

PROP. CURVE 55S-3
 PI STA. = 78+46.09
 $\Delta = 24^\circ 21' 42''$ (RT)
 $D = 3^\circ 02' 49''$
 $R = 1,880.42'$
 $T = 405.90'$
 $L = 799.54'$
 $E = 43.31'$
 $e = N/A$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 74+40.19
 P.T. STA = 82+39.72

PROP. CURVE 55S-4
 PI STA. = 85+55.05
 $\Delta = 27^\circ 16' 06''$ (RT)
 $D = 4^\circ 24' 27''$
 $R = 1,300.00'$
 $T = 315.32'$
 $L = 618.70'$
 $E = 37.70'$
 $e = N/A$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 82+39.72
 P.T. STA = 88+58.42

PROP. CURVE 55S-5
 PI STA. = 93+80.20
 $\Delta = 30^\circ 29' 46''$ (LT)
 $D = 6^\circ 28' 13''$
 $R = 885.51'$
 $T = 241.39'$
 $L = 471.32'$
 $E = 32.31'$
 $e = N/A$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 91+38.81
 P.T. STA = 96+10.13

PROP. CURVE 55S-6
 PI STA. = 97+85.47
 $\Delta = 15^\circ 22' 19''$ (LT)
 $D = 4^\circ 24' 36''$
 $R = 1,299.24'$
 $T = 175.34'$
 $L = 348.58'$
 $E = 11.78'$
 $e = N/A$
 T.R. = N/A
 S.E. RUN = N/A
 P.C. STA = 96+10.13
 P.T. STA = 99+58.71

PROP. CURVE RAMPP-3
 PI STA. = 29+84.93
 $\Delta = 16^\circ 03' 07''$ (LT)
 $D = 1^\circ 54' 35''$
 $R = 3,000.00'$
 $T = 423.01'$
 $L = 840.48'$
 $E = 29.68'$
 $e = 3.40\%$
 T.R. ATTAINMENT = 0'
 S.E. RUN. ATTAINMENT = 38'
 P.C. STA = 25+61.92
 P.C.C. STA = 34+02.41

PROP. CURVE RAMPP-4
 PI STA. = 35+16.42
 $\Delta = 6^\circ 01' 47''$ (LT)
 $D = 2^\circ 38' 48''$
 $R = 2,164.81'$
 $T = 114.02'$
 $L = 227.82'$
 $E = 3.00'$
 $e = 4.20\%$
 T.R. ATTAINMENT = 0'
 S.E. RUN. ATTAINMENT = 29'
 T.R. REMOVAL = 43'
 S.E. RUN. REMOVAL = 151'
 P.C.C. STA = 34+02.41
 P.T. STA = 36+30.23

COORDINATE TABLES

RAMP 70E64E				
POINT	CURVE	STATION	NORTHING	EASTING
POT		43+42.86	14042957.31	2454495.17
PC	70E64E-1	45+49.86	14042808.97	2454639.56
PI	70E64E-1	49+22.39	14042542.02	2454899.40
PT	70E64E-1	52+91.03	14042219.04	2455085.04
PC	70E64E-2	55+51.40	14041993.31	2455214.79
PI	70E64E-2	58+60.45	14041725.36	2455368.80
PT	70E64E-2	61+57.54	14041559.09	2455629.32
PC	70E64E-3	68+36.66	14041193.73	2456201.78
PI	70E64E-3	69+25.22	14041146.08	2456276.43
PT	70E64E-3	70+13.12	14041083.92	2456339.50
POT		76+13.08	14040662.79	2456766.81

RAMP 70E55N				
POINT	CURVE	STATION	NORTHING	EASTING
POT		50+00.00	14042965.68	2454503.77
PC	70E55N-1	52+85.08	14042761.40	2454702.61
PI	70E55N-1	55+46.88	14042573.79	2454885.22
PT	70E55N-1	58+07.32	14042357.07	2455032.08
PC	70E55N-2	60+72.28	14042137.73	2455180.73
PI	70E55N-2	71+23.23	14041267.74	2455770.30
PT	70E55N-2	77+49.99	14041817.04	2456666.27
PC	70E55N-3	80+58.72	14041978.40	2456929.47
PI	70E55N-3	86+06.22	14042264.57	2457396.23
PCC	70E55N-3/4	91+41.80	14042697.16	2457731.82
PI	70E55N-4	92+44.00	14042777.90	2457794.46
PT	70E55N-4	93+46.03	14042864.23	2457849.15
POT		94+24.41	14042930.44	2457891.10

RAMP 55S70W				
POINT	CURVE	STATION	NORTHING	EASTING
PC	55S70W-4	74+57.77	14042308.66	2455677.13
PI	55S70W-4	81+39.12	14042529.58	2455032.59
PT	55S70W-4	87+95.40	14043017.99	2454557.52

I-70				
POINT	CURVE	STATION	NORTHING	EASTING
POT		189+28.42	14043475.78	2454051.21
POT		196+35.37	14042969.19	2454544.31

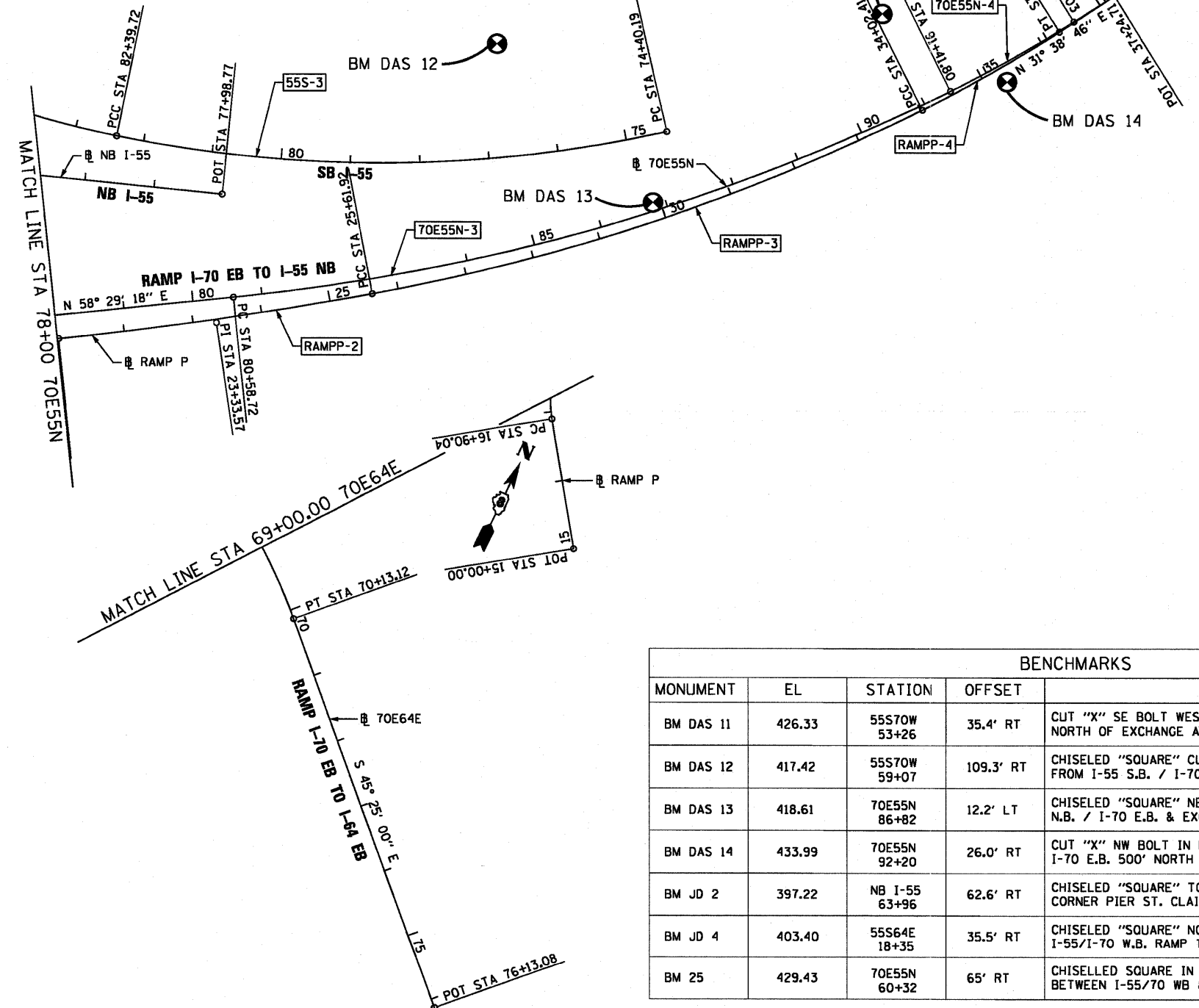
1ST STREET				
POINT	CURVE	STATION	NORTHING	EASTING
POT		5+00.00	14042975.09	2454071.58
POT		10+21.57	14043343.28	2454441.00

NB I-55				
POINT	CURVE	STATION	NORTHING	EASTING
PC	55N-2	50+00.00	14041334.12	2454168.10
PI	55N-2	51+92.01	14041400.74	2454348.18
PT	55N-2	53+82.93	14041433.01	2454537.47
PC	55N-3	59+63.55	14041530.58	2455109.83
PI	55N-3	62+39.34	14041576.92	2455381.70
PT	55N-3	65+13.69	14041670.46	2455641.15
POT		77+98.77	14042106.31	2456850.06

SB I-55				
POINT	CURVE	STATION	NORTHING	EASTING
PC	55S-3	74+40.19	14042466.69	2457388.53
PI	55S-3	78+46.09	14042214.59	2457070.41
PCC	55S-3/4	82+39.72	14042116.16	2456676.63
PI	55S-4	85+55.05	14042039.69	2456370.72
PT	55S-4	88+58.42	14042111.87	2456063.77
PC	55S-5	91+38.81	14042176.06	2455790.82
PI	55S-5	93+80.20	14042231.32	2455555.85
PCC	55S-5/6	96+10.13	14042159.69	2455325.33
PI	55S-6	97+85.47	14042107.66	2455157.89
PT	55S-6	99+58.71	14042013.10	2455010.23

RAMP P				
POINT	CURVE	STATION	NORTHING	EASTING
POT		15+00.00	14041351.05	2456659.29
PC	RAMPP-1	16+90.04	14041506.58	2456550.08
PI	RAMPP-1	18+60.32	14041645.93	2456452.23
PT	RAMPP-1	19+51.32	14041734.93	2456597.39
PC	RAMPP-2	21+04.96	14041815.23	2456728.37
PI	RAMPP-2	23+33.57	14041934.72	2456923.27
PCC	RAMPP-2/3	25+61.92	14042069.97	2457107.59
PI	RAMPP-3	29+84.73	14042320.24	2457448.62
PCC	RAMPP-3/4	34+02.41	14042655.04	2457707.17
PI	RAMPP-4	35+16.42	14042745.29	2457776.85
PC	RAMPP-4	36+30.23	14042842.35	2457836.68
POT		37+24.71	14042922.78	2457886.25

• THREE POINT TIE SET FOR THIS POINT



BENCHMARKS				
MONUMENT	EL	STATION	OFFSET	DESCRIPTION
BM DAS 11	426.33	55S70W 53+26	35.4' RT	CUT "X" SE BOLT WEST FOUNDATION SIGN TRUSS OVER I-55/I70 NORTH OF EXCHANGE AVE.
BM DAS 12	417.42	55S70W 59+07	109.3' RT	CHISELED "SQUARE" CURB INLET NORTH SIDE EXCHANGE AVE. RAMP FROM I-55 S.B. / I-70 W.B.
BM DAS 13	418.61	70E55N 86+82	12.2' LT	CHISELED "SQUARE" NE CORNER RETAINING WALL BETWEEN I-55 N.B. / I-70 E.B. & EXCHANGE AVE. ON RAMP
BM DAS 14	433.99	70E55N 92+20	26.0' RT	CUT "X" NW BOLT IN FOUNDATION OF LARGE LIGHT POLE I-55 / I-70 E.B. 500' NORTH OF EXCHANGE AVE. BRIDGE
BM JD 2	397.22	NB I-55 63+96	62.6' RT	CHISELED "SQUARE" TOP OF CRASHWALL I-55/I-70 E.B. AT NE CORNER PIER ST. CLAIR AVE. BRIDGE
BM JD 4	403.40	55S64E 18+35	35.5' RT	CHISELED "SQUARE" NORTHERLY FOUNDATION SIGN TRUSS OVER I-55/I-70 W.B. RAMP TO I-64 E.B.
BM 25	429.43	70E55N 60+32	65' RT	CHISELED SQUARE IN CONCRETE FNDN OF MANHOLE STRUCTURE BETWEEN I-55/I70 WB & CSX RR, NE'LY OF ST. CLAIR AVE