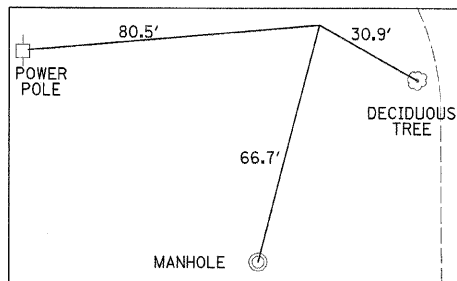


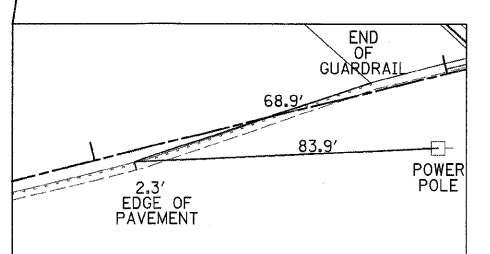
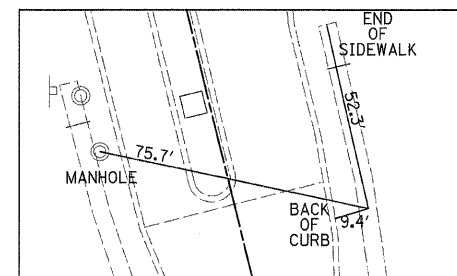
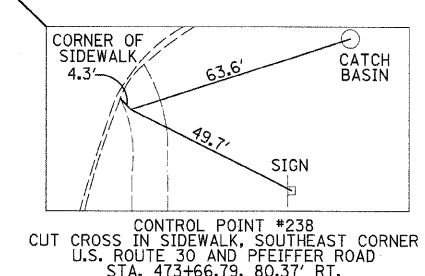
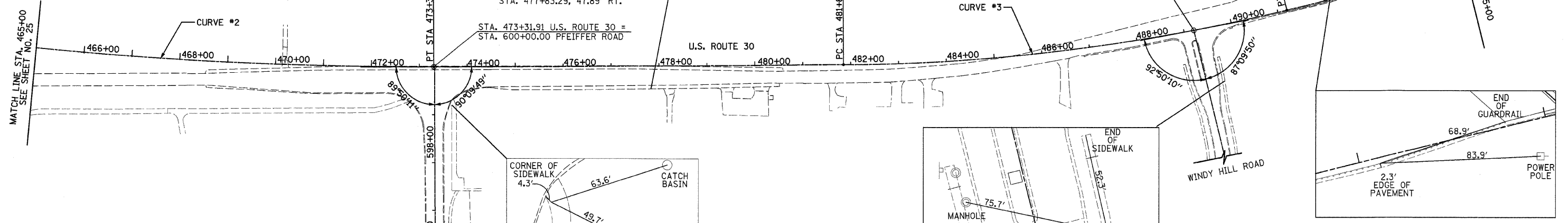
CURVE #2
 P.I. STA= 468+52.11
 $\Delta = 6^{\circ} 41' 24''$
 $D = 0^{\circ} 41' 55''$
 $R = 8,200.00'$
 $T = 479.27'$
 $L = 957.45'$
 $E = 13.99'$
 $P.C. STA = 463+72.84$
 $P.T. STA = 473+30.29$

PFEIFFER ROAD ALIGNMENT

DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	590+00.00	1762206.65	1122420.16
E.O.A.	600+00.00	1763206.65	1122415.91



CURVE #3
 P.I. STA= 486+54.43
 $\Delta = 13^{\circ} 24' 56''$
 $D = 1^{\circ} 26' 10''$
 $R = 3,990.00'$
 $T = 469.26'$
 $L = 934.23'$
 $E = 27.50'$
 $e = 0.023$
 $T.R. = 130.4'$
 $S.E. RUN = 150'$
 $P.C. STA = 481+85.17$
 $P.T. STA = 491+19.40$



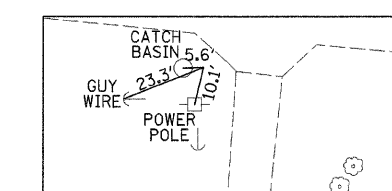
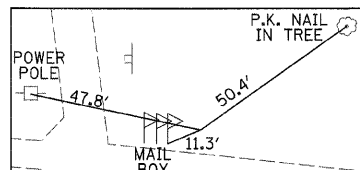
82ND AVENUE ALIGNMENT

DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	200+00.00	1763492.12	1126407.48
E.O.A.	205+00.00	1763992.11	1126404.30

NOTES:
 EXISTING ROAD CONFIGURATION SHOWN
 B.O.A. = BEGINNING OF ALIGNMENT
 P.C. = POINT OF CURVATURE
 P.R.C. = POINT OF REVERSE CURVATURE
 P.T. = POINT OF TANGENT
 P.I. = POINT OF INTERSECTION
 E.O.A. = END OF ALIGNMENT
 B.M. = BENCHMARK
 C.P. = CONTROL POINT

84TH AVENUE ALIGNMENT

DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	700+00.00	1763541.89	1125077.37
E.O.A.	704+00.00	1763942.06	1125075.07



CONTROL POINTS

C.P. #	NORTHING	EASTING	STATION	OFFSET	ELEVATION
238	1763126.53	1122451.36	473+66.79	80.37' RT.	726.22
235	1763161.96	1122867.62	477+83.29	47.89' RT.	728.59
228	1763178.77	1124062.86	489+60.90	116.95' RT.	693.49
227	1763346.94	1124283.23	492+10.47	3.05' RT.	691.91
74	1763537.79	1125058.07	500+08.53	0.44' RT.	697.72
225	1763596.80	1125593.77	505+44.72	27.63' LT.	715.65
220	1763472.59	1126383.63	513+42.27	21.70' RT.	709.60

NOTE:
 THREE TIE POINTS ARE PROVIDED ONLY TO FIND GENERAL LOCATION OF CONTROL POINT, NOT TO ACCURATELY RECREATE POINT

RIVER ROAD ALIGNMENT

DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	95+00.00	1763069.44	1125594.34
E.O.A.	99+99.76	1763569.20	1125592.29

CONTROL POINT #74
 P.K. NAIL IN THE SOUTHEAST QUADRANT U.S. ROUTE 30 AND ENTRANCE TO HARLEY GIFTS
 STA. 500+08.53, 0.44' RT.

CURVE #4
 P.I. STA= 502+49.40
 $\Delta = 19^{\circ} 14' 50''$
 $D = 2^{\circ} 51' 53''$
 $R = 2,000.00'$
 $T = 339.12'$
 $L = 671.86'$
 $E = 28.55'$
 $e = 0.032$
 $T.R. = 93.75'$
 $S.E. RUN = 150'$
 $P.C. STA = 499+10.27$
 $P.T. STA = 505+82.13$

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 30
 ALIGNMENT, TIES AND BENCHMARKS
 STATION 465+00 TO STATION 515+00

100 0 100
 SCALE IN FEET
 DATE 5/5/2010

DRAWN BY JRR
 CHECKED BY JRV