

EXIST. CURVE EX_RAMP_R2
 PI STA. = 619+66.20
 $\Delta = 89^\circ 54' 07''$ (RT)
 D = 6' 59" 14"
 R = 820.00'
 T = 818.60'
 L = 1,286.65'
 E = 338.66'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 611+47.60
 N: 1,838,865.2213
 E: 1,188,265.1993
 P.T. STA. = 624+34.25
 N: 1,837,706.7661
 E: 1,188,243.2967
 DS = 45 MPH

EXIST. CURVE EX_RAMP_R3
 PI STA. = 628+27.29
 $\Delta = 26^\circ 59' 51''$ (LT)
 D = 13' 01" 18"
 R = 440.00'
 T = 105.62'
 L = 207.32'
 E = 12.50'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 627+21.67
 N: 1,837,507.2288
 E: 1,188,036.4235
 P.T. STA. = 629+28.99
 N: 1,837,334.0541
 E: 1,187,925.9485
 DS = 25 MPH

EXIST. CURVE EX_RAMP_R4
 PI STA. = 632+51.28
 $\Delta = 68^\circ 06' 29''$ (RT)
 D = 24' 22" 52"
 R = 235.00'
 T = 158.83'
 L = 279.35'
 E = 48.64'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 630+92.45
 N: 1,837,179.5420
 E: 1,187,872.6348
 P.T. STA. = 633+71.80
 N: 1,837,021.4847
 E: 1,187,662.1929
 DS = 25 MPH

EXIST. CURVE EX_RAMP_D11
 PI STA. = 318+66.47
 $\Delta = 47^\circ 57' 10''$ (LT)
 D = 13' 19" 29"
 R = 430.00'
 T = 191.24'
 L = 359.88'
 E = 40.61'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 316+75.23
 N: 1,837,529.1867
 E: 1,188,094.1476
 P.T. STA. = 320+35.11
 N: 1,837,205.2960
 E: 1,187,962.9076
 DS = 20 MPH

EXIST. CURVE EX_RAMP_D1
 PI STA. = 310+75.70
 $\Delta = 44^\circ 55' 02''$ (RT)
 D = 5' 40" 22"
 R = 1,010.00'
 T = 417.50'
 L = 791.80'
 E = 82.89'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 306+58.20
 N: 1,838,404.3308
 E: 1,188,553.7867
 P.T. STA. = 314+50.00
 N: 1,837,697.0651
 E: 1,188,245.1509
 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

MATCHLINE "B"
 SEE SHEET 4 OF 5
 FOR CONTINUATION

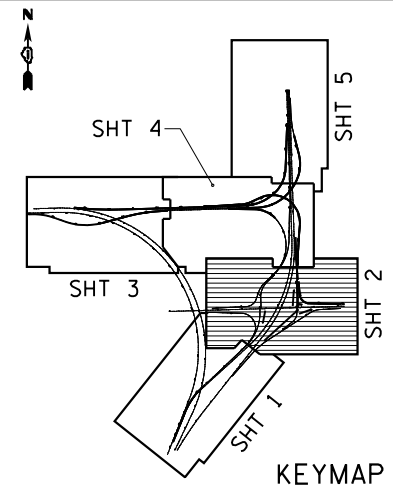
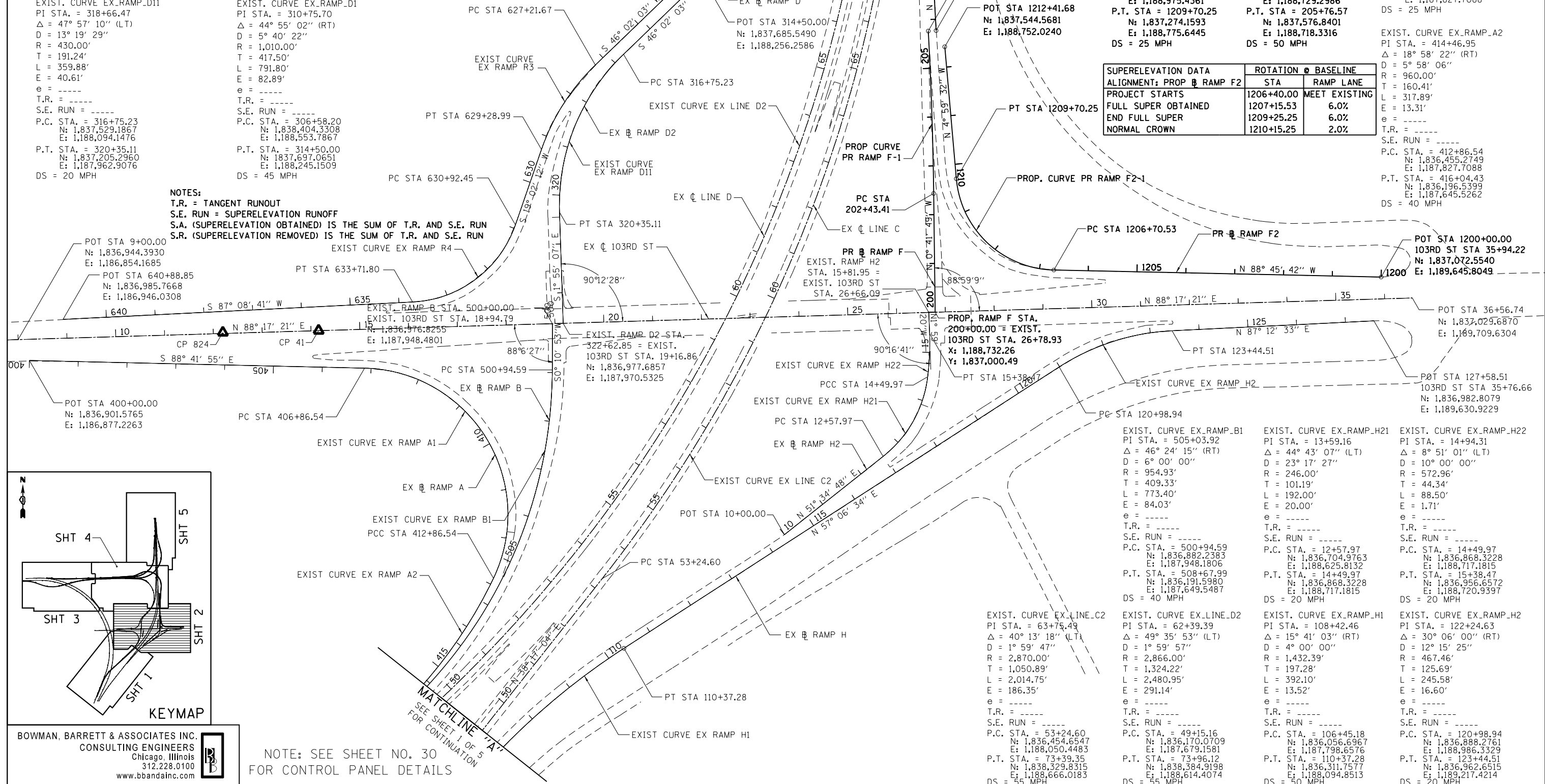
PROP. CURVE PR_RAMP_F2-1
 PI STA. = 1208+54.36
 N: 1,837,091.0196
 E: 1,188,791.6419
 $\Delta = 83^\circ 46' 10''$ (RT)
 D = 27' 56" 57"
 R = 205.00'
 T = 183.84'
 L = 299.72'
 E = 70.36'
 e = 6.0%
 T.R. = N/A
 S.E. RUN = 45.76'
 P.C. STA. = 1206+70.53
 N: 1,837,097.0463
 E: 1,188,975.4361
 P.T. STA. = 1209+70.25
 N: 1,837,274.1593
 E: 1,188,775.6445
 DS = 25 MPH

PROP. CURVE PR_RAMP_F-1
 PI STA. = 204+10.01
 N: 1,837,410.4754
 E: 1,188,727.2722
 $\Delta = 2^\circ 23' 10''$ (LT)
 D = 0' 42" 58"
 R = 8,000.00'
 T = 166.61'
 L = 333.16'
 E = 1.73'
 e = N.C.
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 202+43.41
 N: 1,837,243.8818
 E: 1,188,729.2986
 P.T. STA. = 205+76.57
 N: 1,837,576.8401
 E: 1,188,718.3316
 DS = 50 MPH

EXIST. CURVE EX_RAMP_A1
 PI STA. = 411+52.65
 $\Delta = 114^\circ 21' 46''$ (RT)
 D = 19' 03" 38"
 R = 300.60'
 T = 466.11'
 L = 600.00'
 E = 254.03'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 406+86.54
 N: 1,836,885.9856
 E: 1,187,563.5899
 P.T. STA. = 412+86.54
 N: 1,836,455.2749
 E: 1,187,827.7088
 DS = 25 MPH

EXIST. CURVE EX_RAMP_A2
 PI STA. = 414+46.95
 $\Delta = 18^\circ 58' 22''$ (RT)
 D = 5' 58" 06"
 R = 960.00'
 T = 160.41'
 L = 317.89'
 E = 13.31'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 412+86.54
 N: 1,836,455.2749
 E: 1,187,827.7088
 P.T. STA. = 416+04.43
 N: 1,836,196.5399
 E: 1,187,645.5262
 DS = 40 MPH

SUPERELEVATION DATA	ROTATION @ BASELINE	
	STA	RAMP LANE
ALIGNMENT: PROP R RAMP F2		
PROJECT STARTS	1206+40.00	MEET EXISTING
FULL SUPER OBTAINED	1207+15.53	6.0%
END FULL SUPER	1209+25.25	6.0%
NORMAL CROWN	1210+15.25	2.0%



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NOTE: SEE SHEET NO. 30
 FOR CONTROL PANEL DETAILS

FILE NAME =	USER NAME = default	DESIGNED - JG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES, AND BENCHMARKS				SCALE: 1"=100'	SHEET NO. 2 OF 6 SHEETS	STA. N/A TO STA. N/A	ILLINOIS FED. AID PROJECT	
#FILE#		DRAWN - JG	REVISED -		94	2012-059-BR	COOK	631					39
PLOT SCALE = #SCALE#		CHECKED - OC	REVISED -		CONTRACT NO. 60J12								
PLOT DATE = 3/29/2013		DATE - 03/29/2013	REVISED -										