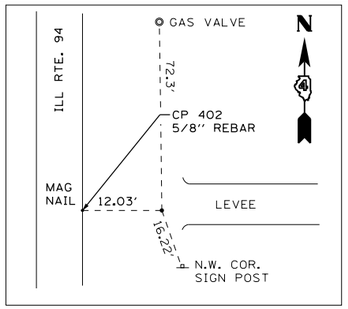
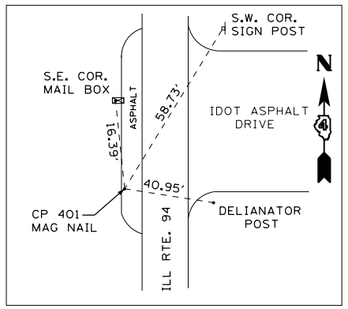


CONTROL POINT #402

N 1524010.0297, E 2092862.8872 ELEV. 707.01
STA. 607+83.06, 1671.17' LT (RTE 34)
STA. 9+73.10, 23.92' LT (IL 94 1500E)

ALIGNMENT COORDINATES - IL 94 / 116			
TR 94	STATION	N	E
POT	3+00.00	1524683.4870	2092853.6969
PI	26+70.22	1522313.8309	2092801.8492
PI	41+90.42	1520793.9998	2092768.5956
POT	55+00.96	1519483.7710	2092739.9280

ALIGNMENT COORDINATES - PR U.S. 34			
U.S.34	STATION	N	E
PC	603+90.37	1522524.1029	2092043.4428
PI	610+52.93	1522282.2501	2092660.2800
PT	611+78.79	1522313.8309	2092801.8492
PT	617+02.43	1522262.2646	2093322.5349



CONTROL POINT #401

N 1523187.6639, E 2092803.1001 ELEV. 715.13
STA. 609+92.66, 858.33' LT (RTE 34)
STA. 17+96.57, 17.86' RT (IL 94 1500E)

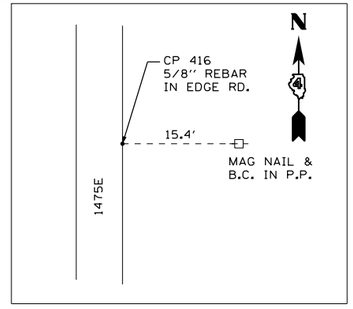
ALIGNMENT COORDINATES - RAMP A			
U.S.34	STATION	N	E
POT	0+00.00	1522265.2763	2094880.3278
PC	7+99.96	1522332.9121	2094083.2351
PI	9+95.83	1522349.4731	2093888.0625
PT	11+84.75	1522451.0978	2093720.6138
PC	17+24.78	1522731.2828	2093258.9478
PI	18+30.11	1522785.9272	2093168.9093
PT	19+34.23	1522815.4056	2093067.7957
PI	21+98.13	1522889.2686	2092814.4397

PROP. CURVE RAMPA-1
PI STA. = 9+95.83
Δ = 26° 24' 12" (RT)
D = 6° 51' 42"
R = 835.00'
T = 195.87'
L = 384.79'
E = 22.67'
e = 6.0% (50 MPH)
T.R. = N/A
S.E. RUN = 207'
P.C. STA. = 7+99.96
P.T. STA. = 11+84.75

PROP. CURVE RAMPA-2
PI STA. = 18+30.11
Δ = 15° 00' 01" (LT)
D = 7° 09' 43"
R = 800.00'
T = 105.32'
L = 209.44'
E = 6.90'
e = 6.0% (45 MPH)
T.R. = N/A
S.E. RUN = 123'
P.C. STA. = 17+24.78
P.T. STA. = 19+34.23

PROP. CURVE RAMPB-2
PI STA. = 10+72.86
Δ = 29° 19' 45" (RT)
D = 6° 51' 42"
R = 835.00'
T = 218.51'
L = 427.43'
E = 28.12'
e = 6.0% (50 MPH)
T.R. = N/A
S.E. RUN = 207'
P.C. STA. = 8+54.35
P.T. STA. = 12+81.78

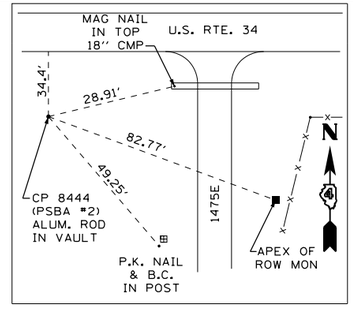
PROP. CURVE RAMPB-1
PI STA. = 4+40.20
Δ = 20° 00' 00" (LT)
D = 7° 09' 43"
R = 800.00'
T = 141.06'
L = 279.25'
E = 12.34'
e = 6.0% (45 MPH)
T.R. = N/A
S.E. RUN = 123'
P.C. STA. = 2+99.14
P.T. STA. = 5+78.39



CONTROL POINT #416

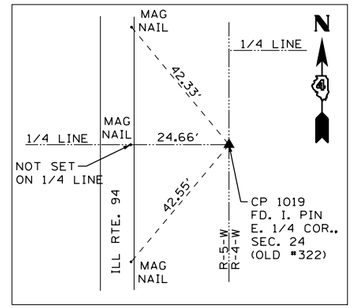
N 1523679.0840, E 2091575.4020 ELEV. 715.81
STA. 595+33.03, 904.43' LT (RTE 34)

ALIGNMENT COORDINATES - RAMP B			
U.S.34	STATION	N	E
POT	0+00.00	1521798.3794	2092790.5712
PC	2+99.14	1521843.8678	2093086.2311
PI	4+40.20	1521865.3182	2093225.6523
PT	5+78.39	1521933.1598	2093349.3288
PC	8+54.35	1522065.8800	2093591.2799
PI	10+72.86	1522170.9676	2093782.8565
PT	12+81.78	1522168.7460	2094001.3515
POT	24+31.78	1522157.0535	2095151.2947



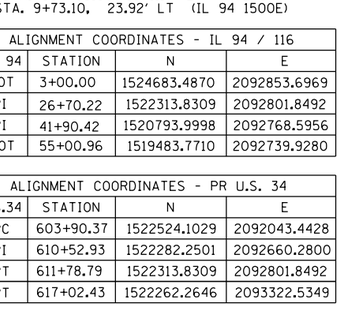
CONTROL POINT #8444

N 1524694.7655, E 2091548.4207 ELEV. 709.30
STA. 591+37.15, 1840.18' LT (RTE 34)



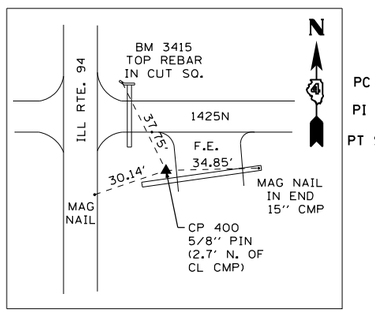
CONTROL POINT #1019

N 1522124.2603, E 2092834.8522 ELEV. 717.01
STA. 612+39.98, 181.94' LT (RTE 34)
STA. 28+59.03, 37.14' LT (IL94 1500E)



CONTROL POINT #415

N 1523005.7250, E 2091553.3950 ELEV. 717.61
STA. 597+58.33, 269.51' LT (RTE 34)



CONTROL POINT #400

N 1520775.6723, E 2092807.1864 ELEV. XXX.XX
STA. 613+65.73, 1522.20' RT (RTE 34)
STA. 42+07.90, 38.98' LT (IL 94 1500E)

PROP. CURVE US34-9
PI STA. = 610+52.93
Δ = 19° 40' 51" (LT)
D = 1° 30' 00"
R = 3,819.72'
T = 662.56'
L = 1,312.06'
E = 57.04'
e = 4.60% (70 MPH)
T.R. = 41'
S.E. RUN = 207'
P.C. STA. = 603+90.37
P.T. STA. = 617+02.43

PROP. CURVE RAMPD-1
PI STA. = 11+25.40
Δ = 24° 07' 17" (RT)
D = 6° 51' 42"
R = 835.00'
T = 178.41'
L = 351.53'
E = 18.85'
e = 6.0% (50 MPH)
T.R. = N/A
S.E. RUN = 207'
P.C. STA. = 9+46.99
P.T. STA. = 12+98.52

ALIGNMENT COORDINATES - RAMP D			
U.S.34	STATION	N	E
POT	0+00.00	1522820.4793	2092812.9346
PC	9+46.99	1522756.8117	2091868.0910
PI	11+25.40	1522744.8169	2091690.0845
PT	12+98.52	1522806.6158	2091522.7194
POT	24+48.52	1523204.9604	2090443.9146

ALIGNMENT COORDINATES - RAMP C			
U.S.34	STATION	N	E
POT	0+00.00	1522898.9453	2090950.4451
PC	8+03.09	1522565.5237	2091681.0498
PI	9+96.02	1522485.4256	2091856.5633
PT	11+82.29	1522336.4516	2091979.1497
PC	16+29.94	1521990.7871	2092263.5872
PI	17+87.31	1521869.2714	2092363.5790
PT	19+35.22	1521825.2265	2092514.6567
POT	22+21.40	1521745.1266	2092789.4061

ALIGNMENT COORDINATES - TR 119 (1425 E)			
TR 94	STATION	N	E
POT	47+00.00	1520803.3983	2092468.7428
PI	50+00.00	1520793.9998	2092768.5956
POT	53+00.00	1520784.6013	2093068.4483

ALIGNMENT COORDINATES - DETOUR NO 3			
U.S.34	STATION	N	E
PC	106+72.28	1524311.2959	2092845.5534
PI	108+34.56	1524149.0189	2092845.6021
PT	109+95.37	1523991.1172	2092883.0304
PC	111+17.15	1523872.6242	2092911.1174
PI	112+95.10	1523699.4749	2092952.1599
PT	114+71.12	1523521.5707	2092948.2607
PC	138+44.32	1521148.9407	2092896.2589
PI	140+19.86	1520973.4438	2092892.4125
PT	141+93.55	1520804.4131	2092845.0567
PC	143+24.63	1520678.1889	2092809.6936
PI	145+05.00	1520504.5085	2092761.0351
PT	146+83.36	1520324.1613	2092758.3156

PROP. CURVE DETOUR-3_1
PI STA. = 108+34.56
Δ = 13° 19' 04" (LT)
D = 4° 07' 19"
R = 1,390.00'
T = 162.28'
L = 323.09'
E = 9.44'
e = NONE
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 106+72.28
P.T. STA. = 109+95.37

PROP. CURVE DETOUR-3_2
PI STA. = 112+95.10
Δ = 14° 35' 26" (RT)
D = 4° 07' 19"
R = 1,390.00'
T = 177.95'
L = 353.97'
E = 11.34'
e = NONE
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 111+17.15
P.T. STA. = 114+71.12

PROP. CURVE RAMPC-1
PI STA. = 9+96.02
Δ = 26° 01' 11" (RT)
D = 6° 51' 42"
R = 835.00'
T = 192.93'
L = 379.20'
E = 22.00'
e = 6.0% (50 MPH)
T.R. = N/A
S.E. RUN = 207'
P.C. STA. = 8+03.09
P.T. STA. = 11+82.29

PROP. CURVE RAMPC-2
PI STA. = 17+87.31
Δ = 34° 17' 48" (LT)
D = 11° 14' 04"
R = 510.00'
T = 157.37'
L = 305.28'
E = 23.73'
e = 6.0% (45 MPH)
T.R. = N/A
S.E. RUN = 123'
P.C. STA. = 16+29.94
P.T. STA. = 19+35.22

PROP. CURVE DETOUR-3_3
PI STA. = 140+19.86
Δ = 14° 23' 43" (RT)
D = 4° 07' 19"
R = 1,390.00'
T = 175.54'
L = 349.23'
E = 11.04'
e = NONE
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 138+44.32
P.T. STA. = 141+93.55

PROP. CURVE DETOUR-3_4
PI STA. = 145+05.00
Δ = 14° 47' 13" (LT)
D = 4° 07' 19"
R = 1,390.00'
T = 180.37'
L = 358.73'
E = 11.65'
e = NONE
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 143+24.63
P.T. STA. = 146+83.36

FILE NAME = D468409-SHT-ATB-03.dgn	USER NAME = zachl	DESIGNED - KEF	REVISED -
		DRAWN - PSBA	REVISED -
	PLOT SCALE = 400.0000 ' / in.	CHECKED - CSB	REVISED -
	PLOT DATE = 10/16/2012	DATE - 10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT TIES AND BENCHMARKS
US ROUTE 34

SCALE: 1" = 200' | SHEET NO. 3 OF 8 SHEETS | STA. 592+00 TO STA. 633+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	7-2; 6-1	HENDERSON	976	101
		CONTRACT NO. 68409		
	ILLINOIS FED. AID PROJECT			