

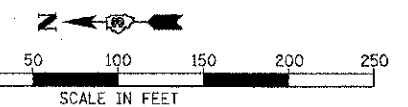
PROP. CURVE
 PI STA. = 13+73.06
 Δ = 20° 54' 51" (LT)
 D = 20° 35' 05"
 R = 278.34'
 T = 51.37'
 L = 101.60'
 E = 4.70'
 e =
 P.C. STA. = 13+21.69
 P.T. STA. = 14+23.29

PROP. CURVE
 PI STA. = 12+59.78
 Δ = 48° 18' 27" (RT)
 D = 46° 34' 55"
 R = 123.00'
 T = 55.16'
 L = 103.70'
 E = 11.80'
 e =
 P.C. STA. = 12+04.62
 P.T. STA. = 13+08.33

PROP. CURVE
 PI STA. = 11+83.86
 Δ = 9° 32' 26" (LT)
 D = 22° 55' 06"
 R = 250.00'
 T = 20.86'
 L = 41.63'
 E = 0.87'
 e =
 P.C. STA. = 11+62.98
 P.T. STA. = 12+04.62

STA. 19+66.88 LINCOLN STREET
 STA. 13+15.29 MILL STREET
 N = 1703879.462
 E = 798694.630
 N = 1703940.793
 E = 798722.895

CONTROL POINT #15
 N = 1703879.462
 E = 798694.630



CONTROL POINT #14
 N = 1703334.287
 E = 798527.514

STA. 11+62.99, PC
 N = 1703808.789
 E = 798659.035

STA. 7+00.00
 N = 1703362.606
 E = 798535.405

STA. 46+29.17
 N = 1703334.265
 E = 798527.361

PROP. CURVE
 PI STA. = 16+08.18
 Δ = 31° 37' 04" (RT)
 D = 19° 05' 55"
 R = 300.00'
 T = 84.94'
 L = 165.55'
 E = 11.79'
 e = NORMAL CROWN
 P.C. STA. = 15+23.24
 P.T. STA. = 16+88.79

STA. 16+88.79, PT
 N = 1704073.408
 E = 798478.464

STA. 16+08.18, PI
 N = 1704113.915
 E = 798403.803

STA. 34+80.56
 N = 1703773.834
 E = 798317.074

PROP. CURVE
 PI STA. = 170+82.22
 Δ = 12° 22' 51" (LT)
 D = 1° 20' 19"
 R = 4,280.00'
 T = 464.23'
 L = 924.84'
 E = 25.10'
 e = NORMAL CROWN
 P.C. STA. = 166+17.99
 P.T. STA. = 175+42.83

STA. 15+23.24, PC
 N = 1704109.269
 E = 798318.988

STA. 170+62.33 IL ROUTE 178 (RELOCATED)
 STA. 32+79.43 GROVE STREET
 N = 1703780.874
 E = 798116.070

CONTROL POINT #3
 N = 1703788.162
 E = 798067.652

CONTROL POINT #17
 N = 1704516.829
 E = 798100.716

CONTROL POINT #2
 N = 1704374.598
 E = 798099.257

STA. 163+30.01, PI
 N = 1704516.957
 E = 798100.752

STA. 164+68.02, PT
 N = 1704374.599
 E = 798099.257

STA. 167+45.46 IL ROUTE 178 (RELOCATED)
 STA. 13+02.17 LINCOLN STREET
 N = 1704097.175
 E = 798098.243

STA. 161+87.64, PC
 N = 1704647.103
 E = 798043.043

STA. 160+00
 N = 1704818.640
 E = 797966.981

CONTROL POINT #1
 N = 1704107.486
 E = 798095.950

STA. 166+17.99, PC
 N = 1704224.634
 E = 798097.683

STA. 170+82.22, PI
 N = 1703760.432
 E = 798092.809

STA. 50+00
 N = 1703746.921
 E = 798055.822

BENCHMARK "100"
 CHISELED "X" ON EAST BOLT ON FIRE HYDRANT
 AT S.W. CORNER OF GROVE STREET AND MILL STREET
 ELEV. 482.49

BENCHMARK "102"
 CHISELED "X" ON TOP OF 5/8 BOLT ON FIRE HYDRANT
 AT S.E. CORNER OF GROVE STREET AND ILL ROUTE 178
 ELEV. 482.94

BENCHMARK "103"
 CHISELED "X" ON NORTH BOLT OF FIRE
 HYDRANT AT N.E. CORNER OF CHURCH
 STREET AND DIVISION STREET
 ELEV. 479.20

STA. 175+42.83, PT
 N = 1703305.978
 E = 798187.577

STA. 174+09.53 IL ROUTE 178 (RELOCATED)
 STA. 42+50.06 CHURCH STREET
 N = 1703436.875
 E = 798162.401

CONTROL POINT #4
 N = 1703488.797
 E = 797978.620

STA. 52+69.66 DIVISION STREET
 STA. 40+59.11 CHURCH STREET
 N = 1703488.557
 E = 797978.578

NOTE:
 INFORMATION ON THIS SHEET FROM CONTRACT 66547

SEE SHEET 9 FOR SWING TIES
 TO CONTROL POINTS.

FILE NAME 0366847-SH-ATB.DGN	USER NAME	DESIGNED - JKC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL RTE 178 (RELOCATED) ALIGNMENT & TIES	F.A.S. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1"=50'	CHECKED - JKC/LAG	REVISED -			1279	06-00017-00-LS	LASALLE	29	7	
	PLOT DATE = 08/10	DATE - 08/10	REVISED -			SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. 160+00 TO STA. 176+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 87355