



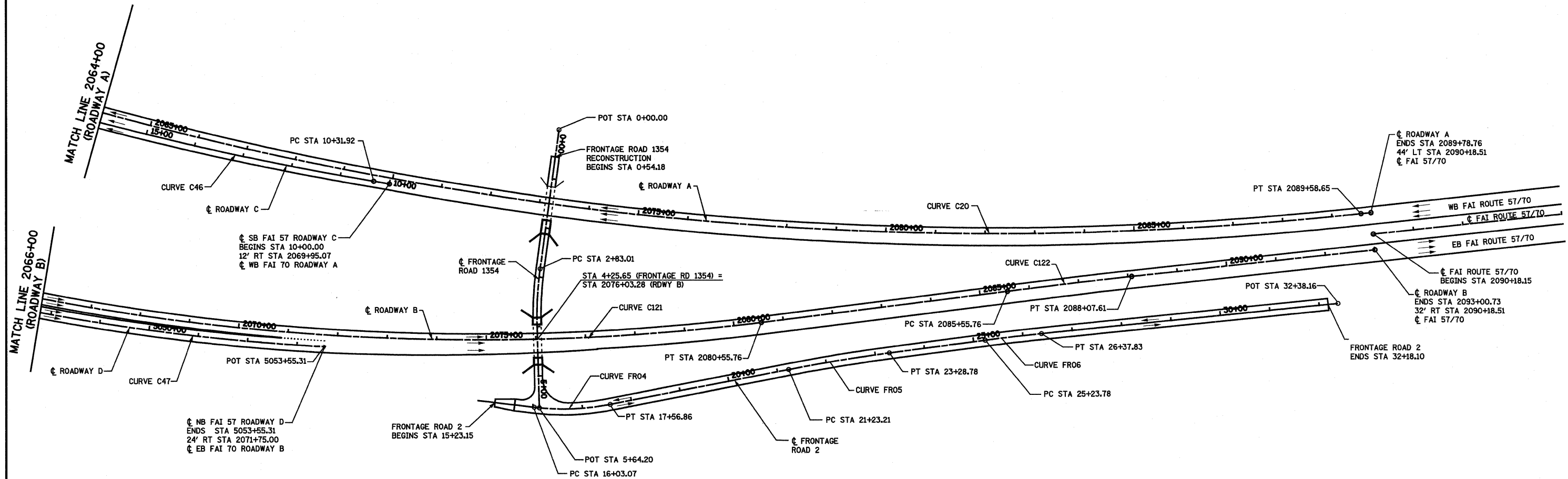
PROP. ROADWAY C CURVE C46
 PI STA. = 15+17.42
 $\Delta = 8^\circ 41' 49''$ (RT)
 $D = 0^\circ 53' 51''$
 $R = 6,384.82'$
 $T = 485.50'$
 $L = 969.14'$
 $E = 18.43'$
 P.C. STA. = 10+31.92
 P.T. STA. = 20+01.06

PROP. ROADWAY 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. 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. 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. ROADWAY B CURVE C122
 PI STA. = 2086+81.69
 $\Delta = 1^\circ 01' 51''$ (RT)
 $D = 0^\circ 24' 33''$
 $R = 14,000.00'$
 $T = 125.93'$
 $L = 251.85'$
 $E = 0.57'$
 P.C. STA. = 2085+55.76
 P.T. STA. = 2088+07.61



SB FAI 57 ROADWAY C
 BEGINS STA 10+00.00
 12' RT STA 2069+95.07
 NB FAI TO ROADWAY A

NB FAI 57 ROADWAY D
 ENDS STA 5053+55.31
 24' RT STA 2071+75.00
 EB FAI TO ROADWAY B

ROADWAY A
 ENDS STA 2089+78.76
 44' LT STA 2090+18.51
 FAI 57/70

WB FAI ROUTE 57/70
 EB FAI ROUTE 57/70

FAI ROUTE 57/70
 BEGINS STA 2090+18.15
 ROADWAY B
 ENDS STA 2093+00.73
 32' RT STA 2090+18.51
 FAI 57/70

**PROP. FRONTAGE ROAD 1
 CURVE FRO01**
 PI STA. = 3+40.85
 $\Delta = 9^\circ 14' 24''$ (LT)
 $D = 8^\circ 00' 17''$
 $R = 715.78'$
 $T = 57.84'$
 $L = 115.43'$
 $E = 2.33'$
 P.C. STA. = 2+83.01
 P.T. STA. = 3+98.44

**PROP. FRONTAGE ROAD 2
 CURVE FRO4**
 PI STA. = 16+80.58
 $\Delta = 17^\circ 37' 24''$ (LT)
 $D = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 77.51'$
 $L = 153.79'$
 $E = 5.97'$
 P.C. STA. = 16+03.07
 P.T. STA. = 17+56.86

**PROP. FRONTAGE ROAD 2
 CURVE FRO5**
 PI STA. = 22+26.02
 $\Delta = 3^\circ 27' 51''$ (RT)
 $D = 1^\circ 41' 07''$
 $R = 3,400.00'$
 $T = 102.82'$
 $L = 205.57'$
 $E = 1.55'$
 P.C. STA. = 21+23.21
 P.T. STA. = 23+28.78

**PROP. FRONTAGE ROAD 2
 CURVE FRO6**
 PI STA. = 25+80.81
 $\Delta = 1^\circ 55' 19''$ (RT)
 $D = 1^\circ 41' 07''$
 $R = 3,400.00'$
 $T = 57.03'$
 $L = 114.04'$
 $E = 0.48'$
 P.C. STA. = 25+23.78
 P.T. STA. = 26+37.83

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



FILE NAME = S:\P\Project\403-00072_57-70\Drawn\5 Tr\ILV\GeoST.dgn

USER NAME = paul
 PLOT SCALE = 200.0000' / IN.
 PLOT DATE = 2/11/2010

DESIGNED - JWS
 DRAWN - PDB
 CHECKED - BRM
 DATE - 3-04-08

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**INTERCHANGE LAYOUT
 SOUTH TRI LEVEL**

SCALE: 1"=100' SHEET NO. 3 OF 3 SHEETS STA. 2066+00.00 TO STA. 2094+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	(25-3)R	EFFINGHAM	1416	289
CONTRACT NO. 74296				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				