



**PROP. FAYETTE RAMP A
CURVE C53**
 PI STA = 12+14.41
 $\Delta = 31^\circ 30' 34''$ (RT)
 D = 7° 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° 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° 32' 20"
 R = 760.00'
 T = 144.75'
 L = 285.07'
 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° 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+68.68
 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° 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° 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. CURVE BIKE3A-2
 PI STA = 16+53.55
 $\Delta = 61^\circ 43' 23''$ (RT)
 D = 14° 41' 28"
 R = 390.00'
 T = 233.05'
 L = 420.14'
 E = 64.33'
 $e = 2.0\%$
 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

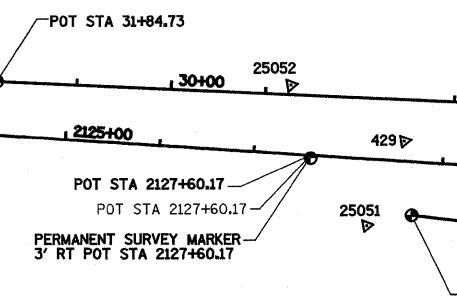
PROP. CURVE BIKE3A-3
 PI STA = 22+87.01
 $\Delta = 30^\circ 26' 59''$ (LT)
 D = 9° 30' 12"
 R = 602.91'
 T = 164.09'
 L = 320.41'
 E = 21.53'
 $e = 2.0\%$
 S.E. RUN = 35.50'/42.80'
 P.C. STA = 21+22.92
 P.T. STA = 24+43.33
 SE ATTAINED
 STA 20+99.89 TO STA 21+35.39
 SE REMOVED
 STA 24+05.20 TO STA 24+48.00

PROP. CURVE BIKE4
 PI STA = 31+49.88
 $\Delta = 2^\circ 40' 37''$ (RT)
 D = 57° 17' 45"
 R = 100.00'
 T = 2.34'
 L = 4.67'
 E = 0.03'
 $e = 2.0\%$
 S.E. RUN = 72.33'/38.00'
 P.C. STA = 31+47.55
 P.T. STA = 31+52.22
 SE ATTAINED
 STA 30+75.22 TO STA 31+47.55
 SE REMOVED
 STA 32+86.36 TO STA 33+24.36

PROP. CURVE BIKE5C
 PI STA = 36+99.97
 $\Delta = 85^\circ 36' 09''$ (LT)
 D = 15° 04' 40"
 R = 380.00'
 T = 351.90'
 L = 567.74'
 E = 137.91'
 $e = 2.0\%$
 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

GROUND COORDINATES FOR PERMANENT SURVEY MARKERS

| DESCRIPTION | COORDINATE | |
|--------------------|------------|-----------|
| | NORTHING | EASTING |
| I-57/70 | | |
| POT STA 2127+60.17 | 891837.02 | 917061.67 |
| POT STA 2137+00.00 | 892749.68 | 917286.00 |
| POT STA 2147+00.00 | 893720.78 | 917524.70 |
| FAYETTE RAMP C | | |
| POT STA 1+99.92 | 891931.91 | 917140.60 |
| PC STA 10+00.00 | 892697.57 | 917372.74 |
| FAYETTE RAMP D | | |
| PT STA 20+34.73 | 892646.53 | 917175.18 |
| POT STA 31+84.73 | 891524.52 | 916922.98 |



PROPOSED BIKE TRAIL

| DESCRIPTION | COORDINATE | |
|-----------------|------------|-----------|
| | NORTHING | EASTING |
| PC STA 14+20.50 | 894034.75 | 916741.87 |
| PI STA 16+53.55 | 894465.62 | 916773.70 |
| PT STA 18+40.63 | 894346.96 | 916992.10 |
| PC STA 21+22.92 | 894445.47 | 917256.64 |
| PI STA 22+87.01 | 894502.74 | 917410.41 |
| PT STA 24+43.33 | 894630.04 | 917513.95 |
| PC STA 31+47.55 | 894293.74 | 917915.64 |
| PI STA 31+49.88 | 894291.41 | 917915.88 |
| PT STA 31+52.22 | 894289.08 | 917916.01 |
| 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 |

EXISTING & PROPOSED FAI-57/70

| DESCRIPTION | COORDINATE | |
|--------------------|------------|-----------|
| | NORTHING | EASTING |
| POT STA 2127+60.17 | 891837.74 | 917058.75 |

PROPOSED FAYETTE AVENUE RAMP A

| DESCRIPTION | COORDINATE | |
|------------------|------------|-----------|
| | NORTHING | EASTING |
| POT STA 5+45.18 | 895160.17 | 917805.64 |
| PC STA 10+00.00 | 894727.19 | 917666.38 |
| PI STA 12+14.41 | 894523.08 | 917600.73 |
| PT STA 14+17.96 | 894383.38 | 917438.09 |
| PC STA 17+08.03 | 894194.37 | 917218.04 |
| PI STA 18+64.45 | 894092.45 | 917099.38 |
| PT STA 20+02.23 | 893936.06 | 917096.17 |
| POT STA 22+68.17 | 893670.18 | 917090.70 |

PROPOSED FAYETTE AVENUE RAMP B

| DESCRIPTION | COORDINATE | |
|------------------|------------|-----------|
| | NORTHING | EASTING |
| POT STA 10+00.00 | 893652.58 | 917926.70 |
| PC STA 17+04.36 | 894348.57 | 917818.44 |
| PI STA 18+49.11 | 894491.60 | 917796.20 |
| PT STA 19+90.43 | 894632.79 | 917828.08 |
| POT STA 26+05.43 | 895232.68 | 917963.55 |

PROPOSED FAYETTE AVENUE RAMP C

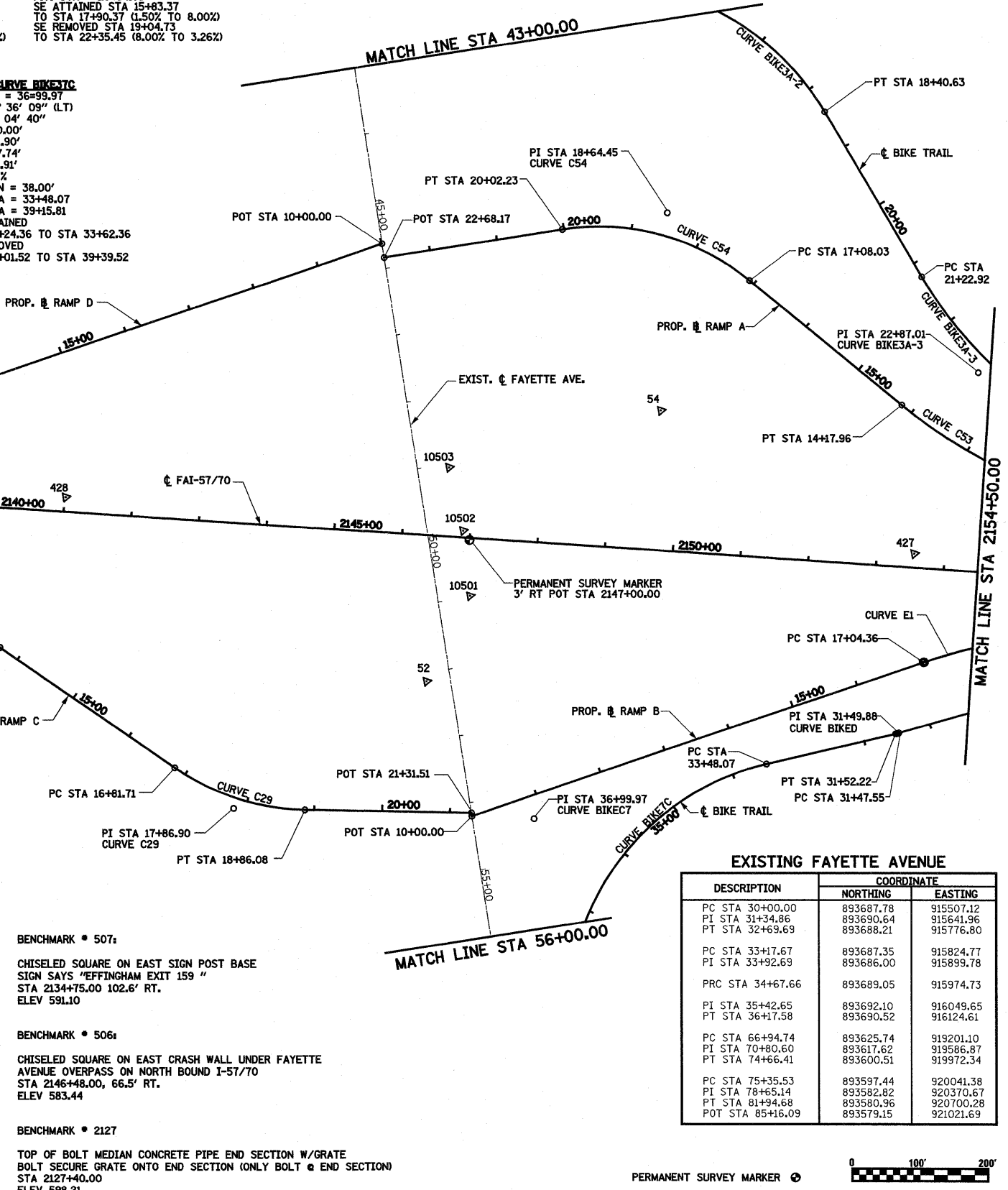
| DESCRIPTION | COORDINATE | |
|------------------|------------|-----------|
| | NORTHING | EASTING |
| POT STA 1+99.92 | 891931.91 | 917140.60 |
| PC STA 10+00.00 | 892697.57 | 917372.74 |
| PI STA 11+88.04 | 892877.53 | 917427.30 |
| PT STA 13+68.68 | 893011.28 | 917559.48 |
| PC STA 16+81.71 | 893233.92 | 917779.52 |
| PI STA 17+86.90 | 893308.74 | 917853.46 |
| PT STA 18+86.08 | 893411.93 | 917873.90 |
| POT STA 21+31.51 | 893652.68 | 917921.60 |

CONTROL POINTS

| CONTROL POINT | COORDINATE | |
|---------------|------------|-----------|
| | NORTHING | EASTING |
| 25051 | 891882.85 | 917142.93 |
| 429 | 891938.17 | 917061.31 |
| 25052 | 891830.17 | 916981.53 |
| 428 | 893145.67 | 917357.52 |
| 10503 | 893709.95 | 917413.11 |
| 10502 | 893713.85 | 917509.58 |
| 10501 | 893706.96 | 917605.63 |
| 52 | 893621.99 | 917718.38 |
| 54 | 894032.27 | 917384.42 |
| 427 | 894362.78 | 917658.37 |

PROPOSED FAYETTE AVENUE RAMP D

| DESCRIPTION | COORDINATE | |
|------------------|------------|-----------|
| | NORTHING | EASTING |
| POT STA 10+00.00 | 893670.61 | 917070.07 |
| PC STA 17+50.04 | 892929.39 | 917184.74 |
| PI STA 18+94.07 | 892787.05 | 917206.76 |
| PT STA 20+34.73 | 892646.53 | 917175.18 |
| POT STA 31+84.73 | 891524.52 | 916922.98 |



EXISTING FAYETTE AVENUE

| DESCRIPTION | COORDINATE | |
|------------------|------------|-----------|
| | NORTHING | EASTING |
| PC STA 30+00.00 | 893687.78 | 915507.12 |
| PI STA 31+34.86 | 893690.64 | 915641.96 |
| PT STA 32+69.69 | 893688.21 | 915776.80 |
| PC STA 33+17.67 | 893687.35 | 915824.77 |
| PI STA 33+92.69 | 893686.00 | 915899.78 |
| PRC STA 34+67.66 | 893689.05 | 915974.73 |
| PI STA 35+42.65 | 893692.10 | 916049.65 |
| PT STA 36+17.58 | 893690.52 | 916124.61 |
| PC STA 66+94.74 | 893625.74 | 919201.10 |
| PI STA 70+80.60 | 893617.62 | 919586.87 |
| PT STA 74+66.41 | 893600.51 | 919972.34 |
| PC STA 75+35.53 | 893597.44 | 920041.38 |
| PI STA 78+65.14 | 893582.82 | 920370.67 |
| PT STA 81+94.68 | 893580.96 | 920700.28 |
| POT STA 85+16.09 | 893579.15 | 921021.69 |

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 NORTH BOUND I-57/70
 STA 2146+48.00, 66.5' RT.
 ELEV 583.44

BENCHMARK * 2127
 TOP OF BOLT MEDIAN CONCRETE PIPE END SECTION W/GRATE
 BOLT SECURE GRATE ONTO END SECTION (ONLY BOLT @ END SECTION)
 STA 2127+40.00
 ELEV 598.21

