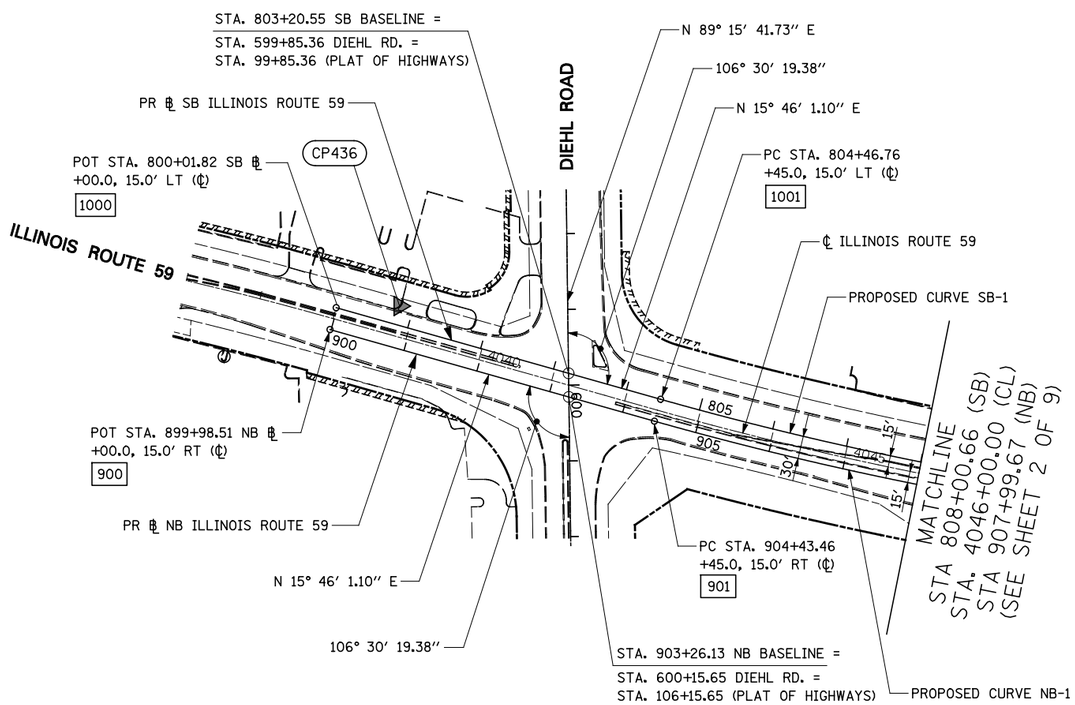


PROPOSED CURVE NB-1
PI STA. = 907+24.94
Δ = 7° 00′ 14″ (LT)
D = 1° 14′ 44″
R = 4,599.55′
T = 281.48′
L = 562.26′
E = 8.60′
P.C. STA. = 904+43.46
P.T. STA. = 910+05.72
SE = NORMAL CROWN

PROPOSED CURVE SB-1
PI STA. = 807+82.94
Δ = 8° 24′ 55″ (LT)
D = 1° 15′ 14″
R = 4,569.55′
T = 336.18′
L = 671.14′
E = 12.35′
P.C. STA. = 804+46.76
P.T. STA. = 811+17.91
SE = NORMAL CROWN

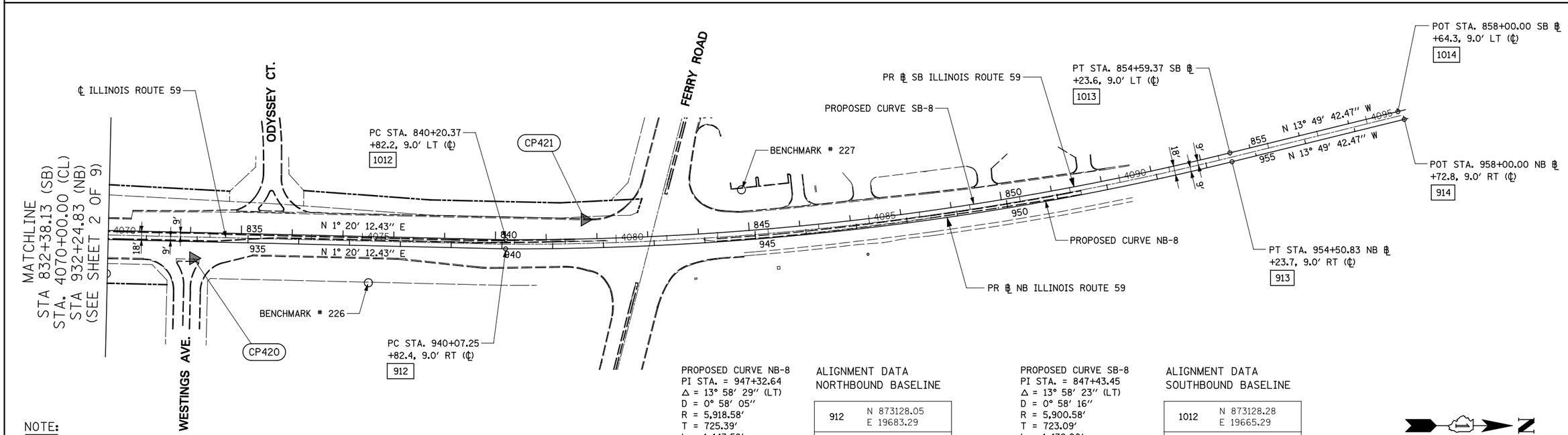
ALIGNMENT DATA
NORTHBOUND BASELINE

900	N 869175.00 E 19340.98
901	N 869603.21 E 19461.89

ALIGNMENT DATA
SOUTHBOUND BASELINE

1000	N 869183.15 E 19312.11
1001	N 869611.36 E 19433.02

FOR ROUTE 59 CENTERLINE INFORMATION SEE ALIGNMENT, BENCHMARKS, AND TIES ILLINOIS ROUTE 59 CENTERLINE DATA SHEETS



PROPOSED CURVE NB-8
PI STA. = 947+32.64
Δ = 13° 58′ 29″ (LT)
D = 0° 58′ 05″
R = 5,918.58′
T = 725.39′
L = 1,443.58′
E = 44.29′
P.C. STA. = 940+07.25
P.T. STA. = 954+50.83
SE = NORMAL CROWN

ALIGNMENT DATA
NORTHBOUND BASELINE

912	N 873128.05 E 19683.29
913	N 874557.80 E 19511.76
914	N 874896.85 E 19428.30

PROPOSED CURVE SB-8
PI STA. = 847+43.45
Δ = 13° 58′ 23″ (LT)
D = 0° 58′ 16″
R = 5,900.58′
T = 723.09′
L = 1,439.00′
E = 44.14′
P.C. STA. = 840+20.37
P.T. STA. = 854+59.37
SE = NORMAL CROWN

ALIGNMENT DATA
SOUTHBOUND BASELINE

1012	N 873128.28 E 19665.29
1013	N 874553.50 E 19494.28
1014	N 874884.26 E 19412.86

0 100′ 200′ 300′ 400′
SCALE IN FEET

NOTE:

1. PLAT OF HIGHWAYS STATION EQUATION NOT APPLICABLE TO RAMP A. ALIGNMENT WAS CHANGED TO ACCOMODATE DDI DESIGN.
2. PLAT OF HIGHWAYS STATION EQUATION NOT APPLICABLE TO RAMP B, C, D, & FERRY RD.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED PJO	REVISED -
		DRAWN KES	REVISED -
	PLOT SCALE = $SCALE$	CHECKED JCM	REVISED -
	PLOT DATE = $DATE$	DATE 10/15/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, BENCHMARKS, AND TIES
ILLINOIS ROUTE 59 NORTHBOUND & SOUTHBOUND BASELINE DATA

SCALE: | SHEET NO. 3 OF 9 SHEETS | STA. 4036+00 TO STA. 4095+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(112 & 113) WRS-5	DUPAGE	963	79
		CONTRACT NO. 60I31		
		ILLINOIS FED. AID PROJECT		