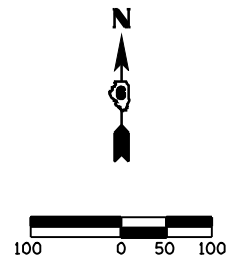


* F.A.I. 72, F.A.P. 67, F.A.P. 75 & F.A.P. 668
 ** D-6 SPFLD-CLRLAKE DIRKSEN 2002

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	SANGAMON	363	31
STA. 124+95.41		TO STA. 130+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 72088				



PROP. CURVE C7
 PI STA. = 10+02.88
 $\Delta = 89^\circ 19' 13''$ (RT)
 $D = 17^\circ 37' 46''$
 $R = 325.00'$
 $T = 321.17'$
 $L = 506.65'$
 $E = 131.92'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 6+81.71$
 $P.T. \text{ STA.} = 11+88.36$

PROP. CURVE C8
 PI STA. = 15+17.61
 $\Delta = 90^\circ 44' 37''$ (LT)
 $D = 17^\circ 37' 46''$
 $R = 325.00'$
 $T = 329.24'$
 $L = 514.73'$
 $E = 137.63'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 11+88.36$
 $P.T. \text{ STA.} = 17+03.09$

PROP. CURVE C5
 PI STA. = 5+98.20
 $\Delta = 18^\circ 00' 25''$ (RT)
 $D = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 47.53'$
 $L = 94.28'$
 $E = 3.74'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 5+50.67$
 $P.T. \text{ STA.} = 6+44.95$

PROP. CURVE C6
 PI STA. = 6+92.49
 $\Delta = 18^\circ 00' 27''$ (LT)
 $D = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 47.54'$
 $L = 94.29'$
 $E = 3.74'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 6+44.95$
 $P.T. \text{ STA.} = 7+39.24$

PROP. CURVE C9
 PI STA. = 102+41.26
 $\Delta = 9^\circ 29' 21''$ (RT)
 $D = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 41.50'$
 $L = 82.81'$
 $E = 1.72'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 101+99.76$
 $P.T. \text{ STA.} = 102+82.57$

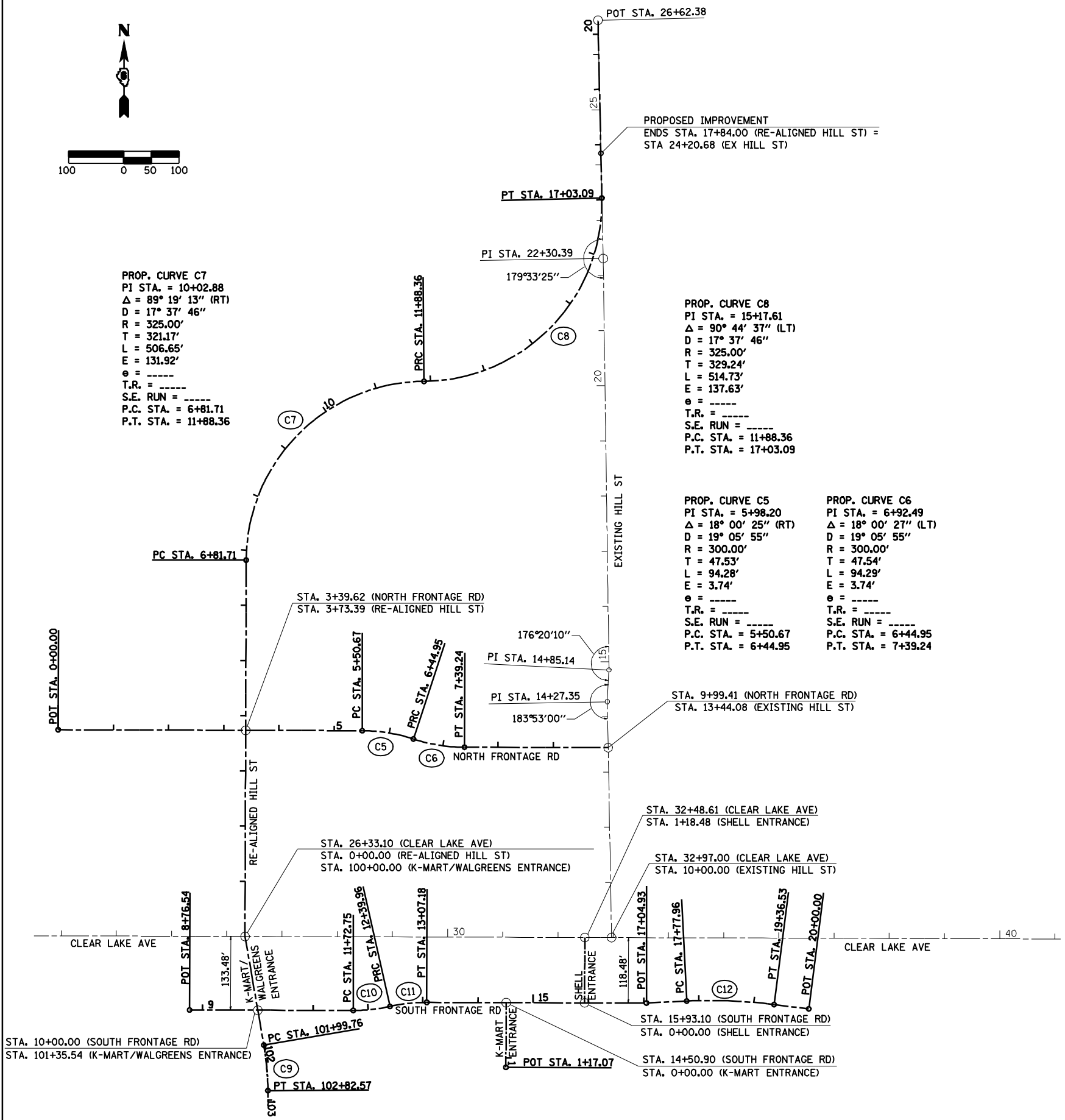
PROP. CURVE C10
 PI STA. = 12+06.50
 $\Delta = 12^\circ 50' 14''$ (LT)
 $D = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 33.75'$
 $L = 67.22'$
 $E = 1.89'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 11+72.75$
 $P.T. \text{ STA.} = 12+39.96$

PROP. CURVE C11
 PI STA. = 12+73.71
 $\Delta = 12^\circ 50' 14''$ (RT)
 $D = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 33.75'$
 $L = 67.22'$
 $E = 1.89'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 12+39.96$
 $P.T. \text{ STA.} = 13+07.18$

PROP. CURVE C12
 PI STA. = 18+57.45
 $\Delta = 10^\circ 05' 42''$ (RT)
 $D = 6^\circ 21' 58''$
 $R = 900.00'$
 $T = 79.49'$
 $L = 158.57'$
 $E = 3.50'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 17+77.96$
 $P.T. \text{ STA.} = 19+36.53$

- BM 100
12.30' RT STA. 37+81.30 EL 589.88
CHISELED "□" IN CENTER NORTH CONCRETE HEADWALL FOR OVERHEAD SIGN.
- BMTJM100
EL 585.42
CHISELED "X" IN FIRE HYDRANT, TOP SW BOLT, SET ON THE NORTH SIDE OF CLEAR LAKE IN FRONT OF BUTTERNUT BREAD STORE.
- BMTJM101
51.2' RT STA. 163+35.90 EL 589.44
CHISELED "□" IN NW CORNER OF HANDHOLE, SET IN THE SE ISLAND OF DIRKSEN AND CLEAR LAKE.
- BMTJM103
65.40' RT STA. 149+59.30 EL 565.98
CHISELED "□" IN TOP OF HEADWALL JUST SOUTH OF NICCOLLS ROAD ON THE EAST SIDE OF DIRKSEN PARKWAY.
- DA-1
EL 586.12
CHISELED "□" IN NW CORNER OF SERVICE SIGN FOUNDATION, SET ON NORTH SIDE OF CROSSROADS FORD ENTRANCE OFF OF HILL ST.
- TMSR-1
EL 594.19
60D NAIL IN POWER POLE @ 0.16 MILES NORTH OF CLEAR LAKE ON HILL ST.
- 9931
EL 588.87
REBAR WITH CAP @ SE CORNER OF CLEAR LAKE AND DIRKSEN, 3.11' OFF BACK OF CURB.
- 9933
EL 585.35
REBAR WITH CAP @ NE CORNER OF CLEAR LAKE AND HILL ST, 3.13' OFF BACK OF CURB.

SEE INTERSECTION GEOMETRIC SHEETS 167-175 FOR INTERSECTION ANGLES



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
HORIZONTAL ALIGNMENT PLAN AND BENCHMARKS
 SCALE: 1"=200'
 DATE 7/13/05
 DRAWN BY NJV
 CHECKED BY PBB