

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-069RS	COOK	61	14
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

62808

CURVE EKWELLO1
 P.I. STA= 9+04.39
 N= 1,861,874.35
 E= 1,176,076.45
 Δ = 10° 52' 16"
 D= 5° 40' 05"
 R= 1,010.83'
 T= 96.18'
 L= 191.79'
 E= 4.56'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 8+08.21
 N= 1,861,778.19
 E= 1,176,078.94
 P.T. STA= 10+00.00
 N= 1,861,968.30
 E= 1,176,055.87

CURVE EKWELLO2
 P.I. STA= 10+99.36
 N= 1,862,065.35
 E= 1,176,034.61
 Δ = 23° 41' 58"
 D= 21° 47' 07"
 R= 263.00'
 T= 55.18'
 L= 108.78'
 E= 4.56'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 10+44.17
 N= 1,862,011.45
 E= 1,176,002.13
 P.T. STA= 11+52.96
 N= 1,862,109.97
 E= 1,176,002.13

CURVE EKWELLO3
 P.I. STA= 12+18.75
 N= 1,862,163.15
 E= 1,175,963.41
 Δ = 2° 58' 46"
 D= 2° 15' 54"
 R= 2,529.60'
 T= 65.78'
 L= 131.54'
 E= 0.85'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 11+52.96
 N= 1,862,109.97
 E= 1,176,002.13
 P.T. STA= 12+84.51
 N= 1,862,218.28
 E= 1,175,927.50

CURVE EKWELLO4
 P.I. STA= 13+72.28
 N= 1,862,291.83
 E= 1,175,879.60
 Δ = 5° 48' 38"
 D= 3° 18' 45"
 R= 1,729.58'
 T= 87.77'
 L= 175.40'
 E= 2.22'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 12+84.51
 N= 1,862,218.28
 E= 1,175,927.50
 P.T. STA= 14+59.61
 N= 1,862,369.86
 E= 1,175,839.39

CURVE EKWELLO5
 P.I. STA= 19+10.50
 N= 1,862,770.39
 E= 1,175,632.97
 Δ = 12° 45' 31"
 D= 6° 11' 38"
 R= 925.00'
 T= 103.41'
 L= 205.97'
 E= 5.76'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 18+07.09
 N= 1,862,678.46
 E= 1,175,680.34
 P.T. STA= 20+13.07
 N= 1,862,870.51
 E= 1,175,607.06

CURVE EKWELLO6
 P.I. STA= 21+01.89
 N= 1,862,957.45
 E= 1,175,589.82
 Δ = 5° 16' 59"
 D= 6° 48' 23"
 R= 841.78'
 T= 38.83'
 L= 77.62'
 E= 0.89'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 20+63.05
 N= 1,862,918.90
 E= 1,175,594.54
 P.T. STA= 21+40.67
 N= 1,862,996.27
 E= 1,175,588.66

SPIRAL NBDRO1B
 P.I. STA= 2410+35.55
 N= 1,862,075.46
 E= 1,176,284.87
 Δ = 6° 30' 41"
 LS= 348.44'
 YS= 13.19'
 XS= 347.99'
 P= 3.30'
 K= 174.15'
 LT= 232.45'
 ST= 116.29'
 LC= 348.24'
 T.S. STA= 2408+03.10
 N= 1,861,914.79
 E= 1,176,452.86
 S.C. STA= 2411+51.54
 N= 1,862,164.85
 E= 1,176,210.49

CURVE EBSKY01
 P.I. STA= 5001+75.92
 N= 1,862,163.03
 E= 1,176,022.04
 Δ = 11° 35' 10"
 D= 3° 18' 15"
 R= 1734.00'
 T= 175.92'
 L= 350.64'
 E= 8.90'
 e= 5.6%
 T.R.= 48' (96')
 S.E. RUN= 135'
 P.C. STA= 5000+00.00
 N= 1,862,314.67
 E= 1,175,932.87
 P.T. STA= 5003+50.64
 N= 1,862,032.38
 E= 1,176,139.85

CURVE SBLOCS03
 P.I. STA= 3411+09.43
 N= 1,862,129.66
 E= 1,176,041.66
 Δ = 9° 54' 30"
 D= 2° 18' 51"
 R= 1760.00'
 T= 214.63'
 L= 428.19'
 E= 9.29'
 e= 5.0%
 T.R.= 41'
 S.E. RUN= 205'
 P.C. STA= 3408+94.80
 N= 1,861,966.12
 E= 1,176,180.66
 P.T. STA= 3413+22.99
 N= 1,862,314.67
 E= 1,175,932.87

CURVE SBDR05
 P.I. STA= 1415+93.26
 N= 1,862,464.42
 E= 1,175,788.71
 Δ = 44° 41' 46"
 D= 3° 15' 20"
 R= 1734.00'
 T= 723.55'
 L= 1372.97'
 E= 142.93'
 e= 5.9%
 T.R.= 41' (41')
 S.E. RUN= 262.17' (242')
 P.C. STA= 1408+69.71
 N= 1,861,964.32
 E= 1,176,311.62
 P.T. STA= 1422+42.67
 N= 1,863,187.69
 E= 1,175,768.74

CURVE SBLOCS04
 P.I. STA= 3417+65.48
 N= 1,862,696.11
 E= 1,175,708.58
 Δ = 28° 37' 52"
 D= 3° 18' 15"
 R= 1734.00'
 T= 442.49'
 L= 866.49'
 E= 55.57'
 e= 5.9%
 T.R.= (41')
 S.E. RUN= (242')
 P.C. STA= 3413+22.99
 N= 1,862,314.67
 E= 1,175,932.87
 P.T. STA= 3421+89.48
 N= 1,863,138.37
 E= 1,175,694.49

CURVE WBSKYE03
 P.I. STA= 6018+27.62
 N= 1,862,087.91
 E= 1,176,346.40
 Δ = 5° 51' 27"
 D= 2° 16' 48"
 R= 2513.00'
 T= 128.57'
 L= 256.91'
 E= 3.29'
 e= 6.0%
 T.R.= N/A
 S.E. RUN= 156.14' (145')
 P.C. STA= 6016+99.05
 N= 1,862,003.26
 E= 1,176,443.17
 P.T. STA= 6019+55.97
 N= 1,862,181.99
 E= 1,176,258.78

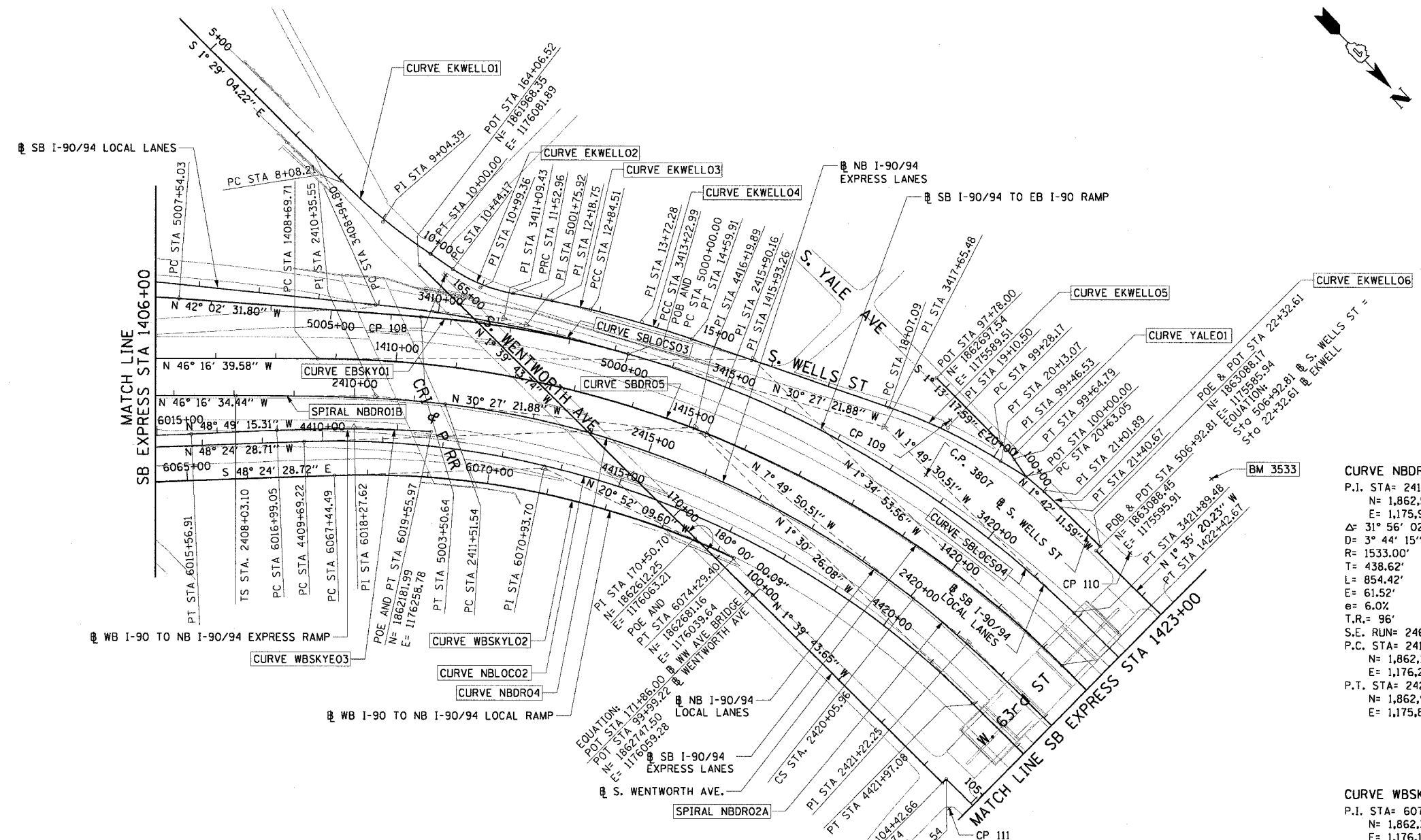
CURVE NBLOCO2
 P.I. STA= 4416+19.89
 N= 1,862,479.88
 E= 1,175,936.27
 Δ = 46° 54' 02"
 D= 3° 49' 11"
 R= 1500.00'
 T= 650.67'
 L= 1227.85'
 E= 135.05'
 e= 6.0%
 T.R.= 41' (96')
 S.E. RUN= 277.55' (246')
 P.C. STA= 4409+69.22
 N= 1,862,047.95
 E= 1,176,422.90
 P.T. STA= 4421+97.08
 N= 1,863,130.33
 E= 1,175,919.15

CURVE NBDR04
 P.I. STA= 2415+90.16
 N= 1,862,502.01
 E= 1,175,929.93
 Δ = 31° 56' 02"
 D= 3° 44' 15"
 R= 1533.00'
 T= 438.62'
 L= 854.42'
 E= 61.52'
 e= 6.0%
 T.R.= 96'
 S.E. RUN= 246'
 P.C. STA= 2411+51.54
 N= 1,862,164.85
 E= 1,176,210.49
 P.T. STA= 2420+05.96
 N= 1,862,936.54
 E= 1,175,870.16

SPIRAL NBDRO2A
 P.I. STA= 2421+22.25
 N= 1,863,051.74
 E= 1,175,854.32
 Δ = 6° 30' 41"
 LS= 348.44'
 YS= 13.19'
 XS= 347.99'
 P= 3.30'
 K= 174.15'
 LT= 232.45'
 ST= 116.29'
 LC= 348.24'
 C.S. STA= 2420+05.96
 N= 1,862,936.54
 E= 1,175,870.16
 S.T. STA= 2423+54.40
 N= 1,863,284.13
 E= 1,175,848.97

CURVE WBSKYLO2
 P.I. STA= 6070+93.70
 N= 1,862,354.86
 E= 1,176,164.04
 Δ = 27° 32' 19"
 D= 4° 01' 15"
 R= 1425.00'
 T= 349.20'
 L= 684.91'
 E= 42.16'
 e= 6.0%
 T.R.= N/A
 S.E. RUN= 129'
 P.C. STA= 6067+44.49
 N= 1,862,123.05
 E= 1,176,425.21
 P.T. STA= 6074+29.40
 N= 1,862,681.16
 E= 1,176,039.64

CURVE YALE01
 P.I. STA= 99+46.53
 N= 1,862,866.03
 E= 1,175,585.91
 Δ = 10° 29' 32"
 D= 28° 38' 52"
 R= 200.00'
 T= 18.36'
 L= 36.62'
 E= 0.84'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 99+28.17
 N= 1,862,847.67
 E= 1,175,586.30
 P.T. STA= 99+64.79
 N= 1,862,884.15
 E= 1,175,588.87



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)
 53rd ST TO 51st ST (WELLS STREET)
ALIGNMENT PLAN
 SCALE: 1"=100'
 DATE: December 17, 2004
 DRAWN BY: NJH/AMM
 CHECKED BY: JAL/MS



12/15/2004 3:53:14 PM