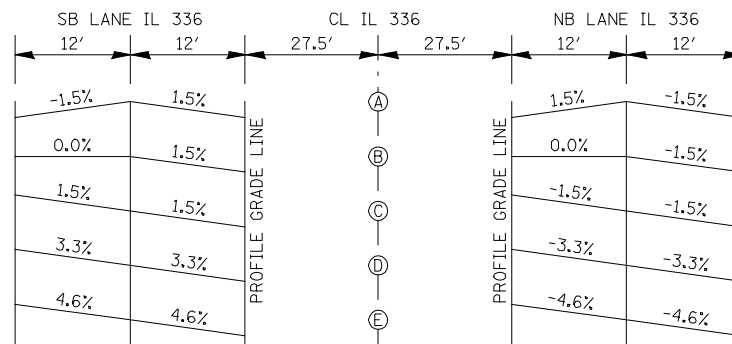


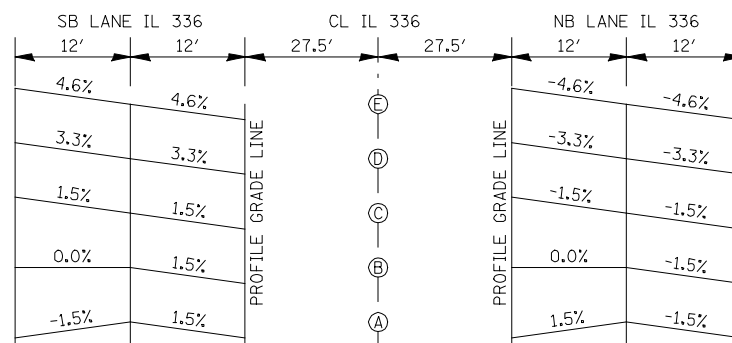
FAP 407 (IL 336)- Curve No. 6 SOUTHBOUND

SECTION	STATION	LEFT OUTSIDE EOP		X-SLOPE	LEFT LANE CL		X-SLOPE	LEFT INSIDE EOP	
		OFFSET	ELEV		OFFSET	ELEV		OFFSET	ELEV
A	796+76.363	51.5	711.81	-1.5%	39.5	711.99	1.5%	27.5	711.81
	797+00.000	51.5	711.85	-0.6%	39.5	711.92	1.5%	27.5	711.74
B	797+16.722	51.5	711.87	0.0%	39.5	711.87	1.5%	27.5	711.69
	797+25.000	51.5	711.88	0.3%	39.5	711.85	1.5%	27.5	711.67
	797+50.000	51.5	711.92	1.2%	39.5	711.77	1.5%	27.5	711.59
C	797+57.081	51.5	711.93	1.5%	39.5	711.75	1.5%	27.5	711.57
	797+75.000	51.5	711.95	1.8%	39.5	711.73	1.8%	27.5	711.52
	798+00.000	51.5	711.99	2.3%	39.5	711.72	2.3%	27.5	711.44
	798+25.000	51.5	712.03	2.8%	39.5	711.70	2.8%	27.5	711.37
	798+50.000	51.5	712.06	3.2%	39.5	711.68	3.2%	27.5	711.29
D/PC	798+54.122	51.5	712.07	3.3%	39.5	711.67	3.3%	27.5	711.28
	798+75.000	51.5	712.10	3.7%	39.5	711.66	3.7%	27.5	711.22
	799+00.000	51.5	712.14	4.2%	39.5	711.64	4.2%	27.5	711.14
E	799+22.822	51.5	712.17	4.6%	39.5	711.62	4.6%	27.5	711.07



FAP 407 (IL 336)- Curve No. 6 NORTHBOUND

SECTION	STATION	RIGHT INSIDE EOP		X-SLOPE	RIGHT LANE CL		X-SLOPE	RIGHT OUTSIDE EOP	
		OFFSET	ELEV		OFFSET	ELEV		OFFSET	ELEV
A	796+76.363	27.5	711.81	1.5%	39.5	711.99	-1.5%	51.5	711.81
	797+00.000	27.5	711.74	0.6%	39.5	711.81	-1.5%	51.5	711.63
B	797+16.722	27.5	711.69	0.0%	39.5	711.69	-1.5%	51.5	711.51
	797+25.000	27.5	711.67	-0.3%	39.5	711.63	-1.5%	51.5	711.45
	797+50.000	27.5	711.59	-1.2%	39.5	711.44	-1.5%	51.5	711.26
C	797+57.081	27.5	711.57	-1.5%	39.5	711.39	-1.5%	51.5	711.21
	797+75.000	27.5	711.52	-1.8%	39.5	711.30	-1.8%	51.5	711.08
	798+00.000	27.5	711.44	-2.3%	39.5	711.16	-2.3%	51.5	710.89
	798+25.000	27.5	711.37	-2.8%	39.5	711.03	-2.8%	51.5	710.70
	798+50.000	27.5	711.29	-3.2%	39.5	710.90	-3.2%	51.5	710.52
D/PC	798+54.122	27.5	711.28	-3.3%	39.5	710.88	-3.3%	51.5	710.48
	798+75.000	27.5	711.22	-3.7%	39.5	710.77	-3.7%	51.5	710.33
	799+00.000	27.5	711.14	-4.2%	39.5	710.64	-4.2%	51.5	710.14
E	799+22.822	27.5	711.07	-4.6%	39.5	710.52	-4.6%	51.5	709.97



SECTION	STATION	LEFT OUTSIDE EOP		X-SLOPE	LEFT LANE CL		X-SLOPE	LEFT INSIDE EOP	
		OFFSET	ELEV		OFFSET	ELEV		OFFSET	ELEV
E	833+07.163	51.5	710.49	4.6%	39.5	709.94	4.6%	27.5	709.39
	833+25.000	51.5	710.35	4.2%	39.5	709.84	4.2%	27.5	709.33
	833+50.000	51.5	710.15	3.8%	39.5	709.69	3.8%	27.5	709.24
	833+75.000	51.5	709.95	3.3%	39.5	709.55	3.3%	27.5	709.15
D/PT	833+75.863	51.5	709.94	3.3%	39.5	709.55	3.3%	27.5	709.15
	834+00.000	51.5	709.75	2.9%	39.5	709.41	2.9%	27.5	709.07
	834+25.000	51.5	709.55	2.4%	39.5	709.26	2.4%	27.5	708.98
	834+50.000	51.5	709.35	1.9%	39.5	709.12	1.9%	27.5	708.89
C	834+72.904	51.5	709.17	1.5%	39.5	708.99	1.5%	27.5	708.81
	834+75.000	51.5	709.15	1.4%	39.5	708.98	1.5%	27.5	708.80
	835+00.000	51.5	708.95	0.5%	39.5	708.90	1.5%	27.5	708.72
B	835+13.263	51.5	708.85	0.0%	39.5	708.85	1.5%	27.5	708.67
	835+25.000	51.5	708.76	-0.4%	39.5	708.81	1.5%	27.5	708.63
	835+50.000	51.5	708.56	-1.4%	39.5	708.72	1.5%	27.5	708.54
A	835+53.622	51.5	708.53	-1.5%	39.5	708.71	1.5%	27.5	708.53

SECTION	STATION	RIGHT INSIDE EOP		X-SLOPE	RIGHT LANE CL		X-SLOPE	RIGHT OUTSIDE EOP	
		OFFSET	ELEV		OFFSET	ELEV		OFFSET	ELEV
E	833+07.163	27.5	709.39	-4.6%	39.5	708.84	-4.6%	51.5	708.29
	833+25.000	27.5	709.33	-4.2%	39.5	708.82	-4.2%	51.5	708.31
	833+50.000	27.5	709.24	-3.8%	39.5	708.79	-3.8%	51.5	708.33
	833+75.000	27.5	709.15	-3.3%	39.5	708.75	-3.3%	51.5	708.36
D/PT	833+75.863	27.5	709.15	-3.3%	39.5	708.75	-3.3%	51.5	708.36
	834+00.000	27.5	709.07	-2.9%	39.5	708.72	-2.9%	51.5	708.38
	834+25.000	27.5	708.98	-2.4%	39.5	708.69	-2.4%	51.5	708.40
	834+50.000	27.5	708.89	-1.9%	39.5	708.66	-1.9%	51.5	708.43
C	834+72.904	27.5	708.81	-1.5%	39.5	708.63	-1.5%	51.5	708.45
	834+75.000	27.5	708.80	-1.4%	39.5	708.63	-1.5%	51.5	708.45
	835+00.000	27.5	708.72	-0.5%	39.5	708.66	-1.5%	51.5	708.48
B	835+13.263	27.5	708.67	0.0%	39.5	708.67	-1.5%	51.5	708.49
	835+25.000	27.5	708.63	0.4%	39.5	708.68	-1.5%	51.5	708.50
	835+50.000	27.5	708.54	1.4%	39.5	708.70	-1.5%	51.5	708.52
A	835+53.622	27.5	708.53	1.5%	39.5	708.71	-1.5%	51.5	708.53

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