

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	31
STA. 877+00		TO STA. 907+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
ALIGN-06 OF 15				

PI STA.	876+59.44	N 1,815,725.0390	E 1,030,860.5160
PC STA.	868+86.37	N 1,815,259.4686	E 1,029,833.1498
PT STA.	884+30.18	N 1,816,103.8189	E 1,030,839.1839
CC		N 1,806,078.8034	E 1,044,991.8879

PI STA.	913+53.27	N 1,817,536.0353	E 1,041,905.4262
PC STA.	905+68.87	N 1,817,151.7072	E 1,041,221.6378
PT STA.	921+36.43	N 1,817,984.8204	E 1,042,548.7508
CC		N 1,831,230.3159	E 1,033,308.6562

PROP. CURVE C22  
 PC STA. = 868+86.37  
 PI STA. = 876+59.44  
 PT STA. = 884+30.18  
 $\Delta = 7^\circ 41' 30''$  (RT)  
 $D = 0^\circ 29' 54''$   
 $R = 11,500.00'$   
 $T = 773.07'$   
 $L = 1,543.82'$   
 $E = 25.95'$

PROP. CURVE WBSBEN-1  
 PC STA. = 2895+91.90  
 PI STA. = 2897+35.41  
 PT STA. = 2898+75.90  
 $\Delta = 20^\circ 20' 25''$  (LT)  
 $D = 7^\circ 09' 43''$   
 $R = 800.00'$   
 $T = 143.51'$   
 $L = 284.00'$   
 $E = -12.77'$

PROP. CURVE WBSBEN-2  
 PC STA. = 2899+99.41  
 PI STA. = 2900+36.79  
 PT STA. = 2900+74.03  
 $\Delta = 8^\circ 33' 03''$  (LT)  
 $D = 11^\circ 27' 33''$   
 $R = 500.00'$   
 $T = 37.38'$   
 $L = 74.62'$   
 $E = 1.40'$

PROP. CURVE WBSBEN-3  
 PC STA. = 2902+97.26  
 PI STA. = 2904+77.00  
 PT STA. = 2906+42.35  
 $\Delta = 39^\circ 32' 40''$  (RT)  
 $D = 11^\circ 27' 33''$   
 $R = 500.00'$   
 $T = 179.74'$   
 $L = 345.09'$   
 $E = 31.32'$

PROP. CURVE C23A  
 PC STA. = 905+68.87  
 PI STA. = 913+53.27  
 PT STA. = 921+36.43  
 $\Delta = 6^\circ 33' 41''$  (LT)  
 $D = 0^\circ 21' 17''$   
 $R = 16,500.00'$   
 $T = 784.39'$   
 $L = 1,567.56'$   
 $E = 19.04'$

PROP. CURVE WBNBEX-1  
 PC STA. = 3891+33.76  
 PI STA. = 3891+67.07  
 PT STA. = 3892+00.35  
 $\Delta = 4^\circ 46' 11''$  (RT)  
 $D = 7^\circ 09' 43''$   
 $R = 800.00'$   
 $T = 33.32'$   
 $L = 66.60'$   
 $E = 0.69'$

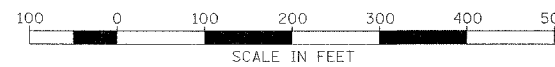
PROP. CURVE WBNBEX-2  
 PC STA. = 3897+17.47  
 PI STA. = 3895+45.89  
 PT STA. = 3897+17.47  
 $\Delta = 22^\circ 07' 35''$  (RT)  
 $D = 6^\circ 21' 58''$   
 $R = 900.00'$   
 $T = 175.97'$   
 $L = 347.56'$   
 $E = 17.04'$

MATCHLINE STA. 877+00  
SEE ALIGN-05

MATCHLINE STA. 907+00  
SEE ALIGN-07

**BENCHMARK DESCRIPTIONS**

BENCHMARK 217	
BENCHMARK 218	SET PK AT EXIT RAMP NO. 263 WHERE PAVEMENT SPLITS
BENCHMARK 232	NW BOLT ON BASE OF FORTH LIGHT POLE +/- 1990' SW OF WEBER RD. ON NB LANE; MILE MARKER 263.19.
BENCHMARK 233	NW BOLT ON BASE OF SECOND LIGHT POLE +/- 800' SOUTH WEST OF WEBER RD. ON NB LANE; MILE MARKER 263.19.
BENCHMARK 3282	SQUARE CUT ON TOP OF FLARED END SECTION OF E SIDE OF E FRONTAGE RD. AND AT MM 263, ELEV. 653.10'.
BENCHMARK 3285	FD "X" ON S HEADWALL OF A 4'X10' BOX CULVERT ON S SIDE OF FRONTAGE RD. AND ABOUT 800' W OF WEBER RD., ELEV. 638.02'.
BENCHMARK 3286	"X" CUT ON NW TAG BOLT OF FIRE HYDRANT ON THE N SIDE OF FRONTAGE RD. AND ON W SIDE OF "GAS CITY" DRIVEWAY, ELEV. 644.37'.
BENCHMARK 3287	SQUARE CUT SW CORNER OF A 4'X6' CONC. BASE FOR AN IDOT TRAFFIC SIGNAL CONTROL BOX AT THE NW CORNER OF WEBER RD. AND SE FRONTAGE RD. (NORMANTOWN RD.), ELEV. 642.98'.
BENCHMARK 3288	SQUARE CUT N EDGE OF 2' DIAM. CONC. TRAFFIC SIGNAL AND MAST ARM BASE AT THE NE CORNER OF WEBER RD. AND FRONTAGE RD. (NORMANTOWN RD.), ELEV. 642.81'.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 I-55 ROUTE 55  
 143RD STREET TO WEBER ROAD  
 ALIGNMENT, TIES AND  
 BENCHMARKS

SCALE: 1"=100'  
 DATE: 02-23-07

DRAWN BY ALR  
 CHECKED BY RH



FINAL