

PROPOSED CURVE SB-1  
 PI STA. = 807+82.94  
 $\Delta = 8^\circ 24' 55''$  (LT)  
 $D = 1^\circ 15' 14''$   
 $R = 4,569.55'$   
 $T = 336.18'$   
 $L = 671.14'$   
 $E = 12.35'$   
 P.C. STA. = 804+46.76  
 P.T. STA. = 811+17.91  
 SE = NORMAL CROWN

PROPOSED CURVE SB-2  
 PI STA. = 812+49.86  
 $\Delta = 7^\circ 45' 40''$  (LT)  
 $D = 2^\circ 56' 44''$   
 $R = 1,945.25'$   
 $T = 131.95'$   
 $L = 263.50'$   
 $E = 4.47'$   
 P.C. STA. = 811+17.91  
 P.T. STA. = 813+81.40  
 SE = NORMAL CROWN

PROPOSED CURVE SB-3  
 PI STA. = 814+56.51  
 $\Delta = 25^\circ 20' 46''$  (RT)  
 $D = 17^\circ 09' 16''$   
 $R = 334.00'$   
 $T = 75.11'$   
 $L = 147.75'$   
 $E = 8.34'$   
 P.C. STA. = 813+81.40  
 P.T. STA. = 815+29.16  
 SE = 2.0%

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

PROPOSED CURVE SB-4  
 PI STA. = 817+64.76  
 $\Delta = 23^\circ 36' 00''$  (LT)  
 $D = 15^\circ 14' 18''$   
 $R = 376.00'$   
 $T = 78.55'$   
 $L = 154.87'$   
 $E = 8.12'$   
 P.C. STA. = 816+86.21  
 P.T. STA. = 818+41.08  
 SE = 2.0%

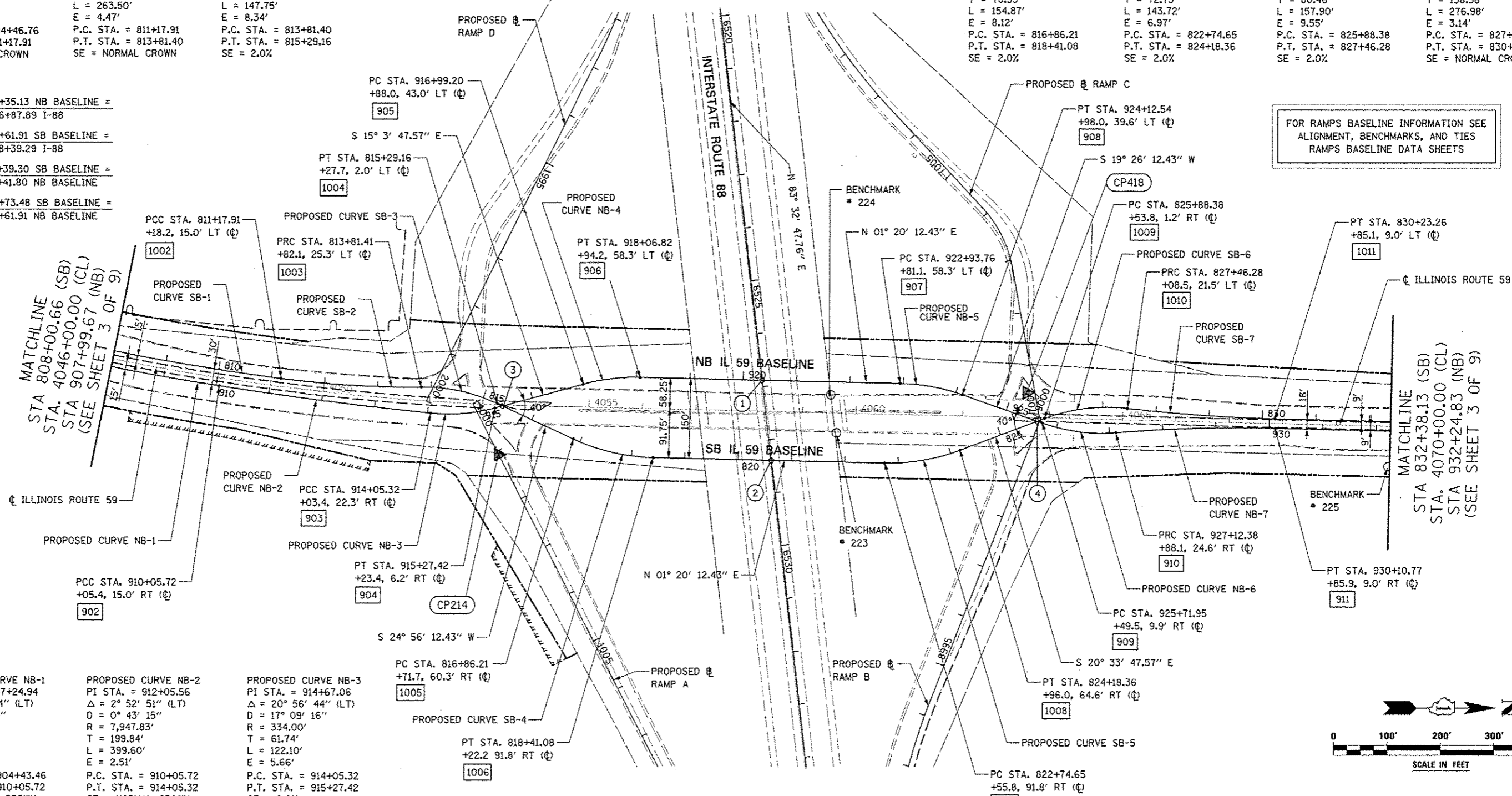
PROPOSED CURVE SB-5  
 PI STA. = 823+47.39  
 $\Delta = 21^\circ 54' 00''$  (LT)  
 $D = 15^\circ 14' 18''$   
 $R = 376.00'$   
 $T = 72.75'$   
 $L = 143.72'$   
 $E = 6.97'$   
 P.C. STA. = 822+74.65  
 P.T. STA. = 824+18.36  
 SE = 2.0%

PROPOSED CURVE SB-6  
 PI STA. = 826+68.83  
 $\Delta = 27^\circ 05' 16''$  (RT)  
 $D = 17^\circ 09' 16''$   
 $R = 334.00'$   
 $T = 80.46'$   
 $L = 157.90'$   
 $E = 9.55'$   
 P.C. STA. = 825+88.38  
 P.T. STA. = 827+46.28  
 SE = 2.0%

PROPOSED CURVE SB-7  
 PI STA. = 828+84.86  
 $\Delta = 5^\circ 11' 16''$  (LT)  
 $D = 1^\circ 52' 23''$   
 $R = 3,059.10'$   
 $T = 138.58'$   
 $L = 276.98'$   
 $E = 3.14'$   
 P.C. STA. = 827+46.28  
 P.T. STA. = 830+23.26  
 SE = NORMAL CROWN

- ① STA. 920+35.13 NB BASELINE =  
STA. 6526+87.89 I-88
- ② STA. 820+61.91 SB BASELINE =  
STA. 6528+39.29 I-88
- ③ STA. 815+39.30 SB BASELINE =  
STA. 915+41.80 NB BASELINE
- ④ STA. 825+73.48 SB BASELINE =  
STA. 925+61.91 NB BASELINE

FOR RAMP BASELINE INFORMATION SEE  
 ALIGNMENT, BENCHMARKS, AND TIES  
 RAMP BASELINE DATA SHEETS



PROPOSED CURVE NB-1  
 PI STA. = 907+24.94  
 $\Delta = 7^\circ 00' 14''$  (LT)  
 $D = 1^\circ 14' 44''$   
 $R = 4,599.55'$   
 $T = 281.48'$   
 $L = 562.26'$   
 $E = 8.60'$   
 P.C. STA. = 904+43.46  
 P.T. STA. = 910+05.72  
 SE = NORMAL CROWN

PROPOSED CURVE NB-2  
 PI STA. = 912+05.56  
 $\Delta = 2^\circ 52' 51''$  (LT)  
 $D = 0^\circ 43' 15''$   
 $R = 7,947.83'$   
 $T = 199.84'$   
 $L = 399.60'$   
 $E = 2.51'$   
 P.C. STA. = 910+05.72  
 P.T. STA. = 914+05.32  
 SE = NORMAL CROWN

PROPOSED CURVE NB-3  
 PI STA. = 914+67.06  
 $\Delta = 20^\circ 56' 44''$  (LT)  
 $D = 17^\circ 09' 16''$   
 $R = 334.00'$   
 $T = 61.74'$   
 $L = 122.10'$   
 $E = 5.66'$   
 P.C. STA. = 914+05.32  
 P.T. STA. = 915+27.42  
 SE = 2.0%

PROPOSED CURVE NB-4  
 PI STA. = 926+43.22  
 $\Delta = 24^\circ 05' 25''$  (LT)  
 $D = 17^\circ 09' 16''$   
 $R = 334.00'$   
 $T = 71.27'$   
 $L = 140.43'$   
 $E = 7.52'$   
 P.C. STA. = 925+71.95  
 P.T. STA. = 927+12.39  
 SE = 2.0%

PROPOSED CURVE NB-5  
 PI STA. = 928+61.72  
 $\Delta = 5^\circ 59' 25''$  (RT)  
 $D = 2^\circ 00' 27''$   
 $R = 2,853.94'$   
 $T = 149.33'$   
 $L = 298.38'$   
 $E = 3.90'$   
 P.C. STA. = 927+12.39  
 P.T. STA. = 930+10.77  
 SE = 2.0%

ALIGNMENT DATA - NORTHBOUND BASELINE

902	N 870152.30
	E 19581.26
903	N 870548.59
	E 19632.18
904	N 870669.62
	E 19622.46
905	N 870835.50
	E 19577.82

906	N 870941.99
	E 19565.00
907	N 871428.80
	E 19576.36
908	N 871545.15
	E 19597.69
909	N 871695.47
	E 19650.74

910	N 871833.71
	E 19668.67
911	N 872131.85
	E 19660.04

ALIGNMENT DATA - SOUTHBOUND BASELINE

1002	N 870268.30
	E 19567.38
1003	N 870531.11
	E 19583.32
1004	N 870674.32
	E 19614.45
1005	N 870816.73
	E 19680.67

1006	N 870966.48
	E 19715.62
1007	N 871399.93
	E 19725.73
1008	N 871540.77
	E 19701.88
1009	N 871699.95
	E 19642.16

1010	N 871855.21
	E 19623.04
1011	N 872131.44
	E 19642.02

