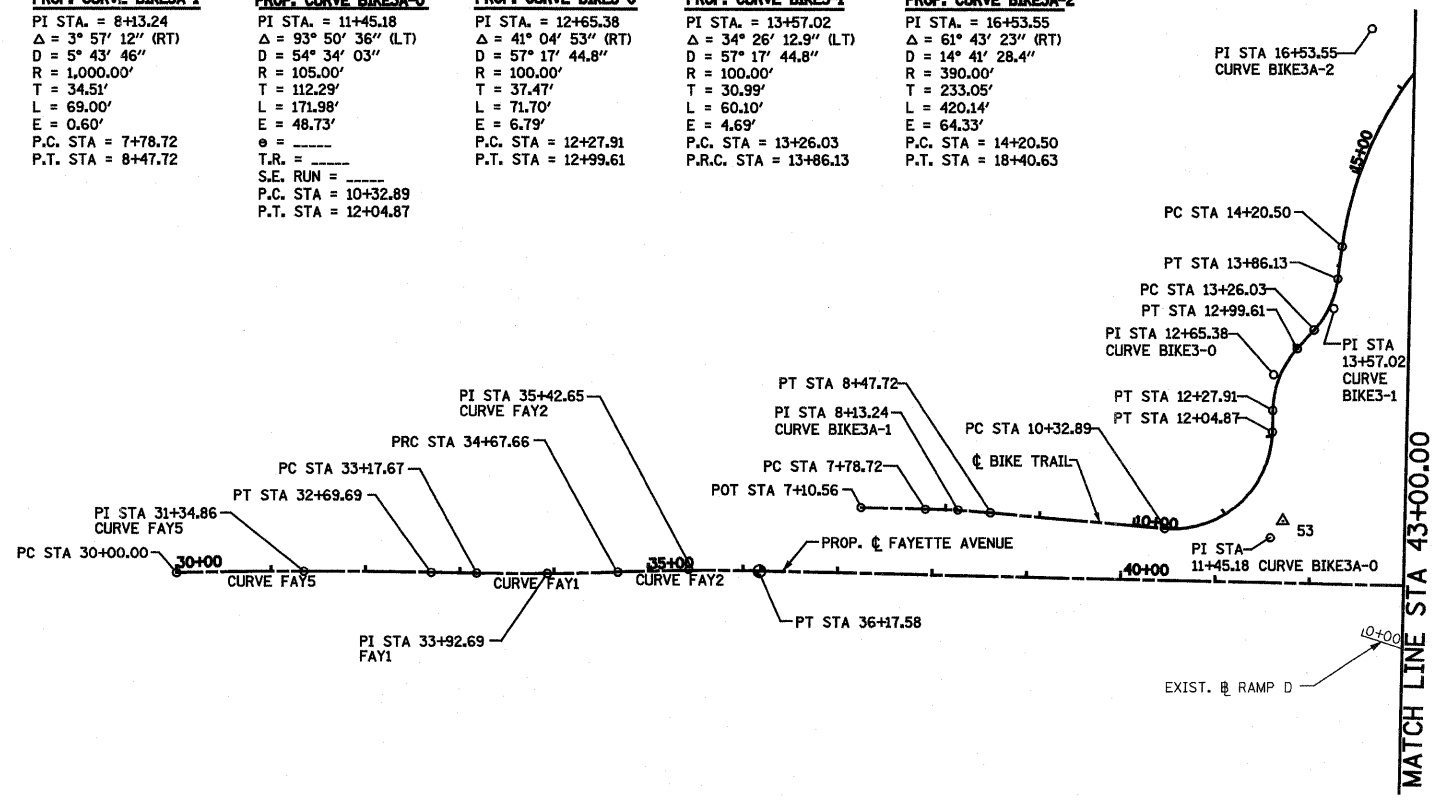
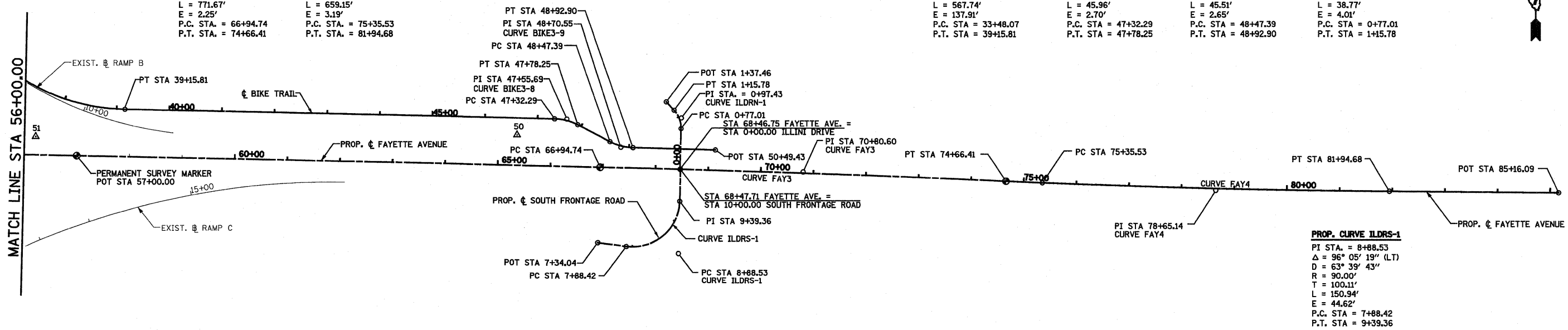


PROP. CURVE FAY1 PI STA. = 33+92.69 Δ = 3° 21' 50" (LT) D = 2° 14' 34" R = 2,554.74' T = 75.02' L = 149.99' E = 1.10' e = 2.00% T.R. = 39' S.E. RUN = 39' P.C. STA. = 33+17.67 P.T. STA. = 34+67.66	PROP. CURVE FAY2 PI STA. = 35+42.65 Δ = 3° 32' 20" (RT) D = 2° 21' 38" R = 2,427.09' T = 74.98' L = 149.91' E = 1.16' e = 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 Δ = 3° 57' 12" (RT) D = 5° 43' 46" R = 1,000.00' T = 34.51' L = 69.00' E = 0.60' P.C. STA = 7+78.72 P.T. STA = 8+47.72	PROP. CURVE BIKE3A-0 PI STA. = 11+45.18 Δ = 93° 50' 36" (LT) D = 54° 34' 03" R = 105.00' T = 112.29' L = 171.98' E = 48.73' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA = 10+32.89 P.T. STA = 12+04.87	PROP. CURVE BIKE3-0 PI STA. = 12+65.38 Δ = 41° 04' 53" (RT) D = 57° 17' 44.8" R = 100.00' T = 37.47' L = 71.70' E = 6.79' P.C. STA = 12+27.91 P.T. STA = 12+99.61	PROP. CURVE BIKE3-1 PI STA. = 13+57.02 Δ = 34° 26' 12.9" (LT) D = 57° 17' 44.8" R = 100.00' T = 30.99' L = 60.10' E = 4.69' P.C. STA = 13+26.03 P.R.C. STA = 13+86.13	PROP. CURVE BIKE3A-2 PI STA. = 16+53.55 Δ = 61° 43' 23" (RT) D = 14° 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
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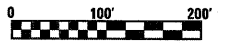
PROP. CURVE FAY5
PI STA. = 31+34.86
Δ = 2° 14' 39" (RT)
D = 0° 49' 56"
R = 6,885.78'
T = 134.86'
L = 269.69'
E = 1.32'
P.C. STA. = 30+00.00
P.T. STA. = 32+69.69



PROP. CURVE FAY3 PI STA. = 70+80.60 Δ = 1° 20' 08" (RT) D = 0° 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 Δ = 2° 13' 05" (LT) D = 0° 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	PROP. CURVE BIKE3-9 PI STA. = 48+70.55 Δ = 15° 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	PROP. CURVE BIKE3-8 PI STA. = 47+55.69 Δ = 26° 20' 02.9" (RT) D = 57° 17' 44.8" R = 100.00' T = 23.39' L = 45.96' E = 2.70' P.C. STA = 47+32.29 P.T. STA = 47+78.25	PROP. CURVE BIKE3-9 PI STA. = 48+70.55 Δ = 26° 04' 21.3" (LT) D = 57° 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 Δ = 44° 25' 18" (LT) D = 114° 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
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- 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 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 DAS2: RAILROAD SPIKE IN POWER POLE NORTH SIDE FAYETTE AVENUE EAST OF I-57/70 INTERCHANGE STA 62+60.00, 107' LT. ELEV 586.33
- BENCHMARK BP1: CHISELED SQUARE ON CONCRETE MEDIAN TIP NORTH SIDE OF FAYETTE AVENUE FIRST ENTRANCE EAST OF I-57/70 INTERCHANGE STA 68+46.00, 38' LT. ELEV 585.32
- 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



FILE NAME = S:\Projects\403-00072-57-70\ dgn\Fayette\hvt.dgn	USER NAME = paul	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORIZONTAL CONTROL, FAYETTE AVENUE			F.A.I. RTE. 57/70	SECTION (25-3)I-6	COUNTY EFFINGHAM	TOTAL SHEETS 839	SHEET NO. 38
PLOT SCALE = 200.0000' / IN.	CHECKED - BRM	DATE - 11-16-07	REVISED -		SCALE: 1"=100'	SHEET NO. 2 OF 4 SHEETS	STA. 30+00.00 TO STA. 85+16.09	CONTRACT NO. 74293				
PLOT DATE = 6/23/2010	DATE - 11-16-07	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							
FED. ROAD DIST. NO.												