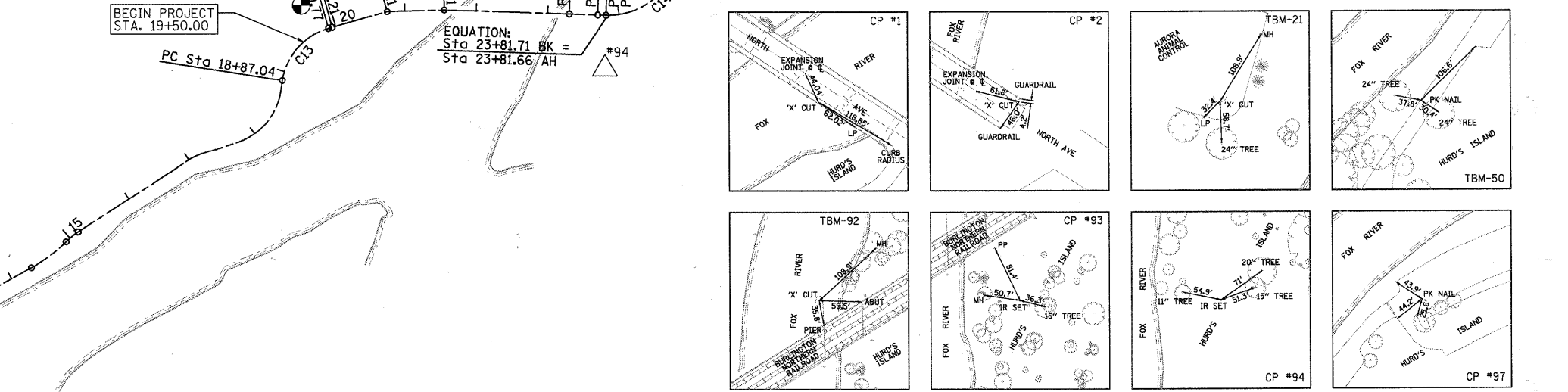


<b>PROP. CURVE 13</b> PI STA. = 19+44.82 $\Delta = 65^\circ 23' 55''$ (RT) $D = 63^\circ 39' 43''$ $R = 90.00'$ $T = 57.78'$ $L = 102.73'$ $E = 16.95'$ P.C. STA = 18+87.04 P.T. STA = 19+89.77	<b>PROP. CURVE 14</b> PI STA. = 24+77.16 $\Delta = 87^\circ 19' 49''$ (LT) $D = 57^\circ 17' 45''$ $R = 100.00'$ $T = 95.45'$ $L = 152.42'$ $E = 38.24'$ P.C. STA = 23+81.71 P.T. STA = 25+34.13	<b>PROP. CURVE 15</b> PI STA. = 27+51.54 $\Delta = 9^\circ 53' 03''$ (LT) $D = 57^\circ 17' 45''$ $R = 100.00'$ $T = 8.65'$ $L = 17.25'$ $E = 0.37'$ P.C. STA = 27+42.89 P.T. STA = 27+60.15	<b>PROP. CURVE 16</b> PI STA. = 26+96.38 $\Delta = 32^\circ 40' 05''$ (RT) $D = 57^\circ 17' 45''$ $R = 100.00'$ $T = 29.31'$ $L = 57.02'$ $E = 4.21'$ P.C. STA = 26+67.07 P.T. STA = 27+24.09	<b>PROP. CURVE 17</b> PI STA. = 28+62.95 $\Delta = 39^\circ 52' 50''$ (RT) $D = 63^\circ 39' 43''$ $R = 90.00'$ $T = 32.65'$ $L = 62.64'$ $E = 5.74'$ P.C. STA = 28+30.30 P.T. STA = 28+92.95	<b>PROP. CURVE 18</b> PI STA. = 30+42.03 $\Delta = 4^\circ 02' 22''$ (RT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 10.58'$ $L = 21.15'$ $E = 0.19'$ P.C. STA = 30+31.45 P.T. STA = 30+52.60	<b>PROP. CURVE 19</b> PI STA. = 32+59.04 $\Delta = 35^\circ 30' 57''$ (LT) $D = 38^\circ 11' 50''$ $R = 150.00'$ $T = 48.04'$ $L = 92.98'$ $E = 7.50'$ P.C. STA = 32+11.00 P.T. STA = 33+03.98
<b>PROP. CURVE 20</b> PI STA. = 34+16.88 $\Delta = 23^\circ 29' 42''$ (RT) $D = 38^\circ 11' 50''$ $R = 150.00'$ $T = 31.19'$ $L = 61.51'$ $E = 3.21'$ P.C. STA = 33+85.69 P.T. STA = 34+47.20	<b>PROP. CURVE 21</b> PI STA. = 38+37.83 $\Delta = 31^\circ 40' 37''$ (RT) $D = 38^\circ 11' 50''$ $R = 150.00'$ $T = 42.55'$ $L = 82.93'$ $E = 5.92'$ P.C. STA = 37+95.28 P.T. STA = 38+78.21	<b>PROP. CURVE 22</b> PI STA. = 42+30.47 $\Delta = 89^\circ 42' 04''$ (LT) $D = 60^\circ 18' 41''$ $R = 95.00'$ $T = 94.51'$ $L = 148.73'$ $E = 39.00'$ P.C. STA = 41+35.97 P.T. STA = 42+84.70	<b>PROP. CURVE 23</b> PI STA. = 43+54.32 $\Delta = 28^\circ 24' 20''$ (LT) $D = 95^\circ 29' 35''$ $R = 60.00'$ $T = 15.19'$ $L = 29.75'$ $E = 1.89'$ P.C. STA = 43+39.13 P.T. STA = 43+68.88			

FILE NAME = P:\CBBEL WEST Projects\2009\23149 FoxRvTr-Ph11\Civil\Drawn\A\RTB01.dgn

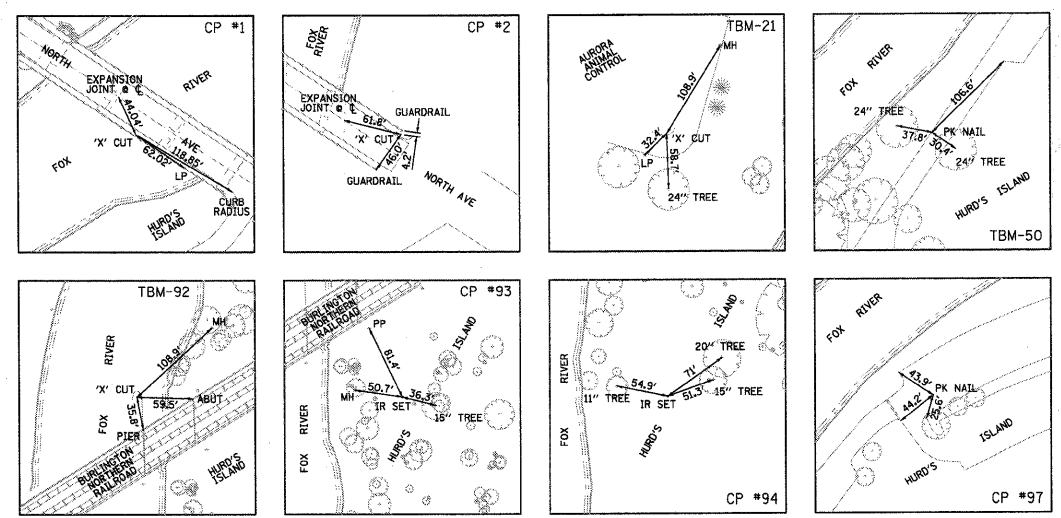


**LEGEND**

= TEMPORARY BENCHMARK LOCATION  
 = HORIZONTAL CONTROL POINT LOCATION

POINT NO.	NORTHING	EASTING	STATION	OFFSET
1	1,852,527.25	987,022.63	45+24.47	1.82' LT.
2	1,852,326.53	987,408.92		
TBM-21	1,850,711.63	985,830.40	19+70.83	44.07' LT.
TBM-50	1,851,816.09	986,460.04	34+18.07	60.51' LT.
TBM-92	1,851,320.87	986,136.87	28+23.53	48.48' LT.
93	1,851,191.02	986,245.06	26+74.80	58.02' RT.
94	1,850,846.83	986,242.98	23+82.14	74.18' RT.
97	1,852,282.96	986,857.76	38+84.39	102.07' LT.

TBM	ELEV. DATUM NAVD 88	DESCRIPTION
21	624.99	'X' CUT IN CURB RADIUS LOCATED AT THE BACK OF THE AURORA ANIMAL CONTROL PARKING LOT, 600 SOUTH RIVER STREET.
50	623.31	PK NAIL LOCATED IN THE PARKING LOT ON HURD'S ISLAND, APPROXIMATELY 930' SOUTH OF NORTH AVE. C ON THE WEST SIDE OF THE DRIVE LINE.
92	619.38	'X' CUT LOCATED ON THE NORTHERLY POINT OF THE EASTERLY BURLINGTON NORTHERN RAILROAD BRIDGE PIER FOOTING.



**WBK** WILLS BURKE KELSEY ASSOCIATES LTD.  
 110 West Main Street, Suite 201  
 St. Charles, Illinois 60174  
 (630) 443-7755

USER NAME = BUSER#	DESIGNED - DB	REVISED - 10/5/10
PLOT SCALE = AS SHOWN	DRAWN - NP	REVISED -
PLOT DATE = 12/28/2010	CHECKED - DB	REVISED -
	DATE - 12/20/10	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT TIES**  
**& BENCHMARKS**

SCALE: AS SHOWN | SHEET NO. 8 OF 58 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	05-F3000-06-BT	KANE	58	8
CONTRACT NO. 63517				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				