

93398

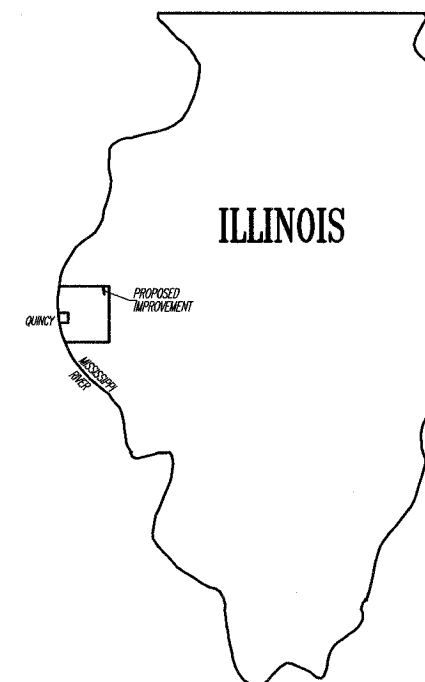
COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00194-00-RS	12	1

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
SURFACE TRANSPORTATION/RURAL PROGRAM
LOCAL AGENCY PAVEMENT PRESERVATION

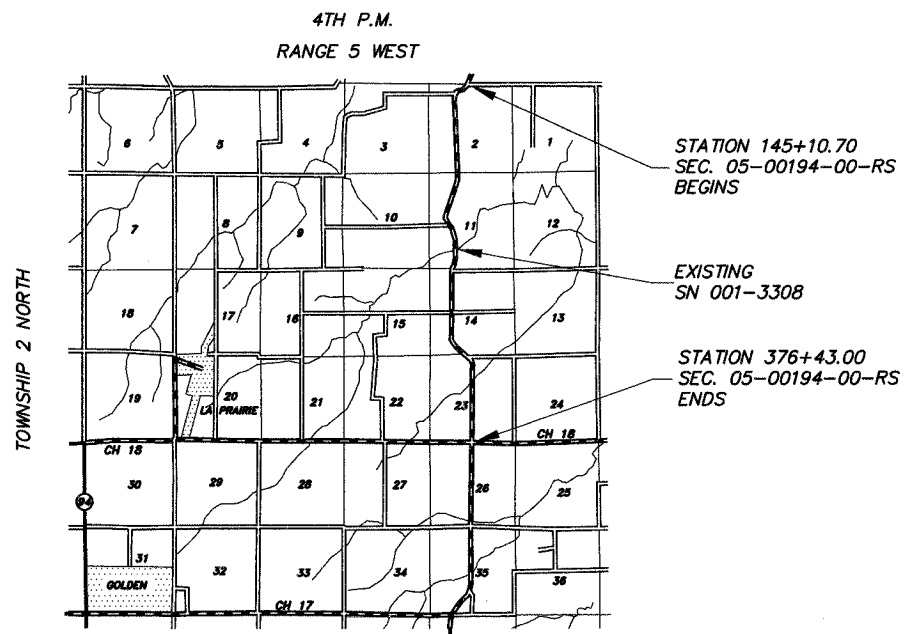
(C.H. 14) FAS 432 SECTION 05-00194-00-RS ADAMS COUNTY
PROJECT NO. RS-432(120) JOB NO. C-96-213-05



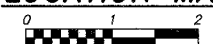
PROPOSED IMPROVEMENT MARKED THUS —

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

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



LOCATION MAP



FUNCTIONAL CLASS: MAJOR COLLECTOR (NON-URBAN)
 ADT = 400

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
- ADAMS TELEPHONE GOLDEN, IL
- ADAMS RURAL ELECTRICAL CO-OP CAMP POINT, IL
- CLAYTON-CAMP POINT WATER DISTRICT CLAYTON, IL
- WIPCO CARTHAGE, IL

GROSS LENGTH:
 STA. 145+10.70 TO STA. 376+43.00 = 23,132.30 FT.
 NET LENGTH TO BE IMPROVED: 23,132.30 FT. = 4.381 MILES

APPROVED <u>April 14th</u>	2005
<u>Richard A. Klump</u>	COUNTY ENGINEER
PASSED <u>June 2</u>	2005
<u>W.R. Fry</u>	DISTRICT ENGINEER OF CONSTRUCTION
PASSED <u>Co-1</u>	2005
<u>Terry Paul</u>	DISTRICT ENGINEER OF LOCAL ROADS AND STREETS
APPROVED <u>June 1</u>	2005
<u>Christina M. Reed</u>	DEPUTY DIRECTOR OF HIGHWAYS REGION FOUR ENGINEER
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	

CONTRACT NO. 93398

COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00194-00-RS	12	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:
 - ADAMS TELEPHONE
 - ADAMS RURAL ELECTRICAL CO-OP
 - CLAYTON - CAMP POINT WATER DISTRICT
 - WPCO
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.

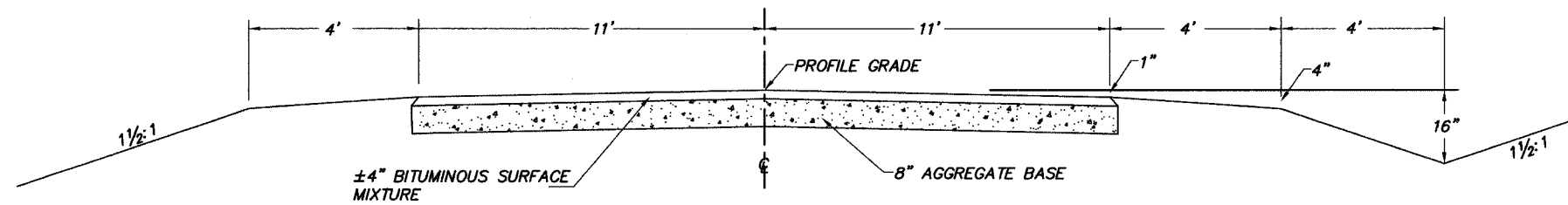
SUMMARY OF QUANTITIES

QUANTITY	UNIT	ITEM	CODE NO.	SPECIAL PROVISIONS
89	TON	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	X4066414	*
6,232	TON	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	X4066514	*
1,499	TON	LEVELING BINDER (MACHINE METHOD), SUPERPAVE N50	X4066765	*
5,398	GALLON	BITUMINOUS MATERIALS (PRIME COAT)	40600100	*
108	TON	AGGREGATE (PRIME COAT)	40600300	
75	SQ. YD.	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	40600980	*
27	SQ. YD.	TEMPORARY RAMP	40600990	
126	SQ. YD.	BITUMINOUS SURFACE REMOVAL 1"	44000004	
367	SQ. YD.	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	44000030	*
1	L. SUM	TRAFFIC CONTROL AND PROTECTION	70101700	*
2,819	FOOT	SHORT TERM PAVEMENT MARKING	70300100	*
†	L. SUM	MOBILIZATION	67100100	

CONSTRUCTION TYPE CODE: I000

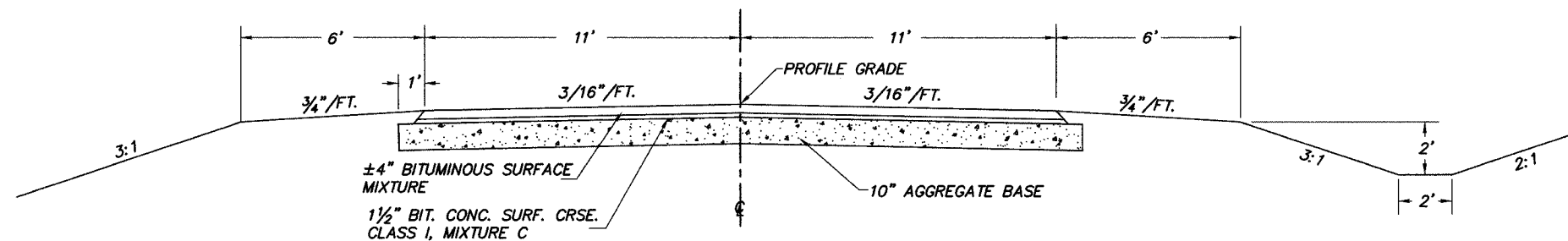
TYPICAL CROSS SECTIONS

COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00194-00-RS	12	3
TYPICAL CROSS SECTIONS				



EXISTING CROSS SECTION

BUILT AS: SECTION 9A-WP50
 STA. 145+10.70 TO STA. 249+98.00
 STA. 254+78.00 TO STA. 376+43.00



EXISTING CROSS SECTION

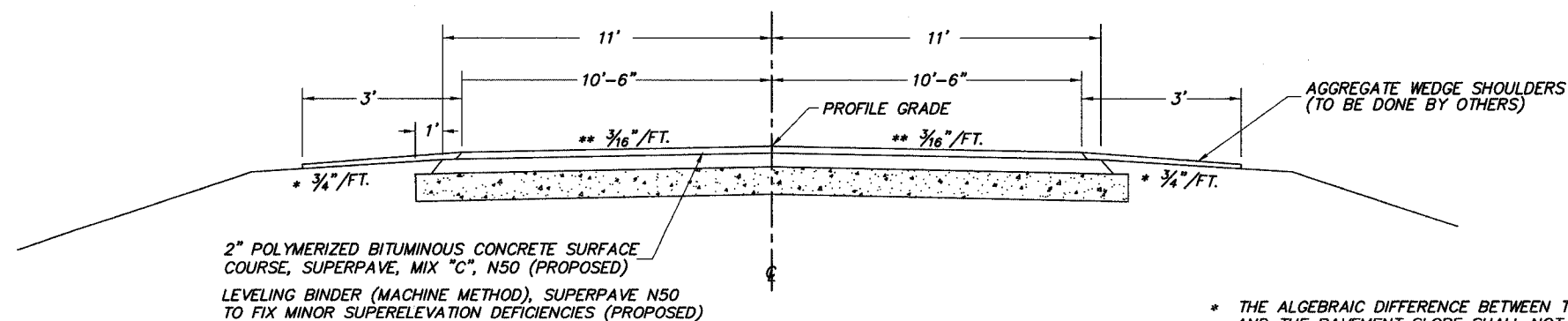
BUILT AS: SECTION CBF 419
 STA. 249-98.00 TO STA. 254+78.00

CLASS I BITUMINOUS MIXTURE REQUIREMENTS

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

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

STA. TO STA.	TONS
143+82.7 TO 153+36.4	165
154+15.6 TO 163+85.1	193
208+66.5 TO 217+98.2	182
224+76.0 TO 233+30.3	113
236+38.5 TO 245+49.6	131
253+63.6 TO 260+83.6	309
262+84.4 TO 269+81.1	86
303+16.9 TO 313+28.6	210
322+49.2 TO 330+80.1	110
TOTAL	1,499



PROPOSED CROSS SECTION

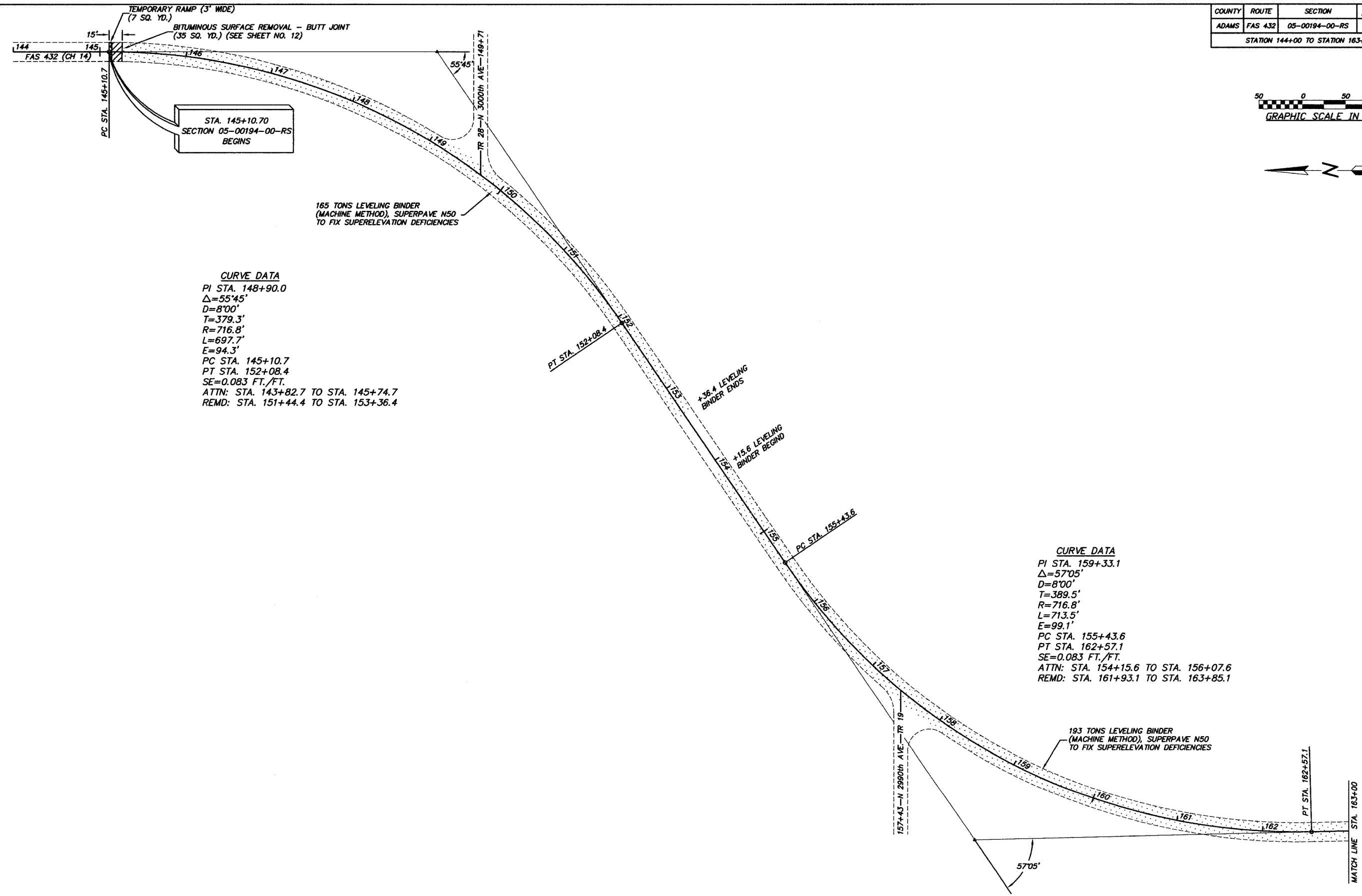
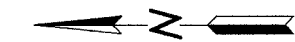
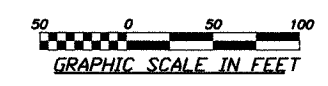
STA. 145+10.70 TO STA. 376+43.00

* 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.

COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00194-00-RS	12	4

STATION 144+00 TO STATION 163+00



CURVE DATA
 PI STA. 148+90.0
 Δ=55°45'
 D=8'00"
 T=379.3'
 R=716.8'
 L=697.7'
 E=94.3'
 PC STA. 145+10.7
 PT STA. 152+08.4
 SE=0.083 FT./FT.
 ATTN: STA. 143+82.7 TO STA. 145+74.7
 REMD: STA. 151+44.4 TO STA. 153+36.4

CURVE DATA
 PI STA. 159+33.1
 Δ=57°05'
 D=8'00"
 T=389.5'
 R=716.8'
 L=713.5'
 E=99.1'
 PC STA. 155+43.6
 PT STA. 162+57.1
 SE=0.083 FT./FT.
 ATTN: STA. 154+15.6 TO STA. 156+07.6
 REMD: STA. 161+93.1 TO STA. 163+85.1

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

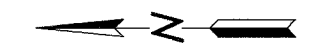
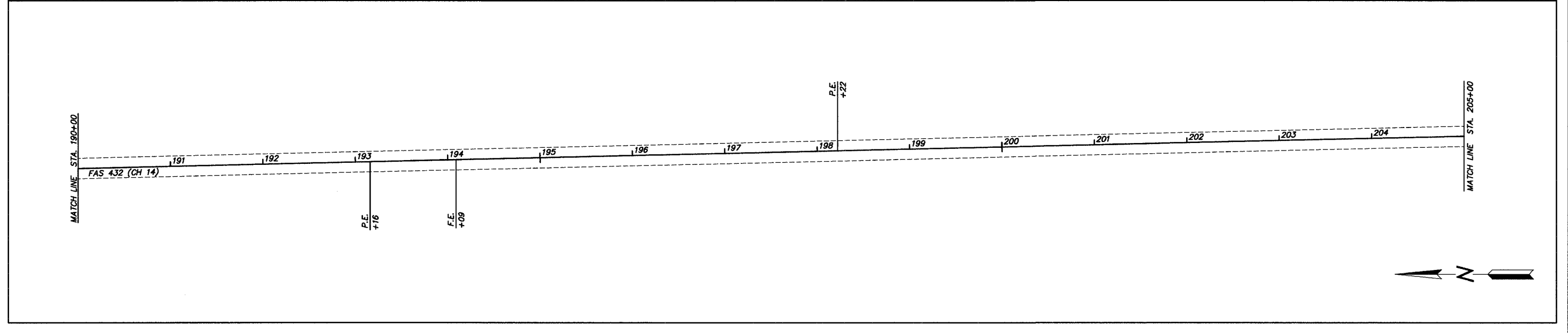
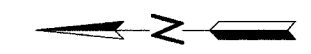
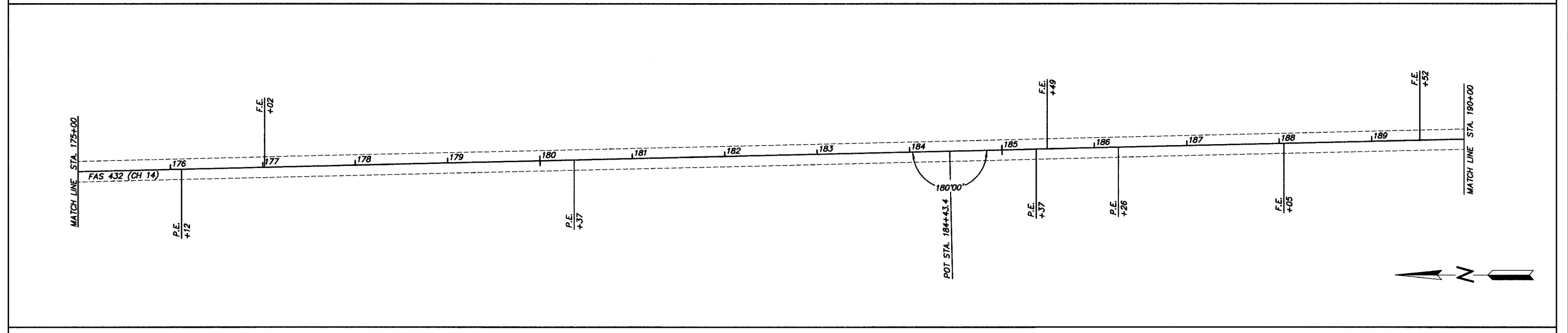
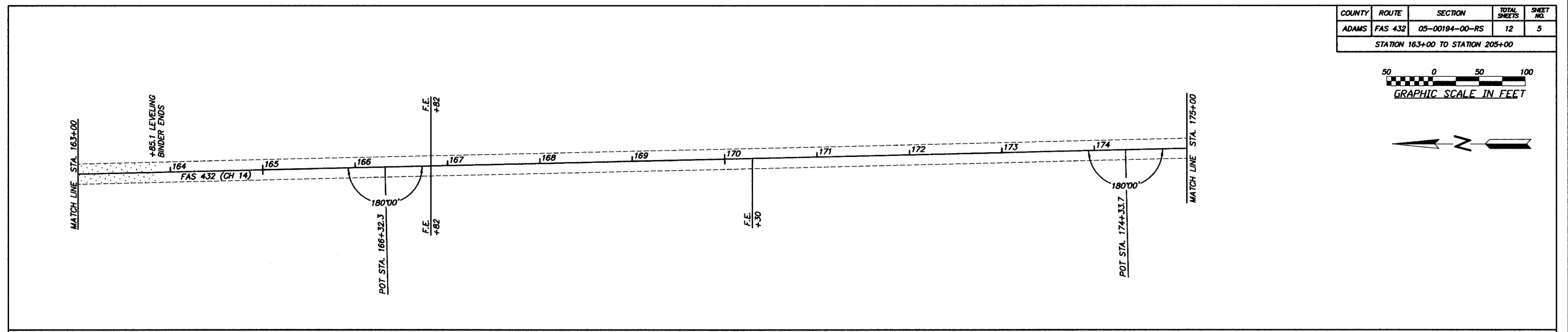
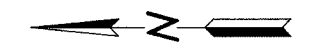
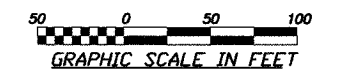
193 TONS LEVELING BINDER
 (MACHINE METHOD), SUPERPAVE N50
 TO FIX SUPERELEVATION DEFICIENCIES

STA. 145+10.70
 SECTION 05-00194-00-RS
 BEGINS

MATCH LINE STA. 163+00

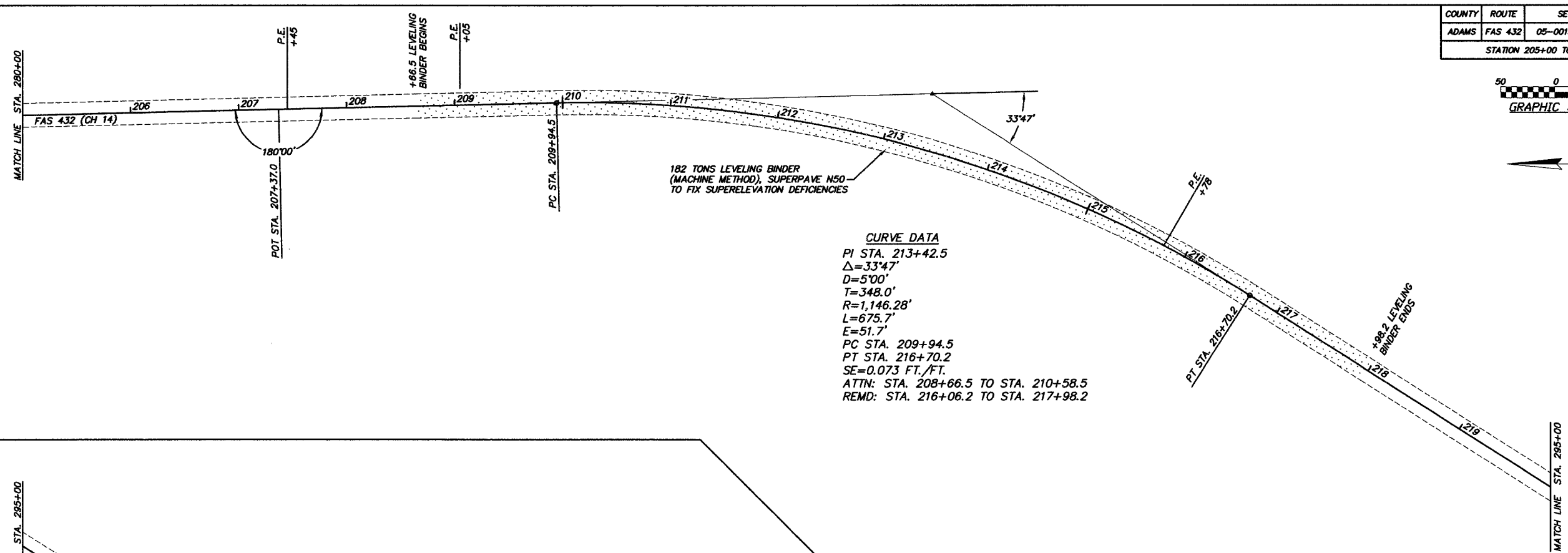
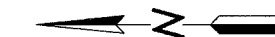
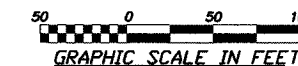
COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00194-00-RS	12	5

STATION 163+00 TO STATION 205+00

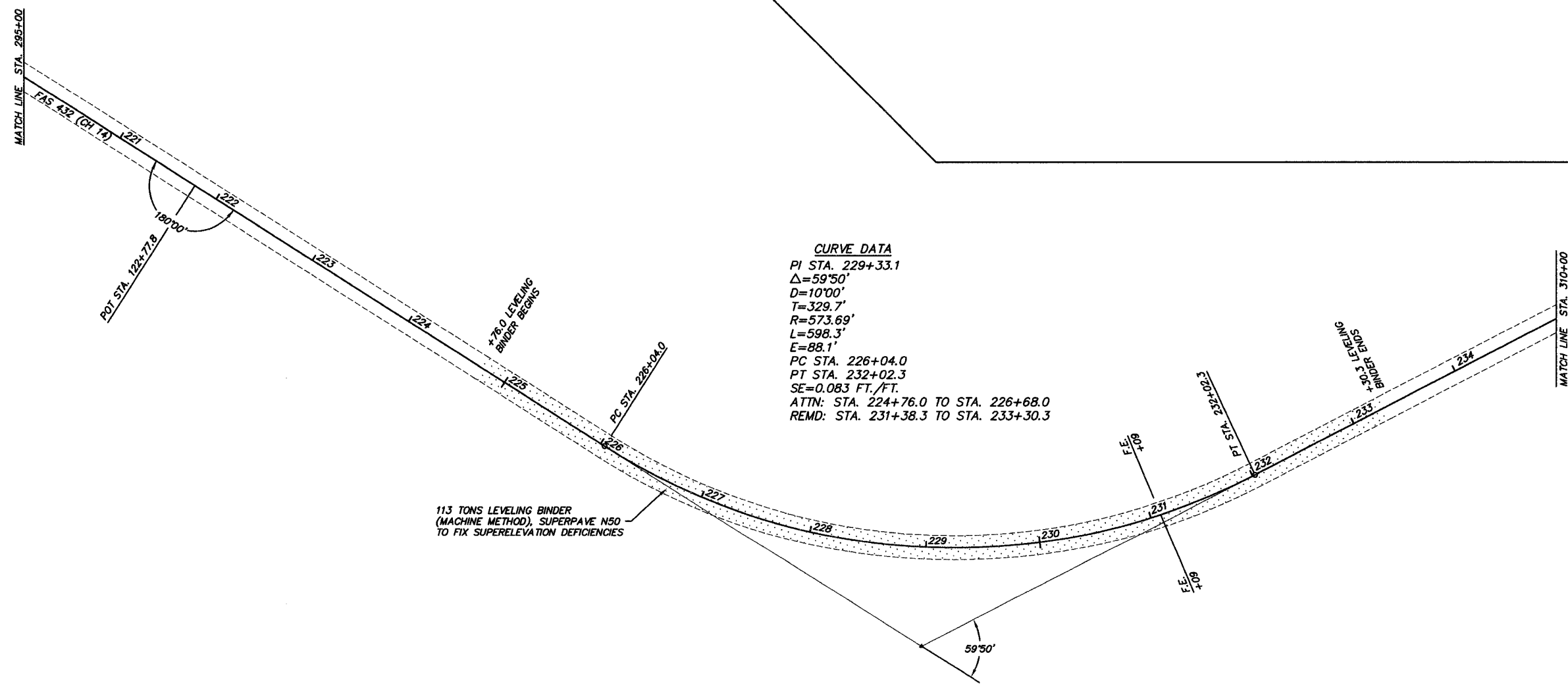


COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00194-00-RS	12	6

STATION 205+00 TO STATION 235+00

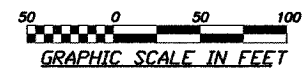


CURVE DATA
 PI STA. 213+42.5
 $\Delta=33^{\circ}47'$
 D=5'00"
 T=348.0'
 R=1,146.28'
 L=675.7'
 E=51.7'
 PC STA. 209+94.5
 PT STA. 216+70.2
 SE=0.073 FT./FT.
 ATTN: STA. 208+66.5 TO STA. 210+58.5
 REMD: STA. 216+06.2 TO STA. 217+98.2



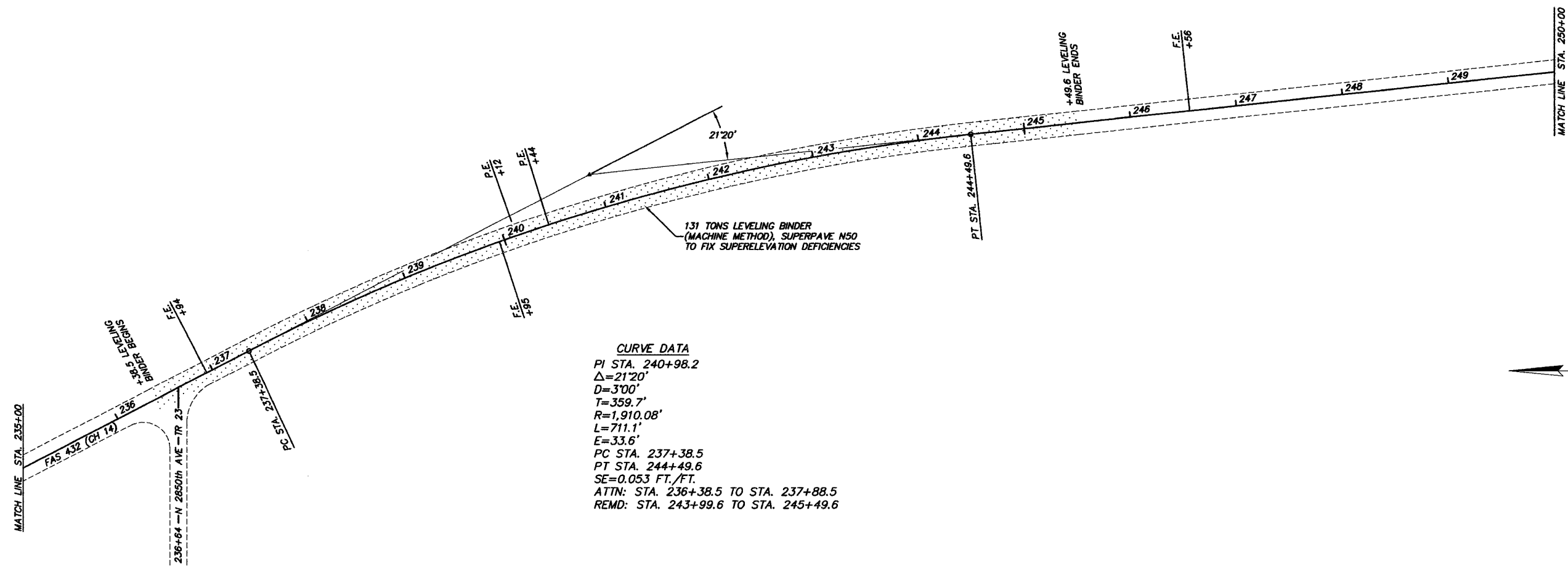
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 PI STA. 229+33.1
 $\Delta=59^{\circ}50'$
 D=10'00"
 T=329.7'
 R=573.69'
 L=598.3'
 E=88.1'
 PC STA. 226+04.0
 PT STA. 232+02.3
 SE=0.083 FT./FT.
 ATTN: STA. 224+76.0 TO STA. 226+68.0
 REMD: STA. 231+38.3 TO STA. 233+30.3



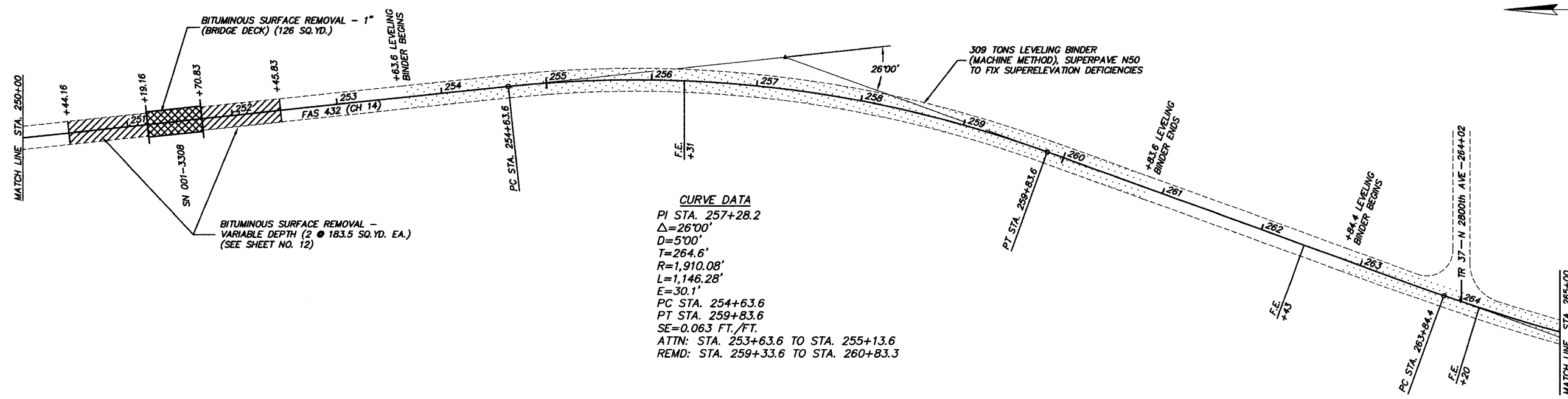
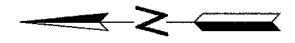


COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00194-00-RS	12	7

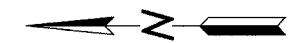
STATION 235+00 TO STATION 265+00



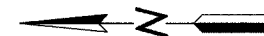
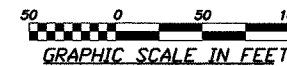
CURVE DATA
 PI STA. 240+98.2
 $\Delta=21'20''$
 $D=3'00''$
 $T=359.7'$
 $R=1,910.08'$
 $L=711.1'$
 $E=33.6'$
 PC STA. 237+38.5
 PT STA. 244+49.6
 $SE=0.053$ FT./FT.
 ATTN: STA. 236+38.5 TO STA. 237+88.5
 REMD: STA. 243+99.6 TO STA. 245+49.6



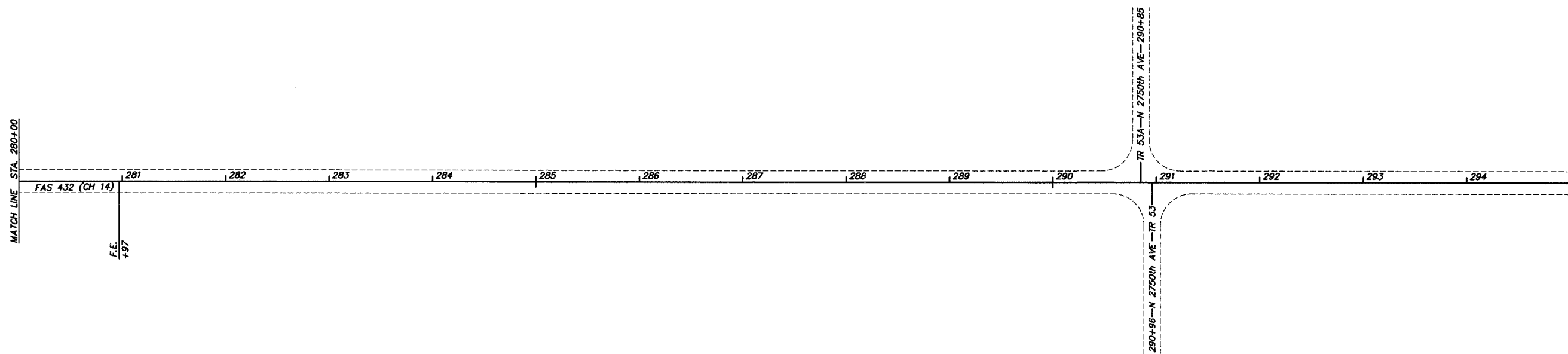
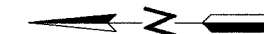
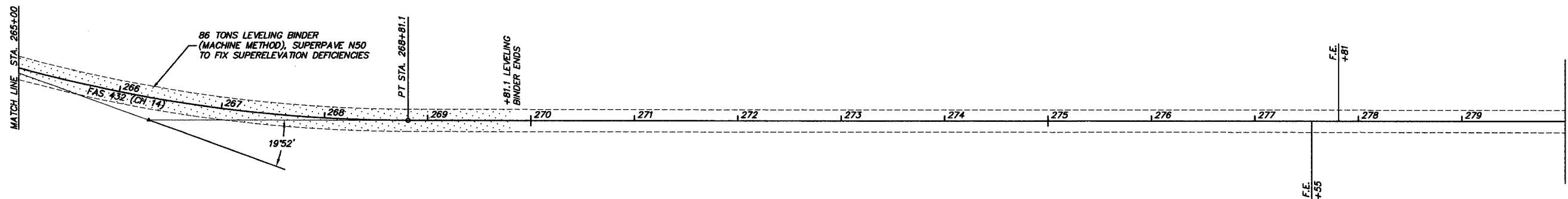
CURVE DATA
 PI STA. 257+28.2
 $\Delta=26'00''$
 $D=5'00''$
 $T=264.6'$
 $R=1,910.08'$
 $L=1,146.28'$
 $E=30.1'$
 PC STA. 254+63.6
 PT STA. 259+83.6
 $SE=0.063$ FT./FT.
 ATTN: STA. 253+63.6 TO STA. 255+13.6
 REMD: STA. 259+33.6 TO STA. 260+83.3



COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00194-00-RS	12	8
STATION 265+00 TO STATION 295+00				



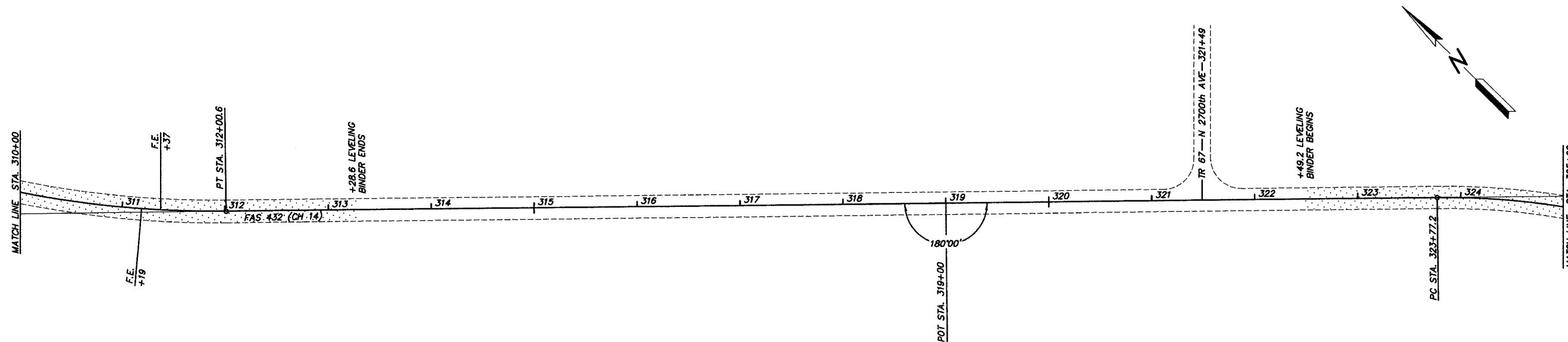
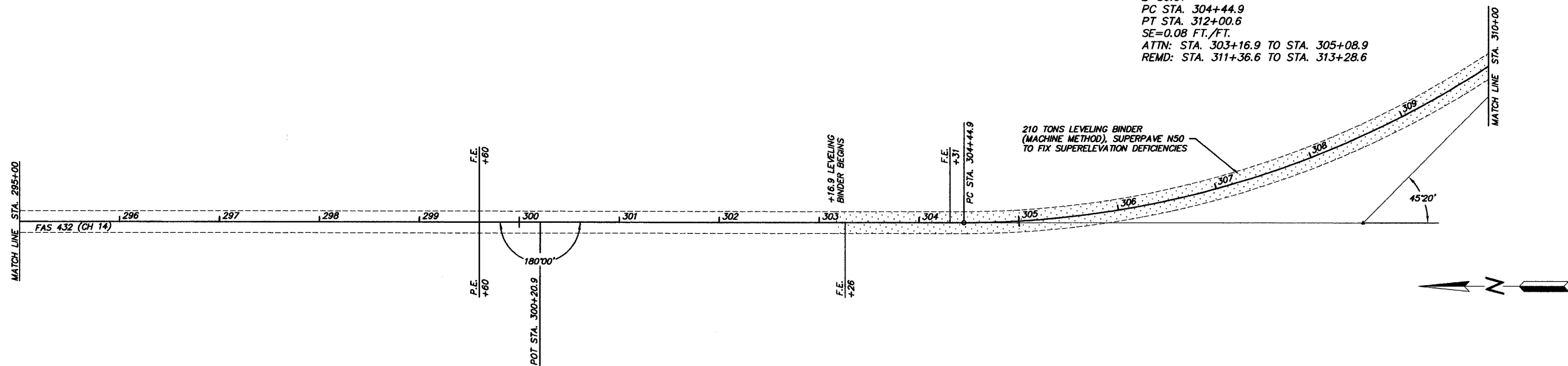
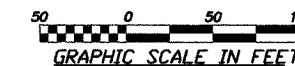
CURVE DATA
 PI STA. 266+35.2
 $\Delta=19^{\circ}52'$
 $D=4^{\circ}00'$
 $T=250.8'$
 $R=1,432.69'$
 $L=496.7'$
 $E=21.8'$
 PC STA. 263+84.4
 PT STA. 268+81.1
 $SE=0.064$ FT./FT.
 ATTN: STA. 262+84.4 TO STA. 264+34.4
 REMD: STA. 268+31.1 TO STA. 269+81.1



COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00194-00-RS	12	9

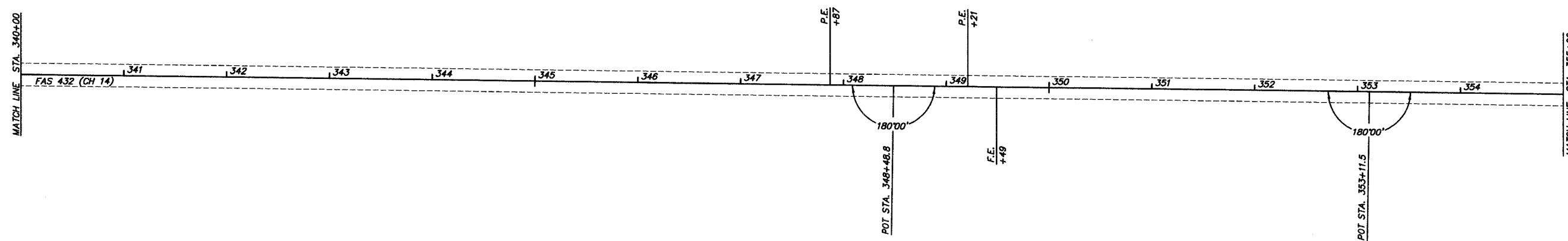
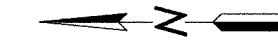
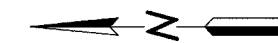
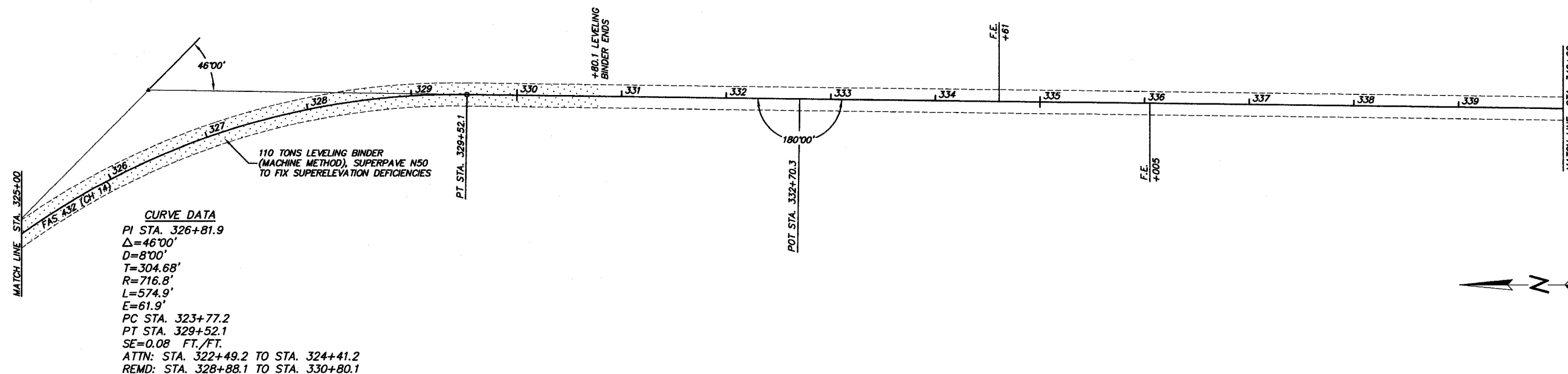
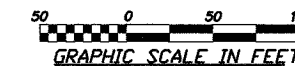
STATION 295+00 TO STATION 325+00

CURVE DATA
 PI STA. 308+43.7
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 $D=6^{\circ}00'$
 $T=399.3'$
 $R=955.4'$
 $L=755.7'$
 $E=80.01'$
 PC STA. 304+44.9
 PT STA. 312+00.6
 $SE=0.08$ FT./FT.
 ATTN: STA. 303+16.9 TO STA. 305+08.9
 REMD: STA. 311+36.6 TO STA. 313+28.6



COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00194-00-RS	12	10

STATION 325+00 TO STATION 355+00



COUNTY	ROUTE	SECTION	TOTAL SHEETS	SHEET NO.
ADAMS	FAS 432	05-00194-00-RS	12	11

STATION 355+00 TO STATION 376+43

