

CONTROL POINTS		
POINT	NORTHING	EASTING
100	241,907.9688	194,664.6226
101	241,610.6017	194,824.8662
102	241,385.7911	195,076.9879
103	241,220.3315	195,262.5485
104	241,212.1589	195,271.7140
105	240,789.5509	195,745.6629
106	240,366.9377	196,219.6175
107	240,358.7702	196,228.7772
108	240,027.0706	195,671.6498
109	240,012.4254	195,903.5039
110	240,185.8197	196,058.1171
111	240,561.7722	196,354.2642
112	240,662.5975	196,416.5901
113	240,780.8653	196,424.5256
114	241,552.0288	195,819.6790
115	241,566.6726	195,587.8248
116	241,393.2773	195,433.2128
117	241,017.3274	195,137.0601
118	240,912.9062	195,072.5115
119	240,790.4643	195,063.6630
120	240,079.7890	196,541.6506



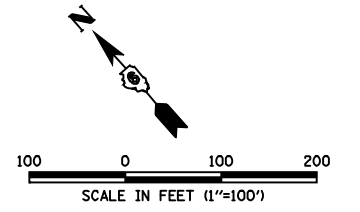
EXIST CURVE IL96-1  
 101 PI STA. = 37+73.16  
 $\Delta = 19^\circ 57' 30''$  (LT)  
 $D = 2^\circ 59' 04''$   
 $R = 1,919.81'$   
 $T = 337.79'$   
 $L = 668.74'$   
 $E = 29.49'$   
 EX & PR S.E. = 5.3% (55 MPH DESIGN)  
 $T.R. = 44.73'$  (HIGH SIDE ONLY)  
 100 P.C. STA. = 34+35.37  
 102 P.T. STA. = 41+04.11  
 S.E. ATTAINED (MATCH EXIST - LOW SIDE ONLY):  
 STA 33+35.36 TO STA 34+85.36  
 STA 40+54.11 TO STA 42+04.11  
 S.E. ATTAINED (HIGH SIDE ONLY):  
 STA 32+82.58 TO STA 34+85.36

EXIST CURVE RAMP C-1  
 115 PI STA. = 17+10.36  
 $\Delta = 51^\circ 53' 29''$  (LT)  
 $D = 12^\circ 00' 00''$   
 $R = 477.47'$   
 $T = 232.32'$   
 $L = 432.43'$   
 $E = 53.52'$   
 EX & PR S.E. = 8.0% (40 MPH DESIGN)  
 114 P.C. STA. = 14+78.05  
 116 P.T. STA. = 19+10.48  
 S.E. ATTAINED:  
 STA 13+58.89 TO STA 15+79.05  
 STA 18+30.97 TO STA 20+10.85

EXIST CURVE RAMP B-1  
 112 PI STA. = 3+57.19  
 $\Delta = 27^\circ 53' 02''$  (LT)  
 $D = 11^\circ 59' 59''$   
 $R = 477.47'$   
 $T = 118.53'$   
 $L = 232.37'$   
 $E = 14.49'$   
 EX & PR S.E. = 8.0% (40 MPH DESIGN)  
 111 P.C. STA. = 2+38.66  
 113 P.T. STA. = 4+71.03  
 S.E. ATTAINED:  
 STA 1+19.41 TO STA 2+98.29  
 STA 3+71.26 TO STA 5+91.42

EXIST CURVE RAMP A-1  
 109 PI STA. = 17+10.34  
 $\Delta = 51^\circ 53' 29''$  (LT)  
 $D = 12^\circ 00' 00''$   
 $R = 477.47'$   
 $T = 232.32'$   
 $L = 432.43'$   
 $E = 53.52'$   
 EX & PR S.E. = 8.0% (40 MPH DESIGN)  
 108 P.C. STA. = 14+78.03  
 110 P.T. STA. = 19+10.46  
 S.E. ATTAINED:  
 STA 13+58.89 TO STA 15+79.05  
 STA 18+31.97 TO STA 20+10.85

EXIST CURVE RAMP D-1  
 118 PI STA. = 3+61.42  
 $\Delta = 27^\circ 35' 21''$  (LT)  
 $D = 11^\circ 27' 33''$   
 $R = 500.00'$   
 $T = 122.76'$   
 $L = 240.76'$   
 $E = 14.85'$   
 EX & PR S.E. = 8.0% (40 MPH DESIGN)  
 117 P.C. STA. = 2+38.66  
 119 P.T. STA. = 4+79.42  
 S.E. ATTAINED:  
 STA 1+19.41 TO STA 2+98.29  
 STA 3+71.26 TO STA 5+91.42



FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ALIGNMENT DATA (IL 96)</b>		F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
e:\pwwork\pwwid\LAUGHLINRL\0182983\038-D672A09-ahh-A1gnmt-IL96.dgn		DRAWN -	REVISED -		SCALE: 1"=100'	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	172	1-(1,2,3,4,5)RS	ADAMS	165	38
PLOT SCALE = 200.0000' / IN.		CHECKED -	REVISED -					CONTRACT NO. 72A09				
PLOT DATE = Feb-01-2010 09:34:57AM		DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				