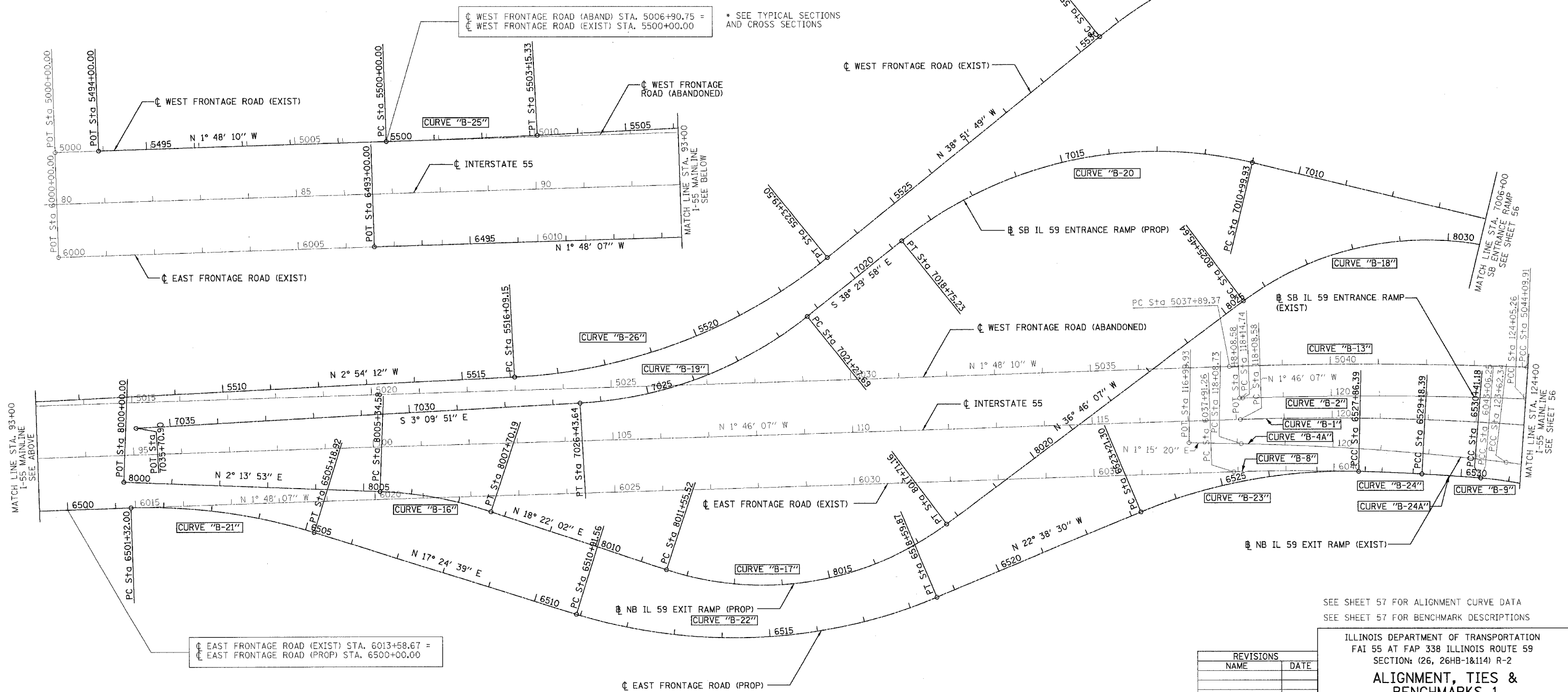


ALIGNMENT DATA, CONTINUED ON SHEET 57

I-55			IL-59 NORTHBOUND EXIT RAMP PROPOSED			IL-59 SOUTHBOUND ENTRANCE RAMP PROPOSED			EXISTING WEST FRONTAGE ROAD		
CURVE "B-1"	CURVE "B-16"	CURVE "B-17"	CURVE "B-18"	CURVE "B-19"	CURVE "B-20"	CURVE "B-25"	CURVE "B-26"	CURVE "B-27"			
PI STA. = 132+99.24 N = 1,763,362.91 E = 1,021,237.25	PI STA. = 8006+53.17 N = 1,760,197.45 E = 1,021,436.60	PI STA. = 8014+89.52 N = 1,760,992.69 E = 1,021,700.64	PI STA. = 8028+46.45 N = 1,762,121.62 E = 1,020,857.06	PI STA. = 7023+94.16 N = 1,760,762.68 E = 1,021,232.43	PI STA. = 7015+16.69 N = 1,761,494.97 E = 1,020,649.94	PI STA. = 5501+57.67 N = 1,758,910.84 E = 1,021,265.71	PI STA. = 5519+76.56 N = 1,760,727.46 E = 1,021,174.51	PI STA. = 5534+28.59 N = 1,761,877.12 E = 1,020,248.06			
Δ = 29° 10' 00" (RT) D = 1° 00' 00" R = 5,729.58' T = 1,490.66' L = 2,916.67' E = 190.74' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA. = 118+08.58 N = 1,761,872.95 E = 1,021,283.26 P.T. STA. = 147+25.25 N = 1,764,686.36 E = 1,021,923.21	Δ = 16° 08' 09" (RT) D = 6° 50' 55" R = 836.61' T = 118.59' L = 235.61' E = 8.36' e = 0.06 T.R. = N/A S.E. RUN = 210', 128' P.C. STA. = 8005+34.58 N = 1,760,078.95 E = 1,021,431.99 P.T. STA. = 8007+70.19 N = 1,760,310.00 E = 1,021,473.97	Δ = 55° 08' 09" (LT) D = 8° 57' 21" R = 639.76' T = 334.00' L = 615.64' E = 81.94' e = 0.06 T.R. = N/A S.E. RUN = 237' P.C. STA. = 8011+55.52 N = 1,760,675.70 E = 1,021,595.39 P.T. STA. = 8017+71.16 N = 1,761,260.24 E = 1,021,500.71	Δ = 50° 21' 53" (RT) D = 8° 57' 21" R = 639.76' T = 300.81' L = 562.37' E = 67.19' e = 0.06 T.R. = N/A S.E. RUN = 120' P.C. STA. = 8025+45.64 N = 1,761,880.65 E = 1,021,037.12 P.T. STA. = 8031+08.01 N = 1,762,413.99 E = 1,020,927.77	Δ = 35° 20' 07" (RT) D = 6° 50' 55" R = 836.61' T = 266.48' L = 515.95' E = 41.41' e = 0.058 T.R. = VAR.* S.E. RUN = VAR.* P.C. STA. = 7021+27.69 N = 1,760,971.23 E = 1,021,066.54 P.T. STA. = 7026+43.64 N = 1,760,496.61 E = 1,021,247.13	Δ = 52° 05' 45" (LT) D = 6° 43' 10" R = 852.69' T = 416.77' L = 775.30' E = 96.40' e = 0.058 T.R. = VAR.* S.E. RUN = VAR.* P.C. STA. = 7010+99.93 N = 1,761,900.06 E = 1,020,747.92 P.T. STA. = 7018+75.23 N = 1,761,168.80 E = 1,020,909.39	Δ = 1° 06' 02" (LT) D = 0° 20' 56" R = 16,415.98' T = 157.67' L = 315.33' E = 0.76' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA. = 5500+00.00 N = 1,758,753.25 E = 1,021,270.67 P.T. STA. = 5503+15.33 N = 1,759,069.31 E = 1,021,257.73	Δ = 36° 06' 16" (LT) D = 5° 04' 57" R = 1,127.29' T = 367.42' L = 710.36' E = 58.37' e = 0.039 T.R. = 36' S.E. RUN = 150' P.C. STA. = 5516+09.15 N = 1,760,360.46 E = 1,021,192.20 P.T. STA. = 5523+19.50 N = 1,761,013.54 E = 1,020,943.97	Δ = 37° 06' 40" (RT) D = 5° 05' 29" R = 1,125.33' T = 377.74' L = 728.89' E = 61.71' e = 0.039 T.R. = 36' S.E. RUN = 150' P.C. STA. = 5530+50.84 N = 1,761,582.99 E = 1,020,485.08 P.T. STA. = 5537+79.73 N = 1,762,254.69 E = 1,020,236.50			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	WILL	608	55
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT
				* (26, 26HB-1&114) R-2 CONTRACT NO. 60363

BONDHILLIO
 3-15-2008, 242442
 2-23-56 78910.1 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63



* SEE TYPICAL SECTIONS AND CROSS SECTIONS

EAST FRONTAGE ROAD (EXIST) STA. 6013+58.67 =
 EAST FRONTAGE ROAD (PROP) STA. 6500+00.00

SEE SHEET 57 FOR ALIGNMENT CURVE DATA
 SEE SHEET 57 FOR BENCHMARK DESCRIPTIONS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI 55 AT FAP 338 ILLINOIS ROUTE 59
 SECTION: (26, 26HB-1&114) R-2
ALIGNMENT, TIES & BENCHMARKS 1

SCALE: 1"=100'
 DATE: 03/14/08
 DRAWN BY: JB
 CHECKED BY: ACL

