

PROP. CURVE BIGTIM-1
 PI STA. = 121+17.21
 $\Delta = 26^\circ 44' 56''$ (LT)
 D = 4° 31' 56"
 R = 1,264.21'
 T = 300.58'
 L = 590.20'
 E = 35.24'
 P.C. STA = 118+16.63
 P.T. STA = 124+06.84

PROP. CURVE PIN-1
 PI STA. = 312+43.49
 $\Delta = 10^\circ 30' 09''$ (RT)
 D = 28° 38' 52"
 R = 200.00'
 T = 18.38'
 L = 36.66'
 E = 0.84'
 P.C. STA = 312+25.11
 P.T. STA = 312+61.77

PROP. CURVE STREAM-1
 PI STA. = 202+25.79
 $\Delta = 112^\circ 29' 39''$ (RT)
 D = 71° 37' 11"
 R = 80.00'
 T = 119.72'
 L = 157.07'
 E = 63.99'
 P.C. STA = 201+06.07
 P.T. STA = 202+63.14

PROP. CURVE STREAM-2
 PI STA. = 203+75.98
 $\Delta = 86^\circ 28' 27''$ (LT)
 D = 47° 44' 48"
 R = 120.00'
 T = 112.83'
 L = 181.11'
 E = 44.72'
 P.C. STA = 202+63.14
 P.T. STA = 204+44.26

PROP. CURVE STREAM-3
 PI STA. = 204+82.60
 $\Delta = 34^\circ 06' 14''$ (RT)
 D = 45° 50' 11"
 R = 125.00'
 T = 38.34'
 L = 74.40'
 E = 5.75'
 P.C. STA = 204+44.26
 P.T. STA = 205+18.66

PROP. CURVE STREAM-4
 PI STA. = 205+63.52
 $\Delta = 40^\circ 59' 33''$ (LT)
 D = 47° 44' 48"
 R = 120.00'
 T = 44.86'
 L = 85.85'
 E = 8.11'
 P.C. STA = 205+18.66
 P.T. STA = 206+04.51

PROP. CURVE STREAM-5
 PI STA. = 206+60.53
 $\Delta = 58^\circ 30' 51''$ (RT)
 D = 57° 17' 44"
 R = 100.00'
 T = 56.02'
 L = 102.13'
 E = 14.62'
 P.C. STA = 206+04.51
 P.T. STA = 207+06.64

PROP. CURVE STREAM-6
 PI STA. = 209+15.53
 $\Delta = 29^\circ 07' 54''$ (LT)
 D = 19° 05' 55"
 R = 300.00'
 T = 77.95'
 L = 152.53'
 E = 9.96'
 P.C. STA = 208+37.58
 P.T. STA = 209+90.11

PROP. CURVE STREAM-7
 PI STA. = 210+47.70
 $\Delta = 42^\circ 00' 20''$ (RT)
 D = 38° 11' 50"
 R = 150.00'
 T = 57.59'
 L = 109.97'
 E = 10.67'
 P.C. STA = 209+90.11
 P.T. STA = 211+00.08

PROP. CURVE STREAM-8
 PI STA. = 211+49.66
 $\Delta = 52^\circ 44' 20''$ (LT)
 D = 57° 17' 45"
 R = 100.00'
 T = 49.57'
 L = 92.05'
 E = 11.61'
 P.C. STA = 211+00.08
 P.T. STA = 211+92.13

PROP. CURVE STREAM-9
 PI STA. = 212+02.49
 $\Delta = 23^\circ 24' 48''$ (LT)
 D = 114° 35' 30"
 R = 50.00'
 T = 10.36'
 L = 20.43'
 E = 1.06'
 P.C. STA = 211+92.13
 P.T. STA = 212+12.56

PROP. CURVE STREAM-10
 PI STA. = 212+52.52
 $\Delta = 67^\circ 19' 20''$ (LT)
 D = 95° 29' 35"
 R = 60.00'
 T = 39.96'
 L = 70.50'
 E = 12.09'
 P.C. STA = 212+12.56
 P.T. STA = 212+83.06

ELEVATION BENCHMARKS DATUM: KANE CO. (NGVD OF 1929)		
NO.	DESCRIPTION	ELEV.
RM 135-1	CHISELED SQUARE ON SOUTH HEADWALL OF DOUBLE BOX CULVERT UNDER ILLINOIS ROUTE 72	901.07
RM 135-2	CHISELED SQUARE ON SOUTHWEST WING WALL OF MCCORMACK ROAD BRIDGE OVER TYLER CREEK	888.73
OSBM 1	MINI RAILROAD SPIKE IN SOUTHERLY FACE OF POWER POLE SOUTHEASTERLY OF TYLER CREEK ON NORTHERLY SIDE OF BIG TIMBER ROAD	891.78
OSBM 2	RAILROAD SPIKE IN NORTHERLY FACE OF POWER POLE OF SOUTHEASTERLY CORNER OF TYLER CREEK AND BIG TIMBER ROAD	892.81
OSBM 3	SQUARE CUT ON NORTHWEST CORNER OF CONCRETE HEADWALL FOR BRIDGE OVER TYLER CREEK ON NORTHERLY SIDE OF BIG TIMBER ROAD	893.64
OSBM 4	YELLOW "BENCH TIE" SPIKE IN SOUTHERLY FACE OF POWER POLE ON NORTHERLY SIDE OF BIG TIMBER ROAD & WESTERLY SIDE OF 1ST BRIDGE WESTERLY OF TYLER CREEK	893.49
OSBM 5	YELLOW "BENCH TIE" SPIKE IN SOUTHERLY FACE OF POWER POLE ON WESTERLY SIDE OF DRIVE TO HOUSE NUMBER 15N563	893.84
OSBM 6	YELLOW "BENCH TIE" SPIKE IN SOUTHWESTERLY FACE OF POWER POLE AT SOUTHEASTERLY CORNER OF BIG TIMBER ROAD & DAMICSH	896.86

ALIGNMENT POINTS - BIG TIMBER ROAD				
ID	STATION	NORTHING (Y)	EASTING (X)	DESCRIPTION
1	118+16.63	1,976,015.09	966,621.16	PC
2	124+06.84	1,975,548.29	966,973.51	PT
3	156+83.29	1,973,465.99	969,503.17	POT

ALIGNMENT POINTS - TYLER CREEK				
ID	STATION	NORTHING (Y)	EASTING (X)	DESCRIPTION
1	200+00.00	1,975,158.66	966,852.60	POT
2	201+06.07	1,975,212.26	966,944.14	PC
3	202+63.14	1,975,154.17	967,063.81	PRC
4	204+44.26	1,975,050.92	967,191.75	PRC
5	205+18.66	1,975,034.78	967,263.27	PRC
6	206+04.51	1,975,021.24	967,346.20	PRC
7	207+06.64	1,974,990.98	967,439.15	PT

ALIGNMENT POINTS - TYLER CREEK				
ID	STATION	NORTHING (Y)	EASTING (X)	DESCRIPTION
8	208+37.58	1,974,894.76	967,527.96	PC
9	209+90.11	1,974,813.19	967,654.90	PRC
10	211+00.08	1,974,745.28	967,738.27	PRC
11	211+92.13	1,974,695.87	967,812.09	PCC
12	212+12.56	1,974,697.38	967,832.33	PCC
13	212+83.06	1,974,749.04	967,874.22	PT

ALIGNMENT POINTS - PINGREE CREEK				
ID	STATION	NORTHING (Y)	EASTING (X)	DESCRIPTION
14	312+83.06	1,974,749.04	967,874.22	PT
15	316+42.83	1,975,107.22	967,907.97	POT
16	312+61.77	1,974,727.85	967,872.23	PT
17	312+25.11	1,974,691.24	967,872.14	PC
18	311+25.00	1,974,591.53	967,881.08	POT

CHRISTOPHER B. BURKE ENGINEERING, LTD.
 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500



FILE NAME =	USER NAME = BLUKE	DESIGNED -- BLL	REVISED --
N:\kanecounty\04198\Civil\2\BNH04198_2-02.SHT		DRAWN -- PMM	REVISED --
		CHECKED -- JRM	REVISED --
		DATE -- 02/07/2011	REVISED --

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAS 0130 - BIG TIMBER ROAD
 ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=100' SHEET NO. OF SHEETS STA. 125+26.85 TO STA. 155+56.83

F.A.S. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0130	01-00266-00-BR	KANE	70	8
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-8003043			CONTRACT NO. 63196	