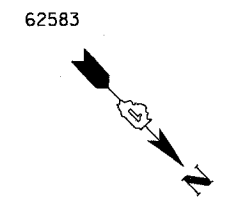


F.A.I. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2003-0311	COOK	976	20
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



CURVE LAFAYO1
 P.I. STA= 6014+47.81
 N= 1,860,720.67
 E= 1,176,979.33
 Δ= 22° 19' 50"
 D= 11° 09' 07"
 R= 513.76'
 T= 101.40'
 L= 200.23'
 E= 9.91'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 6013+46.41
 N= 1,860,619.35
 E= 1,176,983.37
 P.T. STA= 6015+46.64
 N= 1,860,812.86
 E= 1,176,937.10

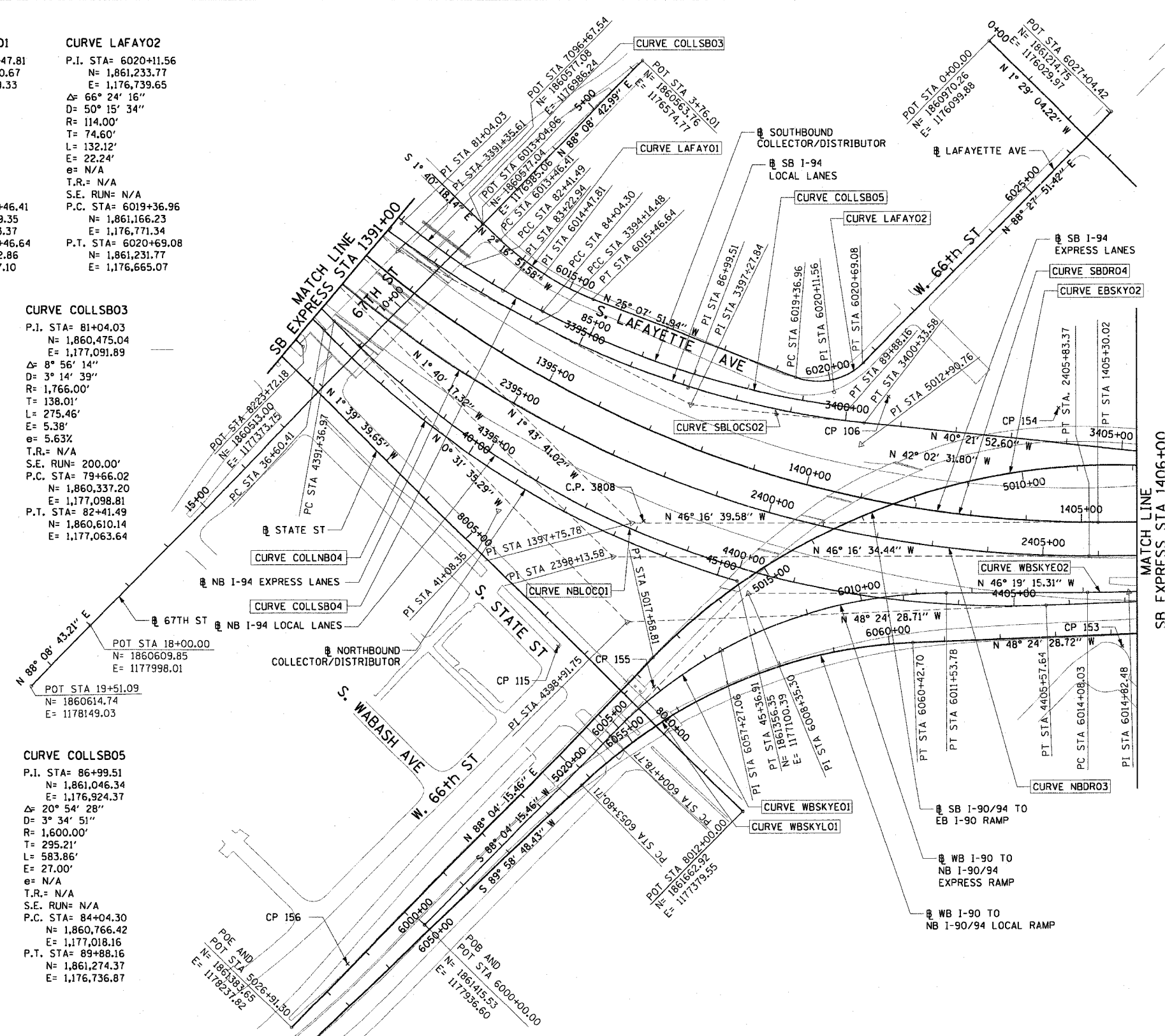
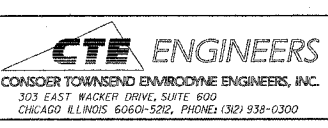
CURVE LAFAYO2
 P.I. STA= 6020+11.56
 N= 1,861,233.77
 E= 1,176,739.65
 Δ= 66° 24' 16"
 D= 50° 15' 34"
 R= 114.00'
 T= 74.60'
 L= 132.12'
 E= 22.24'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 6019+36.96
 N= 1,861,166.23
 E= 1,176,771.34
 P.T. STA= 6020+69.08
 N= 1,861,231.77
 E= 1,176,665.07

CURVE COLLNB04
 P.I. STA= 41+08.35
 N= 1,860,967.08
 E= 1,177,322.03
 Δ= 29° 07' 47"
 D= 3° 19' 24"
 R= 1,724.00'
 T= 447.94'
 L= 876.49'
 E= 57.24'
 e= 5.9%
 T.R.= 41'
 S.E. RUN= 210' (236.93')
 P.C. STA= 36+60.41
 N= 1,860,519.16
 E= 1,177,326.14
 P.T. STA= 45+36.91
 N= 1,861,356.34
 E= 1,177,100.39

CURVE COLLSBO3
 P.I. STA= 81+04.03
 N= 1,860,475.04
 E= 1,177,091.89
 Δ= 8° 56' 14"
 D= 3° 14' 39"
 R= 1,766.00'
 T= 138.01'
 L= 275.46'
 E= 5.38'
 e= 5.63%
 T.R.= N/A
 S.E. RUN= 200.00'
 P.C. STA= 79+66.02
 N= 1,860,337.20
 E= 1,177,098.81
 P.T. STA= 82+41.49
 N= 1,860,610.14
 E= 1,177,063.64

CURVE COLLNB04
 P.I. STA= 83+22.94
 N= 1,860,689.19
 E= 1,177,044.03
 Δ= 4° 35' 34"
 D= 2° 49' 15"
 R= 2,031.00'
 T= 81.44'
 L= 162.81'
 E= 1.63'
 e= 5.5%
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 82+41.49
 N= 1,860,610.14
 E= 1,177,063.64
 P.T. STA= 84+04.30
 N= 1,860,766.42
 E= 1,177,018.16

CURVE COLLSBO5
 P.I. STA= 86+99.51
 N= 1,861,046.34
 E= 1,176,924.37
 Δ= 20° 54' 28"
 D= 3° 34' 51"
 R= 1,600.00'
 T= 295.21'
 L= 583.86'
 E= 27.00'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 84+04.30
 N= 1,860,766.42
 E= 1,177,018.16
 P.T. STA= 89+88.16
 N= 1,861,274.37
 E= 1,176,736.87



CURVE NBLOC01
 P.I. STA= 4398+91.75
 N= 1,861,273.69
 E= 1,177,295.21
 Δ= 47° 52' 53"
 D= 3° 22' 13"
 R= 1700.00'
 T= 754.78'
 L= 1420.67'
 E= 160.03'
 e= 5.9%
 T.R.= 41'
 S.E. RUN= 210' (236.93')
 P.C. STA= 4391+36.97
 N= 1,860,518.94
 E= 1,177,302.15
 P.T. STA= 4405+57.64
 N= 1,861,774.74
 E= 1,176,730.72

CURVE NBDRO3
 P.I. STA= 2398+13.58
 N= 1,861,170.38
 E= 1,177,231.19
 Δ= 44° 36' 17"
 D= 2° 44' 29"
 R= 2090.00'
 T= 857.27'
 L= 1627.06'
 E= 168.99'
 e= 5.5%
 T.R.= 41' (41')
 S.E. RUN= 196' (274.66')
 P.C. STA= 2389+56.30
 N= 1,860,313.48
 E= 1,177,256.19
 P.T. STA= 2405+83.37
 N= 1,861,762.92
 E= 1,176,611.65

CURVE WBSKYLO1
 P.I. STA= 6057+27.06
 N= 1,861,427.27
 E= 1,177,209.11
 Δ= 41° 36' 43"
 D= 6° 17' 09"
 R= 911.50'
 T= 346.35'
 L= 661.99'
 E= 63.59'
 e= 6.0%
 T.R.= N/A
 S.E. RUN= 129' (129')
 P.C. STA= 6053+80.71
 N= 1,861,427.39
 E= 1,177,555.47
 P.T. STA= 6060+42.70
 N= 1,861,657.19
 E= 1,176,950.08

CURVE WBSKYEO1
 P.I. STA= 6008+35.30
 N= 1,861,387.41
 E= 1,177,101.77
 Δ= 45° 36' 29"
 D= 6° 45' 24"
 R= 848.00'
 T= 356.54'
 L= 675.02'
 E= 71.90'
 e= 6.0%
 T.R.= N/A
 S.E. RUN= 96' (179.23')
 P.C. STA= 6004+78.77
 N= 1,861,399.41
 E= 1,177,458.10
 P.T. STA= 6011+53.78
 N= 1,861,633.64
 E= 1,176,843.91

CURVE WBSKYEO2
 P.I. STA= 6014+82.48
 N= 1,861,860.65
 E= 1,176,606.19
 Δ= 2° 30' 00"
 D= 1° 40' 45"
 R= 3412.00'
 T= 74.45'
 L= 148.88'
 E= 0.81'
 e= 3.1%
 T.R.= N/A
 S.E. RUN= 138.58' (80.76')
 P.C. STA= 6014+08.03
 N= 1,861,809.23
 E= 1,176,660.04
 P.T. STA= 6015+56.91
 N= 1,861,909.67
 E= 1,176,550.16

CURVE SBLOC02
 P.I. STA= 3397+27.84
 N= 1,861,071.17
 E= 1,176,941.37
 Δ= 21° 50' 32"
 D= 3° 31' 41"
 R= 1624.00'
 T= 313.36'
 L= 619.10'
 E= 29.96'
 e= 6.0%
 T.R.= 41'
 S.E. RUN= 213'
 P.C. STA= 3394+14.48
 N= 1,860,774.05
 E= 1,177,040.92
 P.T. STA= 3400+33.58
 N= 1,861,309.93
 E= 1,176,738.43

CURVE EBSKYO2
 P.I. STA= 5012+90.76
 N= 1,861,334.19
 E= 1,176,769.43
 Δ= 49° 53' 13"
 D= 4° 57' 54"
 R= 1154.00'
 T= 536.73'
 L= 1004.78'
 E= 118.71'
 e= 5.6%
 T.R.= 48' (96')
 S.E. RUN= 135' (135')
 P.C. STA= 5007+54.03
 N= 1,861,732.80
 E= 1,176,409.99
 P.T. STA= 5017+58.81
 N= 1,861,352.26
 E= 1,177,305.85

CURVE SBDR04
 P.I. STA= 1397+75.78
 N= 1,861,149.16
 E= 1,177,163.97
 Δ= 44° 32' 59"
 D= 2° 47' 42"
 R= 2050.00'
 T= 839.71'
 L= 1593.95'
 E= 165.31'
 e= 5.5%
 T.R.= 96'
 S.E. RUN= 226' (244.83')
 P.C. STA= 1389+36.07
 N= 1,860,309.83
 E= 1,177,189.29
 P.T. STA= 1405+30.02
 N= 1,861,729.54
 E= 1,176,557.11

- 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)
 31st STREET TO I-57
 ALIGNMENT PLAN