MATCH LINE STA. 25+00
SEE SHEET 22

℄ EX. INDUSTRIAL DRIVE

℄ DARLING
ACCESS ROAD

℄ PR. EXCHANGE AVE.

POT Sta 250+00.00
Sta 37+61.09
N = 14,046,349.33
E = 2,452,845.07

POT Sta 120+52.95
Sta 38+51.09
N = 14,046,285.94
E = 2,452,908.96

POT Sta 35+00.00

POT Sta 1021+05.26

PT Sta
1019+84.34

PT Sta 1017+06.01

PC Sta
1017+58.14

PI Sta 1015+35.35

PC Sta 1013+62.50

PT Sta 1012+62.12

PI Sta 1010+69.65

PRC Sta 1008+75.02

PI Sta 1007+65.46

PC Sta 1006+55.51

PT Sta 1005+11.79

PI Sta 1004+57.84

PRC Sta 1004+03.78

PI Sta 1002+02.53

PI Sta 138+29.72

POT Sta 18+87.48

POT Sta 20+85.55

PT Sta 19+85.70

PC Sta 1000+00.00

CONTRACT LIMITS BEGIN AT
STA. 139+60.00

PC Sta 440+47.97 CURVE RW_DRLG-1

CURVE 17003

PI Sta 444+33.90

PT Sta
448+11.04

PI Sta
148+85.08

POT Sta 439+00.00

POT Sta 265+35.67
N = 14,046,665.72
E = 2,451,704.92

STA. EQ.
℄ PR. RAMP B 264+78.57 =
℄ CAHOKIA CANAL CULVERT
12+37.43
N = 14,046,620.55
E = 2,451,739.84

PT Sta
259+27.94

CURVE PR-RAMPD-1

PC Sta
252+81.19

PI Sta
1018+99.00

℄ PR. RAMP D

PT Sta 117+07.96

CURVE
PR-RAMPC-2

PI Sta
115+07.02

PI Sta
257+14.62

MATCH LINE STA. 41+00
SEE SHEET 19

MATCH LINE
STA. 113+50
SEE SHEET 19

MATCH LINE STA. 135+00
SEE SHEET 17

STATION EQUATION
℄ PROPOSED I-70 139+77.46 =
℄ INDUSTRIAL DRIVE 18+85.37
N = 14,047,277.88
E = 2,450,923.85

STA. EQ.
℄ PROPOSED I-70 150+80.33 =
℄ CAHOKIA CANAL CULVERT
11+57.45
N = 14,046,541.45
E = 2,451,727.99

℄ RET WALL FACE
(S.N. 082-W234)
BY OTHERS

PT Sta 10+96.76

PI Sta 10+36.83

PI Sta 17+68.75

PC Sta 14+02.62

PC Sta 9+32.33

℄ PROPOSED I-70

POT Sta 10+00.00
N = 14,045,950.64
E = 2,452,112.02

℄ PR. RAMP A

MATCH LINE STA. 162+00
SEE SHEET 19

℄ CAHOKIA CANAL CULVERT

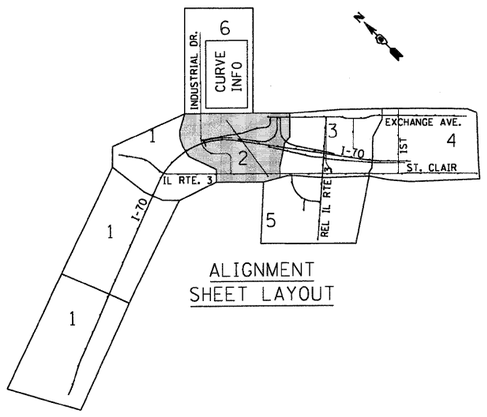
℄ EX. IL ROUTE 3
(ST. CLAIR AVE.)

POT Sta 5+00.00

POT Sta 0+00.00

MATCH LINE STA. 137+00
SEE SHEET 17

MATCH LINE STA. 118+00
SEE SHEET 19



ALIGNMENT
SHEET LAYOUT

NOTE:
CURVE INFORMATION IS LISTED
ON SHEET 22

| | | |