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

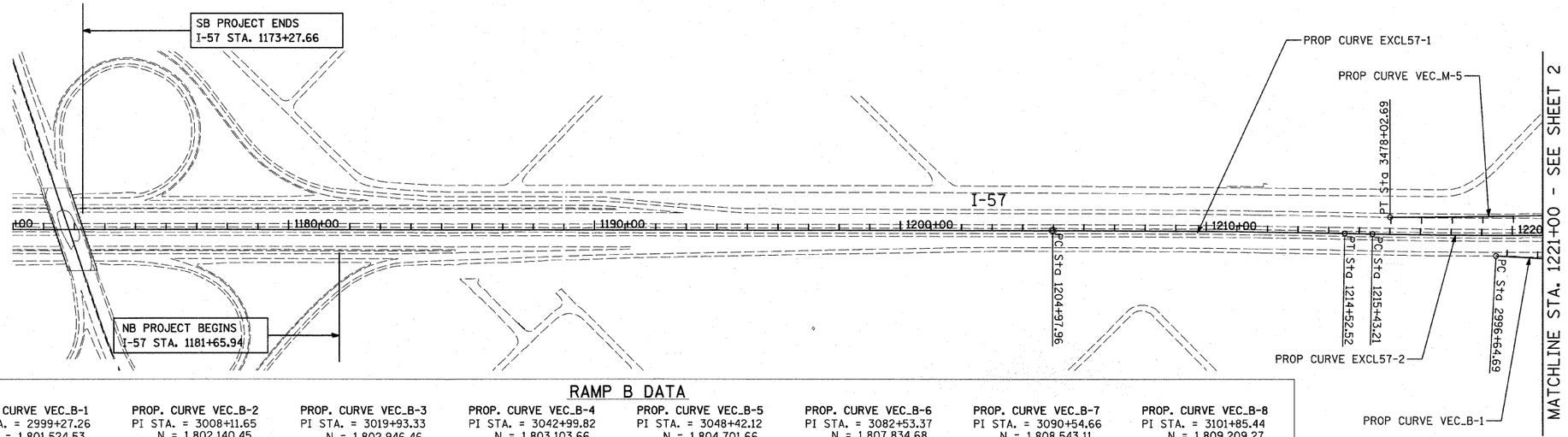
PROP. CURVE VEC_A-2
PI STA. = 3613+65.64
N = 1,802,952.43
E = 1,159,870.96
Δ = 3° 20′ 13″ (LT)
D = 0° 42′ 09″
R = 8,155.00′
T = 237.54′
L = 474.96′
E = 3.46′
DESIGN SPEED = 45 MPH
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 3611+28.10
N = 1,802,781.19
E = 1,159,706.33
P.R.C. STA. = 3616+03.05
N = 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 VEC_C-1

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. = 50.0′
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.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
P.C.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

0 200 400
SCALE: 1" = 200'-0"

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 =	DESIGNED - CAC	REVISED -	
	DRAWN - CAC	REVISED -	
PLOT SCALE =	CHECKED - JDF	REVISED -	
PLOT DATE =	DATE - 3/18/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-57 AT I-294 INTERCHANGE PROJECT
ALIGNMENT PLANS

SCALE: 1"=200' | SHEET NO. 1 OF 10 SHEETS | STA. 1173+90 | TO STA. 1221+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1414.2B	COOK	516	12
		CONTRACT NO. 60J27		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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