

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	CHAMPAIGN	115	42

* 1015-1-RS-1,14-1(R)RS & 6RS-3)

RAMP I-BC

EXIST. CURVE RAMP I-BC (1)	EXIST. CURVE RAMP I-BC (2)	EXIST. CURVE RAMP I-BC (3)
PI STA. = 169+88.21	PI STA. = 174+25.24	PI STA. = 179+42.34
$\Delta = 42^\circ 50' 14''$ (RT)	$\Delta = 20^\circ 22' 33''$ (LT)	$\Delta = 57^\circ 16' 10''$ (RT)
D = 13° 19' 29"	D = 18° 28' 57"	D = 13° 19' 29"
R = 430.00'	R = 310.00'	R = 430.00'
T = 168.68'	T = 55.71'	T = 234.78'
L = 321.49'	L = 110.24'	L = 429.80'
E = 31.90'	E = 4.97'	E = 59.92'
S.E. =	S.E. =	S.E. =
P.C. STA. = 168+19.53	P.C. STA. = 173+69.53	P.C. STA. = 177+07.55
P.T. STA. = 171+41.02	P.T. STA. = 174+79.77	P.T. STA. = 181+37.36

RAMP I-DA

EXIST. CURVE RAMP I-DA (1)	EXIST. CURVE RAMP I-DA (2)	EXIST. CURVE RAMP I-DA (3)
PI STA. = 589+00.80	PI STA. = 744+73.93	PI STA. = 599+05.23
$\Delta = 15^\circ 27' 34''$ (RT)	$\Delta = 178^\circ 17' 35''$ (RT)	$\Delta = 64^\circ 09' 56''$ (RT)
D = 8° 18' 13"	D = 24° 50' 47"	D = 18° 28' 57"
R = 690.00'	R = 230.60'	R = 310.00'
T = 93.66'	T = 15,480.61'	T = 194.33'
L = 186.17'	L = 717.58'	L = 347.17'
E = 6.33'	E = 15,251.73'	E = 55.88'
e =	e =	e =
T.R. =	T.R. =	T.R. =
S.E. RUN =	S.E. RUN =	S.E. RUN =
P.C. STA. = 588+07.14	P.C. STA. = 589+93.31	P.C. STA. = 597+10.89
P.T. STA. = 589+93.31	P.T. STA. = 597+10.89	P.T. STA. = 600+58.06

RAMP I-CA

EXIST. CURVE RAMP I-CA (1)	EXIST. CURVE RAMP I-CA (2)	EXIST. CURVE RAMP I-CA (3)
PI STA. = 209+69.65	PI STA. = 215+61.77	PI STA. = 220+89.91
$\Delta = 48^\circ 00' 21''$ (RT)	$\Delta = 25^\circ 51' 24''$ (LT)	$\Delta = 56^\circ 51' 43''$ (RT)
D = 8° 18' 13"	D = 18° 58' 20"	D = 13° 19' 29"
R = 690.00'	R = 302.00'	R = 430.00'
T = 307.25'	T = 69.32'	T = 232.80'
L = 578.12'	L = 136.29'	L = 426.74'
E = 65.32'	E = 7.85'	E = 58.97'
S.E. =	S.E. =	S.E. =
P.C. STA. = 206+62.40	P.C. STA. = 214+92.44	P.C. STA. = 218+57.11
P.T. STA. = 212+40.52	P.T. STA. = 216+28.73	P.T. STA. = 222+83.85

RAMP I-BD

EXIST. CURVE RAMP I-BD (1)	EXIST. CURVE RAMP I-BD (2)	EXIST. CURVE RAMP I-BD (3)	EXIST. CURVE RAMP I-BD (4)
PI STA. = 40+94.03	PI STA. = 60+48.21	PI STA. = 50+50.99	PI STA. = 52+52.94
$\Delta = 17^\circ 48' 47''$ (RT)	$\Delta = 165^\circ 56' 40''$ (RT)	$\Delta = 72^\circ 59' 29''$ (RT)	$\Delta = 21^\circ 06' 08''$ (RT)
D = 9° 32' 57"	D = 24° 57' 56"	D = 21° 13' 14"	D = 18° 28' 57"
R = 600.00'	R = 229.50'	R = 270.00'	R = 310.00'
T = 94.03'	T = 1,861.68'	T = 199.76'	T = 57.74'
L = 186.54'	L = 664.70'	L = 343.96'	L = 114.17'
E = 7.32'	E = 1,646.27'	E = 65.86'	E = 5.33'
S.E. =	S.E. =	S.E. =	S.E. =
P.C. STA. = 40+00.00	P.C. STA. = 41+86.54	P.C. STA. = 48+51.23	P.C. STA. = 51+95.20
P.T. STA. = 41+86.54	P.T. STA. = 48+51.23	P.T. STA. = 51+95.20	P.T. STA. = 53+09.37

RAMP I-DB

EXIST. CURVE RAMP I-DB (1)	EXIST. CURVE RAMP I-DB (2)	EXIST. CURVE RAMP I-DB (3)
PI STA. = 129+68.43	PI STA. = 135+58.84	PI STA. = 140+80.77
$\Delta = 47^\circ 50' 38''$ (RT)	$\Delta = 27^\circ 44' 29''$ (LT)	$\Delta = 56^\circ 27' 46''$ (RT)
D = 8° 18' 13"	D = 19° 53' 40"	D = 13° 19' 29"
R = 690.00'	R = 288.00'	R = 430.00'
T = 306.08'	T = 71.12'	T = 230.87'
L = 576.17'	L = 139.44'	L = 423.75'
E = 64.84'	E = 8.65'	E = 58.06'
S.E. =	S.E. =	S.E. =
P.C. STA. = 126+62.35	P.C. STA. = 134+87.73	P.C. STA. = 138+49.90
P.T. STA. = 132+38.52	P.T. STA. = 136+27.17	P.T. STA. = 142+73.65

RAMP I-AC

EXIST. CURVE RAMP I-AC (1)	EXIST. CURVE RAMP I-AC (2)	EXIST. CURVE RAMP I-AC (3)	EXIST. CURVE RAMP I-AC (4)
PI STA. = 0+93.65	PI STA. = 20+37.31	PI STA. = 10+54.15	PI STA. = 12+58.26
$\Delta = 15^\circ 27' 33''$ (RT)	$\Delta = 165^\circ 55' 35''$ (RT)	$\Delta = 74^\circ 45' 12''$ (RT)	$\Delta = 21^\circ 13' 40''$ (RT)
D = 8° 18' 13"	D = 25° 04' 29"	D = 21° 13' 14"	D = 18° 28' 57"
R = 690.00'	R = 228.50'	R = 270.00'	R = 310.00'
T = 93.65'	T = 1,851.14'	T = 206.26'	T = 58.09'
L = 186.17'	L = 661.73'	L = 352.27'	L = 114.85'
E = 6.33'	E = 1,636.69'	E = 69.77'	E = 5.40'
S.E. =	S.E. =	S.E. =	S.E. =
P.C. STA. = 0+00.00	P.C. STA. = 1+86.17	P.C. STA. = 8+47.90	P.C. STA. = 12+00.16
P.T. STA. = 1+86.17	P.T. STA. = 8+47.90	P.T. STA. = 12+00.16	P.T. STA. = 13+15.02

RAMP I-CB

EXIST. CURVE RAMP I-CB (1)	EXIST. CURVE RAMP I-CB (2)	EXIST. CURVE RAMP I-CB (3)
PI STA. = 60+94.09	PI STA. = 106+88.37	PI STA. = 71+00.99
$\Delta = 15^\circ 31' 47''$ (RT)	$\Delta = 174^\circ 10' 22''$ (RT)	$\Delta = 70^\circ 59' 36''$ (RT)
D = 8° 18' 13"	D = 25° 00' 33"	D = 18° 47' 08"
R = 690.00'	R = 229.10'	R = 305.00'
T = 94.09'	T = 4,501.35'	T = 217.53'
L = 187.02'	L = 696.44'	L = 377.92'
E = 6.39'	E = 4,278.08'	E = 69.62'
S.E. =	S.E. =	S.E. =
P.C. STA. = 60+00.00	P.C. STA. = 61+87.02	P.C. STA. = 68+83.46
P.T. STA. = 61+87.02	P.T. STA. = 68+83.46	P.T. STA. = 72+61.37

RAMP I-AD

EXIST. CURVE RAMP I-AD (1)	EXIST. CURVE RAMP I-AD (2)	EXIST. CURVE RAMP I-AD (3)
PI STA. = 89+97.96	PI STA. = 94+31.81	PI STA. = 99+45.57
$\Delta = 42^\circ 29' 39''$ (RT)	$\Delta = 21^\circ 03' 48''$ (LT)	$\Delta = 56^\circ 03' 24''$ (RT)
D = 13° 19' 29"	D = 18° 25' 23"	D = 18° 19' 29"
R = 430.00'	R = 311.00'	R = 430.00'
T = 167.19'	T = 57.82'	T = 228.91'
L = 318.92'	L = 114.33'	L = 420.70'
E = 31.36'	E = 5.33'	E = 57.13'
S.E. =	S.E. =	S.E. =
P.C. STA. = 88+30.77	P.C. STA. = 93+73.99	P.C. STA. = 97+16.66
P.T. STA. = 91+49.68	P.T. STA. = 94+88.32	P.T. STA. = 101+37.36

FOR INFORMATION ONLY
 FOR INFORMATION ONLY FIELD VERIFY BEFORE USING THIS DATA. WHERE EXISTING CONDITIONS VARY FROM DATA, MATCH EXISTING.

ILLINOIS DEPARTMENT OF TRANSPORTATION
ALIGNMENT LAYOUT
 F.A.I. ROUTE 74
 SECTION 1015-1-RS-1,14-1(R)RS & 6RS-3)
 CHAMPAIGN COUNTY
 SCALE: 1" = 200'
 DATE: 10/30/05
 DRAWN BY: CADD
 CHECKED BY:

PLOT DATE = 11/18/2005
 FILE NAME = c:\pwworkspace\10597000.dwg
 PLOT SCALE = 200.0000 / IN.
 USER NAME = philipup