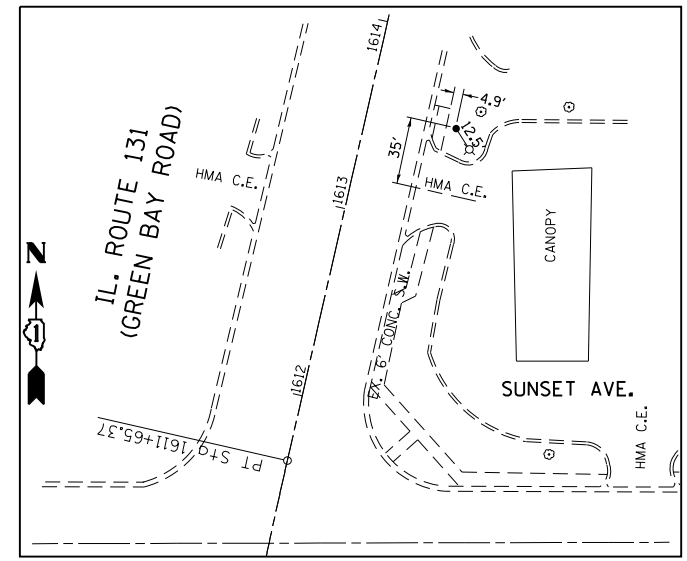


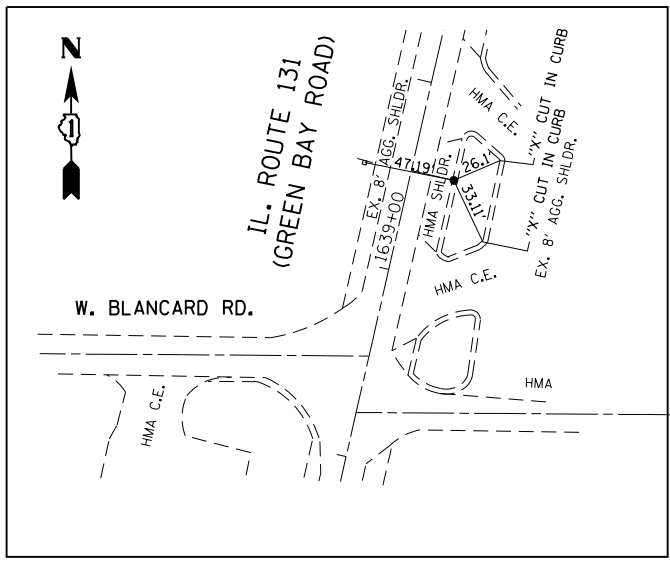
STA. 1678+81.09 IL. ROUTE 131 =
STA. 30+00 YORKHOUSE ROAD

EXIST. CURVE C3
PI STA. = 1676+47.54
 $\Delta = 9^\circ 15' 52''$ (LT)
D = 1° 18' 00"
R = 4,407.46'
T = 357.12'
L = 712.67'
E = 14.44'
 $e =$
T.R. =
S.E. RUN =
P.C. STA. = 1672+90.43
P.T. STA. = 1680+03.10
11675+00

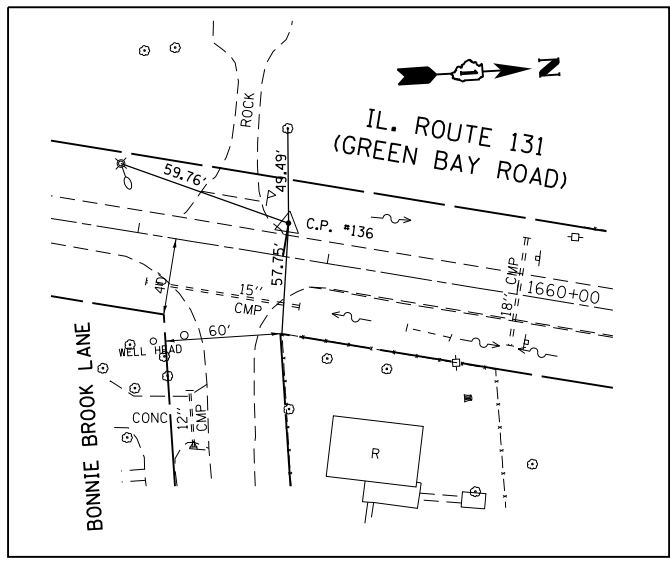
ALIGNMENT COORDINATES		IL. RTE. 131	
STATION	N	E	
POB 1597+00.00	2084386.9461	1105591.9024	
PC 1598+02.93	2084489.8759	1105591.6782	
PI 1602+01.57	2084888.6651	1105590.8127	
PT 1605+99.91	2085286.3089	1105616.7130	
PC 1605+99.91	2085286.3089	1105616.7130	
PI 1608+83.24	2085569.6400	1105635.2075	
PT 1611+65.37	2085845.2665	1105698.1771	
PC 1672+90.43	2091816.7277	1107140.8536	
PI 1676+47.54	2092165.6568	1107140.8536	
PT 1680+03.10	2092521.3000	1107163.1316	



CONTROL POINT #1002
IRON ROD WITH CAP
STA. 1613+54.163, 45.688 RT.
N 2086019.1501
E 1105784.7320
ELEV. 734.3578



CONTROL POINT #137
"X" CUT IN CURB
STA. 1639+52.79, 22.7' RT.
N 2088557.7361
E 1106340.6317



CONTROL POINT #136
IRON ROD WITH CAP
STA. 1658+76.63, 17.45' RT.
N 2090434.4996
E 1106763.6522

BENCHMARK CM-11
ELEVATION 733.2819
SOUTHWEST CORNER OF TRAFFIC SIGNAL HANDHOLE FOUNDATION,
CHISLED "C", NORTHEAST QUADRANT IL. RTE. 131 AND YORKHOUSE RD.