



ALIGNMENT DATA

1200	N 870627.93 E 19614.42	1204	N 871207.48 E 20857.92
1201	N 870878.26 E 20107.65	1205	N 871409.57 E 22372.64
1202	N 871053.71 E 20448.71	1206	N 871516.37 E 23316.86
1203	N 871123.80 E 20586.84	1207	N 871564.47 E 23613.33

PROPOSED CURVE  
 RAMP A-1  
 PI STA. = 1012+35.41  
 $\Delta$  = 19° 06' 41" (RT)  
 D = 6° 42' 19"  
 R = 854.50'  
 T = 143.85'  
 L = 285.02'  
 E = 12.02'  
 P.C. STA. = 1010+91.56  
 P.T. STA. = 1013+76.58  
 SE = 8.0%

POT STA. 1000+00.00  
 RAMP A =  
 STA. 4052+81.36 IL 59  
 1200

STA. 1000+17.17 RAMP A =  
 STA. 914+92.71 NB BASELINE  
 SEE NOTE 1

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

