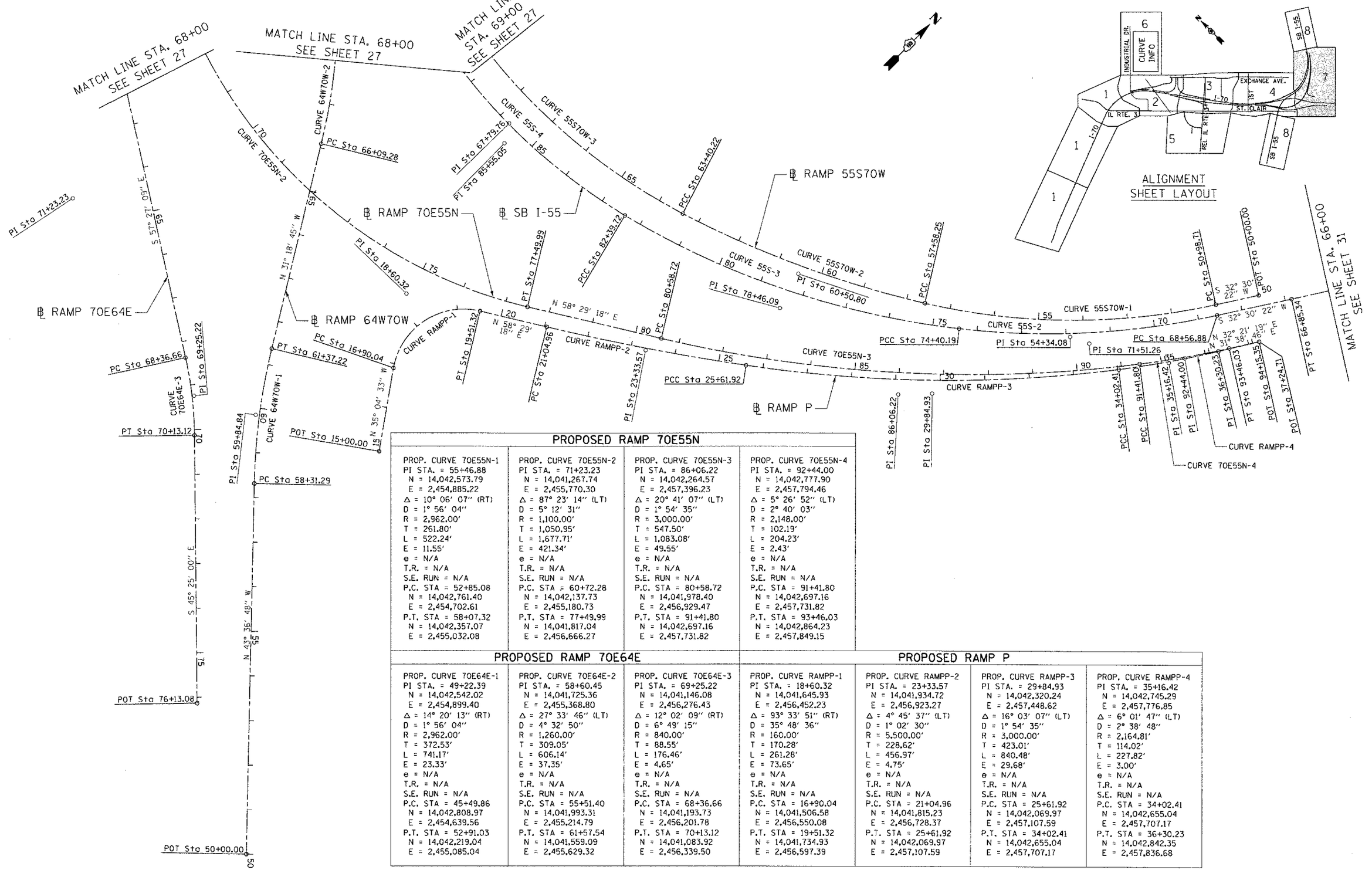


## PROPOSED RAMP 70E55N

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

## PROPOSED RAMP 70E64E

| PROP. CURVE 70E64E-1 | PROP. CURVE 70E64E-2 | PROP. CURVE 70E64E-3 |
|---|---|---|
| PI STA. = 49+22.39 | PI STA. = 58+60.45 | PI STA. = 69+25.22 |
| N = 14,042,542.02 | N = 14,041,725.36 | N = 14,041,146.08 |
| E = 2,454,899.40 | E = 2,455,368.80 | E = 2,456,276.43 |
| Δ = 14° 20' 13" (RT) | Δ = 27° 33' 46" (LT) | Δ = 12° 02' 09" (RT) |
| D = 1° 56' 04" | D = 4° 32' 50" | D = 6° 49' 15" |
| R = 2,962.00' | R = 1,260.00' | R = 840.00' |
| T = 372.53' | T = 309.05' | T = 88.55' |
| L = 741.17' | L = 606.14' | L = 176.46' |
| E = 23.33' | E = 37.35' | E = 4.65' |
| e = N/A | e = N/A | e = N/A |
| T.R. = N/A | T.R. = N/A | T.R. = N/A |
| S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A |
| P.C. STA = 45+49.86 | P.C. STA = 55+51.40 | P.C. STA = 68+36.66 |
| N = 14,042,808.97 | N = 14,041,993.31 | N = 14,041,193.73 |
| E = 2,454,639.56 | E = 2,455,214.79 | E = 2,456,201.78 |
| P.T. STA = 52+91.03 | P.T. STA = 61+57.54 | P.T. STA = 70+13.12 |
| N = 14,042,219.04 | N = 14,041,559.09 | N = 14,041,083.92 |
| E = 2,455,085.04 | E = 2,455,629.32 | E = 2,456,339.50 |

## PROPOSED RAMP P

| PROP. CURVE RAMPP-1 | PROP. CURVE RAMPP-2 | PROP. CURVE RAMPP-3 | PROP. CURVE RAMPP-4 |
|---|---|---|---|
| PI STA. = 18+60.32 | PI STA. = 23+33.57 | PI STA. = 29+84.93 | PI STA. = 35+16.42 |
| N = 14,041,645.93 | N = 14,041,934.72 | N = 14,042,320.24 | N = 14,042,745.29 |
| E = 2,456,452.23 | E = 2,456,923.27 | E = 2,457,448.62 | E = 2,457,776.85 |
| Δ = 93° 33' 51" (RT) | Δ = 4° 45' 37" (LT) | Δ = 16° 03' 07" (LT) | Δ = 6° 01' 47" (LT) |
| D = 35° 48' 36" | D = 1° 02' 30" | D = 1° 54' 35" | D = 2° 38' 48" |
| R = 160.00' | R = 5,500.00' | R = 3,000.00' | R = 2,164.81' |
| T = 170.28' | T = 228.62' | T = 423.01' | T = 114.02' |
| L = 261.28' | L = 456.97' | L = 840.48' | L = 227.82' |
| E = 73.65' | E = 4.75' | E = 29.68' | E = 3.00' |
| e = N/A | e = N/A | e = N/A | e = N/A |
| T.R. = N/A | T.R. = N/A | T.R. = N/A | T.R. = N/A |
| S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A | S.E. RUN = N/A |
| P.C. STA = 16+90.04 | P.C. STA = 21+04.96 | P.C. STA = 25+61.92 | P.C. STA = 34+02.41 |
| N = 14,041,506.58 | N = 14,041,815.23 | N = 14,042,069.97 | N = 14,042,655.04 |
| E = 2,456,550.08 | E = 2,456,728.37 | E = 2,457,107.59 | E = 2,457,707.17 |
| P.T. STA = 19+51.32 | P.T. STA = 25+61.92 | P.T. STA = 34+02.41 | P.T. STA = 36+30.23 |
| N = 14,041,734.93 | N = 14,042,069.97 | N = 14,042,655.04 | N = 14,042,842.35 |
| E = 2,456,597.39 | E = 2,457,107.59 | E = 2,457,707.17 | E = 2,457,836.68 |

| | | | |
|---|---|---|---|
| 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 - 06/29/12 | REVISED - |

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

**ALIGNMENTS, TIES & BENCHMARKS 7**

SCALE: 1"=100' | SHEET NO. 7 OF 10 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 998 | 82-1R | ST. CLAIR | 294 | 30 |
| | | CONTRACT NO. 76C43 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

~\DRCONN-W8-BORDERLIGN_\NBRCONN-11-ALIGNMENT2.DGN
6-27-2012, 9:36:31 BONDHUJO \\FS-R844\APPVAULT_D-TRANS_07\2202\20868-R01\CIVIL\CAD\99 ALL CONTRACTS\CONN\SHEETS CONTRACT W8\DRCONN-W8 SHT-ALIGNTIEBM-7100.DGN