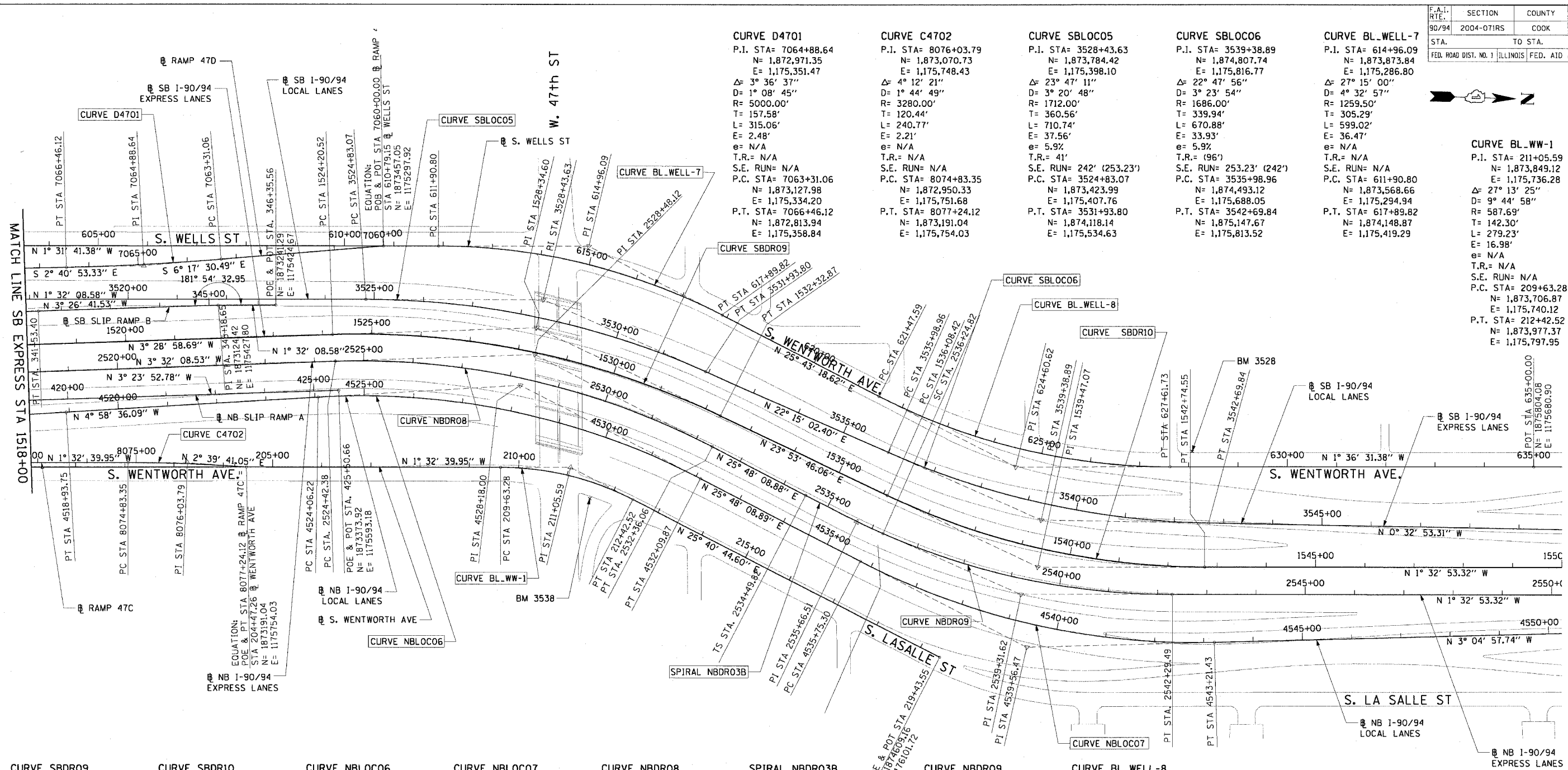


F.A.I. SECTION COUNTY TOTAL SHEET	90/94 2004-071RS COOK 54 17
STA. TO STA.	ILLINOIS FED. AID PROJECT
62810	



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' 11" 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= 1,175,608.27 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= 246' (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= 1,874,166.27 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
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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)
 51st ST TO 48th PL (WELLS STREET)

ALIGNMENT PLAN

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



m:\940468\90\94\174-cvrr\90add_cvrr\90sb16\cadd\90sb16\0720a.dwg 5/05/04 AM 12/19/2004