

**CURVE EFR-1**  
 (RELOC. ALPINE VILLAGE ENTRANCE)  
 PI STA. = 501+74.26  
 $\Delta = 30^\circ 27' 39''$  (RT)  
 $D = 64^\circ 22' 38''$   
 $R = 89.00'$   
 $T = 24.23'$   
 $L = 47.32'$   
 $E = 3.24'$   
 $e = \text{NORMAL CROWN (2.0\%)}$   
 P.C. STA. = 501+50.03  
 P.T. STA. = 501+97.35

**CURVE US30-1 (US ROUTE 30)**  
 PI STA. = 272+06.26  
 $\Delta = 31^\circ 05' 52.35''$  (RT)  
 $D = 3^\circ 10' 59''$   
 $R = 1,800.00'$   
 $T = 500.84'$   
 $L = 976.97'$   
 $E = 68.38'$   
 $e = \text{NORMAL CROWN (2.0\%)}$   
 P.C. STA. = 267+05.42  
 P.T. STA. = 276+82.39

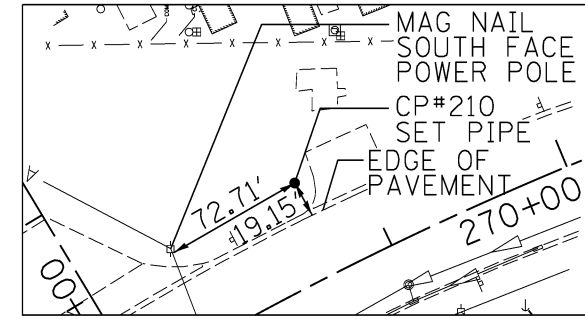
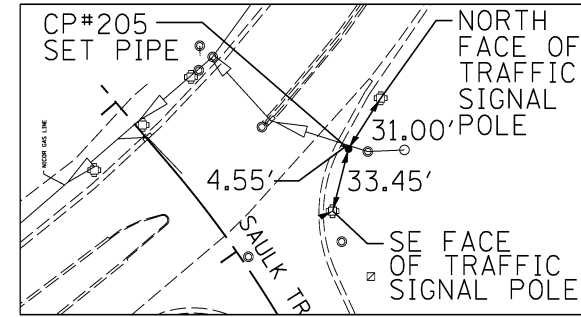
**CURVE WFRN-1**  
 (W. FRONTAGE RD. - NORTH)  
 PI STA. = 101+04.42  
 $\Delta = 69^\circ 17' 47''$  (LT)  
 $D = 114^\circ 35' 30''$   
 $R = 50.00'$   
 $T = 34.55'$   
 $L = 60.47'$   
 $E = 10.78'$   
 $e = \text{NORMAL CROWN (2.0\%)}$   
 P.C. STA. = 100+69.86  
 P.T. STA. = 101+30.34

**CURVE WFRN-2**  
 (W. FRONTAGE RD. - NORTH)  
 PI STA. = 101+66.69  
 $\Delta = 44^\circ 36' 28''$  (LT)  
 $D = 114^\circ 35' 30''$   
 $R = 50.00'$   
 $T = 20.51'$   
 $L = 38.93'$   
 $E = 4.04'$   
 $e = \text{NORMAL CROWN (2.0\%)}$   
 P.C. STA. = 101+46.18  
 P.T. STA. = 101+85.11

**CURVE WFRN-3**  
 (W. FRONTAGE RD. - NORTH)  
 PI STA. = 102+97.37  
 $\Delta = 32^\circ 00' 43''$  (RT)  
 $D = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 57.37'$   
 $L = 111.74'$   
 $E = 8.07'$   
 $e = \text{NORMAL CROWN (2.0\%)}$   
 P.C. STA. = 102+40.00  
 P.T. STA. = 103+51.74

**CURVE WFRN-4**  
 (W. FRONTAGE RD. - NORTH)  
 PI STA. = 106+23.81  
 $\Delta = 21^\circ 59' 43''$  (RT)  
 $D = 4^\circ 05' 33''$   
 $R = 1,400.00'$   
 $T = 272.07'$   
 $L = 537.45'$   
 $E = 26.19'$   
 $e = \text{NORMAL CROWN (2.0\%)}$   
 P.C. STA. = 103+51.74  
 P.T. STA. = 108+89.19

**CONTROL POINT NUMBER 205**  
 US ROUTE 30, STA 290+95.83, OFFSET 148.66' RT  
 SAUK TRAIL, STA 387+09.18, OFFSET 78.59' RT



**CONTROL POINT NUMBER 210**  
 STA 268+69.43, OFFSET 51.52' LT

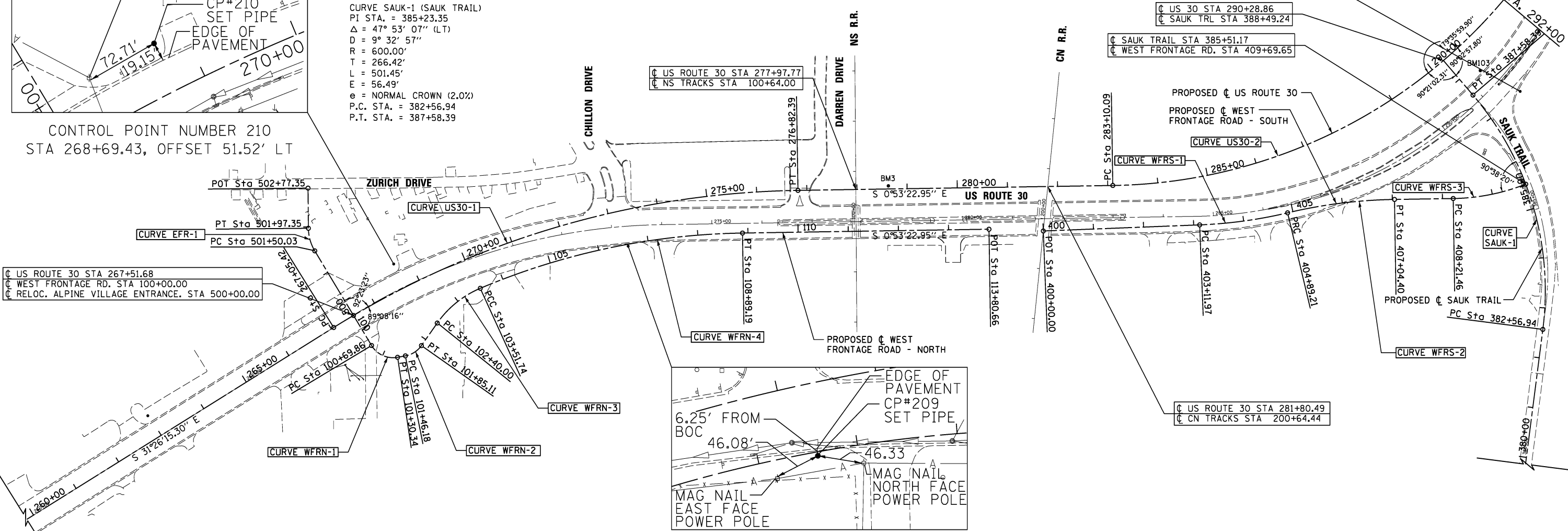
**CURVE WFRS-1**  
 (W. FRONTAGE RD. - SOUTH)  
 PI STA. = 404+00.87  
 $\Delta = 11^\circ 08' 05''$  (LT)  
 $D = 6^\circ 16' 57''$   
 $R = 912.00'$   
 $T = 88.90'$   
 $L = 177.24'$   
 $E = 4.32'$   
 $e = \text{NORMAL CROWN (2.0\%)}$   
 P.C. STA. = 403+11.98  
 P.T. STA. = 404+89.21

**CURVE WFRS-2**  
 (W. FRONTAGE RD. - SOUTH)  
 PI STA. = 405+97.24  
 $\Delta = 12^\circ 28' 46''$  (RT)  
 $D = 5^\circ 47' 57''$   
 $R = 988.00'$   
 $T = 108.02'$   
 $L = 215.19'$   
 $E = 5.89'$   
 $e = \text{NORMAL CROWN (2.0\%)}$   
 P.C. STA. = 404+89.21  
 P.T. STA. = 407+04.41

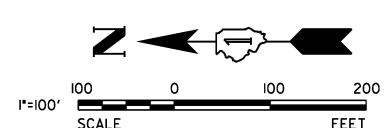
**CURVE WFRS-3**  
 (W. FRONTAGE RD. - SOUTH)  
 PI STA. = 408+96.37  
 $\Delta = 20^\circ 36' 33''$  (LT)  
 $D = 13^\circ 54' 24''$   
 $R = 412.00'$   
 $T = 74.91'$   
 $L = 148.20'$   
 $E = 6.75'$   
 $e = \text{NORMAL CROWN (2.0\%)}$   
 P.C. STA. = 408+21.46  
 P.T. STA. = 409+69.65

**CURVE US30-2 (US ROUTE 30)**  
 PI STA. = 291+29.73  
 $\Delta = 76^\circ 29' 05''$  (LT)  
 $D = 5^\circ 30' 33''$   
 $R = 1,040.00'$   
 $T = 819.64'$   
 $L = 1,388.30'$   
 $E = 284.17'$   
 $e = \text{NORMAL CROWN (2.0\%)}$   
 P.C. STA. = 283+10.09  
 P.T. STA. = 296+98.39

**CURVE SAUK-1 (SAUK TRAIL)**  
 PI STA. = 385+23.35  
 $\Delta = 47^\circ 53' 07''$  (LT)  
 $D = 9^\circ 32' 57''$   
 $R = 600.00'$   
 $T = 266.42'$   
 $L = 501.45'$   
 $E = 56.49'$   
 $e = \text{NORMAL CROWN (2.0\%)}$   
 P.C. STA. = 382+56.94  
 P.T. STA. = 387+58.39



**CONTROL POINT NUMBER 209**  
 US ROUTE 30, OFFSET 72.16' RT  
 W. FRONTAGE ROAD, STA 105+68.43, OFFSET 57.06' RT



USER NAME = hshsh	DESIGNED - DTE	REVISED -
PLOT SCALE = 100.0000' / 1in.	DRAWN - DRP	REVISED -
PLOT DATE = 8/21/2013	CHECKED - VJD	REVISED -
	DATE - 08/14/2013	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>U.S. ROUTE 30</b>	
<b>ALIGNMENT, TIES AND BENCHMARKS</b>	
SCALE: 1" = 100'	SHEET NO. 1 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	11-Y-A	COOK	354	37
CONTRACT NO. 60R19				
ILLINOIS FED. AID PROJECT				