

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-0561	COOK	47	12
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			

62795

**CURVE EKWELLO1**  
P.I. STA= 9+04.39  
N= 1,861,874.35  
E= 1,176,076.45  
Δ= 10° 52' 16"  
D= 5° 40' 05"  
R= 1,010.83'  
T= 96.18'  
L= 191.79'  
E= 4.56'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 8+08.21  
N= 1,861,778.19  
E= 1,176,078.94  
P.T. STA= 10+00.00  
N= 1,861,968.30  
E= 1,176,055.87

**CURVE EKWELLO3**  
P.I. STA= 12+18.75  
N= 1,862,163.15  
E= 1,175,963.41  
Δ= 2° 58' 46"  
D= 2° 15' 54"  
R= 2,529.60'  
T= 65.78'  
L= 131.54'  
E= 0.85'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 11+52.96  
N= 1,862,109.97  
E= 1,176,002.13  
P.T. STA= 12+84.51  
N= 1,862,218.28  
E= 1,175,927.50

**CURVE EKWELLO5**  
P.I. STA= 19+10.50  
N= 1,862,770.39  
E= 1,175,632.97  
Δ= 12° 45' 31"  
D= 6° 41' 38"  
R= 925.00'  
T= 103.41'  
L= 205.97'  
E= 5.76'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 18+07.09  
N= 1,862,678.46  
E= 1,175,680.34  
P.T. STA= 20+13.07  
N= 1,862,870.51  
E= 1,175,607.06

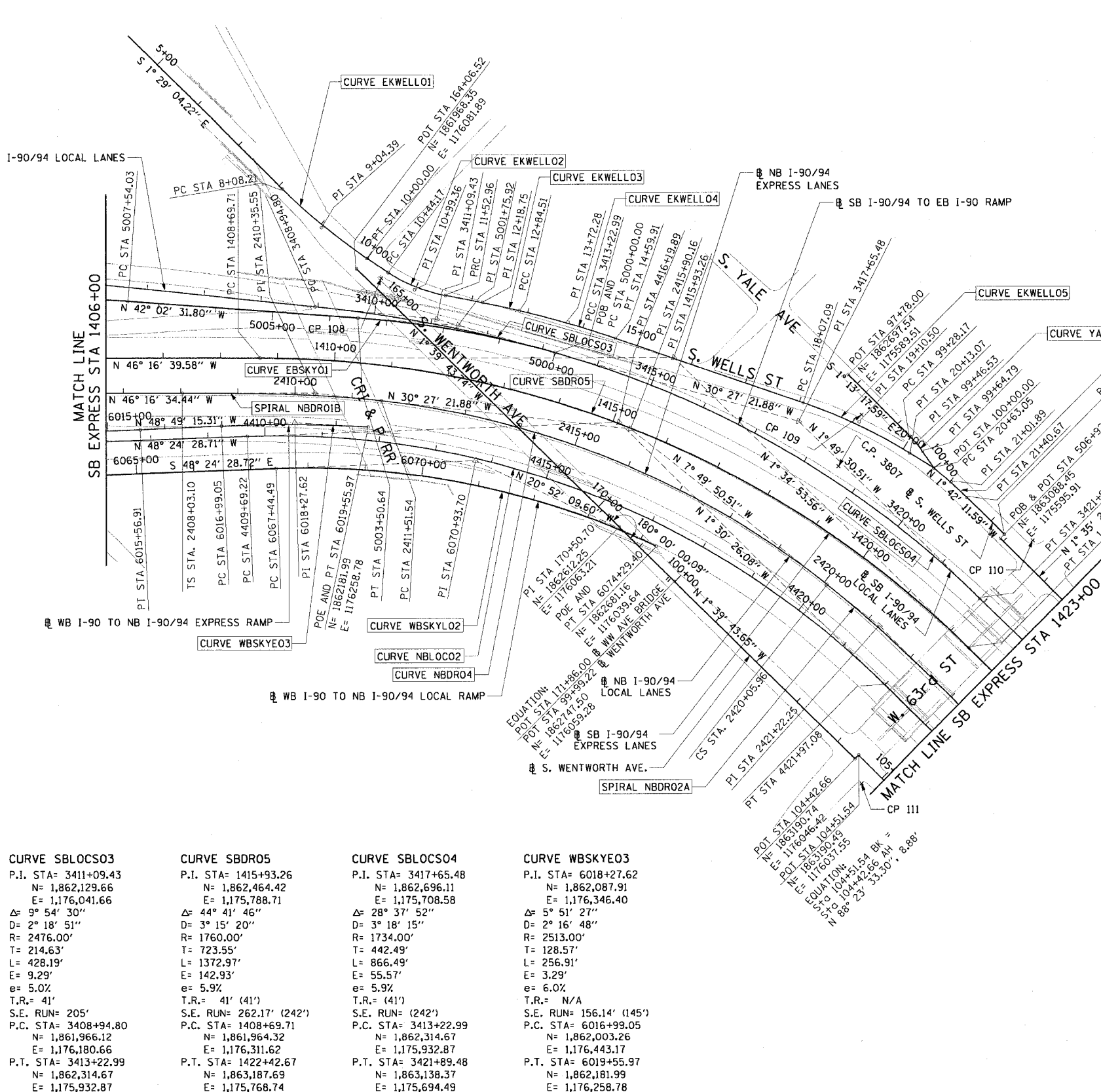
**SPIRAL NBDRO1B**  
P.I. STA= 2410+35.55  
N= 1,862,075.46  
E= 1,176,284.87  
Δ= 6° 30' 41"  
LS= 348.44'  
YS= 13.19'  
XS= 347.99'  
P= 3.30'  
K= 174.15'  
LT= 232.45'  
ST= 116.29'  
LC= 348.24'  
T.S. STA= 2408+03.10  
N= 1,861,914.79  
E= 1,176,452.86  
S.C. STA= 2411+51.54  
N= 1,862,164.85  
E= 1,176,210.49

**CURVE EKWELLO2**  
P.I. STA= 10+99.36  
N= 1,862,065.35  
E= 1,176,034.61  
Δ= 23° 41' 58"  
D= 21° 47' 07"  
R= 263.00'  
T= 55.18'  
L= 108.78'  
E= 4.56'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 10+44.17  
N= 1,862,011.45  
E= 1,176,002.13  
P.T. STA= 11+52.96  
N= 1,862,109.97  
E= 1,176,002.13

**CURVE EKWELLO4**  
P.I. STA= 13+72.28  
N= 1,862,291.83  
E= 1,175,879.60  
Δ= 5° 48' 38"  
D= 3° 18' 45"  
R= 1,729.58'  
T= 87.77'  
L= 175.40'  
E= 2.22'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 12+84.51  
N= 1,862,218.28  
E= 1,175,927.50  
P.T. STA= 14+59.61  
N= 1,862,369.86  
E= 1,175,839.39

**CURVE EKWELLO6**  
P.I. STA= 21+01.89  
N= 1,862,957.45  
E= 1,175,589.82  
Δ= 5° 16' 59"  
D= 6° 48' 23"  
R= 841.78'  
T= 38.83'  
L= 77.62'  
E= 0.89'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 20+63.05  
N= 1,862,918.90  
E= 1,175,594.54  
P.T. STA= 21+40.67  
N= 1,862,996.27  
E= 1,175,588.66

**CURVE EBSKY01**  
P.I. STA= 5001+75.92  
N= 1,862,163.03  
E= 1,176,022.04  
Δ= 11° 35' 10"  
D= 3° 18' 15"  
R= 1734.00'  
T= 175.92'  
L= 350.64'  
E= 8.90'  
e= 5.6%  
T.R.= 48' (96')  
S.E. RUN= 135'  
P.C. STA= 5000+00.00  
N= 1,862,314.67  
E= 1,175,932.87  
P.T. STA= 5003+50.64  
N= 1,862,032.38  
E= 1,176,139.85



**CURVE NBLOCO2**  
P.I. STA= 4416+19.89  
N= 1,862,479.88  
E= 1,175,936.27  
Δ= 46° 54' 02"  
D= 3° 49' 11"  
R= 1500.00'  
T= 650.67'  
L= 1227.85'  
E= 135.05'  
e= 6.0%  
T.R.= 41' (96')  
S.E. RUN= 277.55' (246')  
P.C. STA= 4409+69.22  
N= 1,862,047.95  
E= 1,176,422.90  
P.T. STA= 4421+97.08  
N= 1,863,130.33  
E= 1,175,919.15

**CURVE NBDRO4**  
P.I. STA= 2415+90.16  
N= 1,862,502.01  
E= 1,175,929.93  
Δ= 31° 56' 02"  
D= 3° 44' 15"  
R= 1533.00'  
T= 438.62'  
L= 854.42'  
E= 61.52'  
e= 6.0%  
T.R.= 96'  
S.E. RUN= 246'  
P.C. STA= 2411+51.54  
N= 1,862,164.85  
E= 1,176,210.49  
P.T. STA= 2420+05.96  
N= 1,862,936.54  
E= 1,175,870.16

**CURVE WBSKY02**  
P.I. STA= 6070+93.70  
N= 1,862,354.86  
E= 1,176,164.04  
Δ= 27° 32' 19"  
D= 4° 01' 15"  
R= 1425.00'  
T= 349.20'  
L= 684.91'  
E= 42.16'  
e= 6.0%  
T.R.= N/A  
S.E. RUN= 129'  
P.C. STA= 6067+44.49  
N= 1,862,123.05  
E= 1,176,425.21  
P.T. STA= 6074+29.40  
N= 1,862,681.16  
E= 1,176,039.64

**CURVE SBLOCS03**  
P.I. STA= 3411+09.43  
N= 1,862,129.66  
E= 1,176,041.66  
Δ= 9° 54' 30"  
D= 2° 18' 51"  
R= 2476.00'  
T= 214.63'  
L= 1372.97'  
E= 142.93'  
e= 5.9%  
T.R.= 41'  
S.E. RUN= 205'  
P.C. STA= 3408+94.80  
N= 1,861,966.12  
E= 1,176,180.66  
P.T. STA= 3413+22.99  
N= 1,862,314.67  
E= 1,175,932.87

**CURVE SBDR05**  
P.I. STA= 1415+93.26  
N= 1,862,464.42  
E= 1,175,788.71  
Δ= 44° 41' 46"  
D= 3° 15' 20"  
R= 1760.00'  
T= 723.55'  
L= 866.49'  
E= 55.57'  
e= 5.9%  
T.R.= 41' (41')  
S.E. RUN= 262.17' (242')  
P.C. STA= 1408+69.71  
N= 1,861,964.32  
E= 1,176,311.62  
P.T. STA= 1422+42.67  
N= 1,863,138.37  
E= 1,175,768.74

**CURVE SBLOCS04**  
P.I. STA= 3417+65.48  
N= 1,862,696.11  
E= 1,175,708.58  
Δ= 28° 37' 52"  
D= 3° 18' 15"  
R= 1734.00'  
T= 442.49'  
L= 866.49'  
E= 55.57'  
e= 5.9%  
T.R.= 41'  
S.E. RUN= (242')  
P.C. STA= 3413+22.99  
N= 1,862,314.67  
E= 1,175,932.87  
P.T. STA= 3421+89.48  
N= 1,863,138.37  
E= 1,175,694.49

**CURVE WBSKY03**  
P.I. STA= 6018+27.62  
N= 1,862,087.91  
E= 1,176,346.40  
Δ= 5° 51' 27"  
D= 2° 16' 48"  
R= 2513.00'  
T= 128.57'  
L= 256.91'  
E= 3.29'  
e= 6.0%  
T.R.= N/A  
S.E. RUN= 156.14' (145')  
P.C. STA= 6016+99.05  
N= 1,862,003.26  
E= 1,176,443.17  
P.T. STA= 6019+55.97  
N= 1,862,181.99  
E= 1,176,258.78

- 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 47th ST (WELLS ST SIDEWALKS)

**ALIGNMENT PLAN**

SCALE: 1"=100'  
DATE: MARCH 4, 2005

DRAWN BY: NJH/AMM  
CHECKED BY: JAL/MS



02/24/2005 05:19:32 PM