

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	69-3(3HB)	MORGAN	793	93
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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**PROP. CURVE X001**  
 PI STA. = 18+72.13  
 $\Delta = 33^\circ 10' 34''$  (RT)  
 $D = 3^\circ 49' 11''$   
 $R = 1,500.00'$   
 $T = 446.83'$   
 $L = 868.55'$   
 $E = 65.14'$   
 $P.C. STA. = 14+25.31$   
 $P.T. STA. = 22+93.85$

**EXIST. CURVE 229**  
 PI STA. = 529+12.30  
 $\Delta = 36^\circ 22' 49''$  (LT)  
 $D = 3^\circ 00' 03''$   
 $R = 1,909.36'$   
 $T = 627.40'$   
 $L = 1,212.36'$   
 $E = 100.44'$   
 $P.C. STA. = 522+84.90$   
 $P.T. STA. = 534+97.26$

**BM FH #1**  
 STA 948+62 @ 1199' LT  
 60D NAIL IN POWER POLE  
 EL = 633.726

**BM PC #18**  
 STA 947+29 @ 60' LT  
 CHISLED SQUARE IN N PIPE CULV  
 EL = 629.769

**BM #104**  
 STA 960+32 @ 115' LT  
 CHISLED SQUARE IN E HDWL  
 EL = 633.826

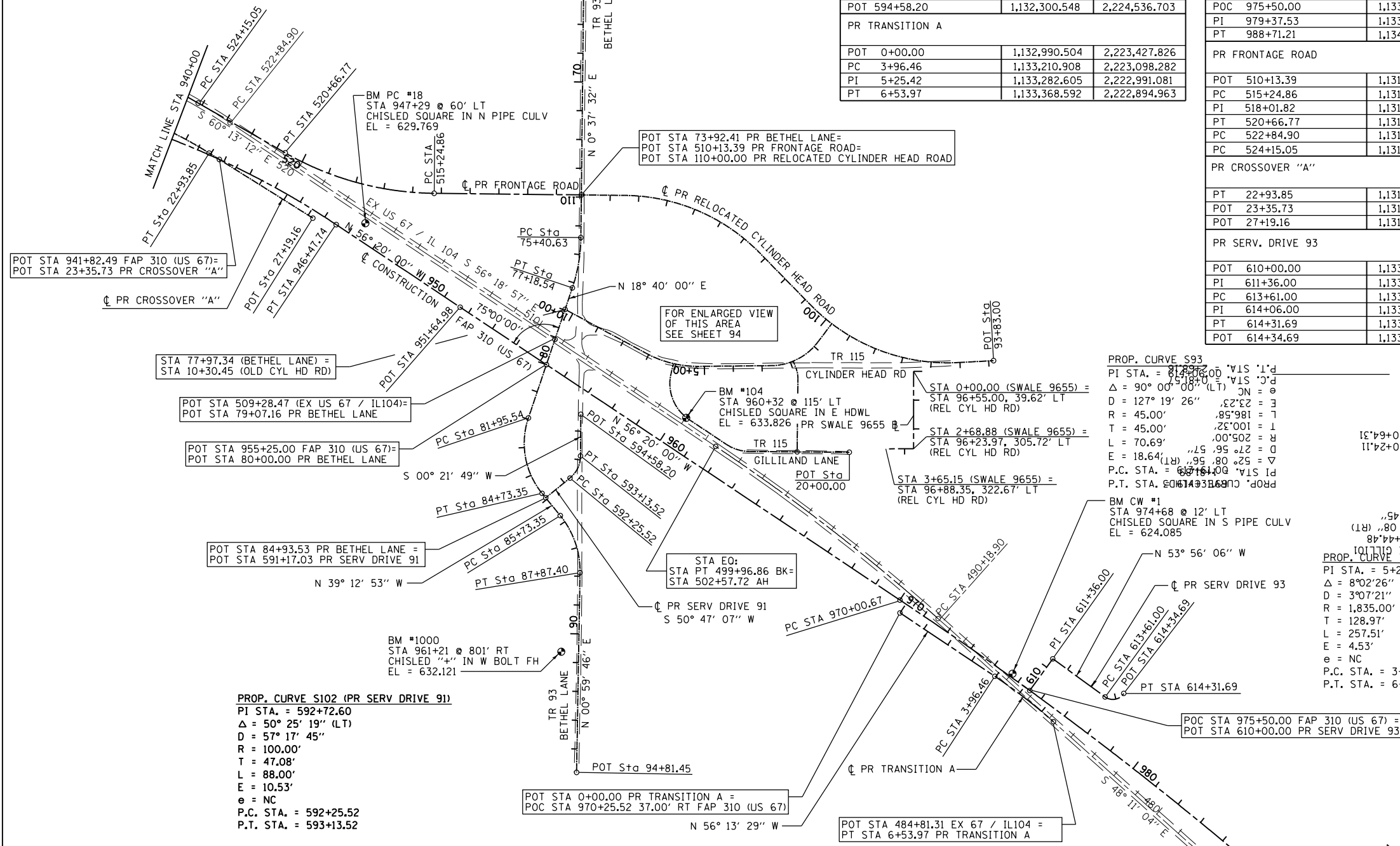
**BM CW #1**  
 STA 974+68 @ 12' LT  
 CHISLED SQUARE IN S PIPE CULV  
 EL = 624.085

**BM FH #2**  
 STA 986+94 @ 120' RT  
 CHISLED SQUARE IN  
 CTR FLARED END SEC  
 EL = 628.526

DESCRIPTION	COORDINATES	
	NORTH	EAST
PR SERV. DRIVE 91		
POT 591+17.03	1,132,590.663	2,224,658.449
PC 592+25.52	1,132,522.076	2,224,574.396
PI 592+72.60	1,132,492.311	2,224,537.920
PT 593+13.52	1,132,445.232	2,224,537.621
POT 594+58.20	1,132,300.548	2,224,536.703
PR TRANSITION A		
POT 0+00.00	1,132,990.504	2,223,427.826
PC 3+96.46	1,133,210.908	2,223,098.282
PI 5+25.42	1,133,282.605	2,222,991.081
PT 6+53.97	1,133,368.592	2,222,894.963

DESCRIPTION	COORDINATES	
	NORTH	EAST
FAP 310		
PT 946+47.74	1,131,641.584	2,225,386.211
POT 951+64.98	1,131,928.322	2,224,955.724
POT 955+25.00	1,132,127.900	2,224,656.091
PC 970+00.67	1,132,945.954	2,223,427.924
POC 975+50.00	1,133,259.958	2,222,977.237
PI 979+37.53	1,133,465.309	2,222,648.202
PT 988+71.21	1,134,090.160	2,221,950.162
PR FRONTAGE ROAD		
POT 510+13.39	1,131,538.360	2,224,534.699
PC 515+24.86	1,131,532.772	2,225,046.139
PI 518+01.82	1,131,529.746	2,225,323.079
PT 520+66.77	1,131,392.190	2,225,563.459
PC 522+84.90	1,131,287.645	2,225,755.073
PC 524+15.05	1,131,219.210	2,225,865.744
PR CROSSOVER "A"		
PT 22+93.85	1,131,392.919	2,225,827.588
POT 23+35.73	1,131,415.175	2,225,792.109
POT 27+19.16	1,131,618.926	2,225,467.301
PR SERV. DRIVE 93		
POT 610+00.00	1,133,259.958	2,222,977.237
PI 611+36.00	1,133,150.023	2,222,897.174
PC 613+61.00	1,133,282.481	2,222,715.295
PT 614+06.00	1,133,308.972	2,222,678.919
PT 614+31.69	1,133,272.597	2,222,652.428
POT 614+34.69	1,133,270.172	2,222,650.661

DESCRIPTION	COORDINATES	
	NORTH	EAST
PR BETHEL LANE		
POT 65+37.68	1,130,683.681	2,224,525.368
POT 73+92.41	1,131,538.360	2,224,534.699
PC 75+40.63	1,131,686.573	2,224,536.318
PI 76+30.33	1,131,776.263	2,224,537.297
PT 77+18.54	1,131,861.240	2,224,566.005
POT 77+97.34	1,131,538.360	2,224,534.699
POT 79+07.16	1,132,039.939	2,224,626.375
POT 80+00.00	1,132,127.900	2,224,656.091
PC 81+95.54	1,132,313.149	2,224,718.675
PI 83+47.60	1,132,457.213	2,224,767.344
PT 84+73.35	1,132,575.029	2,224,671.206
POT 84+93.53	1,132,590.663	2,224,658.449
PC 85+73.35	1,132,652.507	2,224,607.983
PI 86+85.00	1,132,739.009	2,224,537.397
PT 87+87.40	1,132,850.639	2,224,539.338
POT 94+81.45	1,133,544.579	2,224,551.402



**PROP. CURVE S93**  
 PI STA. = 81+20.00  
 $\Delta = 90^\circ 00' 00''$  (LT)  
 $D = 127^\circ 19' 26''$   
 $R = 45.00'$   
 $T = 45.00'$   
 $L = 70.69'$   
 $E = 18.64'$   
 $P.C. STA. = 63+11.00$   
 $P.T. STA. = 63+11.00$

**PROP. CURVE MLE16R2**  
 PI STA. = 937+25.11  
 $\Delta = 1^\circ 56' 26''$   
 $D = 37^\circ 10' 00''$  (RT)  
 $R = 2,952.75'$   
 $T = 992.75'$   
 $L = 1,082.21'$   
 $E = 79.33'$   
 $P.C. STA. = 927+32.35$   
 $P.T. STA. = 946+47.74$

**PROP. CURVE 709**  
 PI STA. = 529+71.12  
 $\Delta = 32^\circ 28' 29''$  (LT)  
 $D = 3^\circ 00' 03''$   
 $R = 1,909.36'$   
 $T = 556.07'$   
 $L = 1,082.21'$   
 $E = 79.33'$   
 $P.C. STA. = 524+15.05$   
 $P.T. STA. = 534+97.26$

**PROP. CURVE C142**  
 PI STA. = 518+01.82  
 $\Delta = 29^\circ 09' 15''$  (RT)  
 $D = 5^\circ 22' 48''$   
 $R = 1,065.00'$   
 $T = 276.96'$   
 $L = 541.91'$   
 $E = 35.42'$   
 $e = 0.060$   
 $P.C. STA. = 515+24.86$   
 $P.T. STA. = 520+66.77$

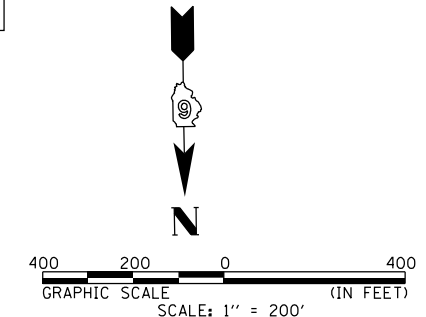
**PROP. CURVE C61 (BETHEL LN)**  
 PI STA. = 76+30.33  
 $\Delta = 18^\circ 02' 28''$  (RT)  
 $D = 10^\circ 08' 27''$   
 $R = 565.00'$   
 $T = 89.70'$   
 $L = 177.91'$   
 $E = 7.08'$   
 $e = 0.040$   
 $P.C. STA. = 75+40.63$   
 $P.T. STA. = 77+18.54$   
 S.E. TRANSITION  
 STA 74+43.00 TO STA 75+68.00  
 STA 76+91.00 TO STA 78+16.00

**PROP. CURVE C200 (BETHEL LN)**  
 PI STA. = 83+47.60  
 $\Delta = 57^\circ 52' 53''$  (LT)  
 $D = 20^\circ 50' 05''$   
 $R = 275.00'$   
 $T = 152.06'$   
 $L = 277.81'$   
 $E = 39.24'$   
 $e = 0.040$   
 $P.C. STA. = 81+95.54$   
 $P.T. STA. = 84+73.35$   
 S.E. TRANSITION  
 STA 81+30.00 TO STA 82+40.00  
 STA 84+51.00 TO STA 85+24.00

**PROP. CURVE C201 (BETHEL LN)**  
 PI STA. = 86+85.00  
 $\Delta = 40^\circ 12' 39''$  (RT)  
 $D = 18^\circ 47' 08''$   
 $R = 305.00'$   
 $T = 111.65'$   
 $L = 214.05'$   
 $E = 19.79'$   
 $e = 0.040$   
 $P.C. STA. = 85+73.35$   
 $P.T. STA. = 87+87.40$   
 S.E. TRANSITION  
 STA 85+24.00 TO STA 85+97.00  
 STA 87+63.00 TO STA 88+73.00

**PROP. CURVE MLE17**  
 PI STA. = 979+37.53  
 $\Delta = 8^\circ 10' 00''$  (RT)  
 $D = 0^\circ 26' 12''$   
 $R = 13,123.33'$   
 $T = 936.85'$   
 $L = 1,870.54'$   
 $E = 33.40'$   
 $e = 0.015$   
 $P.C. STA. = 970+00.67$   
 $P.T. STA. = 988+71.21$   
 S.E. TRANSITION  
 STA 968+87.00 TO STA 970+23.00  
 STA 988+49.00 TO STA 989+85.00

**EXIST. CURVE 225**  
 PI STA. = 495+08.70  
 $\Delta = 8^\circ 07' 54''$  (LT)  
 $D = 0^\circ 49' 53''$   
 $R = 6,890.74'$   
 $T = 489.80'$   
 $L = 977.96'$   
 $E = 17.39'$   
 $P.C. STA. = 490+18.90$   
 $P.T. STA. = 499+96.86$



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 ALIGNMENT & BENCHMARK DATA  
 SHEET 5 OF 9  
 FAP 310 (US 67/IL 104)  
 DRAWN BY Lin  
 CHECKED BY  
 DATE