



BENCHMARKS	
BM 105	CUT "□" ON SOUTHWEST CORNER OF CONCRETE RIM AROUND HANDHOLE LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF IL ROUTE 3 AND SOUTH MARKET ST. ELEV. = 688.45'
BM 130	TOP CENTER POINT OF RIGHT OF WAY MARKER ON EAST SIDE OF IL ROUTE 3, +/- 0.2 MILES NORTH OF INTERSECTION OF IL ROUTE 3 AND SOUTH MARKET STREET. ELEV = 676.80'
BM 131	CUT "□" ON 24" DIAMETER CONCRETE CULVERT RUNNING UNDER IL ROUTE 3 ON WEST SIDE OF IL ROUTE 3, +/- 0.1 MILES NORTH OF INTERSECTION OF IL ROUTE 3 AND SOUTH MARKET STREET. ELEV = 679.24'
BM 132	CUT "□" ON HEADWALL AT EAST SIDE OF IL ROUTE 3, +/- 150' SOUTH OF INTERSECTION OF IL ROUTE 3 & SOUTH MARKET ST. ELEV. = 688.52'
BM 136	FOUND RR SPIKE ON SOUTH SIDE OF POWER POLE WITH TRANSFORMER ON WEST SIDE OF SOUTH MARKET STREET AND SOUTH SIDE OF A PERSONAL ENTRANCE, +/- 550 FEET EAST OF INTERSECTION OF IL ROUTE 3 AND SOUTH MARKET STREET. ELEV = 693.78'

PROP. CURVE SUPS-3 PI STA. = 11990+19.11 $\Delta = 16^\circ 13' 31''$ (LT) $D = 2^\circ 27' 02''$ $R = 2,338.00'$ $T = 333.27'$ $L = 662.08'$ $E = 23.63'$ P.C. STA = 11986+85.84 P.T. STA = 11993+47.92	PROP. CURVE SUPS-2 PI STA. = 11985+41.42 $\Delta = 8^\circ 06' 36''$ (LT) $D = 5^\circ 43' 46''$ $R = 1,000.00'$ $T = 70.89'$ $L = 141.55'$ $E = 2.51'$ P.C. STA = 11984+70.53 P.T. STA = 11986+12.07	PROP. CURVE SUPS-1 PI STA. = 11980+96.92 $\Delta = 38^\circ 46' 31''$ (LT) $D = 5^\circ 17' 45''$ $R = 100.00'$ $T = 35.19'$ $L = 67.68'$ $E = 6.01'$ P.C. STA = 11980+61.73 P.T. STA = 11981+29.41	
PROP. CURVE SUPV-8 PI STA. = 1298+80.95 $\Delta = 43^\circ 19' 59''$ (LT) $D = 57^\circ 17' 45''$ $R = 100.00'$ $T = 39.73'$ $L = 75.63'$ $E = 7.60'$ P.C. STA = 1298+41.23 P.T. STA = 1299+16.86	PROP. CURVE SUPV-7 PI STA. = 1296+46.52 $\Delta = 38^\circ 04' 27''$ (LT) $D = 14^\circ 30' 19''$ $R = 395.00'$ $T = 136.30'$ $L = 262.49'$ $E = 22.85'$ P.C. STA = 1295+10.22 P.T. STA = 1297+72.70	PROP. CURVE SUPV-6 PI STA. = 1290+97.14 $\Delta = 52^\circ 25' 33''$ (RT) $D = 11^\circ 20' 45''$ $R = 505.00'$ $T = 248.63'$ $L = 462.08'$ $E = 57.89'$ P.C. STA = 1288+48.51 P.T. STA = 1293+10.58	PROP. CURVE SUPV-5 PI STA. = 1287+09.33 $\Delta = 41^\circ 15' 38''$ (RT) $D = 14^\circ 08' 50''$ $R = 405.00'$ $T = 152.47'$ $L = 291.65'$ $E = 27.75'$ P.C. STA = 1285+56.86 P.T. STA = 1288+48.51

EXIST. CURVE SMARCUR1 PI STA. = 302+74.63 $\Delta = 51^\circ 19' 11''$ (LT) $D = 22^\circ 45' 00''$ $R = 251.85'$ $T = 120.99'$ $L = 225.58'$ $E = 27.55'$ $e = 4.0\%$ $T.R. = 90'$ $S.E. RUN = 180'$ P.C. STA. = 301+53.64 P.T. STA. = 303+79.22	PROP. CURVE SMDW201 PI STA. = 20+93.98 $\Delta = 69^\circ 02' 03''$ (RT) $D = 67^\circ 24' 48''$ $R = 85.00'$ $T = 58.46'$ $L = 102.41'$ $E = 18.16'$ P.C. STA = 20+35.53 P.T. STA = 21+37.94	PROP. CURVE SMDW202 PI STA. = 23+88.87 $\Delta = 87^\circ 05' 23''$ (LT) $D = 114^\circ 35' 30''$ $R = 50.00'$ $T = 47.52'$ $L = 76.00'$ $E = 18.98'$ P.C. STA = 23+41.35 P.T. STA = 24+17.35
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PROP. CURVE SMSW21 PI STA. = 30+36.17 $\Delta = 68^\circ 42' 59''$ (LT) $D = 318^\circ 18' 36''$ $R = 18.00'$ $T = 12.31'$ $L = 21.59'$ $E = 3.80'$ P.C. STA = 30+23.86 P.T. STA = 30+45.45	PROP. CURVE SMSW22 PI STA. = 32+05.90 $\Delta = 14^\circ 46' 23''$ (LT) $D = 15^\circ 04' 40''$ $R = 380.00'$ $T = 49.26'$ $L = 97.98'$ $E = 3.18'$ P.C. STA = 31+56.63 P.T. STA = 32+54.61
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EXIST. CURVE IL3CUR1 PI STA. = 1982+60.74 $\Delta = 54^\circ 30' 41''$ (LT) $D = 2^\circ 15' 00''$ $R = 2,546.48'$ $T = 1,311.84'$ $L = 2,422.73'$ $E = 318.04'$ $e = 3.4\%$ $T.R. = 56'$ $S.E. RUN = 75'$ P.C. STA. = 1969+48.90 P.T. STA. = 1993+71.63

PROP. CURVE RELVAND2-2 PI STA. = 290+42.25 $\Delta = 90^\circ 00' 00''$ (RT) $D = 13^\circ 38' 31''$ $R = 420.00'$ $T = 420.00'$ $L = 659.73'$ $E = 173.97'$ $e = 4.0\%$ $T.R. = 39'$ $S.E. RUN = 77'$ P.C. STA = 286+22.25 P.T. STA = 292+81.98	PROP. CURVE RELVAND2-3 PI STA. = 296+53.45 $\Delta = 38^\circ 04' 27''$ (LT) $D = 13^\circ 38' 31''$ $R = 420.00'$ $T = 144.92'$ $L = 279.10'$ $E = 24.30'$ $e = 4.0\%$ $T.R. = 39'$ $S.E. RUN = 77'$ P.C. STA = 295+08.53 P.T. STA = 297+87.62
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LAST SAVED = 10/3/2012 10:24:41 AM
 PEN TABLE = W:\4141\41
 PLOT DRIVER = pdfnclayers\plottcf9

FILE NAME =	USER NAME = jepettibone	DESIGNED -	REVISED -
1:\1001100\Phase II - 76FS1\Cad\T\Plans\07_0876F51-sht-ATB-2.dgn		DRAWN -	REVISED -
	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/4/2012 5:10:28 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ALIGNMENTS, TIES, AND BENCHMARKS

SCALE: 1" = 100'	SHEET NO. 2 OF 6 SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9324	68-R-1	MONROE	192	31
CONTRACT NO. 76F51				
ILLINOIS FED. AID PROJECT				

