F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-074RS	COOK	63	16
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

62813

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 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 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 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 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= 2.5%
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 SBDRO6
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

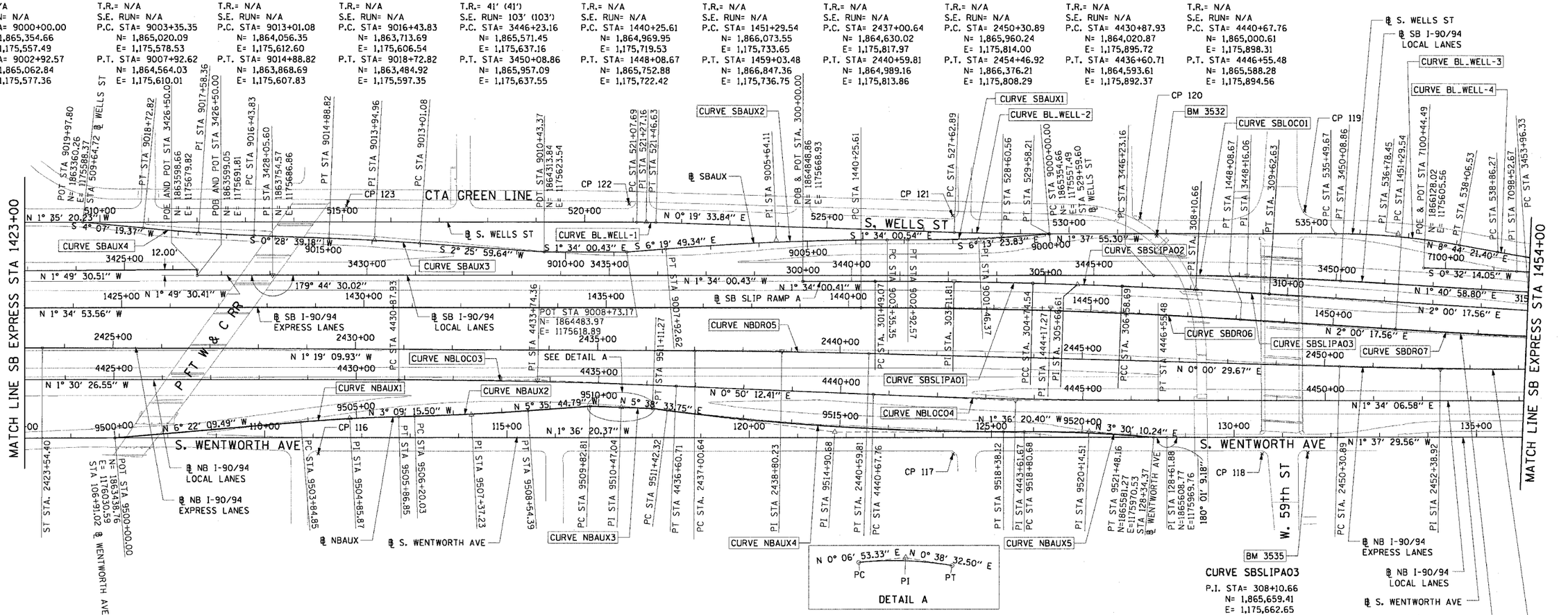
CURVE SBDRO7
P.I. STA= 1455+16.63
N= 1,866,460.40
E= 1,175,747.19
Δ= 3° 33′ 01″
D= 0° 27′ 31″
R= 12490.00′
T= 387.09′
L= 773.94′
E= 6.00′
e= NC
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 1451+29.54
N= 1,866,073.55
E= 1,175,733.65
P.T. STA= 1459+03.48
N= 1,866,847.36
E= 1,175,736.75

CURVE NBDRO5
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 NBDRO6
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= 208.03′
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 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= 2.98′
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= 0.16′
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= 0.83′
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

CURVE SBSLIPAO1
P.I. STA= 303+11.81
N= 1,865,160.56
E= 1,175,660.40
Δ= 1° 25′ 14″
D= 0° 26′ 11″
R= 13128.07′
T= 162.74′
L= 325.47′
E= 1.01′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 301+49.07
N= 1,864,997.88
E= 1,175,664.85
P.C.C. STA= 304+74.54
N= 1,865,323.30
E= 1,175,659.99

CURVE SBSLIPAO2
P.I. STA= 305+66.61
N= 1,865,415.38
E= 1,175,659.75
Δ= 0° 49′ 32″
D= 0° 26′ 54″
R= 12779.64′
T= 92.08′
L= 184.15′
E= 0.33′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C.C. STA= 304+74.54
N= 1,865,323.30
E= 1,175,659.99
P.C.C. STA= 306+58.69
N= 1,865,507.45
E= 1,175,660.85

CURVE SBSLIPAO3
P.I. STA= 308+10.66
N= 1,865,659.41
E= 1,175,662.65
Δ= 1° 19′ 32″
D= 0° 26′ 10″
R= 13137.24′
T= 151.98′
L= 303.94′
E= 0.88′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C.C. STA= 306+58.69
N= 1,865,507.45
E= 1,175,660.85
P.T. STA= 309+62.63
N= 1,865,811.30
E= 1,175,667.96

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)
59th ST TO 57th ST (WELLS STREET)

ALIGNMENT PLAN

SCALE: 1"=100′ DRAWN BY: NJH/AMM
DATE: December 17, 2004 CHECKED BY: JAL/MS

CTE ENGINEERS
CONSOER TOWNSEND ENVIRODYNE ENGINEERS, INC.
303 EAST WACKER DRIVE, SUITE 600
CHICAGO ILLINOIS 60601-5212, PHONE: (312) 938-0300

m:\P40465\CIV\04\Cntr5\Acad_Cntr\SBD5\cnt\Alignment\ALSB90-42A.dwg
12/14/2004 4:51:49 PM