℄ PR EXCHANGE AVE.

MATCH LINE STA. 41+00
SEE SHEET 21

POT Sta 20+62.42

POT Sta 1693+28.38
Sta 50+84.67
N = 14,045,417.10
E = 2,453,784.65

S 45° 13′ 31″ E

PC Sta 54+06.05

PI Sta 54+74.60

PRC Sta 55+41.84

PT Sta 56+74.32

PI Sta 56+08.70

S 44° 45′ 03″ E

PC Sta 60+35.60

PRC Sta 62+28.54

PI Sta 63+41.56

PT Sta 64+41.73

MATCH LINE STA. 66+00
SEE SHEET SHEET 23

85° 51′ 55.17″

N 44° 46′ 29″ E

POT Sta 223+94.37

℄ EX. MAIN ST.

PI Sta 61+38.48

N 45° 26′ 42″ E

PT Sta 215+76.57

POT Sta 16+75.98

℄ PR. REL. IL RTE 3

N 45° 42′ 15″ E

℄ EX. PACKERS AVE.

N 48° 54′ 34″ E

STATION EQUATIONS
℄ RAMP A = 25+14.68
℄ REL. IL RTE 3 = 1682+36.51
℄ RAMP B = 50+00.00
℄ REL. IL RTE 3 = 1682+15.01

STATION EQUATION
℄ PR. REL. IL RTE 3 1683+43.17 =
PROPOSED I-70 172+86.35 =
N = 14,044,769.58
E = 2,453,042.13

MATCH LINE
STA. 113+50
SEE SHEET 21

PCC Sta 112+52.71

PI Sta 111+46.92

PC Sta 110+39.97

CURVE
PR-RAMPC-1

℄ PR. RAMP C

MATCH LINE
STA. 162+00
SEE SHEET 21

85° 28′ 21.68″

N 33° 26′ 33″ W

POT Sta 100+00.00
N = 14,044,561.58
E = 2,453,235.61

S 36° 33′ 48″ E

℄ PR. RAMP A

S 32° 33′ 48″ E

CURVE
PR-RAMPA-1

POT Sta 800+00.00
= STA. 16+75.00

PC Sta 21+37.39

PI Sta 22+26.85

PT Sta 23+15.98

S 41° 05′ 26″ E

90°

POT Sta 50+00.00
N = 14,044,685.34
E = 2,452,945.53

POT Sta 25+14.68
N=14,044,699.47
E = 2,452,961.74

PT Sta 8+91.97

S 38° 52′ 00″ E

℄ PROPOSED I-70

PC Sta 53+91.15

CURVE
PR RAMPB-1

PI Sta 55+37.85

PC Sta 183+32.89

CURVE I7004

MATCH LINE STA. 186+00
SEE SHEET SHEET 23

PC Sta 804+00.24

PI Sta 806+15.20

87° 46′ 34.05″

PI Sta 8+25.54

POT Sta 810+24.68

PC Sta 7+54.59

PI Sta 54+64.50

S 40° 16′ 03″ E

PC Sta 62+40.04

℄ PR. RET WALL FACE

CURVE RW-RMPA-1

PT Sta 808+27.18

S 16° 05′ 26″ E

POT Sta 809+14.68

S 41° 05′ 26″ E

℄ PR. RAMP B

STATION EQUATION
℄ EX. IL ROUTE 3 114+76.09 =
℄ PR. CONNECTOR 32+54.37
N = 14,045,000.46
E = 2,452,057.55

STATION EQUATION
℄ PR. REL. IL RTE 3 1681+07.58 =
℄ PR. RET WALL FACE 808+63.28
N = 14,044,614.74
E = 2,452,864.57

N 10° 24′ 28″ E

PT Sta 5+70.67

PI Sta 5+46.59

PC Sta 5+20.93

POT Sta 5+00.00

N 45° 39′ 59″ E

86° 15′ 5.36″

℄ PR. ST. CLAIR
AVE. CONNECTOR

N 44° 50′ 21″ W

POT Sta 32+54.37

90° 00′ 0.00″

MATCH LINE STA. 32+00
SEE SHEET 24

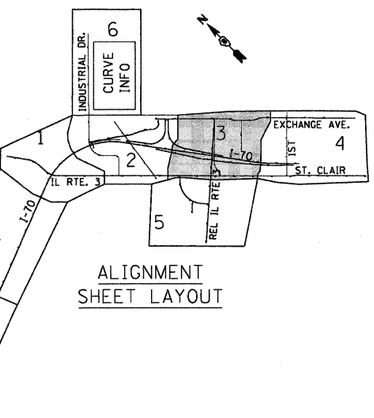
STATION EQUATION
℄ PR. REL. IL RTE 3 1678+06.67 =
℄ EX. IL ROUTE 3 106+53.21
N = 14,044,416.96
E = 2,452,637.79

MATCH LINE STA. 1677+00
SEE SHEET 24

MATCH LINE STA. 118+00
SEE SHEET 21

MATCH LINE STA. 94+00
SEE SHEET SHEET 23

℄ EX. IL ROUTE 3



ALIGNMENT
SHEET LAYOUT

NOTE:
CURVE INFORMATION IS LISTED ON SHEET 25

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JB	REVISED -
		DRAWN - JB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 05/13/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
RELOCATED ILLINOIS ROUTE 3

ALIGNMENTS, TIES & BENCHMARKS 3

SCALE: 1"=100' | SHEET NO. 3 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB-1	ST. CLAIR	345	22
		CONTRACT NO. 76D05		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\DBCONN-99-MOTIFLOGN,..\DBCONN-10-BORDER1.DGN,..\DBCONN-10-GEOMETRICS1.DGN,..\DBCONN-11-ALIGNMENT2.DGN,..\DBCONN-11-MOTIFLOGN
5-11-2011, 10:51:32 NEWMANMD \\FS-0044\AM\VAULT-TRANS.07\2202\28868-00I\CIVIL\CADD\99 ALL CONTRACTS\DGN\SHEETS CONTRACT 10\DBCONN-10-SHT-