

PROP. CURVE PRIL38-1  
 PI STA. = 76+92.38  
 $\Delta = 3^\circ 20' 30''$  (RT)  
 D = 0° 21' 11"  
 R = 16,228.89'  
 T = 473.39'  
 L = 946.52'  
 E = 6.90'  
 e = NA  
 T.R. = NA  
 S.E. RUN = NA  
 P.C. STA. = 72+18.98  
 P.T. STA. = 81+65.50

PROP. CURVE PRIL38-2  
 PI STA. = 90+20.69  
 $\Delta = 7^\circ 13' 16''$  (LT)  
 D = 0° 44' 03"  
 R = 7,805.49'  
 T = 492.52'  
 L = 983.73'  
 E = 15.52'  
 e = NA  
 T.R. = NA  
 S.E. RUN = NA  
 P.C. STA. = 85+28.17  
 P.T. STA. = 95+11.90

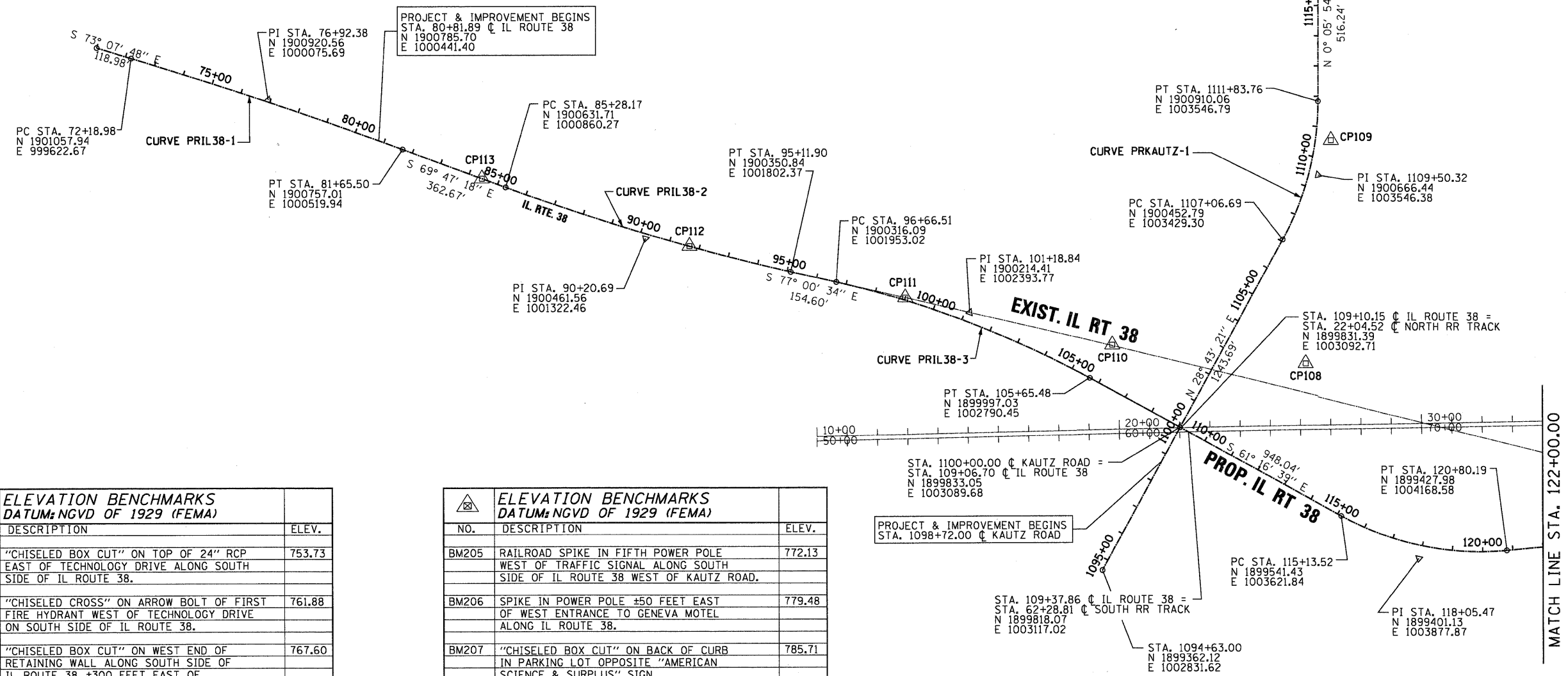
PROP. CURVE PRIL38-3  
 PI STA. = 101+18.84  
 $\Delta = 15^\circ 43' 55''$  (RT)  
 D = 1° 45' 00"  
 R = 3,274.04'  
 T = 452.33'  
 L = 898.97'  
 E = 31.10'  
 e = 2.6%  
 T.R. = 77.00'  
 S.E. RUN = 100.00'  
 P.C. STA. = 96+66.51  
 P.T. STA. = 105+65.48

PROP. CURVE PRIL38-4  
 PI STA. = 118+05.47  
 $\Delta = 34^\circ 00' 01''$  (LT)  
 D = 6° 00' 00"  
 R = 954.93'  
 T = 291.95'  
 L = 566.67'  
 E = 43.63'  
 e = 4.0%  
 T.R. = 77.00'  
 S.E. RUN = 154.00'  
 P.C. STA. = 115+13.52  
 P.T. STA. = 120+80.19

PROP. CURVE PRKAUTZ-1  
 PI STA. = 1109+50.32  
 $\Delta = 28^\circ 37' 27''$  (LT)  
 D = 6° 00' 00"  
 R = 954.93'  
 T = 243.62'  
 L = 477.07'  
 E = 30.59'  
 e = 4.0%  
 T.R. = 86.00'  
 S.E. RUN = 172.00'  
 P.C. STA. = 1107+06.69  
 P.T. STA. = 1111+83.76

ELEVATION BENCHMARKS DATUM: NGVD OF 1929 (FEMA)		
NO.	DESCRIPTION	ELEV.
BM200	"CHISELED BOX CUT" ON TOP OF 24" RCP EAST OF TECHNOLOGY DRIVE ALONG SOUTH SIDE OF IL ROUTE 38.	753.73
BM201	"CHISELED CROSS" ON ARROW BOLT OF FIRST FIRE HYDRANT WEST OF TECHNOLOGY DRIVE ON SOUTH SIDE OF IL ROUTE 38.	761.88
BM202	"CHISELED BOX CUT" ON WEST END OF RETAINING WALL ALONG SOUTH SIDE OF IL ROUTE 38 ±300 FEET EAST OF RAILROAD TRACKS.	767.60
BM203	"CHISELED CROSS" ON NORTHWEST CORNER OF HANDHOLE ON NORTH SIDE OF IL ROUTE 38 ±100 FEET WEST OF RAILROAD TRACKS.	769.56
BM204	"CHISELED BOX CUT" ON BACK OF CURB ALONG WEST SIDE OF KAUTZ ROAD OPPOSITE SECOND LIGHTPOST.	767.58

ELEVATION BENCHMARKS DATUM: NGVD OF 1929 (FEMA)		
NO.	DESCRIPTION	ELEV.
BM205	RAILROAD SPIKE IN FIFTH POWER POLE WEST OF TRAFFIC SIGNAL ALONG SOUTH SIDE OF IL ROUTE 38 WEST OF KAUTZ ROAD.	772.13
BM206	SPIKE IN POWER POLE #50 FEET EAST OF WEST ENTRANCE TO GENEVA MOTEL ALONG IL ROUTE 38.	779.48
BM207	"CHISELED BOX CUT" ON BACK OF CURB IN PARKING LOT OPPOSITE "AMERICAN SCIENCE & SURPLUS" SIGN.	785.71
BM208	SPIKE IN POWER POLE ON EAST SIDE OF ENTRANCE TO CORDOGAN'S PIANOLAND ALONG IL ROUTE 38.	786.29



PROJECT & IMPROVEMENT BEGINS  
 STA. 80+81.89 @ IL ROUTE 38  
 N 1900785.70  
 E 1000441.40

PROJECT & IMPROVEMENT ENDS  
 STA. 1117+00.00 @ KAUTZ ROAD  
 N 1901426.30  
 E 1003547.68

PROJECT & IMPROVEMENT BEGINS  
 STA. 1098+72.00 @ KAUTZ ROAD

McDonough Associates Inc.  
 Engineers / Architects  
 130 East Randolph Street Chicago, Illinois 60601

FILE NAME = D:\68122-SHT-AT801.dgn	USER NAME = YKlm	DESIGNED - MJT	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ALIGNMENT, TIES, AND BENCHMARKS</b>	F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 24	
PLOT SCALE = 1:200	CHECKED - EJC	REVISED -	SCALE: 1"=100'			SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			
PLOT DATE = 10/14/2011	DATE - 10/14/11	REVISED -									
CONTRACT NO. 60122											