

COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	1

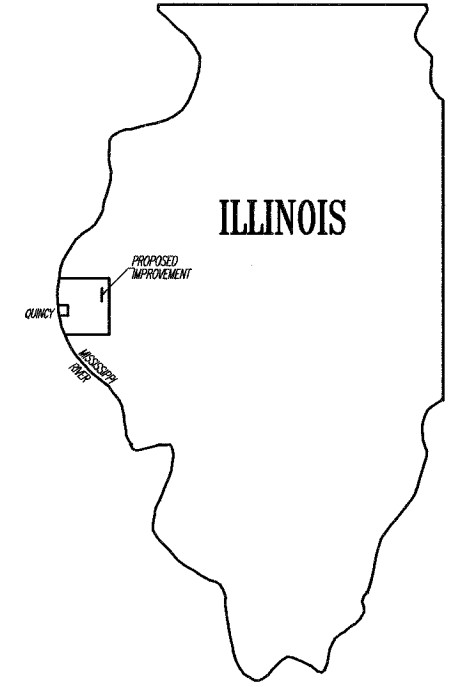
**INDEX OF SHEETS:**

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	GENERAL NOTES
3	TYPICAL CROSS SECTIONS
4-14	PLAN SHEETS
15	SIDE ROAD & ENTRANCE DETAILS
	BUTT JOINT DETAIL
	BITUMINOUS SURFACE REMOVAL DETAIL

STANDARD	701301-02
STANDARD	701306-01
STANDARD	702001-05
STANDARD	BLR 24-1

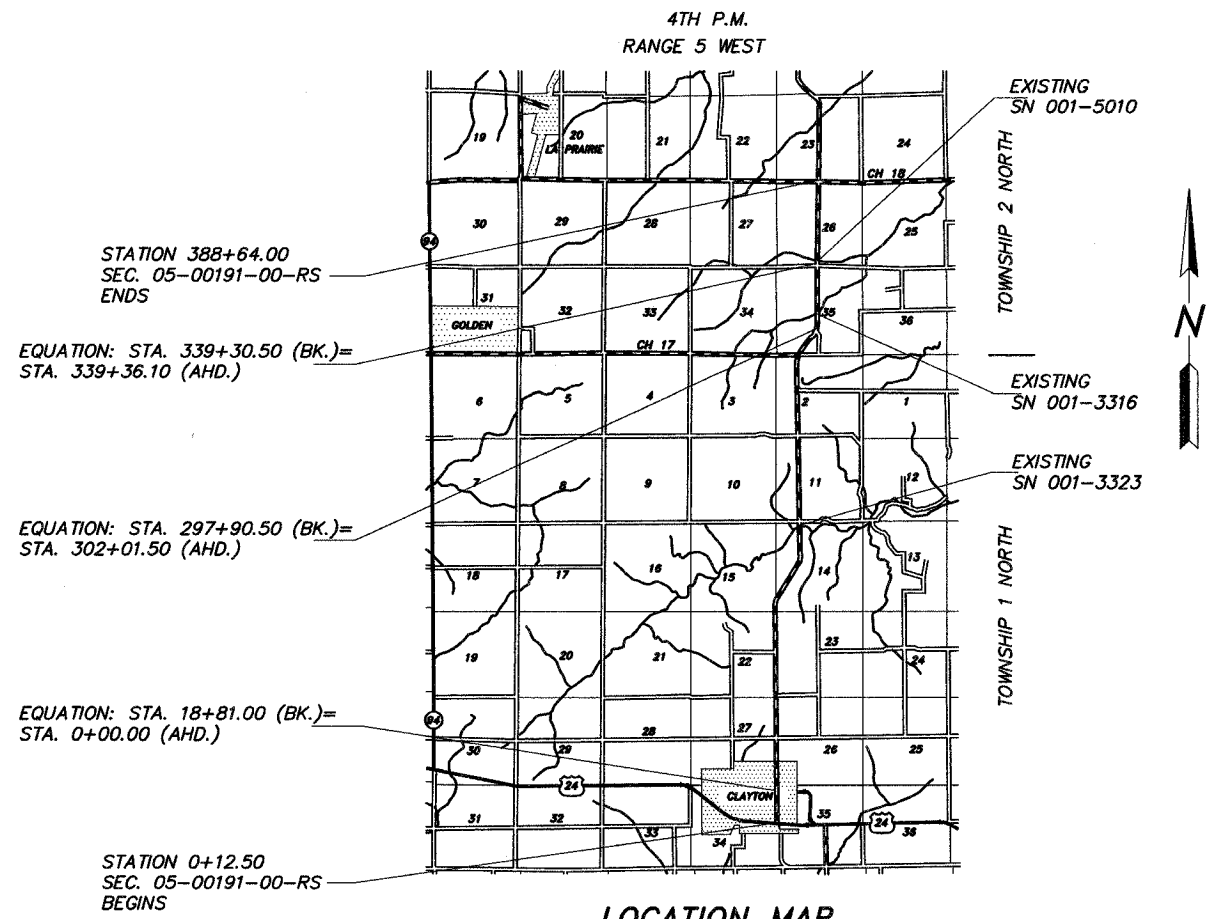
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**PLANS FOR PROPOSED**  
**SURFACE TRANSPORTATION/RURAL PROGRAM**  
**LOCAL AGENCY PAVEMENT PRESERVATION**  
 (C.H. 14) FAS 432      SECTION 05-00191-00-RS      ADAMS COUNTY  
 PROJECT NO. RS-432(119)      JOB NO. C-96-210-05



PROPOSED IMPROVEMENT MARKED THUS —

THESE PLANS WERE PREPARED BY ME OR BY A FULL-TIME MEMBER OF MY STAFF WORKING UNDER MY PERSONAL SUPERVISION.

SUBMITTED BY Richard A. Klumpp DATE 4-14-05  
 COUNTY ENGINEER  
 LICENSE NO. 062-032961  
 LIC. EXPIRES 11/30/2005



**LOCATION MAP**

FUNCTIONAL CLASS: MAJOR COLLECTOR (NON-URBAN)  
 ADT=700

GROSS LENGTH:  
 STA. 0+12.50 TO STA. 18+81.00 = 1,868.50 FT.  
 STA. 0+00.00 TO STA. 297+90.50 = 29,790.50 FT.  
 STA. 302+01.50 TO STA. 339+30.50 = 3,729.00 FT.  
 STA. 339+36.10 TO STA. 388+64.00 = 4,927.90 FT.  
 NET LENGTH TO BE IMPROVED: 40,315.90 FT. = 7.636 MILES

PROPOSED IMPROVEMENT CONSISTS OF PLACING 2" POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 ON THE EXISTING 22' ROADWAY WITH OTHER MISCELLANEOUS CONSTRUCTION

- UTILITIES:**
- J.U.L.I.E. .... 1-800-892-0123
  - GENERAL TELEPHONE ..... CAMP POINT, IL
  - ADAMS TELEPHONE ..... GOLDEN, IL
  - ADAMS RURAL ELECTRICAL CO-OP ..... CAMP POINT, IL
  - AMEREN CIPS (GAS & ELECTRIC) ..... QUINCY, IL
  - ABS WATER DISTRICT ..... GOLDEN, IL
  - CLAYTON-CAMP POINT WATER DISTRICT ... CAMP POINT, IL
  - VILLAGE OF CLAYTON (WATER & SEWER) . CLAYTON, IL

APPROVED <u>April 14<sup>th</sup></u> 2005	
<u>Richard A. Klumpp</u>	COUNTY ENGINEER
PASSED <u>June 2</u> 2005	
<u>W.B. J...</u>	DISTRICT ENGINEER OF CONSTRUCTION
PASSED <u>MAY 31</u> 2005	
<u>Thomas H. Faust</u>	DISTRICT ENGINEER OF LOCAL ROADS AND STREETS
APPROVED <u>MAY 31</u> 2005	
<u>Christine M. Reed</u>	DEPUTY DIRECTOR OF HIGHWAYS REGION FOUR ENGINEER

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	2
SUMMARY OF QUANTITIES - GENERAL NOTES				

## GENERAL NOTES

1. WHERE SECTION OR SUB-SECTION STONES, USGS BENCH MARK MONUMENTS, AND U.S. ARMY CORPS OF ENGINEERS SURVEY MARKERS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH STONES AND MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS UNTIL AN OWNER, AN AUTHORIZED SURVEYOR OR THEIR REPRESENTATIVE HAS WITNESSED OR OTHERWISE REFERENCED THE PROPERTY MARKS LOCATION.
2. ALL PRIVATELY OWNED UTILITIES, UNLESS OTHERWISE SPECIFIED, WILL BE MOVED BY THEIR RESPECTIVE OWNERS WHERE REQUIRED. THE FOLLOWING UTILITY COMPANIES HAVE FACILITIES WITHIN THE LIMITS OF CONSTRUCTION:
  - GENERAL TELEPHONE
  - ADAMS TELEPHONE
  - ADAMS RURAL ELECTRICAL CO-OP
  - AMEREN CIPS (GAS & ELECTRIC)
  - ABS WATER DISTRICT
  - CLAYTON-CAMP POINT WATER DISTRICT
  - VILLAGE OF CLAYTON (WATER & SEWER)
3. THE NOMINAL THICKNESS FOR THE LEVELING BINDER, SURFACE COURSES AND AGGREGATE SHOULDERS ARE SHOWN ON THE TYPICAL SECTIONS, STANDARDS, SCHEDULES OR SPECIAL DETAILS. THE CONSTRUCTED THICKNESS OF THE ABOVE ITEMS SHALL NOT BE LESS THAN 90% OF THE NOMINAL THICKNESS AT ANY LOCATION. THE THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE WHICH THE BITUMINOUS MIXTURE IS PLACED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND TO NOTIFY ALL UTILITY COMPANIES PRIOR TO THE BEGINNING OF CONSTRUCTION. THIS WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
5. APPLICATION RATES SHALL BE AS FOLLOWS UNLESS OTHERWISE SPECIFIED BY THE ENGINEER:
  - BITUMINOUS MIXTURES  
112 LBS PER SQUARE YARD
  - BITUMINOUS MATERIALS (PRIME COAT)  
0.05-0.10 GALLON PER SQUARE YARD ON PCC OR BITUMINOUS CONCRETE  
0.25-0.35 GALLON PER SQUARE YARD ON AGGREGATE
  - AGGREGATE (PRIME COAT)  
4 LBS PER SQUARE YARD
6. PERMANENT & TEMPORARY PAVEMENT MARKING TO BE DONE BY OTHERS. SHORT TERM PAVEMENT MARKING IS INCLUDED IN THE CONTRACT. THE REMOVAL OF THE SHORT TERM PAVEMENT MARKING TAPE WILL BE DONE BY OTHERS UPON COMPLETION OF THE PERMANENT PAVEMENT MARKING.

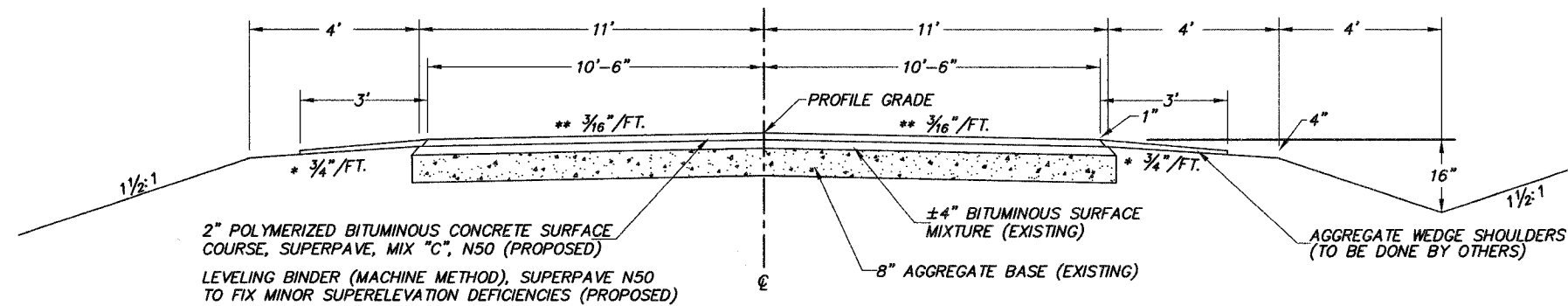
## SUMMARY OF QUANTITIES

QUANTITY	UNIT	ITEM	CODE NO.	SPECIAL PROVISIONS
336	TON	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	X4066414	*
10,753	TON	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	X4066514	*
675	TON	LEVELING BINDER (MACHINE METHOD), SUPERPAVE N50	X4066765	*
9,407	GALLON	BITUMINOUS MATERIALS (PRIME COAT)	40600100	*
188	TON	AGGREGATE (PRIME COAT)	40600300	
250	SQ. YD.	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	40600980	*
56	SQ. YD.	TEMPORARY RAMP	40600990	
91	SQ. YD.	BITUMINOUS SURFACE REMOVAL 2 1/2"	44000008	
367	SQ. YD.	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	44000030	*
1	L. SUM	TRAFFIC CONTROL AND PROTECTION	70101700	*
4,138	FOOT	SHORT TERM PAVEMENT MARKING	70300100	*
1	L. SUM	MOBILIZATION	67100100	

CONSTRUCTION TYPE CODE: I000

COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	3
TYPICAL CROSS SECTIONS				

# TYPICAL CROSS SECTIONS



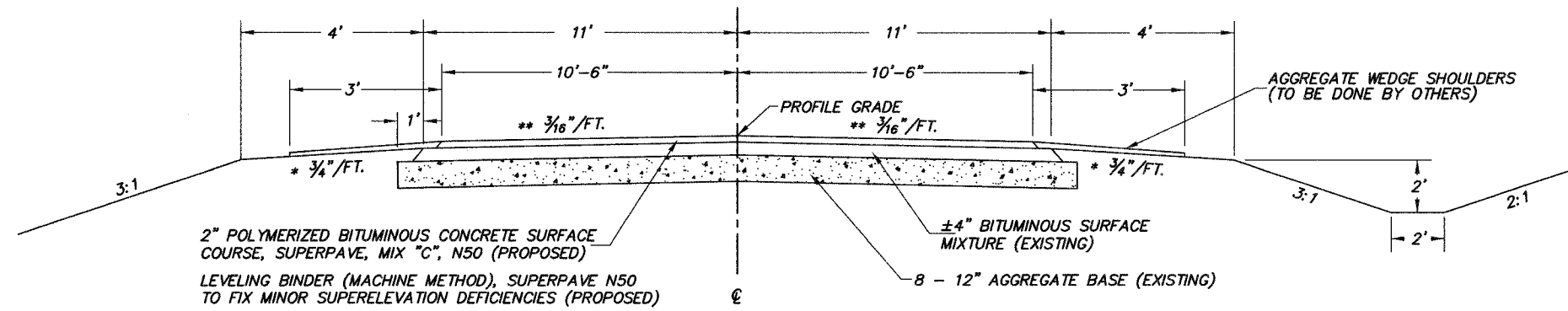
BUILT AS: SECTION 9X-A  
 STA. 0+00 TO STA. 166+17.41  
 STA. 169+50.00 TO STA. 268+74.20  
 STA. 302+01.50 TO STA. 307+90.00  
 STA. 309+90.00 TO STA. 339+55.00  
 STA. 340+55.00 TO STA. 388+64.00

ITEM	ASPHALT GRADE	AGG. COMPOSITION	ALLOWABLE RAP	VOIDS
POLY. SURFACE	SBS PG 64-28	IL-9.5 or 12.5 MIX C	0%	4.0% @ N50
SURFACE	PG 58-22	IL-9.5 or 12.5 MIX C	15%	4.0% @ N50
LEVELING BINDER	PG 58-22	IL-9.5	15%	4.0% @ N50

- \* THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER SLOPE AND THE PAVEMENT SLOPE SHALL NOT EXCEED 10%
- \*\* CROWN DOES NOT APPLY IN AREA OF SUPER-ELEVATION OR SUPER-ELEVATION TRANSITION.

LEVELING BINDER (MACHINE METHOD), SUPERPAVE N50 TO FIX MINOR SUPERELEVATION DEFICIENCIES

STA. TO STA.	TONS
112+78.2 TO 121+59.2	117
142+05.0 TO 152+69.6	128
267+46.2 TO 280+02.2	142
286+10.5 TO 298+20.9	144
332+36.7 TO 336+29.4	71
336+29.4 TO 340+30.5	73
<b>TOTAL</b>	<b>675</b>

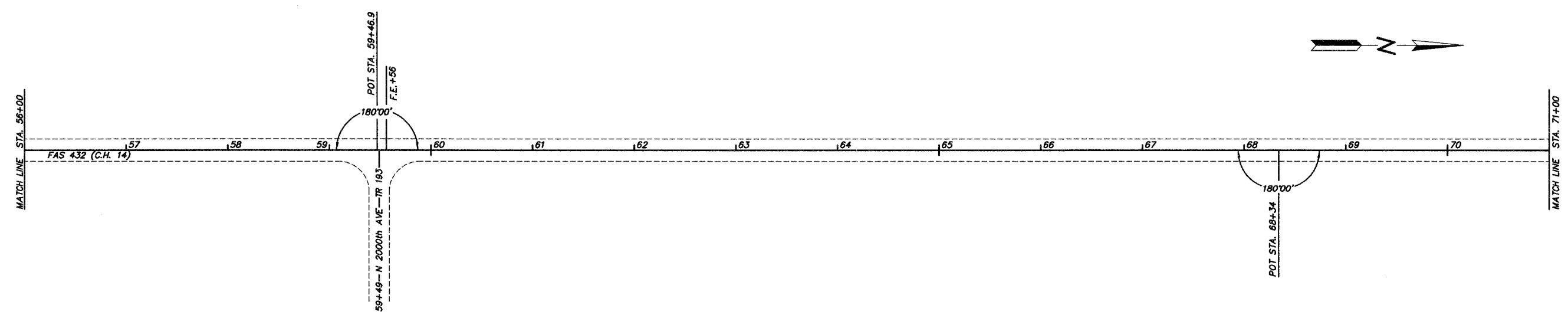
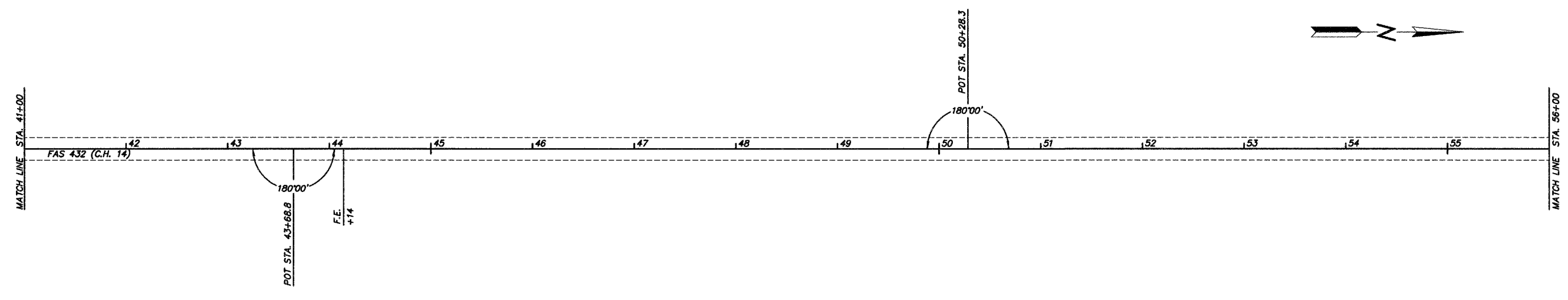
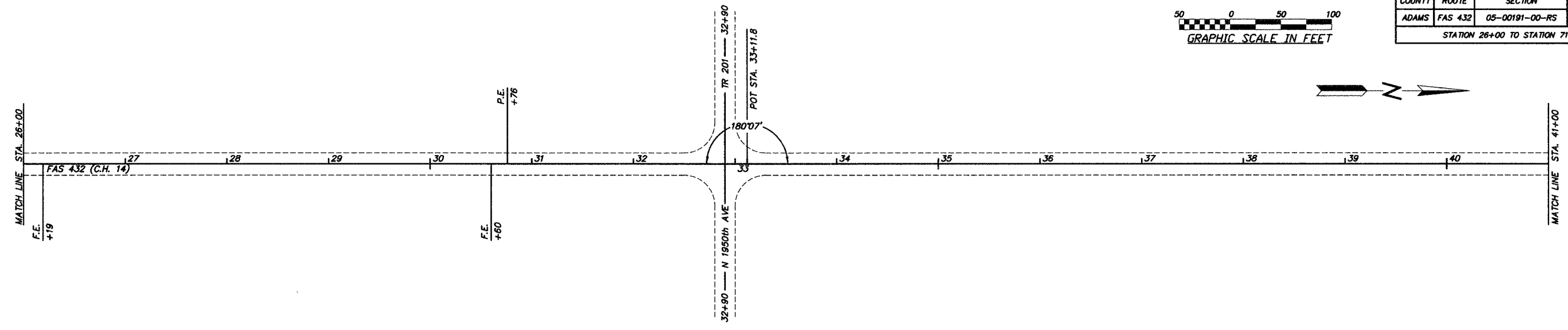
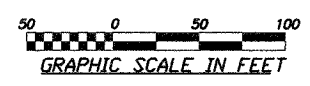


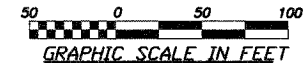
BUILT AS:  
 STA. 166+17.41 TO STA. 169+50.00 (SEC. 91-00126-00-BR)  
 STA. 268+74.20 TO STA. 297+90.50 (SEC. 66G)  
 STA. 307+90.00 TO STA. 309+90.00 (SEC. CBF 434)  
 STA. 339+55.00 TO STA. 340+55.00 (SEC. CBF 360 & CBF 464A)



COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	5

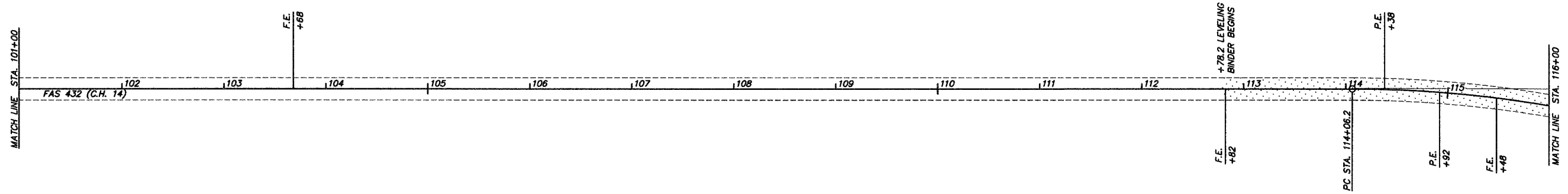
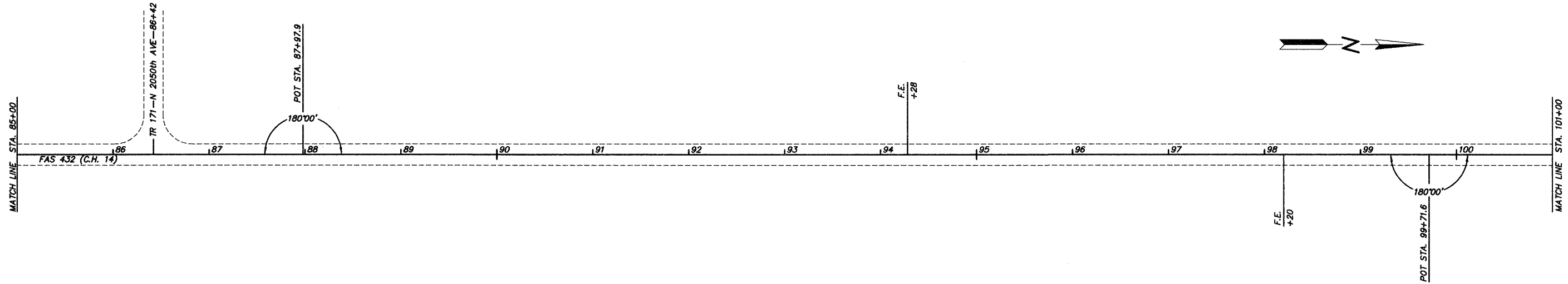
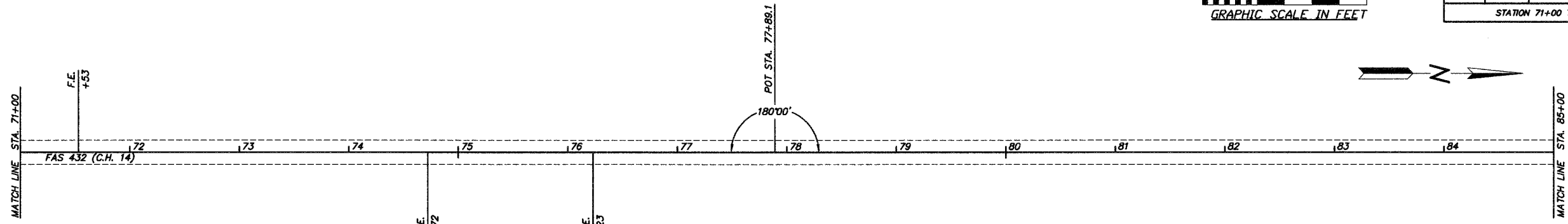
STATION 26+00 TO STATION 71+00





COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	6

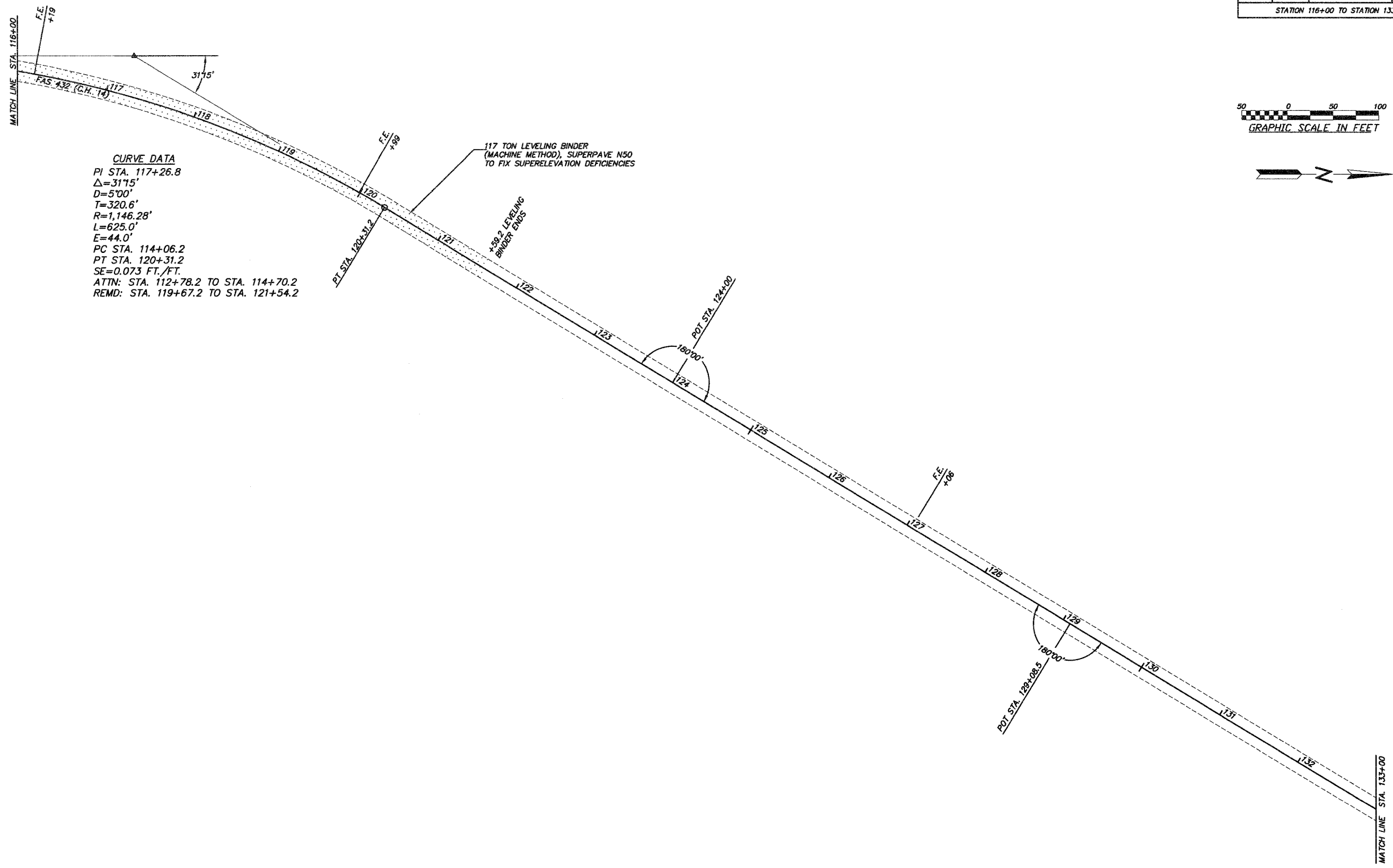
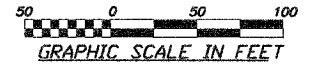
STATION 71+00 TO STATION 116+00



93397

COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	7

STATION 116+00 TO STATION 133+00



**CURVE DATA**  
 PI STA. 117+26.8  
 $\Delta=31'15"$   
 $D=5'00"$   
 $T=320.6'$   
 $R=1,146.28'$   
 $L=625.0'$   
 $E=44.0'$   
 PC STA. 114+06.2  
 PT STA. 120+31.2  
 $SE=0.073$  FT./FT.  
 ATTN: STA. 112+78.2 TO STA. 114+70.2  
 REMD: STA. 119+67.2 TO STA. 121+54.2

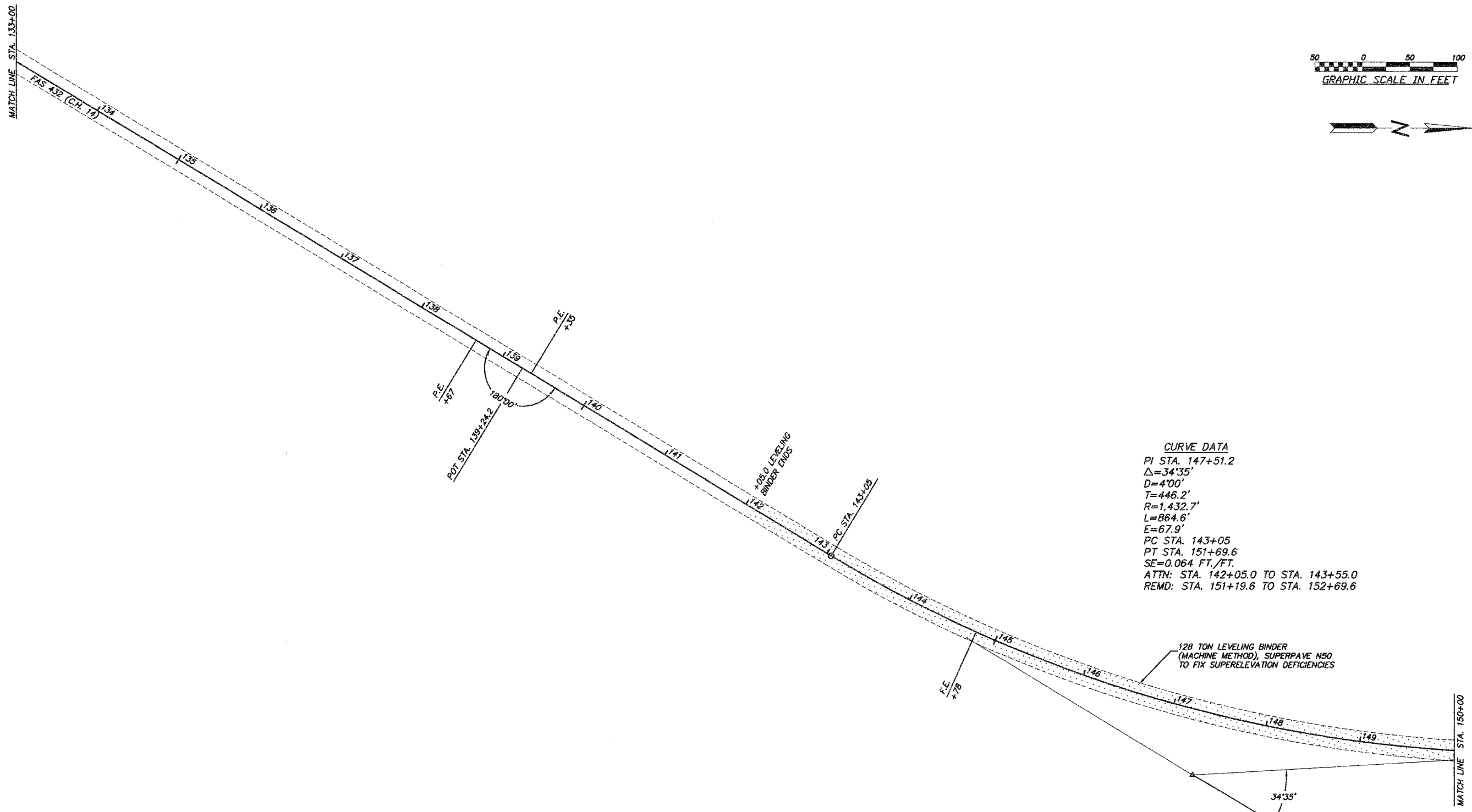
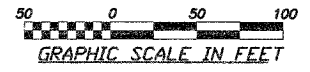
117 TON LEVELING BINDER  
 (MACHINE METHOD), SUPERPAVE N50  
 TO FIX SUPERELEVATION DEFICIENCIES

439.2 LEVELING  
 BINDER ENDS

93397

COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	8

STATION 133+00 TO STATION 150+00

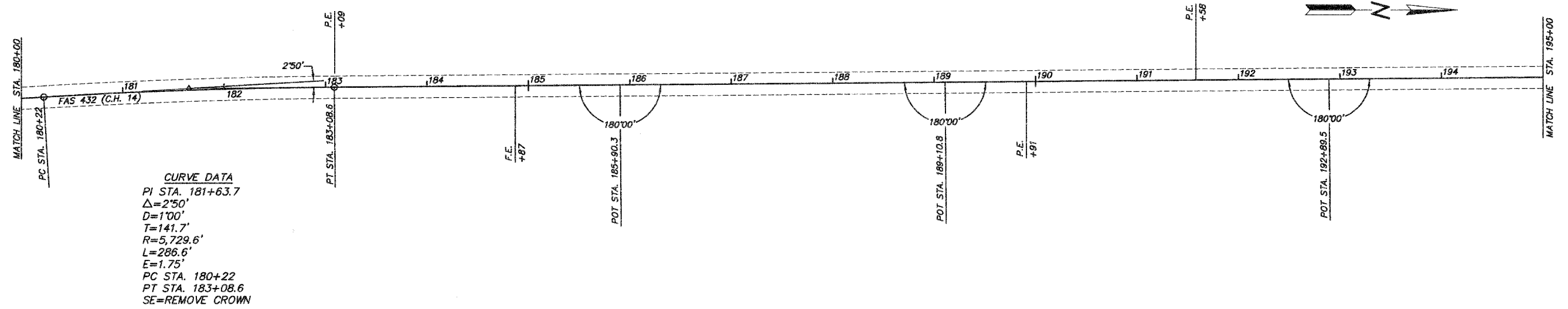
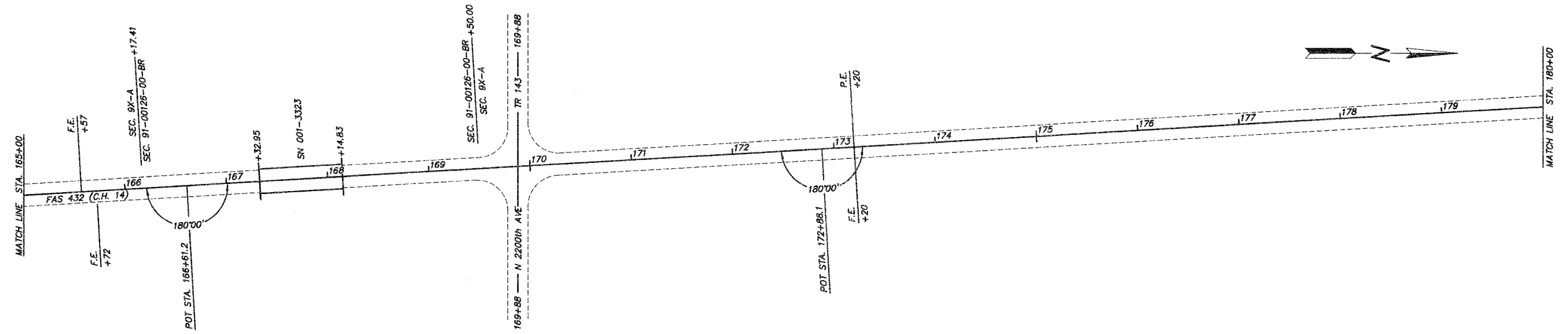
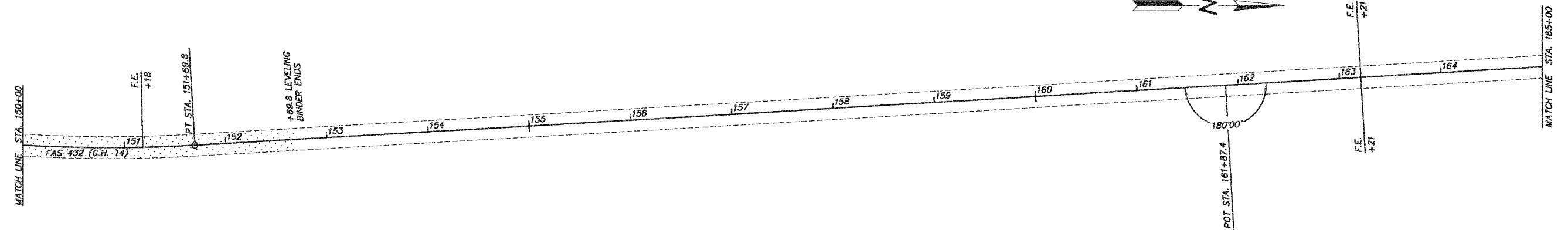
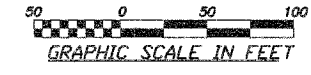


**CURVE DATA**  
PI STA. 147+51.2  
 $\Delta=34^{\circ}35'$   
D=4'00"  
T=446.2'  
R=1,432.7'  
L=864.6'  
E=67.9'  
PC STA. 143+05  
PT STA. 151+69.6  
SE=0.064 FT./FT.  
ATTN: STA. 142+05.0 TO STA. 143+55.0  
REMD: STA. 151+19.6 TO STA. 152+69.6



COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	9

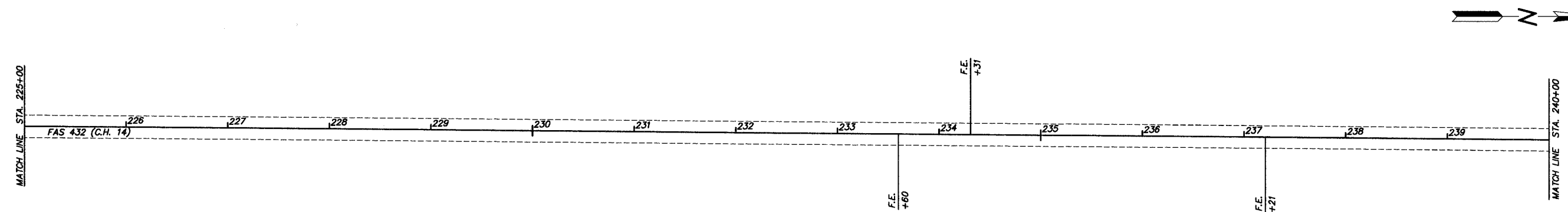
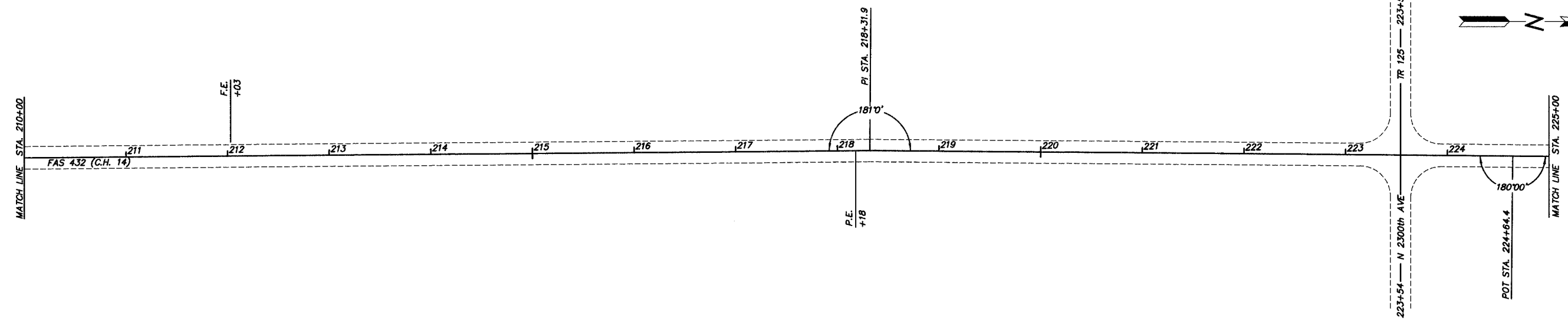
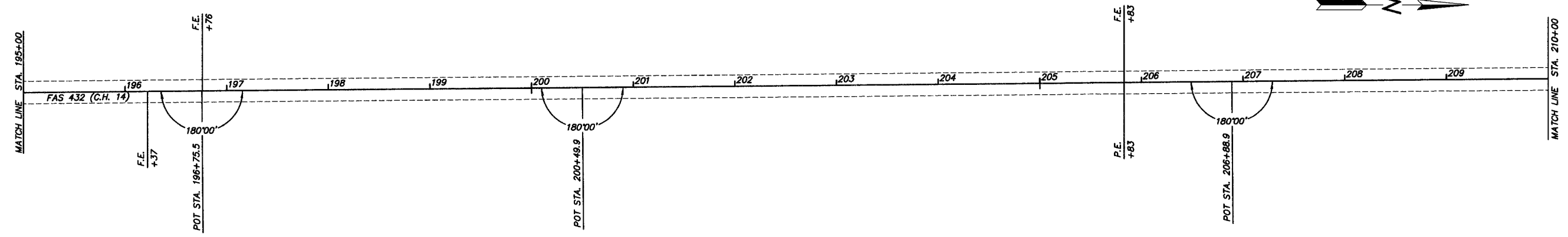
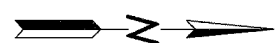
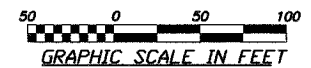
STATION 150+00 TO STATION 195+00

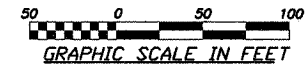


**CURVE DATA**  
 PI STA. 181+63.7  
 $\Delta=2'50''$   
 $D=1'00''$   
 $T=141.7'$   
 $R=5,729.6'$   
 $L=286.6'$   
 $E=1.75'$   
 PC STA. 180+22  
 PT STA. 183+08.6  
 SE=REMOVE CROWN

COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	10

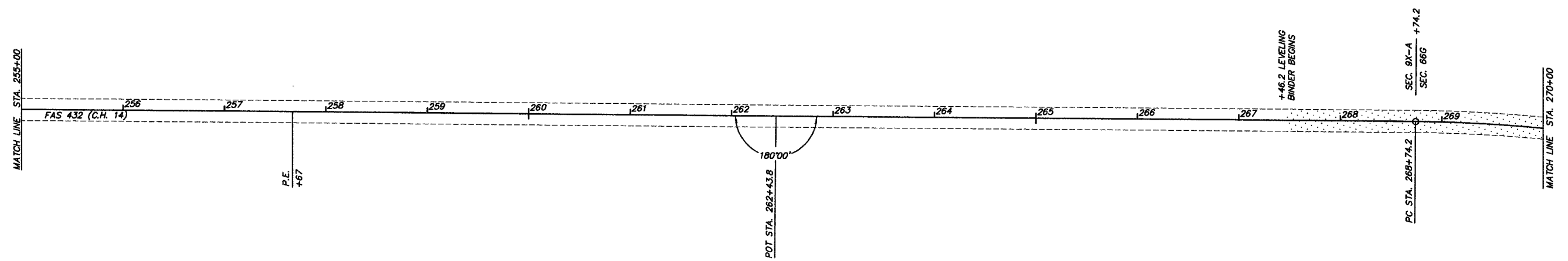
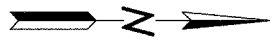
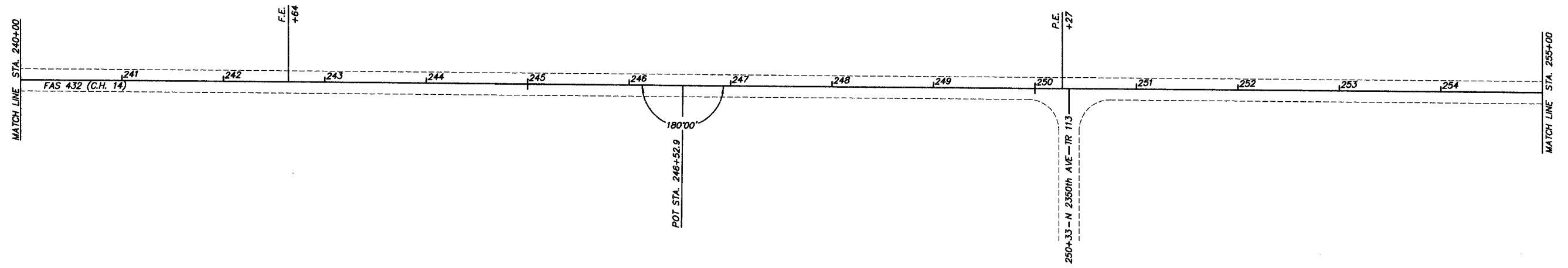
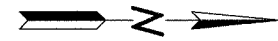
STATION 195+00 TO STATION 240+00



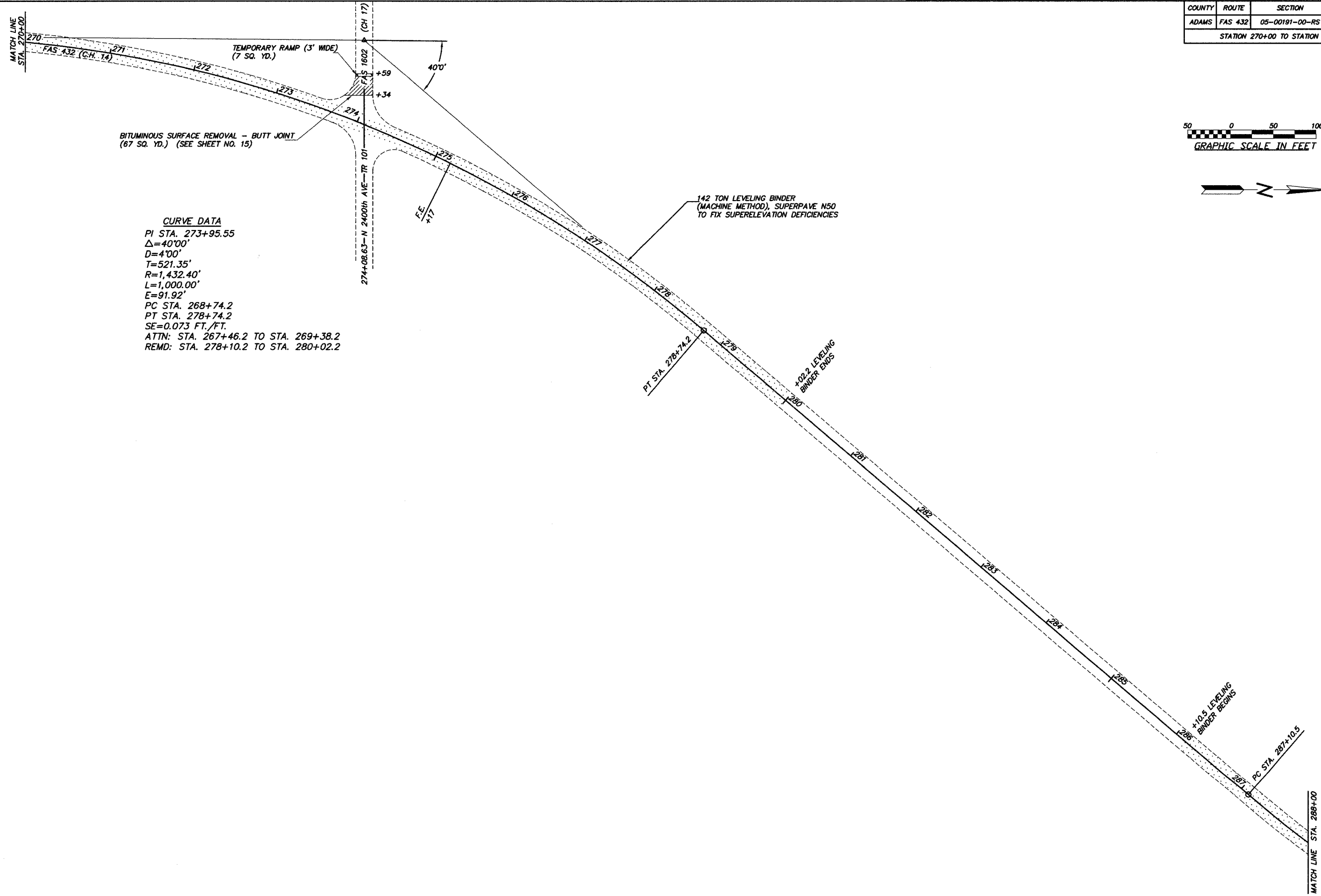
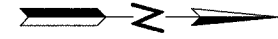
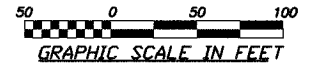


COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	11

STATION 240+00 TO STATION 270+00



COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	12
STATION 270+00 TO STATION 288+00				



BITUMINOUS SURFACE REMOVAL - BUTT JOINT  
(67 SQ. YD.) (SEE SHEET NO. 15)

**CURVE DATA**  
 PI STA. 273+95.55  
 $\Delta=40^{\circ}00'$   
 D=4'00"  
 T=521.35'  
 R=1,432.40'  
 L=1,000.00'  
 E=91.92'  
 PC STA. 268+74.2  
 PT STA. 278+74.2  
 SE=0.073 FT./FT.  
 ATTN: STA. 267+46.2 TO STA. 269+38.2  
 REMD: STA. 278+10.2 TO STA. 280+02.2

142 TON LEVELING BINDER  
(MACHINE METHOD), SUPERPAVE N50  
TO FIX SUPERELEVATION DEFICIENCIES

+02.2 LEVELING  
BINDER ENDS

+10.5 LEVELING  
BINDER BEGINS

MATCH LINE  
STA. 270+00

MATCH LINE STA. 288+00

274+08.63-N 2400th AVE-TR 101 (CH 17)

FAS 432 (C.H. 14)

E.E. +17

+59

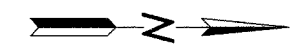
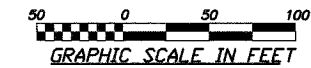
+34

PT STA. 278+74.2

PC STA. 287+10.5

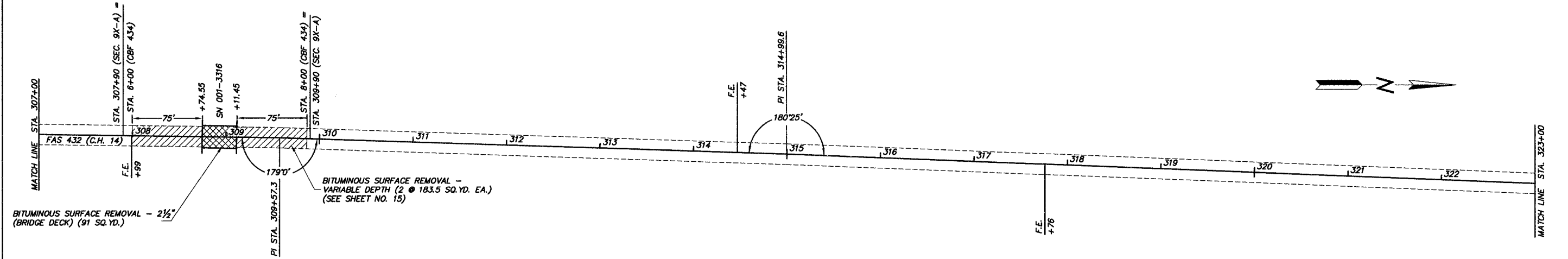
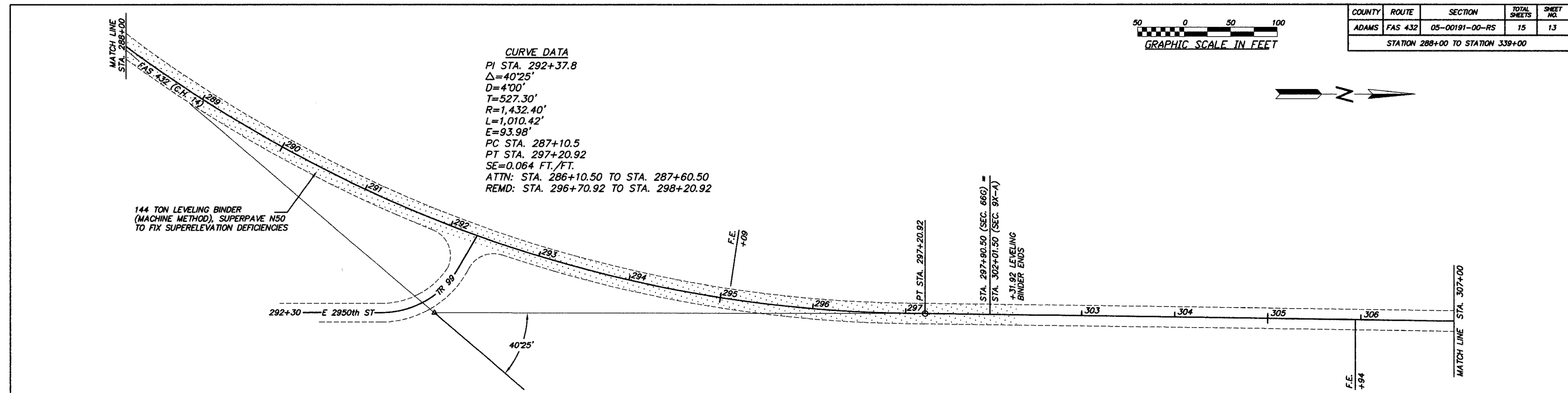
COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	13

STATION 288+00 TO STATION 339+00



**CURVE DATA**  
 PI STA. 292+37.8  
 $\Delta=40'25''$   
 D=4'00"  
 T=527.30'  
 R=1,432.40'  
 L=1,010.42'  
 E=93.98'  
 PC STA. 287+10.5  
 PT STA. 297+20.92  
 SE=0.064 FT./FT.  
 ATTN: STA. 286+10.50 TO STA. 287+60.50  
 REMD: STA. 296+70.92 TO STA. 298+20.92

144 TON LEVELING BINDER (MACHINE METHOD), SUPERPAVE N50 TO FIX SUPERELEVATION DEFICIENCIES

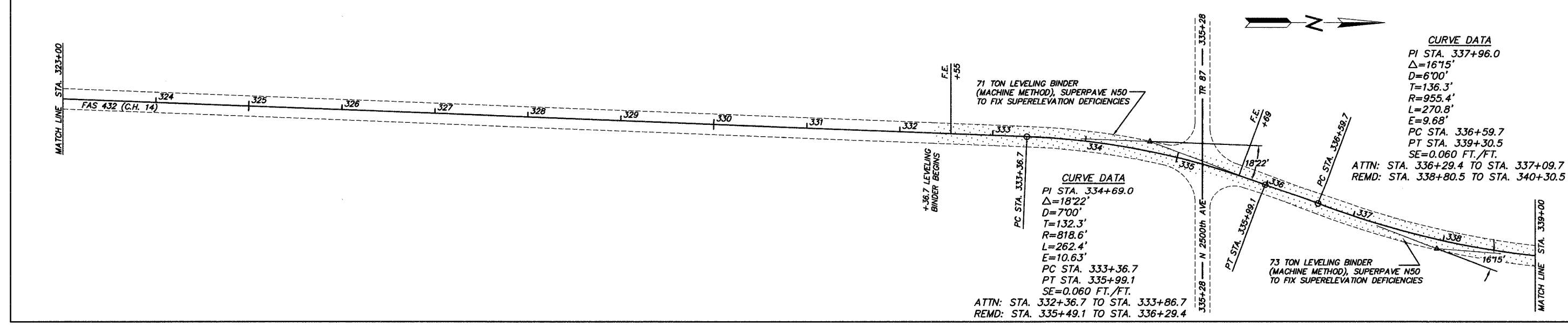


**CURVE DATA**  
 PI STA. 337+96.0  
 $\Delta=16'15''$   
 D=6'00"  
 T=136.3'  
 R=955.4'  
 L=270.8'  
 E=9.68'  
 PC STA. 336+59.7  
 PT STA. 339+30.5  
 SE=0.060 FT./FT.  
 ATTN: STA. 336+29.4 TO STA. 337+09.7  
 REMD: STA. 338+80.5 TO STA. 340+30.5

**CURVE DATA**  
 PI STA. 334+69.0  
 $\Delta=18'22''$   
 D=7'00"  
 T=132.3'  
 R=818.6'  
 L=262.4'  
 E=10.63'  
 PC STA. 333+36.7  
 PT STA. 335+99.1  
 SE=0.060 FT./FT.  
 ATTN: STA. 332+36.7 TO STA. 333+86.7  
 REMD: STA. 335+49.1 TO STA. 336+29.4

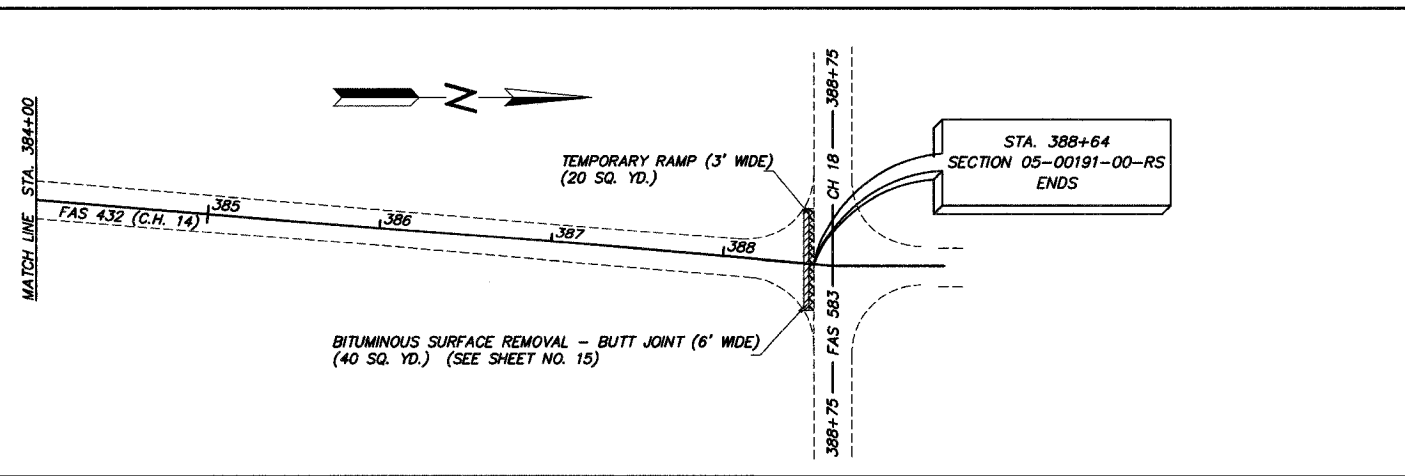
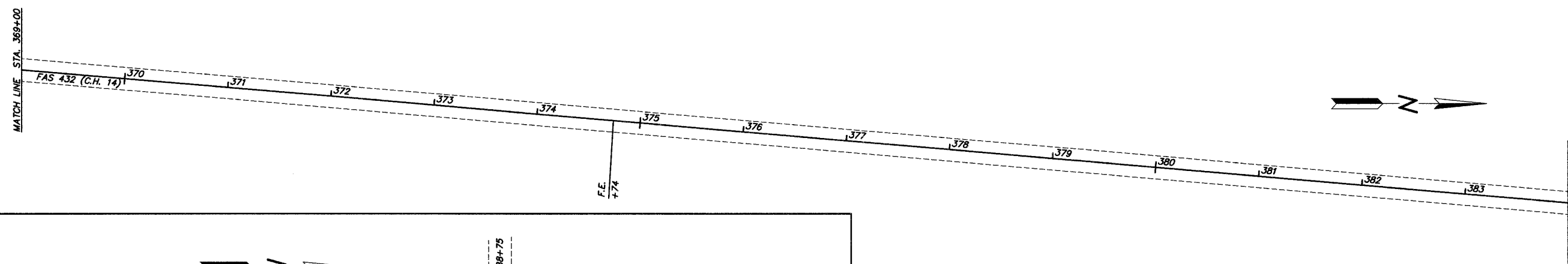
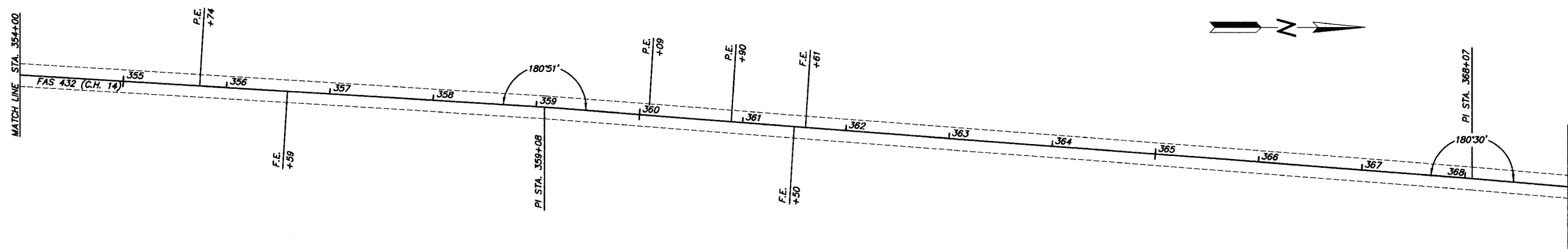
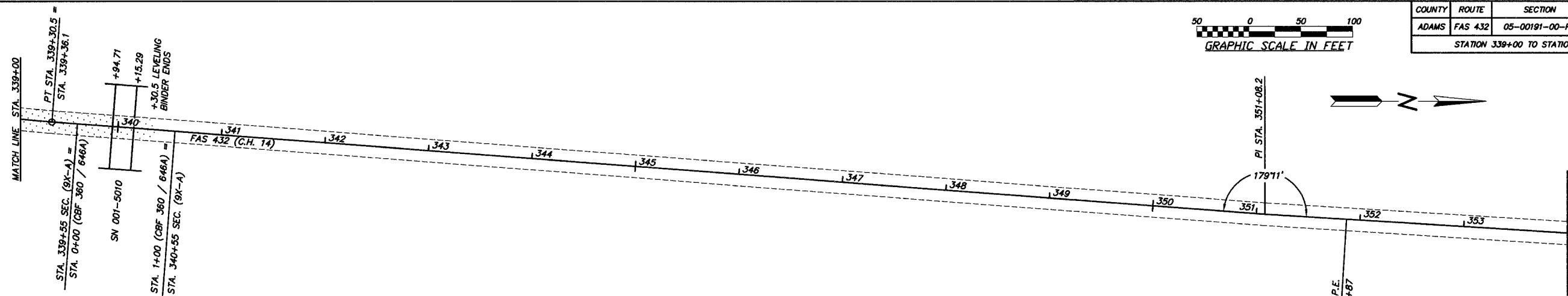
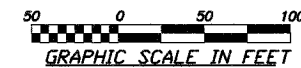
71 TON LEVELING BINDER (MACHINE METHOD), SUPERPAVE N50 TO FIX SUPERELEVATION DEFICIENCIES

73 TON LEVELING BINDER (MACHINE METHOD), SUPERPAVE N50 TO FIX SUPERELEVATION DEFICIENCIES



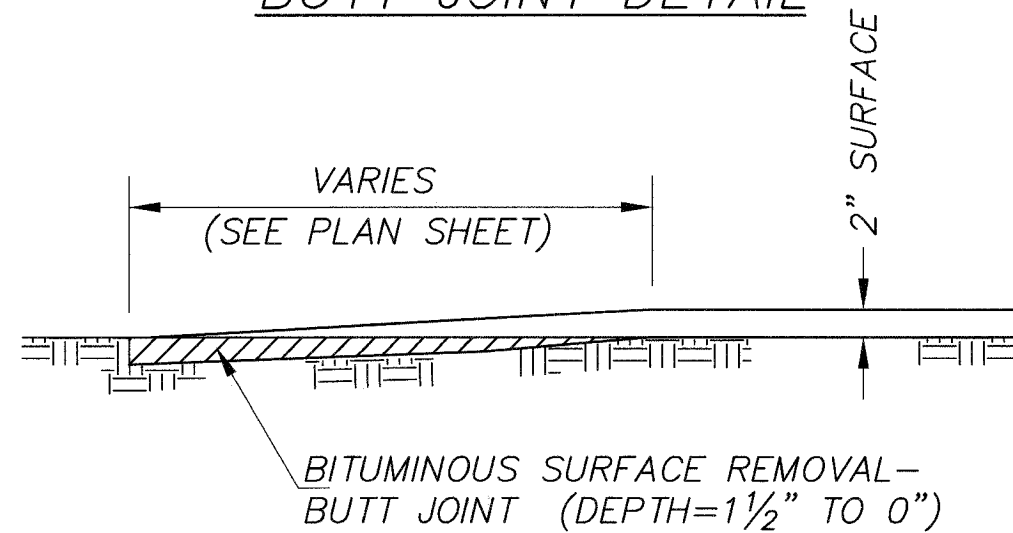
COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	14

STATION 339+00 TO STATION 388+64



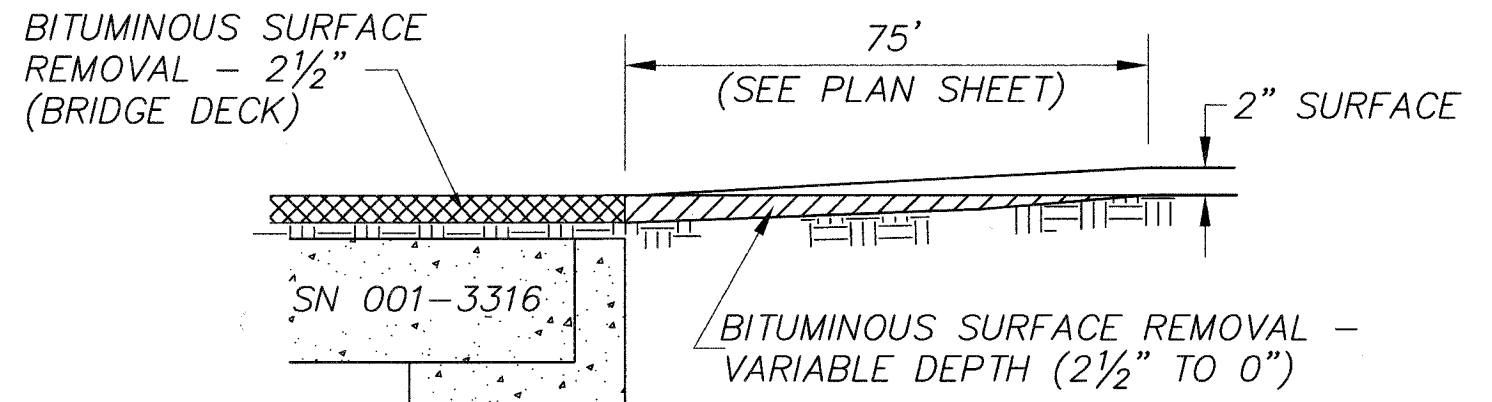
COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00191-00-RS	15	15
BUTT JOINT DETAIL				
BITUMINOUS SURFACE REMOVAL DETAIL				
SIDE ROAD & ENTRANCE DETAILS				

### BUTT JOINT DETAIL

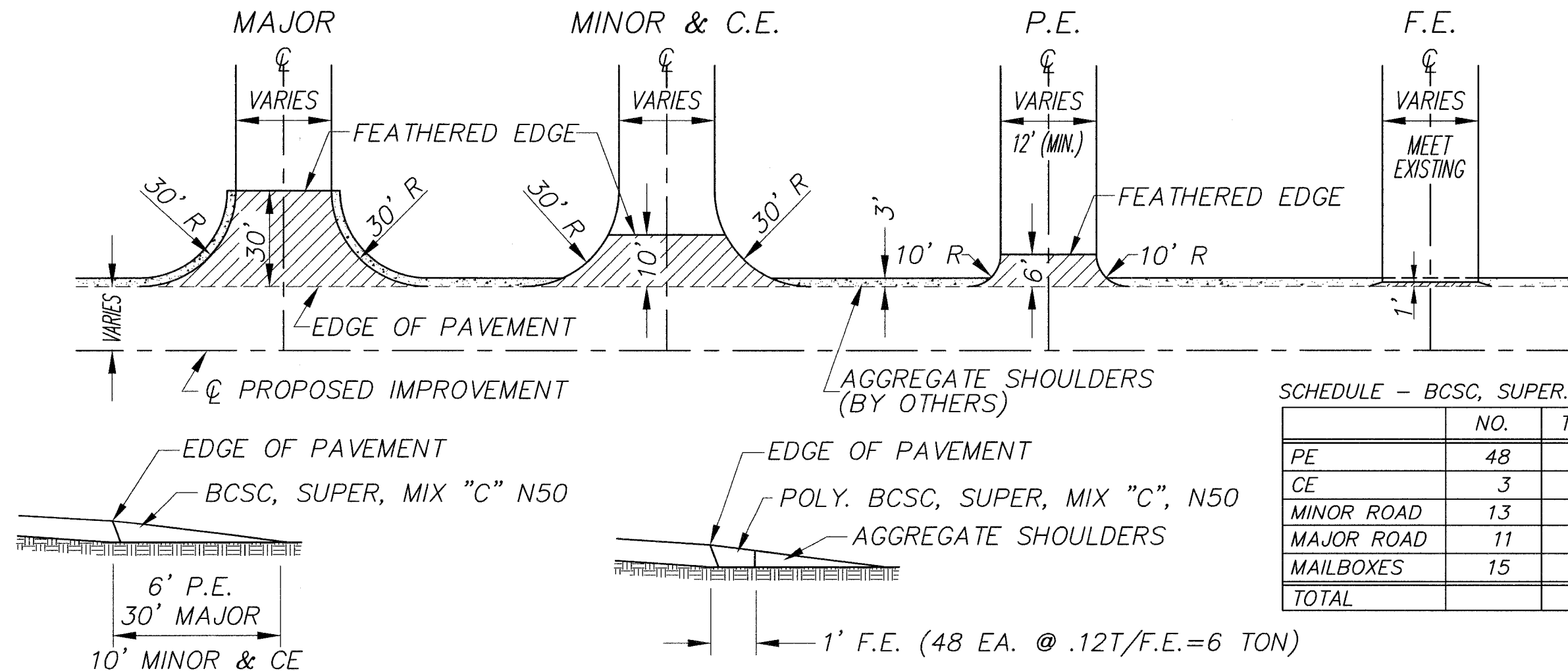


### BITUMINOUS SURFACE REMOVAL

STA. 307+99.55 TO STA. 309+86.45



### INTERSECTION DETAILS



SCHEDULE - BCSC, SUPER., MIX "C" N50

	NO.	TONS/	TONS
PE	48	1.5	72
CE	3	6	18
MINOR ROAD	13	6	78
MAJOR ROAD	11	12	132
MAILBOXES	15	2.4	36
TOTAL			336