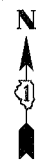
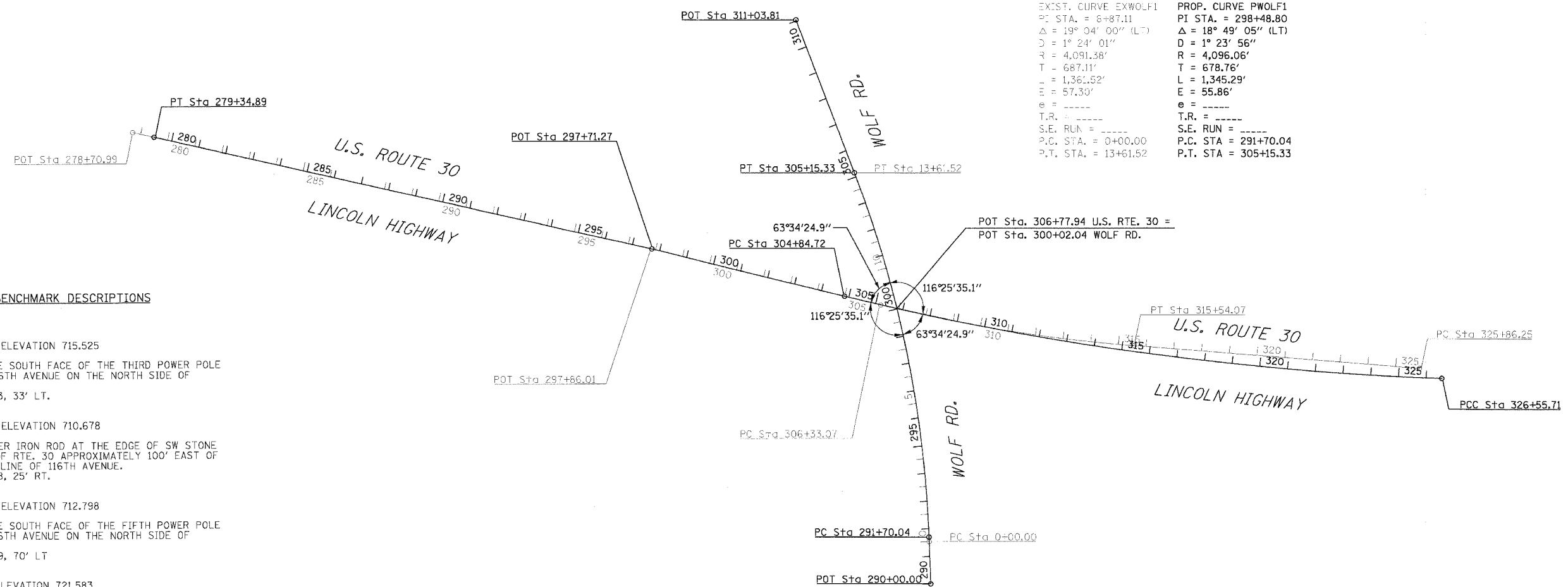


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	12R - 4	WILL	199	22
STA.		TO STA.		
FED. ROAD DIST. NO.		MILEMIS		FED. AID PROJECT



**BENCHMARK DESCRIPTIONS**

- TBM #225 ELEVATION 715.525  
NAIL IN THE SOUTH FACE OF THE THIRD POWER POLE WEST OF 116TH AVENUE ON THE NORTH SIDE OF RTE. 30.  
STA. 282+43, 33' LT.
- TBM #226 ELEVATION 710.678  
5/8" DIAMETER IRON ROD AT THE EDGE OF SW STONE SHOULDER OF RTE. 30 APPROXIMATELY 100' EAST OF THE CENTERLINE OF 116TH AVENUE.  
STA. 287+88, 25' RT.
- TBM #227 ELEVATION 712.798  
NAIL IN THE SOUTH FACE OF THE FIFTH POWER POLE EAST OF 116TH AVENUE ON THE NORTH SIDE OF RTE. 30.  
STA. 293+79, 70' LT
- BM #228 ELEVATION 721.583  
RAILROAD SPIKE IN TH SOUTH FACE OF THE FIFTH NEW POWER POLE WEST OF WOLF ROAD ON THE NORTH SIDE OF RTE. 30.  
STA. 300+79, 71' LT.
- TBM #229 ELEVATION 727.761  
NAIL IN THE NORTH FACE OF THE POWER POLE ON THE SW CORNER OF WOLF ROAD AND RTE. 30.  
STA. 306+32, 36' RT.
- TBM #230 ELEVATION 727.339  
CHISELED "I" ON THE NORTH EDGE OF THE WATER VALVE VAULT 20' EAST OF THE GAS CITY PROPERTY LINE AND APPROXIMATELY 75' SOUTH OF THE RTE. 30 CENTERLINE.  
STA. 310+76, 71' RT.
- BM #231 ELEVATION 720.198  
CHISELED "I" ON THE CURB IN FRONT OF THE FRANKFORT TOWNSHIP BUILDING ON THE NORTH SIDE OF RTE. 30.  
STA. 317+94, 59' LT
- TBM #232 ELEVATION 719.098  
CHISELED "I" ON THE RETAINING WALL ON THE NORTH SIDE OF RTE. 30 APPROXIMATELY 300 FEET WEST OF SETTLERS POND DRIVE.  
STA. 235+25, 72' LT

**U.S. RTE. 30 COORDINATE DATA**

POINT	NORTHING	EASTING
P.T. 279+34.89	1,762,602.30	1,103,398.69
POT 297+71.27	1,762,195.60	1,105,189.47
P.C. 304+84.72	1,762,026.16	1,105,882.51
POT 306+77.94	1,761,982.00	1,106,070.61
PCC 326+55.71	1,761,731.46	1,108,029.50

**WOLF RD. COORDINATE DATA**

POINT	NORTHING	EASTING
POT 290+00.00	1,760,989.44	1,106,191.34
P.C. 291+70.04	1,761,159.36	1,106,185.10
POT 300+02.04	1,761,982.00	1,106,070.61
P.T. 305+15.33	1,762,471.67	1,105,917.80
POT 311+03.81	1,763,021.35	1,105,707.66

EXIST. CURVE EXWOLF1  
 PI STA. = 6+87.11  
 $\Delta = 19^\circ 04' 00''$  (LT)  
 $D = 1^\circ 24' 01''$   
 $R = 4,091.38'$   
 $T = 687.11'$   
 $L = 1,361.52'$   
 $E = 57.30'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 0+00.00  
 P.T. STA. = 13+61.52

PROP. CURVE PWOLF1  
 PI STA. = 298+48.80  
 $\Delta = 18^\circ 49' 05''$  (LT)  
 $D = 1^\circ 23' 56''$   
 $R = 4,096.06'$   
 $T = 678.76'$   
 $L = 1,345.29'$   
 $E = 55.86'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 291+70.04  
 P.T. STA. = 305+15.33

EXIST. CURVE EXCN4  
 PI STA. = 310+94.56  
 $\Delta = 9^\circ 12' 35''$  (LT)  
 $D = 1^\circ 00' 00''$   
 $R = 5,729.68'$   
 $T = 461.49'$   
 $L = 921.00'$   
 $E = 18.56'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 306+33.07  
 P.T. STA. = 315+54.07

PROP. CURVE CLUS30-5  
 PI STA. = 315+74.10  
 $\Delta = 11^\circ 50' 47''$  (LT)  
 $D = 0^\circ 32' 44''$   
 $R = 10,500.00'$   
 $T = 1,089.38'$   
 $L = 2,170.98'$   
 $E = 56.36'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 304+84.72  
 P.T. STA. = 326+55.71

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ALIGNMENT & BENCHMARKS**  
 U.S. RTE. 30 (LINCOLN HIGHWAY)

SCALE : 1" = 200'  
 DATE : 03/21/2008

DRAWN BY : BAE  
 CHECKED BY :

