

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	69-3(3HB)	MORGAN	793	89
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

3:58:05 PM
Mar-25-2011 03:58:05PM

EXIST. EASTBOUND TRANSITION CURVE
 PI STA = 53+40.45
 $\Delta = 1^\circ 57' 02''$ LT
 $D = 0^\circ 17' 11''$
 $R = 20,000.00'$
 $T = 340.45'$
 $L = 680.84'$
 $E = 2.90'$
 $S.E. = \text{None}$
 P.C. STA = 50+00.00
 P.T. STA = 56+80.84

EXIST. CURVE TRANS001 PI STA. = 4+14.04 $\Delta = 4^\circ 44' 31''$ (LT) $D = 0^\circ 34' 23''$ $R = 10,000.00'$ $T = 414.04'$ $L = 827.61'$ $E = 8.57'$ P.C. STA. = 0+00.00 P.T. STA. = 8+27.61	EXIST. CURVE TRANS002 PI STA. = 10+61.61 $\Delta = 7^\circ 08' 29''$ (RT) $D = 1^\circ 31' 40''$ $R = 3,750.00'$ $T = 234.00'$ $L = 467.39'$ $E = 7.29'$ P.C. STA. = 8+27.61 P.T. STA. = 12+95.00	EXIST. CURVE TRANS003 PI STA. = 24+75.77 $\Delta = 7^\circ 53' 58''$ (RT) $D = 1^\circ 08' 45''$ $R = 5,000.00'$ $T = 345.23'$ $L = 689.36'$ $E = 11.90'$ P.C. STA. = 21+30.54 P.T. STA. = 28+19.90	EXIST. CURVE 307 PI STA. = 100+03.06 $\Delta = 10^\circ 08' 04''$ (LT) $D = 1^\circ 00' 18''$ $R = 5,700.43'$ $T = 505.47'$ $L = 1,008.30'$ $E = 22.37'$ P.C. STA. = 94+97.59 P.T. STA. = 105+05.89	EXIST. CURVE 13 PI STA. = 775+28.87 $\Delta = 10^\circ 17' 12''$ (RT) $D = 1^\circ 00' 00''$ $R = 5,729.58'$ $T = 515.72'$ $L = 1,028.67'$ $E = 23.16'$ P.C. STA. = 770+13.15 P.T. STA. = 780+41.82
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DESCRIPTION	COORDINATES	
	NORTH	EAST
FAP 310		
PT 760+26.10	1,128,545.606	2,243,630.921
PC 770+13.15	1,128,581.287	2,242,644.512
PI 775+28.87	1,128,599.930	2,242,129.130
PT 780+41.82	1,128,710.307	2,241,625.361
POT 805+64.84	1,129,250.298	2,239,160.797
PR FRONTAGE ROAD		
POT 7+98.93	1,128,783.450	2,240,528.982
PC 9+49.93	1,128,815.795	2,240,381.487
PI 14+05.92	1,128,913.471	2,239,936.079
PT 17+47.99	1,128,531.426	2,239,687.141
PC 20+37.27	1,128,289.061	2,239,529.218
PI 24+93.02	1,127,907.217	2,239,280.411
PT 28+35.00	1,128,004.622	2,238,835.190
POT 30+00.00	1,128,039.887	2,238,674.002
PR RAMP A		
POT 0+00.00	1,128,749.748	2,238,829.314
PC 2+90.00	1,128,763.201	2,239,119.002
PI 3+69.83	1,128,766.904	2,239,198.749
PT 4+49.32	1,128,783.338	2,239,276.871
PC 11+59.30	1,128,929.487	2,239,971.642
PI 13+14.56	1,128,961.447	2,240,123.576
PT 14+65.60	1,128,931.257	2,240,275.871
POT 26+15.60	1,128,707.639	2,241,403.920
PR RAMP B		
POT 0+00.00	1,128,955.167	2,240,741.420
PC 8+00.08	1,129,167.845	2,239,970.123
PI 9+82.02	1,129,216.208	2,239,794.730
PT 11+57.24	1,129,338.752	2,239,660.251
POT 19+49.18	1,129,872.163	2,239,074.890

DESCRIPTION	COORDINATES	
	NORTH	EAST
EX US 67		
PC 115+83.38	1,128,380.490	2,243,666.417
PT 105+05.89	1,128,422.530	2,242,589.743
PI 100+03.06	1,128,442.252	2,242,084.660
PC 94+97.59	1,128,550.541	2,241,590.927
POT 67+57.21	1,129,137.625	2,238,914.179
EX TRANS FROM 4 TO 2 LANES		
PC 0+00.00	1,128,589.049	2,243,453.471
PI 4+14.04	1,128,604.016	2,243,039.703
PRC 8+27.61	1,128,584.728	2,242,626.113
PT 12+95.00	1,128,592.068	2,242,159.079
PC 21+30.54	1,128,657.204	2,241,326.081
PI 24+75.77	1,128,684.117	2,240,981.903
PT 28+19.90	1,128,758.077	2,240,644.689
POT 28+91.00	1,128,773.309	2,240,575.240

PROP. CURVE CONB-1
 PI STA. = 9+82.02
 $\Delta = 26^\circ 55' 32''$ (RT)
 $D = 7^\circ 32' 20''$
 $R = 760.00'$
 $T = 181.94'$
 $L = 357.16'$
 $E = 21.47'$
 $e = 0.080$
 P.C. STA. = 8+00.08
 P.T. STA. = 11+57.24
 S.E. TRANSITION
 STA 10+88.00 TO STA 12+96.00
 STA 6+60.08 TO STA 8+70.08

PROP. CURVE CONCORD-1
 PI STA. = 30+76.49
 $\Delta = 11^\circ 23' 17''$ (LT)
 $D = 2^\circ 09' 44''$
 $R = 2,650.00'$
 $T = 264.23'$
 $L = 526.71'$
 $E = 13.14'$
 $e = 0.047$
 P.C. STA. = 28+12.26
 P.T. STA. = 33+38.97
 S.E. TRANSITION
 STA 26+67.00 TO STA 28+60.00
 STA 32+91.00 TO STA 34+84.00

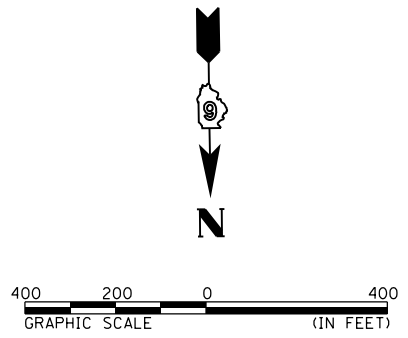
PROP. CURVE CONA-1
 PI STA. = 3+69.83
 $\Delta = 9^\circ 13' 14''$ (LT)
 $D = 5^\circ 47' 15''$
 $R = 990.00'$
 $T = 79.83'$
 $L = 159.32'$
 $E = 3.21'$
 $e = 0.080$
 P.C. STA. = 2+90.00
 P.T. STA. = 4+49.32
 $e = 0.076$
 S.E. TRANSITION
 STA 1+59.00 TO STA 3+55.00
 STA 3+70.00 TO STA 6+62.00

PROP. CURVE CONA-2
 PI STA. = 13+14.56
 $\Delta = 23^\circ 05' 31''$ (RT)
 $D = 7^\circ 32' 20''$
 $R = 760.00'$
 $T = 155.26'$
 $L = 306.30'$
 $E = 15.70'$
 $e = 0.080$
 P.C. STA. = 11+59.30
 P.T. STA. = 14+65.60
 S.E. TRANSITION
 STA 10+21.00 TO STA 12+29.00

PROP. CURVE CONFR-1
 PI STA. = 14+05.92
 $\Delta = 6^\circ 16' 52''$ (LT)
 $D = 8^\circ 40' 52''$
 $R = 660.00'$
 $T = 455.99'$
 $L = 798.06'$
 $E = 142.20'$
 $e = 0.080$
 P.C. STA. = 9+49.93
 P.T. STA. = 17+47.99
 S.E. TRANSITION
 STA 9+97.00 TO STA 10+09.00
 STA 17+15.00 TO STA 18+93.00

PROP. CURVE CONFR-2
 PI STA. = 24+93.02
 $\Delta = 6^\circ 15' 10''$ (RT)
 $D = 8^\circ 40' 52''$
 $R = 660.00'$
 $T = 455.75'$
 $L = 797.73'$
 $E = 142.07'$
 $e = 0.080$
 P.C. STA. = 20+37.27
 P.T. STA. = 28+35.00
 S.E. TRANSITION
 STA 18+93.00 TO STA 20+71.00
 STA 27+76.00 TO STA 29+88.00

\$ FILE \$



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ALIGNMENT & BENCHMARK DATA
 SHEET 1 OF 9
 FAP 310 (US 67/IL 104)

DATE _____
 DRAWN BY Lin
 CHECKED BY _____