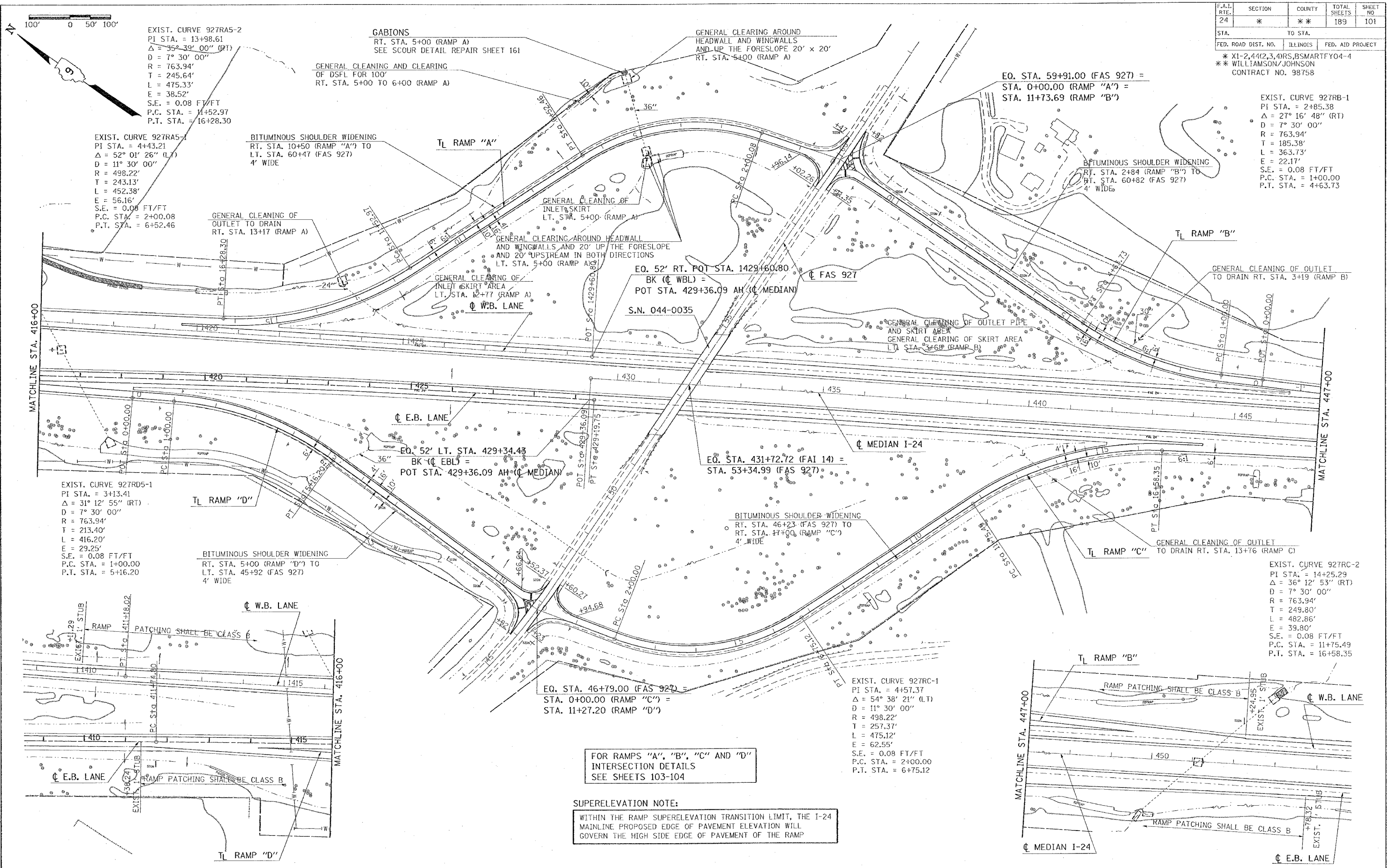


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	**	189	101
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* X1-2,44(2,3,4)RS,BSMARTFY04-4				
** WILLIAMSON/JOHNSON				
CONTRACT NO. 98758				



EXIST. CURVE 927RA5-2  
 PI STA. = 13+98.61  
 $\Delta = 35^\circ 39' 00''$  (RT)  
 $D = 7^\circ 30' 00''$   
 $R = 763.94'$   
 $T = 245.64'$   
 $L = 475.33'$   
 $E = 38.52'$   
 $S.E. = 0.08$  FT/FT  
 P.C. STA. = 11+52.97  
 P.T. STA. = 16+28.30

EXIST. CURVE 927RA5-1  
 PI STA. = 4+43.21  
 $\Delta = 52^\circ 01' 26''$  (LT)  
 $D = 11^\circ 30' 00''$   
 $R = 498.22'$   
 $T = 243.13'$   
 $L = 452.38'$   
 $E = 56.16'$   
 $S.E. = 0.08$  FT/FT  
 P.C. STA. = 2+00.08  
 P.T. STA. = 6+52.46

BITUMINOUS SHOULDER WIDENING  
 RT. STA. 10+50 (RAMP "A") TO  
 LT. STA. 60+47 (FAS 927)  
 4' WIDE

GENERAL CLEANING OF  
 OUTLET TO DRAIN  
 RT. STA. 13+17 (RAMP A)

GABIONS  
 RT. STA. 5+00 (RAMP A)  
 SEE SCOUR DETAIL REPAIR SHEET 161

GENERAL CLEANING AND CLEARING  
 OF DSPL FOR 100'  
 RT. STA. 5+00 TO 6+00 (RAMP A)

GENERAL CLEARING AROUND  
 HEADWALL AND WINGWALLS  
 AND UP THE FORESLOPE 20' x 20'  
 RT. STA. 5+00 (RAMP A)

EQ. STA. 59+91.00 (FAS 927) =  
 STA. 0+00.00 (RAMP "A") =  
 STA. 11+73.69 (RAMP "B")

EXIST. CURVE 927RB-1  
 PI STA. = 2+85.38  
 $\Delta = 27^\circ 16' 48''$  (RT)  
 $D = 7^\circ 30' 00''$   
 $R = 763.94'$   
 $T = 185.38'$   
 $L = 363.73'$   
 $E = 22.17'$   
 $S.E. = 0.08$  FT/FT  
 P.C. STA. = 1+00.00  
 P.T. STA. = 4+63.73

EXIST. CURVE 927RD5-1  
 PI STA. = 3+13.41  
 $\Delta = 31^\circ 12' 55''$  (RT)  
 $D = 7^\circ 30' 00''$   
 $R = 763.94'$   
 $T = 213.40'$   
 $L = 416.20'$   
 $E = 29.25'$   
 $S.E. = 0.08$  FT/FT  
 P.C. STA. = 1+00.00  
 P.T. STA. = 5+16.20

BITUMINOUS SHOULDER WIDENING  
 RT. STA. 5+00 (RAMP "D") TO  
 LT. STA. 45+92 (FAS 927)  
 4' WIDE

EQ. 52' LT. STA. 429+34.43  
 BK (E.B.L) =  
 POT STA. 429+36.09 AH (C MEDIAN)

EQ. STA. 431+72.72 (FAI 14) =  
 STA. 53+34.99 (FAS 927)

BITUMINOUS SHOULDER WIDENING  
 RT. STA. 46+23 (FAS 927) TO  
 RT. STA. 47+00 (RAMP "C")  
 4' WIDE

GENERAL CLEANING OF OUTLET  
 TO DRAIN RT. STA. 13+76 (RAMP C)

EXIST. CURVE 927RC-2  
 PI STA. = 14+25.29  
 $\Delta = 36^\circ 12' 53''$  (RT)  
 $D = 7^\circ 30' 00''$   
 $R = 763.94'$   
 $T = 249.80'$   
 $L = 482.86'$   
 $E = 39.80'$   
 $S.E. = 0.08$  FT/FT  
 P.C. STA. = 11+75.49  
 P.T. STA. = 16+58.35

EXIST. CURVE 927RC-1  
 PI STA. = 4+57.37  
 $\Delta = 54^\circ 38' 21''$  (LT)  
 $D = 11^\circ 30' 00''$   
 $R = 498.22'$   
 $T = 257.37'$   
 $L = 475.12'$   
 $E = 62.55'$   
 $S.E. = 0.08$  FT/FT  
 P.C. STA. = 2+00.00  
 P.T. STA. = 6+75.12

FOR RAMPS "A", "B", "C" AND "D"  
 INTERSECTION DETAILS  
 SEE SHEETS 103-104

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

Monday December 18, 2006 8:36:14 AM  
 C:\p0\projects\98758\98758.dwg  
 INTIA C:\p0\projects\98758\98758.dwg  
 INTIT C:\p0\projects\98758\98758.dwg  
 RAMP C:\p0\projects\98758\98758.dwg  
 RAMP D:\p0\projects\98758\98758.dwg