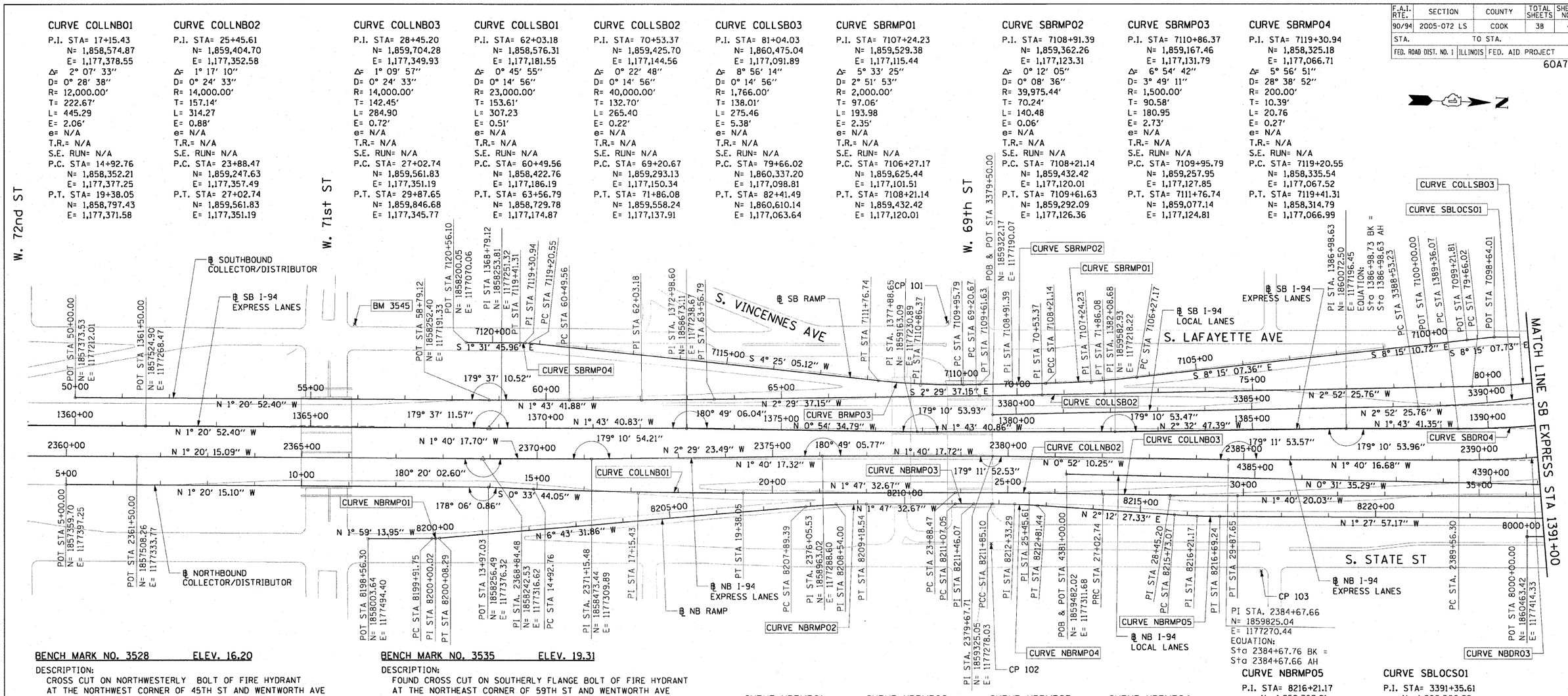
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-072 LS	COOK	38	4
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

60A78



CURVE COLLNB01

P.I. STA= 17+15.43
N= 1,858,574.87
E= 1,177,378.55
Δ= 2° 07' 33"
D= 0° 28' 38"
R= 12,000.00'
T= 222.67'
L= 445.29
E= 2.06'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 14+92.76
N= 1,858,352.21
E= 1,177,377.25
P.T. STA= 19+38.05
N= 1,858,797.43
E= 1,177,371.58

CURVE COLLNB02

P.I. STA= 25+45.61
N= 1,859,404.70
E= 1,177,352.58
Δ= 1° 17' 10"
D= 0° 24' 33"
R= 14,000.00'
T= 157.14'
L= 314.27
E= 0.88'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 23+88.47
N= 1,859,247.63
E= 1,177,357.49
P.T. STA= 27+02.74
N= 1,859,561.83
E= 1,177,351.19

CURVE COLLNB03

P.I. STA= 28+45.20
N= 1,859,704.28
E= 1,177,349.93
Δ= 1° 09' 57"
D= 0° 24' 33"
R= 14,000.00'
T= 142.45'
L= 284.90
E= 0.72'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 27+02.74
N= 1,859,561.83
E= 1,177,351.19
P.T. STA= 29+87.65
N= 1,859,846.68
E= 1,177,345.77

CURVE COLLSB01

P.I. STA= 62+03.18
N= 1,858,576.31
E= 1,177,181.55
Δ= 0° 45' 55"
D= 0° 14' 56"
R= 23,000.00'
T= 153.61'
L= 307.23
E= 0.51'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 60+49.56
N= 1,858,422.76
E= 1,177,186.19
P.T. STA= 63+56.79
N= 1,858,729.78
E= 1,177,174.87

CURVE COLLSB02

P.I. STA= 70+53.37
N= 1,859,425.70
E= 1,177,144.56
Δ= 0° 22' 48"
D= 0° 14' 56"
R= 40,000.00'
T= 132.70'
L= 265.40
E= 0.22'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 69+20.67
N= 1,859,293.13
E= 1,177,150.34
P.T. STA= 71+86.08
N= 1,859,558.24
E= 1,177,137.91

CURVE COLLSB03

P.I. STA= 81+04.03
N= 1,860,475.04
E= 1,177,091.89
Δ= 8° 56' 14"
D= 0° 14' 56"
R= 1,766.00'
T= 138.01'
L= 275.46
E= 5.38'
e= N/A
T.R.= N/A
S.E. RUN= N/A
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 SBRMP01

P.I. STA= 7107+24.23
N= 1,859,529.38
E= 1,177,115.44
Δ= 5° 33' 25"
D= 2° 51' 53"
R= 2,000.00'
T= 97.06'
L= 193.98
E= 2.35'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 7106+27.17
N= 1,859,625.44
E= 1,177,101.51
P.T. STA= 7108+21.14
N= 1,859,432.42
E= 1,177,120.01

CURVE SBRMP02

P.I. STA= 7108+91.39
N= 1,859,362.26
E= 1,177,123.31
Δ= 0° 12' 05"
D= 0° 08' 36"
R= 39,975.44'
T= 70.24'
L= 140.48
E= 0.06'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 7108+21.14
N= 1,859,432.42
E= 1,177,120.01
P.T. STA= 7109+61.63
N= 1,859,292.09
E= 1,177,126.36

CURVE SBRMP03

P.I. STA= 7110+86.37
N= 1,859,167.46
E= 1,177,131.79
Δ= 6° 54' 42"
D= 3° 49' 11"
R= 1,500.00'
T= 90.58'
L= 180.95
E= 2.73'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 7109+95.79
N= 1,859,257.95
E= 1,177,127.85
P.T. STA= 7111+76.74
N= 1,859,077.14
E= 1,177,124.81

CURVE SBRMP04

P.I. STA= 7119+30.94
N= 1,858,325.18
E= 1,177,066.71
Δ= 5° 56' 51"
D= 28° 38' 52"
R= 200.00'
T= 10.39'
L= 20.76
E= 0.27'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 7119+20.55
N= 1,858,335.54
E= 1,177,067.52
P.T. STA= 7119+41.31
N= 1,858,314.79
E= 1,177,066.99

CURVE NBRMP01

P.I. STA= 8200+00.02
N= 1,858,147.27
E= 1,177,489.42
Δ= 4° 44' 18"
D= 28° 38' 52"
R= 200.00'
T= 8.27'
L= 16.54
E= 0.17'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 8199+91.75
N= 1,858,139.01
E= 1,177,489.70
P.T. STA= 8200+08.29
N= 1,858,155.49
E= 1,177,488.45

CURVE NBRMP02

P.I. STA= 8208+54.00
N= 1,858,995.39
E= 1,177,389.40
Δ= 4° 55' 59"
D= 3° 49' 11"
R= 1,500.00'
T= 64.61'
L= 129.15
E= 1.39'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 8207+89.39
N= 1,858,931.22
E= 1,177,396.97
P.T. STA= 8209+18.54
N= 1,859,059.97
E= 1,177,387.38

CURVE NBRMP03

P.I. STA= 8211+46.07
N= 1,859,287.39
E= 1,177,380.27
Δ= 0° 19' 12"
D= 0° 24' 36"
R= 13,976.00'
T= 39.03'
L= 78.05
E= 0.05'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 8211+07.05
N= 1,859,248.39
E= 1,177,381.49
P.T. STA= 8211+85.10
N= 1,859,326.41
E= 1,177,379.26

CURVE NBRMP04

P.I. STA= 8212+33.29
N= 1,859,374.58
E= 1,177,378.02
Δ= 3° 40' 48"
D= 3° 49' 11"
R= 1,500.00'
T= 48.19'
L= 96.34
E= 0.77'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 8211+85.10
N= 1,859,326.41
E= 1,177,379.26
P.T. STA= 8212+81.44
N= 1,859,422.73
E= 1,177,379.88

CURVE NBRMP05

P.I. STA= 8216+21.17
N= 1,859,762.21
E= 1,177,392.97
Δ= 3° 40' 25"
D= 3° 49' 11"
R= 1,500.00'
T= 48.10'
L= 96.17'
E= 0.77'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 8215+73.07
N= 1,859,714.14
E= 1,177,391.11
P.T. STA= 8216+69.24
N= 1,859,810.29
E= 1,177,391.74

CURVE SBLOCS01

P.I. STA= 3391+35.61
N= 1,860,506.29
E= 1,177,130.62
Δ= 15° 38' 54"
D= 2° 47' 17"
R= 2,055.00'
T= 282.39'
L= 561.26'
E= 19.31'
e= 5.5%
T.R.= 41'
S.E. RUN= 196'
P.C. STA= 3388+53.23
N= 1,860,224.26
E= 1,177,144.78
P.T. STA= 3394+14.48
N= 1,860,774.05
E= 1,177,040.92

BENCH MARK NO. 3528 ELEV. 16.20

DESCRIPTION:
CROSS CUT ON NORTHWESTERLY BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 45TH ST AND WENTWORTH AVE

BENCH MARK NO. 3530 ELEV. 18.18

DESCRIPTION:
CROSS CUT ON SOUTHEAST BOLT OF LIGHT POLE BASE AT THE NORTHWEST CORNER OF 51ST ST AND WELLS ST

BENCH MARK NO. 3531 ELEV. 17.55

DESCRIPTION:
CROSS CUT ON NORTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF GARFIELD BLVD AND WELLS ST

BENCH MARK NO. 3532 ELEV. 18.84

DESCRIPTION:
HORIZONTAL BOLT ON CTA "EL" STRUCTURE, EAST SIDE OF WELLS ST ABOUT 50 FEET NORTH OF 59TH PL.

BENCH MARK NO. 3533 ELEV. 19.71

DESCRIPTION:
BRASS DISK (CTA MONUMENT) AT THE SOUTHWEST CORNER OF 63RD ST AND HARVARD ST

BENCH MARK NO. 3535 ELEV. 19.31

DESCRIPTION:
FOUND CROSS CUT ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 59TH ST AND WENTWORTH AVE

BENCH MARK NO. 3536 ELEV. 18.37

DESCRIPTION:
CROSS CUT ON SOUTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE SOUTHEAST CORNER OF GARFIELD BLVD AND WENTWORTH AVE

BENCH MARK NO. 3537 ELEV. 17.71

DESCRIPTION:
CROSS CUT ON NORTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 51ST ST AND WENTWORTH AVE

BENCH MARK NO. 3538 ELEV. 17.31

DESCRIPTION:
CROSS CUT ON EASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 47TH ST AND LASALLE ST

BENCH MARK NO. 3544 ELEV. 19.38

DESCRIPTION:
CROSS CUT ON WESTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 67TH ST AND LAFAYETTE AVE

BENCH MARK NO. 3545 ELEV. 10.53

DESCRIPTION:
CROSS CUT ON NORTHWEST BOLT OF LIGHT POLE BASE AT THE NORTHWEST CORNER OF 71ST ST AND LAFAYETTE AVE

NOTES:

1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360

CTE | AECOM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
47TH STREET GATEWAY LANDSCAPING AND IRRIGATION

ALIGNMENT PLAN

SCALE: 1"=100'
DATE: MAY 02, 2008
DRAWN BY: NJH/AMM
CHECKED BY: JAL/MS

05/01/2008 04:09:28 PM

p:\p40468\civil\29 gateway_1rr1gation\sht\22g (47th)\d22g0012a.sht