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Mar-30-2011 08:46:35AM

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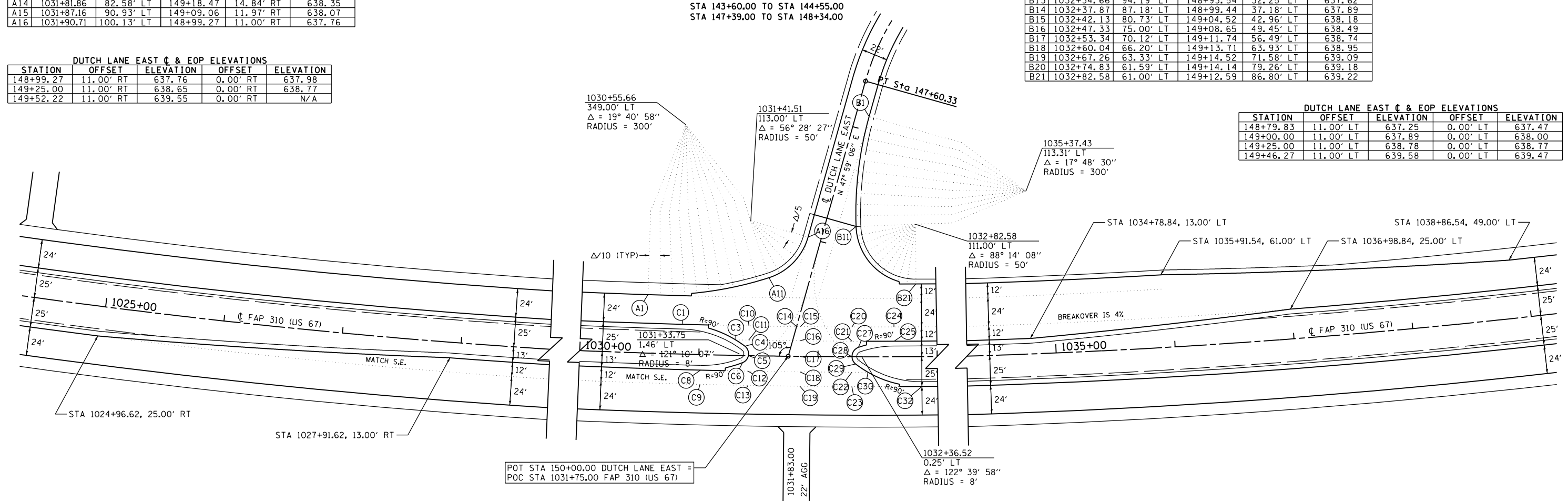
	FAP 310 (US 67)		DUTCH LANE EAST		ELEVATION
A1	1030+55.66	49.00' LT	149+82.14	127.30' RT	639.18
A2	1030+66.05	49.17' LT	149+79.51	117.34' RT	639.22
A3	1030+76.43	49.67' LT	149+76.53	107.47' RT	639.25
A4	1030+86.79	50.51' LT	149+73.21	97.72' RT	639.27
A5	1030+97.12	51.68' LT	149+69.57	88.08' RT	639.28
A6	1031+07.40	53.19' LT	149+65.59	78.57' RT	639.29
A7	1031+17.64	55.03' LT	149+61.29	69.21' RT	639.29
A8	1031+27.81	57.20' LT	149+56.67	59.99' RT	639.27
A9	1031+37.91	59.69' LT	149+51.73	50.95' RT	639.21
A10	1031+47.92	62.51' LT	149+46.49	42.07' RT	639.11
A11	1031+57.84	65.65' LT	149+40.95	33.39' RT	638.97
A12	1031+66.92	69.70' LT	149+34.73	25.76' RT	638.80
A13	1031+75.03	75.42' LT	149+27.14	19.49' RT	638.59
A14	1031+81.86	82.58' LT	149+18.47	14.84' RT	638.35
A15	1031+87.16	90.93' LT	149+09.06	11.97' RT	638.07
A16	1031+90.71	100.13' LT	148+99.27	11.00' RT	637.76

DUTCH LANE EAST C & EOP ELEVATIONS				
STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
148+99.27	11.00' RT	637.76	0.00' RT	637.98
149+25.00	11.00' RT	638.65	0.00' RT	638.77
149+52.22	11.00' RT	639.55	0.00' RT	N/A

PROP. CURVE C41  
 PI STA. = 146+43.37  
 $\Delta = 91^\circ 14' 04''$  (LT)  
 $D = 27^\circ 56' 57''$   
 $R = 205.00'$   
 $T = 209.47'$   
 $L = 326.43'$   
 $E = 88.09'$   
 $e = 0.040$   
 P.C. STA. = 144+33.90  
 P.T. STA. = 147+60.33  
 S.E. TRANSITION  
 STA 143+60.00 TO STA 144+55.00  
 STA 147+39.00 TO STA 148+34.00

	FAP 310 (US 67)		DUTCH LANE EAST		ELEVATION
B1	1032+42.79	201.48' LT	147+88.08	11.00' LT	635.73
B2	1032+40.33	192.46' LT	147+97.40	11.15' LT	635.81
B3	1032+38.17	183.38' LT	148+06.71	11.58' LT	635.89
B4	1032+36.31	174.23' LT	148+16.01	12.30' LT	635.97
B5	1032+34.75	165.03' LT	148+25.28	13.32' LT	636.09
B6	1032+33.49	155.79' LT	148+34.51	14.62' LT	636.22
B7	1032+32.53	146.51' LT	148+43.70	16.20' LT	636.35
B8	1032+31.87	137.21' LT	148+52.83	18.07' LT	636.50
B9	1032+31.50	127.89' LT	148+61.91	20.23' LT	636.68
B10	1032+31.44	118.57' LT	148+70.91	22.66' LT	636.90
B11	1032+31.66	109.25' LT	148+79.83	25.37' LT	637.14
B12	1032+32.57	101.60' LT	148+86.95	28.28' LT	637.37
B13	1032+34.66	94.19' LT	148+93.54	32.25' LT	637.62
B14	1032+37.87	87.18' LT	148+99.44	37.18' LT	637.89
B15	1032+42.13	80.73' LT	149+04.52	42.96' LT	638.18
B16	1032+47.33	75.00' LT	149+08.65	49.45' LT	638.49
B17	1032+53.34	70.12' LT	149+11.74	56.49' LT	638.74
B18	1032+60.04	66.20' LT	149+13.71	63.93' LT	638.95
B19	1032+67.26	63.33' LT	149+14.52	71.58' LT	639.09
B20	1032+74.83	61.59' LT	149+14.14	79.26' LT	639.18
B21	1032+82.58	61.00' LT	149+12.59	86.80' LT	639.22

DUTCH LANE EAST C & EOP ELEVATIONS				
STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
148+79.83	11.00' LT	637.25	0.00' LT	637.47
149+00.00	11.00' LT	637.89	0.00' LT	638.00
149+25.00	11.00' LT	638.78	0.00' LT	638.77
149+46.27	11.00' LT	639.58	0.00' LT	639.47



PROP. CURVE MLE18  
 PI STA. = 1031+15.75  
 $\Delta = 16^\circ 26' 00''$  (LT)  
 $D = 0^\circ 58' 13''$   
 $R = 5,905.50'$   
 $T = 852.75'$   
 $L = 1,693.79'$   
 $E = 61.25'$   
 $e = 0.033$   
 P.C. STA. = 1022+63.00  
 P.T. STA. = 1039+56.79  
 S.E. TRANSITION  
 STA 1021+20.00 TO STA 1023+13.00  
 STA 1039+07.00 TO STA 1041+00.00

	FAP 310 (US 67)		ELEVATION
C1	1030+85.98	25.00' LT	640.09
C2	1031+13.60	20.62' LT	640.06
C3	1031+30.68	13.00' LT	639.98
C4	1031+38.46	7.93' LT	639.94
C5	1031+41.61	0.00' RT	639.84
C6	1031+36.84	5.91' RT	639.89
C7	1031+19.57	11.21' RT	639.85
C8	1031+01.62	13.00' RT	639.75
C9	1031+01.62	25.00' RT	640.15
C10	1031+41.61	25.00' LT	640.27
C11	1031+41.61	13.00' LT	640.06
C12	1031+41.61	13.00' RT	640.06
C13	1031+41.61	25.00' RT	640.27
C14	1031+81.73	25.00' LT	640.35
C15	1031+85.00	25.00' LT	640.35
C16	1031+85.00	13.00' LT	640.35
C17	1031+85.00	0.00' RT	640.35
C18	1031+85.00	13.00' RT	640.35
C19	1031+85.00	25.00' RT	640.35
C20	1032+28.52	25.00' LT	640.40
C21	1032+28.52	13.00' LT	640.32
C22	1032+28.52	13.00' RT	640.32
C23	1032+28.52	25.00' RT	640.40
C24	1032+63.84	25.00' LT	640.41
C25	1032+63.84	13.00' LT	640.33
C26	1032+48.60	11.68' LT	640.32
C27	1032+33.82	7.78' LT	640.28
C28	1032+28.52	0.00' RT	640.23
C29	1032+31.64	6.09' RT	640.27
C30	1032+42.01	13.00' RT	640.33
C31	1032+57.84	20.15' RT	640.38
C32	1032+87.11	25.00' RT	640.40

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 GEOMETRIC DETAILS  
 INTERSECTION OF FAP 310  
 AND DUTCH LANE EAST  
 FAP 310 (US 67/IL 104)  
 SHEET 17 OF 23

DATE 6/06  
 DRAWN BY EBB  
 CHECKED BY