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Mar-30-2011 08:46:48AM

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FAP 310 (US 67)	DUTCH LANE WEST	ELEVATION
A1 1075+24.03	49.00' LT	199+09.71
A2 1075+32.96	49.13' LT	199+11.90
A3 1075+41.89	49.53' LT	199+13.82
A4 1075+50.79	50.20' LT	199+15.49
A5 1075+59.68	51.13' LT	199+16.89
A6 1075+68.53	52.32' LT	199+18.03
A7 1075+77.34	53.78' LT	199+18.90
A8 1075+86.11	55.49' LT	199+19.51
A9 1075+94.82	57.47' LT	199+19.85
A10 1076+03.47	59.71' LT	199+19.93
A11 1076+12.04	62.20' LT	199+19.74
A12 1076+19.18	65.00' LT	199+18.88
A13 1076+25.80	68.87' LT	199+16.86
A14 1076+31.75	73.70' LT	199+13.74
A15 1076+36.90	79.38' LT	199+09.58
A16 1076+41.12	85.78' LT	199+04.49
A17 1076+44.31	92.76' LT	198+98.58
A18 1076+46.39	100.13' LT	198+91.99
A19 1076+47.32	107.74' LT	198+84.88
A20 1076+47.08	115.41' LT	198+77.42
A21 1076+45.67	122.94' LT	198+69.77

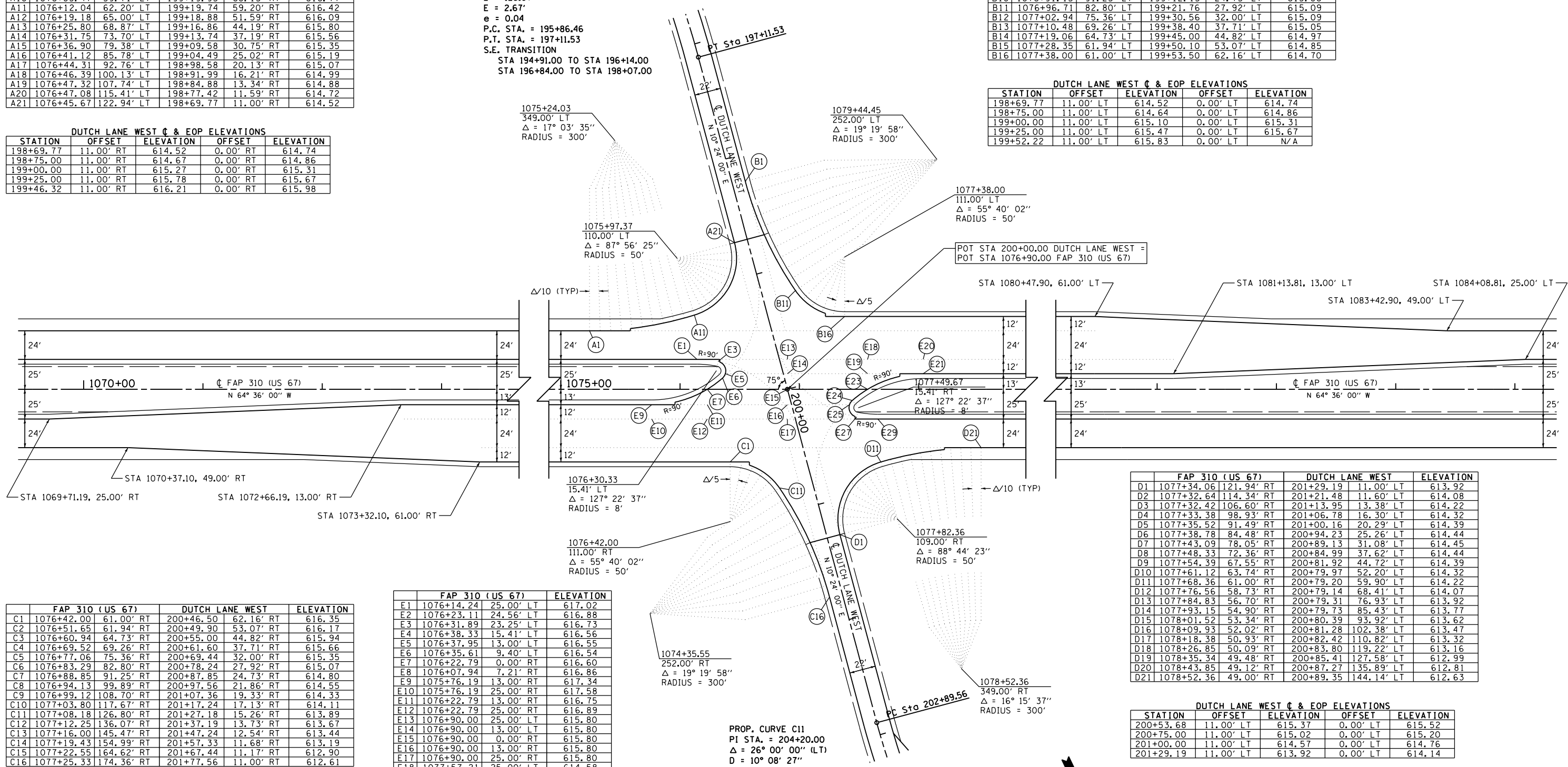
STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
198+69.77	11.00' RT	614.52	0.00' RT	614.74
198+75.00	11.00' RT	614.67	0.00' RT	614.86
199+00.00	11.00' RT	615.27	0.00' RT	615.31
199+25.00	11.00' RT	615.78	0.00' RT	615.67
199+46.32	11.00' RT	616.21	0.00' RT	615.98

FAP 310 (US 67)	DUTCH LANE WEST	ELEVATION
C1 1076+42.00	61.00' RT	200+46.50
C2 1076+51.65	61.94' RT	200+49.90
C3 1076+60.94	64.73' RT	200+55.00
C4 1076+69.52	69.26' RT	200+61.60
C5 1076+77.06	75.36' RT	200+69.44
C6 1076+83.29	82.80' RT	200+78.24
C7 1076+88.85	91.25' RT	200+87.85
C8 1076+94.13	99.89' RT	200+97.56
C9 1076+99.12	108.70' RT	201+07.36
C10 1077+03.80	117.67' RT	201+17.24
C11 1077+08.18	126.80' RT	201+27.18
C12 1077+12.25	136.07' RT	201+37.19
C13 1077+16.00	145.47' RT	201+47.24
C14 1077+19.43	154.99' RT	201+57.33
C15 1077+22.55	164.62' RT	201+67.44
C16 1077+25.33	174.36' RT	201+77.56

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
200+47.78	11.00' RT	615.77	0.00' RT	N/A
200+75.00	11.00' RT	615.25	0.00' RT	615.20
201+00.00	11.00' RT	614.69	0.00' RT	614.76
201+29.19	11.00' RT	613.92	0.00' RT	614.14

FAP 310 (US 67)	ELEVATION
E1 1076+14.24	25.00' LT
E2 1076+23.11	24.56' LT
E3 1076+31.89	23.25' LT
E4 1076+38.33	15.41' LT
E5 1076+37.95	13.00' LT
E6 1076+35.61	9.40' LT
E7 1076+22.79	0.00' RT
E8 1076+07.94	7.21' RT
E9 1075+76.19	13.00' RT
E10 1075+76.19	25.00' RT
E11 1076+22.79	13.00' RT
E12 1076+22.79	25.00' RT
E13 1076+90.00	25.00' LT
E14 1076+90.00	13.00' LT
E15 1076+90.00	0.00' RT
E16 1076+90.00	13.00' RT
E17 1076+90.00	25.00' RT
E18 1077+57.21	25.00' LT
E19 1077+57.21	13.00' LT
E20 1078+03.81	25.00' LT
E21 1078+03.81	13.00' LT
E22 1077+72.06	7.21' LT
E23 1077+57.21	0.00' RT
E24 1077+44.39	9.40' RT
E25 1077+42.05	13.00' RT
E26 1077+41.67	15.41' RT
E27 1077+48.11	23.25' RT
E28 1077+56.89	24.56' RT
E29 1077+65.76	25.00' RT

PROP. CURVE C13
 PI STA. = 196+49.15
 $\Delta = 9^\circ 44' 59''$ (RT)
 $D = 7^\circ 47' 43''$
 $R = 735.00'$
 $T = 62.69'$
 $L = 125.07'$
 $E = 2.67'$
 $e = 0.04$
 P.C. STA. = 195+86.46
 P.T. STA. = 197+11.53
 S.E. TRANSITION
 STA 194+91.00 TO STA 196+14.00
 STA 196+84.00 TO STA 198+07.00



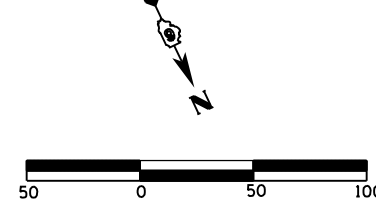
FAP 310 (US 67)	DUTCH LANE WEST	ELEVATION
B1 1076+54.67	174.35' LT	198+22.44
B2 1076+57.45	164.62' LT	198+32.56
B3 1076+60.57	154.99' LT	198+42.67
B4 1076+64.00	145.47' LT	198+52.76
B5 1076+67.75	136.07' LT	198+62.81
B6 1076+71.82	126.80' LT	198+72.82
B7 1076+76.20	117.67' LT	198+82.76
B8 1076+80.88	108.70' LT	198+92.64
B9 1076+85.87	99.89' LT	199+02.44
B10 1076+91.15	91.25' LT	199+12.15
B11 1076+96.71	82.80' LT	199+21.76
B12 1077+02.94	75.36' LT	199+30.56
B13 1077+10.48	69.26' LT	199+38.40
B14 1077+19.06	64.73' LT	199+45.00
B15 1077+28.35	61.94' LT	199+50.10
B16 1077+38.00	61.00' LT	199+53.50

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
198+69.77	11.00' LT	614.52	0.00' LT	614.74
198+75.00	11.00' LT	614.64	0.00' LT	614.86
199+00.00	11.00' LT	615.10	0.00' LT	615.31
199+25.00	11.00' LT	615.47	0.00' LT	615.67
199+52.22	11.00' LT	615.83	0.00' LT	N/A

FAP 310 (US 67)	DUTCH LANE WEST	ELEVATION
D1 1077+34.06	121.94' RT	201+29.19
D2 1077+32.64	114.34' RT	201+21.48
D3 1077+32.42	106.60' RT	201+13.95
D4 1077+33.38	98.93' RT	201+06.78
D5 1077+35.52	91.49' RT	201+00.16
D6 1077+38.78	84.48' RT	200+94.23
D7 1077+43.09	78.05' RT	200+89.13
D8 1077+48.33	72.36' RT	200+84.99
D9 1077+54.39	67.55' RT	200+81.92
D10 1077+61.12	63.74' RT	200+79.97
D11 1077+68.36	61.00' RT	200+79.20
D12 1077+76.56	58.73' RT	200+79.14
D13 1077+84.83	56.70' RT	200+79.31
D14 1077+93.15	54.90' RT	200+79.73
D15 1078+01.52	53.34' RT	200+80.39
D16 1078+09.93	52.02' RT	200+81.28
D17 1078+18.38	50.93' RT	200+82.42
D18 1078+26.85	50.09' RT	200+83.80
D19 1078+35.34	49.48' RT	200+85.41
D20 1078+43.85	49.12' RT	200+87.27
D21 1078+52.36	49.00' RT	200+89.35

STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
200+53.68	11.00' LT	615.37	0.00' LT	615.52
200+75.00	11.00' LT	615.02	0.00' LT	615.20
201+00.00	11.00' LT	614.57	0.00' LT	614.76
201+29.19	11.00' LT	613.92	0.00' LT	614.14

PROP. CURVE C11
 PI STA. = 204+20.00
 $\Delta = 26^\circ 00' 00''$ (LT)
 $D = 10^\circ 08' 27''$
 $R = 565.00'$
 $T = 130.44'$
 $L = 256.39'$
 $E = 14.86'$
 $e = 0.04$
 P.C. STA. = 202+89.56
 P.T. STA. = 205+45.95
 S.E. TRANSITION
 STA 202+01.00 TO STA 203+15.00
 STA 205+21.00 TO STA 206+35.00



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 GEOMETRIC DETAILS
 INTERSECTION OF FAP 310
 AND DUTCH LANE WEST
 FAP 310 (US 67/IL 104)
 SHEET 19 OF 23
 DATE 6/06
 DRAWN BY EBB
 CHECKED BY