EXIST. CURVE PD01
PI STA. = 18+98.58
Δ = 55° 12' 23" (RT)
D = 45° 50' 12"
R = 125.00'
T = 65.36'
L = 120.44'
E = 16.06'
S.E. = none
P.C. STA. = 18+33.23
P.T. STA. = 19+53.67

	FAP 310 (US 67)		ELEVATION
C1	150+42.68	12.00' LT	683.81
C2	150+64.04	16.79' LT	683.77
C3	150+81.30	30.25' LT	683.55
C4	150+83.12	35.33' LT	683.53
C5	150+78.26	42.69' LT	683.67
C6	150+49.49	51.64' LT	683.77
C7	150+19.52	54.67' LT	683.75

	FAP 310 (US 67)		ELEVATION
D1	151+24.81	54.67' LT	684.06
D2	151+24.81	33.33' LT	684.06
D3	151+24.81	12.00' LT	684.06

	FAP 310 (US 67)		ELEVATION
E1	151+99.83	42.67' LT	684.04
E2	151+83.92	40.07' LT	683.94
E3	151+69.67	32.55' LT	683.77
E4	151+66.49	26.17' LT	683.89
E5	151+72.16	18.52' LT	684.07
E6	151+93.79	13.64' LT	684.24
E7	152+15.90	12.00' LT	684.34

PC Sta 18+33.23
PT Sta 19+53.67
℄ PD 151
10.0'
10.0'
L19
18
POT STA 150+98.00 FAP 310 (US 67) NB =
POT STA 20+00.00 PRIVATE DRIVE 151 =
POT STA 0+00.00 TR 1750 N
12.0'
149
℄ FAP 310 (US 67) N.B. LANES
S 1° 26' 42" W
150+00
151
152
153
154
S.N. 055-0080
3/16"/FT
C7
R=150'
59°24'40"
D1
C5
1/4"/FT
0%
21.33'
D2
C3
D3
R=50'
C1
66.67'
STA 150+75.12
35.33' LT
Δ = 106° 22' 02"
RADIUS = 8'
E1
E3
R=50'
STA 151+74.49
26.17' LT
Δ = 125° 57' 03"
RADIUS = 8'
E5
R=150'
E7
℄ FAP 310 (US 67) S.B. LANES
S 1° 26' 42" W
S.N. 055-0081
POT STA 151+37.41 FAP 310 (US 67) SB =
POT STA 0+77.45 TR 1750 N
B11
A1
1/4"/FT
Δ/10 (TYP)
1.32%
1+12.42
℄ TR 1750 N
S 60° 51' 22" W
1+59.85
A11
B1
12.0'
PC Sta 2+37.56
7.0%
2+63.45
STA 152+54.85
67.00' RT
Δ = 120° 35' 20"
RADIUS = 55'
STA 150+52.08
174.00' RT
Δ = 59° 24' 40"
RADIUS = 150'

EXIST. CURVE TR 1750N
PI STA. = 3+80.65
Δ = 33° 22' 00" (RT)
D = 12° 00' 00"
R = 477.46'
T = 143.09'
L = 278.05'
E = 20.98'
S.E. = 7.0%
P.C. STA. = 2+37.56
P.T. STA. = 5+15.61
S.E. ATTAINED: STA. 1+59.85 TO STA. 2+63.45

	FAP 310 (US 67)		TR 1750 N		ELEVATION
A1	150+52.08	24.00' RT	0+54.69	85.67' RT	683.59
A2	150+67.61	24.81' RT	0+63.28	72.71' RT	683.62
A3	150+82.97	27.21' RT	0+73.17	60.72' RT	683.62
A4	150+97.99	31.20' RT	0+84.25	49.81' RT	683.58
A5	151+12.53	36.72' RT	0+96.39	40.11' RT	683.51
A6	151+26.41	43.71' RT	1+09.48	31.71' RT	683.39
A7	151+39.50	52.11' RT	1+23.36	24.72' RT	683.25
A8	151+51.65	61.81' RT	1+37.90	19.20' RT	683.10
A9	151+62.72	72.72' RT	1+52.93	15.21' RT	682.88
A10	151+72.61	84.71' RT	1+68.29	12.81' RT	682.55
A11	151+81.21	97.67' RT	1+83.81	12.00' RT	682.13

TR 1750 N ℄ & EOP ELEVATIONS

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION	OFFSET	ELEVATION
1+12.42	12.00' LT	683.93	0.00' RT	683.78	12.00' RT	683.62
1+25.00	12.00' LT	683.73	0.00' RT	683.57	12.00' RT	683.41
1+50.00	12.00' LT	683.32	0.00' RT	683.16	12.00' RT	683.00
1+59.85	12.00' LT	683.13	0.00' RT	682.98	12.00' RT	682.82
1+75.00	12.00' LT	682.91	0.00' RT	682.65	12.00' RT	682.40
2+00.00	12.00' LT	682.44	0.00' RT	682.02	12.00' RT	681.59
2+25.00	12.00' LT	681.83	0.00' RT	681.25	12.00' RT	680.66
2+50.00	12.00' LT	681.09	0.00' RT	680.34	12.00' RT	679.59
2+63.45	12.00' LT	680.65	0.00' RT	679.81	12.00' RT	678.97

	FAP 310 (US 67)		TR 1750 N		ELEVATION
B1	152+07.50	94.99' RT	1+94.88	12.00' LT	682.55
B2	152+02.70	84.48' RT	1+83.39	13.21' LT	682.73
B3	152+00.20	73.20' RT	1+72.41	16.80' LT	682.85
B4	152+00.11	61.64' RT	1+62.42	22.60' LT	682.91
B5	152+02.44	50.33' RT	1+53.86	30.37' LT	683.14
B6	152+07.08	39.75' RT	1+47.11	39.75' LT	683.56
B7	152+13.82	30.37' RT	1+42.47	50.33' LT	683.92
B8	152+22.38	22.60' RT	1+40.15	61.64' LT	684.14
B9	152+32.37	16.80' RT	1+40.24	73.20' LT	684.29
B10	152+43.36	13.21' RT	1+42.74	84.48' LT	684.40
B11	152+54.85	12.00' RT	1+47.54	94.99' LT	684.46

GRAPHIC SCALE
20 0 20 40 60 80 100
FEET

FILE NAME = p:\07files\070286\phase2\cadd sheets\D468691-sht-intersection_detail.dgn	USER NAME = seb	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 41.2487 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAIL
FAP 310 (US 67) & TR 1750 N

SCALE: 1"=20' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	50
		CONTRACT NO. 68691		
		ILLINOIS FED. AID PROJECT		