



RAMP X DATA

PROP. CURVE VEC.X-1 PI STA. = 4603+76.40 N = 1,808,209.07 E = 1,159,001.06 Δ = 15° 41' 23" (RT) D = 2° 05' 50" R = 2,731.88' T = 376.40' L = 748.09' E = 25.81' DESIGN SPEED = 45 MPH e = 4.5% ENTERING CURVE: T.R. = N/A S.E. RUN = N/A EXITING CURVE: T.R. = N/A S.E. RUN = 88.8' P.C. STA. = 4600+00.00 N = 1,808,490.97 E = 1,158,751.64 P.C.C. STA. = 4607+48.09 N = 1,807,870.22 E = 1,159,164.95	PROP. CURVE VEC.X-2 PI STA. = 4610+47.09 N = 1,807,601.06 E = 1,159,295.13 Δ = 5° 16' 03" (RT) D = 0° 52' 53" R = 6,500.00' T = 298.99' L = 597.57' E = 6.87' DESIGN SPEED = 40 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C.C. STA. = 4607+48.09 N = 1,807,870.22 E = 1,159,164.95 P.O.T. STA 4617+17.39 N = 1,806,972.99 E = 1,159,530.51
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RAMP N DATA

P.O.T. STA 4500+00.00 N = 1,806,988.62 E = 1,159,935.48	PROP. CURVE VEC.N-1 PI STA. = 4515+79.57 N = 1,808,394.33 E = 1,159,215.06 Δ = 23° 11' 04" (LT) D = 1° 55' 27" R = 2,977.68' T = 610.80' L = 1,204.90' E = 62.00' DESIGN SPEED = 45 MPH e = 4.5% ENTERING CURVE: T.R. = 44.4' S.E. RUN = 133.2' EXITING CURVE: T.R. = N/A S.E. RUN = N/A P.C. STA. = 4509+68.77 N = 1,807,850.76 E = 1,159,493.64 P.T. STA. = 4521+73.66 N = 1,808,784.34 E = 1,158,744.98
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RAMP M DATA

PROP. CURVE VEC.M-1 PI STA. = 3380+54.65 N = 1,809,097.29 E = 1,157,985.09 Δ = 12° 46' 25" (RT) D = 2° 03' 37" R = 2,781.14' T = 311.31' L = 620.03' E = 17.37' DESIGN SPEED = 60 MPH e = 4.5% ENTERING CURVE: T.R. = N/A S.E. RUN = N/A EXITING CURVE: T.R. = N/A S.E. RUN = N/A P.C. STA. = 3377+43.34 N = 1,809,213.46 E = 1,157,696.27 P.T. STA. = 3383+63.37 N = 1,808,920.15 E = 1,158,241.08	PROP. CURVE VEC.M-2 PI STA. = 3392+94.12 N = 1,808,390.50 E = 1,159,006.44 Δ = 31° 54' 35" (RT) D = 2° 04' 14" R = 2,767.31' T = 791.15' L = 1,541.20' E = 110.87' DESIGN SPEED = 60 MPH e = 4.5% ENTERING CURVE: T.R. = N/A S.E. RUN = N/A EXITING CURVE: T.R. = 59.9' S.E. RUN = 179.8' P.C. STA. = 3385+02.97 N = 1,808,840.71 E = 1,158,355.87 P.T. STA. = 3400+44.17 N = 1,807,664.45 E = 1,159,320.73 P.O.T. STA 3421+50.97 N = 1,805,731.02 E = 1,160,157.65	PROP. CURVE VEC.M-3 PI STA. = 3438+30.63 N = 1,804,158.18 E = 1,160,747.09 Δ = 64° 32' 17" (RT) D = 6° 45' 52" R = 847.00' T = 534.81' L = 954.06' E = 154.71' DESIGN SPEED = 45 MPH e = 6.0% ENTERING CURVE: T.R. = N/A S.E. RUN = 149.9' EXITING CURVE: T.R. = 50.0' S.E. RUN = 199.8' P.C. STA. = 3432+95.82 N = 1,804,658.98 E = 1,160,559.41 P.T. STA. = 3442+49.88 N = 1,803,773.43 E = 1,160,375.62 P.O.T. STA 3454+03.05 N = 1,802,943.61 E = 1,159,574.43	PROP. CURVE VEC.M-4 PI STA. = 3462+88.14 N = 1,802,300.16 E = 1,158,967.13 Δ = 1° 08' 02" (LT) D = 0° 07' 59" R = 43,076.24' T = 426.26' L = 852.49' E = 2.11' DESIGN SPEED = 45 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 3458+61.88 N = 1,802,610.15 E = 1,159,259.71 P.T. STA. = 3467+14.37 N = 1,801,984.44 E = 1,158,680.74	PROP. CURVE VEC.M-5 PI STA. = 3473+53.95 N = 1,801,508.47 E = 1,158,253.53 Δ = 2° 06' 38" (RT) D = 0° 14' 06" R = 24,368.18' T = 448.84' L = 897.58' E = 4.13' DESIGN SPEED = 45 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 3469+05.11 N = 1,801,843.17 E = 1,158,552.59 P.T. STA. = 3478+02.69 N = 1,801,185.02 E = 1,157,942.34
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NOTE:
CONTRACT 60K14 USES THE FOLLOWING ALIGNMENTS:
I-57 AND KEDZIE AVENUE. ALL OTHER ALIGNMENTS
ARE FOR FUTURE CONTRACTS AND ARE SHOWN FOR
INFORMATION ONLY.

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -
	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -
	PLOT DATE = 4/29/2011	CHECKED - SES	REVISED -
		DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KEDZIE AVENUE PROJECT
ALIGNMENT PLANS**

SCALE: 1"=200' SHEET NO. 5 OF 10 SHEETS STA. 425+00 TO STA. 3118+34.77

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	14
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60K14	

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