

**PROP. CURVE SBLOC05**  
 P.I. STA = 3528+43.63  
 Nt = 1,873,784.42  
 Et = 1,175,398.10  
 $\Delta = 23^\circ 47' 11''$  (RT)  
 D = 3° 20' 48"  
 R = 1,712.00'  
 T = 360.56'  
 L = 710.73'  
 E = 37.56'  
 $\theta = 5.7\%$   
 S.A. = STA 3522+04.49 TO STA 3526+01.07  
 T.R. = 42.58' (ATTAINMENT TRANSITION ONLY)  
 S.E. RUN = 354.00' (ATTAINMENT TRANSITION ONLY)  
 S.R. = CONTINUOUSLY ROTATING PLANE BEGINS AT STA 3530+92.51  
 P.C. STA = 3524+83.07  
 Nt = 1,873,423.99  
 Et = 1,175,407.76  
 P.T. STA = 3531+93.80  
 Nt = 1,874,118.14  
 Et = 1,175,534.63

**PROP. CURVE SBDR09**  
 P.I. STA = 1528+34.60  
 Nt = 1,873,771.86  
 Et = 1,175,455.52  
 $\Delta = 27^\circ 22' 45''$  (RT)  
 D = 3° 22' 13"  
 R = 1,700.00'  
 T = 414.09'  
 L = 812.35'  
 E = 49.71'  
 $\theta = 5.7\%$   
 S.A. = STA 1521+84.22 TO STA 1525+21.75  
 T.R. = 33.53' (ATTAINMENT TRANSITION ONLY)  
 S.E. RUN = 304.00' (ATTAINMENT TRANSITION ONLY)  
 S.R. = CONTINUOUSLY ROTATING PLANE BEGINS AT STA 1531+40.60  
 P.C. STA = 1524+20.52  
 Nt = 1,873,358.54  
 Et = 1,175,480.67  
 P.T. STA = 1532+32.87  
 Nt = 1,874,150.45  
 Et = 1,175,623.26

**PROP. CURVE SBLOC06**  
 P.I. STA = 3539+38.89  
 Nt = 1,874,807.75  
 Et = 1,175,816.77  
 $\Delta = 22^\circ 47' 56''$  (LT)  
 D = 3° 23' 54"  
 R = 1,686.00'  
 T = 339.94'  
 L = 670.88'  
 E = 33.93'  
 $\theta = 5.7\%$   
 S.A. = CONTINUOUSLY ROTATING PLANE ENDS AT STA 3537+00.25  
 T.R. = 68.79' (REMOVAL TRANSITION ONLY)  
 S.E. RUN = 380.00' (REMOVAL TRANSITION ONLY)  
 S.R. = STA 3541+43.17 TO STA 3545+91.96  
 P.C. STA = 3535+98.96  
 Nt = 1,874,493.12  
 Et = 1,175,688.05  
 P.T. STA = 3542+69.84  
 Nt = 1,875,147.67  
 Et = 1,175,813.52

**PROP. CURVE SBDR10**  
 P.I. STA = 1539+47.07  
 Nt = 1,874,803.43  
 Et = 1,175,912.56  
 $\Delta = 25^\circ 26' 39''$  (LT)  
 D = 3° 49' 11"  
 R = 1,500.00'  
 T = 338.65'  
 L = 666.13'  
 E = 37.75'  
 $\theta = 5.9\%$   
 S.A. = CONTINUOUSLY ROTATING PLANE ENDS AT STA 1537+03.93  
 T.R. = 68.20' (REMOVAL TRANSITION ONLY)  
 S.E. RUN = 315.00' (REMOVAL TRANSITION ONLY)  
 S.R. = STA 1541+69.55 TO STA 1545+52.75  
 P.C. STA = 1536+08.42  
 Nt = 1,874,493.81  
 Et = 1,175,775.38  
 P.T. STA = 1542+74.55  
 Nt = 1,875,141.96  
 Et = 1,175,903.41

**PROP. CURVE EL4300**  
 P.I. STA = 714+54.39  
 Nt = 1,875,675.42  
 Et = 1,175,825.74  
 $\Delta = 0^\circ 54' 33''$  (LT)  
 D = 0° 31' 15"  
 R = 11,000.00'  
 T = 87.27'  
 L = 174.54'  
 E = 0.35'  
 P.C. STA = 713+67.12  
 Nt = 1,875,762.70  
 Et = 1,175,826.31  
 P.T. STA = 715+41.66  
 Nt = 1,875,588.15  
 Et = 1,175,826.55

**PROP. CURVE EL4301**  
 P.I. STA = 723+10.32  
 Nt = 1,874,819.53  
 Et = 1,175,833.74  
 $\Delta = 23^\circ 55' 56''$  (RT)  
 D = 3° 49' 11"  
 R = 1,500.00'  
 T = 317.91'  
 L = 626.54'  
 E = 33.32'  
 $\theta = 5.9\%$   
 S.A. = STA 719+00.06 TO 720+38.59  
 S.R. = STA 721+23.00 TO 722+60.00 (MATCH EXISTING CROSS SLOPE OF  $\pm 2.1\%$ )  
 P.C. STA = 719+92.41  
 Nt = 1,875,137.42  
 Et = 1,175,830.77  
 P.T. STA = 726+18.95  
 Nt = 1,874,527.76  
 Et = 1,175,707.50

**PROP. CURVE NBDR08**  
 P.I. STA = 2528+48.12  
 Nt = 1,873,770.44  
 Et = 1,175,510.19  
 $\Delta = 29^\circ 20' 17''$  (RT)  
 D = 3° 41' 47"  
 R = 1,550.00'  
 T = 405.74'  
 L = 793.68'  
 E = 52.23'  
 $\theta = 5.9\%$   
 S.A. = STA 2521+65.07 TO STA 2525+47.05  
 T.R. = 67.98' (ATTAINMENT TRANSITION ONLY)  
 S.E. RUN = 314.00' (ATTAINMENT TRANSITION ONLY)  
 S.R. = CONTINUOUSLY ROTATING PLANE BEGINS AT STA 2531+59.12  
 P.C. STA = 2524+42.38  
 Nt = 1,873,365.47  
 Et = 1,175,535.22  
 P.T. STA = 2532+36.06  
 Nt = 1,874,135.73  
 Et = 1,175,686.80

**PROP. CURVE NBLOC06**  
 P.I. STA = 4528+18.00  
 Nt = 1,873,742.76  
 Et = 1,175,572.51  
 $\Delta = 30^\circ 46' 45''$  (RT)  
 D = 3° 49' 48"  
 R = 1,496.00'  
 T = 411.77'  
 L = 803.65'  
 E = 55.64'  
 $\theta = 5.9\%$   
 S.A. = STA 4521+22.64 TO STA 4525+10.89  
 T.R. = 74.25' (ATTAINMENT TRANSITION ONLY)  
 S.E. RUN = 314.00' (ATTAINMENT TRANSITION ONLY)  
 S.R. = CONTINUOUSLY ROTATING PLANE BEGINS AT STA 4531+18.51  
 P.C. STA = 4524+06.22  
 Nt = 1,873,332.54  
 Et = 1,175,608.23  
 P.T. STA = 4532+09.87  
 Nt = 1,874,113.48  
 Et = 1,175,751.74

**PROP. CURVE BL-WW-1**  
 P.I. STA = 211+05.58  
 Nt = 1,873,849.12  
 Et = 1,175,736.29  
 $\Delta = 27^\circ 13' 24''$  (RT)  
 D = 9° 44' 58"  
 R = 587.69'  
 T = 142.30'  
 L = 279.23'  
 E = 16.98'  
 $\theta = 5.9\%$   
 S.A. = STA 209+63.28 TO 212+42.41  
 T.R. = 27.18' (ATTAINMENT TRANSITION ONLY)  
 S.E. RUN = 212+42.51  
 S.R. = STA 212+42.51 TO 213+00.00  
 P.C. STA = 209+63.28  
 Nt = 1,873,706.87  
 Et = 1,175,740.12  
 P.T. STA = 212+42.51  
 Nt = 1,873,977.37  
 Et = 1,175,797.95

**PROP. SPIRAL NBDR03B**  
 P.I. STA = 2535+66.51  
 Nt = 1,874,433.24  
 Et = 1,175,830.64  
 $\Delta = 3^\circ 27' 27''$   
 R = 175.00'  
 YS = 3.52'  
 XS = 174.94'  
 P = 0.88'  
 K = 87.49'  
 LT = 116.69'  
 ST = 58.35'  
 LC = 174.97'  
 T.S. STA = 2534+49.82  
 Nt = 1,874,328.19  
 Et = 1,175,779.85  
 S.C. STA = 2536+24.82  
 Nt = 1,874,487.21  
 Et = 1,175,852.82

**PROP. CURVE LE4301**  
 P.I. STA = 813+31.25  
 Nt = 1,874,769.76  
 Et = 1,176,048.87  
 $\Delta = 25^\circ 32' 57''$  (LT)  
 D = 3° 55' 18"  
 R = 1,461.00'  
 T = 331.25'  
 L = 651.48'  
 E = 37.08'  
 $\theta = 5.9\%$   
 S.A. = STA 814+55.00 (MATCH EXISTING CROSS SLOPE OF  $\pm 3.8\%$ ) TO 815+65.00  
 S.R. = STA 815+81.92 TO STA 818+61.64  
 T.R. = 71.04' (REMOVAL TRANSITION ONLY)  
 S.E. RUN = 208.68' (REMOVAL TRANSITION ONLY)  
 P.C. STA = 810+00.00  
 Nt = 1,874,464.55  
 Et = 1,175,920.15  
 P.T. STA = 816+51.48  
 Nt = 1,875,100.65  
 Et = 1,176,033.38

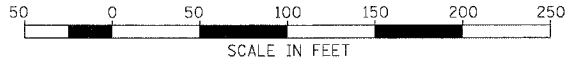
**PROP. CURVE LSA1**  
 P.I. STA = 221+00.82  
 Nt = 1,874,750.89  
 Et = 1,176,169.92  
 $\Delta = 27^\circ 20' 30''$  (LT)  
 D = 3° 54' 10"  
 R = 725.00'  
 T = 176.34'  
 L = 345.97'  
 E = 21.14'  
 $\theta = 5.9\%$   
 S.A. = STA 221+00.82 TO 222+44.48  
 T.R. = 725.00' (MATCH EXISTING)  
 S.E. RUN = 222+44.48  
 P.C. STA = 219+24.48  
 Nt = 1,874,591.98  
 Et = 1,176,093.48  
 P.T. STA = 222+70.45  
 Nt = 1,874,927.16  
 Et = 1,176,164.84

**PROP. CURVE NBDR09**  
 P.I. STA = 2539+31.62  
 Nt = 1,874,770.97  
 Et = 1,175,969.46  
 $\Delta = 23^\circ 53' 35''$  (LT)  
 D = 3° 57' 05"  
 R = 1,450.00'  
 T = 306.79'  
 L = 604.67'  
 E = 32.10'  
 $\theta = 6.0\%$   
 S.A. = CONTINUOUSLY ROTATING PLANE ENDS AT STA 2536+24.82  
 T.R. = 33.10' (REMOVAL TRANSITION ONLY)  
 S.E. RUN = 320.00' (REMOVAL TRANSITION ONLY)  
 S.R. = STA 2541+22.82 TO STA 2544+75.92  
 P.C. STA = 2536+24.82  
 Nt = 1,874,487.21  
 Et = 1,175,852.82  
 P.T. STA = 2542+29.49  
 Nt = 1,875,077.65  
 Et = 1,175,961.17

**PROP. CURVE D4300**  
 P.I. STA = 8057+07.33  
 Nt = 1,876,018.11  
 Et = 1,176,112.42  
 $\Delta = 1^\circ 19' 55''$  (RT)  
 D = 1° 25' 57"  
 R = 4,000.00'  
 T = 46.49'  
 L = 92.99'  
 E = 0.27'  
 $\theta = 2.3\%$   
 S.A. = STA 8056+54.83 TO 8056+63.83  
 S.R. = STA 8057+50.82 TO 8057+59.82  
 P.C. STA = 8056+60.83  
 Nt = 1,875,971.65  
 Et = 1,176,110.86  
 P.T. STA = 8057+53.82  
 Nt = 1,876,064.53  
 Et = 1,176,115.06

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NOTE: ALL COORDINATES ARE GIVEN IN STATE PLANE (GRID) COORDINATES. GRID TO GROUND CONVERSION FACTOR = 1.000010988654360



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 ALIGNMENT, TIES, AND BENCHMARKS  
 SCALE: 1"=100'  
 DATE: 07/07/05  
 DRAWN BY: JDC  
 CHECKED BY: RS