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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 353 | (12&13)WRS-4 | WILL | 608 | 308 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |

U.S. ROUTE 30 SUPERELEVATION TABLE - CURVE NO. 3

| DESCRIPTION | STATION | LEFT EDGE OF W.B. THROUGH LANE | | | LEFT PGL | | RIGHT EDGE OF W.B. TURN LANE | | | LEFT EDGE OF E.B. TURN LANE | | | RIGHT PGL | | RIGHT EDGE OF E.B. THROUGH LANE | | |
|---------------------------------------|-----------|--------------------------------|-----------|--------|-----------|--------|------------------------------|--------|------|-----------------------------|-----------|--------|-----------|--------|---------------------------------|-----------|--------|
| | | SLOPE | OFFSET | ELEV | OFFSET | ELEV | SLOPE | OFFSET | ELEV | SLOPE | OFFSET | ELEV | OFFSET | ELEV | SLOPE | OFFSET | ELEV |
| START OF ROTATION OF EAST BOUND LANES | 479+54.6 | -2.00 | 35.00' LT | 724.09 | 11.00' LT | 724.57 | | | | | | | 11.00' RT | 724.57 | -2.00 | 35.00' RT | 724.09 |
| | 479+75 | -2.00 | 35.00' LT | 723.87 | 11.00' LT | 724.35 | | | | | | | 11.00' RT | 724.35 | -1.70 | 35.00' RT | 723.94 |
| | 480+00 | -2.00 | 35.00' LT | 723.56 | 11.00' LT | 724.04 | | | | | | | 11.00' RT | 724.04 | -1.30 | 35.00' RT | 723.73 |
| | 480+25 | -2.00 | 35.00' LT | 723.21 | 11.00' LT | 723.69 | | | | | | | 11.00' RT | 723.69 | -0.94 | 35.00' RT | 723.46 |
| | 480+50 | -2.00 | 35.00' LT | 722.82 | 11.00' LT | 723.30 | | | | | | | 11.00' RT | 723.30 | -0.56 | 35.00' RT | 723.17 |
| | 480+75 | -2.00 | 35.00' LT | 722.38 | 11.00' LT | 722.86 | | | | | | | 11.00' RT | 722.86 | -0.18 | 35.00' RT | 722.82 |
| CROWN REMOVED | 480+85 | -2.00 | 35.00' LT | 722.19 | 11.00' LT | 722.67 | | | | | | | 11.00' RT | 722.67 | 0.00 | 35.00' RT | 722.67 |
| | 481+00 | -2.00 | 35.00' LT | 721.89 | 11.00' LT | 722.37 | | | | | | | 11.00' RT | 722.37 | 0.23 | 35.00' RT | 722.43 |
| | 481+25 | -2.00 | 35.00' LT | 721.37 | 11.00' LT | 721.85 | | | | | | | 11.00' RT | 721.85 | 0.61 | 35.00' RT | 722.00 |
| | 481+50 | -2.00 | 35.00' LT | 720.79 | 11.00' LT | 721.27 | | | | | | | 11.00' RT | 721.27 | 1.00 | 35.00' RT | 721.51 |
| START OF ROTATION OF WEST BOUND LANES | 481+75 | -2.00 | 35.00' LT | 720.18 | 11.00' LT | 720.66 | | | | | | | 11.00' RT | 720.66 | 1.38 | 35.00' RT | 720.99 |
| | 482+00 | -2.00 | 35.00' LT | 719.52 | 11.00' LT | 720.00 | | | | | | | 11.00' RT | 720.00 | 1.76 | 35.00' RT | 720.42 |
| | 482+15.43 | -2.00 | 35.00' LT | 719.09 | 11.00' LT | 719.57 | | | | | | | 11.00' RT | 719.57 | 2.00 | 35.00' RT | 720.05 |
| | 482+25 | -2.15 | 35.00' LT | 718.77 | 11.00' LT | 719.29 | | | | | | | 11.00' RT | 719.29 | 2.15 | 35.00' RT | 719.81 |
| | 482+35 | -2.30 | 35.00' LT | 718.45 | 11.00' LT | 719.00 | | | | | | | 11.00' RT | 719.00 | 2.30 | 35.00' RT | 719.55 |
| FULL SUPERELEVATION | 482+50 | -2.30 | 35.00' LT | 717.99 | 11.00' LT | 718.54 | | | | | | | 11.00' RT | 718.54 | 2.30 | 35.00' RT | 719.09 |
| | 482+75 | -2.30 | 35.00' LT | 717.20 | 11.00' LT | 717.75 | | | | | | | 11.00' RT | 717.75 | 2.30 | 35.00' RT | 718.30 |
| | 483+00 | -2.30 | 35.00' LT | 716.36 | 11.00' LT | 716.91 | | | | | | | 11.00' RT | 716.91 | 2.30 | 35.00' RT | 717.46 |
| | 483+25 | -2.30 | 35.00' LT | 715.48 | 11.00' LT | 716.03 | | | | | | | 11.00' RT | 716.03 | 2.30 | 35.00' RT | 716.58 |
| | 483+50 | -2.30 | 35.00' LT | 714.57 | 11.00' LT | 715.12 | | | | | | | 11.00' RT | 715.12 | 2.30 | 35.00' RT | 715.67 |
| | 483+75 | -2.30 | 35.00' LT | 713.66 | 11.00' LT | 714.21 | | | | | | | 11.00' RT | 714.21 | 2.30 | 35.00' RT | 714.76 |
| | 484+00 | -2.30 | 35.00' LT | 712.75 | 11.00' LT | 713.30 | | | | | | | 11.00' RT | 713.30 | 2.30 | 35.00' RT | 713.85 |
| | 484+25 | -2.30 | 35.00' LT | 711.84 | 11.00' LT | 712.39 | | | | -1.50 | 10.45' RT | 712.38 | 11.00' RT | 712.39 | 2.30 | 35.00' RT | 712.94 |
| | 484+50 | -2.30 | 35.00' LT | 710.93 | 11.00' LT | 711.48 | | | | -1.50 | 8.71' RT | 711.45 | 11.00' RT | 711.48 | 2.30 | 35.00' RT | 712.03 |
| | 484+75 | -2.30 | 35.00' LT | 710.01 | 11.00' LT | 710.56 | | | | -1.50 | 6.97' RT | 710.50 | 11.00' RT | 710.56 | 2.30 | 35.00' RT | 711.11 |
| | 485+00 | -2.30 | 35.00' LT | 709.10 | 11.00' LT | 709.65 | | | | -1.50 | 5.23' RT | 709.56 | 11.00' RT | 709.65 | 2.30 | 35.00' RT | 710.20 |
| | 485+25 | -2.30 | 35.00' LT | 708.19 | 11.00' LT | 708.74 | | | | -1.50 | 3.50' RT | 708.63 | 11.00' RT | 708.74 | 2.30 | 35.00' RT | 709.29 |
| | 485+50 | -2.30 | 35.00' LT | 707.28 | 11.00' LT | 707.83 | | | | -1.50 | 1.76' RT | 707.69 | 11.00' RT | 707.83 | 2.30 | 35.00' RT | 708.38 |
| | 485+75 | -2.30 | 35.00' LT | 706.37 | 11.00' LT | 706.92 | | | | -1.50 | 0.02' RT | 706.76 | 11.00' RT | 706.92 | 2.30 | 35.00' RT | 707.47 |
| | 486+00 | -2.30 | 35.00' LT | 705.45 | 11.00' LT | 706.00 | | | | -1.50 | 1.72' LT | 705.81 | 11.00' RT | 706.00 | 2.30 | 35.00' RT | 706.55 |
| | 486+25 | -2.30 | 35.00' LT | 704.54 | 11.00' LT | 705.09 | | | | -1.50 | 3.46' LT | 704.87 | 11.00' RT | 705.09 | 2.30 | 35.00' RT | 705.64 |
| | 486+50 | -2.30 | 35.00' LT | 703.63 | 11.00' LT | 704.18 | | | | -1.50 | 5.00' LT | 703.94 | 11.00' RT | 704.18 | 2.30 | 35.00' RT | 704.73 |
| | 486+75 | -2.30 | 35.00' LT | 702.72 | 11.00' LT | 703.27 | | | | -1.50 | 5.00' LT | 703.03 | 11.00' RT | 703.27 | 2.30 | 35.00' RT | 703.82 |

FOR REMAINING FULL SUPERELEVATION AND SUPERELEVATION TRANSITION SEE GRADING PLAN (SHEET NO. 300).

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| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION SUPERELEVATION DETAILS U.S. ROUTE 30 SCALE: VERT. HORIZ. DATE 6/11/2010 | DRAWN BY JRR CHECKED BY JRJ |
| NAME | DATE | | |
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