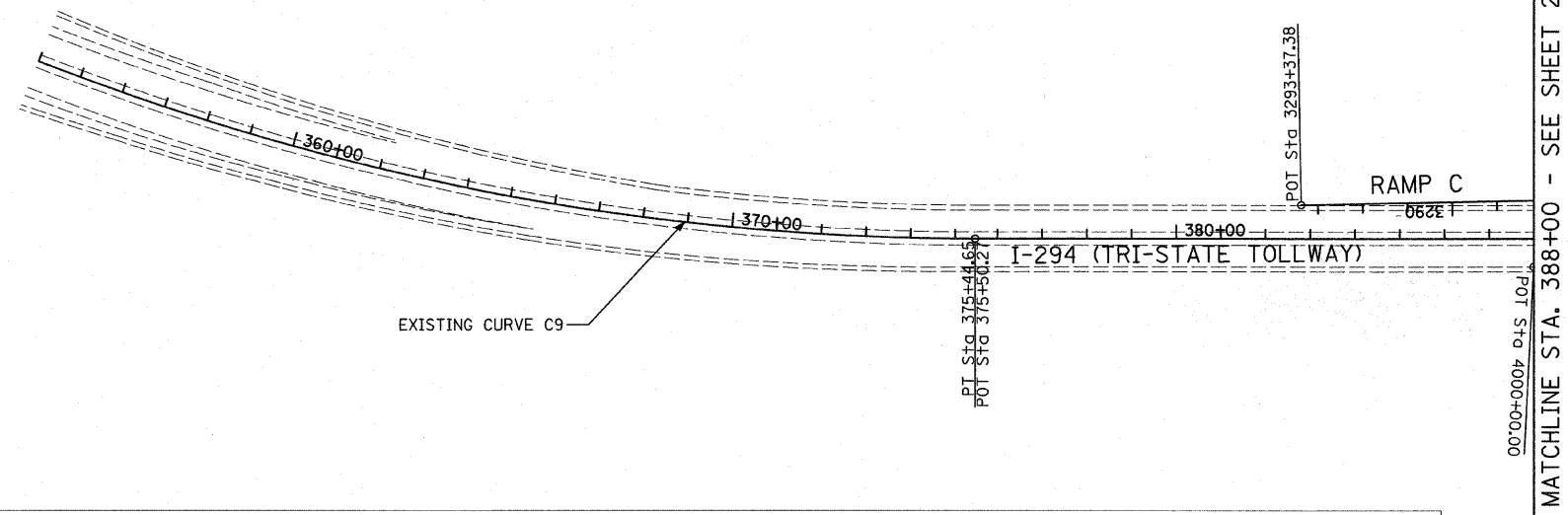


I-294 DATA

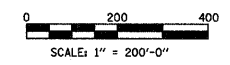
PROP. CURVE C9	EXIST. CURVE C5
PI STA. = 364+24.07	PI STA. = 463+95.11
N = 1,800,317.04	N = 1,809,490.15
E = 1,162,608.72	E = 1,158,637.95
$\Delta = 22^\circ 42' 44''$ (LT)	$\Delta = 68^\circ 22' 19''$ (LT)
D = 1° 00' 00"	D = 1° 59' 57"
R = 5,730.02'	R = 2,865.98'
T = 1,150.80'	T = 1,946.70'
L = 2,271.38'	L = 3,420.02'
E = 114.42'	E = 598.62'
DESIGN SPEED = 60 MPH	DESIGN SPEED = 60 MPH
$e = 2.7\%$	$e = 4.5\%$
T.R. = 77.95'	T.R. = 77.95'
S.E. RUN = 156.31'	S.E. RUN = 283.05'
P.C. STA. = 352+73.27	P.C. STA. = 444+48.42
N = 1,799,166.33	N = 1,807,703.65
E = 1,162,622.66	E = 1,159,411.27
P.T. STA. = 375+44.65	P.T. STA. = 478+68.44
N = 1,801,373.14	N = 1,809,429.74
E = 1,162,151.56	E = 1,156,692.19
P.O.T. STA 375+50.27	
N = 1,801,373.14	
E = 1,162,151.56	



RAMP C DATA

P.O.T. STA 3198+89.45 N = 1,808,305.21 E = 1,164,797.36	PROP. CURVE VEC.C-2 PI STA. = 3237+21.83 N = 1,805,571.87 E = 1,162,111.99	PROP. CURVE VEC.C-3 PI STA. = 3249+08.46 N = 1,804,762.45 E = 1,161,244.17	PROP. CURVE VEC.C-4 PI STA. = 3258+38.45 N = 1,804,391.94 E = 1,160,388.24	PROP. CURVE VEC.C-5 PI STA. = 3260+45.62 N = 1,804,269.04 E = 1,160,220.33	PROP. CURVE VEC.C-6 PI STA. = 3274+58.57 N = 1,803,107.15 E = 1,159,412.32	PROP. CURVE VEC.C-7 PI STA. = 3283+91.75 N = 1,802,947.86 E = 1,161,364.70
PROP. CURVE VEC.C-1 PI STA. = 3205+26.62 N = 1,807,870.62 E = 1,164,331.41	$\Delta = 3^\circ 00' 00''$ (RT) D = 0° 51' 02" R = 6,737.00' T = 176.41' L = 352.75' E = 2.31'	$\Delta = 19^\circ 35' 58''$ (RT) D = 7° 43' 40" R = 742.00' T = 128.16' L = 253.63' E = 10.99'	$\Delta = 13^\circ 20' 17''$ (LT) D = 7° 43' 40" R = 742.00' T = 86.76' L = 172.60' E = 5.05'	$\Delta = 18^\circ 29' 38''$ (LT) D = 7° 41' 39" R = 745.23' T = 121.33' L = 240.36' E = 9.81'	$\Delta = 120^\circ 04' 09''$ (LT) D = 7° 41' 10" R = 746.00' T = 1,293.91' L = 1,562.15' E = 747.56'	$\Delta = 60^\circ 47' 01''$ (RT) D = 7° 51' 18" R = 730.00' T = 428.15' L = 773.83' E = 116.29'
$\Delta = 3^\circ 00' 00''$ (LT) D = 0° 42' 06" R = 8,167.00' T = 213.86' L = 427.62' E = 2.80'	DESIGN SPEED = 45 MPH $e = N.C.$ T.R. = N/A S.E. RUN = N/A	DESIGN SPEED = 45 MPH $e = 6.0\%$ ENTERING CURVE: T.R. = 50.0' S.E. RUN = 199.8'	DESIGN SPEED = 45 MPH $e = 6.0\%$ ENTERING CURVE: T.R. = N/A S.E. RUN = 196.5'	DESIGN SPEED = 45 MPH $e = 6.0\%$ ENTERING CURVE: T.R. = N/A S.E. RUN = N/A	DESIGN SPEED = 45 MPH $e = 6.0\%$ ENTERING CURVE: T.R. = N/A S.E. RUN = N/A	DESIGN SPEED = 45 MPH $e = 6.0\%$ ENTERING CURVE: T.R. = N/A S.E. RUN = 177.6'
DESIGN SPEED = 50 MPH $e = N.C.$ T.R. = N/A S.E. RUN = N/A	P.C. STA. = 3235+45.42 N = 1,805,698.79 E = 1,162,234.53	P.C. STA. = 3247+80.30 N = 1,804,849.86 E = 1,161,337.89	P.C. STA. = 3257+51.69 N = 1,804,426.40 E = 1,160,467.85	P.C.C. STA. = 3259+24.29 N = 1,804,340.04 E = 1,160,318.71	P.C.C. STA. = 3261+64.66 N = 1,804,170.50 E = 1,160,149.54	P.C. STA. = 3279+63.61 N = 1,802,982.68 E = 1,160,937.97
P.T. STA. = 3207+40.38 N = 1,807,716.76 E = 1,164,182.86	P.T. STA. = 3238+98.17 N = 1,805,451.55 E = 1,161,982.98	P.T. STA. = 3250+33.93 N = 1,804,711.54 E = 1,161,126.55	P.C.C. STA. = 3259+24.29 N = 1,804,340.04 E = 1,160,318.71	P.C.C. STA. = 3261+64.66 N = 1,804,170.50 E = 1,160,149.54	P.T. STA. = 3277+26.81 N = 1,803,001.93 E = 1,160,701.95	P.T. STA. = 3287+37.44 N = 1,802,558.43 E = 1,161,542.60
						P.O.T. STA 3293+37.38 N = 1,802,012.73 E = 1,161,791.89

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 -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 AT I-294 INTERCHANGE PROJECT ALIGNMENT PLANS			F.A.I. NO. = 57	SECTION = 1414.2B	COUNTY = COOK	TOTAL SHEETS = 516	SHEET NO. = 15
	PLOT SCALE =	CHECKED - JDF	REVISED -					SCALE: 1"=200'	SHEET NO. 4 OF 10 SHEETS	STA. 364+92.85 TO STA. 388+00	CONTRACT NO. 60J27	
	PLOT DATE =	DATE - 3/18/2010	REVISED -					ILLINOIS FED. AID PROJECT				