PROP. CURVE RAMP B-2
PI STA. = 10+72.86
Δ = 29° 19′ 45″ (RT)
D = 6° 51′ 42″
R = 835.00′
T = 218.51′
L = 427.43′
E = 28.12′
e = 6.0% (50 MPH)
T.R. = N/A
S.E. RUN = 207′
P.C. STA. = 8+54.35
P.T. STA. = 12+81.78

GILBERT DANIELSON
PR ℄ RAMP A
PR ROW & A/C
CONST LIMIT
LEE FRED & PHYLISS P. SABEN
NW 1/4 SEC 19 T-10-N, R-4-W
RESTRICTED USE SOILS
US 34 W.B.L.
US 34 E.B.L.
℄ U.S. RTE. 34
RAMP B
MATCH LINE STA. 12+00 (RAMP B)
PT STA 12+81.78
1/4 SEC LINE
626+00.00 155.00′ RT
629+00.00 145.00′ RT
631+72.42 131.38′ RT
PR ℄ RAMP B
END IMPROVEMENTS RAMP B
STA 24+31.78, ℄ (RAMP B) =
STA 635+33.53, 50.00 RT, (US 34)
SW 1/4 SEC 19 T-10-N, R-4-W
SEE US ROUTE 34 PLAN & PROFILE FOR LAYOUT INFORMATION
SCALE: 1″ = 50′

PR PROFILE US 34 (OUTER EDGE OF WBL)
-0.40% ML
-0.15%
-0.36%
VPI STA. 15+81.05
ELEVATION 707.56
VPC STA 15+06.05
VPC EL 707.67
VPT STA 16+56.05
VPT EL 707.29
ex = -0.04′
150.00′ V.C.
PROPOSED US ROUTE 34 AT PGL
EXISTING GROUND AT PROPOSED ℄ RAMP B
PR PROFILE ℄ RAMP B
STA 24+31.78, ℄ (RAMP B) = STA 635+33.53, 50.0′ RT (US 34)
704.51
-0.40% ML

EX ℄ ELEV / PR ℄ ELEV	12+00	13+00	14+00	15+00	16+00	17+00	18+00	19+00	20+00	21+00	22+00	23+00	24+00
EX ℄ ELEV	710.46	709.83	709.30	708.26	708.94	708.94	709.45	709.12	709.07	707.93	706.82	705.32	704.83
PR ℄ ELEV	708.18	708.10	708.02	707.94	707.86	707.79	707.71	707.62	707.49	707.38	707.15	706.97	706.79
EX ℄ ELEV	704.64	705.60	707.09	707.12	706.43	705.22	704.66	704.36	704.08	704.40	703.07	702.22	
PR ℄ ELEV	706.61	706.43	706.24	706.06	705.88	705.70	705.52	705.34	705.16	704.98	704.80	704.62	

FILE NAME = D468409-SHT-39-PLNPRF-RAMPB-02.dgn	USER NAME = zachl	DESIGNED - DBS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - PSBA	REVISED -	ROADWAY PLAN & PROFILE RAMP B
	PLOT SCALE = 100.0000 ′ / in.	CHECKED - CSB	REVISED -	SCALE: 1″= 50′ | SHEET NO. 39 OF 67 SHEETS | STA. 12+00 TO STA. 24+31.78
	PLOT DATE = 10/16/2012	DATE - 10/2012	REVISED -	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
313	7-2 ; 6-2	HENDERSON	976	173
		CONTRACT NO. 68409		
	ILLINOIS FED. AID PROJECT			