F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2003-0311	COOK	976	21
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

62583

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CURVE EKWELL01
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

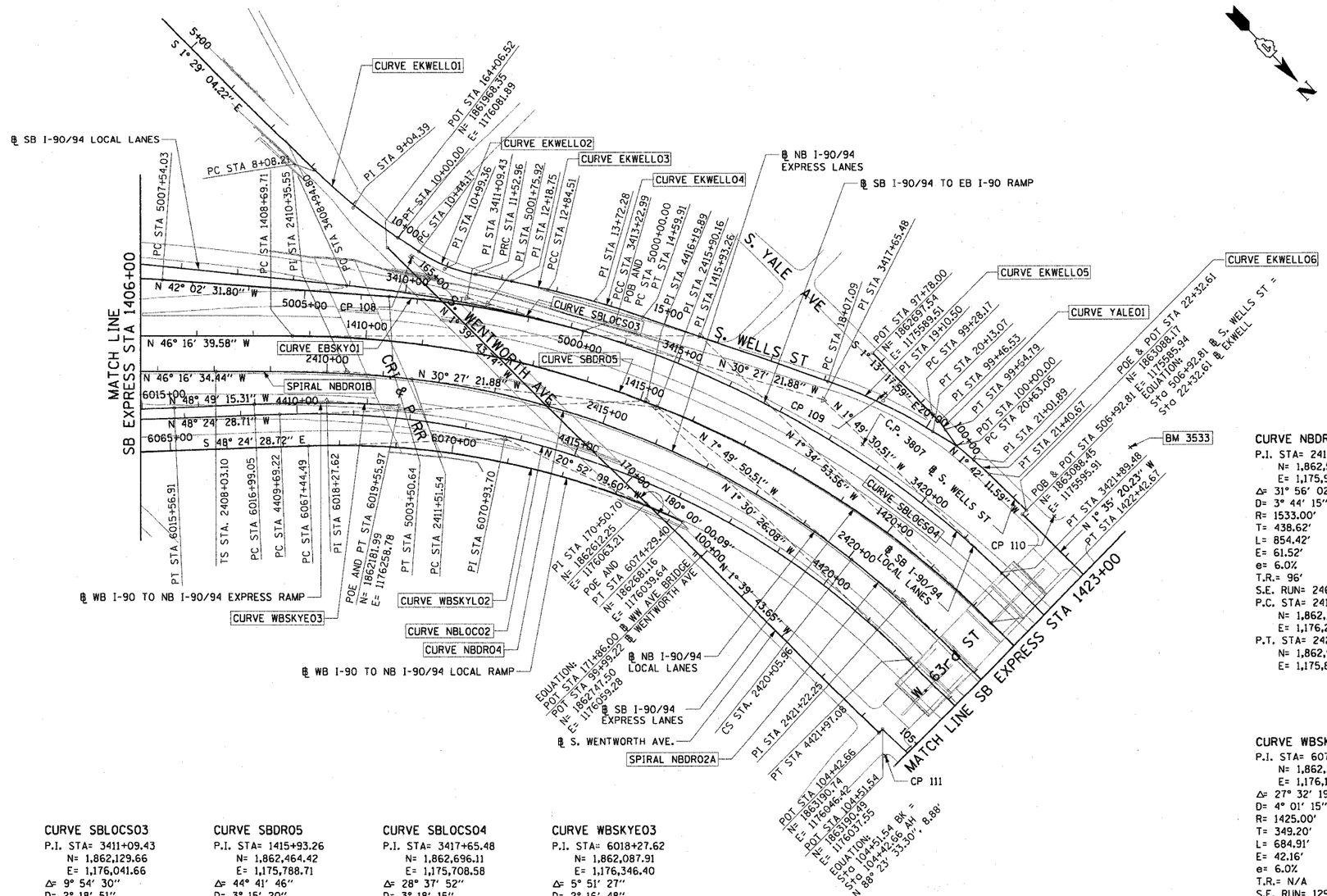
CURVE EKWELL02
P.I. STA= 10+99.36
N= 1,862,065.35
E= 1,176,034.61
Δ= 23° 41′ 58″
D= 21° 47′ 07″
R= 263.00′
T= 55.18′
L= 108.78′
E= 4.56′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 10+44.17
N= 1,862,011.45
E= 1,176,002.13
P.T. STA= 11+52.96
N= 1,862,109.97
E= 1,176,002.13

CURVE EKWELL03
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 EKWELL04
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 EKWELL05
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 EKWELL06
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



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 NBDRO4
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

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= 2476.00′
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 SBDRO5
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= 1760.00′
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

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)
31st STREET TO I-57

ALIGNMENT PLAN

SCALE: 1″=100′ DRAWN BY: NJH/AMM
DATE: October 29, 2004 CHECKED BY: JAL/MS

10/15/2004 03:51:39 PM

CTE ENGINEERS
CONSOER TOWNSEND ENVIRODYNE ENGINEERS, INC.
303 EAST WACKER DRIVE, SUITE 600
CHICAGO ILLINOIS 60601-5202, PHONE: (312) 938-0300