F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-032 I	COOK	37	5
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

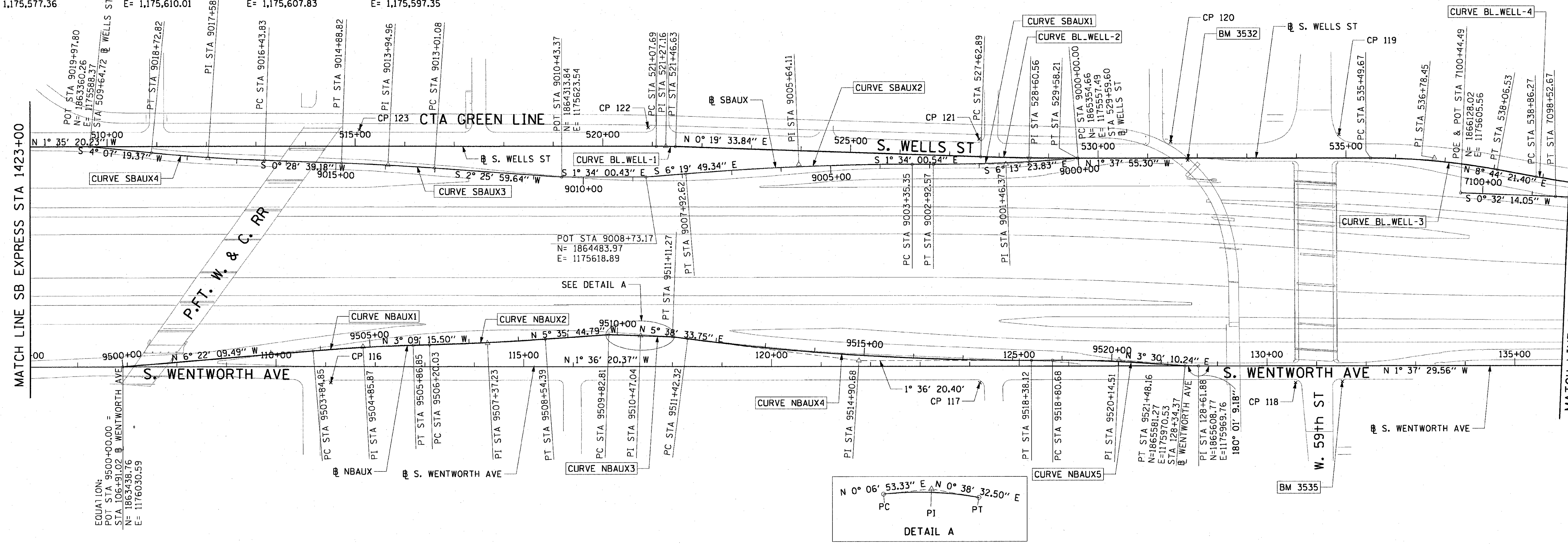
60A03

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 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

NOTES:

1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
2. FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

AECOM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
71ST ST TO 47TH ST (NB & SB FENCE AND GATES)

ALIGNMENT PLAN

SCALE: 1″=100′ DRAWN BY: NJH
DATE: JANUARY 14, 2009 CHECKED BY: RMG