F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NA	98-00009-00-BR	SANGAMON	107	23
STA. 200+00.00	TO STA. 214+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
M.P. 179 SPRINGFIELD SUBDIVISION				

93346

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

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

IMPROVEMENT BEGINS
℄ STA. 200+00.00 (SHOOFLY) =
℄ STA. 9447+13.28 (MAINLINE U.P.R.R.)

EXISTING ℄ MAINLINE
UNION PACIFIC R.R.

⬡ = DRAINAGE STRUCTURES
△ = STORM SEWER/CULVERT PIPES
SEE SCHEDULES SHEETS 27 & 28

℄ PROPOSED
MEREDITH DRIVE

CARL & DONNA CATLIN

LUKE CARTER

JACK MOORMAN

PROPOSED R-O-W LINE

℄ STA. 9437+93.49 (MAINLINE UNION PACIFIC R.R.) =
℄ STA. 13+37.69 (PROPOSED MEREDITH DRIVE)

EXISTING R.R. R-O-W LINE

EXISTING 4.5' x 6' ARCH DIAMETER CONCRETE CULVERT

TS STA 200+00.00 MATCH EXISTING

SC STA 201+47.50

CS STA 202+98.38

ST STA 204+45.88

CURVE 1

13'-0"

PERIMETER EROSION BARRIER = 270 L.F.

SHOOFLY TRACK WORK AND BALLAST TO BE DONE BY UNION PACIFIC R.R. (EMBANKMENT AND SUB-BALLAST BY CONTRACTOR)(*)

ALL SHOOFLY WORK TO BE DONE BY CONTRACTOR(**)

PROPOSED 5' x 6' RC BOX CULVERT EXTENSION TS STA 207+51.53

B-8 B-5 B-4 B-9

CMP TO BE REMOVED

SC STA 209+43.28

CS STA 210+75.70

ST STA 212+67.45

PI Sta 9439+20.00

WORLDCOM SPRINT

9434+40.47
50.00' LT.

9444+80.19
75.00' LT.

9444+20.19
115.00' LT.

9440+40.19
165.00' LT.

9437+55.09
243.20' LT.

15+88.07
69.73' RT.

16+11.06
256.13' LT.

15+78.81
176.00' LT.

15+88.07
77.45' LT.

16+50.00
80.00' LT.

56° 59' 00" LOCAL TANGENT

PC STA 15+50.26

CURVE 2

R.R. ACCESS CONTROL FENCE

PROP. TEMP. CONST. ESM'T.

℄ PROP. 50 MPH SHOOFLY TRACK

PERIMETER EROSION BARRIER = 315 L.F.

CONSTRUCTION LIMITS

PROPOSED R-O-W LINE

MATCHLINE STA. 214+00

(*) EMBANKMENT AND SUB-BALLAST SHALL BE REMOVED BY CONTRACTOR, TO THE LIMITS SHOWN, UPON COMPLETION OF THE BRIDGE STRUCTURE AND AFTER RAIL TRAFFIC HAS BEEN RESTORED TO THE MAINLINE TRACK.

(**) ALL TRACKWORK SHALL BE REMOVED BY CONTRACTOR TO THE LIMITS SHOWN INCLUDING RAIL, TIES, SUB-BALLAST, BALLAST AND OTHER TRACK MATERIALS AFTER RAIL TRAFFIC HAS BEEN RESTORED TO THE MAINLINE TRACK.

50 MPH SHOOFLY TRACK - CURVE 1 DATA

SPIRAL 1 BACK	CURVE 1	SPIRAL 1 AHEAD
PI STA 200+98.34	PI STA 202+22.95	PI STA 203+47.54
fs = 1° 28' 30.00"	Δ = 3° 01' 03" (RT)	fs = 1° 28' 30.00"
Ls = 147.50'	D = 2° 00' 00"	Ls = 147.50'
Rc = 2,864.79'	R = 2,864.79'	Rc = 2,864.79'
Dc = 2° 00' 00.00"	T = 75.45'	Dc = 2° 00' 00.00"
Ys = 1.27'	L = 150.87'	Ys = 1.27'
Xs = 147.49'	SE = 4.4% (2½")	Xs = 147.49'
P = 0.32	SC STA 201+47.50	P = 0.32
K = 73.75'	CS STA 202+98.37	K = 73.75'
LT = 98.34'	SE TRANS THRU SPIRAL	LT = 98.34'
ST = 49.17'		ST = 49.17'
TS STA 200+00.00		CS STA 202+98.37
SC STA 201+47.50		ST STA 204+45.87

50 MPH SHOOFLY TRACK - CURVE 2 DATA

SPIRAL 2 BACK	CURVE 2	SPIRAL 2 AHEAD
PI STA 208+79.37	PI STA 210+09.50	PI STA 211+39.62
fs = 2° 23' 48.75"	Δ = 3° 18' 37.91" (LT)	fs = 2° 23' 48.75"
Ls = 191.75'	D = 2° 30' 00"	Ls = 191.75'
Rc = 2,291.83'	R = 2,291.83'	Rc = 2,291.83'
Dc = 2° 30' 00.00"	T = 66.23'	Dc = 2° 30' 00.00"
Ys = 2.67'	L = 132.42'	Ys = 2.67'
Xs = 191.72'	SE = 5.8% (3¼")	Xs = 191.72'
P = 0.67	SC STA 209+43.28	P = 0.67
K = 95.87'	CS STA 210+75.70	K = 95.87'
LT = 127.85'	SE TRANS THRU SPIRAL	LT = 127.85'
ST = 63.93'		ST = 63.93'
TS STA 207+51.53		CS STA 210+75.70
SC STA 209+43.28		ST STA 212+67.45

℄ STA. 14+22.58 (MEREDITH DRIVE) =
℄ STA. 209+65.63 (50 MPH SHOOFLY TRACK)

CONSTRUCTION LIMITS

R.R. ACCESS CONTROL FENCE

PROPOSED R-O-W LINE

VISION LAND DEVELOPMENT, INC.

B.M. #107 - CHISELED "□" SOUTH END OF EAST HEADWALL OF 4.5' x 6' ARCH CULVERT UNDER UNION PACIFIC R.R. 35' RT. STA. 205+09, ELEV. 541.52

500.00' V.C.

+50.00 EL. 562.03

+50.00 EL. 564.73

PROPOSED PROFILE GRADE LINE

EXISTING PROFILE GRADE LINE

MAINLINE TOP OF RAIL PROFILE GRADE LINE

IMPROVEMENT BEGINS STA. 200+00.00

561.40 BEGIN STA. 200+00.00

VPI STA. 204+00.00 ELEVATION 563.08

0.42% 0.66% -0.50% -1.50% -3.00% 1.00% 2.06% 4.00% -2.00% 2.00% 3.25% 0.50% 0.50%

+00 LT. ELEV. 560.00
+50 LT. ELEV. 560.25
+00 LT. ELEV. 557.00
+00 LT. ELEV. 554.00
+00 LT. ELEV. 555.00
+50 LT. ELEV. 556.00
+00 LT. ELEV. 558.00
+00 RT. ELEV. 561.00
+50 LT. ELEV. 557.00
+00 LT. ELEV. 560.00
+40 LT. ELEV. 561.30
+00 RT. ELEV. 562.50
+00.00 EL. 562.50

SPECIAL DITCH RIGHT
SPECIAL DITCH LEFT

	200+00	201+00	202+00	203+00	204+00	205+00	206+00	207+00	208+00	209+00	210+00	211+00	212+00	213+00	214+00
(EX. PROFILE GRADE)	561.23	561.43	561.64	560.99	561.41	561.85	560.54	557.72	554.71	554.10	554.36	557.54	560.54	561.23	563.69	555.85	548.10	541.06	545.07	547.31	554.92	559.56	563.20	567.52	569.82	569.13	569.03	571.06	571.96
(PROP. PROFILE GRADE)	561.40	561.61	561.82	562.03	562.25	562.47	562.71	562.97	563.23	563.50	563.79	564.09	564.40	564.73	565.06	565.38	566.04	566.37	567.03	567.36	567.69	568.02	568.35	569.01	569.33	569.66
(EX. TRACK GRADE)	561.49	561.72	561.95	562.20	562.45	562.69	562.95	563.22	563.51	563.83	564.17	564.50	564.84	565.17	565.51	565.86	566.60	566.98	567.42	567.84	568.25	568.54	568.82	569.10	569.36	569.61	569.88	570.16

PLAN AND PROFILE 50 MPH SHOOFLY TRACK STA. 200+00 TO 214+00