

Mar-30-2011 08:45:26AM

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	CONCORD ROAD		RAMP C		ELEVATION
A1	24+74.70	23.00' LT	0+82.57	97.01' LT	636.22
A2	24+83.64	31.29' LT	0+85.27	85.12' LT	635.81
A3	24+91.38	40.71' LT	0+89.56	73.71' LT	634.99
A4	24+97.78	51.09' LT	0+95.36	62.98' LT	633.85
A5	25+02.71	62.25' LT	1+02.55	53.13' LT	632.97
A6	25+06.09	73.96' LT	1+11.00	44.34' LT	632.45
A7	25+07.86	86.03' LT	1+20.57	36.78' LT	632.22
A8	25+07.98	98.22' LT	1+31.07	30.58' LT	632.02
A9	25+06.45	110.32' LT	1+42.31	25.86' LT	631.81
A10	25+03.29	122.10' LT	1+54.09	22.69' LT	631.61
A11	24+98.58	133.35' LT	1+66.19	21.16' LT	631.40

	CONCORD ROAD		RAMP C		ELEVATION
B1	25+62.18	65.50' LT	0+75.63	0.00' RT	632.60
B2	25+67.02	58.04' LT	0+66.75	0.47' RT	632.74
B3	25+72.62	51.12' LT	0+57.96	1.86' RT	632.88
B4	25+78.91	44.83' LT	0+49.37	4.16' RT	633.01
B5	25+85.83	39.23' LT	0+41.06	7.35' RT	633.09
B6	25+93.29	34.39' LT	0+33.13	11.39' RT	633.08
B7	26+01.22	30.35' LT	0+25.67	16.23' RT	632.99
B8	26+09.52	27.16' LT	0+18.76	21.83' RT	632.83
B9	26+18.12	24.86' LT	0+12.47	28.12' RT	632.62
B10	26+26.90	23.47' LT	0+06.87	35.04' RT	632.41
B11	26+35.79	23.00' LT	0+02.02	42.50' RT	632.20

RAMP C B & EOP ELEVATIONS				
STATION	OFFSET	ELEVATION	OFFSET	ELEVATION
0+35.80	0.00' LT	633.27	16.00' LT	633.88
0+50.00	0.00' LT	633.03	16.00' LT	633.60
0+75.00	0.00' LT	632.61	16.00' LT	633.11
1+00.00	0.00' LT	632.19	16.00' LT	632.62
1+25.00	0.00' LT	631.77	16.00' LT	632.13
1+50.00	0.00' LT	631.35	16.00' LT	631.64
1+66.19	0.00' LT	631.08	16.00' LT	631.32

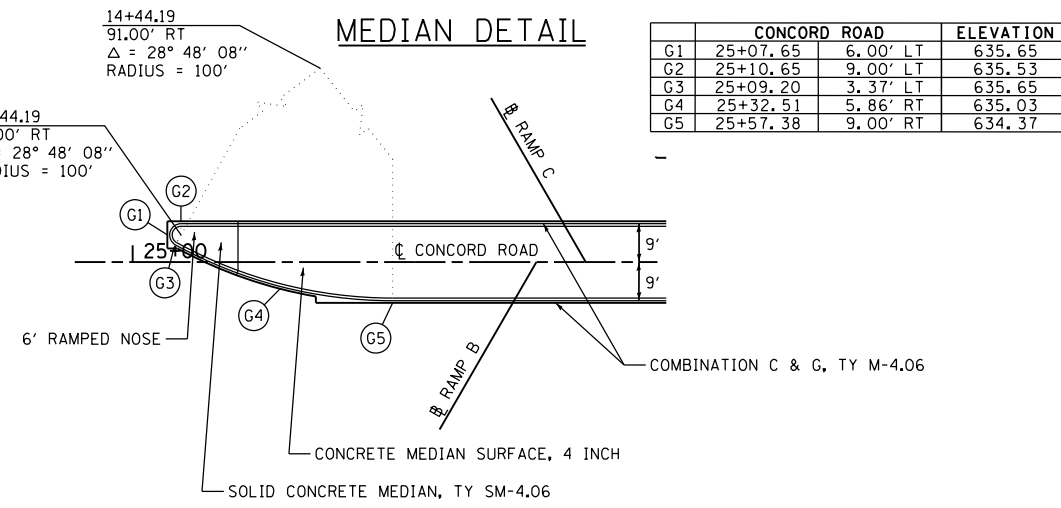
CONCORD ROAD		ELEVATION	
E1	23+68.31	9.00' LT	638.79
E2	24+18.13	7.00' LT	637.79
E3	24+18.13	3.00' LT	637.94
E4	24+20.13	5.00' LT	637.87

RAMP B CNTRL ELEVATIONS (SEE JOINT DETAIL)		
STATION	OFFSET	ELEVATION
18+88.99	58.06' LT	635.37
18+82.43	46.88' LT	634.88
18+74.56	36.58' LT	634.39
18+65.48	27.32' LT	633.88
18+55.34	19.24' LT	633.39
18+44.30	12.45' LT	632.90
18+32.50	7.07' LT	632.45
18+20.14	3.16' LT	632.04
18+07.39	0.79' LT	631.70
17+94.45	0.00' LT	631.42

	CONCORD ROAD		RAMP B		ELEVATION
C1	24+88.72	23.00' RT	18+79.09	75.40' LT	635.87
C2	24+95.29	31.84' RT	18+74.72	65.30' LT	635.45
C3	25+00.73	41.41' RT	18+69.15	55.80' LT	635.03
C4	25+04.96	51.57' RT	18+62.46	47.06' LT	634.61
C5	25+07.91	62.17' RT	18+54.76	39.20' LT	634.19
C6	25+09.55	73.06' RT	18+46.15	32.33' LT	633.77
C7	25+09.85	84.06' RT	18+36.77	26.57' LT	633.35
C8	25+08.81	95.02' RT	18+26.76	22.00' LT	632.92
C9	25+06.43	105.77' RT	18+16.26	18.68' LT	632.50
C10	25+02.76	116.15' RT	18+05.44	16.67' LT	632.08
C11	24+97.85	126.00' RT	17+94.45	16.00' LT	631.66

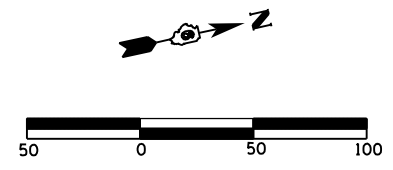
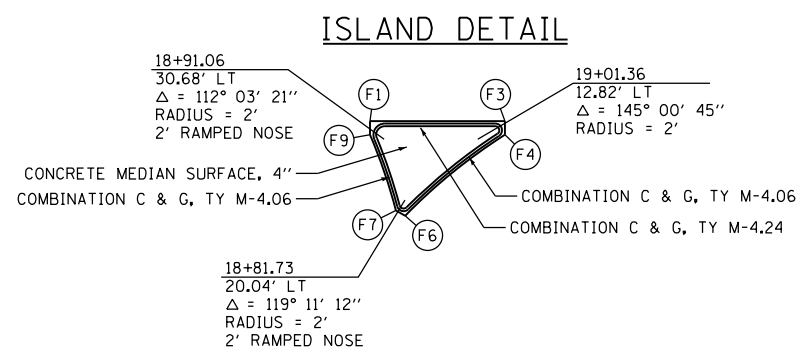
	CONCORD ROAD		RAMP B		ELEVATION
D1	25+38.84	87.00' RT	18+48.72	0.00' RT	632.47
D2	25+45.08	77.48' RT	18+60.09	0.65' RT	632.65
D3	25+52.37	68.74' RT	18+71.30	2.58' RT	632.81
D4	25+60.60	60.88' RT	18+82.22	5.78' RT	632.94
D5	25+69.67	54.00' RT	18+92.71	10.20' RT	633.04
D6	25+79.46	48.20' RT	19+02.63	15.78' RT	633.07
D7	25+89.12	43.49' RT	19+11.55	21.79' RT	633.03
D8	25+98.99	39.24' RT	19+20.16	28.22' RT	632.92
D9	26+09.06	35.47' RT	19+28.46	35.05' RT	632.75
D10	26+19.30	32.18' RT	19+36.42	42.27' RT	632.56
D11	26+29.68	29.39' RT	19+44.03	49.86' RT	632.37
D12	26+40.18	27.10' RT			632.18
D13	26+50.78	25.31' RT			631.99
D14	26+61.45	24.03' RT			631.79
D15	26+72.18	23.26' RT			631.59
D16	26+82.92	23.00' RT			631.37

	RAMP D		ELEVATION
F1	18+92.96	35.38' LT	634.51
F2	19+00.39	22.50' LT	634.21
F3	19+07.83	9.62' LT	633.90
F4	19+05.23	8.12' LT	633.76
F5	18+92.30	13.95' LT	633.78
F6	18+78.77	18.24' LT	633.74
F7	18+78.77	20.62' LT	633.86
F8	18+84.81	27.04' LT	634.16
F9	18+90.36	33.88' LT	634.46



PROP. CURVE CONCORD-1
 PI STA. = 30+76.49
 $\Delta = 11^\circ 23' 17''$ (LT)
 D = 2° 09' 44"
 R = 2,650.00'
 T = 264.23'
 L = 526.71'
 E = 13.14'
 e = 0.047
 P.C. STA. = 28+12.26
 P.T. STA. = 33+38.97
S.E. TRANSITION
 STA 25+75.00 TO STA 28+92.00
 STA 32+91.00 TO STA 34+84.00

SEE NEXT SHEET FOR TRANSITIONAL APPROACH DETAILS



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 GEOMETRIC DETAILS
 INTERSECTION OF CONCORD ROAD
 RAMP B AND RAMP C
 FAP 310 (US 67/IL 104)
 SHEET 4 OF 23

DATE 5/06

DRAWN BY EBB
 CHECKED BY