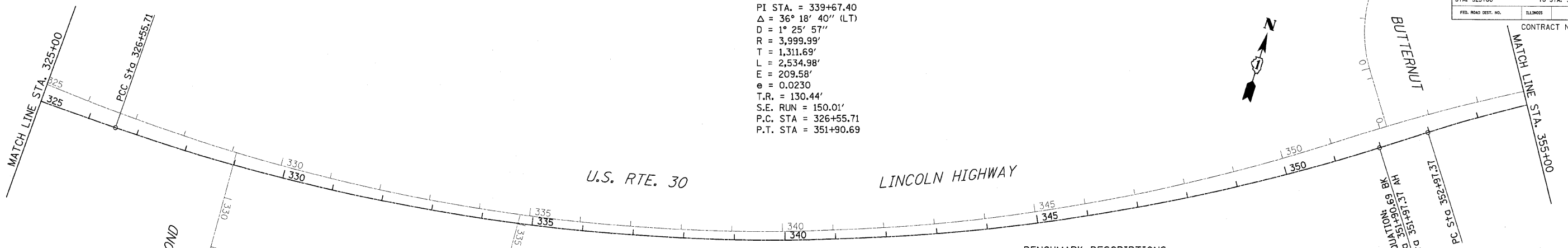


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2010-052 DTR	WILL	210	20
STA. 325+00		TO STA. 385+00		
FED. ROAD DIST. NO.	SLIPKIOS	FED. AID PROJECT		

CONTRACT NO. 60L33

PROP. CURVE CLUS30-6  
 PI STA. = 339+67.40  
 $\Delta = 36^\circ 18' 40''$  (LT)  
 $D = 1^\circ 25' 57''$   
 $R = 3,999.99'$   
 $T = 1,311.69'$   
 $L = 2,534.98'$   
 $E = 209.58'$   
 $e = 0.0230$   
 $T.R. = 130.44'$   
 $S.E. RUN = 150.01'$   
 $P.C. STA = 326+55.71$   
 $P.T. STA = 351+90.69$



**BENCHMARK DESCRIPTIONS**

- BM #233 ELEVATION 725.377  
RAILROAD SPIKE IN THE SOUTH FACE OF THE POWER POLE OPPOSITE THE ABE LINCOLN MOTEL ENTRANCE ON THE NORTH SIDE OF RTE. 30. STA. 332+19, 68' LT.
- BM #236 ELEVATION 731.408  
RAILROAD SPIKE IN THE SOUTH FACE OF THE FIRST POWER POLE WEST OF THE BIKE PATH ON THE NORTH SIDE OF RTE. 30. STA. 349+88, 78' LT.
- BM #239 ELEVATION 739.727  
 $\frac{3}{4}$ " DIAMETER ROD 1' NORTH OF THE BIKE PATH ON THE NORTH SIDE OF RTE. 30 APPROXIMATELY 500' EAST OF ELSNER RD. STA. 369+08, 35' LT
- TBM #234 ELEVATION 726.825  
CHISELED "+" ON THE SW FLANGE BOLT OF THE SECOND FIRE HYDRANT EAST OF 108TH AVENUE ON THE SOUTH SIDE OF RTE. 30. STA. 338+43, 46' RT.
- TBM #237 ELEVATION 736.306  
NAIL IN THE SOUTH FACE OF THE FIRST POWER POLE EAST OF BUTTERNUT TRAIL ON THE NORTH SIDE OF RTE. 30. STA. 354+60, 73' LT.
- TBM #240 ELEVATION 734.445  
CHISELED "+" ON THE TOP OF CURB AT THE EAST TIP OF THE MEDIAN OF THE ENTRANCE TO THE CONTINENTAL PANCAKE HOUSE RESTAURANT. STA. 375+28, 56' RT
- TBM #235 ELEVATION 721.811  
NAIL ON THE SOUTH FACE OF THE FIFTH POWER POLE WEST OF BUTTERNUT TRAIL ON THE NORTH SIDE OF RTE. 30. STA. 343+57, 67' LT
- BM #238 ELEVATION 734.106  
CHISELED "+" ON THE SOUTH RIM OF THE AMERITECH VAULT NORTH OF THE BIKE PATH ON THE NORTH SIDE OF RTE. 30 APPROXIMATELY 300' WEST OF ELSNER RD. STA. 359+65, 85' LT.
- BM #241 ELEVATION 734.058  
CHISELED "+" ON THE SW FLANGE BOLT OF THE SECOND FIRE HYDRANT EAST OF WASHINGTON PARKWAY ON THE SOUTH SIDE OF RTE. 30. STA. 382+65, 87' RT.

POT Sta. 363+90.66 U.S. RTE. 30 =  
 POT Sta. 400+00.05 ELSNER RD.

**CEDAR LN. COORDINATE DATA**

POINT	NORTHING	EASTING
POT 400+00.00	1,762,951.61	1,111,525.25
POT 420+13.17	1,764,964.12	1,111,473.25

**U.S. RTE. 30 COORDINATE DATA**

POINT	NORTHING	EASTING
PCC 326+55.71	1,761,731.46	1,108,029.50
P.T. 351+90.69	1,762,429.53	1,110,422.53
P.C. 352+97.37	1,762,486.05	1,110,505.03
POT 363+90.66	1,762,945.26	1,111,501.29
P.T. 371+76.39	1,763,056.59	1,112,268.21
POT 372+00.91	1,763,057.21	1,112,292.73

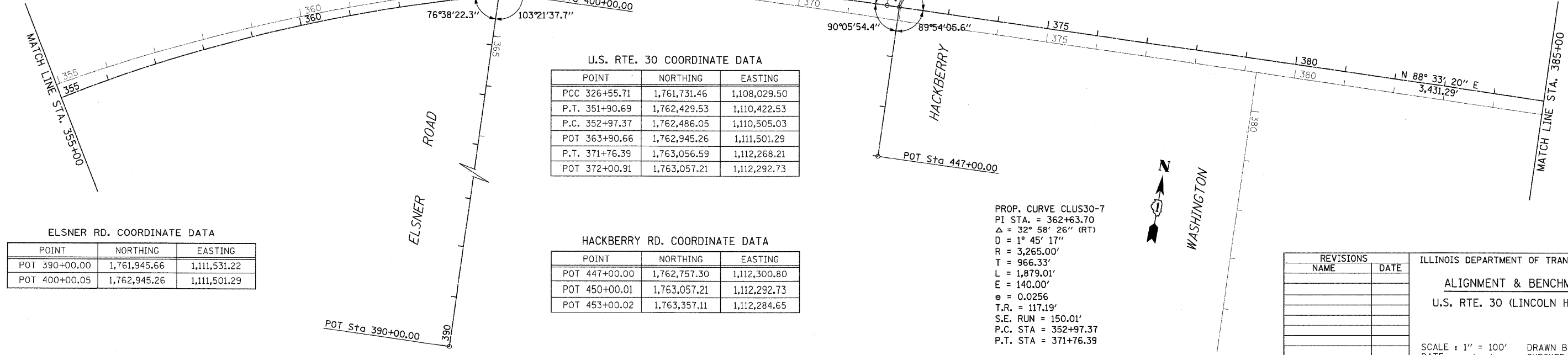
**ELSNER RD. COORDINATE DATA**

POINT	NORTHING	EASTING
POT 390+00.00	1,761,945.66	1,111,531.22
POT 400+00.05	1,762,945.26	1,111,501.29

**HACKBERRY RD. COORDINATE DATA**

POINT	NORTHING	EASTING
POT 447+00.00	1,762,757.30	1,112,300.80
POT 450+00.01	1,763,057.21	1,112,292.73
POT 453+00.02	1,763,357.11	1,112,284.65

PROP. CURVE CLUS30-7  
 PI STA. = 362+63.70  
 $\Delta = 32^\circ 58' 26''$  (RT)  
 $D = 1^\circ 45' 17''$   
 $R = 3,265.00'$   
 $T = 966.33'$   
 $L = 1,879.01'$   
 $E = 140.00'$   
 $e = 0.0256$   
 $T.R. = 117.19'$   
 $S.E. RUN = 150.01'$   
 $P.C. STA = 352+97.37$   
 $P.T. STA = 371+76.39$



**REVISIONS**

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ALIGNMENT & BENCHMARKS**  
 U.S. RTE. 30 (LINCOLN HIGHWAY)  
 SCALE : 1" = 100'  
 DATE : / /  
 DRAWN BY : BAE  
 CHECKED BY : GB