

**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 COLLNB04**  
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 COLLSB03**  
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 COLLNB04**  
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 COLLSB05**  
P.I. STA= 86+99.51  
N= 1,861,046.34  
E= 1,176,924.37  
Δ= 20° 54' 28"  
D= 3° 34' 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= 1,700.00'  
T= 754.78'  
L= 1,420.67'  
E= 160.03'  
e= 5.9%  
T.R.= 41'  
S.E. RUN= 210' (236.93')  
P.C. STA= 4391+36.97  
N= 1,860,519.94  
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= 2,090.00'  
T= 857.27'  
L= 1,627.06'  
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

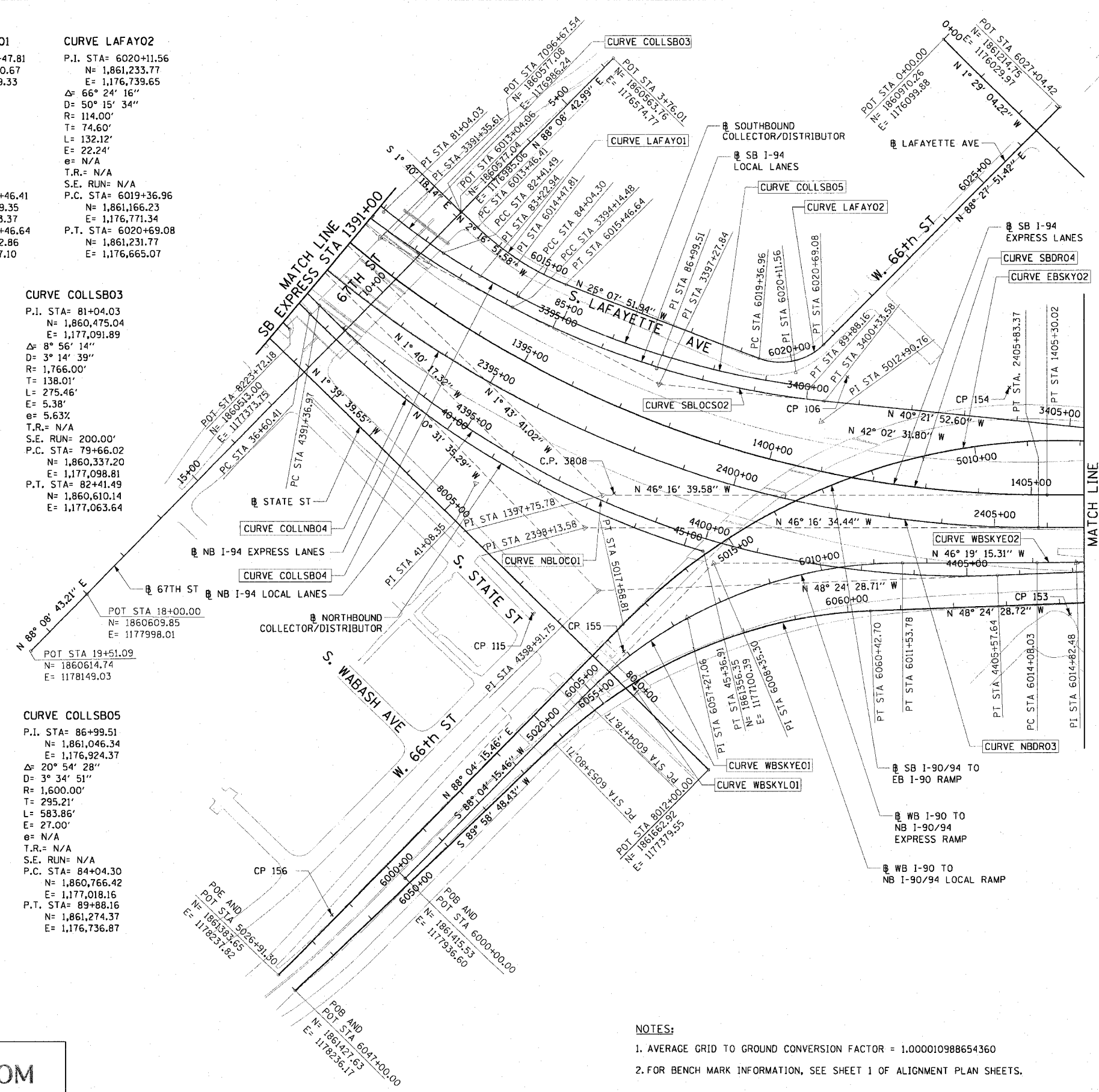
**CURVE WBSKYEO1**  
P.I. STA= 6008+35.30  
N= 1,861,387.41  
E= 1,177,101.77  
Δ= 45° 36' 29"  
D= 6° 45' 24"  
R= 848.00'  
T= 356.54'  
L= 675.02'  
E= 71.90'  
e= 6.0%  
T.R.= N/A  
S.E. RUN= 96' (179.23')  
P.C. STA= 6004+78.77  
N= 1,861,399.41  
E= 1,177,458.10  
P.T. STA= 6011+53.78  
N= 1,861,633.64  
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= 3,412.00'  
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= 1,624.00'  
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= 1,861,309.93  
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= 1,154.00'  
T= 536.73'  
L= 1,004.78'  
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 SBDR04**  
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= 2,050.00'  
T= 839.71'  
L= 1,593.95'  
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.



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 04:59:23 PM I:\P\040488\040488\023-gateway-irrigation\shp\229\_147\tbl\023g0222.dwg