

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

$\Delta = 36^\circ 02' 20''$ (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

$\Delta = 34^\circ 57' 35''$ (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

$\Delta = 32^\circ 27' 56''$ (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

$\Delta = 21^\circ 22' 30''$ (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

$\Delta = 0^\circ 51' 13''$ (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

$\Delta = 103^\circ 44' 14''$ (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

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

$\Delta = 90^\circ 00' 00''$ (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

$\Delta = 155^\circ 29' 29''$ (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

$\Delta = 19^\circ 36' 14''$ (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

$\Delta = 43^\circ 47' 19''$ (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

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.

- 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

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. 13
	DRAWN - CAC	REVISED -		SCALE: 1"=200' SHEET NO. 2 OF 10 SHEETS STA. 1173+90 TO STA. 1221+00		CONTRACT NO. 60J27		ILLINOIS FED. AID PROJECT		
	CHECKED - JDF	REVISED -								
	DATE - 3/18/2010	REVISED -								