F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NA	98-00009-00-BR	SANGAMON	107	22
STA. 201+80.00		TO STA. 212+60.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
M.P. 179 SPRINGFIELD SUBDIVISION				

93346

N.W. 1/4, SEC. 36, T. 17 N., R. 5 W., 3rd P.M.

NOTE "A":
CONCRETE GUTTER TRANSITION TO MEET PROPOSED BIT. SHOULDER. WORK TO BE COMPLETED TO THE SATISFACTION OF THE ENGINEER (INCLUDED IN THE COST FOR "CCC&G, TY B-6.24").

LEONARD SAPP

⟨0⟩ = DRAINAGE STRUCTURES
△0 = STORM SEWER/CULVERT PIPES
[0] = EXISTING DRAINAGE STRUCTURE
SEE SCHEDULES SHEETS 27 & 28

IMPROVEMENT BEGINS
℄ STA. 48+10.24

℄ STA. 206+85.20 (BUSINESS LOOP I-55) =
℄ STA. 0+02.56 (PROPOSED MEREDITH DRIVE)

℄ STA. 206+64.65 (BUSINESS LOOP I-55) =
℄ STA. 50+00.00 (OLD TIPTON SCHOOL ROAD)

IMPROVEMENT BEGINS
℄ STA. 201+80.00

CONCRETE MEDIAN SURFACE 4"
EXISTING R-O-W LINE
CONSTRUCTION LIMITS
BITUMINOUS SHOULDER 6"
CONCRETE MEDIAN TYPE SM-6.12
116' R.
PROPOSED ℄ OLD TIPTON SCHOOL ROAD
2 CENTER CURVE
80'-300'
13' OFFSET
207+45.62
85.00' LT
EXISTING ℄ B.L. I-55
210+03.88
85.00' LT
EXISTING R-O-W LINE
STEEL PLATE BEAM GUARDRAIL
GUARDRAIL REMOVAL
TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (FLARED)
CONCRETE MEDIAN SURFACE 4"
24" R.C.P.
INV. 558.20
USE IN PLACE
4' (TYP.)
31'
29.3'
200+00
+65.78
+12.69
205+00
+03.81
210+00
+08.12
80' R.
0+80.04
85.00' LT
SEE NOTE "A"
PC STA. 1+46.16
1+60.00
45.00' LT
COMB. CONCRETE CURB & GUTTER, TYPE M-6.12 (TYP. @ MEDIAN)
SEE NOTE "A"
2 CENTER CURVE
90' - 400'
6' OFFSET
0+81.54 94.91' RT
206+00 90.00' RT.
PROPOSED R-O-W LINE
203+00.00
65.00' RT
CONSTRUCTION LIMITS
COMB. CONCRETE CURB AND GUTTER, TYPE B-6.24
1+60.00
55.00' RT
CURVE 1
COMB. CONCRETE CURB & GUTTER, TYPE B-6.24
℄ PROPOSED MEREDITH DRIVE
PROPOSED R-O-W LINE
CONCRETE MEDIAN TYPE SM-6.12
EXISTING R-O-W LINE
EXISTING GUARDRAIL USE IN PLACE
COMB. CONCRETE CURB AND GUTTER TYPE M-6.12 (TYP. @ MEDIAN)
IMPROVEMENT ENDS
℄ STA. 212+60.00
LUKE CARTER
PAUL T. & CHERLE E. DOWNS
SEE MEREDITH DRIVE PLAN & PROFILE SHEETS

B.L. I-55 CURVE DATA
P.I. STA. 212+91.36
Δ = 33° 34' 25" (RT)
D = 1° 00' 00"
T = 1,728.42'
R = 5,729.58'
L = 3,357.36'
E = 255.03'
P.C. STA. 195+62.94
P.T. STA. 229+20.30

(•) PROPOSED 5' x 6.5' RC BOX CULVERT EXTENSION LT. STA. 209+76
(••) PROPOSED 3' x 3' RC BOX CULVERT EXTENSION LT. STA. 211+35

0' 50' 100'

CONTROL POINT COORDINATES

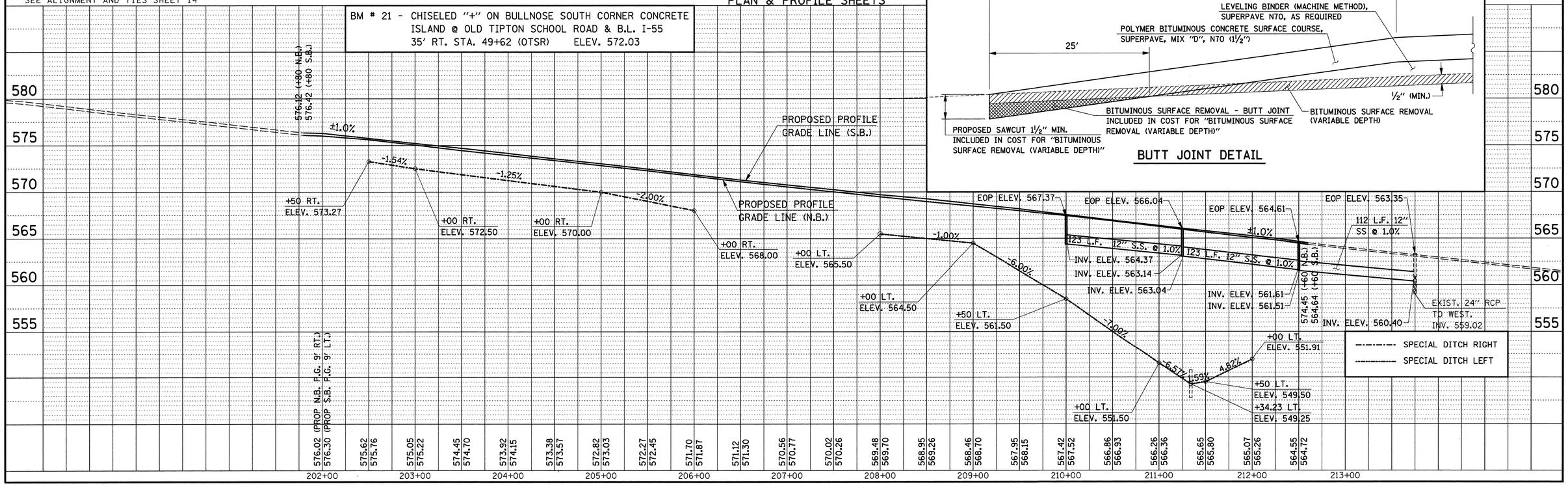
LOCATION	NORTHING	EASTING
POC STA. 201+00.00	94,348.1660	95,300.0420
POC STA. 206+64.65	94,906.4810	95,382.8900
POC STA. 206+85.20	94,926.6210	95,386.9370
POC STA. 213+00.00	95,521.4360	95,541.2500

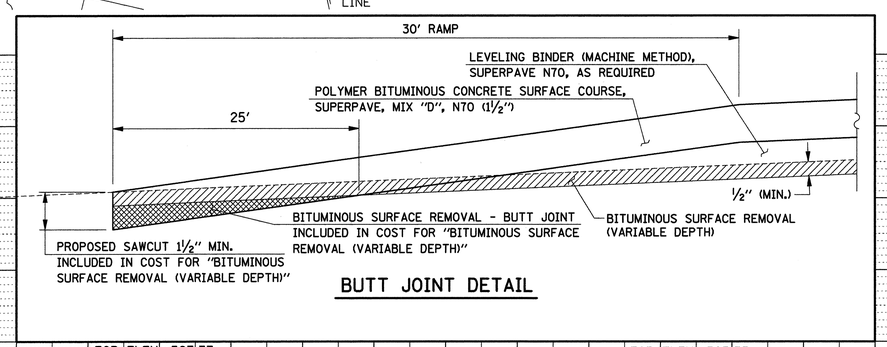
SEE ALIGNMENT AND TIES SHEET 14

MEREDITH DRIVE CURVE 1 DATA

P.I. STA. 2+21.45
Δ = 4° 00' 49" (LT)
D = 2° 40' 00"
R = 2,148.59'
T = 75.29'
L = 150.52'
E = 1.32'
S.E. = REMOVE CROWN
P.C. STA. 1+46.16
P.T. STA. 2+96.68

BM # 21 - CHISELED "+" ON BULLNOSE SOUTH CORNER CONCRETE ISLAND @ OLD TIPTON SCHOOL ROAD & B.L. I-55 35' RT. STA. 49+62 (OTSR) ELEV. 572.03





BUTT JOINT DETAIL

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
DATA VERIFIED
CADD FILE NAME
NOTE BOOK NO.
BY
DATE

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

PLAN AND PROFILE B.L. I-55 STA. 201+80 TO 212+60