



**PROP. ROADWAY C
CURVE C67**

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

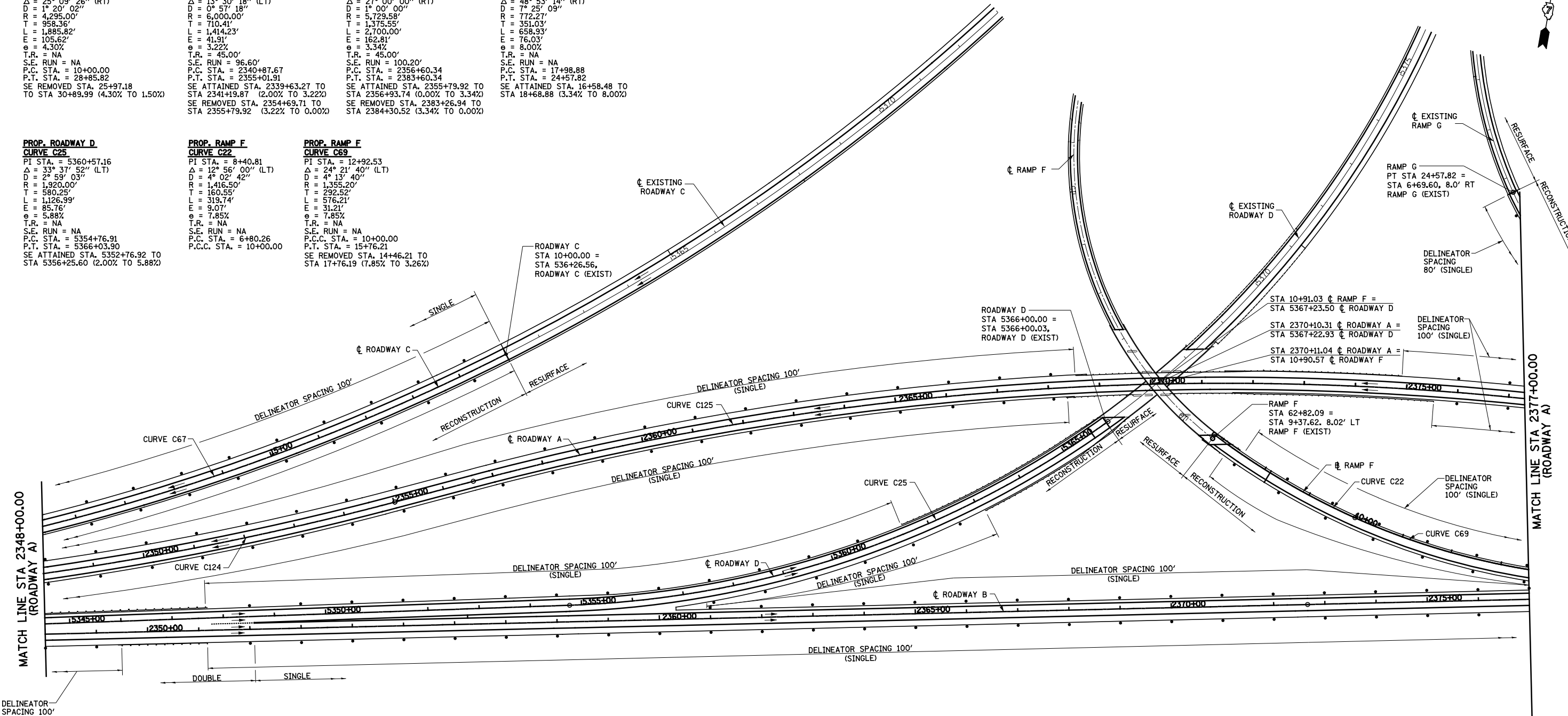
PI STA. = 5360+57.16
 $\Delta = 33^\circ 37' 52''$ (LT)
 $D = 2^\circ 59' 03''$
 $R = 1,920.00'$
 $T = 580.25'$
 $L = 1,126.99'$
 $E = 85.76'$
 $e = 5.88\%$
 $T.R. = NA$
 $S.E. RUN = NA$
 $P.C. STA. = 5354+76.91$
 $P.T. STA. = 5366+03.90$
 $SE ATTAINED STA. 5352+76.92$
 $TO STA 5356+25.60$ (2.00% TO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

**PROP. RAMP F
CURVE C22**

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

**PROP. RAMP F
CURVE C69**

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



LEGEND

DELINATOR SPACING 100'

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



FILE NAME = S:\Project\03\000725\70.dgn\1\delinator.dwg	USER NAME = \$USER\$	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DELINATOR DETAIL NORTH TRI LEVEL			F.A.I. RTE. = 57/70	SECTION = (25-4R)	COUNTY = EFFINGHAM	TOTAL SHEETS = 1760	SHEET NO. = 502
	PLOT SCALE = \$SCALE\$	CHECKED - BRM	REVISED -		SCALE: 1=100'	SHEET NO. 4 OF 6 SHEETS	STA. 2348+00.00 TO STA. 2377+00.00	CONTRACT NO. 74295				
	PLOT DATE = \$DATE\$	DATE - 9-16-08	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							