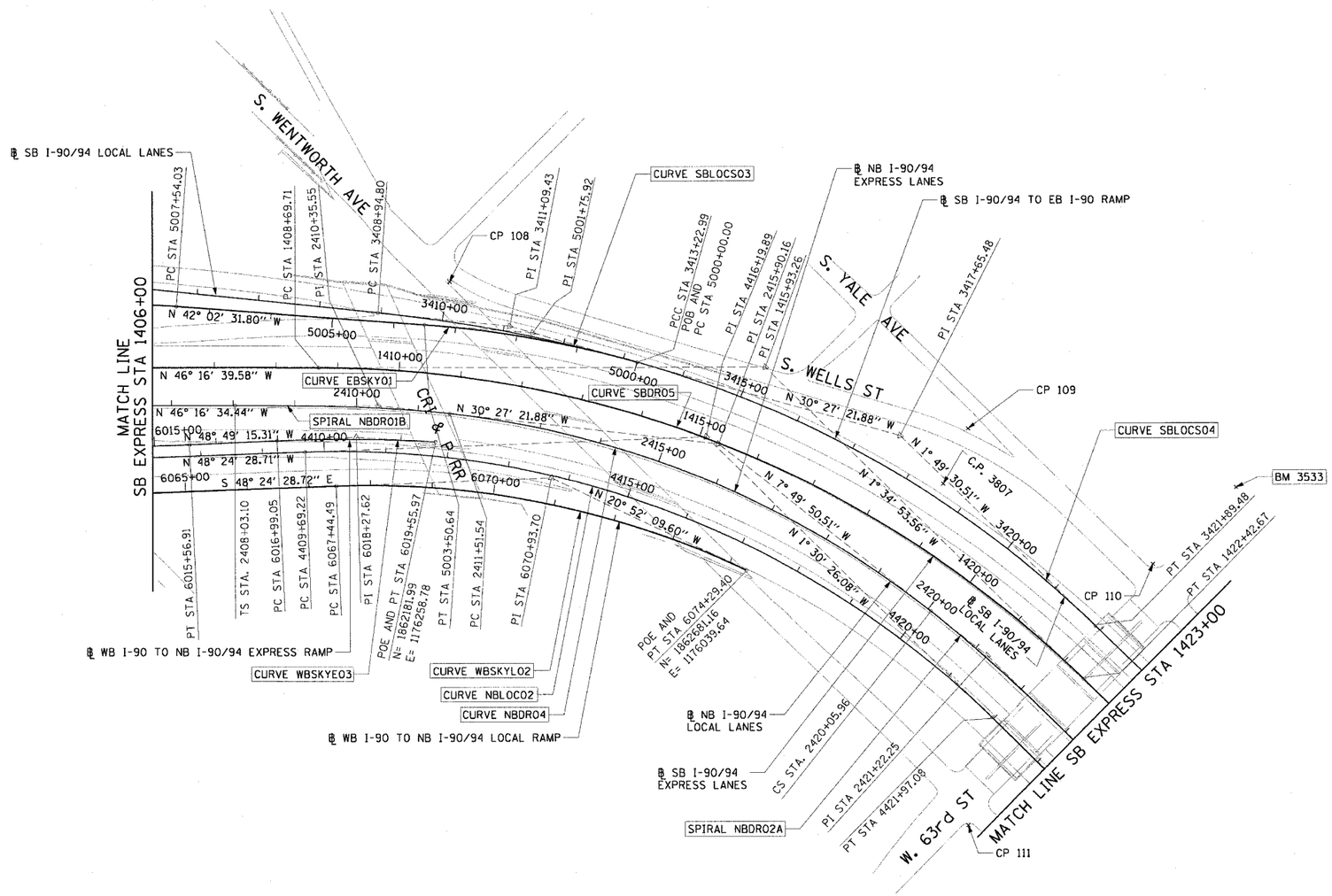
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	*	COOK	565	37
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

62301 * (2021-922 PT2 ETC 2324.6-1P) R-10



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

SPIRAL NBDRO2A
P.I. STA= 2421+22.25
N= 1,863,051.74
E= 1,175,854.32
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'
C.S. STA= 2420+05.96
N= 1,862,936.54
E= 1,175,870.16
S.T. STA= 2423+54.40
N= 1,863,284.13
E= 1,175,848.97

CURVE WBSKYLO2
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 YALEO1
P.I. STA= 99+46.53
N= 1,862,866.03
E= 1,175,585.91
Δ= 10° 29' 32"
D= 28° 38' 52"
R= 200.00'
T= 18.36'
L= 36.62'
E= 0.84'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 99+28.17
N= 1,862,847.67
E= 1,175,586.30
P.T. STA= 99+64.79
N= 1,862,884.15
E= 1,175,588.87

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 EBSKYO1
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 SBLOCSO3
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= 428.19'
E= 9.29'
e= 5.0%
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 SBDRO5
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= 1372.97'
E= 142.93'
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= 1,863,187.69
E= 1,175,768.74

CURVE SBLOCSO4
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 WBSKYEO3
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:

1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
2. FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

CTE | AECOM

ALT-3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (NB LOCAL LANES)

ALIGNMENT PLAN

SCALE: 1"=100' DRAWN BY: NJH/AMM
DATE: June 9, 2006 CHECKED BY: JAL/MS

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