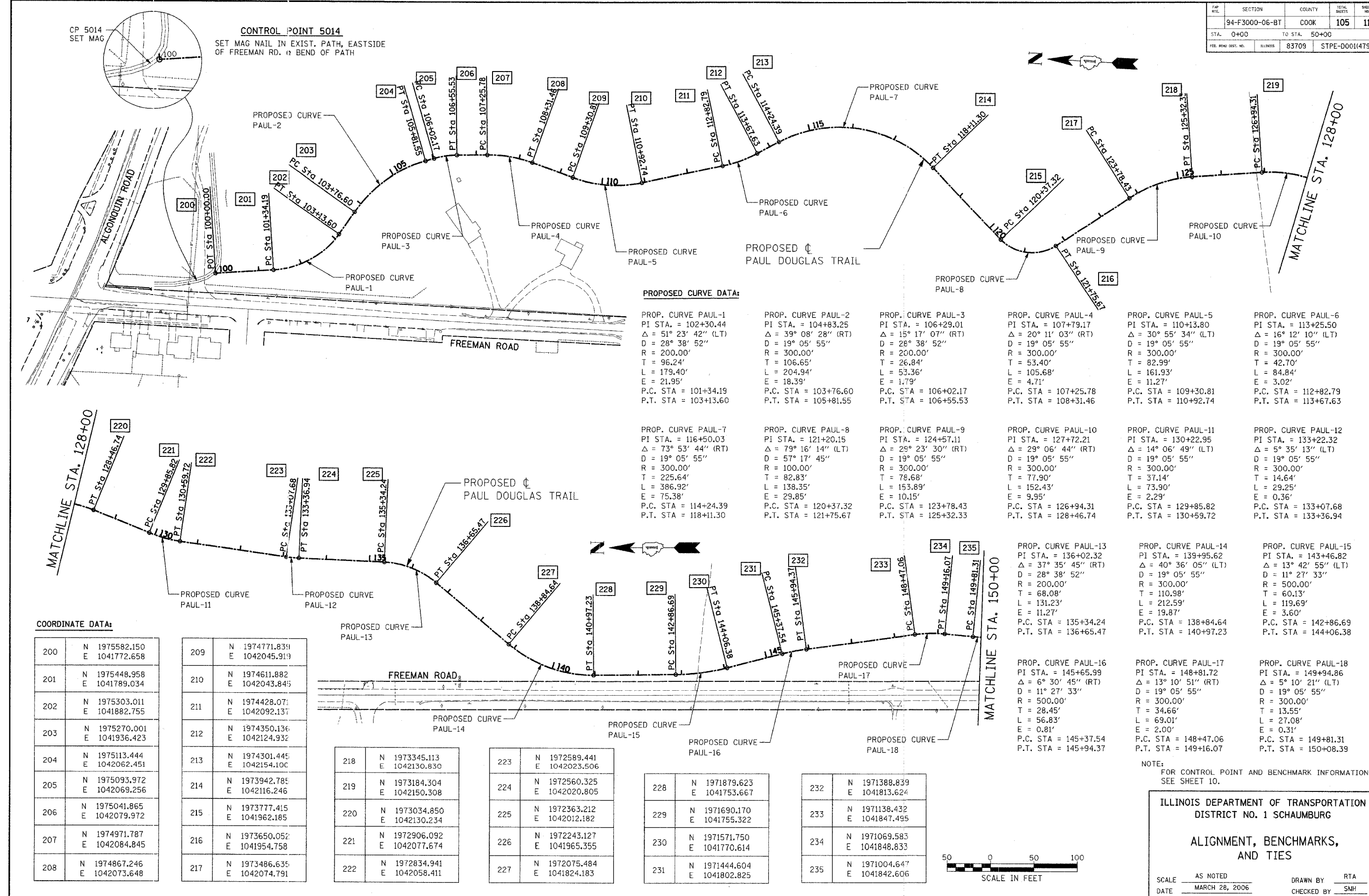


FWP R/L	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	94-F3000-06-BT	COOK	105	11
STA.	0+00	TO STA.	50+00	
FED. ROAD DIST. NO.	ILLINOIS	83709	STPE-000(479)	



**CONTROL POINT 5014**  
 SET MAG NAIL IN EXIST. PATH, EASTSIDE OF FREEMAN RD. @ BEND OF PATH

**PROPOSED CURVE DATA:**

<p>PROP. CURVE PAUL-1          PI STA. = 102+30.44  <math>\Delta = 51^\circ 23' 42''</math> (LT)  <math>D = 28^\circ 38' 52''</math>  <math>R = 200.00'</math>  <math>T = 96.24'</math>  <math>L = 179.40'</math>  <math>E = 21.95'</math>          P.C. STA = 101+34.19          P.T. STA = 103+13.60</p>	<p>PROP. CURVE PAUL-2          PI STA. = 104+83.25  <math>\Delta = 39^\circ 08' 28''</math> (RT)  <math>D = 19^\circ 05' 55''</math>  <math>R = 300.00'</math>  <math>T = 106.65'</math>  <math>L = 204.94'</math>  <math>E = 18.39'</math>          P.C. STA = 103+76.60          P.T. STA = 105+81.55</p>	<p>PROP. CURVE PAUL-3          PI STA. = 106+29.01  <math>\Delta = 15^\circ 17' 07''</math> (RT)  <math>D = 28^\circ 38' 52''</math>  <math>R = 200.00'</math>  <math>T = 26.84'</math>  <math>L = 53.36'</math>  <math>E = 1.79'</math>          P.C. STA = 106+02.17          P.T. STA = 106+55.53</p>	<p>PROP. CURVE PAUL-4          PI STA. = 107+79.17  <math>\Delta = 20^\circ 11' 03''</math> (RT)  <math>D = 19^\circ 05' 55''</math>  <math>R = 300.00'</math>  <math>T = 53.40'</math>  <math>L = 105.68'</math>  <math>E = 4.71'</math>          P.C. STA = 107+25.78          P.T. STA = 108+31.46</p>	<p>PROP. CURVE PAUL-5          PI STA. = 110+13.80  <math>\Delta = 30^\circ 55' 34''</math> (LT)  <math>D = 19^\circ 05' 55''</math>  <math>R = 300.00'</math>  <math>T = 82.99'</math>  <math>L = 161.93'</math>  <math>E = 11.27'</math>          P.C. STA = 109+30.81          P.T. STA = 110+92.74</p>	<p>PROP. CURVE PAUL-6          PI STA. = 113+25.50  <math>\Delta = 16^\circ 12' 10''</math> (LT)  <math>D = 19^\circ 05' 55''</math>  <math>R = 300.00'</math>  <math>T = 42.70'</math>  <math>L = 84.84'</math>  <math>E = 3.02'</math>          P.C. STA = 112+82.79          P.T. STA = 113+67.63</p>
<p>PROP. CURVE PAUL-7          PI STA. = 116+50.03  <math>\Delta = 73^\circ 53' 44''</math> (RT)  <math>D = 19^\circ 05' 55''</math>  <math>R = 300.00'</math>  <math>T = 225.64'</math>  <math>L = 386.92'</math>  <math>E = 75.38'</math>          P.C. STA = 114+24.39          P.T. STA = 118+11.30</p>	<p>PROP. CURVE PAUL-8          PI STA. = 121+20.15  <math>\Delta = 79^\circ 16' 14''</math> (LT)  <math>D = 57^\circ 17' 45''</math>  <math>R = 100.00'</math>  <math>T = 82.83'</math>  <math>L = 138.35'</math>  <math>E = 29.85'</math>          P.C. STA = 120+37.32          P.T. STA = 121+75.67</p>	<p>PROP. CURVE PAUL-9          PI STA. = 124+57.11  <math>\Delta = 29^\circ 23' 30''</math> (RT)  <math>D = 19^\circ 05' 55''</math>  <math>R = 300.00'</math>  <math>T = 78.68'</math>  <math>L = 153.89'</math>  <math>E = 10.15'</math>          P.C. STA = 123+78.43          P.T. STA = 125+32.33</p>	<p>PROP. CURVE PAUL-10          PI STA. = 127+72.21  <math>\Delta = 29^\circ 06' 44''</math> (RT)  <math>D = 19^\circ 05' 55''</math>  <math>R = 300.00'</math>  <math>T = 77.90'</math>  <math>L = 152.43'</math>  <math>E = 9.95'</math>          P.C. STA = 126+94.31          P.T. STA = 128+46.74</p>	<p>PROP. CURVE PAUL-11          PI STA. = 130+22.95  <math>\Delta = 14^\circ 06' 49''</math> (LT)  <math>D = 19^\circ 05' 55''</math>  <math>R = 300.00'</math>  <math>T = 37.14'</math>  <math>L = 73.90'</math>  <math>E = 2.29'</math>          P.C. STA = 129+85.82          P.T. STA = 130+59.72</p>	<p>PROP. CURVE PAUL-12          PI STA. = 133+22.32  <math>\Delta = 5^\circ 35' 13''</math> (LT)  <math>D = 19^\circ 05' 55''</math>  <math>R = 300.00'</math>  <math>T = 14.64'</math>  <math>L = 29.25'</math>  <math>E = 0.36'</math>          P.C. STA = 133+07.68          P.T. STA = 133+36.94</p>
<p>PROP. CURVE PAUL-13          PI STA. = 136+02.32  <math>\Delta = 37^\circ 35' 45''</math> (RT)  <math>D = 28^\circ 38' 52''</math>  <math>R = 200.00'</math>  <math>T = 68.08'</math>  <math>L = 131.23'</math>  <math>E = 11.27'</math>          P.C. STA = 135+34.24          P.T. STA = 136+65.47</p>	<p>PROP. CURVE PAUL-14          PI STA. = 139+95.62  <math>\Delta = 40^\circ 36' 05''</math> (LT)  <math>D = 19^\circ 05' 55''</math>  <math>R = 300.00'</math>  <math>T = 110.98'</math>  <math>L = 212.59'</math>  <math>E = 19.87'</math>          P.C. STA = 138+84.64          P.T. STA = 140+97.23</p>	<p>PROP. CURVE PAUL-15          PI STA. = 143+46.82  <math>\Delta = 13^\circ 42' 55''</math> (LT)  <math>D = 11^\circ 27' 33''</math>  <math>R = 500.00'</math>  <math>T = 60.13'</math>  <math>L = 119.69'</math>  <math>E = 3.60'</math>          P.C. STA = 142+86.69          P.T. STA = 144+06.38</p>	<p>PROP. CURVE PAUL-16          PI STA. = 145+65.99  <math>\Delta = 6^\circ 30' 45''</math> (RT)  <math>D = 11^\circ 27' 33''</math>  <math>R = 500.00'</math>  <math>T = 28.45'</math>  <math>L = 56.83'</math>  <math>E = 0.81'</math>          P.C. STA = 145+37.54          P.T. STA = 145+94.37</p>	<p>PROP. CURVE PAUL-17          PI STA. = 148+81.72  <math>\Delta = 13^\circ 10' 51''</math> (RT)  <math>D = 19^\circ 05' 55''</math>  <math>R = 300.00'</math>  <math>T = 34.66'</math>  <math>L = 69.01'</math>  <math>E = 2.00'</math>          P.C. STA = 148+47.06          P.T. STA = 149+16.07</p>	<p>PROP. CURVE PAUL-18          PI STA. = 149+94.86  <math>\Delta = 5^\circ 10' 21''</math> (LT)  <math>D = 19^\circ 05' 55''</math>  <math>R = 300.00'</math>  <math>T = 13.55'</math>  <math>L = 27.08'</math>  <math>E = 0.31'</math>          P.C. STA = 149+81.31          P.T. STA = 150+08.39</p>

**COORDINATE DATA:**

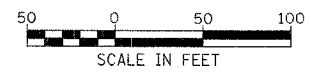
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234	N 1971069.583 E 1041848.833
235	N 1971004.647 E 1041842.606



NOTE:  
 FOR CONTROL POINT AND BENCHMARK INFORMATION SEE SHEET 10.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DISTRICT NO. 1 SCHAUMBURG  
 ALIGNMENT, BENCHMARKS,  
 AND TIES

SCALE AS NOTED  
 DATE MARCH 28, 2006  
 DRAWN BY RTA  
 CHECKED BY SMH