

CURVE 30-1
 PI STA. = 1253+78.51
 $\Delta = 54^\circ 56' 33''$ (RT)
 D = 2° 00' 15"
 R = 2,859.00'
 T = 1,486.48'
 L = 2,741.57'
 E = 363.34'
 e = 3.5%
 T.R. = 54'
 S.E. RUN = 126'
 P.C. STA. = 1238+92.03
 P.T. STA. = 1266+33.60
 DS=50 MPH; PS=45 MPH

CURVE 30-2
 PI STA. = 1275+69.60
 $\Delta = 0^\circ 51' 19''$ (RT)
 D = 0° 25' 28"
 R = 13,500.00'
 T = 100.75'
 L = 201.50'
 E = 0.38'
 e = normal crown
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 1274+68.85
 P.T. STA. = 1276+70.35
 DS=50 MPH; PS=45 MPH

CURVE NB31-1
 PI STA. = 106+18.14
 $\Delta = 24^\circ 53' 49''$ (RT)
 D = 2° 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° 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 NB31-3
 PI STA. = 126+57.31
 $\Delta = 7^\circ 13' 11''$ (LT)
 D = 2° 32' 47"
 R = 2,250.12'
 T = 141.95'
 L = 283.53'
 E = 4.47'
 e = 2.0%
 T.R. = 51'
 S.E. RUN = 69'
 P.C. STA. = 125+15.35
 P.T. STA. = 127+98.89
 DS=50 MPH; PS=45 MPH

CURVE NB31-4
 PI STA. = 131+33.82
 $\Delta = 2^\circ 01' 38''$ (LT)
 D = 0° 34' 23"
 R = 10,000.55'
 T = 176.94'
 L = 353.84'
 E = 1.57'
 e = 2.0% (EX.)
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 129+56.89
 P.T. STA. = 133+10.72
 DS=50 MPH; PS=45 MPH

CURVE SB31-1
 PI STA. = 206+05.93
 $\Delta = 26^\circ 14' 15''$ (RT)
 D = 2° 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° 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° 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

CURVE SB31-4
 PI STA. = 226+53.89
 $\Delta = 7^\circ 13' 11''$ (LT)
 D = 2° 34' 01"
 R = 2,232.12'
 T = 140.82'
 L = 281.26'
 E = 4.44'
 e = 2.0%
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 225+13.07
 P.T. STA. = 227+94.34
 DS=50 MPH; PS=45 MPH

31NB	STATION	N	E
POB	100+00.00	1,841,125.40	978,580.31
PI	106+18.14	1,841,650.50	978,906.45
PT	112+16.77	1,841,989.50	979,423.34
PC	114+54.81	1,842,120.05	979,622.39
PI	118+12.62	1,842,316.28	979,921.59
PT	121+57.31	1,842,626.44	980,100.01
PC	125+15.35	1,842,936.80	980,278.53
PI	126+57.31	1,843,059.85	980,349.31
PT	127+98.89	1,843,190.82	980,404.07
PC	129+56.89	1,843,336.59	980,465.01
PI	131+33.82	1,843,499.84	980,533.26
PT	133+10.72	1,843,665.40	980,595.69
POT	140+66.67	1,844,372.72	980,862.42

US30	STATION	N	E
POB	1234+00.00	1,842,464.49	976,309.98
PC	1238+92.03	1,842,639.40	976,769.87
PI	1253+78.51	1,843,167.82	978,159.25
PT	1266+33.60	1,842,334.02	979,389.86
PC	1274+68.85	1,841,865.52	980,081.34
PI	1275+69.60	1,841,809.00	980,164.75
PT	1276+70.35	1,841,751.25	980,247.31
POT	1278+39.48	1,841,654.31	980,385.89
POT	1280+92.96	1,841,510.28	980,594.47

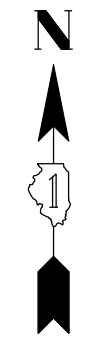
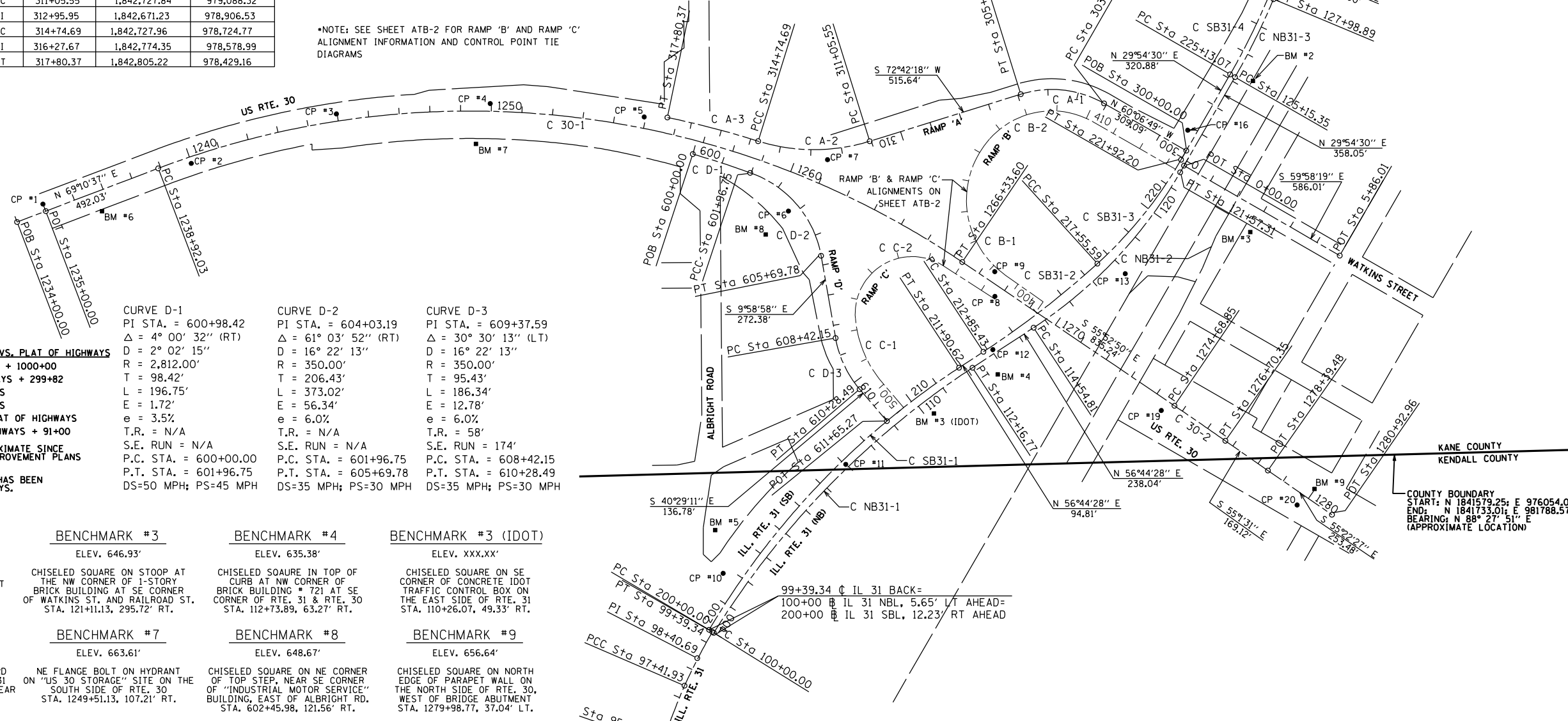
RAMP D	STATION	N	E
POB	600+00.00	1,842,685.96	978,511.88
PI	600+98.42	1,842,658.66	978,606.44
PCC	601+96.75	1,842,624.80	978,698.85
PI	604+03.19	1,842,557.76	978,894.09
PT	605+69.78	1,842,354.45	978,929.87
PC	608+42.15	1,842,086.20	978,977.09
PI	609+37.59	1,841,992.21	978,993.64
PT	610+28.49	1,841,919.63	979,055.60
POT	611+65.27	1,841,815.60	979,144.40

31SB	STATION	N	E
POB	200+00.00	1,841,135.08	978,565.26
PI	206+05.93	1,841,657.15	978,872.83
PT	211+90.62	1,841,989.46	979,379.51
PC	212+85.43	1,842,041.46	979,458.80
PI	215+20.99	1,842,170.64	979,655.77
PCC	217+55.59	1,842,328.95	979,830.21
PI	219+75.68	1,842,476.85	979,993.20
PT	221+92.20	1,842,667.63	980,102.94
PC	225+13.07	1,842,945.78	980,262.93
PI	226+53.89	1,843,067.84	980,333.14
PT	227+94.34	1,843,197.76	980,387.46
PC	229+89.11	1,843,377.47	980,462.59
PI	232+09.53	1,843,580.83	980,547.61
PT	234+29.88	1,843,787.73	980,623.58
POT	240+61.34	1,844,380.50	980,841.25

RAMP A	STATION	N	E
POB	300+00.00	1,842,697.18	980,119.93
PC	303+09.09	1,842,851.20	979,851.95
PI	304+58.02	1,842,925.40	979,722.83
PT	305+89.91	1,842,881.13	979,580.64
PC	311+05.55	1,842,727.84	979,088.32
PI	312+95.95	1,842,671.23	978,906.53
PCC	314+74.69	1,842,727.96	978,724.77
PI	316+27.67	1,842,774.35	978,578.99
PT	317+80.37	1,842,805.22	978,429.16

WATKINS STREET	STATION	N	E
POB	0+00.00	1,842,648.30	980,112.58
POT	5+86.01	1,842,355.04	980,619.93

*NOTE: SEE SHEET ATB-2 FOR RAMP 'B' AND RAMP 'C' ALIGNMENT INFORMATION AND CONTROL POINT TIE DIAGRAMS



STATION EQUATIONS FOR IMPROVEMENT PLANS VS. PLAT OF HIGHWAYS

- US 30 PLANS = US 30 PLAT OF HIGHWAYS + 1000+00
- RAMP A PLANS = RAMP A PLAT OF HIGHWAYS + 299+82
- RAMP B NOT INCLUDED ON PLAT OF HIGHWAYS
- RAMP C NOT INCLUDED ON PLAT OF HIGHWAYS
- RAMP D PLANS DOES NOT EQUAL RAMP D PLAT OF HIGHWAYS
- NB IL 31 PLANS = NB IL 31 PLAT OF HIGHWAYS + 91+00

STATION EQUATION FOR US 30 IS APPROXIMATE SINCE BEARINGS, P.C.S., P.T.S., AND RADII SHOWN ON IMPROVEMENT PLANS AND PLAT OF HIGHWAYS DIFFER SLIGHTLY.

OF RAMP D SHOWN ON IMPROVEMENT PLANS HAS BEEN MODIFIED SINCE ISSUANCE OF PLAT OF HIGHWAYS.

CURVE D-1
 PI STA. = 600+98.42
 $\Delta = 4^\circ 00' 32''$ (RT)
 D = 2° 02' 15"
 R = 2,812.00'
 T = 98.42'
 L = 196.75'
 E = 1.72'
 e = 3.5%
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 600+00.00
 P.T. STA. = 601+96.75
 DS=50 MPH; PS=45 MPH

CURVE D-2
 PI STA. = 604+03.19
 $\Delta = 61^\circ 03' 52''$ (RT)
 D = 16° 22' 13"
 R = 350.00'
 T = 206.43'
 L = 373.02'
 E = 56.34'
 e = 6.0%
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 601+96.75
 P.T. STA. = 605+69.78
 DS=35 MPH; PS=30 MPH

CURVE D-3
 PI STA. = 609+37.59
 $\Delta = 30^\circ 30' 13''$ (LT)
 D = 16° 22' 13"
 R = 350.00'
 T = 95.43'
 L = 186.34'
 E = 12.78'
 e = 6.0%
 T.R. = 58'
 S.E. RUN = 174'
 P.C. STA. = 608+42.15
 P.T. STA. = 610+28.49
 DS=35 MPH; PS=30 MPH

BENCHMARK #1	BENCHMARK #2	BENCHMARK #3	BENCHMARK #4	BENCHMARK #3 (IDOT)
ELEV. 642.92'	ELEV. 641.96'	ELEV. 646.93'	ELEV. 635.38'	ELEV. XXX.XX'
CHISELED "L" ON THE NORTHEAST CORNER OF DISPLAY RAMP AT THE SOUTHWEST CORNER OF RTE. 31 & WEBSTER STREET STA. 139+13.03, 114.83' RT.	RR SPIKE IN FIFTH POWER POLE NORTH OF CASE STREET ON EAST SIDE RTE. 31 STA. 125+33.57, 56.96' RT.	CHISELED SQUARE ON STOOP AT THE NW CORNER OF 1-STORY BRICK BUILDING AT SE CORNER OF WATKINS ST. AND RAILROAD ST. STA. 121+11.13, 295.72' RT.	CHISELED SQUARE IN TOP OF CURB AT NW CORNER OF BRICK BUILDING * 721 AT SE CORNER OF RTE. 31 & RTE. 30 STA. 112+73.89, 63.27' RT.	CHISELED SQUARE ON SE CORNER OF CONCRETE IDOT TRAFFIC CONTROL BOX ON THE EAST SIDE OF RTE. 31 STA. 110+26.07, 49.33' RT.
BENCHMARK #5	BENCHMARK #6	BENCHMARK #7	BENCHMARK #8	BENCHMARK #9
ELEV. 657.89'	ELEV. 661.25'	ELEV. 663.61'	ELEV. 648.67'	ELEV. 656.64'
CHISELED SQUARE ON CONCRETE SLAB IN FRONT OF HOUSE #8 AT NW CORNER OF ALBRIGHT RD. AND ILL. RTE. 31 STA. 202+73.16, 163.83' LT.	RAILROAD SPIKE IN THE THIRD POWER POLE WEST OF RTE. 31 ON SOUTH SIDE OF RTE. 30, NEAR HOUSE #13 PASADENA DR. STA. 1236+71.23, 65.49' RT.	NE FLANGE BOLT ON HYDRANT ON "US 30 STORAGE" SITE ON THE SOUTH SIDE OF RTE. 30 STA. 1249+51.13, 107.21' RT.	CHISELED SQUARE ON NE CORNER OF "INDUSTRIAL MOTOR SERVICE" BUILDING, EAST OF ALBRIGHT RD. STA. 602+45.98, 121.56' RT.	CHISELED SQUARE ON NORTH EDGE OF PARAPET WALL ON THE NORTH SIDE OF RTE. 30, WEST OF BRIDGE ABUTMENT STA. 1279+98.77, 37.04' LT.

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

USER NAME = 1654	DESIGNED - JWB	REVISED -
DRAWN - JWB	CHECKED - RS	REVISED -
PLOT SCALE = 400.00' / IN.	DATE - 06/15/2012	REVISED -
PLOT DATE = 6/15/2012		

F.A.P. RTE. 349	SECTION (10 & 11 VB) R-3	COUNTY *	TOTAL SHEETS 507	SHEET NO. 63
* KANE AND KENDALL			CONTRACT NO. 60133	
ILLINOIS FED. AID PROJECT				

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