

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' 27' 33"
 R = 500.00'
 T = 145.28'
 L = 282.77'
 E = 20.68'
 $e =$ -----
 T.R. = -----
 S.E. RUN = -----
 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' 19' 18"
 R = 465.00'
 T = 176.55'
 L = 337.46'
 E = 32.39'
 $e =$ -----
 T.R. = -----
 S.E. RUN = -----
 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' 56' 04"
 R = 1,952.50'
 T = 1,489.60'
 L = 2,544.95'
 E = 503.34'
 $e =$ -----
 T.R. = -----
 S.E. RUN = -----
 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
 PROPOSED I-70 126+73.45 =
 EX. IL ROUTE 3 149+07.38
 N = 14,047,448.70
 E = 2,449,655.39

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

STA. EQ.
 PROPOSED I-70 150+80.33 =
 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' 01' 26"
 R = 1,894.74'
 T = 129.43'
 L = 258.46'
 E = 4.42'
 $e =$ -----
 T.R. = -----
 S.E. RUN = -----
 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' 01' 38"
 R = 1,892.60'
 T = 101.18'
 L = 202.16'
 E = 2.70'
 $e =$ -----
 T.R. = -----
 S.E. RUN = -----
 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' 03' 19"
 R = 380.57'
 T = 366.13'
 L = 583.08'
 E = 147.52'
 $e =$ -----
 T.R. = -----
 S.E. RUN = -----
 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' 34' 03"
 R = 105.00'
 T = 104.49'
 L = 164.42'
 E = 43.13'
 $e =$ -----
 T.R. = -----
 S.E. RUN = -----
 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

MATCH LINE STA. 119+50 SEE SHEET 7
 MATCH LINE STA. 160+00 SEE SHEET 7

FILE NAME = \sbc03\21-001\I-70\17003-17002-1.dgn USER NAME = #USER# DESIGNED - JB REVISIONS -
 #FILE# DRAWN - JB
 PLOT SCALE = #SCALE# CHECKED - ACL
 PLOT DATE = #DATE# DATE - 05/15/09



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 I-70 CONNECTION

ALIGNMENTS, TIES & BENCHMARKS 1
 SCALE: 1"=200' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 998	SECTION 82-IDM	COUNTY ST. CLAIR	TOTAL SHEETS 41	SHEET NO. 6
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 76C39