

PROP. RAMP F CURVE C201
 PI STA. = 14+46.05
 $\Delta = 8^\circ 25' 33''$ (LT)
 $D = 6^\circ 44' 26''$
 $R = 850.00'$
 $T = 62.61'$
 $L = 125.00'$
 $E = 2.30'$
 $\theta = 8.00\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C.C. STA = 13+83.44
 P.T. STA = 15+08.44
 SE REMOVED STA. 13+78.44
 TO STA 15+08.44 (8.00% TO 5.61%)

PROP. RAMP F CURVE C202
 PI STA. = 11+97.53
 $\Delta = 33^\circ 55' 47''$ (LT)
 $D = 8^\circ 50' 56''$
 $R = 647.50'$
 $T = 197.53'$
 $L = 383.44'$
 $E = 29.46'$
 $\theta = 8.00\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 10+00.00
 P.C.C. STA = 13+83.44
 SE ATTAINED STA. 10+00.00
 TO STA 10+65.64 (7.62% TO 8.00%)

PROP. ROADWAY A CURVE C20
 PI STA. = 2059+30.08
 $\Delta = 55^\circ 59' 40''$ (LT)
 $D = 0^\circ 50' 35''$
 $R = 6,796.00'$
 $T = 3,613.08'$
 $L = 6,641.65'$
 $E = 900.75'$
 $\theta = 2.90\%$
 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. ROADWAY C CURVE C46
 PI STA. = 15+17.42
 $\Delta = 8^\circ 41' 49''$ (RT)
 $D = 0^\circ 53' 51''$
 $R = 6,384.82'$
 $T = 485.50'$
 $L = 969.14'$
 $E = 18.43'$
 P.C. STA. = 10+31.92
 P.T. STA. = 20+01.06

PROP. ROADWAY C CURVE C45
 PI STA. = 32+27.00
 $\Delta = 25^\circ 19' 52''$ (LT)
 $D = 3^\circ 10' 09''$
 $R = 1,807.88'$
 $T = 406.28'$
 $L = 799.28'$
 $E = 45.09'$
 $\theta = 6.00\%$
 T.R. = 42.50'
 S.E. RUN = 170.00'
 P.C. STA. = 28+20.72
 P.T. STA. = 36+20.00
 SE ATTAINED STA. 28+60.55
 TO STA 28+84.14 (5.45% TO 6.00%)

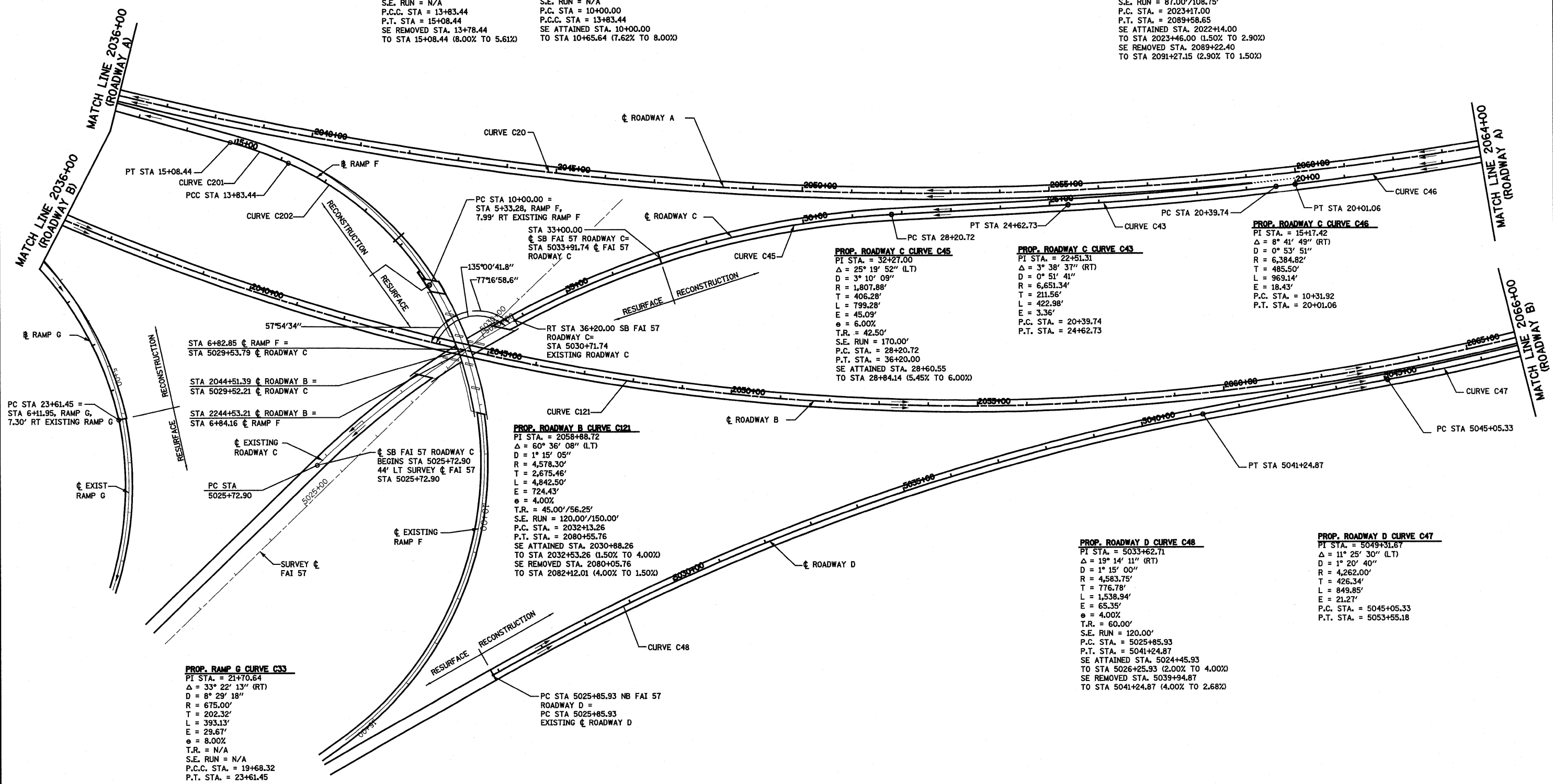
PROP. ROADWAY C CURVE C43
 PI STA. = 22+51.31
 $\Delta = 3^\circ 38' 37''$ (RT)
 $D = 0^\circ 51' 41''$
 $R = 6,651.34'$
 $T = 211.56'$
 $L = 422.98'$
 $E = 3.36'$
 P.C. STA. = 20+39.74
 P.T. STA. = 24+62.73

PROP. ROADWAY B CURVE C121
 PI STA. = 2058+88.72
 $\Delta = 60^\circ 36' 08''$ (LT)
 $D = 1^\circ 15' 05''$
 $R = 4,578.30'$
 $T = 2,675.46'$
 $L = 4,842.50'$
 $E = 724.43'$
 $\theta = 4.00\%$
 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%)

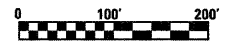
PROP. ROADWAY D CURVE C48
 PI STA. = 5033+62.71
 $\Delta = 19^\circ 14' 11''$ (RT)
 $D = 1^\circ 15' 00''$
 $R = 4,583.75'$
 $T = 776.78'$
 $L = 1,538.94'$
 $E = 65.35'$
 $\theta = 4.00\%$
 T.R. = 60.00'
 S.E. RUN = 120.00'
 P.C. STA. = 5025+85.93
 P.T. STA. = 5041+24.87
 SE ATTAINED STA. 5024+45.93
 TO STA 5026+25.93 (2.00% TO 4.00%)
 SE REMOVED STA. 5039+94.87
 TO STA 5041+24.87 (4.00% TO 2.68%)

PROP. ROADWAY D CURVE C47
 PI STA. = 5049+31.67
 $\Delta = 11^\circ 25' 30''$ (LT)
 $D = 1^\circ 20' 40''$
 $R = 4,262.00'$
 $T = 426.34'$
 $L = 849.85'$
 $E = 21.27'$
 P.C. STA. = 5045+05.33
 P.T. STA. = 5053+55.18

PROP. RAMP G CURVE C33
 PI STA. = 21+70.64
 $\Delta = 33^\circ 22' 13''$ (RT)
 $D = 8^\circ 29' 18''$
 $R = 675.00'$
 $T = 202.32'$
 $L = 393.13'$
 $E = 29.67'$
 $\theta = 8.00\%$
 T.R. = N/A
 S.E. RUN = N/A
 P.C.C. STA. = 19+68.32
 P.T. STA. = 23+61.45



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



FILE NAME =	USER NAME = paul	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCHANGE LAYOUT SOUTH TRI LEVEL			F.A.I. RTE. = 57/70	SECTION = (25-3)R	COUNTY = EFFINGHAM	TOTAL SHEETS = 1416	SHEET NO. = 288
S:\Projects\403-00072-57-70\cogn\S Tr\LV\gso1.dgn	PLOT SCALE = 200.0000' / IN.	DRAWN - PDB	REVISED -		SCALE: 1"=100'	SHEET NO. 2 OF 3 SHEETS	STA. 2036+00.00 TO STA. 2066+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74296		
	PLOT DATE = 2/11/2010	CHECKED - BRM	REVISED -									
		DATE - 3-04-08	REVISED -									