

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y)W-1, RS-3	PEORIA	142	1

150

FOR INDEX OF SHEETS, SEE SHEET NO. 2

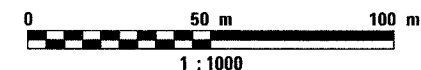
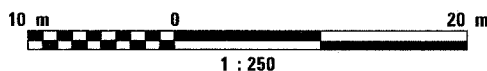
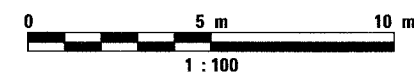
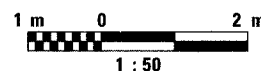
HIGHWAY CLASSIFICATIONS

CLASSIFICATION	MAJOR ARTERIAL
ACCESS CONTROL	PARTIAL
DESIGN SPEED	70 km/h
MAXIMUM GRADE	1.83%
MAXIMUM DEGREE OF CURVATURE	2° 01'16"
A.D.T. (2005)	
SOUTH PROJECT LIMITS TO MOSSVILLE ROAD	15,600
MOSSVILLE ROAD TO NORTH PROJECT LIMITS	13,300
% TRUCKS	4%
DESIGN DESIGNATION	
2050(15) MAJOR 4.27 (B-20)	

HIGHWAY STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
442201-01	CLASS C AND D PATCHES
482001	BITUMINOUS SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
542301	PRECAST REINFORCED CONCRETE FLARED END SECTION
542306	PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION
542401	METAL END SECTION FOR PIPE CULVERTS
601001	SUB-SURFACE DRAINS
601101	CONCRETE HEADWALL FOR PIPE DRAIN
602401-01	MANHOLE TYPE A
604001-02	FRAME AND LIDS TYPE I
606001-02	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
665001-01	WOVEN WIRE FENCE
666001	RIGHT OF WAY MARKERS
701001-01	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 4.5 M (15') AWAY
701006-02	OFF-ROAD OPERATIONS, 2L, 2W, 4.5 M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701011-01	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-01	OFF-ROAD OPERATIONS, MULTILANE, 4.5 M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701201-02	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-01	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-02	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS- DAY ONLY
701324-02	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701331-02	LANE CLOSURE, 2L, 2W, WITH RUN-AROUND, FOR SPEEDS ≥ 45 MPH
701336-04	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS ≥ 45 MPH
701426-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
701501-03	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
702001-06	TRAFFIC CONTROL DEVICES
720001	SIGN PANEL MOUNTING DETAILS
720006	SIGN PANEL ERECTION DETAILS
720016-01	MAST ARM MOUNTED STREET NAME SIGNS
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
805001	ELECTRICAL SERVICE INSTALLATION DETAILS
814001	CONCRETE HANDHOLES
814006	DOUBLE HANDHOLES
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001	TRAFFIC SIGNAL GROUNDING
877011-02	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
878001-04	CONCRETE FOUNDATION DETAILS
880001	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006	TRAFFIC SIGNAL MOUNTING DETAILS
BLR 21-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
BLR 22-4	TYP. APPL. OF T.C.D. FOR RURAL LOC. HWYS. (2-LANE 2 WAY RURAL TRAFF.) (RD. CLOSED TO THRU TRAFF.)

METRIC RATIOS



BITUMINOUS SUPERPAVE
QC/QA BITUMINOUS
N.P.D.E.S. PERMIT REQUIRED
LATITUDE = 40°-48°
LONGITUDE = 89°-37°

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

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

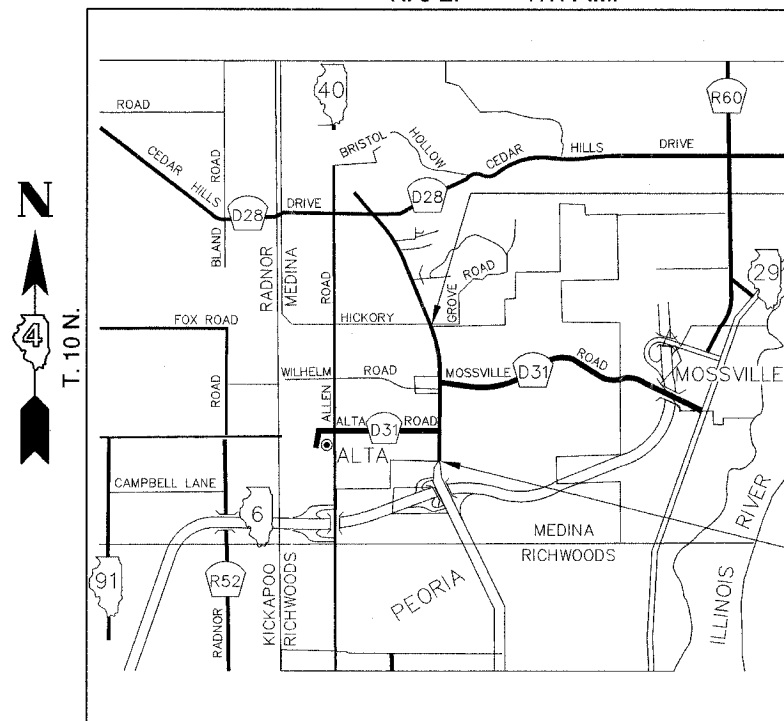
CATALOG NO. 030034-01D
CONTRACT NO. 88548

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PROPOSED
HIGHWAY PLANS**

F.A. ROUTE 646 (IL 40)
SECTION: (Y)W-1, RS-3
PROJECT ACF-0646 (063)
PEORIA COUNTY

C-94-101-94

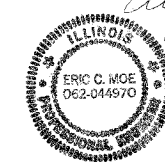
R. 8 E. 4TH P.M.



LOCATION MAP
NOT TO SCALE

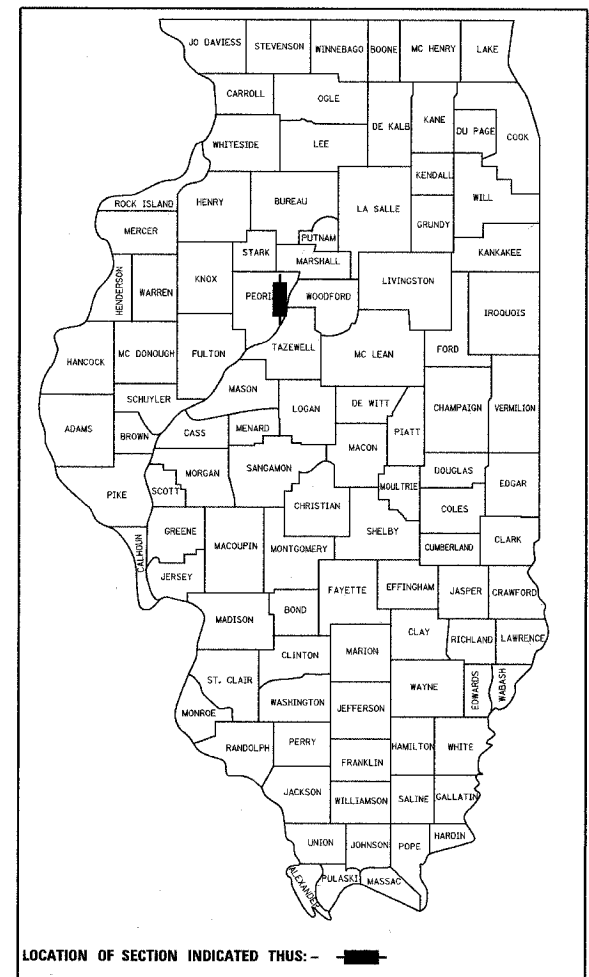
IMPROVEMENT ENDS
STATION 15+714

IMPROVEMENT BEGINS
STATION 13+707.18



TOTAL SHEETS = 142

DESIGNED BY: **McCLURE ENGINEERING ASSOCIATES, INC.**
CONTACT PERSON - ERIC C. MOE
PHONE NO. - (309) 833-4594



LOCATION OF SECTION INDICATED THIS: -

DESCRIPTION OF WORK

PROPOSED IMPROVEMENT
THE WORK INCLUDES: DEMOLITION, CLEARING, EARTHWORK, PATCHING, BITUMINOUS WIDENING, RESURFACING, FULL DEPTH BITUMINOUS CONCRETE PAVEMENT, 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 October 2, 2006

Joe Crowe
DEPUTY DIRECTOR OF HIGHWAYS/REGION THREE ENGINEER

October 13, 2006

Mike Hine
ENGINEER OF DESIGN AND ENVIRONMENT

October 13, 2006

Milton L. Sen
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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

BY: MIKE McLUCKIE PHONE (309) 671-3468

COMMITMENTS

NOTE: Commitments are not to be altered without the written approval of all parties to which the commitment was made.

- Parcel number 422G006 & T.E.
Donald L. & Barbara A. Cullen
10018 N. Knoxville Ave
Peoria, IL 61615-1314
Approximate centerline Station Frontage Rd. #2 = 2 + 100
Heavy equipment (i.e., bulldozers, graders, etc.--anything over 4 tons) will not be nearer than 2.2 meters from the outside wall of the house located at this address. If equipment is required for any operation within this area, the contractor shall use machinery that is able to reach into the area or is hand operated.
- Parcel number 422G035
Bruce E. & Sharon L. Libolt
1430 Richmar Rd.
Peoria, IL 61615
Approximate centerline Station Richmar Rd. = 0 + 875
Any part of the septic system or tile, at this address, that is intercepted or damaged during construction shall be replaced or repaired by the contractor at the Department's expense.
- Parcel number 422G018 & TE
Mount Hawley Cemetery Association
Approximate centerline Station = 14+400
Please contact Brian Allen at The Mount Hawley Cemetery (676-5503, Ext. 325) thirty (30) days prior to construction to establish a contact person with IDOT in order to coordinate access to the cemetery in case of a funeral.

INDEX OF SHEETS

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BITUMINOUS 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-PG 64-28	PG 64-22	SBS-PG 64-28
RAP% (Max): **	0%	15%	0%
Design Air Voids:	4.2% @ N=70	4.2% @ N=70	4.2% @ N=70
Mixture Composition: (Gradation Mixture)	IL 9.5 or IL12.5	IL 19.0	IL 19.0
Friction Aggregate:	Mixture D (Dolomite only)	N.A.	N.A.

Mixture Use(s):	Level Binder (if under binder course)	Level Binder (if below surface course)	Binder Course (bottom lifts of full depth)
AC/PG:	PG 64-22	SBS-PG 64-28	PG 64-22
RAP% (Max): **	15%	0%	15%
Design Air Voids:	4.2% @ N=70	4.2% @ N=70	4.2% @ N=70
Mixture Composition: (Gradation Mixture)	IL 9.5 only	IL 9.5 only	IL 19.0
Friction Aggregate:	N.A.	N.A.	N.A.

Mixture Use(s):	Base Course (Includes base course width)	Shoulders (top lift)	Shoulders (bottom lifts)
AC/PG:	PG 64-22	PG 58-22	PG 58-22
RAP% (Max): **	15%	30%	50%
Design Air Voids:	4.2% @ N=70	3.0% @ N=30	2.0% @ N=30
Mixture Composition: (Gradation Mixture)	IL 19.0	IL 9.5L	CA6, CA10, or CA12
Friction Aggregate:	N.A.	Mix C	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.

STRUCTURAL DESIGN TRAFFIC:	YEAR <u>2016</u>
PV= <u>16,976</u>	SU= <u>354</u> MU= <u>354</u>
ROAD/STREET CLASSIFICATION:	CLASS <u>I</u>
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P= <u>32%</u>	S= <u>45%</u> M= <u>45%</u>
TRAFFIC FACTOR:	ACTUAL TF= <u>1.976</u> AC TYPE= <u>20</u>
MINIMUM TF= <u>4.266</u>	
SUBGRADE SUPPORT RATING:	
SSR= <u>POOR</u> (STA. <u>13+707</u> TO <u>15+714</u>)	
SSR= _____ (STA. _____ TO _____)	

THE FOLLOWING SHEETS HAVE BEEN INTENTIONALLY OMITTED FOR THIS SET OF PLANS:
T-1, R-12, R-13, R-14, P-12, P-13, P-14, SS-1, PG-1, X-1

UTILITY COMPANIES & LEGEND

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
INDEX OF SHEETS
COMMITMENTS
GENERAL NOTES SIGNATURE
BLOCKS

DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	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 for this but shall be considered as included in the cost of the pay item for PCC Driveway Pavement, 200 mm.

TREE REMOVAL

The district four tree committee should be contacted 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 surveys will need to be obtained and filed by the Contractor. Excess waste products removed from the construction site shall be disposed of as required in section 202.03 of the standard specifications.

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

The required environmental resource documentation shall include the following:

- BDE form 2289 (environmental survey request)
- A location map showing the size limits and 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 (DESCRIPTION), TYPE B

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

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 STATIONING NUMBERS & PLACEMENT

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

The pavement station numbers shall be installed as specified herein:

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

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

Location:

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

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

Format - metric (English) pavement stations shall use this format (XX+X00 (XXX)) where x represents the pavement station.

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

BUTT JOINT CUTTING TIME RESTRICTION

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

PAVING SURFACE COURSE

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the bituminous 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, weatherhead, 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 957 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. The Engineer will make random elevation checks to verify the elevations shown and if necessary, make adjustments to proposed elevations.

1. AREAS OF CONTAMINATION- Areas shown on plan sheets and cross section sheets are from the PESA reports and are included as information only. It is anticipated that no construction activities will be required in the contaminated areas. If the contaminated areas are disturbed notify the Engineer immediately.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND JOB SPECIFIC NOTES

SCALE: NONE
DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

80% FED
20% STATE

80% FED
10% STATE
10% CITY

80% FED
20% STATE

80% FED
10% STATE
10% CITY

CODE NUMBER	SUMMARY OF QUANTITIES ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	URBAN CONSTRUCTION TYPE CODE	
				I000-2A	Y031-1F
				ROADWAY	TRAFFIC SIGNALS
M2010110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	657	657	
M2010210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	1921	1921	
M2010500	TREE REMOVAL, HECTARES	HA	0.043	0.043	
M2020010	EARTH EXCAVATION	CU M	23361	23361	
M2060110	GRANULAR EMBANKMENT, SPECIAL	M TON	1,555	1,555	
M2080150	TRENCH BACKFILL	CU M	207.4	207.4	
M2112500	TOPSOIL EXCAVATION AND PLACEMENT	CU M	2243	2243	
M2113100	TOPSOIL FURNISH AND PLACE, 100 MM	SQ M	12,740	12,740	
* M2500100	SEEDING, CLASS 1	HA	0.360	0.360	
* M2500210	SEEDING, CLASS 2A	HA	2.94	2.94	
* M2500400	NITROGEN FERTILIZER NUTRIENT	KG	345	345	
* M2500500	PHOSPHOROUS FERTILIZER NUTRIENT	KG	345	345	
* M2500600	POTASSIUM FERTILIZER NUTRIENT	KG	345	345	
* M2510120	MULCH, METHOD 2	M TON	19.7	19.7	
M2510630	EROSION CONTROL BLANKET	SQ M	9141	9141	
* M2520100	SODDING	SQ M	660	660	
* M2520110	SODDING, SALT TOLERANT	SQ M	1485	1485	
M2520200	SUPPLEMENTAL WATERING	UNIT	98.1	98.1	
M2800255	TEMPORARY EROSION CONTROL SEEDING	HA	2.0	2.0	
28000300	TEMPORARY DITCH CHECKS	EACH	110	110	
M2800400	PERIMETER EROSION BARRIER	METER	1989	1989	
28000500	INLET AND PIPE PROTECTION	EACH	70	70	
M2810807	STONE DUMPED RIPRAP, CLASS A4	M TON	21.4	21.4	
M2820200	FILTER FABRIC	SQ M	30	30	
M3110300	SUB-BASE GRANULAR MATERIAL, TYPE A 300MM	SQ M	21,787	21,787	
M3110460	SUB-BASE GRANULAR MATERIAL, TYPE A 460MM	SQ M	14,420	14,420	
M4021010	AGGREGATE SURFACE COURSE, TYPE B	M TON	346	346	
M4060200	BITUMINOUS MATERIALS (PRIME COAT)	M TON	22.1	22.1	
M4060300	AGGREGATE (PRIME COAT)	M TON	152.5	152.5	
M4060855	CONSTRUCTING TEST STRIP	EACH	6	6	
M4060980	BITUMINOUS SURFACE REMOVAL-BUTT	SQ M	1135.9	1135.9	
M4060990	TEMPORARY RAMP	SQ M	76.7	76.7	
40702700	FURNISH PROFILEGRAPH	L SUM	1	1	
M4205200	PROTECTIVE COAT	SQ M	3178	3178	
M4230200	PCC DRIVEWAY PAVEMENT, 300MM	SC M	512	512	
M4401000	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ M	3761.2	3761.2	
M4402000	PAVEMENT REMOVAL	SQ M	1601.7	1601.7	
M4402010	DRIVEWAY PAVEMENT REMOVAL	SQ M	1540.1	1540.1	

CODE NUMBER	SUMMARY OF QUANTITIES ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	URBAN CONSTRUCTION TYPE CODE	
				I000-2A	Y031-1F
				ROADWAY	TRAFFIC SIGNALS
M4402030	GUTTER REMOVAL	METER	59	59	
M4402040	COMBINATION CURB AND GUTTER REMOVAL	METER	116.7	116.7	
M4402050	SIDEWALK REMOVAL	SQ M	115	115	
M4402210	BITUMINOUS SHOULDER REMOVAL	METER	1190	1190	
M4402530	PAVED SHOULDER REMOVAL	SQ M	1738.4	1738.4	
M4428220	CLASS D PATCHES, TYPE II, 200MM	SQ M	30.9	30.9	
M4428440	CLASS D PATCHES, TYPE IV, 300MM	SQ M	54.0	54.0	
M4430020	STRIP REFLECTIVE CRACK CONTROL TREATMENT	METER	2023	2023	
M4812000	AGGREGATE SHOULDERS, TYPE B	M TON	1404	1404	
M4812150	AGGREGATE SHOULDERS, TYPE B 150MM	SQ M	1077.4	1077.4	
50104400	CONCRETE HEADWALL REMOVAL	EACH	6	6	
X5013800	PIPE CULVERT REMOVAL	EACH	25	25	
M5010521	REMOVE EXISTING CULVERTS	METER	64.5	64.5	
M542E012	END SECTIONS 300MM	EACH	2	2	
M542E020	END SECTIONS 450MM	EACH	8	8	
M542E028	END SECTIONS 600MM	EACH	4	4	
M542E112	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 300MM	EACH	5	5	
M542E116	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 375MM	EACH	1	1	
M542E120	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 450MM	EACH	8	8	
M542E128	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 600MM	EACH	4	4	
M542E628	PRECAST REINFORCED CONCRETE FLARED SECTIONS-ELLIPTICAL, EQUIVALENT ROUND SIZE 600MM	EACH	4	4	
M542E644	PRECAST REINFORCED CONCRETE FLARED SECTIONS- ELLIPTICAL, EQUIVALENT ROUND SIZE 900MM	EACH	2	2	
M542H030	PIPE CULVERTS, CLASS A, TYPE 1 450MM	METER	48	48	
M542H040	PIPE CULVERTS, CLASS A, TYPE 1 600MM	METER	40	40	
M542H220	PIPE CULVERTS, CLASS C, TYPE 1 300MM	METER	7	7	
M542H230	PIPE CULVERTS, CLASS C, TYPE 1 450MM	METER	48	48	
M542H240	PIPE CULVERTS, CLASS C, TYPE 1 600MM	METER	23.5	23.5	
M542I920	PIPE CULVERTS, TYPE 1, REINFORCED CONCRETE-ELLIPTICAL, EQUIVALENT ROUND-SIZE 600MM	METER	68	68	
M542I935	PIPE CULVERTS, TYPE 1, REINFORCED CONCRETE-ELLIPTICAL, EQUIVALENT ROUND-SIZE 900MM	METER	37	37	
M5500030	STORM SEWERS, CLASS A, TYPE 1 300MM	METER	132	132	
M5500050	STORM SEWERS, CLASS A, TYPE 1 450MM	METER	92	92	

RTE NO. FA 646	SECTION (Y)W-1, RS-3	COUNTY PEORIA	TOTAL 142	SHEET # 4
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* SPECIALTY ITEMS

† REFER TO THE JOINT CITY OF PEORIA - STATE AGREEMENT DATED _____ OF MONETARY PARTICIPATION OF EACH PARTY.

0-1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

DRAWN BY: JDU
CHECKED BY: ECM

DATE: 09/01/06



Engineering As.

Macomb, IL

F.A. 646 IL RTE 40

				80% FED 20% STATE	80% FED 10% STATE 10% CITY	80% FED 10% CITY 10% STATE					RTE NO. FA 646	SECTION (YW-1, RS-3)	COUNTY PEORIA	TOTAL 142	SHEET # 5	
CODE NUMBER	SUMMARY OF QUANTITIES ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION TYPE CODE		CODE NUMBER	SUMMARY OF QUANTITIES ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION TYPE CODE						
				I000-2A ROADWAY	Y031-1F TRAFFIC SIGNALS					I000-2A ROADWAY	Y031-1F TRAFFIC SIGNALS	Y031-1F TRAFFIC INTERCONNECT	Y030-1E HIGHWAY LIGHTING	Y030-1E HIGHWAY LIGHTING		
M5500430	STORM SEWERS, CLASS A, TYPE 2 300MM	METER	20	20		80500205	SERVICE INSTALLATION, TYPE B (MODIFIED)	EACH	1							
M5500450	STORM SEWERS, CLASS A, TYPE 2 450MM	METER	32	32		80600400	GROUNDING EXISTING HANDHOLE FRAME AND COVER	EACH	4							
MX032057	STORM SEWER REMOVAL	METER	265	265		M8100260	CONDUIT IN TRENCH, 50MM DIA., PVC	METER	2089			20	2069			
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	32	32		M8100280	CONDUIT IN TRENCH, 75MM DIA., PVC	METER	26			26				
M6010605	PIPE UNDERDRAINS 100MM	METER	3,866	3,866		M8100290	CONDUIT IN TRENCH, 90MM DIA., PVC	METER	34.8			34.8				
M6010705	PIPE UNDERDRAINS 100MM (SPECIAL)	METER	158	158		M8101480	CONDUIT PUSHED, 90MM DIA., PVC	METER	62			62				
M6021410	MANHOLES, TYPE A, 1.2M DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1		81306500	REMOVE EXISTING JUNCTION BOX	EACH	3			3				
60241800	INLETS, TYPE G-1	EACH	22	22		B1400400	CONCRETE HANDHOLE	EACH	16				16			
M6060700	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-15.60	METER	1065	1065		B1400600	CONCRETE DOUBLE HANDHOLE	EACH	1			1				
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	59	59		M8150200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	METER	2,235	85		81	2,069			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	20	20		M8160205	UNIT DUCT, 2 CONDUCTORS, 1/2" DIA., 1/2" WALL, POLYETHYLENE	METER	1							
70100200	TRAFFIC CONTROL AND PROTECTION, STANDARD 701331	EACH	1	1		M8170040	ELECTRIC CABLE IN CONDUIT, 600V (XLP - TYPE USE) 1/C NO. 6	METER	338					338		
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1		MX032922	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1/C	METER	173					173		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		82102400	LUMINARE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	4					4		
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1		X8250208	LIGHTING CONTROLLER PHOTOCELL RELAY, INSTALL ONLY	EACH	1			1				
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1		M8300100	LIGHT POLE FOUNDATION, 600MM DIAMETER	METER	1							
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	200	200		84100105	RELOCATE EXISTING LIGHTING UNIT	EACH	1							
M7030100	SHORT-TERM PAVEMENT MARKING	METER	6494	6494		85700305	FULL ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1			1				
M7030210	TEMPORARY PAVEMENT MARKING- LETTERS AND SYMBOLS	SQ M	121.6	121.6		85700505	FULL ACTUATED CONTROLLER IN EXISTING CABINET, SPECIAL	EACH	1			1				
M7030220	TEMPORARY PAVEMENT MARKING- LINE 100MM	METER	3879	3879		86000105	MASTER CONTROLLER, SPECIAL	EACH	1			1				
M7030250	TEMPORARY PAVEMENT MARKING- LINE 200MM	METER	1435	1435		86400100	TRANSCIVER - FIBER OPTIC	EACH	2				2			
M7030280	TEMPORARY PAVEMENT MARKING- LINE 600MM	METER	150	150		MX871055	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	METER	1099				1099			
M7031000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ M	212.7	212.7		M8731240	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	METER	70			70				
M7200100	SIGN PANEL - TYPE 1	SQ M	16.6	16.6		M8731250	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	METER	421			421				
M7300100	WOOD SIGN SUPPORT	METER	117.2	117.2		M8770755	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 10.97 METER	EACH	1			1				
M7800100	THERMOPLASTIC PAVEMENT MARKING- LETTERS AND SYMBOLS	SQ M	55.9	55.9		M8770760	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 11.58 METER	EACH	1			1				
M7800105	THERMOPLASTIC PAVEMENT MARKING- LINE 100MM	METER	12,732	12,732		M8770779	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 14.63 METER	EACH	1			1				
MX033713	INLAID TAPE PAVEMENT MARKING- LINE 100MM	METER	164.1	164.1		MX877020	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 16.76 METER	EACH	1			1				
MX033721	INLAID TAPE PAVEMENT MARKING- LINE 150MM	METER	863.5	863.5		M8770893	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 16.76 M (SPECIAL)	EACH	1			1				
M7800120	THERMOPLASTIC PAVEMENT MARKING- LINE 200MM	METER	958.5	958.5		M8780200	CONCRETE FOUNDATION, TYPE D	METER	1.1			1.1				
M7800125	THERMOPLASTIC PAVEMENT MARKING- LINE 300MM	METER	392.7	392.7		MX878030	CONCRETE FOUNDATION, TYPE E 900MM DIAMETER	METER	20			20				
M7800140	THERMOPLASTIC PAVEMENT MARKING- LINE 600MM	METER	137.1	137.1		87900200	DRILL EXISTING HANDHOLE	EACH	3			3				
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	540	540		X8800020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	9			9				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	135	135		X8800035	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1			1				
						X8800036	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, WITH ONE DUAL-INDICATION SECTION, MAST ARM MOUNTED	EACH	2			2				
						X8800040	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4			4				
						X8800045	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	1			1				
						88200310	TRAFFIC SIGNAL BACKPLATE, LOUVERED, PLASTIC	EACH	12			12				
						89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1			1				
						89500100	RELOCATE EXISTING SIGNAL HEAD	EACH	1			1				

* SPECIALTY ITEMS
 † REFER TO THE JOINT CITY OF PEORIA - STATE AGREEMENT DATED _____ FOR MONETARY PARTICIPATION OF EACH PARTY.
 †† 100% CITY FUNDED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES
 DATE: 09/01/06
 DRAWN BY: SAS
 CHECKED BY: ECM

80% FED
10% ST 10% CITY

80% FED
10% ST 10% CITY

RTE NO. FA 646	SECTION Y1W-1, RS-3	COUNTY PEORIA	TOTAL 142	SHEET # 6
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CODE NUMBER	SUMMARY OF QUANTITIES ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				1000-2A 80% FED 20% ST ROADWAY	Y031-1F TRAFFIC SIGNALS
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2		2
89502380	REMOVE EXISTING HANDHOLE	EACH	1		1
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	7	***1	6
MX355150	BITUMINOUS BASE COURSE SUPERPAVE, 150MM	SQ M	212	212	
MX355200	BITUMINOUS BASE COURSE SUPERPAVE, 200MM	SQ M	6769	6769	
MX355030	BITUMINOUS BASE COURSE SUPERPAVE	M TON	263	263	
MX356370	BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE 200MM	SQ M	65	65	
MX356450	BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE 250 MM	SQ M	33	33	
MX406M20	LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70	M TON	1028	1028	
MX406024	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	M TON	2353	2353	
MX406216	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70	M TON	2516	2516	
MX407440	BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 290MM	SQ M	4900	4900	
MX407450	BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 300MM	SQ M	19,435	19,435	
M4822000	BITUMINOUS SHOULDERS, SUPERPAVE	M TON	813	813	
MX482280	BITUMINOUS SHOULDERS SUPERPAVE 150MM	SQ M	917	917	
MX482330	BITUMINOUS SHOULDERS SUPERPAVE 200MM	SQ M	4353	4353	
MZ022800	FENCE REMOVAL	METER	98	98	
Z0007601	BUILDING REMOVAL NO. 1	L SUM	1	1	
Z0007602	BUILDING REMOVAL NO. 2	L SUM	1	1	
Z0007603	BUILDING REMOVAL NO. 3	L SUM	1	1	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0076600	TRAINEES	HOURL	500	500	
X0323481	VIDEO VEHICLE DETECTION SYSTEM, 4 CAMERAS	EACH	2		2
X0329858	REMOVE AND REINSTALL EXISTING LUMINAIRE	EACH	1		1
MX033695	SANITARY SEWER, PVC SDR 26, 200MM, LESS THAN 1.8M DEPTH	METER	41	41	
MX033696	SANITARY SEWER, PVC SDR 26, 200MM, 1.8M TO 2.4M DEPTH	METER	48	48	
MX033697	SANITARY SEWER, PVC SDR 26, 200MM, 2.4M TO 3.0M DEPTH	METER	15	15	
MX033698	SANITARY SEWER, PVC SDR 26, 200MM, 3.0M TO 3.6M DEPTH	METER	7	7	
MX033699	SANITARY SEWER, PVC SDR 26, 200MM, 3.6M TO 4.5M DEPTH	METER	58	58	
MX033700	SANITARY SEWER, PVC SDR 26, 200MM, OVER 4.5M DEPTH	METER	28	28	
MX033701	SANITARY SEWER, DUCTILE IRON, 200MM, LESS THAN 1.8M DEPTH	METER	8	8	
MX033702	SANITARY SEWER, DUCTILE IRON, 200MM, 1.8M TO 2.4M DEPTH	METER	21	21	
MX033703	SANITARY SEWER, DUCTILE IRON, 200MM, 3.6M TO 4.5M DEPTH	METER	6	6	

* SPECIALTY ITEM ** Y080

CODE NUMBER	SUMMARY OF QUANTITIES ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				1000-2A 80% FED 20% ST ROADWAY	Y031-1F TRAFFIC SIGNALS
MX033704	MANHOLE TY A, 1.2M DIA. W / FR & LID	EACH	6	6	
X0325594	DROP MANHOLE CONNECTION	EACH	1	1	
MX033706	ADDITIONAL DEPTH OF MANHOLES	METER	4	4	
MX033707	SERVICE LATERALS, 150MM	METER	82	82	
MX033708	SERVICE LATERAL DIRECTIONAL BORE	METER	19	19	
MX033709	SERVICE TEE, 200MM X 200MM X 150MM	EACH	3	3	
MX033710	STEEL CASING PIPE AUGERED AND JACKED, 600MM	METER	22	22	
MX033711	CAP, 150MM	EACH	2	2	
MX033712	SEWER CLEANOUT, 150MM	EACH	2	2	
X0325595	SAMPLING ACCESS STRUCTURE	EACH	1	1	
MX033714	BITUMINOUS PAVEMENT REPLACEMENT (SERVICES)	SQ M	21	21	
MX033715	AGGREGATE SURFACE REPLACEMENT (SERVICES)	SQ M	15	15	
MX033716	BEDDING AND HAUNCHING	CU M	53	53	
MX033717	BEDDING AND HAUNCHING (SERVICES)	CU M	15	15	
MX033718	INITIAL BACKFILL	CU M	94	94	
MX033719	INITIAL BACKFILL (SERVICES)	CU M	35	35	
MX033720	SELECT GRANULAR BACKFILL (SERVICES)	CU M	36	36	
MX033705	DEFLECTION TESTING	METER	198	198	
X0325596	AIR TESTING	EACH	4	4	
67100100	MOBILIZATION	L SUM	1	1	

• SPECIALTY ITEMS
 ** CONSTRUCTION TYPE CODE Y080
 *** CONSTRUCTION TYPE CODE Y030-1E
 † REFER TO THE JOINT CITY OF PEORIA - STATE AGREEMENT DATED _____ FOR MONETARY PARTICIPATION OF EACH PARTY.

0-3

REVISIONS	
NAME	DATE
MMA, PJC	9/13/08

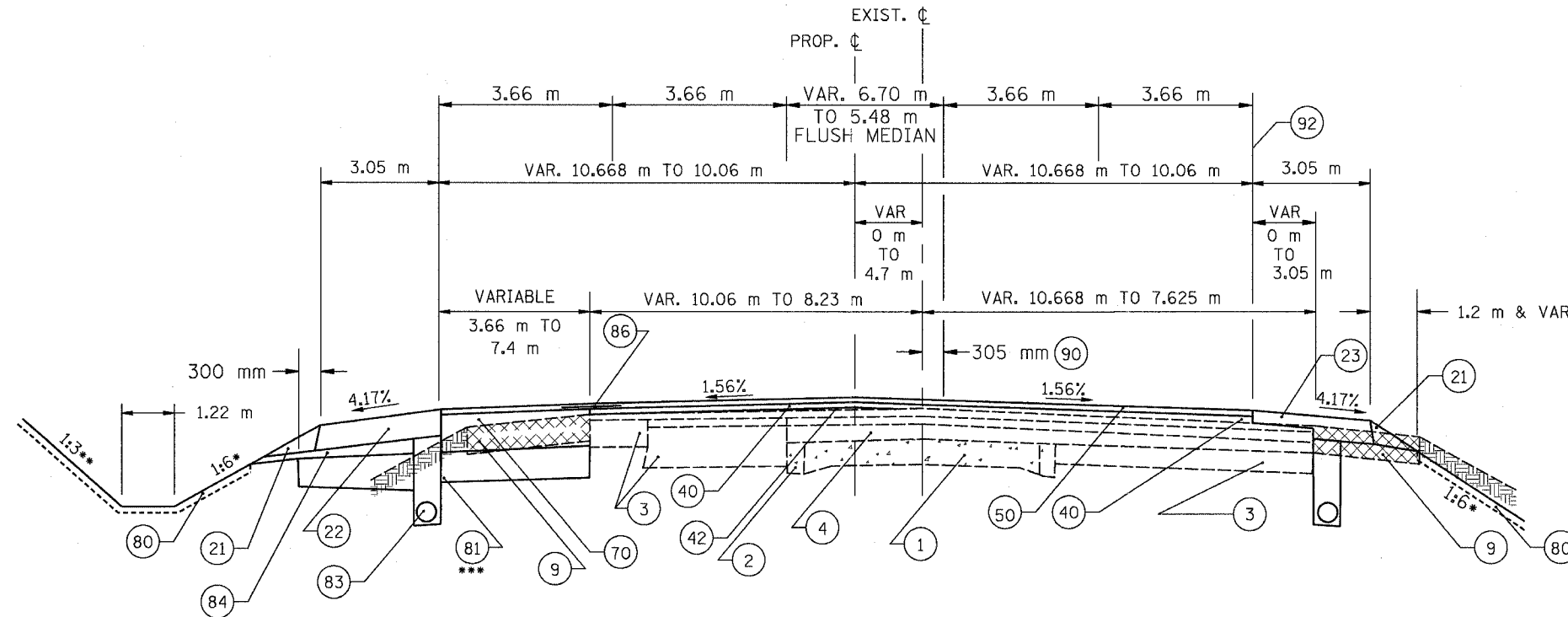
ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES
 DATE: 09/01/08
 DRAWN BY: JDU
 CHECKED BY: ECM

LEGEND - EXISTING

- ① P.C.C. PAVEMENT
- ② P.C.C. WIDENING
- ③ FLEXIBLE PAVEMENT
- ④ BITUMINOUS OVERLAY (VARIABLE DEPTH)
- REMOVAL**
- ⑧ PAVEMENT REMOVAL (FLEXIBLE)
- ⑨ PAVED SHOULDER REMOVAL
- ⑩ BITUMINOUS SHOULDER REMOVAL (VARIABLE DEPTH, 150 mm OR 225 mm)
- ⑪ SOLID MEDIAN REMOVAL
- ⑫ COMBINATION CURB & GUTTER REMOVAL
- ⑬ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

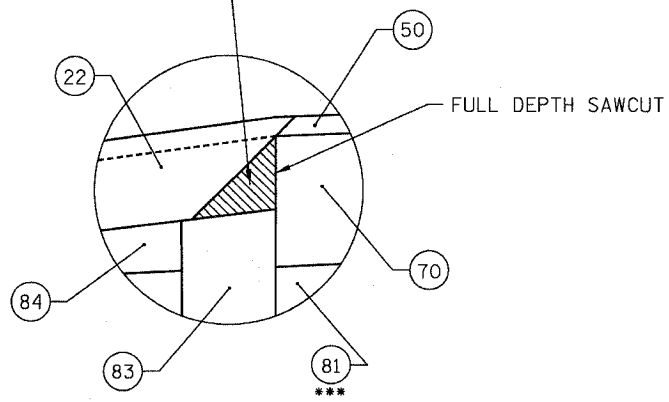
LEGEND - PROPOSED

- SHOULDERS**
- ⑳ AGGREGATE SHOULDERS, TYPE B, 150 mm
 - ㉑ AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
 - ㉒ BITUMINOUS SHOULDERS, SUPERPAVE, 200 mm
 - ㉓ BITUMINOUS SHOULDERS, SUPERPAVE, (METRIC TON)
 - ㉔ BITUMINOUS SHOULDERS, SUPERPAVE, 150 mm
- BASE COURSE**
- ㉕ BITUMINOUS BASE COURSE, SUPERPAVE, 200 mm
 - ㉖ BITUMINOUS BASE COURSE, SUPERPAVE, 250 mm
 - ㉗ BITUMINOUS BASE COURSE, SUPERPAVE, (METRIC TON)
 - ㉘ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 250 mm
 - ㉙ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 200 mm
- BINDER COURSE & LEVELING BINDER COURSE**
- ㉚ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 38 mm
 - ㉛ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 51 mm
 - ㉜ LEVELING BINDER (MACHINE METHOD) SUPERPAVE, N70 - VARIABLE THICKNESS
- SURFACE COURSE**
- ㉝ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 38 mm
 - ㉞ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 51 mm
- FULL DEPTH PAVEMENT**
- ㉟ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 300 mm
 - ㊱ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 290 mm
- MISC & STANDARDS**
- ㊲ TOPSOIL (100 mm)
 - ㊳ SUBBASE GRANULAR MATERIAL, TYPE A
 - ㊴ COMBINATION CONC C&G, TYPE B-15.60
 - ㊵ PIPE UNDERDRAINS, 100 mm
 - ㊶ REFER TO STANDARD 482001 (TYPE C SUBBASE)
 - ㊷ GRANULAR EMBANKMENT, SPECIAL
 - ㊸ STRIP REFLECTIVE CRACK CONTROL
- VERTICAL & HORIZONTAL CONTROL**
- ㊹ CONTROL GRADE
 - ㊺ EDGE OF NORTH BOUND LANES
 - ㊻ EDGE OF PAVEMENT, RELOCATED IL RTE 40



STATION 13+707 TO 13+842

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



PIPE UNDERDRAIN DETAIL

- * CONSTRUCT ㉟ AND ㊱. SAWCUT AS SHOWN IN DETAIL.
- CONSTRUCT ㉒ TO TOP OF ㉟ PRIOR TO PLACING ㉕.
- CONSTRUCT ㉕ AND COMPLETE CONSTRUCTION OF ㉒.

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

NOTE:
THE FINAL LIFT OF BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 300 mm SHALL BE SURFACE COURSE MIX 38 mm THICK.
BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 290 mm SHALL BE BINDER COURSES ONLY AND THE TOP LIFT OF BINDER SHALL BE 38 mm THICK.

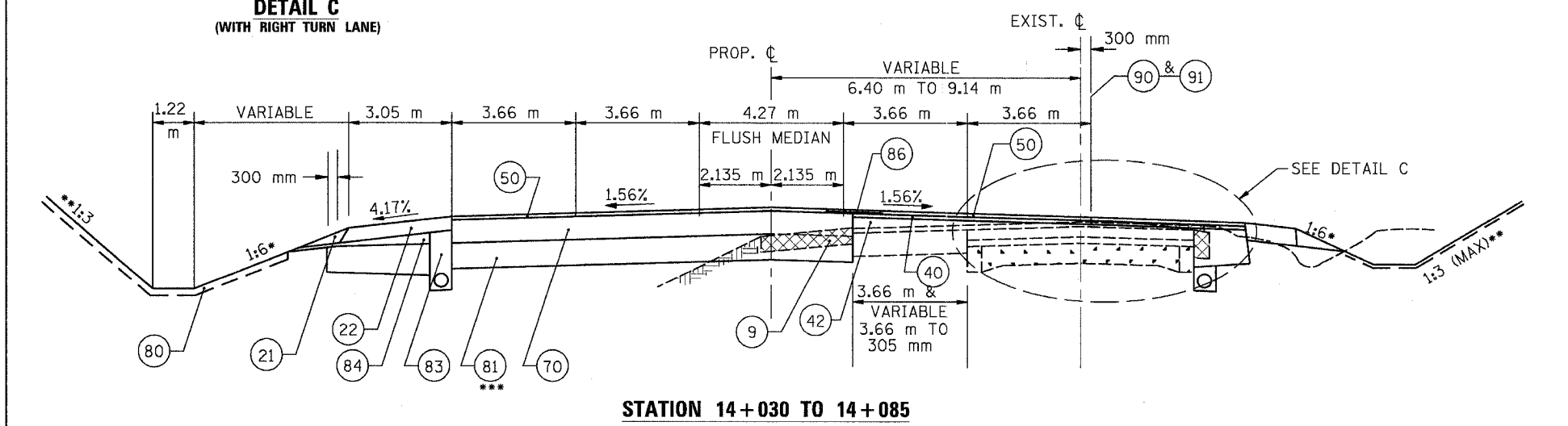
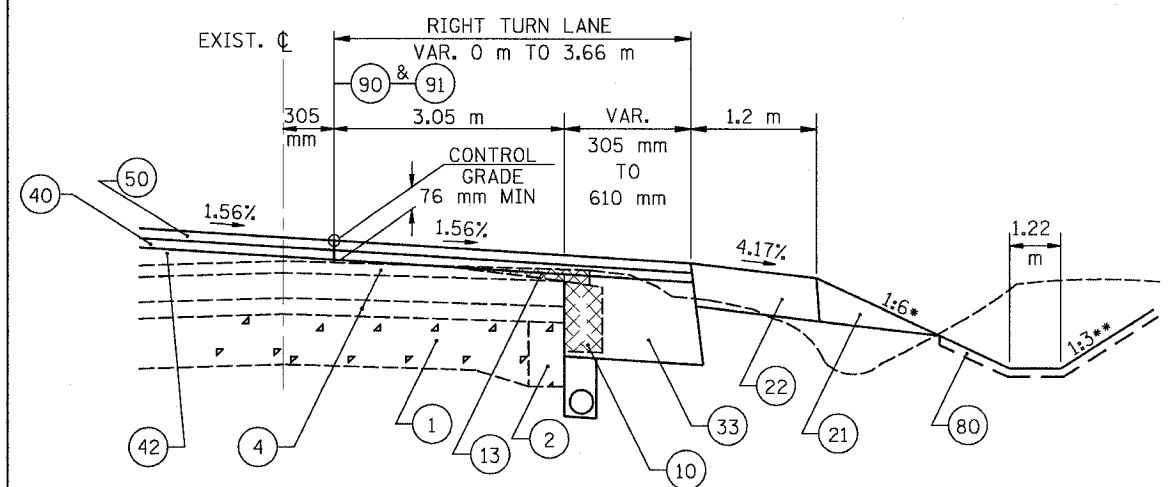
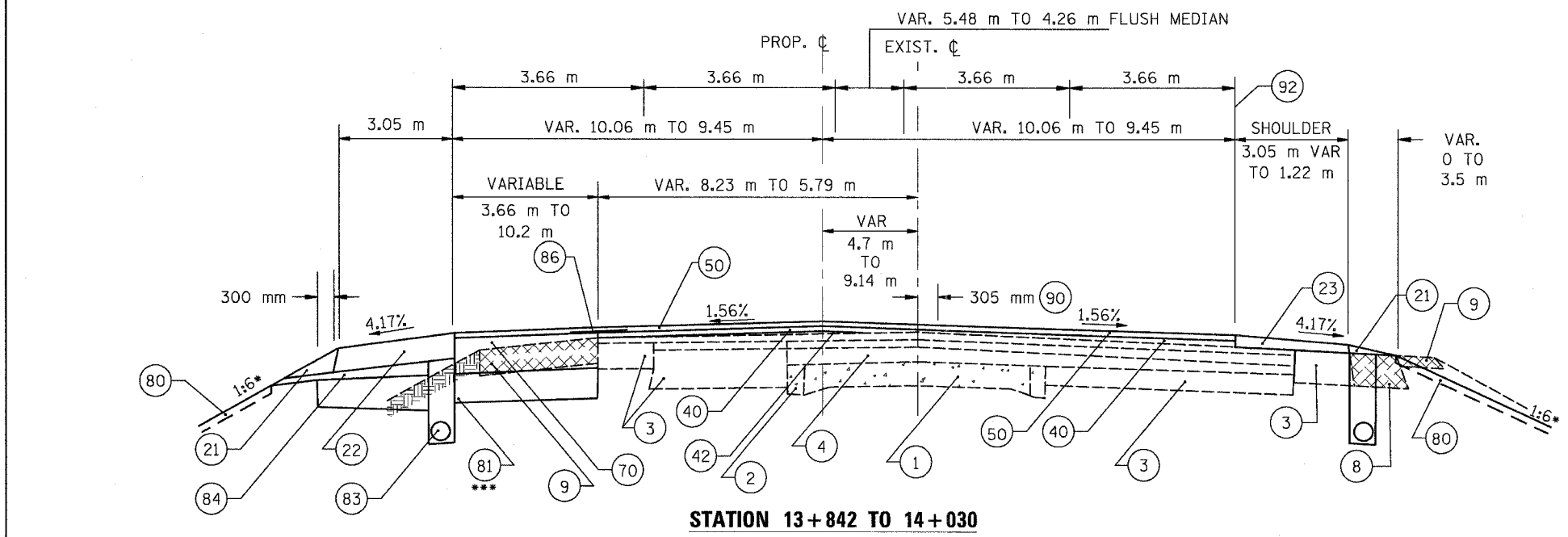
T-2

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS
ILLINOIS ROUTE 40**

SCALE: NONE DRAWN BY: JDU
DATE: 09/01/06 CHECKED BY: ECM



LEGEND - EXISTING

- ① P.C.C. PAVEMENT
 - ② P.C.C. WIDENING
 - ③ FLEXIBLE PAVEMENT
 - ④ BITUMINOUS OVERLAY (VARIABLE DEPTH)
- REMOVAL** XXXXXX
- ⑧ PAVEMENT REMOVAL (FLEXIBLE)
 - ⑨ PAVED SHOULDER REMOVAL
 - ⑩ BITUMINOUS SHOULDER REMOVAL (VARIABLE DEPTH, 150 mm OR 225 mm)
 - ⑪ SOLID MEDIAN REMOVAL
 - ⑫ COMBINATION CURB & GUTTER REMOVAL
 - ⑬ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

- SHOULDERS**
- ⑳ AGGREGATE SHOULDERS, TYPE B, 150 mm
 - ㉑ AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
 - ㉒ BITUMINOUS SHOULDERS, SUPERPAVE, 200 mm
 - ㉓ BITUMINOUS SHOULDERS, SUPERPAVE, (METRIC TON)
 - ㉔ BITUMINOUS SHOULDERS, SUPERPAVE, 150 mm
- BASE COURSE**
- ㉕ BITUMINOUS BASE COURSE, SUPERPAVE, 200 mm
 - ㉖ BITUMINOUS BASE COURSE, SUPERPAVE, 250 mm
 - ㉗ BITUMINOUS BASE COURSE, SUPERPAVE, (METRIC TON)
 - ㉘ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 250 mm
 - ㉙ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 200 mm
- BINDER COURSE & LEVELING BINDER COURSE**
- ㉚ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 38 mm
 - ㉛ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 51 mm
 - ㉜ LEVELING BINDER (MACHINE METHOD) SUPERPAVE, N70 - VARIABLE THICKNESS
- SURFACE COURSE**
- ㉝ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 38 mm
 - ㉞ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 51 mm
- FULL DEPTH PAVEMENT**
- ㉟ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 300 mm
 - ㊱ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 290 mm
- MISC & STANDARDS**
- ㊲ TOPSOIL (100 mm)
 - ㊳ SUBBASE GRANULAR MATERIAL, TYPE A
 - ㊴ COMBINATION CONC C&G, TYPE B-15.60
 - ㊵ PIPE UNDERDRAINS, 100 mm
 - ㊶ REFER TO STANDARD 482001 (TYPE C SUBBASE)
 - ㊷ GRANULAR EMBANKMENT, SPECIAL
 - ㊸ STRIP REFLECTIVE CRACK CONTROL
- VERTICAL & HORIZONTAL CONTROL**
- ㊹ CONTROL GRADE
 - ㊺ EDGE OF NORTH BOUND LANES
 - ㊻ EDGE OF PAVEMENT, RELOCATED IL RTE 40

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

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

*** THICKNESS - 460 mm

NOTE:

THE FINAL LIFT OF BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 300 mm SHALL BE SURFACE COURSE MIX 38 mm THICK.

BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 290 mm SHALL BE BINDER COURSES ONLY AND THE TOP LIFT OF BINDER SHALL BE 38 mm THICK.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

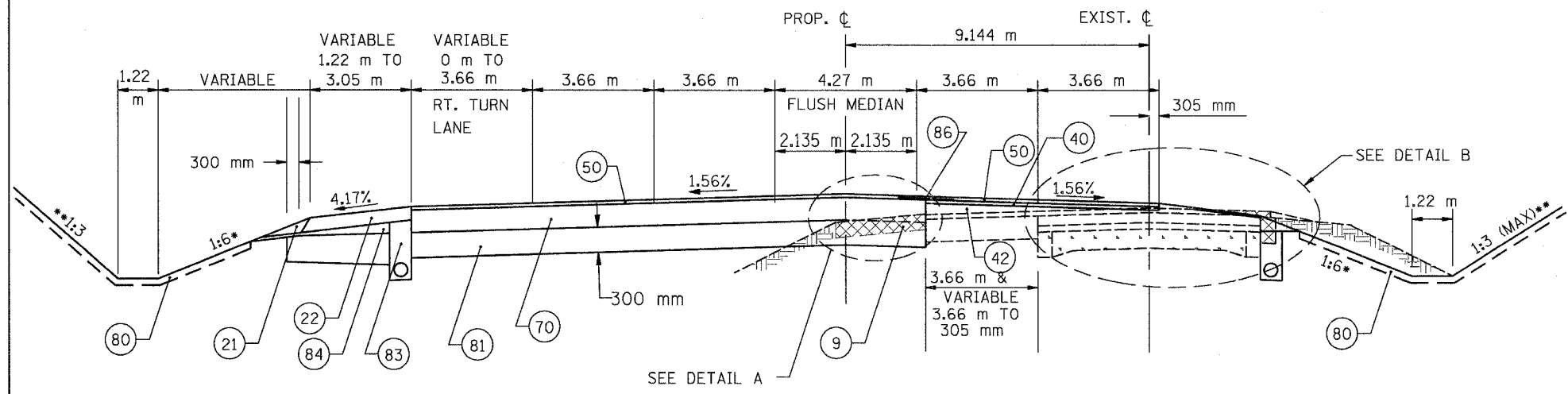
TYPICAL SECTIONS

ILLINOIS ROUTE 40

SCALE: NONE
DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	9



STATION 14+085 TO 14+260

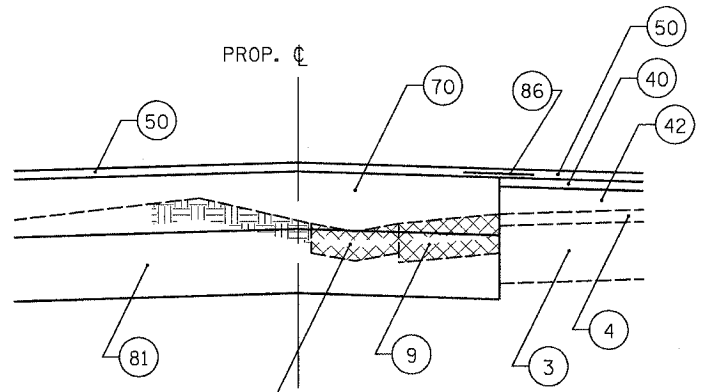
* OR AS SHOWN ON CROSS SECTIONS (1:4 MAX)
 ** OR AS SHOWN ON CROSS SECTIONS (1:3 MAX)

LEGEND - EXISTING

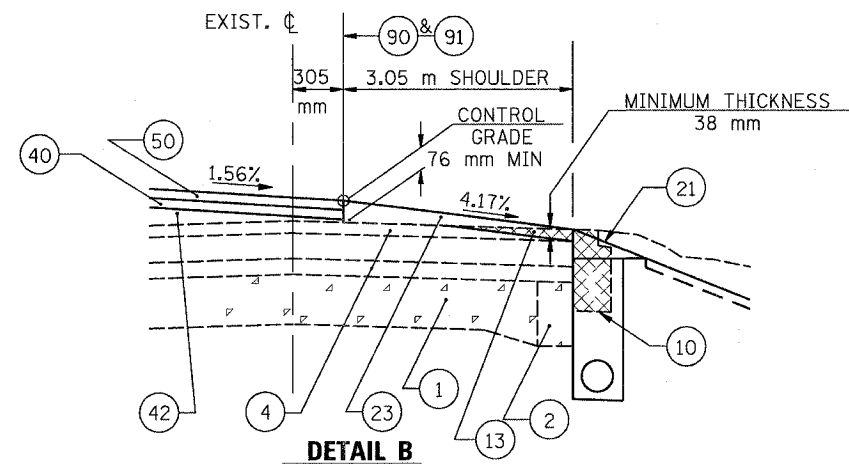
- ① P.C.C. PAVEMENT
- ② P.C.C. WIDENING
- ③ FLEXIBLE PAVEMENT
- ④ BITUMINOUS OVERLAY (VARIABLE DEPTH)
- REMOVAL** [XXXXXX]
- ⑧ PAVEMENT REMOVAL (FLEXIBLE)
- ⑨ PAVED SHOULDER REMOVAL
- ⑩ BITUMINOUS SHOULDER REMOVAL (VARIABLE DEPTH, 150 mm OR 225 mm)
- ⑪ SOLID MEDIAN REMOVAL
- ⑫ COMBINATION CURB & GUTTER REMOVAL
- ⑬ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

- SHOULDERS**
- ②① AGGREGATE SHOULDERS, TYPE B, 150 mm
 - ②② AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
 - ②③ BITUMINOUS SHOULDERS, SUPERPAVE, 200 mm
 - ②④ BITUMINOUS SHOULDERS, SUPERPAVE, (METRIC TON)
 - ②⑤ BITUMINOUS SHOULDERS, SUPERPAVE, 150 mm
- BASE COURSE**
- ③① BITUMINOUS BASE COURSE, SUPERPAVE, 200 mm
 - ③② BITUMINOUS BASE COURSE, SUPERPAVE, 250 mm
 - ③③ BITUMINOUS BASE COURSE, SUPERPAVE, (METRIC TON)
 - ③④ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 250 mm
 - ③⑤ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 200 mm
- BINDER COURSE & LEVELING BINDER COURSE**
- ④① BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 38 mm
 - ④② BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 51 mm
 - ④③ LEVELING BINDER (MACHINE METHOD) SUPERPAVE, N70 - VARIABLE THICKNESS
- SURFACE COURSE**
- ⑤① BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 38 mm
 - ⑤② BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 51 mm
- FULL DEPTH PAVEMENT**
- ⑦① BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 300 mm
 - ⑦② BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 290 mm
- MISC & STANDARDS**
- ⑧① TOPSOIL (100 mm)
 - ⑧② SUBBASE GRANULAR MATERIAL, TYPE A
 - ⑧③ COMBINATION CONC C&G, TYPE B-15.60
 - ⑧④ PIPE UNDERDRAINS, 100 mm
 - ⑧⑤ REFER TO STANDARD 482001 (TYPE C SUBBASE)
 - ⑧⑥ GRANULAR EMBANKMENT, SPECIAL
 - ⑧⑦ STRIP REFLECTIVE CRACK CONTROL
- VERTICAL & HORIZONTAL CONTROL**
- ⑨① CONTROL GRADE
 - ⑨② EDGE OF NORTH BOUND LANES
 - ⑨③ EDGE OF PAVEMENT, RELOCATED IL RTE 40



DETAIL A
14+120± TO 14+156±



DETAIL B

NOTE:
 THE FINAL LIFT OF BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 300 mm SHALL BE SURFACE COURSE MIX 38 mm THICK.
 BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 290 mm SHALL BE BINDER COURSES ONLY AND THE TOP LIFT OF BINDER SHALL BE 38 mm THICK.

REVISIONS	
NAME	DATE

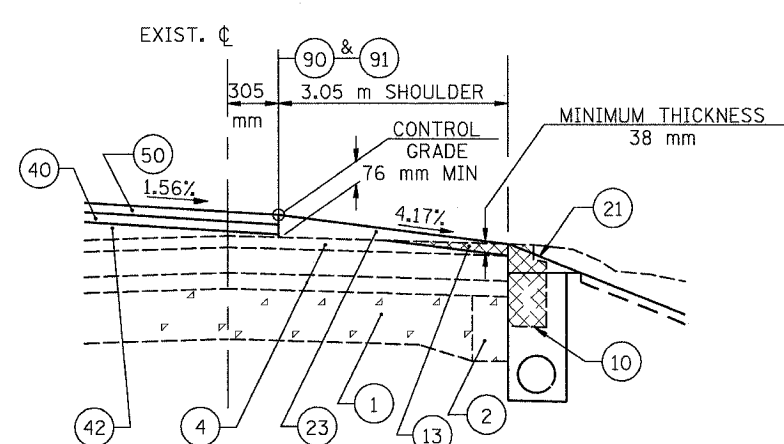
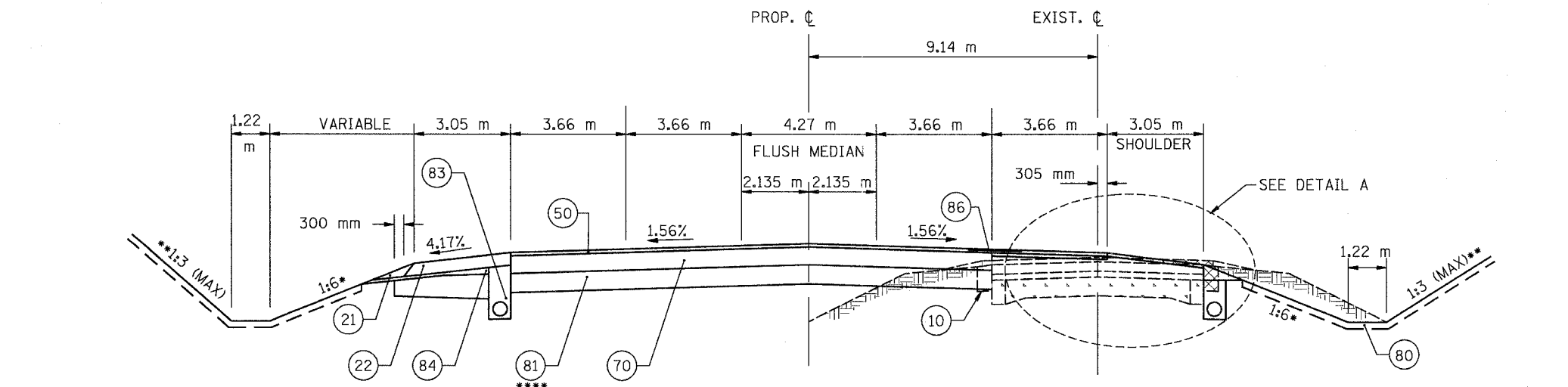
ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
ILLINOIS ROUTE 40

SCALE: NONE
DATE: 090106

DRAWN BY: JDU
CHECKED BY: ECM

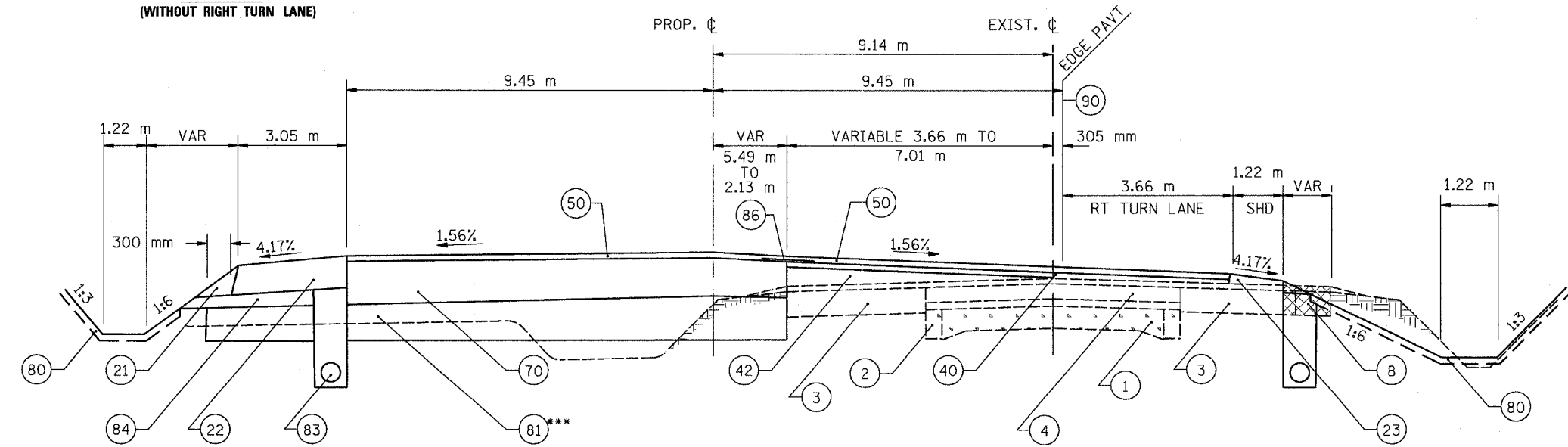
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	10



DETAIL A
(WITHOUT RIGHT TURN LANE)

* OR AS SHOWN ON CROSS SECTIONS (1:4 MAX)
 ** OR AS SHOWN ON CROSS SECTIONS
 ***** STATION 14+260 TO 14+350 - 300 mm THICKNESS
 STATION 14+350 TO 14+379 - 460 mm THICKNESS
 STATION 15+150 TO 15+235 - 300 mm THICKNESS

**STATION 14+260 TO 14+379
& 15+150 TO 15+235(LT. OF EXISTING C ONLY)**



***REFER TO ABOVE TYPICAL SECTION

STATION 15+150 TO 15+235 (RT. OF EXISTING C ONLY)

LEGEND - EXISTING

- ① P.C.C. PAVEMENT
- ② P.C.C. WIDENING
- ③ FLEXIBLE PAVEMENT
- ④ BITUMINOUS OVERLAY (VARIABLE DEPTH)

REMOVAL

- ⑧ PAVEMENT REMOVAL (FLEXIBLE)
- ⑨ PAVED SHOULDER REMOVAL
- ⑩ BITUMINOUS SHOULDER REMOVAL (VARIABLE DEPTH, 150 mm OR 225 mm)
- ⑪ SOLID MEDIAN REMOVAL
- ⑫ COMBINATION CURB & GUTTER REMOVAL
- ⑬ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

- ②① AGGREGATE SHOULDERS, TYPE B, 150 mm
- ②② AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
- ②③ BITUMINOUS SHOULDERS, SUPERPAVE, 200 mm
- ②④ BITUMINOUS SHOULDERS, SUPERPAVE, (METRIC TON)
- ②⑤ BITUMINOUS SHOULDERS, SUPERPAVE, 150 mm

BASE COURSE

- ③① BITUMINOUS BASE COURSE, SUPERPAVE, 200 mm
- ③② BITUMINOUS BASE COURSE, SUPERPAVE, 250 mm
- ③③ BITUMINOUS BASE COURSE, SUPERPAVE, (METRIC TON)
- ③④ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 250 mm
- ③⑤ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 200 mm

BINDER COURSE & LEVELING BINDER COURSE

- ④① BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 38 mm
- ④② BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 51 mm
- ④③ LEVELING BINDER (MACHINE METHOD) SUPERPAVE, N70 - VARIABLE THICKNESS

SURFACE COURSE

- ⑤① BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 38 mm
- ⑤② BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 51 mm

FULL DEPTH PAVEMENT

- ⑦① BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 300 mm
- ⑦② BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 290 mm

MISC & STANDARDS

- ⑧① TOPSOIL (100 mm)
- ⑧② SUBBASE GRANULAR MATERIAL, TYPE A
- ⑧③ COMBINATION CONC C&G, TYPE B-15.60
- ⑧④ PIPE UNDERDRAINS, 100 mm
- ⑧⑤ REFER TO STANDARD 482001 (TYPE C SUBBASE)
- ⑧⑥ GRANULAR EMBANKMENT, SPECIAL
- ⑧⑦ STRIP REFLECTIVE CRACK CONTROL

VERTICAL & HORIZONTAL CONTROL

- ⑨① CONTROL GRADE
- ⑨② EDGE OF NORTH BOUND LANES
- ⑨③ EDGE OF PAVEMENT, RELOCATED IL RTE 40

NOTE:

THE FINAL LIFT OF BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 300 mm SHALL BE SURFACE COURSE MIX 38 mm THICK.
 BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 290 mm SHALL BE BINDER COURSES ONLY AND THE TOP LIFT OF BINDER SHALL BE 38 mm THICK.

REVISIONS	
NAME	DATE

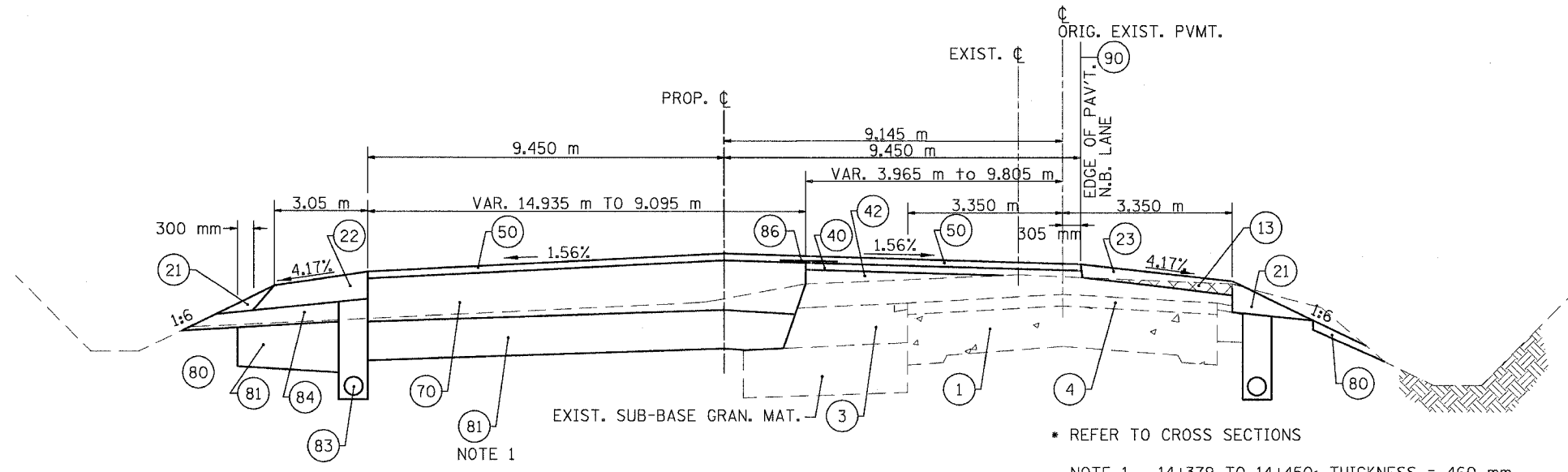
ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS
ILLINOIS ROUTE 40**

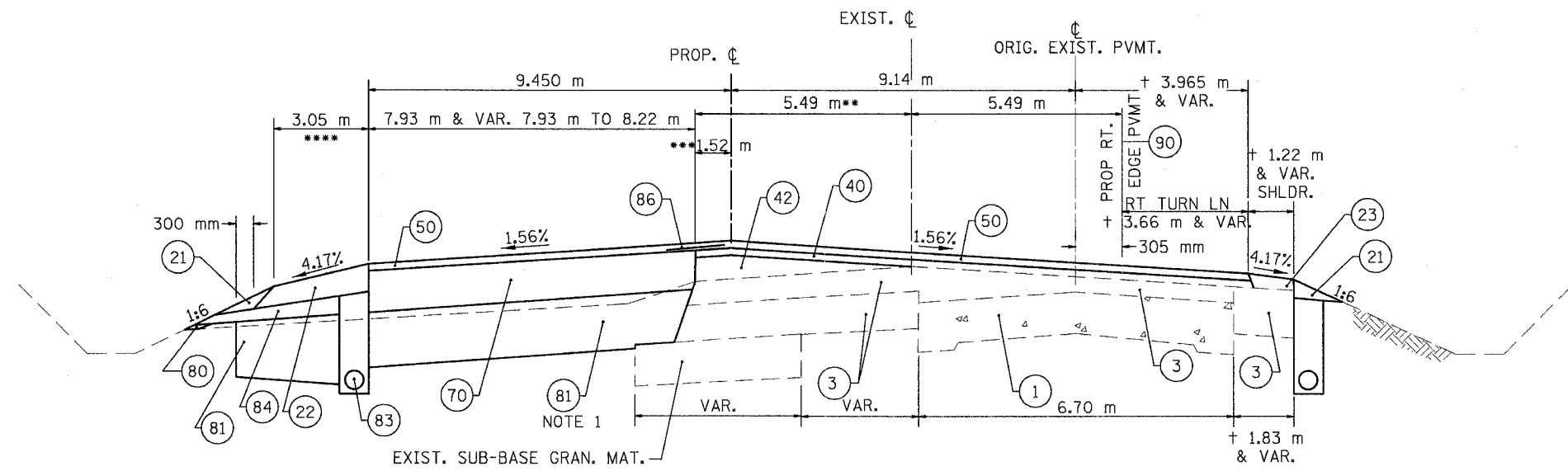
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DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	11



STATION 14+379 to 14+612



STATION 14+612 to 14+919

LEGEND - EXISTING

- ① P.C.C. PAVEMENT
- ② P.C.C. WIDENING
- ③ FLEXIBLE PAVEMENT
- ④ BITUMINOUS OVERLAY (VARIABLE DEPTH)

REMOVAL XXXXXX

- ⑧ PAVEMENT REMOVAL (FLEXIBLE)
- ⑨ PAVED SHOULDER REMOVAL
- ⑩ BITUMINOUS SHOULDER REMOVAL (VARIABLE DEPTH, 150 mm OR 225 mm)
- ⑪ SOLID MEDIAN REMOVAL
- ⑫ COMBINATION CURB & GUTTER REMOVAL
- ⑬ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

- ②① AGGREGATE SHOULDERS, TYPE B, 150 mm
- ②② AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
- ②③ BITUMINOUS SHOULDERS, SUPERPAVE, 200 mm
- ②④ BITUMINOUS SHOULDERS, SUPERPAVE, (METRIC TON)
- ②⑤ BITUMINOUS SHOULDERS, SUPERPAVE, 150 mm

BASE COURSE

- ③① BITUMINOUS BASE COURSE, SUPERPAVE, 200 mm
- ③② BITUMINOUS BASE COURSE, SUPERPAVE, 250 mm
- ③③ BITUMINOUS BASE COURSE, SUPERPAVE, (METRIC TON)
- ③④ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 250 mm
- ③⑤ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 200 mm

BINDER COURSE & LEVELING BINDER COURSE

- ④① BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 38 mm
- ④② BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 51 mm
- ④③ LEVELING BINDER (MACHINE METHOD) SUPERPAVE, N70 - VARIABLE THICKNESS

SURFACE COURSE

- ⑤① BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 38 mm
- ⑤② BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 51 mm

FULL DEPTH PAVEMENT

- ⑦① BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 300 mm
- ⑦② BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 290 mm

MISC & STANDARDS

- ⑧① TOPSOIL (100 mm)
- ⑧② SUBBASE GRANULAR MATERIAL, TYPE A
- ⑧③ COMBINATION CONC C&G, TYPE B-15.60
- ⑧④ PIPE UNDERDRAINS, 100 mm
- ⑧⑤ REFER TO STANDARD 482001 (TYPE C SUBBASE)
- ⑧⑥ GRANULAR EMBANKMENT, SPECIAL
- ⑧⑦ STRIP REFLECTIVE CRACK CONTROL

VERTICAL & HORIZONTAL CONTROL

- ⑨① CONTROL GRADE
- ⑨② EDGE OF NORTH BOUND LANES
- ⑨③ EDGE OF PAVEMENT, RELOCATED IL RTE 40

NOTE:

THE FINAL LIFT OF BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 300 mm SHALL BE SURFACE COURSE MIX 38 mm THICK.

BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 290 mm SHALL BE BINDER COURSES ONLY AND THE TOP LIFT OF BINDER SHALL BE 38 mm THICK.

NOTE 1 - 14+612 TO 14+750: THICKNESS = 300 mm
14+750 TO 14+919: THICKNESS = 460 mm

* REFER TO CROSS SECTIONS
** VARIES FROM 5.26 m AT 14+612 TO 5.49 m AT 14+659
*** VARIES FROM 1.23 m AT 14+612 TO 1.52 m AT 14+659
**** RT. TURN LANE FOR S.B. TO WILHELM STA. 14+786 TO 14+919 SIMILAR TO RT. TURN LANE FOR N.B. TO MOSSVILLE ROAD
+ DIMENSIONS VARY THRU THE RIGHT TURN LANE AND SHOULDER TAPERS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS
ILLINOIS ROUTE 40**

SCALE: NONE
DATE: 09/10/06

DRAWN BY: JDU
CHECKED BY: ECM

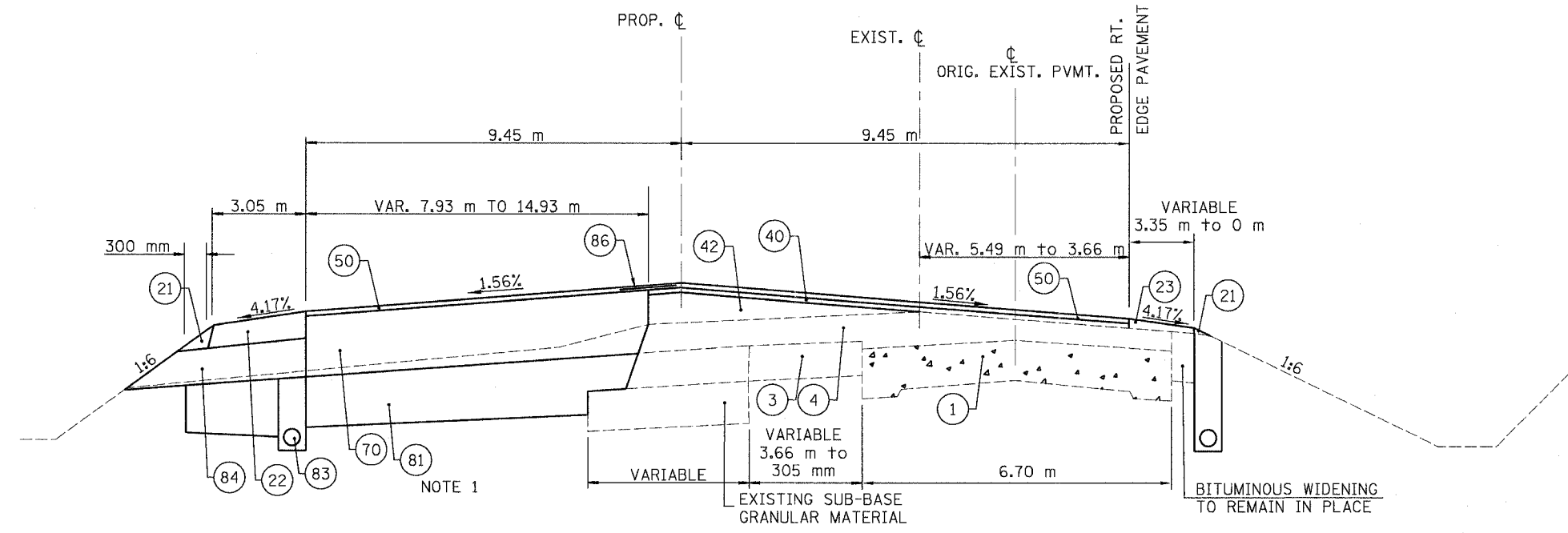
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	YW-1, RS-3	PEORIA	142	12

LEGEND - EXISTING

- ① P.C.C. PAVEMENT
- ② P.C.C. WIDENING
- ③ FLEXIBLE PAVEMENT
- ④ BITUMINOUS OVERLAY (VARIABLE DEPTH)
- REMOVAL** XXXXXX
- ⑧ PAVEMENT REMOVAL (FLEXIBLE)
- ⑨ PAVED SHOULDER REMOVAL
- ⑩ BITUMINOUS SHOULDER REMOVAL (VARIABLE DEPTH, 150 mm OR 225 mm)
- ⑪ SOLID MEDIAN REMOVAL
- ⑫ COMBINATION CURB & GUTTER REMOVAL
- ⑬ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

- SHOULDERS**
- ⑳ AGGREGATE SHOULDERS, TYPE B, 150 mm
 - ㉑ AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
 - ㉒ BITUMINOUS SHOULDERS, SUPERPAVE, 200 mm
 - ㉓ BITUMINOUS SHOULDERS, SUPERPAVE, (METRIC TON)
 - ㉔ BITUMINOUS SHOULDERS, SUPERPAVE, 150 mm
- BASE COURSE**
- ㉕ BITUMINOUS BASE COURSE, SUPERPAVE, 200 mm
 - ㉖ BITUMINOUS BASE COURSE, SUPERPAVE, 250 mm
 - ㉗ BITUMINOUS BASE COURSE, SUPERPAVE, (METRIC TON)
 - ㉘ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 250 mm
 - ㉙ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 200 mm
- BINDER COURSE & LEVELING BINDER COURSE**
- ㉚ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 38 mm
 - ㉛ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 51 mm
 - ㉜ LEVELING BINDER (MACHINE METHOD) SUPERPAVE, N70 - VARIABLE THICKNESS
- SURFACE COURSE**
- ㉝ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 38 mm
 - ㉞ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 51 mm
- FULL DEPTH PAVEMENT**
- ㉟ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 300 mm
 - ㊱ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 290 mm
- MISC & STANDARDS**
- ㊲ TOPSOIL (100 mm)
 - ㊳ SUBBASE GRANULAR MATERIAL, TYPE A
 - ㊴ COMBINATION CONC C&G, TYPE B-15.60
 - ㊵ PIPE UNDERDRAINS, 100 mm
 - ㊶ REFER TO STANDARD 482001 (TYPE C SUBBASE)
 - ㊷ GRANULAR EMBANKMENT, SPECIAL
 - ㊸ STRIP REFLECTIVE CRACK CONTROL
- VERTICAL & HORIZONTAL CONTROL**
- ㊹ CONTROL GRADE
 - ㊺ EDGE OF NORTH BOUND LANES
 - ㊻ EDGE OF PAVEMENT, RELOCATED IL RTE 40



NOTE 1 - 14+919 TO 15+050; THICKNESS = 460 mm
 15+050 TO 15+150; THICKNESS = 300 mm

* REFER TO CROSS SECTIONS

STATION 14 + 919 to 15 + 150

NOTE:
 THE FINAL LIFT OF BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 300 mm SHALL BE SURFACE COURSE MIX 38 mm THICK.
 BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 290 mm SHALL BE BINDER COURSES ONLY AND THE TOP LIFT OF BINDER SHALL BE 38 mm THICK.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS
ILLINOIS ROUTE 40**

SCALE: NONE
DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	13

LEGEND - EXISTING

- ① P.C.C. PAVEMENT
- ② P.C.C. WIDENING
- ③ FLEXIBLE PAVEMENT
- ④ BITUMINOUS OVERLAY (VARIABLE DEPTH)

REMOVAL

- ⑧ PAVEMENT REMOVAL (FLEXIBLE)
- ⑨ PAVED SHOULDER REMOVAL
- ⑩ BITUMINOUS SHOULDER REMOVAL (VARIABLE DEPTH, 150 mm OR 225 mm)
- ⑪ SOLID MEDIAN REMOVAL
- ⑫ COMBINATION CURB & GUTTER REMOVAL
- ⑬ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

- ⑳ AGGREGATE SHOULDERS, TYPE B, 150 mm
- ㉑ AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
- ㉒ BITUMINOUS SHOULDERS, SUPERPAVE, 200 mm
- ㉓ BITUMINOUS SHOULDERS, SUPERPAVE, (METRIC TON)
- ㉔ BITUMINOUS SHOULDERS, SUPERPAVE, 150 mm

BASE COURSE

- ㉕ BITUMINOUS BASE COURSE, SUPERPAVE, 200 mm
- ㉖ BITUMINOUS BASE COURSE, SUPERPAVE, 250 mm
- ㉗ BITUMINOUS BASE COURSE, SUPERPAVE, (METRIC TON)
- ㉘ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 250 mm
- ㉙ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 200 mm

BINDER COURSE & LEVELING BINDER COURSE

- ㉚ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 38 mm
- ㉛ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 51 mm
- ㉜ LEVELING BINDER (MACHINE METHOD) SUPERPAVE, N70 - VARIABLE THICKNESS

SURFACE COURSE

- ㉝ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 38 mm
- ㉞ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 51 mm

FULL DEPTH PAVEMENT

- ㉟ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 300 mm
- ㊱ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 290 mm

MISC & STANDARDS

- ㊲ TOPSOIL (100 mm)
- ㊳ SUBBASE GRANULAR MATERIAL, TYPE A
- ㊴ COMBINATION CONC C&G, TYPE B-15.60
- ㊵ PIPE UNDERDRAINS, 100 mm
- ㊶ REFER TO STANDARD 482001 (TYPE C SUBBASE)
- ㊷ GRANULAR EMBANKMENT, SPECIAL
- ㊸ STRIP REFLECTIVE CRACK CONTROL

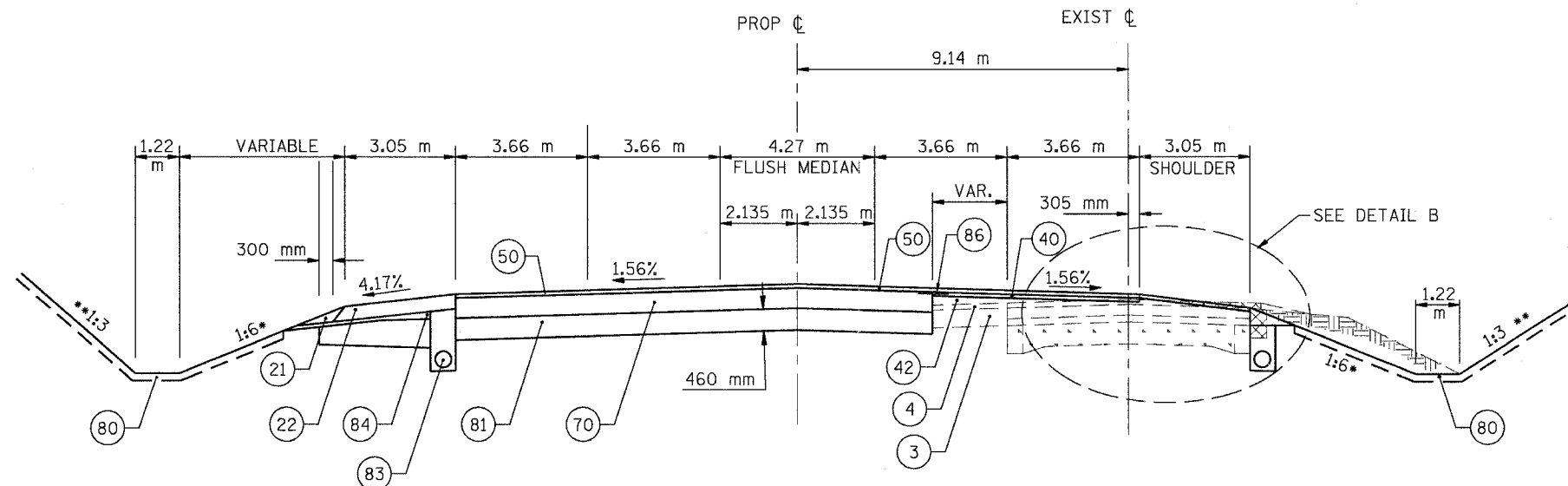
VERTICAL & HORIZONTAL CONTROL

- ㊹ CONTROL GRADE
- ㊺ EDGE OF NORTH BOUND LANES
- ㊻ EDGE OF PAVEMENT, RELOCATED IL RTE 40

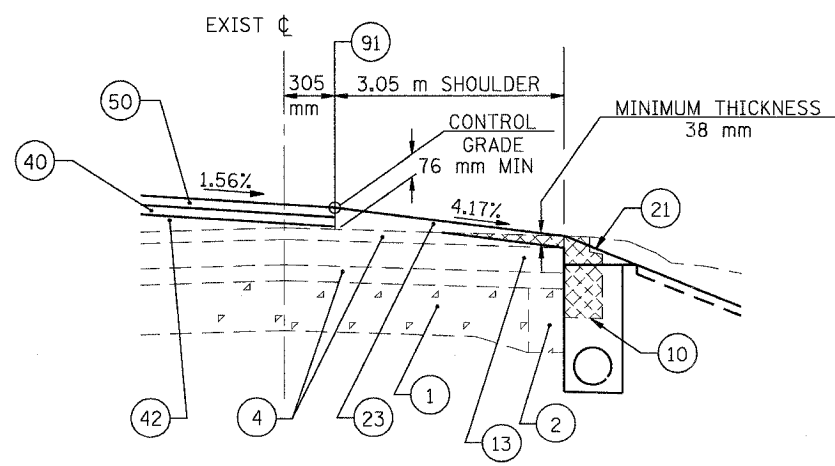
NOTE:

THE FINAL LIFT OF BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 300 mm SHALL BE SURFACE COURSE MIX 38 mm THICK.

BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 290 mm SHALL BE BINDER COURSES ONLY AND THE TOP LIFT OF BINDER SHALL BE 38 mm THICK.



STATION 14+810 TO 14+937



DETAIL B

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

** OR AS SHOWN ON CROSS SECTIONS

REVISIONS	
NAME	DATE

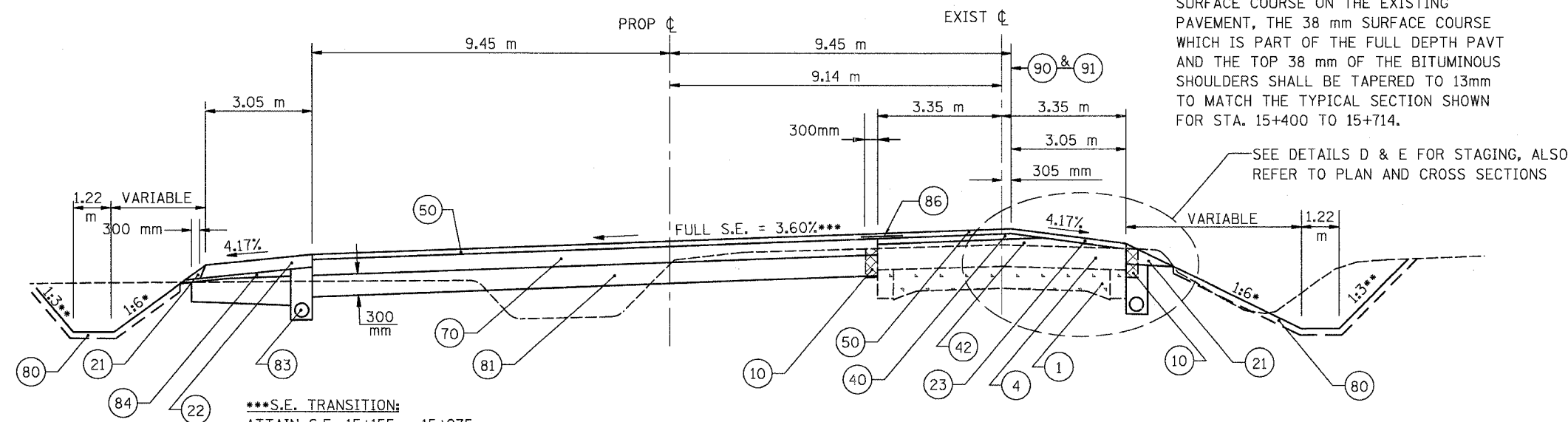
ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS
ILLINOIS ROUTE 40**

SCALE: NONE
DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	14



- LEGEND - EXISTING**
- ① P.C.C. PAVEMENT
 - ② P.C.C. WIDENING
 - ③ FLEXIBLE PAVEMENT
 - ④ BITUMINOUS OVERLAY (VARIABLE DEPTH)
- REMOVAL** XXXXXX
- ⑧ PAVEMENT REMOVAL (FLEXIBLE)
 - ⑨ PAVED SHOULDER REMOVAL
 - ⑩ BITUMINOUS SHOULDER REMOVAL (VARIABLE DEPTH, 150 mm OR 225 mm)
 - ⑪ SOLID MEDIAN REMOVAL
 - ⑫ COMBINATION CURB & GUTTER REMOVAL
 - ⑬ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

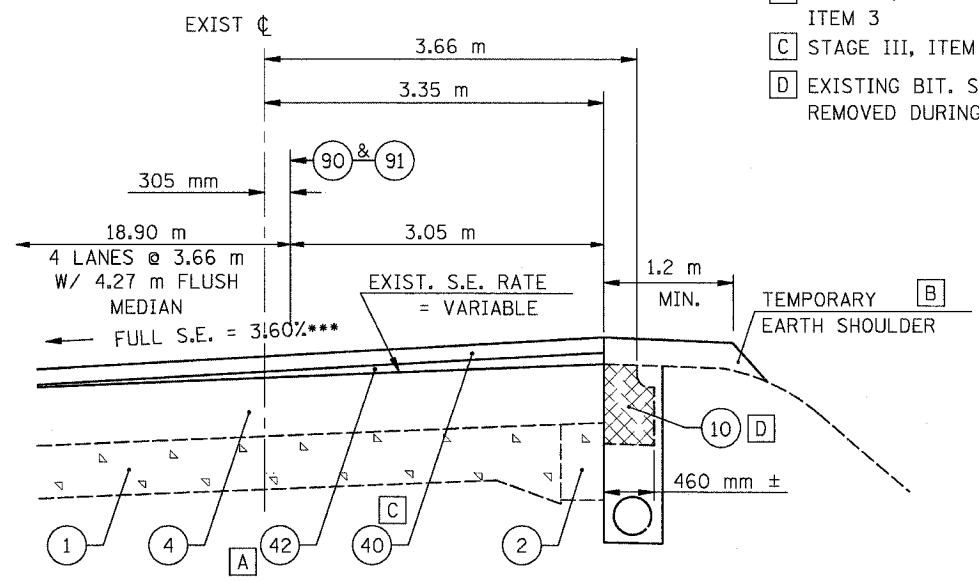
- LEGEND - PROPOSED**
- SHOULDERS**
- ⑳ AGGREGATE SHOULDERS, TYPE B, 150 mm
 - ㉑ AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
 - ㉒ BITUMINOUS SHOULDERS, SUPERPAVE, 200 mm
 - ㉓ BITUMINOUS SHOULDERS, SUPERPAVE, (METRIC TON)
 - ㉔ BITUMINOUS SHOULDERS, SUPERPAVE, 150 mm
- BASE COURSE**
- ㉕ BITUMINOUS BASE COURSE, SUPERPAVE, 200 mm
 - ㉖ BITUMINOUS BASE COURSE, SUPERPAVE, 250 mm
 - ㉗ BITUMINOUS BASE COURSE, SUPERPAVE, (METRIC TON)
 - ㉘ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 250 mm
 - ㉙ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 200 mm
- BINDER COURSE & LEVELING BINDER COURSE**
- ㉚ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 38 mm
 - ㉛ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 51 mm
 - ㉜ LEVELING BINDER (MACHINE METHOD) SUPERPAVE, N70 - VARIABLE THICKNESS
- SURFACE COURSE**
- ㉝ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 38 mm
 - ㉞ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 51 mm
- FULL DEPTH PAVEMENT**
- ㉟ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 300 mm
 - ㊱ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 290 mm
- MISC & STANDARDS**
- ㊲ TOPSOIL (100 mm)
 - ㊳ SUBBASE GRANULAR MATERIAL, TYPE A
 - ㊴ COMBINATION CONC C&G, TYPE B-15.60
 - ㊵ PIPE UNDERDRAINS, 100 mm
 - ㊶ REFER TO STANDARD 482001 (TYPE C SUBBASE)
 - ㊷ GRANULAR EMBANKMENT, SPECIAL
 - ㊸ STRIP REFLECTIVE CRACK CONTROL
- VERTICAL & HORIZONTAL CONTROL**
- ㊹ CONTROL GRADE
 - ㊺ EDGE OF NORTH BOUND LANES
 - ㊻ EDGE OF PAVEMENT, RELOCATED IL RTE 40

***S.E. TRANSITION:
 ATTAIN S.E. 15+155 - 15+275
 REMOVE S.E. 15+477 - 15+597

STATION 15+275 TO 15+477

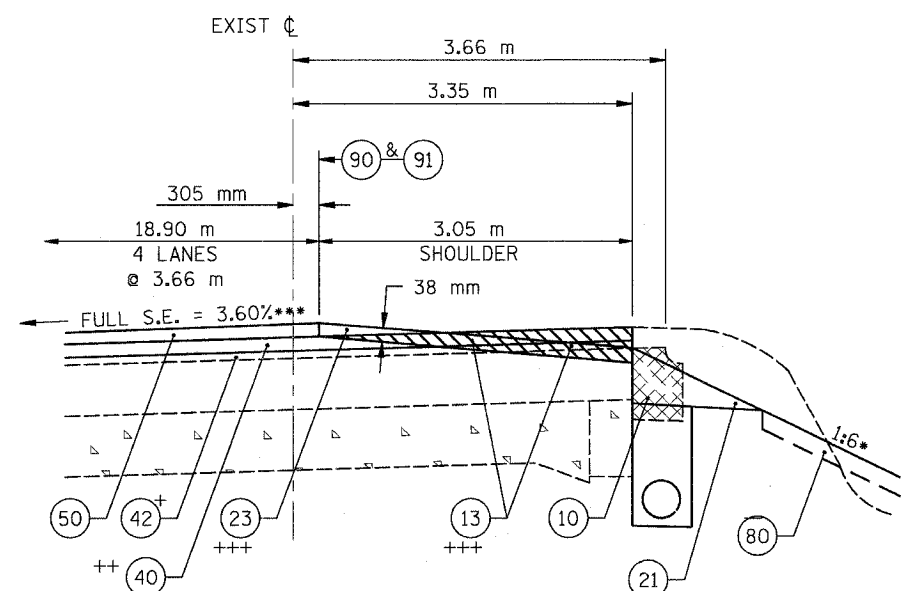
CONSTRUCTION & STAGING GENERAL NOTES

- A STAGE I, ITEM 5
- B STAGE I, ITEM 6 AND STAGE III, ITEM 3
- C STAGE III, ITEM 2
- D EXISTING BIT. SHOULDER TO BE REMOVED DURING STAGE IV OR V



DETAIL D

ITEMS ④② and ④④ SHALL BE PLACED AT THE SAME S.E. AS THE PROPOSED PAVEMENT



DETAIL E

- + CONSTRUCTED IN STAGE I
- ++ CONSTRUCTED IN STAGE III
- +++ THIS WORK MAY BE COMPLETED DURING STAGE IV OR V
- * OR AS SHOWN ON CROSS SECTIONS (1:4 MAX)
- ** OR AS SHOWN ON CROSS SECTIONS (1:3 MAX)

NOTE:
 THE FINAL LIFT OF BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 300 mm SHALL BE SURFACE COURSE MIX 38 mm THICK.
 BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 290 mm SHALL BE BINDER COURSES ONLY AND THE TOP LIFT OF BINDER SHALL BE 38 mm THICK.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS
ILLINOIS ROUTE 40**

SCALE: NONE
DATE: 09/10/06

DRAWN BY: JDU
CHECKED BY: ECM

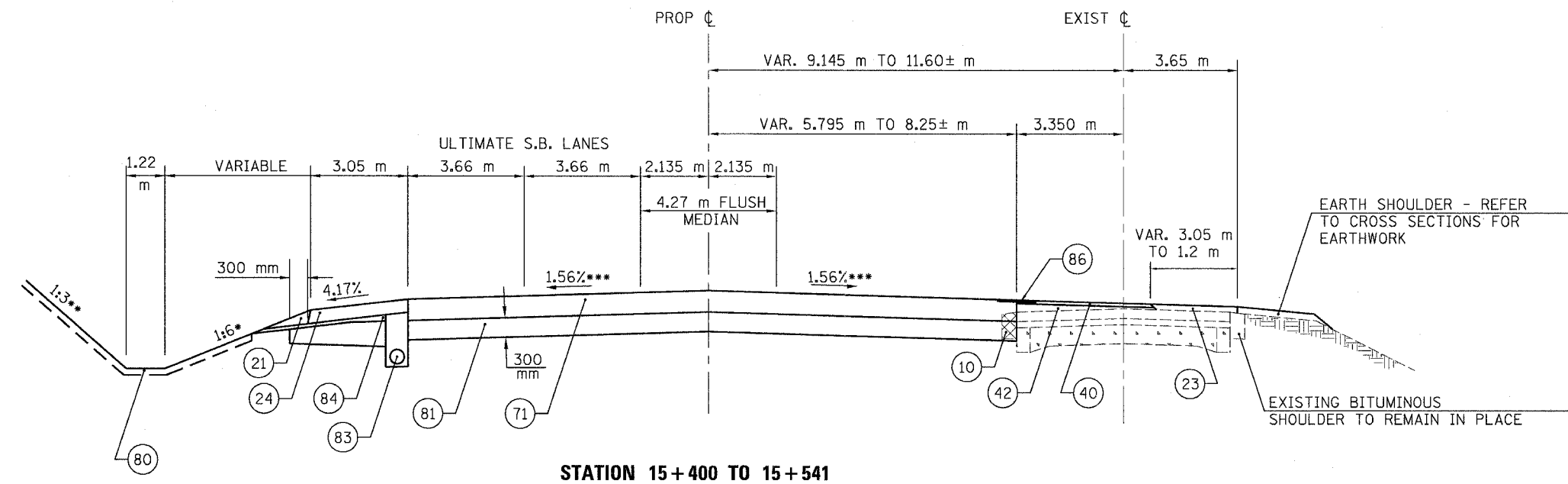
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	15

NOTE: FROM 15+400 TO 15+412: THE 38 mm SURFACE COURSE ON THE EXISTING PAVEMENT, THE 38 mm SURFACE COURSE WHICH IS PART OF THE FULL DEPTH PAVT AND THE TOP 38 mm OF THE BITUMINOUS SHOULDERS SHALL BE TAPERED TO 13 mm TO MATCH THE TYPICAL SECTION SHOWN FOR STA. 15+400 TO 15+714.

* OR AS SHOWN ON CROSS SECTIONS (1:4 MAX)
 ** OR AS SHOWN ON CROSS SECTIONS (1:3 MAX)

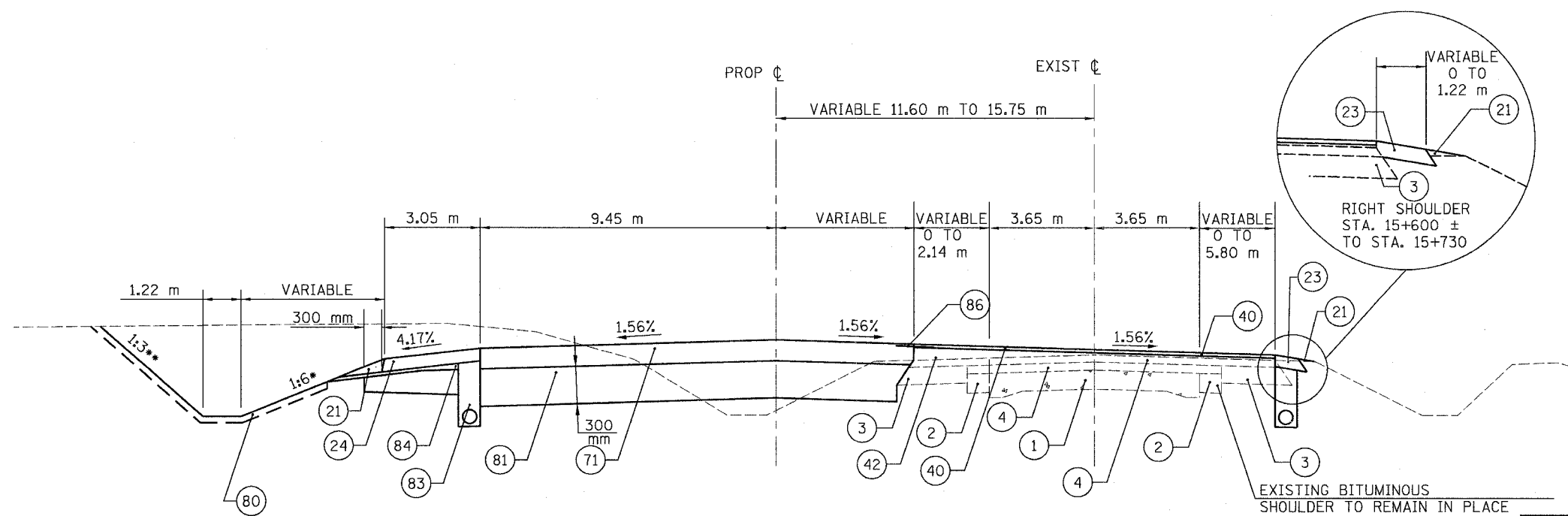
***FROM 15+155 TO 15+597± THE PAVEMENT WILL BE SUPERELEVATED OR WILL BE IN A SUPERELEVATION TRANSITION, SIMILAR TO THE TYPICAL SECTION FOR STA. 15+235 TO 15+400.

S.E. TRANSITION:
 ATTAIN S.E. 15+155 - 15+275
 REMOVE S.E. 15+477 - 15+597



STATION 15+400 TO 15+541

NOTE: PROPOSED ζ DIVERGES FROM EXISTING ζ



STATION 15+541 TO 15+714

NOTE: PROPOSED ζ DIVERGES FROM EXISTING ζ

LEGEND - EXISTING

- ① P.C.C. PAVEMENT
- ② P.C.C. WIDENING
- ③ FLEXIBLE PAVEMENT
- ④ BITUMINOUS OVERLAY (VARIABLE DEPTH)
- ⑧ PAVEMENT REMOVAL (FLEXIBLE)
- ⑨ PAVED SHOULDER REMOVAL
- ⑩ BITUMINOUS SHOULDER REMOVAL (VARIABLE DEPTH, 150 mm OR 225 mm)
- ⑪ SOLID MEDIAN REMOVAL
- ⑫ COMBINATION CURB & GUTTER REMOVAL
- ⑬ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

- SHOULDERS**
- ⑳ AGGREGATE SHOULDERS, TYPE B, 150 mm
 - ㉑ AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
 - ㉒ BITUMINOUS SHOULDERS, SUPERPAVE, 200 mm
 - ㉓ BITUMINOUS SHOULDERS, SUPERPAVE, (METRIC TON)
 - ㉔ BITUMINOUS SHOULDERS, SUPERPAVE, 150 mm
- BASE COURSE**
- ㉕ BITUMINOUS BASE COURSE, SUPERPAVE, 200 mm
 - ㉖ BITUMINOUS BASE COURSE, SUPERPAVE, 250 mm
 - ㉗ BITUMINOUS BASE COURSE, SUPERPAVE, (METRIC TON)
 - ㉘ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 250 mm
 - ㉙ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 200 mm
- BINDER COURSE & LEVELING BINDER COURSE**
- ㉚ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 38 mm
 - ㉛ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 51 mm
 - ㉜ LEVELING BINDER (MACHINE METHOD) SUPERPAVE, N70 - VARIABLE THICKNESS
- SURFACE COURSE**
- ㉝ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 38 mm
 - ㉞ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 51 mm
- FULL DEPTH PAVEMENT**
- ㉟ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 300 mm
 - ㊱ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 290 mm
- MISC & STANDARDS**
- ㊲ TOPSOIL (100 mm)
 - ㊳ SUBBASE GRANULAR MATERIAL, TYPE A
 - ㊴ COMBINATION CONC C&G, TYPE B-15.60
 - ㊵ PIPE UNDERDRAINS, 100 mm
 - ㊶ REFER TO STANDARD 482001 (TYPE C SUBBASE)
 - ㊷ GRANULAR EMBANKMENT, SPECIAL
 - ㊸ STRIP REFLECTIVE CRACK CONTROL
- VERTICAL & HORIZONTAL CONTROL**
- ㊹ CONTROL GRADE
 - ㊺ EDGE OF NORTH BOUND LANES
 - ㊻ EDGE OF PAVEMENT, RELOCATED IL RTE 40

NOTE:

THE FINAL LIFT OF BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 300 mm SHALL BE SURFACE COURSE MIX 38 mm THICK.
 BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 290 mm SHALL BE BINDER COURSES ONLY AND THE TOP LIFT OF BINDER SHALL BE 38 mm THICK.

T-10

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS
 ILLINOIS ROUTE 40**

REVISIONS	
NAME	DATE

SCALE: NONE
 DATE: 09/10/06

DRAWN BY: JDU
 CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	16

LEGEND - EXISTING

- ① P.C.C. PAVEMENT
- ② P.C.C. WIDENING
- ③ FLEXIBLE PAVEMENT
- ④ BITUMINOUS OVERLAY (VARIABLE DEPTH)

REMOVAL

- ⑧ PAVEMENT REMOVAL (FLEXIBLE)
- ⑨ PAVED SHOULDER REMOVAL
- ⑩ BITUMINOUS SHOULDER REMOVAL (VARIABLE DEPTH, 150 mm OR 225 mm)
- ⑪ SOLID MEDIAN REMOVAL
- ⑫ COMBINATION CURB & GUTTER REMOVAL
- ⑬ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

- ⑳ AGGREGATE SHOULDERS, TYPE B, 150 mm
- ㉑ AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
- ㉒ BITUMINOUS SHOULDERS, SUPERPAVE, 200 mm
- ㉓ BITUMINOUS SHOULDERS, SUPERPAVE, (METRIC TON)
- ㉔ BITUMINOUS SHOULDERS, SUPERPAVE, 150 mm

BASE COURSE

- ㉕ BITUMINOUS BASE COURSE, SUPERPAVE, 200 mm
- ㉖ BITUMINOUS BASE COURSE, SUPERPAVE, 250 mm
- ㉗ BITUMINOUS BASE COURSE, SUPERPAVE, (METRIC TON)
- ㉘ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 250 mm
- ㉙ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 200 mm

BINDER COURSE & LEVELING BINDER COURSE

- ㉚ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, 1L-19.0, N70, 38 mm
- ㉛ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, 1L-19.0, N70, 51 mm
- ㉜ LEVELING BINDER (MACHINE METHOD) SUPERPAVE, N70 - VARIABLE THICKNESS

SURFACE COURSE

- ㉝ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 38 mm
- ㉞ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 51 mm

FULL DEPTH PAVEMENT

- ㉟ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 300 mm
- ㊱ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 290 mm

MISC & STANDARDS

- ㉡ TOPSOIL (100 mm)
- ㉢ SUBBASE GRANULAR MATERIAL, TYPE A
- ㉣ COMBINATION CONC C&G, TYPE B-15.60
- ㉤ PIPE UNDERDRAINS, 100 mm
- ㉥ REFER TO STANDARD 482001 (TYPE C SUBBASE)
- ㉦ GRANULAR EMBANKMENT, SPECIAL
- ㉧ STRIP REFLECTIVE CRACK CONTROL

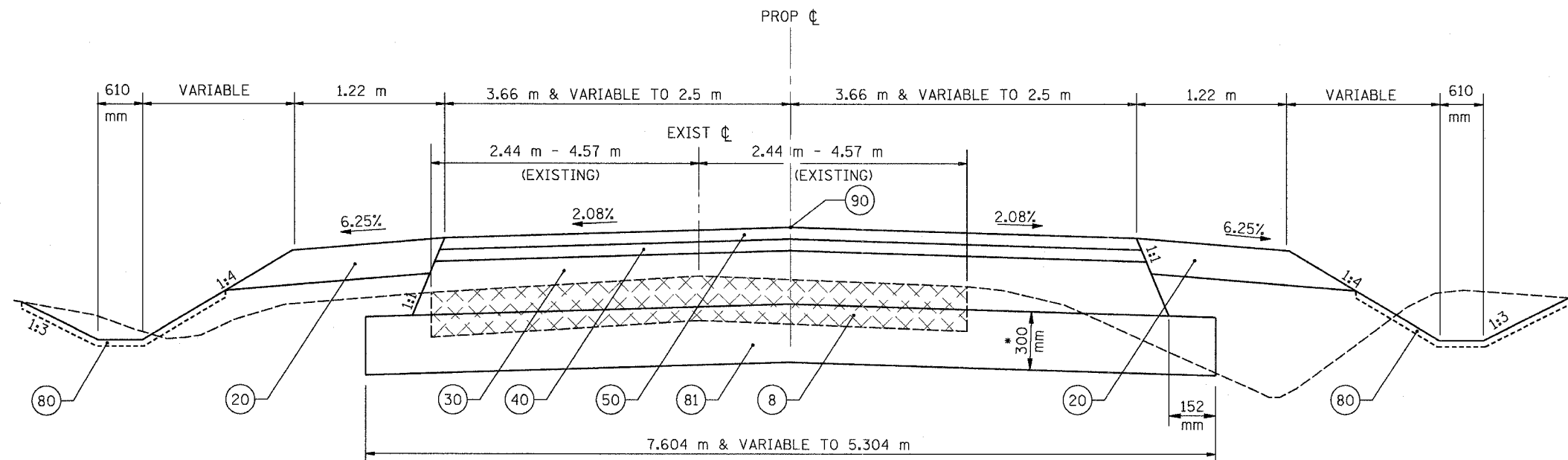
VERTICAL & HORIZONTAL CONTROL

- ㉨ CONTROL GRADE
- ㉩ EDGE OF NORTH BOUND LANES
- ㉪ EDGE OF PAVEMENT, RELOCATED IL RTE 40

NOTE:

THE FINAL LIFT OF BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 300 mm SHALL BE SURFACE COURSE MIX 38 mm THICK.

BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 290 mm SHALL BE BINDER COURSES ONLY AND THE TOP LIFT OF BINDER SHALL BE 38 mm THICK.



**STATION 0+784.97 TO 0+911.62
RICHMAR ROAD**

* STA. 0+800 TO STA. 0+911.62

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTION
RICHMAR ROAD**

SCALE: NONE
DATE: 09/06

DRAWN BY: JDU
CHECKED BY: ECM

LEGEND - EXISTING

- ① P.C.C. PAVEMENT
- ② P.C.C. WIDENING
- ③ FLEXIBLE PAVEMENT
- ④ BITUMINOUS OVERLAY (VARIABLE DEPTH)

REMOVAL XXXXXX

- ⑧ PAVEMENT REMOVAL (FLEXIBLE)
- ⑨ PAVED SHOULDER REMOVAL
- ⑩ BITUMINOUS SHOULDER REMOVAL (VARIABLE DEPTH, 150 mm OR 225 mm)
- ⑪ SOLID MEDIAN REMOVAL
- ⑫ COMBINATION CURB & GUTTER REMOVAL
- ⑬ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

- ⑳ AGGREGATE SHOULDERS, TYPE B, 150 mm
- ㉑ AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
- ㉒ BITUMINOUS SHOULDERS, SUPERPAVE, 200 mm
- ㉓ BITUMINOUS SHOULDERS, SUPERPAVE, (METRIC TON)
- ㉔ BITUMINOUS SHOULDERS, SUPERPAVE, 150 mm

BASE COURSE

- ㉕ BITUMINOUS BASE COURSE, SUPERPAVE, 200 mm
- ㉖ BITUMINOUS BASE COURSE, SUPERPAVE, 250 mm
- ㉗ BITUMINOUS BASE COURSE, SUPERPAVE, (METRIC TON)
- ㉘ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 250 mm
- ㉙ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 200 mm

BINDER COURSE & LEVELING BINDER COURSE

- ㉚ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 38 mm
- ㉛ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 51 mm
- ㉜ LEVELING BINDER (MACHINE METHOD) SUPERPAVE, N70 - VARIABLE THICKNESS

SURFACE COURSE

- ㉝ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 38 mm
- ㉞ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 51 mm

FULL DEPTH PAVEMENT

- ㉟ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 300 mm
- ㊱ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 290 mm

MISC & STANDARDS

- ㊲ TOPSOIL (100 mm)
- ㊳ SUBBASE GRANULAR MATERIAL, TYPE A
- ㊴ COMBINATION CONC C&G, TYPE B-15.60
- ㊵ PIPE UNDERDRAINS, 100 mm
- ㊶ REFER TO STANDARD 482001 (TYPE C SUBBASE)
- ㊷ GRANULAR EMBANKMENT, SPECIAL
- ㊸ STRIP REFLECTIVE CRACK CONTROL

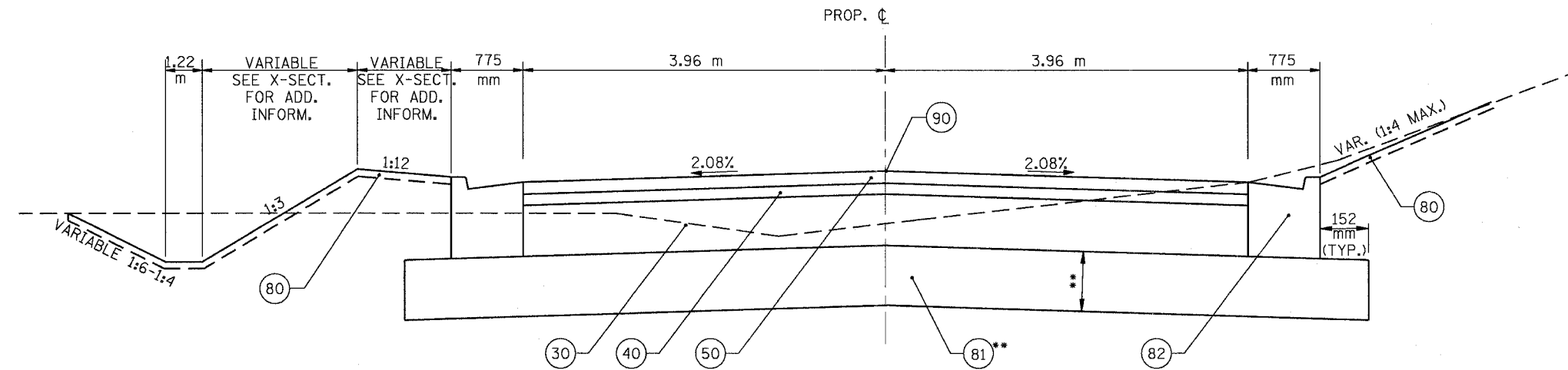
VERTICAL & HORIZONTAL CONTROL

- ㊹ CONTROL GRADE
- ㊺ EDGE OF NORTH BOUND LANES
- ㊻ EDGE OF PAVEMENT, RELOCATED IL RTE 40

NOTE:

THE FINAL LIFT OF BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 300 mm SHALL BE SURFACE COURSE MIX 38 mm THICK.

BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 290 mm SHALL BE BINDER COURSES ONLY AND THE TOP LIFT OF BINDER SHALL BE 38 mm THICK.



**F.R. NO. 2 2+060.6± TO 2+315± (460 mm)
2+315± TO 2+470± (300 mm)

S.D. NO. 1 12+434± TO 12+555 (300 mm)

FRONTAGE RD. NO. 2 - 2+060.6 TO 2+466.88
SERVICE DR. NO. 1 - 12+433.87 TO 12+555

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTION
SERVICE DRIVE NO.1
FRONTAGE ROAD NO.2

SCALE: NONE
DATE: 09/01/06

DRAWN BY: JOU
CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	18

LEGEND - EXISTING

- ① P.C.C. PAVEMENT
- ② P.C.C. WIDENING
- ③ FLEXIBLE PAVEMENT
- ④ BITUMINOUS OVERLAY (VARIABLE DEPTH)

REMOVAL XXXXXX

- ⑧ PAVEMENT REMOVAL (FLEXIBLE)
- ⑨ PAVED SHOULDER REMOVAL
- ⑩ BITUMINOUS SHOULDER REMOVAL (VARIABLE DEPTH, 150 mm OR 225 mm)
- ⑪ SOLID MEDIAN REMOVAL
- ⑫ COMBINATION CURB & GUTTER REMOVAL
- ⑬ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

- ⑳ AGGREGATE SHOULDERS, TYPE B, 150 mm
- ㉑ AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
- ㉒ BITUMINOUS SHOULDERS, SUPERPAVE, 200 mm
- ㉓ BITUMINOUS SHOULDERS, SUPERPAVE, (METRIC TON)
- ㉔ BITUMINOUS SHOULDERS, SUPERPAVE, 150 mm

BASE COURSE

- ㉕ BITUMINOUS BASE COURSE, SUPERPAVE, 200 mm
- ㉖ BITUMINOUS BASE COURSE, SUPERPAVE, 250 mm
- ㉗ BITUMINOUS BASE COURSE, SUPERPAVE, (METRIC TON)
- ㉘ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 250 mm
- ㉙ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 200 mm

BINDER COURSE & LEVELING BINDER COURSE

- ㉚ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 38 mm
- ㉛ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 51 mm
- ㉜ LEVELING BINDER (MACHINE METHOD) SUPERPAVE, N70 - VARIABLE THICKNESS

SURFACE COURSE

- ㉝ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 38 mm
- ㉞ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 51 mm

FULL DEPTH PAVEMENT

- ㉟ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 300 mm
- ㊱ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 290 mm

MISC & STANDARDS

- ㉒ TOPSOIL (100 mm)
- ㉓ SUBBASE GRANULAR MATERIAL, TYPE A
- ㉔ COMBINATION CONC C&G, TYPE B-15.60
- ㉕ PIPE UNDERDRAINS, 100 mm
- ㉖ REFER TO STANDARD 482001 (TYPE C SUBBASE)
- ㉗ GRANULAR EMBANKMENT, SPECIAL
- ㉘ STRIP REFLECTIVE CRACK CONTROL

VERTICAL & HORIZONTAL CONTROL

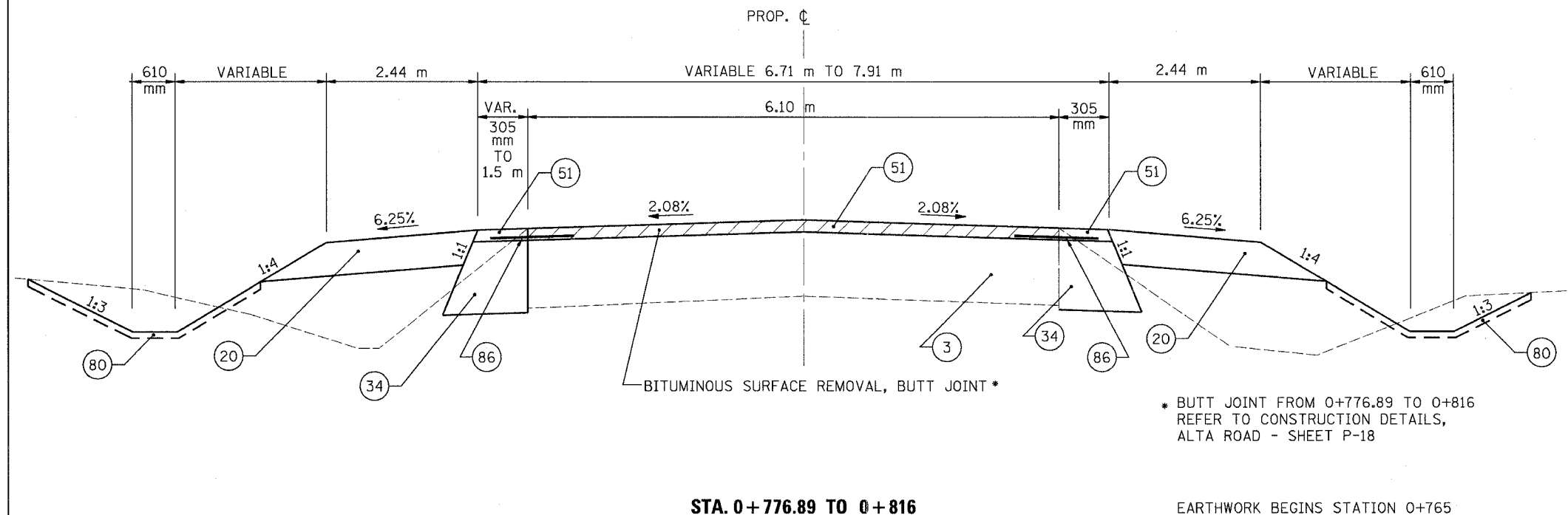
- ㉙ CONTROL GRADE
- ㉚ EDGE OF NORTH BOUND LANES
- ㉛ EDGE OF PAVEMENT, RELOCATED IL RTE 40

NOTE:

THE FINAL LIFT OF BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 300 mm SHALL BE SURFACE COURSE MIX 38 mm THICK.

BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 290 mm SHALL BE BINDER COURSES ONLY AND THE TOP LIFT OF BINDER SHALL BE 38 mm THICK.

T-13



STA. 0+776.89 TO 0+816

EARTHWORK BEGINS STATION 0+765

* BUTT JOINT FROM 0+776.89 TO 0+816 REFER TO CONSTRUCTION DETAILS, ALTA ROAD - SHEET P-18

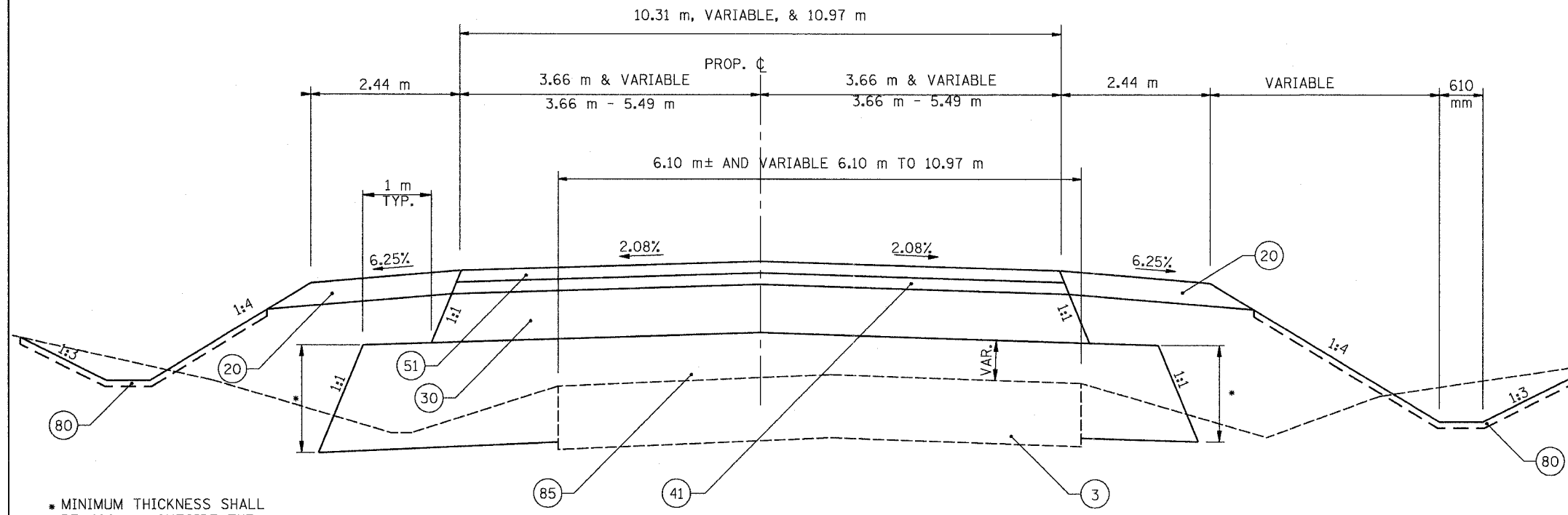
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTION
ALTA ROAD**

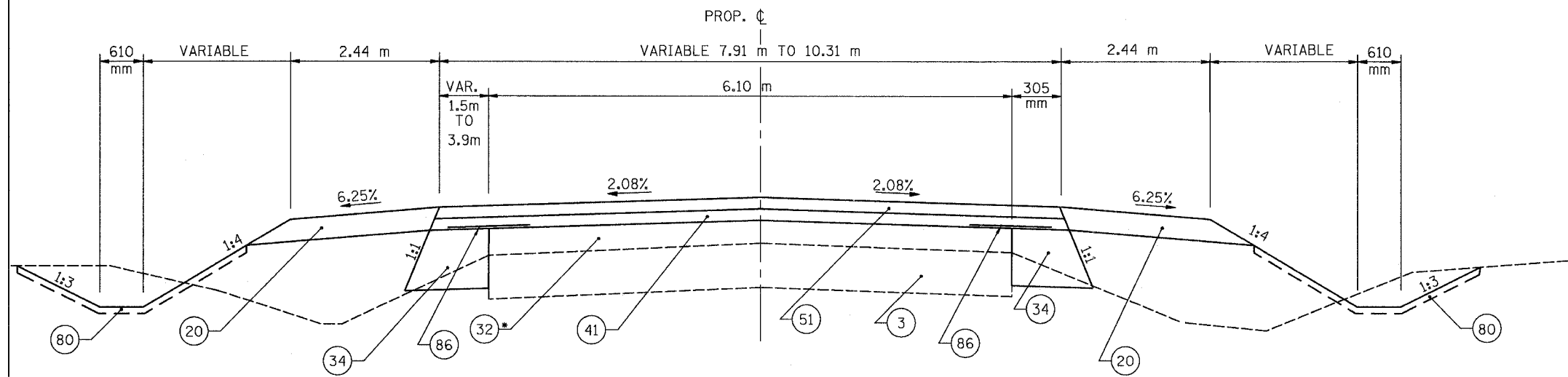
SCALE: NONE
DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM



**STA. 0+875 TO 0+986.9
ALTA ROAD**

* MINIMUM THICKNESS SHALL BE 460 mm OUTSIDE THE EDGES OF THE EXISTING PAVEMENT (SEE CROSS SECTIONS).



**STA. 0+816 TO 0+875
ALTA ROAD**

* THICKNESS VARIES 0 mm TO 375 mm SEE CROSS SECTIONS

ALSO REFER TO THE CONSTRUCTION DETAILS ON AND THE CROSS SECTIONS

LEGEND - EXISTING

- ① P.C.C. PAVEMENT
- ② P.C.C. WIDENING
- ③ FLEXIBLE PAVEMENT
- ④ BITUMINOUS OVERLAY (VARIABLE DEPTH)

REMOVAL XXXXXX

- ⑧ PAVEMENT REMOVAL (FLEXIBLE)
- ⑨ PAVED SHOULDER REMOVAL
- ⑩ BITUMINOUS SHOULDER REMOVAL (VARIABLE DEPTH, 150 mm OR 225 mm)
- ⑪ SOLID MEDIAN REMOVAL
- ⑫ COMBINATION CURB & GUTTER REMOVAL
- ⑬ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

LEGEND - PROPOSED

SHOULDERS

- ⑳ AGGREGATE SHOULDERS, TYPE B, 150 mm
- ㉑ AGGREGATE SHOULDERS, TYPE B, (METRIC TON)
- ㉒ BITUMINOUS SHOULDERS, SUPERPAVE, 200 mm
- ㉓ BITUMINOUS SHOULDERS, SUPERPAVE, (METRIC TON)
- ㉔ BITUMINOUS SHOULDERS, SUPERPAVE, 150 mm

BASE COURSE

- ⑳ BITUMINOUS BASE COURSE, SUPERPAVE, 200 mm
- ㉑ BITUMINOUS BASE COURSE, SUPERPAVE, 250 mm
- ㉒ BITUMINOUS BASE COURSE, SUPERPAVE, (METRIC TON)
- ㉓ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 250 mm
- ㉔ BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 200 mm

BINDER COURSE & LEVELING BINDER COURSE

- ④ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 38 mm
- ④ BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE, IL-19.0, N70, 51 mm
- ④ LEVELING BINDER (MACHINE METHOD) SUPERPAVE, N70 - VARIABLE THICKNESS

SURFACE COURSE

- ⑤ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 38 mm
- ⑤ BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIXTURE "D", N70, 51 mm

FULL DEPTH PAVEMENT

- ⑦ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 300 mm
- ⑦ BIT CONC PAVEMENT (FULL-DEPTH), SUPERPAVE, 290 mm

MISC & STANDARDS

- ⑧ TOPSOIL (100 mm)
- ⑧ SUBBASE GRANULAR MATERIAL, TYPE A
- ⑧ COMBINATION CONC C&G, TYPE B-15.60
- ⑧ PIPE UNDERDRAINS, 100 mm
- ⑧ REFER TO STANDARD 482001 (TYPE C SUBBASE)
- ⑧ GRANULAR EMBANKMENT, SPECIAL
- ⑧ STRIP REFLECTIVE CRACK CONTROL

VERTICAL & HORIZONTAL CONTROL

- ⑨ CONTROL GRADE
- ⑨ EDGE OF NORTH BOUND LANES
- ⑨ EDGE OF PAVEMENT, RELOCATED IL RTE 40

NOTE:

THE FINAL LIFT OF BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 300 mm SHALL BE SURFACE COURSE MIX 38 mm THICK.
BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 290 mm SHALL BE BINDER COURSES ONLY AND THE TOP LIFT OF BINDER SHALL BE 38 mm THICK.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS
ALTA ROAD**

SCALE: NONE
DATE: 090106

DRAWN BY: JDU
CHECKED BY: ECM

TREE REMOVAL			
IL RTE 40			
LOCATION STA. TO STA.	QUANTITY		
	6-15 UNITS	OVER 15 UNITS	HECTARES
STA. 13+750 TO 14+000			
STA. 13+781, 22.0m LT.		18	
STA. 13+782, 26.0m RT.		16	
STA. 13+784, 33.0m RT.		28	
STA. 13+787, 28.0m RT.	6		
STA. 13+789, 22.0m LT.		18	
STA. 13+791, 26.5m RT.	14		
STA. 13+793, 23.0m LT.		16	
STA. 13+798, 22.0m LT.		29	
STA. 13+799, 16.0m LT.		16	
STA. 13+806, 15.5m LT.		23	
STA. 13+809, 22.0m LT.	12		
STA. 13+813, 31.0m RT.	8		
STA. 13+814, 13.0m LT.	12		
STA. 13+815, 26.5m LT.	6		
STA. 13+816, 33.0m RT.	9		
STA. 13+818, 25.5m LT.	6		
STA. 13+820, 19.0m LT.		16	
STA. 13+821, 24.0m LT.	6		
STA. 13+821, 33.0m RT.	8		
STA. 13+824, 23.0m LT.	6		
STA. 13+827, 22.5m LT.	6		
STA. 13+829, 19.5m LT.		22	
STA. 13+829, 14.0m LT.		16	
STA. 13+862, 23.0m RT.	10		
STA. 13+862, 23.0m RT.	10		
STA. 13+863, 17.0m LT.		32	
STA. 13+865, 11.5m LT.		28	
STA. 13+868, 33.5m RT.		41	
STA. 13+869, 16.5m LT.		29	
STA. 13+878, 10.0m LT.		18	
STA. 13+879, 29.5m RT.		41	
STA. 13+881, 14.0m LT.		21	
STA. 13+886, 30.0m RT.		28	
STA. 13+891, 9.5m LT.		16	
STA. 13+891, 9.5m LT.		16	
STA. 13+903, 23.0m RT.	10		
STA. 13+903, 23.0m RT.	10		
STA. 13+934, 8.0m LT.		28	
STA. 13+938, 21.5m RT.	10		
STA. 13+938, 21.5m RT.	10		
STA. 13+948, 8.5m LT.	10		
STA. 13+948, 26.0m RT.	7		
STA. 13+956, 14.0m LT.	12		
STA. 13+961, 27.0m RT.		16	
STA. 13+974, 19.5m LT.		28	
STA. 13+974, 13.0m LT.	14		
STA. 13+975, 27.0m RT.		18	
STA. 13+979, 19.0m LT.	12		
STA. 13+980, 6.5m LT.	14		
STA. 13+991, 6.0m LT.	14		
STA. 13+991, 33.0m RT.	7		
STA. 13+996, 17.5m LT.	12		
STA. 13+999, 22.0m RT.	8		

TREE REMOVAL			
IL RTE 40			
LOCATION STA. TO STA.	QUANTITY		
	6-15 UNITS	OVER 15 UNITS	HECTARES
STA. 14+000 TO 14+200			
STA. 14+003, 15.5m LT.		18	
STA. 14+003, 16.0m LT.		18	
STA. 14+004, 25.0m LT.		16	
STA. 14+005, 21.5m RT.	8		
STA. 14+006, 29.0m RT.	12		
STA. 14+008, 30.5m LT.		28	
STA. 14+013, 28.0m LT.	10		
STA. 14+013, 33.0m LT.	10		
STA. 14+015, 27.0m RT.		16	
STA. 14+020, 25.5m RT.	15		
STA. 14+031, 26.5m RT.	14		
STA. 14+034, 25.0m LT.	9		
STA. 14+034, 28.0m LT.	8		
STA. 14+040, 36.0m RT.	7		
STA. 14+042, 41.0m RT.		30	
STA. 14+043, 27.0m RT.		32	
STA. 14+050, 67.0m RT.		16	
STA. 14+055, 67.0m RT.		21	
STA. 14+056, 27.5m RT.		51	
STA. 14+058, 22.0m RT.	12		
STA. 14+067, 45.0m RT.		25	
STA. 14+067, 48.0m RT.		18	
STA. 14+067, 69.0m RT.		18	
STA. 14+070, 27.5m RT.		25	
STA. 14+070, 37.0m RT.	7		
STA. 14+070, 73.0m RT.		35	
STA. 14+072, 41.5m RT.	7		
STA. 14+073, 84.0m RT.	12		
STA. 14+075, 46.0m RT.	7		
STA. 14+078, 36.0m RT.		37	
STA. 14+078, 74.0m RT.	12		
STA. 14+080, 46.0m RT.	9		
STA. 14+083, 84.0m RT.		21	
STA. 14+085, 28.0m RT.		28	
STA. 14+086, 45.5m RT.	9		
STA. 14+087, 74.0m RT.	9		
STA. 14+090, 82.0m RT.		18	
STA. 14+091, 35.5m RT.	7		
STA. 14+092, 45.0m RT.	7		
STA. 14+094, 23.0m RT.	7		
STA. 14+094, 27.0m RT.	7		
STA. 14+094, 32.0m RT.	7		
STA. 14+094, 36.5m RT.	7		
STA. 14+094, 40.5m RT.	7		
STA. 14+096, 43.0m RT.		18	
STA. 14+096, RT. TO			0.043
STA. 14+145, RT.			
STA. 14+097, 48.0m RT.		30	
STA. 14+100, 33.0m RT.		28	
STA. 14+100, 47.0m RT.		16	
STA. 14+105, 71.0m RT.		18	
STA. 14+109, 66.0m RT.		16	
STA. 14+115, 69.0m RT.		18	
STA. 14+254, 17.0m RT.		36	
STA. 14+260, 19.7m RT.		18	
STA. 14+263, 19.8m RT.		18	
STA. 14+268, 17.8m RT.		24	
STA. 14+276, 18.8m RT.		18	
STA. 14+289, 21.5m RT.		18	

TREE REMOVAL			
IL RTE 40			
LOCATION STA. TO STA.	QUANTITY		
	6-15 UNITS	OVER 15 UNITS	HECTARES
Rihmar Road			
STA. 0+808, 6.2m RT.		16	
STA. 0+811, 6.3m RT.		18	
STA. 0+816, 5.9m RT.		16	
STA. 0+818, 6.2m RT.		16	
STA. 0+823, 5.2m RT.		18	
STA. 0+826, 5.3m RT.		18	
STA. 0+850, 7.1m RT.		28	
STA. 0+851, 10.0m RT.		23	
Alta Road			
STA. 0+962, 16.4m RT.	10		
TOTALS	505	1478	0.043
TOTALS (ADJUSTED) *	657	1921	0.043

* QUANTITIES HAVE BEEN INCREASED 30% FOR TREE GROWTH OVER A PERIOD OF APPROXIMATELY 12 YEARS. ORIGINAL TREE SURVEY PERFORMED IN 1994.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

DRAWN BY: SAS
CHECKED BY: ECM
DATE: 09/01/06

COMB. CURB & GUTTER REMOVAL	METER
LT. STA. 13+708 TO STA. 13+728	25.2
LT. STA. 14+759	1
LT. STA. 14+771.6	1
RICHMAR RD.	
LT. STA. 0+895 TO STA. 0+970	75
ALTA RD.	
RT. STA. 0+960 TO STA. 0+964	14.5
TOTAL	116.7

PAVEMENT REMOVAL	SQ M
STA. 13+750 TO STA. 14+000	
RT. STA. 13+844.6 TO STA. 14+000	196.8
STA. 14+900 TO STA. 15+150	
RT. STA. 15+120 TO STA. 15+150	12.9
STA. 15+150 TO STA. 15+350	
RT. STA. 15+150 TO STA. 15+274.43	120.3
RICHMAR RD.	
RT. STA. 0+784.97 TO STA. 0+911.62	1271.7
TOTAL	1601.7

PAVED SHOULDER REMOVAL	SQ M
STA. 13+700 TO STA. 13+750	
LT. STA. 13+720 TO STA. 13+750	36
RT. STA. 13+716 TO STA. 13+750	62
STA. 13+750 TO STA. 14+000	
LT. STA. 13+750 TO STA. 14+000	700
RT. STA. 13+750 TO STA. 14+000	455
STA. 14+000 TO STA. 14+200	
LT. STA. 14+000 TO STA. 14+093	252.7
RT. STA. 14+000 TO STA. 14+033	60
RT. STA. 14+060 TO STA. 14+067	12.7
LT. STA. 14+104 TO STA. 14+156	70
RT. STA. 14+115 TO STA. 14+125	25.5
RT. STA. 14+176 TO STA. 14+187	16.1
ALTA RD.	
RT. STA. 0+924 TO STA. 0+953	38.2
RT. STA. 0+961 TO STA. 0+970	10.2
TOTAL	1738.4

BITUMINOUS SHOULDER REMOVAL	METER
RT. STA. 14+030 TO STA. 14+200	170
LT. STA. 14+156 TO STA. 14+200	44
STA. 14+200 TO STA. 14+450	
LT.&RT. STA. 14+200 TO STA. 14+391	382
STA. 14+900 TO STA. 15+150	
LT. STA. 15+139 TO STA. 15+150	11
STA. 15+150 TO STA. 15+350	
LT. STA. 15+150 TO STA. 15+350	200
RT. STA. 15+267 TO STA. 15+350	83
STA. 15+350 TO STA. 15+600	
LT. STA. 15+350 TO STA. 15+600	250
RT. STA. 15+350 TO STA. 15+400	50
TOTAL	1190

BUILDING REMOVAL	L SUM
STA. 13+750 TO STA. 14+000	
BLDG. #1-STA. 13+809, 32m LT.	1
BLDG. #2-STA. 13+869, 25m LT.	1
BLDG. #3-STA. 13+889, 25m LT.	1

REMOVE EXISTING CULVERTS	METER	
LOCATION	SIZE(mm)/TYPE	METER
STA. 13+750 TO STA. 14+000		
STA. 13+768 A.R.	*	26.0
STA. 15+150 TO STA. 15+350		
STA.15+254 RT.	381 CMP	23
STA. 15+350 TO STA. 15+600		
STA. 15+563 A.R.	457 VCP	12.5
ALTA RD.		
LT. STA. 0+863	381 RCCP	3
TOTAL		64.5

* 610mm x 610mm CONCRETE BOX CULVERT EXTENDED WITH 610mm RCP & CONCRETE END SECTIONS - SEE CROSS SECTIONS

PIPE CULVERT REMOVAL	EACH	
STATION	SIZE(mm)/TYPE	EACH
STA. 13+750 TO STA. 14+000		
STA. 13+803 RT.	381 CMP	1
STA. 13+830 RT.	381 CMP	1
STA. 13+855 RT.	381 CMP	1
STA. 13+899 RT.	381 CMP	1
STA. 13+923 RT.	381 CMP	1
STA. 13+948 RT.	381 CMP	1
STA. 13+983 RT.	381 CMP	1
STA. 14+000 TO STA. 14+200		
STA. 14+011 RT.	381 CMP	1
STA. 14+062 RT.	381 CMP	1
STA. 14+120 RT.	381 CMP	1
STA. 14+182 RT.	381 CMP	1
STA. 14+200 TO STA. 14+450		
STA. 14+242 LT.	381 VCP	1
STA. 14+248 RT.	381 VCP	1
STA. 14+432 RT.	356 VCP	1
STA. 15+150 TO STA. 15+350		
STA. 15+246 LT.	381 RCP	1
RICHMAR RD.		
STA. 0+792, RT.	381 CMP	1
STA. 0+860, LT.	610 CMP	1
STA. 0+860, LT.	457 CMP	1
STA. 0+865, LT.	381 CMP	1
STA. 0+892, LT.	381 CMP	1
ALTA RD.		
STA. 0+834, RT.	381 CMP	1
STA. 0+920, RT.	305 CMP	1
STA. 0+958, RT.	305 CMP	1
STA. 0+885, LT.	600 RCP	1
STA. 0+919, LT.	600 RCP	1
TOTAL		25

DRIVEWAY PAVEMENT REMOVAL	SQ M
STA. 13+750 TO STA. 14+000	
LT. 13+763	300
RT. STA. 13+804 TO STA. 13+815	173.5
RT. STA. 13+823	42
LT. STA. 13+857	30
LT. STA. 13+857	37.8
LT. STA. 13+918	68.4
LT. STA. 13+961	33.2
RT. STA. 13+985	158
RT. STA. 13+994	8
STA. 14+000 TO STA. 14+200	
RT. STA. 14+011	69
RT. STA. 14+178 TO STA. 14+186	72
ALTA RD.	
RT. STA. 0+911 TO STA. 0+926	61.2
RT. STA. 0+950 TO STA. 0+963	32
LT. STA. 0+885	250
LT. STA. 0+919	205
TOTAL	1540.1

SIDEWALK REMOVAL	SQ M
STA. 13+750 TO STA. 14+000	
LT. STA. 13+862 TO STA. 13+868	40
LT. 13+801	75
TOTAL	115

FENCE REMOVAL	METER
STA. 13+750 TO 14+000	
RT. STA. 13+803	15
LT. STA. 13+899 TO STA. 13+927	83
TOTAL	98

GUTTER REMOVAL	METER
STA. 14+000 TO 14+200	
LT. STA. 14+106 TO STA. 14+153	59
TOTAL	59

CONCRETE HEADWALL REMOVAL	EACH
LT. STA. 15+246	2
LT. & RT. STA. 15+563	2
ALTA RD.	
LT. STA. 0+863	1
RT. STA. 0+920	1
TOTAL	6

STORM SEWER REMOVAL	METER
STA. 13+750 TO STA. 14+000	
LT. STA. 13+854 TO STA. 14+000	146
STA. 14+000 TO STA. 14+200	
LT. STA. 14+000 TO STA. 14+034	44
LT. STA. 14+108 TO STA. 14+183	75
TOTAL	265

NOTE 1: EXISTING INLETS ARE 381mm TEE'S WITH GRATES. REMOVAL SHALL BE INCLUDED IN STORM SEWER REMOVAL.

FURNISH PROFILOGRAPH	LUMP SUM
LOCATION	
	1

ENGINEER'S FIELD OFFICE, TYPE A	CAL MO
LOCATION	
	20

TRAFFIC CONTROL SCHEDULE					
TRAFFIC CONTROL AND PROTECTION					TRAFFIC CONTROL
STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	AND SURVEILLANCE
701331	701201	701306	701326	701406	CAL DAY
EACH	L SUM	L SUM	L SUM	L SUM	
1	1	1	1	1	

CONSTRUCTION LAYOUT	L SUM
LOCATION	
ENTIRE PROJECT	1

TRAINEES	HOUR
TOTAL	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TABULATION OF PLAN SHEET QUANTITIES

DATE: 09/01/06

DRAWN BY: JDU
 CHECKED BY: ECM

STATION		TOPSOIL EXCAVATION STAGE 1 or 2 CU M	EARTH	EXCAVATION TO BE	EMBANKMENT	EARTHWORK BALANCE
FROM	TO		EXCAVATION (CUT) STAGE 1 or 2 CU M	USED IN EMBANKMENT (ADJUSTED 20%) STAGE 1 or 2 CU M	REQUIRED (FILL) STAGE 1 or 2 CU M	WASTE (+) OR SHORTAGE (-) STAGE 1 OR 2 CU M
ROUTE 40			CU M	CU M	CU M	CU M
13+701.78	13+768.00	0.0	240.9	192.7	92.9	+99.8
13+768.00	13+825.00	0.0	253.4	202.7	275.9	-73.2
13+825.00	14+050.00	0.0	2,183.6	1,746.9	232.8	+1,514.1
14+050.00	14+102.52	0.0	63.0	50.4	142.9	-92.5
14+102.52	14+200.00	424.4	1,384.8	1,107.8	63.4	+1,044.4
14+200.00	14+350.00	475.8	680.2	544.2	1,535.2	-991.0
14+350.00	14+475.00	238.2	784.4	627.5	74.2	+553.3
14+475.00	14+600.00	0.0	194.2	155.4	1,251.0	-1,095.6
14+600.00	15+300.00	580.6	4,205.3	3,364.2	202.3	+3,161.9
15+300.00	15+400.00	0.0	227.2	181.8	1,029.9	-848.1
15+400.00	15+550.00	0.0	1,495.1	1,196.1	61.9	+1,134.2
15+550.00	15+563.00	0.0	43.5	34.8	41.7	-6.9
15+563.00	15+725.00	0.0	1,583.2	1,266.6	76.6	+1,190.0
FRONTAGE ROAD #2						
2+078.810	2+450.000	0.0	0.0	0.0	0.0	0.0
SERVICE DRIVE #1						
12+465.000	12+555.087	0.0	0.0	0.0	0.0	0.0
RICHMAR ROAD						
0+784.97	0+900.00	0.0	847.5	678.0	77.2	+600.8
ALTA ROAD						
0+765.00	0+870.00	0.0	448.1	358.5	187.9	+170.6
0+870.00	0+930.00	0.0	188.7	151.0	204.3	-53.3
0+930.00	0+970.00	0.0	252.0	201.6	86.4	+115.2
TOTALS		1,719.0 *	15,075.1	12,060.1	5,636.5	+6,423.6

* ADDITIONAL TOPSOIL EXCAVATION QUANTITY = 310 CU M, LOCATED AT A STOCKPILE LOCATION, LEFT STA. 14+225 TO STA. 14+265. THE STOCKPILED TOPSOIL HAS NOT BEEN INCLUDED IN THE END AREA CALCULATIONS BUT IS INCLUDED IN THE TOTAL QUANTITY OF TOPSOIL EXCAVATION.

GRANULAR EMBANKMENT, SPECIAL	
LOCATION	METRIC TON
ALTA ROAD STA. 0+828 TO 0+999	1,555
TOTAL	1,555 M TON

STATION		TOPSOIL EXCAVATION STAGE 3 CU M	EARTH	EXCAVATION TO BE	EMBANKMENT	EARTHWORK BALANCE
FROM	TO		EXCAVATION (CUT) STAGE 3 CU M	USED IN EMBANKMENT (ADJUSTED 20%) STAGE 3 CU M	REQUIRED (FILL) STAGE 3 CU M	WASTE (+) OR SHORTAGE (-) STAGE 3 CU M
ROUTE 40			CU M	CU M	CU M	CU M
13+701.78	13+750.00	0.0	209.1	167.3	31.1	+136.2
13+750.00	14+000.00	0.0	830.0	664.0	135.3	+528.7
14+000.00	14+200.00	0.0	907.9	726.3	3.8	+722.5
14+200.00	14+450.00	0.0	960.0	768.0	3.0	+765.0
14+450.00	14+700.00	0.0	380.4	304.3	3.7	+300.6
14+700.00	14+900.00	0.0	18.0	14.4	0.0	+14.4
14+900.00	15+150.00	0.0	255.5	204.4	3.4	+201.0
15+150.00	15+350.00	214.0	491.1	392.9	28.0	+364.9
15+350.00	15+725.00	0.0	545.3	436.2	4.1	+432.1
FRONTAGE ROAD #2						
2+078.810	2+450.000	0.0	0.0	0.0	0.0	0.0
SERVICE DRIVE #1						
12+465.000	12+555.087	0.0	0.0	0.0	0.0	0.0
RICHMAR ROAD						
0+784.97	0+900.00	0.0	0.0	0.0	0.0	0.0
ALTA ROAD						
0+765.00	0+970.00	0.0	0.0	0.0	0.0	0.0
TOTALS		214.0	4,597.3	3,677.8	212.4	+3,465.4

STATION		TOPSOIL PLACEMENT 100MM SQ M	EARTH	EXCAVATION TO BE	EMBANKMENT	EARTHWORK BALANCE
FROM	TO		EXCAVATION (CUT) STAGE 4 CU M	USED IN EMBANKMENT (ADJUSTED 20%) STAGE 4 CU M	REQUIRED (FILL) STAGE 4 CU M	WASTE (+) OR SHORTAGE (-) STAGE 4 CU M
ROUTE 40			CU M	CU M	CU M	CU M
13+701.78	14+075.00	6,598.7	0.0	0.0	0.0	0.0
14+075.00	14+125.00	593.0	364.2	291.4	47.2	+244.2
14+125.00	15+725.00	18,055.7	0.0	0.0	0.0	0.0
FRONTAGE ROAD #2						
2+078.810	2+450.000	1,979.3	2,600.4	2,080.3	243.6	+1,836.7
SERVICE DRIVE #1						
12+465.000	12+555.087	510.0	724.0	579.2	0.0	+579.2
RICHMAR ROAD						
0+784.97	0+900.00	1,551.8	0.0	0.0	0.0	0.0
ALTA ROAD						
0+765.00	0+970.00	2,279.5	0.0	0.0	0.0	0.0
SANITARY SEWER CONSTRUCTION						
		3,602.0				
TOTALS		35,170.0	3,688.6	2,950.9	290.8	+2,660.1

NOTES:
1. APPROXIMATE WASTE, ASSUMING A 20% SHRINKAGE FACTOR = 12,549 CU M
18,688.8 CU M (ADJ.) - 6,139.8 CU M = ± 12,549 CU M
2. TOTAL TOPSOIL EXCAVATION QUANTITY = 2,243 CU M, TOPSOIL PLACEMENT
NEEDED = 3,517 CU M. ADDITIONAL TOPSOIL REQUIRED = 1,274 CU M = 12,740 SQ M TOPSOIL FURNISH AND PLACE, 100 mm

Q-6

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

EROSION CONTROL BLANKET				
LOCATION		DITCH LENGTH METER	BLANKET	
STA. TO STA.	LT/RT		WIDTH METER	AREA SQ M
IL RTE 40				
13+716 TO 14+090	RT	374	3.2	1,197
13+724 TO 13+768	LT	44	3.2	141
13+746 TO 13+768	LT	38	3.2	122
13+768 TO 13+841	LT	73	3.2	234
13+841 TO 13+844	LT	42	3.2	134
13+841 TO 14+089	LT	248	3.2	794
14+120 TO 14+400	LT	280	3.2	896
14+111 TO 14+400	RT	289	3.2	925
14+403 TO 14+425	RT	22	3.2	70
14+436 TO 14+510	RT	74	3.2	237
14+470 TO 14+471	RT	25	3.2	80
15+133 TO 15+240	RT	107	3.2	342
15+150 TO 15+600	LT	450	3.2	1,440
15+264 TO 15+564	RT	300	3.2	960
RICHMAR ROAD				
0+789 TO 0+867	LT	88	2.59	228
0+857 TO 0+863	LT	30	2.59	78
0+796 TO 0+911	RT	115	2.59	298
0+875 TO 0+884	LT	9	2.59	23
0+892 TO 0+962	LT	44	2.59	114
ALTA ROAD				
0+778 TO 0+829	LT	51	2.59	132
0+778 TO 0+829	RT	51	2.59	132
0+838 TO 0+913	RT	75	2.59	194
0+839 TO 0+871	LT	32	2.59	83
0+894 TO 0+910	LT	16	2.59	41
0+925 TO 0+979	RT	54	2.59	140
0+929 TO 0+970	LT	41	2.59	106
TOTAL				9,141

* ALL DITCHES NOT OTHERWISE LINED WITH SOD, FABRIC FORMED REVETMENT MAT, OR RIP RAP SHALL BE LINE WITH EXCELSIOR BLANKET (ARTICLE 251.04(c)).

-FOR 610 mm WIDE DITCHES, A WIDTH OF 2.59 m (PAY WIDTH) SHALL BE USED.
-FOR 1.22 m WIDE DITCHES, A WIDTH OF 3.2 m (PAY WIDTH) SHALL BE USED.

THE EROSION CONTROL BLANKET SHALL BE CENTERED IN THE DITCH BOTTOM.

PERIMETER EROSION CONTROL BARRIER		
LOCATION	LT/RT	LENGTH
STA. TO STA.		METER
IL RTE 40		
13+708 TO 13+749	RT	44
13+753 TO 13+838	LT	144
13+849 TO 14+089	LT	344
14+120 TO 14+543	LT	429
14+330 TO 14+400	RT	76
14+404 TO 14+428	RT	25
14+433 TO 14+500	RT	108
15+150 TO 15+558	LT	408
15+149 TO 15+244	RT	95
15+562 TO 15+741	LT	179
FRONTAGE RD. #2		
2+389 TO 2+413	RT	56
SERVICE DRIVE #1		
12+458 TO 12+519	RT	81
TOTAL		1,989

FERTILIZER NUTRIENTS			
LOCATION	NITROGEN kg	PHOSPHORUS kg	POTASSIUM kg
SEEDING AREAS	330	330	330
SODDED AREAS	15	15	15
TOTALS	345	345	345

SODDING			
LOCATION	SUPPLEMENTAL WATERING UNIT	SODDING SQ M	SALT TOLERANT SODDING SQ M
STA. TO STA.			
IL RTE 40			
Lt. Sta. 14+035 north to Alta Road, then west along the south side of Alta Road to Rt. Sta. 0+916 (Edge of Aggregate Shoulder to R.O.W)			
	32.8		826
RICHMAR RD.			
Rt. Sta. 0+785 to 0+917 (Edge of Aggregate Shoulder to R.O.W)			
	26.1	477	
ALTA ROAD			
0+765 TO 0+970 (Edge of Aggregate Shoulder to R.O.W)			
	15.0		659
SERVICE DRIVE #1			
12+470 TO END (Back of curb to T.E. limits)			
	24.2	183	
TOTALS	98.1	660	1,485

SEEDING		
LOCATION	CLASS 1 HECTARES	CLASS 2A HECTARES
STA. TO STA.		
IL RTE 40		
13+700 TO 13+750		0.067
13+750 TO 14+000		0.470
14+000 TO 14+200		0.325
14+200 TO 14+450		0.557
14+450 TO 14+700		0.214
14+700 TO 14+996		0.0
14+996 TO 15+150		0.088
15+150 TO 15+350		0.345
15+350 TO 15+600		0.319
15+600 TO 15+725		0.092
RICHMAR ROAD		
0+805 TO 0+970		0.109
FR. #2		
2+078 TO 2+450		0.198
ALTA ROAD		
0+765 TO 0+970		0.121
SANITARY SEWER CONSTRUCTION		
	0.360	
SERVICE DRIVE #1		
12+470 TO END		0.032
TOTALS	0.360	2.94

MULCH	
LOCATION	METHOD NO.2 PROCEDURE NO.2 M TON
TOTAL	19.7

NOTE: MULCH QUANTITY BASED ON SEEDING AND TEMPORARY EROSION CONTROL SEEDING AREAS MINUS THE EROSION CONTROL BLANKET AREA.

TEMPORARY EROSION CONTROL SEEDING	
LOCATION	HECTARE
PROJECT LIMITS	2.0
TOTAL	2.0

INLET AND PIPE PROTECTION		
LOCATION	LT/RT	EACH
STA. TO STA.		
IL RTE 40		
13+600 TO 13+750	LT	2
	RT	2
13+750 TO 14+000	LT	1
	RT	1
14+000 TO 14+200	LT	0
	RT	2
14+200 TO 14+450	LT	0
	RT	2
14+450 TO 14+700	LT	0
	RT	0
14+700 TO 14+900	LT	2
	RT	0
14+900 TO 15+150	LT	1
	RT	2
15+150 TO 15+350	LT	0
	RT	2
15+350 TO 15+600	LT	2
	RT	2
15+600 TO 15+800	LT	0
	RT	0
RICHMAR ROAD		
0+800 TO 0+970	LT	6
	RT	3
FRONTAGE ROAD #2		
2+030 TO 2+300	LT	10
	RT	5
2+300 TO 2+450	LT	4
	RT	5
SERVICE DRIVE #1		
12+440 TO 12+555	LT	3
	RT	2
ALTA ROAD		
0+750 TO 0+970	LT	7
	RT	4
TOTAL		70

TEMPORARY DITCH CHECKS		
LOCATION	LT/RT	EACH
STA. TO STA.		
IL RTE 40		
13+600 TO 13+750	LT	1
	RT	1
13+750 TO 14+000	LT	8
	RT	5
14+000 TO 14+200	LT	4
	RT	3
14+200 TO 14+450	LT	9
	RT	4
14+450 TO 14+700	LT	8
	RT	7
14+700 TO 14+900	LT	4
	RT	6
14+900 TO 15+150	LT	6
	RT	1
15+150 TO 15+350	LT	7
	RT	2
15+350 TO 15+600	LT	3
	RT	5
15+600 TO 15+800	LT	2
	RT	3
RICHMAR ROAD		
0+800 TO 0+970	LT	5
	RT	4
FRONTAGE ROAD #2		
2+030 TO 2+300	LT	0
	RT	0
2+300 TO 2+450	LT	0
	RT	1
ALTA ROAD		
0+750 TO 0+970	LT	6
	RT	5
TOTAL		110

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TABULATION OF PLAN SHEET QUANTITIES

DATE: 09/01/06

Q-7
DRAWN BY: JDU
CHECKED BY: ECM

STA. TO STA. * LOCATION	SUB-BASE GRANULAR MATERIAL		SURFACE COURSE	SHOULDERS	
	TYPE A 300MM	TYPE A 460MM	TYPE B 150MM	TYPE B	TYPE B 150MM
	SQ M	SQ M	M TON	M TON	SQ M
IL RTE 40					
13+707.18 to 13+750		186		18	
13+750 to 14+000		2600		183	
14+000 to 14+200	1717	1181		120	22.6
14+200 to 14+450	2678	1757	16	183	
14+450 to 14+700	3341			183	
14+700 to 14+900	557	1403		127	
14+900 to 15+150	1706	2083		183	
15+150 to 15+350	3663			138	17.8
15+350 to 15+600	4255	391		183	
15+600 to 15+800		2346		86	
RICHMAR					
0+784.9 to 0+911.6	1171		182		280
FRONTAGE RD. #2					
2+060.6 to 2+300		2327	51		
2+300 to 2+450	1573	146	53		
SERVICE DR. #1					
12+460 to 12+556	1126		16		
ALTA					
0+750 to 0+970			28		757
TOTAL	21787	14420	346	1404	1077.4

* REFER TO CROSS SECTION FOR EXACT STATION TO STATION LOCATIONS & THICKNESSES

PAVEMENT - CURB & GUTTER - PROTECTIVE COAT		
LOCATION	COMB CC&G TB15.60	PROTECTIVE COAT
STA. TO STA.	METER	SQ M
RICHMAR ROAD		
LT. 0+895 TO IL RTE 40	88	176
FRONTAGE ROAD #2		
LT. & RT. 2+061 TO 2+084	46	92
LT. & RT. 2+084 TO 2+144 (INCLUDES ENTRANCES)	120	312
LT. & RT. 2+148 TO 2+181 (INCLUDES ENTRANCES)	66	188
LT. & RT. 2+185 TO 2+218 (INCLUDES ENTRANCES)	66	152
LT. & RT. 2+222 TO 2+257 (INCLUDES ENTRANCES)	70	178
LT. & RT. 2+261 TO 2+324 (INCLUDES ENTRANCES)	126	314
LT. & RT. 2+328 TO 2+356 (INCLUDES ENTRANCES)	56	132
LT. & RT. 2+360 TO 2+388 (INCLUDES ENTRANCES)	56	146
LT. 2+392 TO IL RTE 40 (INCLUDES ENTRANCES)	72	142
RT. 2+392 TO INLET 35	31	62
INLET 37 TO IL RTE 40	54	108
SERVICE DR. #1		
INLET 37 TO LT. 12+478	9	18
INLET 35 TO RT. 12+478	36	72
LT. & RT. 12+482 TO 12+518	72	142
LT. & RT. 12+522 AROUND CUL-DE-SAC	97	224
ALTA ROAD		
LT. STA. 0+883 (CE)		392
LT. STA. 0+919 (CE)		328
TOTAL	1065	3178

P.C.C. DRIVEWAY PAVEMENT, 200MM		
LOCATION		
STA. TO STA.	LT/RT	SQ M
FRONTAGE ROAD #2		
2+107 & 2+113	RT	23.7
2+132 & 2+136	RT	17.5
2+164	RT	10.0
2+204	RT	10.0
2+230	RT	10.0
2+253	RT	10.0
2+294 & 2+301	RT	26.1
2+319	RT	10.0
2+380	RT	16.6
SERVICE DRIVE #1		
12+535	RT	18.1
ALTA ROAD		
0+883	LT	196.0
0+919	LT	164.0
TOTAL		512.0

STONE DUMPED RIPRAP, CLASS A4	
LOCATION	M TON
FRONTAGE ROAD #2	
RT. STA. 2+415	21.4
TOTAL	21.4

FILTER FABRIC	
LOCATION	SQ M
FRONTAGE ROAD #2	
RT. STA. 2+415	30
TOTAL	30

BITUMINOUS PRIME & AGGREGATE				
LOCATION	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	NUMBER & TYPE OF APPLICATIONS	STRIP REFLECTIVE CRACK CONTROL TREATMENT
STA.	M TON	M TON		METER
IL RTE 40				
13+707 to 13+750	1.7	17.1	3 PRIME/2 AGG	43
13+750 to 14+000	2.5	20.4	3 PRIME/2 AGG	250
14+000 to 14+200	1.8	15.3	3 PRIME/2 AGG	200
14+200 to 14+450	1.8	10.0	3 PRIME/2 AGG	250
14+450 to 14+700	1.8	10.4	3 PRIME/2 AGG	250
14+700 to 14+900	2.2	14.7	3 PRIME/2 AGG	200
14+900 to 15+150	1.8	9.9	3 PRIME/2 AGG	250
15+150 to 15+350	1.6	9.2	3 PRIME/2 AGG	200
15+350 to 15+600	1.8	9.9	3 PRIME/2 AGG	250
15+600 to 15+730	1.0	5.3	3 PRIME/2 AGG	130
RICHMAR				
0+800 to 0+912	0.7	2.2	2 FOG/1 AGG	
SERVICE DR. #1				
12+434 to 12+556	0.5	4.5	2 FOG/2 AGG	
FRONTAGE ROAD #2				
2+030 to 2+300	1.2	8.3	2 FOG/2 AGG	
2+300 to 2+450	1.1	9.4	2 FOG/2 AGG	
ALTA				
0+750 to 0+970	0.6	5.9	2 FOG/2 AGG	
TOTALS	22.1	152.5		2023

BITUMINOUS APPLICATION RATES

BITUMINOUS MATERIALS (PRIME COAT)

- ON EXISTING PAVEMENT - 0.2 L / SQ M
- FOG COAT ON LEVELING BINDER - 0.1 L / SQ M
- FOG COAT ON BINDER - 0.1 L / SQ M

AGGREGATE (PRIME COAT)

- ON EXISTING PAVEMENT - 2 KG / SQ M
- ON FOG COATS - 1 KG / SQ M

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)				
LOCATION	MAX. DEPTH OF CUT (mm)	CROSS SLOPE %	POINT OF CONTROL	SQ M
IL RTE 40				
N.B. LANES • 13+640 - 13+684	38	1.56	EXIST. C	482.7
S.B. LANES • 13+661 - 13+684	38	1.56	EXIST. C	248.5
EAST SHOULDER FOR IL RTE 40				
13+872 - 14+000				142.3
14+000 - 14+200				252.4
14+200 - 14+450				705.9
14+450 - 14+605.4	***	***	**	445.9
14+810.5 - 14+900			**	261.5
14+900 - 15+150			**	651.8
15+150 - 15+350			**	387.6
15+350 - 15+401			**	182.6
TOTAL				3761.2

BITUMINOUS SURFACE REMOVAL- BUTT JOINT		TEMPORARY RAMP
LOCATION	SQ M	SQ M
IL RTE 40 13+707.18 TO 13+719.18	288	24
IL RTE 40 15+718 TO 15+730	182.9	15.2
MOSSVILLE ROAD 2+016.3 TO 2+028.3	156.8	11.0
WILHELM RD. 1+971.3 TO 1+983.3	131.8	11.0
DEERBROOK DRIVE 1+016 TO 1+028.54	147.0	9.4
ALTA ROAD 0+776.89 TO 0+816	229.4	6.1
TOTAL	1135.9	76.7

CLASS D PATCHES		
LOCATION	TYPE II	TYPE IV
	200MM SQ M	300MM SQ M
IL RTE 40		
13+768		27.5
15+561		26.5
DEERBROOK DR.		
STA. 1+017	13.5	
STA. 1+020	11.4	
EVA LANE	6.0	
TOTAL	30.9	54.0

CONSTRUCTING TEST STRIP	
LOCATION	EACH
ENTIRE PROJECT	6

- REFER TO CONSTRUCTION STAGING PLAN SHEETS
- PROPOSED EDGE OF PAVEMENT ELEVATION - REFER TO TYPICAL SECTIONS
- REFER TO THE TYPICAL SECTIONS AND CROSS SECTIONS FOR SHOULDER SLOPE AND APPROXIMATE DEPTH OF CUT

LOCATION	BITUMINOUS SCHEDULE												
	BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE		BITUMINOUS BASE COURSE SUPERPAVE			BITUMINOUS BASE COURSE WIDENING, SUPERPAVE		BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70	BITUMINOUS SHOULDERS, SUPERPAVE			LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70	CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70
	300MM SQ M	290MM SQ M	150MM SQ M	200MM SQ M	M TON	200MM SQ M	250MM SQ M		150MM SQ M	200MM SQ M	M TON		
IL RTE 40													
13+707 to 13+750	154						13	60		29	43	13	87
13+750 to 14+000	1965							307		597	148	238	307
14+000 to 14+200	2495				466			245		404	46	157	245
14+200 to 14+450	3703							100		695	104	53	100
14+450 to 14+700	2541							216		763	83	101	216
14+700 to 14+900	1630							276		305	74	229	314
14+900 to 15+150	2989			8				164		763	141	76	164
15+150 to 15+350	3023							106		610	47	75	128
15+350 to 15+600	935	2919						148	569	187	71	50	22
15+600 to 15+800		1981						167	348		56	36	
RICHMAR													
0+800 to 0+970				996				102					102
FRONTAGE ROAD #2													
2+060 to 2+300			79	1898				193					193
2+300 to 2+450			28	1449				148					148
SERVICE DRIVE #1													
12+434 to 12+556				928				95					95
ALTA													
0+750 to 0+970			97	1032	263	65		189					232
TOTALS	19,435	4900	212	6769	263	65	33	2516	917	4353	813	1028	2353

REVISIONS	
NAME	DATE

TABULATION OF PLAN SHEET QUANTITIES

LOCATION	STORM SEWER SCHEDULE								
	STORM SEW CL A 1 300	STORM SEW CL A 1 450	STORM SEW CL A 2 300	STORM SEW CL A 2 450	PRC FL-END SEC 300	PRC FL-END SEC 450	INLETS, TYPE G-1	MAN A 1.2D TIF CL	TRENCH BACKFILL
	METER	METER	METER	METER	EACH	EACH	EACH	EACH	CU M
F.R. #2									
2+086		8					2		1.6
LT. 2+086 to DITCH		4							
LT. 2+088						1			
RT. 2+086 to 2+146		52							5.6
LT. 2+146	2				1		2		0.9
2+183	10				1		2		1.9
2+220	10				1		2		1.9
2+259	10				1		2		1.9
2+326	9				1		2		1.9
2+358	8						2		1.8
LT. 2+358 to 2+390	30								7.4
2+390	8						2		1.8
LT. 2+390 to RT. 2+420.5		28						1	10.7
RT. 2+420.5									
RT. 2+416							1		
RT. 2+420.5 to 2+413.4				18					14.4
RT. 2+413.4						1			
SERVICE DRIVE #1									
RT. 12+448 to LT. 12+460				14					26.6
LT. 12+460							1		
12+460 to 12+480			12						8.4
12+480			8				2		13.8
12+480 to 12+520	37								8.6
12+520	8						2		3.8
TOTAL	132	92	20	32	5	2	22	1	113.0

PIPE UNDERDRAINS 100MM	
LOCATION	
STA TO STA	METER
LT. & RT. 13+720 TO 13+758	76
LT. & RT. 13+758 TO 13+920	324
LT. & RT. 13+920 TO 14+082	324
LT. & RT. 14+123 TO 14+260	274
LT. & RT. 14+260 TO 14+395	270
LT. & RT. 14+395 TO 14+460	130
LT. & RT. 14+460 TO 14+530	140
LT. & RT. 14+530 TO 14+600	140
LT. & RT. 14+600 TO 14+675	150
LT. & RT. 14+675 TO 14+745	140
LT. & RT. 14+745 TO 14+895	300
LT. & RT. 14+895 TO 15+009	228
LT. & RT. 15+009 TO 15+100	182
LT. 15+100 TO 15+275	175
RT. 15+100 TO 15+230	130
LT. 15+275 TO 15+420	145
RT. 15+270 TO 15+420	150
LT. & RT. 15+420 TO 15+564	288
LT. & RT. 15+564 TO 15+714	300
TOTAL	3866

CONCRETE HEADWALL FOR PIPE DRAINS	
LOCATION	
STATION	EACH
LT. & RT. 13+758	2
LT. & RT. 13+920	2
LT. & RT. 14+123	2
LT. & RT. 14+260	2
LT. & RT. 14+395	2
LT. & RT. 14+460	2
LT. & RT. 14+530	2
LT. & RT. 14+600	2
LT. & RT. 14+675	2
LT. & RT. 14+745	2
LT. & RT. 14+895	2
LT. & RT. 15+009	2
LT. & RT. 15+100	2
RT. 15+230	1
LT. 15+275	1
LT. & RT. 15+420	2
LT. & RT. 15+564	2
TOTAL	32

PIPE UNDERDRAINS 100MM (SPECIAL)		
LOCATION	METER	
	LT.	RT.
13+758	5	6
13+920	6	3
14+123	4	4
14+260	6	3
14+395	6	3
14+460	6	3
14+530	8	4
14+600	8	4
14+675	7	3
14+745	6	3
14+895	6	4
15+009	6	4
15+100	5	4
15+230		4
15+275	7	
15+420	6	4
15+564	6	4
SUBTOTALS	98	60
TOTAL	158	

REVISIONS	
NAME	DATE

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ILLINOIS DEPARTMENT OF TRANSPORTATION

**TABULATION OF PLAN
SHEET QUANTITIES**

DRAWN BY: JDU
CHECKED BY: ECM

DATE: 09/01/06

R.O.W. MARKERS			
LOCATION			EACH
STATION	OFFSET	LT/RT	
<u>IL RTE 40</u>			
13+710.42	73.167	RT	1
13+755.02	73.664	RT	1
13+755.79	50.441	RT	1
13+798.72	33.863	RT	1
13+908.72	32.903	RT	1
13+777.86	33.528	LT	1
13+778.13	43.538	LT	1
<u>RICHMAR ROAD</u>			
0+817.12	8.202	RT	1
0+817.12	9.144	RT	1
0+847.60	9.144	RT	1
0+899.42	11.576	RT	1
0+801.88	7.038	LT	1
0+826.69	10.668	LT	1
0+848.78	11.759	LT	1
<u>IL RTE 40</u>			
14+014.73	34.296	RT	1
14+047.88	48.143	RT	1
14+082.71	72.204	RT	1
14+122.34	72.204	RT	1
14+140.81	64.541	RT	1
14+158.68	46.628	RT	1
14+186.17	33.165	RT	1
14+199.34	41.937	RT	1
14+209.94	41.937	RT	1
14+210.31	24.384	RT	1
14+036.45	33.528	LT	1
14+036.19	21.336	LT	1
14+088.15	21.336	LT	1
14+122.34	51.816	LT	1
14+143.14	36.576	LT	1
14+188.86	36.576	LT	1
14+219.34	33.528	LT	1
<u>ALTA ROAD</u>			
0+795.78	10.668	RT	1
0+826.31	13.716	RT	1
0+841.55	15.24	RT	1
0+913.15	18.288	RT	1
0+913.15	12.966	RT	1
0+765.30	10.668	LT	1
0+789.72	14.332	LT	1
0+795.73	15.24	LT	1

R.O.W. MARKERS			
LOCATION			EACH
STATION	OFFSET	LT/RT	
<u>IL RTE 40</u>			
14+378.44	24.384	RT	1
14+378.63	18.288	RT	1
14+453.03	18.288	RT	1
14+452.98	19.812	RT	1
14+508.96	27.432	RT	1
14+802.02	42.276	RT	1
14+810.35	34.668	RT	1
<u>IL RTE 40</u>			
15+002.78	36.576	RT	1
15+072.78	30.48	RT	1
15+235.38	30.48	RT	1
15+263.93	27.432	RT	1
15+375	27.432	RT	1
15+223.75	27.432	LT	1
15+224.97	106.68	LT	1
15+293.14	106.68	LT	1
15+286.62	30.48	LT	1
15+313.29	30.529	LT	1
15+377.58	24.384	LT	1
15+491.03	27.432	RT	1
15+724.01	24.384	LT	1
TOTAL			59

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF PLAN SHEET QUANTITIES

DATE: 090106

DRAWN BY: JDU
CHECKED BY: ECM

SIGNING				
LOCATION		SIGN STANDARD	SIGN PANEL-TYPE 1	WOOD SIGN SUPPORT
STATION	LT/RT		SQ M	METER
IL RTE 40				
14+010	LT	R2-1	0.5	5.0
14+029	RT	D1	0.2	4.6
14+072	LT	M1-I100	0.4	5.2
		M3-3	0.2	
14+131	RT	M1-I100	0.4	5.2
		M3-3	0.2	
14+178	LT	D-1	0.2	4.6
14+194	RT	R2-1	0.5	5.0
14+674	LT	R2-1	0.5	5.0
14+688	RT	D-1	0.2	4.6
14+737	LT	M1-I100	0.4	5.2
		M3-3	0.2	
14+795	RT	M1-I100	0.4	5.2
		M3-3	0.2	
14+842	LT	D-1	0.2	4.6
14+854	RT	R2-1	0.5	5.0
15+264	RT	R1-1	0.6	4.6
		R6-3A	0.3	
15+268	RT	2-D1	0.5	4.6
15+282	RT	W9-1	0.6	5.2
15+348	RT	W4-2	0.8	5.2
15+404	RT	W6-3	0.8	5.2
15+484	RT	W6-3	0.8	5.2
		D5-3	0.2	
15+715	LT.	R2-1	0.5	5.0
RICHMAR ROAD				
0+912	RT.	R1-1	0.6	4.6
FRONTAGE RD. #2				
2+012	LT	D5-3	0.2	4.6
2+014	LT	R1-1	0.6	4.6
2+403	RT	R1-1	0.6	4.6
SERVICE DRIVE #1				
12+462	LT	R1-1	0.6	4.6
MAST ARM SIGNS				
ALTA ROAD /				
FRONTAGE ROAD #2				
LOCATION G		D2-1	0.7	
LOCATION H		D2-1	0.7	
LOCATION I		2-D3-1	0.8	
LOCATION J		4-R10-12	1.5	
TOTALS			16.6	117.2

THERMOPLASTIC PAVEMENT MARKING QUANTITIES											
LOCATION	THERMOPLASTIC PAVEMENT MARKING - LINE 100MM		INLAID TAPE PAVEMENT MARKING - LINE 150MM		INLAID TAPE PAVEMENT MARKING - LINE 100MM		THERMOPLASTIC PAVEMENT MARKING - LINE 200MM	THERMOPLASTIC PAVEMENT MARKING - LINE 300MM	THERMOPLASTIC PAVEMENT MARKING - LINE 600MM	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS SQ M	
	SOLID		SKIP-DASH		SKIP-DASH		SOLID	SOLID	DIAGONAL		
	YELLOW	WHITE	WHITE	YELLOW	YELLOW	WHITE	YELLOW WHITE	WHITE	YELLOW		
STA. - STA.	METER	METER	METER	METER	METER	METER	METER	METER	METER		
IL RTE 40											
13+707 - 13+750	95	127		27			88	31	8.5	15.8	4.41
13+750 - 14+000	1002	501		128			34		30		1.47
14+000 - 14+200	581	402		91.5			248	21	27	48.1	13.23
14+200 - 14+450	1000	500		128					30		
14+450 - 14+700	1002	501		128			19		27		1.5
14+700 - 14+900	530	467		91.5			395	21	20	42	22.0
14+900 - 15+150	1000	500		128					30	8	
15+150 - 15+350	670	415		95	16		126	10.5	25		5.9
15+350 - 15+600	1000	505		30.5					16		
15+600 - 15+735	466	285					48.5			11.6	5.9
RICHMAR											
	96					42			8.5		
F.R. #2											
						94.6				3.6	
SERVICE DR. #1											
	52					24.4				4	
ALTA											
	620	415				3.1			44.6		1.47
SUB-TOTAL											
	8114	4618	847.5	16	164.1	958.5	89.5	303.2	137.1	55.9	
TOTALS											
	12732		863.5		164.1	958.5	392.7		137.1	55.9	

LOCATION	RAISED REFLECTIVE PAVEMENT MARKER EACH	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL EACH
IL RTE 40		
13+707 - 13+750	17	0
13+750 - 14+000	65	0
14+000 - 14+200	59	23
14+200 - 14+450	62	0
14+450 - 14+700	61	14
14+700 - 14+900	67	46
14+900 - 15+150	64	12
15+150 - 15+350	54	0
15+350 - 15+600	39	8
15+600 - 15+735	27	32
ALTA		
	25	0
TOTALS		
	540	135

REVISIONS	
NAME	DATE

WORK ZONE PAVEMENT MARKINGS (REFER TO STAGING PLAN SHEETS)						
LOCATION & DESCRIPTION	SHORT TERM PAVEMENT MARKING 100MM	TEMPORARY PAVEMENT MARKING - LINE 100MM	TEMPORARY PAVEMENT MARKING - LINE 200MM	TEMPORARY PAVEMENT MARKING- LETTERS & SYMBOLS	WORK ZONE PAVEMENT MARKING REMOVAL	TEMPORARY PAVEMENT MARKING - LINE 600MM
	METER	METER	METER	SQ M	SQ M	METER
IL RTE 40 - AFTER PRIME						
STA 13+707 TO 14+260 - - STRIPE						
AS 3 LANE W/ BI-DIRECTIONAL TURN LANE						ALTA - 15
- DOUBLE SKIP DASH	113					
- LT. SHOULDER DIAGONAL	22					
STA 14+260 TO 14+600 CENTERLINE	34					
STA 14+600 TO 14+900 - - STRIPE						MOSS./WILH.-15
AS TURN LANES FOR MOSS./WILH. ROAD						
- DOUBLE SKIP DASH	52					
STA 14+900 TO 15+730 CENTERLINE	83					
STA 15+670 TO 15+730	60					
IL RTE 40 - AFTER LEVELING BINDER						
STA 13+707 TO 14+260 - STRIPE						
AS 3 LANE W/ BI-DIRECTIONAL TURN LANE						
1-DOUBLE YELLOW - 13+716 TO 13+762	92					
2-DOUBLE YELLOW - 13+762 TO 13+777	60					
1-DOUBLE YELLOW - 13+777 TO 14+025	496					
2-YELLOW SKIP-DASH - 13+777 TO 14+025	50					
2-DOUBLE YELLOW 14+025 TO 14+086	112					
1-SOLID WHITE 14+025 TO 14+086			61			
1-DOUBLE YELLOW 14+016 TO 14+260	308					
2-SKIP-DASH YELLOW 14+106 TO 14+260	31					ALTA - 15
RIGHT EDGE LINE 13+916 TO 14+260	544					
LEFT EDGE DIAGONAL LINES	22					
TURN ARROWS (12)				45.6		
STA 14+260 TO 14+600 CENTERLINE	34					
STA 14+260 TO 14+600 - - 2 EDGE LINES	680					
STA 14+600 TO 14+900 - STRIPE TURN LANES FOR MOSS./WILH. ROAD						MOSS./WILH. -15
DOUBLE SKIP DASH	52					
DOUBLE SOLID YELLOW			475			
SOLID WHITE			46			
EDGE LINES	560					
TURN ARROWS (2)				7.6		
IL RTE 40 - AFTER BINDER IN DETAIL III-A						ALTA - 7.5
N.B. LANE - NO CHANGES						MOSS./WILH. - 7.5
S.B. LANES						
RT SHOULDER DIAGONALS						
STA 13+707 TO 15+600		72				
RT SHOULDER EDGE 15+600 TO 15+714		114				
13+707 TO 15+600 CENTERLINE SKIP-DASH		148				
13+707 TO 15+600 - SOLID WHITE			488			
TURN ARROWS (12)				45.6		
IL RTE 40 - AFTER BINDER IN DETAIL III-B						
S.B. LANE - NO CHANGES						
N.B. LANE						
RT EDGE LINE - 13+707 TO 15+730		1,875				
LT EDGE LINE - 13+707 TO 15+730		1,670				
SOLID WHITE FOR TURN LANES			365			
TURN ARROWS (6)				22.8		
IL RTE 40 - AFTER DETAIL III-C & ALL BINDER IS IN PLACE, PRIOR TO SURFACE						ALTA - 15
ASSUME PRIME COAT						MOSS./WILH.-22.5
DOUBLE YELLOW SKIP-DASH	407					
CENTERLINE LANE SKIP-DASH	407					
IL RTE 40 - DURING SURFACE COURSE REPLACEMENT						
13+707 TO 15+730						
SAME AS AFTER BINDER COURSE						
IN DETAIL III-A	698					
RT EDGE DIAGONAL LINES	75					
CENTERLINE SKIP-DASH FOR N.B. LANES	167					
2-DOUBLE SKIP-DASH FOR MEDIAN	668					
SOLID WHITE FOR TURN LANES	427					
IL RTE 40						
REMOVAL OF SHORT TERM PAVEMENT MARKINGS ON SURFACE COURSE					204	
RICHMAR ROAD						7.5
0+805 TO 0+975 CENTERLINE (2)	24				1.2	7.5
						7.5
ALTA ROAD						15
0+777 TO 0+980 CENTERLINE (3)	61				2.0	
FRONTAGE ROAD #2 - SERVICE DRIVE #1						7.5
2+020 TO 2+460 CENTERLINE (3)	132				4.5	
12+465 TO 12+540 CENTERLINE (3)	23				1	
TOTAL	6494	3879	1435	121.6	212.7	150

REVISIONS	
NAME	DATE

Q-13

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TABULATION OF PLAN
SHEET QUANTITIES**

DRAWN BY: JDU
CHECKED BY: ECM

DATE: 09/10/05

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	30

PIPE CULVERT SCHEDULE																
LOCATION	PRC FL- END SEC 375	PRC FL- END SEC 450	PRC FL- END SEC 600	PRCF ES EL EORS 600	PRCF ES EL EORS 900	END SECTIONS 300MM	END SECTIONS 450MM	END SECTIONS 600MM	P CUL CL A 1 450	P CUL CL A 1 600	P CUL 1 RC-E ERS 600	P CUL 1 RC-E ERS 900	P CUL CL C 1 300	P CUL CL C 1 450	P CUL CL C 1 600	TRENCH BACKFILL CU M
	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	METER	METER	METER	METER	METER	METER	METER	
IL RTE 40																
13+768					2							37				40.2
RT. 14+433		2							8							1.6
15+561.7				4							68					17.5
RICHMAR ROAD																
RT. 0+790.5						2							7			1.6
0+864								2							14.5	3.6
LT. 0+873							2							13		2.6
LT. 0+888							2							12		2.4
F.R. #2																
2+460.50		2							18							3.6
ALTA ROAD																
LT. 0+833								2							9	2.3
RT. 0+833							2							10		2.0
LT. 0+885			2							22						5.5
LT. 0+863	1															
RT. 0+919							2							13		2.6
LT. 0+919			2							18						4.5
DEERBROOK																
1+020		2							22							4.4
TOTALS	1	6	4	4	2	2	8	4	48	40	68	37	7	48	23.5	94.4

Q-14

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PIPE CULVERT
SCHEDULE**

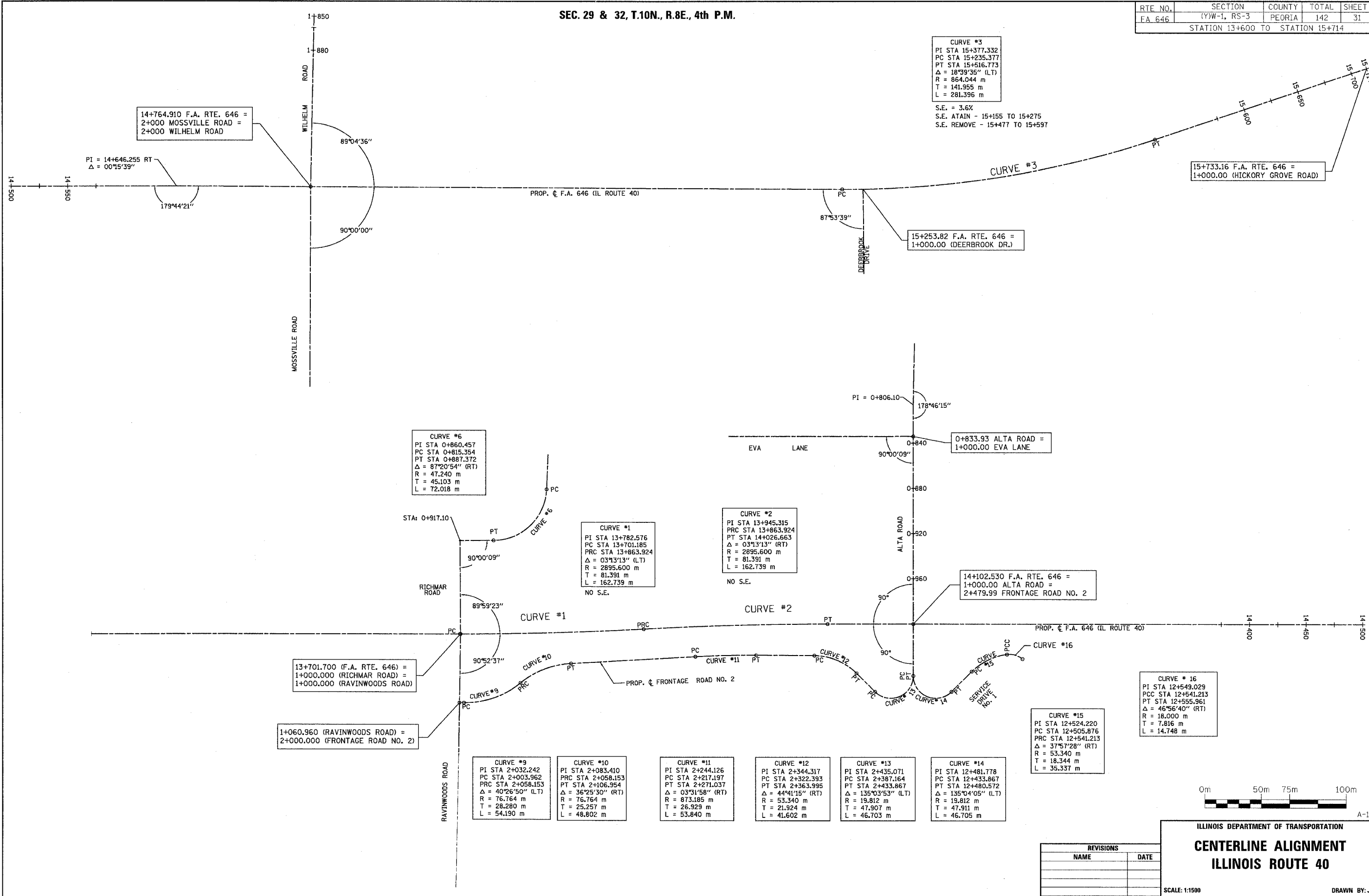
DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

REVISIONS	
NAME	DATE

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	31
STATION 13+600 TO STATION 15+714				



CURVE #6
 PI STA 0+860.457
 PC STA 0+815.354
 PT STA 0+887.372
 Δ = 87°20'54" (RT)
 R = 47.240 m
 T = 45.103 m
 L = 72.018 m

CURVE #1
 PI STA 13+782.576
 PC STA 13+701.185
 PRC STA 13+863.924
 Δ = 03°31'33" (LT)
 R = 2895.600 m
 T = 81.391 m
 L = 162.739 m
 NO S.E.

CURVE #2
 PI STA 13+945.315
 PRC STA 13+863.924
 PT STA 14+026.663
 Δ = 03°31'33" (RT)
 R = 2895.600 m
 T = 81.391 m
 L = 162.739 m
 NO S.E.

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. ATAIN - 15+155 TO 15+275
 S.E. REMOVE - 15+477 TO 15+597

CURVE #9
 PI STA 2+032.242
 PC STA 2+003.962
 PRC STA 2+058.153
 Δ = 40°26'50" (LT)
 R = 76.764 m
 T = 28.280 m
 L = 54.190 m

CURVE #10
 PI STA 2+083.410
 PRC STA 2+058.153
 PT STA 2+106.954
 Δ = 36°25'30" (RT)
 R = 76.764 m
 T = 25.257 m
 L = 48.802 m

CURVE #11
 PI STA 2+244.126
 PC STA 2+217.197
 PT STA 2+271.037
 Δ = 03°31'58" (RT)
 R = 873.185 m
 T = 26.929 m
 L = 53.840 m

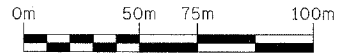
CURVE #12
 PI STA 2+344.317
 PC STA 2+322.393
 PT STA 2+363.995
 Δ = 44°41'15" (RT)
 R = 53.340 m
 T = 21.924 m
 L = 41.602 m

CURVE #13
 PI STA 2+435.071
 PC STA 2+387.164
 PT STA 2+433.867
 Δ = 135°03'53" (LT)
 R = 19.812 m
 T = 47.907 m
 L = 46.703 m

CURVE #14
 PI STA 12+481.778
 PC STA 12+433.867
 PT STA 12+480.572
 Δ = 135°04'05" (LT)
 R = 19.812 m
 T = 47.911 m
 L = 46.705 m

CURVE #15
 PI STA 12+524.220
 PC STA 12+505.876
 PRC STA 12+541.213
 Δ = 37°57'28" (RT)
 R = 53.340 m
 T = 18.344 m
 L = 35.337 m

CURVE #16
 PI STA 12+549.029
 PCC STA 12+541.213
 PT STA 12+555.961
 Δ = 46°56'40" (RT)
 R = 18.000 m
 T = 7.816 m
 L = 14.748 m



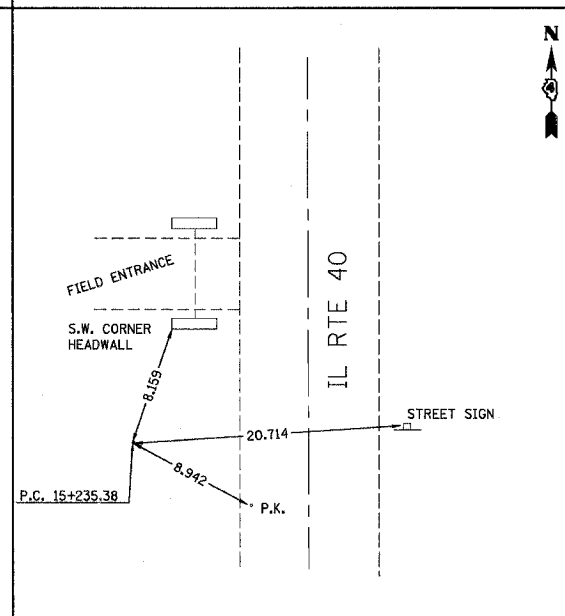
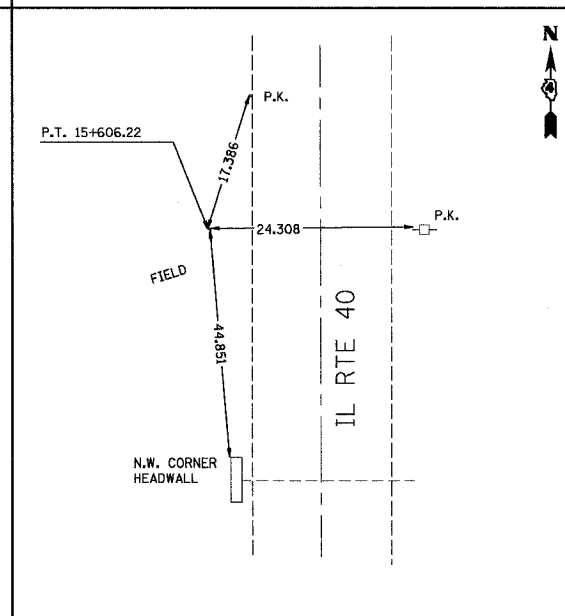
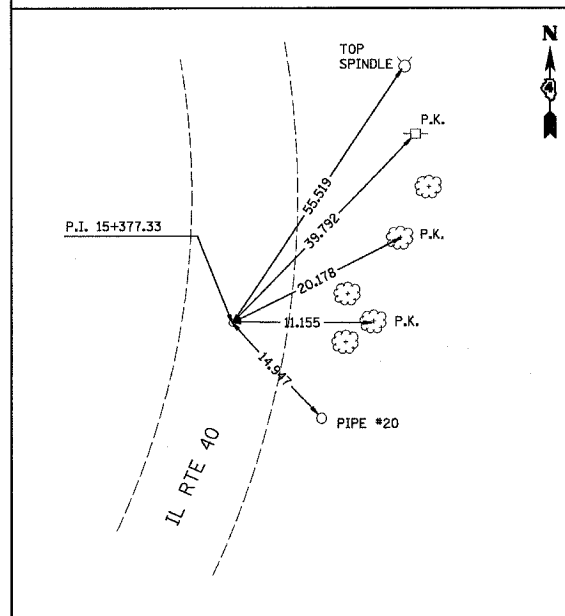
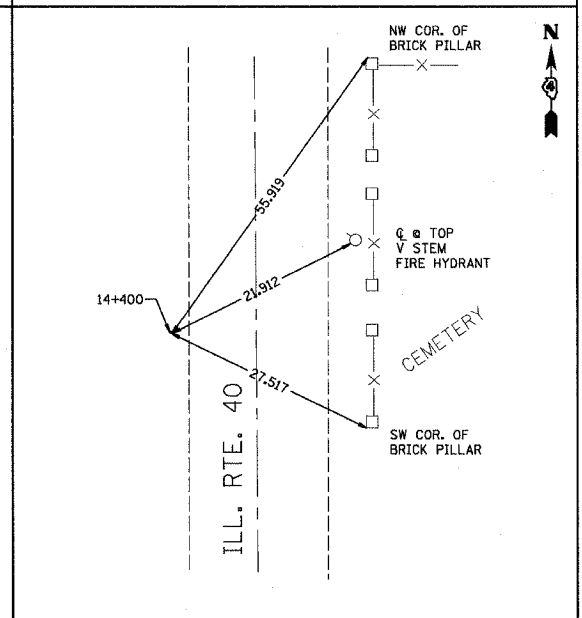
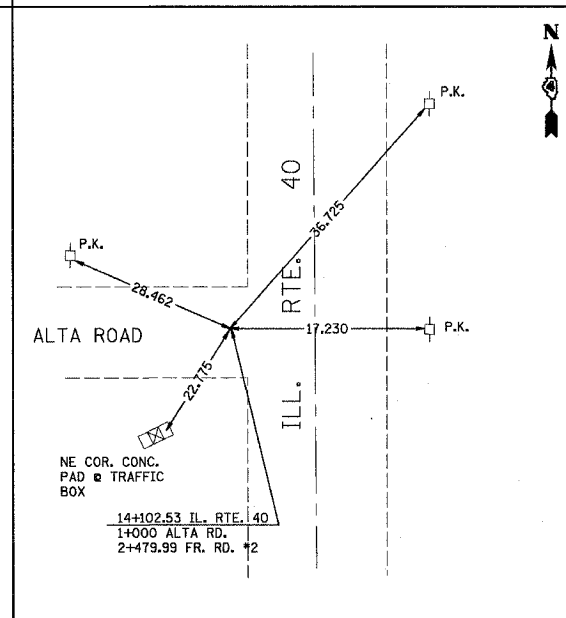
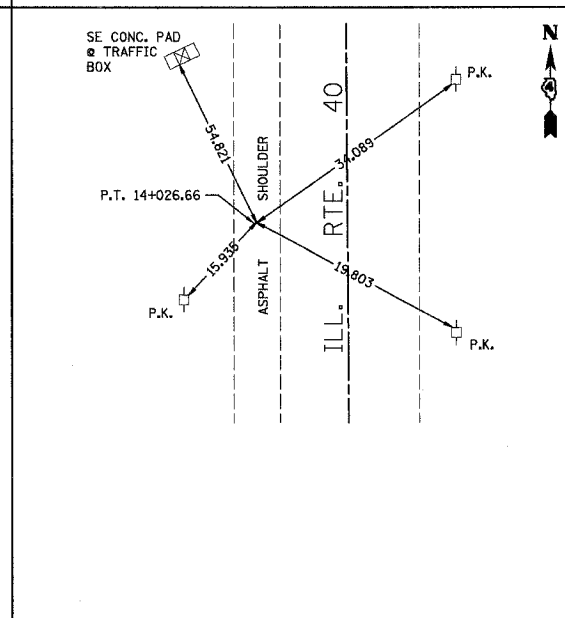
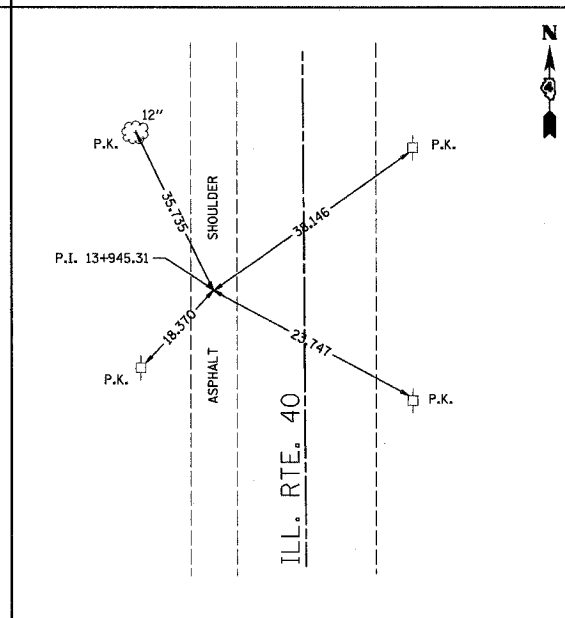
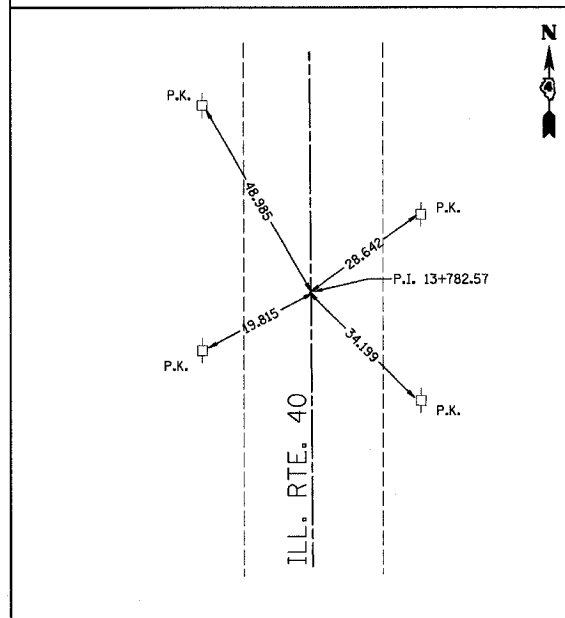
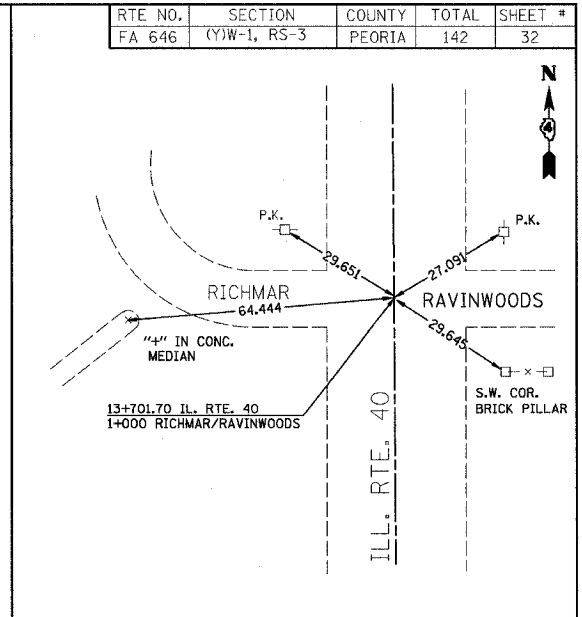
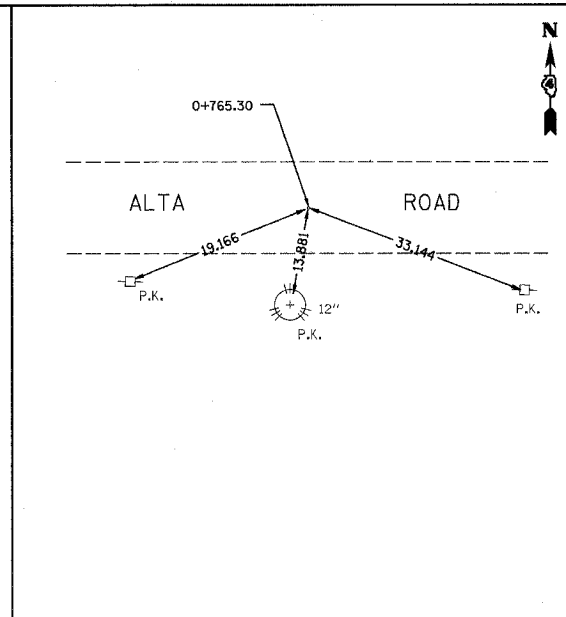
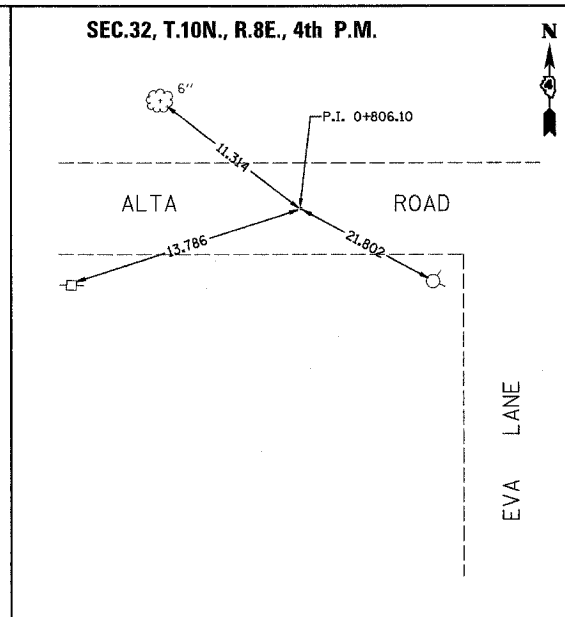
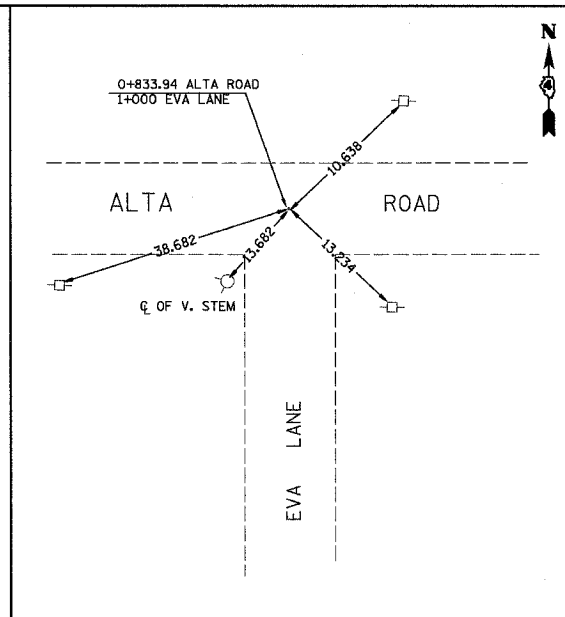
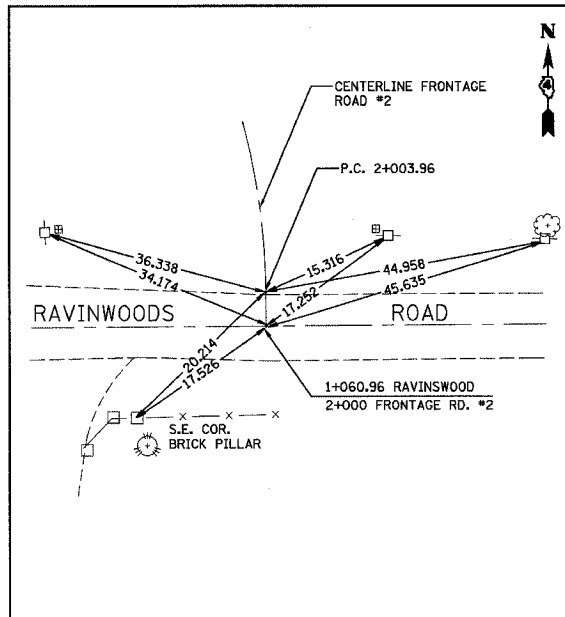
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CENTERLINE ALIGNMENT
ILLINOIS ROUTE 40

SCALE: 1:1500
 DATE: 09/10/06

DRAWN BY: JDU
 CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	32



NOTE:
ILLINOIS DEPARTMENT OF TRANSPORTATION WILL RE-SET CENTERLINE CONTROL PRIOR TO BEGINNING CONSTRUCTION. TIE INFORMATION ON THIS SHEET MAY CHANGE AFTER COMPLETION.

CT-1

ILLINOIS DEPARTMENT OF TRANSPORTATION

CONTROL TIES

ILLINOIS ROUTE 40

SCALE: NONE
DATE: 09/10/06

DRAWN BY: JDU
CHECKED BY: ECM

ILLINOIS DEPARTMENT OF TRANSPORTATION

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(YW-1, RS-3	PEORIA	142	33
STATION N/A TO		STATION N/A		

REMARKS	NO.	GRANTORS	AREA	AREA IN EXIST. R.O.W.	NET AREA	REMAINING AREA	SIGNED	RECORDED	DOC. NO.	CONSID.	REMARKS	NO.	GRANTORS	AREA	AREA IN EXIST. R.O.W.	NET AREA	REMAINING AREA	SIGNED	RECORDED	DOC. NO.	CONSID.
DRIVEWAY RELOCATION ACCESS CONTROL	422G001TE 422G001FR	DENNIS E. & MOLLIE A. NASH	0.448 AC.±		0.448 AC.±							422G0035	BRUCE E. & SHARON L. LIBOLT	0.149 AC.±		0.149 AC.±	1.066 AC.±				
WHOLE TAKING	422G002	THELBURN V. & RUTH E. KNEPP	0.546 AC.±		0.546 AC.±	0						422G0036	KENNETH E. GRAZE, SR.	0.023 AC.±		0.023 AC.±	1.434 AC.±				
DRIVEWAY CONSTRUCTION	422G003TE	NEUBERN P. STEWART	0.007 AC.±		0.007 AC.±							422G0037	ACRI WHOLESALE BUILDING PRODUCTS (CHARLES J. ACRIBENJAMIN P. ACR)	0.230 AC.±		0.230 AC.±	0.663 AC.±				
DRIVEWAY CONSTRUCTION	422G004TE	FRED FUSCO	0.007 AC.±		0.007 AC.±						BUILDING REMOVAL	422G0037TE	(JOSEPH T. CELSI)	0.109 AC.±		0.109 AC.±					
WHOLE TAKING	422G005	STEPHEN J. & DIANA M. HORAN	0.491 AC.±		0.491 AC.±	0						422G0038	CAROLYN A. FAYE	0.430 AC.±		0.430 AC.±	0				
	422G006	DONALD L. & BARBARA A. CULLEN	0.065 AC.±		0.065 AC.±	0.413 AC.±						422G0039	RUSS A. HEIN	0.429 AC.±		0.429 AC.±	0				
DRIVEWAY CONSTRUCTION AND GRADING	422G006TE		0.018 AC.±		0.018 AC.±						WHOLE TAKING	422G0040	DENNIS C. & MARGARET A. JOHNSON	0.430 AC.±		0.430 AC.±	0				
	422G007	T. DEAN & HEIDI M. HAINLINE	0.059 AC.±		0.059 AC.±	0.425 AC.±						422G0041	HAZEL M. GRAZE	0.545 AC.±		0.545 AC.±	0				
DRIVEWAY CONSTRUCTION AND GRADING	422G007TE		0.007 AC.±		0.007 AC.±							422G0042	DAVID W. CHINN 1/2 INTEREST EUNICE L. CHINN 1/2 INTEREST	0.745 AC.±		0.745 AC.±	0				
	422G008	GEORGE E. & LORETTA D. HALL	0.088 AC.±		0.088 AC.±	0.651 AC.±						422G0043	PHILIP F. & GAIL S. MATTHEWS	0.860 AC.±		0.860 AC.±	0				
DRIVEWAY CONSTRUCTION AND GRADING	422G008TE		0.039 AC.±		0.039 AC.±							422G044-TE	STEVEN D. SNOWDEN	0.017 AC.±		0.017 AC.±					
	422G009	DAN & LORI A. BOLAND	0.102 AC.±		0.102 AC.±	0.800 AC.±						422G045	BETTER BANKS AN ILLINOIS BANKING CORPORATION	0.139 AC.±		0.139 AC.±	0.331 AC.±				
DRIVEWAY CONSTRUCTION AND GRADING	422G009TE		0.046 AC.±		0.046 AC.±							422G045TE		0.060 AC.±		0.060 AC.±					
	422G010	GERALD M. & MARILYN A. DANKERT	0.097 AC.±		0.097 AC.±	0.793 AC.±						422G046	TRACT 1	0.091 AC.±		0.091 AC.±					
DRIVEWAY CONSTRUCTION AND GRADING	422G010TE		0.045 AC.±		0.045 AC.±							422G046	TRACT 2	0.048 AC.±		0.048 AC.±	1.666 AC.±				
	422G011	ROBERT P. & SARA J. GERBER	0.058 AC.±		0.058 AC.±	0.552 AC.±						422G046TE	DRIVEWAY RELOCATION	0.009 AC.±		0.009 AC.±					
DRIVEWAY CONSTRUCTION AND GRADING	422G011TE		0.018 AC.±		0.018 AC.±							422G046-PE	SANITARY SEWER	0.086 AC.±		0.086 AC.±					
	422G012	HAROLD R. & MARIANNE J. MEINDERS	0.058 AC.±		0.058 AC.±	0.493 AC.±						422G046-TETR2	SANITARY SEWER CONSTR.	0.088 AC.±		0.088 AC.±					
DRIVEWAY CONSTRUCTION AND GRADING	422G012TE		0.028 AC.±		0.028 AC.±							422G046-TETR3	SANITARY SEWER CONSTR.	0.158 AC.±		0.158 AC.±					
	422G013	GEORGE & EMANNEL MANIAS	0.132 AC.±		0.132 AC.±	0.970 AC.±						422G046-TUP	DRIVEWAY REMOVAL	0.050 AC.±		0.050 AC.±					
DRIVEWAY CONSTRUCTION AND GRADING	422G013TE		0.057 AC.±		0.057 AC.±							422G047TE	GRADING & DRAINAGE	0.010 AC.±		0.010 AC.±					
	422G014	ALLAN M. & DEBRA LEE TOMBLIN	0.163 AC.±		0.163 AC.±	0.388 AC.±						422G048	TRACT 1	0.011 AC.±		0.011 AC.±	9.986 AC.±				
BUILDING REMOVAL DRIVEWAY CONSTRUCTION AND GRADING	422G014TE		0.149 AC.±		0.149 AC.±							422G048	TRACT 2	1.687 AC.±		1.687 AC.±	8.292 AC.±				
	422G015	RICHARD D. & CHRISTINE M. BERNS	0.764 AC.±		0.764 AC.±	0						422G048	TRACT 3	1.482 AC.±		1.482 AC.±	8.347 AC.±				
WHOLE TAKING												422G0480C-1	QUIT CLAIM	0.957 AC.±	0.957 AC.±	0	8.292 AC.±				
												422G0480C-2	QUIT CLAIM	0.885 AC.±	0.885 AC.±	0	8.347 AC.±				
												422G049	CRUSADERS CHURCH OF PEORIA, AN ILLINOIS RELIGIOUS CORPORATION	0.073 AC.±		0.073 AC.±	4.387 AC.±				
												422G0490C		0.015 AC.±	0.015 AC.±	0					
WHOLE TAKING	422G016	ROBERT J. & DEBRA K. WILLIAMSON	1.667 AC.±	0.075 AC.±	1.592 AC.±	0						422G050	JAMES P. & VIRGINIA B. FLYNN	3.342 AC.±	1.129 AC.±	2.213 AC.±	13.819 AC.±				
												422G051	CATHOLIC DIOCESE OF PEORIA, AN ILLINOIS RELIGIOUS CORPORATION	2.633 AC.±	0.789 AC.±	1.844 AC.±	7.716 AC.±				
												422G052	ELIMINATED								
TRACT 1	422G017	VIRGINIA M. BISHOP	0.676 AC.±	0.179 AC.±	0.497 AC.±	1.324 AC.±						422G053	PEORIA PLANNED DEVELOPMENT, L.L.C. AN ILLINOIS LIMITED LIABILITY COMPANY	2.187 AC.±	0.059 AC.±		37.351 AC.±				
DRIVEWAY CONSTRUCTION AND GRADING	422G017TE		0.120 AC.±		0.120 AC.±							422G053	PEORIA PLANNED DEVELOPMENT, L.L.C. AN ILLINOIS LIMITED LIABILITY COMPANY	1.297 AC.±		1.297 AC.±	23.159 AC.±				
TRACT 2	422G018	MOUNT HAWLEY CEMETERY ASSOCIATION	0.633 AC.±	0.380 AC.±	0.253 AC.±	22.265 AC.±						422G053	PEORIA PLANNED DEVELOPMENT, L.L.C. AN ILLINOIS LIMITED LIABILITY COMPANY	0.562 AC.±		0.562 AC.±	11.616 AC.±				
GRADING PURPOSES	422G018TE		0.368 AC.±	0.294 AC.±	0.074 AC.±	5.113 AC.±						422G053	PEORIA PLANNED DEVELOPMENT, L.L.C. AN ILLINOIS LIMITED LIABILITY COMPANY	0.929 AC.±		0.929 AC.±	5.431 AC.±				
	422G019	NORTHMINSTER PRESBYTERIAN CHURCH, AN ILLINOIS RELIGIOUS CORPORATION	3.341 AC.±	2.069 AC.±	1.272 AC.±	16.572 AC.±						422G079FR	DUANE H. & SANDRA J. LIVINGSTON								
EXISTING PRIVATE ENTRANCE TO REMAIN	422G020	THOMAS J. & JANE J. GRAMKOW	0.018 AC.±		0.018 AC.±	0.898 AC.±						422G080FR	CHICAGO TITLE & TRUST COMPANY (TR #10-72333)								
EXISTING PRIVATE ENTRANCE TO REMAIN	422G021	JAY & KIMBERLY K. ELSASSER	0.091 AC.±		0.091 AC.±	3.518 AC.±		2.128 AC.±				422G081FR	RAJAGOPALA & REVATHI SWAMINATHAN								
	422G022	FIRST OF AMERICA BANK/TRUSTEE (ELDON J. SOWERS ESTATE)	0.351 AC.±		0.351 AC.±	5.035 AC.±						422G082	ELIMINATED								
	422G023	P.A.C.T. LTD., AN ILLINOIS CORPORATION	0.102 AC.±		0.102 AC.±	10.369 AC.±						422G083	FIRST OF AMERICA BANK/TRUSTEE (JAY H. JANSSEN)	0.018 AC.±		0.018 AC.±	4.369 AC.±				
												422G166-PE	SANITARY SEWER	0.098 AC.±		0.098 AC.±					
												422G166-TETR1	SANITARY SEWER CONSTR.	0.148 AC.±		0.148 AC.±					
												422G166-TETR2	SANITARY SEWER CONSTR.	0.080 AC.±		0.080 AC.±					

ROW1

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

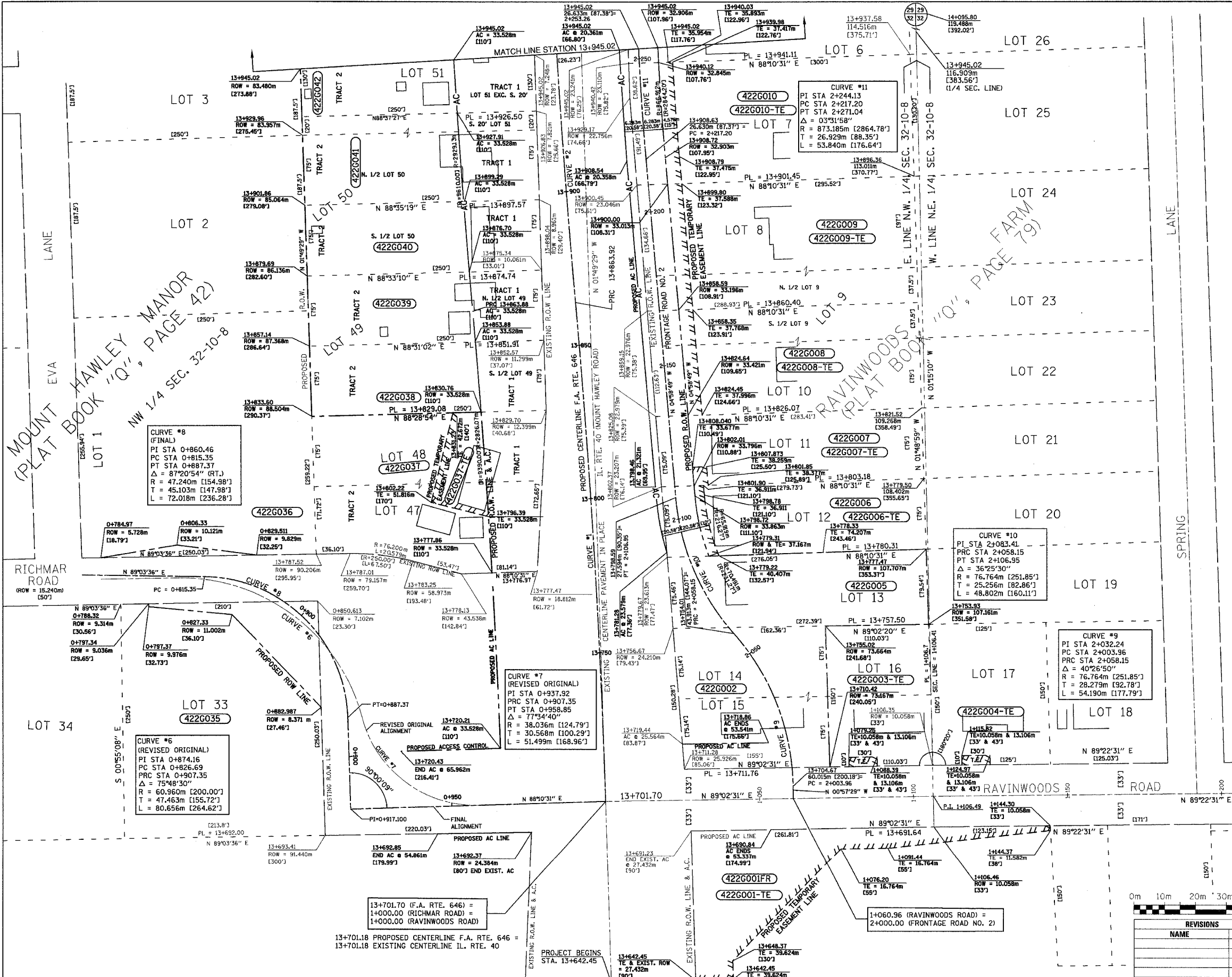
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DATE: 09/10/06

DRAWN BY: JDU
CHECKED BY: ECM

ILLINOIS DEPARTMENT OF TRANSPORTATION

RTE NO.	SECTION	COUNTY	TOTAL SHEET #
FA 646	(Y)-1, RS-3	PEORIA	142 34
STATION 13+642.45 TO STATION 13+945.02			

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



MOUNT HAWLEY MANOR
(PLAT BOOK "Q", PAGE 42)
NW 1/4 SEC. 32-10-8

RAVINWOODS FARM
(PLAT BOOK "Q", PAGE 79)
NE 1/4 SEC. 32-10-8

CURVE #2
PI STA 13+945.31
D = 00°36'11"
PRC STA 13+863.92
PT STA 14+026.66
Δ = 03°31'58"
R = 2895.600m [9500.00']
T = 81.391m [267.03']
L = 162.739m [533.92']

CURVE #1
PI STA 13+782.57
D = 00°36'11"
PRC STA 13+701.18
PT STA 13+863.92
Δ = 03°31'58"
R = 2895.600m [9500.00']
T = 81.391m [267.03']
L = 162.739m [533.92']

CURVE #8
(FINAL)
PI STA 0+860.46
PC STA 0+815.35
PT STA 0+887.37
Δ = 87°20'54" (RT.)
R = 47.240m [154.98']
T = 45.103m [147.98']
L = 72.018m [236.28']

CURVE #10
PI STA 2+083.41
PRC STA 2+058.15
PT STA 2+106.95
Δ = 36°25'30"
R = 76.764m [251.85']
T = 25.256m [82.86']
L = 48.802m [160.11']

CURVE #9
PI STA 2+032.24
PC STA 2+003.96
PT STA 2+058.15
Δ = 40°26'50"
R = 76.764m [251.85']
T = 28.279m [92.78']
L = 54.190m [177.79']

CURVE #6
(REVISED ORIGINAL)
PI STA 0+874.16
PC STA 0+826.69
PT STA 0+907.35
Δ = 75°48'30"
R = 60.960m [200.00']
T = 47.463m [155.72']
L = 80.656m [264.62']

CURVE #7
(REVISED ORIGINAL)
PI STA 0+937.92
PC STA 0+907.35
PT STA 0+958.85
Δ = 77°34'40"
R = 38.036m [124.79']
T = 30.568m [100.29']
L = 51.499m [168.96']

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**EXISTING & PROPOSED
R.O.W. & T.E. STRIP MAP**
STA. 13+642.45 TO STA. 13+945.02

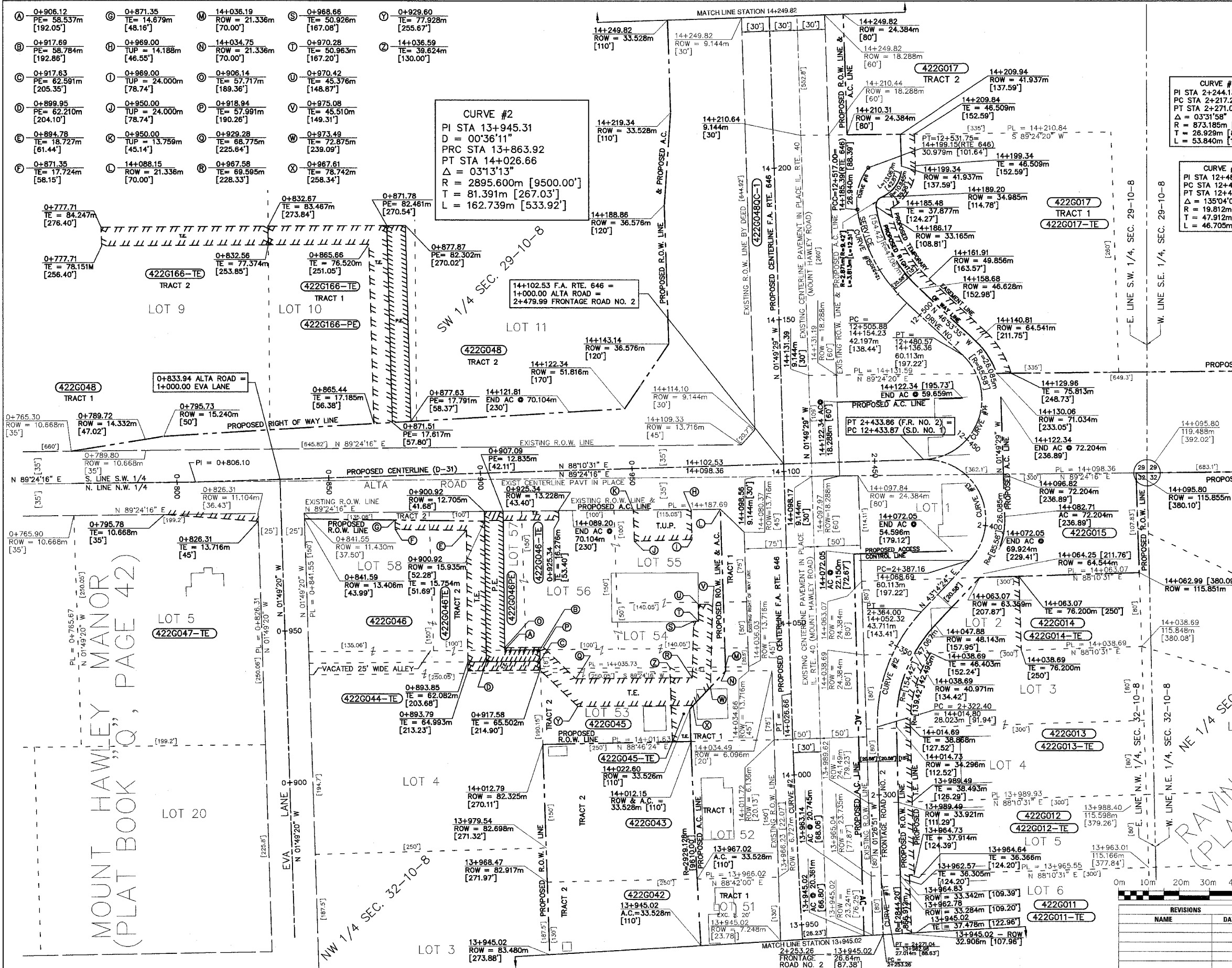
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DATE: 09/01/06
DRAWN BY: JDU
CHECKED BY: ECM

ILLINOIS DEPARTMENT OF TRANSPORTATION

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	35

STATION 13+945.02 TO STATION 14+249.82
T-10-N, R-8-E, 4th. P.M.
PEORIA COUNTY, ILLINOIS

CURVE #11	CURVE #12	CURVE #13
PI STA 2+244.13 PC STA 2+217.20 PT STA 2+271.04 Δ = 03°31'58" R = 873.185m [2864.78'] T = 26.929m [88.35'] L = 53.840m [176.64']	PI STA 2+344.32 PC STA 2+322.39 PT STA 2+364.00 Δ = 44°41'15" R = 53.340m [175.00'] T = 21.924m [71.93'] L = 41.602m [136.49']	PI STA 2+435.07 PC STA 2+387.16 PT STA 2+433.86 Δ = 135°03'53" R = 19.812m [65.00'] T = 47.905m [157.17'] L = 46.705m [153.23']
CURVE #14	CURVE #15	CURVE #16
PI STA 12+481.78 PC STA 12+433.87 PT STA 12+480.57 Δ = 135°04'05" R = 19.812m [65.00'] T = 47.912m [157.19'] L = 46.705m [153.23']	PI STA 12+511.46 PC STA 12+505.88 PT STA 12+517.00 Δ = 11°56'56" R = 53.340m [175.00'] T = 18.344m [60.18'] L = 35.337m [115.93']	PI STA 12+524.82 PC STA 12+517.00 PT STA 12+531.75 Δ = 46°56'40" R = 18.000m [59.06'] T = 7.816m [25.64'] L = 14.748m [48.38']



MOUNT HAWLEY MANOR (PLAT BOOK "Q", PAGE 42)

RAVINGWOODS "Q" (PLAT BOOK "Q", PAGE 79)

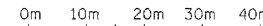
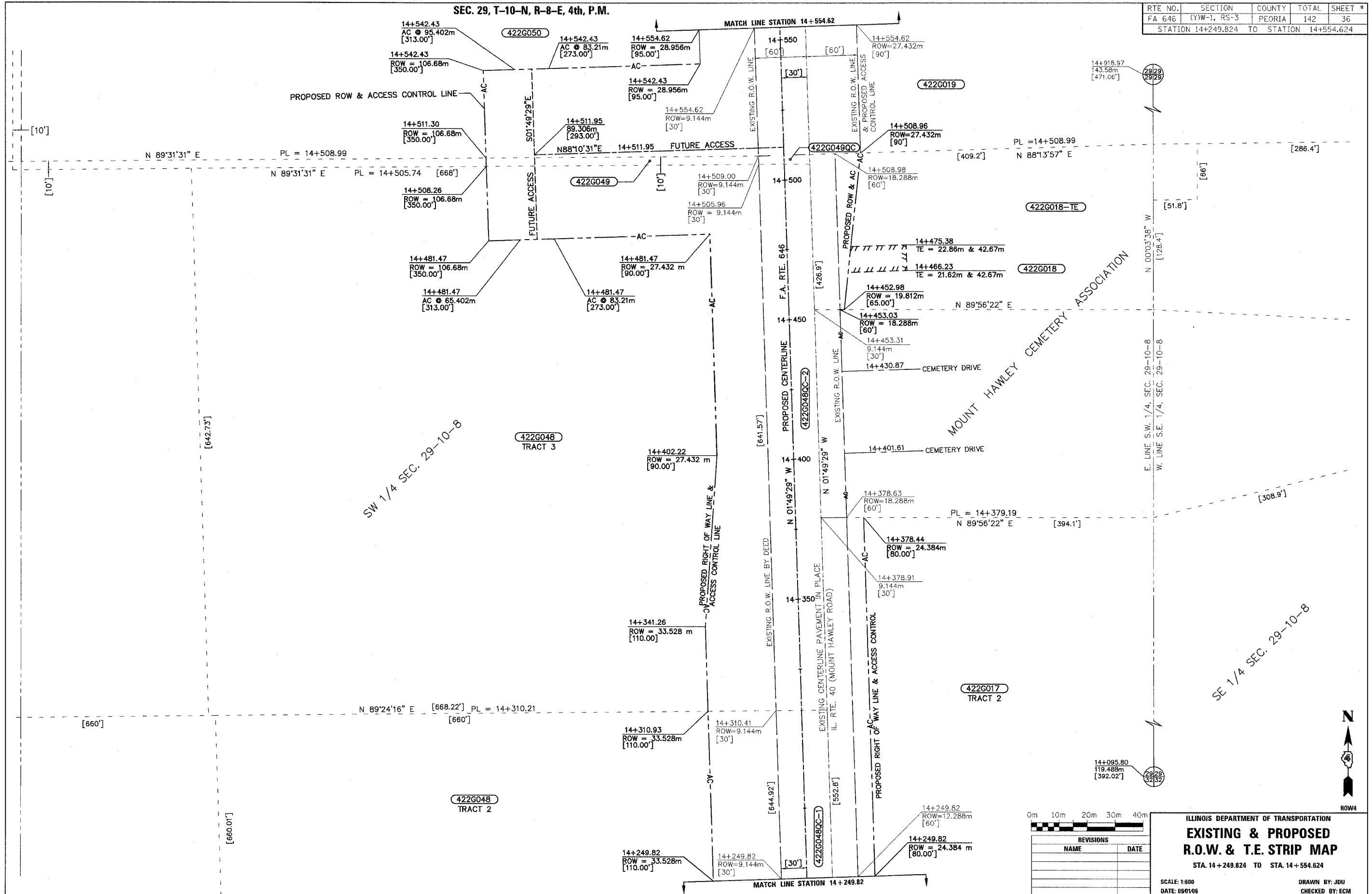
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING & PROPOSED R.O.W. & T.E. STRIP MAP
 STA. 13+945.02 TO STA. 14+249.82
 SCALE: 1:800
 DATE: 09/01/06
 DRAWN BY: JDU
 CHECKED BY: ECM

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	36
STATION 14+249.824 TO STATION 14+554.624				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**EXISTING & PROPOSED
 R.O.W. & T.E. STRIP MAP**
 STA. 14+249.824 TO STA. 14+554.624

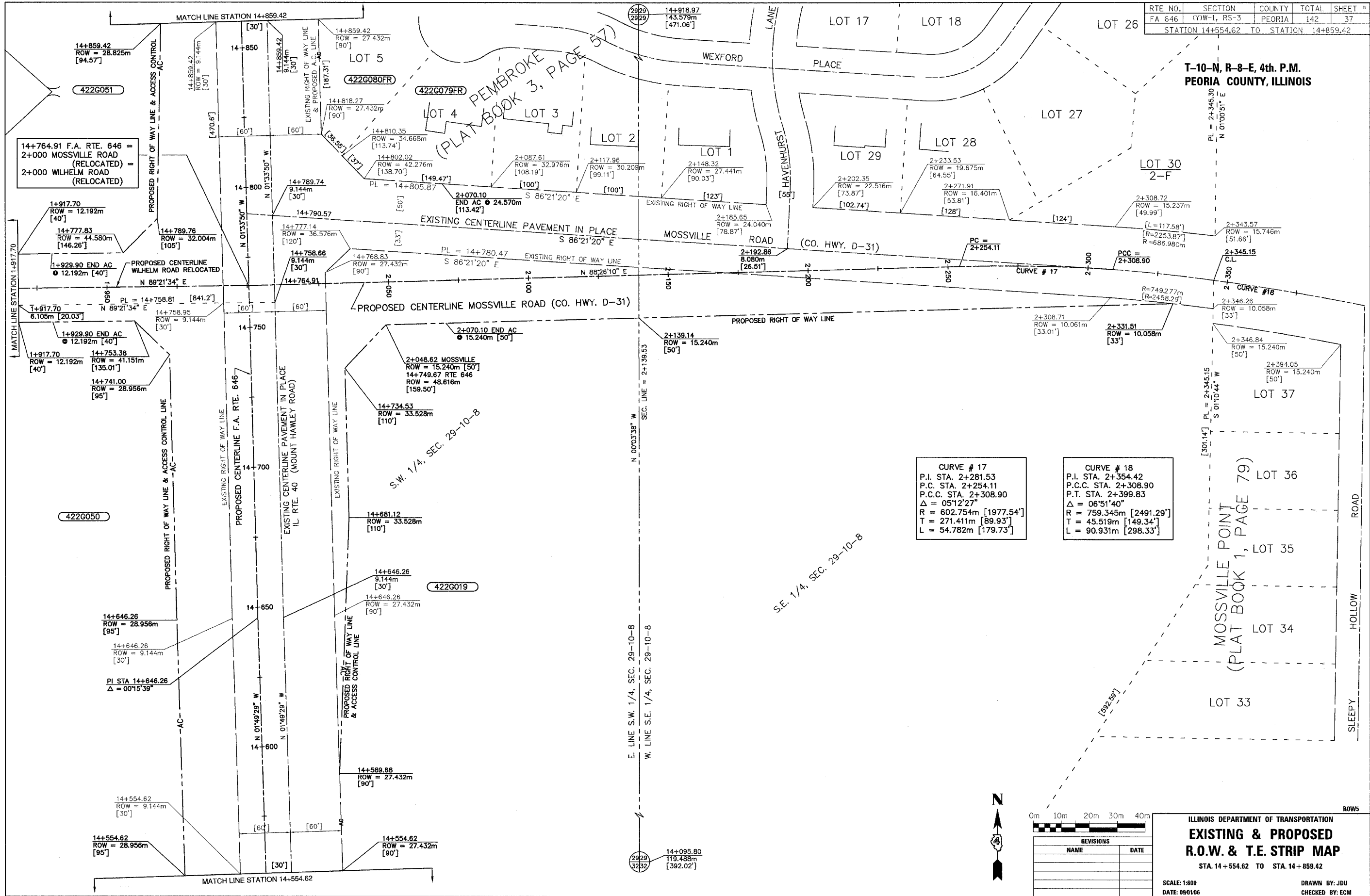
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 DATE: 09/01/06

DRAWN BY: JOU
 CHECKED BY: ECM

ILLINOIS DEPARTMENT OF TRANSPORTATION

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	37
STATION 14+554.62 TO STATION 14+859.42				

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



CURVE # 17
 P.I. STA. 2+281.53
 P.C. STA. 2+254.11
 P.C.C. STA. 2+308.90
 $\Delta = 05^{\circ}12'27''$
 $R = 602.754m [1977.54']$
 $T = 271.411m [89.93']$
 $L = 54.782m [179.73']$

CURVE # 18
 P.I. STA. 2+354.42
 P.C.C. STA. 2+308.90
 P.T. STA. 2+399.83
 $\Delta = 06^{\circ}51'40''$
 $R = 759.345m [2491.29']$
 $T = 45.519m [149.34']$
 $L = 90.931m [298.33']$

0m	10m	20m	30m	40m
REVISIONS				
NAME	DATE			

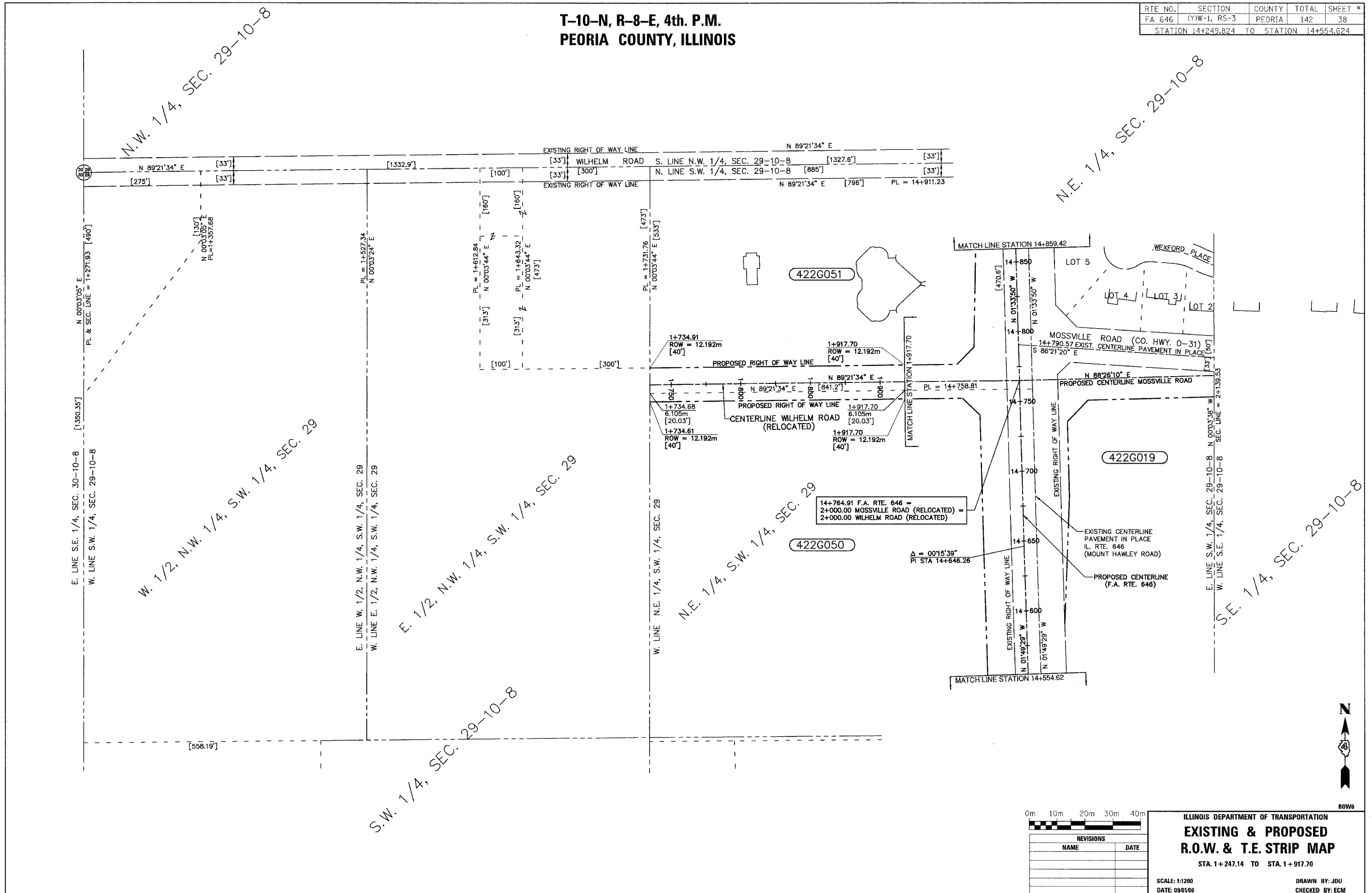
ILLINOIS DEPARTMENT OF TRANSPORTATION
**EXISTING & PROPOSED
 R.O.W. & T.E. STRIP MAP**
 STA. 14+554.62 TO STA. 14+859.42

SCALE: 1:800
 DATE: 09/1/06

DRAWN BY: JDU
 CHECKED BY: ECM

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

RTE. NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, R5-3	PEORIA	142	38
STATION 14+249.824 TO STATION 14+554.624				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**EXISTING & PROPOSED
R.O.W. & T.E. STRIP MAP**
STA. 1+247.14 TO STA. 1+917.70

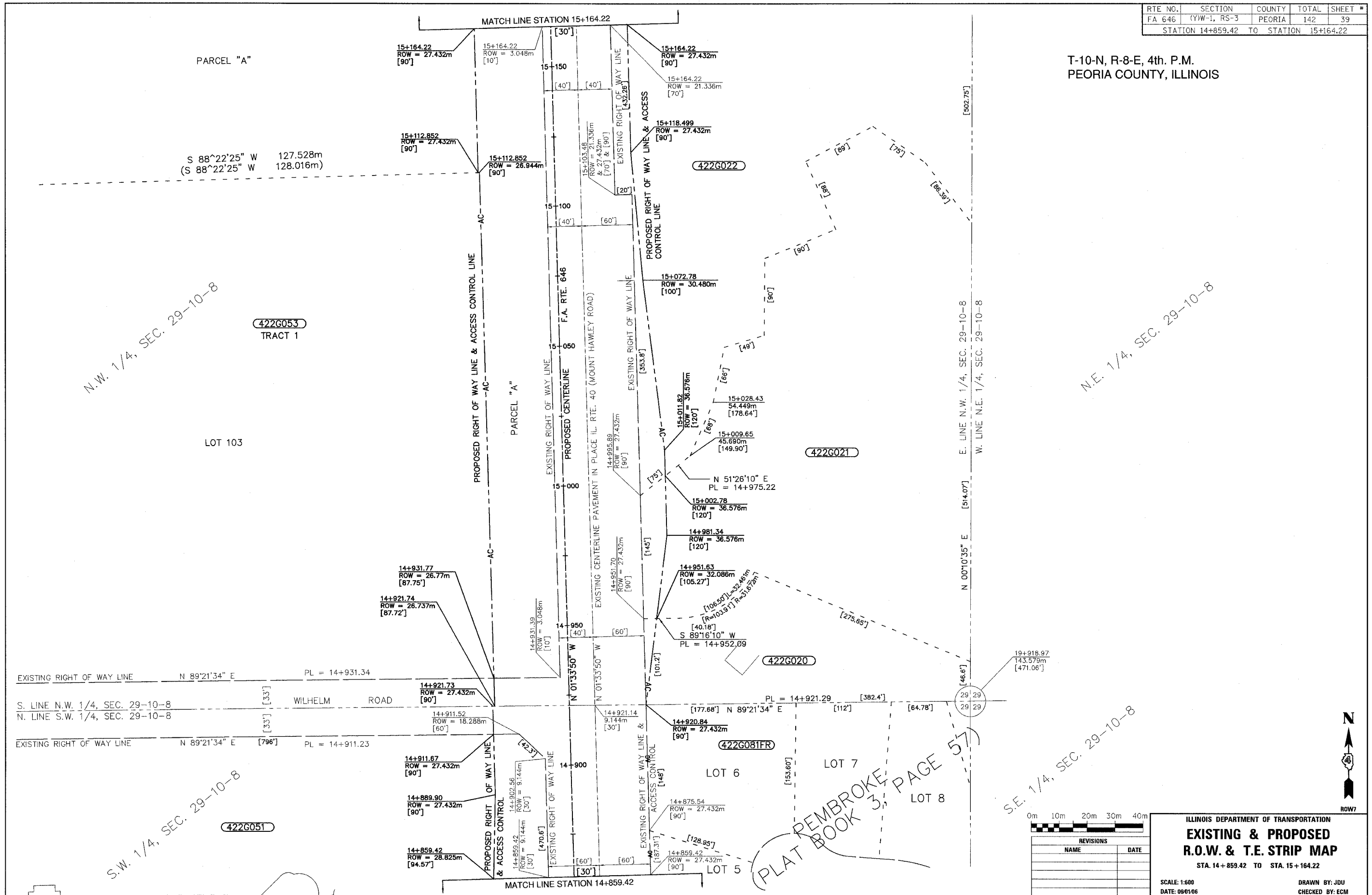
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DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

ILLINOIS DEPARTMENT OF TRANSPORTATION

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(YW-1, RS-3	PEORIA	142	39
STATION 14+859.42 TO STATION 15+164.22				

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



N.W. 1/4, SEC. 29-10-8
TRACT 1
LOT 103

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

S.W. 1/4, SEC. 29-10-8

S.E. 1/4, SEC. 29-10-8

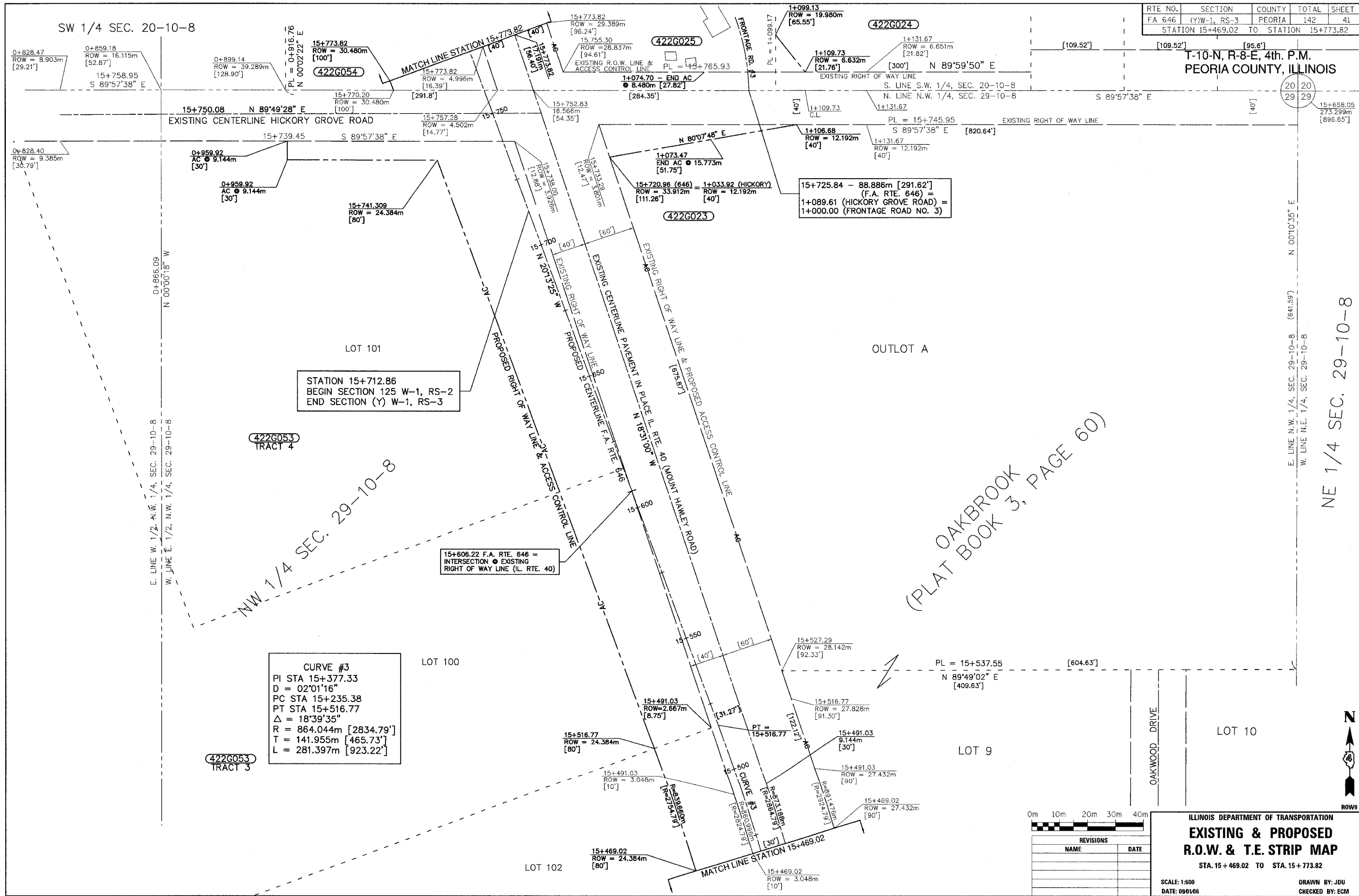
REMBROKE, PAGE 57
PLAT BOOK 3

0m 10m 20m 30m 40m	
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**EXISTING & PROPOSED
R.O.W. & T.E. STRIP MAP**
STA. 14+859.42 TO STA. 15+164.22
SCALE: 1:600
DATE: 09/01/06
DRAWN BY: JDU
CHECKED BY: ECM

ILLINOIS DEPARTMENT OF TRANSPORTATION

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	41
STATION 15+469.02 TO STATION 15+773.82				



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

OAKBROOK
(PLAT BOOK 3, PAGE 60)

CURVE #3
 PI STA 15+377.33
 D = 02°01'16"
 PC STA 15+235.38
 PT STA 15+516.77
 Δ = 18°39'35"
 R = 864.044m [2834.79']
 T = 141.955m [465.73']
 L = 281.397m [923.22']

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



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: 09/10/05

DRAWN BY: JDU
 CHECKED BY: ECM

NE 1/4 SEC. 29-10-8

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y) W-1, RS-3	PEORIA	142	42

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, Bituminous concrete 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 full-depth Bituminous pavement constructed in Stages II and III shall consist of the entire thickness of 300mm or 290mm of bituminous binder course. The 38mm thickness of bituminous concrete surface course to station 15+400 shall not be placed until Stage V.

The bituminous shoulders constructed in Stages II and III up to station 15+400 shall consist of the bottom 162mm bituminous material. The top 38mm of bituminous shoulders shall not be placed until Stage V.

In addition, the Bituminous 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 bituminous shoulders shall not be placed until the Bituminous surface course on the adjacent lane has been placed.

For specific requirements refer to the General Notes for each Stage.

4. All work on sideroads remaining open to traffic during Construction, shall be limited to one side of the sideroad at a time.
5. All underground work shall be performed first; such as Storm sewers, Pipe culverts, Inlets and Manholes, Subbase Granular Material, Bituminous base courses, and then full depth bituminous pavements, Curb and Gutter, and Resurfacing shall follow.
6. Adequate pavement drainage shall be maintained during all stages of construction.
7. During all Stages of work, a traffic signal system comprised of Existing signals, Temporary signals, the Proposed signals, or a combination thereof shall be provided and maintained at the Intersections of IL Rte. 40/Richmar Rd., Ravinwoods Rd., IL Rte. 40/Alta Rd., Frontage Rd. #2 and IL Rte. 40/Mossville Rd., Wilhelm Rd. Details for the Temporary signal systems are shown in the plans.
8. Short term and/or temporary permanent markings have been provided for all Stages of Construction. Refer to the Tabulation of Quantities and Pavement Marking details.
9. 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.
10. 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.

S-1

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION ILLINOIS ROUTE 40

SCALE: NONE
DATE: 09/10/06

DRAWN BY: JDU
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SUGGESTED CONSTRUCTION STAGING PLAN

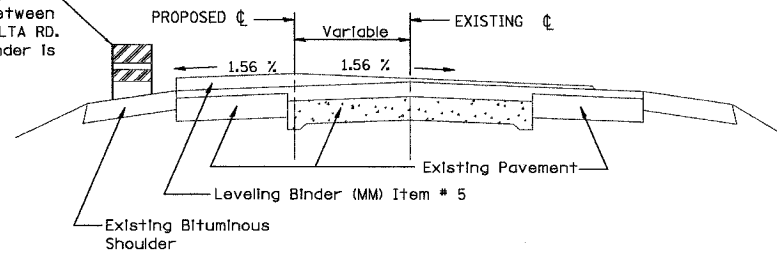
STAGE I

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 646	(Y) W-1, RS-3	PEORIA	142	43
F.A.P.				
FED ROAD DIST NO 4	ILLINOIS PROJECT			

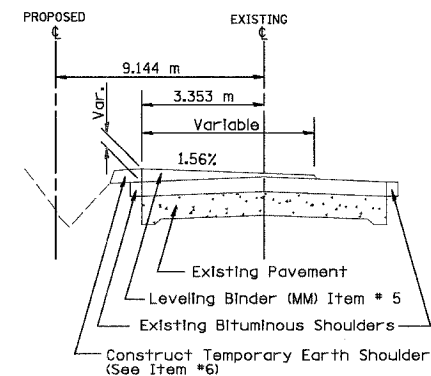
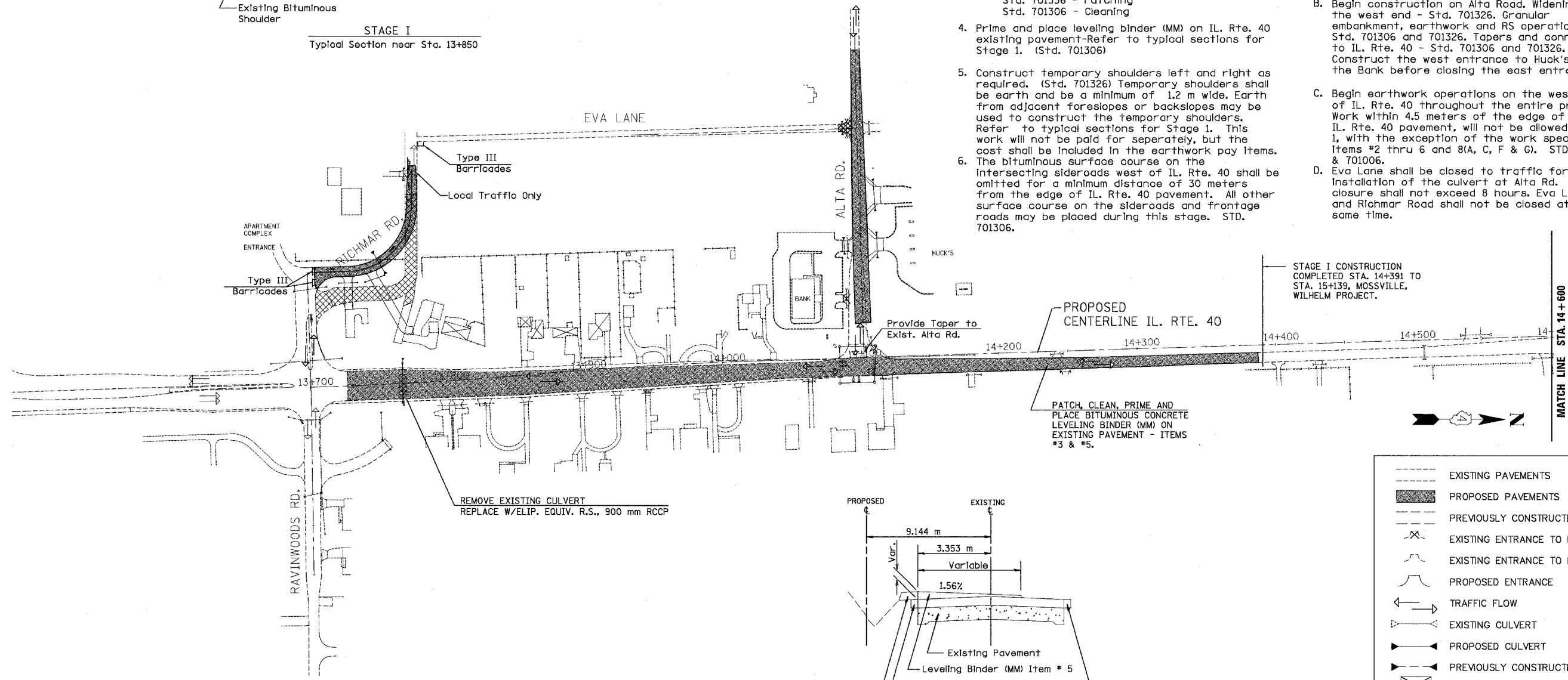
CONSTRUCTION & STAGING
GENERAL NOTES

- Building removal & clearing west of IL. Rte. 40 (Stds. 701001, 701006 & 701301)
 - Demolition & clearing east of IL. Rte. 40 may be done as long as traffic control conflicts are not created.
- Remove existing mainline culverts and construct new culverts as shown. (Std. 701336) The work shall be done 1/2 lane at a time maintaining one way traffic during working hours. No lane restrictions will be allowed during non-working hours.
- Pavement patching and pavement cleaning. Std. 701336 - Patching Std. 701306 - Cleaning
- Prime and place leveling binder (MM) on IL. Rte. 40 existing pavement-Refer to typical sections for Stage 1. (Std. 701306)
- Construct temporary shoulders left and right as required. (Std. 701326) Temporary shoulders shall be earth and be a minimum of 1.2 m wide. Earth from adjacent foreslopes or backslopes may be used to construct the temporary shoulders. Refer to typical sections for Stage 1. This work will not be paid for separately, but the cost shall be included in the earthwork pay items.
- The bituminous surface course on the intersecting sideroads west of IL. Rte. 40 shall be omitted for a minimum distance of 30 meters from the edge of IL. Rte. 40 pavement. All other surface course on the sideroads and frontage roads may be placed during this stage. STD. 701306.
- The following items of work may be started during this stage.
 - Close Richmar Rd. at Entrance to Apartment Complex and Eva Lane and construct Richmar Rd. relocated. Access within the closed portion of Richmar shall be provided in accordance with Article 107.09 of the Standard Specifications. A detour will not be marked. Road closure at Eva - Std. B.L.R. 22-2. Connection at IL. Rte. 40-Std. 701326.
 - Begin construction on Alta Road. Widening at the west end - Std. 701326. Granular embankment, earthwork and RS operations - Std. 701306 and 701326. Tapers and connection to IL. Rte. 40 - Std. 701306 and 701326. Construct the west entrance to Huck's and the Bank before closing the east entrance.
 - Begin earthwork operations on the west side of IL. Rte. 40 throughout the entire project. Work within 4.5 meters of the edge of existing IL. Rte. 40 pavement, will not be allowed in Stage 1, with the exception of the work specified in Items #2 thru 6 and 8(A, C, F & G). STDS. 701001 & 701006.
 - Eva Lane shall be closed to traffic for the installation of the culvert at Alta Rd. The closure shall not exceed 8 hours. Eva Lane and Richmar Road shall not be closed at the same time.

Type I or II Barricades or Vertical Panels @ 30 m spacing between RICHMAR RD. and ALTA RD. after Leveling Binder is placed.



STAGE I
Typical Section near Sta. 13+850



STAGE I
Typical Section near Sta. 14+350

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

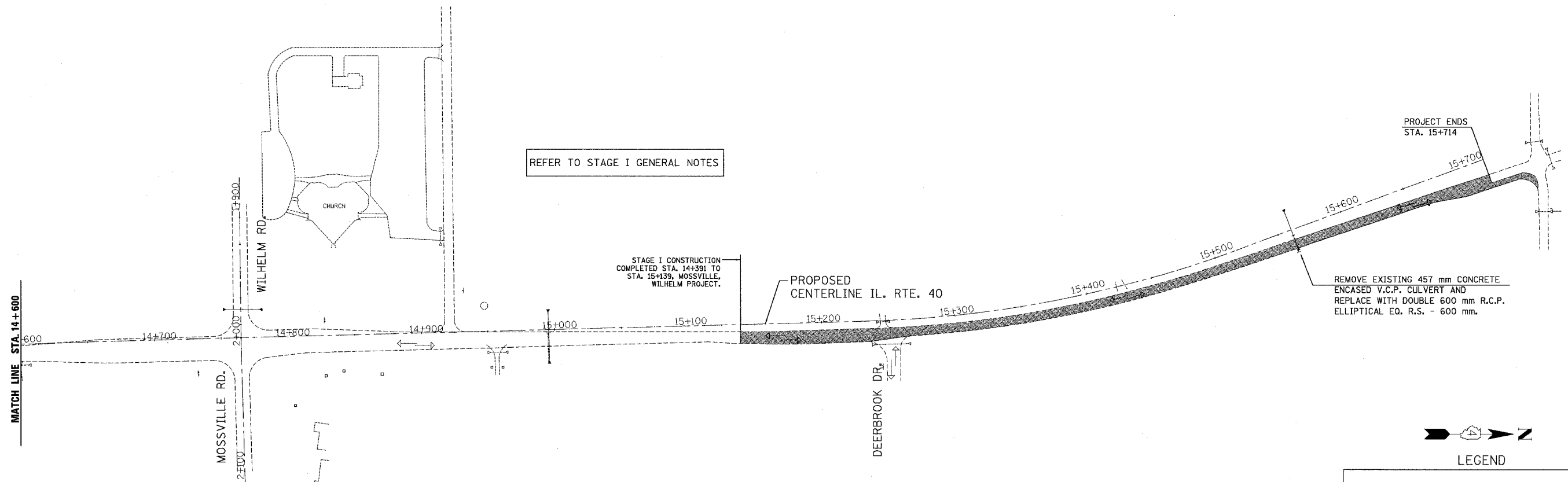
ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE I CONSTRUCTION
ILLINOIS ROUTE 40

SCALE: NONE DRAWN BY: JDU
DATE: 09/01/06 CHECKED BY: ECM

S-2

SUGGESTED CONSTRUCTION STAGING PLAN
STAGE I

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 646 F.A.P.	(Y) W-1, RS-3	PEORIA	142	44
FED ROAD DIST NO 4		ILLINOIS PROJECT		

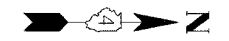


REFER TO STAGE I GENERAL NOTES

STAGE I CONSTRUCTION COMPLETED STA. 14+391 TO STA. 15+139, MOSSVILLE, WILHELM PROJECT.

PROPOSED CENTERLINE IL. RTE. 40

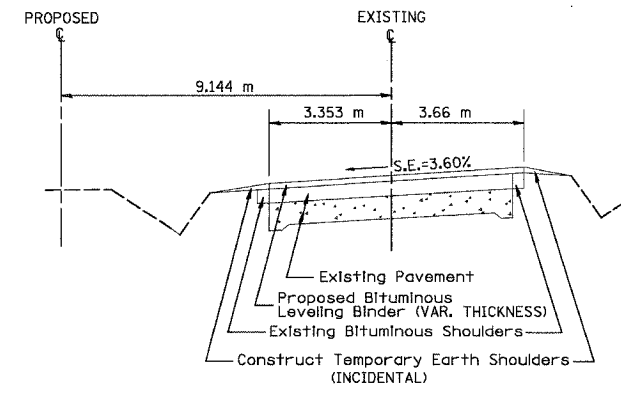
REMOVE EXISTING 457 mm CONCRETE ENCASED V.C.P. CULVERT AND REPLACE WITH DOUBLE 600 mm R.C.P. ELLIPTICAL EQ. R.S. - 600 mm.



LEGEND

S-3

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



STAGE I
Typical Section near Sta. 15+450

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE I CONSTRUCTION

ILLINOIS ROUTE 40

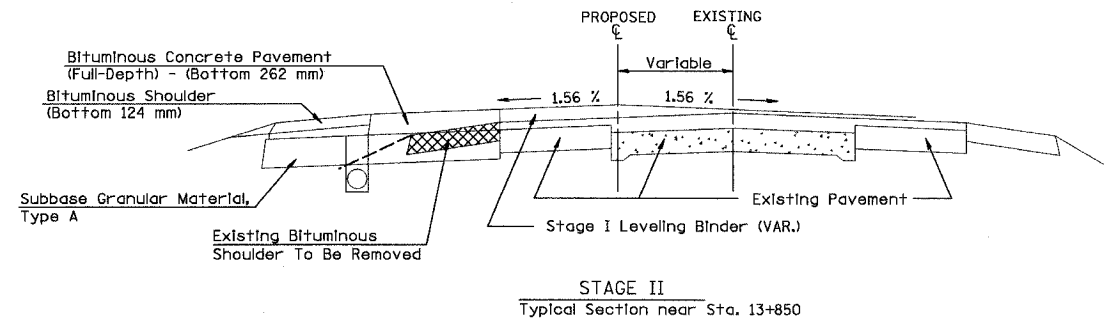
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SUGGESTED CONSTRUCTION STAGING PLAN

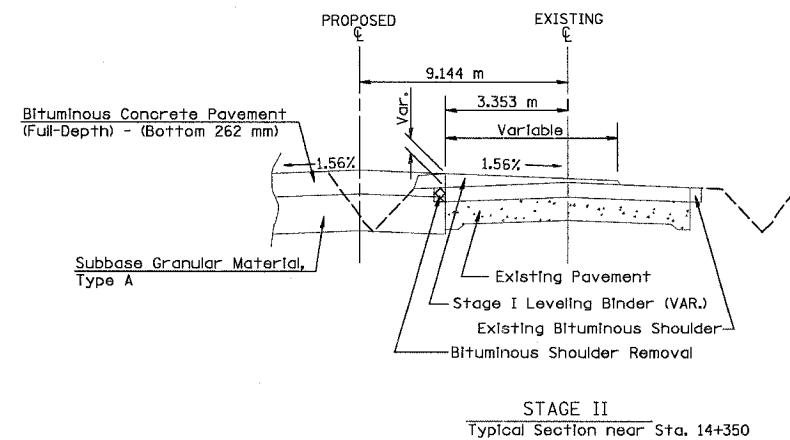
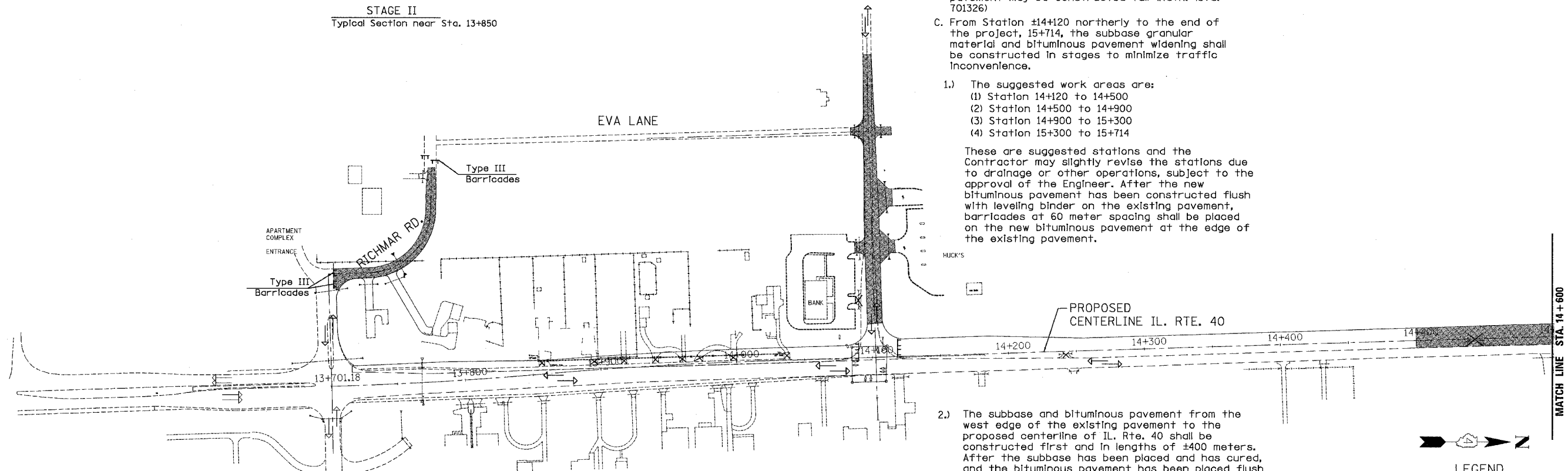
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 646	(Y) W-1, RS-3	PEORIA	142	45
F.A.P.				
FED ROAD DIST NO 4	ILLINOIS PROJECT			

STAGE II GENERAL NOTES



- Continue or begin work on Items 7A through 7D covered in Stage I.
- Widen IL. Rte. 40 on the west side throughout the total length of the project. The widening constructed during this stage shall consist of the bottom 262mm of the full depth bituminous pavement and the bottom 127mm of the bituminous shoulders. This will match the top surface of the leveling binder placed in Stage I. The widening shall be accomplished as follows:
 - The maximum length of open trench adjacent to IL. Rte. 40 widening operations shall be 420 meters.
 - From Richmar Rd. northerly through Alta Rd. (\pm Sta.14+120) the subbase granular material, and pavement may be constructed full width. (Std. 701326)
 - From Station \pm 14+120 northerly to the end of the project, 15+714, the subbase granular material and bituminous pavement widening shall be constructed in stages to minimize traffic inconvenience.
 - The suggested work areas are:
 - Station 14+120 to 14+500
 - Station 14+500 to 14+900
 - Station 14+900 to 15+300
 - Station 15+300 to 15+714

These are suggested stations and the Contractor may slightly revise the stations due to drainage or other operations, subject to the approval of the Engineer. After the new bituminous pavement has been constructed flush with leveling binder on the existing pavement, barricades at 60 meter spacing shall be placed on the new bituminous pavement at the edge of the existing pavement.



- The subbase and bituminous pavement from the west edge of the existing pavement to the proposed centerline of IL. Rte. 40 shall be constructed first and in lengths of \pm 400 meters. After the subbase has been placed and has cured, and the bituminous pavement has been placed flush with the leveling binder on the existing pavement, the next \pm 400 meters of work area along IL. Rte. 40 may be started. (Std. 701326)
- Earthwork and widening operations west of the proposed centerline of IL. Rte. 40 may be done concurrently with the widening operations adjacent to the open traffic lanes, however the intent is to minimize the length of open trench adjacent to the traffic lanes.
- The work may begin at either end of the project, however it shall progress in consecutive \pm 400 meter work areas to the other end.
- Refer to the typical sections for Stage II for further clarification.

- The connection of Richmar Rd. and Alta Rd. to IL. Rte. 40 shall be coordinated with the mainline staging. Alta Rd. shall be kept open at all times. One way traffic during working hours using Stds. 701306 or 701326 shall be utilized for Alta Road.
- Richmar Rd. shall be opened to traffic no later than 26 working days after its closure. See the Special Provisions.
- The existing traffic signals, or temporary traffic signals at Alta Rd. shall be provided as shown by the details in the plans.
- The permanent mast arm mounted signal in the southwest quadrant at the Mossville Rd./Wilhelm Rd. intersection shall be constructed prior to beginning Stage III.



LEGEND

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE II CONSTRUCTION

ILLINOIS ROUTE 40

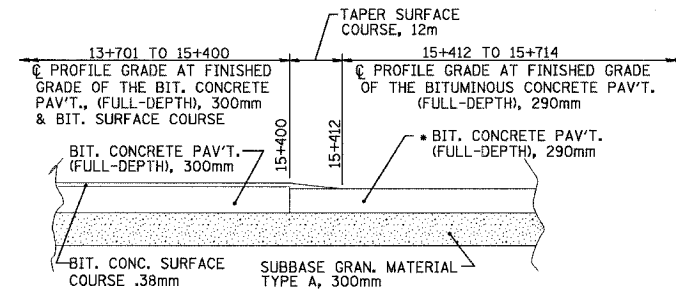
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DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

SUGGESTED CONSTRUCTION STAGING PLAN
STAGE II

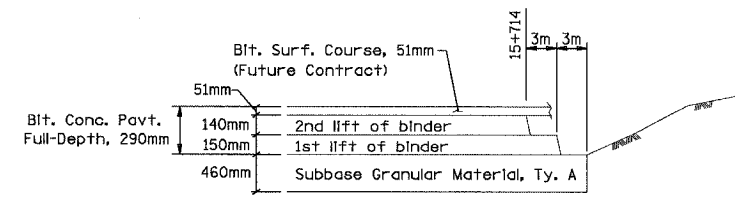
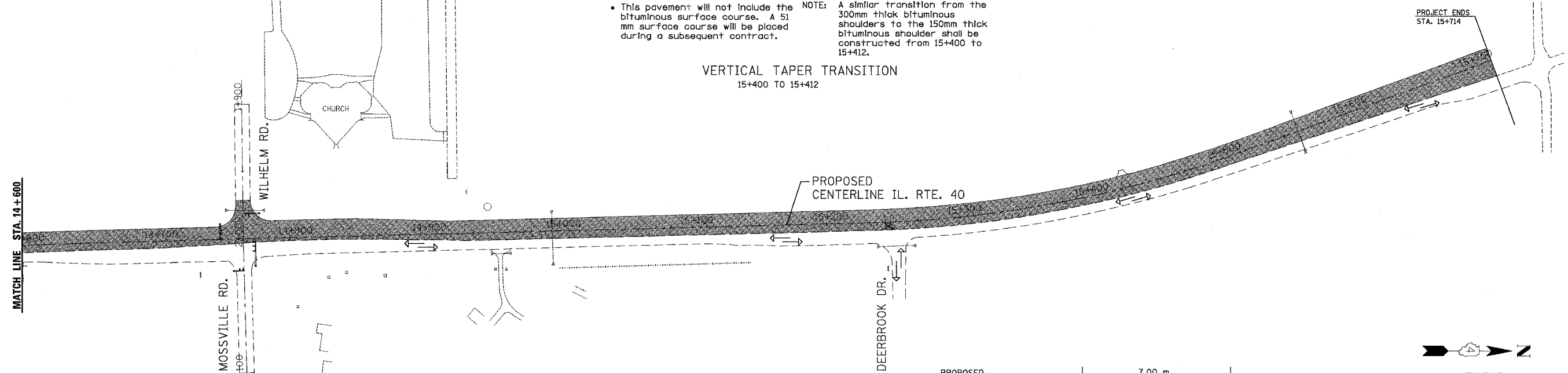
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 646	(Y) W-1, RS-3	PEORIA	142	46
F.A.P.		ILLINOIS PROJECT		
FED. ROAD DIST NO 4		ILLINOIS PROJECT		

REFER TO SHEET #S-4 FOR
STAGE II GENERAL NOTES



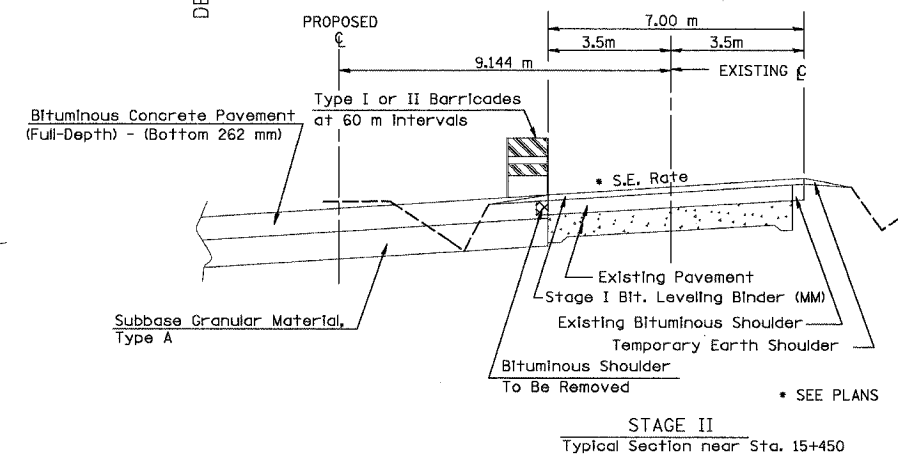
• This pavement will not include the bituminous surface course. A 51 mm surface course will be placed during a subsequent contract.
 NOTE: A similar transition from the 300mm thick bituminous shoulders to the 150mm thick bituminous shoulder shall be constructed from 15+400 to 15+412.

VERTICAL TAPER TRANSITION
15+400 TO 15+412



METHOD OF CONSTRUCTION AT END OF PROJECT

NOTE: The method shown is based upon two(2) lifts of binder course. If three(3) lifts are actually used, extend the subbase 3m to allow for an additional 3m offset between binder courses. Measurement and payment for the full depth pavement will be based upon the end station of 15+714 regardless of the method of construction. Subbase will be measured in place.



LEGEND

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE II CONSTRUCTION

ILLINOIS ROUTE 40

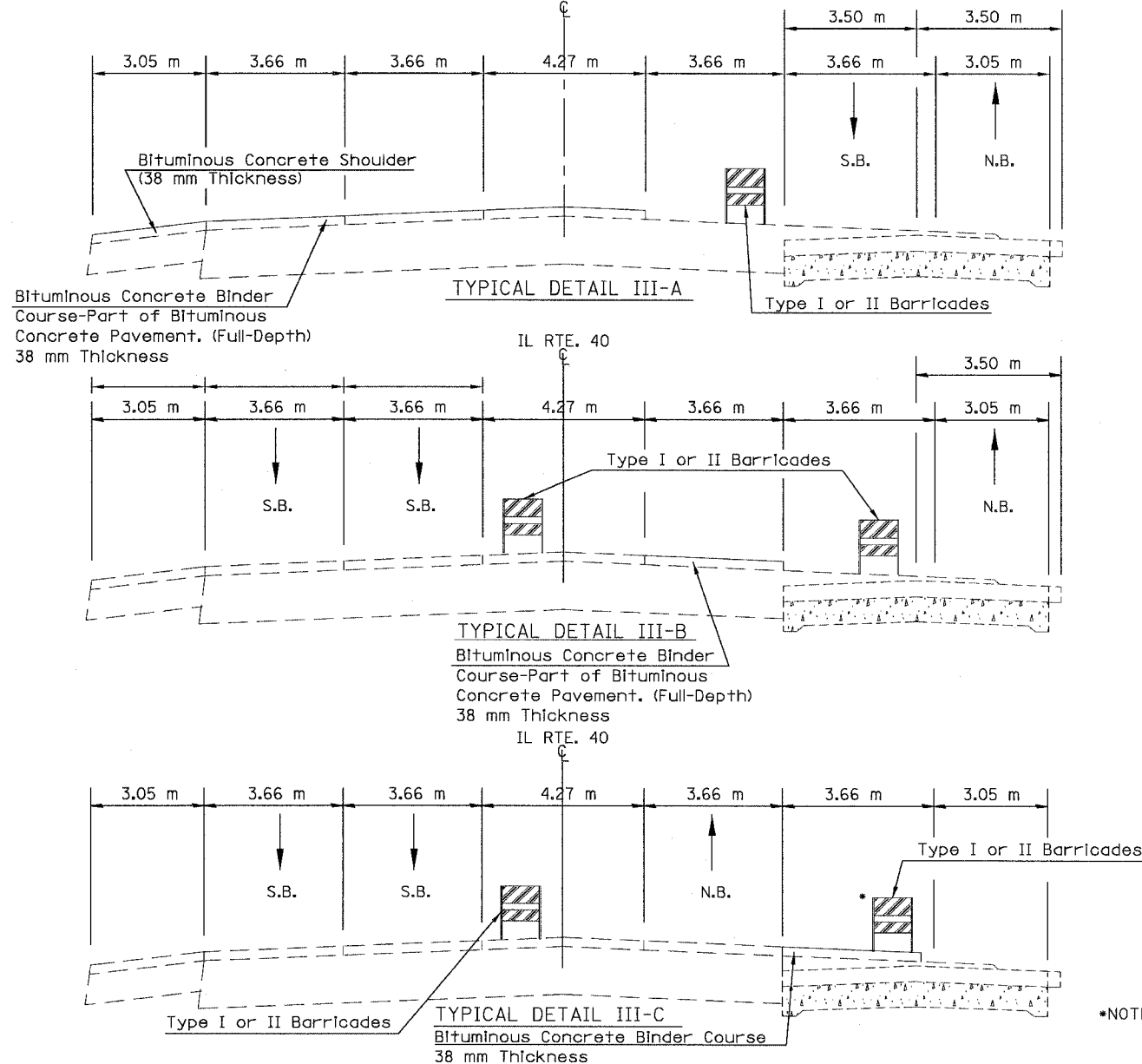
SCALE: NONE
DATE: 09/1/06

DRAWN BY: JDU
CHECKED BY: ECM

GENERAL CONSTRUCTION AND STAGING NOTES

- Place the strip reflective crack control on the longitudinal joint between the existing pavement and newly constructed bottom lifts of the full depth bituminous pavement and/or leveling binder.
- Place a 38mm lift of bituminous binder on the partially completed full depth bituminous pavement and a 38mm lift of bituminous shoulders on the bituminous shoulders constructed in Stage II. Place a 38mm lift of bituminous binder on the leveling binder placed in Stage I. Coldmill (as required) for the proposed shoulder adjacent to the eastbound lane and place a bituminous wedge on the shoulder Refer to the various typical sections.
- Construct temporary shoulders on the east side of the existing pavement. The shoulders shall be earth obtained from existing foreslopes and/or backslopes. The cost of this work will not be paid for separately, but shall be included in the various earthwork pay items.
- A suggested sequence of placing the 38mm lift of binder course on the pavement and the 38mm lift of bituminous shoulder material is shown by Typical Details III-A, III-B and III-C. The open traffic lanes and traffic control for each sequence of resurfacing is shown with the Detail.
- The bottom portion of the aggregate shoulders adjacent to the south-bound lanes may be placed during this stage if desired.
- After the resurfacing shown by Typical Details III-A, B & C is completed, the traffic shall remain as shown by Typical Detail III-C. The median shall be striped to provide left turn lanes for all sideroads. Refer to the temporary transition from four lane to two lane on the Plan and Profile Sheet.
- After north-bound traffic is moved to the ultimate inside lane, as shown on Typical Detail III-C, work on the east side of IL. Rte. 40 shall begin. See Stage IV.

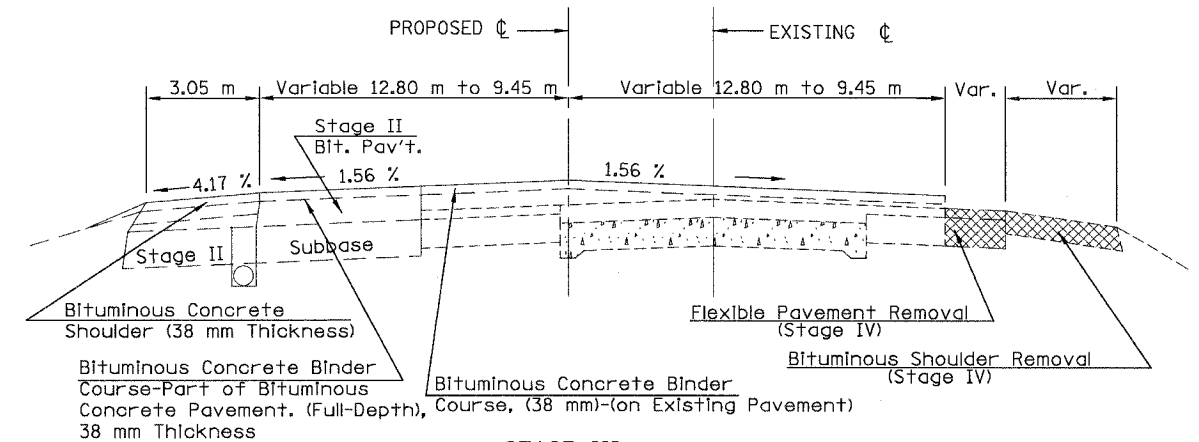
SUGGESTED SEQUENCE FOR PLACING THE BITUMINOUS BINDER COURSE IL RTE. 40



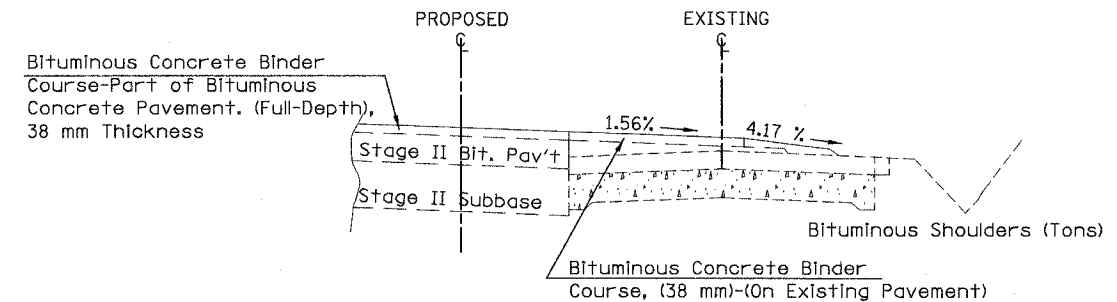
*NOTE: After the binder course has been placed and prior to starting Stage IV, Type I or II barricades shall be placed in accordance with the Standard Specifications and the applicable traffic control standards.

SUGGESTED CONSTRUCTION STAGING PLAN STAGE III

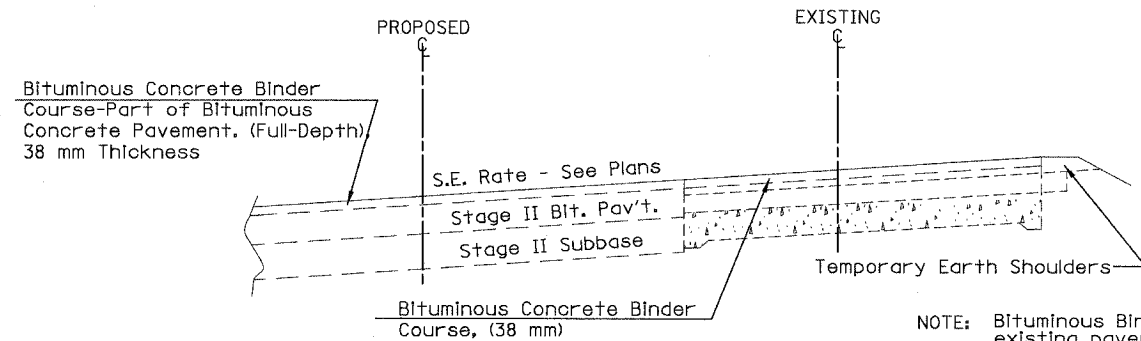
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 646	(Y) W-1, RS-3	PEORIA	142	47
F.A.P.				
FED ROAD DIST NO. 4	ILLINOIS PROJECT			



STAGE III
 Typical Section near Sta. 13+850



STAGE III
 Typical Section near Sta. 14+350



STAGE III
 Typical Section near Sta. 15+450

NOTE: Bituminous Binder Course on the existing pavement shall be placed at the S.E. rate shown in the plans and cross sections. Also refer to the typical sections.

S-6

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE III CONSTRUCTION ILLINOIS ROUTE 40

SCALE: NONE
 DATE: 09/01/06

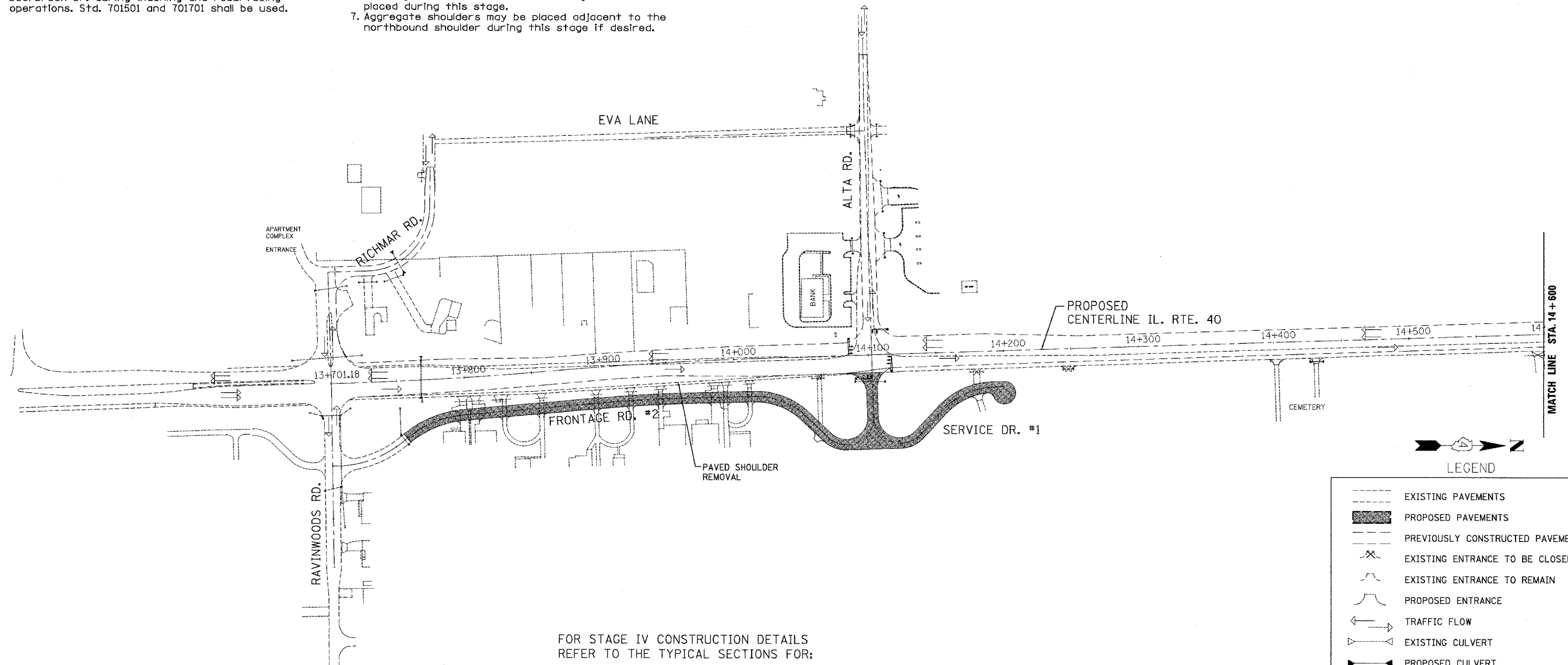
DRAWN BY: JDU
 CHECKED BY: ECM

SUGGESTED CONSTRUCTION STAGING PLAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 646	(Y) W-1, RS-3	PEORIA	142	48
F.A.P.				
FED ROAD DIST NO 4		ILLINOIS PROJECT		

GENERAL CONSTRUCTION & STAGING NOTES

1. After north-bound traffic is moved to the ultimate inside lane, as shown on Typical Detail III-C, Stage III, work shall begin on the east side of IL. Rte. 40.
2. Remove existing bituminous shoulders, widen IL. Rte. 40 for the right turn lane at Frontage Rd. #2. Pavement removal on the east side of IL. Rte. 40 as shown on the plans.
3. Access for the residences east of Frontage Rd. #2 and Service Drive #1 shall be provided in accordance with Article 107.09 of the Standard Specifications.
4. Deerbrook Dr. - Traffic to remain on existing Deerbrook Dr. during widening and resurfacing operations. Std. 701501 and 701701 shall be used.
5. Barricades shall be placed to close the ultimate outside northbound lane during work adjacent to the east edge of pavement and/or shoulder (Std. 701401). Refer to Typical Detail III-C in Stage III. Temporary right turn lanes shall be provided for northbound traffic at the various sideroads, using the ultimate northbound outside lane. Taper lengths and storage lengths to be determined by the Engineer.
6. Full depth bituminous pavement and bituminous shoulders for IL. Rte. 40 constructed during this stage may be constructed full depth. The bituminous surface course on the sideroads, frontage road and service drives may also be placed during this stage.
7. Aggregate shoulders may be placed adjacent to the northbound shoulder during this stage if desired.



FOR STAGE IV CONSTRUCTION DETAILS REFER TO THE TYPICAL SECTIONS FOR:

1. Station 13+941 to 14+259 and Details A & B.
2. Station 14+259 to 14+601 and Detail A. 14+937 to 15+235

LEGEND

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE IV & V CONSTRUCTION
ILLINOIS ROUTE 40
 SCALE: NONE
 DATE: 09/10/06
 DRAWN BY: JDU
 CHECKED BY: ECM

SUGGESTED CONSTRUCTION STAGING PLAN

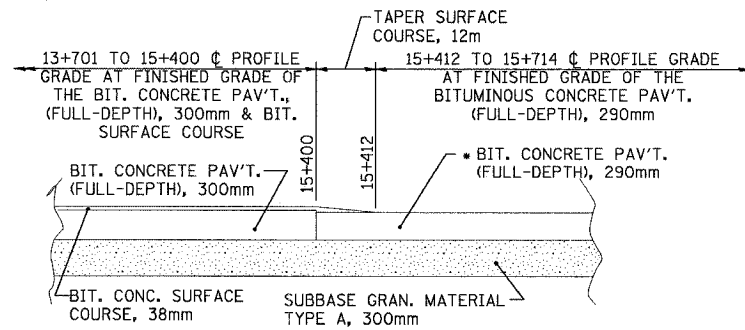
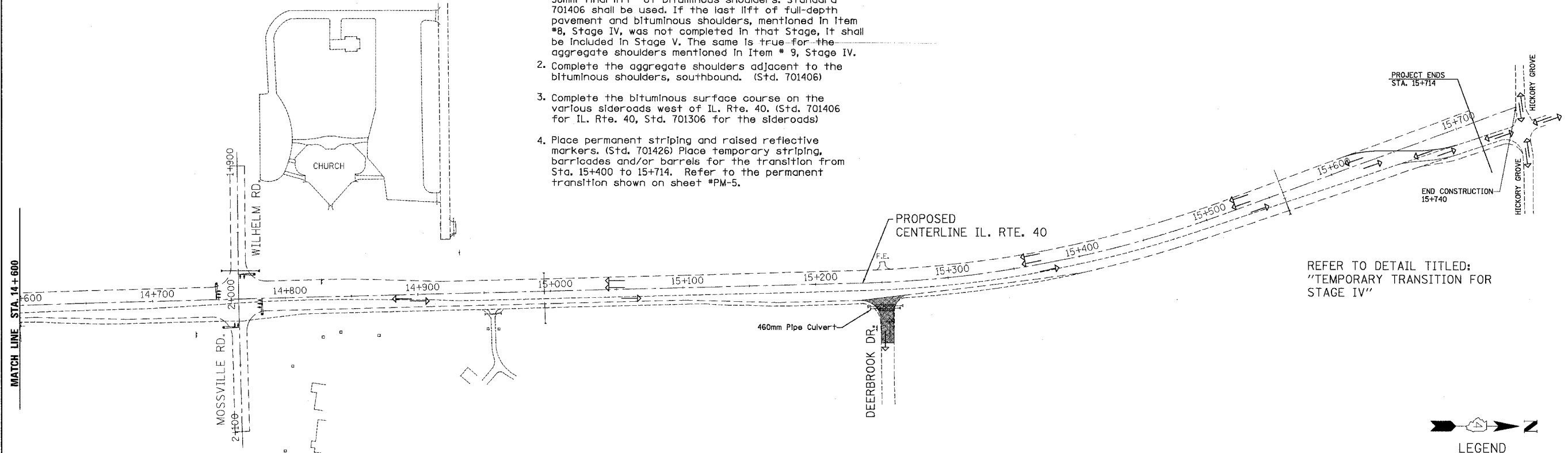
STAGE IV
STAGE V

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 646 F.A.P.	(Y) W-1, RS-3	PEORIA	142	49
FED. ROAD DIST. NO. 4		ILLINOIS PROJECT		

STAGE V

GENERAL CONSTRUCTION
& STAGING NOTES

1. Work during this stage consists of the placement of: the 38mm bituminous surface course on the full-depth bituminous pavement; the final lift of bituminous surface course on the existing pavements and; the 38mm final lift of bituminous shoulders. Standard 701406 shall be used. If the last lift of full-depth pavement and bituminous shoulders, mentioned in Item #8, Stage IV, was not completed in that Stage, it shall be included in Stage V. The same is true for the aggregate shoulders mentioned in Item # 9, Stage IV.
2. Complete the aggregate shoulders adjacent to the bituminous shoulders, southbound. (Std. 701406)
3. Complete the bituminous surface course on the various sideroads west of IL. Rte. 40. (Std. 701406 for IL. Rte. 40, Std. 701306 for the sideroads)
4. Place permanent striping and raised reflective markers. (Std. 701426) Place temporary striping, barricades and/or barrels for the transition from Sta. 15+400 to 15+714. Refer to the permanent transition shown on sheet #PM-5.



• This pavement will not include the bituminous surface course. A 51 mm surface course will be placed during a subsequent contract.

NOTE: A similar transition from the 300mm thick bituminous shoulders to the 150mm thick bituminous shoulder shall be constructed from 15+400 to 15+412.

VERTICAL TAPER TRANSITION
15+400 TO 15+412

REFER TO DETAIL TITLED:
"TEMPORARY TRANSITION FOR
STAGE IV"



LEGEND

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE IV & V CONSTRUCTION

ILLINOIS ROUTE 40













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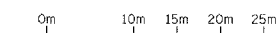
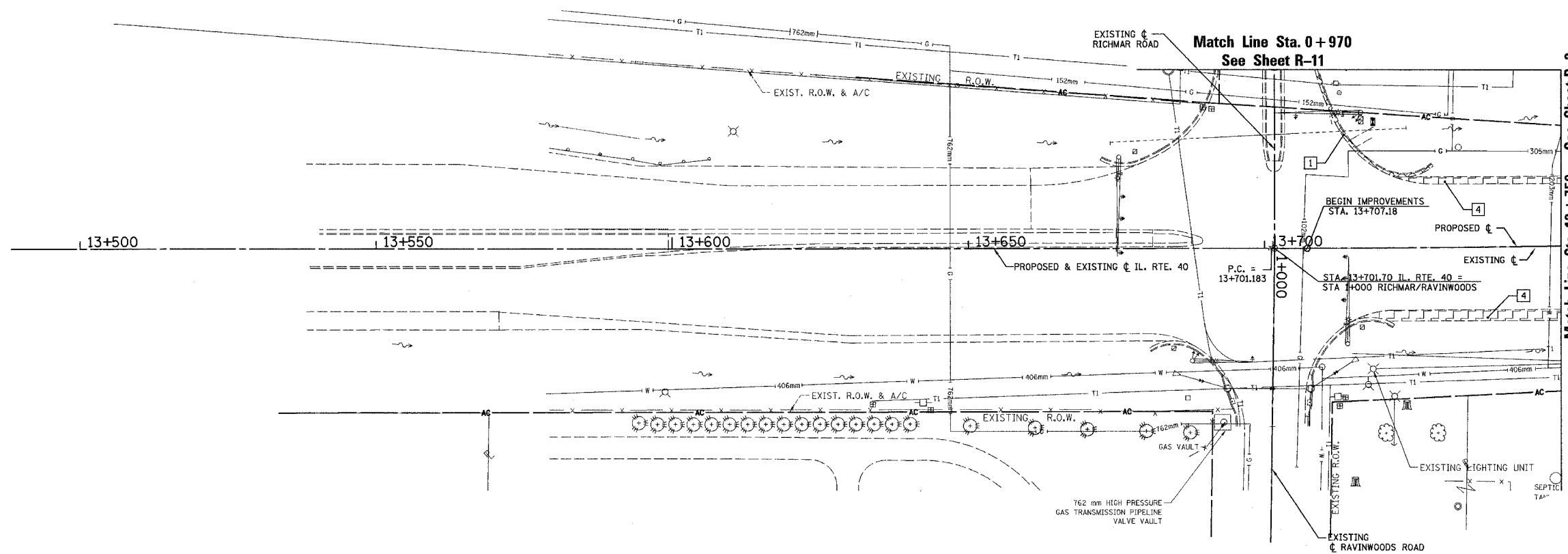
DRAWN BY: JOU
CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142 50
STATION 13+550 TO STATION 13+750			

REMOVAL LEGEND

-  1 CURB & GUTTER REMOVAL
-  2 N/A
-  3 PAVEMENT REMOVAL
-  4 PAVED SHOULDER REMOVAL (m²)
-  ±460mm WIDE (NOMINAL) 5 BIT. SHOULDER REMOVAL (meter)
-  6 BUILDING REMOVAL
-  7 REMOVE EXISTING CULVERTS (meter)
-  8 PIPE CULVERT REMOVAL (EACH)
-  9 DRIVEWAY PAVEMENT REMOVAL
-  10 SIDEWALK REMOVAL
-  11 STORM SEWER REMOVAL
-  INDIVIDUAL TREE REMOVAL (UNITS)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING /REMOVAL

ILLINOIS ROUTE 40

STA. 13+550 TO STA. 13+750

SCALE: 1:400

DATE: 09/01/06

DRAWN BY: JDU

CHECKED BY: ECM

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

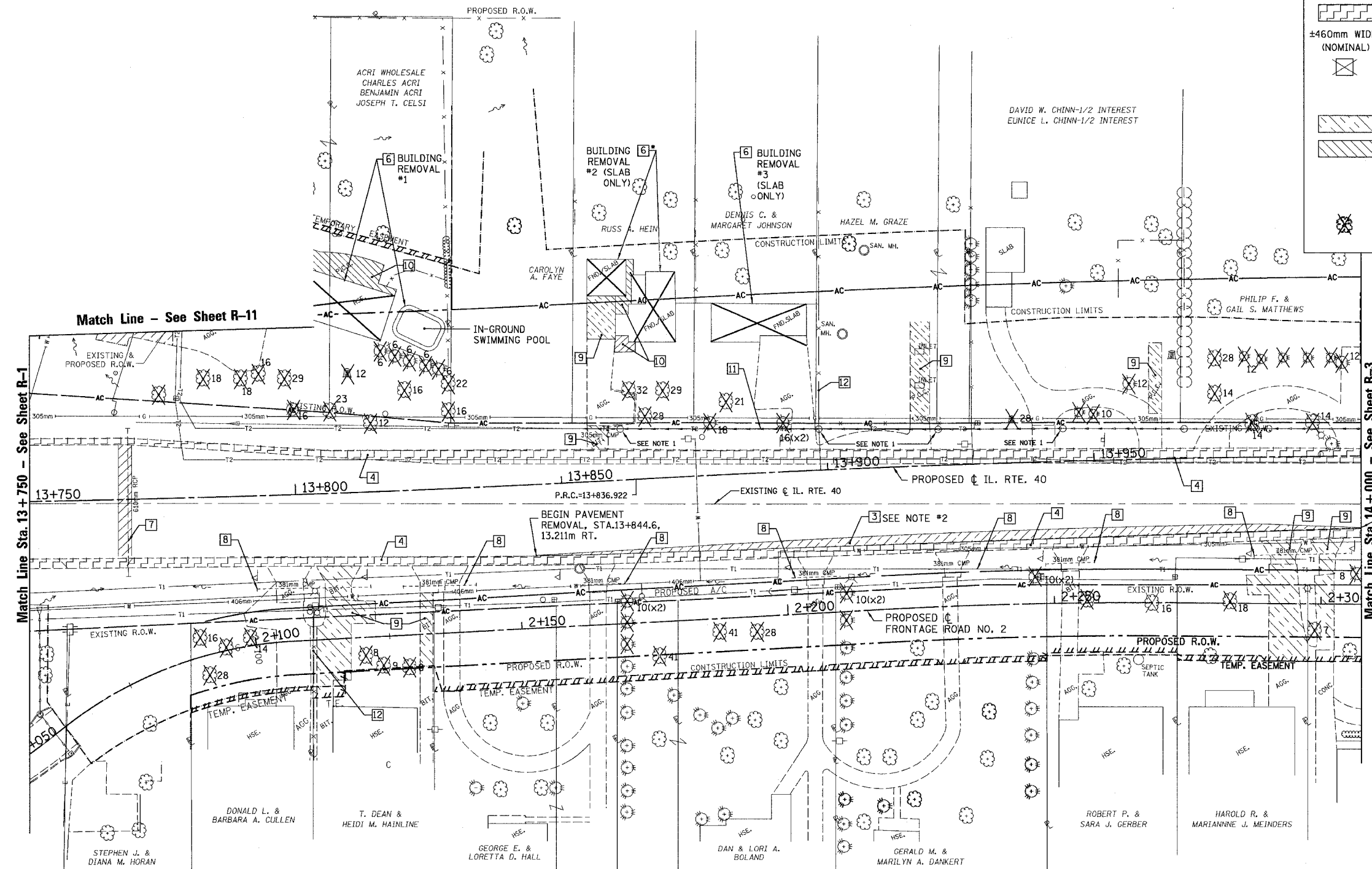
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	51
STATION 13+750 TO STATION 14+000				

REMOVAL LEGEND

	1 CURB & GUTTER REMOVAL
	2 N/A
	3 PAVEMENT REMOVAL
	4 PAVED SHOULDER REMOVAL (m ²)
	±460mm WIDE (NOMINAL) 5 BIT. SHOULDER REMOVAL (meter)
	6 BUILDING REMOVAL
	7 REMOVE EXISTING CULVERTS (meter)
	8 PIPE CULVERT REMOVAL (EACH)
	9 DRIVEWAY PAVEMENT REMOVAL
	10 SIDEWALK REMOVAL
	11 STORM SEWER REMOVAL
	12 FENCE REMOVAL
	INDIVIDUAL TREE REMOVAL (UNITS)

NOTE 1: EXISTING INLETS ARE 381 mm TEE'S WITH GRATES. REMOVAL SHALL BE INCLUDED IN STORM SEWER REMOVAL.

NOTE 2: REMOVE EXISTING PAVEMENT FROM EDGE OF PROPOSED SHOULDER AS DEFINED ON THE PLAN AND PROFILE SHEET.

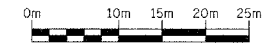


Match Line - See Sheet R-11

Match Line Sta. 13+750 - See Sheet R-1

Match Line Sta. 14+000 - See Sheet R-3

END PAVEMENT REMOVAL, STA.14+000, 13.447m RT.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING /REMOVAL

ILLINOIS ROUTE 40

STA. 13+750 TO STA. 14+000

SCALE: 1:400

DATE: 09/01/06

DRAWN BY: JDU

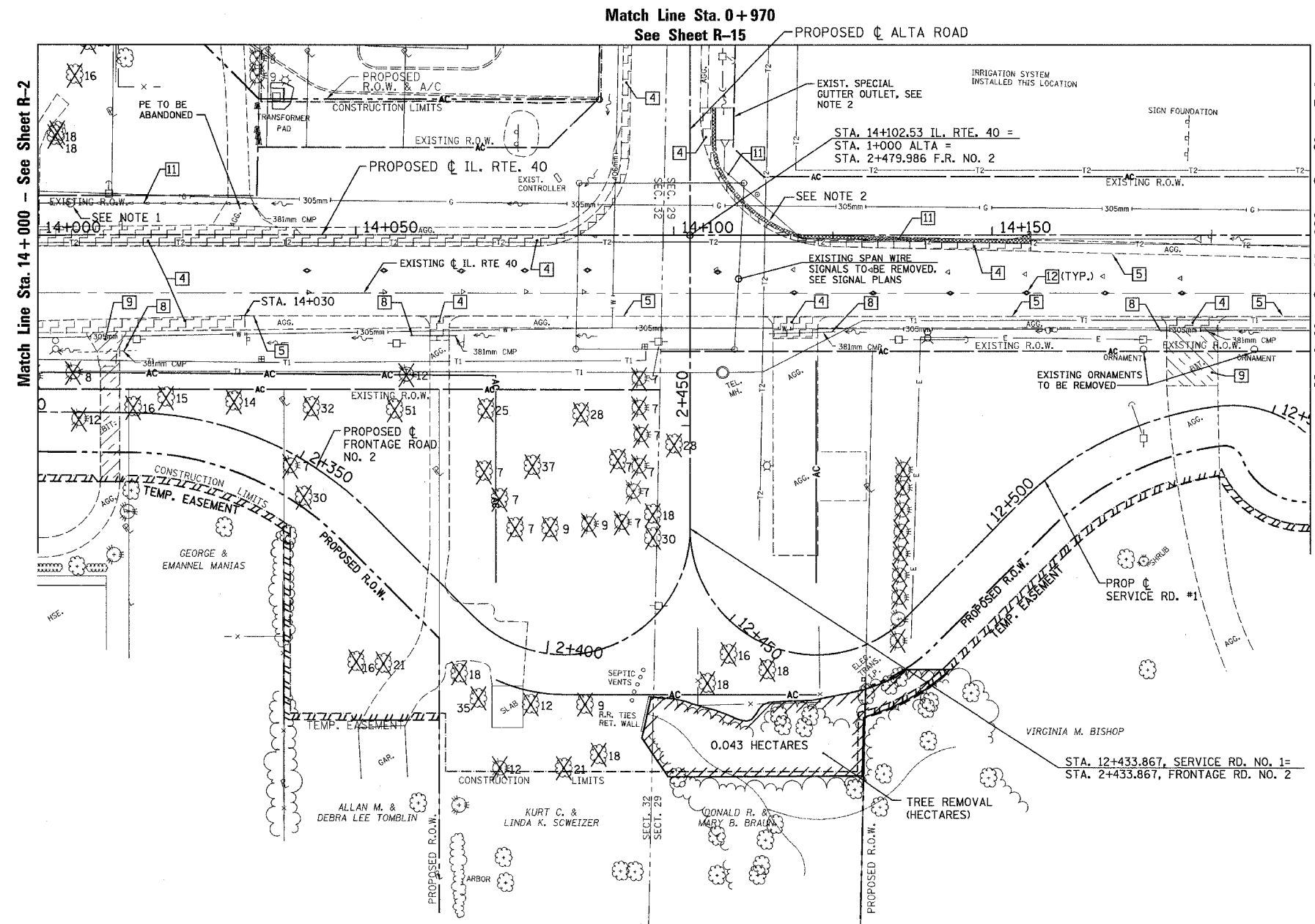
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R-2

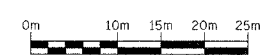
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	52
STATION 14+000 TO STATION 14+200				

REMOVAL LEGEND

	1 CURB & GUTTER REMOVAL
	2 N/A
	3 PAVEMENT REMOVAL
	4 PAVED SHOULDER REMOVAL (m ²)
	±460mm WIDE (NOMINAL) 5 BIT. SHOULDER REMOVAL (meter)
	6 BUILDING REMOVAL
	7 REMOVE EXISTING CULVERTS (meter)
	8 PIPE CULVERT REMOVAL (EACH)
	9 DRIVEWAY PAVEMENT REMOVAL
	10 SIDEWALK REMOVAL
	11 STORM SEWER REMOVAL
	12 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	INDIVIDUAL TREE REMOVAL (UNITS)



- NOTES:
- EXISTING INLETS ARE 381mm TEE'S WITH GRATES. REMOVAL SHALL BE INCLUDED IN STORM SEWER REMOVAL.
 - GUTTER REMOVAL (INCLUDING SPECIAL OUTLET) LT. STA. 14+106 TO STA. 14+153 - 59 m TOTAL.
 - EXISTING ORNAMENT REMOVAL SHALL BE INCIDENTAL TO EARTH EXCAVATION.



REVISIONS	
NAME	DATE












ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING /REMOVAL
ILLINOIS ROUTE 40
 STA. 14+000 TO STA. 14+200
 SCALE: 1:400
 DATE: 09/01/06
 DRAWN BY: JDU
 CHECKED BY: ECM

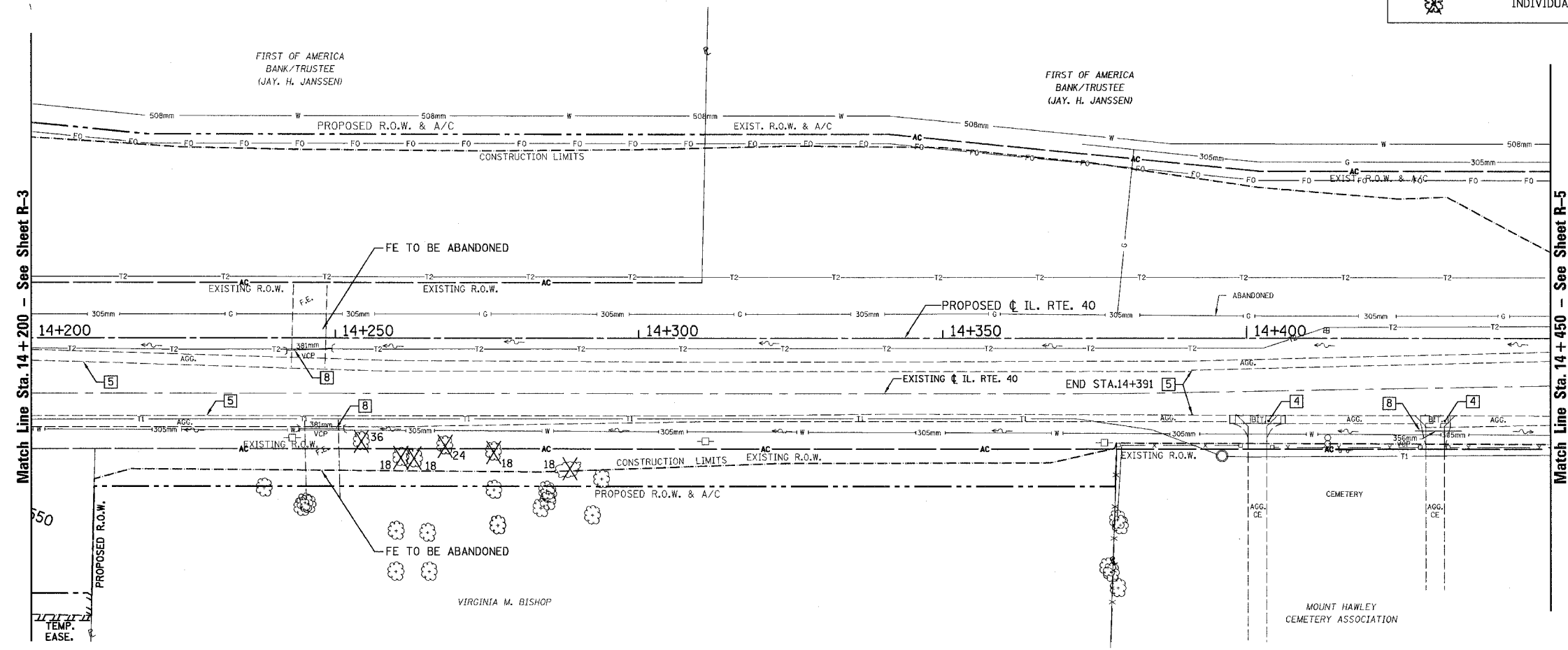
R-3

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

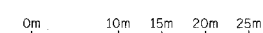
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	53
STATION 14+200 TO STATION 14+450				

REMOVAL LEGEND

-  1 CURB & GUTTER REMOVAL
-  2 N/A
-  3 PAVEMENT REMOVAL
-  4 PAVED SHOULDER REMOVAL (m²)
-  ±460mm WIDE (NOMINAL) 5 BIT. SHOULDER REMOVAL (meter)
-  6 BUILDING REMOVAL
-  7 REMOVE EXISTING CULVERTS (meter)
-  8 PIPE CULVERT REMOVAL (EACH)
-  9 DRIVEWAY PAVEMENT REMOVAL
-  10 SIDEWALK REMOVAL
-  INDIVIDUAL TREE REMOVAL (UNITS)



SEE COMMITMENT NOTE #3



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING /REMOVAL
ILLINOIS ROUTE 40
 STA. 14+200 TO STA. 14+450

SCALE: 1:400
 DATE: 09/01/06

DRAWN BY: JDU
 CHECKED BY: ECM

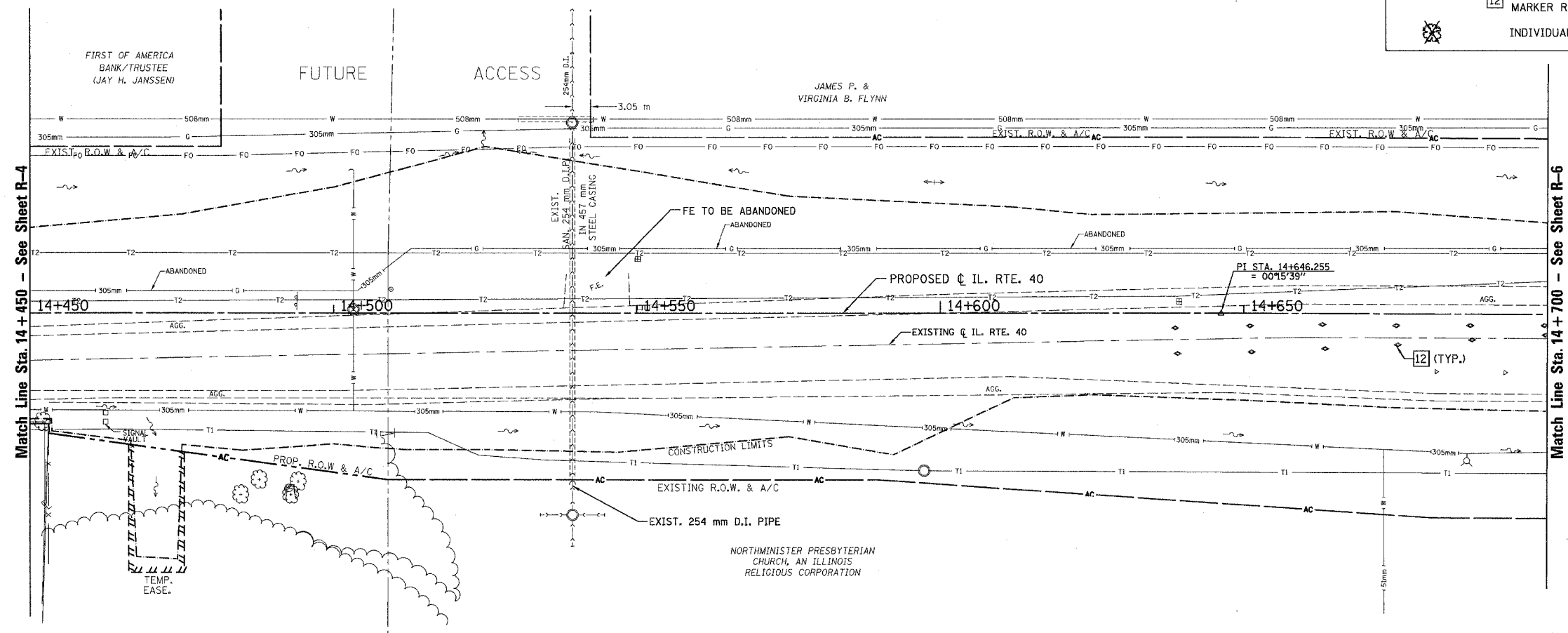
R-4

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-L, RS-3	PEORIA	142	54
STATION 14+450 TO STATION 14+700				

REMOVAL LEGEND

	1 CURB & GUTTER REMOVAL
	2 N/A
	3 PAVEMENT REMOVAL
	4 PAVED SHOULDER REMOVAL (m ²)
	5 BIT. SHOULDER REMOVAL (meter)
	6 BUILDING REMOVAL
	7 REMOVE EXISTING CULVERTS (meter)
	8 PIPE CULVERT REMOVAL (EACH)
	9 DRIVEWAY PAVEMENT REMOVAL
	10 SIDEWALK REMOVAL
	11 STORM SEWER REMOVAL
	12 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	INDIVIDUAL TREE REMOVAL (UNITS)



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING /REMOVAL

ILLINOIS ROUTE 40

STA. 14+450 TO STA. 14+700

SCALE: 1:400
DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

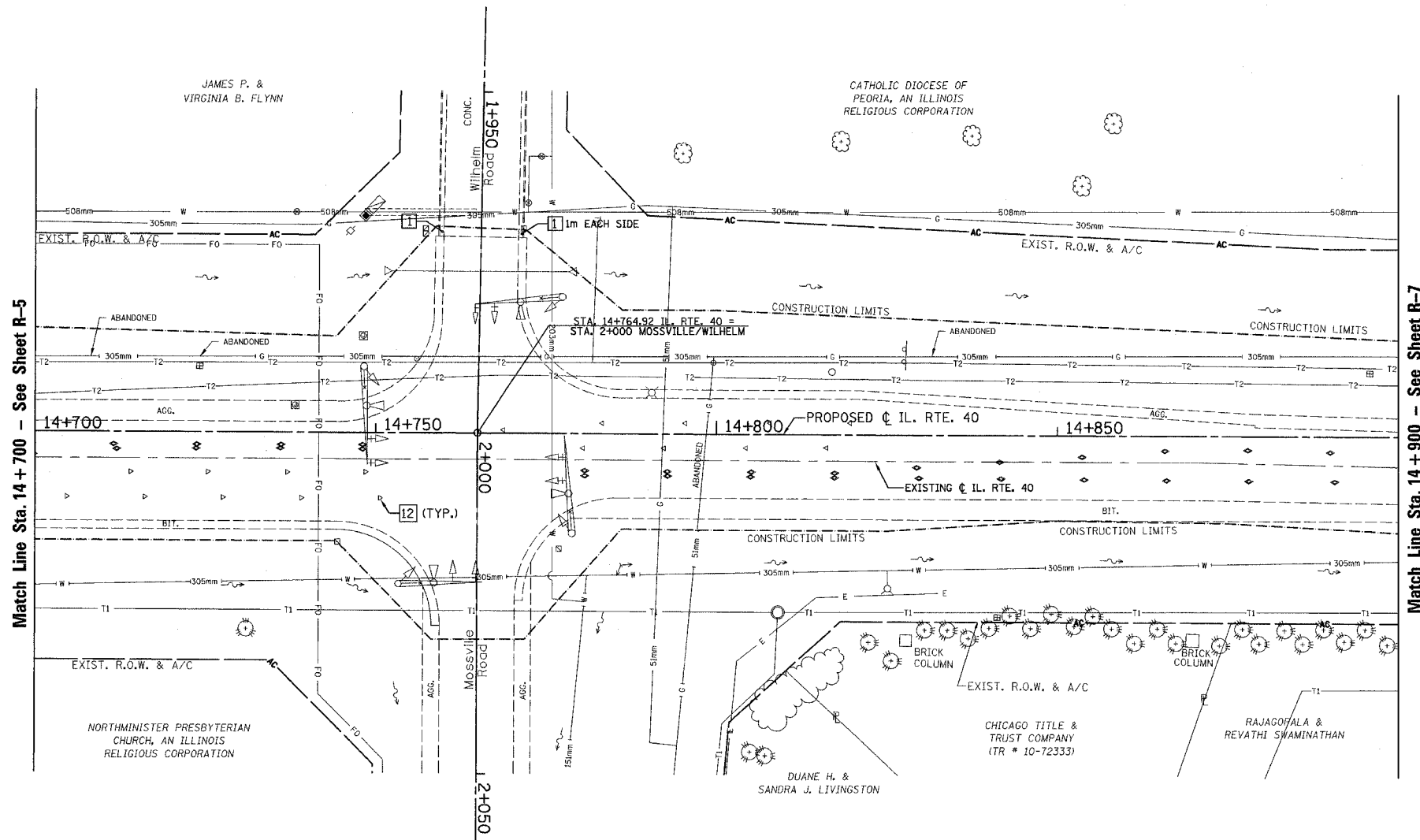
R-5

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-L, RS-3	PEORIA	142	55
STATION 14+700 TO STATION 14+900				

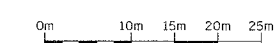
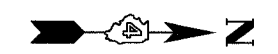
REMOVAL LEGEND

	1 CURB & GUTTER REMOVAL
	2 N/A
	3 PAVEMENT REMOVAL
	4 PAVED SHOULDER REMOVAL (m ²)
	5 BIT. SHOULDER REMOVAL (meter)
	6 BUILDING REMOVAL
	7 REMOVE EXISTING CULVERTS (meter)
	8 PIPE CULVERT REMOVAL (EACH)
	9 DRIVEWAY PAVEMENT REMOVAL
	10 SIDEWALK REMOVAL
	11 STORM SEWER REMOVAL
	12 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	INDIVIDUAL TREE REMOVAL (UNITS)



Match Line Sta. 14+700 - See Sheet R-5

Match Line Sta. 14+900 - See Sheet R-7



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING /REMOVAL

ILLINOIS ROUTE 40

STA. 14+700 TO STA. 14+900

SCALE: 1:400
DATE: 09/1/06

DRAWN BY: JDU
CHECKED BY: ECM

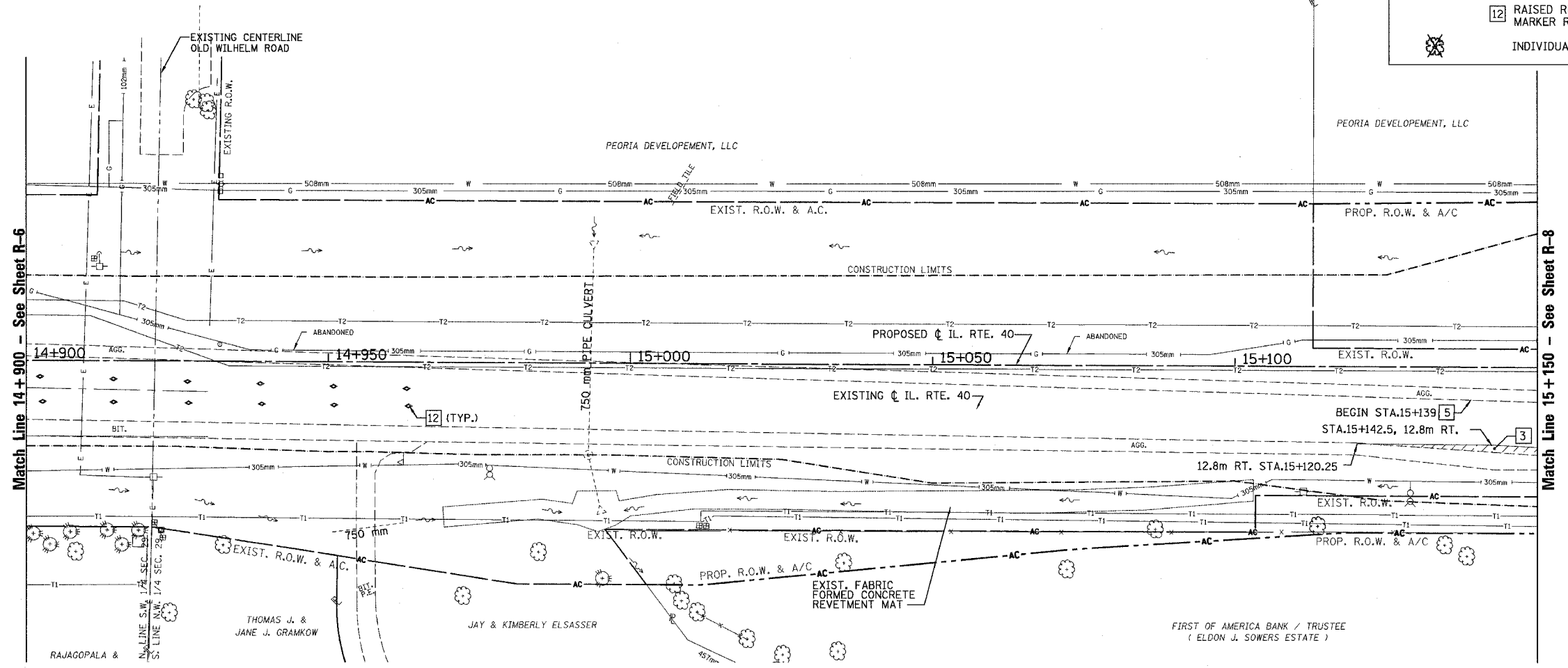
R-6

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	56
STATION 14+900 TO STATION 15+150				

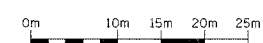
REMOVAL LEGEND

	1 CURB & GUTTER REMOVAL
	2 N/A
	3 PAVEMENT REMOVAL
	4 PAVED SHOULDER REMOVAL (m ²)
	±460mm WIDE (NOMINAL) 5 BIT. SHOULDER REMOVAL (meter)
	6 BUILDING REMOVAL
	7 REMOVE EXISTING CULVERTS (meter)
	8 PIPE CULVERT REMOVAL (EACH)
	9 DRIVEWAY PAVEMENT REMOVAL
	10 SIDEWALK REMOVAL
	11 STORM SEWER REMOVAL
	12 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	INDIVIDUAL TREE REMOVAL (UNITS)



Match Line 14+900 - See Sheet R-6

Match Line 15+150 - See Sheet R-8



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING /REMOVAL

ILLINOIS ROUTE 40

STA. 14+900 TO STA. 15+150

SCALE: 1:400
DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

R-7

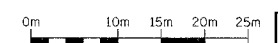
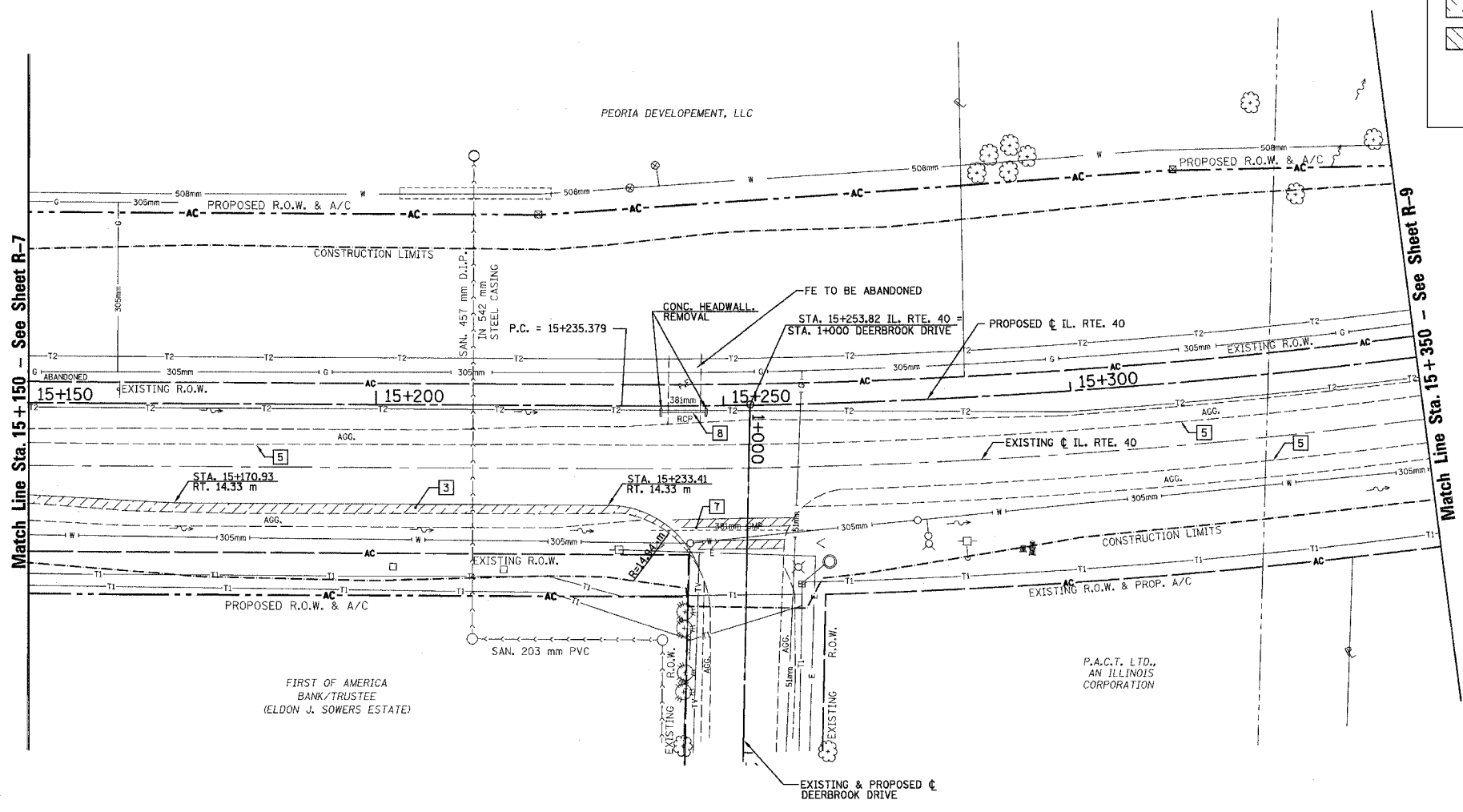
SEC. 29, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	57
STATION 15+150 TO STATION 15+350				

REMOVAL LEGEND

	1 CURB & GUTTER REMOVAL
	2 N/A
	3 PAVEMENT REMOVAL
	4 PAVED SHOULDER REMOVAL (m ²)
	±460mm WIDE (NOMINAL) 5 BIT. SHOULDER REMOVAL (meter)
	6 BUILDING REMOVAL
	7 REMOVE EXISTING CULVERTS (meter)
	8 PIPE CULVERT REMOVAL (EACH)
	9 DRIVEWAY PAVEMENT REMOVAL
	10 SIDEWALK REMOVAL
	11 STORM SEWER REMOVAL
	INDIVIDUAL TREE REMOVAL (UNITS)

CURVE #3
 PI STA 15+377.332
 PC STA 15+235.377
 PT STA 15+516.773
 Δ = 18°39'35" (LT.)
 R = 864.044m
 T = 141.955m
 L = 281.396m
 S.E. = 3.6%
 S.E. ATTAIN - 15+155 TO 15+275
 S.E. REMOVE - 15+477 TO 15+597



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING /REMOVAL
ILLINOIS ROUTE 40
 STA. 15+150 TO STA. 15+350
 SCALE: 1:400
 DATE: 09/01/06
 DRAWN BY: JDU
 CHECKED BY: ECM

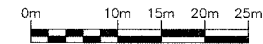
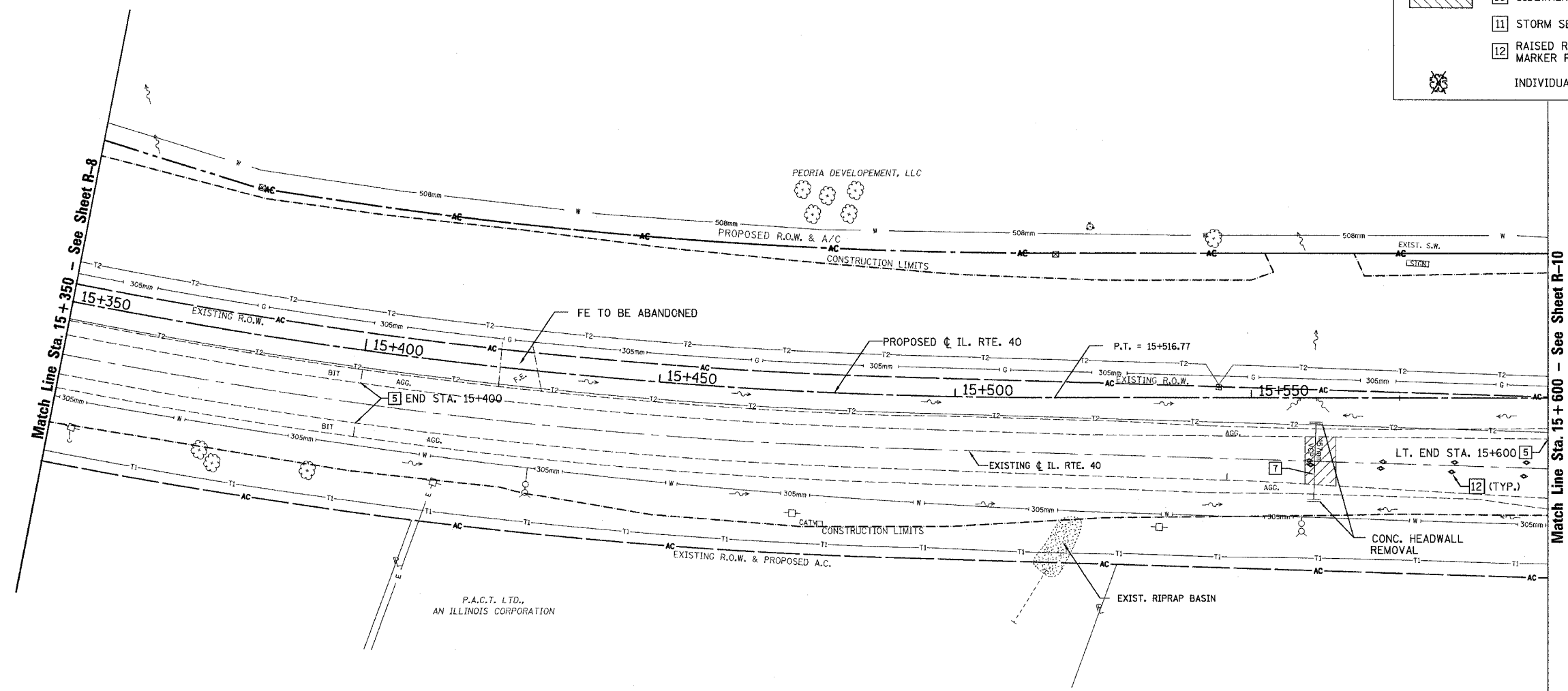
R-8

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	58
STATION 15+350 TO STATION 15+600				

REMOVAL LEGEND

	1 CURB & GUTTER REMOVAL
	2 N/A
	3 PAVEMENT REMOVAL
	4 PAVED SHOULDER REMOVAL (m ²)
	5 BIT. SHOULDER REMOVAL (meter)
	6 BUILDING REMOVAL
	7 REMOVE EXISTING CULVERTS (meter)
	8 PIPE CULVERT REMOVAL (EACH)
	9 DRIVEWAY PAVEMENT REMOVAL
	10 SIDEWALK REMOVAL
	11 STORM SEWER REMOVAL
	12 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	INDIVIDUAL TREE REMOVAL (UNITS)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING /REMOVAL
ILLINOIS ROUTE 40
 STA. 15+350 TO STA. 15+600

SCALE: 1:400
 DATE: 09/01/06

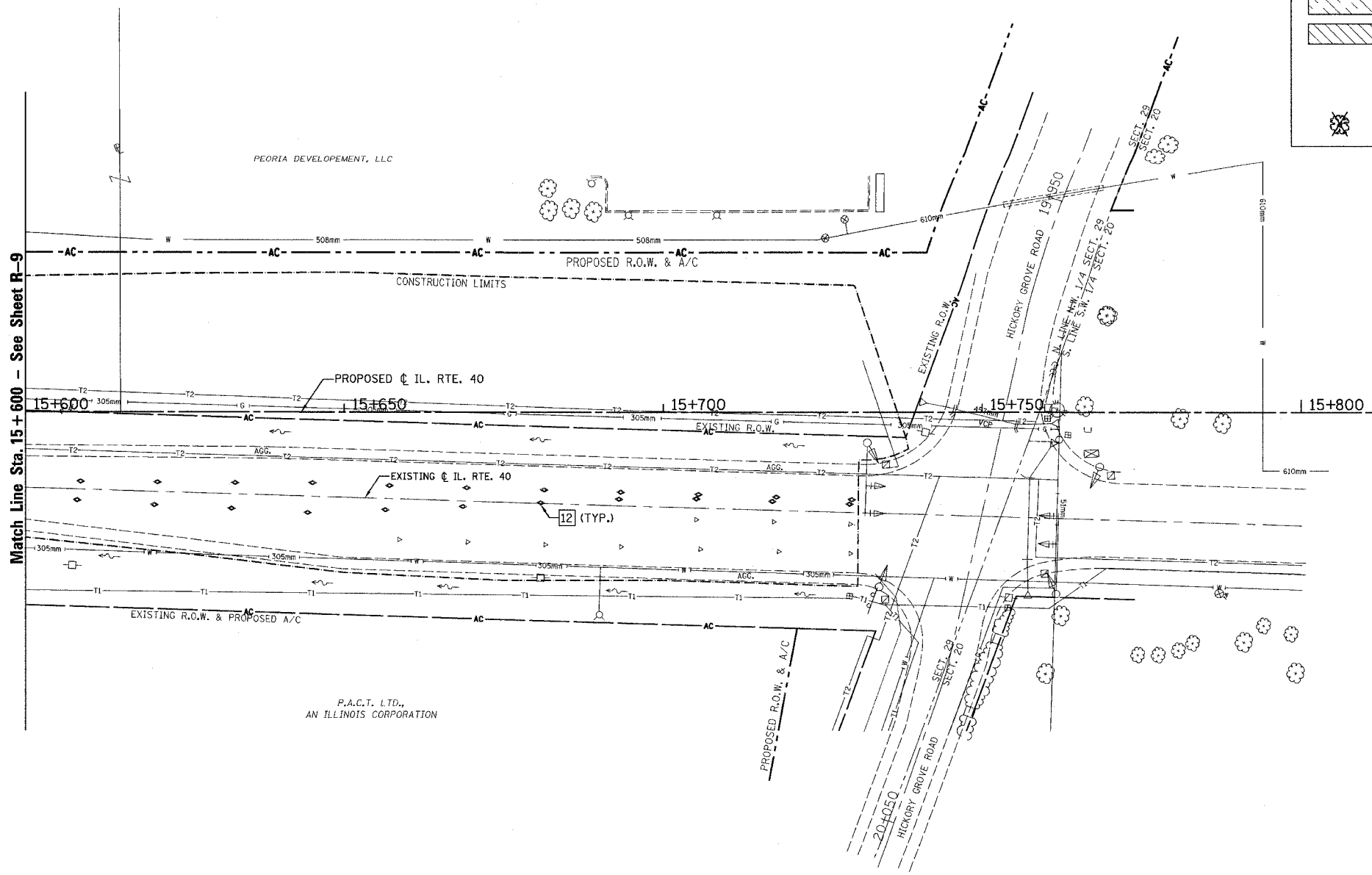
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 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	59
STATION 15+600 TO STATION 15+714				

REMOVAL LEGEND

	1 CURB & GUTTER REMOVAL
	2 N/A
	3 PAVEMENT REMOVAL
	4 PAVED SHOULDER REMOVAL (m ²)
	±460mm WIDE (NOMINAL) 5 BIT. SHOULDER REMOVAL (meter)
	6 BUILDING REMOVAL
	7 REMOVE EXISTING CULVERTS (meter)
	8 PIPE CULVERT REMOVAL (EACH)
	9 DRIVEWAY PAVEMENT REMOVAL
	10 SIDEWALK REMOVAL
	11 STORM SEWER REMOVAL
	12 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	INDIVIDUAL TREE REMOVAL (UNITS)



Match Line Sta. 15+600 - See Sheet R-9

PEORIA DEVELOPMENT, LLC

P.A.C.T. LTD.,
AN ILLINOIS CORPORATION



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING /REMOVAL

ILLINOIS ROUTE 40

STA. 15+600 TO STA. 15+714

SCALE: 1:400
DATE: 09/01/06












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CHECKED BY: ECM

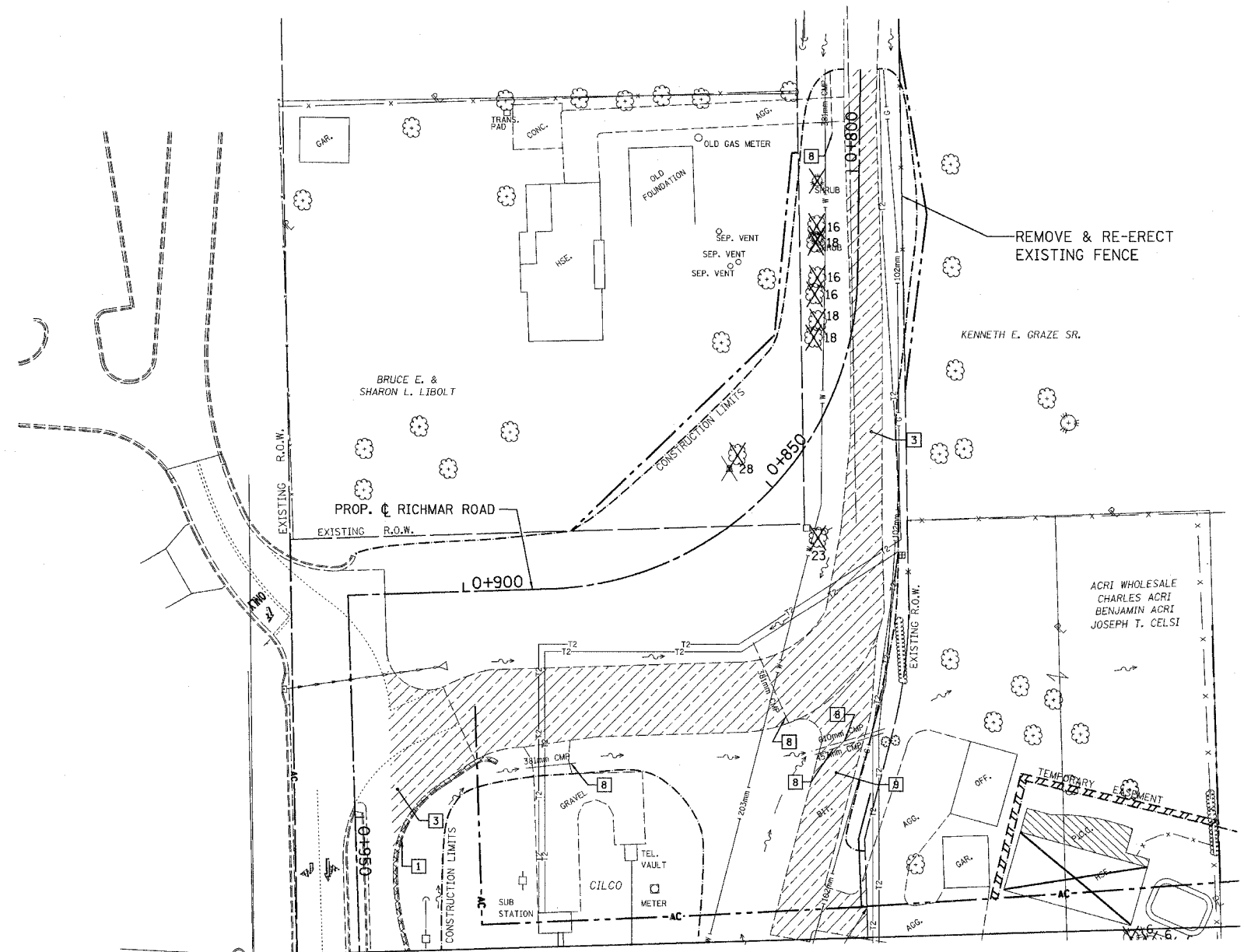
R-10

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

RTE NO.	SECTION	COUNTY	TOTAL SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142 60
STATION 0+784.967 TO STATION 0+970			

REMOVAL LEGEND

-  1 CURB & GUTTER REMOVAL
-  2 RIGID PAVEMENT REMOVAL
-  3 FLEXIBLE PAVEMENT REMOVAL
-  4 PAVED SHOULDER REMOVAL (m²)
-  ±460mm WIDE (NOMINAL) 5 BIT. SHOULDER REMOVAL (meter)
-  6 BUILDING REMOVAL
-  7 REMOVE EXISTING CULVERTS (meter)
-  8 PIPE CULVERT REMOVAL (EACH)
-  9 DRIVEWAY PAVEMENT REMOVAL
-  10 SIDEWALK REMOVAL
-  INDIVIDUAL TREE REMOVAL (UNITS)



Match Line 0+970 - See Sheet R-1

NOTES:
1. REMOVE & RE-ERECT EXISTING FENCE SHALL BE INCLUDED IN EARTH EXCAVATION.



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING /REMOVAL
ILLINOIS ROUTE 40
 RICHMAR ROAD
 STA. 0+784.967 TO STA. 0+970
 SCALE: 1:400
 DATE: 09/01/06
 DRAWN BY: JDU
 CHECKED BY: ECM

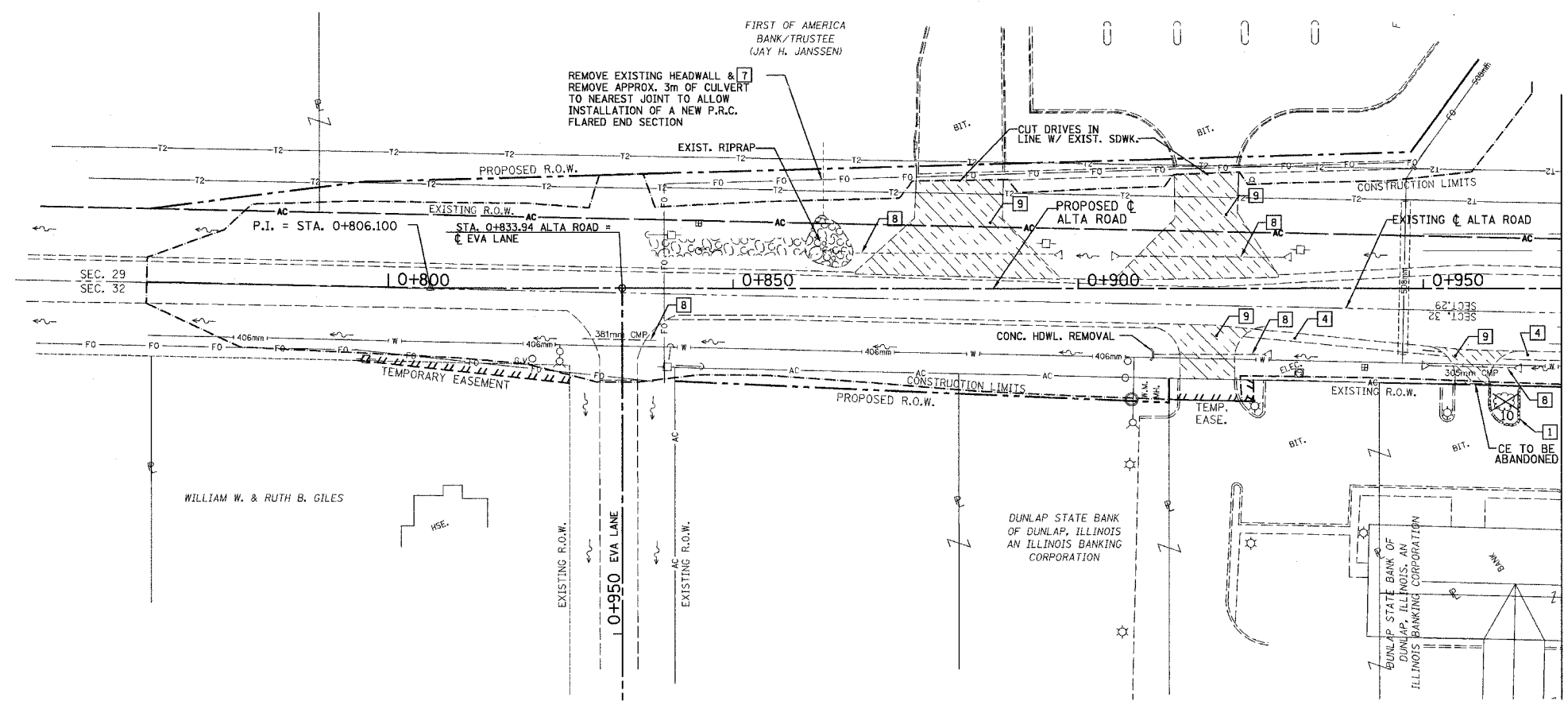
R-11

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

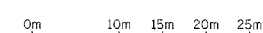
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	61
STATION 0+750 TO STATION 0+970				

REMOVAL LEGEND

	1 CURB & GUTTER REMOVAL
	2 N/A
	3 PAVEMENT REMOVAL
	4 PAVED SHOULDER REMOVAL (m ²)
	±460mm WIDE (NOMINAL) 5 BIT. SHOULDER REMOVAL (meter)
	6 BUILDING REMOVAL
	7 REMOVE EXISTING CULVERTS (meter)
	8 PIPE CULVERT REMOVAL (EACH)
	9 DRIVEWAY PAVEMENT REMOVAL
	10 SIDEWALK REMOVAL
	INDIVIDUAL TREE REMOVAL (UNITS)



Match Line 0+970 - See Sheet R-3



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING /REMOVAL
ILLINOIS ROUTE 40
 ALTA ROAD
 STA. 0+750 TO STA. 0+970
 SCALE: 1:400
 DATE: 09/01/06
 DRAWN BY: JDU
 CHECKED BY: ECM

R-15

B.M. "M29B-1" - BRASS DISC IN CONCRETE
 STA. 14+100±, 16m± RT.
 ELEV.= 243.566

T.B.M. "26" - N'LY CAP BOLT FIRE HYD.
 STA. 13+716±, 23m± RT.
 ELEV.= 242.633

T.B.M. "27" - CHIS "X" IN NW ANCHOR BOLT FOR
 E. LEG OF INFO. SIGN STRADDLING
 SOUTH BOUND LANES OF 40
 STA. 13+208±, 30m± RT.
 ELEV.= 243.530

IL. RTE 40
 CENTERLINE CURVE DATA
 CURVE #1
 PI STA 13+782.576
 PC STA 13+701.185
 PRC STA 13+863.924
 $\Delta = 03^{\circ}13'13"$ (L.T.)
 R = 2895.600m
 T = 81.391m
 L = 162.739m
 e = N/A

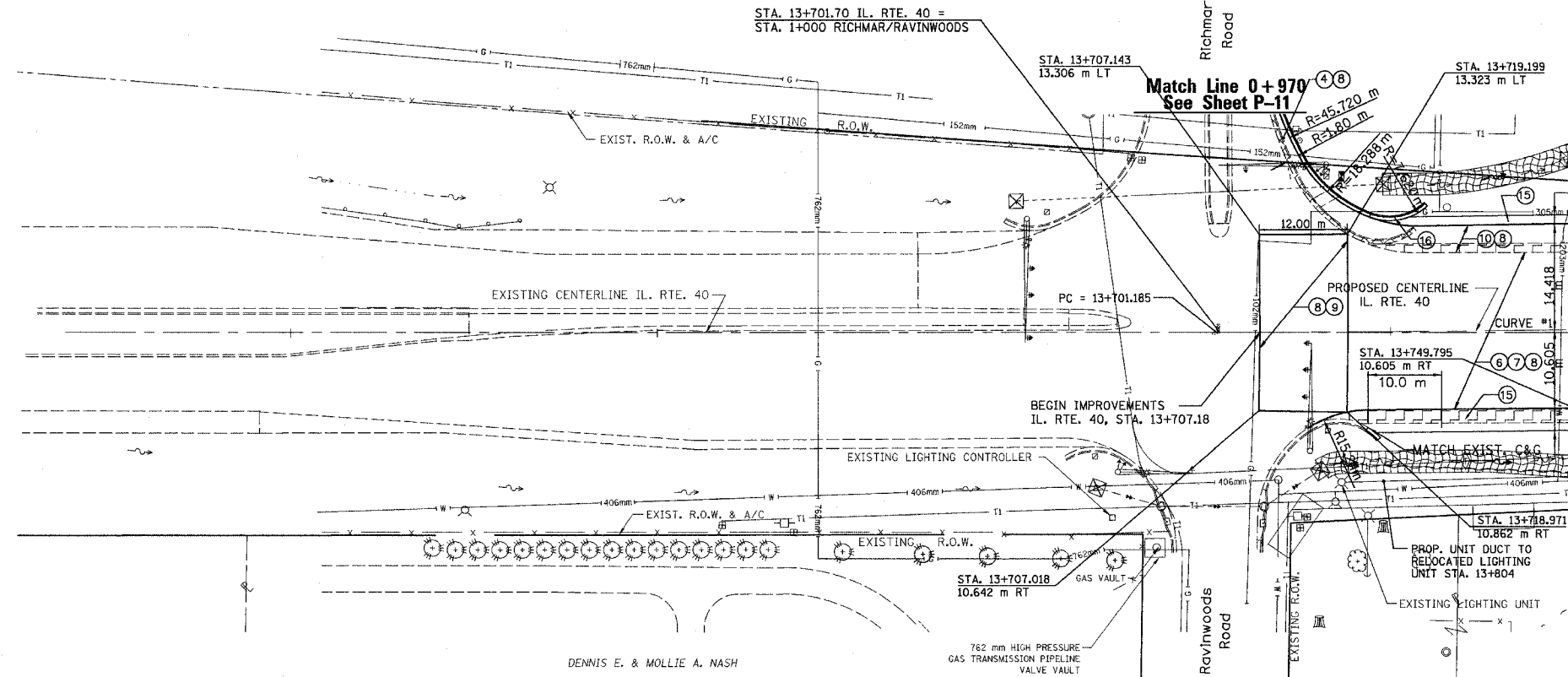
SEC.32, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	62
STATION 13+600 TO STATION 13+750				

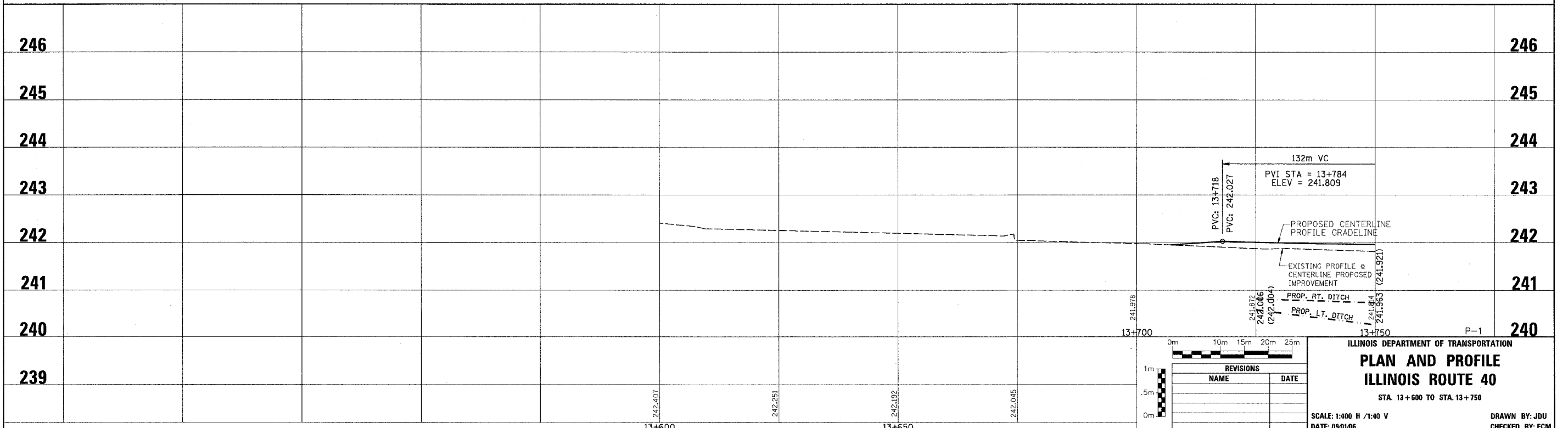
UNIT DUCT, 2 #6 XLP, 1 #6 BARE GROUND, 25mm POLYETHYLENE
 EXIST. LIGHTING UNIT @ RT. 13+719 TO 13+750..... 31.0 m
 TRENCH AND BACFILL FOR ELECTRICAL WORK..... 31.0 m

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 BITUMINOUS BASE COURSE
 - 4 BITUMINOUS CONCRETE BASE COURSE WIDENING
 - 5 AGGREGATE SURFACE COURSE
 - 6 LEVELING BINDER (mm)
 - 7 BITUMINOUS CONCRETE BINDER COURSE
 - 8 BITUMINOUS CONCRETE SURFACE COURSE
 - 9 BITUMINOUS SURFACE REMOVAL-BUTT JOINT
 - 10 BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH)
 - 11 PORTLAND CEMENT CONC. PAVEMENT SPECIAL W/INTEGRAL CURB
 - 12 PORTLAND CEMENT CONCRETE SIDEWALK
 - 13 BITUMINOUS SURFACE REMOVAL-VAR. DEPTH
 - 14 AGGREGATE SHOULDERS
 - 15 BITUMINOUS SHOULDERS
 - 16 COMBINATION CONCRETE CURB AND GUTTER
 - 17 CONCRETE MEDIAN TYPE SB 15.60



ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 STA. 13+600 TO STA. 13+750

REVISIONS	
NAME	DATE

SCALE: 1:400 H / 1:40 V
 DATE: 09/10/06
 DRAWN BY: JDU
 CHECKED BY: ECM

T.B.M. "25" - N'LY CAP BOLT FIRE HYD.
 STA. 13+864±, 22m± RT.
 ELEV. = 242.505

STA. 13+768
 37m P CUL 1 RC-E ERS 900
 PRCF END SECTIONS
 U.S.F.L. = 240.43
 D.S.F.L. = 239.94

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

UNIT DUCT, 2 #6 XLP, 1 #6 BARE GROUND 25mm POLYETHYLENE — 56.0 m
 TRENCH AND BACKFILL FOR ELECTRICAL WORK — 54.0 m
 RELOCATE EXISTING LIGHTING UNIT 20.5 M RT. STA. 13+804 — 1 EACH

RTE NO.	SECTION	COUNTY	TOTAL SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142 63
STATION 13+750 TO STATION 14+000			

STA. 13+855.007 TO
 STA. 13+863.924
 LT. EDGE OF PAVEMENT
 $\Delta = 0^{\circ}09'09''$ (RT.)
 R = 3340.468 m
 T = 4.443 m
 L = 8.887 m

STA. 13+749.795 TO
 STA. 13+863.924
 RT. EDGE OF PAVEMENT
 $\Delta = 02^{\circ}34'05''$ (LT.)
 R = 2555.529 m
 T = 57.278 m
 L = 114.537 m

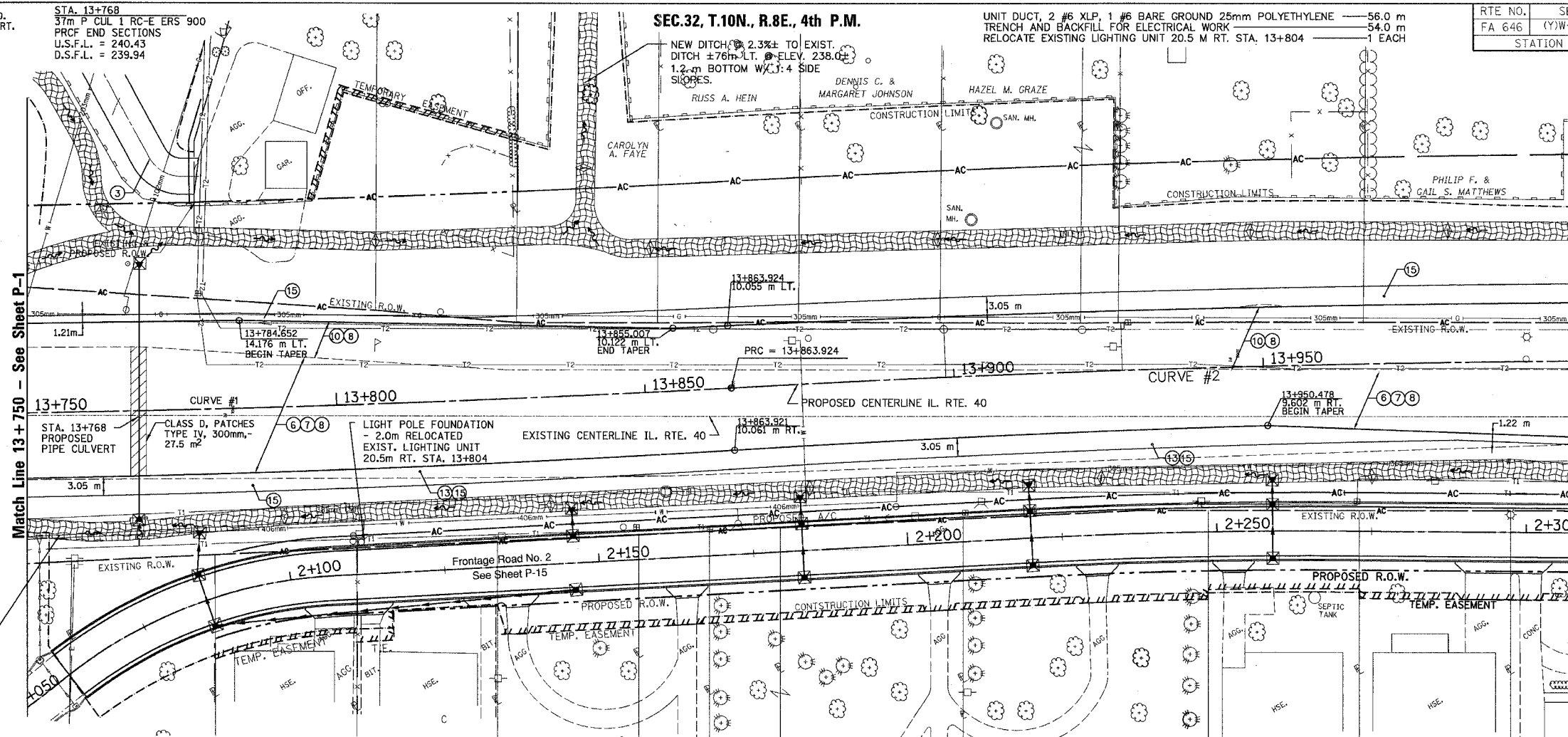
IL. RTE. 40
 CENTERLINE CURVE DATA
 CURVE #2

PI STA 13+945.315
 PRC STA 13+863.924
 PT STA 14+026.663
 $\Delta = 03^{\circ}13'13''$ (RT.)
 R = 2895.600 m
 T = 81.391 m
 L = 162.739 m
 $e = N/A$

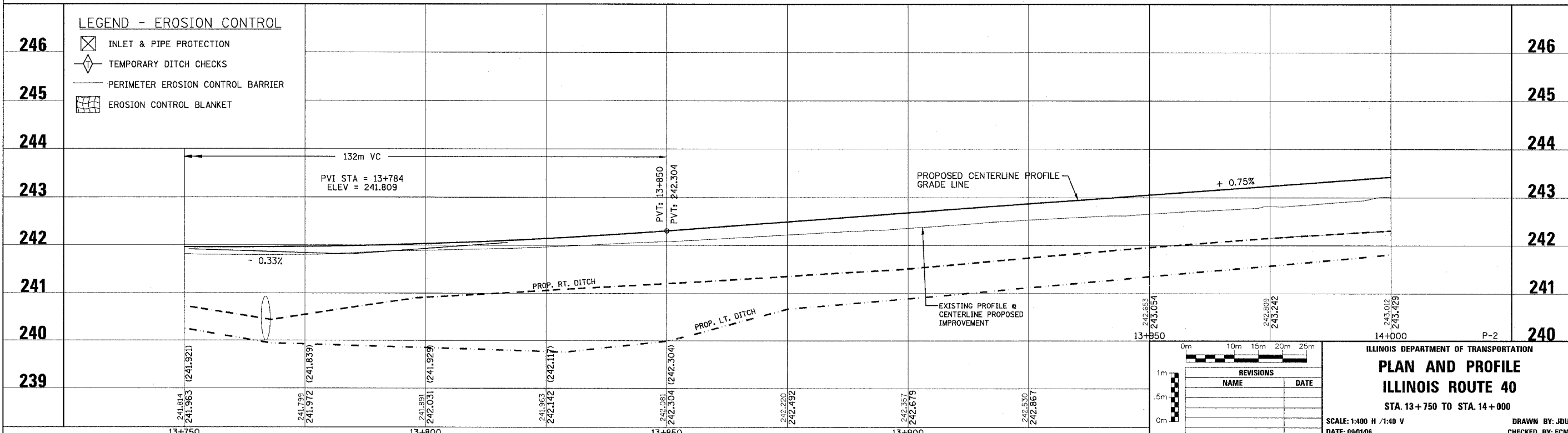
STA. 13+863.924 TO
 STA. 14+026.663
 LT. EDGE OF PAVEMENT
 $\Delta = 02^{\circ}47'59''$ (RT.)
 R = 3340.468 m
 T = 81.635 m
 L = 163.327 m

STA. 13+863.924 TO
 STA. 13+950.478
 RT. EDGE OF PAVEMENT
 $\Delta = 01^{\circ}56'03''$ (RT.)
 R = 2555.529 m
 T = 43.137 m
 L = 86.265 m

PROP UNIT DUCT TO
 RELOCATED LIGHTING
 UNIT, STA. 13+804



- LEGEND**
- ① FABRIC FORMED CONCRETE REVEMENT MAT
 - ② AGGREGATE BASE COURSE
 - ③ BITUMINOUS BASE COURSE
 - ④ BITUMINOUS CONCRETE BASE COURSE WIDENING
 - ⑤ AGGREGATE SURFACE COURSE
 - ⑥ LEVELING BINDER (mm)
 - ⑦ BITUMINOUS CONCRETE BINDER COURSE
 - ⑧ BITUMINOUS CONCRETE SURFACE COURSE
 - ⑨ BITUMINOUS SURFACE REMOVAL—BUTT JOINT
 - ⑩ BITUMINOUS CONCRETE PAVEMENT (FULL—DEPTH)
 - ⑪ PORTLAND CEMENT CONC. PAVEMENT SPECIAL W/INTEGRAL CURB
 - ⑫ PORTLAND CEMENT CONCRETE SIDEWALK
 - ⑬ BITUMINOUS SURFACE REMOVAL—VAR. DEPTH
 - ⑭ AGGREGATE SHOULDERS
 - ⑮ BITUMINOUS SHOULDERS
 - ⑯ COMBINATION CONCRETE CURB AND GUTTER
 - ⑰ CONCRETE MEDIAN TYPE SB 15.60



REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 STA. 13+750 TO STA. 14+000
 SCALE: 1:400 H / 1:40 V
 DATE: 09/10/06
 DRAWN BY: JDU
 CHECKED BY: ECM

B.M. "M29B-1" - BRASS DISC IN CONCRETE
 STA. 14+100±, 16m± RT.
 ELEV.= 243.566

T.B.M. "2" - TOP VALVE STEM FIRE HYD.
 STA. 14+002±, 16m± RT.
 ELEV.= 244.011

T.B.M. "24" - RR SPIKE IN POWER POLE
 STA. 0+855±, 7m± LT.
 ALTA RD., ELEV.= 240.472

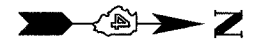
LEGEND - EROSION CONTROL

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

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

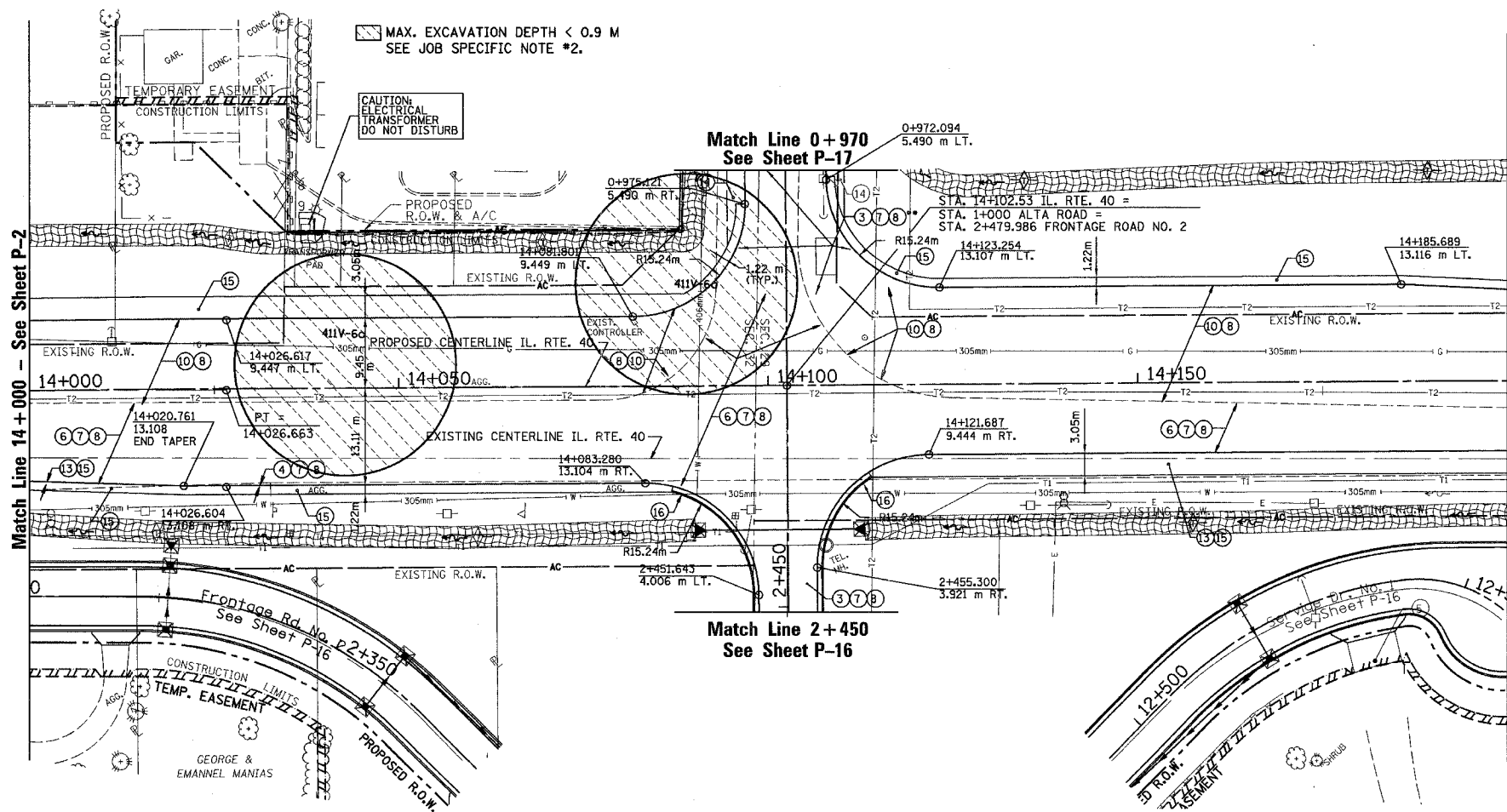
SEC.29, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142 / 64
STATION 14+000 TO STATION 14+200			

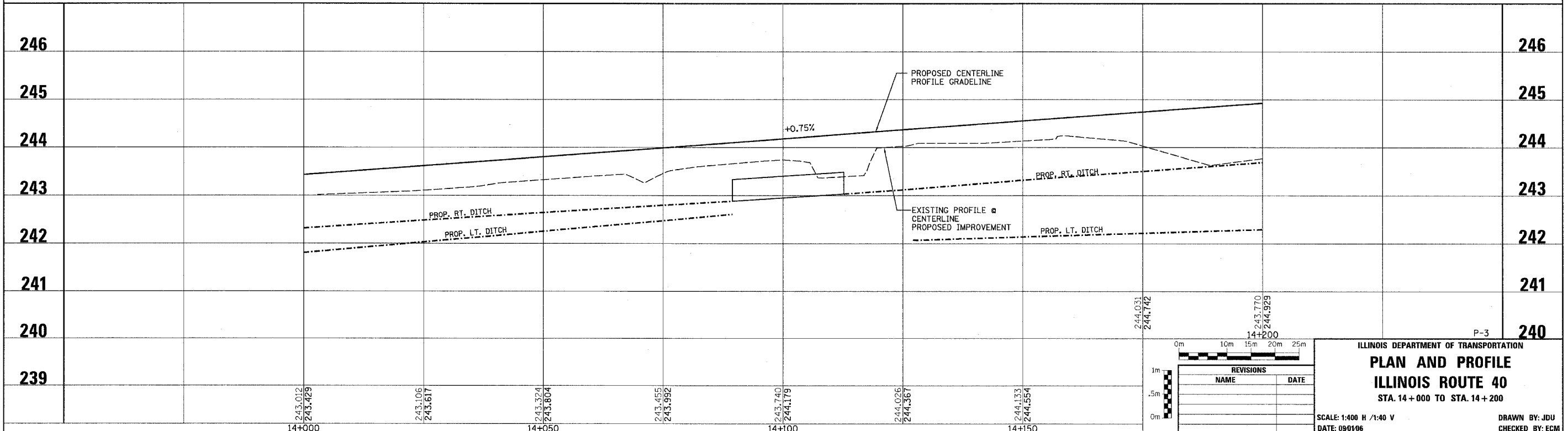


LEGEND

- ① FABRIC FORMED CONCRETE REVETMENT MAT
 - ② AGGREGATE BASE COURSE
 - ③ BITUMINOUS BASE COURSE
 - ④ BITUMINOUS CONCRETE BASE COURSE WIDENING
 - ⑤ AGGREGATE SURFACE COURSE
 - ⑥ LEVELING BINDER (mm)
 - ⑦ BITUMINOUS CONCRETE BINDER COURSE
 - ⑧ BITUMINOUS CONCRETE SURFACE COURSE
 - ⑨ BITUMINOUS SURFACE REMOVAL-BUTT JOINT
 - ⑩ BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH)
 - ⑪ PORTLAND CEMENT CONC. PAVEMENT SPECIAL W/INTEGRAL CURB
 - ⑫ PORTLAND CEMENT CONCRETE SIDEWALK
 - ⑬ BITUMINOUS SURFACE REMOVAL-VAR. DEPTH
 - ⑭ AGGREGATE SHOULDERS
 - ⑮ BITUMINOUS SHOULDERS
 - ⑯ COMBINATION CONCRETE CURB AND GUTTER
 - ⑰ CONCRETE MEDIAN TYPE SB 15.60
- GRANULAR EMBANKMENT, SPECIAL



FRONTAGE ROAD NO. 2
 STA. 2+460.50
 18m PIPE CULVERT, CLASS A, TYPE 1, 450mm
 W/ P.R.C. FLARED END SECTION - EACH END
 U.S.F.L. = 243.03
 D.S.F.L. = 242.91



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 STA. 14+000 TO STA. 14+200

SCALE: 1:400 H / 1:40 V
 DATE: 09/01/06

DRAWN BY: JDU
 CHECKED BY: ECM

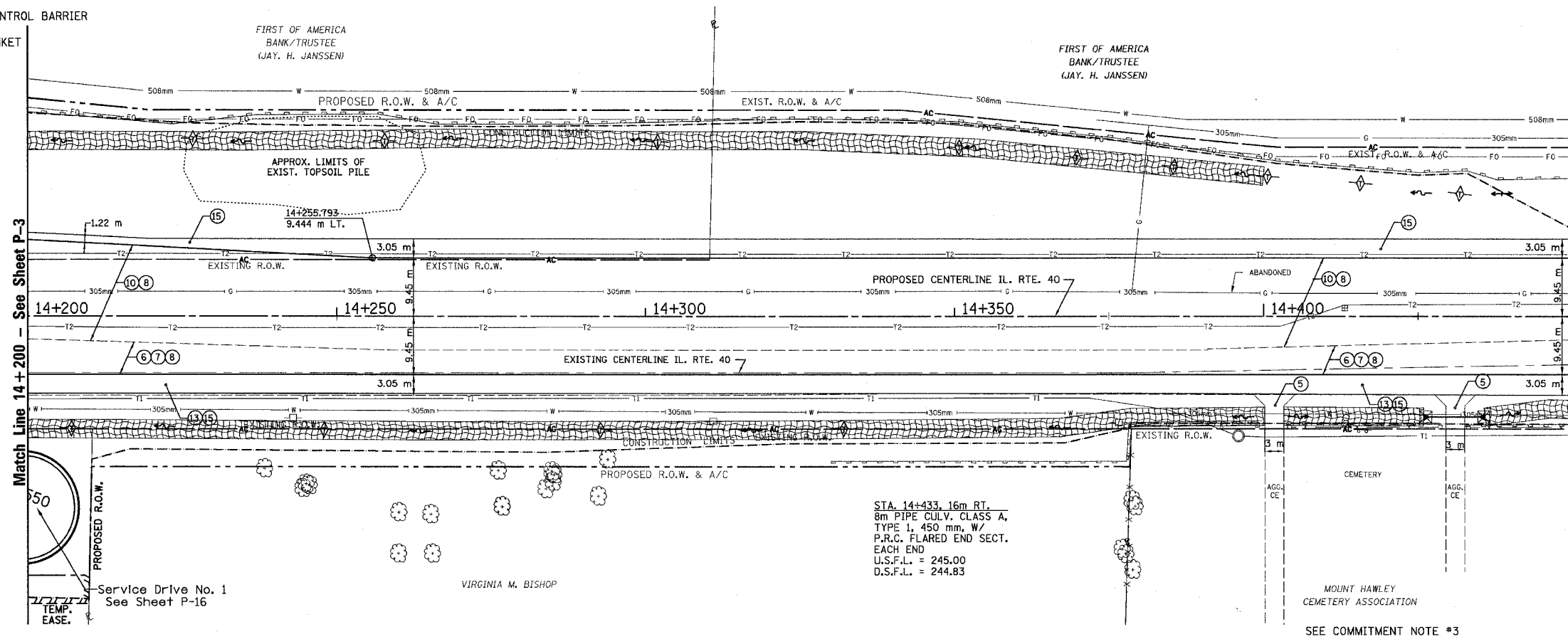
LEGEND - EROSION CONTROL

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

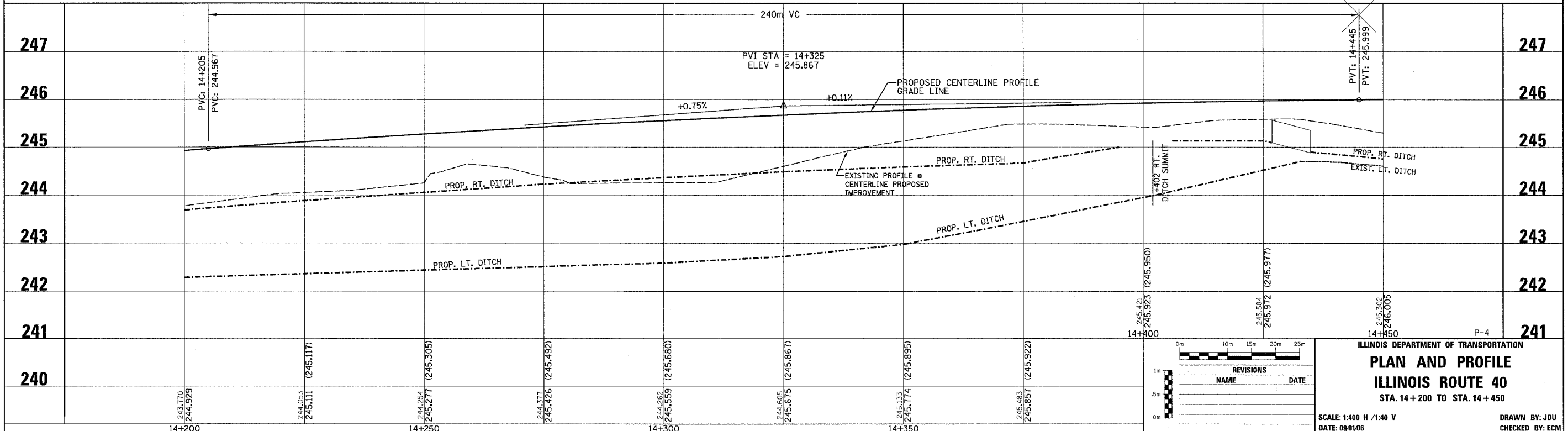
T.B.M. "3" - RR SPIKE IN POWER POLE
 STA. 14+311±, 17m± RT.
 ELEV.= 245.160

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	65
STATION 14+200 TO STATION 14+450				



- LEGEND**
- ① FABRIC FORMED CONCRETE REVETMENT MAT
 - ② AGGREGATE BASE COURSE
 - ③ BITUMINOUS BASE COURSE
 - ④ BITUMINOUS CONCRETE BASE COURSE WIDENING
 - ⑤ AGGREGATE SURFACE COURSE
 - ⑥ LEVELING BINDER (mm)
 - ⑦ BITUMINOUS CONCRETE BINDER COURSE
 - ⑧ BITUMINOUS CONCRETE SURFACE COURSE
 - ⑨ BITUMINOUS SURFACE REMOVAL-BUTT JOINT
 - ⑩ BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH)
 - ⑪ PORTLAND CEMENT CONC. PAVEMENT SPECIAL W/INTEGRAL CURB
 - ⑫ PORTLAND CEMENT CONCRETE SIDEWALK
 - ⑬ BITUMINOUS SURFACE REMOVAL-VAR. DEPTH
 - ⑭ AGGREGATE SHOULDERS
 - ⑮ BITUMINOUS SHOULDERS
 - ⑯ COMBINATION CONCRETE CURB AND GUTTER
 - ⑰ CONCRETE MEDIAN TYPE SB 15.60



REVISIONS	
NAME	DATE

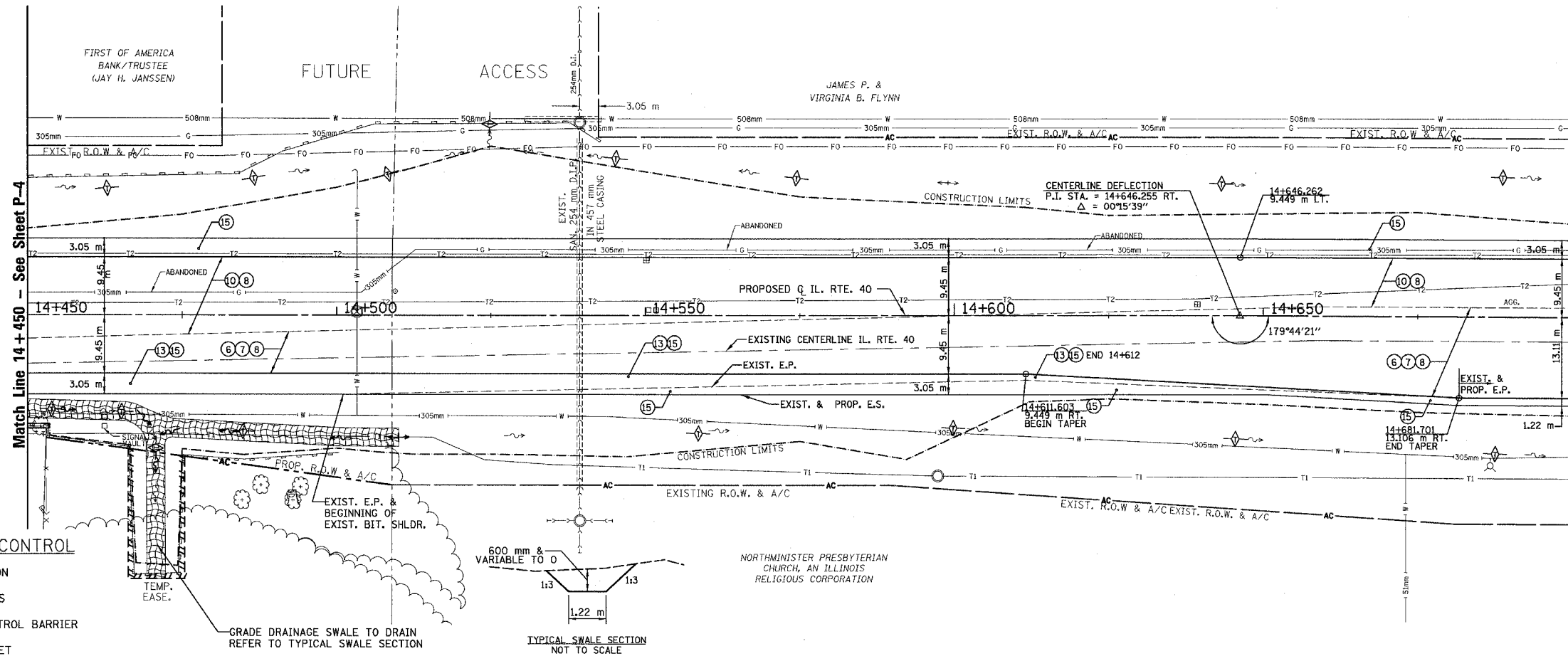
ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 STA. 14+200 TO STA. 14+450

SCALE: 1:400 H / 1:40 V
 DATE: 09/10/06
 DRAWN BY: JDU
 CHECKED BY: ECM

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

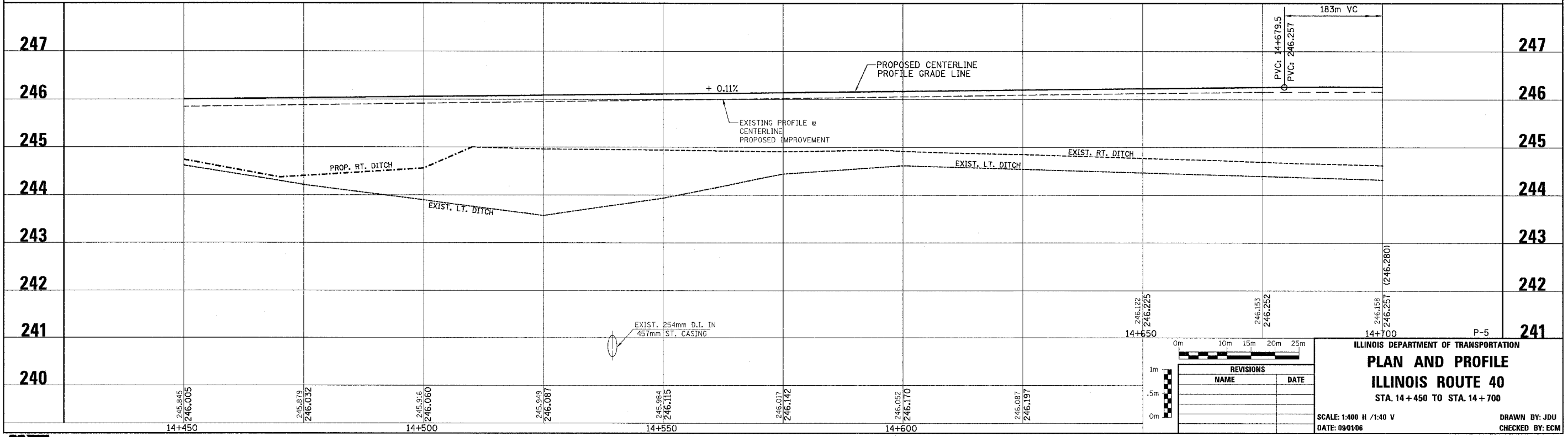
RTE NO.	SECTION	COUNTY	TOTAL SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142 66
STATION 14+450 TO STATION 14+700			

T.B.M. "4" - RR SPIKE IN POWER POLE
 STA. 14+605 ±, 25m ± RT.
 ELEV. = 246.700



- 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 BITUMINOUS BASE COURSE
 - ④ BITUMINOUS CONCRETE BASE COURSE WIDENING
 - ⑤ AGGREGATE SURFACE COURSE
 - ⑥ LEVELING BINDER (mm)
 - ⑦ BITUMINOUS CONCRETE BINDER COURSE
 - ⑧ BITUMINOUS CONCRETE SURFACE COURSE
 - ⑨ BITUMINOUS SURFACE REMOVAL-BUTT JOINT
 - ⑩ BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH)
 - ⑪ PORTLAND CEMENT CONC. PAVEMENT SPECIAL W/INTEGRAL CURB
 - ⑫ PORTLAND CEMENT CONCRETE SIDEWALK
 - ⑬ BITUMINOUS SURFACE REMOVAL-VAR. DEPTH
 - ⑭ AGGREGATE SHOULDERS
 - ⑮ BITUMINOUS SHOULDERS
 - ⑯ COMBINATION CONCRETE CURB AND GUTTER
 - ⑰ CONCRETE MEDIAN TYPE SB 15.60



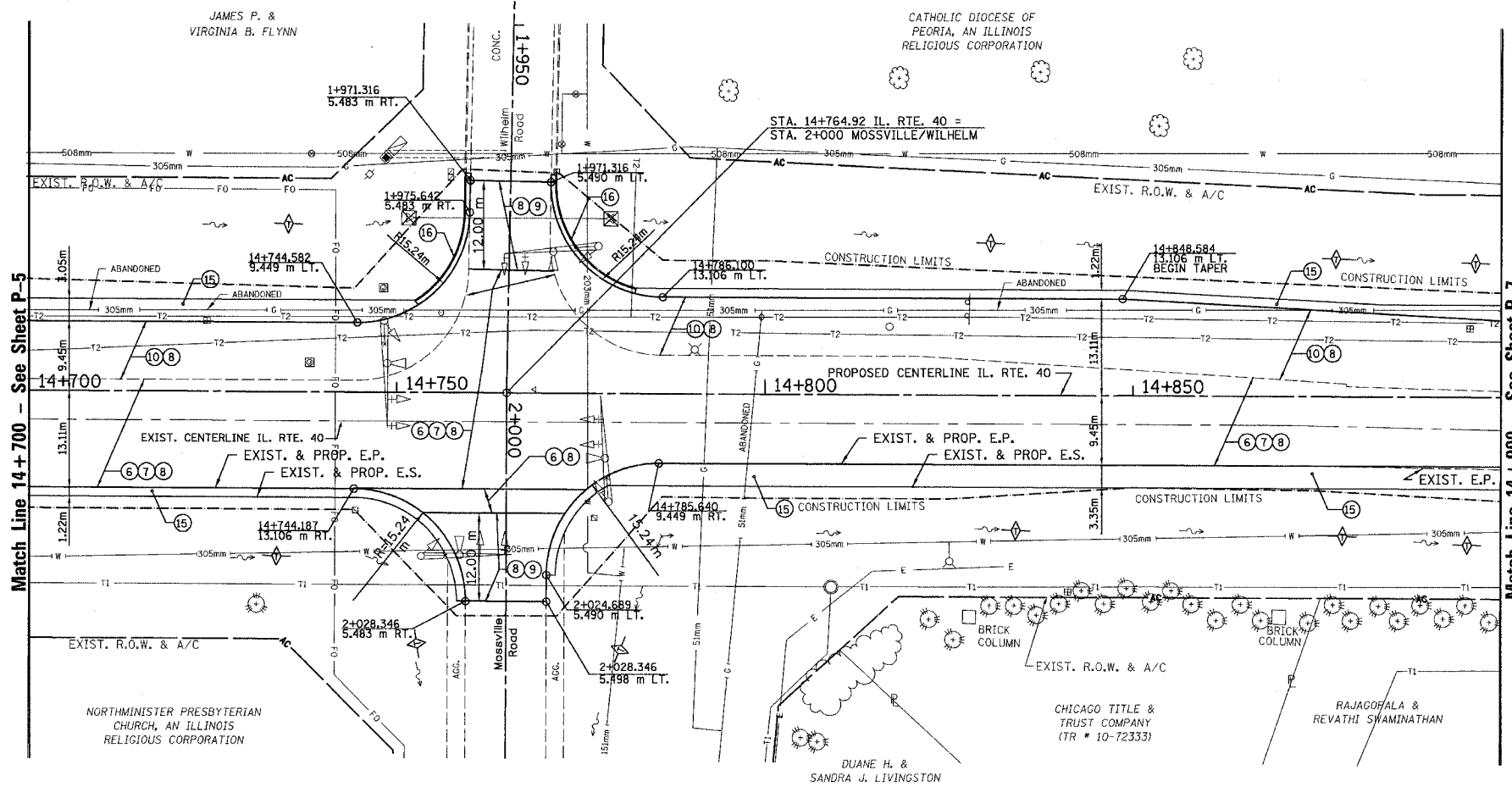
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 STA. 14+450 TO STA. 14+700
 SCALE: 1:400 H / 1:40 V
 DATE: 09/01/06
 DRAWN BY: JDU
 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142 67
STATION 14+700 TO STATION 14+900			

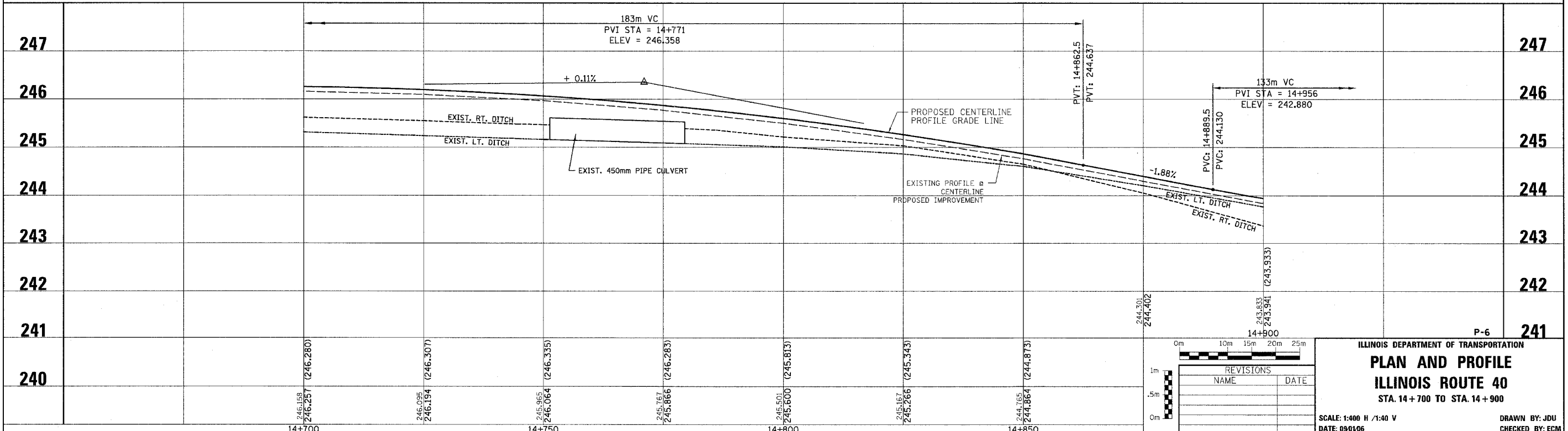
T.B.M. "22" - NW COR. CONC. LIGHT STANDARD
 STA. 1+855±, 34m± RT.
 WILHELM RD., ELEV. = 245.078



- LEGEND**
- ① FABRIC FORMED CONCRETE REVETMENT MAT
 - ② AGGREGATE BASE COURSE
 - ③ BITUMINOUS BASE COURSE
 - ④ BITUMINOUS CONCRETE BASE COURSE WIDENING
 - ⑤ AGGREGATE SURFACE COURSE
 - ⑥ LEVELING BINDER (mm)
 - ⑦ BITUMINOUS CONCRETE BINDER COURSE
 - ⑧ BITUMINOUS CONCRETE SURFACE COURSE
 - ⑨ BITUMINOUS SURFACE REMOVAL-BUTT JOINT
 - ⑩ BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH)
 - ⑪ PORTLAND CEMENT CONC. PAVEMENT SPECIAL W/INTEGRAL CURB
 - ⑫ PORTLAND CEMENT CONCRETE SIDEWALK
 - ⑬ BITUMINOUS SURFACE REMOVAL-VAR. DEPTH
 - ⑭ AGGREGATE SHOULDERS
 - ⑮ BITUMINOUS SHOULDERS
 - ⑯ COMBINATION CONCRETE CURB AND GUTTER
 - ⑰ CONCRETE MEDIAN TYPE SB 15.60

LEGEND - EROSION CONTROL

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



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 STA. 14+700 TO STA. 14+900

SCALE: 1:400 H / 1:40 V
 DATE: 09/10/06
 DRAWN BY: JDU
 CHECKED BY: ECM

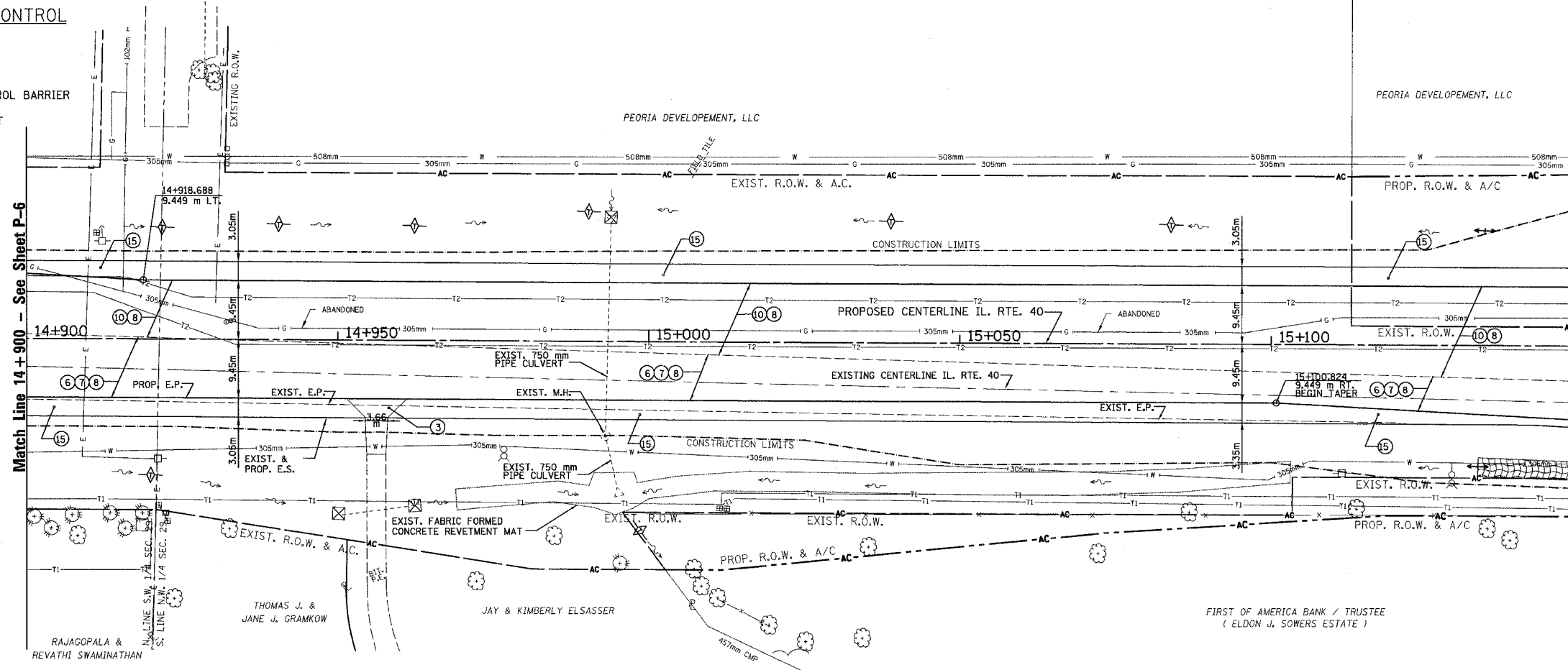
T.B.M. "22" - NW COR. CONC. LIGHT STANDARD
 STA. 1+855±, 151m± RT.
 WILHELM RD., ELEV. = 245.078

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

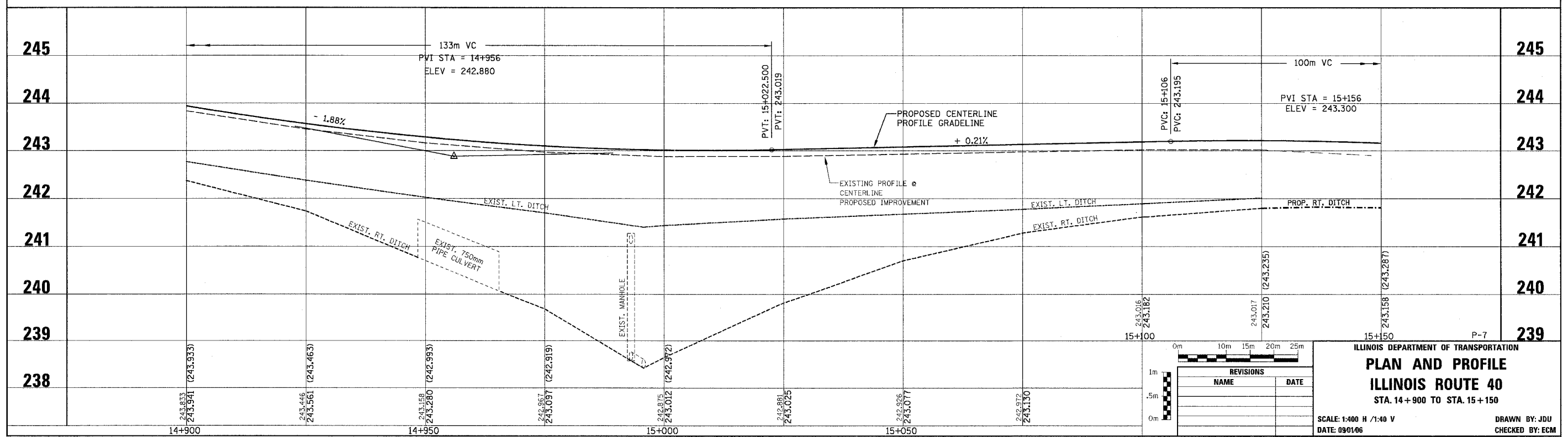
RTE NO.	SECTION	COUNTY	TOTAL SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142 68
STATION 14+900 TO STATION 15+150			

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 BITUMINOUS BASE COURSE
 - ④ BITUMINOUS CONCRETE BASE COURSE WIDENING
 - ⑤ AGGREGATE SURFACE COURSE
 - ⑥ LEVELING BINDER (mm)
 - ⑦ BITUMINOUS CONCRETE BINDER COURSE
 - ⑧ BITUMINOUS CONCRETE SURFACE COURSE
 - ⑨ BITUMINOUS SURFACE REMOVAL-BUTT JOINT
 - ⑩ BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH)
 - ⑪ PORTLAND CEMENT CONC. PAVEMENT SPECIAL W/INTEGRAL CURB
 - ⑫ PORTLAND CEMENT CONCRETE SIDEWALK
 - ⑬ BITUMINOUS SURFACE REMOVAL-VAR. DEPTH
 - ⑭ AGGREGATE SHOULDERS
 - ⑮ BITUMINOUS SHOULDERS
 - ⑯ COMBINATION CONCRETE CURB AND GUTTER
 - ⑰ CONCRETE MEDIAN TYPE SB 15.60



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 STA. 14+900 TO STA. 15+150
 SCALE: 1:400 H / 1:40 V
 DATE: 09/10/06
 DRAWN BY: JDU
 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	69
STATION 15+150 TO STATION 15+350				

T.B.M. "6" - RR SPIKE IN POWER POLE
 STA. 15+235±, 21m± RT.
 ELEV.= 242.829

T.B.M. "21" - N. CAP BOLT FIRE HYD.
 STA. 1+194±, 9m± RT.
 DEERBROOK DR., ELEV.= 240.393

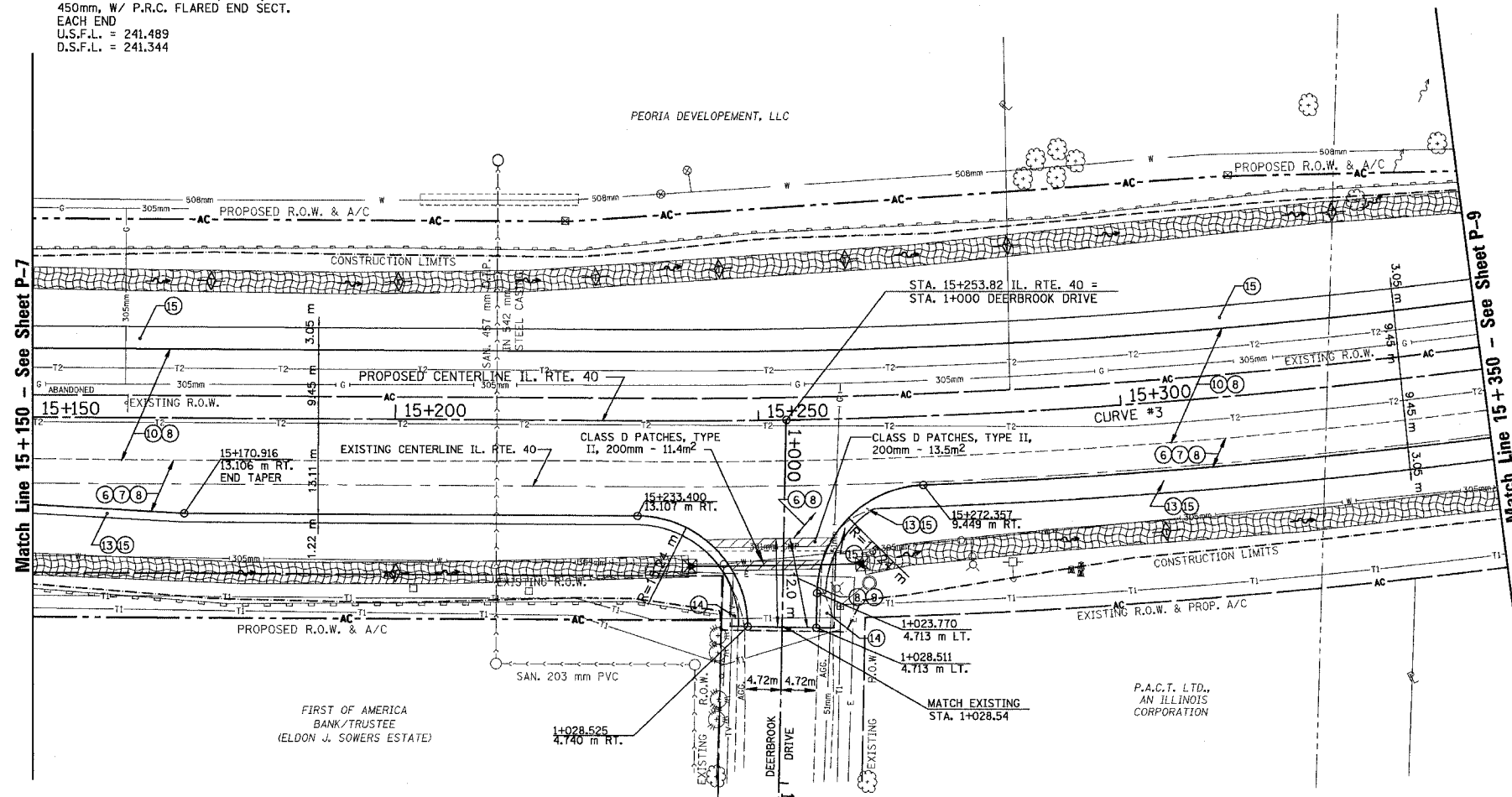
DEERBROOK DR. - STA. 1+020
 22m PIPE CULV. CLASS A, TY. 1,
 450mm, W/ P.R.C. FLARED END SECT.
 EACH END
 U.S.F.L. = 241.489
 D.S.F.L. = 241.344

IL. RTE 40
 CENTERLINE CURVE DATA
 CURVE #3

PI STA 15+377.332
 D = 02°01'16"
 PC STA 15+235.377
 PT STA 15+516.773
 $\Delta = 18^{\circ}39'35''$ (LT.)
 R = 864.044 m
 T = 141.955 m
 L = 281.396 m
 $e = 3.6\%$
 ATTAIN S.E. - 15+155 - 15+275
 REMOVE S.E. - 15+477 - 15+597

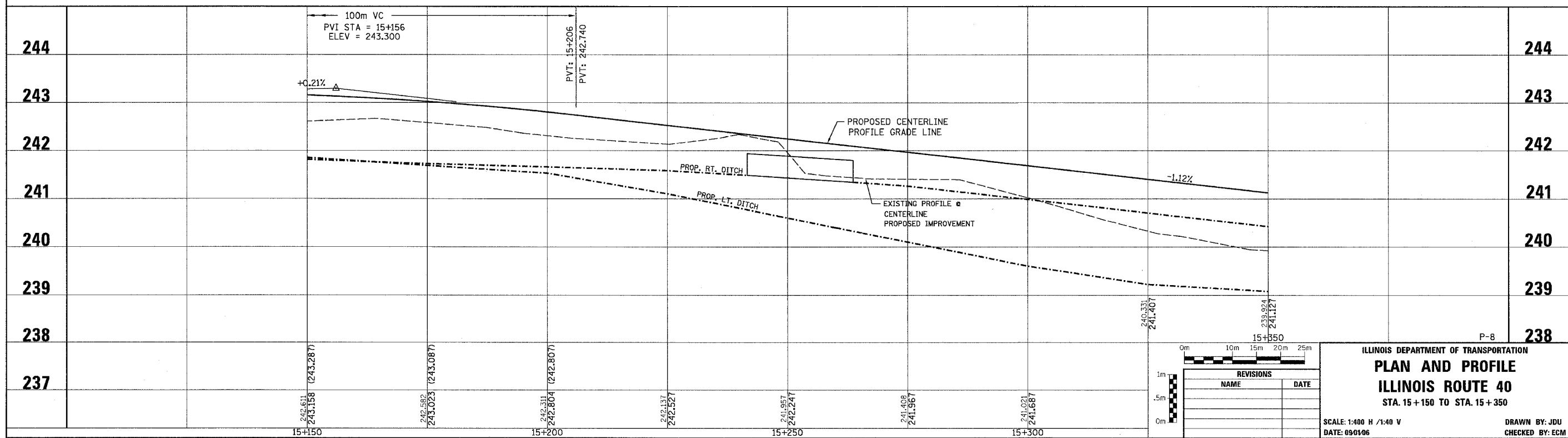
LEGEND - EROSION CONTROL

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



LEGEND

- 1 FABRIC FORMED CONCRETE REVEMENT MAT
- 2 AGGREGATE BASE COURSE
- 3 BITUMINOUS BASE COURSE
- 4 BITUMINOUS CONCRETE BASE COURSE WIDENING
- 5 AGGREGATE SURFACE COURSE
- 6 LEVELING BINDER (mm)
- 7 BITUMINOUS CONCRETE BINDER COURSE
- 8 BITUMINOUS CONCRETE SURFACE COURSE
- 9 BITUMINOUS SURFACE REMOVAL-BUTT JOINT
- 10 BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH)
- 11 PORTLAND CEMENT CONC. PAVEMENT SPECIAL W/INTEGRAL CURB
- 12 PORTLAND CEMENT CONCRETE SIDEWALK
- 13 BITUMINOUS SURFACE REMOVAL-VAR. DEPTH
- 14 AGGREGATE SHOULDERS
- 15 BITUMINOUS SHOULDERS
- 16 COMBINATION CONCRETE CURB AND GUTTER
- 17 CONCRETE MEDIAN TYPE SB 15.60



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 STA. 15+150 TO STA. 15+350

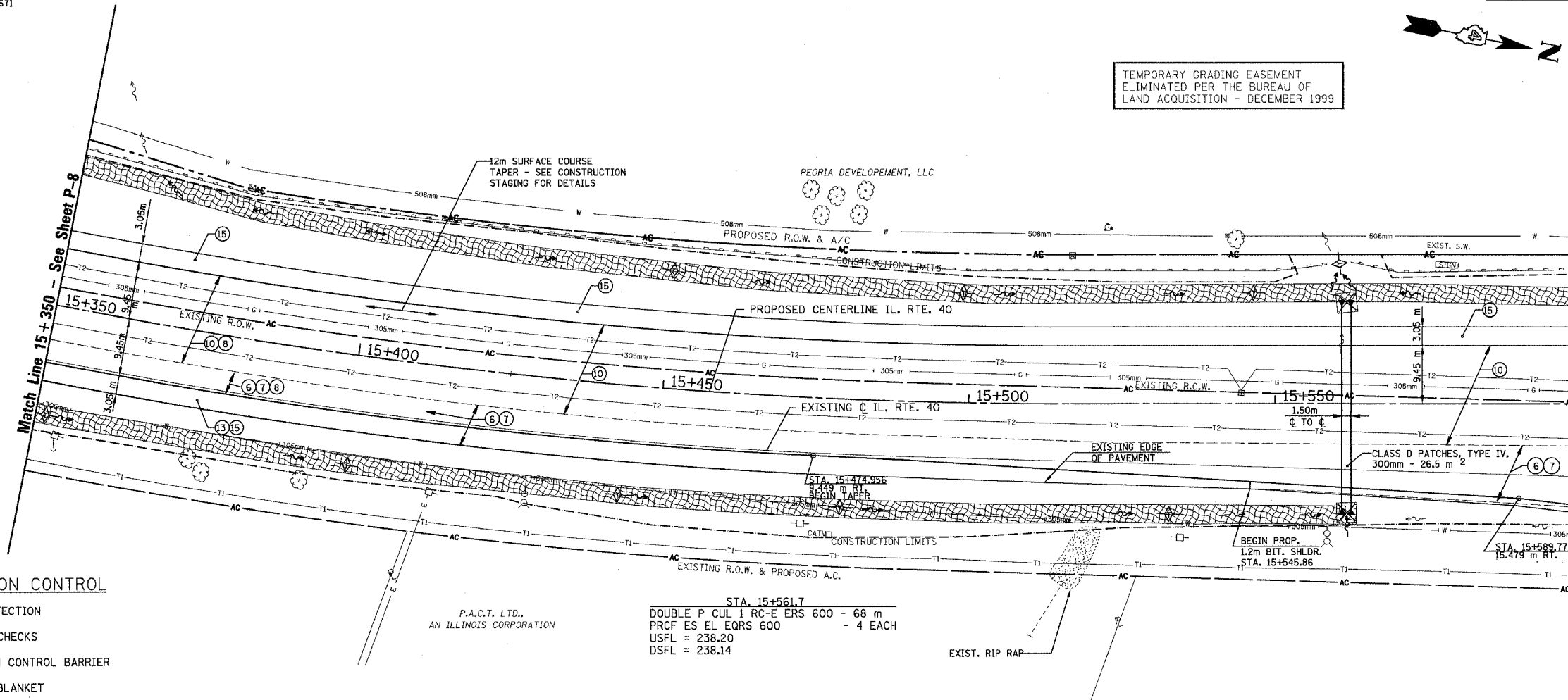
SCALE: 1:400 H / 1:40 V
 DATE: 05/01/06
 DRAWN BY: JDU
 CHECKED BY: ECM

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

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

RTE NO.	SECTION	COUNTY	TOTAL SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142 70
STATION 15+350 TO STATION 15+600			

TEMPORARY GRADING EASEMENT
 ELIMINATED PER THE BUREAU OF
 LAND ACQUISITION - DECEMBER 1999

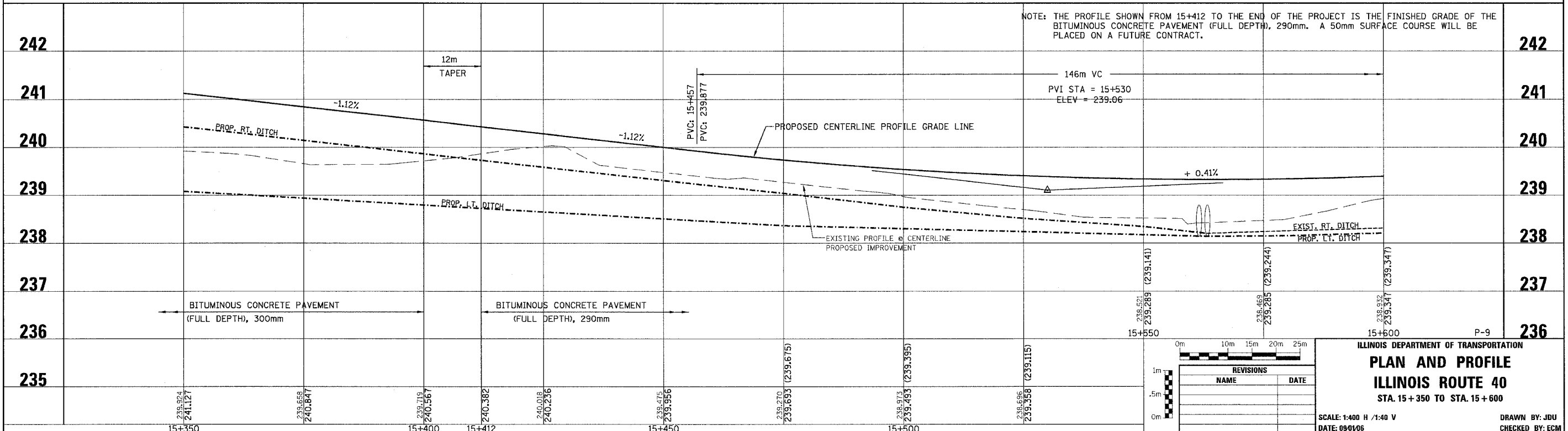


LEGEND - EROSION CONTROL

- 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 BITUMINOUS BASE COURSE
- ④ BITUMINOUS CONCRETE BASE COURSE WIDENING
- ⑤ AGGREGATE SURFACE COURSE
- ⑥ LEVELING BINDER (mm)
- ⑦ BITUMINOUS CONCRETE BINDER COURSE
- ⑧ BITUMINOUS CONCRETE SURFACE COURSE
- ⑨ BITUMINOUS SURFACE REMOVAL-BUTT JOINT
- ⑩ BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH)
- ⑪ PORTLAND CEMENT CONC. PAVEMENT SPECIAL W/INTEGRAL CURB
- ⑫ PORTLAND CEMENT CONCRETE SIDEWALK
- ⑬ BITUMINOUS SURFACE REMOVAL-VAR. DEPTH
- ⑭ AGGREGATE SHOULDERS
- ⑮ BITUMINOUS SHOULDERS
- ⑯ COMBINATION CONCRETE CURB AND GUTTER
- ⑰ CONCRETE MEDIAN TYPE SB 15.60



NOTE: THE PROFILE SHOWN FROM 15+412 TO THE END OF THE PROJECT IS THE FINISHED GRADE OF THE BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), 290mm. A 50mm SURFACE COURSE WILL BE PLACED ON A FUTURE CONTRACT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
ILLINOIS ROUTE 40
 STA. 15+350 TO STA. 15+600

SCALE: 1:400 H / 1:40 V
 DATE: 09/10/06

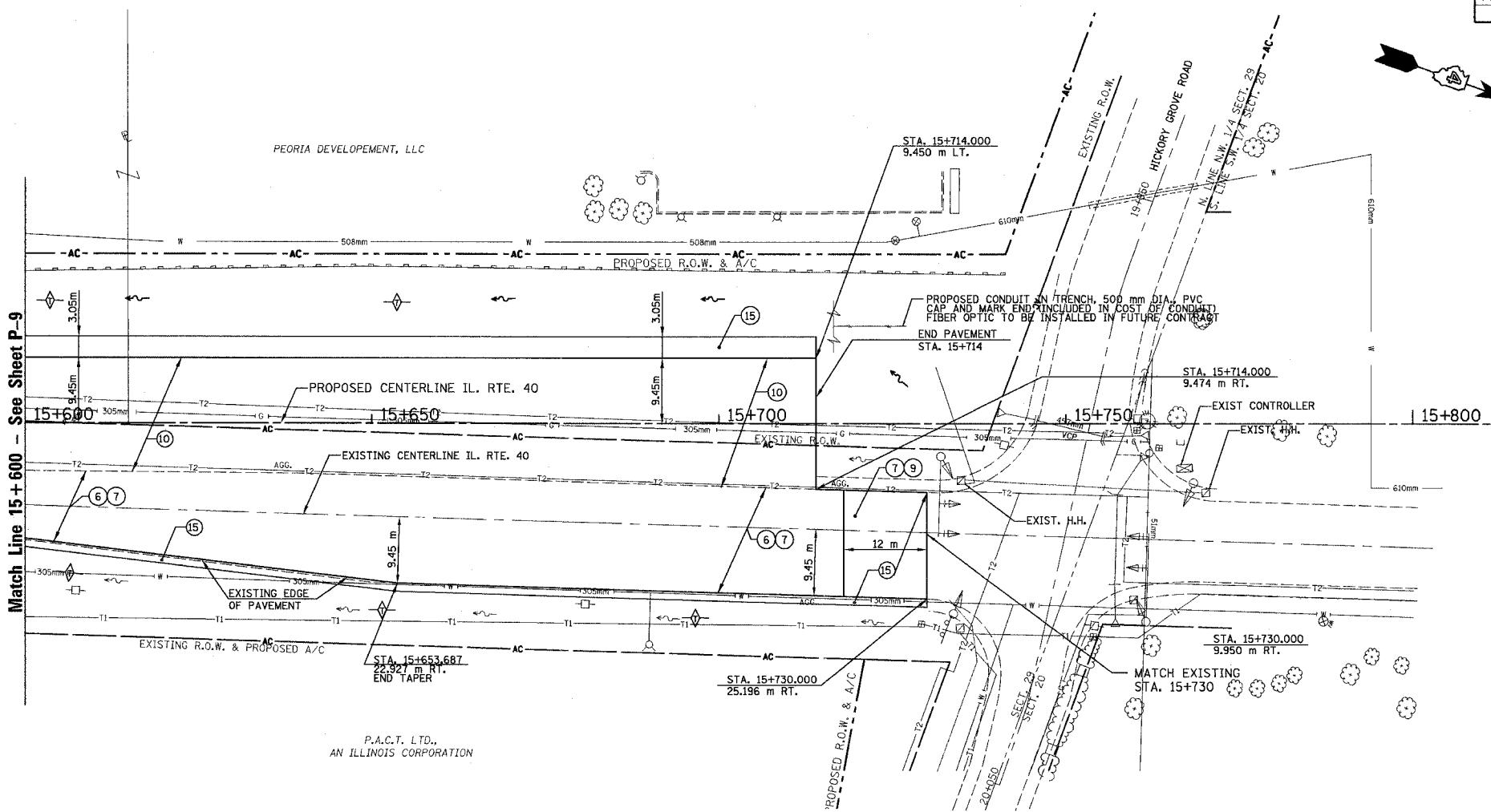
DRAWN BY: JDU
 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	71
STATION 15+600 TO STATION 15+800				

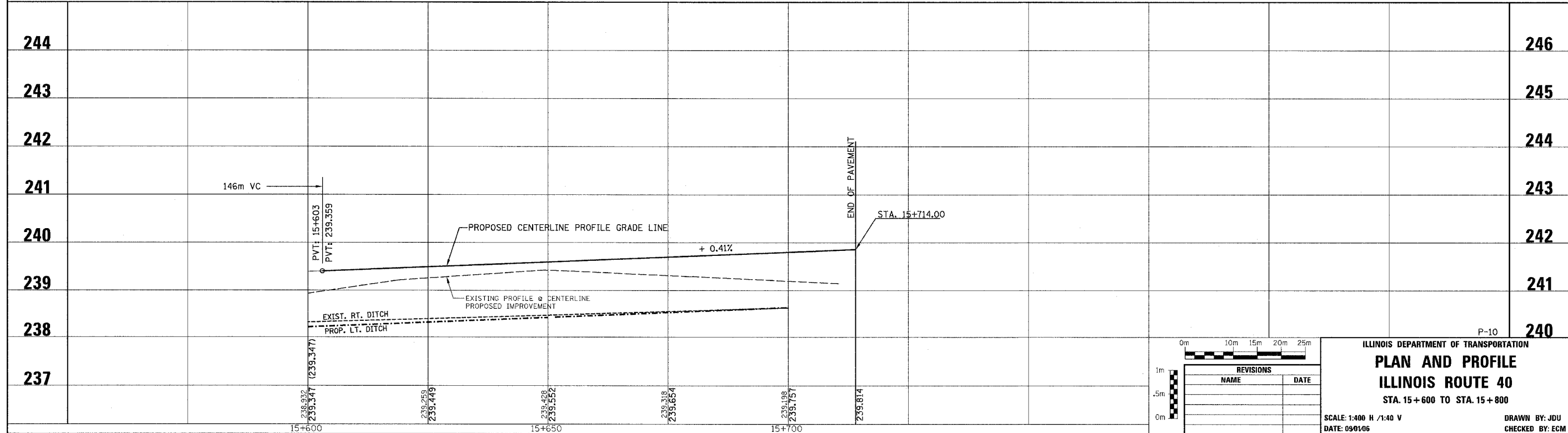
T.B.M. "19" - N. CAP BOLT FIRE HYD.
 STA. 1+140±, 5m± RT.
 HICKORY GROVE, ELEV.= 240.155

T.B.M. "20" - RR SPIKE IN POWER POLE
 STA. 0+900±, 39m± LT.
 HICKORY GROVE, ELEV.= 240.290



- LEGEND**
- ① FABRIC FORMED CONCRETE RETEMENT MAT
 - ② AGGREGATE BASE COURSE
 - ③ BITUMINOUS BASE COURSE
 - ④ BITUMINOUS CONCRETE BASE COURSE WIDENING
 - ⑤ AGGREGATE SURFACE COURSE
 - ⑥ LEVELING BINDER (mm)
 - ⑦ BITUMINOUS CONCRETE BINDER COURSE
 - ⑧ BITUMINOUS CONCRETE SURFACE COURSE
 - ⑨ BITUMINOUS SURFACE REMOVAL-BUTT JOINT
 - ⑩ BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH)
 - ⑪ PORTLAND CEMENT CONC. PAVEMENT SPECIAL W/INTEGRAL CURB
 - ⑫ PORTLAND CEMENT CONCRETE SIDEWALK
 - ⑬ BITUMINOUS SURFACE REMOVAL-VAR. DEPTH
 - ⑭ AGGREGATE SHOULDERS
 - ⑮ BITUMINOUS SHOULDERS
 - ⑯ COMBINATION CONCRETE CURB AND GUTTER
 - ⑰ CONCRETE MEDIAN TYPE SB 15.60

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



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

P-10

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

ILLINOIS ROUTE 40

STA. 15+600 TO STA. 15+800

SCALE: 1:400 H / 1:40 V

DATE: 09/10/06

DRAWN BY: JDU

CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142 / 74
STATION 2+300 TO STATION 2+450			

B.M. "M29B-1" - BRASS DISC IN CONCRETE
 STA. 14+100±, 16m± RT.
 ELEV. = 243.566
 T.B.M. "2" - TOP VALVE STEM FIRE HYD.
 STA. 14+002±, 16m± RT.
 ELEV. = 244.011

Matchline 2+300 - See Sheet P-15

Matchline 2+450 - See Sheet P-3

LEGEND

- ① FABRIC FORMED CONCRETE REVETMENT MAT
- ② AGGREGATE BASE COURSE
- ③ BITUMINOUS BASE COURSE
- ④ BITUMINOUS CONCRETE BASE COURSE WIDENING
- ⑤ AGGREGATE SURFACE COURSE
- ⑥ LEVELING BINDER (mm)
- ⑦ BITUMINOUS CONCRETE BINDER COURSE
- ⑧ BITUMINOUS CONCRETE SURFACE COURSE
- ⑨ BITUMINOUS SURFACE REMOVAL-BUTT JOINT
- ⑩ BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH)
- ⑪ PORTLAND CEMENT CONC. PAVEMENT SPECIAL W/INTEGRAL CURB
- ⑫ PORTLAND CEMENT CONCRETE SIDEWALK
- ⑬ BITUMINOUS SURFACE REMOVAL-VAR. DEPTH
- ⑭ AGGREGATE SHOULDERS
- ⑮ BITUMINOUS SHOULDERS
- ⑯ COMBINATION CONCRETE CURB AND GUTTER
- ⑰ CONCRETE MEDIAN TYPE SB 15.60
- ⑱ PCC DRIVEWAY PAVEMENT, 200 mm

MAX. EXCAVATION DEPTH < 0.9 M
 SEE JOB SPECIFIC NOTE #2.

LEGEND - EROSION CONTROL

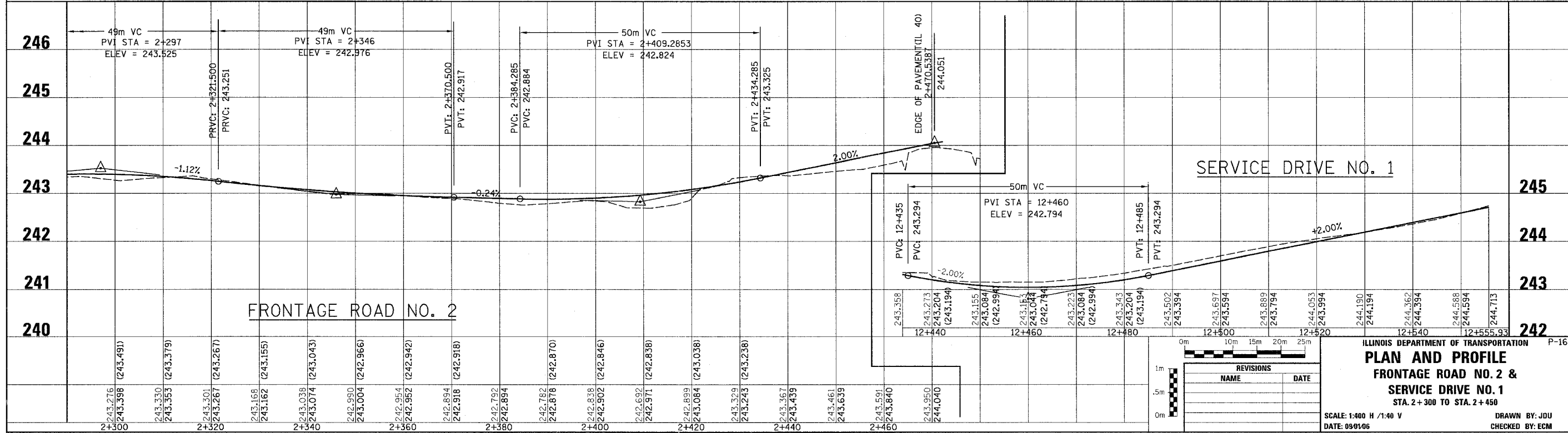
- ⊗ INLET & PIPE PROTECTION
- ◇ TEMPORARY DITCH CHECKS
- ▬ PERIMETER EROSION CONTROL BARRIER
- ▭ EROSION CONTROL BLANKET

FRONTAGE ROAD No. 2
 CENTERLINE CURVE DATA

CURVE #12	CURVE #13
PI STA 2+344.317	PI STA 2+435.07
PC STA 2+322.393	PC STA 2+387.164
PT STA 2+363.995	PT STA 2+433.867
Δ = 44°41'15" (RT.)	Δ = 135°03'53" (LT.)
R = 53.340 m	R = 19.812 m
T = 21.924 m	T = 47.907 m
L = 41.602 m	L = 46.703 m
e = N/A	e = N/A

SERVICE DRIVE No. 1
 CENTERLINE CURVE DATA

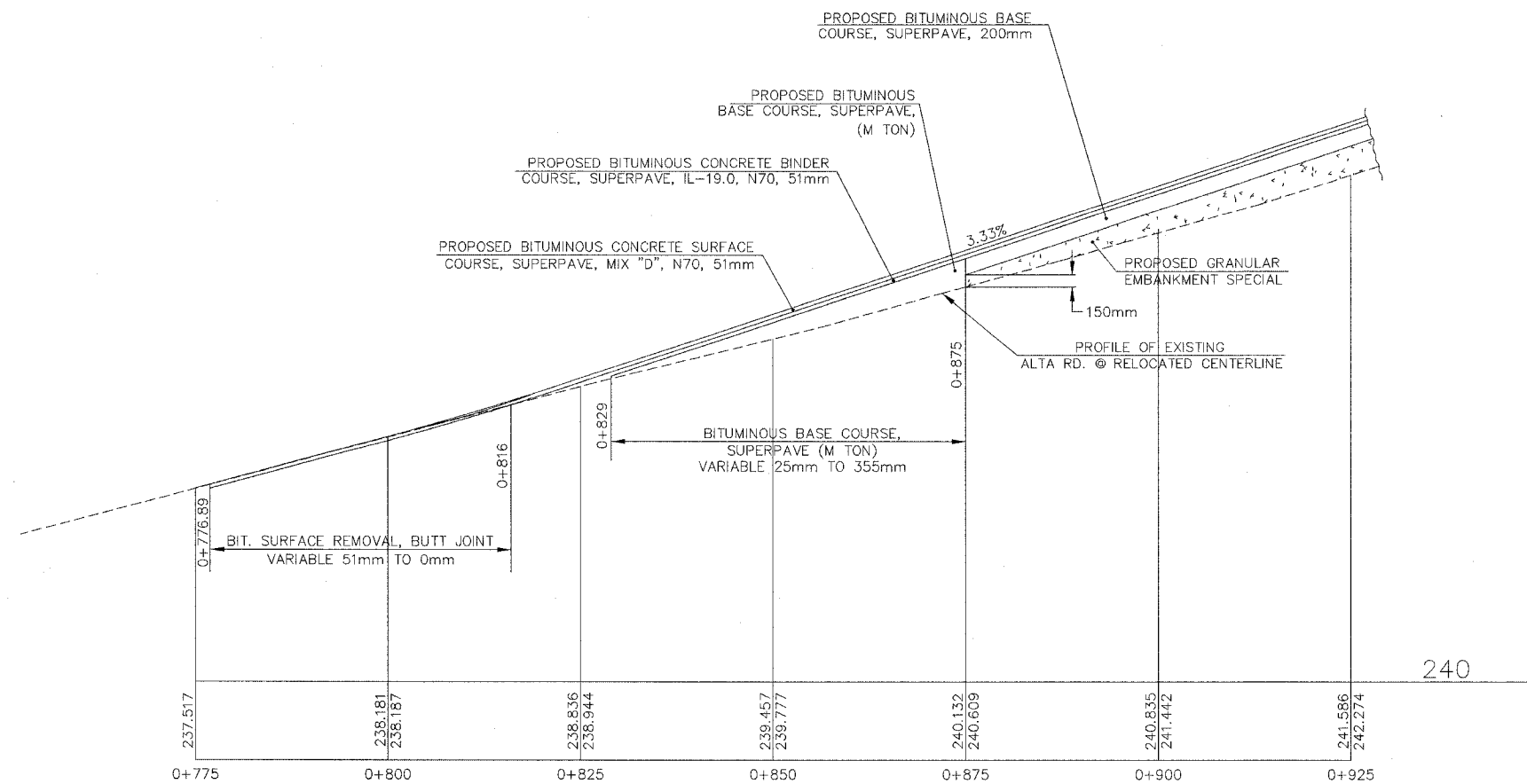
CURVE #14	CURVE #15	CURVE #16
PI STA 12+481.778	PI STA 12+524.220	PI STA 12+549.029
PC STA 12+433.867	PC STA 12+505.876	PC STA 12+541.213
PT STA 12+480.572	PT STA 12+541.213	PT STA 12+555.961
Δ = 135°04'05" (LT.)	Δ = 37°57'28" (RT.)	Δ = 46°56'40" (RT.)
R = 19.812 m	R = 53.340 m	R = 18.000 m
T = 47.911 m	T = 18.344m	T = 7.816 m
L = 46.705 m	L = 35.337m	L = 14.748 m
e = N/A	e = N/A	e = N/A



REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
FRONTAGE ROAD NO. 2 &
SERVICE DRIVE NO. 1
 STA. 2+300 TO STA. 2+450
 SCALE: 1:400 H 1:40 V
 DATE: 09/10/06
 DRAWN BY: JOU
 CHECKED BY: ECM

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	76
STATION 0+775 TO STATION 0+950				



**CONSTRUCTION DETAILS
ALTA ROAD PROFILE**

P-18

ILLINOIS DEPARTMENT OF TRANSPORTATION

**CONSTRUCTION DETAILS
ALTA ROAD**

REVISIONS	
NAME	DATE

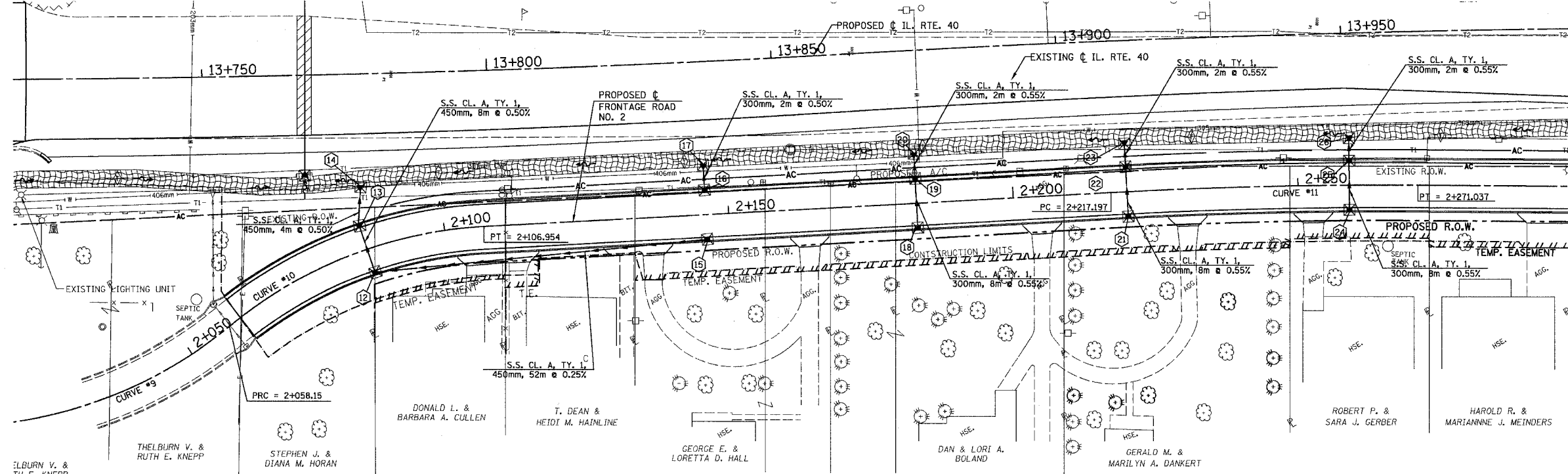
SCALE: 1:40-V
SCALE: 1:400-H
DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

T.B.M. "25" - NLY CAP BOLT FIRE HYD.
 STA. 13+964±, 22m± RT.
 ELEV. = 242.505

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

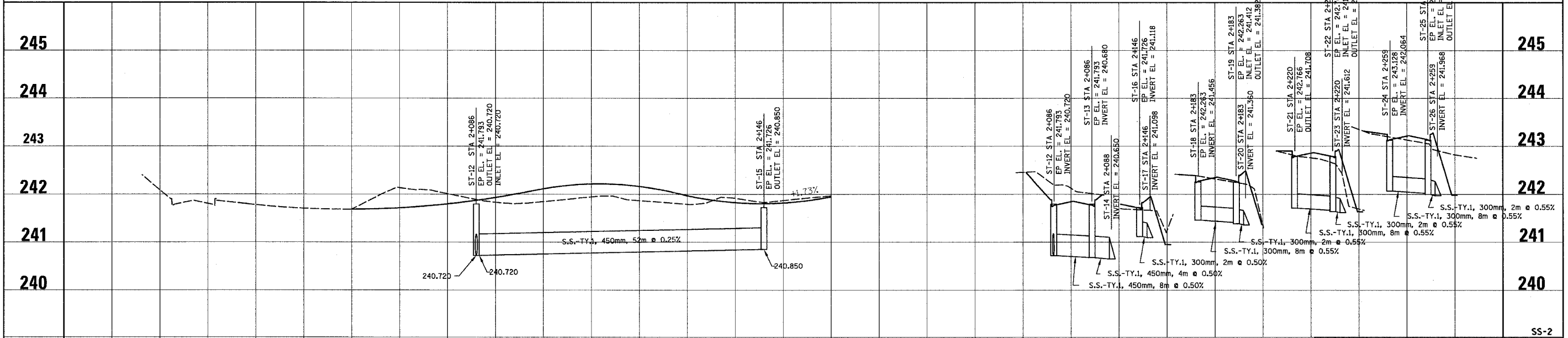
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	77
STATION 2+030 TO STATION 2+300				



Match line 2+300 - See Sheet SS-3

- 12 INLET, TYPE G-1 (R)
 STA. 2+086, 3.96m RT.
 E.P. EL. = 241.793
 INLET EL. = 240.720
 OUTLET EL. = 240.720
- 13 INLET, TYPE G-1 (L)
 STA. 2+086, 3.96m LT.
 E.P. EL. = 241.793
 OUTLET EL. = 240.680
 INLET EL. = 240.680
- 14 P.R.C. FLARED END SECT. 450
 STA. 2+088, 10.5m LT.
 INV. EL. = 240.650
- 15 INLET, TYPE G-1 (L)
 STA. 2+146, 3.96m RT.
 E.P. EL. = 241.726
 OUTLET EL. = 241.456
- 16 INLET, TYPE G-1 (R)
 STA. 2+146, 3.96m LT.
 E.P. EL. = 241.726
 OUTLET EL. = 241.118
- 17 P.R.C. FLARED END SECT. 300
 STA. 2+146, 9.0m LT.
 INV. EL. = 241.098
- 18 INLET, TYPE G-1 (R)
 STA. 2+183, 3.96m RT.
 E.P. EL. = 242.263
 OUTLET EL. = 241.456
- 19 INLET, TYPE G-1 (L)
 STA. 2+183, 3.96m LT.
 E.P. EL. = 242.263
 OUTLET EL. = 241.382
 INLET EL. = 241.412
- 20 P.R.C. FLARED END SECT. 300
 STA. 2+183, 9.0m LT.
 INV. EL. = 241.360
- 21 INLET, TYPE G-1 (R)
 STA. 2+220, 3.96m RT.
 E.P. EL. = 242.766
 OUTLET EL. = 241.708
- 22 INLET, TYPE G-1 (L)
 STA. 2+220, 3.96m LT.
 E.P. EL. = 242.766
 OUTLET EL. = 241.634
 INLET EL. = 241.664
- 23 P.R.C. FLARED END SECT. 300
 STA. 2+220, 9.0m LT.
 INV. EL. = 241.612
- 24 INLET, TYPE G-1 (R)
 STA. 2+259, 3.96m RT.
 E.P. EL. = 243.128
 OUTLET EL. = 242.064
- 25 INLET, TYPE G-1 (L)
 STA. 2+259, 3.96m LT.
 E.P. EL. = 243.128
 OUTLET EL. = 241.990
 INLET EL. = 242.020
- 26 P.R.C. FLARED END SECT. 300
 STA. 2+259, 8.5m LT.
 INV. EL. = 241.968

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



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**STORM SEWER
 PLAN AND PROFILE**
ILLINOIS ROUTE 40
 FRONTAGE RD. NO. 2

SCALE: 1:400 H / 1:40 V
 DATE: 09/10/06

DRAWN BY: JDU
 CHECKED BY: ECM

B.M. "M29B-1" - BRASS DISC IN CONCRETE
 STA. 14+100±, 16m± RT.
 ELEV. = 243.566

T.B.M. "2" - TOP VALVE STEM FIRE HYD.
 STA. 14+002±, 16m± RT.
 ELEV. = 244.011

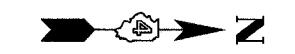
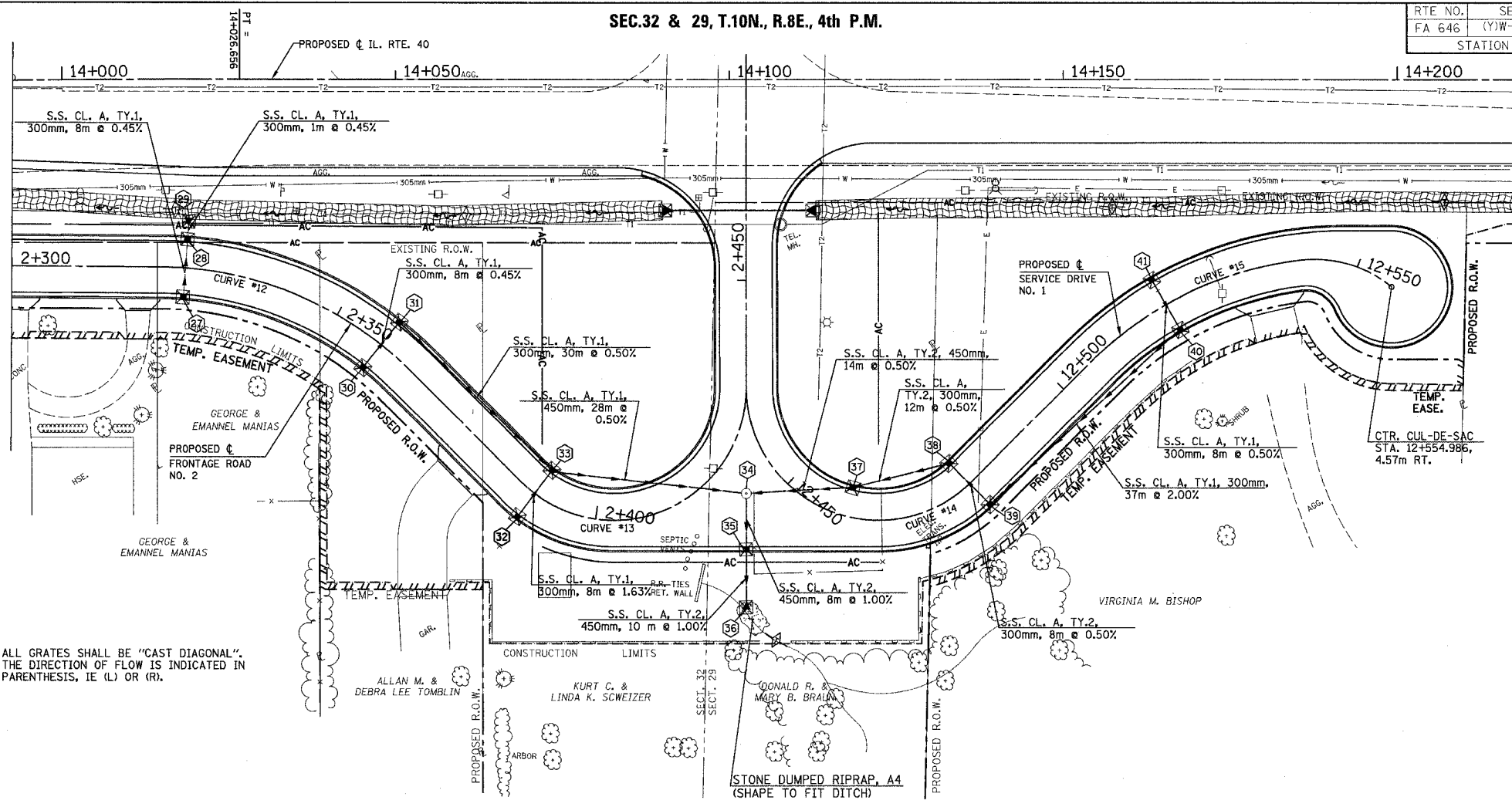
SEC.32 & 29, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142 78
STATION 2+300 TO STATION 2+450			

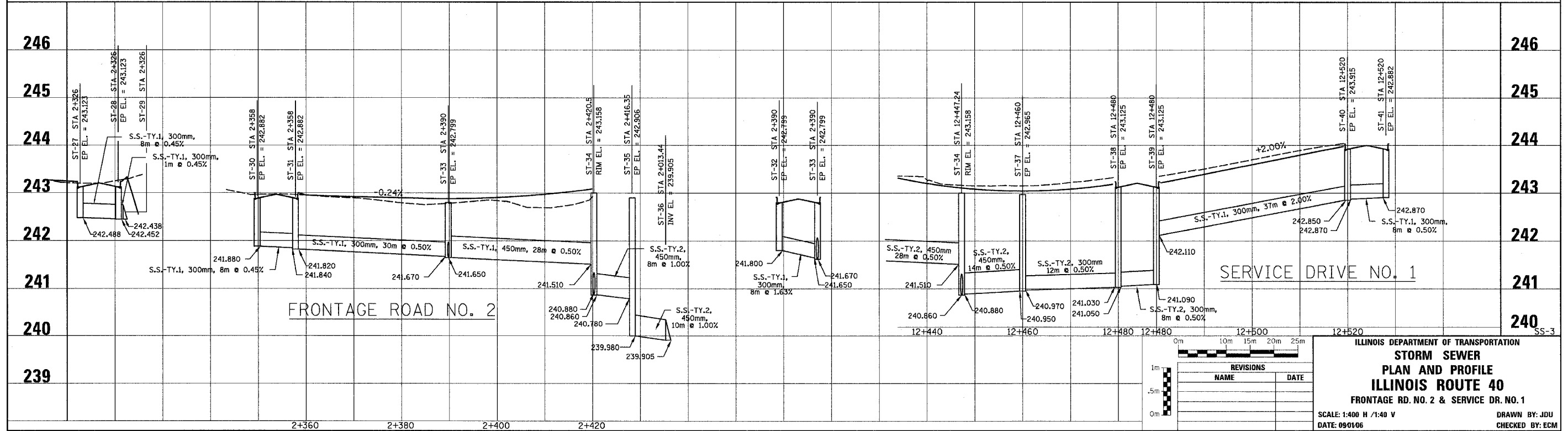
- 27 INLET, TYPE G-1 (L)
 STA. 2+326, 3.96m RT.
 E.P. EL. = 243.123
 OUTLET EL. = 242.488
- 28 INLET, TYPE G-1 (R)
 STA. 2+326, 3.96m LT.
 E.P. EL. = 243.123
 OUTLET EL. = 242.452
 INLET EL. = 242.452
- 29 P.R.C. FLARED END SECT. 300
 STA. 2+326, 7.5m LT.
 INV. EL. = 242.438
- 30 INLET, TYPE G-1 (L)
 STA. 2+358, 3.96m RT.
 E.P. EL. = 242.882
 OUTLET EL. = 241.880
- 31 INLET, TYPE G-1 (R)
 STA. 2+358, 3.96m LT.
 E.P. EL. = 242.882
 OUTLET EL. = 241.820
 INLET EL. = 241.840
- 32 INLET, TYPE G-1 (R)
 STA. 2+390, 3.96m RT.
 E.P. EL. = 242.799
 OUTLET EL. = 241.800
- 33 INLET, TYPE G-1 (L)
 STA. 2+390, 3.96m LT.
 E.P. EL. = 242.799
 OUTLET EL. = 241.650
 S.W. INLET EL. = 241.670
 S.E. INLET EL. = 241.670
- 34 MANHOLE TYPE A, 1.2m DIA.
 TY. 1 FRAME & CLOSED LID
 STA. 2+420.50, 5.56m RT.
 RIM EL. = 243.158
 OUTLET EL. = 240.860
 S. INLET EL. = 241.510
 N. INLET EL. = 240.880

Matchline 2 + 300 - See Sheet SS-2

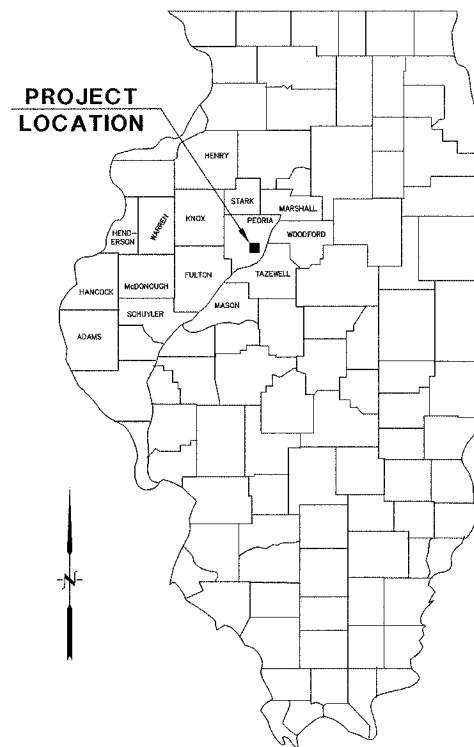
NOTE: ALL GRATES SHALL BE "CAST DIAGONAL".
 THE DIRECTION OF FLOW IS INDICATED IN
 PARENTHESIS, IE (L) OR (R).



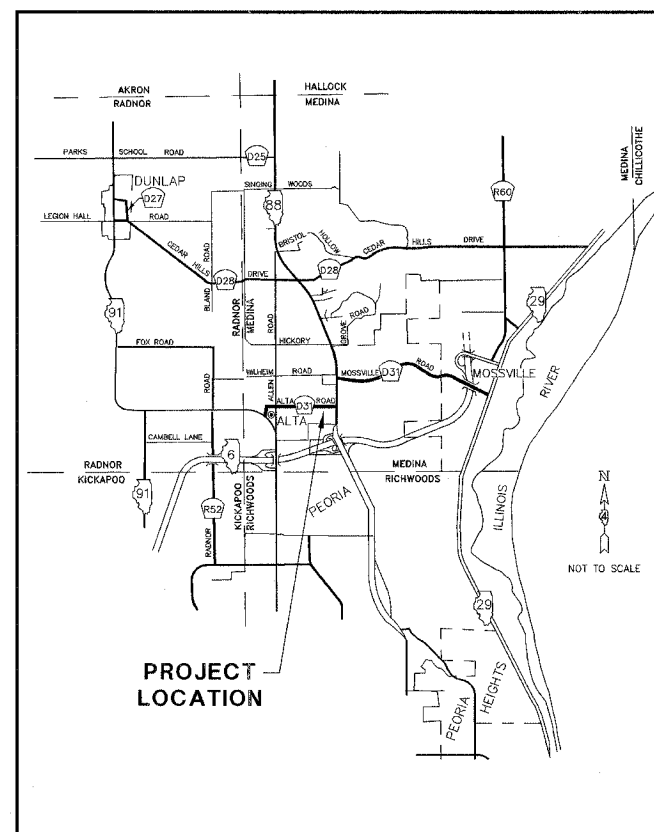
- 35 INLET, TYPE G-1 (R)
 STA. 2+416.35, 11.43m RT.
 E.P. EL. = 242.906
 OUTLET EL. = 239.98
 WEST INV. EL. = 240.780
- 36 P.R.C. FLARED END SECT. 450
 STA. 2+413.44, 18.74m RT.
 INV. EL. = 239.905
- 37 INLET, TYPE G-1 (R)
 STA. 12+460, 3.96m LT.
 E.P. EL. = 242.965
 OUTLET EL. = 240.950
 INLET EL. = 240.970
- 38 INLET, TYPE G-1 (L)
 STA. 12+480, 3.96m LT.
 E.P. EL. = 243.125
 OUTLET EL. = 241.030
 INLET EL. = 241.050
- 39 INLET, TYPE G-1 (R)
 STA. 12+480, 3.96m RT.
 E.P. EL. = 243.125
 OUTLET EL. = 241.090
 INLET EL. = 242.110
- 40 INLET, TYPE G-1 (R)
 STA. 12+520, 3.96m RT.
 E.P. EL. = 243.915
 OUTLET EL. = 242.850
 INLET EL. = 242.870
- 41 INLET, TYPE G-1 (L)
 STA. 12+520, 3.96m LT.
 E.P. EL. = 243.915
 OUTLET EL. = 242.910



CONSTRUCTION PLANS FOR ALTA ROAD SANITARY SEWER EXTENSION PEORIA, ILLINOIS



REGIONAL MAP



LOCATION MAP
NOT TO SCALE

INDEX OF SHEETS

1. COVER SHEET
2. LEGEND, GENERAL NOTES, SUMMARY OF QUANTITIES
3. PLAN & PROFILE
4. PLAN & PROFILE
5. SANITARY SEWER DETAILS

JESSICA A REMY _____ DATE _____
ILLINOIS REGISTERED
PROFESSIONAL ENGINEER
NO. 062-058024

REVISIONS		
NO.	ITEM	DATE
1	REVISED PER GPSD & IDOT	3/8/06

PLOTTING SCALE: 1" = 20'
DRAWN BY: JAH
CHECKED BY: JAR
DATE: JANUARY 2006

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**ALTA ROAD SANITARY SEWER EXTENSION
COVER SHEET
PEORIA, ILLINOIS**

PEORIA ILLINOIS
FILE NAME: W:\DWG\PEORIA-2005\COVER.DWG FIELD BOOK No: 2679-A JOB NUMBER: 03-23-05-114

THE PAY ITEMS ASSOCIATED WITH THE SANITARY STORM SEWER INSTALLATION HAVE BEEN CONVERTED FROM ENGLISH TO METRIC IN ORDER TO PROVIDE UNITS WHICH ARE CONSISTENT WITH THE REMAINDER OF THE PLANS.

THE SANITARY SEWER PLANS WERE DEVELOPED INDEPENDENTLY FROM THE ROADWAY PLANS. THE PLANS FOR THE SANITARY STORM SEWER INSTALLATION ARE IN ENGLISH UNITS. THE BILL OF MATERIALS SHOWS THE PAY ITEMS IN BOTH ENGLISH AND METRIC UNITS. THE PAY ITEMS LISTED IN ENGLISH ARE FOR INFORMATION ONLY.




















GENERAL NOTES

- ALL UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE EXACT LOCATION AND DEPTH OF UTILITIES, INCLUDING ANY EXPLORATORY EXCAVATION THAT MAY BE NECESSARY. FOR UTILITY INFORMATION CALL J.U.L.I.E. 1-800-892-0123.
- CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANY TO HAVE POLES STABILIZED DURING CONSTRUCTION AS NECESSARY. ALL UTILITY COMPANY COORDINATION AND ALL UTILITY RELOCATIONS SHALL BE INCIDENTAL TO THE CONTRACT.
- ALL SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS," CURRENT EDITION, AND THE GENERAL GUIDE SPECIFICATIONS OF THE GREATER PEORIA SANITARY DISTRICT UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WHERE CONFLICTS ARISE, THE MORE STRINGENT SHALL GOVERN.
- ALL ROAD AND DRIVEWAY REPLACEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION", CURRENT EDITION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- ALL SEWER PIPE SHALL BE CONSTRUCTED TO LINE AND GRADE BY THE USE OF A LASER BEAM.
- THE SANITARY SEWER SHALL BE TESTED FOR DEFLECTION AND BY THE AIR EXFILTRATION METHOD, IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION, IN ILLINOIS, CURRENT EDITION. ALL MANHOLES SHALL BE SUBJECT TO LEAKAGE TEST FOR WATER TIGHTNESS IN ACCORDANCE WITH ASTM C969-94 "STANDARD PRACTICE FOR INFILTRATION AND EXFILTRATION ACCEPTANCE TESTING OF INSTALLED PRECAST CONCRETE PIPE SEWER LINES". ALLOWABLE LEAKAGE SHALL BE LESS THAN 1.8 GALLONS PER DAY PER VERTICAL FEET OF EACH MANHOLE.
- SANITARY SEWER PIPE MATERIAL SHALL BE P.V.C. SDR 26 IN ACCORDANCE WITH ASTM D3034 AND ELASTOMERIC SEALS IN ACCORDANCE WITH ASTM D3212 OR DUCTILE IRON PIPE IN ACCORDANCE WITH ASTM A746 WITH GRIPPER GASKETS WHERE SHOWN ON PLAN.
- LOCATION OF RIGHT-OF-WAY IS ONLY APPROXIMATE.
- WHEN EXCAVATING UNDER EXISTING UTILITIES, THE CONTRACTOR SHALL SUPPORT THE EXISTING UTILITY UNTIL BACKFILL AND COMPACTION ARE COMPLETE. BACKFILL AT THESE CROSSINGS SHALL CONSIST OF SELECTED GRANULAR MATERIALS TO ONE FOOT ABOVE THE UTILITY OR IF UNDER PAVEMENTS TO THE BASE OF THE PAVEMENT. THE LOCATION OF TELEPHONE & TELEVISION CABLE IS NOT SHOWN ON THE PLANS. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE LOCATION AND REPLACEMENT OF ANY CABLE DAMAGED DURING CONSTRUCTION. THESE COSTS SHALL BE INCIDENTAL TO THE CONTRACT.
- ALL FENCES, DRAINS, TILES, WATERMANS, DRAINAGE DITCHES OR OTHER STRUCTURES WHICH MAY BE SEVERED OR DAMAGED, REMOVED, OR INTERFERED WITH DURING CONSTRUCTION MUST BE REPLACED OR REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST.
- ALL CLEARING AND GRUBBING AND TREE REMOVAL WITHIN R.O.W. OR EASEMENT LIMITS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ANY TREES OR SHRUBS DAMAGED DURING CONSTRUCTION OUTSIDE OF THE R.O.W. OR EASEMENT SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- ACCESS TO LOCAL RESIDENCES SHALL BE MAINTAINED DURING CONSTRUCTION. ANY TEMPORARY SURFACES NECESSARY FOR EMERGENCY ACCESS OR REASONABLY NORMAL ACCESS DURING NON-WORKING HOURS SHALL BE CONSIDERED INCIDENTAL.
- PRIVATE DRIVEWAYS SHALL NOT BE COMPLETELY CLOSED WITHOUT PRIOR NOTIFICATION OF DRIVEWAY OWNER.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN DRAINAGE IN THE AREA DURING CONSTRUCTION. ALL DRAINAGE DITCHES SHALL BE OPEN AT THE END OF EACH DAYS WORK.
- PUMPING GROUND WATER AND/OR STORM WATER FROM OPEN TRENCHES IS CONSIDERED INCIDENTAL TO CONSTRUCTION. COST OF ALL PUMPING MUST BE INCLUDED WITH THE COST OF THE PIPE.
- THE CONTRACTOR SHALL DISPOSE OF ALL EXCESS EXCAVATION IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.
- THE CONTRACTOR SHALL KEEP THE AREA OF CONSTRUCTION FREE OF DEBRIS AND OBJECTIONABLE MATERIALS DURING CONSTRUCTION.
- ALL AREAS DISTURBED DURING CONSTRUCTION, AND NOT PAVED, SHALL BE SEEDED IN ACCORDANCE WITH THE SPECIFICATIONS. ALL EROSION CONTROL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL (EPA/WPC87-012) OR CURRENT EDITION.
- THE CONTRACTOR SHALL MARK ALL NEW SANITARY SEWER SERVICES WITH A 2x4 PLACED AT END OF THE SERVICE AND CUT 1 FOOT BELOW FINISHED GRADE.
- PAYMENT FOR GRAVEL SURFACE REPLACEMENT, PAVEMENT REPLACEMENT AND SELECTED GRANULAR BACKFILL WILL BE BASED ON TABLE 1 (STD. DWG. NO. 2) OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION. ANY REPLACEMENT OR BACKFILL IN EXCESS OF THE QUANTITY DETERMINED BY TABLE 1 SHALL BE CONSIDERED INCIDENTAL.
- ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- SERVICE LOCATIONS ARE SHOWN FOR QUANTITY PURPOSES. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH PROPERTY OWNERS FOR THE EXACT LOCATION OF SERVICES AT THE TIME OF CONSTRUCTION.

BILL OF MATERIALS

ENGLISH PAY ITEMS	UNITS	TOTAL	METRIC PAY ITEMS	UNITS	TOTAL
8" SDR-26 PVC SAN SEWER, LESS THAN 6' DEPTH	FT	133	SANITARY SEWER, PVC SDR 26, 200MM, LESS THAN 1.8M DEPTH	METER	41
8" SDR-26 PVC SAN SEWER, 6'-8' DEPTH	FT	155	SANITARY SEWER, PVC SDR 26, 200MM, 1.8M TO 2.4M DEPTH	METER	48
8" SDR-26 PVC SAN SEWER, 8'-10' DEPTH	FT	49	SANITARY SEWER, PVC SDR 26, 200MM, 2.4M TO 3.0M DEPTH	METER	15
8" SDR-26 PVC SAN SEWER, 10'-12' DEPTH	FT	22	SANITARY SEWER, PVC SDR 26, 200MM, 3.0M TO 3.6M DEPTH	METER	7
8" SDR-26 PVC SAN SEWER, 12'-15' DEPTH	FT	188	SANITARY SEWER, PVC SDR 26, 200MM, 3.6M TO 4.5M DEPTH	METER	58
8" SDR-26 PVC SAN SEWER, OVER 15' DEPTH	FT	89	SANITARY SEWER, PVC SDR 26, 200MM, GREATER THEN 4.5M DEPTH	METER	28
8" DUCTILE IRON SAN. SEWER, LESS THAN 6' DEPTH	FT	24	SANITARY SEWER, DUCTILE IRON, 200MM, LESS THAN 1.8M DEPTH	METER	8
8" DUCTILE IRON SAN. SEWER, 6'-8' DEPTH	FT	69	SANITARY SEWER, DUCTILE IRON, 200MM, 1.8M TO 2.4M DEPTH	METER	21
8" DUCTILE IRON SAN. SEWER, 12'-15' DEPTH	FT	18	SANITARY SEWER, DUCTILE IRON, 200MM, 3.6M TO 4.5M DEPTH	METER	6
MANHOLE TY A, 4' DIA. WFR & LID	EA	6	MANHOLE TYA, 1.2M DIA., W FR & LID	EACH	6
DROP MANHOLE CONNECTION	EA	1	DROP MANHOLE CONNECTION	EACH	1
ADDITIONAL DEPTH OF MANHOLES	VF	12.0	ADDITIONAL DEPTH OF MANHOLES	METER	4
SERVICE LATERALS, 6"	FT	267	SERVICE LATERALS, 150MM	METER	82
SERVICE LATERAL DIRECTIONAL BORE	FT	60	SERVICE LATERAL DIRECTIONAL BORE	METER	19
8"x8"x6" SERVICE TEE	EA	3	SERVICE TEE, 200MM X 200MM X 150MM	EACH	3
24" STEEL CASING PIPE AUGERED AND JACKED	FT	70	STEEL CASING PIPE AUGERED AND JACKED, 600MM	METER	22
6" CAP	EA	2	CAP, 150MM	EACH	2
6" SEWER CLEANOUT	EA	2	SEWER CLEANOUT, 150MM	EACH	2
SAMPLING ACCESS STRUCTURE	EA	1	SAMPLING ACCESS STRUCTURE	EACH	1
BITUMINOUS PAVEMENT REPLACEMENT (SERVICES)	SY	25	BITUMINOUS REPLACEMENT (SERVICES)	SQ M	21
AGGREGATE SURFACE REPLACEMENT (SERVICES)	SY	17	AGGREGATE REPLACEMENT (SERVICES)	SQ M	15
BEDDING AND HAUNCHING	CY	69	BEDDING AND HAUNCHING	CU M	53
BEDDING AND HAUNCHING (SERVICES)	CY	19	BEDDING AND HAUNCHING (SERVICES)	CU M	15
INITIAL BACKFILL	CY	123	INITIAL BACKFILL	CU M	94
INITIAL BACKFILL (SERVICES)	CY	45	INITIAL BACKFILL (SERVICES)	CU M	35
SELECT GRANULAR BACKFILL (SERVICES)	CY	46	SELECT GRANULAR BACKFILL (SERVICES)	CU M	36
DEFLECTION TESTING	FT	649	DEFLECTION TESTING	METER	198
AIR TESTING	EA	4	AIR TESTING	EACH	4

LEGEND

 EXISTING MANHOLE	 12" EVERGREEN TREE WITH DIAMETER SHOWN	 EXISTING VALVE BOX
 EXISTING POWER POLE	 BUSHES	 EXISTING STORM SEWER
 EXISTING TELEPHONE POLE	 HEDGE	 EXISTING SANITARY SEWER
 EXISTING MAIL BOX	 EXISTING CURB	 PROPOSED SANITARY SEWER
 EXISTING POWER POLE w/GUY WIRE	 EXISTING WATER MAIN	 PROPOSED MANHOLE
 EXISTING FIRE HYDRANT	 EXISTING GAS MAIN	
 12" TREE WITH DIAMETER SHOWN	 EXISTING PIPE CULVERT	

REVISIONS		
NO.	ITEM	DATE
1	REVISED AS PER GPSD & IDOT	3/6/06
2	REVISED QUANTITIES	4/1/06
3	REVISED TO ADD METRIC PAY ITEMS & NOTE	5/19/06

PLOTTING SCALE: 1" = 50'

DRAWN BY: JAH

CHECKED BY: JAR

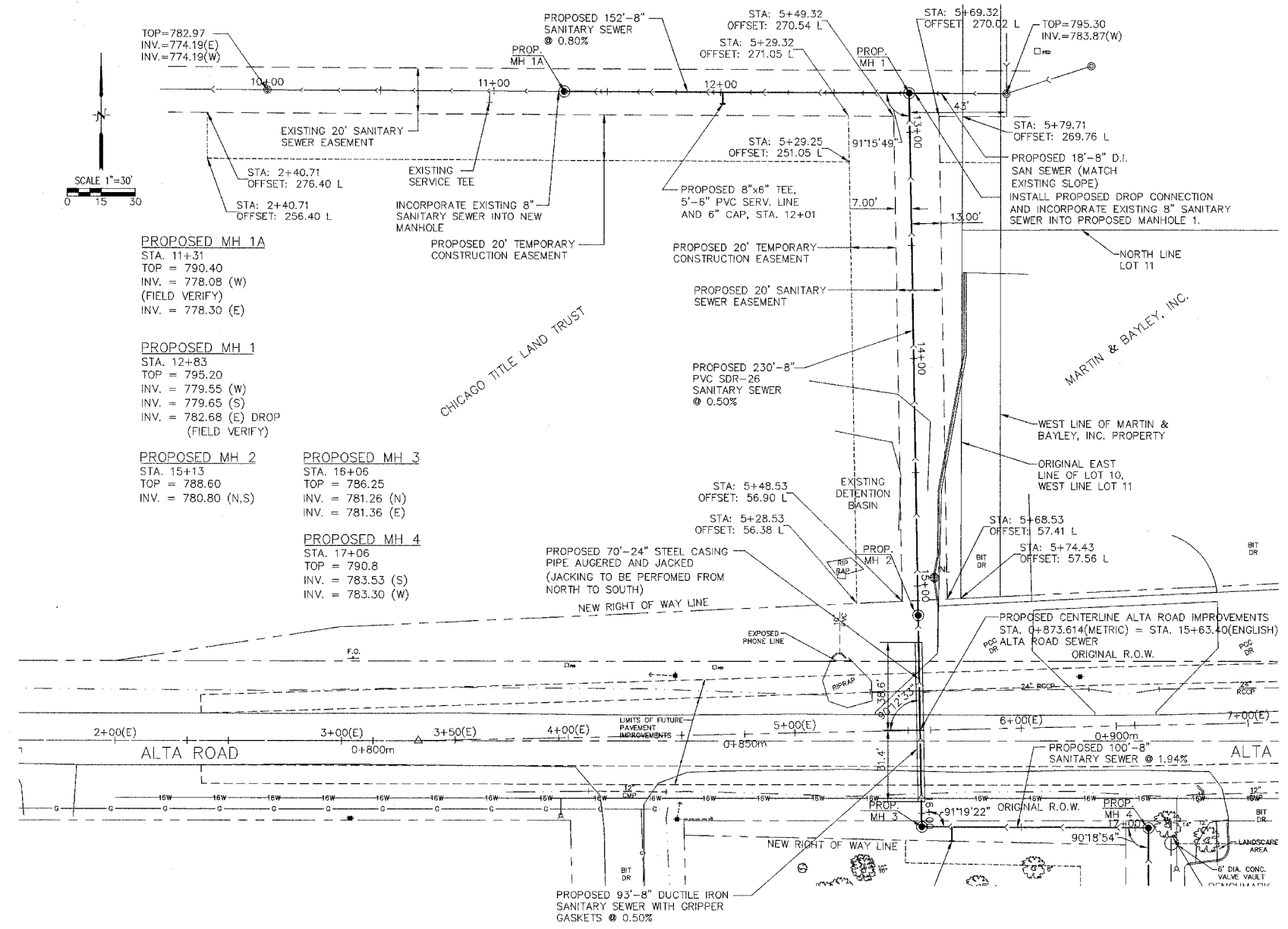
DATE: JANUARY 2006

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ALTA ROAD SANITARY SEWER EXTENSION
 LEGEND, GENERAL NOTES, SUMMARY OF QUANTITIES

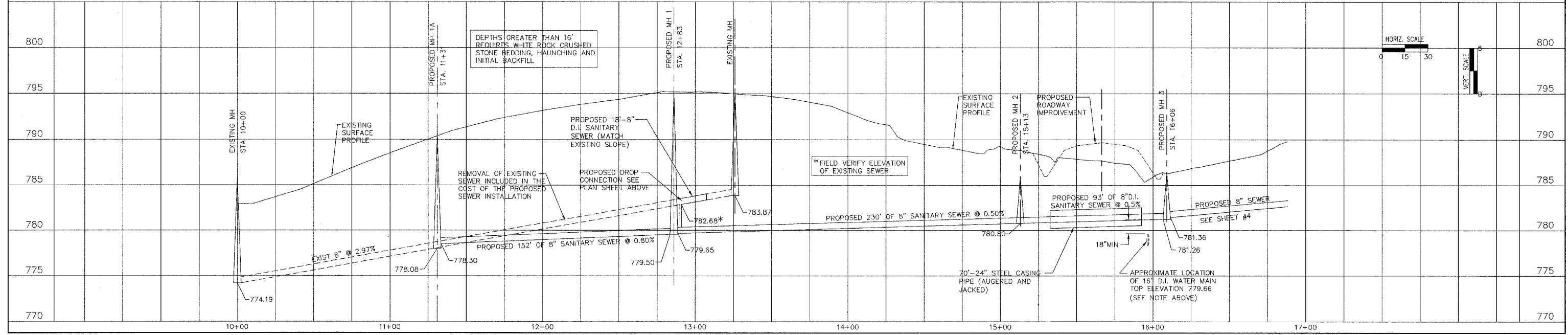
PEORIA, ILLINOIS

FILE NAME: I:\PEORIA-2006\DR-GENERAL NOTES.DWG FIELD BOOK No: 2679-A JOB NUMBER: 03-23-05-114



NOTE:
 ALL EASEMENT STATION AND OFFSET LABELS ARE BASED ON THE ENGLISH BASED PROPOSED ALTA ROAD SANITARY SEWER CENTERLINE STATIONING. ENGLISH STATIONING OF ALTA ROAD ESTABLISHED BY CONVERTING METRIC STA. 1+000 TO ENGLISH STA. 32+80.84

NOTE:
 FIELD VERIFY ELEVATION OF EXISTING 16" DUCTILE IRON WATER MAIN PRIOR TO BEGINNING CONSTRUCTION.
 ADJUST PROPOSED ELEVATIONS WITH THE APPROVAL OF THE ENGINEER TO PROVIDE 18" MIN CLEARANCE ABOVE EXISTING WATER MAIN.



NO.	ITEM	DATE
1	REVISED PER GPSD & IDOT	3/8/06
2	MOVED SEWER OVER WATER MAIN	4/10/06

REVISIONS		
NO.	ITEM	DATE
1	REVISED PER GPSD & IDOT	3/8/06
2	MOVED SEWER OVER WATER MAIN	4/10/06

PLOTTING SCALE: 1" = 30'
 DRAWN BY: MPS
 CHECKED BY: JAR
 DATE: JANUARY 2006

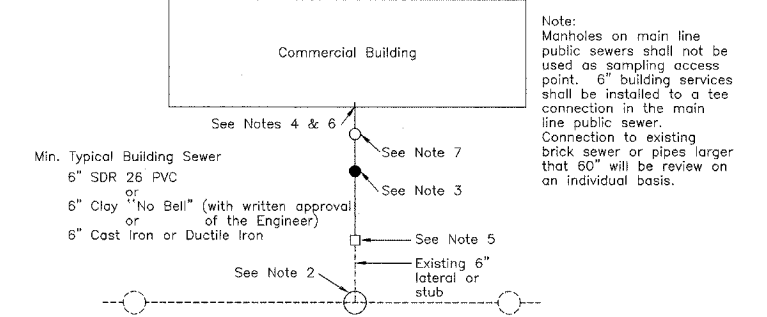
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ALTA ROAD SANITARY SEWER EXTENSION PLAN AND PROFILE
 PEORIA, ILLINOIS

PEORIA ILLINOIS
 FILE NAME: \\DWG\PEORIA-2005\DUMLAP-BANK.DWG FIELD BOOK No: 2679-A JOB NUMBER: 03-23-05-114

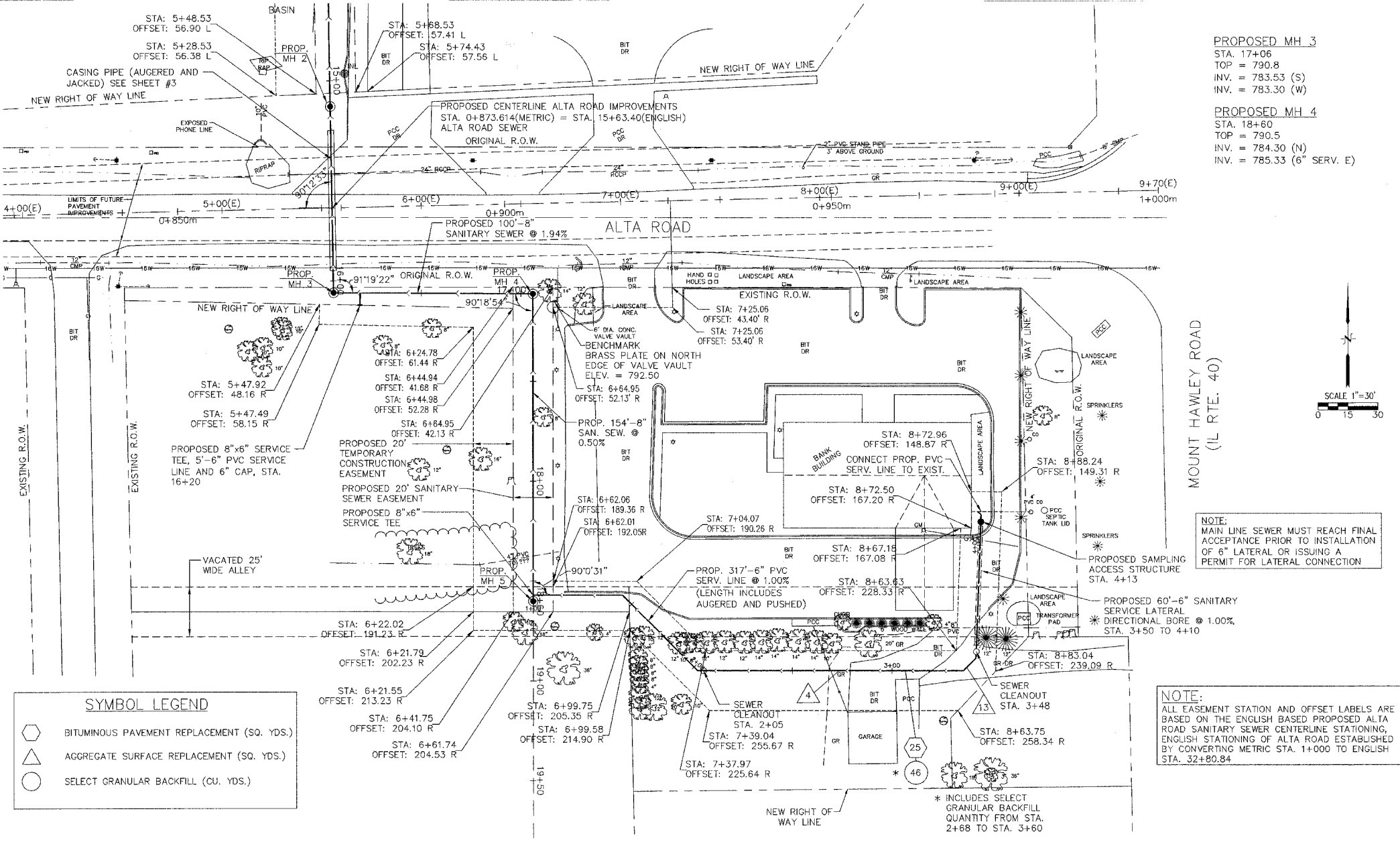
APPENDIX A
BUILDING SEWER REGULATIONS
SANITARY SEWER CONNECTION DETAILS
DETAIL (F)

Commercial Individual Building (Single or Multi Story)
(Includes Multi Story, Multi Tenant, with One Owner)



- Note: Manholes on main line public sewers shall not be used as sampling access point. 6" building services shall be installed to a tee connection in the main line public sewer. Connection to existing brick sewer or pipes larger than 60" will be review on an individual basis.
- Building sewer shall be sized per Illinois Administrative Code Chapter II (attached in appendix) and GPSD General Specifications Section Design Criteria. Discharges greater than 15 P.E. will require an EPA Permit.
 - If 8" or larger building sewer is installed, a manhole will be installed in the main line sewer.
 - A Sampling Access Structure may be located at any convenient location along the building sewer.
 - Gasoline, oil and flammable liquids interceptor shall be required as per 77 Illinois Administrative Code Section 890.520 (See attached Appendix C.)
 - Rubber boot transition coupling as needed unless other method is approved prior to construction.
 - Building sewer within 5' of the building shall meet State of Illinois Plumbing Code.
 - Option of installing a clean-out on the outside of the building.
 - Commercial Permit Required
 - Residential units in combination with a commercial building will be covered by the commercial permit. A separate residential permit will not be required.
- General Note: 1. Taps to existing main line sewer pipe shall be mechanical drilled by Predco or equal, typ.
2. All pipe shall be bedded with CA7 or CA11 material from an approved source per Building Reg. 10 and Sec. 035 - 5.0 Bedding GPSD General Specification.

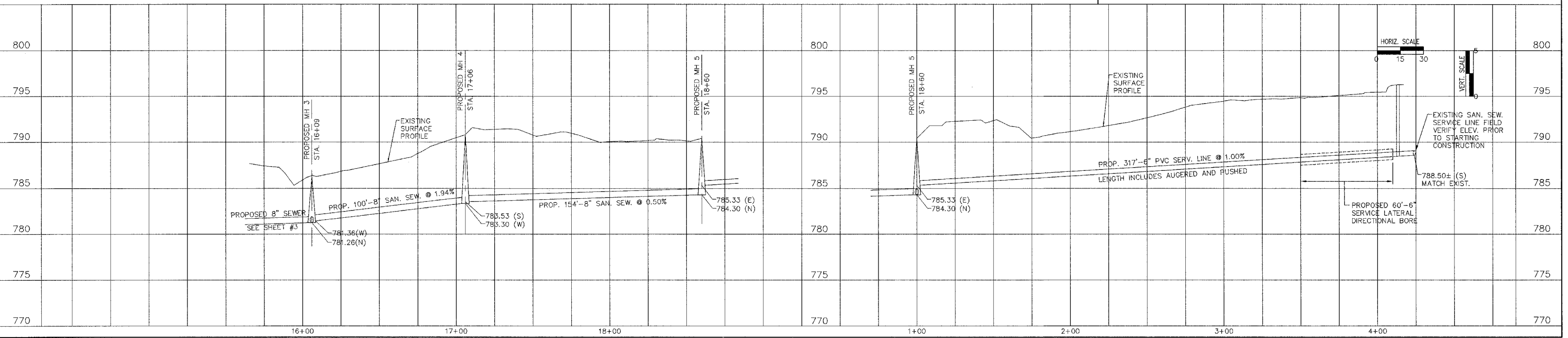
- Legend
- 8" or larger Main Line Sewer
 - Existing Manhole
 - Proposed Manhole
 - Typ. Sampling Access Structure



- SYMBOL LEGEND**
- Hexagon: BITUMINOUS PAVEMENT REPLACEMENT (SQ. YDS.)
 - Triangle: AGGREGATE SURFACE REPLACEMENT (SQ. YDS.)
 - Circle: SELECT GRANULAR BACKFILL (CU. YDS.)

NOTE:
ALL EASEMENT STATION AND OFFSET LABELS ARE BASED ON THE ENGLISH BASED PROPOSED ALTA ROAD SANITARY SEWER CENTERLINE STATIONING, ENGLISH STATIONING OF ALTA ROAD ESTABLISHED BY CONVERTING METRIC STA. 1+000 TO ENGLISH STA. 32+80.84

NOTE:
MAIN LINE SEWER MUST REACH FINAL ACCEPTANCE PRIOR TO INSTALLATION OF 6" LATERAL OR ISSUING A PERMIT FOR LATERAL CONNECTION



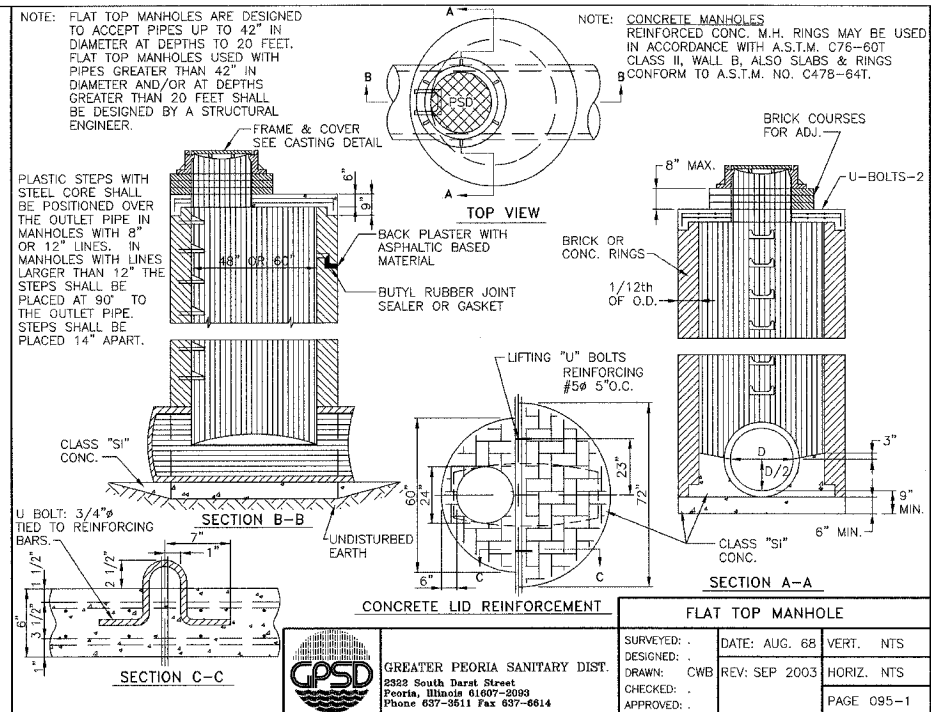
REVISIONS		
NO.	ITEM	DATE
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2	ADD SERVICE BACK TO PLANS	3/16/06
3	RAISED SEWER OVER WATER MAIN	4/10/06
4	REVISED PROPERTY LINE AT ALLEY	6/20/06

PLOTTING SCALE: 1" = 30'
DRAWN BY: JAH/APS
CHECKED BY: JAR
DATE: JANUARY 2006

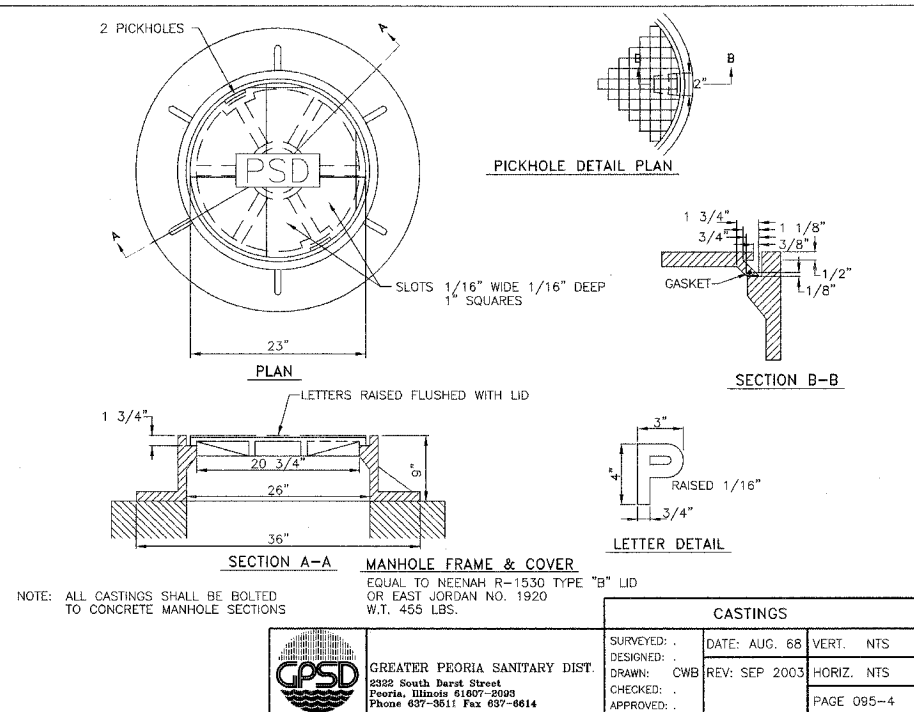
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**ALTA ROAD SANITARY SEWER EXTENSION
PLAN AND PROFILE
PEORIA, ILLINOIS**

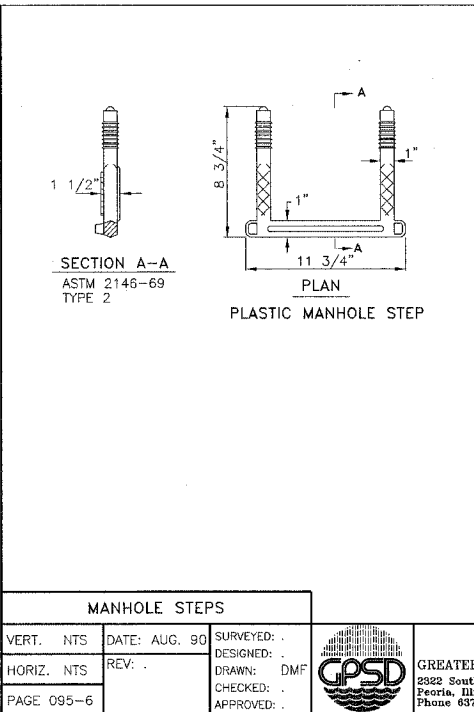
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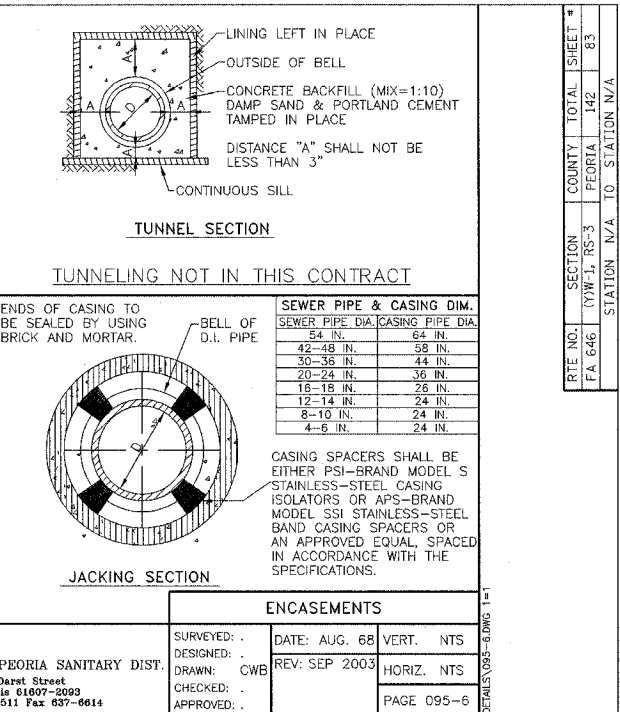
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CONCRETE LID REINFORCEMENT		FLAT TOP MANHOLE		
PAGE 095-1		PAGE 095-1		



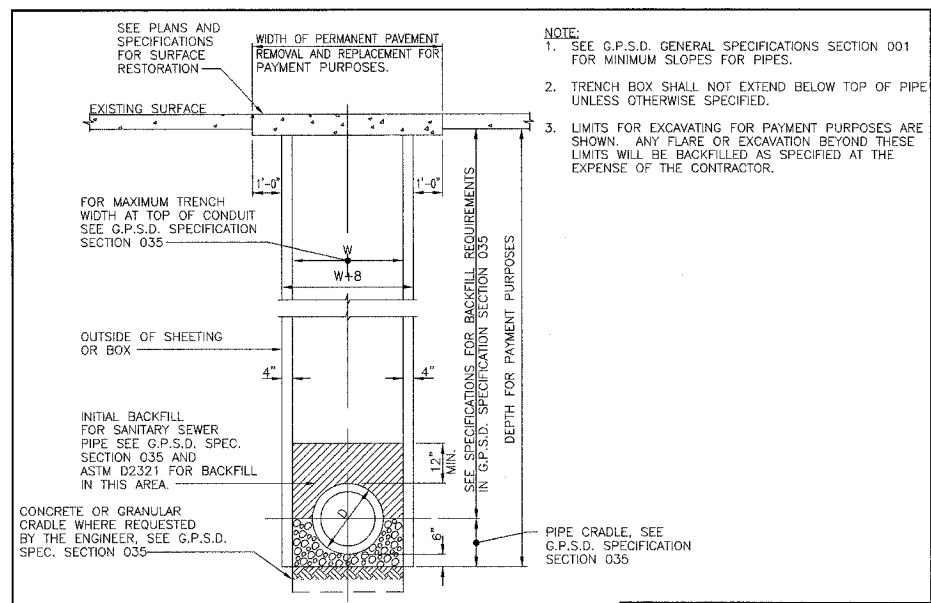
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CASTINGS		MANHOLE STEPS		
PAGE 095-4		PAGE 095-6		



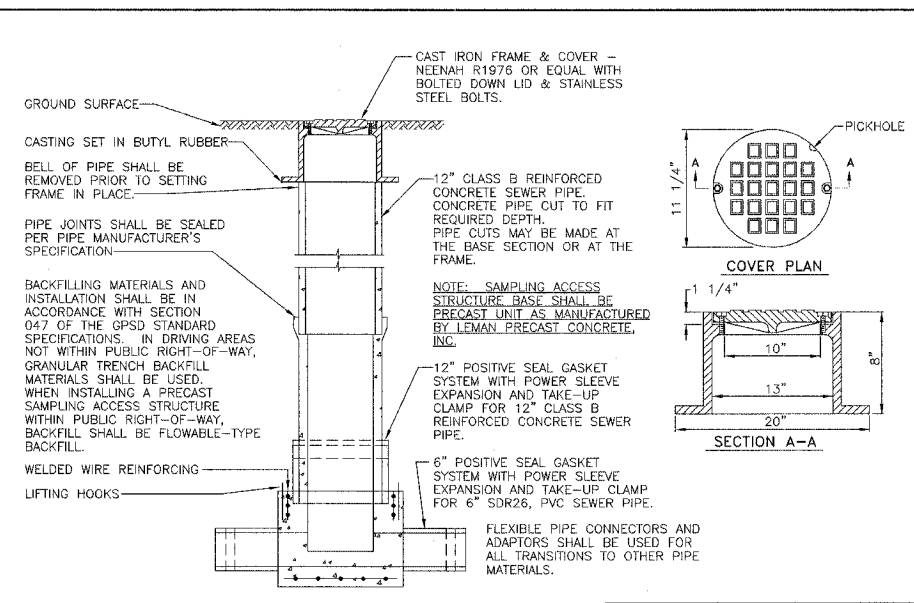
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MANHOLE STEPS		ENCASEMENTS		
PAGE 095-6		PAGE 095-8		



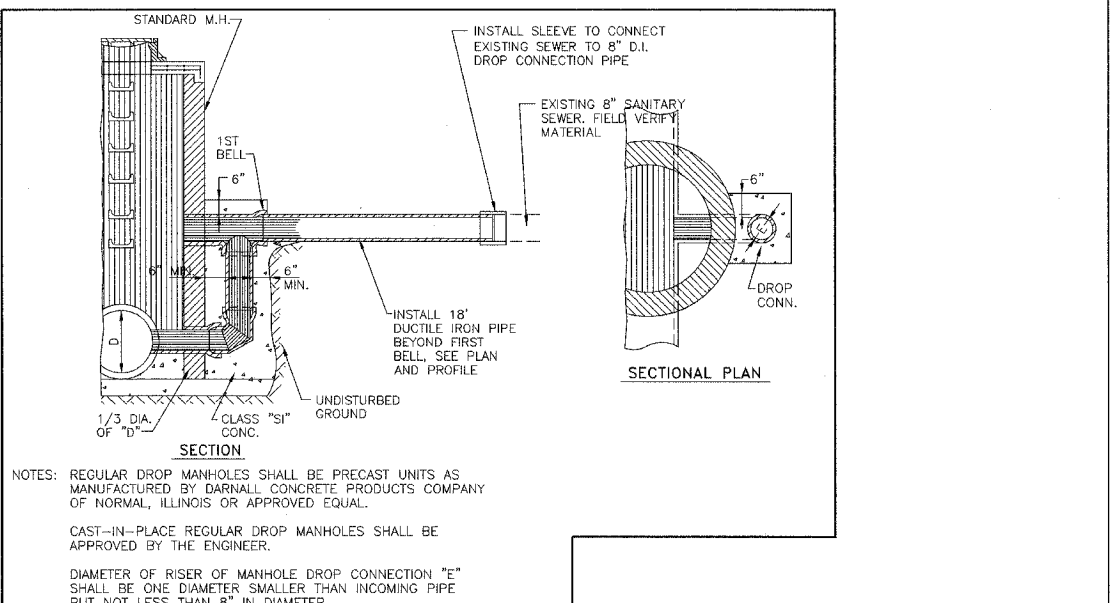
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ENCASEMENTS		PAGE 095-8		



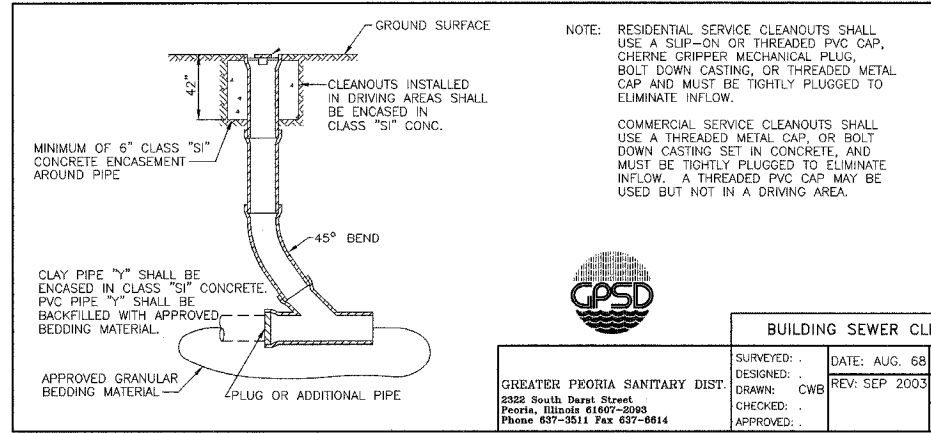
GREATER PEORIA SANITARY DIST. 2322 South Darst Street Peoria, Illinois 61607-2093 Phone 637-3511 Fax 637-6614		SURVEYED: . DESIGNED: . DRAWN: CWB CHECKED: . APPROVED: .	DATE: FEB. 93 REV: SEP 2003	VERT. NTS HORIZ. NTS
TYPICAL DETAIL SANITARY SEWER PIPE INSTALLATION		PAGE 095-7		



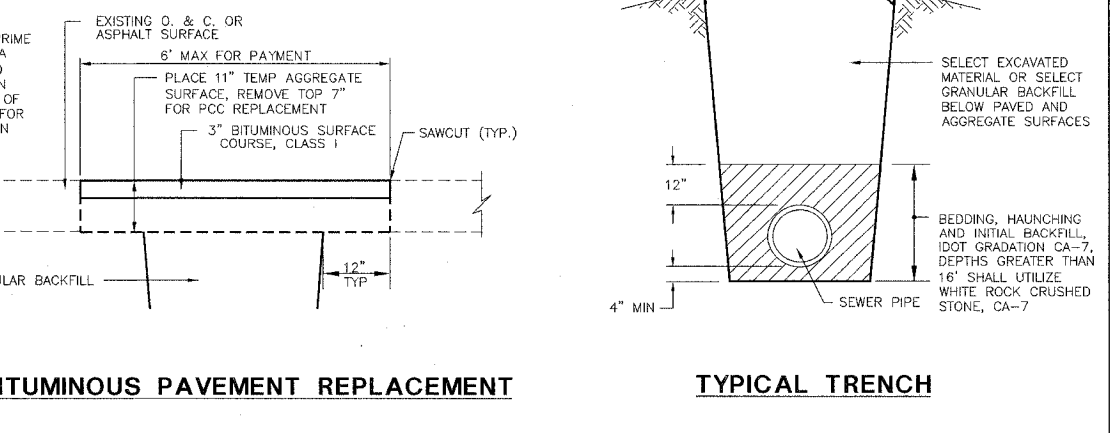
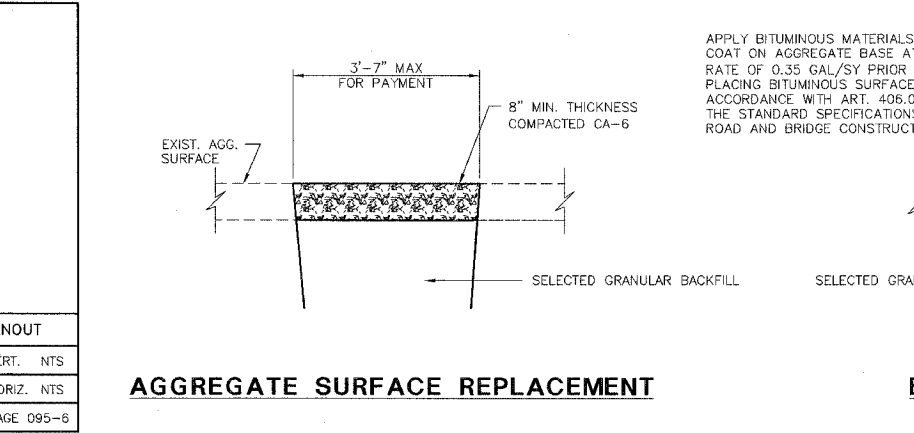
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PRECAST SAMPLING ACCESS STRUCTURE		PAGE 095-14		



GREATER PEORIA SANITARY DIST. 2322 South Darst Street Peoria, Illinois 61607-2093 Phone 637-3511 Fax 637-6614		SURVEYED: . DESIGNED: . DRAWN: CWB CHECKED: . APPROVED: .	DATE: . REV: .	VERT. NTS HORIZ. NTS
REGULAR DROP MANHOLE		PAGE 095-3		



GREATER PEORIA SANITARY DIST. 2322 South Darst Street Peoria, Illinois 61607-2093 Phone 637-3511 Fax 637-6614		SURVEYED: . DESIGNED: . DRAWN: CWB CHECKED: . APPROVED: .	DATE: AUG. 68 REV: SEP 2003	VERT. NTS HORIZ. NTS
BUILDING SEWER CLEANOUT		PAGE 095-6		



REVISIONS		
NO.	ITEM	DATE
1	REVISED AS PER GPSD & IDOT	3/8/06
2	ADD SERVICE BACK TO PLANS	3/16/06

PLOTTING SCALE: 1" = 1'
DRAWN BY: JDT
CHECKED BY: DAW
DATE: JANUARY 2006

McCLURE ENGINEERING ASSOCIATES, INC.

714 East Jackson Street
(309) 833-4594
Design firm license: #184-000816 Copyright 2006 by McClure Engineering Associates, Inc.

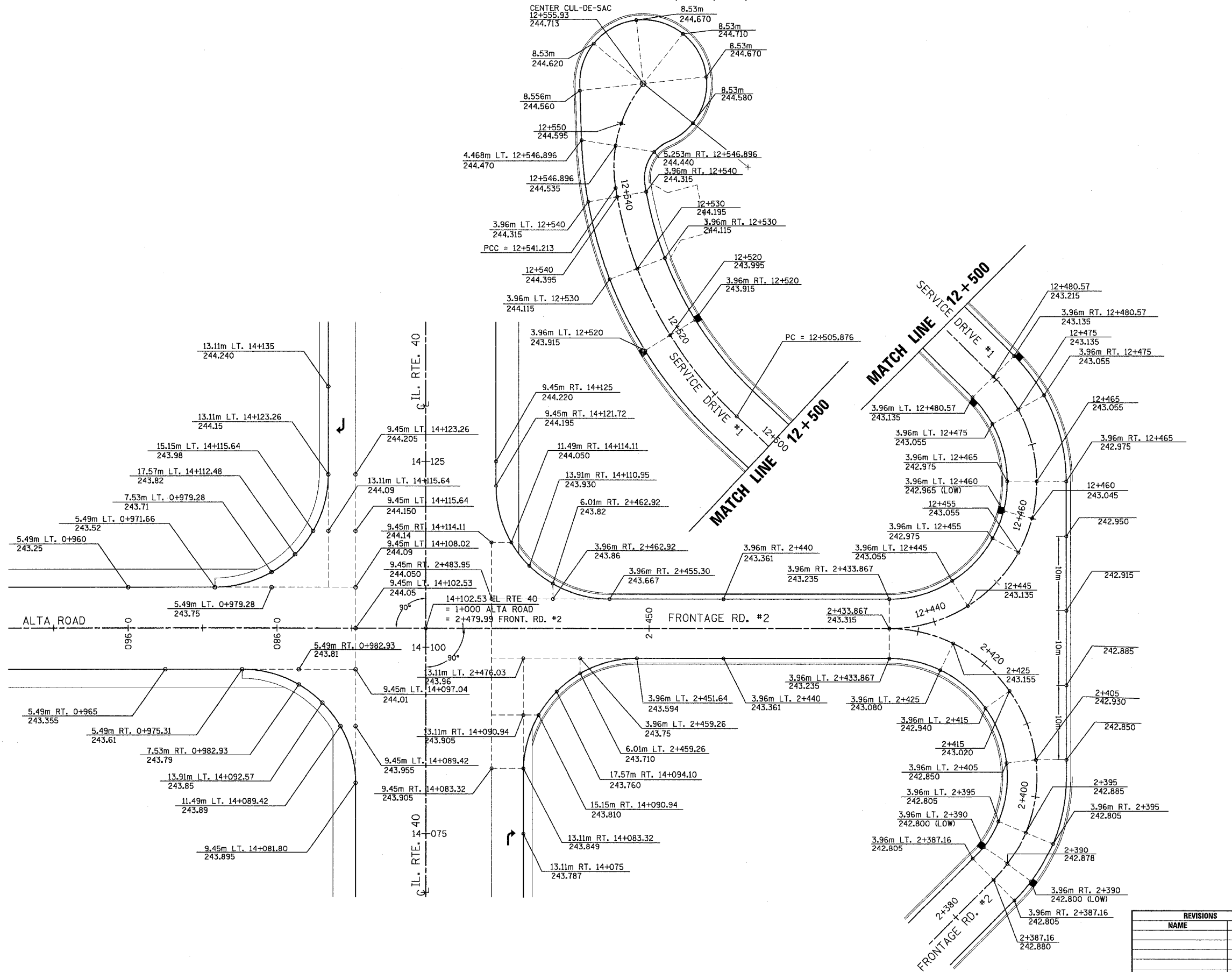
Mccomb, Illinois 61455
FAX (309) 837-4909

ALTA ROAD SANITARY SEWER EXTENSION
TYPICAL DETAILS
PEORIA, ILLINOIS

FILE NAME: PEORIA\PEORIA-2005\08-DETAILS.DWG FIELD BOOK No: 2679-A JOB NUMBER: 03-23-05-114

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	84



REVISIONS	
NAME	DATE

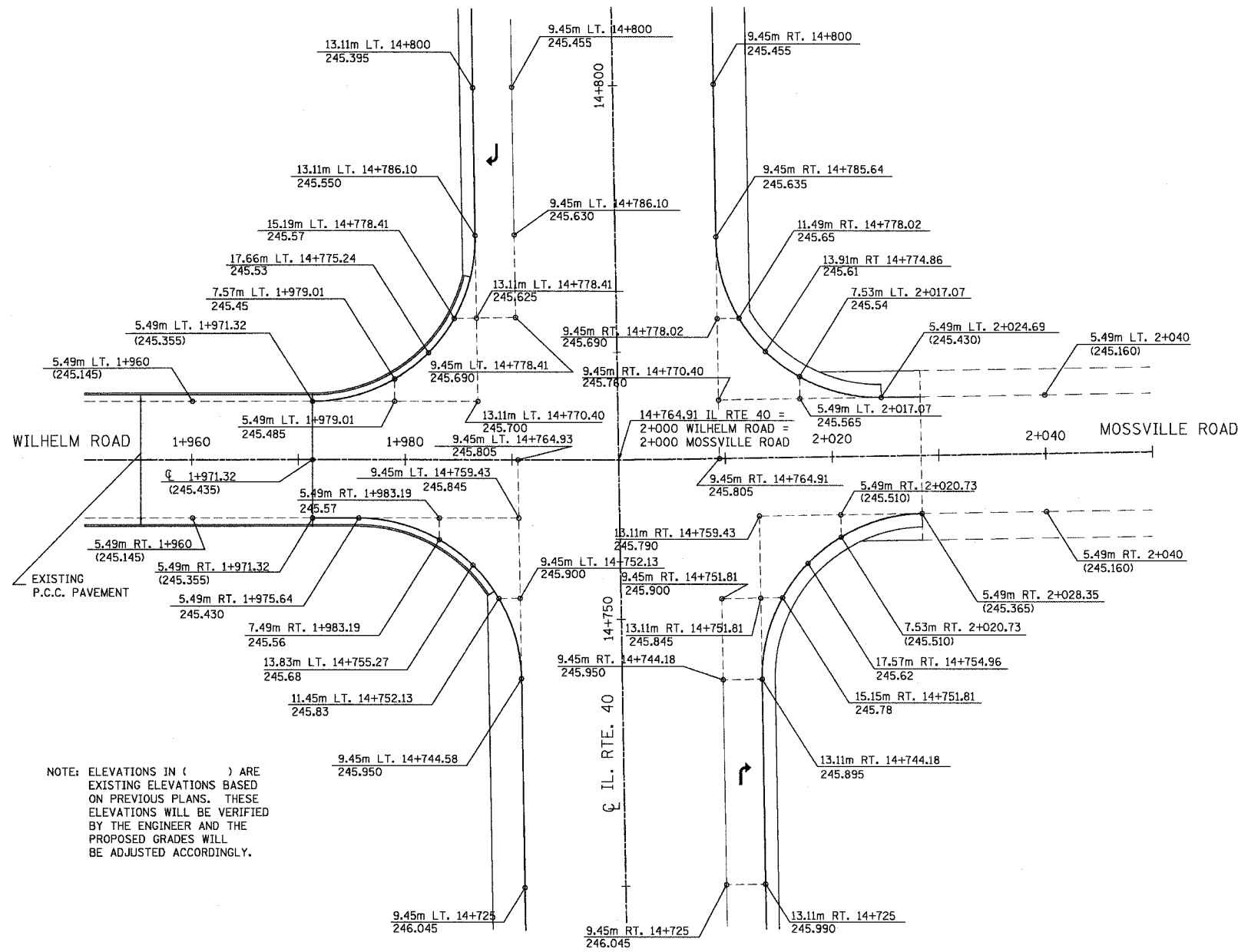
ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT GRADES
 INTERSECTION OF FRONTAGE ROAD NO. 2,
 ALTA ROAD & SERVICE DRIVE NO. 1
 FA ROUTE 646, SECTION (Y) W-1, RS-3
 PEORIA COUNTY

SCALE: 1:250
 DATE: 09/01/06

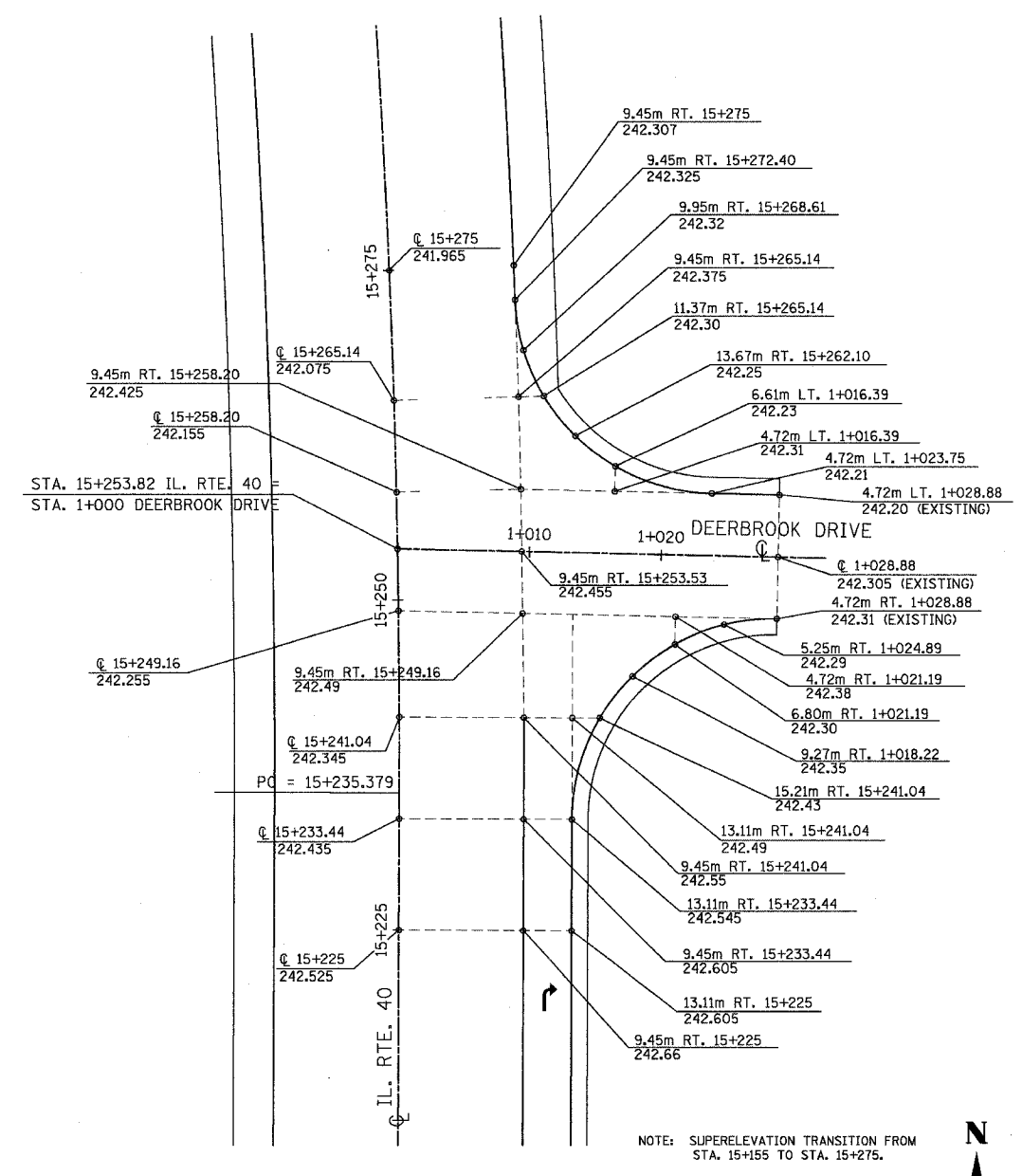
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 CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	85



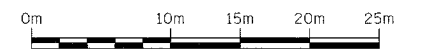
IL RTE 40 & WILHELM ROAD & MOSSVILLE ROAD



IL RTE 40 & DEERBROOK DRIVE

NOTE: ELEVATIONS IN () ARE EXISTING ELEVATIONS BASED ON PREVIOUS PLANS. THESE ELEVATIONS WILL BE VERIFIED BY THE ENGINEER AND THE PROPOSED GRADES WILL BE ADJUSTED ACCORDINGLY.

NOTE: SUPERELEVATION TRANSITION FROM STA. 15+155 TO STA. 15+275.



REVISIONS	
NAME	DATE

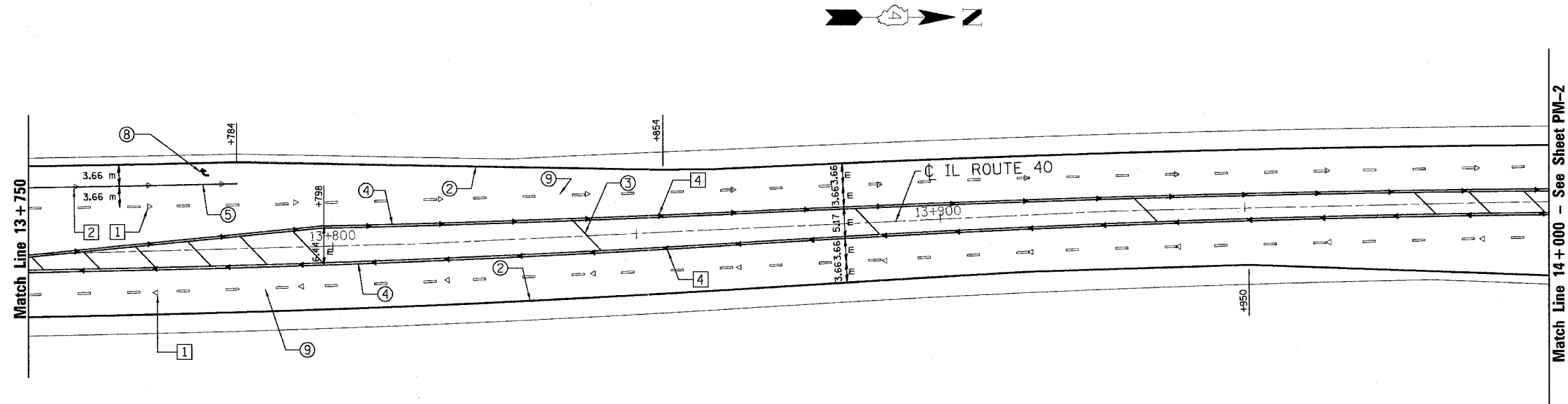
ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT GRADES
 INTERSECTION OF IL RTE 40
 WILHELM ROAD & MOSSVILLE ROAD
 FA ROUTE 646, SECTION (Y) W-1, RS-3
 PEORIA COUNTY

SCALE: 1:250
 DATE: 09/01/06

DRAWN BY: JDU
 CHECKED BY: ECM

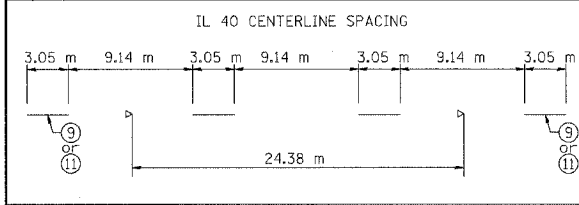
SEC.32, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	86
STATION 13+549		TO STATION 14+000		

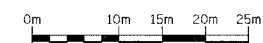
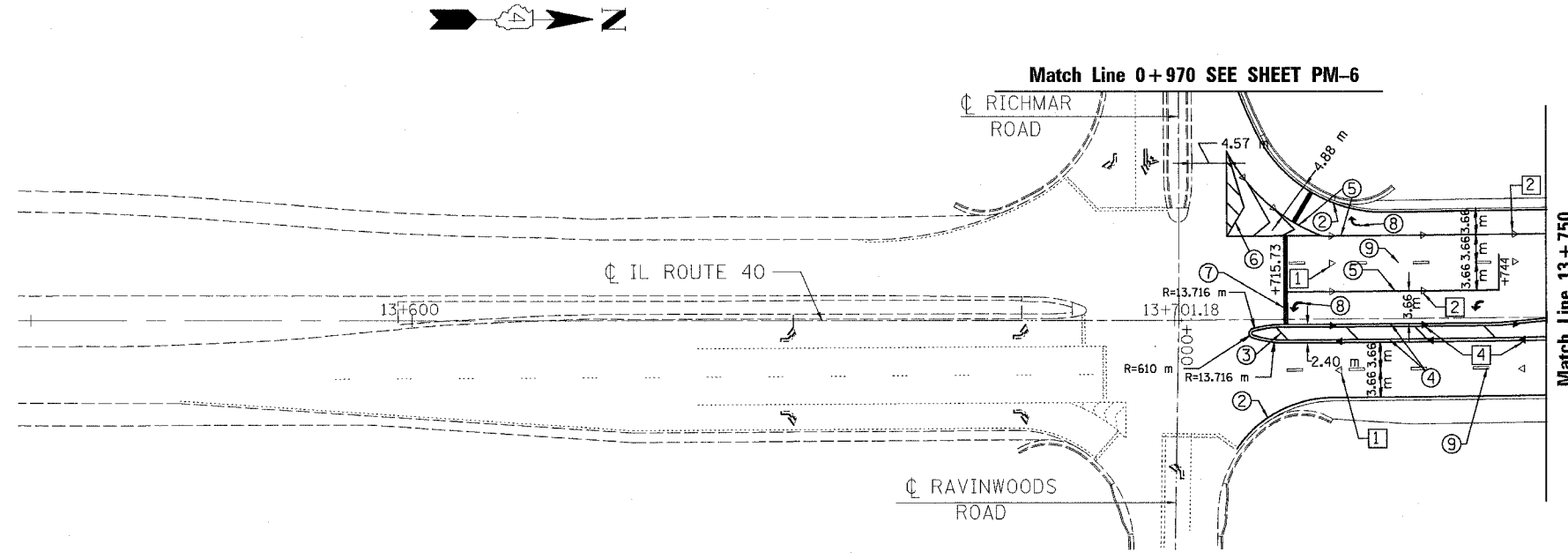


SIGN PANEL ERECTION DETAILS
REFER TO STANDARD 720006, MULTILANE
HIGHWAYS, NONFREEWAYS.

- RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)
- 1 ◀ ONE-WAY RRPM CRYSTAL MARKER AT 24.38 m CENTERS
 - 2 ◀ ONE-WAY RRPM CRYSTAL MARKER AT 12.19 m CENTERS
 - 3 ▶ TWO-WAY RRPM AMBER MARKER AT 12.19 m
 - 4 ◀ ONE-WAY RRPM AMBER MARKER AT 12.19 m



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



REVISIONS	
NAME	DATE

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

SCALE: 1:400
DATE: 09/01/06

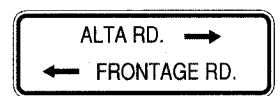
DRAWN BY: JDU
CHECKED BY: ECM

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	87
STATION 14+000 TO STATION 14+450				



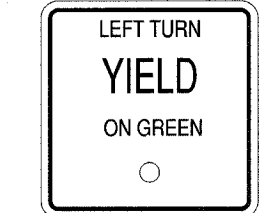
D2-1
C



D2-1
H



D3-1
I



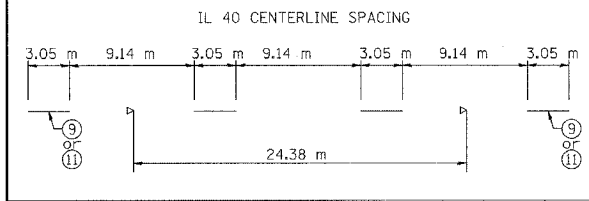
R10-12
24" X 24"

J

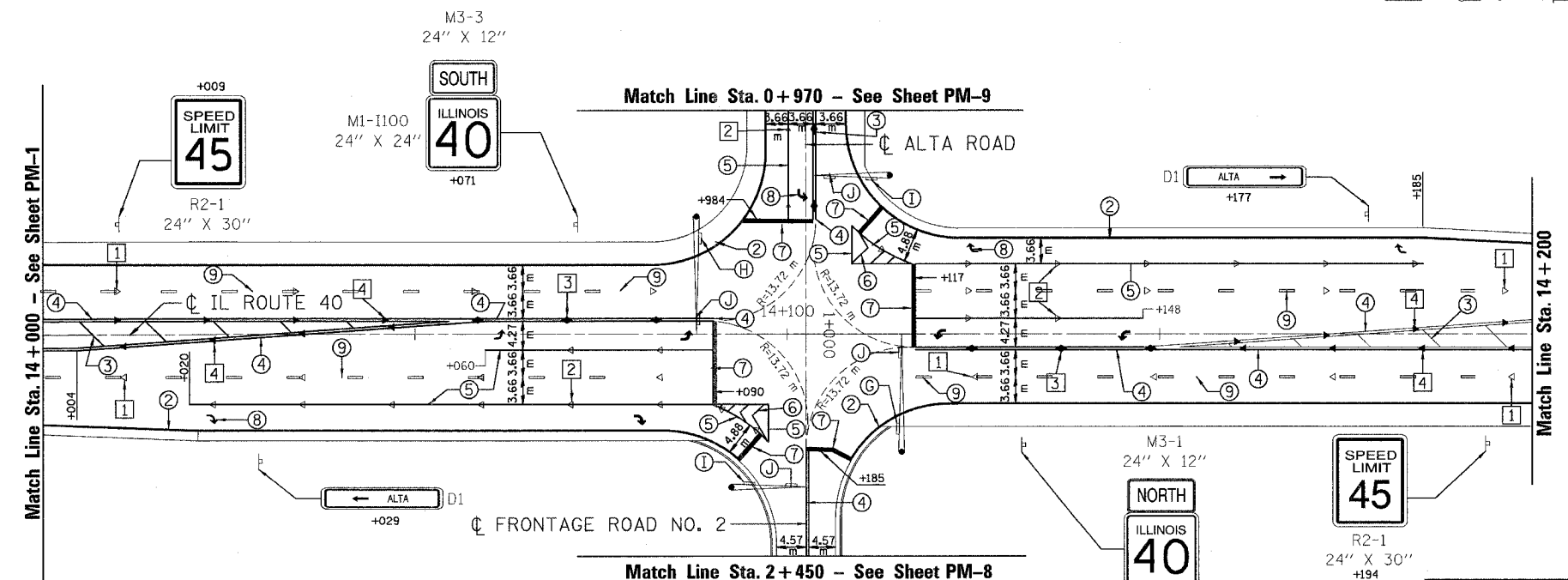
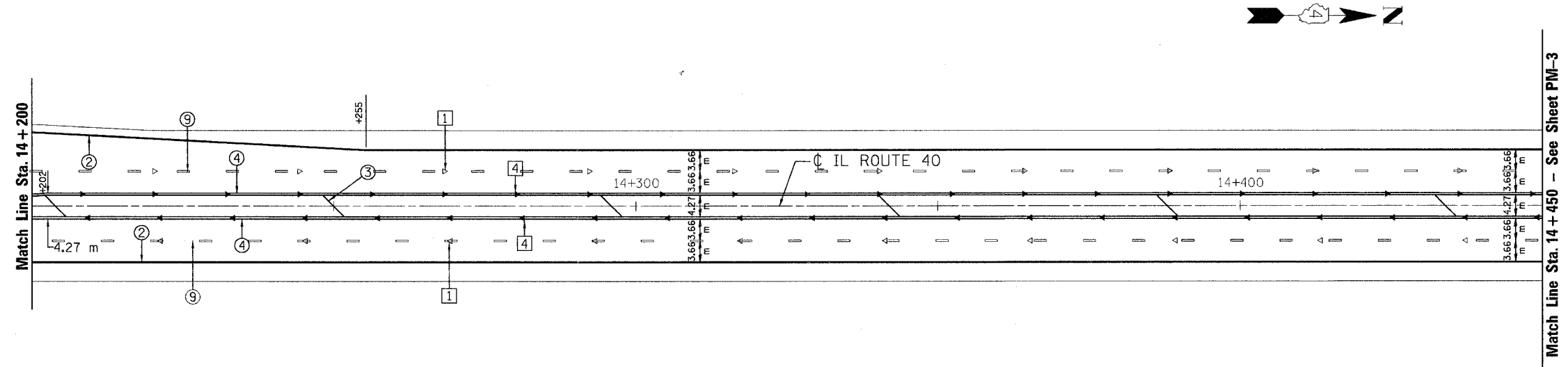
MAST ARM SIGNING
SEE STD. 720016

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

- RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)
- 1 ONE-WAY RRPM CRYSTAL MARKER AT 24.38 m CENTERS
 - 2 ONE-WAY RRPM CRYSTAL MARKER AT 12.19 m CENTERS
 - 3 TWO-WAY RRPM AMBER MARKER AT 12.19 m
 - 4 ONE-WAY RRPM AMBER MARKER AT 12.19 m



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



REVISIONS

NAME	DATE

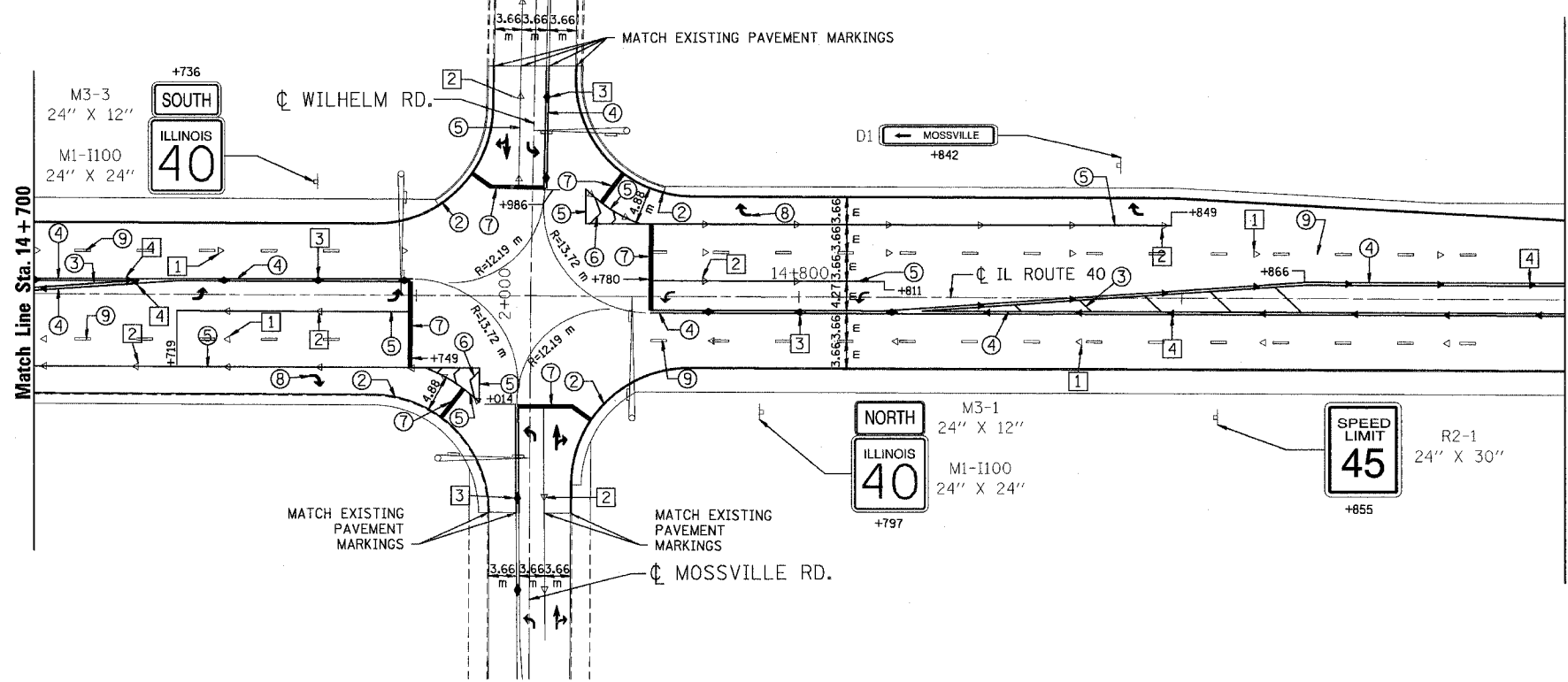
ILLINOIS DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
AND SIGNING PLAN
ILLINOIS ROUTE 40**

SCALE: 1:400
DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

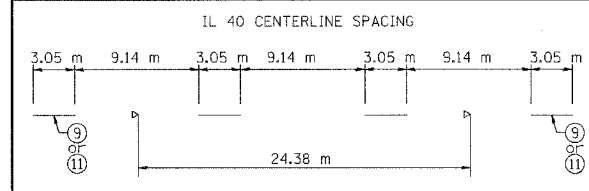
SEC.29, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142 88
STATION 14+450 TO STATION 14+900			



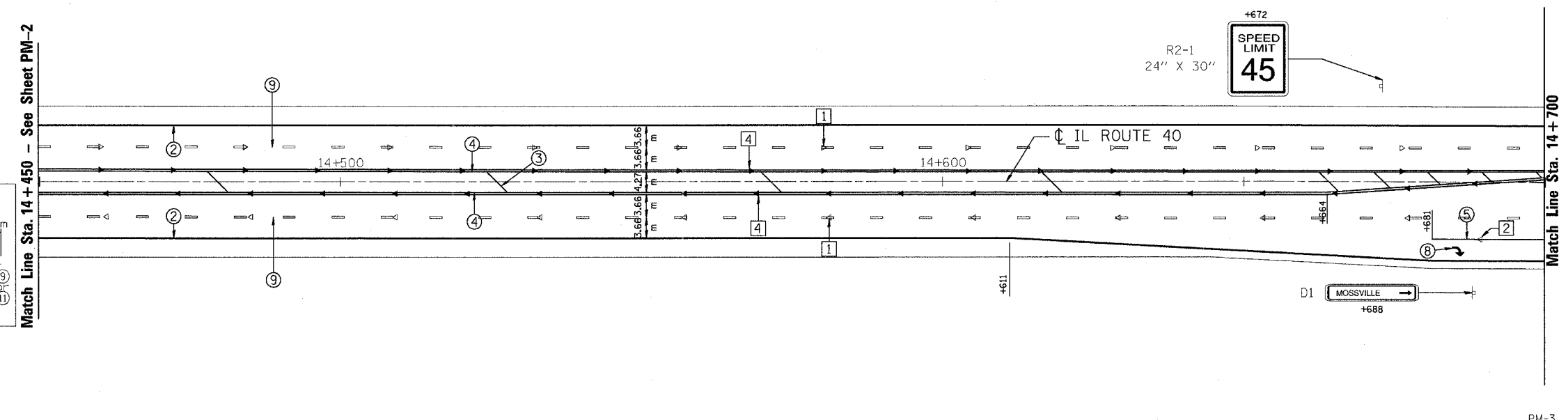
SIGN PANEL ERECTION DETAILS
REFER TO STANDARD 720006, MULTILANE
HIGHWAYS, NONFREEWAYS.

- RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)
- ① ONE-WAY RRPM CRYSTAL MARKER AT 24.38 m CENTERS
 - ② ONE-WAY RRPM CRYSTAL MARKER AT 12.19 m CENTERS
 - ③ TWO-WAY RRPM AMBER MARKER AT 12.19 m
 - ④ ONE-WAY RRPM AMBER MARKER AT 12.19 m



PAVEMENT MARKING LEGEND

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



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

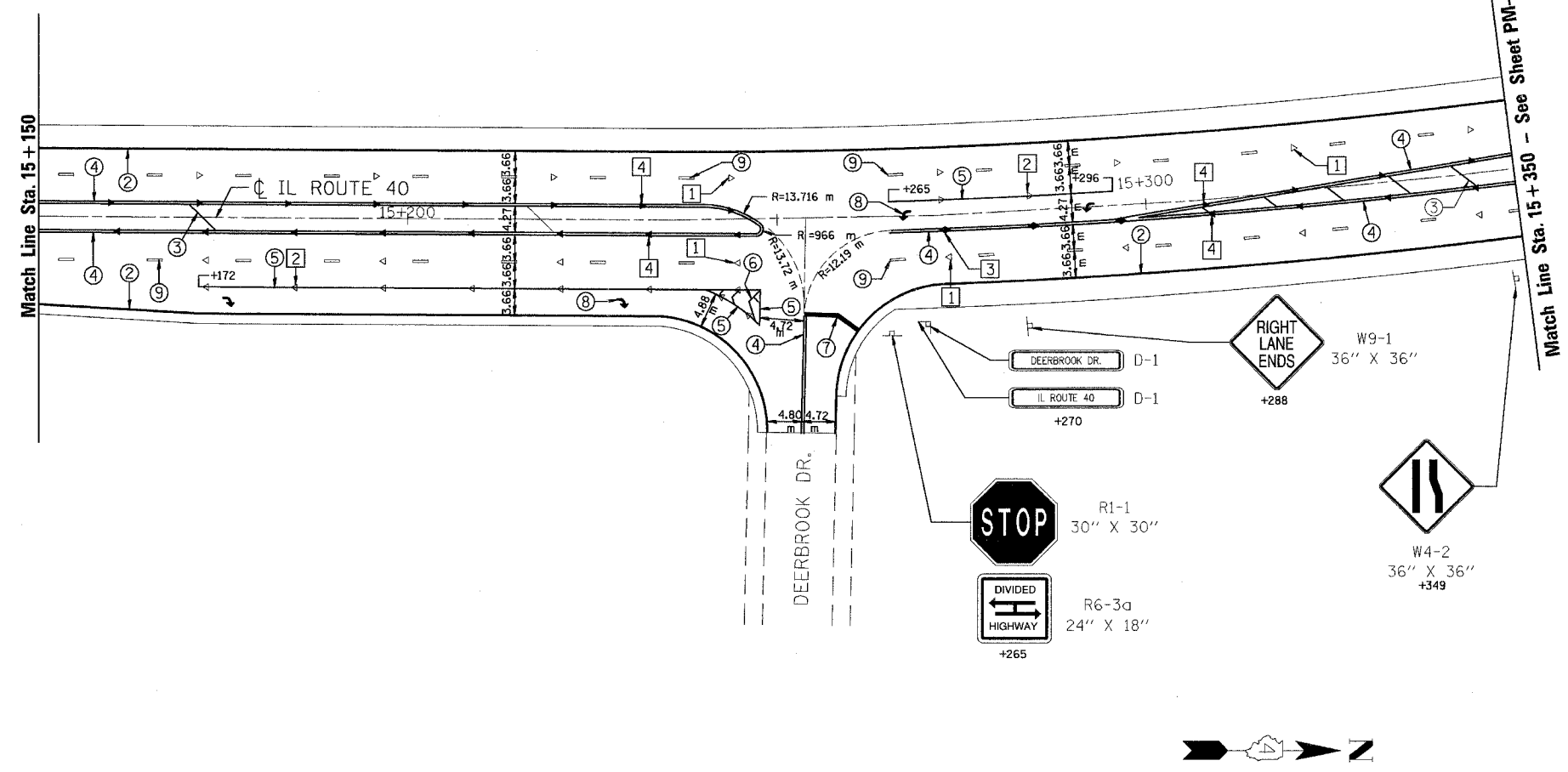
ILLINOIS DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKINGS
AND SIGNING PLAN**
ILLINOIS ROUTE 40

SCALE: 1:400
DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

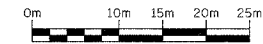
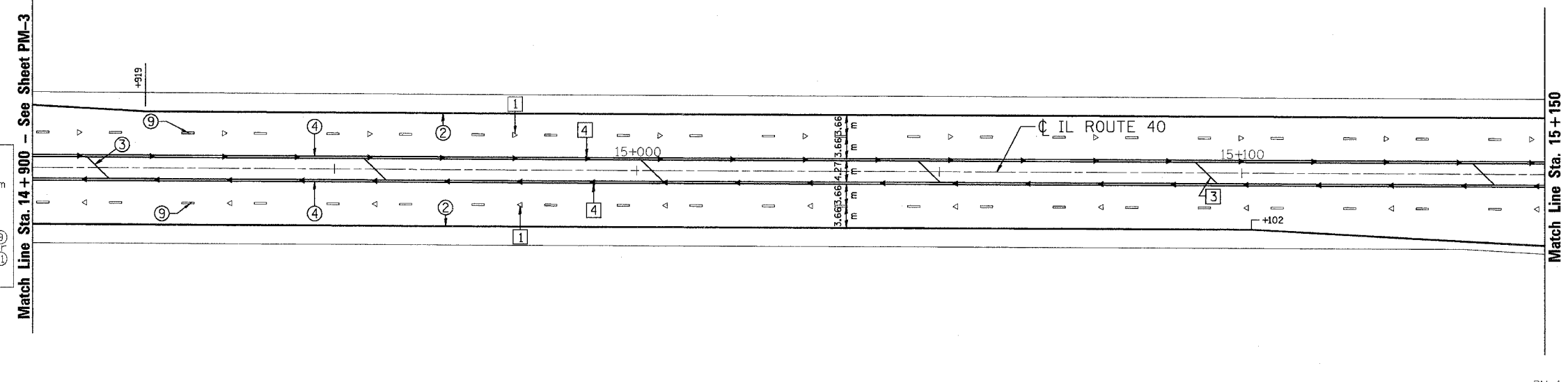
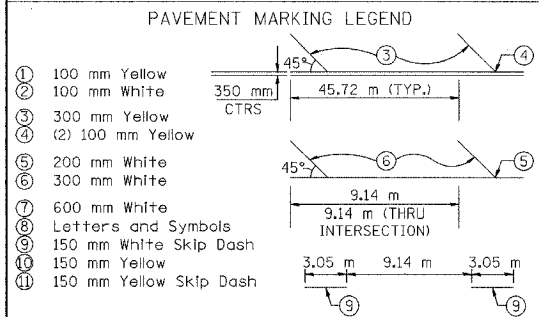
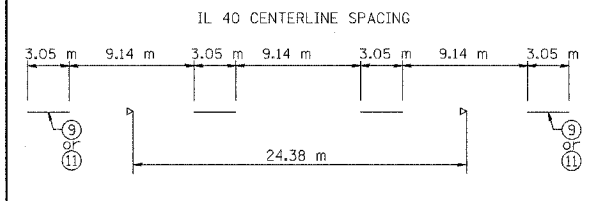
SEC.29, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142 89
STATION 14+900 TO STATION 15+350			



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

- RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)
- 1 4 ONE-WAY RRPM CRYSTAL MARKER AT 24.38 m CENTERS
 - 2 4 ONE-WAY RRPM CRYSTAL MARKER AT 12.19 m CENTERS
 - 3 TWO-WAY RRPM AMBER MARKER AT 12.19 m
 - 4 ONE-WAY RRPM AMBER MARKER AT 12.19 m



REVISIONS	
NAME	DATE

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

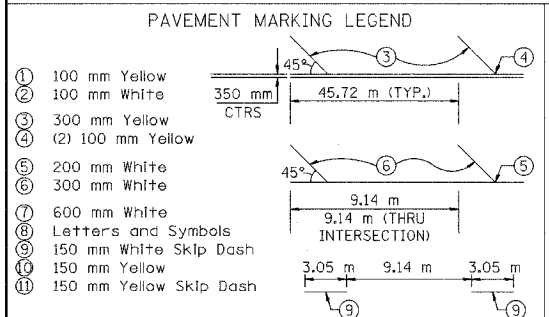
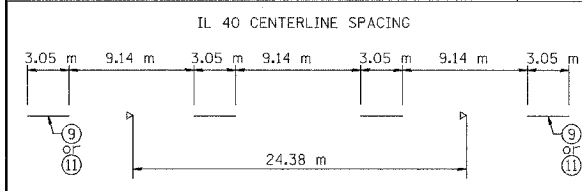
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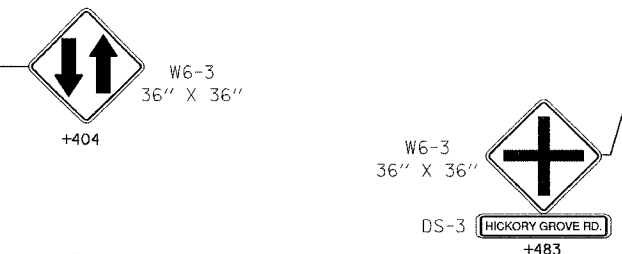
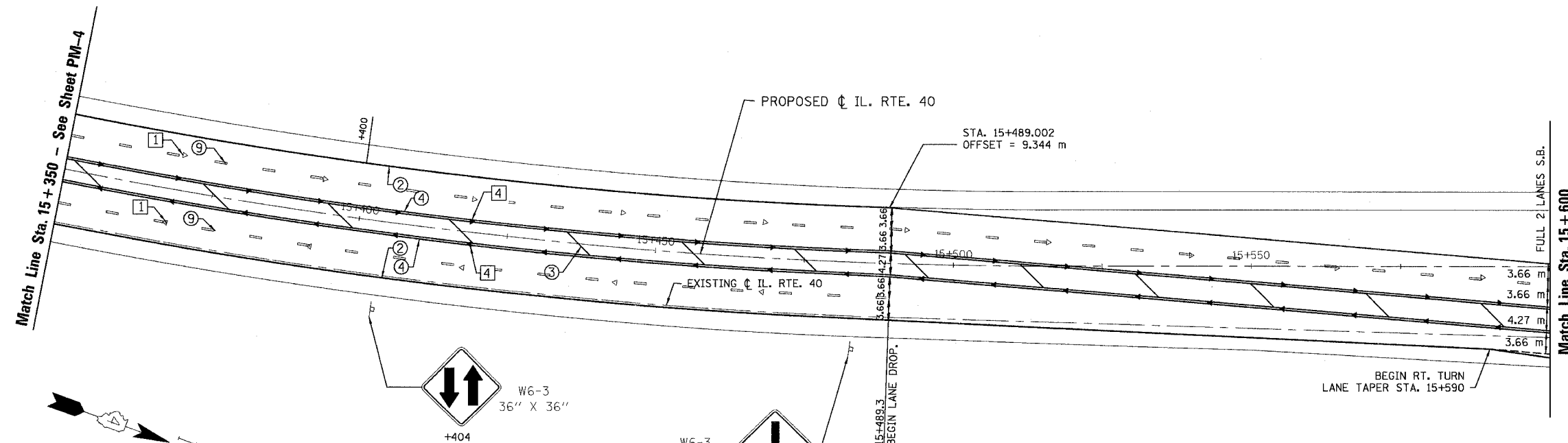
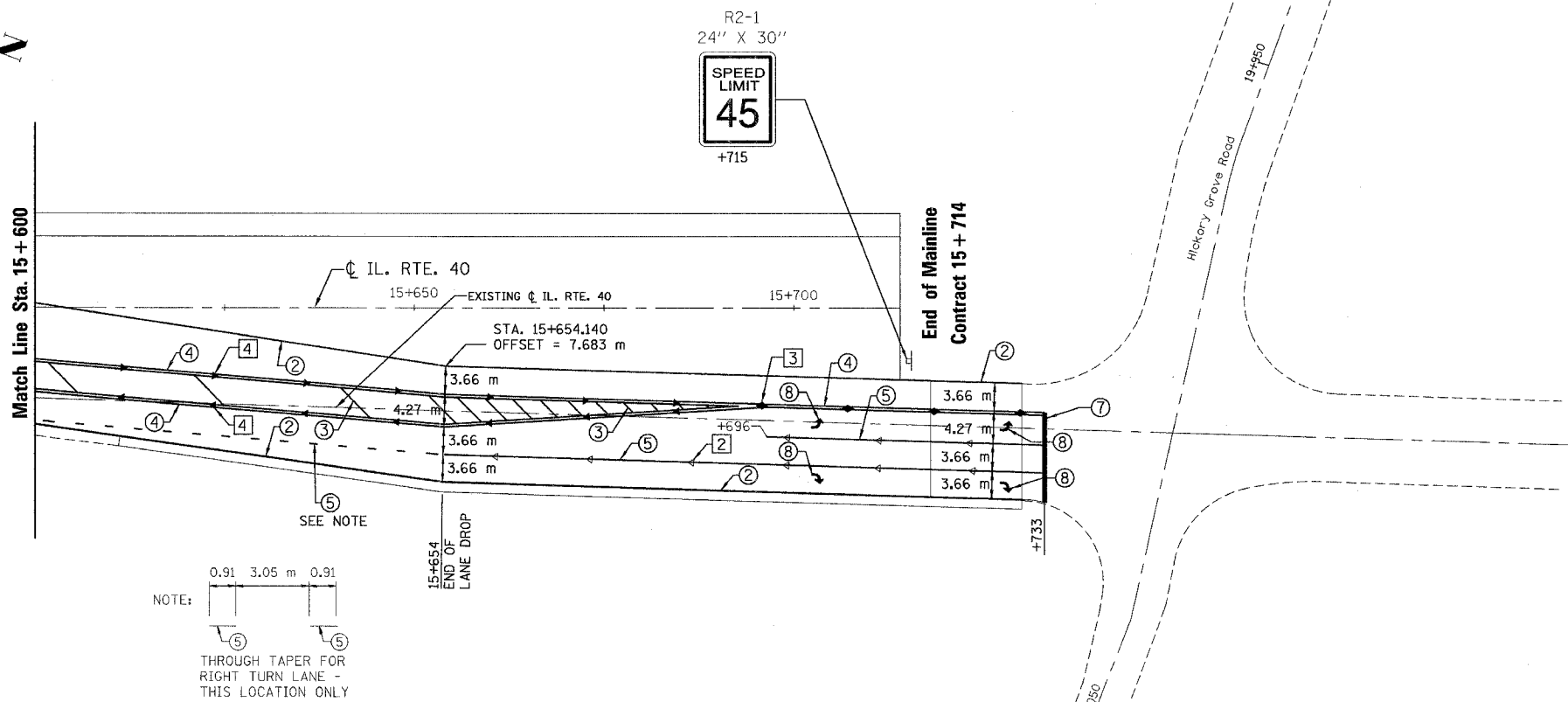
SEC.29, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	90
STATION 15+350 TO STATION 15+800				

- RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)**
- ① ONE-WAY RRPM CRYSTAL MARKER AT 24.38 m CENTERS
 - ② ONE-WAY RRPM CRYSTAL MARKER AT 12.19 m CENTERS
 - ③ TWO-WAY RRPM AMBER MARKER AT 12.19 m
 - ④ ONE-WAY RRPM AMBER MARKER AT 12.19 m



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



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

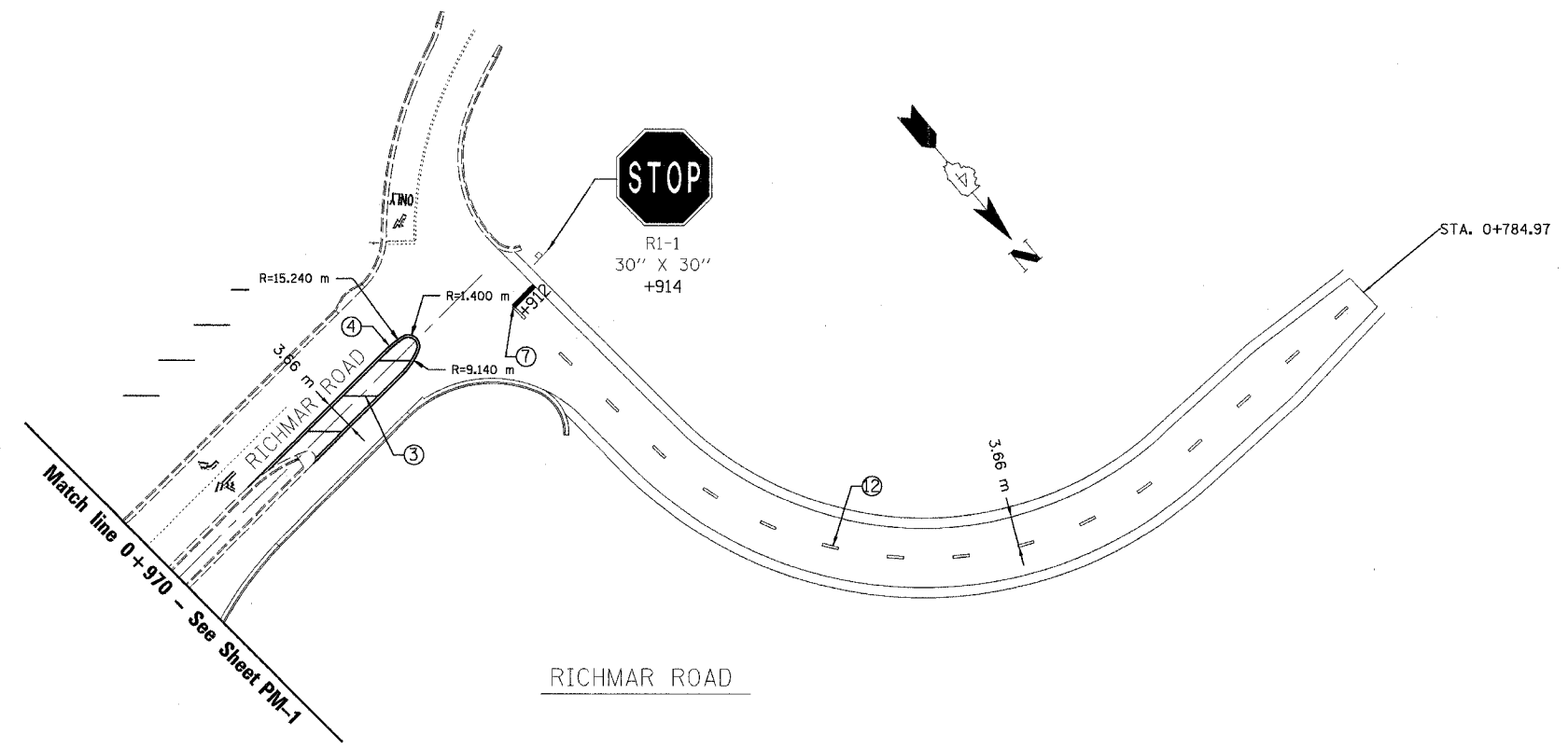
ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKINGS AND SIGNING PLAN
ILLINOIS ROUTE 40

SCALE: 1:400
DATE: 09/01/06

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CHECKED BY: ECM

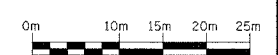
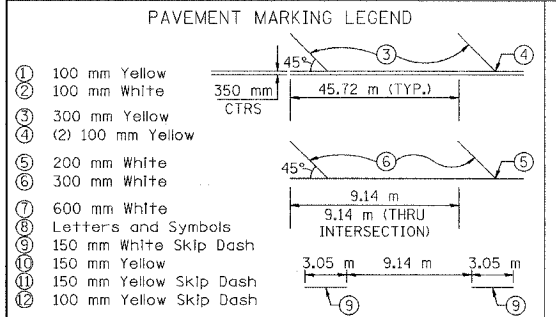
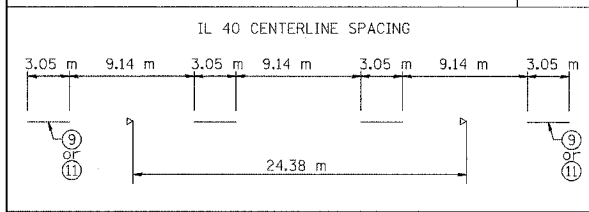
SEC.32, T.10N., R.8E., 4th P.M.

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	91
RICHMAR ROAD - STA. 0+784.97 TO STA. 0+970				



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

- RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)
- ① ◀ ONE-WAY RRPM CRYSTAL MARKER AT 24.38 m CENTERS
 - ② ◀ ONE-WAY RRPM CRYSTAL MARKER AT 12.19 m CENTERS
 - ③ → TWO-WAY RRPM AMBER MARKER AT 12.19 m
 - ④ ◀ ONE-WAY RRPM AMBER MARKER AT 12.19 m



REVISIONS	
NAME	DATE

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

SCALE: 1:400
DATE: 09/10/06

DRAWN BY: JDU
CHECKED BY: ECM

PM-6

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	92
FRONTAGE RD. # 2 - STA. 2+030 TO STA. 2+430				
SERVICE DR. #1 - STA. 12+460 TO STA. 12+540				

RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)

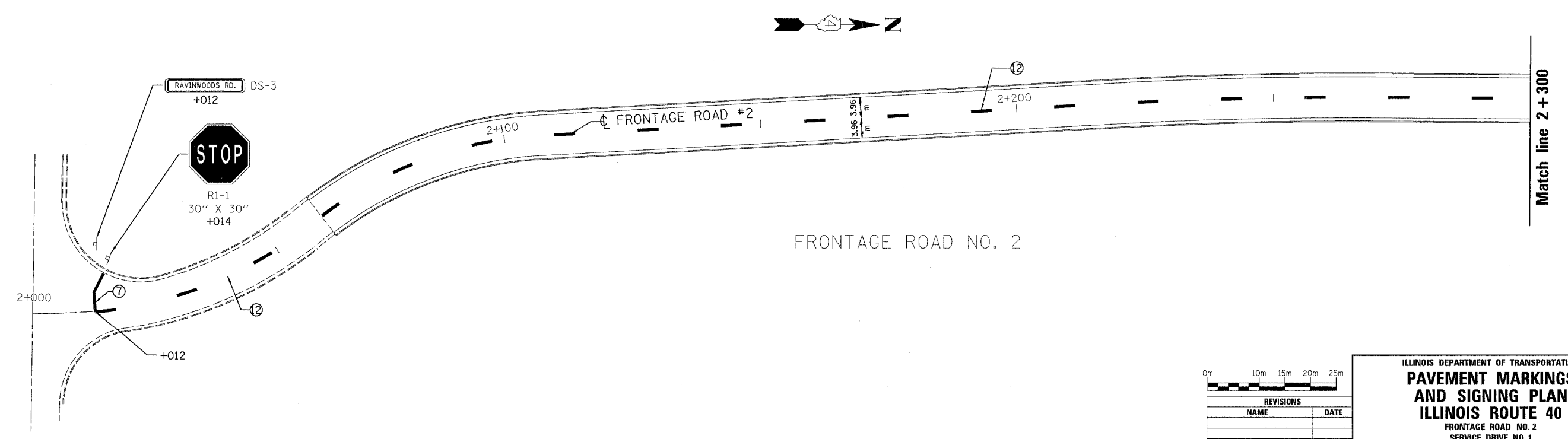
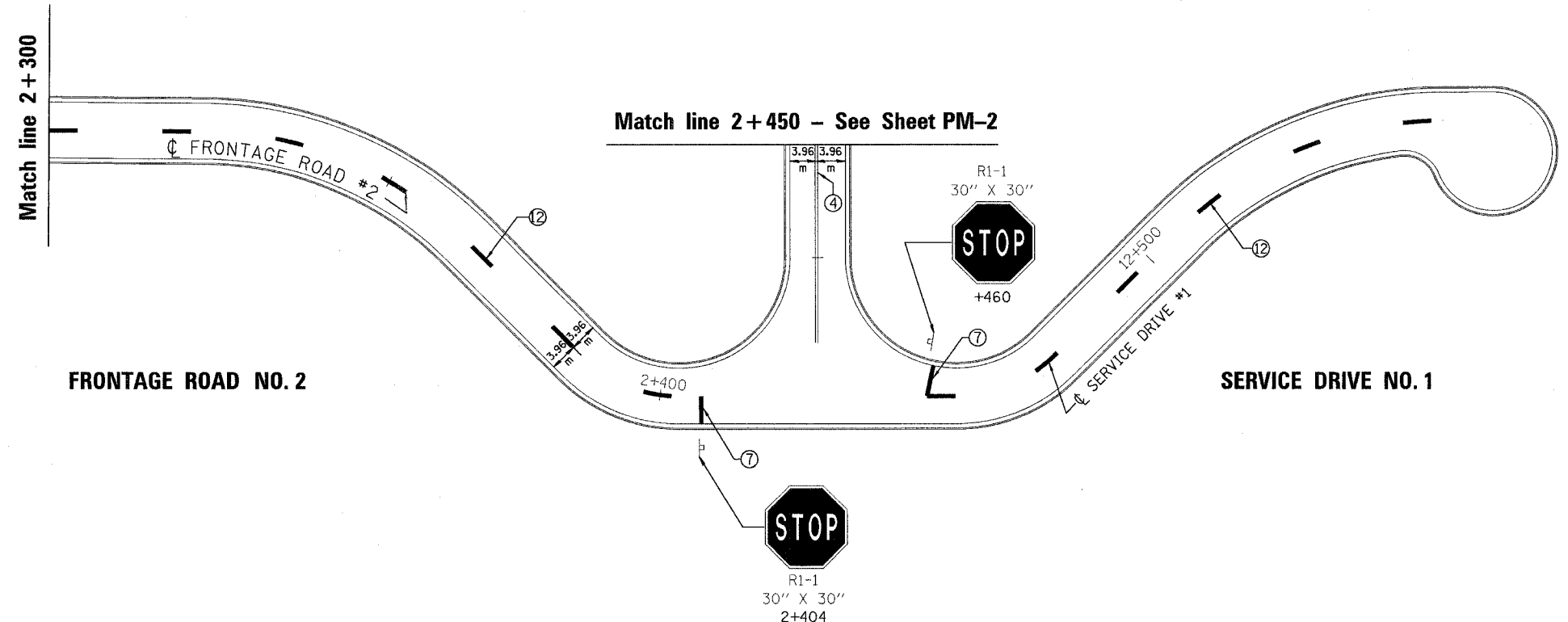
① ONE-WAY RRPM CRYSTAL MARKER AT 24.38 m CENTERS
 ② ONE-WAY RRPM CRYSTAL MARKER AT 12.19 m CENTERS
 ③ TWO-WAY RRPM AMBER MARKER AT 12.19 m
 ④ ONE-WAY RRPM AMBER MARKER AT 12.19 m

IL 40 CENTERLINE SPACING

PAVEMENT MARKING LEGEND

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

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



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS AND SIGNING PLAN

ILLINOIS ROUTE 40

FRONTAGE ROAD NO. 2

SERVICE DRIVE NO. 1

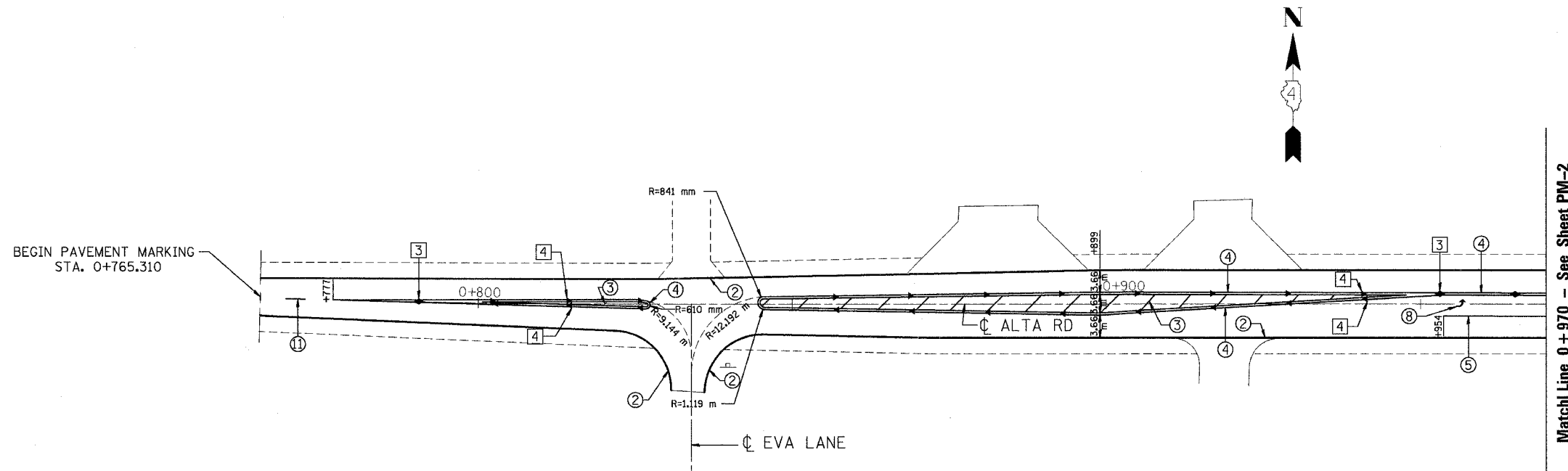
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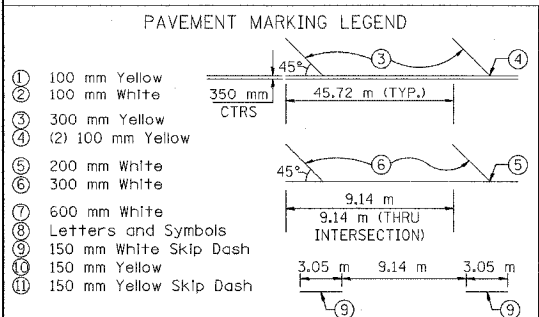
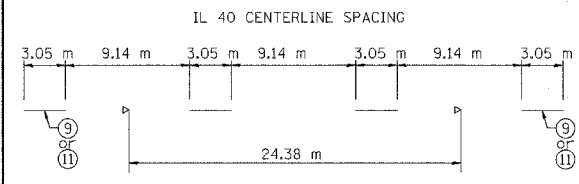
SIGN PANEL ERECTION DETAILS
 REFER TO STANDARD 720006, MULTILANE
 HIGHWAYS, NONFREEWAYS.

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

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	93
ALTA ROAD - STA. 0+765.31 TO STA. 0+970				



- RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)
- ① ◀ ONE-WAY RRPM CRYSTAL MARKER AT 24.38 m CENTERS
 - ② ◀ ONE-WAY RRPM CRYSTAL MARKER AT 12.19 m CENTERS
 - ③ • TWO-WAY RRPM AMBER MARKER AT 12.19 m
 - ④ ◀ ONE-WAY RRPM AMBER MARKER AT 12.19 m



0m 10m 15m 20m 25m

REVISIONS	
NAME	DATE

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

SCALE: 1:400
 DATE: 09/01/06

DRAWN BY: JOU
 CHECKED BY: ECM

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y)W-1, RS-2	PEORIA	142	94
STA.		TO STA.		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				
CONT. #88548				

CONSTRUCTION NOTES

- ALL TRAFFIC SIGNALS AND PEDESTRIAN SECTIONS SHALL HAVE 300MM (12") SINGLE LED LENSES.
- THE RED SECTIONS OF THE SIGNAL HEADS SHARING THE SAME MAST ARM SHALL BE LEVEL WITH ONE ANOTHER AND MAINTAIN A 4.88 METER (16 FT.) MINIMUM CLEARANCE FROM THE HIGHEST POINT OF THE ROADWAY.
- THE PROPOSED MAST ARM MOUNTED TRAFFIC SIGNAL HEADS SHALL BE MOUNTED DIRECTLY OVER THE CENTER OF THEIR RESPECTIVE LANES.
- ALL TRAFFIC SIGNAL HEAD BRACKETS ARE TO BE ALUMINUM WITH A NATURAL FINISH.
- ALL TRAFFIC SIGNAL POSTS ARE TO BE GALVANIZED STEEL.
- PROPOSED HANDHOLES SHALL BE CAST IN PLACE CONCRETE HANDHOLES.
- THE HANDHOLE SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF THE MEDIAN, SIDEWALK, OR GROUND LINE.
- THE LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY TRAFFIC SIGNAL COMPONENTS.
- COILABLE POLYETHYLENE DUCT MAY BE SUBSTITUTED FOR PVC PUSHED OR TRENCHED.
- THE CONTRACTOR MAY ELECT TO PUSH A CONDUIT THAT IS SHOWN TO BE TRENCHED ON THE PLANS. HOWEVER, THIS WORK WILL BE MEASURED FOR PAYMENT AND PAID FOR AS CONDUIT IN TRENCH OF THE TYPE AND SIZE SPECIFIED AND TRENCH AND BACKFILL FOR ELECTRICAL WORK.
- THE LOCATIONS FOR HANDHOLES, TRAFFIC SIGNAL POST FOUNDATIONS, AND MAST ARM FOUNDATIONS ARE PROVIDED FOR REFERENCE ONLY. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR LOCATION VERIFICATION BEFORE INSTALLATION.
- ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATION.
- THE EXISTING TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING THE CONSTRUCTION OF THE TEMPORARY AND/OR PROPOSED TRAFFIC SIGNALS.
- ANY MAINTENANCE OF EXISTING TRAFFIC SIGNALS SHALL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- ALL STEEL COMBINATION MAST ARM ASSEMBLY AND POLES SHALL BE EQUIPPED WITH A 12 FT. LUMINAIRE ARM AND HAVE A 45 FT. LUMINAIRE MOUNTING HEIGHT.
- NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 0.6 METER (2 FT.) MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
- THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THIS COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES FOR THE CONDUITS.
- ALL TRAFFIC SIGNAL MAST ARMS, POSTS, HANDHOLE LIDS AND RINGS, HANDHOLE FRAMES, CONTROLLER CABINETS, AND PHOTOCELL RELAYS SHALL BE GROUNDED IN ACCORDANCE WITH NEC REQUIREMENTS.
- THE PROPOSED CONDUIT SHALL BE COUPLED TO THE EXISTING CONDUIT. THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE CONDUIT PAY ITEMS.
- ALL VIDEO CAMERAS MOUNTED ON MAST ARMS SHALL BE EQUIPPED WITH A BRACKET THAT PROVIDES AN ADDITIONAL FOUR FEET OF VERTICAL HEIGHT. THE COST OF FURNISHING AND INSTALLING THESE BRACKETS SHALL BE INCLUDED IN THE BID PRICE FOR THE VIDEO DETECTION SYSTEM.

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

THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF TRAFFIC, RANDY LANINGA, AT (309) 671-4477 TO OBTAIN APPROVAL FOR ALL CAMERA LOCATIONS PRIOR TO INSTALLATION. THE CONTRACTOR SHALL BE LIABLE FOR ALL COSTS REQUIRED TO REMOVE OR RELOCATE CAMERAS THAT WERE INSTALLED WITHOUT OBTAINING APPROVAL.

THE CONTRACTOR SHALL INSTALL A NYLON PULL ROPE WITH A DETECTABLE METALLIC CONDUCTOR IN ALL CONDUITS THAT DO NOT CONTAIN CABLES. THE COST OF THE DETECTABLE PULL ROPE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR CONDUIT.

IL 40 (KNOXVILLE) & ALTA RD.

EXISTING TRAFFIC SIGNAL AND REMOVAL NOTES

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

REMOVE EXISTING CONCRETE FOUNDATIONS - QTY. 5 EA.
 QTY. LOCATIONS
 1.0 EA. ALL 4 STRAIN POLE FOUNDATIONS, CONTROLLER

REMOVE EXISTING HANDHOLE - QTY. 1 EA.
 QTY. LOCATIONS
 1.0 EA. HHI

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

THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE CITY OF PEORIA TRAFFIC FACILITY, 3505 DRIES LN., PEORIA, IL. PLEASE CONTACT CRAIG ESPINOSA AT (309) 678-8439 FORTY-EIGHT HOURS IN ADVANCE OF DELIVERY.

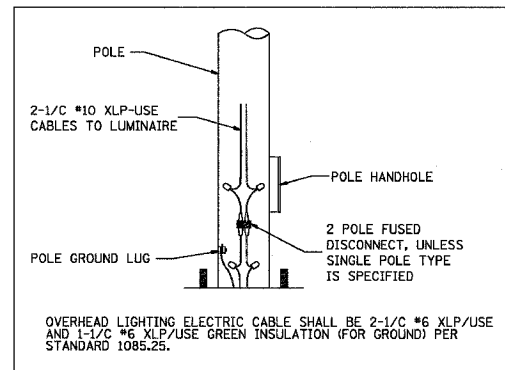
QTY. ITEM

4.0	STEEL STRAIN POLES
1.0	SIGNAL HEAD, 1-FACE, 4-SECTION WITH BACKPLATE, SPAN WIRE MOUNTED
6.0	SIGNAL HEAD, 1-FACE, 3-SECTION WITH BACKPLATE, SPAN WIRE MOUNTED
1.0	SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED
1.0	SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED
1.0	CONTROLLER CABINET AND CONTENTS

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

QTY. ITEM

1.0	SERVICE INSTALLATION
ALL	ELECTRIC CABLE (IN CONDUIT OR AERIAL)
ALL	SPAN WIRE, TETHER WIRE



CABLE NOTES

- THE QUANTITY AND TYPE OF VIDEO DETECTION CABLE REQUIRED VARIES BY MANUFACTURER. THE COST OF THE CABLE SHALL BE INCLUDED IN THE BID PRICE FOR THE VIDEO DETECTION SYSTEM.
- OVERHEAD LIGHTING ELECTRIC CABLE IN CONDUIT SHALL BE 2-1/2 #6 XLP/USE AND 1-1/2 #6 XLP/USE GREEN INSULATION (FOR GROUND) (STD. 1085.25)

TS-1

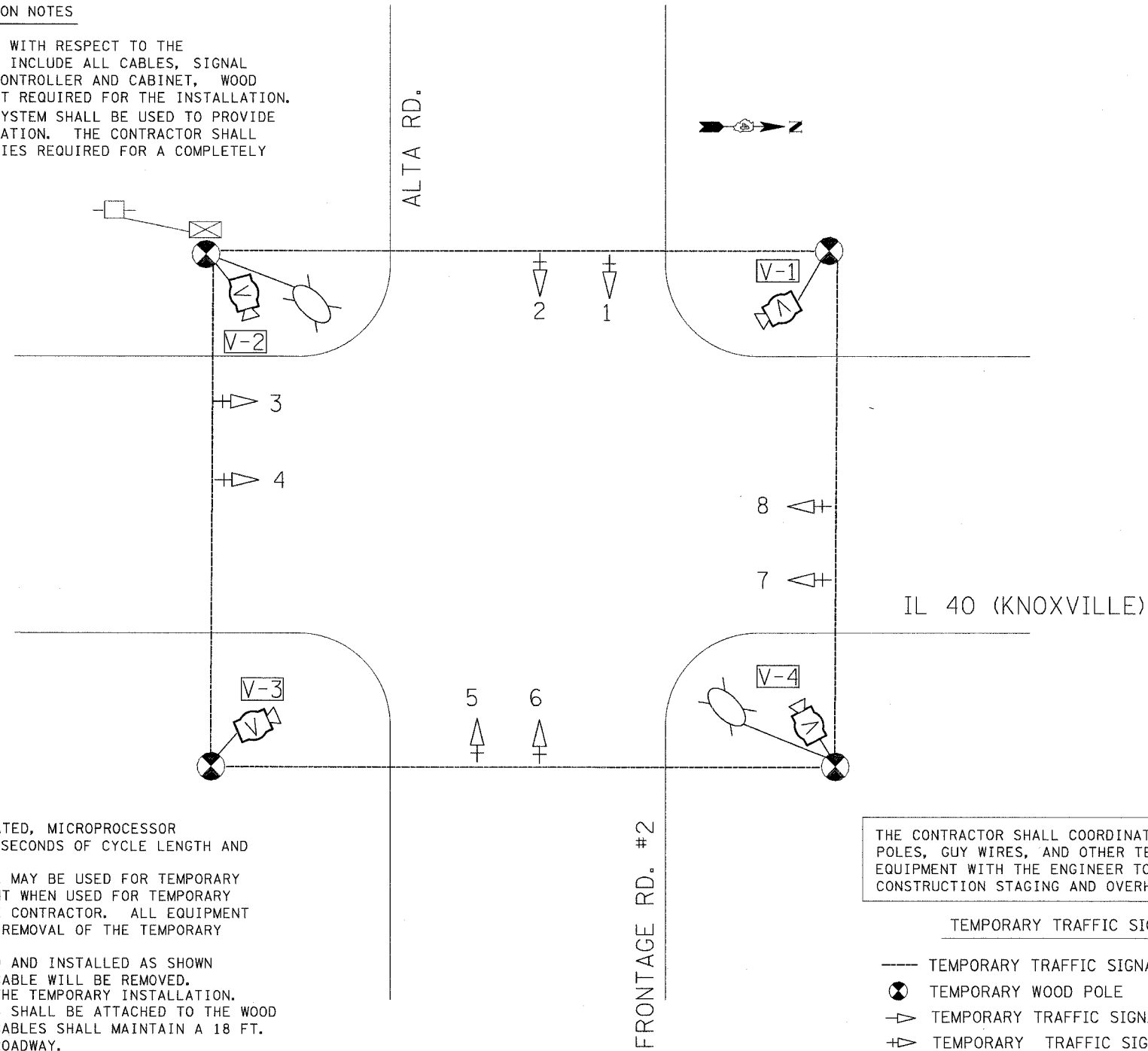
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		TRAFFIC SIGNAL CONSTRUCTION, CABLE, EXISTING AND REMOVAL NOTES

SCALE: VERT. HORIZ.
DATE DATE DRAWN BY CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y)W-1, RS-2	PEORIA	142	94A
STA.	TO STA.			
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT	
CONT. #88548				

TEMPORARY TRAFFIC SIGNAL CONSTRUCTION NOTES

- T1. THE CONTRACTOR SHALL PROVIDE AND INSTALL EQUIPMENT WITH RESPECT TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THIS SHALL INCLUDE ALL CABLES, SIGNAL HEADS, CONDUIT, PUSH-BUTTONS, TEMPORARY SERVICE, CONTROLLER AND CABINET, WOOD POLES, GUY WIRE ASSEMBLIES, AND ALL OTHER EQUIPMENT REQUIRED FOR THE INSTALLATION.
- T2. THE PROPOSED FOUR CAMERA VEHICLE VIDEO DETECTION SYSTEM SHALL BE USED TO PROVIDE DETECTION FOR THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THE CONTRACTOR SHALL FURNISH ALL CABLE, MOUNTING BRACKETS, AND ACCESSORIES REQUIRED FOR A COMPLETELY FUNCTIONAL SYSTEM.



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

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

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL SPAN WIRE AND CABLE
- ⊗ TEMPORARY WOOD POLE
- ⤴ TEMPORARY TRAFFIC SIGNAL HEAD
- ⤴+ TEMPORARY TRAFFIC SIGNAL HEAD WITH BACKPLATE
- 📷 VIDEO CAMERA (FROM PROPOSED SYSTEM)
- ☉ LUMINAIRE, 400W, SODIUM VAPOR, PHOTOCCELL CONTROL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMPORARY TRAFFIC SIGNALS
 IL 40 (KNOXVILLE) & ALTA/FR #2
 PEORIA
 PEORIA COUNTY




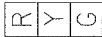






SCALE: VERT. DATE
 HORIZ. DRAWN BY
 CHECKED BY

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

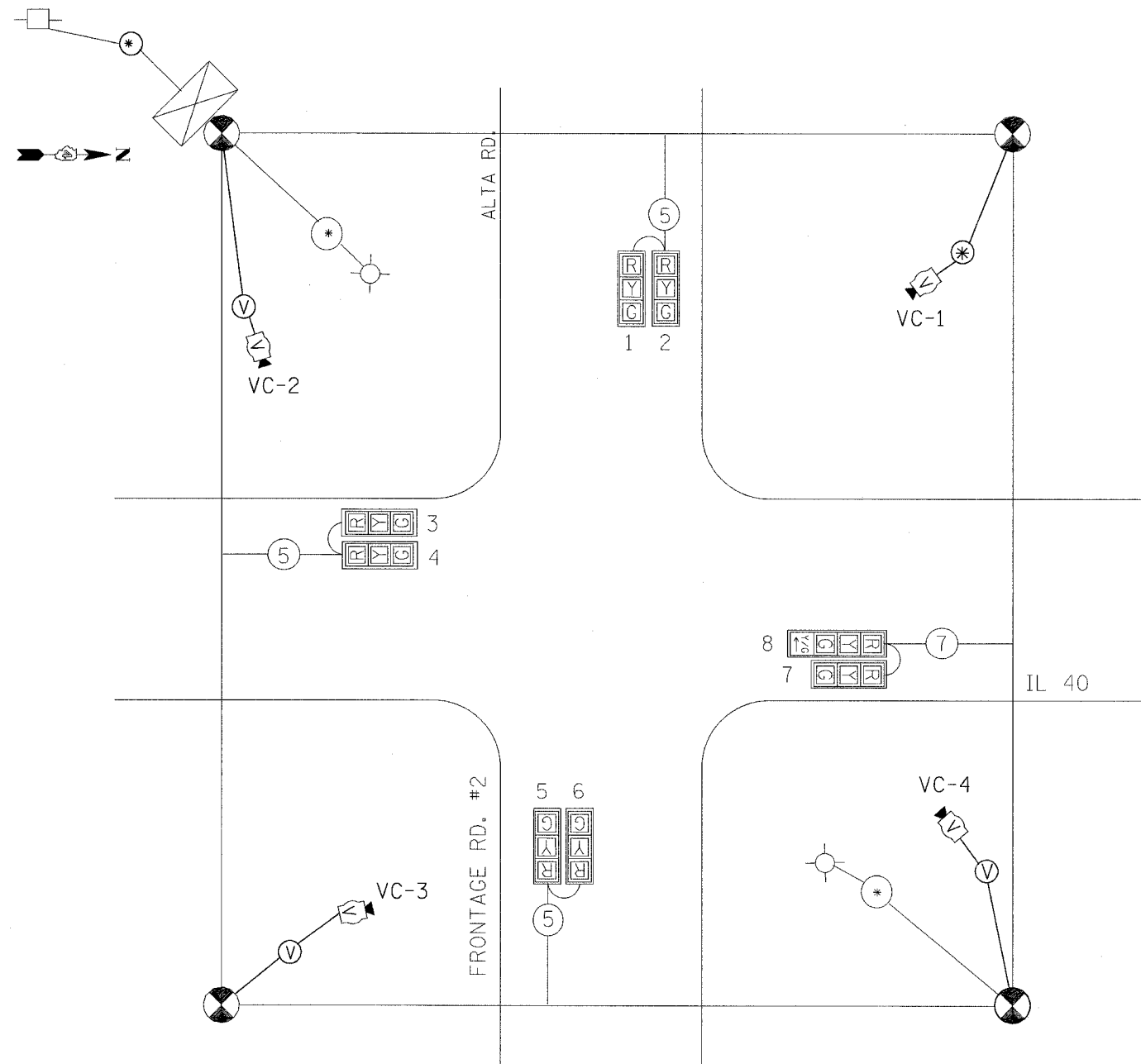
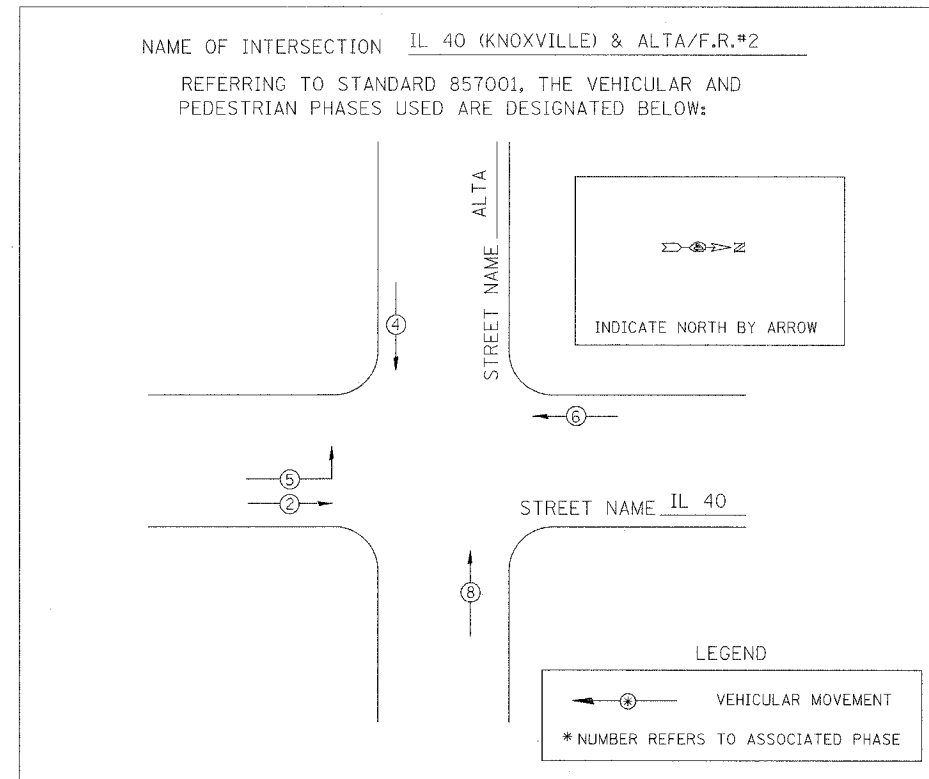
TS-2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y)W-1, RS-2	PEORIA	142	94B
STA.		TO STA.		
FED. ROAD DIST. NO. 4		ILLINOIS FED. AID PROJECT		
CONT. #88548				

TEMPORARY TRAFFIC SIGNAL LEGEND

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

TEMPORARY PHASE DESIGNATION DIAGRAM



\$\$\$DATE\$\$\$
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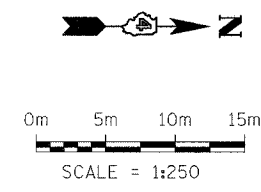
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMP. CABLE AND PHASE DIAGRAM
 IL 40 (KNOXVILLE) & ALTA/FR #2
 PEORIA
 PEORIA COUNTY

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

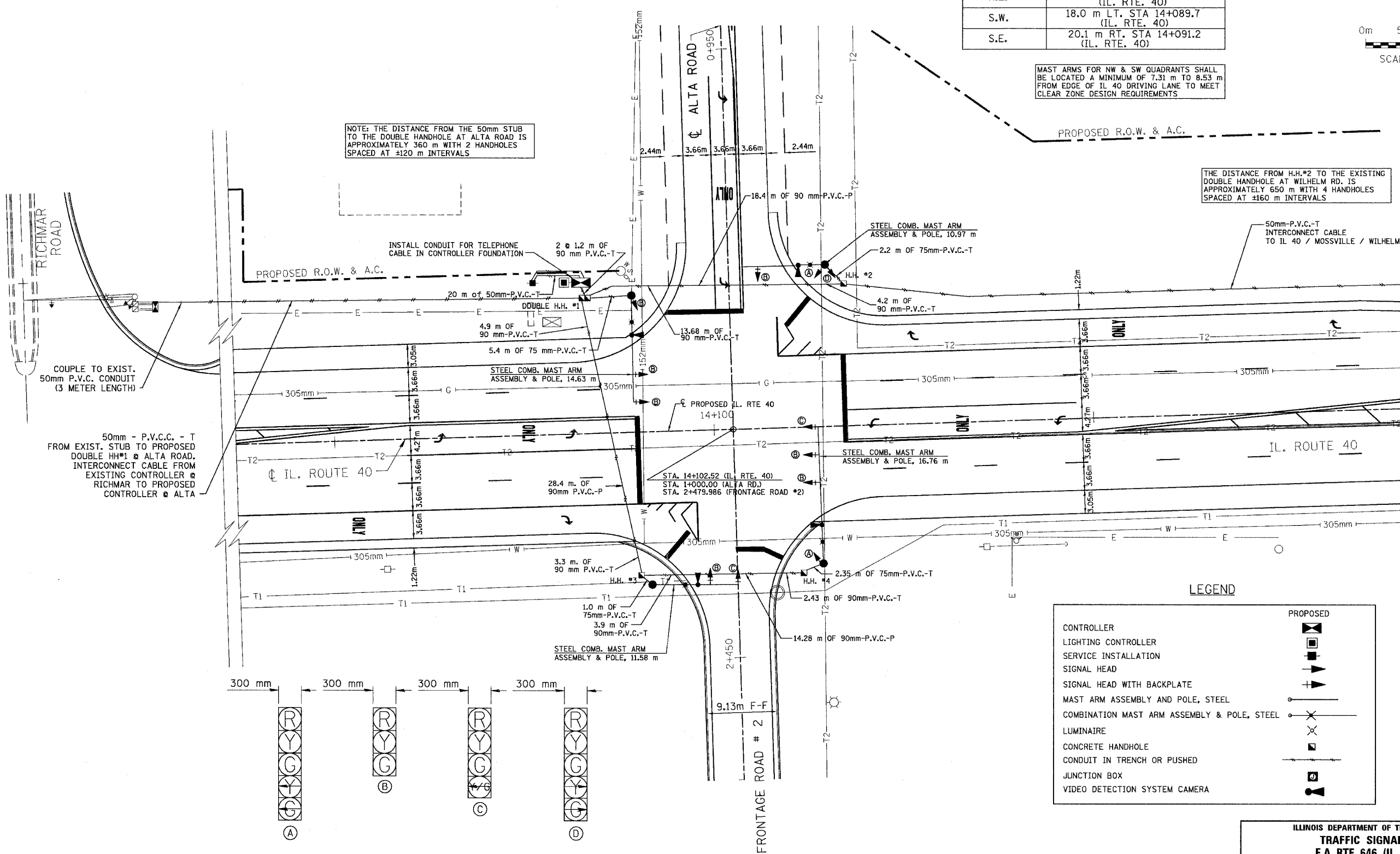
SCHEDULE OF MAST ARM ASSEMBLIES	
INTERSECTION QUADRANT	STATION & OFFSET TO CENTER OF TYPE E FOUNDATION
N.W.	21.3 m LT. STA 14+115.3 (IL RTE. 40)
N.E.	18.0 m RT. STA 14+113.8 (IL RTE. 40)
S.W.	18.0 m LT. STA 14+089.7 (IL RTE. 40)
S.E.	20.1 m RT. STA 14+091.2 (IL RTE. 40)



MAST ARMS FOR NW & SW QUADRANTS SHALL BE LOCATED A MINIMUM OF 7.31 m TO 8.53 m FROM EDGE OF IL 40 DRIVING LANE TO MEET CLEAR ZONE DESIGN REQUIREMENTS

NOTE: THE DISTANCE FROM THE 50mm STUB TO THE DOUBLE HANDHOLE AT ALTA ROAD IS APPROXIMATELY 360 m WITH 2 HANDHOLES SPACED AT #120 m INTERVALS

THE DISTANCE FROM H.H.#2 TO THE EXISTING DOUBLE HANDHOLE AT WILHELM RD. IS APPROXIMATELY 650 m WITH 4 HANDHOLES SPACED AT #160 m INTERVALS



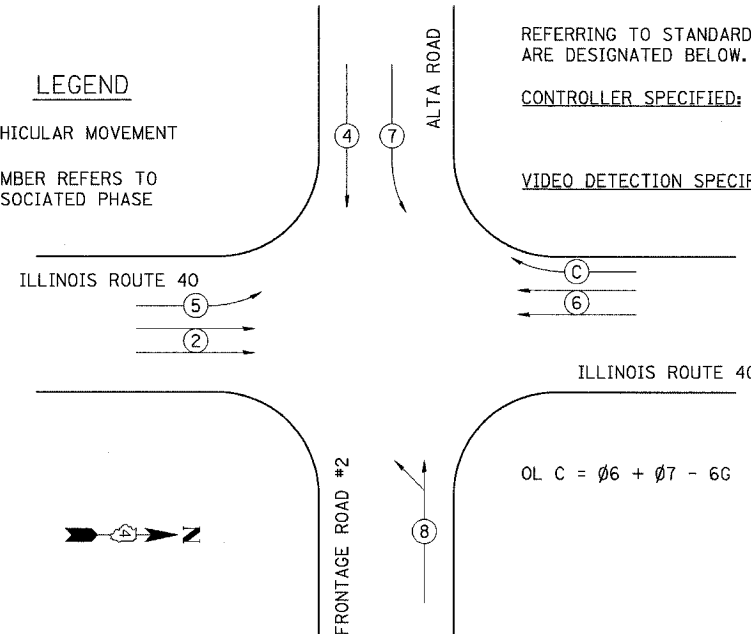
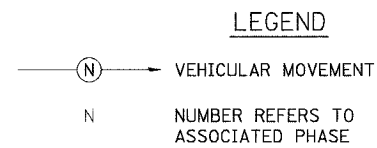
LEGEND

	PROPOSED
CONTROLLER	
LIGHTING CONTROLLER	
SERVICE INSTALLATION	
SIGNAL HEAD	
SIGNAL HEAD WITH BACKPLATE	
MAST ARM ASSEMBLY AND POLE, STEEL	
COMBINATION MAST ARM ASSEMBLY & POLE, STEEL	
LUMINAIRE	
CONCRETE HANDHOLE	
CONDUIT IN TRENCH OR PUSHED	
JUNCTION BOX	
VIDEO DETECTION SYSTEM CAMERA	

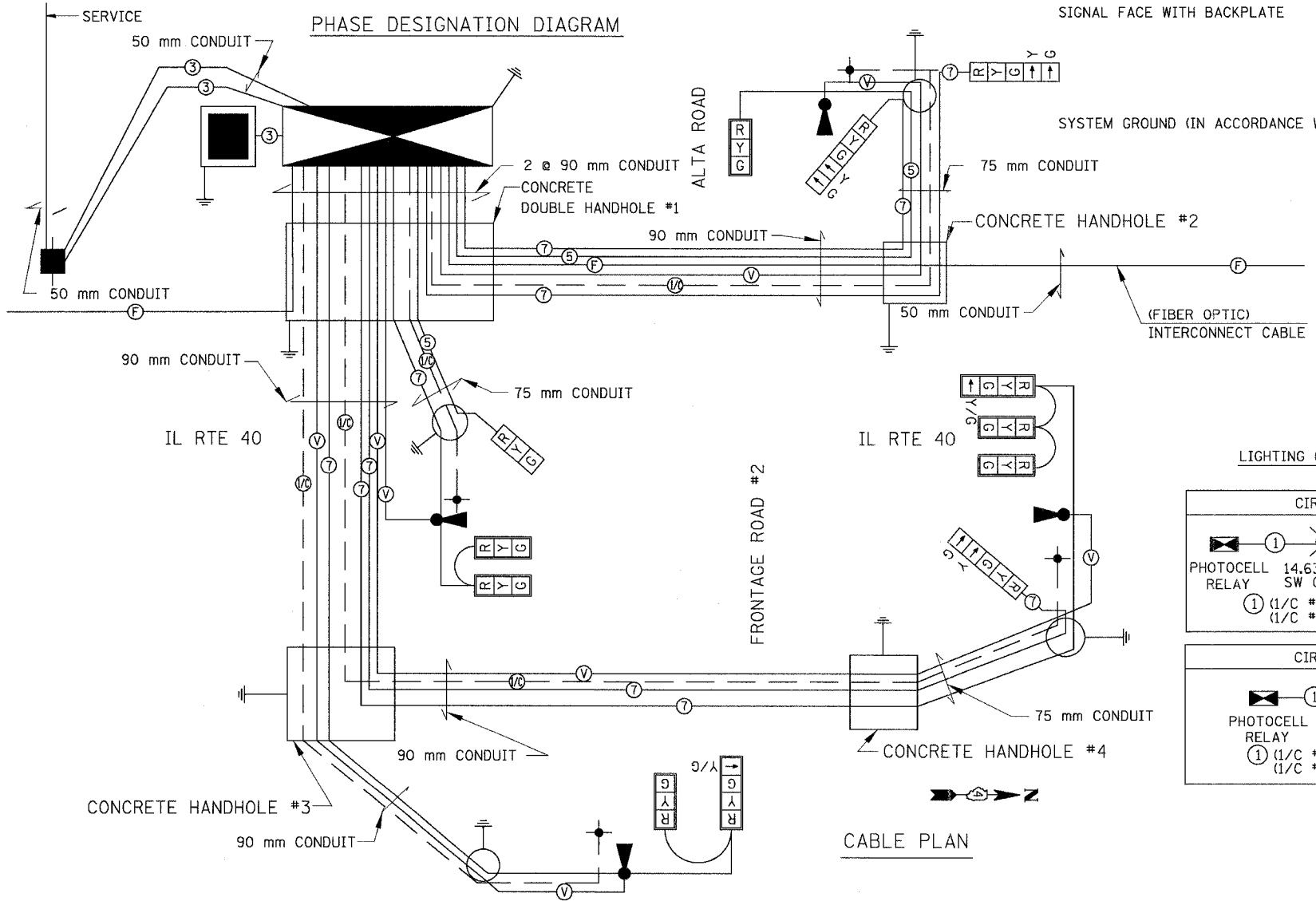
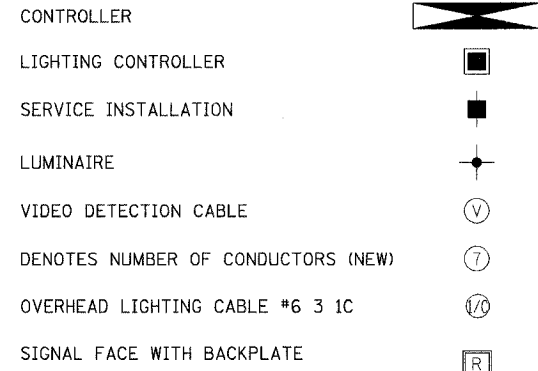
PROPOSED TRAFFIC SIGNAL FACES

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL PLAN
F.A. RTE. 646 (IL RTE. 40)
AND ALTA ROAD/FRONTAGE ROAD #2
SECTION (Y)W-1, RS-3
PEORIA COUNTY

DESIGN BY: _____ DATE: 09/01/06 DRAWN BY: _____ CHECKED BY: _____



CABLE PLAN LEGEND



SCHEDULE OF QUANTITIES

SERVICE INSTALLATION, TYPE B, MODIFIED	1 EA.
CONDUIT IN TRENCH, 50mm DIA., PVC	20 M
CONDUIT IN TRENCH, 75mm DIA., PVC	11 M
CONDUIT IN TRENCH, 90mm DIA., PVC	34.8 M
CONDUIT PUSHED, 90mm DIA., PVC	62 M
REMOVE EXISTING JUNCTION BOX	3 EA.
CONCRETE HANDHOLE	3 EA.
CONCRETE DOUBLE HANDHOLE	1 EA.
TRENCH AND BACKFILL FOR ELECTRICAL WORK	66 M
ELECTRIC CABLE IN CONDUIT, 600V (XLP- TYPE USE) 1/C NO. 6	338 M
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	4 EA.
LIGHTING CONTROLLER PHOTOCELL RELAY, INSTALL ONLY	1 EA.
FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	1 EA.
MASTER CONTROLLER, SPECIAL	1 EA.
TRANSCIVER- FIBER OPTIC	1 EA.
TEMPORARY TRAFFIC SIGNAL INSTALLATION	1 EA.
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	1 EA.
REMOVE EXISTING HANDHOLE	1 EA.
REMOVE EXISTING CONCRETE FOUNDATION	5 EA.
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	70 M
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	372 M
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 10.97 METER	1 EA.
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 11.58 METER	1 EA.
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 14.63 METER	1 EA.
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 16.76 METER	1 EA.
CONCRETE FOUNDATION, TYPE D	1.1 M
ELECTRIC CABLE IN CONDUIT, GROUNDING NO. 6 1/C	173 M
CONCRETE FOUNDATION, TYPE E, 900mm DIA.	15.4 M
TRAFFIC SIGNAL BACKPLATE, LOUVERED, PLASTIC	8 EA.
VIDEO VEHICLE DETECTION SYSTEM, 4 CAMERAS	1 EA.
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	1 EA.
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	6 EA.
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, WITH ONE DUAL-INDICATION SECTION, MAST ARM MOUNTED	2 EA.
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	3 EA.

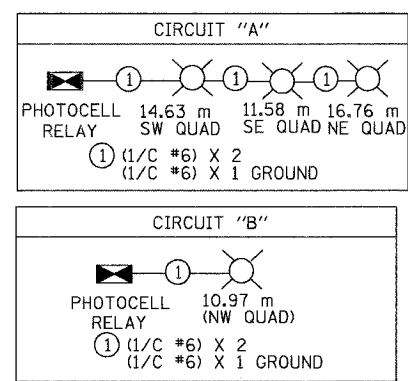
**SCHEDULE OF QUANTITIES - INTERCONNECT
IL 40 & ALTA RD/FRONTAGE RD. #2 TO IL 40 & RAVINSWOOD**

CONDUIT IN TRENCH, 50mm DIA., P.V.C.	360 M
CONCRETE HANDHOLE	2 EA.
TRENCH AND BACKFILL FOR ELECTRICAL WORK	360 M
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	424 M

**SCHEDULE OF QUANTITIES - INTERCONNECT
IL 40 & ALTA RD/FRONTAGE RD. #2 TO IL 40 & MOSSVILLE/WILHELM**

CONDUIT IN TRENCH, 50mm DIA., P.V.C.	650 M
CONCRETE HANDHOLE	4 EA.
TRENCH AND BACKFILL FOR ELECTRICAL WORK	650 M
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	675 M

LIGHTING CIRCUIT DIAGRAM



TS-5

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TRAFFIC WIRING DIAGRAM
F.A. RTE. 646 (IL. RTE. 40)
AND ALTA ROAD/FRONTAGE ROAD #2
SECTION (Y)W-1, RS-3
PEORIA COUNTY

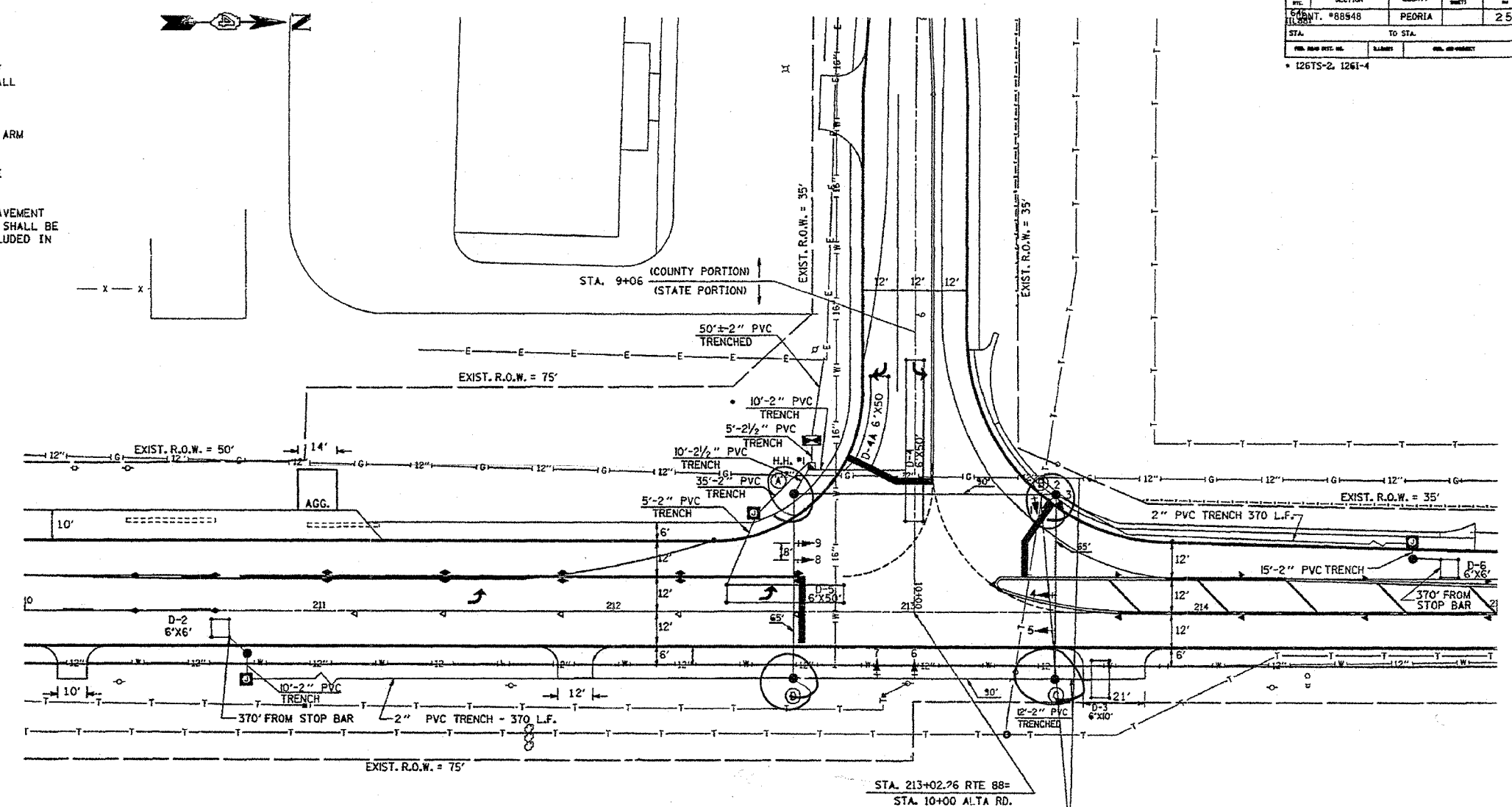
SCALE: NONE
 DATE: 09/01/06
 DRAWN BY:
 CHECKED BY:

CONSTRUCTION NOTES

1. PROPOSED DETECTOR LOOPS SHALL BE INSTALLED IN THE CENTER OF THEIR RESPECTIVE TRAVEL LANES. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR VERIFICATION OF DETECTOR PLACEMENT BEFORE INSTALLATION.
2. THE RED SECTIONS OF THE SIGNAL HEAD SHARING THE SAME MAST ARM SHALL BE LEVEL WITH ONE ANOTHER.
3. THE PROPOSED MAST ARM MOUNTED TRAFFIC SIGNAL HEADS SHALL BE MOUNTED DIRECTLY OVER THE CENTER OF THEIR RESPECTIVE LANES.
4. THE PROPOSED DETECTOR LOOPS SHALL BE CUT IN THE EXISTING PAVEMENT OR BINDER COURSE BEFORE THE FINAL OVERLAY. THE RISER AREA SHALL BE CHIPPED OUT AND FILLED WITH EPOXY. THIS WORK SHALL BE INCLUDED IN THE BID PRICE FOR DETECTOR LOOP.

TRAFFIC SIGNALS LEGEND

- PROP. HANDHOLE
- PROP. CONTROLLER
- PROP. JUNCTION BOX
- PROP. 6' X 50' DETECTOR LOOP
- PROP. 6' X 50' QUADRAPOLE LOOP
- PROP. 6' X 10' DETECTOR LOOP
- PROP. 6' X 6' DETECTOR LOOP
- PROP. SIGNAL HEAD WITH BACKPLATE
- PROP. SIGNAL HEAD
- SPLICE TYPE II
- PROP. SIGNAL POST



CAUTION:
GTE FIBEROPTIC CABLE & CILCO
GAS LINE 36" DEPTH.

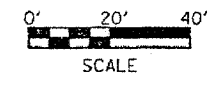
DESCRIPTION	UNIT	TOTAL	DESCRIPTION	UNIT	TOTAL
SIGNAL HEAD, 1-FACE, 3 SECTION, SPAN WIRE MOUNTED	EACH	6	ELECTRIC CABLE AERIAL SUSPENDED NO. 14 5/C	LIN FT	225
SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1	ELECTRIC CABLE AERIAL SUSPENDED NO. 14 7/C	LIN FT	230
SIGNAL HEAD, 1-FACE, 4-SECTION, WITH ONE DUAL-INDICATION SECTION, SPAN WIRE MOUNTED	EACH	1	ELECTRIC CABLE IN CONDUIT NO. 18, 3 PAIR TWISTED, SHIELDED	LIN FT	889
TRAFFIC SIGNAL BACKPLATE	EACH	7	ELECTRIC CABLE AERIAL SUSPENDED NO. 18, 3 PAIR TWISTED, SHIELDED	LIN FT	310
FULL-ACTUATED CONTROLLER, STANDARD SEQUENCE IV, 5 PHASES, IN TYPE IV CABINET	EACH	1	SPAN WIRE	LIN FT	310
INDUCTION LOOP DETECTOR AMPLIFIER	EACH	6	TETHER WIRE	LIN FT	310
DETECTOR LOOP, TYPE I	LIN FT	553	SERVICE INSTALLATION, TYPE B	EACH	1
PVC CONDUIT IN TRENCH 2"	LIN FT	877	CONCRETE FOUNDATION, TYPE D	LIN FT	4
PVC CONDUIT IN TRENCH 2 1/2"	LIN FT	15	CONCRETE FOUNDATION, TYPE E 24-INCH DIAMETER	LIN FT	44
ELECTRIC CABLE IN CONDUIT NO. 6 2/C	LIN FT	51	CONCRETE HANDHOLE	EACH	1
ELECTRIC CABLE IN CONDUIT NO. 14 5/C	LIN FT	72	JUNCTION BOX	EACH	3
ELECTRIC CABLE IN CONDUIT NO. 14 7/C	LIN FT	48	TRENCH AND BACKFILL	LIN FT	892
			PAINT AND ERECT STEEL STRAIN POLE	EACH	4

SCHEDULE OF SIGNAL HEAD QUANTITIES

TOTAL QUANTITY	UNIT	ITEM	LOCATIONS
6.0	EACH	SH, 1F, 3S, SWM	1, 5, 6, 7, 8, 9
1.0	EACH	SH, 2F, 1-3S, 1-5S, BM	2, 3
1.0	EACH	SH, 1F, 4S, 1 DI, SWM	4
7.0	EACH	TS BACKPLATE	1, 4, 5, 6, 7, 8, 9

SCHEDULE OF STRAIN POLES

STATION	DISTANCE
212+61	40' LEFT
212+61	23' RIGHT
213+50.5	40' LEFT
213+50	23' RIGHT



ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC SIGNALS

SCALE: NOT TO SCALE
DATE 12/15/92

DRAWN BY CADD
CHECKED BY MRH

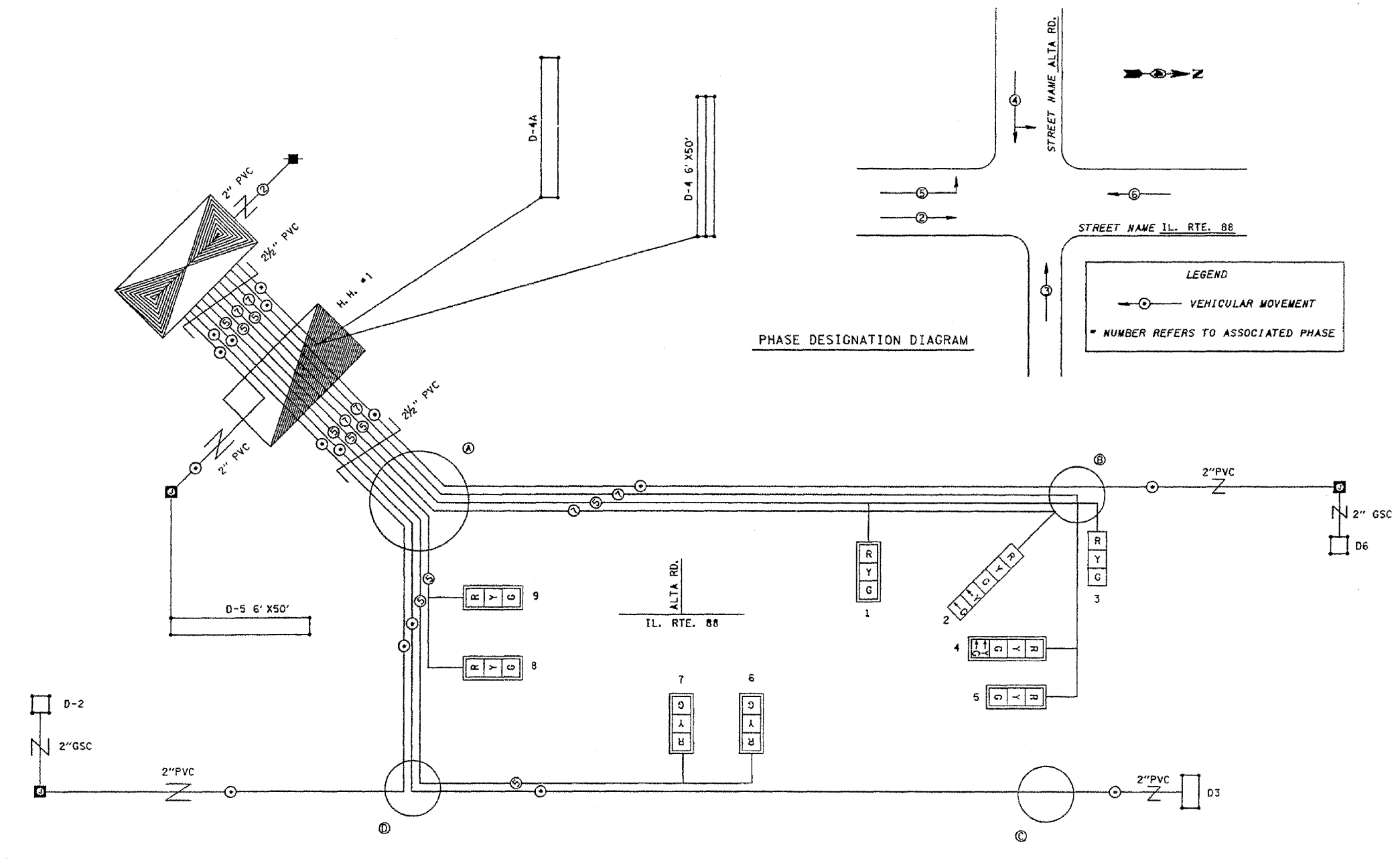
DATE: 12/15/92
DGN-ONLY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y/W-1, RS-2)	PEORIA	142	96B

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IL 88	PEORIA		
STA. TO STA.		FILE NO. PROJECT		
		126TS-2, 1261-4		

NAME OF INTERSECTION IL. RTE. 88 & ALTA RD.
 CONTROLLER SPECIFIED FULL-ACTIVATED CONTROLLER, STAN. SEQUENCE IV,
 5 PHASES, IN TYPE IV CABINET.

REFERRING TO STANDARD 2393, THE VEHICULAR PHASES USED ARE DESIGNATED BELOW:



- TRAFFIC SIGNALS LEGEND**
- HANDHOLE
 - ⊠ SIGNAL CONTROLLER
 - ⊙ JUNCTION BOX
 - ⊞ SERVICE INSTALLATION
 - 6' X 6' DETECTOR LOOP
 - ▭ 6' X 10' DETECTOR LOOP
 - ▬▬▬▬ QUADRAPOLE LOOP (6' X 50')
 - ▬▬▬▬ DETECTOR LOOP (6' X 50')
 - TYPE II SPLICE
 - ② 2 CONDUCTOR NO. 6 CABLE
 - ⑤ 5 CONDUCTOR NO. 14 CABLE
 - ⑦ 7 CONDUCTOR NO. 14 CABLE
 - ③ 3 PAIR NO. 18 TW/SH CABLE

- | |
|---|
| R |
| Y |
| G |
| — |
| Y |
| G |

 SIGNAL HEAD W/ BACKPLATE
 1-FACE, 4-SECTION, W/ ONE DUAL INDICATION SECTION.
- | |
|---|
| R |
| Y |
| G |
| — |
| Y |
| G |

 SIGNAL HEAD - 5 SECTION
- | |
|---|
| R |
| Y |
| G |

 SIGNAL HEAD W/ BACKPLATE
- | |
|---|
| R |
| Y |
| G |

 SIGNAL HEAD-3 SEC

DETECTOR ASSIGNMENT SCHEDULE

LOOP	PHASE	NO. CHANNELS REQUIRED
D-2	2	1
D-3	3	1
D-4-4A	4	2
D-5	5	1
D-6	6	1
TOTAL		6

CABLE NOTES

1. ALL TRAFFIC SIGNAL SECTIONS SHALL BE 12". ALL PROPOSED SIGNAL SECTIONS SHALL HAVE GLASS LENSES.
2. THE #18 3-PAIR TWISTED, SHIELDED CABLE SHALL HAVE THE SAME SLACK AS OTHER SIGNAL CABLE AND BE MEASURED FOR PAYMENT.

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TRAFFIC WIRING DIAGRAM
 IL. 88 & ALTA RD.
 SCALE: NOT TO SCALE DRAWN BY CADD
 DATE 12/10/92 CHECKED BY MRH

EXISTING TRAFFIC SIGNAL AND REMOVAL NOTES

1. THE REMOVAL ITEMS ARE AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL VERIFY ALL REMOVAL ITEMS PRIOR TO BIDDING.
2. THE EXISTING TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING THE CONSTRUCTION OF THE PROPOSED TRAFFIC SIGNALS.
3. ANY MAINTENANCE OF THE EXISTING SIGNALS SHALL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

REMOVE EXISTING CONCRETE FOUNDATIONS - QTY. 1 EA.	
QTY.	LOCATIONS
1.0 EA.	MAST ARM FOUNDATIONS (SW QUADRANT)

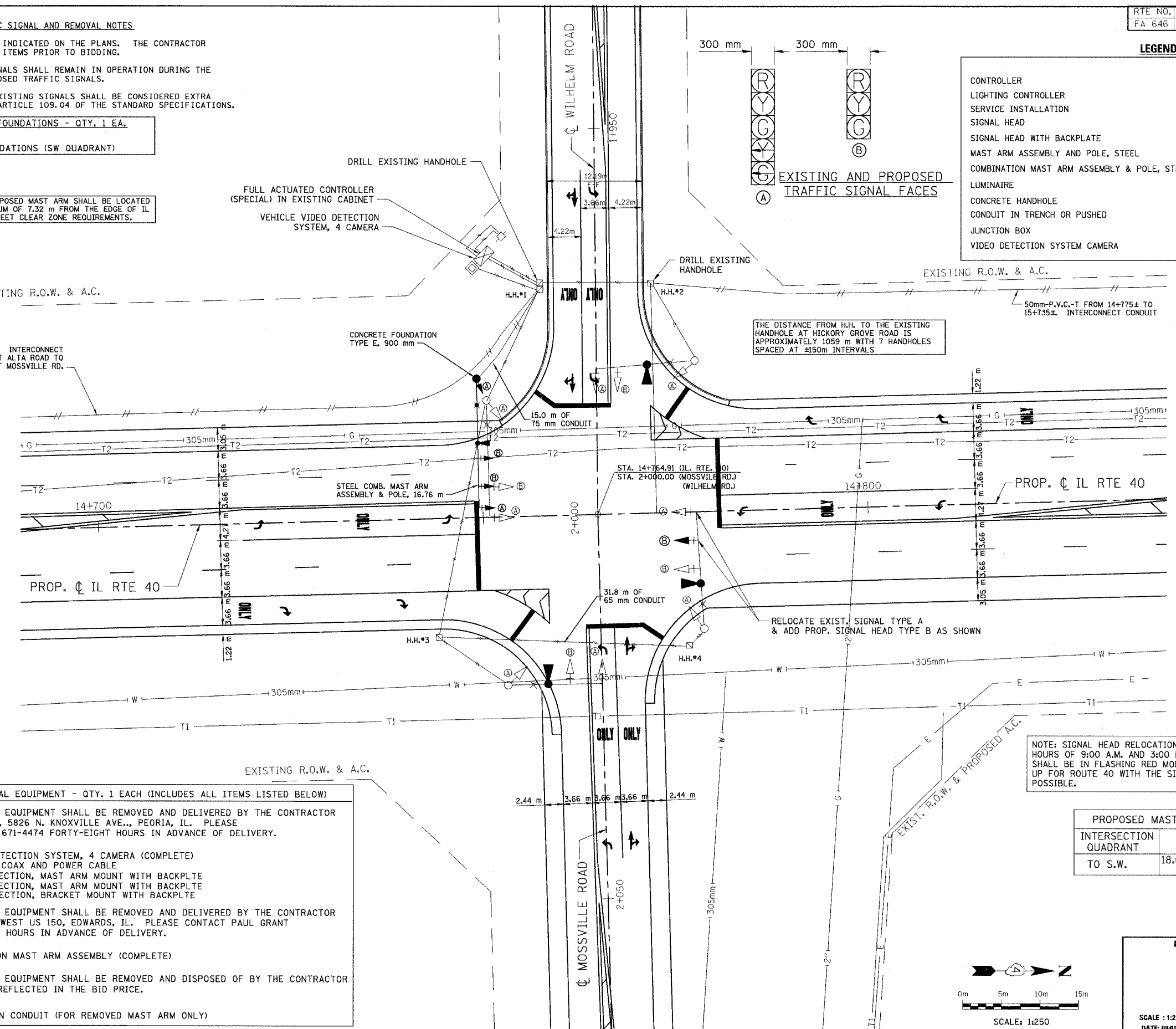
THE PROPOSED MAST ARM SHALL BE LOCATED A MINIMUM OF 7.32 m FROM THE EDGE OF IL 40 TO MEET CLEAR ZONE REQUIREMENTS.

LEGEND

	PROPOSED	EXISTING
CONTROLLER		
LIGHTING CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
MAST ARM ASSEMBLY AND POLE, STEEL		
COMBINATION MAST ARM ASSEMBLY & POLE, STEEL		
LUMINAIRE		
CONCRETE HANDHOLE		
CONDUIT IN TRENCH OR PUSHED		
JUNCTION BOX		
VIDEO DETECTION SYSTEM CAMERA		

PROP. 50 mm - P.V.C. INTERCONNECT CABLE FROM H.H. #2 AT ALTA ROAD TO EXISTING DOUBLE H.H. AT MOSSVILLE RD.

EXISTING R.O.W. & A.C.



THE DISTANCE FROM H.H. TO THE EXISTING HANDHOLE AT HICKORY GROVE ROAD IS APPROXIMATELY 1059 m WITH 7 HANDHOLES SPACED AT ±150m INTERVALS

50mm-P.V.C.-T FROM 14+775± TO 15+735±. INTERCONNECT CONDUIT

CONCRETE FOUNDATION TYPE E, 900 mm

STEEL COMB. MAST ARM ASSEMBLY & POLE, 16.76 m

31.8 m OF 65 mm CONDUIT

RELOCATE EXIST. SIGNAL TYPE A & ADD PROP. SIGNAL HEAD TYPE B AS SHOWN

NOTE: SIGNAL HEAD RELOCATION IS TO BE COMPLETED BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M. DURING THE RELOCATION THE SIGNALS SHALL BE IN FLASHING RED MODE. TEMPORARY STOP SIGNS SHALL BE SET UP FOR ROUTE 40 WITH THE SIGNALS OFF OR FLASHING RED WHEN POSSIBLE.

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

THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE IDOT TRAFFIC BUILDING, 5826 N. KNOXVILLE AVE., PEORIA, IL. PLEASE CONTACT PAUL GRANT AT (309) 671-4474 FORTY-EIGHT HOURS IN ADVANCE OF DELIVERY.

QTY.	ITEM
1.0	VEHICLE VIDEO DETECTION SYSTEM, 4 CAMERA (COMPLETE)
ALL	VIDEO DETECTION COAX AND POWER CABLE
1.0	SIGNAL HEAD, 3-SECTION, MAST ARM MOUNT WITH BACKPLTE
1.0	SIGNAL HEAD, 5-SECTION, MAST ARM MOUNT WITH BACKPLTE
1.0	SIGNAL HEAD, 5-SECTION, BRACKET MOUNT WITH BACKPLTE

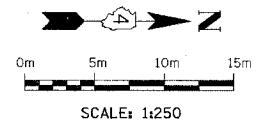
THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE IDOT WAREHOUSE, 6615 WEST US 150, EDWARDS, IL. PLEASE CONTACT PAUL GRANT AT (309) 671-4474 FORTY-EIGHT HOURS IN ADVANCE OF DELIVERY.

QTY.	ITEM
1.0	STEEL COMBINATION MAST ARM ASSEMBLY (COMPLETE)

THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR THE SALVAGE VALUE SHALL BE REFLECTED IN THE BID PRICE.

QTY.	ITEM
ALL	ELECTRIC CABLE IN CONDUIT (FOR REMOVED MAST ARM ONLY)

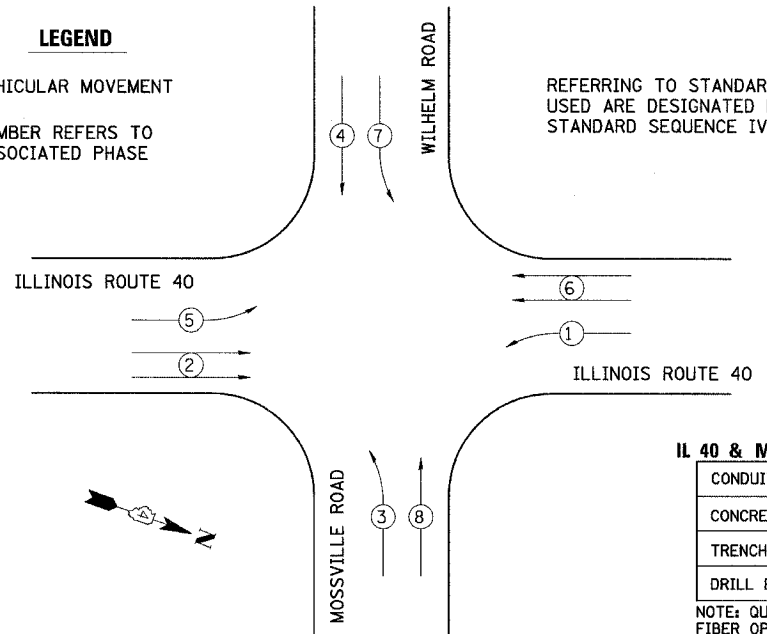
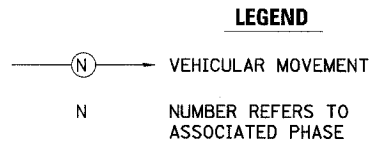
PROPOSED MAST ARM SCHEDULE	
INTERSECTION QUADRANT	INTERSECTION QUADRANT
TO S.W.	18.00m LT. STA. 14+749.6 (IL. RTE. 40)



SCALE: 1:250
DATE: 09/01/06

DRAWN BY:
CHECKED BY:

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	98



REFERRING TO STANDARD 857001, THE VEHICULAR PHASES USED ARE DESIGNATED BELOW. TRAFFIC ACTUATED CONTROLLER STANDARD SEQUENCE IV, 8 PHASES, IN TYPE IV CABINET.

**SUMMARY OF QUANTITIES - INTERCONNECT
IL 40 & MOSSVILLE/WILHELM TO PROJECT LIMITS NEAR IL 40 & HICKORY GROVE ROAD**

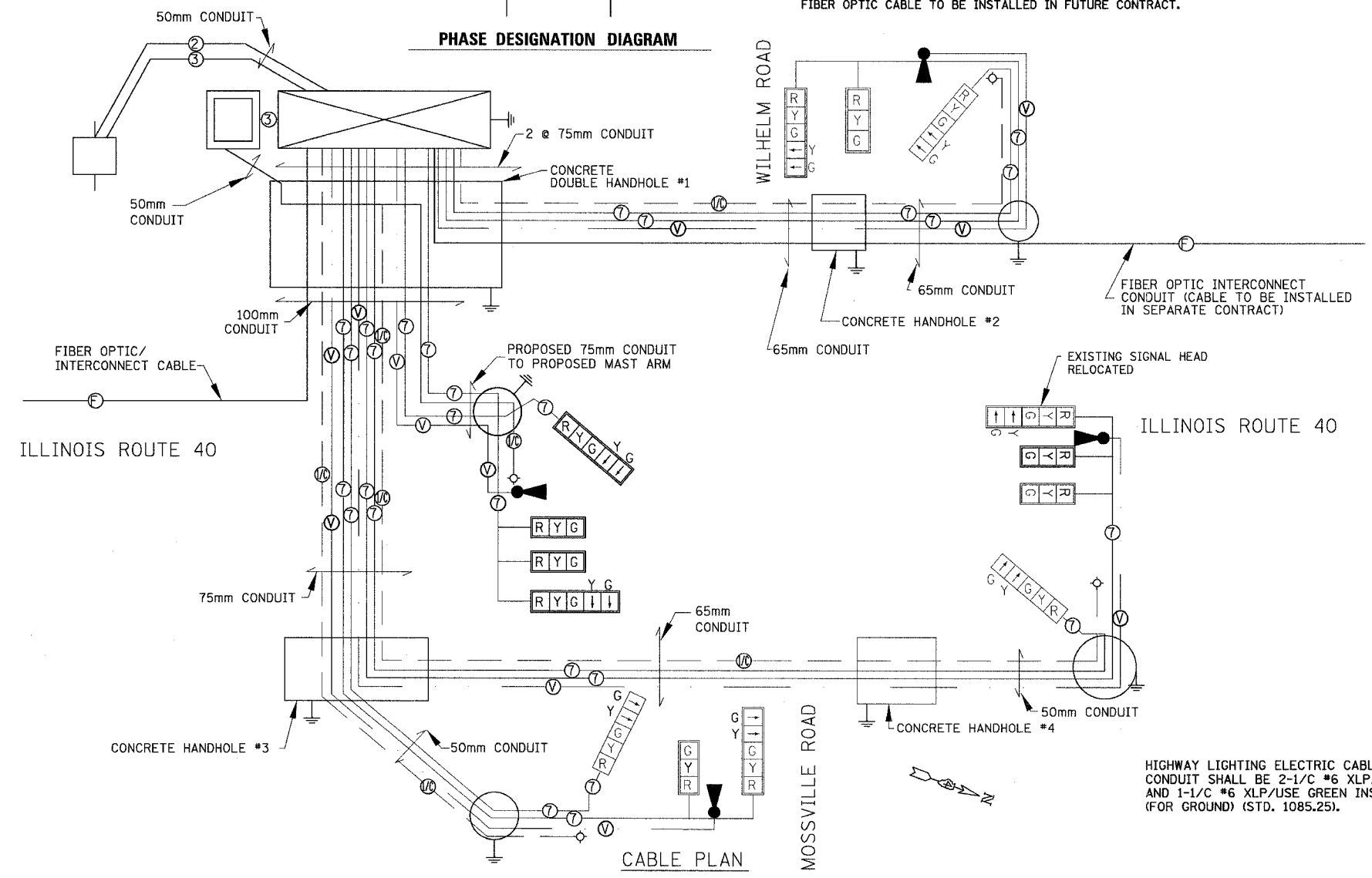
CONDUIT IN TRENCH, 50mm DIA., P.V.C.	1059 M
CONCRETE HANDHOLE	9 EA.
TRENCH AND BACKFILL FOR ELECTRICAL WORK	1059 M
DRILL EXISTING HANDHOLE	2 EA.

NOTE: QUANTITIES INCLUDE THE INTERCONNECT FROM ALTA ROAD TO HICKORY GROVE ROAD. FIBER OPTIC CABLE TO BE INSTALLED IN FUTURE CONTRACT.

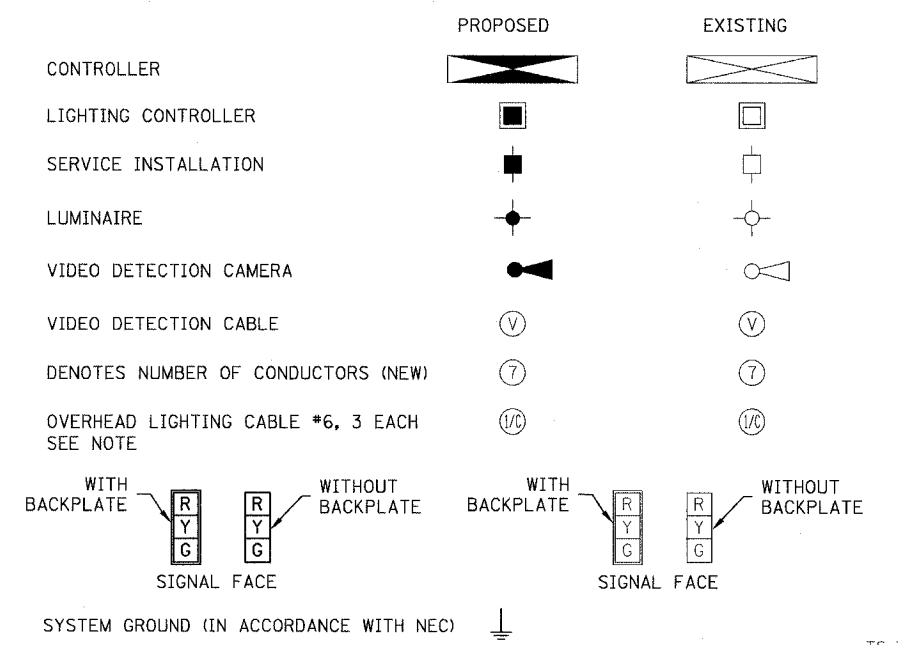
SUMMARY OF QUANTITIES

CONDUIT IN TRENCH, 75mm DIA., P.V.C.	15 M
TRENCH AND BACKFILL FOR ELECTRICAL WORK	15 M
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	49 M
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 16.76 METER (SPECIAL)	1 EA.
FULL ACTUATED CONTROLLER IN EXISTING CABINET, SPECIAL	1 EA.
TRANSCEIVER - FIBER OPTIC	1 EA.
GROUNDING EXISTING HANDHOLE FRAME AND COVER	4 EA.
DRILL EXISTING MANHOLE	1 EA.
RELOCATE EXISTING SIGNAL HEAD	1 EA.
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	1 EA.
REMOVE EXISTING CONCRETE FOUNDATION	1 EA.
CONCRETE FOUNDATION, TYPE E, 900mm DIAMETER	4.6 M
TRAFFIC SIGNAL BACKPLATE, LOUVERED, PLASTIC	2 EA.
VIDEO VEHICLE DETECTION, 4 CAMERA	1 EA.
REMOVE AND REINSTALL EXISTING LUMINAIRE	1 EA.
SIGNAL HEAD, LED, 1-FACE, 3 SECTION, MAST ARM MOUNTED	3 EA.
SIGNAL HEAD, LED, 1-FACE, 5 SECTION, BRACKET MOUNTED	1 EA.
SIGNAL HEAD, LED, 1-FACE, 5 SECTION, MAST ARM MOUNTED	1 EA.

PHASE DESIGNATION DIAGRAM



CABLE PLAN LEGEND



HIGHWAY LIGHTING ELECTRIC CABLE IN CONDUIT SHALL BE 2-1/C #6 XLP/USE AND 1-1/C #6 XLP/USE GREEN INSULATION (FOR GROUND) (STD. 1085.25).

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC WIRING DIAGRAM F.A. RTE. 646 (IL. RTE. 40) & MOSSVILLE RD. & WILHELM RD. SECTION (Y)W-1, RS-3 PEORIA COUNTY

SCALE: NONE
DATE: 09/01/06

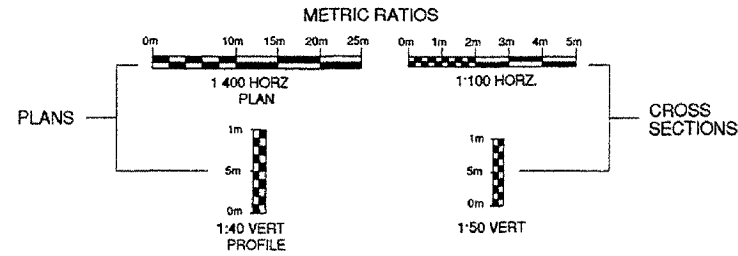
DRAWN BY:
CHECKED BY:

RTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET #
D-94-061-99				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y)W-1, RS-2	PEORIA	142	98A

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

F.A. P. ROUTE 646 (IL 40)
SECTION : 125I-2
PEORIA COUNTY
C-94-135-99

INDEX OF SHEETS
SEE SHEET No 2



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

LIST OF STANDARDS

000001-3	666001	702001-2	840006
280001-1	701001		840001
442201-1	701006-1	780001-1	846001
542301	701011	813001	846006
602401	701201-1	814001	857001
602601	701301-1	814006	866001
602701	701306	834001	B.L.R. 10-3
604001	701311-2	834011	B.L.R. 21-5
630001-2	701326-1	838001-2	B.L.R. 23-1

DESIGN DESIGNATION

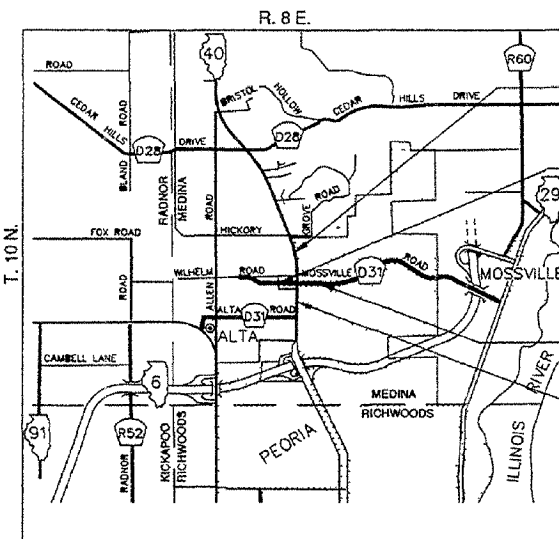
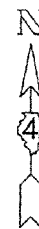
IL 40 ADT (2001) = 15,100
% TRUCKS (2001) = 1.25% mu

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

CATALOG NO. 030034-03D
CONTRACT NO. 88975

N.P.D.E.S. PERMIT REQUIRED
LATITUDE = 40°-48'
LONGITUDE = 89°-37'
O.C./O.A. = BITUMINOUS
SUPERPAVE PROJECT

GROSS LENGTH OF IMPROVEMENT = 748.00 METERS = 0.748 KILOMETERS
NET LENGTH OF IMPROVEMENT = 748.00 METERS = 0.748 KILOMETERS

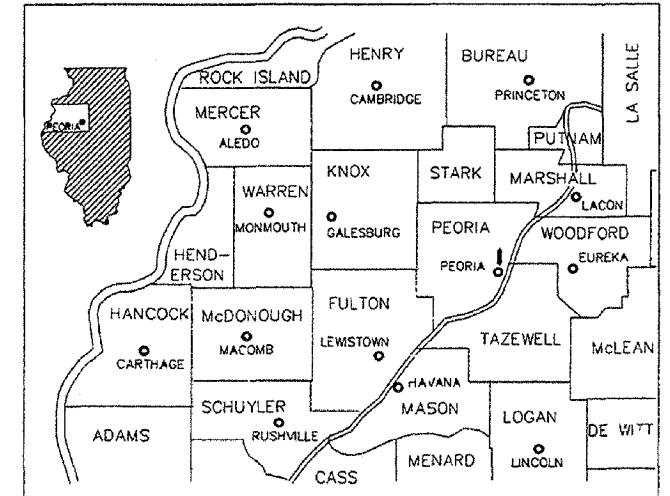


LOCATION MAP
NOT TO SCALE

IL 40 IMPROVEMENT ENDS
STATION 15+139
WILHELM ROAD IMPROVEMENT
BEGINS STATION 1+734.76
MOSSVILLE ROAD IMPROVEMENT
ENDS STATION 2+310
IL 40 IMPROVEMENT BEGINS
STATION 14+391



Gerald W. Lyons
GERALD W LYONS
ILLINOIS REGISTERED
PROFESSIONAL ENGINEER
NO. 052-024480
EXPIRES NOV. 30, 2001
7/5/01
DATE



LOCATION OF SECTION INDICATED THIS :-

DESCRIPTION OF WORK

PROPOSED IMPROVEMENT
THE WORK INCLUDES: DEMOLITION, CLEARING, EARTHWORK, PATCHING, BITUMINOUS BASE COURSE AND BASE COURSE WIDENING, RESURFACING, PCC PAVEMENT, TRAFFIC SIGNALS, PAVEMENT MARKINGS, AND THE RELOCATION OF MOSSVILLE ROAD AND WILHELM ROAD ALONG WITH OTHER ASSOCIATED WORK NECESSARY TO COMPLETE THIS PROJECT.

TOTAL SHEETS = 72

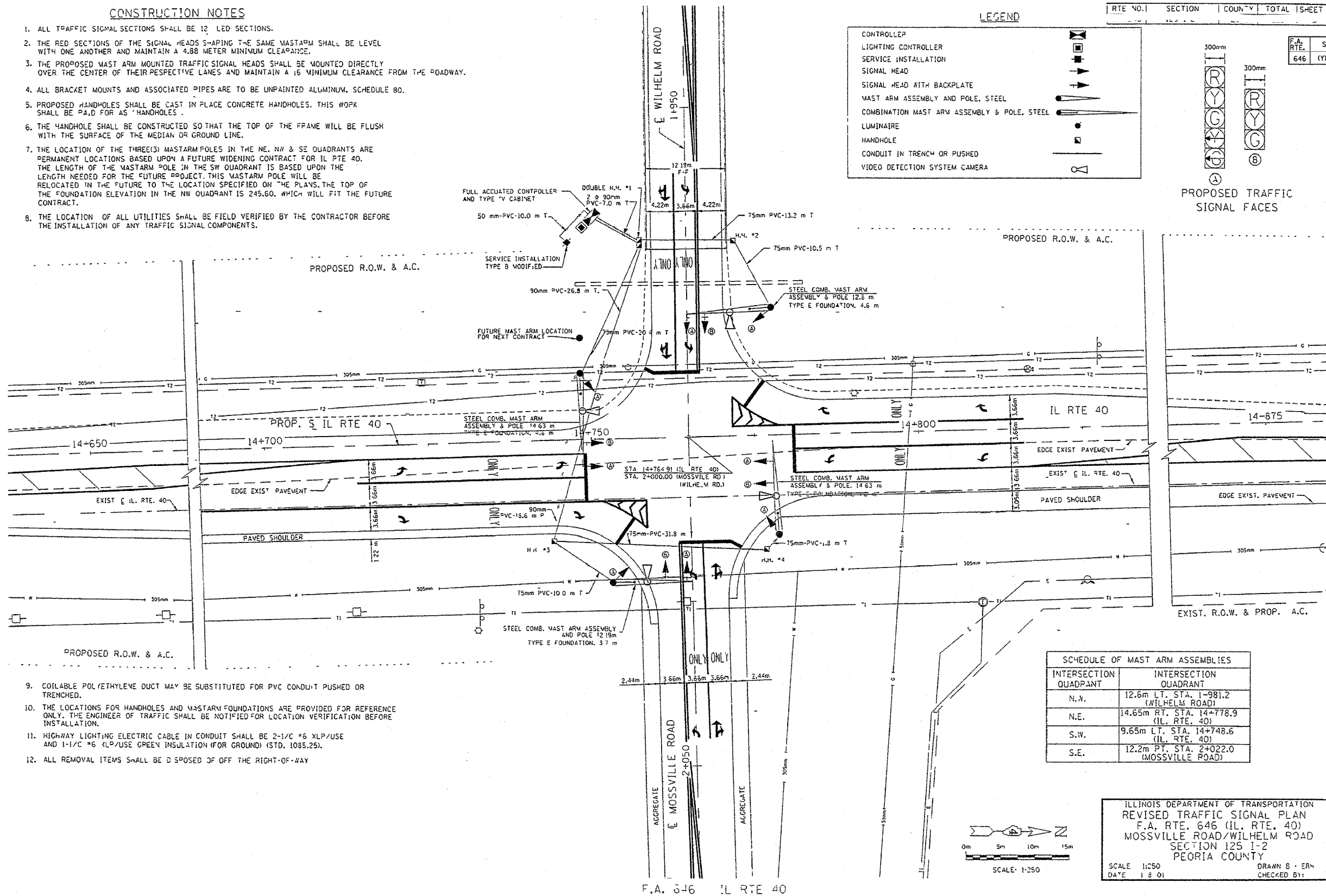
SIGNATURE BLOCK ON SHEET #2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED 7/5/01 20 01
James A. Wright
DISTRICT ENGINEER
20
ENGINEER OF PROJECT DEVELOPMENT & IMPLEMENTATION
AUGUST 17, 20 01
Michael A. Rine
ENGINEER OF DESIGN & ENVIRONMENT
AUGUST 17, 20 01
James A. Wright
DIRECTOR, DIVISION OF HIGHWAYS

DESIGNED BY: McCLURE ENGINEERING ASSOCIATES, INC.
CONTACT PERSON - DAVID A. WRIGHT
PHONE NO - (309) 699-5000

CONSTRUCTION NOTES

1. ALL TRAFFIC SIGNAL SECTIONS SHALL BE 12 LED SECTIONS.
2. THE RED SECTIONS OF THE SIGNAL HEADS SHAPING THE SAME MASTARM SHALL BE LEVEL WITH ONE ANOTHER AND MAINTAIN A 4.88 METER MINIMUM CLEARANCE.
3. THE PROPOSED MAST ARM MOUNTED TRAFFIC SIGNAL HEADS SHALL BE MOUNTED DIRECTLY OVER THE CENTER OF THEIR RESPECTIVE LANES AND MAINTAIN A 16 MINIMUM CLEARANCE FROM THE ROADWAY.
4. ALL BRACKET MOUNTS AND ASSOCIATED PIPES ARE TO BE UNPAINTED ALUMINUM, SCHEDULE 80.
5. PROPOSED HANDHOLES SHALL BE CAST IN PLACE CONCRETE HANDHOLES. THIS WORK SHALL BE PAID FOR AS "HANDHOLES".
6. THE HANDHOLE SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF THE MEDIAN OR GROUND LINE.
7. THE LOCATION OF THE THREE(S) MASTARM POLES IN THE NE, NW & SE QUADRANTS ARE PERMANENT LOCATIONS BASED UPON A FUTURE WIDENING CONTRACT FOR IL RTE 40. THE LENGTH OF THE MASTARM POLE IN THE SW QUADRANT IS BASED UPON THE LENGTH NEEDED FOR THE FUTURE PROJECT. THIS MASTARM POLE WILL BE RELOCATED IN THE FUTURE TO THE LOCATION SPECIFIED ON THE PLANS. THE TOP OF THE FOUNDATION ELEVATION IN THE NW QUADRANT IS 245.60, WHICH WILL FIT THE FUTURE CONTRACT.
8. THE LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY TRAFFIC SIGNAL COMPONENTS.

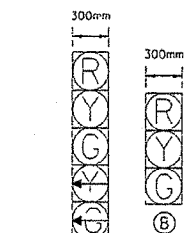


LEGEND

- CONTROLLER
- LIGHTING CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- MAST ARM ASSEMBLY AND POLE, STEEL
- COMBINATION MAST ARM ASSEMBLY & POLE, STEEL
- LUMINAIRE
- HANDHOLE
- CONDUIT IN TRENCH OR PUSHED
- VIDEO DETECTION SYSTEM CAMERA

RTE NO.	SECTION	COUNTY	TOTAL SHEET
646	125 I-2	PEORIA	142

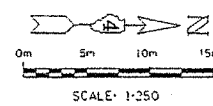
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	125 I-2	PEORIA	142	98B



PROPOSED TRAFFIC SIGNAL FACES

SCHEDULE OF MAST ARM ASSEMBLIES

INTERSECTION QUADRANT	INTERSECTION QUADRANT
N.W.	12.6m LT. STA. 1+981.2 (WILHELM ROAD)
N.E.	14.65m RT. STA. 14+778.9 (IL. RTE. 40)
S.W.	9.65m LT. STA. 14+748.6 (IL. RTE. 40)
S.E.	12.2m RT. STA. 2+022.0 (MOSSVILLE ROAD)



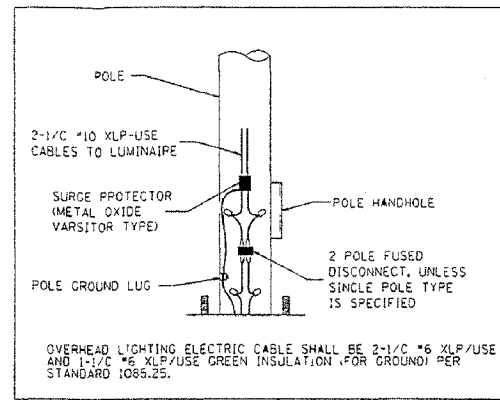
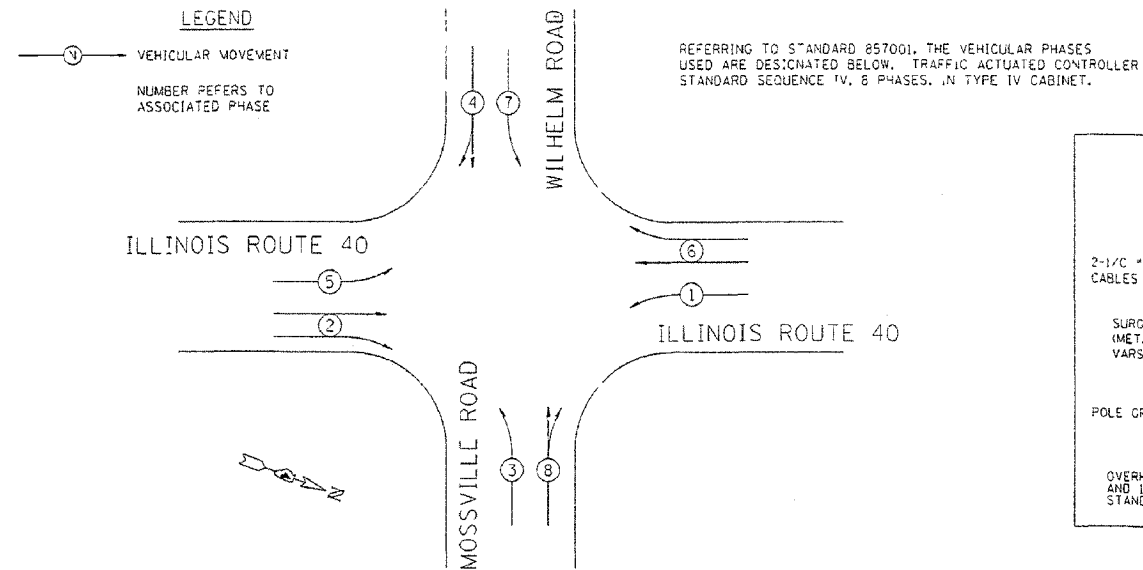
ILLINOIS DEPARTMENT OF TRANSPORTATION
 REVISED TRAFFIC SIGNAL PLAN
 F.A. RTE. 646 (IL. RTE. 40)
 MOSSVILLE ROAD/WILHELM ROAD
 SECTION 125 I-2
 PEORIA COUNTY
 SCALE 1:250
 DATE 11-8-01
 DRAWN BY: ERH
 CHECKED BY:

9. COILABLE POLYETHYLENE DUCT MAY BE SUBSTITUTED FOR PVC CONDUIT PUSHED OR TRENCHED.
10. THE LOCATIONS FOR HANDHOLES AND MASTARM FOUNDATIONS ARE PROVIDED FOR REFERENCE ONLY. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR LOCATION VERIFICATION BEFORE INSTALLATION.
11. HIGHWAY LIGHTING ELECTRIC CABLE IN CONDUIT SHALL BE 2-1/2" #6 XLP/USE AND 1-1/2" #6 (LP/USE GREEN INSULATION (FOR GROUND) (STD. 1085.25).
12. ALL REMOVAL ITEMS SHALL BE DISPOSED OFF THE RIGHT-OF-WAY

F.A. 646 IL RTE 40

RTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET #
FA 646	125 I-2	PEORIA	---	38

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y)W-1, RS-2	PEORIA	142	98C

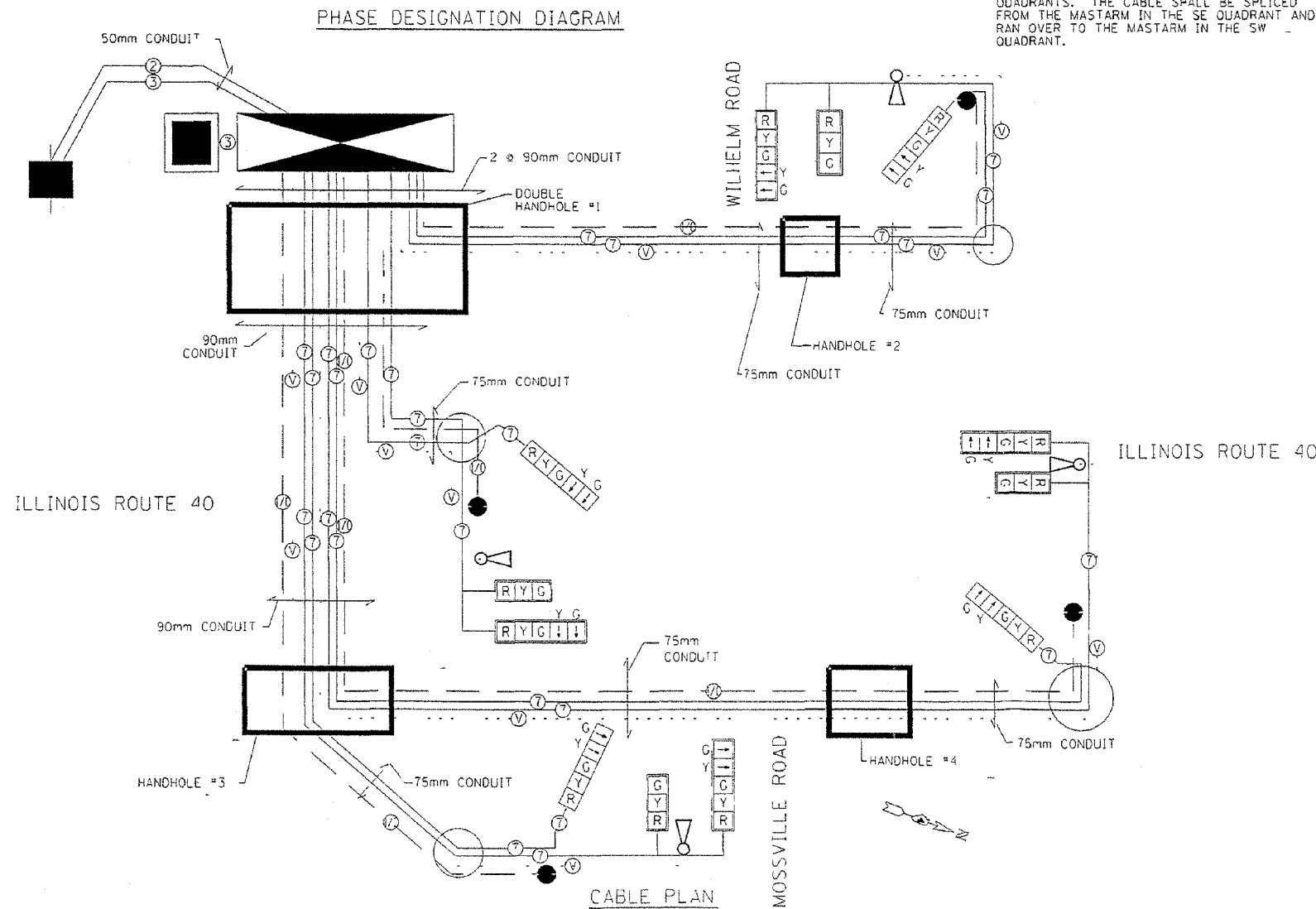


OVERHEAD LIGHTING ELECTRIC CABLE SHALL BE 2-1/2\"/>

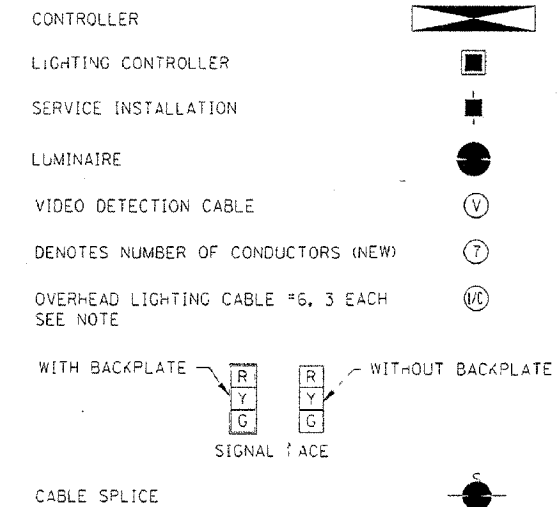
3 1/2\"/>

SUMMARY OF QUANTITIES

CONDUIT IN TRENCH, 50mm DIA., PVC	10.0 M
CONDUIT IN TRENCH, 75mm DIA., PVC	88 M
CONDUIT IN TRENCH, 90mm DIA., PVC	41 M
CONDUIT PUSHED, 90mm DIA., GALVANIZED STEEL	30 M
HANDHOLE	3 EA
DOUBLE HANDHOLE	1 EA
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	519 M
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 1C	575 M
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	6 M
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3C	7 M
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 12.19 METER	1 EA
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 12.80 METER	1 EA
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 14.63 METER	2 EA
CONCRETE FOUNDATION, TYPE D	1.05 M
CONCRETE FOUNDATION, TYPE E 750mm DIAMETER	17.5 M
SIGNAL HEAD, LED, 1-FACE, 3 SECTION, MAST ARM MOUNTED	4 EA
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	4 EA
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	4 EA
TRAFFIC SIGNAL BACKPLATE, LOUVERED	8 EA
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	4 EA
TEMPORARY TRAFFIC SIGNAL INSTALLATION	1 L.S.
LIGHTING CONTROLLER, PHOTOCELL RELAY	1 EA
FULL ACTUATED CONTROLLER AND TYPE IV CABINET	1 EA
SERVICE INSTALLATION, TYPE B (MODIFIED)	1 EA
TRENCH AND BACKFILL FOR ELECTRICAL WORK	129 M
VIDEO VEHICLE DETECTION SYSTEM, FOUR CAMERAS	1 EA



CABLE PLAN LEGEND



ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TRAFFIC WIRING DIAGRAM
 F.A. RTE. 646 (IL. RTE. 40)
 & MOSSVILLE RD. & WILHELM RD.
 SECTION 125 I-2
 PEORIA COUNTY

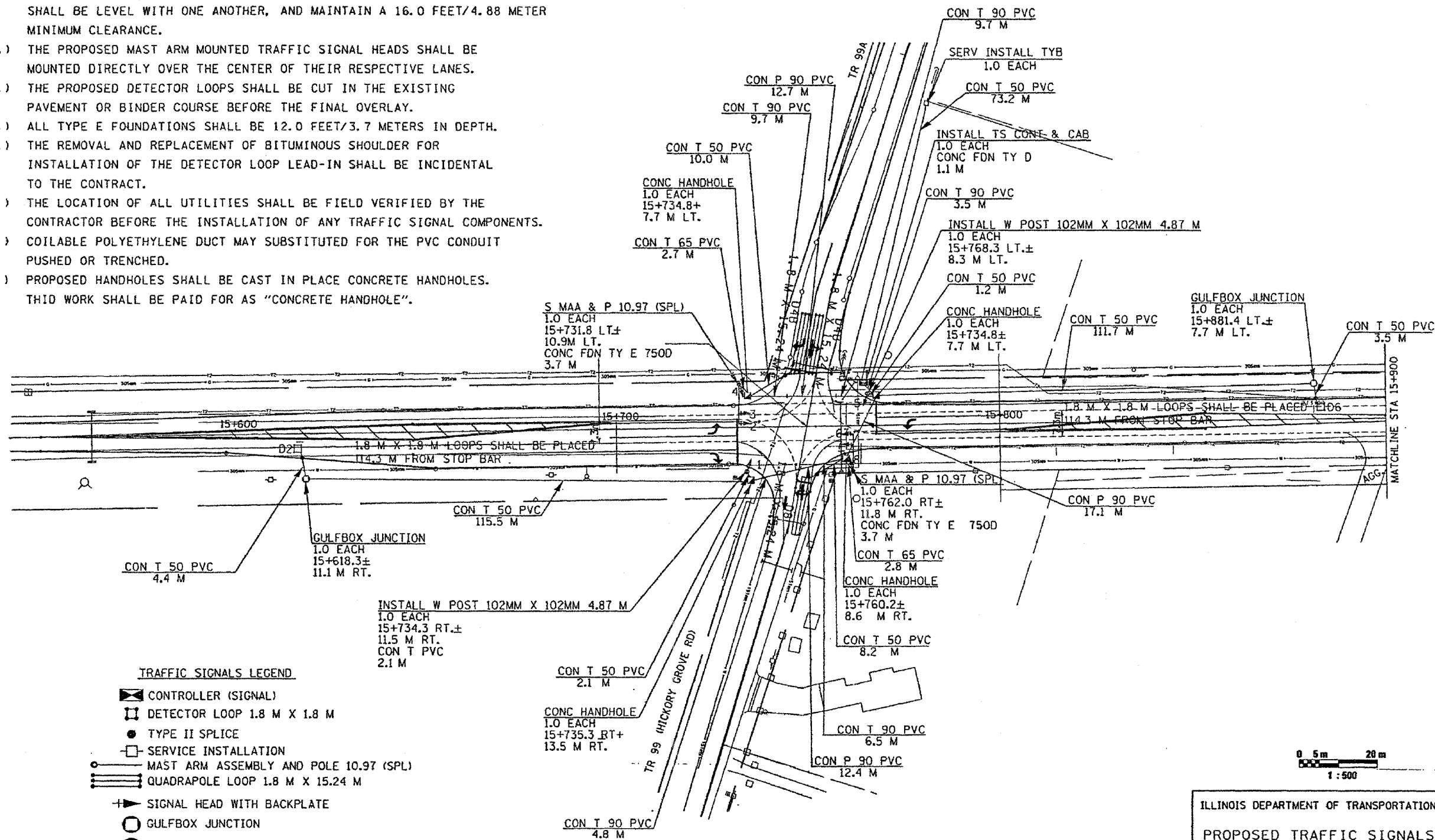
DESIGNED BY: _____ DATE: / / 00
 DRAWN BY: _____ CHECKED BY: _____

CONSTRUCTION NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1251-3, 15	PEORIA	142	98D
STA. 15+600 TO STA. 15+900		ILLINOIS FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1251-3, 15	PEORIA	142	98D



TRAFFIC SIGNALS LEGEND

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



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

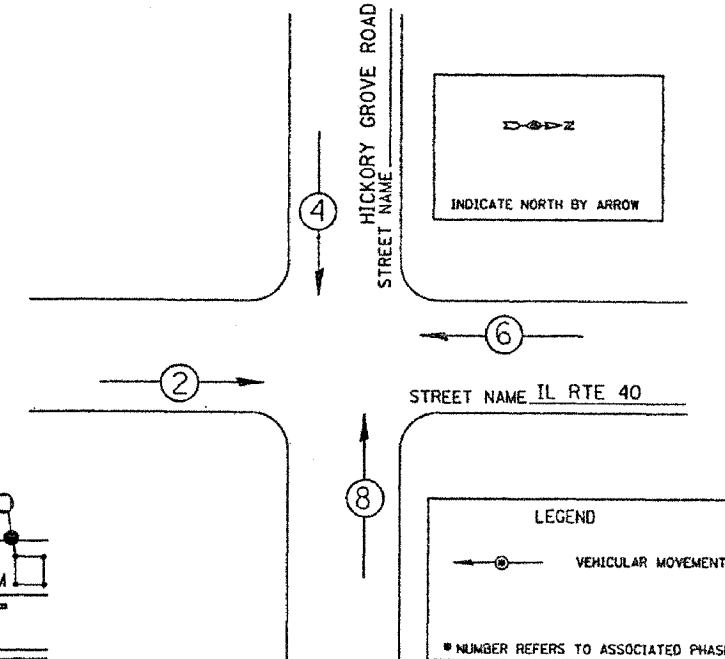
DESCRIPTION	UNIT	TOTAL
INSTALL TRAFFIC SIGNAL HEAD	L SUM	1.0
INSTALL TRAFFIC SIGNAL CONTROLLER AND CABINET	EACH	1.0
INSTALL WOOD POST 102MM X 102MM 4.87 M	EACH	2.0
CONCRETE HANDHOLE	EACH	4.0
GULFBOX JUNCTION	EACH	2.0
INDUCTIVE LOOP DETECTOR	EACH	5.0
SERVICE INSTALLATION TYPE B	EACH	1.0
CONDUIT IN TRENCH,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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1251-3, TS	PEORIA	13	13

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y)W-1, RS-2	PEORIA	142	98E

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

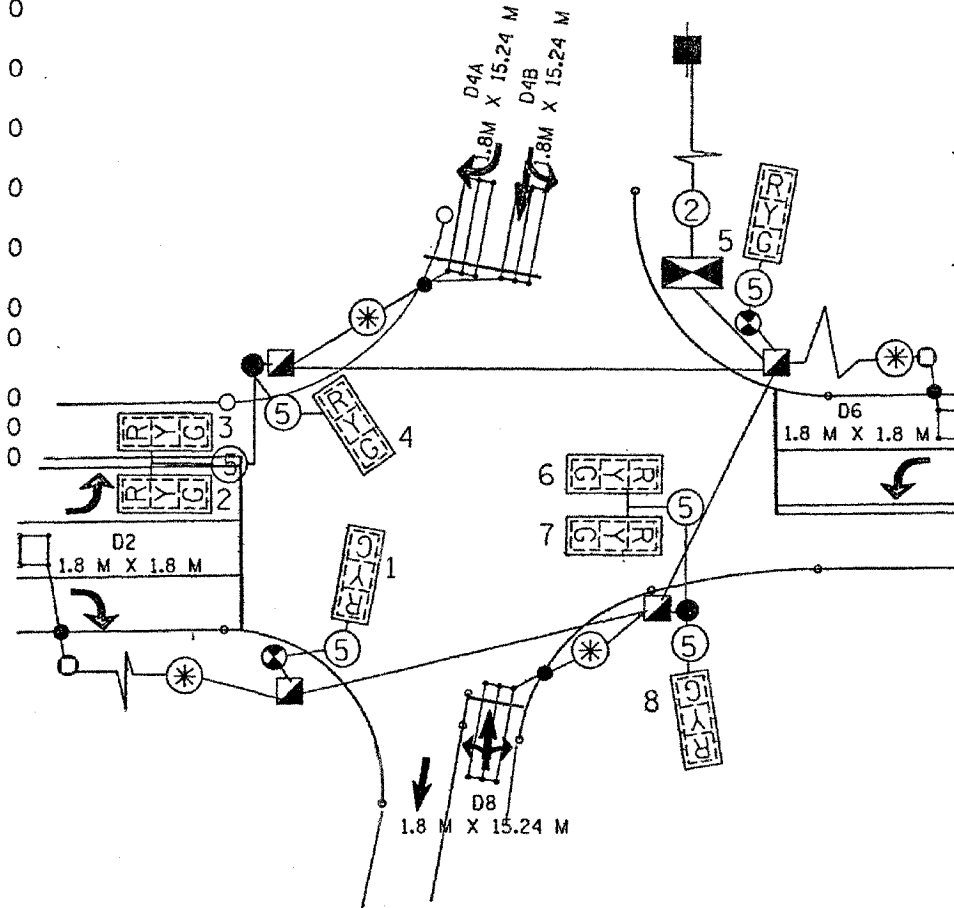
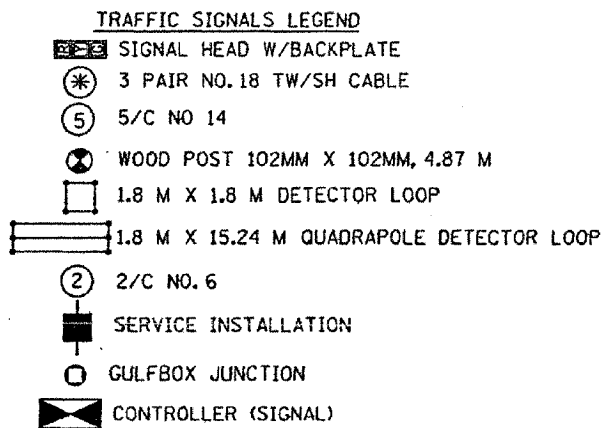
REFERRING TO STANDARD 85001, THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW:



PHASE DESIGNATION DIAGRAM

DETECTOR ASSIGNMENT SCHEDULE

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

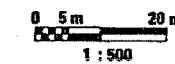


SCHEDULE OF SIGNAL HEAD QUANTITIES

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

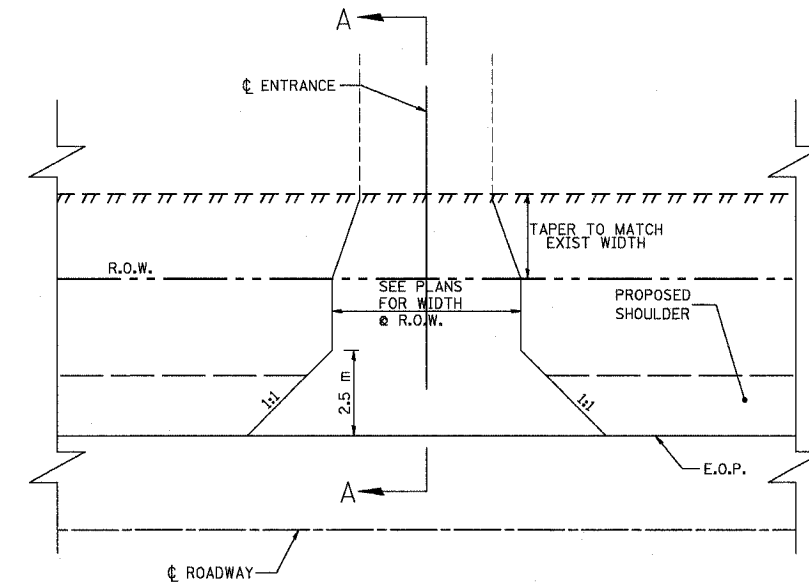
CABLE NOTES

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

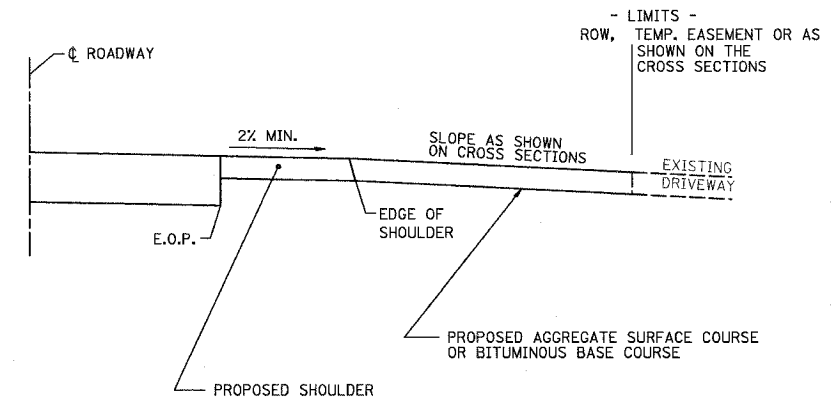


ILLINOIS DEPARTMENT OF TRANSPORTATION
 PROPOSED TRAFFIC SIGNALS
 CABLE DIAGRAM
 IL 40 @
 HICKORY GROVE ROAD
 DRAWN BY CADD
 DATE 06/29/99 CHECKED BY JP

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	99



PLAN



SECTION A-A

ENTRANCE DETAIL

D-1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

SCALE: NONE
DATE: 09/01/06

DRAWN BY: JDU
CHECKED BY: ECM

CADD STANDARD SYMBOLS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	IYW-1, RS-3	PEORIA	142	100
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT PLAN ITEMS

EXISTING	PROPOSED	
		MAIL BOX
		TRAFFIC/ADVERTISING SIGN
		GUARDRAIL
		CORRUGATED MEDIAN
		NOISE ATTENUATOR/ LEVEE

ALIGNMENT

EXISTING	PROPOSED	
		CENTERLINE
		BASELINE
		P.I. INDICATOR
		POINT INDICATOR
		EDGE OF PAVEMENT
		CENTERLINE PATTERN

RAILROAD

EXISTING	PROPOSED	
		FLASHING SIGNAL
		FLASHING SIGNAL WITH CROSSING GATE
		CONTROL BOX
		RAILROAD TRACK

VEGETATION FEATURES

	DECIDUOUS TREE		EVERGREEN TREE
--	----------------	--	----------------

REMOVAL ITEMS

	LINEAR REMOVAL
	AREA REMOVAL
	TREE REMOVAL

GENERAL UTILITY STRUCTURES

EXISTING	PROPOSED	
		HANDHOLE
		HEAVY DUTY HANDHOLE
		CONTROLLER
		POWER POLE/ SERVICE INSTALLATION
		LIGHT POLE
		MANHOLE
		TRAFFIC SIGNAL
		JUNCTION BOX
		TELEPHONE POLE
		ABOVE GROUND SPLICE BOX
		BUFFALO BOX; WATER METER; VALVE BOX
		FIRE HYDRANT
		ABOVE GROUND TELEPHONE SPLICE BOX

		UNDERGROUND TELEPHONE CABLE
		UNDERGROUND ELECTRIC CABLE
		UNDERGROUND FIBER OPTIC CABLE
		UNDERGROUND TV CABLE
		SANITARY SEWER
		UNDERGROUND WATER LINE
		UNDERGROUND GAS LINE
		UNDERGROUND OIL LINE

RIGHT OF WAY

EXISTING	PROPOSED	
		EASEMENT LINE
		TEMPORARY EASEMENT LINE
		R.O.W. LINE
		R.O.W. MARKER

POLITICAL BOUNDARIES

	STATE LINE
	COUNTY/TOWNSHIP LINE

DRAINAGE STRUCTURES

EXISTING	PROPOSED	
		INLET
		DITCH CHECK
		CATCH BASIN
		MANHOLE
		SUMMIT
		PIPE CULVERT WITH END SECTION
		BOX CULVERT WITH HEADWALL
		SWALE
		PIPE UNDERDRAIN
		STORM SEWER
		ROADWAY DITCH FLOW
		DRAINAGE BOUNDARY LINE
		GRADING AND SHAPING DITCHES/ CONSTRUCTION OR SLOPE LIMITS

PRIVATE BOUNDARIES

	SECTION CORNER		IRON PIPE SET
			IRON PIPE FOUND
			SURVEY MARKER
	PROPERTY LINE SYMBOL		SAME OWNERSHIP
	PROPERTY LINE		PROPERTY LOT LINE
	SECTION/GRAVIT LINE		

PARTIAL ABBREVIATIONS LIST

A/C	-ACCESS CONTROL
B-B	-BACK TO BACK
CIP	-CAST IRON PIPE
C-C	-CENTER TO CENTER
CP	-CLAY PIPE
CLID	-CLOSED LID
CE	-COMMERCIAL ENTRANCE
CONC	-CONCRETE
CMP	-CORRUGATED METAL PIPE
M ³	-CUBIC METERS
MM ³	-CUBIC MILLIMETERS
CU YD	-CUBIC YARD
DSFL	-DOWNSTREAM FLOWLINE
EA	-EACH
EOP	-EDGE OF PAVEMENT
E-E	-EDGE TO EDGE
EL	-ELEVATION
F-F	-FACE TO FACE
FE	-FIELD ENTRANCE
HH	-HANDHOLE
IP	-IRON PIPE
MH	-MANHOLE
M	-METER
MM	-MILLIMETER
PED	-PEDESTAL
PCC	-PORTLAND CEMENT CONCRETE
PE	-PRIVATE ENTRANCE
RCCP	-REINFORCED CONCRETE CULVERT PIPE
REM	-REMOVAL
REP	-REPLACEMENT
ROW	-RIGHT OF WAY
SAN	-SANITARY
SHLD	-SHOULDER
SW	-SIDEWALK
M ²	-SQUARE METER
MM ²	-SQUARE MILLIMETER
STA	-STATION
SPBGR	-STEEL PLATE BEAM GUARDRAIL
SS	-STORM SEWER
TP	-TELEPHONE POLE
USFL	-UPSTREAM FLOWLINE
VBOX	-VALVE BOX
VV	-VALVE VAULT
VP	-VENT PIPE
WM	-WATER METER
WV	-WATER VALVE

CURVE DATA

+	-DEFLECTION ANGLE
D	-DEGREE OF CURVE
T	-TANGENT LENGTH
L	-CURVE LENGTH
R	-RADIUS OF CURVE
E	-EXTERNAL DISTANCE
SE	-SUPERELEVATION (FT. PER FT. OF WIDTH)
PC	-POINT OF CURVATURE
PI	-POINT OF INTERSECTION
PT	-POINT OF TANGENCY
POT	-POINT ON TANGENT
PCC	-POINT OF COMPOUND CURVE
PRC	-POINT OF REVERSE CURVATURE
VPI	-VERTICAL CURVE POINT OF INTERSECTION

NOTE: THIS DRAWING SUPPLEMENTS STATE STANDARD 000001.

ILLINOIS DEPARTMENT OF TRANSPORTATION

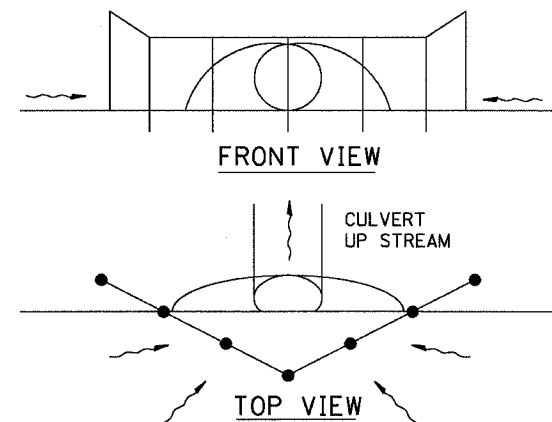
DISTRICT CADD STANDARD

CADD STANDARD SYMBOLS

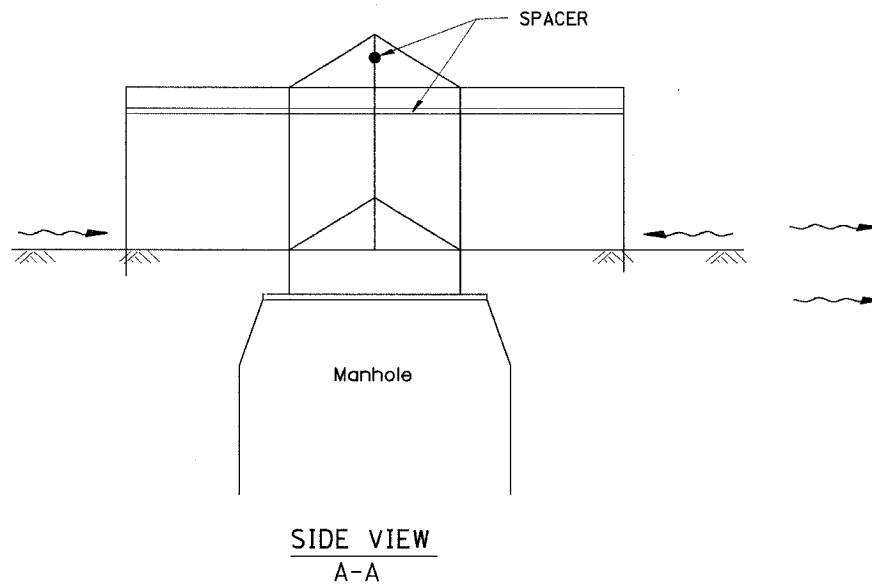
CADD STANDARD 000001-D4

DATE	REVISIONS	BY
1-1-97	REVISION X-1-01 NEW REVISION BOX	T.P.
	REVISED TITLE BOX, ADDED DESIGNER	
	NOTE	

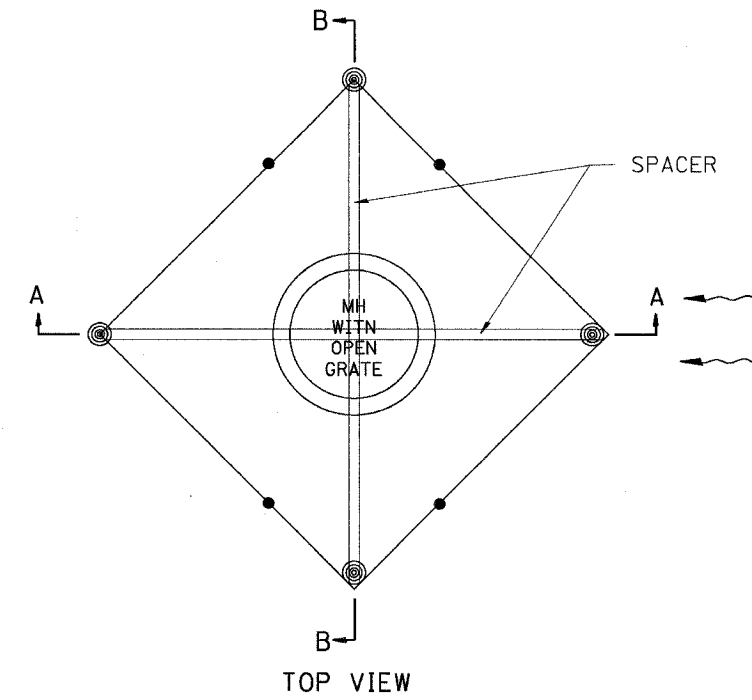
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y)W-1, RS-3	PEORIA	142	101
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



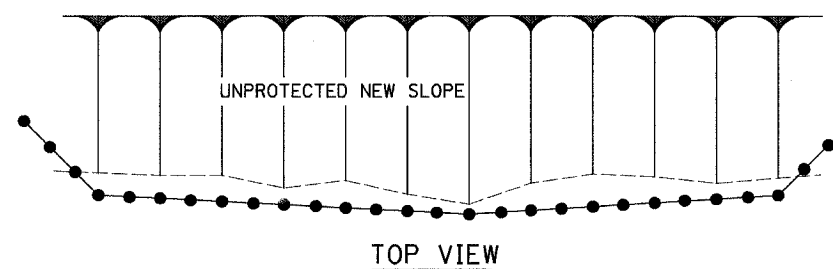
UPSTREAM PIPE CULVERT EROSION CONTROL



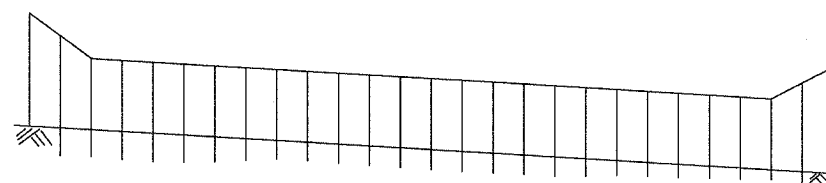
SIDE VIEW
A-A



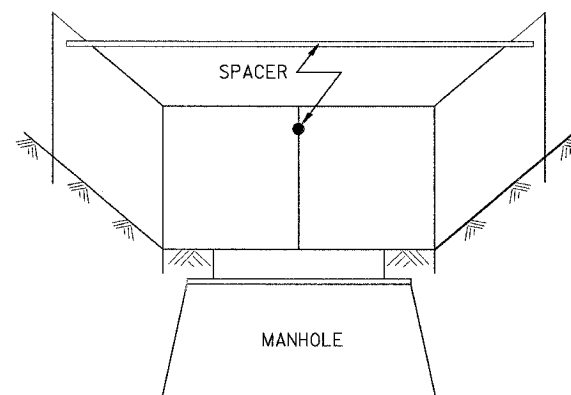
TOP VIEW



TOP VIEW



FRONT VIEW



Front View
B-B

EROSION CONTROL
AT
OPEN GRATE MAN HOLE

GENERAL NOTES:

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

TYPICAL APPLICATION OF SILT FILTER FENCE

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

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

1. Designer to modify this Special Detail sheet, as needed, for inclusion in plans.
2. Include Highway Standard 280001 "TEMPORARY EROSION CONTROL SYSTEM."

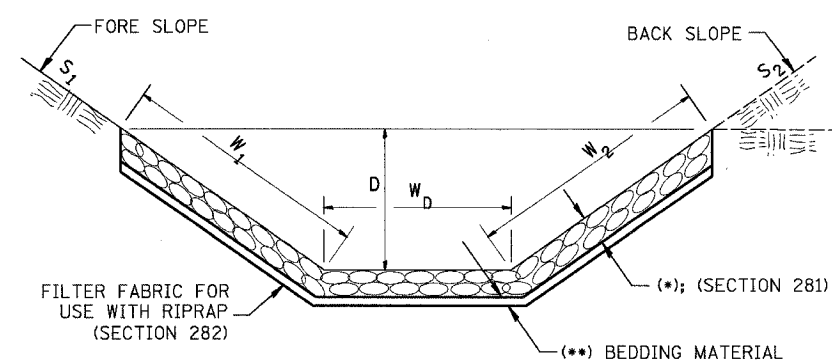
\$\$\$DATE\$\$\$

DGN-ONLY

280001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y)W-1, RS-3	PEORIA	142	102
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

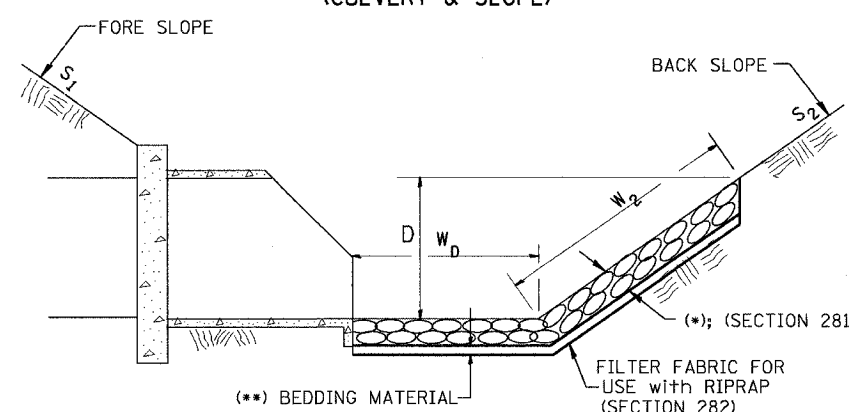
**CASE 1
(DITCH)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	m (lin ft)	m (lin ft)	m tons (tons)	m ² (sq yds)
TOTAL				

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

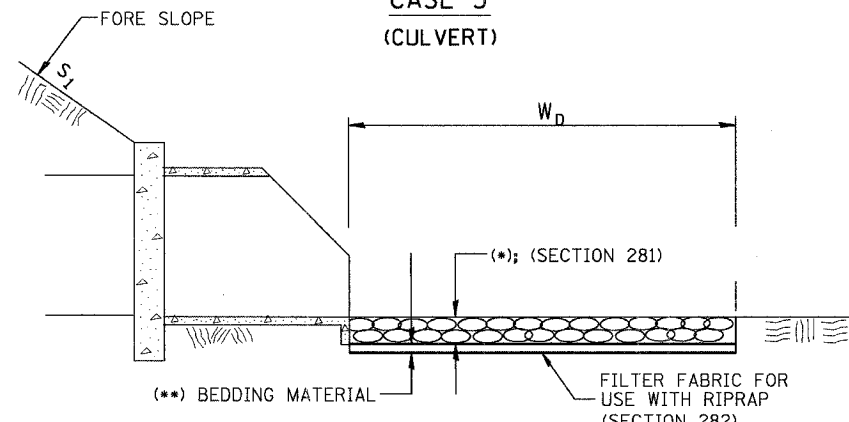
**CASE 2
(CULVERT & SLOPE)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	m (lin ft)	m (lin ft)	m tons (tons)	m ² (sq yds)
TOTAL				

(1) WIDTH = $W_2 + W_D$

**CASE 3
(CULVERT)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STATION	m (lin ft)	m (lin ft)	m tons (tons)	m ² (sq yds)
FRONTAGE RD #2				
2+415	5.0	6.0	21.4	30
TOTAL			21.4	30

(1) WIDTH = W_D

1. Designer to specify riprap size, quantity, and bedding material.
 2. Designer to specify thickness of bedding material.
 3. Designer to specify thickness of bedding material.
 4. Include District Special Provision if needed.

DATE

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

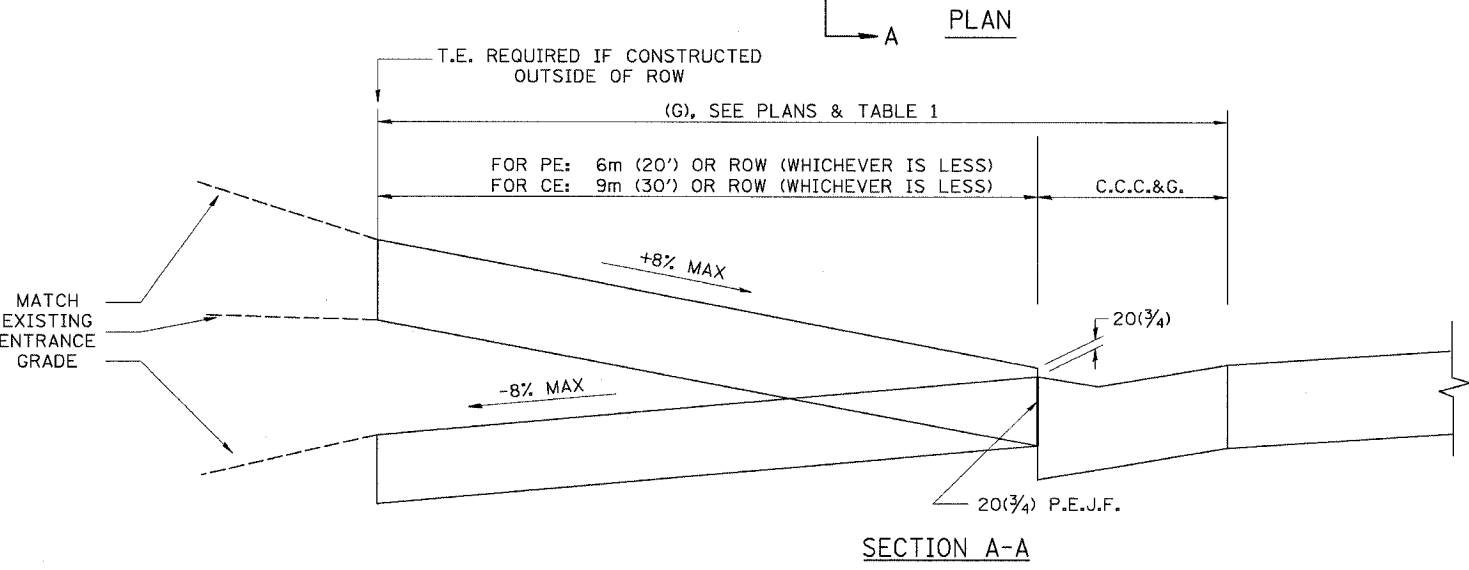
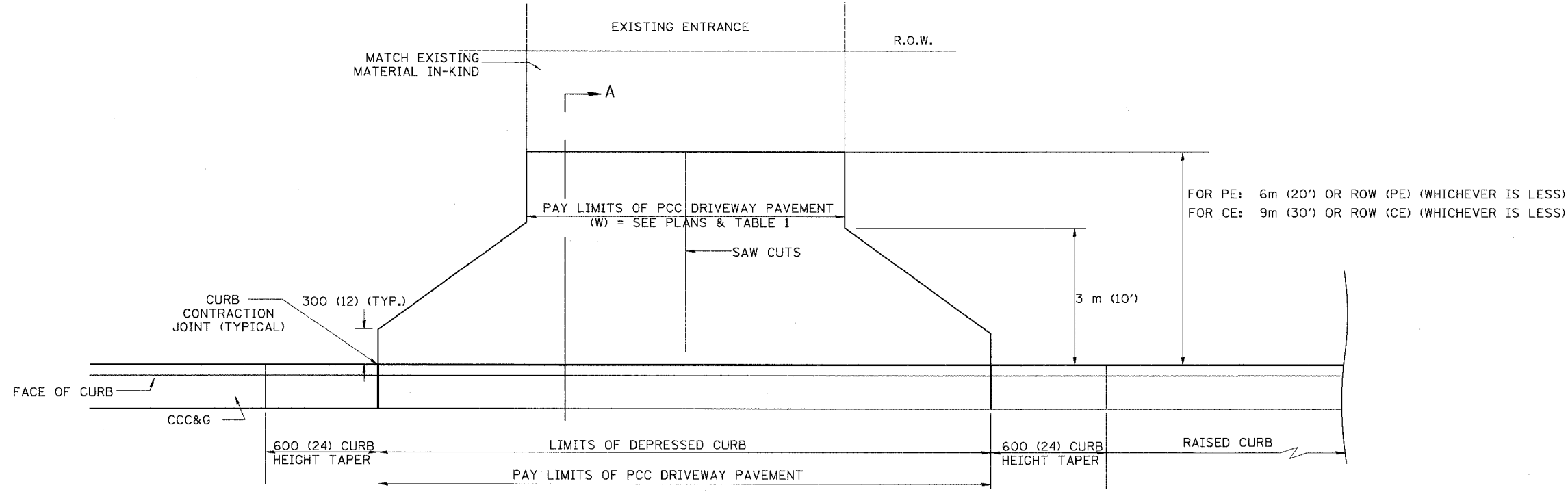
RIPRAP DITCH FOR EROSION PROTECTION

CADD DETAIL 281001-D4
 SCALE: NOT DRAWN TO SCALE
 DATE **DATE**

DRAWN BY CADD
 CHECKED BY

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y)W-1, RS-3	PEORIA	142	103
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GENERAL NOTES

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

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

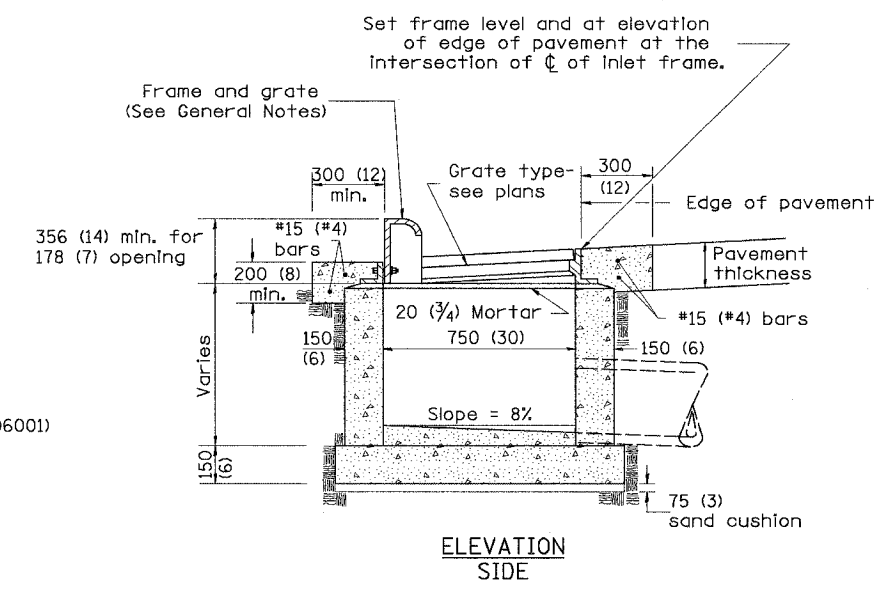
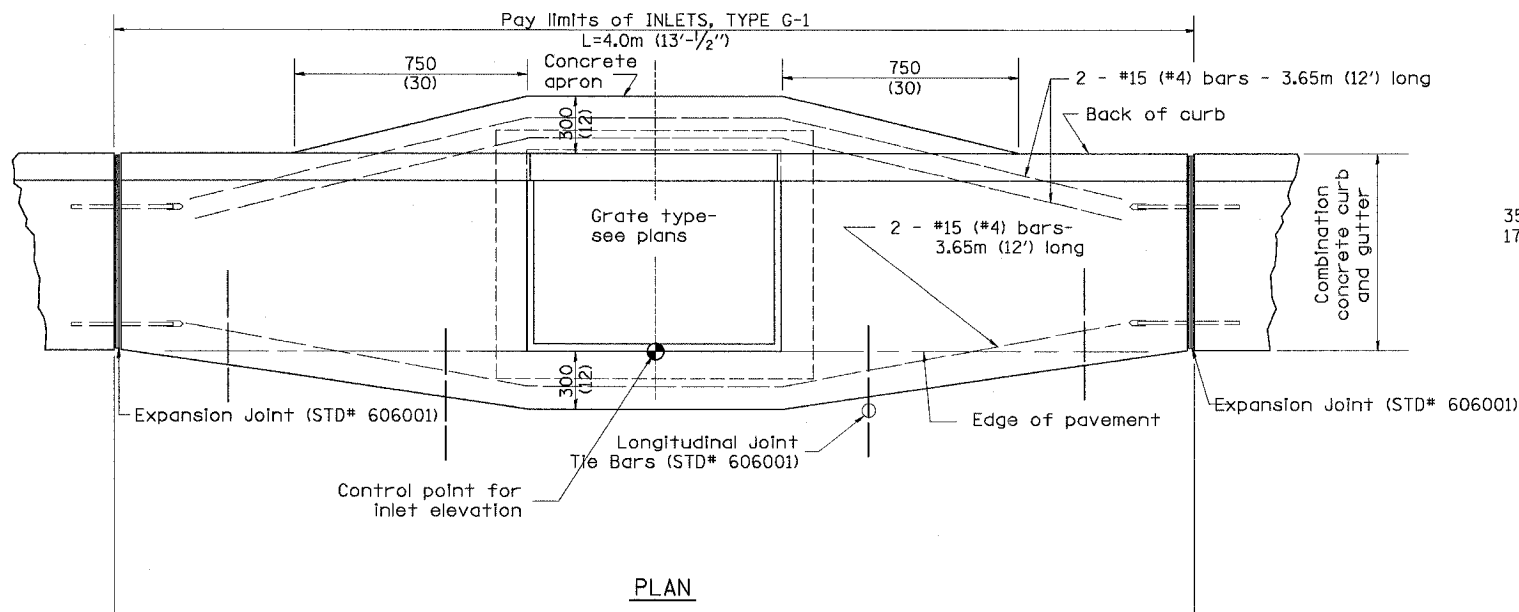
ALL DIMENSIONS IN mm (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

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

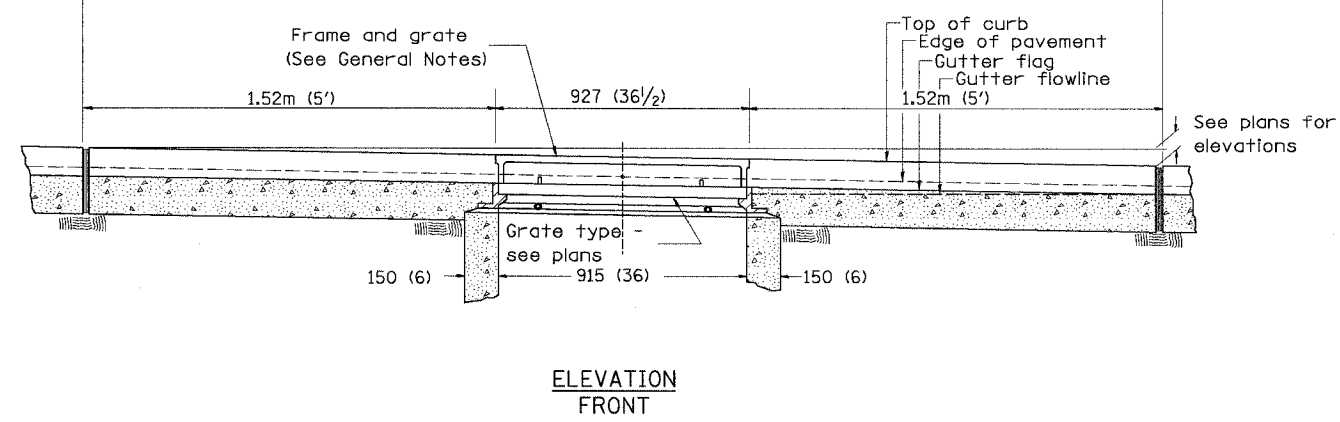
URBAN ENTRANCES
WITHOUT SIDEWALKS
CADD STD NO. 423002-D4
SCALE: NOT DRAWN TO SCALE
DATE: **DATE**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y)W-1, RS-3	PEORIA	142	104
STA. N/A	TO STA. N/A			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GENERAL NOTES

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



1. Include State Standard 420001 for combination concrete curb and gutter details.
 2. Include State Standard 420001 for pavement joints.
 3. Include District CADD Standard for frame and grates and specify grate type in plans.
 4. Include District CADD Standard for frame and grates and specify grate type in plans.
 5. The designer should include pavement removal quantities when the apron requires pavement removal.

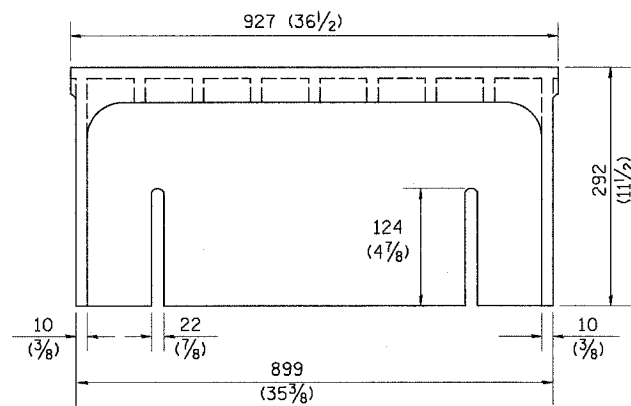
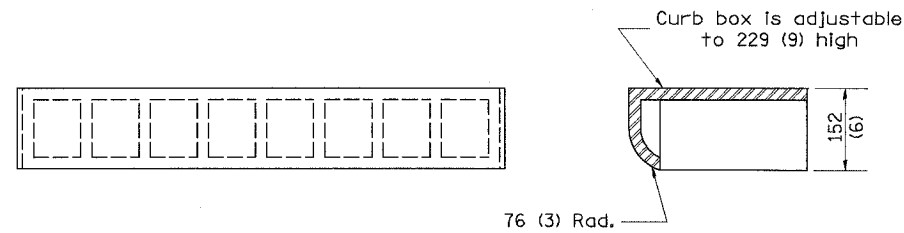
All dimensions are in millimeters (inches) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT CADD STANDARD

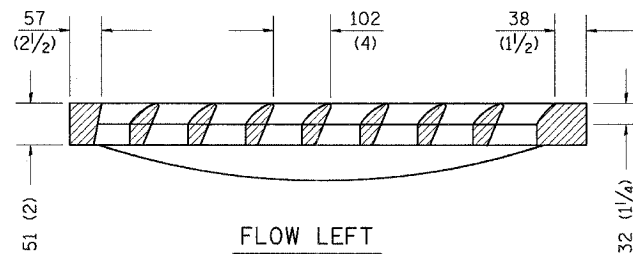
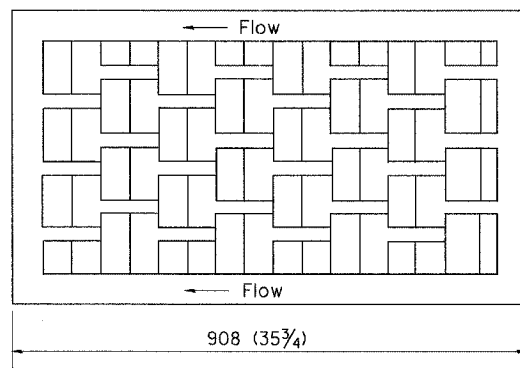
DATE	REVISIONS	BY
1-1-97	RENUM. B-4.01, NEW REVISION BOX	T.P.
10-99	REVISION TO GENERAL NOTES	J.A.
2-00	REVISION TO DESIGNER NOTES	J.A.

INLETS, TYPE G-1
 CADD STD NO. 602001-D4
 SCALE NOT TO SCALE
 DATE **DATE**
 DRAWN BY CADD
 CHECKED BY

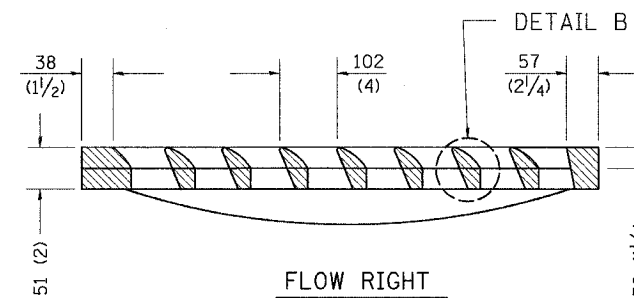
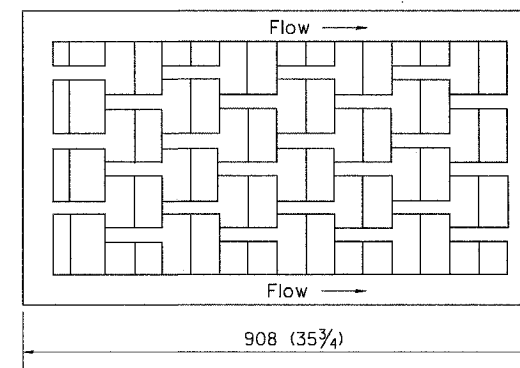
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(YW-1, RS-3)	PEORIA	142	105
STA. N/A	TO STA. N/A			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



CAST CURB BOX
50 kg (110 lbs.)

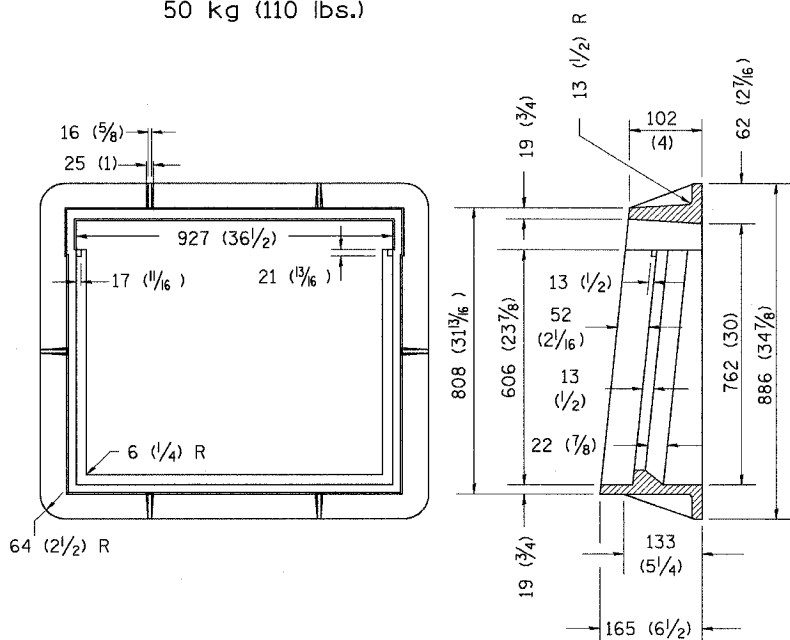
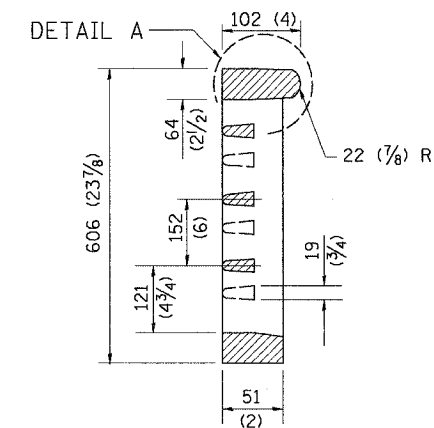


FLOW LEFT

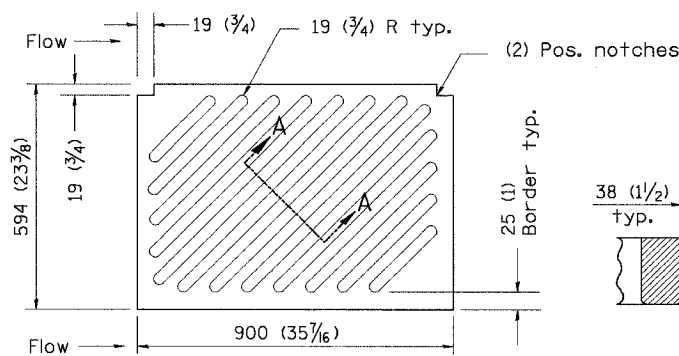


FLOW RIGHT

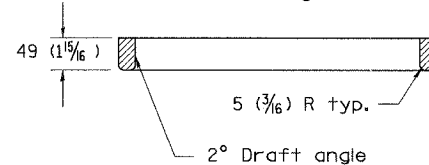
CAST VANE GRATES
(SPECIFY LEFT OR RIGHT FLOW)
104 KG (230 lbs.)



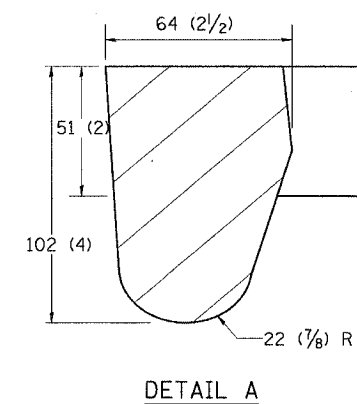
CAST FRAME
123 kg (271 lbs.)



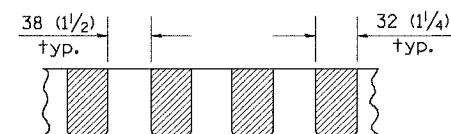
NOTE: Flow right shown



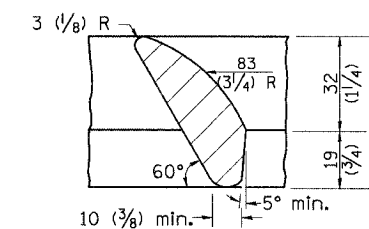
CAST DIAGONAL GRATE
(Reversible for flow)
98 kg (217 lbs.)



DETAIL A



SECTION A-A



DETAIL B

GENERAL NOTES

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

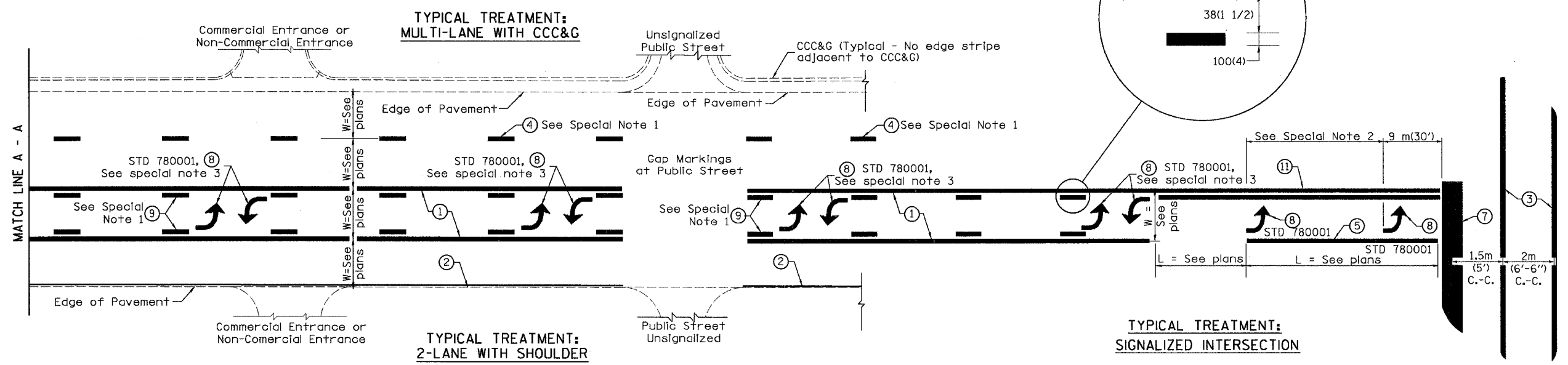
DATE	REVISIONS	BY
1-1-97	RENLM. B-10.01, NEW REVISION BOX	T.P.

All dimensions are in millimeters (Inches) unless otherwise noted.	
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
FRAME AND GRATES FOR	
TYPE G-1 AND TYPE G-1, SPECIAL	
DRAINAGE STRUCTURES	
CADD STANDARD 604001-D4	
SCALE NOT TO SCALE	DRAWN BY CADD
DATE **DATE**	CHECKED BY

4. This drawing based upon "NEENAH" designs as follows:
 Inlet Frame: R-3246-A, Curb Box: R-3229
 Reversible Diagonal Grates: R-3246-A
 Vane Grates: R-3246-AL (flow left)
 R-3246-AR (flow right)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	1Y/W-1, RS-3	PEORIA	142	106
STA. N/A	TO STA. N/A			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

TYPICAL PAVEMENT MARKING LEGEND

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

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

SPECIAL NOTES

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

GENERAL NOTES

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

TYPICAL PAVEMENT MARKINGS

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

CADD STANDARD 780001-D4 SHEET 1 OF 2
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD CHECKED BY

780001-D4 (1)

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

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

DGN-ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y/W-1, RS-3)	PEORIA	142	107
STA. N/A	TO STA./N/A			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

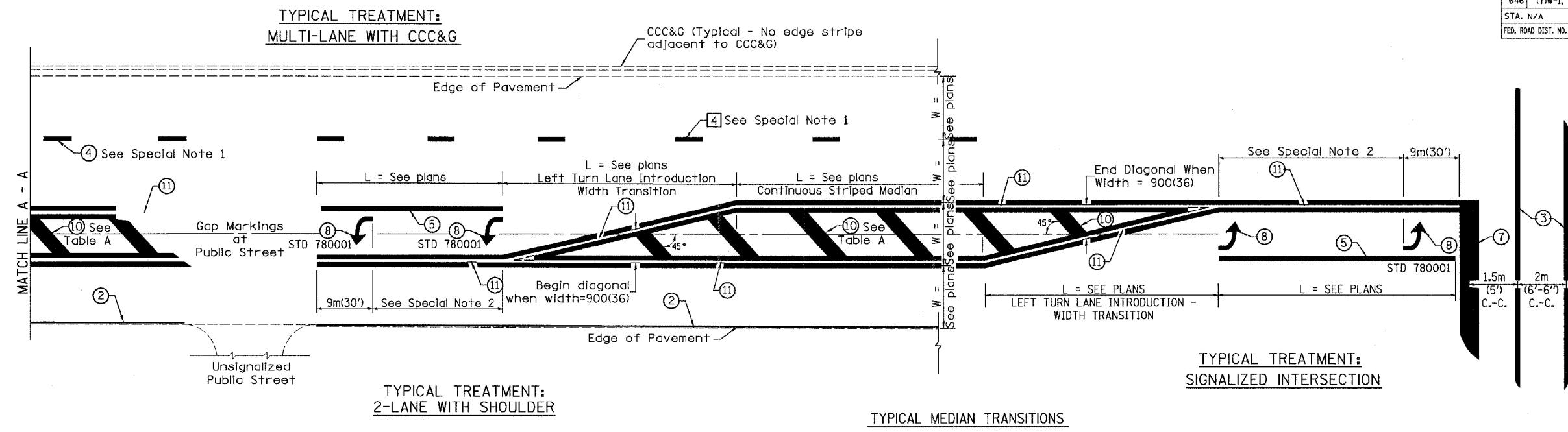
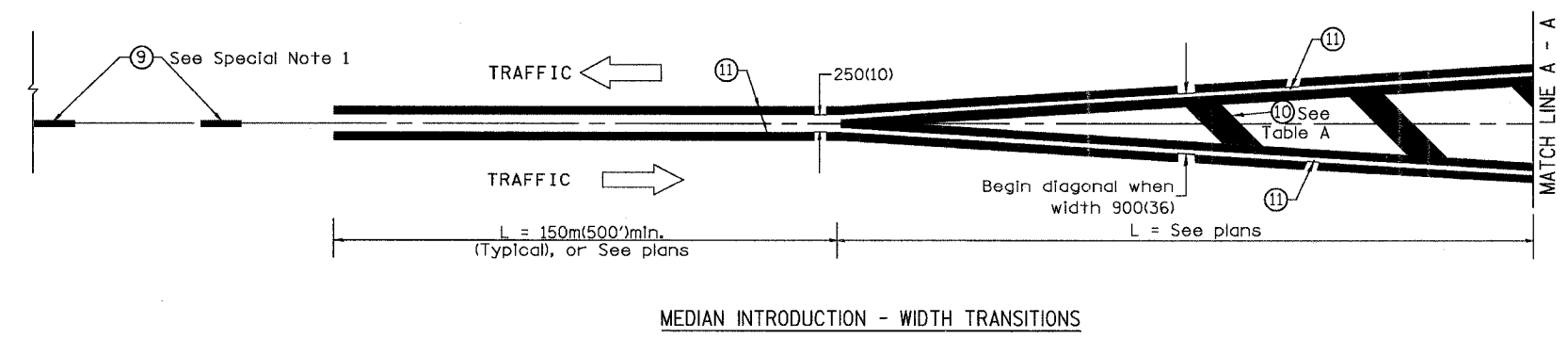


TABLE A
RECOMMENDED SPACING BETWEEN DIAGONAL LINES

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



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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

TYPICAL PAVEMENT MARKINGS

CADD STANDARD 780001-D4 SHEET 2 OF 2
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD CHECKED BY

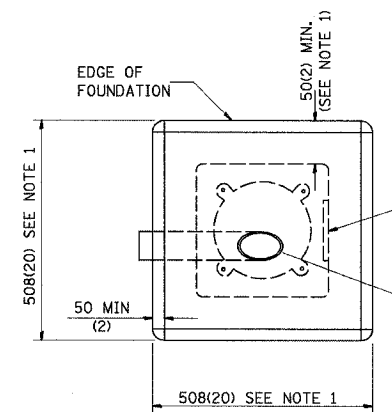
DATE

DGN-ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(Y)W-1, RS-3	PEORIA	142	108
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

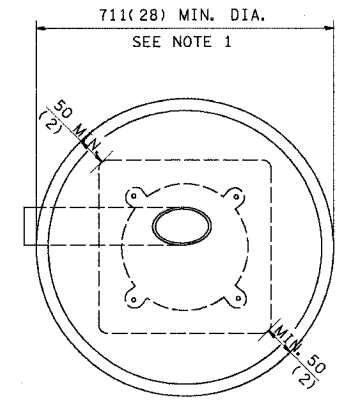
LOW MOUNT DESIGN TABLE

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

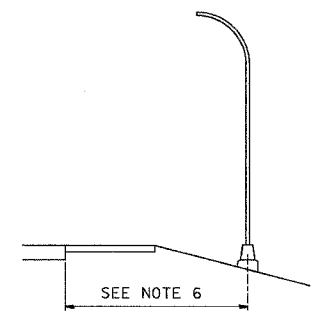


PLACE DOOR ON WIREWAY SIDE. WIREWAY MAY BE ON FRONT, BACK OR SIDE OF FOUNDATION AS REQ'D. BY THE TRENCHING WHICH SHOULD PERMIT UNIT DUCT TO HAVE AS FEW BENDS AS ARE PRACTICAL.

TOP OF FIBER DUCT SHALL BE FLUSH WITH THE TOP OF FOUNDATION FOR DRAINAGE. 127(5) I.D. TYPE I FIBER OR POLYSTYRENE DUCK WIRING WINDOW.



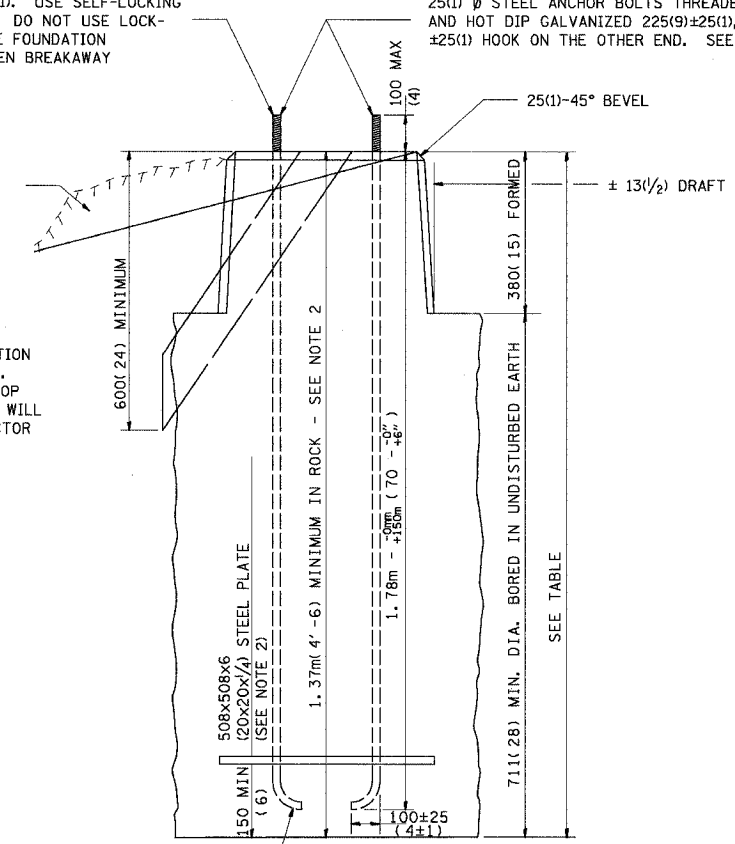
ALTERNATE FOUNDATION



SEE NOTE 6

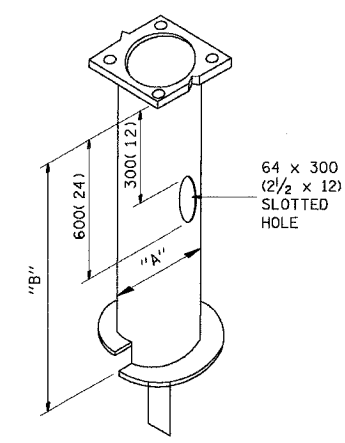
ANCHOR BOLT SHALL EXTEND THROUGH NUT 10 TO 25 (3/8 TO 1). USE SELF-LOCKING NUT AND FLAT WASHER. DO NOT USE LOCK-WASHER. LENGTH ABOVE FOUNDATION SHALL BE ADJUSTED WHEN BREAKAWAY DEVICES ARE USED.

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



DESIGN DATA, STEEL FOUNDATION

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



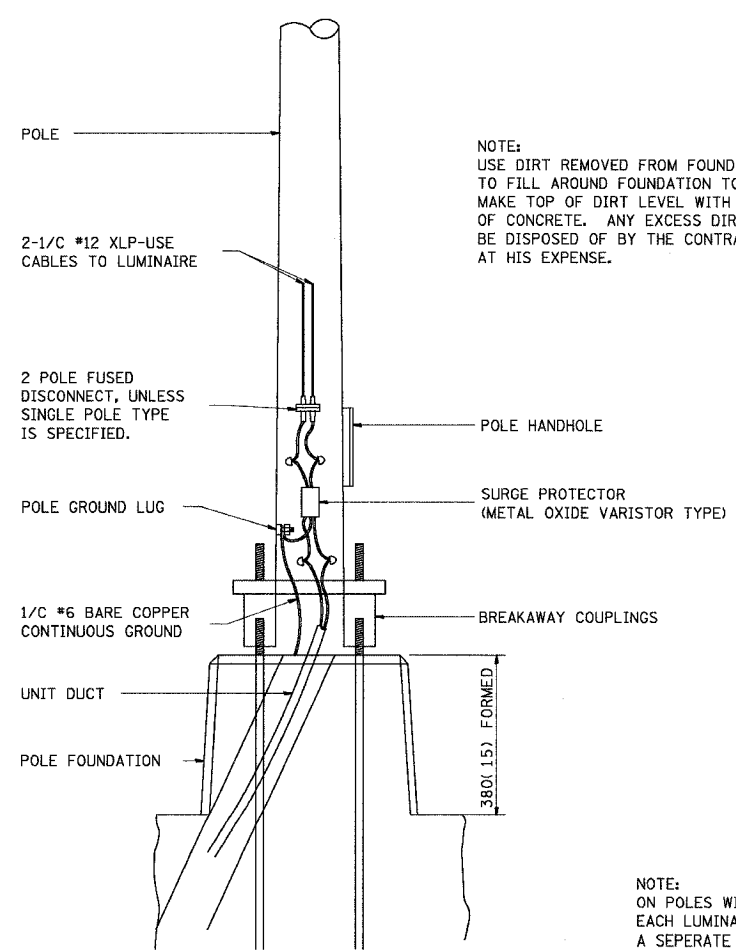
POLE FOUNDATION STEEL

GENERAL NOTES

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

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

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



2. Check with Bureau of Operations

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

DGN-ONLY

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

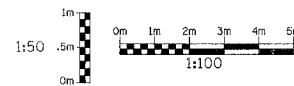
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

LIGHT POLE FOUNDATION

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

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

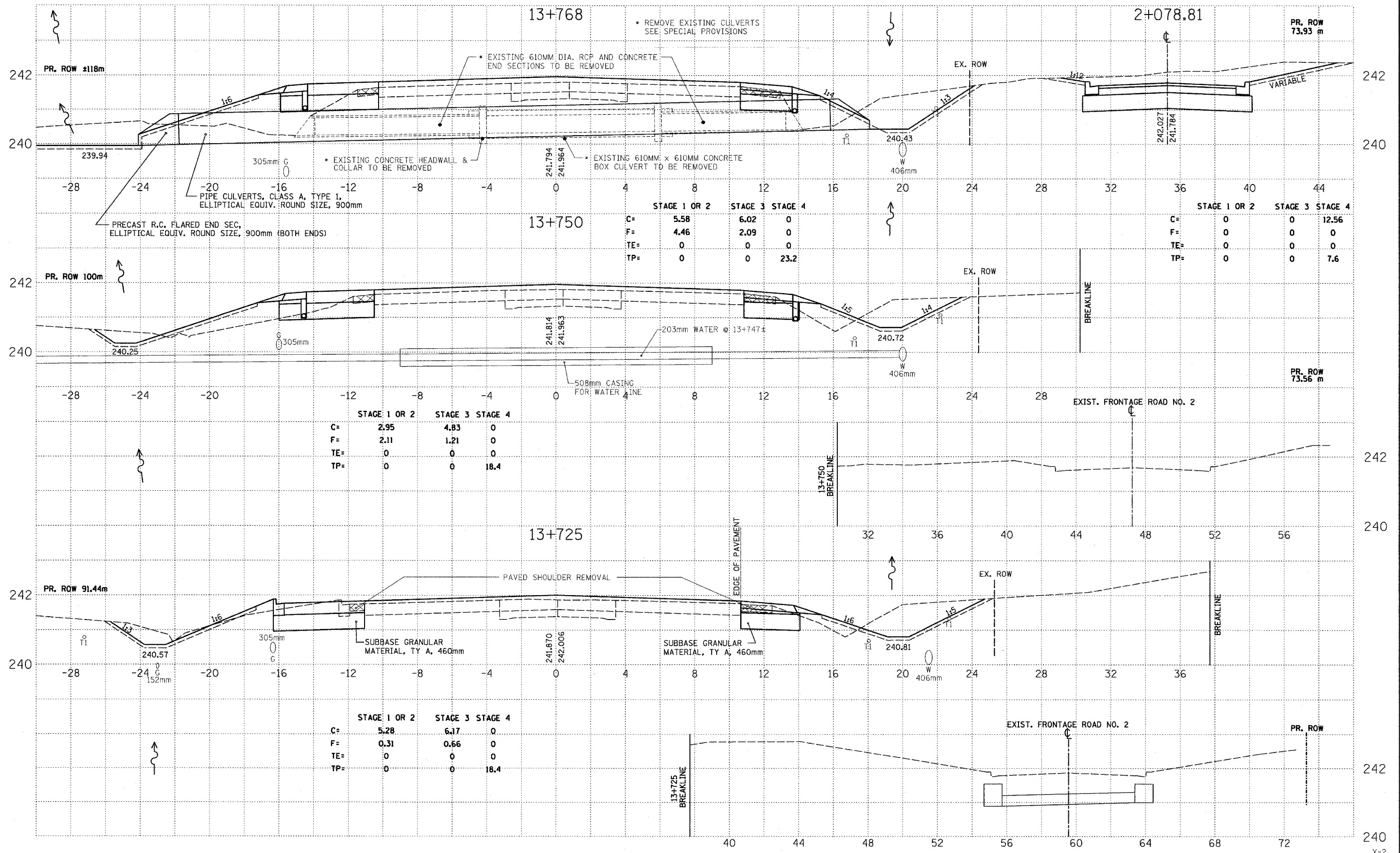
UNLESS ELEVATIONS ARE SHOWN:
ALL UTILITY LOCATIONS ON THE CROSS SECTIONS ARE BASED ON
THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.



TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	109

STATION 13+725 TO STATION 13+768



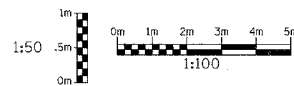
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	5.58	6.02	0
F=	4.46	2.09	0
TE=	0	0	0
TP=	0	0	23.2

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	0	0	12.56
F=	0	0	0
TE=	0	0	0
TP=	0	0	7.6

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	2.95	4.83	0
F=	2.11	1.21	0
TE=	0	0	0
TP=	0	0	18.4

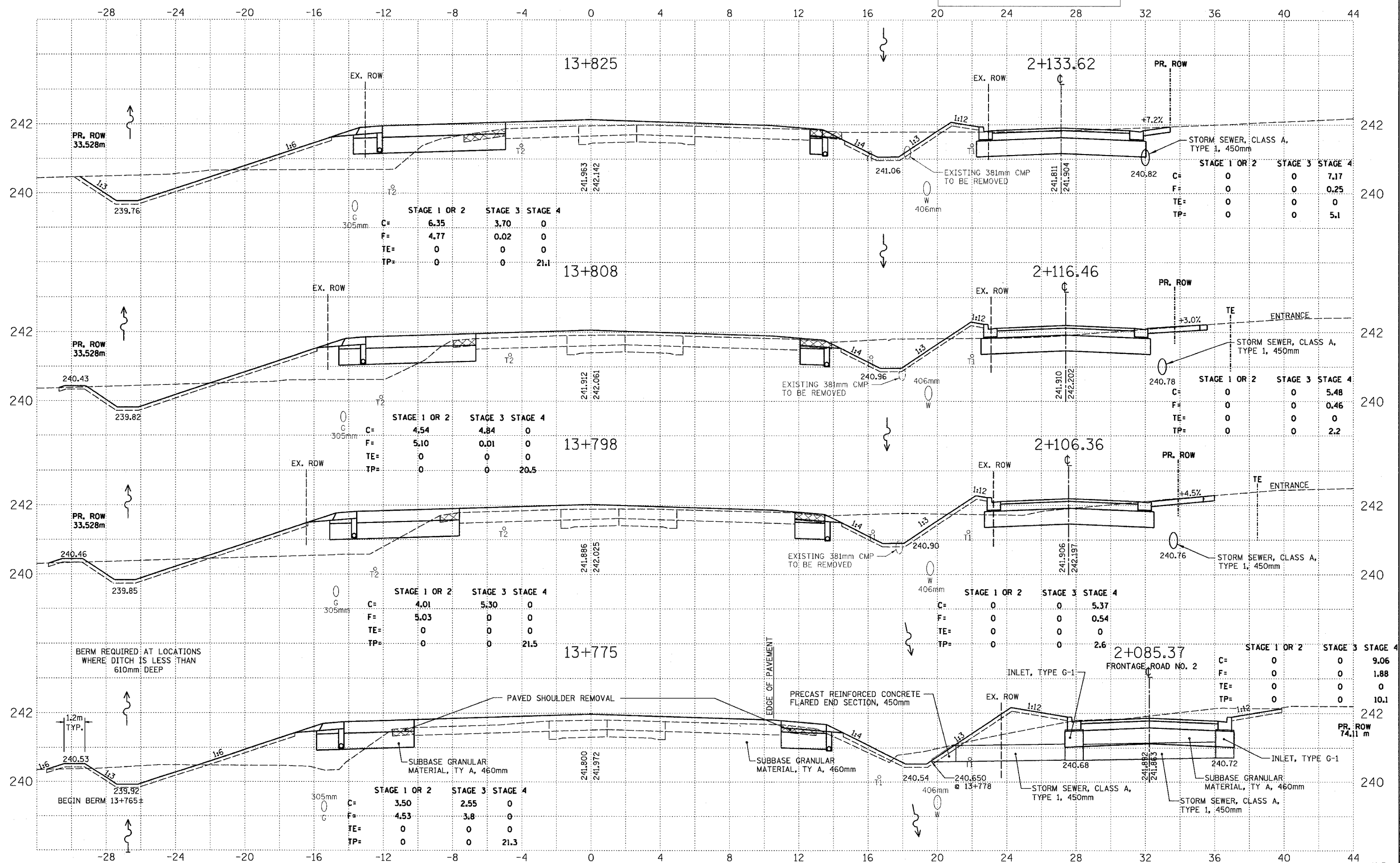
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	5.28	6.17	0
F=	0.31	0.66	0
TE=	0	0	0
TP=	0	0	18.4

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TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	110
STATION 13+775 TO STATION 13+825				



BERM REQUIRED AT LOCATIONS WHERE DITCH IS LESS THAN 610mm DEEP

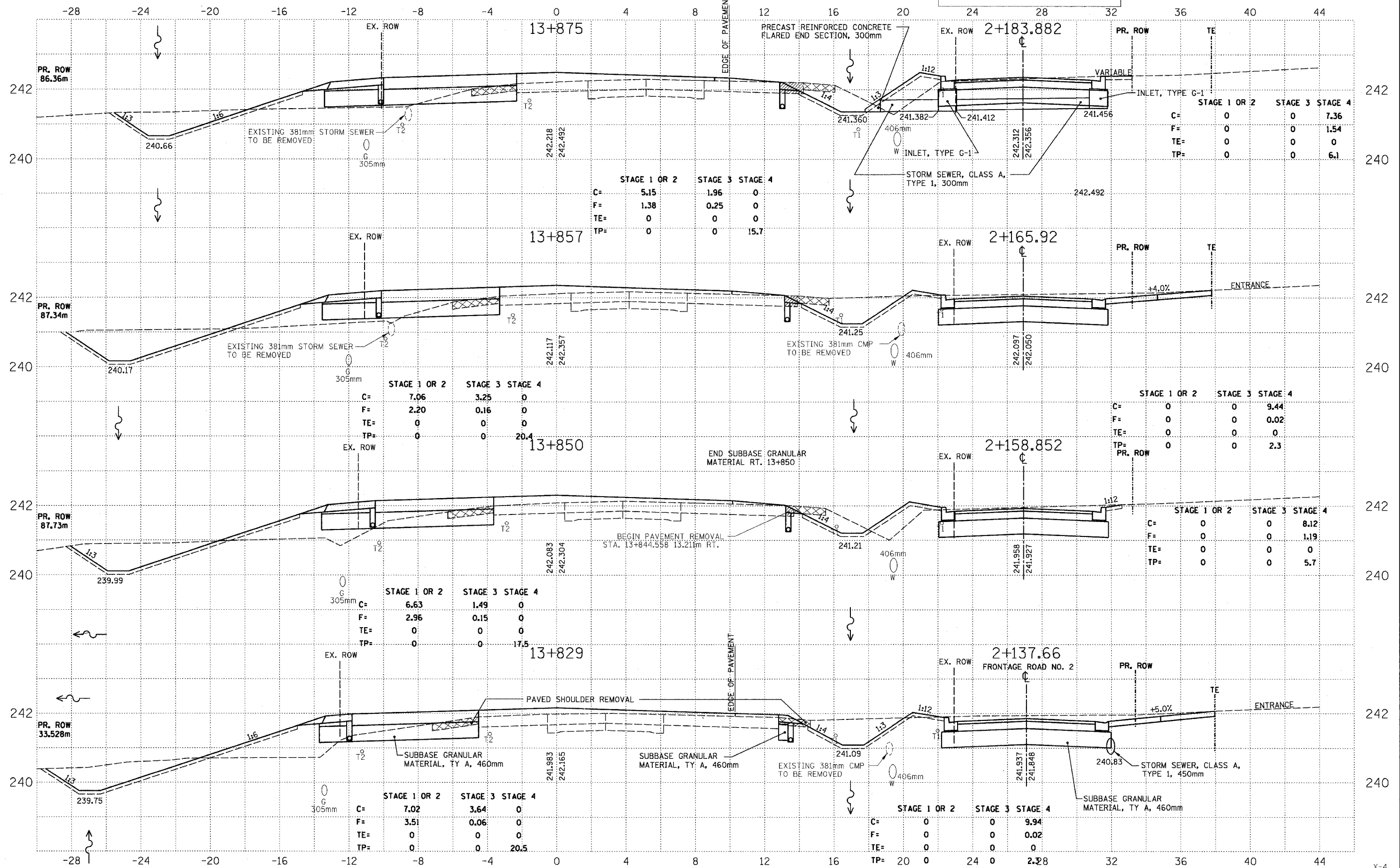
BEGIN BERM 13+765+

UNLESS ELEVATIONS ARE SHOWN:
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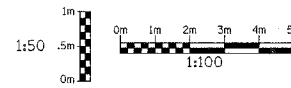


TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	111
STATION 13+829 TO STATION 13+875				

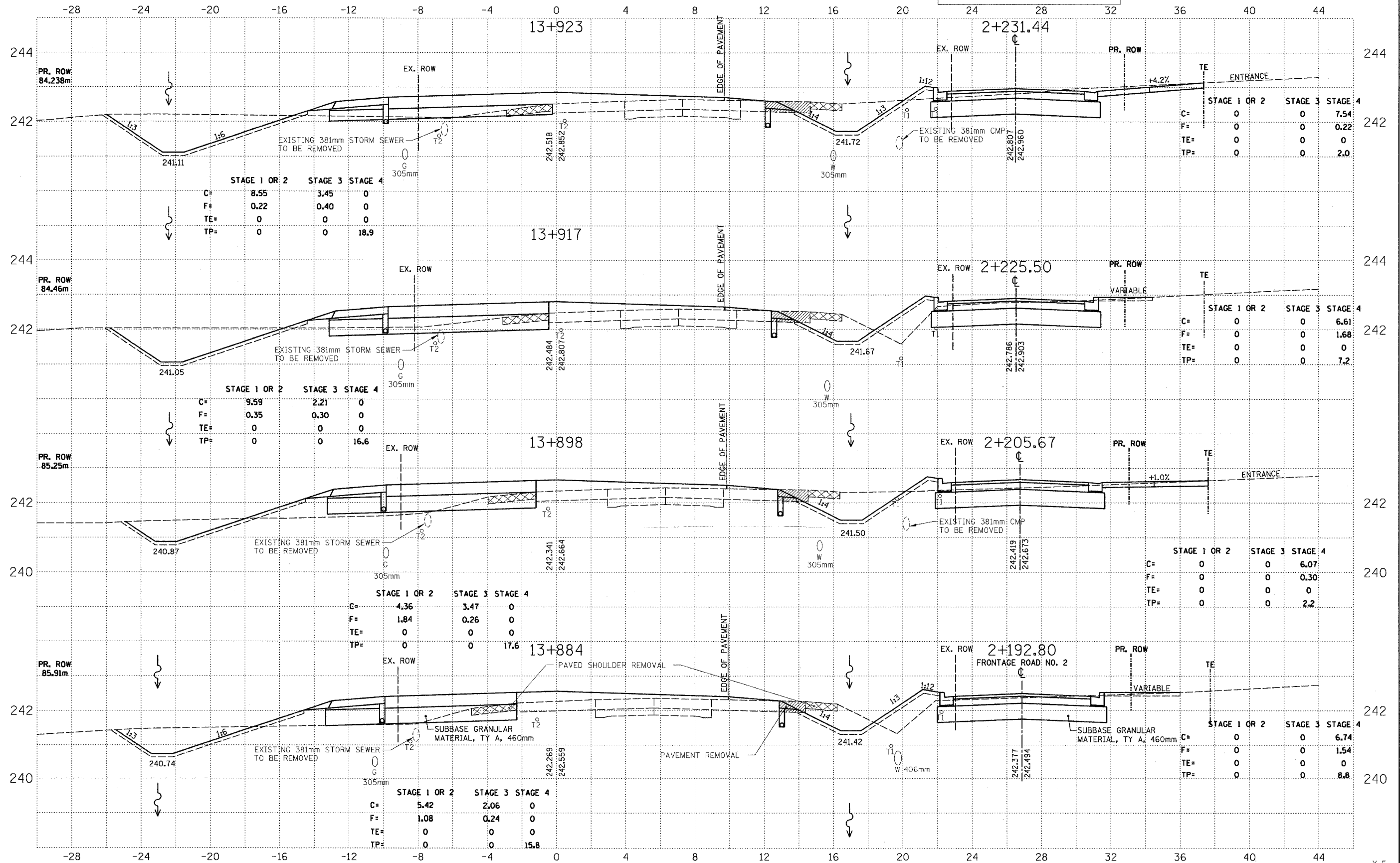


UNLESS ELEVATIONS ARE SHOWN:
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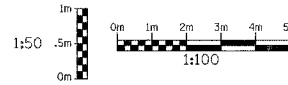


TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	112
STATION 13+884 TO STATION 13+923				

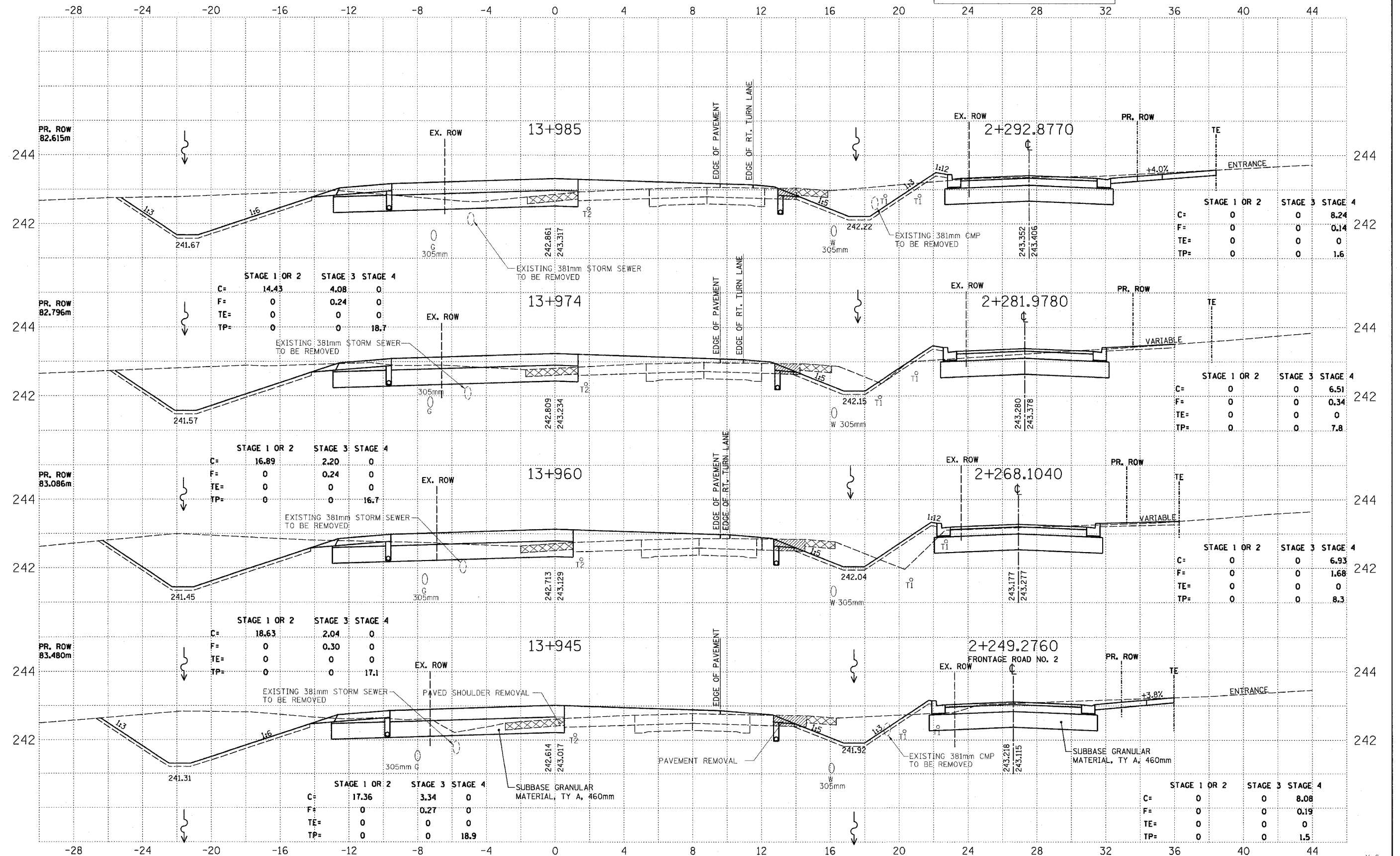


UNLESS ELEVATIONS ARE SHOWN:
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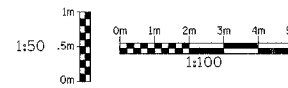


TOPSOIL EXCAVATION QUANTITIES DO
NOT INCLUDE THE STOCKPILE LOCATED
AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	113
STATION 13+945 TO STATION 13+985				

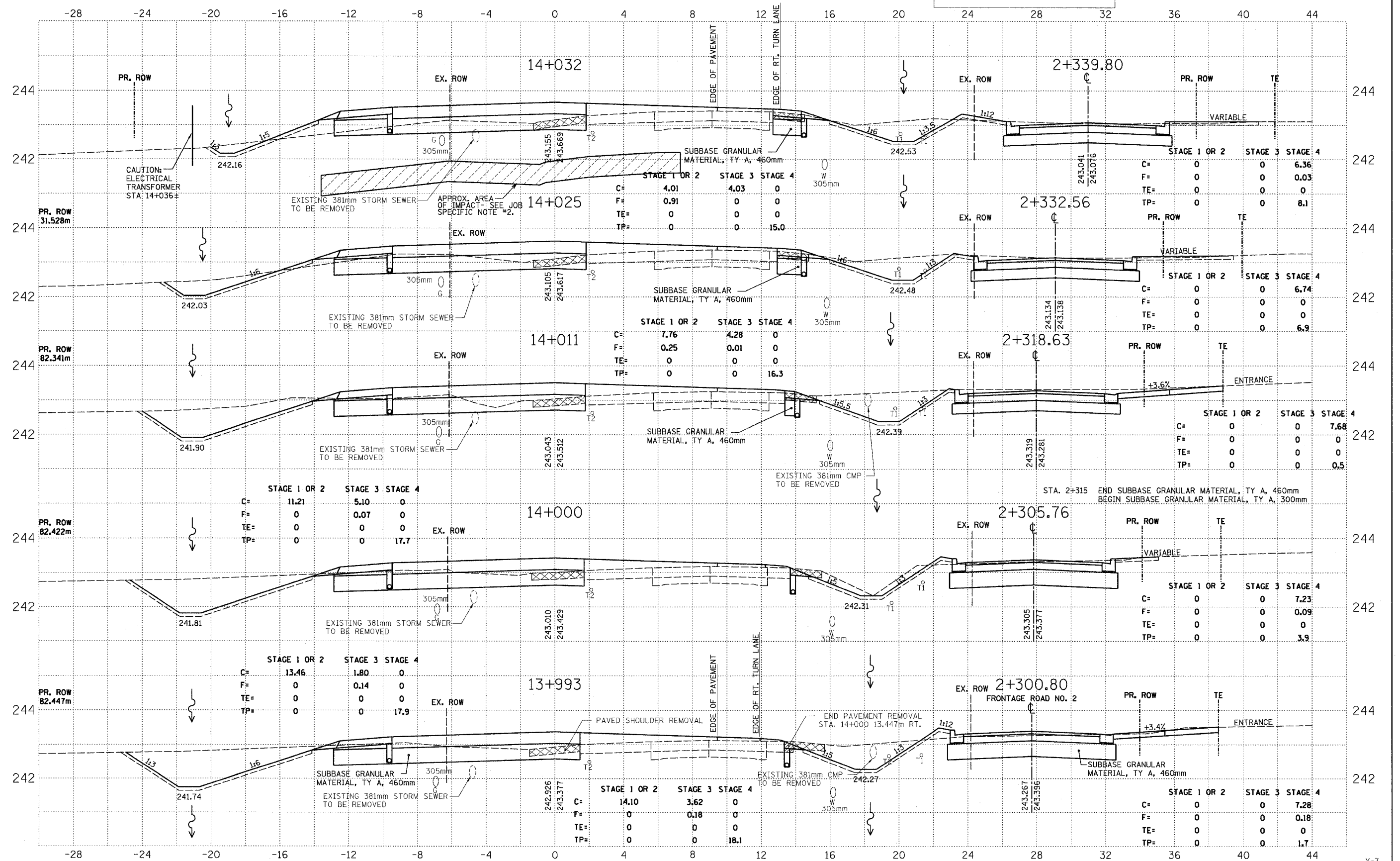


UNLESS ELEVATIONS ARE SHOWN:
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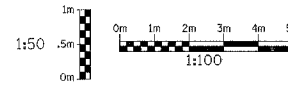


TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	114
STATION 13+993 TO STATION 14+032				

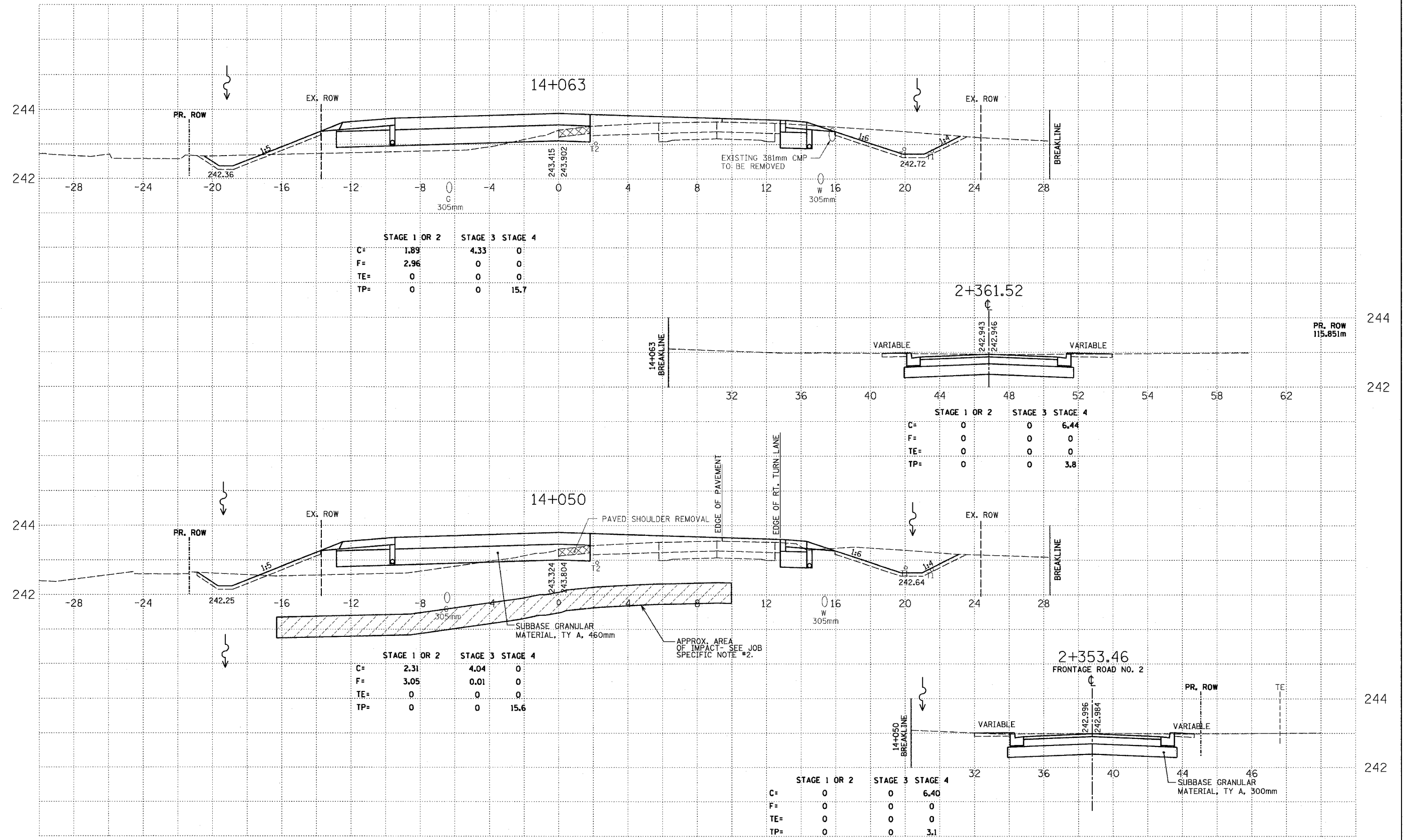


UNLESS ELEVATIONS ARE SHOWN:
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TOPSOIL EXCAVATION QUANTITIES DO
NOT INCLUDE THE STOCKPILE LOCATED
AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	115
STATION 14+050 TO STATION 14+063				



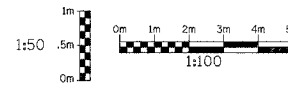
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	1.89	4.33	0
F=	2.96	0	0
TE=	0	0	0
TP=	0	0	15.7

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	0	0	6.44
F=	0	0	0
TE=	0	0	0
TP=	0	0	3.8

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	2.31	4.04	0
F=	3.05	0.01	0
TE=	0	0	0
TP=	0	0	15.6

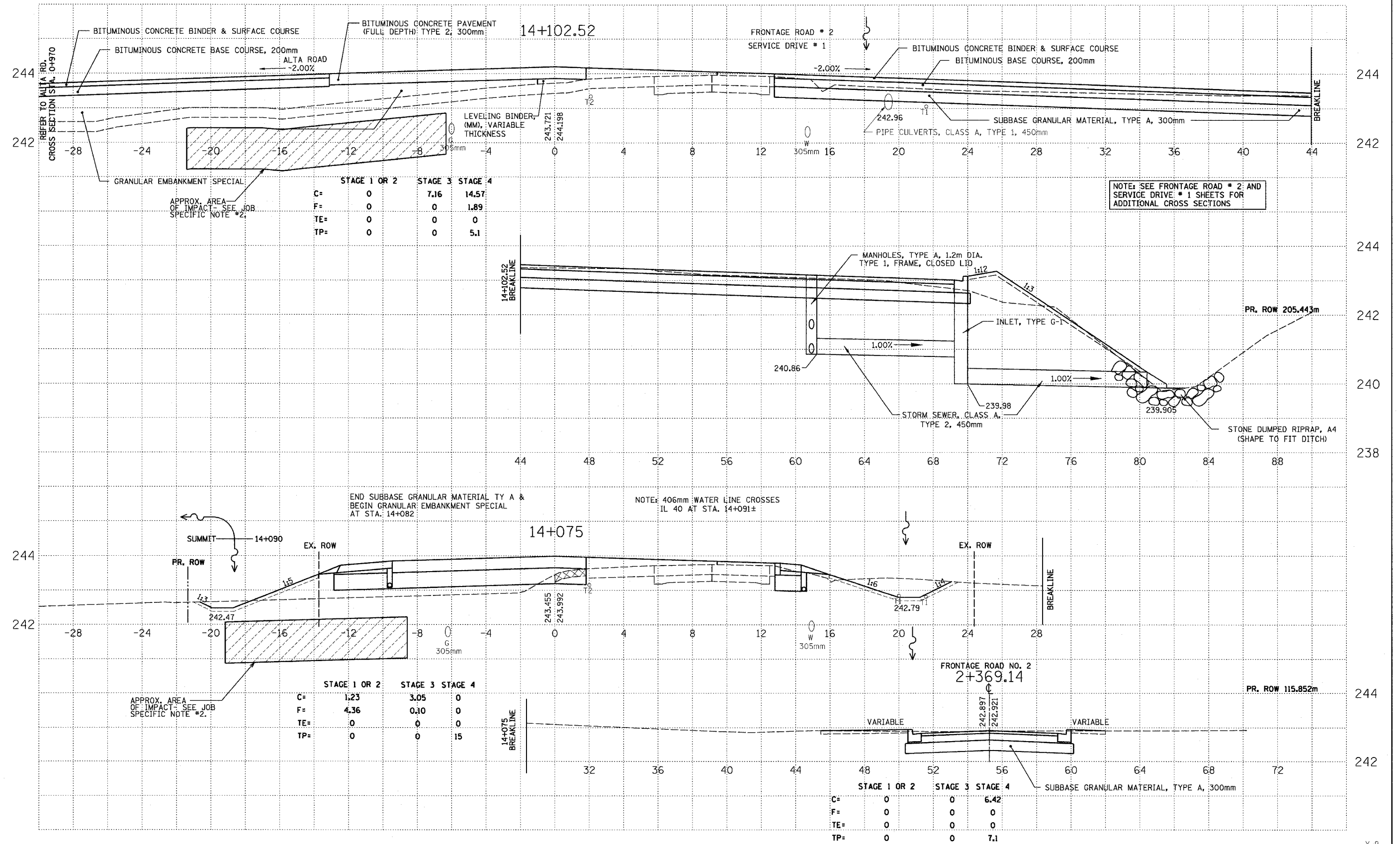
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	0	0	6.40
F=	0	0	0
TE=	0	0	0
TP=	0	0	3.1

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



TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

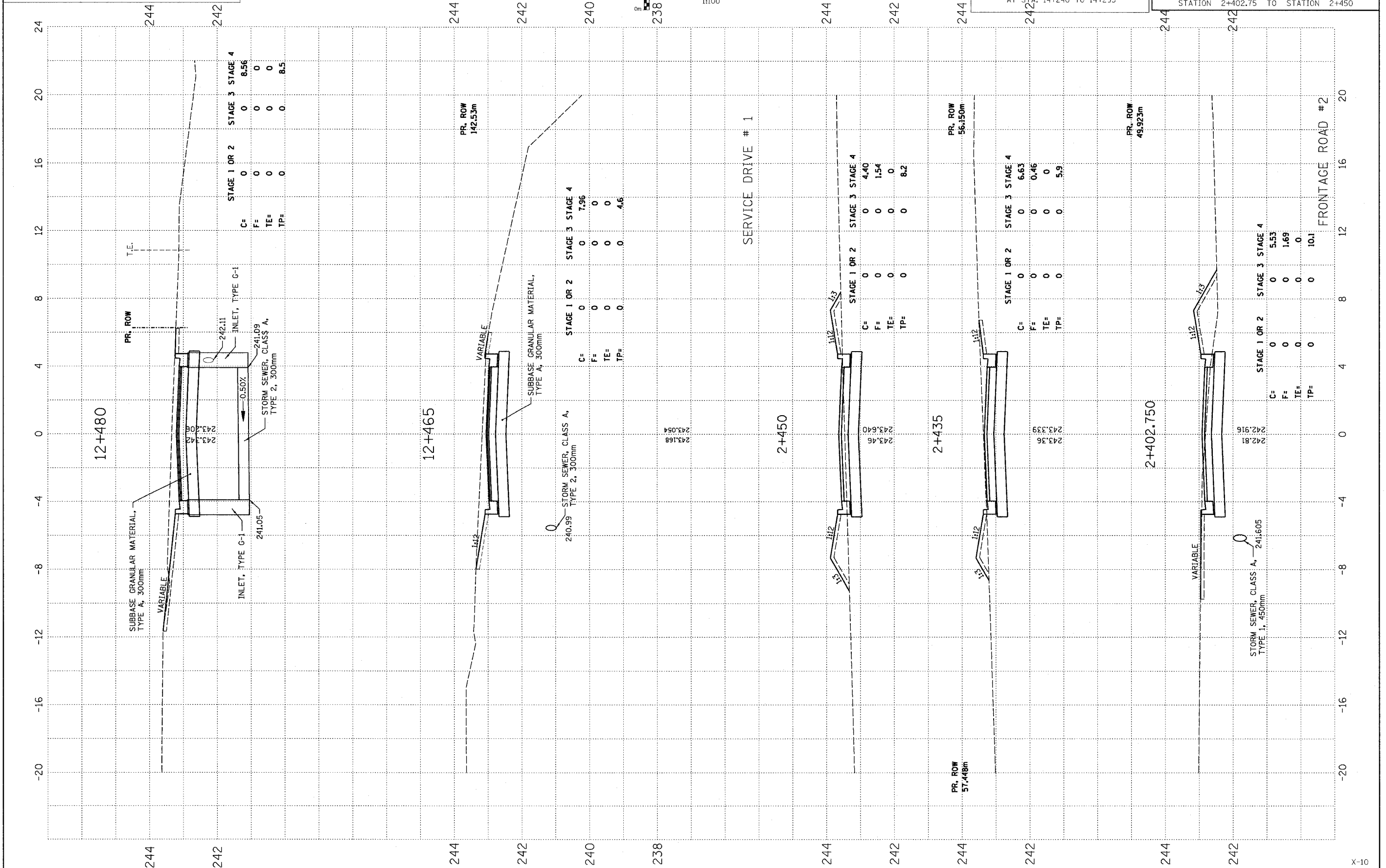
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	116
STATION 14+075 TO STATION 14+102.52				



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

TOPSOIL EXCAVATION QUANTITIES DO
NOT INCLUDE THE STOCKPILE LOCATED
AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	117
STATION 2+402.75		TO STATION 2+450		



	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	0	0	8.56
F=	0	0	0
TE=	0	0	0
TP=	0	0	8.5

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	0	0	7.96
F=	0	0	0
TE=	0	0	0
TP=	0	0	4.6

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	0	0	4.40
F=	0	0	1.54
TE=	0	0	0
TP=	0	0	8.2

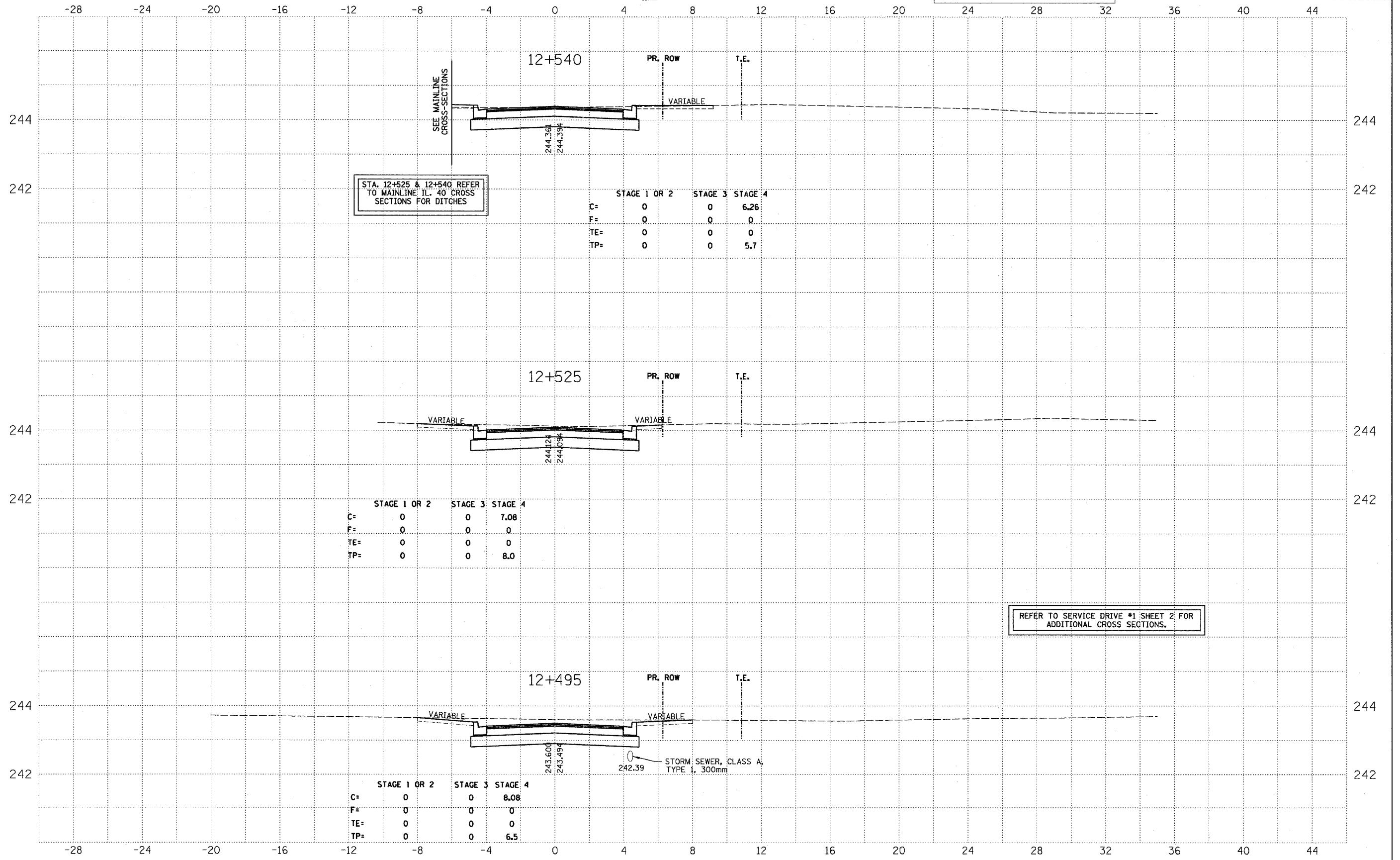
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C=	0	0	6.63
F=	0	0	0.46
TE=	0	0	0
TP=	0	0	5.9

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	0	0	5.53
F=	0	0	1.69
TE=	0	0	0
TP=	0	0	10.1

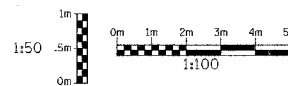
UNLESS ELEVATIONS ARE SHOWN:
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TOPSOIL EXCAVATION QUANTITIES DO
NOT INCLUDE THE STOCKPILE LOCATED
AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	118
STATION 12+495 TO STATION 12+540				

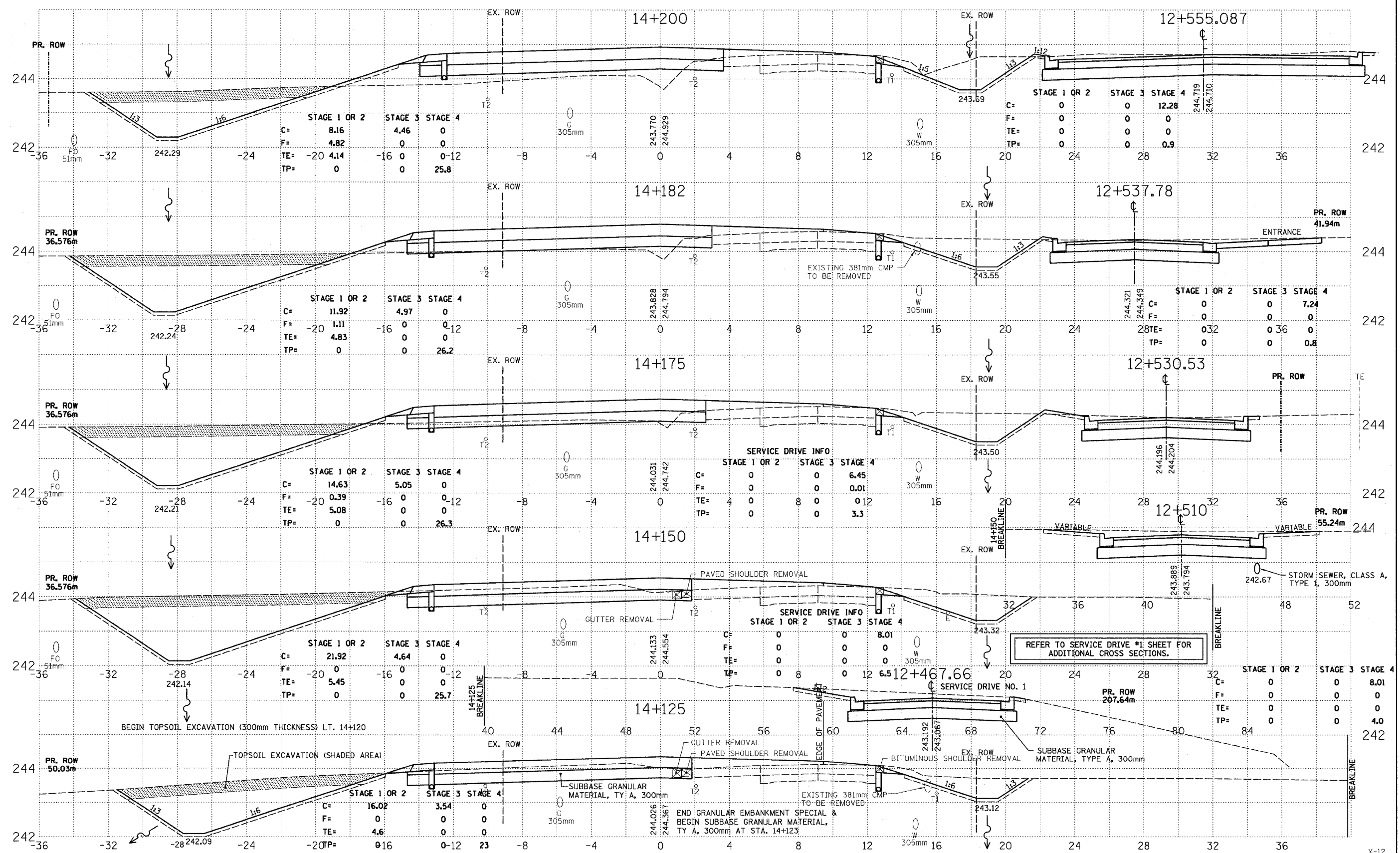


UNLESS ELEVATIONS ARE SHOWN:
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THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.

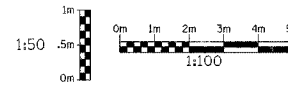


TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	119
STATION 14+125 TO STATION 14+200				

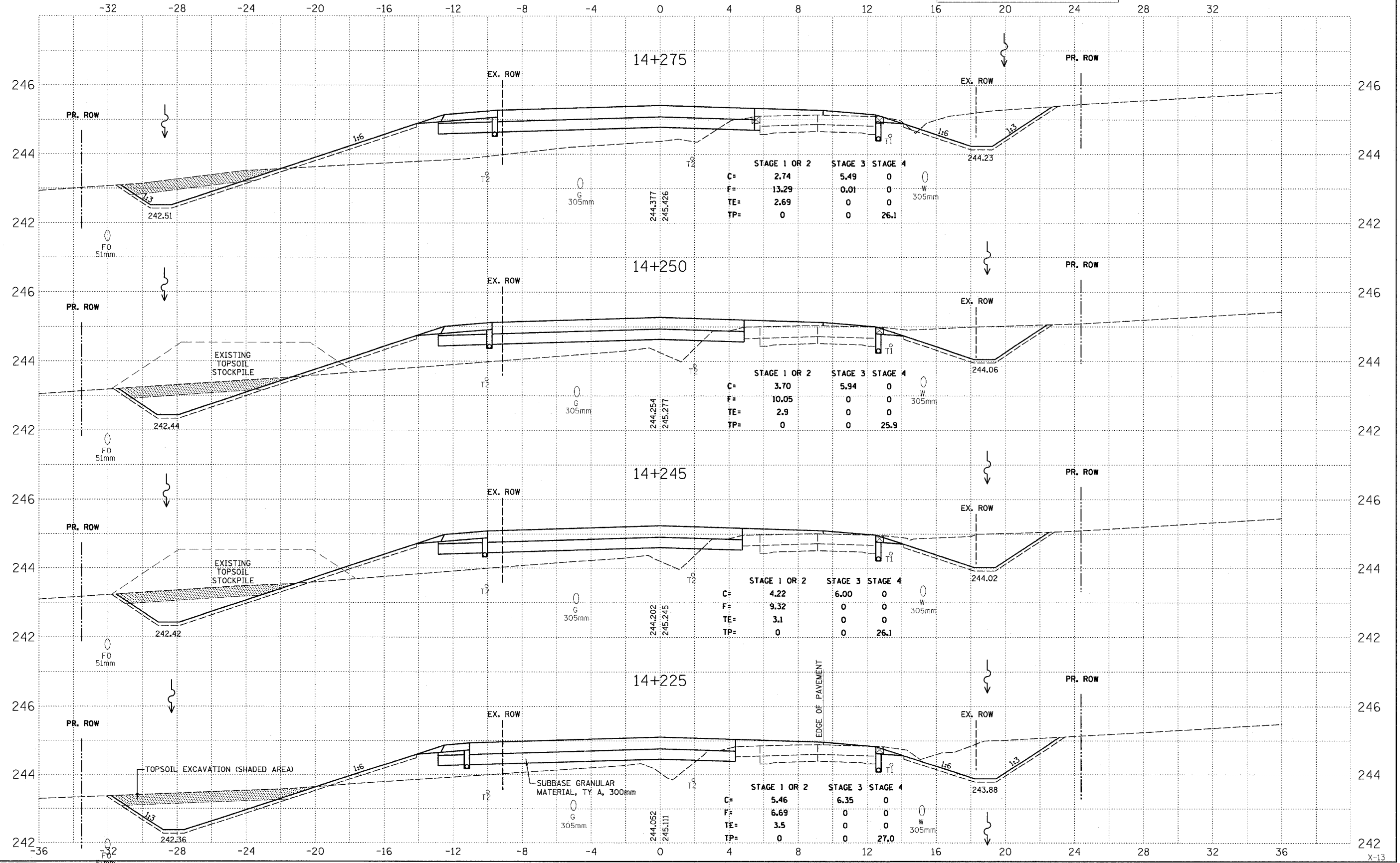


UNLESS ELEVATIONS ARE SHOWN:
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THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.

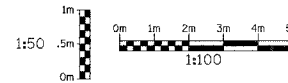


TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	120
STATION 14+225 TO STATION 14+275				

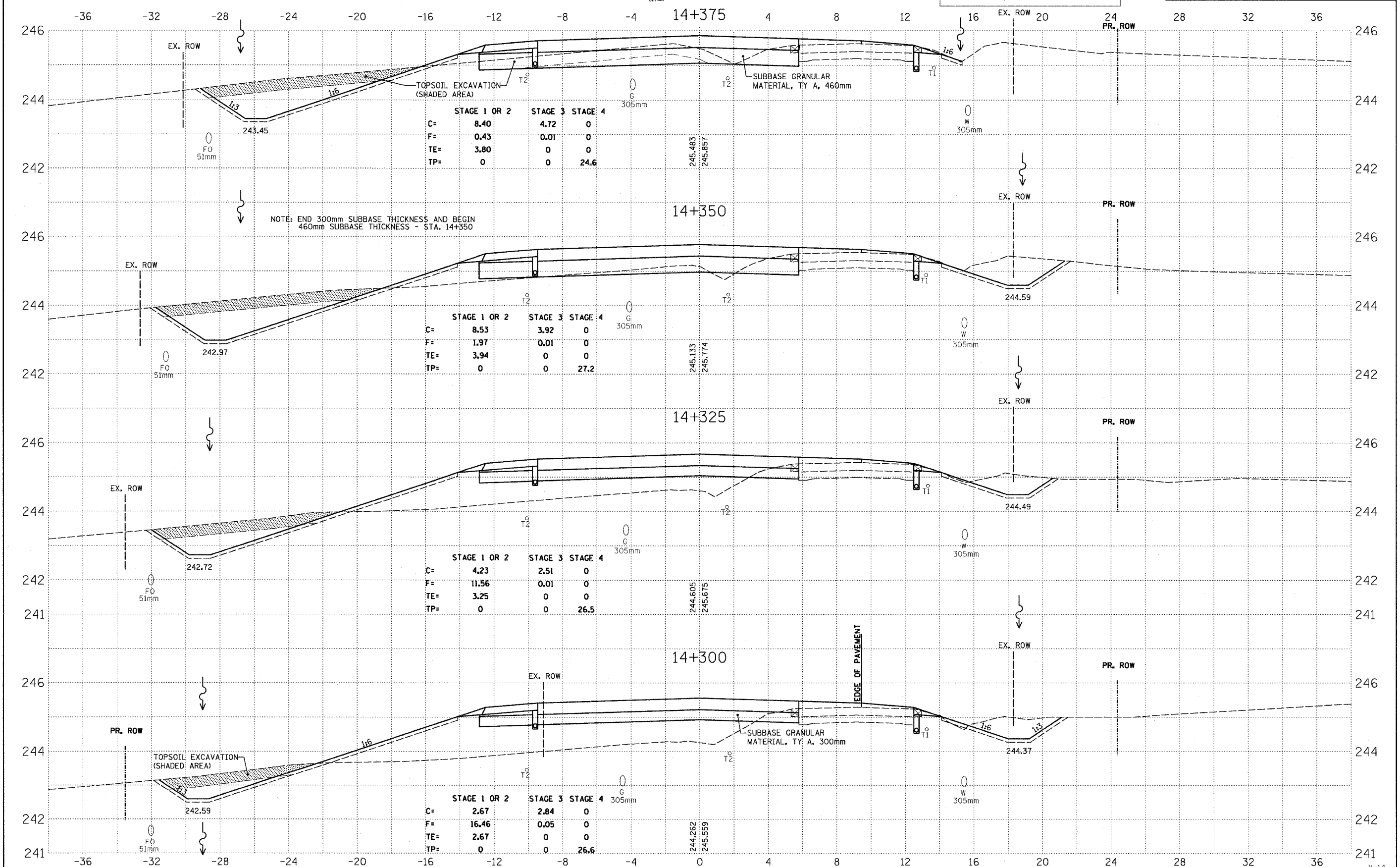


UNLESS ELEVATIONS ARE SHOWN:
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TOPSOIL EXCAVATION QUANTITIES DO
NOT INCLUDE THE STOCKPILE LOCATED
AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	121
STATION 14+300 TO STATION 14+375				



	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	8.40	4.72	0
F=	0.43	0.01	0
TE=	3.80	0	0
TP=	0	0	24.6

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	8.53	3.92	0
F=	1.97	0.01	0
TE=	3.94	0	0
TP=	0	0	27.2

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	4.23	2.51	0
F=	11.56	0.01	0
TE=	3.25	0	0
TP=	0	0	26.5

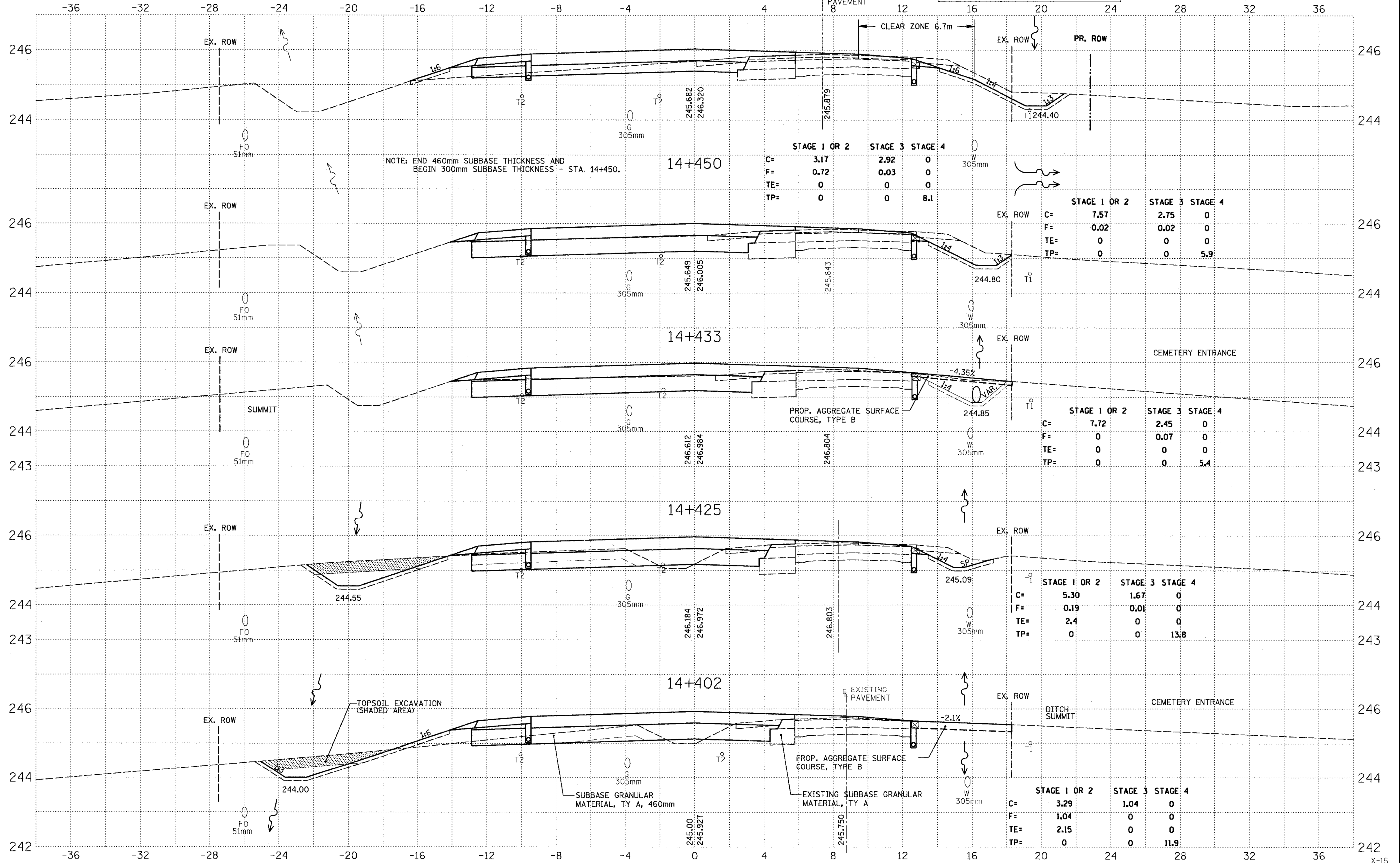
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	2.67	2.84	0
F=	16.46	0.05	0
TE=	2.67	0	0
TP=	0	0	26.6

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



TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	122
STATION 14+402 TO STATION 14+475				



NOTE: END 460mm SUBBASE THICKNESS AND BEGIN 300mm SUBBASE THICKNESS - STA. 14+450.

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	3.17	2.92	0
F=	0.72	0.03	0
TE=	0	0	0
TP=	0	0	8.1

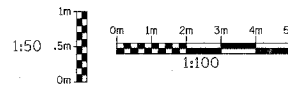
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	7.57	2.75	0
F=	0.02	0.02	0
TE=	0	0	0
TP=	0	0	5.9

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	7.72	2.45	0
F=	0	0.07	0
TE=	0	0	0
TP=	0	0	5.4

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	5.30	1.67	0
F=	0.19	0.01	0
TE=	2.4	0	0
TP=	0	0	13.8

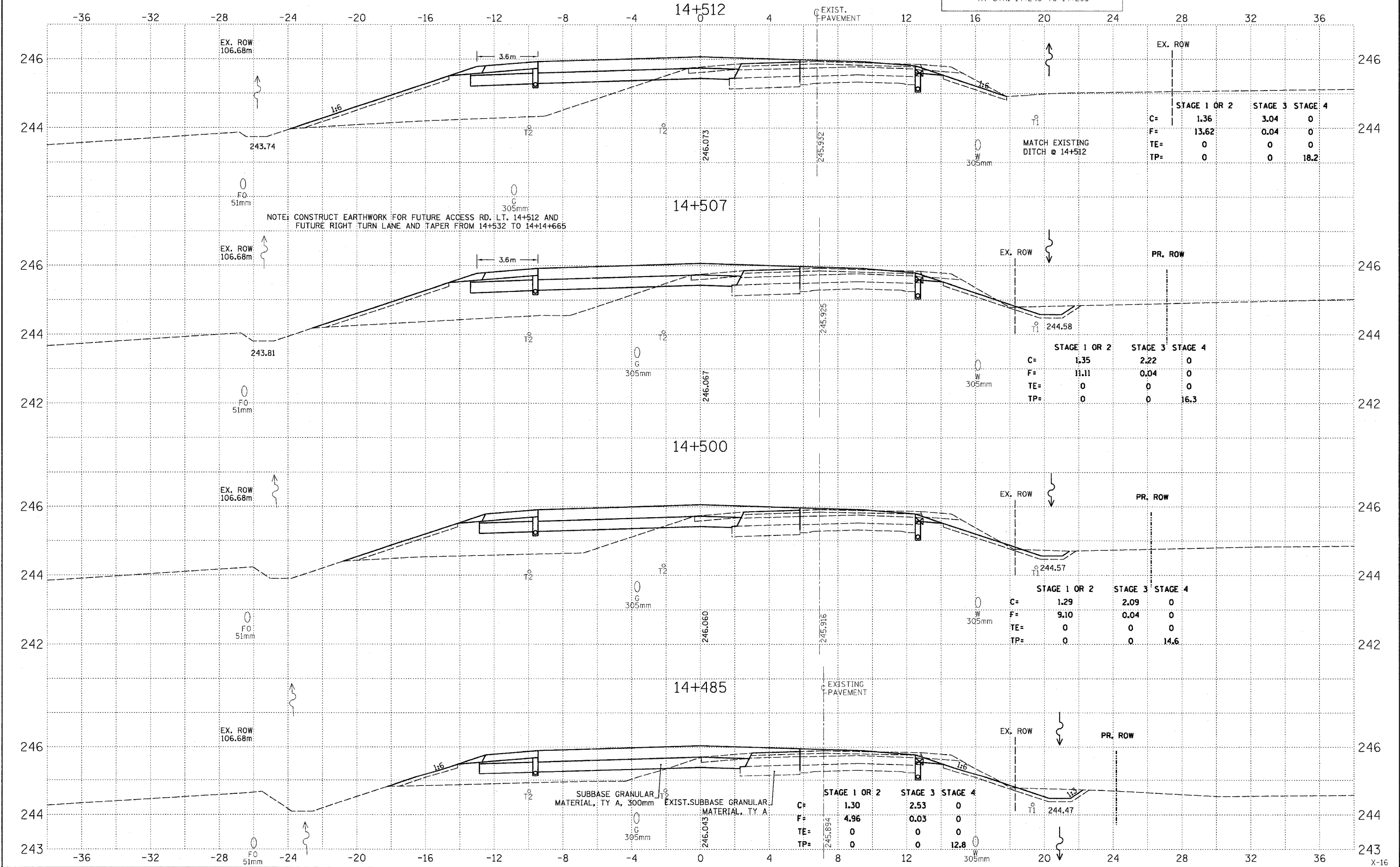
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	3.29	1.04	0
F=	1.04	0	0
TE=	2.15	0	0
TP=	0	0	11.9

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



TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	YJW-1, RS-3	PEORIA	142	123
STATION 14+485 TO STATION 14+512				



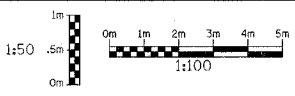
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	1.36	3.04	0
F=	13.62	0.04	0
TE=	0	0	0
TP=	0	0	18.2

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	1.35	2.22	0
F=	11.11	0.04	0
TE=	0	0	0
TP=	0	0	16.3

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	1.29	2.09	0
F=	9.10	0.04	0
TE=	0	0	0
TP=	0	0	14.6

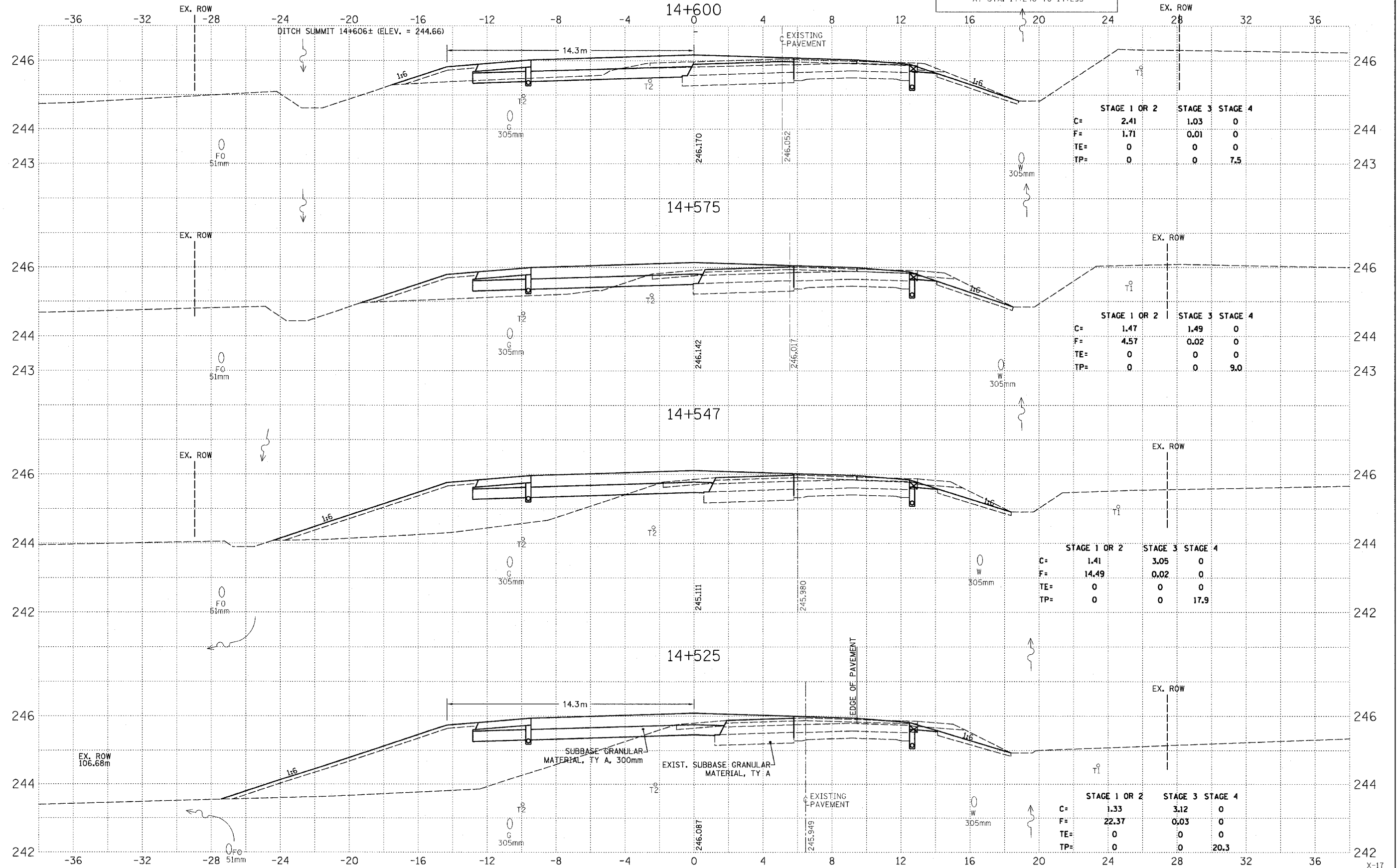
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	1.30	2.53	0
F=	4.96	0.03	0
TE=	0	0	0
TP=	0	0	12.8

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



TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	124
STATION 14+525 TO STATION 14+600				



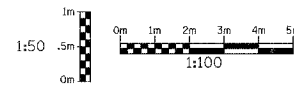
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	2.41	1.03	0
F=	1.71	0.01	0
TE=	0	0	0
TP=	0	0	7.5

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	1.47	1.49	0
F=	4.57	0.02	0
TE=	0	0	0
TP=	0	0	9.0

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	1.41	3.05	0
F=	14.49	0.02	0
TE=	0	0	0
TP=	0	0	17.9

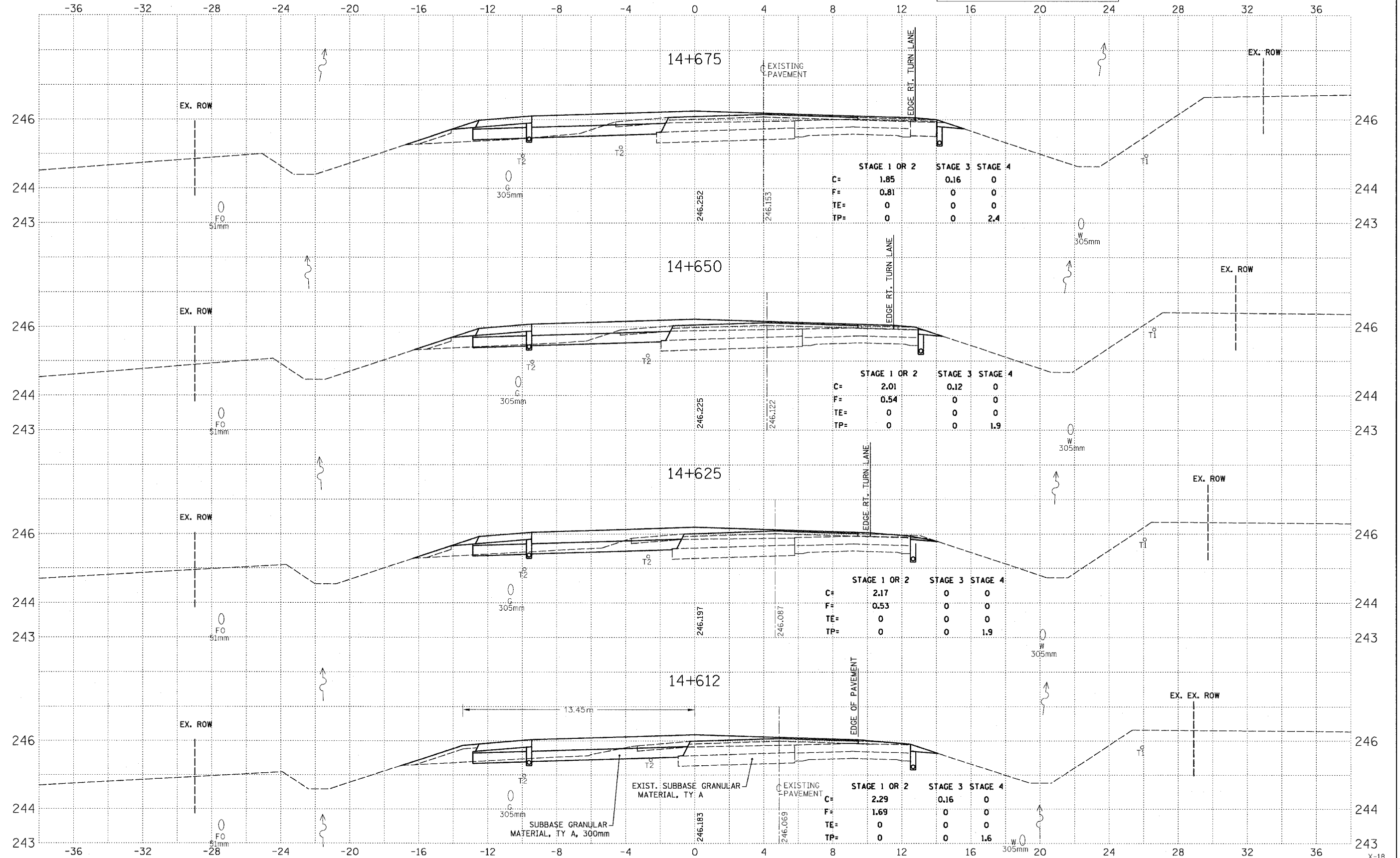
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	1.33	3.12	0
F=	22.37	0.03	0
TE=	0	0	0
TP=	0	0	20.3

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



TOPSOIL EXCAVATION QUANTITIES DO
NOT INCLUDE THE STOCKPILE LOCATED
AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	125
STATION 14+612 TO STATION 14+675				



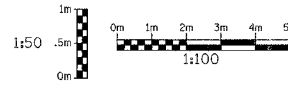
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	1.85	0.16	0
F=	0.81	0	0
TE=	0	0	0
TP=	0	0	2.4

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	2.01	0.12	0
F=	0.54	0	0
TE=	0	0	0
TP=	0	0	1.9

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	2.17	0	0
F=	0.53	0	0
TE=	0	0	0
TP=	0	0	1.9

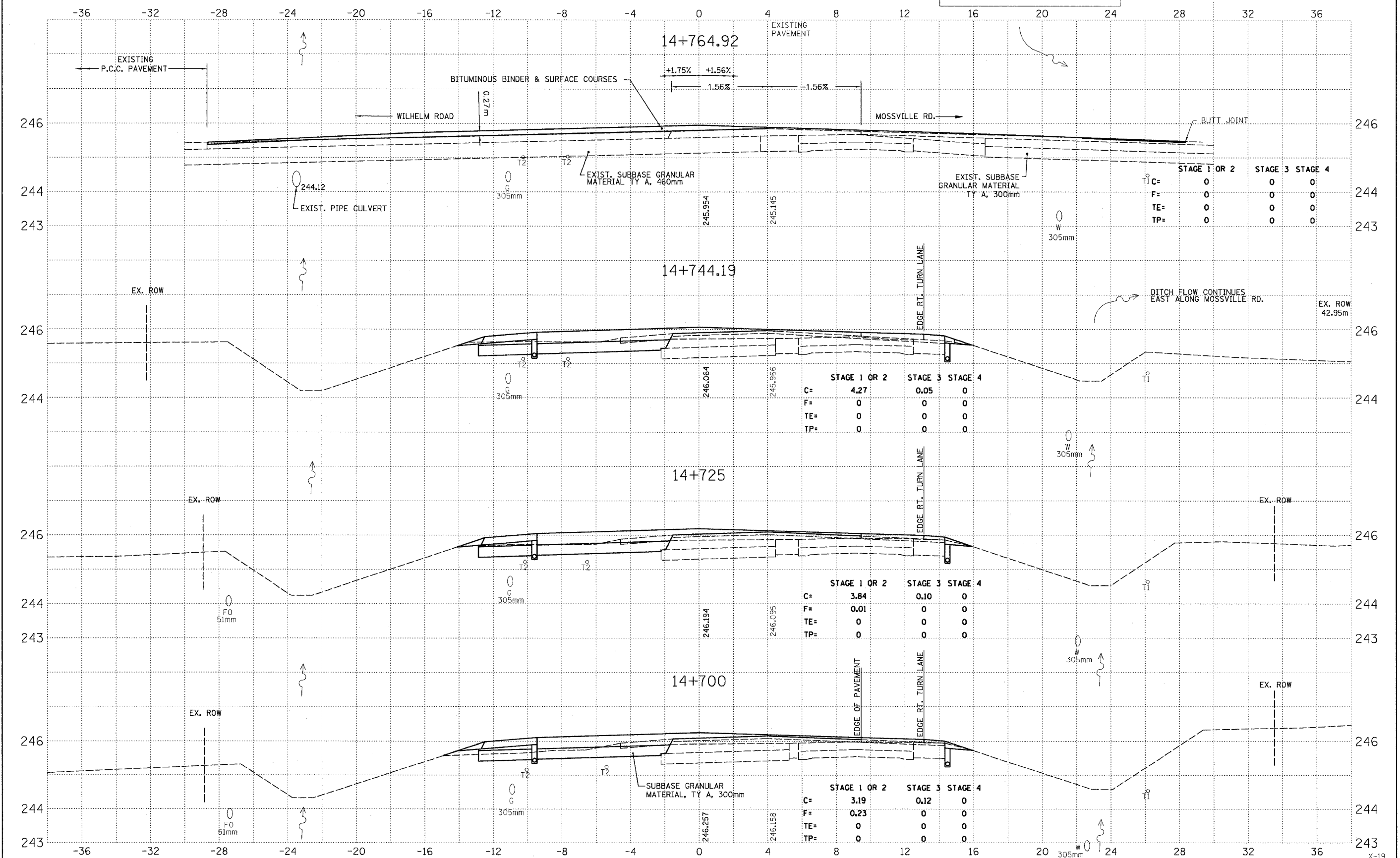
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	2.29	0.16	0
F=	1.69	0	0
TE=	0	0	0
TP=	0	0	1.6

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



TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	126
STATION 14+700		STATION 14+764.91		



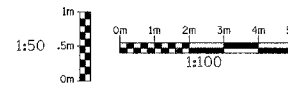
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	0	0	0
F=	0	0	0
TE=	0	0	0
TP=	0	0	0

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	4.27	0.05	0
F=	0	0	0
TE=	0	0	0
TP=	0	0	0

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	3.84	0.10	0
F=	0.01	0	0
TE=	0	0	0
TP=	0	0	0

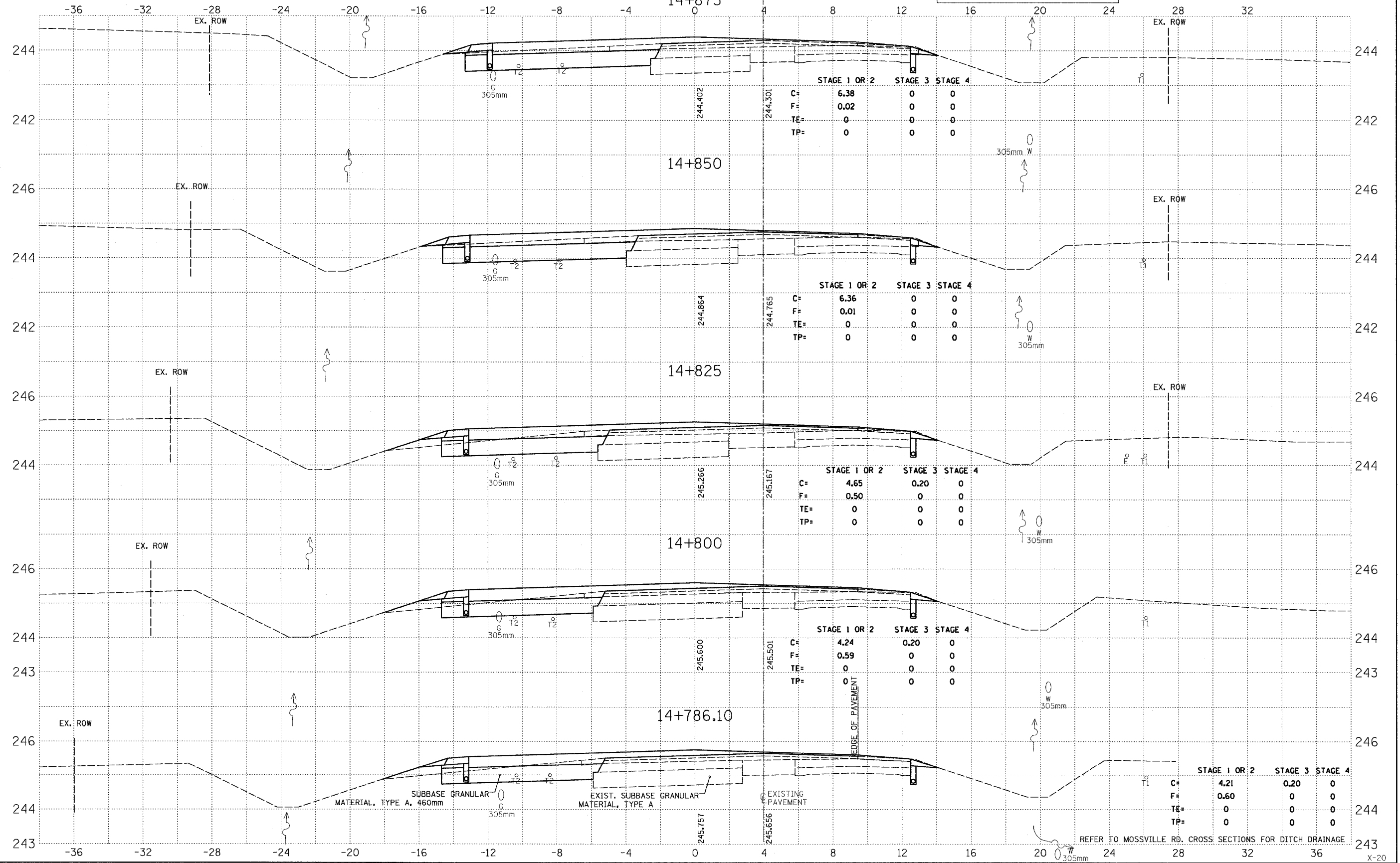
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	3.19	0.12	0
F=	0.23	0	0
TE=	0	0	0
TP=	0	0	0

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

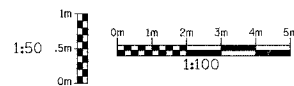


TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	127
STATION 14+786.100		TO STATION 14+875		

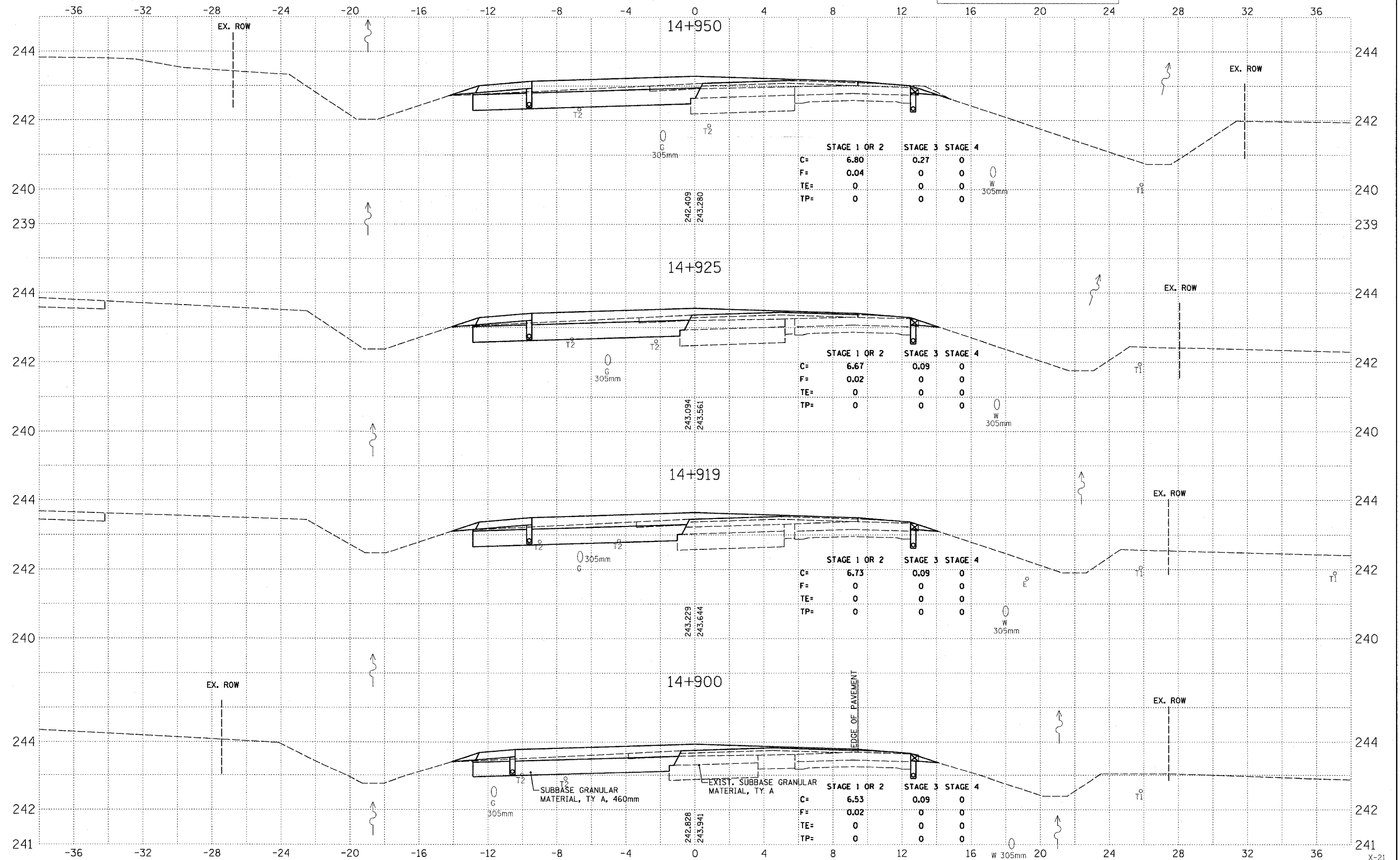


UNLESS ELEVATIONS ARE SHOWN:
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THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.

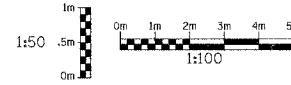


TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	128
STATION 14+900 TO STATION 14+950				

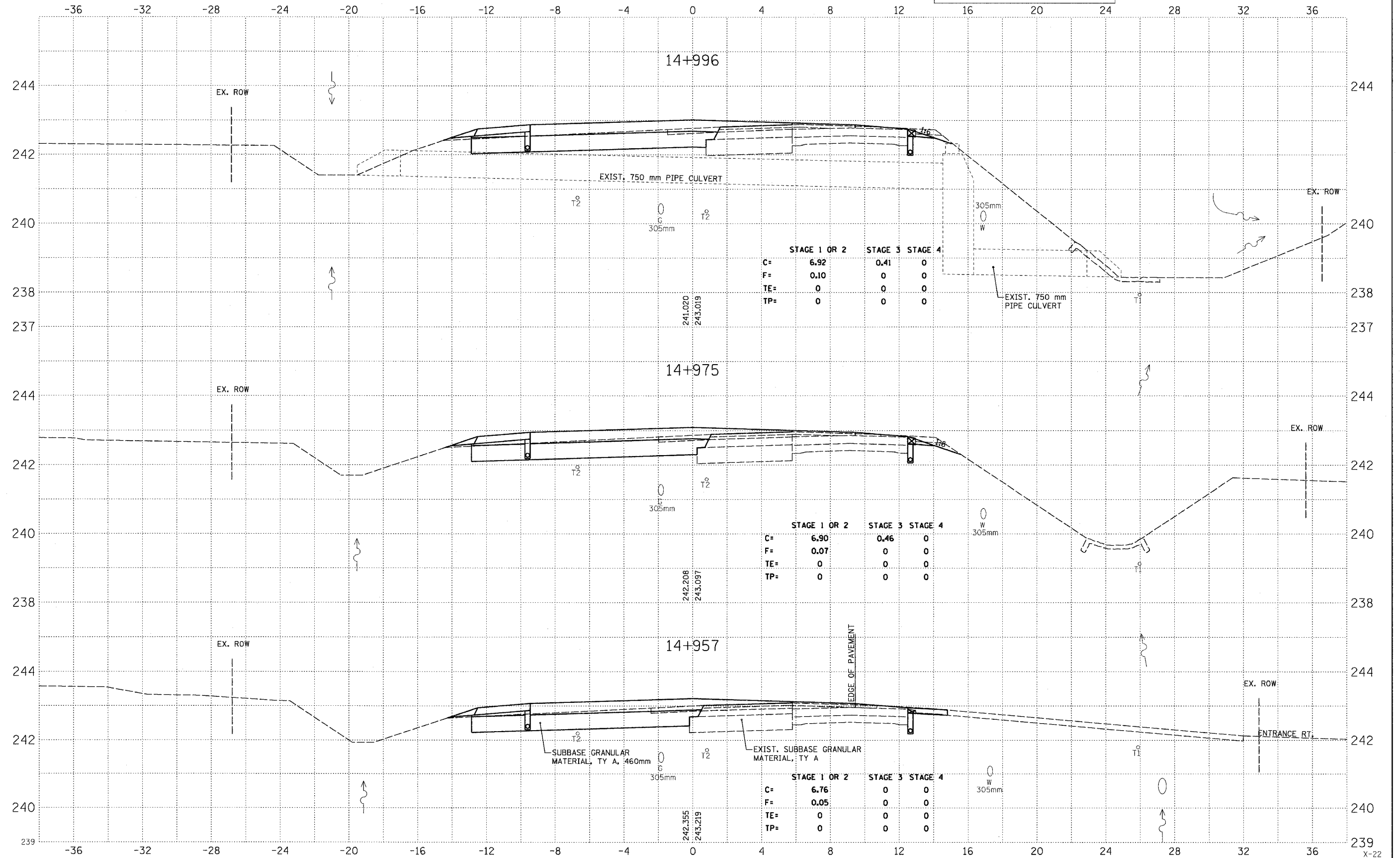


UNLESS ELEVATIONS ARE SHOWN:
ALL UTILITY LOCATIONS ON THE CROSS SECTIONS ARE BASED ON
THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.

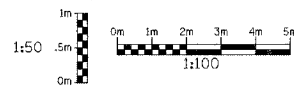


TOPSOIL EXCAVATION QUANTITIES DO
NOT INCLUDE THE STOCKPILE LOCATED
AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	129
STATION 14+957 TO STATION 14+996				

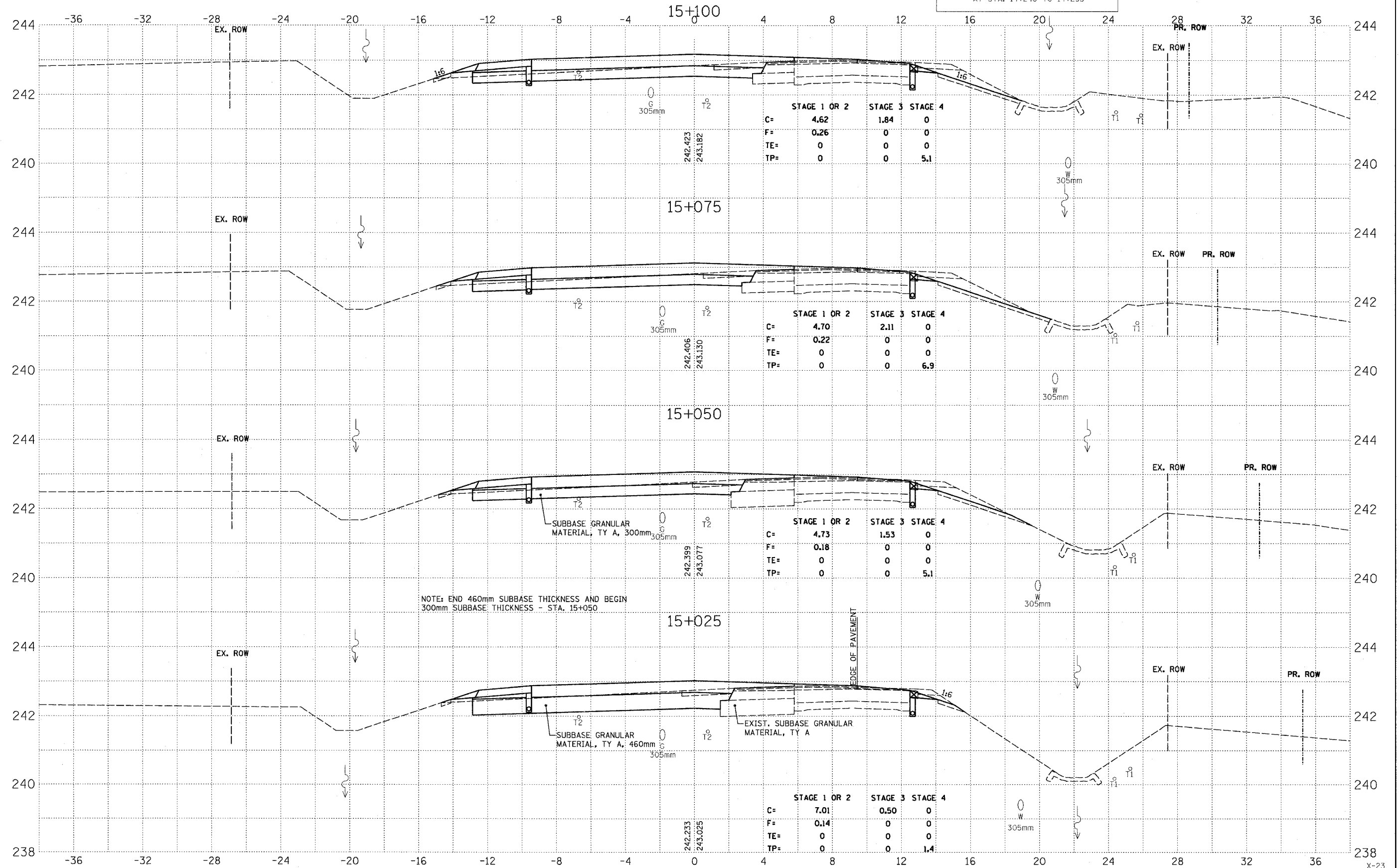


UNLESS ELEVATIONS ARE SHOWN:
ALL UTILITY LOCATIONS ON THE CROSS SECTIONS ARE BASED ON
THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.

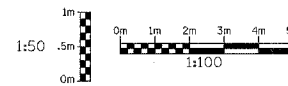


TOPSOIL EXCAVATION QUANTITIES DO
NOT INCLUDE THE STOCKPILE LOCATED
AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	130
STATION 15+025 TO STATION 15+100				

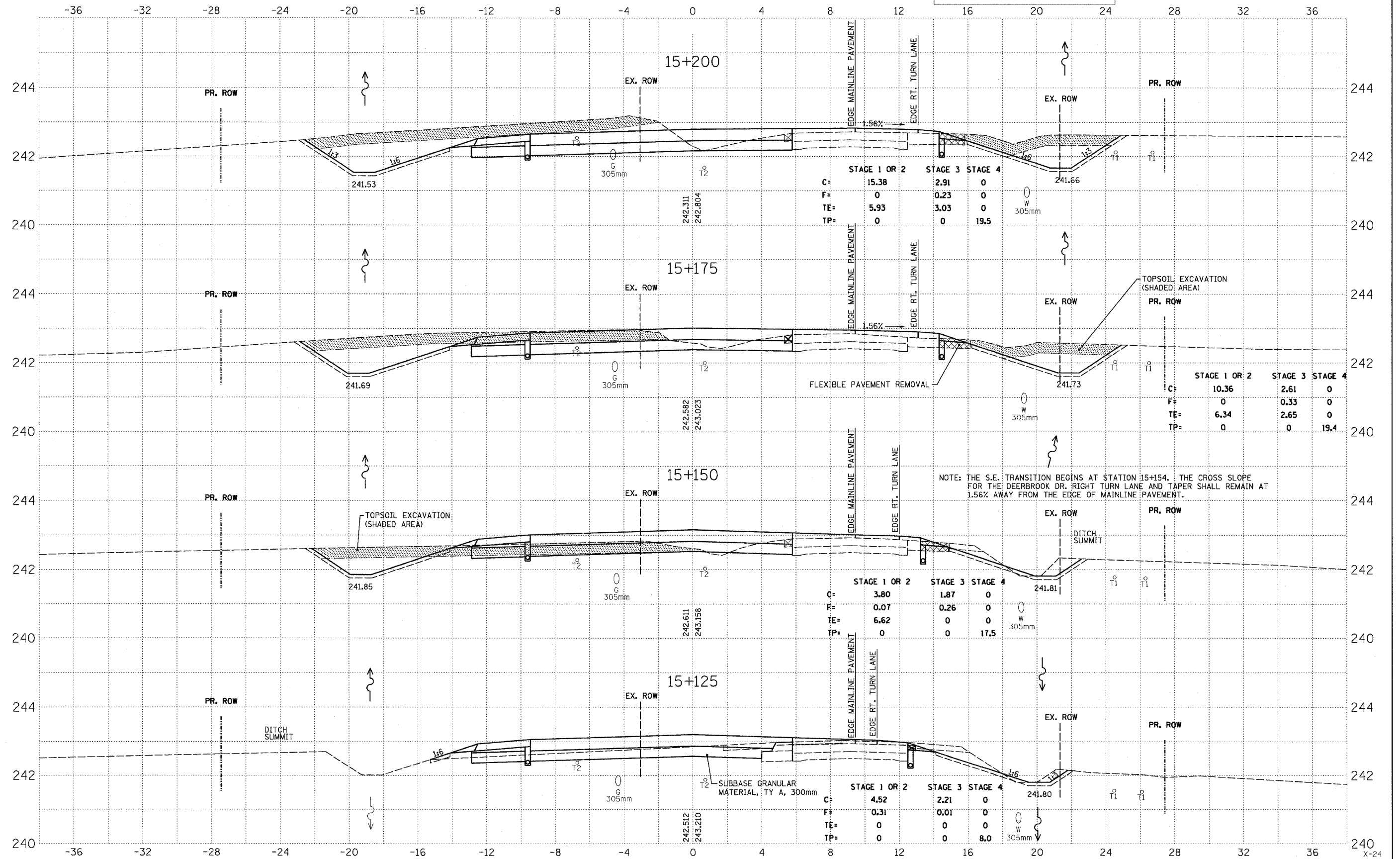


UNLESS ELEVATIONS ARE SHOWN:
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THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.

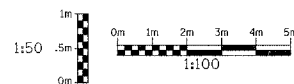


TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	131
STATION 15+125 TO STATION 15+200				

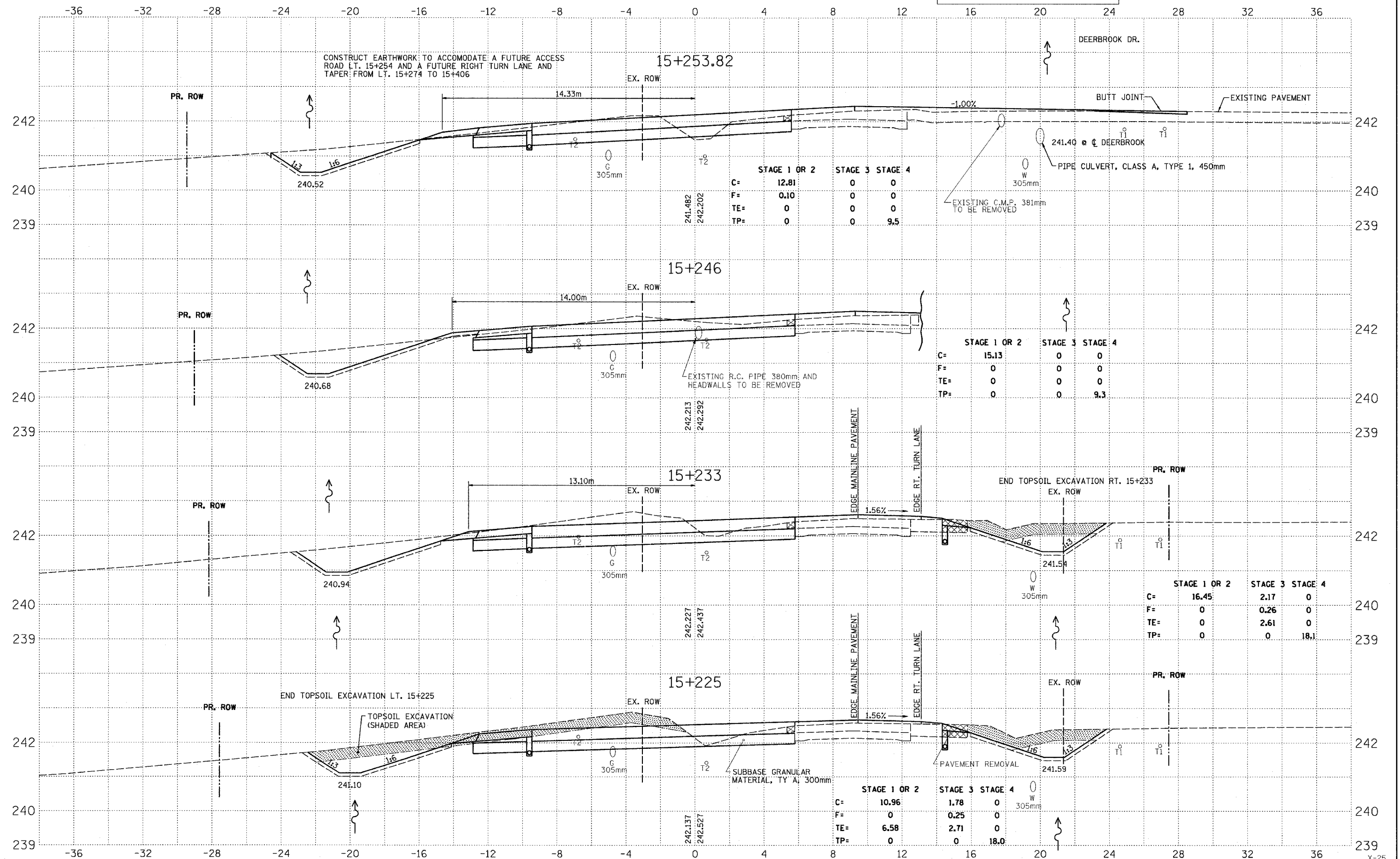


UNLESS ELEVATIONS ARE SHOWN:
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THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.

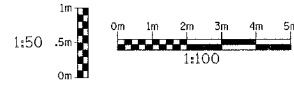


TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	132
STATION 15+225 TO STATION 15+254				



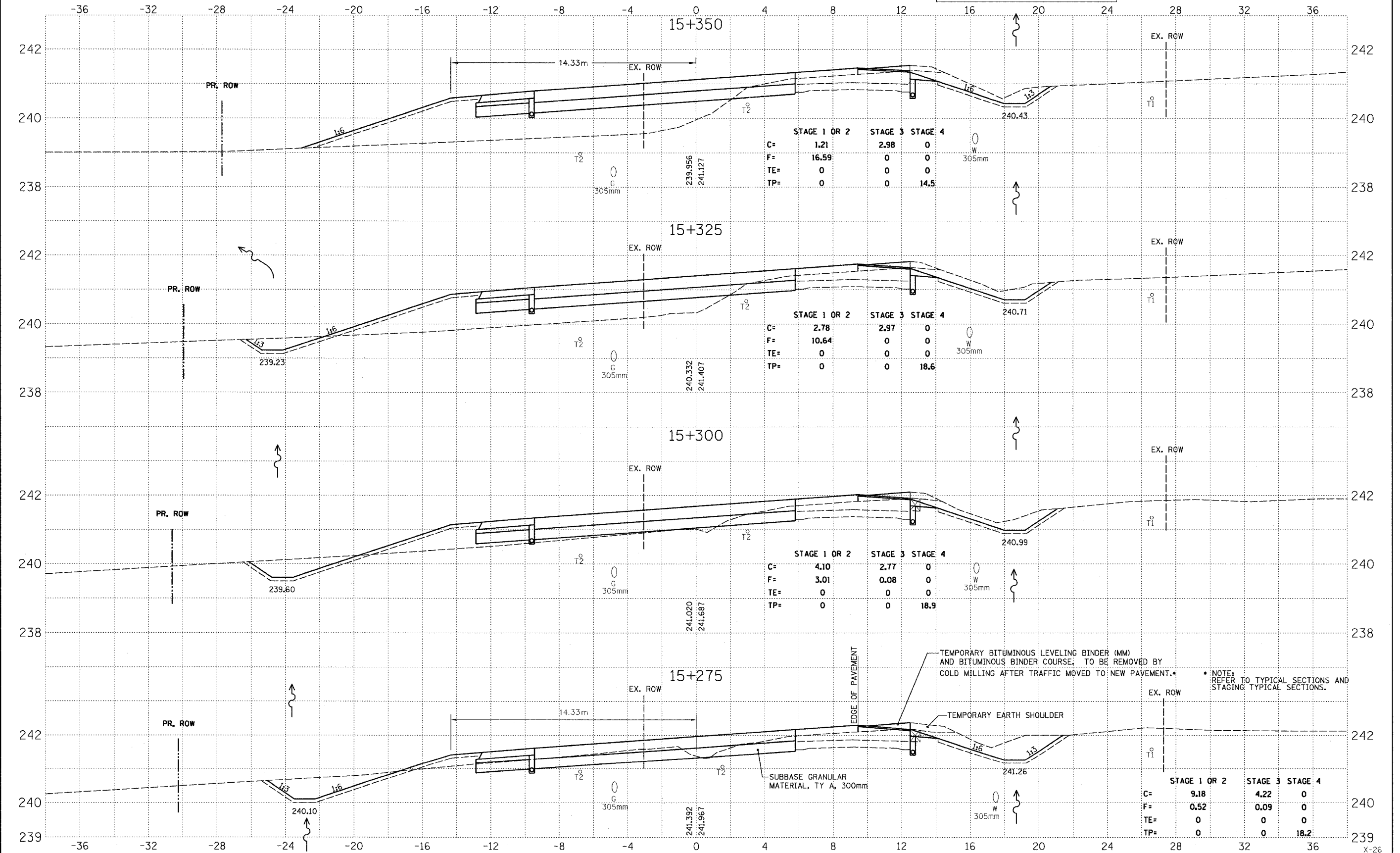
UNLESS ELEVATIONS ARE SHOWN:
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THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.



TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	133

STATION 15+275 TO STATION 15+350



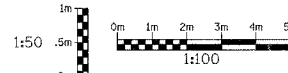
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	1.21	2.98	0
F=	16.59	0	0
TE=	0	0	0
TP=	0	0	14.5

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	2.78	2.97	0
F=	10.64	0	0
TE=	0	0	0
TP=	0	0	18.6

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	4.10	2.77	0
F=	3.01	0.08	0
TE=	0	0	0
TP=	0	0	18.9

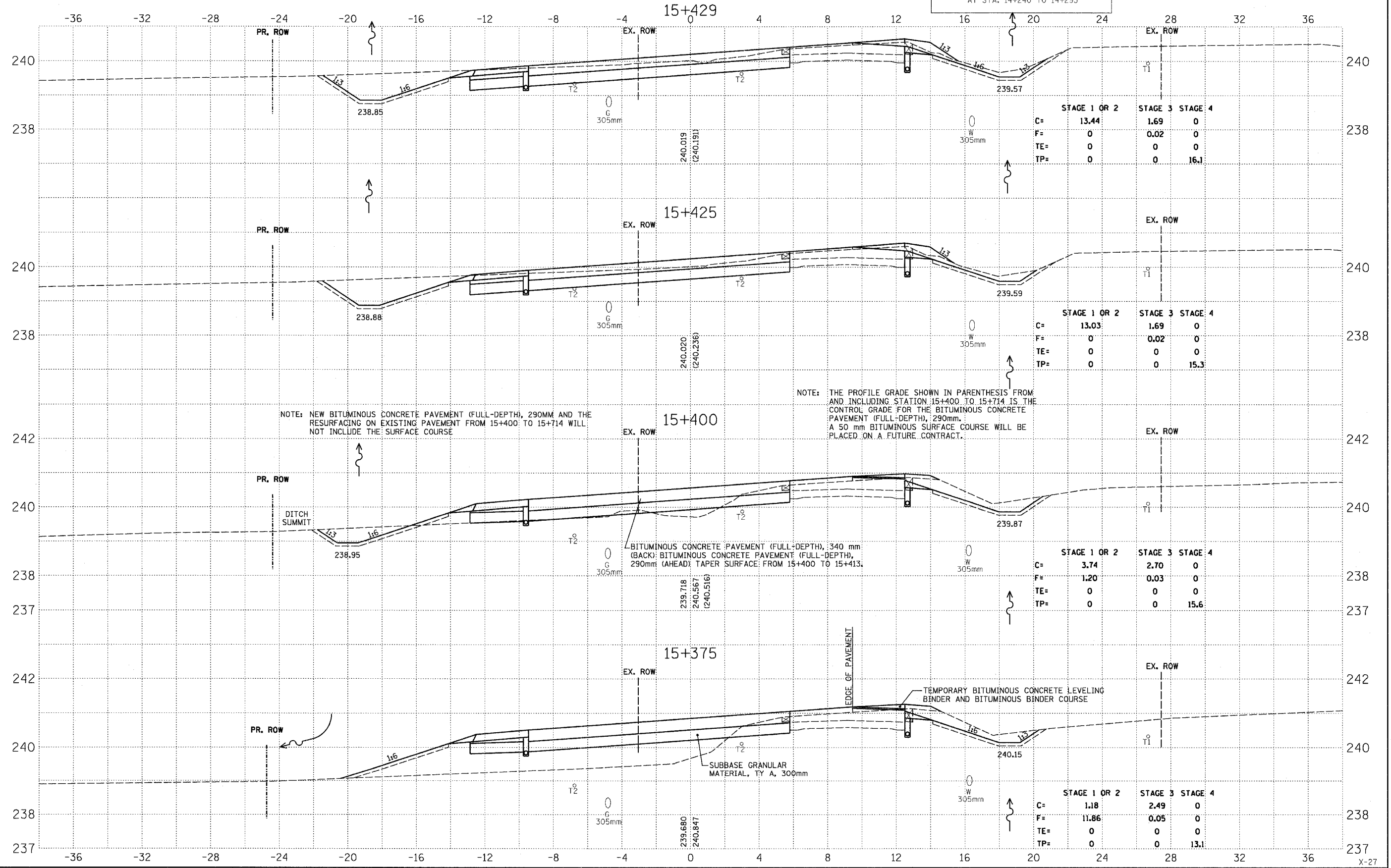
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	9.18	4.22	0
F=	0.52	0.09	0
TE=	0	0	0
TP=	0	0	18.2

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



TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	134
STATION 15+375 TO STATION 15+429				



NOTE: NEW BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), 290MM AND THE RESURFACING ON EXISTING PAVEMENT FROM 15+400 TO 15+714 WILL NOT INCLUDE THE SURFACE COURSE

NOTE: THE PROFILE GRADE SHOWN IN PARENTHESIS FROM AND INCLUDING STATION 15+400 TO 15+714 IS THE CONTROL GRADE FOR THE BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), 290MM. A 50 mm BITUMINOUS SURFACE COURSE WILL BE PLACED ON A FUTURE CONTRACT.

BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), 340 mm; (BACK): BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), 290mm (AHEAD); TAPER SURFACE FROM 15+400 TO 15+413.

TEMPORARY BITUMINOUS CONCRETE LEVELING BINDER AND BITUMINOUS BINDER COURSE

SUBBASE GRANULAR MATERIAL, TY A, 300mm

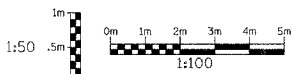
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	13.44	1.69	0
F=	0	0.02	0
TE=	0	0	0
TP=	0	0	16.1

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	13.03	1.69	0
F=	0	0.02	0
TE=	0	0	0
TP=	0	0	15.3

	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	3.74	2.70	0
F=	1.20	0.03	0
TE=	0	0	0
TP=	0	0	15.6

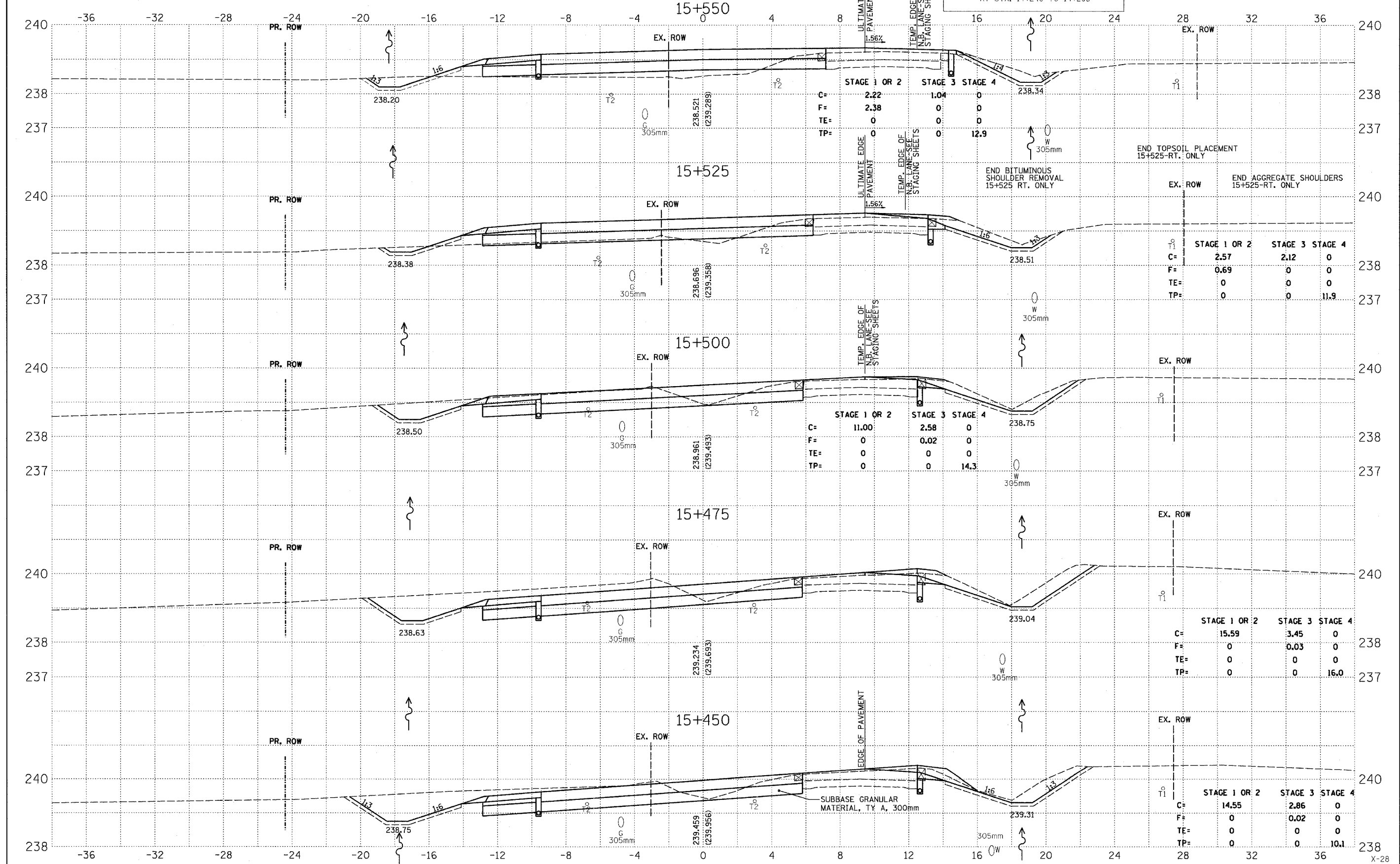
	STAGE 1 OR 2	STAGE 3	STAGE 4
C=	1.18	2.49	0
F=	11.86	0.05	0
TE=	0	0	0
TP=	0	0	13.1

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

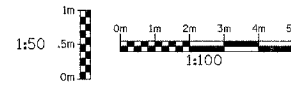


RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	Y/W-1, RS-3	PEORIA	142	135
STATION 15+450 TO STATION 15+550				

TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

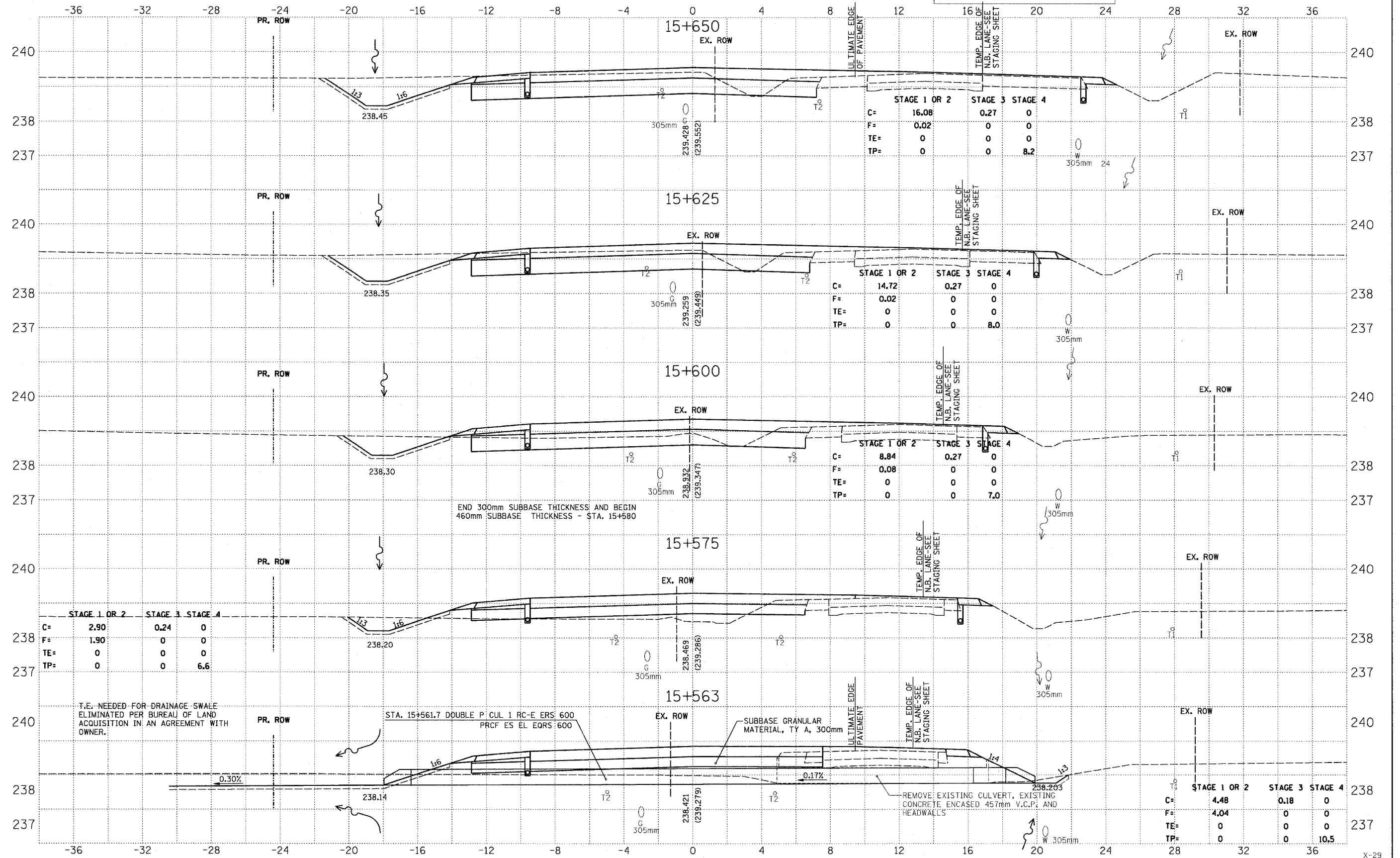


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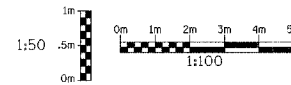


TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	136
STATION 15+563 TO STATION 15+650				

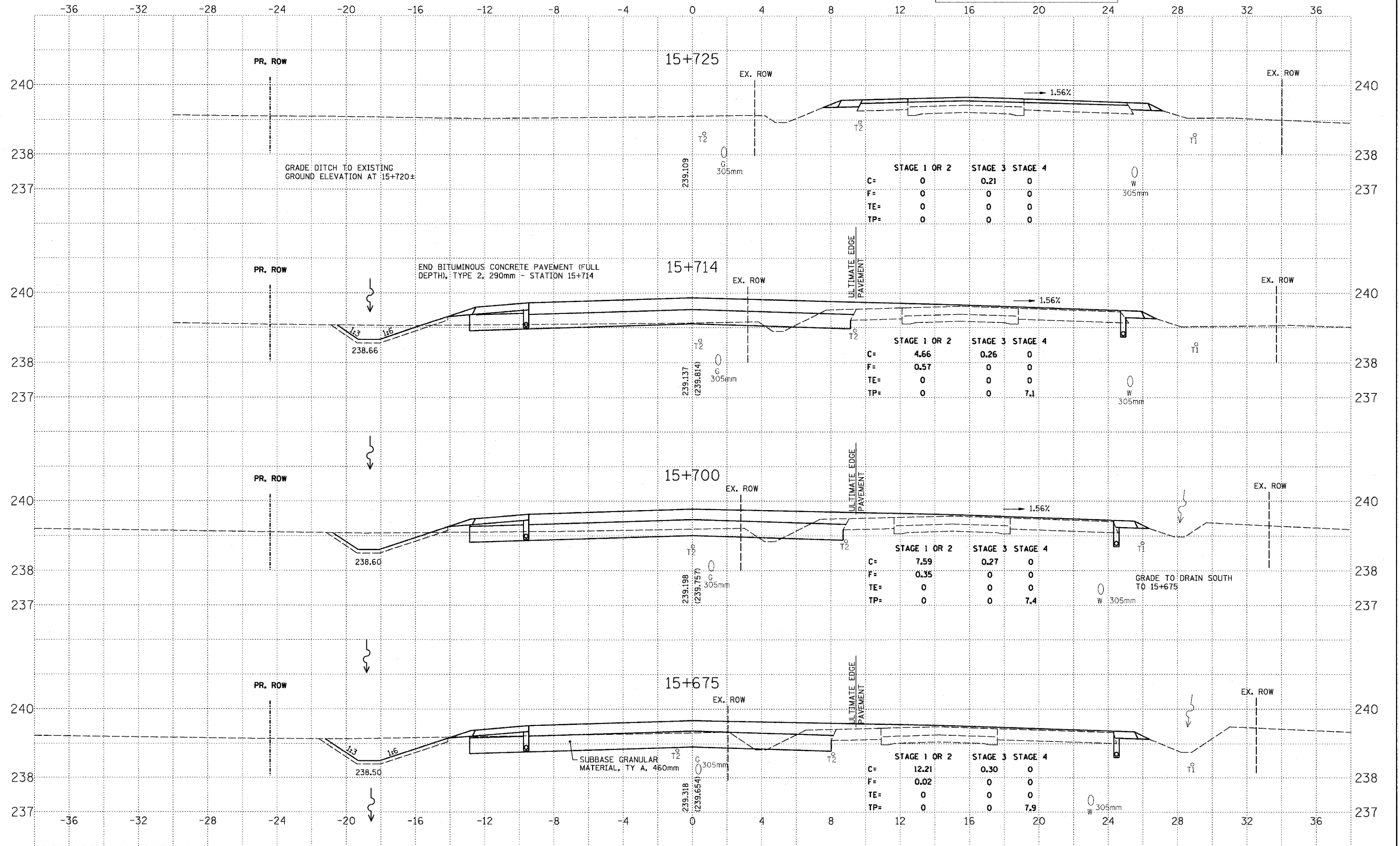


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TOPSOIL EXCAVATION QUANTITIES DO NOT INCLUDE THE STOCKPILE LOCATED AT STA. 14+240 TO 14+295

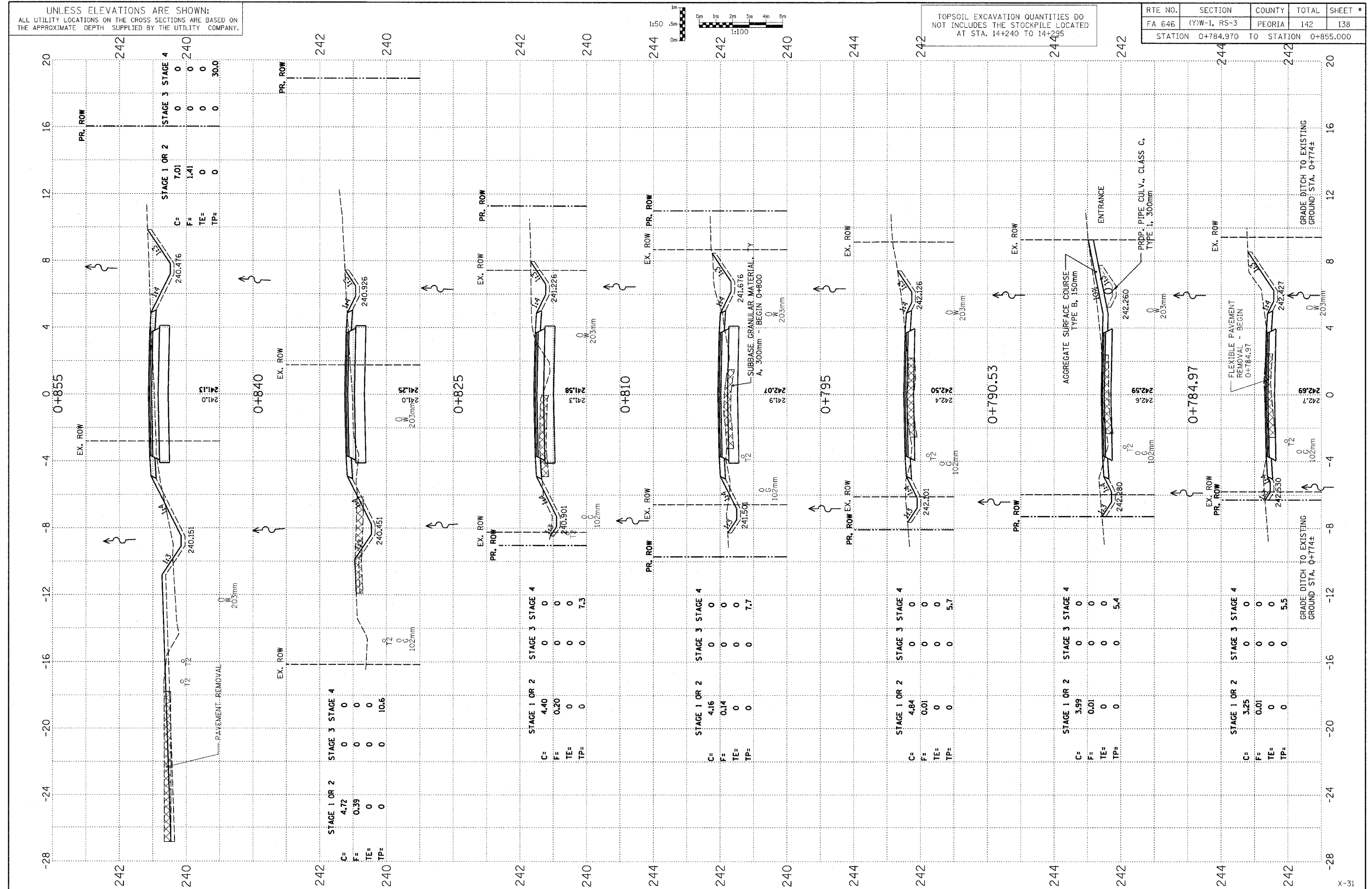
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	137
STATION 15+675 TO STATION 15+725				



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

TOPSOIL EXCAVATION QUANTITIES DO
NOT INCLUDE THE STOCKPILE LOCATED
AT STA. 14+240 TO 14+295

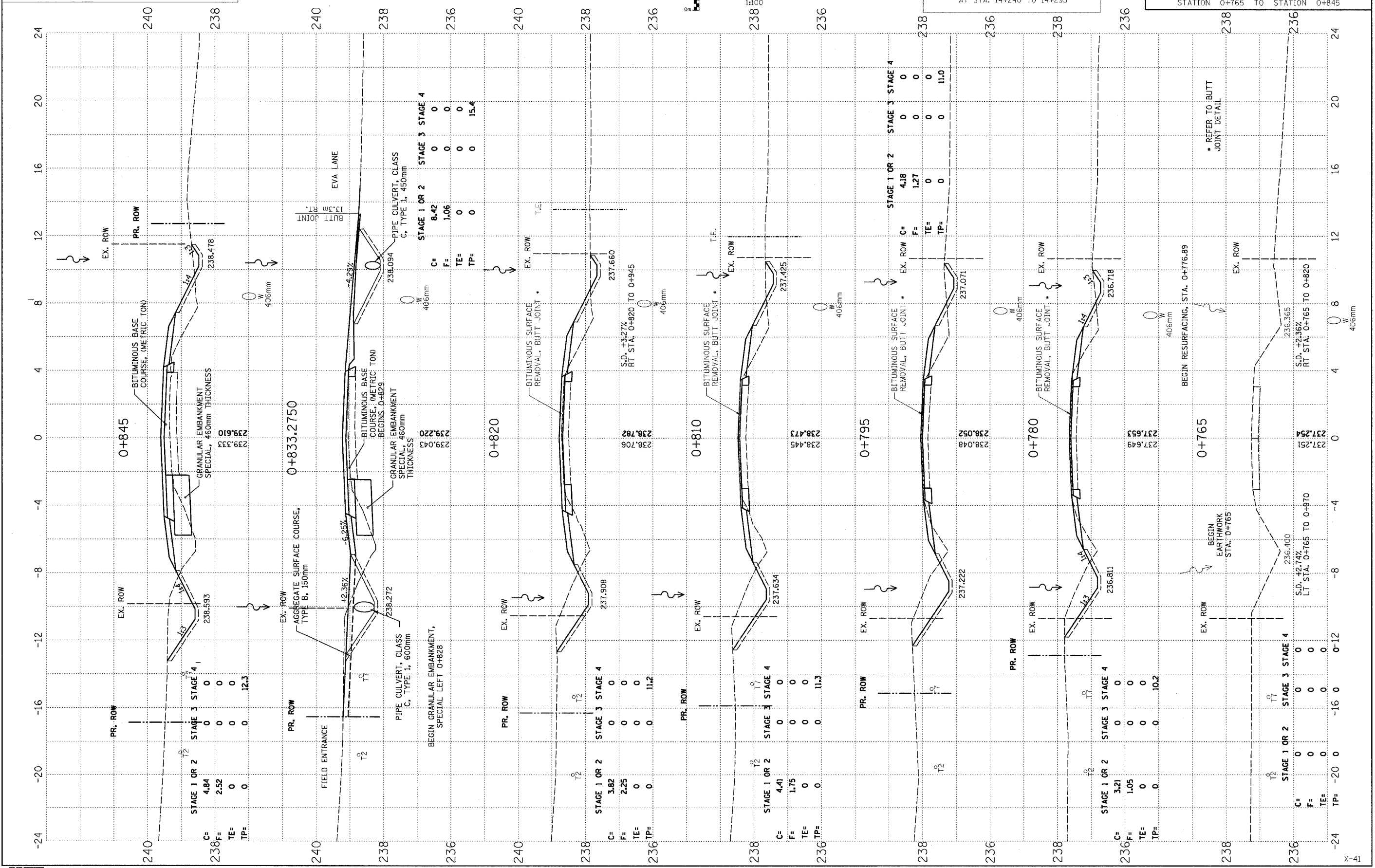
RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	138
STATION 0+784.970		TO STATION 0+855.000		



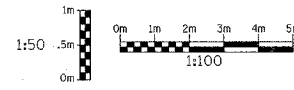
UNLESS ELEVATIONS ARE SHOWN:
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THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.

TOPSOIL EXCAVATION QUANTITIES DO
NOT INCLUDE THE STOCKPILE LOCATED
AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	140
STATION 0+765 TO STATION 0+845				



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



TOPSOIL EXCAVATION QUANTITIES DO
NOT INCLUDE THE STOCKPILE LOCATED
AT STA. 14+240 TO 14+295

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	(Y)W-1, RS-3	PEORIA	142	142
STATION 0+957 TO STATION 0+970				

