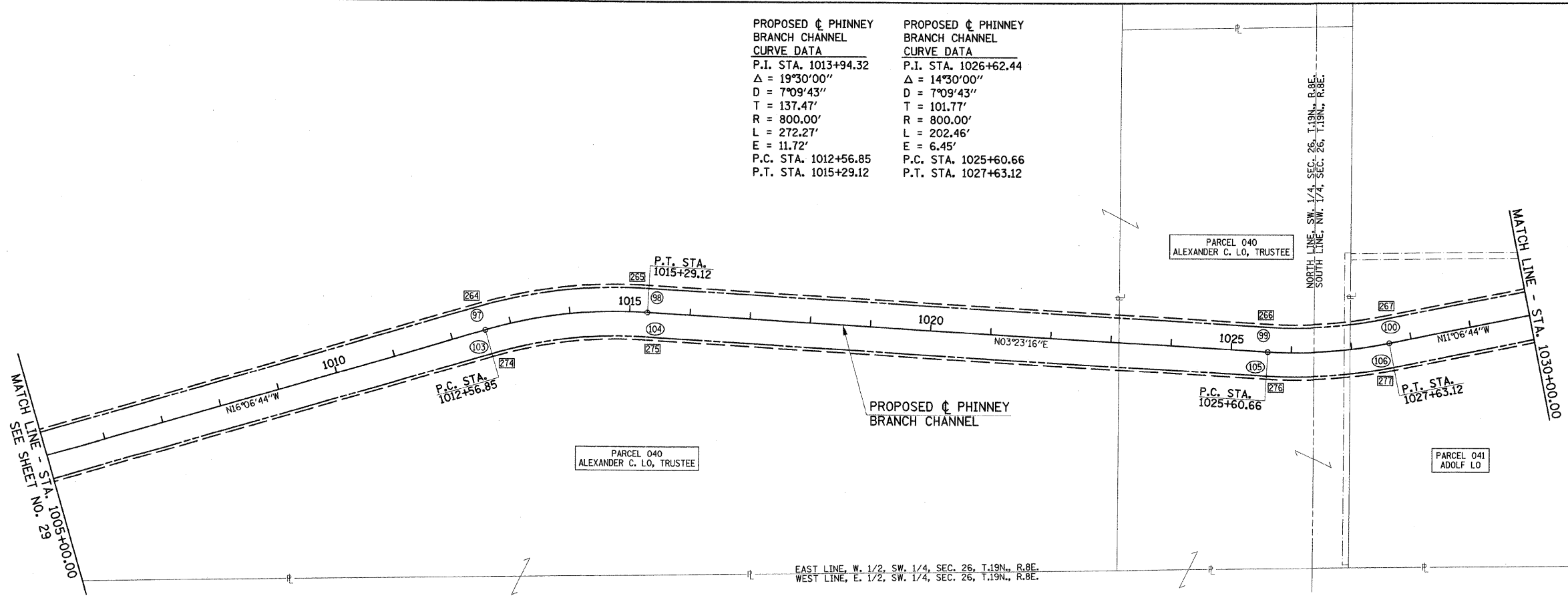


PROPOSED ϕ PHINNEY BRANCH CHANNEL CURVE DATA
P.I. STA. 1013+94.32
 $\Delta = 19^{\circ}30'00''$
D = 7'09'43"
T = 137.47'
R = 800.00'
L = 272.27'
E = 11.72'
P.C. STA. 1012+56.85
P.T. STA. 1015+29.12

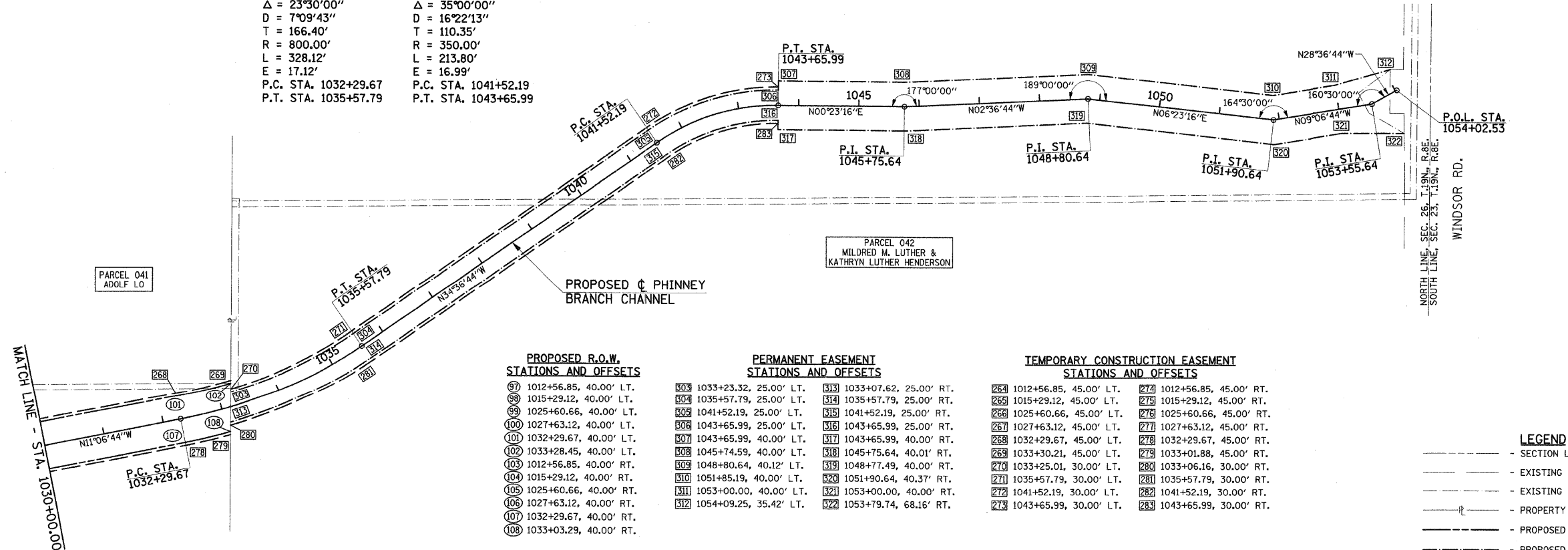
PROPOSED ϕ PHINNEY BRANCH CHANNEL CURVE DATA
P.I. STA. 1026+62.44
 $\Delta = 14^{\circ}30'00''$
D = 7'09'43"
T = 101.77'
R = 800.00'
L = 202.46'
E = 6.45'
P.C. STA. 1025+60.66
P.T. STA. 1027+63.12



PROPOSED ϕ PHINNEY BRANCH CHANNEL CURVE DATA
P.I. STA. 1033+96.07
 $\Delta = 23^{\circ}30'00''$
D = 7'09'43"
T = 166.40'
R = 800.00'
L = 328.12'
E = 17.12'
P.C. STA. 1032+29.67
P.T. STA. 1035+57.79

PROPOSED ϕ PHINNEY BRANCH CHANNEL CURVE DATA
P.I. STA. 1042+62.54
 $\Delta = 35^{\circ}00'00''$
D = 16'22'13"
T = 110.35'
R = 350.00'
L = 213.80'
E = 16.99'
P.C. STA. 1041+52.19
P.T. STA. 1043+65.99

PROPOSED CENTERLINE CONTROL COORDINATE TABLE			
LOCATION	DESCRIPTION	LOCAL GROUND SYSTEM	
		NORTHING	EASTING
	P.C. 1012+56.85	1,240,442.813	1,001,211.245
	P.I. 1013+94.32	1,240,574.878	1,001,173.096
	P.T. 1015+29.12	1,240,712.103	1,001,181.220
	P.C. 1025+60.66	1,241,741.841	1,001,242.178
	P.I. 1026+62.44	1,241,843.436	1,001,248.192
	P.T. 1027+63.12	1,241,943.301	1,001,228.578
	P.C. 1032+29.67	1,242,401.100	1,001,138.660
	P.I. 1033+96.07	1,242,564.381	1,001,106.590
	P.T. 1035+57.79	1,242,701.331	1,001,012.072
	P.C. 1041+52.19	1,243,190.529	1,000,674.443
	P.I. 1042+62.54	1,243,281.353	1,000,611.760
	P.T. 1043+65.99	1,243,391.705	1,000,612.507
	P.I. 1045+75.64	1,243,601.346	1,000,613.926
	P.I. 1048+80.64	1,243,906.029	1,000,600.026
	P.I. 1051+90.64	1,244,214.104	1,000,634.516
	P.I. 1053+55.64	1,244,377.022	1,000,608.385
	P.I. 1054+02.53	1,244,418.186	1,000,585.930



PROPOSED R.O.W. STATIONS AND OFFSETS		PERMANENT EASEMENT STATIONS AND OFFSETS		TEMPORARY CONSTRUCTION EASEMENT STATIONS AND OFFSETS	
97	1012+56.85, 40.00' LT.	303	1033+23.32, 25.00' LT.	264	1012+56.85, 45.00' LT.
98	1015+29.12, 40.00' LT.	304	1035+57.79, 25.00' LT.	265	1015+29.12, 45.00' LT.
99	1025+60.66, 40.00' LT.	305	1041+52.19, 25.00' LT.	266	1025+60.66, 45.00' LT.
100	1027+63.12, 40.00' LT.	306	1043+65.99, 25.00' LT.	267	1027+63.12, 45.00' LT.
101	1032+29.67, 40.00' LT.	307	1043+65.99, 40.00' LT.	268	1032+29.67, 45.00' LT.
102	1033+28.45, 40.00' LT.	308	1045+74.59, 40.00' LT.	269	1033+30.21, 45.00' LT.
103	1012+56.85, 40.00' RT.	309	1048+80.64, 40.12' LT.	270	1033+25.01, 30.00' LT.
104	1015+29.12, 40.00' RT.	310	1051+85.19, 40.00' LT.	271	1035+57.79, 30.00' LT.
105	1025+60.66, 40.00' RT.	311	1053+00.00, 40.00' LT.	272	1041+52.19, 30.00' LT.
106	1027+63.12, 40.00' RT.	312	1054+09.25, 35.42' LT.	273	1043+65.99, 30.00' LT.
107	1032+29.67, 40.00' RT.				
108	1033+03.29, 40.00' RT.				

- 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.

HORIZONTAL ALIGNMENT LAYOUT AND CONTROL

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE : 1"=100'