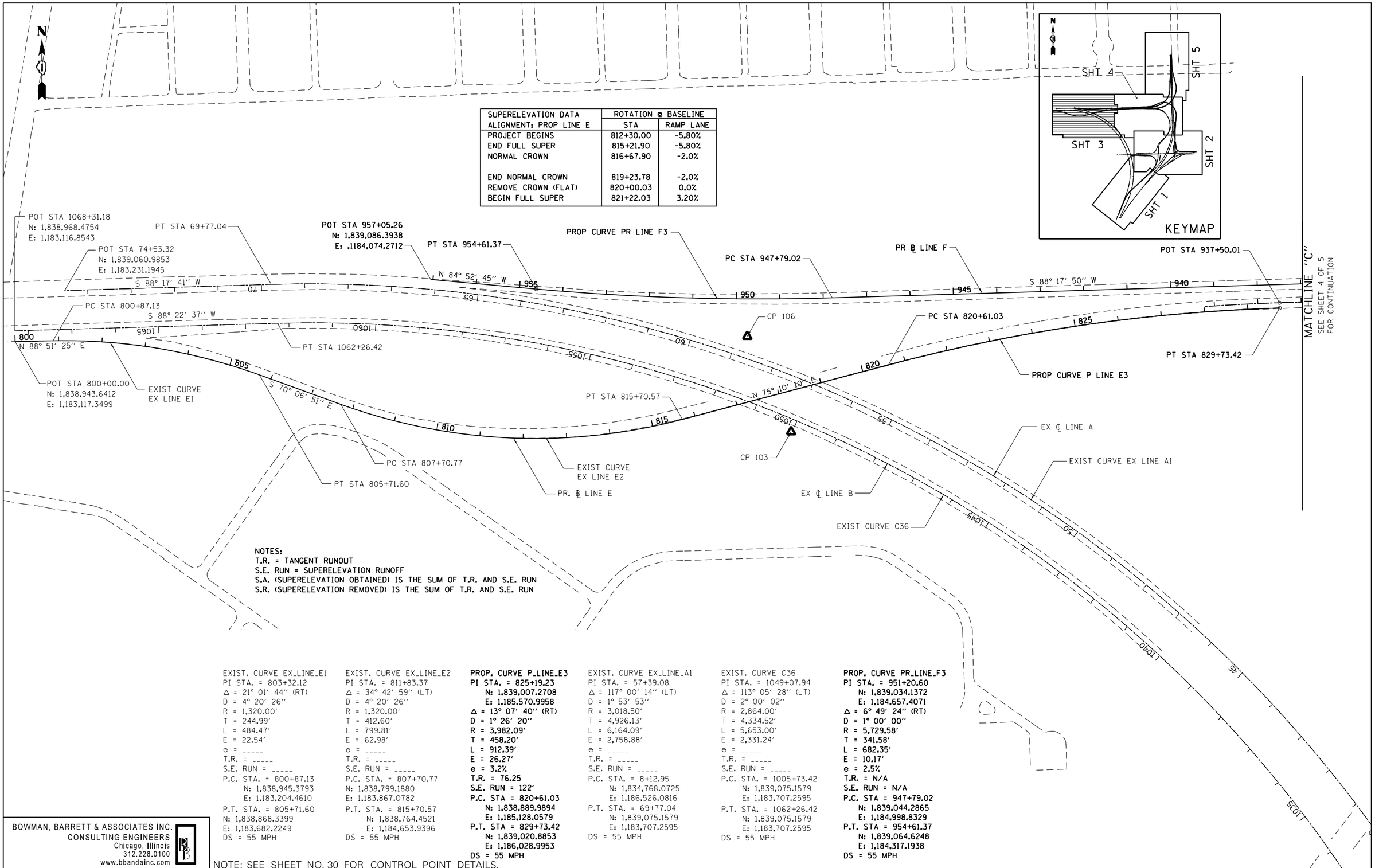
SUPERELEVATION DATA	ROTATION @ BASELINE	
ALIGNMENT: PROP LINE E	STA	RAMP LANE
PROJECT BEGINS	812+30.00	-5.80%
END FULL SUPER	815+21.90	-5.80%
NORMAL CROWN	816+67.90	-2.0%
END NORMAL CROWN	819+23.78	-2.0%
REMOVE CROWN (FLAT)	820+00.03	0.0%
BEGIN FULL SUPER	821+22.03	3.20%



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

EXIST. CURVE EX_LINE_E1
PI STA. = 803+32.12
Δ = 21° 01′ 44″ (RT)
D = 4° 20′ 26″
R = 1,320.00′
T = 244.99′
L = 484.47′
E = 22.54′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 800+87.13
N: 1,838,945.3793
E: 1,183,204.4610
P.T. STA. = 805+71.60
N: 1,838,868.3399
E: 1,183,682.2249
DS = 55 MPH

EXIST. CURVE EX_LINE_E2
PI STA. = 811+83.37
Δ = 34° 42′ 59″ (LT)
D = 4° 20′ 26″
R = 1,320.00′
T = 412.60′
L = 799.81′
E = 62.98′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 807+70.77
N: 1,838,799.1880
E: 1,183,867.0782
P.T. STA. = 815+70.57
N: 1,838,764.4521
E: 1,184,653.9396
DS = 55 MPH

PROP. CURVE P_LINE_E3
PI STA. = 825+19.23
N: 1,839,007.2708
E: 1,185,570.9958
Δ = 13° 07′ 40″ (RT)
D = 1° 26′ 20″
R = 3,982.09′
T = 458.20′
L = 912.39′
E = 26.27′
e = 3.2%
T.R. = 76.25
S.E. RUN = 122′
P.C. STA = 820+61.03
N: 1,838,889.9894
E: 1,185,128.0579
P.T. STA = 829+73.42
N: 1,839,020.8853
E: 1,186,028.9953
DS = 55 MPH

EXIST. CURVE EX_LINE_A1
PI STA. = 57+39.08
Δ = 117° 00′ 14″ (LT)
D = 1° 53′ 53″
R = 3,018.50′
T = 4,926.13′
L = 6,164.09′
E = 2,758.88′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 8+12.95
N: 1,834,768.0725
E: 1,186,526.0816
P.T. STA. = 69+77.04
N: 1,839,075.1579
E: 1,183,707.2595
DS = 55 MPH

EXIST. CURVE C36
PI STA. = 1049+07.94
Δ = 113° 05′ 28″ (LT)
D = 2° 00′ 02″
R = 2,864.00′
T = 4,334.52′
L = 5,653.00′
E = 2,331.24′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 1005+73.42
N: 1,839,075.1579
E: 1,183,707.2595
P.T. STA. = 1062+26.42
N: 1,839,075.1579
E: 1,183,707.2595
DS = 55 MPH

PROP. CURVE PR_LINE_F3
PI STA. = 951+20.60
N: 1,839,034.1372
E: 1,184,657.4071
Δ = 6° 49′ 24″ (RT)
D = 1° 00′ 00″
R = 5,729.58′
T = 341.58′
L = 682.35′
E = 10.17′
e = 2.5%
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 947+79.02
N: 1,839,044.2865
E: 1,184,998.8329
P.T. STA = 954+61.37
N: 1,839,064.6248
E: 1,184,317.1938
DS = 55 MPH

NOTE: SEE SHEET NO. 30 FOR CONTROL POINT DETAILS.

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
Chicago, Illinois
312.228.0100
www.bbandainc.com

FILE NAME = $FILEL$	USER NAME = default	DESIGNED - JG	REVISED -
		DRAWN - JG	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - OC	REVISED -
	PLOT DATE = 3/29/2013	DATE - 03/29/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1"=100′ | SHEET NO. 3 OF 6 SHEETS | STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2012-059-BR	COOK	631	40

CONTRACT NO. 60J12
ILLINOIS FED. AID PROJECT

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