F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-069RS	COOK	61	16
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

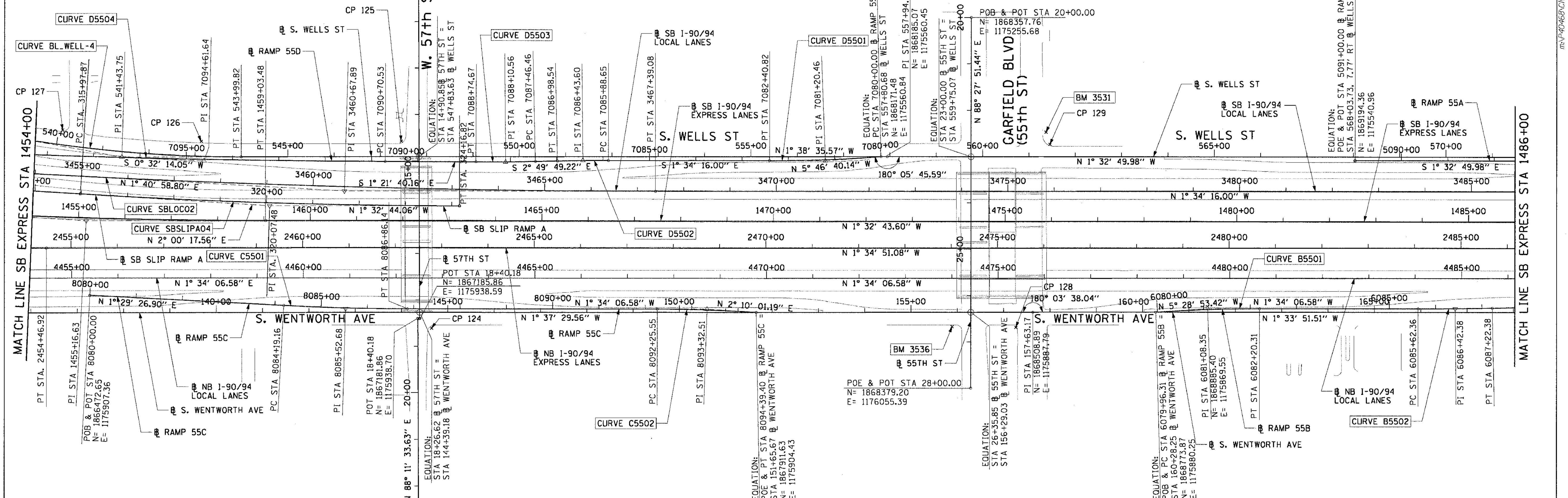
62808

CURVE BL_WELL-4
P.I. STA= 541+43.75
N= 1,866,533.81
E= 1,175,607.82
Δ= 10° 22′ 57″
D= 2° 01′ 18″
R= 2834.00′
T= 257.48′
L= 513.55′
E= 11.67′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 538+86.27
N= 1,866,279.32
E= 1,175,568.70
P.T. STA= 543+99.82
N= 1,866,791.18
E= 1,175,600.44

CURVE B5501
P.I. STA= 6081+08.35
N= 1,868,885.40
E= 1,175,869.55
Δ= 3° 54′ 47″
D= 1° 44′ 49″
R= 3280.00′
T= 112.05′
L= 224.01′
E= 1.91′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 6079+96.31
N= 1,868,773.87
E= 1,175,880.25
P.T. STA= 6082+20.31
N= 1,868,997.41
E= 1,175,866.48

CURVE B5502
P.I. STA= 6086+42.38
N= 1,869,419.31
E= 1,175,854.93
Δ= 1° 08′ 45″
D= 0° 42′ 58″
R= 8002.00
T= 80.01′
L= 160.02′
E= 0.40′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 6085+62.36
N= 1,869,339.33
E= 1,175,857.12
P.T. STA= 6087+22.38
N= 1,869,499.24
E= 1,175,851.14

CURVE SBSLIPA04
P.I. STA= 320+07.48
N= 1,866,855.51
E= 1,175,704.52
Δ= 3° 33′ 02″
D= 0° 26′ 01″
R= 13216.00
T= 409.61′
L= 818.96′
E= 6.35′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 315+97.87
N= 1,866,446.15
E= 1,175,690.19
P.T. STA= 324+16.82
N= 1,867,264.97
E= 1,175,693.47



CURVE SBLOC02
P.I. STA= 3460+67.89
N= 1,867,015.66
E= 1,175,668.66
Δ= 3° 15′ 15″
D= 0° 14′ 32″
R= 23642.00′
T= 671.55′
L= 1342.75′
E= 9.54′
e= NC
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 3453+96.33
N= 1,866,344.40
E= 1,175,648.93
P.T. STA= 3467+39.08
N= 1,867,686.96
E= 1,175,650.24

CURVE C5501
P.I. STA= 8085+52.68
N= 1,867,025.15
E= 1,175,921.74
Δ= 3° 03′ 33″
D= 1° 08′ 45″
R= 5000.00′
T= 133.52′
L= 266.97′
E= 1.78′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 8084+19.16
N= 1,866,891.67
E= 1,175,918.26
P.T. STA= 8086+86.14
N= 1,867,158.61
E= 1,175,918.08

CURVE C5502
P.I. STA= 8093+32.51
N= 1,867,804.75
E= 1,175,900.39
Δ= 3° 44′ 08″
D= 1° 44′ 49″
R= 3280.00′
T= 106.96′
L= 213.84′
E= 1.74′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 8092+25.55
N= 1,867,697.83
E= 1,175,903.32
P.T. STA= 8094+39.40
N= 1,867,911.63
E= 1,175,904.43

POE & POT STA 26+40.51
N= 1867207.10
E= 1176738.63

CURVE D5501
P.I. STA= 7081+20.46
N= 1,868,051.63
E= 1,175,572.97
Δ= 4° 12′ 24″
D= 1° 44′ 49″
R= 3280.00′
T= 120.46′
L= 240.82′
E= 2.21′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 7080+00.00
N= 1,868,171.48
E= 1,175,560.84
P.T. STA= 7082+40.82
N= 1,867,931.21
E= 1,175,576.27

CURVE D5502
P.I. STA= 7086+43.60
N= 1,867,528.58
E= 1,175,587.31
Δ= 1° 15′ 33″
D= 1° 08′ 45″
R= 5000.00′
T= 54.95′
L= 109.89′
E= 0.30′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 7085+88.65
N= 1,867,583.50
E= 1,175,585.81
P.T. STA= 7086+98.54
N= 1,867,473.70
E= 1,175,590.03

CURVE D5503
P.I. STA= 7088+10.56
N= 1,867,361.81
E= 1,175,595.56
Δ= 1° 28′ 09″
D= 1° 08′ 45″
R= 5000.00′
T= 64.11′
L= 128.21′
E= 0.41′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 7087+46.46
N= 1,867,425.84
E= 1,175,592.39
P.T. STA= 7088+74.67
N= 1,867,297.72
E= 1,175,597.08

CURVE D5504
P.I. STA= 7094+61.64
N= 1,866,710.92
E= 1,175,611.02
Δ= 1° 53′ 54″
D= 0° 14′ 34″
R= 23606.00′
T= 391.11′
L= 782.14′
E= 3.24′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 7090+70.53
N= 1,867,101.91
E= 1,175,601.73
P.T. STA= 7098+52.67
N= 1,866,319.83
E= 1,175,607.36

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)
53rd ST TO 51st ST (WELLS STREET)

ALIGNMENT PLAN

SCALE: 1″=100′
DATE: December 17, 2004
DRAWN BY: NJH/AMM
CHECKED BY: JAL/MS

5 OF 7

CTE ENGINEERS
CONSOER TOWNSEND ENVIRODYNE ENGINEERS, INC.
303 EAST WACKER DRIVE, SUITE 600
CHICAGO ILLINOIS 60601-5212, PHONE: (312) 938-0300

12/15/2004 3:55:41 PM