

MATCHLINE STA. 1040+00 -
SEE SHEET 5

RAMP E DATA

P.O.T. STA 4100+00.00
N = 1,807,447.53
E = 1,163,906.24

PROP. CURVE PR_RE-1
PI STA. = 4109+21.04
N = 1,806,820.74
E = 1,163,231.38
Δ = 25° 37' 39" (RT)
D = 11° 15' 09"
R = 510.00'
T = 116.00'
L = 227.75'
E = 13.03'
DESIGN SPEED = 40 MPH
e = 6.0%

ENTERING CURVE:
T.R. = N/A
S.E. RUN = 110.1'

EXITING CURVE:
T.R. = N/A
S.E. RUN = 185.8'

P.C. STA. = 4108+05.04
N = 1,806,899.68
E = 1,163,316.38
P.T. STA. = 4110+32.79
N = 1,806,786.33
E = 1,163,120.61

PROP. CURVE PR_RE-2
PI STA. = 4113+17.74
N = 1,806,701.79
E = 1,162,848.48
Δ = 24° 31' 17" (LT)
D = 20° 57' 05"
R = 275.00'
T = 59.76'
L = 117.04'
E = 6.42'
DESIGN SPEED = 30 MPH
e = 2.0%

ENTERING CURVE:
T.R. = N/A
S.E. RUN = 54.7'

EXITING CURVE:
T.R. = 41.0'
S.E. RUN = 54.7'

P.C. STA. = 4112+57.98
N = 1,806,719.52
E = 1,162,905.55
P.T. STA. = 4113+75.02
N = 1,806,661.97
E = 1,162,803.91

P.O.T. STA 4115+98.85
N = 1,806,512.84
E = 1,162,637.00

RAMP K DATA

P.O.T. STA 4400+00.00
N = 1,806,041.76
E = 1,163,219.94

PROP. CURVE PR_RK-1
PI STA. = 4406+57.49
N = 1,806,648.99
E = 1,163,472.07
Δ = 18° 37' 00" (RT)
D = 7° 38' 42"
R = 750.00'
T = 122.93'
L = 243.51'
E = 10.01'
DESIGN SPEED = 40 MPH
e = 5.6%

ENTERING CURVE:
T.R. = 41.3'
S.E. RUN = 154.1'

EXITING CURVE:
T.R. = N/A
S.E. RUN = 112.8'

P.C. STA. = 4405+34.56
N = 1,806,535.46
E = 1,163,424.93
P.T. STA. = 4407+78.07
N = 1,806,741.53
E = 1,163,552.99

P.O.T. STA 4416+38.17
N = 1,807,389.02
E = 1,164,119.15

RAMP J DATA

P.O.T. STA 4300+00.00
N = 1,805,361.56
E = 1,162,206.41

PROP. CURVE PR_RJ-1
PI STA. = 4305+45.91
N = 1,805,726.89
E = 1,162,612.06
Δ = 20° 15' 10" (RT)
D = 11° 15' 09"
R = 510.00'
T = 91.09'
L = 179.98'
E = 8.07'
DESIGN SPEED = 40 MPH
e = 6.0%

ENTERING CURVE:
T.R. = N/A
S.E. RUN = 110.1'

EXITING CURVE:
T.R. = N/A
S.E. RUN = 185.8'

P.C. STA. = 4304+54.82
N = 1,805,665.93
E = 1,162,544.38
P.T. STA. = 4306+34.81
N = 1,805,760.65
E = 1,162,696.66

PROP. CURVE PR_RJ-2
PI STA. = 4309+68.22
N = 1,805,884.21
E = 1,163,006.33
Δ = 17° 54' 28" (LT)
D = 17° 41' 59"
R = 325.00'
T = 51.21'
L = 101.18'
E = 4.01'
DESIGN SPEED = 30 MPH
e = 2.0%

ENTERING CURVE:
T.R. = N/A
S.E. RUN = 54.7'

EXITING CURVE:
T.R. = 41.0'
S.E. RUN = 54.7'

P.C. STA. = 4309+17.01
N = 1,805,865.23
E = 1,162,958.77
P.T. STA. = 4310+18.19
N = 1,805,916.89
E = 1,163,045.75

P.O.T. STA 4312+27.98
N = 1,806,050.80
E = 1,163,207.26

147TH ST DATA

P.O.T. STA 1000+00.00
N = 1,806,888.10
E = 1,157,202.32

P.O.T. STA 1006+61.20
N = 1,806,908.89
E = 1,157,863.09

PROP. CURVE PR_147C-1R
PI STA. = 1047+60.07
N = 1,807,066.19
E = 1,161,959.04
Δ = 41° 25' 13.99" (RT)
D = 3° 13' 40.6"
R = 1,775.00'
T = 671.08'
L = 1,283.19'
E = 122.62'
DESIGN SPEED = 40 MPH
e = N.C.

T.R. = N/A
S.E. RUN = N/A

P.C. STA. = 1040+88.99
N = 1,807,040.44
E = 1,161,288.45
P.T. STA. = 1053+72.18
N = 1,806,641.85
E = 1,162,478.93

PROP. CURVE PR_147C-2
PI STA. = 1067+43.69
N = 1,805,774.62
E = 1,163,541.46
Δ = 39° 31' 20" (LT)
D = 3° 57' 08"
R = 1,450.00'
T = 520.92'
L = 1,000.00'
E = 90.73'
DESIGN SPEED = 40 MPH
e = N.C.

T.R. = N/A
S.E. RUN = N/A

P.C. STA. = 1062+22.77
N = 1,806,104.01
E = 1,163,137.89
P.T. STA. = 1072+22.77
N = 1,805,777.36
E = 1,164,062.37

P.O.T. STA 1082+85.32
N = 1,805,782.94
E = 1,165,124.91

RAMP F1 DATA

P.O.T. STA 4200+00.00
N = 1,806,536.89
E = 1,162,607.53

PROP. CURVE VEC_F1-1
PI STA. = 4206+70.75
N = 1,805,905.49
E = 1,162,381.16
Δ = 23° 07' 29" (RT)
D = 11° 15' 09"
R = 510.00'
T = 104.34'
L = 205.51'
E = 10.56'
DESIGN SPEED = 40 MPH
e = 6.0%

ENTERING CURVE:
T.R. = 41.3'
S.E. RUN = 165.1'

EXITING CURVE:
T.R. = N/A
S.E. RUN = 110.1'

P.C. STA. = 4205+66.41
N = 1,806,003.71
E = 1,162,416.37
P.T. STA. = 4207+71.92
N = 1,805,828.99
E = 1,162,310.21

PROP. CURVE VEC_F1-2
PI STA. = 4210+94.41
N = 1,805,592.56
E = 1,162,090.89
Δ = 3° 00' 00" (RT)
D = 0° 51' 16"
R = 6,705.12'
T = 175.58'
L = 351.07'
E = 2.30'
DESIGN SPEED = 40 MPH
e = N.C.

T.R. = N/A
S.E. RUN = N/A

P.C. STA. = 4209+18.83
N = 1,805,721.29
E = 1,162,210.30
P.T. STA. = 4212+69.90
N = 1,805,470.26
E = 1,161,964.92

P.O.T. STA 4213+70.36
N = 1,805,400.29
E = 1,161,892.84

WESTERN AVE DATA

P.O.T. STA 6012+00.00
N = 1,805,778.83
E = 1,164,342.45

P.O.T. STA 6024+00.00
N = 1,806,950.62
E = 1,164,083.75

P.O.T. STA 6028+00.00
N = 1,807,341.53
E = 1,163,998.99

NOTE:
CONTRACT 60K14 USES THE FOLLOWING ALIGNMENTS:
I-57 AND KEDZIE AVENUE. ALL OTHER ALIGNMENTS
ARE FOR FUTURE CONTRACTS AND ARE SHOWN FOR
INFORMATION ONLY.

TYLIN INTERNATIONAL USER NAME = #USER# PLOT SCALE = #SCALE# PLOT DATE = 4/29/2011	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT ALIGNMENT PLANS		F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 12	
	DRAWN - EMK	REVISED -		SCALE: 1"=200'	SHEET NO. 3 OF 10 SHEETS	STA. 1276+00 TO STA. 1344+49.51	CONTRACT NO. 60K14				
	CHECKED - SES	REVISED -									
	DATE - 5/5/2011	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							

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