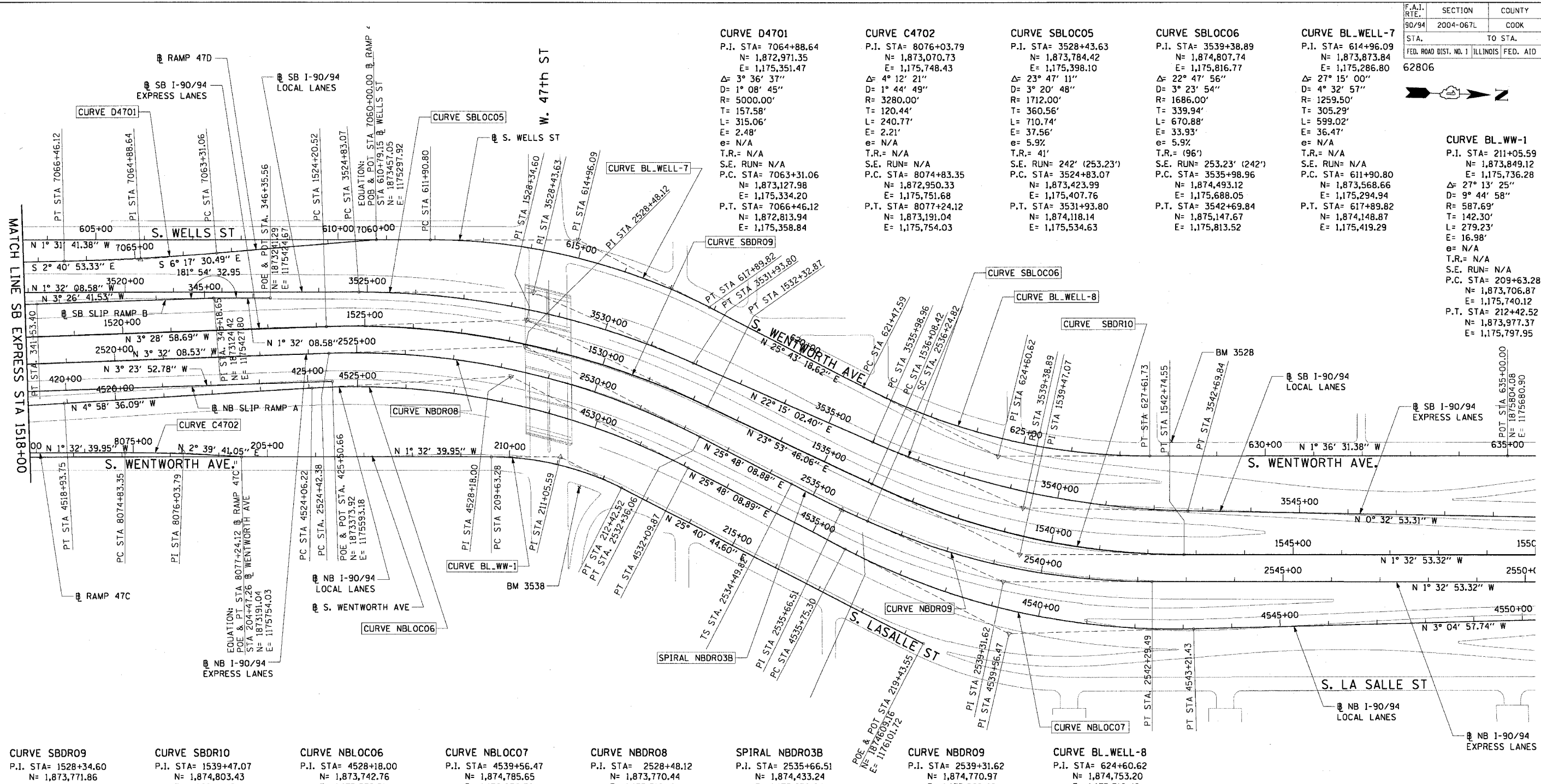


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-067L	COOK	35	15
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
62806				



**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= 1,873,950.33  
 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= 1,875,534.63  
 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= 1,873,736.28  
 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= (272.71') 246'  
 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'  
 XS= 3.52'  
 PS= 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= 1,874,487.21  
 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 47th ST (FRONTAGE ROAD)  
 CITY OF CHICAGO LIGHTING CONDUIT & FOUNDATIONS  
 WELLS STREET

**ALIGNMENT PLAN**

SCALE: 1"=100'  
 DATE: February 11, 2005

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

