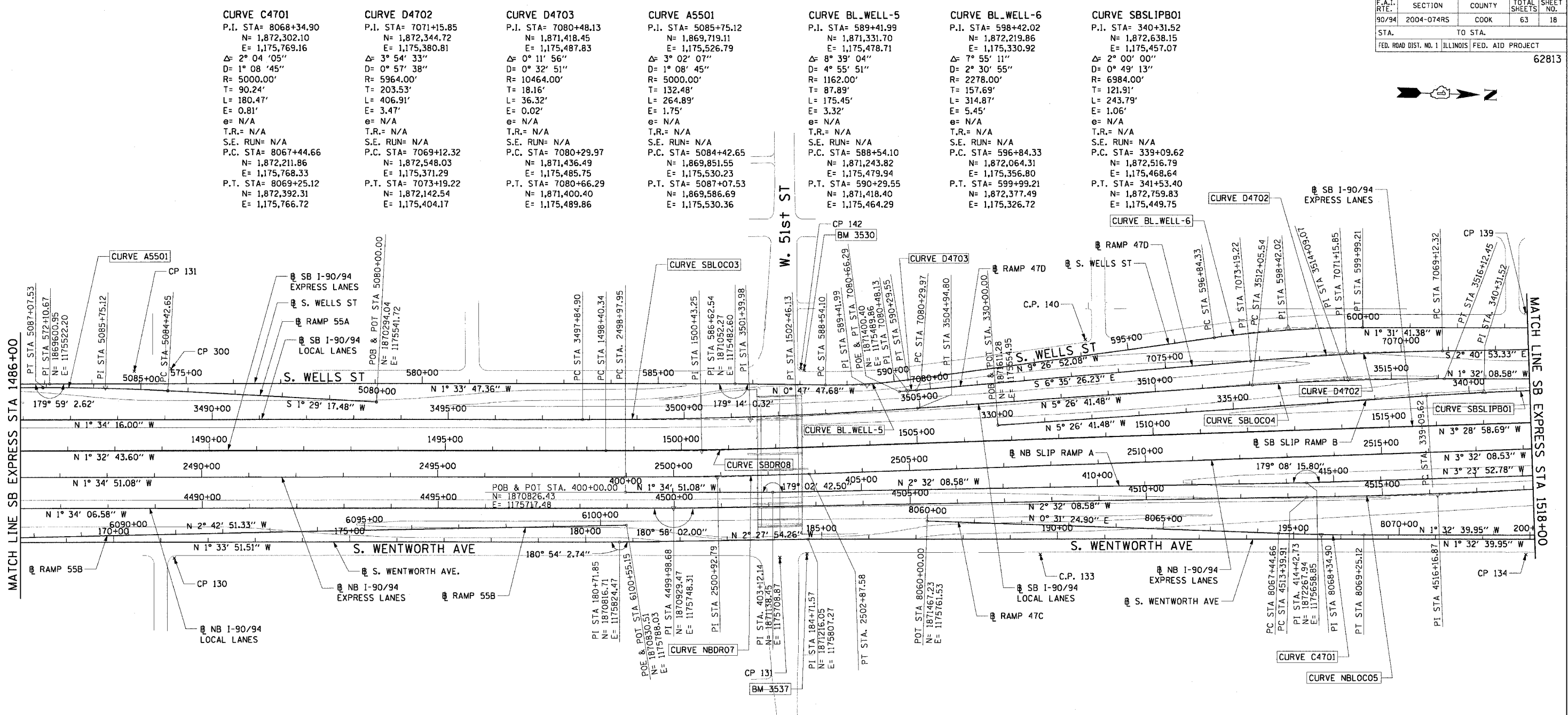


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-074RS	COOK	63	18
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

62813



CURVE C4701
 P.I. STA= 8068+34.90
 N= 1,872,302.10
 E= 1,175,769.16
 Δ= 2° 04' 05"
 D= 1° 08' 45"
 R= 5000.00'
 T= 90.24'
 L= 180.47'
 E= 0.81'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 8067+44.66
 N= 1,872,211.86
 E= 1,175,768.33
 P.T. STA= 8069+25.12
 N= 1,872,392.31
 E= 1,175,766.72

CURVE D4702
 P.I. STA= 7071+15.85
 N= 1,872,344.72
 E= 1,175,380.81
 Δ= 3° 54' 33"
 D= 0° 57' 38"
 R= 5964.00'
 T= 203.53'
 L= 406.91'
 E= 3.47'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 7069+12.32
 N= 1,872,548.03
 E= 1,175,371.29
 P.T. STA= 7073+19.22
 N= 1,872,142.54
 E= 1,175,404.17

CURVE D4703
 P.I. STA= 7080+48.13
 N= 1,871,418.45
 E= 1,175,487.83
 Δ= 0° 11' 56"
 D= 0° 32' 51"
 R= 10464.00'
 T= 18.16'
 L= 36.32'
 E= 0.02'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 7080+29.97
 N= 1,871,436.49
 E= 1,175,485.75
 P.T. STA= 7080+66.29
 N= 1,871,400.40
 E= 1,175,489.86

CURVE A5501
 P.I. STA= 5085+75.12
 N= 1,869,719.11
 E= 1,175,526.79
 Δ= 3° 02' 07"
 D= 1° 08' 45"
 R= 5000.00'
 T= 132.48'
 L= 264.89'
 E= 1.75'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 5084+42.65
 N= 1,869,851.55
 E= 1,175,530.23
 P.T. STA= 5087+07.53
 N= 1,869,586.69
 E= 1,175,530.36

CURVE BL_WELL-5
 P.I. STA= 589+41.99
 N= 1,871,331.70
 E= 1,175,478.71
 Δ= 8° 39' 04"
 D= 4° 55' 51"
 R= 1162.00'
 T= 87.89'
 L= 175.45'
 E= 3.32'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 588+54.10
 N= 1,871,243.82
 E= 1,175,479.94
 P.T. STA= 590+29.55
 N= 1,871,418.40
 E= 1,175,464.29

CURVE BL_WELL-6
 P.I. STA= 598+42.02
 N= 1,872,219.86
 E= 1,175,330.92
 Δ= 7° 55' 11"
 D= 2° 30' 55"
 R= 2278.00'
 T= 157.69'
 L= 314.87'
 E= 5.45'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 596+84.33
 N= 1,872,064.31
 E= 1,175,356.80
 P.T. STA= 599+99.21
 N= 1,872,377.49
 E= 1,175,326.72

CURVE SB SLIPB01
 P.I. STA= 340+31.52
 N= 1,872,638.15
 E= 1,175,457.07
 Δ= 2° 00' 00"
 D= 0° 49' 13"
 R= 6984.00'
 T= 121.91'
 L= 243.79'
 E= 1.06'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 339+09.62
 N= 1,872,516.79
 E= 1,175,468.64
 P.T. STA= 341+53.40
 N= 1,872,759.83
 E= 1,175,449.75

CURVE SBLOC03
 P.I. STA= 3501+39.98
 N= 1,871,086.59
 E= 1,175,557.00
 Δ= 3° 52' 25"
 D= 0° 32' 44"
 R= 10500.00'
 T= 355.09'
 L= 709.90'
 E= 6.00'
 e= RC
 T.R.= 96° (96°)
 S.E. RUN= 62' (62')
 P.C. STA= 3497+84.90
 N= 1,870,731.64
 E= 1,175,566.73
 P.T. STA= 3504+94.80
 N= 1,871,440.08
 E= 1,175,523.31

CURVE SBLOC04
 P.I. STA= 3514+09.07
 N= 1,872,350.23
 E= 1,175,436.55
 Δ= 3° 54' 33"
 D= 0° 57' 39"
 R= 5964.00'
 T= 203.53'
 L= 406.91'
 E= 3.47'
 e= 2.8%
 T.R.= 41° (41°)
 S.E. RUN= 115' (115')
 P.C. STA= 3512+05.54
 N= 1,872,147.61
 E= 1,175,455.86
 P.T. STA= 3516+12.45
 N= 1,872,553.69
 E= 1,175,431.10

CURVE SBDR08
 P.I. STA= 1500+43.25
 N= 1,870,985.63
 E= 1,175,625.10
 Δ= 1° 56' 15"
 D= 0° 28' 39"
 R= 12000.00'
 T= 202.92'
 L= 405.79'
 E= 1.72'
 e= NC
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 1498+40.34
 N= 1,870,782.79
 E= 1,175,630.57
 P.T. STA= 1502+46.13
 N= 1,871,188.17
 E= 1,175,612.77

CURVE NBDRO7
 P.I. STA= 2500+92.79
 N= 1,871,020.31
 E= 1,175,680.12
 Δ= 1° 57' 17"
 D= 0° 30' 06"
 R= 11420.00'
 T= 194.84'
 L= 389.63'
 E= 1.66'
 e= NC
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 2498+97.95
 N= 1,870,825.55
 E= 1,175,685.50
 P.T. STA= 2502+87.58
 N= 1,871,214.78
 E= 1,175,668.10

CURVE NBLOC05
 P.I. STA= 4516+16.87
 N= 1,872,546.08
 E= 1,175,676.71
 Δ= 2° 26' 28"
 D= 0° 26' 27"
 R= 13000.00'
 T= 276.96'
 L= 553.84'
 E= 2.95'
 e= NC
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 4513+39.91
 N= 1,872,269.39
 E= 1,175,688.97
 P.T. STA= 4518+93.75
 N= 1,872,822.00
 E= 1,175,652.69

- 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)
 59th ST TO 57th ST (WELLS STREET)

ALIGNMENT PLAN

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



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