DESIGN		
INT.	DATE	REASON

PLAN	SURVEYED	BY
	PLOTTED	DATE
	DRAWN	
	CHECKED	
	FINAL CHECKED	
	R/T. OF WAY CHECKED	
	CADD FILE NAME	
NOTE BOOK		
NO.		

PLOTS & CHECKS			
INT.	DATE	NO.	REASON

CHECKS		
INT.	DATE	REASON

PLT. NAME = ...\ROUTE 30\PLANS\PLAN25-1.DGN
PLOT SCALE = 50.0000 '/ IN.
PLOT DATE = 8/24/2011
PLOT TIME = 8:03:38 AM
OPERATOR = cmandan

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
95	*	JASPER	546	83
STA. 14+00.00		TO STA. 23+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*(5,6)Y,RS-2,6BR-7
CONTRACT NO. 94437

0 50 100
SCALE IN FEET

CULVERT NO. 4
STA. 766+50.00
PRECAST CONCRETE BOX CULVERT 3' x 2' = 52 FOOT
BOX CULVERT END SECTION, CULVERT NO. 4 = 2 EACH
USFL = 583.82 DSFL= 583.75
DESIGN FILL HEIGHT < 2'
PAVEMENT PATCHING, TYPE II 14" = 2 @ 11.6 SQ. YD.

CULVERT NO. 5
STA. 766+97.29
3'X2' WITH RCBC END SECTIONS
LEFT AND RIGHT
USFL = 583.421
DSFL = 583.263
REMOVAL OF EXISTING
STRUCTURES NO. 2 = 1 EACH
FILLING EXISTING CULVERTS = 1 EACH

STA. 19+38.40, 35' LT.
SKEW ∠ = 18° (LT.)
TWIN PIPE CULVERTS,
CLASS A 24"
(JACKED) = 2@30 FOOT
USFL = 583.51
DSFL = 583.41
TOP OF RAIL = 588.16

STA. 19+34.76, 23.93' LT.
30" CMP
USFL = 583.514
DSFL = 583.374
FILLING EXIST.
CULVERTS = 1 EACH

STA. 19+15, 35' RT.
SKEW ∠ = 15° (LT.)
(SOUTH END OF CULVERT
STA. 19+00, 30' RT.)
TWIN PIPE CULVERTS,
CLASS A 24"
(JACKED) = 2@32 FOOT
USFL = 583.45
DSFL = 583.35
TOP OF RAIL = 588.16

STA. 19+18.35, 20.07' RT.
24" DUCTILE IRON PIPE
USFL = 583.447
DSFL = 582.553
FILLING EXIST.
CULVERTS = 1 EACH

CULVERT NO. 6
STA. 767+38.46
3'X2' WITH RCBC
END SECTIONS
LEFT AND 24" RCCP
EXTENSION RIGHT
USFL = 583.64
DSFL = 583.33
REM. EX. STRUCTURES NO. 3 = 1 EACH
FILLING EXISTING CULVERTS = 1 EACH

CULVERT NO. 7
STA. 767+80.00
PRECAST CONCRETE BOX CULVERT 3' x 2' = 52 FOOT
BOX CULVERT END SECTION, CULVERT NO. 7 = 2 EACH
USFL = 583.85 DSFL= 583.78
DESIGN FILL HEIGHT < 2'
PAVEMENT PATCHING,
TYPE II 14" = 2 @ 7.4 SQ. YD.

5' AGGREGATE SHOULDERS, TYPE B 6" (TYP.)
3' HOT-MIX ASPHALT SHOULDERS, 6½" (TYP.)
71°54'20"
108°14'53"
+58.96 42' LT.
+68.57 42' LT.
+31.52 42' RT.
+40.89 42' RT.
50' TAPER
STA. 17+50.00 MATCH EXISTING
STA. 21+50.00 MATCH EXISTING
STA. 15+82 USFL = 583.313 DSFL = 583.169
STA. 22+39 USFL = 583.924 DSFL = 583.897
STA. 23+15 USFL = 584.067 DSFL = 583.787
STA. 767+18.69 ℄ IL RTE. 33 = STA. 20+00.00 ℄ T.R. 30
B.M. #3
PROPOSED ROW
EXISTING ROW
OIL & CHIP
AGG.
TELE SPLICE BOX
FH
WM
℄ T.R. 30 (200E)
℄ IL RTE. 33
ILLINOIS CENTRAL RAIL ROAD

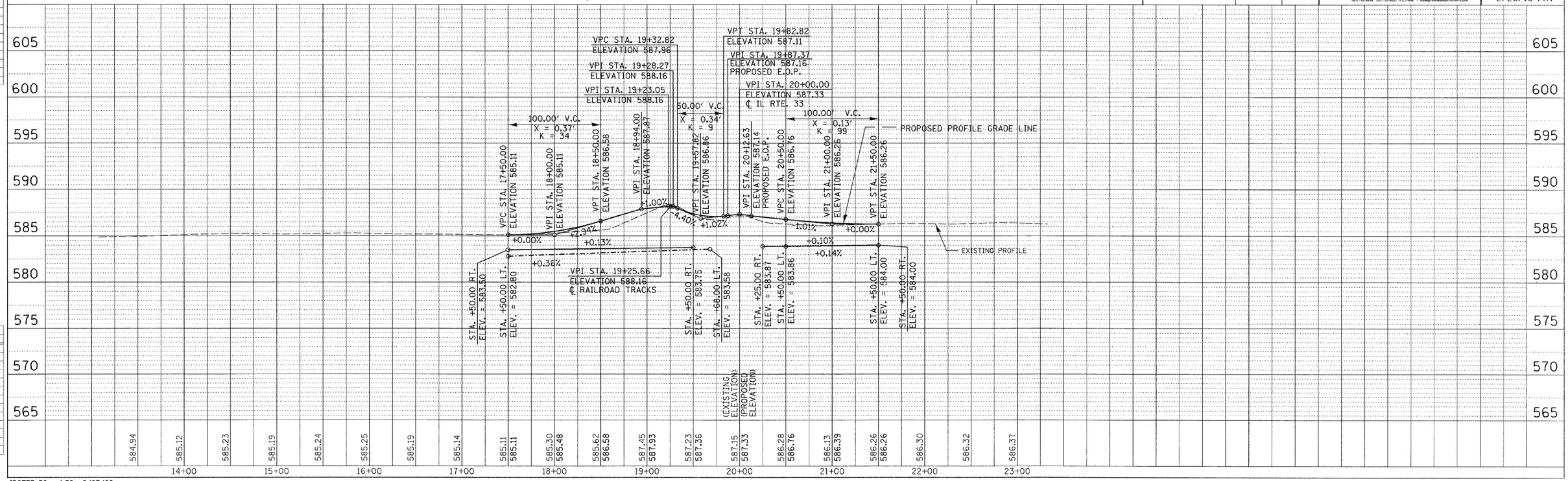
LEGEND
- PATCHING
- TRENCH BACKFILL
- CONSTRUCTION LIMITS
- TREE TO BE REMOVED
- HORIZONTAL CONTROL STATION

B.M. #3 : STA. 765+81, 83' RT.
SURVEY MONUMENT
ELEV. 585.94

REVISION	DATE	BY

GREENE & BRADFORD, INC.
OF SPRINGFIELD
CONSULTING ENGINEERS
INDUSTRIAL PARK DRIVE
SPRINGFIELD, ILLINOIS 62707
PROFESSIONAL DESIGN FIRM NO. 184-001573
PROFESSIONAL & STRUCTURAL ENGINEERING CORPORATION
(217) 793-4644, (217) 793-4227 FX, E-MAIL - cadd@greenebradford.com

COMPUTER FILE NO. PLAN25-1.DGN
PROJECT: 01256
2/26/10-FAV



PROFILE	SURVEYED	BY
	PLOTTED	DATE
	DRAWN	
	CHECKED	
NOTE BOOK	B.M. NOTED	
NO.	STRUCTURE NOTATNS CHKD	

IDOTPP-50 - 1:50 8/07/00