

CURVE COLLNBO1
 P.I. STA= 17+15.43
 N= 1,858,574.87
 E= 1,177,378.55
 Δ= 2° 07' 33"
 D= 0° 28' 38"
 R= 12,000.00'
 T= 222.67'
 L= 445.29
 E= 2.06'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 14+92.76
 N= 1,858,352.21
 E= 1,177,377.25
 P.T. STA= 19+38.05
 N= 1,858,797.43
 E= 1,177,371.58

CURVE COLLNBO2
 P.I. STA= 25+45.61
 N= 1,859,404.70
 E= 1,177,352.58
 Δ= 1° 17' 10"
 D= 0° 24' 33"
 R= 14,000.00'
 T= 157.14'
 L= 314.27
 E= 0.88'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 23+88.47
 N= 1,859,247.63
 E= 1,177,357.49
 P.T. STA= 27+02.74
 N= 1,859,561.83
 E= 1,177,351.19

CURVE COLLNBO3
 P.I. STA= 28+45.20
 N= 1,859,704.28
 E= 1,177,349.93
 Δ= 1° 09' 57"
 D= 0° 24' 33"
 R= 14,000.00'
 T= 142.45'
 L= 284.90
 E= 0.72'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 27+02.74
 N= 1,859,561.83
 E= 1,177,351.19
 P.T. STA= 29+87.65
 N= 1,859,846.68
 E= 1,177,345.77

CURVE COLLSBO1
 P.I. STA= 62+03.18
 N= 1,858,576.31
 E= 1,177,181.55
 Δ= 0° 45' 55"
 D= 0° 14' 56"
 R= 23,000.00'
 T= 153.61'
 L= 307.23
 E= 0.51'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 60+49.56
 N= 1,858,422.76
 E= 1,177,186.19
 P.T. STA= 63+56.79
 N= 1,858,729.78
 E= 1,177,174.87

CURVE COLLSBO2
 P.I. STA= 70+53.37
 N= 1,859,425.70
 E= 1,177,144.56
 Δ= 0° 22' 48"
 D= 0° 14' 56"
 R= 40,000.00'
 T= 132.70'
 L= 265.40
 E= 0.22'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 69+20.67
 N= 1,859,293.13
 E= 1,177,150.34
 P.T. STA= 71+86.08
 N= 1,859,558.24
 E= 1,177,137.91

CURVE COLLSBO3
 P.I. STA= 81+04.03
 N= 1,860,475.04
 E= 1,177,091.89
 Δ= 8° 56' 14"
 D= 0° 14' 56"
 R= 1,766.00'
 T= 138.01'
 L= 275.46
 E= 5.38'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 79+66.02
 N= 1,860,337.20
 E= 1,177,098.81
 P.T. STA= 82+41.49
 N= 1,860,610.14
 E= 1,177,063.64

CURVE SBRMPO1
 P.I. STA= 7107+24.23
 N= 1,859,529.38
 E= 1,177,115.44
 Δ= 5° 33' 25"
 D= 2° 51' 53"
 R= 2,000.00'
 T= 97.06'
 L= 193.98
 E= 2.35'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 7106+27.17
 N= 1,859,625.44
 E= 1,177,101.51
 P.T. STA= 7108+21.14
 N= 1,859,432.42
 E= 1,177,120.01

CURVE SBRMPO2
 P.I. STA= 7108+91.39
 N= 1,859,362.26
 E= 1,177,123.31
 Δ= 0° 12' 05"
 D= 0° 08' 36"
 R= 39,975.44'
 T= 70.24'
 L= 140.48
 E= 0.06'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 7108+21.14
 N= 1,859,432.42
 E= 1,177,120.01
 P.T. STA= 7109+61.63
 N= 1,859,292.09
 E= 1,177,126.36

CURVE SBRMPO3
 P.I. STA= 7110+86.37
 N= 1,859,167.46
 E= 1,177,131.79
 Δ= 6° 54' 42"
 D= 3° 49' 11"
 R= 1,500.00'
 T= 90.58'
 L= 180.95
 E= 2.73'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 7109+95.79
 N= 1,859,257.95
 E= 1,177,127.85
 P.T. STA= 7111+76.74
 N= 1,859,077.14
 E= 1,177,124.81

CURVE SBRMPO4
 P.I. STA= 7119+30.94
 N= 1,858,325.18
 E= 1,177,066.71
 Δ= 5° 56' 51"
 D= 28° 38' 52"
 R= 200.00'
 T= 10.39'
 L= 20.76
 E= 0.27'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 7119+20.55
 N= 1,858,335.54
 E= 1,177,067.52
 P.T. STA= 7119+41.31
 N= 1,858,314.79
 E= 1,177,066.99

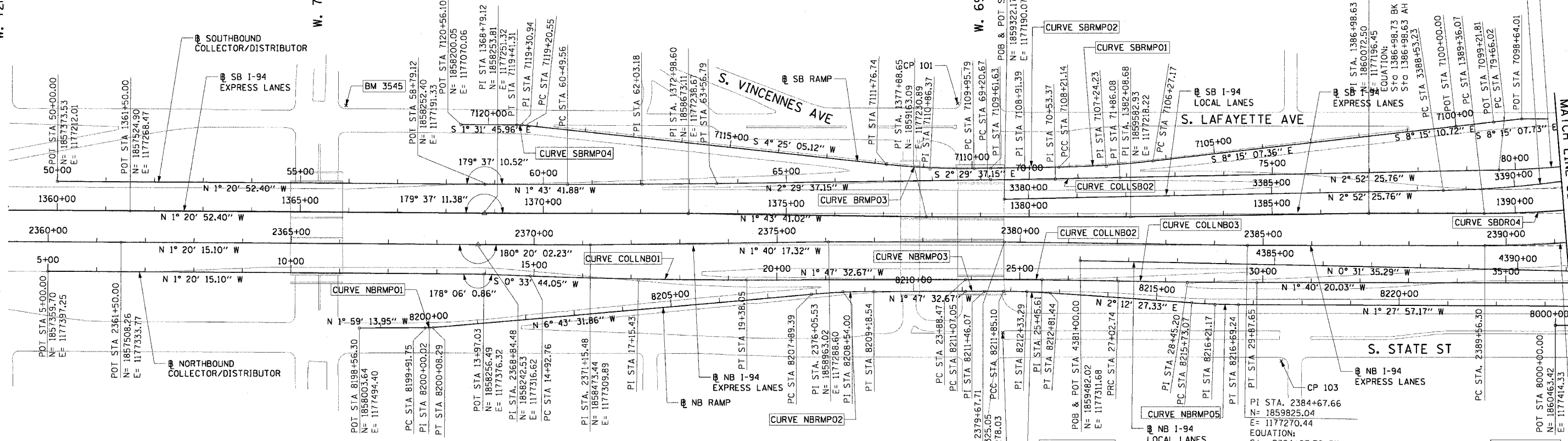
F.A.I. RT#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-098TS	COOK	63	6
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
62839				

W. 72nd ST

W. 71st ST

W. 69th ST

MATCH LINE SB EXPRESS STA 1391+00



- BENCH MARK NO. 3528 ELEV. 16.20**
 DESCRIPTION: CROSS CUT ON NORTHWESTERLY BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 45TH ST AND WENTWORTH AVE
- BENCH MARK NO. 3530 ELEV. 18.18**
 DESCRIPTION: CROSS CUT ON SOUTHEAST BOLT OF LIGHT POLE BASE AT THE NORTHWEST CORNER OF 51ST ST AND WELLS ST
- BENCH MARK NO. 3531 ELEV. 17.55**
 DESCRIPTION: CROSS CUT ON NORTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF GARFIELD BLVD AND WELLS ST
- BENCH MARK NO. 3532 ELEV. 18.84**
 DESCRIPTION: HORIZONTAL BOLT ON CTA "EL" STRUCTURE, EAST SIDE OF WELLS ST ABOUT 50 FEET NORTH OF 59TH PL.
- BENCH MARK NO. 3533 ELEV. 19.71**
 DESCRIPTION: BRASS DISK (CTA MONUMENT) AT THE SOUTHWEST CORNER OF 63RD ST AND HARVARD ST

- BENCH MARK NO. 3535 ELEV. 19.31**
 DESCRIPTION: FOUND CROSS CUT ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 59TH ST AND WENTWORTH AVE
- BENCH MARK NO. 3536 ELEV. 18.37**
 DESCRIPTION: CROSS CUT ON SOUTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE SOUTHEAST CORNER OF GARFIELD BLVD AND WENTWORTH AVE
- BENCH MARK NO. 3537 ELEV. 17.71**
 DESCRIPTION: CROSS CUT ON NORTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 51ST ST AND WENTWORTH AVE
- BENCH MARK NO. 3538 ELEV. 17.31**
 DESCRIPTION: CROSS CUT ON EASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 47TH ST AND LASALLE ST
- BENCH MARK NO. 3544 ELEV. 19.38**
 DESCRIPTION: CROSS CUT ON WESTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 67TH ST AND LAFAYETTE AVE
- BENCH MARK NO. 3545 ELEV. 10.53**
 DESCRIPTION: CROSS CUT ON NORTHWEST BOLT OF LIGHT POLE BASE AT THE NORTHWEST CORNER OF 71ST ST AND LAFAYETTE AVE

- CURVE NBRMPO1**
 P.I. STA= 8200+00.02
 N= 1,858,147.27
 E= 1,177,489.42
 Δ= 4° 44' 18"
 D= 28° 38' 52"
 R= 200.00'
 T= 8.27'
 L= 16.54
 E= 0.17'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 8199+91.75
 N= 1,858,139.01
 E= 1,177,489.70
 P.T. STA= 8200+08.29
 N= 1,858,155.49
 E= 1,177,488.45
- CURVE NBRMPO2**
 P.I. STA= 8208+54.00
 N= 1,858,995.39
 E= 1,177,389.40
 Δ= 4° 55' 59"
 D= 3° 49' 11"
 R= 1,500.00'
 T= 64.61'
 L= 129.15
 E= 1.39'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 8207+89.39
 N= 1,858,931.22
 E= 1,177,396.97
 P.T. STA= 8209+18.54
 N= 1,859,059.97
 E= 1,177,387.38
- CURVE NBRMPO3**
 P.I. STA= 8211+46.07
 N= 1,859,287.39
 E= 1,177,380.27
 Δ= 0° 19' 12"
 D= 0° 24' 36"
 R= 13,976.00'
 T= 39.03'
 L= 78.05
 E= 0.05'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 8211+07.05
 N= 1,859,248.39
 E= 1,177,381.49
 P.T. STA= 8211+85.10
 N= 1,859,326.41
 E= 1,177,379.26
- CURVE NBRMPO4**
 P.I. STA= 8212+33.29
 N= 1,859,456.61
 E= 1,177,311.68
 Δ= 2° 12'
 D= 27.33"
 R= 4381+00.00
 T= 27.33'
 L= 54.66
 E= 0.77'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 8212+33.29
 N= 1,859,456.61
 E= 1,177,311.68
 P.T. STA= 8212+33.29
 N= 1,859,456.61
 E= 1,177,311.68
- CURVE NBRMPO5**
 P.I. STA= 8216+59.24
 N= 1,859,482.02
 E= 1,177,311.68
 Δ= 2° 12'
 D= 27.33"
 R= 4381+00.00
 T= 27.33'
 L= 54.66
 E= 0.77'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 8216+59.24
 N= 1,859,482.02
 E= 1,177,311.68
 P.T. STA= 8216+59.24
 N= 1,859,482.02
 E= 1,177,311.68

- CURVE SBLOCSO1**
 P.I. STA= 3391+35.61
 N= 1,860,506.29
 E= 1,177,130.62
 Δ= 15° 38' 54"
 D= 2° 47' 17"
 R= 2,055.00'
 T= 282.39'
 L= 561.26'
 E= 19.31'
 e= 5.5%
 T.R.= 41'
 S.E. RUN= 196'
 P.C. STA= 3388+53.23
 N= 1,860,224.26
 E= 1,177,144.78
 P.T. STA= 3394+14.48
 N= 1,860,774.05
 E= 1,177,040.92

NOTES:
 1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360

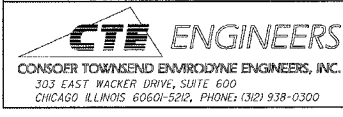
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 TRAFFIC SIGNALS AT 59TH STREET AND WENTWORTH AVENUE / WELLS STREET

ALIGNMENT PLAN

SCALE: 1"=100'
 DATE: November 12, 2004

DRAWN BY: NJH/AMM
 CHECKED BY: JAL/MS



02/09/06 PM 11/17/2004