C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NA	98-00009-00-BR	SANGAMON	107	15
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
M.P. 179 SPRINGFIELD SUBDIVISION				

93346

50 MPH SHOOFLY TRACK - CURVE 1 DATA

SPIRAL 1 BACK
PI STA 200+98.34
fs = 1° 28′ 30.00″
Ls = 147.50′
Rc = 2,864.79′
Dc = 2° 00′ 00.00″
Ys = 1.27′
Xs = 147.49′
P = 0.32
K = 73.75′
LT = 98.34′
ST = 49.17′
TS STA 200+00.00
SC STA 201+47.50

CURVE 1
PI STA 202+22.95
Δ = 3° 01′ 03″ (RT)
D = 2° 00′ 00″
R = 2,864.79′
T = 75.45′
L = 150.87′
SE = 4.4% (2½″)
SC STA 201+47.50
CS STA 202+98.37
SE TRANS THRU SPIRAL

SPIRAL 1 AHEAD
PI STA 203+47.54
fs = 1° 28′ 30.00″
Ls = 147.50′
Rc = 2,864.79′
Dc = 2° 00′ 00.00″
Ys = 1.27′
Xs = 147.49′
P = 0.32
K = 73.75′
LT = 98.34′
ST = 49.17′
CS STA 202+98.37
ST STA 204+45.87

50 MPH SHOOFLY TRACK - CURVE 2 DATA

SPIRAL 2 BACK
PI STA 208+79.37
fs = 2° 23′ 48.75″
Ls = 191.75′
Rc = 2,291.83′
Dc = 2° 30′ 00.00″
Ys = 2.67′
Xs = 191.72′
P = 0.67
K = 95.87′
LT = 127.85′
ST = 63.93′
TS STA 207+51.53
SC STA 209+43.28

CURVE 2
PI STA 210+09.50
Δ = 3° 18′ 37.91″ (LT)
D = 2° 30′ 00″
R = 2,291.83′
T = 66.23′
L = 132.42′
SE = 5.8% (3¼″)
SC STA 209+43.28
CS STA 210+75.70
SE TRANS THRU SPIRAL

SPIRAL 2 AHEAD
PI STA 211+39.62
fs = 2° 23′ 48.75″
Ls = 191.75′
Rc = 2,291.83′
Dc = 2° 30′ 00.00″
Ys = 2.67′
Xs = 191.72′
P = 0.67
K = 95.87′
LT = 127.85′
ST = 63.93′
CS STA 210+75.70
ST STA 212+67.45

50 MPH SHOOFLY TRACK - CURVE 3 DATA

SPIRAL 3 BACK
PI STA 217+39.95
fs = 3° 45′ 40.50″
Ls = 250.75′
Rc = 1,909.86′
Dc = 3° 00′ 00.00″
Ys = 5.49′
Xs = 250.64′
P = 1.37
K = 125.36′
LT = 167.20′
ST = 83.62′
TS STA 215+72.75
SC STA 218+23.50

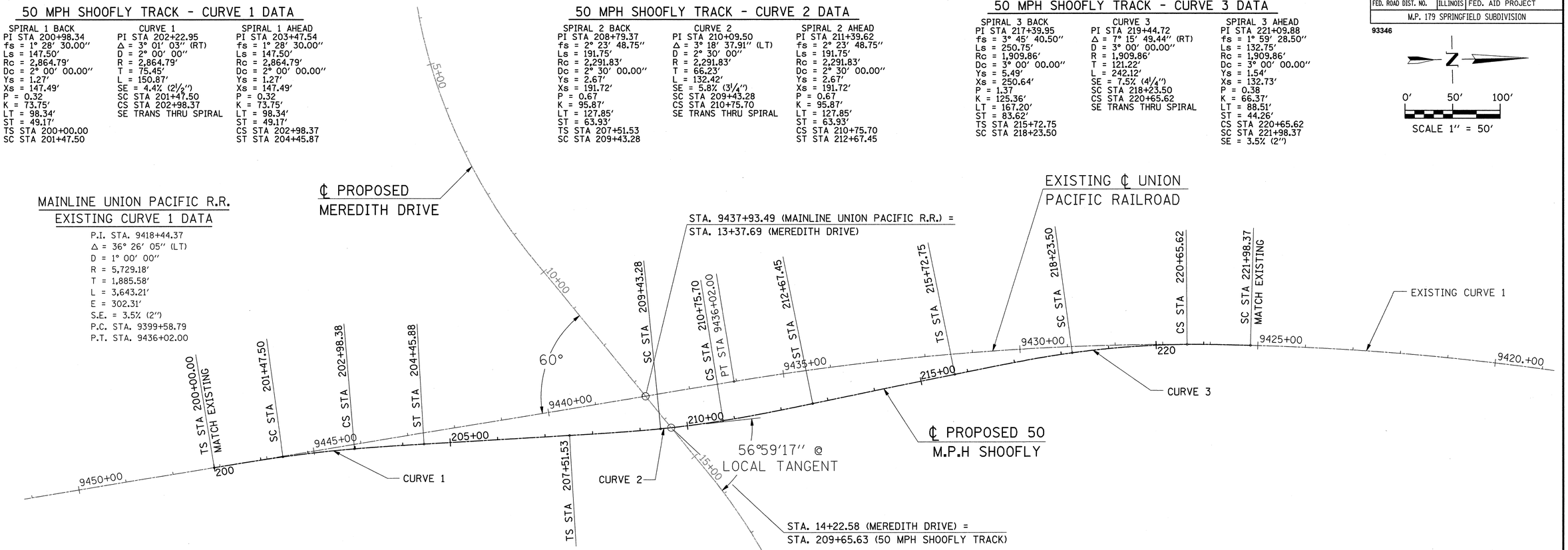
CURVE 3
PI STA 219+44.72
Δ = 7° 15′ 49.44″ (RT)
D = 3° 00′ 00.00″
R = 1,909.86′
T = 121.22′
L = 242.12′
SE = 7.5% (4¼″)
SC STA 218+23.50
CS STA 220+65.62
SE TRANS THRU SPIRAL

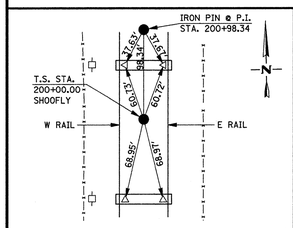
SPIRAL 3 AHEAD
PI STA 221+09.88
fs = 1° 59′ 28.50″
Ls = 132.75′
Rc = 1,909.86′
Dc = 3° 00′ 00.00″
Ys = 1.54′
Xs = 132.73′
P = 0.38
K = 66.37′
LT = 88.51′
ST = 44.26′
CS STA 220+65.62
SC STA 221+98.37
SE = 3.5% (2″)

SCALE 1″ = 50′

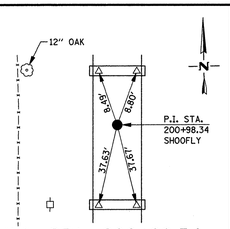
MAINLINE UNION PACIFIC R.R. EXISTING CURVE 1 DATA

P.I. STA. 9418+44.37
Δ = 36° 26′ 05″ (LT)
D = 1° 00′ 00″
R = 5,729.18′
T = 1,885.58′
L = 3,643.21′
E = 302.31′
S.E. = 3.5% (2″)
P.C. STA. 9399+58.79
P.T. STA. 9436+02.00

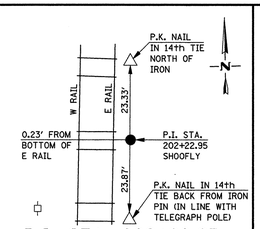




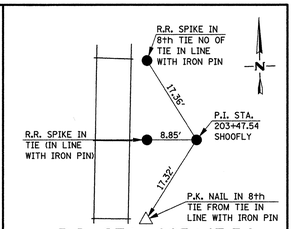
T.S. STA. 200+00.00
SET IRON PIN
N = 94,307.6210
E = 96,627.5600



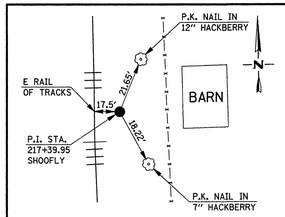
P.I. STA. 200+98.34
SET IRON PIN
N = 94,405.9180
E = 96,630.3500



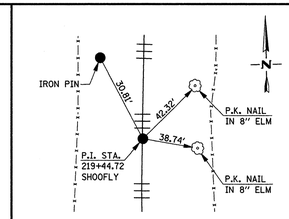
P.I. STA. 202+22.95
SET IRON PIN
N = 94,530.3610
E = 96,637.0910



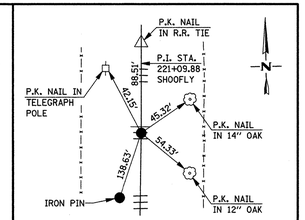
P.I. STA. 203+47.54
SET IRON PIN
N = 94,654.2760
E = 96,650.3730



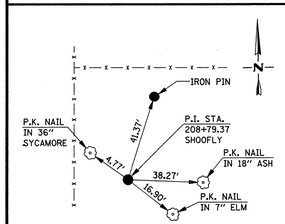
P.I. STA. 217+39.95
SET IRON PIN
N = 96,041.4740
E = 96,731.3630



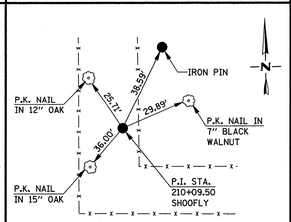
P.I. STA. 219+44.72
SET IRON PIN
N = 96,245.9870
E = 96,742.9760



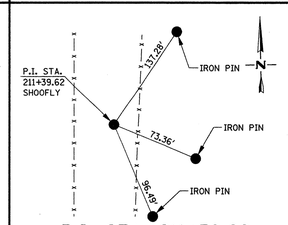
P.I. STA. 221+09.88
SET IRON PIN
N = 96,408.6890
E = 96,773.1710



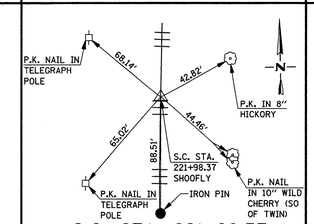
P.I. STA. 208+79.37
SET IRON PIN
N = 95,181.4450
E = 96,720.6480



P.I. STA. 210+09.50
SET IRON PIN
N = 95,311.0660
E = 96,732.4360



P.I. STA. 211+39.62
SET IRON PIN
N = 95,441.1520
E = 96,736.7190



S.C. STA. 221+98.37
SET IRON PIN
N = 96,495.0950
E = 96,792.3350

SHOOFLY ALIGNMENT & TIES
UNION PACIFIC RAILROAD
OVER MEREDITH DRIVE
SANGAMON COUNTY
SEC. 98-00009-00-BR

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