



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	88
STA. TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* (44-5,6)RS, BSMART FY04-3 98836				

EXIST. CURVE 45RPB-2
 PI STA. = 22+62.85
 $\Delta = 35^\circ 19' 09''$ (LT)
 $D = 11^\circ 30' 00''$
 $R = 498.22'$
 $T = 158.62'$
 $L = 307.12'$
 $E = 24.64'$
 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
 $\Delta = 26^\circ 18' 48''$ (RT)
 $D = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 178.57'$
 $L = 350.84'$
 $E = 20.59'$
 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 45RPA-1
 PI STA. = 21+47.63
 $\Delta = 24^\circ 55' 37''$ (RT)
 $D = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 168.85'$
 $L = 332.36'$
 $E = 18.44'$
 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 45RPD-1
 PI STA. = 12+31.40
 $\Delta = 33^\circ 42' 15''$ (RT)
 $D = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 231.40'$
 $L = 449.39'$
 $E = 34.28'$
 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
 $\Delta = 49^\circ 15' 45''$ (LT)
 $D = 11^\circ 30' 00''$
 $R = 498.22'$
 $T = 228.43'$
 $L = 428.37'$
 $E = 49.87'$
 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

EXIST. CURVE RT45-1
 PI STA. = 1630+26.88
 $\Delta = 7^\circ 30' 53''$ (LT)
 $D = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 250.85'$
 $L = 900.98'$
 $E = 8.28'$
 P.C. STA. = 1627+76.04
 P.T. STA. = 1632+77.02

EXIST. CURVE 45RPC-1
 PI STA. = 19+16.31
 $\Delta = 31^\circ 15' 53''$ (RT)
 $D = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 213.76'$
 $L = 416.86'$
 $E = 29.34'$
 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