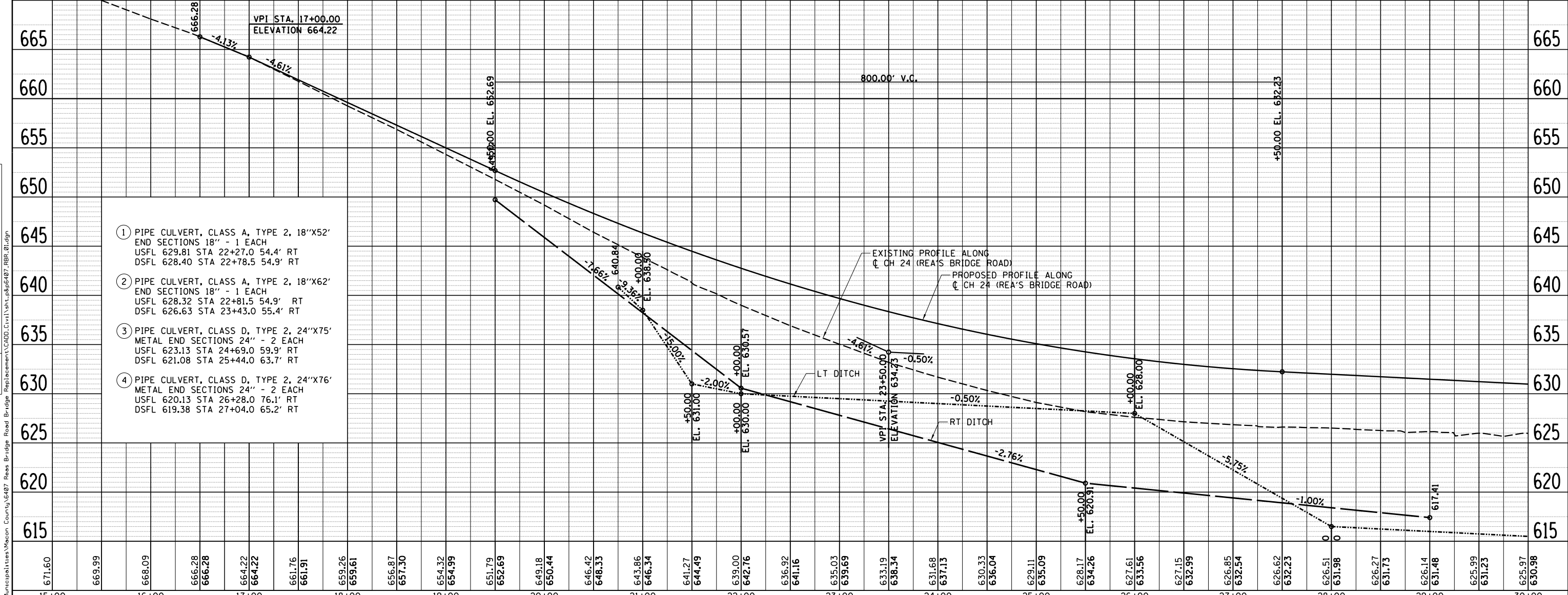
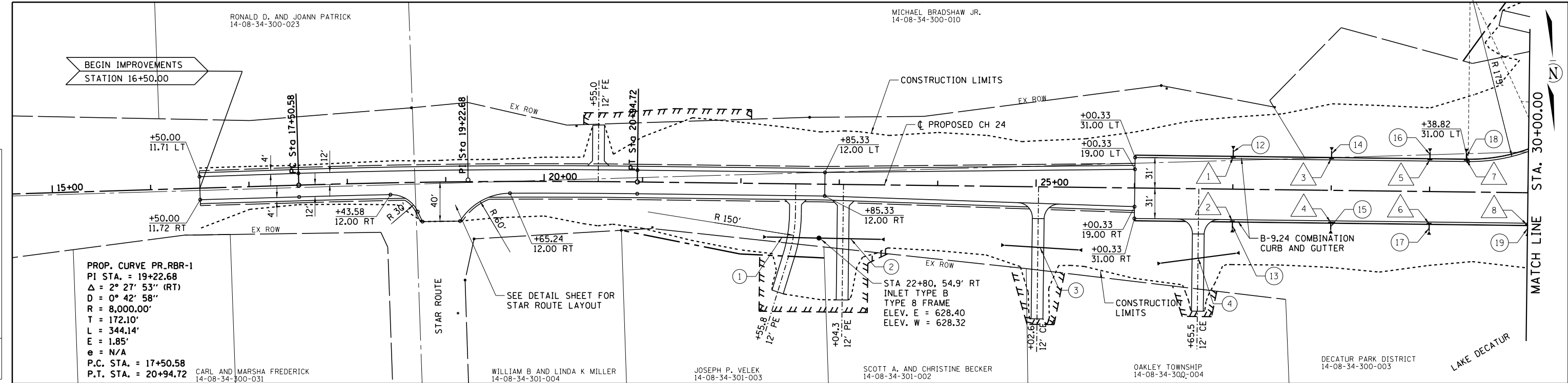


RONALD D. AND JOANN PATRICK
14-08-34-300-023

MICHAEL BRADSHAW JR.
14-08-34-300-010

PLAN	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	ALIGNED	
	CHECKED	
	FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	



671.60	669.99	668.09	666.28	666.28	664.22	664.22	661.76	661.91	659.26	659.161	656.87	657.30	654.32	654.99	651.79	652.69	649.18	650.44	646.42	648.33	643.86	646.34	641.27	644.49	639.00	642.76	636.92	641.16	635.03	639.69	633.19	638.34	631.68	637.13	630.33	636.04	629.11	635.09	628.17	634.26	627.61	633.56	627.15	632.99	626.85	632.54	626.62	632.23	626.51	631.98	626.27	631.73	626.14	631.48	625.99	631.23	625.97	630.98
15+00	16+00	17+00	18+00	19+00	20+00	21+00	22+00	23+00	24+00	25+00	26+00	27+00	28+00	29+00	30+00																																											

USER NAME = j_buening	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 2/9/2018	DATE -	REVISED -

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PLAN AND PROFILE
CH 24 (REA'S BRIDGE ROAD)

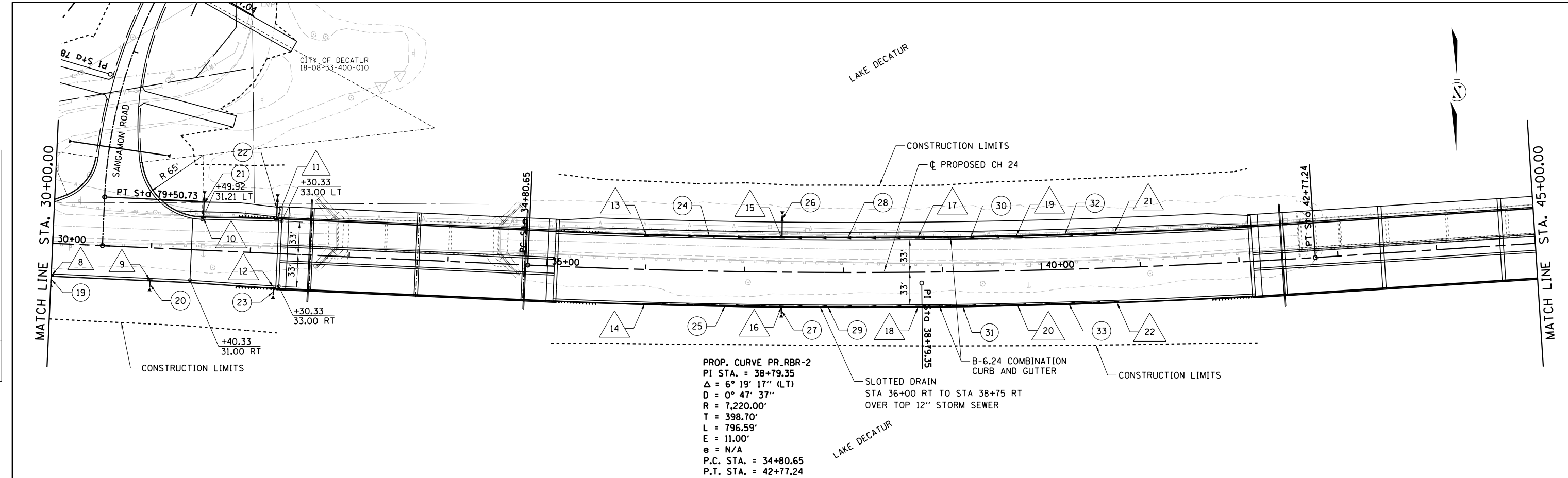
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

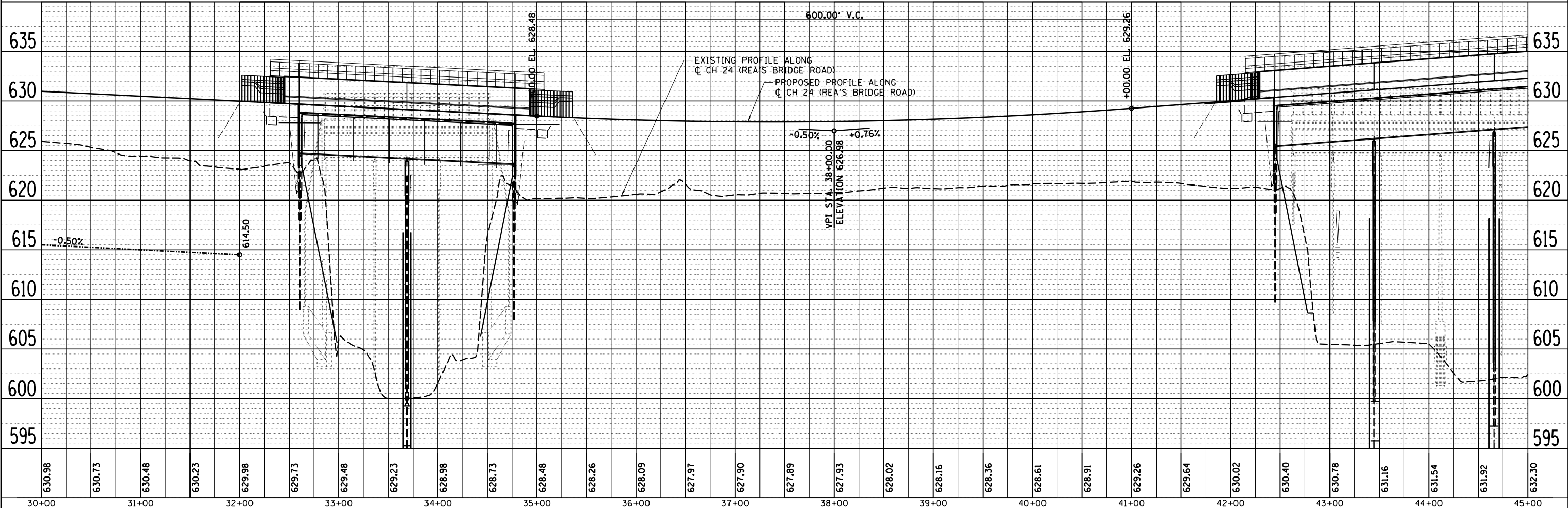
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	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	NO.		
	STRUCTURE		
	NOTATIONS CHECKED		
	NO.		



PROP. CURVE PR_RBR-2
 PI STA. = 38+79.35
 Δ = 6° 19' 17" (LT)
 D = 0° 47' 37"
 R = 7,220.00'
 T = 398.70'
 L = 796.59'
 E = 11.00'
 e = N/A
 P.C. STA. = 34+80.65
 P.T. STA. = 42+77.24



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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 2/9/2018	DATE -	REVISED -

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PLAN AND PROFILE
CH 24 (REA'S BRIDGE ROAD)

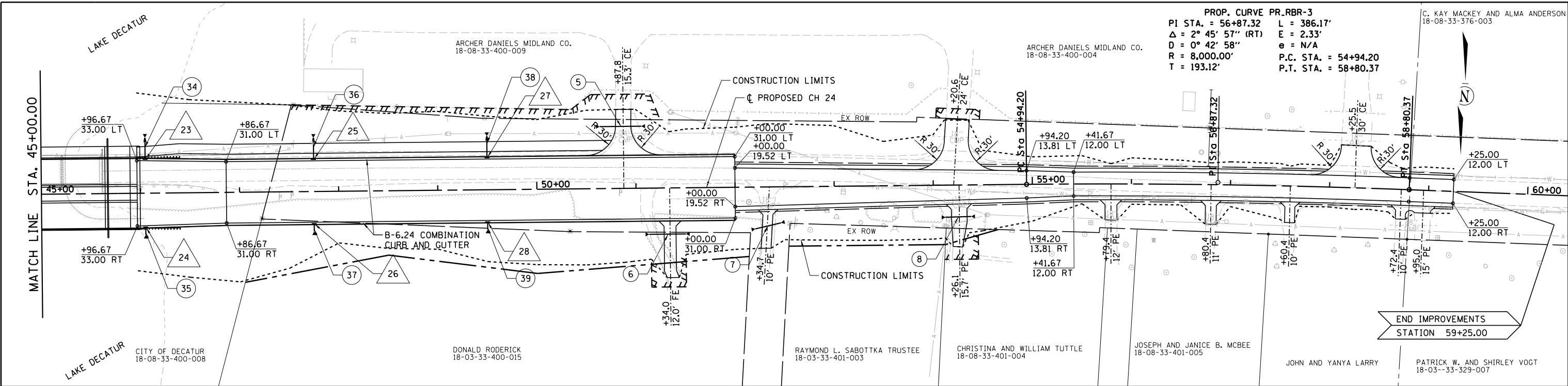
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7355	12-00251-00-BR/12-00252-00-BR	MACON		
CONTRACT NO.				
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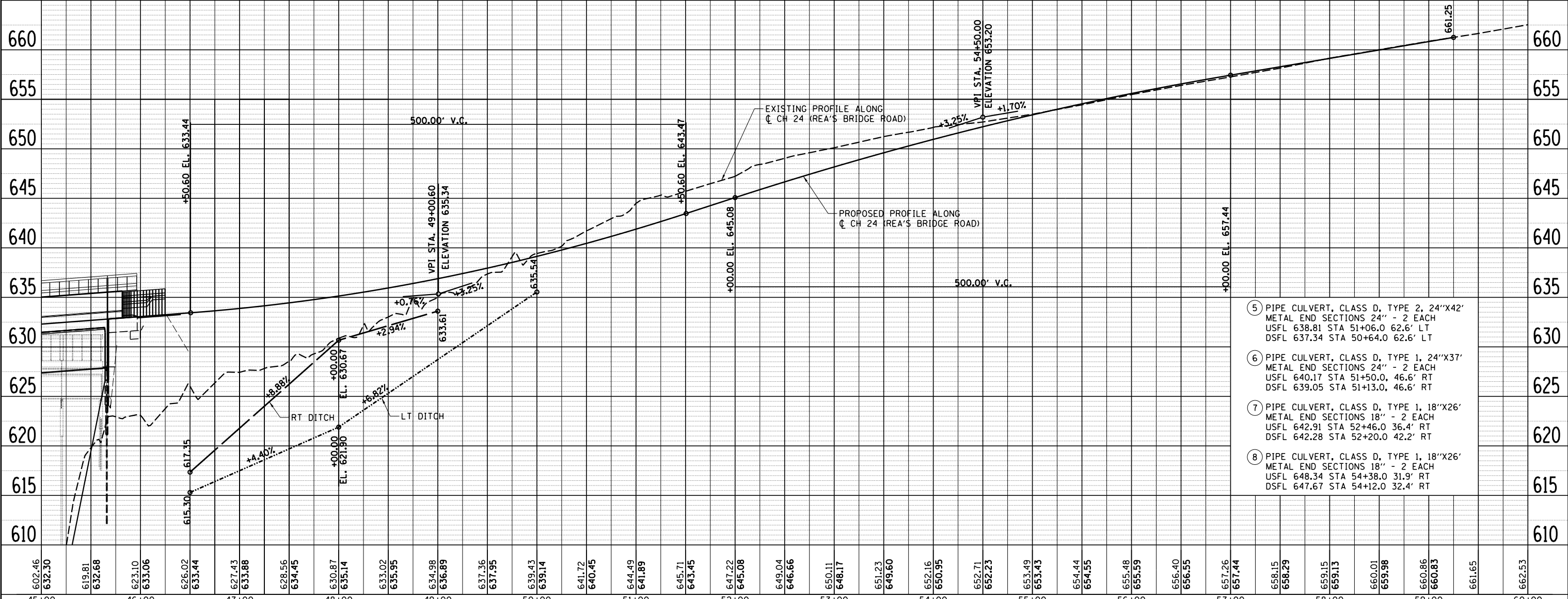
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	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
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	NOTE BOOK NO.		
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PROP. CURVE PR_RBR-3
 PI STA. = 56+87.32 L = 386.17'
 $\Delta = 2^\circ 45' 57''$ (RT) E = 2.33'
 $D = 0^\circ 42' 58''$ e = N/A
 R = 8,000.00' P.C. STA. = 54+94.20
 T = 193.12' P.T. STA. = 58+80.37



- 5) PIPE CULVERT, CLASS D, TYPE 2, 24"x42" METAL END SECTIONS 24" - 2 EACH
 USFL 638.81 STA 51+06.0 62.6' LT
 DSFL 637.34 STA 50+64.0 62.6' LT
- 6) PIPE CULVERT, CLASS D, TYPE 1, 24"x37" METAL END SECTIONS 24" - 2 EACH
 USFL 640.17 STA 51+50.0, 46.6' RT
 DSFL 639.05 STA 51+13.0, 46.6' RT
- 7) PIPE CULVERT, CLASS D, TYPE 1, 18"x26" METAL END SECTIONS 18" - 2 EACH
 USFL 642.91 STA 52+46.0 36.4' RT
 DSFL 642.28 STA 52+20.0 42.2' RT
- 8) PIPE CULVERT, CLASS D, TYPE 1, 18"x26" METAL END SECTIONS 18" - 2 EACH
 USFL 648.34 STA 54+38.0 31.9' RT
 DSFL 647.67 STA 54+12.0 32.4' RT

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PLAN AND PROFILE			
CH 24 (REA'S BRIDGE ROAD)			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

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PLAN	SURVEYED	DATE
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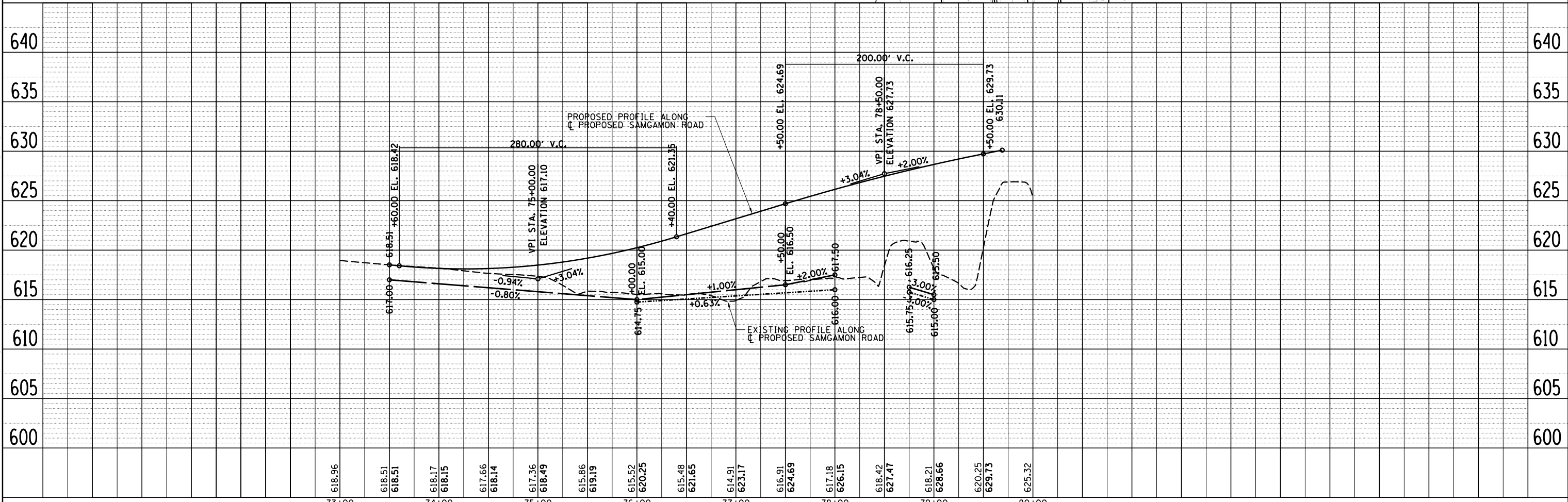
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FILE NAME = I:\Municipalities\Macon County\407 Reas Bridge Road Bridge Replacement\CADD\Civil\Int_L&S\6407_Sang_01.dgn

PROP. CURVE SANGAMON-1
 PI STA. = 75+37.51
 $\Delta = 30^\circ 59' 56''$ (RT)
 $D = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 138.66'$
 $L = 270.52'$
 $E = 18.87'$
 $e = N/A$
 P.C. STA. = 73+98.85
 P.T. STA. = 76+69.37

PROP. CURVE SANGAMON-2
 PI STA. = 78+31.36
 $\Delta = 27^\circ 55' 30''$ (LT)
 $D = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 124.32'$
 $L = 243.69'$
 $E = 15.22'$
 $e = N/A$
 P.C. STA. = 77+07.04
 P.T. STA. = 79+50.73

- 9 PIPE CULVERT, CLASS D, TYPE 2, 2-21"x45'
 METAL END SECTIONS 21" - 4 EACH
 USFL 615.00 STA 76+00, 22.0' RT
 DSFL 614.75 STA 76+00, 23.0' LT
- 10 PIPE CULVERT, CLASS D, TYPE 2, 15"x48'
 METAL END SECTIONS 15" - 2 EACH
 USFL 615.63 STA 77+40, 39.3' RT
 DSFL 615.33 STA 76+92, 39.3' LT
- 11 PIPE CULVERT, CLASS D, TYPE 2, 54"x96'
 METAL END SECTIONS 54" - 2 EACH
 USFL 615.50 STA 79+00, 37.5' RT
 DSFL 615.00 STA 79+00, 58.5' LT



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