

FAU ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8071	*	SANGAMON	425	108
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
(84-9) RS-6; (G)Z *				

CURVE RAMP_B2

RAMPB P12 PI STA. = 35+87.62
 $\Delta = 12^\circ 02' 48''$ (RT)
 $D = 1^\circ 58' 33''$
 $R = 2,900.00'$
 $T = 306.00'$
 $L = 609.74'$
 $E = 16.10'$
 $\theta = 3.80\%$
 $T.R. = **$
 $S.E. RUN = **$

RAMPB PC2 P.C. STA. = 32+81.62
 RAMPB PT2 P.T. STA. = 38+91.36

CURVE MAC11

MAC P11 PI STA. = 875+97.57
 $\Delta = 37^\circ 25' 24''$ (RT)
 $D = 5^\circ 54' 03''$
 $R = 971.00'$
 $T = 328.89'$
 $L = 634.22'$
 $E = 54.19'$
 $\theta = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$

MAC PC11 P.C. STA. = 872+68.69
 MAC PT11 P.T. STA. = 879+02.91

CURVE MAC10

MAC P110 PI STA. = 870+30.23
 $\Delta = 37^\circ 52' 32''$ (LT)
 $D = 7^\circ 38' 22''$
 $R = 750.00'$
 $T = 257.34'$
 $L = 495.79'$
 $E = 42.92'$
 $\theta = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$

MAC PC10 P.C. STA. = 867+72.90
 MAC PT10 P.T. STA. = 872+68.69

CURVE MAC9

MAC P19 PI STA. = 850+50.58
 $\Delta = 22^\circ 26' 25''$ (LT)
 $D = 1^\circ 25' 57''$
 $R = 4,000.00'$
 $T = 793.48'$
 $L = 1,566.62'$
 $E = 77.94'$
 $\theta = NA$
 $T.R. = NA$
 $S.E. RUN = NA$

MAC PC9 P.C. STA. = 842+57.10
 MAC PT9 P.T. STA. = 858+23.72

CURVE MAC8

MAC P18 PI STA. = 835+21.51
 $\Delta = 19^\circ 53' 32''$ (RT)
 $D = 1^\circ 25' 57''$
 $R = 4,000.00'$
 $T = 701.43'$
 $L = 1,388.74'$
 $E = 61.03'$
 $\theta = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$

MAC PC8 P.C. STA. = 828+20.08
 MAC PT8 P.T. STA. = 842+08.82

CURVE MAC7

MAC P17 PI STA. = 821+60.84
 $\Delta = 16^\circ 03' 51''$ (LT)
 $D = 1^\circ 25' 57''$
 $R = 4,000.00'$
 $T = 564.44'$
 $L = 1,121.48'$
 $E = 39.63'$
 $\theta = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$

MAC PC7 P.C. STA. = 815+96.39
 MAC PT7 P.T. STA. = 827+17.88

CURVE CENTER ACCESS1

CA P11 PI STA. = 702+69.14
 $\Delta = 20^\circ 35' 27''$ (RT)
 $D = 12^\circ 43' 57''$
 $R = 450.00'$
 $T = 81.74'$
 $L = 161.72'$
 $E = 7.36'$
 $\theta = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$

CA PC1 P.C. STA. = 701+87.39
 CA PT1 P.T. STA. = 703+49.11

RAMP D 1
 STA. 67+51.59 @ RAMP D =
 STA. 569+89.06, 60.24' LT @ I-72

RAMP A 1
 STA 10+00.00 @ RAMP A =
 STA. 576+12.68, 60.06' RT @ I-72

STATION 760+00
 MATCH LINE

RAMP A 100 STA 30+54.00
 RAMP B 100 STA. 20+00.00
 RAMP C 100 STA. 787+29.60
 MACARTHUR BLVD

RAMP A

POINT	NORTHING	EASTING
RAMP A 1	1,120,174.896	2,433,618.706
RAMP A PC1	1,120,108.129	2,434,415.252
RAMP A P11	1,120,071.539	2,434,671.318
RAMP A PT1	1,119,885.608	2,434,851.147
RAMP A PC2	1,119,673.516	2,435,056.280
RAMP A P12	1,119,626.792	2,435,101.470
RAMP A PT2	1,119,591.231	2,435,155.881
RAMP A 100	1,119,410.117	2,435,433.006

CURVE LIN1

LC P11 PI STA. = 175+41.26
 $\Delta = 68^\circ 28' 42''$ (RT)
 $D = 9^\circ 32' 57''$
 $R = 600.00'$
 $T = 408.36'$
 $L = 717.10'$
 $E = 125.78'$
 $\theta = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$

LC PC1 P.C. STA. = 171+32.90
 LC PT1 P.T. STA. = 178+50.00

CURVE REC2

REC P12 PI STA. = 125+43.08
 $\Delta = 83^\circ 41' 18''$ (LT)
 $D = 22^\circ 44' 11''$
 $R = 252.00'$
 $T = 225.66'$
 $L = 368.08'$
 $E = 86.27'$
 $\theta = 2.00\%$
 $T.R. = 25'$
 $S.E. RUN = 41'$

REC PC2 P.C. STA. = 123+17.42
 REC PT2 P.T. STA. = 126+85.50

CURVE REC3 (EXIST.)

REC P13 PI STA. = 128+85.61
 $\Delta = 5^\circ 08' 25''$ (LT)
 $D = 1^\circ 17' 07''$
 $R = 4,458.08'$
 $T = 200.11'$
 $L = 399.96'$
 $E = 4.49'$
 $\theta = 2.00\%$
 $T.R. = N/A$
 $S.E. RUN = N/A$

REC PC3 P.C. STA. = 126+85.50
 REC PT3 P.T. STA. = 130+85.45

CURVE RAMP_A1

RAMP A P11 PI STA. = 20+58.67
 $\Delta = 37^\circ 49' 25''$ (RT)
 $D = 9^\circ 35' 20''$
 $R = 755.00'$
 $T = 258.67'$
 $L = 498.41'$
 $E = 43.08'$
 $\theta = 8.00\%$
 $T.R. = **$
 $S.E. RUN = **$

RAMP A PC1 P.C. STA. = 18+00.00
 RAMP A PT1 P.T. STA. = 22+98.41

CURVE RAMP_A2

RAMP A P12 PI STA. = 26+58.48
 $\Delta = 12^\circ 47' 21''$ (LT)
 $D = 9^\circ 52' 43''$
 $R = 580.00'$
 $T = 65.00'$
 $L = 129.46'$
 $E = 3.63'$
 $\theta = 6.90\%$
 $T.R. = **$
 $S.E. RUN = **$

RAMP A PC2 P.C. STA. = 25+93.47
 RAMP A PT2 P.T. STA. = 27+22.94

CURVE RAMP_B1

RAMPB P11 PI STA. = 25+61.60
 $\Delta = 46^\circ 11' 30''$ (LT)
 $D = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 213.23'$
 $L = 403.10'$
 $E = 43.57'$
 $\theta = 7.80\%$
 $T.R. = **$
 $S.E. RUN = **$

RAMPB PC1 P.C. STA. = 23+48.37
 RAMPB PT1 P.T. STA. = 27+51.47

WEST GRAND AVE

POINT	NORTHING	EASTING
WG P14	1,122,440.440	2,436,884.097
WG P15	1,122,785.120	2,436,875.871

CENTER ACCESS

POINT	NORTHING	EASTING
CA P1	1,123,829.903	2,436,576.120
CA PC1	1,123,859.198	2,436,391.030
CA P11	1,123,871.977	2,436,310.293
CA PT1	1,123,912.334	2,436,239.208

LINDBERGH BLVD

POINT	NORTHING	EASTING
LB P1	1,124,766.136	2,436,847.137
LB P2	1,124,836.047	2,436,669.458

WESTCHESTER BLVD

POINT	NORTHING	EASTING
WB P1	1,125,684.648	2,436,888.478
WB P2	1,125,697.931	2,437,288.255
WB P3	1,125,691.290	2,437,088.365

CENTRE STREET

POINT	NORTHING	EASTING
CEN P1	1,127,062.390	2,436,722.959
CEN P2	1,127,070.342	2,437,118.497

RAMP B

POINT	NORTHING	EASTING
RAMPB 100	1,119,410.117	2,435,433.006
RAMPB PC1	1,119,301.501	2,435,764.012
RAMPB P11	1,119,235.022	2,435,966.610
RAMPB PT1	1,119,335.208	2,436,154.833
RAMPB PC2	1,119,584.302	2,436,622.815
RAMPB P12	1,119,728.078	2,436,892.932
RAMPB PT2	1,119,812.312	2,437,187.108
RAMPB 1	1,120,205.161	2,438,266.659

CURVE RAMP_C1

RAMP C P11 PI STA. = 46+29.22
 $\Delta = 34^\circ 38' 10''$ (RT)
 $D = 3^\circ 01' 55''$
 $R = 1,889.69'$
 $T = 589.23'$
 $L = 1,142.35'$
 $E = 89.73'$
 $\theta = 5.23\%$
 $T.R. = **$
 $S.E. RUN = **$

RAMP C PC1 P.C. STA. = 40+40.00
 RAMP C PT1 P.T. STA. = 51+82.35

CURVE RAMP_D1

RAMPD P11 PI STA. = 45+12.82
 $\Delta = 24^\circ 28' 47''$ (LT)
 $D = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 108.47'$
 $L = 213.63'$
 $E = 11.63'$
 $\theta = 7.80\%$
 $T.R. = **$
 $S.E. RUN = **$

RAMPD PC1 P.C. STA. = 44+04.35
 RAMPD PT1 P.T. STA. = 46+17.98

CURVE RAMP_D2

RAMPD P12 PI STA. = 55+13.12
 $\Delta = 5^\circ 04' 21''$ (RT)
 $D = 2^\circ 51' 53''$
 $R = 2,000.00'$
 $T = 88.59'$
 $L = 177.06'$
 $E = 1.96'$
 $\theta = 5.04\%$
 $T.R. = **$
 $S.E. RUN = **$

RAMPD PC2 P.C. STA. = 54+24.53
 RAMPD PT2 P.T. STA. = 56+01.59

RECREATION DRIVE

POINT	NORTHING	EASTING
REC PC2	1,119,833.121	2,434,460.179
REC P12	1,120,058.769	2,434,462.787
REC PT2	1,120,086.169	2,434,238.794
REC PC3	1,120,086.169	2,434,238.794
REC P13	1,120,110.466	2,434,040.162
REC PT3	1,120,116.870	2,433,840.152

MACARTHUR BOULEVARD

POINT	NORTHING	EASTING
MAC I72	1,119,930.839	2,435,603.875
MAC PC7	1,122,134.012	2,436,326.818
MAC P17	1,122,670.321	2,436,502.801
MAC PT7	1,123,234.385	2,436,523.509
MAC PC8	1,123,336.516	2,436,527.258
MAC P18	1,124,037.474	2,436,552.992
MAC PT8	1,124,687.853	2,436,815.693
MAC PC9	1,124,732.622	2,436,833.776
MAC P19	1,125,468.351	2,437,130.952
MAC PT9	1,126,261.806	2,437,124.783
MAC PC10	1,127,210.952	2,437,117.404
MAC P110	1,127,468.280	2,437,115.404
MAC PT10	1,127,670.172	2,436,955.838
MAC PC11	1,127,670.172	2,436,955.838
MAC P111	1,127,928.199	2,436,751.907
MAC 200	1,128,148.367	2,436,754.571
MAC PT11	1,128,257.044	2,436,746.754

EXIST. CURVE I72_51

I72 P151 PI STA. = 584+19.23
 $\Delta = 15^\circ 36' 11''$ (RT)
 $D = 1^\circ 30' 33''$
 $R = 3,796.57'$
 $T = 520.16'$
 $L = 1,033.89'$
 $E = 35.47'$
 $\theta = N/A$

I72 PC51 P.C. STA. = 578+99.07
 I72 PT51 P.T. STA. = 589+32.96

EXIST. CURVE I72_52

I72 P152 PI STA. = 607+25.73
 $\Delta = 36^\circ 03' 13''$ (LT)
 $D = 1^\circ 36' 09''$
 $R = 3,575.66'$
 $T = 1,163.65'$
 $L = 2,250.00'$
 $E = 184.58'$
 $\theta = N/A$

I72 PC52 P.C. STA. = 595+62.07
 I72 PT52 P.T. STA. = 618+12.07

EXIST. CURVE I72_153

I72 P1153 PI STA. = 629+39.38
 $\Delta = 19^\circ 19' 27''$ (RT)
 $D = 1^\circ 29' 44''$
 $R = 3,831.41'$
 $T = 652.31'$
 $L = 1,292.22'$
 $E = 55.13'$
 $\theta = N/A$

I72 PC153 P.C. STA. = 622+87.07
 I72 PT153 P.T. STA. = 635+79.29

EXISTING I-72

POINT	NORTHING	EASTING
I72 P63	1,120,226.887	2,432,936.102
I72 PC51	1,120,238.333	2,433,904.364
I72 P151	1,120,244.482	2,434,424.491
I72 PT51	1,120,110.506	2,434,927.105
I72 P60	1,120,041.726	2,435,185.137
I72 PC52	1,119,948.468	2,435,534.996
I72 P152	1,119,648.752	2,436,659.388
I72 PT52	1,120,068.193	2,437,744.817
I72 PC153	1,120,239.407	2,438,187.884
I72 P1153	1,120,474.533	2,438,796.340
I72 PT153	1,120,495.066	2,439,448.322

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 CENTERLINE GEOMETRICS RDWY -2
 FAI-72, MACARTHUR BLVD
 SECTION
 (84-9) RS-6; (G)Z
 SANGAMON COUNTY, ILLINOIS

SCALE: VERT. HORIZ.
 DATE: Mar-20-2008 08:25:49AM

DRAWN BY: CLG
 CHECKED BY: JAD



08/25/08 08:25:49AM
 #FILES#

LAYOUT: CLG 09/17/07
 DRAWN: CLG 09/17/07
 REVIEWED: JMM 09/17/07

