

**CURVE P2 TRANSITION DETAILS**

R = 307.912    NC = -1.5%    LANE WIDTH = 3.35m

CURVE = LEFT    SE = 6.0%

ROUNDED	1/3	2/3	CURVE STATIONS	
L1 43	14	29	PC	1+887.948
TR 11	---	---	PT	2+113.592

STATION	SUPERELEVATION	
	LEFT	RIGHT
A 1+847.948	-1.50%	-1.50%
B 1+858.948	-1.50%	0.0%
C 1+869.948	-1.50%	1.50%
D 1+887.948	-4.03%	4.03%
E 1+901.948	-6.0%	6.0%
E 2+099.592	-6.0%	6.0%
D 2+113.592	-4.03%	4.03%
C 2+131.592	-1.50%	1.50%
B 2+142.592	-1.50%	0.0%
A 2+153.592	-1.50%	-1.50%

**CURVE P5 TRANSITION DETAILS**

R = 577.756    NC = -2.0%    LANE WIDTH = 3.35m

CURVE = RIGHT    SE = 2.8%

ROUNDED	1/3	2/3	CURVE STATIONS	
L1 20	7	13	PC	4+374.882
TR 14	---	---	PT	4+428.404

STATION	SUPERELEVATION	
	LEFT	RIGHT
A 4+347.882	-2.00%	-2.00%
B 4+361.882	-2.00%	0.0%
C 4+375.882	-2.00%	2.00%
D 4+374.882	-1.87%	1.87%
E 4+381.882	-2.8%	2.8%
E 4+421.404	-2.8%	2.8%
D 4+428.404	-1.87%	1.87%
C 4+427.404	-2.00%	2.00%
B 4+441.404	-2.00%	0.0%
A 4+455.404	-2.00%	-2.00%

**CURVE P8 TRANSITION DETAILS**

R = 581.672    NC = -1.5%    LANE WIDTH = 3.35m

CURVE = RIGHT    SE = 5.2%

ROUNDED	1/3	2/3	CURVE STATIONS	
L1 37	12	25	PC	5+944.938
TR 11	---	---	PT	6+120.199

STATION	SUPERELEVATION	
	LEFT	RIGHT
A 5+908.938	-1.50%	-1.50%
B 5+919.938	-1.50%	0.0%
C 5+930.938	-1.50%	1.50%
D 5+944.938	-3.49%	3.49%
E 5+956.938	-5.2%	5.2%
E 6+108.199	-5.2%	5.2%
D 6+120.199	-3.49%	3.49%
C 6+134.199	-1.50%	1.50%
B 6+145.199	-1.50%	0.0%
A 6+156.199	-1.50%	-1.50%

**CURVE P9 TRANSITION DETAILS**

R = 651.393    NC = -1.5%    LANE WIDTH = 3.35m

CURVE = RIGHT    SE = 4.4%

ROUNDED	1/3	2/3	CURVE STATIONS	
L1 31	10	21	PC	6+380.742
TR 11	---	---	PT	6+565.330

STATION	SUPERELEVATION	
	LEFT	RIGHT
A 6+348.742	-1.50%	-1.50%
B 6+359.742	-1.50%	0.0%
C 6+370.742	-1.50%	1.50%
D 6+380.742	-2.95%	2.95%
E 6+390.742	-4.4%	4.4%
E 6+555.330	-4.4%	4.4%
D 6+565.330	-2.95%	2.95%
C 6+575.330	-1.50%	1.50%
B 6+586.330	-1.50%	0.0%
A 6+597.330	-1.50%	-1.50%

**CURVE P10 TRANSITION DETAILS**

R = 802.264    NC = -1.5%    LANE WIDTH = 3.35m

CURVE = LEFT    SE = 4.8%

ROUNDED	1/3	2/3	CURVE STATIONS	
L1 34	11	23	PC	6+986.819
TR 11	---	---	PT	7+118.219

STATION	SUPERELEVATION	
	LEFT	RIGHT
A 6+952.819	-1.50%	-1.50%
B 6+963.819	-1.50%	0.0%
C 6+974.819	-1.50%	1.50%
D 6+986.819	-3.22%	3.22%
E 6+997.819	-4.8%	4.8%
E 7+107.219	-4.8%	4.8%
D 7+118.219	-3.22%	3.22%
C 7+130.219	-1.50%	1.50%
B 7+141.219	-1.50%	0.0%
A 7+152.219	-1.50%	-1.50%

**CURVE P11 TRANSITION DETAILS**

R = 581.332    NC = -1.5%    LANE WIDTH = 3.35m

CURVE = LEFT    SE = 5.0%

ROUNDED	1/3	2/3	CURVE STATIONS	
L1 36	12	24	PC	7+373.093
TR 11	---	---	PT	7+466.210

STATION	SUPERELEVATION	
	LEFT	RIGHT
A 7+338.093	-1.50%	-1.50%
B 7+349.093	-1.50%	0.0%
C 7+360.093	-1.50%	1.50%
D 7+373.093	-3.32%	3.32%
E 7+385.093	-5.0%	5.0%
E 7+454.210	-5.0%	5.0%
D 7+466.210	-3.32%	3.32%
C 7+479.210	-1.50%	1.50%
B 7+490.210	-1.50%	0.0%
A 7+501.210	-1.50%	-1.50%

**CURVE P16 TRANSITION DETAILS**

R = 871.357    NC = -1.5%    LANE WIDTH = 3.35m

CURVE = LEFT    SE = 4.5%

ROUNDED	1/3	2/3	CURVE STATIONS	
L1 32	11	21	PC	11+902.118
TR 11	---	---	PT	12+110.906

STATION	SUPERELEVATION	
	LEFT	RIGHT
A 11+870.118	-1.50%	-1.50%
B 11+881.118	-1.50%	0.0%
C 11+892.118	-1.50%	1.50%
D 11+902.118	-2.93%	2.93%
E 11+913.118	-4.5%	4.5%
E 12+099.906	-4.5%	4.5%
D 12+110.906	-2.93%	2.93%
C 12+120.906	-1.50%	1.50%
B 12+131.906	-1.50%	0.0%
A 12+142.906	-1.50%	-1.50%

**CURVE P17 TRANSITION DETAILS**

R = 867.140    NC = -1.5%    LANE WIDTH = 3.35m

CURVE = RIGHT    SE = 4.6%

ROUNDED	1/3	2/3	CURVE STATIONS	
L1 33	11	22	PC	12+324.152
TR 11	---	---	PT	12+554.276

STATION	SUPERELEVATION	
	LEFT	RIGHT
A 12+291.152	-1.50%	-1.50%
B 12+302.152	-1.50%	0.0%
C 12+313.152	-1.50%	1.50%
D 12+324.152	-3.05%	3.05%
E 12+335.152	-4.6%	4.6%
E 12+543.276	-4.6%	4.6%
D 12+554.276	-3.05%	3.05%
C 12+565.276	-1.50%	1.50%
B 12+576.276	-1.50%	0.0%
A 12+587.276	-1.50%	-1.50%

PLOT DATE = 3/20/2008  
FILE NAME = H:\4420\70103\_deta1a.dgn

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>SUPERELEVATION TRANSITION DATA TABLES</b>  SCALE NO SCALE      DRAWN BY KOJ DATE MARCH 20, 2008      CHECKED BY RGH

H. M. & G. NO. 4420