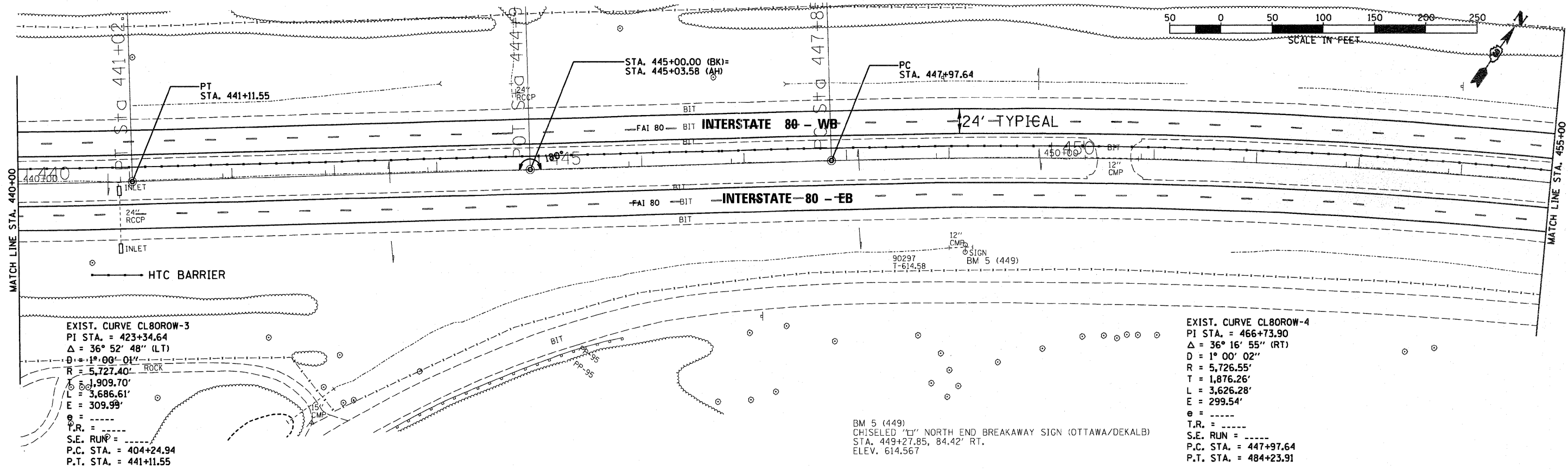
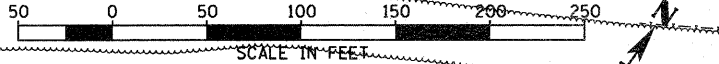


| | | |
|-----------|-------|---------------------|
| PLAN | DATE | BY |
| NOTED | 03/11 | CHAMIN & ASSOCIATES |
| CHECKED | 03/11 | LAG |
| DESIGNED | 03/11 | LAG |
| REVISIONS | | |
| NO. | | |
| NO. | | |

| | | |
|-----------|-------|---------------------|
| PROFILE | DATE | BY |
| NOTED | 03/11 | CHAMIN & ASSOCIATES |
| CHECKED | 03/11 | LAG |
| DESIGNED | 03/11 | LAG |
| REVISIONS | | |
| NO. | | |
| NO. | | |



EXIST. CURVE CL80ROW-3
 PI STA. = 423+34.64
 $\Delta = 36^\circ 52' 48''$ (LT)
 $D = 1^\circ 00' 01''$
 $R = 5,727.40'$
 $L = 1,909.70'$
 $E = 3,686.61'$
 $T = 309.99'$
 P.C. STA. = 404+24.94
 P.T. STA. = 441+11.55

EXIST. CURVE CL80ROW-4
 PI STA. = 466+73.90
 $\Delta = 36^\circ 16' 55''$ (RT)
 $D = 1^\circ 00' 02''$
 $R = 5,726.55'$
 $T = 1,876.26'$
 $L = 3,626.28'$
 $E = 299.54'$
 $T.R. =$
 S.E. RUN =
 P.C. STA. = 447+97.64
 P.T. STA. = 484+23.91

BM 5 (449)
 CHISELED "D" NORTH END BREAKAWAY SIGN (OTTAWA/DEKALB)
 STA. 449+27.85, 84.42' RT.
 ELEV. 614.567

EXISTING & PROPOSED PROFILE ALONG WEST BOUND LANES

EXISTING & PROPOSED PROFILE ALONG EAST BOUND LANES

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 616.33 | 616.33 | 616.16 | 616.09 | 616.08 | 616.20 | 616.34 | 616.38 | 616.49 | 616.57 | 616.61 | 616.77 | 616.83 | 616.96 | 617.08 | 617.14 | 617.37 | 617.44 | 617.76 | 617.97 | 618.15 | 618.32 | 618.34 | 618.34 | 618.46 | 618.54 | 618.65 | 618.48 | 618.36 | 618.06 | 617.70 |
| 440+00 | 441+00 | 442+00 | 443+00 | 444+00 | 445+00 | 446+00 | 447+00 | 448+00 | 449+00 | 450+00 | 451+00 | 452+00 | 453+00 | 454+00 | 455+00 | | | | | | | | | | | | | | | |
| 616.45 | 616.34 | 616.24 | 616.15 | 616.18 | 616.20 | 616.22 | 616.39 | 616.56 | 616.68 | 616.76 | 616.90 | 617.03 | 617.12 | 617.40 | 617.59 | 617.70 | 617.85 | 617.92 | 618.03 | 618.19 | 618.31 | 618.48 | 618.56 | 618.66 | 618.67 | 618.71 | 618.71 | 618.67 | 618.43 | 618.06 |
| 440+00 | 441+00 | 442+00 | 443+00 | 444+00 | 445+00 | 446+00 | 447+00 | 448+00 | 449+00 | 450+00 | 451+00 | 452+00 | 453+00 | 454+00 | 455+00 | | | | | | | | | | | | | | | |

| | | | | | | | | | | |
|---|-------------|---------------|-----------|---|----------------------------------|--------------------------------|---------------------|----------------------------|-----------|--------------------|
| FILE NAME = D366A48-SHT-PLANPRF-448-455.DGN | USER NAME = | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN & PROFILE - I-80 | F.A.I. SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | | CHECKED - | REVISED - | | | FAI 80 (50-2)RS-5 & (50-3)RS-6 | LASALLE | 109 | 52 | CONTRACT NO. 66A48 |
| PLOT SCALE = 1"=50' | | DRAWN - LAG | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |
| PLOT DATE = 05/11 | | CHECKED - DJD | REVISED - | | | SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. 440+00 TO STA. 455+00 | | |