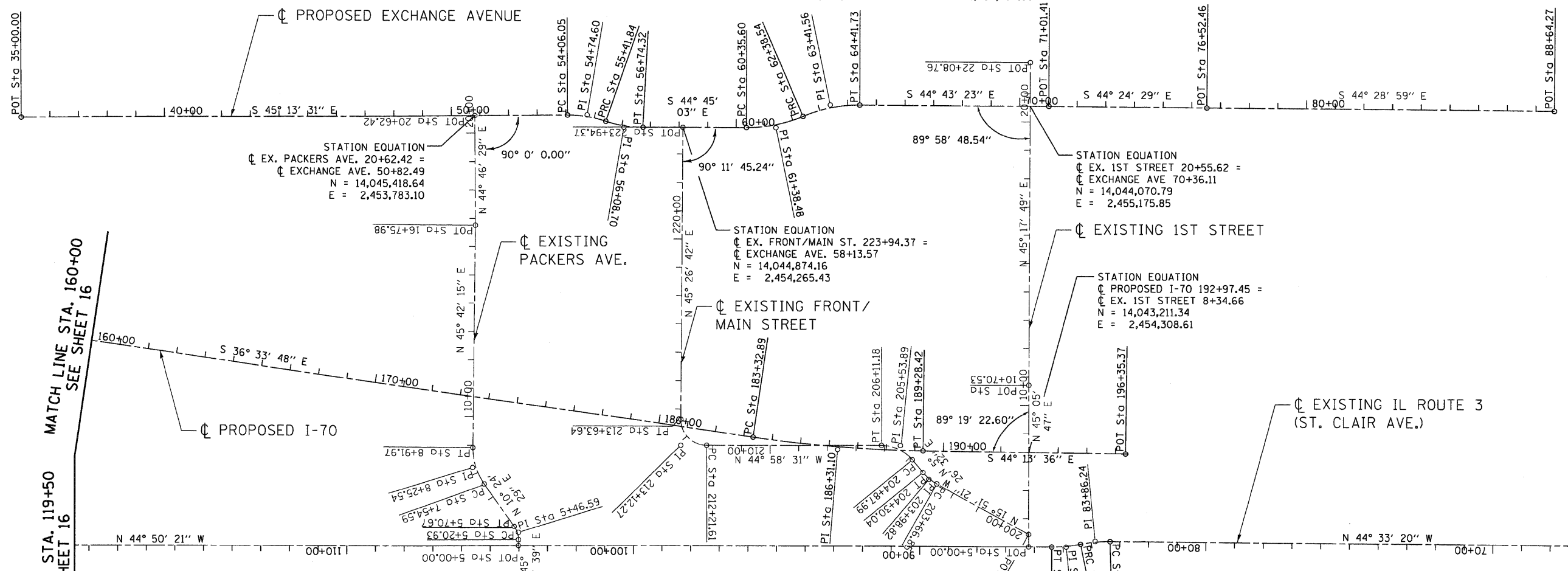


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|---|---|---|---|
| PROP. CURVE PR_EXCH-1 PI STA. = 54+74.60 N = 14,045,142.47 E = 2,454,061.46 Δ = 19° 27' 04" (RT) D = 14° 19' 26" R = 400.00' T = 68.56' L = 135.80' E = 5.83' e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 54+06.05 N = 14,045,190.75 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 |
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MATCH LINE STA. 119+50
SEE SHEET 16

MATCH LINE STA. 160+00
SEE SHEET 16

STA. 65+00 (BY OTHERS)

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| 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 | EXIST. CURVE PR_FRMTM-1 PI STA. = 203+98.82 N = 14,043,389.71 E = 2,453,993.69 Δ = 21° 17' 53" (RT) D = 25° 41' 12" R = 170.00' T = 31.97' L = 63.19' E = 2.98' e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 203+66.85 N = 14,043,358.96 E = 2,454,002.42 P.T. STA. = 204+30.04 N = 14,043,421.53 E = 2,453,996.72 | EXIST. CURVE PR_FRMTM-2 PI STA. = 205+53.89 N = 14,043,544.82 E = 2,454,008.47 Δ = 50° 25' 03" (LT) D = 40° 55' 32" R = 140.00' T = 65.91' L = 123.19' E = 14.74' e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 204+87.99 N = 14,043,479.21 E = 2,454,002.22 P.T. STA. = 206+11.18 N = 14,043,591.44 E = 2,453,961.89 | EXIST. CURVE PR_FRMTM-3 PI STA. = 213+12.27 N = 14,044,087.40 E = 2,453,446.35 Δ = 90° 25' 14" (RT) D = 63° 39' 43" R = 90.00' T = 90.66' L = 142.03' E = 37.75' e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 212+21.61 N = 14,044,023.26 E = 2,453,530.43 P.T. STA. = 213+63.64 N = 14,044,151.01 E = 2,453,530.96 | 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. = N/A S.E. RUN = N/A 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 | 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 |
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| TENG TENG & ASSOCIATES, INC. ENGINEERS, ARCHITECTS & PLANNERS CHICAGO, ILLINOIS | FILE NAME = #FILE# | USER NAME = #USER# | DESIGNED - JB DRAWN - JB | REVISED - REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION | | | ALIGNMENTS, TIES & BENCHMARKS 2 | | | F.A.P. RTE. 9153 | SECTION B2-1K | COUNTY ST. CLAIR | TOTAL SHEETS 107 | SHEET NO. 17 |
| | PLOT SCALE = #SCALE# | CHECKED - ACL | DATE - 10/09/09 | REVISED - | SCALE: 1"=200' | SHEET NO. OF SHEETS | STA. TO STA. | FED. ROAD DIST. NO. ILLINOIS | FED. AID PROJECT | CONTRACT NO. 76C40 | | | | | |
| | PLOT DATE = #DATE# | DATE | REVISED | REVISED | SHEET NO. OF SHEETS | | STA. TO STA. | ILLINOIS | | CONTRACT NO. 76C40 | | | | | |
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UBCCON-99-HOTIFL.DGN, UBCCON-99-BORDERL.DGN, UBCCON-99-LAYOUTL.DGN, UBCCON-99-ALIGNMENTL.DGN, UBCCON-93-CONTRACTS.CONN.SHEETS.CONTRACT, UBCCON-93-SHT-ALIGNTEBH-16002.DGN, BONDINDJ, C:\IC-MKSPACE\BONDINDJ\W\F\0644.D-TRNS.07-2282-20868-001\CVIL-CAD\99 ALL CONTRACTS.CONN.SHEETS.CONTRACT, UBCCON-93-SHT-ALIGNTEBH-16002.DGN