SEAL EXIST. PAVED DITCH JOINT OR CRACK W/MASTIC. COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04(b) OF THE STANDARD SPECS.

RAMP "A"	RAMP "B"
RT. STA. 17+37	RT. STA. 11+05
RT. STA. 18+15	RT. STA. 11+88 (34' FORESLOPE)
RT. STA. 18+36	RT. STA. 12+64
RT. STA. 18+54	RT. STA. 14+05
RT. STA. 20+23	RT. STA. 15+45
	RT. STA. 23+58

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	70
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* (44-5,6)RS, BSMART FY04-3 98836

EXIST. CURVE 45RPA-1
PI STA. = 21+47.63
Δ = 24° 55' 37" (RT)
D = 7° 30' 00"
R = 763.94'
T = 168.85'
L = 332.36'
E = 18.44'
P.C. STA. = 19+78.78
P.T. STA. = 23+11.14
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 18+13.78 TO STA. 20+43.78
REMOVE S.E. STA. 22+47.14 TO STA. 24+77.14
(SEE SUPERELEVATION NOTE THIS SHEET)

EXIST. CURVE 45RPB-2
PI STA. = 22+62.85
Δ = 35° 19' 09" (LT)
D = 11° 30' 00"
R = 498.22'
T = 158.62'
L = 307.12'
E = 24.64'
P.C. STA. = 21+04.23
P.T. STA. = 24+11.35
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 19+63.23 TO STA. 21+59.23
REMOVE S.E. STA. 23+56.34 TO STA. 25+52.34

EXIST. CURVE 45RPB-1
PI STA. = 11+78.57
Δ = 26° 18' 48" (RT)
D = 7° 30' 00"
R = 763.94'
T = 178.57'
L = 350.84'
E = 20.59'
P.C. STA. = 10+00.00
P.T. STA. = 13+50.84
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+86.84 TO STA. 15+16.84

EXIST. CURVE 45RPD-1
PI STA. = 12+31.40
Δ = 33° 42' 15" (RT)
D = 7° 30' 00"
R = 763.94'
T = 231.40'
L = 449.39'
E = 34.28'
P.C. STA. = 10+00.00
P.T. STA. = 14+49.39
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. 13+85.39 TO STA. 16+15.39

EXIST. CURVE 45RPD-2
PI STA. = 21+86.68
Δ = 49° 15' 45" (LT)
D = 11° 30' 00"
R = 498.22'
T = 228.43'
L = 428.37'
E = 49.87'
P.C. STA. = 19+58.25
P.T. STA. = 23+86.61
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 18+17.25 TO STA. 20+13.25
REMOVE S.E. STA. 23+31.61 TO STA. 25+27.61

SEAL EXIST. PAVED DITCH JOINT OR CRACK W/MASTIC. COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04(b) OF THE STANDARD SPECS.

RAMP "C"	RAMP "D"
LT. STA. 11+79	RT. STA. 10+14
LT. STA. 12+63	RT. STA. 11+43
LT. STA. 13+46	RT. STA. 13+47
LT. STA. 14+14	RT. STA. 15+06
LT. STA. 17+05	RT. STA. 16+17
RT. STA. 20+09	
RT. STA. 21+70	

EXIST. CURVE RT45-1
PI STA. = 1630+26.89
Δ = 7° 30' 53" (LT)
D = 1° 30' 00"
R = 3,819.72'
T = 250.85'
L = 500.98'
E = 8.23'
P.C. STA. = 1627+76.04
P.T. STA. = 1632+77.02

EXIST. CURVE 45RPC-1
PI STA. = 19+16.31
Δ = 31° 15' 53" (RT)
D = 7° 30' 00"
R = 763.94'
T = 213.76'
L = 416.86'
E = 29.34'
P.C. STA. = 17+02.55
P.T. STA. = 21+19.41
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 15+36.55 TO STA. 17+66.55
REMOVE S.E. STA. 20+55.41 TO STA. 22+85.41
(SEE SUPERELEVATION NOTE THIS SHEET)

FOR RAMPS "A", "B", "C" AND "D" INTERSECTION DETAILS SEE SHEET 71

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

Wed Jan 28 12:53:56 2004
d:\p-jobs\s-980302.d\902025\dgn\902025.dgn LW=2.20,25,63
d:\p-jobs\s-980302.d\902025\dgn\902025_XREF.dgn LW=2.20,25,63
DMS_D902025d902021p4.dgn\M71 LW=48,50,63
DMS_D902025d902021p4.dgn\M72 LW=28,34,59,61,63

I-24 – VIENNA /HARRISBURG (US RTE. 45) INTERCHANGE