TBM #1: STA. 0-95, 11' RT.
RR SPIKE IN POWER POLE
ELEV = 446.75

TBM #2: CHISELED "□" IN S.E. WING
ABANDONED RR BRIDGE
ELEV = 452.01

CURVE C1PR
P.I. STA= 4+32.00
Δ= 25° 32' 53"
D= 6° 13' 40"
R= 920.00'
T= 208.58'
L= 410.23'
E= 23.35'
e= 4.50%
T.R.= 25.00'
S.E. RUN= 75.00'
P.C. STA= 2+23.42
P.T. STA= 6+33.65

EXISTING 2 SPAN BRIDGE
CONCRETE DECK ON STEEL STRINGERS
TIMBER PILE BENT PIER AND
CLOSED TIMBER ABUTMENTS
S.N. 085-3081

BRIDGE APPROACH SLAB (TYP.) SEE BRIDGE PLANS

TBM #2

℄ DUTCHMAN'S CREEK

ABANDONED RAILROAD BRIDGE

TOP OF BANK

+76 149' LT

+50.72 187.89' LT

+53.94 72.95' LT

+54.67 50' LT

+23.42 50' LT

+32 140' LT

+55 105' LT

+25 65' LT

+35.29 50' LT

+25 50' LT

+33.65 65' LT

DITCH

PE

AGG

GARAGE

HOUSE

50' R

30' RT

8' AGG. SHOULDERS

8' AGG. SHOULDERS

PI Sta 4+32.00

PT Sta 6+33.65

PC Sta 2+23.42

CONST. LIMITS

PROP. R.O.W.

EXIST. R.O.W.

20°

CURVE C1PR

OIL & CHIP

STA. 9+40.00
END IMPROVEMENTS
MATCH EXISTING

+75 30' LT

L10+00

CURVE C2PR

PI Sta 13+97.35

CENTERLINE CONTROL COORDINATES

P. O. T. STA. 0+00.00
N = 10,000.4424
E = 11,794.6479

P. I. STA. 4+32.00
N = 10,432.0724
E = 11,812.4796

P. I. STA. 11+32.80
N = 11,057.4623
E = 12,143.7982

+00 30' LT

-23.10 27.93' LT

WELL

CONST. LIMITS

PROP. R.O.W.

PROP. ℄ FAS 454

SECTION LINE

18" CMP

PI Sta 0+00.00

0+00

22'

+57.80 36.98' RT

+58.12 45' RT

4' EARTH SHOULDERS

STA. 0+00.00
BEGIN IMPROVEMENTS
MATCH EXISTING

TBM #1

-73.59 37.18' RT

+63.07 45' RT

+61.26 50' RT

STA. 5+20.00
BK. N. ABUT.

STA. 4+79.00
℄ PROPOSED
S.N. 085-3055

STA. 4+38.00
BK. S. ABUT

+33.65 50' RT

+00 30' RT

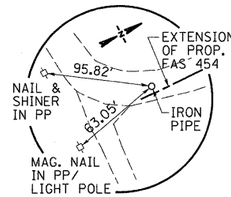
4' EARTH SHOULDERS

90' TRANS. TO MATCH EXISTING

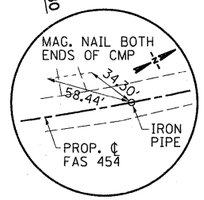
+50

+40

CURVE C2PR
P.I. STA= 11+32.80
Δ= 19° 54' 47"
D= 3° 43' 31"
R= 1,538.07'
T= 270.00'
L= 534.55'
E= 23.52'
e= 5.00%
S.E. TRANS= CONTINUOUS PLANE ROTATION STA. 6+09.00 TO STA. 9+40.00
P.C. STA= 8+62.80
P.T. STA= 13+97.35



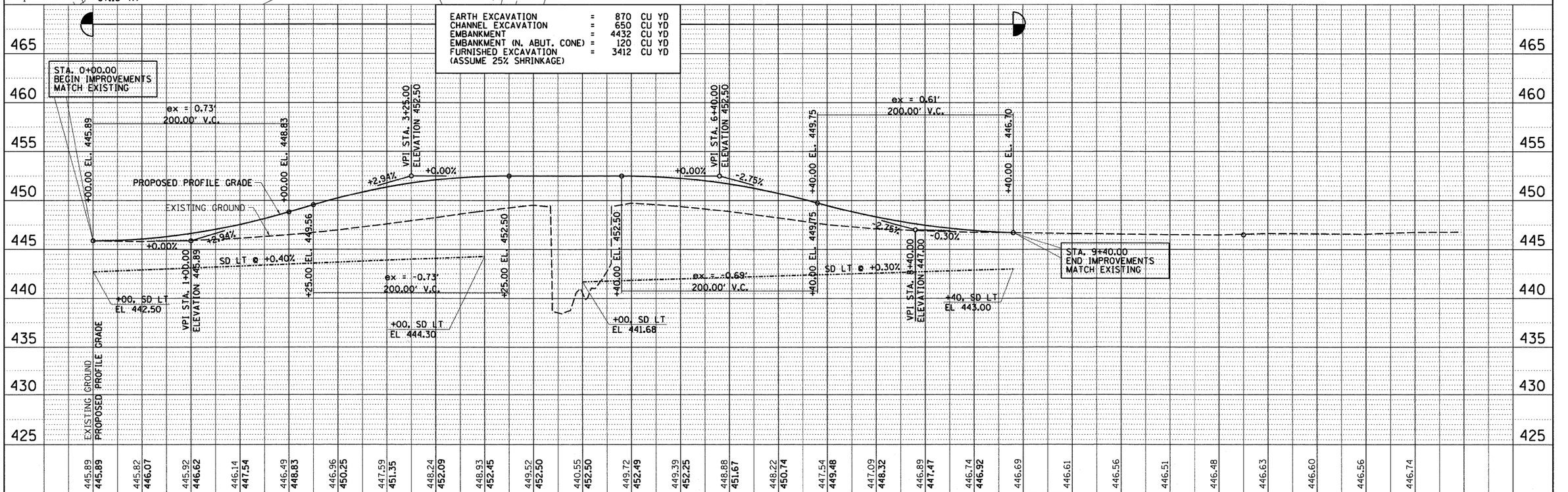
STA. 0-33.72, 4.86' LT.
IRON PIPE
N = 9,966.9524
E = 11,788.4018



STA. 11+41.65, 0.09' RT.
IRON PIPE
N = 11,092.0626
E = 12,130.0081

0 50 100
SCALE IN FEET

EARTH EXCAVATION	=	870 CU YD
CHANNEL EXCAVATION	=	650 CU YD
EMBANKMENT	=	4432 CU YD
EMBANKMENT (N. ABUT. CONE)	=	120 CU YD
FURNISHED EXCAVATION (ASSUME 25% SHRINKAGE)	=	3412 CU YD



FILE NAME = J:\07258\CADD\CADsheets\07258-sht-plnprof.dgn	USER NAME = franky	DESIGNED - DG	REVISED - 9/10/09 IDOT REVIEW	
		CHECKED - WCB	REVISED -	
	PLOT SCALE = 50.0000 ' / in.	DRAWN - MDS	REVISED -	
G&B PROJECT: 07258	PLOT DATE = 9/18/2009	DATE - 9/30/08	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PLOT

SCALE: 1" = 50' | SHEET NO. 1 OF 1 SHEETS | STA. 0+00 | TO STA. 14+50

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
454	04-00070-00-BR	SCHUYLER	30	5
		CONTRACT NO. 93499		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	BRS-0454(103)	

PLOT DRIVER = V8i_TDS700_PS_LOCAL_IDOT.pltcfg

GREENE & BRADFORD, INC.
OF SPRINGFIELD
CONSULTING ENGINEERS
3600 CONSTITUTION DRIVE
SPRINGFIELD, ILLINOIS 62711
PHONE (217) 726-7676 FAX (217) 726-7677
PROFESSIONAL DESIGN FIRM
217-726-7676 TOLL FREE
www.greenebradford.com
GB