

INDEX OF SHEETS, SHEET NO. 3
HIGHWAY STANDARDS, SHEET NO. 3

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
**AMERICAN RECOVERY &
REINVESTMENT ACT OF 2009 AND
EMERGENCY REPAIR PROGRAM**

FAS ROUTE 926 (ST. JOHN'S ROAD)
SECTION 09-00098-00-RS
PROJECT NO. ARA-0926(112)
JOB NO. C-99-514-10

CLASSIFICATION: MAJOR
COLLECTOR (NON URBAN)

ADT: 450

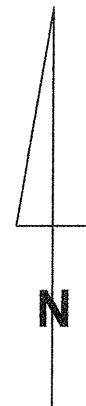
DESIGN SPEED: 50 MPH



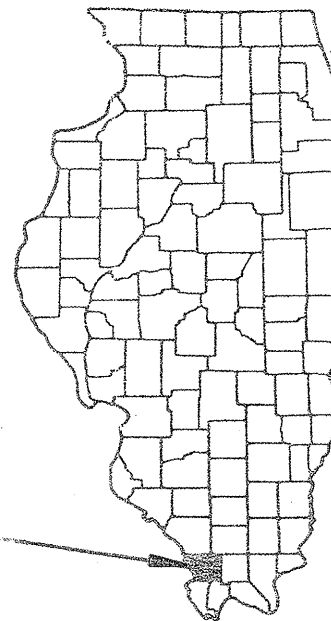
KEVIN GRAMMER
ILLINOIS PROFESSIONAL ENGINEER
#062-048361
EXPIRES NOVEMBER 30, 2011

CONTRACT NO. 99419

CALL JULIE
1-800-892-0123



UNION COUNTY



PROJECT
LOCATION

T13S, R1W, 3RD P.M.

ILLINOIS DEPARTMENT OF TRANSPORTATION

APPROVED December 18, 2009

Kevin Grammer
UNION COUNTY HIGHWAY ENGINEER

PASSED 12/23 20 09

Richard W. Melcher
DISTRICT 9 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW

12/29/09

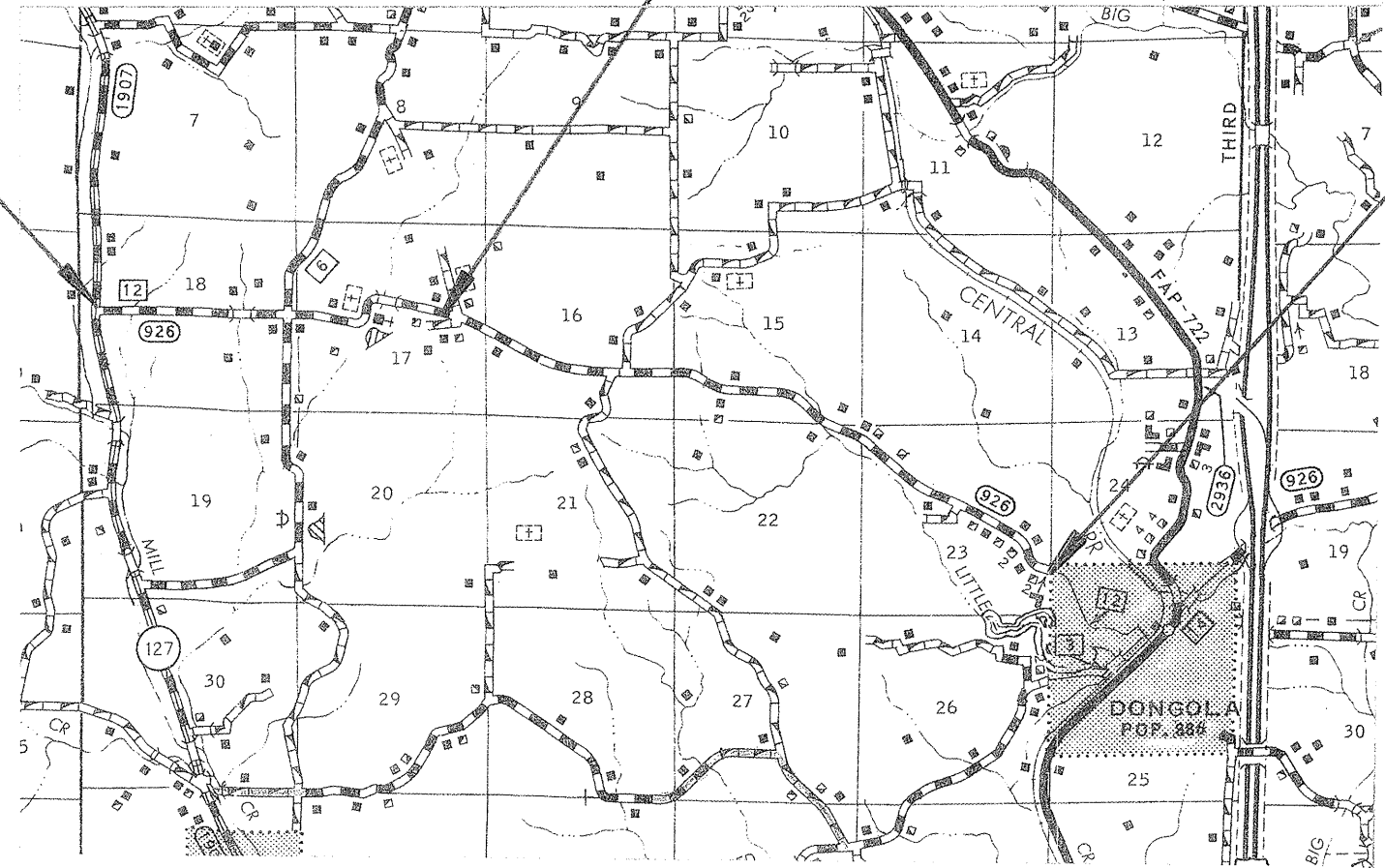
Mary C. Lamie
MARY C. LAMIE, P.E.
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

UNION COUNTY
SECTION 09-0098-00-RS
PROJECT NO. ARA-0926(112)
SHEET 2 OF 7

STATION EQUATION
STA. 106 + 76.18 BK. =
STA. 106 + 83.20 AHD.

**PROPOSED IMPROVEMENT
BEGINS STATION 0 + 25**

**PROPOSED IMPROVEMENT
ENDS STATION 299 + 94**



NET LENGTH OF IMPROVEMENT = 29,962 FEET = 5.675 MILES

LOCATION MAP

INDEX OF SHEETS

1. COVER SHEET
2. LOCATION MAP
3. INDEX OF SHEETS, SUMMARY OF QUANTITIES
STANDARDS AND SUPERELEVATION SCHEDULE
4. TYPICAL SECTIONS
5. GENERAL NOTES & BUTT JOINT DETAILS
6. TYPICAL ENTRANCE DETAILS AND PRIVATE
ENTRANCE SCHEDULE
7. TYPICAL SIDE ROAD DETAILS AND SCHEDULE

STANDARDS

- 701001 - 02
- 701006 - 03
- 701011 - 02
- 701301 - 03
- 701306 - 02
- 701311 - 03
- 701901 - 01
- 780001 - 02
- BLR 24 - 2

SUPERELEVATION SCHEDULE

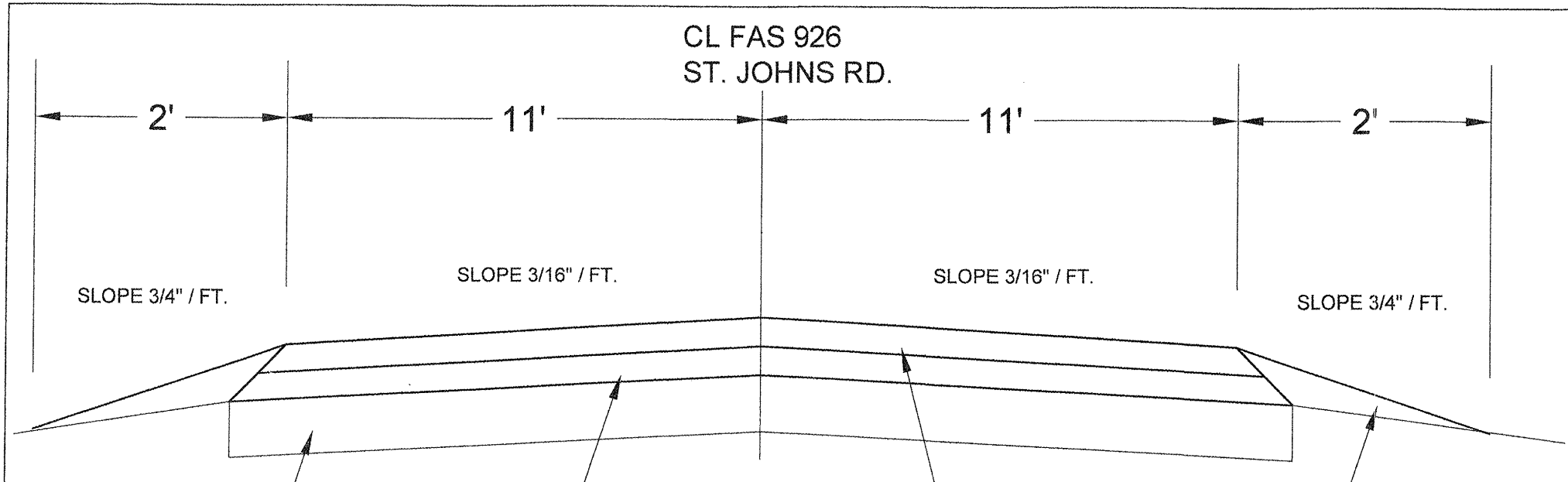
CURVE NO.	PI STA.	PROPOSED SUPER. %	ATTAIN	REMOVE
1	66+36	5.5	63+53 TO 65+07	67+63 TO 69+17
2	77+77	8.0	73+89 TO 75+49	78+20 TO 79+80
3	84+35	8.0	79+80 TO 81+40	85+61 TO 87+21
4	111+28	4.0	106+23 TO 107+44	115+05 TO 116+26
5	137+96	4.0	130+57 TO 131+78	143+90 TO 145+11
6	154+00	NC	NC	NC
7	177+71	6.0	173+63 TO 175+05	180+17 TO 181+59
8	186+33	6.5	183+09 TO 184+60	187+96 TO 189+47
9	210+00	7.0	205+65 TO 207+25	212+35 TO 213+95
10	219+86	6.0	216+23 TO 217+65	221+95 TO 223+37
11	231+89	6.5	228+55 TO 230+31	233+44 TO 235+20
12	252+40	5.0	249+43 TO 250+66	254+11 TO 255+34
13	270+79	3.0	267+67 TO 268+52	273+05 TO 273+90
14	288+30	4.0	285+58 TO 286+62	289+98 TO 291+02
15	294+60	6.5	291+45 TO 292+96	296+25 TO 297+76

SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	QUANTITY
			TOTAL
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	3,824
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	4,102
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	6,434
48101200	AGGREGATE SHOULDERS, TYPE B	TON	1,825
67100100	MOBILIZATION	L. SUM	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	6,000
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	104,870
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	104,870

* SPECIALTY ITEMS

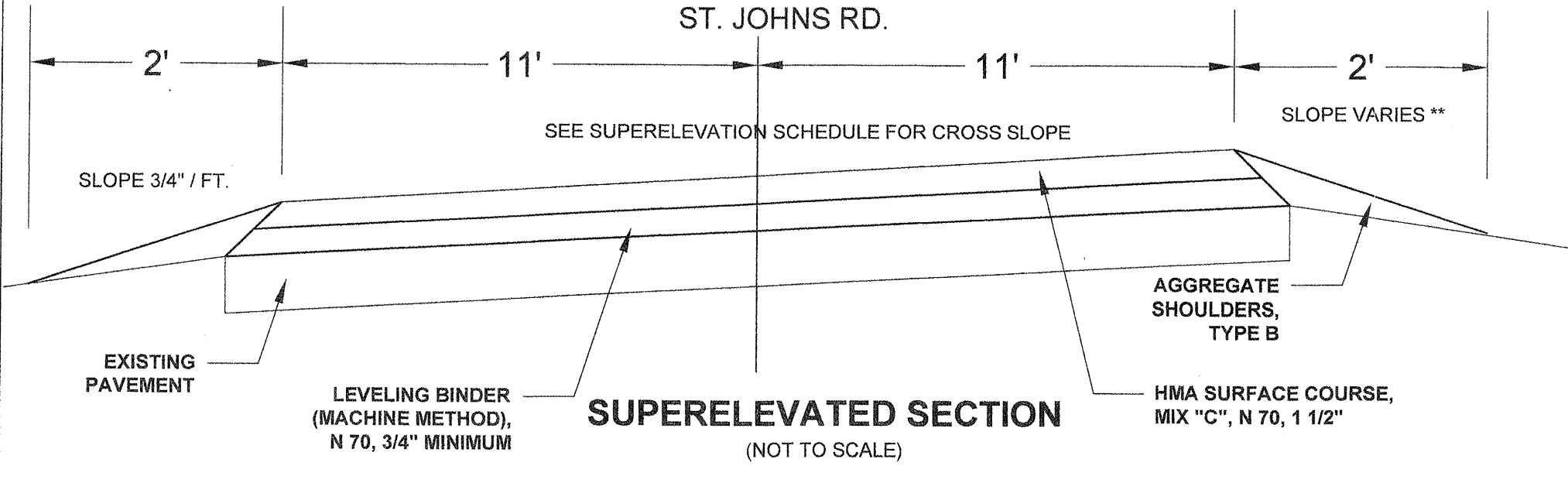
UNION COUNTY
 SECTION 09-0098-00-RS
 PROJECT NO. ARA-0926(112)
 SHEET 4 OF 7



TYPICAL SECTION

(NOT TO SCALE)

CL FAS 926
ST. JOHNS RD.



SUPERELEVATED SECTION

(NOT TO SCALE)

** SLOPE 3/4" / FT., BUT NOT MORE THAN 0.12' / FT. BREAK BETWEEN PAVEMENT AND SHOULDER.

GENERAL NOTES

THE EXISTING SURFACE SHALL BE PRIMED FULL WIDTH OF ROADWAY PRIOR TO PLACEMENT OF HMA.

FACTORS USED FOR QUANTITY CALCULATIONS ARE AS FOLLOWS

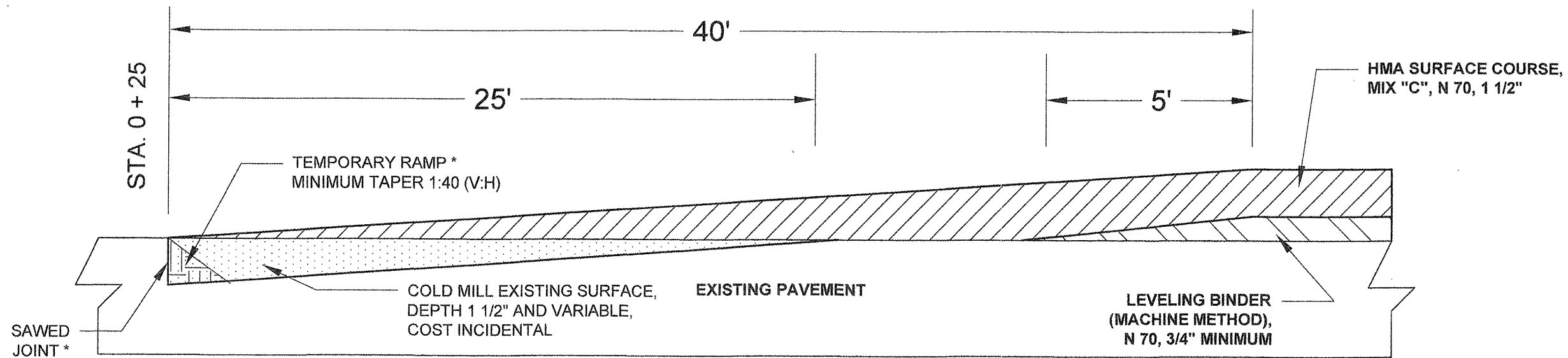
HOT MIX ASPHALT	2.016 TONS / CU. YD.
AGGREGATE	2.05 TONS / CU. YD.
BIT. MATLS. (PRIME COAT)	0.05 GALS. / SQ. YD.

THE FINAL PAINT PAVEMENT MARKING LINE QUANTITY WILL BE DETERMINED AFTER PLACEMENT OF FINAL SURFACE AND THE NO PASSING ZONES HAVE BEEN DETERMINED. THE QUANTITY INCLUDED IN THE PLANS IS FOR ESTIMATING PURPOSES ONLY..:

HOT MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE USE:	LEVELING BINDER (MACHINE METHOD), N 70
PG:	PG64-22
RAP% (MAX):	10
DESIGN AIR VOIDS:	4% 70 GYRATION SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5mm
FRICTION AGGREGATE	NONE

MIXTURE USE:	HMA SURFACE COURSE, MIX "C", N 70
PG:	PG64-22
RAP% (MAX):	10
DESIGN AIR VOIDS:	4% 70 GYRATION SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5mm OR IL-12.5mm
FRICTION AGGREGATE	C SURFACE



* SAWED JOINT AND TEMPORARY RAMP ARE INCIDENTAL

BUTT JOINT DETAIL

PRIVATE ENTRANCE SCHEDULE

UNION COUNTY
SECTION 09-0098-00-RS
PROJECT NO. ARA-0926(112)
SHEET 6 OF 7

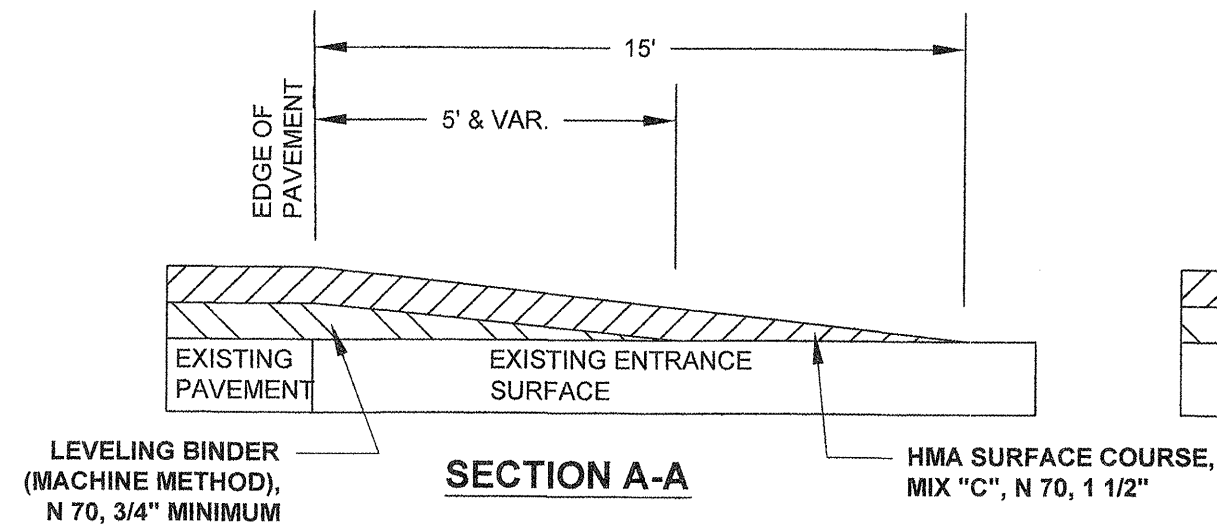
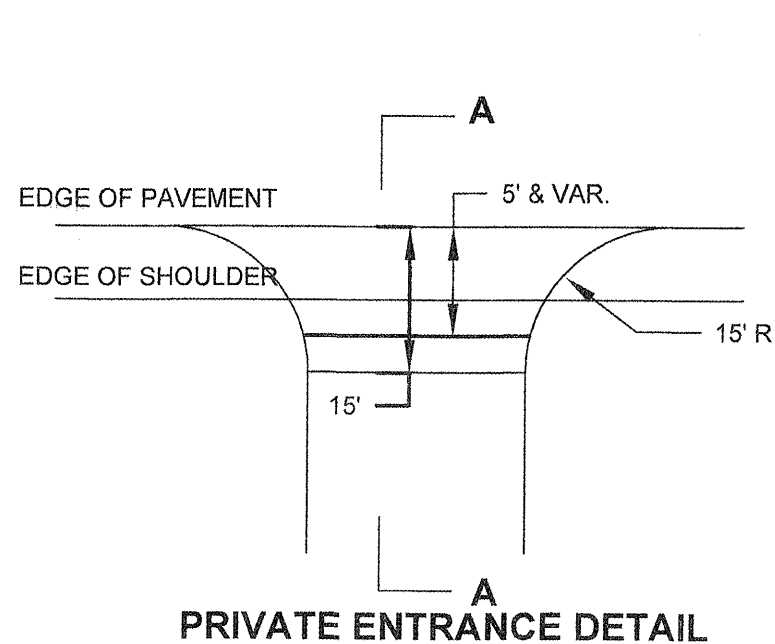
LOCATION	WIDTH	BIT. TONS
PEL 27 + 06	15'	2.5
PER 39 + 83	15	2.5
PER 53 + 88	15'	2.5
PER 55 + 13	15'	2.5
PEL 68 + 10	15'	2.5
PER 68 + 57	15'	2.5
PEL 73 + 45	15'	2.5
PER 74 + 68	175' x 10'	*
PEL 82 + 47	18'	2.85
PEL 83 + 42	15'	2.5
PER 102 + 75	20'	3.09
PEL 103 + 18	20'	3.09
PER 103 + 62	15'	2.5
PEL 122 + 02	15'	2.5
PER 123 + 20	15'	2.5
PER 142 + 94	15'	2.5
PER 169 + 60	15'	2.5
PER 187 + 24	18'	2.85
PEL 189 + 51	18'	2.85
PEL 191 + 53	15'	2.5
PEL 191 + 64	15'	2.5
PEL 216 + 47	30'	4.25
PER 220 + 35	15'	2.5

LOCATION	WIDTH	BIT. TONS
PEL 221 + 40	15'	2.5
PEL 223 + 28	15'	2.5
PEL 224 + 46	15'	2.5
PEL 226 + 29	15'	2.5
PEL 230 + 49	15'	2.5
PER 231 + 11	15'	2.5
PEL 233 + 49	15'	2.5
PEL 235 + 05	18'	2.85
PEL 238 + 80	15'	2.5
PEL 244 + 61	15'	2.5
PEL 245 + 36	15'	2.5
PEL 248 + 35	15'	2.5
PEL 249 + 25	15'	2.5
PEL 251 + 82	15'	2.5
PEL 257 + 16	15'	2.5
PER 258 + 97	15'	2.5
PER 260 + 87	15'	2.5
PER 262 + 42	30'	4.25
PEL 262 + 65	100'	12.42
PER 263 + 08	15'	2.5
PEL 263 + 68	18'	2.85
PER 263 + 85	18'	2.85
PEL 266 + 05	38'	5.19
PER 266 + 48	18'	2.85

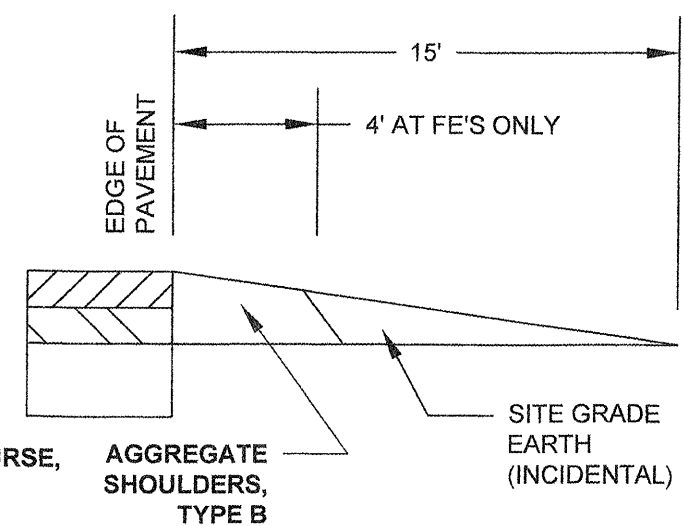
LOCATION	WIDTH	BIT. TONS
PER 268 + 89	20'	3.09
PER 271 + 89	18'	2.85
PER 274 + 70	15'	2.5
PEL 282 + 38	15'	2.5
PER 283 + 37	BUTT AGAINST EXIST. DRIVEWAY	
PER 285 + 44	15'	2.5
PEL 286 + 10	20'	3.09
PEL 286 + 29	15'	2.5
PER 291 + 26	15'	2.5
PER 291 + 49	15'	2.5
PEL 291 + 93	15'	2.5
PEL 293 + 32	18'	2.85
PER 295 + 34	15'	2.5
PER 297 + 88	15'	2.5
PER 299 + 73	15'	2.5

* QUANTITY INCLUDED IN AGG. SHOULDERS, TYPE B

NOTE - AGGREGATE QUANTITIES FOR 43 FIELD ENTRANCES AND 37 MAIL BOX TURNOUTS ARE INCLUDED IN AGGREGATE SHOULDERS, TYPE B.



TYPICAL ENTRANCE DETAILS
(NOT TO SCALE)



SIDE ROAD SCHEDULE

UNION COUNTY
SECTION 09-0098-00-RS
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LOCATION	WIDTH	LENGTH	BIT. TONS
SRL 56 + 24	20'	30'	7.7
SRR 56 + 24	20'	30'	7.7
SRL 108 + 64	20'	30'	7.7
SRR 155 + 80	20'	30'	7.7
SRL 160 + 20	20'	30'	7.7
SRR 227 + 61	20'	30'	7.7

