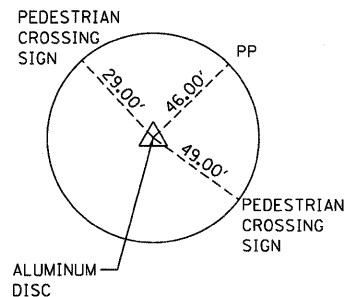


MONUMENT NO. 11

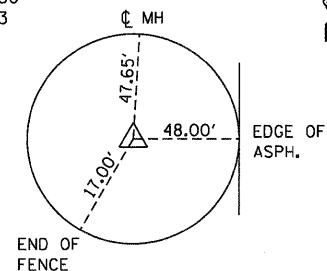
MRB (U.S. FOOT)
 (PROJECT COORDINATE)
 N = 14,048,411.5720
 E = 2,449,306.9042
 ELEV. = 414.02



DESCRIPTION:
 SET IN THE BACK OF A 4.5' CONCRETE WALK (END OF WALK), LOCATED ON THE WEST SIDE OF ILLINOIS ROUTE 3 APPROXIMATELY 0.3 MILES SOUTH OF CANAL STREET. (BROOKLYN)

MONUMENT NO. 8

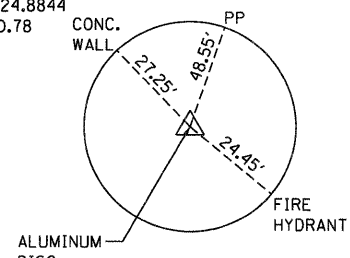
MRB (U.S. FOOT)
 (PROJECT COORDINATE)
 N = 14,045,393.2950
 E = 2,451,580.4763
 ELEV. = 401.95



DESCRIPTION:
 SET IN THE SOUTH END OF A HEADWALL TO A BOX CULVERT UNDER ILLINOIS ROUTE 3, 0.7 MILES SOUTH OF CANAL STREET, 0.1 MILES SOUTH OF INDUSTRIAL DRIVE AND NORTH OF SINGLE RAILROAD TRACK.

MONUMENT NO. 10

MRB (U.S. FOOT)
 (PROJECT COORDINATE)
 N = 14,042,385.4974
 E = 2,454,724.8844
 ELEV. = 420.78



DESCRIPTION:
 SET IN THE CONCRETE MEDIAN ON THE EAST SIDE OF ROUTE 3 (ST. CLAIR AVE.) BETWEEN TWO RAILROAD BRIDGES, APPROXIMATELY 0.1 MILE SOUTH OF 1ST STREET (IN FRONT OF 301 ST. CLAIR AVE. WAREHOUSE & STORE FIXTURE CO.)

COORDINATE SYSTEM

THE MISSISSIPPI RIVER BRIDGE (MRB) PROJECT COORDINATE SYSTEM IS BASED ON A MODIFIED UNIVERSAL TRANSVERSE MERCATOR (UTM) SYSTEM. THE MRB PROJECT COORDINATE SYSTEM HAS CONVERTED FROM UTM ZONE 15 NORTH BY AN AVERAGE PROJECTION FACTOR AND ALSO CONVERTED FROM METERS TO U.S. SURVEY FEET.

HORIZONTAL DATUM

THE DATUM USED IS NAD-83
 THE MRB PROJECT COORDINATES HAVE BEEN TRANSFORMED FROM UTM BY USING AN AVERAGE PROJECTION FACTOR IN THE PROJECT AREA.

AVERAGE GRID FACTOR = 1.000339495
 PROJECTION FACTOR = 1/GRID = 0.999660620

THE BASE POINT THAT ALL UTM COORDINATES WERE SCALED FROM WAS THE CENTRALLY LOCATED MONUMENT NO. 10. EACH VECTOR FROM MONUMENT NO. 10 TO ALL OTHER MONUMENTS WAS MULTIPLIED BY THE PROJECTION FACTOR TO CALCULATE A SURFACE VECTOR AND THEN THIS SURFACE VECTOR WAS USED TO CALCULATE THE SURFACE COORDINATE (MRB). (NOTE: 1 METER EQUALS 3.28083333 U.S. SURVEY FOOT).

UTM ZONE 15 NORTH (METERS) = PROJECTED GRID COORDINATES
 MRB (FEET) = PROJECT SURFACE COORDINATES

VERTICAL DATUM

THE DATUM USED IS NAVD 1988

_UBCONN-99-MOTIF.LDDN, _UBCONN-99-LAYOUT.LDDN, _UBCONN-99-ALIGNMENT2.LDDN, _UBCONN-99-ALIGNMENT3.LDDN, _UBCONN-99-ALIGNMENT4.LDDN, _UBCONN-99-ALIGNMENT5.LDDN, _UBCONN-99-ALIGNMENT6.LDDN, _UBCONN-99-ALIGNMENT7.LDDN, _UBCONN-99-ALIGNMENT8.LDDN, _UBCONN-99-ALIGNMENT9.LDDN, _UBCONN-99-ALIGNMENT10.LDDN, _UBCONN-99-ALIGNMENT11.LDDN, _UBCONN-99-ALIGNMENT12.LDDN, _UBCONN-99-ALIGNMENT13.LDDN, _UBCONN-99-ALIGNMENT14.LDDN, _UBCONN-99-ALIGNMENT15.LDDN, _UBCONN-99-ALIGNMENT16.LDDN, _UBCONN-99-ALIGNMENT17.LDDN, _UBCONN-99-ALIGNMENT18.LDDN, _UBCONN-99-ALIGNMENT19.LDDN, _UBCONN-99-ALIGNMENT20.LDDN, _UBCONN-99-ALIGNMENT21.LDDN, _UBCONN-99-ALIGNMENT22.LDDN, _UBCONN-99-ALIGNMENT23.LDDN, _UBCONN-99-ALIGNMENT24.LDDN, _UBCONN-99-ALIGNMENT25.LDDN, _UBCONN-99-ALIGNMENT26.LDDN, _UBCONN-99-ALIGNMENT27.LDDN, _UBCONN-99-ALIGNMENT28.LDDN, _UBCONN-99-ALIGNMENT29.LDDN, _UBCONN-99-ALIGNMENT30.LDDN, _UBCONN-99-ALIGNMENT31.LDDN, _UBCONN-99-ALIGNMENT32.LDDN, _UBCONN-99-ALIGNMENT33.LDDN, _UBCONN-99-ALIGNMENT34.LDDN, _UBCONN-99-ALIGNMENT35.LDDN, _UBCONN-99-ALIGNMENT36.LDDN, _UBCONN-99-ALIGNMENT37.LDDN, _UBCONN-99-ALIGNMENT38.LDDN, _UBCONN-99-ALIGNMENT39.LDDN, _UBCONN-99-ALIGNMENT40.LDDN, _UBCONN-99-ALIGNMENT41.LDDN, _UBCONN-99-ALIGNMENT42.LDDN, _UBCONN-99-ALIGNMENT43.LDDN, _UBCONN-99-ALIGNMENT44.LDDN, _UBCONN-99-ALIGNMENT45.LDDN, _UBCONN-99-ALIGNMENT46.LDDN, _UBCONN-99-ALIGNMENT47.LDDN, _UBCONN-99-ALIGNMENT48.LDDN, _UBCONN-99-ALIGNMENT49.LDDN, _UBCONN-99-ALIGNMENT50.LDDN, _UBCONN-99-ALIGNMENT51.LDDN, _UBCONN-99-ALIGNMENT52.LDDN, _UBCONN-99-ALIGNMENT53.LDDN, _UBCONN-99-ALIGNMENT54.LDDN, _UBCONN-99-ALIGNMENT55.LDDN, _UBCONN-99-ALIGNMENT56.LDDN, _UBCONN-99-ALIGNMENT57.LDDN, _UBCONN-99-ALIGNMENT58.LDDN, _UBCONN-99-ALIGNMENT59.LDDN, _UBCONN-99-ALIGNMENT60.LDDN, _UBCONN-99-ALIGNMENT61.LDDN, _UBCONN-99-ALIGNMENT62.LDDN, _UBCONN-99-ALIGNMENT63.LDDN, _UBCONN-99-ALIGNMENT64.LDDN, _UBCONN-99-ALIGNMENT65.LDDN, _UBCONN-99-ALIGNMENT66.LDDN, _UBCONN-99-ALIGNMENT67.LDDN, _UBCONN-99-ALIGNMENT68.LDDN, _UBCONN-99-ALIGNMENT69.LDDN, _UBCONN-99-ALIGNMENT70.LDDN, _UBCONN-99-ALIGNMENT71.LDDN, _UBCONN-99-ALIGNMENT72.LDDN, _UBCONN-99-ALIGNMENT73.LDDN, _UBCONN-99-ALIGNMENT74.LDDN, _UBCONN-99-ALIGNMENT75.LDDN, _UBCONN-99-ALIGNMENT76.LDDN, _UBCONN-99-ALIGNMENT77.LDDN, _UBCONN-99-ALIGNMENT78.LDDN, _UBCONN-99-ALIGNMENT79.LDDN, _UBCONN-99-ALIGNMENT80.LDDN, _UBCONN-99-ALIGNMENT81.LDDN, _UBCONN-99-ALIGNMENT82.LDDN, _UBCONN-99-ALIGNMENT83.LDDN, _UBCONN-99-ALIGNMENT84.LDDN, _UBCONN-99-ALIGNMENT85.LDDN, _UBCONN-99-ALIGNMENT86.LDDN, _UBCONN-99-ALIGNMENT87.LDDN, _UBCONN-99-ALIGNMENT88.LDDN, _UBCONN-99-ALIGNMENT89.LDDN, _UBCONN-99-ALIGNMENT90.LDDN, _UBCONN-99-ALIGNMENT91.LDDN, _UBCONN-99-ALIGNMENT92.LDDN, _UBCONN-99-ALIGNMENT93.LDDN, _UBCONN-99-ALIGNMENT94.LDDN, _UBCONN-99-ALIGNMENT95.LDDN, _UBCONN-99-ALIGNMENT96.LDDN, _UBCONN-99-ALIGNMENT97.LDDN, _UBCONN-99-ALIGNMENT98.LDDN, _UBCONN-99-ALIGNMENT99.LDDN, _UBCONN-99-ALIGNMENT100.LDDN

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION	ALIGNMENTS, TIES & BENCHMARKS 3	F.A.P. RTE. 9153	SECTION 82-1K	COUNTY ST. CLAIR	TOTAL SHEETS 107	SHEET NO. 18	
TENG	TENG & ASSOCIATES, INC. ENGINEERS, ARCHITECTS & PLANNERS CHICAGO, ILLINOIS	DRAWN - JB	REVISED -			SCALE: 1"=500'	SHEET NO. OF SHEETS STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	CONTRACT NO. 76C40	
		CHECKED - ACL	REVISED -								
		DATE - 10/09/09	REVISED -								