KEDZIE AVE DATA

P.O.T. STA 511+56.00
N = 1,800,422.75
E = 1,158,909.52

PROP. CURVE PRKEDZI-1
PI STA. = 518+20.32
N = 1,801,086.99
E = 1,158,899.70
Δ = 36° 02′ 20″ (LT)
D = 3° 57′ 57″
R = 1,445.00′
T = 470.05′
L = 908.72′
E = 74.53′
DESIGN SPEED = 45 MPH
e = 4.5%
T.R. = 66.6′
S.E. RUN = 149.9′
P.C. STA. = 513+50.27
N = 1,800,616.99
E = 1,158,906.65
P.T. STA. = 522+58.99
N = 1,801,462.96
E = 1,158,617.57

PROP. CURVE PRKEDZI-2
PI STA. = 532+36.68
N = 1,802,244.95
E = 1,158,030.74
Δ = 34° 57′ 35″ (RT)
D = 3° 57′ 57″
R = 1,445.00′
T = 455.05′
L = 881.51′
E = 69.96′
DESIGN SPEED = 45 MPH
e = 4.5%
T.R. = 66.6′
S.E. RUN = 149.9′
P.C. STA. = 527+81.63
N = 1,801,880.98
E = 1,158,303.87
P.T. STA. = 536+63.14
N = 1,802,699.74
E = 1,158,015.44

RAMP F2 DATA

PROP. CURVE VEC_F2-1
PI STA. = 5002+21.45
N = 1,804,222.90
E = 1,160,129.95
Δ = 32° 27′ 56″ (LT)
D = 7° 32′ 18″
R = 760.60′
T = 221.45′
L = 430.67′
E = 31.58′
DESIGN SPEED = 45 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = N/A
EXITING CURVE:
T.R. = 44.4′
S.E. RUN = 177.6′
P.C. STA. = 5000+00.00
N = 1,804,349.65
E = 1,160,311.54
P.T. STA. = 5004+30.67
N = 1,804,018.49
E = 1,160,044.78

PROP. CURVE VEC_F2-2
PI STA. = 5013+62.33
N = 1,803,147.69
E = 1,159,713.58
Δ = 21° 22′ 30″ (RT)
D = 7° 29′ 42″
R = 765.00′
T = 144.38′
L = 285.19′
E = 13.50′
DESIGN SPEED = 40 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 123.8′
EXITING CURVE:
T.R. = N/A
S.E. RUN = 123.8′
P.C. STA. = 5012+17.95
N = 1,803,282.63
E = 1,159,764.90
P.T. STA. = 5015+03.14
N = 1,803,040.73
E = 1,159,616.60

PROP. CURVE VEC_F2-3
PI STA. = 5023+83.15
N = 1,802,388.81
E = 1,159,025.50
Δ = 0° 51′ 13″ (LT)
D = 0° 07′ 59″
R = 43,034.07′
T = 320.57′
L = 641.12′
E = 1.19′
DESIGN SPEED = 45 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 5020+62.58
N = 1,802,626.29
E = 1,159,240.82
P.T. STA. = 5027+03.70
N = 1,802,148.15
E = 1,158,813.73

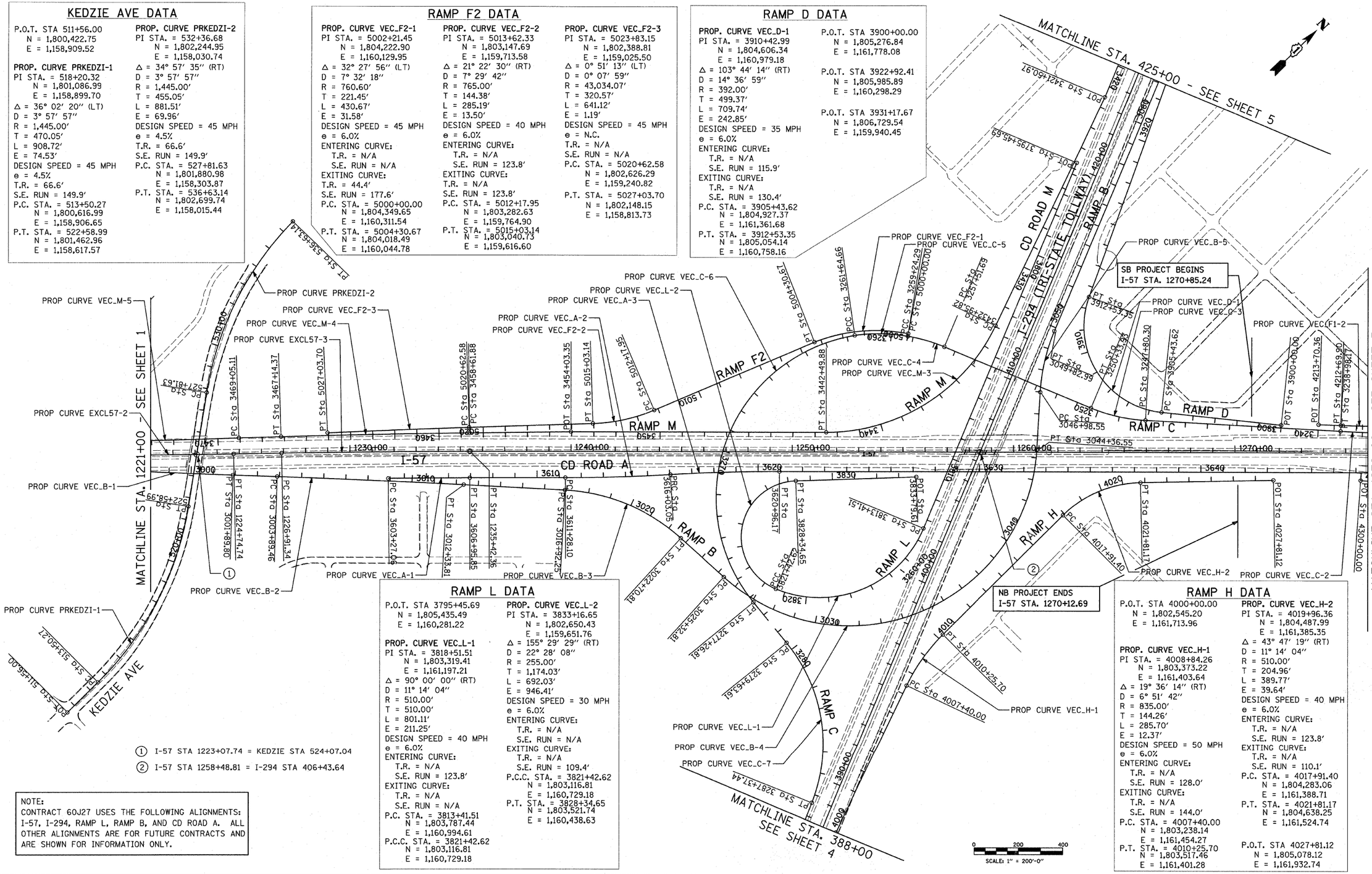
RAMP D DATA

PROP. CURVE VEC_D-1
PI STA. = 3910+42.99
N = 1,804,606.34
E = 1,160,979.18
Δ = 103° 44′ 14″ (RT)
D = 14° 36′ 59″
R = 392.00′
T = 499.37′
L = 709.74′
E = 242.85′
DESIGN SPEED = 35 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 115.9′
EXITING CURVE:
T.R. = N/A
S.E. RUN = 130.4′
P.C. STA. = 3905+43.62
N = 1,804,927.37
E = 1,161,361.68
P.T. STA. = 3912+53.35
N = 1,805,054.14
E = 1,160,758.16

P.O.T. STA 3900+00.00
N = 1,805,276.84
E = 1,161,778.08

P.O.T. STA 3922+92.41
N = 1,805,985.89
E = 1,160,298.29

P.O.T. STA 3931+17.67
N = 1,806,729.54
E = 1,159,940.45



① I-57 STA 1223+07.74 = KEDZIE STA 524+07.04

② I-57 STA 1258+48.81 = I-294 STA 406+43.64

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.

RAMP L DATA

P.O.T. STA 3795+45.69
N = 1,805,435.49
E = 1,160,281.22

PROP. CURVE VEC_L-1
PI STA. = 3818+51.51
N = 1,803,319.41
E = 1,161,197.21
Δ = 90° 00′ 00″ (RT)
D = 11° 14′ 04″
R = 510.00′
T = 510.00′
L = 801.11′
E = 211.25′
DESIGN SPEED = 40 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 123.8′
EXITING CURVE:
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 3813+41.51
N = 1,803,787.44
E = 1,160,994.61
P.C.C. STA. = 3821+42.62
N = 1,803,116.81
E = 1,160,729.18

PROP. CURVE VEC_L-2
PI STA. = 3833+16.65
N = 1,802,650.43
E = 1,159,651.76
Δ = 155° 29′ 29″ (RT)
D = 22° 28′ 08″
R = 255.00′
T = 1,174.03′
L = 692.03′
E = 946.41′
DESIGN SPEED = 30 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = N/A
EXITING CURVE:
T.R. = N/A
S.E. RUN = 109.4′
P.C.C. STA. = 3821+42.62
N = 1,803,116.81
E = 1,160,729.18
P.T. STA. = 3828+34.65
N = 1,803,521.74
E = 1,160,438.63

RAMP H DATA

P.O.T. STA 4000+00.00
N = 1,802,545.20
E = 1,161,713.96

PROP. CURVE VEC_H-1
PI STA. = 4008+84.26
N = 1,803,373.22
E = 1,161,403.64
Δ = 19° 36′ 14″ (RT)
D = 6° 51′ 42″
R = 835.00′
T = 144.26′
L = 285.70′
E = 12.37′
DESIGN SPEED = 50 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 128.0′
EXITING CURVE:
T.R. = N/A
S.E. RUN = 144.0′
P.C. STA. = 4007+40.00
N = 1,803,238.14
E = 1,161,454.27
P.T. STA. = 4010+25.70
N = 1,803,517.46
E = 1,161,401.28

PROP. CURVE VEC_H-2
PI STA. = 4019+96.36
N = 1,804,487.99
E = 1,161,385.35
Δ = 43° 47′ 19″ (RT)
D = 11° 14′ 04″
R = 510.00′
T = 204.96′
L = 389.77′
E = 39.64′
DESIGN SPEED = 40 MPH
e = 6.0%
ENTERING CURVE:
T.R. = N/A
S.E. RUN = 123.8′
EXITING CURVE:
T.R. = N/A
S.E. RUN = 110.1′
P.C. STA. = 4017+91.40
N = 1,804,283.06
E = 1,161,388.71
P.T. STA. = 4021+81.17
N = 1,804,638.25
E = 1,161,524.74

P.O.T. STA 4027+81.12
N = 1,805,078.12
E = 1,161,932.74

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 AT I-294 INTERCHANGE PROJECT ALIGNMENT PLANS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - CAC	REVISED -			57	1414.2B	COOK	516	13
	PLOT SCALE =	CHECKED - JDF	REVISED -							CONTRACT NO. 60J27
	PLOT DATE =	DATE - 3/18/2010	REVISED -		SCALE: 1"=200' SHEET NO. 2 OF 10 SHEETS STA. 1173+90 TO STA. 1221+00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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