

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	69-3(3HB)	MORGAN	793	97
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

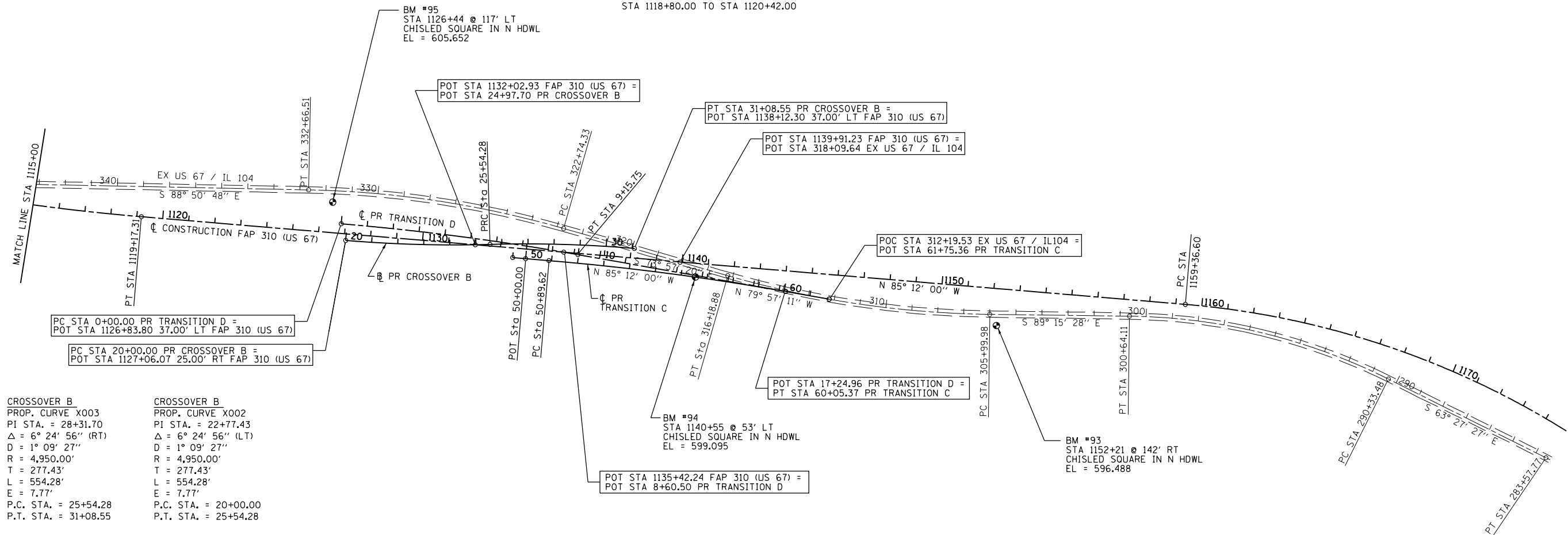
PROP. CURVE MLE19
 PI STA. = 1104+58.92
 $\Delta = 8^{\circ}02'26''$ (RT)
 $D = 0^{\circ}41'55''$
 $R = 8,202.08'$
 $T = 1,490.57'$
 $L = 2,948.96'$
 $E = 134.34'$
 $e = 0.025$
 P.C. STA. = 1089+68.35
 P.T. STA. = 1119+17.31
 S.E. TRANSITION
 STA 1088+44.00 TO STA 1090+06.00
 STA 1118+80.00 TO STA 1120+42.00

EXIST. CURVE 214
 PI STA. = 327+73.23
 $\Delta = 14^{\circ}53'28''$ (LT)
 $D = 1^{\circ}30'03''$
 $R = 3,817.53'$
 $T = 498.90'$
 $L = 992.18'$
 $E = 32.46'$
 P.C. STA. = 322+74.33
 P.T. STA. = 332+66.51

PROP. CURVE TRANSC
 PI STA. = 55+47.82
 $\Delta = 5^{\circ}14'49''$ (RT)
 $D = 0^{\circ}34'23''$
 $R = 10,000.00'$
 $T = 458.20'$
 $L = 915.75'$
 $E = 10.49'$
 $e = NC$
 P.C. STA. = 50+89.62
 P.T. STA. = 60+05.37

PROP. CURVE TRANSD
 PI STA. = 4+58.20
 $\Delta = 5^{\circ}14'49''$ (RT)
 $D = 0^{\circ}34'23''$
 $R = 10,000.00'$
 $T = 458.20'$
 $L = 915.75'$
 $E = 10.49'$
 $e = NC$
 P.C. STA. = 0+00.00
 P.T. STA. = 9+15.75

PROP. CURVE MLE20
 PI STA. = 1170+00.04
 $\Delta = 35^{\circ}55'08''$ (RT)
 $D = 1^{\circ}44'47''$
 $R = 3,280.83'$
 $T = 1,063.44'$
 $L = 2,056.77'$
 $E = 168.05'$
 $e = 0.051$
 $T.R. = 39$
 S.E. RUN = 231
 P.C. STA. = 1159+36.60
 P.C.C. STA. = 1179+93.37



CROSSOVER B
 PROP. CURVE X003
 PI STA. = 28+31.70
 $\Delta = 6^{\circ}24'56''$ (RT)
 $D = 1^{\circ}09'27''$
 $R = 4,950.00'$
 $T = 277.43'$
 $L = 554.28'$
 $E = 7.77'$
 P.C. STA. = 25+54.28
 P.T. STA. = 31+08.55

CROSSOVER B
 PROP. CURVE X002
 PI STA. = 22+77.43
 $\Delta = 6^{\circ}24'56''$ (LT)
 $D = 1^{\circ}09'27''$
 $R = 4,950.00'$
 $T = 277.43'$
 $L = 554.28'$
 $E = 7.77'$
 P.C. STA. = 20+00.00
 P.T. STA. = 25+54.28

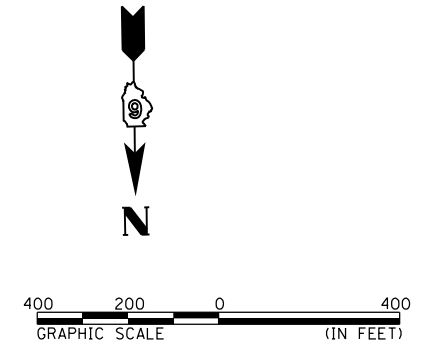
DESCRIPTION	COORDINATES	
	NORTH	EAST
FAP 310		
PT 1119+17.31	1,140,200.619	2,210,658.339
POT 1135+43.24	1,140,336.674	2,209,038.111
POT 1139+91.23	1,140,374.161	2,208,591.694
PC 1159+36.60	1,140,536.945	2,206,653.145
PR TRANSITION C		
POT 49+50.00	1,140,357.3742	2,209,233.7698
POT 50+00.00	1,140,361.5581	2,209,183.9452
PC 50+89.62	1,140,369.0577	2,209,094.6352
PI 55+47.82	1,140,407.3985	2,208,638.0466
PT 60+05.37	1,140,487.3324	2,208,186.8773
POT 61+75.36	1,140,516.9871	2,208,019.4980
PR TRANSITION D		
PC 0+00.00	1,140,227.8879	2,209,891.4370
PI 4+58.20	1,140,266.2287	2,209,434.8484
POT 8+60.50	1,140,336.6739	2,209,038.1108
PT 9+15.75	1,140,346.1626	2,208,983.6790
POT 17+24.96	1,140,487.3324	2,208,186.8773

DESCRIPTION	COORDINATES	
	NORTH	EAST
EX US 67 / IL104		
PT 283+57.77	1,141,125.099	2,205,269.947
PC 290+33.48	1,140,823.147	2,205,874.442
PI 295+57.68	1,140,588.901	2,206,343.392
PT 300+64.11	1,140,582.111	2,206,867.548
PC 305+99.98	1,140,575.169	2,207,403.370
PI 311+12.48	1,140,568.530	2,207,915.827
POT 312+19.53	1,140,516.987	2,208,019.498
POT 318+09.64	1,140,516.987	2,208,019.498
PC 322+74.33	1,140,245.728	2,209,038.284
PI 327+73.23	1,140,107.840	2,209,517.751
PT 332+66.51	1,140,097.798	2,210,016.550
CROSSOVER B		
PC 20+00.00	1,140,291.5332	2,209,874.4409
PI 22+77.43	1,140,314.7478	2,209,597.9863
POT 24+97.70	1,140,308.1975	2,209,377.2269
PRC 25+54.28	1,140,306.9257	2,209,320.6691
PI 28+31.70	1,140,299.1035	2,209,043.3519
PT 31+08.55	1,140,322.3181	2,208,766.8974

EXIST. CURVE 96
 PI STA. = 295+57.68
 $\Delta = 25^{\circ}48'02''$ (LT)
 $D = 2^{\circ}30'12''$
 $R = 2,288.74'$
 $T = 524.20'$
 $L = 1,030.62'$
 $E = 59.26'$
 P.C. STA. = 290+33.48
 P.T. STA. = 300+64.11

EXIST. CURVE 208
 PI STA. = 311+12.48
 $\Delta = 15^{\circ}18'08''$ (RT)
 $D = 1^{\circ}30'07''$
 $R = 3,815.04'$
 $T = 512.50'$
 $L = 1,018.90'$
 $E = 34.27'$
 P.C. STA. = 305+99.98
 P.T. STA. = 316+18.88

EXIST. CURVE 207
 PI STA. = 278+76.27
 $\Delta = 24^{\circ}26'03''$ (LT)
 $D = 2^{\circ}29'53''$
 $R = 2,293.55'$
 $T = 496.60'$
 $L = 978.10'$
 $E = 53.15'$
 P.C. STA. = 273+79.67
 P.T. STA. = 283+57.77



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

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