



EX CURVE RAMP-F-1
 PI STA = 22+44.70
 $\Delta = 37^\circ 22' 16''$ (RT)
 $D = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 645.91'$
 $L = 1,245.70'$
 $E = 106.27'$
 $e = 3.5\%$
 PC STA = 15+98.79
 PCC STA = 28+44.49

EX CURVE RAMP-F-2
 PI STA = 30+28.04
 $\Delta = 36^\circ 54' 40''$ (RT)
 $D = 10^\circ 25' 03''$
 $R = 550.00'$
 $T = 183.55'$
 $L = 354.32'$
 $E = 29.82'$
 $e = 6\%$ (SEE S.N. 016-0486)
 PCC STA = 28+44.49
 PT STA = 31+98.81

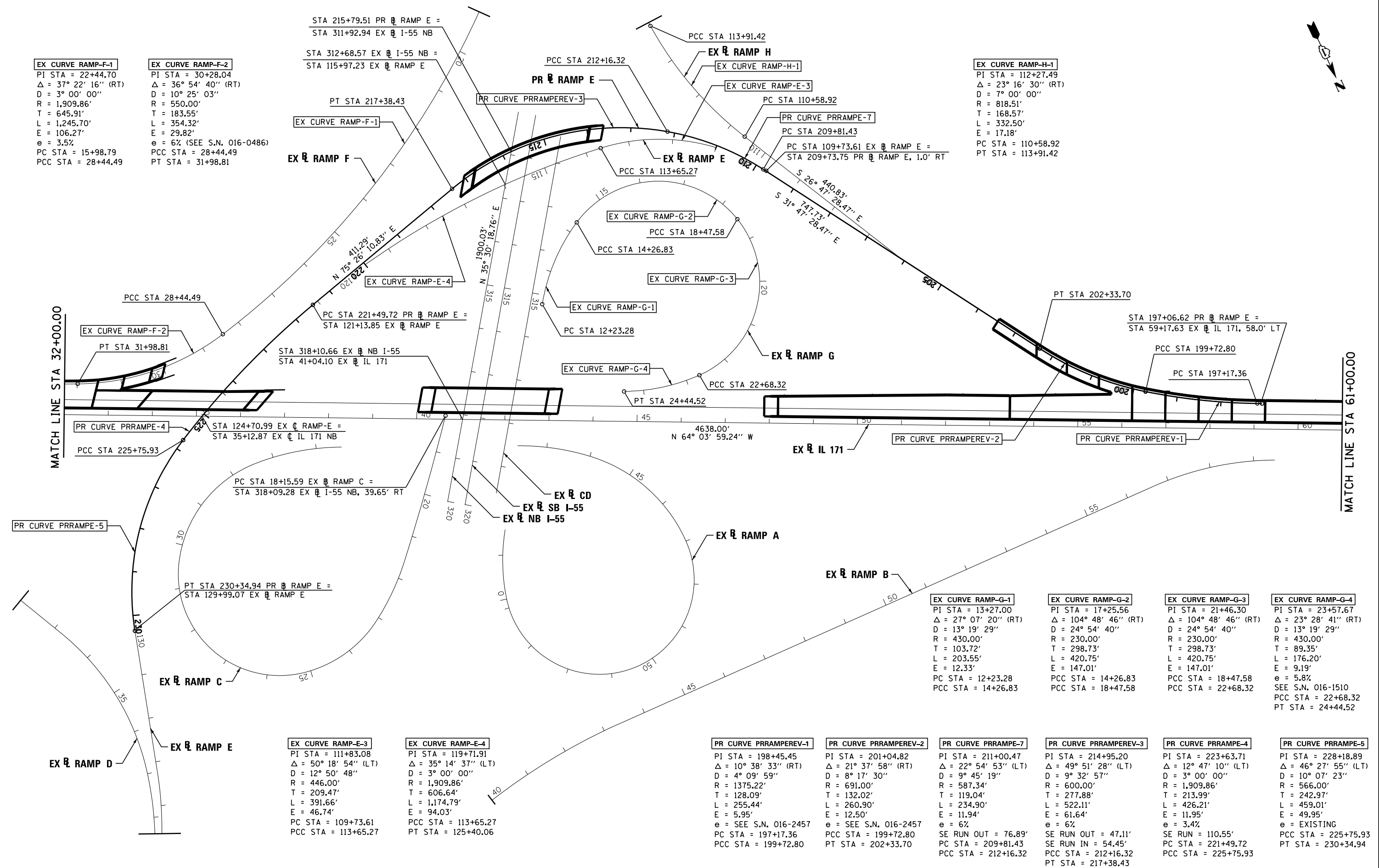
STA 215+79.51 PR \mathbb{B} RAMP E =
 STA 311+92.94 EX \mathbb{B} I-55 NB

STA 312+68.57 EX \mathbb{B} I-55 NB =
 STA 115+97.23 EX \mathbb{B} RAMP E

EX CURVE RAMP-H-1
 PI STA = 112+27.49
 $\Delta = 23^\circ 16' 30''$ (RT)
 $D = 7^\circ 00' 00''$
 $R = 818.51'$
 $T = 168.57'$
 $L = 332.50'$
 $E = 17.18'$
 PC STA = 110+58.92
 PT STA = 113+91.42

MATCH LINE STA 32+00.00

MATCH LINE STA 61+00.00



EX CURVE RAMP-E-3
 PI STA = 111+83.08
 $\Delta = 50^\circ 18' 54''$ (LT)
 $D = 12^\circ 50' 48''$
 $R = 446.00'$
 $T = 209.47'$
 $L = 391.66'$
 $E = 46.74'$
 PC STA = 109+73.61
 PCC STA = 113+65.27

EX CURVE RAMP-E-4
 PI STA = 119+71.91
 $\Delta = 35^\circ 14' 37''$ (LT)
 $D = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 606.64'$
 $L = 1,174.79'$
 $E = 94.03'$
 PCC STA = 113+65.27
 PT STA = 125+40.06

PR CURVE PRRAMPEV-1
 PI STA = 198+45.45
 $\Delta = 10^\circ 38' 33''$ (RT)
 $D = 4^\circ 09' 59''$
 $R = 1,375.22'$
 $T = 128.09'$
 $L = 255.44'$
 $E = 5.95'$
 $e = \text{SEE S.N. 016-2457}$
 PC STA = 197+17.36
 PCC STA = 199+72.80

PR CURVE PRRAMPEV-2
 PI STA = 201+04.82
 $\Delta = 21^\circ 37' 58''$ (RT)
 $D = 8^\circ 17' 30''$
 $R = 691.00'$
 $T = 132.02'$
 $L = 260.90'$
 $E = 12.50'$
 $e = \text{SEE S.N. 016-2457}$
 PCC STA = 199+72.80
 PT STA = 202+33.70

PR CURVE PRRAMPE-7
 PI STA = 211+00.47
 $\Delta = 22^\circ 54' 53''$ (LT)
 $D = 9^\circ 45' 19''$
 $R = 691.00'$
 $T = 119.04'$
 $L = 234.90'$
 $E = 11.94'$
 $e = 6\%$
 SE RUN OUT = 76.89'
 PC STA = 209+81.43
 PCC STA = 212+16.32

PR CURVE PRRAMPEV-3
 PI STA = 214+95.20
 $\Delta = 49^\circ 51' 28''$ (LT)
 $D = 9^\circ 32' 57''$
 $R = 600.00'$
 $T = 277.88'$
 $L = 522.11'$
 $E = 61.64'$
 $e = 6\%$
 SE RUN OUT = 47.11'
 SE RUN IN = 54.45'
 PC STA = 221+49.72
 PCC STA = 212+16.32
 PT STA = 217+38.43

PR CURVE PRRAMPE-4
 PI STA = 223+63.71
 $\Delta = 12^\circ 47' 10''$ (LT)
 $D = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 213.99'$
 $L = 426.21'$
 $E = 11.95'$
 $e = 3.4\%$
 SE RUN = 110.55'
 PC STA = 221+49.72
 PCC STA = 225+75.93

PR CURVE PRRAMPE-5
 PI STA = 228+18.89
 $\Delta = 46^\circ 27' 55''$ (LT)
 $D = 10^\circ 07' 23''$
 $R = 566.00'$
 $T = 242.97'$
 $L = 459.01'$
 $E = 49.95'$
 $e = \text{EXISTING}$
 PCC STA = 225+75.93
 PT STA = 230+34.94

FILE NAME =	DESIGNED - AAA	REVISED -	 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT PLAN		F.A.P. R/E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\D160J16-sht-align-03.dgn	DRAWN - TMB	REVISED -		372/373	2013-038B-R	COOK	821	32		
USER NAME = tblank	CHECKED - JMM	REVISED -		SCALE: SHEET 2 OF 6 SHEETS STA. TO STA.		CONTRACT NO. 60J16		ILLINOIS FED. AID PROJECT		
PLOT DATE = 6/23/2014	DATE - 6/23/2014	REVISED -								