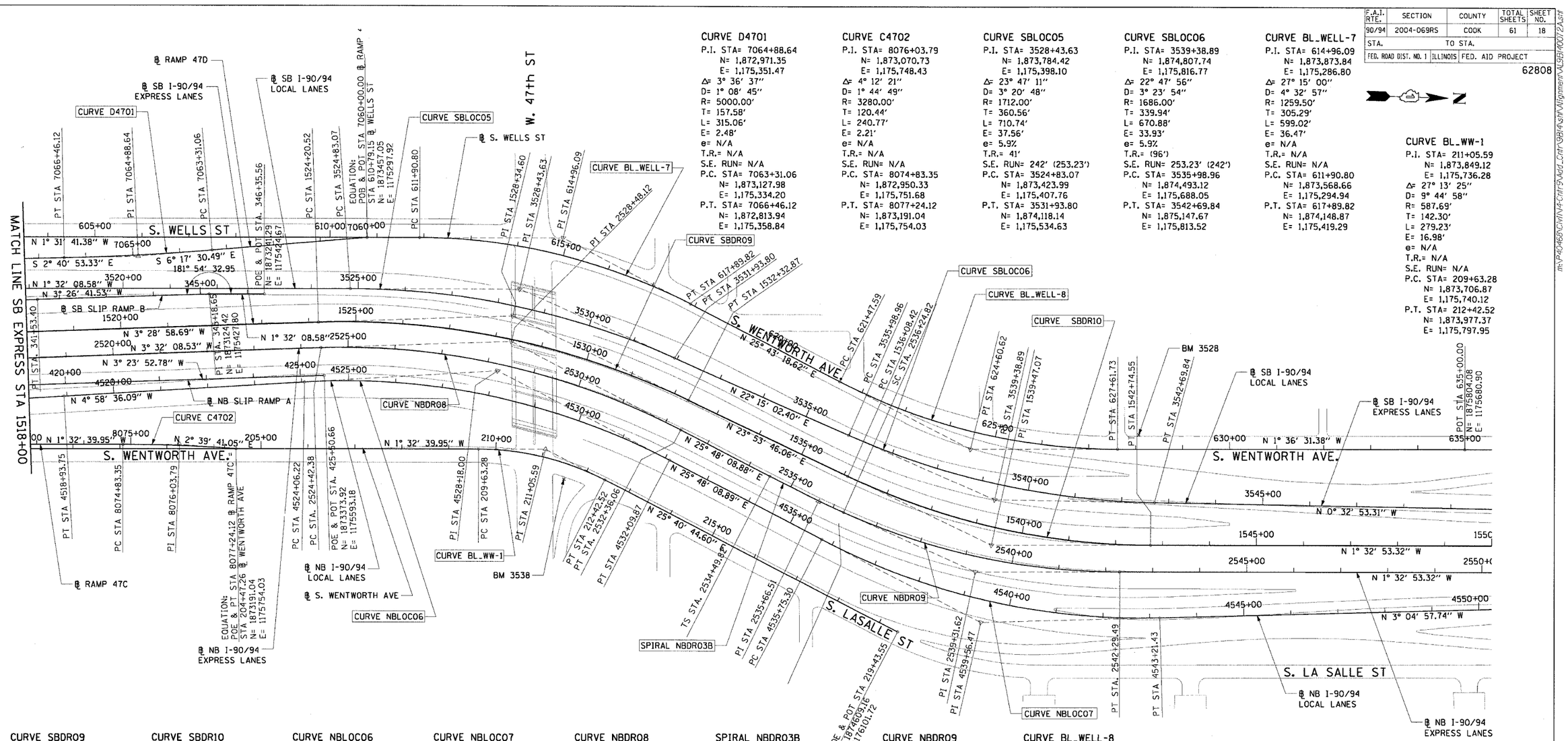
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-069RS	COOK	61	18
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

62808



CURVE D4701
P.I. STA= 7064+88.64
N= 1,872,971.35
E= 1,175,351.47
Δ= 3° 36′ 37″
D= 1° 08′ 45″
R= 5000.00′
T= 157.58′
L= 315.06′
E= 2.48′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 7063+31.06
N= 1,873,127.98
E= 1,175,334.20
P.T. STA= 7066+46.12
N= 1,872,813.94
E= 1,175,358.84

CURVE C4702
P.I. STA= 8076+03.79
N= 1,873,070.73
E= 1,175,748.43
Δ= 4° 12′ 21″
D= 1° 44′ 49″
R= 3280.00′
T= 120.44′
L= 240.77′
E= 2.21′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 8074+83.35
N= 1,872,950.33
E= 1,175,751.68
P.T. STA= 8077+24.12
N= 1,873,191.04
E= 1,175,754.03

CURVE SBLOC05
P.I. STA= 3528+43.63
N= 1,873,784.42
E= 1,175,398.10
Δ= 23° 47′ 11″
D= 3° 20′ 48″
R= 1712.00′
T= 360.56′
L= 710.74′
E= 37.56′
e= 5.9%
T.R.= 41′
S.E. RUN= 242′ (253.23′)
P.C. STA= 3524+83.07
N= 1,873,423.99
E= 1,175,407.76
P.T. STA= 3531+93.80
N= 1,874,118.14
E= 1,175,534.63

CURVE SBLOC06
P.I. STA= 3539+38.89
N= 1,874,807.74
E= 1,175,816.77
Δ= 22° 47′ 56″
D= 3° 23′ 54″
R= 1686.00′
T= 339.94′
L= 670.88′
E= 33.93′
e= 5.9%
T.R.= (96′)
S.E. RUN= 253.23′ (242′)
P.C. STA= 3535+98.96
N= 1,874,493.12
E= 1,175,688.05
P.T. STA= 3542+69.84
N= 1,875,147.67
E= 1,175,813.52

CURVE BL_WELL-7
P.I. STA= 614+96.09
N= 1,873,873.84
E= 1,175,286.80
Δ= 27° 15′ 00″
D= 4° 32′ 57″
R= 1259.50′
T= 305.29′
L= 599.02′
E= 36.47′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 611+90.80
N= 1,873,568.66
E= 1,175,294.94
P.T. STA= 617+89.82
N= 1,874,148.87
E= 1,175,419.29

CURVE BL_WW-1
P.I. STA= 211+05.59
N= 1,873,849.12
E= 1,175,736.28
Δ= 27° 13′ 25″
D= 9° 44′ 58″
R= 587.69′
T= 142.30′
L= 279.23′
E= 16.98′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 209+63.28
N= 1,873,706.87
E= 1,175,740.12
P.T. STA= 212+42.52
N= 1,873,977.37
E= 1,175,797.95

CURVE SBDR09
P.I. STA= 1528+34.60
N= 1,873,771.86
E= 1,175,455.52
Δ= 27° 22′ 45″
D= 3° 22′ 13″
R= 1700.00′
T= 414.09′
L= 812.35′
E= 49.71′
e= 5.9%
T.R.= 41′
S.E. RUN= 242′ (277.96′)
P.C. STA= 1524+20.52
N= 1,873,358.54
E= 1,175,480.67
P.T. STA= 1532+32.87
N= 1,874,150.45
E= 1,175,623.26

CURVE SBDR10
P.I. STA= 1539+47.07
N= 1,874,803.43
E= 1,175,912.56
Δ= 25° 26′ 39″
D= 3° 49′ 11″
R= 1500.00′
T= 338.65′
L= 666.13′
E= 37.75′
e= 6.0%
T.R.= (96′)
S.E. RUN= (282.56′) 246′
P.C. STA= 1536+08.42
N= 1,874,493.81
E= 1,175,775.38
P.T. STA= 1542+74.55
N= 1,875,141.96
E= 1,175,903.41

CURVE NBLOC06
P.I. STA= 4528+18.00
N= 1,873,742.76
E= 1,175,572.51
Δ= 30° 46′ 45″
D= 3° 49′ 48″
R= 1496.00′
T= 411.77′
L= 803.65′
E= 55.64′
e= 6.0%
T.R.= 96′ (96′)
S.E. RUN= 246′ (272.71′)
P.C. STA= 4524+06.22
N= 1,873,332.54
E= 1,175,608.23
P.T. STA= 4532+09.87
N= 1,874,113.48
E= 1,175,751.74

CURVE NBLOC07
P.I. STA= 4539+56.47
N= 1,874,785.65
E= 1,176,076.72
Δ= 28° 53′ 07″
D= 3° 52′ 17″
R= 1480.00′
T= 381.17′
L= 746.13′
E= 48.30′
e= 6.0%
T.R.= 41′ (41′)
S.E. RUN= (272.71′) 246′
P.C. STA= 4535+75.30
N= 1,874,442.48
E= 1,175,910.80
P.T. STA= 4543+21.43
N= 1,875,166.27
E= 1,176,056.22

CURVE NBDR08
P.I. STA= 2528+48.12
N= 1,873,770.44
E= 1,175,510.19
Δ= 29° 20′ 17″
D= 3° 41′ 47″
R= 1550.00′
T= 405.74′
L= 793.67′
E= 52.23′
e= 6.0%
T.R.= 96′ (96′)
S.E. RUN= 246′ (267.20′)
P.C. STA= 2524+42.38
N= 1,873,365.47
E= 1,175,535.22
P.T. STA= 2532+36.06
N= 1,874,135.73
E= 1,175,686.80

SPIRAL NBDR03B
P.I. STA= 2535+66.51
N= 1,874,433.24
E= 1,175,830.64
Δ= 3° 27′ 27″
LS= 175.00′
YS= 3.52′
XS= 174.94′
P= 0.88′
K= 87.49′
LT= 116.69′
ST= 58.35′
LC= 174.97′
T.S. STA= 2534+49.82
N= 1,874,328.19
E= 1,175,779.85
S.C. STA= 2536+24.82
N= 1,874,487.21
E= 1,175,852.82

CURVE NBDR09
P.I. STA= 2539+31.62
N= 1,874,770.97
E= 1,175,969.46
Δ= 23° 53′ 35″
D= 3° 57′ 05″
R= 1450.00′
T= 306.79′
L= 604.67′
E= 32.10′
e= 6.0%
T.R.= 41′
S.E. RUN= 246′
P.C. STA= 2536+24.82
N= 1,874,487.21
E= 1,175,852.82
P.T. STA= 2542+29.49
N= 1,875,077.65
E= 1,175,961.17

CURVE BL_WELL-8
P.I. STA= 624+60.62
N= 1,874,753.20
E= 1,175,710.42
Δ= 27° 19′ 50″
D= 4° 27′ 01″
R= 1287.50′
T= 313.03′
L= 614.15′
E= 37.51′
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 621+47.59
N= 1,874,471.18
E= 1,175,574.56
P.T. STA= 627+61.73
N= 1,875,066.11
E= 1,175,701.63

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′ DRAWN BY: NJH/AMM
DATE: December 17, 2004 CHECKED BY: JAL/MS

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

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