

**PROP. ROADWAY A CURVE C20**  
 PI STA. = 2059+30.08  
 $\Delta = 55^\circ 59' 40''$  (LT)  
 $D = 0^\circ 50' 35''$   
 $R = 6,796.00'$   
 $T = 3,613.08'$   
 $L = 6,641.65'$   
 $E = 900.75'$   
 $e = 2.90\%$   
 $T.R. = 45.00'/56.25'$   
 $S.E. RUN = 87.00'/108.75'$   
 P.C. STA. = 2023+17.00  
 P.T. STA. = 2089+58.65  
 SE ATTAINED STA. 2022+14.00  
 TO STA 2023+46.00 (1.50% TO 2.90%)  
 SE REMOVED STA. 2089+22.40  
 TO STA 2091+27.15 (2.90% TO 1.50%)

**PROP. RAMP F CURVE C200**  
 PI STA. = 19+97.77  
 $\Delta = 3^\circ 04' 03''$  (RT)  
 $D = 2^\circ 47' 42''$   
 $R = 2,050.00'$   
 $T = 54.89'$   
 $L = 109.75'$   
 $E = 0.73'$   
 P.C. STA. = 19+42.88  
 P.T. STA. = 20+52.64

**PROP. ROADWAY B CURVE C120**  
 PI STA. = 2022+76.39  
 $\Delta = 3^\circ 34' 37''$  (RT)  
 $D = 0^\circ 24' 33''$   
 $R = 14,000.00'$   
 $T = 437.16'$   
 $L = 874.03'$   
 $E = 6.82'$   
 P.C. STA. = 2018+39.23  
 P.T. STA. = 2027+13.26

**PROP. RAMP G CURVE C31**  
 PI STA. = 10+47.79  
 $\Delta = 0^\circ 23' 05''$  (RT)  
 $D = 0^\circ 24' 33''$   
 $R = 14,000.00'$   
 $T = 47.02'$   
 $L = 94.04'$   
 $E = 0.08'$   
 $e = 4.00\%$   
 $T.R. = 45.00'/56.25'$   
 $S.E. RUN = 120.00'/150.00'$   
 P.C. STA. = 2032+13.26  
 P.T. STA. = 2080+55.76  
 SE ATTAINED STA. 2030+88.26  
 TO STA 2032+53.26 (1.50% TO 4.00%)  
 SE REMOVED STA. 2080+05.76  
 TO STA 2082+12.01 (4.00% TO 1.50%)

**PROP. ROADWAY B CURVE C121**  
 PI STA. = 2058+88.72  
 $\Delta = 60^\circ 36' 08''$  (LT)  
 $D = 1^\circ 15' 05''$   
 $R = 4,578.30'$   
 $T = 2,675.46'$   
 $L = 4,842.50'$   
 $E = 724.43'$   
 $e = 4.00\%$   
 $T.R. = 45.00'/56.25'$   
 $S.E. RUN = 120.00'/150.00'$   
 P.C. STA. = 2032+13.26  
 P.T. STA. = 2080+55.76  
 SE ATTAINED STA. 2030+88.26  
 TO STA 2032+53.26 (1.50% TO 4.00%)  
 SE REMOVED STA. 2080+05.76  
 TO STA 2082+12.01 (4.00% TO 1.50%)

**PROP. RAMP G CURVE C32**  
 PI STA. = 18+84.62  
 $\Delta = 12^\circ 40' 17''$  (RT)  
 $D = 7^\circ 32' 20''$   
 $R = 760.00'$   
 $T = 84.38'$   
 $L = 168.08'$   
 $E = 4.67'$   
 $e = 8.00\%$   
 $T.R. = N/A$   
 $S.E. RUN = N/A$   
 P.C. STA. = 18+00.24  
 P.C.C. STA. = 19+68.32

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



FILE NAME =	USER NAME = paul	DESIGNED - JWS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INTERCHANGE LAYOUT SOUTH TRI LEVEL</b>			F.A.I. RTE. 57/70	SECTION (25-3R)	COUNTY EFFINGHAM	TOTAL SHEETS 1416	SHEET NO. 287
S:\Projects\403-00072.51-70\gpr\5 TrIL\Vgeos1.dgn		DRAWN - PDB	REVISED -		SCALE: 1"=100'	SHEET NO. 1 OF 3 SHEETS	STA. 2005+00.00 TO STA. 2036+00.00	CONTRACT NO. 74296				
		CHECKED - BRM	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE - 3-04-08	REVISED -									