

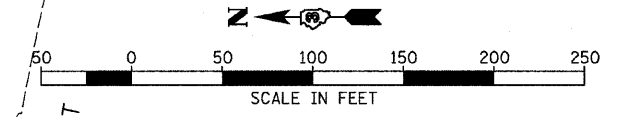
PROP. CURVE
 PI STA. = 13+73.06
 $\Delta = 20^\circ 54' 51''$ (LT)
 D = 20' 35' 05"
 R = 278.34'
 T = 51.37'
 L = 101.60'
 E = 4.70'
 $e =$ -----
 P.C. STA. = 13+21.69
 P.T. STA. = 14+23.29

PROP. CURVE
 PI STA. = 12+59.78
 $\Delta = 48^\circ 18' 27''$ (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
 $\Delta = 9^\circ 32' 26''$ (LT)
 D = 22' 55' 06"
 R = 250.00'
 T = 20.86'
 L = 41.63'
 E = 0.87'
 $e =$ -----
 P.C. STA. = 11+62.99
 P.T. STA. = 12+04.62

STA. 19+66.88 LINCOLN STREET
 STA. 13+15.29 MILL STREET
 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
 $\Delta = 31^\circ 37' 04''$ (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
 $\Delta = 12^\circ 22' 51''$ (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. 167+45.46 IL ROUTE 178 (RELOCATED)
 STA. 13+02.17 LINCOLN STREET
 N = 1704097.175
 E = 798098.243

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

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

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

PROP. CURVE
 PI STA. = 163+30.01
 $\Delta = 24^\circ 30' 53''$ (RT)
 D = 8' 44' 37"
 R = 655.29'
 T = 142.37'
 L = 280.38'
 E = 15.29'
 $e = 4\%$
 P.C. STA. = 161+87.64
 P.T. STA. = 164+68.02

STA. 10+00
 N = 1704080.645
 E = 797796.530

BENCHMARK "100"
 CHISELED "X" ON EAST BOLT ON FIRE HYDRANT
 AT SOUTHWEST 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

SEE SHEET 18 FOR SWING TIES
 TO CONTROL POINTS.

FILE NAME = 0366547-SHT-ATB.DGN	USER NAME = ---	DESIGNED - JKC	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL RTE 178 (RELOCATED) ALIGNMENT & TIES			F.A.S. RTE. 1279	SECTION 6R,B	COUNTY LASALLE	TOTAL SHEETS 190	SHEET NO. 16
PLOT SCALE = 1"=50'	DRAWN - NOE	CHECKED - JKC/LAG	REVISED - ---		SCALE: 1"=50'	SHEET NO. ___ OF ___ SHEETS	STA. 160+00 TO STA. 176+00	CONTRACT NO. 66547				
PLOT DATE = 08/10	DATE - 08/10	REVISED - ---	REVISED - ---		FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT							