F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	*	COOK	598	36
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
* (1818, ETC, 2324.6-10)R-9			62302	

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 COLLNBO4
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 COLLSBO4
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° 54′ 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 NBLOCO1
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 SBLOCSO2
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= 1,861,093.93
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 SBDRO4
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.

CTE | AECOM

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
71ST STREET TO 31ST STREET (SB EXPRESS LANES)
ALIGNMENT PLAN

SCALE: 1"=100′ DRAWN BY: NJH/AMM
DATE: 7/7/05 CHECKED BY: JAL/MS

2 OF 7

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