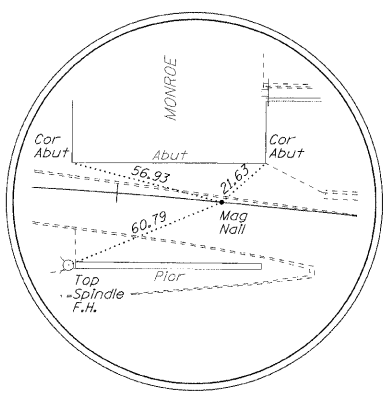
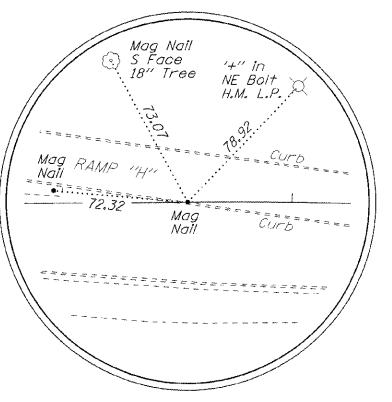


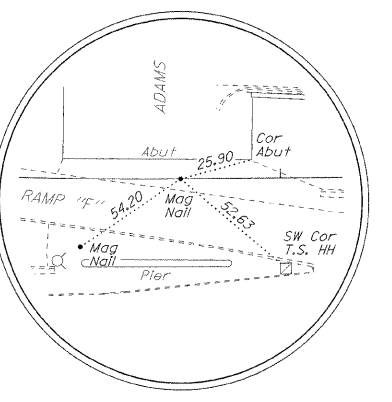
POT 1+00.00 RAMP "F"



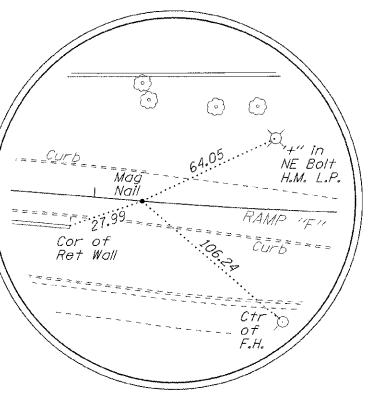
PC 4+61.42 RAMP "F"



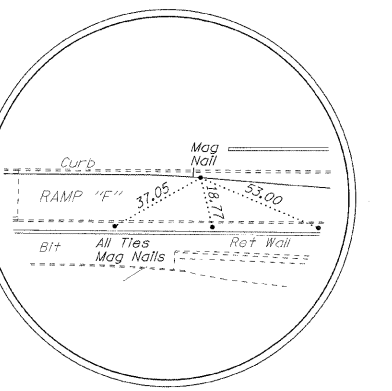
PT 6+38.41 RAMP "F"



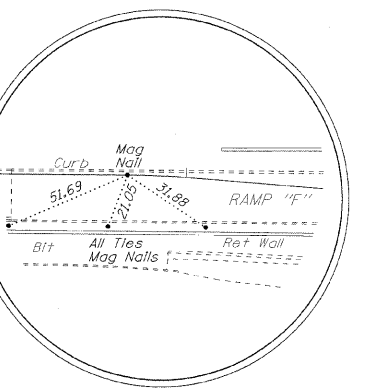
PC 9+36.60 RAMP "F"



PT 10+82.34 RAMP "F"



PC 12+97.18 RAMP "F"



PT 13+21.65 RAMP "F"

Exist. Curve SB1
 PI Sta. 25+84.75
 $\Delta = 3^\circ 04' 49''$ (RT)
 $D = 0^\circ 30' 00''$
 $T = 308.11'$
 $R = 11,459.20'$
 $L = 616.07'$
 $E = 4.14'$
 PC Sta. 22+76.64
 PT Sta. 28+92.71

Exist. Curve SB2
 PI Sta. 34+00.61
 $\Delta = 1^\circ 23' 18''$ (RT)
 $D = 0^\circ 15' 00''$
 $T = 277.66'$
 $R = 22,918.30'$
 $L = 555.29'$
 $E = 1.68'$
 PC Sta. 31+22.96
 PT Sta. 36+78.24

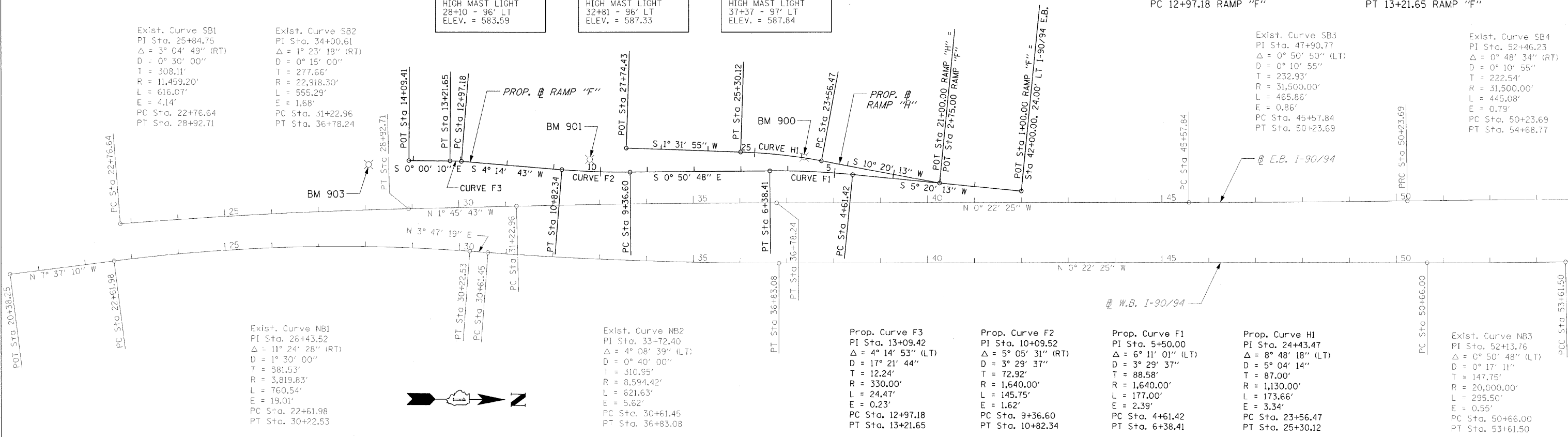
BM 903
 N.E. ANCHOR BOLT OF HIGH MAST LIGHT
 28+10 - 96" LT
 ELEV. = 583.59

BM 901
 N.W. ANCHOR BOLT OF HIGH MAST LIGHT
 32+81 - 96" LT
 ELEV. = 587.33

BM 900
 N.E. ANCHOR BOLT OF HIGH MAST LIGHT
 37+37 - 97" LT
 ELEV. = 587.84

Exist. Curve SB3
 PI Sta. 47+90.77
 $\Delta = 0^\circ 50' 50''$ (LT)
 $D = 0^\circ 10' 55''$
 $T = 232.93'$
 $R = 31,500.00'$
 $L = 465.86'$
 $E = 0.86'$
 PC Sta. 45+57.84
 PT Sta. 50+23.69

Exist. Curve SB4
 PI Sta. 52+46.23
 $\Delta = 0^\circ 48' 34''$ (RT)
 $D = 0^\circ 10' 55''$
 $T = 222.54'$
 $R = 31,500.00'$
 $L = 445.08'$
 $E = 0.79'$
 PC Sta. 50+23.69
 PT Sta. 54+68.77



Exist. Curve NB1
 PI Sta. 26+43.52
 $\Delta = 11^\circ 24' 28''$ (RT)
 $D = 1^\circ 30' 00''$
 $T = 381.53'$
 $R = 3,819.83'$
 $L = 760.54'$
 $E = 19.01'$
 PC Sta. 22+61.98
 PT Sta. 30+22.53

Exist. Curve NB2
 PI Sta. 33+72.40
 $\Delta = 4^\circ 08' 39''$ (LT)
 $D = 0^\circ 40' 00''$
 $T = 310.95'$
 $R = 8,594.42'$
 $L = 621.63'$
 $E = 5.62'$
 PC Sta. 30+61.45
 PT Sta. 36+83.08

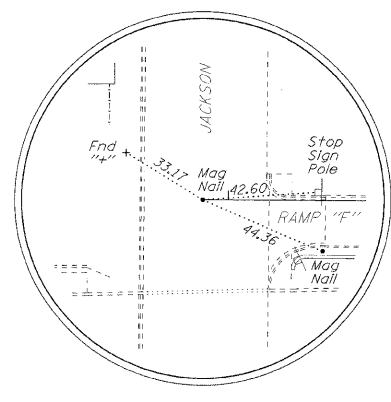
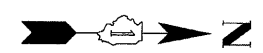
Prop. Curve F3
 PI Sta. 13+09.42
 $\Delta = 4^\circ 14' 53''$ (LT)
 $D = 17^\circ 21' 44''$
 $T = 12.24'$
 $R = 330.00'$
 $L = 24.47'$
 $E = 0.23'$
 PC Sta. 12+97.18
 PT Sta. 13+21.65

Prop. Curve F2
 PI Sta. 10+09.52
 $\Delta = 5^\circ 05' 31''$ (RT)
 $D = 3^\circ 29' 37''$
 $T = 72.92'$
 $R = 1,640.00'$
 $L = 145.75'$
 $E = 1.62'$
 PC Sta. 9+36.60
 PT Sta. 10+82.34

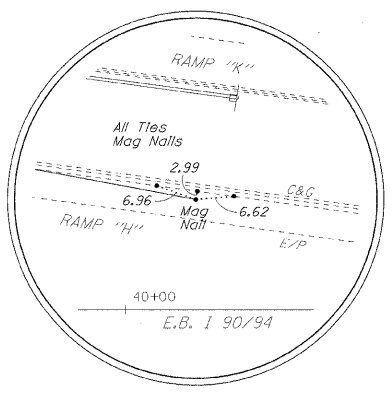
Prop. Curve F1
 PI Sta. 5+50.00
 $\Delta = 6^\circ 11' 01''$ (LT)
 $D = 3^\circ 29' 37''$
 $T = 88.58'$
 $R = 1,640.00'$
 $L = 177.00'$
 $E = 2.39'$
 PC Sta. 4+61.42
 PT Sta. 6+38.41

Prop. Curve H1
 PI Sta. 24+43.47
 $\Delta = 8^\circ 48' 18''$ (LT)
 $D = 5^\circ 04' 14''$
 $T = 87.00'$
 $R = 1,130.00'$
 $L = 173.66'$
 $E = 3.34'$
 PC Sta. 23+56.47
 PT Sta. 25+30.12

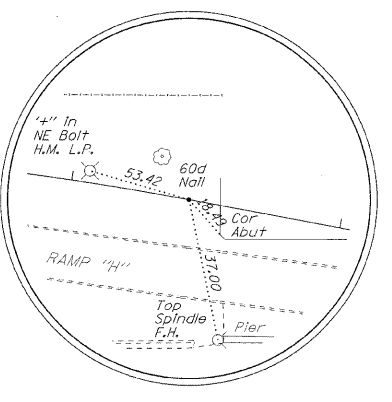
Exist. Curve NB3
 PI Sta. 52+13.76
 $\Delta = 0^\circ 50' 48''$ (LT)
 $D = 0^\circ 17' 11''$
 $T = 147.75'$
 $R = 20,000.00'$
 $L = 295.50'$
 $E = 0.55'$
 PC Sta. 50+66.00
 PT Sta. 53+61.50



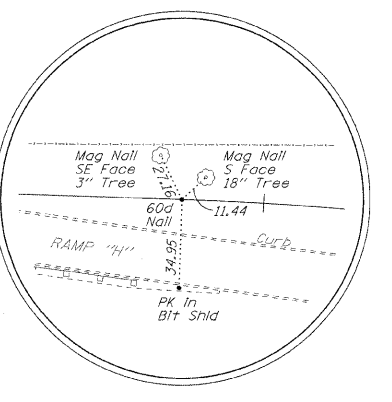
POT 14+09.41 RAMP "F"



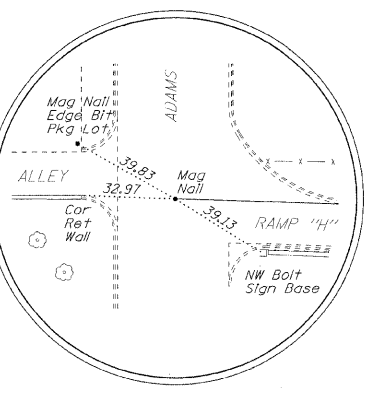
POT 21+00.00 RAMP "H"



PC 23+56.47 RAMP "H"



PT 25+30.12 RAMP "H"



POT 27+74.43 RAMP "H"

S.E. ATTAINMENT						
ROAD	CURVE NO.	S.E. RATE	STATION			
			BEGIN S.E.	FULL S.E.	FULL S.E.	END S.E.
RAMP F	F1	+2.90%	*	*	6+29.41	6+55.41
RAMP F	F2	+2.90%	8+44.60	9+82.60	10+74.34	10+98.34**
RAMP H	H1	+3.10%	*	*	24+93.12	26+04.12

* SEE INTERSECTION DETAIL
 ** S.E. TRANSITIONS FROM +2.90% TO +2.00%

ILLINOIS DEPARTMENT OF TRANSPORTATION

ALIGNMENT & TIES

I-90/94 KENNEDY EXPRESSWAY

STA. 20+00 TO STA. 35+00

SCALE: 1" = 100'
 DATE: 02/06/09
 DRAWN BY: BEC
 CHECKED BY: GB

DATE: _____ BY: _____
 SURVEYED: _____
 ALIGNED: _____
 CHECKED: _____
 NO. _____ FILE NAME: _____

DATE: _____ BY: _____
 SURVEYED: _____
 ALIGNED: _____
 CHECKED: _____
 NO. _____ FILE NAME: _____

