

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

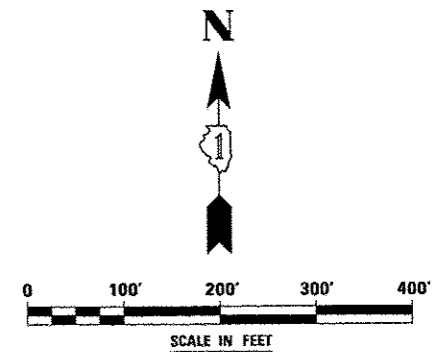
1100	N 870918.45 E 17814.54
1101	N 870961.07 E 18483.53
1102	N 870862.74 E 18967.18
1103	N 870540.77 E 19609.30

STA. 1999+71.60 @ RAMP D =  
 STA. 814+03.81 SB BASELINE  
 SEE NOTE 2

POT STA. 2000+00.00 @ RAMP D =  
 STA. 4051+94.06 IL 59  
 1103

NOTE:

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



FILE NAME #FILEL1	USER NAME #USERS	DESIGNED PJO	REVISED	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ALIGNMENT, BENCHMARKS, AND TIES RAMP D BASELINE DATA</b>	F.A.P. RTE. 338	SECTION (112 & 113) WRS-5	COUNTY DUPAGE	TOTAL SHEETS 963	SHEET NO. 83		
PLOT SCALE #SCALE	CHECKED JCM	REVISED	SCALE: SHEET NO. 7 OF 9 SHEETS			STA. 1981+12	TO STA. 2000+00	ILLINOIS FED. AID PROJECT CONTRACT NO. 60131				
PLOT DATE #DATE	DATE 10/15/2012	REVISED										