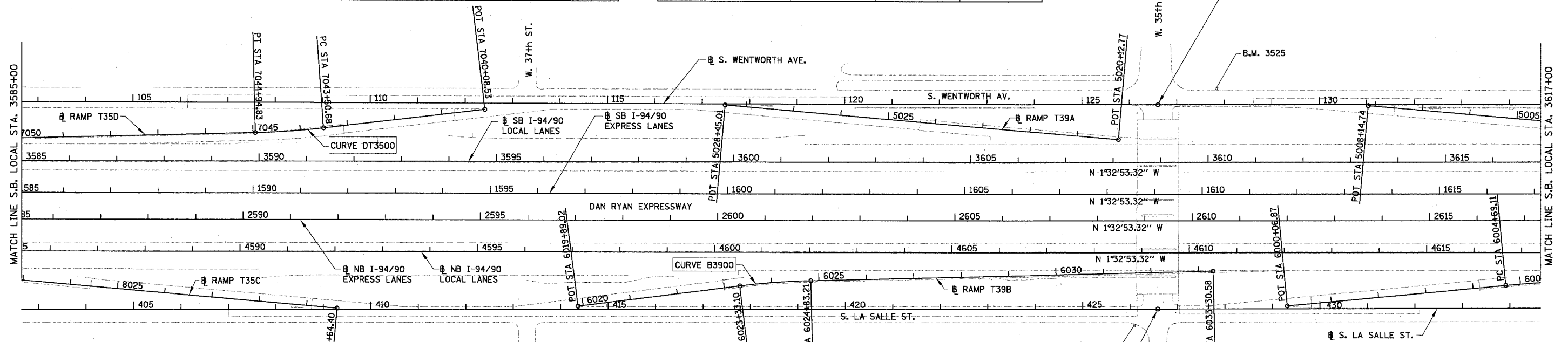
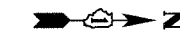


PROP. CURVE DT3500
P.I. STA = 7044+22.81
N_i = 1,879,939.16
E = 1,175,643.87
Δ = 5° 14' 38" (RT)
D = 3° 38' 16"
R = 1,575.00'
T = 72.13'
L = 144.15'
E = 1.65'
e = 3.6%
S.A. = STA 7043+14.68 TO 7043+59.68
S.R. = STA 7044+85.83 TO 7045+30.83
P.C. STA = 7043+50.68
N_i = 1,880,010.54
E_i = 1,175,633.56
P.T. STA = 7044+94.83
N_i = 1,879,867.13
E_i = 1,175,647.62

| POINT | DESCRIPTION | STATION | NORTH | EAST |
|-------|-------------|------------|--------------|--------------|
| BEGIN | RAMP 47A | 5060+00.00 | 1,875,185.77 | 1,175,764.15 |
| END | RAMP 47A | 5074+13.97 | 1,873,854.99 | 1,175,322.86 |
| BEGIN | RAMP 47B | 6059+26.00 | 1,874,166.99 | 1,175,887.94 |
| END | RAMP 47B | 6069+64.12 | 1,875,168.85 | 1,176,104.15 |
| BEGIN | RAMP 43C | 7050+00.00 | 1,876,238.80 | 1,175,669.59 |
| END | RAMP 43C | 7059+84.92 | 1,875,259.95 | 1,175,764.44 |
| BEGIN | RAMP 43D | 8051+00.00 | 1,875,411.12 | 1,176,092.10 |
| END | RAMP 43D | 8059+26.72 | 1,876,237.16 | 1,176,124.86 |
| BEGIN | RAMP 43A | 5040+09.48 | 1,877,475.98 | 1,175,723.30 |
| END | RAMP 43A | 5048+39.05 | 1,876,648.91 | 1,175,658.90 |
| BEGIN | RAMP 43B | 6040+09.40 | 1,876,652.70 | 1,176,113.96 |
| END | RAMP 43B | 6050+27.76 | 1,877,664.85 | 1,176,007.29 |
| BEGIN | RAMP 39D | 7040+16.52 | 1,878,882.40 | 1,175,597.87 |
| END | RAMP 39D | 7050+90.17 | 1,877,816.27 | 1,175,715.09 |
| BEGIN | RAMP 39C | 8040+00.00 | 1,877,789.82 | 1,176,003.91 |
| END | RAMP 39C | 8051+05.89 | 1,878,894.81 | 1,176,048.24 |

| POINT | DESCRIPTION | STATION | NORTH | EAST |
|-------|-------------|------------|--------------|--------------|
| BEGIN | RAMP T35D | 7040+08.53 | 1,880,349.18 | 1,175,584.62 |
| END | RAMP T35D | 7053+38.03 | 1,879,025.07 | 1,175,691.43 |
| BEGIN | RAMP T35C | 8020+34.46 | 1,879,121.15 | 1,175,958.93 |
| END | RAMP T35C | 8029+64.40 | 1,880,049.40 | 1,176,014.92 |
| BEGIN | RAMP T39A | 5020+12.77 | 1,881,685.70 | 1,175,610.45 |
| END | RAMP T39A | 5028+45.01 | 1,880,854.96 | 1,175,560.34 |
| BEGIN | RAMP T39B | 6019+89.02 | 1,880,556.70 | 1,175,995.95 |
| END | RAMP T39B | 6033+30.58 | 1,881,892.23 | 1,175,884.04 |
| BEGIN | RAMP 35A | 5000+11.94 | 1,883,011.02 | 1,175,573.65 |
| END | RAMP 35A | 5008+14.74 | 1,882,209.69 | 1,175,525.14 |
| BEGIN | RAMP 35B | 6000+06.87 | 1,882,050.72 | 1,175,953.56 |
| END | RAMP 35B | 6009+98.58 | 1,883,037.81 | 1,175,862.08 |
| BEGIN | RAMP 31D | 6998+80.64 | 1,884,211.76 | 1,175,472.66 |
| END | RAMP 31D | 7009+73.36 | 1,883,123.75 | 1,175,571.65 |
| BEGIN | RAMP 31C | 8000+11.68 | 1,883,273.75 | 1,175,856.72 |
| END | RAMP 31C | 8008+42.54 | 1,884,103.52 | 1,175,898.24 |



BENCH MARK NO. 3524 ELEV. 15.17
DESCRIPTION:
CROSS CUT ON NORTH FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 31st ST. AND WENTWORTH AVE.

BENCH MARK NO. 3525 ELEV. 16.93
DESCRIPTION:
CROSS CUT ON NORTHWEST FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 35th ST. AND WENTWORTH AVE.

BENCH MARK NO. 3526 ELEV. 17.37
DESCRIPTION:
CROSS CUT ON NORTHWEST FLANGE BOLT OF FIRE HYDRANT AT THE WENTWORTH GARDEN OFFICE ALONG THE WEST SIDE OF WENTWORTH AVE.

BENCH MARK NO. 3527 ELEV. 15.63
DESCRIPTION:
CROSS CUT ON NORTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF ROOT ST. AND WENTWORTH AVE.

BENCH MARK NO. 3539 ELEV. 13.10
DESCRIPTION:
CROSS CUT ON EASTERLY BOLT OF LIGHT POLE BASE AT THE SOUTHEAST CORNER OF 43rd ST. AND LA SALLE ST.

BENCH MARK NO. 3540 ELEV. 12.33
DESCRIPTION:
SQUARE CUT ON THE SOUTHWEST CORNER OF THE TRAFFIC CONTROL BOX AT THE NORTHEAST CORNER OF 39th ST. AND LA SALLE ST.

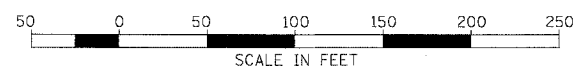
BENCH MARK NO. 3541 ELEV. 14.78
DESCRIPTION:
CROSS CUT ON THE SOUTHWEST BOLT OF LIGHT POLE BASE AT THE SOUTH EAST CORNER OF 35th ST. AND LA SALLE ST.

BENCH MARK NO. 3542 ELEV. 13.57
DESCRIPTION:
CROSS CUT ON THE EASTERLY FLANGE BOLT OF THE FIRE HYDRANT AT THE INTERSECTION OF 31st ST. AND LA SALLE ST.

PROP. CURVE B3900
P.I. STA = 6024+08.22
N_i = 1,880,970.99
E = 1,175,932.00
Δ = 5° 47' 44" (RT)
D = 3° 51' 39"
R = 1,484.00'
T = 75.12'
L = 150.11'
E = 1.90'
e = 3.7%
S.A. = STA 6022+97.10 TO 6023+42.10
S.R. = STA 6024+74.21 TO 6025+19.21
P.C. STA = 6023+33.10
N_i = 1,880,896.76
E_i = 1,175,943.46
P.T. STA = 6024+83.21
N_i = 1,881,046.01
E_i = 1,175,928.09

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
Chicago, Illinois
312.228.0100
www.bbainc.com

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



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