

PROP. CURVE 55N-1
 PI STA. = 51+92.01
 $\Delta = 10^\circ 37' 43''$ (RT)
 $D = 2^\circ 46' 32''$
 $R = 2,064.27'$
 $T = 192.01'$
 $L = 382.93'$
 $E = 8.91'$
 P.C. STA = 50+00.00
 P.T. STA = 53+82.93

PROP. CURVE 55N-2
 PI STA. = 62+39.34
 $\Delta = 10^\circ 09' 06''$ (LT)
 $D = 1^\circ 50' 43''$
 $R = 3,105.00'$
 $T = 275.79'$
 $L = 550.14'$
 $E = 12.22'$
 P.C. STA = 59+63.55
 P.T. STA = 65+13.69

PROP. CURVE 55S-4
 PI STA. = 85+55.05
 $\Delta = 27^\circ 16' 06''$ (RT)
 $D = 4^\circ 24' 27''$
 $R = 1,300.00'$
 $T = 315.32'$
 $L = 618.70'$
 $E = 37.70'$
 P.C. STA = 82+39.72
 P.T. STA = 88+58.42

PROP. CURVE 55S-5
 PI STA. = 93+80.20
 $\Delta = 30^\circ 29' 46''$ (LT)
 $D = 6^\circ 28' 13''$
 $R = 885.51'$
 $T = 241.39'$
 $L = 471.32'$
 $E = 32.31'$
 P.C. STA = 91+38.81
 P.T. STA = 96+10.13

PROP. CURVE 55S-6
 PI STA. = 97+85.47
 $\Delta = 15^\circ 22' 19''$ (LT)
 $D = 4^\circ 24' 36''$
 $R = 1,299.24'$
 $T = 175.34'$
 $L = 348.58'$
 $E = 11.78'$
 P.C. STA = 96+10.13
 P.T. STA = 99+58.71

PROP. CURVE 55S70W-3
 PI STA. = 67+79.76
 $\Delta = 36^\circ 19' 13''$ (RT)
 $D = 4^\circ 16' 33''$
 $R = 1,340.00'$
 $T = 439.54'$
 $L = 849.44'$
 $E = 70.25'$
 $e = 5.30\%$
 T.R. ATTAINMENT = 0'
 S.E. RUN. ATTAINMENT = 47'
 T.R. REMOVAL = 0'
 S.E. RUN. REMOVAL = 65'
 P.C. STA = 63+40.22
 P.T. STA = 71+89.66

PROP. CURVE 55S70W-4
 PI STA. = 81+39.12
 $\Delta = 26^\circ 52' 21''$ (RT)
 $D = 2^\circ 00' 32''$
 $R = 2,852.00'$
 $T = 681.35'$
 $L = 1,337.63'$
 $E = 80.26'$
 $e = 3.50\%$
 T.R. ATTAINMENT = 0'
 S.E. RUN. ATTAINMENT = 0'
 T.R. REMOVAL = 72'
 S.E. RUN. REMOVAL = 169'
 P.C. STA = 74+57.77
 P.T. STA = 87+95.40

PROP. CURVE 64W70W-2
 PI STA. = 69+02.97
 $\Delta = 25^\circ 20' 51''$ (LT)
 $D = 4^\circ 23' 14''$
 $R = 1,306.00'$
 $T = 293.69'$
 $L = 577.77'$
 $E = 32.62'$
 $e = 5.40\%$
 T.R. ATTAINMENT = 48'
 S.E. RUN. ATTAINMENT = 173'
 T.R. REMOVAL = 48'
 S.E. RUN. REMOVAL = 173'
 P.C. STA = 66+09.28
 P.T. STA = 71+87.05

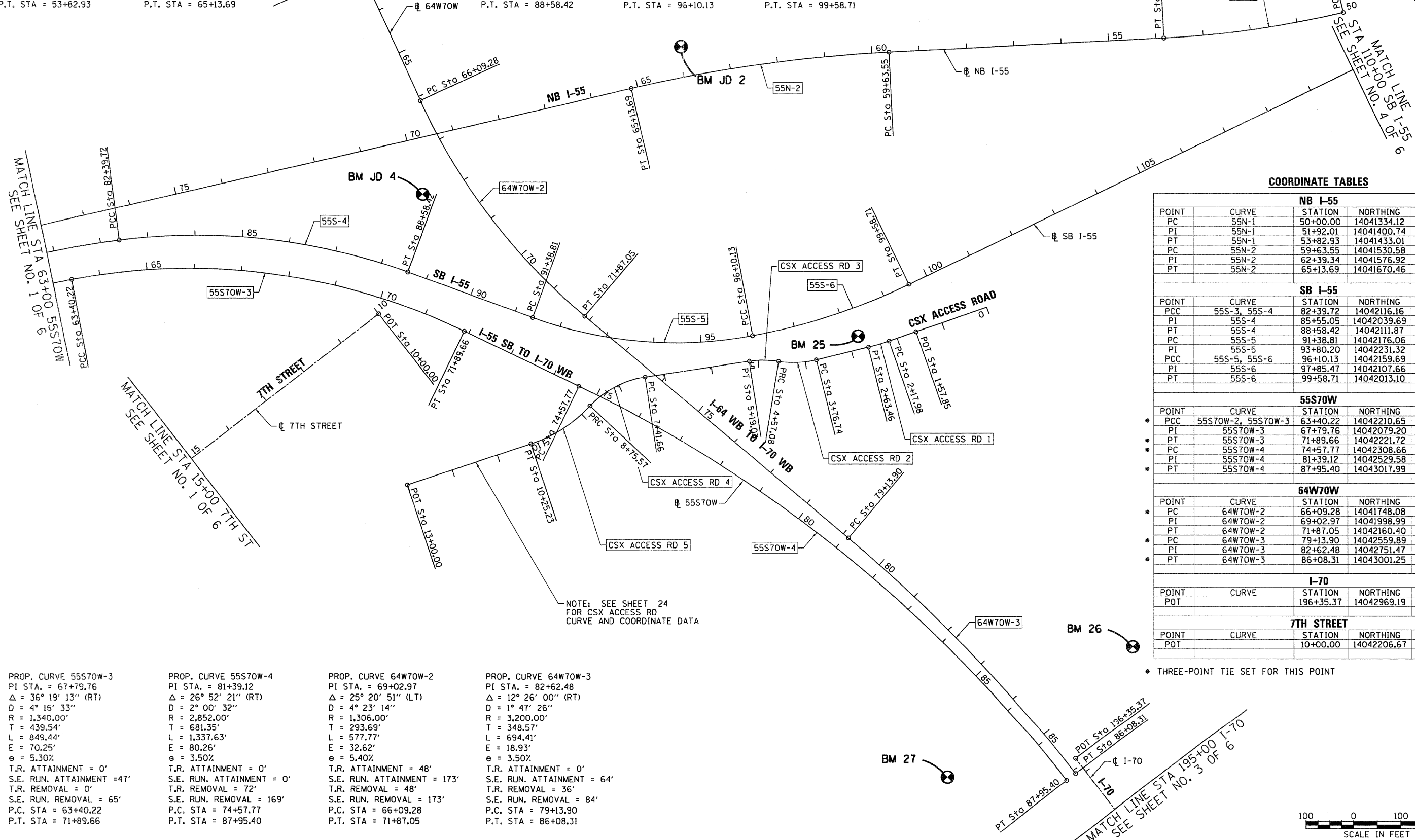
PROP. CURVE 64W70W-3
 PI STA. = 82+62.48
 $\Delta = 12^\circ 26' 00''$ (RT)
 $D = 1^\circ 47' 26''$
 $R = 3,200.00'$
 $T = 348.57'$
 $L = 694.41'$
 $E = 18.93'$
 $e = 3.50\%$
 T.R. ATTAINMENT = 0'
 S.E. RUN. ATTAINMENT = 64'
 T.R. REMOVAL = 36'
 S.E. RUN. REMOVAL = 84'
 P.C. STA = 79+13.90
 P.T. STA = 86+08.31

MATCH LINE STA 63+00 64W70W
 SEE SHEET NO. 3 OF 6

MATCH LINE STA 63+00 55S70W
 SEE SHEET NO. 1 OF 6

MATCH LINE STA 15+00 7TH ST
 SEE SHEET NO. 1 OF 6

MATCH LINE STA 10+00 SB I-55
 SEE SHEET NO. 4 OF 6



NOTE: SEE SHEET 24
 FOR CSX ACCESS RD
 CURVE AND COORDINATE DATA

COORDINATE TABLES

NB I-55				
POINT	CURVE	STATION	NORTHING	EASTING
55N-1	55N-1	50+00.00	14041334.12	2454168.10
55N-1	55N-1	51+92.01	14041400.74	2454348.18
55N-1	55N-1	53+82.93	14041433.01	2454537.47
55N-2	55N-2	59+63.55	14041530.58	2455109.83
55N-2	55N-2	62+39.34	14041576.92	2455381.70
55N-2	55N-2	65+13.69	14041670.46	2455641.15

SB I-55				
POINT	CURVE	STATION	NORTHING	EASTING
55S-3	55S-3, 55S-4	82+39.72	14042116.16	2456676.63
55S-4	55S-4	85+55.05	14042039.69	2456370.72
55S-4	55S-4	88+58.42	14042111.87	2456063.77
55S-5	55S-5	91+38.81	14042176.06	2455790.82
55S-5	55S-5	93+80.20	14042231.32	2455555.85
55S-5, 55S-6	55S-5, 55S-6	96+10.13	14042159.69	2455325.33
55S-6	55S-6	97+85.47	14042107.66	2455157.89
55S-6	55S-6	99+58.71	14042013.10	2455010.23

55S70W				
POINT	CURVE	STATION	NORTHING	EASTING
55S70W-2, 55S70W-3	55S70W-2, 55S70W-3	63+40.22	14042210.65	2456765.97
55S70W-3	55S70W-3	67+79.76	14042079.20	2456346.55
55S70W-3	55S70W-3	71+89.66	14042221.72	2455930.76
55S70W-4	55S70W-4	74+57.77	14042308.66	2455677.13
55S70W-4	55S70W-4	81+39.12	14042529.58	2455032.59
55S70W-4	55S70W-4	87+95.40	14043017.99	2454557.52

64W70W				
POINT	CURVE	STATION	NORTHING	EASTING
64W70W-2	64W70W-2	66+09.28	14041748.08	2456079.87
64W70W-2	64W70W-2	69+02.97	14041998.99	2455927.24
64W70W-2	64W70W-2	71+87.05	14042160.40	2455681.89
64W70W-3	64W70W-3	79+13.90	14042559.89	2455074.65
64W70W-3	64W70W-3	82+62.48	14042751.47	2454783.45
64W70W-3	64W70W-3	86+08.31	14043001.25	2454540.32

I-70				
POINT	CURVE	STATION	NORTHING	EASTING
POT		196+35.37	14042969.19	2454544.31

7TH STREET				
POINT	CURVE	STATION	NORTHING	EASTING
POT		10+00.00	14042206.67	2456114.58

* THREE-POINT TIE SET FOR THIS POINT



USER NAME = Henaoc	DESIGNED - CRH	REVISED -
PLOT SCALE = 200.0000 / in.	DRAWN - PHP	REVISED -
PLOT DATE = 8DATE6	CHECKED - DBM	REVISED -
	DATE - 3-30-11	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=100' SHEET NO. 2 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	22
CONTRACT NO. 76C75				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				