

BARRINGTON ROAD ALIGNMENT DATA

POINT NO.	STATION	NORTHING	EASTING
BOA	199+99.68	1950102.045	1035538.975
BOP	203+03.28	1950405.637	1035538.975
EOP	233+78.58	1953480.942	1035538.975
EOA	235+57.46	1953659.820	1035538.975

NOTES:

BOA = BEGINNING OF ALIGNMENT
 BOP = BEGINNING OF PROJECT
 EOA = END OF ALIGNMENT
 EOP = END OF PROJECT
 P.I. = POINT OF INTERSECTION
 P.C. = POINT OF CURVATURE
 P.T. = POINT OF TANGENT
 BM = BENCHMARK

LOWES ENTRANCE ALIGNMENT DATA

POINT NO.	STATION	NORTHING	EASTING
BOA	500+00.00	1952428.279	1035538.975
BOP	--	--	--
EOP	502+13.79	1952428.279	1035752.760
EOA	502+50.00	1952428.279	1035788.975

HOLMES WAY ALIGNMENT DATA

POINT NO.	STATION	NORTHING	EASTING
BOA	297+25.00	1952972.467	1035005.421
BOP	299+23.26	1952998.695	1035201.956
EOP	306+92.21	1953097.761	1035955.282
EOA	311+43.80	1953436.409	1036249.480

MERIBEL COURT ALIGNMENT DATA

POINT NO.	STATION	NORTHING	EASTING
BOA	10+00.00	1952862.628	1035393.750
BOP	10+36.77	1952885.693	1035365.121
EOP	12+42.59	1953058.534	1035278.064
EOA	13+00.38	1953116.058	1035272.509

HOLMES WAY CURVE NO. 2 ALIGNMENT DATA

POINT NO.	STATION	NORTHING	EASTING
P.C.	299+25.66	1952999.021	1035204.321
P.I.	300+08.07	1953009.926	1035286.002
P.T.	300+90.31	1953011.817	1035368.386

CURVE NO. 2

PI STA. = 300+08.07
 $\Delta = 6^\circ 17' 20''$ (RT)
 $D = 3^\circ 49' 11''$
 $R = 1500.00'$
 $T = 82.41'$
 $L = 164.65'$
 $e = 2.26'$
 P.C. STA = 299+25.66
 P.T. STA = 300+90.31

HOLMES WAY CURVE NO. 3 ALIGNMENT DATA

POINT NO.	STATION	NORTHING	EASTING
P.C.	304+17.21	1953019.321	1035695.200
P.I.	306+66.78	1953025.050	1035944.706
P.T.	308+81.41	1953225.580	1036093.277

CURVE NO. 3

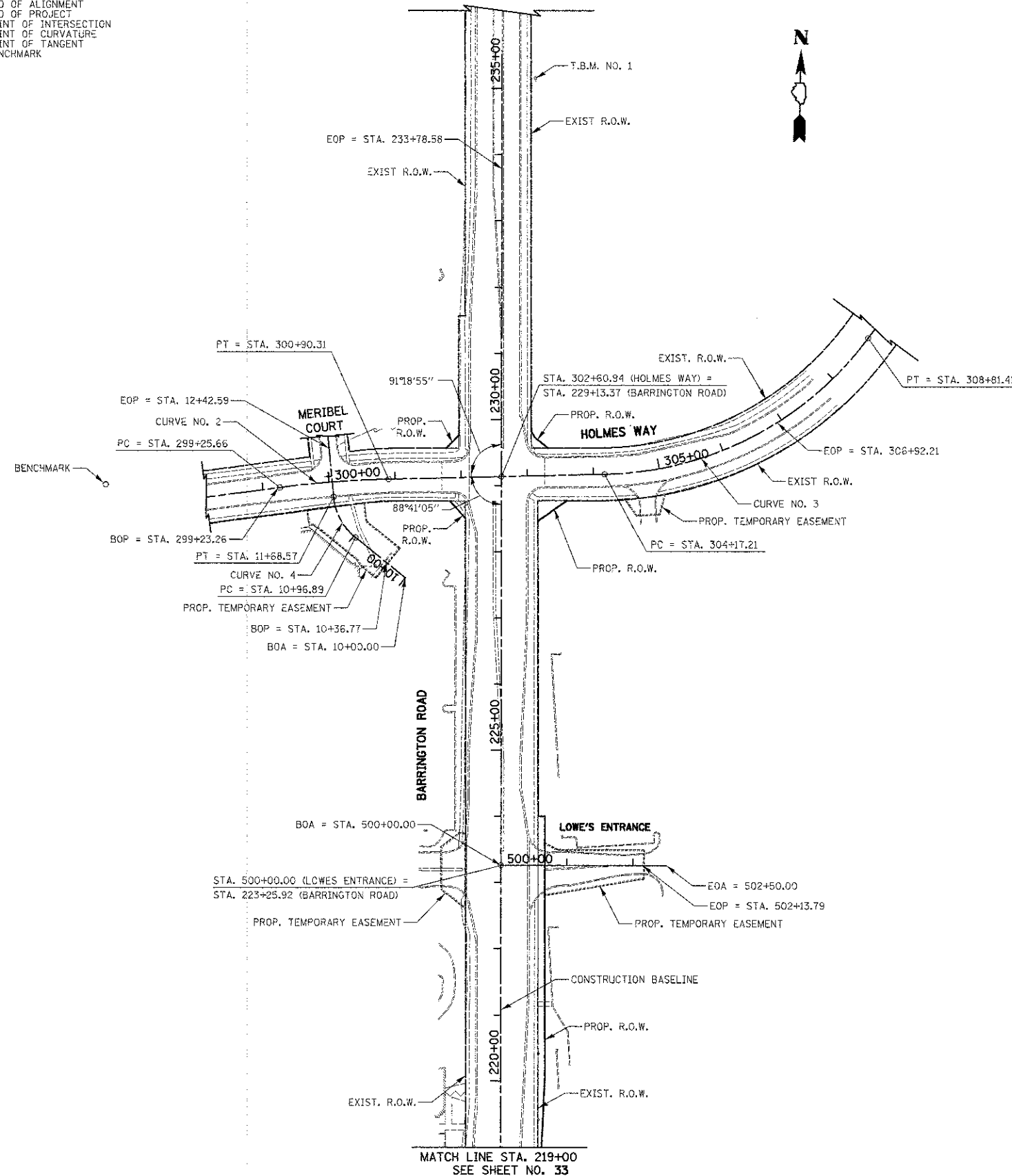
PI STA. = 306+66.78
 $\Delta = 52^\circ 09' 00''$ (L.T)
 $D = 11^\circ 14' 04''$
 $R = 510.00'$
 $T = 249.57'$
 $L = 464.20'$
 $e = 57.79'$
 P.C. STA = 304+17.21
 P.T. STA = 308+81.41

MERIBEL COURT CURVE NO. 4 ALIGNMENT DATA

POINT NO.	STATION	NORTHING	EASTING
P.C.	10+96.89	1952923.417	1035318.297
P.I.	11+34.75	1952947.168	1035288.817
P.T.	11+68.57	1952984.851	1035285.178

CURVE NO. 4

PI STA. = 11+34.75
 $\Delta = 45^\circ 37' 41''$ (L.T)
 $D = 63^\circ 39' 43''$
 $R = 90.00'$
 $T = 37.86'$
 $L = 71.67'$
 $e = 7.64'$
 P.C. STA = 10+96.89
 P.T. STA = 11+68.57



BENCHMARKS

BASIS OF ELEVATION:
 FOUND VILLAGE OF SCHAUMBURG G.P.S. SURVEY
 MONUMENT, 2" ALUMINUM MONUMENT IN CONCRETE
 NW CORNER OF HOLMES WAY AND ODLUM DRIVE
 PUBLISHED NGVD '29 ELEVATION = 822.10

T.B.M. NO. 1 RAILROAD SPIKE (SET) IN FOURTH POWER POLE
 NORTH OF HOLMES WAY ON EAST SIDE OF
 BARRINGTON ROAD.
 ELEV. = 830.96



FILE NAME ...sheet\2329_A1ign.&Ties_02.dgn	USER NAME = djk	DESIGNED - JAT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BARRINGTON ROAD AND SCHAUMBURG ROAD ALIGNMENT AND TIES	F.A.D. RTE. 1322	SECTION 01-00074-00-CH	COUNTY COOK	TOTAL SHEETS 245	SHEET NO. 34
PLOT SCALE = 100.0000' / 1" = 100'	CHECKED - DJK	REVISIED -	SCALE: 1" = 100'			SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 63629		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT W-CMM-8003(051)
PLOT DATE = 8/18/2012	DATE - 8-20-12	REVISIED -								