

**PROP. ROADWAY A CURVE C20**  
 PI STA. = 2059+30.08  
 $\Delta = 55^\circ 59' 40''$  (LT)  
 $D = 0^\circ 50' 35''$   
 $R = 6,796.00'$   
 $T = 3,613.08'$   
 $L = 6,641.65'$   
 $E = 900.75'$   
 $\theta = 2.90\%$   
 $T.R. = 45.00'/56.25'$   
 $S.E. RUN = 87.00'/108.75'$   
 $P.C. STA. = 2023+17.06$   
 $P.T. STA. = 2089+58.65$   
 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 C21**  
 PI STA. = 2058+88.72  
 $\Delta = 60^\circ 36' 08''$  (LT)  
 $D = 1^\circ 15' 05''$   
 $R = 4,578.30'$   
 $T = 2,675.46'$   
 $L = 4,842.50'$   
 $E = 724.43'$   
 $\theta = 4.00\%$   
 $T.R. = 45.00'/56.25'$   
 $S.E. RUN = 120.00'/150.00'$   
 $P.C. STA. = 2032+13.26$   
 $P.T. STA. = 2080+55.76$   
 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. ROADWAY C CURVE C16**  
 PI STA. = 15+17.42  
 $\Delta = 3^\circ 41' 49''$  (RT)  
 $D = 0^\circ 51' 51''$   
 $R = 6,384.82'$   
 $T = 485.50'$   
 $L = 969.14'$   
 $E = 18.43'$   
 $\theta = 10+31.92$   
 $P.T. STA. = 20+01.06$

**PROP. ROADWAY C CURVE C43**  
 PI STA. = 22+51.31  
 $\Delta = 3^\circ 38' 37''$  (RT)  
 $D = 0^\circ 51' 41''$   
 $R = 6,651.34'$   
 $T = 211.56'$   
 $L = 422.98'$   
 $E = 3.36'$   
 $\theta = 4.00\%$   
 $P.C. STA. = 20+39.74$   
 $P.T. STA. = 24+62.73$

**PROP. ROADWAY C CURVE C45**  
 PI STA. = 32+27.00  
 $\Delta = 25^\circ 19' 52''$  (LT)  
 $D = 3^\circ 10' 09''$   
 $R = 1,807.88'$   
 $T = 406.28'$   
 $L = 799.28'$   
 $E = 45.09'$   
 $\theta = 6.00\%$   
 $T.R. = 42.50'$   
 $S.E. RUN = 170.00'$   
 $P.C. STA. = 28+20.72$   
 $P.T. STA. = 36+20.00$   
 SE ATTAINED STA. 28+60.55  
 TO STA 28+84.14 (5.45% TO 6.00%)

**PROP. ROADWAY D CURVE C48**  
 PI STA. = 5033+62.71  
 $\Delta = 19^\circ 14' 11''$  (RT)  
 $D = 1^\circ 15' 09''$   
 $R = 4,583.75'$   
 $T = 776.78'$   
 $L = 1,538.94'$   
 $E = 65.35'$   
 $\theta = 4.00\%$   
 $T.R. = 60.00'$   
 $S.E. RUN = 120.00'$   
 $P.C. STA. = 5025+85.93$   
 $P.T. STA. = 5041+24.87$   
 SE ATTAINED STA. 5024+45.93  
 TO STA 5026+25.93 (2.00% TO 4.00%)  
 SE REMOVED STA. 5039+94.87  
 TO STA 5041+24.87 (4.00% TO 2.68%)

**PROP. ROADWAY D CURVE C47**  
 PI STA. = 5049+31.67  
 $\Delta = 11^\circ 25' 30''$  (LT)  
 $D = 1^\circ 20' 40''$   
 $R = 4,262.00'$   
 $T = 426.34'$   
 $L = 849.85'$   
 $E = 21.27'$   
 $\theta = 4.00\%$   
 $P.C. STA. = 5045+05.33$   
 $P.T. STA. = 5053+55.18$

**PROP. RAMP F CURVE C202**  
 PI STA. = 11+97.53  
 $\Delta = 33^\circ 55' 47''$  (LT)  
 $D = 8^\circ 50' 56''$   
 $R = 647.50'$   
 $T = 197.53'$   
 $L = 383.44'$   
 $E = 29.46'$   
 $\theta = 8.00\%$   
 $T.R. = N/A$   
 $S.E. RUN = N/A$   
 $P.C. STA. = 10+00.00$   
 $P.C.C. STA. = 13+83.44$   
 SE ATTAINED STA. 10+00.00  
 TO STA 10+65.64 (7.62% TO 8.00%)

**PROP. RAMP F CURVE C201**  
 PI STA. = 14+46.05  
 $\Delta = 8^\circ 25' 33''$  (LT)  
 $D = 6^\circ 44' 26''$   
 $R = 850.00'$   
 $T = 62.61'$   
 $L = 125.00'$   
 $E = 2.30'$   
 $\theta = 8.00\%$   
 $T.R. = N/A$   
 $S.E. RUN = N/A$   
 $P.C.C. STA. = 13+83.44$   
 $P.T. STA. = 15+08.44$   
 SE ATTAINED STA. 13+78.44  
 TO STA 15+08.44 (8.00% TO 5.61%)

**PROP. RAMP G CURVE C33**  
 PI STA. = 21+70.64  
 $\Delta = 33^\circ 22' 13''$  (RT)  
 $D = 8^\circ 29' 18''$   
 $R = 675.00'$   
 $T = 6,877.84'$   
 $L = 393.13'$   
 $E = 29.67'$   
 $\theta = 8.00\%$   
 $T.R. = N/A$   
 $S.E. RUN = N/A$   
 $P.C.C. STA. = 19+68.32$   
 $P.T. STA. = 23+61.45$

EXIST. SURVEY  $\phi$  FAI 70  
 EXIST. CURVE WEST1  
 PI STA. = 2059+53.47  
 $\Delta = 55^\circ 59' 40''$  (LT)  
 $D = 0^\circ 49' 59''$   
 $R = 6,877.84'$   
 $T = 3,656.59'$   
 $L = 6,721.63'$   
 $E = 911.60'$   
 $\theta = 132.05'$   
 $\theta = 6.00\%$   
 $T.R. = 56.70'$   
 $S.E. RUN = 170.00'$   
 $P.C. STA. = 5025+72.90$   
 $P.T. STA. = 5039+14.71$

EXIST. SB FAI 57  
 ROADWAY C  
 EXIST. CURVE I57SRC-1  
 PI STA. = 5032+76.40  
 $\Delta = 42^\circ 31' 30''$  (RT)  
 $D = 3^\circ 10' 09''$   
 $R = 1,807.88'$   
 $T = 703.50'$   
 $L = 1,341.81'$   
 $E = 67.70'$   
 $\theta = 6.00\%$   
 $T.R. = 56.70'$   
 $S.E. RUN = 170.00'$   
 $P.C. STA. = 5025+72.90$   
 $P.T. STA. = 5039+14.71$

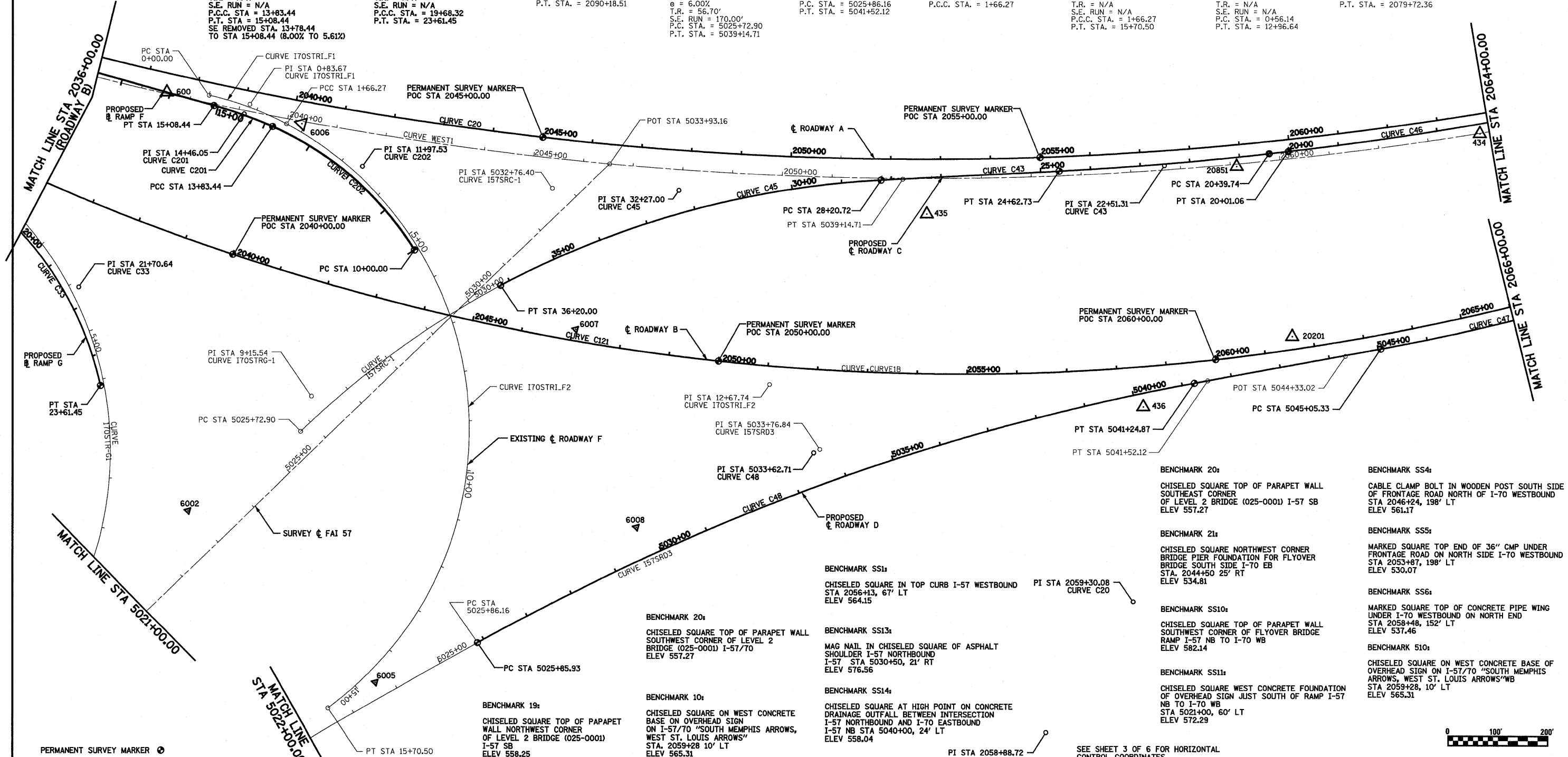
EXIST. NB FAI 57  
 ROADWAY D  
 EXIST. CURVE I57SRD3  
 PI STA. = 5033+76.84  
 $\Delta = 19^\circ 34' 27''$  (RT)  
 $D = 1^\circ 15' 00''$   
 $R = 4,583.75'$   
 $T = 790.68'$   
 $L = 1,565.96'$   
 $E = 67.70'$   
 $\theta = 6.00\%$   
 $T.R. = 56.70'$   
 $S.E. RUN = 170.00'$   
 $P.C. STA. = 5025+86.16$   
 $P.T. STA. = 5041+52.12$

EXIST. RAMP F  
 EXIST. CURVE I70STR1-F1  
 PI STA. = 0+83.67  
 $\Delta = 15^\circ 49' 29''$  (RT)  
 $D = 9^\circ 31' 03''$   
 $R = 602.00'$   
 $T = 83.67'$   
 $L = 166.27'$   
 $E = 5.79'$   
 $\theta = 7.90\%$   
 $T.R. = N/A$   
 $S.E. RUN = N/A$   
 $P.C.C. STA. = 1+66.27$

EXIST. RAMP F  
 EXIST. CURVE I70STR1-F2  
 PI STA. = 12+67.74  
 $\Delta = 115^\circ 16' 56''$  (RT)  
 $D = 8^\circ 12' 35''$   
 $R = 697.91'$   
 $T = 1,101.47'$   
 $L = 1,404.23'$   
 $E = 606.05'$   
 $\theta = 7.90\%$   
 $T.R. = N/A$   
 $S.E. RUN = N/A$   
 $P.C.C. STA. = 1+66.27$   
 $P.T. STA. = 15+70.50$

EXIST. RAMP G  
 EXIST. CURVE I70STRIG-1  
 PI STA. = 9+16.54  
 $\Delta = 101^\circ 50' 25''$  (RT)  
 $D = 8^\circ 12' 35''$   
 $R = 697.91'$   
 $T = 859.40'$   
 $L = 854.57'$   
 $E = 154.90'$   
 $\theta = 8.00\%$   
 $T.R. = N/A$   
 $S.E. RUN = N/A$   
 $P.C. STA. = 0+56.14$   
 $P.T. STA. = 12+96.64$

EXIST. ROADWAY B  
 EXIST. CURVE I57SRB  
 PI STA. = 2057+83.65  
 $\Delta = 61^\circ 25' 59''$  (LT)  
 $D = 1^\circ 15' 05''$   
 $R = 4,578.30'$   
 $T = 2,720.18'$   
 $L = 4,908.89'$   
 $E = 747.13'$   
 $\theta = 8.00\%$   
 $T.R. = 2030+63.47$   
 $P.T. STA. = 2079+72.36$



- BENCHMARK 20i: CHISELED SQUARE TOP OF PARAPET WALL SOUTHWEST CORNER OF LEVEL 2 BRIDGE (025-0001) I-57 SB ELEV 557.27
- BENCHMARK 21i: CHISELED SQUARE NORTHWEST CORNER BRIDGE PIER FOUNDATION FOR FLYOVER BRIDGE SOUTH SIDE I-70 EB STA. 2044+50 25' RT ELEV 534.81
- BENCHMARK SS1i: CHISELED SQUARE IN TOP CURB I-57 WESTBOUND STA 2056+13, 67' LT ELEV 564.15
- BENCHMARK SS10i: CHISELED SQUARE TOP OF PARAPET WALL SOUTHWEST CORNER OF FLYOVER BRIDGE RAMP I-57 NB TO I-70 WB ELEV 582.14
- BENCHMARK SS11i: CHISELED SQUARE WEST CONCRETE FOUNDATION OF OVERHEAD SIGN JUST SOUTH OF RAMP I-57 STA 2059+28, 10' LT ELEV 572.29
- BENCHMARK SS4i: CABLE CLAMP BOLT IN WOODEN POST SOUTH SIDE OF FRONTAGE ROAD NORTH OF I-70 WESTBOUND STA 2046+24, 198' LT ELEV 561.17
- BENCHMARK SS5i: MARKED SQUARE TOP END OF 36" CMP UNDER FRONTAGE ROAD ON NORTH SIDE I-70 WESTBOUND STA 2053+87, 198' LT ELEV 530.07
- BENCHMARK SS6i: MARKED SQUARE TOP OF CONCRETE PIPE WING UNDER I-70 WESTBOUND ON NORTH END STA 2058+48, 152' LT ELEV 537.46
- BENCHMARK 510i: CHISELED SQUARE ON WEST CONCRETE BASE OF OVERHEAD SIGN ON I-57/70 "SOUTH MEMPHIS ARROWS, WEST ST. LOUIS ARROWS" WB STA 2059+28, 10' LT ELEV 565.31



FILE NAME = S:\Projects\105\10577\10577.dwg  
 USER NAME = paul

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

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**HORIZONTAL CONTROL, FAI ROUTES 57/0**

SCALE: 1"=100' SHEET NO. 2 OF 10 SHEETS STA. 2036+00.00 TO STA. 2066+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57/0	(25-3)R	EFFINGHAM	1416	162
CONTRACT NO. 74296				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				