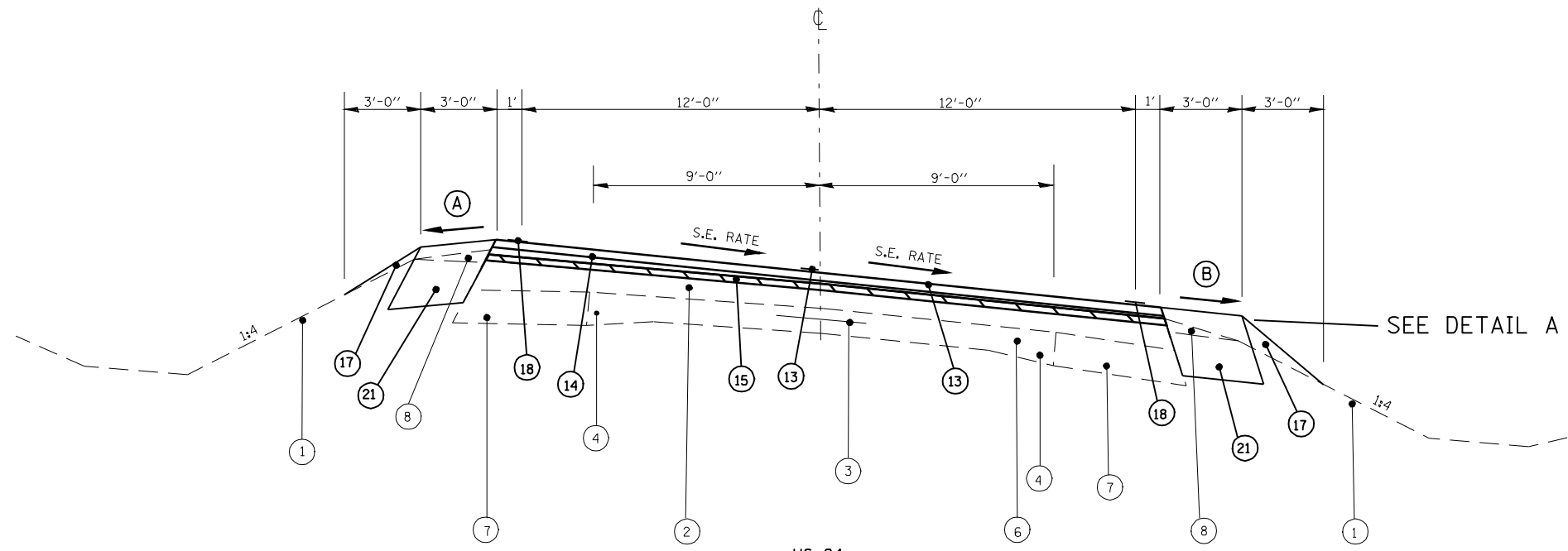


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	14RS-5; 15RS-2	SCHUYLER	23	11
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

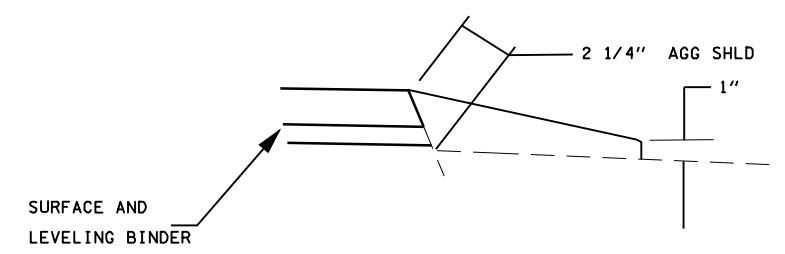
LEGEND

- ① EXISTING EARTH SHOULDERS
- ② EXISTING BITUMINOUS CONCRETE OVERLAY (DEPTH VARIES)
- ③ EXISTING 1/2" Ø TIE BAR
- ④ EXISTING 3/4" Ø SMOOTH BAR
- ⑤ EXISTING PCC PAVEMENT
- ⑥ EXISTING P.C.C. PAVEMENT (9-6-9)
- ⑦ EXISTING BITUMINOUS CONCRETE WIDENING (9")
- ⑧ EXISTING AGGREGATE SHOULDER TY. B
- ⑨ EXISTING BITUMINOUS SHOULDER (8")
- ⑩ EXISTING TYPE A CONCRETE GUTTER
- ⑪ EXISTING BITUMINOUS BASE COURSE 10 1/4"
- ⑫ EXISTING LIME MODIFIED SOIL 12"
- ⑬ PROPOSED HMA SURFACE COURSE, MIX "C" N50 - 1 1/2"
- ⑭ PROPOSED LEVELING BINDER (MACHINE METHOD), N50 - 3/4"
- ⑮ PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH) - 3/4" AVE
- ⑯ PROPOSED HMA SURFACE REMOVAL 2"
- ⑰ PROPOSED AGGREGATE SHOULDERS, TYPE B (WEDGE)
- ⑱ PROPOSED PAINT PAVEMENT MARKING - LINE 5"
- ⑲ PROPOSED HMA SHOULDER, - 2 1/4" (PAVEMENT) TO 1 1/2" (GUTTER)
- ⑳ PROPOSED SURFACE REMOVAL VAR. DEPTH (3/4" AT PAVEMENT TO 1 1/2" AT GUTTER)
- ㉑ PROPOSED HMA SHOULDER, 8"



US 24
 STA 761+25.00 TO STA 762+53.70 - FULL S.E. - 3.6%
 STA 762+53.70 BK TO STA 1290+95.85 AHD - S.E. TRANSITION
 TRANSITION LENGTH - 140 FEET STA EQUATION 763+00.37 = STA 1290+02.52

- Ⓐ **SHOULDER SLOPE HIGH SIDE OF S. E. :**
 SHOULDER SHALL BE SLOPED AT 1/2 "/FT (4%) IF THE S. E. IS BETWEEN 0% AND 4%.
 IF THE S. E. IS GREATER THAN 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC
 DIFFERENCE BETWEEN THE PAVEMENT CROSS SLOPE AND THE SHOULDER SLOPE
 DOES NOT EXCEED 8%. WHEN THE S. E. IS 8%, THE SHOULDER SLOPE SHALL BE 1%
 TOWARD THE LANES OF TRAFFIC TO FACILITATE DRAINAGE.
- Ⓑ **SHOULDER SLOPE LOW SIDE OF S. E. :**
 SHOULDER SHALL BE THE SAME AS S. E. , BUT NOT LESS THAN 4%.



**AGGREGATE SHOULDER
 DETAIL - TYPICAL**

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		TYPICAL SECTIONS

FAP 317 (US 24)
 14RS-5; 15RS-2
 SCHUYLER COUNTY

SCALE: VERT. : NONE
 HORIZ. : NONE
 DATE : JUNE, 2004

DRAWN BY DJK
 CHECKED BY CAJ

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