



ALIGNMENT = CPR1			
PROP. CURVE CPR1-C1 PI STA. = 10276+29.32 $\Delta = 1^\circ 16' 49''$ (LT) $D = 2^\circ 30' 00''$ (CHORD DEF.) $R = 2,292.01'$ $T = 25.61'$ $L = 51.21'$ $E = 0.14'$ $S.E. = \frac{3}{4}''$ P.C. STA. = 10276+03.72 P.T. STA. = 10276+54.93	PROP. SPIRAL CPR1-S01 PI STA. = 10278+46.66 $Defl. = 0^\circ 46' 47''$ $D1 = 0^\circ 00' 00''$ (TANGENT) $D2 = 5^\circ 12' 00''$ (CHORD DEF.) $R = 1,102.22'$ $T = 760.29'$ $L = 1,330.66'$ $E = 236.78'$ $S.E. = 1\frac{1}{2}''$ S.C. STA. = 10278+76.66 C.S. STA. = 10292+07.31	PROP. CURVE CPR1-C2 PI STA. = 10286+36.94 $\Delta = 69^\circ 11' 39''$ (RT) $D = 5^\circ 12' 00''$ (CHORD DEF.) $R = 1,102.22'$ $T = 760.29'$ $L = 1,330.66'$ $E = 236.78'$ $S.E. = 1\frac{1}{2}''$ S.C. STA. = 10278+76.66 C.S. STA. = 10292+07.31	PROP. SPIRAL CPR1-S02 PI STA. = 10292+37.32 $Defl. = 0^\circ 46' 47''$ $D2 = 5^\circ 12' 00''$ (CHORD DEF.) $D2 = 0^\circ 00' 00''$ (TANGENT) $R1 = 1,102.22'$ $R2 = TANGENT$ $LS = 90.00'$ $LT = 60.01'$ $ST = 30.00'$ $LC = 89.99'$ $XS = 89.99'$ C.S. STA. = 10292+07.31 S.T. STA. = 10292+97.31
PROP. CURVE CPR1-C3 PI STA. = 10304+80.05 $\Delta = 2^\circ 26' 01''$ (LT) $D = 2^\circ 30' 00''$ (CHORD DEF.) $R = 2,292.01'$ $T = 46.68'$ $L = 97.35'$ $E = 0.52'$ $S.E. = \frac{3}{4}''$ P.C. STA. = 10304+31.37 P.T. STA. = 10305+28.72	PROP. CURVE CPR1-C4 PI STA. = 10306+68.43 $\Delta = 2^\circ 26' 01''$ (RT) $D = 2^\circ 30' 00''$ (CHORD DEF.) $R = 2,292.01'$ $T = 48.68'$ $L = 97.35'$ $E = 0.52'$ $S.E. = \frac{3}{4}''$ P.C. STA. = 10306+19.75 P.T. STA. = 10307+17.09	PROP. CURVE CPR1-C5 PI STA. = 10326+20.49 $\Delta = 1^\circ 50' 39''$ (RT) $D = 1^\circ 00' 10''$ (CHORD DEF.) $R = 5,713.78'$ $T = 91.96'$ $L = 183.91'$ $E = 0.74'$ $S.E. = NONE$ P.C. STA. = 10325+28.53 P.T. STA. = 10327+12.44	

BENCHMARKS

BENCHMARK #1 (TBM 4)
 SQUARE CUT IN SE PORTION OF TRAFFIC SIGNAL MAST ARM CONCRETE FOUNDATION, NORTHEAST CORNER OF IRVING PARK ROAD AT YORK ROAD INTERSECTION (ELEVATION = 678.76)

BENCHMARK #2 (TBM 9)
 FIRE HYDRANT WEST ARROW BOLT ±300' NORTH OF YORK ROAD AND ROOSEVELT AVENUE INTERSECTION, EAST SIDE OF YORK ROAD (ELEVATION = 668.50)

BENCHMARK #3 (TBM 10)
 FOUND BRASS IDOT MONUMENT SOUTH SIDE OF WEST HEADWALL BENSENVILLE DITCH CULVERT ±200' NORTH OF IRVING PARK ROAD AND YORK ROAD INTERSECTION (ELEVATION = 662.75)

NOTE: ALL BENCHMARK ELEVATIONS ARE BASED ON NAVD 88 VERTICAL DATUM

ALIGNMENT = CPR2			
PROP. SPIRAL CPR2-S01 PI STA. = 20278+41.77 $Defl. = 0^\circ 45' 44''$ $D1 = 0^\circ 00' 00''$ (TANGENT) $D2 = 5^\circ 05' 00''$ (CHORD DEF.) $R1 = TANGENT$ $R2 = 1,127.50'$ $LS = 90.00'$ $LT = 60.01'$ $ST = 30.00'$ $LC = 89.99'$ $XS = 89.99'$ T.S. STA. = 20277+81.76 S.C. STA. = 20278+71.76	PROP. CURVE CPR2-C1 PI STA. = 20286+32.54 $\Delta = 68^\circ 01' 08''$ (RT) $D = 5^\circ 05' 00''$ (CHORD DEF.) $R = 1,127.50'$ $T = 760.78'$ $L = 1,338.07'$ $E = 232.66'$ $S.E. = 1\frac{1}{2}''$ S.C. STA. = 20278+71.76 C.S. STA. = 20292+09.84	PROP. SPIRAL CPR2-S02 PI STA. = 20292+39.84 $Defl. = 0^\circ 45' 44''$ $D1 = 0^\circ 00' 00''$ (TANGENT) $D2 = 5^\circ 05' 00''$ (CHORD DEF.) $R1 = TANGENT$ $R2 = TANGENT$ $LS = 90.00'$ $LT = 60.01'$ $ST = 30.00'$ $LC = 89.99'$ $XS = 89.99'$ C.S. STA. = 20292+09.84 S.T. STA. = 20292+99.84	PROP. CURVE CPR2-C2 PI STA. = 20326+84.42 $\Delta = 1^\circ 49' 53''$ (RT) $D = 1^\circ 00' 00''$ (CHORD DEF.) $R = 5,729.65'$ $T = 91.58'$ $L = 183.15'$ $E = 0.73'$ $S.E. = NONE$ P.C. STA. = 20324+92.83 P.T. STA. = 20326+75.98