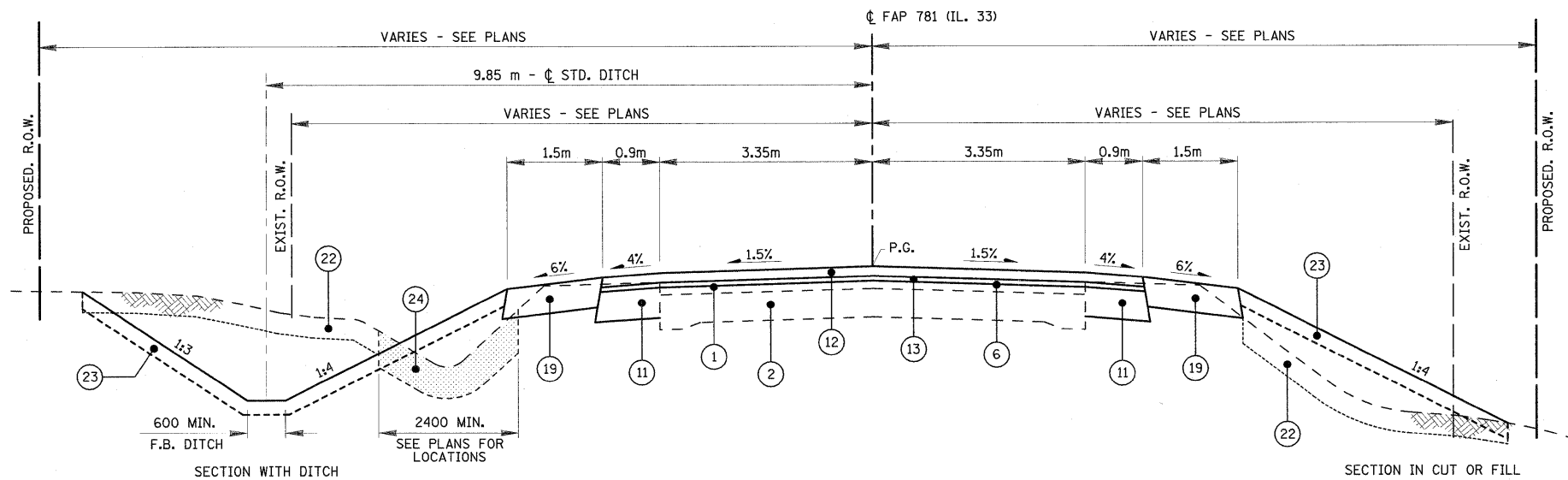


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
781	2ZRS-1	CRAWFORD	191	14
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



**TYPICAL RTE. 33 RURAL SECTION (TANGENT)**

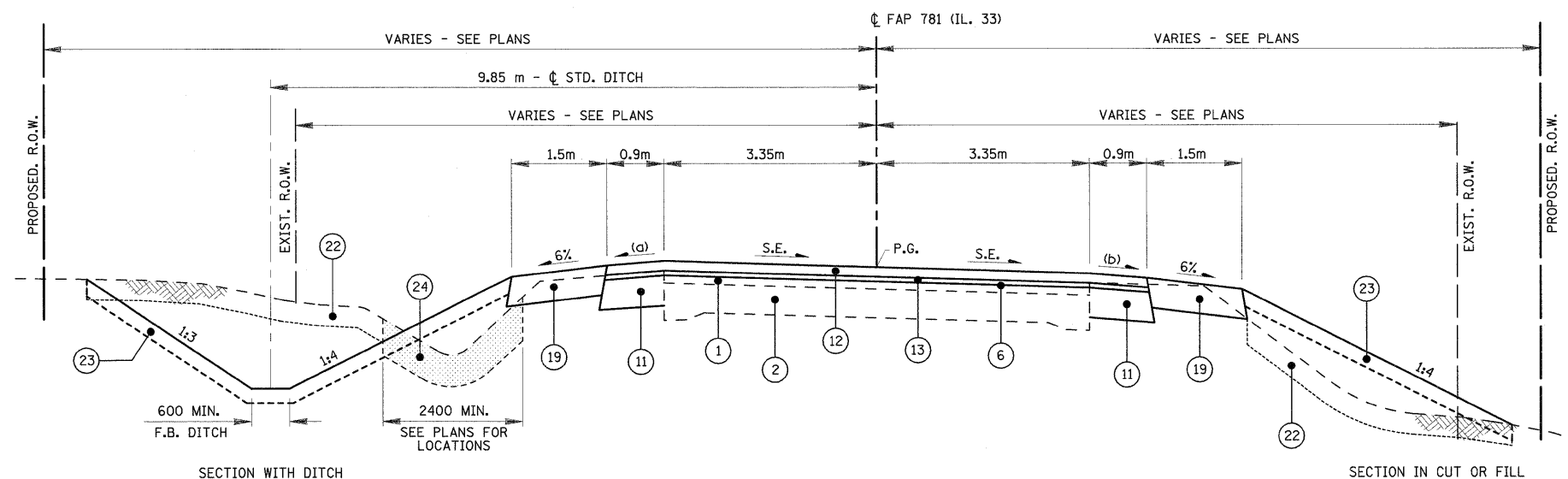
STA. 0+915.000 TO STA. 1+847.948  
 STA. 2+153.592 TO STA. 2+756.900  
 STA. 4+475.071 TO STA. 4+633.500

**LEGEND**

- ① EXISTING BITUMINOUS SURFACE
- ② EXISTING P.C. CONCRETE BASE
- ③ EXISTING EARTH SHOULDER
- ④ EXISTING CONCRETE CURB AND GUTTER
- ⑤ EXISTING CONCRETE SIDEWALK
- ⑥ M4400715 - HOT-MIX ASPHALT SURFACE REMOVAL, 15mm  
 M4400725 - HOT-MIX ASPHALT SURFACE REMOVAL, 25mm  
 M4400740 - HOT-MIX ASPHALT SURFACE REMOVAL, 40mm
- ⑦ M4400950 - HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑧ M4402000 - PAVEMENT REMOVAL
- ⑨ M4402050 - SIDEWALK REMOVAL
- ⑩ EXISTING AGGREGATE SHOULDER
- ⑪ M4820550 - HOT-MIX ASPHALT SHOULDERS, 150mm
- ⑫ M4063340 - HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (38mm)
- ⑬ M4062135 - LEVELING BINDER (MACHINE METHOD), N70
- ⑭ EXISTING BITUMINOUS PAVEMENT
- ⑮ EXISTING BITUMINOUS SHOULDER
- ⑯ M3530200 - PORTLAND CEMENT CONCRETE BASE COURSE, 200mm
- ⑰ M3111100 - SUB-BASE GRANULAR MATERIAL, TYPE B, 100mm
- ⑱ M4810150 - AGGREGATE SHOULDERS, TYPE B 150mm
- ⑲ M6060700 - COMBINATION CONCRETE CURB & GUTTER, TYPE B-15.60
- ⑳ M4240100 - P.C. CONCRETE SIDEWALK, 100mm
- ㉑ M2112500 - TOPSOIL EXCAVATION
- ㉒ M2112500 - TOPSOIL PLACEMENT
- ㉓ M2021200 - REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- ㉔ MZ034730 - MODULAR RETAINING WALL SYSTEM
- ㉕ PROPOSED STORM SEWER TRUNKLINE

**NOTES:**

- LEVELING BINDER THICKNESS TO BE 19 mm AT CENTERLINE AND 19 mm OR GREATER AT PAVEMENT EDGES, EXCEPT AT THE BRUSH CREEK VERTICAL REALIGNMENT AREA IN WHICH THE LEVELING BINDER THICKNESS WILL VARY.
- DITCH DEPTH AND BACKSLOPES VARY IN SPECIAL DITCH LOCATIONS AND BY CERTAIN LANDOWNERS; SEE PLANS FOR EXCEPTION AREAS
- WIDENING WIDTH IS BASED ON EDGE OF UNDERLAYING CONCRETE PAVEMENT. VISIBLE EDGE OF PAVEMENT MAY VARY IN DISTANCE FROM CENTERLINE DUE TO SUBSEQUENT OVERLAYS.
- (a) WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4%, THE SHOULDER SLOPE SHALL BE 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER IS NOT GREATER THAN 8%.
- (b) SLOPE SHALL BE THE SAME AS THE SUPERELEVATION RATE, BUT NOT LESS THAN 4%.



**TYPICAL RTE. 33 RURAL SECTION (SUPERELEVATED)**

STA. 1+847.948 TO STA. 2+153.592

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>TYPICAL SECTIONS</b> <b>F.A.P. 781</b>  SCALE NO SCALE      DRAWN BY KOJ DATE FEBRUARY 6, 2009      CHECKED BY LWJ

PLOT DATE = 2/6/2009  
 FILE NAME = H:\4420\Contract 74349\SH1\_001\_tpsaoe.dgn