

FAU ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8071	*	SANGAMON	559	72

STA. TO STA.
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
(84-9-4)A,HBK,BY-1 * 02-00382-02-PV

RAMP A		
POINT	NORTHING	EASTING
RAMPA 1	1,120,174.896	2,433,618.706
RAMPA PC1	1,120,108.129	2,434,415.252
RAMPA PI1	1,120,071.539	2,434,671.318
RAMPA PT1	1,119,885.608	2,434,851.147
RAMPA PC2	1,119,673.516	2,435,056.280
RAMPA PI2	1,119,626.792	2,435,101.470
RAMPA PT2	1,119,591.231	2,435,155.881
RAMPA 100	1,119,410.117	2,435,433.006

CURVE MAC7	
MAC PI7	PI STA. = 821+60.84
	$\Delta = 16^\circ 03' 51''$ (LT)
	$D = 1^\circ 25' 57''$
	$R = 4,000.00'$
	$T = 564.44'$
	$L = 1,121.48'$
	$E = 39.63'$
	$e = N/A$
	$T.R. = N/A$
	$S.E. RUN = N/A$
MAC PC7	P.C. STA. = 815+96.39
MAC PT7	P.T. STA. = 827+17.88

CURVE MAC8	
MAC PI8	PI STA. = 835+21.51
	$\Delta = 19^\circ 53' 32''$ (RT)
	$D = 1^\circ 25' 57''$
	$R = 4,000.00'$
	$T = 701.43'$
	$L = 1,388.74'$
	$E = 61.03'$
	$e = N/A$
	$T.R. = N/A$
	$S.E. RUN = N/A$
MAC PC8	P.C. STA. = 828+20.08
MAC PT8	P.T. STA. = 842+08.82

CURVE MAC9	
MAC PI9	PI STA. = 850+50.58
	$\Delta = 22^\circ 26' 25''$ (LT)
	$D = 1^\circ 25' 57''$
	$R = 4,000.00'$
	$T = 793.48'$
	$L = 1,566.62'$
	$E = 77.94'$
	$e = N/A$
	$T.R. = NA$
	$S.E. RUN = NA$
MAC PC9	P.C. STA. = 842+57.10
MAC PT9	P.T. STA. = 858+23.72

CURVE MAC10	
MAC PI10	PI STA. = 870+30.23
	$\Delta = 37^\circ 52' 32''$ (LT)
	$D = 7^\circ 38' 22''$
	$R = 750.00'$
	$T = 257.34'$
	$L = 495.79'$
	$E = 42.92'$
	$e = N/A$
	$T.R. = N/A$
	$S.E. RUN = N/A$
MAC PC10	P.C. STA. = 867+72.90
MAC PT10	P.T. STA. = 872+68.69

CURVE MAC11	
MAC PI11	PI STA. = 875+97.57
	$\Delta = 37^\circ 25' 24''$ (RT)
	$D = 5^\circ 54' 03''$
	$R = 971.00'$
	$T = 328.89'$
	$L = 634.22'$
	$E = 54.19'$
	$e = N/A$
	$T.R. = N/A$
	$S.E. RUN = N/A$
MAC PC11	P.C. STA. = 872+68.69
MAC PT11	P.T. STA. = 879+02.91

CURVE RAMP_B2	
RAMPB PI2	PI STA. = 35+87.62
	$\Delta = 12^\circ 02' 48''$ (RT)
	$D = 1^\circ 58' 33''$
	$R = 2,900.00'$
	$T = 306.00'$
	$L = 609.74'$
	$E = 16.10'$
	$e = 3.80\%$
	$T.R. = **$
	$S.E. RUN = **$
RAMPB PC2	P.C. STA. = 32+81.62
RAMPB PT2	P.T. STA. = 38+91.36

CURVE REC2	
REC PI2	PI STA. = 125+43.08
	$\Delta = 83^\circ 41' 18''$ (LT)
	$D = 22^\circ 44' 11''$
	$R = 252.00'$
	$T = 225.66'$
	$L = 368.08'$
	$E = 86.27'$
	$e = 2.00\%$
	$T.R. = 25'$
	$S.E. RUN = 41'$
REC PC2	P.C. STA. = 123+17.42
REC PT2	P.T. STA. = 126+85.50

CURVE REC3 (EXIST.)	
REC PI3	PI STA. = 128+85.61
	$\Delta = 5^\circ 08' 25''$ (LT)
	$D = 1^\circ 17' 07''$
	$R = 4,458.08'$
	$T = 200.11'$
	$L = 399.96'$
	$E = 4.49'$
	$e = 2.00\%$
	$T.R. = N/A$
	$S.E. RUN = N/A$
REC PC3	P.C. STA. = 126+85.50
REC PT3	P.T. STA. = 130+85.45

CURVE RAMP_A1	
RAMPA PI1	PI STA. = 20+58.67
	$\Delta = 37^\circ 49' 25''$ (RT)
	$D = 1^\circ 17' 07''$
	$R = 755.00'$
	$T = 258.67'$
	$L = 498.41'$
	$E = 43.08'$
	$e = 2.00\%$
	$T.R. = **$
	$S.E. RUN = **$
RAMPA PC1	P.C. STA. = 18+00.00
RAMPA PT1	P.T. STA. = 22+98.41

CURVE RAMP_A2	
RAMPA PI2	PI STA. = 26+58.48
	$\Delta = 12^\circ 47' 21''$ (LT)
	$D = 9^\circ 35' 20''$
	$R = 580.00'$
	$T = 65.00'$
	$L = 129.46'$
	$E = 3.63'$
	$e = 6.90\%$
	$T.R. = **$
	$S.E. RUN = **$
RAMPA PC2	P.C. STA. = 25+93.47
RAMPA PT2	P.T. STA. = 27+22.94

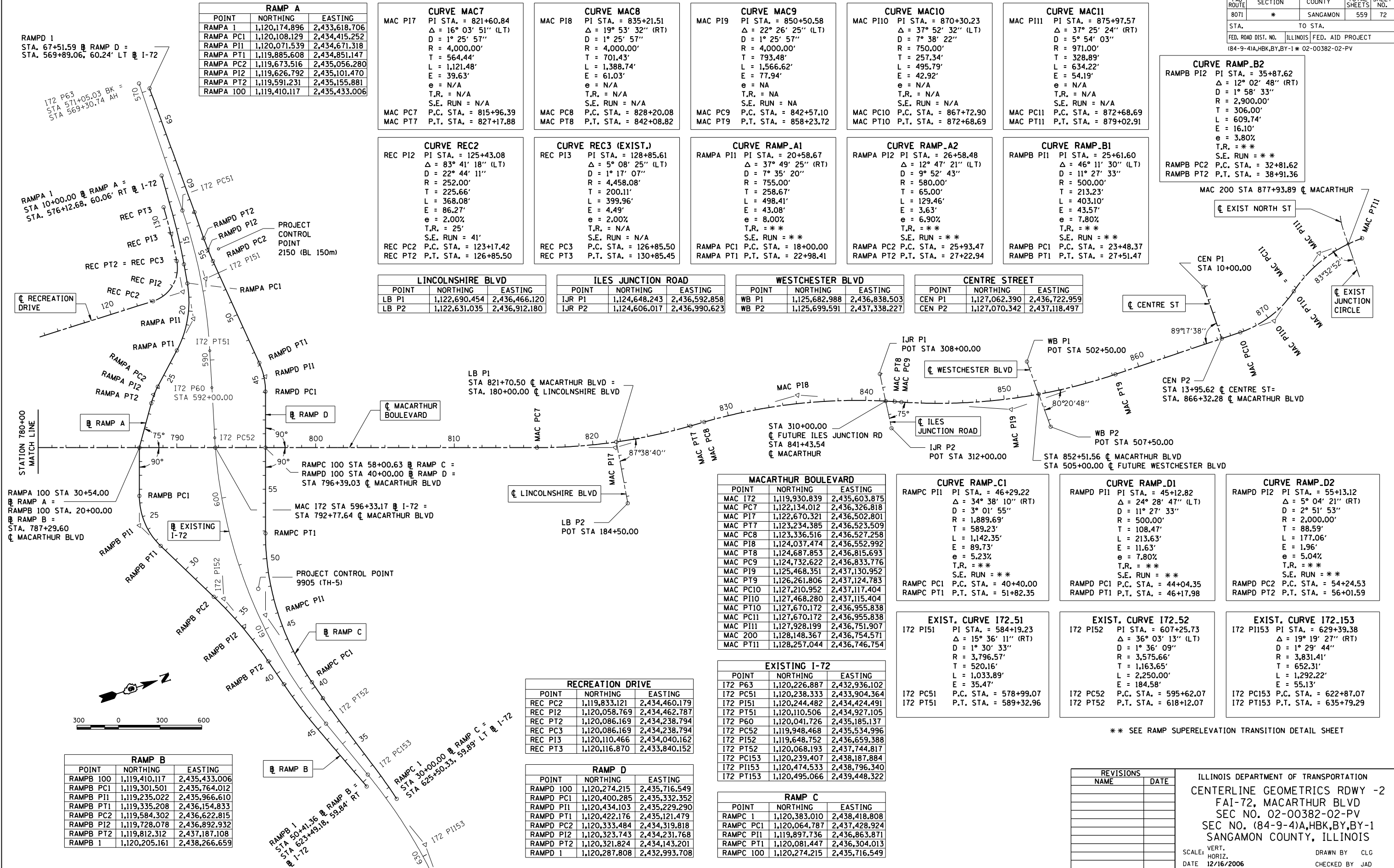
CURVE RAMP_B1	
RAMPB PI1	PI STA. = 25+61.60
	$\Delta = 46^\circ 11' 30''$ (LT)
	$D = 11^\circ 27' 33''$
	$R = 500.00'$
	$T = 213.23'$
	$L = 403.10'$
	$E = 43.57'$
	$e = 7.80\%$
	$T.R. = **$
	$S.E. RUN = **$
RAMPB PC1	P.C. STA. = 23+48.37
RAMPB PT1	P.T. STA. = 27+51.47

LINCOLNSHIRE BLVD		
POINT	NORTHING	EASTING
LB P1	1,122,690.454	2,436,466.120
LB P2	1,122,631.035	2,436,912.180

ILES JUNCTION ROAD		
POINT	NORTHING	EASTING
IJR P1	1,124,648.243	2,436,592.858
IJR P2	1,124,606.017	2,436,990.623

WESTCHESTER BLVD		
POINT	NORTHING	EASTING
WB P1	1,125,682.988	2,436,838.503
WB P2	1,125,699.591	2,437,338.227

CENTRE STREET		
POINT	NORTHING	EASTING
CEN P1	1,127,062.390	2,436,722.959
CEN P2	1,127,070.342	2,437,118.497



RAMP D 1
STA. 67+51.59 @ RAMP D =
STA. 569+89.06, 60.24' LT @ I-72

I72 P63
STA 571+05.03 BK =
STA 569+30.74 AH

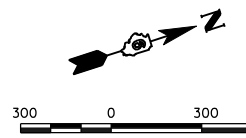
RAMP A =
STA 10+00.00 @ RAMP A =
STA. 576+12.68, 60.06' RT @ I-72

RAMP D =
STA 10+00.00 @ RAMP D =
STA. 576+12.68, 60.06' RT @ I-72

RAMP A
RAMP B
RAMP C
RAMP D

RAMP B =
STA 50+41.36 @ RAMP B =
STA 625+49.18, 59.84' RT @ I-72

RAMP C =
STA 30+00.00 @ RAMP C =
STA 625+50.33, 59.89' LT @ I-72



RAMP B		
POINT	NORTHING	EASTING
RAMPB 100	1,119,410.117	2,435,433.006
RAMPB PC1	1,119,301.501	2,435,764.012
RAMPB PI1	1,119,235.022	2,435,966.610
RAMPB PT1	1,119,335.208	2,436,154.833
RAMPB PC2	1,119,584.302	2,436,622.815
RAMPB PI2	1,119,728.078	2,436,892.932
RAMPB PT2	1,119,812.312	2,437,187.108
RAMPB 1	1,120,205.161	2,438,266.659

RECREATION DRIVE		
POINT	NORTHING	EASTING
REC PC2	1,119,833.121	2,434,460.179
REC PI2	1,120,058.769	2,434,462.787
REC PT2	1,120,086.169	2,434,238.794
REC PC3	1,120,086.169	2,434,238.794
REC PI3	1,120,110.466	2,434,040.162
REC PT3	1,120,116.870	2,433,840.152

RAMP D		
POINT	NORTHING	EASTING
RAMPD 100	1,120,274.215	2,435,716.549
RAMPD PC1	1,120,400.285	2,435,332.352
RAMPD PI1	1,120,434.103	2,435,229.290
RAMPD PT1	1,120,422.176	2,435,121.479
RAMPD PC2	1,120,333.484	2,434,319.818
RAMPD PI2	1,120,323.743	2,434,231.768
RAMPD PT2	1,120,321.824	2,434,143.201
RAMPD 1	1,120,287.808	2,432,993.708

MACARTHUR BOULEVARD		
POINT	NORTHING	EASTING
MAC I72	1,119,930.839	2,435,603.875
MAC PC7	1,122,134.012	2,436,326.818
MAC PT7	1,122,670.321	2,436,502.801
MAC PC8	1,123,234.385	2,436,523.509
MAC PC9	1,123,336.516	2,436,527.258
MAC PC10	1,124,037.474	2,436,552.992
MAC PC11	1,124,687.853	2,436,815.693
MAC PC12	1,124,732.622	2,436,833.776
MAC PC13	1,125,468.351	2,437,130.952
MAC PC14	1,126,261.806	2,437,124.783
MAC PC15	1,127,210.952	2,437,117.404
MAC PC16	1,127,468.280	2,437,115.404
MAC PC17	1,127,670.172	2,436,955.838
MAC PC18	1,127,670.172	2,436,955.838
MAC PC19	1,127,928.199	2,436,751.907
MAC PC20	1,128,148.367	2,436,754.571
MAC PC21	1,128,257.044	2,436,746.754

EXISTING I-72		
POINT	NORTHING	EASTING
I72 P63	1,120,226.887	2,432,936.102
I72 PC51	1,120,238.333	2,433,904.364
I72 PT51	1,120,244.482	2,434,424.491
I72 PT51	1,120,110.506	2,434,927.105
I72 P60	1,120,041.726	2,435,185.137
I72 PC52	1,119,948.468	2,435,534.996
I72 PT52	1,119,648.752	2,436,659.388
I72 PT52	1,120,068.193	2,437,744.817
I72 PT53	1,120,239.407	2,438,187.884
I72 PT53	1,120,474.533	2,438,796.340
I72 PT53	1,120,495.066	2,439,448.322

RAMP C		
POINT	NORTHING	EASTING
RAMPC 1	1,120,383.010	2,438,418.808
RAMPC PC1	1,120,064.787	2,437,428.924
RAMPC PI1	1,119,897.736	2,436,863.871
RAMPC PT1	1,120,081.447	2,436,304.013
RAMPC 100	1,120,274.215	2,435,716.549

CURVE RAMP_C1	
RAMP C PI1	PI STA. = 46+29.22
	$\Delta = 34^\circ 38' 10''$ (RT)
	$D = 3^\circ 01' 55''$
	$R = 1,889.69'$
	$T = 108.47'$
	$L = 213.63'$
	$E = 11.63'$
	$e = 5.23\%$
	$T.R. = **$
	$S.E. RUN = **$
RAMP C PC1	P.C. STA. = 40+40.00
RAMP C PT1	P.T. STA. = 51+82.35

CURVE RAMP_D1	
RAMP D PI1	PI STA. = 45+12.82
	$\Delta = 24^\circ 28' 47''$ (LT)
	$D = 2^\circ 51' 53''$
	$R = 500.00'$
	$T = 108.47'$
	$L = 213.63'$
	$E = 11.63'$
	$e = 7.80\%$
	$T.R. = **$
	$S.E. RUN = **$
RAMP D PC1	P.C. STA. = 44+04.35
RAMP D PT1	P.T. STA. = 46+17.98

CURVE RAMP_D2	
RAMP D PI2	PI STA. = 55+13.12
	$\Delta = 5^\circ 04' 21''$ (RT)
	$D = 2^\circ 51' 53''$
	$R = 2,000.00'$
	$T = 88.59'$
	$L = 177.06'$
	$E = 1.96'$
	$e = 5.04\%$
	$T.R. = **$
	$S.E. RUN = **$
RAMP D PC2	P.C. STA. = 54+24.53
RAMP D PT2	P.T. STA. = 56+01.59

EXIST. CURVE I72.51	
I72 PI51	PI STA. = 584+19.23
	$\Delta = 15^\circ 36' 11''$ (RT)
	$D = 1^\circ 30' 33''$
	$R = 3,796.57'$
	$T = 520.16'$
	$L = 1,033.89'$
	$E = 35.47'$
I72 PC51	P.C. STA. = 578+99.07
I72 PT51	P.T. STA. = 589+32.96

EXIST. CURVE I72.52	
I72 PI52	PI STA. = 607+25.73
	$\Delta = 36^\circ 03' 13''$ (LT)
	$D = 1^\circ 36' 09''$
	$R = 3,575.66'$
	$T = 1,163.65'$
	$L = 2,250.00'$
	$E = 184.58'$
I72 PC52	P.C. STA. = 595+62.07
I72 PT52	P.T. STA. = 618+12.07

EXIST. CURVE I72.153	
I72 PI153	PI STA. = 629+39.38
	$\Delta = 19^\circ 19' 27''$ (RT)
	$D = 1^\circ 29' 44''$
	$R = 3,831.41'$
	$T = 652.31'$
	$L = 1,292.22'$
	$E = 55.13'</$