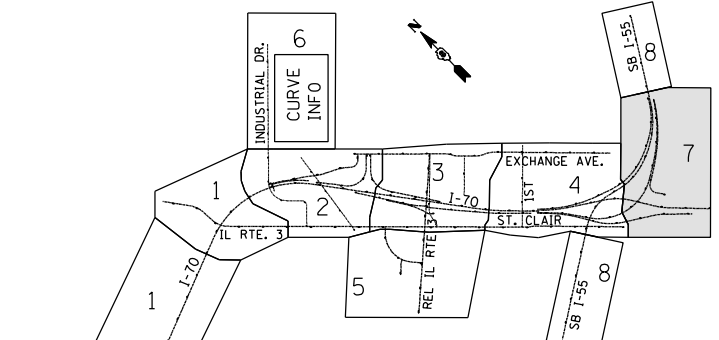
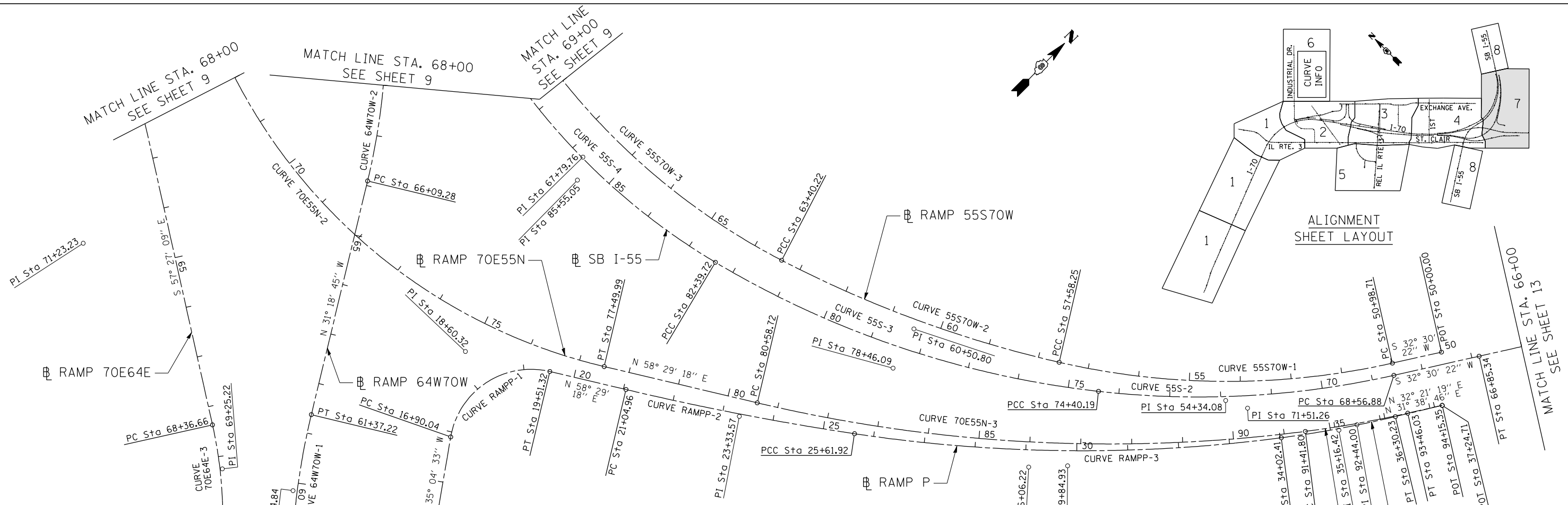


\\DBCCNN-17-BORDER.DGN, \\DBCCNN-11-ALIGNMENT2.DGN  
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 BONDHUJO \\FS-004\AMVAULT\TRANS-07\2202\20868-001\CIVIL\CAOV\99 ALL CONTRACTS\CONNSHEETS CONTRACT 17\DBCCNN-17-SHT-ALIGNMENT2\71060.DGN



PROPOSED RAMP 70E55N			
PROP. CURVE 70E55N-1 PI STA. = 55+46.88 N = 14,042,573.79 E = 2,454,885.22 Δ = 10° 06' 07" (RT) D = 1° 56' 04" R = 2,962.00' T = 261.80' L = 522.24' E = 11.55' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 52+85.08 N = 14,042,761.40 E = 2,454,702.61 P.T. STA = 58+07.32 N = 14,042,357.07 E = 2,455,032.08	PROP. CURVE 70E55N-2 PI STA. = 71+23.23 N = 14,041,267.74 E = 2,455,770.30 Δ = 87° 23' 14" (LT) D = 5° 12' 31" R = 1,100.00' T = 1,050.95' L = 1,677.71' E = 421.34' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 60+72.28 N = 14,042,137.73 E = 2,455,180.73 P.T. STA = 77+49.99 N = 14,041,817.04 E = 2,456,666.27	PROP. CURVE 70E55N-3 PI STA. = 86+06.22 N = 14,042,264.57 E = 2,457,396.23 Δ = 20° 41' 07" (LT) D = 1° 54' 35" R = 3,000.00' T = 547.50' L = 1,083.08' E = 49.55' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 80+58.72 N = 14,041,978.40 E = 2,456,929.47 P.T. STA = 91+41.80 N = 14,042,697.16 E = 2,457,731.82	PROP. CURVE 70E55N-4 PI STA. = 92+44.00 N = 14,042,777.90 E = 2,457,794.46 Δ = 5° 26' 52" (LT) D = 2° 40' 03" R = 2,148.00' T = 102.19' L = 204.23' E = 2.43' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 91+41.80 N = 14,042,697.16 E = 2,457,731.82 P.T. STA = 93+46.03 N = 14,042,864.23 E = 2,457,849.15

PROPOSED RAMP 70E64E			PROPOSED RAMP P			
PROP. CURVE 70E64E-1 PI STA. = 49+22.39 N = 14,042,542.02 E = 2,454,899.40 Δ = 14° 20' 13" (RT) D = 1° 56' 04" R = 2,962.00' T = 372.53' L = 741.17' E = 23.33' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 45+49.86 N = 14,042,808.97 E = 2,454,639.56 P.T. STA = 52+91.03 N = 14,042,219.04 E = 2,455,085.04	PROP. CURVE 70E64E-2 PI STA. = 58+60.45 N = 14,041,725.36 E = 2,455,368.80 Δ = 27° 33' 46" (LT) D = 4° 32' 50" R = 1,260.00' T = 309.05' L = 606.14' E = 37.35' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 55+51.40 N = 14,041,993.31 E = 2,455,214.79 P.T. STA = 61+57.54 N = 14,041,559.09 E = 2,455,629.32	PROP. CURVE 70E64E-3 PI STA. = 69+25.22 N = 14,041,146.08 E = 2,456,276.43 Δ = 12° 02' 09" (RT) D = 6° 49' 15" R = 840.00' T = 88.55' L = 176.46' E = 4.65' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 68+36.66 N = 14,041,193.73 E = 2,456,201.78 P.T. STA = 70+13.12 N = 14,041,083.92 E = 2,456,339.50	PROP. CURVE RAMPP-1 PI STA. = 18+60.32 N = 14,041,645.93 E = 2,456,452.23 Δ = 93° 33' 51" (RT) D = 35° 48' 36" R = 160.00' T = 170.28' L = 261.28' E = 73.65' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 16+90.04 N = 14,041,506.58 E = 2,456,550.08 P.T. STA = 19+51.32 N = 14,041,734.93 E = 2,456,597.39	PROP. CURVE RAMPP-2 PI STA. = 23+33.57 N = 14,041,934.72 E = 2,456,923.27 Δ = 4° 45' 37" (LT) D = 1° 02' 30" R = 5,500.00' T = 228.62' L = 456.97' E = 4.75' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 21+04.96 N = 14,041,815.23 E = 2,456,728.37 P.T. STA = 25+61.92 N = 14,042,069.97 E = 2,457,107.59	PROP. CURVE RAMPP-3 PI STA. = 29+84.93 N = 14,042,320.24 E = 2,457,448.62 Δ = 16° 03' 07" (LT) D = 1° 54' 35" R = 3,000.00' T = 423.01' L = 840.48' E = 29.68' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 25+61.92 N = 14,042,069.97 E = 2,457,107.59 P.T. STA = 34+02.41 N = 14,042,655.04 E = 2,457,707.17	PROP. CURVE RAMPP-4 PI STA. = 35+16.42 N = 14,042,745.29 E = 2,457,776.85 Δ = 6° 01' 47" (LT) D = 2° 38' 48" R = 2,164.81' T = 114.02' L = 227.82' E = 3.00' e = N/A T.R. = N/A S.E. RUN = N/A P.C. STA = 34+02.41 N = 14,042,655.04 E = 2,457,707.17 P.T. STA = 36+30.23 N = 14,042,842.35 E = 2,457,836.68

FILE NAME =	USER NAME = *USER*	DESIGNED - JB	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>		<b>ALIGNMENTS, TIES &amp; BENCHMARKS 7</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL#		DRAWN - MDN	REVISED -	I-70 CONNECTION				998	82-2-1LS	ST. CLAIR	71	12
		CHECKED - JB	REVISED -					CONTRACT NO. 76F39				
		DATE - 12/21/12	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

