

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	2003-028F	COOK	419	17
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62580				

CURVE EBLCL1
 PI STA. = 132+91.17
 N:1889095.35
 E:1171624.77
 $\Delta = 13^\circ 35' 27''$ (RT)
 D = 2° 30' 00"
 R = 2,291.82'
 T = 273.10'
 L = 543.63'
 E = 16.21'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.045 FT/FT
 P.C. STA. = 130+18.07
 N:1888846.65
 E:1171737.58
 P.T. STA. = 135+61.70
 N:1889363.61
 E:1171573.55

CURVE EBLCL2
 PI STA. = 135+98.36
 N:1889399.61
 E:1171566.67
 $\Delta = 3^\circ 18' 16''$ (RT)
 D = 4° 30' 30"
 R = 1,270.92'
 T = 36.66'
 L = 73.30'
 E = 0.53'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.066 FT/FT
 P.C. STA. = 135+61.70
 N:1889363.61
 E:1171573.55
 P.T. STA. = 136+35.00
 N:1889435.96
 E:1171561.89

CURVE EBLCL3
 PI STA. = 138+65.73
 N:1889668.47
 E:1171527.14
 $\Delta = 20^\circ 53' 29''$ (RT)
 D = 4° 29' 38"
 R = 1,275.00'
 T = 235.06'
 L = 464.90'
 E = 21.49'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.066 FT/FT
 P.C. STA. = 136+30.67
 N:1889435.43
 E:1171557.84
 P.T. STA. = 140+95.57
 N:1889897.14
 E:1171581.56

CURVE EBCNL1
 PI STA. = 8+26.39
 N:1889165.88
 E:1171643.11
 $\Delta = 21^\circ 11' 19''$ (RT)
 D = 2° 44' 16"
 R = 2,092.71'
 T = 391.42'
 L = 773.91'
 E = 36.29'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.042 FT/FT
 P.C. STA. = 4+34.96
 N:1888806.58
 E:1171798.38
 P.T. STA. = 12+08.87
 N:1889557.02
 E:1171628.20

CURVE EBCNL2
 PI STA. = 13+73.30
 N:1889721.34
 E:1171621.93
 $\Delta = 8^\circ 20' 29''$ (RT)
 D = 5° 26' 41"
 R = 1,052.30'
 T = 76.73'
 L = 153.20'
 E = 2.79'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.042 FT/FT
 P.C. STA. = 12+96.57
 N:1889644.66
 E:1171624.86
 P.T. STA. = 14+49.77
 N:1889797.63
 E:1171630.17

STATION EQUATION
 PT Sta 136+35.00 BK
 PC Sta 136+30.67 AH

STATION EQUATION
 PT Sta 14+49.84 BK
 PC Sta 14+49.84 AH

STATION EQUATION
 Sta 17+19.50 BK
 Sta 17+19.50 AH
 N:1889485.67
 E:1171795.64

STATION EQUATION
 Sta 126+41.20 BK
 N:1888569.74
 E:1172039.44
 Sta 126+42.14 AH
 N:1888574.94
 E:1172050.25

CURVE WBCNL1
 PI STA. = 127+86.49
 N:1889121.84
 E:1171790.67
 $\Delta = 20^\circ 54' 23''$ (RT)
 D = 2° 54' 21"
 R = 1,971.82'
 T = 363.79'
 L = 719.49'
 E = 33.28'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.042 FT/FT
 P.C. STA. = 10+00.00
 N:1888781.30
 E:1171918.65
 P.T. STA. = 17+19.49
 N:1889485.63
 E:1171792.64

CURVE RAMPCC1
 PI STA. = 129+49.30
 N:1888854.67
 E:1171923.36
 $\Delta = 22^\circ 30' 00''$ (RT)
 D = 7° 00' 00"
 R = 818.51'
 T = 162.81'
 L = 321.43'
 E = 16.04'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.066 FT/FT
 P.C. STA. = 127+86.49
 N:1888706.40
 E:1171990.62
 P.T. STA. = 131+07.92
 N:1889017.39
 E:1171917.96

CURVE RAMPCC2
 PI STA. = 142+91.26
 N:1890200.09
 E:1171878.76
 $\Delta = 12^\circ 29' 59''$ (RT)
 D = 2° 45' 00"
 R = 2,083.48'
 T = 228.17'
 L = 454.54'
 E = 12.46'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.04 FT/FT
 P.C. STA. = 140+63.09
 N:1889972.04
 E:1171886.29
 P.T. STA. = 145+17.63
 N:1890424.37
 E:1171920.76

CURVE WBCNL1
 PI STA. = 9+99.17
 N:1888778.07
 E:1171931.76
 $\Delta = 12^\circ 06' 39''$ (RT)
 D = 6° 47' 05"
 R = 844.49'
 T = 89.59'
 L = 178.50'
 E = 4.74'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.066 FT/FT
 P.C. STA. = 9+09.59
 N:1888696.49
 E:1171968.76
 P.T. STA. = 10+88.09
 N:1888865.60
 E:1171912.69

CURVE WBCNL2
 PI STA. = 16+05.28
 N:1889370.95
 E:1171802.61
 $\Delta = 10^\circ 18' 26''$ (RT)
 D = 4° 30' 00"
 R = 1,273.24'
 T = 114.84'
 L = 229.05'
 E = 5.17'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.042 FT/FT
 P.C. STA. = 14+90.45
 N:1889258.74
 E:1171827.05
 P.T. STA. = 17+19.50
 N:1889485.71
 E:1171798.64

CURVE WBCNL3
 PI STA. = 21+18.55
 N:1889884.68
 E:1171789.81
 $\Delta = 19^\circ 57' 27''$ (RT)
 D = 6° 00' 00"
 R = 954.93'
 T = 168.01'
 L = 332.63'
 E = 14.67'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.066 FT/FT
 P.C. STA. = 19+50.53
 N:1889716.68
 E:1171792.26
 P.T. STA. = 22+83.16
 N:1890043.42
 E:1171844.85

CURVE EBCNLA1
 PI STA. = 7+55.99
 N:1889106.49
 E:1171660.28
 $\Delta = 13^\circ 38' 17''$ (RT)
 D = 2° 32' 14"
 R = 2,258.31'
 T = 270.05'
 L = 537.54'
 E = 16.09'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.045 FT/FT
 P.C. STA. = 4+85.95
 N:1888856.31
 E:117161.92
 P.T. STA. = 10+23.49
 N:1889373.60
 E:1171620.50

CURVE EBCNLA2
 PI STA. = 11+19.32
 N:1889468.38
 E:1171606.38
 $\Delta = 8^\circ 36' 53''$ (RT)
 D = 4° 30' 12"
 R = 1,272.32'
 T = 95.83'
 L = 191.30'
 E = 3.60'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.066 FT/FT
 P.C. STA. = 10+23.49
 N:1889373.60
 E:1171620.50
 P.T. STA. = 12+14.79
 N:1889564.21
 E:1171606.62

CURVE EBCNLA3
 PI STA. = 13+32.52
 N:1889681.94
 E:1171606.92
 $\Delta = 8^\circ 18' 24''$ (RT)
 D = 3° 32' 02"
 R = 1,621.29'
 T = 117.73'
 L = 235.05'
 E = 4.27'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.066 FT/FT
 P.C. STA. = 12+14.79
 N:1889564.21
 E:1171606.62
 P.T. STA. = 14+49.83
 N:1889798.40
 E:1171624.21

CURVE EBCNLA4
 PI STA. = 15+15.96
 N:1889863.61
 E:1171635.60
 $\Delta = 5^\circ 17' 12''$ (RT)
 D = 4° 00' 00"
 R = 1,432.39'
 T = 66.13'
 L = 132.16'
 E = 1.53'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.042 FT/FT
 P.C. STA. = 14+49.84
 N:1889798.01
 E:1171627.19
 P.T. STA. = 15+82.00
 N:1889928.15
 E:1171650.01

DELTA=35° 69' 59.85'
 X=179.96 FT
 K=89.99 FT
 LC=179.98 FT

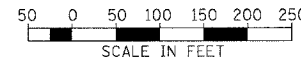
LS=180.00 FT
 Y=02.70 FT
 ST=60.01 FT
 TS=742.84 FT

DELTA(S)=02° 34' 48.00'
 P=0.68 FT
 LT=120.01 FT
 ES=104.56 FT

CIRCULAR SEGMENT
 TS Sta 127+80.27
 N:1888666.20
 E:1171915.79
 SC Sta 129+60.27
 N:1888831.21
 E:1171843.91
 CS Sta 140+41.89
 N:1889893.20
 E:1171726.35
 ST Sta 142+21.89
 N:1890069.93
 E:1171760.41

CURVE HL-3
 PI STA. = 135+14.68
 N:1889345.90
 E:1171637.84
 $\Delta = 31^\circ 00' 24''$ (RT)
 D = 2° 52' 00"
 R = 1,998.69'
 T = 554.41'
 L = 1,081.63'
 E = 75.47'
 e = N/A
 T.R. = -----
 S.E. RUN = 0.042 FT/FT

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 Chicago, Illinois
 312.228.0100
 www.bbainc.com



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 NB DAN RYAN ELEVATED BRIDGE
 REPAIR FROM 15TH TO 28TH STREETS
 ALIGNMENT PLAN
 STA. 125+39 TO STA. 149+39
 SCALE: 1"=100'
 DATE: 7/22/2005
 DRAWN BY: RA
 CHECKED BY: RS

CAL05

11/26/03 AM
 7/21/2005