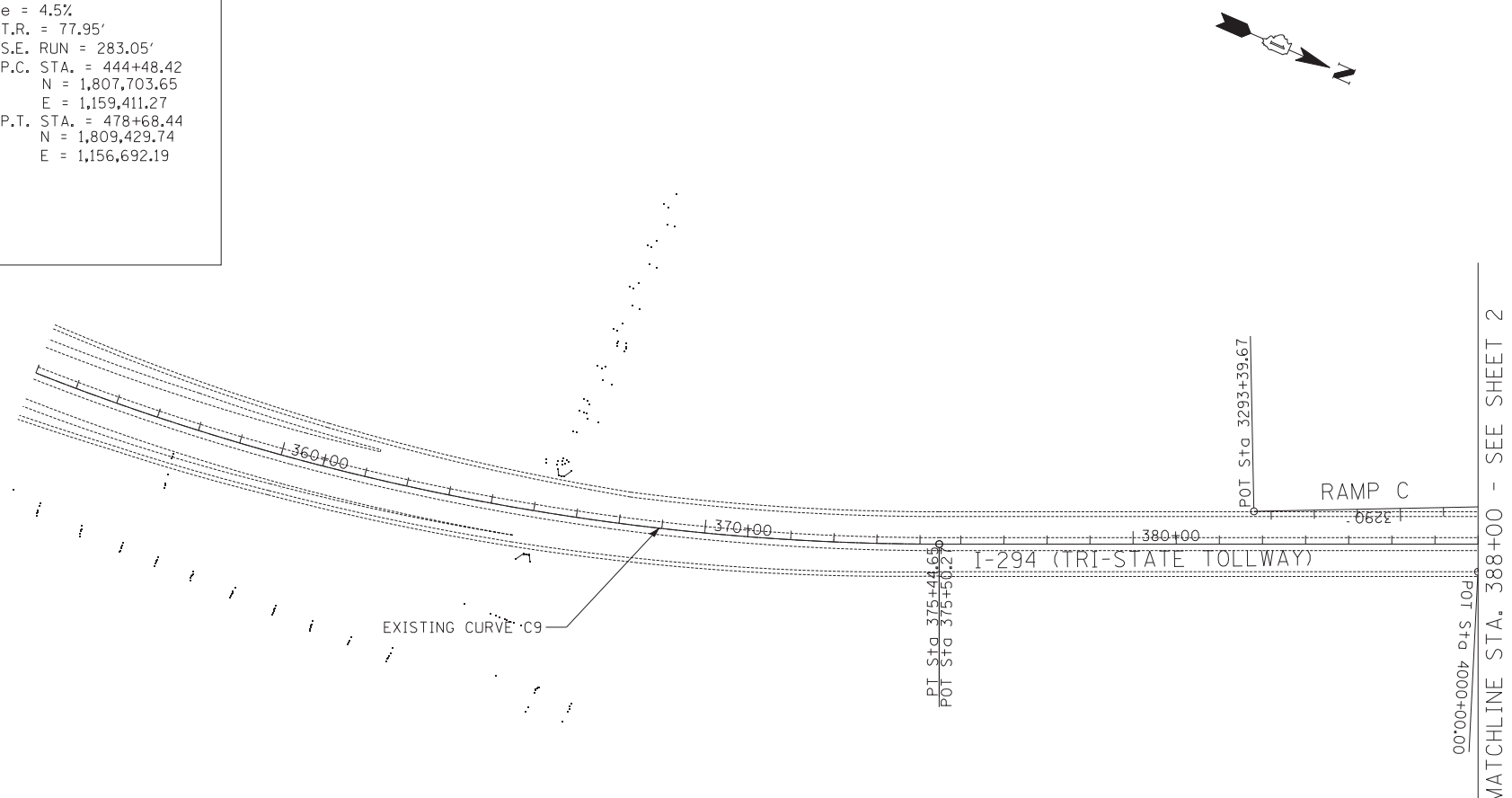


I-294 DATA

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

RAMP EX_F DATA

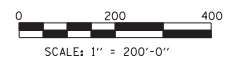
EXIST. CURVE EX_RF-1 PI STA. = 5202+28.73 N = 1,806,334.08 E = 1,162,494.32 $\Delta = 20^\circ 25' 39''$ (LT) D = 13° 47' 27" R = 415.46' T = 74.86' L = 148.12' E = 6.69' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 5201+53.87 N = 1,806,393.01 E = 1,162,540.49 P.T. STA. = 5203+02.00 N = 1,806,262.74 E = 1,162,471.63 P.O.T. STA 5200+00.00 N = 1,806,513.41 E = 1,162,636.30	EXIST. CURVE EX_RF-2 PI STA. = 5208+52.46 N = 1,805,738.75 E = 1,162,302.99 $\Delta = 26^\circ 24' 57''$ (RT) D = 6° 06' 30" R = 938.00' T = 220.14' L = 432.46' E = 25.49' e = ----- T.R. = ----- S.E. RUN = ----- P.C. STA. = 5206+32.32 N = 1,805,948.30 E = 1,162,370.43 P.T. STA. = 5210+64.78 N = 1,805,581.07 E = 1,162,149.36
---	---



RAMP C DATA

P.O.T. STA 3198+89.45 N = 1,808,305.21 E = 1,164,797.36 PROP. CURVE VEC_C-1 PI STA. = 3205+26.62 N = 1,807,870.62 E = 1,164,331.41 $\Delta = 3^\circ 00' 00''$ (LT) D = 0° 42' 06" R = 8,167.00' T = 213.86' L = 427.62' E = 2.80' DESIGN SPEED = 50 MPH e = N.C. T.R. = N/A S.E. RUN = N/A P.C. STA. = 3203+12.76 N = 1,808,016.48 E = 1,164,487.80 P.T. STA. = 3207+40.38 N = 1,807,716.76 E = 1,164,182.86	PROP. CURVE VEC_C-2 PI STA. = 3237+21.84 N = 1,805,571.87 E = 1,162,111.99 $\Delta = 3^\circ 00' 00''$ (RT) D = 0° 51' 02" R = 6,737.00' T = 176.41' L = 352.75' E = 2.31' DESIGN SPEED = 45 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.T. STA. = 3238+98.17 N = 1,805,451.55 E = 1,161,982.98	PROP. CURVE VEC_C-3 PI STA. = 3249+08.47 N = 1,804,762.45 E = 1,161,244.17 $\Delta = 19^\circ 35' 58''$ (RT) D = 7° 43' 18" R = 742.00' T = 128.16' L = 253.82' E = 10.99' DESIGN SPEED = 45 MPH e = 6.0% ENTERING CURVE: T.R. = 50.0' S.E. RUN = 199.8' EXITING CURVE: T.R. = 50.0' S.E. RUN = 199.8' P.C. STA. = 3247+80.31 N = 1,804,849.86 E = 1,161,337.89 P.T. STA. = 3250+34.13 N = 1,804,340.04 E = 1,161,126.55	PROP. CURVE VEC_C-4 PI STA. = 3258+38.65 N = 1,804,391.94 E = 1,160,388.24 $\Delta = 13^\circ 20' 17''$ (LT) D = 7° 43' 18" R = 742.00' T = 86.76' L = 172.73' E = 5.05' DESIGN SPEED = 45 MPH e = 6.0% 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. = 3257+51.89 N = 1,804,426.40 E = 1,160,467.85 P.C.C. STA. = 3259+24.62 N = 1,804,340.04 E = 1,160,318.71	PROP. CURVE VEC_C-5 PI STA. = 3260+45.95 N = 1,804,269.04 E = 1,160,220.33 $\Delta = 18^\circ 29' 38''$ (LT) D = 7° 41' 18" R = 745.23' T = 121.33' L = 240.54' E = 9.81' DESIGN SPEED = 45 MPH e = 6.0% ENTERING CURVE: T.R. = N/A S.E. RUN = N/A EXITING CURVE: T.R. = N/A S.E. RUN = N/A P.C. STA. = 3259+24.62 N = 1,804,340.04 E = 1,160,318.71 P.C.C. STA. = 3261+65.17 N = 1,804,170.50 E = 1,160,149.54	PROP. CURVE VEC_C-6 PI STA. = 3274+59.08 N = 1,803,107.15 E = 1,159,412.32 $\Delta = 120^\circ 04' 09''$ (LT) D = 7° 40' 49" R = 746.00' T = 1,293.91' L = 1,563.32' E = 747.56' DESIGN SPEED = 45 MPH e = 6.0% ENTERING CURVE: T.R. = N/A S.E. RUN = N/A EXITING CURVE: T.R. = N/A S.E. RUN = 177.6' P.C. STA. = 3261+65.17 N = 1,804,170.50 E = 1,160,149.54 P.T. STA. = 3277+28.49 N = 1,803,001.93 E = 1,160,701.95	PROP. CURVE VEC_C-7 PI STA. = 3283+93.44 N = 1,802,947.86 E = 1,161,364.70 $\Delta = 60^\circ 47' 01''$ (RT) D = 7° 50' 55" R = 730.00' T = 428.15' L = 774.44' E = 116.29' DESIGN SPEED = 45 MPH e = 6.0% ENTERING CURVE: T.R. = N/A S.E. RUN = 177.6' EXITING CURVE: T.R. = N/A S.E. RUN = 118.4' P.C. STA. = 3279+65.29 N = 1,802,982.68 E = 1,160,937.97 P.T. STA. = 3287+39.73 N = 1,802,558.43 E = 1,161,542.60 P.O.T. STA 3293+39.67 N = 1,802,012.73 E = 1,161,791.89
---	--	---	---	--	--	---

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. 4 OF 10 SHEETS STA. 364+92.85 TO STA. 388+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
XX	(0405-1 & 0506-2) R-1	COOK	577	19
CONTRACT NO. 60M57				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		