T10N R6W

B. Shaw
19

Carl A. & Mildred
Olson, Tr.
156.4

Earl R. & Eleanor J.
Menke
199.53

N

Proposed Culvert
Sta. 23+318.591
Length = 61m
Skew = 24.3° Ahead Lt.

Proposed Culvert
Sta. 23+554.293
Length = 63m
Skew = 35.6° Ahead Lt.

CH 15
(900 E)

PROPOSED FIELD
ENTRANCES

END AC
+605

PROPOSED MEDIAN
CROSSOVER

LIMIT OF CONSTRUCTION

PROPOSED R.O.W.

RELOCATED CH 15

END AC
+394

PROPOSED
FIELD ENTRANCE

EXISTING FIELD
ENTRANCE TO
BE REMOVED

EXISTING R.O.W.

PROPOSED
CUL DE SAC

REMOVE EXISTING
RTE. 34 ROADWAY

EXISTING FIELD
ENTRANCES TO
REMAIN

PROP. CH15
PI Sta. 130+406.422
I = 28° 24' 05" (LT)
T = 50.510 m
R = 200.000 m
L = 99.139 m
E = 6.304 m
PC Sta. 130+355.911
PT Sta. 130+454.950
S.E. = NC (60 km/h)

PROP. CH15
PI Sta. 130+635.496
I = 28° 24' 52" (RT)
T = 69.495 m
R = 275.000 m
L = 136.139 m
E = 8.645 m
PC Sta. 130+567.001
PT Sta. 130+703.140
S.E. = 4.0% (60 km/h)
RUNOFF = 30 m
TR = 0 m

Earl R. &
Eleanor J.
Menke
199.53

Marlon
Stewart
59.55

0 100 200
Meters

SEE INTERSECTION
DESIGN STUDY
EXHIBIT L-1

Illinois Department of Transportation

U.S. ROUTE 34 (GULFPORT TO MONMOUTH, IL)
HENDERSON & WARREN COUNTIES
PREFERRED ALTERNATIVE
WITH ENVIRONMENTAL CONSIDERATIONS

EXHIBIT 1