

CURVE NB31-1
 PI STA. = 106+18.14
 $\Delta = 24^\circ 53' 49''$ (RT)
 $D = 2^\circ 02' 46''$
 $R = 2,800.16'$
 $T = 618.14'$
 $L = 1,216.77'$
 $E = 67.42'$
 $e = 2.0\%$ (EX.)
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 100+00.00
 P.T. STA. = 112+16.77
 DS=50 MPH; PS=45 MPH

CURVE NB31-2
 PI STA. = 118+12.62
 $\Delta = 26^\circ 49' 55''$ (LT)
 $D = 3^\circ 49' 10''$
 $R = 1,500.08'$
 $T = 357.81'$
 $L = 702.50'$
 $E = 42.08'$
 $e = 2.0\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 114+54.81
 P.T. STA. = 121+57.31
 DS=50 MPH; PS=45 MPH

CURVE SB31-1
 PI STA. = 206+05.93
 $\Delta = 26^\circ 14' 15''$ (RT)
 $D = 2^\circ 12' 13''$
 $R = 2,600.00'$
 $T = 605.93'$
 $L = 1,190.62'$
 $E = 69.67'$
 $e = 2.0\%$ (EX.)
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 200+00.00
 P.T. STA. = 211+90.62
 DS=50 MPH; PS=45 MPH

CURVE SB31-2
 PI STA. = 215+20.99
 $\Delta = 8^\circ 57' 52''$ (LT)
 $D = 1^\circ 54' 24''$
 $R = 3,005.00'$
 $T = 235.56'$
 $L = 470.16'$
 $E = 9.22'$
 $e = 2.0\%$ (EX.)
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 212+85.43
 P.T. STA. = 217+55.59
 DS=50 MPH; PS=45 MPH

CURVE SB31-3
 PI STA. = 219+75.68
 $\Delta = 17^\circ 52' 06''$ (LT)
 $D = 4^\circ 05' 33''$
 $R = 1,400.00'$
 $T = 220.09'$
 $L = 436.61'$
 $E = 17.19'$
 $e = 2.0\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 217+55.59
 P.T. STA. = 221+92.20
 DS=50 MPH; PS=45 MPH

STA. 101+32.12 NB IL 31 =
 STA. 0+00.00 ALBRIGHT RD

99+39.34 @ IL 31 BACK=
 100+00 @ IL 31 NBL, 5.65' LT AHEAD=
 P.C. STA. = 114+54.81
 200+00 @ IL 31 SBL, 12.23' RT AHEAD

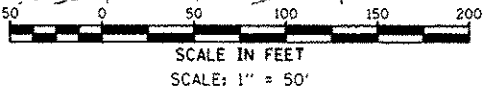
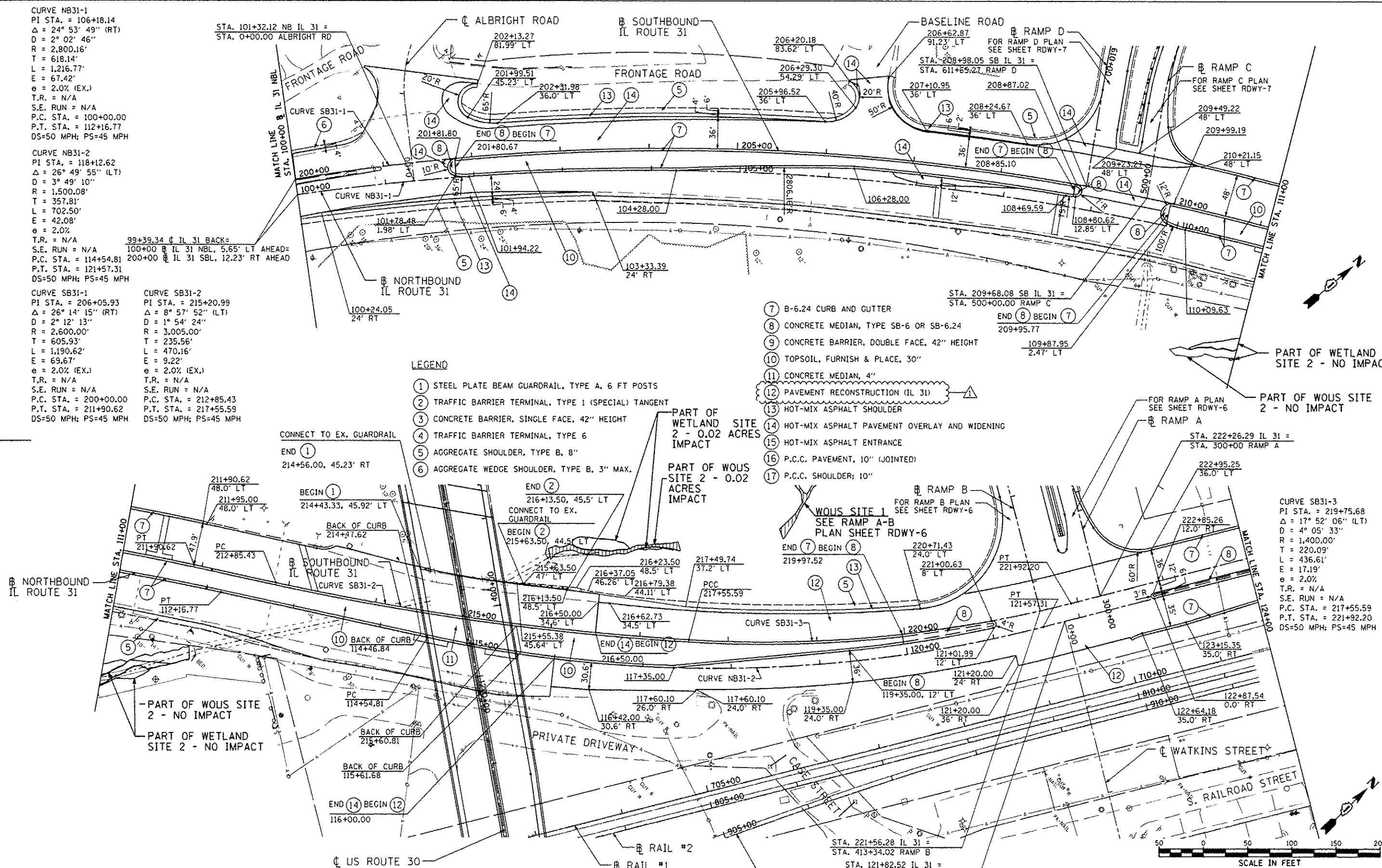
LEGEND

- 1 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FT POSTS
- 2 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
- 3 CONCRETE BARRIER, SINGLE FACE, 42" HEIGHT
- 4 TRAFFIC BARRIER TERMINAL, TYPE 6
- 5 AGGREGATE SHOULDER, TYPE B, 8"
- 6 AGGREGATE WEDGE SHOULDER, TYPE B, 3" MAX.

- 7 B-6.24 CURB AND CUTTER
- 8 CONCRETE MEDIAN, TYPE SB-6 OR SB-6.24
- 9 CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT
- 10 TOPSOIL, FURNISH & PLACE, 30"
- 11 CONCRETE MEDIAN, 4"
- 12 PAVEMENT RECONSTRUCTION (IL 31)
- 13 HOT-MIX ASPHALT SHOULDER
- 14 HOT-MIX ASPHALT PAVEMENT OVERLAY AND WIDENING
- 15 HOT-MIX ASPHALT ENTRANCE
- 16 P.C.C. PAVEMENT, 10" (JOINTED)
- 17 P.C.C. SHOULDER; 10"

PART OF WETLAND SITE 2 - 0.02 ACRES IMPACT

PART OF WOUS SITE 2 - 0.02 ACRES IMPACT



USER NAME = JWS	DESIGNED = JWB	REVISED = GRAEF 9-11-12
PLOT SCALE = 1/8" = 100'	DRAWN = JWB	REVISED =
PLOT DATE = 9/12/2012	CHECKED = RS	REVISED =
	DATE = 06/15/2012	REVISED =

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

U.S. ROUTE 30 AT IL ROUTE 31 ROADWAY PLAN - IL ROUTE 31		
SCALE: 1"=50'	SHEET NO. RDWY-4 OF 7	STA. 100+00 TO STA. 124+00

F.A.P. RTE. 349	SECTION (10 & 11 VB) R-3	COUNTY *	TOTAL SHEETS 507	SHEET NO. 78
* KANE AND KENDALL			CONTRACT NO. 60133	
ILLINOIS FED. AID PROJECT				

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