

COORDINATE DATA:

P. C.	STA. 389+96.12	NORTH	1,131,010.28
		EAST	2,425,948.00
P. I.	STA. 393+61.44	NORTH	1,130,644.99
		EAST	2,425,953.27
P. T.	STA. 397+26.75	NORTH	1,130,279.67
		EAST	2,425,951.76
P. C.	STA. 397+54.61	NORTH	1,130,251.81
		EAST	2,425,951.64
P. I.	STA. 401+33.84	NORTH	1,129,872.58
		EAST	2,425,950.07
P. T.	STA. 405+13.06	NORTH	1,129,493.39
		EAST	2,425,955.99

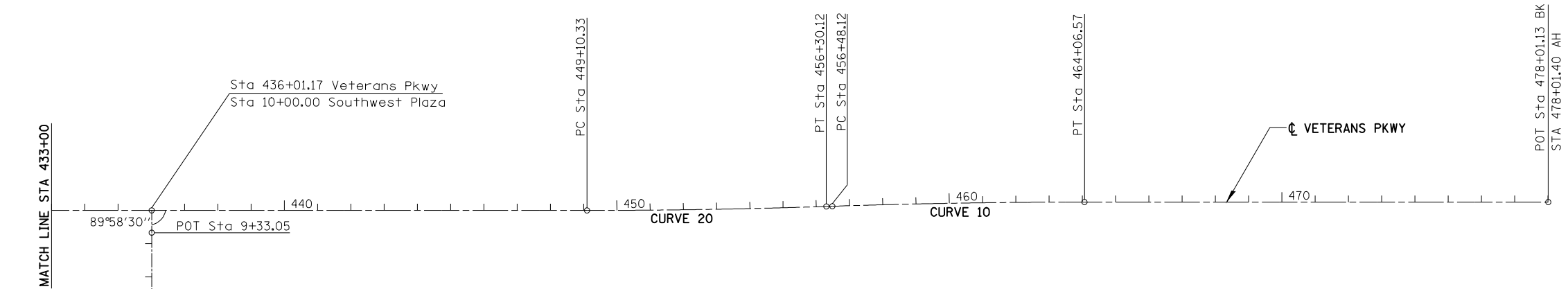
EXIST. CURVE 40
 PI STA. = 393+61.44
 $\Delta = 1^\circ 03' 48''$ (RT)
 $D = 0^\circ 08' 44''$
 $R = 39,371.49'$
 $T = 365.32'$
 $L = 730.63'$
 $E = 1.69'$
 P.C. STA. = 389+96.12
 P.T. STA. = 397+26.75
 SE = NORMAL CROWN

EXIST. CURVE 30
 PI STA. = 401+33.84
 $\Delta = 1^\circ 07' 48''$ (LT)
 $D = 0^\circ 08' 56''$
 $R = 38,452.60'$
 $T = 379.24'$
 $L = 758.45'$
 $E = 1.87'$
 P.C. STA. = 397+54.61
 P.T. STA. = 405+13.06
 SE = NORMAL CROWN

BM 80: CHISELED SQUARE IN NW CORNER TRAFFIC SIGNAL FOUNDATION IN MEDIAN AT INTERSECTION OF IL 4 & SOUTHWEST PLAZA DR. ELEV. 596.48

BM 81: CHISELED SQUARE IN WEST SIDE OF HEADWALL OF 36" CMP, EAST SIDE NB IL 4 NORTH SIDE OF WABASH TRAIL BRIDGE ELEV. 592.12

BM TJM: CHISELED SQUARE IN CENTER OF SOUTH END OF CONCRETE MEDIAN INLET FOUNDATION 1.8' RT STA 426+17 ELEV. 596.80



COORDINATE DATA:

P. C.	STA. 449+10.33	NORTH	1,125,096.64
		EAST	2,426,024.54
P. I.	STA. 452+70.26	NORTH	1,124,736.76
		EAST	2,426,030.15
P. T.	STA. 456+30.12	NORTH	1,124,377.26
		EAST	2,426,047.66
P. C.	STA. 456+48.12	NORTH	1,124,359.28
		EAST	2,426,048.54
P. I.	STA. 460+27.38	NORTH	1,123,980.47
		EAST	2,426,066.99

P. T.	STA. 464+06.57	NORTH	1,123,601.25
		EAST	2,426,072.90
P. O. T.	STA. 478+01.13	NORTH	1,122,206.86
		EAST	2,426,094.63
P. O. T.	STA. 4+50.00	NORTH	1,126,396.84
		EAST	2,425,454.20
P. O. T.	STA. 5+56.75	NORTH	1,126,398.55
		EAST	2,425,560.94
P. O. T.	STA. 9+33.05	NORTH	1,126,404.58
		EAST	2,425,937.19
P. O. T.	STA. 10+00.00	NORTH	1,126,405.65
		EAST	2,426,004.13

EXIST. CURVE 20
 PI STA. = 452+70.26
 $\Delta = 1^\circ 53' 44''$ (LT)
 $D = 0^\circ 15' 48''$
 $R = 21,756.41'$
 $T = 359.93'$
 $L = 719.79'$
 $E = 2.98'$
 P.C. STA. = 449+10.33
 P.T. STA. = 456+30.12
 SE = NORMAL CROWN

EXIST. CURVE 10
 PI STA. = 460+27.38
 $\Delta = 1^\circ 53' 45''$ (RT)
 $D = 0^\circ 15' 00''$
 $R = 22,920.77'$
 $T = 379.26'$
 $L = 758.45'$
 $E = 3.14'$
 P.C. STA. = 456+48.12
 P.T. STA. = 464+06.57
 SE = NORMAL CROWN

CUMMINS ENGINEERING CORPORATION

JOB - 2200
 FILE - sht-ATB.dgn

FILE NAME =	USER NAME = laughlinr1	DESIGNED - NAK	REVISED -
C:\Projects\d652204\cummins_final\d672889-sht-etc.dgn		DRAWN - AJH	REVISED -
		CHECKED - NAK	REVISED -
		DATE - 3/15/2008	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ALIGNMENT

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
662	2-2(RS) & 3-1, 2(RS-10, TS-5)	SANGAMON	181	48
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 72889	