EXIST CURVE RAMP A-1
PI STA = 310+39.44
Δ = 59° 28′ 23″ (LT)
D = 12° 19′ 18″
R = 465.00′
T = 265.62′
L = 482.67′
E = 70.52′
e = 3%
TR = -----
SE RUN = -----
PC STA = 307+73.82
PT STA = 312+56.49
TRANS. ATTAINED - 306+62 TO 308+30
311+99 TO 313+17

EXIST CURVE RAMP A-2
PI STA = 318+93.04
Δ = 55° 17′ 09″ (RT)
D = 7° 32′ 20″
R = 760.00′
T = 398.04′
L = 733.34′
E = 97.93′
e = 8%
TR = -----
SE RUN = -----
PC STA = 314+95.00
PT STA = 322+28.34
TRANS. ATTAINED - 313+67 TO 315+59
321+64 TO 323+56

EXIST CURVE RAMP B-1
PI STA = 407+62.98
Δ = 15° 04′ 40″ (RT)
D = 7° 32′ 20″
R = 760.00′
T = 100.58′
L = 200.00′
E = 6.63′
e = 8%
TR = -----
SE RUN = -----
PC STA = 406+62.40
PT STA = 408+62.40
TRANS. ATTAINED - 405+34 TO 407+26

EXIST CURVE RAMP B-2
PI STA = 409+54.12
Δ = 27° 08′ 25″ (RT)
D = 15° 04′ 40″
R = 380.00′
T = 91.72′
L = 180.00′
E = 10.91′
e = 8%
TR = -----
SE RUN = -----
PC STA = 408+62.40
PT STA = 410+42.40

EXIST CURVE RAMP B-3
PI STA = 418+16.13
Δ = 137° 36′ 50″ (RT)
D = 19° 05′ 55″
R = 300.00′
T = 773.73′
L = 720.55′
E = 529.85′
e = 8%
TR = -----
SE RUN = -----
PC STA = 410+42.40
PT STA = 417+62.95
TRANS. ATTAINED - 417+15 TO 418+59

EXIST CURVE RAMP B-1
PI STA = 304+75.81
Δ = 7° 42′ 30″ (RT)
D = 2° 03′ 45″
R = 2,777.84′
T = 187.14′
L = 373.72′
E = 6.30′
e = 8%
TR = -----
SE RUN = -----
PC STA = 302+88.67
PT STA = 306+62.39

EXIST CURVE RAMP B-2
PI STA = 307+62.97
Δ = 15° 04′ 40″ (RT)
D = 7° 32′ 20″
R = 760.00′
T = 100.58′
L = 200.00′
E = 6.63′
e = 8%
TR = -----
SE RUN = -----
PC STA = 306+62.39
PT STA = 308+62.39

EXIST CURVE RAMP B-3
PI STA = 309+54.11
Δ = 27° 08′ 25″ (RT)
D = 15° 04′ 40″
R = 380.00′
T = 91.72′
L = 180.00′
E = 10.91′
e = 8%
TR = -----
SE RUN = -----
PC STA = 308+62.39
PT STA = 310+42.39

EXIST CURVE RAMP B-4
PI STA = 316+04.10
Δ = 127° 49′ 44″ (RT)
D = 20° 50′ 05″
R = 275.00′
T = 561.70′
L = 613.53′
E = 350.41′
e = 8%
TR = -----
SE RUN = -----
PC STA = 310+42.39
PT STA = 316+55.93
TRANS. ATTAINED - 316+08
TO 317+52

EXIST CURVE FA 2-1
PI STA = 513+00.55
Δ = 5° 59′ 11″ (RT)
D = 1° 00′ 00″
R = 5,729.58′
T = 299.59′
L = 598.63′
E = 7.83′
e = -----
TR = -----
SE RUN = -----
PC STA = 510+00.96
PT STA = 515+99.59

EXIST CURVE US 51-2
PI STA = 124+07.17
Δ = 28° 14′ 57″ (LT)
D = 1° 59′ 59″
R = 2,864.99′
T = 720.94′
L = 1,412.56′
E = 89.32′
e = 6%
TR = -----
SE RUN = -----
PC STA = 116+86.23
PT STA = 130+98.79
TRANS. ATTAINED - 114+54 TO 117+82
129+42 TO 132+80

EXIST CURVE US 51-3
PI STA = 176+21.95
Δ = 15° 25′ 59″ (RT)
D = 0° 30′ 00″
R = 11,459.16′
T = 1,552.71′
L = 3,086.63′
E = 104.72′
e = 2.4%
TR = -----
SE RUN = -----
PC STA = 160+69.23
PT STA = 191+55.86
TRANSITION ATTAINED - 159+04 TO 161+44
190+76 TO 193+16

EXIST CURVE RAMP C-1
PI STA = 521+88.86
Δ = 160° 55′ 13″ (RT)
D = 19° 05′ 55″
R = 300.00′
T = 1,785.10′
L = 842.58′
E = 1,510.14′
e = 8%
TR = -----
SE RUN = -----
PC STA = 504+03.76
PT STA = 512+46.34
TRANS. ATTAINED - 503+08
TO 504+52

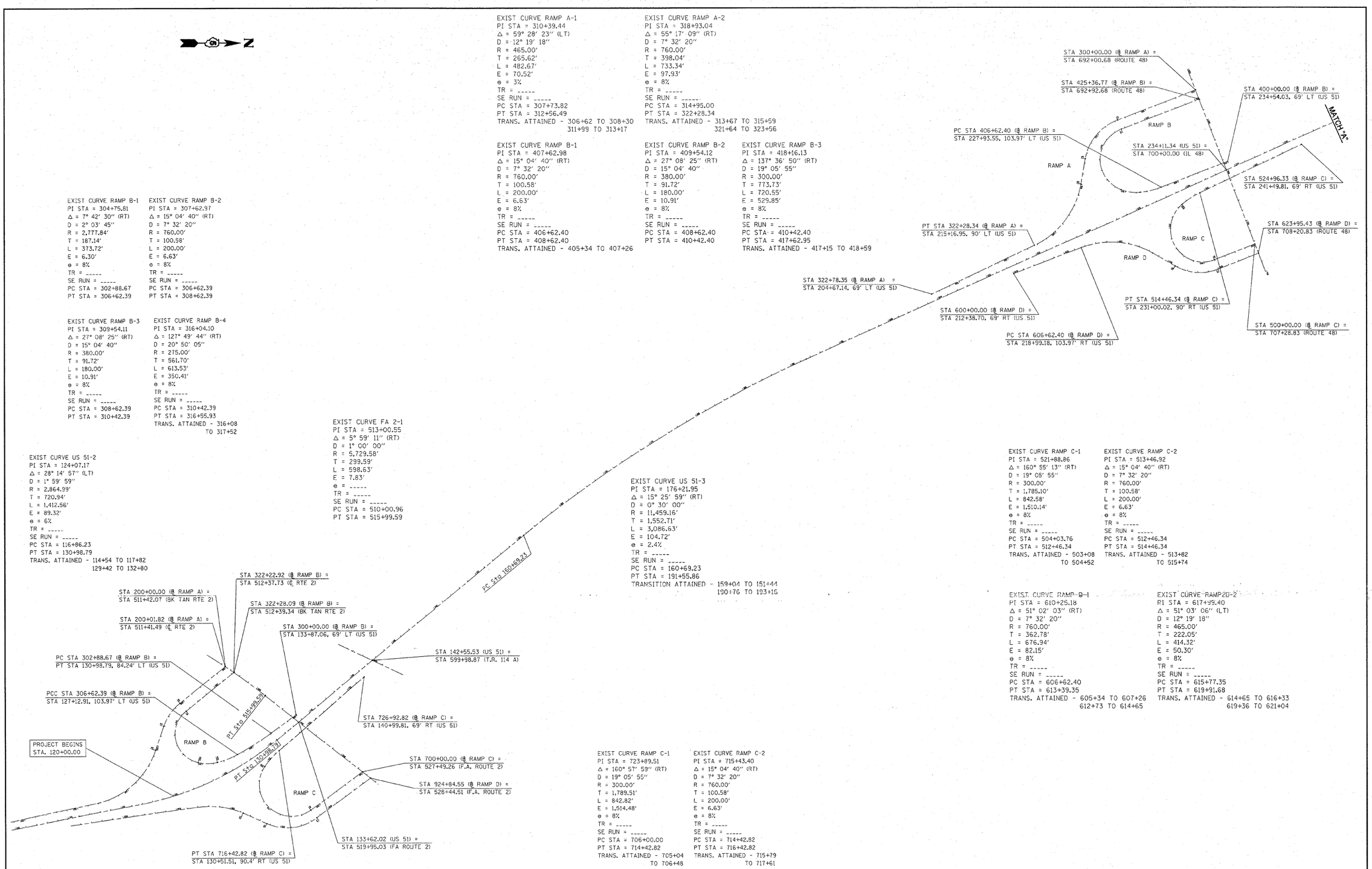
EXIST CURVE RAMP C-2
PI STA = 513+46.92
Δ = 15° 04′ 40″ (RT)
D = 7° 32′ 20″
R = 760.00′
T = 100.58′
L = 200.00′
E = 6.63′
e = 8%
TR = -----
SE RUN = -----
PC STA = 512+46.34
PT STA = 514+46.34
TRANS. ATTAINED - 513+82
TO 515+74

EXIST CURVE RAMP D-1
PI STA = 610+25.18
Δ = 51° 02′ 03″ (RT)
D = 7° 32′ 20″
R = 760.00′
T = 362.78′
L = 676.94′
E = 82.15′
e = 8%
TR = -----
SE RUN = -----
PC STA = 606+62.40
PT STA = 613+39.35
TRANS. ATTAINED - 605+34 TO 607+26
612+73 TO 614+65

EXIST CURVE RAMP D-2
PI STA = 617+99.40
Δ = 51° 03′ 06″ (LT)
D = 12° 19′ 18″
R = 465.00′
T = 222.05′
L = 414.32′
E = 50.30′
e = 8%
TR = -----
SE RUN = -----
PC STA = 615+77.35
PT STA = 619+91.68
TRANS. ATTAINED - 614+65 TO 616+33
619+36 TO 621+04

EXIST CURVE RAMP C-1
PI STA = 723+89.51
Δ = 160° 57′ 59″ (RT)
D = 19° 05′ 55″
R = 300.00′
T = 1,789.51′
L = 842.82′
E = 1,514.48′
e = 8%
TR = -----
SE RUN = -----
PC STA = 706+00.00
PT STA = 714+42.82
TRANS. ATTAINED - 705+04
TO 706+48

EXIST CURVE RAMP C-2
PI STA = 715+43.40
Δ = 15° 04′ 40″ (RT)
D = 7° 32′ 20″
R = 760.00′
T = 100.58′
L = 200.00′
E = 6.63′
e = 8%
TR = -----
SE RUN = -----
PC STA = 714+42.82
PT STA = 716+42.82
TRANS. ATTAINED - 715+79
TO 717+61



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	PLOT SCALE = 100.0000 ′ / IN.	CHECKED -	REVISED -
	PLOT DATE = 3/17/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT DETAIL

SCALE: NA | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58,20)RS	MACON	151	22
		CONTRACT NO. 74150		
		ILLINOIS FED. AID PROJECT		