

PROP. ROADWAY A CURVE C20

PI STA. = 2059+30.08
 Δ = 55° 59' 40" (LT)
 D = 0° 50' 35"
 R = 6,796.00'
 T = 3,613.08'
 L = 6,641.65'
 E = 900.75'
 e = 2.90%
 T.R. = 45.00°/56.25'
 S.E. RUN = 87.00°/108.75'
 P.C. STA. = 2023+17.00
 P.T. STA. = 2089+58.65
 SE ATTAINED STA. 2022+14.00
 TO STA 2023+46.00 (1.50% TO 2.90%)
 SE REMOVED STA. 2089+22.40
 TO STA 2091+27.15 (2.90% TO 1.50%)

PROP. ROADWAY B CURVE C120

PI STA. = 2022+76.39
 Δ = 3° 34' 37" (RT)
 D = 0° 24' 33"
 R = 14,000.00'
 T = 437.18'
 L = 874.03'
 E = 6.82'
 e = 2.90%
 T.R. = 2018+39.23
 P.T. STA. = 2027+13.26

PROP. ROADWAY B CURVE C121

PI STA. = 2058+88.72
 Δ = 60° 36' 08" (LT)
 D = 1° 15' 05"
 R = 4,578.30'
 T = 2,675.46'
 L = 4,842.50'
 E = 724.43'
 e = 4.00%
 T.R. = 45.00°/56.25'
 S.E. RUN = 120.00°/150.00'
 P.C. STA. = 2032+13.26
 P.T. STA. = 2080+55.76
 SE ATTAINED STA. 2030+88.26
 TO STA 2032+53.26 (1.50% TO 4.00%)
 SE REMOVED STA. 2080+05.76
 TO STA 2082+12.01 (4.00% TO 1.50%)

PROP. RAMP F CURVE C200

PI STA. = 19+97.77
 Δ = 3° 04' 03" (RT)
 D = 2° 47' 42"
 R = 2,050.00'
 T = 54.89'
 L = 109.75'
 E = 0.73'
 e = 0.73%
 P.C. STA. = 19+42.88
 P.T. STA. = 20+52.64

PROP. RAMP G CURVE C31

PI STA. = 10+47.79
 Δ = 0° 23' 05" (RT)
 D = 0° 24' 33"
 R = 14,000.00'
 T = 47.02'
 L = 94.04'
 E = 0.08'
 e = 0.08%
 P.C. STA. = 10+00.77
 P.T. STA. = 10+94.81

PROP. RAMP G CURVE C32

PI STA. = 18+84.62
 Δ = 12° 40' 17" (RT)
 D = 7° 32' 20"
 R = 760.00'
 T = 84.38'
 L = 168.08'
 E = 4.67'
 e = 8.00%
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 18+00.24
 P.C.C. STA. = 19+68.32
 SE ATTAINED STA. 13+78.44
 TO STA 15+08.44 (1.50% TO 8.00%)

PROP. RAMP G CURVE C33

PI STA. = 21+70.64
 Δ = 33° 22' 13" (RT)
 D = 8° 29' 18"
 R = 675.00'
 T = 202.32'
 L = 393.13'
 E = 29.67'
 e = 8.00%
 T.R. = N/A
 S.E. RUN = N/A
 P.C.C. STA. = 19+68.32
 P.T. STA. = 23+61.45

EXIST. SURVEY & FAI 70
 EXIST. CURVE WEST1
 PI STA. = 2059+53.47
 Δ = 55° 59' 40" (LT)
 D = 0° 49' 59"
 R = 6,877.84'
 T = 3,656.59'
 L = 6,721.63'
 E = 911.60'
 P.C. STA. = 2022+96.89
 P.T. STA. = 2090+18.51

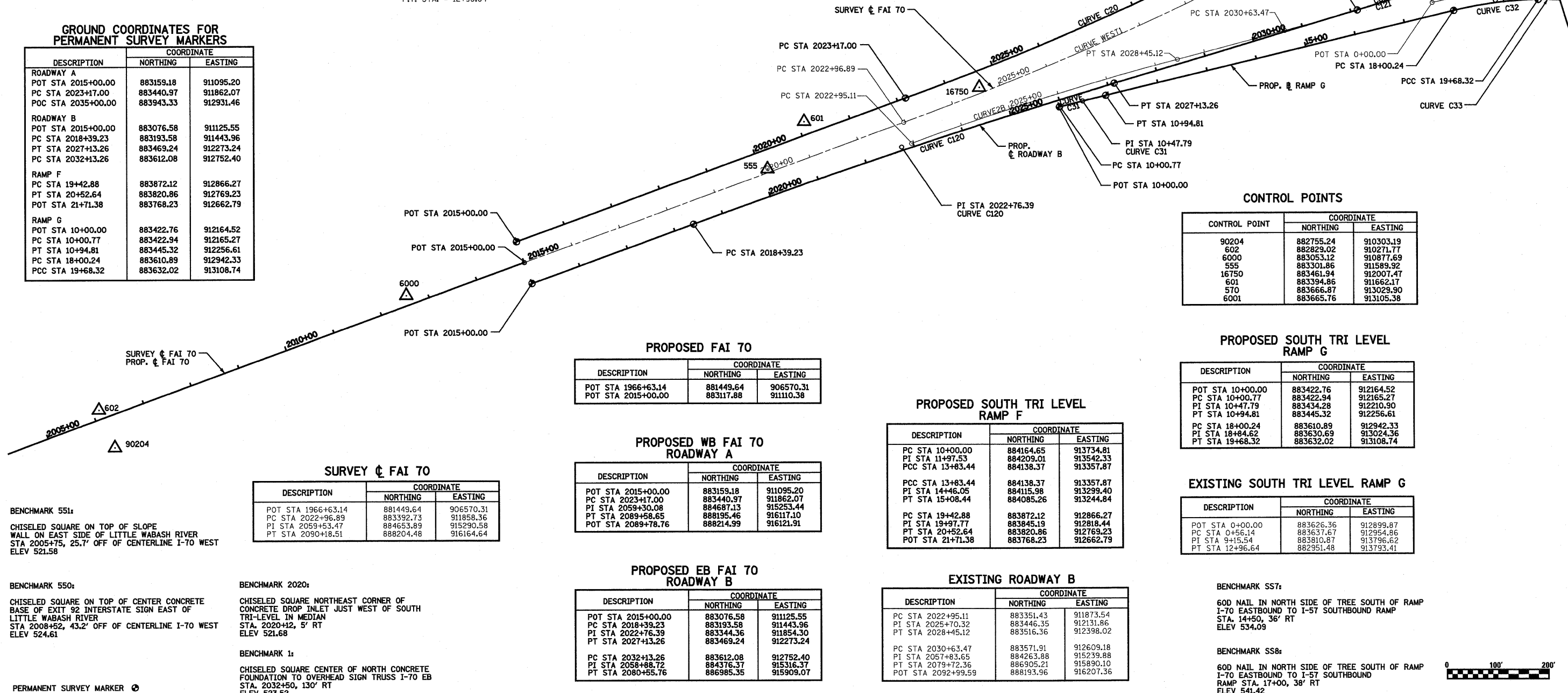
EXIST. ROADWAY B
 EXIST. CURVE CURVE2B
 PI STA. = 2025+70.32
 Δ = 5° 26' 19" (RT)
 D = 0° 59' 20"
 R = 5,794.33'
 T = 275.21'
 L = 550.01'
 E = 6.53'
 P.C. STA. = 2022+95.11
 P.T. STA. = 2028+45.12

EXIST. ROADWAY B
 EXIST. CURVE CURVE1B
 PI STA. = 2057+83.65
 Δ = 61° 25' 59" (LT)
 D = 1° 15' 05"
 R = 4,578.30'
 T = 2,720.18'
 L = 4,908.89'
 E = 747.13'
 P.C. STA. = 2030+63.47
 P.T. STA. = 2079+72.36

EXIST. RAMP G
 EXIST. CURVE 170STRIG-1
 PI STA. = 9+15.54
 Δ = 101° 50' 25" (RT)
 D = 8° 12' 35"
 R = 697.91'
 T = 859.40'
 L = 854.57'
 E = 154.90'
 e = 8.00%
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA. = 0+56.14
 P.T. STA. = 12+96.64

GROUND COORDINATES FOR PERMANENT SURVEY MARKERS

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
ROADWAY A		
POT STA 2015+00.00	883159.18	911095.20
PC STA 2023+17.00	883440.97	911862.07
PCC STA 2035+00.00	883943.33	912931.46
ROADWAY B		
POT STA 2015+00.00	883076.58	911125.55
PC STA 2018+39.23	883193.58	911443.96
PT STA 2027+13.26	883469.24	912273.24
PC STA 2032+13.26	883612.08	912752.40
RAMP F		
PC STA 19+42.88	883872.12	912866.27
PT STA 20+52.64	883820.86	912769.23
POT STA 21+71.38	883768.23	912662.79
RAMP G		
POT STA 10+00.00	883422.76	912164.52
PC STA 10+00.77	883422.94	912165.27
PT STA 10+94.81	883445.32	912256.61
PC STA 18+00.24	883610.89	912942.33
PCC STA 19+68.32	883632.02	913108.74



CONTROL POINTS

CONTROL POINT	COORDINATE	
	NORTHING	EASTING
90204	882755.24	910303.19
600	882823.02	910271.77
6000	883053.12	910877.69
555	883301.86	911589.92
16750	883461.94	912007.47
601	883394.86	911662.17
570	883666.87	913029.90
6001	883665.76	913105.38

PROPOSED SOUTH TRI LEVEL RAMP G

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 10+00.00	883422.76	912164.52
PC STA 10+00.77	883422.94	912165.27
PI STA 10+47.79	883434.28	912210.90
PT STA 10+94.81	883445.32	912256.61
PC STA 18+00.24	883610.89	912942.33
PI STA 18+84.62	883630.69	913024.36
PT STA 19+68.32	883632.02	913108.74

EXISTING SOUTH TRI LEVEL RAMP G

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 0+00.00	883626.36	912899.87
PC STA 0+56.14	883637.67	912954.86
PI STA 9+15.54	883810.87	913796.62
PT STA 12+96.64	882951.48	913793.41

PROPOSED FAI 70

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 1966+63.14	881449.64	906570.31
POT STA 2015+00.00	883117.88	911110.38

PROPOSED SOUTH TRI LEVEL RAMP F

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 10+00.00	884164.65	913734.81
PI STA 11+97.53	884209.01	913542.33
PCC STA 13+83.44	884138.37	913357.87
PCC STA 13+83.44	884138.37	913357.87
PI STA 14+46.05	884115.98	913299.40
PT STA 15+08.44	884085.26	913244.84
PC STA 19+42.88	883872.12	912866.27
PI STA 19+97.77	883845.19	912818.44
PT STA 20+52.64	883820.86	912769.23
POT STA 21+71.38	883768.23	912662.79

PROPOSED WB FAI 70 ROADWAY A

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 2015+00.00	883159.18	911095.20
PC STA 2023+17.00	883440.97	911862.07
PI STA 2059+30.08	884687.13	915253.44
PT STA 2089+58.65	888195.46	916117.10
POT STA 2089+78.76	888214.99	916121.91

PROPOSED EB FAI 70 ROADWAY B

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 2015+00.00	883076.58	911125.55
PC STA 2018+39.23	883193.58	911443.96
PI STA 2022+76.39	883344.36	911854.30
PT STA 2027+13.26	883469.24	912273.24
PC STA 2032+13.26	883612.08	912752.40
PI STA 2058+88.72	884376.37	915316.37
PT STA 2080+55.76	886985.35	915909.07

EXISTING ROADWAY B

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 2022+95.11	883351.43	911873.54
PI STA 2025+70.32	883446.35	912131.86
PT STA 2028+45.12	883516.36	912398.02
PC STA 2030+63.47	883571.91	912609.18
PI STA 2057+83.65	884263.88	915239.88
PT STA 2079+72.36	886905.21	915890.10
POT STA 2092+99.59	888193.96	916207.36

BENCHMARK SS7:

60D NAIL IN NORTH SIDE OF TREE SOUTH OF RAMP I-70 EASTBOUND TO I-57 SOUTHBOUND RAMP STA. 14+50, 36' RT ELEV 534.03

BENCHMARK SS8:

60D NAIL IN NORTH SIDE OF TREE SOUTH OF RAMP I-70 EASTBOUND TO I-57 SOUTHBOUND RAMP STA. 17+00, 38' RT ELEV 541.42

BENCHMARK 551:

CHISELED SQUARE ON TOP OF SLOPE WALL ON EAST SIDE OF LITTLE WABASH RIVER STA 2005+75, 25.7' OFF OF CENTERLINE I-70 WEST ELEV 521.58

BENCHMARK 550:

CHISELED SQUARE ON TOP OF CENTER CONCRETE BASE OF EXIT 92 INTERSTATE SIGN EAST OF LITTLE WABASH RIVER STA 2008+52, 43.2' OFF OF CENTERLINE I-70 WEST ELEV 524.61

BENCHMARK 2020:

CHISELED SQUARE NORTHEAST CORNER OF CONCRETE DROP INLET JUST WEST OF SOUTH TRI-LEVEL IN MEDIAN STA. 2020+12, 5' RT ELEV 521.68

BENCHMARK 1:

CHISELED SQUARE CENTER OF NORTH CONCRETE FOUNDATION TO OVERHEAD SIGN TRUSS I-70 EB STA. 2032+50, 130' RT ELEV 523.52

PERMANENT SURVEY MARKER

FILE NAME = S:\projects\03-00072-57-70\dgs\13-1-1\Net.dwg
 USER NAME = paul
 PLOT SCALE = 200.0000' / IN.
 PLOT DATE = 3/19/2010

DESIGNED - JWS
 DRAWN - PDB
 CHECKED - BRM
 DATE - 3-04-08

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

HORIZONTAL CONTROL, FAI ROUTE 70

SCALE: 1"=100'

SHEET NO. 1 OF 10 SHEETS

STA. 2005+00.00 TO STA. 2036+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/70	(25-3)R	EFFINGHAM	1416	161
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

