



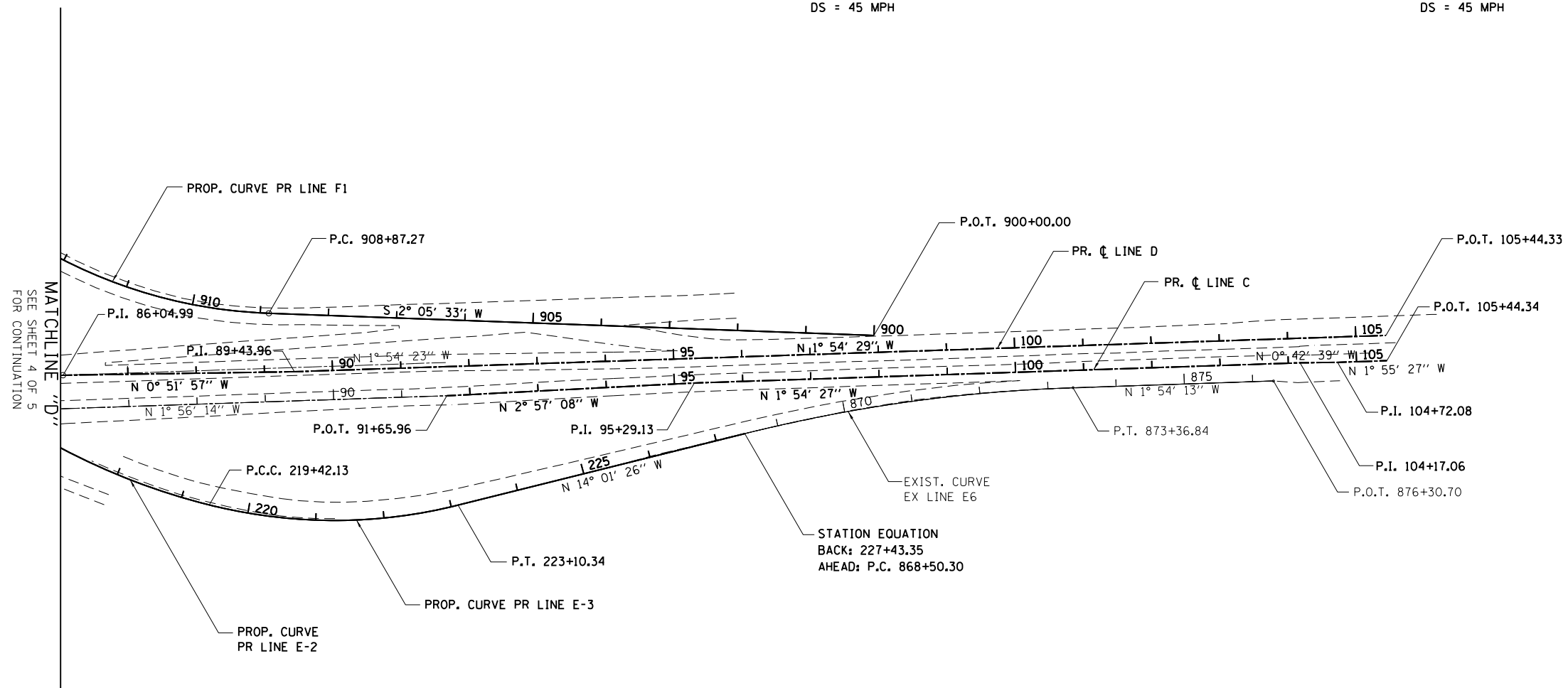
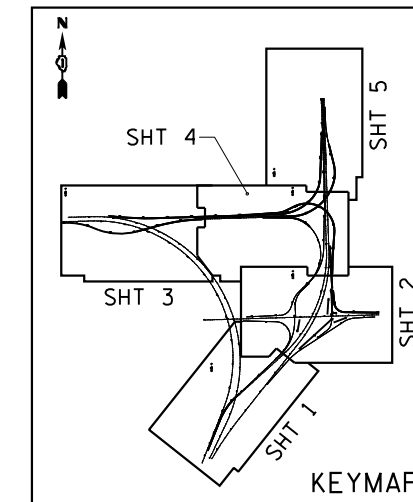
EXIST. CURVE EX.LINE.F4
 PI STA. = 954+43.14
 $\Delta = 46^\circ 08' 46''$ (LT)
 $D = 7^\circ 54' 10''$
 $R = 725.00'$
 $T = 308.84'$
 $L = 583.92'$
 $E = 63.04'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 P.C. STA. = 951+34.30
 P.T. STA. = 957+18.22
 DS = 45 MPH

PROP. CURVE PR.LINE.F1
 PI STA. = 911+65.47
 $N = 1,839,616.7069$
 $E = 1,188,473.2094$
 $\Delta = 42^\circ 11' 54''$ (RT)
 $D = 7^\circ 56' 48''$
 $R = 721.00'$
 $T = 278.20'$
 $L = 531.02'$
 $E = 51.81'$
 $e = 6.0\%$
 $T.R. = N/A$
 $S.E. \text{ RUN} = 118.05'$
 $S.R. \text{ STA } 908+28.25 \text{ TO } 909+46.30$
 $P.C. \text{ STA} = 908+87.27$
 $N = 1,839,894.7208$
 $E = 1,188,483.3676$
 $P.T. \text{ STA} = 914+18.29$
 $N = 1,839,417.5709$
 $E = 1,188,278.9425$
 DS = 45 MPH

EXIST. CURVE EX.LINE.E6
 PI STA. = 870+94.48
 $\Delta = 12^\circ 07' 13''$ (RT)
 $D = 2^\circ 29' 28''$
 $R = 2,300.00'$
 $T = 244.18'$
 $L = 486.54'$
 $E = 12.93'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 P.C. STA. = 868+50.30
 P.T. STA. = 873+36.84
 DS = 45 MPH

PROP. CURVE PR.LINE.E-2
 PI STA. = 215+44.60
 $N = 1,839,364.3149$
 $E = 1,188,652.8312$
 $\Delta = 50^\circ 17' 52''$ (LT)
 $D = 5^\circ 53' 10''$
 $R = 973.42'$
 $T = 457.00'$
 $L = 854.53'$
 $E = 101.94'$
 $e = 5.6\%$
 $T.R. = N/A$
 $S.E. \text{ RUN} = 5.92' \text{ \& } 11.84'$
 $P.C. \text{ STA} = 210+87.60$
 $N = 1,839,167.0120$
 $E = 1,188,240.6225$
 $P.T. \text{ STA} = 219+42.13$
 $N = 1,839,807.4945$
 $E = 1,188,764.3492$
 DS = 45 MPH

PROP. CURVE PR.LINE.E-3
 PI STA. = 221+30.03
 $N = 1,839,989.7147$
 $E = 1,188,810.2016$
 $\Delta = 28^\circ 08' 53''$ (LT)
 $D = 7^\circ 38' 40''$
 $R = 749.50'$
 $T = 187.90'$
 $L = 368.21'$
 $E = 23.19'$
 $e = 6.0\%$
 $T.R. = 59.20'$
 $S.E. \text{ RUN} = 177.60'$
 $S.R. \text{ STA } 222+51.14 \text{ TO } 224+87.94$
 $P.C. \text{ STA} = 219+42.13$
 $N = 1,839,807.4945$
 $E = 1,188,764.3492$
 $P.T. \text{ STA} = 223+10.34$
 $N = 1,840,172.0148$
 $E = 2,299,764.6683$
 DS = 45 MPH



NOTES:
 T.R. = TANGENT RUNOUT
 S.E. RUN = SUPERELEVATION RUNOFF
 S.A. (SUPERELEVATION OBTAINED) IS THE SUM OF T.R. AND S.E. RUN
 S.R. (SUPERELEVATION REMOVED) IS THE SUM OF T.R. AND S.E. RUN

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 Chicago, Illinois
 312.228.0100
 www.bbandainc.com



FILE NAME =	USER NAME = default	DESIGNED - JG	REVISED -
*FILEL\$		DRAWN - JG	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - OC	REVISED -
	PLOT DATE = 12/7/2012	DATE - 11/08/2012	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1"=100' SHEET NO. 5 OF 6 SHEETS STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2012-060-BR	COOK	285	31
CONTRACT NO. 60V61				
ILLINOIS FED. AID PROJECT				