

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	IN & TS	KENDALL	174	21

STA. TO STA.

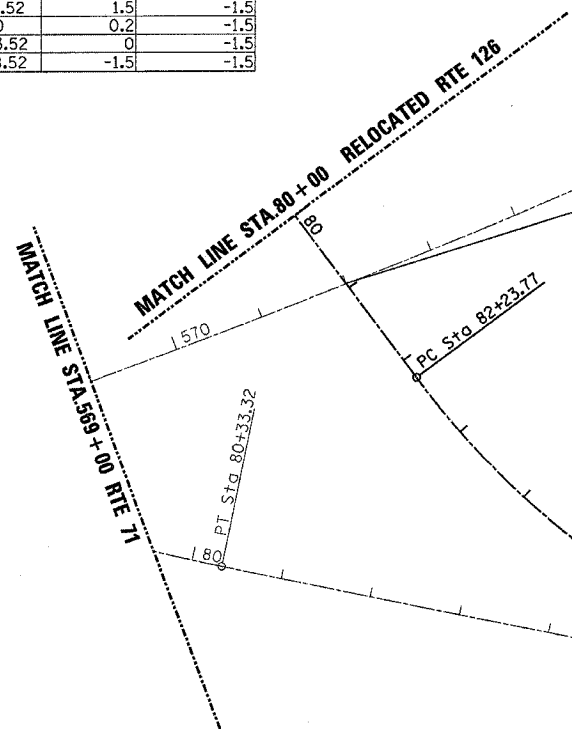
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

RELOCATED CURVE C3
S.E. TRANSITION LENGTH = 155'

e = 4%	RT	LT
80+95.77		
81+00	SEE INTERSECTION SHEET FOR LAYOUT	
81+50		
81+51.77	0%	0%
82+00	1.34	-1.34
82+04.77	1.5	-1.5
P.C.	2	-2
82+23.77		
1/2 * e	2.73	-2.73
82+50		
FULL SUPER	4	-4
82+95.77		
83+00	4	-4
83+50	4	-4
84+00	4	-4
84+50	4	-4
85+00	4	-4
85+50	4	-4
86+00	4	-4
86+50	4	-4
87+00	4	-4
87+50	4	-4
FULL SUPER	4	-4
87+93.52		
1/3 * e	3.8	-3.8
88+00		
P.T.	2.67	-2.67
88+30.52		
88+50	2	-2
88+61.52	1.5	-1.5
89+00	0.2	-1.5
START TANG. RUNOUT	0	-1.5
89+03.52		
NORMAL CROWN	-1.5	-1.5
89+48.52		

BENCHMARK #403 "□" ON S.W. CORNER OF BOX CULVERT AT WEST SIDE OF RTE 126. (RELOCATED)
STA 90+74 29.6' RT. (ILL. RTE. 126 RELOCATED) ELEV. = 723.01

ILL RTE 71
PI STA. = 580+19.36
Δ = 11° 21' 50" (LT)
D = 0° 29' 57"
R = 11,479.02'
T = 1,142.10'
L = 2,276.71'
E = 56.68'
e = N.C.
P.C. STA. = 568+77.26
P.T. STA. = 591+53.97



STA. 572+00 FAP 311 (IL 71) =
STA. 90+94.54 RELOCATED FAS 2312 (IL 126)

ILL RTE 126 (RELOCATED)
PI STA. = 85+38.39
Δ = 37° 22' 53" (LT)
D = 6° 09' 39"
R = 930.00'
T = 314.62'
L = 606.76'
E = 51.78'
e = 4%
P.C. STA = 82+23.77
P.T. STA = 88+30.52
ATTAIN S.E. STA. 81+51.77 TO STA. 82+95.77
REMOVE S.E. STA. 87+93.52 TO STA. 89+48.52

ILL RTE 126 (RELOCATED)
PI STA. = 95+23.34
Δ = 20° 41' 39" (RT)
D = 2° 30' 01"
R = 2,291.64'
T = 418.41'
L = 827.70'
E = 37.88'
e = MATCH EXISTING (3.28%)
P.C. STA = 91+04.93
P.T. STA = 99+32.63
ATTAIN S.E. STA. 90+11.93 TO STA. 91+31.93
MATCH EXISTING S.E. TO END OF JOB

STATION EQUATION
99+32.63 BK = 98+51.57 AH

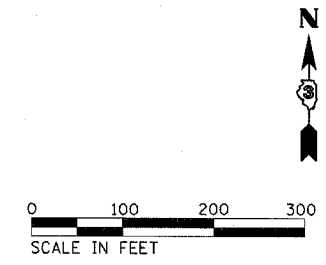
ILL RTE 126
PI STA. = 93+61.21
Δ = 24° 55' 13" (RT)
D = 2° 30' 01"
R = 2,291.64'
T = 506.37'
L = 996.72'
E = 55.28'
e = 3.28%
P.C. STA. = 88+54.84
P.T. STA. = 98+51.57

RELOCATED CURVE C4
S.E. TRANSITION LENGTH = 120'

e = 3.28%	RT	LT
89+50	-1.5	-1.5
90+00	-1.5	-1.5
NORMAL CROWN	-1.5	-1.5
90+11.93		
END OF TANG. RUNOUT	-1.5	-0.07
90+51.93		
90+87.93	-1.5	1.5
91+00	-2	2
P.C.	-2.16	2.16
91+04.93		
FULL SUPER	-3.28	3.28
91+31.93		
91+50	-3.28	3.28
92+00	-3.28	3.28
92+50	-3.28	3.28
93+00	-3.28	3.28
93+50	-3.28	3.28
94+00	-3.28	3.28
94+50	-3.28	3.28
95+00	-3.28	3.28
95+50	-3.28	3.28
96+00	-3.28	3.28
96+50	-3.28	3.28
97+00	-3.28	3.28
97+50	-3.28	3.28
98+00	-3.28	3.28
98+50	-3.28	3.28
99+00	-3.28	3.28
FULL SUPER	-3.28	3.28
P.T.	-2.16	2.16
99+05.63		
99+32.63		
START TANG. RUNOUT	-1.8	1.8
99+85.63	-1.5	0
100+00	-1.5	-0.54
NORMAL CROWN	-1.5	-1.5
100+25.63		

MATCH EXISTING

BENCHMARK #400 "X" ON N.E. BOLT OF TRAFFIC SIGNAL BASE AT S.W. CORNER OF RTE 71 AND RTE126.
STA 566+31, 59.6' RT. ELEV. = 727.99



ILLINOIS DEPARTMENT OF TRANSPORTATION

ALIGNMENTS