

TRI-STATE TOLLWAY INTERCHANGE

FED. AID DIST. NO. 7	SECTION	COUNT	SHEET	TOTAL SHEETS
190	*	COOK	62	9

* 0102.5-I

62794

RAMP I CURVE I-1	PROPOSED ALIGNMENT CURVE I-1R	PROPOSED ALIGNMENT CURVE I-2	PROPOSED ALIGNMENT CURVE I-2R	CURVE J-1	CURVE J-2	RAMP J CURVE J-3	CURVE J-4	CURVE J-5
PI STA 4+91.58 $\Delta=61^{\circ}00'56.11''$ $D=6^{\circ}52'07.69''$ $R=834.27'$ $T=491.58'$ $L=888.30'$ $E=115.49'$ $SE=0.044'$ PC STA 0+00.00 PCC STA 8+88.30 BK.= 9+69.99 AH.	PI STA 2+71.31 $\Delta=55^{\circ}01'44''$ $D=11'00''$ $R=520.87$ $T=271.31$ $L=500.26$ $E=66.43$ $SE=0.06\%$ PC STA 0+00 PT STA 5+00.26	PI STA $\Delta=(1)$ $D=3.00'$ $R=1909.86'$ $T=(1)$ $L=(1)$ $E=(1)$ $SE=0.07'$ PC STA 9+69.99	PI STA $\Delta=(1)$ $D=3'00''$ $R=1909.86'$ $T=(1)$ $L=(1)$ $E=(1)$ $SE=0.07'$ PC STA 6+34.21	PI STA 11+65.56 $\Delta=10^{\circ}02'00''$ $D=3^{\circ}02'16.16''$ $R=1886.08'$ $T=165.56'$ $L=330.28'$ $E=7.25'$ $SE=-$ PC STA 10+00.00 PCC STA 13+30.28	PI STA $\Delta=14^{\circ}20'00''$ $D=5^{\circ}43'46.48''$ $R=1000.00'$ $T=125.74'$ $L=250.76'$ $E=7.87'$ $SE=-$ PCC STA 13+30.28 PCC STA 15+80.44	PI STA $\Delta=16^{\circ}14'00''$ $D=9^{\circ}32'57.42''$ $R=600.00'$ $T=85.57'$ $L=170.00'$ $E=5.07'$ $SE=-$ PCC STA 15+80.44 PCC STA 17+50.44	PI STA $\Delta=77^{\circ}00'00''$ $D=12^{\circ}43'56.62''$ $R=450.00'$ $T=357.95'$ $L=604.76'$ $E=125.00'$ $SE=-$ PCC STA 17+50.44 PCC STA 23+55.20	PI STA $\Delta=12^{\circ}43'42.50''$ $D=5^{\circ}43'46.48''$ $R=1000.00'$ $T=111.54'$ $L=222.15'$ $E=6.20'$ $SE=-$ PCC STA 23+55.20 PCC STA 25+77.35

RAMP L	RAMP 32	RAMP N	TRI-STATE TOLLWAY
CURVE PI = STA 37+56.67 $\Delta=4^{\circ}30'00''$ $D=1^{\circ}00'00''$ $R=5729.58'$ $T=225.12'$ $L=450.00'$ $E=4.42'$ $SE=-$ PC = STA 35+31.55 PT = STA 39+81.55	CURVE PI = STA 52+85.55 $\Delta=16^{\circ}59'06''$ $D=2^{\circ}59'46''$ $R=1912.38'$ $T=285.55'$ $L=566.91'$ $E=21.20'$ $SE=-$ PC = STA 50+00.00 PT = STA 55+66.91	CURVE N-1 PI STA 0+75.58 $\Delta=8^{\circ}36'51.77''$ $D=5^{\circ}43'19.02''$ $R=1001.49'$ $T=75.42'$ $L=150.55'$ $E=2.84'$ $SE=-$ PC STA 0+00.16 PCC STA 1+50.71	CURVE N-2 PI STA 2+35.06 $\Delta=31^{\circ}22'25.39''$ $D=19^{\circ}05'54.94''$ $R=300.35'$ $T=84.35'$ $L=164.27'$ $E=11.62'$ $SE=-$ PCC STA 1+50.71 PCC STA 3+14.98

DES PLAINES RIVER ROAD INTERCHANGE

INTERCHANGE

NORTHWEST TOLLWAY INTERCHANGE

RAMP 1	RAMP 2	RAMP 5	NW TOLLWAY
CURVE 1-1 *** PI STA $\Delta=179^{\circ}49'55''$ $D=28^{\circ}38'52''$ $R=200.00'$ $T=$ $L=627.73'$ $E=$ $S.E.=0.06\%$ PC STA 2+45.25 PT STA 8+72.98	CURVE 2-1 *** PI STA 4+85.66 $\Delta=59^{\circ}01'23''$ $D=25^{\circ}48'32''$ $R=200.00'$ $T=125.66'$ $L=222.00'$ $E=33.10'$ $SE=-$ PC STA 3+60.00 PT STA 5+88.69	CURVE 5-1 *** PI STA 0+73.21 $\Delta=15^{\circ}16'42.8''$ $D=10^{\circ}30'00''$ $R=545.86'$ $T=73.21'$ $L=145.51'$ $E=4.89'$ $SE=0.04\%$ PC STA 0+00.00 PCC STA 1+45.51	CURVE NSC PI 3337+10.25 $\Delta=16^{\circ}12'34.58''$ $D=1^{\circ}15'00''$ $R=4583.66'$ $T=652.74'$ $L=1296.77'$ $E=46.24'$ $SE=0.026\%$ PC 3330+57.50 PCC 3343+54.27 BK.

RAMP 6	RAMP 7	RAMP 8
CURVE 6-1 *** PI STA 1+31.43 $\Delta=55^{\circ}27'55''$ $D=22^{\circ}55'06''$ $R=250.00'$ $T=131.43'$ $L=241.61'$ $E=32.44'$ $SE=0.04\%$ PC STA 0+00.00 PT STA 2+41.61	CURVE 7-1 *** PI STA 0+73.21 $\Delta=15^{\circ}16'42.8''$ $D=10^{\circ}30'00''$ $R=545.86'$ $T=73.21'$ $L=145.51'$ $E=4.89'$ $S.E.=0.044\%$ PC STA 0+00.00 PCC STA 1+45.51	CURVE 8-1 *** PI STA 1+59.54 $\Delta=32^{\circ}21'10.50''$ $D=10^{\circ}25'15.60''$ $R=550.00'$ $T=159.54'$ $L=310.46'$ $E=22.67'$ $SE=0.03\%$ PC STA 0+00 PCC STA 3+10.46

FOR INFORMATION ONLY

(1) DATA MISSING DUE TO INFORMATION MISSING ON EXISTING PLANS

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE	KENNEDY EXPRESSWAY F.A.I. ROUTE 190 REHABILITATION PROJECT
ALIGNMENT DATA	
DONOHUE ENGINEERS AND ARCHITECTS Computer Aided Design & Drafting	designed by: RJB checked by: MRE graphics by: TPK