

PROP. CURVE PR-GP-1
 PI STA. = 291+35.88
 $\Delta = 11^\circ 26' 30''$ (LT)
 $D = 5^\circ 43' 46''$
 $R = 1,000.00'$
 $T = 100.18'$
 $L = 199.69'$
 $E = 5.01'$
 P.C. STA. = 290+35.70
 P.T. STA. = 292+35.40

PROP. CURVE PR-GP-2
 PI STA. = 303+51.81
 $\Delta = 12^\circ 50' 44''$ (RT)
 $D = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 56.28'$
 $L = 112.10'$
 $E = 3.16'$
 P.C. STA. = 302+95.52
 P.T. STA. = 304+07.62

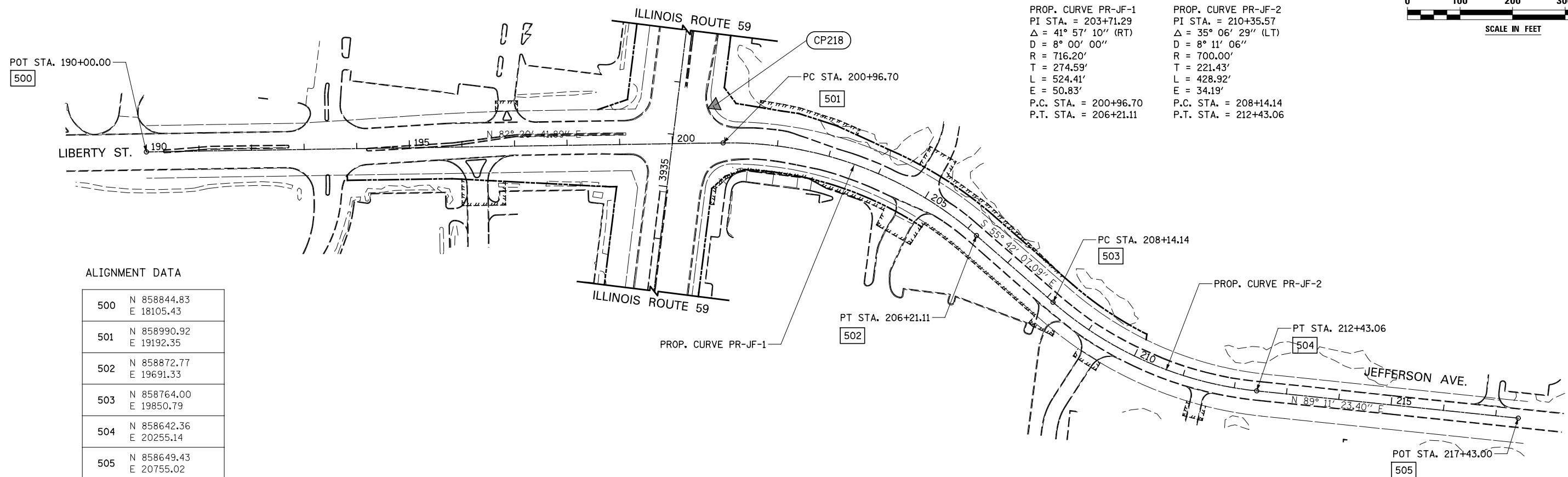
PROP. CURVE PR-GP-3
 PI STA. = 304+63.70
 $\Delta = 12^\circ 47' 53''$ (LT)
 $D = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 56.08'$
 $L = 111.68'$
 $E = 3.13'$
 P.C. STA. = 304+07.62
 P.T. STA. = 305+19.31

ALIGNMENT DATA

400	N 859931.47 E 17908.01
401	N 859884.45 E 18138.97
402	N 859864.35 E 18337.32
403	N 859863.15 E 19397.45
404	N 859850.51 E 19508.59
405	N 859837.87 E 19619.33

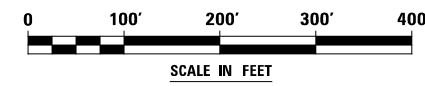
NOTE:

SEE ILLINOIS ROUTE 59 SHEETS
 FOR ALIGNMENT & TIE DATA



PROP. CURVE PR-JF-1
 PI STA. = 203+71.29
 $\Delta = 41^\circ 57' 10''$ (RT)
 $D = 8^\circ 00' 00''$
 $R = 716.20'$
 $T = 274.59'$
 $L = 524.41'$
 $E = 50.83'$
 P.C. STA. = 200+96.70
 P.T. STA. = 206+21.11

PROP. CURVE PR-JF-2
 PI STA. = 210+35.57
 $\Delta = 35^\circ 06' 29''$ (LT)
 $D = 8^\circ 11' 06''$
 $R = 700.00'$
 $T = 221.43'$
 $L = 428.92'$
 $E = 34.19'$
 P.C. STA. = 208+14.14
 P.T. STA. = 212+43.06



ALIGNMENT DATA

500	N 858844.83 E 18105.43
501	N 858990.92 E 19192.35
502	N 858872.77 E 19691.33
503	N 858764.00 E 19850.79
504	N 858642.36 E 20255.14
505	N 858649.43 E 20755.02

FILE NAME =	USER NAME = *USER*	DESIGNED <i>CEO</i>	REVISED
*FILE#		DRAWN <i>KES</i>	REVISED -
	PLOT SCALE = *SCALE*	CHECKED <i>PJO</i>	REVISED -
	PLOT DATE = *DATE*	DATE <i>03-22-2012</i>	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: AS SHOWN SHEET NO. 6 OF 14 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	2011-037-DTR		138	14
DUPAGE			CONTRACT NO. 60P43	
ILLINOIS FED. AID PROJECT				