

Prop. Curve SB5700
 P.I. STA = 133+70.06
 N = 1,839,521.70
 E = 1,177,054.03
 $\Delta = 66^\circ 11' 55.15''$ (LT)
 $D = 3^\circ 02' 10.83''$
 R = 1,887.00
 L = 2,180.21
 E = 365.53
 T = 1,230.09
 P.C. STA = 121+39.97
 N = 1,839,491.52
 E = 1,175,824.31
 P.T. STA = 143+20.18
 N = 1,840,659.02
 E = 1,177,522.68

Prop. Curve SB5701
 P.I. STA = 149+37.75
 N = 1,841,230.00
 E = 1,177,757.97
 $\Delta = 24^\circ 02' 07.49''$ (LT)
 $D = 1^\circ 58' 30.13''$
 R = 2,901.00
 L = 1,216.96
 E = 65.01
 T = 617.56
 P.C. STA = 143+20.18
 N = 1,840,659.02
 E = 1,177,522.68
 P.T. STA = 155+37.15
 N = 1,841,847.31
 E = 1,177,740.29

Prop. Curve NB5705
 P.I. STA = 249+87.51
 N = 1,840,788.31
 E = 1,177,892.02
 $\Delta = 34^\circ 03' 37.98''$ (LT)
 $D = 2^\circ 55' 02.28''$
 R = 1,964.00
 L = 1,167.54
 E = 90.07
 T = 601.59
 P.C. STA = 243+85.92
 N = 1,840,280.48
 E = 1,177,569.49
 P.T. STA = 255+53.46
 N = 1,841,389.65
 E = 1,177,874.80

Prop. Curve SB9401
 P.I. STA = 1160+15.97
 N = 1,838,783.95
 E = 1,177,299.83
 $\Delta = 100^\circ 48' 58.07''$ (RT)
 $D = 2^\circ 59' 59.20''$
 R = 1,910.00
 L = 3,360.79
 E = 1,086.95
 T = 2,309.46
 P.C. STA = 1137+06.52
 N = 1,838,851.99
 E = 1,179,608.28
 P.T. STA = 1170+67.30
 N = 1,841,064.16
 E = 1,177,666.20

SB I-94 (DAN RYAN EXPWY)
 POT STA = 1205+00.00
 N = 1,841,884.04
 E = 1,177,763.25

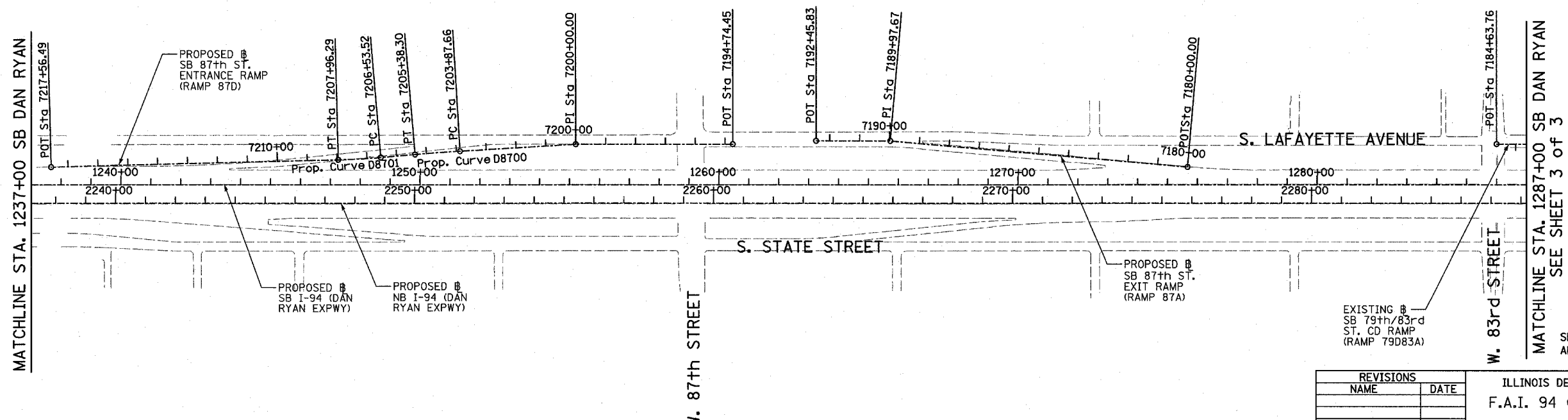
SB I-57
 POT STA = 160+17.58
 N = 1,842,327.55
 E = 1,177,726.54

NB I-57
 POT STA = 258+32.25
 N = 1,841,668.33
 E = 1,177,866.82

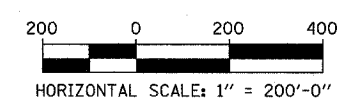
NB I-94 (DAN RYAN EXPWY)
 POT STA = 2203+00.00
 N = 1,841,667.31
 E = 1,177,830.83

SB I-94 (BISHOP FORD EXPWY)
 POT STA = 1173+10.28
 N = 1,841,304.06
 E = 1,177,704.74

NB I-94 (BISHOP FORD EXPWY)
 POT STA = 2045+99.73
 N = 1,841,389.65
 E = 1,177,874.80



TYLIN INTERNATIONAL



| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 ALIGNMENT
 SHEET 2 OF 4
 SCALE: 1"=200'
 DATE: MARCH 1, 2006
 DRAWN BY: JPM
 CHECKED BY: DAK