



DESCRIPTION	STATION	PGL ELEV.	CROSS SLOPE	
			LEFT	RIGHT
INTERSECTION WITH U.S. ROUTE 30	10+24.21	638.94	-0.4%	0.4%
END INTERSECTION WARPING	10+99.57	636.63	-1.5%	-1.5%
BEGIN RUNOUT TOWARDS R.R.	11+06.86	636.39	-1.5%	-1.5%
END RUNOUT AT R.R.	11+66.86	634.41	0.0%	0.0%
BEGIN CURVE P1 PRE-RUNOFF	11+99.00	633.35	0.0%	0.0%
SOUTH ABUTMENT	12+41.60	632.51	0.9%	-0.9%
NORTH ABUTMENT	13+51.70	631.74	3.3%	-3.3%
END CURVE P1 PRE-RUNOFF	13+83.50	631.52	4.0%	-4.0%
BEGIN CURVE P1 POST-RUNOFF	14+53.11	630.99	4.0%	-4.0%
POINT OF REVERSE RUNOFF	16+53.11	629.72	0.0%	0.0%
END CURVE P2 PRE-RUNOFF	18+62.26	630.88	-4.0%	4.0%
BEGIN CURVE P2 POST-RUNOFF	19+40.57	632.15	-4.0%	4.0%
POINT OF EQUAL SLOPES	20+42.13	633.86	-1.5%	1.5%
END CURVE P2 POST-RUNOFF	21+03.07	634.55	-1.5%	0.0%
END CURVE P2 POST-RUNOUT	21+64.01	634.77	-1.5%	-1.5%

POSITIVE CROSS SLOPE: EDGE OF PAVEMENT IS HIGHER THAN THE PGL.
 NEGATIVE CROSS SLOPE: EDGE OF PAVEMENT IS LOWER THAN THE PGL.

NOTE:
 ADDITIONAL ALIGNMENT INFORMATION FOR THE TEMPORARY HAUL ROAD CENTERLINE IS SHOWN ON SHEET 32. ALIGNMENT INFORMATION FOR THE COMPENSATION STORAGE AREA BASELINE IS SHOWN ON SHEET 55. THE COMPENSATION STORAGE AREA IS TO BE COMPLETED IN THE PRE-STAGE.

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
 F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
 WILL COUNTY

ALIGNMENT, TIES & BENCHMARKS I

SCALE: 1"=50'
 DATE: 07/01/05

DRAWN BY: PFR
 CHECKED BY: KPS

TENG
TENG & ASSOCIATES, INC.
 ENGINEERS ARCHITECTS PLANNERS
 301 N. MICHIGAN AVE., SUITE 1000, CHICAGO, IL 60611
 TELEPHONE: 312-688-0000

ROSSPF

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