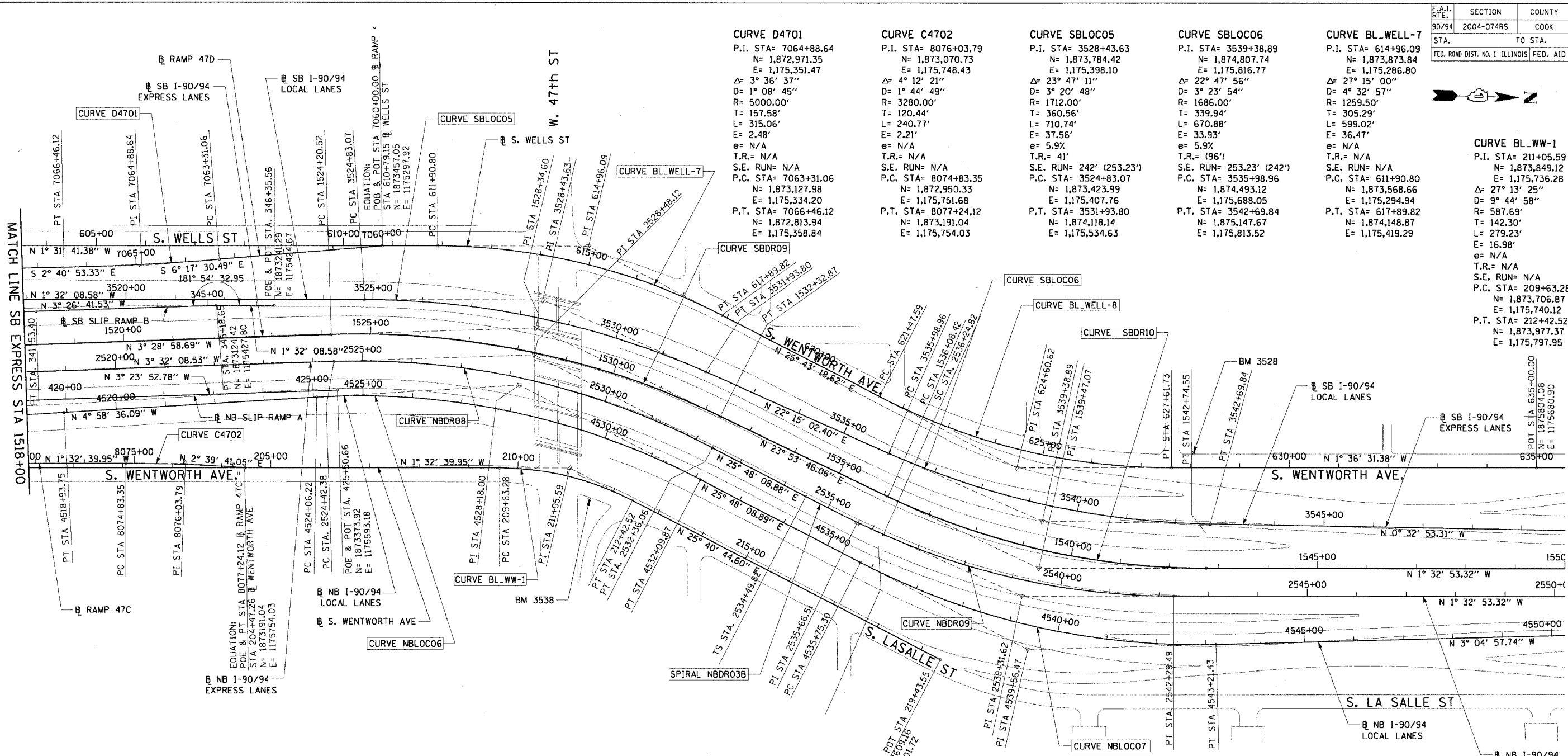


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-074RS	COOK	63	19
STA.	TO STA.		FED. AID PROJECT	
			62813	



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= 1,873,191.04
 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= 1,875,077.65
 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)
 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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 4/22/04
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