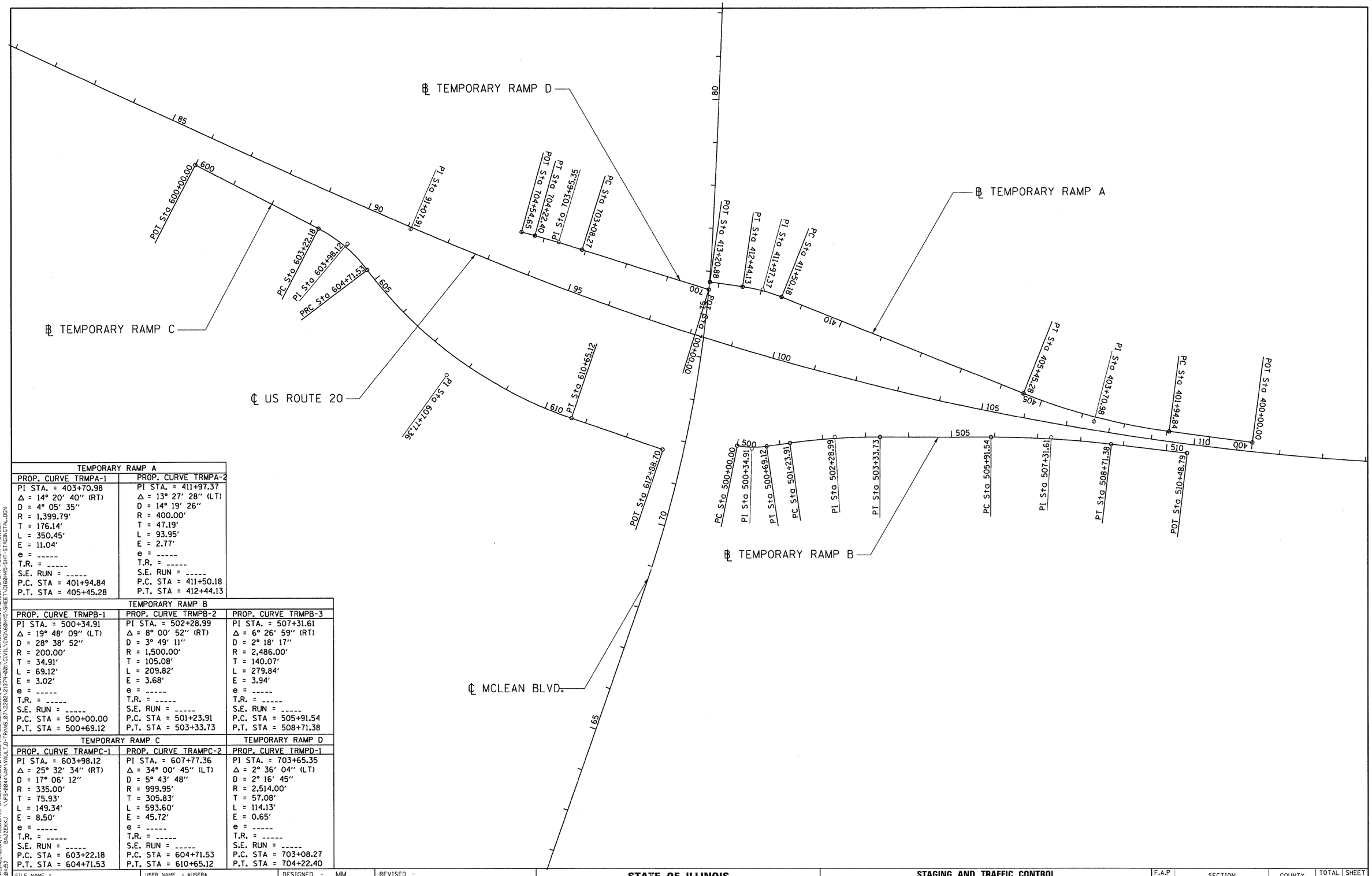

TEMPORARY RAMP A	
PROP. CURVE TRMPA-1	PROP. CURVE TRMPA-2
PI STA. = 403+70.98	PI STA. = 411+97.37
Δ = 14° 20′ 40″ (RT)	Δ = 13° 27′ 28″ (LT)
D = 4° 05′ 35″	D = 14° 19′ 26″
R = 1,399.79′	R = 400.00′
T = 176.14′	T = 47.19′
L = 350.45′	L = 93.95′
E = 11.04′	E = 2.77′
e = -----	e = -----
T.R. = -----	T.R. = -----
S.E. RUN = -----	S.E. RUN = -----
P.C. STA = 401+94.84	P.C. STA = 411+50.18
P.T. STA = 405+45.28	P.T. STA = 412+44.13

TEMPORARY RAMP B		
PROP. CURVE TRMPB-1	PROP. CURVE TRMPB-2	PROP. CURVE TRMPB-3
PI STA. = 500+34.91	PI STA. = 502+28.99	PI STA. = 507+31.61
Δ = 19° 48′ 09″ (LT)	Δ = 8° 00′ 52″ (RT)	Δ = 6° 26′ 59″ (RT)
D = 28° 38′ 52″	D = 3° 49′ 11″	D = 2° 18′ 17″
R = 200.00′	R = 1,500.00′	R = 2,486.00′
T = 34.91′	T = 105.08′	T = 140.07′
L = 69.12′	L = 209.82′	L = 279.84′
E = 3.02′	E = 3.68′	E = 3.94′
e = -----	e = -----	e = -----
T.R. = -----	T.R. = -----	T.R. = -----
S.E. RUN = -----	S.E. RUN = -----	S.E. RUN = -----
P.C. STA = 500+00.00	P.C. STA = 501+23.91	P.C. STA = 505+91.54
P.T. STA = 500+69.12	P.T. STA = 503+33.73	P.T. STA = 508+71.38

TEMPORARY RAMP C		TEMPORARY RAMP D
PROP. CURVE TRAMPC-1	PROP. CURVE TRAMPC-2	PROP. CURVE TRMPD-1
PI STA. = 603+98.12	PI STA. = 607+77.36	PI STA. = 703+65.35
Δ = 25° 32′ 34″ (RT)	Δ = 34° 00′ 45″ (LT)	Δ = 2° 36′ 04″ (LT)
D = 17° 06′ 12″	D = 5° 43′ 48″	D = 2° 16′ 45″
R = 335.00′	R = 999.95′	R = 2,514.00′
T = 75.93′	T = 305.83′	T = 57.08′
L = 149.34′	L = 593.60′	L = 114.13′
E = 8.50′	E = 45.72′	E = 0.65′
e = -----	e = -----	e = -----
T.R. = -----	T.R. = -----	T.R. = -----
S.E. RUN = -----	S.E. RUN = -----	S.E. RUN = -----
P.C. STA = 603+22.18	P.C. STA = 604+71.53	P.C. STA = 703+08.27
P.T. STA = 604+71.53	P.T. STA = 610+65.12	P.T. STA = 704+22.40

\\D160H45-STAGING2A.DGN, \\D160H45-STAGING1A.DGN, \\D160H45-BORDER01.DGN, \\D160H45-STAGINGALIGN, \\D160H45-SHT-ALIGNMNT.DGN
12-12-2011, 1:09:57 PM ZEKG/ \\FS1\DGN\WALL\D-Files\D7\2202\27379\801\CIVIL\CAD\160H45\SHEET\D160H45-SHT-STAGINGTAL.DGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - MM	REVISED -	
		DRAWN - KKS	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - PB	REVISED -	
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -	

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

STAGING AND TRAFFIC CONTROL
TEMPORARY RAMP ALIGNMENTS

SCALE: 1″=100′ | SHEET NO. OF | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	239
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		