

F.A.I. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94 2004-097DTR	COOK	21	9
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	
		62838	

**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 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 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= 1,865,571.45  
E= 1,175,578.53  
P.T. STA= 9007+92.62  
N= 1,864,564.03  
E= 1,175,610.01

**CURVE SBLOCO1**  
P.I. STA= 3448+16.06  
N= 1,865,764.28  
E= 1,175,631.89  
Δ= 3° 14' 59"  
D= 0° 50' 33"  
R= 6800.00'  
T= 192.90'  
L= 385.69'  
E= 2.74'  
e= 2.5%  
T.R.= 41' (41')  
S.E. RUN= 103' (103')  
P.C. STA= 3446+23.16  
N= 1,865,571.45  
E= 1,175,637.16  
P.T. STA= 3450+08.86  
N= 1,865,957.09  
E= 1,175,637.55

**CURVE SBDR06**  
P.I. STA= 1444+17.27  
N= 1,865,361.46  
E= 1,175,708.72  
Δ= 3° 35' 11"  
D= 0° 27' 29"  
R= 1250.00'  
T= 391.66'  
L= 783.06'  
E= 6.00'  
e= NC  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 1440+25.61  
N= 1,864,969.95  
E= 1,175,719.53  
P.T. STA= 1448+08.67  
N= 1,865,752.88  
E= 1,175,722.42

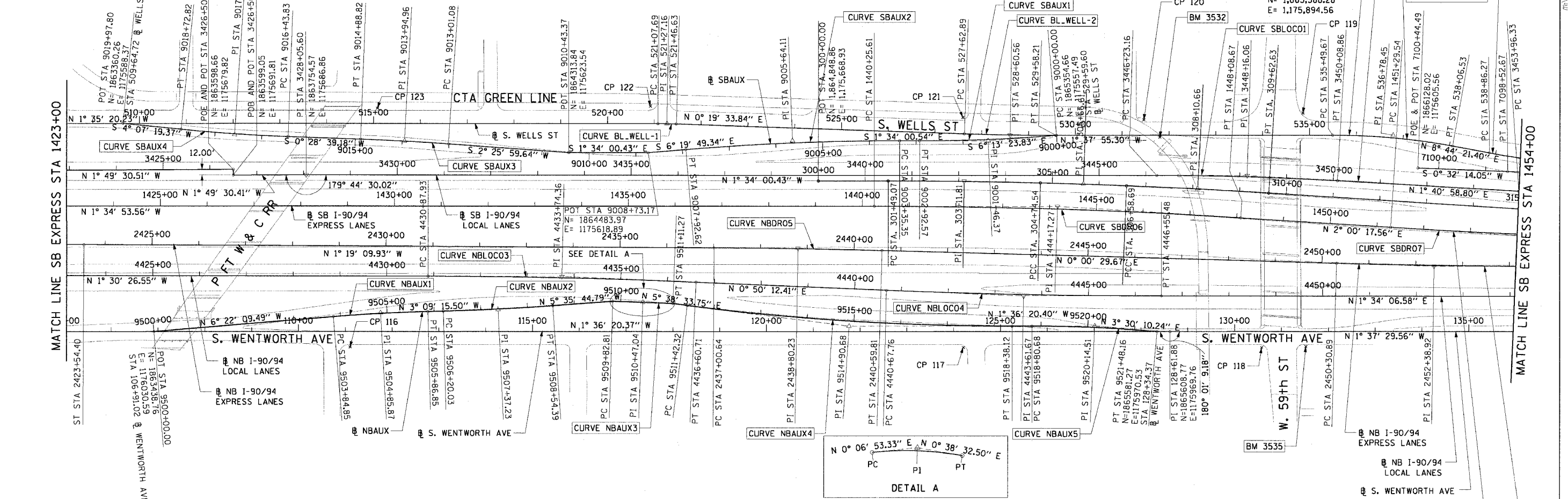
**CURVE SBDR07**  
P.I. STA= 1455+16.63  
N= 1,866,460.40  
E= 1,175,747.19  
Δ= 3° 33' 01"  
D= 0° 27' 31"  
R= 12490.00'  
T= 387.09'  
L= 773.94'  
E= 6.13'  
e= NC  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 1451+29.54  
N= 1,866,073.55  
E= 1,175,733.65  
P.T. STA= 1459+03.48  
N= 1,866,847.36  
E= 1,175,736.75

**CURVE NBDRO5**  
P.I. STA= 2438+80.23  
N= 1,864,809.56  
E= 1,175,813.83  
Δ= 1° 19' 40"  
D= 0° 22' 11"  
R= 15500.00'  
T= 179.59'  
L= 359.17'  
E= 1.44'  
e= NC  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 2437+00.64  
N= 1,864,630.02  
E= 1,175,817.97  
P.T. STA= 2440+59.81  
N= 1,864,989.16  
E= 1,175,813.86

**CURVE NBDRO6**  
P.I. STA= 2452+38.92  
N= 1,866,168.26  
E= 1,175,814.03  
Δ= 1° 35' 21"  
D= 0° 22' 55"  
R= 15000.00'  
T= 208.03'  
L= 416.02'  
E= 1.44'  
e= NC  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 2450+30.89  
N= 1,865,960.24  
E= 1,175,814.00  
P.T. STA= 2454+46.92  
N= 1,866,376.21  
E= 1,175,808.29

**CURVE NBLOCO3**  
P.I. STA= 4433+74.36  
N= 1,864,307.20  
E= 1,175,888.18  
Δ= 2° 20' 39"  
D= 0° 24' 33"  
R= 14000.00'  
T= 286.43'  
L= 572.79'  
E= 2.93'  
e= NC  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 4430+87.93  
N= 1,864,020.87  
E= 1,175,895.72  
P.T. STA= 4436+60.71  
N= 1,864,593.61  
E= 1,175,892.37

**CURVE NBLOCO4**  
P.I. STA= 4443+61.67  
N= 1,865,294.49  
E= 1,175,902.60  
Δ= 2° 24' 19"  
D= 0° 24' 33"  
R= 14000.00'  
T= 293.90'  
L= 587.72'  
E= 3.08'  
e= NC  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 4440+67.76  
N= 1,865,000.61  
E= 1,175,898.31  
P.T. STA= 4446+55.48  
N= 1,865,588.28  
E= 1,175,894.56



**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 NBAUX1**  
P.I. STA= 9504+85.87  
N= 1,863,921.64  
E= 1,175,976.69  
Δ= 2° 26' 29"  
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= 1,175,938.90  
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= 1,175,942.80  
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= 1,175,966.10  
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.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
63rd ST TO 59th ST (TREE REMOVAL)

**ALIGNMENT PLAN**

SCALE: 1"=100'  
DATE: October 22, 2004  
DRAWN BY: NJH/AMM  
CHECKED BY: JAL/MS



10/14/2004 10:24:07 AM