



PROP. CURVE WFR_CL-1	PROP. CURVE WFR_CL-2	PROP. CURVE EFR_CL-1	PROP. CURVE EFR_CL-2
PI STA. = 503+38.97	PI STA. = 504+72.26	PI STA. = 700+00.00	PI STA. = 703+43.48
N 1,982,852.1549	N 1,982,998.5549	N 1,982,862.6827	N 1,982,850.5837
E 1,097,591.7924	E 1,097,591.6698	E 1,098,026.0324	E 1,097,776.7471
$\Delta = 94^\circ 00' 50''$ (LT)	$\Delta = 96^\circ 00' 00''$ (LT)	$\Delta = 2^\circ 50' 34''$ (LT)	$\Delta = 95^\circ 36' 43''$ (RT)
D = 220' 22' 06"	D = 220' 22' 06"	D = 159' 09' 18"	D = 36.00'
R = 26.00'	R = 26.00'	R = 3,764.50'	R = 39.71'
T = 27.89'	T = 28.88'	T = 93.41'	T = 60.07'
L = 42.66'	L = 43.56'	L = 186.78'	E = 17.60'
E = 12.13'	E = 12.86'	E = 1.16'	P.C. STA = 703+03.77
P.C. STA = 503+11.08	P.C. STA = 504+43.38	P.C. STA = 700+00.00	N 1,982,854.5002
N 1,982,854.0837	N 1,982,969.6790	N 1,982,854.7016	E 1,097,816.2644
E 1,097,563.9709	E 1,097,591.6940	E 1,098,119.0977	P.T. STA = 703+63.84
P.T. STA = 503+53.75	P.T. STA = 504+86.94	P.T. STA = 701+86.78	N 1,982,890.2945
N 1,982,880.0432	N 1,982,995.5125	N 1,982,866.0385	E 1,097,776.7139
E 1,097,591.7691	E 1,097,562.9546	E 1,097,932.6859	

  

PROP. CURVE EFR_CL-3	PROP. CURVE EFR_CL-4	PROP. CURVE PTEX_CL-1	PROP. CURVE PTEX_CL-2
PI STA. = 704+75.98	PI STA. = 707+55.31	PI STA. = 1324+52.42	PI STA. = 1329+71.24
N 1,983,002.4346	N 1,982,974.9682	N 1,982,926.6192	N 1,982,877.9034
E 1,097,776.6200	E 1,098,074.0992	E 1,097,975.6068	E 1,098,492.4101
$\Delta = 95^\circ 45' 31''$ (RT)	$\Delta = 1^\circ 35' 22''$ (RT)	$\Delta = 5^\circ 25' 59''$ (RT)	$\Delta = 4^\circ 59' 07''$ (LT)
D = 159' 09' 18"	D = 1^\circ 28' 35"	D = 1^\circ 29' 56"	D = 1^\circ 26' 47"
R = 36.00'	R = 3,880.50'	R = 3,822.50'	R = 3,961.00'
T = 39.81'	T = 53.83'	T = 53.83'	T = 172.43'
L = 60.17'	L = 107.64'	L = 362.46'	L = 344.64'
E = 17.68'	E = 0.37'	E = 4.30'	E = 3.75'
P.C. STA = 704+36.17	P.C. STA = 707+01.48	P.C. STA = 1322+71.05	P.C. STA = 1327+98.81
N 1,982,962.6216	N 1,982,978.0603	N 1,982,926.4674	N 1,982,894.0857
E 1,097,776.6533	E 1,098,020.3629	E 1,097,794.2393	E 1,098,320.7399
P.T. STA = 704+96.34	P.T. STA = 708+09.13	P.T. STA = 1326+33.52	P.T. STA = 1331+43.46
N 1,982,998.4731	N 1,982,970.3869	N 1,982,909.5983	N 1,982,876.7004
E 1,097,816.2354	E 1,098,127.7290	E 1,098,156.1740	E 1,098,664.8371

**BENCHMARKS**

- TBM-A CHISLED "X" IN SW BOLT OF FIRE HYDRANT ±1000' WEST OF THE N-S RAILROAD BRIDGE AND SOUTH OF THE EASTBOUND PALATINE ROAD FRONTAGE ROAD STA. 1311+16 O/S 71.0' RT. ELEV = 655.60
- TBM-ENT-1 CUT "T" AT SW CORNER OF CONCRETE PARAPET WALL SEPARATING THE BIKE PATH AND THE WEST FRONTAGE ROAD BRIDGE OVER PALATINE ROAD. THE BRIDGE IS WEST OF AND ADJACENT TO THE N-S RAILROAD BRIDGE. STA. 1320+85 O/S 49.0' RT. ELEV = 654.67
- TBM-ENT-2 CUT "T" AT SE CORNER OF THE SOUTH ABUTMENT WALL OF THE N-S RAILROAD BRIDGE OVER PALATINE ROAD. RAILROAD BRIDGE IS LOCATED +/- 2100 FT WEST OF THE CENTERLINE OF WOLF ROAD. STA. 1322+16.9 O/S 44.4' RT. ELEV = 654.66

NOTE: BENCHMARK ELEVATIONS ARE ON THE NATIONAL GEODETIC VERTICAL DATUM 1929 (NGVD29).  
 BASIS OF BEARING IS ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (1201) (NAD83) ADJUSTED TO GROUND.  
 ALL MEASUREMENTS ARE IN FEET AND DECIMAL PARTS THEREOF.

FILE NAME =	USER NAME = 2piend	DESIGNED - DLP	REVISED -
G:\project\2082305\CADD\Civil\Sheet\03\PLMLAL_01.dgn		DRAWN - ENTRAN	REVISED -
		CHECKED - TMH	REVISED -
		DATE - 1/09	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>WEST AND EAST FRONTAGE ROADS ALIGNMENT AND TIE PLAN</b>		F.A.P. RTE. 305	SECTION 1415 B	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 11
SCALE: 1"=100'	SHEET NO. OF SHEETS	STA.	TO STA.	CONTRACT NO. 60F60		
				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	