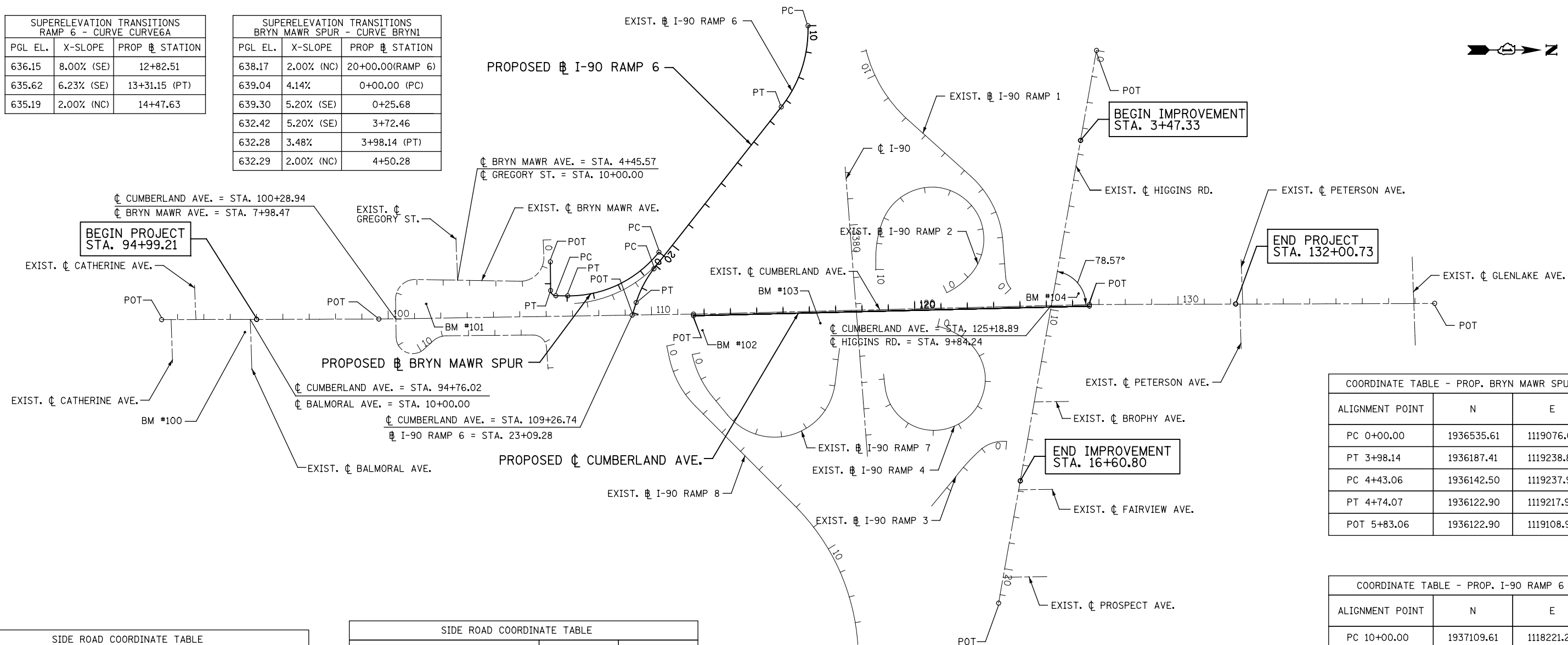


SUPERELEVATION TRANSITIONS RAMP 6 - CURVE CURVE6A		
PGL EL.	X-SLOPE	PROP STATION
636.15	8.00% (SE)	12+82.51
635.62	6.23% (SE)	13+31.15 (PT)
635.19	2.00% (NC)	14+47.63

SUPERELEVATION TRANSITIONS BRYN MAWR SPUR - CURVE BRYN1		
PGL EL.	X-SLOPE	PROP STATION
638.17	2.00% (NC)	20+00.00(RAMP 6)
639.04	4.14%	0+00.00 (PC)
639.30	5.20% (SE)	0+25.68
632.42	5.20% (SE)	3+72.46
632.28	3.48%	3+98.14 (PT)
632.29	2.00% (NC)	4+50.28



COORDINATE TABLE - PROP. BRYN MAWR SPUR		
ALIGNMENT POINT	N	E
PC 0+00.00	1936535.61	1119076.03
PT 3+98.14	1936187.41	1119238.85
PC 4+43.06	1936142.50	1119237.94
PT 4+74.07	1936122.90	1119217.94
POT 5+83.06	1936122.90	1119108.96

COORDINATE TABLE - PROP. I-90 RAMP 6		
ALIGNMENT POINT	N	E
PC 10+00.00	1937109.61	1118221.24
PT 13+31.15	1937005.32	1118528.51
PC 21+13.38	1936516.04	1119138.82
PT 22+58.94	1936447.42	1119266.28
POT 23+09.28	1936431.98	1119314.19

COORDINATE TABLE - PROP. CUMBERLAND AVE.		
ALIGNMENT POINT	N	E
POT 111+59.26	1936664.53	1119318.53
POT 126+63.60	1938168.70	1119295.97

COORDINATE TABLE - HIGGINS ROAD		
ALIGNMENT POINT	N	E
POT 0+00.00	1938204.44	1118324.76
POT 21+32.52	1937813.41	1120421.12

COORDINATE TABLE - EXIST. CUMBERLAND AVE.		
ALIGNMENT POINT	N	E
POT 91+39.41	1934644.69	1119315.05
POT 99+64.55	1935469.80	1119320.39
POT 111+59.26	1936664.49	1119312.69
POT 126+63.55	1938168.61	1119290.14
POT 139+74.94	1939479.97	1119297.44

SIDE ROAD COORDINATE TABLE		
LOCATION	N	E
CL CUMBERLAND AVE. = 91+75.33 CL CATHERINE AVE. = 10+00.00	1934680.60	1119315.28
CL CUMBERLAND AVE. = 92+69.61 CL CATHERINE AVE. = 10+00.00	1934774.88	1119315.89
CL CUMBERLAND AVE. = 94+76.02 CL BALMORAL AVE. = 10+00.00	1934981.29	1119317.23
CL CUMBERLAND AVE. = 100+28.94 CL BRYN MAWR AVE. = 7+98.47	1935534.19	1119319.98
CL CUMBERLAND AVE. = 125+18.89 CL HIGGINS ROAD = 9+84.24	1938023.97	1119292.31
CL CUMBERLAND AVE. = 132+35.25 CL PETERSON AVE. = 10+00.00	1938740.29	1119293.08
CL CUMBERLAND AVE. = 132+46.32 CL PETERSON AVE. = 10+00.00	1938751.36	1119293.26
CL CUMBERLAND AVE. = 138+95.75 CL GLENLAKE AVE. = 10+00.00	1938751.36	1119297.03

SIDE ROAD COORDINATE TABLE		
LOCATION	N	E
CL HIGGINS ROAD = 13+56.36 CL BROPHY AVE. = 10+00.00	1937955.73	1119658.12
CL HIGGINS ROAD = 16+95.41 CL FAIRVIEW AVE. = 10+00.00	1937893.56	1119991.42
CL HIGGINS ROAD = 20+32.87 CL PROSPECT AVE. = 10+00.00	1937831.68	1120323.16
CL BRYN MAWR AVE. = 4+45.57 CL GREGORY ST. = 10+00.00	1935770.05	1119175.49

PROP. CURVE CURVE6A
 PI STA. = 11+72.63
 $\Delta = 39^\circ 56' 41''$ (RT)
 $D = 12^\circ 03' 44''$
 $R = 475.00'$
 $T = 172.63'$
 $L = 331.15'$
 $E = 30.40'$
 $e = 8.0\%$
 P.C. STA. = 10+00.00
 P.T. STA. = 13+31.15
 DESIGN SPEED = 40 MPH

PROP. CURVE CURVE6B
 PI STA. = 21+86.97
 $\Delta = 20^\circ 51' 00''$ (LT)
 $D = 14^\circ 19' 26''$
 $R = 400.00'$
 $T = 73.59'$
 $L = 145.56'$
 $E = 6.71'$
 $e = NC$
 P.C. STA. = 21+13.38
 P.T. STA. = 22+58.94
 DESIGN SPEED = 40 MPH

PROP. CURVE BRYN1
 PI STA. = 2+14.24
 $\Delta = 52^\circ 26' 27''$ (RT)
 $D = 13^\circ 10' 17''$
 $R = 435.00'$
 $T = 214.24'$
 $L = 398.14'$
 $E = 49.90'$
 $e = 5.2\%$
 P.C. STA. = 0+00.00
 P.T. STA. = 3+98.14
 DESIGN SPEED = 30 MPH

PROP. CURVE BRYN2
 PI STA. = 4+62.66
 $\Delta = 88^\circ 50' 25''$ (RT)
 $D = 286^\circ 28' 44''$
 $R = 20.00'$
 $T = 19.60'$
 $L = 31.01'$
 $E = 8.00'$
 $e = NC$
 P.C. STA. = 4+43.06
 P.T. STA. = 4+74.07
 DESIGN SPEED = 20 MPH

ALIGNMENT, TIES & BENCHMARKS		
F.A.U. RTE.	SECTION	COUNTY
2746	1616B	COOK
SCALE: 1"=200'		
SHEET	ALI-01 OF 2	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2746	1616B	COOK	404	50
60J14				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = tkceppn(Rdwy_Lisle) PLOT CONFIG = PDF(Grey_Small).plt PLOT SCALE = 1:400 PLOT DATE = 2/18/2013 4:47:37 PM	DESIGNED - CPK DRAWN - MJP CHECKED - JAH DATE - 2/18/2013	REVISED - REVISED - REVISED - REVISED -
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