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° 14′ 04″
R = 510.00′
T = 116.00′
L = 228.12′
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+33.15
N = 1,806,786.33
E = 1,163,120.61

PROP. CURVE PR_RE-2
PI STA. = 4113+18.11
N = 1,806,701.79
E = 1,162,848.48
Δ = 24° 31′ 17″ (LT)
D = 20° 50′ 05″
R = 275.00′
T = 59.76′
L = 117.69′
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+58.35
N = 1,806,719.52
E = 1,162,905.55
P.T. STA. = 4113+76.04
N = 1,806,661.97
E = 1,162,803.91

P.O.T. STA 4115+99.87
N = 1,806,512.84
E = 1,162,637.00

* SEE PROPOSED PLANS FOR SUPERELEVATION DATA

RAMP EX_F DATA

SEE SHEET 4 OF 10

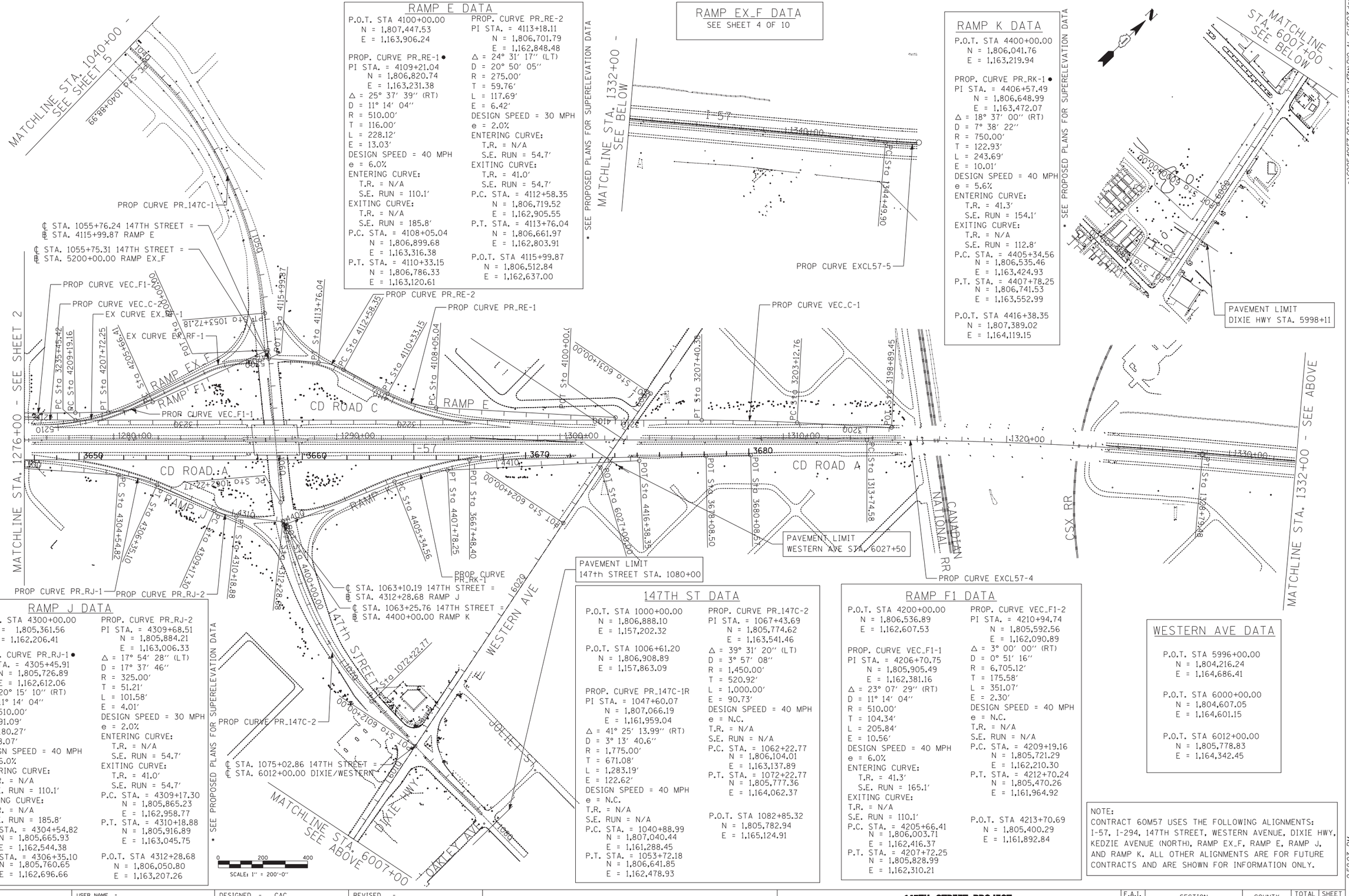
RAMP K DATA

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′ 22″
R = 750.00′
T = 122.93′
L = 243.69′
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+78.25
N = 1,806,741.53
E = 1,163,552.99

P.O.T. STA 4416+38.35
N = 1,807,389.02
E = 1,164,119.15

* SEE PROPOSED PLANS FOR SUPERELEVATION DATA



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° 14′ 04″
R = 510.00′
T = 91.09′
L = 180.27′
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+35.10
N = 1,805,760.65
E = 1,162,696.66

PROP. CURVE PR_RJ-2
PI STA. = 4309+68.51
N = 1,805,884.21
E = 1,163,006.33
Δ = 17° 54′ 28″ (LT)
D = 17° 37′ 46″
R = 325.00′
T = 51.21′
L = 101.58′
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+17.30
N = 1,805,865.23
E = 1,162,958.77
P.T. STA. = 4310+18.88
N = 1,805,916.89
E = 1,163,045.75

P.O.T. STA 4312+28.68
N = 1,806,050.80
E = 1,163,207.26

* SEE PROPOSED PLANS FOR SUPERELEVATION DATA

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° 14′ 04″
R = 510.00′
T = 104.34′
L = 205.84′
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+72.25
N = 1,805,828.99
E = 1,162,310.21

PROP. CURVE VEC_F1-2
PI STA. = 4210+94.74
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+19.16
N = 1,805,721.29
E = 1,162,210.30
P.T. STA. = 4212+70.24
N = 1,805,470.26
E = 1,161,964.92

P.O.T. STA 4213+70.69
N = 1,805,400.29
E = 1,161,892.84

WESTERN AVE DATA

P.O.T. STA 5996+00.00
N = 1,804,216.24
E = 1,164,686.41

P.O.T. STA 6000+00.00
N = 1,804,607.05
E = 1,164,601.15

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

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.

TY·LIN INTERNATIONAL

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

147TH STREET PROJECT
ALIGNMENT PLANS

SCALE: 1"=200' | SHEET NO. 3 OF 10 SHEETS | STA. 1276+00 TO STA. 1344+49.51

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
XX	(0405-1 & 0506-2) R-1	COOK	577	18
		CONTRACT NO. 60M57		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

5/21/2012 2:58:03 PM

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p:\602540(57-294)\road\p10_147thNP10_AL_SHT03.dgn