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 = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 153+77.60
N = 14,048,172.79
E = 2,449,497.54
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 = -----
T.R. = -----
S.E. RUN = -----
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 = -----
T.R. = -----
S.E. RUN = -----
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

STATION EQUATION
℄ PROPOSED I-70 126+73.45 =
℄ EX. IL ROUTE 3 149+07.38
N = 14,047,448.70
E = 2,449,655.39

STATION EQUATION
℄ PROPOSED I-70 139+77.47 =
℄ INDUSTRIAL DRIVE 18+85.37
N = 14,047,277.88
E = 2,450,923.86

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

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 = -----
T.R. = -----
S.E. RUN = -----
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 = -----
T.R. = -----
S.E. RUN = -----
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 = -----
T.R. = -----
S.E. RUN = -----
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 = -----
T.R. = -----
S.E. RUN = -----
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 -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 05/15/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
I-70 CONNECTION

ALIGNMENTS, TIES & BENCHMARKS 1

SCALE: 1"=200' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-1DM-2	ST. CLAIR	21	5
		CONTRACT NO. 76C69		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIFLOGN,..\DBCONN-2C-BORDERLOGN,..\DBCONN-99-ALIGNMENT2.DGN,..\DBCONN-99-ALIGNMENT2.DGN,..\DBCONN-99-ALIGNMENT2.DGN
5-12-2009, 14:28:22 BONDHUJO F:\DOC2000\20868.001\COMMON\SHEETMGMT\TEMPSHEETPROC\DBCONN-2C-SHT-ALIGNTIEBM-05200.DGN