PROP. CURVE 1
PI STA. = 50+00.76
Δ = 53° 12' 39" (LT)
D = 3° 29' 58"
R = 1,637.28'
T = 820.08'
L = 1,520.55'
E = 193.90'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 41+80.68
P.T. STA = 57+01.23

SUPERELEVATION TRANSITION

LEFT		RIGHT	
STATION	PAVEMENT SLOPE	STATION	PAVEMENT SLOPE
41+80	-2.00%	40+86	-2.00%
42+00	-3.00%	41+33	+0.41%
		42+00	+3.00%

EXISTING R.O.W.
+55.7 73.0' LT
+35.1 61.4' LT
+85.8 55.5' RT
+64.5 58.2' LT
+26.9 40.0' LT
CLASS D PATCHES, TYPE II, 14"
+92.5 34.7' LT
+13.0 29.6' LT
P.C.C. SIDEWALK, 5"
CLASS D PATCHES, TYPE III 14"
END RESURFACING AND WIDENING
BEGIN FULL-DEPTH RECONSTRUCTION STA. 43+14
+49.0 30.0' LT
MATCH LINE STA. 45+50
+86.0 24.0' LT
+13.3 24.0' LT
+24.6 24.0' LT
BEGIN SUPERELEVATION STA. 40+86
P.C. STA. 41+80.68
PROPOSED ℄ IL 64
CURVE 1
PROPOSED CURB & GUTTER TYPE B-6.24, TYP.
H.M.A DRIVEWAY APRON, 10" (SEE HMA CHART)
+1.5 30.0' RT
+25.0 30.0' RT
+86.0 20.0' RT
+50.7 20.0' RT
R=50'
R=35'
+61.2 20.0' RT
+80.7 20.0' RT
+8.3 20.0' RT
+30.0 20.0' RT
H.M.A DRIVEWAY APRON, 8" (SEE HMA CHART)
+68.5 24.6' RT
+75.1 24.8' RT
+98 25.5' RT
R=20'
R=12'
+39.2 29.7' RT
+49.0 30.0' RT
R=25'
EXISTING R.O.W.
PROPOSED R.O.W.
+32.5 41.5' RT
+3.2 40.0' RT
+86.4 50.0' RT
+85.0 50.0' RT
+42.9 50.0' RT
+93.2 50.0' RT
+40.7 50.0' RT
+24.3 50.0' RT
+55.0 50.0' RT
+69.8 +76.5 L
+84.5 80.0' RT
+25.0 80.0' RT
TEMPORARY EASEMENT, TYP.
+42.9 85.0' RT
+29.7 40' RT
+96.1 49.0' RT
+63.7 40.0' RT
HMA SURFACE REMOVAL - BUTT JOINT, TYP.
+44.5 40.0' RT
+22.5 40' RT
+54.4 44.5' RT
36'
+71.3 40.0' RT
+71.2 50.0' RT
+22.7 50' RT
PROPOSED R.O.W.
+40.2 62.8' RT
+29.4 69.7' RT
+34.9 81.5' RT
+15.3 90.6' RT
CONCRETE CURB, TYPE B, TYP.
BEGIN RESURFACING AND WIDENING STA. 39+86.0
WOOLEY ROAD
EXISTING R.O.W.
40+00
41
42
43
44
45+00
24'
20'
20'
40'
30'
30'
5.38%
5.3%

SCALE IN FEET
SCALE: 1" = 20' HORIZ.
1" = 5' VERT.

925.73
VPC STA. 40+68.50
ELEVATION 922.63
VPI STA. 41+86.00
ELEVATION 918.22
3.75%
-5.38%
ex = -0.48'
K = 144
235.00' V.C.
VPT STA. 43+03.50
ELEVATION 911.90
PROPOSED PROFILE ALONG CENTERLINE
EXISTING PROFILE ALONG CENTERLINE
VPC STA. 45+16.00
ELEVATION 900.47

925 920 915 910 905 900 895

	40+00	40+50	41+00	41+50	42+00	42+50	43+00	43+50	44+00	44+50	45+00	45+50
EXIST. ℄ ELEV.	925.21	923.26	921.11	918.89	916.46	913.87	911.26	908.76	906.29	903.89	901.48	899.06
PROP. ℄ ELEV.	925.20	923.33	921.41	919.34	917.10	914.68	912.08	909.39	906.70	904.01	901.32	898.67

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. CHECKED
NOTE BOOK
NO. ____
AUTO TILE NAME
DATE | BY

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BM. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO. ____
DATE | BY

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - AR	REVISED -
		DRAWN - AR	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - RS	REVISED -
	PLOT DATE = 9/1/2011	DATE - 09-01-2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
PLAN AND PROFILE

SCALE: 1" = 20' | SHEET NO. 1 OF 8 SHEETS | STA. 39+86 TO STA. 45+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126N-1	KANE	156	19
		CONTRACT NO. 62278		
	ILLINOIS FED. AID PROJECT			