F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	72
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

N S
100' 0 3 ' 100'

EXIST. CURVE 46RPA-1
PI STA. = 13+77.50
Δ = 89° 54' 49" (LT)
D = 23° 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 46RPA-2
PI STA. = 19+45.54
Δ = 47° 08' 55" (RT)
D = 12° 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-3
PI STA. = 22+30.68
Δ = 15° 00' 00" (RT)
D = 7° 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)

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

EXIST. CURVE 46R2B-1
PI STA. = 12+61.89
Δ = 37° 47' 36" (RT)
D = 7° 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

BITUMINOUS SHOULDER WIDENING
RT. STA. 17+00 (RAMP "B") TO
RT. STA. 101+18 (℄ IL 146)
4' WIDE

BITUMINOUS SHOULDER WIDENING
RT. STA. 23+54 (RAMP "A") TO
LT. STA. 100+98 (℄ IL 146)
4' WIDE

℄ IL 146

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

℄ W.B. LANE

S.N. 044-0048

℄ E.B. LANE

℄ MEDIAN I-24

S.N. 044-0047

NOTES FOR THIS CULVERT
ON MAINLINE PLAN SHEET NO. 61

℄ TL RAMP "A"

℄ TL RAMP "B"

℄ TL RAMP "C"

℄ TL RAMP "D"

PC Sta 11+28.77
PT Sta 15+19.70
POT Sta 98+48.22
PC Sta 17+37.20
PT Sta 15+04.59
PC Sta 10+00.00
PT Sta 13+15.73
PC Sta 10+00.00
PT Sta P3+30.10
PCO Sta 21+30.10
PC Sta 410+25.00
POT Sta 90+00.00
PC Sta 20+88.29
PT Sta 18+00.27
PC Sta 12+32.00
PT Sta 26+18.60
PC Sta 20+88.29

RAMP PATCHING
CLASS "A" BEGINS
CLASS "B" ENDS
+74

RAMP PATCHING
CLASS "A" ENDS
CLASS "B" BEGINS
+58

RAMP PATCHING
CLASS "B" BEGINS
CLASS "A" ENDS
+02

RAMP PATCHING
CLASS "B" ENDS
CLASS "A" BEGINS
+74

GENERAL CLEARING AROUND
WINGWALL AND 15' UPSTREAM
LT. STA. 21+25 (RAMP "D")

GENERAL CLEANING OF APRON
LT. STA. 21+25 (RAMP "D")

BITUMINOUS SIGH PADS
(TYP.)

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
LT. STA. 20+18 TO STA. 21+17 (RAMP "D")

GENERAL CLEANING OF APRON
AND 20' DOWNSTREAM
RT. STA. 21+25 (RAMP "D")

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

GENERAL CLEANING OF APRON
RT. STA. 11+15 (RAMP "C")

GRADING AND SHAPING FORESLOPES
40' X 10' CENTERED ON INLET COST
TO INCLUDE GENERAL CLEANING
LT. STA. 19+61 (RAMP "C")

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

GENERAL CLEANING OF APRON
LT. STA. 11+60 (RAMP "C")

GENERAL CLEARING AROUND
HEADWALL AND 5' UPSTREAM
LT. STA. 11+60 (RAMP "C")

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
LT. STA. 20+16 TO STA. 23+05 (RAMP "C")

BITUMINOUS SHOULDER WIDENING
RT. STA. 20+00 (RAMP "C") TO
RT. STA. 86+05 (℄ IL 146)
4' WIDE

EXIST. CURVE 46RPC-2
PI STA. = 23+64.64
Δ = 39° 46' 25" (RT)
D = 7° 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
Δ = 65° 21' 07" (LT)
D = 11° 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

EXIST. CURVE 46RPD-1
PI STA. = 11+60.15
Δ = 23° 40' 48" (RT)
D = 7° 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

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

Tue Jan 20 10:36:21 2004
C:\projects\d9202202\d9202202s5.dgn LY=2-20,22-63
DMS_D9202202d9202202augAnT3A LY=1-9,22,25-36,37-48,50-63
DMS_D9202202d9202202tx4.dgn LY=1-29,31-56,58-63

I-24 – VIENNA /GOLCONDA (IL 146) INTERCHANGE