

BRISBIN ROAD			
POINT	STATION	NORTHING	EASTING
POT	87+78.00	1728880.76	975609.67
POT	99+25.83	1730028.57	975601.89
POT	104+99.90	1730602.57	975593.37
POT	114+99.92	1731602.56	975584.80
PC	120+11.45	1732114.07	975580.41
PT	121+80.27	1732282.86	975577.54
PC	132+84.88	1733387.11	975549.43
PT	136+72.05	1733774.23	975543.61
POT	143+75.18	1734477.36	975540.37

RAMP B			
POINT	STATION	NORTHING	EASTING
POT	200+00.00	1731053.00	975589.51
PC	202+90.34	1731130.55	975869.30
PT	207+57.60	1731423.31	976214.76
PC	212+45.83	1731866.03	976420.56
PT	221+00.12	1732528.10	976947.71
POT	232+50.12	1733234.14	977855.46

RAMP C			
POINT	STATION	NORTHING	EASTING
POT	300+00.00	1732844.61	977165.58
PC	311+13.40	1732228.32	976238.30
PT	315+93.16	1732089.60	975785.99
POT	317+98.52	1732087.84	975580.64

RAMP D			
POINT	STATION	NORTHING	EASTING
POT	400+00.00	1732103.51	975580.50
PC	403+47.85	1731927.01	975280.76
PT	405+95.02	1731755.83	975105.81
PC	412+71.44	1731805.59	974749.96
PT	417+23.25	1730846.24	974449.63
POT	428+77.79	1730137.41	973538.30

PROPOSED NORTH ROAD			
POINT	STATION	NORTHING	EASTING
POT	0+00.00	1732797.19	975564.45
PC	1+77.16	1732755.71	975736.68
PT	3+49.19	1732653.84	975869.05
PC	4+91.58	1732528.55	975936.72
PT	8+70.33	1732479.11	976260.10
POT	10+43.85	1732600.15	976384.42

EXISTING NORTH ROAD			
POINT	STATION	NORTHING	EASTING
POT	1+20.68	1732161.75	975580.00
PC	7+09.70	1732392.44	976121.97
PT	9+24.09	1732513.65	976297.03
POT	9+51.97	1732533.81	976316.28
POT	10+00.00	1732567.32	976350.69
PC	11+56.08	1732676.19	976462.52
PT	13+85.75	1732761.24	976669.86
PC	15+61.80	1732762.38	976845.91
PT	17+72.51	1732828.24	977042.36
POT	34+87.48	1733853.14	978417.39

SERVICE DRIVE			
POINT	STATION	NORTHING	EASTING
POT	0+00.00	1732797.19	975564.45
PC	0+65.55	1732795.52	975498.92
PT	1+82.37	1732719.62	975425.84
PC	7+21.71	1732180.32	975432.45
PT	8+26.43	1732093.11	975383.51
PC	10+11.69	1731998.52	975224.22
PT	13+03.94	1731795.06	975018.48
PC	16+69.86	1731482.54	974828.15
PT	17+73.31	1731434.56	974741.66

RAMP A			
POINT	STATION	NORTHING	EASTING
POT	100+00.00	1730377.62	974028.37
PC	109+51.16	1730904.12	974820.54
PT	115+20.81	1731068.83	975357.59
POT	117+52.58	1731070.81	975589.36

PROP. CURVE RAMPD-1
 PI STA. = 404+73.92
 $\Delta = 27^\circ 46' 06''$ (LT)
 $D = 11^\circ 14' 04''$
 $R = 510.00'$
 $T = 126.06'$
 $L = 247.17'$
 $E = 15.35'$
 $e = 6\%$
 T.R. = N/A
 S.E. RUN = 222'
 P.C. STA. = 403+47.85
 P.T. STA. = 405+95.02

PROP. CURVE RAMPD-2
 PI STA. = 414+99.76
 $\Delta = 20^\circ 23' 01''$ (RT)
 $D = 4^\circ 30' 41''$
 $R = 1,270.00'$
 $T = 228.32'$
 $L = 451.82'$
 $E = 20.36'$
 $e = 5.5\%$
 T.R. = N/A
 S.E. RUN = 192'
 P.C. STA. = 412+71.44
 P.T. STA. = 417+23.25

PROP. CURVE RAMP A-1
 PI STA. = 112+44.19
 $\Delta = 33^\circ 07' 05''$ (RT)
 $D = 5^\circ 48' 50''$
 $R = 985.51'$
 $T = 293.03'$
 $L = 569.64'$
 $E = 42.64'$
 $e = 5.9\%$
 T.R. = N/A
 S.E. RUN = 192'
 P.C. STA. = 109+51.16
 P.T. STA. = 115+20.81

PROP. CURVE SERVICE-3
 PI STA. = 11+60.79
 $\Delta = 27^\circ 57' 18''$ (LT)
 $D = 9^\circ 33' 56''$
 $R = 598.99'$
 $T = 149.09'$
 $L = 292.25'$
 $E = 18.28'$
 $e = \text{N.C.}$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 10+11.69
 P.T. STA. = 13+03.94

PROP. CURVE SERVICE-2
 PI STA. = 7+79.45
 $\Delta = 60^\circ 00' 00''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 57.74'$
 $L = 104.72'$
 $E = 15.47'$
 $e = \text{N.C.}$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 7+21.71
 P.T. STA. = 8+26.43

PROP. CURVE SERVICE-1
 PI STA. = 1+39.56
 $\Delta = 89^\circ 14' 39''$ (LT)
 $D = 76^\circ 23' 40''$
 $R = 75.00'$
 $T = 74.02'$
 $L = 116.82'$
 $E = 30.37'$
 $e = \text{N.C.}$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 0+65.55
 P.T. STA. = 1+82.37

PROP. CURVE BRISPR-1
 PI STA. = 120+95.86
 $\Delta = 0^\circ 58' 02''$ (LT)
 $D = 0^\circ 34' 23''$
 $R = 10,000.00'$
 $T = 84.41'$
 $L = 168.81'$
 $E = 0.36'$
 $e = \text{N.C.}$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 120+11.45
 P.T. STA. = 121+80.27

PROP. CURVE BRISPR-2
 PI STA. = 134+78.47
 $\Delta = 1^\circ 11' 39''$ (RT)
 $D = 0^\circ 18' 30''$
 $R = 18,575.33'$
 $T = 193.59'$
 $L = 387.17'$
 $E = 1.01'$
 $e = \text{N.C.}$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 132+84.88
 P.T. STA. = 136+72.05

PROP. CURVE PRNORTH-1
 PI STA. = 2+68.60
 $\Delta = 48^\circ 04' 53''$ (RT)
 $D = 27^\circ 56' 57''$
 $R = 205.00'$
 $T = 91.45'$
 $L = 172.03'$
 $E = 19.47'$
 $e = 4.0\%$
 T.R. = 25.74'
 S.E. RUN = 68.64'
 P.C. STA. = 1+77.16
 P.T. STA. = 3+49.19

PROP. CURVE PRNORTH-2
 PI STA. = 7+62.92
 $\Delta = 105^\circ 51' 28''$ (LT)
 $D = 27^\circ 56' 57''$
 $R = 205.00'$
 $T = 271.34'$
 $L = 378.75'$
 $E = 135.08'$
 $e = 4.0\%$
 T.R. = 25.74'
 S.E. RUN = 68.64'
 P.C. STA. = 4+91.58
 P.T. STA. = 8+70.33

EXIST. CURVE NRTHCL-1
 PI STA. = 8+18.40
 $\Delta = 23^\circ 16' 43''$ (LT)
 $D = 10^\circ 51' 28''$
 $R = 527.69'$
 $T = 108.70'$
 $L = 214.39'$
 $E = 11.08'$
 $e = \text{N.C.}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 7+09.70
 P.T. STA. = 9+24.09

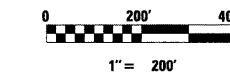
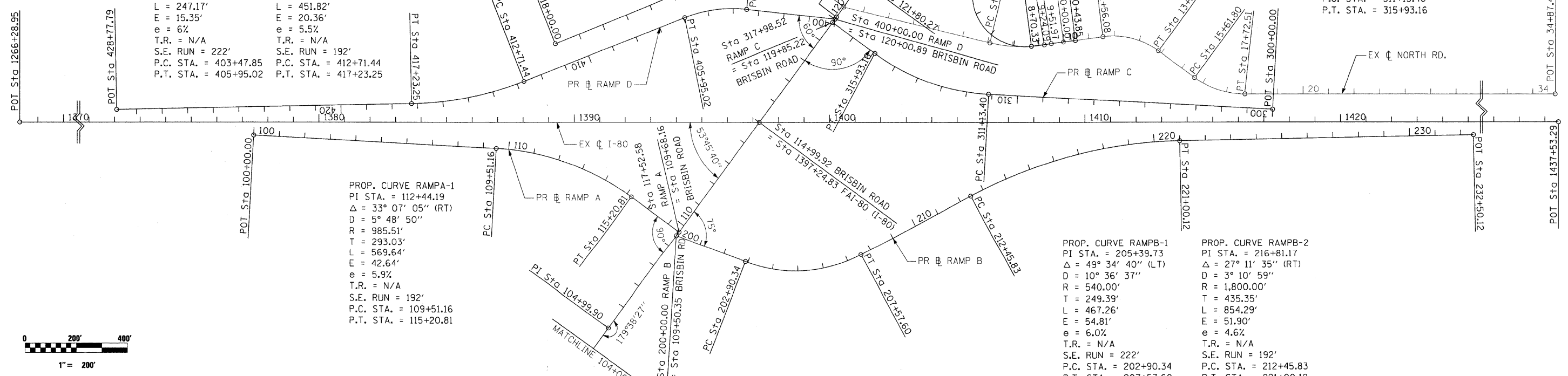
EXIST. CURVE NRTHCL-2
 PI STA. = 12+76.87
 $\Delta = 43^\circ 51' 54''$ (RT)
 $D = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 120.80'$
 $L = 229.68'$
 $E = 23.41'$
 $e = \text{N.C.}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 11+56.08
 P.T. STA. = 13+85.75

EXIST. CURVE NRTHCL-3
 PI STA. = 16+70.83
 $\Delta = 36^\circ 19' 46''$ (LT)
 $D = 17^\circ 14' 28''$
 $R = 332.32'$
 $T = 109.03'$
 $L = 210.71'$
 $E = 17.43'$
 $e = \text{N.C.}$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 15+61.80
 P.T. STA. = 17+72.51

PROP. CURVE RAMP C-1
 PI STA. = 313+60.19
 $\Delta = 33^\circ 07' 05''$ (RT)
 $D = 6^\circ 54' 11''$
 $R = 830.00'$
 $T = 246.79'$
 $L = 479.76'$
 $E = 35.91'$
 $e = 6.0\%$
 T.R. = N/A
 S.E. RUN = 192'
 P.C. STA. = 311+13.40
 P.T. STA. = 315+93.16

PROP. CURVE RAMPB-1
 PI STA. = 205+39.73
 $\Delta = 49^\circ 34' 40''$ (LT)
 $D = 10^\circ 36' 37''$
 $R = 540.00'$
 $T = 249.39'$
 $L = 467.26'$
 $E = 54.81'$
 $e = 6.0\%$
 T.R. = N/A
 S.E. RUN = 222'
 P.C. STA. = 202+90.34
 P.T. STA. = 207+57.60

PROP. CURVE RAMPB-2
 PI STA. = 216+81.17
 $\Delta = 27^\circ 11' 35''$ (RT)
 $D = 3^\circ 10' 59''$
 $R = 1,800.00'$
 $T = 435.35'$
 $L = 854.29'$
 $E = 51.90'$
 $e = 4.6\%$
 T.R. = N/A
 S.E. RUN = 192'
 P.C. STA. = 212+45.83
 P.T. STA. = 221+00.12



FILE NAME =	USER NAME = USER.	DESIGNED - AKK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11812CAD00 Sheets0366408-shc-ATB.dgn	PLOT SCALE = *SCALE*	DRAWN - CGC	REVISED -			(32,47-4) HBK-4 & G(N)	GRUNDY	351	32	
PLOT DATE = 5/19/2010	DATE = 5/19/2010	CHECKED - AKK	REVISED -			CONTRACT NO. 66408				
SCALE: 1"=200'						SHEET NO. 32 OF 351 SHEETS		STA. TO STA.		
ILLINOIS FED. AID PROJECT										