



**PROP. ROADWAY C
CURVE C67**
 PI STA. = 19+58.36
 $\Delta = 25^\circ 09' 26''$ (RT)
 $D = 1^\circ 20' 02''$
 $R = 4,295.00'$
 $T = 958.36'$
 $L = 1,885.82'$
 $E = 105.62'$
 $e = 4.30\%$
 T.R. = NA
 S.E. RUN = NA
 P.C. STA. = 10+00.00
 P.T. STA. = 28+85.82
 SE REMOVED STA. 25+97.18
 TO STA 30+89.99 (4.30% TO 1.50%)

**PROP. ROADWAY A
CURVE C124**
 PI STA. = 2347+98.08
 $\Delta = 13^\circ 30' 18''$ (LT)
 $D = 0^\circ 57' 18''$
 $R = 6,000.00'$
 $T = 710.41'$
 $L = 1,414.23'$
 $E = 41.91'$
 $e = 3.22\%$
 T.R. = 45.00'
 S.E. RUN = 96.60'
 P.C. STA. = 2340+87.67
 P.T. STA. = 2355+01.91
 SE ATTAINED STA. 2339+63.27 TO
 STA 2341+19.87 (2.00% TO 3.22%)
 SE REMOVED STA. 2354+69.71 TO
 STA 2355+79.92 (3.22% TO 0.00%)

**PROP. ROADWAY A
CURVE C125**
 PI STA. = 2370+35.89
 $\Delta = 27^\circ 00' 00''$ (RT)
 $D = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 1,375.55'$
 $L = 2,700.00'$
 $E = 162.81'$
 $e = 3.34\%$
 T.R. = 45.00'
 S.E. RUN = 100.20'
 P.C. STA. = 2356+60.34
 P.T. STA. = 2383+60.34
 SE ATTAINED STA. 2355+79.92 TO
 STA 2356+93.74 (0.00% TO 3.34%)
 SE REMOVED STA. 2383+26.94 TO
 STA 2384+30.52 (3.34% TO 0.00%)

**PROP. RAMP G
CURVE C28**
 PI STA. = 21+49.91
 $\Delta = 48^\circ 53' 14''$ (RT)
 $D = 7^\circ 25' 09''$
 $R = 772.27'$
 $T = 351.03'$
 $L = 658.93'$
 $E = 76.03'$
 $e = 8.00\%$
 T.R. = NA
 S.E. RUN = NA
 P.C. STA. = 17+98.88
 P.T. STA. = 24+57.82
 SE ATTAINED STA. 16+58.48 TO
 STA 18+68.88 (3.34% TO 8.00%)

**PROP. ROADWAY D
CURVE C25**
 PI STA. = 5360+57.16
 $\Delta = 33^\circ 37' 52''$ (LT)
 $D = 2^\circ 59' 03''$
 $R = 1,920.00'$
 $T = 580.25'$
 $L = 1,126.99'$
 $E = 85.76'$
 $e = 5.88\%$
 T.R. = NA
 S.E. RUN = NA
 P.C. STA. = 5354+76.91
 P.T. STA. = 5366+03.90
 SE ATTAINED STA. 5352+76.92 TO
 STA 5356+25.60 (2.00% TO 5.88%)

**PROP. RAMP F
CURVE C22**
 PI STA. = 8+40.81
 $\Delta = 12^\circ 56' 00''$ (LT)
 $D = 4^\circ 02' 42''$
 $R = 1,416.50'$
 $T = 160.55'$
 $L = 319.74'$
 $E = 9.07'$
 $e = 7.85\%$
 T.R. = NA
 S.E. RUN = NA
 P.C. STA. = 6+80.26
 P.C.C. STA. = 10+00.00

**PROP. RAMP F
CURVE C69**
 PI STA. = 12+92.53
 $\Delta = 24^\circ 21' 40''$ (LT)
 $D = 4^\circ 13' 40''$
 $R = 1,355.20'$
 $T = 292.52'$
 $L = 576.21'$
 $E = 31.21'$
 $e = 7.85\%$
 T.R. = NA
 S.E. RUN = NA
 P.C. STA. = 10+00.00
 P.T. STA. = 15+76.21
 SE REMOVED STA. 14+46.21 TO
 STA 17+76.19 (7.85% TO 3.26%)

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



FILE NAME = S:\Projects\03-2007\25170.dgn\11 Trk.dgn	USER NAME = *USER*	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCHANGE LAYOUT NORTH TRI LEVEL			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = *SCALE*	DRAWN - PDB	REVISED -		SCALE: 1=100'	SHEET NO. 2 OF 3 SHEETS	STA. 2348+00.00 TO STA. 2377+00.00	57/70	(25-4)R	EFFINGHAM	1760	325
	PLOT DATE = *DATE*	CHECKED - BRM	REVISED -					CONTRACT NO. 74295				
		DATE - 9-16-08	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				