



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
786	(109) BR	LASALLE	351	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

IL 170	STATION	N	E
POB	61+00.00	89149.4129	58408.8116
PC	65+26.35	88723.3957	58425.6638
PI	65+72.95	88676.8297	58427.5058
PT	66+19.50	88630.5863	58433.2798
PC	90+70.55	86198.4231	58736.9616
PI	93+27.97	85942.9886	58768.8554
PT	95+63.90	85769.0735	58958.6381
POT	100+13.44	85465.3538	59290.0683

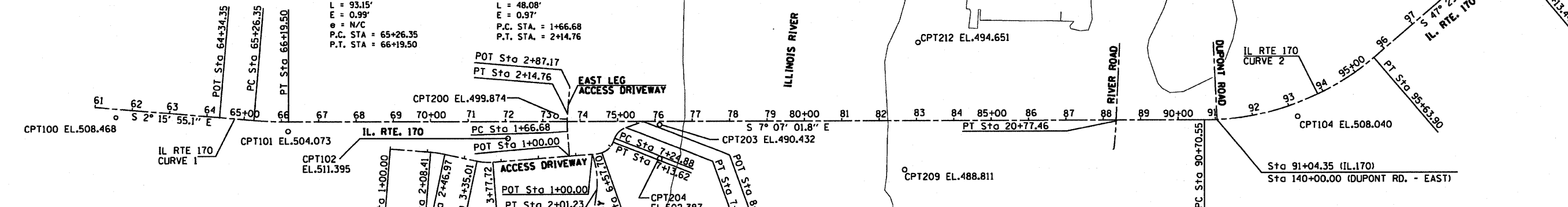
	STATION	N	E
POB	1+00.00	87873.2559	58433.7972
PC	1+66.68	87886.5781	58499.1375
PI	1+90.78	87891.3910	58522.7430
PT	2+14.76	87892.3753	58546.8140
POT	2+87.17	87895.3335	58619.1563

	STATION	N	E
POB/PC	1+00.00	87813.2683	58445.9754
PI	1+51.62	87789.4713	58400.1697
PT	2+01.23	87789.6214	58348.5515
POT	4+70.32	87790.4034	58079.4614

PROP. IL. RTE. 170 CURVE 1  
 PI STA. = 65+72.95  
 $\Delta = 4^\circ 51' 07''$  (LT)  
 $D = 5^\circ 12' 31''$   
 $R = 1,100.00'$   
 $T = 46.60'$   
 $L = 93.15'$   
 $E = 0.99'$   
 $\theta = N/C$   
 P.C. STA. = 65+26.35  
 P.T. STA. = 66+19.50

PROP. EAST LEG ACCESS DRIVEWAY CURVE  
 PI STA. = 1+90.78  
 $\Delta = 9^\circ 10' 57''$  (RT)  
 $D = 19^\circ 05' 55''$   
 $R = 300.00'$   
 $T = 24.09'$   
 $L = 48.08'$   
 $E = 0.97'$   
 P.C. STA. = 1+66.68  
 P.T. STA. = 2+14.76

PROP. IL. RTE. 170 CURVE 2  
 PI STA. = 93+27.97  
 $\Delta = 40^\circ 22' 52''$  (LT)  
 $D = 8^\circ 11' 06''$   
 $R = 700.00'$   
 $T = 257.42'$   
 $L = 493.35'$   
 $E = 45.83'$   
 $\theta = 5.72$   
 $T.R. = 31'$   
 $S.E. RUN = 177'$   
 P.C. STA. = 90+70.55  
 P.T. STA. = 95+63.90



PROP. ACCESS DRIVEWAY CURVE 1  
 PI STA. = 2+27.72  
 $\Delta = 7^\circ 21' 46''$  (RT)  
 $D = 19^\circ 05' 55''$   
 $R = 300.00'$   
 $T = 19.30'$   
 $L = 38.55'$   
 $E = 0.62'$   
 P.C. STA. = 2+08.41  
 P.T. STA. = 2+46.97

PROP. ACCESS DRIVEWAY CURVE 2  
 PI STA. = 3+56.51  
 $\Delta = 16^\circ 18' 52''$  (LT)  
 $D = 38^\circ 11' 50''$   
 $R = 150.00'$   
 $T = 21.50'$   
 $L = 42.71'$   
 $E = 1.53'$   
 P.C. STA. = 3+35.01  
 P.T. STA. = 3+77.72

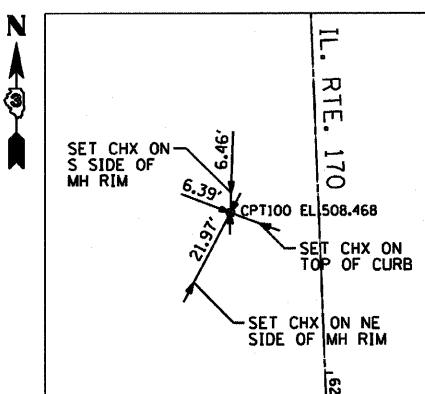
PROP. ACCESS DRIVEWAY CURVE 3  
 PI STA. = 6+88.99  
 $\Delta = 64^\circ 04' 50''$  (LT)  
 $D = 114^\circ 35' 30''$   
 $R = 50.00'$   
 $T = 31.29'$   
 $L = 55.92'$   
 $E = 8.98'$   
 P.C. STA. = 6+57.70  
 P.T. STA. = 7+13.62

PROP. ACCESS DRIVEWAY CURVE 4  
 PI STA. = 7+47.51  
 $\Delta = 48^\circ 42' 19''$  (RT)  
 $D = 114^\circ 35' 30''$   
 $R = 50.00'$   
 $T = 22.63'$   
 $L = 42.50'$   
 $E = 4.88'$   
 P.C. STA. = 7+24.88  
 P.T. STA. = 7+67.39

PROP. CARGILL DRIVEWAY CURVE  
 PI STA. = 1+51.62  
 $\Delta = 27^\circ 37' 09''$  (RT)  
 $D = 27^\circ 17' 01''$   
 $R = 210.00'$   
 $T = 51.62'$   
 $L = 101.23'$   
 $E = 6.25'$   
 P.C. STA. = 1+00.00  
 P.T. STA. = 2+01.23

	STATION	N	E
POB	1+00.00	88351.7029	58393.4660
PC	2+08.41	88243.3982	58398.3319
PI	2+27.72	88224.1155	58399.1983
PT	2+46.97	88204.8808	58397.5864
PC	3+35.01	88117.1475	58390.2342
PI	3+56.51	88095.7218	58388.4387
PT	3+77.72	88074.6543	58392.7341

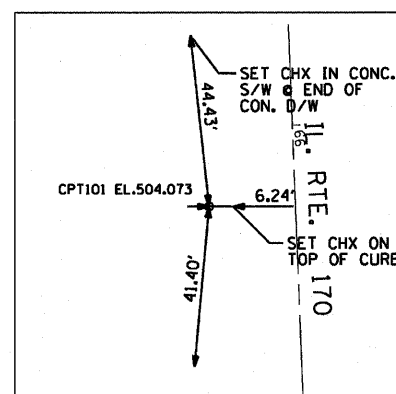
	STATION	N	E
PC	6+57.70	87800.3144	58448.6692
PI	6+88.99	87769.6529	58454.9207
PT	7+13.62	87761.8733	58485.2306
PC	7+24.88	87759.0737	58496.1377
PI	7+47.51	87753.4473	58518.0584
PT	7+67.39	87733.2647	58528.2973
POT	8+15.87	87690.0218	58550.2348



**CONTROL POINT #100**  
 SET CHX IN CENTER OF CONCRETE SIDEWALK AT THE NORTHWEST CORNER OF SOUTH AND MAIN ST.  
 STA. 61+57.74, 22.72' RT.  
 N 89090.8190  
 E 58388.3920  
 ELEV. 508.468

**BENCHMARK P-141**  
 ELEV. 508.79

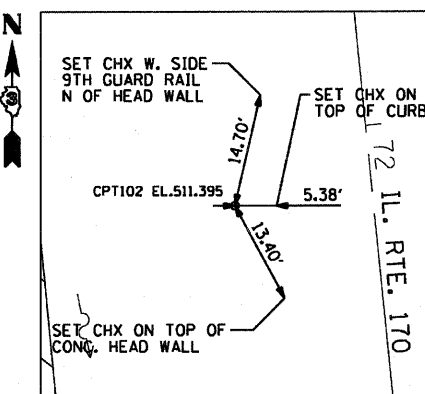
BRASS DISK FOUND IN N/S CORNER OF CONCRETE FOUNDATION FOR WATER TOWER (REMOVED) SOUTH OF E. ARMOUR ST. 0.7' EAST OF ASPHALT ALLEY EAST EDGE



**CONTROL POINT #101**  
 SET CHX IN CONCRETE SIDEWALK AT RES #429  
 STA. 66+18.08, 26.18' RT.  
 N 88628.7870  
 E 58407.1180  
 ELEV. 504.073

**BENCHMARK "A"**  
 ELEV. 508.50

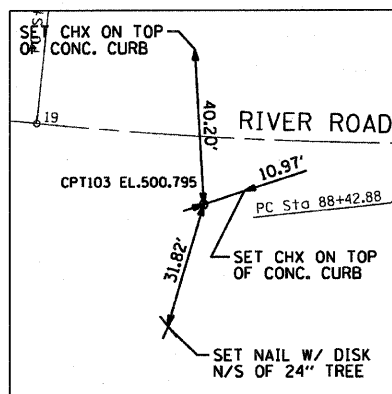
CHISELED "X" AT NORTH EAST SIDE OF MANHOLE RIM. NW INTERSECTION OF SOUTH ST. AND MAIN ST. ±22' SOUTH SOUTHWEST OF CONTROL POINT #100



**CONTROL POINT #102**  
 SET 18" #5 REBAR WITH CAP (NO ID)  
 STA. 72+06.67, 58.87' RT.  
 N 88040.6490  
 E 58447.6140  
 ELEV. 511.395

**BENCHMARK "B"**  
 ELEV. 506.62

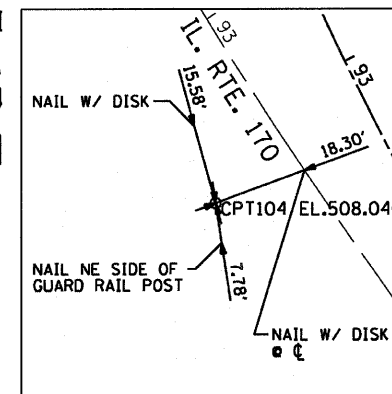
"□" CUT ON WEST SIDE CONCRETE BASE OF LIGHT POLE. FIRST POLE NORTH OF SOUTH ENTRANCE TO SCHOOL PARKING LOT



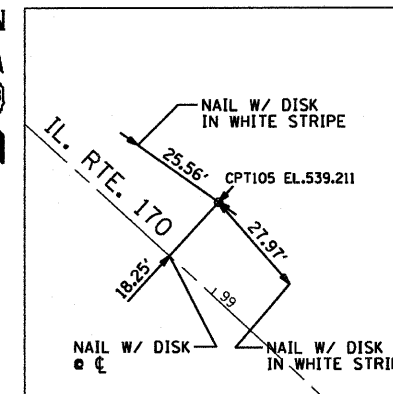
**CONTROL POINT #103**  
 SET 18" #5 REBAR WITH CAP (NO ID)  
 STA. 19+43.82, 19.59' RT.  
 N 86410.0370  
 E 58571.5320  
 ELEV. 500.795

**BENCHMARK "C"**  
 ELEV. 499.64

"□" CUT ON SOUTHWEST CORNER OF HEADWALL. NORTH SIDE OF DUPONT RD. ±150' WEST OF S. MAIN ST. (IL RTE. 170)



**CONTROL POINT #104**  
 SET 18" #5 REBAR WITH CAP (NO ID)  
 STA. 93+13.24, 34.59' RT.  
 N 85951.8630  
 E 58776.9420  
 ELEV. 508.040



**CONTROL POINT #105**  
 SET 18" #5 REBAR WITH CAP (NO ID)  
 STA. 98+63.13, 18.74' LT.  
 N 85580.7240  
 E 59191.9150  
 ELEV. 539.211

DATE = 10/1/2007  
 FILE NAME = MFILES  
 PLOT SCALE = ESCALE  
 USER NAME = PROJNET

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ALIGNMENT & TIES**  
**IL 170 BRIDGE REPLACEMENT AT SENECA**  
**1 OF 2**  
 SCALE: \_\_\_\_\_ DRAWN BY: CJO  
 DATE: OCTOBER, 2007 CHECKED BY: JCL