

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

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

EXIST. ROADWAY C  
 EXIST. SB FAI 57  
 EXIST. CURVE I57SRC-1  
 PI STA. = 5032+76.40  
 $\Delta = 42^\circ 31' 30''$  (RT)  
 $D = 3^\circ 10' 09''$   
 $R = 1,807.88'$   
 $T = 703.50'$   
 $L = 1,341.81'$   
 $E = 132.05'$   
 $\theta = 6.00\%$   
 T.R. = 42.50'  
 S.E. RUN = 170.00'  
 P.C. STA. = 5025+72.90  
 P.T. STA. = 5039+14.71

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

EXIST. RAMP F  
 EXIST. CURVE I70STRI.F1  
 PI STA. = 0+83.67  
 $\Delta = 15^\circ 49' 29''$  (RT)  
 $D = 9^\circ 31' 03''$   
 $R = 602.00'$   
 $T = 83.67'$   
 $L = 166.27'$   
 $E = 5.79'$   
 P.C. STA. = 0+00.00  
 P.C.C. STA. = 1+66.27

EXIST. RAMP F  
 EXIST. CURVE I70STRI.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. = 44.62'  
 S.E. RUN = 235.00'  
 P.C.C. STA. = 1+66.27  
 P.T. STA. = 15+70.50

EXIST. RAMP G  
 EXIST. CURVE I70STRI-G1  
 PI STA. = 9+15.54  
 $\Delta = 101^\circ 50' 25''$  (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

BENCHMARK #511:

CHISELED SQUARE ON EAST CONCRETE BASE OF OVERHEAD SIGN ON I-57/70 "I-70 WEST ST. LOUIS ARROW, CHICAGO & INDIANAPOLIS ARROWS" STA 5021+02 88.2' RT ELEV 574.56

BENCHMARK #510:

CHISELED SQUARE ON WEST CONCRETE BASE ON OVERHEAD SIGN ON I-57/70 "SOUTH MEMPHIS ARROWS, WEST ST. LOUIS ARROWS" STA. 2059+28 10' LT ELEV 565.31

BENCHMARK #19:

CHISELED SQUARE TOP OF PAPAPET WALL NORTHWEST CORNER OF LEVEL 2 BRIDGE (025-000) I-57 SB ELEV 558.25

BENCHMARK #20:

CHISELED SQUARE TOP OF PARAPET WALL SOUTHEAST CORNER OF LEVEL 2 BRIDGE (025-000) I-57 SB ELEV 557.27

BENCHMARK #21:

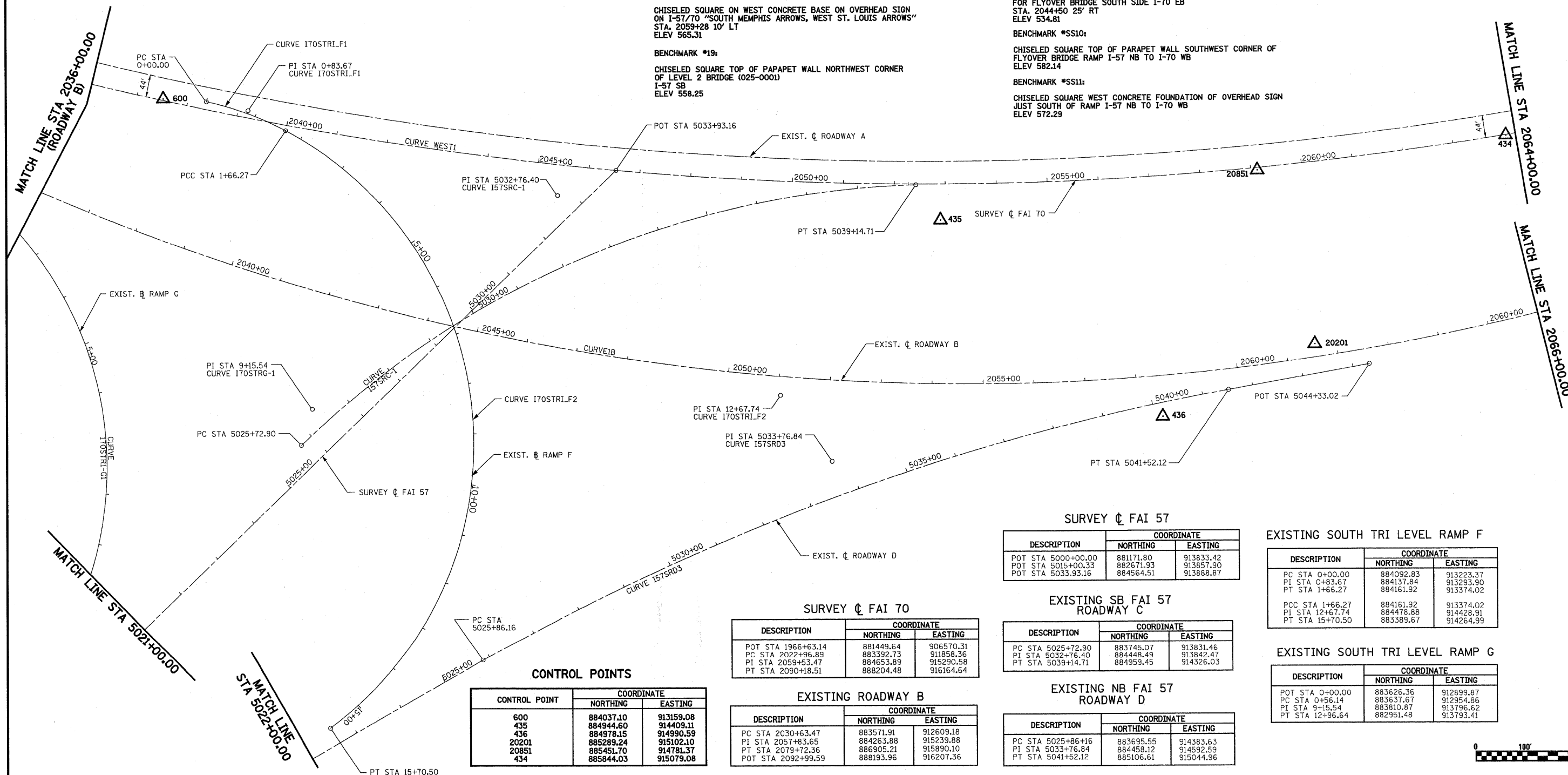
CHISELED SQUARE NORTHWEST CORNER BRIDGE PIER FOUNDATION FOR FLYOVER BRIDGE SOUTH SIDE I-70 EB STA. 2044+50 25' RT ELEV 534.81

BENCHMARK #SS10:

CHISELED SQUARE TOP OF PARAPET WALL SOUTHWEST CORNER OF FLYOVER BRIDGE RAMP I-57 NB TO I-70 WB ELEV 582.14

BENCHMARK #SS11:

CHISELED SQUARE WEST CONCRETE FOUNDATION OF OVERHEAD SIGN JUST SOUTH OF RAMP I-57 NB TO I-70 WB ELEV 572.29



**CONTROL POINTS**

| CONTROL POINT | COORDINATE |           |
|---------------|------------|-----------|
|               | NORTHING   | EASTING   |
| 600           | 884037.10  | 913159.08 |
| 435           | 884944.60  | 914409.11 |
| 436           | 884978.15  | 914990.59 |
| 20201         | 885289.24  | 915102.10 |
| 20851         | 885451.70  | 914781.37 |
| 434           | 885844.03  | 915079.08 |

**SURVEY  $\phi$  FAI 70**

| DESCRIPTION        | COORDINATE |           |
|--------------------|------------|-----------|
|                    | NORTHING   | EASTING   |
| POT STA 1966+63.14 | 881449.64  | 906570.31 |
| PC STA 2022+96.89  | 883392.73  | 911858.36 |
| PI STA 2059+53.47  | 884653.89  | 915290.58 |
| PT STA 2090+18.51  | 888204.48  | 916164.64 |

**EXISTING ROADWAY B**

| DESCRIPTION        | COORDINATE |           |
|--------------------|------------|-----------|
|                    | NORTHING   | EASTING   |
| 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 |

**SURVEY  $\phi$  FAI 57**

| DESCRIPTION        | COORDINATE |           |
|--------------------|------------|-----------|
|                    | NORTHING   | EASTING   |
| POT STA 5000+00.00 | 881171.80  | 913833.42 |
| POT STA 5015+00.33 | 882671.93  | 913857.90 |
| POT STA 5033.93.16 | 884564.51  | 913688.87 |

**EXISTING SB FAI 57 ROADWAY C**

| DESCRIPTION       | COORDINATE |           |
|-------------------|------------|-----------|
|                   | NORTHING   | EASTING   |
| PC STA 5025+72.90 | 883745.07  | 913831.46 |
| PI STA 5032+76.40 | 884448.49  | 913842.47 |
| PT STA 5039+14.71 | 884959.45  | 914326.03 |

**EXISTING NB FAI 57 ROADWAY D**

| DESCRIPTION       | COORDINATE |           |
|-------------------|------------|-----------|
|                   | NORTHING   | EASTING   |
| PC STA 5025+86+16 | 883695.55  | 914383.63 |
| PI STA 5033+76.84 | 884458.12  | 914592.59 |
| PT STA 5041+52.12 | 885106.61  | 915044.96 |

**EXISTING SOUTH TRI LEVEL RAMP F**

| DESCRIPTION     | COORDINATE |           |
|-----------------|------------|-----------|
|                 | NORTHING   | EASTING   |
| PC STA 0+00.00  | 884092.83  | 913223.37 |
| PI STA 0+83.67  | 884137.84  | 913293.90 |
| PT STA 1+66.27  | 884161.92  | 913374.02 |
| PCC STA 1+66.27 | 884161.92  | 913374.02 |
| PI STA 12+67.74 | 884478.88  | 914428.91 |
| PT STA 15+70.50 | 883389.67  | 914264.99 |

**EXISTING SOUTH TRI LEVEL RAMP G**

| DESCRIPTION     | COORDINATE |           |
|-----------------|------------|-----------|
|                 | NORTHING   | EASTING   |
| POT STA 0+00.00 | 883626.36  | 912899.87 |
| PC STA 0+56.14  | 883631.67  | 912954.66 |
| PI STA 9+15.54  | 883810.87  | 913796.62 |
| PT STA 12+96.64 | 882951.48  | 913793.41 |

