

PROP. CURVE ST\_CLR-8  
 PI STA. = 155+22.88  
 N = 14,048,054.76  
 E = 2,449,582.24  
 $\Delta = 32^\circ 24' 12''$  (LT)  
 D =  $11^\circ 27' 33''$   
 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

PROP. CURVE ST\_CLR-7  
 PI STA. = 149+38.21  
 N = 14,047,455.42  
 E = 2,449,616.35  
 $\Delta = 41^\circ 34' 53''$  (RT)  
 D =  $12^\circ 19' 18''$   
 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 I7003  
 PI STA. = 138+29.72  
 N = 14,047,894.72  
 E = 2,450,724.31  
 $\Delta = 74^\circ 40' 52''$  (RT)  
 D =  $2^\circ 56' 04''$   
 R = 1,952.50'  
 T = 1,489.60'  
 L = 2,544.95'  
 E = 503.34'  
 e = 5.4%  
 T.R. = N/A  
 S.E. RUN = N/A  
 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

STATION EQUATION  
 C PROPOSED I-70 139+77.47 =  
 C INDUSTRIAL DRIVE 18+85.37  
 N = 14,047,277.88  
 E = 2,450,923.86

STATION EQUATION  
 C PROPOSED I-70 126+73.45 =  
 C EX. IL ROUTE 3 149+07.38  
 N = 14,047,448.70  
 E = 2,449,655.39

STA. EQ.  
 C PROPOSED I-70 150+80.33 =  
 C CAHOKIA CANAL CULVERT  
 11+57.45  
 N = 14,046,541.45  
 E = 2,451,727.99

PROP. CURVE I7001  
 PI STA. = 64+29.43  
 N = 14,045,143.80  
 E = 2,443,857.63  
 $\Delta = 7^\circ 48' 56''$  (LT)  
 D =  $3^\circ 01' 26''$   
 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  
 $\Delta = 6^\circ 07' 13''$  (RT)  
 D =  $3^\circ 01' 38''$   
 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

EXIST. CURVE INDRD02  
 PI STA. = 17+68.75  
 N = 14,047,090.90  
 E = 2,450,732.86  
 $\Delta = 87^\circ 47' 02''$  (RT)  
 D =  $15^\circ 03' 19''$   
 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

EXIST. CURVE INDRD01  
 PI STA. = 10+36.83  
 N = 14,046,541.81  
 E = 2,451,281.88  
 $\Delta = 89^\circ 43' 20''$  (LT)  
 D =  $54^\circ 34' 03''$   
 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

FILE NAME = ...  
 USER NAME = \*USER\*  
 DESIGNED - JB  
 DRAWN - JB  
 CHECKED - ACL  
 DATE - 08/07/09  
 REVISIONS  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 I-70 CONNECTION  
 SCALE: 1"=200'  
 SHEET NO. OF SHEETS STA. TO STA.  
 F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
 998 82-IDM-1 ST. CLAIR 25 6  
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 76C68

FILE NAME =	USER NAME = *USER*	DESIGNED - JB	REVISIONS	STATE OF ILLINOIS	ALIGNMENTS, TIES & BENCHMARKS 1	F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
*FILE#		DRAWN - JB	REVISIONS	DEPARTMENT OF TRANSPORTATION		998 82-IDM-1 ST. CLAIR 25 6
	PLOT SCALE = *SCALE*	CHECKED - ACL	REVISIONS	I-70 CONNECTION	SCALE: 1"=200'	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 76C68
	PLOT DATE = *DATE*	DATE - 08/07/09	REVISIONS		SHEET NO. OF SHEETS STA. TO STA.	

