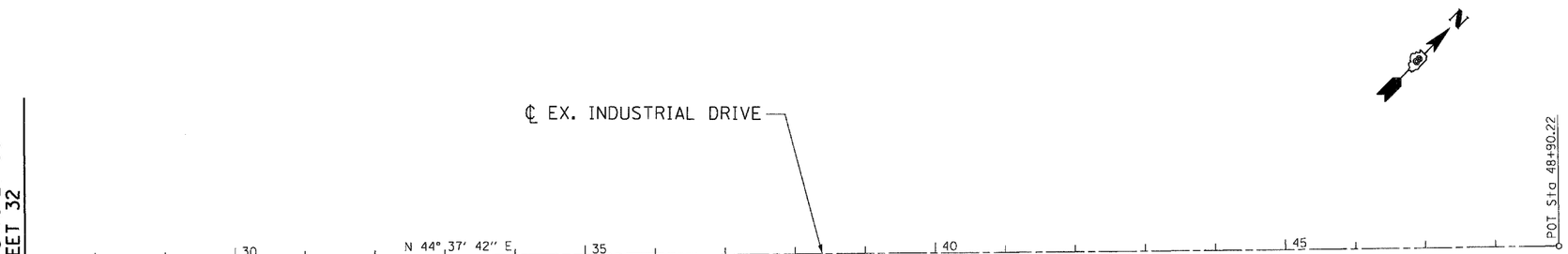
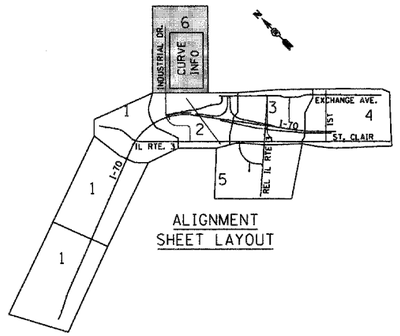
MATCH LINE STA. 27+00
SEE SHEET 32





PROPOSED I-70				RAMP A	RAMP B		RAMP C		RAMP D	RET WALL RAMP A
PROP. CURVE I7001 PI STA. = 64+29.43 N = 14,045,143.80 E = 2,443,857.63 Δ = 7° 48′ 56″ (LT) D = 3° 01′ 26″ R = 1,894.74′ T = 129.43′ L = 258.46′ E = 4.42′ e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA. = 63+00.00 N = 14,045,100.50 E = 2,443,735.66 P.T. STA. = 65+58.46 N = 14,045,203.30 E = 2,443,972.57	PROP. CURVE I7002-1 PI STA. = 71+40.36 N = 14,045,470.77 E = 2,444,489.36 Δ = 6° 07′ 13″ (RT) D = 3° 01′ 38″ R = 1,892.60′ T = 101.18′ L = 202.16′ E = 2.70′ e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA. = 70+39.19 N = 14,045,424.27 E = 2,444,399.51 P.T. STA. = 72+41.35 N = 14,045,507.43 E = 2,444,583.66	PROP. CURVE I7003 PI STA. = 138+29.72 N = 14,047,894.72 E = 2,450,724.31 Δ = 74° 40′ 52″ (RT) D = 2° 56′ 04″ R = 1,952.50′ T = 1,489.60′ L = 2,544.95′ E = 503.34′ e = 5.40% T.R. = 107′ S.E. RUN = 360′ P.C. STA. = 123+40.13 N = 14,047,354.97 E = 2,449,335.94 P.T. STA. = 148+85.08 N = 14,046,698.27 E = 2,451,611.67	PROP. CURVE I7004 PI STA. = 186+31.10 N = 14,043,689.47 E = 2,453,843.21 Δ = 7° 39′ 48″ (LT) D = 1° 17′ 13″ R = 4,452.50′ T = 298.21′ L = 595.53′ E = 9.98′ e = 3.30% T.R. = 75′ S.E. RUN = 180′ P.C. STA. = 183+32.89 N = 14,043,929.00 E = 2,453,665.57 P.T. STA. = 189+28.42 N = 14,043,475.78 E = 2,454,051.21	PROP. CURVE PR_RAMPA-1 PI STA. = 22+26.85 N = 14,044,916.65 E = 2,452,772.34 Δ = 8° 31′ 38″ (LT) D = 4° 46′ 29″ R = 1,200.00′ T = 89.46′ L = 178.60′ E = 3.33′ e = R.C. T.R. = 83.33′ S.E. RUN = 66.67′ P.C. STA = 21+37.39 N = 14,044,992.05 E = 2,452,724.19 P.T. STA = 23+15.98 N = 14,044,849.22 E = 2,452,831.14	PROP. CURVE PR_RAMPB-1 PI STA. = 54+64.50 N = 14,044,323.67 E = 2,453,237.02 Δ = 1° 24′ 03″ (LT) D = 0° 57′ 18″ R = 6,000.00′ T = 73.35′ L = 146.70′ E = 0.45′ e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA = 53+91.15 N = 14,044,380.79 E = 2,453,190.99 P.T. STA = 55+37.85 N = 14,044,267.70 E = 2,453,284.43	PROP. CURVE PR_RAMPB-2 PI STA. = 64+42.06 N = 14,043,577.76 E = 2,453,868.87 Δ = 5° 06′ 17″ (LT) D = 1° 15′ 51″ R = 4,532.00′ T = 202.02′ L = 403.77′ E = 4.50′ e = 3.3% T.R. = 0′ S.E. RUN = 126.43′ P.C. STA = 62+40.04 N = 14,043,731.91 E = 2,453,738.30 P.T. STA = 66+43.82 N = 14,043,435.84 E = 2,454,012.65	PROP. CURVE PR_RAMPC-1 PI STA. = 111+46.92 N = 14,045,518.62 E = 2,452,603.55 Δ = 14° 35′ 50″ (RT) D = 6° 51′ 42″ R = 835.00′ T = 106.95′ L = 212.73′ E = 6.82′ e = 6.0% T.R. = 0′ S.E. RUN = 150′ P.C. STA = 110+39.97 N = 14,045,429.38 E = 2,452,662.48 P.T. STA = 112+52.71 N = 14,045,619.83 E = 2,452,569.00	PROP. CURVE PR_RAMPC-2 PI STA. = 115+07.02 N = 14,045,860.51 E = 2,452,486.86 Δ = 63° 37′ 12″ (RT) D = 13° 58′ 28″ R = 410.00′ T = 254.31′ L = 455.25′ E = 72.47′ e = 6.0% T.R. = 0′ S.E. RUN = 100′ P.C. STA = 112+52.71 N = 14,045,619.83 E = 2,452,569.00 P.T. STA = 117+07.96 N = 14,046,041.04 E = 2,452,665.97	PROP. CURVE PR_RAMPD-1 PI STA. = 257+14.62 N = 14,045,842.03 E = 2,452,341.74 Δ = 97° 30′ 58″ (RT) D = 15° 04′ 40″ R = 380.00′ T = 433.43′ L = 646.75′ E = 196.42′ e = 6.0% T.R. = 0′ S.E. RUN = 150′ P.C. STA = 252+81.19 N = 14,046,149.72 E = 2,452,647.02 P.T. STA = 259+27.94 N = 14,046,184.93 E = 2,452,076.63	PROP. CURVE RW_RMPA-1 PI STA. = 806+15.20 N = 14,044,855.95 E = 2,452,794.99 Δ = 16° 28′ 22″ (RT) D = 3° 51′ 30″ R = 1,485.00′ T = 214.95′ L = 426.94′ E = 15.48′ e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 804+00.24 N = 14,044,649.42 E = 2,452,854.57

PR. ST. CLAIR AVE. CONNECTOR	WT DRIVE	PACKERS AVE.		EXCHANGE AVE.				INDUSTRIAL DRIVE		
PROP. CURVE PR_CNECT-1 PI STA. = 27+75.38 N = 14,044,507.08 E = 2,451,561.39 Δ = 86° 15′ 05″ (RT) D = 9° 32′ 57″ R = 600.00′ T = 561.98′ L = 903.22′ E = 222.08′ e = 3.8% T.R. = 30′ S.E. RUN = 75′ P.C. STA = 22+13.40 N = 14,044,083.53 E = 2,451,930.75 P.T. STA = 31+16.63 N = 14,044,903.34 E = 2,451,959.88	PROP. CURVE PR_WTDR-1 PI STA. = 902+49.34 N = 14,044,242.97 E = 2,451,761.12 Δ = 23° 58′ 54″ (RT) D = 38° 11′ 50″ R = 150.00′ T = 31.86′ L = 62.78′ E = 3.35′ e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 902+17.48 N = 14,044,220.57 E = 2,451,738.47 P.T. STA = 902+80.27 N = 14,044,254.23 E = 2,451,790.92	EXIST. CURVE EX_PACK-1 PI STA. = 5+46.59 N = 14,044,271.33 E = 2,452,848.31 Δ = 34° 45′ 10″ (LT) D = 69° 52′ 22″ R = 82.00′ T = 25.66′ L = 49.74′ E = 3.92′ e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 5+20.93 N = 14,044,253.23 E = 2,452,830.12 P.T. STA. = 5+70.67 N = 14,044,296.57 E = 2,452,852.95	EXIST. CURVE EX_PACK-2 PI STA. = 8+25.54 N = 14,044,547.24 E = 2,452,898.99 Δ = 35° 17′ 45″ (RT) D = 25° 41′ 35″ R = 223.00′ T = 70.95′ L = 137.37′ E = 11.01′ e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 7+54.59 N = 14,044,477.46 E = 2,452,886.18 P.T. STA. = 8+91.97 N = 14,044,596.78 E = 2,452,949.77	PROP. CURVE PR_EXCH-1 PI STA. = 54+74.60 N = 14,045,142.47 E = 2,454,061.46 Δ = 19° 27′ 04″ (RT) D = 14° 19′ 26″ R = 400.00′ T = 68.56′ L = 135.80′ E = 5.83′ e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 54+06.05 N = 14,045,190.75 E = 2,454,012.79 P.T. STA. = 55+41.84 N = 14,045,080.73 E = 2,454,091.27	PROP. CURVE PR_EXCH-2 PI STA. = 56+08.70 N = 14,045,020.53 E = 2,454,120.34 Δ = 18° 58′ 37″ (LT) D = 14° 19′ 26″ R = 400.00′ T = 66.85′ L = 132.48′ E = 5.55′ e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 55+41.84 N = 14,045,080.73 E = 2,454,091.27 P.T. STA. = 56+74.32 N = 14,044,973.05 E = 2,454,167.40	PROP. CURVE PR_EXCH-3 PI STA. = 61+38.48 N = 14,044,643.41 E = 2,454,494.18 Δ = 23° 15′ 21″ (LT) D = 11° 27′ 33″ R = 500.00′ T = 102.89′ L = 202.95′ E = 10.48′ e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 60+35.60 N = 14,044,716.48 E = 2,454,421.75 P.T. STA. = 62+38.54 N = 14,044,604.88 E = 2,454,589.58	PROP. CURVE PR_EXCH-4 PI STA. = 63+41.56 N = 14,044,566.30 E = 2,454,685.10 Δ = 23° 17′ 01″ (RT) D = 11° 27′ 33″ R = 500.00′ T = 103.02′ L = 203.19′ E = 10.50′ e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 62+38.54 N = 14,044,604.88 E = 2,454,589.58 P.T. STA. = 64+41.73 N = 14,044,493.11 E = 2,454,757.59	EXIST. CURVE INDRD01 PI STA. = 10+36.83 N = 14,046,541.81 E = 2,451,281.88 Δ = 89° 43′ 20″ (LT) D = 54° 34′ 03″ R = 105.00′ T = 104.49′ L = 164.42′ E = 43.13′ e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 9+32.33 N = 14,046,467.57 E = 2,451,208.35 P.T. STA. = 10+96.76 N = 14,046,615.70 E = 2,451,208.00	EXIST. CURVE INDRD02 PI STA. = 17+68.75 N = 14,047,090.90 E = 2,450,732.86 Δ = 87° 47′ 02″ (RT) D = 15° 03′ 19″ R = 380.57′ T = 366.13′ L = 583.08′ E = 147.52′ e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 14+02.62 N = 14,046,831.99 E = 2,450,991.73 P.T. STA. = 19+85.70 N = 14,047,359.59 E = 2,450,981.56	

EX. IL RTE 3 (ST. CLAIR AVE.)				DARLING ACCESS ROAD						DARLING RET WALL
PROP. CURVE ST_CLR-5 PI STA. = 83+86.24 N = 14,042,825.09 E = 2,454,249.99 Δ = 11° 54′ 06″ (LT) D = 11° 27′ 33″ R = 500.00′ T = 52.12′ L = 103.86′ E = 2.71′ e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 83+34.12 N = 14,042,787.95 E = 2,454,286.56 P.T. STA. = 84+37.98 N = 14,042,853.89 E = 2,454,206.55	PROP. CURVE ST_CLR-6 PI STA. = 84+88.85 N = 14,042,881.99 E = 2,454,164.16 Δ = 11° 37′ 06″ (RT) D = 11° 27′ 33″ R = 500.00′ T = 50.87′ L = 101.39′ E = 2.58′ e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 84+37.98 N = 14,042,853.89 E = 2,454,206.55 P.T. STA. = 85+39.37 N = 14,042,918.06 E = 2,454,128.29	PROP. CURVE ST_CLR-7 PI STA. = 149+38.21 N = 14,047,455.42 E = 2,449,616.35 Δ = 41° 34′ 53″ (RT) D = 12° 19′ 18″ R = 465.00′ T = 176.55′ L = 337.46′ E = 32.39′ e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA. = 147+61.66 N = 14,047,330.23 E = 2,449,740.84 P.T. STA. = 150+99.13 N = 14,047,631.69 E = 2,449,606.32	PROP. CURVE ST_CLR-8 PI STA. = 155+22.88 N = 14,048,054.76 E = 2,449,582.24 Δ = 32° 24′ 12″ (LT) D = 11° 27′ 33″ R = 500.00′ T = 145.28′ L = 282.77′ E = 20.68′ e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA. = 153+77.60 N = 14,047,909.71 E = 2,449,590.49 P.T. STA. = 156+60.38 N = 14,048,172.79 E = 2,449,497.54	PROP. CURVE PR_DRLG-1 PI STA. = 1002+02.53 N = 14,047,245.24 E = 2,451,142.76 Δ = 11° 06′ 01″ (RT) D = 2° 44′ 57″ R = 2,084.17′ T = 202.53′ L = 403.78′ E = 9.82′ e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA = 1000+00.00 N = 14,047,336.94 E = 2,450,962.18 P.T. STA = 1004+03.78 N = 14,047,120.49 E = 2,451,302.30	PROP. CURVE PR_DRLG-2 PI STA. = 1004+57.84 N = 14,047,087.19 E = 2,451,344.89 Δ = 6° 11′ 18″ (LT) D = 5° 43′ 46″ R = 1,000.00′ T = 54.06′ L = 108.01′ E = 1.46′ e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA = 1004+03.78 N = 14,047,120.49 E = 2,451,302.30 P.T. STA = 1005+11.79 N = 14,047,058.68 E = 2,451,390.81	PROP. CURVE PR_DRLG-3 PI STA. = 1007+65.46 N = 14,046,924.88 E = 2,451,606.32 Δ = 8° 23′ 05″ (RT) D = 3° 49′ 11″ R = 1,500.00′ T = 109.95′ L = 219.51′ E = 4.02′ e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA = 1006+55.51 N = 14,046,982.88 E = 2,451,512.91 P.T. STA = 1008+75.02 N = 14,046,853.88 E = 2,451,690.28	PROP. CURVE PR_DRLG-4 PI STA. = 1010+69.65 N = 14,046,728.21 E = 2,451,838.90 Δ = 14° 47′ 10″ (LT) D = 3° 49′ 11″ R = 1,500.00′ T = 194.63′ L = 387.10′ E = 12.57′ e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA = 1008+75.02 N = 14,046,853.88 E = 2,451,690.28 P.T. STA = 1012+62.12 N = 14,046,644.63 E = 2,452,014.67	PROP. CURVE PR_DRLG-5 PI STA. = 1015+35.35 N = 14,046,527.29 E = 2,452,261.42 Δ = 15° 44′ 44″ (RT) D = 4° 35′ 01″ R = 1,250.00′ T = 172.85′ L = 343.51′ E = 11.89′ e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA = 1013+62.50 N = 14,046,601.52 E = 2,452,105.32 P.T. STA = 1017+06.01 N = 14,046,413.49 E = 2,452,391.52	PROP. CURVE PR_DRLG-6 PI STA. = 1018+99.00 N = 14,046,286.43 E = 2,452,536.77 Δ = 86° 24′ 10″ (LT) D = 38° 11′ 50″ R = 150.00′ T = 140.87′ L = 226.20′ E = 55.77′ e = 2.60% T.R. = 32′ S.E. RUN = 19′ P.C. STA = 1017+58.14 N = 14,046,379.17 E = 2,452,430.75 P.T. STA = 1019+84.34 N = 14,046,386.43 E = 2,452,635.99	PROP. CURVE RW_DRLG-1 PI STA. = 444+33.90 N = 14,047,100.74 E = 2,451,359.12 Δ = 21° 08′ 30″ (RT) D = 2° 46′ 14″ R = 2,068.00′ T = 385.92′ L = 763.07′ E = 35.70′ e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 440+47.97 N = 14,047,287.85 E = 2,451,021.59 P.T. STA = 448+11.04 N = 14,046,804.48 E = 2,451,606.45

.\DBCONN-I99 MOTIF.DGN .\DBCONN-I1-BORDER.DGN .\DBCONN-I1-ALIGNMENTS.DGN .\DBCONN-I1-NOTIF.DGN
10-19-2011, 14:27:42 BOND.MLD \\FS-0844\MAIN\MULTI-TRANS #7\228\228988 #81\CIVIL\CAD\99 ALL CONTRACTS\CONVSHEETS CONTRACT I1\DBCONN-I1-SHT-ALIGNTIEBM-2

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JB	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION** PROPOSED RELOCATED IL ROUTE 3 INTERCHANGE	**ALIGNMENTS, TIES & BENCHMARKS 6**
		DRAWN - JB	REVISED -		
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -		SCALE: 1"=100′ | SHEET NO. 6 OF 8 SHEETS | STA. | TO STA.
	PLOT DATE = $DATE$	DATE - 10/21/11	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1K	ST. CLAIR	353	36
		CONTRACT NO. 76E06		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		