MILLER ROAD COORDINATE TABLE			
DESCRIPTION	STATION	N	E
POINT PMILL01	565+40.21	2,060,039.21	1,003,231.84
PC PMILL-7	578+67.97	2,060,051.94	1,004,559.53
PT PMILL-7	584+28.53	2,060,260.40	1,005,065.33
PC PMILL-8	586+38.53	2,060,406.93	1,005,215.76
PT PMILL-8	593.28.83	2,060,605.20	1,005,850.73
POINT PMILL02	606+03.78	2,060,393.37	1,007,107.97

WWTP ACCESS DRIVE COORDINATE TABLE			
DESCRIPTION	STATION	N	E
INTERSECTION	10+00.00	2,060,048.26	1,004,175.45
PC PWWTP-1	11+23.81	2,060,172.05	1,004,177.19
PT PWWTP-1	12+39.84	2,060,245.99	1,004,251.47
PC PWWTP-2	16+06.07	2,060,249.51	1,004,617.68
PT PWWTP-2	17+21.25	2,060,322.59	1,004,691.94
END PROJECT	17+31.39	2,060,332.72	1,004,692.20

PROP. CURVE PWWTP-1
PI STA. = 11+97.05
Δ = 88° 38′ 36″ (RT)
D = 76° 23′ 40″
R = 75.00′
T = 73.24′
L = 116.03′
E = 29.83′
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 11+23.81
P.T. STA. = 12+39.84

PROP. CURVE PWWTP-2
PI STA. = 16+78.49
Δ = 87° 59′ 24″ (LT)
D = 76° 23′ 40″
R = 75.00′
T = 72.41′
L = 115.18′
E = 29.25′
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 16+06.07
P.T. STA. = 17+21.25

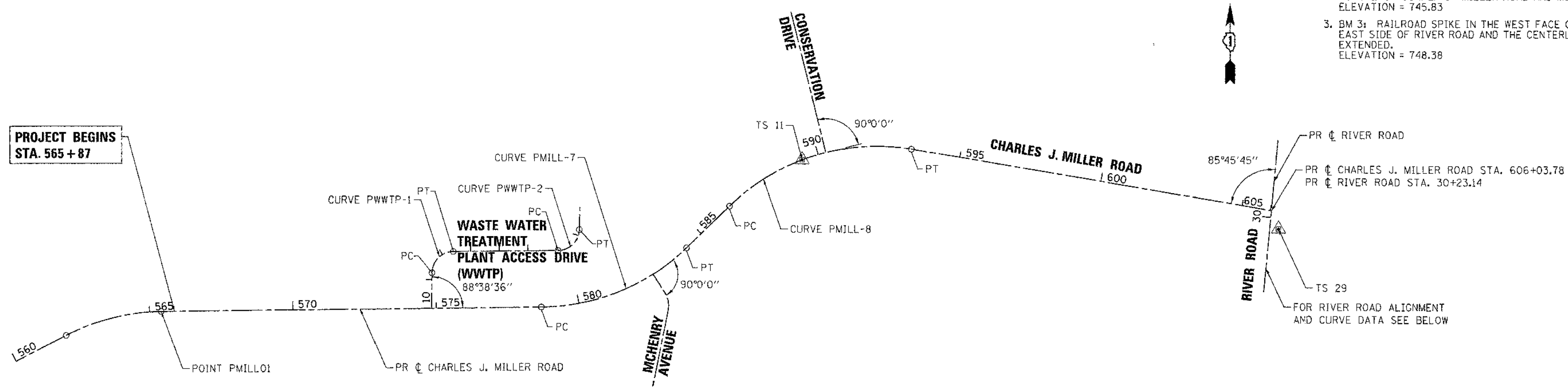
PROP. CURVE PMILL-7
PI STA. = 581+62.67
Δ = 43° 41′ 52″ (LT)
D = 7° 47′ 43″
R = 735.00′
T = 294.71′
L = 560.56′
E = 56.88′
e = 4.0%
T.R. = 44.33′
S.E. RUN = 133.00′
P.C. STA. = 578+67.97
P.T. STA. = 584+28.53

PROP. CURVE PMILL-8
PI STA. = 590+11.51
Δ = 53° 48′ 40″ (RT)
D = 7° 47′ 43″
R = 735.00′
T = 372.98′
L = 690.30′
E = 89.22′
e = 4.0%
T.R. = 44.33′
S.E. RUN = 133.00′
P.C. STA. = 586+38.53
P.T. STA. = 593+28.83

INTERSECTION COORDINATE TABLE		
STATION EQUATION	N	E
℄ CHARLES J. MILLER RD. STA. 574+83.87 = ℄ WWTP ACCESS DRIVE STA. 10+00.00	2,060,048.26	1,004,175.45
℄ CHARLES J. MILLER RD. STA. 606+03.78 = ℄ RIVER RD. STA. 30+23.14	2,060,393.37	1,007,107.97

BENCHMARKS

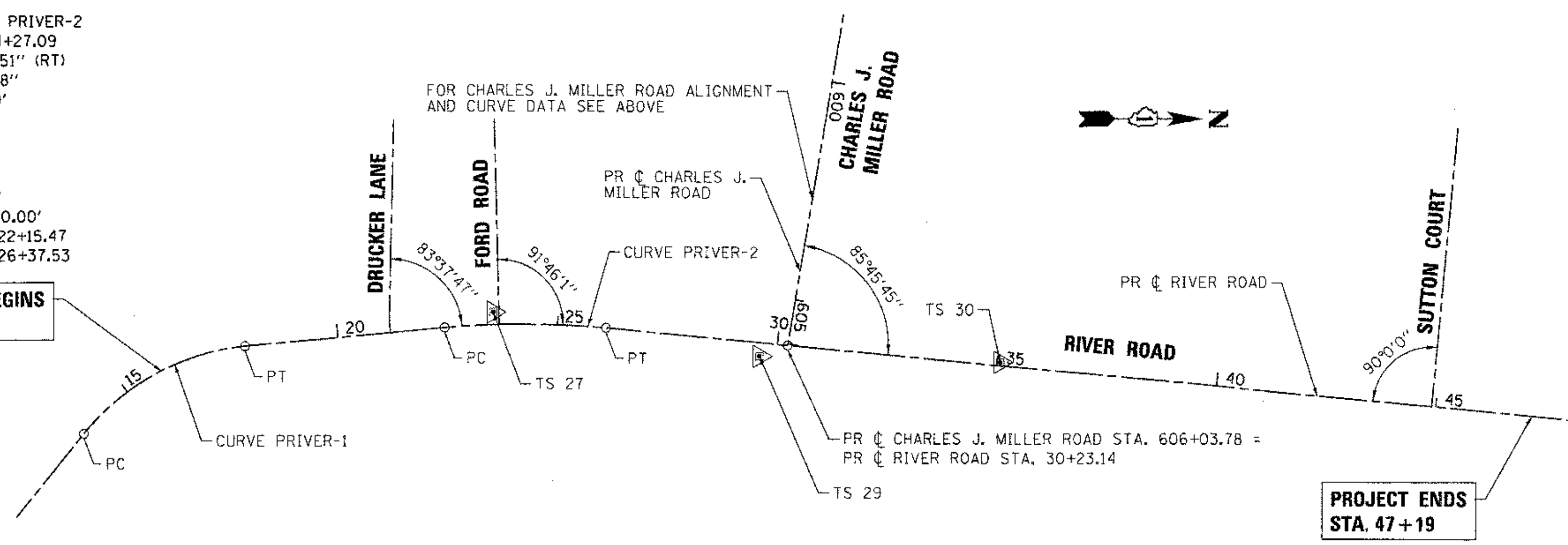
1. BM 1: RAILROAD SPIKE IN WEST FACE OF THE LAST POWERPOLE ON THE EAST SIDE OF MCHENRY AVENUE. ALSO, IT IS THE FIRST POWERPOLE NORTH OF THE TREATMENT PLANT ENTRANCE. ELEVATION = 746.88
2. BM 2: RAILROAD SPIKE IN THE SOUTH FACE OF POWERPOLE AT THE NORTHEAST CORNER OF MILLER ROAD AND MCHENRY AVENUE. ELEVATION = 745.83
3. BM 3: RAILROAD SPIKE IN THE WEST FACE OF POWERPOLE AT THE EAST SIDE OF RIVER ROAD AND THE CENTERLINE OF MILLER ROAD EXTENDED. ELEVATION = 748.38



PROP. CURVE PRIVER-1
PI STA. = 15+91.48
Δ = 45° 53′ 18″ (RT)
D = 10° 36′ 37″
R = 540.00′
T = 228.60′
L = 432.49′
E = 46.39′
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 13+62.88
P.T. STA. = 17+95.37

PROP. CURVE PRIVER-2
PI STA. = 24+27.09
Δ = 10° 30′ 51″ (RT)
D = 2° 29′ 28″
R = 2,300.00′
T = 211.63′
L = 422.07′
E = 9.72′
e = 3.0%
T.R. = 45.00′
S.E. RUN = 90.00′
P.C. STA. = 22+15.47
P.T. STA. = 26+37.53

RIVER ROAD COORDINATE TABLE			
DESCRIPTION	STATION	N	E
BEGIN FULL-DEPTH CONSTRUCTION	19+40.00	2,059,313.35	1,007,096.54
PC PRIVER-1	13+62.88	2,058,798.03	1,007,308.13
PT PRIVER-1	17+95.37	2,059,169.31	1,007,109.62
PC PRIVER-2	22+15.47	2,059,587.69	1,007,071.64
PT PRIVER-2	26+37.53	2,060,009.16	1,009,362.15
END FULL-DEPTH CONSTRUCTION	45+40.00	2,061,903.41	1,007,248.75



250 0 250 500 750
SCALE IN FEET

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 7/23/2012 11:12:18 AM
FILE NAME: 090071-tie-01.dgn
PLOT DRIVER: pdf.plt
PEN TABLE: standard-trans.tbl

HRGreen.com
Illinois Professional Design Firm # 184-001322
HRGreen

USER NAME = jottens	DESIGNED - JPA	REVISED -
FILE NAME = 090071-tie-01.dgn	DRAWN - SVJ	REVISED -
PLOT SCALE = 1" : 200'	CHECKED - JLP	REVISED -
PLOT DATE = 7/23/2012	DATE - 7/23/12	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS
CHARLES J. MILLER ROAD ROADWAY IMPROVEMENTS

SCALE: 1" = 200' | SHEET NO. 1 OF 4 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3860	09-00372-00-PW	MCHENRY	252	19

CONTRACT NO. 63633

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT