

**KEDZIE AVE DATA**

P.O.T. STA 511+56.00  
 N = 1,800,422.75  
 E = 1,158,909.52

PROP. CURVE PRKEDZI-2  
 CHORD DEFINITION  
 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 = 5.0%  
 ENTERING CURVE:  
 T.R. = 67'  
 S.E. RUN = 167'  
 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

PROP. CURVE PRKEDZI-1  
 CHORD DEFINITION  
 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 = 5.0%  
 ENTERING CURVE:  
 T.R. = 67'  
 S.E. RUN = 167'  
 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

**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° 31' 59"  
 R = 760.60'  
 T = 221.45'  
 L = 430.98'  
 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+30.98  
 N = 1,804,018.49  
 E = 1,160,044.78

PROP. CURVE VEC.F2-2  
 PI STA. = 5013+62.64  
 N = 1,803,147.69  
 E = 1,159,713.58  
 $\Delta = 21^\circ 22' 30''$  (RT)  
 D = 7° 29' 23"  
 R = 765.00'  
 T = 144.38'  
 L = 285.39'  
 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+18.26  
 N = 1,803,282.63  
 E = 1,159,764.90  
 P.T. STA. = 5015+03.66  
 N = 1,803,040.73  
 E = 1,159,616.60

PROP. CURVE VEC.F2-3  
 PI STA. = 5023+83.66  
 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+63.09  
 N = 1,802,626.29  
 E = 1,159,240.82  
 P.T. STA. = 5027+04.22  
 N = 1,802,148.15  
 E = 1,158,813.73

**RAMP D DATA**

PROP. CURVE VEC.D-1  
 PI STA. = 3910+90.22  
 N = 1,804,578.84  
 E = 1,160,940.18  
 $\Delta = 105^\circ 27' 13''$  (RT)  
 D = 13° 42' 26"  
 R = 418.00'  
 T = 549.24'  
 L = 769.34'  
 E = 272.21'  
 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+40.99  
 N = 1,804,931.92  
 E = 1,161,360.89  
 P.T. STA. = 3913+10.32  
 N = 1,805,078.41  
 E = 1,160,711.96

P.O.T. STA 3900+00.00  
 N = 1,805,279.70  
 E = 1,161,775.27

P.O.T. STA 3933+16.56  
 N = 1,806+903.26  
 E = 1,159,878.33

**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. = 3837+18.65  
 N = 1,802,650.43  
 E = 1,159,651.76  
 $\Delta = 155^\circ 29' 29''$  (RT)  
 D = 22° 28' 08"  
 R = 255.00'  
 T = 1174.03'  
 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

- 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

NOTE:  
 CONTRACT 60M57 USES THE FOLLOWING ALIGNMENTS:  
 I-57, I-294, 147TH STREET, WESTERN AVENUE, DIXIE HWY,  
 KEDZIE AVENUE (NORTH), RAMP EX-F, RAMP E, RAMP J,  
 AND RAMP K. ALL OTHER ALIGNMENTS ARE FOR FUTURE  
 CONTRACTS AND ARE SHOWN FOR INFORMATION ONLY.

**TYLIN INTERNATIONAL**

USER NAME =	DESIGNED - CAC	REVISED -
PLOT SCALE =	DRAWN - CAC	REVISED -
PLOT DATE =	CHECKED - JDF	REVISED -
	DATE - 5/23/2012	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**147TH STREET PROJECT  
 ALIGNMENT PLANS**

SCALE: 1"=200' SHEET NO. 2 OF 10 SHEETS STA. 1173+90 TO STA. 1221+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
XX	(0405-1 & 0506-2) R-1	COOK	577	17
CONTRACT NO. 60M57				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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