

PROPOSED CURVE SB-1  
 PI STA. = 807+82.94  
 $\Delta = 8^\circ 24' 55''$  (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

PROPOSED CURVE SB-2  
 PI STA. = 812+49.86  
 $\Delta = 7^\circ 45' 40''$  (LT)  
 D = 2° 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° 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° 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%

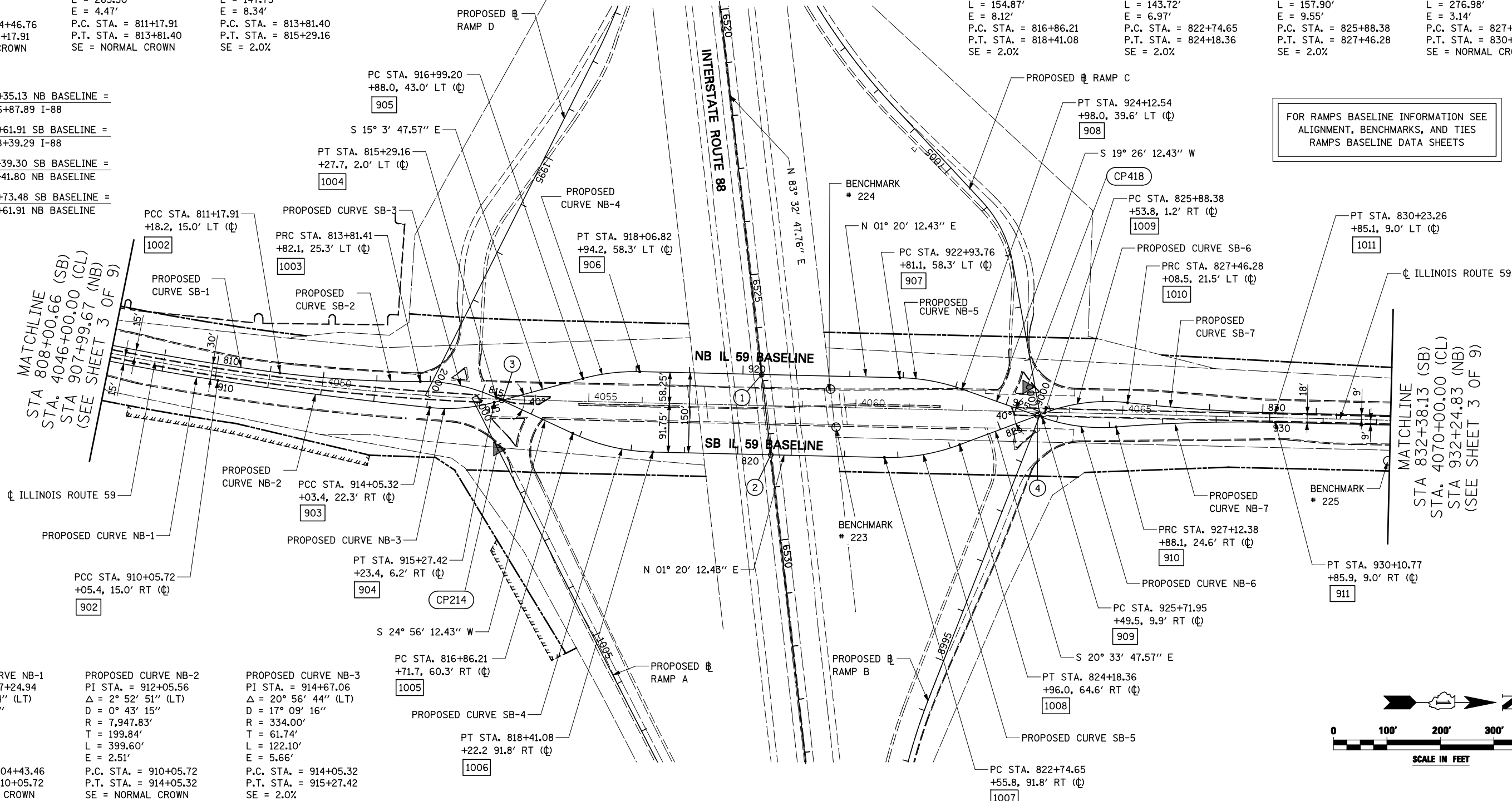
PROPOSED CURVE SB-5  
 PI STA. = 823+47.39  
 $\Delta = 21^\circ 54' 00''$  (LT)  
 D = 15° 14' 18"  
 R = 376.00'  
 T = 72.75'  
 L = 143.72'  
 E = 6.97'  
 P.C. STA. = 822+74.65  
 P.T. STA. = 824+18.36  
 SE = 2.0%

PROPOSED CURVE SB-6  
 PI STA. = 826+68.83  
 $\Delta = 27^\circ 05' 16''$  (RT)  
 D = 17° 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° 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° 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° 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° 09' 16"  
 R = 334.00'  
 T = 71.27'  
 L = 122.10'  
 E = 5.66'  
 P.C. STA. = 914+05.32  
 P.T. STA. = 915+27.42  
 SE = 2.0%

PROPOSED CURVE SB-4  
 PI STA. = 816+86.21  
 $\Delta = 20^\circ 56' 44''$  (LT)  
 D = 17° 09' 16"  
 R = 334.00'  
 T = 71.27'  
 L = 122.10'  
 E = 5.66'  
 P.C. STA. = 816+86.21  
 P.T. STA. = 818+41.08  
 SE = 2.0%

PROPOSED CURVE NB-4  
 PI STA. = 917+53.38  
 $\Delta = 16^\circ 24' 00''$  (RT)  
 D = 15° 14' 18"  
 R = 376.00'  
 T = 54.18'  
 L = 107.62'  
 E = 3.88'  
 P.C. STA. = 916+99.20  
 P.T. STA. = 918+06.82  
 SE = 2.0%

PROPOSED CURVE NB-5  
 PI STA. = 923+53.65  
 $\Delta = 18^\circ 06' 00''$  (RT)  
 D = 15° 14' 18"  
 R = 376.00'  
 T = 59.89'  
 L = 118.78'  
 E = 4.74'  
 P.C. STA. = 922+93.76  
 P.T. STA. = 924+12.54  
 SE = 2.0%

PROPOSED CURVE NB-6  
 PI STA. = 926+43.22  
 $\Delta = 24^\circ 05' 25''$  (LT)  
 D = 17° 09' 16"  
 R = 334.00'  
 T = 71.27'  
 L = 140.43'  
 E = 7.52'  
 P.C. STA. = 925+71.95  
 P.T. STA. = 927+12.38  
 SE = 2.0%

PROPOSED CURVE NB-7  
 PI STA. = 928+61.72  
 $\Delta = 5^\circ 59' 25''$  (RT)  
 D = 2° 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

ALIGNMENT DATA - SOUTHBOUND BASELINE

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

ALIGNMENT DATA - NORTHBOUND BASELINE

910	N 871833.71 E 19668.67
911	N 872131.85 E 19660.04

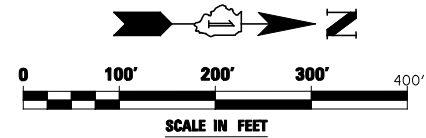
ALIGNMENT DATA - SOUTHBOUND BASELINE

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

ALIGNMENT DATA - SOUTHBOUND BASELINE

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



FILE NAME =	USER NAME = #USER#	DESIGNED <i>PJO</i>	REVISED -
#FILE#		DRAWN <i>KES</i>	REVISED -
		CHECKED <i>JCM</i>	REVISED -
		DATE <i>10/15/2012</i>	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT, BENCHMARKS, AND TIES			
ILLINOIS ROUTE 59 NORTHBOUND & SOUTHBOUND BASELINE DATA			
SCALE:	SHEET NO. 2 OF 9 SHEETS	STA. 4046+00 TO STA. 4070+00	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(112 & 113) WRS-5	DUPAGE	963	78
CONTRACT NO. 60131				
ILLINOIS FED. AID PROJECT				