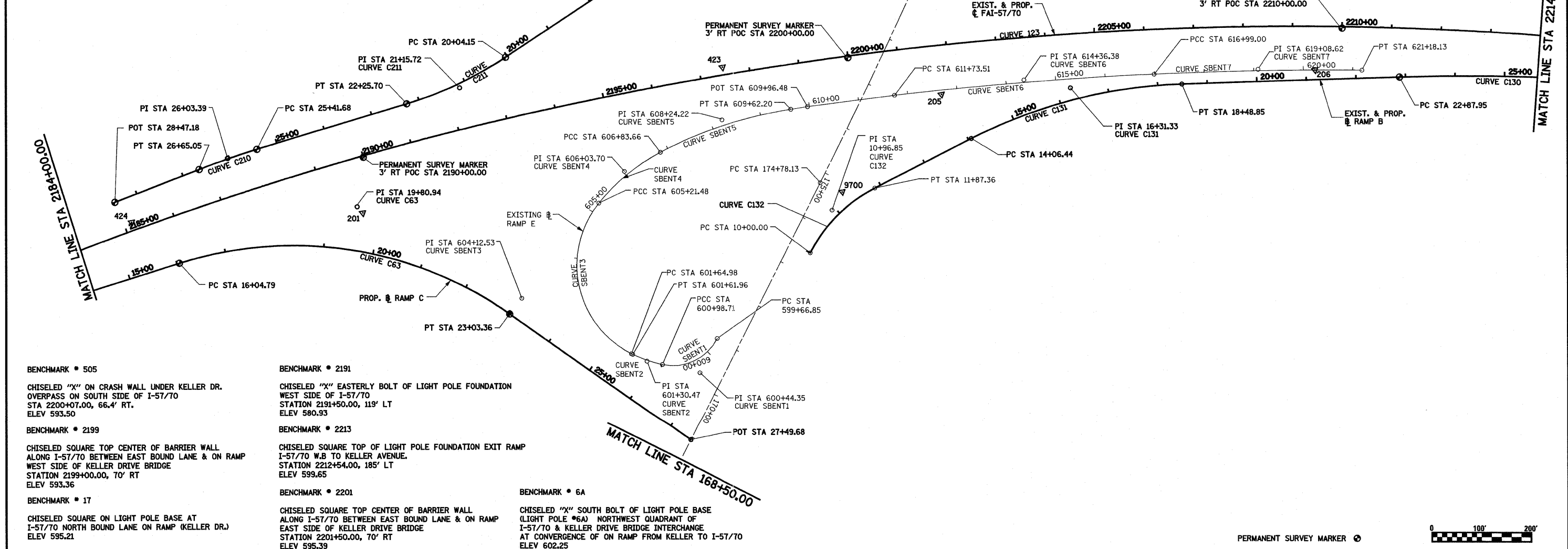


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| PROP. KELLER DR. RAMP A CURVE C58 PI STA = 19+83.27 Δ = 26° 53' 22" (RT) D = 7° 32' 20" R = 760.00' T = 181.68' L = 356.68' E = 21.42' e = 8.00% T.R. = 48.00' S.E. RUN = 255.00' P.C. STA = 18+01.59 P.T. STA = 21+58.26 SE ATTAINED STA 16+61.89 TO 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 C57 PI STA = 26+31.51 Δ = 14° 15' 04" (LT) D = 5° 40' 22" R = 1,010.00' T = 126.26' L = 251.22' E = 7.86' e = 4.20% T.R. = 38.00' S.E. RUN = 105.00' P.C. STA = 25+05.25 P.T. STA = 27+56.47 SE ATTAINED STA 24+73.25 TO STA 25+40.25 (-1.50% TO -4.20%) SE REMOVED STA 26+96.47 TO STA 27+56.47 (-4.20% TO -2.81%) | PROP. KELLER DR. RAMP B CURVE C32 PI STA = 10+96.85 Δ = 35° 47' 02" (RT) D = 19° 05' 55" R = 300.00' T = 96.85' L = 187.36' E = 15.25' e = 6.00% T.R. = N/A S.E. RUN = N/A P.C. STA = 10+00.00 P.T. STA = 11+87.36 SE REMOVED STA 18+50.00 TO STA 19+30.85 (3.96% TO 1.50%) | PROP. KELLER DR. RAMP B CURVE C31 PI STA = 16+31.33 Δ = 25° 20' 54" (RT) D = 5° 43' 46" R = 1,000.00' T = 224.89' L = 442.41' E = 24.97' e = 6.00% T.R. = N/A S.E. RUN = N/A P.C. STA = 14+06.44 P.T. STA = 18+48.85 SE REMOVED STA 18+50.00 TO STA 19+30.85 (3.96% TO 1.50%) | PROP. KELLER DR. RAMP B CURVE C30 PI STA = 26+17.30 Δ = 8° 25' 37" (RT) D = 1° 16' 54" R = 4,470.56' T = 329.36' L = 657.53' E = 12.12' e = 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 C CURVE C63 PI STA = 19+80.94 Δ = 52° 39' 51" (RT) D = 7° 32' 20" R = 760.00' T = 376.15' L = 698.57' E = 87.99' e = 8.00% T.R. = N/A S.E. RUN = N/A P.C. STA = 16+04.79 P.T. STA = 23+03.36 SE ATTAINED STA 14+64.79 TO STA 16+74.79 (2.90% TO 8.00%) SE REMOVED STA 21+77.36 TO STA 23+03.36 (8.00% TO 4.06%) | PROP. KELLER DR. RAMP D CURVE C21 PI STA = 13+43.57 Δ = 42° 41' 54" (LT) D = 12° 43' 57" R = 450.00' T = 175.89' L = 335.35' E = 33.15' e = 8.00% T.R. = 48.00' S.E. RUN = 255.00' P.C. STA = 20+04.15 P.T. STA = 22+25.70 SE ATTAINED STA 17+01.15 TO STA 20+04.15 (1.50% TO 8.00%) SE REMOVED STA 20+95.70 TO STA 24+32.55 (8.00% TO 1.87%) | PROP. KELLER DR. RAMP D CURVE C20 PI STA = 26+03.39 Δ = 4° 14' 44" (LT) D = 3° 26' 28" R = 1,665.00' T = 61.72' L = 123.38' E = 1.14' e = 1.14% T.R. = 48.00' S.E. RUN = 255.00' P.C. STA = 25+41.68 P.T. STA = 26+65.05 |
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| EXIST. & PROP. FAI-57/70 CURVE C123 PI STA = 2221+23.36 Δ = 64° 49' 07" (RT) D = 0° 49' 59" R = 6,877.35' T = 4,366.06' L = 7,780.33' E = 1,268.84' e = 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%) | EXIST. CURVE SBENT1 PI STA = 600+44.35 Δ = 75° 32' 53" (RT) D = 5° 17' 45" R = 100.00' T = 77.50' L = 131.86' E = 26.51' P.C. STA = 599+66.85 P.C.C. STA = 600+98.71 | EXIST. CURVE SBENT2 PI STA = 601+30.47 Δ = 13° 10' 43" (RT) D = 20° 50' 05" R = 275.00' T = 31.77' L = 63.25' E = 1.83' P.C.C. STA = 600+98.71 P.T. STA = 601+61.96 | EXIST. CURVE SBENT3 PI STA = 604+12.53 Δ = 102° 07' 41" (RT) D = 28° 38' 52" R = 200.00' T = 247.54' L = 356.49' E = 118.24' P.C. STA = 601+64.98 P.C.C. STA = 605+21.48 | EXIST. CURVE SBENT5 PI STA = 608+24.22 Δ = 18° 59' 58" (RT) D = 6° 49' 15" R = 840.00' T = 140.56' L = 278.55' E = 11.68' P.C.C. STA = 606+83.66 P.T. STA = 609+62.20 | EXIST. CURVE SBENT6 PI STA = 614+36.38 Δ = 4° 24' 13" (RT) D = 0° 50' 17" R = 6,837.24' T = 262.88' L = 525.49' E = 5.05' P.C.C. STA = 611+73.51 P.T. STA = 616+99.00 | EXIST. CURVE SBENT7 PI STA = 619+08.62 Δ = 3° 02' 59" (RT) D = 0° 43' 40" R = 7,874.06' T = 209.61' L = 419.13' E = 2.79' P.C.C. STA = 616+99.00 P.T. STA = 621+18.13 |
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| EXIST. CURVE SBENT4 PI STA = 606+03.70 Δ = 23° 13' 49" (RT) D = 14° 19' 26" R = 400.00' T = 82.22' L = 162.18' E = 8.36' P.C.C. STA = 605+21.48 P.C.C. STA = 606+83.66 | EXIST. KELLER DR. CURVE PROP3 PI STA = 183+18.93 Δ = 8° 22' 56" (LT) D = 0° 29' 58" R = 11,473.93' T = 840.80' L = 1,678.61' E = 30.77' P.C. STA = 174+78.13 P.C.C. STA = 191+56.74 |
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BENCHMARK * 505
CHISELED "X" ON CRASH WALL UNDER KELLER DR. OVERPASS ON SOUTH SIDE OF I-57/70
STA 2200+07.00, 66.4' RT.
ELEV 593.50

BENCHMARK * 2199
CHISELED SQUARE TOP CENTER OF BARRIER WALL ALONG I-57/70 BETWEEN EAST BOUND LANE & ON RAMP WEST SIDE OF KELLER DRIVE BRIDGE
STATION 2199+00.00, 70' RT
ELEV 593.36

BENCHMARK * 17
CHISELED SQUARE ON LIGHT POLE BASE AT I-57/70 NORTH BOUND LANE ON RAMP (KELLER DR.)
ELEV 595.21

BENCHMARK * 2191
CHISELED "X" EASTERLY BOLT OF LIGHT POLE FOUNDATION WEST SIDE OF I-57/70
STATION 2191+50.00, 119' LT
ELEV 580.93

BENCHMARK * 2213
CHISELED SQUARE TOP OF LIGHT POLE FOUNDATION EXIT RAMP I-57/70 W.B TO KELLER AVENUE.
STATION 2212+54.00, 185' LT
ELEV 599.65

BENCHMARK * 2201
CHISELED SQUARE TOP CENTER OF BARRIER WALL ALONG I-57/70 BETWEEN EAST BOUND LANE & ON RAMP EAST SIDE OF KELLER DRIVE BRIDGE
STATION 2201+50.00, 70' RT
ELEV 595.39

BENCHMARK * 6A
CHISELED "X" SOUTH BOLT OF LIGHT POLE BASE (LIGHT POLE *6A) NORTHWEST QUADRANT OF I-57/70 & KELLER DRIVE BRIDGE INTERCHANGE AT CONVERGENCE OF ON RAMP FROM KELLER TO I-57/70
ELEV 602.25

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| FILE NAME = | USER NAME = lunde | DESIGNED - JWS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | HORIZONTAL CONTROL, FAI ROUTES 57/70 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| SA\Projects\403-00072-57-70\dwg\ML_Keller\hor_msk.dgn | PLOT SCALE = 2000.0000' / IN. | DRAWN - PDB | REVISED - | | | 57/70 | (25-3,4)R | EFFINGHAM | 1098 | 43 |
| | PLOT DATE = 3/17/2011 | CHECKED - BRM | REVISED - | | | SCALE: 1"=100' | | SHEET NO. 4 OF 13 SHEETS | | STA 2184+00.00 TO STA 2214+00.00 |
| | | DATE - 5-07-08 | REVISED - | | | FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | | | | | CONTRACT NO. 74299 | | | | |