

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1503	08-00260-01-PV	KANE	176	24
STA. 20+00		TO STA. 50+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PROP. CURVE HIGH1-1
 PI STA. = 206+96.89
 $\Delta = 40^\circ 32' 51''$ (LT)
 $D = 36^\circ 29' 39''$
 $R = 157.00'$
 $T = 57.99'$
 $L = 111.11'$
 $E = 10.37'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA = 206+38.89$
 $P.T. STA = 207+50.00$

POINT	NORTH	EAST	STATION	O/S
CP#90	1863264.7142	992643.0004	22+45.40	47.22 LT
CP#83	1863178.1059	992989.3508	25+89.91	46.45 RT
CP#98	1863297.7762	993288.0823	28+91.03	67.10 LT
CP#97	1863191.7030	993399.1113	29+99.87	41.22 RT
CP#70	1863288.3620	993854.2141	34+56.85	46.12 LT
CP#76	1863188.1907	994210.7929	38+11.31	61.31 RT
CP#71	1863438.3515	994406.8936	308+93.97	47.75 LT
CP#74	1863695.9571	994809.6932	313+61.70	26.75 RT
CP#42	1863282.3660	995285.2341	48+89.10	47.45 LT

PROP. CURVE CHURCHI-2
 PI STA. = 308+90.15
 $\Delta = 19^\circ 02' 24''$ (RT)
 $D = 4^\circ 46' 29''$
 $R = 1,200.00'$
 $T = 201.24'$
 $L = 398.77'$
 $E = 16.76'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA = 306+88.91$
 $P.T. STA = 310+87.68$

PROP. CURVE ITPROP2-2
 PI STA. = 47+64.20
 $\Delta = 8^\circ 10' 10''$ (LT)
 $D = 3^\circ 10' 59''$
 $R = 1,800.00'$
 $T = 128.54'$
 $L = 256.65'$
 $E = 4.58'$
 $e = \text{N.C.}$
 $T.R. = \text{N/A}$
 $S.E. RUN = \text{N/A}$
 $P.C. STA = 46+35.65$
 $P.T. STA = 48+92.30$

PROP. CURVE ITPROP2-1
 PI STA. = 45+07.53
 $\Delta = 8^\circ 10' 15''$ (RT)
 $D = 3^\circ 10' 59''$
 $R = 1,800.00'$
 $T = 128.56'$
 $L = 256.69'$
 $E = 4.59'$
 $e = \text{N.C.}$
 $T.R. = \text{N/A}$
 $S.E. RUN = \text{N/A}$
 $P.C. STA = 43+78.96$
 $P.T. STA = 46+35.65$

PROP. CURVE CHURCHI-1
 PI STA. = 303+79.92
 $\Delta = 25^\circ 58' 17''$ (RT)
 $D = 4^\circ 10' 56''$
 $R = 1,370.00'$
 $T = 315.93'$
 $L = 621.00'$
 $E = 35.96'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA = 300+64.00$
 $P.T. STA = 306+85.00$

LEGEND

- = TEMPORARY BENCHMARK LOCATION
- = CONTROL POINT LOCATION

STATION	NORTH	EAST
INDIAN TRAIL STA. 25+00 = HIGH ST STA. 205+00	1863223.1348	992919.4077
INDIAN TRAIL STA. 39+29.76 = CHURCH RD STA. 307+00.81	1863251.9038	994327.9707
INDIAN TRAIL PC Sta 43+78.96	1,863,261.0765	994,777.0777
INDIAN TRAIL PRC Sta 46+35.65	1,863,248.0324	995,033.2194
INDIAN TRAIL PT Sta 48+92.30	1,863,234.9873	995,289.3196
HIGH STREET POT Sta 200+00.00	1,862,723.1725	992,925.5461
HIGH STREET PC Sta 206+38.89	1,863,362.0174	992,917.7025
HIGH STREET PT Sta 207+50.00	1,863,463.6092	992,878.7514
CHURCH ROAD POT Sta 300+00.00	1,862,590.4107	994,119.6117
CHURCH ROAD PC Sta 300+64.00	1,862,654.1251	994,125.6207
CHURCH ROAD PT Sta 306+85.00	1,863,238.4346	994,319.6932
CHURCH ROAD PC Sta 306+88.91	1,863,241.7742	994,321.7284
CHURCH ROAD PT Sta 310+87.68	1,863,541.8985	994,581.5119
CHURCH ROAD POT Sta 314+00.14	1,863,741.0701	994,822.2607

TBM	Elev	Description	STA./O.S.
6	745.14	Chiseled Square on S.W. corner of concrete pad on the N side of Indian Trail	48+66.58; 52.22'LT
7	750.51	N.E. bolt on FH @ N.W. corner of Indian Trail and Church	38+80.81; 27.91'LT
8	733.64	N.E. bolt on FH @ about 550' W of Church on the N side of Indian Trail	33+35.36; 29.24'LT
9	722.43	N.E. bolt on FH @ about 100' E of private drive across bike path	30+28.91; 29.83'LT
10	705.70	S.E. bolt on FH @ S.W. corner of Indian Trail and High St	24+81.32; 39.05'RT

(BASED ON NAVD 1988)

POINT	NORTH	EAST	STATION	O/S
CP#52	1,863,134.3864	995,704.6160	53+04.78	109.25 RT
CP#40	1,863,293.8358	995,694.9467	52+99.36	50.40 LT
CP#36	1,863,298.0625	995,866.2991	54+70.77	50.06 LT
CP#30	1,863,303.8632	996,093.1212	56+97.66	49.81 LT
CP#58	1,863,016.2982	996,158.9850	60+45.30	34.03 RT
CP#26	1,863,225.9154	996,426.3516	60+28.75	32.96 RT
CP#21	1,863,304.8274	996,462.9378	60+67.38	44.97 LT
CP#24	1,863,236.2948	997,447.6649	70+49.91	49.66 RT
CP#10	1,863,254.4815	998,227.4623	78+29.92	52.92 RT
CP#12	1,863,244.7180	998,250.9650	78+53.14	63.33 RT

PROP. CURVE TRASK1-2
 PI STA. = 609+86.79
 $\Delta = 23^\circ 59' 44''$ (LT)
 $D = 19^\circ 50' 49''$
 $R = 288.69'$
 $T = 61.35'$
 $L = 120.90'$
 $E = 6.45'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA = 609+25.43$
 $P.T. STA = 610+46.34$

PROP. CURVE TRASK1-1
 PI STA. = 607+49.02
 $\Delta = 24^\circ 07' 26''$ (RT)
 $D = 14^\circ 19' 26''$
 $R = 400.00'$
 $T = 85.47'$
 $L = 168.42'$
 $E = 9.03'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA = 606+63.54$
 $P.T. STA = 608+31.96$

STATION	NORTH	EAST
INDIAN TRAIL STA. 52+73.51 = OHIO ST STA. 404+93.08	1,863,242.7628	995,670.4480
INDIAN TRAIL POT Sta 52+73.63	1,863,242.7652	995,670.5636
INDIAN TRAIL STA. 54+12.32 = AUTUMN LN STA. 499+93.21	1,863,246.4620	995,809.2121
INDIAN TRAIL STA. 57+26.17 = TRASK ST STA. 606+94.31	1,863,254.8273	996,122.9494
INDIAN TRAIL POT Sta 57+57.00	1,863,255.6490	996,153.7668
INDIAN TRAIL POT Sta 60+07.56	1,863,258.3178	996,404.3114
INDIAN TRAIL POT Sta 67+03.50	1,863,276.4120	997,100.0156
INDIAN TRAIL POT Sta 79+02.42	1,863,309.3770	998,298.4779

TBM	Elev	Description (BASED ON NAVD 1988)	STA./O.S.
1	709.66	Brass Disc @ S.W. corner of Indian Trail and Farnsworth	78+53.14; 63.33'RT
2	718.90	N.E. bolt on FH @ S.W. corner of Cedar Wood Apartments	72+22.80; 52.50'LT
3	732.08	N.E. bolt on FH @ W. entrance to Simmons Park on the N side of Indian Trail	62+75.88; 32.67'LT
4	737.76	S.E. bolt on FH @ N.W. corner of Indian Trail and Trask	57+04.02; 50.81'LT
5	746.70	N.E. bolt on FH @ N.W. corner of Indian Trail and Autumn	53+59.63; 30.96'LT

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS
 INDIAN TRAIL ROAD
 SHEET 1 OF 2

SCALE: VERT. 1"=50'
 HORIZ. 1"=50'
 DATE 1/7/09

DRAWN BY AWH
 CHECKED BY TC/SBP

