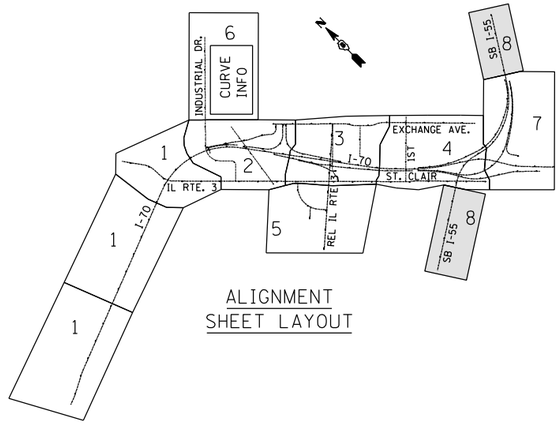
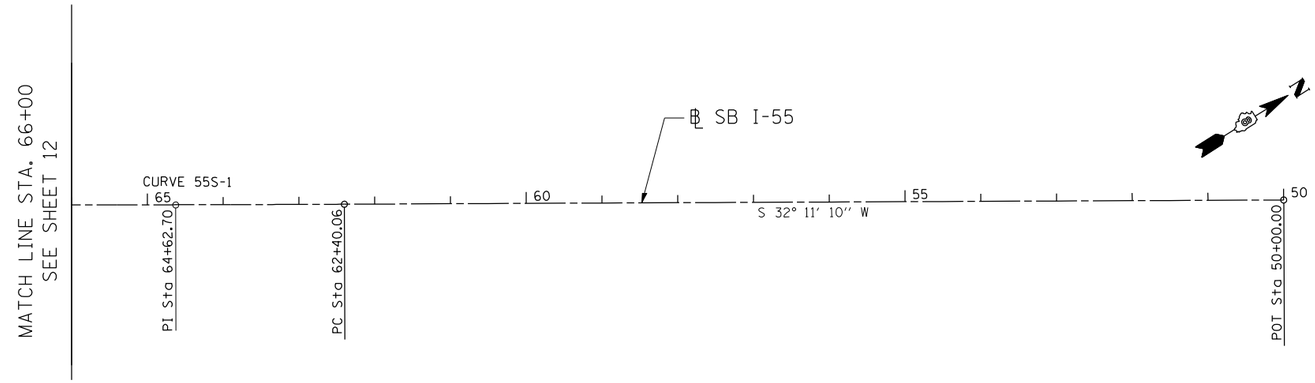
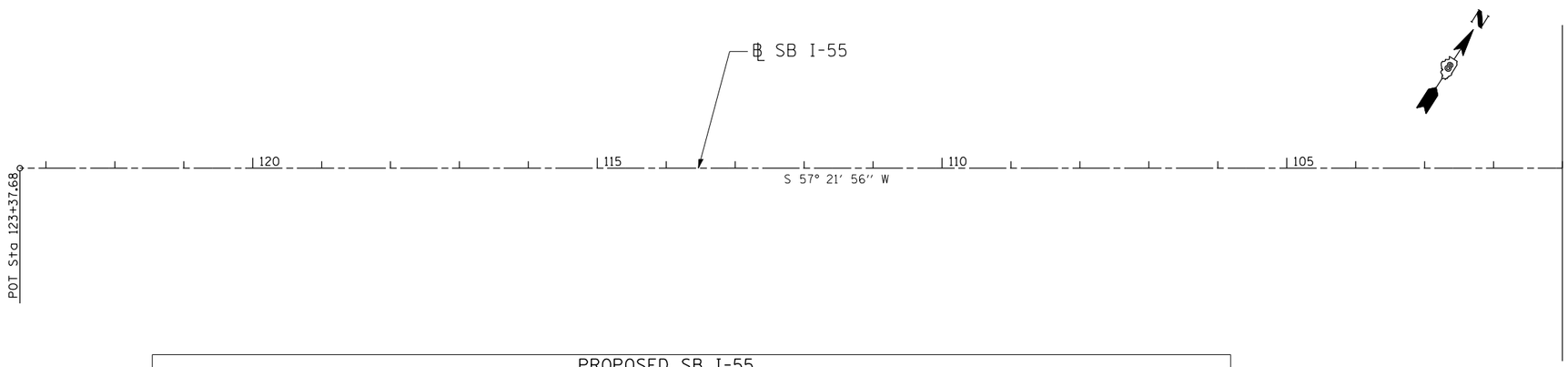



ALIGNMENT
SHEET LAYOUT




| PROPOSED SB I-55 | | | | | |
|---|---|---|---|---|---|
| PROP. CURVE 55S-1<br>PI STA. = 64+62.70<br>N = 14,043,230.22<br>E = 2,457,989.28<br>Δ = 0° 19′ 12″ (RT)<br>D = 0° 04′ 19″<br>R = 79,694.32′<br>T = 222.64′<br>L = 445.28′<br>E = 0.31′<br>e = N/A<br>T.R. = N/A<br>S.E. RUN = N/A<br>P.C. STA = 62+40.06<br>N = 14,043,418.65<br>E = 2,458,107.87<br>P.T. STA = 66+85.34<br>N = 14,043,042.46<br>E = 2,457,869.64 | PROP. CURVE 55S-2<br>PI STA. = 71+51.26<br>N = 14,042,649.53<br>E = 2,457,619.25<br>Δ = 19° 05′ 52″ (RT)<br>D = 3° 16′ 27″<br>R = 1,750.00′<br>T = 294.38′<br>L = 583.31′<br>E = 24.59′<br>e = N/A<br>T.R. = N/A<br>S.E. RUN = N/A<br>P.C. STA = 68+56.88<br>N = 14,042,897.80<br>E = 2,457,777.45<br>P.T. STA = 74+40.19<br>N = 14,042,466.69<br>E = 2,457,388.53 | PROP. CURVE 55S-3<br>PI STA. = 78+46.09<br>N = 14,042,214.59<br>E = 2,457,070.41<br>Δ = 24° 21′ 42″ (RT)<br>D = 3° 02′ 49″<br>R = 1,880.42′<br>T = 405.90′<br>L = 799.54′<br>E = 43.31′<br>e = N/A<br>T.R. = N/A<br>S.E. RUN = N/A<br>P.C. STA = 74+40.19<br>N = 14,042,466.69<br>E = 2,457,388.53<br>P.T. STA = 82+39.72<br>N = 14,042,116.16<br>E = 2,456,676.63 | PROP. CURVE 55S-4<br>PI STA. = 85+55.05<br>N = 14,042,039.69<br>E = 2,456,370.72<br>Δ = 27° 16′ 06″ (RT)<br>D = 4° 24′ 27″<br>R = 1,300.00′<br>T = 315.32′<br>L = 618.70′<br>E = 37.70′<br>e = N/A<br>T.R. = N/A<br>S.E. RUN = N/A<br>P.C. STA = 82+39.72<br>N = 14,042,116.16<br>E = 2,456,676.63<br>P.T. STA = 88+58.42<br>N = 14,042,111.87<br>E = 2,456,063.77 | PROP. CURVE 55S-5<br>PI STA. = 93+80.20<br>N = 14,042,231.32<br>E = 2,455,555.85<br>Δ = 30° 29′ 46″ (LT)<br>D = 6° 28′ 13″<br>R = 885.51′<br>T = 241.39′<br>L = 471.32′<br>E = 32.31′<br>e = N/A<br>T.R. = N/A<br>S.E. RUN = N/A<br>P.C. STA = 91+38.81<br>N = 14,042,176.06<br>E = 2,455,790.82<br>P.T. STA = 96+10.13<br>N = 14,042,159.69<br>E = 2,455,325.33 | PROP. CURVE 55S-6<br>PI STA. = 97+85.47<br>N = 14,042,107.66<br>E = 2,455,157.89<br>Δ = 15° 22′ 19″ (LT)<br>D = 4° 24′ 36″<br>R = 1,299.24′<br>T = 175.34′<br>L = 348.58′<br>E = 11.78′<br>e = N/A<br>T.R. = N/A<br>S.E. RUN = N/A<br>P.C. STA = 96+10.13<br>N = 14,042,159.69<br>E = 2,455,325.33<br>P.T. STA = 99+58.71<br>N = 14,042,013.10<br>E = 2,455,010.23 |


..\DBCONN-17-BORDER1.DGN,..\DBCONN-11-ALIGNMENT2.DGN,..\DBCONN-11-ALIGNMENT2.DGN
12-17-2012,1:40:53 BONDMJO \\FS-8044-VAV\VAULT1D-TRANS.87\2202-20869-001\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT 17\DBCONN-17-SHT-ALIGNTIEBM-500BQ.DGN


| | | | |
|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - JB | REVISED - |
| | | DRAWN - MDN | REVISED - |
| TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS | PLOT SCALE = $SCALE$ | CHECKED - JB | REVISED - |
| | PLOT DATE = $DATE$ | DATE - 12/21/12 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**
I-70 CONNECTION

**ALIGNMENTS, TIES & BENCHMARKS 8**

SCALE: 1"=100′ | SHEET NO. 8 OF 10 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-2-1LS | ST. CLAIR | 71 | 13 |
| | | CONTRACT NO. 76F39 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |