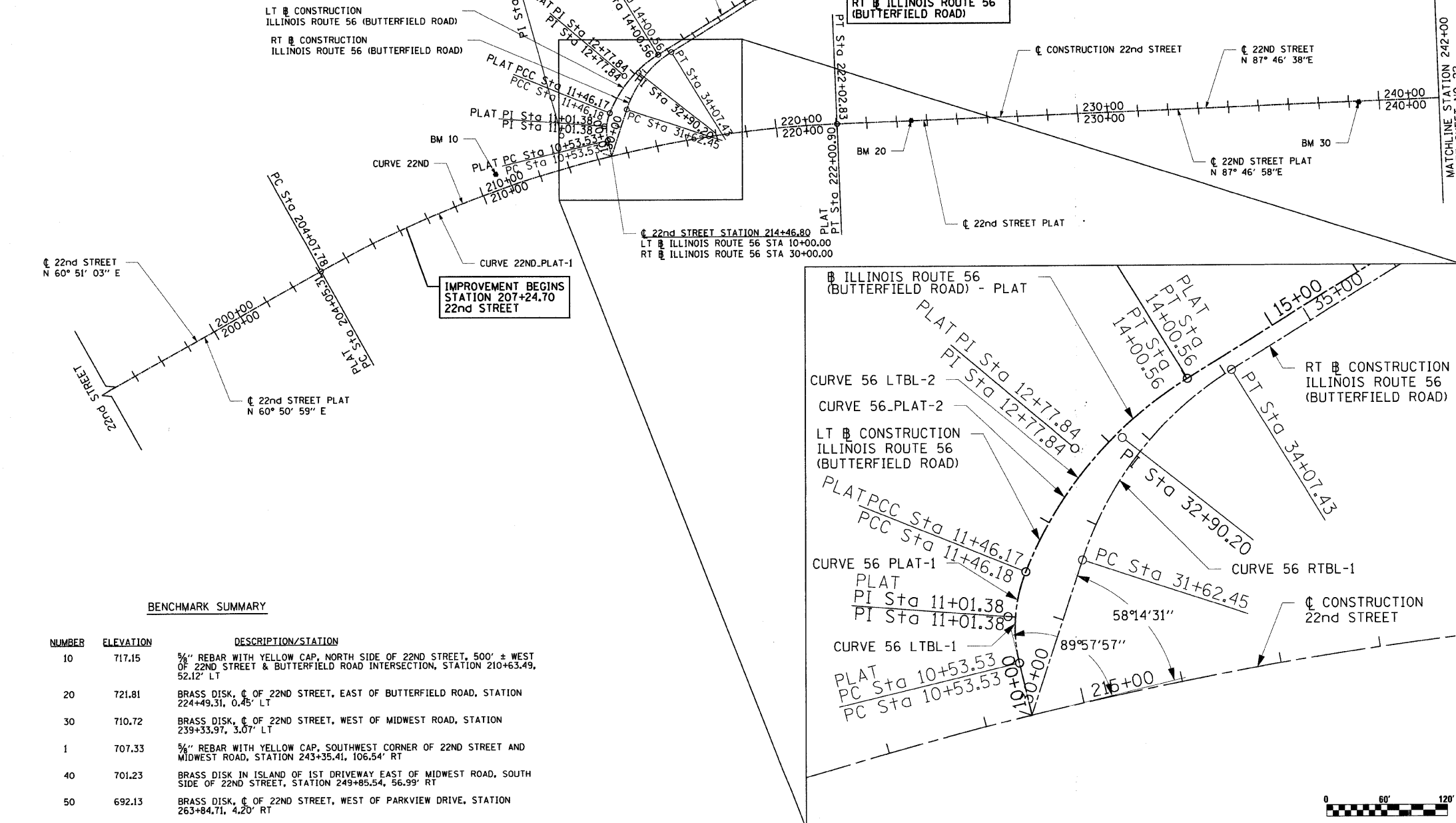


NOTE:
 THE 22nd STREET PLAT CENTERLINE, ILLINOIS ROUTE 56 (BUTTERFIELD ROAD) PLAT CENTERLINE AND THE MIDWEST ROAD PLAT CENTERLINE ARE USED FOR DETERMINING THE RIGHT OF WAY STATIONS AND OFFSETS. SEE SHEETS NO. 8ROW# 156 FOR RIGHT OF WAY PLATS. THE 22nd STREET PLAT CENTERLINE IS SOUTH OF THE ROADWAY ALIGNMENT. THE ILLINOIS ROUTE 56 (BUTTERFIELD ROAD) PLAT CENTERLINE IS TO THE SOUTH AND EAST OF THE LEFT ROADWAY BASELINE. THE MIDWEST ROAD PLAT CENTERLINE IS EAST OF THE ROADWAY ALIGNMENT. ALL OTHER DESIGN REFERENCES THE PROPOSED 22nd STREET, ILLINOIS ROUTE 56 (BUTTERFIELD ROAD) AND MIDWEST ROAD CENTERLINES.

PROPOSED PLAN CURVE DATA

LT ILLINOIS ROUTE 56 (BUTTERFIELD ROAD)	RT ILLINOIS ROUTE 56 (BUTTERFIELD ROAD)	RT ILLINOIS ROUTE 56 (BUTTERFIELD ROAD)
PR CURVE 56-LTBL-1	PR CURVE 56-LTBL-2	PR CURVE 56-RTBL-1
PI STA. = 11+01.38	PI STA. = 12+77.84	PI STA. = 32+90.20
PI N 1,886,683.81 E 1,079,656.00	PI N 1,886,850.42 E 1,079,722.84	PI N 1,886,860.92 E 1,079,770.28
$\Delta = 35^\circ 23' 19''$ (RT)	$\Delta = 36^\circ 26' 17''$ (RT)	$\Delta = 40^\circ 06' 11''$ (RT)
D = 38' 11' 50"	D = 14' 19' 26"	D = 16' 22' 13"
R = 150.00'	R = 400.00'	R = 350.00'
T = 47.85'	T = 131.66'	T = 127.75'
L = 92.65'	L = 254.38'	L = 244.98'
E = 7.45'	E = 21.11'	E = 22.58'
PC STA. = 10+53.53	PC STA. = 11+46.18	PC STA. = 31+62.45
PC N 1,886,637.28 E 1,079,667.20	PC N 1,886,728.23 E 1,079,673.82	PC N 1,886,739.56 E 1,079,730.39
PCC STA. = 11+46.18	PCC STA. = 14+00.56	PT STA. = 34+07.43
PCC N 1,886,728.23 E 1,079,673.82	PCC N 1,886,919.61 E 1,079,834.86	PT N 1,886,928.05 E 1,079,878.97
$e = 4.00\%$	$e = 4.00\%$	$e = 4.00\%$
T.R. = SEE SHEET NO. 157	T.R. = SEE SHEET NO. 157	T.R. = SEE SHEET NO. 157
S.E. RUN = SEE SHEET NO. 157	S.E. RUN = SEE SHEET NO. 157	S.E. RUN = SEE SHEET NO. 157



PLAT CURVE DATA

22nd STREET-PLAT	ILLINOIS ROUTE 56 (BUTTERFIELD ROAD) - PLAT
PR CURVE 22ND-PLAT-1	PR CURVE 56-PLAT-1
PI STA. = 213+20.01	PI STA. = 11+01.38
PI N 1,886,653.30 E 1,079,513.68	PI N 1,886,683.67 E 1,079,656.34
$\Delta = 26^\circ 56' 00''$ (RT)	$\Delta = 35^\circ 23' 19''$ (RT)
D = 1' 30' 00"	D = 38' 11' 51"
R = 3,819.64'	R = 150.00'
T = 914.42'	T = 47.85'
L = 1,795.05'	L = 92.65'
E = 107.93'	E = 7.45'
PC STA. = 204+07.78	PCC STA. = 10+53.53
PC N 1,886,208.03 E 1,078,715.03	PCC N 1,886,637.15 E 1,079,667.53
PT STA. = 222+02.83	PT STA. = 11+46.17
$e = 2.08\%$	PT N 1,886,728.08 E 1,079,674.16
T.R. = 93'	PT N 1,886,688.89 E 1,080,427.36
S.E. RUN = 93'	PT N 1,886,688.89 E 1,080,427.36
	PR CURVE 56-PLAT-2
	PI STA. = 12+77.84
	PI N 1,886,850.28 E 1,079,723.20
	$\Delta = 36^\circ 24' 20''$ (RT)
	D = 14' 19' 22"
	R = 400.00'
	T = 131.66'
	L = 254.39'
	E = 21.11'
	PCC STA. = 14+00.57
	PCC N 1,886,728.08 E 1,079,674.16
	PT STA. = 14+00.57
	PT N 1,886,919.46 E 1,079,835.22

BENCHMARK SUMMARY

NUMBER	ELEVATION	DESCRIPTION/STATION
10	717.15	3/4" REBAR WITH YELLOW CAP, NORTH SIDE OF 22ND STREET, 500' ± WEST OF 22ND STREET & BUTTERFIELD ROAD INTERSECTION, STATION 210+63.49, 52.12' LT
20	721.81	BRASS DISK, C OF 22ND STREET, EAST OF BUTTERFIELD ROAD, STATION 224+49.31, 0.45' LT
30	710.72	BRASS DISK, C OF 22ND STREET, WEST OF MIDWEST ROAD, STATION 239+33.97, 3.07' LT
1	707.33	3/4" REBAR WITH YELLOW CAP, SOUTHWEST CORNER OF 22ND STREET AND MIDWEST ROAD, STATION 243+35.41, 106.54' RT
40	701.23	BRASS DISK IN ISLAND OF 1ST DRIVEWAY EAST OF MIDWEST ROAD, SOUTH SIDE OF 22ND STREET, STATION 249+85.54, 56.99' RT
50	692.13	BRASS DISK, C OF 22ND STREET, WEST OF PARKVIEW DRIVE, STATION 263+84.71, 4.20' RT
60	688.15	BRASS DISK IN TRAFFIC SIGNAL HANDHOLE, SOUTHWEST CORNER OF 22ND STREET & PARKVIEW DRIVE, STATION 274+16.43, 54.42' RT
36	699.13	3/4" REBAR WITH YELLOW CAP, WEST SIDE OF MIDWEST ROAD, NORTH OF 22ND STREET, MIDWEST ROAD STATION 63+69.11, 35.81' LT