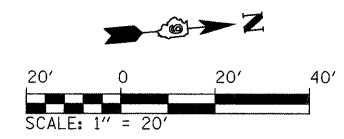


PROP. CURVE PR57-2  
 PI STA. = 1502+91.47  
 $\Delta = 12^\circ 45' 38''$  (LT)  
 $D = 0^\circ 52' 53''$   
 $R = 6,500.00'$   
 $T = 726.82'$   
 $L = 1,447.63'$   
 $E = 40.51'$   
 $e = 3.0\%$   
 $T.R. = 113'$   
 $S.E. RUN = 225'$  (4 LANES)  
 $P.C. STA. = 1495+64.64$   
 $P.T. STA. = 1510+12.28$

PROP. CURVE PRRMPB-1  
 PI STA. = 10+05.55  
 $\Delta = 30^\circ 28' 43''$  (RT)  
 $D = 7^\circ 32' 20''$   
 $R = 760.00'$   
 $T = 207.05'$   
 $L = 404.28'$   
 $E = 27.70'$   
 $e = 8.0\%$   
 $T.R. = N/A$   
 $S.E. RUN = 385'$  (2 LANES)  
 $P.C. STA. = 7+98.50$   
 $P.T. STA. = 12+02.78$

NOTE:  
 1. SEE SUPERELEVATION DETAILS FOR ADDITIONAL SUPERELEVATION TRANSITION INFORMATION.  
 2. WITHIN RAMP TERMINAL, LEFT RAMP GRADES ARE BASED ON EVEN MAINLINE STATIONING. RIGHT GRADES ARE PERPENDICULAR TO RAMP BASELINE. OUTSIDE OF RAMP TERMINAL, RAMP GRADES ARE BASED ON EVEN RAMP STATIONING.



FILE NAME = ...D978182-sht-intersecRAMP_B2.dgn	USER NAME = Rob Heady	DESIGNED - JWH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INTERSECTION DETAIL I-57 AND RAMP B</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 20.0000' / IN.	DRAWN - RAH	REVISED -		SCALE: 1" = 20'	SHEET NO.	OF	SHEETS	STA.	TO STA.	* (X1-6-2)HBK-2, HB-1,2; (X1-1R-1)	968	367
	PLOT DATE = 10/7/2011	CHECKED - BJD	REVISED -								* F.A.I. 57 AND F.A.P. 331		
		DATE - 10/07/11	REVISED -								WILLIAMSON		
											CONTRACT NO. 78182 ILLINOIS FED. AID PROJECT		