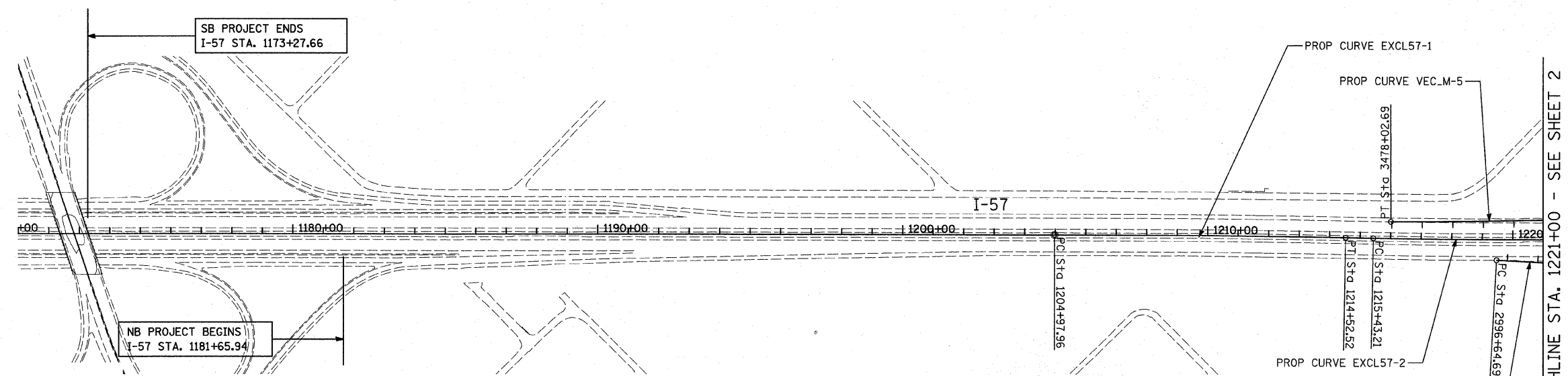


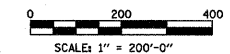
I-57 DATA				
PROP. CURVE EXCL57-1 PI STA. = 1209+75.25 N = 1,800,704.01 E = 1,157,539.88 Δ = 0° 59' 40" (RT) D = 0° 06' 15" R = 55,000.00' T = 477.29' L = 954.55' E = 2.07' DESIGN SPEED = 60 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 1204+97.96 N = 1,800,360.98 E = 1,157,208.01 P.T. STA. = 1214+52.52 N = 1,801,041.22 E = 1,157,877.66	PROP. CURVE EXCL57-2 PI STA. = 1220+09.03 N = 1,801,434.41 E = 1,158,271.50 Δ = 2° 11' 15" (LT) D = 0° 14' 05" R = 24,400.00' T = 465.82' L = 931.53' E = 4.45' DESIGN SPEED = 60 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 1215+43.21 N = 1,801,105.30 E = 1,157,941.84 P.T. STA. = 1224+74.74 N = 1,801,775.86 E = 1,158,588.36	PROP. CURVE EXCL57-3 PI STA. = 1231+16.87 N = 1,802,246.55 E = 1,159,025.14 Δ = 1° 08' 02" (RT) D = 0° 08' 00" R = 43,000.00' T = 425.52' L = 851.01' E = 2.11' DESIGN SPEED = 60 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 1226+91.34 N = 1,801,934.64 E = 1,158,735.69 P.T. STA. = 1235+42.36 N = 1,802,552.67 E = 1,159,320.70	PROP. CURVE EXCL57-4 PI STA. = 1321+27.50 N = 1,808,728.92 E = 1,165,283.80 Δ = 4° 56' 28" (RT) D = 0° 19' 42" R = 17,450.00' T = 752.92' L = 1,504.90' E = 16.24' DESIGN SPEED = 60 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 1313+74.58 N = 1,808,187.26 E = 1,164,760.84 P.T. STA. = 1328+79.48 N = 1,809,223.52 E = 1,165,851.48	PROP. CURVE EXCL57-5 PI STA. = 1348+01.65 N = 1,810,486.21 E = 1,167,300.74 Δ = 14° 00' 00" (LT) D = 2° 00' 00" R = 2,864.79' T = 351.75' L = 700.00' E = 21.51' DESIGN SPEED = 60 MPH e = 4.5% T.R. = 106.6' S.E. RUN = 239.8' P.C. STA. = 1344+49.90 N = 1,810,255.14 E = 1,167,035.53 P.T. STA. = 1351+49.90 N = 1,810,774.58 E = 1,167,502.17

CD ROAD A DATA			
PROP. CURVE VEC.A-1 PI STA. = 3605+11.46 N = 1,802,336.67 E = 1,159,278.95 Δ = 0° 29' 43" (RT) D = 0° 08' 04" R = 42,653.58' T = 184.40' L = 368.79' E = 0.40' DESIGN SPEED = 45 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 3603+27.06 N = 1,802,202.64 E = 1,159,152.31 P.T. STA. = 3606+95.85 N = 1,802,469.59 E = 1,159,406.75	PROP. CURVE VEC.A-2 PI STA. = 3613+65.64 N = 1,802,952.43 E = 1,159,870.96 Δ = 3° 20' 13" (LT) D = 0° 42' 09" R = 8,155.00' T = 237.54' L = 474.96' E = 3.46' DESIGN SPEED = 45 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 3611+28.10 N = 1,802,781.19 E = 1,159,706.33 P.R.C. STA. = 3616+03.05 N = 1,803,132.96 E = 1,160,025.35	PROP. CURVE VEC.A-3 PI STA. = 3618+49.69 N = 1,803,320.40 E = 1,160,185.64 Δ = 3° 27' 28" (RT) D = 0° 42' 04" R = 8,171.00' T = 246.63' L = 493.11' E = 3.72' DESIGN SPEED = 45 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.R.C. STA. = 3616+03.05 N = 1,803,132.96 E = 1,160,025.35 P.T. STA. = 3620+96.17 N = 1,803,497.83 E = 1,160,356.95	P.O.T. STA 3667+48.40 N = 1,806,844.70 E = 1,163,588.32 P.O.T. STA 3678+08.50 N = 1,807,619.06 E = 1,164,312.33 P.O.T. STA 3680+08.57 N = 1,807,765.74 E = 1,164,448.38



RAMP B DATA							
PROP. CURVE VEC.B-1 PI STA. = 2999+27.26 N = 1,801,524.53 E = 1,158,466.52 Δ = 1° 13' 50" (LT) D = 0° 14' 04" R = 24,448.70' T = 262.57' L = 525.11' E = 1.41' DESIGN SPEED = 50 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 2996+64.69 N = 1,801,345.76 E = 1,158,274.21 P.T. STA. = 3001+89.80 N = 1,801,707.39 E = 1,158,654.95	PROP. CURVE VEC.B-2 PI STA. = 3008+11.65 N = 1,802,140.45 E = 1,159,101.21 Δ = 1° 08' 03" (RT) D = 0° 08' 04" R = 42,651.03' T = 422.19' L = 844.35' E = 2.09' DESIGN SPEED = 50 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 3003+89.46 N = 1,801,846.43 E = 1,158,798.23 P.T. STA. = 3012+33.81 N = 1,802,428.41 E = 1,159,409.95	PROP. CURVE VEC.B-3 PI STA. = 3019+93.33 N = 1,802,946.46 E = 1,159,965.37 Δ = 39° 08' 15" (RT) D = 6° 45' 52" R = 847.00' T = 301.08' L = 578.57' E = 51.92' DESIGN SPEED = 45 MPH e = 5.9% ENTERING CURVE: T.R. = 66.6' S.E. RUN = 196.5' EXITING CURVE: T.R. = N/A S.E. RUN = 196.5' P.C. STA. = 3016+92.25 N = 1,802,741.10 E = 1,159,745.20 P.T. STA. = 3022+70.81 N = 1,802,966.77 E = 1,160,265.77	PROP. CURVE VEC.B-4 PI STA. = 3042+99.82 N = 1,803,103.66 E = 1,162,290.15 Δ = 128° 46' 46" (LT) D = 6° 45' 52" R = 847.00' T = 1,767.01' L = 1,903.74' E = 1,112.52' DESIGN SPEED = 45 MPH e = 5.9% ENTERING CURVE: T.R. = N/A S.E. RUN = 196.5' EXITING CURVE: T.R. = N/A S.E. RUN = 196.5' P.C. STA. = 3025+32.81 N = 1,802,984.45 E = 1,160,527.17 P.T. STA. = 3044+36.55 N = 1,804,403.35 E = 1,161,093.03	PROP. CURVE VEC.B-5 PI STA. = 3048+42.12 N = 1,804,701.66 E = 1,160,818.26 Δ = 19° 14' 28" (RT) D = 6° 45' 52" R = 847.00' T = 143.57' L = 284.44' E = 12.08' DESIGN SPEED = 45 MPH e = 5.9% ENTERING CURVE: T.R. = N/A S.E. RUN = 196.5' EXITING CURVE: T.R. = N/A S.E. RUN = 196.5' P.C. STA. = 3046+98.55 N = 1,804,596.06 E = 1,160,915.53 P.T. STA. = 3049+82.99 N = 1,804,833.42 E = 1,160,761.22	PROP. CURVE VEC.B-6 PI STA. = 3082+53.37 N = 1,807,834.68 E = 1,159,462.07 Δ = 3° 52' 00" (LT) D = 1° 55' 57" R = 2,964.65' T = 100.07' L = 200.07' E = 1.69' DESIGN SPEED = 60 MPH e = 4.5% ENTERING CURVE: T.R. = 59.9' S.E. RUN = 179.8' EXITING CURVE: T.R. = N/A S.E. RUN = N/A P.C. STA. = 3081+53.30 N = 1,807,742.84 E = 1,159,501.82 P.C.C. STA. = 3083+53.37 N = 1,807,923.63 E = 1,159,416.21	PROP. CURVE VEC.B-7 PI STA. = 3090+54.66 N = 1,808,543.11 E = 1,159,087.49 Δ = 26° 41' 30" (LT) D = 1° 56' 18" R = 2,956.10' T = 701.29' L = 1,377.13' E = 82.05' 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. = 3083+53.37 N = 1,807,923.63 E = 1,159,416.21 P.C.C. STA. = 3097+30.49 N = 1,808,948.92 E = 1,158,515.54	PROP. CURVE VEC.B-8 PI STA. = 3101+85.44 N = 1,809,209.27 E = 1,158,142.45 Δ = 17° 36' 05" (LT) D = 1° 56' 59" R = 2,938.57' T = 454.95' L = 902.73' E = 35.01' 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. = 3097+30.49 N = 1,808,948.92 E = 1,158,515.54 P.T. STA. = 3106+33.22 N = 1,809,344.62 E = 1,157,708.10

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.



TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 AT I-294 INTERCHANGE PROJECT ALIGNMENT PLANS		F.A.I. RTE. 57	SECTION 1414.2B	COUNTY COOK	TOTAL SHEETS 516	SHEET NO. 12	
	DRAWN - CAC	REVISED -		SCALE: 1"=200'		SHEET NO. 1 OF 10 SHEETS	STA. 1173+90	TO STA. 1221+00	CONTRACT NO. 60J27		
	CHECKED - JDF	REVISED -		DATE - 3/18/2010				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	