



NOTE: SEE SHEET 239 FOR TEMPORARY RAMP ALIGNMENTS.

US 20	
PROP. CURVE P20-1	PROP. CURVE P20-2
PI STA. = 91+07.91	PI STA. = 105+57.25
N = 1,951,381.519	N = 1,950,854.901
E = 989,339.071	E = 990,689.543
Δ = 3° 21' 34" (LT)	Δ = 20° 04' 26" (LT)
D = 0° 32' 41"	D = 0° 53' 20"
R = 10,520.47'	R = 6,446.67'
T = 308.50'	T = 1,141.01'
L = 616.83'	L = 2,258.64'
E = 4.52'	E = 100.20'
S.E. RUN = -----	S.E. RUN = -----
P.C. STA. = 87+99.40	P.C. STA. = 94+16.23
P.T. STA. = 94+16.23	P.T. STA. = 116+74.87

FLEETWOOD DR	RAMP D	
PROP. CURVE FLEETWOOD-1	PROP. CURVE RAMPD-1	PROP. CURVE RAMPD-2
PI STA. = 312+67.42	PI STA. = 1+43.72	PI STA. = 11+65.20
N = 1,950,198.304	N = 1,951,309.836	N = 1,951,650.892
E = 990,026.004	E = 989,892.704	E = 988,928.596
Δ = 43° 08' 12" (LT)	Δ = 15° 11' 23" (RT)	Δ = 4° 02' 08" (RT)
D = 19° 05' 55"	D = 7° 38' 22"	D = 0° 43' 52"
R = 300.00'	R = 750.00'	R = 7,837.54'
T = 118.59'	T = 100.00'	T = 276.13'
L = 225.86'	L = 198.83'	L = 552.04'
E = 22.59'	E = 6.64'	E = 4.86'
S.E. RUN = -----	S.E. RUN = -----	S.E. RUN = -----
P.C. STA. = 311+48.83	P.C. STA. = 0+43.71	P.C. STA. = 8+89.07
P.T. STA. = 313+74.69	P.T. STA. = 2+42.55	P.T. STA. = 14+41.10

RAMP B		RAMP C	
PROP. CURVE RAMPB-1	PROP. CURVE RAMPB-2	PROP. CURVE RAMPC-1	
PI STA. = 9+65.98	PI STA. = 17+11.32	PI STA. = 17+26.97	
N = 1,950,818.026	N = 1,950,780.485	N = 1,951,009.312	
E = 990,945.566	E = 991,690.485	E = 989,844.402	
Δ = 4° 32' 09" (LT)	Δ = 3° 02' 35" (LT)	Δ = 16° 57' 51" (LT)	
D = 0° 26' 53"	D = 0° 38' 09"	D = 5° 34' 40"	
R = 12,789.25'	R = 9,011.61'	R = 1,027.23'	
T = 506.50'	T = 239.36'	T = 153.19'	
L = 1,012.47'	L = 478.62'	L = 304.14'	
E = 10.03'	E = 3.18'	E = 11.36'	
S.E. RUN = -----	S.E. RUN = -----	S.E. RUN = -----	
P.C. STA. = 4+59.48	P.C. STA. = 14+71.95	P.C. STA. = 15+73.78	
P.T. STA. = 14+71.95	P.T. STA. = 19+50.57	P.T. STA. = 18+77.92	

RAMP A		
PROP. CURVE RAMPA-1	PROP. CURVE RAMPA-2	PROP. CURVE RAMPA-3
PI STA. = 23+38.24	PI STA. = 27+28.01	PI STA. = 37+79.08
N = 1,950,872.194	N = 1,950,901.879	N = 1,951,198.100
E = 991,642.277	E = 991,253.566	E = 990,243.375
Δ = 2° 53' 57" (RT)	Δ = 11° 58' 33" (RT)	Δ = 10° 32' 21" (RT)
D = 0° 53' 38"	D = 2° 38' 24"	D = 2° 16' 35"
R = 6,409.68'	R = 2,170.27'	R = 2,517.00'
T = 162.20'	T = 227.64'	T = 232.15'
L = 324.33'	L = 453.63'	L = 462.98'
E = 2.05'	E = 11.91'	E = 10.68'
S.E. RUN = -----	S.E. RUN = -----	S.E. RUN = -----
P.C. STA. = 21+76.04	P.C. STA. = 25+00.37	P.C. STA. = 35+46.93
P.T. STA. = 25+00.37	P.T. STA. = 29+53.99	P.T. STA. = 40+09.92

MCLEAN BLVD		
PROP. CURVE PMCLEAN-1	PROP. CURVE PMCLEAN-2	PROP. CURVE PMCLEAN-3
PI STA. = 57+31.44	PI STA. = 72+63.17	PI STA. = 83+39.95
N = 1,949,490.654	N = 1,950,941.587	N = 1,952,022.722
E = 989,512.997	E = 990,018.533	E = 990,073.956
Δ = 13° 39' 07" (RT)	Δ = 16° 16' 29" (LT)	Δ = 2° 10' 44" (LT)
D = 1° 21' 59"	D = 1° 54' 35"	D = 0° 10' 00"
R = 4,193.46'	R = 3,000.00'	R = 34,370.58'
T = 501.97'	T = 428.96'	T = 653.59'
L = 999.18'	L = 852.15'	L = 1,307.03'
E = 29.94'	E = 30.51'	E = 6.21'
S.E. RUN = -----	S.E. RUN = -----	S.E. RUN = -----
P.C. STA. = 52+29.48	P.C. STA. = 68+34.21	P.C. STA. = 76+86.36
P.T. STA. = 62+28.66	P.T. STA. = 76+86.36	P.T. STA. = 89+93.38

EQUATION:  
Sta 4+98.15 BK =  
Sta 52+29.48 AH  
PC Sta 52+29.48

FILE NAME = USER NAME = \*USER\*  
DESIGNED - MRK REVISIONS -  
DRAWN - JFS REVISIONS -  
CHECKED - DDH REVISIONS -  
DATE - 12/16/11 REVISIONS -  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
FAP ROUTE 345 / US ROUTE 20

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=200' SHEET NO. OF STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	56

CONTRACT NO. 60H45  
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT