

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	32-2HBR	GRUNDY	171	29

F.A.P. 623 (SENECA ROAD) ALIGNMENT		
POINT DESCRIPTION	NORTHING	EASTING
P.O.T. STA. 0+00.00	1,717,653.3840	922,779.4720
P.O.T. STA. 16+86.99	1,715,967.1798	922,830.9416
P.O.T. STA. 18+18.49	1,715,835.7420	922,834.9861
P.O.T. STA. 45+00.14	1,713,155.3240	922,916.1407

PROPOSED FRONTAGE ROAD ALIGNMENT		
POINT DESCRIPTION	NORTHING	EASTING
P.O.T. STA. 300+00.00	1,717,361.5800	922,788.3790
P.I. CURVE F-1	1,717,376.1475	923,265.6856
P.C. F-1 STA. 301+54.89	1,717,366.3050	922,943.1960
P.T. F-1 STA. 306+61.32	1,717,053.6390	923,274.8880
P.I. CURVE F-2	1,716,301.7476	923,296.3410
P.C. F-2 STA. 312+55.49	1,716,459.7140	923,291.8340
P.T. F-2 STA. 315+49.31	1,716,208.6720	923,424.0540
P.I. CURVE F-3	1,715,893.5318	923,856.4736
P.C. F-3 STA. 318+72.83	1,716,018.1270	923,685.5100
P.T. F-3 STA. 322+83.54	1,715,885.3190	924,067.8620
P.I. CURVE F-4	1,715,847.7548	925,034.6555
P.C. F-4 STA. 331+63.42	1,715,851.1580	924,947.0720
P.T. F-4 STA. 333+38.6	1,715,849.1510	925,122.2940
P.O.T. STA. 334+00.00	1,715,850.1280	925,183.6080

F.A.I. 80 ALIGNMENT		
POINT DESCRIPTION	NORTHING	EASTING
P.O.T. STA. 773+78.37	1,715,637.8922	918,266.7681
P.O.T. STA. 819+51.05	1,715,704.3022	922,838.9657
P.O.T. STA. 859+51.05	1,715,762.3950	926,838.5438

PROPOSED RAMP D ALIGNMENT		
POINT DESCRIPTION	NORTHING	EASTING
P.O.T. STA. 250+00.00	1,716,308.4402	922,820.5250
P.I. CURVE D-1	1,715,775.2331	921,958.8158
P.C. D-1 255+02.72	1,716,043.9162	922,393.0312
P.T. D-1 265+00.88	1,715,757.6094	921,448.4992
P.O.T. STA. 276+50.89	1,715,717.9177	920,299.1761
P.O.T. STA. 279+25.94	1,715,708.4244	920,024.2859

PROPOSED RAMP A ALIGNMENT		
POINT DESCRIPTION	NORTHING	EASTING
P.O.T. STA. 98+96.88	1,715,631.7366	920,941.4572
P.O.T. STA. 100+00.00	1,715,627.7324	921,044.4973
P.I. CURVE A-1	1,715,587.7059	922,074.4960
P.C. A-1 STA. 108+00.00	1,715,596.6673	921,843.8931
P.T. A-1 STA. 112+53.58	1,715,478.4185	922,277.7550
P.O.T. STA. 119+09.21	1,715,167.9380	922,855.2050

PROPOSED DRIVEWAY ALIGNMENT		
POINT DESCRIPTION	NORTHING	EASTING
P.O.T. STA. 400+00.00	1,714,648.3600	922,763.7210
P.I. CURVE DV-1	1,714,408.6303	922,788.1923
P.C. DV-1 STA. 401+85.12	1,714,464.2002	922,782.5198
P.T. DV-1 STA. 402+75.08	1,714,410.3207	922,844.0254
P.O.T. STA. 403+09.18	1,714,411.3527	922,878.1121

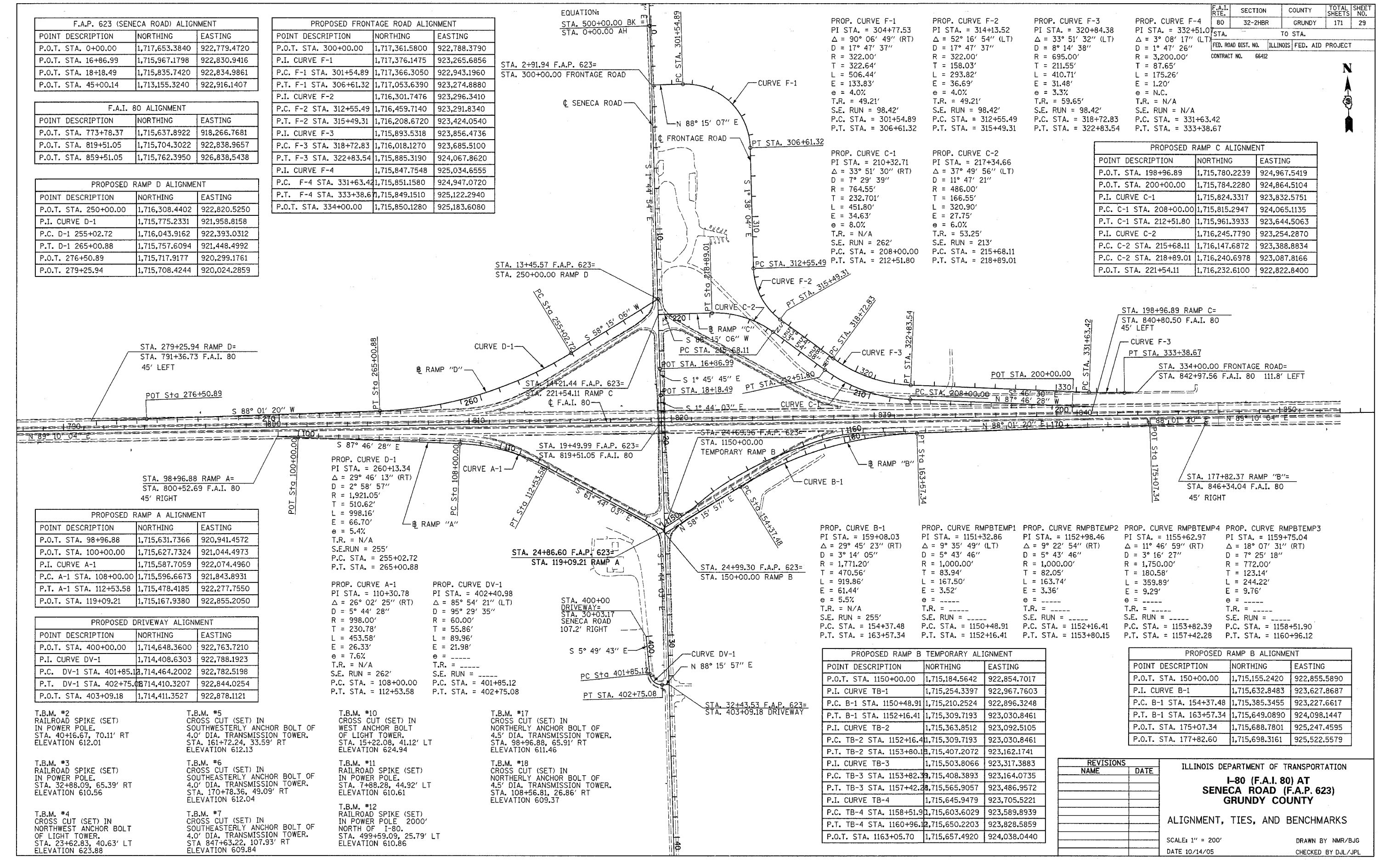
- T.B.M. #2 RAILROAD SPIKE (SET) IN POWER POLE. STA. 40+16.67, 70.11' RT ELEVATION 612.01
- T.B.M. #3 RAILROAD SPIKE (SET) IN POWER POLE. STA. 32+88.09, 65.39' RT ELEVATION 610.56
- T.B.M. #4 CROSS CUT (SET) IN NORTHWEST ANCHOR BOLT OF LIGHT TOWER. STA. 23+62.83, 40.63' LT ELEVATION 623.88
- T.B.M. #5 CROSS CUT (SET) IN SOUTHWESTERLY ANCHOR BOLT OF 4.0' DIA. TRANSMISSION TOWER. STA. 161+72.24, 33.59' RT ELEVATION 612.13
- T.B.M. #6 CROSS CUT (SET) IN SOUTHEASTERLY ANCHOR BOLT OF 4.0' DIA. TRANSMISSION TOWER. STA. 170+78.36, 49.09' RT ELEVATION 612.04
- T.B.M. #7 CROSS CUT (SET) IN SOUTHEASTERLY ANCHOR BOLT OF 4.0' DIA. TRANSMISSION TOWER. STA. 847+63.22, 107.93' RT ELEVATION 609.84
- T.B.M. #10 CROSS CUT (SET) IN WEST ANCHOR BOLT OF LIGHT TOWER. STA. 15+22.08, 41.12' LT ELEVATION 624.94
- T.B.M. #11 RAILROAD SPIKE (SET) IN POWER POLE. STA. 7+88.28, 44.92' LT ELEVATION 610.61
- T.B.M. #12 RAILROAD SPIKE (SET) IN POWER POLE 2000' NORTH OF I-80. STA. 499+59.09, 25.79' LT ELEVATION 610.86
- T.B.M. #17 CROSS CUT (SET) IN NORTHERLY ANCHOR BOLT OF 4.5' DIA. TRANSMISSION TOWER. STA. 98+96.88, 65.91' RT ELEVATION 611.46
- T.B.M. #18 CROSS CUT (SET) IN NORTHERLY ANCHOR BOLT OF 4.5' DIA. TRANSMISSION TOWER. STA. 108+56.81, 26.86' RT ELEVATION 609.37

EQUATION:
 STA. 500+00.00 BK
 STA. 0+00.00 AH

PROP. CURVE F-1	PROP. CURVE F-2	PROP. CURVE F-3	PROP. CURVE F-4
PI STA. = 304+77.53	PI STA. = 314+13.52	PI STA. = 320+84.38	PI STA. = 332+51.05
$\Delta = 90^\circ 06' 49''$ (RT)	$\Delta = 52^\circ 16' 54''$ (LT)	$\Delta = 33^\circ 51' 32''$ (LT)	$\Delta = 3^\circ 08' 17''$ (LT)
D = 17' 47' 37"	D = 17' 47' 37"	D = 8' 14' 38"	D = 1' 47' 26"
R = 322.00'	R = 322.00'	R = 695.00'	R = 3,200.00'
T = 322.64'	T = 158.03'	T = 211.55'	T = 87.65'
L = 506.44'	L = 293.82'	L = 410.71'	L = 175.26'
E = 133.83'	E = 36.69'	E = 31.48'	E = 1.20'
e = 4.0%	e = 4.0%	e = 3.3%	e = N.C.
T.R. = 49.21'	T.R. = 49.21'	T.R. = 59.65'	T.R. = N/A
S.E. RUN = 98.42'	S.E. RUN = 98.42'	S.E. RUN = 98.42'	S.E. RUN = N/A
P.C. STA. = 301+54.89	P.C. STA. = 312+55.49	P.C. STA. = 318+72.83	P.C. STA. = 331+63.42
P.T. STA. = 306+61.32	P.T. STA. = 315+49.31	P.T. STA. = 322+83.54	P.T. STA. = 333+38.67

PROP. CURVE C-1	PROP. CURVE C-2
PI STA. = 210+32.71	PI STA. = 217+34.66
$\Delta = 33^\circ 51' 30''$ (RT)	$\Delta = 37^\circ 49' 56''$ (LT)
D = 7' 29' 39"	D = 11' 47' 21"
R = 764.55'	R = 486.00'
T = 232.701'	T = 166.55'
L = 451.80'	L = 320.90'
E = 34.63'	E = 27.75'
e = 8.0%	e = 6.0%
T.R. = N/A	T.R. = 53.25'
S.E. RUN = 262'	S.E. RUN = 213'
P.C. STA. = 208+00.00	P.C. STA. = 215+68.11
P.T. STA. = 212+51.80	P.T. STA. = 218+89.01

PROPOSED RAMP C ALIGNMENT		
POINT DESCRIPTION	NORTHING	EASTING
P.O.T. STA. 198+96.89	1,715,780.2239	924,967.5419
P.O.T. STA. 200+00.00	1,715,784.2280	924,864.5104
P.I. CURVE C-1	1,715,824.3317	923,832.5751
P.C. C-1 STA. 208+00.00	1,715,815.2947	924,065.1135
P.T. C-1 STA. 212+51.80	1,715,961.3933	923,644.5063
P.I. CURVE C-2	1,716,245.7790	923,254.2870
P.C. C-2 STA. 215+68.11	1,716,147.6872	923,388.8834
P.C. C-2 STA. 218+89.01	1,716,240.6978	923,087.8166
P.O.T. STA. 221+54.11	1,716,232.6100	922,822.8400



PROP. CURVE B-1	PROP. CURVE RMPBTEMP1	PROP. CURVE RMPBTEMP2	PROP. CURVE RMPBTEMP4	PROP. CURVE RMPBTEMP3
PI STA. = 159+08.03	PI STA. = 1151+32.86	PI STA. = 1152+98.46	PI STA. = 1155+62.97	PI STA. = 1159+75.04
$\Delta = 29^\circ 45' 23''$ (RT)	$\Delta = 9^\circ 35' 49''$ (LT)	$\Delta = 9^\circ 22' 54''$ (RT)	$\Delta = 11^\circ 46' 59''$ (RT)	$\Delta = 18^\circ 07' 31''$ (RT)
D = 3' 14' 05"	D = 5' 43' 46"	D = 5' 43' 46"	D = 5' 43' 46"	D = 3' 16' 27"
R = 1,771.20'	R = 1,000.00'	R = 1,000.00'	R = 1,750.00'	R = 772.00'
T = 470.56'	T = 83.94'	T = 82.05'	T = 180.58'	T = 123.14'
L = 919.86'	L = 167.50'	L = 167.50'	L = 359.89'	L = 244.22'
E = 61.44'	E = 3.52'	E = 3.36'	E = 9.29'	E = 9.76'
e = 5.5%	e = 5.5%	e = 5.5%	e = 5.5%	e = 5.5%
T.R. = N/A	T.R. = N/A	T.R. = N/A	T.R. = N/A	T.R. = N/A
S.E. RUN = 255'	S.E. RUN = 255'	S.E. RUN = 255'	S.E. RUN = 255'	S.E. RUN = 255'
P.C. STA. = 154+37.48	P.C. STA. = 1150+48.91	P.C. STA. = 1152+16.41	P.C. STA. = 1153+82.39	P.C. STA. = 1158+51.90
P.T. STA. = 163+57.34	P.T. STA. = 1152+16.41	P.T. STA. = 1153+80.15	P.T. STA. = 1157+42.28	P.T. STA. = 1160+96.12

PROPOSED RAMP B TEMPORARY ALIGNMENT		
POINT DESCRIPTION	NORTHING	EASTING
P.O.T. STA. 1150+00.00	1,715,184.5642	922,854.7017
P.I. CURVE TB-1	1,715,254.3397	922,967.7603
P.C. B-1 STA. 1150+48.91	1,715,210.2524	922,896.3248
P.T. B-1 STA. 1152+16.41	1,715,309.7193	923,030.8461
P.I. CURVE TB-2	1,715,363.8512	923,092.5105
P.C. TB-2 STA. 1152+16.41	1,715,309.7193	923,030.8461
P.T. TB-2 STA. 1153+80.15	1,715,407.2072	923,162.1741
P.I. CURVE TB-3	1,715,503.8066	923,317.3883
P.C. TB-3 STA. 1153+82.39	1,715,408.3893	923,164.0735
P.T. TB-3 STA. 1157+42.28	1,715,565.9057	923,486.9572
P.I. CURVE TB-4	1,715,645.9479	923,705.5221
P.C. TB-4 STA. 1158+51.90	1,715,603.6029	923,589.8939
P.T. TB-4 STA. 1160+96.12	1,715,650.2203	923,828.5859
P.O.T. STA. 1163+05.70	1,715,657.4920	924,038.0440

PROPOSED RAMP B ALIGNMENT		
POINT DESCRIPTION	NORTHING	EASTING
P.O.T. STA. 150+00.00	1,715,155.2420	922,855.5890
P.I. CURVE B-1	1,715,632.8483	923,627.8687
P.C. B-1 STA. 154+37.48	1,715,385.3455	923,227.6617
P.T. B-1 STA. 163+57.34	1,715,649.0890	924,098.1447
P.O.T. STA. 175+07.34	1,715,688.7801	925,247.4595
P.O.T. STA. 177+82.60	1,715,698.3161	925,522.5579

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**I-80 (F.A.I. 80) AT
 SENECA ROAD (F.A.P. 623)
 GRUNDY COUNTY**
 ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 200'
 DATE 10/14/05

DRAWN BY NMR/BJG
 CHECKED BY DJL/JPL