

PROP. CURVE P\_PATH459-20  
 PI STA. = 36+83.35  
 $\Delta = 23^\circ 17' 49''$  (RT)  
 $D = 30^\circ 09' 20''$   
 $R = 190.00'$   
 $T = 39.17'$   
 $L = 77.26'$   
 $E = 4.00'$   
 P.C. STA = 36+44.18  
 P.T. STA = 37+21.44

PROP. CURVE P\_PATH459-21  
 PI STA. = 38+56.53  
 $\Delta = 40^\circ 24' 17''$  (LT)  
 $D = 57^\circ 17' 45''$   
 $R = 100.00'$   
 $T = 36.80'$   
 $L = 70.52'$   
 $E = 6.56'$   
 P.C. STA = 38+19.73  
 P.T. STA = 38+90.25

PROP. CURVE P\_PATH459-22  
 PI STA. = 39+51.50  
 $\Delta = 18^\circ 23' 03''$  (RT)  
 $D = 52^\circ 05' 13''$   
 $R = 110.00'$   
 $T = 17.80'$   
 $L = 35.29'$   
 $E = 1.43'$   
 P.C. STA = 39+33.70  
 P.T. STA = 39+69.00

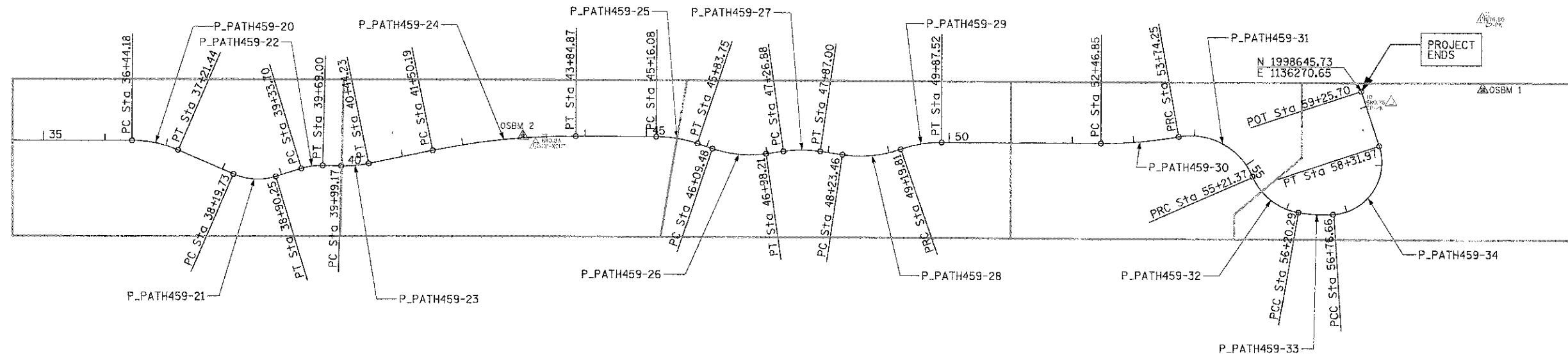
PROP. CURVE P\_PATH459-23  
 PI STA. = 40+21.79  
 $\Delta = 12^\circ 54' 32''$  (LT)  
 $D = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 22.63'$   
 $L = 45.06'$   
 $E = 1.28'$   
 P.C. STA = 39+99.17  
 P.T. STA = 40+44.23

PROP. CURVE P\_PATH459-24  
 PI STA. = 42+67.94  
 $\Delta = 11^\circ 42' 42''$  (RT)  
 $D = 4^\circ 59' 26''$   
 $R = 1,148.06'$   
 $T = 117.75'$   
 $L = 234.67'$   
 $E = 6.02'$   
 P.C. STA = 41+50.19  
 P.T. STA = 43+84.87

PROP. CURVE P\_PATH459-25  
 PI STA. = 45+50.21  
 $\Delta = 18^\circ 27' 49''$  (RT)  
 $D = 27^\circ 17' 01''$   
 $R = 210.00'$   
 $T = 34.13'$   
 $L = 67.67'$   
 $E = 2.76'$   
 P.C. STA = 45+16.08  
 P.T. STA = 45+83.75

PROP. CURVE P\_PATH459-26  
 PI STA. = 46+54.67  
 $\Delta = 26^\circ 45' 27''$  (LT)  
 $D = 30^\circ 09' 20''$   
 $R = 190.00'$   
 $T = 45.19'$   
 $L = 88.73'$   
 $E = 5.30'$   
 P.C. STA = 46+09.48  
 P.T. STA = 46+98.21

PROP. CURVE P\_PATH459-27  
 PI STA. = 47+57.15  
 $\Delta = 16^\circ 24' 14''$  (RT)  
 $D = 27^\circ 17' 01''$   
 $R = 210.00'$   
 $T = 30.27'$   
 $L = 60.12'$   
 $E = 2.17'$   
 P.C. STA = 47+26.88  
 P.T. STA = 47+87.00



PROP. CURVE P\_PATH459-28  
 PI STA. = 48+72.59  
 $\Delta = 27^\circ 36' 04''$  (LT)  
 $D = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 49.13'$   
 $L = 96.35'$   
 $E = 5.95'$   
 P.C. STA = 48+23.46  
 P.T. STA = 49+19.81

PROP. CURVE P\_PATH459-29  
 PI STA. = 49+53.99  
 $\Delta = 19^\circ 23' 55''$  (RT)  
 $D = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 34.18'$   
 $L = 67.71'$   
 $E = 2.90'$   
 P.C. STA = 49+19.81  
 P.T. STA = 49+87.52

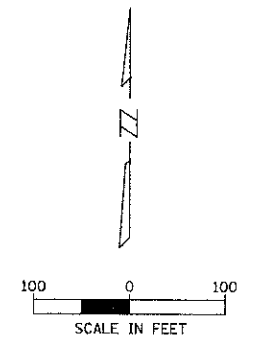
PROP. CURVE P\_PATH459-30  
 PI STA. = 53+10.72  
 $\Delta = 10^\circ 12' 33''$  (LT)  
 $D = 8^\circ 00' 48''$   
 $R = 715.00'$   
 $T = 63.87'$   
 $L = 127.40'$   
 $E = 2.85'$   
 P.C. STA = 52+46.85  
 P.T. STA = 53+74.25

PROP. CURVE P\_PATH459-31  
 PI STA. = 54+61.17  
 $\Delta = 76^\circ 37' 57''$  (RT)  
 $D = 52^\circ 05' 13''$   
 $R = 110.00'$   
 $T = 86.92'$   
 $L = 147.12'$   
 $E = 30.20'$   
 P.C. STA = 53+74.25  
 P.T. STA = 55+21.37

PROP. CURVE P\_PATH459-32  
 PI STA. = 55+75.30  
 $\Delta = 56^\circ 40' 21''$  (LT)  
 $D = 57^\circ 17' 45''$   
 $R = 100.00'$   
 $T = 53.93'$   
 $L = 98.91'$   
 $E = 13.61'$   
 P.C. STA = 55+21.37  
 P.T. STA = 56+20.29

PROP. CURVE P\_PATH459-33  
 PI STA. = 56+50.40  
 $\Delta = 14^\circ 18' 12''$  (LT)  
 $D = 23^\circ 52' 24''$   
 $R = 240.00'$   
 $T = 30.11'$   
 $L = 59.91'$   
 $E = 1.88'$   
 P.C. STA = 56+20.29  
 P.T. STA = 56+80.20

PROP. CURVE P\_PATH459-34  
 PI STA. = 57+86.82  
 $\Delta = 104^\circ 41' 26''$  (LT)  
 $D = 67^\circ 24' 24''$   
 $R = 85.00'$   
 $T = 110.16'$   
 $L = 155.31'$   
 $E = 54.14'$   
 P.C. STA = 56+76.66  
 P.T. STA = 58+31.97



| 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 |

| HORIZONTAL CONTROL POINTS |              |              |           |                |
|---------------------------|--------------|--------------|-----------|----------------|
| POINT                     | NORTH        | EAST         | ELEVATION | DESCRIPTION    |
| 10                        | 1,998,628.06 | 1,136,319.27 | 680.76    | CP-PK OSBM 1   |
| 11                        | 1,998,763.64 | 1,136,467.80 | 676.90    | CP-PK OSBM 2   |
| 12                        | 1,998,556.85 | 1,134,926.62 | 680.83    | CP-XCUT OSBM 3 |
| 13                        | 1,998,659.17 | 1,134,858.06 | 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        |