PROP. CURVE F-1
PI STA. = 609+38.11
Δ = 58° 28′ 13″ (LT)
D = 10° 08′ 27″
R = 565.00′
T = 316.22′
L = 576.58′
E = 82.47′
S.E. = 4.0%
S.E. TRANSITION = 116′
P.C. STA. = 606+21.89
P.T. STA. = 611+98.47

PROP. CURVE F-2
PI STA. = 620+13.93
Δ = 57° 17′ 46″ (RT)
D = 18° 47′ 08″
R = 305.00′
T = 166.62′
L = 305.00′
E = 42.55′
S.E. = 4.0%
S.E. TRANSITION = 102′
P.C. STA. = 618+47.30
P.T. STA. = 621+52.30

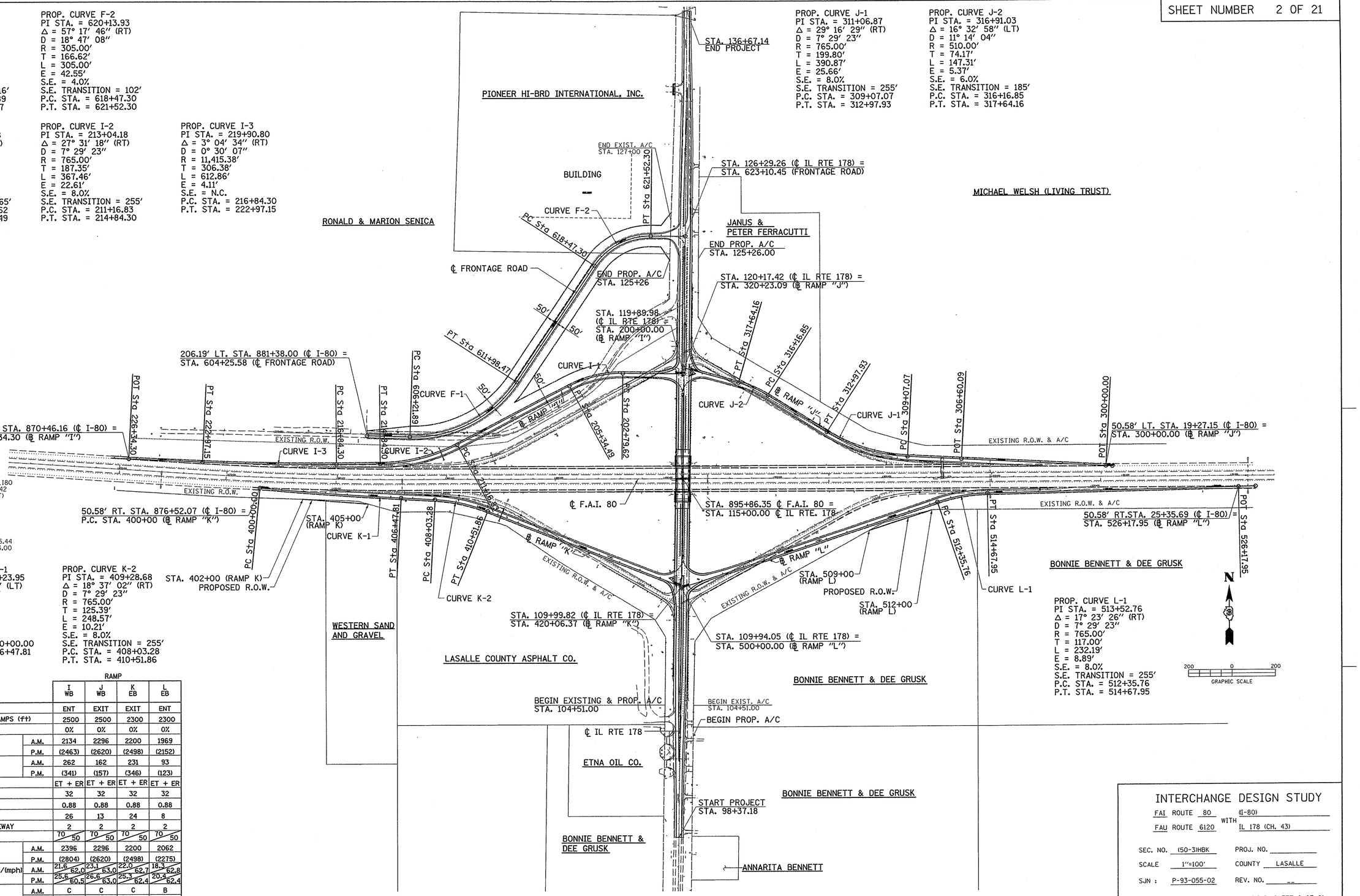
PROP. CURVE J-1
PI STA. = 311+06.87
Δ = 29° 16′ 29″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 199.80′
L = 390.87′
E = 25.66′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 309+07.07
P.T. STA. = 312+97.93

PROP. CURVE J-2
PI STA. = 316+91.03
Δ = 16° 32′ 58″ (LT)
D = 11° 14′ 04″
R = 510.00′
T = 74.17′
L = 147.31′
E = 5.37′
S.E. = 6.0%
S.E. TRANSITION = 185′
P.C. STA. = 316+16.85
P.T. STA. = 317+64.16

PROP. CURVE I-1
PI STA. = 204+09.78
Δ = 28° 38′ 00″ (LT)
D = 11° 14′ 04″
R = 510.00′
T = 130.16′
L = 254.87′
E = 16.35′
S.E. = 6.0%
S.E. TRANSITION = 165′
P.C. STA. = 202+79.62
P.T. STA. = 205+34.49

PROP. CURVE I-2
PI STA. = 213+04.18
Δ = 27° 31′ 18″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 187.35′
L = 367.46′
E = 22.61′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 211+16.83
P.T. STA. = 214+84.30

PROP. CURVE I-3
PI STA. = 219+90.80
Δ = 3° 04′ 34″ (RT)
D = 0° 30′ 07″
R = 11,415.38′
T = 306.38′
L = 612.86′
E = 4.11′
S.E. = N.C.
P.C. STA. = 216+84.30
P.T. STA. = 222+97.15



PROP. CURVE K-1
PI STA. = 403+23.95
Δ = 2° 26′ 00″ (LT)
D = 0° 22′ 32″
R = 15,254.19
T = 323.95′
L = 647.81′
E = 3.44′
S.E. = N.C.
P.C. STA. = 400+00.00
P.T. STA. = 406+47.81

PROP. CURVE K-2
PI STA. = 409+28.68
Δ = 18° 37′ 02″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 125.39′
L = 248.57′
E = 10.21′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 408+03.28
P.T. STA. = 410+51.86

PROP. CURVE L-1
PI STA. = 513+52.76
Δ = 17° 23′ 26″ (RT)
D = 7° 29′ 23″
R = 765.00′
T = 117.00′
L = 232.19′
E = 8.89′
S.E. = 8.0%
S.E. TRANSITION = 255′
P.C. STA. = 512+35.76
P.T. STA. = 514+67.95

RAMP

		I WB	J WB	K EB	L EB
RAMP TYPE		ENT	EXIT	EXIT	ENT
DISTANCE TO ADJACENT RAMPS (ft)		2500	2500	2300	2300
TERRAIN/GRADE		0%	0%	0%	0%
FREEWAY VOLUME	A.M.	2134	2296	2200	1969
	P.M.	(2463)	(2620)	(2498)	(2152)
RAMP VOLUME	A.M.	262	162	231	93
	P.M.	(341)	(157)	(346)	(123)
TRUCK TYPES		ET + ER	ET + ER	ET + ER	ET + ER
% OF TRUCKS ON FREEWAY		32	32	32	32
PEAK-HOUR FACTOR		0.88	0.88	0.88	0.88
% TRUCKS ON RAMP		26	13	24	8
NUMBER OF LANES ON FREEWAY		2	2	2	2
DESIGN SPEED (MPH)		70/50	70/50	70/50	70/50
CHECK VOLUME (FREEWAY + RAMP)	A.M.	2396	2296	2200	2062
	P.M.	(2804)	(2620)	(2498)	(2275)
DENSITY/SPEED• (PC/ml/LN)/(mph) (FREEWAY)	A.M.	21.6/62.0	23.1/63.0	22.0/62.7	18.3/62.8
	P.M.	25.6/60.5	26.6/63.0	25.3/62.4	20.4/62.4
LEVEL OF SERVICE (RAMP)	A.M.	C	C	C	B
	P.M.	C	C	C	C

INTERCHANGE DESIGN STUDY

FAI ROUTE 80 WITH (I-80)
FAU ROUTE 6120 IL 178 (CH. 43)

SEC. NO. (50-3)HBK PROJ. NO. _____
SCALE 1″=100′ COUNTY LASALLE
SJN : P-93-055-02 REV. NO. __

CADD FILE NAME : [02317IDS_A] I.D.S. SHEET 2 OF 21

BDE-9908

•DGN-SPEC•
•DATE-TIME•
•REF-
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