ILLINOIS ROUTE 31 SUPERELEVATION TABLE – CURVE NO. 3

DESCRIPTION	STATION	LEFT EDGE OF S.B. TURN LANE			LEFT EDGE OF S.B. THROUGH LANE			LEFT PGL		RIGHT PGL		RIGHT EDGE OF N.B. THROUGH LANE		
		SLOPE	OFFSET	ELEV	SLOPE	OFFSET	ELEV	OFFSET	ELEV	OFFSET	ELEV	SLOPE	OFFSET	ELEV
START OF ROTATION OF SOUTH BOUND LANES	117+25	-2.00	42.00′ LT	754.94	-2.00	30.00′ LT	755.18	6.00′ LT	755.66	6.00′ RT	755.66	-2.00	30.00′ RT	755.18
	117+50	-1.50	42.00′ LT	755.50	-1.50	30.00′ LT	755.68	6.00′ LT	756.04	6.00′ RT	756.04	-2.00	30.00′ RT	755.56
	117+75	-1.00	42.00′ LT	756.06	-1.00	30.00′ LT	756.18	6.00′ LT	756.42	6.00′ RT	756.42	-2.00	30.00′ RT	755.94
	118+00	-0.50	42.00′ LT	756.61	-0.50	30.00′ LT	756.67	6.00′ LT	756.79	6.00′ RT	756.79	-2.00	30.00′ RT	756.31
	118+25				0.00	30.00′ LT	757.17	6.00′ LT	757.17	6.00′ RT	757.17	-2.00	30.00′ RT	756.69
	118+50				0.50	30.00′ LT	757.67	6.00′ LT	757.55	6.00′ RT	757.55	-2.00	30.00′ RT	757.07
	118+75				1.00	30.00′ LT	758.17	6.00′ LT	757.93	6.00′ RT	757.93	-2.00	30.00′ RT	757.45
	119+00				1.50	30.00′ LT	758.66	6.00′ LT	758.30	6.00′ RT	758.30	-2.00	30.00′ RT	757.82
START OF ROTATION OF NORTH BOUND LANES	119+25				2.00	30.00′ LT	759.16	6.00′ LT	758.68	6.00′ RT	758.68	-2.00	30.00′ RT	758.20
	119+50				2.50	30.00′ LT	759.66	6.00′ LT	759.06	6.00′ RT	759.06	-2.50	30.00′ RT	758.46
	119+75				3.00	29.90′ LT	760.16	5.90′ LT	759.44	5.92′ RT	759.44	-3.00	29.92′ RT	758.72
	120+00				3.50	29.76′ LT	760.66	5.76′ LT	759.82	5.78′ RT	759.82	-3.50	29.78′ RT	758.98
FULL SUPERELEVATION	120+25				4.00	29.62′ LT	761.15	5.62′ LT	760.19	5.64′ RT	760.19	-4.00	29.64′ RT	759.23
	120+50				4.00	29.49′ LT	761.53	5.49′ LT	760.57	5.51′ RT	760.57	-4.00	29.51′ RT	759.61
	120+75				4.00	29.36′ LT	761.91	5.36′ LT	760.95	5.37′ RT	760.95	-4.00	29.37′ RT	759.99
	121+00				4.00	29.23′ LT	762.29	5.23′ LT	761.33	5.24′ RT	761.33	-4.00	29.24′ RT	760.37
	121+25				4.00	29.10′ LT	762.66	5.10′ LT	761.70	5.11′ RT	761.70	-4.00	29.11′ RT	760.74
	121+50				4.00	28.97′ LT	763.04	4.97′ LT	762.08	4.98′ RT	762.08	-4.00	28.98′ RT	761.12
	121+75				4.00	28.85′ LT	763.42	4.85′ LT	762.46	4.86′ RT	762.46	-4.00	28.86′ RT	761.50
	122+00				4.00	28.73′ LT	763.80	4.73′ LT	762.84	4.74′ RT	762.84	-4.00	28.74′ RT	761.88
	122+25				4.00	28.61′ LT	764.18	4.61′ LT	763.22	4.62′ RT	763.22	-4.00	28.62′ RT	762.26
	122+50				4.00	28.50′ LT	764.55	4.50′ LT	763.59	4.50′ RT	763.59	-4.00	28.50′ RT	762.63
	122+75				4.00	28.38′ LT	764.93	4.38′ LT	763.97	4.39′ RT	763.97	-4.00	28.39′ RT	763.01
	123+00				4.00	28.27′ LT	765.31	4.27′ LT	764.35	4.28′ RT	764.35	-4.00	28.28′ RT	763.39
	123+25				4.00	28.17′ LT	765.69	4.17′ LT	764.73	4.18′ RT	764.73	-4.00	28.18′ RT	763.77
	123+50				4.00	28.07′ LT	766.06	4.07′ LT	765.10	4.07′ RT	765.10	-4.00	28.07′ RT	764.14
	123+75				4.00	27.97′ LT	766.44	3.97′ LT	765.48	3.98′ RT	765.48	-4.00	27.98′ RT	764.52
	124+00				4.00	27.88′ LT	766.82	3.88′ LT	765.86	3.88′ RT	765.86	-4.00	27.88′ RT	764.90
	124+25				4.00	27.78′ LT	767.20	3.78′ LT	766.24	3.79′ RT	766.24	-4.00	27.79′ RT	765.28
	124+50				4.00	27.70′ LT	767.58	3.70′ LT	766.62	3.70′ RT	766.62	-4.00	27.70′ RT	765.66
END FULL SUPERELEVATION	124+70				4.00	27.63′ LT	767.88	3.63′ LT	766.92	3.64′ RT	766.92	-4.00	27.64′ RT	765.96
	124+75				3.85	27.62′ LT	767.91	3.62′ LT	766.99	3.62′ RT	766.99	-3.85	27.62′ RT	766.07
	125+00				3.10	27.54′ LT	768.09	3.54′ LT	767.35	3.54′ RT	767.35	-3.10	27.54′ RT	766.61
	125+25				2.35	27.50′ LT	768.25	3.50′ LT	767.69	3.50′ RT	767.69	-2.35	27.50′ RT	767.13
END OF ROTATION OF NORTH BOUND LANES	125+33.90				2.08	27.50′ LT	768.30	3.50′ LT	767.81	3.50′ RT	767.81	-2.08	27.50′ RT	767.32
	125+50				1.60	27.50′ LT	768.40	3.50′ LT	768.02	3.50′ RT	768.02	-2.08	27.50′ RT	767.52
	125+75				0.85	27.50′ LT	768.52	3.50′ LT	768.32	3.50′ RT	768.32	-2.08	27.50′ RT	767.82
	126+00				0.10	27.50′ LT	768.63	3.50′ LT	768.61	3.50′ RT	768.61	-2.08	27.50′ RT	768.11
	126+25				-0.65	27.50′ LT	768.73	3.50′ LT	768.89	3.50′ RT	768.89	-2.08	27.50′ RT	768.39
	126+50				-1.40	27.50′ LT	768.83	3.50′ LT	769.17	3.50′ RT	769.17	-2.08	27.50′ RT	768.67
END OF ROTATION OF SOUTH BOUND LANES	126+72.70				-2.08	27.50′ LT	768.92	3.50′ LT	769.42	3.50′ RT	769.42	-2.08	27.50′ RT	768.80

FILE NAME = ...\D160F72-sht-superelev-02.dgn	USER NAME = akw	DESIGNED - CTB	REVISED -
		DRAWN - DTE	REVISED -
	PLOT SCALE = 20.0000 ′ / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING & GRADING PLAN – SUPERELEVATION TABLES

SCALE: | SHEET NO. 9 OF 16 SHEETS | STA. | TO STA.

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	337
			CONTRACT NO. 60F72	

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT