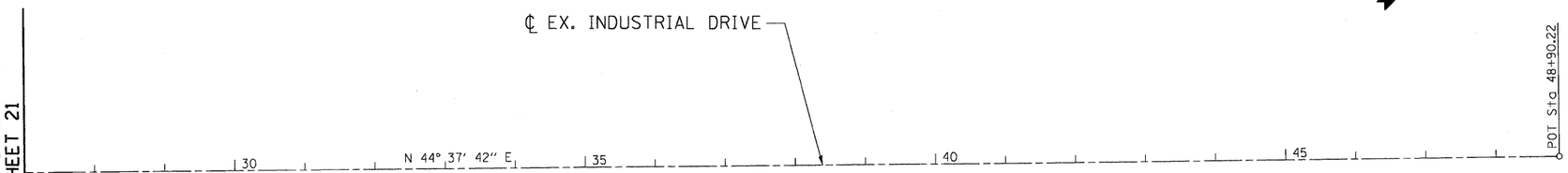
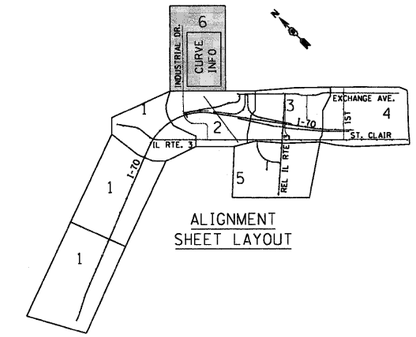
MATCH LINE STA. 27+00
SEE SHEET 21





PROPOSED I-70

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 = 5.4%
T.R. = 27.24′
S.E. RUN = 292.36′
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 = 3.3%
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

RAMP A

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

RAMP B

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

RAMP C

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

RAMP D

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

RET WALL RAMP A

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 = 14,045,037.12
E = 2,452,679.30
P.T. STA = 808+27.18
N = 14,044,649.42
E = 2,452,854.57

PR. ST. CLAIR AVE. CONNECTOR

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. = 75′
S.E. RUN = 30′
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

WT DRIVE

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

PACKERS AVE.

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

EXCHANGE AVE.

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

INDUSTRIAL DRIVE

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.)

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

DARLING ACCESS ROAD

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

DARLING RET WALL

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-99-MOTIFILDGN, ..\DBCONN-10-BORDERLDGN, ..\DBCONN-11-ALIGNMENT2.DGN, ..\DBCONN-11-MOTIFILDGN
5-11-2011, 10:51:53 NEWMANWD \\VS0044\MKVAULT\D-TRANS.07\2202\28868-08\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 10\DBCONN-10-SHT-ALIGNTIEBM-27000.DGN

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION RELOCATED ILLINOIS ROUTE 3	ALIGNMENTS, TIES & BENCHMARKS 6	F.A.P. RTE. 998	SECTION 82-2-IHVB-1
		DRAWN - JB	REVISED -			COUNTY ST. CLAIR	TOTAL SHEETS 345
	PLOT SCALE = $SCALE$	CHECKED - ACL	REVISED -			SHEET NO. 25	CONTRACT NO. 76D05
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 05/13/11	REVISED -		SCALE: 1"=100' SHEET NO. 6 OF 8 SHEETS STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS	FED. AID PROJECT