

PROP. CURVE US34_P11-2
 PI STA. = 33+81.17
 $\Delta = 2^\circ 27' 16''$ (LT)
 $D = 0^\circ 42' 58''$
 $R = 8,000.00'$
 $T = 171.37'$
 $L = 342.70'$
 $E = 1.84'$
 P.C. STA = 32+09.80
 P.T. STA = 35+52.50

PROP. CURVE US34 P11-2

PROP. ϕ US ROUTE 34 STA. 37+65.92=
 PROP. ϕ NEEDHAM ROAD STA. 10+00.00

PROP. ϕ US ROUTE 34

PROP. ϕ NEEDHAM ROAD

PROP. CURVE US34 P11-3

$S 84^\circ 10' 16'' E$
 ϕ ACCESS DRIVE TO BATCH PLANT

PROP. CURVE PBATCP2-3

$S 42^\circ 53' 23'' E$
 $POT Sta 19+77.10$

$POT Sta 3+50.00$

PROP. CURVE PBATCP2-2
 PI STA. = 14+97.38
 $\Delta = 12^\circ 33' 55''$ (RT)
 $D = 13^\circ 01' 18''$
 $R = 440.00'$
 $T = 48.44'$
 $L = 96.49'$
 $E = 2.66'$
 P.C. STA = 14+48.94
 P.T. STA = 15+45.43

PROP. CURVE PBATCP2-3
 PI STA. = 17+58.49
 $\Delta = 41^\circ 16' 53''$ (RT)
 $D = 12^\circ 43' 57''$
 $R = 450.00'$
 $T = 169.51'$
 $L = 324.22'$
 $E = 30.87'$
 P.C. STA = 15+88.98
 P.T. STA = 19+13.20

BENCHMARK DESCRIPTIONS

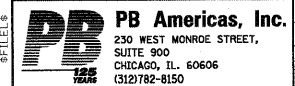
BENCHMARK 267	RAILROAD SPIKE IN POWER POLE, NORTH SIDE US 34 STA. 59+72.25, 49.81' LT' EL. 648.264
BENCHMARK 268	RAILROAD SPIKE IN POWER POLE, NORTH SIDE US 34 STA. 55+69.76, 48.18' LT' EL. 651.938
BENCHMARK 269	RAILROAD SPIKE IN POWER POLE, NORTH SIDE US 34 STA. 51+64.70, 42.28' LT EL. 653.784
BENCHMARK 270	RAILROAD SPIKE IN POWER POLE, NORTH SIDE US 34 STA. 45+52.29, 37.84' LT EL. 648.596
BENCHMARK 271	RAILROAD SPIKE IN POWER POLE, NORTH SIDE US 34 STA. 41+47.20, 33.78' LT EL. 644.544
BENCHMARK 272	CHISELED "X" ON NE BOLT OF FIRE HYDRANT AT NE QUADRANT OF US 34 AND NEEDHAM RD. STA. 38+17.61, 54.48' LT EL. 645.882
BENCHMARK 296	RAILROAD SPIKE IN POWER POLE, NORTH SIDE US 34 STA. 33+69.90, 56.33' LT EL. 642.169

CURVE US34_P11-2		NORTHING	EASTING
PI	STA. 33+81.17	N 1,819,819.11	E 933,441.88
PC	STA. 32+09.80	N 1,819,826.44	E 933,270.66
PT	STA. 35+52.50	N 1,819,819.11	E 933,613.25
C.C.		N 1,827,819.11	E 933,613.25
POT	STA. 50+00.00	N 1,819,819.11	E 935,060.76

CURVE PBATCP2-2		NORTHING	EASTING
PI	STA. 14+97.38	N 1,819,727.96	E 933,232.75
PC	STA. 14+48.94	N 1,819,723.04	E 933,280.94
PT	STA. 15+45.43	N 1,819,698.70	E 933,445.84
C.C.		N 1,819,285.32	E 933,236.26

CURVE PBATCP2-3		NORTHING	EASTING
PI	STA. 17+58.49	N 1,819,701.41	E 933,492.90
PC	STA. 15+88.98	N 1,819,718.62	E 933,324.27
PT	STA. 19+13.20	N 1,819,577.21	E 933,608.26
C.C.		N 1,819,270.95	E 933,278.57
POT	STA. 19+77.70	N 1,819,529.96	E 933,652.19

NEEDHAM ROAD		NORTHING	EASTING
POT	STA. 3+50.00	N 1,819,187.90	E 933,671.49
POT	STA. 16+00.00	N 1,820,401.75	E 933,969.93



FILE NAME = 0366985-shr-align02.dgn
 DESIGNED - MMS
 DRAWN - MMS
 CHECKED - KJB
 PLOT DATE = 19-AUG-2011 08:11

REVISIONS
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 100' ALIGN - 2 OF 5 STA. 32+00 TO STA. 62+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
591	13R-2;14R-1 & BR-1(D);15R-1	KENDALL	429	42
FINAL SUBMITTAL			CONTRACT NO. 66985	
ILLINOIS FED. AID PROJECT				