

CONTROL POINTS		
POINT	NORTHING	EASTING
101	1,192,237.7629	1,973,398.6411
102	1,192,229.1196	1,973,862.3861
103	1,192,225.4847	1,974,057.4134
104	1,192,222.8093	1,974,183.9860
105	1,192,219.5825	1,974,336.6444
106	1,192,190.5308	1,975,711.0774
107	1,192,184.7310	1,975,985.4630
108	1,192,162.7861	1,976,997.8737
109	1,192,158.4519	1,977,197.8268
110	1,192,155.7165	1,977,397.8081
111	1,192,143.0117	1,978,326.6358
112	1,192,136.6380	1,978,468.9091
113	1,192,136.5427	1,978,799.5666
114	1,191,943.2890	1,979,231.2590
115	1,190,886.5417	1,981,591.8333
116	1,190,672.3080	1,982,070.3910
117	1,190,639.3198	1,982,593.6742
118	1,190,553.1337	1,983,960.8199
119	1,190,252.0230	1,983,743.2380
120	1,190,324.2810	1,983,844.2378
121	1,190,377.2238	1,983,918.2394
122	1,190,465.6599	1,983,939.6461
123	1,190,542.8420	1,984,124.0740
124	1,190,509.8696	1,984,647.1067
125	1,190,664.0591	1,985,147.9819

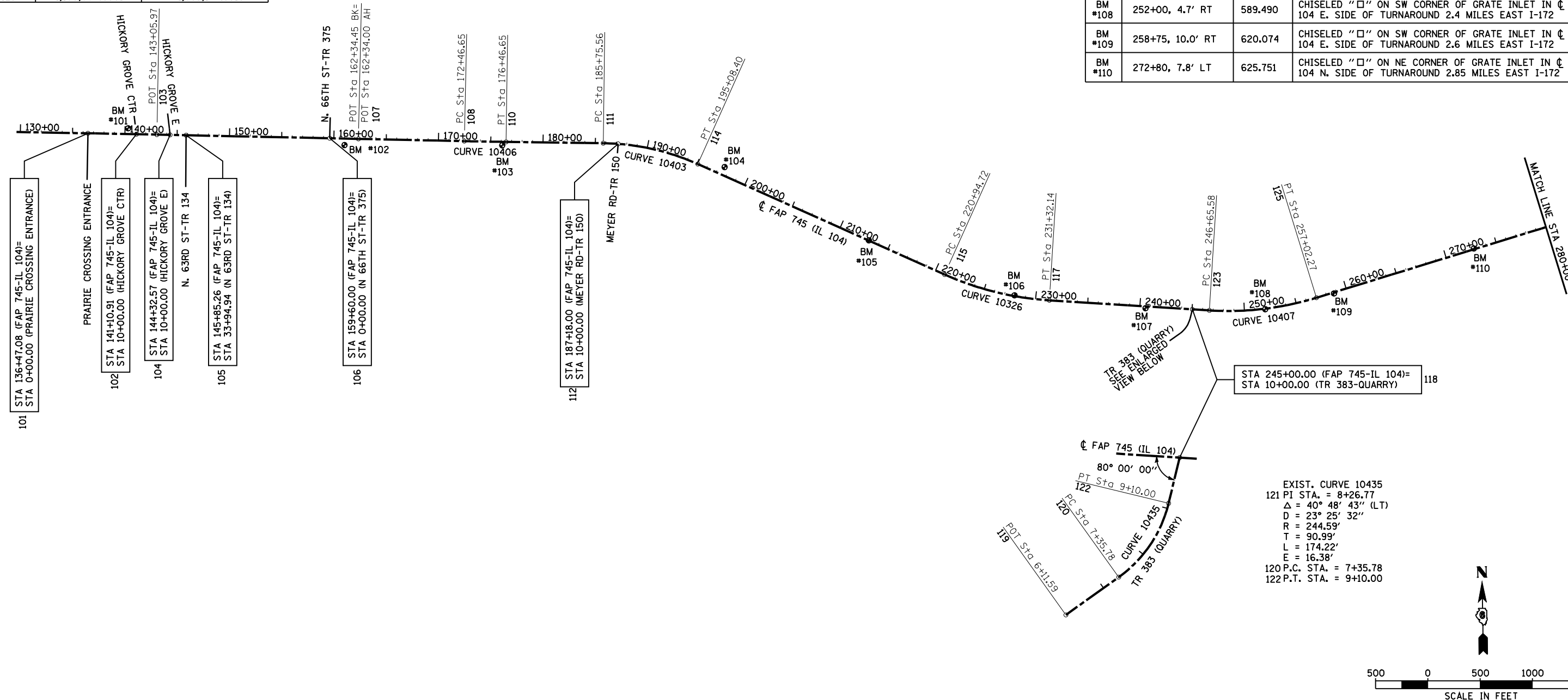
EXIST. CURVE 10406
 109 P.I. STA. = 174+46.65
 $\Delta = 00^{\circ} 27' 29''$ (LT)
 $D = 00^{\circ} 06' 52''$
 $R = 50,031.29'$
 $T = 200.00'$
 $L = 400.00'$
 $E = 0.40'$
 108 P.C. STA. = 172+46.65
 110 P.T. STA. = 176+46.65

EXIST. CURVE 10403
 113 P.I. STA. = 190+48.54
 $\Delta = 23^{\circ} 19' 58''$ (RT)
 $D = 02^{\circ} 30' 05''$
 $R = 2,290.68'$
 $T = 472.97'$
 $L = 932.84'$
 $E = 48.32'$
 111 P.C. STA. = 185+75.56
 114 P.T. STA. = 195+08.40

EXIST. CURVE 10326
 116 P.I. STA. = 226+19.04
 $\Delta = 20^{\circ} 30' 33''$ (LT)
 $D = 01^{\circ} 58' 37''$
 $R = 2,898.21'$
 $T = 524.32'$
 $L = 1,037.42'$
 $E = 47.05'$
 115 P.C. STA. = 220+94.72
 117 P.T. STA. = 231+32.14

EXIST. CURVE 10407
 124 P.I. STA. = 251+89.65
 $\Delta = 20^{\circ} 43' 04''$ (LT)
 $D = 01^{\circ} 59' 54''$
 $R = 2,867.04'$
 $T = 524.07'$
 $L = 1,036.70'$
 $E = 47.50'$
 123 P.C. STA. = 246+65.58
 125 P.T. STA. = 257+02.27

BENCHMARKS			
MARK	STATION/OFFSET	ELEVATION	DESCRIPTION
BM #101	140+30, 54.8' LT	709.480	CHISELED "□" ON FES OF 30" RCP LT UNDER ROUTE IL 104 0.35 MILES EAST OF I-172, 100' W. OF HICKORY GROVE CTR.
BM #102	161+02, 62.5' RT	737.454	CHISELED "✱" ON SW CB OF FIRE HYDRANT RT SIDE IL 104 JUST BEFORE ENT TO AMERICAN BUILDERS SUPPLY 0.72 MILES EAST OF I-172
BM #103	176+09.7, 33.2' RT	715.059	CHISELED "□" ON TOP CURB AT RADIUS RETURN GRAVEL ENTRANCE TO TRAILER 1.0 MILE EAST OF I-172 (RT- RTE 104)
BM #104	197+54, 78.7' LT	685.693	PUNCH HOLE IN 18" CMP AT EAST ENTRANCE TO HANGER 57 OUTLET (LT-RTE 104) 1.40 MILES EAST OF I-172
BM #105	213+00, 2.1' LT	640.909	CHISELED "□" ON N. RIM OF MH IN ϕ RTE 104 AT TURNAROUND EAST SIDE 1.70 MILES EAST OF I-172, 100 W. OF NAME GROVE CT.
BM #106	227+95, 7.2' LT	588.771	CHISELED "□" ON W. EDGE CONCRETE OF INLET STRUCTURE IN RTE 104 ϕ W. SIDE OF TURNAROUND NEAR ENT TO QUINCY RACEWAY 2.0 MILES EAST I-172
BM #107	240+54.2, 17.7' RT	582.596	CHISELED "□" ON NW PARAPET WALL E. BOUND BRIDGE *001-0070 MILL CREEK 2.2 MILES EAST I-172
BM #108	252+00, 4.7' RT	589.490	CHISELED "□" ON SW CORNER OF GRATE INLET IN ϕ RTE 104 E. SIDE OF TURNAROUND 2.4 MILES EAST I-172
BM #109	258+75, 10.0' RT	620.074	CHISELED "□" ON SW CORNER OF GRATE INLET IN ϕ RTE 104 E. SIDE OF TURNAROUND 2.6 MILES EAST I-172
BM #110	272+80, 7.8' LT	625.751	CHISELED "□" ON NE CORNER OF GRATE INLET IN ϕ RTE 104 N. SIDE OF TURNAROUND 2.85 MILES EAST I-172



EXIST. CURVE 10435
 121 P.I. STA. = 8+26.77
 $\Delta = 40^{\circ} 48' 43''$ (LT)
 $D = 23^{\circ} 25' 32''$
 $R = 244.59'$
 $T = 90.99'$
 $L = 174.22'$
 $E = 16.38'$
 120 P.C. STA. = 7+35.78
 122 P.T. STA. = 9+10.00

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT & BENCHMARK DATA	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\PWIDOT\LAUGHLINRL\dms23418\07100_Alignmt-1.dgn	DRAWN -	REVISED -	745			103(RS-12), 104(RS-5)	ADAMS	109	24	
PLOT SCALE = 1000.0000 "/ IN.	CHECKED -	REVISED -	CONTRACT NO. 72877							
PLOT DATE = Jan-23-2009 11:47:33AM	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							