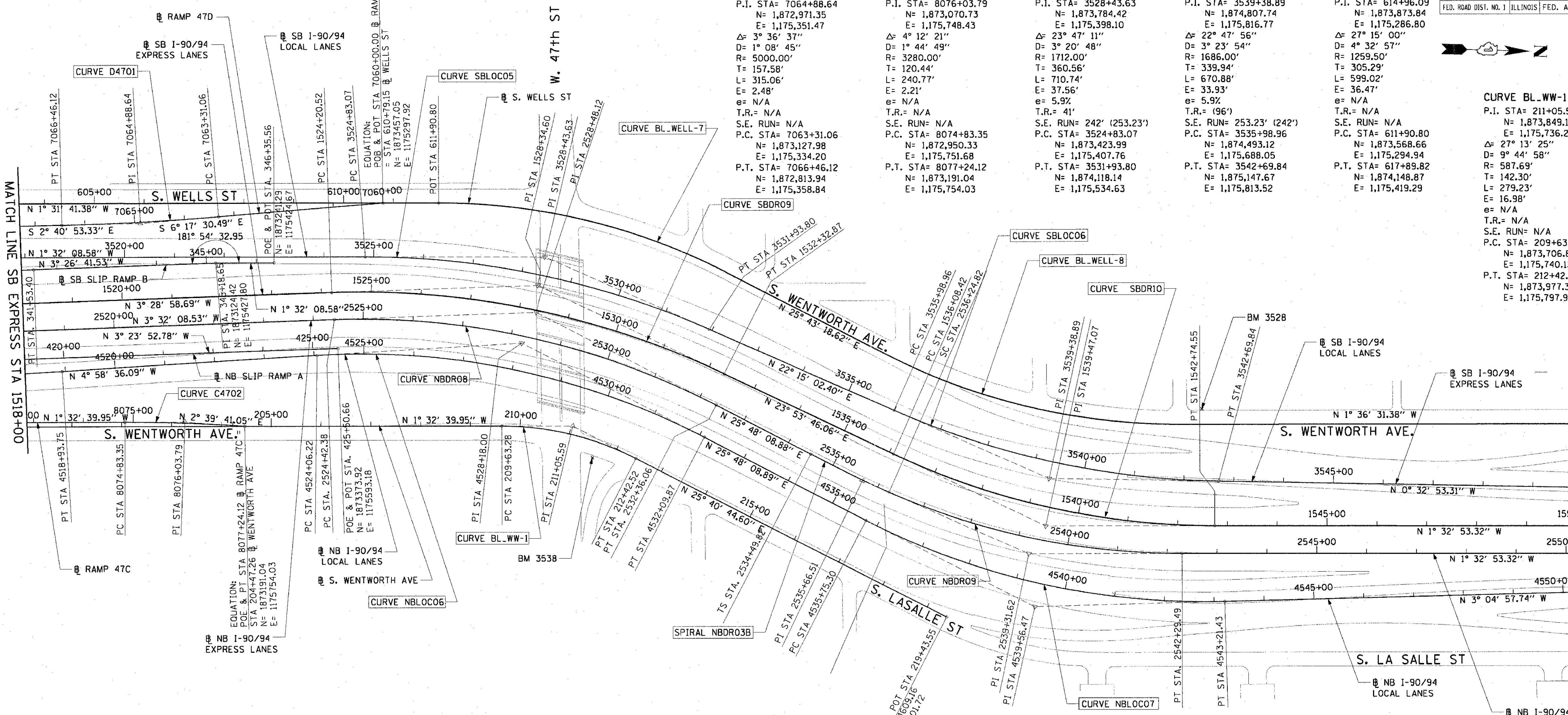
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-072 LS	COOK	38	10
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

60A78



CURVE D4701	CURVE C4702	CURVE SBLOC05	CURVE SBLOC06	CURVE BL_WELL-7
P.I. STA= 7064+88.64	P.I. STA= 8076+03.79	P.I. STA= 3528+43.63	P.I. STA= 3539+38.89	P.I. STA= 614+96.09
N= 1,872,971.35	N= 1,873,070.73	N= 1,873,784.42	N= 1,874,807.74	N= 1,873,873.84
E= 1,175,351.47	E= 1,175,748.43	E= 1,175,398.10	E= 1,175,816.77	E= 1,175,286.80
Δ= 3° 36′ 37″	Δ= 4° 12′ 21″	Δ= 23° 47′ 11″	Δ= 22° 47′ 56″	Δ= 27° 15′ 00″
D= 1° 08′ 45″	D= 1° 44′ 49″	D= 3° 20′ 48″	D= 3° 23′ 54″	D= 4° 32′ 57″
R= 5000.00′	R= 3280.00′	R= 1712.00′	R= 1686.00′	R= 1259.50′
T= 157.58′	T= 120.44′	T= 360.56′	T= 339.94′	T= 305.29′
L= 315.06′	L= 240.77′	L= 710.74′	L= 670.88′	L= 599.02′
E= 2.48′	E= 2.21′	E= 37.56′	E= 33.93′	E= 36.47′
e= N/A	e= N/A	e= 5.9%	e= 5.9%	e= N/A
T.R.= N/A	T.R.= N/A	T.R.= 41′	T.R.= (96′)	T.R.= N/A
S.E. RUN= N/A	S.E. RUN= N/A	S.E. RUN= 242′ (253.23′)	S.E. RUN= 253.23′ (242′)	S.E. RUN= N/A
P.C. STA= 7063+31.06	P.C. STA= 8074+83.35	P.C. STA= 3524+83.07	P.C. STA= 3535+98.96	P.C. STA= 611+90.80
N= 1,873,127.98	N= 1,872,950.33	N= 1,873,423.99	N= 1,874,493.12	N= 1,873,568.66
E= 1,175,334.20	E= 1,175,751.68	E= 1,175,407.76	E= 1,175,688.05	E= 1,175,294.94
P.T. STA= 7066+46.12	P.T. STA= 8077+24.12	P.T. STA= 3531+93.80	P.T. STA= 3542+69.84	P.T. STA= 617+89.82
N= 1,872,813.94	N= 1,873,191.04	N= 1,874,118.14	N= 1,875,147.67	N= 1,874,148.87
E= 1,175,358.84	E= 1,175,754.03	E= 1,175,534.63	E= 1,175,813.52	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	CURVE SBDR10	CURVE NBLOC06	CURVE NBLOC07	CURVE NBDR08
P.I. STA= 1528+34.60	P.I. STA= 1539+47.07	P.I. STA= 4528+18.00	P.I. STA= 4539+56.47	P.I. STA= 2528+48.12
N= 1,873,771.86	N= 1,874,803.43	N= 1,873,742.76	N= 1,874,785.65	N= 1,873,770.44
E= 1,175,455.52	E= 1,175,912.56	E= 1,175,572.51	E= 1,176,076.72	E= 1,175,510.19
Δ= 27° 22′ 45″	Δ= 25° 26′ 39″	Δ= 30° 46′ 45″	Δ= 28° 53′ 07″	Δ= 29° 20′ 17″
D= 3° 22′ 13″	D= 3° 49′ 11″	D= 3° 49′ 48″	D= 3° 52′ 17″	D= 3° 41′ 47″
R= 1700.00′	R= 1500.00′	R= 1496.00′	R= 1480.00′	R= 1550.00′
T= 414.09′	T= 338.65′	T= 411.77′	T= 381.17′	T= 405.74′
L= 812.35′	L= 666.13′	L= 803.65′	L= 746.13′	L= 793.67′
E= 49.71′	E= 37.75′	E= 55.64′	E= 48.30′	E= 52.23′
e= 5.9%	e= 6.0%	e= 6.0%	e= 6.0%	e= 6.0%
T.R.= 41′	T.R.= (96′)	T.R.= 96′ (96′)	T.R.= 41′ (41′)	T.R.= 96′ (96′)
S.E. RUN= 242′ (277.96′)	S.E. RUN= (282.56′) 246′	S.E. RUN= 246′ (272.71′)	S.E. RUN= (272.71′) 246′	S.E. RUN= 246′ (267.20′)
P.C. STA= 1524+20.52	P.C. STA= 1536+08.42	P.C. STA= 4524+06.22	P.C. STA= 4535+75.30	P.C. STA= 2524+42.38
N= 1,873,358.54	N= 1,874,493.81	N= 1,873,332.54	N= 1,874,442.48	N= 1,873,365.47
E= 1,175,480.67	E= 1,175,775.38	E= 1,175,608.23	E= 1,175,910.80	E= 1,175,535.22
P.T. STA= 1532+32.87	P.T. STA= 1542+74.55	P.T. STA= 4532+09.87	P.T. STA= 4543+21.43	P.T. STA= 2532+36.06
N= 1,874,150.45	N= 1,875,141.96	N= 1,874,113.48	N= 1,875,166.27	N= 1,874,135.73
E= 1,175,623.26	E= 1,175,903.41	E= 1,175,751.74	E= 1,176,056.22	E= 1,175,686.80

SPIRAL NBDR03B	CURVE NBDR09	CURVE BL_WELL-8
P.I. STA= 2535+66.51	P.I. STA= 2539+31.62	P.I. STA= 624+60.62
N= 1,874,433.24	N= 1,874,770.97	N= 1,874,753.20
E= 1,175,830.64	E= 1,175,969.46	E= 1,175,710.42
Δ= 3° 27′ 27″	Δ= 23° 53′ 35″	Δ= 27° 19′ 50″
LS= 175.00′	D= 3° 57′ 05″	D= 4° 27′ 01″
YS= 3.52′	R= 1450.00′	R= 1287.50′
XS= 174.94′	T= 306.79′	T= 313.03′
P= 0.88′	L= 604.67′	L= 614.15′
K= 87.49′	E= 32.10′	E= 37.51′
LT= 116.69′	e= 6.0%	e= N/A
ST= 58.35′	T.R.= 41′	T.R.= N/A
LC= 174.97′	S.E. RUN= 246′	S.E. RUN= N/A
T.S. STA= 2534+49.82	P.C. STA= 2536+24.82	P.C. STA= 621+47.59
N= 1,874,328.19	N= 1,874,487.21	N= 1,874,471.18
E= 1,175,779.85	E= 1,175,852.82	E= 1,175,574.56
S.C. STA= 2536+24.82	P.T. STA= 2542+29.49	P.T. STA= 627+61.73
N= 1,874,487.21	N= 1,875,077.65	N= 1,875,066.11
E= 1,175,852.82	E= 1,175,961.17	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.

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 04:09:33 PM