PROP. ROADWAY C CURVE C43
PI STA. = 22+51.31
Δ = 3° 38′ 37″ (RT)
D = 0° 51′ 41″
R = 6,651.34′
T = 211.56′
L = 422.98′
E = 3.36′
P.C. STA. = 20+39.74
P.T. STA. = 24+62.73

PROP. ROADWAY C CURVE C45
PI STA. = 32+27.00
Δ = 25° 19′ 52″ (LT)
D = 3° 10′ 09″
R = 1,807.88′
T = 406.28′
L = 799.28′
E = 45.09′
e = 6.00%
T.R. = 42.50′
S.E. RUN = 170.00′
P.C. STA. = 28+20.72
P.T. STA. = 36+20.00
SE ATTAINED STA. 28+60.55
TO STA 28+84.14 (5.45% TO 6.00%)

EXIST. CURVE I57SRC-1
PI STA. = 5032+76.40
Δ = 42° 31′ 30″ (RT)
D = 3° 10′ 09″
R = 1,807.88′
T = 703.50′
L = 1,341.81′
E = 132.05′
e = 6.00%
T.R. = 56.70′
S.E. RUN = 170.00′
P.C. STA. = 5025+72.90
P.T. STA. = 5039+14.71

PROPOSED PCC PAVEMENT
PROPOSED AGGREGATE SHOULDER
PROPOSED PCC SHOULDER
PT STA 24+62.73
PC STA 28+20.72
PT STA 5039+14.71
MATCH LINE STA. 24+50.00
CURVE C45
SB FAI 57 ROADWAY C
WB FAI ROUTE 70 ROADWAY A
EB FAI ROUTE 70 ROADWAY B
STA 2044+51.39 ℄ ROADWAY B =
STA 5029+52.21 ℄ ROADWAY C
PROPOSED TRAFFIC BARRIER TERMINAL, TYPE 6
HOT MIX ASPHALT RESURFACING
HOT MIX ASPHALT SHOULDER RESURFACING
RESURFACING OMISSION STA 5030+40.61 STA 5028+56.06
MATCH LINE STA. 5028+00.00 (EXIST)
CURVE I57SRC-1
RAMP F
℄ 1-57 SOUTHBOUND ROADWAY C
PROPOSED TRAFFIC BARRIER TYPE 1, SPECIAL (TANGENT)
PROPOSED AGGREGATE SHOULDER
PROPOSED RECONSTRUCTION
PROPOSED RESURFACING
STA 33+00.00 ℄ SB FAI 57 ROADWAY C= STA 5033+91.74 ℄ EXIST ROADWAY C
33+00.00 (PROP) 5033+91.74 (EXIST)
PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
EX. GUARDRAIL TO BE REMOVED
HOT MIX ASPHALT SHOULDER RESURFACING
PT STA 36+20.00 SB FAI 57 ROADWAY C= STA 5030+71.74 EXISTING ROADWAY C
54" RCP
HOT MIX ASPHALT RESURFACING
PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
PROPOSED AGGREGATE SHOULDER
PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
PAVED DITCH
NOTE: STATIONING OF EXISTING ROADWAY C IS REVERSED.
0 50′ 100′

EXISTING PROFILE ALONG ℄ ROADWAY C
PROPOSED PROFILE
PROPOSED PROFILE ROADWAY C BEGINS STA 25+02.04 ELEV 563.66
PROPOSED PROFILE ROADWAY C IS CONTROLED BY PROPOSED PROFILE WB FAI 70 ROADWAY A PROFILE AND CROSS SLOPE
VPI STA. 28+60.55 ELEVATION 559.52
-7.15%
-1.96%
-0.51%
250.00′ V.C.
183.00′ V.C.
547.00
VPI STA. 31+50.00 ELEVATION 550.15
STA 29+00.00 ELEV 546.95
SPECIAL DITCH LT SLOPE -15.62%
STA 30+72.13 ELEV 523.50
SPECIAL DITCH LT SLOPE 1.35%
STA 31+83.50 ELEV 525.00
STA 32+96.20 EXISTING 54" PIPE TO BE EXTENDED BOTH SIDES ELEV 521.02
SPECIAL DITCH LT SLOPE 0.56%
STA 35+50.00 ELEV 527.06
PROPOSED PROFILE ROADWAY C ENDS STA 33+00.00 ELEV 553.38
PROPOSED RESURFACING PROFILE IS CONTROLLED BY MATCHING EXISTING AT THE CENTERLINE EXISTING ROADWAY C
RESURFACING OMISSION
5030+50.00
5028+47.50
-I53.79
FAI 70 EB ROADWAY B
PG 532.55
-I52.21

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