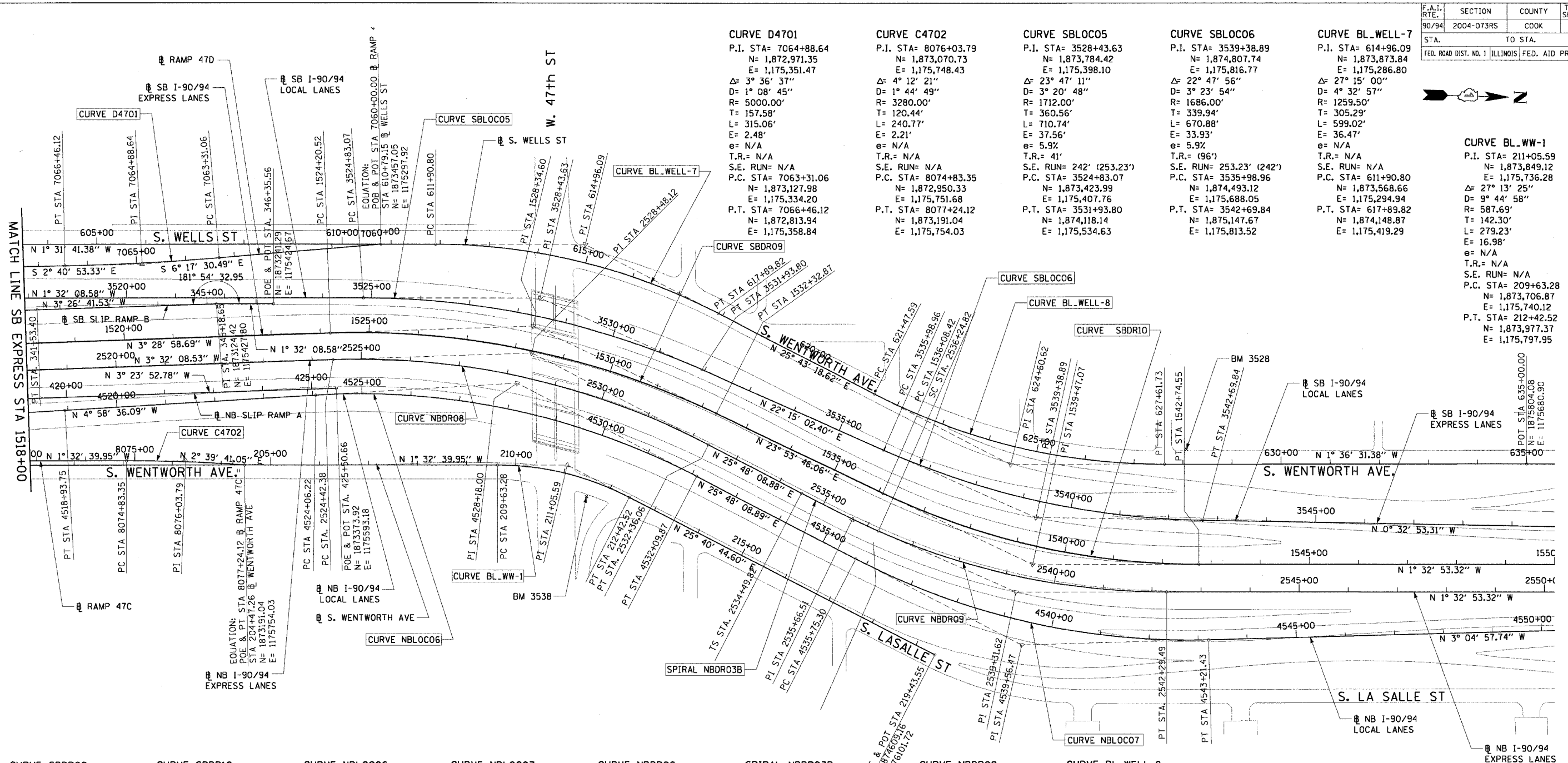


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
90/94	2004-073RS	COOK	74
STA.	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	62812



**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 SBDRO9**  
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 SBDRO10**  
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= (272.71') 246'  
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

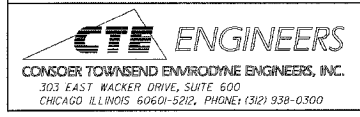
- NOTES:**
- AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
  - FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
51st ST (WENTWORTH AVE AND WELLS ST)

**ALIGNMENT PLAN**

SCALE: 1"=100'  
DATE: December 23, 2004  
DRAWN BY: NJH/AMM  
CHECKED BY: JAL/MS



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