

ALIGNMENT DATA

I-55				IL-59 SOUTHBOUND EXISTING ENTRANCE RAMP			IL-59 NORTHBOUND EXISTING EXIT RAMP			
CURVE "B-1"	CURVE "B-2"	CURVE "B-3"	CURVE "B-4"	CURVE "B-5"	CURVE "B-6"	CURVE "B-7"				
PI STA. = 132+99.24 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 = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 118+08.58 P.T. STA. = 147+25.25	PI STA. = 121+10.12 Δ = 4° 01' 22" (RT) D = 0° 40' 52" R = 8,410.64' T = 295.38' L = 590.52' E = 5.19' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 118+14.74 P.T. STA. = 124+05.26	PI STA. = 125+56.79 Δ = 3° 01' 48" (RT) D = 1° 00' 00" R = 5,729.25' T = 151.53' L = 302.98' E = 2.00' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 124+05.26 P.T. STA. = 127+08.24	PI STA. = 128+20.10 Δ = 6° 52' 57" (LT) D = 3° 29' 57" R = 1,637.36' T = 98.46' L = 196.68' E = 2.96' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 127+21.64 P.T. STA. = 129+18.32	PI STA. = 125+70.00 Δ = 28° 28' 17" (RT) D = 7° 00' 00" R = 818.52' T = 207.66' L = 406.74' E = 25.93' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 123+62.34 P.T. STA. = 127+69.08	PI STA. = 134+97.03 Δ = 59° 51' 43" (LT) D = 6° 59' 45" R = 819.01' T = 471.54' L = 855.69' E = 126.04' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 130+25.49 P.T. STA. = 138+81.18	PI STA. = 150+23.82 Δ = 21° 11' 30" (RT) D = 6° 59' 45" R = 819.00' T = 153.21' L = 302.92' E = 14.21' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 148+70.61 P.T. STA. = 151+73.53				
EXISTING EAST FRONTAGE ROAD				EXISTING WEST FRONTAGE ROAD						
CURVE "B-8"	CURVE "B-9"	CURVE "B-10"	CURVE "B-11"	CURVE "B-12"	CURVE "B-13"	CURVE "B-14"	CURVE "B-15"			
PI STA. = 6040+49.03 Δ = 6° 32' 28" (RT) D = 1° 16' 12" R = 4,511.00' T = 257.78' L = 514.99' E = 7.36' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 6037+91.26 P.T. STA. = 6043+06.25	PI STA. = 6045+34.34 Δ = 33° 42' 12" (RT) D = 7° 36' 32" R = 753.02' T = 228.09' L = 442.95' E = 33.79' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 6043+06.25 P.T. STA. = 6047+49.20	PI STA. = 6050+97.08 Δ = 26° 36' 55" (LT) D = 7° 45' 42" R = 738.19' T = 174.60' L = 342.90' E = 20.37' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 6049+22.48 P.T. STA. = 6052+65.38	PI STA. = 6054+96.20 Δ = 17° 46' 14" (LT) D = 3° 52' 50" R = 984.25' T = 230.82' L = 457.93' E = 17.93' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 6052+65.38 P.T. STA. = 6057+23.31	PI STA. = 6062+37.92 Δ = 33° 17' 22" (RT) D = 5° 49' 17" R = 1,476.44' T = 294.26' L = 571.86' E = 43.04' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 6059+43.66 P.T. STA. = 6065+15.52	PI STA. = 5040+99.77 Δ = 4° 03' 25" (RT) D = 0° 39' 14" R = 8,763.78' T = 310.40' L = 620.53' E = 5.50' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 5037+89.37 P.T. STA. = 5044+09.91	PI STA. = 5045+63.18 Δ = 3° 01' 48" (RT) D = 0° 59' 19" R = 5,795.37' T = 153.28' L = 306.48' E = 2.03' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 5044+09.91 P.T. STA. = 5047+16.39	PI STA. = 5048+24.27 Δ = 6° 52' 57" (LT) D = 3° 38' 47" R = 1,571.36' T = 94.49' L = 188.76' E = 2.84' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 5047+29.78 P.T. STA. = 5049+18.54			
IL-59 NORTHBOUND EXIT RAMP PROPOSED				IL-59 SOUTHBOUND ENTRANCE RAMP PROPOSED			PROPOSED EAST FRONTAGE ROAD			
CURVE "B-16"	CURVE "B-17"	CURVE "B-18"	CURVE "B-19"	CURVE "B-20"	CURVE "B-21"	CURVE "B-22"	CURVE "B-23"	CURVE "B-24"		
PI STA. = 8006+53.17 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. = ----- S.E. RUN = 128' P.C. STA. = 8005+34.58 P.T. STA. = 8007+70.19	PI STA. = 8014+89.52 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. = ----- S.E. RUN = 237' P.C. STA. = 8011+55.52 P.T. STA. = 8017+71.16	PI STA. = 8028+46.45 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. = ----- S.E. RUN = 119' P.C. STA. = 8025+45.64 P.T. STA. = 8031+08.01	PROP. CURVE SBRPPR-2 PI STA. = 7023+94.16 Δ = 35° 20' 07" (RT) D = 6° 50' 55" R = 836.61' T = 266.48' L = 515.95' E = 41.41' e = 0.06 T.R. = ----- S.E. RUN = 231' P.C. STA. = 7021+27.69 P.T. STA. = 7026+43.64	PI STA. = 7015+16.69 Δ = 52° 05' 45" (LT) D = 6° 43' 10" R = 852.69' T = 416.77' L = 775.30' E = 96.40' e = 0.06 T.R. = ----- S.E. RUN = 113' P.C. STA. = 7010+99.93 P.T. STA. = 7018+75.23	PI STA. = 6503+27.30 Δ = 19° 12' 46" (RT) D = 4° 57' 56" R = 1,153.87' T = 195.30' L = 386.92' E = 16.41' e = 0.033 T.R. = 28' S.E. RUN = 120' P.C. STA. = 6501+32.00 P.T. STA. = 6505+18.92	PI STA. = 6514+92.17 Δ = 40° 03' 09" (LT) D = 5° 12' 47" R = 1,099.08' T = 400.60' L = 768.31' E = 70.73' e = 0.034 T.R. = 28' S.E. RUN = 120' P.C. STA. = 6510+91.56 P.T. STA. = 6518+59.87	PI STA. = 6525+57.34 Δ = 24° 08' 41" (RT) D = 5° 11' 29" R = 1,103.67' T = 236.05' L = 465.09' E = 24.96' e = 0.034 T.R. = 28' S.E. RUN = 120' P.C. STA. = 6523+21.30 P.T. STA. = 6527+86.39	PI STA. = 6528+52.39 Δ = 1° 40' 36" (RT) D = 1° 16' 12" R = 4,511.00' T = 66.00' L = 132.00' E = 0.48' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 6527+86.39 P.T. STA. = 6529+18.39		
PROPOSED WEST FRONTAGE ROAD				PROPOSED IL-59						
CURVE "B-25"	CURVE "B-26"	CURVE "B-27"	CURVE "B-28"	CURVE "B-29"	CURVE "B-30"					
PI STA. = 5501+57.67 Δ = 1° 06' 02" (LT) D = 0° 20' 56" R = 16,415.98' T = 157.67' L = 315.33' E = 0.76' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 5500+00.00 P.T. STA. = 5503+15.33	PI STA. = 5519+76.56 Δ = 36° 06' 16" (LT) D = 5° 04' 17" 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 P.T. STA. = 5523+19.50	PI STA. = 5534+28.59 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 P.T. STA. = 5537+79.73	PI STA. = 7485+80.19 Δ = 15° 10' 55" (LT) D = 6° 07' 40" R = 935.04' T = 124.61' L = 247.76' E = 8.27' e = 0.057 T.R. = 45' S.E. RUN = 135' P.C. STA. = 7484+55.58 P.T. STA. = 7487+03.34	PI STA. = 7516+58.64 Δ = 2° 06' 39" (LT) D = 0° 45' 48" R = 7,506.55' T = 138.30' L = 276.57' E = 1.27' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 7515+20.35 P.T. STA. = 7517+96.91	PI STA. = 7519+20.01 Δ = 1° 54' 40" (RT) D = 0° 46' 35" R = 7,380.31' T = 123.10' L = 246.18' E = 1.03' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 7517+96.91 P.T. STA. = 7520+43.09					

ALIGNMENT TIE DATA					
ALIGNMENT	ALIGNMENT STA.	O/S	I-55 STA.	NORTHING	EASTING
SB IL-59 ENTRANCE RAMP EXIST	118+08.58	44.000 LT	118+08.58	1,761,871.595384	1,021,239.278343
NB IL-59 EXIT RAMP EXIST	116+99.93	44.999 RT	116+99.93	1,761,765.744000	1,021,331.589000
EAST FRONTAGE ROAD EXIST	6000+00.00	110.859 RT	80+00.00	1,758,069.609016	1,021,511.606147
WEST FRONTAGE ROAD EXIST	5000+00.00	108.448 LT	80+00.00	1,758,062.840636	1,021,292.404459
SB IL-59 ENTRANCE RAMP PROP	7000+00.00	344.029 LT	128+56.09	1,762,969.162974	1,021,006.486717
NB IL-59 EXIT RAMP PROP	8000+00.00	56.000 RT	94+77.57	1,759,544.779680	1,021,411.172031
EAST FRONTAGE ROAD PROP	6500+00.00	110.068 RT	93+58.67	1,759,427.610996	1,021,468.883983
WEST FRONTAGE ROAD PROP	5500+00.00	108.859 LT	86+90.75	1,758,753.248252	1,021,270.674576

BENCHMARK DESCRIPTIONS

- TBM#1 TOP OF A LARGE NAIL SET IN THE EAST FACE OF POWER POLE ON WEST SIDE OF WEST FRONTAGE RD. NEAR STA. 116+00 (I-55 CENTERLINE). ELEV. 595.91
- TBM#2 (THIS BENCHMARK NO LONGER EXISTS)
- TBM#3 SQUARE CUT ON TOP OF BOX CULVERT HEADWALL (NEAR CENTER OF THE HEADWALL) AT THE NORTHWEST CORNER OF THE INTERSECTION OF SEIL RD. AND WEST FRONTAGE RD. ELEV. 591.70
- TBM#4 SQUARE CUT ON NORTHERLY END OF CONCRETE FLOOR OF BOX CULVERT END SECTION LOCATED ON EAST SIDE OF IL-59 NEAR STA. 7499+81 (IL-59 CENTERLINE). ELEV. 576.00
- TBM#5 SQUARE CUT ON TOP OF RETAINING WALL NEAR DU PAGE RIVER BRIDGE ON EAST SIDE OF IL-59 AND +/- 34 FEET SOUTH OF THE SOUTH ABUTMENT. ELEV. 582.06
- TBM#6 SQUARE CUT ON TOP OF CONCRETE FOUNDATION @ ITS WEST EDGE) FOR THE HIGH MAST LIGHT POLE ON WEST SIDE OF I-55 NEAR STATION 124+00. ELEV. 592.98

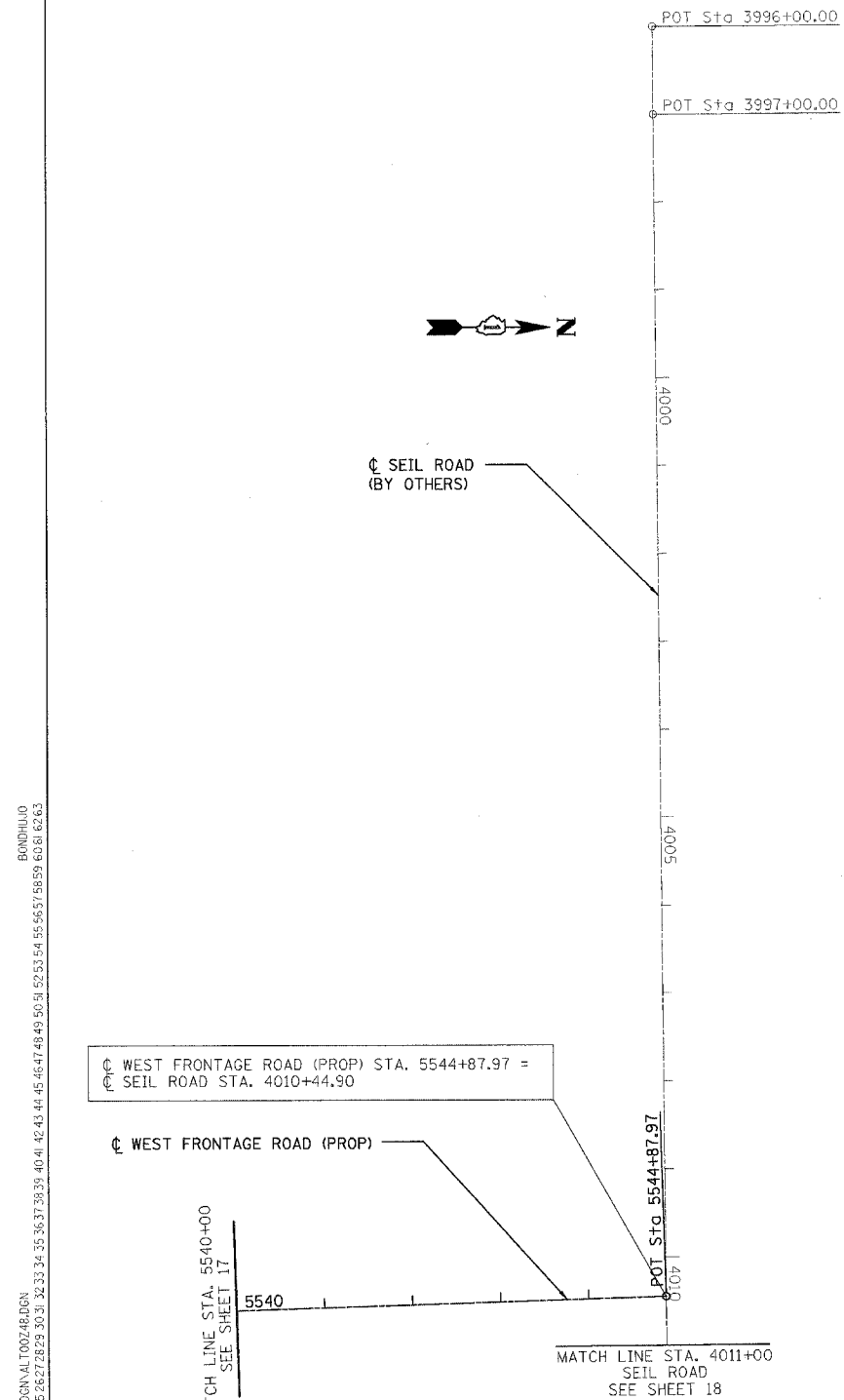
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI 55 WEST FRONTAGE ROAD AT IL 59
SECTION: 9911&21AC-R-2

ALIGNMENT & TIES 3

SCALE: 1"=100' DRAWN BY: BRH
DATE: 03/22/2007 CHECKED BY: ACL

TENG
ENGINEERS & ARCHITECTS, INC.
200 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312.486.9000



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