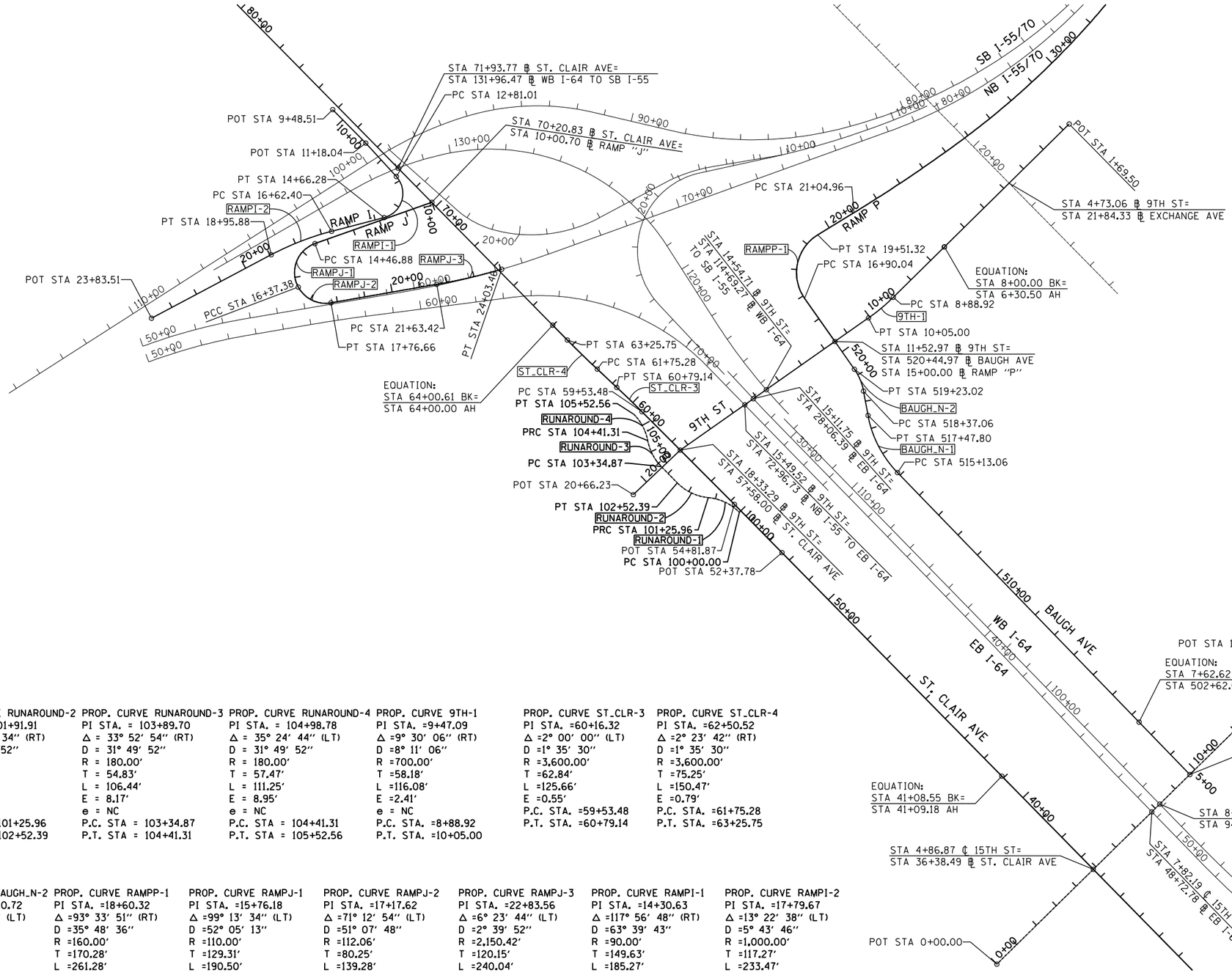

PROP. CURVE RUNAROUND-1
PI STA. = 100+65.68
Δ = 40° 05′ 44″ (LT)
D = 31° 49′ 52″
R = 180.00′
T = 65.68′
L = 125.96′
E = 11.61′
e = NC
P.C. STA = 100+00.00
P.T. STA = 101+25.96

PROP. CURVE RUNAROUND-2
PI STA. = 101+91.91
Δ = 40° 14′ 34″ (RT)
D = 31° 49′ 52″
R = 180.00′
T = 65.95′
L = 126.43′
E = 11.70′
e = NC
P.C. STA = 101+25.96
P.T. STA = 102+52.39

PROP. CURVE RUNAROUND-3
PI STA. = 103+89.70
Δ = 33° 52′ 54″ (RT)
D = 31° 49′ 52″
R = 180.00′
T = 54.83′
L = 106.44′
E = 8.17′
e = NC
P.C. STA = 103+34.87
P.T. STA = 104+41.31

PROP. CURVE RUNAROUND-4
PI STA. = 104+98.78
Δ = 35° 24′ 44″ (LT)
D = 31° 49′ 52″
R = 180.00′
T = 57.47′
L = 111.25′
E = 8.95′
e = NC
P.C. STA = 104+41.31
P.T. STA = 105+52.56

PROP. CURVE 9TH-1
PI STA. =9+47.09
Δ =9° 30′ 06″ (RT)
D =8° 11′ 06″
R =700.00′
T =58.18′
L =116.08′
E =2.41′
e = NC
P.C. STA. =8+88.92
P.T. STA. =10+05.00

PROP. CURVE ST_CLR-3
PI STA. =60+16.32
Δ =2° 00′ 00″ (LT)
D =1° 35′ 30″
R =3,600.00′
T =62.84′
L =125.66′
E =0.55′
P.C. STA. =59+53.48
P.T. STA. =60+79.14

PROP. CURVE ST_CLR-4
PI STA. =62+50.52
Δ =2° 23′ 42″ (RT)
D =1° 35′ 30″
R =3,600.00′
T =75.25′
L =150.47′
E =0.79′
P.C. STA. =61+75.28
P.T. STA. =63+25.75

PROP. CURVE BAUGH_N-1
PI STA. =516+33.92
Δ =33° 37′ 26″ (RT)
D =14° 19′ 26″
R =400.00′
T =120.86′
L =234.74′
E =17.86′
e = NC
P.C. STA. =515+13.06
P.T. STA. =517+47.80

PROP. CURVE BAUGH_N-2
PI STA. =518+80.72
Δ =24° 37′ 37″ (LT)
D =28° 38′ 52″
R =200.00′
T =43.66′
L =85.96′
E =4.71′
e = NC
P.C. STA. =518+37.06
P.T. STA. =519+23.02

PROP. CURVE RAMPP-1
PI STA. =18+60.32
Δ =93° 33′ 51″ (RT)
D =35° 48′ 36″
R =160.00′
T =170.28′
L =261.28′
E =73.65′
e = 8.0%
T.R. IN = 0′
S.E. RUN IN = 138′
T.R. OUT = 46′
S.E. RUN OUT = 183′
P.C. STA. =16+90.04
P.T. STA. =19+51.32

PROP. CURVE RAMPJ-1
PI STA. =15+76.18
Δ =99° 13′ 34″ (LT)
D =52° 05′ 13″
R =110.00′
T =129.31′
L =190.50′
E =59.77′
e = 4.0%
T.R. = EXISTING
S.E. RUN = EXISTING
P.C. STA. =14+46.88
P.T. STA. =16+37.38

PROP. CURVE RAMPJ-2
PI STA. =17+17.62
Δ =71° 12′ 54″ (LT)
D =51° 07′ 48″
R =112.06′
T =80.25′
L =139.28′
E =25.77′
e = 4.0%
T.R. = EXISTING
S.E. RUN = EXISTING
P.C. STA. =16+37.38
P.T. STA. =17+76.66

PROP. CURVE RAMPJ-3
PI STA. =22+83.56
Δ =6° 23′ 44″ (LT)
D =2° 39′ 52″
R =2,150.42′
T =120.15′
L =240.04′
E =3.35′
e = 4.0%
T.R. = EXISTING
S.E. RUN = EXISTING
P.C. STA. =21+63.42
P.T. STA. =24+03.46

PROP. CURVE RAMPI-1
PI STA. =14+30.63
Δ =117° 56′ 48″ (RT)
D =63° 39′ 43″
R =90.00′
T =149.63′
L =185.27′
E =84.61′
e = 6.0%
T.R. = EXISTING
S.E. RUN = EXISTING
P.C. STA. =12+81.01
P.T. STA. =14+66.28

PROP. CURVE RAMPI-2
PI STA. =17+79.67
Δ =13° 22′ 38″ (LT)
D =5° 43′ 46″
R =1,000.00′
T =117.27′
L =233.47′
E =6.85′
e = 6.0%
T.R. = EXISTING
S.E. RUN = EXISTING
P.C. STA. =16+62.40
P.T. STA. =18+95.88

NOTE:
INFORMATION ON THIS SHEET
IS FROM CONTRACT 76C51.

FILE NAME = D8TRI-76C51-sht-alignt1ebm-01-04.dgn	USER NAME = jlt	DESIGNED - LDC	REVISED -
	MODEL NAME = D8TRI-76C51-sht-alignt1ebm-01	DRAWN - JDF	REVISED -
	PLOT SCALE = 1:400	CHECKED - GEB	REVISED -
	PLOT DATE = 6/8/2011	DATE - 03/31/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1"=200′ | SHEET NO. 1 OF 4 SHEETS | STA. ----- | TO STA. -----

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9166	82-1-12LS-2	ST. CLAIR	29	5
		CONTRACT NO. 76F36		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

6/8/2011
1:05:58 PM
P:\08-0030 CTE TRILEVEL\900.CADD\901_DRAWINGS\08.CONTRACT\SHEET\CIVIL\GENERAL\D8TRI-76C51-SHT-ALIGNTIEBM-01-04.DGN