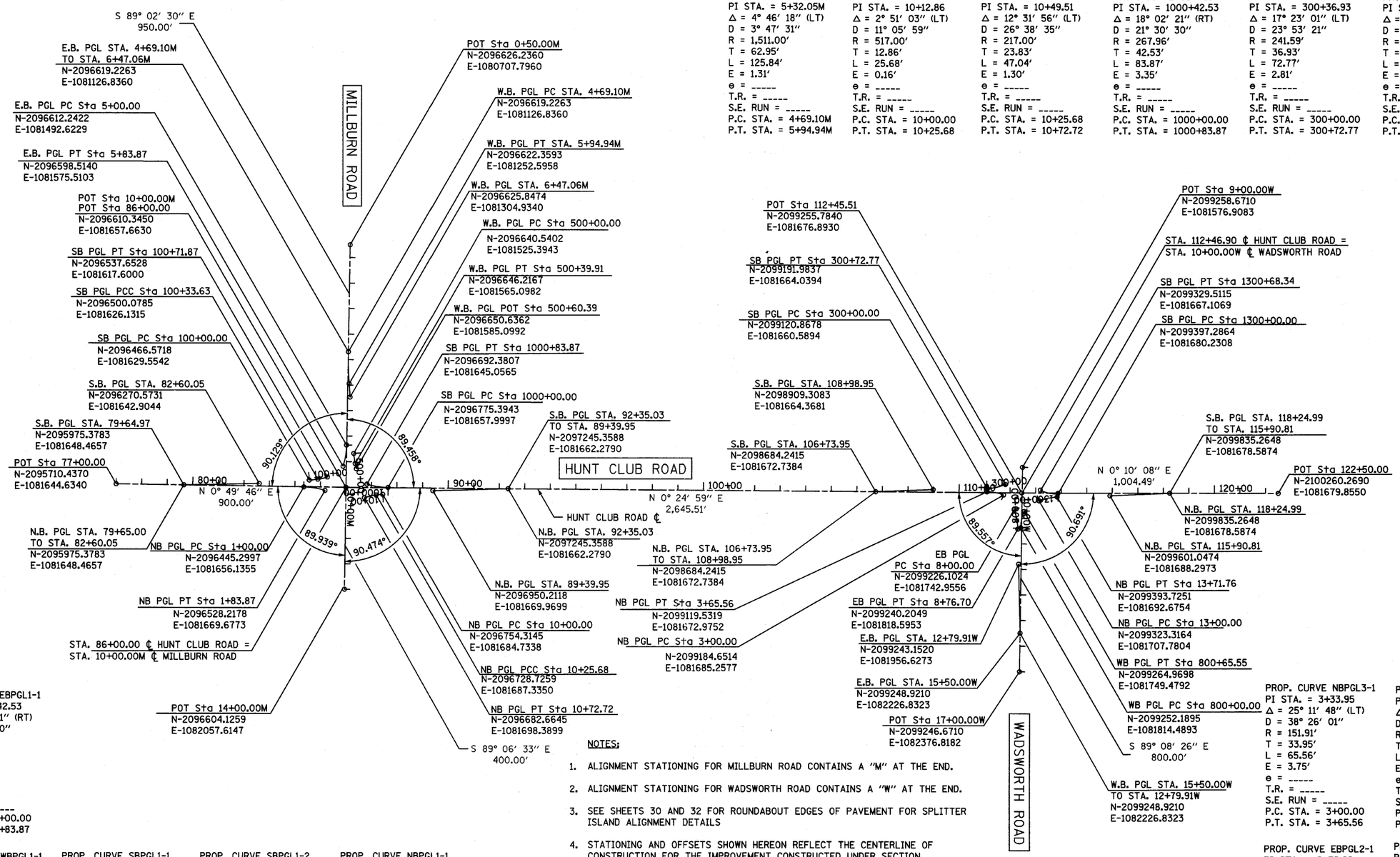

PROP. CURVE MIL-WB
PI STA. = 5+32.05M
Δ = 4° 46′ 18″ (LT)
D = 3° 47′ 31″
R = 1,511.00′
T = 62.95′
L = 125.84′
E = 1.31′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 4+69.10M
P.T. STA. = 5+94.94M

PROP. CURVE NBPGL2-1
PI STA. = 10+12.86
Δ = 2° 51′ 03″ (LT)
D = 11° 05′ 59″
R = 517.00′
T = 12.86′
L = 25.68′
E = 0.16′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 10+00.00
P.T. STA. = 10+25.68

PROP. CURVE NBPGL2-2
PI STA. = 10+49.51
Δ = 12° 31′ 56″ (LT)
D = 26° 38′ 35″
R = 217.00′
T = 23.83′
L = 47.04′
E = 1.30′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 10+25.68
P.T. STA. = 10+72.72

PROP. CURVE SBPGL2-1
PI STA. = 1000+42.53
Δ = 18° 02′ 21″ (RT)
D = 21° 30′ 30″
R = 267.96′
T = 42.53′
L = 83.87′
E = 3.35′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 1000+00.00
P.T. STA. = 1000+83.87

PROP. CURVE SBPGL3-1
PI STA. = 300+36.93
Δ = 17° 23′ 01″ (LT)
D = 23° 53′ 21″
R = 241.59′
T = 36.93′
L = 72.77′
E = 2.81′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 300+00.00
P.T. STA. = 300+72.77

PROP. CURVE SBPGL4-1
PI STA. = 1300+35.45
Δ = 26° 23′ 50″ (RT)
D = 38° 37′ 41″
R = 151.17′
T = 35.45′
L = 68.34′
E = 4.10′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 1300+00.00
P.T. STA. = 1300+68.34

PROP. CURVE EBPGL1-1
PI STA. = 5+42.53
Δ = 18° 02′ 21″ (RT)
D = 21° 30′ 30″
R = 267.96′
T = 42.53′
L = 83.87′
E = 3.35′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 5+00.00
P.T. STA. = 5+83.87

PROP. CURVE WBPGL1-1
PI STA. = 500+20.11
Δ = 8° 38′ 50″ (LT)
D = 21° 40′ 07″
R = 266.00′
T = 20.11′
L = 39.91′
E = 0.76′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 500+00.00
P.T. STA. = 500+39.91

PROP. CURVE SBPGL1-1
PI STA. = 100+16.85
Δ = 3° 44′ 00″ (LT)
D = 11° 05′ 59″
R = 517.00′
T = 16.85′
L = 33.63′
E = 0.27′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 100+00.00
P.T. STA. = 100+33.63

PROP. CURVE SBPGL1-2
PI STA. = 100+52.98
Δ = 10° 11′ 13″ (LT)
D = 26° 38′ 35″
R = 217.00′
T = 19.34′
L = 38.23′
E = 0.86′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 100+33.63
P.T. STA. = 100+71.87

PROP. CURVE NBPGL1-1
PI STA. = 1+42.53
Δ = 18° 02′ 21″ (RT)
D = 21° 30′ 30″
R = 267.96′
T = 42.53′
L = 83.87′
E = 3.35′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 1+00.00
P.T. STA. = 1+83.87

PROP. CURVE NBPGL3-1
PI STA. = 3+33.95
Δ = 25° 11′ 48″ (LT)
D = 38° 26′ 01″
R = 151.91′
T = 33.95′
L = 65.56′
E = 3.75′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 3+00.00
P.T. STA. = 3+65.56

PROP. CURVE NBPGL4-1
PI STA. = 13+36.41
Δ = 17° 06′ 46″ (RT)
D = 23° 50′ 52″
R = 242.00′
T = 36.41′
L = 71.76′
E = 2.72′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 13+00.00
P.T. STA. = 13+71.76

PROP. CURVE EBPGL2-1
PI STA. = 8+38.99
Δ = 18° 40′ 34″ (RT)
D = 24° 20′ 53″
R = 237.10′
T = 38.99′
L = 76.70′
E = 3.18′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 8+00.00
P.T. STA. = 8+76.70

PROP. CURVE WBPGL2-1
PI STA. = 800+33.94
Δ = 25° 11′ 31″ (RT)
D = 38° 26′ 02″
R = 151.91′
T = 33.94′
L = 65.55′
E = 3.75′
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 800+00.00
P.T. STA. = 800+65.55

NOTES:

1. ALIGNMENT STATIONING FOR MILLBURN ROAD CONTAINS A "M" AT THE END.
2. ALIGNMENT STATIONING FOR WADSWORTH ROAD CONTAINS A "W" AT THE END.
3. SEE SHEETS 30 AND 32 FOR ROUNDABOUT EDGES OF PAVEMENT FOR SPLITTER ISLAND ALIGNMENT DETAILS
4. STATIONING AND OFFSETS SHOWN HEREON REFLECT THE CENTERLINE OF CONSTRUCTION FOR THE IMPROVEMENT CONSTRUCTED UNDER SECTION 02-00076-13-CH.
5. FUTURE DEVELOPMENTS AND IMPROVEMENTS IN THIS AREA SHOULD BE DESIGNED USING THE CENTERLINE STATIONING OF THE RIGHT-OF-WAY FOR MILLBURN ROAD, HUNT CLUB ROAD, AND WADSWORTH ROAD AS SHOWN ON DOCUMENT NUMBERS 502828, 502829, 502830, AND 515698.
6. SEE SHEETS 31 AND 33 FOR OUTER EDGES OF PAVEMENT AT GUTTERS AT ROUNDABOUTS FOR ALIGNMENT DETAILS.
7. SEE SHEETS 30, 31, 32, 33, AND 34 FOR NORTHBOUND, EASTBOUND, SOUTHBOUND, AND WESTBOUND POINT GRADE LINES ALIGNMENT DETAILS.

FILE NAME = e:\jobl\9808-1999\982\082\mucora\Plan Sheets\01-ahr-Alignment.dgn

STRAND ASSOCIATES, INC. ENGINEERS
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = saran	DESIGNED - MAG	REVISED -
	DRAWN - JBH	REVISED -
PLOT SCALE = 200.0000 ' / IN.	CHECKED - RKK	REVISED -
PLOT DATE = 4/1/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENTS

SCALE: AS SHOWN | SHEET NO. OF SHEETS | STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2661	02-0076-13-CH	LAKE	177	29

CONTRACT NO. 63457

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT