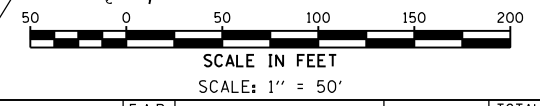


LEGEND

- 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 GUTTER
- 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 HOT-MIX ASPHALT PAVEMENT (FULL DEPTH)
- 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"

CURVE 30-1 PI STA. = 1253+78.51 Δ = 54° 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 A-3 PI STA. = 316+27.67 Δ = 6° 00' 45" (LT) D = 1° 58' 01" R = 2,913.00' T = 152.98' L = 305.69' E = 4.01' e = 3.5% T.R. = N/A S.E. RUN = N/A P.C. STA. = 314+74.69 P.T. STA. = 317+80.37 DS=50 MPH; PS=45 MPH	CURVE 600+00 PI STA. = 600+98.42 Δ = 4° 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-1 PI STA. = 604+03.19 Δ = 61° 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
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FILE# 5/15/2012
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USER NAME = 1654	DESIGNED - JWB	REVISED -
	DRAWN - JWB	REVISED -
PLOT SCALE = 100.0000' / IN.	CHECKED - RS	REVISED -
PLOT DATE = 5/15/2012	DATE - 05/11/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 30 AT IL ROUTE 31 ROADWAY PLAN - U.S. ROUTE 30		
SCALE: 1"=50'	SHEET NO. RDWY-1 OF 7	STA. 1234+00 TO STA. 1261+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	(10 & 11 VB) R-3		507	73
KANE AND KENDALL			CONTRACT NO. 60133	
ILLINOIS FED. AID PROJECT				