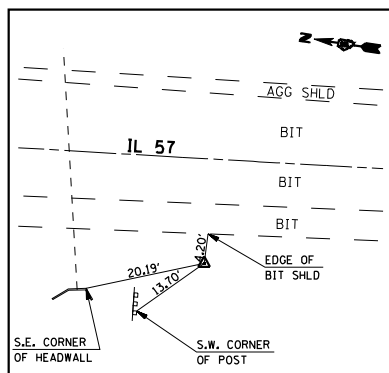


BM #44B: STA. 88+56.00, 50.40' LT
CHISLED "α" ON SOUTH HEADWALL
UNDER ENTRANCE E OF IL 57
ELEV. = 487.22

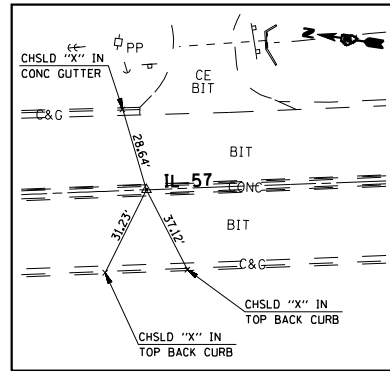
BM #44: STA. 98+42.50, 3.95' RT
CHISLED "X" TIP OF CONC MEDIAN
465' ± S OF LOCK & DAM ROAD
ELEV. = 495.29

BM #44A: STA. 99+76.60, 34.19' LT
CHISLED "α" ON EAST HEADWALL
ELEV. = 487.22

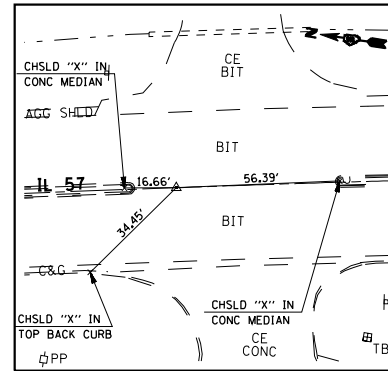
TRAV#100 STA. 91+80.80, 74.24' LT.
(*4 REBAR WITH CAP BURIED 4")
N 1,182,518.379 E 1,948,165.251



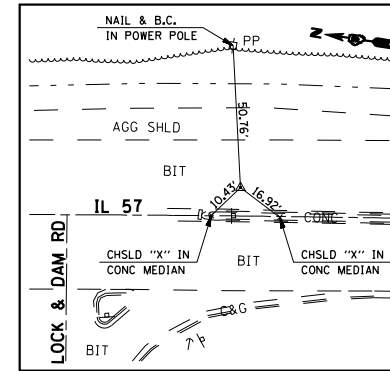
TRAV#101 STA. 100+64.98, 29.11' RT.
(*4 REBAR WITH CAP BURIED 3")
N 1,181,625.804 E 1,948,171.087



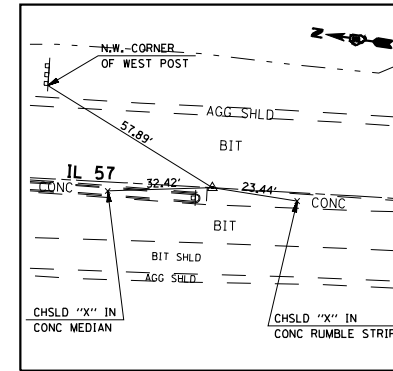
P.T. STA. 88+12.52
(SET STAR DRILLED IN CHSLD "X")



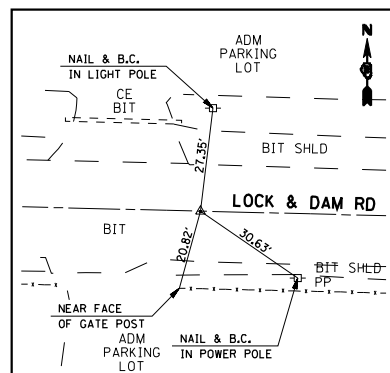
P.C. STA. 90+23.72
(SET P.K. NAIL IN CHSLD "X")



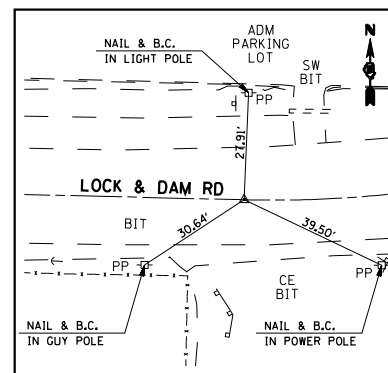
P.I. STA. 94+37.62
(SET P.K. NAIL IN CHSLD "X")



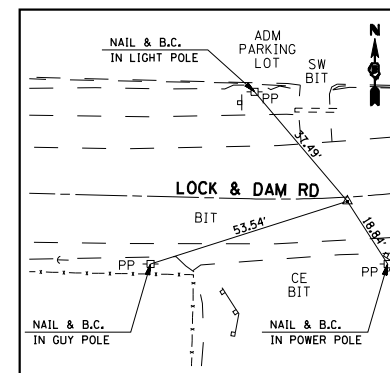
P.T. STA. 98+50.90
(SET P.K. NAIL IN CHSLD "X")



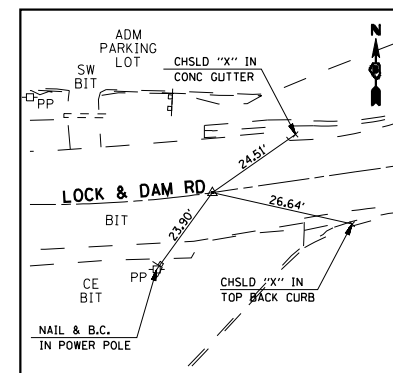
P.O.T. STA. 6+25.57
(SET P.K. NAIL IN CHSLD "X")



P.C. STA. 7+92.52
(SET P.K. NAIL IN CHSLD "X")



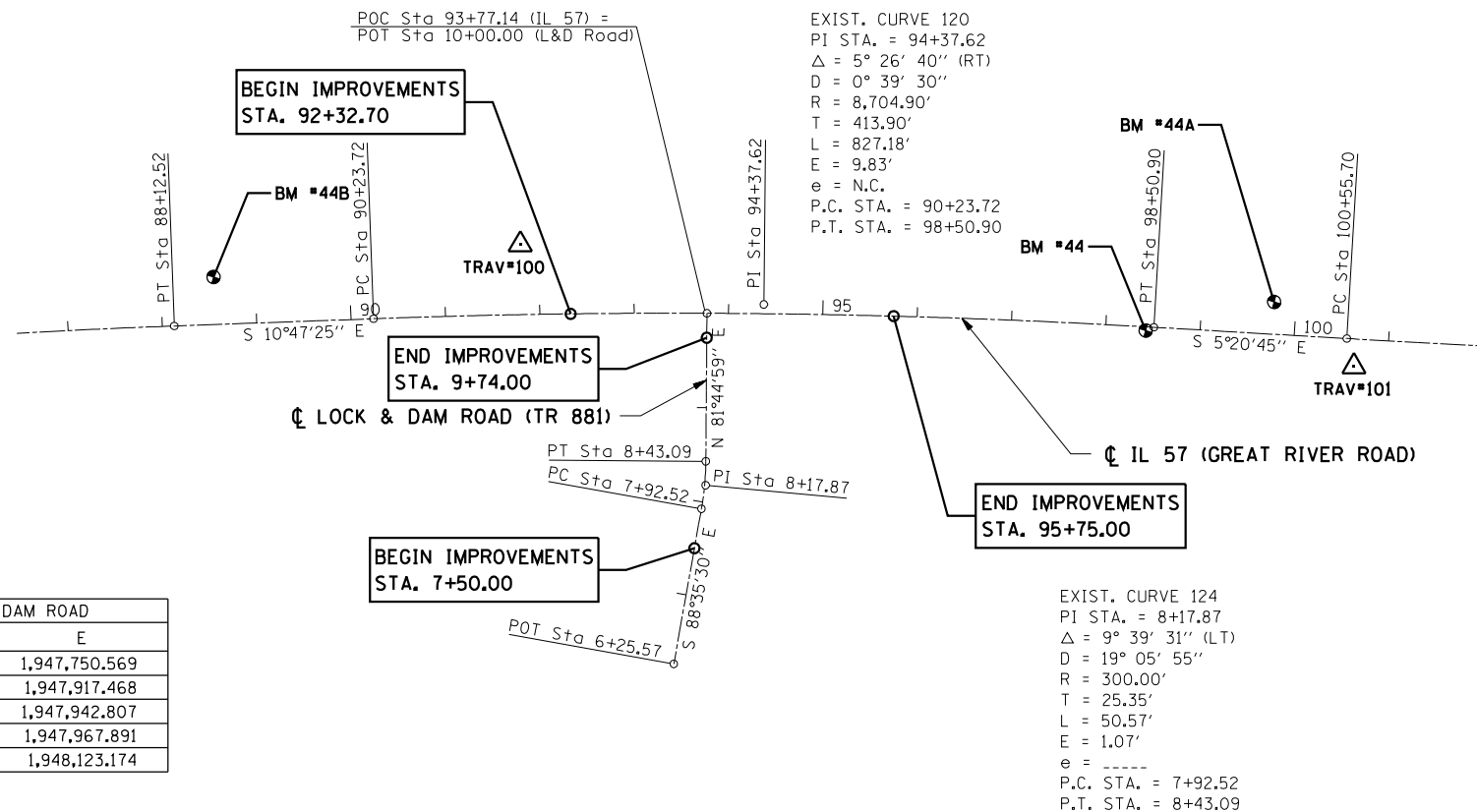
P.I. STA. 8+17.87
(SET P.K. NAIL IN CHSLD "X")



P.T. STA. 8+43.09
(SET P.K. NAIL IN CHSLD "X")

ALIGNMENT COORDINATES - IL 57			
STATION	N	E	
PT 88+12.52	1,183,875.200	1,947,768.201	
PC 90+23.72	1,182,660.362	1,948,064.073	
POT 93+77.14	1,182,311.941	1,948,123.174	
PI 94+37.62	1,182,253.780	1,948,141.561	
PT 98+50.90	1,181,841.681	1,948,180.123	
PC 100+55.70	1,181,637.771	1,948,199.204	

ALIGNMENT COORDINATES - LOCK & DAM ROAD			
STATION	N	E	
POT 6+25.57	1,182,290.514	1,947,750.569	
PC 7+92.52	1,182,286.411	1,947,917.468	
PI 8+17.87	1,182,285.788	1,947,942.807	
PT 8+43.09	1,182,289.425	1,947,967.891	
POT 10+00.00	1,182,311.941	1,948,123.174	



EXIST. CURVE 124
PI STA. = 8+17.87
Δ = 9° 39' 31" (LT)
D = 19° 05' 55"
R = 300.00'
T = 25.35'
L = 50.57'
E = 1.07'
e = ----
P.C. STA. = 7+92.52
P.T. STA. = 8+43.09

