

**EXIST. & PROP. FAI-57/70  
CURVE C123**  
 PI STA = 2221+23.36  
 $\Delta = 64^\circ 49' 07''$  (RT)  
 $D = 0^\circ 49' 59''$   
 $R = 6,877.35'$   
 $T = 4,366.06'$   
 $L = 7,780.33'$   
 $E = 1,268.84'$   
 $\theta = 2.90\%$   
 $T.R. = 112.50' / 90.00'$   
 $S.E. RUN = 217.50' / 174.00'$   
 $P.C. STA = 2177+57.30$   
 $P.T. STA = 2255+37.63$   
 SE ATTAINED STA 2174+62.30  
 TO STA 2178+29.80 (2.00% TO 2.90%)  
 SE REMOVED STA 2254+79.63  
 TO STA 2257+73.63 (2.90% TO 2.00%)

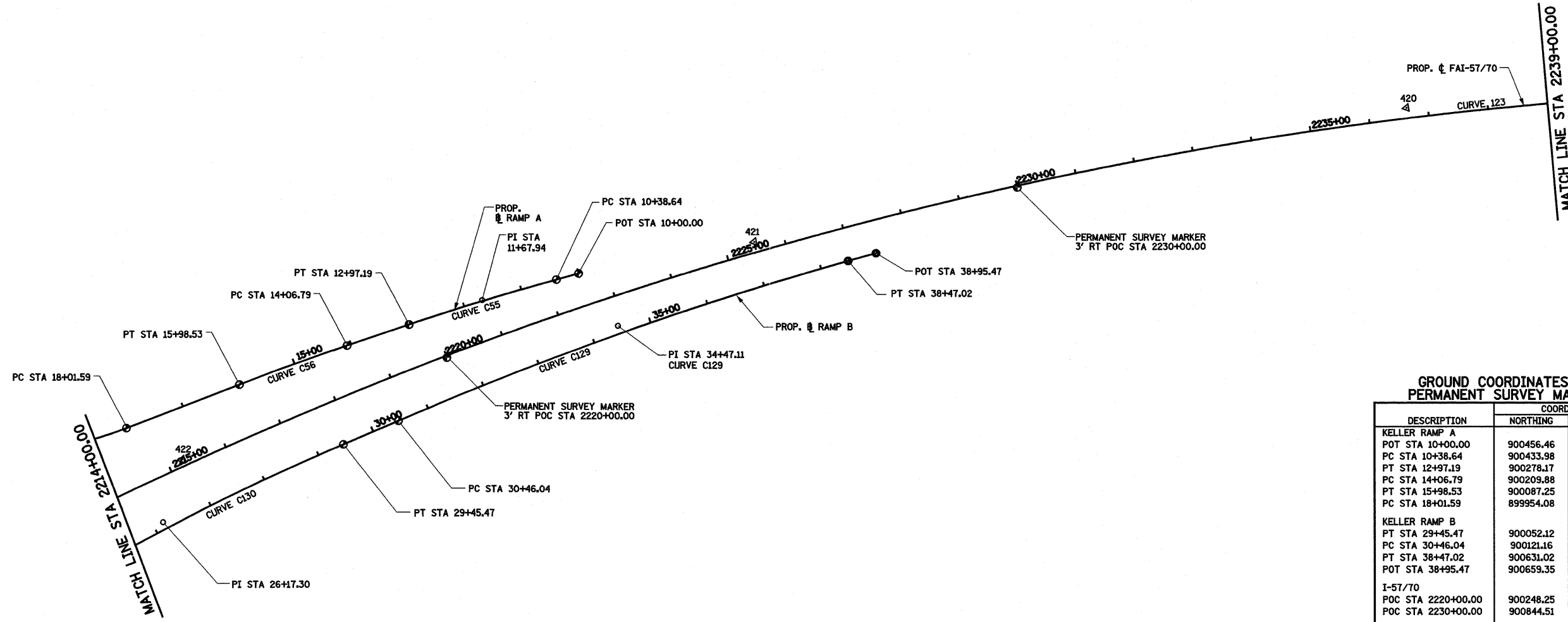
**PROP. KELLER DR.  
RAMP A CURVE C55**  
 PI STA = 11+67.94  
 $\Delta = 2^\circ 57' 46''$  (LT)  
 $D = 1^\circ 08' 45''$   
 $R = 5,000.00'$   
 $T = 129.30'$   
 $L = 258.55'$   
 $E = 1.67'$   
 $\theta = 2.90\%$   
 $T.R. = 112.50' / 90.00'$   
 $S.E. RUN = 217.50' / 174.00'$   
 $P.C. STA = 2177+57.30$   
 $P.T. STA = 2255+37.63$   
 SE ATTAINED STA 2174+62.30  
 TO STA 2178+29.80 (2.00% TO 2.90%)  
 SE REMOVED STA 2254+79.63  
 TO STA 2257+73.63 (2.90% TO 2.00%)

**PROP. KELLER DR.  
RAMP A CURVE C56**  
 PI STA = 15+02.68  
 $\Delta = 2^\circ 26' 29''$  (LT)  
 $D = 1^\circ 16' 24''$   
 $R = 4,500.00'$   
 $T = 95.88'$   
 $L = 191.74'$   
 $E = 1.02'$   
 $\theta = 8.00\%$   
 $T.R. = 48.00'$   
 $S.E. RUN = 255.00'$   
 $P.C. STA = 18+01.59$   
 $P.T. STA = 21+58.26$   
 SE ATTAINED STA 16+61.89  
 TO STA 18+71.59 (1.50% TO 8.00%)  
 SE REMOVED STA 20+73.26  
 TO STA 23+76.26 (8.00% TO -1.50%)

**PROP. KELLER DR.  
RAMP A CURVE C58**  
 PI STA = 19+83.27  
 $\Delta = 2^\circ 53' 22''$  (RT)  
 $D = 7^\circ 32' 20''$   
 $R = 760.00'$   
 $T = 181.68'$   
 $L = 356.68'$   
 $E = 21.42'$   
 $\theta = 8.00\%$   
 $T.R. = 48.00'$   
 $S.E. RUN = 255.00'$   
 $P.C. STA = 18+01.59$   
 $P.T. STA = 21+58.26$   
 SE ATTAINED STA 16+61.89  
 TO STA 18+71.59 (1.50% TO 8.00%)  
 SE REMOVED STA 20+73.26  
 TO STA 23+76.26 (8.00% TO -1.50%)

**PROP. KELLER DR.  
RAMP B CURVE C120**  
 PI STA = 26+17.30  
 $\Delta = 8^\circ 25' 37''$  (RT)  
 $D = 1^\circ 16' 54''$   
 $R = 4,470.56'$   
 $T = 329.38'$   
 $L = 657.53'$   
 $E = 12.12'$   
 $\theta = 4.50\%$   
 $T.R. = N/A$   
 $S.E. RUN = 120.00'$   
 $P.C. STA = 22+87.95$   
 $P.T. STA = 29+45.47$   
 SE ATTAINED STA 22+27.95  
 TO STA 23+47.95 (1.50% TO 4.50%)  
 SE REMOVED STA 26+15.38  
 TO STA 29+45.47 (4.50% TO 2.90%)

**PROP. KELLER DR.  
RAMP B CURVE C129**  
 PI STA = 34+47.11  
 $\Delta = 7^\circ 34' 12''$  (RT)  
 $D = 0^\circ 56' 42''$   
 $R = 6,062.53'$   
 $T = 401.07'$   
 $L = 800.98'$   
 $E = 13.25'$   
 $\theta = 2.90\%$   
 $T.R. = 112.50' / 90.00'$   
 $S.E. RUN = 217.50' / 174.00'$   
 $P.C. STA = 2177+57.30$   
 $P.T. STA = 2255+37.63$   
 SE ATTAINED STA 2174+62.30  
 TO STA 2178+29.80 (2.00% TO 2.90%)  
 SE REMOVED STA 2254+79.63  
 TO STA 2257+73.63 (2.90% TO 2.00%)



**GROUND COORDINATES FOR PERMANENT SURVEY MARKERS**

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
<b>KELLER RAMP A</b>		
POT STA 10+00.00	900456.46	920595.85
PC STA 10+38.64	900433.98	920564.43
PT STA 12+97.19	900278.17	920358.13
PC STA 14+06.79	900209.88	920272.40
PT STA 15+98.53	900087.25	920125.03
PC STA 18+01.59	899954.08	919971.74
<b>KELLER RAMP B</b>		
PT STA 29+45.47	900052.12	920323.01
PC STA 30+46.04	900121.16	920396.14
PT STA 38+47.02	900631.02	921013.13
POT STA 38+95.47	900659.35	921052.43
<b>I-57/70</b>		
POC STA 2220+00.00	900248.25	920436.29
POC STA 2230+00.00	900844.51	921237.44

**PROPOSED KELLER DRIVE RAMP A**

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 10+00.00	900456.46	920595.85
PC STA 10+38.64	900433.98	920564.43
PI STA 11+67.94	900358.74	920459.26
PT STA 12+97.19	900278.17	920358.13
PC STA 14+06.79	900209.88	920272.40
PI STA 15+02.68	900150.14	920197.41
PT STA 15+98.53	900087.25	920125.03
PC STA 18+01.59	899954.08	919971.74
PI STA 19+83.27	899834.92	919834.59
PT STA 21+58.26	899790.68	919658.37
PC STA 25+05.25	899706.18	919321.83
PI STA 26+17.30	899675.43	919199.37
PT STA 27+56.47	899615.48	919088.25
POT STA 30+47.15	899477.47	918832.42

**PROPOSED KELLER DRIVE RAMP B**

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 22+87.95	899567.26	919879.76
PI STA 26+17.30	899826.02	920083.53
PT STA 29+45.47	900052.12	920323.01
PC STA 30+46.04	900121.16	920396.14
PI STA 34+47.11	900396.50	920687.77
PT STA 38+47.02	900631.02	921013.13
POT STA 38+95.47	900659.35	921052.43

**PROPOSED FAI-57/70**

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 2177+57.30	89690.22	918252.33
PI STA 2221+23.36	900929.72	919295.98
PT STA 2255+37.63	901789.10	923576.63

**CONTROL POINTS**

CONTROL POINT	COORDINATE	
	NORTHING	EASTING
422	899935.70	920077.87
421	900607.61	920854.02
420	901192.11	921804.61

BENCHMARK \* 18

CHISELED SQUARE ON CONCRETE HEADWALL OF MEDIAN INLET  
 STA 2221+93.00, 9.7' RT.  
 ELEV 599.14

BENCHMARK \* 19

CHISELED SQUARE ON CONCRETE HEADWALL OF MEDIAN INLET  
 STA 2238+03.00, 9.3' RT.  
 ELEV 598.88

BENCHMARK \* 2215

CHISELED SQUARE TOP OF OVERHEAD SIGN TRUSS FOUNDATION IN MEDIAN I-57/70  
 STATION 2216+14.00  
 ELEV 601.11

BENCHMARK \* 2227

CHISELED SQUARE TOP SIGN FOUNDATION "LAKE SHELBYVILLE EXIT 160" NORTH SIDE I-57/70  
 STATION 2227+10.00, 95' LT  
 ELEV 599.26

