

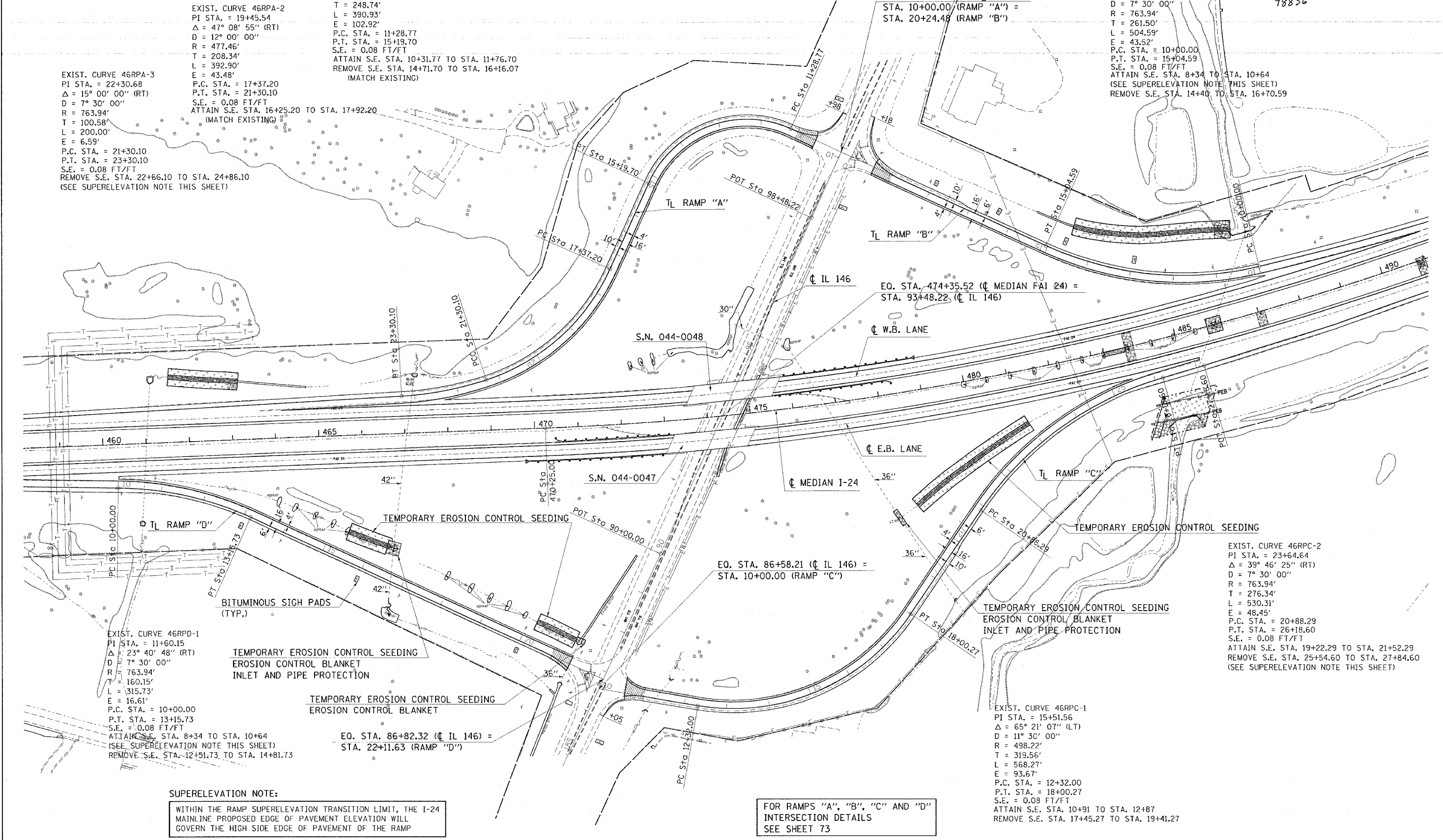
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	89
STA. TO STA.		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO.		* (44-5,6)RS, BSMART FY04-3		
98836				

EXIST. CURVE 46RPA-3
 PI STA. = 22+30.68
 $\Delta = 15^\circ 00' 00''$ (RT)
 $D = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 100.58'$
 $L = 200.00'$
 $E = 6.59'$
 P.C. STA. = 21+30.10
 P.T. STA. = 23+30.10
 S.E. = 0.08 FT/FT
 REMOVE S.E. STA. 22+66.10 TO STA. 24+86.10
 (SEE SUPERELEVATION NOTE THIS SHEET)

EXIST. CURVE 46RPA-2
 PI STA. = 19+45.54
 $\Delta = 47^\circ 08' 55''$ (RT)
 $D = 12^\circ 00' 00''$
 $R = 477.46'$
 $T = 208.34'$
 $L = 392.90'$
 $E = 43.48'$
 P.C. STA. = 17+37.20
 P.T. STA. = 21+30.10
 S.E. = 0.08 FT/FT
 ATTAIN S.E. STA. 16+25.20 TO STA. 17+92.20
 (MATCH EXISTING)

EXIST. CURVE 46RPA-1
 PI STA. = 13+77.50
 $\Delta = 89^\circ 54' 49''$ (LT)
 $D = 23^\circ 00' 01''$
 $R = 249.11'$
 $T = 248.74'$
 $L = 390.93'$
 $E = 102.92'$
 P.C. STA. = 11+28.77
 P.T. STA. = 15+19.70
 S.E. = 0.08 FT/FT
 ATTAIN S.E. STA. 10+31.77 TO STA. 11+76.70
 REMOVE S.E. STA. 14+71.70 TO STA. 16+16.07
 (MATCH EXISTING)

EXIST. CURVE 46R2B-1
 PI STA. = 12+61.89
 $\Delta = 37^\circ 47' 36''$ (RT)
 $D = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 261.50'$
 $L = 504.59'$
 $E = 43.52'$
 P.C. STA. = 10+00.00
 P.T. STA. = 15+04.59
 S.E. = 0.08 FT/FT
 ATTAIN S.E. STA. 8+34 TO STA. 10+64
 (SEE SUPERELEVATION NOTE THIS SHEET)
 REMOVE S.E. STA. 14+40 TO STA. 16+70.59



EXIST. CURVE 46RPD-1
 PI STA. = 11+60.15
 $\Delta = 23^\circ 40' 48''$ (RT)
 $D = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 160.15'$
 $L = 315.73'$
 $E = 16.61'$
 P.C. STA. = 10+00.00
 P.T. STA. = 13+15.73
 S.E. = 0.08 FT/FT
 ATTAIN S.E. STA. 8+34 TO STA. 10+64
 (SEE SUPERELEVATION NOTE THIS SHEET)
 REMOVE S.E. STA. 12+51.73 TO STA. 14+81.73

TEMPORARY EROSION CONTROL SEEDING
 EROSION CONTROL BLANKET
 INLET AND PIPE PROTECTION

TEMPORARY EROSION CONTROL SEEDING
 EROSION CONTROL BLANKET

EQ. STA. 86+82.32 (CL IL 146) =
 STA. 22+11.63 (RAMP "D")

EQ. STA. 86+58.21 (CL IL 146) =
 STA. 10+00.00 (RAMP "C")

EQ. STA. 474+35.52 (CL MEDIAN FAI 24) =
 STA. 93+48.22 (CL IL 146)

EQ. STA. 100+14.11 (CL IL 146) =
 STA. 10+00.00 (RAMP "A") =
 STA. 20+24.48 (RAMP "B")

EXIST. CURVE 46RPC-2
 PI STA. = 23+64.64
 $\Delta = 39^\circ 46' 25''$ (RT)
 $D = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 276.34'$
 $L = 530.31'$
 $E = 48.45'$
 P.C. STA. = 20+88.29
 P.T. STA. = 26+18.60
 S.E. = 0.08 FT/FT
 ATTAIN S.E. STA. 19+22.29 TO STA. 21+52.29
 REMOVE S.E. STA. 25+54.60 TO STA. 27+84.60
 (SEE SUPERELEVATION NOTE THIS SHEET)

EXIST. CURVE 46RPC-1
 PI STA. = 15+51.56
 $\Delta = 65^\circ 21' 07''$ (LT)
 $D = 11^\circ 30' 00''$
 $R = 498.22'$
 $T = 319.56'$
 $L = 568.27'$
 $E = 93.67'$
 P.C. STA. = 12+32.00
 P.T. STA. = 18+00.27
 S.E. = 0.08 FT/FT
 ATTAIN S.E. STA. 10+91 TO STA. 12+87
 REMOVE S.E. STA. 17+45.27 TO STA. 19+41.27

SUPERELEVATION NOTE:
 WITHIN THE RAMP SUPERELEVATION TRANSITION LIMIT, THE I-24 MAINLINE PROPOSED EDGE OF PAVEMENT ELEVATION WILL GOVERN THE HIGH SIDE EDGE OF PAVEMENT OF THE RAMP

FOR RAMPS "A", "B", "C" AND "D"
 INTERSECTION DETAILS
 SEE SHEET 73

WBS: JLN 08 052505 0204
 C:\p\ro\lcc\c\46R2B-1\10000005.dgn LVZ-4832-63
 DWS: D:\020249020200.dwg LVZ-4832-63
 DWS: D:\020249020202.dwg LVZ-4832-63