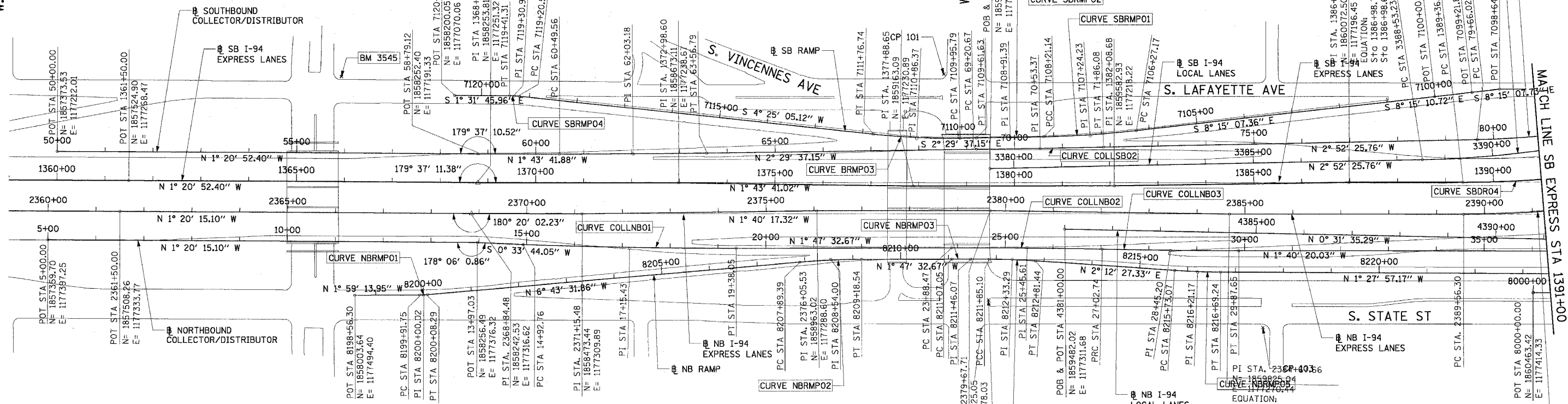


CURVE COLLNBO1	CURVE COLLNBO2	CURVE COLLNBO3	CURVE COLLSBO1	CURVE COLLSBO2	CURVE COLLSBO3	CURVE SBRMPO1	CURVE SBRMPO2	CURVE SBRMPO3	CURVE SBRMPO4
P.I. STA= 17+15.43 N= 1,858,574.87 E= 1,177,378.55 Δ= 2° 07' 33" D= 0° 28' 38" R= 12,000.00' T= 222.67' L= 445.29 E= 2.06' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 14+92.76 N= 1,858,352.21 E= 1,177,377.25 P.T. STA= 19+38.05 N= 1,858,797.43 E= 1,177,371.58	P.I. STA= 25+45.61 N= 1,859,404.70 E= 1,177,352.58 Δ= 1° 17' 10" D= 0° 24' 33" R= 14,000.00' T= 157.14' L= 314.27 E= 0.88' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 23+88.47 N= 1,859,247.63 E= 1,177,357.49 P.T. STA= 27+02.74 N= 1,859,561.83 E= 1,177,351.19	P.I. STA= 28+45.20 N= 1,859,704.28 E= 1,177,349.93 Δ= 1° 09' 37" D= 0° 24' 33" R= 14,000.00' T= 142.45' L= 284.90 E= 0.72' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 27+02.74 N= 1,859,561.83 E= 1,177,351.19 P.T. STA= 29+87.65 N= 1,859,846.68 E= 1,177,345.77	P.I. STA= 62+03.18 N= 1,858,576.31 E= 1,177,181.55 Δ= 0° 45' 55" D= 0° 14' 56" R= 23,000.00' T= 153.61' L= 307.23 E= 0.51' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 60+49.56 N= 1,858,422.76 E= 1,177,186.19 P.T. STA= 63+56.79 N= 1,858,729.78 E= 1,177,174.87	P.I. STA= 70+53.37 N= 1,859,425.70 E= 1,177,144.56 Δ= 0° 22' 48" D= 0° 14' 56" R= 40,000.00' T= 132.70' L= 265.40 E= 0.22' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 69+20.67 N= 1,859,293.13 E= 1,177,150.34 P.T. STA= 71+86.08 N= 1,859,558.24 E= 1,177,137.91	P.I. STA= 81+04.03 N= 1,860,475.04 E= 1,177,091.89 Δ= 8° 56' 14" D= 0° 14' 56" R= 1,766.00' T= 138.01' L= 275.46 E= 0.51' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 79+66.02 N= 1,860,337.20 E= 1,177,098.81 P.T. STA= 82+41.49 N= 1,860,610.14 E= 1,177,063.64	P.I. STA= 7107+24.23 N= 1,859,529.38 E= 1,177,115.44 Δ= 5° 33' 25" D= 0° 51' 53" R= 2,000.00' T= 97.06' L= 193.98 E= 2.35' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7106+27.17 N= 1,859,625.44 E= 1,177,101.51 P.T. STA= 7108+21.14 N= 1,859,432.42 E= 1,177,120.01	P.I. STA= 7108+91.39 N= 1,859,362.26 E= 1,177,123.31 Δ= 0° 12' 05" D= 0° 08' 36" R= 39,975.44' T= 70.24' L= 140.48 E= 0.06' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7108+21.14 N= 1,859,432.42 E= 1,177,120.01 P.T. STA= 7109+61.63 N= 1,859,292.09 E= 1,177,126.36	P.I. STA= 7110+86.37 N= 1,859,167.46 E= 1,177,131.79 Δ= 6° 54' 42" D= 3° 49' 11" R= 1,500.00' T= 90.58' L= 180.95 E= 2.73' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7109+95.79 N= 1,859,257.95 E= 1,177,127.85 P.T. STA= 7111+76.74 N= 1,859,077.14 E= 1,177,124.81	P.I. STA= 7119+30.94 N= 1,858,325.18 E= 1,177,066.71 Δ= 5° 56' 51" D= 28° 38' 52" R= 200.00' T= 10.39' L= 20.76 E= 0.27' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7119+20.55 N= 1,858,335.54 E= 1,177,067.52 P.T. STA= 7119+41.31 N= 1,858,314.79 E= 1,177,066.99

W. 72nd ST

W. 71st ST

W. 69th ST



- BENCH MARK NO. 3528 ELEV. 16.20**
DESCRIPTION: CROSS CUT ON NORTHWESTERLY BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 45TH ST AND WENTWORTH AVE
- BENCH MARK NO. 3530 ELEV. 18.18**
DESCRIPTION: CROSS CUT ON SOUTHEAST BOLT OF LIGHT POLE BASE AT THE NORTHWEST CORNER OF 51ST ST AND WELLS ST
- BENCH MARK NO. 3531 ELEV. 17.55**
DESCRIPTION: CROSS CUT ON NORTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF GARFIELD BLVD AND WELLS ST
- BENCH MARK NO. 3532 ELEV. 18.84**
DESCRIPTION: HORIZONTAL BOLT ON CTA "EL" STRUCTURE, EAST SIDE OF WELLS ST ABOUT 50 FEET NORTH OF 59TH PL.
- BENCH MARK NO. 3533 ELEV. 19.71**
DESCRIPTION: BRASS DISK (CTA MONUMENT) AT THE SOUTHWEST CORNER OF 63RD ST AND HARVARD ST

- BENCH MARK NO. 3535 ELEV. 19.31**
DESCRIPTION: FOUND CROSS CUT ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 59TH ST AND WENTWORTH AVE
- BENCH MARK NO. 3536 ELEV. 18.37**
DESCRIPTION: CROSS CUT ON SOUTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE SOUTHEAST CORNER OF GARFIELD BLVD AND WENTWORTH AVE
- BENCH MARK NO. 3537 ELEV. 17.71**
DESCRIPTION: CROSS CUT ON NORTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 51ST ST AND WENTWORTH AVE
- BENCH MARK NO. 3538 ELEV. 17.31**
DESCRIPTION: CROSS CUT ON EASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 47TH ST AND LASALLE ST
- BENCH MARK NO. 3544 ELEV. 19.38**
DESCRIPTION: CROSS CUT ON WESTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 67TH ST AND LAFAYETTE AVE
- BENCH MARK NO. 3545 ELEV. 10.53**
DESCRIPTION: CROSS CUT ON NORTHWEST BOLT OF LIGHT POLE BASE AT THE NORTHWEST CORNER OF 71ST ST AND LAFAYETTE AVE

CURVE NBRMPO1	CURVE NBRMPO2	CURVE NBRMPO3	CURVE NBRMPO4
P.I. STA= 8200+00.02 N= 1,858,147.27 E= 1,177,489.42 Δ= 4° 44' 18" D= 28° 38' 52" R= 200.00' T= 8.27' L= 16.54 E= 0.17' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8199+91.75 N= 1,858,139.01 E= 1,177,489.70 P.T. STA= 8200+08.29 N= 1,858,155.49 E= 1,177,488.45	P.I. STA= 8208+54.00 N= 1,858,995.39 E= 1,177,389.40 Δ= 4° 55' 59" D= 3° 49' 11" R= 1,500.00' T= 64.61' L= 129.15 E= 1.39' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8207+89.39 N= 1,858,931.22 E= 1,177,396.97 P.T. STA= 8209+18.54 N= 1,859,059.97 E= 1,177,387.38	P.I. STA= 8211+46.07 N= 1,859,287.39 E= 1,177,380.27 Δ= 0° 19' 12" D= 0° 24' 36" R= 13,976.00' T= 39.03' L= 78.05 E= 0.05' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8211+07.05 N= 1,859,248.39 E= 1,177,381.49 P.T. STA= 8211+85.10 N= 1,859,326.41 E= 1,177,379.26	P.I. STA= 8212+33.29 N= 1,859,374.58 E= 1,177,378.02 Δ= 3° 40' 48" D= 3° 49' 11" R= 1,500.00' T= 48.10' L= 96.17 E= 0.77' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8211+85.10 N= 1,859,326.41 E= 1,177,379.26 P.T. STA= 8212+81.44 N= 1,859,422.73 E= 1,177,379.88

CURVE NBRMPO5	CURVE SBLOCSO1
P.I. STA= 8216+21.17 N= 1,859,762.21 E= 1,177,392.97 Δ= 3° 40' 25" D= 3° 49' 11" R= 1,500.00' T= 48.10' L= 96.17 E= 0.77' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8215+73.07 N= 1,859,714.14 E= 1,177,391.11 P.T. STA= 8216+69.24 N= 1,859,810.29 E= 1,177,391.74	P.I. STA= 3391+35.61 N= 1,860,506.29 E= 1,177,130.62 Δ= 15° 38' 54" D= 2° 47' 17" R= 2,055.00' T= 282.39' L= 561.26' E= 19.31' e= 5.52' T.R.= N/A S.E. RUN= 196' P.C. STA= 3388+53.23 N= 1,860,224.26 E= 1,177,144.78 P.T. STA= 3394+14.48 N= 1,860,774.05 E= 1,177,040.92

NOTES:
1. AVERAGE GROUND TO GRID CONVERSION FACTOR = 0.999989011466388
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)
MEDALLION CONTRACT
(59TH STREET TO 51ST STREET)
ALIGNMENT PLAN
SCALE: 1"=100'
DATE: OCTOBER 23, 2006
DRAWN BY: NJH/AMM
CHECKED BY: JAL/MS

10/19/2006 03:22:46 PM I:\V\40460\civil\3-mecallions\stpl\alignm\865\300202a.dwg