

# KENNEDY EXPRESSWAY

PAL. RT. #.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
190	-	COOK	62	8
FED. ROAD DIST. NO. 7 ILLINOIS FEDERAL AID PROJECT				
* 0102.5-I				
62794				

## EASTBOUND

### CURVE A-17 \*\*

PI STA 27+45.34  
 $\Delta = 27^{\circ}37'00''$   
 $L_s = 200.00'$   
 $T_s = 804.28'$   
 $E_s = 85.86'$   
 $O_s = 2^{\circ}00'00''$   
 $X_c = 199.98'$   
 $Y_c = 2.35'$   
 TS STA 19+41.06  
 SC STA 21+41.06  
 CS STA 33+21.89  
 ST STA 35+21.89

### CURVE A-12 \*\*

PI STA 93+75.09  
 $\Delta = 2^{\circ}09'00''$   
 $D = 0^{\circ}15'00''$   
 $R = 22918.53'$   
 $T = 430.05'$   
 $L = 860.00'$   
 $E = 4.03'$   
 $SE = N.C.$   
 PC STA 89+45.04  
 PT STA 98+05.04

### CURVE A-2 \*\*

PI STA 36+37.06  
 $\Delta = 34^{\circ}32'30''$   
 $L_s = 200.00'$   
 $T_s = 694.12'$   
 $E_s = 91.10'$   
 $O_s = 3^{\circ}00'00''$   
 $X_c = 199.95'$   
 $Y_c = 3.49'$   
 TS STA 29+42.94  
 SC STA 31+42.94  
 CS STA 40+94.33  
 ST STA 42+94.33

## WESTBOUND

### CURVE A-7 \*\*

PI STA 6807.03  
 $\Delta = 26^{\circ}47'26''$   
 $L_s = 250.00'$   
 $T_s = 515.27'$   
 $E_s = 47.43'$   
 $O_s = 4.375^{\circ}$   
 $X_c = 249.85'$   
 $Y_c = 6.96'$   
 TS STA 62+91.76  
 SC STA 65+41.76  
 CS STA 70+57.20  
 ST STA 73+07.20

## PROPOSED G ALIGNMENT

### CURVE A8R

PI STA 82+80.53  
 $\Delta = 39^{\circ}40'49''$   
 $D = 3^{\circ}30'00''$   
 $R = 1637.02'$   
 $T = 590.66'$   
 $L = 1133.72'$   
 $E = 103.30'$   
 $SE = 0.056\%$   
 PC STA 76+89.87  
 PT STA 88+23.59

### CURVE A-8 \*\*

PI STA 82+80.53  
 $\Delta = 39^{\circ}40'49''$   
 $L_s = 250.00'$   
 $T_s = 716.30'$   
 $E_s = 105.00'$   
 $O_s = 4^{\circ}22'30''$   
 $X_c = 249.85'$   
 $Y_c = 6.36'$   
 $\Delta_c = 30^{\circ}55'49''$   
 $D = 3^{\circ}30'00''$   
 $L_c = 883.72'$   
 $R = 1637.28'$   
 $SE = 0.056\%$   
 TS STA 75+64.23  
 SC STA 78+14.23  
 CS STA 86+97.95  
 ST STA 89+47.95

### CURVE A-9 \*\*

PI STA 95+81.91  
 $\Delta = 21^{\circ}57'53''$   
 $L_s = 200.00'$   
 $T_s = 470.83'$   
 $E_s = 36.53'$   
 $O_s = 3^{\circ}00'00''$   
 $X_s = 199.95'$   
 $Y_s = 3.49'$   
 $\Delta_c = 15^{\circ}57'53''$   
 $D = 3^{\circ}00'00''$   
 $L_s = 532.16'$   
 $R = 1910.06'$   
 $SE = 0.053\%$   
 TS STA 91+11.08  
 SC STA 93+11.08  
 CS STA 98+43.24  
 ST STA 100+43.24

# MANNHEIM INTERCHANGE

## RAMP 1

### CURVE 1-1 \*\*\*

PI STA 0+73.22  
 $\Delta = 15^{\circ}16'43''$   
 $D = 10^{\circ}30'00''$   
 $R = 545.86'$   
 $T = 73.22'$   
 $L = 145.51'$   
 $E = 6.89'$   
 $SE = \text{VARIES } 0.02 - 0.04\%$   
 PC STA 0+00  
 PCC STA 1+45.51

### CURVE 1-2 \*\*\*

PI STA 1+70.56  
 $\Delta = 7^{\circ}07'00''$   
 $D = 14^{\circ}14'00''$   
 $R = 402.81'$   
 $T = 25.05'$   
 $L = 50.00'$   
 $E = 0.78'$   
 $SE = \text{VARIES } 0.02 - 0.04\%$   
 PCC STA 1+45.51  
 PCC STA 1+95.51

### CURVE 1-3 \*\*\*

PI STA 2+20.59  
 $\Delta = 9^{\circ}12'00''$   
 $D = 18^{\circ}24'00''$   
 $R = 311.72'$   
 $T = 25.08'$   
 $L = 50.00'$   
 $E = 1.01'$   
 $SE = 0.04\%$   
 PCC STA 1+95.51  
 PCC STA 2+45.51

### CURVE 1-4 \*\*\*

PI STA  
 $\Delta = 263^{\circ}24'17''$   
 $D = 21^{\circ}52'06''$   
 $R = 262.40'$   
 $T = -$   
 $L = 1231.94'$   
 $E = -$   
 $SE = 0.04\%$   
 PCC STA 2+45.51  
 PT STA 14+77.45

### CURVE 2-1 \*\*\*

PI STA 2+43.02  
 $\Delta = 28^{\circ}33'10''$   
 $D = 6^{\circ}00'00''$   
 $R = 955.04'$   
 $T = 243.02'$   
 $L = 475.88'$   
 $E = 30.44'$   
 $SE = 0.021\%$   
 PC STA 0+00.00  
 PCC STA 4+75.88

### CURVE 2-2 \*\*\*

PI STA  
 $\Delta = (11)$   
 $D = 0^{\circ}15'00''$   
 $R = 22918.33'$   
 $T = (11)$   
 $L = (11)$   
 $E = (11)$   
 $SE = 0.021\%$   
 PCC STA 4+75.88  
 PCC STA (11)

### CURVE 3-1 \*\*\*

PI STA 0+73.22  
 $\Delta = 15^{\circ}16'43''$   
 $D = 10^{\circ}30'00''$   
 $R = 545.86'$   
 $T = 73.22'$   
 $L = 145.51'$   
 $E = 6.89'$   
 $SE = \text{VARIES } 0.02 - 0.06\%$   
 PC STA 0+00.00  
 PCC STA 1+45.51

### CURVE 3-2 \*\*\*

PI STA 1+70.51  
 $\Delta = 10^{\circ}25'55''$   
 $D = 20^{\circ}51'49''$   
 $R = 275'$   
 $T = 25.00'$   
 $L = 50.00'$   
 $E = 1.19'$   
 $SE = 0.06\%$   
 PCC STA 1+45.51  
 PCC STA 1+95.51

### CURVE 3-3 \*\*\*

PI STA 2+20.86  
 $\Delta = 19^{\circ}11'17''$   
 $D = 38^{\circ}22'35''$   
 $R = 150'$   
 $T = 25.35'$   
 $L = 50.00'$   
 $E = 2.13'$   
 $SE = 0.06\%$   
 PCC STA 1+95.51  
 PCC STA 2+45.51

### CURVE 3-4 \*\*\*

PI STA 5+48.95  
 $\Delta = 135^{\circ}13'19''$   
 $D = 46^{\circ}08'52''$   
 $R = 125'$   
 $T = 303.44'$   
 $L = 293.02'$   
 $E = 203.18'$   
 $SE = 0.06\%$   
 PCC STA 2+45.51  
 PCC STA 5+38.53

### CURVE 3-5 \*\*\*

PI STA 7+27.71  
 $\Delta = 3^{\circ}46'56''$   
 $D = 1^{\circ}00'00''$   
 $R = 5729.60'$   
 $T = 189.18'$   
 $L = 378.22'$   
 $E = 3.12'$   
 $SE = 0.0125\%$   
 PCC STA 5+38.53  
 PCC STA 9+16.75

### CURVE 3-6 \*\*\*

PI STA 10+21.08  
 $\Delta = 55^{\circ}05'50''$   
 $D = 28^{\circ}43'23''$   
 $R = 200'$   
 $T = 104.33'$   
 $L = 191.82'$   
 $E = 25.58'$   
 $SE = 0.06\%$   
 PCC STA 9+16.75  
 PT STA 11+08.57

## RAMP 4

### CURVE 4-1 \*\*\*

PI STA 0+22.78  
 $\Delta = 4^{\circ}46'43''$   
 $D = 10^{\circ}30'00''$   
 $R = 545.86'$   
 $T = 22.78'$   
 $L = 45.51'$   
 $E = 0.48'$   
 $SE = \text{VARIES } 0.02 - 0.06\%$   
 PC STA 0+00  
 PCC STA 0+45.51

### CURVE 4-2 \*\*\*

PI STA 1+83.35  
 $\Delta = 69^{\circ}09'03''$   
 $D = 28^{\circ}43'23''$   
 $R = 200'$   
 $T = 137.84'$   
 $L = 240.75'$   
 $E = 42.90'$   
 $SE = 0.06\%$   
 PCC STA 0+45.51  
 PCC STA 2+86.26

### CURVE 4-3 \*\*\*

PI STA 3+40.70  
 $\Delta = 7^{\circ}04'14''$   
 $D = 46^{\circ}08'52''$   
 $R = 125'$   
 $T = 54.44'$   
 $L = 102.00'$   
 $E = 11.34'$   
 $SE = 0.06\%$   
 PCC STA 2+86.26  
 PT STA 3+88.26

### CURVE 4-4 \*\*\*

PI STA 7+67.98  
 $\Delta = 1^{\circ}00'00''$   
 $D = 10^{\circ}00'00''$   
 $R = 573.14'$   
 $T = 214.29'$   
 $L = 410.00'$   
 $E = 38.75'$   
 $SE = 0.02\%$   
 PC STA 5+53.69  
 PT STA 6+63.69

### CURVE 4-5 \*\*\*

PI STA 14+10.87  
 $\Delta = 38^{\circ}00'00''$   
 $D = 10^{\circ}00'00''$   
 $R = 573.14'$   
 $T = 197.35'$   
 $L = 380.00'$   
 $E = 33.02'$   
 $SE = 0.02\%$   
 PC STA 12+13.52  
 PT STA 15+93.52

### CURVE 5-1 \*\*\*

PI STA 0+73.22  
 $\Delta = 15^{\circ}16'43''$   
 $D = 10^{\circ}30'00''$   
 $R = 545.86'$   
 $T = 73.22'$   
 $L = 145.51'$   
 $E = 6.89'$   
 $SE = \text{VARIES } 0.02 - 0.04\%$   
 PC STA 0+00  
 PCC STA 1+45.51

### CURVE 5-2 \*\*\*

PI STA 1+70.56  
 $\Delta = 7^{\circ}07'00''$   
 $D = 14^{\circ}14'00''$   
 $R = 402.81'$   
 $T = 25.05'$   
 $L = 50.00'$   
 $E = 0.78'$   
 $SE = \text{VARIES } 0.02 - 0.04\%$   
 PCC STA 1+45.51  
 PCC STA 1+95.51

### CURVE 5-3 \*\*\*

PI STA 2+20.59  
 $\Delta = 9^{\circ}12'00''$   
 $D = 18^{\circ}24'00''$   
 $R = 311.72'$   
 $T = 25.08'$   
 $L = 50.00'$   
 $E = 1.01'$   
 $SE = 0.04\%$   
 PCC STA 1+95.51  
 PCC STA 2+45.51

### CURVE 5-4 \*\*\*

PI STA  
 $\Delta = 263^{\circ}24'17''$   
 $D = 20^{\circ}51'49''$   
 $R = 275'$   
 $T = -$   
 $L = 1291.27'$   
 $E = -$   
 $SE = 0.04\%$   
 PCC STA 2+45.51  
 PT STA 15+36.78

### CURVE 6-1 \*\*\*

PI STA 5+38.42  
 $\Delta = 58^{\circ}49'33''$   
 $D = 6^{\circ}00'00''$   
 $R = 955.04'$   
 $T = 538.42'$   
 $L = 980.43'$   
 $E = 141.32'$   
 $SE = 0.04\%$   
 PC STA 0+00  
 PT STA 9+80.49

## RAMP 6

### CURVE 6-2 \*\*\*

PI STA 13+82.10  
 $\Delta = 64^{\circ}20'19''$   
 $D = 15^{\circ}42'36''$   
 $R = 365.00'$   
 $T = 229.58'$   
 $L = 409.54'$   
 $E = 66.22'$   
 $SE = 0.04\%$   
 PC STA 11+52.52  
 PT STA 15+62.06

### CURVE 6-3 \*\*\*

PI STA 19+65.93  
 $\Delta = 74^{\circ}35'32''$   
 $D = 20^{\circ}50'05''$   
 $R = 275'$   
 $T = 152.34'$   
 $L = 259.64'$   
 $E = 51.41'$   
 $SE = 0.04\%$   
 PC STA 18+13.59  
 PT STA 20+73.28

## PROPOSED G ALIGNMENT

### CURVE 6-3R

PI STA 19+65.93  
 $\Delta = 74^{\circ}35'32''$   
 $D = 20^{\circ}50'05''$   
 $R = 275'$   
 $T = 209.46'$   
 $L = 358.02'$   
 $E = 70.69'$   
 $SE = 0.06\%$   
 PC STA 17+56.47  
 PT STA 21+14.49

## RAMP 7

### CURVE 7-1 \*\*\*

PI STA 0+73.22  
 $\Delta = 15^{\circ}16'43''$   
 $D = 10^{\circ}30'00''$   
 $R = 545.86'$   
 $T = 73.22'$   
 $L = 145.51'$   
 $E = 6.89'$   
 $SE = -$   
 PCC STA 0+00  
 PCC STA 1+45.51

### CURVE 7-2 \*\*\*

PI STA 1+70.56  
 $\Delta = 7^{\circ}07'00''$   
 $D = 14^{\circ}14'00''$   
 $R = 402.81'$   
 $T = 25.05'$   
 $L = 50.00'$   
 $E = 0.78'$   
 $SE = -$   
 PCC STA 1+45.51  
 PCC STA 1+95.51

### CURVE 7-3 \*\*\*

PI STA 2+20.59  
 $\Delta = 9^{\circ}12'00''$   
 $D = 18^{\circ}24'00''$   
 $R = 311.72'$   
 $T = 25.08'$   
 $L = 50.00'$   
 $E = 1.01'$   
 $SE = -$   
 PCC STA 1+95.51  
 PCC STA 2+45.51

### CURVE 7-4 \*\*\*

PI STA  
 $\Delta = 207^{\circ}24'17''$   
 $D = 28^{\circ}43'24''$   
 $R = 200.00'$   
 $T = -$   
 $L = 722.08'$   
 $E = -$   
 $SE = 0.06\%$   
 PCC STA 2+45.51  
 PT STA 9+67.39

### CURVE 8-1 \*\*\*

PI STA 2+68.41  
 $\Delta = 35^{\circ}20'47''$   
 $D = 6^{\circ}00'00''$   
 $R = 716.34'$   
 $T = 228.24'$   
 $L = 441.83'$   
 $E = 35.45'$   
 $SE = 0.02\%$   
 PC STA 0+40.17  
 PCC STA 4+82.00

### CURVE 8-2 \*\*\*

PI STA 11+08.32  
 $\Delta = 77^{\circ}25'26''$   
 $D = 7^{\circ}20'00''$   
 $R = 781.44'$   
 $T = 626.32'$   
 $L = 1055.78'$   
 $E = 220.01'$   
 $SE = 0.02\%$   
 PC STA 4+82.00  
 PT STA 15+37.78

## MANNHEIM ROAD

### CURVE M-3 \*\*

PI STA 105+92.60  
 $\Delta = 14^{\circ}23'00''$   
 $D = 1^{\circ}00'00''$   
 $R = 5729.63'$   
 $T = 722.98'$   
 $L = 1438.33'$   
 $E = 45.53'$   
 $SE = 0.023\%$   
 PC STA 98+69.62  
 PT STA 113+07.95

### CURVE M-4 \*\*

PI STA 137+07.05  
 $\Delta = 9^{\circ}53'04''$   
 $D = 1^{\circ}00'00''$   
 $R = 5729.63'$   
 $T = 495.46'$   
 $L = 988.44'$   
 $E = 21.38'$   
 $SE = 0.023\%$   
 PC STA 132+11.89  
 PT STA 142+00.33

**FOR INFORMATION ONLY**

(1) DATA MISSING DUE TO INFORMATION MISSING ON EXISTING PLANS

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE	KENNEDY EXPRESSWAY F.A.I. ROUTE 190 REHABILITATION PROJECT
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### ALIGNMENT DATA

DONOHUE ENGINEERS AND ARCHITECTS Computer Aided Design & Drafting	designed by: RJB checked by: MRE graphics by: TPK	SCALE: NTS
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\*\*\* 50' CHORD DEFINITION  
 \*\* 100' CHORD DEFINITION

OPTIONAL PILES  
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