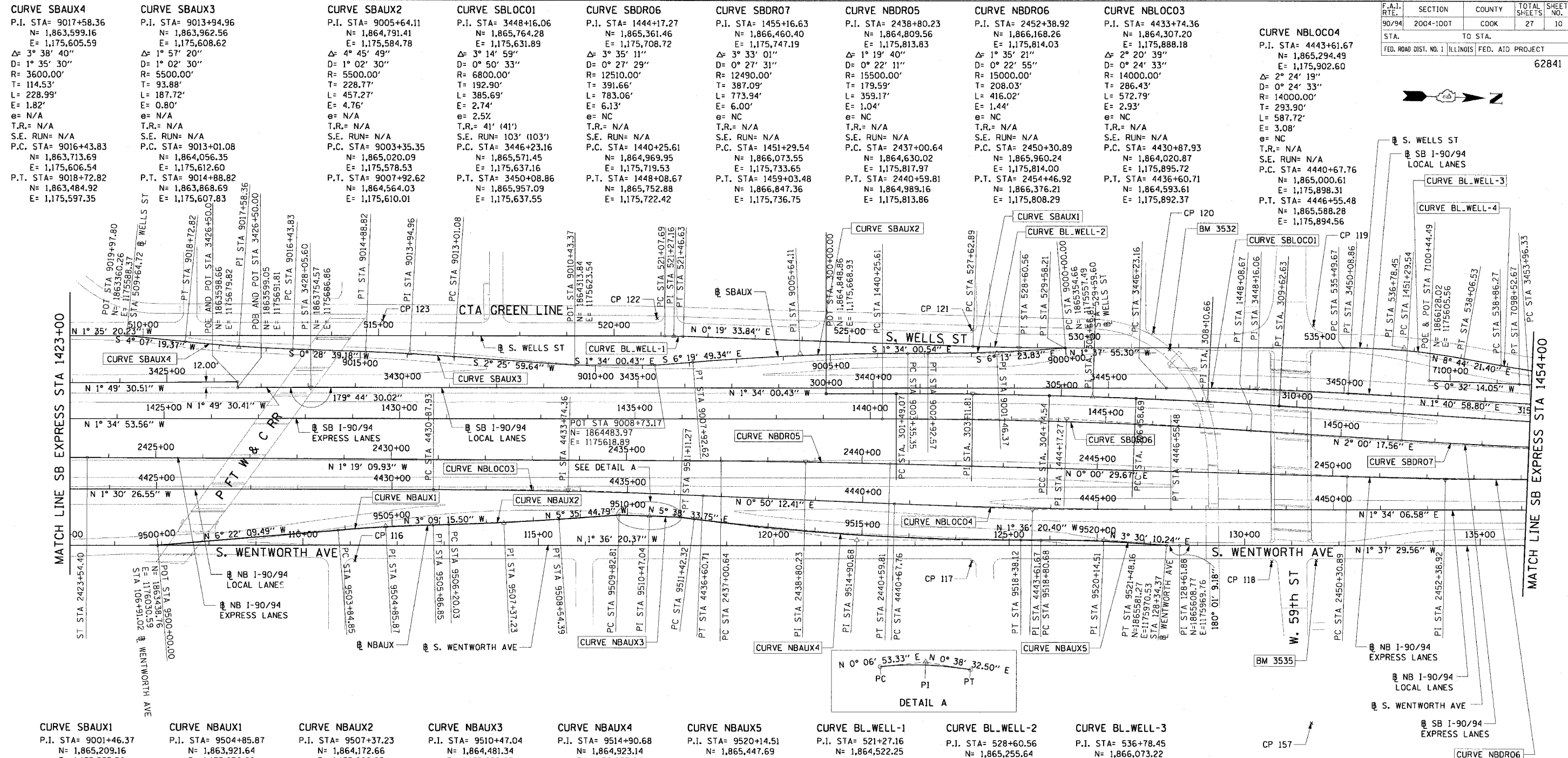
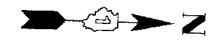


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-100T	COOK	27	10
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS		FED. AID PROJECT	

62841



CURVE SBAUX4
 P.I. STA= 9017+58.36
 N= 1,863,599.16
 E= 1,175,605.59
 Δ= 3° 38' 40"
 D= 1° 35' 30"
 R= 3600.00'
 T= 114.53'
 L= 228.99'
 E= 1.82'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 9016+43.83
 N= 1,863,713.69
 E= 1,175,606.54
 P.T. STA= 9018+72.82
 N= 1,863,484.92
 E= 1,175,597.35

CURVE SBAUX3
 P.I. STA= 9013+94.96
 N= 1,863,962.56
 E= 1,175,608.62
 Δ= 1° 57' 20"
 D= 1° 02' 30"
 R= 5500.00'
 T= 93.88'
 L= 187.72'
 E= 0.80'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 9013+01.08
 N= 1,864,056.35
 E= 1,175,612.60
 P.T. STA= 9014+88.82
 N= 1,863,868.69
 E= 1,175,607.83

CURVE SBAUX2
 P.I. STA= 9005+64.11
 N= 1,864,791.41
 E= 1,175,584.78
 Δ= 4° 45' 49"
 D= 1° 02' 30"
 R= 5500.00'
 T= 228.77'
 L= 457.27'
 E= 4.76'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 9003+35.35
 N= 1,865,020.09
 E= 1,175,578.53
 P.T. STA= 9007+92.62
 N= 1,864,564.03
 E= 1,175,610.01

CURVE SBLOCO1
 P.I. STA= 3448+16.06
 N= 1,865,764.28
 E= 1,175,631.89
 Δ= 3° 14' 59"
 D= 0° 50' 33"
 R= 6800.00'
 T= 192.90'
 L= 385.69'
 E= 2.74'
 e= 2.52'
 T.R.= 41' (41')
 S.E. RUN= 103' (103')
 P.C. STA= 3446+23.16
 N= 1,865,571.45
 E= 1,175,637.16
 P.T. STA= 3450+08.86
 N= 1,865,957.09
 E= 1,175,637.55

CURVE SBDR06
 P.I. STA= 1444+17.27
 N= 1,865,361.46
 E= 1,175,708.72
 Δ= 3° 35' 11"
 D= 0° 27' 29"
 R= 12510.00'
 T= 391.66'
 L= 783.06'
 E= 6.13'
 e= NC
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 1440+25.61
 N= 1,864,969.95
 E= 1,175,719.53
 P.T. STA= 1448+08.67
 N= 1,865,752.88
 E= 1,175,722.42

CURVE SBDR07
 P.I. STA= 1455+16.63
 N= 1,866,460.40
 E= 1,175,747.19
 Δ= 3° 33' 01"
 D= 0° 27' 31"
 R= 12490.00'
 T= 387.09'
 L= 773.94'
 E= 2.74'
 e= NC
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 1451+29.54
 N= 1,866,073.55
 E= 1,175,733.65
 P.T. STA= 1459+03.48
 N= 1,866,847.36
 E= 1,175,736.75

CURVE NBDR05
 P.I. STA= 2438+80.23
 N= 1,864,809.56
 E= 1,175,813.83
 Δ= 1° 19' 40"
 D= 0° 22' 11"
 R= 15500.00'
 T= 179.59'
 L= 359.17'
 E= 1.04'
 e= NC
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 2437+00.64
 N= 1,864,630.02
 E= 1,175,817.97
 P.T. STA= 2440+59.81
 N= 1,864,989.16
 E= 1,175,813.86

CURVE NBDR06
 P.I. STA= 2452+38.92
 N= 1,866,168.26
 E= 1,175,814.03
 Δ= 1° 35' 21"
 D= 0° 22' 55"
 R= 15000.00'
 T= 288.03'
 L= 416.02'
 E= 1.44'
 e= NC
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 2450+30.89
 N= 1,865,960.24
 E= 1,175,814.00
 P.T. STA= 2454+46.92
 N= 1,866,376.21
 E= 1,175,808.29

CURVE NBLOCO3
 P.I. STA= 4433+74.36
 N= 1,864,307.20
 E= 1,175,888.18
 Δ= 2° 20' 39"
 D= 0° 24' 33"
 R= 14000.00'
 T= 286.43'
 L= 572.79'
 E= 2.93'
 e= NC
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 4430+87.93
 N= 1,864,020.87
 E= 1,175,895.72
 P.T. STA= 4436+60.71
 N= 1,864,593.61
 E= 1,175,892.37

CURVE NBLOCO4
 P.I. STA= 4443+61.67
 N= 1,865,294.49
 E= 1,175,902.60
 Δ= 2° 24' 19"
 D= 0° 24' 33"
 R= 14000.00'
 T= 293.90'
 L= 587.72'
 E= 3.08'
 e= NC
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 4440+67.76
 N= 1,865,000.61
 E= 1,175,898.31
 P.T. STA= 4446+55.48
 N= 1,865,588.28
 E= 1,175,894.56

CURVE SBAUX1
 P.I. STA= 9001+46.37
 N= 1,865,209.16
 E= 1,175,573.36
 Δ= 4° 39' 23"
 D= 1° 35' 30"
 R= 3600.00'
 T= 146.37'
 L= 292.57'
 E= 2.97'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 9000+00.00
 N= 1,865,354.66
 E= 1,175,557.49
 P.T. STA= 9002+92.57
 N= 1,865,062.84
 E= 1,175,577.36

CURVE NBAUX1
 P.I. STA= 9504+85.87
 N= 1,863,921.64
 E= 1,175,976.69
 Δ= 3° 12' 54"
 D= 1° 35' 30"
 R= 3600.00'
 T= 101.03'
 L= 202.00'
 E= 1.42'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 9503+84.85
 N= 1,863,821.23
 E= 1,175,987.89
 P.T. STA= 9505+86.85
 N= 1,864,022.51
 E= 1,175,971.13

CURVE NBAUX2
 P.I. STA= 9507+37.23
 N= 1,864,172.66
 E= 1,175,962.85
 Δ= 2° 26' 29"
 D= 1° 02' 30"
 R= 5500.00'
 T= 117.20'
 L= 234.36'
 E= 1.25'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 9506+20.03
 N= 1,864,055.64
 E= 1,175,969.30
 P.T. STA= 9508+54.39
 N= 1,864,289.30
 E= 1,175,951.42

CURVE NBAUX3
 P.I. STA= 9510+47.04
 N= 1,864,481.34
 E= 1,175,939.03
 Δ= 0° 31' 39"
 D= 0° 24' 38"
 R= 13952.00'
 T= 64.23'
 L= 128.46'
 E= 0.15'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 9509+82.81
 N= 1,864,417.11
 E= 1,175,938.90
 P.T. STA= 9511+11.27
 N= 1,864,545.57
 E= 1,175,939.75

CURVE NBAUX4
 P.I. STA= 9514+90.68
 N= 1,864,923.14
 E= 1,175,977.06
 Δ= 7° 14' 54"
 D= 1° 02' 30"
 R= 5500.00'
 T= 348.36'
 L= 695.79'
 E= 11.02'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 9511+42.32
 N= 1,864,576.47
 E= 1,175,942.80
 P.T. STA= 9518+38.12
 N= 1,865,271.36
 E= 1,175,967.30

CURVE NBAUX5
 P.I. STA= 9520+14.51
 N= 1,865,447.69
 E= 1,175,962.35
 Δ= 5° 06' 31"
 D= 1° 54' 35"
 R= 3000.00'
 T= 133.83'
 L= 267.48'
 E= 0.16'
 e= 2.4
 T.R.= 11' (0')
 S.E. RUN= 66' (0')
 P.C. STA= 9518+80.68
 N= 1,865,313.91
 E= 1,175,966.10
 P.T. STA= 9521+48.16
 N= 1,865,581.27
 E= 1,175,970.53

CURVE BL_WELL-1
 P.I. STA= 521+27.16
 N= 1,864,522.25
 E= 1,175,556.14
 Δ= 1° 54' 54"
 D= 4° 55' 05"
 R= 1165.00'
 T= 19.47'
 L= 38.94'
 E= 0.83'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 521+07.69
 N= 1,864,502.79
 E= 1,175,556.68
 P.T. STA= 521+46.63
 N= 1,864,541.72
 E= 1,175,556.25

CURVE BL_WELL-2
 P.I. STA= 528+60.56
 N= 1,865,255.64
 E= 1,175,560.31
 Δ= 1° 57' 29"
 D= 1° 00' 09"
 R= 5715.00'
 T= 97.67'
 L= 195.31'
 E= 2.98'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 527+62.89
 N= 1,865,157.98
 E= 1,175,559.75
 P.T. STA= 529+58.21
 N= 1,865,353.27
 E= 1,175,557.53

CURVE BL_WELL-3
 P.I. STA= 536+78.45
 N= 1,866,073.22
 E= 1,175,537.02
 Δ= 10° 22' 17"
 D= 4° 02' 16"
 R= 1419.00'
 T= 128.78'
 L= 256.86'
 E= 5.83'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 535+49.67
 N= 1,865,944.49
 E= 1,175,540.68
 P.T. STA= 538+06.53
 N= 1,866,200.51
 E= 1,175,556.58

- NOTES:**
1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
 2. FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 63rd ST TO 59th ST (SEWER TELEVISIONING)

ALIGNMENT PLAN

SCALE: 1"=100'
 DATE: October 22, 2004
 DRAWN BY: NJH/AMM
 CHECKED BY: JAL/JMS



10/14/2004 10:35:35 AM