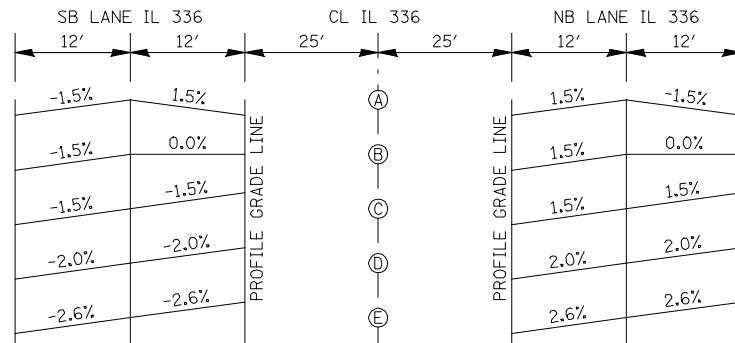


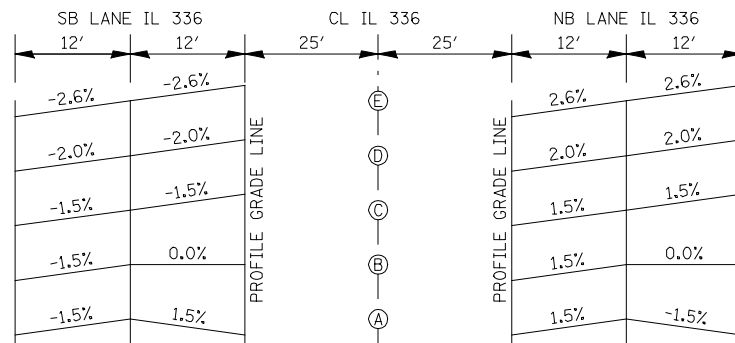
FAP 407 (IL 336)- Curve No. 1 SOUTHBOUND

SECTION	STATION	LEFT OUTSIDE EOP		X-SLOPE	LEFT LANE CL		X-SLOPE	LEFT INSIDE EOP	
		OFFSET	ELEV		OFFSET	ELEV		OFFSET	ELEV
A	548+25.250	49	662.96	-1.5%	37	663.14	1.5%	25	662.96
	548+50.000	49	662.88	-1.5%	37	663.06	0.7%	25	662.98
B	548+72.506	49	662.83	-1.5%	37	663.01	0.0%	25	663.01
	548+75.000	49	662.82	-1.5%	37	663.00	-0.1%	25	663.01
	549+00.000	49	662.78	-1.5%	37	662.96	-0.9%	25	663.06
C	549+19.761	49	662.75	-1.5%	37	662.93	-1.5%	25	663.11
	549+25.000	49	662.74	-1.6%	37	662.93	-1.6%	25	663.12
	549+50.000	49	662.72	-2.0%	37	662.96	-2.0%	25	663.20
D/PC	549+51.233	49	662.72	-2.0%	37	662.96	-2.0%	25	663.20
	549+75.000	49	662.71	-2.4%	37	663.00	-2.4%	25	663.29
E	549+90.597	49	662.71	-2.6%	37	663.03	-2.6%	25	663.34



FAP 407 (IL 336)- Curve No. 1 NORTHBOUND

SECTION	STATION	RIGHT INSIDE EOP		X-SLOPE	RIGHT LANE CL		X-SLOPE	RIGHT OUTSIDE EOP	
		OFFSET	ELEV		OFFSET	ELEV		OFFSET	ELEV
A	548+25.250	25	662.96	1.5%	37	663.14	-1.5%	49	662.96
	548+50.000	25	662.98	1.5%	37	663.16	-0.7%	49	663.07
B	548+72.506	25	663.01	1.5%	37	663.19	0.0%	49	663.19
	548+75.000	25	663.01	1.5%	37	663.19	0.1%	49	663.20
	549+00.000	25	663.06	1.5%	37	663.24	0.9%	49	663.35
C	549+19.761	25	663.11	1.5%	37	663.29	1.5%	49	663.47
	549+25.000	25	663.12	1.6%	37	663.31	1.6%	49	663.50
	549+50.000	25	663.20	2.0%	37	663.43	2.0%	49	663.67
D/PC	549+51.233	25	663.20	2.0%	37	663.44	2.0%	49	663.68
	549+75.000	25	663.29	2.4%	37	663.57	2.4%	49	663.86
E	549+90.597	25	663.34	2.6%	37	663.66	2.6%	49	663.97

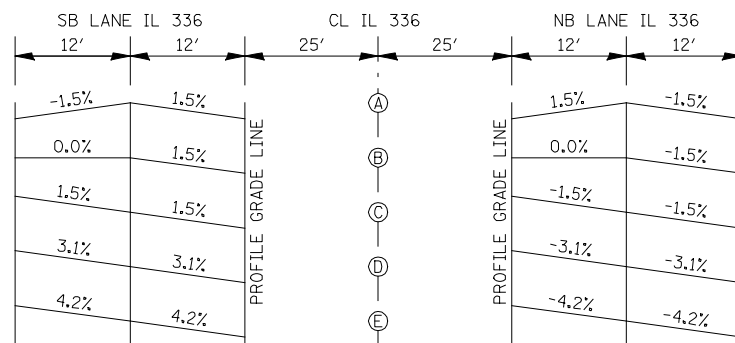


SECTION	STATION	LEFT OUTSIDE EOP		X-SLOPE	LEFT LANE CL		X-SLOPE	LEFT INSIDE EOP	
		OFFSET	ELEV		OFFSET	ELEV		OFFSET	ELEV
E	573+45.814	49	661.40	-2.6%	37	661.71	-2.6%	25	662.03
	573+50.000	49	661.34	-2.6%	37	661.65	-2.6%	25	661.96
	573+75.000	49	661.03	-2.2%	37	661.29	-2.2%	25	661.55
D/PT	573+85.177	49	660.91	-2.0%	37	661.15	-2.0%	25	661.39
	574+00.000	49	660.72	-1.8%	37	660.93	-1.8%	25	661.14
C	574+16.650	49	660.50	-1.5%	37	660.68	-1.5%	25	660.86
	574+25.000	49	660.38	-1.5%	37	660.56	-1.2%	25	660.71
	574+50.000	49	660.04	-1.5%	37	660.22	-0.4%	25	660.27
B	574+63.905	49	659.84	-1.5%	37	660.02	0.0%	25	660.02
	574+75.000	49	659.68	-1.5%	37	659.86	0.4%	25	659.82
	575+00.000	49	659.32	-1.5%	37	659.50	1.1%	25	659.36
A	575+11.160	49	659.15	-1.5%	37	659.33	1.5%	25	659.15

SECTION	STATION	RIGHT INSIDE EOP		X-SLOPE	RIGHT LANE CL		X-SLOPE	RIGHT OUTSIDE EOP	
		OFFSET	ELEV		OFFSET	ELEV		OFFSET	ELEV
E	573+45.814	25	662.03	2.6%	37	662.34	2.6%	49	662.66
	573+50.000	25	661.96	2.6%	37	662.27	2.6%	49	662.57
	573+75.000	25	661.55	2.2%	37	661.81	2.2%	49	662.07
D/PT	573+85.177	25	661.39	2.0%	37	661.63	2.0%	49	661.87
	574+00.000	25	661.14	1.8%	37	661.35	1.8%	49	661.56
C	574+16.650	25	660.86	1.5%	37	661.04	1.5%	49	661.22
	574+25.000	25	660.71	1.5%	37	660.89	1.2%	49	661.04
	574+50.000	25	660.27	1.5%	37	660.45	0.4%	49	660.51
B	574+63.905	25	660.02	1.5%	37	660.20	0.0%	49	660.20
	574+75.000	25	659.82	1.5%	37	660.00	-0.4%	49	659.96
	575+00.000	25	659.36	1.5%	37	659.54	-1.1%	49	659.40
A	575+11.160	25	659.15	1.5%	37	659.33	-1.5%	49	659.15

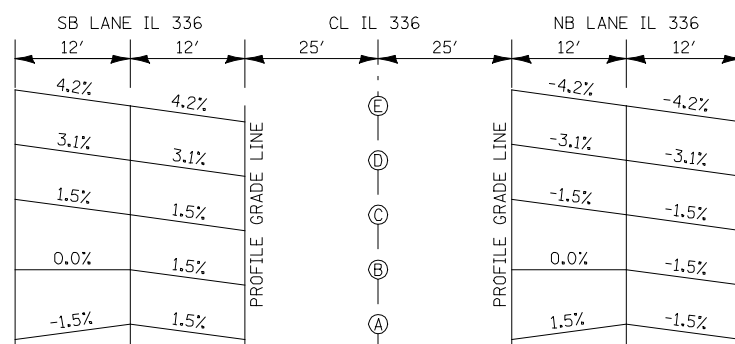
FAP 407 (IL 336)- Curve No. 3 SOUTHBOUND

SECTION	STATION	LEFT OUTSIDE EOP		X-SLOPE	LEFT LANE CL		X-SLOPE	LEFT INSIDE EOP	
		OFFSET	ELEV		OFFSET	ELEV		OFFSET	ELEV
A	635+34.060	49	688.56	-1.5%	37	688.74	1.5%	25	688.56
	635+50.000	49	688.87	-0.9%	37	688.98	1.5%	25	688.80
	635+75.000	49	689.33	0.0%	37	689.33	1.5%	25	689.15
B	635+75.116	49	689.33	0.0%	37	689.33	1.5%	25	689.15
	636+00.000	49	689.78	0.9%	37	689.67	1.5%	25	689.49
C	636+16.173	49	690.06	1.5%	37	689.88	1.5%	25	689.70
	636+25.000	49	690.22	1.7%	37	690.02	1.7%	25	689.82
	636+50.000	49	690.64	2.1%	37	690.38	2.1%	25	690.13
	637+00.000	49	691.44	3.0%	37	691.08	3.0%	25	690.71
D/PC	637+01.551	49	691.46	3.1%	37	691.10	3.1%	25	690.73
	637+25.000	49	691.82	3.5%	37	691.40	3.5%	25	690.98
	637+50.000	49	692.19	3.9%	37	691.71	3.9%	25	691.24
E	637+64.769	49	692.40	4.2%	37	691.89	4.2%	25	691.39



FAP 407 (IL 336)- Curve No. 3 NORTHBOUND

SECTION	STATION	RIGHT INSIDE EOP		X-SLOPE	RIGHT LANE CL		X-SLOPE	RIGHT OUTSIDE EOP	
		OFFSET	ELEV		OFFSET	ELEV		OFFSET	ELEV
A	635+34.060	25	688.56	1.5%	37	688.74	-1.5%	49	688.56
	635+50.000	25	688.80	0.9%	37	688.91	-1.5%	49	688.73
	635+75.000	25	689.15	0.0%	37	689.15	-1.5%	49	688.97
B	635+75.116	25	689.15	0.0%	37	689.15	-1.5%	49	688.97
	636+00.000	25	689.49	-0.9%	37	689.38	-1.5%	49	689.20
C	636+16.173	25	689.70	-1.5%	37	689.52	-1.5%	49	689.34
	636+25.000	25	689.82	-1.7%	37	689.62	-1.7%	49	689.42
	636+50.000	25	690.13	-2.1%	37	689.88	-2.1%	49	689.62
	637+00.000	25	690.71	-3.0%	37	690.35	-3.0%	49	689.98
D/PC	637+01.551	25	690.73	-3.1%	37	690.36	-3.1%	49	690.00
	637+25.000	25	690.98	-3.5%	37	690.56	-3.5%	49	690.15
	637+50.000	25	691.24	-3.9%	37	690.77	-3.9%	49	690.29
E	637+64.769	25	691.39	-4.2%	37	690.88	-4.2%	49	690.37



SECTION	STATION	LEFT OUTSIDE EOP		X-SLOPE	LEFT LANE CL		X-SLOPE	LEFT INSIDE EOP	
		OFFSET	ELEV		OFFSET	ELEV		OFFSET	ELEV
E	646+40.435	49	692.35	4.2%	37	691.84	4.2%	25	691.33
	646+50.000	49	692.21	4.0%	37	691.72	4.0%	25	691.24
	646+75.000	49	691.84	3.6%	37	691.41	3.6%	25	690.98
	647+00.000	49	691.46	3.1%	37	691.09	3.1%	25	690.71
D/PT	647+03.653	49	691.41	3.1%	37	691.04	3.1%	25	690.67
	647+25.000	49	691.07	2.7%	37	690.75	2.7%	25	690.43
	647+50.000	49	690.66	2.2%	37	690.39	2.2%	25	690.13
	647+75.000	49	690.24	1.8%	37	690.03	1.8%	25	689.82
C	647+89.032	49	689.99	1.5%	37	689.81	1.5%	25	689.63
	648+00.000	49	689.80	1.1%	37	689.67	1.5%	25	689.49
	648+25.000	49	689.35	0.2%	37	689.33	1.5%	25	689.15
B	648+30.088	49	689.26	0.0%	37	689.26	1.5%	25	689.08
	648+50.000	49	688.89	-0.7%	37	688.98	1.5%	25	688.80
A	648+71.144	49	688.49	-1.5%	37	688.67	1.5%	25	688.49

SECTION	STATION	RIGHT INSIDE EOP		X-SLOPE	RIGHT LANE CL		X-SLOPE	RIGHT OUTSIDE EOP	
		OFFSET	ELEV		OFFSET	ELEV		OFFSET	ELEV
E	646+40.435	25	691.33	-4.2%	37	690.83	-4.2%	49	690.32
	646+50.000	25	691.24	-4.0%	37	690.76	-4.0%	49	690.27
	646+75.000	25	690.98	-3.6%	37	690.55	-3.6%	49	690.12
	647+00.000	25	690.71	-3.1%	37	690.34	-3.1%	49	689.96
D/PT	647+03.653	25	690.67	-3.1%	37	690.30	-3.1%	49	689.94
	647+25.000	25	690.43	-2.7%	37	690.11	-2.7%	49	689.79
	647+50.000	25	690.13	-2.2%	37	689.86	-2.2%	49	689.60
	647+75.000	25	689.82	-1.8%	37	689.61	-1.8%	49	689.39
C	647+89.032	25	689.63	-1.5%	37	689.45	-1.5%	49	689.27
	648+00.000	25	689.49	-1.1%	37	689.36	-1.5%	49	689.18
	648+25.000	25	689.15	-0.2%	37	689.13	-1.5%	49	688.95
B	648+30.088	25	689.08	0.0%	37	689.08	-1.5%	49	688.90
	648+50.000	25	688.80	0.7%	37	688.88	-1.5%	49	688.70
A	648+71.144	25	688.49	1.5%	37	688.67	-1.5%	49	688.49

NOTE: ELEVATIONS SHOWN ARE FOR THE FUTURE PAVEMENT SURFACE. CONTRACTOR SHALL GRADE TO AN ELEVATION 1 1/4" LESS THAN THE SURFACE ELEVATIONS SHOWN.

FILE NAME =	USER NAME = jdeen	DESIGNED - JRB	REVISED - 02/07/2013
vs:\transportation\2891\grading plans\2891A16.dgn		DRAWN - RLR	REVISED -
PLOT SCALE = 2.00' / IN.		CHECKED - AWM	REVISED -
PLOT DATE = 2/7/2013		DATE - 12-12-12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 407 (IL RTE 336)
SUPERELEVATION TRANSITION DETAILS

SCALE: N/A	SHEET NO. 1 OF 3 SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
407	(55-3)A	MCDONOUGH	671	26
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68A42	