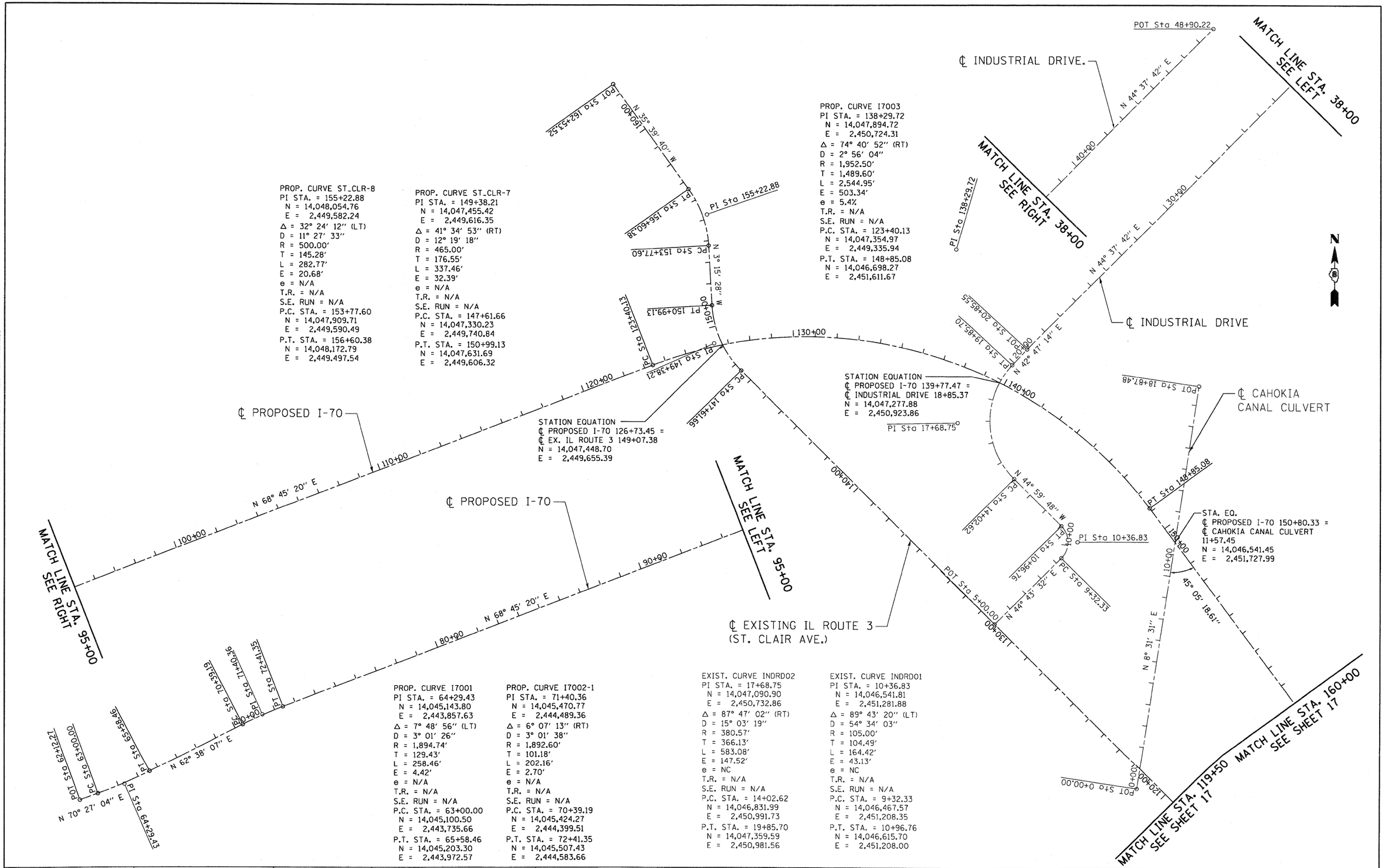


PROP. CURVE ST_CLR-8
PI STA. = 155+22.88
N = 14,048,054.76
E = 2,449,582.24
Δ = 32° 24' 12" (LT)
D = 11° 27' 33"
R = 500.00'
T = 145.28'
L = 282.77'
E = 20.68'
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 153+77.60
N = 14,047,909.71
E = 2,449,590.49
P.T. STA. = 156+60.38
N = 14,048,172.79
E = 2,449,497.54

PROP. CURVE 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 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 = 5.4%
T.R. = N/A
S.E. RUN = N/A
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 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

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

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

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENTS, TIES & BENCHMARKS 1 | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS / SHEET NO. |
| | | DRAWN - JB | REVISED - | I-70 CONNECTION | | 9153 | 82-1K | ST. CLAIR | 107 / 16 |
| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - ACL | REVISED - | | | | | CONTRACT NO. 76C40 | |
| | PLOT DATE = $DATE$ | DATE - 10/09/09 | REVISED - | | SCALE: 1"=200' / SHEET NO. OF SHEETS / STA. TO STA. | FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | |

..\DBCONN-99-MOTIF1.DGN, ..\DBCONN-03-BORDERLDGN, ..\DBCONN-99-LAYOUTL.DGN, ..\DBCONN-99-ALIGNMENT2.DGN, ..\DBCONN-99-ALIGNMENT2.DGN, ..\DBCONN-99-ALIGNMENT2.DGN
10-14-2009, 16:16:50 BONDHUJO C:\VIC-WORKSPACE\BONDHUJO\M-FS-0044\D-TRANS.87\2282\28868-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 03\DBCONN