

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 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

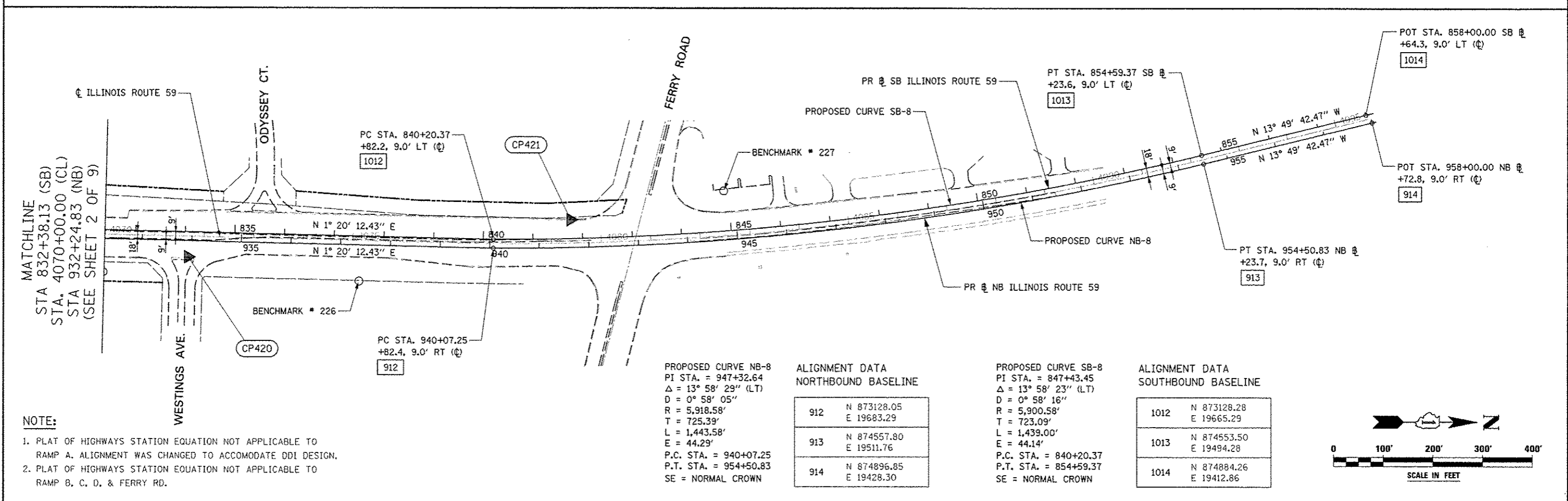
ALIGNMENT DATA
NORTHBOUND BASELINE

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



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

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

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

