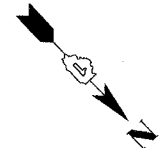


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-094 1	COOK	40	9
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

62835

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<b>CURVE LAFAYO1</b>	<b>CURVE LAFAYO2</b>
P.I. STA= 6014+47.81	P.I. STA= 6020+11.56
N= 1,860,720.67	N= 1,861,233.77
E= 1,176,979.33	E= 1,176,739.65
Δ= 22° 19' 50"	Δ= 66° 24' 16"
D= 11° 09' 07"	D= 50° 15' 34"
R= 513.76'	R= 114.00'
T= 101.40'	T= 74.60'
L= 200.23'	L= 132.12'
E= 9.91'	E= 22.24'
θ= N/A	θ= N/A
T.R.= N/A	T.R.= N/A
S.E. RUN= N/A	S.E. RUN= N/A
P.C. STA= 6013+46.41	P.C. STA= 6019+36.96
N= 1,860,619.35	N= 1,861,166.23
E= 1,176,983.37	E= 1,176,771.34
P.T. STA= 6015+46.64	P.T. STA= 6020+69.08
N= 1,860,812.86	N= 1,861,231.77
E= 1,176,937.10	E= 1,176,665.07

<b>CURVE COLLNB04</b>	<b>CURVE COLLSB03</b>
P.I. STA= 41+08.35	P.I. STA= 81+04.03
N= 1,860,967.08	N= 1,860,475.04
E= 1,177,322.03	E= 1,177,091.89
Δ= 29° 07' 47"	Δ= 8° 56' 14"
D= 3° 19' 24"	D= 3° 14' 39"
R= 1,724.00'	R= 1,766.00'
T= 447.94'	T= 138.01'
L= 876.49'	L= 275.46'
E= 57.24'	E= 5.38'
θ= 5.9%	θ= 5.63%
T.R.= 41'	T.R.= N/A
S.E. RUN= 210' (236.93')	S.E. RUN= 200.00'
P.C. STA= 36+60.41	P.C. STA= 79+66.02
N= 1,860,519.16	N= 1,860,337.20
E= 1,177,326.14	E= 1,177,098.81
P.T. STA= 45+36.91	P.T. STA= 82+41.49
N= 1,861,356.34	N= 1,860,610.14
E= 1,177,100.39	E= 1,177,063.64

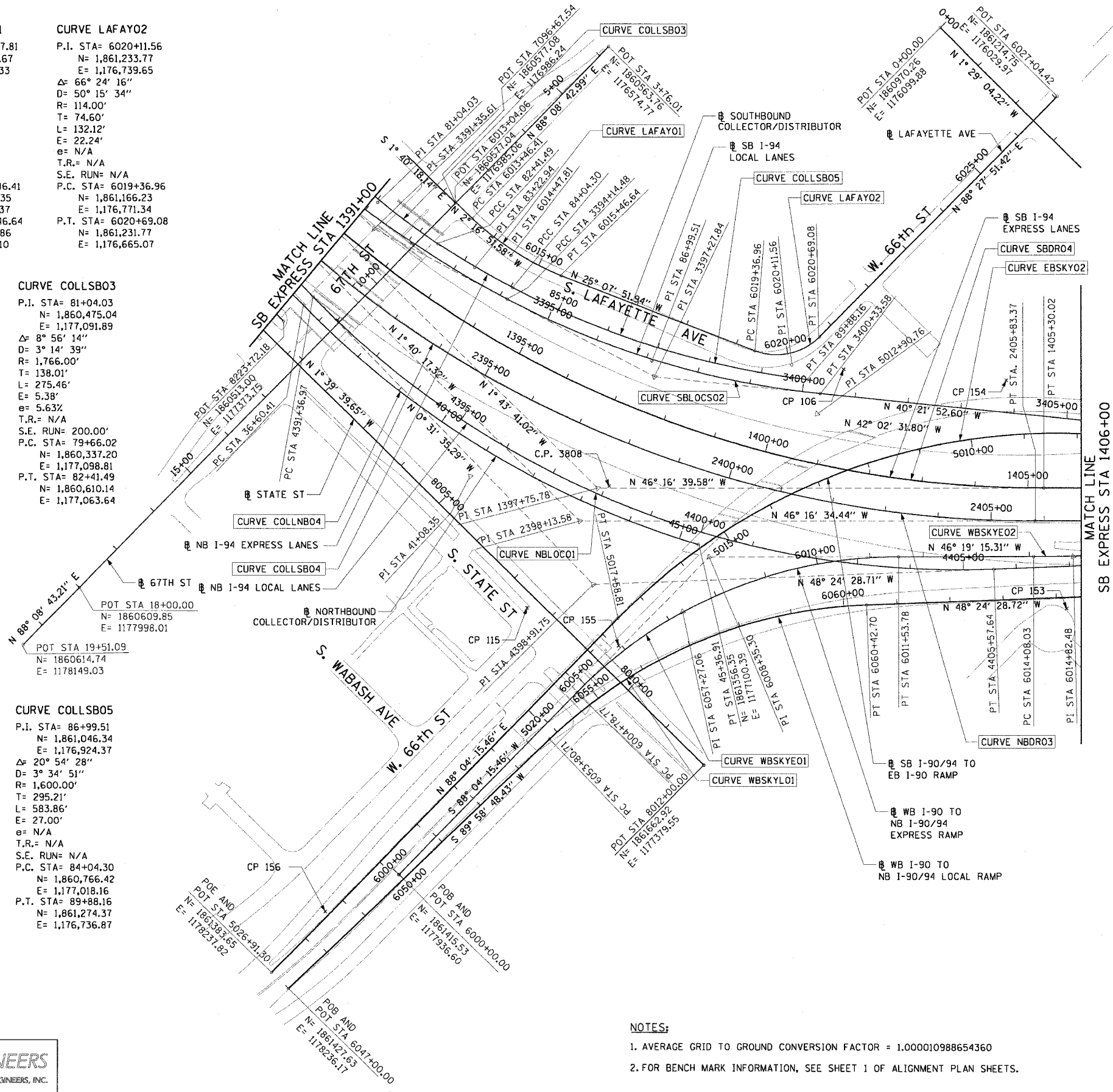
<b>CURVE COLLSB04</b>	<b>CURVE COLLSB05</b>
P.I. STA= 83+22.94	P.I. STA= 86+99.51
N= 1,860,689.19	N= 1,861,046.34
E= 1,177,044.03	E= 1,176,924.37
Δ= 4° 35' 34"	Δ= 20° 54' 28"
D= 2° 49' 15"	D= 3° 34' 51"
R= 2,031.00'	R= 1,600.00'
T= 81.44'	T= 295.21'
L= 162.81'	L= 583.86'
E= 1.63'	E= 27.00'
θ= 5.5%	θ= N/A
T.R.= N/A	T.R.= N/A
S.E. RUN= N/A	S.E. RUN= N/A
P.C. STA= 82+41.49	P.C. STA= 84+04.30
N= 1,860,610.14	N= 1,860,766.42
E= 1,177,063.64	E= 1,177,018.16
P.T. STA= 84+04.30	P.T. STA= 89+88.16
N= 1,860,766.42	N= 1,861,274.37
E= 1,177,018.16	E= 1,176,736.87

<b>CURVE NBLOCO1</b>	<b>CURVE NBDRO3</b>
P.I. STA= 4398+91.75	P.I. STA= 2398+13.58
N= 1,861,273.69	N= 1,861,170.38
E= 1,177,295.21	E= 1,177,231.19
Δ= 47° 52' 53"	Δ= 44° 36' 17"
D= 3° 22' 13"	D= 2° 44' 29"
R= 1700.00'	R= 2090.00'
T= 754.78'	T= 857.27'
L= 1420.67'	L= 1627.06'
E= 160.03'	E= 168.99'
θ= 5.9%	θ= 5.5%
T.R.= 41'	T.R.= 41' (41')
S.E. RUN= 210' (236.93')	S.E. RUN= 196' (274.66')
P.C. STA= 4391+36.97	P.C. STA= 2389+56.30
N= 1,860,518.94	N= 1,860,313.48
E= 1,177,302.15	E= 1,177,256.19
P.T. STA= 4405+57.64	P.T. STA= 2405+83.37
N= 1,861,774.74	N= 1,861,762.92
E= 1,176,730.72	E= 1,176,611.65

<b>CURVE WBSKYEO1</b>	<b>CURVE WBSKYEO2</b>
P.I. STA= 6008+35.30	P.I. STA= 6014+82.48
N= 1,861,387.41	N= 1,861,860.65
E= 1,177,101.77	E= 1,176,606.19
Δ= 45° 36' 29"	Δ= 2° 30' 00"
D= 6° 45' 24"	D= 1° 40' 45"
R= 848.00'	R= 3412.00'
T= 356.54'	T= 74.45'
L= 675.02'	L= 148.88'
E= 71.90'	E= 0.81'
θ= 6.0%	θ= 3.1%
T.R.= N/A	T.R.= N/A
S.E. RUN= 96' (179.23')	S.E. RUN= 138.58' (80.76')
P.C. STA= 6004+78.77	P.C. STA= 6014+08.03
N= 1,861,399.41	N= 1,861,809.23
E= 1,177,458.10	E= 1,176,660.04
P.T. STA= 6011+53.78	P.T. STA= 6015+56.91
N= 1,861,633.64	N= 1,861,909.67
E= 1,176,843.91	E= 1,176,550.16

<b>CURVE EBSKYO2</b>	<b>CURVE SBDRO4</b>
P.I. STA= 5012+90.76	P.I. STA= 1397+75.78
N= 1,861,334.19	N= 1,861,149.16
E= 1,176,769.43	E= 1,177,163.97
Δ= 49° 53' 13"	Δ= 44° 32' 59"
D= 4° 57' 54"	D= 2° 47' 42"
R= 1154.00'	R= 2050.00'
T= 536.73'	T= 839.71'
L= 1004.78'	L= 1593.95'
E= 118.71'	E= 165.31'
θ= 5.6%	θ= 5.5%
T.R.= 48' (96')	T.R.= 96'
S.E. RUN= 135' (135')	S.E. RUN= 226' (244.83')
P.C. STA= 5007+54.03	P.C. STA= 1389+36.07
N= 1,861,732.80	N= 1,860,309.83
E= 1,176,409.99	E= 1,177,189.29
P.T. STA= 5017+58.81	P.T. STA= 1405+30.02
N= 1,861,352.26	N= 1,861,729.54
E= 1,177,305.85	E= 1,176,557.11

<b>CURVE WBSKYLO1</b>	<b>CURVE SBLCO02</b>
P.I. STA= 6057+27.06	P.I. STA= 3397+27.84
N= 1,861,427.27	N= 1,861,071.17
E= 1,177,209.11	E= 1,176,941.37
Δ= 41° 36' 43"	Δ= 21° 50' 32"
D= 1° 17' 09"	D= 3° 31' 41"
R= 911.50'	R= 1624.00'
T= 346.35'	T= 313.36'
L= 661.99'	L= 619.10'
E= 63.59'	E= 29.96'
θ= 6.0%	θ= 6.0%
T.R.= N/A	T.R.= 41'
S.E. RUN= 129' (129')	S.E. RUN= 213'
P.C. STA= 6053+80.71	P.C. STA= 3394+14.48
N= 1,861,427.39	N= 1,860,774.05
E= 1,177,555.47	E= 1,177,040.92
P.T. STA= 6060+42.70	P.T. STA= 3400+33.58
N= 1,861,657.19	N= 1,861,309.93
E= 1,176,950.08	E= 1,176,738.43



**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 (SIDEWALKS & DRIVEWAYS)  
**ALIGNMENT PLAN**  
 SCALE: 1"=100'  
 DATE: MARCH 04, 2005  
 DRAWN BY: NJH/AMM  
 CHECKED BY: JAL/MS



03/01/2005 10:47:33 AM