

PROPOSED CURVE DATA

PROPOSED RAMP NW

PR CURVE P-CIR-NW028-1
 PI STA. = 1795+76.56
 $\Delta = 4^{\circ} 00' 00''$ (RT)
 D = 1° 05' 00"
 R = 5,288.86'
 T = 184.69'
 L = 369.23'
 E = 3.22'
 e = N/A
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 1793+91.87
 P.T. STA = 1797+61.11

PR CURVE P-CIR-NW028-2
 PI STA. = 1800+89.63
 $\Delta = 8^{\circ} 27' 34''$ (LT)
 D = 3° 00' 00"
 R = 1,909.87'
 T = 141.25'
 L = 281.98'
 E = 5.22'
 e = N/A
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 1799+48.38
 P.T. STA = 1802+30.36

PR CURVE P-CIR-NW028-3
 PI STA. = 1804+71.10
 $\Delta = 2^{\circ} 17' 49''$ (RT)
 D = 0° 59' 09"
 R = 5,812.00'
 T = 116.52'
 L = 233.01'
 E = 1.17'
 e = RC = 2.00%
 T.R. ATTAINMENT = 42'
 S.E. RUN ATTAINMENT = 48'
 S.E. RUN REMOVAL = N/A
 P.C. STA = 1803+54.58
 P.T. STA = 1805+87.59

PR CURVE P-CIR-NW-2
 PI STA = 1808+18.54
 $\Delta = 3^{\circ} 29' 21''$ (RT)
 D = 1° 13' 27"
 R = 4,680.00'
 T = 142.54'
 L = 285.00'
 E = 2.17'
 e = 2.40%
 T.R. = N/A
 S.E. RUN ATTAINMENT = 13.00'
 S.E. RUN REMOVAL = 79.00'
 P.C. STA = 1806+76.00
 P.T. STA = 1809+61.00

PR CURVE P-CIR-NW-3
 PI STA = 1812+20.52
 $\Delta = 2^{\circ} 11' 01''$ (LT)
 D = 1° 13' 27"
 R = 4,680.00'
 T = 89.19'
 L = 178.36'
 E = 0.85'
 e = N.C.
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 1811+31.33
 P.T. STA = 1813+09.69

PR CURVE P-CIR-NW-4
 PI STA = 1817+80.05
 $\Delta = 2^{\circ} 30' 39''$ (RT)
 D = 1° 23' 51"
 R = 4,100.00'
 T = 89.85'
 L = 179.68'
 E = 0.98'
 e = N.C.
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 1816+90.20
 P.T. STA = 1818+69.87

PR CURVE P-CIR-NW-5
 PI STA = 1821+03.43
 $\Delta = 4^{\circ} 50' 26''$ (LT)
 D = 1° 56' 32"
 R = 2,950.00'
 T = 124.68'
 L = 249.22'
 E = 2.63'
 e = N.C.
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 1819+78.75
 P.T. STA = 1822+27.97

PR CURVE P-CIR-NW-6
 PI STA = 1831+44.22
 $\Delta = 88^{\circ} 30' 25''$ (LT)
 D = 10° 36' 37"
 R = 540.00'
 T = 526.11'
 L = 834.16'
 E = 213.92'
 e = 5.40%
 T.R. ATTAINMENT = N/A
 S.E. RUN ATTAINMENT = 66'
 P.C. STA = 1826+18.11
 P.T. STA = 1834+52.27

PROPOSED RAMP NW CONTINUED

PR CURVE P-CIR-NW-7
 PI STA = 1845+33.13
 $\Delta = 0^{\circ} 57' 55''$ (RT)
 D = 0° 55' 39"
 R = 6,177.00'
 T = 52.03'
 L = 104.06'
 E = 0.22'
 e = N.C.
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 1844+81.10
 P.T. STA = 1845+85.16

PROPOSED INTERIM RAMP SW

PR CURVE P-CIR-SWI-1
 PI STA. = 1300+54.30
 $\Delta = 8^{\circ} 41' 09''$ (RT)
 D = 8° 00' 48"
 R = 715.00'
 T = 54.30'
 L = 108.39'
 E = 2.06'
 e = 4.14% (MATCH EXISTING)
 T.R. = N/A
 S.E. RUN REMOVAL = 35.00'
 P.C. STA = 1300+00.00
 P.C.C. STA = 1301+08.39

PR CURVE P-CIR-SWI-2
 PI STA. = 1301+87.08
 $\Delta = 4^{\circ} 15' 06''$ (RT)
 D = 2° 42' 09"
 R = 2,120.00'
 T = 78.69'
 L = 157.31'
 E = 1.46'
 e = 2.80%
 T.R. = N/A
 S.E. RUN REMOVAL = 77.00'
 P.C.C. STA = 1301+08.39
 P.C.C. STA = 1302+65.70

PR CURVE P-CIR-SWI-3
 PI STA. = 1304+21.73
 $\Delta = 38^{\circ} 24' 12''$ (RT)
 D = 12° 47' 21"
 R = 448.00'
 T = 156.03'
 L = 300.28'
 E = 26.39'
 e = 5.80%
 T.R. = N/A
 S.E. RUN REMOVAL = 98.0'
 P.C.C. STA = 1302+65.70
 P.T. STA = 1305+65.98

PROPOSED ROOSEVELT ROAD ENTRANCE RAMP

PR CURVE P-ROS-NT-1
 PI STA = 7249+00.89
 $\Delta = 3^{\circ} 09' 40''$ (LT)
 D = 1° 23' 31"
 R = 4,116.00'
 T = 113.57'
 L = 227.09'
 E = 1.57'
 e = 3.58% (MATCH EXISTING)
 T.R. = N/A
 S.E. RUN = 41.00'
 P.C. STA = 7247+87.32
 P.T. STA = 7250+14.40

PR CURVE P-ROS-NT-2
 PI STA = 7252+10.85
 $\Delta = 3^{\circ} 56' 48''$ (RT)
 D = 1° 50' 00"
 R = 3,125.00'
 T = 107.67'
 L = 215.26'
 E = 1.85'
 e = N.C.
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 7251+03.18
 P.C.C. STA = 7253+18.44

PR CURVE P-ROS-NT-3
 PI STA = 7254+60.00
 $\Delta = 3^{\circ} 28' 54''$ (RT)
 D = 1° 13' 48"
 R = 4,658.00'
 T = 141.57'
 L = 283.05'
 E = 2.15'
 e = N.C.
 T.R. = N/A
 S.E. RUN = N/A
 P.C.C. STA = 7253+18.44
 P.T. STA = 7256+01.49

PROPOSED TAYLOR STREET ENTRANCE RAMP

PR CURVE P-TAY-NT-1
 PI STA. = 6302+08.82
 $\Delta = 15^{\circ} 46' 18''$ (RT)
 D = 7° 16' 15"
 R = 788.01'
 T = 109.15'
 L = 216.92'
 E = 7.52'
 e = MATCH EXISTING
 T.R. = MATCH EXISTING
 S.E. RUN = MATCH EXISTING
 P.C. STA = 6300+99.68
 P.T. STA = 6303+16.59

PROPOSED RAMP NE

PR CURVE P-CIR-NE-1
 PI STA. = 1706+01.77
 $\Delta = 86^{\circ} 38' 23''$ (RT)
 D = 16° 22' 13"
 R = 350.00'
 T = 330.05'
 L = 529.25'
 E = 131.08'
 e = 5.60%
 T.R. ATTAINMENT = 48'
 S.E. ATTAINMENT = 136'
 S.E. REMOVAL = 87'
 P.C. STA = 1702+71.71
 P.T. STA = 1708+00.97

PROPOSED HARRISON STREET

PR CURVE P-HAR-CL-1
 PI STA = 7806+31.79
 $\Delta = 7^{\circ} 45' 00''$ (LT)
 D = 4° 58' 56"
 R = 1,150.00'
 T = 77.90'
 L = 155.55'
 E = 2.64'
 e = NC
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 7805+53.90
 P.T. STA = 7807+09.45

FILE PATH = C:\Users\pmsarno\Desktop\Drawings\26-14\016\28-Sht-ATB-10.dgn



D160W28-Sht-ATB-10.dgn
 USER NAME = pmsarno
 PLOT SCALE = 200.0000' / in.
 PLOT DATE = 4/26/2014

DESIGNED - KAM
 DRAWN - NSA/OPS
 CHECKED - KCF
 DATE - 04/28/14

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: NONE SHEET 10 OF 12 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-010R	COOK	747	56
CONTRACT NO. 60W28			ILLINOIS FED. AID PROJECT	