

PROP. CURVE PR-WR-4 PI STA. =1436+25.33 Δ = 73° 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 Δ = 57° 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.C. STA = 1437+45.83 P.T. STA = 1439+88.69 DESIGN SPEED = 20 MPH
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PROP. CURVE PR-LRE 3 PI STA. = 345+42.13 Δ = 44° 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 Δ = 44° 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-CHO-2 PI STA. = 177+87.57 Δ = 23° 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.T. STA = 178+67.13	PROP. CURVE PR-CHO-3 PI STA. = 180+00.64 Δ = 18° 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
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PROP. CURVE PR-270-2 PI STA. = 1216+98.07 Δ = 8° 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-CHO-1 PI STA. = 176+42.55 Δ = 57° 23' 52" (RT) D = 146° 54' 44" R = 39.00' T = 21.35' L = 39.07' E = 5.46' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 176+21.20 P.T. STA = 176+60.27

PROP. CURVE PR-WR-6 PI STA. =1443+36.56 Δ = 25° 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

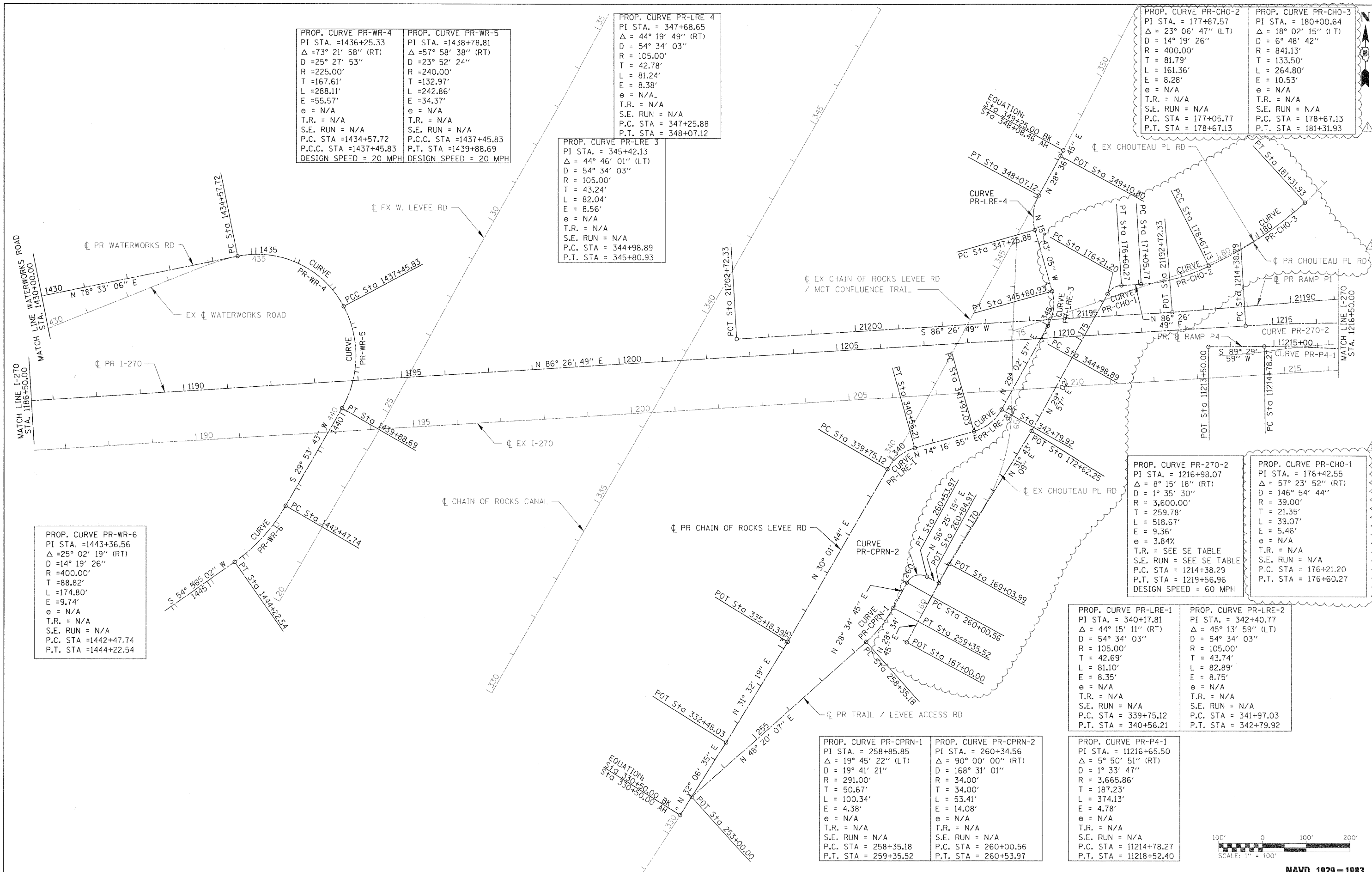
PROP. CURVE PR-LRE-1 PI STA. = 340+17.81 Δ = 44° 15' 11" (RT) D = 54° 34' 03" R = 105.00' T = 42.69' L = 81.10' E = 8.35' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 339+75.12 P.T. STA = 340+56.21

PROP. CURVE PR-LRE-2 PI STA. = 342+40.77 Δ = 45° 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 Δ = 19° 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 Δ = 90° 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 Δ = 5° 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
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FILE NAME = D:\76A91-Sht-ATB03.dgn
VOLKERT

USER NAME = untitled	DESIGNED = CLS	REVISED - 6/7/11 ADDENDUM
PLOT SCALE = 100.0000' / IN.	DRAWN = MAM	REVISED -
PLOT DATE = 5/20/2011	CHECKED = CLS	REVISED -
DATE = 5/16/2011	DATE = 5/16/2011	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. = 270	SECTION = 60-1B-1	COUNTY = MADISON	TOTAL SHEETS = 712	SHEET NO. = 30
ILLINOIS FED. AID PROJECT			CONTRACT NO. 76A91	

NAVD 1929 = 1983