

ALIGNMENT COORDINATES - IL RTE 3			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.C.	91+10.79	845701.5211	2224219.4894
P.I.	96+94.65	845892.0150	2224771.4020
P.T.	101+66.42	846466.9195	2224873.2860
P.C.	104+09.90	846706.6626	2224915.7730
P.I.	107+06.82	846999.0254	2224967.5852
P.T.	110+03.20	847284.4265	2225049.4797
P.C.	116+04.48	847862.3890	2225215.3233
P.I.	119+24.51	848170.0011	2225303.5911
P.T.	122+44.37	848482.0864	2225374.4370
P.C.	126+45.05	848872.8303	2225463.1390
P.I.	134+48.81	849656.6497	2225641.0722
P.T.	140+01.15	849655.6835	2226444.8335

ALIGNMENT COORDINATES - CROXFORD ROAD			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.O.T	10+00.00	846997.2530	2224975.1040
P.O.T	13+21.69	846995.5060	2225296.7940

ALIGNMENT COORDINATES - OTTERTVILLE ROAD			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.O.T	20+00.00	849390.8026	2225763.5669
P.C.	21+04.63	849492.4534	2225738.7655
P.I.	22+27.97	849612.2790	2225709.5297
P.T.	23+50.17	849735.6188	2225709.0743
P.O.T	25+51.83	849937.2768	2225708.3299
P.O.T	30+73.95	850459.3896	2225706.4024

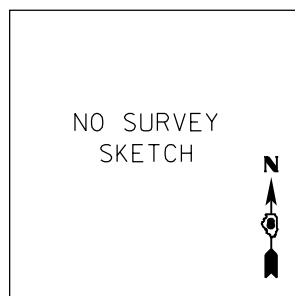
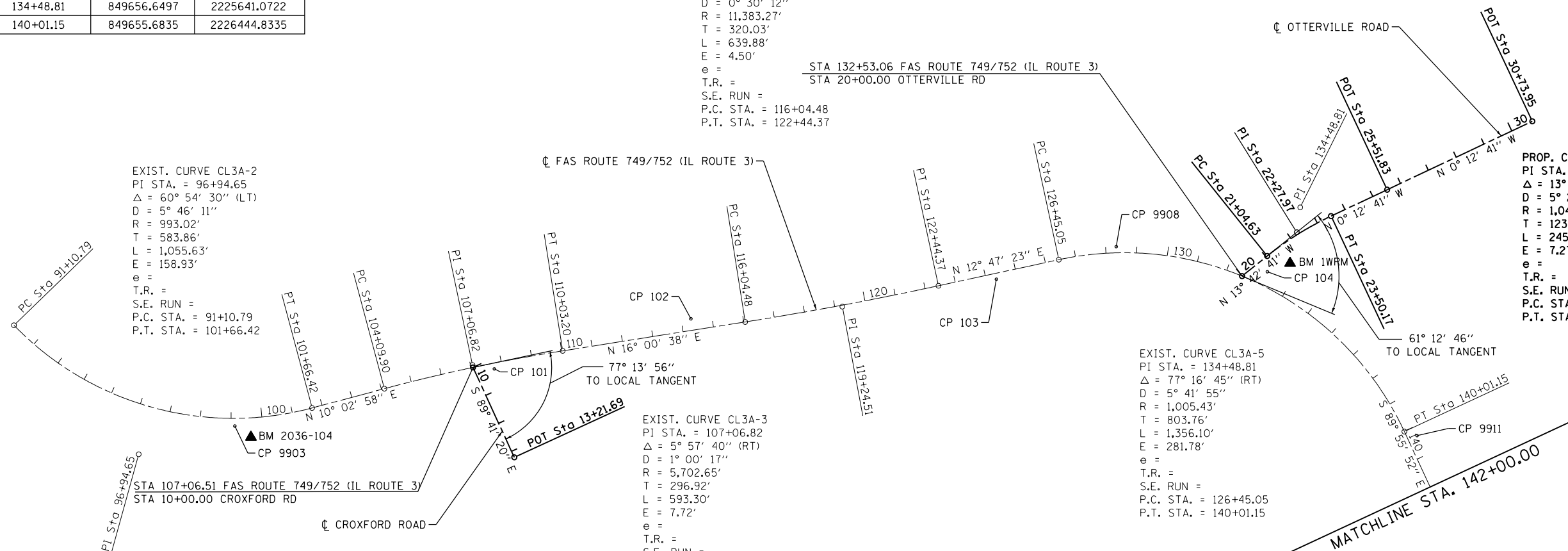
EXIST. CURVE CL3A-4
 PI STA. = 119+24.51
 $\Delta = 3^\circ 13' 15''$ (LT)
 $D = 0^\circ 30' 12''$
 $R = 11,383.27'$
 $T = 320.03'$
 $L = 639.88'$
 $E = 4.50'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 116+04.48$
 $P.T. STA. = 122+44.37$

EXIST. CURVE CL3A-2
 PI STA. = 96+94.65
 $\Delta = 60^\circ 54' 30''$ (LT)
 $D = 5^\circ 46' 11''$
 $R = 993.02'$
 $T = 583.86'$
 $L = 1,055.63'$
 $E = 158.93'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 91+10.79$
 $P.T. STA. = 101+66.42$

EXIST. CURVE CL3A-3
 PI STA. = 107+06.82
 $\Delta = 5^\circ 57' 40''$ (RT)
 $D = 1^\circ 00' 17''$
 $R = 5,702.65'$
 $T = 296.92'$
 $L = 593.30'$
 $E = 7.72'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 104+09.90$
 $P.T. STA. = 110+03.20$

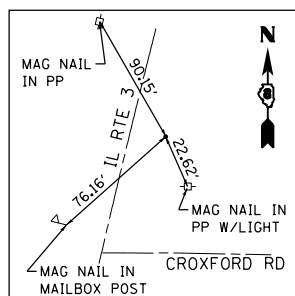
EXIST. CURVE CL3A-5
 PI STA. = 134+48.81
 $\Delta = 77^\circ 16' 45''$ (RT)
 $D = 5^\circ 41' 55''$
 $R = 1,005.43'$
 $T = 803.76'$
 $L = 1,356.10'$
 $E = 281.78'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 126+45.05$
 $P.T. STA. = 140+01.15$

PROP. CURVE PR OTTRVLE
 PI STA. = 22+27.97
 $\Delta = 13^\circ 30' 00''$ (RT)
 $D = 5^\circ 29' 53''$
 $R = 1,042.10'$
 $T = 123.34'$
 $L = 245.54'$
 $E = 7.27'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 21+04.63$
 $P.T. STA. = 23+50.17$



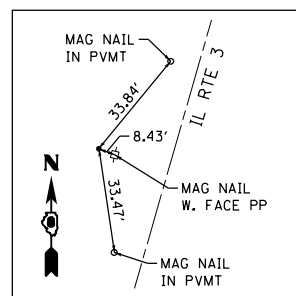
CONTROL POINT #9903

IRON PIN WITH IDOT CAP
 STA 99+12.10, 25.17' RT.
 N 846214.3611
 E 2224820.3613



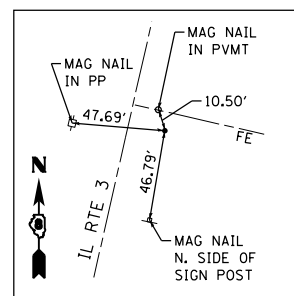
CONTROL POINT #101

IRON PIN WITH IDOT CAP
 STA 107+73.66, 18.56' RT.
 N 847058.1828
 E 2225008.6628



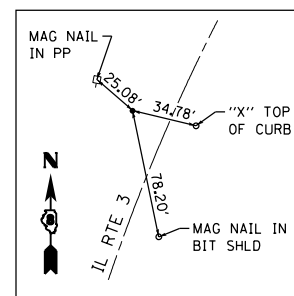
CONTROL POINT #102

IRON PIN WITH IDOT CAP
 STA 114+31.66, 37.91' LT.
 N 847706.7197
 E 2225131.2177



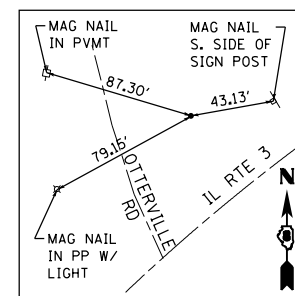
CONTROL POINT #103

IRON PIN WITH IDOT CAP
 STA 124+33.05, 19.21' RT.
 N 848661.8367
 E 2225434.9374



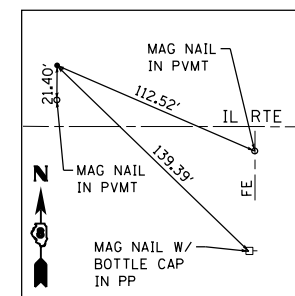
CONTROL POINT #9908

IRON PIN WITH IDOT CAP
 STA 128+33.98, 19.96' LT.
 N 849060.0475
 E 2225503.6853



CONTROL POINT #104

IRON PIN WITH IDOT CAP
 STA 133+20.60, 46.88' LT.
 N 849471.3564
 E 2225785.4916



CONTROL POINT #9911

IRON PIN WITH IDOT CAP
 STA 140+30.52, 31.80' LT.
 N 849687.4526
 E 2226474.2420

BENCHMARK 2036-104

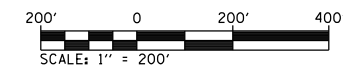
EL. 762.56

CUT "X" ON WEST FLANGE BOLT ON
 FIRE HYDRANT AT NORTHEAST
 CORNER OF IL. ROUTE 3 AND SCENIC
 HILL DRIVE

BENCHMARK 1WRM

EL. 702.08

DISC ON HEADWALL (STAMPED:
 DEPARTMENT OF INTERIOR
 GEOLOGICAL SURVEY - IWRM 1980) AT
 NORTHEAST CORNER OF IL. 3 AND
 OTTERTVILLE ROAD



FILE NAME = S:\Projects\98228-VHY_IL_3_Cross\Drawings\CADD_Sheets\0876789-sh-t-ATB.dgn



USER NAME = l.jackson	DESIGNED - ACM	REVISED -
MODEL NAME = Plan1	DRAWN - EDW	REVISED -
PLOT SCALE = 399.9992' / in.	CHECKED - LWJ	REVISED -
PLOT DATE = 8/22/2014	DATE - 8-11-14	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAS ROUTE 749/752 (IL ROUTE 3)
 ALIGNMENTS AND TIES**

SCALE: 1"=200' SHEET 1 OF 6 SHEETS STA. 91+10.79 TO STA. 142+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	101-2RS-1	JERSEY	438	48
•	749/752			CONTRACT NO. 76789

ILLINOIS FED. AID PROJECT