

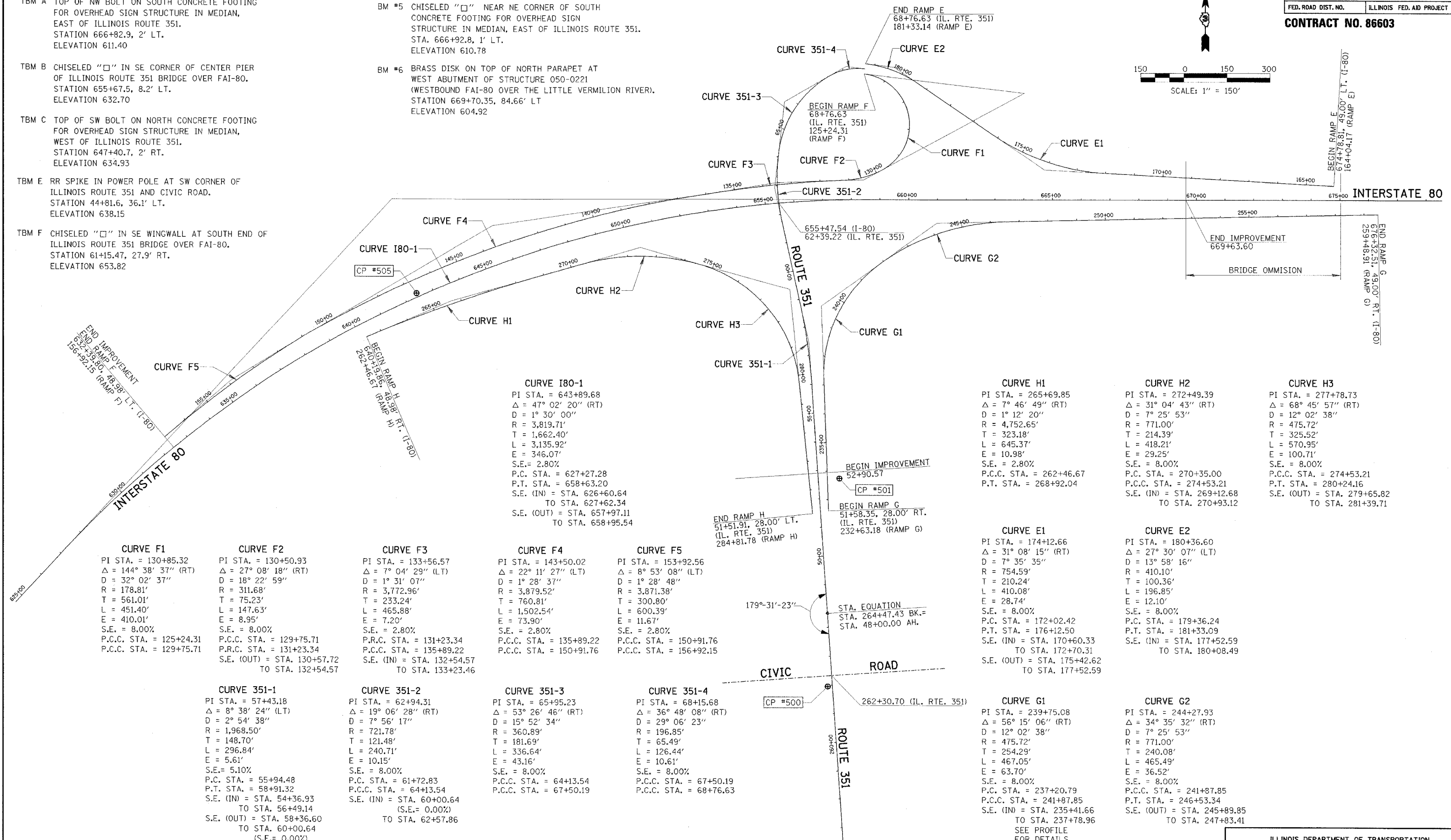
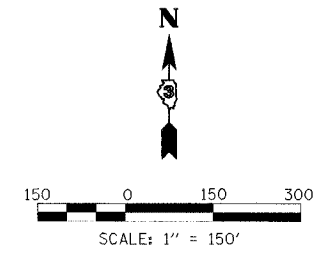
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA180	(50-2)HBR	LA SALLE	460	29
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**CONTRACT NO. 86603**

**BENCHMARK DATA**

- TBM A TOP OF NW BOLT ON SOUTH CONCRETE FOOTING FOR OVERHEAD SIGN STRUCTURE IN MEDIAN, EAST OF ILLINOIS ROUTE 351. STATION 666+82.9, 2' LT. ELEVATION 611.40
- TBM B CHISELED "□" IN SE CORNER OF CENTER PIER OF ILLINOIS ROUTE 351 BRIDGE OVER FAI-80. STATION 655+67.5, 8.2' LT. ELEVATION 632.70
- TBM C TOP OF SW BOLT ON NORTH CONCRETE FOOTING FOR OVERHEAD SIGN STRUCTURE IN MEDIAN, WEST OF ILLINOIS ROUTE 351. STATION 647+40.7, 2' RT. ELEVATION 634.93
- TBM E RR SPIKE IN POWER POLE AT SW CORNER OF ILLINOIS ROUTE 351 AND CIVIC ROAD. STATION 44+81.6, 36.1' LT. ELEVATION 638.15
- TBM F CHISELED "□" IN SE WINGWALL AT SOUTH END OF ILLINOIS ROUTE 351 BRIDGE OVER FAI-80. STATION 61+15.47, 27.9' RT. ELEVATION 653.82

- BM #5 CHISELED "□" NEAR NE CORNER OF SOUTH CONCRETE FOOTING FOR OVERHEAD SIGN STRUCTURE IN MEDIAN, EAST OF ILLINOIS ROUTE 351. STA. 666+92.8, 1' LT. ELEVATION 610.78
- BM #6 BRASS DISK ON TOP OF NORTH PARAPET AT WEST ABUTMENT OF STRUCTURE 050-0221 (WESTBOUND FAI-80 OVER THE LITTLE VERMILION RIVER). STATION 669+70.35, 84.66' LT. ELEVATION 604.92



**CURVE F1**  
 PI STA. = 130+85.32  
 $\Delta = 144^\circ 38' 37''$  (RT)  
 D = 32' 02' 37"  
 R = 178.81'  
 T = 561.01'  
 L = 451.40'  
 E = 410.01'  
 S.E. = 8.00%  
 P.C.C. STA. = 125+24.31  
 P.C.C. STA. = 129+75.71

**CURVE F2**  
 PI STA. = 130+50.93  
 $\Delta = 27^\circ 08' 18''$  (RT)  
 D = 18' 22' 59"  
 R = 311.68'  
 T = 75.23'  
 L = 147.63'  
 E = 8.95'  
 S.E. = 8.00%  
 P.C.C. STA. = 129+75.71  
 P.C.C. STA. = 131+23.34  
 S.E. (OUT) = STA. 130+57.72  
 TO STA. 132+54.57

**CURVE F3**  
 PI STA. = 133+56.57  
 $\Delta = 7^\circ 04' 29''$  (LT)  
 D = 1' 31' 07"  
 R = 3,772.96'  
 T = 233.24'  
 L = 465.88'  
 E = 7.20'  
 S.E. = 2.80%  
 P.R.C. STA. = 131+23.34  
 P.C.C. STA. = 135+89.22  
 S.E. (IN) = STA. 132+54.57  
 TO STA. 133+23.46

**CURVE F4**  
 PI STA. = 143+50.02  
 $\Delta = 22^\circ 11' 27''$  (LT)  
 D = 1' 28' 37"  
 R = 3,879.52'  
 T = 760.81'  
 L = 1,502.54'  
 E = 73.90'  
 S.E. = 2.80%  
 P.C.C. STA. = 135+89.22  
 P.C.C. STA. = 150+91.76

**CURVE F5**  
 PI STA. = 153+92.56  
 $\Delta = 8^\circ 53' 08''$  (LT)  
 D = 1' 28' 48"  
 R = 3,871.38'  
 T = 300.80'  
 L = 600.39'  
 E = 11.67'  
 S.E. = 2.80%  
 P.C.C. STA. = 150+91.76  
 P.C.C. STA. = 156+92.15

**CURVE 351-1**  
 PI STA. = 57+43.18  
 $\Delta = 8^\circ 38' 24''$  (LT)  
 D = 2' 54' 38"  
 R = 1,968.50'  
 T = 148.70'  
 L = 296.84'  
 E = 5.61'  
 S.E. = 5.10%  
 P.C. STA. = 55+94.48  
 P.T. STA. = 58+91.32  
 S.E. (IN) = STA. 54+36.93  
 TO STA. 56+49.14  
 S.E. (OUT) = STA. 58+36.60  
 TO STA. 60+00.64  
 (S.E. = 0.00%)

**CURVE 351-2**  
 PI STA. = 62+94.31  
 $\Delta = 19^\circ 06' 28''$  (RT)  
 D = 7' 56' 17"  
 R = 721.78'  
 T = 121.48'  
 L = 240.71'  
 E = 10.15'  
 S.E. = 8.00%  
 P.C. STA. = 61+72.83  
 P.C.C. STA. = 64+13.54  
 S.E. (IN) = STA. 60+00.64  
 (S.E. = 0.00%)  
 TO STA. 62+57.86

**CURVE 351-3**  
 PI STA. = 65+95.23  
 $\Delta = 53^\circ 26' 46''$  (RT)  
 D = 15' 52' 34"  
 R = 360.89'  
 T = 181.69'  
 L = 336.64'  
 E = 43.16'  
 S.E. = 8.00%  
 P.C.C. STA. = 64+13.54  
 P.C.C. STA. = 67+50.19

**CURVE 351-4**  
 PI STA. = 68+15.68  
 $\Delta = 36^\circ 48' 08''$  (RT)  
 D = 29' 06' 23"  
 R = 196.85'  
 T = 65.49'  
 L = 126.44'  
 E = 10.61'  
 S.E. = 8.00%  
 P.C.C. STA. = 67+50.19  
 P.C.C. STA. = 68+76.63

**CURVE I80-1**  
 PI STA. = 643+89.68  
 $\Delta = 47^\circ 02' 20''$  (RT)  
 D = 1' 30' 00"  
 R = 3,819.71'  
 T = 1,662.40'  
 L = 3,135.92'  
 E = 346.07'  
 S.E. = 2.80%  
 P.C. STA. = 627+27.28  
 P.T. STA. = 658+63.20  
 S.E. (IN) = STA. 626+60.64  
 TO STA. 627+62.34  
 S.E. (OUT) = STA. 657+97.11  
 TO STA. 658+95.54

**CURVE H1**  
 PI STA. = 265+69.85  
 $\Delta = 7^\circ 46' 49''$  (RT)  
 D = 1' 12' 20"  
 R = 4,752.65'  
 T = 323.18'  
 L = 645.37'  
 E = 10.98'  
 S.E. = 2.80%  
 P.C.C. STA. = 262+46.67  
 P.T. STA. = 268+92.04

**CURVE H2**  
 PI STA. = 272+49.39  
 $\Delta = 31^\circ 04' 43''$  (RT)  
 D = 7' 25' 53"  
 R = 771.00'  
 T = 214.39'  
 L = 418.21'  
 E = 29.25'  
 S.E. = 8.00%  
 P.C. STA. = 270+35.00  
 P.C.C. STA. = 274+53.21  
 S.E. (IN) = STA. 269+12.68  
 TO STA. 270+93.12

**CURVE H3**  
 PI STA. = 277+78.73  
 $\Delta = 68^\circ 45' 57''$  (RT)  
 D = 12' 02' 38"  
 R = 475.72'  
 T = 325.52'  
 L = 570.95'  
 E = 100.71'  
 S.E. = 8.00%  
 P.C.C. STA. = 274+53.21  
 P.T. STA. = 280+24.16  
 S.E. (OUT) = STA. 279+65.82  
 TO STA. 281+39.71

**CURVE E1**  
 PI STA. = 174+12.66  
 $\Delta = 31^\circ 08' 15''$  (RT)  
 D = 7' 35' 35"  
 R = 754.59'  
 T = 210.24'  
 L = 410.08'  
 E = 28.74'  
 S.E. = 8.00%  
 P.C. STA. = 172+02.42  
 P.T. STA. = 176+12.50  
 S.E. (IN) = STA. 170+60.33  
 TO STA. 172+70.31  
 S.E. (OUT) = STA. 175+42.62  
 TO STA. 177+52.59

**CURVE E2**  
 PI STA. = 180+36.60  
 $\Delta = 27^\circ 30' 07''$  (LT)  
 D = 13' 58' 16"  
 R = 410.10'  
 T = 100.36'  
 L = 196.85'  
 E = 12.10'  
 S.E. = 8.00%  
 P.C. STA. = 179+36.24  
 P.T. STA. = 181+33.09  
 S.E. (IN) = STA. 177+52.59  
 TO STA. 180+08.49

**CURVE G1**  
 PI STA. = 239+75.08  
 $\Delta = 56^\circ 15' 06''$  (RT)  
 D = 12' 02' 38"  
 R = 475.72'  
 T = 254.29'  
 L = 467.05'  
 E = 63.70'  
 S.E. = 8.00%  
 P.C. STA. = 237+20.79  
 P.C.C. STA. = 241+87.85  
 S.E. (IN) = STA. 235+41.66  
 TO STA. 237+78.96  
 SEE PROFILE FOR DETAILS

**CURVE G2**  
 PI STA. = 244+27.93  
 $\Delta = 34^\circ 35' 32''$  (RT)  
 D = 7' 25' 53"  
 R = 771.00'  
 T = 240.08'  
 L = 465.49'  
 E = 36.52'  
 S.E. = 8.00%  
 P.C.C. STA. = 241+87.85  
 P.T. STA. = 246+53.34  
 S.E. (OUT) = STA. 245+89.85  
 TO STA. 247+83.41

REVISIONS	NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ROADWAY ALIGNMENT AND BENCHMARKS**  
 F.A.I. 80 AT ILLINOIS ROUTE 351

SCALE: 1"=150'  
 DATE: 09/04  
 DRAWN BY: JDK  
 CHECKED BY: MTD