

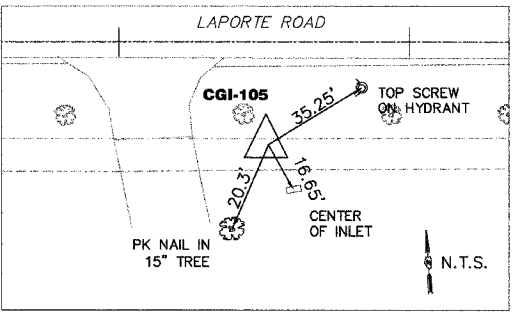
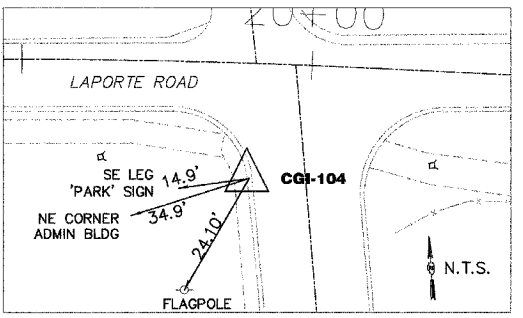
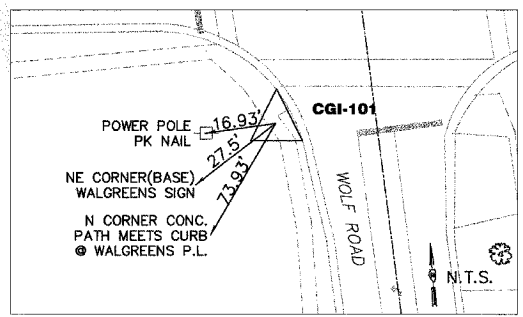
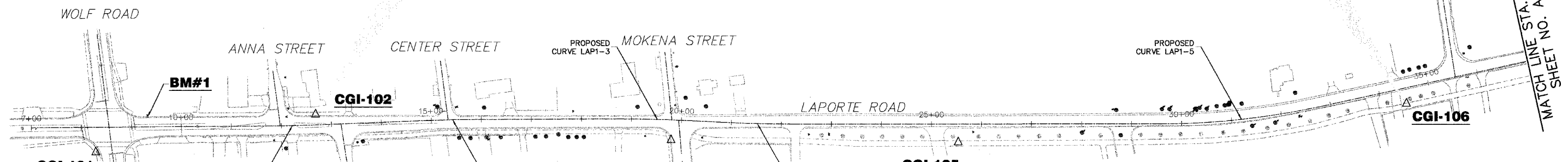
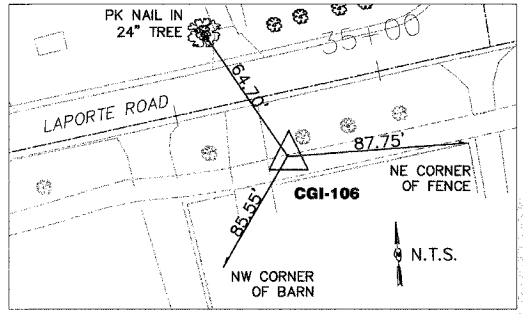
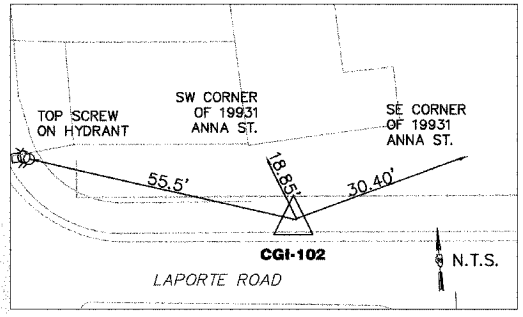
SUPERELEVATION TRANSITION						
CURVE LAP1-5						
STATION	CROSS SLOPE		ELEVATION			
	LT	RT	LT, EP	CL	RT, EP	
28+43	-2.00%	-2.00%	729.17	729.55	729.17	
28+50	-2.00%	-1.75%	729.21	729.59	729.26	
29+00	-2.00%	0.01%	729.52	729.90	729.90	
29+50	-2.00%	1.77%	730.06	730.44	730.78	
29+56.6	-2.00%	2.00%	730.17	730.55	730.93	
29+85	-3.00%	3.00%	730.49	731.06	731.63	
32+53	-3.00%	3.00%	736.97	737.54	738.11	
32+81.5	-2.00%	2.00%	737.5	737.88	738.26	
33+00	-2.00%	1.35%	737.66	738.04	738.30	
33+50	-2.00%	-0.42%	737.8	738.18	738.10	
33+95	-2.00%	-2.00%	737.58	737.96	737.58	

NOTE: A NEGATIVE CROSS SLOPE INDICATES THE EDGE OF PAVEMENT IS LOWER THAN THE CENTERLINE

BENCHMARKS:

BM#1 - ELEV.= 709.12'
NORTH BOLT ON THE BOTTOM FLANGE OF THE FIRE HYDRANT NORTH OF LAPORTE ROAD AND EAST OF WOLF ROAD.

BM#2 - ELEV.= 717.54
NORTH BOLT ON THE BOTTOM FLANGE OF THE FIRE HYDRANT ACROSS FROM 10933 LAPORTE ROAD.



Prop. Curve LAP1-1
PI Sta. 12+21.72
Delta = 01°53'27" (LT)
D = 02°05'01"
T = 45.38'
R = 2750'
L = 90.75'
E = 0.37'
PC Sta. 11+76.34
PT Sta. 12+67.09
SE = N.C.

CURVE DATA
Prop. Curve LAP1-2
PI Sta. 15+42.67
Delta = 02°06'06" (RT)
D = 02°05'01"
T = 50.44'
R = 2750'
L = 100.87'
E = 0.46'
PC Sta. 14+92.23
PT Sta. 15+93.10
SE = N.C.

Prop. Curve LAP1-3
PI Sta. 19+51.64
Delta = 03°01'04" (RT)
D = 02°05'01"
T = 72.44'
R = 2750'
L = 144.84'
E = 0.95'
PC Sta. 18+79.21
PT Sta. 20+24.05
SE = N.C.

Prop. Curve LAP1-4
PI Sta. 21+51.84
Delta = 02°50'19" (LT)
D = 02°05'01"
T = 68.14'
R = 2750'
L = 136.24'
E = 0.84'
PC Sta. 20+83.70
PT Sta. 22+19.95
SE = N.C.

Prop. Curve LAP1-5
PI Sta. 31+20.48
Delta = 12°21'06" (LT)
D = 03°49'11"
T = 162.31'
R = 1500'
L = 323.37'
E = 8.76'
PC Sta. 29+58.16
PT Sta. 32+81.53
SE = 3%

CONTROL POINTS COORDINATES

STATION	DESCRIPTION	NORTHING	EASTING	ELEVATION
CP CGI-101	CHISLED 'X' IN SIDEWALK	10000.00	10000.00	708.38
CP CGI-102	IRON PIPE IN GROUND	10000.00	10445.77	710.80
CP CGI-104	CHISLED 'X' IN SIDEWALK	9831.15	11137.32	720.53
CP CGI-105	PK NAIL IN BIKE PATH	9731.18	11703.69	728.44
CP CGI-106	PK NAIL IN BIKE PATH	9654.46	12598.26	737.85

LAPORTE ROAD CENTERLINE

STATION	NORTHING	EASTING
10+00.00	10021.80	10177.33
11+76.34 (PC)	9993.26	10351.35
12+21.72 (PI)	9985.91	10396.13
12+67.09 (PT)	9980.05	10441.13
14+92.23 (PC)	9950.95	10864.38
15+00.00	9949.94	10672.08
15+42.67 (PI)	9944.43	10714.40
15+93.10 (PT)	9936.08	10764.14
18+79.21 (PC)	9888.73	11046.30
19+51.64 (PI)	9876.74	11117.74

STATION	NORTHING	EASTING
20+00.00	9866.13	11164.95
20+24.05 (PT)	9861.01	11188.45
20+83.70 (PC)	9848.05	11246.68
21+51.84 (PI)	9833.25	11313.19
22+19.95 (PT)	9821.76	11380.35
25+00.00	9774.55	11856.39
29+58.16 (PC)	9697.30	12108.00
30+00.00	9690.83	12149.33
31+20.48 (PI)	9669.94	12267.99
32+81.53 (PT)	9677.43	12430.13
35+00.00	9687.52	12648.36

SCHOOL HOUSE ROAD CENTERLINE

STATION	NORTHING	EASTING
500+00	9690.07	12703.50
502+00	9890.04	12706.56

AL-1

Clorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60666
Tel. 773.775.4059 Fax 773.775.4014 Email clorba@clorba.com

VILLAGE OF MOKENA
LAPORTE ROAD REHABILITATION
ALIGNMENT & TIES
STATION 8+00 TO 37+00
DESIGN: MRJ
DRAWN: JCC
CHECKED: SNS
DATE: DEC. 2005
SCALE: 1"=100'
FILE NO.: 3232