

EXIST. CURVE 700
 PI STA. = 475+61.93
 $\Delta = 11^\circ 41' 51''$ (RT)
 $D = 1^\circ 59' 42''$
 $R = 2,871.79'$
 $T = 294.17'$
 $L = 586.30'$
 $E = 15.03'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 472+67.76
 P.T. STA. = 478+54.06

EXIST. CURVE 701
 PI STA. = 518+26.86
 $\Delta = 17^\circ 45' 00''$ (LT)
 $D = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 447.33'$
 $L = 887.50'$
 $E = 34.71'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 513+79.53
 P.T. STA. = 522+67.03

EXIST. CURVE 702
 PI STA. = 544+63.80
 $\Delta = 26^\circ 00' 00''$ (LT)
 $D = 2^\circ 27' 59''$
 $R = 2,323.00'$
 $T = 536.31'$
 $L = 1,054.14'$
 $E = 61.10'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 539+27.49
 P.T. STA. = 549+81.64

EXIST. CURVE 704
 PI STA. = 608+32.69
 $\Delta = 9^\circ 27' 00''$ (RT)
 $D = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 473.57'$
 $L = 945.00'$
 $E = 19.54'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 603+59.12
 P.T. STA. = 613+04.12

EXIST. CURVE 706
 PI STA. = 714+68.31
 $\Delta = 4^\circ 46' 00''$ (LT)
 $D = 0^\circ 36' 00''$
 $R = 9,550.10'$
 $T = 397.48'$
 $L = 794.51'$
 $E = 8.27'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 710+70.83
 P.T. STA. = 718+65.34

EXIST. CURVE 707
 PI STA. = 725+12.20
 $\Delta = 7^\circ 55' 00''$ (RT)
 $D = 1^\circ 04' 00''$
 $R = 5,371.46'$
 $T = 371.68'$
 $L = 742.18'$
 $E = 12.84'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 721+40.52
 P.T. STA. = 728+82.70

EXIST. CURVE 708
 PI STA. = 748+40.52
 $\Delta = 14^\circ 15' 00''$ (RT)
 $D = 1^\circ 06' 00''$
 $R = 5,208.71'$
 $T = 651.09'$
 $L = 1,295.45'$
 $E = 40.54'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 741+89.43
 P.T. STA. = 754+84.89

EXIST. CURVE 709
 PI STA. = 762+73.55
 $\Delta = 5^\circ 28' 00''$ (LT)
 $D = 0^\circ 32' 00''$
 $R = 10,743.04'$
 $T = 512.89'$
 $L = 1,025.01'$
 $E = 12.24'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 757+60.66
 P.T. STA. = 767+85.66

EXIST. CURVE 712
 PI STA. = 903+94.77
 $\Delta = 10^\circ 48' 36''$ (LT)
 $D = 0^\circ 53' 35''$
 $R = 6,414.92'$
 $T = 606.95'$
 $L = 1,210.30'$
 $E = 28.65'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 897+87.82
 P.T. STA. = 909+98.12

EXIST. CURVE C1
 PI STA. = 1026+36.01
 $\Delta = 40^\circ 53' 45''$ (LT)
 $D = 2^\circ 35' 59''$
 $R = 2,203.91'$
 $T = 821.73'$
 $L = 1,573.08'$
 $E = 148.21'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 1018+14.28
 P.T. STA. = 1033+87.36

EXIST. CURVE C2
 PI STA. = 1042+35.88
 $\Delta = 24^\circ 48' 00''$ (RT)
 $D = 2^\circ 30' 00''$
 $R = 2,291.83'$
 $T = 503.89'$
 $L = 992.00'$
 $E = 54.74'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 1037+31.99
 P.T. STA. = 1047+23.99

EXIST. CURVE C3
 PI STA. = 1069+99.63
 $\Delta = 40^\circ 33' 23''$ (RT)
 $D = 2^\circ 30' 05''$
 $R = 2,290.52'$
 $T = 846.30'$
 $L = 1,621.33'$
 $E = 151.35'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 1061+53.33
 P.T. STA. = 1077+74.66

TABLE OF SUPERELEVATION BREAK POINT LOCATIONS

CURVE NO.	e	A	B	C	D	E	TRANSITION
700	5.6 %	471+27.85	471+67.81	472+07.77	472+67.76	473+16.99	Trans. In
		479+93.97	479+54.01	479+14.05	478+54.06	478+04.83	Trans. Out
701	5.6 %	512+39.62	512+79.58	513+19.54	513+79.53	514+28.76	Trans. In
		524+06.94	523+66.98	523+27.02	522+67.03	522+17.80	Trans. Out
702	6.4 %	537+73.30	538+13.26	538+53.22	539+27.49	539+83.75	Trans. In
		551+35.83	550+95.87	550+55.91	549+81.64	549+25.38	Trans. Out
704	2.8 %	602+69.18	603+09.14	603+49.10	603+59.12	603+83.74	Trans. In
		613+94.06	613+54.10	613+14.14	613+04.12	612+79.50	Trans. Out
706	1.7 %	710+00.53	710+40.49	710+80.45	710+70.83	710+85+78	Trans. In
		719+35.64	718+95.68	718+55.72	718+65.34	718+50.39	Trans. Out
707	3.0 %	720+47.01	720+86.97	721+26.93	721+40.52	721+66.89	Trans. In
		729+76.21	729+36.25	728+96.29	728+82.70	728+56.33	Trans. Out
708	3.1 %	740+94.14	741+34.10	741+74.06	741+89.43	742+16.68	Trans. In
		755+80.18	755+40.22	755+00.26	754+84.89	754+57.64	Trans. Out
709	1.58 %	756+92.50	757+32.46	757+72.42	757+60.66	757+74.55	Trans. In
		768+53.82	768+13.86	767+73.90	767+85.66	767+71.77	Trans. Out
712	2.4 %	897+05.02	897+44.98	897+84.94	897+87.82	898+08.92	Trans. In
		910+80.92	910+40.96	910+01.00	909+98.12	909+77.02	Trans. Out
C1	5.2 %	1016+81.51	1017+21.47	1017+61.43	1018+14.28	1018+59.99	Trans. In
		1035+20.13	1034+80.17	1034+40.21	1033+87.36	1033+41.65	Trans. Out
C2	5.8 %	1035+88.51	1036+28.47	1036+68.43	1037+31.99	1037+82.98	Trans. In
		1048+67.47	1048+27.51	1047+87.55	1047+23.99	1046+73.00	Trans. Out
C3	5.4 %	1060+16.99	1060+56.95	1060+96.91	1061+53.33	1062+00.80	Trans. In
		1079+11.00	1078+71.04	1078+31.08	1077+74.66	1077+27.19	Trans. Out

NOTE:
 CURVES 703, 705, 710,
 711 AND 713 HAVE NO S.E.
 i.e. NORMAL CROWN

FILE NAME =	USER NAME = sparksgw	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERELEVATION TRANSITION DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	ct:\pwork\pwork\sparksgw\10313888\0677269-sht-SE details.dgn	DRAWN - EK	REVISED -					67	.	CASS	47	38	
	PLOT SCALE = 40.0000' / in.	CHECKED - JM	REVISED -		SCALE: N/A			SHEET 2 OF 2 SHEETS			STA.	TO STA.	CONTRACT NO. 72F69
	PLOT DATE = Oct-17-2012 12:27:41PM	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								