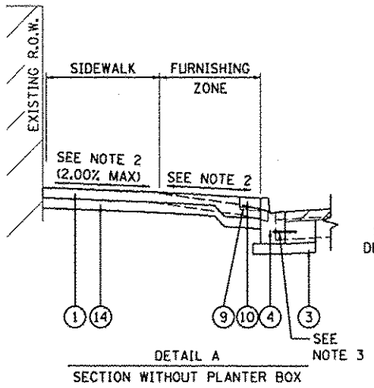
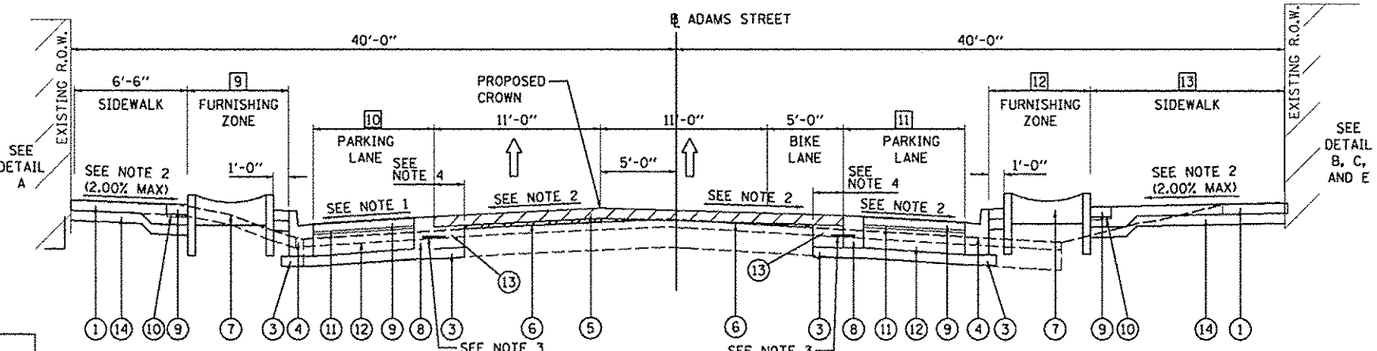
ELM STREET
INTERSECTION OMISSION
149+72.73 TO 150+58.63



DETAIL A

SECTION WITHOUT PLANTER BOX



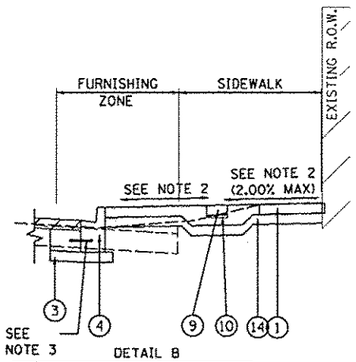
PROPOSED TYPICAL SECTION - ADAMS STREET

STA. 150+58.63 TO STA. 153+90.56

NOTES:

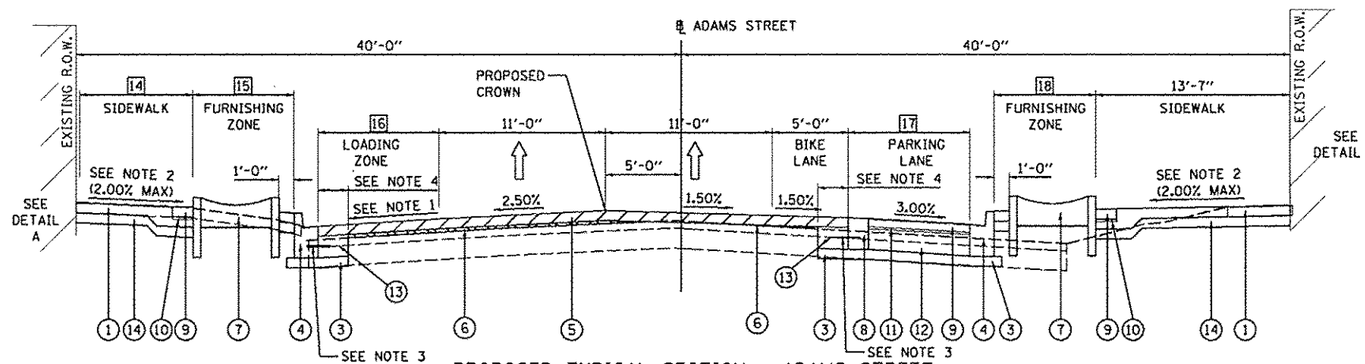
1. SLOPE VARIES DEPENDING ON LOCATION OF PROPOSED B-6.12 CURB AND GUTTER. SEE GRADING PLANS FOR MORE INFORMATION.
2. SLOPE VARIES SEE GRADING PLANS FOR MORE INFORMATION.
3. NO. 10X18 TIE BARS AT 12" CENTERS.
4. PATCHING WIDTH - 2'-0" AND VARIES

OAK STREET
INTERSECTION OMISSION
153+90.56 TO 154+89.25



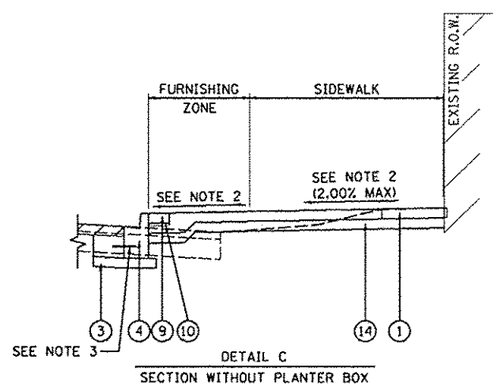
DETAIL B

SECTION WITHOUT PLANTER BOX



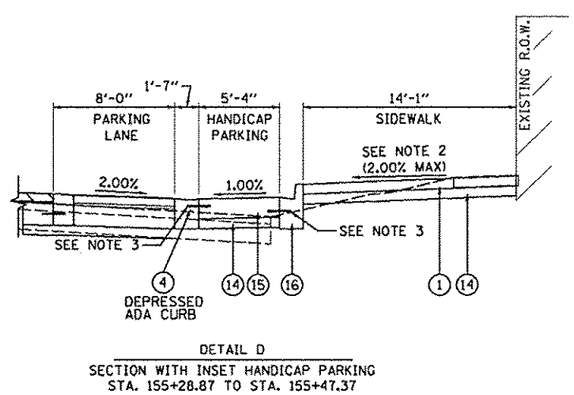
PROPOSED TYPICAL SECTION - ADAMS STREET

STA. 154+89.25 TO STA. 158+13.46



DETAIL C

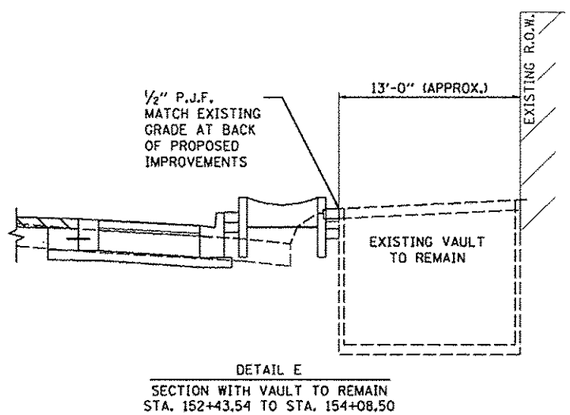
SECTION WITHOUT PLANTER BOX



DETAIL D

SECTION WITH INSET HANDICAP PARKING

STA. 155+28.87 TO STA. 155+47.37



DETAIL E

SECTION WITH VAULT TO REMAIN

STA. 152+43.54 TO STA. 154+08.50

9 FURNISHING ZONE
STA. 150+58.63 TO STA. 150+82.86 = 13'-10"
STA. 150+82.86 TO STA. 151+03.25 = TRANSITION FROM 13'-10" TO 5'-10"
STA. 151+03.25 TO STA. 153+50.25 = 5'-10"
STA. 153+50.25 TO STA. 153+70.65 = TRANSITION FROM 5'-10" TO 13'-10"
STA. 153+70.65 TO STA. 153+90.56 = 13'-10"

10 PARKING LANE
STA. 150+58.63 TO STA. 150+82.86 = 0'-0"
STA. 150+82.86 TO STA. 151+03.25 = TRANSITION FROM 0'-0" TO 8'-0"
STA. 151+03.25 TO STA. 153+50.25 = 8'-0"
STA. 153+50.25 TO STA. 153+70.65 = TRANSITION FROM 8'-0" TO 0'-0"
STA. 153+70.65 TO STA. 153+90.56 = 0'-0"

11 PARKING LANE
STA. 150+58.63 TO STA. 150+82.86 = 0'-0"
STA. 150+82.86 TO STA. 151+03.25 = TRANSITION FROM 0'-0" TO 8'-0"
STA. 151+03.25 TO STA. 151+66.25 = 8'-0"
STA. 151+66.25 TO STA. 151+86.65 = TRANSITION FROM 8'-0" TO 0'-0"
STA. 151+86.65 TO STA. 152+43.86 = 0'-0"
STA. 152+43.86 TO STA. 152+64.25 = TRANSITION FROM 0'-0" TO 8'-0"
STA. 152+64.25 TO STA. 153+50.25 = 8'-0"
STA. 153+50.25 TO STA. 153+70.65 = TRANSITION FROM 8'-0" TO 0'-0"
STA. 153+70.65 TO STA. 153+90.56 = 0'-0"

12 FURNISHING ZONE
STA. 150+58.63 TO STA. 150+82.86 = 13'-10"
STA. 150+82.86 TO STA. 151+03.25 = TRANSITION FROM 13'-10" TO 5'-10"
STA. 151+03.25 TO STA. 151+66.25 = 5'-10"
STA. 151+66.25 TO STA. 151+86.65 = TRANSITION FROM 5'-10" TO 13'-10"
STA. 151+86.65 TO STA. 152+43.86 = 13'-10"
STA. 152+43.86 TO STA. 152+64.25 = TRANSITION FROM 13'-10" TO 5'-10"
STA. 152+64.25 TO STA. 153+50.25 = 5'-10"
STA. 153+50.25 TO STA. 153+70.65 = TRANSITION FROM 5'-10" TO 13'-10"
STA. 153+70.65 TO STA. 153+90.56 = 13'-10"

13 SIDEWALK WIDTH
STA. 150+58.63 TO STA. 150+78.36 = 12'-9"
STA. 150+78.39 = TRANSITION FROM 12'-9" TO 13'-7"
STA. 150+78.39 TO STA. 153+90.56 = 13'-7"

14 SIDEWALK WIDTH
STA. 154+89.25 TO STA. 156+65.11 = 21'-1"
STA. 156+65.11 TO STA. 156+77.23 = TRANSITION FROM 21'-1" TO 12'-3"
STA. 156+77.23 TO STA. 158+13.46 = TRANSITION FROM 12'-3" TO 11'-7"

15 FURNISHING ZONE
STA. 154+89.25 TO STA. 155+09.25 = 6'-4"
STA. 155+09.25 TO STA. 155+29.64 = TRANSITION FROM 6'-4" TO 0'-0"
STA. 155+29.64 TO STA. 156+19.62 = 0'-0"
STA. 156+19.62 TO STA. 156+40.01 = TRANSITION FROM 0'-0" TO 6'-4"
STA. 156+40.01 TO STA. 158+13.46 = 6'-4"

16 LOADING ZONE
STA. 154+89.25 TO STA. 155+09.25 = 0'-0"
STA. 155+09.25 TO STA. 155+29.64 = TRANSITION FROM 0'-0" TO 8'-0"
STA. 155+29.64 TO STA. 156+19.62 = 8'-0"
STA. 156+19.62 TO STA. 156+40.01 = TRANSITION FROM 8'-0" TO 0'-0"
STA. 156+40.01 TO STA. 158+13.46 = 0'-0"

17 PARKING LANE
STA. 154+89.25 TO STA. 155+07.72 = 0'-0"
STA. 155+07.72 TO STA. 155+28.12 = TRANSITION FROM 0'-0" TO 8'-0"
STA. 155+28.12 TO STA. 157+75.12 = 8'-0"
STA. 157+75.12 TO STA. 157+95.87 = TRANSITION FROM 8'-0" TO 0'-0"
STA. 157+95.87 TO STA. 158+13.46 = 0'-0"

18 FURNISHING ZONE
STA. 154+89.25 TO STA. 155+07.72 = 13'-10"
STA. 155+07.72 TO STA. 155+28.12 = TRANSITION FROM 13'-10" TO 5'-10"
STA. 155+28.12 TO STA. 157+75.12 = 5'-10"
STA. 157+75.12 TO STA. 157+95.87 = TRANSITION FROM 5'-10" TO 13'-10"
STA. 157+95.87 TO STA. 158+13.46 = 13'-10"

LEGEND

1. PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH, SPECIAL
2. PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH
3. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A 4"
4. PROPOSED COMBINATION CURB AND GUTTER TYPE B-6.12
5. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
   PROPOSED 2.25" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70
6. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70 (VARIABLE DEPTH)
7. PROPOSED PLANTER BOX
8. PROPOSED CONCRETE GUTTER (SPECIAL)
9. PROPOSED CONCRETE PAVERS, TYPE A
10. PROPOSED PAVER SAND, 1"
11. PROPOSED ASPHALT SETTING BED, ¾"
12. PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 7" (SPECIAL)
13. PROPOSED CLASS B PATCH, SEE ROADWAY PLANS FOR TYPE AND THICKNESS
14. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 4"
15. PROPOSED PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"
16. PROPOSED TYPE B6 CURB

HANSON

FILE NAME =	USER NAME = monsk01390	DESIGNED - RLA	REVISED -
o:\pwise_work\do_not_delete\dms73398\D4[illegible]L0155-sht-typical003.dgn		DRAWN - RLA	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - KNG	REVISED -
	PLOT DATE = 07\25\2012	DATE - 7/18/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADAMS STREET
PROPOSED TYPICAL SECTIONS

SCALE: N/A | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
[illegible]	12-00356-01-PV	PEORIA	519	8
		CONTRACT NO.89626		
		ILLINOIS FED. AID PROJECT	TIG-5093(155)	