F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	(B&14) R-3	WILL	390	85
STA. 780+00	TO STA. 786+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 60961				

UNINCORPORATED WILL COUNTY

2" POLY. BIT. CONC. SURFACE COURSE SUPERPAVE, MIX "F", N90 (450 TONS)
10¾" BIT. CONC. BINDER COURSE SUPERPAVE, IL-19.0, N90 (2421 TONS)

1½" BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "D", N50 (1 TON)
2" BIT. CONC. BINDER COURSE, SUPERPAVE IL-19.0, N50 (7 TONS)

PROP. CURVE PR-16
PI STA. = 782+33.85
Δ = 1° 48' 00" (LT)
D = 0° 42' 00"
R = 8,185.53'
T = 128.59'
L = 257.16'
E = 1.01'
P.C. STA = 781+05.26
P.T. STA = 783+62.42

PROP. CURVE PR-17
PI STA. = 785+52.20
Δ = 1° 48' 00" (RT)
D = 0° 42' 00"
R = 8,185.53'
T = 128.59'
L = 257.16'
E = 1.01'
P.C. STA = 784+23.62
P.T. STA = 786+80.77

MATCHLINE STA. 780+00

MATCHLINE STA. 786+00

+60.03 | +13.34 46.95' LT. | +66.13 | +81.83 37.45' LT. | +14.07 50.31' LT. | +62.43 | +78.60 37.27' LT. | +21.28 | +65.04 49.99' LT. | +91.57 | +08.57 37.67' LT. | +64.87 50.49' LT. | +64.74 45.49' LT. | +05.22

30' R | 14' | 15' | 12' | 16' | 30'

(PE) | (FE) | (CE)

PROPOSED R.O.W. | EXISTING R.O.W.

+14.01 46.31' LT.

PROP. CC & G TYPE B-6.24 (623.1 LF)

PC Sta 781+05.26 | PT Sta 783+62.42 | PC Sta 784+23.62

+30.10

PROPOSED ℄ US ROUTE 30

780+00 | N 46° 31' 11" W | 781 | 782 | 783 | N 48° 19' 11" W | 784 | 785+00

60' | 60'

EXISTING R.O.W. | PROPOSED R.O.W.

+13.34 55.04' RT. | TEMP. EASEMENT | +13.26 50.01' RT. | TEMP. EASEMENT | +58.63 | 12' | 10' R | 10' R | 38' | 24' | +71.04 | +12.25 40.56' RT. | +26.41 | +41.35 37.71' RT. | +93.67 | 12' | +11.69 50.71' RT.

PROP. CC & G TYPE B-6.24 (600.0 LF) | TEMP. EASEMENT | +22.98 37.84' RT. | +23.42 45.35' RT. | 16' | +34.13 | +46.54 45.76' RT. | +62.70 40.00' RT.

NOTES:

1. FOR CURVE DATA AND BENCHMARKS SEE ALIGNMENT, TIES & BENCHMARKS SHEETS.
2. FOR REMOVAL INFORMATION SEE REMOVAL SHEETS.
3. FOR DRIVEWAY PAVEMENT MATERIAL SEE SCHEDULE OF DRIVEWAY QUANTITIES.
4. REFER TO DISTRICT ONE STANDARD DETAIL FOR DRIVEWAY DESIGN.
5. ALL RADII ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
6. FOR MAILBOX TURNOUTS SEE MISCELLANEOUS CONSTRUCTION DETAIL SHEET 237.

PLAN — SURVEYED | PLOTTED | CHECKED | NOTE BOOK | NO. | DATE | BY

PROFILE — SURVEYED | PLOTTED | CHECKED | NOTE BOOK | NO. | DATE | BY

PROPOSED ℄ US ROUTE 30

-0.82%

EXISTING ℄ US ROUTE 30

	780+00	780+50	781+00	781+50	782+00	782+50	783+00	783+50	784+00	784+50	785+00	785+50	786+00
EXISTING	627.64	627.23	626.78	626.18	625.58	625.06	624.77	624.23	623.90	623.51	623.31	623.02	622.78
PROPOSED	627.76	627.35	626.94	626.53	626.12	625.71	625.30	624.89	624.48	624.07	623.66	623.25	622.84

645 | 640 | 635 | 630 | 625 | 620 | 615 | 610 | 605 | 600

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CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

REVISIONS	
NAME	DATE
AMB	12/21/04

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

US ROUTE 30

SHEET 12 OF 22

SCALE: VERT.: 1"=5' HORIZ.: 1"=20'
DATE: 3/1/05

DRAWN BY: SNH
CHECKED BY: AMB/KDF