

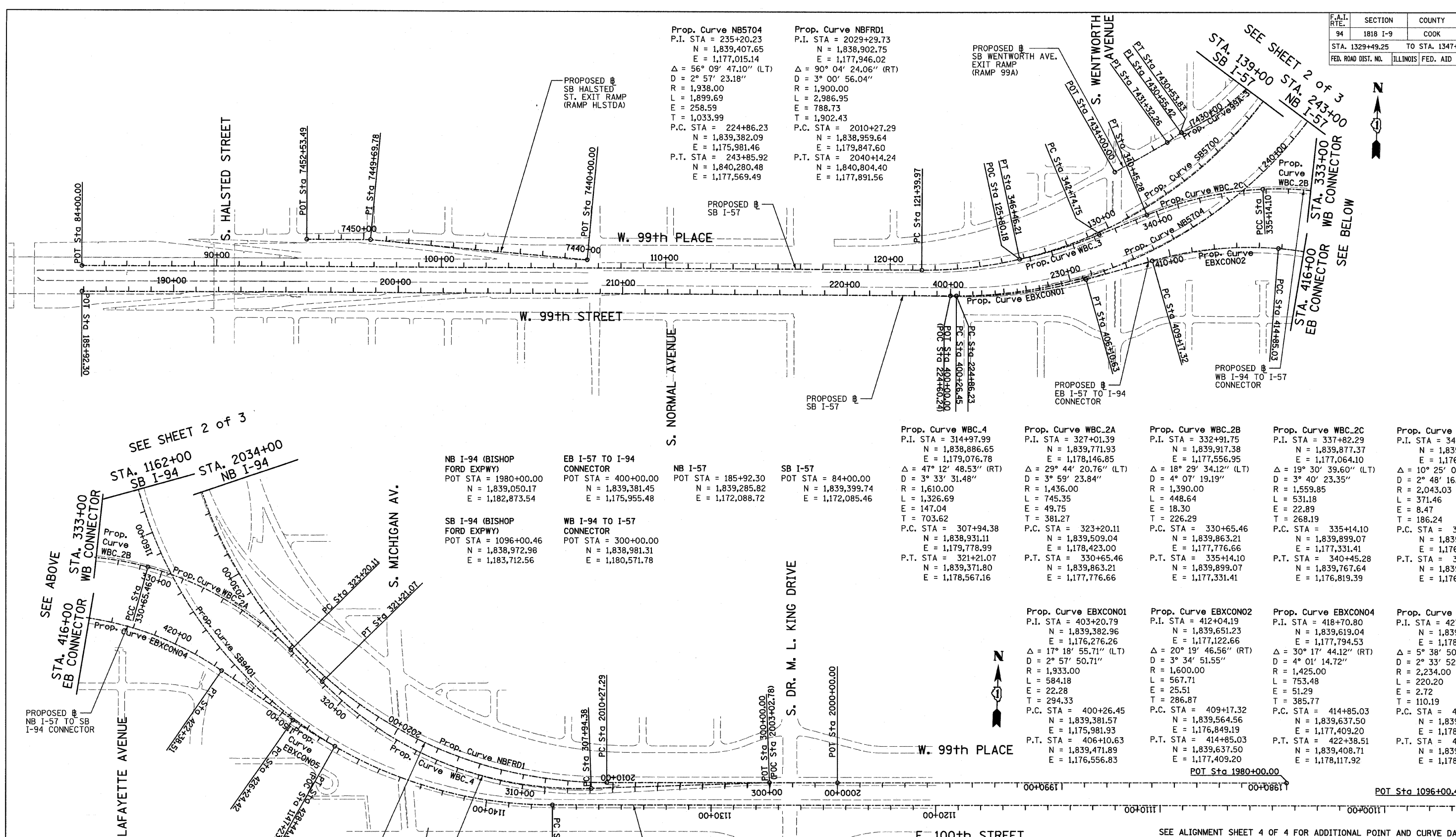
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-9	COOK	49	6
STA. 1329+49.25		TO STA. 1347+21.51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62981



Prop. Curve NB5704
 P.I. STA = 235+20.23
 N = 1,839,407.65
 E = 1,177,015.14
 $\Delta = 56^\circ 09' 47.10''$ (LT)
 D = $2^\circ 57' 23.18''$
 R = 1,938.00
 L = 1,899.69
 E = 258.59
 T = 1,033.99
 P.C. STA = 224+86.23
 N = 1,839,382.09
 E = 1,175,981.46
 P.T. STA = 243+85.92
 N = 1,840,280.48
 E = 1,177,569.49

Prop. Curve NBF8D1
 P.I. STA = 2029+29.73
 N = 1,838,902.75
 E = 1,177,946.02
 $\Delta = 90^\circ 04' 24.06''$ (RT)
 D = $3^\circ 00' 56.04''$
 R = 1,900.00
 L = 2,986.95
 E = 788.73
 T = 1,902.43
 P.C. STA = 2010+27.29
 N = 1,838,959.64
 E = 1,179,847.60
 P.T. STA = 2040+14.24
 N = 1,840,804.40
 E = 1,177,891.56



NB I-94 (BISHOP FORD EXPWY)
 POT STA = 1980+00.00
 N = 1,839,050.17
 E = 1,182,873.54

EB I-57 TO I-94 CONNECTOR
 POT STA = 400+00.00
 N = 1,839,381.45
 E = 1,175,955.48

NB I-57
 POT STA = 185+92.30
 N = 1,839,285.82
 E = 1,172,088.72

SB I-57
 POT STA = 84+00.00
 N = 1,839,399.74
 E = 1,172,085.46

SB I-94 (BISHOP FORD EXPWY)
 POT STA = 1096+00.46
 N = 1,838,972.98
 E = 1,183,712.56

WB I-94 TO I-57 CONNECTOR
 POT STA = 300+00.00
 N = 1,838,981.31
 E = 1,180,571.78

Prop. Curve WBC_4
 P.I. STA = 314+97.99
 N = 1,838,886.65
 E = 1,179,076.78
 $\Delta = 47^\circ 12' 48.53''$ (RT)
 D = $3^\circ 33' 31.48''$
 R = 1,610.00
 L = 1,326.69
 E = 147.04
 T = 703.62
 P.C. STA = 307+94.38
 N = 1,838,931.11
 E = 1,179,778.99
 P.T. STA = 321+21.07
 N = 1,839,371.80
 E = 1,178,567.16

Prop. Curve WBC_2A
 P.I. STA = 327+01.39
 N = 1,839,771.93
 E = 1,178,146.85
 $\Delta = 29^\circ 44' 20.76''$ (LT)
 D = $3^\circ 59' 23.84''$
 R = 1,436.00
 L = 745.35
 E = 49.75
 T = 381.27
 P.C. STA = 323+20.11
 N = 1,839,509.04
 E = 1,178,423.00
 P.T. STA = 330+65.46
 N = 1,839,863.21
 E = 1,177,776.66

Prop. Curve WBC_2B
 P.I. STA = 332+91.75
 N = 1,839,917.38
 E = 1,177,556.95
 $\Delta = 18^\circ 29' 34.12''$ (LT)
 D = $4^\circ 07' 19.19''$
 R = 1,390.00
 L = 448.64
 E = 22.89
 T = 226.29
 P.C. STA = 330+65.46
 N = 1,839,863.21
 E = 1,177,776.66
 P.T. STA = 335+14.10
 N = 1,839,899.07
 E = 1,177,331.41

Prop. Curve WBC_2C
 P.I. STA = 337+82.29
 N = 1,839,877.37
 E = 1,177,064.10
 $\Delta = 19^\circ 30' 39.60''$ (LT)
 D = $3^\circ 40' 23.35''$
 R = 1,559.85
 L = 531.18
 E = 22.89
 T = 268.19
 P.C. STA = 335+14.10
 N = 1,839,899.07
 E = 1,177,331.41
 P.T. STA = 340+45.28
 N = 1,839,767.64
 E = 1,176,819.39

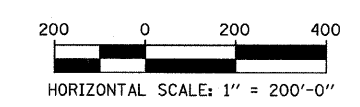
Prop. Curve WBC_3
 P.I. STA = 344+61.00
 N = 1,839,597.54
 E = 1,176,440.07
 $\Delta = 10^\circ 25' 02.93''$ (RT)
 D = $2^\circ 48' 16.00''$
 R = 2,043.03
 L = 371.46
 E = 8.47
 T = 186.24
 P.C. STA = 342+74.75
 N = 1,839,673.75
 E = 1,176,610.01
 P.T. STA = 346+46.21
 N = 1,839,553.32
 E = 1,176,259.15

Prop. Curve EBXC0N01
 P.I. STA = 403+20.79
 N = 1,839,382.96
 E = 1,176,276.26
 $\Delta = 17^\circ 18' 55.71''$ (LT)
 D = $2^\circ 57' 50.71''$
 R = 1,933.00
 L = 584.18
 E = 22.28
 T = 294.33
 P.C. STA = 400+26.45
 N = 1,839,381.57
 E = 1,175,981.93
 P.T. STA = 406+10.63
 N = 1,839,471.89
 E = 1,176,556.83

Prop. Curve EBXC0N02
 P.I. STA = 412+04.19
 N = 1,839,651.23
 E = 1,177,122.66
 $\Delta = 20^\circ 19' 46.56''$ (RT)
 D = $3^\circ 34' 51.55''$
 R = 1,600.00
 L = 567.71
 E = 25.51
 T = 286.87
 P.C. STA = 409+17.32
 N = 1,839,564.56
 E = 1,176,849.19
 P.T. STA = 414+85.03
 N = 1,839,637.50
 E = 1,177,409.20

Prop. Curve EBXC0N04
 P.I. STA = 418+70.80
 N = 1,839,619.04
 E = 1,177,794.53
 $\Delta = 30^\circ 17' 44.12''$ (RT)
 D = $4^\circ 01' 14.72''$
 R = 1,425.00
 L = 753.48
 E = 51.29
 T = 385.77
 P.C. STA = 414+85.03
 N = 1,839,637.50
 E = 1,177,409.20
 P.T. STA = 422+38.51
 N = 1,839,408.71
 E = 1,178,117.92

Prop. Curve EBXC0N05
 P.I. STA = 427+34.61
 N = 1,839,138.24
 E = 1,178,533.79
 $\Delta = 5^\circ 38' 50.84''$ (LT)
 D = $2^\circ 33' 52.98''$
 R = 2,234.00
 L = 220.20
 E = 2.72
 T = 110.19
 P.C. STA = 426+24.42
 N = 1,839,198.31
 E = 1,178,441.42
 P.T. STA = 428+44.62
 N = 1,839,087.55
 E = 1,178,631.63



SEE ALIGNMENT SHEET 4 OF 4 FOR ADDITIONAL POINT AND CURVE DATA

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)

ALIGNMENT PLAN
 SHEET 1 OF 4

SCALE: 1"=200'-0"
 DATE: OCTOBER 17, 2008

DRAWN BY: JPM
 CHECKED BY: DAK

TYLIN INTERNATIONAL