



**RAMP X DATA**

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|---|---|
| PROP. CURVE VEC.X-1<br>PI STA. = 4603+76.40<br>N = 1,808,209.07<br>E = 1,159,001.06<br>Δ = 15° 41' 23" (RT)<br>D = 2° 05' 50"<br>R = 2,731.88'<br>T = 376.40'<br>L = 748.09'<br>E = 25.81'<br>DESIGN SPEED = 45 MPH<br>e = 4.5% | PROP. CURVE VEC.X-2<br>PI STA. = 4610+47.09<br>N = 1,807,601.06<br>E = 1,159,295.13<br>Δ = 5° 16' 03" (RT)<br>D = 0° 52' 53"<br>R = 6,500.00'<br>T = 298.99'<br>L = 597.57'<br>E = 6.87'<br>DESIGN SPEED = 40 MPH<br>e = N.C. |
| ENTERING CURVE:<br>T.R. = N/A<br>S.E. RUN = N/A   | T.R. = N/A<br>S.E. RUN = N/A  |
| EXITING CURVE:<br>T.R. = N/A<br>S.E. RUN = 88.8'  | P.C.C. STA. = 4607+48.09<br>N = 1,807,870.22<br>E = 1,159,164.95  |
| P.C. STA. = 4600+00.00<br>N = 1,808,490.97<br>E = 1,158,751.64  | P.T. STA. = 4613+45.66<br>N = 1,807,321.08<br>E = 1,159,400.06  |
| P.C.C. STA. = 4607+48.09<br>N = 1,807,870.22<br>E = 1,159,164.95  | P.O.T. STA. 4617+17.39<br>N = 1,806,972.99<br>E = 1,159,530.51  |

**RAMP N DATA**

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

**RAMP M DATA**

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

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.

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