



**ALIGNMENT = CPR1**

<p>PROP. CURVE CPR1-C1 PI STA. = 10275+10.67 Δ = 1° 16' 49" (LT) D = 1° 15' 00" (CHORD DEF.) R = 4,583.75' T = 51.21' L = 102.42' E = 0.29' S.E. = 1/2" P.C. STA. = 10274+59.46 P.T. STA. = 10275+61.88</p>	<p>PROP. SPIRAL CPR1-S01 PI STA. = 10278+46.66 Defl. = 0° 46' 47" D1 = 0° 00' 00" (TANGENT) D2 = 5° 12' 00" (CHORD DEF.) R = 1,102.22' R1 = TANGENT R2 = 1,102.22' L = 90.00' LT = 60.01' ST = 30.00' LC = 89.99' XS = 89.99' T.S. STA. = 10277+86.66 S.C. STA. = 10278+76.66</p>	<p>PROP. CURVE CPR1-C2 PI STA. = 10286+36.94 Δ = 69° 11' 39" (RT) D = 5° 12' 00" (CHORD DEF.) R = 1,102.22' T = 760.29' L = 1,330.66' E = 236.78' S.E. = 1/2" S.C. STA. = 10278+76.66 C.S. STA. = 10292+07.31</p>	<p>PROP. SPIRAL CPR1-S02 PI STA. = 10292+37.32 Defl. = 0° 46' 47" D2 = 5° 12' 00" (CHORD DEF.) D2 = 0° 00' 00" (TANGENT) R1 = 1,102.22' R2 = TANGENT LS = 90.00' LT = 60.01' ST = 30.00' LC = 89.99' XS = 89.99' C.S. STA. = 10292+07.31 S.T. STA. = 10292+97.31</p>
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**ALIGNMENT = CPR2**

<p>PROP. CURVE CPR1-C3 PI STA. = 10304+80.05 Δ = 2° 26' 01" (LT) D = 2° 30' 00" (CHORD DEF.) R = 2,292.01' T = 46.68' L = 97.35' E = 0.52' S.E. = 3/4" P.C. STA. = 10304+31.37 P.T. STA. = 10305+28.72</p>	<p>PROP. CURVE CPR1-C4 PI STA. = 10306+68.43 Δ = 2° 26' 01" (RT) D = 2° 30' 00" (CHORD DEF.) R = 2,292.01' T = 48.68' L = 97.35' E = 0.52' S.E. = 3/4" P.C. STA. = 10306+19.75 P.T. STA. = 10307+17.09</p>	<p>PROP. CURVE CPR1-C5 PI STA. = 10326+20.49 Δ = 1° 50' 39" (RT) D = 1° 00' 10" (CHORD DEF.) R = 5,713.78' T = 91.96' L = 183.91' E = 0.74' S.E. = NONE P.C. STA. = 10325+28.53 P.T. STA. = 10327+12.44</p>
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**BENCHMARKS**

- BENCHMARK #1 (TBM 4)  
SQUARE CUT IN SE PORTION OF TRAFFIC SIGNAL MAST ARM  
CONCRETE FOUNDATION, NORTHEAST CORNER OF IRVING  
PARK ROAD AT YORK ROAD INTERSECTION  
(ELEVATION = 678.76)
- BENCHMARK #2 (TBM 9)  
FIRE HYDRANT WEST ARROW BOLT ±300' NORTH OF YORK ROAD  
AND ROOSEVELT AVENUE INTERSECTION, EAST SIDE OF YORK ROAD  
(ELEVATION = 668.50)
- BENCHMARK #3 (TBM 10)  
FOUND BRASS IDOT MONUMENT SOUTH SIDE OF WEST HEADWALL  
BENSENVILLE DITCH CULVERT ±200' NORTH OF IRVING PARK ROAD  
AND YORK ROAD INTERSECTION  
(ELEVATION = 662.75)

NOTE: ALL BENCHMARK ELEVATIONS ARE BASED ON NAVD 88 VERTICAL DATUM

FILE NAME = ...\\D160W01-SHT-ATB-PR01.DGN



USER NAME = nraterrm	DESIGNED - NMR	REVISED -
PLOT SCALE = 400.0000' / IN.	DRAWN - NMR	REVISED -
PLOT DATE = 11/2/2012	CHECKED - MPH	REVISED -
	DATE - 11-02-2012	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT TIES & BENCHMARKS  
CANADIAN PACIFIC RAILWAY**

SCALE: 1"=200' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB		388	304
CONTRACT NO. 60W01				
ILLINOIS FED. AID PROJECT				