

BENCHMARKS

BM 133	SET RR SPIKE ON EAST SIDE OF POWER POLE ON THE WEST SIDE OF IL ROUTE 3 +/- 0.1 MILES SOUTH OF INTERSECTION OF IL ROUTE 3 AND SOUTH MARKET STREET. ELEV. = 696.58'
BM 150	SET RR SPIKE ON EAST SIDE OF A POWER POLE ON THE WEST SIDE OF IL ROUTE 3 +/- 166' SOUTH OF PERSONAL ENTRANCE, HOUSE NUMBER 1301. ELEV. = 711.200'
BM 151	SET RR SPIKE ON NORTH SIDE OF A POWER POLE ON THE SOUTH SIDE OF VANDEBROOK DRIVE +/- 35' WEST OF IDOT CONTROL POINT #23 AND +/- 0.2 MILES WEST OF IL ROUTE 3 AND VANDEBROOK DRIVE INTERSECTION ELEV. = 665.582'
BM 172	SET CHISELED "X" ON TOP FLANGE BOLT OF FIRE HYDRANT ON THE SOUTHEAST SIDE OF VANDEBROOK DRIVE AT THE INTERSECTION OF VANDEBROOK DRIVE AND FIELDSTONE DRIVE. ELEV = 648.76'

PROP. CURVE SUPV-4
 PI STA. = 1284+96.24
 $\Delta = 3^\circ 41' 10''$ (LT)
 $D = 3^\circ 02' 22''$
 $R = 1,885.00'$
 $T = 60.66'$
 $L = 121.28'$
 $E = 0.98'$
 P.C. STA = 1284+35.58
 P.T. STA = 1285+56.86

STA 271+00.00 ϕ RELOCATED VANDEBROOK DRIVE =
 STA 90+00.00 ϕ VANDEBROOK ACCESS ROAD

PROP. CURVE SUPV-1
 PI STA. = 1265+55.02
 $\Delta = 25^\circ 53' 26''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 22.99'$
 $L = 45.19'$
 $E = 2.61'$
 P.C. STA = 1265+32.04
 P.T. STA = 1265+77.23

PROP. CURVE SUPV-2
 PI STA. = 1266+03.71
 $\Delta = 25^\circ 56' 01''$ (RT)
 $D = 49^\circ 49' 20''$
 $R = 115.00'$
 $T = 26.48'$
 $L = 52.05'$
 $E = 3.01'$
 P.C. STA = 1265+77.23
 P.T. STA = 1266+29.28

PROP. CURVE SUPV-3
 PI STA. = 1270+89.96
 $\Delta = 91^\circ 35' 04''$ (LT)
 $D = 15^\circ 51' 33''$
 $R = 361.28'$
 $T = 371.41'$
 $L = 577.48'$
 $E = 156.86'$
 P.C. STA = 1267+18.55
 P.T. STA = 1272+96.04

PROP. CURVE RELVAND2-1
 PI STA. = 271+36.88
 $\Delta = 91^\circ 35' 04''$ (LT)
 $D = 13^\circ 38' 31''$
 $R = 420.00'$
 $T = 431.78'$
 $L = 671.35'$
 $E = 182.36'$
 $e = 4.0\%$
 $T.R. = 39'$
 $S.E. RUN = 73'$
 P.C. STA = 267+05.10
 P.T. STA = 273+76.45

EXIST. CURVE CURVAN2
 PI STA. = 66+85.45
 $\Delta = 37^\circ 48' 48''$ (RT)
 $D = 37^\circ 48' 48''$
 $R = 360.00'$
 $T = 123.30'$
 $L = 237.59'$
 $E = 20.53'$
 $e = \text{----}$
 $T.R. = \text{----}$
 $S.E. RUN = \text{----}$
 P.C. STA. = 65+62.14
 P.T. STA. = 67+99.73

EXIST. CURVE CURVAN1
 PI STA. = 64+10.63
 $\Delta = 38^\circ 04' 12''$ (LT)
 $D = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 103.50'$
 $L = 199.33'$
 $E = 17.35'$
 $e = \text{----}$
 $T.R. = \text{----}$
 $S.E. RUN = \text{----}$
 P.C. STA. = 63+07.13
 P.T. STA. = 65+06.46

PROP. CURVE VANDYACCRD-1
 PI STA. = 91+10.92
 $\Delta = 52^\circ 17' 13''$ (RT)
 $D = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 98.17'$
 $L = 182.52'$
 $E = 22.79'$
 P.C. STA = 90+12.75
 P.T. STA = 91+95.27

LAST SAVED = 10/3/2012 10:44:41 AM
 PEN TABLE = 100-444-441
 PLOT DRIVER = pdfnclayers\shwpltdcf9

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISED -
I:\1001100\Phase II - 76F51\Cad\T\Plans\06_0876F51-sht-ATB-1.dgn		DRAWN -	REVISED -
PLOT SCALE = 200.0000' / in.		CHECKED -	REVISED -
PLOT DATE = 10/4/2012 5:10:27 PM		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**



ALIGNMENTS, TIES, AND BENCHMARKS

SCALE: 1" = 100' SHEET NO. 1 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9324	68-R-1	MONROE	192	30
CONTRACT NO. 76F51				
ILLINOIS FED. AID PROJECT				

