CONTRACT NO. 66607

Earth Tech
A Tyco International Ltd. Company

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
786	(109) BR	LASALLE	351	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

ALIGNMENT COORDINATES - IL 170			
IL 170	STATION	N	E
POB	61+00.00	89149.4129	58408.8116
PC	65+26.35	88723.3957	58425.6638
PI	65+72.95	88676.8297	58427.5058
PT	66+19.50	88630.5863	58433.2798
PC	90+70.55	86198.4231	58736.9616
PI	93+27.97	85942.9886	58768.8554
PT	95+63.90	85769.0735	58958.6381
POT	100+13.44	85465.3538	59290.0683

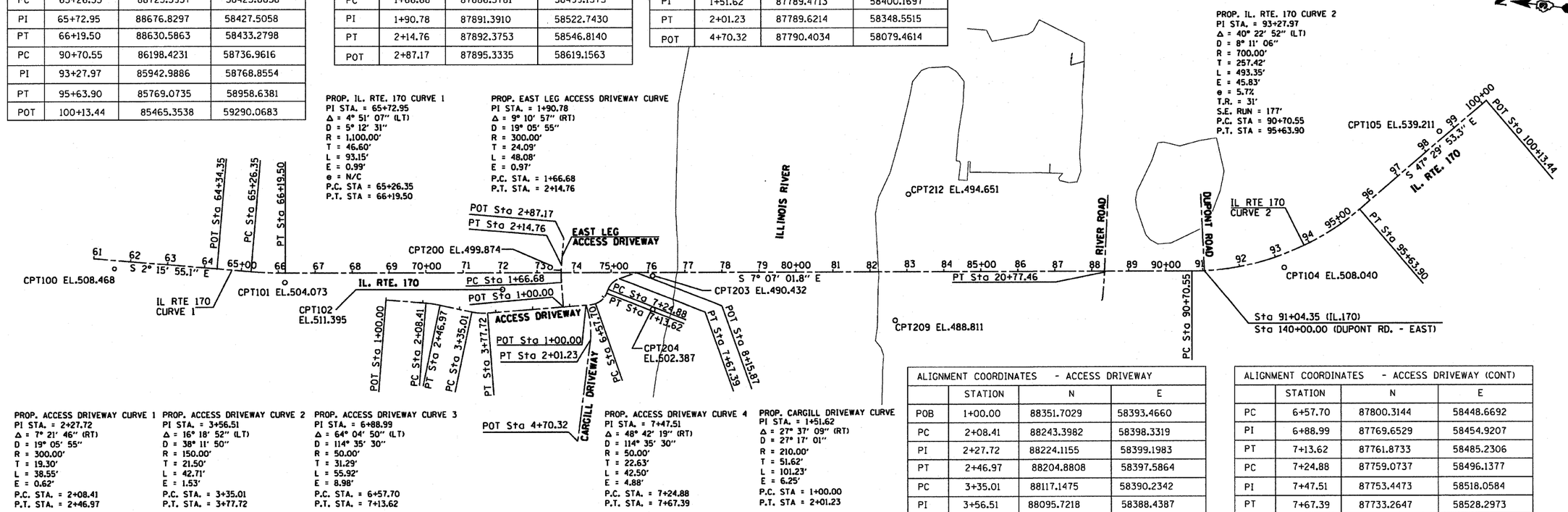
ALIGNMENT COORDINATES - EAST LEG OF ACCESS DRWY			
	STATION	N	E
POB	1+00.00	87873.2559	58433.7972
PC	1+66.68	87886.5781	58499.1375
PI	1+90.78	87891.3910	58522.7430
PT	2+14.76	87892.3753	58546.8140
POT	2+87.17	87895.3335	58619.1563

ALIGNMENT COORDINATES - CARGILL DRWY			
	STATION	N	E
POB/PC	1+00.00	87813.2683	58445.9754
PI	1+51.62	87789.4713	58400.1697
PT	2+01.23	87789.6214	58348.5515
POT	4+70.32	87790.4034	58079.4614

PROP. IL. RTE. 170 CURVE 1
PI STA. = 65+72.95
Δ = 4° 51' 07" (LT)
D = 5° 12' 31"
R = 1,100.00'
T = 46.60'
L = 93.15'
E = 0.99'
e = N/C
P.C. STA = 65+26.35
P.T. STA = 66+19.50

PROP. EAST LEG ACCESS DRIVEWAY CURVE
PI STA. = 1+90.78
Δ = 9° 10' 57" (RT)
D = 19° 05' 55"
R = 300.00'
T = 24.09'
L = 48.08'
E = 0.97'
P.C. STA. = 1+66.68
P.T. STA. = 2+14.76

PROP. IL. RTE. 170 CURVE 2
PI STA. = 93+27.97
Δ = 40° 22' 52" (LT)
D = 8° 11' 06"
R = 700.00'
T = 257.42'
L = 493.35'
E = 45.83'
e = 5.7%
T.R. = 31'
S.E. RUN = 177'
P.C. STA = 90+70.55
P.T. STA = 95+63.90



PROP. ACCESS DRIVEWAY CURVE 1
PI STA. = 2+27.72
Δ = 7° 21' 46" (RT)
D = 19° 05' 55"
R = 300.00'
T = 19.30'
L = 38.55'
E = 0.62'
P.C. STA. = 2+08.41
P.T. STA. = 2+46.97

PROP. ACCESS DRIVEWAY CURVE 2
PI STA. = 3+56.51
Δ = 16° 18' 52" (LT)
D = 38° 11' 50"
R = 150.00'
T = 21.50'
L = 42.71'
E = 1.53'
P.C. STA. = 3+35.01
P.T. STA. = 3+77.72

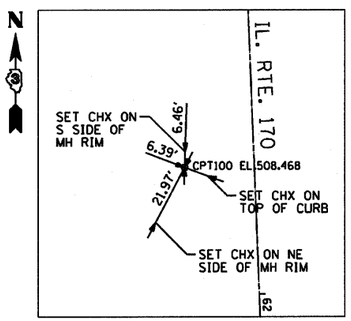
PROP. ACCESS DRIVEWAY CURVE 3
PI STA. = 6+88.99
Δ = 64° 04' 50" (LT)
D = 114° 35' 30"
R = 50.00'
T = 31.29'
L = 55.92'
E = 8.98'
P.C. STA. = 6+57.70
P.T. STA. = 7+13.62

PROP. ACCESS DRIVEWAY CURVE 4
PI STA. = 7+47.51
Δ = 48° 42' 19" (RT)
D = 114° 35' 30"
R = 50.00'
T = 22.63'
L = 42.50'
E = 4.88'
P.C. STA. = 7+24.88
P.T. STA. = 7+67.39

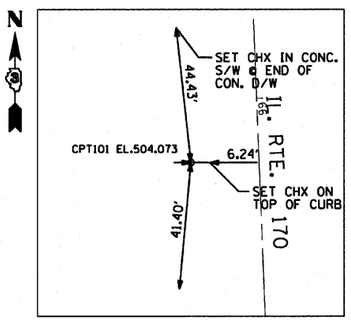
PROP. CARGILL DRIVEWAY CURVE
PI STA. = 1+51.62
Δ = 27° 37' 09" (RT)
D = 27° 17' 01"
R = 210.00'
T = 51.62'
L = 101.23'
E = 6.25'
P.C. STA = 1+00.00
P.T. STA = 2+01.23

ALIGNMENT COORDINATES - ACCESS DRIVEWAY			
	STATION	N	E
POB	1+00.00	88351.7029	58393.4660
PC	2+08.41	88243.3982	58398.3319
PI	2+27.72	88224.1155	58399.1983
PT	2+46.97	88204.8808	58397.5864
PC	3+35.01	88117.1475	58390.2342
PI	3+56.51	88095.7218	58388.4387
PT	3+77.72	88074.6543	58392.7341

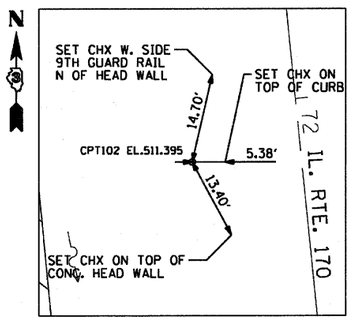
ALIGNMENT COORDINATES - ACCESS DRIVEWAY (CONT)			
	STATION	N	E
PC	6+57.70	87800.3144	58448.6692
PI	6+88.99	87769.6529	58454.9207
PT	7+13.62	87761.8733	58485.2306
PC	7+24.88	87759.0737	58496.1377
PI	7+47.51	87753.4473	58518.0584
PT	7+67.39	87733.2647	58528.2973
POT	8+15.87	87690.0218	58550.2348



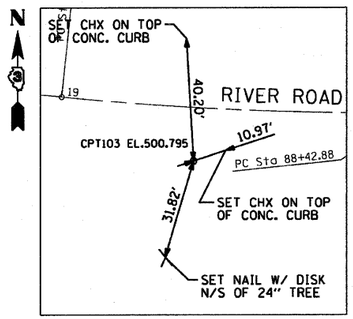
CONTROL POINT #100
SET CHX IN CENTER OF CONCRETE SIDEWALK AT THE NORTHWEST CONRER OF SOUTH AND MAIN ST.
STA. 61+57.74, 22.72' RT.
N 89090.8190
E 58388.3920
ELEV. 508.468



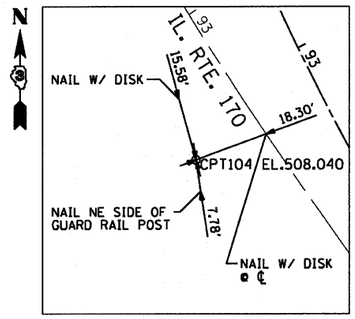
CONTROL POINT #101
SET CHX IN CONCRETE SIDEWALK AT RES #429
STA. 66+18.08, 26.18' RT.
N 88628.7870
E 58407.1180
ELEV. 504.073



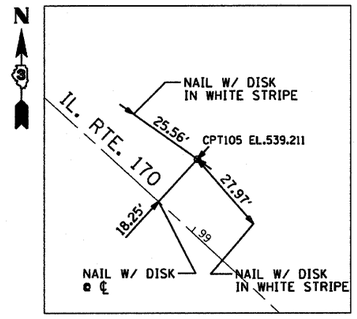
CONTROL POINT #102
SET 18" #5 REBAR WITH CAP (NO ID)
STA. 72+06.67, 58.87' RT.
N 88040.6490
E 58447.6140
ELEV. 511.395



CONTROL POINT #103
SET 18" #5 REBAR WITH CAP (NO ID)
STA. 19+43.82, 19.59' RT.
N 86410.0370
E 58571.5320
ELEV. 500.795



CONTROL POINT #104
SET 18" #5 REBAR WITH CAP (NO ID)
STA. 93+13.24, 34.59' RT.
N 85951.8630
E 58776.9420
ELEV. 508.040



CONTROL POINT #105
SET 18" #5 REBAR WITH CAP (NO ID)
STA. 98+63.13, 18.74' LT.
N 85580.7240
E 59191.9150
ELEV. 539.211

BENCHMARK P-141
ELEV. 508.79
BRASS DISK FOUND IN N/S CORNER OF CONCRETE FOUNDATION FOR WATER TOWER (REMOVED) SOUTH OF E. ARMOUR ST. 0.7' EAST OF ASPHALT ALLEY EAST EDGE

BENCHMARK "A"
ELEV. 508.50
CHISELED "X" AT NORTH EAST SIDE OF MANHOLE RIM. NW INTERSECTION OF SOUTH ST. AND MAIN ST. ±22' SOUTH SOUTHWEST OF CONTROL POINT #100

BENCHMARK "B"
ELEV. 506.62
" □ " CUT ON WEST SIDE CONCRETE BASE OF LIGHT POLE. FIRST POLE NORTH OF SOUTH ENTRANCE TO SCHOOL PARKING LOT

BENCHMARK "C"
ELEV. 499.64
" □ " CUT ON SOUTHWEST CORNER OF HEADWALL. NORTH SIDE OF DUPONT RD. ±150' WEST OF S. MAIN ST. (IL RTE. 170)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ALIGNMENT & TIES
IL 170 BRIDGE REPLACEMENT AT SENECA
1 OF 2

SCALE:
DRAWN BY CJO
DATE: OCTOBER, 2007
CHECKED BY JCL

PLOT DATE = 10/4/2007
FILE NAME = sht1.dgn
PLOT SCALE = 1.0000
USER NAME = project