PLAT TO PLAN COORDINATE TRANSLATION TABLE								
ROAD NAME	PLAN				PLAT			
	LABEL	STATION	NORTHING	EASTING	LABEL	STATION	NORTHING	EASTING
MILWAUKEE	POINT 10	33+00.00	2,075,822.297	1,093,674.954	N/A			
	CURVE IL21R1 P.I.	45+74.83	2,074,862.323	1,092,836.120	N/A			
	CURVE IL21R1 P.C.	40+95.63	2,075,223.171	1,093,151.433	N/A			
	CURVE IL21R1 P.T.	50+49.69	2,074,438.394	1,092,612.698	N/A			
	CURVE IL21R2 P.I.	99+98.36	2,070,060.509	1,090,305.433	N/A			
	CURVE IL21R2 P.C.	98+35.42	2,070,204.650	1,090,381.399	N/A			
	CURVE IL21R2 P.T.	101+61.27	2,069,918.586	1,090,225.400	N/A			
	CURVE IL21R3 P.I.	121+51.16	2,068,185.303	1,089,247.960	N/A			
	CURVE IL21R3 P.C.	118+56.61	2,068,441.866	1,089,392.642	N/A			
	CURVE IL21R3 P.T.	124+45.58	2,067,921.646	1,089,116.650	N/A			
	CURVE IL21R4 P.I.	177+52.62	2,063,171.151	1,086,750.742	N/A			
	CURVE IL21R4 P.C.	175+13.25	2,063,385.419	1,086,857.454	N/A			
	CURVE IL21R4 P.T.	179+91.97	2,062,954.701	1,086,648.527	N/A			
	CURVE IL21R5 P.I.	182+31.36	2,062,738.237	1,086,546.307	5003	365+40.74	2,062,647.104	1,086,499.140
	CURVE IL21R5 P.C.	179+91.98	2,062,954.695	1,086,648.525	5002	367+80.09	2,062,863.551	1,086,601.353
	CURVE IL21R5 P.T.	184+70.72	2,062,523.961	1,086,439.590	5004	363+01.37	2,062,432.838	1,086,392.428
	CURVE IL21R6 P.I.	191+25.10	2,061,938.209	1,086,147.865	5006	356+47.04	2,061,847.112	1,086,100.716
	CURVE IL21R6 P.C.	188+85.73	2,062,152.477	1,086,254.578	5005	358+86.39	2,062,061.371	1,086,207.424
	CURVE IL21R6 P.T.	193+64.45	2,061,726.216	1,086,036.700	5007	354+07.68	2,061,635.128	1,085,989.555
	CURVE IL21R7 P.I.	196+03.84	2,061,514.211	1,085,925.528	5008	351+68.33	2,061,423.134	1,085,878.390
	CURVE IL21R7 P.C.	193+64.45	2,061,726.215	1,086,036.70	5007	354+07.68	2,061,635.128	1,085,989.555
	CURVE IL21R7 P.T.	198+43.20	2,061,299.932	1,085,818.810	5009	349+28.96	2,061,208.864	1,085,771.676
	CURVE IL21R8 P.I.	216+96.22	2,059,641.243	1,084,992.727	5011	330+80.73	2,059,550.252	1,084,945.631
	CURVE IL21R8 P.C.	210+80.64	2,060,192.266	1,085,267.155	5010	336+91.58	2,060,101.250	1,085,220.047
	CURVE IL21R8 P.T.	223+07.09	2,059,044.500	1,084,841.614	5012	324+65.18	2,058,953.536	1,084,794.525
	CURVE IL21R9 P.I.	252+29.11	2,056,211.892	1,084,124.311	5014	296+37.75	2,056,121.059	1,084,077.255
	CURVE IL21R9 P.C.	243+66.70	2,057,047.917	1,084,336.018	5013	304+05.67	2,056,957.045	1,084,288.953
	CURVE IL21R9 P.T.	259+97.07	2,055,480.392	1,084,581.110	5015	287+75.38	2,055,389.592	1,084,534.033
	CURVE IL21R10 P.I.	281+73.24	2,053,634.562	1,085,733.773	5017	266+12.78	2,053,543.847	1,085,686.644
	CURVE IL21R10 P.C.	275+03.56	2,054,202.579	1,085,379.065	5016	272+68.95	2,054,111.838	1,085,331.951
	CURVE IL21R10 P.T.	288+29.44	2,052,979.756	1,085,874.097	5018	259+43.14	2,052,889.072	1,085,826.961
	POINT 21	291+15.93	2,052,699.623	1,085,934.129	N/A			
BUCKLEY	POINT 201	448+15.16	2,054,401.831	1,084,053.804	9308	448+15.24	2,054,311.081	1,084,006.807
	POINT 202	459+99.97	2,054,398.775	1,085,238.613	8078	460+00.00	2,054,308.025	1,085,191.558
	POINT 203	471+95.57	2,054,385.125	1,086,434.130	9309	471+95.54	2,054,294.375	1,086,387.025

NOTE: THE COORDINATE SYSTEM USED FOR THE RIGHT-OF-WAY PLATS IS DIFFERENT THAN THE COORDINATE SYSTEM USED ON THE PLANS. THE PROPOSED ALIGNMENT IS THE SAME ON BOTH BUT THE STATIONING IS DIFFERENT. THE TABLE GIVES THE CONVERSIONS.

B.M.; CHISLED BOX ON TOP OF S.E. WINGWALL OF BULL CREEK BRIDGE. ELEVATION 669.64