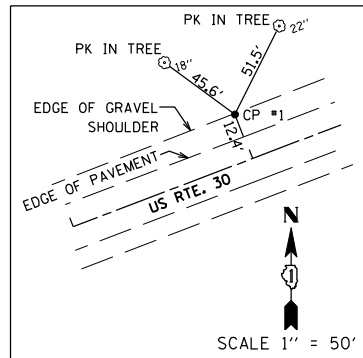


CURVE B-1
 PI STA. = 404+86.14
 $\Delta = 96^\circ 23' 25''$ (RT)
 $D = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 335.47'$
 $L = 504.70'$
 $E = 150.05'$
 $e = 6.0\%$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 P.C. STA. = 401+50.67
 P.T. STA. = 406+55.37
 DS=30 MPH; PS=25 MPH

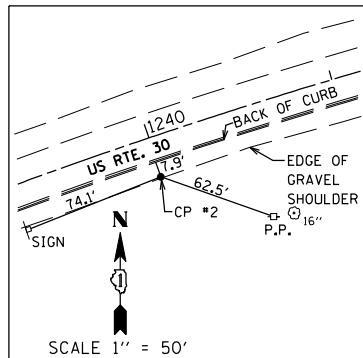
CURVE B-2
 PI STA. = 408+75.74
 $\Delta = 78^\circ 13' 53''$ (RT)
 $D = 21^\circ 08' 27''$
 $R = 271.02'$
 $T = 220.38'$
 $L = 370.05'$
 $E = 78.29'$
 $e = 6.0\%$
 $T.R. = 55'$
 $S.E. RUN = 164'$
 P.C. STA. = 406+55.37
 P.T. STA. = 410+25.42
 DS=30 MPH; PS=25 MPH

CURVE C-1
 PI STA. = 502+25.44
 $\Delta = 35^\circ 16' 50''$ (RT)
 $D = 15^\circ 24' 08''$
 $R = 372.00'$
 $T = 118.29'$
 $L = 229.06'$
 $E = 18.36'$
 $e = 6.0\%$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 P.C. STA. = 501+07.15
 P.T. STA. = 503+36.21
 DS=35 MPH; PS=20 MPH

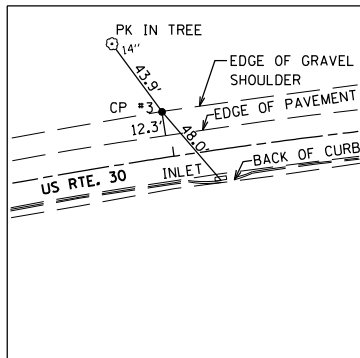
CURVE C-2
 PI STA. = 507+18.68
 $\Delta = 128^\circ 07' 55''$ (RT)
 $D = 30^\circ 48' 15''$
 $R = 186.00'$
 $T = 382.47'$
 $L = 415.96'$
 $E = 239.30'$
 $e = 6.0\%$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 P.C. STA. = 503+36.21
 P.T. STA. = 507+52.17
 DS=25 MPH; PS=20 MPH



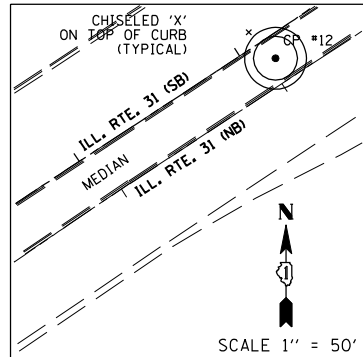
CONTROL POINT #1
 SET 5/8" REBAR IN GRAVEL SHOULDER
 STATION 1234+99.55, 24.68' LT.
 N 1,842,522.95
 E 976,394.25



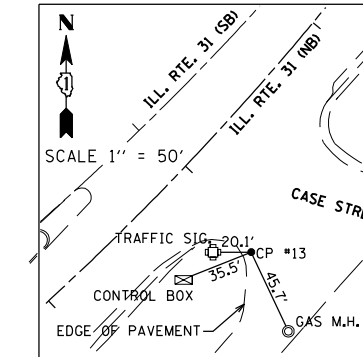
CONTROL POINT #2
 SET 5/8" REBAR IN GRAVEL SHOULDER
 STATION 1239+99.31, 21.14' RT.
 N 1,842,655.62
 E 976,877.60



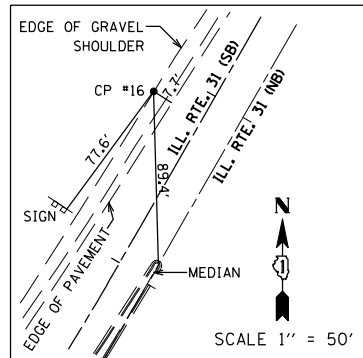
CONTROL POINT #3
 SET 5/8" REBAR IN GRAVEL SHOULDER
 STATION 1244+97.31, 23.80' LT.
 N 1,842,816.83
 E 977,350.49



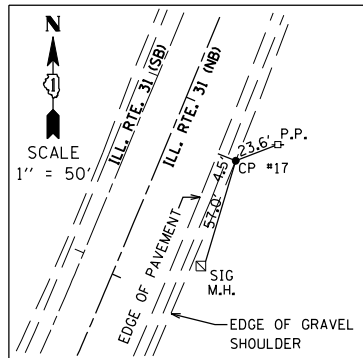
CONTROL POINT #12
 SET PK NAIL IN ASPHALT MEDIAN
 STATION 213+14.89, 11.25' RT.
 N 1,842,048.39
 E 979,489.61



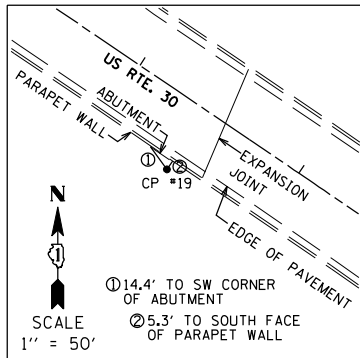
CONTROL POINT #13
 SET PK NAIL IN ASPHALT ROAD
 STATION 117+91.47, 55.71' RT.
 N 1,842,295.97
 E 979,921.07



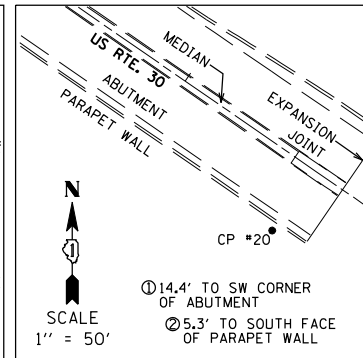
CONTROL POINT #16
 SET 5/8" REBAR IN GRAVEL SHOULDER
 STATION 222+86.31, 29.13' LT.
 N 1,842,763.74
 E 980,124.62



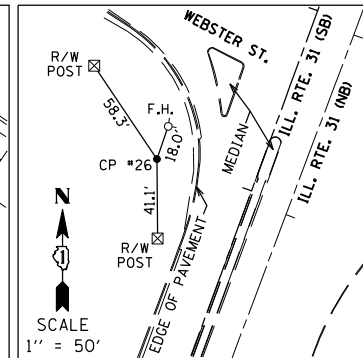
CONTROL POINT #17
 SET 5/8" REBAR IN GRAVEL SHOULDER
 STATION 128+79.34, 36.59' RT.
 N 1,843,250.93
 E 980,468.86



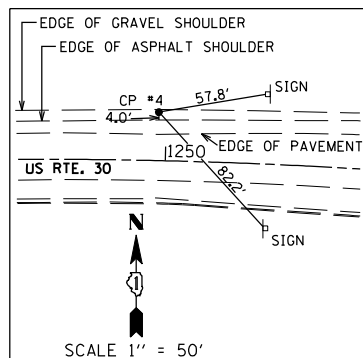
CONTROL POINT #19
 SET 5/8" REBAR NEAR ABUTMENT
 STATION 1274+42.03, 36.95' RT.
 N 1,841,849.97
 E 980,038.41



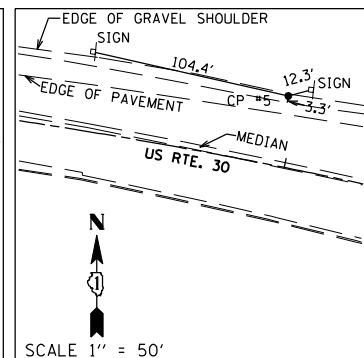
CONTROL POINT #20
 SET 5/8" REBAR NEAR ABUTMENT
 STATION 1279+81.59, 38.30' RT.
 N 1,841,542.04
 E 980,481.07



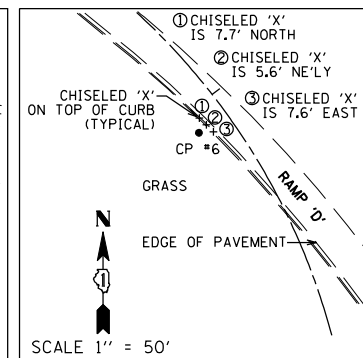
CONTROL POINT #26
 SET 5/8" REBAR IN GRASS
 STATION 238+98.63, 51.98' LT.
 N 1,844,245.68
 E 980,736.37



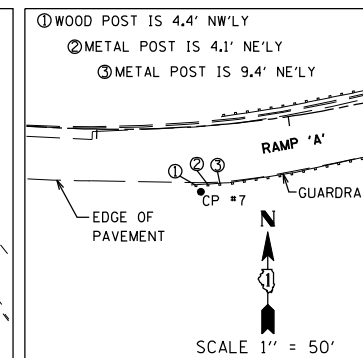
CONTROL POINT #4
 SET 5/8" REBAR IN GRAVEL SHOULDER
 STATION 1249+96.08, 25.26' LT.
 N 1,842,850.66
 E 977,851.76



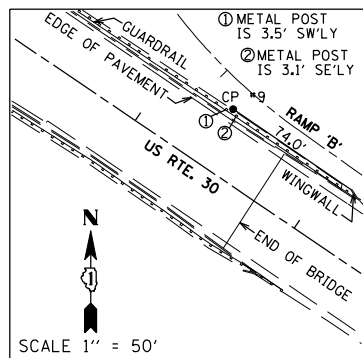
CONTROL POINT #5
 SET 5/8" REBAR IN GRAVEL SHOULDER
 STATION 1254+94.72, 36.91' LT.
 N 1,842,806.96
 E 978,353.42



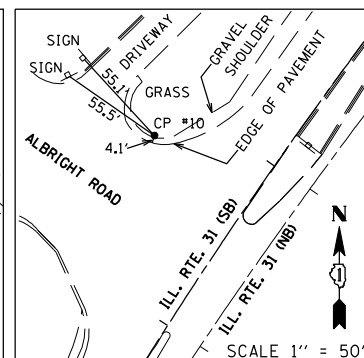
CONTROL POINT #6
 SET 5/8" REBAR NEAR EDGE OF RAMP
 STATION 602+12.12, 17.50' RT.
 N 1,842,500.05
 E 978,823.53



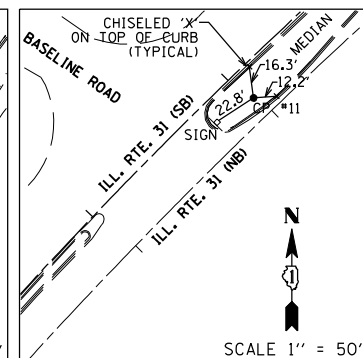
CONTROL POINT #7
 SET 5/8" REBAR NEAR EDGE OF RAMP
 STATION 312+48.10, 34.06' LT.
 N 1,842,667.67
 E 978,950.85



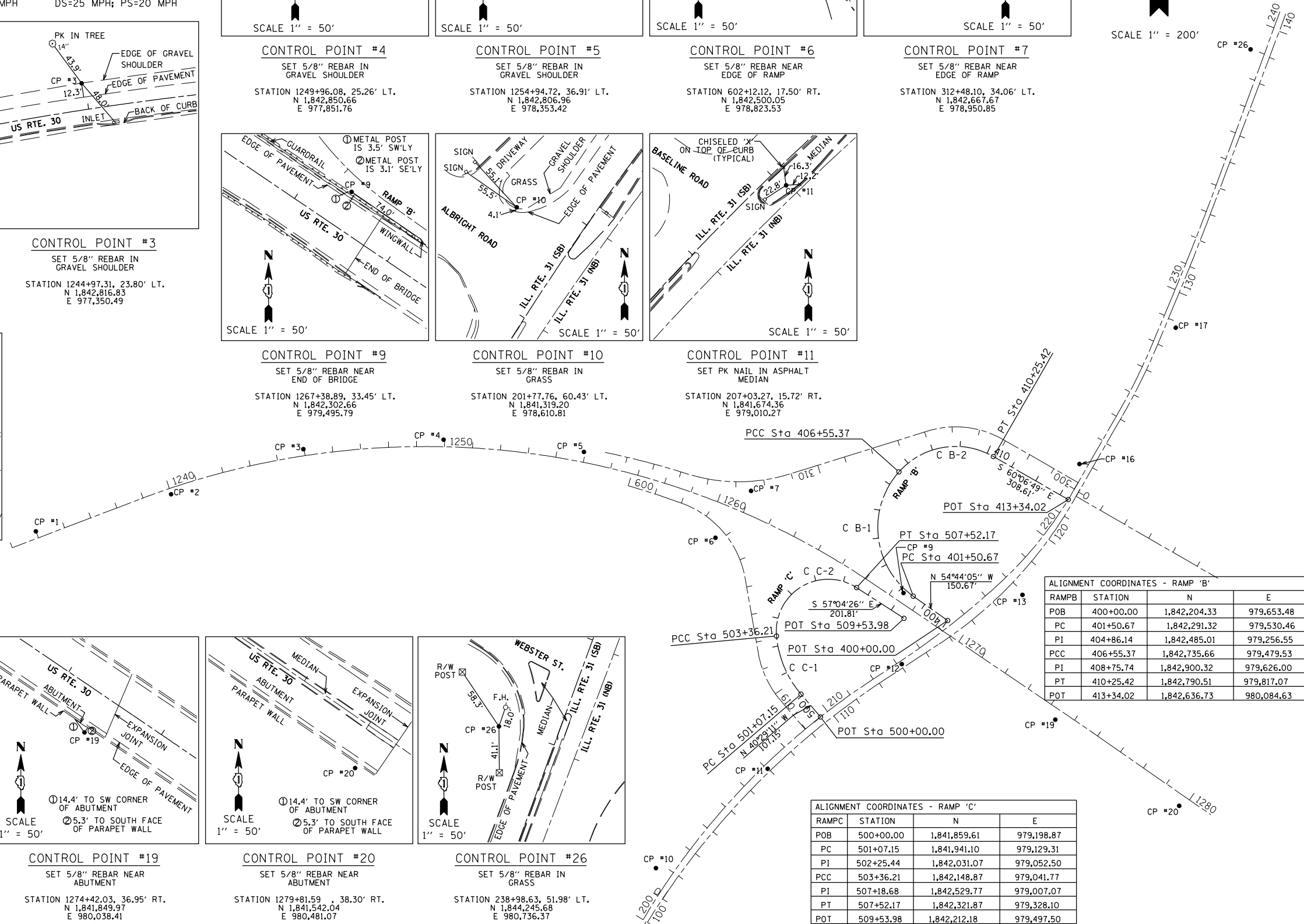
CONTROL POINT #9
 SET 5/8" REBAR NEAR END OF BRIDGE
 STATION 1267+38.89, 33.45' LT.
 N 1,842,302.66
 E 979,495.79



CONTROL POINT #10
 SET 5/8" REBAR IN GRASS
 STATION 201+77.76, 60.43' LT.
 N 1,841,319.20
 E 978,610.81



CONTROL POINT #11
 SET PK NAIL IN ASPHALT MEDIAN
 STATION 207+03.27, 15.72' RT.
 N 1,841,674.36
 E 979,010.27



ALIGNMENT COORDINATES - RAMP 'B'

RAMP	STATION	N	E
POB	400+00.00	1,842,204.33	979,653.48
PC	401+50.67	1,842,291.32	979,530.46
PI	404+86.14	1,842,485.01	979,256.55
PCC	406+55.37	1,842,735.66	979,479.53
PI	408+75.74	1,842,900.32	979,626.00
PT	410+25.42	1,842,790.51	979,817.07
POT	413+34.02	1,842,636.73	980,084.63

ALIGNMENT COORDINATES - RAMP 'C'

RAMP	STATION	N	E
RAMPC	500+00.00	1,841,859.61	979,198.87
POB	500+00.00	1,841,859.61	979,198.87
PC	501+07.15	1,841,941.10	979,129.31
PI	502+25.44	1,842,031.07	979,052.50
PCC	503+36.21	1,842,148.87	979,041.77
PI	507+18.68	1,842,529.77	979,007.07
PT	507+52.17	1,842,321.87	979,328.10
POT	509+53.98	1,842,212.18	979,497.50

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USER NAME = 1654	DESIGNED - JWB	REVISED -
PLOT SCALE = 400.00' / IN.	DRAWN - JWB	REVISED -
PLOT DATE = 5/15/2012	CHECKED - RS	REVISED -
	DATE - 05/11/2012	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 30 AT IL ROUTE 31
 ALIGNMENTS AND TIES**

SCALE: 1"=200' SHEET NO. -- STA. ---- TO STA. ----

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	(10 & 11 VB) R-3	-	507	64
KANE AND KENDALL			CONTRACT NO. 60133	
ILLINOIS FED. AID PROJECT				