



IL. 120	PT* A1	N 2066799.1199	E 1078557.2566	STA. 290+50
	PT* A2	N 2066802.8525	E 1078954.9108	STA. 294+47.67
	PT* A3	N 2066790.9226	E 1079659.4479	STA. 301+52.31
	PT* A4	N 2066808.9908	E 1081807.0621	STA. 323+00
ALMOND RD.	PC CURVE 1	N 2065195.7433	E 1080225.4992	STA. 199+00
	PI CURVE 1	N 2065446.9334	E 1080220.4676	STA. 201+51.24
	PT CURVE 1	N 2065698.1737	E 1080220.7224	STA. 204+02.46
	PC CURVE 2	N 2065698.1737	E 1080220.7224	STA. 204+02.46
	PI CURVE 2	N 2065888.3716	E 1080220.9152	STA. 205+92.66
	PT CURVE 2	N 2066078.5645	E 1080219.5192	STA. 207+82.86
	PC CURVE 3	N 2066503.1545	E 1080216.4027	STA. 212+07.46
	PI CURVE 3	N 2066589.8671	E 1080215.7663	STA. 212+94.17
	PT CURVE 3	N 2066676.5055	E 1080212.1234	STA. 213+80.87
	PT* A14	N 2066795.5302	E 1080207.1187	STA. 215+00

CONTROL POINTS

CP# 150	N 2066849.1860	E 1080207.5575
CP# 151	N 2066851.5319	E 1080538.7914
CP# 152	N 2066852.1510	E 1080815.6118
CP# 153	N 2066855.3371	E 1081164.5288
CP# 154	N 2066856.9266	E 1081444.4683
CP# 155	N 2066859.9531	E 1081746.2969
CP# 156	N 2066847.7943	E 1079902.4314
CP# 157	N 2066840.6847	E 1079606.2070
CP# 158	N 2066832.3979	E 1079307.2483
CP# 159	N 2066828.5882	E 1079160.6954
CP# 160	N 2066764.2312	E 1079142.9064
CP# 161	N 2066772.1683	E 1078960.0197
CP# 162	N 2066758.1003	E 1078679.6615
CP# 163	N 2066611.9546	E 1080199.9534
CP# 164	N 2066470.3577	E 1080229.8167
CP# 165	N 2066268.5131	E 1080203.0976
CP# 166	N 2066141.1975	E 1080231.9916
CP# 167	N 2065905.8388	E 1080202.4845
CP# 168	N 2065675.8258	E 1080205.6992
CP# 169	N 2065490.5971	E 1080207.5956
CP# 170	N 2065319.6630	E 1080201.7793

EXIST. CURVE E-ALMND-1 PI STA. = 201+51.24 $\Delta = 1^\circ 12' 20''$ (RT) $D = 0^\circ 14' 24''$ $R = 23,878.69'$ $T = 251.24'$ $L = 502.46'$ $E = 1.32'$ $e = \text{-----}$ $T.R. = \text{-----}$ $S.E. RUN = \text{-----}$ $P.C. STA. = 199+00.00$ $P.T. STA. = 204+02.46$	EXIST. CURVE E-ALMND-2 PI STA. = 205+92.66 $\Delta = 0^\circ 28' 43''$ (LT) $D = 0^\circ 07' 33''$ $R = 45,535.30'$ $T = 190.20'$ $L = 380.39'$ $E = 0.40'$ $e = \text{-----}$ $T.R. = \text{-----}$ $S.E. RUN = \text{-----}$ $P.C. STA. = 204+02.46$ $P.T. STA. = 207+82.86$	EXIST. CURVE E-ALMND-3 PI STA. = 212+94.17 $\Delta = 1^\circ 59' 14''$ (LT) $D = 1^\circ 08' 45''$ $R = 5,000.00'$ $T = 86.71'$ $L = 173.41'$ $E = 0.75'$ $e = \text{-----}$ $T.R. = \text{-----}$ $S.E. RUN = \text{-----}$ $P.C. STA. = 212+07.46$ $P.T. STA. = 213+80.87$
--	--	--

- BENCHMARKS**
- BM 1 - SET "□" ON TOP OF CONC. WALL OF CONC. STORM MH IN DITCH. ± 550' E. OF CL OF RIVER RD (NW CORNER OF MH) IN GRASS MEDIAN
 - BM 2 - CUT "□" IN NW CORNER OF TRAIL WOOD BRIDGE ON TOP OF CONC. ABUTMENT
 - BM 3 - SET TRACK SPIKE IN N. FACE OF UP @ SW CORNER OF IL ROUTE 120 & RIVER RD.
 - BM 4 - FOUND TRACK SPIKE IN N. FACE OF UP ON W/N SIDE OF RIVER RD. ACROSS FROM DRIVEWAY AT #32981
 - BM 5 - FOUND TRACK SPIKE IN N. FACE OF UP ON S. SIDE OF IL. ROUTE 120 AT STA. 321+31
 - BM 6 - SET TRACK SPIKE IN E. FACE OF UP @ SW CORNER OF IL. ROUTE 120 AND ALMOND RD. AT STA. 305+35
 - BM 7 - FOUND TRACK SPIKE IN S. FACE OF UP ON N. SIDE OF IL. ROUTE 120 AT STA. 293+61