

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	**	189	79
TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* X1-2,44(2,3,4)RS,BSMARTFY04-4				
** WILLIAMSON/JOHNSON				
CONTRACT NO. 98758				

TL RAMP "CA"
 EXIST. CURVE 23
 PI STA. = 27+65.01
 $\Delta = 66^\circ 32' 07''$ (RT)
 $D = 1^\circ 44' 38''$
 $R = 3,285.38'$
 $T = 2,155.44'$
 $L = 3,815.18'$
 $E = 643.95'$
 $S.E. = 0.05$ FT/FT
 P.C. STA. = 6+09.57
 P.T. STA. = 44+24.75

EXIST. CURVE 13
 PI STA. = 160+37.36
 $\Delta = 5^\circ 04' 04''$ (LT)
 $D = 0^\circ 20' 24''$
 $R = 16,852.66'$
 $T = 745.79'$
 $L = 1,490.60'$
 $E = 16.49'$
 $S.E. =$ NORMAL CROWN
 P.C. STA. = 152+91.57
 P.T. STA. = 167+82.17

TL RAMP "BC"
 EXIST. CURVE 18
 PI STA. = 19+86.14
 $\Delta = 120^\circ 16' 42''$ (RT)
 $D = 7^\circ 29' 58''$
 $R = 764.00'$
 $T = 1,330.74'$
 $L = 1,603.83'$
 $E = 770.46'$
 $S.E. = 0.08$ FT/FT
 P.C. STA. = 6+55.40
 P.T. STA. = 22+59.23
 STA. 7+05 TO STA. 20+36 (TL RAMP "BC") THE PROPOSED IMPROVEMENT IS PATCHING ONLY, AND SLOPE REPAIR.

TL RAMP "AC"
 EXIST. CURVE 21
 PI STA. = 19+51.60
 $\Delta = 17^\circ 50' 33''$ (RT)
 $D = 2^\circ 30' 42''$
 $R = 2,281.07'$
 $T = 358.07'$
 $L = 710.34'$
 $E = 27.93'$
 $S.E. = 0.07$ FT/FT
 P.C. STA. = 15+93.53
 P.T. STA. = 23+03.87

EXIST. CURVE 22
 PI STA. = 53+05.93
 $\Delta = 95^\circ 04' 53''$ (LT)
 $D = 2^\circ 30' 00''$
 $R = 2,291.91'$
 $T = 2,504.74'$
 $L = 3,803.38'$
 $E = 1,103.17'$
 $S.E. = 0.07$ FT/FT
 P.C. STA. = 28+01.18
 P.T. STA. = 66+04.56

TL RAMP "CB"
 EXIST. CURVE 30
 PI STA. = 3+27.08
 $\Delta = 11^\circ 26' 14''$ (RT)
 $D = 1^\circ 45' 44''$
 $R = 3,251.41'$
 $T = 325.60'$
 $L = 649.04'$
 $E = 16.26'$
 $S.E. =$ NORMAL CROWN
 P.C. STA. = 0+01.48
 P.T. STA. = 6+50.52

EXIST. CURVE 31
 PI STA. = 9+58.73
 $\Delta = 43^\circ 51' 49''$ (RT)
 $D = 7^\circ 29' 06''$
 $R = 765.47'$
 $T = 308.21'$
 $L = 586.02'$
 $E = 59.72'$
 $S.E. = 0.08$ FT/FT
 P.C. STA. = 6+50.52
 P.T. STA. = 12+36.54

EXIST. CURVE 32
 PI STA. = 19+07.32
 $\Delta = 68^\circ 25' 34''$ (LT)
 $D = 9^\circ 59' 38''$
 $R = 573.31'$
 $T = 389.81'$
 $L = 684.68'$
 $E = 119.97'$
 $S.E. = 0.08$ FT/FT
 P.C. STA. = 15+17.51
 P.T. STA. = 22+02.19

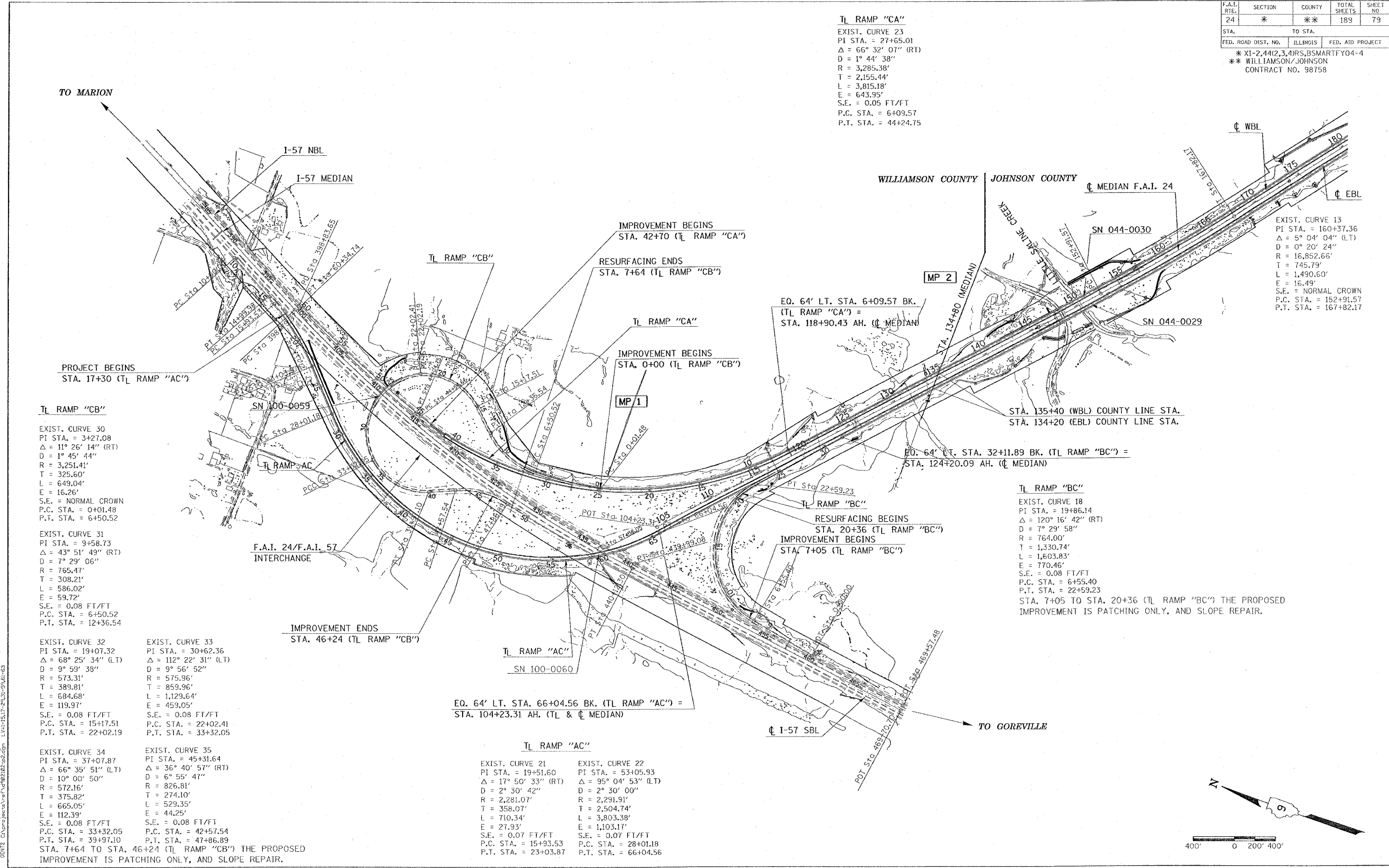
EXIST. CURVE 33
 PI STA. = 30+62.36
 $\Delta = 112^\circ 22' 31''$ (LT)
 $D = 9^\circ 56' 52''$
 $R = 575.96'$
 $T = 859.96'$
 $L = 1,129.64'$
 $E = 459.05'$
 $S.E. = 0.08$ FT/FT
 P.C. STA. = 22+02.41
 P.T. STA. = 33+32.05

EXIST. CURVE 34
 PI STA. = 37+07.87
 $\Delta = 66^\circ 35' 51''$ (LT)
 $D = 10^\circ 00' 50''$
 $R = 572.16'$
 $T = 375.82'$
 $L = 665.05'$
 $E = 112.39'$
 $S.E. = 0.08$ FT/FT
 P.C. STA. = 33+32.05
 P.T. STA. = 39+97.10

EXIST. CURVE 35
 PI STA. = 45+31.64
 $\Delta = 36^\circ 40' 57''$ (RT)
 $D = 6^\circ 55' 47''$
 $R = 826.81'$
 $T = 274.10'$
 $L = 529.35'$
 $E = 44.25'$
 $S.E. = 0.08$ FT/FT
 P.C. STA. = 42+57.54
 P.T. STA. = 47+86.89

STA. 7+64 TO STA. 46+24 (TL RAMP "CB") THE PROPOSED IMPROVEMENT IS PATCHING ONLY, AND SLOPE REPAIR.

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GENERAL PLANS I-24 AND I-57 INTERCHANGE