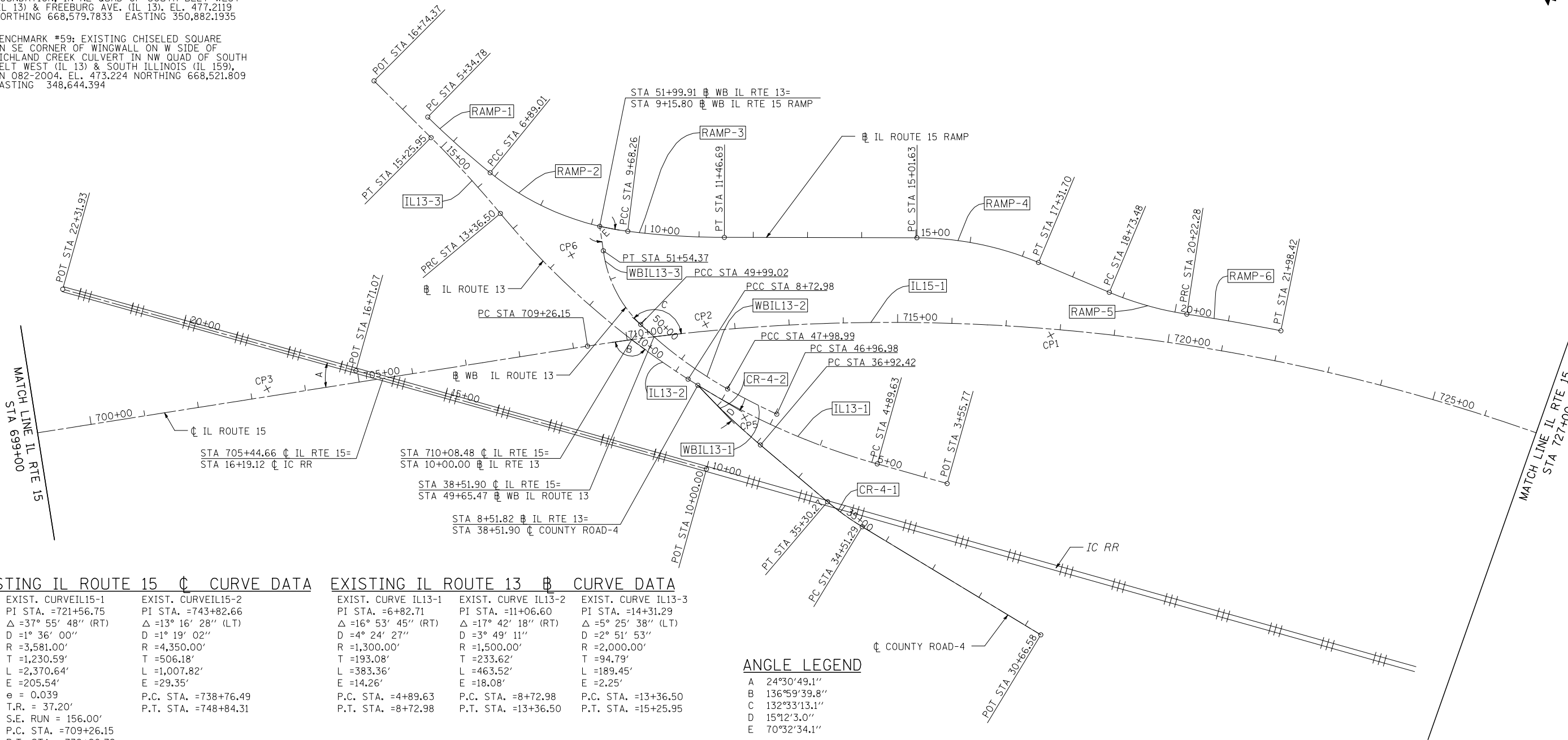
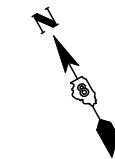


BENCHMARK #4: EXISTING CHISELED SQUARE
ON SOUTH END OF NORTHEAST WINGWALL
ON STRUCTURE NO. 082-0051. EL. 493.11
STA. 702+75.41; 51.35' LT

BENCHMARK #1: EXISTING CHISELED SQUARE
IN SE SIDE 4-WAY FLASHING LIGHT POLE
FOUNDATION, IN NE QUAD OF SOUTH BELT WEST
(IL 13) & FREEBURG AVE. (IL 13), EL. 477.2119
NORTHING 668,579.7833 EASTING 350,882.1935

BENCHMARK #59: EXISTING CHISELED SQUARE
ON SE CORNER OF WINGWALL ON W SIDE OF
RICHLAND CREEK CULVERT IN NW QUAD OF SOUTH
BELT WEST (IL 13) & SOUTH ILLINOIS (IL 159),
SN 082-2004. EL. 473.224 NORTHING 668,521.809
EASTING 348,644.394

NOTE:
FOR CONTROL POINTS INFORMATION
SEE COORDINATE TABLE & CONTROL
POINTS SHEET.



EXISTING IL ROUTE 15 ◊ CURVE DATA

EXIST. CURVE IL15-1 PI STA. =721+56.75 Δ =37° 55' 48" (RT) D =1° 36' 00" R =3,581.00' T =1,230.59' L =2,370.64' E =205.54' e = 0.039 T.R. = 37.20' S.E. RUN = 156.00' P.C. STA. =709+26.15 P.T. STA. =732+96.79	EXIST. CURVE IL15-2 PI STA. =743+82.66 Δ =13° 16' 28" (LT) D =1° 19' 02" R =4,350.00' T =506.18' L =1,007.82' E =29.35' P.C. STA. =738+76.49 P.T. STA. =748+84.31
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EXISTING IL ROUTE 13 ◊ CURVE DATA

EXIST. CURVE IL13-1 PI STA. =6+82.71 Δ =16° 53' 45" (RT) D =4° 24' 27" R =1,300.00' T =193.08' L =383.36' E =14.26' P.C. STA. =4+89.63 P.T. STA. =8+72.98	EXIST. CURVE IL13-2 PI STA. =11+06.60 Δ =17° 42' 18" (RT) D =3° 49' 11" R =1,500.00' T =233.62' L =463.52' E =18.08' P.C. STA. =8+72.98 P.T. STA. =13+36.50	EXIST. CURVE IL13-3 PI STA. =14+31.29 Δ =5° 25' 38" (LT) D =2° 51' 53" R =2,000.00' T =94.79' L =189.45' E =2.25' P.C. STA. =13+36.50 P.T. STA. =15+25.95
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ANGLE LEGEND

- A 24°30'49.1"
- B 136°59'39.8"
- C 132°33'13.1"
- D 15°12'3.0"
- E 70°32'34.1"

EXISTING COUNTY ROAD 4 ◊ CURVE DATA

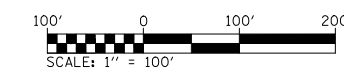
EXIST. CURVE CR-4-1 PI STA. =34+90.86 Δ =9° 03' 00" (RT) D =11° 27' 33" R =500.00' T =39.57' L =78.98' E =1.56' P.C. STA. =34+51.29 P.T. STA. =35+30.27	EXIST. CURVE CR-4-2 PI STA. =37+72.25 Δ =6° 46' 07" (RT) D =4° 14' 39" R =1,350.00' T =79.83' L =159.48' E =2.36' P.C. STA. =36+92.42 P.T. STA. =38+51.90
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EXISTING IL ROUTE 15 WB RAMP ◊ CURVE DATA

EXIST. CURVE RAMP-1 PI STA. =6+11.95 Δ =5° 18' 33" (LT) D =3° 26' 33" R =500.00' T =77.17' L =154.23' E =1.79' P.C. STA. =5+34.78 P.T. STA. =6+89.01	EXIST. CURVE RAMP-2 PI STA. =8+32.38 Δ =32° 00' 00" (LT) D =11° 27' 33" R =500.00' T =143.37' L =279.25' E =20.15' P.C. STA. =6+89.01 P.T. STA. =9+68.26	EXIST. CURVE RAMP-3 PI STA. =10+57.59 Δ =6° 57' 19" (LT) D =3° 53' 53" R =1,469.86' T =89.32' L =178.43' E =2.71' P.C. STA. =9+68.26 P.T. STA. =11+46.69	EXIST. CURVE RAMP-4 PI STA. =16+18.20 Δ =22° 43' 41" (RT) D =9° 52' 43" R =580.00' T =116.57' L =230.08' E =11.60' P.C. STA. =15+01.63 P.T. STA. =17+31.70	EXIST. CURVE RAMP-5 PI STA. =19+48.26 Δ =14° 12' 34" (LT) D =9° 32' 57" R =600.00' T =74.78' L =148.80' E =4.64' P.C. STA. =18+73.48 P.T. STA. =20+22.28	EXIST. CURVE RAMP-6 PI STA. =21+10.36 Δ =2° 46' 28" (RT) D =1° 34' 31" R =3,637.46' T =88.09' L =176.14' E =1.07' P.C. STA. =20+22.28 P.T. STA. =21+98.42
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EXISTING WB IL ROUTE 13 CURVE DATA

EXIST. CURVE WBIL13-1 PI STA. =47+48.01 Δ =4° 34' 23" (RT) D =4° 29' 00" R =1,278.00' T =51.03' L =102.00' E =6.29' P.C. STA. =46+96.98 P.T. STA. =47+98.99	EXIST. CURVE WBIL13-2 PI STA. =48+99.53 Δ =14° 19' 35" (RT) D =7° 09' 43" R =800.00' T =100.54' L =200.03' E =6.29' P.C. STA. =47+98.99 P.T. STA. =49+99.02	EXIST. CURVE WBIL13-3 PI STA. =50+79.81 Δ =38° 50' 51" (RT) D =25° 00' 25" R =229.12' T =80.79' L =155.35' E =13.83' P.C. STA. =49+99.02 P.T. STA. =51+54.37
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FILE NAME = D876884-sht-ATB.dgn	USER NAME = thompard	DESIGNED GC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS	F.A.P. RTE 103	SECTION 27-1-VHB-1	COUNTY ST. CLAIR	TOTAL SHEETS 277	SHEET NO. 19	
MODEL NAME = \$MODELNAME\$	DRAWN RDT	REVISOR -	SCALE: 1"=100'			SHEET NO. 2 OF 3 SHEETS	STA. 699+00.00 TO STA. 727+00.00	CONTRACT NO. 76884		ILLINOIS FED. AID PROJECT	
PLOT SCALE = 200.0000' / IN.	CHECKED JAP	REVISOR -									
PLOT DATE = 10/20/2011	DATE 10-19-11	REVISOR -									