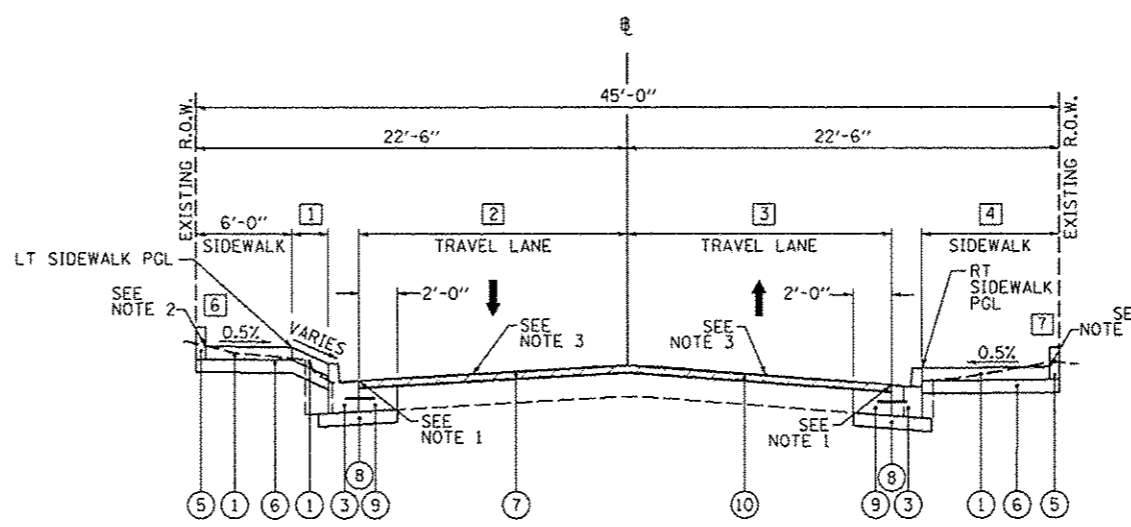
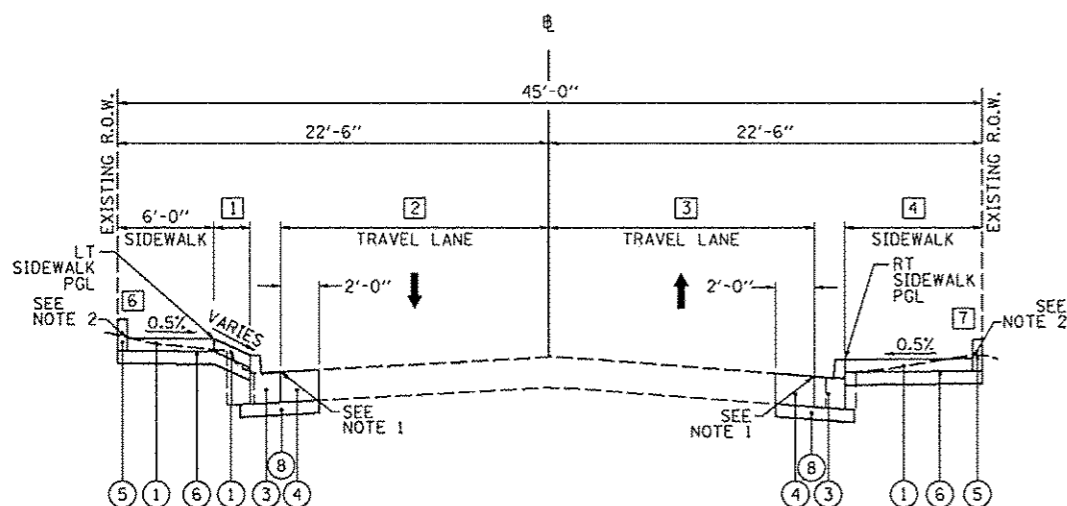


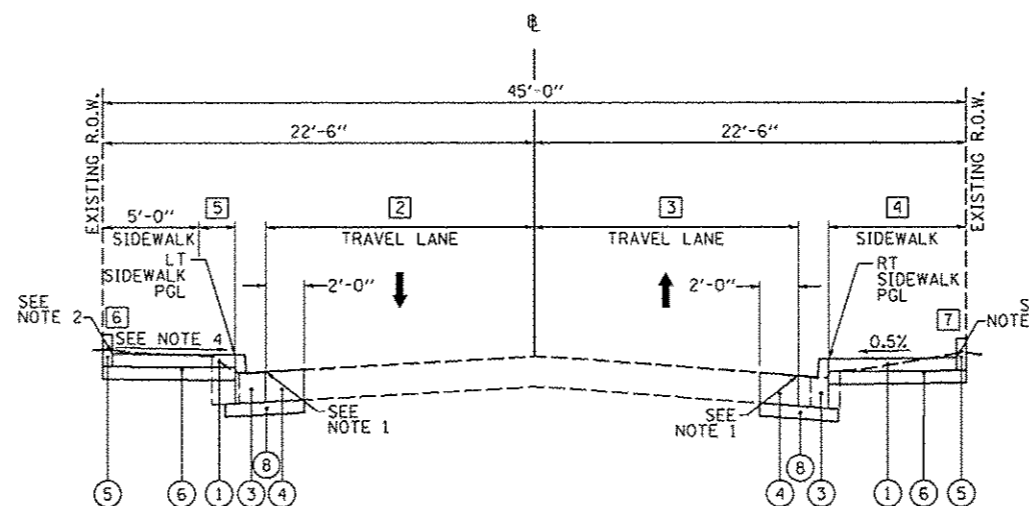
EXISTING MAPLE STREET
STA. 697+76.78 TO STA. 701+54.14



PROPOSED MAPLE STREET, TYPICAL #1
STA. 697+76.73 TO STA. 698+10.00



PROPOSED MAPLE STREET, TYPICAL #2
STA. 698+10.00 TO STA. 699+55.50



PROPOSED MAPLE STREET, TYPICAL #3
STA. 699+71.22 TO STA. 701+53.32

LEGEND

- (A) EXISTING COMBINATION CONCRETE CURB AND GUTTER
- (B) EXISTING ASPHALT PAVEMENT
- (1) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 4"
- (2) PROPOSED TOPSOIL, FURNISH AND PLACE, 4" AND SODDING
- (3) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (4) PROPOSED CLASS B PATCH, TYPE IV, 12"
- (5) PROPOSED CONCRETE CURB, TYPE B
- (6) PROPOSED SUBGRADE GRANULAR MATERIAL, TYPE B, 4"
- (7) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (8) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A, 4"
- (9) PROPOSED CLASS B PATCH, TYPE IV, 10"
- (10) PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N50, 2 1/4" DEPTH

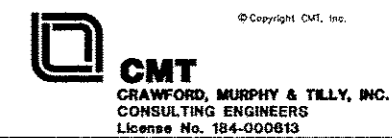
- 1 FURNISHING ZONE WIDTH - LEFT
STA. 697+76.73 TO STA. 697+82.04 - TRANSITIONS FROM 3'-4" TO 3'-9"
STA. 697+82.04 TO STA. 698+77.16 - 3'-9"
STA. 698+77.16 TO STA. 699+09.36 - TRANSITIONS FROM 3'-9" TO 4'-5"
STA. 699+09.36 TO STA. 699+34.12 - 4'-5"
STA. 699+34.12 TO STA. 699+47.31 - TRANSITIONS FROM 4'-5" TO 0'-0"
- 2 TRAVEL LANE WIDTH - LEFT
STA. 697+76.73 TO STA. 697+82.04 - TRANSITIONS FROM 10'-5" TO 10'-0"
STA. 697+82.04 TO STA. 699+55.50 - 10'-0"
STA. 699+55.50 TO STA. 700+13.13 - 10'-0"
STA. 700+13.13 TO STA. 701+53.32 - TRANSITIONS FROM 10'-0" TO 14'-2"
- 3 TRAVEL LANE WIDTH - RIGHT
STA. 697+76.73 TO STA. 698+04.51 - TRANSITIONS FROM 12'-7" TO 10'-0"
STA. 698+04.51 TO STA. 699+55.50 - 10'-0"
STA. 699+55.50 TO STA. 700+13.40 - 10'-0"
STA. 700+13.40 TO STA. 701+53.32 - TRANSITIONS FROM 10'-0" TO 13'-10"
- 4 SIDEWALK WIDTH - RIGHT
STA. 697+76.73 TO STA. 698+04.51 - TRANSITIONS FROM 7'-11" TO 10'-5"
STA. 698+04.51 TO STA. 699+40.50 - TRANSITIONS FROM 10'-9" TO 10'-7"
STA. 699+40.50 TO STA. 699+53.61 - TRANSITIONS FROM 10'-7" TO 0'-0"
STA. 699+53.61 TO STA. 699+86.22 - TRANSITIONS FROM 0'-0" TO 10'-11"
STA. 699+86.22 TO STA. 700+13.36 - 10'-11"
STA. 700+13.36 TO STA. 701+53.32 - TRANSITIONS FROM 10'-11" TO 7'-0"
- 5 SIDEWALK WIDTH - LEFT
STA. 699+81.96 TO STA. 699+95.15 - TRANSITIONS FROM 0'-0" TO 5'-11"
STA. 699+95.15 TO STA. 700+13.30 - 5'-11"
STA. 700+13.30 TO STA. 701+53.32 - TRANSITIONS FROM 5'-11" TO 1'-9"
- 6 CONCRETE CURB LOCATIONS - LEFT
STA. 697+76.73 TO STA. 699+47.31
STA. 699+81.96 TO STA. 700+93.07
STA. 701+30.00 TO STA. 701+53.32
- 7 CONCRETE CURB LOCATIONS - RIGHT
STA. 697+76.73 TO STA. 698+85.00
STA. 699+73.02 TO STA. 701+53.32

NOTES:

1. PROPOSED EDGE OF CURB TO MATCH EXISTING PAVEMENT ELEVATION
2. PROPOSED BACK OF SIDEWALK TO MATCH EXISTING ELEVATION AT R.O.W., EXCEPT:
STA. 698+21.45 TO STA. 699+09.35, LT - TRANSITION FROM ELEVATION 498.73 TO 493.14
STA. 699+09.35 TO STA. 699+42.00, LT - TRANSITION FROM ELEVATION 493.14 TO 490.97
STA. 701+31.78 TO STA. 701+53.32, LT - TRANSITION FROM ELEVATION 481.64 TO 479.54
3. MATCH EXISTING PAVEMENT CROSS SLOPE
4. PROPOSED LEFT SIDEWALK SLOPE VARIES AS FOLLOWS:
STA. 699+82.03 TO STA. 700+93.00 - 0.50%
STA. 700+93.00 TO STA. 701+30.00 - TRANSITION FROM 0.50% TO 1.90%
STA. 701+30.00 TO STA. 701+53.32 - 1.90%

ADAMS STREET
INTERSECTION OMISSION
STA. 697+36.45 TO STA. 697+76.73

MAY STREET
INTERSECTION OMISSION
STA. 699+55.50 TO STA. 699+71.22



FILE NAME *	USER NAME * dws000070	DESIGNED - RMM/EMM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAPLE STREET PROPOSED TYPICAL SECTIONS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = 10,0000 / in.		CHECKED - EJH	REVISED -											
PLOT DATE = 00/23/2012		DATE - 7/18/12	REVISED -											
										ILLINOIS FED. AID PROJECT TIG-50931581				