

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 NBRFD1
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 = 1,838,972.96
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 = 18.30
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 EBXCON01
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 EBXCON02
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 EBXCON04
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 EBXCON05
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 SHEET 2 of 3
STA. 1162+00 SB I-94
STA. 2034+00 NB I-94

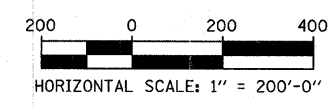
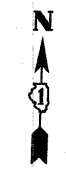
SEE ABOVE
STA. 333+00 WB CONNECTOR
STA. 416+00 EB CONNECTOR

PROPOSED NB I-57 TO SB I-94 CONNECTOR

PROPOSED NB I-94 (BISHOP FORD EXPWY)

PROPOSED NB I-94 TO SB I-57 CONNECTOR

PROPOSED SB I-94 (BISHOP FORD EXPWY)



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: FEBRUARY 13, 2009
DRAWN BY: JPM
CHECKED BY: DAK