PROP. CURVE CH2_2
PI STA. = 46+84.60
Δ = 32° 22′ 35″ (LT)
D = 11° 14′ 04″
R = 510.00′
T = 148.06′
L = 288.19′
E = 21.06′
e = 6.0%
T.R. = 28.00′
S.E. RUN = 114.00′
P.C. STA. = 45+36.55
P.T. STA. = 48+24.74

STA. 50+00.00 (F.A.S. RTE. 258 (C.H. 2)) =
STA. 100+00.00 (U.S. RTE. 52 (N. 38TH RD.))

SEE U.S. RTE. 52 (N. 38TH RD.) PLAN & PROFILE

SEC. 26 T. 35 N. R. 4 E. 3RD PM

STA. 54+27.8
PIPE CULVERT, PRECOATED GALVANIZED CORRUGATED STEEL, TYPE 1, 15″x40′
W/ END SECTIONS, 2-EACH (STD. 542401)
D.S.F.L. 629.92, STA. 54+09.1, 37.6′ LT.
U.S.F.L. 630.00, STA. 54+46.4, 37.6′ LT.

STA. 50+40.00 150.00′ LT.
STA. 50+50.00 100.00′ LT.
STA. 51+10.00 50.00′ LT.
STA. 51+79.36 50.00′ LT.
STA. 49+60.00 100.00′ LT.
STA. 49+60.00 86.86′ LT.
STA. 49+50.00 80.73′ LT.
STA. 49+41.28 75.39′ LT.
STA. 49+25.24 65.56′ LT.
STA. 49+14.39 69.81′ LT.
STA. 54+77.55 50.00′ LT.
STA. 57+12.30 45.00′ LT.
STA. 50+40.00 20.39′ LT.

ENTRANCE TO BE REMOVED AND NOT REPLACED
ENTRANCE TO BE REMOVED AND NOT REPLACED
ENTRANCE TO BE REMOVED AND NOT REPLACED
SEAL ABANDONED WATER WELL
SPIGOT IN 8″ CONC

PROPOSED 4′ HOT-MIX ASPHALT SHOULDER (TYP.)
PROPOSED CONSTRUCTION LIMITS
PROPOSED 4′ AGGREGATE SHOULDER (TYP.)
PROPOSED R.O.W. LINE
PROPOSED CONSTRUCTION LIMITS
PROPOSED R.O.W. LINE
PROPOSED CONSTRUCTION LIMITS
PROPOSED R.O.W. LINE

EXISTING UTILITY EASEMENT
EXISTING R.O.W. LINE
EXISTING F.A.S. RTE. 258 (C.H. 2)
EXISTING U.S. RTE. 52 (N. 38TH RD.)
EXISTING R.O.W. LINE
EXISTING UTILITY EASEMENT
EXISTING R.O.W. LINE

PROPOSED F.A.S. RTE. 258 (C.H. 2)
PROPOSED F.A.S. RTE. 258 (C.H. 2)
PROPOSED U.S. RTE. 52 (N. 38TH RD.)

℄ CONSTRUCTION
PT STA 54+77.55
PC STA 57+12.30
PC STA 51+79.36
PT STA 48+24.74
PC STA 45+36.55
MATCH LINE STA. 42+50
MATCH LINE STA. 57+50
STA. 43+10.80 45.00′ RT.
STA. 45+36.55 50.00′ RT.
STA. 48+24.74 50.00′ RT.
STA. 48+90.00 50.00′ RT.
STA. 49+50.00 100.00′ RT.
STA. 49+60.00 150.00′ RT.
STA. 50+40.00 100.00′ RT.
STA. 50+81.88 71.81′ RT.
STA. 50+40.00 55.03′ RT.
STA. 49+50.00 44.06′ RT.
STA. 49+60.00 58.10′ RT.
STA. 54+77.55 50.00′ RT.
STA. 54+30.4 30.3′ RT.

TBR 12″ CMP
TBR 12″ CONC
TBR 18″ CMP
TBR 18″ CONC
TBR 10″ WOOD
TBR 15″ CMP
1 POWER POLE
2 ROW MARKERS
2 SIGNS

℄ +81.8 AGG FE
℄ +14.7 DIRT FE
℄ +12.0 AGG FE
℄ +27.8 FE
℄ +30.4 FE
STA. 43+10.80

BM #3
BM #1

STA. 49+00.0
PIPE CULVERT, R.C.C.P., TYPE 1 E.R.S. 18″x52′
W/ END SECTIONS (STD. 542306), 2-EACH
U.S.F.L. 629.20, STA. 49+00.0, 26.0′ LT.
D.S.F.L. 629.00, STA. 49+00.0, 26.0′ RT.

Ⓐ STA. 49+25.55 9.73′ RT.
Ⓑ STA. 49+41.45 32.05′ RT.

PROP. CURVE CH2_3
PI STA. = 53+32.86
Δ = 33° 30′ 00″ (RT)
D = 11° 14′ 04″
R = 510.00′
T = 153.49′
L = 298.19′
E = 22.60′
e = 6.0%
T.R. = 28.00′
S.E. RUN = 114.00′
P.C. STA. = 51+79.36
P.T. STA. = 54+77.55

SEC. 23 T. 35 N. R. 4 E. 3RD PM

STA. 54+30.4
PIPE CULVERT, PRECOATED GALVANIZED CORRUGATED STEEL, TYPE 1, 15″x36′
W/ END SECTIONS, 2-EACH (STD. 542401)
D.S.F.L. 630.25, STA. 54+11.2, 30.1′ RT.
U.S.F.L. 630.30, STA. 54+49.5, 30.3′ RT.

BM #3 – RAILROAD SPIKE IN POWER POLE
37.9′± LT. STA. 42+70.3± ELEV. 629.70

BM #1 – CHISELED "□" ON CONCRETE BOX CULVERT ℄ NORTHWEST QUADRANT OF F.A.S. RTE. 258 (C.H. 2) & U.S. RTE. 52 (N. 38TH RD.)
ELEV. 631.48

℄ U.S. RTE. 52 (N. 38TH RD.)
PROPOSED PROFILE GRADE LINE
EXISTING PROFILE GROUND LINE
180.00′ V.C.
+10.00 EL. 633.22
+90.00 EL. 633.70
VPI STA. 54+00.00 ELEVATION 633.76
VPI STA. 49+78.00 ELEVATION 631.45
VPI STA. 50+21.59 ELEVATION 631.50
+50 DT. LT. EL. 629.70
+50 DT. RT. EL. 629.70
+00 DT. LT. EL. 629.40
+50 DT. LT. EL. 629.20
+50 DT. RT. EL. 628.90
+50 DT. RT. EL. 629.50
+50 DT. LT. EL. 629.35
+00 DT. LT. EL. 629.50
+00 DT. LT. EL. 630.50
-0.07%
+0.50%
-0.50%
+0.60%
+0.60%
-0.07%
DT. LT. -0.20%
DT. RT. -0.20%
DT. LT. -0.10%
DT. LT. +0.10%
DT. RT. +0.20%
DT. LT. +0.20%

EX. PROF. / PR. PROF.	LT. DT. / RT. DT.
629.05 / 631.97	629.10 / 629.10
629.05 / 631.94	629.20 / 629.20
629.18 / 631.90	629.30 / 629.30
629.29 / 631.86	629.40 / 629.40
629.37 / 631.83	629.50 / 629.50
629.31 / 631.79	629.60 / 629.60
629.26 / 631.76	629.70 / 629.70
629.20 / 631.72	629.60 / 629.60
629.12 / 631.69	629.50 / 629.50
629.01 / 631.65	629.40 / 629.40
628.91 / 631.61	629.35 / 629.30
629.00 / 631.58	629.30 / 629.20
629.40 / 631.54	629.25 / 629.10
629.42 / 631.51	629.20 / 629.00
629.88 / 631.47	628.90
631.52	
631.18 / 631.67	629.35 / 629.50
630.40 / 631.97	629.40 / 629.60
630.32 / 632.26	629.45 / 629.70
630.42 / 632.56	629.50 / 629.80
630.60 / 632.86	629.60 / 629.90
630.92 / 633.16	629.70 / 630.00
631.17 / 633.43	629.80 / 630.10
631.42 / 633.61	629.90 / 630.20
631.56 / 633.70	630.00 / 630.30
631.62 / 633.69	630.10 / 630.40
631.53 / 633.66	630.20 / 630.50
631.34 / 633.63	630.30 / 630.60
631.16 / 633.59	630.40 / 630.70
630.91 / 633.56	630.50 / 630.80
630.68 / 633.52	630.90 /

43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, PLAN APPROVED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, PLAN APPROVED, STRUCTURE NO(S)/NS CHKD, NOTE BOOK, NO., BY, DATE

FILE NAME = v:\2844\2844p202.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ′ / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/22/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE. 258 (C.H. 2) PLAN & PROFILE

SCALE: H=50 V=5 | SHEET NO. 2 OF 3 SHEETS | STA. 42+50 | TO STA. 57+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
258	11-00325-00-SP	LA SALLE	84	35

CONTRACT NO. 87479
ILLINOIS FED. AID PROJECT