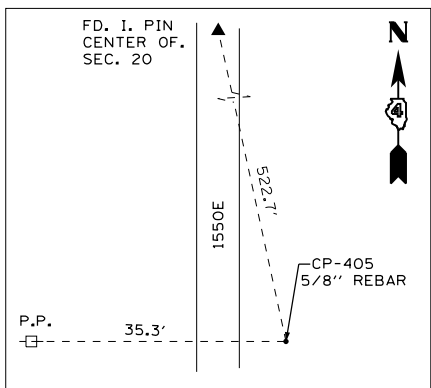


CONTROL POINT #404

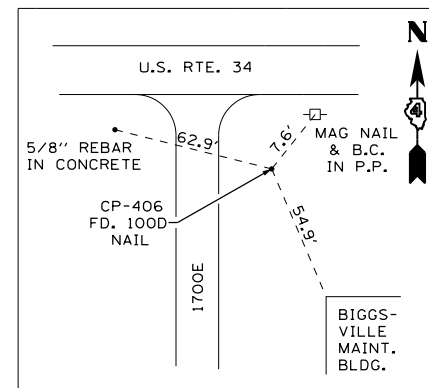
N 1522081.2865, E 2100994.4280 ELEV. 688.50
 STA. 693+76.29, 50.52' LT (RTE 34)
 STA. 50+50.70, 12.99' LT (TR-138 1650E)



CONTROL POINT #405

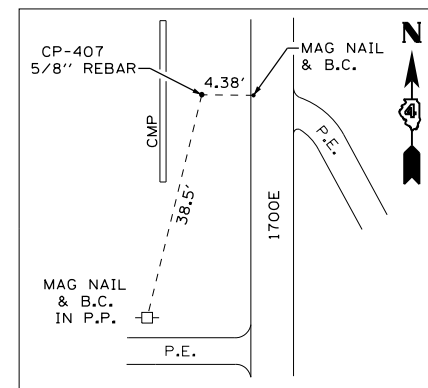
N 1521382.0550, E 2101012.0110 ELEV. 684.26
 STA. 694+14.96, 647.86' RT (RTE 34)
 STA. 43+51.88, 16.78' LT (IL 138 1650E)

ALIGNMENT COORDINATES - TR 150 1700E			
STATION	N	E	
POT	39+00.00	1521308.4404	2103603.4157
PC	41+67.16	1521575.5591	2103608.2441
PI	42+89.65	1521698.0314	2103610.4578
PT	44+10.65	1521815.4572	2103645.3223
PC	45+87.57	1521985.0598	2103695.6784
PI	47+20.92	1522112.8917	2103733.6325
PT	48+50.00	1522244.7661	2103713.8681
PI	50+00.00	1522393.1094	2103691.6354
PC	52+77.68	1522667.7221	2103650.4783
PI	54+07.52	1522796.1256	2103631.2340
PT	55+36.79	1522925.9519	2103632.9447
POT	71+10.77	1524499.7978	2103653.6831



CONTROL POINT #406

N 1524466.7355, E 2103675.3250 ELEV. 678.74
 STA. 727+68.32, 1971.38' LT (RTE 34)
 STA. 70+78.00, 22.08' LT (TR-150 1700E)



CONTROL POINT #407

N 1523464.6080, E 2103626.7880 ELEV. 683.71
 STA. 724+03.92, 1036.59' LT (RTE 34)
 STA. 60+75.32, 13.25' LT (TR-138 1650E)

ALIGNMENT COORDINATES - TR 138 1650E			
TR-138	STATION	N	E
POT	44+00.00	1521430.4682	2100996.0723
PI	50+00.01	1522030.3932	2101006.5282
POT	56+00.00	1522630.2877	2101016.9835

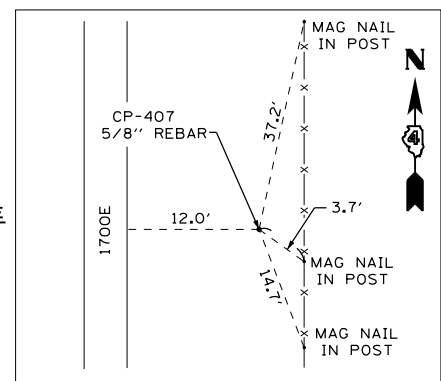
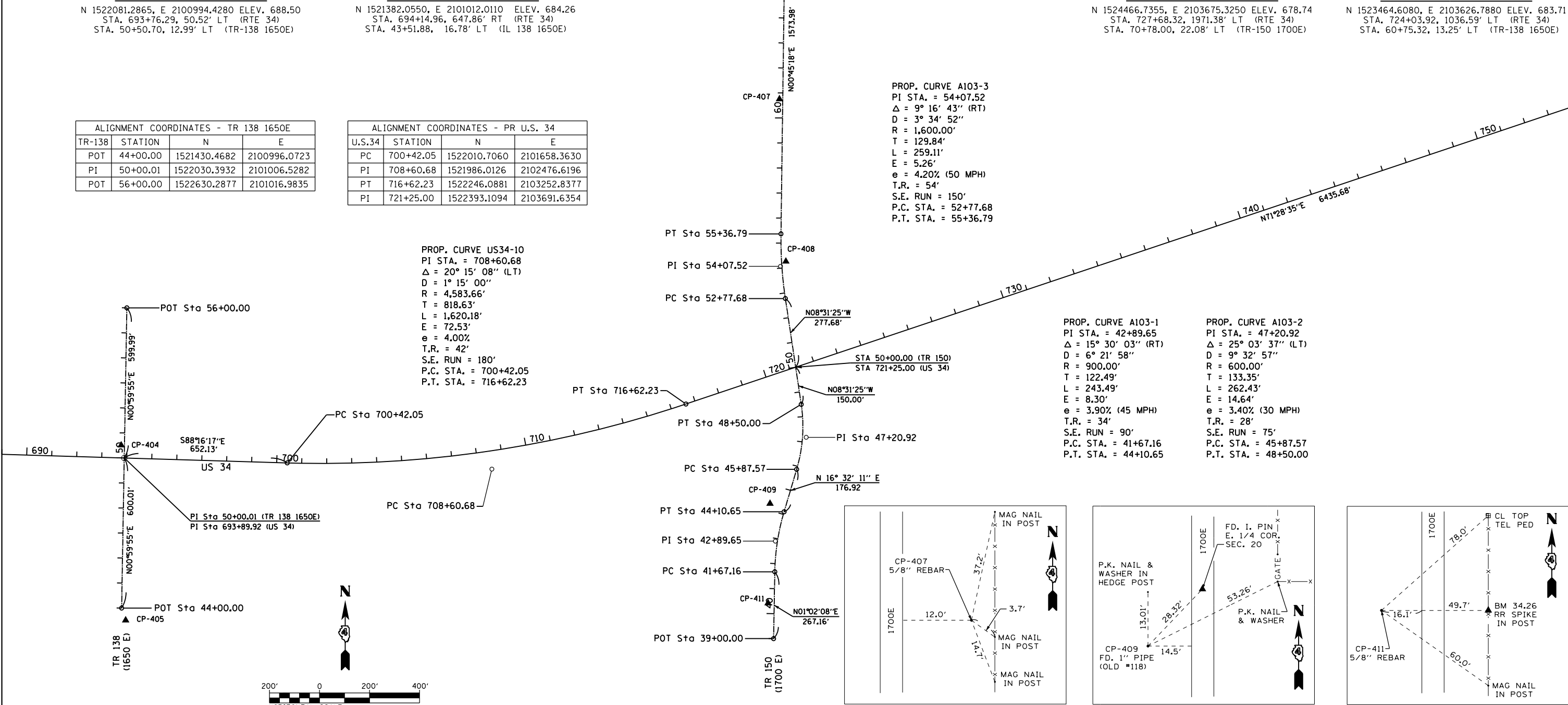
ALIGNMENT COORDINATES - PR U.S. 34			
U.S.34	STATION	N	E
PC	700+42.05	1522010.7060	2101658.3630
PI	708+60.68	1521986.0126	2102476.6196
PT	716+62.23	1522246.0881	2103252.8377
PI	721+25.00	1522393.1094	2103691.6354

PROP. CURVE A103-3
 PI STA. = 54+07.52
 $\Delta = 9^\circ 16' 43''$ (RT)
 $D = 3^\circ 34' 52''$
 $R = 1,600.00'$
 $T = 129.84'$
 $L = 259.11'$
 $E = 5.26'$
 $e = 4.20\%$ (50 MPH)
 $T.R. = 54'$
 $S.E. RUN = 150'$
 $P.C. STA. = 52+77.68$
 $P.T. STA. = 55+36.79$

PROP. CURVE US34-10
 PI STA. = 708+60.68
 $\Delta = 20^\circ 15' 08''$ (LT)
 $D = 1^\circ 15' 00''$
 $R = 4,583.66'$
 $T = 818.63'$
 $L = 1,620.18'$
 $E = 72.53'$
 $e = 4.00\%$
 $T.R. = 42'$
 $S.E. RUN = 180'$
 $P.C. STA. = 700+42.05$
 $P.T. STA. = 716+62.23$

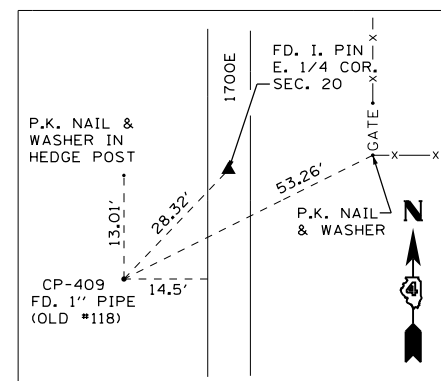
PROP. CURVE A103-1
 PI STA. = 42+89.65
 $\Delta = 15^\circ 30' 03''$ (RT)
 $D = 6^\circ 21' 58''$
 $R = 900.00'$
 $T = 122.49'$
 $L = 243.49'$
 $E = 8.30'$
 $e = 3.90\%$ (45 MPH)
 $T.R. = 34'$
 $S.E. RUN = 90'$
 $P.C. STA. = 41+67.16$
 $P.T. STA. = 44+10.65$

PROP. CURVE A103-2
 PI STA. = 47+20.92
 $\Delta = 25^\circ 03' 37''$ (LT)
 $D = 9^\circ 32' 57''$
 $R = 600.00'$
 $T = 133.35'$
 $L = 262.43'$
 $E = 14.64'$
 $e = 3.40\%$ (30 MPH)
 $T.R. = 28'$
 $S.E. RUN = 75'$
 $P.C. STA. = 45+87.57$
 $P.T. STA. = 48+50.00$



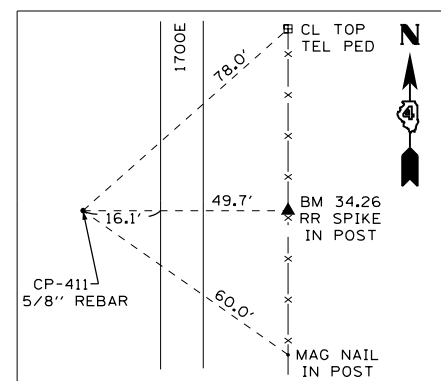
CONTROL POINT #408

N 1522815.9645, E 2103652.6970, ELEV. 691.30
 STA. 722+22.42, 413.32' LT (RTE 34)
 STA. 54+25.77, 17.39' RT (TR-138 1650E)



CONTROL POINT #409

N 1521847.9900, E 2103589.0190, ELEV. 682.95
 STA. 718+54.52, 484.28' RT (RTE 34)
 STA. 44+25.81, 63.23' LT (TR-138 1650E)



CONTROL POINT #411

N 1521450.0610, E 2103581.1710, ELEV. 685.92
 STA. 717+20.66, 859.10' RT (RTE 34)
 STA. 40+41.20, 24.80' LT (TR-138 1650E)