

PROP. CURVE 55S-1
 PI STA. = 64+62.70
 $\Delta = 0^\circ 19' 12''$ (RT)
 $D = 0^\circ 04' 19''$
 $R = 79,694.32'$
 $T = 222.64'$
 $L = 445.28'$
 $E = 0.31'$
 P.C. STA = 62+40.06
 P.T. STA = 66+85.34

PROP. CURVE 55S-2
 PI STA. = 71+51.26
 $\Delta = 19^\circ 05' 52''$ (RT)
 $D = 3^\circ 16' 27''$
 $R = 1,750.00'$
 $T = 294.38'$
 $L = 583.31'$
 $E = 24.59'$
 P.C. STA = 68+56.88
 P.T. STA = 74+40.19

PROP. CURVE 55S-3
 PI STA. = 78+46.09
 $\Delta = 24^\circ 21' 42''$ (RT)
 $D = 3^\circ 02' 49''$
 $R = 1,880.42'$
 $T = 405.90'$
 $L = 799.54'$
 $E = 43.31'$
 P.C. STA = 74+40.19
 P.T. STA = 82+39.72

PROP. CURVE 55N-3
 PI STA. = 79+77.22
 $\Delta = 11^\circ 19' 26''$ (LT)
 $D = 3^\circ 10' 59''$
 $R = 1,800.00'$
 $T = 178.46'$
 $L = 355.75'$
 $E = 8.82'$
 P.C. STA = 77+98.77
 P.C.C. STA = 81+54.52

PROP. CURVE 55N-4
 PI STA. = 84+69.84
 $\Delta = 18^\circ 50' 46''$ (LT)
 $D = 3^\circ 00' 56''$
 $R = 1,900.00'$
 $T = 315.33'$
 $L = 624.96'$
 $E = 25.99'$
 P.C.C. STA = 81+54.52
 P.C.C. STA = 87+79.48

PROP. CURVE 55N-5
 PI STA. = 89+19.86
 $\Delta = 7^\circ 38' 56''$ (LT)
 $D = 2^\circ 43' 42''$
 $R = 2,100.00'$
 $T = 140.38'$
 $L = 280.35'$
 $E = 4.69'$
 P.C.C. STA = 87+79.48
 P.T. STA = 90+59.82

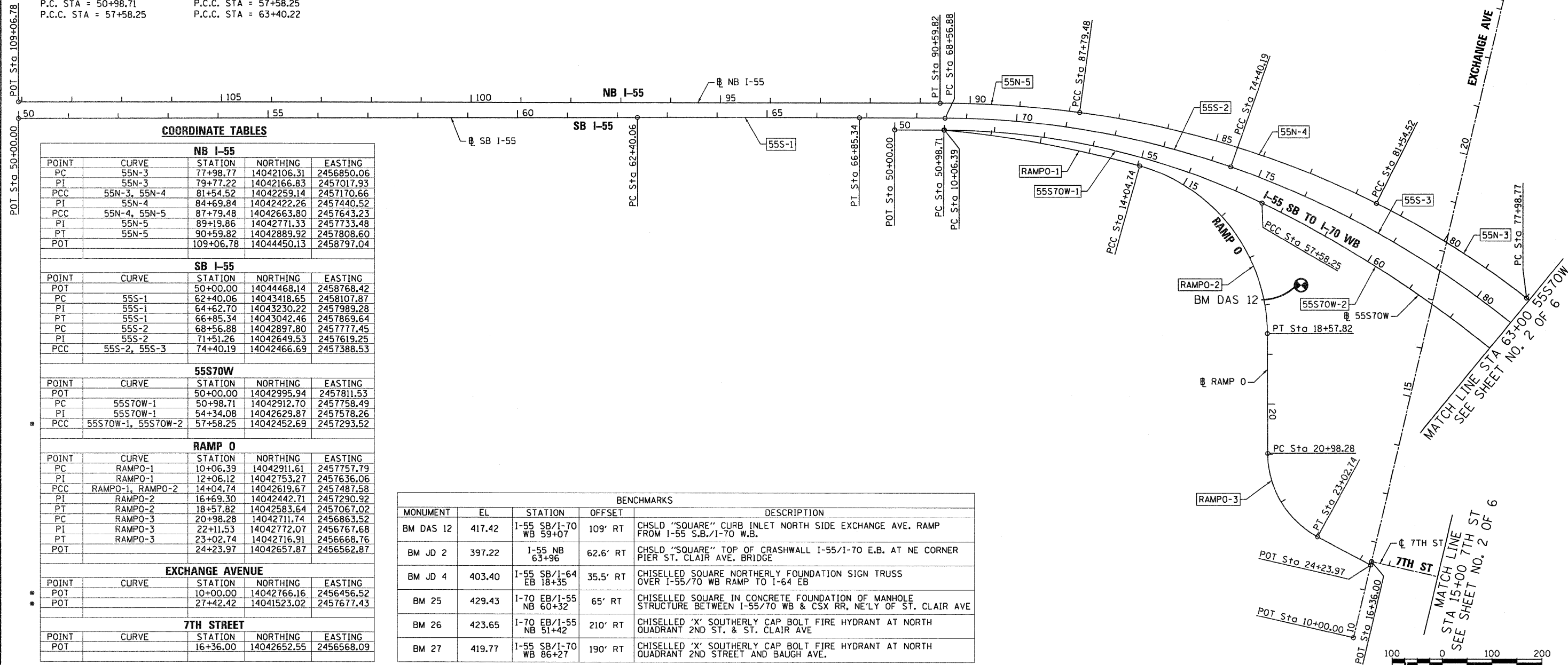
PROP. CURVE RAMPO-1
 PI STA. = 12+06.12
 $\Delta = 10^\circ 27' 51''$ (RT)
 $D = 2^\circ 37' 37''$
 $R = 2,181.17'$
 $T = 199.73'$
 $L = 398.35'$
 $E = 9.13'$
 $e = 1.50\%$
 T.R. ATTAINMENT = 0'
 S.E. RUN. ATTAINMENT = 106'
 P.C. STA = 10+06.39
 P.C.C. STA = 14+04.74

PROP. CURVE RAMPO-2
 PI STA. = 16+69.30
 $\Delta = 74^\circ 10' 12''$ (RT)
 $D = 16^\circ 22' 13''$
 $R = 350.00'$
 $T = 264.56'$
 $L = 453.08'$
 $E = 88.74'$
 $e = 8.00\%$
 S.E. TRANS. LENGTH = 168.00'
 P.C.C. STA = 14+04.74
 P.T. STA = 18+57.82
 ATTAIN S.E. = STA 12+92.18
 TO STA. 14+60.18
 REMOVE S.E. = NO REMOVAL
 CONTINUOUSLY ROTATING PLANE
 TO CURVE RAMPO-3 ATTAINMENT
 STA 17+89.22 TO STA 21+43.90

PROP. CURVE RAMPO-3
 PI STA. = 22+11.53
 $\Delta = 61^\circ 19' 55''$ (LT)
 $D = 29^\circ 59' 52''$
 $R = 191.00'$
 $T = 113.25'$
 $L = 204.46'$
 $E = 31.05'$
 $e = 6.00\%$
 S.E. TRANS. LENGTH = 116.76'
 ATTAIN S.E. = SEE CURVE RAMPO-2
 REMOVE S.E. = STA 22+83.23
 TO STA. 24+00.00
 P.C. STA = 20+98.28
 P.T. STA = 23+02.74

PROP. CURVE 55S70W-1
 PI STA. = 54+34.08
 $\Delta = 25^\circ 36' 07''$ (RT)
 $D = 3^\circ 52' 55''$
 $R = 1,476.00'$
 $T = 335.37'$
 $L = 659.54'$
 $E = 37.62'$
 $e = 5.00\%$
 T.R. ATTAINMENT = 0'
 S.E. RUN. ATTAINMENT = 107'
 P.C. STA = 50+98.71
 P.C.C. STA = 57+58.25

PROP. CURVE 55S70W-2
 PI STA. = 60+50.80
 $\Delta = 14^\circ 29' 29''$ (RT)
 $D = 2^\circ 29' 24''$
 $R = 2,301.00'$
 $T = 292.55'$
 $L = 581.97'$
 $E = 18.52'$
 $e = 4.00\%$
 T.R. ATTAINMENT = 0'
 S.E. RUN. ATTAINMENT = 36'
 P.C.C. STA = 57+58.25
 P.C.C. STA = 63+40.22



COORDINATE TABLES

NB I-55				
POINT	CURVE	STATION	NORTHING	EASTING
PC	55N-3	77+98.77	14042106.31	2456850.06
PI	55N-3	79+77.22	14042166.83	2457017.93
PCC	55N-3, 55N-4	81+54.52	14042259.14	2457170.66
PI	55N-4	84+69.84	14042422.26	2457440.52
PCC	55N-4, 55N-5	87+79.48	14042663.80	2457643.23
PI	55N-5	89+19.86	14042771.33	2457733.48
PT	55N-5	90+59.82	14042889.92	2457808.60
POT		109+06.78	14044450.13	2458797.04

SB I-55				
POINT	CURVE	STATION	NORTHING	EASTING
POT		50+00.00	14044468.14	2458768.42
PC	55S-1	62+40.06	14043418.65	2458107.87
PI	55S-1	64+62.70	14043230.22	2457989.28
PT	55S-1	66+85.34	14043042.46	2457869.64
PC	55S-2	68+56.88	14042897.80	2457777.45
PI	55S-2	71+51.26	14042649.53	2457619.25
PCC	55S-2, 55S-3	74+40.19	14042466.69	2457388.53

55S70W				
POINT	CURVE	STATION	NORTHING	EASTING
POT		50+00.00	14042995.94	2457811.53
PC	55S70W-1	50+98.71	14042912.70	2457758.49
PI	55S70W-1	54+34.08	14042629.87	2457578.26
PCC	55S70W-1, 55S70W-2	57+58.25	14042452.69	2457293.52

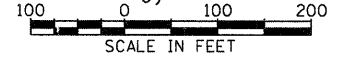
RAMP 0				
POINT	CURVE	STATION	NORTHING	EASTING
PC	RAMPO-1	10+06.39	14042911.61	2457757.79
PI	RAMPO-1	12+06.12	14042753.27	2457636.06
PCC	RAMPO-1, RAMPO-2	14+04.74	14042619.67	2457487.58
PI	RAMPO-2	16+69.30	14042442.71	2457290.92
PT	RAMPO-2	18+57.82	14042583.64	2457067.02
PC	RAMPO-3	20+98.28	14042711.74	2456863.52
PI	RAMPO-3	22+11.53	14042772.07	2456767.68
PT	RAMPO-3	23+02.74	14042716.91	2456668.76
POT		24+23.97	14042657.87	2456562.87

EXCHANGE AVENUE				
POINT	CURVE	STATION	NORTHING	EASTING
POT		10+00.00	14042766.16	2456456.52
POT		27+42.42	14041523.02	2457677.43

7TH STREET				
POINT	CURVE	STATION	NORTHING	EASTING
POT		16+36.00	14042652.55	2456568.09

BENCHMARKS				
MONUMENT	EL	STATION	OFFSET	DESCRIPTION
BM DAS 12	417.42	I-55 SB/I-70 WB 59+07	109' RT	CHSLD "SQUARE" CURB INLET NORTH SIDE EXCHANGE AVE. RAMP FROM I-55 S.B./I-70 W.B.
BM JD 2	397.22	I-55 NB 63+96	62.6' RT	CHSLD "SQUARE" TOP OF CRASHWALL I-55/I-70 E.B. AT NE CORNER PIER ST. CLAIR AVE. BRIDGE
BM JD 4	403.40	I-55 SB/I-64 EB 18+35	35.5' RT	CHISELLED SQUARE NORTHERLY FOUNDATION SIGN TRUSS OVER I-55/70 WB RAMP TO I-64 EB
BM 25	429.43	I-70 EB/I-55 NB 60+32	65' RT	CHISELLED SQUARE IN CONCRETE FOUNDATION OF MANHOLE STRUCTURE BETWEEN I-55/70 WB & CSX RR, NE'LY OF ST. CLAIR AVE
BM 26	423.65	I-70 EB/I-55 NB 51+42	210' RT	CHISELLED 'X' SOUTHERLY CAP BOLT FIRE HYDRANT AT NORTH QUADRANT 2ND ST. & ST. CLAIR AVE
BM 27	419.77	I-55 SB/I-70 WB 86+27	190' RT	CHISELLED 'X' SOUTHERLY CAP BOLT FIRE HYDRANT AT NORTH QUADRANT 2ND STREET AND BAUGH AVE.

* THREE-POINT TIE SET FOR THIS POINT



USER NAME = Hensoc	DESIGNED - CRH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES AND BENCHMARKS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 200.0000' / in.	DRAWN - PHP	REVISED -		SCALE: 1"=100'	SHEET NO. 1 OF 6 SHEETS	STA. TO STA.	70	82-1-B-1	ST. CLAIR	319	21
PLOT DATE = #DATE#	CHECKED - DBM	REVISED -					CONTRACT NO. 76C75				
	DATE - 3-30-11	REVISED -					ILLINOIS FED. AID PROJECT				