

PROP. CURVE PR-WR-4  
 PI STA. = 1436+25.33  
 $\Delta = 73^\circ 21' 58''$  (RT)  
 D = 25° 27' 53"  
 R = 225.00'  
 T = 167.61'  
 L = 288.11'  
 E = 55.57'  
 e = N/A  
 T.R. = N/A  
 S.E. RUN = N/A  
 P.C. STA = 1434+57.72  
 P.C.C. STA = 1437+45.83  
 DESIGN SPEED = 20 MPH

PROP. CURVE PR-WR-5  
 PI STA. = 1438+78.81  
 $\Delta = 57^\circ 58' 38''$  (RT)  
 D = 23° 52' 24"  
 R = 240.00'  
 T = 132.97'  
 L = 242.86'  
 E = 34.37'  
 e = N/A  
 T.R. = N/A  
 S.E. RUN = N/A  
 P.C. STA = 1437+45.83  
 P.T. STA = 1439+88.69  
 DESIGN SPEED = 20 MPH

PROP. CURVE PR-LRE 3  
 PI STA. = 345+42.13  
 $\Delta = 44^\circ 46' 01''$  (LT)  
 D = 54° 34' 03"  
 R = 105.00'  
 T = 43.24'  
 L = 82.04'  
 E = 8.56'  
 e = N/A  
 T.R. = N/A  
 S.E. RUN = N/A  
 P.C. STA = 344+98.89  
 P.T. STA = 345+80.93

PROP. CURVE PR-LRE 4  
 PI STA. = 347+68.65  
 $\Delta = 44^\circ 19' 49''$  (RT)  
 D = 54° 34' 03"  
 R = 105.00'  
 T = 42.78'  
 L = 81.24'  
 E = 8.38'  
 e = N/A  
 T.R. = N/A  
 S.E. RUN = N/A  
 P.C. STA = 347+25.88  
 P.T. STA = 348+07.12

PROP. CURVE PR-NACC-1  
 PI STA. = 177+87.56  
 $\Delta = 23^\circ 06' 47''$  (LT)  
 D = 14° 19' 26"  
 R = 400.00'  
 T = 81.79'  
 L = 161.36'  
 E = 8.28'  
 e = N/A  
 T.R. = N/A  
 S.E. RUN = N/A  
 P.C. STA = 177+05.77  
 P.C.C. STA = 178+67.13

PROP. CURVE PR-NACC-2  
 PI STA. = 180+00.63  
 $\Delta = 18^\circ 02' 15''$  (LT)  
 D = 6° 48' 42"  
 R = 841.13'  
 T = 133.50'  
 L = 264.80'  
 E = 10.53'  
 e = N/A  
 T.R. = N/A  
 S.E. RUN = N/A  
 P.C. STA = 178+67.13  
 P.T. STA = 181+31.93

PROP. CURVE PR-WR-6  
 PI STA. = 1443+36.56  
 $\Delta = 25^\circ 02' 19''$  (RT)  
 D = 14° 19' 26"  
 R = 400.00'  
 T = 88.82'  
 L = 174.80'  
 E = 9.74'  
 e = N/A  
 T.R. = N/A  
 S.E. RUN = N/A  
 P.C. STA = 1442+47.74  
 P.T. STA = 1444+22.54

PROP. CURVE PR-270-2  
 PI STA. = 1216+98.07  
 $\Delta = 8^\circ 15' 18''$  (RT)  
 D = 1° 35' 30"  
 R = 3,600.00'  
 T = 259.78'  
 L = 518.67'  
 E = 9.36'  
 e = 3.84%  
 T.R. = SEE SE TABLE  
 S.E. RUN = SEE SE TABLE  
 P.C. STA = 1214+38.29  
 P.T. STA = 1219+56.96  
 DESIGN SPEED = 60 MPH

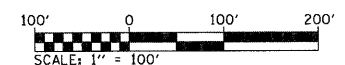
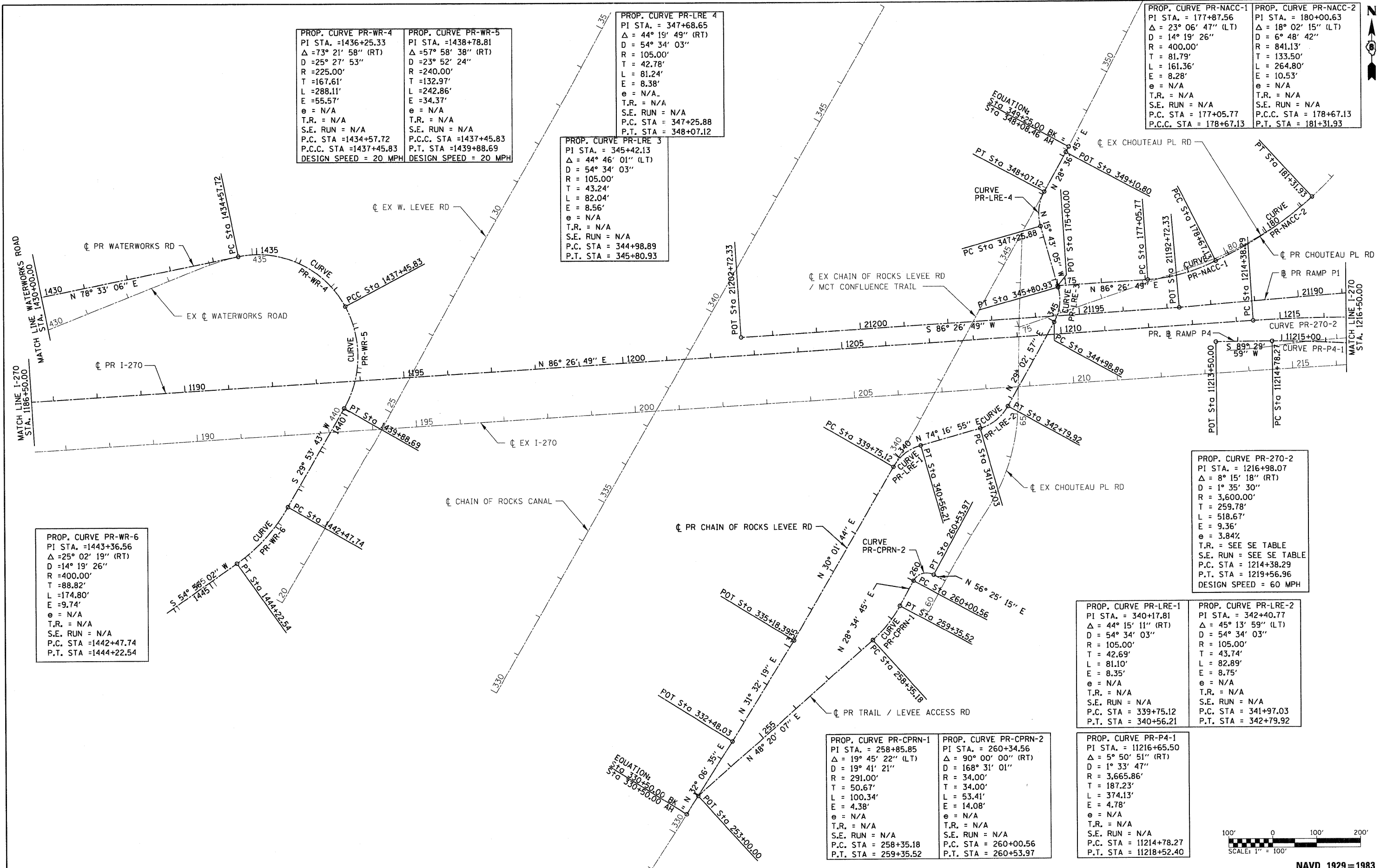
PROP. CURVE PR-LRE-1  
 PI STA. = 340+17.81  
 $\Delta = 44^\circ 15' 11''$  (RT)  
 D = 54° 34' 03"  
 R = 105.00'  
 T = 42.69'  
 L = 81.10'  
 E = 8.35'  
 e = N/A  
 T.R. = N/A  
 S.E. RUN = N/A  
 P.C. STA = 339+75.12  
 P.T. STA = 340+56.21

PROP. CURVE PR-LRE-2  
 PI STA. = 342+40.77  
 $\Delta = 45^\circ 13' 59''$  (LT)  
 D = 54° 34' 03"  
 R = 105.00'  
 T = 43.74'  
 L = 82.89'  
 E = 8.75'  
 e = N/A  
 T.R. = N/A  
 S.E. RUN = N/A  
 P.C. STA = 341+97.03  
 P.T. STA = 342+79.92

PROP. CURVE PR-CPRN-1  
 PI STA. = 258+85.85  
 $\Delta = 19^\circ 45' 22''$  (LT)  
 D = 19° 41' 21"  
 R = 291.00'  
 T = 50.67'  
 L = 100.34'  
 E = 4.38'  
 e = N/A  
 T.R. = N/A  
 S.E. RUN = N/A  
 P.C. STA = 258+35.18  
 P.T. STA = 259+35.52

PROP. CURVE PR-CPRN-2  
 PI STA. = 260+34.56  
 $\Delta = 90^\circ 00' 00''$  (RT)  
 D = 168° 31' 01"  
 R = 34.00'  
 T = 34.00'  
 L = 53.41'  
 E = 14.08'  
 e = N/A  
 T.R. = N/A  
 S.E. RUN = N/A  
 P.C. STA = 260+00.56  
 P.T. STA = 260+53.97

PROP. CURVE PR-P4-1  
 PI STA. = 11216+65.50  
 $\Delta = 5^\circ 50' 51''$  (RT)  
 D = 1° 33' 47"  
 R = 3,665.86'  
 T = 187.23'  
 L = 374.13'  
 E = 4.78'  
 e = N/A  
 T.R. = N/A  
 S.E. RUN = N/A  
 P.C. STA = 11214+78.27  
 P.T. STA = 11218+52.40



NAVD 1929=1983

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		DRAWN - MAM	REVISED -
		CHECKED - CLS	REVISED -
		DATE - 3/18/2011	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ALIGNMENTS AND TIES

SCALE: 1" = 100' SHEET NO. 3 OF 10 SHEETS STA. 1186+50 TO STA. 1216+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	30
ILLINOIS FED. AID PROJECT				CONTRACT NO. 76A91

