

**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%)

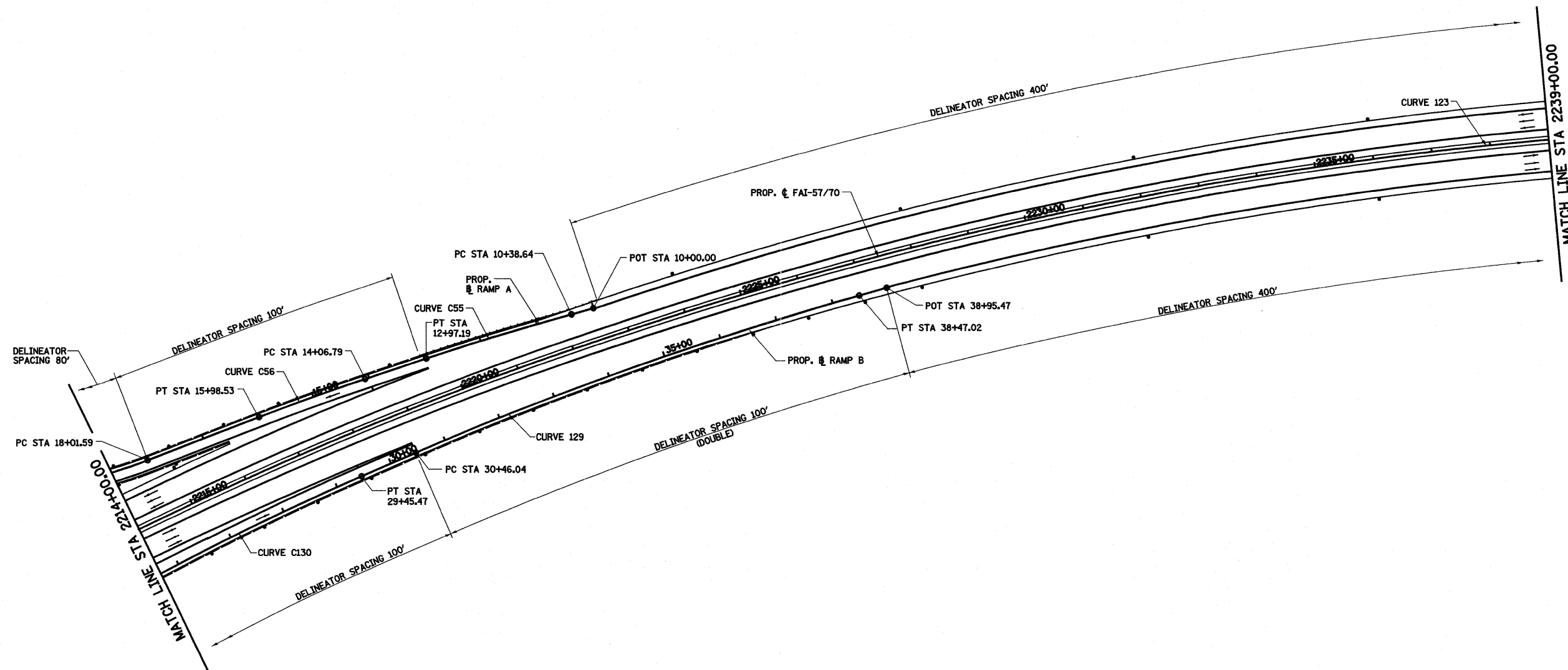
**PROP. KELLER DR.
RAMP A CURVE C55**
 PI STA = 11+67.94
 $\Delta = 2^\circ 57' 46''$ (LT)
 $D = 1^\circ 08' 45''$
 $R = 5,000.00'$
 $T = 129.30'$
 $L = 258.55'$
 $E = 1.67'$
 $e = 8.00\%$
 $P.C. STA = 10+38.64$
 $P.T. STA = 12+97.19$

**PROP. KELLER DR.
RAMP A CURVE C56**
 PI STA = 15+02.68
 $\Delta = 2^\circ 26' 29''$ (LT)
 $D = 1^\circ 16' 24''$
 $R = 4,500.00'$
 $T = 95.68'$
 $L = 191.74'$
 $E = 1.02'$
 $e = 8.00\%$
 $P.C. STA = 14+06.79$
 $P.T. STA = 15+98.53$

**PROP. KELLER DR.
RAMP A CURVE C58**
 PI STA = 19+83.27
 $\Delta = 26^\circ 53' 22''$ (RT)
 $D = 1^\circ 32' 20''$
 $R = 760.00'$
 $T = 181.68'$
 $L = 356.68'$
 $E = 21.42'$
 $e = 8.00\%$
 $T.R. = 48.00'$
 $S.E. RUN = 255.00'$
 $P.C. STA = 18+01.59$
 $P.T. STA = 21+58.26$
 SE ATTAINED STA 16+61.89
 TO STA 18+71.59 (1.50% TO 8.00%)
 SE REMOVED STA 20+73.26
 TO STA 24+73.25 (8.00% TO -2.81%)

**PROP. KELLER DR.
RAMP B CURVE C130**
 PI STA = 26+17.30
 $\Delta = 8^\circ 25' 37''$ (RT)
 $D = 1^\circ 16' 54''$
 $R = 4,470.56'$
 $T = 329.36'$
 $L = 657.53'$
 $E = 12.12'$
 $e = 4.50\%$
 $T.R. = N/A$
 $S.E. RUN = 120.00'$
 $P.C. STA = 22+87.95$
 $P.T. STA = 29+45.47$
 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 B CURVE C129**
 PI STA = 34+47.11
 $\Delta = 7^\circ 34' 12''$ (RT)
 $D = 0^\circ 56' 42''$
 $R = 6,062.53'$
 $T = 401.07'$
 $L = 800.98'$
 $E = 13.25'$
 $e = 2.90\%$
 $P.C. STA = 30+46.04$
 $P.T. STA = 38+47.02$

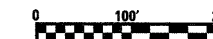


LEGEND

- 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 = baebe1	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\403-0002\57-70\dgn\ML_Keller\delinator.dgn		DRAWN - PDB	REVISED -					57/70	(25-3,4)R	EFFINGHAM	1098	346
PLOT SCALE = 200.0000' / IN.		CHECKED - BRM	REVISED -		SCALE: 1"=100'			SHEET NO. 5 OF 7 SHEETS			STA 2214+00.00 TO STA 2239+00.00	
PLOT DATE = 3/18/2011		DATE - 5-07-08	REVISED -		FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		CONTRACT NO. 74299		