



EXIST. CURVE NEOGAA-1
 PI STA. = 7+05.10
 $\Delta = 33^\circ 48' 17''$ (RT)
 D = 8° 18' 00"
 R = 690.31'
 T = 209.76'
 L = 407.28'
 E = 31.17'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 4+95.34
 P.T. STA. = 9+02.62

STA. 44+85 C.U.S. 45 =
 STA. 0+00 RAMP "A"
 STA. 19+00.18 RAMP "B"

EXIST. CURVE NEOGAB-2
 PI STA. = 15+30.84
 $\Delta = 43^\circ 45' 31''$ (LT)
 D = 12° 50' 00"
 R = 446.46'
 T = 179.29'
 L = 340.98'
 E = 34.65'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 13+51.55
 P.T. STA. = 16+92.53

STATIONING				
FROM	TO	DIRECTION	SIDE	LENGTH (FEET)
111+56	117+63	SB	DL	607
111+90	118+03	NB	DL	613
115+48	117+90	NB	PL	242
SHEET TOTAL:				1462

EXIST. CURVE NEOGAB-1
 PI STA. = 8+85.25
 $\Delta = 35^\circ 46' 58''$ (RT)
 D = 8° 18' 00"
 R = 690.31'
 T = 222.85'
 L = 431.12'
 E = 35.08'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 6+62.40
 P.T. STA. = 10+93.52

STA. 134+56.23 F.A.I. 57=
 STA. 0+00 RAMP "B"

EXIST. CURVE NEOGAD-1
 PI STA. = 7+04.01
 $\Delta = 33^\circ 51' 51''$ (RT)
 D = 8° 18' 00"
 R = 690.31'
 T = 210.16'
 L = 408.00'
 E = 31.28'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 4+93.85
 P.T. STA. = 9+01.85

EXIST. CURVE NEOGAC-1
 PI STA. = 8+85.27
 $\Delta = 35^\circ 47' 00''$ (RT)
 D = 8° 18' 00"
 R = 690.31'
 T = 222.85'
 L = 431.12'
 E = 35.08'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 6+62.41
 P.T. STA. = 10+93.54

EXIST. CURVE NEOGAC-2
 PI STA. = 15+30.83
 $\Delta = 43^\circ 45' 50''$ (LT)
 D = 12° 50' 00"
 R = 446.46'
 T = 179.31'
 L = 341.02'
 E = 34.66'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 13+51.52
 P.T. STA. = 16+92.53

STA. 55+15 C.U.S. 45 =
 STA. 19+01.21 RAMP "C"
 STA. 0+00 RAMP "D"

SEE BUTT JOINT
 DETAIL, MAINLINE

GUARDRAIL SCHEDULE

STATIONING		DIRECTION	SIDE	LENGTH (FEET)	STEEL PLATE BEAM GUARDRAIL TYPE A, 9 FOOT POSTS (FEET)	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6A (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 (EACH)	GUARDRAIL MARKER, TYPE A (EACH)	TERMINAL MARKER - DIRECT APPLIED (EACH)
FROM	TO									
111+44.25	117+63.00	SB	DL	618.75	525	1	1	1	8	1
111+84.25	118+03.00	NB	DL	618.75	562.5	1	1		5	1
114+21.25	117+90.00	NB	PL	368.75	275	1	1		9	1
SHEET TOTALS:					1362.5	2	3	1	22	3

FILE NAME =	USER NAME = teasleyck	DESIGNED -	REVISED -
ca:\pw_work\pvidot\teasleyck\d0264695\107	4467.sht.pln.dgn	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1in.		CHECKED -	REVISED -
PLOT DATE = 9/29/2011		DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN SHEET			
STA 105+00 TO STA 135+00			
SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	

F.A.I. RTE. 57	SECTION 87-IRS-1	COUNTY *	TOTAL SHEETS 32	SHEET NO. 25
CONTRACT NO. 74467			ILLINOIS FED. AID PROJECT	