

EXIST. CURVE EX.WLS-1  
 PI STA. = 201+96.36  
 $\Delta = 51^\circ 55' 53''$  (RT)  
 $D = 22^\circ 55' 06''$   
 $R = 250.00'$   
 $T = 121.75'$   
 $L = 226.59'$   
 $E = 28.07'$   
 $e = N/A$   
 P.C. STA. = 200+74.61  
 P.T. STA. = 203+01.21

S.E. RUN  
 NB LANES  
 STA. 345+41 TO STA. 346+89  
 SB LANES  
 STA. 345+41 TO STA. 345+45  
 STA. 347+52 TO STA. 348+96  
 STA. 357+48 TO STA. 358+92

EXIST. CURVE E.LAKSH-3  
 PI STA. = 48+92.65  
 $\Delta = 88^\circ 50' 36''$  (LT)  
 $D = 22^\circ 40' 53''$   
 $R = 252.61'$   
 $T = 247.56'$   
 $L = 391.70'$   
 $E = 101.08'$   
 $e = N/A$   
 P.C. STA. = 46+45.09  
 P.T. STA. = 50+36.79

EXIST. CURVE E14EXTALL1  
 PI STA. = 168+95.32  
 $\Delta = 46^\circ 24' 06''$  (RT)  
 $D = 0^\circ 58' 45''$   
 $R = 5,852.01'$   
 $T = 2,508.27'$   
 $L = 4,739.31'$   
 $E = 514.89'$   
 $e = N/A$   
 P.C. STA. = 143+87.05  
 P.T. STA. = 191+26.36

EXIST. CURVE E14EXTALL2  
 PI STA. = 197+10.64  
 $\Delta = 10^\circ 28' 48''$  (LT)  
 $D = 1^\circ 50' 57''$   
 $R = 3,098.54'$   
 $T = 284.17'$   
 $L = 566.75'$   
 $E = 13.00'$   
 $e = N/A$   
 P.C. STA. = 194+26.47  
 P.T. STA. = 199+93.22

PROP. CURVE P.AL14-1  
 PI STA. = 336+97.05  
 $\Delta = 21^\circ 55' 29''$  (RT)  
 $D = 1^\circ 14' 44''$   
 $R = 4,600.00'$   
 $T = 891.01'$   
 $L = 1,760.22'$   
 $E = 85.50'$   
 $e = 0.021$   
 P.C. STA. = 328+06.05  
 P.T. STA. = 345+66.27

PROP. CURVE P.AL14-2  
 PI STA. = 353+23.46  
 $\Delta = 10^\circ 28' 32''$  (LT)  
 $D = 1^\circ 09' 51''$   
 $R = 4,921.25'$   
 $T = 451.15'$   
 $L = 899.78'$   
 $E = 20.64'$   
 $e = 0.020$   
 P.C. STA. = 348+72.32  
 P.T. STA. = 357+72.10

EXIST. CURVE E.FRONT-1  
 PI STA. = 101+24.81  
 $\Delta = 104^\circ 15' 50''$  (LT)  
 $D = 135^\circ 59' 51''$   
 $R = 42.13'$   
 $T = 54.18'$   
 $L = 76.67'$   
 $E = 26.50'$   
 $e = N/A$   
 P.C. STA. = 100+70.63  
 P.T. STA. = 101+47.30

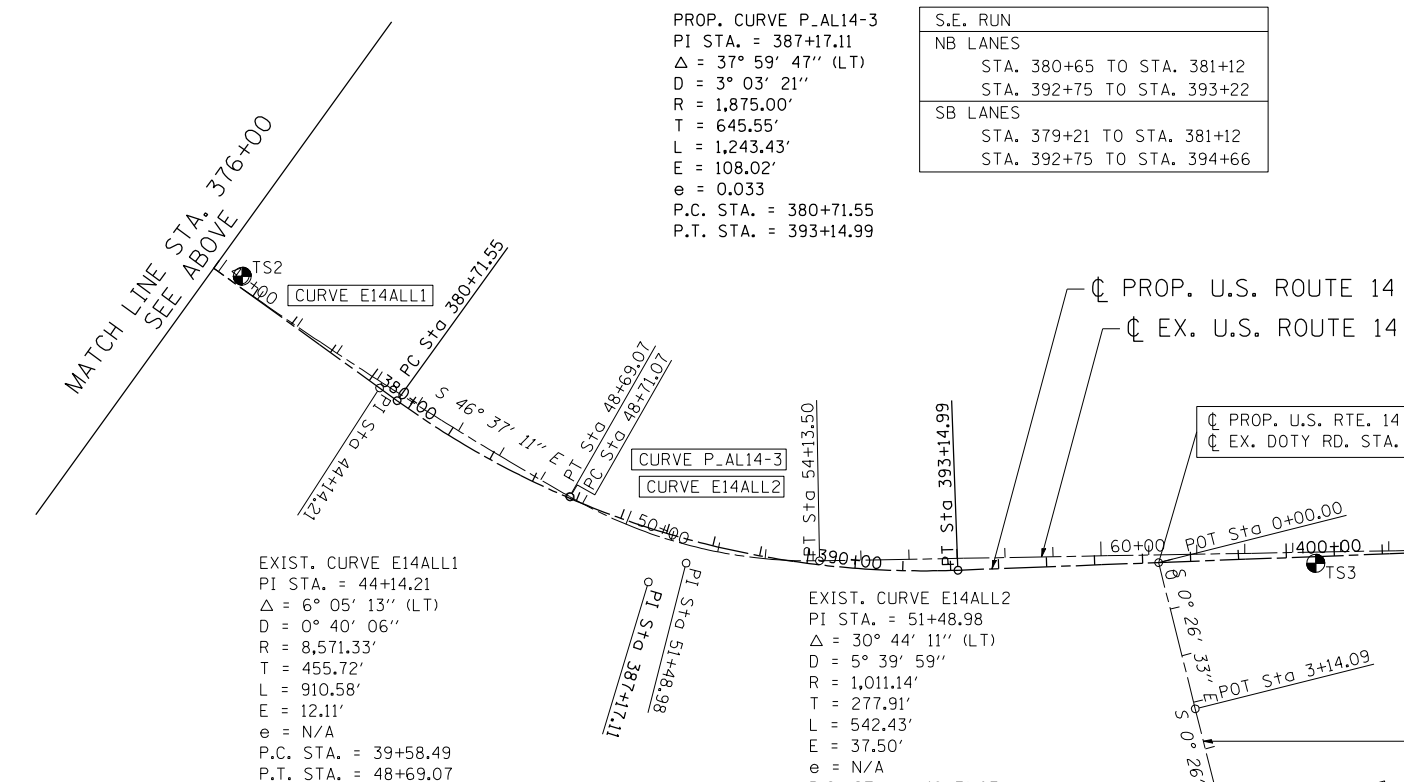
EXIST. CURVE E.FRONT-2  
 PI STA. = 101+94.94  
 $\Delta = 28^\circ 48' 01''$  (RT)  
 $D = 61^\circ 56' 53''$   
 $R = 92.49'$   
 $T = 23.75'$   
 $L = 46.49'$   
 $E = 3.00'$   
 $e = N/A$   
 P.C. STA. = 101+71.19  
 P.T. STA. = 102+17.68

EXIST. CURVE E.LAKSH-1  
 PI STA. = 39+08.41  
 $\Delta = 32^\circ 42' 48''$  (LT)  
 $D = 23^\circ 14' 17''$   
 $R = 246.56'$   
 $T = 72.36'$   
 $L = 140.77'$   
 $E = 10.40'$   
 $e = N/A$   
 P.C. STA. = 38+36.05  
 P.T. STA. = 39+76.82

EXIST. CURVE E.LAKSH-2  
 PI STA. = 41+76.42  
 $\Delta = 9^\circ 48' 26''$  (RT)  
 $D = 19^\circ 16' 03''$   
 $R = 297.37'$   
 $T = 25.51'$   
 $L = 50.90'$   
 $E = 1.09'$   
 $e = N/A$   
 P.C. STA. = 41+50.91  
 P.T. STA. = 42+01.81

EXIST. CURVE E.LAKSH-1  
 PI STA. = 41+76.42  
 $\Delta = 9^\circ 48' 26''$  (RT)  
 $D = 19^\circ 16' 03''$   
 $R = 297.37'$   
 $T = 25.51'$   
 $L = 50.90'$   
 $E = 1.09'$   
 $e = N/A$   
 P.C. STA. = 41+50.91  
 P.T. STA. = 42+01.81

DESCRIPTION	STATION	NORTHING	EASTING
EX. U.S. ROUTE 14			
P.C. E14EXTALL1	143+87.05	2,049,616.1747	959,251.1662
P.I. E14EXTALL1	168+95.32	2,049,029.0904	961,689.7622
P.T. E14EXTALL1	191+26.36	2,046,858.2280	962,946.2553
P.C. E14EXTALL2	194+26.47	2,046,598.4942	963,096.5890
P.I. E14EXTALL2	197+10.64	2,046,352.5502	963,238.9412
P.T. E14EXTALL2	199+93.22	2,046,136.6017	963,423.6540
P.O.T. AE014	19+99.81	2,046,131.4500	963,428.0605
P.O.T. AEUSEXT4	19+99.82	2,046,131.4475	963,428.0626
P.C. E14ALL1	39+58.49	2,044,642.9012	964,701.1045
P.I. E14ALL1	44+14.21	2,044,296.5395	964,997.2704
P.T. E14ALL1	48+69.07	2,043,983.5347	965,328.4935
P.C. E14ALL2	48+71.07	2,043,982.1634	965,329.9447
P.I. E14ALL2	51+48.98	2,043,791.2849	965,531.9332
P.T. E14ALL2	54+13.50	2,043,730.4533	965,803.1038
EX. WEST LAKE SHORE DRIVE			
P.O.B.	325+00.00	2,048,516.3430	961,470.1062
P.C. P.AL14-1	328+06.05	2,048,327.8672	961,711.2300
P.I. P.AL14-1	336+97.05	2,047,779.1457	962,413.2291
P.T. P.AL14-1	345+66.27	2,047,007.9930	962,859.5715
P.C. P.AL14-2	348+72.32	2,046,743.1108	963,012.8851
P.I. P.AL14-2	353+23.46	2,046,352.6519	963,238.8823
P.T. P.AL14-2	357+72.10	2,046,009.7915	963,532.1052
P.C. P.AL14-3	380+71.55	2,044,262.2574	965,026.6407
P.I. P.AL14-3	387+17.11	2,043,771.6543	965,446.2170
P.T. P.AL14-3	393+14.99	2,043,643.3323	966,078.8853
EX. LAKE SHORE DR.			
P.O.T. A500	37+79.38	2,044,937.3757	963,486.4676
P.C. E.LAKSH-1	38+36.05	2,044,954.6281	963,540.4486
P.I. E.LAKSH-1	39+08.41	2,044,976.6580	963,609.3779
P.T. E.LAKSH-1	39+76.82	2,045,032.4455	963,655.4682
P.O.T. A501	40+00.00	2,045,050.3149	963,670.2314
P.C. E.LAKSH-2	41+50.91	2,045,166.4763	963,766.5630
P.I. E.LAKSH-2	41+76.42	2,045,186.1440	963,782.8136
P.T. E.LAKSH-2	42+01.81	2,045,202.7562	963,802.1769
P.C. E.LAKSH-3	46+45.09	2,045,491.3884	964,138.6074
P.I. E.LAKSH-3	48+92.65	2,045,652.5838	964,326.4973
P.T. E.LAKSH-3	50+36.79	2,045,843.6893	964,169.1275
P.O.T. A502	51+84.01	2,045,957.6109	964,075.8646



EXIST. CURVE E14ALL1  
 PI STA. = 44+14.21  
 $\Delta = 6^\circ 05' 13''$  (LT)  
 $D = 0^\circ 40' 06''$   
 $R = 8,571.33'$   
 $T = 455.72'$   
 $L = 910.58'$   
 $E = 12.11'$   
 $e = N/A$   
 P.C. STA. = 39+58.49  
 P.T. STA. = 48+69.07

EXIST. CURVE E14ALL2  
 PI STA. = 51+48.98  
 $\Delta = 30^\circ 44' 11''$  (LT)  
 $D = 5^\circ 39' 59''$   
 $R = 1,011.14'$   
 $T = 277.91'$   
 $L = 542.43'$   
 $E = 37.50'$   
 $e = N/A$   
 P.C. STA. = 48+71.07  
 P.T. STA. = 54+13.50

DESCRIPTION	STATION	NORTHING	EASTING
EX. DOTY RD.			
P.O.T. A20	0+00.00	2,043,560.1736	966,488.8843
P.O.T. A21	3+14.09	2,043,246.0918	966,491.3095
P.O.T. A22	5+87.93	2,042,972.2610	966,493.4240

S.E. RUN  
 NB LANES  
 STA. 380+65 TO STA. 381+12  
 STA. 392+75 TO STA. 393+22  
 SB LANES  
 STA. 379+21 TO STA. 381+12  
 STA. 392+75 TO STA. 394+66

DESCRIPTION	STATION	NORTHING	EASTING
EX. WEST LAKE SHORE DRIVE			
P.O.T. W250	200+00.00	2,048,535.9591	961,487.2136
P.C. EX.WLS-1	200+74.61	2,048,594.9211	961,532.9388
P.I. EX.WLS-1	201+96.36	2,048,691.1292	961,607.5484
P.T. EX.WLS-1	203+01.21	2,048,691.7133	961,729.2950
P.O.T. W251	208+12.88	2,048,694.1682	962,240.9620
EX. FRONTAGE ROAD			
P.O.T. AFRNT1	100+00.00	2,048,527.1662	961,471.9039
P.C. E.FRONT-1	100+70.63	2,048,469.2428	961,431.4825
P.I. E.FRONT-1	101+24.81	2,048,424.8112	961,400.4763
P.T. E.FRONT-1	101+47.30	2,048,405.7083	961,451.1777
P.C. E.FRONT-2	101+71.19	2,048,397.2854	961,473.5333
P.I. E.FRONT-2	101+94.94	2,048,388.9125	961,495.7559
P.T. E.FRONT-2	102+17.68	2,048,370.8694	961,511.1960
P.O.T. AFRNT2	118+85.22	2,047,103.9002	962,595.3841

LEGEND  
 SURVEY CONTROL POINT (SEE SHEET 43 FOR SURVEY TIES)

FILE NAME = ...  
 USER NAME = HECHTBR  
 DESIGNED -  
 DRAWN - AG  
 CHECKED - BRH  
 DATE - 11/01/13

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 U.S. ROUTE 14

ALIGNMENTS, TIES &  
 BENCHMARKS - I

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	27R-2	MCHENRY	673	41

CONTRACT NO. 62268

SCALE: 1"=200'  
 SHEET NO. OF SHEETS STA. TO STA.