



EX I-74 NB/WB										
POINT	CURVE NAME	STA	NORTHING	EASTING	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	EXTERNAL
POT		250+96.61	565,272.40	2,458,385.70'			108.27'			
PC		252+04.88	565,164.36	2,458,392.87'						
PI	N2	256+35.74	564,734.45	2,458,421.42'	36° 05' 52" LT	4° 20' 00"	430.86'	833.03'	1,322.21'	68.43'
PT		260+37.91	564,403.89	2,458,697.77'						
CC			565,251.96	2,459,712.18						

EX I-74 SB/EB										
POINT	CURVE NAME	STA	NORTHING	EASTING	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	EXTERNAL
POT		250+79.56	565,270.70	2,458,337.31'			3.61'			
PC		250+83.17	565,267.09	2,458,337.56'						
PI	S1	255+78.18	564,773.29	2,458,372.02'	35° 54' 09" LT	3° 45' 00"	495.01'	957.41'	1,527.89'	78.19'
PT		260+40.58	564,393.51	2,458,689.51'						
CC			565,373.46	2,459,861.74'						

EX I-74										
POINT	CURVE NAME	STA	NORTHING	EASTING	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	EXTERNAL
POT		260+38.36	564,399.72	2,458,692.79			890.56'			
PC		269+28.92	563,716.47	2,459,263.99						
PI	MLO74_IL_E-1	276+12.90	563,191.72	2,459,702.70	39° 24' 29" RT	3° 00' 00"	683.98'	1,313.60'	1,909.86'	118.78'
PT		282+42.52	562,507.77	2,459,708.52						
CC			562,491.49	2,457,798.73			899.61'			
PC		291+42.13	561,608.19	2,459,716.19						
PI	MLO74_IL_E-2	295+29.62	561,220.71	2,459,719.49	19° 11' 35" LT	2° 30' 00"	387.49'	767.72'	2,291.83'	32.53'
PT		299+09.85	560,855.86	2,459,850.00						
CC			561,627.72	2,462,007.94			626.69'			
PC		305+36.55	560,265.79	2,460,061.11						
PI	MLO74_IL_E-3	308+21.39	559,997.58	2,460,157.00	14° 10' 10" RT	2° 30' 00"	284.84'	566.78'	2,291.83'	17.63'
PT		311+03.32	559,714.05	2,460,184.31						
CC			559,494.26	2,457,903.05						

POT = POINT ON TANGENT  
 PC = POINT OF CURVATURE  
 PI = POINT OF INTERSECTION OF HORIZONTAL CURVE  
 PT = POINT OF TANGENCY  
 CC = CENTER OF CURVE  
 PCC = POINT OF COMPOUND CURVATURE

EXISTING RAMPS											
POINT	CURVE NAME	STA	NORTHING	EASTING	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	EXTERNAL	
EX RIVER DRIVE TO I-74 NB/WB ENTRANCE RAMP (3-N)											
POT		351+03.38	565,274.02	2,458,408.89			84.34'				
PC		351+87.72	565,189.91	2,458,415.15							
PI	3A	356+94.23	564,684.80	2,458,452.75	43° 23' 10" LT	4° 30' 00"	506.51'	964.14'	1,273.24'	97.05'	
PCC		361+51.86	564,343.54	2,458,827.04							
CC			565,284.42	2,459,684.88							
PCC		361+51.86	564,343.54	2,458,827.04							
PI	3B	362+17.56	564,299.28	2,458,875.59	11° 47' 02" LT	9° 00' 00"	65.70'	130.93'	636.62'	3.38'	
PCC		362+82.79	564,265.86	2,458,932.15							
CC			564,813.98	2,459,255.96							
PCC		362+82.79	564,265.86	2,458,932.15							
PI	3C	363+89.38	564,211.65	2,459,023.92	44° 30' 52" LT	22° 00' 00"	106.59'	202.34'	260.44'	20.97'	
PCC		364+85.13	564,237.33	2,459,127.36							
CC			564,490.09	2,459,064.62							
PCC		364+85.13	564,237.33	2,459,127.36							
PI	3F	365+37.29	564,249.90	2,459,177.99	13° 29' 57" LT	13° 00' 00"	52.16'	103.84'	440.74'	3.08'	
PCC		365+88.97	564,273.93	2,459,224.28							
CC			564,665.08	2,459,021.18							
PCC		365+88.97	564,273.93	2,459,224.28							
PI	3G	367+17.74	564,333.27	2,459,338.56	12° 49' 22" LT	5° 00' 00"	128.76'	256.45'	1,145.92'	7.21'	
PCC		368+45.43	564,416.49	2,459,436.82							
CC			565,290.92	2,458,696.21							
PCC		368+45.43	564,416.49	2,459,436.82							
PI	3V	369+43.27	564,479.72	2,459,511.48	66° 13' 47" LT	38° 11' 50"	97.84'	173.39'	150.00'	29.09'	
PT		370+18.82	564,573.54	2,459,483.70							
CC			564,530.95	2,459,339.87							
POT		371+27.40	564,677.65	2,459,452.87			108.58'				
EX I-74 SB/EB TO RIVER DRIVE EXIT RAMP (N-3)											
PC		150+84.57	565,269.03	2,458,313.37							
PI	3K	154+40.00	564,913.67	2,458,320.71	24° 30' 00" LT	3° 30' 00"	355.43'	700.00'	1,637.02'	38.14'	
PCC		157+84.57	564,593.36	2,458,474.76							
CC			565,302.87	2,459,950.04							
PCC		157+84.57	564,593.36	2,458,474.76							
PI	3L	159+44.99	564,448.79	2,458,544.29	14° 21' 44" LT	4° 30' 00"	160.42'	319.16'	1,273.24'	10.07'	
PCC		161+03.73	564,325.98	2,458,647.51							
CC			565,145.20	2,459,622.20							
PCC		161+03.73	564,325.98	2,458,647.51							
PI	3M	161+81.81	564,266.21	2,458,697.75	12° 26' 37" LT	8° 00' 00"	78.08'	155.55'	716.20'	4.24'	
PCC		162+59.28	564,218.67	2,458,759.68							
CC			564,786.79	2,459,195.77							
PCC		162+59.28	564,218.67	2,458,759.68							
PI	3N	164+38.27	564,109.68	2,458,901.67	53° 06' 57" LT	16° 00' 00"	178.99'	331.97'	358.10'	42.24'	
PCC		165+91.25	564,157.83	2,459,074.06							
CC			564,502.73	2,458,977.73							
PCC		165+91.25	564,157.83	2,459,074.06							
PI	3O	166+69.06	564,178.76	2,459,149.00	12° 14' 07" LT	7° 53' 34"	77.80'	155.02'	725.92'	4.16'	
PT		167+46.27	564,215.10	2,459,217.80							
CC			564,856.99	2,458,878.78							
PC		170+50.02	564,357.93	2,459,485.87							
PI	3T	170+91.02	564,377.18	2,459,522.07	16° 17' 18" LT	20° 00' 00"	41.00'	81.44'	286.48'	2.92'	
PCC		171+31.46	564,405.81	2,459,551.41							
CC			564,610.86	2,459,351.35							
PCC		171+31.46	564,405.81	2,459,551.41							
PI	3U	172+45.40	564,485.38	2,459,632.96	72° 17' 08" LT	36° 43' 41"	113.94'	196.81'	156.00'	37.18'	
PT		173+28.27	564,587.27	2,459,581.98							
CC			564,517.47	2,459,442.47							
POT		174+68.92	564,713.05	2,459,519.05			140.65'				

LAYOUT	CBP	1/18/2013
DRAWN	CBP	1/18/2013
REVIEWED	AAP	2/4/2013

FILE NAME =	D2PACKE-HP5-sht-ATB001M.dgn	USER NAME =	pisar@1256	DESIGNED -	CBP	REVISED -	
				DRAWN -	CBP	REVISED -	
		PLOT SCALE =		CHECKED -	AAP	REVISED -	
		PLOT DATE =	03/05/2014	DATE -	3/7/2014	REVISED -	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS  
 EXISTING MAINLINE & RAMP  
 ALIGNMENT DATA

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5756	(81-1)M	ROCK ISLAND	217	35
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64J68	

ALT-02