

CONTROL POINT 108  
IRON ROD SET IN  
GRASS MEDIAN BETWEEN  
NB I-94 & RUSSELL ROAD EXIT RAMP  
N: 2,119,444.951  
E: 1,088,654.076  
EL: 727.04

BEGIN PROJECT  
STA 00+24.14

RAMP C, STA 59+49.87  
RUSSELL ROAD, STA 8+99.76  
N: 2,120,361.5936  
E: 1,087,959.2611

BENCHMARK #2

POT STA 52+50.00  
N: 2,121,055.059  
E: 1,088,053.754

END RAMP  
RECONSTRUCTION  
STA 54+00.00

END RAMP  
RECONSTRUCTION  
STA 37+65.16

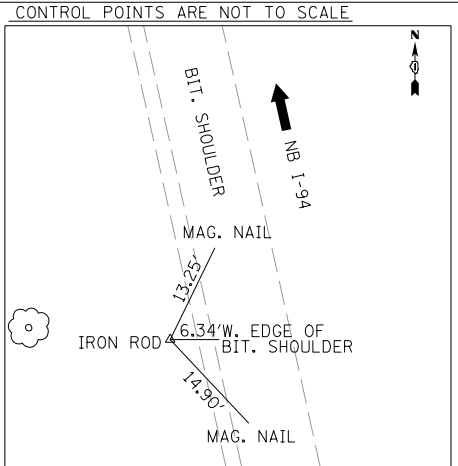
EXIST. CURVE E.NBENR-1  
PI STA. = 33+57.01  
 $\Delta = 32^\circ 16' 35''$  (LT)  
D = 11° 27' 33"  
R = 500.00'  
T = 144.68'  
L = 281.67'  
E = 20.51'  
e = -----  
T.R. = -----  
S.E. RUN = -----  
P.C. STA. = 32+12.33  
P.T. STA. = 34+94.00

PROP. CURVE P.NENR1  
PI STA. = 33+57.82  
N: 2,120,510.3945 E: 1,088,322.9954  
 $\Delta = 32^\circ 16' 32''$  (LT)  
D = 11° 24' 48"  
R = 502.01'  
T = 145.26'  
L = 282.79'  
E = 20.59'  
e = 6.0%  
T.R. = N/A  
APPROACH S.E. RUN = 135.45'  
S.A. STA 31+22.27 TO STA 32+57.72  
DEPARTURE S.E. RUN = 123.84'  
S.R. STA 34+54.08 TO STA 35+77.92  
P.C. STA = 32+12.57  
N: 2,120,562.3283 E: 1,088,822.3152  
P.T. STA = 34+95.36  
N: 2,120,820.9368 E: 1,088,717.4327

EXIST. CURVE E.NBEXR-2  
PI STA. = 58+49.63  
 $\Delta = 2^\circ 20' 36''$  (LT)  
D = 1° 14' 44"  
R = 4,600.00'  
T = 94.08'  
L = 188.13'  
E = 108.52'  
e = -----  
T.R. = -----  
S.E. RUN = -----  
P.C. STA. = 57+55.55  
P.T. STA. = 59+43.68

EXIST. CURVE E.NBEXR-1  
PI STA. = 55+71.52  
 $\Delta = 8^\circ 37' 26''$  (RT)  
D = 2° 20' 19"  
R = 2,450.00'  
T = 184.73'  
L = 368.76'  
E = 6.95'  
e = -----  
T.R. = -----  
S.E. RUN = -----  
P.C. STA. = 53+86.79  
P.T. STA. = 57+55.55

PROP. CURVE N.NEXR10  
PI STA. = 56+08.29  
N: 2,119,534.6175 E: 1,089,512.7212  
 $\Delta = 17^\circ 50' 13''$  (RT)  
D = 6° 51' 42"  
R = 835.00'  
T = 131.03'  
L = 259.95'  
E = 10.22'  
e = -6.0%  
T.R. = N/A  
S.E. RUN = 108'  
S.A. STA 54+05.25 TO STA 55+13.25  
S.R. BEGIN CONTINUOUSLY ROTATING  
PLANE AT STA 56+94.24  
P.C. STA = 54+77.25  
N: 2,119,551.2772 E: 1,088,677.8874  
P.T. STA = 57+37.20  
N: 2,119,806.1931 E: 1,088,723.1190



CONTROL POINT 109  
IRON ROD SET IN  
GRASS MEDIAN OF I-94,  
175' N OF RUSSELL ROAD OVERPASS  
N: 2,120,551.976  
E: 1,088,415.723  
EL: 732.73

PROP. CURVE P.FRONTCL-1  
PI STA. = 73+97.44  
N: 2,119,779.319 E: 1,088,846.355  
 $\Delta = 25^\circ 37' 01''$  (RT)  
D = 10° 19' 25"  
R = 555.00'  
T = 126.18'  
L = 248.14'  
E = 14.16'  
e = 4.6%  
T.R. =  $\pm 40.13'$  (MATCH EXIST. CROSS SLOPE)  
S.E. RUN = 76.91  
S.A. STA 71+79.87 TO STA 72+96.91  
S.R. STA 74+93.77  
BEGIN CONTINUOUSLY  
ROTATING PLANE  
P.C. STA = 72+71.27  
N: 2,119,653.504 E: 1,088,836.778  
P.T. STA = 75+19.41  
N: 2,119,888.627 E: 1,088,909.386

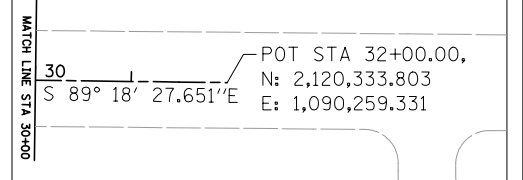
NB TRI-STATE  
TOLLWAY  
PT STA 60+83.60  
PC STA 59+75.08

RAMP A  
PT STA 57+37.20  
PC STA 54+77.25

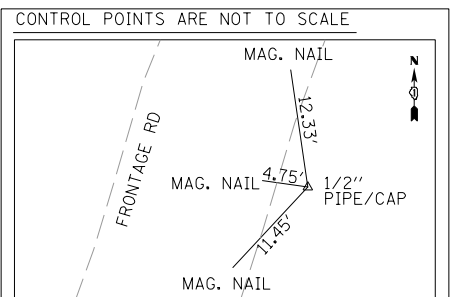
CURVE N.NEXR11  
PT STA 75+19.41  
PC STA 76+24.36

FRONTAGE ROAD  
PT STA 79+07.61  
PC STA 72+71.27

PROP. CURVE P.FRONTCL-2  
PI STA. = 77+68.58  
N: 2,120,104.488 E: 1,089,033.860  
 $\Delta = 26^\circ 36' 19''$  (LT)  
D = 9° 23' 34"  
R = 610.00'  
T = 144.23'  
L = 283.25'  
E = 16.82'  
e = -4.4%  
T.R. = 25.08'  
S.E. RUN = 73.57'  
S.A. STA 76+48.88  
END CONTINUOUSLY  
ROTATING PLANE  
S.R. STA 78+83.09 TO STA 79+81.74  
P.C. STA = 76+24.36  
N: 2,119,979.544 E: 1,088,961.813  
P.T. STA = 79+07.61  
N: 2,120,248.467 E: 1,089,042.324



NOTE 1:  
FOR TEMPORARY RAMP CURVE AND  
STATION EQUATION INFORMATION -  
SEE PROPOSED ROADWAY PLAN  
SHEET 23



CONTROL POINT 110  
1/2" PIPE/CAP BURIED  $\pm 4''$   
IN SHOULDER OF FRONTAGE ROAD,  
240' S OF RUSSELL ROAD  
N: 2,120,104.488  
E: 1,089,033.860

BOWMAN, BARRETT & ASSOCIATES INC.  
CONSULTING ENGINEERS  
Chicago, Illinois  
312.228.0100  
www.bbandainc.com

BENCHMARK #1 - CHISELED "□" ON LIGHT POLE FOUNDATION AT SW CORNER  
RUSSELL ROAD AND I-94 NB EXIT. - ELEV 742.89  
BENCHMARK #2 - CHISELED "□" ON N CURB OF RUSSELL ROAD APPROX. 90'  
WEST OF I-94 SB EXIT RAMP - ELEV 753.76

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES

FILE NAME = #FILES#	USER NAME = default	DESIGNED - JGR	REVISED -
		DRAWN - JGR	REVISED -
PLOT SCALE = #SCALE#		CHECKED - RGR	REVISED -
PLOT DATE = 2/10/2012		DATE - 01/25/2012	REVISED -

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	49-1(HB & HB-1R)	LAKE	225	12
CONTRACT NO. 60L76				
ILLINOIS FED. AID PROJECT				

S:\1101\95\CADD\60L76\_Russell Rdwy\60L76\_Sheets\0160L76-sh4-ATB.dgn