# PROPOSED CURVE DATA

## PROPOSED TEMPORARY RAMP NW (STAGE 1 AND STAGE 3A)

PR CURVE P-CIR-NWT-1
PI STA = 1508+05.59
Δ = 2° 12′ 24″ (LT)
D = 1° 59′ 05″
R = 2,886.68′
T = 55.59′
L = 111.17′
E = 0.54′
e = MEET EXISTING
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1507+50.00
P.T. STA = 1508+61.17

PR CURVE P-CIR-NWT-2
PI STA = 1511+37.19
Δ = 29° 49′ 43″ (RT)
D = 17° 41′ 02″
R = 324.00′
T = 86.30′
L = 168.68′
E = 11.30′
e = 4.8%
T.R. = SEE TRANSITION DETAILS
S.E. RUN = SEE TRANSITION DETAILS
P.C. STA = 1510+50.90
P.T. STA = 1512+19.58

PR CURVE P-CIR-NWT-3
PI STA = 1518+50.36
Δ = 118° 56′ 11″ (LT)
D = 17° 34′ 31″
R = 326.00′
T = 552.74′
L = 676.73′
E = 315.72′
e = 1.04%
T.R. = SEE TRANSITION DETAILS
S.E. RUN = SEE TRANSITION DETAILS
P.C. STA = 1512+97.62
P.T. STA = 1519+74.35

PR CURVE P-CIR-NWT-4
PI STA = 1520+38.96
Δ = 28° 06′ 45″ (LT)
D = 22° 12′ 04″
R = 258.07′
T = 64.61′
L = 126.63′
E = 7.97′
e = MEET EXISTING
T.R. = SEE TRANSITION DETAILS
S.E. RUN = SEE TRANSITION DETAILS
P.C. STA = 1519+74.35
P.T. STA = 1521+00.97

PR CURVE P-CIR-NWT-5
PI STA = 1521+34.14
Δ = 7° 27′ 19″ (LT)
D = 11° 15′ 24″
R = 509.00′
T = 33.16′
L = 66.23′
E = 1.08′
e = 3.4%
T.R. = SEE TRANSITION DETAILS
S.E. RUN = SEE TRANSITION DETAILS
P.C. STA = 1521+00.97
P.T. STA = 1521+67.21

PR CURVE P-CIR-NWT-6
PI STA = 1522+88.99
Δ = 12° 17′ 17″ (RT)
D = 11° 30′ 19″
R = 498.00′
T = 53.61′
L = 106.81′
E = 2.88′
e = 3.4%
T.R. = SEE TRANSITION DETAILS
S.E. RUN = SEE TRANSITION DETAILS
P.C. STA = 1522+35.39
P.T. STA = 1523+42.19

PR CURVE P-CIR-NWT-7
PI STA = 1524+65.72
Δ = 29° 28′ 33″ (RT)
D = 18° 32′ 32″
R = 309.00′
T = 81.28′
L = 158.97′
E = 10.51′
e = 4.0%
T.R. = SEE TRANSITION DETAILS
S.E. RUN = SEE TRANSITION DETAILS
P.C. STA = 1523+84.44
P.T. STA = 1525+43.40

## PROPOSED TEMPORARY RAMP SW (STAGE 3A)

PR CURVE P-STG-SW-1
PI STA. = 501+50.48
Δ = 18° 03′ 28″ (RT)
D = 6° 03′ 01″
R = 947.00′
T = 150.48′
L = 298.46′
E = 11.88′
e = MEET EXISTING
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 500+00.00
P.T. STA. = 502+98.46

PR CURVE P-STG-SW-2
PI STA. = 503+80.71
Δ = 25° 44′ 15″ (RT)
D = 15° 54′ 56″
R = 360.00′
T = 82.24′
L = 161.71′
E = 9.28′
e = MEET EXISTING
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 502+98.46
P.T. STA. = 504+60.18

PR CURVE P-STG-SW-3
PI STA. = 506+77.37
Δ = 4° 49′ 45″ (RT)
D = 1° 47′ 26″
R = 3,200.00′
T = 134.94′
L = 269.71′
E = 2.84′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 505+42.43
P.T. STA. = 508+12.15

PR CURVE P-STG-SW-4
PI STA. = 509+09.29
Δ = 4° 48′ 44″ (LT)
D = 2° 28′ 41″
R = 2,312.00′
T = 97.15′
L = 194.18′
E = 2.04′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 508+12.15
P.T. STA. = 510+06.32

PR CURVE P-STG-SW-5
PI STA. = 514+67.21
Δ = 7° 45′ 58″ (RT)
D = 2° 29′ 28″
R = 2,300.00′
T = 156.12′
L = 311.75′
E = 5.29′
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 513+11.10
P.T. STA. = 516+22.85

## PROPOSED TEMPORARY RAMP SW (STAGE 3B)

PR CURVE P-CIR-SWT-1
PI STA = 3500+34.24
Δ = 6° 22′ 54″ (RT)
D = 9° 19′ 39″
R = 614.27′
T = 34.24′
L = 68.42′
E = 0.95′
e = MEET EXISTING
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 3500+00.00
P.T. STA = 3500+68.42

PR CURVE P-CIR-SWT-2
PI STA = 3501+33.82
Δ = 6° 49′ 51″ (RT)
D = 5° 13′ 42″
R = 1,095.88′
T = 65.40′
L = 130.65′
E = 1.95′
e = MEET EXISTING
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 3500+68.42
P.T. STA = 3501+99.07

PR CURVE P-CIR-SWT-3
PI STA = 3504+33.01
Δ = 39° 39′ 00″ (RT)
D = 13° 13′ 24″
R = 433.30′
T = 156.21′
L = 299.85′
E = 27.30′
e = 4.4%
T.R. = N/A
S.E. RUN = SEE TRANSITION DETAILS
P.C. STA = 3502+76.80
P.T. STA = 3505+76.65

PR CURVE P-CIR-SWT-4
PI STA = 3508+79.18
Δ = 27° 40′ 20″ (RT)
D = 12° 43′ 57″
R = 450.00′
T = 110.83′
L = 217.34′
E = 13.45′
e = MEET EXISTING
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 3507+68.34
P.T. STA = 3509+85.68

PR TEMPORARY RAMP NW (STAGE 1 AND STAGE 3A)

| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
|---|---|---|---|---|
| PC | P-CIR-NWT-1 | 1507+50.00 | 1,897,369.3026 | 1,171,766.3703 |
| PI | P-CIR-NWT-1 | 1508+05.59 | 1,897,424.4967 | 1,171,759.7191 |
| PT | P-CIR-NWT-1 | 1508+61.17 | 1,897,479.3939 | 1,171,750.9477 |
| PC | P-CIR-NWT-2 | 1510+50.90 | 1,897,666.7431 | 1,171,721.0134 |
| PI | P-CIR-NWT-2 | 1511+37.19 | 1,897,751.9583 | 1,171,707.3978 |
| PT | P-CIR-NWT-2 | 1512+19.58 | 1,897,832.6565 | 1,171,737.9726 |
| PC | P-CIR-NWT-3 | 1512+97.62 | 1,897,905.6368 | 1,171,765.6233 |
| PI | P-CIR-NWT-3 | 1518+50.36 | 1,898,422.5247 | 1,171,961.4612 |
| PT | P-CIR-NWT-3 | 1519+74.35 | 1,898,343.8239 | 1,171,414.3489 |
| PC | P-CIR-NWT-4 | 1519+74.35 | 1,898,343.8239 | 1,171,414.3489 |
| PI | P-CIR-NWT-4 | 1520+38.96 | 1,898,334.6240 | 1,171,350.3931 |
| PT | P-CIR-NWT-4 | 1521+00.97 | 1,898,296.3733 | 1,171,298.3175 |
| PC | P-CIR-NWT-5 | 1521+00.97 | 1,898,296.3733 | 1,171,298.3175 |
| PI | P-CIR-NWT-5 | 1521+34.14 | 1,898,276.7416 | 1,171,271.5902 |
| PT | P-CIR-NWT-5 | 1521+67.21 | 1,898,253.8078 | 1,171,247.6362 |
| PC | P-CIR-NWT-6 | 1522+35.39 | 1,898,206.6570 | 1,171,198.3877 |
| PI | P-CIR-NWT-6 | 1522+88.99 | 1,898,169.5838 | 1,171,159.6653 |
| PT | P-CIR-NWT-6 | 1523+42.19 | 1,898,141.6012 | 1,171,113.9397 |
| PC | P-CIR-NWT-7 | 1523+84.44 | 1,898,119.5504 | 1,171,077.9070 |
| PI | P-CIR-NWT-7 | 1524+65.72 | 1,898,077.1218 | 1,171,008.5758 |
| PT | P-CIR-NWT-7 | 1525+43.40 | 1,898,074.3001 | 1,170,927.3413 |

PR TEMPORARY RAMP SW (STAGE 3A)

| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
|---|---|---|---|---|
| PC | P-STG-SW-1 | 500+00.00 | 1,898,341.1814 | 1,171,266.5367 |
| PI | P-STG-SW-1 | 501+50.48 | 1,898,228.5303 | 1,171,166.7670 |
| PCC | P-STG-SW-1/P-STG-SW-2 | 502+98.46 | 1,898,152.3542 | 1,171,036.9923 |
| PI | P-STG-SW-2 | 503+80.71 | 1,898,110.7203 | 1,170,966.0643 |
| PT | P-STG-SW-2 | 504+60.18 | 1,898,104.0173 | 1,170,884.0933 |
| PC | P-STG-SW-3 | 505+42.43 | 1,898,097.3137 | 1,170,802.1148 |
| PI | P-STG-SW-3 | 506+77.37 | 1,898,086.3163 | 1,170,667.6266 |
| PCC | P-STG-SW-3/P-STG-SW-4 | 508+12.15 | 1,898,086.6799 | 1,170,532.6900 |
| PI | P-STG-SW-4 | 509+09.29 | 1,898,086.9416 | 1,170,435.5438 |
| PT | P-STG-SW-4 | 510+06.32 | 1,898,079.0530 | 1,170,338.7181 |
| PC | P-STG-SW-5 | 508+12.15 | 1,898,086.6799 | 1,170,532.6900 |
| PI | P-STG-SW-5 | 509+09.29 | 1,898,086.9416 | 1,170,435.5438 |
| PT | P-STG-SW-5 | 510+06.32 | 1,898,079.0530 | 1,170,338.7181 |

PR TEMPORARY RAMP SW (STAGE 3B)

| POINT | DESCRIPTION | STATION | NORTHING | EASTING |
|---|---|---|---|---|
| PC | P-CIR-SWT-1 | 3500+00.00 | 1,898,389.5145 | 1,171,314.9448 |
| PI | P-CIR-SWT-1 | 3500+34.24 | 1,898,361.5135 | 1,171,295.2303 |
| PT | P-CIR-SWT-1 | 3500+68.42 | 1,898,335.8773 | 1,171,272.5256 |
| PC | P-CIR-SWT-2 | 3500+68.42 | 1,898,335.8773 | 1,171,272.5256 |
| PI | P-CIR-SWT-2 | 3501+33.82 | 1,898,286.9157 | 1,171,229.1626 |
| PT | P-CIR-SWT-2 | 3501+99.07 | 1,898,243.4592 | 1,171,180.2841 |
| PC | P-CIR-SWT-3 | 3502+76.80 | 1,898,191.8121 | 1,171,122.1930 |
| PI | P-CIR-SWT-3 | 3504+33.01 | 1,898,088.0199 | 1,171,005.4507 |
| PT | P-CIR-SWT-3 | 3505+76.65 | 1,898,082.5972 | 1,170,849.3348 |
| POT | | 3506+07.28 | 1,898,081.5339 | 1,170,818.7230 |
| POT | | 3510+00.00 | 1,898,056.9129 | 1,170,426.7781 |



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|---|---|---|---|
| D160W28-Sht-Staging-ATB-02.dgn | DESIGNED - KAM/OPS | REVISED - | |
| USER NAME = pimsarno | DRAWN - NSA/OPS | REVISED - | |
| PLOT SCALE = 200.0000 ' / in. | CHECKED - KCF | REVISED - | |
| PLOT DATE = 4/27/2014 | DATE - 04/28/14 | REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY ALIGNMENTS

SCALE: NONE | SHEET 2 OF 2 SHEETS | STA. | TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2013-010R | COOK | 747 | 105 |
| | | CONTRACT NO. 60W28 | | |
| | ILLINOIS FED. AID PROJECT | | | |