



**PROP. FAYETTE RAMP A
CURVE C53**
 PI STA = 12+14.41
 $\Delta = 31^\circ 30' 34''$ (RT)
 $D = 7^\circ 32' 20''$
 $R = 760.00'$
 $T = 214.41'$
 $L = 417.96'$
 $E = 29.67'$
 $e = 8.00\%$
 $T.R. = 48.00'$
 $S.E. RUN = 255.00'$
 $P.C. STA = 10+00.00$
 $P.T. STA = 14+17.96$
 SE ATTAINED STA 8+60.00
 TO STA 10+70.00 (2.00% TO 8.00%)
 SE REMOVED STA 13+32.96
 TO STA 15+90.50 (8.00% TO 0.0%)

**PROP. FAYETTE RAMP A
CURVE C54**
 PI STA = 18+64.45
 $\Delta = 48^\circ 09' 41''$ (LT)
 $D = 16^\circ 22' 13''$
 $R = 350.00'$
 $T = 156.42'$
 $L = 294.20'$
 $E = 33.36'$
 $e = 8.00\%$
 $T.R. = 38.00'$
 $S.E. RUN = 205.00'$
 $P.C. STA = 17+08.03$
 $P.T. STA = 20+02.23$
 SE ATTAINED STA 15+90.50
 TO STA 17+98.03 (0.0% TO 8.00%)
 SE REMOVED STA 19+22.23
 TO STA 21+65.23 (8.00% TO 1.50%)

**PROP. FAYETTE RAMP B
CURVE E1**
 PI STA = 18+49.11
 $\Delta = 21^\circ 34' 00''$ (RT)
 $D = 7^\circ 32' 20''$
 $R = 760.00'$
 $T = 144.75'$
 $L = 286.07'$
 $E = 13.66'$
 $e = 8.00\%$
 $T.R. = N/A$
 $S.E. RUN = 207.00'$
 $P.C. STA = 17+04.36$
 $P.T. STA = 19+90.43$
 SE ATTAINED STA 15+82.36
 TO STA 17+89.36 (1.50% TO 8.00%)
 SE REMOVED STA 18+60.43
 TO STA 21+90.42 (8.00% TO 3.26%)

**PROP. FAYETTE RAMP C
CURVE C51**
 PI STA = 11+88.04
 $\Delta = 27^\circ 47' 40''$ (RT)
 $D = 7^\circ 32' 20''$
 $R = 760.00'$
 $T = 188.04'$
 $L = 368.68'$
 $E = 22.92'$
 $e = 8.00\%$
 $T.R. = 48.00'$
 $S.E. RUN = 255.00'$
 $P.C. STA = 10+00.00$
 $P.T. STA = 13+88.68$
 SE ATTAINED STA 8+60.00
 TO STA 10+70.00 (1.50% TO 8.00%)
 SE REMOVED STA 12+83.68
 TO STA 15+42.70 (8.00% TO 0.0%)

**PROP. FAYETTE RAMP C
CURVE C29**
 PI STA = 17+86.90
 $\Delta = 33^\circ 27' 19''$ (LT)
 $D = 16^\circ 22' 13''$
 $R = 350.00'$
 $T = 105.19'$
 $L = 204.37'$
 $E = 15.47'$
 $e = 8.00\%$
 $T.R. = 38.00'$
 $S.E. RUN = 205.00'$
 $P.C. STA = 16+81.71$
 $P.T. STA = 18+86.08$
 SE ATTAINED STA 15+42.70
 TO STA 17+51.71 (0.0% TO 8.00%)
 SE REMOVED STA 18+06.08
 TO STA 19+73.08 (8.00% TO 1.50%)

**PROP. FAYETTE RAMP D
CURVE C50**
 PI STA = 18+94.07
 $\Delta = 21^\circ 27' 44''$ (RT)
 $D = 7^\circ 32' 20''$
 $R = 760.00'$
 $T = 144.03'$
 $L = 284.69'$
 $E = 13.53'$
 $e = 8.00\%$
 $T.R. = N/A$
 $S.E. RUN = 207.00'$
 $P.C. STA = 17+50.04$
 $P.T. STA = 20+34.73$
 SE ATTAINED STA 15+83.37
 TO STA 17+90.37 (1.50% TO 8.00%)
 SE REMOVED STA 19+04.73
 TO STA 22+35.45 (8.00% TO 3.26%)

**PROP. RAMP C TERMINAL TIE-IN
CURVE TFAYRC-1**
 PI STA = 10+25.30
 $\Delta = 5^\circ 59' 03''$ (RT)
 $D = 4^\circ 00' 07''$
 $R = 1,431.68'$
 $T = 74.63'$
 $L = 149.53'$
 $E = 1.95'$
 $T.R. = 9+50.47$
 $P.C. STA = 11+00.00$
 $P.T. STA = 20+77.63$

**PROP. RAMP D TERMINAL TIE-IN
CURVE TFAYRD-1**
 PI STA = 20+02.71
 $\Delta = 6^\circ 21' 58''$ (RT)
 $D = 4^\circ 14' 39''$
 $R = 1,350.00'$
 $T = 75.08'$
 $L = 150.00'$
 $E = 2.09'$
 $P.C. STA = 19+27.63$
 $P.T. STA = 20+77.63$

BENCHMARK 2127+40:
 TOP OF BOLT MEDIAN CONCRETE PIPE
 END SECTION WITH GRATE BOLT SECURE
 GRATE ONTO END SECTION (ONLY BOLT
 AT END SECTION)
 STA 2127+40.00
 ELEV 598.21

BENCHMARK 507:
 CHISELED SQUARE ON EAST SIGN POST
 BASE SIGN SAYS EFFINGHAM EXIT 159
 STA 2134+75.00 102.6' RT.
 ELEV 591.10

BENCHMARK 506:
 CHISELED SQUARE ON EAST CRASH
 WALL UNDER FAYETTE AVENUE OVERPASS
 ON NORTHBOUND I-57/70
 STA 2146+48.00, 66.5' RT.
 ELEV 583.44

BENCHMARK 805:
 NORTH EAST BOLT ON SIGN BASE IN
 MEDIAN OF I-57/70 SIGN SAYS SOUTH
 MEMPHIS, WEST ST. LOUIS 2 MILES
 STA 2158+86.00, 0.60' RT.
 ELEV 570.18

BENCHMARK 2161+20:
 CHISELED "X" LIGHT POLE NO. 21 TOP
 OF NORTHWEST FOUNDATION BOLT
 WEST SIDE OF I-57/70
 STA 2161+20.00, 75' LT.
 ELEV 570.53

BENCHMARK DAS1:
 CHISELED SQUARE TOP OF NW WINGWALL
 FAYETTE AVENUE BRIDGE OVER I-57/70
 STA 48+62.00, 33' LT.
 ELEV 603.33

PROP. CURVE BIKE3A-2
 PI STA = 16+53.55
 $\Delta = 61^\circ 43' 23''$ (RT)
 $D = 14^\circ 41' 28.4''$
 $R = 390.00'$
 $T = 233.05'$
 $L = 420.14'$
 $E = 64.33'$
 $P.C. STA = 14+20.50$
 $P.T. STA = 18+40.63$

PROP. CURVE BIKE3A-3
 PI STA = 22+87.01
 $\Delta = 30^\circ 26' 59''$ (LT)
 $D = 9^\circ 30' 12''$
 $R = 602.91'$
 $T = 164.09'$
 $L = 320.41'$
 $E = 13.57'$
 $P.C. STA = 21+22.92$
 $P.T. STA = 24+43.33$

PROP. CURVE BIKE3A-4
 PI STA = 25+08.50
 $\Delta = 66^\circ 12' 45''$ (RT)
 $D = 81^\circ 51' 04''$
 $R = 70.00'$
 $T = 45.64'$
 $L = 80.89'$
 $E = 16.24'$
 $P.C. STA = 24+62.85$
 $P.T. STA = 25+43.75$

PROP. CURVE BIKE3-5
 PI STA = 28+73.48
 $\Delta = 88^\circ 59' 02''$ (RT)
 $D = 114^\circ 35' 30''$
 $R = 50.00'$
 $T = 43.45'$
 $L = 71.54'$
 $E = 16.24'$
 $P.C. STA = 28+30.03$
 $P.T. STA = 29+01.57$

PROP. CURVE BIKE3A-6
 PI STA = 29+93.22
 $\Delta = 11^\circ 06' 19''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 9.72'$
 $L = 19.38'$
 $E = 0.47'$
 $P.C. STA = 29+83.50$
 $P.T. STA = 30+02.88$

PROP. CURVE BIKED
 PI STA = 31+49.88
 $\Delta = 2^\circ 40' 37.19''$ (RT)
 $D = 15^\circ 04' 40''$
 $R = 100.00'$
 $T = 2.34'$
 $L = 4.67'$
 $E = 0.03'$
 $P.C. STA = 31+47.55$
 $P.T. STA = 31+52.22$

PROP. CURVE BIKETC
 PI STA = 36+99.97
 $\Delta = 85^\circ 36' 09''$ (LT)
 $D = 15^\circ 04' 40''$
 $R = 380.00'$
 $T = 351.90'$
 $L = 567.74'$
 $E = 137.91'$
 $P.C. STA = 33+48.07$
 $P.T. STA = 39+15.81$

FILE NAME =
 S:\Projects\403-00072-57-70\Drawn\Fayette\hor.dgn

USER NAME = paul
 DESIGNED - JWS
 DRAWN - PDB
 CHECKED - BRM
 PLOT SCALE = 200.0000' / IN.
 PLOT DATE = 6/23/2010

DESIGNED - JWS
 DRAWN - PDB
 CHECKED - BRM
 DATE - 11-16-07

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

HORIZONTAL CONTROL, FAYETTE AVENUE

SCALE: 1"=100' SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	(25-3)I-6	EFFINGHAM	839	37
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 74293	

