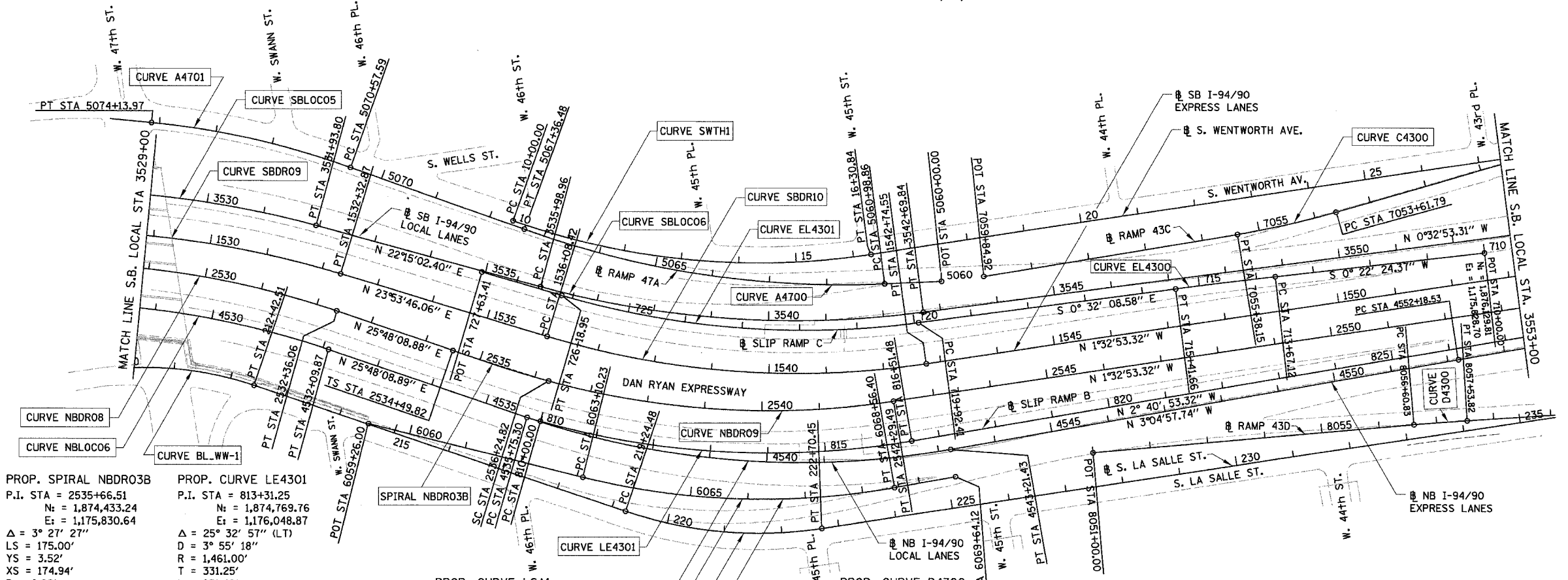


<b>PROP. CURVE SBDR10</b> P.I. STA = 1539+47.07 N = 1,874,803.43 E = 1,175,912.56 $\Delta = 25^\circ 26' 39''$ (LT) D = 3' 49' 11" R = 1,500.00' T = 338.65' L = 666.13' E = 37.75' $\theta = 5.9\%$ S.A. = END CONTINUOUSLY ROTATING PLANE AT STA 1537+03.93 T.R. = 68.20' S.E. RUN = 315.00' S.R. = STA 1541+69.55 TO STA 1545+52.75 P.C. STA = 1536+08.42 N = 1,874,493.81 E = 1,175,775.38 P.T. STA = 1542+74.55 N = 1,875,141.96 E = 1,175,903.41	<b>PROP. CURVE EL4300</b> P.C. STA = 714+54.39 N = 1,875,675.42 E = 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 N = 1,875,762.70 E = 1,175,826.31 P.T. STA = 715+41.66 N = 1,875,588.15 E = 1,175,826.55	<b>PROP. CURVE SWTH1</b> P.I. STA = 13+21.89 N = 1,874,747.97 E = 1,175,711.50 $\Delta = 28^\circ 04' 24''$ (LT) D = 4' 27' 01" R = 1,287.50' T = 321.89' L = 630.84' E = 39.63' $\theta =$ MATCH EXISTING T.R. = MATCH EXISTING S.E. RUN = MATCH EXISTING P.C. STA = 10+00.00 N = 1,874,459.70 E = 1,175,568.28 P.T. STA = 16+30.84 N = 1,875,069.72 E = 1,175,702.20	<b>PROP. CURVE EL4301</b> P.I. STA = 723+10.32 N = 1,874,819.53 E = 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 STA 720+38.59 S.R. = STA 725+72.77 TO 727+63.41 (1.83%) P.C. STA = 719+92.41 N = 1,875,137.42 E = 1,175,830.77 P.T. STA = 726+18.95 N = 1,874,527.76 E = 1,175,707.50	<b>PROP. CURVE A4701</b> P.I. STA = 5072+36.79 N = 1,874,030.16 E = 1,175,360.65 $\Delta = 14^\circ 54' 56''$ (LT) D = 4' 11' 07" R = 1,369.00' T = 179.20' L = 356.38' E = 11.68' $\theta =$ MATCH EXISTING T.R. = MATCH EXISTING S.E. RUN = MATCH EXISTING P.C. STA = 5070+57.59 N = 1,874,189.71 E = 1,175,442.25 P.T. STA = 5074+13.97 N = 1,873,854.99 E = 1,175,322.86	<b>PROP. CURVE A4700</b> P.I. STA = 5064+21.82 N = 1,874,765.22 E = 1,175,731.41 $\Delta = 22^\circ 28' 55''$ (RT) D = 3' 31' 33" R = 1,625.00' T = 322.97' L = 356.62' E = 31.78' $\theta = 4.4\%$ S.A. = STA 5060+00 (3.58%) TO 5061+21.86 S.R. = STA 5067+13.48 TO 5067+83.48 P.C. STA = 5060+98.86 N = 1,875,087.21 E = 1,175,756.48 P.T. STA = 5067+36.48 N = 1,874,477.28 E = 1,175,585.12	<b>PROP. CURVE C4300</b> P.I. STA = 7054+50.07 N = 1,875,794.51 E = 1,175,741.50 $\Delta = 6^\circ 44' 11''$ (RT) D = 3' 49' 11" R = 1,500.00' T = 88.28' L = 176.36' E = 2.60' $\theta = 4.6\%$ S.A. = STA 7053+09.79 TO 7053+87.79 S.R. = STA 7055+12.15 TO 7055+90.15 P.C. STA = 7053+61.79 N = 1,875,881.65 E = 1,175,727.39 P.T. STA = 7055+38.15 N = 1,875,706.31 E = 1,175,745.28	<b>PROP. CURVE NBDR09</b> P.I. STA = 2539+31.62 N = 1,874,770.97 E = 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. = END CONTINUOUSLY ROTATING PLANE AT STA 2536+24.82 T.R. = 33.10' S.E. RUN = 320.00' S.R. = STA 2541+22.82 TO STA 2544+75.92 P.C. STA = 2536+24.82 N = 1,874,487.21 E = 1,175,852.82 P.T. STA = 2542+29.49 N = 1,875,077.65 E = 1,175,961.17
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<b>PROP. CURVE SBLOC06</b> P.I. STA = 3539+38.89 N = 1,874,807.75 E = 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. = END CONTINUOUSLY ROTATING PLANE AT STA 3537+00.25 T.R. = 68.79' S.E. RUN = 380.00' S.R. = STA 3541+43.17 TO STA 3545+91.96 P.C. STA = 3535+98.96 N = 1,874,493.12 E = 1,175,688.05 P.T. STA = 3542+69.84 N = 1,875,147.67 E = 1,175,813.52	<b>PROP. CURVE NBLOC07</b> P.I. STA = 4539+56.47 N = 1,874,785.65 E = 1,176,076.72 $\Delta = 28^\circ 53' 07''$ (LT) D = 3' 52' 17" R = 1,480.00' T = 381.17' L = 746.13' E = 48.30' $\theta = 5.9\%$ S.A. = END CONTINUOUSLY ROTATING PLANE AT STA 4536+66.66 T.R. = 68.49' S.E. RUN = 393.00' S.R. = STA 4541+90.43 TO STA 4546+51.92 P.C. STA = 4535+75.30 N = 1,874,442.48 E = 1,175,910.80 P.T. STA = 4543+21.43 N = 1,875,166.27 E = 1,176,056.22
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<b>PROP. CURVE B4700</b> P.I. STA = 6065+87.40 N = 1,874,784.51 E = 1,176,124.85 $\Delta = 24^\circ 04' 19''$ (LT) D = 4' 24' 27" R = 1,300.00' T = 277.18' L = 546.17' E = 29.22' $\theta = 4.9\%$ S.A. = STA 6061+55.16 TO 6063+58.24 S.R. = STA 6068+08.40 TO 6068+51.92 P.C. STA = 6063+10.23 N = 1,874,525.73 E = 1,176,025.56 P.T. STA = 6068+56.40 N = 1,875,061.29 E = 1,176,109.94	<b>PROP. CURVE BL_WW-1</b> P.I. STA = 211+05.58 N = 1,873,849.12 E = 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' $\theta =$ MATCH EXISTING T.R. = MATCH EXISTING S.E. RUN = MATCH EXISTING P.C. STA = 209+63.28 N = 1,873,706.87 E = 1,175,740.12 P.T. STA = 212+42.51 N = 1,873,977.37 E = 1,175,797.95
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<b>PROP. SPIRAL NBDR03B</b> P.I. STA = 2535+66.51 N = 1,874,433.24 E = 1,175,830.64 $\Delta = 3^\circ 27' 27''$ LS = 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 N = 1,874,328.19 E = 1,175,779.85 S.C. STA = 2536+24.82 N = 1,874,487.21 E = 1,175,852.82	<b>PROP. CURVE LE4301</b> P.I. STA = 813+31.25 N = 1,874,769.76 E = 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 810+00.00 (4.45%) TO 810+67.35 T.R. = 71.04' S.E. RUN = 208.68' S.R. = STA 815+81.92 TO STA 818+61.64 P.C. STA = 810+00.00 N = 1,874,464.55 E = 1,175,920.15 P.T. STA = 816+51.48 N = 1,875,100.65 E = 1,176,033.38
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<b>PROP. CURVE LSA1</b> P.I. STA = 221+00.82 N = 1,874,750.89 E = 1,176,169.92 $\Delta = 27^\circ 20' 30''$ (LT) D = 7' 54' 10" R = 725.00' T = 176.34' L = 345.97' E = 21.14' $\theta =$ MATCH EXISTING T.R. = MATCH EXISTING S.E. RUN = MATCH EXISTING P.C. STA = 219+24.48 N = 1,874,591.98 E = 1,176,093.48 P.T. STA = 222+70.45 N = 1,874,927.16 E = 1,176,164.84	<b>PROP. CURVE D4300</b> P.I. STA = 8057+07.33 N = 1,876,018.11 E = 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 N = 1,875,971.65 E = 1,176,110.86 P.T. STA = 8057+53.82 N = 1,876,064.53 E = 1,176,115.06
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- NOTES:**
- AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
  - FOR BENCH MARK INFORMATION, SEE SHEET ALT-16 OF ALIGNMENT PLAN SHEETS.
  - FOR RAMP P.O.T. INFORMATION, SEE SHEET ALT-16 OF ALIGNMENT PLAN SHEETS.

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REVISIONS		DATE
NAME		

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)  
 SB LOCAL LANE RECONSTRUCTION

ALIGNMENT PLAN

SCALE: 1"=100'  
 DATE: 06/09/06

DRAWN BY: JDC  
 CHECKED BY: RS

10/21/05  
 6/28/2006  
 10/21/05  
 6/28/2006