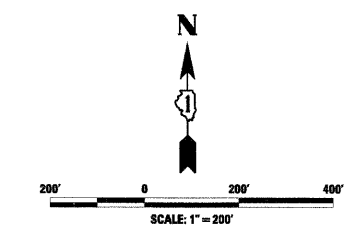
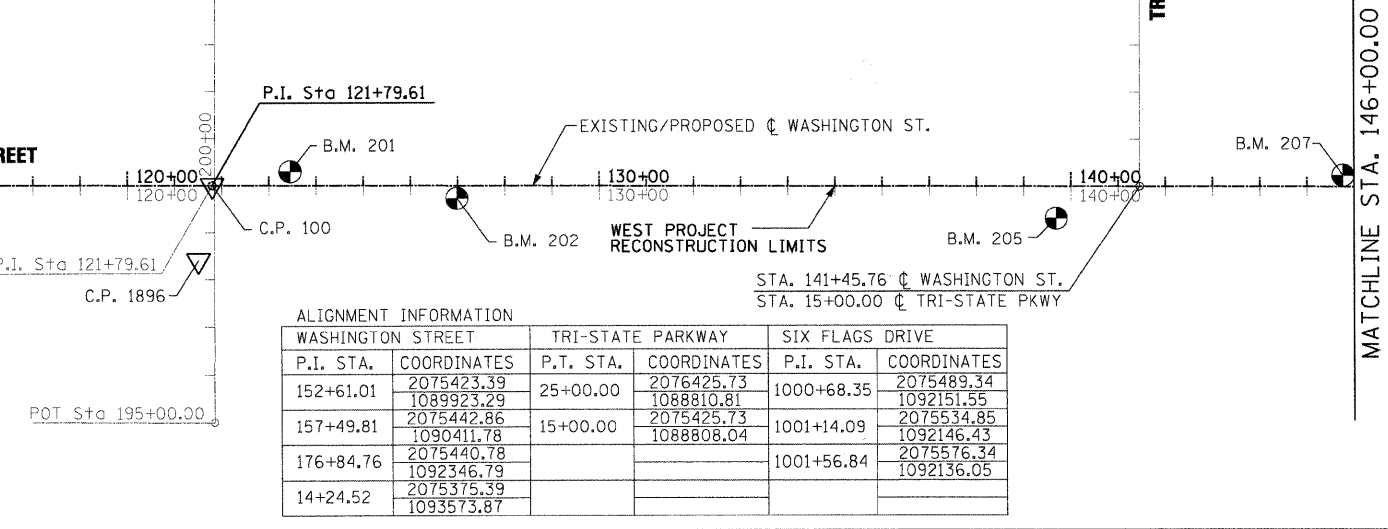
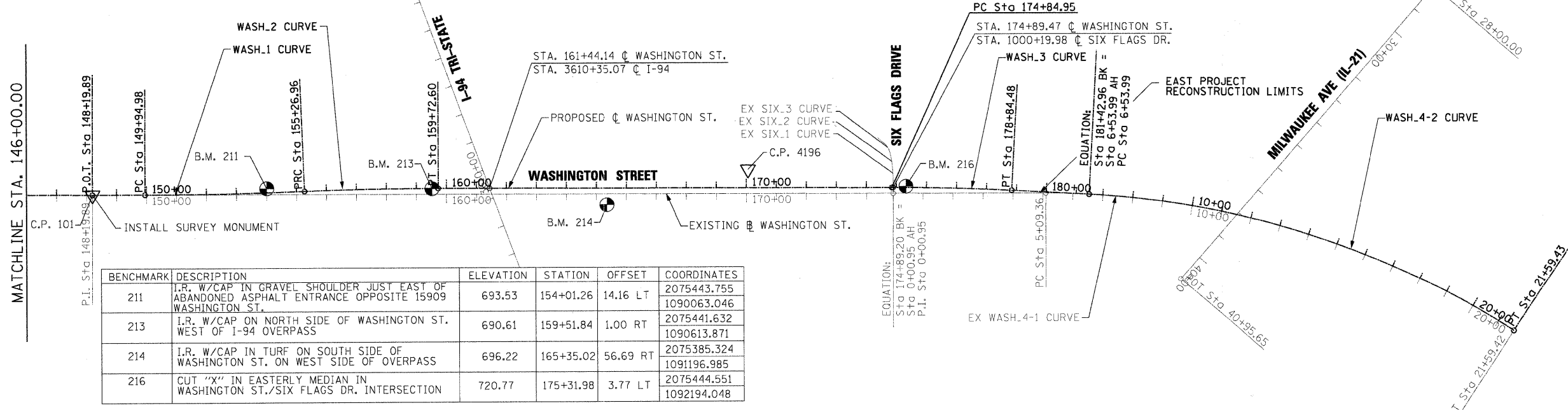


LEGEND	
	CONTROL POINT
	BENCHMARK

BENCHMARK	DESCRIPTION	ELEVATION	STATION	OFFSET	COORDINATES
201	I.R. W/CAP ON NORTH SIDE OF WASHINGTON ST. AT EDGE OF GRAVEL SHOULDER. (APPROX 125' E. OF CEMETERY RD)	748.41	123+45.08	29.41 LT	2075460.116 1087007.448
202	MAG NAIL ON SOUTH SIDE OF WASHINGTON ST. AT FIRST ASPHALT ENTRANCE EAST OF CEMETERY RD. (NAIL IS 7 FEET SOUTH OF SEAM)	741.26	126+98.29	26.82 RT	2075402.916 1087360.504
205	I.R. W/CAP ON SOUTH SIDE OF FENCE ON SOUTH SIDE OF WASHINGTON ST. 2.5 FEET SOUTHEAST OF CONC. PAD FOR LARGE BLACK BULL STATUE AT 16139 WASHINGTON ST.	716.68	139+68.72	68.25 RT	2075357.973 1088630.813
207	I.R. W/CAP ON NORTH SIDE OF WASHINGTON ST. 1 FOOT NORTH OF GRAVEL SHOULDER APPROX. 13' W. OF TRI-STATE PARKWAY SIGN FOR WB TRAFFIC (EAST OF TRI-STATE PARKWAY)	709.00	145+76.46	23.75 LT	2075448.289 1089238.806



PROP. CURVE WASH.1 PI STA. = 152+61.01 $\Delta = 2^\circ 20' 40''$ (LT) $D = 0^\circ 26' 27''$ $R = 13,000.52'$ $T = 266.03'$ $L = 531.98'$ $E = 2.72'$ P.C. STA. = 149+94.98 P.T. STA. = 155+26.96 DESIGN SPEED = 50 MPH	PROP. CURVE WASH.2 PI STA. = 157+49.81 $\Delta = 2^\circ 20' 40''$ (RT) $D = 0^\circ 31' 34''$ $R = 10,891.16'$ $T = 222.85'$ $L = 445.64'$ $E = 2.28'$ P.C. STA. = 155+26.96 P.T. STA. = 159+72.60 DESIGN SPEED = 50 MPH	PROP. CURVE WASH.3 PI STA. = 176+84.76 $\Delta = 2^\circ 59' 19''$ (RT) $D = 0^\circ 44' 53''$ $R = 7,659.85'$ $T = 199.81'$ $L = 399.53'$ $E = 2.61'$ P.C. STA. = 174+84.95 P.T. STA. = 178+84.48 DESIGN SPEED = 50 MPH	EXIST. CURVE WASH.4-1 PI STA. = 13+57.97 $\Delta = 32^\circ 59' 48''$ (RT) $D = 1^\circ 59' 59''$ $R = 2,865.19'$ $T = 848.61'$ $L = 1,650.06'$ $E = 123.03'$ P.C. STA. = 5+09.36 P.T. STA. = 21+59.42	PROP. CURVE WASH.4-2 PI STA. = 14+24.52 $\Delta = 30^\circ 06' 17''$ (RT) $D = 1^\circ 59' 59''$ $R = 2,865.19'$ $T = 770.53'$ $L = 1,505.44'$ $E = 101.80'$ P.C. STA. = 6+53.99 P.T. STA. = 21+59.43 DESIGN SPEED = 50 MPH	PROP. CURVE EX. SIX.3 PI STA. = 1001+56.84 $\Delta = 34^\circ 54' 35''$ (LT) $D = 99^\circ 38' 41''$ $R = 57.50'$ $T = 18.08'$ $L = 35.03'$ $E = 2.78'$ P.C. STA. = 1001+38.76 P.T. STA. = 1001+73.80	PROP. CURVE EX. SIX.2 PI STA. = 1001+14.09 $\Delta = 7^\circ 37' 24''$ (LT) $D = 84^\circ 34' 10''$ $R = 67.75'$ $T = 4.51'$ $L = 9.01'$ $E = 0.15'$ P.C. STA. = 1001+09.57 P.T. STA. = 1001+18.59	PROP. CURVE EX. SIX.1 PI STA. = 1000+68.35 $\Delta = 6^\circ 28' 46''$ (LT) $D = 11^\circ 27' 33''$ $R = 500.00'$ $T = 28.30'$ $L = 56.54'$ $E = 0.80'$ P.C. STA. = 1000+40.05 P.T. STA. = 1000+96.59
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CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 184-000613	USER NAME = Steve Prange	DESIGNED - SJP	REVISED -
	PLOT SCALE = 200.0000' / 1"	DRAWN - SJP	REVISED -
	PLOT DATE = 05/29/09	CHECKED - KDN	REVISED -
		DATE - 05/29/09	REVISED -



ALIGNMENT TIES AND BENCHMARKS			
SCALE: 200'=1"	SHEET NO. 1 OF 1 SHEETS	STA. N/A	TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1016	02-00110-12-WR	LAKE	206	27
CONTRACT NO. 63209				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				