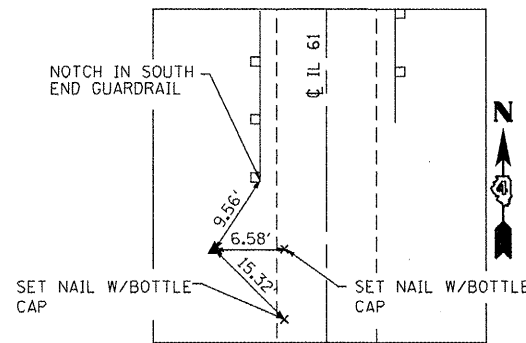


ALIGNMENT COORDINATES				
EXISTING IL 61				
POINT EX1	P. O. T.	STA. 736+59.15	N 1333132.89	E 2092851.78
POINT EX2	T. S.	STA. 763+47.70	N 1335787.35	E 2093293.51
POINT EX3	P. I.	STA. 765+93.83	N 1336030.14	E 2093333.92
POINT EX4	S. C.	STA. 767+16.59	N 1336153.19	E 2093338.76
POINT EX5	P. I.	STA. 768+20.35	N 1336256.88	E 2093342.85
POINT EX6	C. S.	STA. 769+23.77	N 1336360.10	E 2093332.31
POINT EX7	P. I.	STA. 770+46.92	N 1336482.61	E 2093319.82
POINT EX8	S. T.	STA. 772+92.66	N 1336722.42	E 2093264.37
POINT EX9	P. O. T.	STA. 775+93.89	N 1337015.90	E 2093196.51
POINT EX10	P. I.	STA. 768+24.60	N 1336257.78	E 2093371.80
PROPOSED IL 61				
POINT PR1	P. O. T.	STA. 736+59.15	N 1333132.89	E 2092851.78
	P. O. T.	STA. 754+00.00	N 1334850.13	E 2093137.55
	P.O.T. STA. 755+95.00,		N 1335039.68	E 2093186.43
	17.1' RT.			
POINT PR2	P. C.	STA. 764+63.83	N 1335899.53	E 2093312.18
POINT PR3	P. I.	STA. 768+27.01	N 1336257.78	E 2093371.80
POINT PR4	P. T.	STA. 771+80.85	N 1336611.62	E 2093289.99
POINT PR5	P. O. T.	STA. 773+25.00	N 1336752.07	E 2093257.52

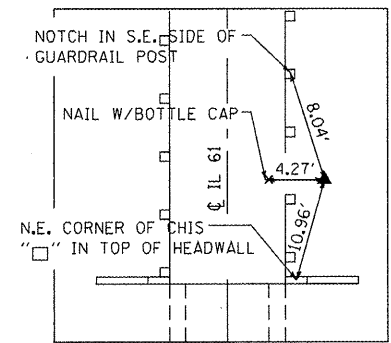
EXIST. CURVE SPLGW
 PI STA. = 768+24.60
 $\Delta = 22^\circ 28' 00''$ (LT)
 $\Delta c = 8^\circ 04' 48''$ (LT)
 $Dc = 3^\circ 54' 00''$
 $Ts = 476.90'$
 $Es = 32.63'$
 $Ls = 368.89'$
 $Lc = 207.18'$
 $Rc = 1,469.12'$
 $LT = 246.13'$
 $ST = 123.15'$
 $TS STA. = 763+47.70$
 $SC STA. = 767+16.59$
 $CS STA. = 769+23.77$
 $ST STA. = 772+92.66$

PROP. CURVE IL61A
 PI STA. = 768+27.01
 $\Delta = 22^\circ 28' 00''$ (LT)
 $D = 3^\circ 08' 00''$
 $R = 1,828.59'$
 $T = 363.18'$
 $L = 717.02'$
 $E = 35.72'$
 $P.C. STA. = 764+63.83$
 $P.T. STA. = 771+80.85$



CONTROL POINT #5

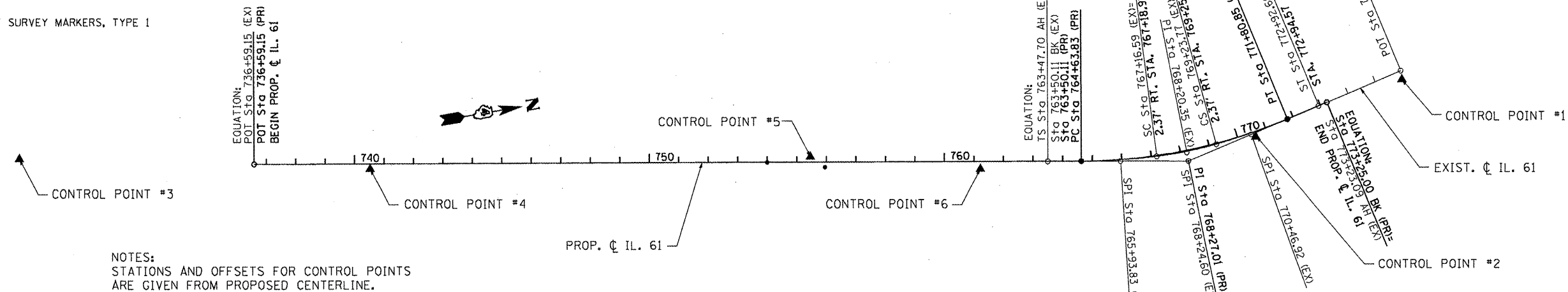
5 REBAR SET
 STA. 755+45.95, 18.25 LT.
 N 1334997.10
 E 2093143.50
 ELEV. 519.74



CONTROL POINT #6

5 REBAR SET
 STA. 761+21.86, 24.58 RT.
 N 1335558.16
 E 2093280.30
 ELEV. 519.38

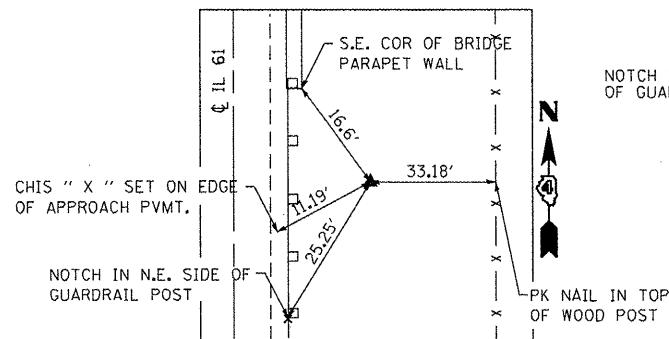
PERMANENT SURVEY MARKERS, TYPE I



NOTES:
 STATIONS AND OFFSETS FOR CONTROL POINTS
 ARE GIVEN FROM PROPOSED CENTERLINE.

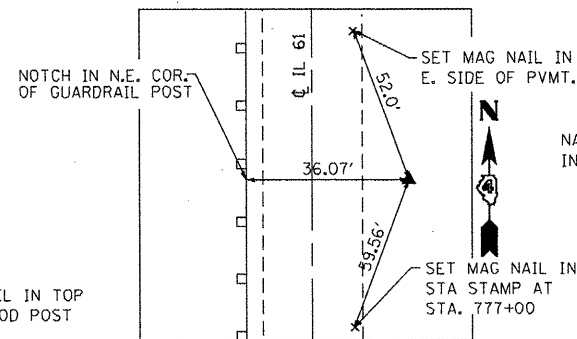
LEGEND

PERMANENT SURVEY MARKER



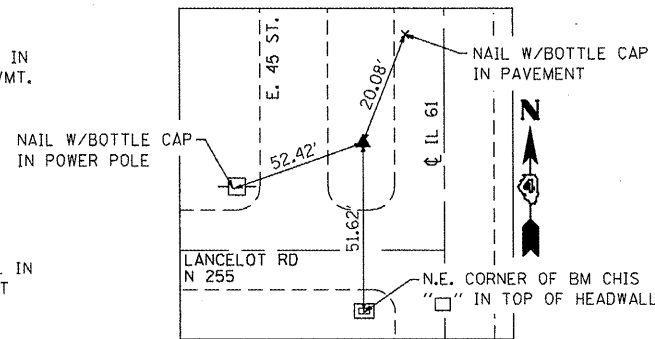
CONTROL POINT #1

4 REBAR SET
 STA. 775+86.97, 27.82' RT.
 N 1337015.43
 E 2093225.18
 ELEV. 562.79



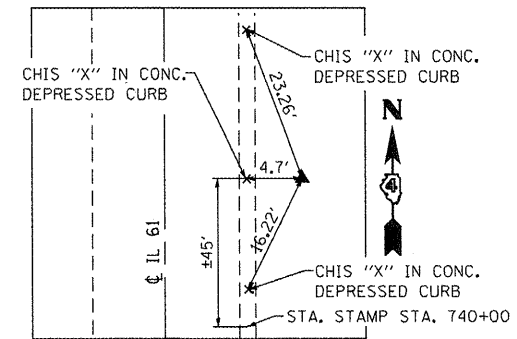
CONTROL POINT #2

4 REBAR SET
 STA. 770+60.74, 17.29 RT.
 N 1336496.57
 E 2093330.25
 ELEV. 541.71



CONTROL POINT #3

4 REBAR SET
 STA. N/A, OFFSET N/A
 N 1332349.82
 E 209700.91
 ELEV. 598.73



CONTROL POINT #4

4 REBAR SET
 STA. 740+52.65, 17.41 RT.
 N 1333518.20
 E 2092933.55
 ELEV. 554.52

USER NAME = g.jameson
 PLOT SCALE = 400.0000' / IN.
 PLOT DATE = 12/21/2018

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

WHKS & CO.
 ENGINEERING
 7018 KINGSMILL CT.,
 SPRINGFIELD, IL
 (217) 489-0457
 DESIGN FIRM #184001038

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT & TIES
 SCALE: 1" = 400'
 SHEET NO. 1 OF 1 SHEETS
 STA. 736+59.15 TO STA. 775+93.89

F.A.P. RTE. 542	SECTION 105BR-1	COUNTY McDONOUGH	TOTAL SHEETS 117	SHEET NO. 21
CONTRACT NO. 68482				ILLINOIS FED. AID PROJECT