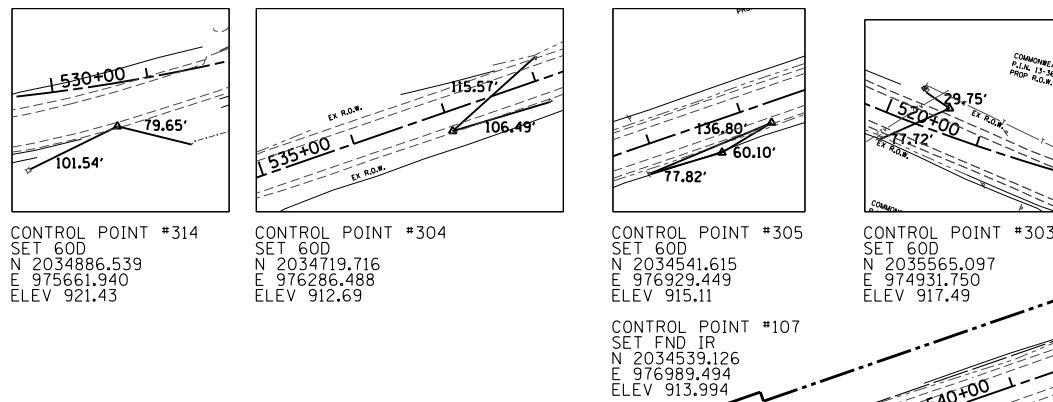


PROJECT DATUM:

THE HORIZONTAL COORDINATE SYSTEM FOR THIS PROJECT WAS ESTABLISHED USING GPS RTK METHODS. THE PARAMETERS FOR THE ORIGIN, ORIENTATION AND SCALE OF THE SYSTEM WERE ADJUSTED TO MEET PREVIOUS SURVEY WORK PERFORMED BY CHRISTIAN JORGENSEN AND ROBINSON ENGINEERING DURING THE YEARS OF 1999 AND 2003 AS SHOWN ON THE RESPECTIVE PLATS OF CENTERLINE AND PLATS OF HIGHWAY; ADDITIONAL WEIGHT WAS CONSIDERED DURING THE ADJUSTMENT PROCESS TO MATCH TENG AND ASSOCIATES SURVEY WORK THAT ABUTS THE NORTHERN TERMINUS OF THIS PROJECT. THE PARAMETERS NOTED ABOVE WERE ESTABLISHED BASED ON THE 1983 ILLINOIS EASTERN ZONE STATE PLANE PROJECTED COORDINATE SYSTEM, 1986 ADJUSTMENT, WITH A COMBINED FACTOR OF (0.9999355.) ATTENTION IS DRAWN TO THE CHANGE FROM A GRID COORDINATE SYSTEM SHOWN ON THE 1999 PLAT OF CENTERLINE TO A GROUND COORDINATE SYSTEM SHOWN ON THE 2003 PLAT OF HIGHWAY. THE STATE PLANE COORDINATE SYSTEM WAS CONVERTED TO GROUND COORDINATE SYSTEM WITH A COMBINATION FACTOR (1/0.9999355) APPLIED ABOUT THE ORIGIN.

THE VERTICAL COMPONENT OF THE COORDINATE SYSTEM WAS ESTABLISHED USING CONVENTIONAL DIFFERENTIAL LEVELING TECHNIQUES WITH THE ADJUSTMENT CONSTRAINED TO FIT THE NAVD 88 ELEVATIONS OF NGS BENCH MARKS NHO142 AND NHO144.

THE PROPOSED CENTERLINE ALIGNMENT SHOWN HEREON DIFFERS FROM THE EXISTING CENTERLINE OF RIGHT-OF-WAY AND PAVEMENT SHOWN ON THE ABOVE NOTED PLATS. WHILE THE CONDITION OF MULTIPLE CENTERLINES IS NOT UNUSUAL AND THE MAGNITUDE OF THE VARIANCE OF THE CENTERLINES IS NOT GREAT, NOTICE SHOULD BE GIVEN OF THE EXISTENCE OF MULTIPLE ALIGNMENTS AND CARE TAKEN BY THE END USER NOT TO MIX THEM.



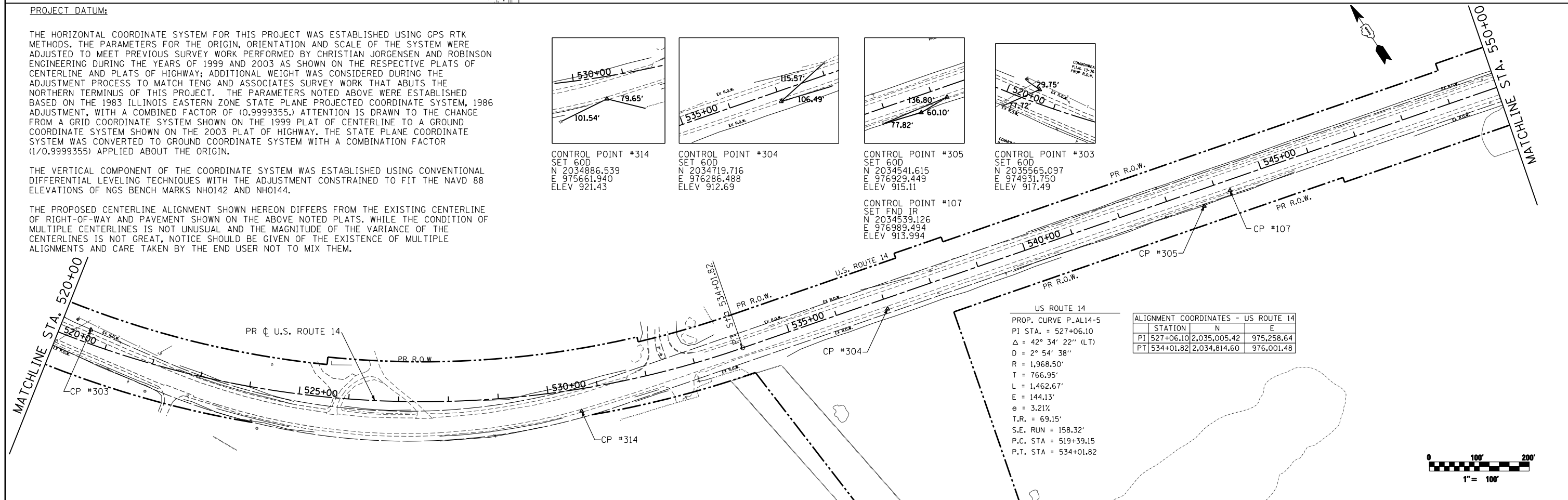
CONTROL POINT #314
SET 60D
N 2034886.539
E 975661.940
ELEV 921.43

CONTROL POINT #304
SET 60D
N 2034719.716
E 976286.488
ELEV 912.69

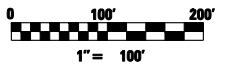
CONTROL POINT #305
SET 60D
N 2034541.615
E 976929.449
ELEV 915.11

CONTROL POINT #303
SET 60D
N 2035565.097
E 974931.750
ELEV 917.49

CONTROL POINT #107
SET FND IR
N 2034539.126
E 976989.494
ELEV 913.994



US ROUTE 14
PROP. CURVE P-AL14-5
PI STA. = 527+06.10
 $\Delta = 42^\circ 34' 22''$ (LT)
D = $2^\circ 54' 38''$
R = 1,968.50'
T = 766.95'
L = 1,462.67'
E = 144.13'
 $\theta = 3.21\%$
T.R. = 69.15'
S.E. RUN = 158.32'
P.C. STA = 519+39.15
P.T. STA = 534+01.82



FILE NAME =	USER NAME = .USERNAME.	DESIGNED - JPW	REVISED -
S:\1606\CADD Sheets\0162917-sht-ATB.dgn		DRAWN - JPW	REVISED -
		CHECKED - MGZ	REVISED -
		DATE - 10/15/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENTS & TIES
U.S. ROUTE 14**

SCALE: 1"=100' SHEET NO. 28 OF 431 SHEETS STA. 490+00.00 TO STA. 550+00.00

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-3	MCHENRY	431	28
CONTRACT NO. 62517				