

PROP. CURVE P_PATH459-12
 PI STA. = 21+20.53
 $\Delta = 75^\circ 51' 26''$ (RT)
 D = 57' 17' 45"
 R = 100.00'
 T = 77.93'
 L = 132.40'
 E = 26.78'
 P.C. STA = 20+42.61
 P.T. STA = 21+75.00

14
 638.07
 CP-XCUT

PROP. CURVE P_PATH459-13
 PI STA. = 25+73.86
 $\Delta = 22^\circ 59' 58''$ (RT)
 D = 52' 05' 13"
 R = 110.00'
 T = 22.38'
 L = 44.16'
 E = 2.25'
 P.C. STA = 25+51.48
 P.T. STA = 25+95.63

PROP. CURVE P_PATH459-14
 PI STA. = 26+28.76
 $\Delta = 19^\circ 46' 36''$ (LT)
 D = 30' 09' 17"
 R = 190.01'
 T = 33.12'
 L = 65.58'
 E = 2.87'
 P.C. STA = 25+95.63
 P.T. STA = 26+61.22

PROP. CURVE P_PATH459-15
 PI STA. = 27+07.14
 $\Delta = 15^\circ 36' 44''$ (RT)
 D = 17' 06' 13"
 R = 334.99'
 T = 45.92'
 L = 91.28'
 E = 3.13'
 P.C. STA = 26+61.22
 P.T. STA = 27+52.50

PROP. CURVE P_PATH459-16
 PI STA. = 29+08.61
 $\Delta = 55^\circ 39' 57''$ (LT)
 D = 57' 17' 45"
 R = 100.00'
 T = 52.80'
 L = 97.16'
 E = 13.08'
 P.C. STA = 28+55.81
 P.T. STA = 29+52.96

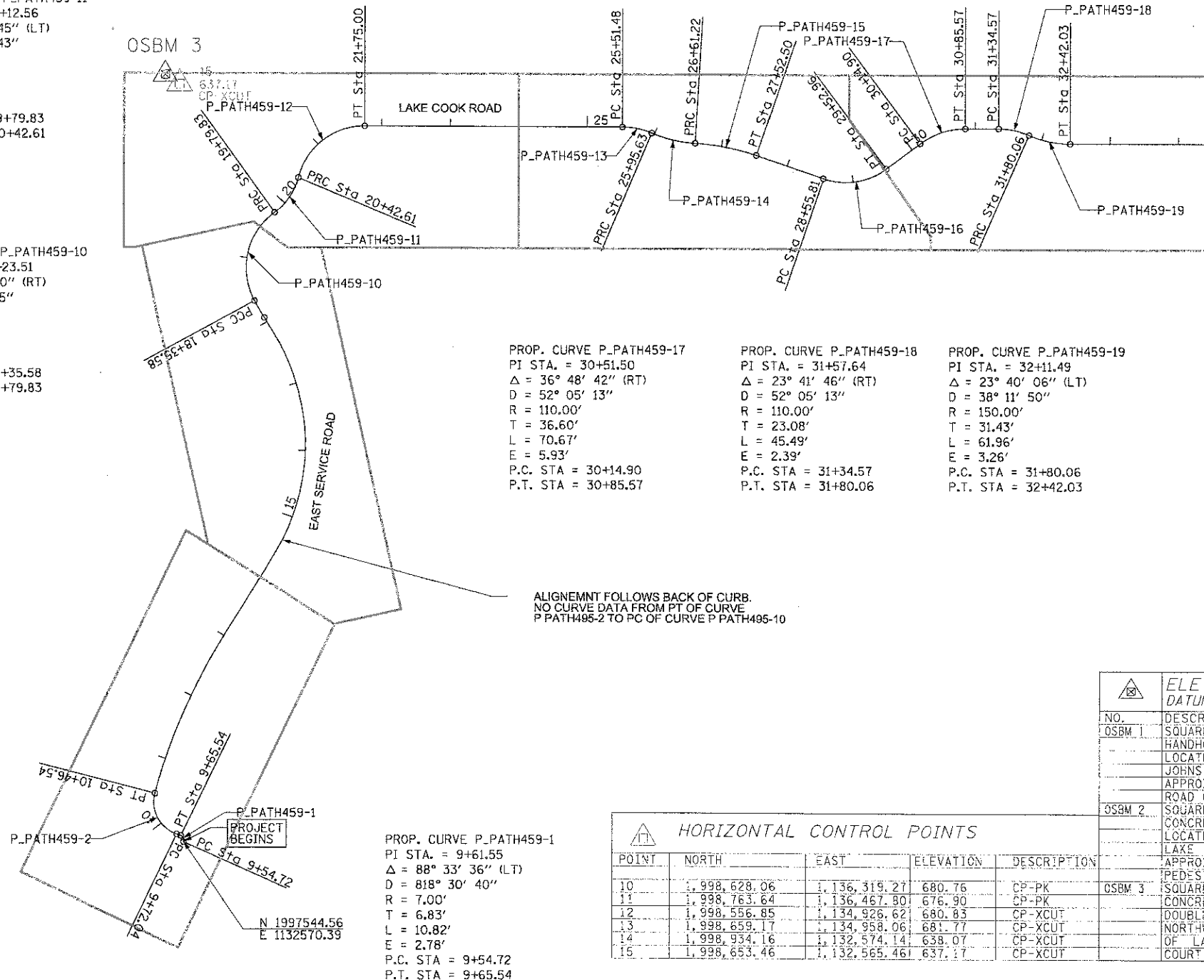
PROP. CURVE P_PATH459-11
 PI STA. = 20+12.56
 $\Delta = 39^\circ 57' 45''$ (LT)
 D = 63' 39' 43"
 R = 90.00'
 T = 32.72'
 L = 62.77'
 E = 5.76'
 P.C. STA = 19+79.83
 P.T. STA = 20+42.61

PROP. CURVE P_PATH459-10
 PI STA. = 19+23.51
 $\Delta = 82^\circ 39' 10''$ (RT)
 D = 57' 17' 45"
 R = 100.00'
 T = 87.93'
 L = 144.26'
 E = 33.16'
 P.C. STA = 18+35.58
 P.T. STA = 19+79.83

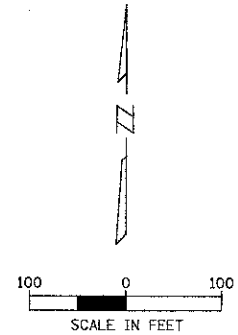
PROP. CURVE P_PATH459-17
 PI STA. = 30+51.50
 $\Delta = 36^\circ 48' 42''$ (RT)
 D = 52' 05' 13"
 R = 110.00'
 T = 36.60'
 L = 70.67'
 E = 5.93'
 P.C. STA = 30+14.90
 P.T. STA = 30+85.57

PROP. CURVE P_PATH459-18
 PI STA. = 31+57.64
 $\Delta = 23^\circ 41' 46''$ (RT)
 D = 52' 05' 13"
 R = 110.00'
 T = 23.08'
 L = 45.49'
 E = 2.39'
 P.C. STA = 31+34.57
 P.T. STA = 31+80.06

PROP. CURVE P_PATH459-19
 PI STA. = 32+11.49
 $\Delta = 23^\circ 40' 06''$ (LT)
 D = 38' 11' 50"
 R = 150.00'
 T = 31.43'
 L = 61.96'
 E = 3.26'
 P.C. STA = 31+80.06
 P.T. STA = 32+42.03



ALIGNMENT FOLLOWS BACK OF CURB.
 NO CURVE DATA FROM PT OF CURVE
 P_PATH459-2 TO PC OF CURVE P_PATH459-10



PROP. CURVE P_PATH459-2
 PI STA. = 10+18.16
 $\Delta = 85^\circ 22' 22''$ (RT)
 D = 114' 35' 30"
 R = 50.00'
 T = 46.12'
 L = 74.50'
 E = 18.02'
 P.C. STA = 9+72.04
 P.T. STA = 10+46.54

PROP. CURVE P_PATH459-1
 PI STA. = 9+61.55
 $\Delta = 88^\circ 33' 36''$ (LT)
 D = 818' 30' 40"
 R = 7.00'
 T = 6.83'
 L = 10.82'
 E = 2.78'
 P.C. STA = 9+54.72
 P.T. STA = 9+65.54

HORIZONTAL CONTROL POINTS

POINT	NORTH	EAST	ELEVATION	DESCRIPTION
10	1,998,628.06	1,136,319.27	680.76	CP-PK
11	1,998,763.64	1,136,467.80	676.90	CP-PK
12	1,998,556.85	1,134,926.62	680.83	CP-XCUT
13	1,998,659.17	1,134,958.06	681.77	CP-XCUT
14	1,998,934.16	1,132,574.14	638.07	CP-XCUT
15	1,998,653.46	1,132,565.46	637.17	CP-XCUT

ELEVATION BENCHMARKS
 DATUM: NAVD '88 (GPS OBSERVED)

NO.	DESCRIPTION	ELEV.
OSBM 1	SQUARE CUT SET ON NORTH SIDE OF HANDHOLE WHERE IT MEETS FACE OF WALK LOCATED APPROXIMATELY 81' WEST OF JOHNS AVENUE CENTERLINE & APPROXIMATELY 26' NORTH OF COUNTY LINE ROAD CENTERLINE	679.13
OSBM 2	SQUARE CUT SET ON NORTHERLY EDGE OF CONCRETE FOUNDATION OF TRAFFIC SIGNAL LOCATED AT THE SOUTHWEST CORNER OF LAKE COOK ROAD & GREEN BAY ROAD APPROXIMATELY 6' WESTERLY OF PEDESTRIAN CROSSWALK	680.85
OSBM 3	SQUARE CUT SET ON NORTHEAST CORNER OF CONCRETE SLAB FOR TRAFFIC SIGNAL DOUBLE HANDHOLD LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF LAKE COOK ROAD & TURNBULL WOODS COURT	636.77