

PROP. CURVE N_WAD-1
 PI STA. = 132+34.35
 $\Delta = 22^\circ 49' 25''$ (RT)
 D = 37' 54' 03"
 R = 151.17'
 T = 30.51'
 L = 60.22'
 E = 3.05'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 132+03.83
 P.T. STA. = 132+64.05

PROP. CURVE N_WAD-3
 PI STA. = 132+84.14
 $\Delta = 13^\circ 18' 44''$ (RT)
 D = 78' 29' 15"
 R = 73.00'
 T = 8.52'
 L = 16.96'
 E = 0.50'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 132+75.62
 P.T. STA. = 132+92.58

PROP. CURVE N_WAD-5
 PI STA. = 133+37.61
 $\Delta = 13^\circ 19' 03''$ (RT)
 D = 23' 40' 33"
 R = 242.00'
 T = 28.25'
 L = 56.25'
 E = 1.64'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 133+09.35
 P.T. STA. = 133+65.60

PROP. CURVE N_WAD-2
 PI STA. = 132+72.30
 $\Delta = 110^\circ 29' 45''$ (LT)
 D = 954' 55' 47"
 R = 6.00'
 T = 8.65'
 L = 11.57'
 E = 4.53'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 132+64.05
 P.T. STA. = 132+75.62

PROP. CURVE N_WAD-4
 PI STA. = 133+06.47
 $\Delta = 120^\circ 05' 50''$ (LT)
 D = 716' 11' 50"
 R = 8.00'
 T = 13.88'
 L = 16.77'
 E = 8.02'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 132+92.58
 P.T. STA. = 133+09.35

PROP. CURVE N_WAD-6
 PI STA. = 134+11.26
 $\Delta = 3^\circ 29' 12''$ (RT)
 D = 3' 49' 11"
 R = 1,500.00'
 T = 45.66'
 L = 91.28'
 E = 0.69'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 133+65.60
 P.T. STA. = 134+56.89

PROP. CURVE S_WAD-1
 PI STA. = 32+81.17
 $\Delta = 4^\circ 49' 31''$ (LT)
 D = 3' 49' 11"
 R = 1,500.00'
 T = 63.20'
 L = 126.33'
 E = 1.33'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 32+17.97
 P.T. STA. = 33+44.29

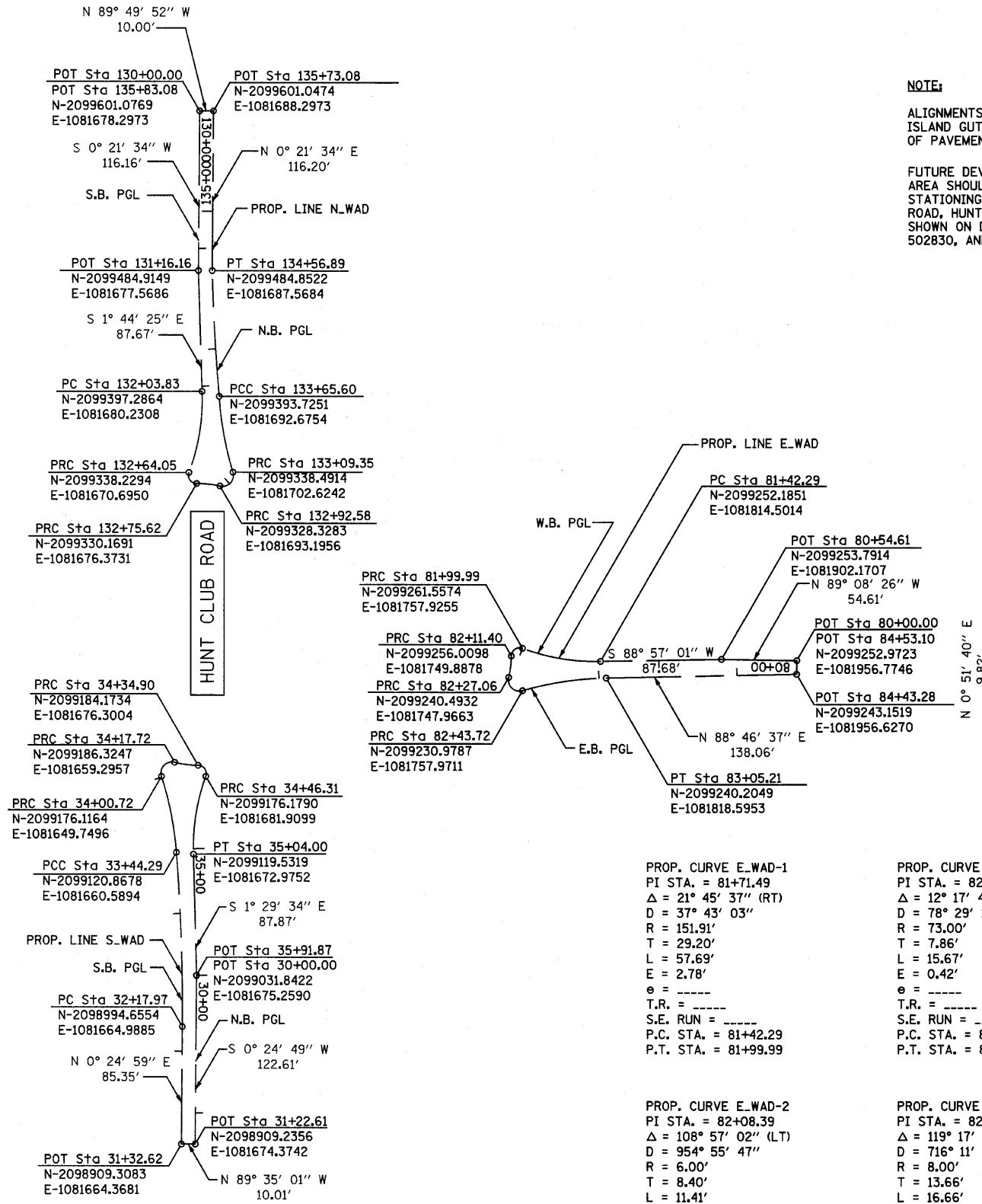
PROP. CURVE S_WAD-3
 PI STA. = 34+15.08
 $\Delta = 121^\circ 44' 39''$ (RT)
 D = 716' 12' 29"
 R = 8.00'
 T = 14.36'
 L = 17.00'
 E = 8.44'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 34+00.72
 P.T. STA. = 34+17.72

PROP. CURVE S_WAD-5
 PI STA. = 34+43.30
 $\Delta = 108^\circ 57' 02''$ (RT)
 D = 954' 57' 16"
 R = 6.00'
 T = 8.40'
 L = 11.41'
 E = 4.33'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 34+34.90
 P.T. STA. = 34+46.31

PROP. CURVE S_WAD-2
 PI STA. = 33+72.64
 $\Delta = 13^\circ 23' 00''$ (LT)
 D = 23' 42' 59"
 R = 241.59'
 T = 28.34'
 L = 56.43'
 E = 1.66'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 33+44.29
 P.T. STA. = 34+00.72

PROP. CURVE S_WAD-4
 PI STA. = 34+26.35
 $\Delta = 13^\circ 29' 01''$ (LT)
 D = 78' 29' 07"
 R = 73.00'
 T = 8.63'
 L = 17.18'
 E = 0.51'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 34+17.72
 P.T. STA. = 34+34.90

PROP. CURVE S_WAD-6
 PI STA. = 34+75.51
 $\Delta = 21^\circ 45' 37''$ (LT)
 D = 37' 43' 02"
 R = 151.91'
 T = 8.63'
 L = 57.69'
 E = 2.78'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 34+46.31
 P.T. STA. = 35+04.00



NOTE:
 ALIGNMENTS SHOWN REPRESENT WHERE SPLITTER ISLAND GUTTERS ABUT AGAINST THE HMA EDGE OF PAVEMENT.
 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.

FILE NAME = s:\proj\19800-1999\1982\micro\Plan_Sheets\DI-ght-Alignment.dgn



USER NAME = seoran	DESIGNED - MAG	REVISED -
PLOT SCALE = 58.0000' / IN.	DRAWN - JBH	REVISED -
PLCT DATE = 4/1/2012	CHECKED - RKK	REVISED -
	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. 2661	SECTION 02-0076-13-CH	COUNTY LAKE	TOTAL SHEETS 177	SHEET NO. 32
CONTRACT NO. 63457				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

