

SE. 1/4, NW. 1/4, SEC. 35, T. 15 N., R. 7 E., 3RD P.M.

SW. 1/4, NE. 1/4, SEC. 35, T. 15 N., R. 7 E., 3RD P.M.

EXISTING STRUCTURE NO. 021-4512

24.14' LT. STA. 15+00.00 - SINGLE SPAN THRU-TRUSS WITH TIMBER DECK ON CLOSED STONE MASONRY ABUTMENTS; 105'-0" BK.-BK. ABUTS., 16'-4" ROADWAY NO SKEW
REMOVAL OF EXISTING STRUCTURES = 1 EACH

ENTRANCES TO BE BUILT

RT. STA. 9+95.00, P.E. +8.0%, 20' ROADBED
LT. STA. 13+00.00, P.E. -10.0%, 24' ROADBED
RT. STA. 17+29.00, P.E. -10.0%, 16' ROADBED
LT. STA. 18+33.50, P.E. -1.91%, 17.66' ROADBED
RT. STA. 18+92.00, P.E. -4.37%, 16' ROADBED

UTILITIES

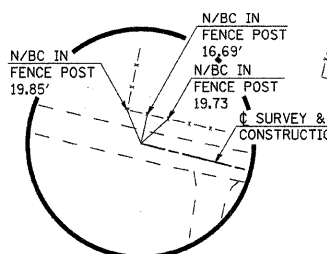
EASTERN ILLINI ELECTRIC COOP.
ALAN SCHWEIGHART 217-379-2131 EX. 173
FRONTIER COMMUNICATIONS
MARY RUTH WILLIS 309-454-1470

QUANTITIES INCLUDED IN THOSE LISTED

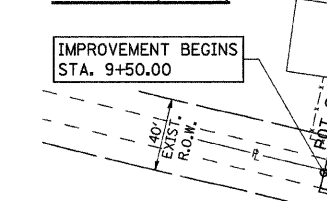
CURVE DATA

PI STA. = 11+68.48
Δ = 14° 00' 00" (LT)
D = 6° 30' 38"
R = 880.05'
T = 108.06'
L = 215.04'
E = 6.61'
P.C. STA. = 10+60.42
P.T. STA. = 12+75.46
S.E. = 5%
TRANS. EXIST. CROWN TO 5% S.E.
STA. 9+50 TO STA. 10+87
TRANS. 5% S.E. TO EXIST. CROWN
STA. 12+65 TO STA. 13+06

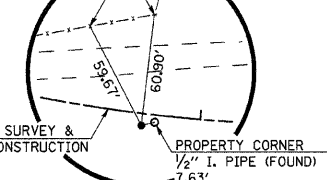
PI STA. = 17+93.13
Δ = 71° 00' 00" (LT)
D = 22° 55' 06"
R = 250.00'
T = 178.32'
L = 309.80'
E = 57.08'
P.C. STA. = 16+14.81
P.T. STA. = 19+24.61
S.E. = 8%
TRANS. 2% S.E. TO 8% S.E.
STA. 15+90 TO STA. 16+97
TRANS. 8% S.E. TO EXIST. CROWN
STA. 18+85 TO STA. 20+50



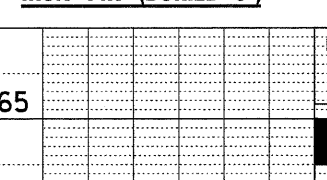
P.O.T. STA. 9+50.00
P.K. NAIL (FLUSH)



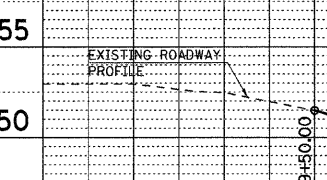
P.I. STA. 11+68.48
IRON PIN (BURIED 3")



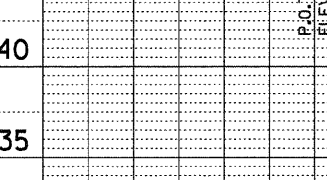
P.O.T. STA. 20+50.00
P.K. NAIL (FLUSH)



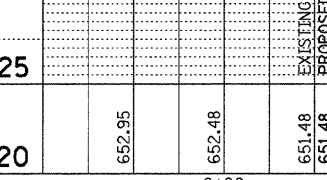
P.I. STA. 17+93.13
IRON PIN (BURIED 3")



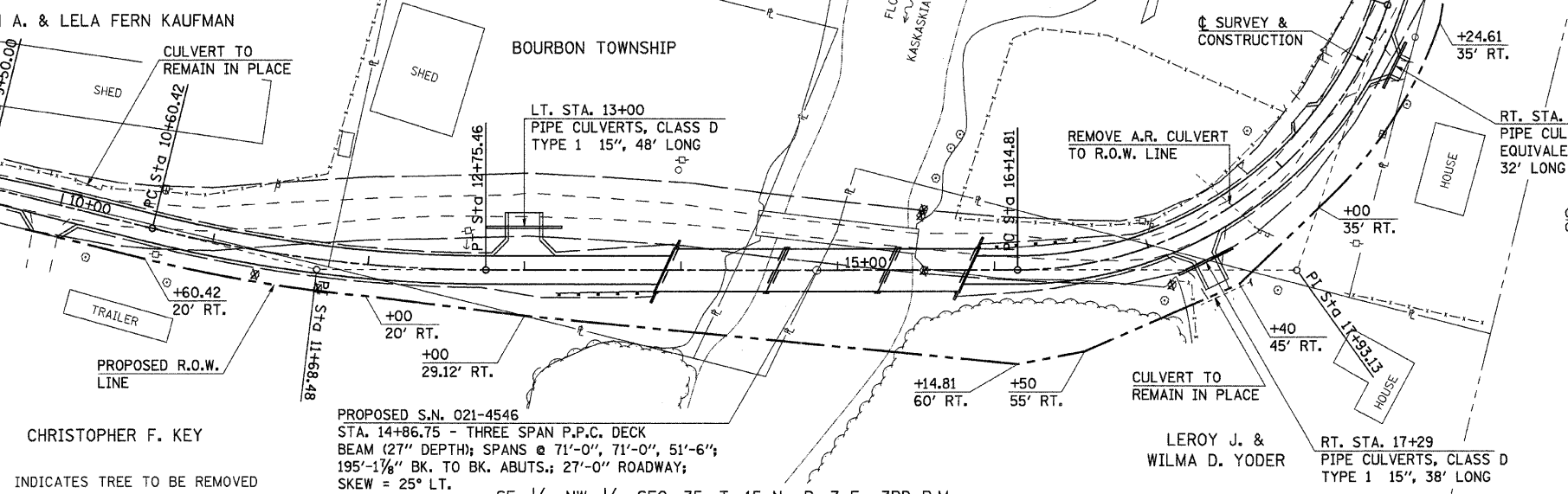
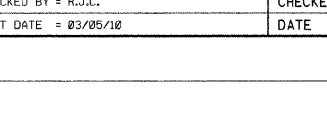
P.O.T. STA. 20+50.00
P.K. NAIL (FLUSH)



P.I. STA. 17+93.13
IRON PIN (BURIED 3")



P.O.T. STA. 20+50.00
P.K. NAIL (FLUSH)

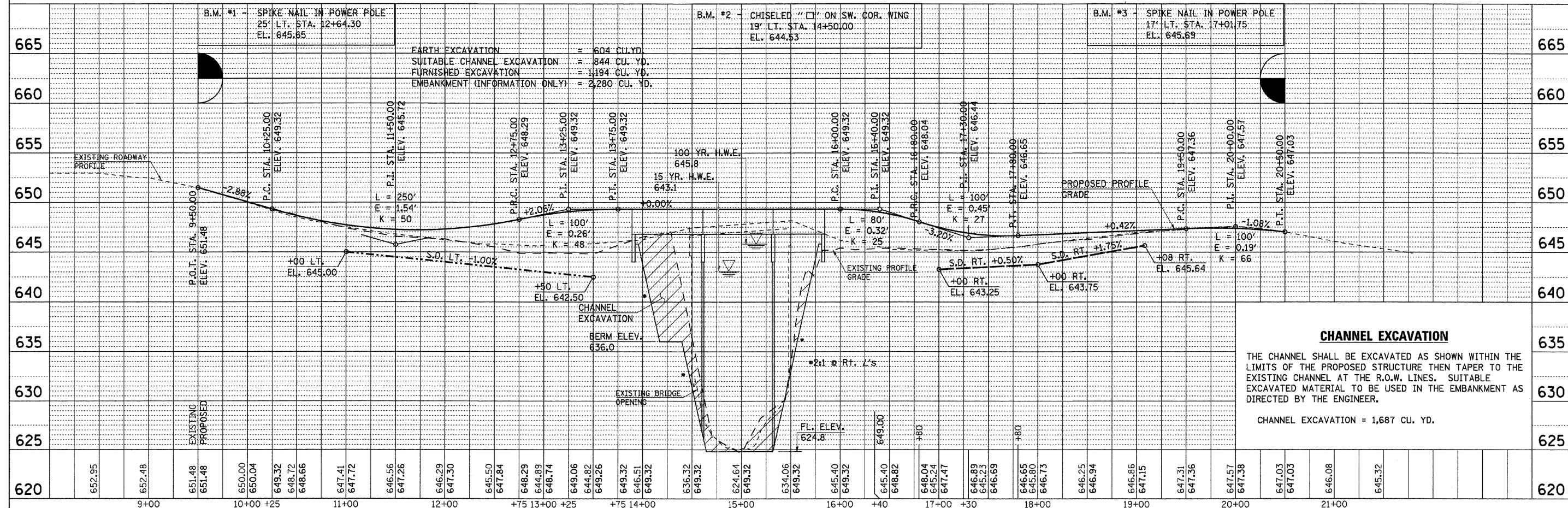


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SW. 1/4, NE. 1/4, SEC. 35, T. 15 N., R. 7 E., 3RD P.M.

INDICATES TREE TO BE REMOVED

PROPOSED S.N. 021-4546
STA. 14+86.75 - THREE SPAN P.P.C. DECK
BEAM (27" DEPTH); SPANS @ 71'-0", 71'-0", 51'-6";
195'-1 1/2" BK. TO BK. ABUTS.; 27'-0" ROADWAY;
SKEW = 25° LT.



CHANNEL EXCAVATION
THE CHANNEL SHALL BE EXCAVATED AS SHOWN WITHIN THE LIMITS OF THE PROPOSED STRUCTURE THEN TAPER TO THE EXISTING CHANNEL AT THE R.O.W. LINES. SUITABLE EXCAVATED MATERIAL TO BE USED IN THE EMBANKMENT AS DIRECTED BY THE ENGINEER.
CHANNEL EXCAVATION = 1,687 CU. YD.

FILE NAME = 11-548.P&P.DGN	DESIGNED - G.J.C.	REVISED -	FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS FREEPORT, IL ROCKFORD, IL ROCHELLE, IL MONROE, WI SPRINGFIELD, IL 4440 ASH GROVE SPRINGFIELD, IL 62711 (217) 793-8600 www.fehr-graham.com	PLAN & PROFILE - T.R. 151 OVER KASKASKIA RIVER SHEET NO. 1 OF 1 SHEETS STA. 9+50.00 TO STA. 20+50.00	TWP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOTTED BY = S.A.P.	DRAWN - S.A.P.	REVISED -			151	07-02122-01-BR	DOUGLAS	23	3	
CHECKED BY = R.J.C.	CHECKED - J.A.M.	REVISED -			CONTRACT NO. 91473			ILLINOIS		BOURBON ROAD DISTRICT
DATE = 01/06/12	DATE -	REVISED -								