

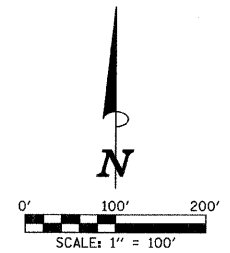
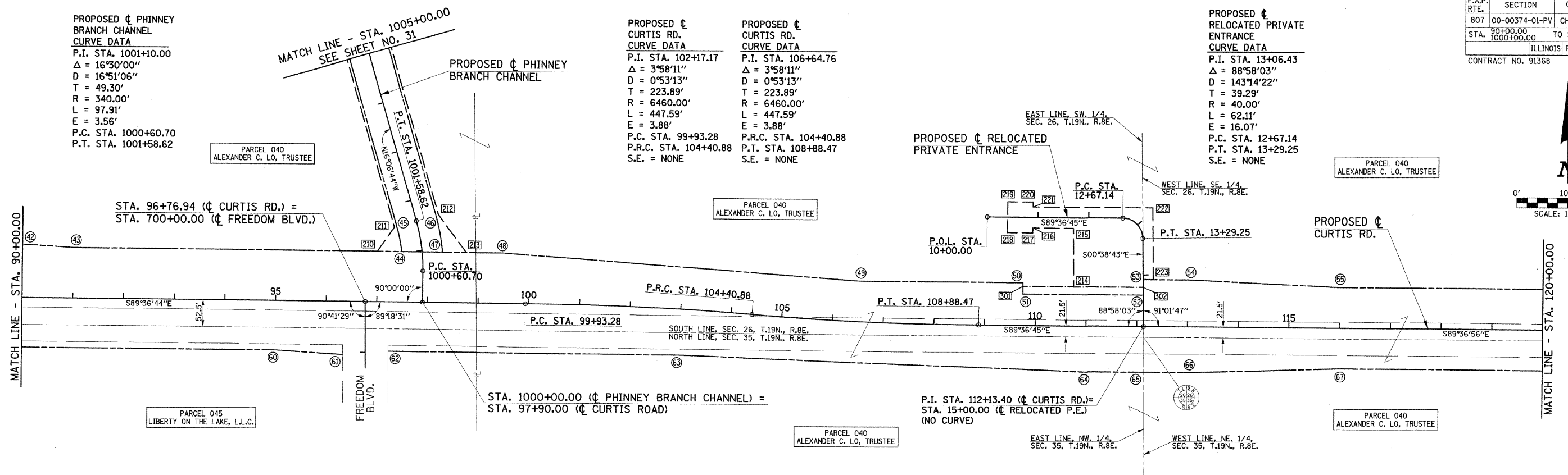
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	29
STA. 90+00.00 TO STA. 1005+00.00		ILLINOIS F.A. PROJ. NO. RS-HPP-1805(00)		
CONTRACT NO. 91368				

**PROPOSED  $\phi$  PHINNEY BRANCH CHANNEL CURVE DATA**  
 P.I. STA. 1001+10.00  
 $\Delta = 16^{\circ}30'00''$   
 $D = 16^{\circ}51'06''$   
 $T = 49.30'$   
 $R = 340.00'$   
 $L = 97.91'$   
 $E = 3.56'$   
 P.C. STA. 1000+60.70  
 P.T. STA. 1001+58.62

**PROPOSED  $\phi$  CURTIS RD. CURVE DATA**  
 P.I. STA. 102+17.17  
 $\Delta = 3^{\circ}58'11''$   
 $D = 0^{\circ}53'13''$   
 $T = 223.89'$   
 $R = 6460.00'$   
 $L = 447.59'$   
 $E = 3.88'$   
 P.C. STA. 99+93.28  
 P.R.C. STA. 104+40.88  
 S.E. = NONE

**PROPOSED  $\phi$  CURTIS RD. CURVE DATA**  
 P.I. STA. 106+64.76  
 $\Delta = 3^{\circ}58'11''$   
 $D = 0^{\circ}53'13''$   
 $T = 223.89'$   
 $R = 6460.00'$   
 $L = 447.59'$   
 $E = 3.88'$   
 P.R.C. STA. 104+40.88  
 P.T. STA. 108+88.47  
 S.E. = NONE

**PROPOSED  $\phi$  RELOCATED PRIVATE ENTRANCE CURVE DATA**  
 P.I. STA. 13+06.43  
 $\Delta = 88^{\circ}58'03''$   
 $D = 143^{\circ}14'22''$   
 $T = 39.29'$   
 $R = 40.00'$   
 $L = 62.11'$   
 $E = 16.07'$   
 P.C. STA. 12+67.14  
 P.T. STA. 13+29.25  
 S.E. = NONE



**PROPOSED R.O.W. STATIONS AND OFFSETS**

④ 90+00.00, 102.49' LT.	⑤ 130+00.00, 86.21' LT.
④ 91+00.00, 97.49' LT.	⑥ 131+89.78, 89.00' LT.
④ 97+47.73, 97.50' LT.	⑥ 131+90.46, 48.50' LT.
④ 1001+58.62, 40.00' LT.	⑥ 95+00.00, 97.50' RT.
④ 1001+58.62, 40.00' RT.	⑥ 96+33.20, 105.00' RT.
④ 98+28.21, 97.50' LT.	⑥ 97+23.12, 97.50' RT.
④ 99+50.00, 97.50' LT.	⑥ 103+00.00, 90.32' RT.
④ 106+50.00, 79.15' LT.	⑥ 111+00.00, 90.50' RT.
④ 109+75.00, 83.50' LT.	⑥ 112+14.77, 90.50' RT.
④ 109+75.00, 61.50' LT.	⑥ 113+00.00, 90.50' RT.
④ 112+12.29, 61.50' LT.	⑥ 116+00.00, 80.50' RT.
④ 112+11.75, 91.50' LT.	⑥ 123+00.00, 80.50' RT.
④ 113+00.00, 91.50' LT.	⑥ 126+00.00, 79.76' RT.
④ 116+00.00, 79.50' LT.	⑥ 131+00.00, 88.65' RT.
④ 123+00.00, 79.50' LT.	⑥ 135+00.00, 88.00' RT.

**TEMPORARY CONSTRUCTION EASEMENT STATIONS AND OFFSETS**

② 97+00.00, 97.50' LT.
② 1001+58.62, 45.00' LT.
② 1001+58.62, 45.00' RT.
② 98+75.00, 97.50' LT.
② 110+75.00, 76.50' LT.
② 110+73.19, 190.00' LT.
② 109+93.19, 190.00' LT.
② 109+93.19, 180.00' LT.
② 109+43.19, 180.00' LT.
② 109+43.19, 240.00' LT.
② 109+93.19, 240.00' LT.
② 109+93.19, 230.00' LT.
② 112+29.27, 230.00' LT.
② 112+31.76, 91.50' LT.
② 131+90.42, 50.50' LT.
② 134+65.00, 52.00' LT.
② 134+65.00, 70.00' LT.
② 135+15.00, 70.00' LT.
② 135+15.00, 52.50' LT.

**PERMANENT EASEMENT STATIONS AND OFFSETS**

③ 109+75.00, 76.50' LT.
③ 112+12.02, 76.50' LT.

**PROPOSED CENTERLINE CONTROL COORDINATE TABLE**

LOCATION	DESCRIPTION	LOCAL GROUND SYSTEM	
		NORTHING	EASTING
CURTIS ROAD	$\phi$ -INT. 96+76.94	1,239,231.121	1,001,415.901
	$\phi$ -INT. 97+90.00	1,239,230.355	1,001,528.962
	P.C. 99+93.28	1,239,228.979	1,001,732.240
	P.I. 102+17.17	1,239,227.465	1,001,956.121
	P.R.C. 104+40.88	1,239,210.455	1,002,179.360
	P.I. 106+64.76	1,239,193.445	1,002,402.600
	P.T. 108+88.47	1,239,191.931	1,002,626.481
	P.I. 112+13.40	1,239,189.734	1,002,951.406
	P.C. 123+03.11	1,239,182.422	1,004,041.087
	P.I. 125+25.18	1,239,180.932	1,004,263.154
PHINNEY BRANCH CHANNEL	P.R.C. 127+47.08	1,239,164.195	1,004,484.594
	P.I. 129+69.15	1,239,147.459	1,004,706.033
	P.T. 131+91.04	1,239,145.969	1,004,928.100
	$\phi$ -INT. 1000+00.00	1,239,230.355	1,001,528.962
	P.C. 1000+60.70	1,239,291.056	1,001,529.373
	P.I. 1001+10.00	1,239,340.353	1,001,529.707
	P.T. 1001+58.62	1,239,387.714	1,001,516.026
	P.O.L. 10+00.00	1,239,401.827	1,002,642.822
	P.C. 12+67.14	1,239,400.021	1,002,909.756
	P.T. 13+29.25	1,239,360.472	1,002,949.483
RELOCATED PRIVATE ENTRANCE	$\phi$ -INT. 15+00.00	1,239,189.734	1,002,951.406

**PROPOSED  $\phi$  CURTIS RD. CURVE DATA**  
 P.I. STA. 125+25.18  
 $\Delta = 3^{\circ}56'16''$   
 $D = 0^{\circ}53'13''$   
 $T = 222.07'$   
 $R = 6460.00'$   
 $L = 443.97'$   
 $E = 3.82'$   
 P.C. STA. 123+03.11  
 P.R.C. STA. 127+47.08  
 S.E. = NONE

**PROPOSED  $\phi$  CURTIS RD. CURVE DATA**  
 P.I. STA. 129+69.15  
 $\Delta = 3^{\circ}56'16''$   
 $D = 0^{\circ}53'13''$   
 $T = 222.07'$   
 $R = 6460.00'$   
 $L = 443.97'$   
 $E = 3.82'$   
 P.R.C. STA. 127+47.08  
 P.T. STA. 131+91.04  
 S.E. = NONE

**LEGEND**

- SECTION LINE
- - - EXISTING R.O.W. LINE
- - - EXISTING PERMANENT EASEMENT LINE
- |— PROPERTY LINE
- PROPOSED R.O.W. LINE
- - - PROPOSED PERMANENT EASEMENT LINE
- - - PROPOSED TEMPORARY CONSTRUCTION EASEMENT LINE

NOTE: BEARINGS ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE.

ILLINOIS DEPARTMENT OF TRANSPORTATION

**HORIZONTAL ALIGNMENT LAYOUT AND CONTROL**

DATE : 10-08  
 DRAWN BY : J.L.B.  
 CHECKED BY : R.L.H.

SCALE : 1"=100'