

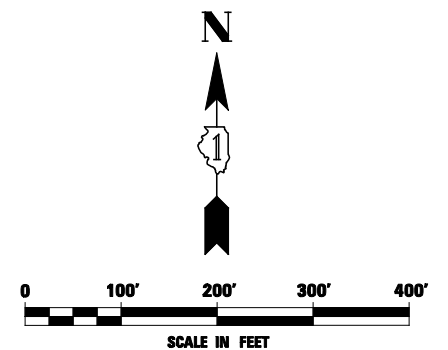
PROPOSED CURVE
 RAMP D-1
 PI STA. = 1990+37.99
 $\Delta = 30^\circ 16' 29''$ (RT)
 $D = 6^\circ 03' 47''$
 $R = 945.00'$
 $T = 255.64'$
 $L = 499.33'$
 $E = 33.97'$
 P.C. STA. = 1987+82.35
 P.T. STA. = 1992+81.68
 $SE = 7.75\%$

ALIGNMENT DATA

1100	N 870918.45 E 17814.54
1101	N 870961.07 E 18483.53
1102	N 870862.74 E 18967.18
1103	N 870540.77 E 19609.30

NOTE:

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



FILE NAME =	USER NAME = #USER#	DESIGNED <i>PJO</i>	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, BENCHMARKS, AND TIES RAMP D BASELINE DATA	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN <i>KES</i>	REVISED -			338	(112 & 113) WRS-5	DUPAGE	963	83	
PLOT SCALE = #SCALE#		CHECKED <i>JCM</i>	REVISED -			CONTRACT NO. 60I31					
PLOT DATE = #DATE#		DATE <i>10/15/2012</i>	REVISED -			SCALE:	SHEET NO. 7 OF 9 SHEETS	STA. 1981+12	TO STA. 2000+00	ILLINOIS FED. AID PROJECT	