

PROP. CURVE 64W-1
PI STA. = 73+67.12
Δ = 6° 45' 48" (RT)
D = 1° 27' 01"
R = 3,950.66'
T = 233.44'
L = 466.34'
E = 6.89'
P.C. STA = 71+33.67
P.C.C. STA = 76+00.02

PROP. CURVE 64W-2
PI STA. = 79+29.11
Δ = 9° 39' 54" (RT)
D = 1° 28' 19"
R = 3,892.58'
T = 329.09'
L = 656.62'
E = 13.89'
P.C.C. STA = 76+00.02
P.C.C. STA = 82+56.64

PROP. CURVE 64W-3
PI STA. = 83+20.10
Δ = 2° 30' 26" (RT)
D = 1° 58' 33"
R = 2,900.00'
T = 63.46'
L = 126.91'
E = 0.69'
P.C.C. STA = 82+56.64
P.C.C. STA = 83+83.54

PROP. CURVE 64W-4
PI STA. = 85+63.51
Δ = 4° 34' 49" (RT)
D = 1° 16' 24"
R = 4,500.00'
T = 179.97'
L = 359.74'
E = 3.60'
P.C.C. STA = 83+83.54
P.C.C. STA = 87+43.28

PROP. CURVE 64W-5
PI STA. = 88+27.34
Δ = 3° 30' 05" (RT)
D = 2° 05' 01"
R = 2,750.00'
T = 84.06'
L = 168.06'
E = 1.28'
P.C.C. STA = 87+43.28
P.C.C. STA = 89+11.35

PROP. CURVE 64W-6
PI STA. = 90+75.92
Δ = 3° 21' 59" (RT)
D = 1° 01' 23"
R = 5,600.16'
T = 164.57'
L = 329.05'
E = 2.42'
P.C.C. STA = 89+11.35
P.T. STA = 92+40.39

PROP. CURVE 64E-1
PI STA. = 41+07.48
Δ = 1° 00' 00" (RT)
D = 0° 28' 39"
R = 12,000.00'
T = 104.72'
L = 209.44'
E = 0.46'
P.C. STA = 40+02.75
P.T. STA = 42+12.19

PROP. CURVE 64E-2
PI STA. = 46+54.23
Δ = 0° 56' 39" (LT)
D = 0° 28' 39"
R = 12,000.00'
T = 98.87'
L = 197.74'
E = 0.41'
P.C. STA = 45+55.36
P.T. STA = 47+53.10

PROP. CURVE 64E-3
PI STA. = 53+19.44
Δ = 6° 19' 10" (LT)
D = 1° 35' 30"
R = 3,600.00'
T = 198.73'
L = 397.06'
E = 5.48'
P.C. STA = 51+20.71
P.C.C. STA = 55+17.76

PROP. CURVE 64E-4
PI STA. = 58+88.81
Δ = 10° 35' 58" (LT)
D = 1° 25' 57"
R = 4,000.00'
T = 371.05'
L = 739.97'
E = 17.17'
P.C.C. STA = 55+17.76
P.C.C. STA = 62+57.74

PROP. CURVE 64E-5
PI STA. = 67+01.39
Δ = 13° 31' 16" (LT)
D = 1° 31' 51"
R = 3,742.50'
T = 443.65'
L = 883.18'
E = 26.20'
P.C.C. STA = 62+57.74
P.T. STA = 71+40.92

PROP. CURVE 55N64E-1
PI STA. = 51+86.43
Δ = 10° 37' 29" (RT)
D = 2° 51' 28"
R = 2,005.00'
T = 186.43'
L = 371.80'
E = 8.65'
P.C. STA = 50+00.00
P.T. STA = 53+71.80

PROP. CURVE 55N64E-2
PI STA. = 57+08.92
Δ = 2° 17' 42" (RT)
D = 1° 08' 45"
R = 5,000.00'
T = 100.16'
L = 200.29'
E = 1.00'
P.C. STA = 56+08.76
P.T. STA = 58+09.05

PROP. CURVE 55N64E-3
PI STA. = 67+43.14
Δ = 53° 06' 29" (RT)
D = 6° 49' 15"
R = 840.00'
T = 419.80'
L = 778.61'
E = 99.06'
e = 6.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 152'
T.R. REMOVAL = 0'
S.E. RUN REMOVAL = 180'
P.C. STA = 63+23.34
P.T. STA = 71+01.95

PROP. CURVE 64W55N-1
PI STA. = 62+02.73
Δ = 106° 12' 31" (RT)
D = 14° 52' 55"
R = 385.00'
T = 512.85'
L = 713.67'
E = 256.28'
e = 6.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 103'
T.R. REMOVAL = 0'
S.E. RUN REMOVAL = 105'
P.C. STA = 56+89.88
P.T. STA = 64+03.55

PROP. CURVE 64W55N-2
PI STA. = 70+01.72
Δ = 8° 00' 34" (LT)
D = 3° 07' 14"
R = 1,836.00'
T = 128.54'
L = 256.65'
E = 4.49'
e = 3.70%
T.R. ATTAINMENT = 71'
S.E. RUN ATTAINMENT = 132'
T.R. REMOVAL = 0'
S.E. RUN REMOVAL = 0'
P.C. STA = 68+73.18
P.C.C. STA = 71+29.83

PROP. CURVE 64W55N-3
PI STA. = 71+67.17
Δ = 2° 12' 35" (LT)
D = 2° 57' 34"
R = 1,936.00'
T = 37.34'
L = 74.67'
E = 0.36'
e = 3.70%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 0'
T.R. REMOVAL = 0'
S.E. RUN REMOVAL = 0'
P.C.C. STA = 71+29.83
P.T. STA = 72+04.50

PROP. CURVE 64W70W-1
PI STA. = 59+84.84
Δ = 12° 18' 03" (RT)
D = 4° 01' 15"
R = 1,425.00'
T = 153.56'
L = 305.93'
E = 8.25'
e = 5.10%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 115'
T.R. REMOVAL = 0'
S.E. RUN REMOVAL = 115'
P.C. STA = 58+31.29
P.T. STA = 61+37.22

PROP. CURVE 64W70W-2
PI STA. = 69+02.97
Δ = 25° 20' 51" (LT)
D = 4° 23' 14"
R = 1,306.00'
T = 293.69'
L = 577.77'
E = 32.62'
e = -5.40%
T.R. ATTAINMENT = 48'
S.E. RUN ATTAINMENT = 221'
T.R. REMOVAL = 48'
S.E. RUN REMOVAL = 221'
P.C. STA = 66+09.28
P.T. STA = 71+87.05

PROP. CURVE 64W70W-3
PI STA. = 82+62.48
Δ = 12° 26' 00" (RT)
D = 1° 47' 26"
R = 3,200.00'
T = 348.57'
L = 694.41'
E = 18.93'
e = 3.50%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 64'
T.R. REMOVAL = 36'
S.E. RUN REMOVAL = 120'
P.C. STA = 79+13.90
P.T. STA = 86+08.31

PROP. CURVE 70E64E-1
PI STA. = 49+22.39
Δ = 14° 20' 13" (RT)
D = 1° 56' 04"
R = 2,962.00'
T = 372.53'
L = 741.17'
E = 23.33'
e = 3.40%
T.R. ATTAINMENT = 0.00'
S.E. RUN ATTAINMENT = 61.00'
T.R. REMOVAL = 0.00'
S.E. RUN REMOVAL = 61.00'
P.C. STA = 45+49.86
P.T. STA = 52+91.03

PROP. CURVE 70E64E-2
PI STA. = 58+60.45
Δ = 27° 33' 46" (LT)
D = 4° 32' 50"
R = 1,260.00'
T = 309.05'
L = 606.14'
E = 37.35'
e = 5.60%
T.R. ATTAINMENT = 48.00'
S.E. RUN ATTAINMENT = 179.00'
T.R. REMOVAL = 48.00'
S.E. RUN REMOVAL = 179.00'
P.C. STA = 55+51.40
P.T. STA = 61+57.54

PROP. CURVE 70E64E-3
PI STA. = 69+25.22
Δ = 12° 02' 09" (RT)
D = 6° 49' 15"
R = 840.00'
T = 88.55'
L = 176.46'
E = 4.65'
e = 6.00%
T.R. ATTAINMENT = 0.00'
S.E. RUN ATTAINMENT = 144.00'
T.R. REMOVAL = 0.00'
S.E. RUN REMOVAL = 128.00'
P.C. STA = 68+36.66
P.T. STA = 70+13.12

PROP. CURVE 64W55S-1
PI STA. = 115+59.46
Δ = 11° 35' 21" (RT)
D = 2° 46' 04"
R = 2,070.00'
T = 210.07'
L = 418.70'
E = 10.63'
P.C. STA = 113+49.39
P.T. STA = 117+68.09

PROP. CURVE 64W55S-2
PI STA. = 126+23.96
Δ = 69° 27' 35" (LT)
D = 7° 34' 58"
R = 755.61'
T = 523.79'
L = 916.03'
E = 163.79'
P.C. STA = 121+00.17
P.C.C. STA = 130+16.20

PROP. CURVE 64W55S-3
PI STA. = 131+97.14
Δ = 17° 49' 53" (LT)
D = 5° 58' 04"
R = 1,153.36'
T = 180.94'
L = 358.95'
E = 14.11'
P.C.C. STA = 130+16.20
P.T. STA = 133+75.15

PROP. CURVE 64W70W-1
PI STA. = 59+84.84
Δ = 12° 18' 03" (RT)
D = 4° 01' 15"
R = 1,425.00'
T = 153.56'
L = 305.93'
E = 8.25'
e = 5.10%
P.C. STA = 58+31.29
P.T. STA = 61+37.22

PROP. CURVE 64W70W-2
PI STA. = 69+02.97
Δ = 25° 20' 51" (LT)
D = 4° 23' 14"
R = 1,306.00'
T = 293.69'
L = 577.77'
E = 32.62'
e = -5.40%
P.C. STA = 66+09.28
P.T. STA = 71+87.05

PROP. CURVE 64W70W-3
PI STA. = 82+62.48
Δ = 12° 26' 00" (RT)
D = 1° 47' 26"
R = 3,200.00'
T = 348.57'
L = 694.41'
E = 18.93'
e = 3.50%
P.C. STA = 79+13.90
P.T. STA = 86+08.31

PROP. CURVE 70E55N-1
PI STA. = 55+46.88
Δ = 10° 06' 07" (RT)
D = 1° 56' 04"
R = 2,962.00'
T = 261.80'
L = 522.24'
E = 11.55'
e = 3.40%
P.C. STA = 52+85.08
P.T. STA = 58+07.32

PROP. CURVE 70E55N-2
PI STA. = 71+23.23
Δ = 87° 23' 14" (LT)
D = 5° 12' 31"
R = 1,100.00'
T = 1,050.95'
L = 1,677.71'
E = 421.34'
e = 5.80%
P.C. STA = 60+72.28
P.T. STA = 77+49.99

PROP. CURVE 70E55N-3
PI STA. = 86+06.22
Δ = 20° 41' 07" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 547.50'
L = 1,083.08'
E = 49.55'
e = 3.40%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 50'
P.C. STA = 80+58.72
P.C.C. STA = 91+41.80

PROP. CURVE 70E55N-4
PI STA. = 92+44.00
Δ = 5° 26' 52" (LT)
D = 2° 40' 03"
R = 2,148.00'
T = 102.19'
L = 204.23'
E = 2.43'
e = 4.20%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 29'
T.R. REMOVAL = 43'
S.E. RUN REMOVAL = 151'
P.C.C. STA = 91+41.80
P.T. STA = 93+46.03

PROP. CURVE 55S70W-1
PI STA. = 54+34.08
Δ = 25° 36' 07" (RT)
D = 3° 52' 55"
R = 1,476.00'
T = 335.37'
L = 659.54'
E = 37.62'
e = 5.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 107'
P.C. STA = 50+98.71
P.C.C. STA = 57+58.25

PROP. CURVE 55S70W-2
PI STA. = 60+50.80
Δ = 14° 29' 29" (RT)
D = 2° 29' 24"
R = 2,301.00'
T = 292.55'
L = 581.97'
E = 18.52'
e = 4.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 36'
P.C.C. STA = 57+58.25
P.C.C. STA = 63+40.22

PROP. CURVE 55S70W-3
PI STA. = 67+79.76
Δ = 36° 19' 13" (RT)
D = 2° 29' 24"
R = 1,340.00'
T = 439.54'
L = 849.44'
E = 70.25'
e = 5.30%
P.C. STA = 63+40.22
P.T. STA = 71+89.66

PROP. CURVE 55S70W-4
PI STA. = 81+39.12
Δ = 26° 52' 21" (RT)
D = 4° 16' 33"
R = 2,852.00'
T = 681.35'
L = 1,337.63'
E = 80.26'
e = 3.50%
P.C. STA = 74+57.77
P.T. STA = 87+95.40

PROP. CURVE RAMPK-1
PI STA. = 13+46.02
Δ = 18° 44' 17" (LT)
D = 9° 52' 43"
R = 580.00'
T = 681.35'
L = 189.68'
E = 7.84'
P.C. STA = 12+50.32
P.T. STA = 14+40.00

PROP. CURVE RAMPK-2
PI STA. = 19+02.19
Δ = 42° 22' 31" (RT)
D = 11° 01' 06"
R = 520.00'
T = 201.57'
L = 384.59'
E = 37.70'
P.C. STA = 17+00.63
P.T. STA = 20+85.21

PROP. CURVE RAMPK-3
PI STA. = 21+68.45
Δ = 27° 30' 47" (RT)
D = 16° 51' 06"
R = 340.00'
T = 83.24'
L = 163.27'
E = 10.04'
P.C. STA = 20+85.21
P.T. STA = 22+48.48

PROP. CURVE RAMPP-1
PI STA. = 18+60.32
Δ = 93° 33' 51" (RT)
D = 35° 48' 36"
R = 160.00'
T = 170.28'
L = 261.28'
E = 73.65'
e = 8.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 138'
T.R. REMOVAL = 46'
S.E. RUN REMOVAL = 183'
P.C. STA = 16+90.04
P.T. STA = 19+51.32

PROP. CURVE RAMPP-2
PI STA. = 23+33.57
Δ = 4° 45' 38" (LT)
D = 1° 02' 30"
R = 5,000.00'
T = 228.62'
L = 456.97'
E = 4.75'
e = 8.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 6'
P.C. STA = 21+04.96
P.C.C. STA = 25+61.92

PROP. CURVE RAMPP-3
PI STA. = 29+84.93
Δ = 16° 03' 07" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 423.01'
L = 840.48'
E = 3.00'
e = 3.40%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 38'
P.C. STA = 25+61.92
P.C.C. STA = 34+02.41

PROP. CURVE RAMPP-4
PI STA. = 35+16.42
Δ = 6° 01' 47" (LT)
D = 2° 38' 48"
R = 2,164.81'
T = 114.02'
L = 227.82'
E = 9.13'
e = 4.20%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 29'
T.R. REMOVAL = 43'
S.E. RUN REMOVAL = 151'
P.C.C. STA = 34+02.41
P.T. STA = 36+30.23

PROP. CURVE RAMPO-1
PI STA. = 12+06.12
Δ = 10° 27' 51" (RT)
D = 2° 37' 37"
R = 2,181.17'
T = 199.73'
L = 398.35'
E = 9.13'
e = 5.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 106'
P.C. STA = 10+06.39
P.C.C. STA = 14+04.74

PROP. CURVE RAMPO-2
PI STA. = 16+69.30
Δ = 74° 10' 12" (RT)
D = 16° 22' 13"
R = 350.00'
T = 264.56'
L = 453.08'
E = 88.74'
e = 8.00%
T.R. ATTAINMENT = 0'
S.E. RUN ATTAINMENT = 77'
T.R. REMOVAL = EXIST.
S.E. RUN REMOVAL = EXIST.
P.C.C. STA = 14+04.74
P.T. STA = 18+57.82

PROP. CURVE RAMPO-3
PI STA. = 22+11.53
Δ = 61° 19' 55" (LT)
D = 29° 59' 52"
R = 191.00'
T = 113.25'
L = 204.46'
E = 31.05'
e = 6.00%
T.R. ATTAINMENT = EXIST.
S.E. RUN ATTAINMENT = EXIST.
T.R. REMOVAL = EXIST.
S.E. RUN REMOVAL = EXIST.
P.C. STA = 20+98.28
P.T. STA = 23+02.74

PROP. CURVE RAMPB-1
PI STA. = 18+21.27
Δ = 67° 55' 49" (RT)
D = 20° 50' 05"
R = 275.00'
T = 185.25'
L = 326.04'
E = 56.57'
e = 7.90%
T.R. ATTAINMENT = 0.00'
S.E. RUN ATTAINMENT = 143.00'
T.R. REMOVAL = 0.00'
S.E. RUN REMOVAL = 106.00'
P.C. STA = 16+36.03
P.T. STA = 19+62.07

PROP. CURVE RAMPB-2
PI STA. = 17+36.68
Δ = 1° 01' 55" (RT)
D = 1° 00' 32"
R = 5679.66'
T = 51.14'
L = 102.28'
E = 0.23'
P.C. STA = 16+85.54
P.T. STA = 17+87.82

NOTE: REFER TO SHEET 350
OF THE GORE GRADING PLANS
SHEET FOR LAYOUT OF CURVES
64W55N-3 AND 64W55N-4

FILE NAME = DBTRI-76C52-sh1-ATB-04.dgn	USER NAME = searsb	DESIGNED OP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES AND BENCHMARKS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 280.0000' / in.	DRAWN OP	REVISED -			* 82-1-R(A), 82-1-R(B)	ST. CLAIR	629	64		
	PLOT DATE = 1/24/2012	CHECKED DBM	REVISED -			* 64/998/70 CONTRACT NO. 76C52					
		DATE 1-20-12	REVISED -			SCALE: NONE	SHEET NO. 4 OF 9 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	