

PROP. CURVE W_MILL-1
 PI STA. = 52+25.88
 $\Delta = 16^\circ 08' 10''$ (RT)
 D = 21' 22' 56"
 R = 267.96'
 T = 37.98'
 L = 75.47'
 E = 2.68'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 51+87.89
 P.T. STA. = 52+63.36

PROP. CURVE W_MILL-3
 PI STA. = 52+91.73
 $\Delta = 23^\circ 08' 18''$ (RT)
 D = 69' 01' 52"
 R = 83.00'
 T = 16.99'
 L = 33.52'
 E = 1.72'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 52+74.74
 P.T. STA. = 53+08.26

PROP. CURVE W_MILL-5
 PI STA. = 53+49.64
 $\Delta = 8^\circ 38' 50''$ (RT)
 D = 21' 32' 23"
 R = 266.00'
 T = 20.11'
 L = 40.15'
 E = 0.76'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 53+29.53
 P.T. STA. = 53+69.68

PROP. CURVE W_MILL-2
 PI STA. = 52+71.73
 $\Delta = 108^\circ 42' 50''$ (LT)
 D = 954' 55' 47"
 R = 6.00'
 T = 8.37'
 L = 11.38'
 E = 4.30'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 52+63.36
 P.T. STA. = 52+74.74

PROP. CURVE W_MILL-4
 PI STA. = 53+19.41
 $\Delta = 123^\circ 24' 20''$ (LT)
 D = 954' 55' 47"
 R = 6.00'
 T = 11.14'
 L = 12.92'
 E = 6.66'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 53+08.26
 P.T. STA. = 53+21.18

PROP. CURVE N_MILL-1
 PI STA. = 102+12.89
 $\Delta = 16^\circ 08' 10''$ (RT)
 D = 21' 22' 56"
 R = 267.96'
 T = 37.98'
 L = 75.47'
 E = 2.68'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 101+74.90
 P.T. STA. = 102+50.37

PROP. CURVE N_MILL-3
 PI STA. = 102+76.80
 $\Delta = 20^\circ 32' 45''$ (RT)
 D = 69' 01' 52"
 R = 83.00'
 T = 15.04'
 L = 29.76'
 E = 1.35'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 102+61.75
 P.T. STA. = 102+91.52

PROP. CURVE N_MILL-5
 PI STA. = 103+23.84
 $\Delta = 7^\circ 59' 10''$ (RT)
 D = 26' 24' 13"
 R = 217.00'
 T = 15.15'
 L = 30.25'
 E = 0.53'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 103+08.69
 P.T. STA. = 103+38.94

PROP. CURVE N_MILL-2
 PI STA. = 102+58.74
 $\Delta = 108^\circ 42' 50''$ (LT)
 D = 954' 55' 47"
 R = 6.00'
 T = 8.37'
 L = 11.38'
 E = 4.30'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 102+50.37
 P.T. STA. = 102+61.75

PROP. CURVE N_MILL-4
 PI STA. = 103+06.26
 $\Delta = 123^\circ 01' 36''$ (LT)
 D = 716' 11' 50"
 R = 8.00'
 T = 14.74'
 L = 17.18'
 E = 8.77'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 102+91.52
 P.T. STA. = 103+08.69

PROP. CURVE N_MILL-6
 PI STA. = 103+51.80
 $\Delta = 2^\circ 51' 03''$ (LT)
 D = 11' 04' 56"
 R = 517.00'
 T = 12.86'
 L = 25.72'
 E = 0.16'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 103+38.94
 P.T. STA. = 103+64.66

PROP. CURVE S_MILL-1
 PI STA. = 12+12.89
 $\Delta = 16^\circ 08' 10''$ (RT)
 D = 21' 22' 56"
 R = 267.96'
 T = 37.98'
 L = 75.47'
 E = 2.68'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 11+74.90
 P.T. STA. = 12+50.37

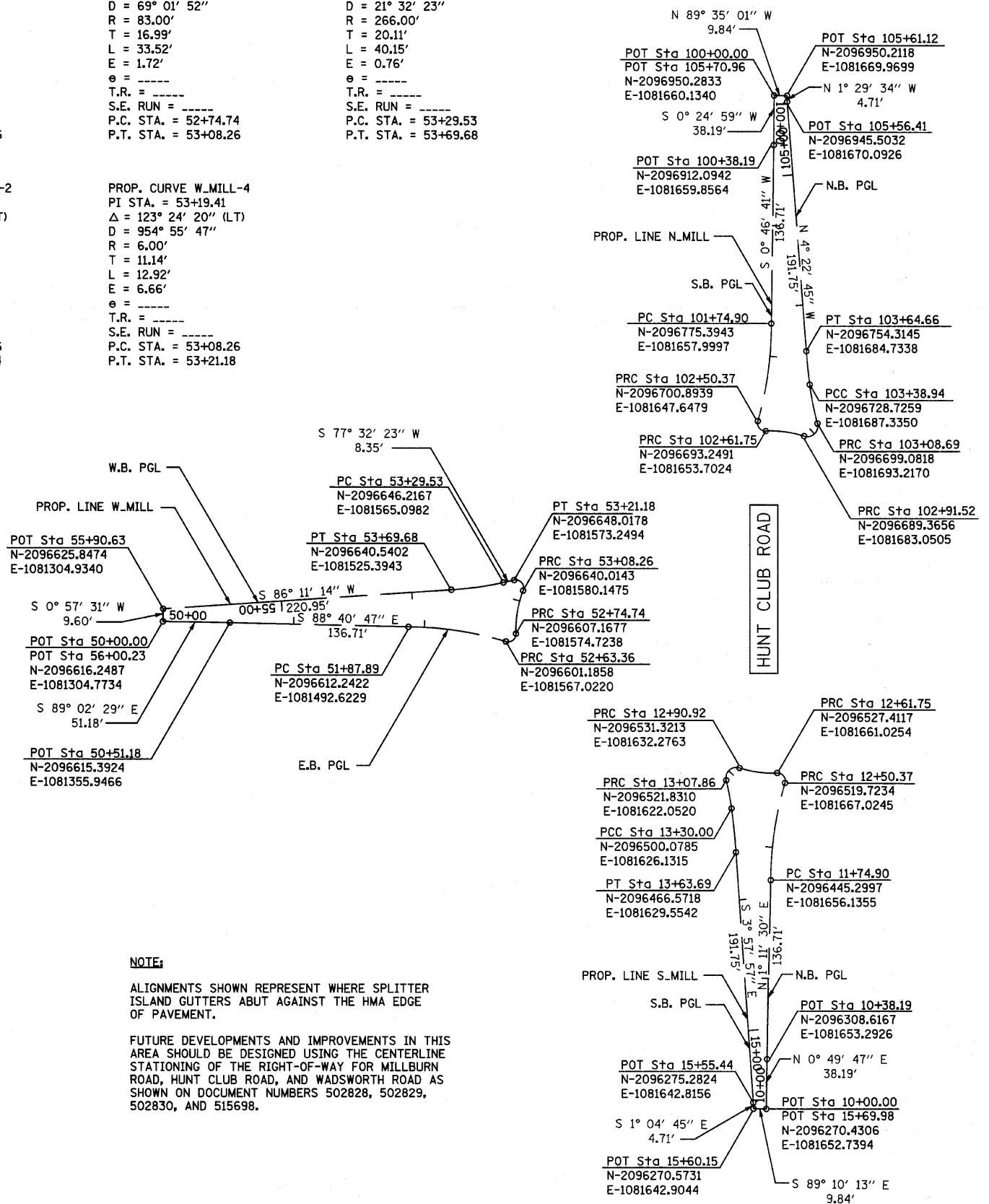
PROP. CURVE S_MILL-3
 PI STA. = 12+76.49
 $\Delta = 20^\circ 07' 55''$ (RT)
 D = 69' 01' 52"
 R = 83.00'
 T = 14.73'
 L = 29.16'
 E = 1.30'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 12+61.75
 P.T. STA. = 12+90.92

PROP. CURVE S_MILL-5
 PI STA. = 13+18.94
 $\Delta = 5^\circ 50' 46''$ (RT)
 D = 26' 24' 13"
 R = 217.00'
 T = 11.08'
 L = 22.14'
 E = 0.28'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 13+07.86
 P.T. STA. = 13+30.00

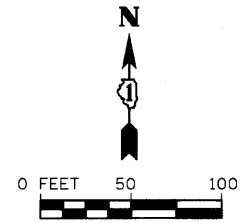
PROP. CURVE S_MILL-2
 PI STA. = 12+58.74
 $\Delta = 108^\circ 42' 50''$ (LT)
 D = 954' 55' 47"
 R = 6.00'
 T = 8.37'
 L = 11.38'
 E = 4.30'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 12+50.37
 P.T. STA. = 12+61.75

PROP. CURVE S_MILL-4
 PI STA. = 13+05.16
 $\Delta = 121^\circ 21' 19''$ (LT)
 D = 716' 11' 50"
 R = 8.00'
 T = 14.24'
 L = 16.94'
 E = 8.34'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 12+90.92
 P.T. STA. = 13+07.86

PROP. CURVE S_MILL-6
 PI STA. = 13+46.85
 $\Delta = 3^\circ 44' 00''$ (RT)
 D = 11' 04' 56"
 R = 517.00'
 T = 16.85'
 L = 33.69'
 E = 0.27'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 13+30.00
 P.T. STA. = 13+63.69



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:\p1\19600--1995\1982\macro\Plan_Sheets\DI-ent-Alignment.dgn



USER NAME = saron	DESIGNED - MAG	REVISED -
PLOT SCALE = 50.0000' / IN.	DRAWN - JBH	REVISED -
PLOT 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. 30
CONTRACT NO. 63457				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				