

BENCHMARK:
RAILROAD SPIKE IN POWER POLE NEAR EXISTING PRIVATE DRIVE.
STA. 9+988.413, 70.845m LT.
ELEV. = 177.508

NE 1/4, SEC. 25, T 6 N, R 10 W, 3RD P.M.

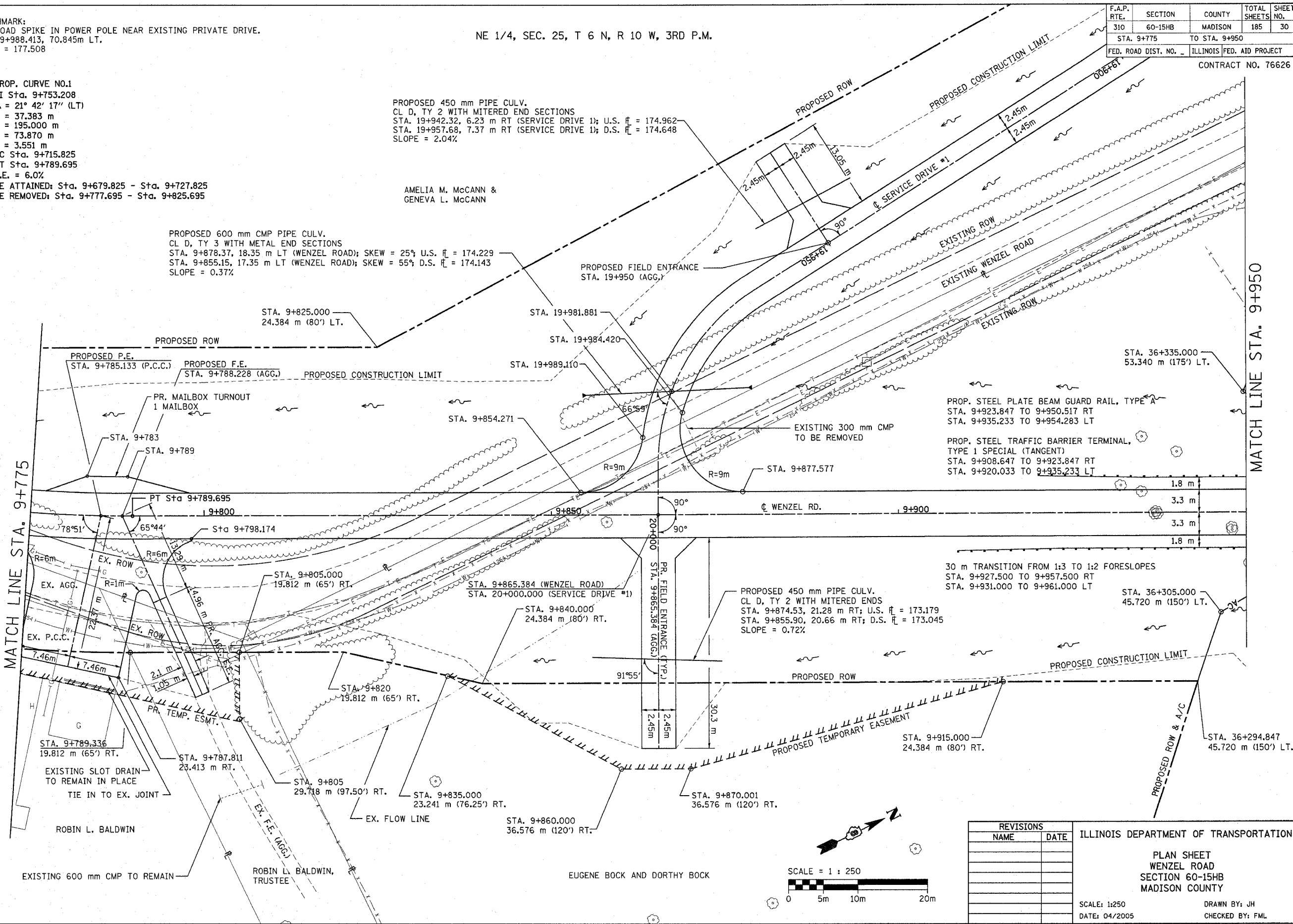
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-15HB	MADISON	185	30
STA. 9+775		TO STA. 9+950		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76626				

PROP. CURVE NO.1
PI Sta. 9+753.208
 $\Delta = 21^\circ 42' 17''$ (LT)
T = 37.383 m
R = 195.000 m
L = 73.870 m
E = 3.551 m
PC Sta. 9+715.825
PT Sta. 9+789.695
S.E. = 6.0%
SE ATTAINED: Sta. 9+679.825 - Sta. 9+727.825
SE REMOVED: Sta. 9+777.695 - Sta. 9+825.695

PROPOSED 450 mm PIPE CULV.
CL D, TY 2 WITH MITERED END SECTIONS
STA. 19+942.32, 6.23 m RT (SERVICE DRIVE 1); U.S. $\bar{r} = 174.962$
STA. 19+957.68, 7.37 m RT (SERVICE DRIVE 1); D.S. $\bar{r} = 174.648$
SLOPE = 2.04%

AMELIA M. McCANN &
GENEVA L. McCANN

PROPOSED 600 mm CMP PIPE CULV.
CL D, TY 3 WITH METAL END SECTIONS
STA. 9+878.37, 18.35 m LT (WENZEL ROAD); SKEW = 25%; U.S. $\bar{r} = 174.229$
STA. 9+855.15, 17.35 m LT (WENZEL ROAD); SKEW = 55%; D.S. $\bar{r} = 174.143$
SLOPE = 0.37%



PROP. STEEL PLATE BEAM GUARD RAIL, TYPE A
STA. 9+923.847 TO 9+950.517 RT
STA. 9+935.233 TO 9+954.283 LT

PROP. STEEL TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)
STA. 9+908.647 TO 9+923.847 RT
STA. 9+920.033 TO 9+935.233 LT

30 m TRANSITION FROM 1:3 TO 1:2 FORESLOPES
STA. 9+927.500 TO 9+957.500 RT
STA. 9+931.000 TO 9+961.000 LT

PROPOSED 450 mm PIPE CULV.
CL D, TY 2 WITH MITERED ENDS
STA. 9+874.53, 21.28 m RT; U.S. $\bar{r} = 173.179$
STA. 9+855.90, 20.66 m RT; D.S. $\bar{r} = 173.045$
SLOPE = 0.72%

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		PLAN SHEET WENZEL ROAD SECTION 60-15HB MADISON COUNTY SCALE: 1:250 DATE: 04/2005 DRAWN BY: JH CHECKED BY: FML

