EXIST. CURVE EX-E1-1
PI STA. = 8+68.05
Δ = 32° 28′ 37″ (RT)
D = 5° 43′ 46″
R = 1,000.00′
T = 291.26′
L = 566.83′
E = 41.55′
e = 6%
T.R. = N/A
S.E. RUN = 100
P.C. STA. = 5+76.79
P.T. STA. = 11+43.62

EXIST. CURVE EX-E1-2
PI STA. = 17+21.75
Δ = 44° 18′ 04″ (LT)
D = 15° 16′ 44″
R = 375.00′
T = 152.66′
L = 289.95′
E = 29.88′
e = 6%
T.R. = N/A
S.E. RUN = 140
P.C. STA. = 15+69.09
P.T. STA. = 18+59.04

NOTE: PORTIONS OF THE ALIGNMENTS FOR RAMP E1 AND RAMP E4 HAVE BEEN ESTABLISHED TO DETERMINE EARTHWORK QUANTITIES FOR INFIELD GRADING

PROP. CURVE PR-P1-3
PI STA. = 21175+23.95
N 764,691.2118
E 308,676.7901
Δ = 55° 49′ 47″ (RT)
D = 6° 59′ 14″
R = 820.00′
T = 434.44′
L = 799.02′
E = 107.98′
e = 8%
T.R. = N/A
S.E. RUN = 255
P.C. STA = 21170+89.51
N 765,069.4352
E 308,890.5302
P.T. STA = 21178+88.53
N 764,655.6233
E 308,243.8105

EXIST. CURVE EX-E4-1
PI STA. = 12+64.91
Δ = 37° 41′ 26″ (LT)
D = 20° 45′ 34″
R = 276.00′
T = 94.20′
L = 181.56′
E = 15.63′
e = 6%
T.R. = N/A
S.E. RUN = 140
P.C. STA. = 11+70.71
P.T. STA. = 13+52.27

PROP. CURVE PR-P4-2
PI STA. = 11231+76.61
N 764,302.2074
E 308,765.6988
Δ = 84° 13′ 07″ (RT)
D = 9° 32′ 57″
R = 600.00′
T = 542.32′
L = 881.94′
E = 208.77′
e = 8%
T.R. = N/A
S.E. RUN = 235
P.C. STA = 11226+34.29
N 764,390.06
E 308,226.48
P.T. STA = 11235+16.23
N 763,759.8985
E 308,762.4532

PROP. CURVE PR-P5-2
PI STA. = 31268+43.19
N 764,666.8179
E 309,758.9777
Δ = 37° 19′ 01″ (RT)
D = 7° 09′ 43″
R = 800.00′
T = 270.14′
L = 521.04′
E = 44.38′
e = 6%
T.R. = N/A
S.E. RUN = 180
P.C. STA = 31265+73.05
N 764,635.3964
E 310,027.2830
P.T. STA = 31270+94.09
N 764,854.4602
E 309,564.6445

PROP. CURVE PR-P5-3
PI STA. = 31276+72.04
N 765,255.9151
E 309,148.8746
Δ = 77° 05′ 55″ (RT)
D = 7° 53′ 58″
R = 725.30′
T = 577.95′
L = 975.99′
E = 202.11′
e = 6%
T.R. = N/A
S.E. RUN = 180
P.C. STA = 31270+94.09
N 764,854.4602
E 309,564.6445
P.T. STA = 31280+70.08
N 765,750.8232
E 309,447.3651

PROP. CURVE PR-P8-1
PI STA. = 110+58.64
N 763,940.4811
E 309,472.3346
Δ = 44° 24′ 10″ (LT)
D = 15° 24′ 08″
R = 372.00′
T = 151.82′
L = 288.29′
E = 29.79′
e = 5.7%
T.R. = N/A
S.E. RUN = 104
P.C. STA = 109+06.82
N 763,905.0100
E 309,324.7158
P.T. STA = 111+95.11
N 764,069.1114
E 309,552.9803

BENCHMARKS

BM 270-12 CUT "□" ON EAST CORNER OF A TRAFFIC SIGNAL CONTROLLER BOX FOUNDATION AT THE SW CORNER OF IL 3 AND W. CHAIN OF ROCKS ROAD.
ELEV. = 413.989′
STATION/OFFSET: 230+02.2, 1509.5′ RT

BM 270-13 CUT "□" ON CENTER HEADWALL ON EAST SIDE OF IL 3, NORTH OF I-270, BETWEEN ENTRANCE AND EXIT RAMPS FOR WB I-270.
ELEV. = 415.861′
STATION/OFFSET: 1354+50.1, 64.5′ RT

BM 270-17 CUT "□" ON SOUTH SIDE OF LIGHT POLE FOUNDATION (POLE #17) AT NW CORNER OF WB I-270 BRIDGE OVER IL 3.
ELEV. = 435.942′
STATION/OFFSET: 231+51.5, 68.3′ LT

PROP. CURVE PR-P5LT-1
PI STA. = 41270+73.53
N 764,828.0760
E 309,568.9351
Δ = 3° 00′ 23″ (RT)
D = 7° 01′ 18″
R = 816.00′
T = 21.41′
L = 42.82′
E = 0.28′
e = 6%
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 41270+52.11
N 764,814.0303
E 309,585.0985
P.T. STA = 41270+94.93
N 764,842.9501
E 309,553.5307

PROP. CURVE PR-P5LT-2
PI STA. = 41271+77.84
N 764,900.5412
E 309,493.8860
Δ = 12° 45′ 48″ (RT)
D = 7° 43′ 45″
R = 741.30′
T = 82.91′
L = 165.14′
E = 4.62′
e = 6%
T.R. = N/A
S.E. RUN = SEE DETAILS
P.C. STA = 41270+94.93
N 764,842.9501
E 309,553.5307
P.T. STA = 41272+60.07
N 764,969.8863
E 309,448.4384

PROP. CURVE PR-P5LT-3
PI STA. = 41275+29.09
N 765,194.8937
E 309,300.9726
Δ = 33° 55′ 17″ (LT)
D = 16° 22′ 13″
R = 350.00′
T = 106.74′
L = 207.21′
E = 15.92′
e = 5.1%
T.R. = N/A
S.E. RUN = SEE DETAILS
P.C. STA = 41274+22.35
N 765,105.6155
E 309,359.4839
P.T. STA = 41276+29.56
N 765,236.3244
E 309,202.5976

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	PLOT DATE = 3/16/2010 4:38:00 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORNER & SHIFRIN, INC ENGINEERS

ALIGNMENTS, TIES, AND BENCHMARKS

SCALE: 1" = 100′ | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-2RS-3	MADISON	231	22
		CONTRACT NO. 76D87		
	ILLINOIS FED. AID PROJECT			

LAST SAVED = 3/13/2010
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