

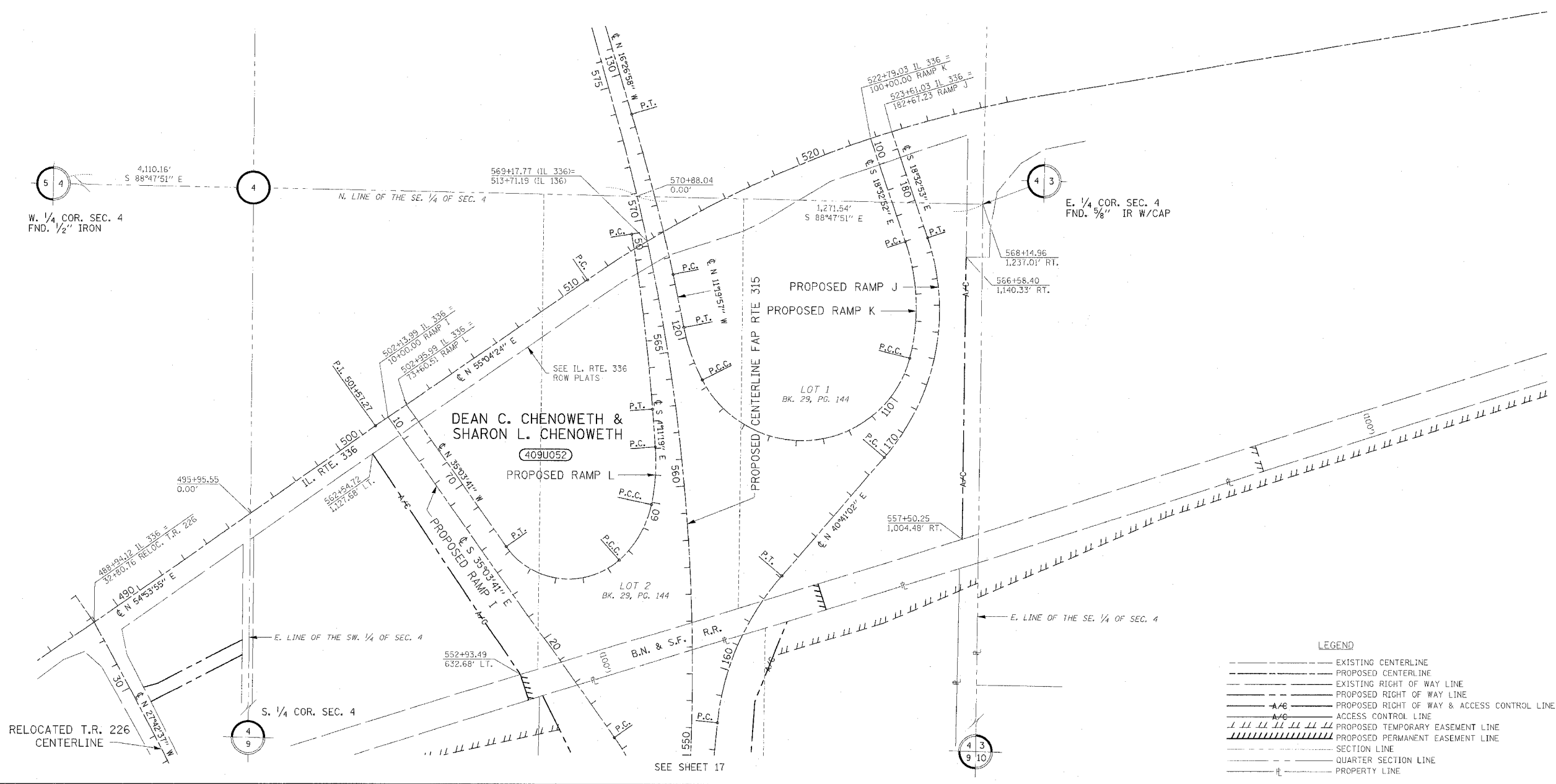
TOWNSHIP 5 NORTH, RANGE 3 WEST of the 4th P.M.

PROPOSED RAMP K CURVE DATA	PROPOSED RAMP K CURVE DATA	PROPOSED RAMP K CURVE DATA	PROPOSED RAMP K CURVE DATA
PI STA. = 53+27.33	PI STA. = 59+02.03	PI STA. = 61+32.70	PI STA. = 65+63.79
$\Delta = 4^\circ 56' 08''$ (RT)	$\Delta = 16^\circ 08' 27''$ (RT)	$\Delta = 36^\circ 14' 08''$ (RT)	$\Delta = 96^\circ 45' 05''$ (RT)
D = 0° 45' 16"	D = 7° 32' 20"	D = 15° 04' 40"	D = 20° 27' 46"
R = 7,595.00'	R = 760.00'	R = 380.00'	R = 280.00'
T = 327.33'	T = 107.76'	T = 124.33'	T = 315.10'
L = 654.25'	L = 214.10'	L = 240.32'	L = 472.82'
E = 7.05'	E = 7.60'	E = 19.82'	E = 141.53'
P.C. STA. = 50+00.00	P.C. STA. = 57+94.26	P.C. STA. = 60+08.36	P.C. STA. = 62+48.69
P.T. STA. = 56+54.25	P.T. STA. = 60+08.36	P.T. STA. = 62+48.69	P.T. STA. = 67+21.50

PROPOSED RAMP L CURVE DATA	PROPOSED RAMP L CURVE DATA	PROPOSED RAMP L CURVE DATA	PROPOSED RAMP L CURVE DATA
PI STA. = 106+26.33	PI STA. = 119+24.09	PI STA. = 119+34.95	PI STA. = 125+43.29
$\Delta = 32^\circ 59' 36''$ (RT)	$\Delta = 138^\circ 36' 21''$ (RT)	$\Delta = 15^\circ 36' 58''$ (RT)	$\Delta = 4^\circ 32' 47''$ (LT)
D = 7° 32' 20"	D = 13° 58' 28"	D = 7° 32' 20"	D = 0° 44' 41"
R = 760.00'	R = 410.00'	R = 760.00'	R = 7,694.00'
T = 225.07'	T = 1,085.20'	T = 104.22'	T = 305.42'
L = 437.64'	L = 991.84'	L = 207.14'	L = 610.52'
E = 32.63'	E = 750.07'	E = 7.11'	E = 6.06'
P.C. STA. = 104+01.25	P.C. STA. = 108+38.89	P.C. STA. = 118+30.74	P.C. STA. = 122+37.88
P.T. STA. = 108+38.89	P.T. STA. = 118+30.74	P.T. STA. = 120+37.88	P.T. STA. = 128+48.39

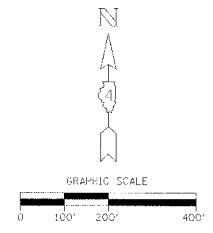
PROPOSED FAP 315 CURVE DATA
P.I. STA. = 561+78.45
$\Delta = 18^\circ 14' 29''$
D = 0° 44' 58"
R = 7,645.00'
T = 1,227.36'
L = 2,433.94'
E = 97.90'
P.C. STA. = 549+51.09
P.T. STA. = 573+85.04

PROPOSED RAMP J CURVE DATA	PROPOSED RAMP J CURVE DATA
PI STA. = 161+14.06	PI STA. = 174+63.97
$\Delta = 34^\circ 51' 16''$	$\Delta = 59^\circ 13' 54''$
D = 5° 43' 46"	D = 6° 49' 15"
R = 1,000.00'	R = 840.00'
T = 313.90'	T = 477.49'
L = 608.32'	L = 868.38'
E = 48.11'	E = 126.23'
P.C. STA. = 158+00.16	P.C. STA. = 169+86.48
P.T. STA. = 164+08.48	P.T. STA. = 178+54.86



W. 1/4 COR. SEC. 4
FND. 1/2" IRON

E. 1/4 COR. SEC. 4
FND. 5/8" IR W/CAP



LEGEND

- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- A/C- PROPOSED RIGHT OF WAY & ACCESS CONTROL LINE
- A/C- ACCESS CONTROL LINE
- ||||| PROPOSED TEMPORARY EASEMENT LINE
- ||||| PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY LINE

JOB NO. R-94-009-03

RIGHT OF WAY PLANS
FA RTE. 315 (IL 336)

CONSTRUCTION SECTION: 55-2
STA. 530+00 TO STA. 559+00
McDONOUGH COUNTY
SCALE: 1" = 200' SHEET 18 OF 21