

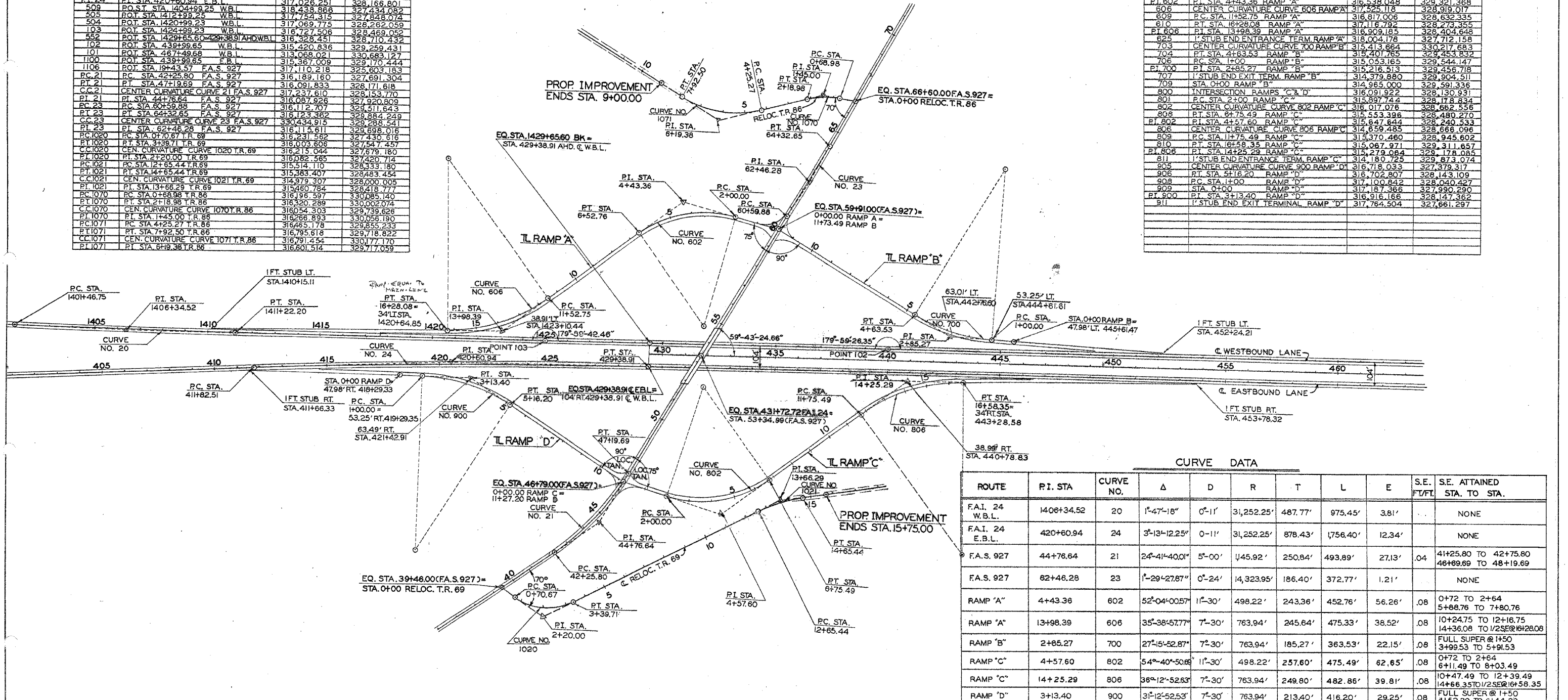
F.A.I. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	**	189	84
STA.	TO STA.		ROUTE NO.	SEC
			14-3K	JOHNSON
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	TOTAL SHEETS	SHEET NO.
			100	11
* X1-2,44(2,3,4)RS BSMARTFY04-4				
** WILLIAMSON/JOHNSON				
CONTRACT NO. 98758				

CO ORDINATE DATA (F.A.I. 24 & F.A.S. 927)

POINT	LOCATION	NORTH	EAST
4	STA 431+72.72 (INTER.) F.A.S. 927	316,101.417	328,786.844
501	ROT. STA. 408+99.44 E.B.L.	317,902.228	327,587.254
PC. 24	PC. STA. 411+82.51 E.B.L.	317,751.152	327,670.655
PT. 24	PT. STA. 429+38.91 E.B.L.	316,274.625	328,621.445
CC. 24	CENTER CURVATURE CURVE 24 E.B.L.	300,099.618	301,880.617
PT. 24	PT. STA. 420+60.94 E.B.L.	317,026.251	328,166.801
509	ROT. STA. 1404+99.25 W.B.L.	318,435.866	327,434.082
505	ROT. STA. 1412+99.25 W.B.L.	317,754.315	327,848.074
504	ROT. STA. 1420+99.23 W.B.L.	317,069.775	328,282.059
103	ROT. STA. 1424+99.23 W.B.L.	316,727.506	328,469.052
552	ROT. STA. 1429+65.60 (29+38.91) AHD W.B.L.	316,328.451	328,710.432
102	ROT. STA. 439+99.65 W.B.L.	315,420.836	329,259.431
101	ROT. STA. 467+49.68 W.B.L.	313,068.021	330,683.127
1106	ROT. STA. 439+99.65 E.B.L.	315,367.009	329,170.444
PC. 21	PC. STA. 42+75.80 F.A.S. 927	317,110.218	325,603.183
PT. 21	PT. STA. 47+19.69 F.A.S. 927	316,189.160	327,691.304
CC. 21	CENTER CURVATURE CURVE 21 F.A.S. 927	317,237.810	328,171.618
PT. 21	PT. STA. 44+76.64 F.A.S. 927	316,087.926	327,920.909
PC. 23	PC. STA. 60+59.88 F.A.S. 927	316,112.707	329,511.643
PT. 23	PT. STA. 64+32.65 F.A.S. 927	316,123.362	329,884.249
CC. 23	CENTER CURVATURE CURVE 23 F.A.S. 927	330,434.915	329,286.541
PT. 23	PT. STA. 62+46.28 F.A.S. 927	316,115.611	329,698.016
1100	ROT. STA. 19+43.57 F.A.S. 927	315,231.562	327,430.616
CC. 1020	CEN. CURVATURE CURVE 1020 T.R. 69	316,093.606	327,547.457
PT. 1020	PT. STA. 2+20.00 T.R. 69	316,082.565	327,420.714
PC. 1021	PC. STA. 12+65.44 T.R. 69	315,514.110	328,333.180
PT. 1021	PT. STA. 14+65.44 T.R. 69	315,383.407	328,483.454
CC. 1021	CEN. CURVATURE CURVE 1021 T.R. 69	314,979.307	328,000.005
PT. 1021	PT. STA. 13+58.29 T.R. 69	315,460.784	328,418.777
PC. 1070	PC. STA. 0+58.98 T.R. 86	316,196.597	330,085.140
PT. 1070	PT. STA. 2+18.98 T.R. 86	316,320.289	330,020.074
CC. 1070	CEN. CURVATURE CURVE 1070 T.R. 86	316,054.303	329,739.628
PT. 1070	PT. STA. 1+45.00 T.R. 86	316,266.893	330,056.190
PC. 1071	PC. STA. 4+25.27 T.R. 86	316,465.178	329,855.233
PT. 1071	PT. STA. 7+92.50 T.R. 86	316,795.618	329,718.822
CC. 1071	CEN. CURVATURE CURVE 1071 T.R. 86	316,791.454	330,177.170
PT. 1071	PT. STA. 6+19.38 T.R. 86	316,601.514	329,717.059

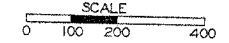
CO ORDINATE DATA (RAMPS 'A','B','C','D')

POINT	LOCATION	NORTH	EAST
600	INTERSECTION RAMPS 'A' & 'B'	316,116.355	329,442.774
601	PC. STA. 2+00 RAMP 'A'	316,303.990	329,388.008
602	CENTER CURVATURE CURVE 602 RAMP 'A'	316,167.560	328,908.827
608	PT. STA. 6+52.76 RAMP 'A'	316,629.373	329,095.794
PT. 602	PT. STA. 4+43.36 RAMP 'A'	316,538.048	329,321.368
606	CENTER CURVATURE CURVE 606 RAMP 'A'	317,525.118	328,919.017
609	PC. STA. 13+98.39 RAMP 'A'	316,917.006	328,632.335
610	PT. STA. 16+28.08 RAMP 'A'	317,116.782	328,273.355
PT. 606	PT. STA. 13+98.39 RAMP 'A'	316,909.185	328,404.648
625	I' STUB END ENTRANCE TERM RAMP 'A'	316,004.178	327,712.158
703	CENTER CURVATURE CURVE 700 RAMP 'B'	315,413.664	330,217.683
704	PC. STA. 4+63.53 RAMP 'B'	315,401.765	329,453.832
706	PC. STA. 1+00 RAMP 'B'	315,053.165	329,544.147
PT. 700	PT. STA. 2+85.27 RAMP 'B'	315,216.513	329,456.718
707	I' STUB END EXIT TERM RAMP 'B'	314,379.880	329,904.511
709	STA. 0+00 RAMP 'B'	314,985.000	329,591.336
800	INTERSECTION RAMPS 'C' & 'D'	316,091.922	328,130.931
801	PC. STA. 2+00 RAMP 'C'	315,897.744	328,178.834
802	CENTER CURVATURE CURVE 802 RAMP 'C'	316,017.076	328,662.556
806	PT. STA. 6+75.49 RAMP 'C'	315,553.396	328,480.270
PT. 802	PT. STA. 4+57.60 RAMP 'C'	315,647.644	328,240.533
806	CENTER CURVATURE CURVE 806 RAMP 'C'	314,659.485	328,666.096
809	PC. STA. 14+75.49 RAMP 'C'	315,370.460	328,945.602
810	PT. STA. 16+58.35 RAMP 'C'	315,067.971	329,311.657
PT. 806	PT. STA. 14+26.29 RAMP 'C'	315,279.084	329,178.085
811	I' STUB END ENTRANCE TERM RAMP 'C'	314,180.725	329,873.074
805	CENTER CURVATURE CURVE 900 RAMP 'D'	316,718.033	327,379.317
906	PT. STA. 5+16.20 RAMP 'D'	316,702.807	328,143.109
908	PC. STA. 1+00 RAMP 'D'	317,100.842	328,040.427
909	STA. 0+00 RAMP 'D'	317,187.366	327,990.290
PT. 900	PT. STA. 3+13.40 RAMP 'D'	316,916.166	328,147.362
911	I' STUB END EXIT TERMINAL RAMP 'D'	317,764.504	327,661.297



CURVE DATA

ROUTE	P.I. STA.	CURVE NO.	Δ	D	R	T	L	E	S.E. T/FT.	S.E. ATTAINED STA. TO STA.
F.A.I. 24 W.B.L.	1406+34.52	20	1°-47'-18"	0°-11'	31,252.25'	487.77'	975.45'	3.81'		NONE
F.A.I. 24 E.B.L.	420+60.94	24	3°-13'-12.25"	0°-11'	31,252.25'	878.43'	1,756.40'	12.34'		NONE
F.A.S. 927	44+76.64	21	24°-41'-40.01"	5°-00'	1,445.92'	250.84'	493.89'	27.13'	.04	41+25.80 TO 42+75.80 46+69.69 TO 48+19.69
F.A.S. 927	82+46.28	23	1°-28'-27.87"	0°-24'	14,323.95'	186.40'	372.77'	1.21'		NONE
RAMP 'A'	4+43.36	602	52°-04'-00.57"	11°-30'	498.22'	243.36'	452.76'	56.26'	.08	0+72 TO 2+64 5+88.76 TO 7+80.76
RAMP 'A'	13+98.39	606	35°-38'-57.77"	7°-30'	763.94'	245.64'	475.33'	38.52'	.08	10+24.75 TO 12+16.75 14+36.08 TO 1/2SE@16+28.08
RAMP 'B'	2+85.27	700	27°-15'-52.87"	7°-30'	763.94'	185.27'	363.53'	22.15'	.08	FULL SUPER @ 1+50 3+99.53 TO 5+91.53
RAMP 'C'	4+57.60	802	54°-40'-50.68"	11°-30'	498.22'	257.60'	475.49'	62.65'	.08	0+72 TO 2+64 6+11.49 TO 8+03.49
RAMP 'C'	14+25.29	806	36°-12'-52.63"	7°-30'	763.94'	249.80'	482.86'	39.81'	.08	10+47.49 TO 12+39.49 14+66.35 TO 1/2SE@16+58.35
RAMP 'D'	3+13.40	900	31°-12'-52.53"	7°-30'	763.94'	213.40'	416.20'	29.25'	.08	FULL SUPER @ 1+50 4+52.20 TO 6+44.20
RELOC. T.R. 69	2+20.00	1020	61°52'-46.55"	23°-00'	249.11'	149.33'	269.04'	41.33'	.08	0+50 TO 1+94 2+92 TO 4+36
RELOC. T.R. 69	13+66.29	1021	18°-11'-11.05"	9°-05'-35.53"	630.10'	100.85'	200.00'	8.02'	.075	11+59 TO 13+18 14+16 TO 15+75
RELOC. T.R. 86	1+45.00	1070	23°-00'-00.00"	15°-20'-00.00"	373.67'	76.02'	150.00'	7.66'	.075	0+50 TO 1+75 1+75 TO 3+10
RELOC. T.R. 86	6+19.38	1071	45°-54'-14.80"	12°-30'	458.37'	194.11'	367.23'	39.41'	.08	3+13 TO 4+81 7+32 TO 9+00



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