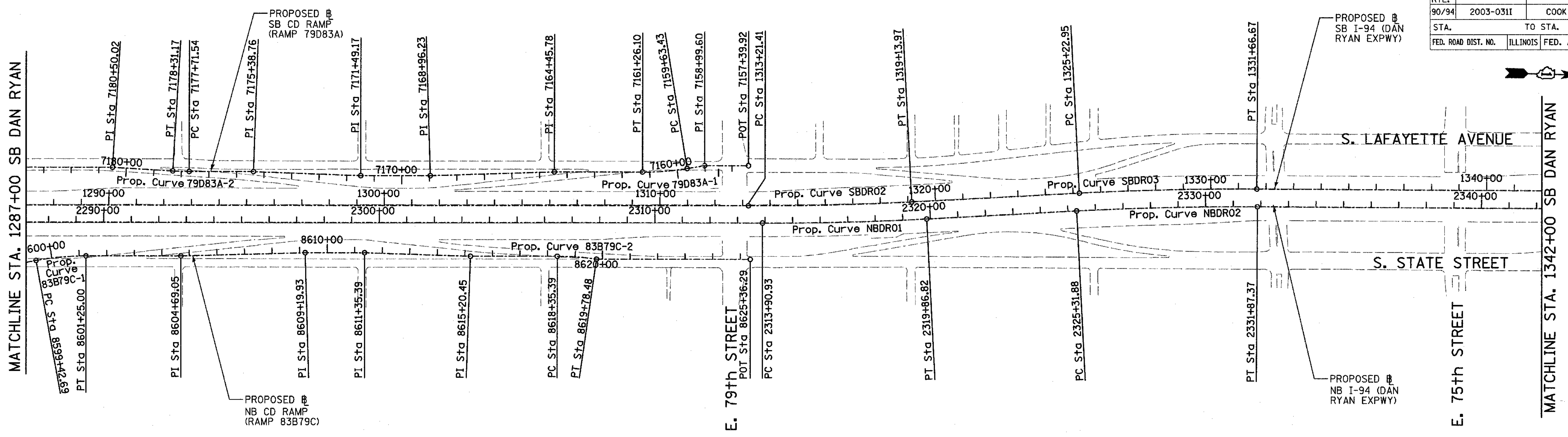
SB C-D RAMP (RAMP 79D83A)
POT STA = 7157+39.92
N = 1,852,696.86
E = 1,177,308.11
P.I. STA = 7158+99.60
N = 1,852,537.24
E = 1,177,312.68
P.I. STA = 7164+45.78
N = 1,851,993.52
E = 1,177,351.80
P.I. STA = 7168+96.23
N = 1,851,543.85
E = 1,177,378.34
P.I. STA = 7171+49.17
N = 1,851,291.02
E = 1,177,385.58
P.I. STA = 7175+38.76
N = 1,850,901.43
E = 1,177,383.07
P.I. STA = 7180+50.02
N = 1,850,390.38
E = 1,177,382.88
POT STA = 7184+63.76
N = 1,849,976.81
E = 1,177,394.72



NB C-D RAMP (RAMP 83B79C)
POT STA = 8597+41.30
N = 1,849,922.39
E = 1,177,740.85
P.I. STA = 8598+94.71
N = 1,850,075.74
E = 1,177,736.46
P.I. STA = 8604+69.05
N = 1,850,647.32
E = 1,177,694.81
P.I. STA = 8609+19.93
N = 1,851,097.46
E = 1,177,669.09
P.I. STA = 8611+35.39
N = 1,851,312.84
E = 1,177,662.92
P.I. STA = 8615+20.45
N = 1,851,697.89
E = 1,177,664.73
POT STA = 8625+36.29
N = 1,852,713.12
E = 1,177,645.88

Prop. Curve 79D83A-1
P.I. STA = 7160+44.94
N = 1,852,394.55
E = 1,177,340.32
Δ = 9° 19′ 12.90″ (RT)
D = 5° 43′ 46.48″
R = 1,000.00
L = 162.67
E = 3.32
T = 81.51
P.C. STA = 7159+63.43
N = 1,852,474.58
E = 1,177,324.82
P.T. STA = 7161+26.10
N = 1,852,313.07
E = 1,177,342.65

Prop. Curve 79D83A-2
P.I. STA = 7178+01.36
N = 1,850,638.94
E = 1,177,390.59
Δ = 3° 24′ 57.69″ (RT)
D = 5° 43′ 46.48″
R = 1,000.00
L = 59.62
E = 0.44
T = 29.82
P.C. STA = 7177+71.54
N = 1,850,668.74
E = 1,177,389.73
P.T. STA = 7178+31.17
N = 1,850,609.13
E = 1,177,389.66

Prop. Curve 83B79C-1
P.I. STA = 8600+34.10
N = 1,850,212.04
E = 1,177,707.28
Δ = 10° 26′ 43.92″ (RT)
D = 5° 43′ 46.48″
R = 1,000.00
L = 182.31
E = 4.17
T = 91.41
P.C. STA = 8599+42.69
N = 1,850,122.66
E = 1,177,726.42
P.T. STA = 8601+25.00
N = 1,850,303.41
E = 1,177,704.66

Prop. Curve 83B79C-2
P.I. STA = 8619+07.06
N = 1,852,084.35
E = 1,177,653.66
Δ = 8° 11′ 54.52″ (RT)
D = 5° 43′ 46.48″
R = 1,000.00
L = 143.09
E = 2.56
T = 71.67
P.C. STA = 8618+35.39
N = 1,852,012.71
E = 1,177,655.72
P.T. STA = 8619+78.48
N = 1,852,155.54
E = 1,177,661.85

Prop. Curve NBDR01
P.I. STA = 2316+88.94
N = 1,853,051.58
E = 1,177,504.84
Δ = 2° 58′ 38.60″ (LT)
D = 0° 29′ 58.77″
R = 11,467.00
L = 595.89
E = 3.87
T = 298.01
P.C. STA = 2313+90.93
N = 1,852,753.69
E = 1,177,513.37
P.T. STA = 2319+86.82
N = 1,853,348.62
E = 1,177,480.85

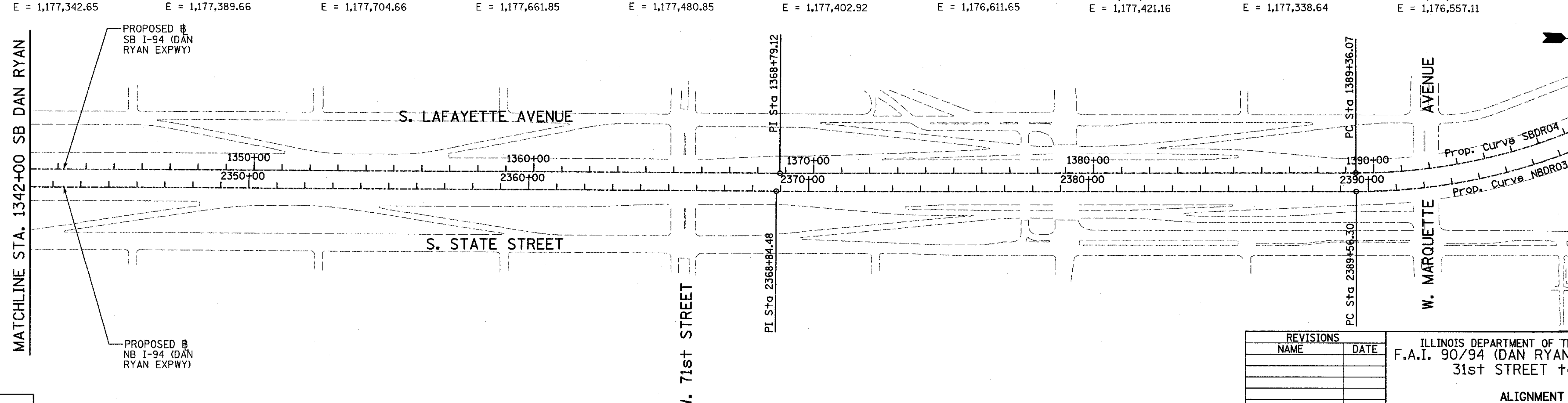
Prop. Curve NBDR02
P.I. STA = 2328+59.71
N = 1,854,218.69
E = 1,177,410.58
Δ = 3° 16′ 48.34″ (RT)
D = 0° 30′ 01.44″
R = 11,450.00
L = 655.49
E = 4.69
T = 327.84
P.C. STA = 2325+31.88
N = 1,853,891.91
E = 1,177,436.97
P.T. STA = 2331+87.37
N = 1,854,546.43
E = 1,177,402.92

Prop. Curve NBDR03
P.I. STA = 2398+13.58
N = 1,861,170.38
E = 1,177,231.19
Δ = 44° 36′ 17.12″ (LT)
D = 2° 44′ 29.13″
R = 2,090.00
L = 1,627.06
E = 168.99
T = 857.27
P.C. STA = 2389+56.30
N = 1,860,313.48
E = 1,177,256.19
P.T. STA = 2405+83.37
N = 1,861,762.92
E = 1,176,611.65

Prop. Curve SBDR02
P.I. STA = 1316+17.76
N = 1,852,997.25
E = 1,177,445.02
Δ = 2° 58′ 38.60″ (LT)
D = 0° 30′ 08.86″
R = 11,403.00
L = 592.56
E = 3.85
T = 296.35
P.C. STA = 1313+21.41
N = 1,852,701.02
E = 1,177,453.50
P.T. STA = 1319+13.97
N = 1,853,292.63
E = 1,177,421.16

Prop. Curve SBDR03
P.I. STA = 1328+44.90
N = 1,854,220.54
E = 1,177,346.22
Δ = 3° 16′ 11.04″ (RT)
D = 0° 30′ 28.59″
R = 11,280.00
L = 643.72
E = 4.59
T = 321.95
P.C. STA = 1325+22.95
N = 1,853,899.63
E = 1,177,372.14
P.T. STA = 1331+66.67
N = 1,854,542.40
E = 1,177,338.64

Prop. Curve SBDR04
P.I. STA = 1397+75.78
N = 1,861,149.16
E = 1,177,163.97
Δ = 44° 32′ 58.56″ (LT)
D = 2° 47′ 41.70″
R = 2,050.00
L = 1,593.95
E = 165.31
T = 839.71
P.C. STA = 1389+36.07
N = 1,860,309.83
E = 1,177,189.29
P.T. STA = 1405+30.02
N = 1,861,729.54
E = 1,176,557.11



TYLIN INTERNATIONAL

200 0 200 400
HORIZONTAL SCALE: 1″ = 200′-0″

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
31st STREET to I-57

ALIGNMENT
SHEET 3 OF 3

SCALE: 1″=200′ DRAWN BY: JPM
DATE: OCTOBER 29, 2004 CHECKED BY: DAK

11/23/2004 06:02:31 PM