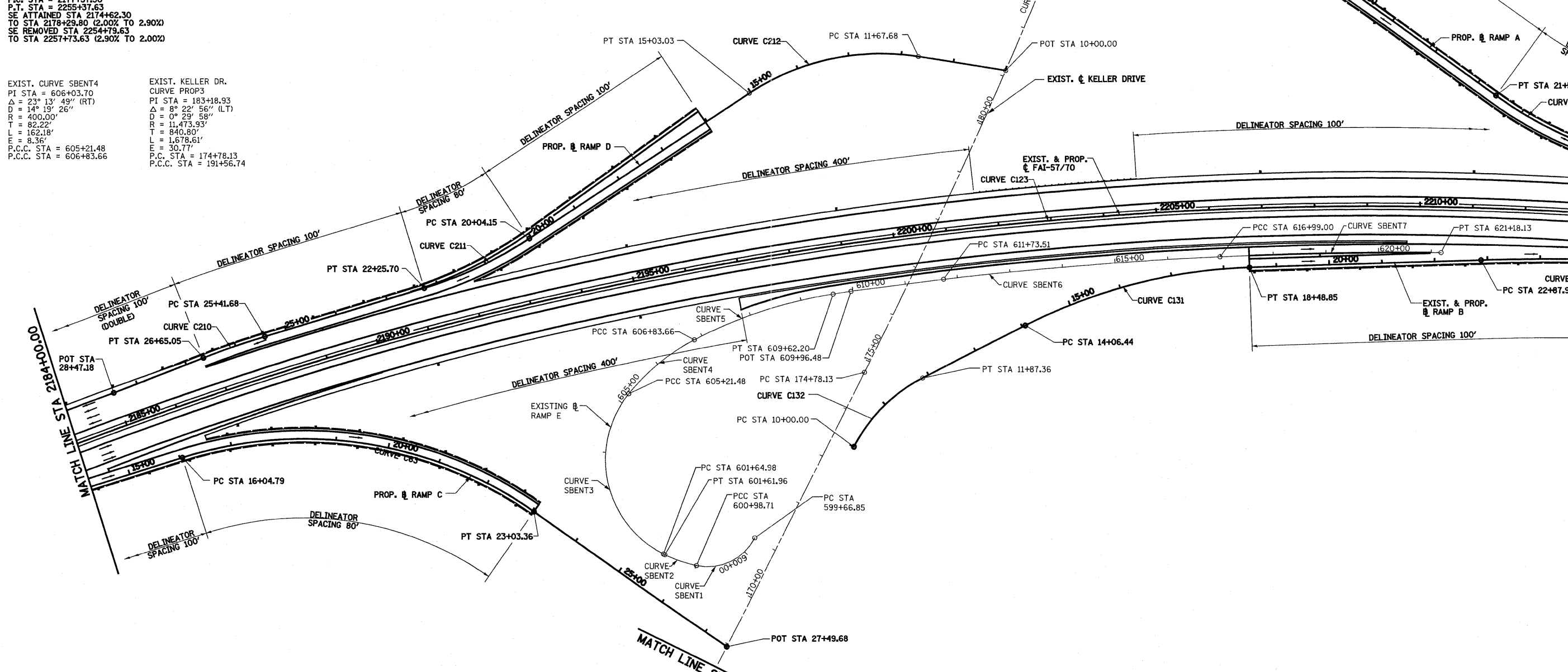


PROP. KELLER DR. RAMP A CURVE C58 PI STA = 19+83.27 $\Delta = 26^\circ 53' 22''$ (RT) $D = 7^\circ 32' 20''$ $R = 760.00'$ $T = 181.68'$ $L = 356.68'$ $E = 21.42'$ $e = 8.00\%$ $T.R. = 48.00'$ $S.E. RUN = 255.00'$ $P.C. STA = 18+01.59$ $P.T. STA = 21+58.26$ SE ATTAINED STA 16+61.89 TO STA 18+71.59 (1.50% TO 8.00%) SE REMOVED STA 20+73.26 TO STA 23+76.26 (8.00% TO -1.50%)	PROP. KELLER DR. RAMP A CURVE C57 PI STA = 26+31.51 $\Delta = 14^\circ 15' 04''$ (LT) $D = 5^\circ 40' 22''$ $R = 1,010.00'$ $T = 326.26'$ $L = 251.22'$ $E = 7.86'$ $e = 4.20\%$ $T.R. = 38.00'$ $S.E. RUN = 105.00'$ $P.C. STA = 25+05.25$ $P.T. STA = 27+56.47$ SE ATTAINED STA 24+73.25 TO STA 25+40.25 (-1.50% TO -4.20%) SE REMOVED STA 26+96.47 TO STA 27+56.47 (-4.20% TO -2.81%)	PROP. KELLER DR. RAMP B CURVE C132 PI STA = 10+96.85 $\Delta = 35^\circ 47' 02''$ (RT) $D = 19^\circ 05' 55''$ $R = 300.00'$ $T = 96.85'$ $L = 187.36'$ $E = 15.25'$ $e = 6.00\%$ $T.R. = N/A$ $S.E. RUN = N/A$ $P.C. STA = 14+06.44$ $P.T. STA = 18+48.85$ SE REMOVED STA 18+50.00 TO STA 19+30.85 (3.96% TO 1.50%)	PROP. KELLER DR. RAMP B CURVE C131 PI STA = 16+31.33 $\Delta = 25^\circ 20' 54''$ (RT) $D = 5^\circ 43' 46''$ $R = 1,000.00'$ $T = 224.89'$ $L = 442.41'$ $E = 24.97'$ $e = 6.00\%$ $T.R. = N/A$ $S.E. RUN = N/A$ $P.C. STA = 14+06.44$ $P.T. STA = 18+48.85$ SE REMOVED STA 18+50.00 TO STA 19+30.85 (3.96% TO 1.50%)	PROP. KELLER DR. RAMP B CURVE C130 PI STA = 26+17.30 $\Delta = 8^\circ 25' 37''$ (RT) $D = 1^\circ 16' 54''$ $R = 4,470.56'$ $T = 320.36'$ $L = 657.53'$ $E = 12.12'$ $e = 4.50\%$ $T.R. = N/A$ $S.E. RUN = 120.00'$ $P.C. STA = 22+47.95$ $P.T. STA = 29+45.47$ SE ATTAINED STA 22+27.95 TO STA 23+47.95 (1.50% TO 4.50%) SE REMOVED STA 26+15.38 TO STA 29+45.47 (4.50% TO 2.90%)	PROP. KELLER DR. RAMP C CURVE C63 PI STA = 19+80.94 $\Delta = 52^\circ 39' 51''$ (RT) $D = 7^\circ 32' 20''$ $R = 760.00'$ $T = 176.15'$ $L = 698.57'$ $E = 87.99'$ $e = 8.00\%$ $T.R. = N/A$ $S.E. RUN = N/A$ $P.C. STA = 16+04.79$ $P.T. STA = 23+03.36$ SE ATTAINED STA 14+64.79 TO STA 16+74.79 (2.90% TO 8.00%) SE REMOVED STA 21+77.36 TO STA 23+03.36 (8.00% TO 4.06%)	PROP. KELLER DR. RAMP D CURVE C212 PI STA = 13+43.57 $\Delta = 42^\circ 41' 54''$ (LT) $D = 12^\circ 43' 57''$ $R = 450.00'$ $T = 176.89'$ $L = 335.35'$ $E = 33.15'$ $e = 8.00\%$ $T.R. = 48.00'$ $S.E. RUN = 255.00'$ $P.C. STA = 20+04.15$ $P.T. STA = 22+25.70$ SE ATTAINED STA 17+01.15 TO STA 20+04.15 (1.50% TO 8.00%) SE REMOVED STA 20+95.70 TO STA 24+32.55 (8.00% TO 1.87%)	PROP. KELLER DR. RAMP D CURVE C211 PI STA = 21+15.72 $\Delta = 16^\circ 42' 09''$ (RT) $D = 7^\circ 32' 20''$ $R = 760.00'$ $T = 111.57'$ $L = 221.55'$ $E = 8.15'$ $e = 8.00\%$ $T.R. = 48.00'$ $S.E. RUN = 255.00'$ $P.C. STA = 20+04.15$ $P.T. STA = 22+25.70$ SE ATTAINED STA 17+01.15 TO STA 20+04.15 (1.50% TO 8.00%) SE REMOVED STA 20+95.70 TO STA 24+32.55 (8.00% TO 1.87%)	PROP. KELLER DR. RAMP D CURVE C210 PI STA = 26+03.39 $\Delta = 4^\circ 14' 44''$ (LT) $D = 3^\circ 26' 28''$ $R = 1,665.00'$ $T = 61.72'$ $L = 123.38'$ $E = 1.14'$ $e = 8.00\%$ $T.R. = 48.00'$ $S.E. RUN = 255.00'$ $P.C. STA = 25+41.68$ $P.T. STA = 26+65.05$
--	--	---	---	--	--	---	---	--

EXIST. & PROP. FAI-57/70 CURVE C123 PI STA = 2221+23.36 $\Delta = 64^\circ 49' 07''$ (RT) $D = 0^\circ 49' 59''$ $R = 6,877.35'$ $T = 4,366.06'$ $L = 7,780.33'$ $E = 1,268.84'$ $e = 2.90\%$ $T.R. = 112.50' / 90.00'$ $S.E. RUN = 217.50' / 174.00'$ $P.C. STA = 2177+57.30$ $P.T. STA = 2255+37.63$ SE ATTAINED STA 2174+62.30 TO STA 2178+29.80 (2.00% TO 2.90%) SE REMOVED STA 2254+79.63 TO STA 2257+73.63 (2.90% TO 2.00%)	EXIST. CURVE SBENT1 PI STA = 600+44.35 $\Delta = 75^\circ 32' 53''$ (RT) $D = 57^\circ 17' 45''$ $R = 100.00'$ $T = 77.50'$ $L = 131.86'$ $E = 26.51'$ $P.C. STA = 599+66.85$ $P.C.C. STA = 600+98.71$	EXIST. CURVE SBENT2 PI STA = 601+30.47 $\Delta = 13^\circ 10' 43''$ (RT) $D = 20^\circ 50' 05''$ $R = 275.00'$ $T = 31.77'$ $L = 63.25'$ $E = 11.83'$ $P.C. STA = 601+64.98$ $P.T. STA = 601+61.96$	EXIST. CURVE SBENT3 PI STA = 604+12.53 $\Delta = 102^\circ 07' 41''$ (RT) $D = 28^\circ 38' 52''$ $R = 200.00'$ $T = 247.54'$ $L = 356.49'$ $E = 118.24'$ $P.C. STA = 601+64.98$ $P.C.C. STA = 605+21.48$	EXIST. CURVE SBENT5 PI STA = 608+24.22 $\Delta = 18^\circ 59' 58''$ (RT) $D = 6^\circ 49' 15''$ $R = 840.00'$ $T = 140.56'$ $L = 278.55'$ $E = 11.68'$ $P.C. STA = 606+83.66$ $P.T. STA = 609+62.20$	EXIST. CURVE SBENT6 PI STA = 614+36.38 $\Delta = 4^\circ 24' 13''$ (RT) $D = 0^\circ 50' 17''$ $R = 6,837.24'$ $T = 262.88'$ $L = 525.49'$ $E = 5.05'$ $P.C. STA = 611+73.51$ $P.C.C. STA = 616+99.00$	EXIST. CURVE SBENT7 PI STA = 619+08.62 $\Delta = 3^\circ 02' 59''$ (RT) $D = 0^\circ 43' 40''$ $R = 7,874.06'$ $T = 209.61'$ $L = 419.13'$ $E = 2.79'$ $P.C. STA = 616+99.00$ $P.T. STA = 621+18.13$
--	--	---	---	--	--	--



LEGEND
 PROPOSED DELINEATOR •
 EXISTING DELINEATOR ◦
 NOTE: SINGLE REFLECTOR UNITS SHALL BE USED IN ALL LOCATIONS UNLESS OTHERWISE NOTED.

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



FILE NAME =	USER NAME = bsebel	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DELINATOR DETAIL, FAI ROUTES 57/70	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
S:\Projects\403-00072-57-70\dgn\ML_Keller\delinator.dgn		DRAWN - PDB	REVISED -			57/70	(25-3,4)R	EFFINGHAM	1098	345	
PLOT SCALE = 200.0000' / IN.		CHECKED - BRM	REVISED -			CONTRACT NO. 74299					
PLOT DATE = 3/18/2011		DATE - 5-07-08	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					