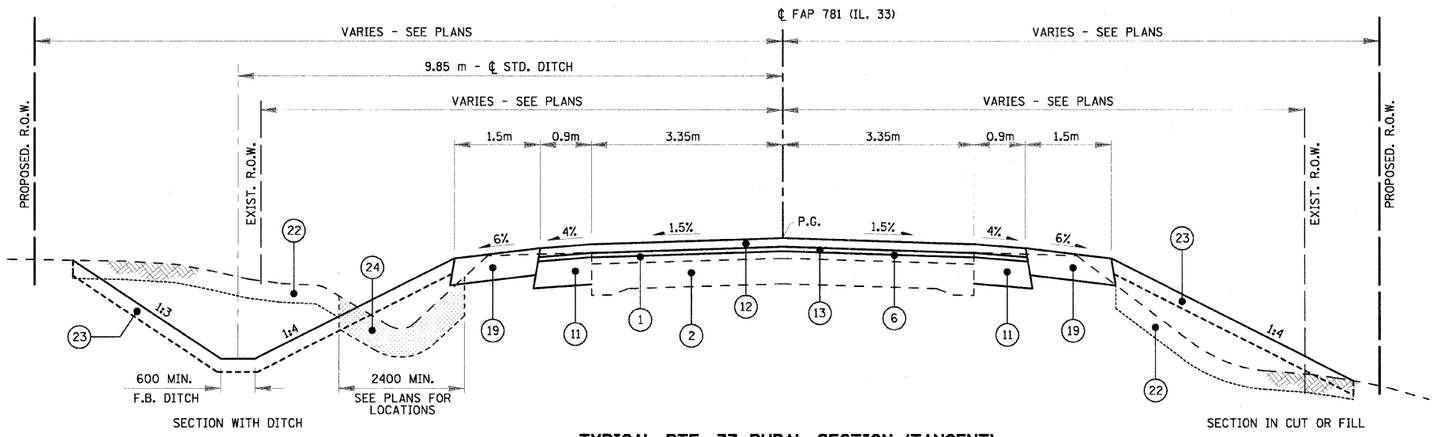
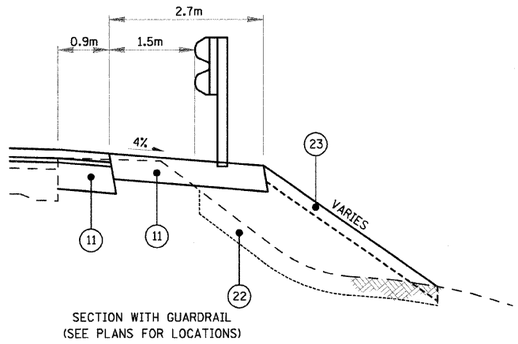
CONTRACT NO. 94533

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
781	1YRS, 2ZRS-1	CRAWFORD	378	10
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. 7+152.219	TO STA. 7+338.093
STA. 2+153.592	TO STA. 2+756.900	STA. 7+501.210	TO STA. 9+385.000
STA. 4+475.071	TO STA. 4+655.000	STA. 9+580.000	TO STA. 11+870.118
STA. 5+025.000	TO STA. 5+908.938	STA. 12+142.906	TO STA. 12+291.152
STA. 6+156.199	TO STA. 6+348.742	STA. 12+587.276	TO STA. 13+143.500
STA. 6+597.330	TO STA. 6+952.819	STA. 13+752.021 (AHD)	TO STA. 16+016.000



LEGEND

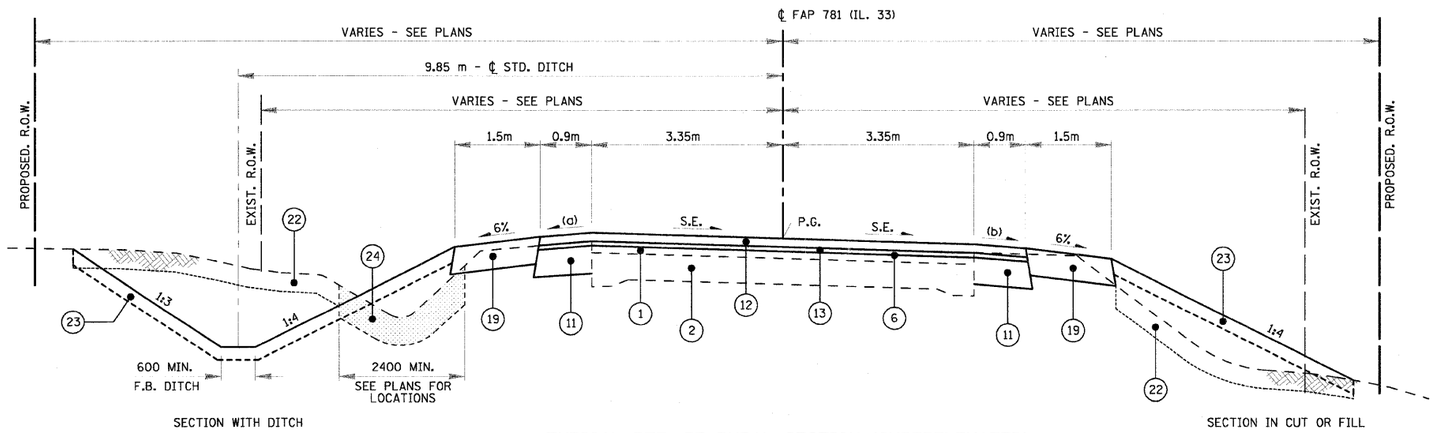
1. EXISTING BITUMINOUS SURFACE
2. EXISTING P.C. CONCRETE BASE
3. EXISTING EARTH SHOULDER
4. EXISTING CONCRETE CURB AND GUTTER
5. EXISTING CONCRETE SIDEWALK
6. M4400715 - HOT-MIX ASPHALT SURFACE REMOVAL, 15mm
   M4400725 - HOT-MIX ASPHALT SURFACE REMOVAL, 25mm
   M4400740 - HOT-MIX ASPHALT SURFACE REMOVAL, 40mm
7. M4400950 - HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
8. M4402000 - PAVEMENT REMOVAL
9. M4402050 - SIDEWALK REMOVAL
10. M3552100 - HOT-MIX ASPHALT BASE COURSE, VARIABLE DEPTH
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
15. M4075350 - HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 350mm (312mm BASE COURSE, 38mm SURFACE COURSE)
16. M3530200 - PORTLAND CEMENT CONCRETE BASE COURSE, 200mm
17. M3111100 - SUB-BASE GRANULAR MATERIAL, TYPE B, 100mm
18. M3021500 - LIME
    M3020456 - PROCESSING MODIFIED SOIL MIXTURE, 300mm
19. M4810150 - AGGREGATE SHOULDERS, TYPE B 150mm
20. M6060700 - COMBINATION CONCRETE CURB & GUTTER, TYPE B-15.60
21. M4240100 - P.C. CONCRETE SIDEWALK, 100mm
22. MX032553 - TOPSOIL EXCAVATION
23. MX032879 - TOPSOIL PLACEMENT
24. M2021200 - REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
25. MZ034730 - MODULAR RETAINING WALL SYSTEM
26. 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. VISABLE 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	STA. 7+338.093	TO STA. 7+501.210
STA. 5+908.938	TO STA. 6+156.199	STA. 11+870.118	TO STA. 12+142.906
STA. 6+348.742	TO STA. 6+597.330	STA. 12+291.152	TO STA. 12+587.276
STA. 6+952.819	TO STA. 7+152.219		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
F.A.P. 781

SCALE NO SCALE — DRAWN BY KOJ
DATE OCTOBER 28, 2008 — CHECKED BY LWJ

H. M. & G. NO. 4420

PLOT DATE = 11/6/2008
FILE NAME = H:\4428\Final Plans\Drawings\094533\SHT_0089_typsec.dgn

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