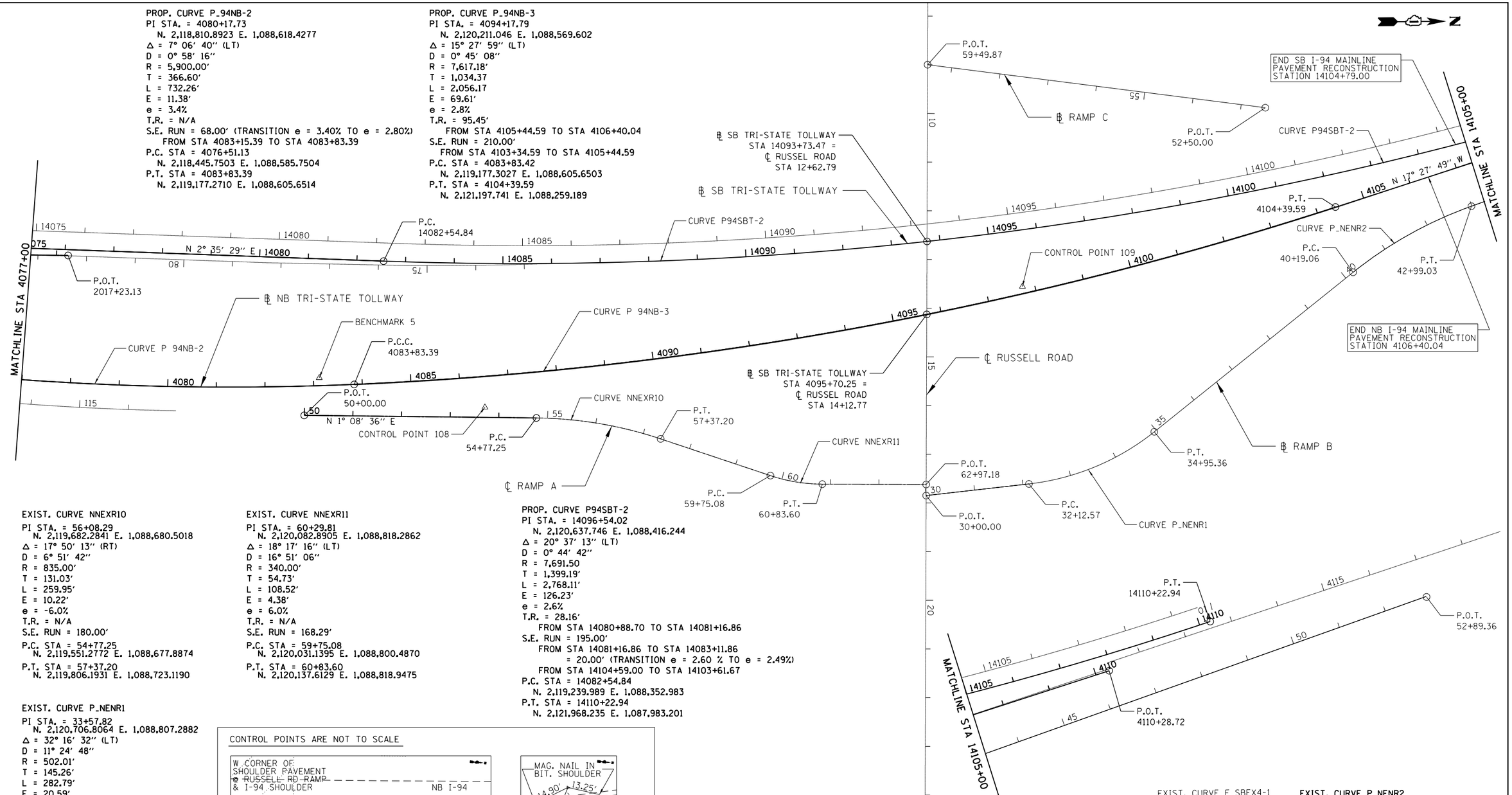
PROP. CURVE P_94NB-2
PI STA. = 4080+17.73
N. 2,118,810.8923 E. 1,088,618.4277
Δ = 7° 06′ 40″ (LT)
D = 0° 58′ 16″
R = 5,900.00′
T = 366.60′
L = 732.26′
E = 11.38′
e = 3.4%
T.R. = N/A
S.E. RUN = 68.00′ (TRANSITION e = 3.40% TO e = 2.80%)
FROM STA 4083+15.39 TO STA 4083+83.39
P.C. STA = 4076+51.13
N. 2,118,445.7503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

PROP. CURVE P_94NB-3
PI STA. = 4094+17.79
N. 2,120,211.046 E. 1,088,569.602
Δ = 15° 27′ 59″ (LT)
D = 0° 45′ 08″
R = 7,617.18′
T = 1,034.37
L = 2,056.17
E = 69.61′
e = 2.8%
T.R. = 95.45′
FROM STA 4105+44.59 TO STA 4106+40.04
S.E. RUN = 210.00′
FROM STA 4103+34.59 TO STA 4105+44.59
P.C. STA = 4083+83.42
N. 2,119,177.3027 E. 1,088,605.6503
P.T. STA = 4104+39.59
N. 2,121,197.741 E. 1,088,259.189



EXIST. CURVE NNEXR10
PI STA. = 56+08.29
N. 2,119,682.2841 E. 1,088,680.5018
Δ = 17° 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 = 180.00′
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

EXIST. CURVE NNEXR11
PI STA. = 60+29.81
N. 2,120,082.8905 E. 1,088,818.2862
Δ = 18° 17′ 16″ (LT)
D = 16° 51′ 06″
R = 340.00′
T = 54.73′
L = 108.52′
E = 4.38′
e = 6.0%
T.R. = N/A
S.E. RUN = 168.29′
P.C. STA = 59+75.08
N. 2,120,031.1395 E. 1,088,800.4870
P.T. STA = 60+83.60
N. 2,120,137.6129 E. 1,088,818.9475

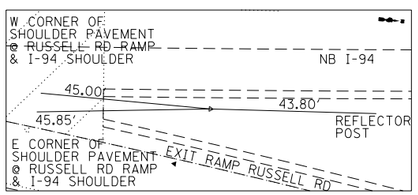
EXIST. CURVE P_NENR1
PI STA. = 33+57.82
N. 2,120,706.8064 E. 1,088,807.2882
Δ = 32° 16′ 32″ (LT)
D = 11° 24′ 48″
R = 502.01′
T = 145.26′
L = 282.79′
E = 20.59′
e = 6.0%
T.R. = N/A
S.E. RUN = 123.84′
P.C. STA = 32+12.57
N. 2,120,562.3283 E. 1,088,822.3152
P.T. STA = 34+95.36
N. 2,120,820.9368 E. 1,088,717.4327

PROP. CURVE P94SBT-2
PI STA. = 14096+54.02
N. 2,120,637.746 E. 1,088,416.244
Δ = 20° 37′ 13″ (LT)
D = 0° 44′ 42″
R = 7,691.50
T = 1,399.19′
L = 2,768.11′
E = 126.23′
e = 2.6%
T.R. = 28.16′
FROM STA 14080+88.70 TO STA 14081+16.86
S.E. RUN = 195.00′
FROM STA 14081+16.86 TO STA 14083+11.86
= 20.00′ (TRANSITION e = 2.60 % TO e = 2.49%)
FROM STA 14104+59.00 TO STA 14103+61.67
P.C. STA = 14082+54.84
N. 2,119,239.989 E. 1,088,352.983
P.T. STA = 14110+22.94
N. 2,121,968.235 E. 1,087,983.201

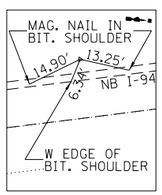
EXIST. CURVE E_SBEX4-1
PI STA. = 73+83.26
Δ = 2° 39′ 49″ (RT)
D = 0° 45′ 03″
R = 7,630.04′
T = 177.39′
L = 354.71′
E = 2.06′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 72+05.87
P.T. STA. = 75+60.58

EXIST. CURVE P_NENR2
PI STA. = 41+60.36
N. 2,121,343.4290 E. 1,088,306.0657
Δ = 19° 05′ 48″ (RT)
D = 6° 49′ 15″
R = 840.00′
T = 141.30′
L = 279.97′
E = 11.80′
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 40+19.06
N. 2,121,232.4116 E. 1,088,393.4716
P.T. STA = 42+99.03
N. 2,121,476.9329 E. 1,088,259.7907

CONTROL POINTS ARE NOT TO SCALE



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



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

BENCHMARK 5 ELEVATION 731.25′

DESCRIPTION:
SET '□' CUT IN NORTHEAST CORNER OF WEST FOOTING OF OVERPASS SIGN, NORTH OF US 41 OVERPASS BRIDGE, SOUTHERLY SIDE OF RUSSELL RD EXIT RAMP, WEST SIDE OF I-94 NORTH BOUND SHOULDER, +/- 75′ SOUTH OF MILE POST 3/4
LOCATION:
STA 4083+12.18, 16.20′ LT

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

FILE NAME = $FILES$	USER NAME = default	DESIGNED - JMG	REVISED -
		DRAWN - JMG	REVISED -
	PLOT SCALE = Hal"=10' Val"=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. 5 OF 5 SHEETS | STA. 4077+00 TO STA. 4107+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	49-1-R-1	LAKE	677	56
		CONTRACT NO. 60L77		
	ILLINOIS FED. AID PROJECT			

S:\11801\05_CADD\60L77 IL 173\60L77 Sheets\D1660L76-alt-sht05.dgn