

PROP. CURVE FAY1

PI STA. = 33+92.69
 $\Delta = 3^\circ 21' 50''$ (LT)
 $D = 2^\circ 14' 34''$
 $R = 2,554.74'$
 $T = 75.02'$
 $L = 149.99'$
 $E = 1.10'$
 $\theta = 2.00\%$
 $T.R. = 39'$
 $S.E. RUN = 39'$
 $P.C. STA. = 33+17.67$
 $P.T. STA. = 34+67.66$

PROP. CURVE FAY2

PI STA. = 35+42.65
 $\Delta = 3^\circ 32' 20''$ (RT)
 $D = 2^\circ 21' 38''$
 $R = 2,427.09'$
 $T = 74.98'$
 $L = 149.91'$
 $E = 1.16'$
 $\theta = 2.00\%$
 $T.R. = 43'$
 $S.E. RUN = 43'$
 $P.C. STA. = 34+67.67$
 $P.T. STA. = 36+17.58$

PROP. CURVE BIKE3A-1

PI STA. = 8+13.24
 $\Delta = 3^\circ 57' 12''$ (RT)
 $D = 5^\circ 43' 46''$
 $R = 1,000.00'$
 $T = 34.51'$
 $L = 69.00'$
 $E = 0.60'$
 $\theta = 2.0\%$
 $S.E. RUN = 48.5'$
 $P.C. STA. = 7+78.72$
 $P.T. STA. = 8+47.72$
 SE ATTAINED
 STA 10+05.58 TO STA 10+54.08
 SE REMOVED
 STA 9+57.08 TO STA 10+05.58

PROP. CURVE BIKE3A-0

PI STA. = 11+45.18
 $\Delta = 93^\circ 50' 36''$ (LT)
 $D = 54^\circ 34' 03''$
 $R = 105.00'$
 $T = 112.29'$
 $L = 171.98'$
 $E = 48.73'$
 $\theta = 2.0\%$
 $S.E. RUN = 48.5'/55.51'$
 $P.C. STA. = 10+32.89$
 $P.T. STA. = 12+04.87$
 SE ATTAINED
 STA 10+05.58 TO STA 10+54.08
 SE REMOVED
 STA 11+40.25 TO STA 11+95.76

PROP. CURVE BIKE3-0

PI STA. = 12+65.38
 $\Delta = 41^\circ 04' 53''$ (RT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 37.47'$
 $L = 71.70'$
 $E = 6.79'$
 $\theta = 2.0\%$
 $S.E. RUN = 55.50'/32.69'$
 $P.C. STA. = 12+27.91$
 $P.T. STA. = 12+99.61$
 SE ATTAINED
 STA 11+95.76 TO STA 12+51.26
 SE REMOVED
 STA 12+77.26 TO STA 13+09.95

PROP. CURVE BIKE3-1

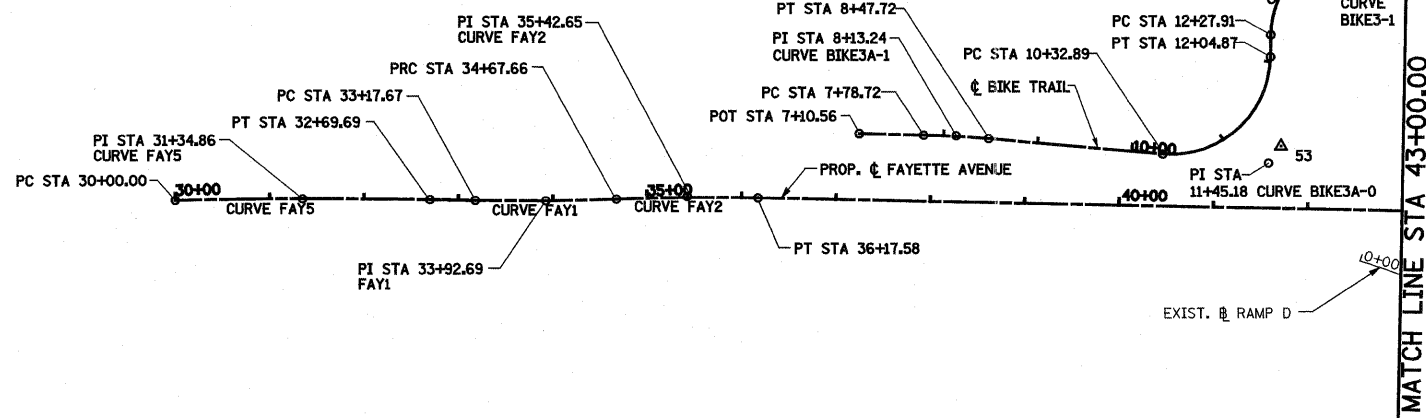
PI STA. = 13+57.02
 $\Delta = 34^\circ 26' 13''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 30.99'$
 $L = 60.10'$
 $E = 4.69'$
 $\theta = 2.0\%$
 $S.E. RUN = 32.68'/20.75'$
 $P.C. STA. = 13+26.03$
 $P.T. STA. = 13+86.13$
 SE ATTAINED
 STA 13+09.95 TO STA 13+42.63
 SE REMOVED
 STA 13+67.63 TO STA 13+88.38

PROP. CURVE BIKE3A-2

PI STA. = 16+53.55
 $\Delta = 61^\circ 43' 23''$ (RT)
 $D = 14^\circ 41' 28''$
 $R = 390.00'$
 $T = 233.05'$
 $L = 420.14'$
 $E = 64.33'$
 $\theta = 2.0\%$
 $S.E. RUN = 20.75'/35.50'$
 $P.C. STA. = 14+20.50$
 $P.T. STA. = 18+40.63$
 SE ATTAINED
 STA 13+88.38 TO STA 14+09.13
 SE REMOVED
 STA 20+64.39 TO STA 20+99.89

PROP. CURVE FAYS

PI STA. = 31+34.86
 $\Delta = 2^\circ 14' 39''$ (RT)
 $D = 0^\circ 49' 56''$
 $R = 6,885.78'$
 $T = 134.86'$
 $L = 269.69'$
 $E = 1.32'$
 $P.C. STA. = 30+00.00$
 $P.T. STA. = 32+69.69$



CONTROL POINTS

CONTROL POINT	COORDINATE	
	NORTHING	EASTING
53	893745.04	916678.81
50	893621.99	918128.64
50	893686.72	919043.31

PROPOSED BIKE TRAIL

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 7+10.56	893758.54	916232.13
PC STA 7+78.72	893756.93	916300.28
PI STA 8+13.24	893756.27	916334.78
PT STA 8+47.72	893753.23	916369.16
PC STA 10+32.89	893736.93	916553.61
PI STA 11+45.18	893727.05	916665.46
PT STA 12+04.87	893639.32	916667.83
PC STA 12+27.91	893862.36	916668.31
PI STA 12+65.38	893899.82	916669.10
PT STA 12+99.61	893927.54	916694.31
PC STA 13+26.03	893947.08	916712.09
PI STA 13+57.02	893970.01	916732.94
PT STA 13+86.13	894000.71	916737.17
PC STA 14+20.50	894034.75	916741.87
PI STA 16+53.55	894265.62	916773.70
PT STA 18+40.63	894346.96	916992.10

PROP. CURVE FAY3

PI STA. = 70+80.60
 $\Delta = 1^\circ 20' 08''$ (RT)
 $D = 0^\circ 10' 23''$
 $R = 33,106.43'$
 $T = 385.85'$
 $L = 771.67'$
 $E = 2.25'$
 $P.C. STA. = 66+94.74$
 $P.T. STA. = 74+66.41$

PROP. CURVE FAY4

PI STA. = 78+65.14
 $\Delta = 2^\circ 13' 05''$ (LT)
 $D = 0^\circ 20' 11''$
 $R = 17,026.56'$
 $T = 329.62'$
 $L = 659.15'$
 $E = 3.19'$
 $P.C. STA. = 75+35.53$
 $P.T. STA. = 81+94.68$

PROPOSED BIKE TRAIL

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 33+48.07	894093.53	917926.91
PI STA 36+99.97	893742.18	917946.50
PT STA 39+15.81	893734.77	918298.32
PC STA 47+32.29	893717.58	919114.63
PI STA 47+55.69	893717.09	919138.02
PT STA 47+78.25	893706.27	919158.76
PC STA 48+47.39	893674.30	919220.07
PI STA 48+70.55	893663.60	919240.60
PT STA 48+92.90	893663.01	919263.74
POT STA 50+49.43	893659.00	919420.23

PROP. CURVE BIKE3-8

PI STA. = 36+99.97
 $\Delta = 85^\circ 36' 09''$ (LT)
 $D = 15^\circ 04' 40''$
 $R = 380.00'$
 $T = 351.90'$
 $L = 567.74'$
 $E = 137.91'$
 $\theta = 2.0\%$
 $S.E. RUN = 38.00'$
 $P.C. STA. = 33+48.07$
 $P.T. STA. = 39+15.81$
 SE ATTAINED
 STA 33+24.36 TO STA 33+62.36
 SE REMOVED
 STA 39+01.52 TO STA 39+39.52

PROP. CURVE BIKE3-9

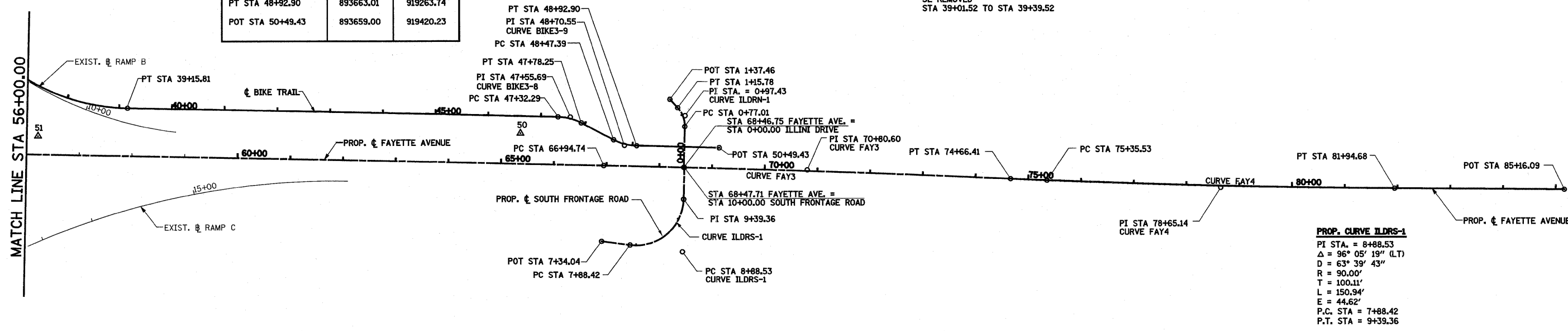
PI STA. = 47+55.69
 $\Delta = 26^\circ 20' 02.9''$ (RT)
 $D = 57^\circ 17' 44.8''$
 $R = 100.00'$
 $T = 23.39'$
 $L = 45.96'$
 $E = 2.70'$
 $\theta = 2.0\%$
 $P.C. STA. = 47+32.29$
 $P.T. STA. = 47+78.25$

PROP. CURVE BIKE3-9

PI STA. = 48+70.55
 $\Delta = 26^\circ 04' 21.3''$ (LT)
 $D = 57^\circ 17' 44.8''$
 $R = 100.00'$
 $T = 23.15'$
 $L = 45.51'$
 $E = 2.65'$
 $P.C. STA. = 48+47.39$
 $P.T. STA. = 48+92.90$

PROP. CURVE ILDRN-1

PI STA. = 0+97.43
 $\Delta = 44^\circ 25' 18''$ (LT)
 $D = 114^\circ 35' 30''$
 $R = 50.00'$
 $T = 20.42'$
 $L = 38.77'$
 $E = 4.01'$
 $P.C. STA. = 0+77.01$
 $P.T. STA. = 1+15.78$



BENCHMARK DJH1

CHISELED "X" ON NW BOLT OF 3RD LIGHT POLE WEST OF I-57/70 OVERPASS SOUTH SIDE OF FAYETTE AVENUE
 STA 37+68.00, 30' RT.
 ELEV 585.36

BENCHMARK DAS1

CHISELED SQUARE TOP OF NW WINGWALL FAYETTE AVENUE BRIDGE OVER I-57/70
 STA 48+62.00, 33' LT.
 ELEV 603.33

BENCHMARK DAS2

RAILROAD SPIKE IN POWER POLE NORTH FOUNDATION FAYETTE AVENUE EAST OF I-57/70 INTERCHANGE
 STA 62+60.00, 107' LT.
 ELEV 586.33

BENCHMARK DAS3

CHISELED "X" SOUTHERLY BOLT OF LIGHT POLE FOUNDATION NORTH SIDE FAYETTE AVENUE AND NE QUADRANT I-57/70 INTERCHANGE
 STA 56+50.00, 43' LT.
 ELEV 595.95

BENCHMARK FH1

CHISELED "X" ON TOP BOLT OF FIRE HYDRANT IN FRONT OF NIEMERG'S STEAK HOUSE ON FAYETTE AVENUE.
 STA 72+54.00, 62' LT.
 ELEV 584.96

