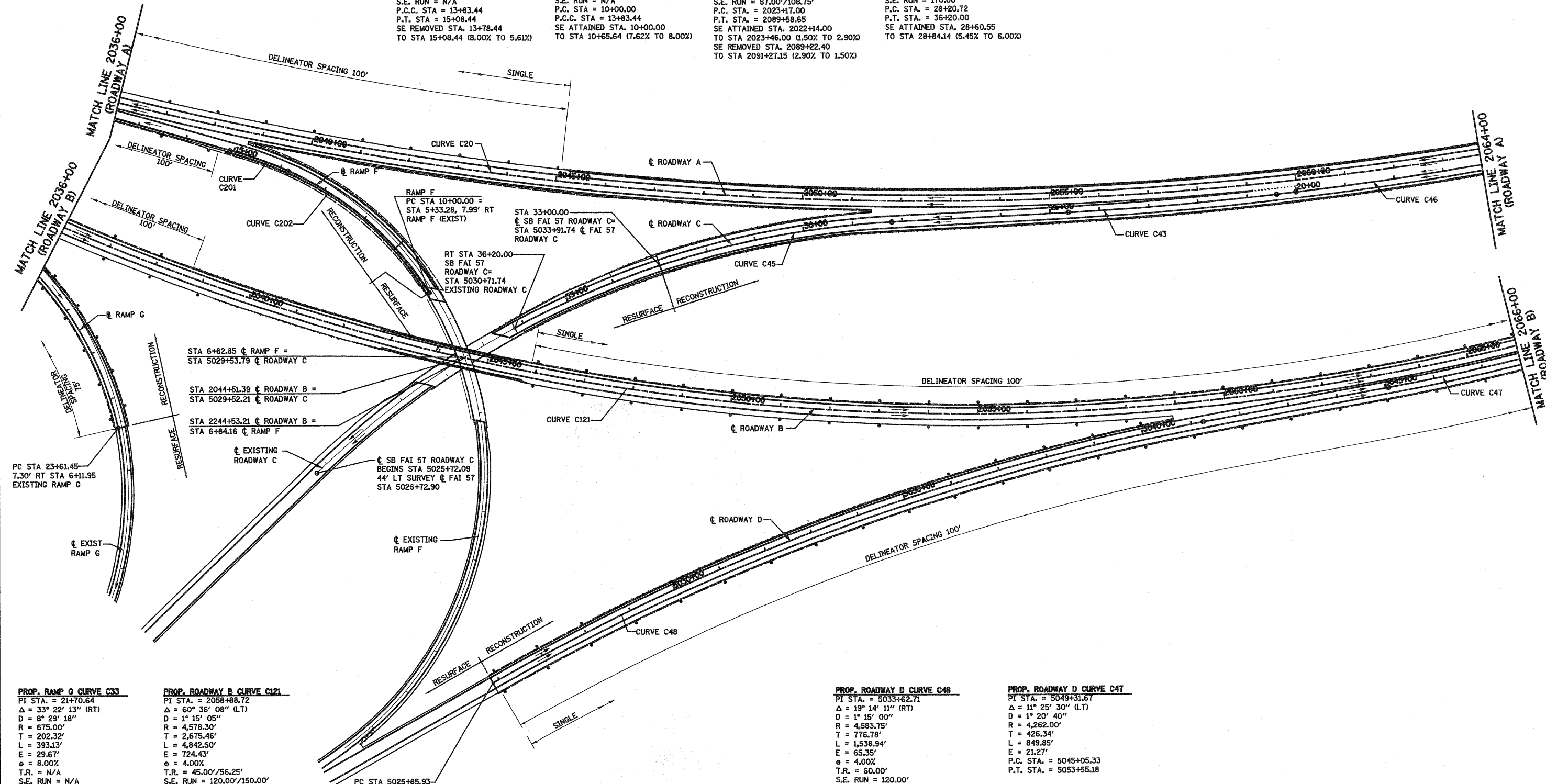


<b>PROP. RAMP F CURVE C201</b> PI STA. = 14+46.05 $\Delta = 8^\circ 25' 33''$ (LT) $D = 6^\circ 44' 26''$ $R = 850.00'$ $T = 62.61'$ $L = 125.00'$ $E = 2.30'$ $e = 8.00\%$ $T.R. = N/A$ $S.E. RUN = N/A$ $P.C.C. STA. = 13+83.44$ $P.T. STA. = 15+08.44$ $SE REMOVED STA. 13+78.44$ $TO STA 15+08.44 (8.00\% TO 5.61\%)$	<b>PROP. RAMP F CURVE C202</b> PI STA. = 11+97.53 $\Delta = 33^\circ 55' 47''$ (LT) $D = 8^\circ 50' 56''$ $R = 647.50'$ $T = 197.53'$ $L = 383.44'$ $E = 29.46'$ $e = 8.00\%$ $T.R. = N/A$ $S.E. RUN = N/A$ $P.C. STA. = 10+00.00$ $P.C.C. STA. = 13+83.44$ $SE ATTAINED STA. 10+00.00$ $TO STA 10+65.64 (7.62\% TO 8.00\%)$	<b>PROP. ROADWAY A CURVE C20</b> PI STA. = 2059+30.08 $\Delta = 55^\circ 59' 40''$ (LT) $D = 0^\circ 50' 35''$ $R = 6,796.00'$ $T = 3,613.08'$ $L = 6,641.65'$ $E = 900.75'$ $e = 2.90\%$ $T.R. = 45.00'/56.25'$ $S.E. RUN = 87.00'/108.75'$ $P.C. STA. = 2023+17.00$ $P.T. STA. = 2089+58.65$ $SE ATTAINED STA. 2022+14.00$ $TO STA 2023+46.00 (1.50\% TO 2.90\%)$ $SE REMOVED STA. 2089+22.40$ $TO STA 2091+27.15 (2.90\% TO 1.50\%)$	<b>PROP. ROADWAY C CURVE C45</b> PI STA. = 32+27.00 $\Delta = 25^\circ 19' 52''$ (LT) $D = 3^\circ 10' 09''$ $R = 1,807.88'$ $T = 406.28'$ $L = 799.28'$ $E = 45.09'$ $e = 6.00\%$ $T.R. = 42.50'$ $S.E. RUN = 170.00'$ $P.C. STA. = 28+20.72$ $P.T. STA. = 36+20.00$ $SE ATTAINED STA. 28+60.55$ $TO STA 28+84.14 (5.45\% TO 6.00\%)$	<b>PROP. ROADWAY C CURVE C43</b> PI STA. = 22+51.31 $\Delta = 3^\circ 38' 37''$ (RT) $D = 0^\circ 51' 41''$ $R = 6,651.34'$ $T = 211.56'$ $L = 422.98'$ $E = 3.36'$ $e = 6.00\%$ $P.C. STA. = 20+39.74$ $P.T. STA. = 24+62.73$	<b>PROP. ROADWAY C CURVE C46</b> PI STA. = 15+17.42 $\Delta = 8^\circ 41' 49''$ (RT) $D = 0^\circ 53' 51''$ $R = 6,384.82'$ $T = 485.50'$ $L = 969.14'$ $E = 18.43'$ $e = 6.00\%$ $P.C. STA. = 10+31.92$ $P.T. STA. = 20+01.06$
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**PROP. RAMP G CURVE C33**  
 PI STA. = 21+70.64  
 $\Delta = 33^\circ 22' 13''$  (RT)  
 $D = 8^\circ 29' 18''$   
 $R = 675.00'$   
 $T = 202.32'$   
 $L = 393.13'$   
 $E = 29.67'$   
 $e = 8.00\%$   
 $T.R. = N/A$   
 $S.E. RUN = N/A$   
 $P.C.C. STA. = 19+68.32$   
 $P.T. STA. = 23+61.45$

**PROP. ROADWAY B CURVE C121**  
 PI STA. = 2058+88.72  
 $\Delta = 60^\circ 36' 08''$  (LT)  
 $D = 1^\circ 15' 05''$   
 $R = 4,578.30'$   
 $T = 2,675.46'$   
 $L = 4,842.50'$   
 $E = 724.43'$   
 $e = 4.00\%$   
 $T.R. = 45.00'/56.25'$   
 $S.E. RUN = 120.00'/150.00'$   
 $P.C. STA. = 2032+13.26$   
 $P.T. STA. = 2080+55.76$   
 $SE ATTAINED STA. 2030+88.26$   
 $TO STA 2032+53.26 (1.50\% TO 4.00\%)$   
 $SE REMOVED STA. 2080+05.76$   
 $TO STA 2082+12.01 (4.00\% TO 1.50\%)$

PC STA 5025+85.93  
 NB FAI 57  
 ROADWAY D =  
 PC STA 5025+85.93  
 EXISTING  $\phi$  ROADWAY D

**PROP. ROADWAY D CURVE C46**  
 PI STA. = 5033+62.71  
 $\Delta = 19^\circ 14' 11''$  (RT)  
 $D = 1^\circ 15' 00''$   
 $R = 4,583.75'$   
 $T = 776.78'$   
 $L = 1,538.94'$   
 $E = 65.35'$   
 $e = 4.00\%$   
 $T.R. = 60.00'$   
 $S.E. RUN = 120.00'$   
 $P.C. STA. = 5025+85.93$   
 $P.T. STA. = 5041+24.87$   
 $SE ATTAINED STA. 5024+45.93$   
 $TO STA 5026+25.93 (2.00\% TO 4.00\%)$   
 $SE REMOVED STA. 5039+94.87$   
 $TO STA 5041+24.87 (4.00\% TO 2.68\%)$

**PROP. ROADWAY D CURVE C47**  
 PI STA. = 5049+31.67  
 $\Delta = 11^\circ 25' 30''$  (LT)  
 $D = 1^\circ 20' 40''$   
 $R = 4,262.00'$   
 $T = 426.34'$   
 $L = 849.85'$   
 $E = 21.27'$   
 $P.C. STA. = 5045+05.33$   
 $P.T. STA. = 5053+55.18$

**LEGEND**

DELINEATOR  $\bullet$

NOTE: FOR EXISTING ALIGNMENTS AND CONTROLS PRESENTED ON THIS SHEET SEE HORIZONTAL CONTROL SHEET.



FILE NAME =	USER NAME = paul	DESIGNED - JWS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DELINEATOR DETAIL SOUTH TRI LEVEL</b>			F.A.I. RTE. 57/70	SECTION (25-3)R	COUNTY EFFINGHAM	TOTAL SHEETS 1416	SHEET NO. 438
PLOT SCALE = 200.0000' / IN.					DRAWN - PDB	SCALE: 1"=100'	SHEET NO. 2 OF 3 SHEETS	STA. 2036+00.00 TO STA. 2066+00.00	CONTRACT NO. 74296			
PLOT DATE = 2/11/2010					CHECKED - BRM							
					DATE - 3-04-08							