LEGEND

① TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)

② STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS

③ TRAFFIC BARRIER TERMINAL, TYPE 6B

④A POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2" IL 9.5
④B LEVELING BINDER (MACHINE METHOD), N70, THICKNESS VARIES ¾" MIN -2 ¼"

*⑤ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13¾"
- POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2" IL 9.5
- POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 11¾"

⑥ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

⑦ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24

⑧ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

[R] REMOVE EXISTING DRAINAGE STRUCTURE

[ADJ] FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

[S1--] PROPOSED DRAINAGE STRUCTURE

* TREATMENT OF FULL DEPTH PAVEMENT AT APPROACH END SHALL BE ACCORDING TO HIGHWAY STANDARD 420401, HOWEVER, THE COST SHALL BE INCLUDED WITH HOT-MIX ASPHAL PAVEMENT (FULL DEPTH), 13¾"

THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

⑧ STA 64+32.00 TO STA 64+37.37

[S100] STA 64+54.71, 23.00' LT

BEGIN RECONSTRUCTION STA 64+54.50

STA 64+37.37 TO STA 64+54.71 TRANSITION FROM ⑧ TO ⑥ PAY AS ⑥
END ⑥ STA 66+41.58

STA 66+41.58, 23.00' LT
CHAIN LINK FENCE, 5'
BRIDGE OMISSION
STA 66+43.78 TO STA 68+89.78

TRANSITION STA 65+81.42, 23.00' RT TO STA 65+86.36, 23.31' RT

START 10' TRANSITION FROM ⑥ TO ⑦ AT STA 65+34.68, PAY AS ⑦

STA 65+00.45, BEGIN ②
STA 65+44.50, END ②
BEGIN ③

STA 69+48.79, 24.00' LT
BEGIN ⑦

⑤* STA 69+92.24, 31.05' LT
START 10' TRANSITION FROM ⑦ TO ⑥ AT STA 69+92.35, PAY AS ⑦

BEGIN ② AT STA 69+17.87, 31.00' RT.
STA 68+90.77, 24.00' RT
BEGIN ⑦
SEE CIVIL DETAILS 69

START 10' TRANSITION FROM ⑦ TO ⑥ AT STA 70+03.25, PAY AS ⑦

LIMIT OF RECONSTRUCTION
BEGIN RESURFACING STA 70+85.00

BEGIN ② STA 69+92.24
END AT STA 71+59.57

STA 71+57.30, END ②

STA 72+64.57, 40.61' LT

⑤ STA 70+85.00, 2.5' LT-7.0' RT TO STA 72+80.00, 2.5' LT-24.

LIMIT OF RESURFACING STA 73+15.00, 41.73' END ⑥

℄ IL RTE 31

COMED STRUCTURE. FRAME & GRATE TO BE ADJUSTED

JERUSHA AVE.

POINTS
Ⓐ STA 72+57.33, 43.07' RT
Ⓑ STA 73+04.93, 76.09' RT
Ⓒ STA 73+12.52, 104.25' RT
Ⓓ STA 73+15.00, 104.25' RT

NOTES

FOR GUARDRAIL END SECTIONS, SEE CORRESPONDING HIGHWAY STANDARDS
FOR STEEL PLATE BEAM GUARD RAIL, SEE HIGHWAY STANDARD 630001
FOR COMB CONC CURB AND GUTTER, SEE HIGHWAY STANDARD 606001
FOR DRAINAGE STRUCTURE INFORMATION, SEE SHEET 8

- SEE CIVIL DETAILS FOR PAVEMENT SLOPE TRANSITIONS; BRIDGE SIDEWALK TRANSITION TO CURB AND GUTTER; PAVEMENT SLOPE TRANSITION; ROADWAY DETAILS WITH THE BRIDGE

PROP ℄ IL ROUTE 31
EXIST ℄ IL ROUTE 31
VPI STA. 67+50.00
ELEVATION 804.40
+1.32%
-3.10%
800.20
+65.00 EL. 800.64
ex = -3.15'
K = 123
570.00' V.C.
+35.00 EL. 795.56
VPI STA. 71+30.00
ELEVATION 792.62
-3.10%
-3.98%
+60.00 EL. 794.17
ex = -0.11'
K = 113
100.00' V.C.
+80.00 EL. 790.63
+60.00 EL. 787.44
ex = 0.09'
K = 92
80.00' V.C.
+40.00 EL. 784.61
VPI STA. 73+00.00
ELEVATION 785.85
-3.11%
-3.98%
794.45

61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00 69+00 70+00 71+00 72+00 73+00 74+00 75+00

734.43 735.54 736.05 737.17 798.20 799.04 799.76 800.36 800.44 800.74 801.05 801.10 801.48 801.27 801.71 801.07 801.75 800.86 801.60 800.46 801.25 799.89 800.71 799.19 799.97 798.33 799.04 797.05 797.92 795.81 796.60 794.60 795.10 793.31 793.53 791.69 791.78 789.81 789.83 787.83 787.84 785.91 785.94 784.29 782.77 781.44 780.34 779.42

805 800 795 790 785 780 775 770

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
Chicago, Illinois
312.228.0100
www.bbandainc.com

FILE NAME = D160C06-SHT-plnprf.dgn	USER NAME = default	DESIGNED -	REVISED -
		DRAWN - RA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RS	REVISED -
	PLOT DATE = 7/8/2011	DATE - 07/01/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 1" = 50' | SHEET NO. 1 OF 1 SHEETS | STA. 61+00 TO STA. 75+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	R-VB-R	KANE	83	12
		CONTRACT NO. 60C06		
	ILLINOIS FED. AID PROJECT			

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