOOK 2, PAGE 74)

LAKE OF THE WOODS TENTH EXT. (PLAT BOOK 1, PAGE 5)

BLUE SPRUCE COURT N 76°34'40" E

GRANDRIDGE DRIVE N 89°26'23" E

TIMBERDALE DRIVE N 89°34'57" E

N 89°26'23" E

N 89°34'55" E

N 71°29'00" E

N 18°31'00" W

N 00°30'55" E

S. LINE N. 1/2, N.E. 1/4, SEC. 19
N. LINE S. 1/2, N.E. 1/4, SEC. 19 N 89°51'37" W

PL = 17+046.00 [205.97']

S. LINE N. 1/2, N.W. 1/4, SEC. 20
N. LINE S. 1/2, N.W. 1/4, SEC. 20 (AS MONUMENTED)

E. LINE N.E. 1/4, SEC. 19-10-8
W. LINE N.W. 1/4, SEC. 20-10-8

NE 1/4 SEC. 19-10-8

NW 1/4 SEC. 20-10-8

R = 698.549m [R=2291.83']
R = 698.61m [R=2292.01']
R = 698.41m [R=2292.01']
R = 692.45m [R=2271.81']
R = 171.40m [R=562.34']
R = 102.239m [R=335.43']

N

ROW-7

0m 10m 20m 30m 40m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED R.O.W. & T.E. STRIP MAP

STA. 16+932.06 TO STA. 17+236.86

SCALE: 1:600
DATE: 31309

DRAWN BY: JRC, JDU
CHECKED BY: ECM

McClure Engineering Associates, Inc. – Macomb, Il.

F.A. 646 IL RTE 40

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	50
STATION 17+236.86 TO STATION 17+572.14				

T–10–N, R–8–E, 4th. P.M.
PEORIA COUNTY, ILLINOIS

CURVE # 37
P.I. STA 2+125.30
P.C. STA 2+039.93
P.T. STA 2+203.59
Δ = 40°16'12"
R = 232.849m [763.94']
T = 85.371m [280.09']
L = 163.656m [536.93']

CURVE # 34
P.I. STA 1+842.90
P.C. STA 1+691.28
P.T. STA 1+960.07
Δ = 66°08'21"
R = 232.849m [763.94']
T = 151.617m [497.43']
L = 268.788m [881.85']

CURVE # 5
P.I. STA. 17+280.78
P.C. STA. 17+153.60
P.T. STA. 17+405.19
Δ = 20°38'06"
R = 698.550m [2291.83']
T = 127.169m [417.22']
L = 251.582m [825.40']

17+518.02 F.A. RTE. 646 =
2+000.00 CEDAR HILLS DRIVE (CO. HWY. D-28)

NOTE: PROPOSED CENTERLINE F.A. RTE. 646 INTERSECTS EXISTING CENTERLINE PAVEMENT IN PLACE (IL. RTE. 40) @ P.T. STA. 17+405.19

SE 1/4 SEC. 18-10-8 | SW 1/4 SEC. 17-10-8 | NW 1/4 SEC. 20-10-8 | NE 1/4 SEC. 19-10-8

S. LINE S.E. 1/4, SEC. 18-10-8
N. LINE N.E. 1/4, SEC. 19-10-8
S. LINE S.W. 1/4, SEC. 17-10-8
N. LINE N.W. 1/4, SEC. 20-10-8
E. LINE S.E. 1/4, SEC. 18-10-8
W. LINE S.W. 1/4, SEC. 17-10-8
W. LINE CEDAR BLUFF ESTATES SEC. 2 (AS MONUMENTED) N 00°31'00" W [186.16']
E. LINE N.E. 1/4, SEC. 19-10-8
W. LINE N.W. 1/4, SEC. 20-10-8 (AS MONUMENTED) N 00°06'55" E

MATCH LINE STATION 17+572.14
MATCH LINE STATION 2+060.96
MATCH LINE STATION 1+939.04
MATCH LINE STATION 17+236.86

PROPOSED ACCESS CONTROL
PROPOSED CENTERLINE F.A. RTE. 646 & EXISTING CENTERLINE CEDAR HILLS DRIVE
PROPOSED RIGHT OF WAY LINE
EXISTING RIGHT OF WAY LINE
EXISTING R.O.W. LINE
PROPOSED R.O.W.
EXISTING R.O.W. LINE
PAVEMENT IN PLACE (MOUNT HAWLEY ROAD)
EXISTING RIGHT OF WAY LINE & ACCESS CONTROL LINE
EXISTING RIGHT OF WAY LINE BRENTFIELD DRIVE
PROPOSED RIGHT OF WAY LINE & ACCESS CONTROL LINE
EXISTING RIGHT OF WAY LINE & ACCESS CONTROL LINE
EXISTING ENTRANCE TO REMAIN

422G068 TRACT 1
422G071
422G034
422G033
422G650QC TRACT 1
422G00330C

EXIST. R.O.W.
SEC. LINE = 17+519.62
EXISTING R.O.W. LINE PL = 17+507.83 N 89°59'56" W
PL = 17+505.87 EXIST. R.O.W.
PL = 17+531.41 N 89°59'56" W
PL = 17+533.38 N 89°59'56" W
PL = 17+412.92 N 51°02'46" E

LOT 119 | LOT 118 | LOT 120 | LOT 117 | LOT 116 | LOT 115 | LOT 114 | LOT 113 | LOT 92 | LOT 91 | LOT 90 | LOT 89 | LOT 88
BROADVIEW COURT
CEDAR BLUFF ESTATES SECTION TWO (PLAT BOOK 4, PAGE 20)
BLUFF DRIVE

REVISIONS	
NAME	DATE

0m 10m 20m 30m 40m

ROW-8

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED R.O.W. & T.E. STRIP MAP

STA. 17+236.86 TO STA. 17+572.14

SCALE: 1:600
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

88679

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	51
STATION 17+572.14 TO STATION 17+968.38				

T-10-N, R-8-E, 4th. P.M.
PEORIA COUNTY, ILLINOIS

MATCH LINE STATION 17+875.00
17+829.56 ROW = 16.423m [53.88']
17+861.70 TE = 15.621m & 21.336m [51.25' & 70']
[341.2']
17+850
PROPOSED RIGHT OF WAY LINE
PROPOSED CENTERLINE 89
F.A. RTE. 646 & EXISTING
N 39°09'06" W
CENTERLINE PAVEMENT IN (MOUNT HAWLEY ROAD)
422G070TE-2
422G070
422G071
17+846.46 TE = 16.002m & 21.336m [52.20' & 70']
422G070TE-1
17+831.22 TE = 16.383m & 21.336m [53.75' & 70']
[162.78']
PL = 17+829.56 N 50°50'59" E [68.23']
17+829.56 TE = 21.336m [70']
422G069TE
[171.71']
17+803.79 TE = 17.069m & 21.336m [56' & 70']
422G069
[166.07']
PL = 17+769.29 N 77°32'50" E [334.4']
17+778.20 ROW = 17.709m [58.10']
17+750
17+700
17+694.06 ROW = 21.336m [70']
PROPOSED RIGHT OF WAY LINE
[504.61']
422G068 TRACT 2
17+703.21 TE = 19.583m & 24.384m [64.25' & 80']
422G068TE-2
17+681.87 TE = 20.117m & 24.384m [66' & 80']
17+671.33 END AC @ 20.379m [66.86']
PLACE IL. RTE. 40
17+671.33 END AC @ 22.708m [74.50']
17+650
PROPOSED RIGHT OF WAY LINE & ACCESS CONTROL LINE
17+672.73 TE = 20.345m & 33.528m [66.75' & 110']
422G068TE-1
17+663.58 TE = 20.574m & 33.528m [67.50' & 110']
17+633.10 ROW = 21.336m [70']
17+621.80 ROW = 12.192m [40']
[40']
[40']
[646.7']
PL = 17+611.87 N 89°59'56" W [275.7']
17+600
17+629.40 ROW = 21.519m [70.60']
17+602.62 ROW = 22.86m [75']
17+572.14 ROW = 24.384m [80']
17+572.14 ROW = 12.192m [40']
[257.69']
MATCH LINE STATION 17+572.14
422G068 TRACT 1
[100'] [100'] [109.1'] [61.9'] [438.56']
[199.7']
[39.1']
17+690.84 210.285m [689.91']
S. LINE S.E. 1/4, SEC. 18-10-8
N. LINE N.E. 1/4, SEC. 19-10-8
CEDAR HILLS DRIVE (CO. HWY. D-28)
N 89°59'56" W
SEC. LINE = 325+27.69
EAST LINE W 1/2, SE 1/4, SEC. 18-10-8
WEST LINE E 1/2, SE 1/4, SEC. 18-10-8
[317.7']
SE 1/4, SEC. 18-10-8

END PROJECT
STATION 17+968.38
17+968.38 ROW = 12.192m [40']
17+964.71 ROW = 13.295m [43.62']
17+963.35 ROW = 12.192m [40']
17+968.38 ROW = 12.192m [40']
17+950
17+937.90 ROW = 21.336m [70']
422G071
422G065 TRACT 3
17+937.90 ROW = 13.716m [45']
17+933.49 ROW = 12.192m [40']
17+931.42 ROW = 13.878m [45.53']
PROPOSED R.O.W. LINE
17+900
[307.57']
[40']
[40']
17+898.28 TE = 14.707m & 21.336m [48.25' & 70']
422G070TE-3
PL = 17+948.42 N 0°06'47.35" E
17+883.04 TE = 15.088m & 21.336m [49.50' & 70']
MATCH LINE STATION 17+875.00

SW 1/4, SEC. 17-10-8
17+608.72 TE = 182.88m [600']
17+588.91 TE = 182.88m [600']
17+602.62 TE = 68.58m [225']
17+591.96 TE = 68.58m [225']
422G071TE
17+602.62 TE = 26.650m [88.09']
17+572.14 TE = 68.58m [225']
17+572.14 ROW & TE = 28.688m [94.12']
EAST LINE SE 1/4, SEC. 18-10-8
WEST LINE SW 1/4, SEC. 17-10-8
N 00°01'26" W
17+435.92 102.809m [337.30']
18 17 19 20
N
4
ROW-9

0m 10m 20m 30m 40m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED R.O.W. & T.E. STRIP MAP

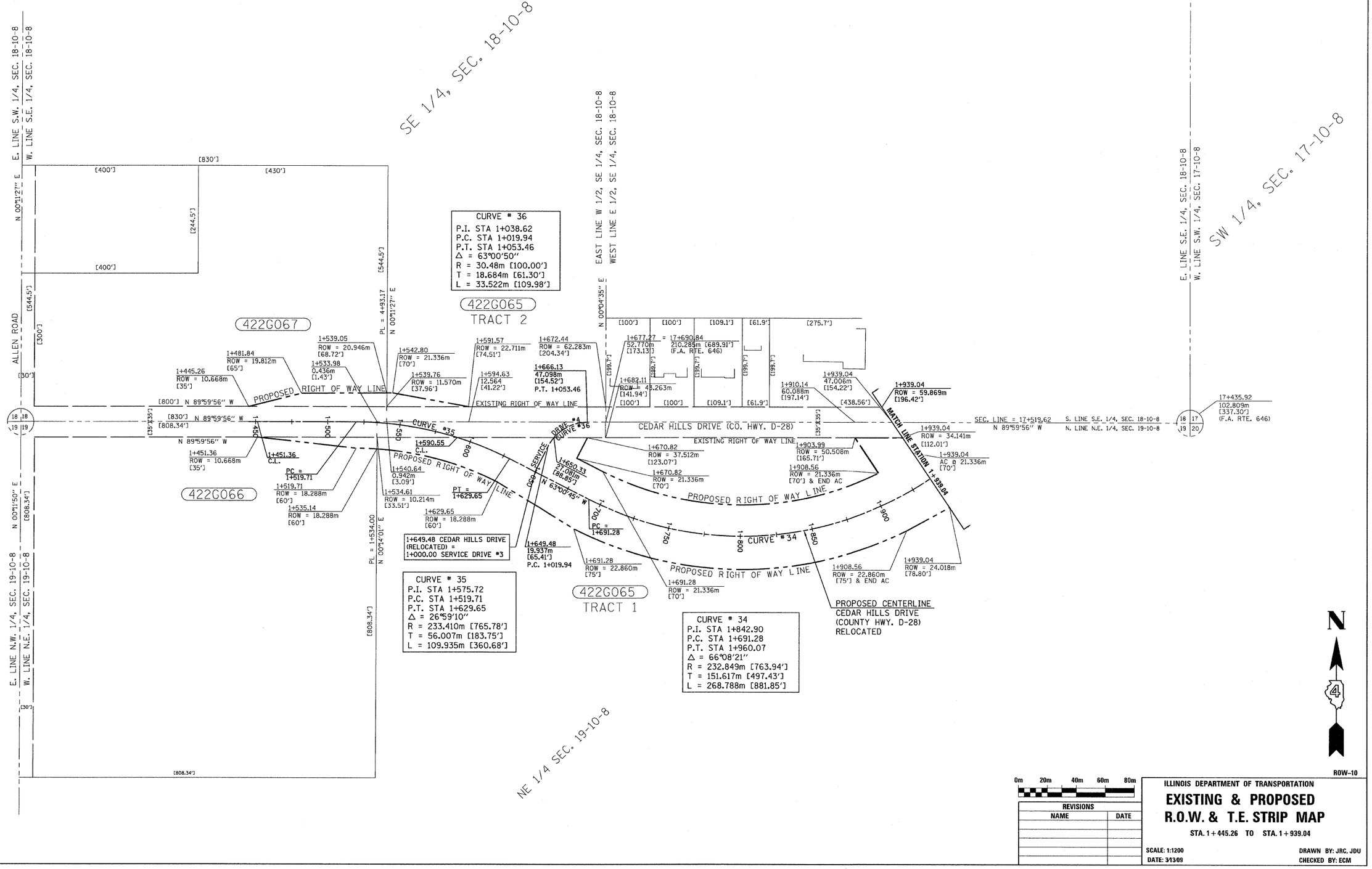
STA. 17+572.14 TO STA. 17+968.38

SCALE: 1:600
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	52
STATION 1+445.26 TO STATION 1+939.04				

T–10–N, R–8–E, 4th. P.M.
PEORIA COUNTY, ILLINOIS



CURVE # 36
P.I. STA 1+038.62
P.C. STA 1+019.94
P.T. STA 1+053.46
Δ = 63°00'50"
R = 30.48m [100.00']
T = 18.684m [61.30']
L = 33.522m [109.98']

CURVE # 35
P.I. STA 1+575.72
P.C. STA 1+519.71
P.T. STA 1+629.65
Δ = 26°59'10"
R = 233.410m [765.78']
T = 56.007m [183.75']
L = 109.935m [360.68']

CURVE # 34
P.I. STA 1+842.90
P.C. STA 1+691.28
P.T. STA 1+960.07
Δ = 66°08'21"
R = 232.849m [763.94']
T = 151.617m [497.43']
L = 268.788m [881.85']

N

ROW-10

0m 20m 40m 60m 80m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

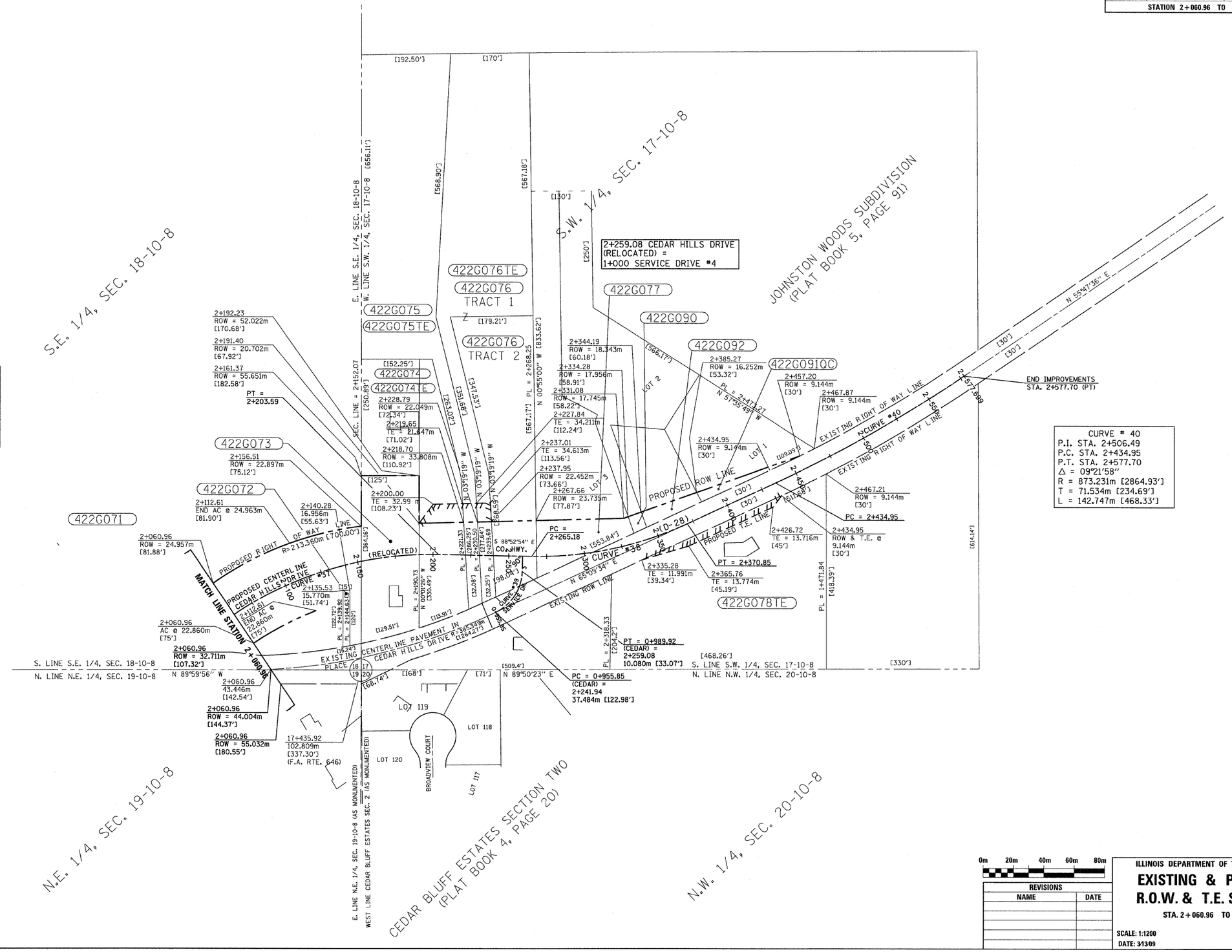
EXISTING & PROPOSED R.O.W. & T.E. STRIP MAP

STA. 1+445.26 TO STA. 1+939.04

SCALE: 1:1200
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	53
STATION 2+060.96 TO STATION 2+577.70				



CURVE # 37
P.I. STA. 2+125.30
P.C. STA. 2+039.93
P.T. STA. 2+203.59
Δ = 40°16'12"
R = 232.285m [763.94']
T = 85.731m [280.09']
L = 163.656m [536.93']

CURVE # 38
P.I. STA. 2+318.93
P.C. STA. 2+265.18
P.T. STA. 2+370.85
Δ = 25°57'32"
R = 233.230m [765.19']
T = 53.758m [176.37']
L = 105.668m [346.68']

CURVE # 39
P.I. STA. 0+974.92
P.C. STA. 0+955.85
P.T. STA. 0+989.92
Δ = 64°02'28"
R = 30.480m [100.00']
T = 19.062m [62.54']
L = 34.067m [111.77']

CURVE # 40
P.I. STA. 2+506.49
P.C. STA. 2+434.95
P.T. STA. 2+577.70
Δ = 09°21'58"
R = 873.231m [2864.93']
T = 71.534m [234.69']
L = 142.747m [468.33']

N

ROW-11

0m 20m 40m 60m 80m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED R.O.W. & T.E. STRIP MAP

STA. 2+060.96 TO STA. 2+577.70

SCALE: 1:1200
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	54

CONSTRUCTION STAGING NOTES

1. ALL CONSTRUCTION STAGING IS SUGGESTED AND MAY BE REVISED SUBJECT TO WRITTEN APPROVAL FROM THE ENGINEER. A REQUEST FOR CHANGE BY THE CONTRACTOR SHALL BE DETAILED TO THE SAME EXTENT AS THE STAGING OUTLINED IN THE PLANS. IT SHALL BE SUBMITTED AT LEAST TWO WEEKS PRIOR TO THE DESIRED STARTING DATE. THERE WILL BE NO ADJUSTMENT OF UNIT PRICE OR QUANTITY FOR ANY TRAFFIC CONTROL PAY ITEM DUE TO CHANGES REQUESTED BY THE CONTRACTOR.

   THE QUANTITIES OF OTHER CONTRACT UNIT PRICE ITEMS, SUCH AS EARTH EXCAVATION, EMBANKMENT, HOT-MIX ASPHALT BINDER AND SURFACE COURSES, AND OTHER SPECIFIC ITEMS WHICH CAN BE MEASURED, WILL BE ADJUSTED DUE TO CHANGES REQUESTED BY THE CONTRACTOR AND SUBSEQUENTLY APPROVED BY THE ENGINEER. THERE WILL BE NO ADJUSTMENT OF THE CONTRACT UNIT PRICE FOR ANY PAY ITEM AFFECTED BY REVISIONS OF THE SUGGESTED STAGING.

2. THE ORDER OF CONSTRUCTION WORK FOR EACH SPECIFIC STAGE DOES NOT NECESSARILY HAVE TO FOLLOW THE LISTED ORDER INDICATED BY THE NUMBERED ITEMS OF WORK. THE INTENT IS TO MINIMIZE TRAFFIC CONGESTION AND ELIMINATE TRAFFIC CONTROL CONFLICTS.

3. THE HOT-MIX ASPHALT SURFACE COURSE, FOR ALL PAVEMENTS, SHALL NOT BE PLACED UNTIL ALL STAGING REQUIRING TEMPORARY AND/OR SHORT TERM PAVEMENT MARKINGS HAS BEEN COMPLETED. ACCORDINGLY, THE TOP LIFT OF HOT-MIX ASPHALT SHOULDER SHALL NOT BE PLACED UNTIL THE HOT-MIX ASPHALT SURFACE COURSE ON THE ADJACENT LANE HAS BEEN PLACED.

   FOR SPECIFIC REQUIREMENTS DURING EACH STAGE, REFER TO ITEM 4 HEREIN AND THE GENERAL NOTES FOR EACH STAGE.

4. THE HOT-MIX ASPHALT SHOULDERS CONSTRUCTED IN STAGES I, II AND III SHALL CONSIST OF THE ENTIRE THICKNESS OF THE BOTTOM 149 mm OF HOT-MIX ASPHALT MATERIAL. THE TOP 51 mm OF HOT-MIX ASPHALT SHOULDERS SHALL NOT BE PLACED UNTIL STAGE IV.

5. ALL UNDERGROUND WORK SHALL BE PERFORMED FIRST; SUCH AS STORM SEWERS, PIPE CULVERTS, INLETS AND MANHOLES, SUBBASE GRANULAR MATERIAL, HOT-MIX ASPHALT BASE COURSES, AND THEN FULL DEPTH HOT-MIX ASPHALT PAVEMENTS, CURB AND GUTTER, AND RESURFACING SHALL FOLLOW.

6. ALL WORK ON SIDE ROADS REMAINING OPEN TO TRAFFIC DURING CONSTRUCTION, SHALL BE LIMITED TO ONE SIDE OF THE SIDE ROAD AT A TIME. UNLESS THE SIDE ROAD IS CLOSED TO TRAFFIC, 2 LANES OF TRAFFIC SHALL BE OPEN DURING NON-WORK HOURS.

7. THE EARTHWORK RIGHT OF CENTERLINE, BETWEEN THE RELOCATION AND EXISTING PAVEMENT, FROM HICKORY GROVE RD. NORTHERLY TO STATION 17+300, SHALL BE STAGED AS SHOWN ON THE CROSS SECTIONS OR DESCRIBED HEREIN.

8. THE EXISTING TRAFFIC SIGNALS AT WOODSIDE DRIVE SHALL REMAIN IN PLACE UNTIL THE NEW TRAFFIC SIGNAL SYSTEM IS CONSTRUCTED AND IL. RTE. 40 TRAFFIC IS MOVED TO THE RELOCATION.

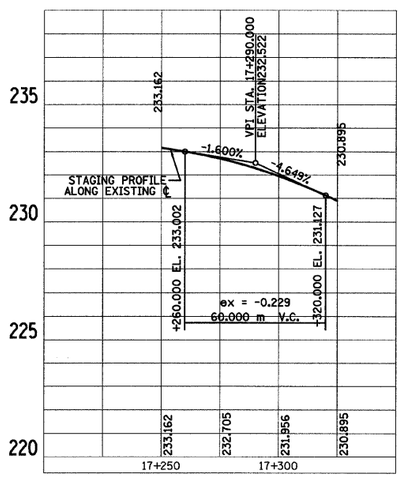
9. ADEQUATE PAVEMENT DRAINAGE SHALL BE MAINTAINED DURING ALL STAGES OF CONSTRUCTION.

10. SHORT TERM AND/OR TEMPORARY PAVEMENT MARKINGS HAVE BEEN PROVIDED FOR ALL STAGES OF CONSTRUCTION. REFER TO THE TABULATION OF QUANTITIES AND PAVEMENT MARKING DETAILS.

11. WHENEVER THE GRADING IS COMPLETED WITHIN A SIGNIFICANT AND DEFINABLE AREA, AS DETERMINED BY THE ENGINEER, THE CONTRACTOR SHALL PROCEED WITH SEEDING, SODDING AND PERMANENT EROSION CONTROL ITEMS.

12. THE CONSTRUCTION STAGING PLANS SHOWN ON THE CROSS SECTIONS CORRESPONDS WITH THE DETAILED STAGING PLANS. THE END AREAS SHOWN ON THE CROSS SECTIONS ARE TOTAL AREAS. AREAS FOR EACH STAGE ARE NOT SHOWN; HOWEVER, THE EARTHWORK HAS BEEN SUMMARIZED BY STAGES. THERE IS WASTE IN EVERY CONSTRUCTION STAGE. THE EARTHWORK HAS ALSO BEEN BROKEN DOWN BETWEEN MAINLINE IL. RTE 40 AND ALL OF THE VARIOUS SIDEROADS.

13. DURING CONSTRUCTION, TYPE III BARRICADES WILL BE REQUIRED TO BE PLACED ACROSS EXISTING OR NEW SIDEROAD CONNECTIONS AND NEW MAINLINE PAVEMENTS AS SHOWN FOR THE VARIOUS STAGES OF CONSTRUCTION. THE COST OF FURNISHING, PLACING, RELOCATING, AND ULTIMATELY REMOVING THE TYPE III BARRICADES WILL NOT BE MEASURED OR PAID FOR SEPARATELY, BUT THE COST OF THIS WORK SHALL BE INCLUDED IN OTHER RELATED TRAFFIC CONTROL PAY ITEMS.



STAGING PROFILE
STA. 17+250 TO 17+325

TRAFFIC CONTROL NOTES

1. REFER TO THE SPECIAL PROVISION TITLED "TRAFFIC CONTROL PLAN" FOR ADDITIONAL REQUIREMENTS.

2. THE BASIC TRAFFIC CONTROL STANDARD TO BE USED DURING THE VARIOUS OPERATIONS IS NOTED FOR EACH ITEM OF EACH STAGE. SIGN SPACING SHALL BE MODIFIED AS DETERMINED BY THE ENGINEER DUE TO THE OTHER ON GOING OPERATIONS AND OTHER PHYSICAL RESTRICTIONS.

S-1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
ILLINOIS ROUTE 40

SCALE: NONE
DATE: 03/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125 W-1, RS-2	PEORIA	256	55

STAGE I GENERAL NOTES

1. CLEARING AND BUILDING REMOVAL ON THE WEST SIDE OF IL. RTE 40.

   A. DEMOLITION & CLEARING EAST OF IL. RTE. 40 MAY BE DONE SUBJECT TO THE APPROVAL OF THE ENGINEER AND AS LONG AS TRAFFIC CONTROL CONFLICTS ARE NOT CREATED.

2. INSTALL THE CROSSROAD CULVERT AND TEMPORARY EXTENSION AT STA. 15+832. CONSTRUCT TEMPORARY PATCH. (STD. 701336) GRADE DITCH FROM DS END OF TEMPORARY CULVERT EXTENSION TO THE PROPOSED CULVERT LOCATION AT STA. 1+073 UNDER FRONTAGE ROAD NO. 3. MAINTAIN TWO-LANE TRAFFIC DURING NON-WORK HOURS. (STD. 701336)

3. REMOVE THE EXISTING 0.610 m X 0.610 m BOX CULVERT AT STA. 17+597. CONSTRUCT PERMANENT PATCH (STD. 701336), MAINTAIN TWO-LANE TRAFFIC DURING NON-WORK HOURS.

4. PATCH THE EXISTING PAVEMENT FROM STA. 17+300 TO THE END OF THE PROJECT. CLEAN, PRIME AND PLACE THE LEVELING BINDER ON THE EXISTING PAVEMENT FROM RT. 17+250 TO THE END OF THE PROJECT.

   CONSTRUCT TEMPORARY EARTH SHOULDERS FROM 17+250± ON BOTH SIDES OF IL. RTE. 40, A MINIMUM OF 1.2 m WIDE. EARTH FROM THE EXISTING FORESLOPES OR BACKSLOPES SHALL BE USED.

   STD. 701306 - CLEANING PAVEMENT AND RESURFACING
   STD. 701336 - PATCHING
   STD. 701326 - SHOULDER WORK

5. CONSTRUCT EARTHWORK, CULVERTS, SUB-BASE GRANULAR MATERIAL, FULL-DEPTH HOT-MIX ASPHALT PAVEMENT, HOT-MIX ASPHALT SHOULDERS, TEMPORARY CULVERTS AND OTHER RELATED ITEMS FROM:
   1. 15+714 TO 16+444
      GAP 16+444 TO 16+615 (REFER TO SHEET S-3 FOR CONSTRUCTION DETAILS.)
   2. 16+615 TO 17+200
   3. 17+200 TO 17+300 - CONSTRUCT THE SOUTHBOUND LANES AND MEDIAN OF FULL DEPTH PAVEMENT. (SEE CROSS SECTIONS FOR DETAILS.)

   STD. 701326 SHALL BE USED FROM 15+714 THROUGH 15+800, STDS. 701001, 701006, 701011 AND 701301, WHICHEVER IS APPLICABLE FOR THE OPERATIONS, SHALL BE USED FROM 15+800 THROUGH 17+300.

   THE FINAL DITCH ON THE RIGHT SIDE OF IL 40 FROM HICKORY GROVE RD., NORTH TO STA. 16+100± , CANNOT BE CONSTRUCTED DURING THIS STAGE. PROVIDE A TEMPORARY DITCH BETWEEN THE NEW PAVEMENT AND EXISTING PAVEMENT, WHICH DRAINS NORTH TO THE CULVERT AT 16+225.

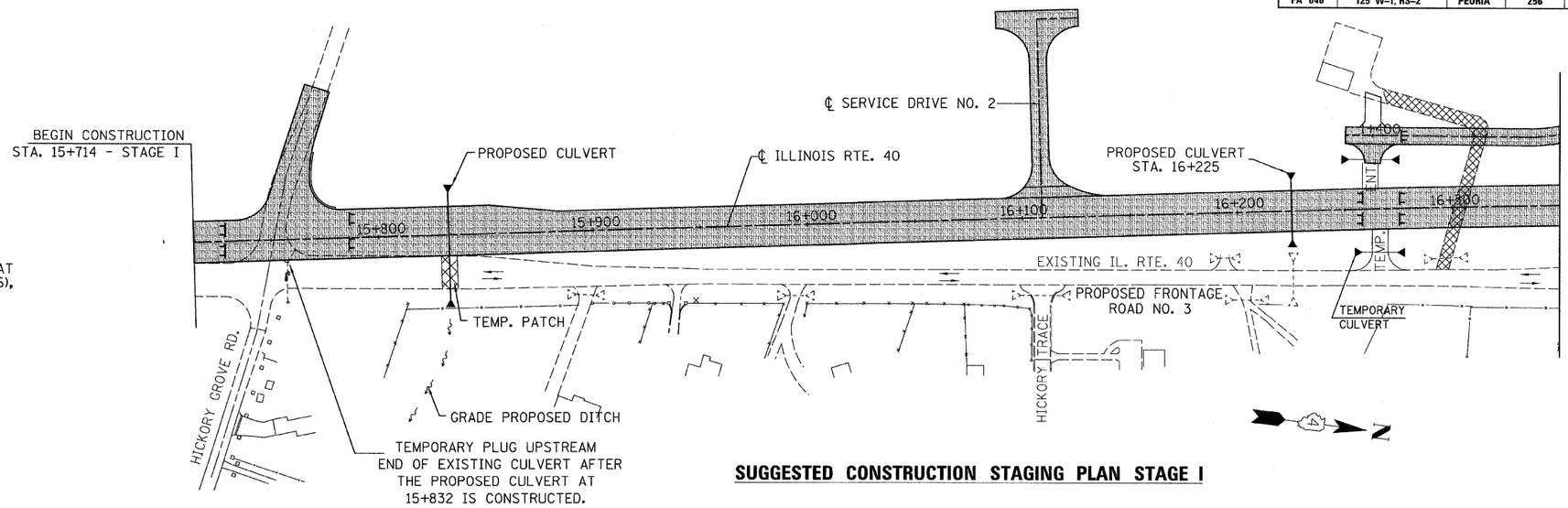
6. CLOSE HICKORY GROVE RD., WEST - (STD. B.L.R. 22, CONDITION II). A DETOUR WILL NOT BE MARKED. LOCAL TRAFFIC TO USE ALLEN RD. AND EITHER ALTA RD. OR WILHELM RD. TO ACCESS IL. RTE. 40

   CONSTRUCT WEST HICKORY GROVE RD. RELOCATION. THE CONSTRUCTION OF HICKORY GROVE RD. SHALL BE COORDINATED WITH THE CONSTRUCTION OF IL. RTE. 40 TO MINIMIZE THE LENGTH OF CLOSURE TIME.

   IF IT IS FOUND DESIRABLE TO OPEN HICKORY GROVE RD. PRIOR TO COMPLETING THE BINDER AND SURFACE COURSES AND PRIOR TO COMPLETING THE MAINLINE FULL DEPTH PAVEMENT, THE WORK REQUIRED WILL BE DONE IN ACCORDANCE WITH ARTICLE 107.09 OF THE STANDARD SPECIFICATIONS.

7. CONSTRUCT SERVICE DRIVE NO. 2 FROM STA. 1+126 TO STA. 1+218, STA. 1+387 TO STA. 1+890, INCLUDING THE NORTH LEG OF SERVICE DRIVE NO. 2.

8. CONSTRUCT SERVICE DRIVE NO. 5 (LT. STA. 17+078.)



SUGGESTED CONSTRUCTION STAGING PLAN STAGE I

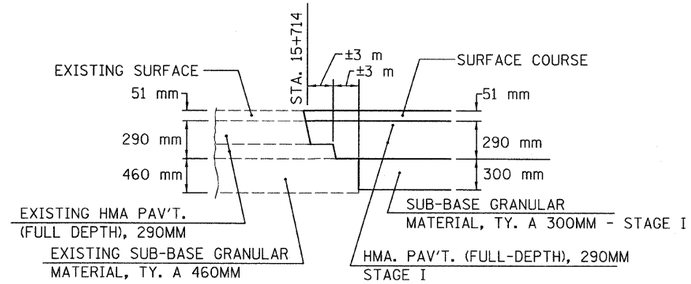
STAGE I GENERAL NOTES, CONT.

9. CONSTRUCT THE HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), HOT-MIX ASPHALT BASE COURSE AND HOT-MIX ASPHALT BASE COURSE WIDENING ON THE WEST SIDE OF IL. RTE. 40 FROM 17+300 TO THE END OF THE PROJECT. (STD. 701326) THE HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), HOT-MIX ASPHALT BASE COURSE AND BASE COURSE WIDENING FROM 17+300 TO THE END OF THE PROJECT SHALL BE DONE IN TWO PHASES: SOUTH OF CEDAR HILLS DRIVE AND NORTH OF CEDAR HILLS DRIVE IT MAKES NO DIFFERENCE WHICH AREA IS WIDENED FIRST, HOWEVER, THE HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), HOT-MIX ASPHALT BASE COURSE OR HOT-MIX ASPHALT BASE COURSE WIDENING SHALL BE CONSTRUCTED FLUSH WITH THE ADJACENT LEVELING BINDER IN ONE AREA BEFORE STARTING WIDENING OPERATIONS IN THE OTHER AREA. AFTER THE PROPOSED PAVEMENT, BASE AND BASE COURSE WIDENING HAS BEEN CONSTRUCTED FLUSH WITH THE LEVELING BINDER, THE HOT-MIX ASPHALT BINDER COURSE SHALL BE PLACED FROM 17+300± TO THE END OF THE PROJECT.

   NOTE: ALSO REFER TO THE STAGING DETAILS FOR THE CONNECTION OF RELOCATED CEDAR HILLS DRIVE TO IL. RTE. 40 SHEETS S-9 THRU S-11.

10. REMOVE THE EXISTING CULVERT AT STA. 16+668 AND INSTALL THE TEMPORARY CULVERT. (STD. 701306 OR 701336)

11. CONSTRUCT THE WEST LEG OF THE CEDAR HILLS DRIVE RELOCATION AND THE CONNECTOR TO THE EXISTING CEDAR HILLS DRIVE CONSTRUCT TEMPORARY HOT-MIX ASPHALT BASE COURSE WIDENING LT. 1+550 TO 1+600 (STD. 701326 AND REFER TO STAGING DETAILS FOR CEDAR HILLS DRIVE ON SHEET NO. S-4).



CONSTRUCTION DETAILS AT STA. 15+714

12. CONSTRUCT TEMPORARY ENTRANCES FROM EXISTING IL. RTE. 40 ACROSS THE FULL-DEPTH HOT-MIX ASPHALT PAVEMENT TO THE COMMERCIAL AREAS AT COMMERCIAL 16+267, 16+436, 16+625. (STD. 701326)

13. CONSTRUCT A TEMPORARY CONNECTION FROM RELOCATED IL. RTE. 40 TO EXISTING IL. RTE. 40 OPPOSITE TIMBERDALE DRIVE, STATION 16+973. (STD. 701326)

14. TEMPORARY DITCHES AND SLOPES ARE REQUIRED AT VARIOUS LOCATIONS FROM RT. STATION 15+750 TO RT. STATION 17+300. REFER TO THE CROSS SECTIONS.

15. WHEN RELOCATED CEDAR HILLS DRIVE (WEST) IS OPENED TO TRAFFIC, REMOVE THE PORTIONS OF OLD CEDAR HILLS DRIVE AS SHOWN, REMOVE THE DETOUR RUN-AROUND AND CONSTRUCT THE CUL-DE-SAC. (STD. 701326)

LEGEND

- EXISTING PAVEMENTS
- PROPOSED PAVEMENTS
- PREVIOUSLY CONSTRUCTED PAVEMENT
- EXISTING ENTRANCE TO BE CLOSED
- EXISTING ENTRANCE TO REMAIN
- PROPOSED ENTRANCE
- TRAFFIC FLOW
- TYPE III BARRICADE
- EXISTING CULVERT
- PROPOSED CULVERT
- PREVIOUSLY CONSTRUCTED CULVERT
- BUILDING REMOVAL
- PAVEMENT REMOVAL

S-2

REVISIONS	
NAME	DATE

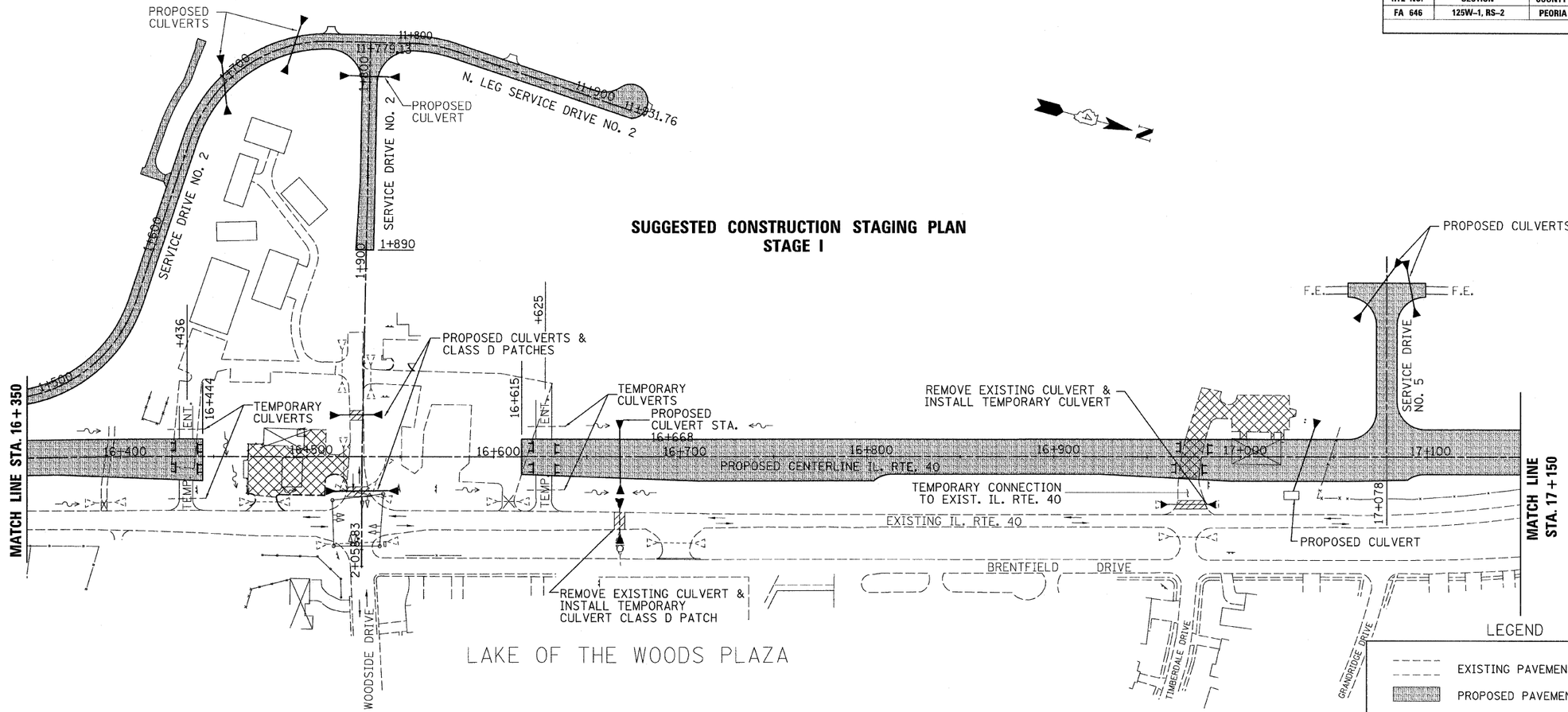
ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
ILLINOIS ROUTE 40
STAGE I

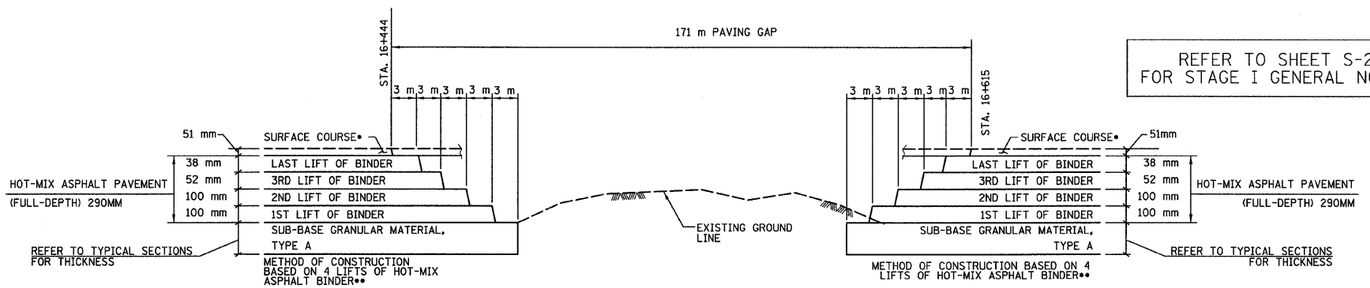
SCALE: NONE
DATE: 031309

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	56



SUGGESTED CONSTRUCTION STAGING PLAN
STAGE I



REFER TO SHEET S-2
FOR STAGE I GENERAL NOTES

• TO BE PLACED DURING STAGE IV AFTER THE BINDER IN THE GAP HAS BEEN COMPLETED.

•• LIFT THICKNESSES MAY BE VARIED AS DESIRED BY THE CONTRACTOR WITHIN THE LIMITS SET FORTH BY THE STANDARD SPECIFICATIONS AND THESE CONTRACT DOCUMENTS.

SUGGESTED METHOD OF CONSTRUCTION AT THE GAP STA 16+444 TO 16+615

NOTE: THE LIFT THICKNESS OF BINDER COURSE SHALL ALSO BE MODIFIED BY THE PROVISIONS OF ITEM 9 ON SHEET S-2.

LEGEND

- EXISTING PAVEMENTS
- PROPOSED PAVEMENTS
- PREVIOUSLY CONSTRUCTED PAVEMENT
- EXISTING ENTRANCE TO BE CLOSED
- EXISTING ENTRANCE TO REMAIN
- PROPOSED ENTRANCE
- TRAFFIC FLOW
- TYPE III BARRICADE
- EXISTING CULVERT
- PROPOSED CULVERT
- PREVIOUSLY CONSTRUCTED CULVERT
- BUILDING REMOVAL
- PAVEMENT REMOVAL

REVISIONS	
NAME	DATE

S-3

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
ILLINOIS ROUTE 40
STAGE I

SCALE: NONE
DATE: 03/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET NO.
FA 646	125W-1, RS-2	PEORIA	256	57

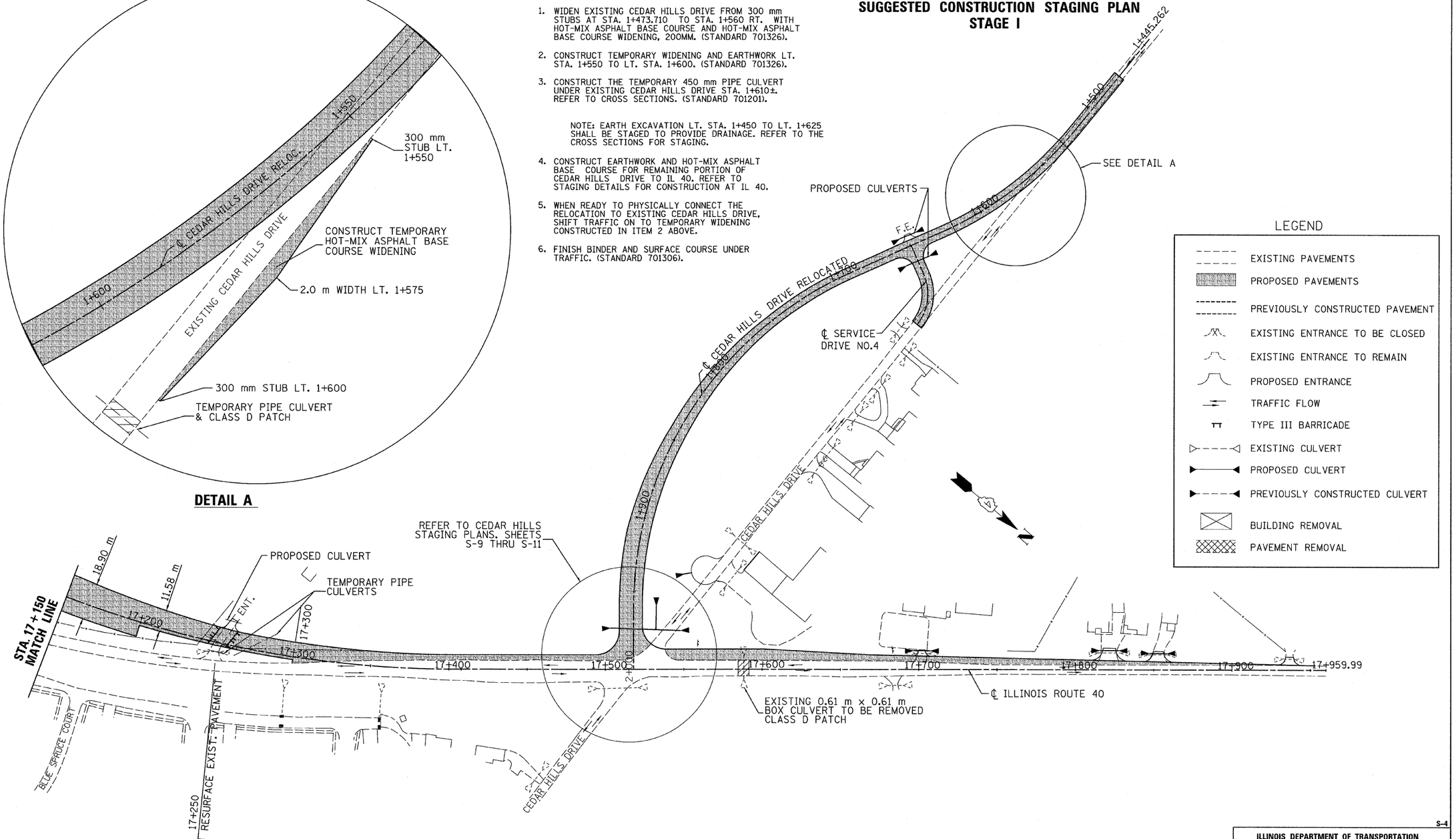
DETAIL A

SUGGESTED CONSTRUCTION SEQUENCE (DURING STAGE I) (WEST OF IL 40)

1. WIDEN EXISTING CEDAR HILLS DRIVE FROM 300 mm STUBS AT STA. 1+473.710 TO STA. 1+560 RT. WITH HOT-MIX ASPHALT BASE COURSE AND HOT-MIX ASPHALT BASE COURSE WIDENING, 200MM. (STANDARD 701326).
2. CONSTRUCT TEMPORARY WIDENING AND EARTHWORK LT. STA. 1+550 TO LT. STA. 1+600. (STANDARD 701326).
3. CONSTRUCT THE TEMPORARY 450 mm PIPE CULVERT UNDER EXISTING CEDAR HILLS DRIVE STA. 1+610±. REFER TO CROSS SECTIONS. (STANDARD 701201).

   NOTE: EARTH EXCAVATION LT. STA. 1+450 TO LT. 1+625 SHALL BE STAGED TO PROVIDE DRAINAGE. REFER TO THE CROSS SECTIONS FOR STAGING.
4. CONSTRUCT EARTHWORK AND HOT-MIX ASPHALT BASE COURSE FOR REMAINING PORTION OF CEDAR HILLS DRIVE TO IL 40. REFER TO STAGING DETAILS FOR CONSTRUCTION AT IL 40.
5. WHEN READY TO PHYSICALLY CONNECT THE RELOCATION TO EXISTING CEDAR HILLS DRIVE, SHIFT TRAFFIC ON TO TEMPORARY WIDENING CONSTRUCTED IN ITEM 2 ABOVE.
6. FINISH BINDER AND SURFACE COURSE UNDER TRAFFIC. (STANDARD 701306).

SUGGESTED CONSTRUCTION STAGING PLAN STAGE I



LEGEND

- EXISTING PAVEMENTS
- PROPOSED PAVEMENTS
- PREVIOUSLY CONSTRUCTED PAVEMENT
- EXISTING ENTRANCE TO BE CLOSED
- EXISTING ENTRANCE TO REMAIN
- PROPOSED ENTRANCE
- TRAFFIC FLOW
- TYPE III BARRICADE
- EXISTING CULVERT
- PROPOSED CULVERT
- PREVIOUSLY CONSTRUCTED CULVERT
- BUILDING REMOVAL
- PAVEMENT REMOVAL

REFER TO SHEET S-2
FOR STAGE I GENERAL NOTES

S-4

REVISIONS	
NAME	DATE

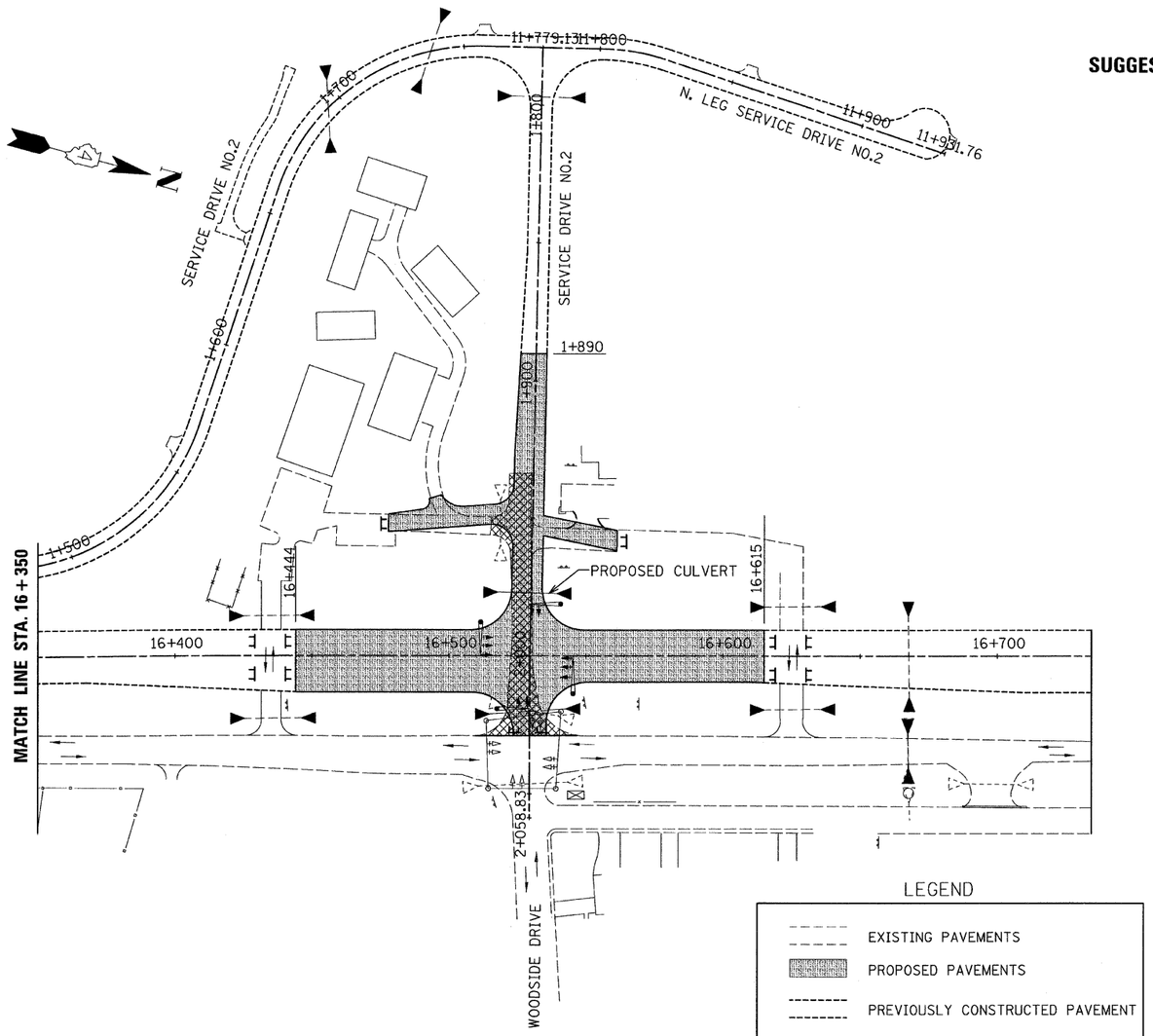
ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
ILLINOIS ROUTE 40
STAGE I

SCALE: NONE — DRAWN BY: JRC, JDU
DATE: 03/13/09 — CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	58

SUGGESTED CONSTRUCTION STAGING PLAN
STAGE II



LEGEND

- EXISTING PAVEMENTS
- PROPOSED PAVEMENTS
- PREVIOUSLY CONSTRUCTED PAVEMENT
- EXISTING ENTRANCE TO BE CLOSED
- EXISTING ENTRANCE TO REMAIN
- PROPOSED ENTRANCE
- TRAFFIC FLOW
- TYPE III BARRICADE
- EXISTING CULVERT
- PROPOSED CULVERT
- PREVIOUSLY CONSTRUCTED CULVERT
- BUILDING REMOVAL
- PAVEMENT REMOVAL

STAGE II
GENERAL NOTES

ALL TRAFFIC TO REMAIN ON EXISTING IL. RTE. 40

STAGE II MAY BE STARTED ANY TIME AFTER THE TEMPORARY ENTRANCES AT STATION 16+267, 16+436 AND 16+625 ARE COMPLETED, SEE ITEM NO. 12 IN STAGE I.

1. CLOSE WOODSIDE DRIVE WEST. PLACE TYPE III BARRICADES ACROSS WOODSIDE DRIVE AT THE WEST EDGE OF IL. RTE. 40 PAVEMENT. REMOVE EXISTING PAVEMENTS AS SHOWN ON THE REMOVAL PLANS.

2. PLACE TYPE I OR II BARRICADES ACROSS THE FULL-DEPTH HOT-MIX ASPHALT PAVEMENT BOTH SIDES OF ALL THREE TEMPORARY ENTRANCES TO PROHIBIT TRAFFIC ON THE COMPLETED PORTIONS OF PAVEMENT.

3. COMPLETE THE EARTHWORK, CULVERT SUB-BASE GRANULAR MATERIAL, FULL-DEPTH HOT-MIX ASPHALT PAVEMENT, HOT-MIX ASPHALT BASE COURSE, HOT-MIX ASPHALT BINDER COURSE AND HOT-MIX ASPHALT SHOULDERS FOR IL. RTE. 40, STATION 16+444 TO 16+615 AND FOR SERVICE DRIVE NO. 2 WEST, FROM STATION 1+890 EASTERLY TO THE WEST EDGE OF EXISTING IL. RTE. 40.

4. CONSTRUCT THE TRAFFIC SIGNAL SYSTEM FOR THIS INTERSECTION. THE EXISTING SIGNALS SHALL REMAIN IN PLACE UNTIL TRAFFIC IS SWITCHED TO THE RELOCATION. SEE TRAFFIC SIGNAL PLANS FOR DETAILS.

5. PLACE SHORT TERM AND TEMPORARY PAVEMENT MARKINGS ON THE NEW AND WIDENED PAVEMENT CONSTRUCTED IN STAGES I AND II FOR ITS ENTIRE LENGTH.

6. OPEN THE NEW PAVEMENTS TO TRAFFIC. TWO LANES OF TRAFFIC, ONE EACH DIRECTION SHALL BE MAINTAINED THROUGH THE NARROW PORTION OF PAVEMENT: STA. 17+600 TO 17+900. RIGHT AND LEFT TURN LANES SHALL BE PROVIDED AT CEDAR HILLS DRIVE FOUR LANES OF TRAFFIC, TWO LANES EACH DIRECTION SHALL BE PROVIDED FROM THE BEGINNING OF THE PROJECT TO THE TRANSITION FROM FOUR LANES TO TWO LANES SOUTH OF STATION 17+100 (STANDARD 701606).

7. OPEN WOODSIDE DRIVE, EAST AND SERVICE DRIVE NO. 2, WEST. REMOVE THE TEMPORARY ENTRANCES AND CULVERTS AT COMMERCIAL 16+267±, 16+436± AND 16+625±. CLOSE THE ACCESS ROAD FROM OLD IL. RTE. 40 TO LAKE OF THE WOODS PLAZA, RT. STATION 16+700±. OPEN THE TEMPORARY CONNECTION BETWEEN THE NEW PAVEMENT AND OLD IL. RTE. 40 RT. STATION 16+973±.

NOTE: REFER TO THE SUGGESTED CONSTRUCTION STAGING PLAN, STAGE III FOR TRAFFIC FLOW PRIOR TO BEGINNING STAGE III.

S-5

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

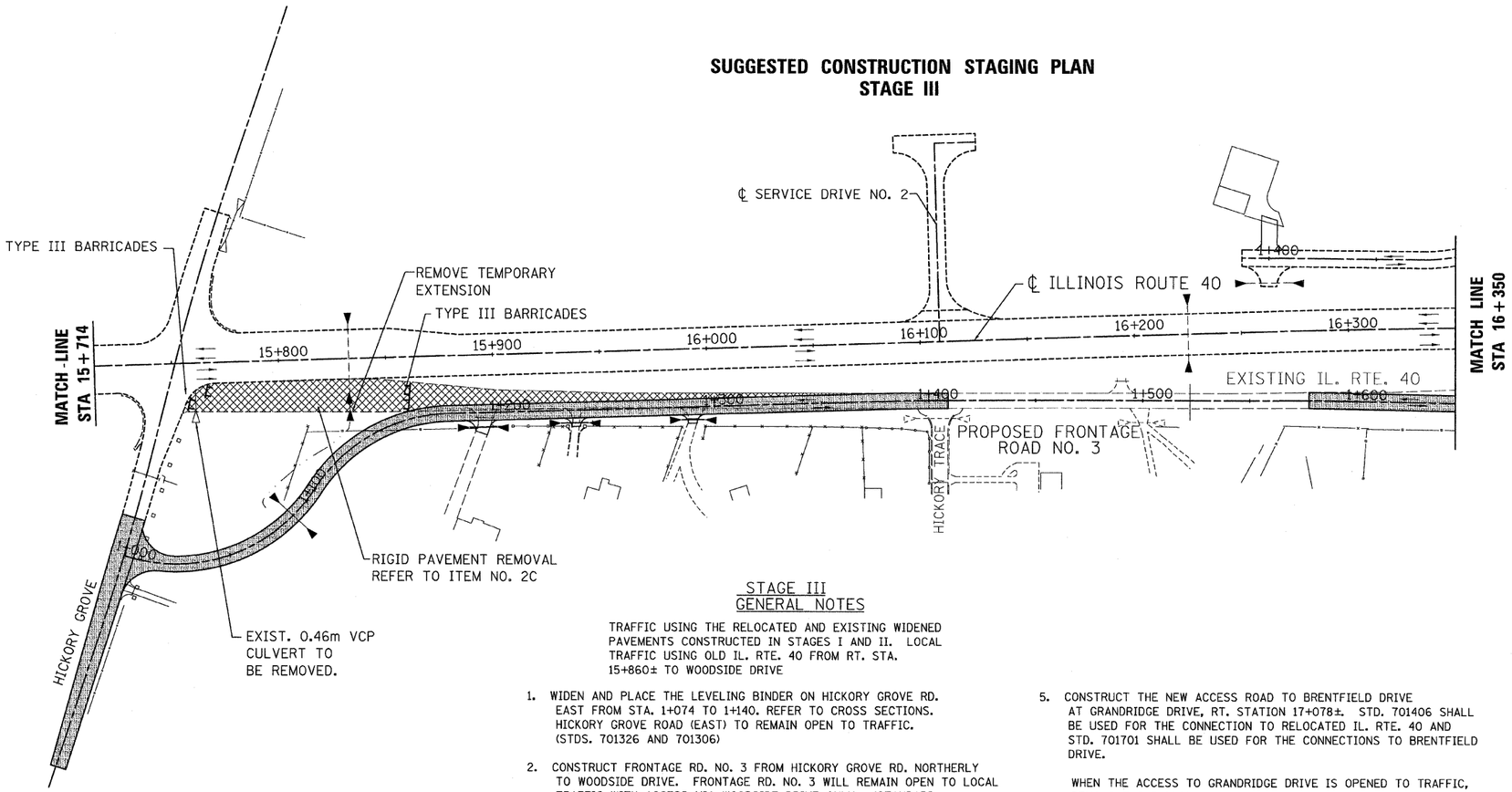
STAGE CONSTRUCTION
ILLINOIS ROUTE 40
STAGE II

SCALE: NONE
DATE: 3/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	59

SUGGESTED CONSTRUCTION STAGING PLAN
STAGE III



LEGEND

- EXISTING PAVEMENTS
- PROPOSED PAVEMENTS
- PREVIOUSLY CONSTRUCTED PAVEMENT
- EXISTING ENTRANCE TO BE CLOSED
- EXISTING ENTRANCE TO REMAIN
- PROPOSED ENTRANCE
- TRAFFIC FLOW
- TYPE III BARRICADE
- EXISTING CULVERT
- PROPOSED CULVERT
- PREVIOUSLY CONSTRUCTED CULVERT
- BUILDING REMOVAL
- PAVEMENT REMOVAL

STAGE III GENERAL NOTES

TRAFFIC USING THE RELOCATED AND EXISTING WIDENED PAVEMENTS CONSTRUCTED IN STAGES I AND II. LOCAL TRAFFIC USING OLD IL. RTE. 40 FROM RT. STA. 15+860± TO WOODSIDE DRIVE

1. WIDEN AND PLACE THE LEVELING BINDER ON HICKORY GROVE RD. EAST FROM STA. 1+074 TO 1+140. REFER TO CROSS SECTIONS. HICKORY GROVE ROAD (EAST) TO REMAIN OPEN TO TRAFFIC. (STDS. 701326 AND 701306)

2. CONSTRUCT FRONTAGE RD. NO. 3 FROM HICKORY GROVE RD. NORTHERLY TO WOODSIDE DRIVE. FRONTAGE RD. NO. 3 WILL REMAIN OPEN TO LOCAL TRAFFIC WITH ACCESS VIA WOODSIDE DRIVE ONLY. (STANDARD 701306 FOR CLEANING & RS, STANDARD 701336 FOR PATCHING AND STANDARD 701326 FOR WIDENING.)

   A. ACCESS TO PROPERTIES EAST OF OLD IL. RTE. 40, (FRONTAGE RD. NO. 3) SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 107.09 OF THE STANDARD SPECIFICATIONS.

   b. WHEN FRONTAGE RD. NO. 3 IS COMPLETED, LOCAL TRAFFIC SHALL BE MOVED TO THE RELOCATED AND WIDENED PORTIONS OF THE FRONTAGE ROAD BETWEEN HICKORY GROVE RD. AND WOODSIDE DRIVE

   c. REMOVE EXISTING PAVEMENTS FROM: RT. STATION 15+755 TO 15+860, RT. STATION 16+300± TO WOODSIDE DRIVE, FROM WOODSIDE DRIVE TO RT. STATION 16+950± AND FROM RT. STATION 16+990± TO 17+300.

3. REMOVE THE EXISTING PAVEMENT ON WOODSIDE DRIVE (EAST), REMOVE THE EXISTING CULVERT AND INSTALL THE NEW CULVERT UNDER WOODSIDE DRIVE (EAST); CONSTRUCT THE REMAINING PORTION OF WOODSIDE DRIVE EAST. THIS WORK SHALL BE DONE UNDER TRAFFIC USING STANDARDS 701501 AND 701701.

4. FINISH EARTH GRADING AND DITCHES ALONG THE EAST SIDE OF RELOCATED IL. RTE. 40 FROM HICKORY GROVE RD., NORTHERLY TO 17+100±.

5. CONSTRUCT THE NEW ACCESS ROAD TO BRENTFIELD DRIVE AT GRANDRIDGE DRIVE, RT. STATION 17+078±. STD. 701406 SHALL BE USED FOR THE CONNECTION TO RELOCATED IL. RTE. 40 AND STD. 701701 SHALL BE USED FOR THE CONNECTIONS TO BRENTFIELD DRIVE.

   WHEN THE ACCESS TO GRANDRIDGE DRIVE IS OPENED TO TRAFFIC, REMOVE THE EXISTING PAVEMENTS FROM 16+950 TO 16+990.

6. CONSTRUCT THE REMAINING IL. RTE. 40 FULL-DEPTH HOT-MIX ASPHALT PAVEMENT FROM 17+200 TO 17+300. CONSTRUCT THE HOT-MIX ASPHALT SHOULDERS ADJACENT TO THIS PAVEMENT AND COMPLETE THE EARTHWORK IN THIS AREA. THE TEMPORARY PIPE CULVERT AT 17+270± SHALL BE PLUGGED AT THE DS END AND FILLED WITH CLSM.

7. CONSTRUCT THE HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), HOT-MIX ASPHALT BASE COURSE AND HOT-MIX ASPHALT BASE COURSE WIDENING ON THE EAST SIDE OF IL RTE 40 FROM 17+300 TO THE END OF THE PROJECT. (STD. 701326)

   NOTE: 1. ALSO REFER TO THE STAGING DETAILS FOR THE CONNECTION OF RELOCATED CEDAR HILLS DRIVE TO IL. RTE. 40. PLAN SHEETS S-9 THRU S-11.

   NOTE: 2. THE PROVISIONS FOR PHASING THE WIDENING WORK ON THE WEST SIDE, AS OUTLINED IN ITEM NO. 9 FOR STAGE I, SHALL ALSO APPLY FOR THE WIDENING ON THE EAST SIDE.

8. PLACE THE AREA AND/OR STRIP REFLECTIVE CRACK CONTROL OVER THE LONGITUDINAL JOINTS FROM 17+300 TO THE END OF THE PROJECT AND PLACE THE HOT-MIX ASPHALT CONCRETE BINDER COURSE. CONSTRUCT THE BOTTOM 149 mm OF HOT-MIX ASPHALT SHOULDERS.

9. CONSTRUCT THE EAST LEG OF THE CEDAR HILLS DRIVE RELOCATION AND THE CONNECTOR TO EXISTING CEDAR HILLS DRIVE (STD. 701326 AND REFER TO STAGING DETAILS ON SHEET NO. S-10 & S-11. ACCESS TO PROPERTIES NORTH OF THE RELOCATIONS SHALL BE IN ACCORDANCE WITH ARTICLE 107.09 OF THE STANDARD SPECIFICATIONS. THE CONNECTION OF SERVICE DRIVE NO. 3 FROM RELOCATED CEDAR HILLS DRIVE TO EXISTING CEDAR HILLS DRIVE SHALL BE CONSTRUCTED UNDER TRAFFIC USING STANDARD 701501.

10. THE EAST CONNECTION OF RELOCATED CEDAR HILLS DRIVE TO THE EXISTING PAVEMENT SHALL BE DONE UNDER TRAFFIC.

11. WHEN RELOCATED CEDAR HILLS DRIVE IS OPENED TO TRAFFIC, REMOVE THE PORTIONS OF OLD CEDAR HILLS DRIVE AND THEN CONSTRUCT THE CUL-DE-SAC.

WHEN THE WORK COVERED IN ITEMS 1, 2, AND 3 IS COMPLETED, THE FOLLOWING CONSTRUCTION AND STAGING FOR HICKORY GROVE RD. (EAST) MAY BEGIN.

12. CLOSE HICKORY GROVE RD. EAST JUST WEST OF THE CONNECTION OF FRONTAGE RD. NO. 3. (STD. B.L.R. 21) HICKORY GROVE RD. TRAFFIC TO BE DETOURED TO WOODSIDE DRIVE VIA FRONTAGE RD. NO. 3. DETOUR SIGNING WILL BE FURNISHED AND ERECTED BY THE DEPARTMENT.

13. REMOVE EXISTING HICKORY GROVE RD. PAVEMENT AS SHOWN ON THE PLANS AND CONSTRUCT RELOCATED HICKORY GROVE RD. TO IL. RTE. 40. AS SOON AS THE HOT-MIX ASPHALT BASE COURSE IS CONSTRUCTED AND CURED, THE PAVEMENT SHALL BE OPENED TO TRAFFIC. THE HOT-MIX ASPHALT CONCRETE BINDER AND SURFACE COURSES SHALL BE PLACED UNDER TRAFFIC USING STD. 701306, AND ADJACENT WORK SHALL BE DONE USING STD. 701326.

NOTE: THE CONTRACTOR SHALL EXPEDITE THIS WORK. THE CLOSURE TIME FOR HICKORY GROVE RD. EAST SHALL NOT EXCEED 14 CALENDAR DAYS. REFER TO THE SPECIAL PROVISIONS.

14. COMPLETE THE EARTHWORK IN THE AREA FROM HICKORY GROVE RD. NORTHERLY TO THE PREVIOUSLY COMPLETED EARTHWORK AND FINISH CONSTRUCTING THE HOT-MIX ASPHALT SHOULDER ADJACENT TO THE EAST EDGE OF PAVEMENT.

S-6

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

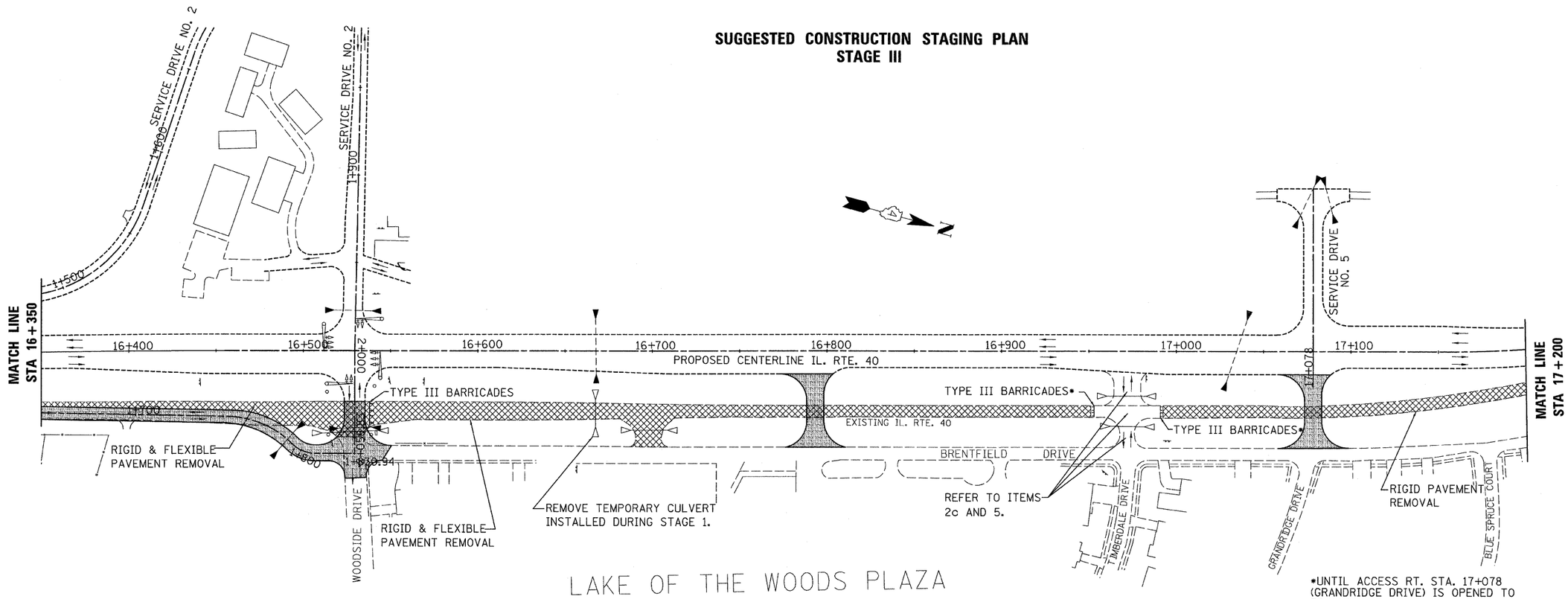
STAGE CONSTRUCTION ILLINOIS ROUTE 40 STAGE III

SCALE: NONE
DATE: 03/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	60

SUGGESTED CONSTRUCTION STAGING PLAN
STAGE III



*UNTIL ACCESS RT. STA. 17+078 (GRANDRIDGE DRIVE) IS OPENED TO TRAFFIC

REFER TO SHEET S-6
FOR STAGE III GENERAL NOTES

LEGEND

- EXISTING PAVEMENTS
- PROPOSED PAVEMENTS
- PREVIOUSLY CONSTRUCTED PAVEMENT
- EXISTING ENTRANCE TO BE CLOSED
- EXISTING ENTRANCE TO REMAIN
- PROPOSED ENTRANCE
- TRAFFIC FLOW
- TYPE III BARRICADE
- EXISTING CULVERT
- PROPOSED CULVERT
- PREVIOUSLY CONSTRUCTED CULVERT
- BUILDING REMOVAL
- PAVEMENT REMOVAL

S-7

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
ILLINOIS ROUTE 40
STAGE III

SCALE: NONE — DRAWN BY: JRC, JDU
DATE: 03/13/09 — CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET NO.
FA 646	125W-1, RS-2	PEORIA	256	61

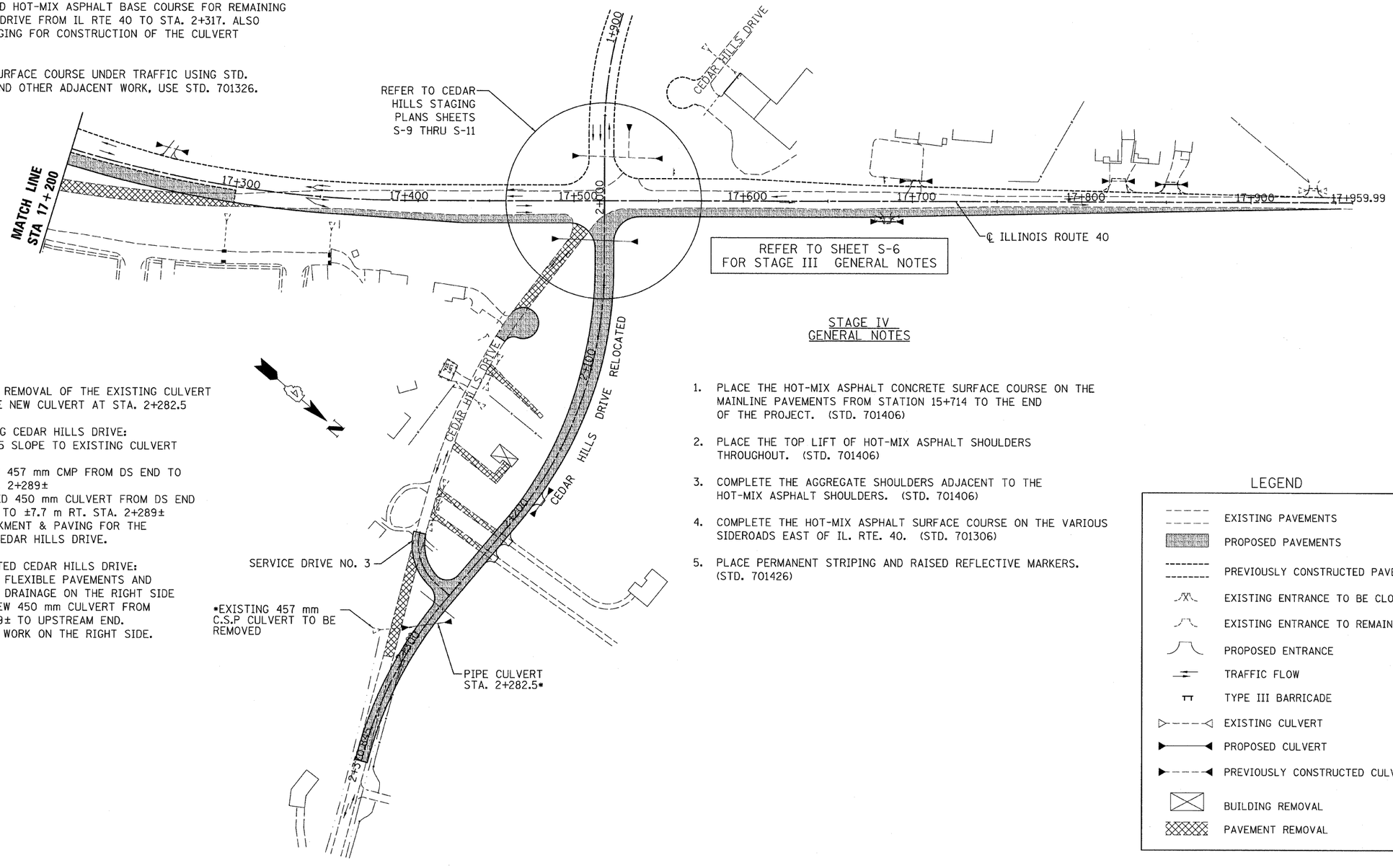
SUGGESTED CONSTRUCTION STAGING PLAN
STAGE III
SUGGESTED CONSTRUCTION STAGING GENERAL NOTES
STAGE IV

SUGGESTED CONSTRUCTION SEQUENCE (DURING STAGE III) (EAST OF IL 40)

WIDEN CEDAR HILLS DRIVE FROM LT. STA. 2+317 TO THE 300 mm STUB AT 2+415 WITH HOT-MIX ASPHALT BASE COURSE WIDENING, 200 mm.

CONSTRUCT EARTHWORK AND HOT-MIX ASPHALT BASE COURSE FOR REMAINING PORTION OF CEDAR HILLS DRIVE FROM IL RTE 40 TO STA. 2+317. ALSO REFER TO SUGGESTED STAGING FOR CONSTRUCTION OF THE CULVERT AT STA. 2+282.5

FINISH THE BINDER AND SURFACE COURSE UNDER TRAFFIC USING STD. 701306. FOR SHOULDERS AND OTHER ADJACENT WORK, USE STD. 701326.



•SUGGESTED STAGING FOR REMOVAL OF THE EXISTING CULVERT AND INSTALLATION OF THE NEW CULVERT AT STA. 2+282.5

WITH TRAFFIC ON EXISTING CEDAR HILLS DRIVE:

1. EXCAVATE AT 1:1.5 SLOPE TO EXISTING CULVERT RT. STA. 2+289±.
2. REMOVE EXISTING 457 mm CMP FROM DS END TO ±42.7 m RT. STA. 2+289±
3. INSTALL PROPOSED 450 mm CULVERT FROM DS END LT. STA. 2+269± TO ±7.7 m RT. STA. 2+289±
4. COMPLETE EMBANKMENT & PAVING FOR THE RELOCATION OF CEDAR HILLS DRIVE.

WITH TRAFFIC ON RELOCATED CEDAR HILLS DRIVE:

1. REMOVE EXISTING FLEXIBLE PAVEMENTS AND ESTABLISH DITCH DRAINAGE ON THE RIGHT SIDE
2. COMPLETE THE NEW 450 mm CULVERT FROM ±7.7 m RT. 2+289± TO UPSTREAM END.
3. COMPLETE EARTH WORK ON THE RIGHT SIDE.

STAGE IV GENERAL NOTES

1. PLACE THE HOT-MIX ASPHALT CONCRETE SURFACE COURSE ON THE MAINLINE PAVEMENTS FROM STATION 15+714 TO THE END OF THE PROJECT. (STD. 701406)
2. PLACE THE TOP LIFT OF HOT-MIX ASPHALT SHOULDERS THROUGHOUT. (STD. 701406)
3. COMPLETE THE AGGREGATE SHOULDERS ADJACENT TO THE HOT-MIX ASPHALT SHOULDERS. (STD. 701406)
4. COMPLETE THE HOT-MIX ASPHALT SURFACE COURSE ON THE VARIOUS SIDEROADS EAST OF IL. RTE. 40. (STD. 701306)
5. PLACE PERMANENT STRIPING AND RAISED REFLECTIVE MARKERS. (STD. 701426)

LEGEND

- EXISTING PAVEMENTS
- PROPOSED PAVEMENTS
- PREVIOUSLY CONSTRUCTED PAVEMENT
- EXISTING ENTRANCE TO BE CLOSED
- EXISTING ENTRANCE TO REMAIN
- PROPOSED ENTRANCE
- TRAFFIC FLOW
- TYPE III BARRICADE
- EXISTING CULVERT
- PROPOSED CULVERT
- PREVIOUSLY CONSTRUCTED CULVERT
- BUILDING REMOVAL
- PAVEMENT REMOVAL

S-8

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

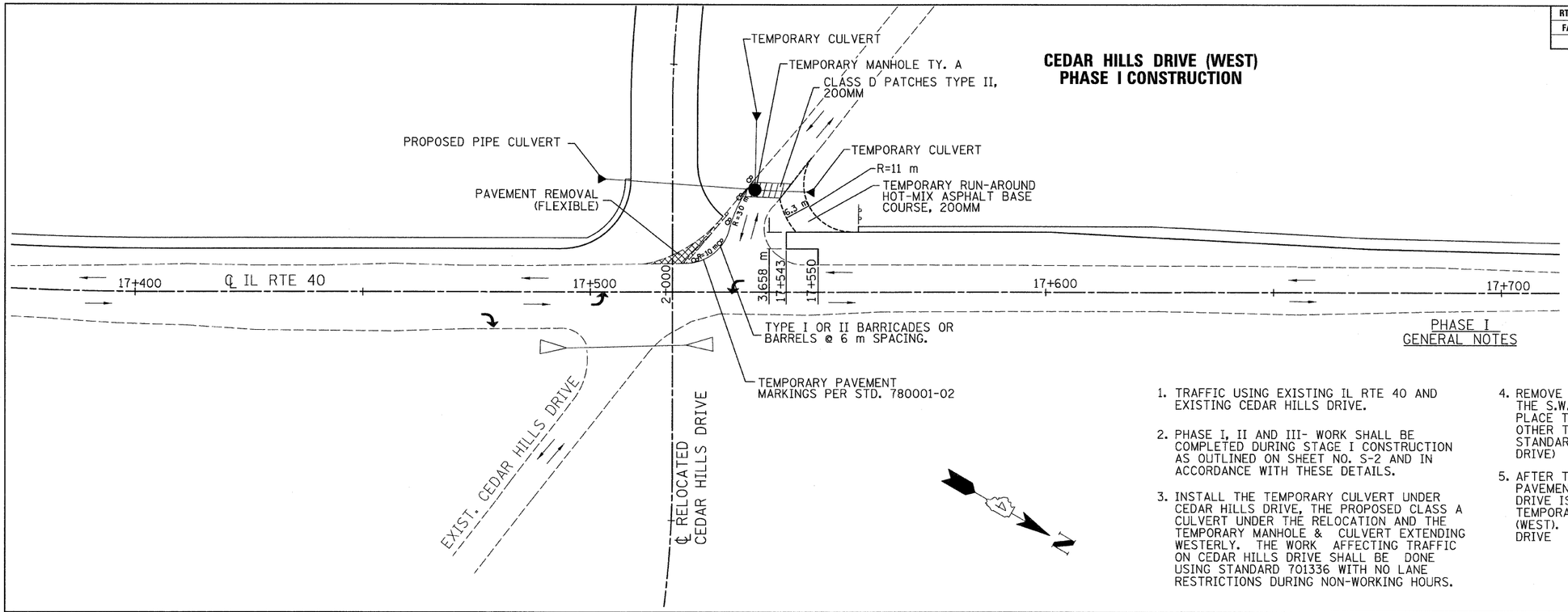
STAGE CONSTRUCTION ILLINOIS ROUTE 40 STAGE III & IV

SCALE: NONE
DATE: 031309

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	62

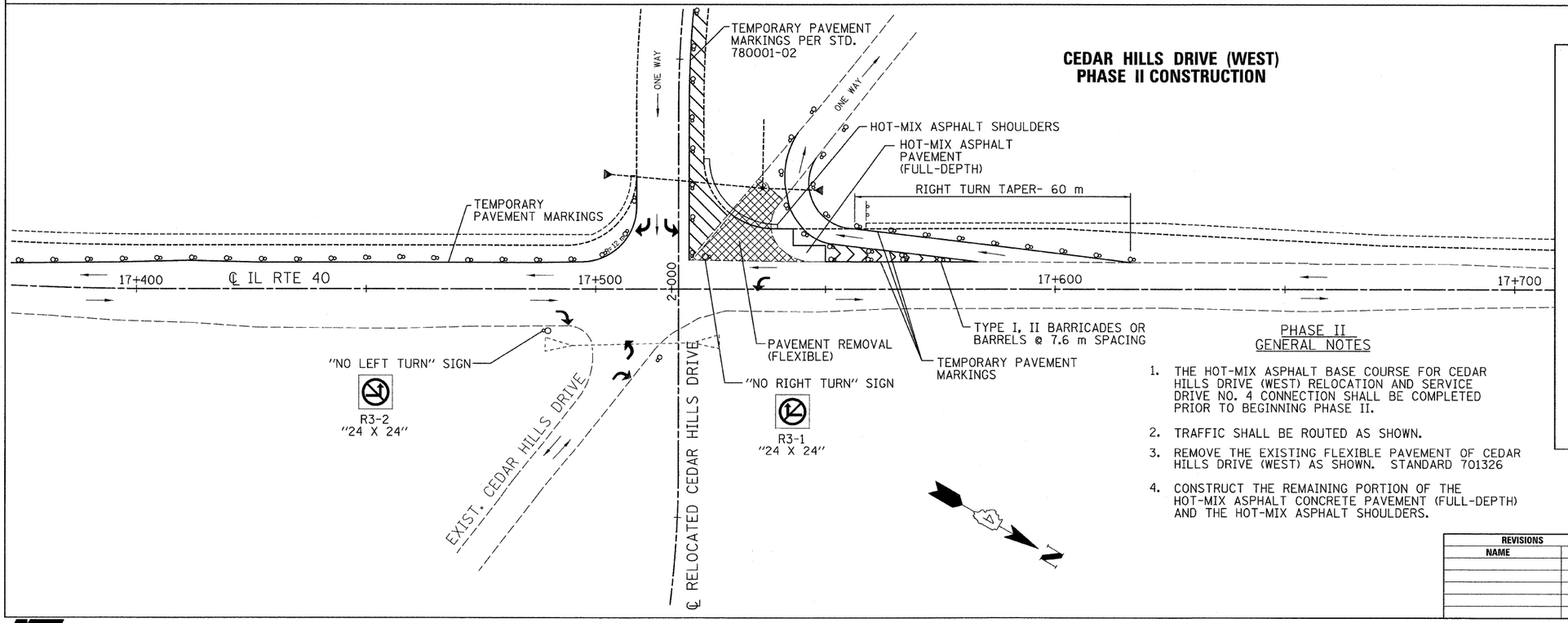
CEDAR HILLS DRIVE (WEST)
PHASE I CONSTRUCTION



PHASE I GENERAL NOTES

1. TRAFFIC USING EXISTING IL RTE 40 AND EXISTING CEDAR HILLS DRIVE.
2. PHASE I, II AND III- WORK SHALL BE COMPLETED DURING STAGE I CONSTRUCTION AS OUTLINED ON SHEET NO. S-2 AND IN ACCORDANCE WITH THESE DETAILS.
3. INSTALL THE TEMPORARY CULVERT UNDER CEDAR HILLS DRIVE, THE PROPOSED CLASS A CULVERT UNDER THE RELOCATION AND THE TEMPORARY MANHOLE & CULVERT EXTENDING WESTERLY. THE WORK AFFECTING TRAFFIC ON CEDAR HILLS DRIVE SHALL BE DONE USING STANDARD 701336 WITH NO LANE RESTRICTIONS DURING NON-WORKING HOURS.
4. REMOVE THE EXISTING FLEXIBLE PAVEMENT IN THE S.W. QUADRANT OF THE INTERSECTION & PLACE TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES AS SHOWN. STANDARD 701326 (IL RTE. 40 & CEDAR HILLS DRIVE)
5. AFTER THE HOT-MIX ASPHALT CONCRETE PAVEMENT (FULL-DEPTH) NORTH OF CEDAR HILLS DRIVE IS CONSTRUCTED, CONSTRUCT THE TEMPORARY RUN- AROUND TO CEDAR HILLS DRIVE (WEST). STANDARD 701326 FOR CEDAR HILLS DRIVE

CEDAR HILLS DRIVE (WEST)
PHASE II CONSTRUCTION



PHASE II GENERAL NOTES

1. THE HOT-MIX ASPHALT BASE COURSE FOR CEDAR HILLS DRIVE (WEST) RELOCATION AND SERVICE DRIVE NO. 4 CONNECTION SHALL BE COMPLETED PRIOR TO BEGINNING PHASE II.
2. TRAFFIC SHALL BE ROUTED AS SHOWN.
3. REMOVE THE EXISTING FLEXIBLE PAVEMENT OF CEDAR HILLS DRIVE (WEST) AS SHOWN. STANDARD 701326
4. CONSTRUCT THE REMAINING PORTION OF THE HOT-MIX ASPHALT CONCRETE PAVEMENT (FULL-DEPTH) AND THE HOT-MIX ASPHALT SHOULDERS.

LEGEND

- EXISTING PAVEMENTS
- PROPOSED PAVEMENTS
- PREVIOUSLY CONSTRUCTED PAVEMENT
- EXISTING ENTRANCE TO BE CLOSED
- EXISTING ENTRANCE TO REMAIN
- PROPOSED ENTRANCE
- TRAFFIC FLOW
- TYPE III BARRICADE
- EXISTING CULVERT
- PROPOSED CULVERT
- PREVIOUSLY CONSTRUCTED CULVERT
- BUILDING REMOVAL
- PAVEMENT REMOVAL

S-9

REVISIONS	
NAME	DATE

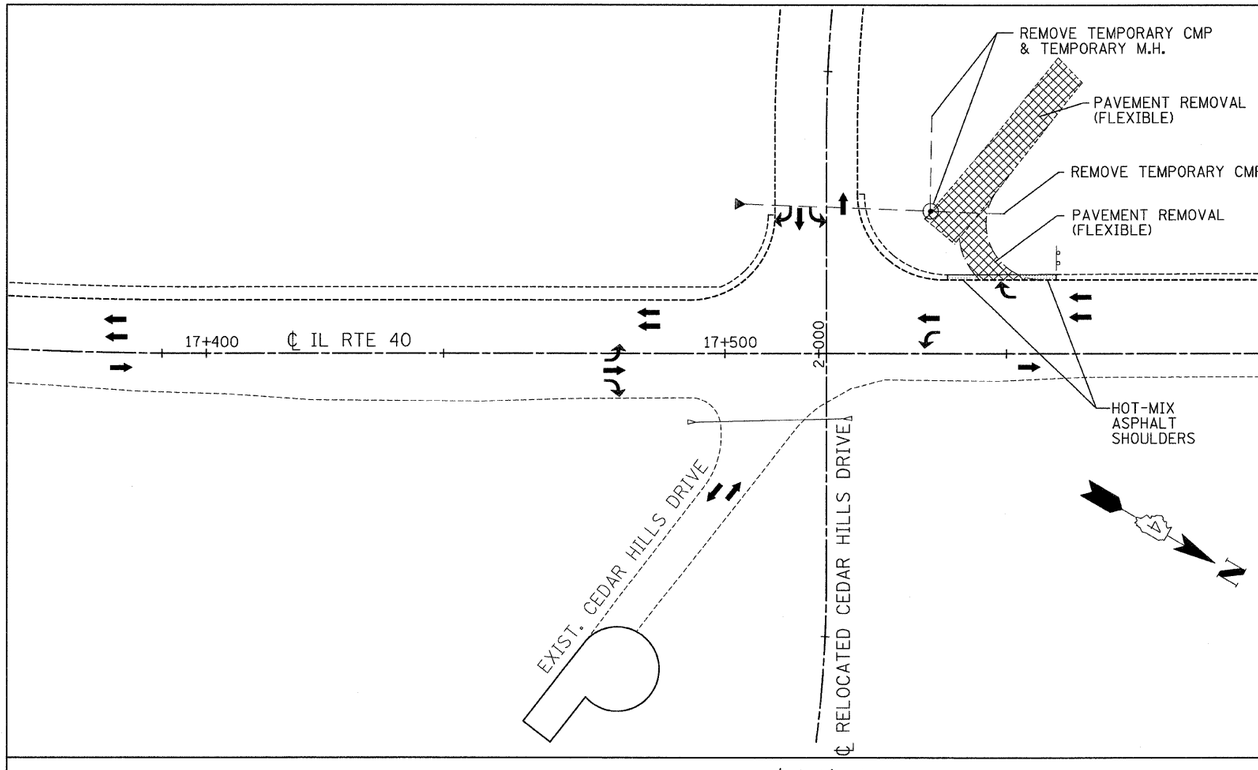
ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
ILLINOIS ROUTE 40

SCALE: NONE
DATE: 031309

DRAWN BY: JRC, JDU
CHECKED BY: ECM

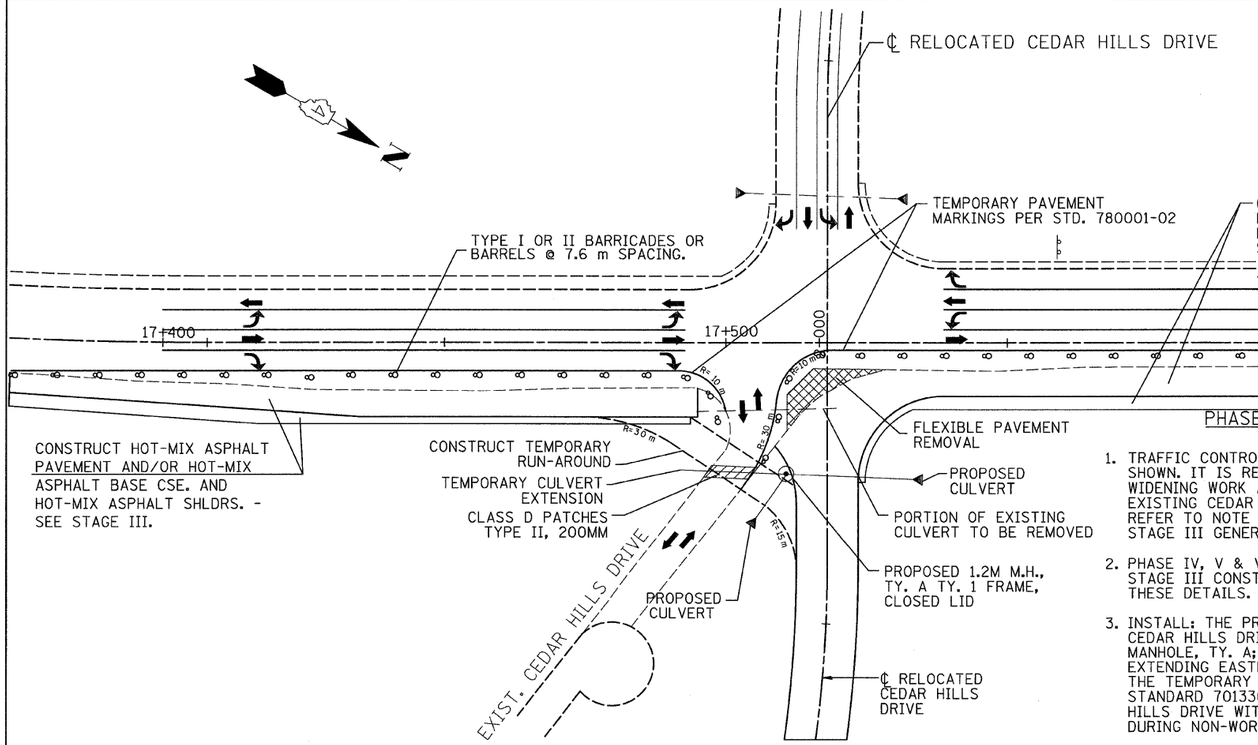
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	63



CEDAR HILLS DRIVE (WEST)
PHASE III CONSTRUCTION

PHASE III
GENERAL NOTES

1. CEDAR HILLS DRIVE (WEST) RELOCATION OPEN TO All TRAFFIC.
2. COMPLETE THE CONSTRUCTION OF THE HOT-MIX ASPHALT SHOULDERS; REMOVE THE REMAINING PORTIONS OF EXISTING CEDAR HILLS DRIVE (WEST); REMOVE THE TEMPORARY CULVERTS AND TEMPORARY MANHOLE.
3. COMPLETE THE EARTHWORK IN THIS AREA.



CEDAR HILLS DRIVE (EAST)
PHASE IV CONSTRUCTION

PHASE IV GENERAL NOTES

1. TRAFFIC CONTROL SHALL BE ESTABLISHED AS SHOWN. IT IS RECOMMENDED THE PAVEMENT AND WIDENING WORK ALONG IL RTE 40 NORTH OF EXISTING CEDAR HILLS DRIVE BE DONE FIRST. REFER TO NOTE NO. 2 OF ITEM 7 OF THE STAGE III GENERAL NOTES.
2. PHASE IV, V & VI WORK SHALL BE DONE DURING STAGE III CONSTRUCTION IN ACCORDANCE WITH THESE DETAILS.
3. INSTALL: THE PROPOSED CULVERTS UNDER CEDAR HILLS DRIVE @ STA. 2+022; THE MANHOLE, TY. A; THE PROPOSED CULVERT EXTENDING EASTERLY FROM THE MANHOLE AND THE TEMPORARY CULVERT EXTENSION. STANDARD 701336 SHALL BE USED FOR CEDAR HILLS DRIVE WITH NO LANE RESTRICTIONS DURING NON-WORKING HOURS.
4. REMOVE FLEXIBLE PAVEMENT AND A PORTION OF THE EXISTING CULVERT AS SHOWN AND CONSTRUCT THE HOT-MIX ASPHALT CONCRETE PAVEMENT (FULL-DEPTH), HOT-MIX ASPHALT BASE COURSE AND OR WIDENING WHICHEVER IS APPLICABLE.
5. CONSTRUCT THE TEMPORARY RUN-AROUND. STANDARD 701326 & 701301 FOR CEDAR HILLS DRIVE
6. CONSTRUCT THE HOT-MIX ASPHALT SHOULDERS ADJACENT TO THE NEW PAVEMENT, BASE COURSE & BASE COURSE WIDENING.
7. CONSTRUCT THE CUL-DE-SAC FOR OLD CEDAR HILLS DRIVE (WEST).

LEGEND

- EXISTING PAVEMENTS
- PROPOSED PAVEMENTS
- PREVIOUSLY CONSTRUCTED PAVEMENT
- EXISTING ENTRANCE TO BE CLOSED
- EXISTING ENTRANCE TO REMAIN
- PROPOSED ENTRANCE
- TRAFFIC FLOW
- TYPE III BARRICADE
- EXISTING CULVERT
- PROPOSED CULVERT
- PREVIOUSLY CONSTRUCTED CULVERT
- BUILDING REMOVAL
- PAVEMENT REMOVAL

S-10

REVISIONS	
NAME	DATE

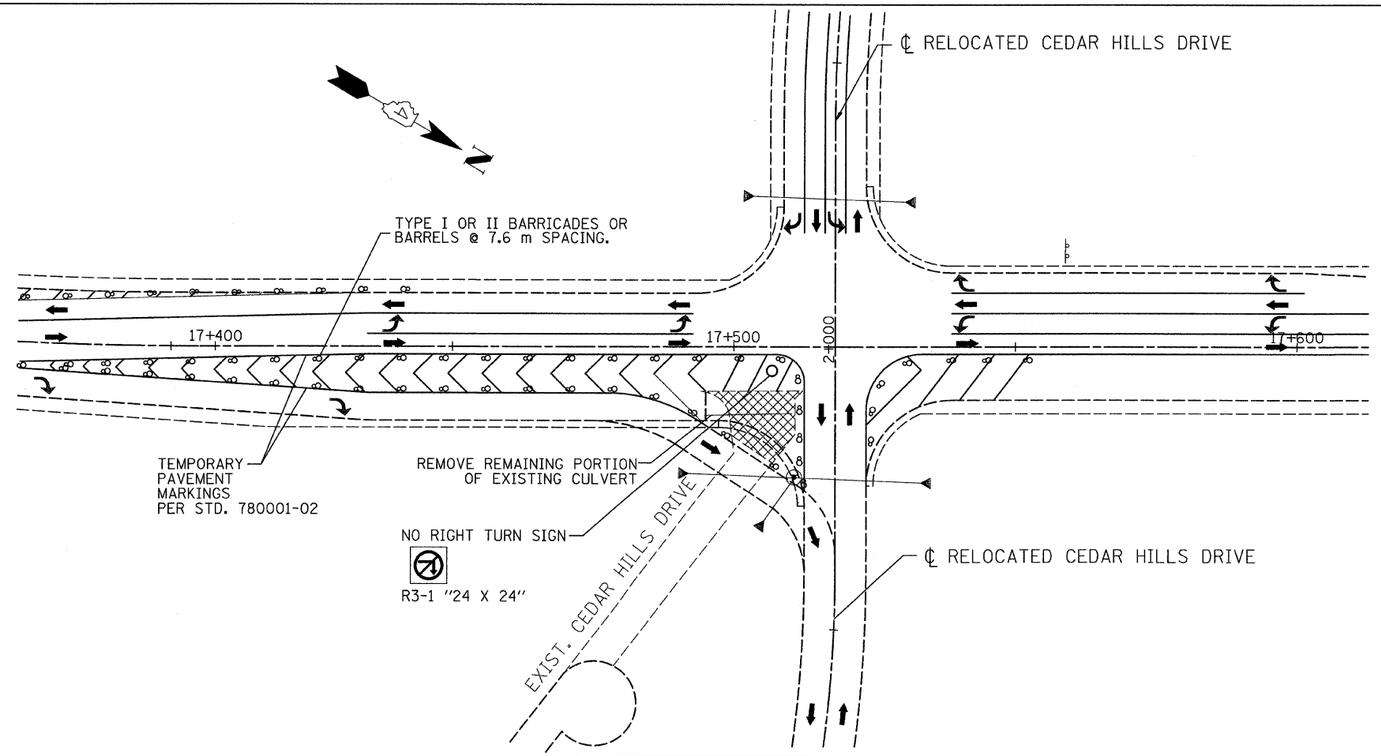
ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
ILLINOIS ROUTE 40

SCALE: NONE
DATE: 031309

DRAWN BY: JRC, JDU
CHECKED BY: ECM

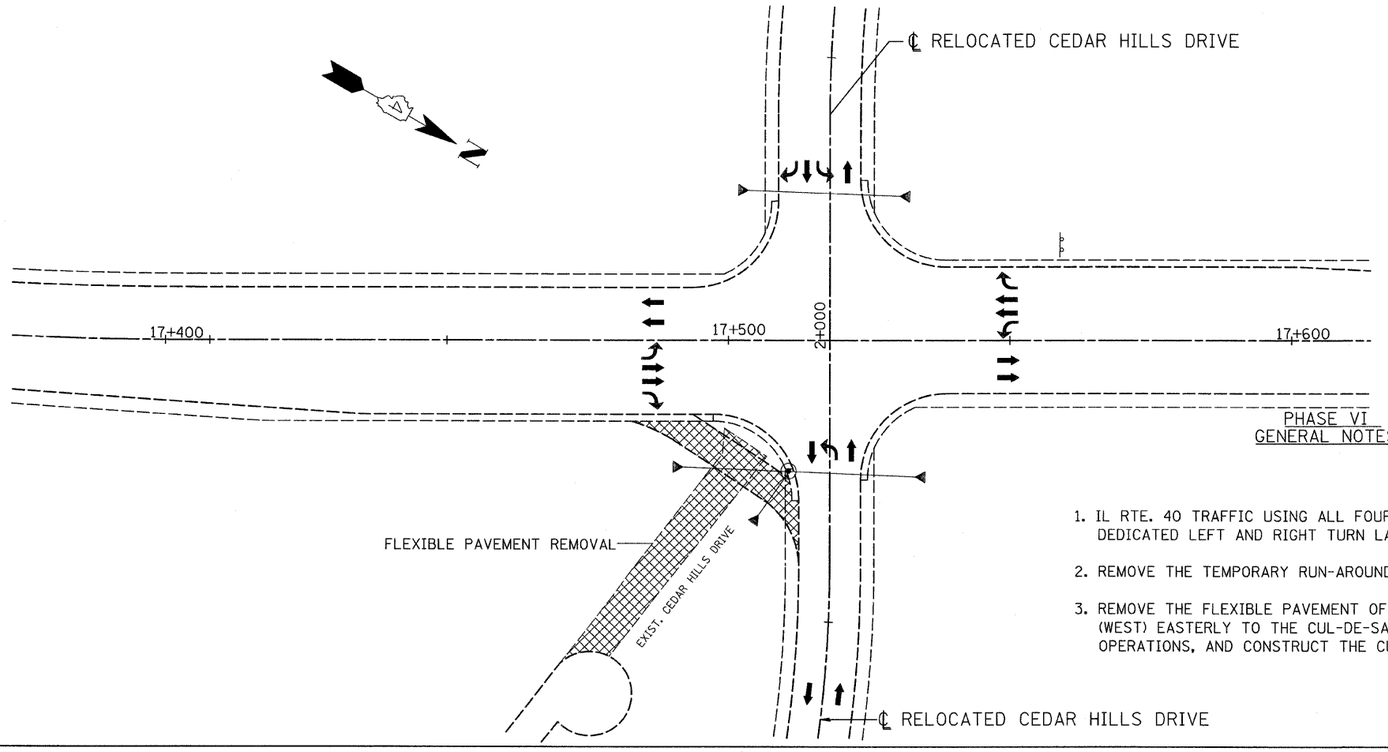
RTE NO.	SECTION	COUNTY	TOTAL	SHEET NO.
FA 646	125W-1, RS-2	PEORIA	256	64



CEDAR HILLS DRIVE (EAST) PHASE V CONSTRUCTION

PHASE V
GENERAL NOTES

1. PHASE V MAY BEGIN WHEN CEDAR HILLS DRIVE (WEST) RELOCATION AND SERVICE DRIVE NO. 3 CONNECTION ARE READY TO OPEN TO TRAFFIC.
2. REVISE THE TRAFFIC CONTROL AND TEMPORARY PAVEMENT MARKINGS AS SHOWN.
3. CLOSE EXISTING CEDAR HILLS DRIVE (WEST) AT IL. RTE. 40 AND OPEN THE TEMPORARY RUN-AROUND.
4. REMOVE THE FLEXIBLE PAVEMENT AND REMAINING PORTION OF THE EXISTING CULVERT. CONSTRUCT THE HOT-MIX ASPHALT CONCRETE PAVEMENT (FULL-DEPTH), BASE COURSE OR WIDENING AND THE 1.2 m WIDE HOT-MIX ASPHALT SHOULDERS.



CEDAR HILLS DRIVE (EAST) PHASE VI CONSTRUCTION

PHASE VI
GENERAL NOTES

1. IL RTE. 40 TRAFFIC USING ALL FOUR LANES AND THE DEDICATED LEFT AND RIGHT TURN LANES.
2. REMOVE THE TEMPORARY RUN-AROUND.
3. REMOVE THE FLEXIBLE PAVEMENT OF CEDAR HILLS DRIVE (WEST) EASTERLY TO THE CUL-DE-SAC, FINISH EARTHWORK OPERATIONS, AND CONSTRUCT THE CUL-DE-SAC.

LEGEND

- EXISTING PAVEMENTS
- PROPOSED PAVEMENTS
- PREVIOUSLY CONSTRUCTED PAVEMENT
- EXISTING ENTRANCE TO BE CLOSED
- EXISTING ENTRANCE TO REMAIN
- PROPOSED ENTRANCE
- TRAFFIC FLOW
- TYPE III BARRICADE
- EXISTING CULVERT
- PROPOSED CULVERT
- PREVIOUSLY CONSTRUCTED CULVERT
- BUILDING REMOVAL
- PAVEMENT REMOVAL

S-11

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION ILLINOIS ROUTE 40

SCALE: NONE
DATE: 031309

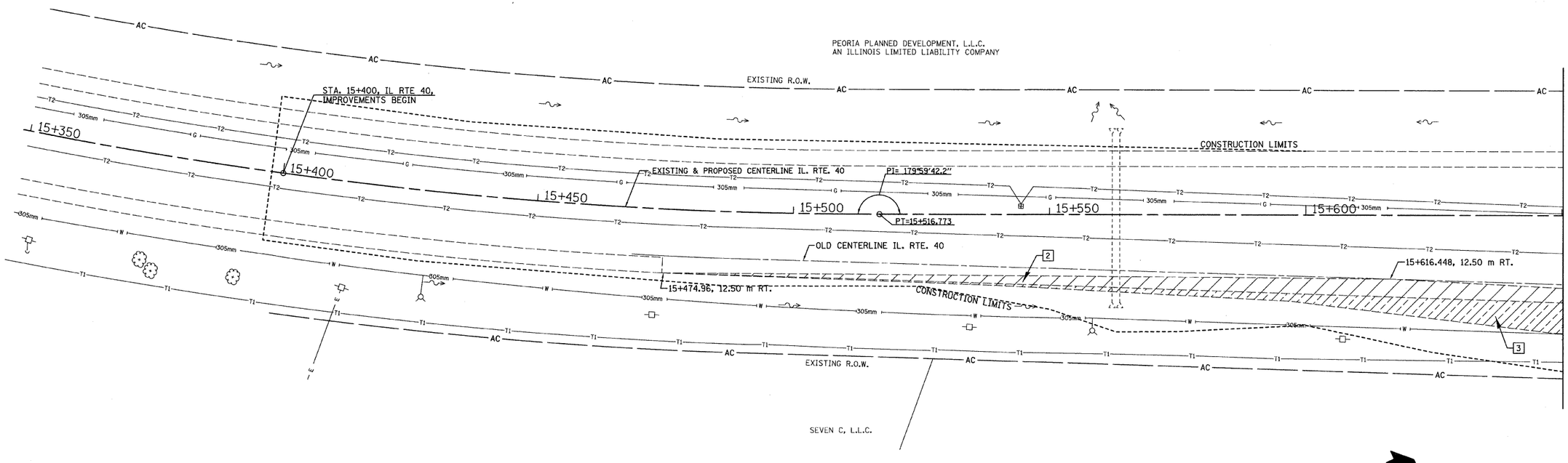
DRAWN BY: JRC, JDU
CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	65
STATION 15+400 TO STATION 15+650				

REMOVAL LEGEND

	1 COMBINATION CURB & GUTTER REMOVAL
	2 PAVEMENT REMOVAL (RIGID)
	3 PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE	4 PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5 BUILDING REMOVAL
	6 INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
	7 LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
	8 REMOVE EXISTING CULVERTS (meter)
	9 PIPE CULVERT REMOVAL (EACH)
	10 DRIVEWAY PAVEMENT REMOVAL
	11 FENCE REMOVAL



R-1

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL ILLINOIS ROUTE 40

STA. 15+400 TO STA. 15+650

SCALE: 1:400 DRAWN BY: JRC, JDU

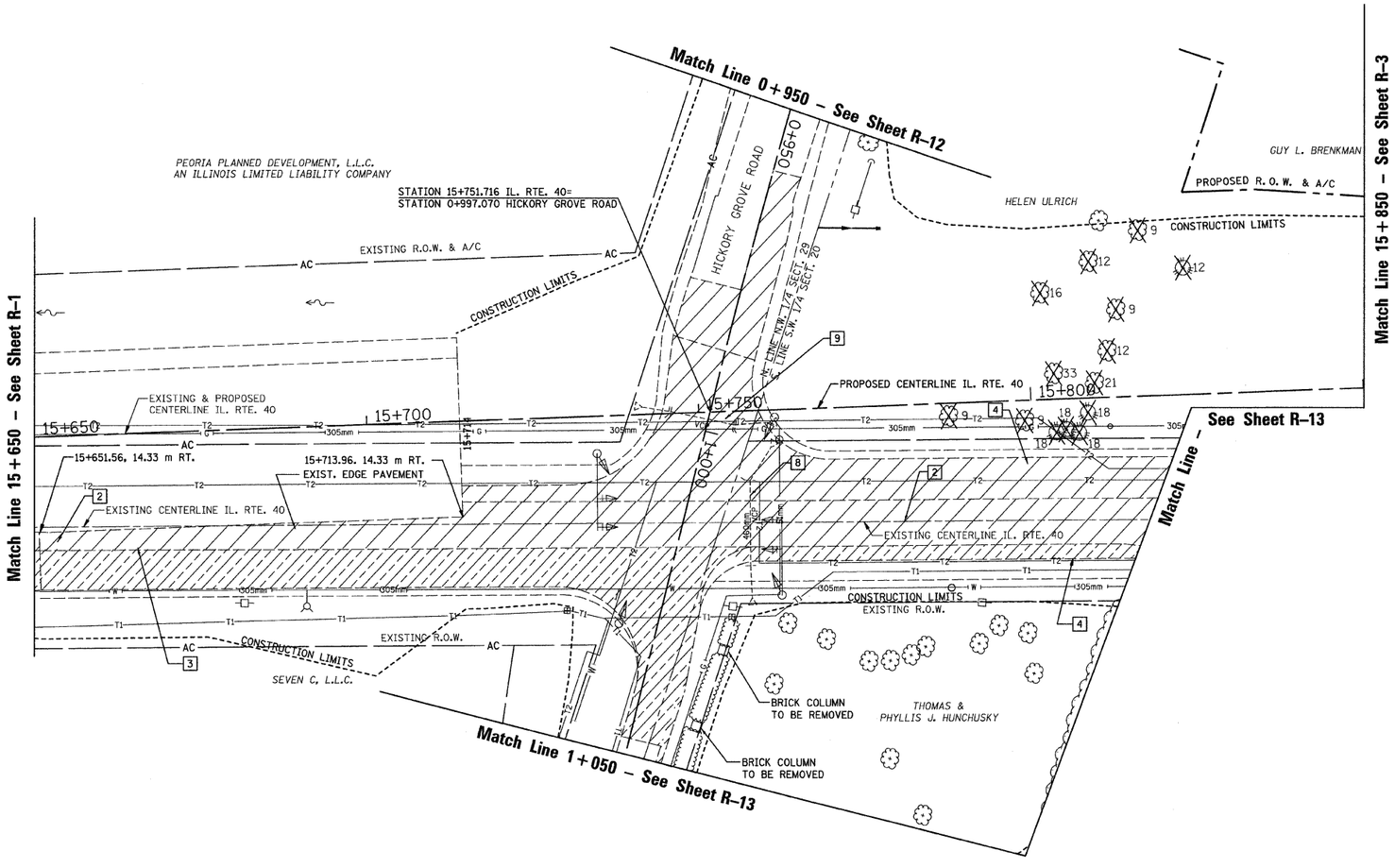
DATE: 03/13/09 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	66
STATION 15+650 TO STATION 15+850				

REMOVAL LEGEND

- [1] COMBINATION CURB & GUTTER REMOVAL
- [2] PAVEMENT REMOVAL (RIGID)
- [3] PAVEMENT REMOVAL (FLEXIBLE)
- ±305 mm WIDE [4] PAVED SHOULDER REMOVAL (SPECIAL) (meter)
- [5] BUILDING REMOVAL
- [6] INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
- [7] LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
- [8] REMOVE EXISTING CULVERTS (meter)
- [9] PIPE CULVERT REMOVAL (EACH)
- [10] DRIVEWAY PAVEMENT REMOVAL
- [11] FENCE REMOVAL



NOTE:
1. THE COST OF REMOVING THE BRICK COLUMNS SHALL BE INCIDENTAL TO BUILDING REMOVAL #1.

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

R–2

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL

ILLINOIS ROUTE 40

STA. 15+650 TO STA. 15+850

SCALE: 1:400 DRAWN BY: JRC, JDU

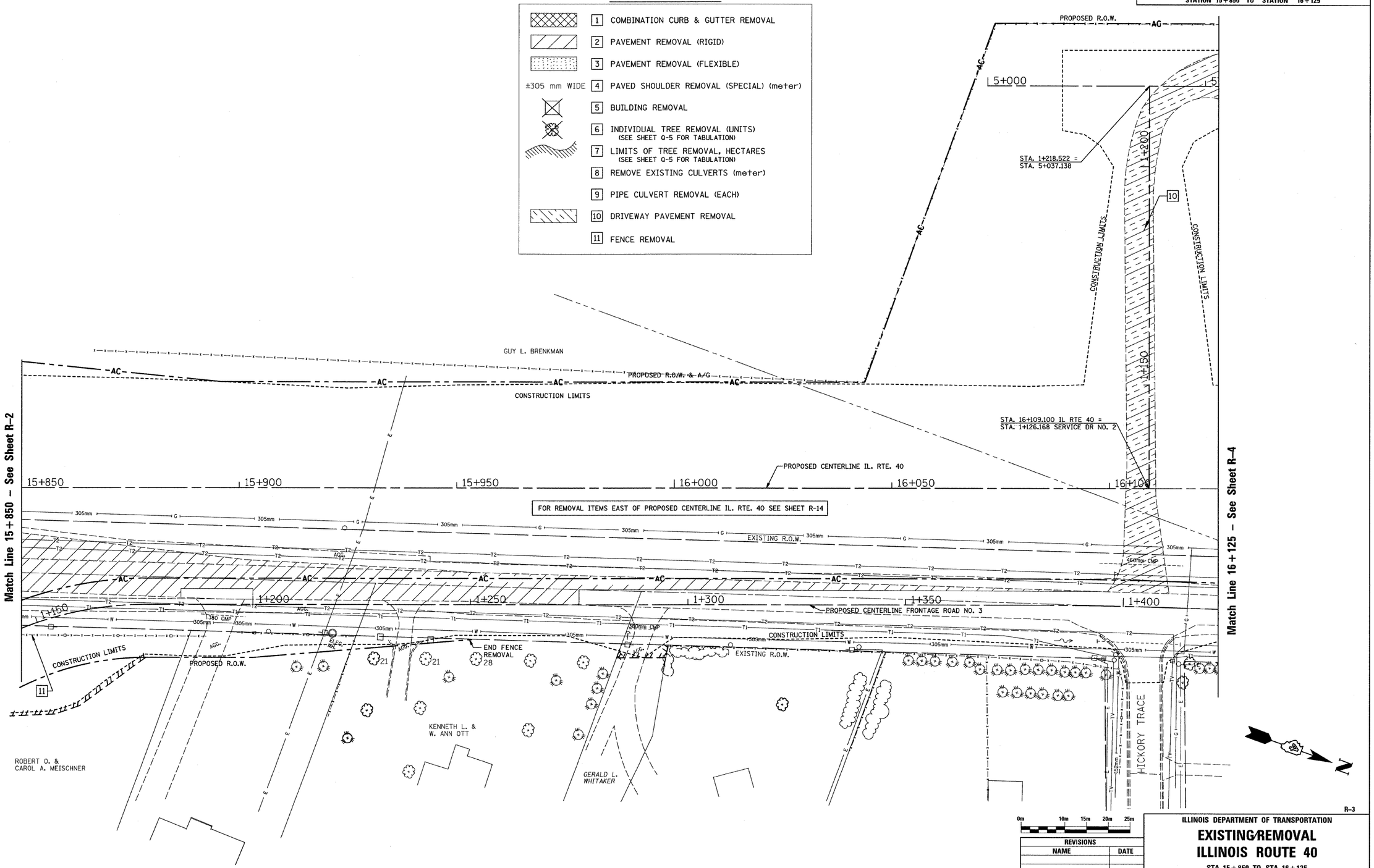
DATE: 03/13/09 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	67
STATION 15+850 TO STATION 16+125				

REMOVAL LEGEND

1	COMBINATION CURB & GUTTER REMOVAL
2	PAVEMENT REMOVAL (RIGID)
3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE 4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
5	BUILDING REMOVAL
6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
8	REMOVE EXISTING CULVERTS (meter)
9	PIPE CULVERT REMOVAL (EACH)
10	DRIVEWAY PAVEMENT REMOVAL
11	FENCE REMOVAL



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL

ILLINOIS ROUTE 40

STA. 15+850 TO STA. 16+125

SCALE: 1:400 DRAWN BY: JRC, JDU

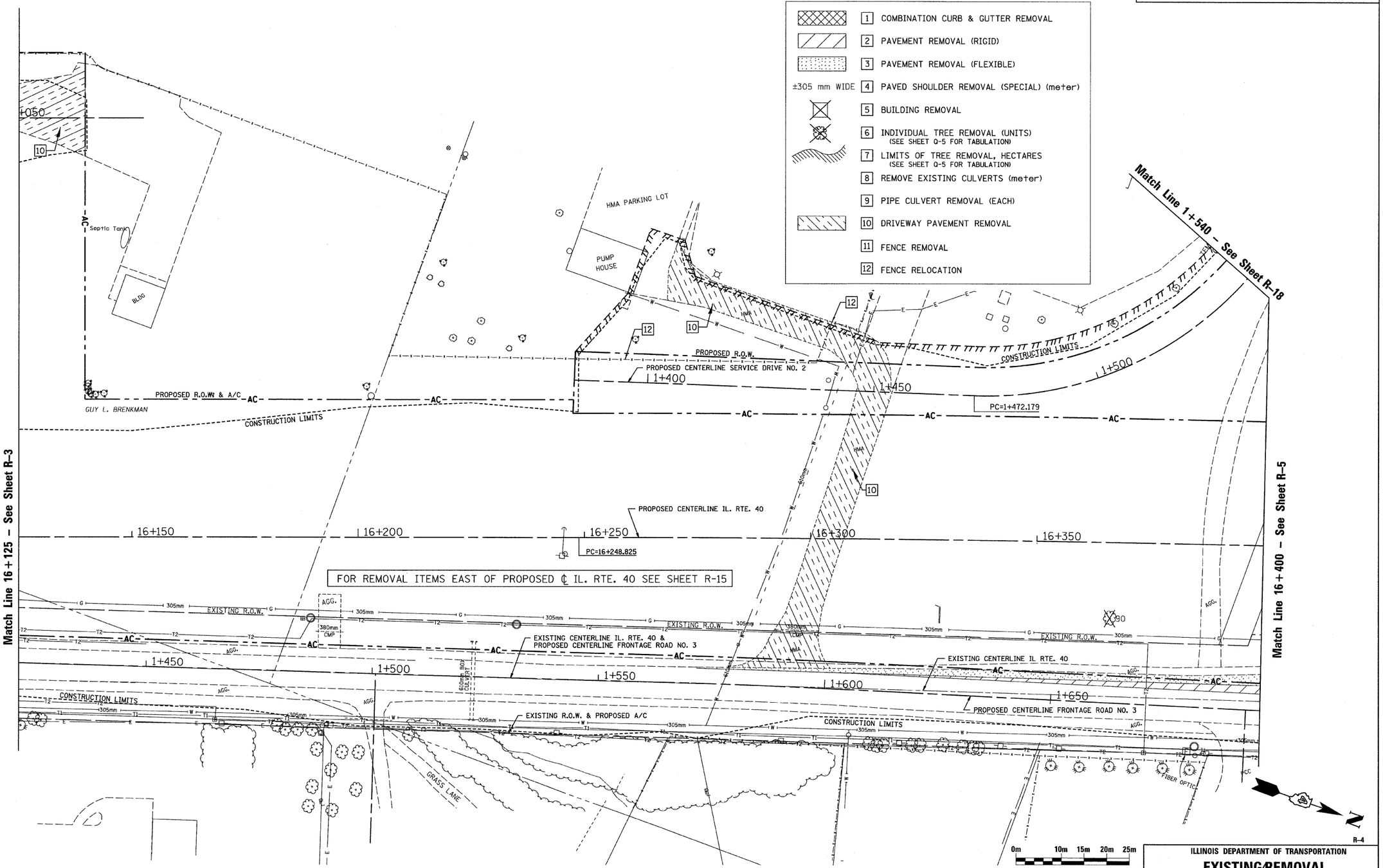
DATE: 03/13/09 CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	68
STATION 16+125 TO STATION 16+400				

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

REMOVAL LEGEND

	1	COMBINATION CURB & GUTTER REMOVAL
	2	PAVEMENT REMOVAL (RIGID)
	3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE	4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5	BUILDING REMOVAL
	6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
	7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
	8	REMOVE EXISTING CULVERTS (meter)
	9	PIPE CULVERT REMOVAL (EACH)
	10	DRIVEWAY PAVEMENT REMOVAL
	11	FENCE REMOVAL
	12	FENCE RELOCATION



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL

ILLINOIS ROUTE 40

STA. 16+125 TO STA. 16+400

SCALE: 1:400 DRAWN BY: JRC, JDU

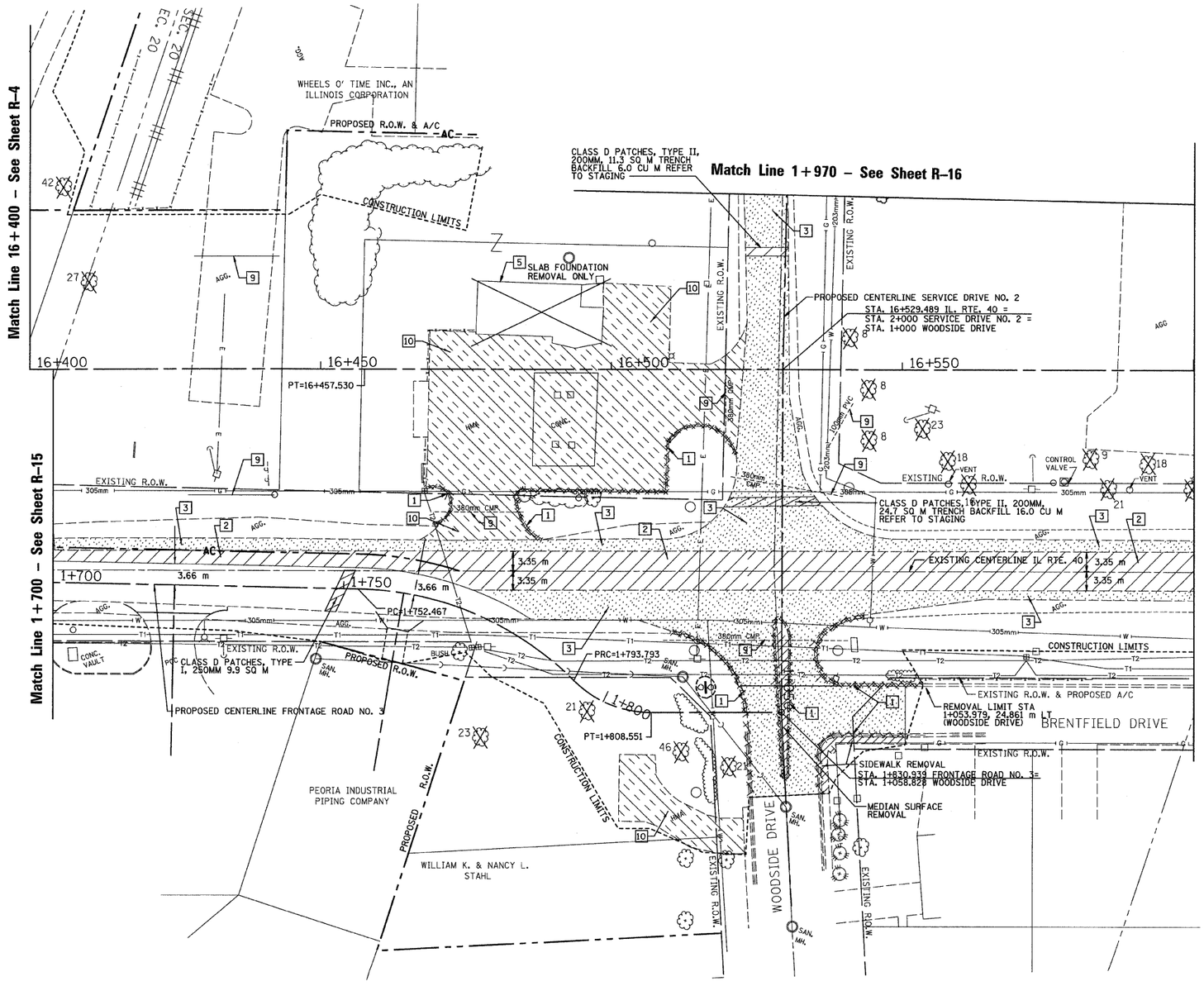
DATE: 03/13/09 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	69
STATION 16+400 TO STATION 16+600				

REMOVAL LEGEND

	1	COMBINATION CURB & GUTTER REMOVAL
	2	PAVEMENT REMOVAL (RIGID)
	3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE	4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5	BUILDING REMOVAL
	6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
	7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
	8	REMOVE EXISTING CULVERTS (meter)
	9	PIPE CULVERT REMOVAL (EACH)
	10	DRIVEWAY PAVEMENT REMOVAL
	11	FENCE REMOVAL



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

R-5

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL
ILLINOIS ROUTE 40

STA. 16+400 TO STA. 16+600

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

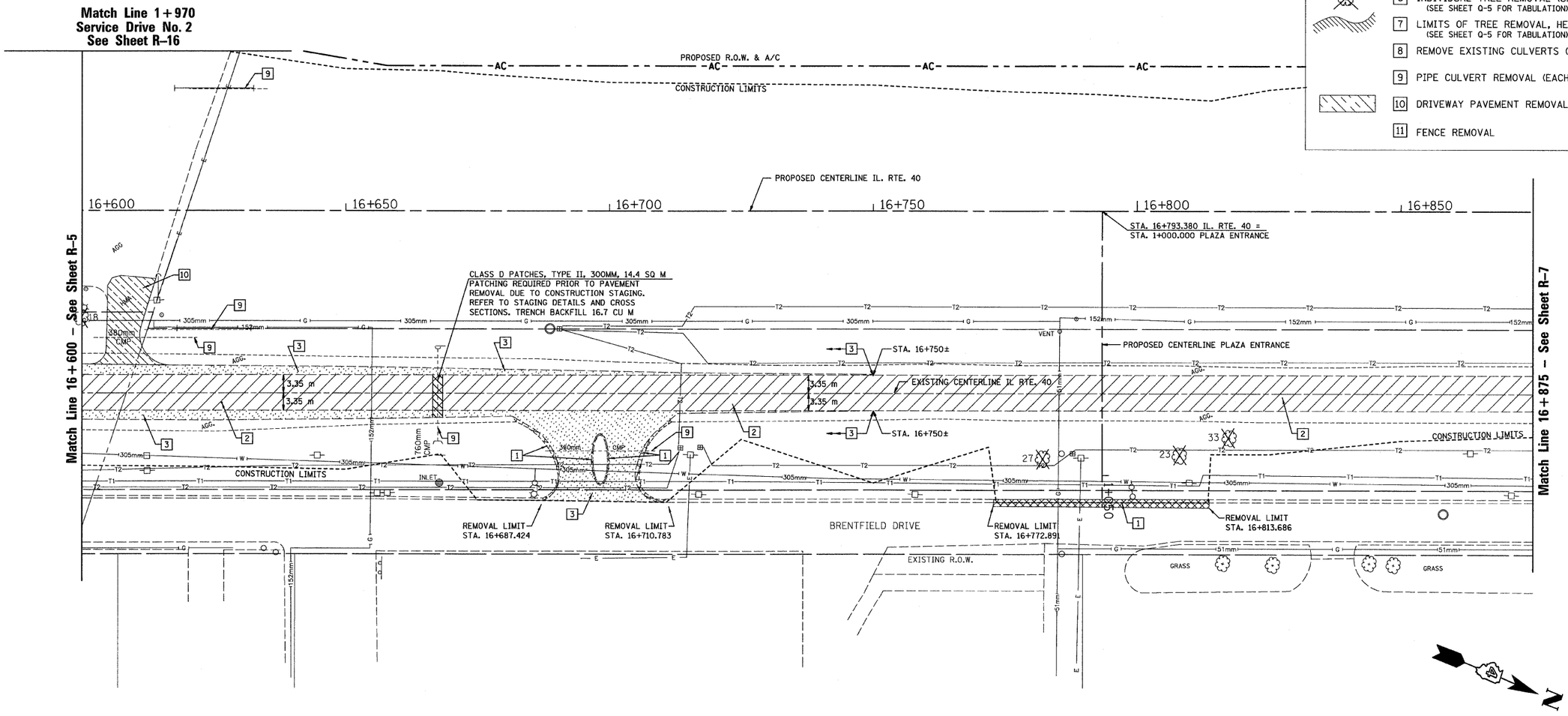
DRAWN BY: JRC, JDU
CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	70
STATION 16+600 TO STATION 16+875				

REMOVAL LEGEND

	1	COMBINATION CURB & GUTTER REMOVAL
	2	PAVEMENT REMOVAL (RIGID)
	3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE	4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5	BUILDING REMOVAL
	6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
	7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
	8	REMOVE EXISTING CULVERTS (meter)
	9	PIPE CULVERT REMOVAL (EACH)
	10	DRIVEWAY PAVEMENT REMOVAL
	11	FENCE REMOVAL



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

R-6

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL
ILLINOIS ROUTE 40

STA. 16+600 TO STA. 16+875

SCALE: 1:400 — DRAWN BY: JRC, JDU

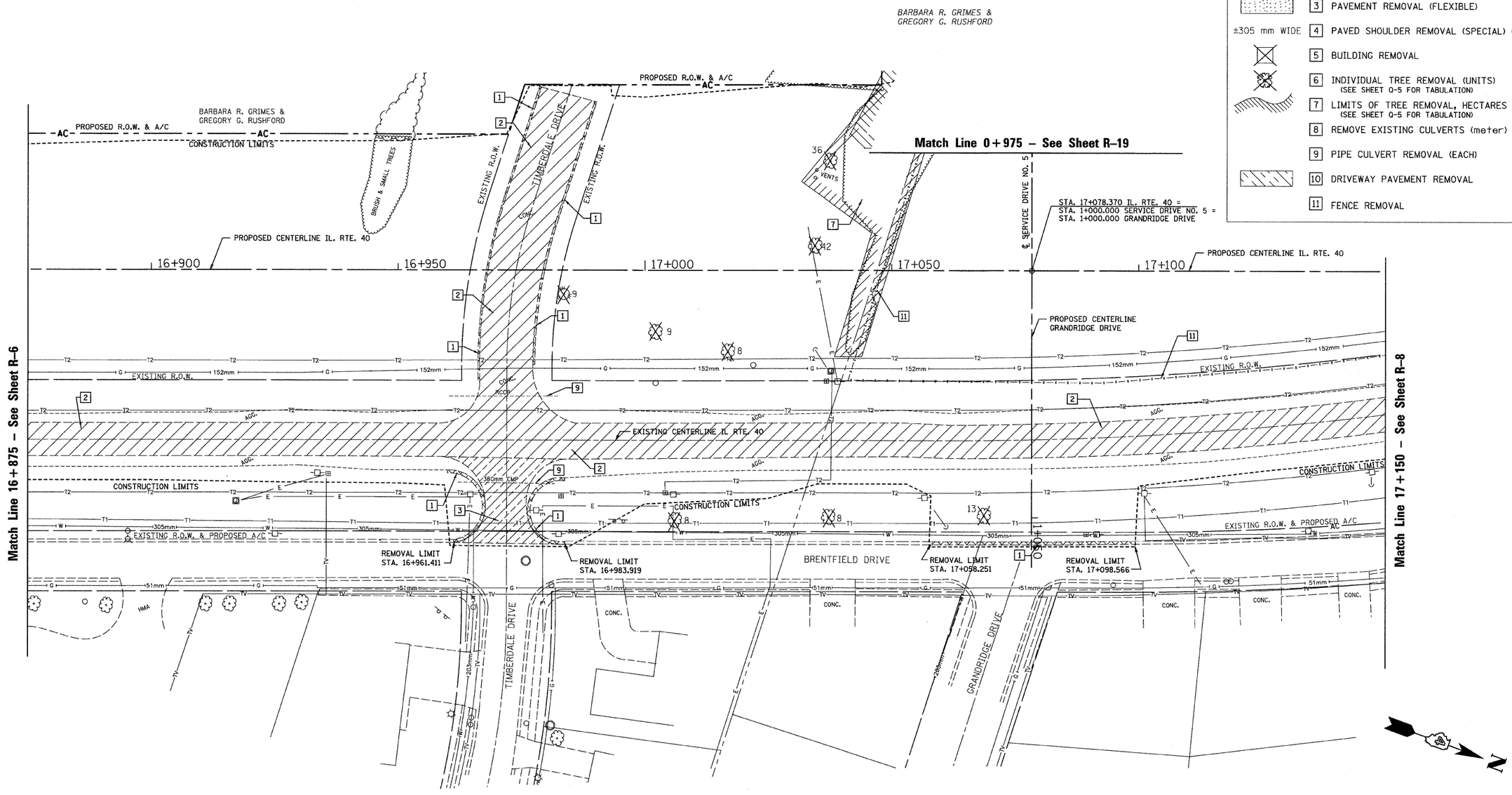
DATE: 03/13/09 — CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	71
STATION 16+875 TO STATION 17+150				

REMOVAL LEGEND

1	COMBINATION CURB & GUTTER REMOVAL
2	PAVEMENT REMOVAL (RIGID)
3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE 4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
5	BUILDING REMOVAL
6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
8	REMOVE EXISTING CULVERTS (meter)
9	PIPE CULVERT REMOVAL (EACH)
10	DRIVEWAY PAVEMENT REMOVAL
11	FENCE REMOVAL



R–7

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL

ILLINOIS ROUTE 40

STA. 16+875 TO STA. 17+150

SCALE: 1:400 — DRAWN BY: JRC, JDU

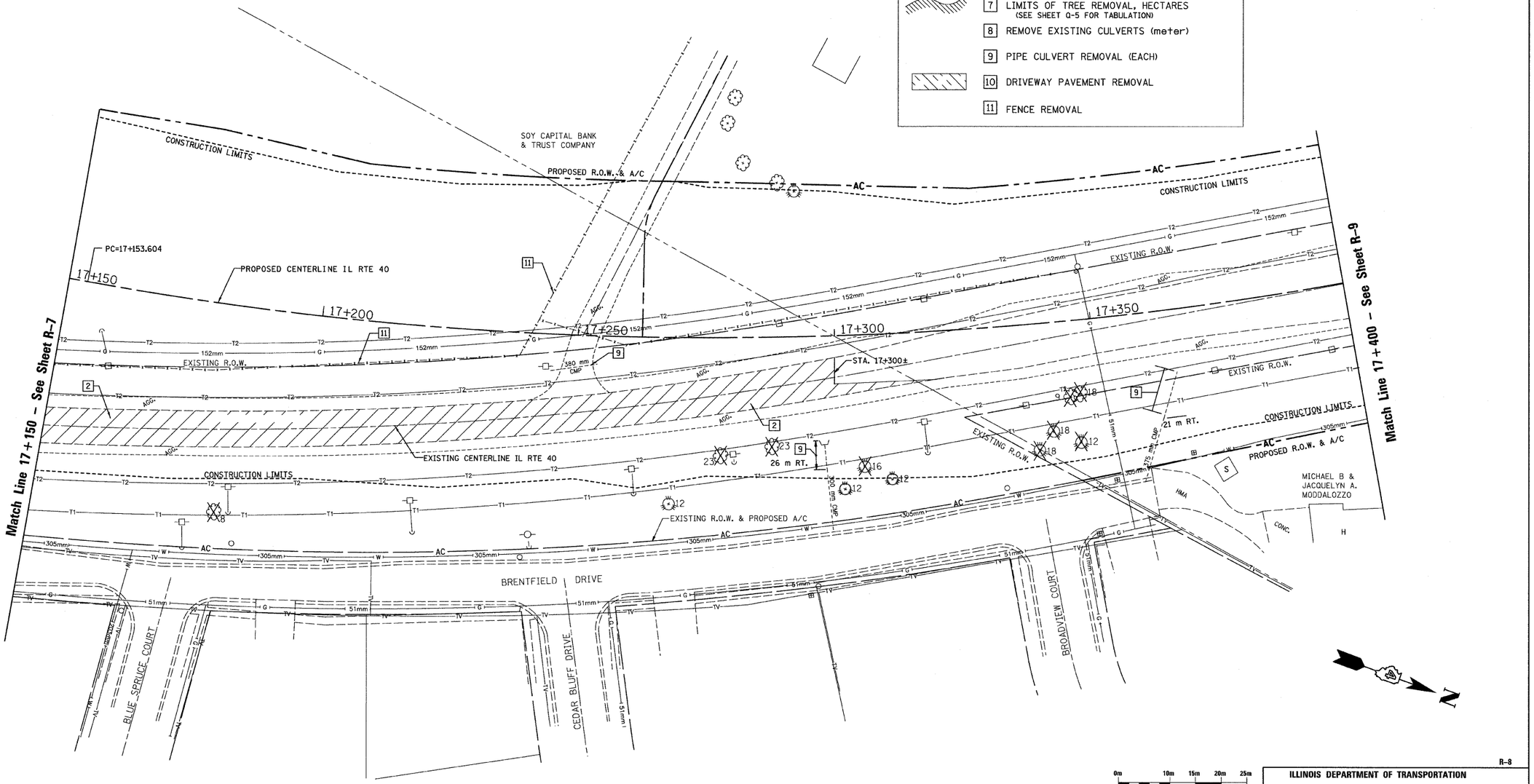
DATE: 03/13/09 — CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	72
STATION 17+150 TO STATION 17+400				

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

REMOVAL LEGEND

	1	COMBINATION CURB & GUTTER REMOVAL
	2	PAVEMENT REMOVAL (RIGID)
	3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE	4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5	BUILDING REMOVAL
	6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
	7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
	8	REMOVE EXISTING CULVERTS (meter)
	9	PIPE CULVERT REMOVAL (EACH)
	10	DRIVEWAY PAVEMENT REMOVAL
	11	FENCE REMOVAL



R-8

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL
ILLINOIS ROUTE 40
STA. 17+150 TO STA. 17+400

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

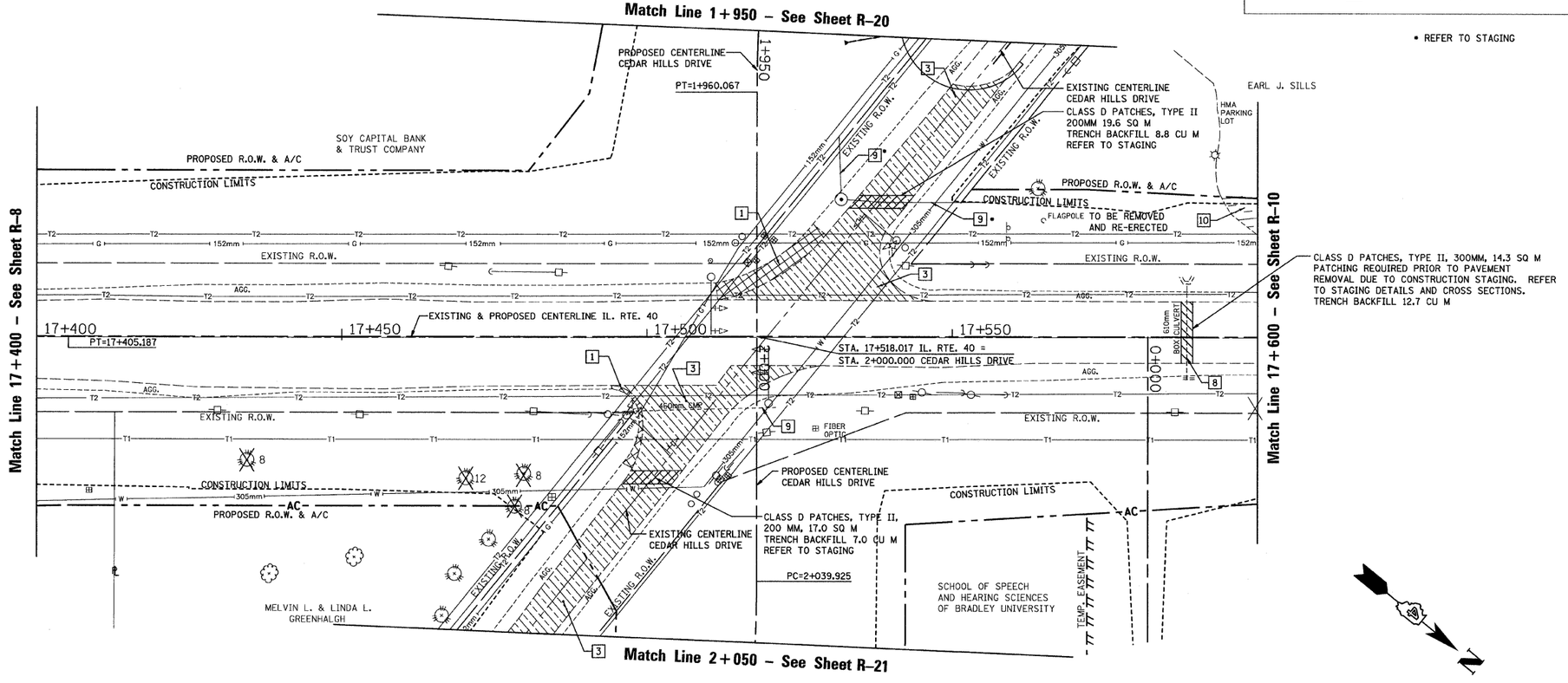
SEC. 18 & 19, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	73
STATION 17+400 TO STATION 17+600				

REMOVAL LEGEND

	1	COMBINATION CURB & GUTTER REMOVAL
	2	PAVEMENT REMOVAL (RIGID)
	3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE	4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5	BUILDING REMOVAL
	6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
	7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
	8	REMOVE EXISTING CULVERTS (meter)
	9	PIPE CULVERT REMOVAL (EACH)
	10	DRIVEWAY PAVEMENT REMOVAL
	11	FENCE REMOVAL

• REFER TO STAGING



NOTES:
1. COST TO REMOVE AND RE-ERECT FLAG POLE SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCIDENTAL TO THE CONTRACT.

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

R-9

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL ILLINOIS ROUTE 40

STA. 17+400 TO STA. 17+600

SCALE: 1:400 DRAWN BY: JRC, JDU

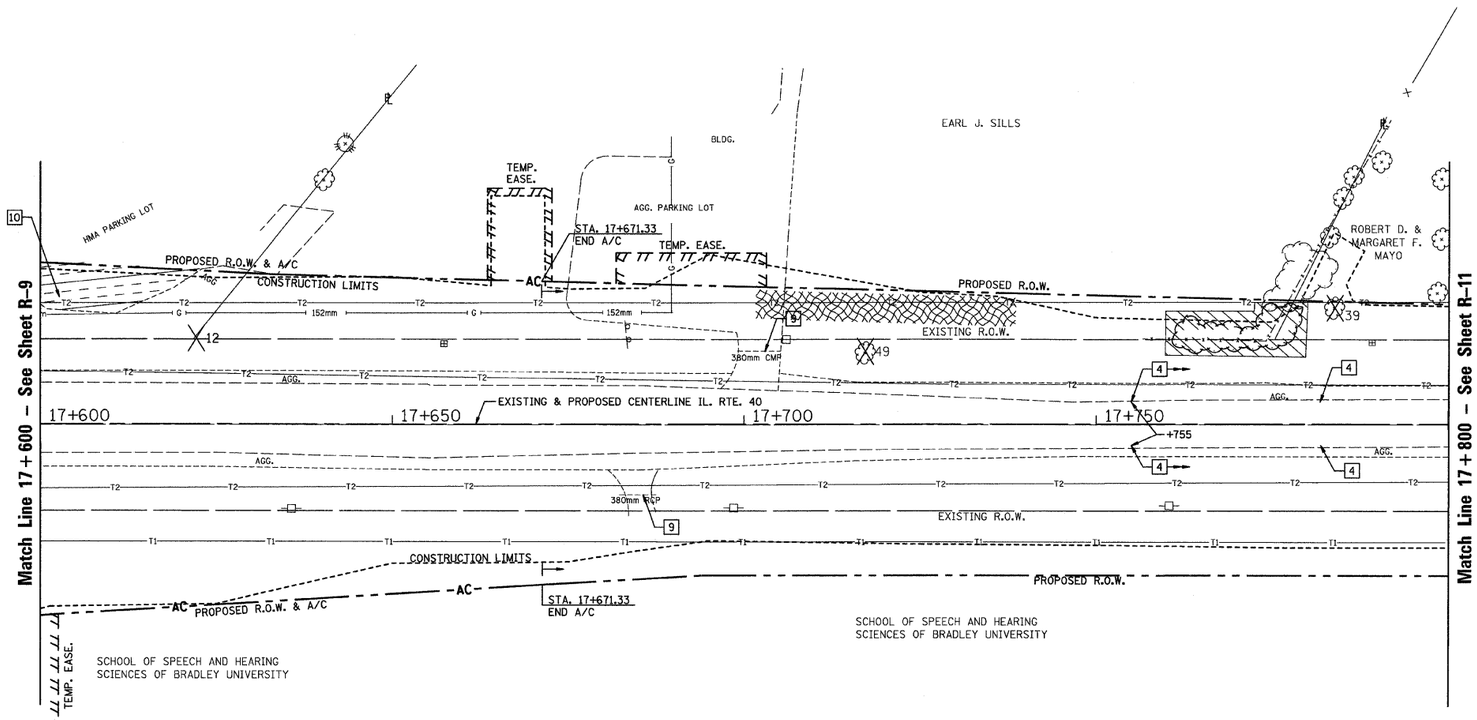
DATE: 03/13/09 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	74
STATION 17+600 TO STATION 17+800				

REMOVAL LEGEND

	1 COMBINATION CURB & GUTTER REMOVAL
	2 PAVEMENT REMOVAL (RIGID)
	3 PAVEMENT REMOVAL (FLEXIBLE)
±305mm WIDE	4 PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5 BUILDING REMOVAL
	6 INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET 0-5 FOR TABULATION)
	7 LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET 0-5 FOR TABULATION)
	8 REMOVE EXISTING CULVERTS (meter)
	9 PIPE CULVERT REMOVAL (EACH)
	10 DRIVEWAY PAVEMENT REMOVAL
	11 FENCE REMOVAL



R-10

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL

ILLINOIS ROUTE 40

STA. 17+600 TO STA. 17+800

SCALE: 1:400 DRAWN BY: JRC, JDU

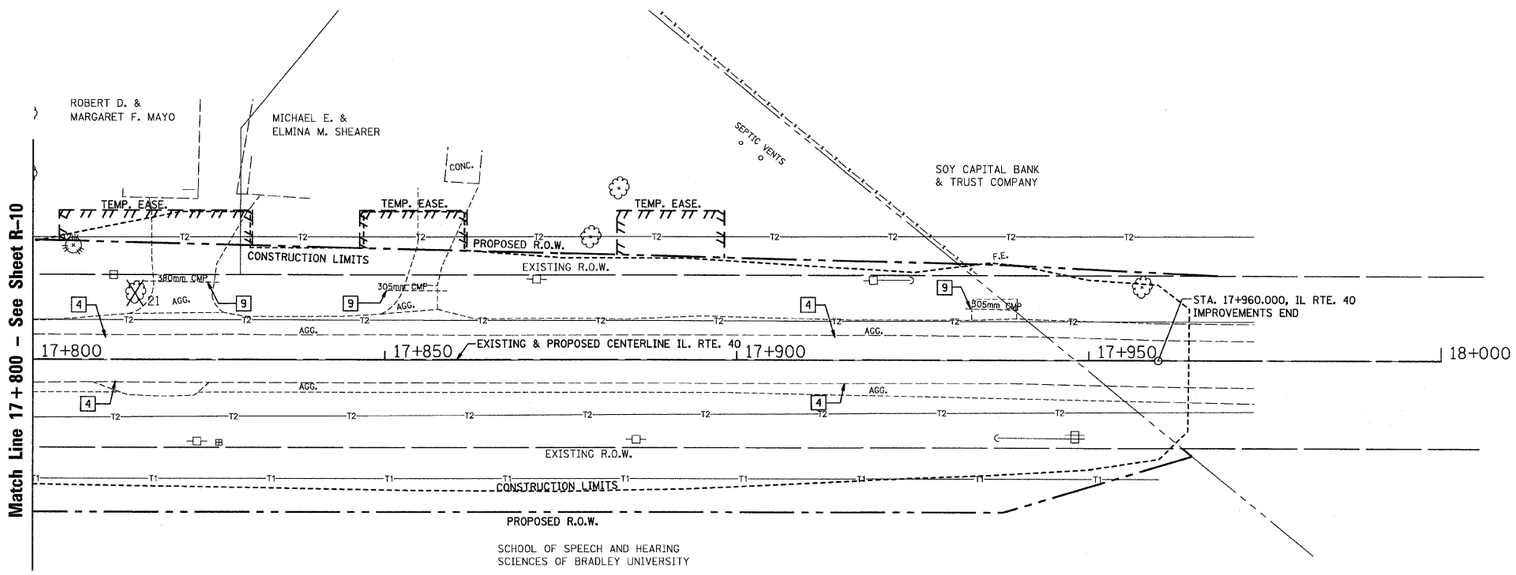
DATE: 03/13/09 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	75
STATION 17+800 TO STATION 18+000				

REMOVAL LEGEND

1	COMBINATION CURB & GUTTER REMOVAL
2	PAVEMENT REMOVAL (RIGID)
3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE 4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
5	BUILDING REMOVAL
6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET G-5 FOR TABULATION)
7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET G-5 FOR TABULATION)
8	REMOVE EXISTING CULVERTS (meter)
9	PIPE CULVERT REMOVAL (EACH)
10	DRIVEWAY PAVEMENT REMOVAL
11	FENCE REMOVAL



R-11

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL
ILLINOIS ROUTE 40
STA. 17+800 TO STA. 18+000

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

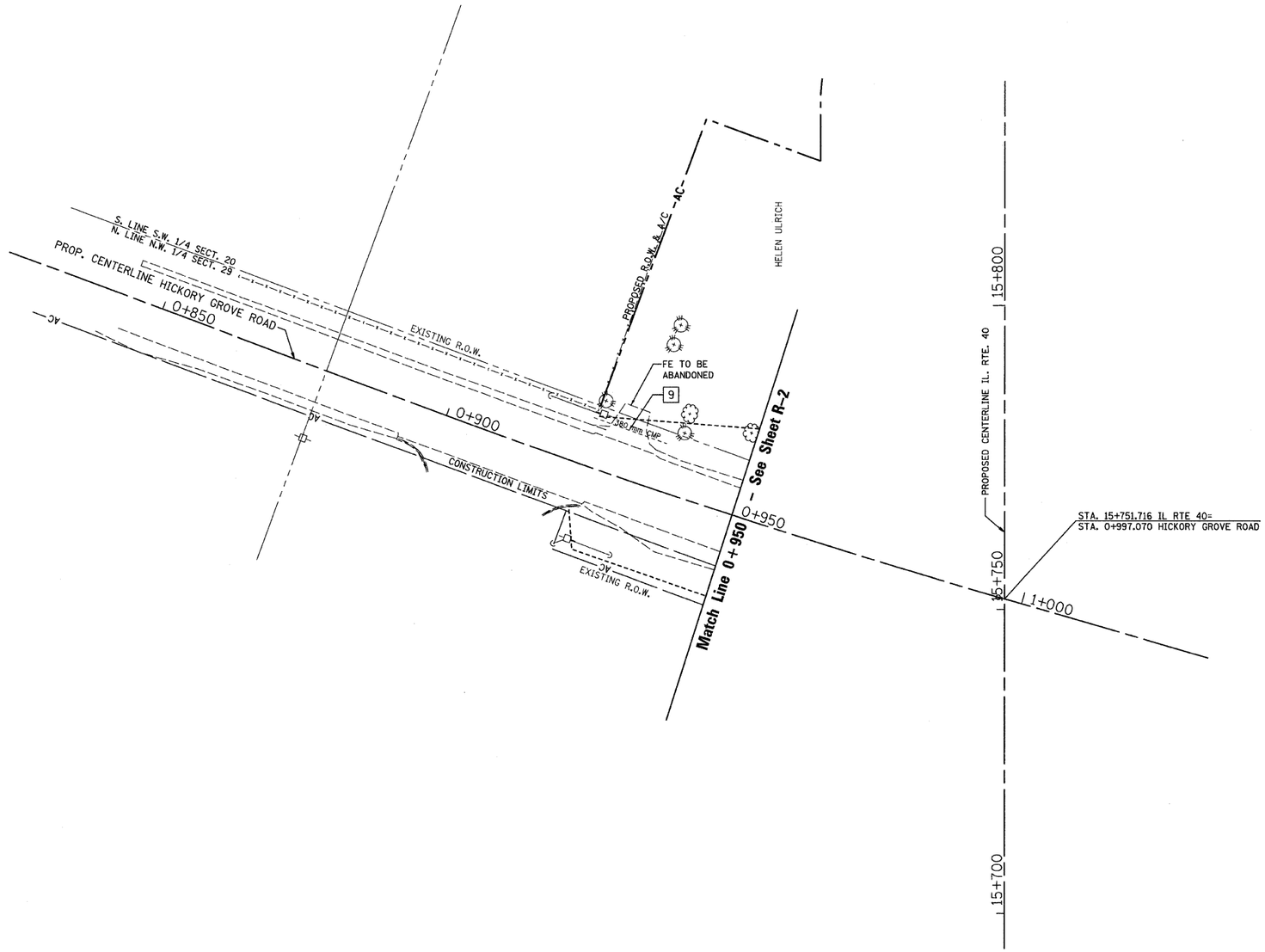
DRAWN BY: JRC, JDU
CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	76
STATION 0+828.44 TO STATION 0+950				

REMOVAL LEGEND

	1	COMBINATION CURB & GUTTER REMOVAL
	2	PAVEMENT REMOVAL (RIGID)
	3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE	4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5	BUILDING REMOVAL
	6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
	7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
	8	REMOVE EXISTING CULVERTS (meter)
	9	PIPE CULVERT REMOVAL (EACH)
	10	DRIVEWAY PAVEMENT REMOVAL
	11	FENCE REMOVAL



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

R-12

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL

ILLINOIS ROUTE 40

HICKORY GROVE ROAD

STA. 0+828.44 TO STA. 0+950

SCALE: 1:400 DRAWN BY: JRC, JDU

DATE: 03/13/09 CHECKED BY: ECM

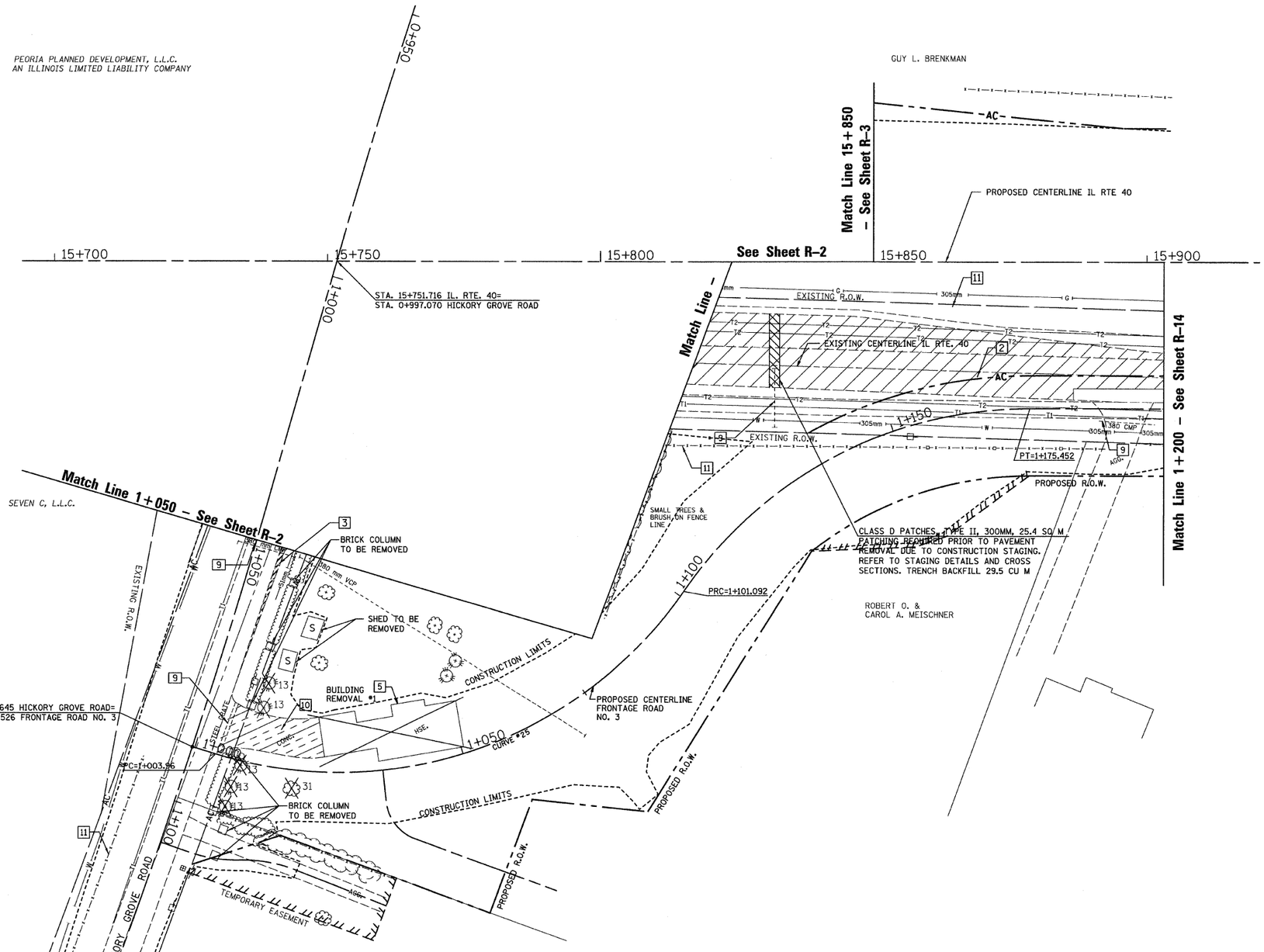
SEC. 20 & 29 T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	77
STATION 1+000 TO STATION 1+200				

REMOVAL LEGEND

- [1] COMBINATION CURB & GUTTER REMOVAL
- [2] PAVEMENT REMOVAL (RIGID)
- [3] PAVEMENT REMOVAL (FLEXIBLE)
- ±305mm WIDE [4] PAVED SHOULDER REMOVAL (SPECIAL) (meter)
- [5] BUILDING REMOVAL
- [6] INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
- [7] LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
- [8] REMOVE EXISTING CULVERTS (meter)
- [9] PIPE CULVERT REMOVAL (EACH)
- [10] DRIVEWAY PAVEMENT REMOVAL
- [11] FENCE REMOVAL

• REFER TO PLAN SHEETS P-2, S-2 AND CROSS SECTIONS FOR TEMPORARY PIPE PLACED IN STAGE I.



NOTE:
1. THE COST OF REMOVING THE BRICK COLUMNS SHALL BE INCLUDED IN THE COST OF BUILDING REMOVAL #1.
2. THE COST OF REMOVING THE SHEDS SHALL BE INCLUDED IN THE COST OF BUILDING REMOVAL #1.
3. THE BUILDING REMOVAL AREA SHALL BE BACKFILLED AS NEEDED TO MAINTAIN DRAINAGE AND FACILITATE CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE COST OF EARTH EXCAVATION AND EMBANKMENT NEEDED FOR BACKFILLING THE BUILDING REMOVAL AREA SHALL BE INCLUDED IN THE COST OF BUILDING REMOVAL #1.

R-13

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING REMOVAL
ILLINOIS ROUTE 40

FRONTAGE ROAD NO. 3

STA. 1+000 TO STA. 1+200

SCALE: 1:400 DRAWN BY: JRC, JDU

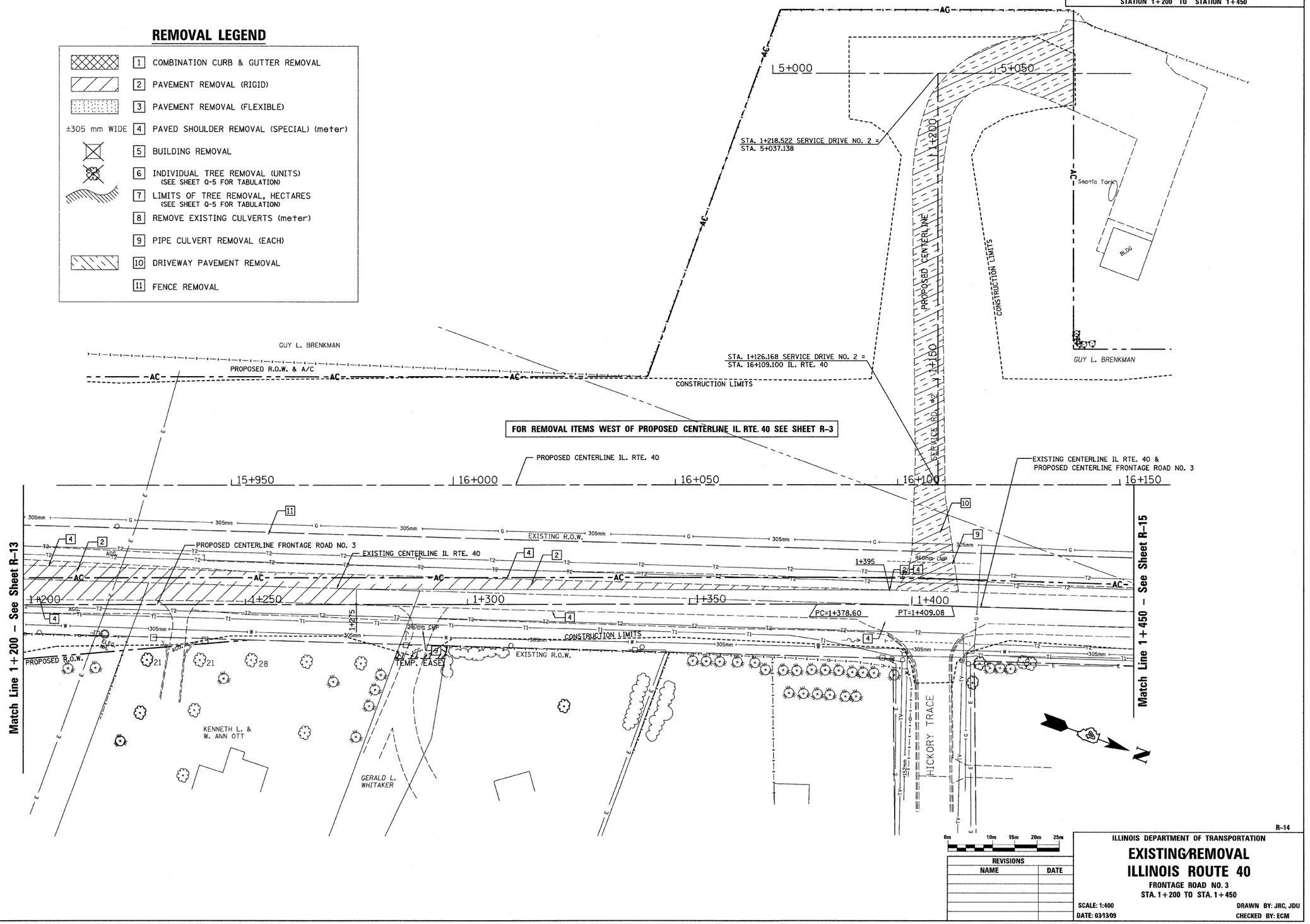
DATE: 03/13/09 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	78
STATION 1+200 TO STATION 1+450				

REMOVAL LEGEND

1	COMBINATION CURB & GUTTER REMOVAL
2	PAVEMENT REMOVAL (RIGID)
3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE 4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
5	BUILDING REMOVAL
6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
8	REMOVE EXISTING CULVERTS (meter)
9	PIPE CULVERT REMOVAL (EACH)
10	DRIVEWAY PAVEMENT REMOVAL
11	FENCE REMOVAL



R-14

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL

ILLINOIS ROUTE 40

FRONTAGE ROAD NO. 3

STA. 1+200 TO STA. 1+450

SCALE: 1:400 DRAWN BY: JRC, JDU

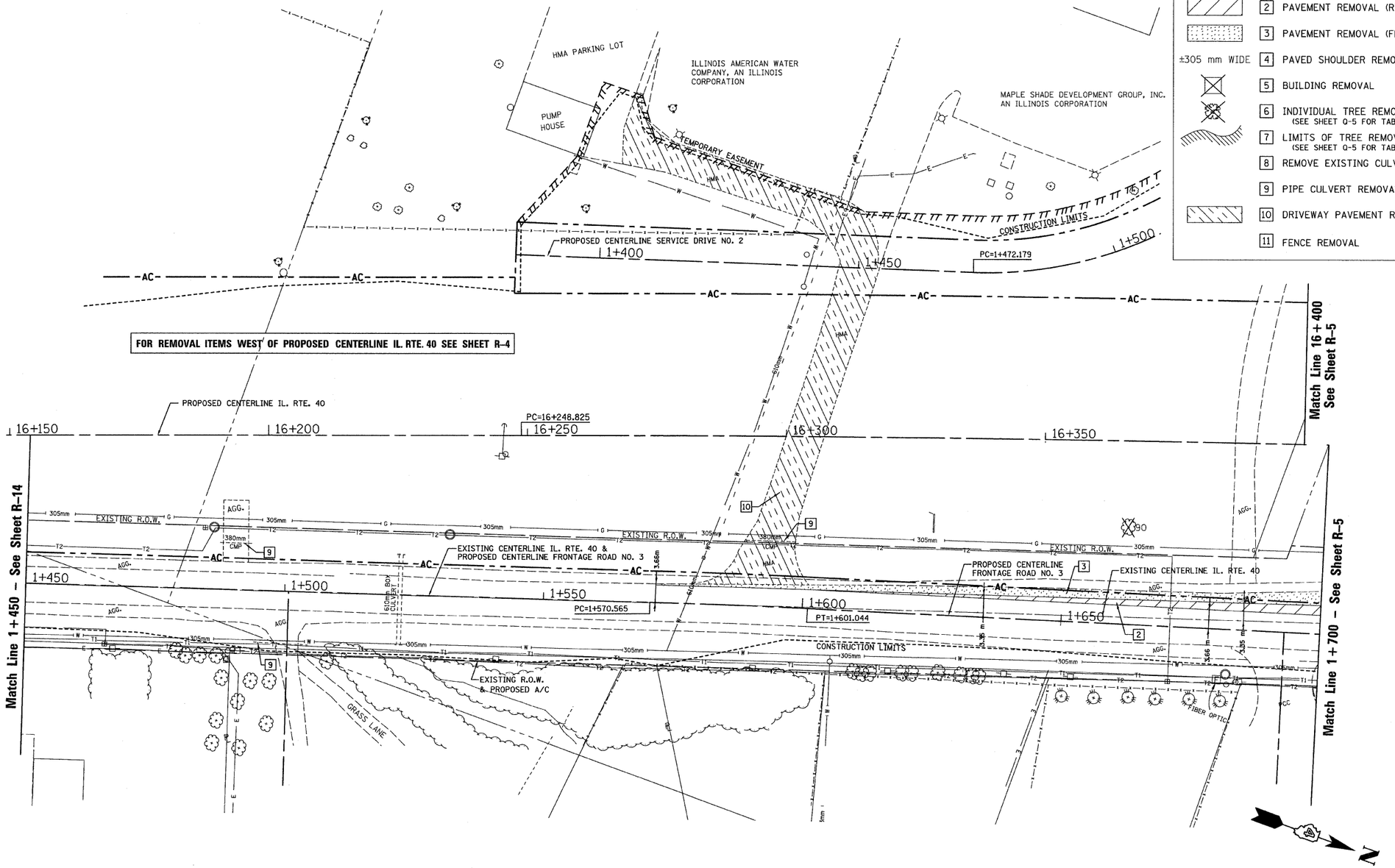
DATE: 031309 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	79
STATION 1+450 TO STATION 1+700				

REMOVAL LEGEND

	1	COMBINATION CURB & GUTTER REMOVAL
	2	PAVEMENT REMOVAL (RIGID)
	3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE	4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5	BUILDING REMOVAL
	6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
	7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
	8	REMOVE EXISTING CULVERTS (meter)
	9	PIPE CULVERT REMOVAL (EACH)
	10	DRIVEWAY PAVEMENT REMOVAL
	11	FENCE REMOVAL



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REVISIONS	
NAME	DATE

R-15

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL ILLINOIS ROUTE 40

FRONTAGE ROAD NO. 3
STA. 1+450 TO STA. 1+700

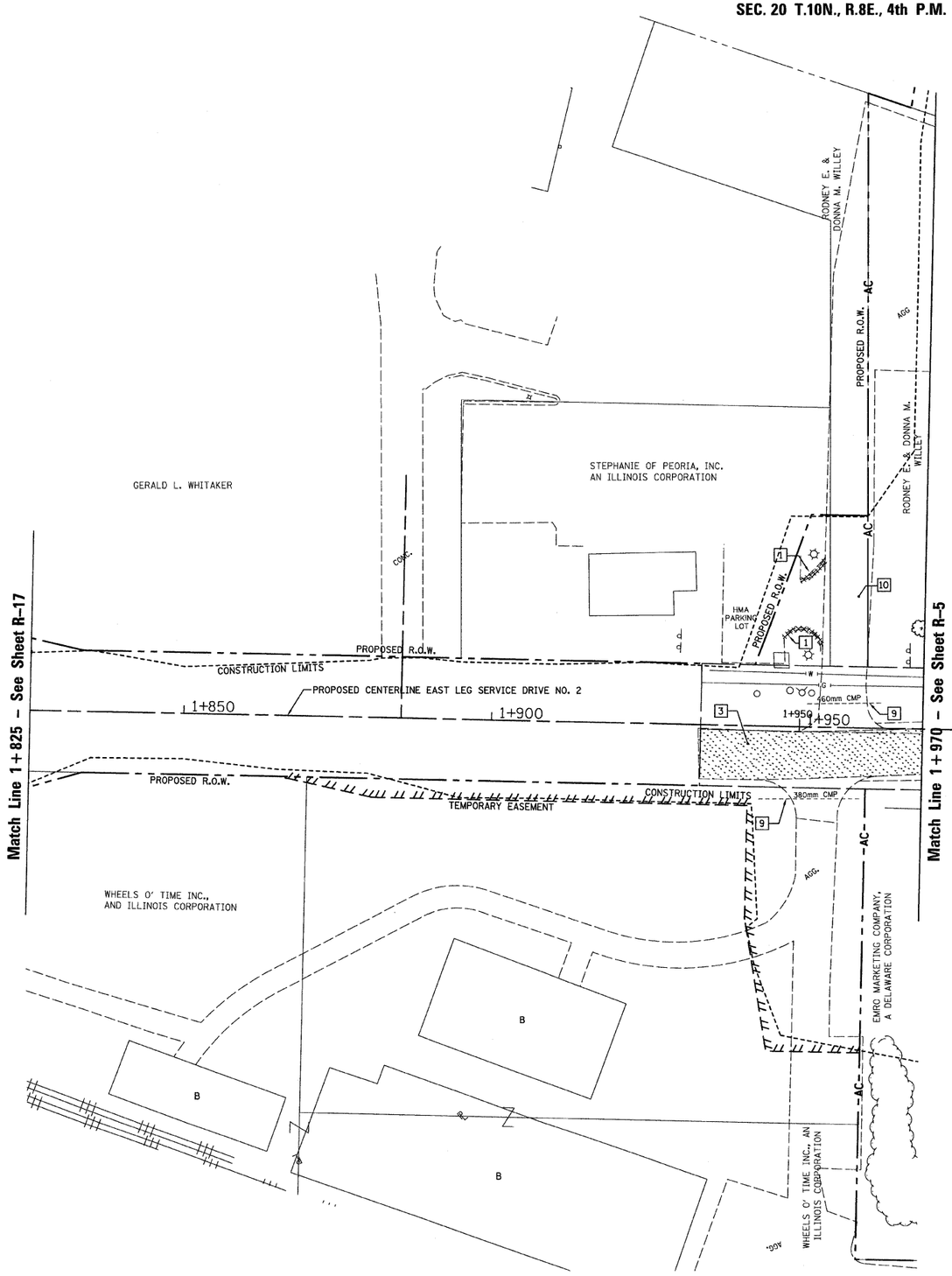
SCALE: 1:400 DRAWN BY: JRC, JDU
DATE: 03/13/09 CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	80
	STATION 1+825 TO STATION 2+000			

REMOVAL LEGEND

1	COMBINATION CURB & GUTTER REMOVAL
2	PAVEMENT REMOVAL (RIGID)
3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE 4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
5	BUILDING REMOVAL
6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
8	REMOVE EXISTING CULVERTS (meter)
9	PIPE CULVERT REMOVAL (EACH)
10	DRIVEWAY PAVEMENT REMOVAL
11	FENCE REMOVAL

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



R-16

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL

ILLINOIS ROUTE 40

WOODSIDE DRIVE

STA. 1+825 TO STA. 1+970

SCALE: 1:400 DRAWN BY: JRC, JDU

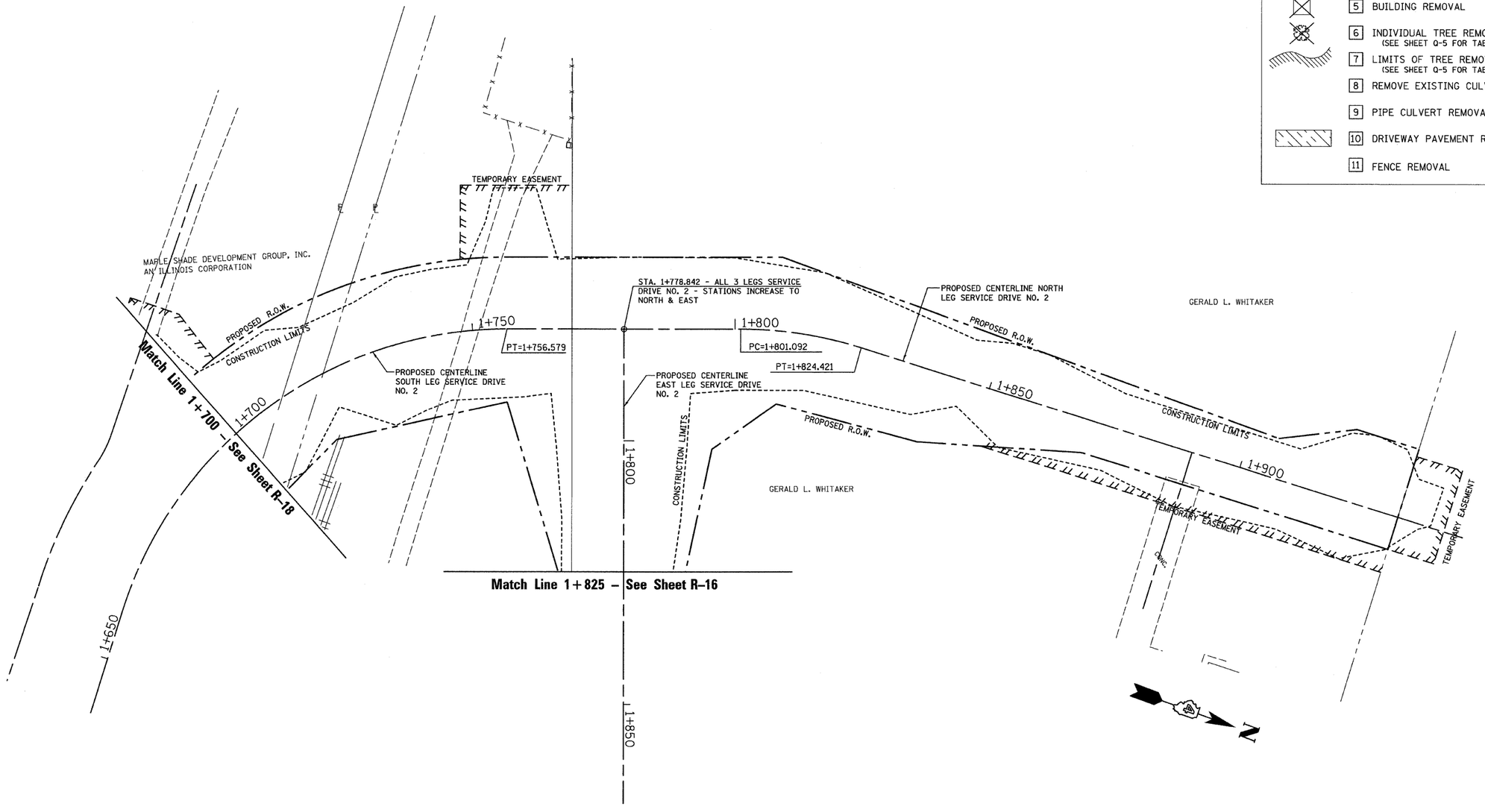
DATE: 03/13/09 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	81
STATION 1+700 TO STATION 1+931.47				

REMOVAL LEGEND

	1	COMBINATION CURB & GUTTER REMOVAL
	2	PAVEMENT REMOVAL (RIGID)
	3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE	4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5	BUILDING REMOVAL
	6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
	7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
	8	REMOVE EXISTING CULVERTS (meter)
	9	PIPE CULVERT REMOVAL (EACH)
	10	DRIVEWAY PAVEMENT REMOVAL
	11	FENCE REMOVAL



R-17

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL
ILLINOIS ROUTE 40

SERVICE DRIVE NO. 2
STA. 1+700 TO STA. 1+931.47

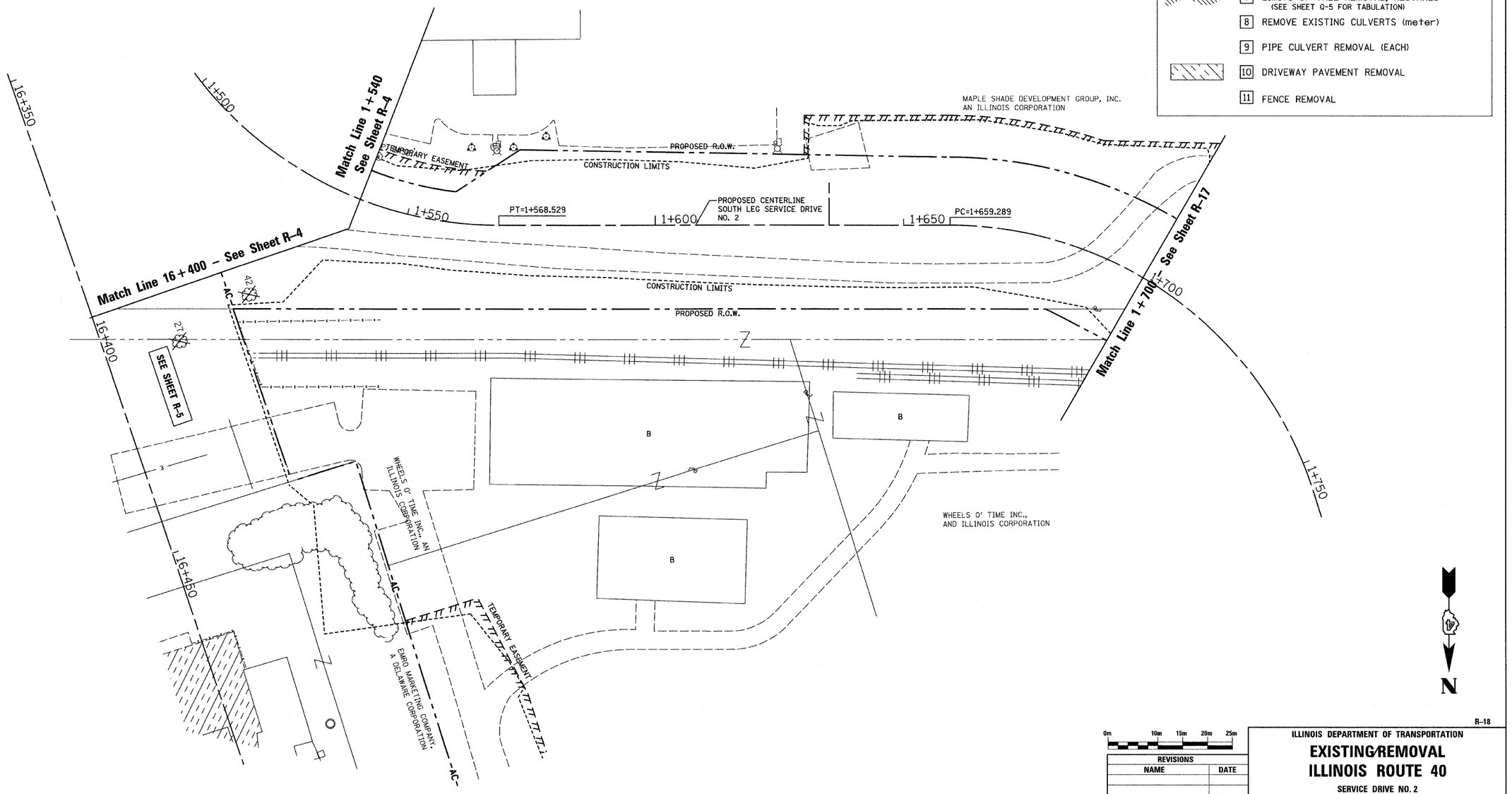
SCALE: 1:400 DRAWN BY: JRC, JDU
DATE: 03/13/09 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	82
STATION 1+540 TO STATION 1+700				

REMOVAL LEGEND

1	COMBINATION CURB & GUTTER REMOVAL
2	PAVEMENT REMOVAL (RIGID)
3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE 4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
5	BUILDING REMOVAL
6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
8	REMOVE EXISTING CULVERTS (meter)
9	PIPE CULVERT REMOVAL (EACH)
10	DRIVEWAY PAVEMENT REMOVAL
11	FENCE REMOVAL



R-18

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL

ILLINOIS ROUTE 40

SERVICE DRIVE NO. 2

STA. 1+540 TO STA. 1+700

SCALE: 1:400 DRAWN BY: JRC, JDU

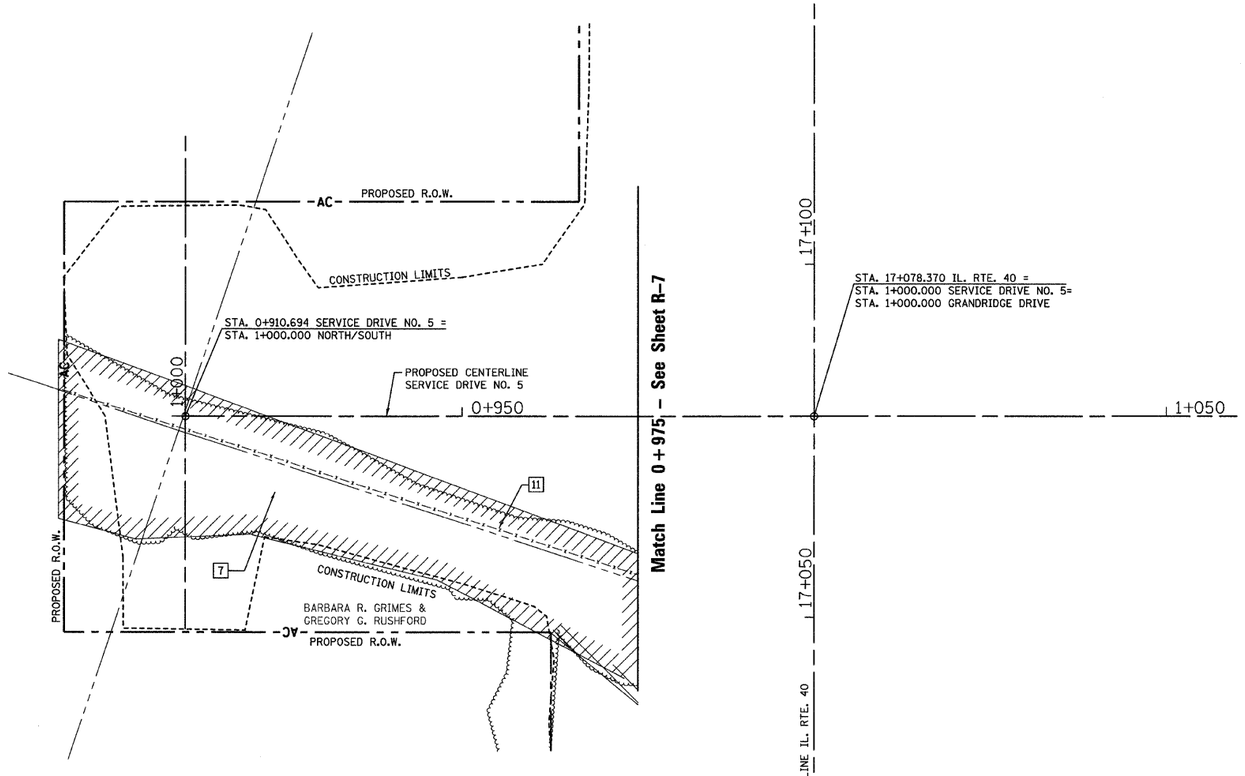
DATE: 03/13/09 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	83
STATION 0+910 TO STATION 0+975				

REMOVAL LEGEND

	1	COMBINATION CURB & GUTTER REMOVAL
	2	PAVEMENT REMOVAL (RIGID)
	3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE	4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5	BUILDING REMOVAL
	6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET 0-5 FOR TABULATION)
	7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET 0-5 FOR TABULATION)
	8	REMOVE EXISTING CULVERTS (meter)
	9	PIPE CULVERT REMOVAL (EACH)
	10	DRIVEWAY PAVEMENT REMOVAL
	11	FENCE REMOVAL



R-19

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

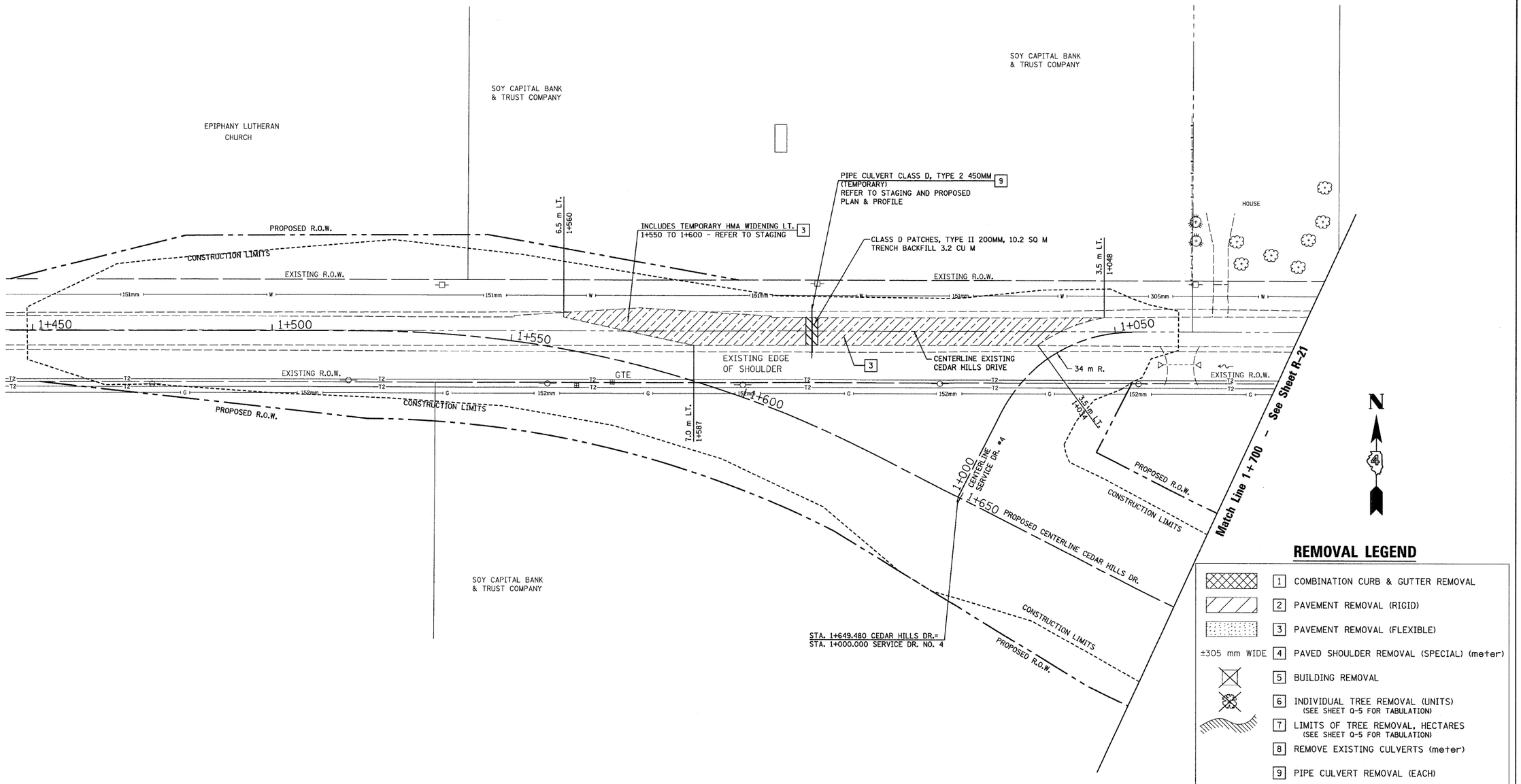
ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL
ILLINOIS ROUTE 40
SERVICE DRIVE NO. 5

SCALE: 1:400 DRAWN BY: JRC, JDU
DATE: 03/13/09 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	84
STATION 1+450 TO STATION 1+700				



REMOVAL LEGEND

	1	COMBINATION CURB & GUTTER REMOVAL
	2	PAVEMENT REMOVAL (RIGID)
	3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE	4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5	BUILDING REMOVAL
	6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
	7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
	8	REMOVE EXISTING CULVERTS (meter)
	9	PIPE CULVERT REMOVAL (EACH)
	10	DRIVEWAY PAVEMENT REMOVAL
	11	FENCE REMOVAL

R-20

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL
ILLINOIS ROUTE 40

STA. 1+450 TO STA. 1+700

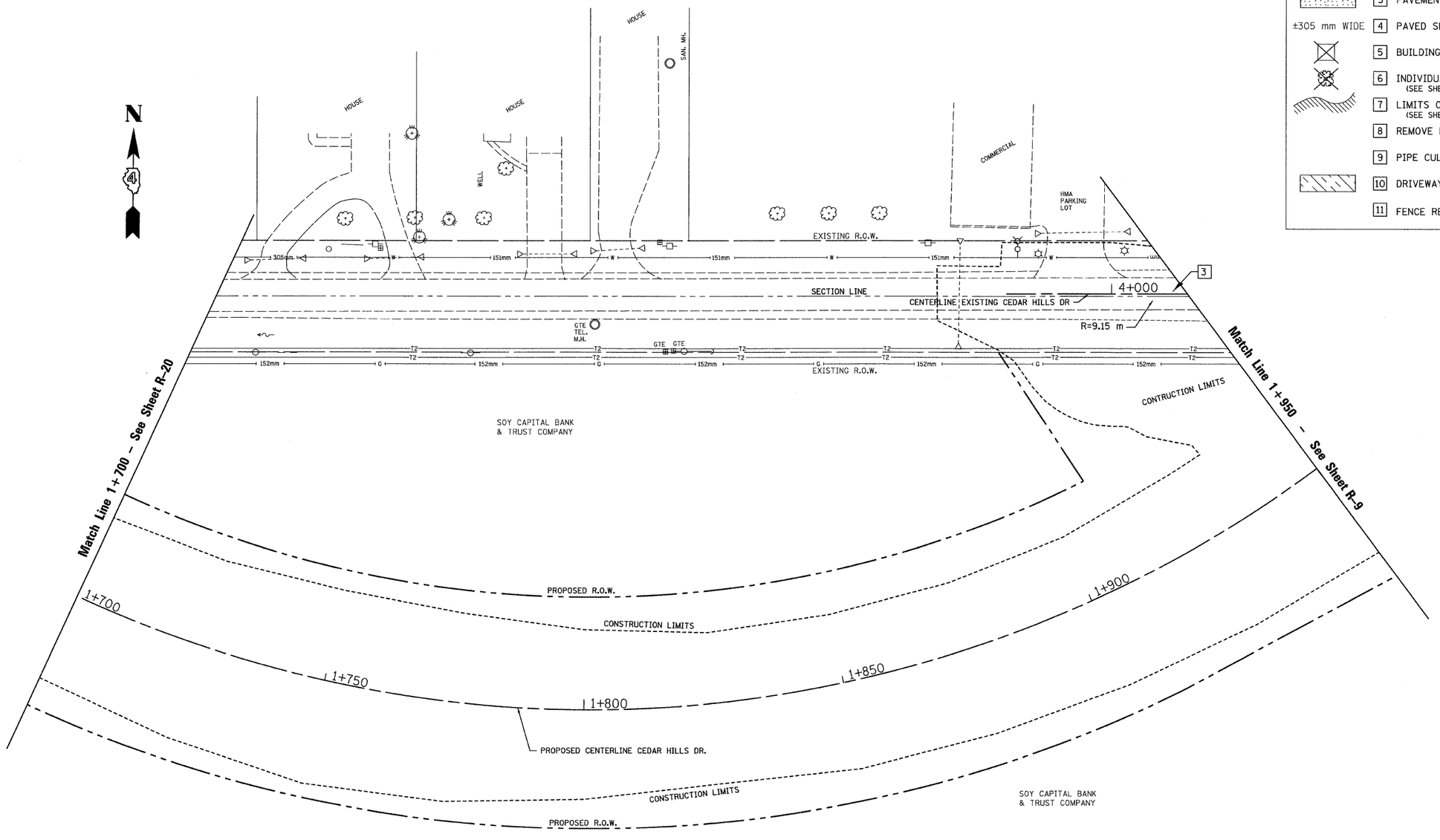
SCALE: 1:400 DRAWN BY: JRC, JDU
DATE: 03/13/09 CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1,RS-2	PEORIA	256	85
STATION 1+700 TO STATION 1+950				

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

REMOVAL LEGEND

	1	COMBINATION CURB & GUTTER REMOVAL
	2	PAVEMENT REMOVAL (RIGID)
	3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE	4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5	BUILDING REMOVAL
	6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
	7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
	8	REMOVE EXISTING CULVERTS (meter)
	9	PIPE CULVERT REMOVAL (EACH)
	10	DRIVEWAY PAVEMENT REMOVAL
	11	FENCE REMOVAL



0m 10m 15m 20m 25m

R-21

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL

ILLINOIS ROUTE 40

STA. 1+700 TO STA. 1+950

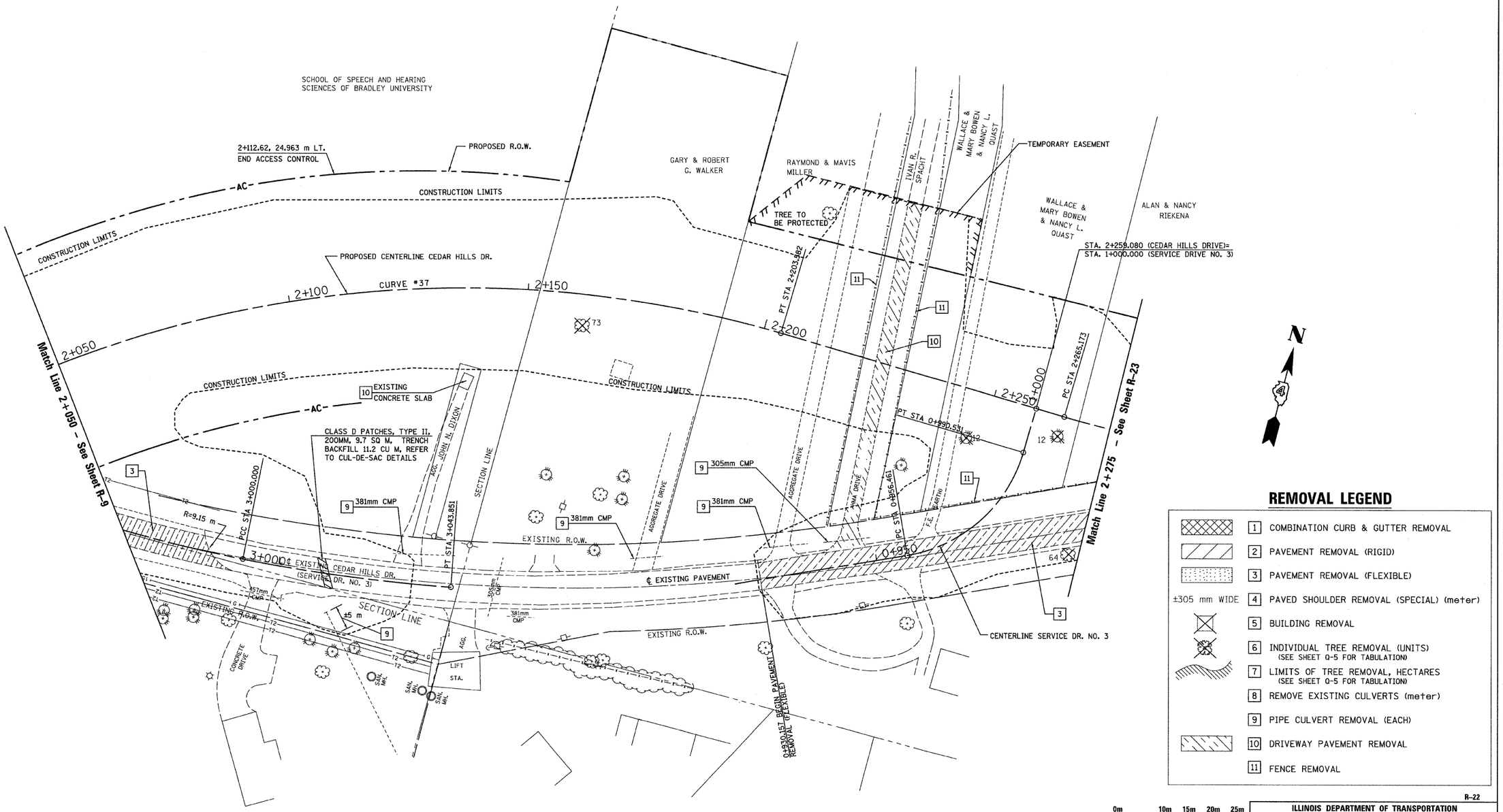
SCALE: 1:400 DRAWN BY: JRC, JDU

DATE: 03/13/09 CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1,RS-2	PEORIA	256	86
STATION 2+050 TO STATION 2+275				

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

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



REMOVAL LEGEND

1	COMBINATION CURB & GUTTER REMOVAL
2	PAVEMENT REMOVAL (RIGID)
3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE 4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
5	BUILDING REMOVAL
6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
8	REMOVE EXISTING CULVERTS (meter)
9	PIPE CULVERT REMOVAL (EACH)
10	DRIVEWAY PAVEMENT REMOVAL
11	FENCE REMOVAL

R-22

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL ILLINOIS ROUTE 40

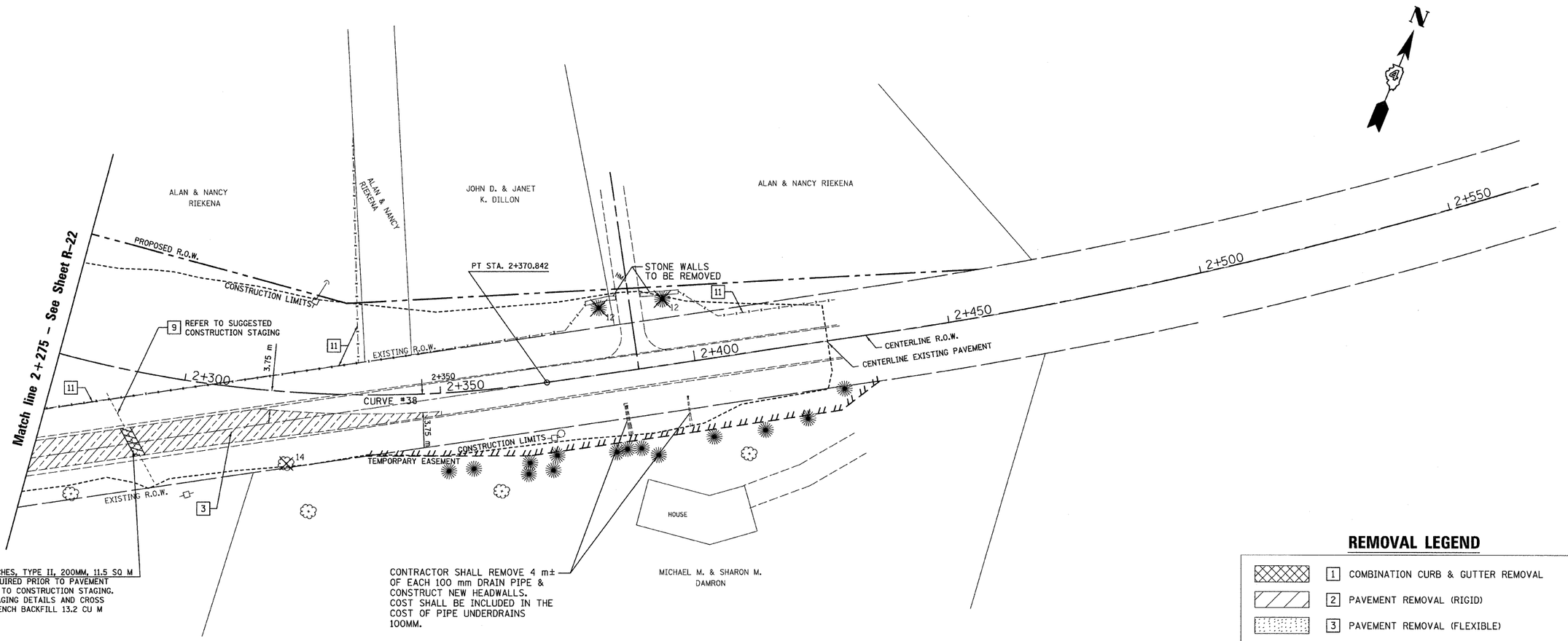
STA. 2+050 TO STA. 2+275

SCALE: 1:400 DRAWN BY: JRC, JDU

DATE: 03/13/09 CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1,RS-2	PEORIA	256	87
STATION 2+275 TO STATION 2+425				

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



CLASS D PATCHES, TYPE II, 200MM, 11.5 SQ M
PATCHING REQUIRED PRIOR TO PAVEMENT REMOVAL DUE TO CONSTRUCTION STAGING. REFER TO STAGING DETAILS AND CROSS SECTIONS. TRENCH BACKFILL 13.2 CU M

CONTRACTOR SHALL REMOVE 4 m± OF EACH 100 mm DRAIN PIPE & CONSTRUCT NEW HEADWALLS. COST SHALL BE INCLUDED IN THE COST OF PIPE UNDERDRAINS 100MM.

NOTE: REMOVAL OF STONE WALLS SHALL BE INCLUDED IN THE COST OF FENCE REMOVAL.

REMOVAL LEGEND

	1	COMBINATION CURB & GUTTER REMOVAL
	2	PAVEMENT REMOVAL (RIGID)
	3	PAVEMENT REMOVAL (FLEXIBLE)
±305 mm WIDE	4	PAVED SHOULDER REMOVAL (SPECIAL) (meter)
	5	BUILDING REMOVAL
	6	INDIVIDUAL TREE REMOVAL (UNITS) (SEE SHEET Q-5 FOR TABULATION)
	7	LIMITS OF TREE REMOVAL, HECTARES (SEE SHEET Q-5 FOR TABULATION)
	8	REMOVE EXISTING CULVERTS (meter)
	9	PIPE CULVERT REMOVAL (EACH)
	10	DRIVEWAY PAVEMENT REMOVAL
	11	FENCE REMOVAL

R-23

0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL
ILLINOIS ROUTE 40
STA. 2+275 TO STA. 2+425

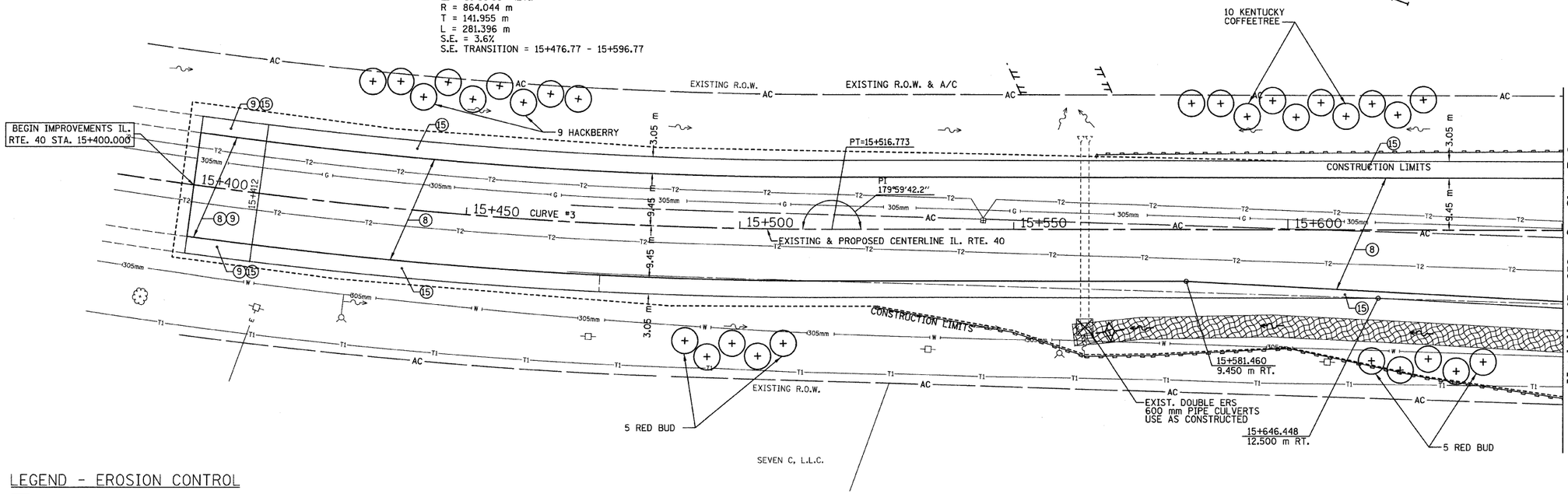
SCALE: 1:400
DATE: 03/13/09
DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	88
	STATION 15+400 TO STATION 15+650			

T.B.M. "7" - TOP VALVE STEM FIRE HYD.
STA. 15+558±, 23 m± RT.
ELEV.= 239.671

CENTERLINE CURVE
DATA IL. RTE. 40
CURVE #3
PI STA 15+377.332
PC STA 15+235.377
PT STA 15+516.773
Δ = 18°39'35" (LT.)
R = 864.044 m
T = 141.955 m
L = 281.396 m
S.E. = 3.6%
S.E. TRANSITION = 15+476.77 - 15+596.77

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

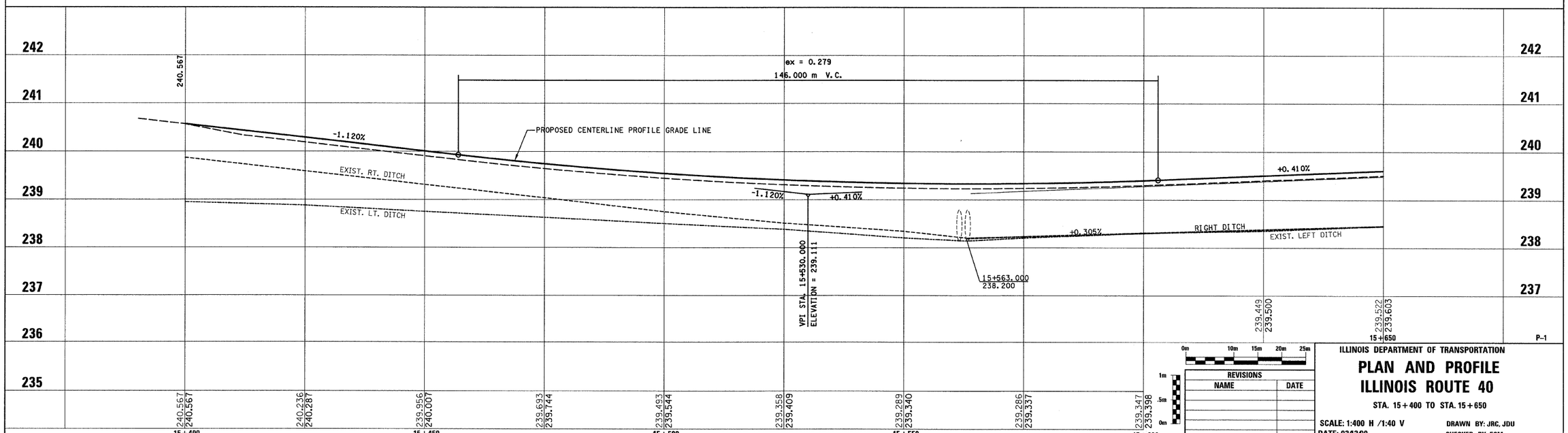


LEGEND

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 .5m 0m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE ILLINOIS ROUTE 40

STA. 15+400 TO STA. 15+650

SCALE: 1:400 H /1:40 V — DRAWN BY: JRC, JDU

DATE: 03/13/09 — CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	89
STATION 15+650 TO STATION 15+850				

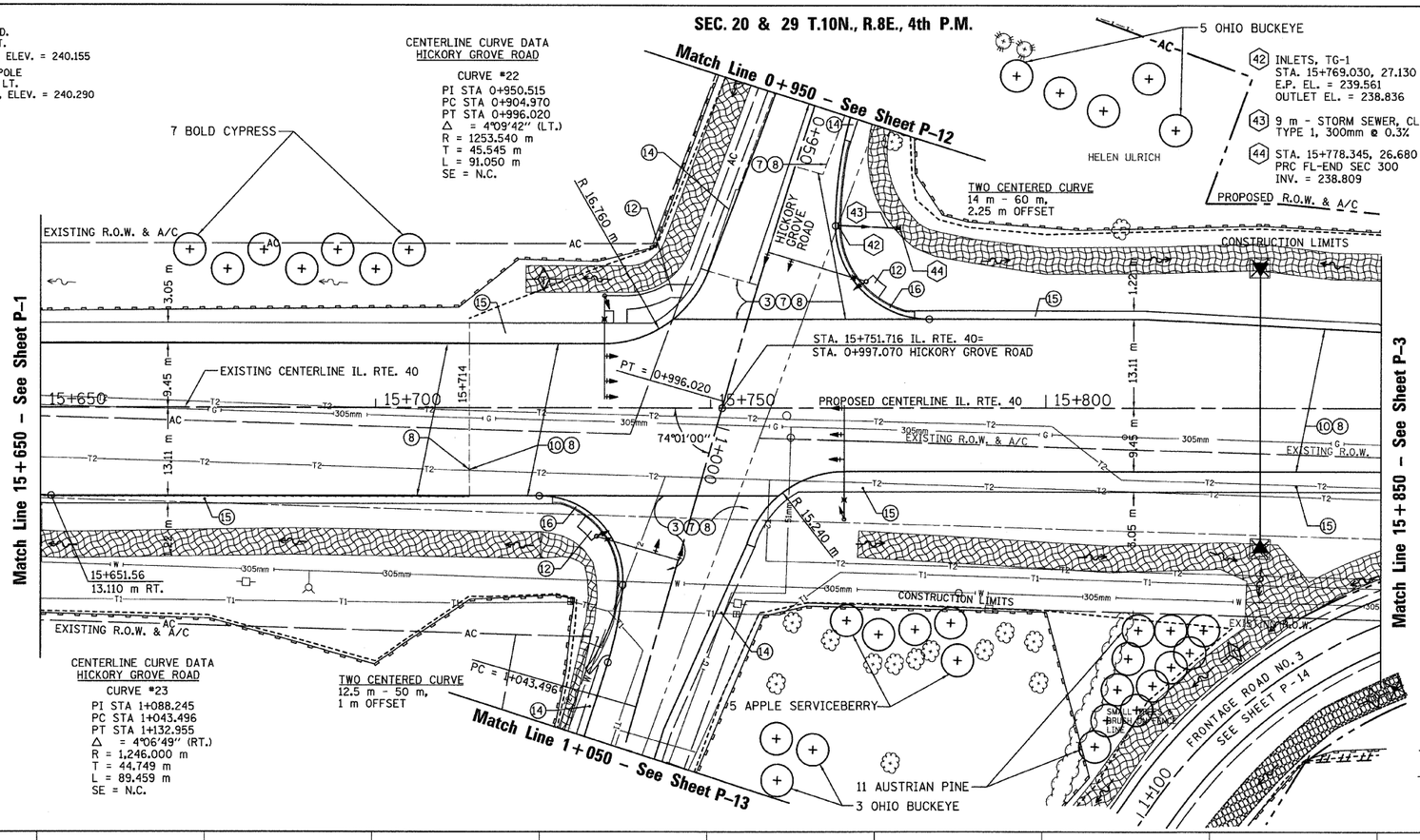
T.B.M. "19" - N. CAP BOLT FIRE HYD.
STA. 1+140±, 5 m± RT.
HICKORY GROVE ROAD, ELEV. = 240.155

T.B.M. "20" - RR SPIKE IN POWER POLE
STA. 0+900±, 39 m± LT.
HICKORY GROVE ROAD, ELEV. = 240.290

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

CENTERLINE CURVE DATA
HICKORY GROVE ROAD

CURVE #22
PI STA 0+950.515
PC STA 0+904.970
PT STA 0+996.020
Δ = 4°09'42" (LT.)
R = 1253.540 m
T = 45.545 m
L = 91.050 m
SE = N.C.



CENTERLINE CURVE DATA
HICKORY GROVE ROAD

CURVE #23
PI STA 1+088.245
PC STA 1+043.496
PT STA 1+132.955
Δ = 4°06'49" (RT.)
R = 1,246.000 m
T = 44.749 m
L = 89.459 m
SE = N.C.

TWO CENTERED CURVE
12.5 m - 50 m,
1 m OFFSET
PC = 1+043.496

5 APPLE SERVICEBERRY
11 AUSTRIAN PINE
3 OHIO BUCKEYE

(42) INLETS, TG-1
STA. 15+769.030, 27.130 m LT.
E.P. EL. = 239.561
OUTLET EL. = 238.836

(43) 9 m - STORM SEWER, CLASS A, TYPE 1, 300mm ø 0.3%

(44) STA. 15+778.345, 26.680 m LT.
PRC FL-END SEC 300
INV. = 238.809

STA. 15+832
48.5 m - P CUL CL A 2 600
W/ PRC FL-END SEC 450 - EACH END
USFL = 238.592
DSFL = 238.358

NOTE:
10.5 m OF THE PIPE IS TEMPORARY AND SHALL BE REMOVED DURING STAGE III.

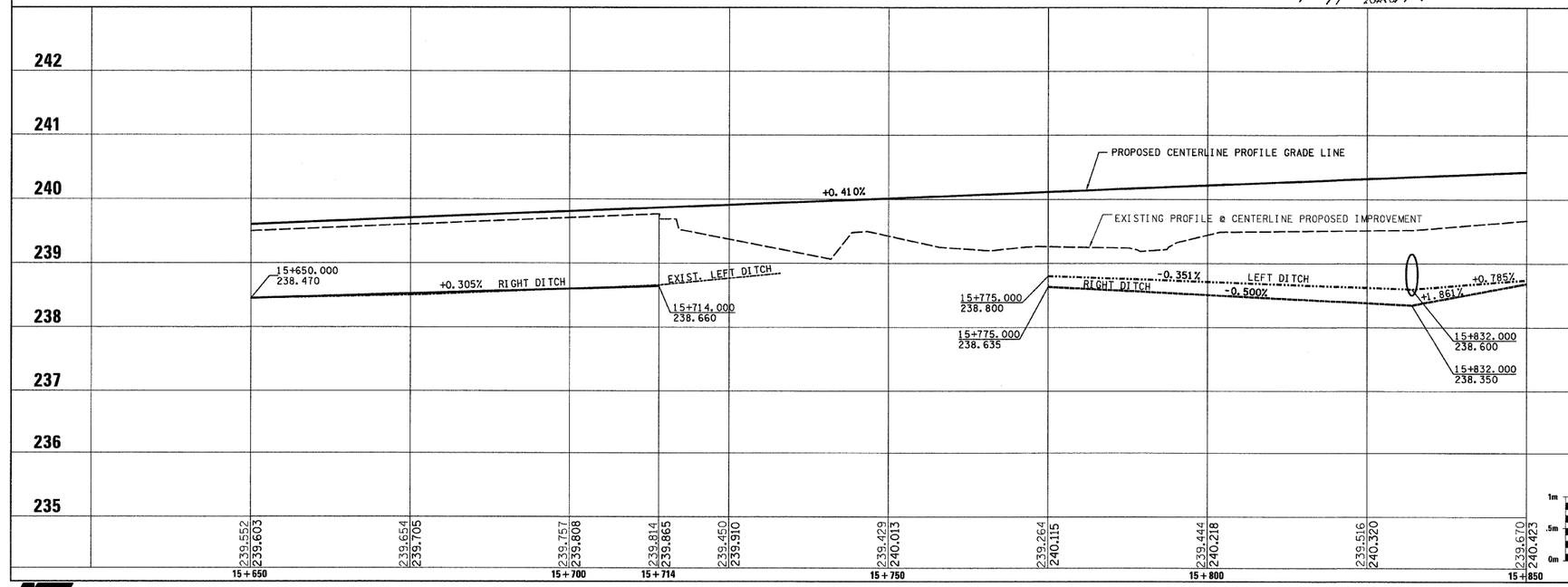
SEE SHEET TS-1 FOR TRAFFIC SIGNAL PLAN F.A. RTE. 646 (IL. RTE. 40) & HICKORY GROVE ROAD

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



P-2

0m 10m 15m 20m 25m
1m .5m 0m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE ILLINOIS ROUTE 40

STA. 15+650 TO STA. 15+850

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

DRAWN BY: JRC, JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	90
STATION 15+850 TO STATION 16+125				

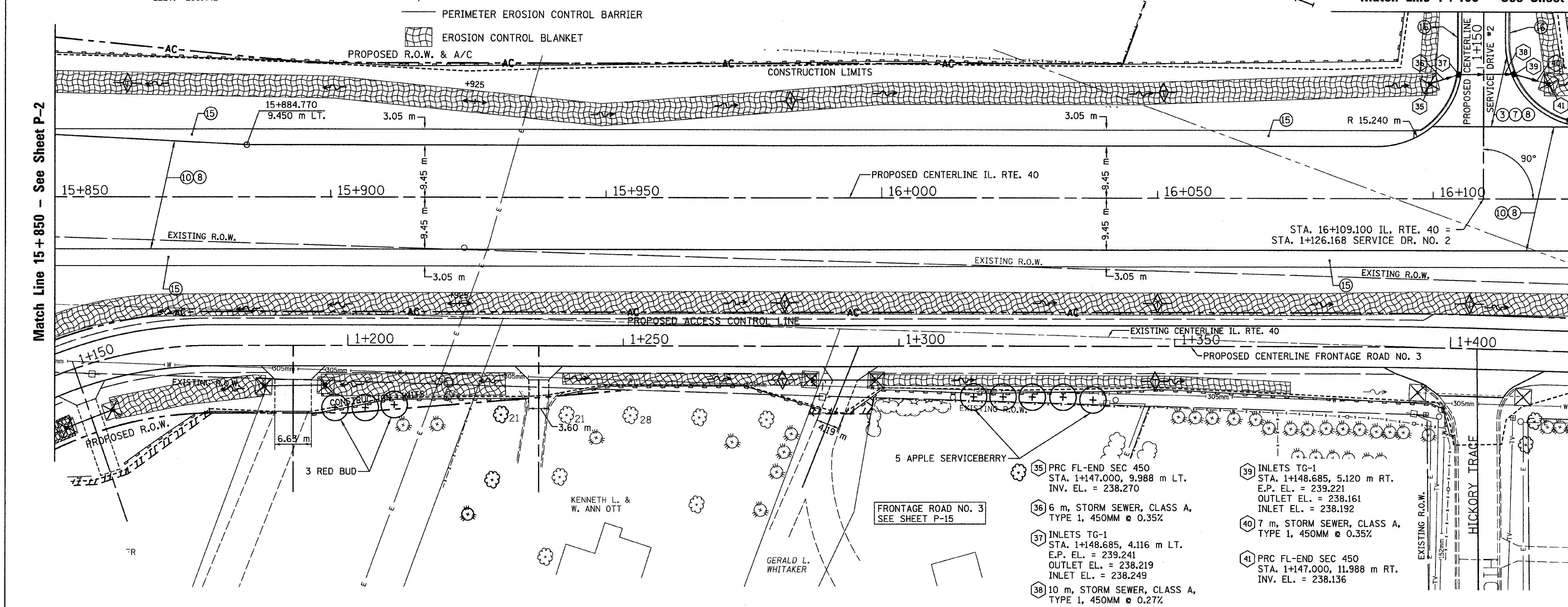
SEC. 29 T.10N., R.8E., 4th P.M.

T.B.M. "8" - RR SPIKE IN POWER POLE
STA. 15+926±, 33 m± RT.
ELEV.= 239.939

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

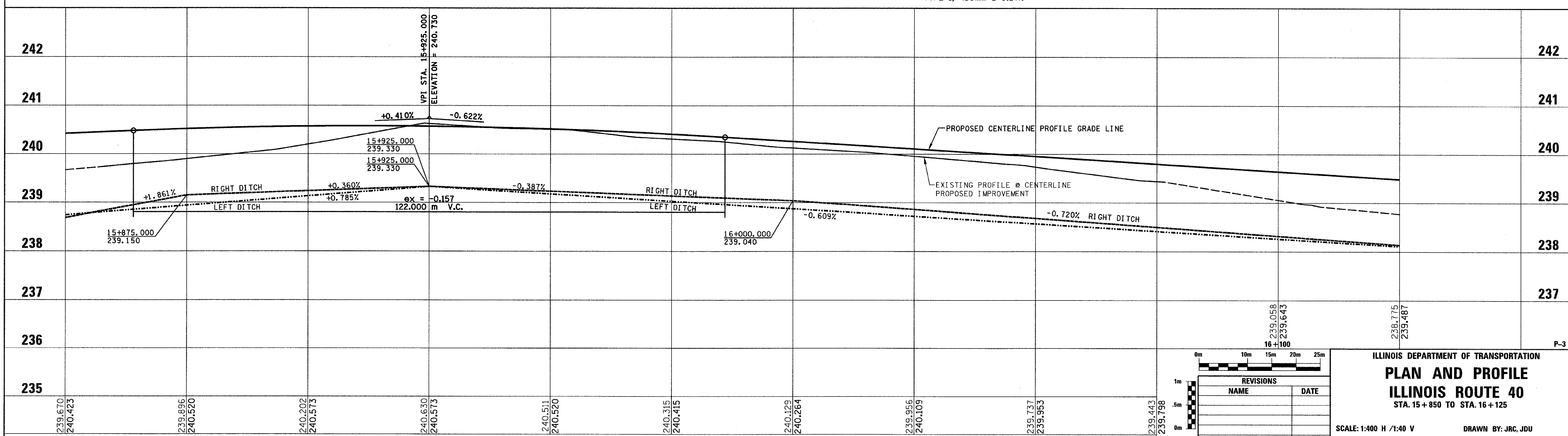
LEGEND - EROSION CONTROL

- 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



P-3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

ILLINOIS ROUTE 40

STA. 15+850 TO STA. 16+125

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	91
STATION 16+125 TO STATION 16+400				

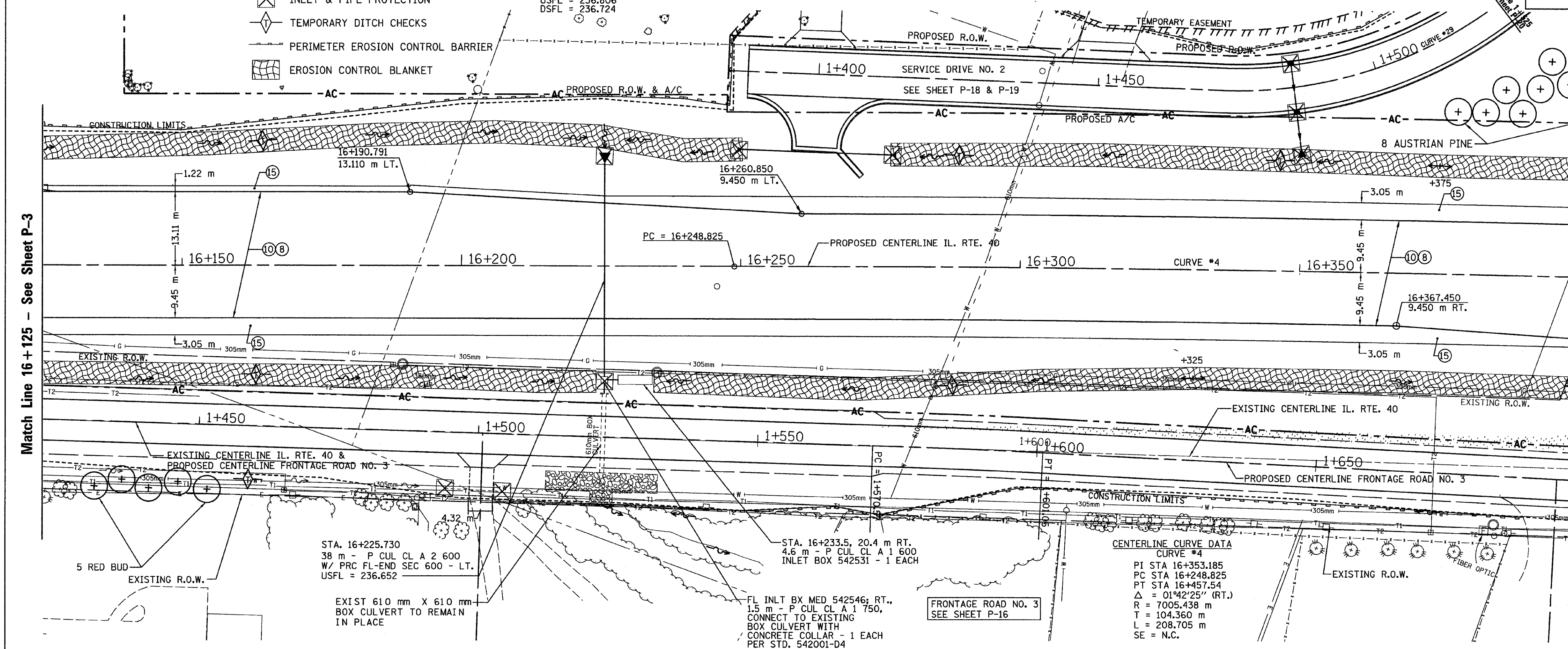
SEC. 20, T.10N., R.8E., 4th P.M.

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

LEGEND - EROSION CONTROL

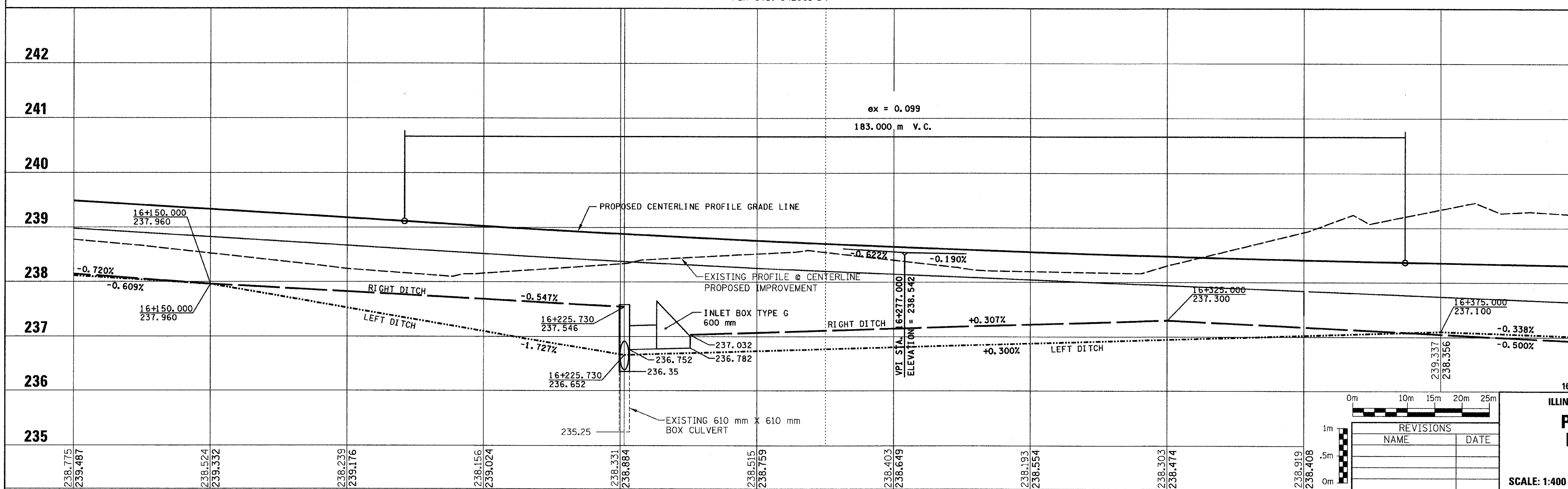
- INLET & PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- PERIMETER EROSION CONTROL BARRIER
- EROSION CONTROL BLANKET

STATION 16+263.578, 20.4 m LT.
26.5 m - P CUL CL D 1 600
W/ END SECTIONS 600- 2 EACH
USFL = 236.806
DSFL = 236.724



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



P-4

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE ILLINOIS ROUTE 40

STA. 16+125 TO STA. 16+400

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	92
STATION 16+400 TO STATION 16+600				

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

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

7 SWAMP WHITE OAK

3 BUR OAK

STA. 16+435 - 19.4 m LT.
P CUL CL D 1 450 TEM
14.0 m (REFER TO STAGING)

PROPOSED R.O.W. & A/C

CONSTRUCTION LIMITS

Match Line 1+970 - See Sheet P-21

SEE STORM SEWER SHEETS FOR ADDITIONAL DRAINAGE INFORMATION

SERVICE DRIVE NO. 2

R 15.240 m (TYPICAL)

3.05 m

1.22 m

90°10'20"

PROPOSED CENTERLINE IL. RTE. 40

16+400 16+450 16+500 16+550

CURVE #4

PT=16+457.530

16+445.770
13.110 m RT.

STA. 16+529.489 IL. RTE. 40=
STA. 2+000.000 SERVICE DRIVE NO. 2=
STA. 1+000.000 WOODSIDE DRIVE

9.450 m
13.110 m
13.11 m
9.45 m
3.05 m

90°08'48"

R 15.240 m (TYPICAL)

EXISTING R.O.W.

STA. 16+435 - 21.5 m RT.
P CUL CL D 1 450 TEM
14.0m (REFER TO STAGING)

Match Line 1+030 - See Sheet P-17

Match Line 16+400 - See Sheet P-4

Match Line 16+600 - See Sheet P-6

WOODSIDE DRIVE
STA. 1+023.000
34.5 m - P CUL CL A 2 450
W/ PRC FL-END SEC 450 - EACH END
USFL = 236.374
DSFL = 236.183

SEE SHEET TS-3 FOR TRAFFIC SIGNAL PLAN F.A. RTE. 646 (IL. RTE. 40) & WOODSIDE DRIVE/SERVICE DRIVE NO. 2

1+700 1+750 1+800 1+850

FRONTAGE ROAD NO. 3
SEE SHEET P-17

STA. 1+058.828 WOODSIDE DRIVE=
STA. 1+830.939 FRONTAGE ROAD NO. 3

WOODSIDE DRIVE

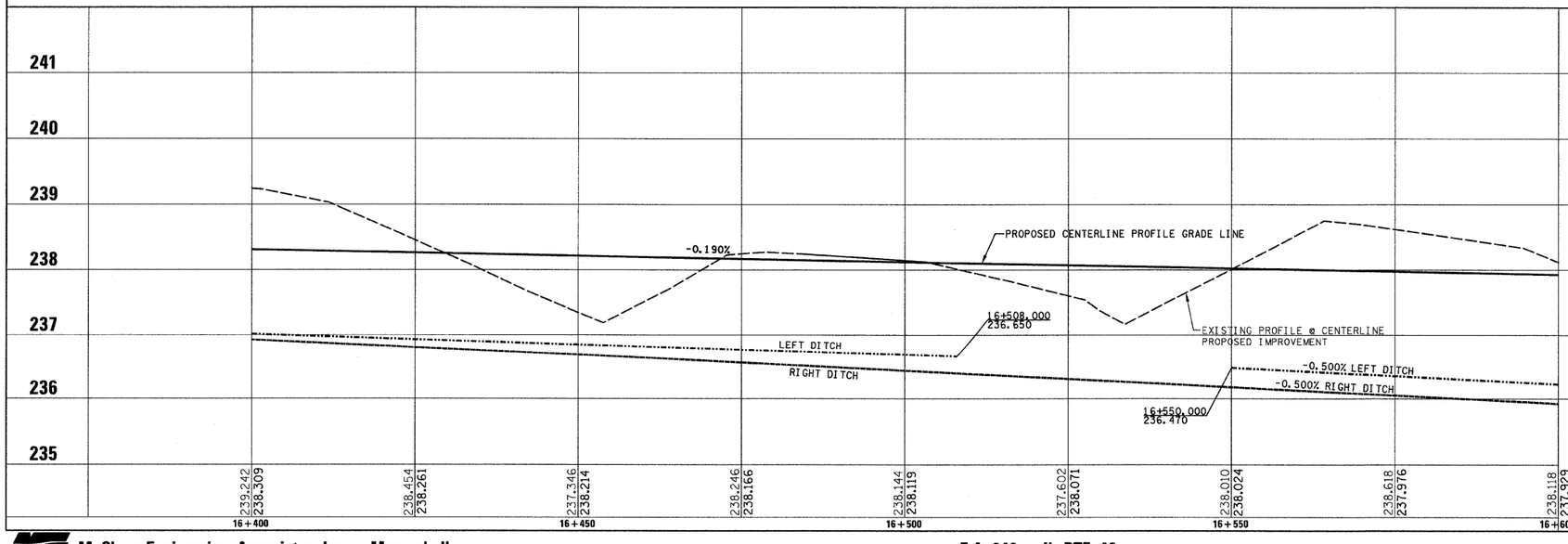
CENTERLINE CURVE DATA
CURVE #4
PI STA 16+353.185
PC STA 16+248.825
PT STA 16+457.530
Δ = 01°42'25" (RT.)
R = 7,005.438 m
T = 104.360 m
L = 208.705 m
SE = N.C.

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



P-5

0m 10m 15m 20m 25m
1m .5m 0m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE ILLINOIS ROUTE 40

STA. 16+400 TO STA. 16+600

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

DRAWN BY: JRC, JDU
CHECKED BY: ECM

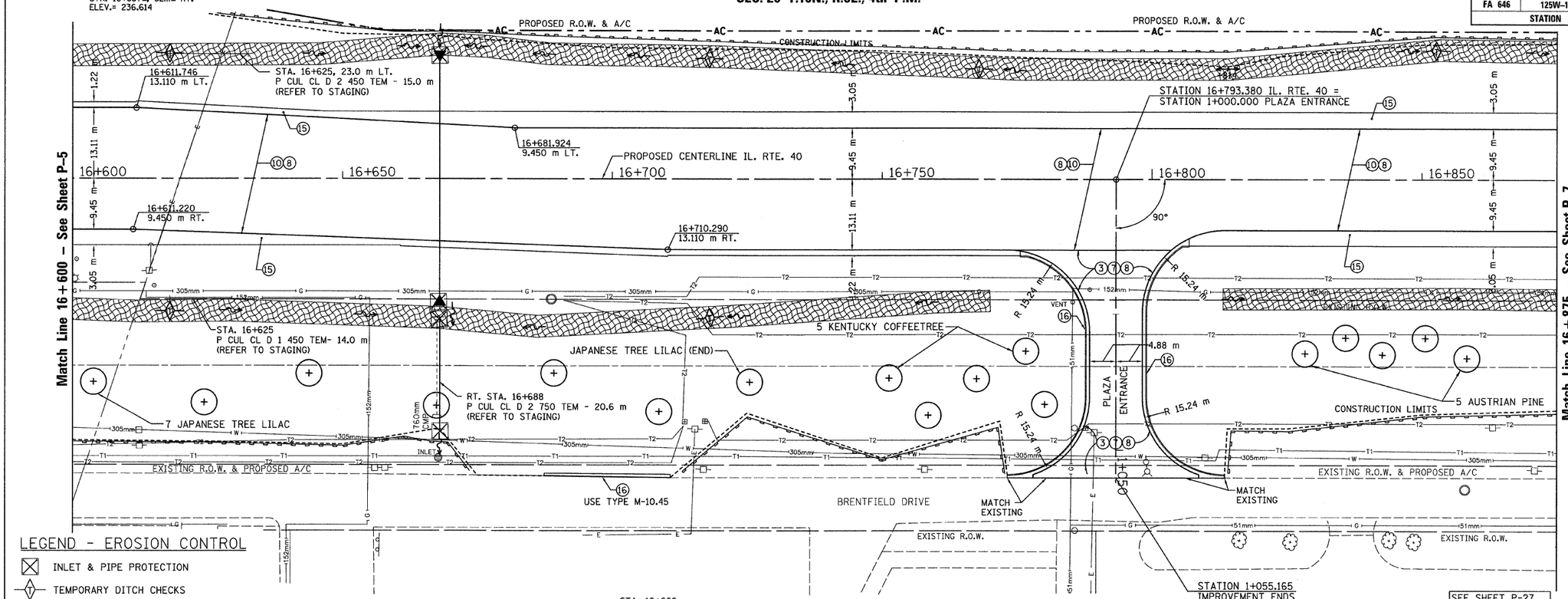
McClure Engineering Associates, Inc. – Macomb, Il.

F.A. 646 IL RTE 40

T.B.M. "11" - NW CAP BOLT FIRE HYD.
STA. 16+687±, 52m± 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	93
	STATION 15+400 TO STATION 15+650			



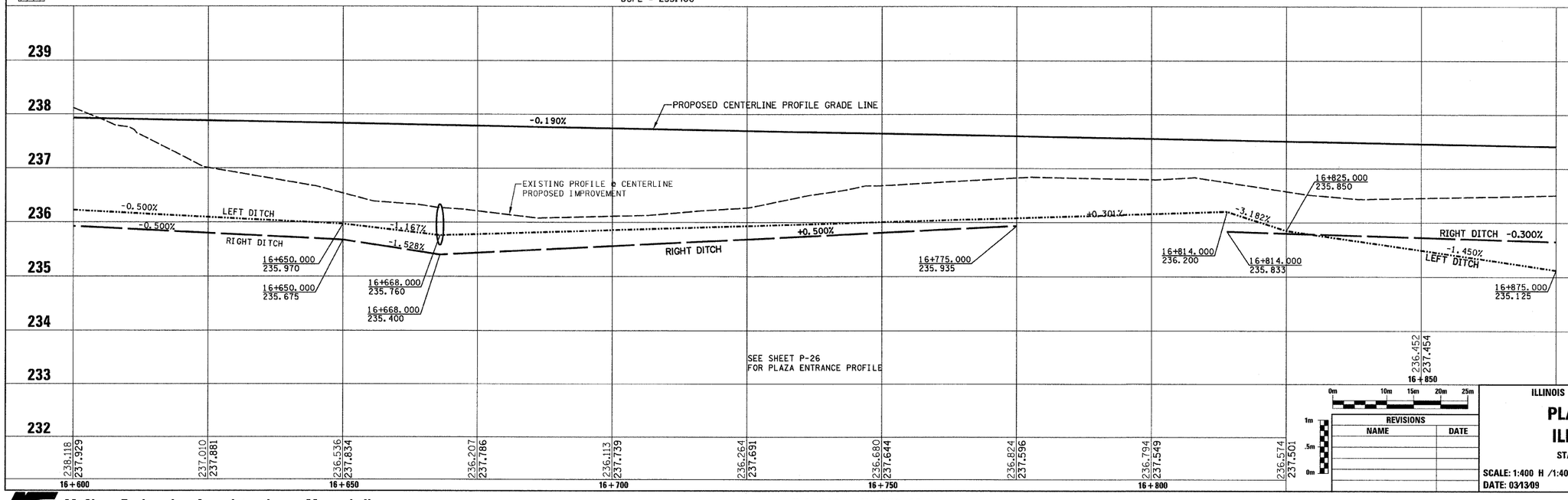
LEGEND

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. 16+668
43 m - P CUL CL A 2 750
W/ PRC FL-END SEC 750 - 2 EACH
USFL = 235.760
DSFL = 235.400



P-6

0m 10m 15m 20m 25m
1m .5m 0m

REVISIONS	
NAME	DATE

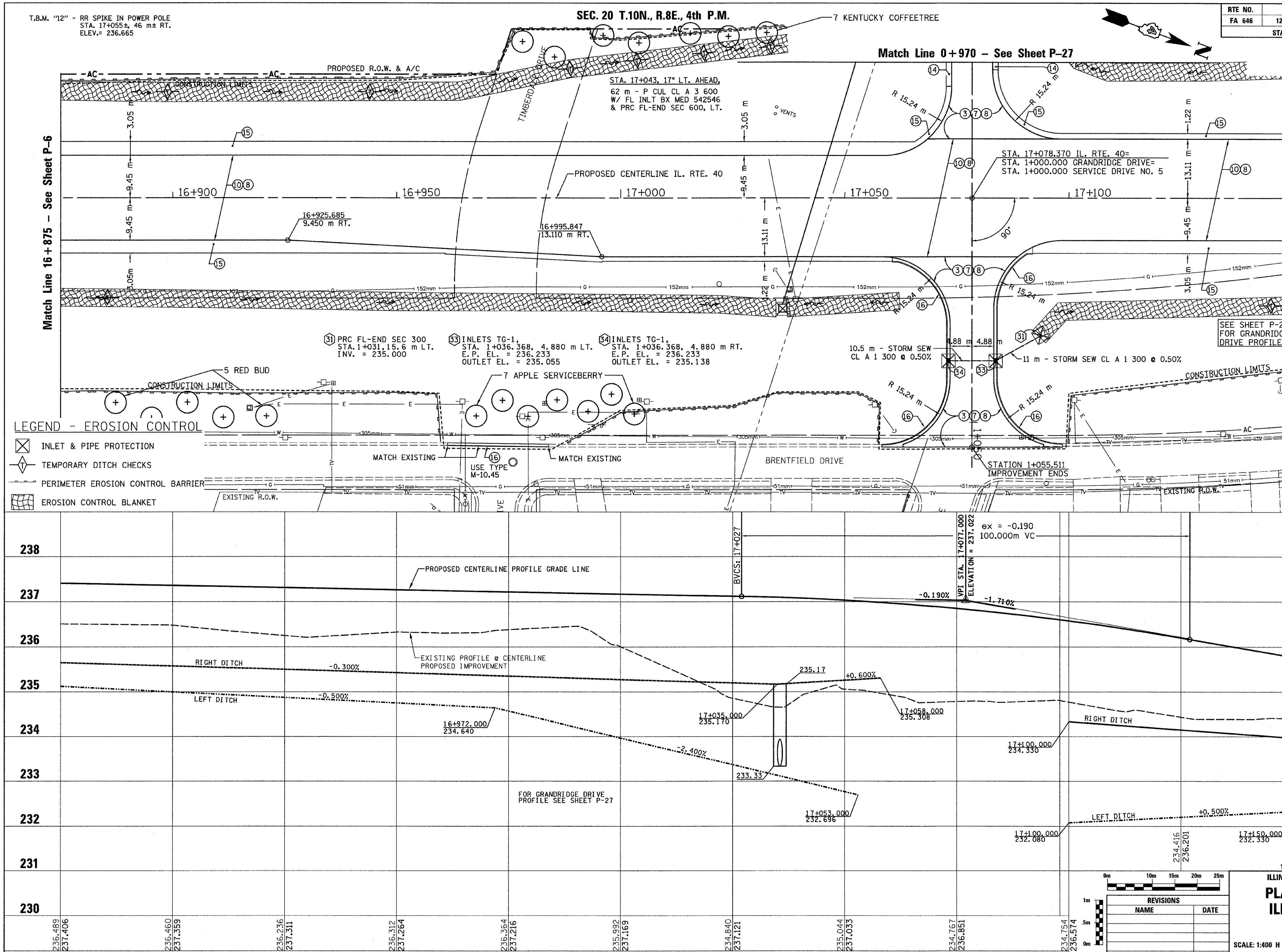
ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
ILLINOIS ROUTE 40

STA. 16+600 TO STA. 16+875

SCALE: 1:400 H /1:40 V — DRAWN BY: JRC,JDU
DATE: 031309 — CHECKED BY: ECM

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



T.B.M. "12" - RR SPIKE IN POWER POLE
STA. 17+055±, 46 m± RT.
ELEV.= 236.665
SEC. 20 T.10N., R.8E., 4th P.M.
7 KENTUCKY COFFEETREE
Match Line 0+970 - See Sheet P-27
PROPOSED R.O.W. & A/C
CONSTRUCTION LIMITS
TIMBERDALE DRIVE
STA. 17+043, 17° LT. AHEAD,
62 m - P CUL CL A 3 600
W/ FL INLT BX MED 542546
& PRC FL-END SEC 600, LT.
VENTS
Match Line 16+875 - See Sheet P-6
Match Line 17+150 - See Sheet P-8
16+900
16+950
17+000
17+050
17+100
PROPOSED CENTERLINE IL. RTE. 40
STA. 17+078.370 IL. RTE. 40=
STA. 1+000.000 GRANDRIDGE DRIVE=
STA. 1+000.000 SERVICE DRIVE NO. 5
16+925.685
9.450 m RT.
16+995.847
13.110 m RT.
R 15.24 m
SEE SHEET P-27
FOR GRANDRIDGE
DRIVE PROFILE
PRC FL-END SEC 300
STA. 1+031.15.6 m LT.
INV. = 235.000
INLETS TG-1,
STA. 1+036.368, 4.880 m LT.
E.P. EL. = 236.233
OUTLET EL. = 235.055
INLETS TG-1,
STA. 1+036.368, 4.880 m RT.
E.P. EL. = 236.233
OUTLET EL. = 235.138
10.5 m - STORM SEW
CL A 1 300 @ 0.50%
11 m - STORM SEW CL A 1 300 @ 0.50%
5 RED BUD
7 APPLE SERVICEBERRY
MATCH EXISTING
USE TYPE
M-10.45
BRENTFIELD DRIVE
STATION 1+055.511
IMPROVEMENT ENDS
EXISTING R.O.W.
LEGEND - EROSION CONTROL
INLET & PIPE PROTECTION
TEMPORARY DITCH CHECKS
PERIMETER EROSION CONTROL BARRIER
EROSION CONTROL BLANKET
BVCS: 17+027
VPI STA. 17+077.000
ELEVATION = 237.022
ex = -0.190
100.000m VC
PROPOSED CENTERLINE PROFILE GRADE LINE
-0.190%
-1.710%
EXISTING PROFILE @ CENTERLINE
PROPOSED IMPROVEMENT
RIGHT DITCH
-0.300%
LEFT DITCH
-0.500%
235.17
+0.600%
17+035.000
235.170
17+058.000
235.308
16+972.000
234.640
-2.400%
233.33
FOR GRANDRIDGE DRIVE
PROFILE SEE SHEET P-27
17+053.000
232.686
17+100.000
234.330
17+100.000
232.080
LEFT DITCH
+0.500%
17+150.000
232.330
238
237
236
235
234
233
232
231
230
236.489 237.406 16+875
236.460 237.359 16+900
236.236 237.311
236.312 237.264 16+950
236.364 237.216
235.992 237.169 17+000
234.840 237.121
235.044 237.033 17+050
234.767 236.851
234.754 236.574 17+100
234.416 236.201
234.395 235.774 17+150
P-7

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

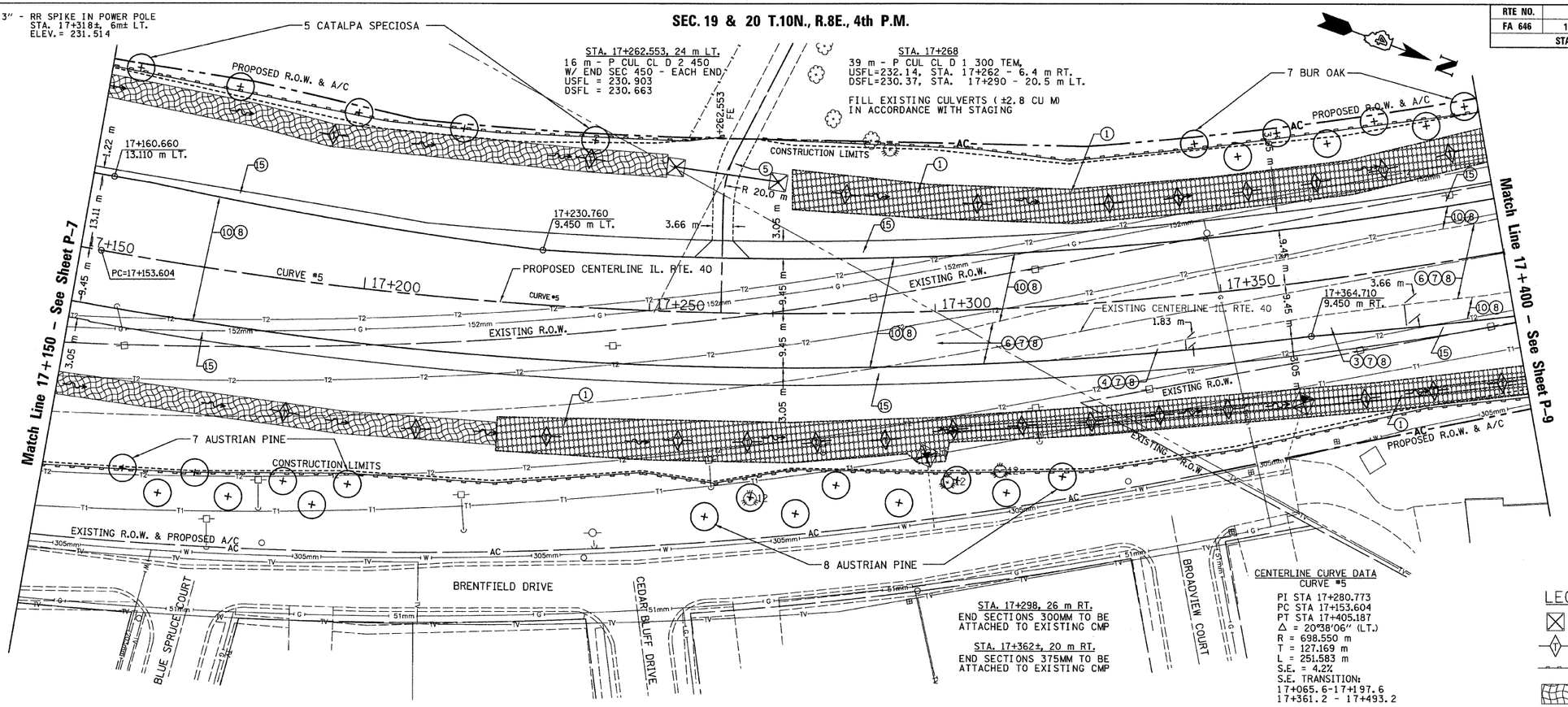
STA. 16+875 TO STA. 17+150

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	95
STATION 17+150 TO STATION 17+400				

T.B.M. "13" - RR SPIKE IN POWER POLE
STA. 17+318±, 6m± LT.
ELEV. = 231.514

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



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
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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)
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12. PORTLAND CEMENT CONCRETE SIDEWALK
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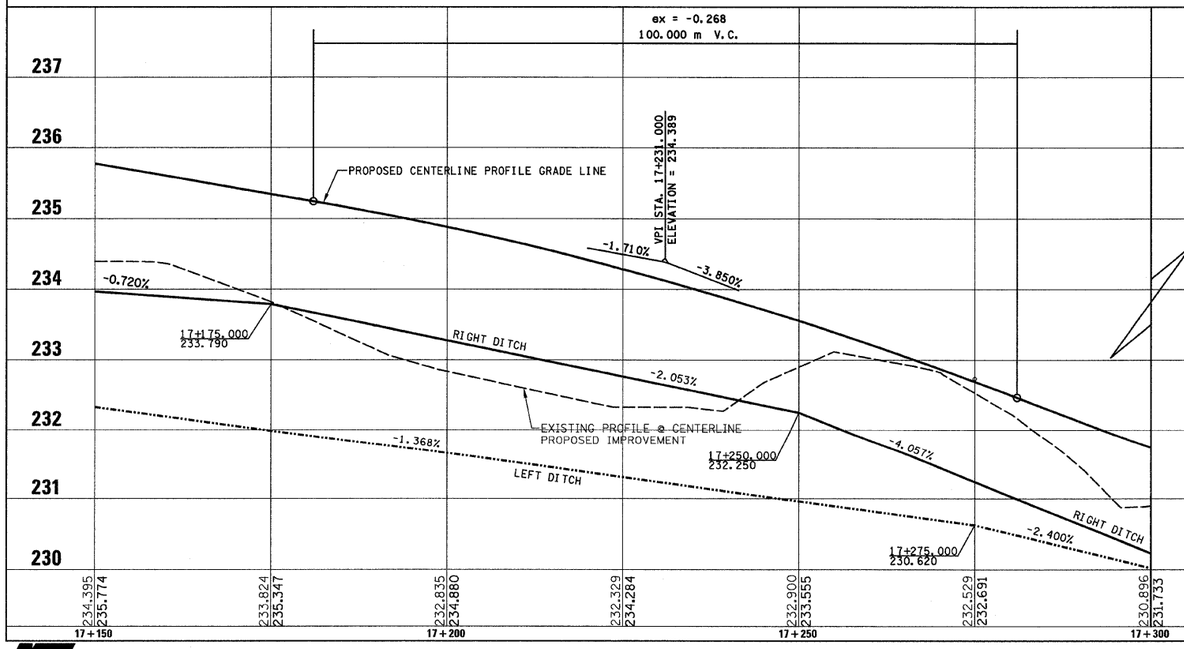
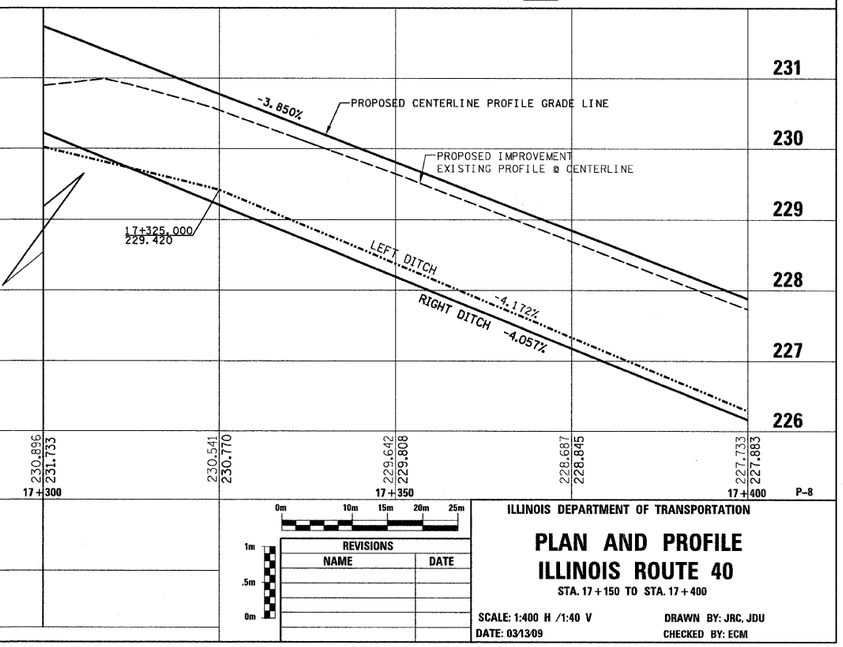
15. HOT-MIX ASPHALT SHOULDERS
16. COMBINATION CONCRETE CURB AND GUTTER

LEGEND - EROSION CONTROL

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





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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
ILLINOIS ROUTE 40

STA. 17+150 TO STA. 17+400

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

P-8

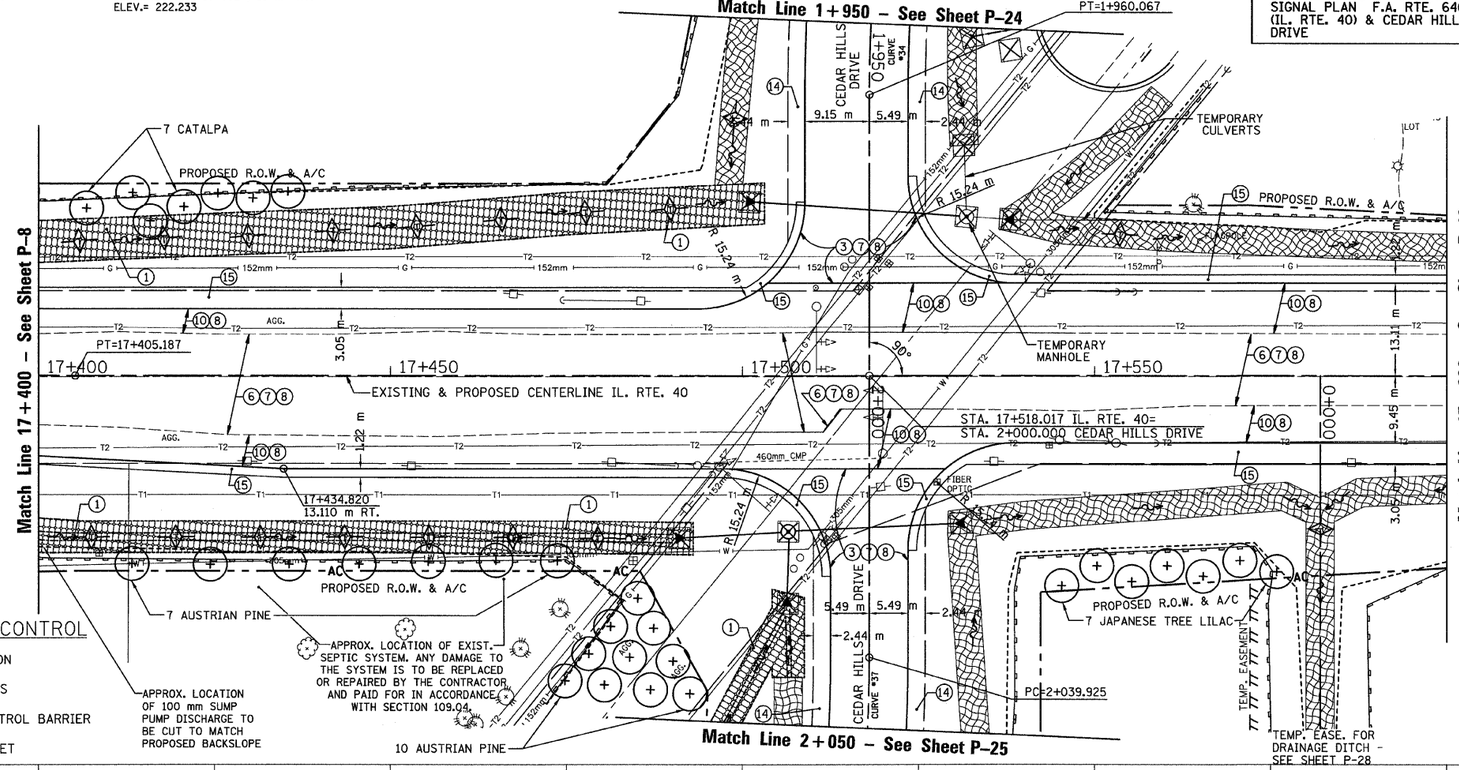
T.B.M. "13" - RR SPIKE IN POWER POLE
STA. 17+318±, 6 m± LT.
ELEV.= 231.514

T.B.M. "14" - "□" CHISELED IN SE COR. CONC. HEADWALL STA. 17+682±, 10 m± RT.
ELEV.= 222.233

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	96
STATION 17+400 TO STATION 17+600				

SEE SHEET TS-6 FOR TRAFFIC SIGNAL PLAN F.A. RTE. 646 (IL. RTE. 40) & CEDAR HILLS DRIVE



STATION 1+976, 4° LT, FWD.
30 m P CUL CL A 1 750
W/ PRC FL-END SEC - EACH END

STATION 1+976 - LT.
20 m - P CUL CL D 1 750 TEM
(REFER TO STAGING)

STATION 1+977.5 - 15.0m LT.
MAN A 1.5D TIF CL
(REFER TO STAGING)

STATION 1+975 - LT.
9.1 m - P CUL CL D 1 450 TEM
(REFER TO STAGING)

STATION 2+021.5, 3° RT, AHD.
20.0 m - P CUL CL A 1 750
W/ PRC FL-END SEC - LT.
DSFL = 221.885

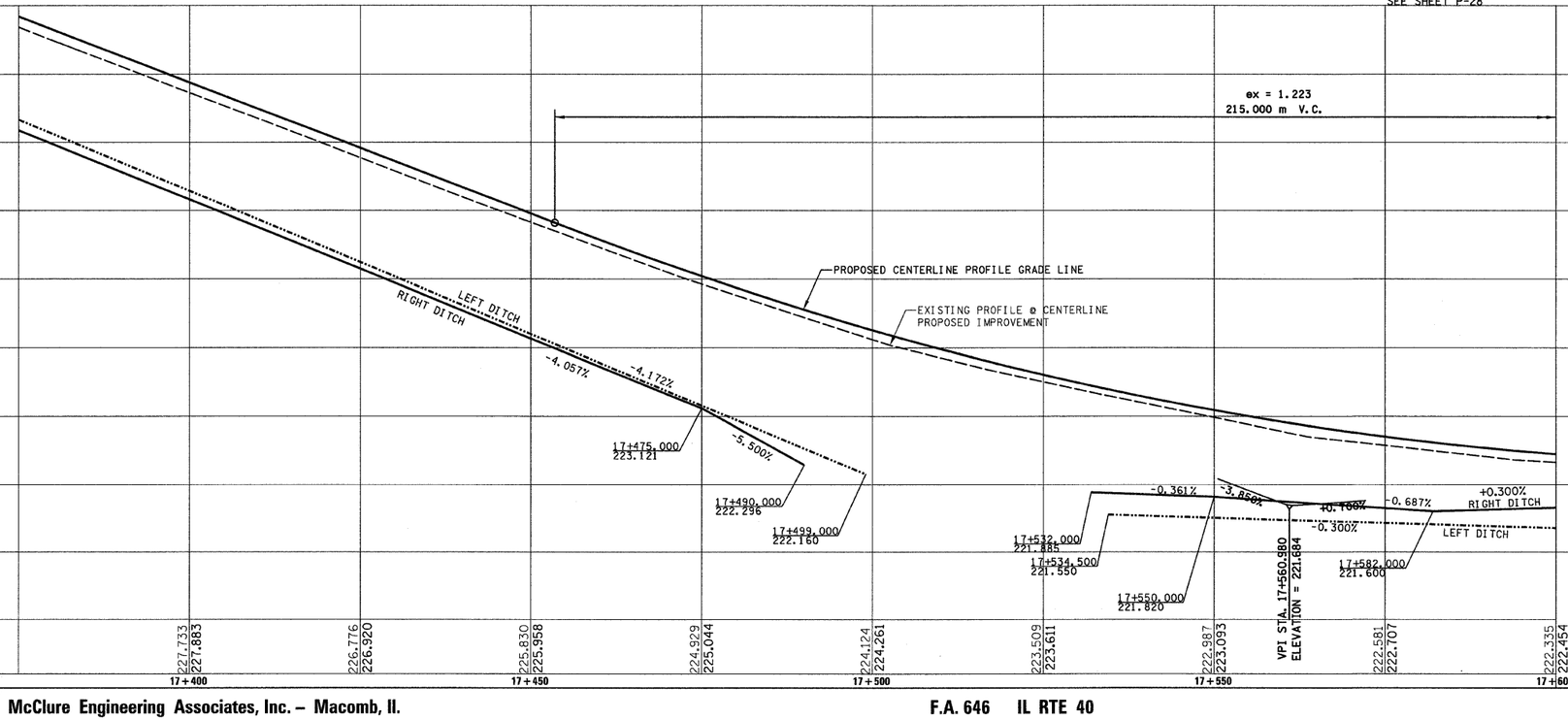
STATION 2+022, 11.5 m RT.
MAN A 1.8D TIF CL
W/ 16.6 m - P CUL CL A 1 750
W/ PRC FL-END SEC 750 - TO THE SOUTH
USFL = 222.296
& 9.0 m - P CUL CL A 1 450
W/ PRC FL-END SEC 450 - TO THE EAST
USFL = 222.400

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



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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
ILLINOIS ROUTE 40

STA. 17+400 TO STA. 17+600

SCALE: 1:400 H /1:40 V
DATE: 031309

DRAWN BY: JRC, JDU
CHECKED BY: ECM

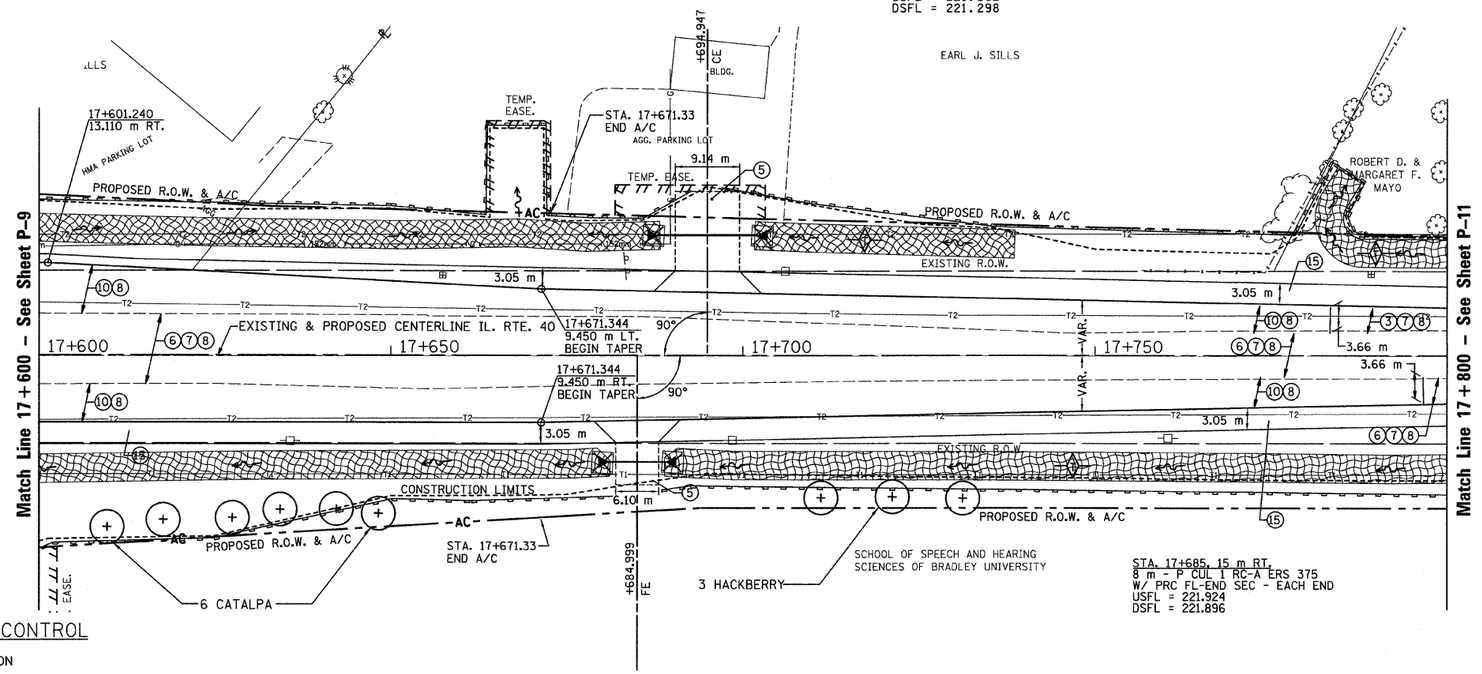
P-9

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	97
STATION 17+150 TO STATION 17+400				

T.B.M. "14" - " □ " CHISELED IN SE COR. CONC. HEADWALL STA. 17+682±, 10 m± RT. ELEV. = 222.233

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

STA. 17+695, 17 m LT.
14 m - P CUL CL D 1 450
W/ END SEC 450- EACH END
USFL = 221.362
DSFL = 221.298

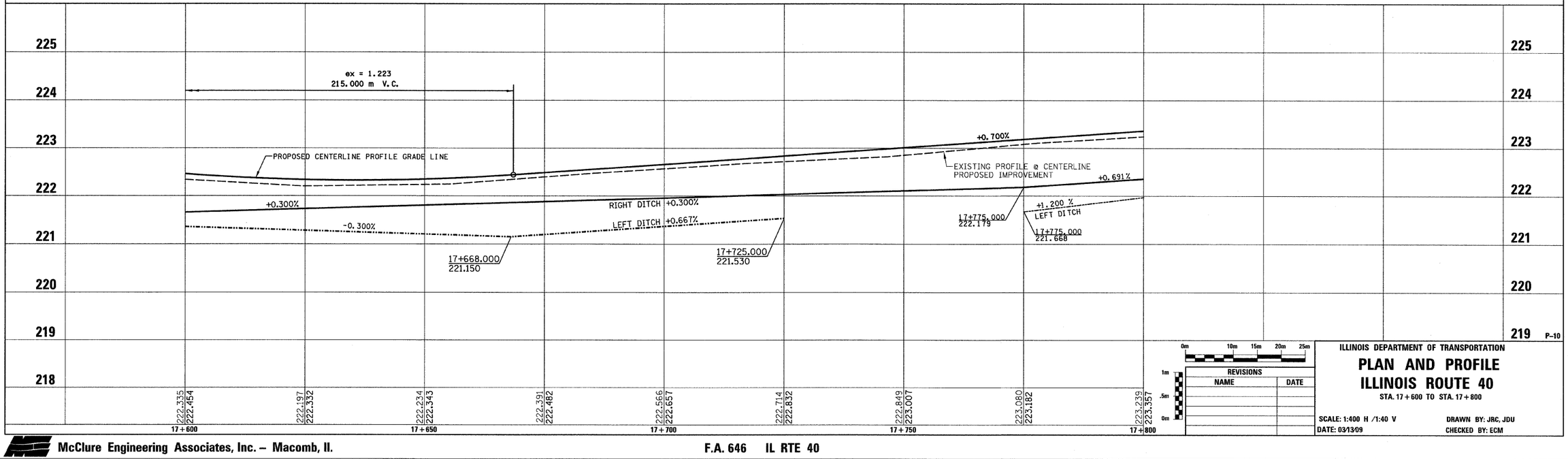


LEGEND

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



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1m .5m 0m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
ILLINOIS ROUTE 40
STA. 17+600 TO STA. 17+800

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

P-10

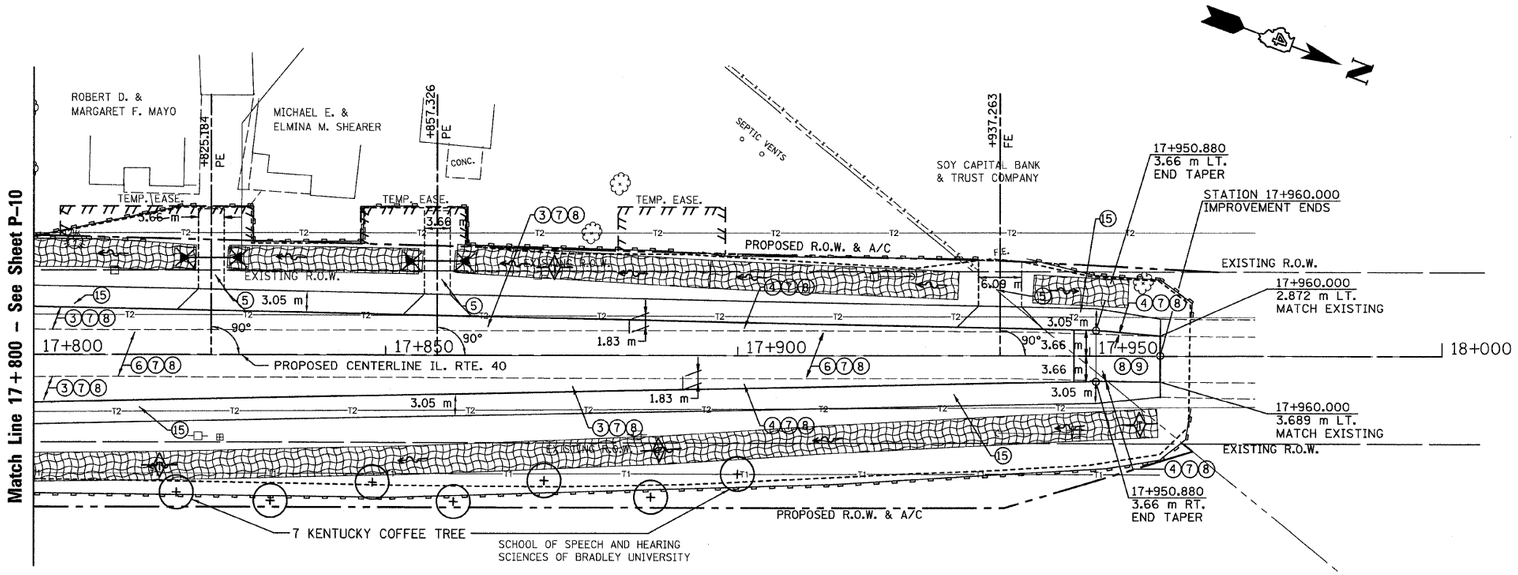
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	98
	STATION 17+800 TO STATION 18+000			

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

T.B.M. "14" - "□" CHISELED IN SE COR. CONC. HEADWALL STA. 17+682±, 10 m± RT. ELEV.= 222.233

STA. 17+821, 14 m LT.
8 m - P CUL 1 RC-A ERS 375
W/ PRCF ES EQRS 375 - EACH END
USFL = 222.277
DSFL = 222.163

STA. 17+853, 13.6 m LT.
6 m - P CUL 1 RC-A ERS 375
W/ PRCF ES EQRS 375 - EACH END
USFL = 222.649
DSFL = 222.559



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
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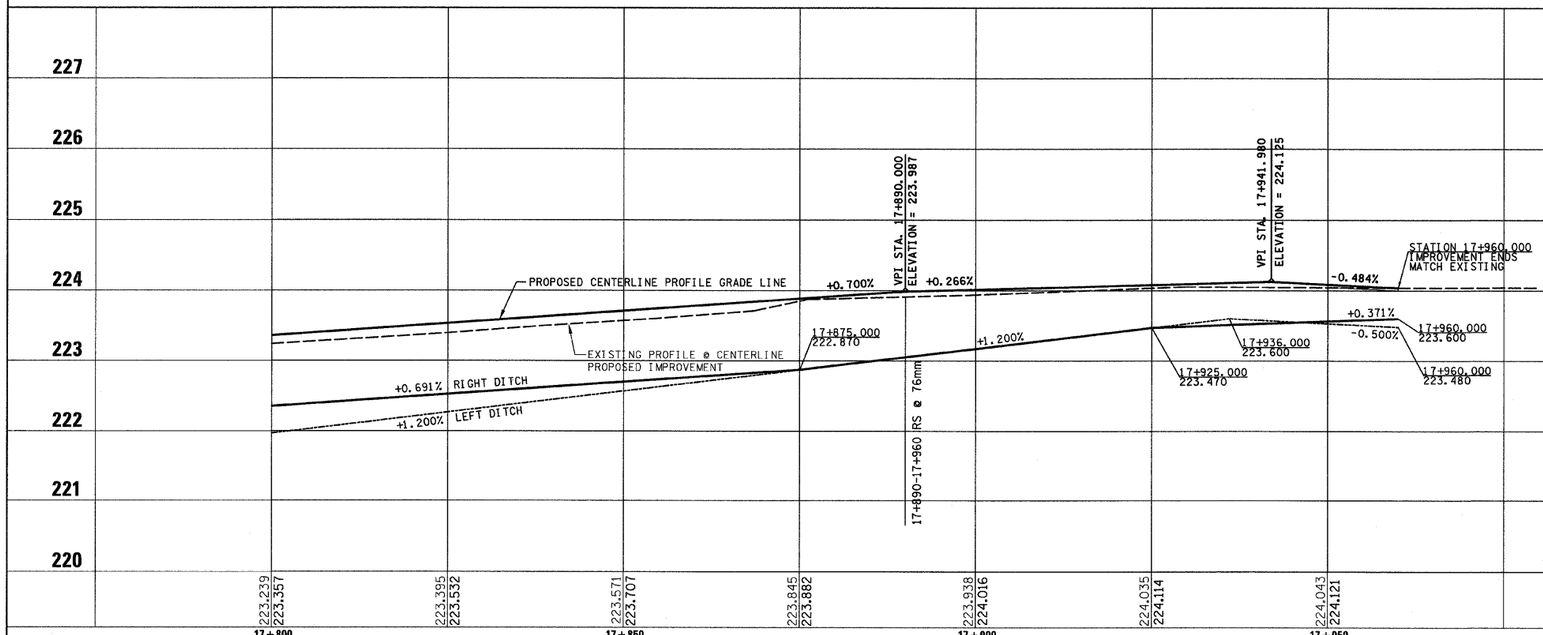
12. PORTLAND CEMENT CONCRETE SIDEWALK
13. HOT-MIX ASPHALT REMOVAL (VAR. DEPTH)
14. AGGREGATE SHOULDERS
15. HOT-MIX ASPHALT SHOULDERS
16. COMBINATION CONCRETE CURB AND GUTTER

LEGEND - EROSION CONTROL

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



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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE ILLINOIS ROUTE 40

STA. 17+800 TO STA. 18+000

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

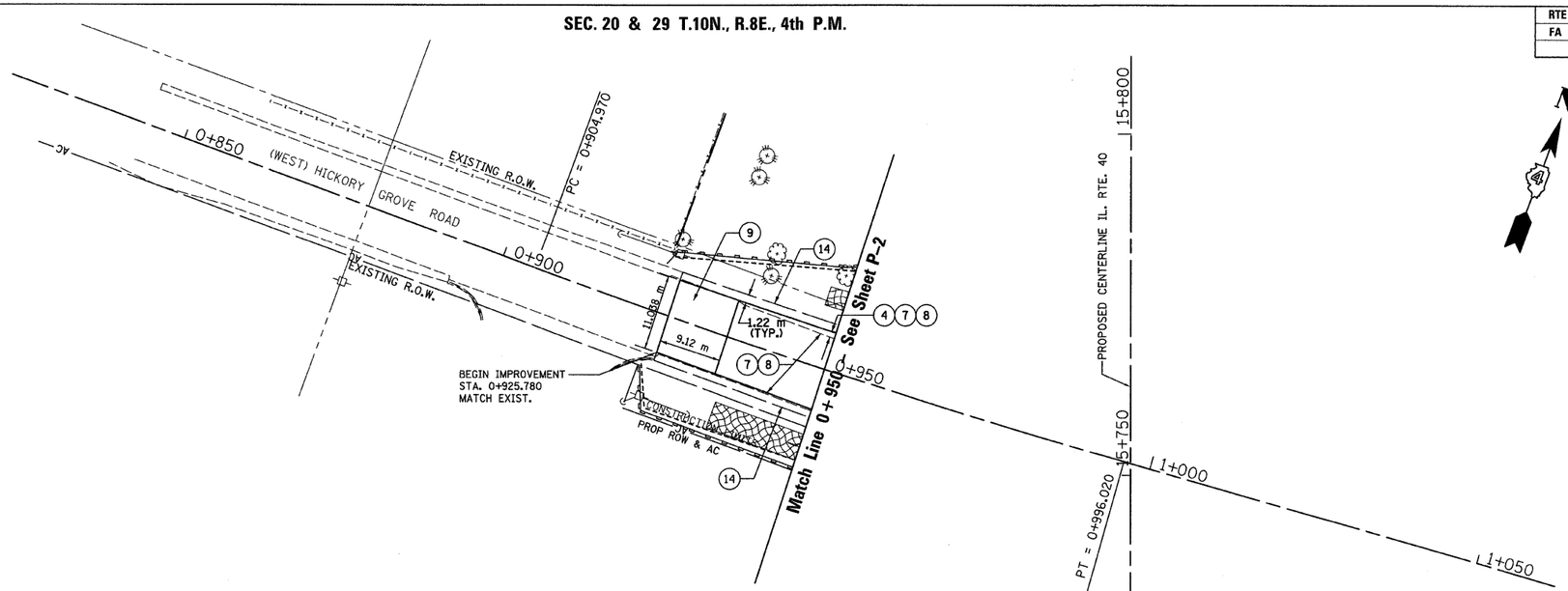
DRAWN BY: JRC, JDU
CHECKED BY: ECM

P-11

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	99
STATION	0+925.781 TO STATION	0+970.000		

T.B.M. "20" - RR SPIKE IN POWER POLE
STA. 0+900±, 39 m± LT.
HICKORY GROVE, ELEV.= 240.290

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



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
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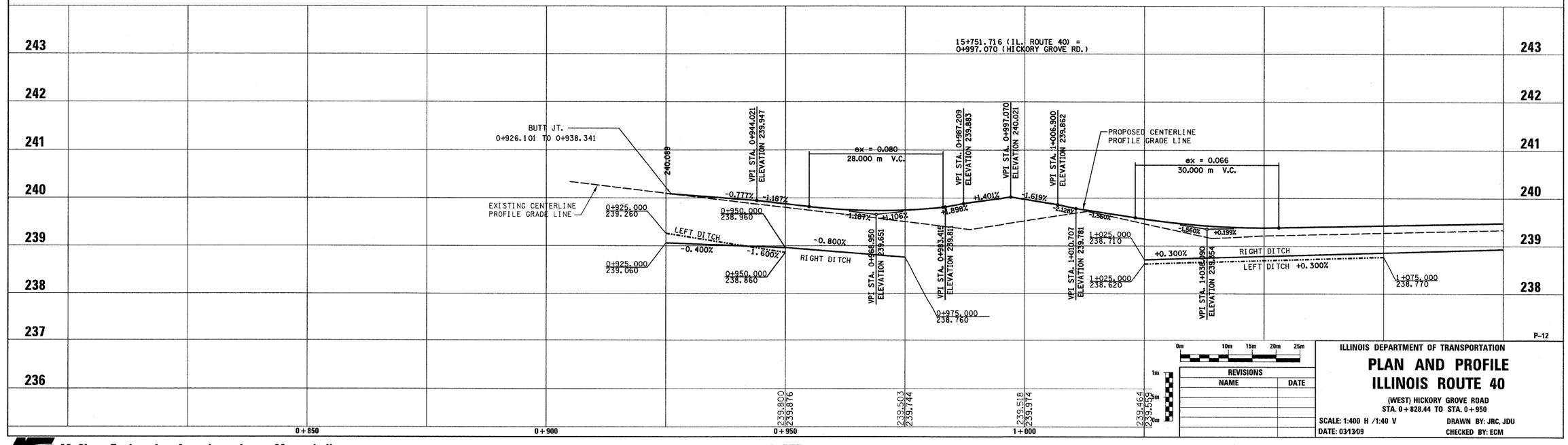
16. COMBINATION CONCRETE CURB AND GUTTER

LEGEND - EROSION CONTROL

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



P-12

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
ILLINOIS ROUTE 40

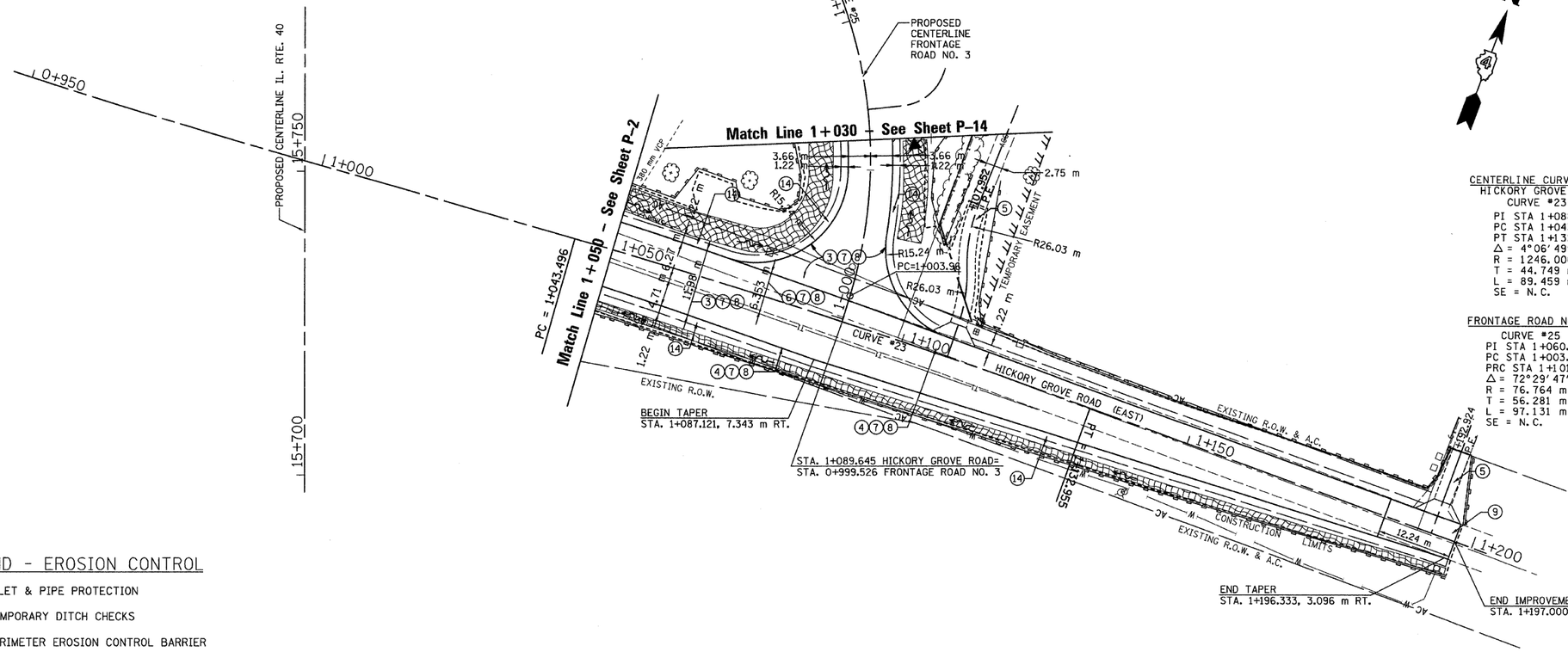
(WEST) HICKORY GROVE ROAD
STA. 0+828.44 TO STA. 0+950

SCALE: 1:400 H /1:40 V
DRAWN BY: JRC, JDU
DATE: 031309
CHECKED BY: ECM

T.B.M. "19" - N. CAP BOLT FIRE HYD.
HICKORY GROVE. ELEV.= 240.155

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	100
STATION 1+050 TO STATION 1+197				



CENTERLINE CURVE DATA
HICKORY GROVE ROAD
CURVE #23
PI STA 1+088.245
PC STA 1+043.496
PT STA 1+132.955
Δ = 4°06'49"
R = 1246.000 m
T = 44.749 m
L = 89.459 m
SE = N.C.

FRONTAGE ROAD NO. 3
CURVE #25
PI STA 1+060.27
PC STA 1+003.96
PRC STA 1+101.09
Δ = 72°29'47"
R = 76.764 m
T = 56.281 m
L = 97.131 m
SE = N.C.

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
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10. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH)
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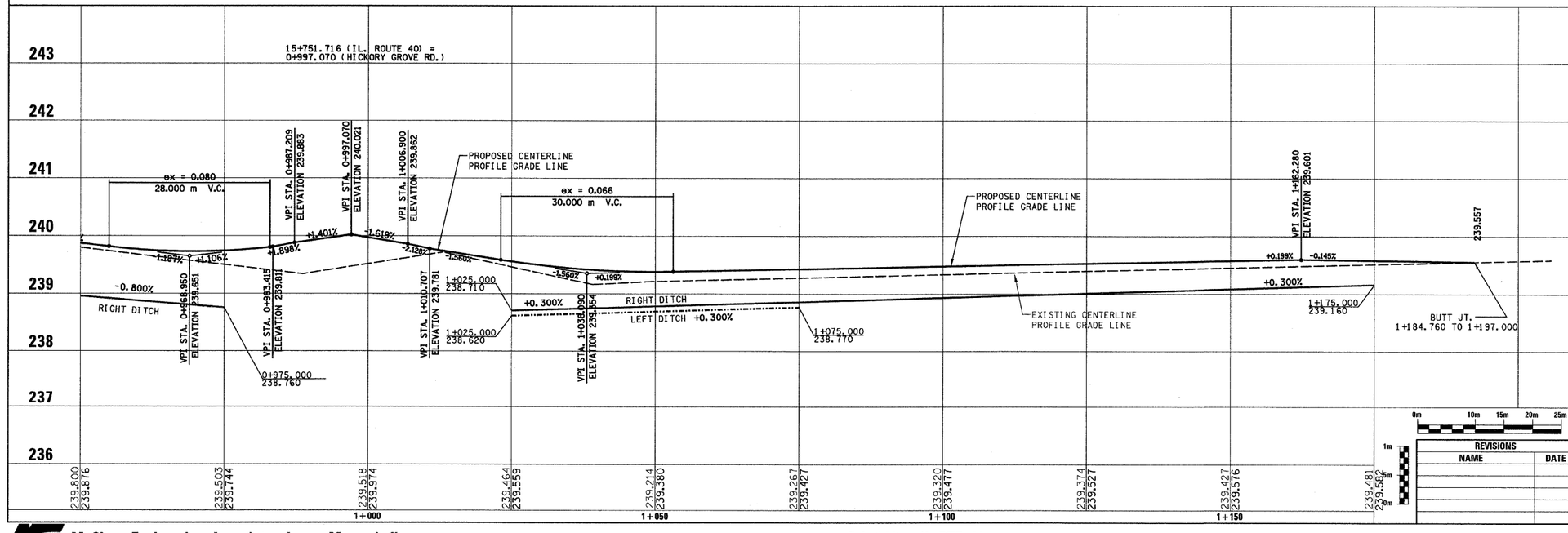
13. HOT-MIX ASPHALT REMOVAL (VAR. DEPTH)
14. AGGREGATE SHOULDERS
15. HOT-MIX ASPHALT SHOULDERS
16. COMBINATION CONCRETE CURB AND GUTTER

LEGEND - EROSION CONTROL

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



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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
(EAST) HICKORY GROVE ROAD
STA. 1+050 TO STA. 1+197
SCALE: 1:400 H /1:40 V
DRAWN BY: JRC, JDU
DATE: 03/13/09
CHECKED BY: ECM

P-13