EXIST. CURVE E_SBEN4-1
PI STA. = 139+94.40
Δ = 5° 02′ 32″ (RT)
D = 2° 30′ 00″
R = 2,291.83′
T = 100.91′
L = 201.69′
E = 2.22′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 138+93.49
P.T. STA. = 140+95.18

EXIST. CURVE E_SBEN4-2
PI STA. = 149+63.63
Δ = 9° 35′ 53″ (RT)
D = 2° 47′ 28″
R = 2,052.74′
T = 172.34′
L = 343.87′
E = 7.22′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 147+91.30
P.T. STA. = 151+35.17

EXIST. CURVE E_SBEN4-3
PI STA. = 153+11.85
Δ = 46° 42′ 03″ (RT)
D = 13° 59′ 59″
R = 409.26′
T = 176.68′
L = 333.58′
E = 36.51′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 151+35.17
P.T. STA. = 154+68.75

EXIST. CURVE E_SBEN4-4
PI STA. = 155+78.03
Δ = 6° 03′ 20″ (RT)
D = 2° 46′ 23″
R = 2,066.22′
T = 109.29′
L = 218.37′
E = 2.89′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 154+68.75
P.T. STA. = 156+87.12

EXIST. CURVE E_SBEX4-2
PI STA. = 92+84.44
Δ = 5° 52′ 00″ (LT)
D = 1° 14′ 58″
R = 4,585.38′
T = 234.96′
L = 469.51′
E = 6.02′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 90+49.48
P.T. STA. = 95+18.99

PROP. CURVE P94SEX4-1
PI STA. = 2003+83.06
N. 2,117,251.0394 E. 1,088,307.7759
Δ = 4° 35′ 44″ (RT)
D = 1° 15′ 08″
R = 4,576.00′
T = 183.62′
L = 367.04′
E = 3.68′
e = 2.6%
T.R. = 36.77′
FROM STA 2001+00.00 TO STA 2001+36.77
S.E. RUN = 94.00′
FROM STA 2001+36.77 TO STA 2002+30.77
= 21.69′ (TRANSITION e = 2.6% TO e = 2.0%)
FROM STA 2005+56.84 TO STA 2005+35.15
P.C. STA = 2001+99.44
N. 2,117,067.7465 E. 1,088,318.6819
P.T. STA = 2005+66.48
N. 2,117,434.6168 E. 1,088,311.5910

P.O.T. 188+63.20

N 1° 30′ 52″ E

BEGIN OLD US 41 IMPROVEMENT STATION 185+95.00

P.T. 185+63.20

CURVE P94SEN-2

PROP. CURVE P94SEN-1
PI STA. = 181+06.53
N. 2,116,614.8747 E. 1,086,934.9516
Δ = 54° 10′ 22″ (LT)
D = 11° 14′ 04″
R = 510.00′
T = 260.83′
L = 482.20′
E = 62.83′
e = 6.0%
T.R. = N/A
S.E. RUN = 111.56′
FROM STA 177+89.92 TO STA 179+01.48
P.C. STA = 178+45.70
N. 2,116,495.5693 E. 1,086,703.0100
P.C.C. STA = 183+27.90
2,116,872.7641 E. 1,086,973.9862

PROP. CURVE P94SEN-2
PI STA. = 184+45.70
N. 2,116,989.2358 E. 1,086,991.6156
Δ = 7° 05′ 33″ (LT)
D = 3° 00′ 52″
R = 1,900.79′
T = 117.80′
L = 235.30′
E = 3.65′
e = 3.4%
T.R. = N/A
S.E. RUN = 77.00′ (TRANSITION e = 6.0% TO e = 3.4%)
FROM STA 183+27.90 TO STA 184+04.90
P.C.C. STA = 183+27.90
N. 2,116,872.7641 E. 1,086,973.9862
P.T. STA = 185+63.20
N. 2,117,106.9931 E. 1,086,994.7291

MATCHLINE STA 4045+00

P.C. 178+45.70

CURVE P94SEN-1

P.C.C. 183+27.90

℄ OLD US 41 EDWARDS ROAD RAMP A

N 63° 55′ 14″ E

CONTROL POINT 105

P.C. 14052+60.34

P.O.T. 4052+61.48

P.O.T. 4052+61.48

℄ NB TRI-STATE TOLLWAY

P.C. 4055+67.75

CURVE P_94NB-1

CURVE P94SBT-1

℄ SB TRI-STATE TOLLWAY

℄ NB TRI-STATE TOLLWAY
STA 4066+72.31 =
℄ SB US 41
STA 2006+47.72

CONTROL POINT 106

EXIST. CURVE E_94SB-1
PI STA. = 14063+95.83
Δ = 61° 24′ 56″ (LT)
D = 3° 00′ 00″
R = 1,909.86′
T = 1,134.35′
L = 2,047.19′
E = 311.47′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 14052+61.48
P.T. STA. = 14073+08.67

PROP. CURVE P94SBT-1
PI STA. = 14064+14.67
N. 2,117,177.1809 E. 1,088,259.6211
Δ = 61° 19′ 45″ (LT)
D = 2° 56′ 35″
R = 1,946.86′
T = 1,154.33′
L = 2,083.91
E = 316.49′
e = 6.0%
T.R. = 105.01′
FROM STA 4048+62.47 TO STA 4049+67.48
= 112.50′
FROM STA 14076+44.25 TO STA 14077+56.75
S.E. RUN = 420′
FROM STA 4049+67.48 TO STA 14053+87.48
= 450′
FROM STA 14071+94.25 TO STA 14076+44.25
P.C. STA = 14052+60.34
N. 2,116,669.7158 E. 1,087,222.8177
P.T. STA = 14073+44.25
N. 2,118,330.3323 E. 1,088,311.8120

BENCHMARK 4 ELEVATION 743.02′
DESCRIPTION:
SET '□' ON TOP OF CONCRETE LIGHT POLE BASE AT MILE MARKER 1, NB I-94 MEDIAN
LOCATION:
STA 4070+00.26, 15.73′ LT

P.T. 14073+44.25

CURVE P_94NB-2
P.C. 4076+51.13

P.T. 4075+27.98

N 5° 06′ 50″ E

CONTROL POINT 107

P.O.T. 111+88.99

BENCHMARK 4

N 1° 11′ 26″ E

N 5° 34′ 13″ E

℄ NB US 41

P.T. 2005+66.48

℄ SB US 41

CURVE P94SEX4-1

P.C. 2001+99.44

BEGIN SB US 41 IMPROVEMENT STATION 2001+00.00

N 3° 24′ 18″ W

CURVE P94NEN4-1

P.T. 102+22.05

EXIST. CURVE E_NBEN4-1

P.C. 100+31.94

N 3° 23′ 30″ E

BEGIN NB US 41 IMPROVEMENT STATION 99+71.77

P.O.T. 2000+00.00

P.O.T. 98+00.00

PROP. CURVE P_94NB-2
PI STA. = 4080+17.73
N. 2,118,810.8923 E. 1,088,618.4277
Δ = 7° 06′ 40″ (LT)
D = 0° 58′ 16″
R = 5,900.00′
T = 366.60′
L = 732.26′
E = 11.38′
e = 3.4%
T.R. = N/A
S.E. RUN = 68.00′ (TRANSITION e = 3.40% TO e = 2.80%)
FROM STA 4083+15.39 TO STA 4083+83.39
P.C. STA = 4076+51.13
N. 2,118,445.7503 E. 1,088,585.7504
P.T. STA = 4083+83.39
N. 2,119,177.2710 E. 1,088,605.6514

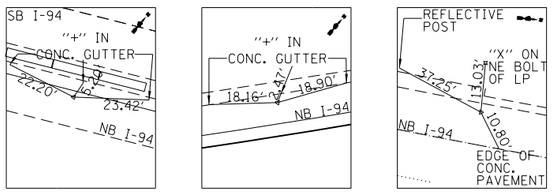
EXIST. CURVE E_NBEN4-1
PI STA. = 103+32.97
Δ = 0° 49′ 34″ (RT)
D = 0° 07′ 27″
R = 46,181.92′
T = 332.97′
L = 665.94′
E = 1.20′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 100+00.00
P.T. STA. = 106+65.94

PROP. CURVE P94NEN4-1
PI STA. = 101+27.00
N. 2,117,245.1390 E. 1,088,530.0086
Δ = 2° 10′ 43″ (RT)
D = 1° 08′ 45″
R = 5,000.00′
T = 95.07′
L = 190.11′
E = 0.90′
e = 2.4%
T.R. = 36.25′
FROM STA 102+60.72 TO STA 102+96.97
S.E. RUN = 76.12′
FROM STA 99+75.15 TO STA 100+51.27
= 58.00′
FROM STA 102+02.72 TO STA 102+60.72
P.C. STA = 100+31.94
N. 2,117,150.2374 E. 1,088,524.3842
P.T. STA = 102+22.05
N. 2,117,339.7582 E. 1,088,539.2365

EXIST. CURVE E_94NB-1
PI STA. = 4066+37.74
Δ = 58° 31′ 03″ (LT)
D = 3° 00′ 00″
R = 1,909.86′
T = 1,069.96′
L = 1,950.59′
E = 279.29′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 4055+67.78
P.T. STA. = 4075+18.37

PROP. CURVE P_94NB-1
PI STA. = 4066+44.05
N. 2,117,251.0733 E. 1,088,478.8362
Δ = 58° 48′ 24″ (LT)
D = 3° 00′ 00″
R = 1,909.86′
T = 1,076.30′
L = 1,960.22′
E = 282.39′
e = 6.0%
T.R. = 103.95′
FROM STA 4051+19.79 TO STA 4052+23.74
S.E. RUN = 404.75′
FROM STA 4052+23.74 TO STA 4056+28.49
= 232.76′ (TRANSITION e = 6.0% TO e = 3.4%)
FROM STA 4074+18.37 TO STA 4076+51.13
P.C. STA = 4055+67.75
N. 2,116,777.9150 E. 1,087,512.1217
P.T. STA = 4075+27.98
N. 2,118,323.0864 E. 1,088,574.7729

CONTROL POINTS ARE NOT TO SCALE



CONTROL POINT 105
MAG. NAIL SET IN INSIDE BIT. SHOULDER OF NB I-94
N: 2,116,554.532
E: 1,087,038.116
EL: 721.42

CONTROL POINT 106
MAG. NAIL SET IN INSIDE BIT. SHOULDER OF NB I-94
N: 2,117,254.602
E: 1,088,113.985
EL: 738.58

CONTROL POINT 107
MAG. NAIL SET IN INSIDE BIT. SHOULDER OF NB I-94
N: 2,118,313.659
E: 1,088,564.180
EL: 737.55

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Chicago, Illinois
312.228.0100
www.bbandainc.com

FILE NAME = $FILES$	USER NAME = default	DESIGNED - JMG	REVISED -
		DRAWN - JMG	REVISED -
	PLOT SCALE = H:1"=10' V:1"=5'	CHECKED - RGR	REVISED -
	PLOT DATE = 6/20/2012	DATE - 6/19/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1" = 100′ | SHEET NO. 4 OF 5 SHEETS | STA. 4045+00 TO STA. 4077+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	49-1-R-1	LAKE	677	55
		CONTRACT NO. 60L77		
		ILLINOIS FED. AID PROJECT		

S:\1101\05_CADD\60L77 IL 173\60L77 Sheets\D160L76-sht-sx804.dgn