

MATCHLINE STA. 1040+00 - SEE SHEET 5

MATCHLINE STA. 1332+00 - SEE BELOW

MATCHLINE STA. 1332+00 - SEE ABOVE

**RAMP E DATA**

P.O.T. STA 4100+00.00  
N = 1,807,447.53  
E = 1,163,906.24

PROP. CURVE PR\_RE-1  
PI STA. = 4109+21.04  
N = 1,806,820.74  
E = 1,163,231.38  
Δ = 25° 37' 39" (RT)  
D = 11° 15' 09"  
R = 510.00'  
T = 116.00'  
L = 227.75'  
E = 13.03'  
DESIGN SPEED = 40 MPH  
e = 6.0%

ENTERING CURVE:  
T.R. = N/A  
S.E. RUN = 110.1'

EXITING CURVE:  
T.R. = N/A  
S.E. RUN = 185.8'

P.C. STA. = 4108+05.04  
N = 1,806,899.68  
E = 1,163,316.38  
P.T. STA. = 4110+32.79  
N = 1,806,786.33  
E = 1,163,120.61

PROP. CURVE PR\_RE-2  
PI STA. = 4113+17.74  
N = 1,806,701.79  
E = 1,162,848.48  
Δ = 24° 31' 17" (LT)  
D = 20° 57' 05"  
R = 275.00'  
T = 59.76'  
L = 117.04'  
E = 6.42'  
DESIGN SPEED = 30 MPH  
e = 2.0%

ENTERING CURVE:  
T.R. = N/A  
S.E. RUN = 54.7'

EXITING CURVE:  
T.R. = 41.0'  
S.E. RUN = 54.7'

P.C. STA. = 4112+57.98  
N = 1,806,719.52  
E = 1,162,905.55  
P.T. STA. = 4113+75.02  
N = 1,806,661.97  
E = 1,162,803.91

P.O.T. STA 4115+98.85  
N = 1,806,512.84  
E = 1,162,637.00

**RAMP K DATA**

P.O.T. STA 4400+00.00  
N = 1,806,041.76  
E = 1,163,219.94

PROP. CURVE PR\_RK-1  
PI STA. = 4406+57.49  
N = 1,806,648.99  
E = 1,163,472.07  
Δ = 18° 37' 00" (RT)  
D = 7° 38' 42"  
R = 750.00'  
T = 122.93'  
L = 243.51'  
E = 10.01'  
DESIGN SPEED = 40 MPH  
e = 5.6%

ENTERING CURVE:  
T.R. = 41.3'  
S.E. RUN = 154.1'

EXITING CURVE:  
T.R. = N/A  
S.E. RUN = 112.8'

P.C. STA. = 4405+34.56  
N = 1,806,535.46  
E = 1,163,424.93  
P.T. STA. = 4407+78.07  
N = 1,806,741.53  
E = 1,163,552.99

P.O.T. STA 4416+38.17  
N = 1,807,389.02  
E = 1,164,119.15

**RAMP J DATA**

P.O.T. STA 4300+00.00  
N = 1,805,361.56  
E = 1,162,206.41

PROP. CURVE PR\_RJ-1  
PI STA. = 4305+45.91  
N = 1,805,726.89  
E = 1,162,612.06  
Δ = 20° 15' 10" (RT)  
D = 11° 15' 09"  
R = 510.00'  
T = 91.09'  
L = 179.98'  
E = 8.07'  
DESIGN SPEED = 40 MPH  
e = 6.0%

ENTERING CURVE:  
T.R. = N/A  
S.E. RUN = 110.1'

EXITING CURVE:  
T.R. = N/A  
S.E. RUN = 185.8'

P.C. STA. = 4304+54.82  
N = 1,805,665.93  
E = 1,162,544.38  
P.T. STA. = 4306+34.81  
N = 1,805,760.65  
E = 1,162,696.66

PROP. CURVE PR\_RJ-2  
PI STA. = 4309+68.22  
N = 1,805,884.21  
E = 1,163,006.33  
Δ = 17° 54' 28" (LT)  
D = 17° 41' 59"  
R = 325.00'  
T = 51.21'  
L = 101.18'  
E = 4.01'  
DESIGN SPEED = 30 MPH  
e = 2.0%

ENTERING CURVE:  
T.R. = N/A  
S.E. RUN = 54.7'

EXITING CURVE:  
T.R. = 41.0'  
S.E. RUN = 54.7'

P.C. STA. = 4309+17.01  
N = 1,805,865.23  
E = 1,162,958.77  
P.T. STA. = 4310+18.19  
N = 1,805,916.89  
E = 1,163,045.75

P.O.T. STA 4312+27.98  
N = 1,806,050.80  
E = 1,163,207.26

**147TH ST DATA**

P.O.T. STA 1000+00.00  
N = 1,806,888.27  
E = 1,157,202.29

P.O.T. STA 1006+61.20  
N = 1,806,908.65  
E = 1,157,863.18

PROP. CURVE PR\_147C-1  
PI STA. = 1047+59.51  
N = 1,807,066.68  
E = 1,161,958.44  
Δ = 41° 25' 52" (RT)  
D = 3° 13' 42"  
R = 1,775.00'  
T = 671.27'  
L = 1,283.35'  
E = 122.69'  
DESIGN SPEED = 40 MPH  
e = N.C.

T.R. = N/A  
S.E. RUN = N/A

P.C. STA. = 1040+88.25  
N = 1,807,040.79  
E = 1,161,287.67  
P.T. STA. = 1053+71.59  
N = 1,806,642.22  
E = 1,162,478.48

PROP. CURVE PR\_147C-2  
PI STA. = 1067+43.69  
N = 1,805,774.62  
E = 1,163,541.46  
Δ = 39° 31' 20" (LT)  
D = 3° 57' 08"  
R = 1,450.00'  
T = 520.92'  
L = 1,000.00'  
E = 90.73'  
DESIGN SPEED = 40 MPH  
e = N.C.

T.R. = N/A  
S.E. RUN = N/A

P.C. STA. = 1062+22.77  
N = 1,806,104.01  
E = 1,163,137.89  
P.T. STA. = 1072+22.77  
N = 1,805,777.36  
E = 1,164,062.37

P.O.T. STA 1082+85.32  
N = 1,805,782.94  
E = 1,165,124.91

**RAMP F1 DATA**

P.O.T. STA 4200+00.00  
N = 1,806,536.89  
E = 1,162,607.53

PROP. CURVE VEC.F1-1  
PI STA. = 4206+70.75  
N = 1,805,905.49  
E = 1,162,381.16  
Δ = 23° 07' 29" (RT)  
D = 11° 15' 09"  
R = 510.00'  
T = 104.34'  
L = 205.51'  
E = 10.56'  
DESIGN SPEED = 40 MPH  
e = 6.0%

ENTERING CURVE:  
T.R. = 41.3'  
S.E. RUN = 165.1'

EXITING CURVE:  
T.R. = N/A  
S.E. RUN = 110.1'

P.C. STA. = 4205+66.41  
N = 1,806,003.71  
E = 1,162,416.37  
P.T. STA. = 4207+71.92  
N = 1,805,828.99  
E = 1,162,310.21

PROP. CURVE VEC.F1-2  
PI STA. = 4210+94.41  
N = 1,805,592.56  
E = 1,162,090.89  
Δ = 3° 00' 00" (RT)  
D = 0° 51' 16"  
R = 6,705.12'  
T = 175.58'  
L = 351.07'  
E = 2.30'  
DESIGN SPEED = 40 MPH  
e = N.C.

T.R. = N/A  
S.E. RUN = N/A

P.C. STA. = 4209+18.83  
N = 1,805,721.29  
E = 1,162,210.30  
P.T. STA. = 4212+69.90  
N = 1,805,470.26  
E = 1,161,964.92

P.O.T. STA 4213+70.36  
N = 1,805,400.29  
E = 1,161,892.84

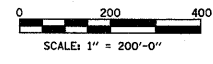
**WESTERN AVE DATA**

P.O.T. STA 6012+00.00  
N = 1,805,778.83  
E = 1,164,342.45

P.O.T. STA 6024+00.00  
N = 1,806,950.62  
E = 1,164,083.75

P.O.T. STA 6028+00.00  
N = 1,807,341.53  
E = 1,163,998.99

NOTE:  
CONTRACT 60J27 USES THE FOLLOWING ALIGNMENTS:  
I-57, I-294, RAMP L, RAMP B, AND CD ROAD A. ALL  
OTHER ALIGNMENTS ARE FOR FUTURE CONTRACTS AND  
ARE SHOWN FOR INFORMATION ONLY.



|  |                  |           |   |  |  |                                 |   |                 |             |                  |              |
|--|------------------|-----------|---|--|--|---------------------------------|---|-----------------|-------------|------------------|--------------|
| <b>TYLIN INTERNATIONAL</b><br>USER NAME =<br>PLOT SCALE =<br>PLOT DATE = | DESIGNED - CAC   | REVISED - | <b>STATE OF ILLINOIS</b><br><b>DEPARTMENT OF TRANSPORTATION</b> |  | <b>I-57 AT I-294 INTERCHANGE PROJECT</b><br><b>ALIGNMENT PLANS</b> |                                 | F.A.I. RTE. 57                                  | SECTION 1414.2B | COUNTY COOK | TOTAL SHEETS 516 | SHEET NO. 14 |
|  | DRAWN - CAC      | REVISED - |   |  |  |                                 | CONTRACT NO. 60J27                              |                 |             |                  |              |
|  | CHECKED - JDF    | REVISED - | SCALE: 1"=200'  |  | SHEET NO. 3 OF 10 SHEETS   | STA. 1276+00 TO STA. 1344+49.51 | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT |                 |             |                  |              |
|  | DATE - 3/18/2010 | REVISED - |   |  |  |                                 |   |                 |             |                  |              |