F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	907	46
STA. 1200+00.00	TO STA. 1365+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717 & 1818) R-9				62695

SEE SHEET 2 of 3

SB PROJECT LIMIT
SB I-57
STA. 96+00

PROPOSED ℄ SB HALSTED ST. EXIT RAMP (RAMP HLSTDA)

PROPOSED ℄ SB I-57

PROPOSED ℄ SB WENTWORTH AVE. EXIT RAMP (RAMP 99A)

PROPOSED ℄ WB I-94 TO I-57 CONNECTOR

PROPOSED ℄ EB I-57 TO I-94 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)

SB PROJECT LIMIT
SB I-94
STA. 1126+90

SEE ABOVE
STA. 333+00 WB CONNECTOR
STA. 416+00 EB CONNECTOR
SEE BELOW
STA. 139+00 SB I-57
STA. 243+00 NB I-57
STA. 1162+00 SB I-94
STA. 2034+00 NB I-94

S. HALSTED STREET
S. WENTWORTH AVENUE
S. NORMAL AVENUE
S. MICHIGAN AV.
S. LAFAYETTE AVENUE
S. DR. M. L. KING DRIVE
W. 99th PLACE
W. 99th STREET
E. 100th STREET

POT Sta 84+00.00
POT Sta 185+92.30
POT Sta 7452+53.49
PT Sta 7449+69.78
POT Sta 7440+00.00
PC Sta 121+39.97
PT Sta 7430+53.83
PI Sta 7431+55.42
PI Sta 7431+32.26
POT Sta 7431+00.00
PT Sta 346+46.21
POC Sta 125+80.18
PC Sta 342+74.15
PT Sta 330+45.28
PCC Sta 335+14.10
POT Sta 424+00.00 (POC Sta 424+00.00)
PC Sta 400+26.45
PC Sta 224+86.23
PT Sta 406+10.63
PC Sta 409+17.32
PCC Sta 414+85.03
PC Sta 1137+96.52
PC Sta 323+20.11
PT Sta 321+21.07
PCC Sta 330+65.46
PT Sta 423+39.51
PC Sta 426+24.42
POC Sta 428+44.62 (PT Sta 1147+23.13)
POT Sta 2000+00.00
POT Sta 300+00.00 (POC Sta 2003+02.78)
PC Sta 307+94.38
PC Sta 2010+27.29

Prop. Curve NB5704
P.I. STA = 235+20.23
N = 1,839,407.65
E = 1,177,015.14
Δ = 56° 09′ 47.10″ (LT)
D = 2° 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 NBFRD1
P.I. STA = 2029+29.73
N = 1,838,902.75
E = 1,177,946.02
Δ = 90° 04′ 24.06″ (RT)
D = 3° 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 = 2000+00.00
N = 1,838,990.36
E = 1,180,874.43

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

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
Δ = 47° 12′ 48.53″ (RT)
D = 3° 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
Δ = 29° 44′ 20.76″ (LT)
D = 3° 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
Δ = 18° 29′ 34.12″ (LT)
D = 4° 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
Δ = 19° 30′ 39.60″ (LT)
D = 3° 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
Δ = 10° 25′ 02.93″ (RT)
D = 2° 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
Δ = 17° 18′ 55.71″ (LT)
D = 2° 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
Δ = 20° 19′ 46.56″ (RT)
D = 3° 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
Δ = 30° 17′ 44.12″ (RT)
D = 4° 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
Δ = 5° 38′ 50.84″ (LT)
D = 2° 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

HORIZONTAL SCALE: 1″ = 200′-0″

REVISIONS	
NAME	DATE
REVISED	04/15/05

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
ALIGNMENT
SHEET 1 OF 4

SCALE: 1″=200′-0″ DRAWN BY: JPM
DATE: MARCH 25, 2005 CHECKED BY: DAK

TYLIN INTERNATIONAL

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