



CURVE DATA
(Ramp EN)

PROP. CURVE P-CIR-EN-2
 PI STA. = 1624+72.31
 $\Delta = 158^\circ 53' 11''$ (LT)
 $D = 16^\circ 51' 06''$
 $R = 340.00'$
 $T = 1,824.37'$
 $L = 942.85'$
 $E = 1,515.78'$
 $e = 5.60'$
 T.R. = 36' (REM)
 S.E. RUN = 102'
 P.C. STA. = 1606+47.94
 P.T. STA. = 1615+90.79
 DS = 30

CURVE DATA
(Ramp SE)

PROP. CURVE P-CIR-SE-2
 PI STA. = 1415+83.08
 $\Delta = 157^\circ 44' 18''$ (LT)
 $D = 24^\circ 48' 12''$
 $R = 231.00'$
 $T = 1,174.08'$
 $L = 635.96'$
 $E = 965.59'$
 $e = 5.60'$
 T.R. = NA
 S.E. RUN = 128'
 P.C. STA. = 1404+09.00
 P.T. STA. = 1410+44.95
 DS = 25

CURVE DATA
(F.A.I. Rte. SB 90/94)

PROP. CURVE P-CIR-SE-3
 PI STA. = 1412+44.91
 $\Delta = 24^\circ 25' 53''$ (RT)
 $D = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 54.12'$
 $L = 106.60'$
 $E = 5.79'$
 $e = 5.40'$
 T.R. = NA
 S.E. RUN = 123'(ATN), 78'(REM)
 P.C. STA. = 1411+90.79
 P.T. STA. = 1412+97.39
 DS = 25

CURVE DATA
(F.A.I. Rte. WB 290)

PROP. CURVE P-KDR-SB-3
 PI STA. = 6224+30.06
 $\Delta = 11^\circ 28' 39''$ (RT)
 $D = 2^\circ 41' 06''$
 $R = 2,134.00'$
 $T = 214.46'$
 $L = 427.48'$
 $E = 10.75'$
 $e = 4.20'$
 T.R. = NA
 S.E. RUN = 203'
 P.C. STA. = 6222+15.60
 P.T. STA. = 6226+43.08
 DS = 50

CURVE DATA
(Ramp WS)

PROP. CURVE P-CON-WB-2
 PI STA. = 5218+24.26
 $\Delta = 8^\circ 42' 22''$ (LT)
 $D = 3^\circ 29' 14''$
 $R = 1,643.00'$
 $T = 125.07'$
 $L = 249.65'$
 $E = 4.75'$
 $e = 4.40'$
 T.R. = NA
 S.E. RUN = 80'(ATN), 97'(REM-LN3)
 P.C. STA. = 5216+99.19
 P.T. STA. = 5219+48.84
 DS = 45

CURVE DATA
(SB Bypass)

PROP. CURVE P-CIR-WS-2
 PI STA. = 1222+12.72
 $\Delta = 135^\circ 15' 55''$ (LT)
 $D = 19^\circ 21' 24''$
 $R = 296.00'$
 $T = 719.31'$
 $L = 698.80'$
 $E = 481.83'$
 $e = 5.00'$
 T.R. = 46' (REM)
 S.E. RUN = 69'(ATN), 114'(REM)
 P.C. STA. = 1214+93.41
 P.T. STA. = 1221+92.21
 DS = 25

CURVE DATA
(Ramp SW)

PROP. CURVE P-TAY-SX-2
 PI STA. = 6408+06.27
 $\Delta = 65^\circ 55' 10''$ (LT)
 $D = 17^\circ 28' 06''$
 $R = 328.00'$
 $T = 212.68'$
 $L = 377.37'$
 $E = 62.92'$
 $e = 5.00'$
 T.R. = 46' (REM)
 S.E. RUN = 108'(ATN), 114'(REM)
 P.C. STA. = 6405+93.59
 P.T. STA. = 6409+70.96
 DS = 25

CURVE DATA
(Ramp NE)

PROP. CURVE P-CIR-SW-3
 PI STA. = 1322+16.98
 $\Delta = 83^\circ 35' 08''$ (RT)
 $D = 10^\circ 03' 07''$
 $R = 570.00'$
 $T = 509.51'$
 $L = 831.54'$
 $E = 194.53'$
 $e = 5.40'$
 T.R. = NA
 S.E. RUN = 88'(ATN), 101'(REM)
 P.C. STA. = 1317+07.47
 P.T. STA. = 1325+39.01
 DS = 35

CURVE DATA
(Ramp NE)

PROP. CURVE P-CIR-NE-1
 PI STA. = 1706+01.77
 $\Delta = 86^\circ 38' 23''$ (RT)
 $D = 16^\circ 22' 13''$
 $R = 350.00'$
 $T = 330.05'$
 $L = 529.25'$
 $E = 131.08'$
 $e = 5.60'$
 T.R. = 48' (ATN)
 S.E. RUN = 136'(ATN), 87'(REM)
 P.C. STA. = 1702+71.71
 P.T. STA. = 1708+00.97
 DS = 30



USER NAME = floresg	DESIGNED - ATB	REVISED
PLOT SCALE = N.T.S.	CHECKED - DD	REVISED
PLOT DATE = 5/7/2014	DRAWN - MRK	REVISED
	CHECKED - DD	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES & CURVE DATA
STRUCTURE NO. 016-1705
SHEET NO. S-6 OF S-165 SHEETS

F.A.I. RTE. 90/94/290	SECTION 2013-010R	COUNTY COOK	TOTAL SHEETS 747	SHEET NO. 322
CONTRACT NO.			ILLINOIS FED. AID PROJECT	

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