*REF-topNpt
*REF-ptNlpt

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2004-025 RS	LAKE	116	41
STA. 50+00		TO STA. 59+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* PARK ROADS CONTRACT NO. 62745

IDNR FILE NO. 02-03-0254

PROP. CURVE P_NPT-13
PI STA. = 47+91.88
Δ = 14° 42' 29" (RT)
D = 9° 46' 53"
R = 585.77'
T = 75.60'
L = 150.37'
E = 4.86'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 47+06.28
P.T. STA. = 48+56.65

PROP. CURVE P_NPT-11
PI STA. = 46+47.21
Δ = 4° 40' 31" (LT)
D = 6° 03' 45"
R = 945.11'
T = 38.58'
L = 77.12'
E = 0.79'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 46+08.63
P.T. STA. = 46+85.75

PROP. CURVE P_NPT-16
PI STA. = 53+28.03
Δ = 7° 03' 53" (RT)
D = 17° 21' 36"
R = 330.05'
T = 20.37'
L = 40.70'
E = 0.63'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 53+07.65
P.T. STA. = 53+48.35

PROP. CURVE P_NPT-15
PI STA. = 52+32.86
Δ = 13° 45' 53" (RT)
D = 9° 09' 25"
R = 625.71'
T = 75.52'
L = 150.32'
E = 4.54'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 51+57.33
P.T. STA. = 53+07.65

PROP. CURVE P_NPT-17
PI STA. = 55+01.41
Δ = 19° 18' 10" (LT)
D = 6° 21' 57"
R = 900.05'
T = 153.06'
L = 303.23'
E = 12.92'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 53+48.35
P.T. STA. = 56+51.57

PROP. CURVE P_NPT-18
PI STA. = 56+71.23
Δ = 12° 15' 10" (RT)
D = 31° 17' 24"
R = 183.11'
T = 19.65'
L = 39.16'
E = 1.05'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 56+51.57
P.T. STA. = 56+90.73

PROP. CURVE PBTLNCH-2-2
PI STA. = 1+68.80
Δ = 63° 16' 11" (LT)
D = 20° 54' 39"
R = 274.00'
T = 168.80'
L = 302.57'
E = 47.82'
e = -----
T.R. = -----
S.E. RUN = 0+00.00
P.C. STA. = 0+00.00
P.T. STA. = 3+02.57

PROP. CURVE PBTLNCH-1
PI STA. = 99+89.56
Δ = 122° 56' 38" (RT)
D = 168° 04' 20"
R = 34.09'
T = 62.71'
L = 73.15'
E = 37.29'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 99+26.85
P.T. STA. = 100+00.00

NOTE:
NATURE PRESERVE BOUNDARY IS AT THE BACK OF EXISTING DITCH

PROP. DETECTOR LOOP REPLACEMENT

PROP. INTERSECTION RECONSTRUCTION
PROP. ROADWAY RESURFACING
PROP. ROADWAY RESURFACING
PROP. INTERSECTION RECONSTRUCTION
PROP. INTERSECTION RECONSTRUCTION
PROP. ROADWAY RESURFACING

HIGH POINT RD.

PCC Sta 46+08.63
POT Sta 22+35.75
PRC Sta 46+85.75
PCC Sta 47+06.28
PRC Sta 46+56.65
PRC Sta 51+57.33
PCC Sta 53+07.65
PRC Sta 53+48.35
PT Sta 56+51.57
PRC Sta 56+51.57
PT Sta 56+90.73

2 CTR CURVE
R1=45', R2=310'
OFFSET=10'

2 CTR CURVE
R1=45', R2=80'
8' OFFSET

2 CTR CURVE
R1=100', R2=360'
10' OFFSET

(RESURFACING)
PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, 3/4"
PROP. BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50, 1 1/2"

(PARKING LOT WIDENING) (TYP.)
PROP. GEOTECHNICAL FABRIC
PROP. AGG. SUBGRADE, 12"
PROP. BIT. BINDER COURSE, SUPERPAVE, IL-19.0, N50, 1 1/2"
PROP. BIT. CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50, 1 1/2"

(PARKING LOT RECONSTRUCTION)
PROP. GEOTECHNICAL FABRIC
PROP. AGG. SUBGRADE, 12"
PROP. BIT. BINDER COURSE, SUPERPAVE, IL-19.0, N50, 1 1/2"
PROP. BIT. CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50, 1 1/2"

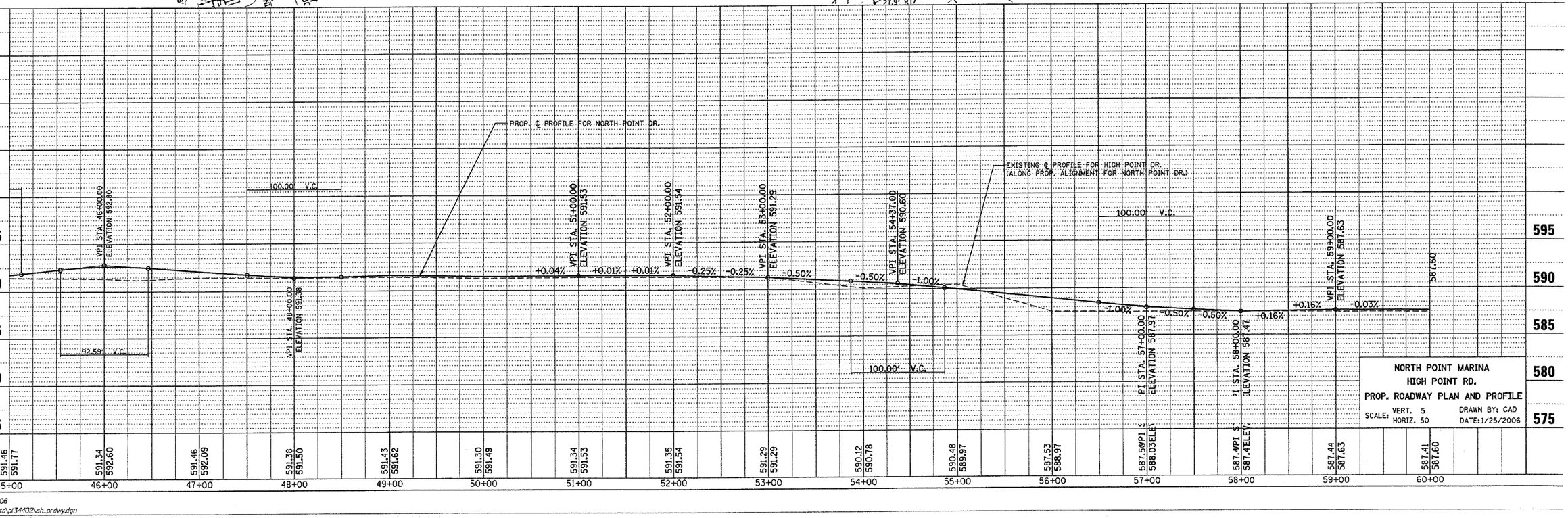
(RECONSTRUCTION)
PROP. GEOTECHNICAL FABRIC
PROP. AGG. SUBGRADE, 12"
PROP. BIT. BASE COURSE, SUPERPAVE, 7 1/2"
PROP. BIT. CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50, 1 1/2"

(RECONSTRUCTION)
PROP. GEOTECHNICAL FABRIC
PROP. AGG. SUBGRADE, 12"
PROP. BIT. BASE COURSE, SUPERPAVE, 7 1/2"
PROP. BIT. CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50, 1 1/2"

(RESURFACING)
PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, 3/4"
PROP. BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50, 1 1/2"

PROP. B-6.24 C&G
PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (TYP)
PROP. TRAFFIC COUNTER (SEE DETAIL)
EXIST. ALIGNMENT ENDS
MEET EXIST.
PROPOSED CONCRETE SHOULDER
LIMITS OF RECONSTRUCTION
PROP. CURVE P_NPT-4
PROP. GRADE BREAK
PROP. RECON.
PROP. WIDEN
PARKING "A"
BOAT LAUNCH RD.
POT Sta 0+00.00
POT Sta 0+94.00
POT Sta 1+56.97
POT Sta 2+60.80
PT Sta 3+02.57

MATCHLINE STA. 45+00



NORTH POINT MARINA
HIGH POINT RD.
PROP. ROADWAY PLAN AND PROFILE
SCALE: VERT. 5 HORIZ. 50
DRAWN BY: CAD
DATE: 1/25/2006

1/25/2006
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