F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2905	113B-1	WILLIAMSON	87	12
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		CONTRACT NO. 98777		

PLAN

PROFILE

SURVEYED — BY
DRAWN — DATE
ALIGNMENT CHECKED — BY
PROFILE CHECKED — BY
CADD FILE NAME:
NOTE BOOK — NO.

℄ PROPOSED SN 100-0090
STA 376+46.00
175'-0" BK TO BK ABUT
40'-0" CLEAR WIDTH
43'-2" OUT TO OUT

℄ EXISTING SN 100-0027
STA 376+46.87
161'-6" BK TO BK ABUT
26'-6" CLEAR WIDTH
30'-4" OUT TO OUT

℄ PROPOSED TEMPORARY DETOUR BRIDGE
STA. 4+25.67 = 45' RT STA. 376+27.43
= RAILROAD STA. 105+48.62
166.17 ' BK TO BK ABUT
14' CLEAR WIDTH

EXISTING ROW

CONSTRUCTION LIMITS

TEMPORARY RUNAROUND CONSTRUCTION LIMITS

PC Sta 0+00.00
PT Sta 1+17.64
PC Sta 1+99.85
POT Sta 3+41.72
PT Sta 3+16.72
POT Sta 5+07.89
PC Sta 5+32.89
PT Sta 6+51.74
PC Sta 7+30.89
PC Sta 8+49.83

PROP. CURVE DETOUR-1
PI STA. = 0+59.08
Δ = 11° 14' 49" (RT)
D = 9° 33' 37"
R = 600.00'
T = 59.08'
L = 117.64'
E = 2.90'
P.C. STA. = 0+00.00
P.T. STA. = 1+17.64

PROP. CURVE DETOUR-2
PI STA. = 2+58.53
Δ = 11° 10' 23" (LT)
D = 9° 33' 37"
R = 600.00'
T = 58.69'
L = 116.87'
E = 2.86'
P.C. STA. = 1+99.85
P.T. STA. = 3+16.72

PIPE CULVERTS, CLASS D
TYPE 1, 15" (TEMPORARY)
STONE RIPRAP CLASS A4
STA 2+50

PROP. CURVE DETOUR-3
PI STA. = 5+92.58
Δ = 11° 21' 45" (LT)
D = 9° 33' 37"
R = 600.00'
T = 59.69'
L = 118.85'
E = 2.96'
P.C. STA. = 5+32.89
P.T. STA. = 6+51.74

PROP. CURVE DETOUR-4
PI STA. = 7+90.63
Δ = 11° 22' 17" (RT)
D = 9° 33' 37"
R = 600.00'
T = 59.74'
L = 118.94'
E = 2.97'
P.C. STA. = 7+30.89
P.T. STA. = 8+49.83

DETOUR SUPERELEVATION RATES

STA. - STA.	S.E.
0+00 - 1+05	0.015
2+26 - 3+04	0.030
3+41 - 5+08	0.015
5+46 - 6+25	0.030
7+44 - 8+49	0.015

50' 0 25' 50'

PROPOSED DETOUR PROFILE BEGINS
PROPOSED DETOUR PROFILE ENDS
EXISTING PROFILE ALONG DETOUR ALIGNMENT
534.29
VPI STA. 0+85.00 ELEVATION 535.62
VPI STA. 1+48.13 ELEVATION 536.62
VPI STA. 2+76.25 ELEVATION 538.62
VPI STA. 3+40.00 ELEVATION 538.62
VPI STA. 5+00.00 ELEVATION 538.62
VPI STA. 5+66.19 ELEVATION 538.62
VPI STA. 6+98.56 ELEVATION 539.61
VPI STA. 7+64.75 ELEVATION 539.80
539.56
+1.56%
+1.57%
+0.00%
-0.28%
+0.75%
+0.29%
127.50' V.C.
132.37' V.C.
STA. 1+44.72 ELEV. 535.84
STA. 1+90.85 ELEV. 536.42
STA. 2+00 ELEV. 537.5
STA. 2+96.96 ELEV. 526.02
STA. 3+25 ELEV. 535.3
STA. 3+46.18 ELEV. 536.42
STA. 3+65.39 ELEV. 526.82
STA. 3+98.42 ELEV. 513.25
STA. 4+07.59 ELEV. 511.37
STA. 4+08.59 ELEV. 510.40
STA. 4+57.48 ELEV. 513.97
STA. 4+98.42 ELEV. 524.35
STA. 5+02.37 ELEV. 536.43
STA. 5+25 ELEV. 535.3
STA. 5+46.56 ELEV. 536.35
STA. 6+03.23 ELEV. 531.06
STA. 7+52.96 ELEV. 539.62
12" MIN VERT CLR
21'-10 5/8"
2:1
1:2
BACK OF TEMP EAST ABUT STA 375+44.33, 45' RT= STA 3+42.59 ELEV 538.62
BACK OF TEMP WEST ABUT STA 377+10.49, 45' RT= STA 5+08.76 ELEV 538.62
166.17' BK TO BK ABUTMENTS TEMP BRIDGE
PIPE CULVERTS, CLASS D
TYPE 1, 15" (TEMPORARY)
STA 2+50
USFL: 535.6
PIPE CULVERTS, CLASS D
TYPE 1, 15" (TEMPORARY)
STA 5+75
USFL: 536.8
NOTE: ROCK AT APPROXIMATELY ELEV 501.00

545 540 535 530 525 520 515 510 505

534.90 534.29 | 535.26 535.07 | 535.88 535.85 | 535.32 536.64 | 530.45 537.42 | 528.11 538.12 | 526.06 538.52 | 526.64 538.62 | 513.25 538.62 | 513.52 538.62 | 524.50 538.62 | 529.10 538.69 | 530.94 538.90 | 534.71 539.24 | 537.18 539.54 | 539.48 539.75 | 539.76 539.70

0+00 1+00 2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00

•DATE-TIME•
•DGN-SPEC•
•REF-TOPO•

PLAN AND PROFILE (TEMPORARY RUNAROUND)