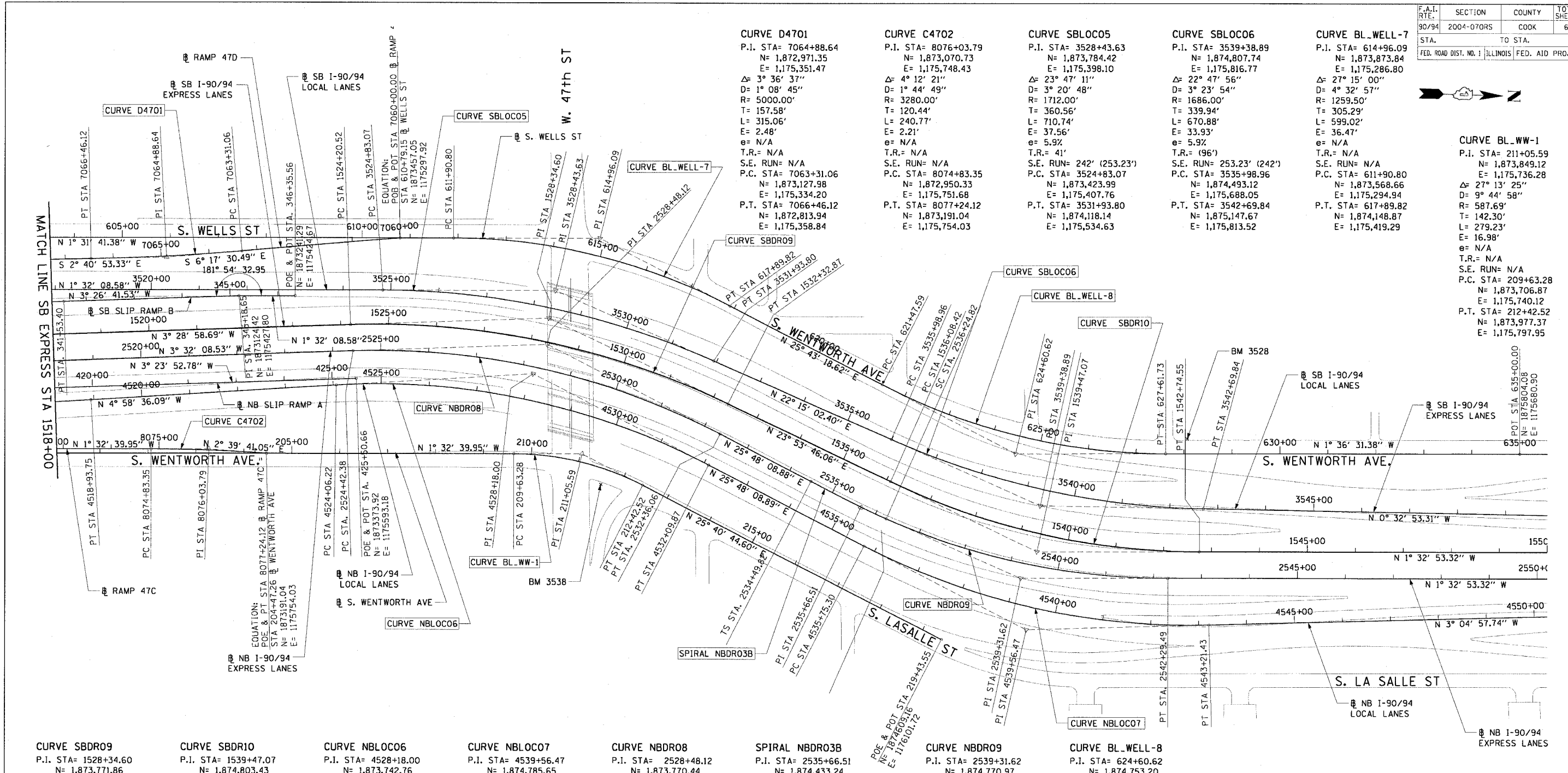


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-070RS	COOK	60	18
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
62809				



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 NBDRO8
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 NBDRO3B
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 NBDRO9
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:**
- AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
 - 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 (WENTWORTH AVENUE)

ALIGNMENT PLAN

SCALE: 1"=100'
DATE: DECEMBER 17, 2004
DRAWN BY: NJH/AMM
CHECKED BY: JAL/MS



12/09/2004 10:45:13 AM