

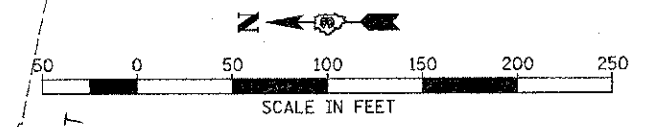
PROP. CURVE
 PI STA. = 13+73.06
 $\Delta = 20^\circ 54' 51''$ (LT)
 $D = 20^\circ 35' 05''$
 $R = 278.34'$
 $T = 51.37'$
 $L = 101.60'$
 $E = 4.70'$
 $e =$
 P.C. STA. = 13+21.69
 P.T. STA. = 14+23.29

PROP. CURVE
 PI STA. = 12+59.78
 $\Delta = 48^\circ 18' 27''$ (RT)
 $D = 46^\circ 34' 55''$
 $R = 123.00'$
 $T = 55.16'$
 $L = 103.70'$
 $E = 11.80'$
 $e =$
 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)
 $D = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 20.86'$
 $L = 41.63'$
 $E = 0.87'$
 $e =$
 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)
 $D = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 84.94'$
 $L = 165.55'$
 $E = 11.79'$
 $e =$ 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)
 $D = 1^\circ 20' 19''$
 $R = 4,280.00'$
 $T = 464.23'$
 $L = 924.84'$
 $E = 25.10'$
 $e =$ 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
 $N = 1703746.921$
 $E = 798055.822$

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. 40+00
 $N = 1703504.555$
 $E = 797921.676$

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
 $N = 1703488.557$
 $E = 797978.578$

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

NOTE:
 INFORMATION ON THIS SHEET FROM CONTRACT 66547

SEE SHEET 9 FOR SWING TIES
 TO CONTROL POINTS.

FILE NAME = 0386547-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 06-00017-04-LS	COUNTY LASALLE	TOTAL SHEETS 29	SHEET NO. 7	
PLOT SCALE = 1"=50'	CHECKED - JKC/LAG	REVISED - ---	SCALE: 1"=50'			SHEET NO. ___ OF ___ SHEETS	STA. 160+00 TO STA. 176+00	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT		CONTRACT NO. 87355	
PLOT DATE = 08/18	DATE - 08/10	REVISED - ---									