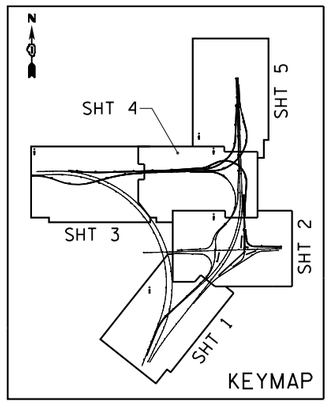

EXIST. CURVE EX_LINE_F3
PI STA. = 947+81.26
Δ = 44° 00′ 20″ (LT)
D = 5° 54′ 24″
R = 970.00′
T = 391.96′
L = 745.00′
E = 76.20′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 943+89.30
P.T. STA. = 951+34.30
DS = 50 MPH

PROP. CURVE PR_LINE_F2
PI STA. = 918+09.31
N: 1,839,137.6763 E: 1,188,005.8911
Δ = 44° 00′ 23″ (RT)
D = 5° 55′ 16″
R = 967.66′
T = 391.02′
L = 743.22′
E = 76.02′
e = 6.0%
T.R. = N/A
S.E. RUN = 128′
S.R. STA 920+97.5 TO STA 922+25.5
P.C. STA = 914+18.29
N: 1,839,417.5709 E: 1,188,278.9425
P.T. STA = 921+61.50
N: 1,839,126.0579 E: 1,187,615.0420
DS = 50 MPH

PROP. CURVE PR_LINE_E-1
PI STA. = 209+14.04
N: 1,839,089.8391 E: 1,188,079.3914
Δ = 23° 52′ 31″ (LT)
D = 6° 46′ 37″
R = 845.47′
T = 178.75′
L = 352.31′
E = 18.69′
e = 5.8%
T.R. = N/A
S.E. RUN = 112.48
S.A. STA 206+80.04 TO STA 207+92.52
P.C. STA = 207+35.29
N: 1,839,084.5279 E: 1,187,900.7216
P.T. STA = 210+87.60
N: 1,839,167.0120 E: 1,188,240.6225
DS = 45 MPH

MATCHLINE "C"
SEE SHEET 3 OF 5
FOR CONTINUATION

MATCHLINE "D"
SEE SHEET 5 OF 5
FOR CONTINUATION

MATCHLINE "B"
SEE SHEET 2 OF 5
FOR CONTINUATION

EXIST. CURVE EX_RAMP_R1
PI STA. = 609+34.71
Δ = 45° 03′ 10″ (RT)
D = 10° 00′ 00″
R = 572.96′
T = 237.64′
L = 450.53′
E = 47.33′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 606+97.07
P.T. STA. = 611+47.60
DS = 40 MPH

EXIST. CURVE EX_RAMP_D1
PI STA. = 310+75.70
Δ = 44° 55′ 02″ (RT)
D = 5° 40′ 22″
R = 1,010.00′
T = 417.50′
L = 791.80′
E = 82.89′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 306+58.20
P.T. STA. = 314+50.00
DS = 45 MPH

EXIST. CURVE EX_RAMP_Q-1
PI STA. = 718+30.97
Δ = 119° 19′ 28″ (LT)
D = 10° 00′ 00″
R = 572.96′
T = 979.02′
L = 1,193.25′
E = 561.40′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 708+51.95
P.T. STA. = 720+45.19
DS = 40 MPH

EXIST. CURVE EX_RAMP_R2
PI STA. = 619+66.20
Δ = 89° 54′ 07″ (RT)
D = 6° 59′ 14″
R = 820.00′
T = 818.60′
L = 1,286.65′
E = 338.66′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 611+47.60
P.T. STA. = 624+34.25
DS = 45 MPH

NOTES:
T.R. = TANGENT RUNOUT
S.E. RUN = SUPERELEVATION RUNOFF
S.A. (SUPERELEVATION OBTAINED) IS THE SUM OF T.R. AND S.E. RUN
S.R. (SUPERELEVATION REMOVED) IS THE SUM OF T.R. AND S.E. RUN

PROP. CURVE PR_RAMP_R-1
PI STA. = 609+18.46
N: 1,839,050.1022
E: 1,188,087.4843
Δ = 45° 33′ 07″ (RT)
D = 9° 22′ 51″
R = 610.77′
T = 256.44′
L = 485.58′
E = 51.65′
e = 6.0%
T.R. = N/A
S.E. RUN = 117.86′
S.A. STA 606+03.09 TO STA 607+20.95
P.C. STA = 606+62.02
N: 1,839,052.6997
E: 1,187,831.0533
P.T. STA = 611+47.60
N: 1,838,865.2213
E: 1,188,265.1993
DS = 40 MPH

PROP. CURVE PR1_RAMP_Q-1
PI STA. = 1702+59.24
N: 1,838,142.1479
E: 1,188,738.3937
Δ = 3° 06′ 08″ (RT)
D = 1° 21′ 51″
R = 4,200.00′
T = 113.73′
L = 227.40′
E = 1.54′
e = 2.0%
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1701+45.51
N: 1,838,028.4310
E: 1,188,736.6824
P.T. STA = 1703+72.91
N: 1,838,255.6055
E: 1,188,746.2565
DS = 40 MPH

PROP. CURVE PR1_RAMP_Q-2
PI STA. = 1718+26.06
N: 1,839,705.2746
E: 1,188,846.7215
Δ = 118° 54′ 55″ (LT)
D = 9° 58′ 31″
R = 574.38′
T = 973.45′
L = 1,192.10′
E = 555.90′
e = 6.0%
T.R. = 56.67′
S.E. RUN = 170′
S.A. STA 1706+82.58 TO STA 1709+09.28
S.R. STA 1719+88.04 TO STA 1722+14.74
P.C. STA = 1708+52.61
N: 1,838,734.1497
E: 1,188,779.4206
P.T. STA = 1720+44.71
N: 1,839,294.6292
E: 1,187,964.1212
DS = 40 MPH

EXIST. CURVE EX_RAMP_Q-2
PI STA. = 722+80.13
Δ = 6° 33′ 23″ (RT)
D = 8° 11′ 06″
R = 700.00′
T = 40.09′
L = 80.10′
E = 1.15′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 722+40.03
P.T. STA. = 723+20.13
DS = 35 MPH

EXIST. CURVE EX_RAMP_Q-3
PI STA. = 723+80.50
Δ = 15° 37′ 33″ (RT)
D = 13° 01′ 18″
R = 440.00′
T = 60.37′
L = 120.00′
E = 4.12′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 723+20.13
P.T. STA. = 724+40.13
DS = 35 MPH

PROP. CURVE PR1_RAMP_Q-3
PI STA. = 1723+70.03
N: 1,839,157.3941
E: 1,187,669.1616
Δ = 21° 19′ 54″ (RT)
D = 10° 48′ 38″
R = 530.00′
T = 99.82′
L = 197.32′
E = 9.32′
e = 6.0%
T.R. = N/A
S.E. RUN = 110.47′ AND 110′
S.A. STA 1722+14.74 TO STA 1723+25.21 PLANE KEEPS ROTATING FROM PREVIOUS CURVE
S.R. STA 1724+12.53 TO STA 1725+22.53
P.C. STA = 1722+70.21
N: 1,839,199.5013
E: 1,187,759.6625
P.T. STA = 1724+67.53
N: 1,839,151.0928
E: 1,187,569.5436
DS = 40 MPH

PROP. CURVE PR_LINE_E-2
PI STA. = 215+44.60
N: 1,839,364.3149 E: 1,188,652.8312
Δ = 50° 17′ 52″ (LT)
D = 5° 53′ 10″
R = 973.42′
T = 457.00′
L = 854.53′
E = 101.94′
e = 5.6%
T.R. = N/A
S.E. RUN = 5.92′ & 11.84′
P.C. STA = 210+87.60
N: 1,839,167.0120 E: 1,188,240.6225
P.T. STA = 219+42.13
N: 1,839,807.4945 E: 1,188,764.3492
DS = 45 MPH

CP 104
CP 105
CP 102
CP 101
CP 100

P.O.T. 1732+16.93
P.I. 1730+16.93
P.I. 925+16.01
P.T. 921+61.50
P.T. 1724+67.53
P.C. 1722+70.21
P.T. 1720+44.71
PROP. CURVE PR RAMP O-3
PROP. CURVE PR LINE F1
P.C.C. 914+18.29
PR. ℄ LINE D
PROP. CURVE PR LINE E-2
EX. ℄ LINE C
PROP. CURVE PR LINE F2
P.C. 207+35.29
P.O.T. 80+74.82
P.O.T. 300+00.00
PROP. CURVE PR1 RAMP O-2
P.C.C. 210+87.60
PROP. CURVE PR LINE E-1
P.I. 927+55.36
P.O.T. STA EQUATION AHEAD: 201+19.26 BACK: 924+93.21
P.O.T. 601+16.17
P.I. 203+20.28
P.C. 606+62.02
PROP. CURVE PR RAMP R-1
EX. ℄ RAMP D
P.T. 611+47.60
EX. ℄ RAMP R
P.C. 1708+52.61
P.O.T. 2214+67.01
P.C. 306+58.20
P.T. 73+96.12
P.T. 73+39.35
P.T. 1703+72.91
EXIST. CURVE EX RAMP R2
PROP. CURVE PR1 RAMP O-1
P.C. 1701+45.51
EXIST. CURVE EX RAMP D1
P.O.T. 1699+90.98
EX. ℄ LINE D

S 88° 17′ 50″ W
S 86° 22′ 50″ W
S 65° 02′ 56″ W
S 87° 20′ 23″ W
N 89° 26′ 15″ E
N 88° 17′ 50″ E
S 89° 25′ 11″ E
S 1° 07′ 00″ W
N 1° 54′ 23″ W
N 1° 56′ 14″ W
N 3° 57′ 52″ E
N 3° 04′ 59″ W
N 0° 51′ 44″ E

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FILE NAME = $FILE1$	USER NAME = default	DESIGNED - JG	REVISED -
		DRAWN - JG	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - OC	REVISED -
	PLOT DATE = 12/7/2012	DATE - 11/08/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1"=100′ | SHEET NO. 4 OF 6 SHEETS | STA. N/A | TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2012-060-BR	COOK	285	30
		CONTRACT NO. 60V61		
	ILLINOIS FED. AID PROJECT			

S:\0872\05_CADD\D160V61 Sheets\D160V61-sht-sts04.dgn