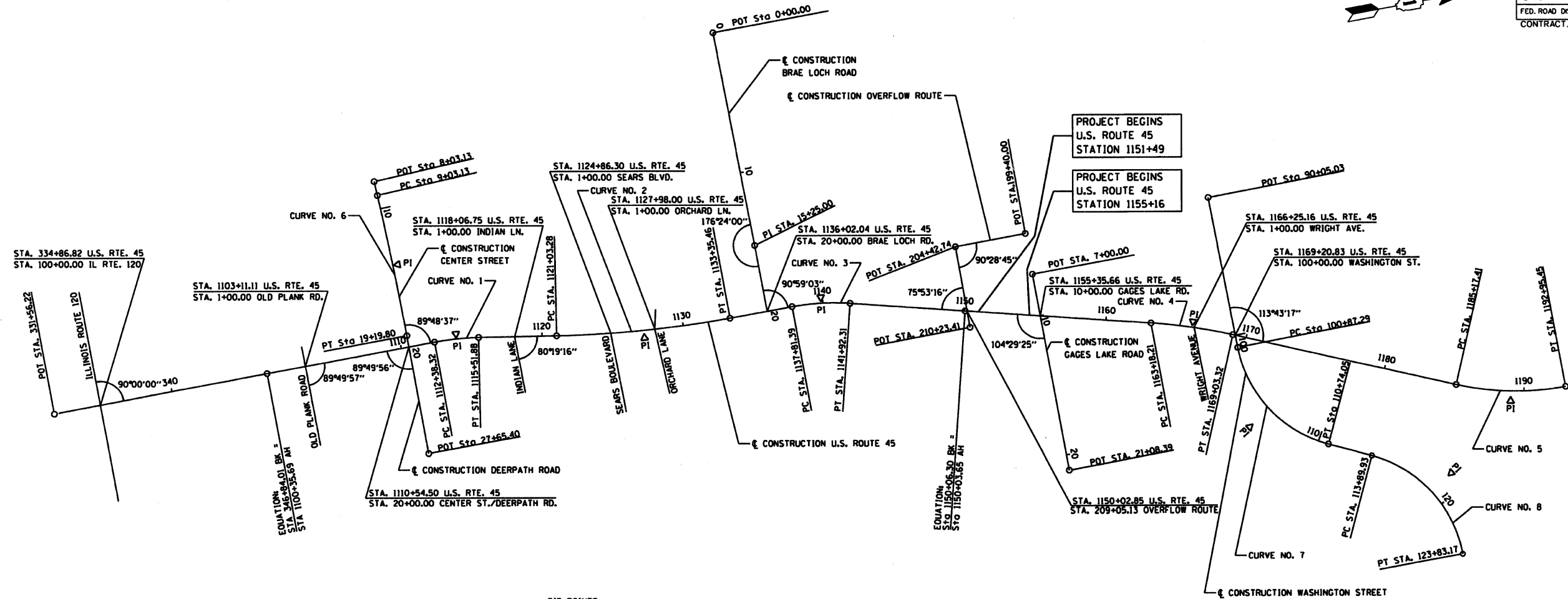
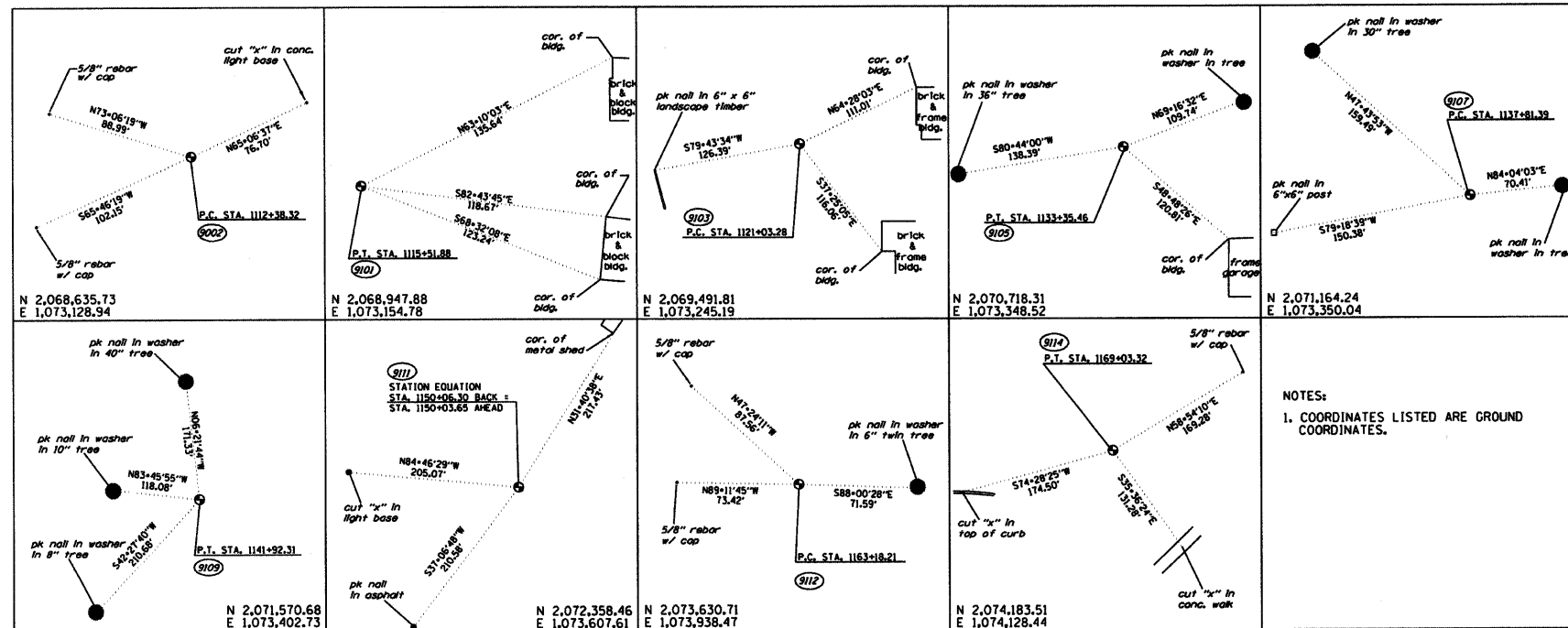


RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
344	47 DM	LAKE	8	3
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 60F96				



TIE POINTS



BENCHMARK SUMMARY

BM # 2	"□" CUT IN CONCRETE BASE OF TRAFFIC SIGNAL WITH MAST ARM AT SOUTHEAST CORNER OF U.S. ROUTE 45 AND CENTER STREET/DEERPETH ROAD STA. 1110+12.43 45.34 RT ELEV. 796.29
TBM "F"	RAILROAD SPIKE IN POWER POLE WITH LIGHT AT NORTHEAST CORNER OF INDIAN LANE AND U.S. ROUTE 45 STA. 1118+30.00 39.45 RT ELEV. 797.28
TBM "G"	RAILROAD SPIKE IN FIRST POWER POLE SOUTH OF SEARS BOULEVARD AND U.S. ROUTE 45 (IN FRONT OF HOUSE ADDRESS 33427) STA. 1124+15.83 43.54 RT ELEV. 800.70
TBM "H"	"L" CUT IN NORTHEAST CORNER OF TRAFFIC SIGNAL BASE AT SOUTHWEST CORNER OF BRAE LOCH ROAD AND U.S. ROUTE 45 STA. 1135+76.19 34.11 LT ELEV. 788.20
TBM "I"	"L" CUT IN NORTHEAST CORNER OF CONCRETE HEADWALL ON EAST SIDE OF U.S. ROUTE 45 BETWEEN BRAE LOCH ROAD AND GAGES LAKE ROAD STA. 1143+05.12 34.78 RT ELEV. 784.19
TBM "K"	"X" IN NORTHWEST BOLT OF THE SECOND FIRE HYDRANT SOUTH OF THE INTERSECTION OF WASHINGTON STREET AND U.S. ROUTE 45 (WEST SIDE) STA. 1168+88.76 32.23 LT ELEV. 777.34
TBM "L"	"L" CUT IN NORTHEAST CORNER OF THE TRAFFIC SIGNAL DOUBLE HANDHOLE AT THE SOUTHEAST CORNER OF U.S. ROUTE 45 AND WASHINGTON STREET STA. 1168+92.77 51.24 RT ELEV. 777.21

NOTES:
1. COORDINATES LISTED ARE GROUND COORDINATES.

PROPOSED CONSTRUCTION US ROUTE 45 CURVE NO. 1	PROPOSED CONSTRUCTION US ROUTE 45 CURVE NO. 2	PROPOSED CONSTRUCTION US ROUTE 45 CURVE NO. 3	PROPOSED CONSTRUCTION US ROUTE 45 CURVE NO. 4	PROPOSED CONSTRUCTION US ROUTE 45 CURVE NO. 5	PROPOSED CONSTRUCTION CENTER STREET CURVE NO. 6	PROPOSED CONSTRUCTION WASHINGTON STREET CURVE NO. 7	PROPOSED CONSTRUCTION WASHINGTON STREET CURVE NO. 8
PI STA. 1113+95.46 $\Delta = 9^\circ 24' 25''$ (RT) $D = 3^\circ 00' 00''$ $T = 157.14'$ $R = 1,909.86'$ $L = 313.56'$ $E = 6.45'$ PC STA. 1112+38.32 PT STA. 1115+51.88	PI STA. 1127+20.71 $\Delta = 9^\circ 14' 29''$ (LT) $D = 0^\circ 45' 00''$ $T = 617.43'$ $R = 7,639.44'$ $L = 1,232.18'$ $E = 24.91'$ PC STA. 1121+03.28 PT STA. 1133+35.46	PI STA. 1139+87.94 $\Delta = 14^\circ 22' 56''$ (RT) $D = 3^\circ 30' 00''$ $T = 206.55'$ $R = 1,637.02'$ $L = 410.32'$ $E = 12.98'$ PC STA. 1137+81.39 PT STA. 1141+92.31	PI STA. 1166+11.34 $\Delta = 8^\circ 46' 36''$ (RT) $D = 1^\circ 30' 00''$ $T = 293.13'$ $R = 3,819.72'$ $L = 585.11'$ $E = 11.23'$ PC STA. 1163+18.21 PT STA. 1169+03.32	PI STA. 1189+11.90 $\Delta = 23^\circ 20' 28''$ (LT) $D = 3^\circ 00' 00''$ $T = 394.49'$ $R = 1,909.86'$ $L = 778.04'$ $E = 40.32'$ PC STA. 1185+17.41 PT STA. 1192+95.45	P.I. = STA. 14+11.55 $\Delta = 2^\circ 32' 30''$ (RT) $D = 0^\circ 15' 00''$ $R = 22,918.32'$ $T = 508.42'$ $L = 1,016.67'$ $E = 5.64'$ P.C. STA. 9+03.13 P.T. = STA. 19+19.80	PI STA. = 106+39.59 $\Delta = 64^\circ 34' 20''$ (LT) $D = 6^\circ 30' 07''$ $R = 881.48'$ $T = 552.30'$ $L = 986.86'$ $E = 158.73'$ P.C. STA. = 100+87.29 P.T. STA. = 110+74.05	PI STA. = 116+46.79 $\Delta = 64^\circ 34' 49''$ (RT) $D = 6^\circ 30' 07''$ $R = 881.21'$ $T = 552.30'$ $L = 983.24'$ $E = 161.20'$ P.C. STA. = 113+89.93 P.T. STA. = 123+83.17

ILLINOIS DEPARTMENT OF TRANSPORTATION
ALIGNMENT, TIES, AND BENCHMARKS

