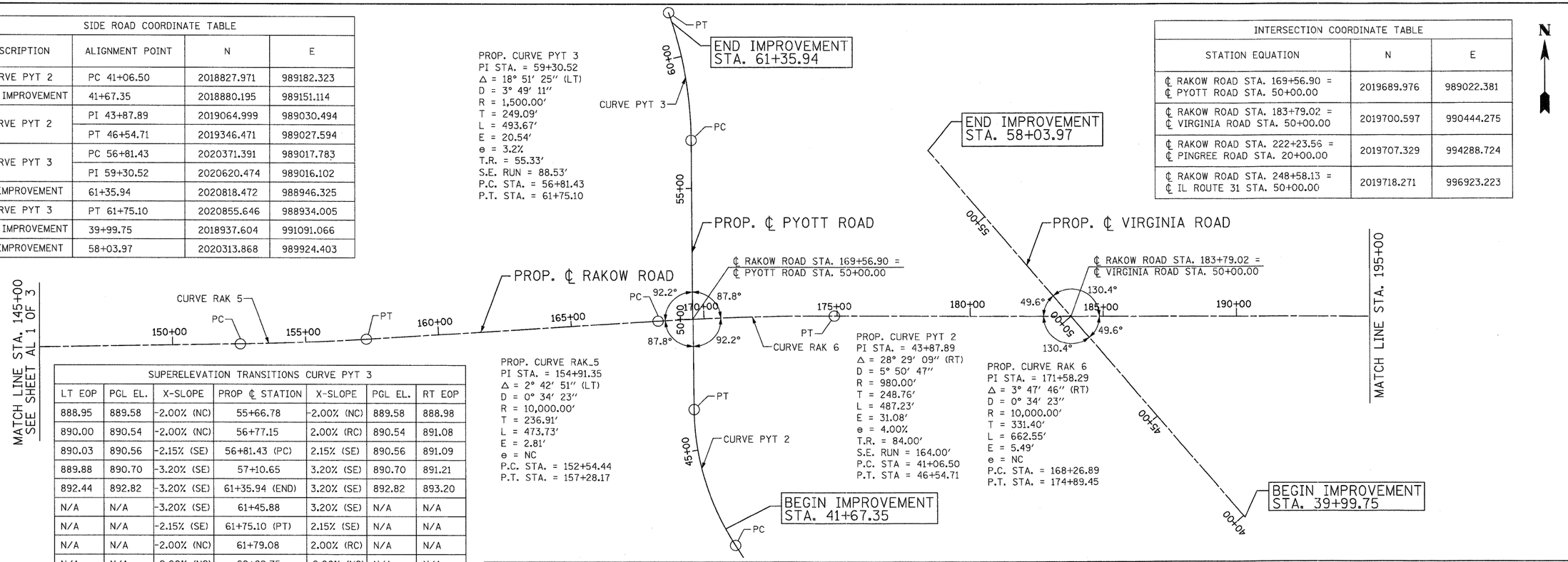
SIDE ROAD COORDINATE TABLE				
	DESCRIPTION	ALIGNMENT POINT	N	E
PYOTT ROAD	CURVE PYT 2	PC 41+06.50	2018827.971	989182.323
	BEGIN IMPROVEMENT	41+67.35	2018880.195	989151.114
	CURVE PYT 2	PI 43+87.89	2019064.999	989030.494
		PT 46+54.71	2019346.471	989027.594
	CURVE PYT 3	PC 56+81.43	2020371.391	989017.783
		PI 59+30.52	2020620.474	989016.102
	END IMPROVEMENT	61+35.94	2020818.472	988946.325
	CURVE PYT 3	PT 61+75.10	2020855.646	988934.005
VA. ROAD	BEGIN IMPROVEMENT	39+99.75	2018937.604	991091.066
	END IMPROVEMENT	58+03.97	2020313.868	989924.403

INTERSECTION COORDINATE TABLE		
STATION EQUATION	N	E
℄ RAKOW ROAD STA. 169+56.90 = ℄ PYOTT ROAD STA. 50+00.00	2019689.976	989022.381
℄ RAKOW ROAD STA. 183+79.02 = ℄ VIRGINIA ROAD STA. 50+00.00	2019700.597	990444.275
℄ RAKOW ROAD STA. 222+23.56 = ℄ PINGREE ROAD STA. 20+00.00	2019707.329	994288.724
℄ RAKOW ROAD STA. 248+58.13 = ℄ IL ROUTE 31 STA. 50+00.00	2019718.271	996923.223

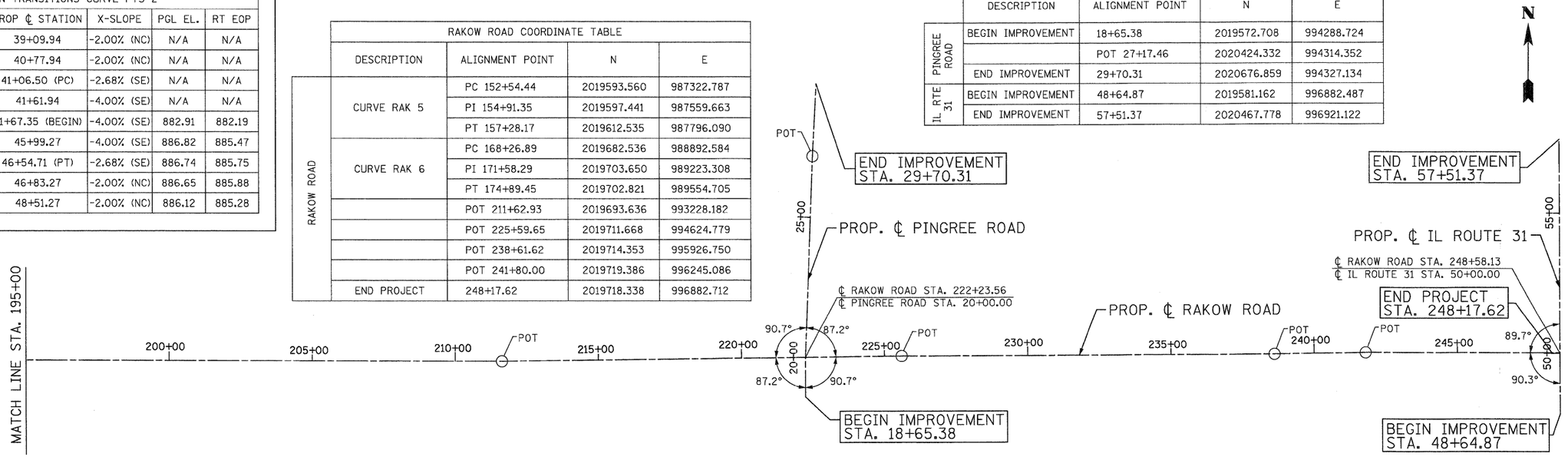


SUPERELEVATION TRANSITIONS CURVE PYT 3						
LT EOP	PGL EL.	X-SLOPE	PROP ℄ STATION	X-SLOPE	PGL EL.	RT EOP
888.95	889.58	-2.00% (NC)	55+66.78	-2.00% (NC)	889.58	888.98
890.00	890.54	-2.00% (NC)	56+77.15	2.00% (RC)	890.54	891.08
890.03	890.56	-2.15% (SE)	56+81.43 (PC)	2.15% (SE)	890.56	891.09
889.88	890.70	-3.20% (SE)	57+10.65	3.20% (SE)	890.70	891.21
892.44	892.82	-3.20% (SE)	61+35.94 (END)	3.20% (SE)	892.82	893.20
N/A	N/A	-3.20% (SE)	61+45.88	3.20% (SE)	N/A	N/A
N/A	N/A	-2.15% (SE)	61+75.10 (PT)	2.15% (SE)	N/A	N/A
N/A	N/A	-2.00% (NC)	61+79.08	2.00% (RC)	N/A	N/A
N/A	N/A	-2.00% (NC)	62+89.75	-2.00% (NC)	N/A	N/A

SUPERELEVATION TRANSITIONS CURVE PYS 2						
LT EOP	PGL EL.	X-SLOPE	PROP ℄ STATION	X-SLOPE	PGL EL.	RT EOP
N/A	N/A	-2.00% (NC)	39+09.94	-2.00% (NC)	N/A	N/A
N/A	N/A	2.00% (RC)	40+77.94	-2.00% (NC)	N/A	N/A
N/A	N/A	2.68% (SE)	41+06.50 (PC)	-2.68% (SE)	N/A	N/A
N/A	N/A	4.00% (SE)	41+61.94	-4.00% (SE)	N/A	N/A
N/A	882.91	4.00% (SE)	41+67.35 (BEGIN)	-4.00% (SE)	882.91	882.19
N/A	886.82	4.00% (SE)	45+99.27	-4.00% (SE)	886.82	885.47
887.54	886.74	2.68% (SE)	46+54.71 (PT)	-2.68% (SE)	886.74	885.75
887.25	886.65	2.00% (RC)	46+83.27	-2.00% (NC)	886.65	885.88
885.52	886.12	-2.00% (NC)	48+51.27	-2.00% (NC)	886.12	885.28

RAKOW ROAD COORDINATE TABLE				
	DESCRIPTION	ALIGNMENT POINT	N	E
RAKOW ROAD	CURVE RAK 5	PC 152+54.44	2019593.560	987322.787
		PI 154+91.35	2019597.441	987559.663
		PT 157+28.17	2019612.535	987796.090
	CURVE RAK 6	PC 168+26.89	2019682.536	988892.584
		PI 171+58.29	2019703.650	989223.308
		PT 174+89.45	2019702.821	989554.705
		POT 211+62.93	2019693.636	993228.182
		POT 225+59.65	2019711.668	994624.779
		POT 238+61.62	2019714.353	995926.750
		POT 241+80.00	2019719.386	996245.086
	END PROJECT	248+17.62	2019718.338	996882.712

SIDE ROAD COORDINATE TABLE				
	DESCRIPTION	ALIGNMENT POINT	N	E
PINGREE ROAD	BEGIN IMPROVEMENT	18+65.38	2019572.708	994288.724
		POT 27+17.46	2020424.332	994314.352
	END IMPROVEMENT	29+70.31	2020676.859	994327.134
IL RTE 31	BEGIN IMPROVEMENT	48+64.87	2019581.162	996882.487
	END IMPROVEMENT	57+51.37	2020467.778	996921.122



PATRICK ENGINEERING INC.
LISLE, ILLINOIS

USER NAME = Rdwy_Lisle	DESIGNED - MJP	REVISED -
PLOT CONFIG= PDF(Grey_Large).plt	DRAWN - TCK	REVISED -
PLOT SCALE = 1:200	CHECKED - JAH	REVISED -
PLOT DATE = 7/28/2010	DATE - 8/2/2010	REVISED -

MCHENRY COUNTY
DIVISION OF TRANSPORTATION

RAKOW ROAD FROM ACKMAN ROAD TO ILLINOIS ROUTE 31
RAKOW ROAD ALIGNMENT, TIES, & BENCHMARKS

SCALE: 1"=200' | SHEET NO. ALI 2 OF 3 | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0336	05-00308-00-WR	MCHENRY	606	45
		CONTRACT NO. 63398		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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