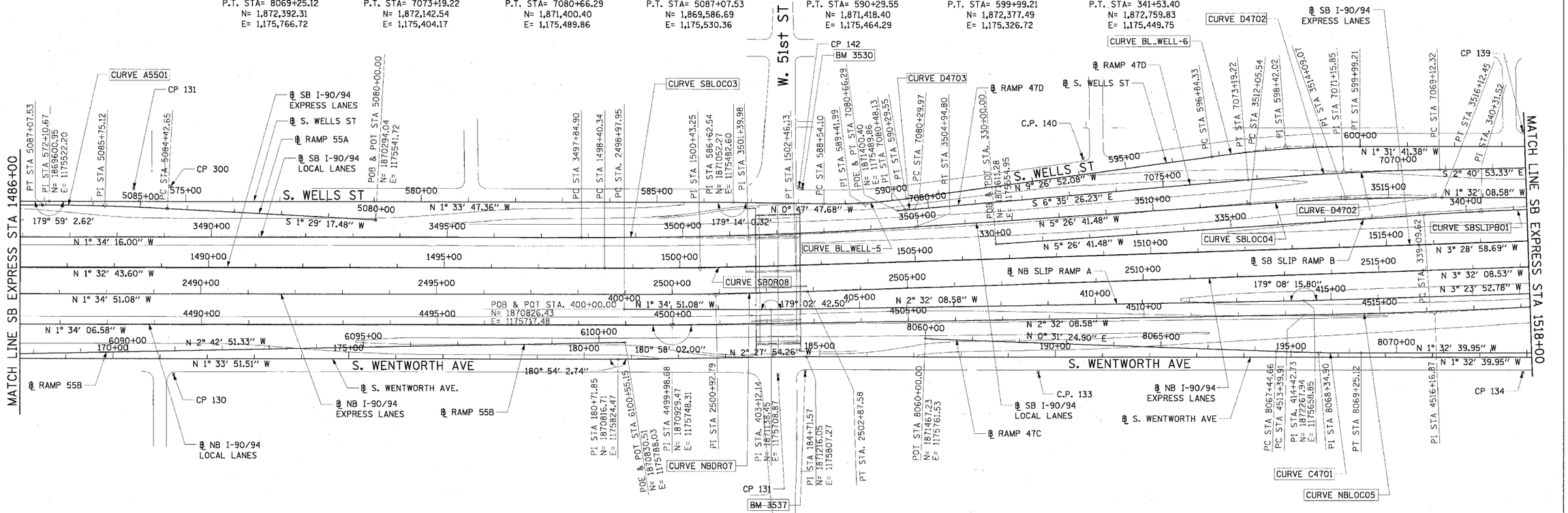
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	*	COOK	598	40
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT		
* (1818, ETC, 2324.6-10)R-9				62302



CURVE C4701
P.I. STA= 8068+34.90
N= 1,872,302.10
E= 1,175,769.16
Δ= 2° 04 '05"
D= 1° 08 '45"
R= 5000.00'
T= 90.24'
L= 180.47'
E= 0.81'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 8067+44.66
N= 1,872,211.86
E= 1,175,768.33
P.T. STA= 8069+25.12
N= 1,872,392.31
E= 1,175,766.72

CURVE D4702
P.I. STA= 7071+15.85
N= 1,872,344.72
E= 1,175,380.81
Δ= 3° 54' 33"
D= 0° 57' 38"
R= 5964.00'
T= 203.53'
L= 406.91'
E= 3.47'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 7069+12.32
N= 1,872,548.03
E= 1,175,371.29
P.T. STA= 7073+19.22
N= 1,872,142.54
E= 1,175,404.17

CURVE D4703
P.I. STA= 7080+48.13
N= 1,871,418.45
E= 1,175,487.83
Δ= 0° 11' 56"
D= 0° 32' 51"
R= 10464.00'
T= 18.16'
L= 36.32'
E= 0.02'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 7080+29.97
N= 1,871,436.49
E= 1,175,485.75
P.T. STA= 7080+66.29
N= 1,871,400.40
E= 1,175,489.86

CURVE A5501
P.I. STA= 5085+75.12
N= 1,869,719.11
E= 1,175,526.79
Δ= 3° 02' 07"
D= 1° 08' 45"
R= 5000.00'
T= 132.48'
L= 264.89'
E= 1.75'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 5084+42.65
N= 1,869,851.55
E= 1,175,530.23
P.T. STA= 5087+07.53
N= 1,869,586.69
E= 1,175,530.36

CURVE BL_WELL-5
P.I. STA= 589+41.99
N= 1,871,331.70
E= 1,175,478.71
Δ= 8° 39' 04"
D= 4° 55' 51"
R= 1162.00'
T= 87.89'
L= 175.45'
E= 3.32'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 588+54.10
N= 1,871,243.82
E= 1,175,479.94
P.T. STA= 590+29.55
N= 1,871,418.40
E= 1,175,464.29

CURVE BL_WELL-6
P.I. STA= 598+42.02
N= 1,872,219.86
E= 1,175,330.92
Δ= 7° 55' 11"
D= 2° 30' 55"
R= 2278.00'
T= 157.69'
L= 314.87'
E= 5.45'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 596+84.33
N= 1,872,064.31
E= 1,175,356.80
P.T. STA= 599+99.21
N= 1,872,377.49
E= 1,175,326.72

CURVE SBSLIPB01
P.I. STA= 340+31.52
N= 1,872,638.15
E= 1,175,457.07
Δ= 2° 00' 00"
D= 0° 49' 13"
R= 6984.00'
T= 121.91'
L= 243.79'
E= 1.06'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 339+09.62
N= 1,872,516.79
E= 1,175,468.64
P.T. STA= 341+53.40
N= 1,872,759.83
E= 1,175,449.75

CURVE SBLOC03
P.I. STA= 3501+39.98
N= 1,871,086.59
E= 1,175,557.00
Δ= 3° 52' 25"
D= 0° 32' 44"
R= 10500.00'
T= 355.09'
L= 709.90'
E= 6.00'
e= RC
T.R.= 96' (96')
S.E. RUN= 62' (62')
P.C. STA= 3497+84.90
N= 1,870,731.64
E= 1,175,566.73
P.T. STA= 3504+94.80
N= 1,871,440.08
E= 1,175,523.31

CURVE SBLOC04
P.I. STA= 3514+09.07
N= 1,872,350.23
E= 1,175,436.55
Δ= 3° 54' 33"
D= 0° 57' 39"
R= 5964.00'
T= 203.53'
L= 406.91'
E= 3.47'
e= 2.8%
T.R.= 41' (41')
S.E. RUN= 115' (115')
P.C. STA= 3512+05.54
N= 1,872,147.61
E= 1,175,455.86
P.T. STA= 3516+12.45
N= 1,872,553.69
E= 1,175,431.10

CURVE SBDR08
P.I. STA= 1500+43.25
N= 1,870,985.63
E= 1,175,625.10
Δ= 1° 56' 15"
D= 0° 28' 39"
R= 12000.00'
T= 202.92'
L= 405.79'
E= 1.72'
e= NC
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 1498+40.34
N= 1,870,782.79
E= 1,175,630.57
P.T. STA= 1502+46.13
N= 1,871,188.17
E= 1,175,612.77

CURVE NBDR07
P.I. STA= 2500+92.79
N= 1,871,020.31
E= 1,175,680.12
Δ= 1° 57' 17"
D= 0° 30' 06"
R= 11420.00'
T= 194.84'
L= 389.63'
E= 1.66'
e= NC
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 2498+97.95
N= 1,870,825.55
E= 1,175,685.50
P.T. STA= 2502+87.58
N= 1,871,214.78
E= 1,175,668.10

CURVE NBLOC05
P.I. STA= 4516+16.87
N= 1,872,546.08
E= 1,175,676.71
Δ= 2° 26' 28"
D= 0° 26' 27"
R= 13000.00'
T= 276.96'
L= 553.84'
E= 2.95'
e= NC
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 4513+39.91
N= 1,872,269.39
E= 1,175,688.97
P.T. STA= 4518+93.75
N= 1,872,822.00
E= 1,175,652.69

NOTES:

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

CTE | AECOM

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
71ST STREET TO 31ST STREET (SB EXPRESS LANES)

ALIGNMENT PLAN

SCALE: 1"=100' DRAWN BY: NJH/AMM
DATE: 7/7/05 CHECKED BY: JAL/MS

6 OF 7

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