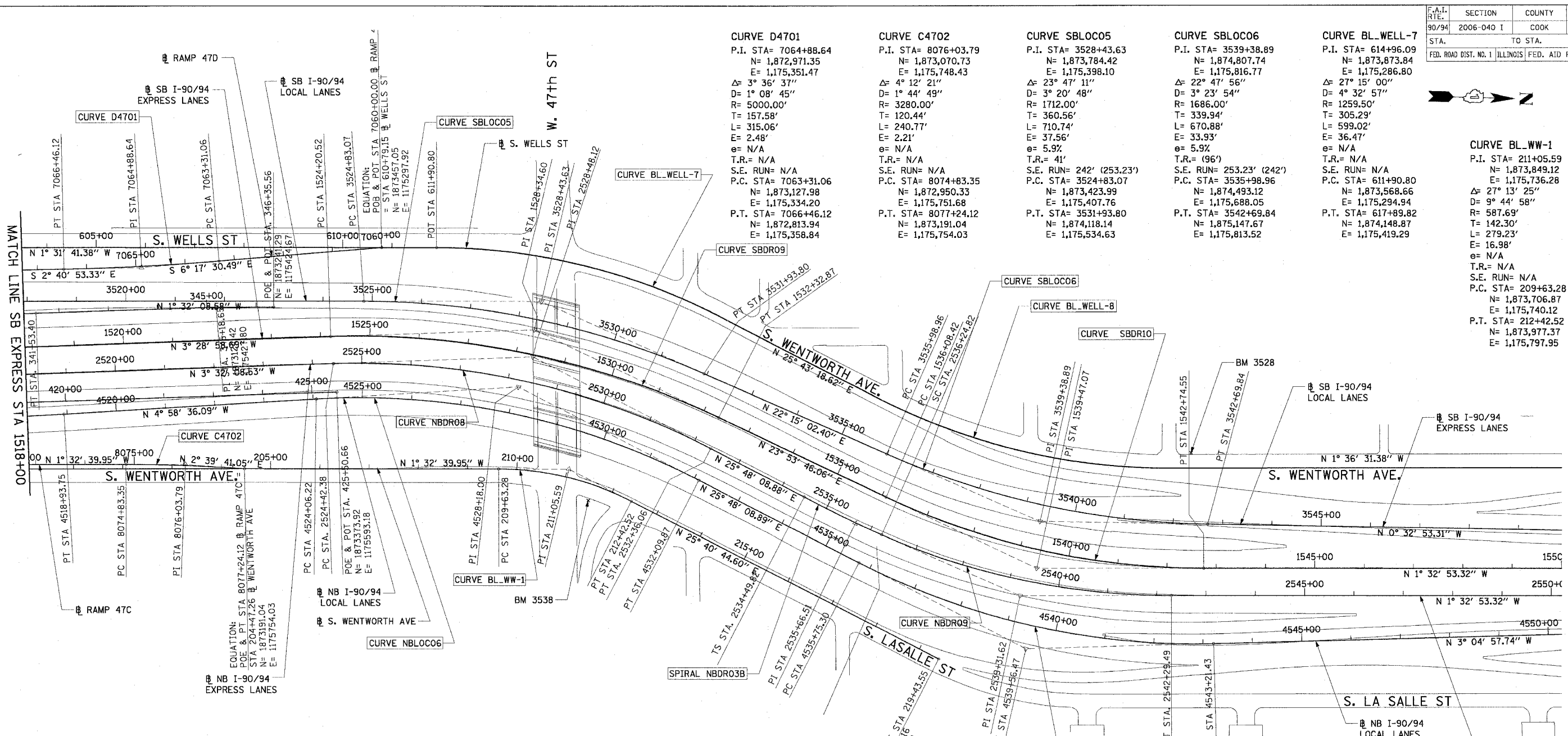


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2006-040 I	COOK	46	10
STA.		TO STA.		60C02
FED. ROAD DIST. NO.   ILLINOIS FED. AID PROJECT				



CURVE D4701	CURVE C4702	CURVE SBLOC05	CURVE SBLOC06	CURVE BL_WELL-7
P.I. STA= 7064+88.64 N= 1,872,971.35 E= 1,175,351.47 Δ= 3° 36' 37" D= 1° 08' 45" R= 5000.00' T= 157.58' L= 315.06' E= 2.48' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7063+31.06 N= 1,873,127.98 E= 1,175,334.20 P.T. STA= 7066+46.12 N= 1,872,813.94 E= 1,175,358.84	P.I. STA= 8076+03.79 N= 1,873,070.73 E= 1,175,748.43 Δ= 4° 12' 21" D= 1° 44' 49" R= 3280.00' T= 120.44' L= 240.77' E= 2.21' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8074+83.35 N= 1,872,950.33 E= 1,175,751.68 P.T. STA= 8077+24.12 N= 1,873,191.04 E= 1,175,754.03	P.I. STA= 3528+43.63 N= 1,873,784.42 E= 1,175,398.10 Δ= 23° 47' 11" D= 3° 20' 48" R= 1712.00' T= 360.56' L= 710.74' E= 37.56' e= 5.9% T.R.= 41' S.E. RUN= 242' (253.23') P.C. STA= 3524+83.07 N= 1,874,493.12 E= 1,175,688.05 P.T. STA= 3531+93.80 N= 1,873,423.99 E= 1,175,407.76	P.I. STA= 3539+38.89 N= 1,874,807.74 E= 1,175,816.77 Δ= 22° 47' 56" D= 3° 23' 54" R= 1686.00' T= 339.94' L= 670.88' E= 33.93' e= 5.9% T.R.= (96') S.E. RUN= 253.23' (242') P.C. STA= 3535+98.96 N= 1,874,493.12 E= 1,175,688.05 P.T. STA= 3542+69.84 N= 1,875,147.67 E= 1,175,813.52	P.I. STA= 614+96.09 N= 1,873,873.84 E= 1,175,286.80 Δ= 27° 15' 00" D= 4° 32' 57" R= 1259.50' T= 305.29' L= 599.02' E= 36.47' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 611+90.80 N= 1,873,568.66 E= 1,175,294.94 P.T. STA= 617+89.82 N= 1,874,148.87 E= 1,175,419.29

CURVE BL_WW-1
P.I. STA= 211+05.59 N= 1,873,849.12 E= 1,175,736.28 Δ= 27° 13' 25" D= 9° 44' 58" R= 587.69' T= 142.30' L= 279.23' E= 16.98' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 209+63.28 N= 1,873,706.87 E= 1,175,740.12 P.T. STA= 212+42.52 N= 1,873,977.37 E= 1,175,797.95

CURVE SBDR09	CURVE SBDR10	CURVE NBLOC06	CURVE NBLOC07	CURVE NBDR08	SPIRAL NBDR03B	CURVE NBDR09	CURVE BL_WELL-8
P.I. STA= 1528+34.60 N= 1,873,771.86 E= 1,175,455.52 Δ= 27° 22' 45" D= 3° 22' 13" R= 1700.00' T= 414.09' L= 812.35' E= 49.71' e= 5.9% T.R.= 41' S.E. RUN= 242' (277.96') P.C. STA= 1524+20.52 N= 1,873,358.54 E= 1,175,480.67 P.T. STA= 1532+32.87 N= 1,874,150.45 E= 1,175,623.26	P.I. STA= 1539+47.07 N= 1,874,803.43 E= 1,175,912.56 Δ= 25° 26' 39" D= 3° 49' 11" R= 1500.00' T= 338.65' L= 666.13' E= 37.75' e= 6.0% T.R.= (96') S.E. RUN= (282.56') 246' P.C. STA= 1536+08.42 N= 1,874,493.81 E= 1,175,775.38 P.T. STA= 1542+74.55 N= 1,875,141.96 E= 1,175,903.41	P.I. STA= 4528+18.00 N= 1,873,742.76 E= 1,175,572.51 Δ= 30° 46' 45" D= 3° 49' 48" R= 1496.00' T= 411.77' L= 803.65' E= 55.64' e= 6.0% T.R.= 96' (96') S.E. RUN= (272.71') 246' P.C. STA= 4524+06.22 N= 1,873,332.54 E= 1,175,608.23 P.T. STA= 4532+09.87 N= 1,874,113.48 E= 1,175,751.74	P.I. STA= 4539+56.47 N= 1,874,785.65 E= 1,176,076.72 Δ= 28° 53' 07" D= 3° 52' 17" R= 1480.00' T= 381.17' L= 746.13' E= 48.30' e= 6.0% T.R.= 41' (41') S.E. RUN= (272.71') 246' P.C. STA= 4535+75.30 N= 1,874,442.48 E= 1,175,910.80 P.T. STA= 4543+21.43 N= 1,875,166.27 E= 1,176,056.22	P.I. STA= 2528+48.12 N= 1,873,770.44 E= 1,175,510.19 Δ= 29° 20' 17" D= 3° 41' 47" R= 1550.00' T= 405.74' L= 793.67' E= 52.23' e= 6.0% T.R.= 96' (96') S.E. RUN= 246' (267.20') P.C. STA= 2524+42.38 N= 1,873,365.47 E= 1,175,535.22 P.T. STA= 2532+36.06 N= 1,874,135.73 E= 1,175,686.80	P.I. STA= 2535+66.51 N= 1,874,433.24 E= 1,175,830.64 Δ= 3° 27' 27" LS= 175.00' YS= 3.52' XS= 174.94' P= 0.88' K= 87.49' LT= 116.69' ST= 58.35' LC= 174.97' T.S. STA= 2534+49.82 N= 1,874,328.19 E= 1,175,779.85 S.C. STA= 2536+24.82 N= 1,874,487.21 E= 1,175,852.82	P.I. STA= 2539+31.62 N= 1,874,770.97 E= 1,175,969.46 Δ= 23° 53' 35" D= 3° 57' 05" R= 1450.00' T= 306.79' L= 604.67' E= 32.10' e= 6.0% T.R.= 41' S.E. RUN= 246' P.C. STA= 2536+24.82 N= 1,874,487.21 E= 1,175,852.82 P.T. STA= 2542+29.49 N= 1,875,077.65 E= 1,175,961.17	P.I. STA= 624+60.62 N= 1,874,753.20 E= 1,175,710.42 Δ= 27° 19' 50" D= 4° 27' 01" R= 1287.50' T= 313.03' L= 614.15' E= 37.51' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 621+47.59 N= 1,874,471.18 E= 1,175,574.56 P.T. STA= 627+61.73 N= 1,875,066.11 E= 1,175,701.63

**NOTES:**  
 1. AVERAGE GROUND TO GRID CONVERSION FACTOR = 0.999989011466388  
 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)  
 MEDALLION CONTRACT  
 (59TH STREET TO 51ST STREET)  
**ALIGNMENT PLAN**

SCALE: 1"=100'  
 DATE: OCTOBER 23, 2006

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

10/19/2006 03:22:50 PH