

GRAND CURVE NO. 1

PI STA. = 196+20.71
 $\Delta = 23^\circ 20' 35''$ (LT)
 $D = 3^\circ 59' 57''$
 $R = 1,432.69'$
 $T = 295.95'$
 $L = 583.69'$
 $E = 30.25'$
 P.C. STA = 193+24.76
 P.T. STA = 199+08.46

GRAND CURVE NO. 2

PI STA. = 205+26.25
 $\Delta = 0^\circ 30' 23''$ (LT)
 $D = 0^\circ 09' 46''$
 $R = 35,197.20'$
 $T = 155.55'$
 $L = 311.10'$
 $E = 0.34'$
 P.C. STA = 203+70.70
 P.T. STA = 206+81.80

TRAIL CURVE NO. 1

PI STA. = 63+19.35
 $\Delta = 7^\circ 54' 23''$ (RT)
 $D = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 17.28'$
 $L = 34.50'$
 $E = 0.60'$
 P.C. STA = 63+02.07
 P.T. STA = 63+36.57

TRAIL CURVE NO. 2

PI STA. = 63+86.79
 $\Delta = 35^\circ 54' 26''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 32.40'$
 $L = 62.67'$
 $E = 5.12'$
 P.C. STA = 63+54.38
 P.T. STA = 64+17.05

TRAIL CURVE NO. 3

PI STA. = 64+35.44
 $\Delta = 10^\circ 30' 12''$ (LT)
 $D = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 18.38'$
 $L = 36.66'$
 $E = 0.84'$
 P.C. STA = 64+17.05
 P.T. STA = 64+53.72

TRAIL CURVE NO. 4

PI STA. = 66+06.39
 $\Delta = 29^\circ 34' 17''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 26.39'$
 $L = 51.61'$
 $E = 3.42'$
 P.C. STA = 65+80.00
 P.T. STA = 66+31.61

TRAIL CURVE NO. 5

PI STA. = 66+58.01
 $\Delta = 29^\circ 34' 17''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 26.39'$
 $L = 51.61'$
 $E = 3.42'$
 P.C. STA = 66+31.61
 P.T. STA = 66+83.22

TRAIL CURVE NO. 6

PI STA. = 69+53.43
 $\Delta = 35^\circ 43' 51''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 32.23'$
 $L = 62.36'$
 $E = 5.07'$
 P.C. STA = 69+21.20
 P.T. STA = 69+83.56

TRAIL CURVE NO. 7

PI STA. = 70+68.55
 $\Delta = 20^\circ 10' 38''$ (RT)
 $D = 38^\circ 11' 50''$
 $R = 150.00'$
 $T = 26.69'$
 $L = 52.82'$
 $E = 2.36'$
 P.C. STA = 70+41.86
 P.T. STA = 70+94.69

TRAIL CURVE NO. 8

PI STA. = 73+36.44
 $\Delta = 15^\circ 49' 52''$ (RT)
 $D = 7^\circ 38' 22''$
 $R = 750.00'$
 $T = 104.28'$
 $L = 207.23'$
 $E = 7.21'$
 P.C. STA = 72+32.16
 P.T. STA = 74+39.39

TRAIL CURVE NO. 9

PI STA. = 78+84.42
 $\Delta = 142^\circ 44' 46''$ (LT)
 $D = 38^\circ 11' 50''$
 $R = 150.00'$
 $T = 445.02'$
 $L = 373.71'$
 $E = 319.62'$
 P.C. STA = 74+39.39
 P.T. STA = 78+13.10

TRAIL CURVE NO. 10

PI STA. = 78+80.40
 $\Delta = 30^\circ 08' 07''$ (LT)
 $D = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 68.30'$
 $L = 132.49'$
 $E = 8.90'$
 P.C. STA = 78+13.10
 P.T. STA = 79+44.59

TRAIL CURVE NO. 11

PI STA. = 86+91.71
 $\Delta = 154^\circ 21' 44''$ (RT)
 $D = 33^\circ 42' 12''$
 $R = 170.00'$
 $T = 764.12'$
 $L = 458.00'$
 $E = 596.22'$
 P.C. STA = 79+44.59
 P.T. STA = 84+02.59

GRAND AVENUE ALIGNMENT DATA

DESCRIPTION	STATION	NORTHING	EASTING
BOA	186+50.00	2087522.2794	1069164.5262
PC	193+24.76	2086820.6449	1069470.0425
PI	196+20.71	2086656.7671	1069604.0424
PT	199+08.46	2086467.5830	1069831.6316
PC	203+70.70	2086172.1016	1070187.0971
PI	205+26.25	2086072.6669	1070306.7174
PT	206+81.80	2085974.2934	1070427.2119
EOA	213+00.01	2085577.3394	1070901.1435

MILLENNIUM TRAIL ALIGNMENT DATA

DESCRIPTION	STATION	NORTHING	EASTING
BOA	62+00.00	2085879.8807	1069093.1996
PI	62+75.13	2085947.5670	1069125.8105
PC	63+02.07	2085971.8784	1069137.4094
PI	63+19.35	2085987.4711	1069144.8487
PT	63+36.57	2086001.8922	1069154.3620
PC	63+54.38	2086016.7652	1069164.1734
PI	63+86.79	2086043.8127	1069182.0161
PT	64+17.05	2086055.2559	1069212.3308
PC	64+17.05	2086055.2559	1069212.3308
PI	64+35.44	2086061.7481	1069229.5295
PT	64+53.72	2086071.2667	1069245.2565
PC	65+80.00	2086136.6536	1069353.2917
PI	66+06.39	2086150.3203	1069375.8726
PT	66+31.61	2086173.3506	1069388.7673
PC	66+31.61	2086173.3506	1069388.7673
PI	66+58.01	2086196.3810	1069401.6621
PT	66+83.22	2086210.0477	1069424.2429
PC	69+21.20	2086333.2692	1069627.8351
PI	69+53.43	2086349.9588	1069655.4103
PT	69+83.56	2086379.6101	1069668.0487
PC	70+41.86	2086433.2405	1069690.9077
PI	70+68.55	2086457.7917	1069701.3722
PT	70+94.69	2086477.2267	1069719.6628
PC	72+32.16	2086577.3396	1069813.8810
PI	73+36.44	2086653.2774	1069885.3474
PT	74+39.39	2086706.8387	1069974.8191
PC	74+39.39	2086706.8387	1069974.8191
PI	78+84.42	2086935.4196	1070356.6532
PT	78+13.10	2086984.6203	1069914.3571
PC	78+13.10	2086984.6203	1069914.3571
PI	78+80.40	2086992.0612	1069847.4657
PT	79+44.59	2086964.9140	1069785.8796
PC	79+44.59	2086964.9140	1069785.8796
PI	86+91.71	2086663.5603	1069102.2301
PT/EOA	84+02.59	2087231.0455	1069588.1840

BENCHMARKS

MARKER DESIGNATION: 1-25A
 CHISELED SQUARE "□" ON CONCRETE CURB
 NORTHWEST TRAFFIC LIGHT ISLAND AT THE
 INTERSECTION OF U.S. ROUTE 45 AND
 ILLINOIS ROUTE 132 (GRAND AVENUE)
 ELEVATION = 778.10 (NGVD 1929)

MARKER DESIGNATION: 2-22R
 CUT SQUARE "□" IN CONCRETE AT THE SOUTHWEST
 CORNER OF PARAPET WALL ON THE SOUTH SIDE OF
 ROLLINS ROAD ACROSS FROM 19714 ROLLINS ROAD.
 ELEVATION = 769.52 (NGVD 1929)

THE BASIS OF BEARINGS IS NAD 1983 ILLINOIS
 STATE PLANE COORDINATES, ZONE 1201 EAST.

NOTES:

EXISTING ROADWAY CONFIGURATION SHOWN
 BOA = BEGINNING OF ALIGNMENT
 BOP = BEGINNING OF PROJECT
 PC = POINT OF CURVATURE
 PRC = POINT OF REVERSE CURVATURE
 PT = POINT OF TANGENT
 PI = POINT OF INTERSECTION
 EOA = END OF ALIGNMENT
 EOP = END OF PROJECT
 CP = CONTROL POINT
 BM = BENCH MARK

BERM ALIGNMENT DATA

DESCRIPTION	STATION	NORTHING	EASTING
BOA	10+00.00	2086753.6137	1069688.2190
EOA	13+25.00	2086871.9514	1069990.9089

DATE	
BY	
SUBMITTED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
SUBMITTED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

USER NAME = pk	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALES HORIZ. 100 200	ALIGNMENT, TIES AND BENCHMARKS GRAND AVENUE UNDERPASS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FILE NAME = ...2322_AT_01.dgn	DRAWN - PK	REVISED -				0541	10-F3000-00-BT	LAKE	91	9
PLOT SCALE = 100.0000 / in.	CHECKED - RTM	REVISED -				CONTRACT NO. 63665				
PLOT DATE = 12/14/2011	DATE = 12/19/2011	REVISED -				FED. ROAD DIST. No. 1 ILLINOIS FED. AID PROJECT				