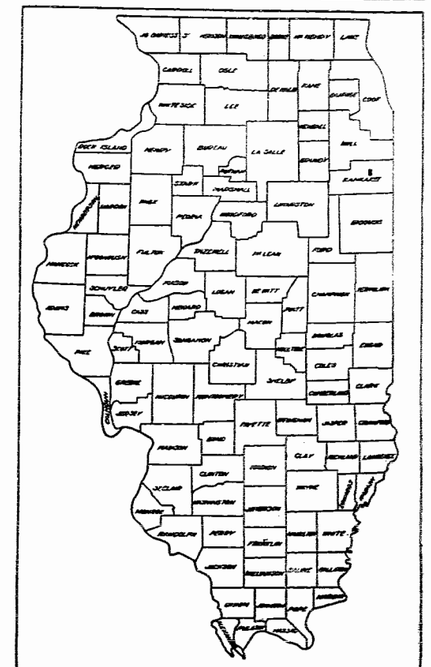
46-(2(1), 2, 2K, 2(1)HB, 2HB-1) & 140R

FEDERAL-AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-57 F.A.-26		KANKAKEE	125	1
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	I-57-6(7)315 I-57-7(24)315 I-57-7(22)317 F-139(18)	

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

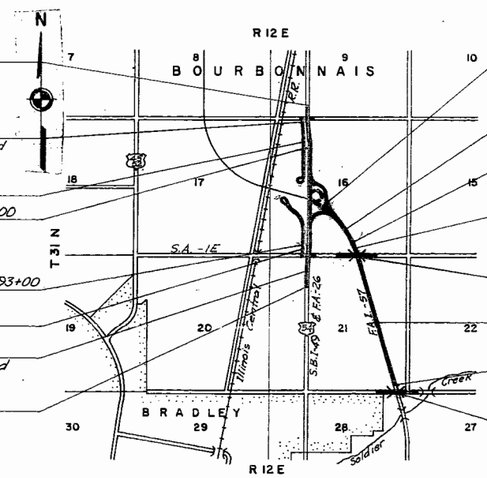
SCALES
- PLAN 1 INCH 100 FT., 1 INCH 50 FT.
- PROFILE, HOR. 1 INCH 100 FT., 1 INCH 50 FT.
- PROFILE, VERT. 1 INCH 10 FT.
- CROSS-SECTIONS 1 INCH 5 FT. VERT.; 1 INCH 10 FT. HOR.
- OTHER SCALES AS NOTED

F.A.I. ROUTE 57, SECTIONS 46-(2(1), 2, 2K, 2(1)HB, 2HB-1)
F.A. ROUTE 26 (S.B.I. ROUTE 49), SECTION 140 R
KANKAKEE COUNTY
PROJECTS I-57-6(7)315, I-57-7(24)315, I-57-7(22)317, & F-139(18)



LOCATION OF SECTION INDICATED THUS:—

HIGHWAY CLASSIFICATION
DHV 2100 - (1980)-T-70



LAYOUT
Scale: 1" = ½ Mile (Approx.)

Prop. Improvement Ends Sta. 1346+00
End Sec. 140 R, Proj. F-139 (18)

Equation of Stations
Sta. 1342+73.44 Back = Sta. 1342+72.98 Ahead

North Frontage Road
Begin Sec. 140 R, Proj. F-139 (18), Sta. 1330+00
End Sec. 46-2 K, Proj. I-57-7(22) 317

Begin Sec. 46-2 K, Proj. I-57-7(22) 317, Sta. 1293+00
End Sec. 140 R, Proj. F-139 (18)

South Frontage Road

Equation of Stations
Sta. 1282+52.72 Back = Sta. 1282+52.16 Ahead

Prop. Improvement Begins Sta. 1277+00
Begin Sec. 140 R, Proj. F-139 (18)

Prop. Improvement Ends
End Sec. 46-2K, Proj. I-57-7(22) 317
N.B. Lanes: Sta. 304+44.83, S.B. Lanes: Sta. 304+54.69

Adjustment due to curve
N.B. Lanes + 20.61 ft., S.B. Lanes - 20.72 ft.

Begin Sec. 46-2K, Proj. I-57-7(22)317, Sta. 286+00
End Sec. 46-2, Proj. I-57-7(24) 315

Adjustment due to curve
N.B. Lanes + 2.10 ft., S.B. Lanes - 2.10 ft.

Sec. 46-2 HB-1, Proj. I-57-7(24) 315, Grade Separation & Approaches Sta. 281+16.40 F.A.I. Route 57 Included in Contract.

Begin Sec. 46-2, Proj. I-57-7(24) 315, Sta. 253+40.40
End Sec. 46-2(1), Proj. I-57-6(7) 315

Prop. Improvement Begins Sta. 228+35.17
Begin Sec. 46-2(1), Proj. I-57-6(7) 315

Sec. 46-2(1)HB, Proj. I-57-6(7) 315, Grade Separation & Approaches Sta. 225+59.91 F.A.I. Route 57 Included in Contract.

ROUTE NUMBERS

Wherever reference is made to "F.A.I. Route 04" it shall be understood to pertain to and to be synonymous with "F.A.I. Route 57."

U.S. Highway 54 is also known as F.A. Route 26 and S.B.I. Route 49.

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS

SUBMITTED June 8 1960
EXAMINED June 22 1960
PASSED June 22 1960
APPROVED June 22 1960
APPROVED June 22 1960

NET LENGTHS OF PROPOSED IMPROVEMENTS

Route	Project No.	Section	Lanes	Lin. Ft.	Miles
F.A.I.-57	I-57-6(7) 315	46-2(1)	N.B.	2505.23	0.474
F.A.I.-57	I-57-7(24) 315	46-2	N.B.	3,261.70	0.618
F.A.I.-57		46-2	S.B.	3,257.50	
F.A.I.-57	I-57-7(22)317	46-2 K	N.B.	1,865.44	0.353
F.A.I.-57		46-2 K	S.B.	1,833.97	
F.A. 26	F-139 (18)	140 R	Both	3,201.02	0.606
F.A. 26		46-2 K	Both	3,700.00	
Frontage Rd.		140 R	—	1,627.86	
Frontage Rd.		46-2 K	—	3,775.50	
	I-57-7(24)315	46-2 HB-1	—		
	I-57-6(7)315	46-2(1)HB	—		

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED
DIVISION ENGINEER — DATE

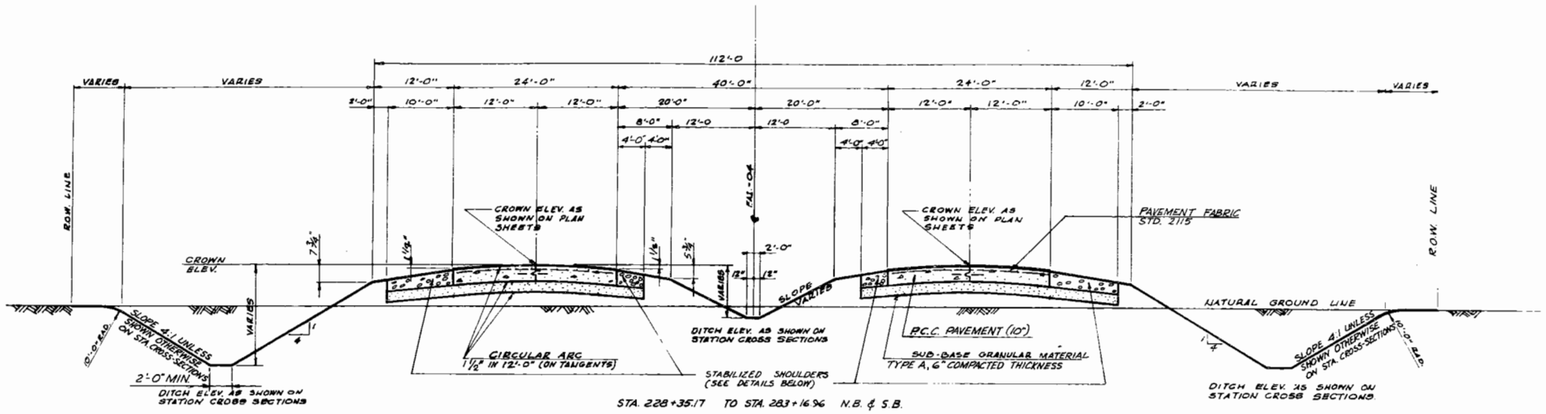
PLANS PREPARED BY
STANLEY ENGINEERING COMPANY
MUSCATINE, IOWA — CHICAGO, ILLINOIS

Job No. 20457

Kankakee COUNTY — SECTION 46-(2(1), 2, 2K, 2(1)HB, 2HB-1) & 140R — F.A. ROUTE 57 — F.A. ROUTE 26

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I.-04 (F.A.I.-57)		KANKAKEE	125	2
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

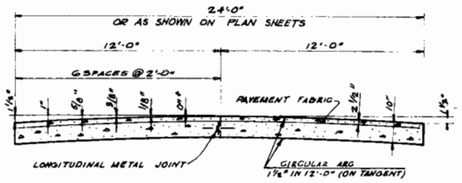
-46-(2(1), 2, 2K, 2(1)HB, 2HB-1) & 1HCB



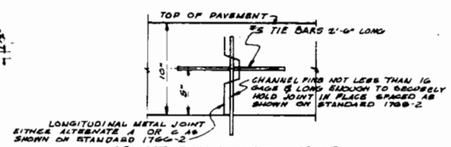
STA. 228+35.17 TO STA. 283+16.96 N.B. & S.B.

TYPICAL SECTION I-1

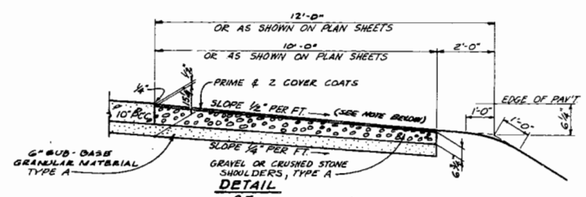
BASIC SECTION FOR F.A.I. RTE: 04



DETAIL OF PAVEMENT CROSS SECTION



LONGITUDINAL METAL JOINT AND TIE BARS

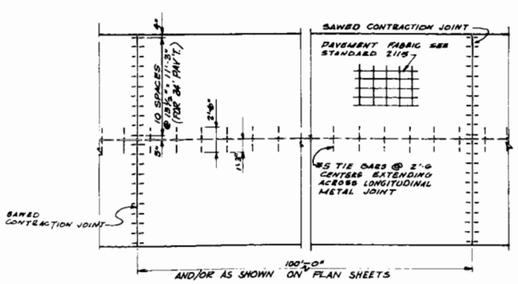


DETAIL OF OUTSIDE SHOULDER F.A.I.-04

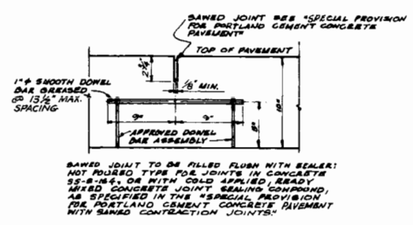
NOTE: SLOPE SURFACE OF STABILIZED SHOULDER AT RATE OF 3/16" PER FOOT UNDER STRUCTURE STA. 281+16.40 TO MAINTAIN MIN. CLEARANCE.

NOTES:

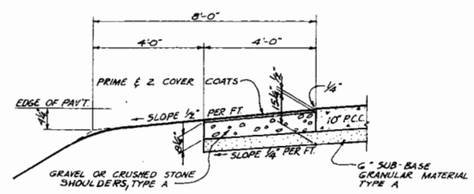
1) JOINT DETAILS & PAVEMENT REINF APPLY TO ALL P.C.C. PAVEMENT.
2) SEE STATION CROSS SECTIONS FOR OUTSIDE AND MEDIAN DITCHES.
3) SHOULDERS AND SIDESLOPES SHALL BE ROUNDED 12 INCHES IN EACH DIRECTION FROM THE TANGENT INTERSECTION OF THESE SURFACES, (ALL ROADWAYS).
4) SHOULDERS HAVE BEEN REVISED SUBSEQUENT TO DRAWING OF STATION CROSS SECTIONS AND ARE TO BE CONSTRUCTED AS SHOWN IN THESE TYPICAL SECTIONS. EARTHWORK QUANTITIES HAVE BEEN REVISED FROM THOSE SHOWN ON STATION CROSS SECTIONS TO REFLECT THESE CHANGES.



PLAN FOR PORTLAND CEMENT CONCRETE PAVEMENT



DETAIL OF SAWED CONTRACTION JOINT



DETAIL OF MEDIAN SHOULDER F.A.I.-04

TYPICAL SECTION F.A.I.-04
AND
PAVEMENT DETAILS

46-(2L), 2, 2K, 2L) MB, 2HR-1) & 140R

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I.-04 (F.A.I.-57)		KANKAKEE	125	3
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	TYPICAL SECTION F.A.I.-57, PAVEMENT DETAILS
3	INDEX OF SHEETS
4	SUMMARY OF QUANTITIES
5	TREE REMOVAL, EARTHWORK, ROW & SURVEY MARKERS
6	CLASS X CONC., PIPE CULV., STORM SEWERS, INLETS, CATCH BASINS
6A	PAVEMENT QUANTITIES, SEEDING, PLANTING, CURBS, GUARD RAIL
	TYPICAL SECTIONS:
7	F.A.I. ROUTE 57
8	S.B.I. ROUTE 49
9	RAMPS AND FRONTAGE ROADS
10	LOCAL ROADS, MEDIAN OPENINGS AND MISCELLANEOUS
	PLAN & PROFILE: F.A.I. ROUTE 57
11	STA. 200+00 TO STA. 230+00
12	STA. 230+00 TO STA. 260+00
13	STA. 260+00 TO STA. 290+00
14	STA. 290+00 TO STA. 320+00, EXISTING
15	STA. 290+00 TO STA. 305+00, PROPOSED
16	STA. 305+00 TO STA. 311+37.70, PROPOSED
	PLAN & PROFILE: S.B.I. ROUTE 49, EXISTING
17	STA. 1275+00 TO STA. 1290+00
18	STA. 1290+00 TO STA. 1305+00
19	STA. 1305+00 TO STA. 1320+00
20	STA. 1320+00 TO STA. 1335+00
21	STA. 1335+00 TO STA. 1350+00
	PLAN & PROFILE: S.B.I. ROUTE 49, PROPOSED
22	STA. 1277+00 TO STA. 1290+00
23	STA. 1290+00 TO STA. 1305+00
24	STA. 1305+00 TO STA. 1320+00
25	STA. 1320+00 TO STA. 1332+00
26	STA. 1332+00 TO STA. 1346+00
	PLAN & PROFILE
27	FRONTAGE ROAD (NOT PARALLEL TO S.B.I. 49)
28	RAMP H
29	RAMPS G, C, AND B
30	APPROACHES TO STRUCTURE AT F.A.I. STA. 281+16.40
31	APPROACHES TO STRUCTURE AT F.A.I. STA. 225+59.91
32	SURVEY OUTLINE, S.B.I. ROUTE 49
33	INTERCHANGE GEOMETRICS, EAST PART
34	INTERCHANGE GEOMETRICS, WEST PART
35	INTERCHANGE CONSTRUCTION OUTLINE, GUIDE POSTS
36	INTERCHANGE, DRAINAGE AND ROW
37	S.B.I. ROUTE 49 SOUTH APPROACH, SURVEY DATA AND JOINTING
38	S.B.I. ROUTE 49 NORTH APPROACH, SURVEY DATA AND JOINTING
	INTERSECTION S.B.I. ROUTE 49 WITH S.A. ROUTE 1E
39	GEOMETRICS
40	GRADING AND DRAINAGE
41	JOINTING
42	RAMP TERMINALS
43	MISCELLANEOUS DETAILS:
	FRONTAGE ROAD LOOPS,
	INTERSECTION AT S.B.I. STA. 1342+92.75,
	LEFT TURN MEDIAN OPENINGS
44	WATER LINE DETAILS
	BOX CULVERT DESIGNS
	F.A.I. STA. 241+58, STD. 2022
	F.A.I. STA. 288+00, STD. 2020
	S.B.I. STA. 1286+00, STD. 2020 MODIFIED
	S.B.I. STA. 1297+85, STD. 2020 MODIFIED
	S.B.I. STA. 1328+02.4, STD. 2020 MODIFIED
	RAMP E STA. 1+00E, SPECIAL DESIGN
	INLETS FOR BOX CULVERTS

SHEET NO.	DESCRIPTION
	STRUCTURE AT STA. 281+16.40
47	INDEX AND BILL OF MATERIAL
48	GENERAL PLAN AND ELEVATION
49	SUPERSTRUCTURE, CROSS SECTION, BEARING DETAILS AND GIRDER DETAILS
50	SUPERSTRUCTURE, SLAB REINFORCING
51	SUPERSTRUCTURE, GIRDER DETAILS
52	METAL HANDRAIL
53	PIERS NO. 1 & 3 (EXPANSION)
54	PIER NO. 2 (FIXED)
55	ABUTMENTS
56	BORING DATA
	STRUCTURE AT STA. 225+58.91
57	INDEX AND BILL OF MATERIAL
58	GENERAL PLAN AND ELEVATION
59	SUPERSTRUCTURE, SLAB PLAN
60	STRUCTURAL STEEL
61	METAL HANDRAIL
62	PIERS NO. 1 & 3 (EXPANSION)
63	PIER NO. 2 (FIXED)
63A	ABUTMENTS
63B	BORING DATA
	STRUCTURE CROSS SECTIONS
64 TO 81	F.A.I. 57, STA. 228+38.17 TO STA. 310+
82 TO 97	S.B.I. 49, STA. 1275+00 TO STA. 1346+00
98	LOCAL ROADS AT S.B.I. STA. 1289+74.6
	AND AT STA. 1342+92.75
99 TO 100	FRONT. ROAD, STA. 2309+00 TO 2315+50
101 TO 102	RAMP H, STA. 1+00 TO STA. 7+75
103 TO 105	RAMP G, STA. 1+00 TO STA. 16+00
105	RAMP B, STA. 12+00 TO STA. 13+50
106	RAMP C, STA. 12+00 TO STA. 9+50
107	RAMP C, STA. 9+00 TO STA. 8+00
	STA. 2+60 TO STA. 1+00
104 TO 105	RAMP C, STA. 7+39 TO STA. 3+51
108	BASE LINE "H", STA. 1+40 TO 4+60
109 TO 110	APPROACHES TO STRUCTURE AT F.A.I. STA. 281+16.40
111 TO 113	APPROACHES TO STRUCTURE AT F.A.I. STA. 225+59.91
	STANDARDS
114	STD. 2129-1
115	STD. 1790F, STD. 2122
116	STD. 1976, STD. 1538R, STD. 1683-1
117	STD. 1516S, STD. 1517
118	STD. 1686-1, STD. 1766-2
119	STD. 2128-2, STD. 2139-2
120	STD. 1972-1, STD. 2123, STD. 2135, STD. 1749-1
121	STD. 1977-4, STD. 2113
122	STD. 1690, STD. 1526R, STD. 1776R
123	STD. 1687-2, STD. 2115, BLR STD. #7
124	STD. 2051
125	STD. 2114, 1971-2, 2136

INDEX OF SHEETS

46-(2U),2,2X,2U)HB,2HB-1)&1 40R

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I.-04 Rte. 34		KANKAKEE	125	4
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

SUMMARY OF QUANTITIES

SEC. 46-2(1)HB PROJ. I-57-6(7)315 (BRIDGE)	SEC. 46-2HB-1 PROJ. I-57-7(24)315 (BRIDGE)	SEC. 46-2 (1) PROJ. I-57-6(7)315 (ROAD)	SEC. 46-2 PROJ. I-57-7(24)315 (ROAD)	SEC. 46-2 K PROJ. I-57-7(22)317	SEC. 140R PROJ. F-139(1B)	TOTAL	UNIT	ITEM	CODE NO.
		X731	X721	42A 7221	7221	7221	12C 7221		
		52	28	1,376	473	1,929	IN.DIA.	TREE REMOVAL (6" TO 15" DIA.)	010001
				24	84	108	IN.DIA.	TREE REMOVAL (OVER 15" DIA.)	010002
		18,925	13,616	65,629	15,335	113,505	CU.YDS.	EARTH EXCAVATION	011001
		34,986	41,085	110,220	0	186,291	CU.YDS.	BORROW EXCAVATION	013001
				3		3	UNITS	HEDGE REMOVAL	010006
				16,445	14,222	30,667	SQ.YDS.	PAVEMENT REMOVAL	082001
				273	889	1,162	SQ.YDS.	DRIVEWAY PAVEMENT REMOVAL	082002
				2,637		2,637	SQ.FT.	SIDEWALK REMOVAL	082006
					112	112	LIN.FT.	COMBINATION CURB & GUTTER REMOVAL	082005
					713	713	LIN.FT.	CURB REMOVAL	082003
		6	6	29	6	47	SQ.YDS.	BROKEN CONCRETE RIPRAP	062003
					4	4	EACH	FILLING EXISTING CATCH BASINS	079002
				1	1	2	EACH	FILLING EXISTING MANHOLES	079001
				1		1	EACH	CATCH BASINS TO BE REMOVED	Z00055
		6,874	8,943	18,974	8,362	43,153	TONS	SUB-BASE GRANULAR MATERIAL, TYPE A	024001
		3,357	4,368	4,411		12,136	TONS	GRAVEL OR CRUSHED STONE SHOULDERS, TYPE A	026001
				471	368	839	TONS	GRAVEL OR CRUSHED STONE SHOULDERS, TYPE B	026003
		1,113	1,025	4,069 *	2,117	8,324	TONS	GRAVEL OR CRUSHED STONE BASE COURSE, TYPE A	029001
		13,361	17,384	32,638	18,861	82,244	SQ.YDS.	P.C. CONCRETE PAVEMENT (10")	048008
				4,044		4,044	SQ.YDS.	P.C. CONCRETE PAVEMENT (10"), COLORED	048010
		13,361	17,384	36,682	18,861	86,288	SQ.YDS.	PAVEMENT FABRIC	048019
				726	330	1,056	TONS	BITUMINOUS CONCRETE BINDER COURSE	048006
				1,146	650	1,796	TONS	BITUMINOUS CONCRETE SURFACE COURSE, SUB-CLASS I-II	046007
				6,075	3,375	9,450	GALS.	BITUMINOUS MATERIALS (PRIME COAT)	048001
		5,666	7,004	5,822		18,492	GALS.	BITUMINOUS MATERIALS (PRIME COAT)	039001
				40	21	61	TONS	AGGREGATE (PRIME COAT)	048002
		2,264	2,254			4,518	GALS.	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	039002
		255	314	252		821	TONS	COVER COAT AGGREGATE	039003
		30	30			60	TONS	SEAL COAT AGGREGATE	039004
		4,675	6,082	6,069	16,826	33,652	GALS.	BITUMINOUS MATERIALS (COVER COAT) A-3	039006
					312	312	LIN.FT.	P.C. CONCRETE MEDIAN, TYPE 3 (MODIFIED)	081016
			97.0	84.3	46.4	227.7	CU.YDS.	CLASS X CONCRETE	052003
47,948	103,692	13,606	280	9,546	7,536	182,608	LBS.	REINFORCEMENT BARS	059001
				4	2	6	EACH	CAST IRON FRAMES, TYPE 11	078017
		8.0	11.8	25.1	23.0	67.9	CU.YDS.	CLASS X CONCRETE (HDWLS)	052016
		80	86			166	LIN.FT.	CONCRETE GUTTER, TYPE B, SPECIAL	080053
					1,092	1,092	LIN.FT.	COMBINATION CONCRETE CURB & GUTTER, TYPE 5	060007
				7,278	4,103	11,381	LIN.FT.	COMBINATION CONCRETE CURB & GUTTER, TYPE 3	080008
				95	497	592	LIN.FT.	CONCRETE CURB, TYPE 4	080001
				580	214	794	LIN.FT.	PIPE CULVERTS, TYPE 1, 15 IN.	058199
			72	162	112	346	LIN.FT.	PIPE CULVERTS, TYPE 1, 18 IN.	058200
				50		50	LIN.FT.	PIPE CULVERTS, TYPE 2, 18 IN.	058223
				82	72	154	LIN.FT.	PIPE CULVERTS, TYPE 1A (RCP CLASS III), 18 IN.	058074
		58	156	192		406	LIN.FT.	PIPE CULVERTS, TYPE 1A (RCP CLASS III), 24 IN.	058076
			26	80	80	186	LIN.FT.	PIPE CULVERTS, TYPE 1, 24 IN.	058202
		68				68	LIN.FT.	PIPE CULVERTS, TYPE 2, 24 IN.	058225
		48				48	LIN.FT.	PIPE CULVERTS, TYPE 2, 30 IN.	058227
		108				108	LIN.FT.	PIPE CULVERTS, TYPE 2A (RCP CLASS III), 30 IN.	058101
				184		184	LIN.FT.	PIPE CULVERTS, TYPE 2A (RCP CLASS III), 36 IN.	058103
				118		118	LIN.FT.	PIPE CULVERTS, TYPE 2A (RCP CLASS III), 18 IN.	058097
				146		146	LIN.FT.	PIPE CULVERTS, TYPE 1A (RCP CLASS III), 15 IN.	058073
			106	128		234	LIN.FT.	PIPE CULVERTS, TYPE 2A (RCP CLASS III), 24 IN.	058099
				77	208	285	LIN.FT.	STORM SEWERS, TYPE 1, 10 IN.	066002
				88		88	LIN.FT.	STORM SEWERS, TYPE 2, 10 IN.	066025
				360	208	568	LIN.FT.	STORM SEWERS, TYPE 1, 12 IN.	066003
				1		1	EACH	CATCH BASINS, TYPE C, TYPE 8 GRATE	075034
				2		2	EACH	CATCH BASINS, TYPE C, TYPE 9 FRAME	075035
				15	11	26	EACH	INLETS, TYPE A, TYPE 11 FRAME	075106
					7	7	EACH	INLETS, TYPE A, TYPE 12 FRAME	075107
		28	29			57	EACH	GUARD POSTS	096001

*Quantity Revised 6-29-60

SEC. 46-2(1)HB PROJ. I-57-6(7)315 (BRIDGE)	SEC. 46-2HB-1 PROJ. I-57-7(24)315 (BRIDGE)	SEC. 46-2 (1) PROJ. I-57-6(7)315 (ROAD)	SEC. 46-2 PROJ. I-57-7(24)315 (ROAD)	SEC. 46-2 K PROJ. I-57-7(22)317	SEC. 140R PROJ. F-139(1B)	TOTAL	UNIT	ITEM	CODE NO.
		.275	.150			.425	LIN.FT.	STEEL PLATE BEAM GUARD RAIL	094001
				130		130	EACH	GUIDE POSTS	097001
		21	15	33	19	88	EACH	FURNISHING AND ERECTING ROW MARKERS	104001
					2	2	EACH	PERMANENT SURVEY MARKERS, TYPE 1	Z00350
			3	4	2	9	EACH	PERMANENT SURVEY MARKERS, TYPE 11	Z00351
		4.2	4.9	15.4	3.0	27.5	ACRES	TEMPORARY SEEDING	110001
		4.2	4.9	15.4	3.0	27.5	ACRES	COMPLETE SEEDING	110004
		970	900	1,050		2,920	SQ.YDS.	SODDING	112001
		5	4	5		14	UNITS	SUPPLEMENTAL WATERING	112002
		0.5	0.5			1	UNITS	SEEDLINGS, MULTIFLORA ROSE	G00003
		7	7			14	UNITS	SEEDLINGS, BLACK LOCUST, 16 TO 20 IN.	F00007
		0.8	0.9	2.8	0.5	4.6	TONS	FERTILIZER NUTRIENTS	110005
		17.1	19.2	46.0	9.2	91.5	TONS	STRAW FOR ASPHALT COATED MULCH	111002
		1,368	1,536	3,680	735	7,320	GALS.	EMULSIFIED ASPHALT	111003
					1	1	EACH	VALVE VAULT TO BE ADJUSTED	076007
					1	1	EACH	FIRE HYDRANT TO BE MOVED	107001
					1	1	EACH	WATER VALVE TO BE MOVED,	072039
					123	123	LIN.FT.	WATER MAIN - RELOCATION, 12 IN.	XX0032
				193	1,766	1,959	LIN.FT.	WATER MAIN - RELOCATION, 16 IN.	XX0033
					1	1	EACH	GATE VALVES, 12 IN.	072034
				97	99	196	LIN.FT.	WATER MAIN - ENCASED, 16 IN.	XX0034
					16	16	LIN.FT.	EXISTING WATER MAIN - CASING, 12 IN.	XX0035
				122	120	242	LIN.FT.	EXISTING WATER MAIN - CASING, 16 IN.	XX0036
				32		32	LIN.FT.	EXISTING WATER MAIN - CASING, 20 IN.	XX0037
					2	2	EACH	WATER MAIN - CUTTING IN, 12 IN.	XX0038
				2	4	6	EACH	WATER MAIN - CUTTING IN, 16 IN.	XX0039
					123	123	LIN.FT.	WATER MAIN - REMOVAL, 12 IN.	XX0040
				257	1,709	1,966	LIN.FT.	WATER MAIN - REMOVAL, 16 IN.	XX0041
						837.3	CU.YDS.	CLASS X CONCRETE (STRUCTURES)	052014
						7,761	LBS.	FURNISHING & ERECTING STRUCTURAL STEEL	051002
343.6	487.7					141,997	LBS.	FURNISHING AND ERECTING STRUCTURAL STEEL	059001
	7,761					883	LIN.FT.	FURNISHING AND ERECTING METAL HANDRAIL	085001
436	447					4	EACH	NAME PLATES	061001
2	2								
						249	CU.YDS.	CLASS A EXCAVATION FOR STRUCTURES	050001
157	92					76	LIN.FT.	FURNISHING CREOSOTED PILES, UP TO 20 FT.	060004
76						112	LIN.FT.	FURNISHING CREOSOTED PILES, 20.1 FT. TO 38 FT.	060005
	112					188	LIN.FT.	DRIVING TIMBER PILES	060008
76	112								
						5	EACH	TEST PILE STEEL 10 BP 42	060035
2	3					660	SQ.YDS.	SLOPE WALL 4 INCH	083002
320	340					662	LIN.FT.	FURNISHING STEEL PILES, 10 BP 42	060026
136	326					662	LIN.FT.	DRIVING STEEL PILES	060037
136	326								

NOTE:
The following Standard signs shall be erected at locations as directed by the Engineer
Standard 2139-2 ; 4 Signs
2128-3 ; 2 Signs
2136 ; 2 Signs

SUMMARY OF QUANTITIES

46-(2(1), 2, 2K, 2(1)HB, 2HB-1) & 14OR

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I.-04	→	KANKAKEE	125	5
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

TREE REMOVAL

STATION	DIST. SIDE	6" TO 15" IN.-DIA.	OVER 15" IN.-DIA.
APPROACHES TO STRUCTURES			
1288+20	26 RT.	15	
1288+38	26 RT.	13	
1229+20	RT.	6	
F.A.I. ROUTE 57			
253+40	RT.	12	
253+40	RT.	8	
253+40	RT.	12	
253+40	RT.	8	
253+40	RT.	6	
S.B.I. ROUTE 49 & INTERCHANGE			
1277+99	41 RT.		16
1278+00	42 LT.		18
1279+99	41 RT.	13	
1280+00	42 LT.	10	
1280+99	42 RT.	14	
1281+00	42 LT.	14	
1282+00	42 LT.	8	
1282+00	42 RT.	15	
1283+00	42 LT.		16
1283+00	41 RT.	15	
1284+41	40 RT.	12	
1284+81	42 LT.	12	
1285+28	42 RT.	10	
1285+34	41 LT.	8	
1285+99	42 LT.	12	
1287+99	42 LT.	10	
1288+00	42 RT.	8	
1288+99	42 LT.	12	
1292+11	42 LT.	12	
1293+12	42 LT.	12	
1293+25	42 RT.	8	
1294+13	42 RT.	10	
1295+13	42 RT.	10	
1296+12	42 RT.	10	
1297+06	40 LT.	10	
1297+94	42 RT.	8	
1297+96	42 LT.	10	
1298+30	58 LT.	8	
1298+61	38 LT.	10	
1299+07	67 LT.	6	
1299+07	94 LT.	6	
1299+10	42 RT.	12	
1300+07	59 LT.	6	
1300+07	83 LT.	6	
1300+17	42 LT.	12	
1300+37	61 LT.	8	
1300+37	83 LT.	8	
1301+11	42 RT.	10	
1301+11	42 LT.	12	
1302+11	42 LT.	10	
1302+12	42 RT.	10	
1303+11	42 LT.	12	
1303+11	42 RT.	12	
1304+12	42 LT.	12	

STATION	DIST. SIDE	6" TO 15" IN.-DIA.	OVER 15" IN.-DIA.
S.B.I. RTE. 49 (INTERCHAGE)			
1304+12	42 RT.	12	
1304+16	224 LT.	12	
1304+59	150 LT.	8	
1304+65	224 LT.	12	
1304+70	91 LT.	10	
1305+08	91 LT.	12	
1305+11	42 LT.	10	
1305+16	42 RT.	10	
1305+45	42 RT.	10	
1305+80±	200 LT.	10	
1306+11	42 LT.	12	
1306+11	42 RT.	6	
1306+20±	220 LT.	10	
1306+36	42 RT.	10	
1306+47	101 LT.	8	
1306+73	42 RT.	10	
1306+75±	220 LT.	10	
1306+80±	330 LT.	(8 @ 8) 64	
1307+00	220 LT.	10	
1307+12	42 RT.	10	
1307+16	150 LT.	10	
1307+40	38 LT.	10	
1307+60±	LT.	(7 @ 8) 56	
1308+10	42 LT.	12	
1308+10	185 LT.	12	
1308+10	42 RT.	12	
1308+49	51 LT.	8	
1308+49	89 LT.	8	
1308+60	160 LT.	8	
1308+65	52 LT.	8	
1308+79	55 LT.	6	
1308+83	90 LT.	10	
1309+11	42 LT.	12	
1309+11	42 RT.	10	
1309+32	43 LT.	8	
1309+84	43 LT.	8	
1310+10	42 LT.	10	
1310+10	42 RT.	10	
1310+17	95 LT.		24
1310+60	46 LT.	10	
1311+01	126 LT.	8	
1311+01	165 LT.	8	
1311+01	51 LT.	8	
1311+10	42 LT.	8	
1311+10	42 RT.	10	
1312+10	42 RT.	12	
1312+11	42 LT.	10	
1312+45	LT.	(3 @ 6) 18	
1313+11	42 RT.	10	
1313+23	89 LT.	10	
1314+05	86 LT.	10	
1314+05	148 LT.	8	
1314+12	42 LT.	12	
1314+12	42 RT.	10	

STATION	DIST. SIDE	6" TO 15" IN.-DIA.	OVER 15" IN.-DIA.
S.B.I. RTE. 49 (INTERCHANGE)			
1314+86	120 LT.	12	
1314+91	82 LT.	8	
1314+95	240 LT.	6	
1315+09	40 LT.	6	
1315+11	42 RT.	10	
1315+35	220 LT.	10	
1315+40	145 LT.	10	
1315+42	104 LT.	12	
1316+09	LT.	(15 @ 10±) 150	
1316+60	42 RT.	(2 @ 6) 12	
1317+11	42 LT.	12	
1317+11	42 RT.	12	
1318+09	42 LT.	12	
1318+09	42 RT.	12	
1319+10	42 LT.	10	
1319+10	42 RT.	10	
1320+11	42 LT.	10	
1320+11	42 RT.	10	
1321+11	42 LT.	10	
1321+11	42 RT.	10	
1322+11	41 LT.	12	
1322+11	42 RT.	10	
1323+12	42 RT.	12	
1323+52	42 LT.	10	
1324+09	42 RT.	10	
1325+05	39 LT.	10	
1325+12	42 RT.	10	
1326+08	42 RT.	8	
1326+10	42 LT.	12	
1327+10	42 RT.	10	
1327+21	40 LT.	10	
1327+28	42 RT.	10	
1327+93	41 LT.	10	
1328+07	42 RT.	10	
1329+09	41 LT.	12	
1329+10	42 RT.	12	
1330+09	42 RT.	10	
1331+07	42 LT.	10	
1331+07	42 RT.	6	
1332+08	41 LT.	10	
1332+11	42 RT.	10	
1333+10	41 LT.	12	
1333+10	42 RT.	10	
1334+09	41 LT.	12	
1335+09	41 LT.	12	
1335+10	42 RT.	12	
1336+08	41 LT.	12	
1336+10	42 RT.	12	
1337+10	41 LT.	12	
1337+10	42 RT.	12	
1338+06	41 LT.	13	
1338+10	41 RT.	13	
1339+10	41 LT.	14	
1339+10	41 RT.	15	
1340+06	41 LT.	12	
1340+10	42 RT.		16
1341+10	41 LT.	13	
1341+10	42 RT.		18
1341+49	49 RT.	6	
1342+08	41 LT.	12	
1342+08	42 RT.	14	
1342+32	46 RT.	8	
1342+44	58 RT.	8	
1342+57	50 RT.	8	
	TOTALS	1,929	108

EARTHWORK SUMMARY

SEE NOTE 4, SHEET 2

STATION	STATION	ORIGINAL QUANTITIES: CUT CU. YDS.	ORIGINAL QUANTITIES: BORROW CU. YDS.	ORIGINAL QUANTITIES: OVERHAUL STA. YDS.	QUANTITIES ADJUSTED FOR SHOULDER CHANGES: CUT CU. YDS.	FILL CU. YDS.	BORROW (OR SURPLUS CUT)⑤ CU. YDS.
F.A.I. ROUTE 57							
228+35.17	243+44.70	7,756	0	0	8,074	5,939	(947) →
243+44.70	246+60.60	1,804	0	0	1,831	1,360	(199) →
246+60.60	276+41.75	16,649	0	61,500	17,197	12,790	(1,849) →
276+41.75	297+39.10	17,020	0	15,980	17,316	13,629	(961) →
297+39.10	302+82.16	6,380	0	0	6,541	4,971	(327) →
302+82.16	310+60	1,653	68,667	50,850①	1,653	63,070	66,859⑤ ←
S.B.I. ROUTE 49②							
1275+00	1284+86.00	2,926	0	0	2,926	2,342	0
1284+86.00	1291+68.625	3,713	0	0	3,713	2,970	0
1291+68.625	1293+00	1,192	0	0	1,192 }	3,085	0
1293+00	1299+05.515	2,665	0	0	2,665 }		0
1299+05.515	1316+21.532	11,867	366	0	11,898	9,707	126 ←
1316+21.532	1325+88.224	3,186	0	0	3,232	2,475	(138)⑤
1325+88.224	1330+00	681	0	2,331	681 }	6,549	0
1330+00	1346+00	7,504	0	0	7,504 }		0
FRONTAGE ROAD							
2302+00	2312+91.08	1,815	0	0	1,815	1,450	0
2312+91.08	2315+91±	0	2,014	0	0	1,611	2,014
RAMP H							
1304+00	303+00	3,038	5,223	0	3,075	6,419	4,949
RAMP C							
1314+50	310+00	15,734③	16,907	0	15,734	26,113	16,907
RAMP G & 8							
303+00	1319+00	3,087	19,754	0	3,229	18,075	19,365
LOCAL ROAD							
1273+84.06	1289+45.27	1,475	41,085	0	1,475	35,467	41,085
LOCAL ROAD④							
1218+35.36	1233+96.57	1,754	34,986	0	1,754	30,617	34,986
	TOTALS	~~111,919~~	~~109,002~~	130,661	113,505		186,291

① HAUL IN 6,900 CU. YDS. BROKEN CONCRETE FROM S.B.I. RTE. 49.
② 6,900 CU. YDS. BROKEN CONCRETE TO BE HAULED TO F.A.I. RTE. 57.
③ INCLUDES 7,920 CU. YDS. FROM BASE LINE M.
④ INCLUDES "FARM ACCESS ROAD" AND DITCH CLEANING.
⑤ SURPLUS CUT AVAILABLE IN ONE BALANCE HAS BEEN DEDUCTED FROM REQUIRED BORROW IN ANOTHER BALANCE.

SURVEY MARKERS

STATION	TYPE I EACH	TYPE II EACH
F.A.I. ROUTE 57		
254+85		1
280+00		1
284+11.96		1
304+80		1
S.B.I. ROUTE 49		
1282+52.16		1
1289+74.30	1	
1293+92.02		1
1310+50		1
1312+50		1
1333+12.32		1
1342+73.44	1	
TOTALS	2	9

R.O.W. MARKERS

STATION	SIDE	DIST.	METHOD A	METHOD B
F.A.I. ROUTE 57				
226+30	RT.	100'	1	
228+25±	LT.	100'	1	
243+00	LT.	100'	1	
246+00	LT.	110'	1	
246+00	RT.	100'	1	
249+00	LT.	110'	1	
249+00	RT.	105'	1	
253+10	RT.	105'	1	
253+72	LT.	105'	1	
257+00	RT.	100'	1	
262+00	LT.	100'	1	
279+80	RT.	100'	1	
280+30	LT.	100'	1	
281+90	RT.	100'	1	
282+40	LT.	100'	1	
292+00	LT.	100'	1	
293+00	RT.	100'	1	
293+81	LT.	110'	1	
297+01	RT.	150'	1	
323+08±	RT.	150'	1	
324+32±	LT.	245'	1	
324+39±	LT.	150'	1	
324+88±	LT.	160'	1	
25+21±	RT.	150'	1	

STATION	SIDE	DIST.	METHOD A	METHOD B
S.B.I. ROUTE 49				
1276+00	LT.	45'	1	
1279+00	LT.	75'		1
1288+00	LT.	75'		1
1289+44.6	LT.	260'		1
1290+04.6	LT.	300'		1
1290+04.6	RT.	220'		1
1290+24.6	LT.	160'		1
1290+50	RT.	125'		1
1291+99.95	LT.	120'		1
1294+41.3	LT.	95'		1
1298+75.58	LT.	95'		1
1300+47.3	LT.	110'		1
1302+00	RT.	125'	1	
1302+19.02	LT.	120'		1
1304+00	LT.	210'		1
1304+00	RT.	150'	1	
1305+62.45	LT.	540'	1	
1306+50±	RT.	725'	1	
1306+75.1	RT.	420'	1	
1307+34.17	LT.	660'	1	
1309+05.17	LT.	770'	1	
1309+75.1	RT.	760'	1	
1310+75.94	LT.	880'	1	
1310+75.94	LT.	1,000'	1	
1312+49.64	LT.	1,000'	1	
1313+05.1	RT.	710'	1	
1314+70	RT.	710'	1	
1316+12.4	LT.	170'		1
1316+35.1	RT.	610'	1	
1316+62.4	LT.	115'		1
1317+62.4	LT.	95'		1
1319+00	RT.	150'	1	
1320+00	RT.	120'	1	
1334+50	LT.	95'		1
1337+50	RT.	85'	1	
1337+50.3	LT.	110'		1
1338+60.3	LT.	120'		1
1342+71.3	RT.	85'		1
1342+71.3	LT.	140'		1
1343+21.3	RT.	85'	1	
1343+21.3	LT.	140'	1	
1343+96.3	LT.	45'	1	
1344+00	RT.	45'	1	

STATION	SIDE	DIST.	METHOD A	METHOD B
APPROACHES TO STRUCTURE				
1217+50	LT.	30±'	1	
1218+00	RT.	20±'	1	
1223+02.3	LT.	70'	1	
1223+61.5	RT.	60'	1	
1226+85	LT.	75'	1	
1229+85	LT.	55'	1	
1230+20	LT.	175'	1	
1230+70	LT.	175'	1	
1230+70	RT.	45'	1	
1231+00	LT.	55'	1	
1232+00	LT.	40'	1	
1233+50	RT.	25±'	1	
1237+12.1	LT.	40'	1	
APPROACHES TO STRUCTURE				
1275+18	RT.	35'	1	
1275+23	LT.	35'	1	
1279+60	LT.	75'	1	
1280+00	RT.	75'	1	
1282+30	LT.	80'	1	
1282+65	RT.	70'	1	
1288+37	LT.	35'	1	
1288+97	RT.	35'	1	
TOTALS			67	21

S.B.I. ROUTE 49 STATIONS AND DISTANCES REFER TO ℄ SURVEY. EXACT LOCATION OF MARKERS AS STAKED BY ENGINEER.

QUANTITY SCHEDULES

CLASS X CONCRETE (HDWL) & CLASS X CONCRETE, REINF BARS

CAST IRON FRAMES

STATION	SIDE	DESCRIPTION	CONC. CU. YDS.	BARS LBS.	FRAMES TYPE II EACH
F.A.I. ROUTE 57					
241+58	LT. & RT.	1 - STD. 2022 R.C. BOX CULVERT	97.0	13,226	
243+00	RT.	2 - STD. 1976 D24-2 HDWLS	2.0	70	
255+00	RT.	2 - STD. 1976 D24-2 HDWLS	2.0	70	
267+00	RT.	2 - STD. 1976 D24-2 HDWLS	2.0	70	
282+50	RT.	2 - STD. 1976 D24-2 HDWLS	2.0	70	
288+00	LT. & RT.	1 - STD. 2020 R.C. BOX CULVERT	32.4	3,302	
289+00	RT.	2 - STD. 1976 D24-2 HDWLS	2.0	70	
300+00	LT.	2 - STD. 1976 D24-2 HDWLS	2.0	70	
302+83	LT. & RT.	2 - STD. 1976 D36-2 HDWLS	3.5	100	
302+65.5	LT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
303+00	RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
305+00	LT.	2 - STD. 1976 D24-2 HDWLS	2.0	70	
S.B.I. ROUTE 49					
1280+50	LT. & RT.	1 - STD. 1976 D15-2, HDWL.	0.6	30	
1283+25	LT. & RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1286+00	LT. & RT.	1 - STD. 2020 R.C. BOX CULVERT	27.9	3276	
1286+00	LT. & RT.	CAST IRON FRAMES, TYPE II			2
1288+60	LT. & RT.	1 - STD. 1976 D15-2 DHWL.	0.6	30	
1290+73.2	LT. & RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1294+50	LT. & RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1297+85	LT. & RT.	1 - STD. 2020 R.C. BOX CULVERT	23.8	2639	
1297+85	LT. & RT.	CAST IRON FRAMES, TYPE II			2
1302+00	LT. & RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1306+16.1	RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1309+00	LT. & RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1313+00	LT. & RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1316+51.8	RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1321+00	LT. & RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1325+00	LT. & RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1328+02.4	LT. & RT.	1 - STD. 2020 R.C. BOX CULVERT	24.1	2425	
1328+02.4	LT. & RT.	CAST IRON FRAMES, TYPE II			2
1332+00	LT. & RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1338+71	LT. & RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1342+93±	LT.	2 - STD. 1976 D24-2 HDWLS	2.0	70	
1342+93±	RT.	2 - STD. 1976 D24-2 HDWLS	2.0	70	
S.A. ROUTE 1E					
0+67W	LT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
0+78W	RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1+00W	LT. & RT.	2 - STD. 1976 D18-2 HDWLS	1.3	60	
1+86W	LT.	2 - STD. 2051 DS15-2 HDWLS	2.6	120	
2+02W	LT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1+00E	LT. & RT.	1 - SPECIAL R.C. BOX CULVERT	23.8	3460	
0+76W	RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
1+11E	LT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
2+57 W	LT. & RT.	2 - STD. 1976 D15-2 HDWLS	1.2	60	
RAMPS					
2+00H	LT. & RT.	2 - STD. 1976 D18-2 HDWLS	1.3	60	
3+35G	LT. & RT.	1 - STD. 1976 D18-2 HDWL.	0.7	30	
6+50G	LT. & RT.	2 - STD. 1976 D24-2 HDWLS	2.0	70	
10+00G	LT. & RT.	2 - STD. 1976 D18-2 HDWLS	1.3	60	
13+28G	LT. & RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
FRONTAGE ROAD					
2290+13	LT. & RT.	1 - STD. 1976 D15-2 HDWL.	0.6	30	
2292+60	LT. & RT.	2 - STD. 1976 D18-2 HDWLS	1.3	60	
2297+85	LT. & RT.	2 - STD. 1976 D24-2 HDWLS	2.0	70	
2313+30	LT. & RT.	2 - STD. 1976 D18-2 HDWLS	1.3	60	
2314+95	LT.	2 - STD. 1976 D15-2 HDWLS	1.2	60	
3315+18	LT.	2 - STD. 1976 D15-2 HDWLS	1.2	50	
3328+02.4	LT. & RT.	2 - STD. 1976 D24-2 HDWLS	2.0	70	
3342+40	LT. & RT.	2 - STD. 1976 D18-2 HDWLS	1.3	60	
APPROACHES TO STRUCTURES					
1280+39	LT. & RT.	2 - STD. 1976 D24-2 HDWLS (#11)	2.0	70	
1224+80	LT. & RT.	2 - STD. 1976 D30-2 HDWLS (#12)	2.6	80	
1226+36	LT. & RT.	2 - STD. 1976 D30-2 HDWLS (#12)	2.6	80	
1230+00	LT. & RT.	2 - STD. 1976 D24-2 HDWLS (#12)	2.0	70	
1230+45±	LT.	2 - STD. 1976 D30-2 HDWLS (#12)	2.6	80	
		TOTALS	295.6	31,028	6

CLASS X CONCRETE (HDWL) 67.9
CLASS X CONCRETE 227.7

PIPE CULVERTS & STORM SEWERS

STATION	SIDE	PIPE CULVERTS 1 15"	1A RCP 15"	1 18"	2 TEMP 18"	1A RCP 18"	2A RCP 18"	1 24"	2 24"	1A RCP 24"	2A RCP 24"	2 30"	2A RCP 30"	2A RCP 36"	STORM SEWERS 1 10"	2 10"	1 12"
F.A.I. RTE. 57																	
243+00	RT.									58							
255+00	RT.									52							
267+00	RT									52							
282+50	RT.									52							
289+00	RT.									56							
300+00	LT.									66							
302+83	LT.&RT.													184			
302+65.5	LT.															40	
303+00	RT.															48	
305+00	LT.									70							
APPROACHES TO STRUCTURE																	
1275+18	RT.			42													
1275+77	LT.			30													
1280+39	LT.&RT.										106						
1288+26	LT.						26										
APPROACHES TO STRUCTURE																	
1224+80	LT.												30				
1224+80	RT.												24				
1226+36	LT.												18				
1226+36	RT.												36				
1230+00	LT.&RT.								68								
1230+45	LT.											48					
S.B.I. RTE 49																	
1280+50	LT.&RT.														6		
1280+50	RT.															39	
1283+25	LT.&RT.														25		
1283+25	RT.															39	
1288+60	LT.&RT.																
1288+60	LT.																
1290+73.2	LT.&RT.																
1290+73.2	RT.																
1294+50	LT.&RT.																
1294+50	RT.																
1302+00	LT.&RT.																
1302+00	RT.																
1306+16.16	RT.																
1306+75	RT.				50												
1309+00	LT.&RT.																
1309+00	RT.																
1313+00	LT.&RT.																
1313+00	LT.																
1316+51.8	RT.																
1321+00	LT.&RT.																
1321+00	LT.																
1325+00	LT.&RT.																
1325+00	RT.																
1332+00	LT.&RT.																
1332+00	RT.																
1338+71	LT.&RT.																
1338+71	LT.																
1342+93	LT.							40									
1342+93	RT.							40									
S.A. RTE. 1E																	
0+67 W	LT.														11		
0+78 W	RT.														11		
1+00 W	LT.&RT.					72											
1+86 W	LT.		54														
2+02 W	LT.														8		
0+76 E	RT.														11		
1+11 E	LT.														11		
3+00 E	RT.	24															
2+57 W	LT.&RT.		40														
RAMPS																	
2+00 H	LT.&RT.					40											
3+35 G	LT.&RT.						118										
6+50 G	LT.&RT.										128						
10+00 G	LT.&RT.					42											
13+28 G	LT.&RT.		52														
FRONTAGE ROADS																	
2290+13	LT.&RT.																
2292+60	LT.&RT.			46											36		
2294+12	LT.	32															
2294+64	LT.	28															
2296+02	LT.	38															
2296+44	LT.	30															
2297+85	LT.&RT.							40									
2298+49	LT.			30													
2299+95	LT.			30													
2302+00	LT.			30													
2302+78	LT.			30													
2308+40	LT.	30															
2311+10	LT.	34															
2312+50	LT.	34															
2313+30	LT.&RT.			42													
2314+95	LT.	34															
2315+10	LT.	30															
3315+16	LT.	40															
3316+54	LT.	30															
3319+34	LT.	30															
3320+39	LT.	30															
3321+36	LT.	30															
3322+35	LT.	30															
3323+20	LT.	30															
3325+43	LT.	30															
3328+02.4	LT.&RT.							40									
3329+43	LT.	40															
3331+31	LT.	40															
3333+49	LT.	30															
3335+36	LT.	40															
3336+02	LT.	40															
3337+76	LT.	40															
3342+00	LT			26													
3342+40	LT.&RT.			40													
TOTALS		784	146	316	50	154	118	180									

INLETS TYPE "A" & CATCH BASINS TYPE "C"

STATION	SIDE	INLETS EACH	CATCH BASIN EACH	FRAME OR GRATE TYPE
F.A.I. ROUTE 57				
302+65.5	LT.		1	9
303+00	RT.		1	9
RAMPS				
3+35 G			1	8
13+28 G		1		8
S.B.I. ROUTE 49				
1280+50	LT. & RT.	2		11
1283+25	LT. & RT.	2		11
1266+60	LT. & RT.	2		12(LT) 11(RT)
1290+73.2	LT. & RT.	2		11
1294+50	LT. & RT.	2		11
1302+00	LT. & RT.	2		11
1306+16.1	RT.	1		11
1309+00	LT. & RT.	2		11
1313+00	LT. & RT.	2		11
1316+51.8	RT.	1		11
1321+00	LT. & RT.	2		11
1325+00	LT. & RT.	2		11
1332+00	LT. & RT.	2		11
1338+71	LT. & RT.	2		11
S.A. ROUTE 1E				
0+67 W	LT.	1		12
0+78 W	RT.	1		12
2+02 W	LT.	1		12
0+76 E	RT.	1		12
1+11 E	LT.	1		12
2290+13		1		12
TOTALS		33	3	

BROKEN CONCRETE RIPRAP

STATION	SIDE	SQ. YDS.
F.A.I. ROUTE 57		
224+80	RT.	3
229+35	LT.	3
280+25	RT.	3
280+85	LT.	3
302+655	LT.	5
303+00	RT.	5
305+00	LT.	10
S.B.I. ROUTE 49		
1283+25	RT.	3
1294+50	RT.	3
1302+00	RT.	3
1321+00	LT.	3
1338+71	LT.	3
	TOTALS	47

QUANTITY SCHEDULES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 64		KANKAKEE	125	6

FED. ROAD DIST. NO. 7 ILLINOIS PROJECT

P. C. C. PAVEMENT QUANTITIES

STATION	STATION	LANES OR SIDE	P.C.C.PAV'T 10" SQ.YDS.	P.C.C.PAV'T 10",COLORED SQ.YDS.	SUB-BASE TYPE A TONS	GRAVEL OR CR. STONE SHOULDERS TYPE A TONS	BIT. MATLS. PRIME COAT GALS.	BIT. MATLS. COVER COAT A-3 GALS.	COVER COAT AGGREGATE TONS	GRAVEL OR CR. STONE SHOULDERS TYPE B TONS
F.A.I. ROUTE 57										
228+35.17	253+40.40	BOTH	13,361.2		6,874	3,357	4,459	4,675	195	
253+40.40	286+00	N.B.	8,697.7		4,474	2,185	2,903	3,043	127	
253+40.40	286+00	S.B.	8,686.7		4,469	2,183	2,899	3,039	127	
286+00	304+44.83	N.B.	4,980.5		2,331	857	1,143	1,182	49	
286+00	304+54.69	S.B.	4,897.2		2,309	869	1,160	1,198	50	
S.B.I. ROUTE 49										
1277+00	1290+90	N.B.	4,152.3		1,506					47
1277+00	1289+74.30	S.B.	3,244.7		1,193					46
S.A.-IE EAST OF S.B.I.-49			600.9		224					
S.A.-IE WEST OF S.B.I.-49			1,527.6		552					
1289+74.30	1293+00	S.B.	995.9		394					8
1290+90	1293+00	N.B.	539.0		199					8
1293+00	1330+00	S.B.	9,461.4		3,474					148
1293+00	1330+00	N.B.	9,463.9		3,704	348	452	482	20	45
2 - LEFT TURN OPENINGS			113.8		37					
1330+00	1346+00	S.B.	4,024.0		1,476					69
1330+00	1346+00	N.B.	3,776.5		1,404					70
RAMPS										
1300+70.93	1+00	RAMP "H"		660.2	378	242	315	334	14	
1+00	6+79.32	RAMP "H"	1,049.1		593	341	452	463	19	
6+79.32	295+09.72	RAMP "H"		1,392.2	719	384	500	531	22	
298+36.65	1+00	RAMP "G"		821.4	460	293	382	406	17	
1+00	10+55.46	RAMP "G"	1,699.8		966	562	745	764	32	
10+55.46	12+35.73	RAMP "G" &	556.3		281	106	140	144	6	
12+35.73	13+86.24	RAMP "B"	339.3		168	84	111	114	5	
12+35.73	12+74.55	RAMP "G"	76.3		39	20	26	28	1	
12+74.55	1324+36.04	RAMP "G"		1,170.6	588	305	396	423	17	
		TOTALS	82,244.1	4,044.4	38,812	12,136	16,083	16,826	701	441

NOTE: SEE ALSO BITUM. CONC. QUANTITIES

LOCAL ROAD SURFACING MATERIALS

STATION	STATION	SQ. YDS.	BASE COURSE TYPE A TONS	BIT. MTLS. PRIME C. GALS.	COVER COAT AGG. TONS	BIT. MTLS. COVER + SEAL GALS.	SEAL COAT AGG. TONS
APPROACHES TO STRUCTURE AT F.A.I. STA. 281+16.40							
1273+84	1280+12	1256	476				
		1396		558	27.9	1047	14.0
1282+21	1289+45	1448	549				
		1609		644	32.2	1207	16.1
APPROACHES TO STRUCTURE AT F.A.I. STA. 225+59.91							
1218+35	1224+56	1242	471				
		1380		552	27.6	1035	13.8
1226+60	1233+97	1474	559				
		1638		655	32.8	1229	16.4
0+09	2+00		83				
SUB-TOTAL (#11) =			1,025	1,202	60.1	2,254	30.1
SUB-TOTAL (#12) =			1,113	1,207	60.4	2,264	30.2
TOTALS			2,138	2,409	120.5	4,518	60.3

LOCAL ROAD PLANTING MATERIALS

ITEM	UNIT	F.A.I. STA. 281+16.40 APPROACHES TO STRUCTURE N.SIDE	F.A.I. STA. 281+16.40 APPROACHES TO STRUCTURE S.SIDE	F.A.I. STA. 225+59.91 APPROACHES TO STRUCTURE N.SIDE	F.A.I. STA. 225+59.91 APPROACHES TO STRUCTURE S.SIDE	TOTAL
SEEDLINGS-BLACK LOCUST 16 to 20 IN.	UNITS	3.5	3.5	3.5	3.5	14
MULTIFLORA ROSE, SPECIAL	UNITS	0.25	0.25	0.25	0.25	1
SODDING	SQ. YDS.	450	450.	450	520	1870
SEEDING	ACRES	0.5	0.5	0.5	0.5	2
SUPPL. WATERING	UNITS	2	2	2	3	9
MULCH OR STRAW FOR ASPH. COATED MULCH	TONS	3	3	3	3	12
EMULSIFIED ASPHALT	GALS.	240	240	240	240	960
FERTILIZER NUTRIENTS	TONS	0.1	0.1	0.1	0.1	0.4

CURB & GUTTER AND TYPE 3 MEDIAN, MODIFIED

LOCATION OR STATION	STATION	SIDE	TYPE 3 LIN. FT.	TYPE 4 LIN. FT.	TYPE 5 LIN. FT.	TYPE 3 MEDIAN MODIFIED LIN. FT.
1279+45±	1280+49					104
1279+96	1280+49	BOTH		106		
1280+49	1289+10.88	S.B.	862			
1280+49	1289+07.89	N.B.	863			
MEDIAN "NOSE"						
SOUTH OF SA-IE			75			
MEDIAN "NOSE"						
NORTH OF SA-IE			177			
SA-IE INTERSECTION		EAST		93	382	
SA-IE INTERSECTION		WEST		140	710	
1290+99.57	1298+21.44	S.B.	695			
1290+90	1298+21.44	N.B.	732			
1298+21.44	1324+80.61	S.B.	2607	95		
1298+21.44	1324+80.61	N.B.	2588			
1324+80.61	P.C. N- ⑪	S.B.	1391			
1324+80.61	P.C. N- ⑪	N.B.	1391			
P.C. N- ⑪	P.T. N- ⑪	BOTH		158		
P.C. N- ⑪	1340+78.97					208
TOTAL			11,381	592	1,092	312

STEEL PLATE BEAM GUARD RAIL

STATION	STATION	SIDE	LIN. FT.
F.A.I. ROUTE 57			
225+07.6	225+45.1	RT.	37.5
225+87.0	226+24.5	LT.	37.5
240+89.7	241+27.2	RT.	37.5
241+89.7	242+27.2	LT.	37.5
280+53.0	280+90.5	RT.	37.5
281+42.3	281+79.8	LT.	37.5
APPROACHES TO STRUCTURE AT F.A.I. STA. 281+16.40			
SEE PLAN & PROFILE SHT.			75.0
APPROACHES TO STRUCTURE AT F.A.I. STA. 225+59.91			
SEE PLAN & PROFILE SHT.			125.0
		TOTALS	425.0

GUARD POSTS

SEE PLAN & PROFILE SHTS.

APPROACHES TO STRUCTURE AT F.A.I. STA. 225+59.91	28 EA.
APPROACHES TO STRUCTURE AT F.A.I. STA. 281+16.40	29 EA.
TOTAL	57 EA.

BITUMINOUS CONC. QUANTITIES

STATION	STATION	LANES OR SIDE	I-11 BINDER TONS	I-11 SURFACE TONS	I-11 BIT. MTLS. PRIME COAT GALS.	I-11 AGGREGATE PRIME COAT TONS	SUB-BASE TYPE A TONS	BASE COURSE TYPE A TONS	SHOULDERS TYPE B TONS
S.B.I. ROUTE 49									
1279+96	1289+41	MEDIAN		176	878	6		475	
1290+10	1293+00	MEDIAN		61	341	2		185	
1293+00	1330+00	MEDIAN		430	2,112	14		1,144	
TEMP. LT. TURN OPN'G.			5	5	25		20	27	
TEMP. RAMP "K"			28	28	152	1		205	14
1330+00	1339+51	MEDIAN		79	394	2		213	
ISLANDS ON S.A.-IE				6	30			59	
FRONTAGE ROADS									
2290+40.24	2293+00		45	45	184	1	195	130	14
2293+00	NORTH END SOUTH ROAD		427	427	2,354	15	1,912	1,274	178
SOUTH END NORTH ROAD	3330+00		224	224	1,226	8	995	664	86
3330+00	3342+46.47		221	221	1,219	8	991	660	84
N. INTERSECTION, WEST OF S.B.I.			35	35	178	1	156	104	12
N. INTERSECTION, EAST OF S.B.I.			16	16	82	1	72	39	10
24 MAILBOX TURNOUTS								180	
30 PRIVATE ENTRANCE DRIVES			55	43	275	2		827	
		TOTALS	1,056	1,796	9,450	61	4,341	6,186	398

NOTE: SEE ALSO P.C.C. PAV'T. QUANTITIES

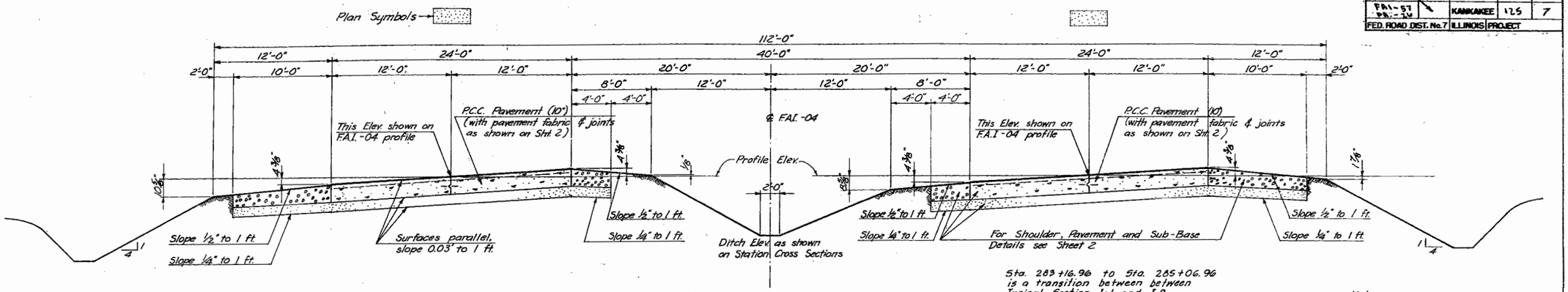
SEEDING AND SODDING

(At Local Roads See Above)

STATION	STATION	SIDE	SEEDING ACRES	SODDING SQ. YDS.	SUPPL. WATER UNITS	FERTILIZER NUTRIENTS TONS	STRAW TONS	EMULSIFIED ASPHALT GALS.
F.A.I. ROUTE 57								
228+35	253+40	BOTH	7.4			0.6	11.1	888
253+40	286+00	BOTH	8.8			0.7	13.2	1056
286+00	302+60	BOTH	6.2			0.5	9.3	744
299+50	310+00	MEDIAN		1,050	5			
S.B.I. ROUTE 49 AND INTERCHANGE								
1275+00	1293+00	BOTH	2.4			0.2	3.6	288
1293+00	1330+00	EAST	16.7			1.3	25.0	2000
1293+00	1330+00	WEST	7.8			0.6	11.7	936
1330+00	1346+00	BOTH	3.7			0.3	5.6	448
		TOTALS	53.0	1,050	5	4.2	79.5	6,360

QUANTITY SCHEDULES

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I.-57 Sec. 7-2W		KANKAKEE	125	7
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

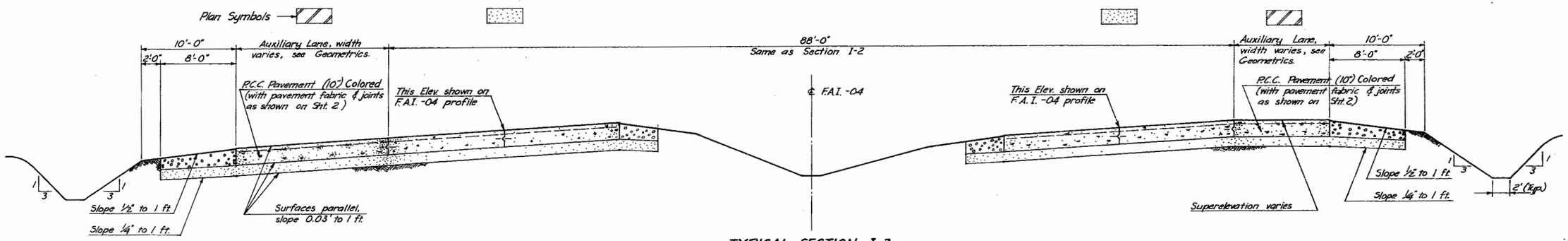


TYPICAL SECTION I-2

Sta. 285+06.96 to Sta. 294+46.91 South Bound
Sta. 285+06.96 to Sta. 297+29.40 North Bound

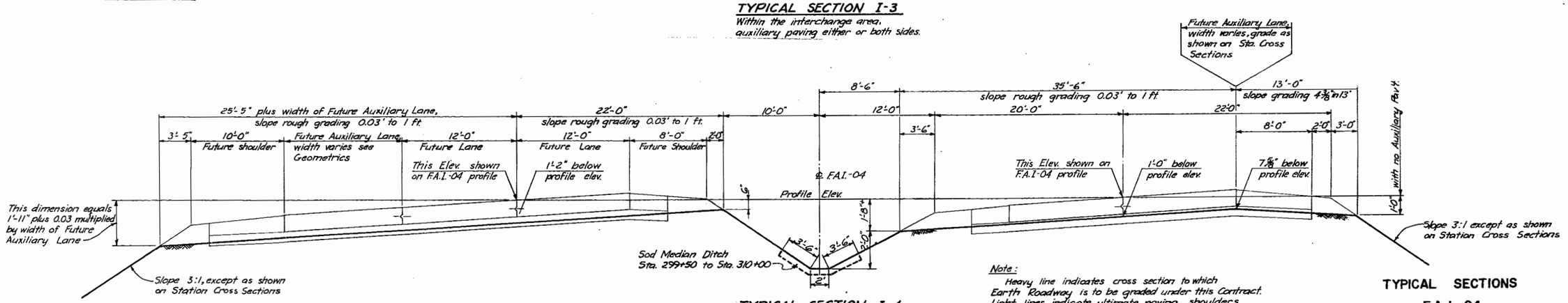
Sta. 283+16.96 to Sta. 285+06.96 is a transition between between Typical Section I-1 and I-2.

Note:
Transition ditch slopes from 4:1 to 3:1 & shoulder width from 12'-0" to 10'-0" as width of auxiliary lane transitions from 0'-0" to 2'-0".
See Note 4, Sheet 2, concerning Stabilized Shoulders & Earthwork Quantities.



TYPICAL SECTION I-3

Within the interchange area, auxiliary paving either or both sides.



TYPICAL SECTION I-4

Grading for Future Paving

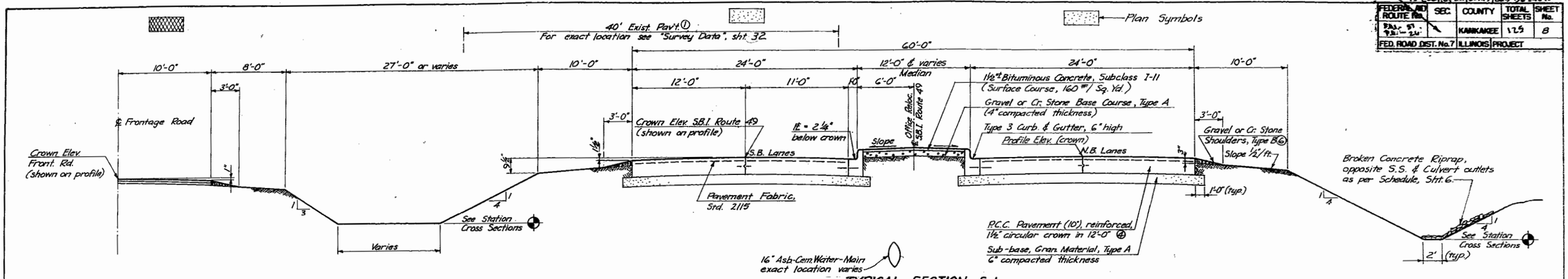
Note:
Heavy line indicates cross section to which Earth Roadway is to be graded under this Contract. Light lines indicate ultimate paving, shoulders and finish grading to be done under future Contract.
Seeding of Foreslopes under this Contract.

TYPICAL SECTIONS

F.A.I.-04

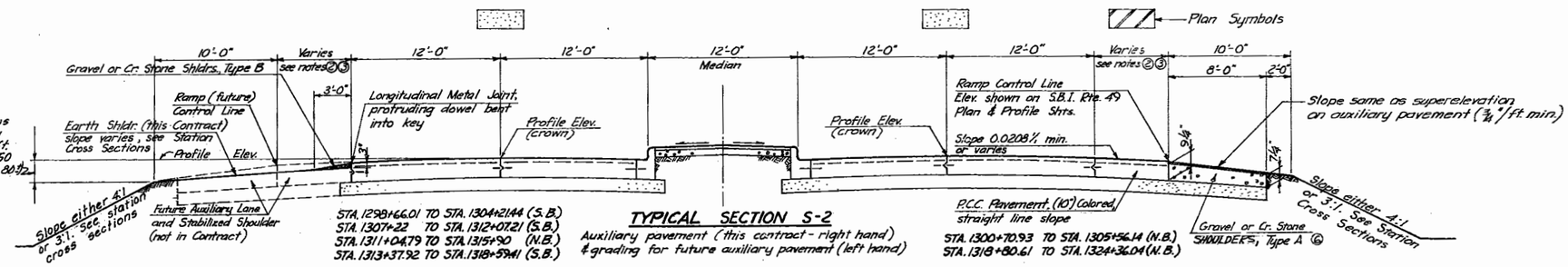
NO SCALE

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I.-57, F.A.I.-24		KANKAKEE	125	8
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



TYPICAL SECTION S-1

Basic Section for S.B.I. Rte. 49 (U.S. 54)
STA. 1291+27.05 TO STA. 1298+21.44
STA. 1324+80.61 TO STA. 1331+74.16



STA. 1298+66.01 TO STA. 1304+21.44 (S.B.)
STA. 1307+22 TO STA. 1312+07.21 (S.B.)
STA. 1311+04.79 TO STA. 1315+90 (N.B.)
STA. 1313+37.92 TO STA. 1318+59.41 (S.B.)

STA. 1300+70.93 TO STA. 1305+56.14 (N.B.)
STA. 1318+80.61 TO STA. 1324+36.04 (N.B.)

TYPICAL SECTION S-2

Auxiliary pavement (this contract - right hand) & grading for future auxiliary pavement (left hand)

Notes:

① At least the westerly 20' of the exist. U.S. 54 pavement shall be kept open to two-way traffic, until the N.B. lanes including curb, have been constructed and opened for two-way traffic.

② Auxiliary lanes (this contract & future) to be poured monolithically with through pavement up to the 1'-0" "stub" width (see Plan & Profile Shts.)

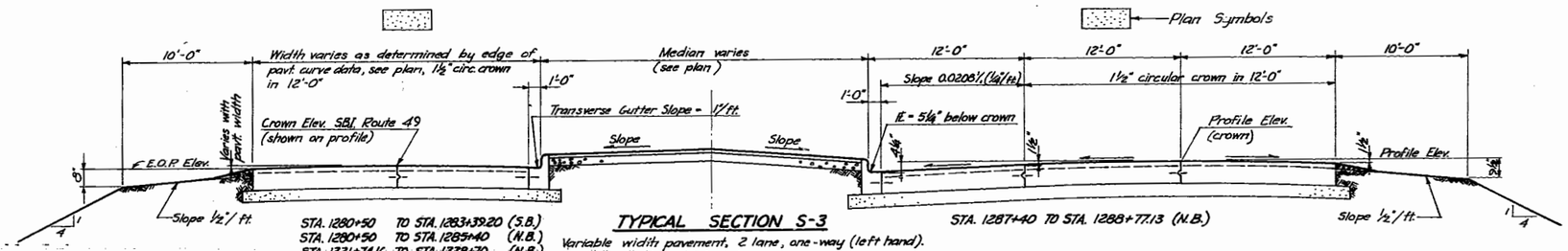
③ For "Interchange Geometrics" (Auxiliary Lane alignment) and "Widths of auxiliary lanes" see Shts. 32, 33, & 34.

④ Pavement Details similar to those for F.A.I.-Rte. 04, Sht. 2.

⑤ Geometrics determine the particular Typical Section which applies at any one location. See Shts. 22 to 26, 37 & 38.

⑥ For Details of transition between Stabilized Shoulders and Type B Shoulders see Shts. 23 thru 25.

⑦ Cross Section Details not specifically called out are the same as those shown on Section S-1.



STA. 1280+50 TO STA. 1283+39.20 (S.B.)
STA. 1280+50 TO STA. 1285+40 (N.B.)
STA. 1331+74.16 TO STA. 1338+70 (N.B.)
STA. 1336+09 TO STA. 1338+70 (S.B.)

STA. 1287+40 TO STA. 1288+77.13 (N.B.)

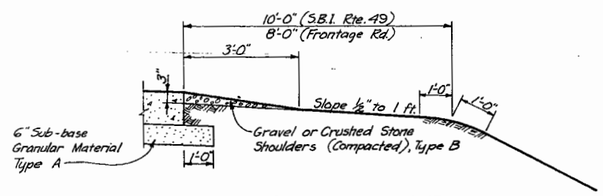
TYPICAL SECTION S-3

Variable width pavement, 2 lane, one-way (left hand).
Variable width median.
Left turning lane at approx. Sta. 1288+00 (right hand)

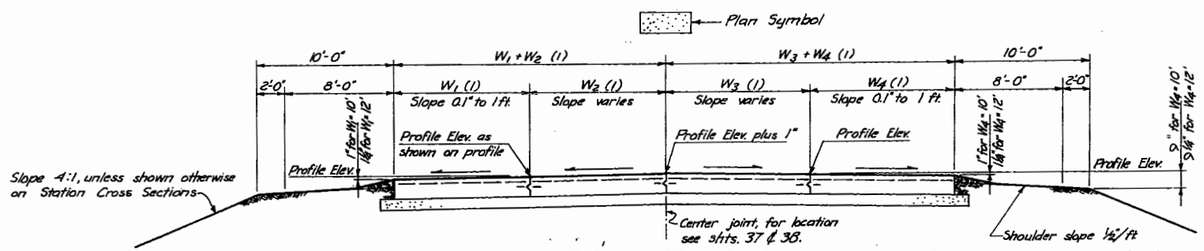
NOTES:

○ Numbers refer to notes at left of sheet.

Typical Sections as shown on plan sheets.



GRAVEL OR CRUSHED STONE SHOULDER, TYPE B



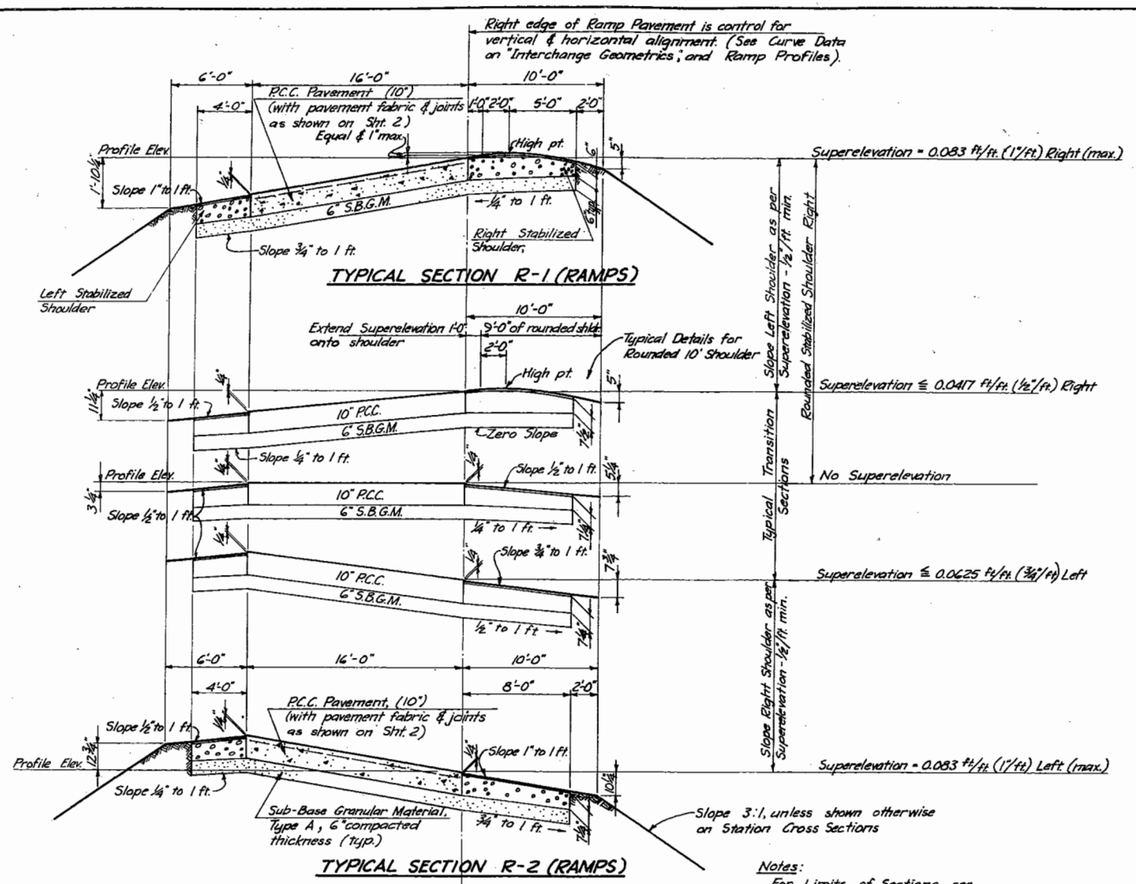
TYPICAL SECTION S-4

Variable width pavement - undivided highway.
STA. 1277+00 TO STA. 1279+45
STA. 1340+80 TO STA. 1346+00

(1) For widths of lanes see plan shts. and Shts. 37 & 38.

TYPICAL SECTIONS
S.B.I. ROUTE 49
NO SCALE

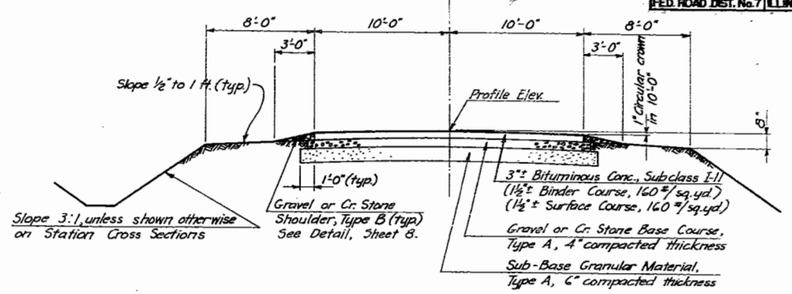
FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FA.-97, F.A.-126		KANKAKEE	125	9
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



TYPICAL SECTION R-1 (RAMPS)

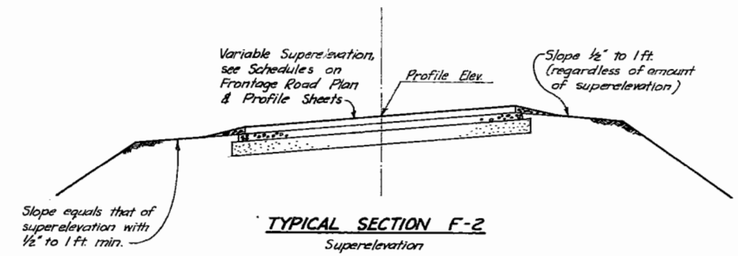
TYPICAL SECTION R-2 (RAMPS)

Notes:
For Limits of Sections see Superelevation Schedules on Ramp Plan & Profile Sheets.
Colored Concrete where noted on Plan & Profile Sheets.
Longitudinal Metal Joint not required.
See Note 4, Sht. 2 concerning Stabilized Shoulders & Earthwork Quantities.



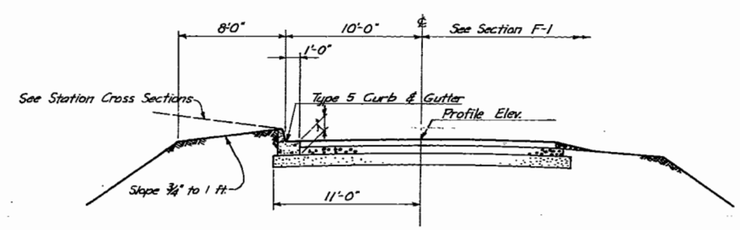
TYPICAL SECTION F-1
Basic Section for Frontage Roads (Local Road at 1342+92.75 similar)

Note:
For Limits of Sections see Superelevation Schedules on Frontage Road Plan & Profile Sheets.

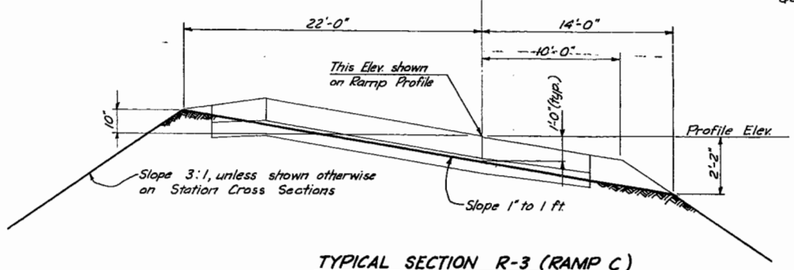


TYPICAL SECTION F-2
Superelevation

Note:
Cross Section Details not specifically called out are the same as those shown on Section F-1.

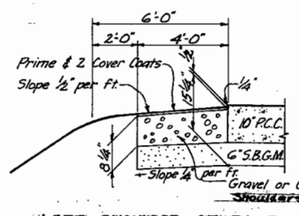


TYPICAL SECTION F-3
With Type 5 Curb & Gutter

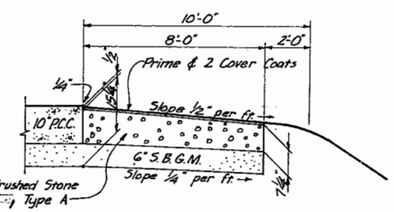


TYPICAL SECTION R-3 (RAMP C)
Ramp Grading for Future Pavement

Note:
Heavy line indicates cross section to which earth roadway is to be graded under this Contract.
Light lines indicate ultimate paving, shoulders and finish grading to be done under future Contract.
Seeding of Foreslopes under this Contract.



LEFT SHOULDER OF RAMP
(In direction of traffic)



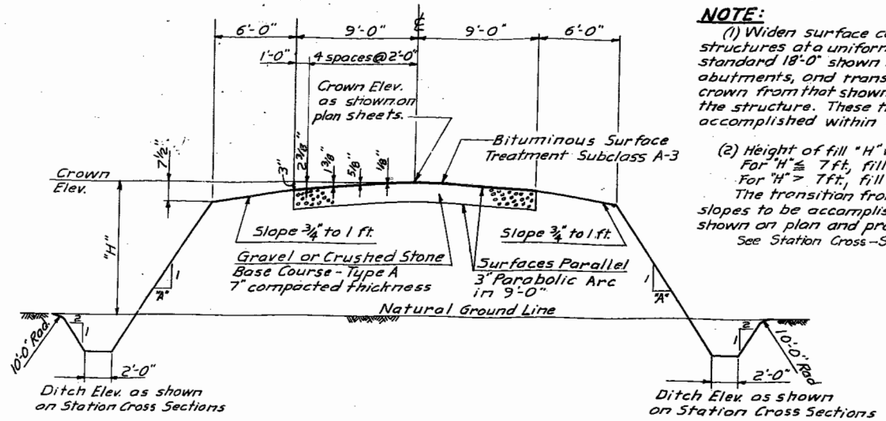
RIGHT SHOULDER OF RAMP
(In direction of traffic)

Note:
Where ramp pavement is superelevated, ramp shoulders to be modified as shown in Sections R-1 to R-2 above.

TYPICAL SECTIONS
RAMPS & FRONTAGE ROADS

NO SCALE

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57 FA-2.14		KANKAKEE	125	10
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



NOTE:

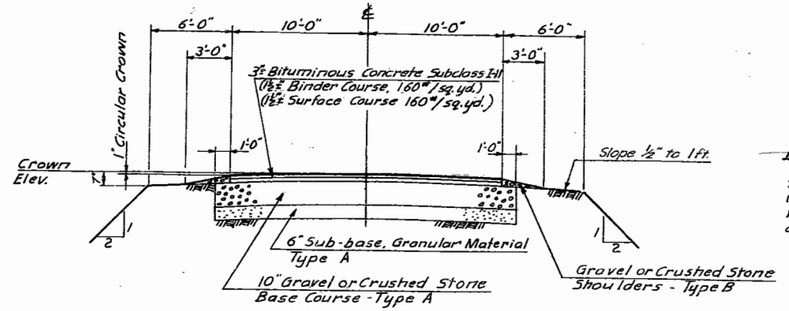
(1) Widen surface course adjacent to structures at a uniform rate from the standard 18'-0" shown to 20'-0" at the abutments, and transition the roadway crown from that shown to the crown of the structure. These transitions to be accomplished within 50' feet.

(2) Height of fill "H" varies
For "H" ≦ 7 ft, fill slope "A" = 3:1
For "H" > 7 ft, fill slope "A" = 2:1 and variable.
The transition from 3:1 to 2:1 fill slopes to be accomplished in 100 feet as shown on plan and profile sheets.
See Station Cross-Sections.

PROJ.	APPROACHES TO STRUCT.	STA.	to	STA.
I-57-7(24)315	AT F.A.I. STA. 281+16.40	1273+84.06		1280+11.56
		1282+21.24		1289+45.27
I-57-6(7)315	AT F.A.I. STA. 225+59.91	1218+35.36		1224+55.93
		1226+60.23		1233+96.57

TYPICAL SECTION A-1

Approach Roads to Structures

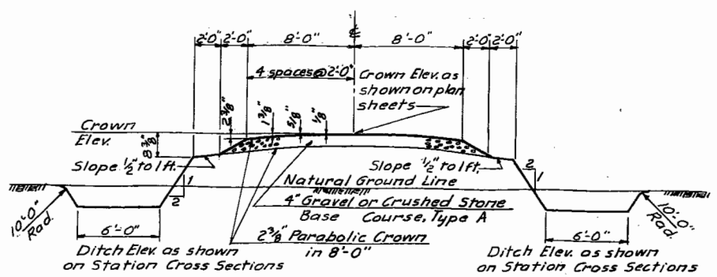


NOTE:

The 1" circular crown applies from 54' Rt. to 150' Rt. of ℄ S.B.I. Rte. 49 (Office Reloc.). Either end of the temp. connection shall be warped as required to meet P.C.C. pavement.

TYPICAL SECTION T-1 (RAMP K)

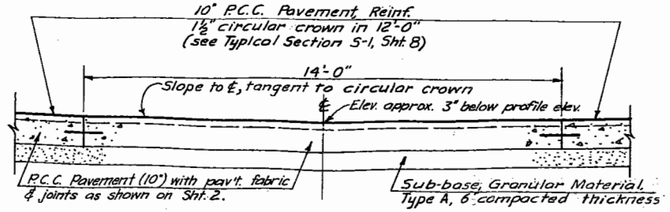
Temporary Connection Rt. of S.B.I. Rte. 49 Sta. 1306+75



PROJ.	STA	to	STA
I-57-6(7)315	0+09		2+00

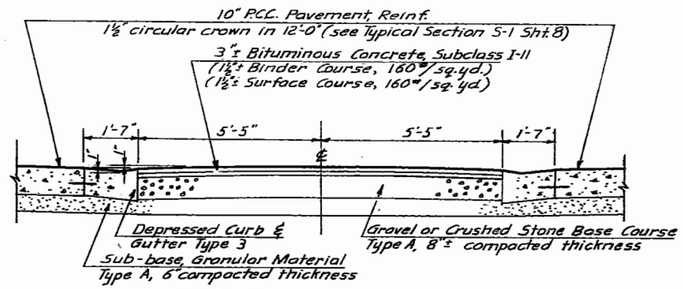
TYPICAL SECTION A-2

Farm Access Road Left of Station 1230+44.95
(Local Rd @ Structure)



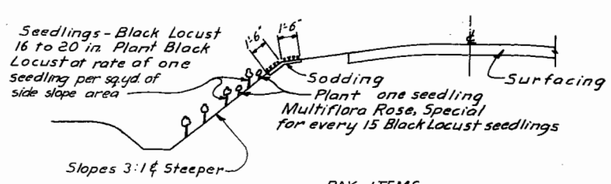
TYPICAL SECTION L-1

Section through permanent left turn oprng. in S.B.I.-49 median



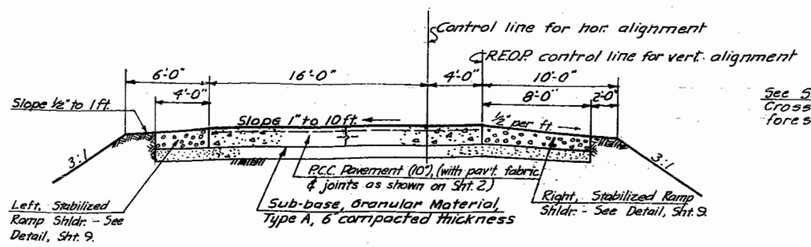
TYPICAL SECTION L-2

Section through temporary left turn oprng. in S.B.I.-49 median



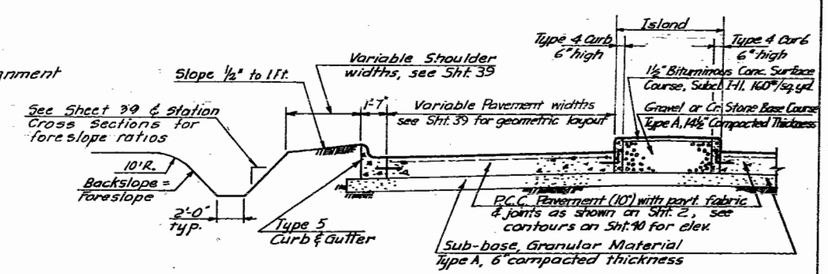
PAY ITEMS
Units "Seedlings-Black Locust-16 to 20 in."
Units "Seedlings-Multiflora Rose, Special"
Sq. Yds. "Sodding"
Note: Unit = 1000 seedlings
Use method 2-mulching-planted areas

TREATMENT OF SIDE SLOPES & SHOULDERS ON APPROACH FILLS TO STRUCTURES CARRYING LOCAL ROADS OVER INTERSTATE ROUTE



TYPICAL SECTION R-4

Ramp B



TYPICAL SECTION SA-1

For Intersection of SA-1E, S.B.I.-49 (Sta. 1289+74.30) Armour Drive, and the South Front Rd.

TYPICAL SECTIONS MISCELLANEOUS

NO SCALE

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57 FA-1W		KANKAKEE	125	11
STA. 200+00		TO STA. 230+00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

T31N- R12E-3 P.M.

SEC. 28

P.I. 210+12.73
Δ = 15°14' LT.
D = 1°
R = 5729.65'
T = 766.20'
E = 51.00'
L = 1523.93'
g = 0.02 FT/FT.

STA. 218+00
EXISTING PIPE CULV. (24"x66')
TYPE 1
EXISTING, 2 STD. 1976 D24-2
HDWLS. 7.5' & 73.5' LT

STA. 216+75
EXISTING PIPE CULV. (24"x64')
TYPE 1
EXISTING, 2 STD. 1976 D-24-2
HDWLS. 7.0' & 71.0' LT.

STA. 1224+80 (LOCAL ROAD)
CONSTRUCT PIPE CULV. EXTENSIONS
TYPE 2A (RCP, CL. III) (30"x24" RT. & 30"x 30' LT.)
CONSTRUCT 2 STD. 1976 D30-2 HDWLS.
2.6 CU. YDS. CL. X CONC. (CULV.)
80 LBS. REINF. BARS (CULV.)

STA. 1226+36 (LOCAL ROAD)
CONSTRUCT PIPE CULV. EXTENSIONS
TYPE 2A (RCP, CL. III) 30"x 36' RT. & 30"x 18' LT.)
CONSTRUCT 2 STD. 1976 D30-2 HDWLS.
2.6 CU. YDS. CL. X CONC. (CULV.)
80 LBS. REINF. BARS (CULV.)

CONSTRUCT STD. 1687-2
STEEL PLATE BEAM GUARD RAIL

STA.	TO	STA.	SIDE	LIN. FT.
225+07.6	-	225+45.1	RT.	37.5
225+87.0	-	226+34.5	LT.	37.5

STA. 225+59.91 (℄ FAI-04)
= STA. 1225+93.08 (1.37' NO. OF ℄)
CONSTRUCT CONT. I-BEAM GRADE SEPARATION STRUCTURE, SEE STRUCTURAL DWGS. & SHT. 31

STA. 225+58.48 (℄ FAI-04)
= STA. 1225+58.48 (ON ℄)

STA. 201+96.53 ON SECTION 46-2
= STA. 1017+65.25 AHEAD
ON SECTION 46-3 (TO SOUTH)

P.C. 202+46.53
1/2" ℄ IRON PIN 8" BELOW GROUND

P.I. 210+12.73
1/2" ℄ IRON PIN 4" ABOVE GROUND

CULT.

LULA F. MARTIN ET. AL.

(BACK TO BACK OF ABUTMENTS)
SOUTHBOUND LANE STA. 214+31.62 TO STA. 215+08.59
NORTHBOUND LANE STA. 214+79.55 TO STA. 215+56.30

TEMPORARY 54 F.A.I.-04 AND EXISTING IMPROVEMENT

TEMPORARY ROUTING OF 54

STATE OF ILLINOIS

STA. 214+94.00
2 PARALLEL R.C. SLAB BRIDGES
5 PANS 22'-1"; 27'-7"; 22'-1"
39'-0" F.F. OF CURB
SKEW 36° 30'
RETAIN IN PLACE

STA. 225+60±
CONTRACTOR SHALL REMOVE TEMPORARY CROSSOVER (BITUM. CONC. ON CR. STONE BASE) AFTER REROUTING OF TRAFFIC (SEE SPECIAL PROVISIONS).
COST THEREOF IS INCIDENTAL TO CONTRACT UNIT PRICE PER CU. YD. OF EARTH EXCAVATION.

EDWARD J. TARON & WIFE

SEC. 21

ZEPHIRE J. MARQUIS & WIFE

STA. 228+00
EXISTING PIPE CULV. (24"x 50')
TYPE 1
EXISTING, 2 STD. 1976 D24-2
HDWLS. 9.5' & 59.5' LT.

EXIST. STD. 2128 HWY. SIGN

PROPOSED IMPROVEMENT

EXISTING T-11 PAV'T. ON P.C.C.

STA. 228+35.17
BEGIN PROP. IMPROVEMENT
℄ SECTION 46-2 (1)
PROJ. I-57-6 (7) 315

CULT.

SEC. 27

DESTROYED

B.M. #1A SPK. IN E. SIDE R.R. 99' LT.
STA. 212+89 ELEV. 279.19

B.M. #2 R.R. SPK. IN W. SIDE R.R.
221' RT. STA. 216+59 ELEV. 280.97

B.M. #3A - "X" IN TOP OF HDWL. 10' LT.
OF ℄ FAI-04 STA. 228+00 - ELEV. 288.42
~~B.M. #3 R.R. SPK. IN W. SIDE R.R.~~
~~(309' RT. STA. 224+38 ELEV. 287.66)~~

P.C. 202+46.53
1/2" ℄ IRON PIN 8" BELOW GROUND

P.I. 210+12.73
1/2" ℄ IRON PIN 4" ABOVE GROUND

P.T. 217+69.86
1/2" ℄ IRON PIN 4" ABOVE GROUND

P.O.T. 225+37.0
1/2" ℄ IRON PIN 4" ABOVE GROUND

INTERSECTION OF ℄ FAI-04 AND ℄
STA. 225+58.48-34" ℄ IRON PIN

P.O.T. 225+88.0
1/2" ℄ IRON PIN 4" ABOVE GROUND

STATION 228+35.17
BEGIN PROP. IMPROVEMENT

ELEV. 288.43

P.I.
STA. 202+00
ELEV. 280.86
400' V.C.
K = 0.0550

V.I.
STA. 214+00
ELEV. 285.46
600' V.C.
K = 0.03500

P.I.
STA. 228+00
ELEV. 289.93
400' V.C.
K = 0.04125

PROFILE OF CROWN OF EXISTING IMPROVEMENT

-0.50%

-0.14%

+0.28%

+0.61%

BRIDGE

EAST ℄ = 281.50
WEST ℄ = 277.66

EAST ℄ = 281.60
WEST ℄ = 278.04

EXISTING GROUND ALONG FAI-04 ℄

EAST ℄ = 285.70
WEST ℄ = 285.26

PROFILE OF CROWN OF PROPOSED IMPROVEMENT

200 +96.53 205 210 215 220 225 230

PLATE 1 — PLAN-PROFILE — F. R. & R. R.E. STANDARD

KEUFFEL & ESSER CO., NEW YORK

K & E 10 X 10 TO 1/2 INCH 359-10

F.A.I. ROUTE 57

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57 FA-70		KANKAKEE	135	12
STA. 230+03		TO STA. 260+00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

T31N-R12E-3P.M

SEC. 21

CONSTRUCT STD. 1687-2
STEEL PLATE BEAM GUARD RAIL

STA.	TO	STA.	SIDE	LIN. FT.
240+89.7	-	241+27.2	RT.	37.5
241+89.7	-	242+27.2	LT.	37.5

B.M. #4

ZEPHIRE J. MARQUIS & WIFE

MARSHALL F. LAMORE

Proj. I-57-6 Ends
Proj. I-57-7 Begins

TOP ELEV. 294.8
STA. 240+00

TOP ELEV. 298.6
STA. 240+00

TOP ELEV. 304.0
STA. 254+85

CULT. ROW A.C. ℄ F.A.I.-04 AND PROPOSED IMPROVEMENT

POT. 253+40.40

B.M. #5

END PROJECT I-57-6(7)315, SECTION 46-2(1)
BEGIN PROJECT I-57-7(24)315, SECTION 46-2
STA. 253+40.40

STA. 241+58
CONSTRUCT REINF. CONC. BOX CULV. (8'X3'X150.17')
STD. 2022
SKEW 35°
D.A.= 300 AC.
97.0 CU. YDS. CLASS X CONC. (CULV.)
13,226 LBS. REINF. BARS (CULV.)

STA. 243+00
CONSTRUCT PIPE CULV. (24" X 58')
TYPE 1A (RCP, CL. III)
CONSTRUCT 2 STD. 1976 D24-2
HDWLS. 8.0' & 66.0' RT.
2.0 CU. YDS. CL. X CONC. (CULV.)
70 LBS. REINF. BARS (CULV.)

2"X2" HUB
2"X2" HUB
2"X2" HUB
2"X2" HUB

POT. 253+40.40
½"ø IRON ROD 1" ABOVE GROUND

STA. 255+00
CONSTRUCT PIPE CULV. (24" X 52')
TYPE 1A (RCP, CL. III)
CONSTRUCT 2 STD. 1976 D24-2
HDWLS. 10.0' & 62.0' RT.
2.0 CU. YDS. CL. X CONC. (CULV.)
70 LBS. REINF. BARS (CULV.)

SEC. 21

B.M. #4 R.R. SPK. IN E. SIDE 10" CTNWOOD 340' LT. STA. 244+00 ELEV. 295.76

B.M. #5 RR. SPK. IN S.W. SIDE 8" CALTALPA 175' RT. STA. 252+90± ELEV. 305.02

CUT 8074 CU. YDS. EARTH EXCAV.
BORROW 0
OVERHAUL 0
FILL 5939 CU. YDS.

CUT 1831 CU. YDS. EARTH EXCAV.
BORROW 0
OVERHAUL 0
FILL 1760 CU. YDS.

STA. 243+44.70

STA. 244+40.60

P.I.
STA. 241+00
ELEV. 297.81
300' V.C.
K= 0.0100

P.I.
STA. 254+00
ELEV. 304.46
400' V.C.
K= 0.00625

PROFILE OF CROWN OF PROPOSED IMPROVEMENT

+0.61%

+0.55%

+0.80%

WEST ℄= 293.80
EAST ℄= 292.90

EAST ℄= 290.86
WEST ℄= 291.74

WEST ℄= 301.20
EAST ℄= 300.00

EXISTING GROUND ALONG F.A.I.-04 ℄

290.0 290.00 | 290.9 291.81 | 290.9 290.82 | 291.2 292.78 | 291.5 292.40 | 292.1 293.65 | 292.4 294.72 | 295.6 297.87 | 298.0 299.45 | 299.1 299.09 | 296.70 | 295.0 296.70 | 293.0 297.59 (297.96) | 292.7 297.54 (297.60) | 295.16 | 295.4 298.71 | 296.0 298.96 | 297.1 299.51 | 299.9 300.06 | 300.0 300.61 | 300.0 300.16 | 299.5 299.77 | 300.5 302.26 | 301.6 302.01 | 302.4 302.96 | 303.4 303.96 | 303.4 304.92 (304.98) | 304.0 304.97 (304.97) | 304.3 305.07 (305.04) | 304.5 305.66 | 304.8 305.88 | 305.4 306.56 | 306.2 306.88 | 307.0 307.66 | 307.2 308.06

PLATE 1 - PLAN-PROFILE C. P. R. & R. R. STANDARD
KEUFFEL & ESSER CO., NEW YORK.
K. & E. CO. No. 346-10

F.A.I. ROUTE 57

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I. - 57 Sec. - 3.1R		KANKAKEE	1 of 5	13
STA. 260+00		TO STA. 290+00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

T31N-R12E-3P.M.

SEC. 21

SEC. 16

STA. 267+00
CONSTRUCT PIPE CULV. (24"x52')
TYPE 1A(RCP, CL. III)
CONSTRUCT 2 STD. 1976 D24-2
HDWLS. 10.6' & 62.5' RT.
2.0 CU. YDS. CL. X CONC. (CULV.)
70 LBS. REINF. BARS (CULV.)

CONSTRUCT STD. 1687-2
STEEL PLATE BEAM GUARD RAIL

STA.	TO	STA.	SIDE	LIN. FT.
280+53.0	-	280+90.5	RT.	37.5
281+42.3	-	281+79.8	LT.	37.5

STA. 1280+39
CONSTRUCT 24"x106' PIPE CULV.
TYPE 2A(RCP, CL. III)
CONSTRUCT 2 STD. 1976 D24-2
HDWLS.
2.0 CU. YDS. CL. X CONC. (CULV.)
70 LBS. REINF. BARS (CULV.)

P.I. STA. 300+42.50
Δ = 59°17'30" L.T.
D = 2°
R = 2864.93'
T = 1630.54'
E = 931.49'
L = 2964.58'
S = 0.09 FT./FT.

MARSHALL F. LAMORE

ADRIEN M. RICHARD ET. UX.

CULT.

STA. 281+16.40 (& FAI-04)
= STA. 1281+16.40 (& AND & PROP. IMPROVEMENT)
CONSTRUCT R.C. GIRDER GRADE
SEPARATION STRUCTURE, SEE
STRUCTURAL DWGS. & SHT. 30

END PROJ. I-57-7 (24) 315, SECTION 46-2
BEGIN PROJ. I-57-7 (22) 317, SECTION 46-2 HBK
STA. 286+00

TOP ELEV. 311.0
STA. 266+85

R.O.W.

A.C.

FA.1-04 AND PROPOSED IMPROVEMENT

P.O.T. 280+89.0

P.O.T. 281+81.0

P.C. 280+11.96

1279

1285

STA. 289+00
CONSTRUCT PIPE CULV. (24"x56')
TYPE 1A(RCP, CL. III)
CONSTRUCT 2 STD. 1976 D24-2
HDWLS. 10.2' & 66.2' RT.
2.0 CU. YDS. CL. X CONC. (CULV.)
70 LBS. REINF. BARS (CULV.)

STA. 288+00
CONSTRUCT REINF. CONC. BOX CULV. (3'x3'x128.0')
STD. 2020
32.4 CU. YDS. CL. X CONC. (CULV.)
3,302 LBS. REINF. BARS (CULV.)

STA. 282+50
CONSTRUCT PIPE CULV. (24"x52')
TYPE 1A(RCP, CL. III)
CONSTRUCT 2 STD. 1976 D24-2
HDWLS. 9.7' & 61.7' RT.
2.0 CU. YDS. CL. X CONC. (CULV.)
70 LBS. REINF. BARS (CULV.)

APPROX. 1/4 1/4 SEC. LINE

SEC. 21

SEC. 16

SPK. IN R.R.
SPK. IN T.P.
FAI-04
2"x12" HUB
P.O.T. 280+89.0
1/2" ϕ IRON PIN FLUSH WITH GROUND

SPK. IN R.R.
SPK. IN T.P.
75°53' 20"
FAI-04
INTERSECTION OF FAI-04 & AND ℄.
STA. 281+16.40 1/2" ϕ IRON PIN

B.M. #6 ϕ R.R. SPK. IN W. SIDE P.P. 313.3' RT
STA. 279+95 ELEV. 316.35

SPK. IN R.R.
SPK. IN T.P.
FAI-04
2"x12" HUB
P.O.T. 281+510
1/2" ϕ IRON PIN FLUSH WITH GROUND

NOTE: ALL TIES 2"x12" HUBS

P.C. 284+11.96
1/2" ϕ IRON PIN 1' BELOW GROUND

CUT 17,192 CU. YDS. EARTH EXCAV.
BORROW 0
OVERHAUL 61,500 CU. YDS.-STA.
FILL 12,730 CU. YDS.

CUT 17,316 CU. YDS. EARTH EXCAV.
BORROW 0
OVERHAUL 15,980 CU. YDS.-STA.
FILL 13,629 CU. YDS.

STA. 276+41.98

ELEV. 341.07

P.I.
STA. 279+00
ELEV. 319.46
400' V.C.
K = 0.01250

+0.50%

PROFILE OF CROWN OF PROPOSED IMPROVEMENT

+0.60%

EAST ℄ = 307.18
WEST ℄ = 308.81

EXISTING GROUND ALONG FAI-04 ℄

EAST ℄ = 316.78
WEST ℄ = 317.49

EAST ℄ = 318.59
WEST ℄ = 318.15

EAST ℄ = 320.58
WEST ℄ = 319.25

PLAN	BY	DATE
SURVEYED		6/27
PLOTTED	RWB	6/28
ALIGNMENT CHECKED	KLB	6/28
NOTE BOOK	FET	6/28
NO. 2060	FET	6/29
PT. OF VIEW CHECKED	FET	6/29

PROFILE	BY	DATE
SURVEYED		6/27
PLOTTED	RWB	6/28
GRADES CHECKED	KLB	6/28
ALIGNMENT	FET	6/29
NOTE BOOK	FET	6/29
NO. 2060	FET	6/29
STRUCTURE NOTAT'NS CHECKED		

PLATE 1 - PLAN-PROFILE O.P.R. & R.E. STANDARD
KEUFFEL & ESSER CO. NEW YORK

K & E Co. No. 346-10

F.A.I. ROUTE 57

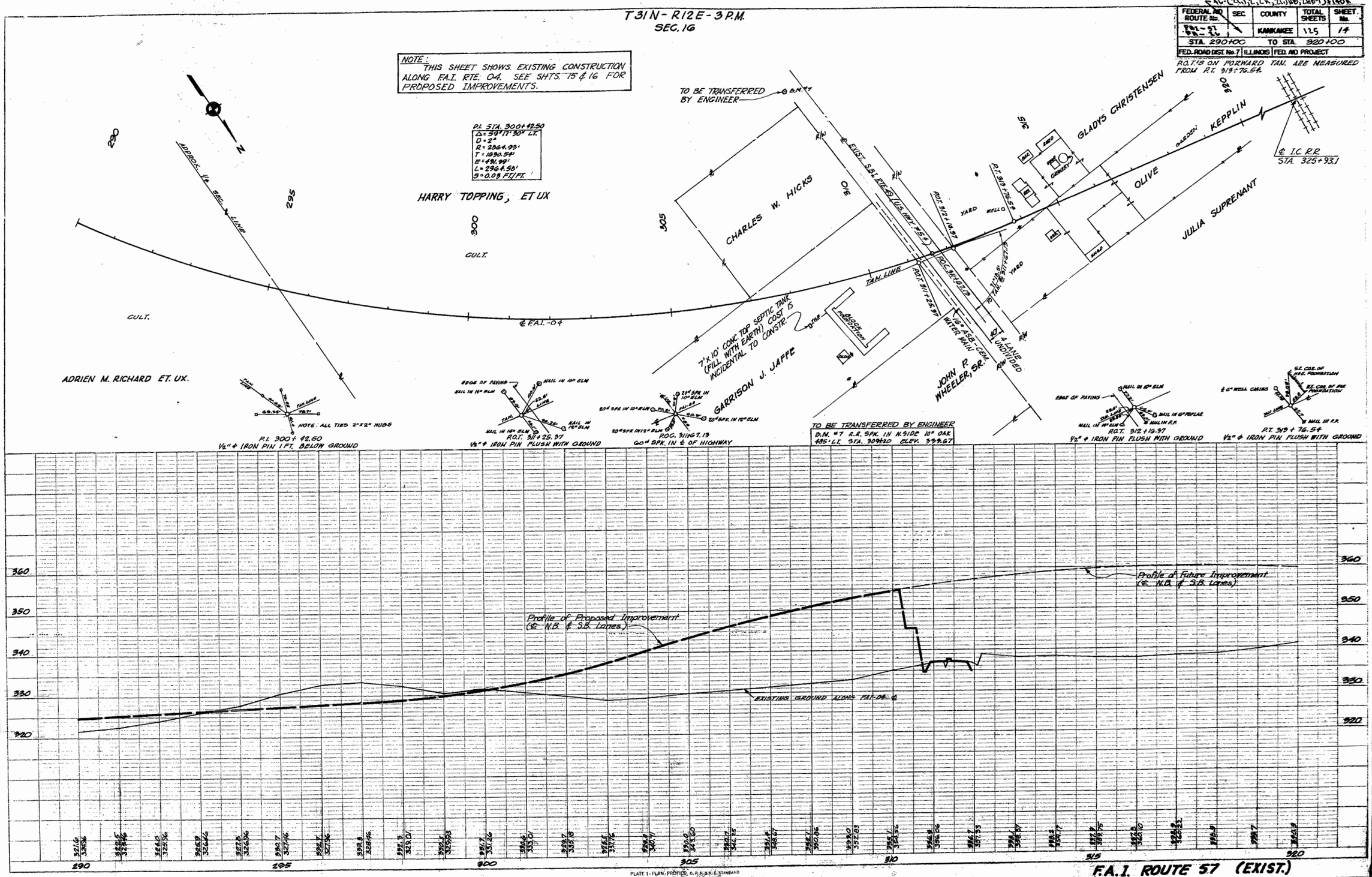
FAI-(241),2,2X,2U)&(2U-1)&140 8

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57		KANKAKEE	115	14
STA. 290+00		TO STA. 320+00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

T31N-R12E-3P.M.
SEC. 16

NOTE: THIS SHEET SHOWS EXISTING CONSTRUCTION ALONG F.A.I. RTE. 04. SEE SHTS. 15 & 16 FOR PROPOSED IMPROVEMENTS.

R.O.T.'S ON FORWARD TAN. ARE MEASURED FROM P.T. 319+76.54



PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, BY SP. YAM CHECKED. NOTE BOOK NO. 2869. BY: EMS, MAE, CBZ. DATE: 2/57, 3/57, 3/57.

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, STRUCTURE NOTATNS CHK'D. NOTE BOOK NO. 2860. BY: TAT, MHE, JRT. DATE: 3/57, 3/57, 3/57.

PLATE 1 - PLAN, PROFILE, O.P.R.&B.R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK
K&E Co. No. 348HC

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI - 57 Rev. 2-6		KANKAKEE	125	15
STA. 290 + 00		TO STA. 305 + 00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

44-(2(1),2,2K,2(1)HB,2HB-1) & 140R

Curve Data:
P.I. Sta. 300 +42.50
L = 120°42'30"
Δ = 59°17'30"
D = 2°
R = 2864.93'
T = 1630.54'
E = 431.39'
L = 2964.58'
S = 0.03 %

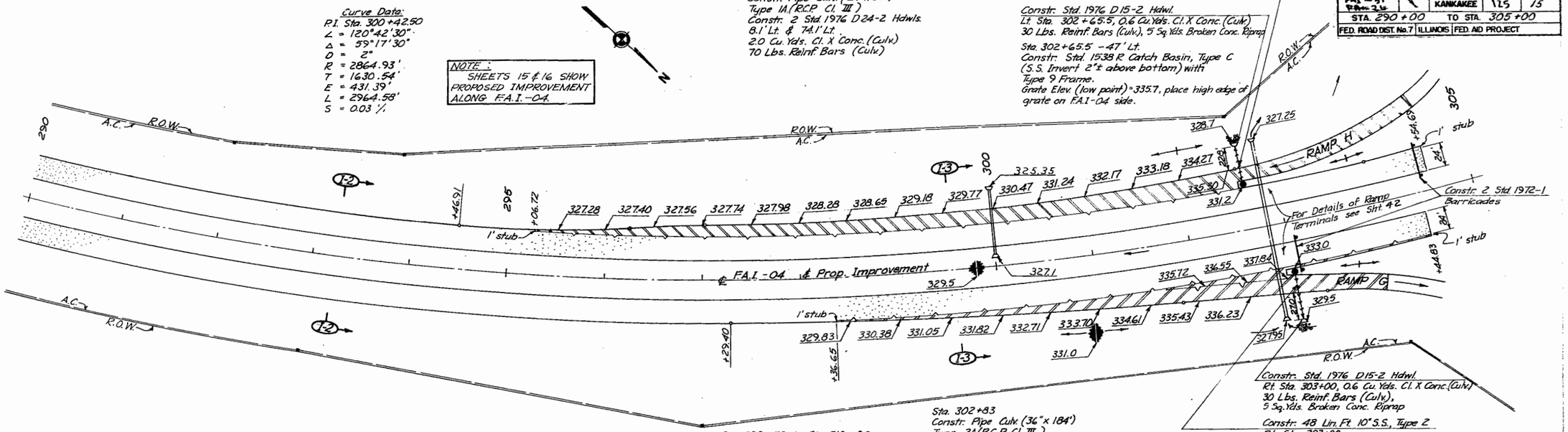
NOTE: SHEETS 15 & 16 SHOW PROPOSED IMPROVEMENT ALONG F.A.I.-04.

Sta. 300+00
Constr: Pipe Culv. (24" x 66')
Type 1A (R.C.P. Cl. III)
Constr: 2 Std. 1976 D24-2 Hdwls.
8.1' Lt. & 74.1' Lt.
2.0 Cu. Yds. Cl. X Conc. (Culv.)
70 Lbs. Reinf. Bars (Culv.)

Constr: 40 Lin. Ft. 10" S.S., Type 2
Lt. Sta. 302 + 65.5

Constr: Std. 1976 D15-2 Hdwl.
Lt. Sta. 302 + 65.5, 0.6 Cu. Yds. Cl. X Conc. (Culv.)
30 Lbs. Reinf. Bars (Culv.), 5 Sq. Yds. Broken Conc. Riprap

Sta. 302+65.5 - 47' Lt.
Constr: Std. 1538 R Catch Basin, Type C
(S.S. Invert 2"± above bottom) with
Type 9 Frame.
Grate Elev. (low point) = 335.7, place high edge of grate on F.A.I.-04 side.



Sta. 299+50 to Sta. 310 +00
Sod Median Ditch, 9' wide
1050 sq. yds. sodding

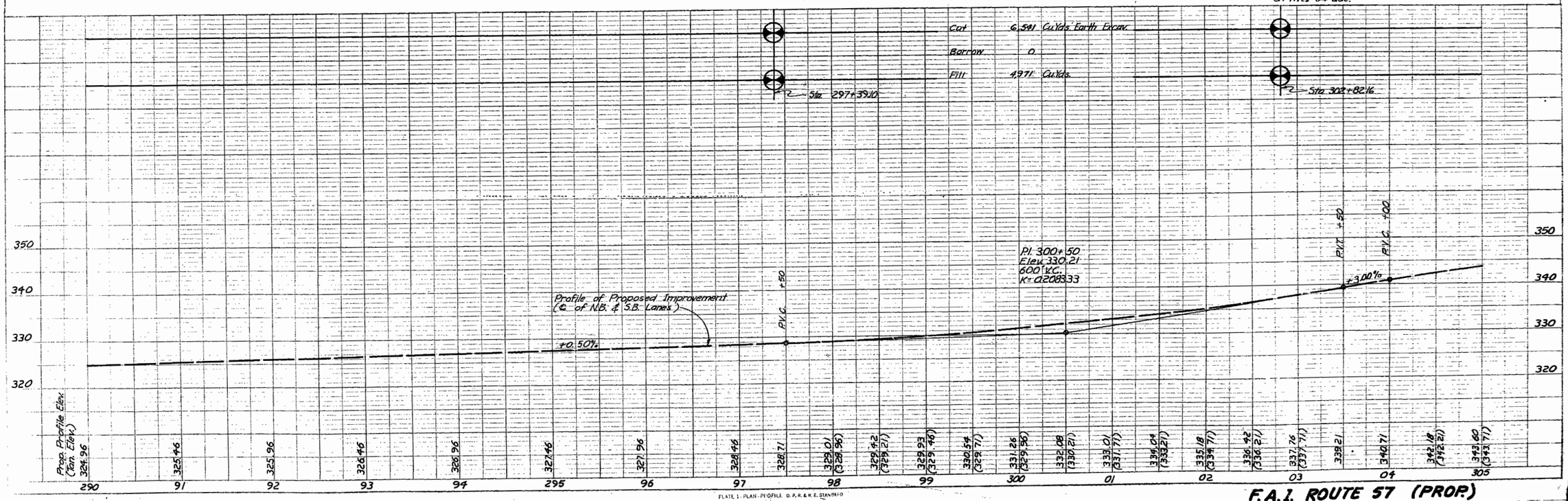
Sta. 302+83
Constr: Pipe Culv. (36" x 184')
Type 2A (R.C.P. Cl. III)
Constr: 2 Std. 1976 D36-2 Hdwls.
95.3' Rt. & 88.7' Lt.
3.5 Cu. Yds. Cl. X Conc. (Culv.)
100 Lbs. Reinf. Bars (Culv.)

Constr: Std. 1976 D15-2 Hdwl.
Rt. Sta. 303+00, 0.6 Cu. Yds. Cl. X Conc. (Culv.)
30 Lbs. Reinf. Bars (Culv.),
5 Sq. Yds. Broken Conc. Riprap

Constr: 48 Lin. Ft. 10" S.S., Type 2
Rt. Sta. 303+00

Sta. 303+00 - 51.5' Rt.
Constr: Std. 1538 R Catch Basin, Type C
(S.S. Invert 2"± above bottom) with Type 9 Frame.
Grate Elev. (low point) = 337.5, place high edge of grate on F.A.I.-04 side.

Cut	6,541	Cu. Yds. Earth Excav.
Borrow	0	
Fill	4,971	Cu. Yds.



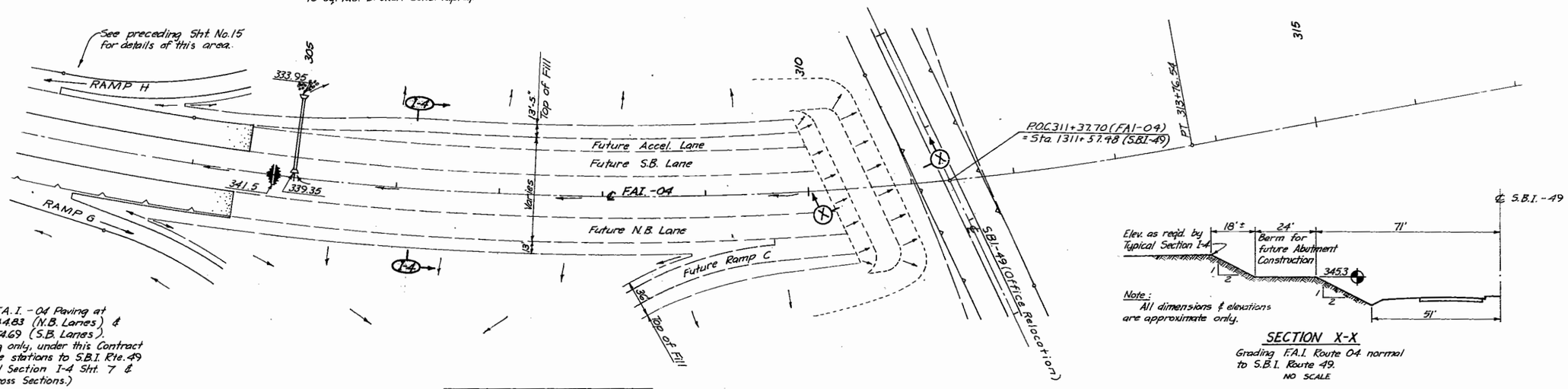
FLATE 1 - PLAN - PROFILE. D. P. R. & N. E. STANFORD
KEUFFEL & ESSER CO. NEW YORK
K & E Co. No. 348-10

F.A.I. ROUTE 57 (PROP.)

PLAN — PROFILE
NOTE BOOK NO.
SURVEYED
PLOTTED
F.A. CURVE CHECKED
F.A. TANGENT CHECKED
DATE 3-6-69 4-4-69
RHN JHZ

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57 FA-26		KANKAKEE	125	16
STA. 305+00		TO STA. 311+37.70		
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

Sta. 305+00
Constr. Pipe Culv. (24"x70')
Type 1A, (R.C.P. Cl. III)
Constr. 2 Std. 1976 D24-2 Hdwls.
77' Lt. & 77.7' Lt
2.0 Cu. Yds. Cl. X Conc. (Culv.)
70 Lbs. Reinf. Bars (Culv.)
10 Sq. Yds. Broken Conc. Riprap



Note:
Stop F.A.I.-04 Paving at Sta. 304+44.83 (N.B. Lanes) & Sta. 304+54.69 (S.B. Lanes).
Grading only, under this Contract from above stations to S.B.I. Rte. 49 (see Typical Section I-4 Sht. 7 & Station Cross Sections.)

Note:
All dimensions & elevations are approximate only.

SECTION X-X

Grading F.A.I. Route 04 normal to S.B.I. Route 49.
NO SCALE

B.M. #7 R.R. SPK. IN N. SIDE 10" OAK 485' Lt. STA. 309+20 ELEV. 333.67 TO BE TRANSFERRED BY ENGINEER

Cut	1,653 Cu. Yds. Earth Excav.
Borrow	66,859 Cu. Yds.
Over-haul	30,850* Cu. Yds.-Sta.
Fill	63,070 Cu. Yds.

NOTE: SEE TABLE SHEET NO. 5

*Haul in: 6900 Cu. Yds. broken concrete from S.B.I. Rte. 49.

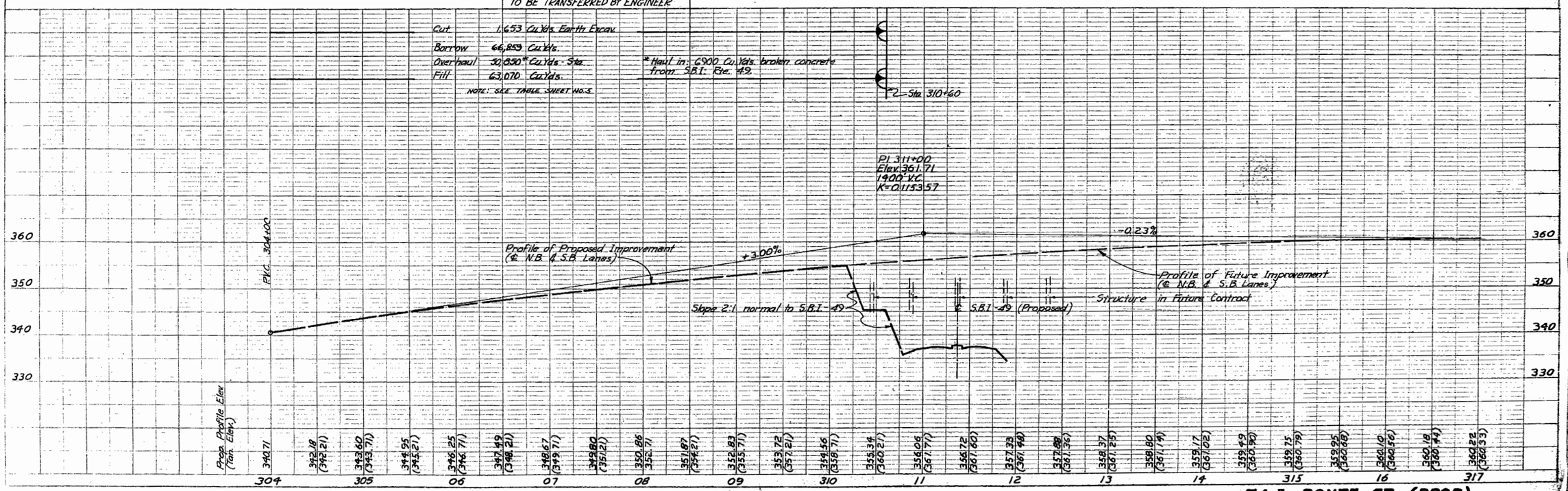


PLATE 1 - PLAN - PROFILE U. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK.
K & E Co No. 348-1C

F.A.I. ROUTE 57 (PROP.)

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57 BR.-134		KANKAKEE	195	17
STA. 1275+00		TO STA. 1290+00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

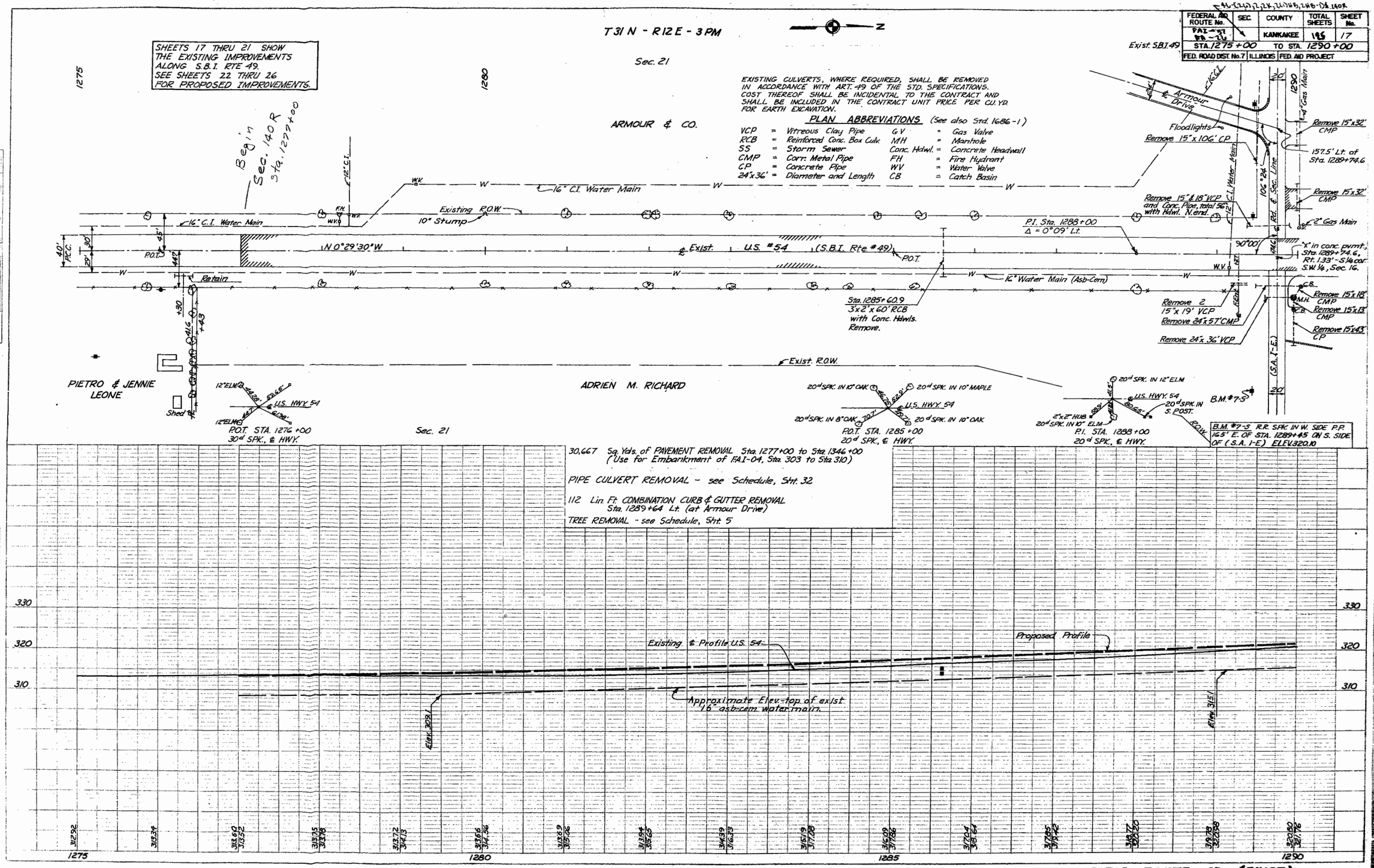
T31N - R12E - 3PM

SHEETS 17 THRU 21 SHOW THE EXISTING IMPROVEMENTS ALONG S.B.I. RTE 49. SEE SHEETS 22 THRU 26 FOR PROPOSED IMPROVEMENTS.

EXISTING CULVERTS, WHERE REQUIRED, SHALL BE REMOVED IN ACCORDANCE WITH ART. 49 OF THE STD. SPECIFICATIONS. COST THEREOF SHALL BE INCIDENTAL TO THE CONTRACT AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CU. YD. FOR EARTH EXCAVATION.

PLAN ABBREVIATIONS (See also Std. 1686-1)

VCP = Vitreous Clay Pipe		G.V = Gas Valve	
RCB = Reinforced Conc. Box Culv.		MH = Manhole	
SS = Storm Sewer		Conc. Hdwl. = Concrete Headwall	
CMP = Corr. Metal Pipe		FH = Fire Hydrant	
CP = Concrete Pipe		WV = Water Valve	
24"x36" = Diameter and Length		CB = Catch Basin	



30,667 Sq. Yds. of PAVEMENT REMOVAL Sta. 1277+00 to Sta. 1346+00 (Use for Embankment of FAI-04, Sta. 303 to Sta. 310)

PIPE CULVERT REMOVAL - see Schedule, Sht. 32

112 Lin. Ft. COMBINATION CURB & GUTTER REMOVAL Sta. 1289+64 Lt. (at Armour Drive)

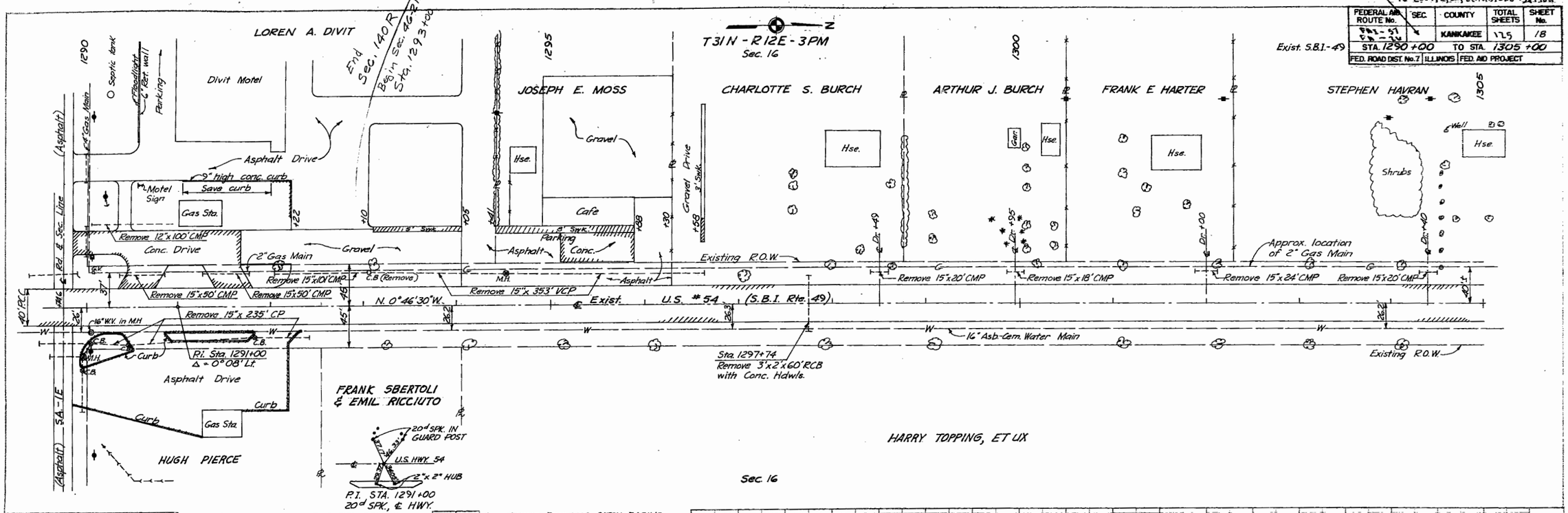
TREE REMOVAL - see Schedule, Sht. 5

S.B.I. ROUTE 49 (EXIST.)

PLATE 1 - PLAN - PROFILE O.P.R. & R.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK
K & E Co. No. 348-10

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAS-51 F.A.P.-34		KANKAKEE	175	18
STA. 1290+00		TO STA. 1305+00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

46-(2.1), 2.2A, 2.1(48), 2.8B-1) & 1908



1,162 Sq. Yds. DRIVEWAY PAVEMENT REMOVAL
Sta. 1289+85 to 1291+80 Lt.
Sta. 1295+10 to 1295+88 Lt.

2,637 Sq. Ft. SIDEWALK REMOVAL
Sta. 1293+10 to 1294+05 Lt.
Sta. 1294+41 to 1295+88 Lt.
Sta. 1296+59 Lt., 1305+92 Lt., 1306+39 Lt.
Sta. 1305+87 to 1306+39 Lt.
Sta. 1306+53 to 1307+05 Lt.

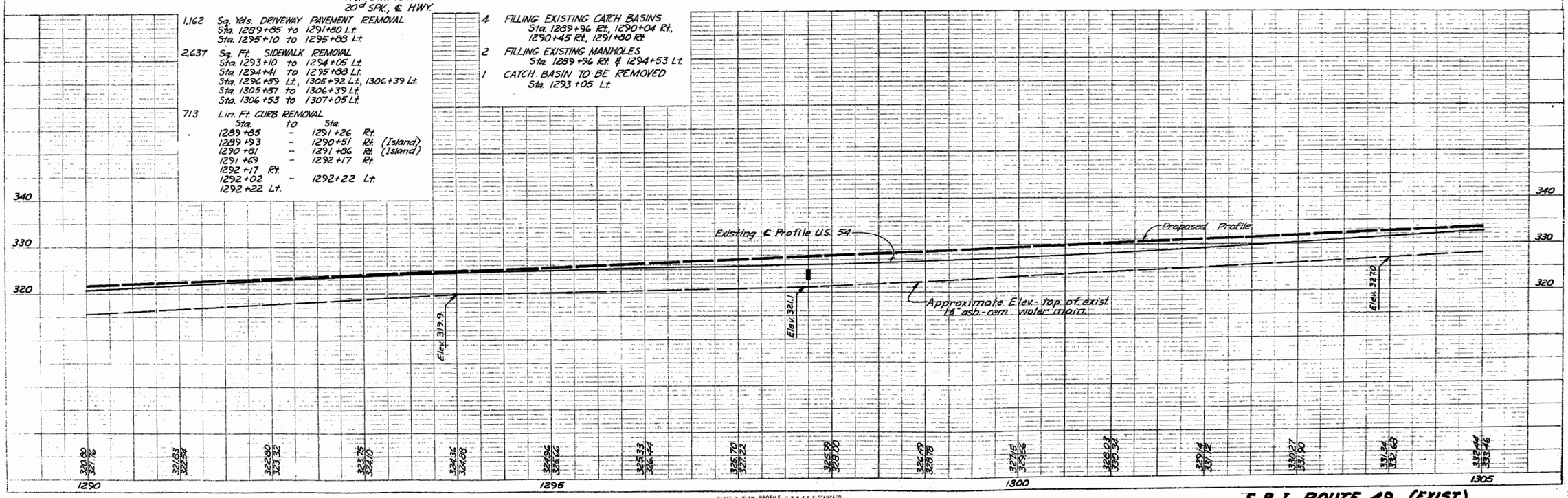
713 Lin. Ft. CURB REMOVAL

Sta.	to	Sta.	
1289+85	-	1291+26	Rt.
1289+93	-	1290+51	Rt. (Island)
1290+81	-	1291+86	Rt. (Island)
1291+69	-	1292+17	Rt.
1292+17 Rt.			
1292+02	-	1292+22	Lt.
1292+22 Lt.			

4 FILLING EXISTING CATCH BASINS
Sta. 1289+96 Rt., 1290+04 Rt., 1290+45 Rt., 1291+80 Rt.

2 FILLING EXISTING MANHOLES
Sta. 1289+96 Rt. & 1294+53 Lt.

1 CATCH. BASIN TO BE REMOVED
Sta. 1293+05 Lt.

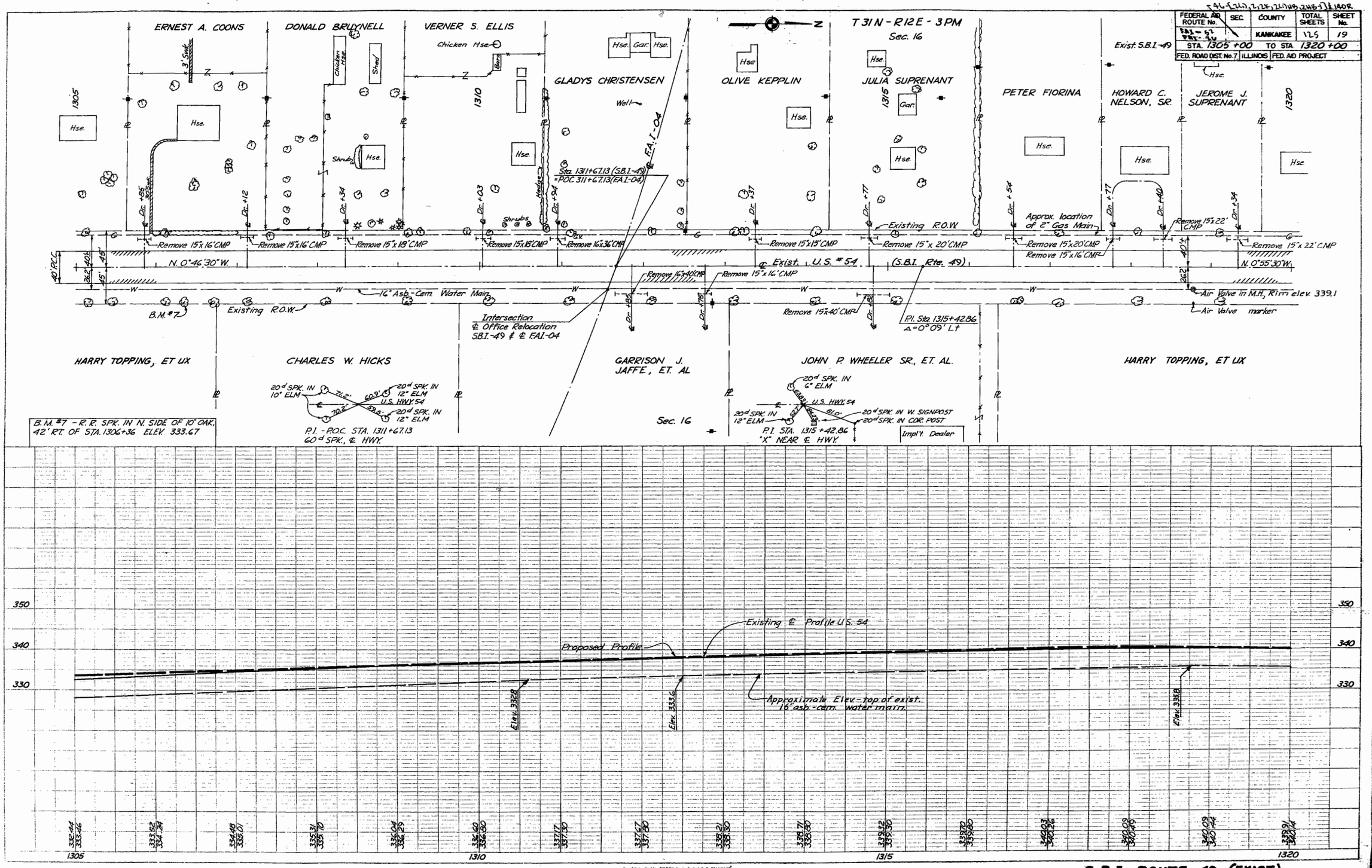


S.B.I. ROUTE 49 (EXIST.)

PLATE 1 - PLAN - PROFILE © P.R.&R.E. STANFORD WENDEL & ESSER ( ) NEW YORK

K & E Co. No. 346-IC

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57 FAS-34		KANKAKEE	125	19
STA. 1305+00		TO STA. 1320+00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		



S.B.I. ROUTE 49 (EXIST.)

PLATE 1 - PLAN - PROFILE O.P.R. & R.E. STANDARD
HEUFFEL & ESSER CO., NEW YORK
K & E Co No. 348-IC

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAS-97 BR-26		KANKAKEE	125	20
STA. 1320+00		TO STA. 1335+00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

T 31 N - R 12 E - 3 PM

Sec. 16

RUSSELL D. BECHARD — ELMER A. BOWMAN — JOHN HODAK — A.E. POMBERT — THE KANKAKEE WATER COMPANY — KANKAKEE COUNTY LIVESTOCK SALES COMPANY — L.T. ORR, JR. — JOHN M. ZEROTH

Hse. — Hse. — Hse. — Hse. — Hse.

Water Line — Pumphse. — Main to Tower — Valve & Metering Bldg.

Exist. S.B.I.-49

Approx. location 2" Gas Main — Existing R.O.W. — Exist. U.S. #54 (S.B.I. Rte. 49) — N. 0°55'30" W.

Remove 15"x22'CMP — Remove 15"x21'CMP — Remove 15"x20'CMP — Remove 15"x20'CMP — Remove 15"x24'CMP — Remove 12"x20'CMP — Remove 12"x30'CMP — Remove 18"x40'CMP — Remove 15"x20'CMP

Dc.+36 — Dc.+35 — Dc.+20 — Dc.+43 — Dc.+43 — Dc.+31 — Dc.+49 — Dc.+35

+63 20"C.I. Water — +81 16"C.I.

End Sec. 46-2HBK Begin Sec. 140 R Sta. 1330+00

Air Valve Marker — Air Valve Marker

16" Asb.-Cem. Water Main — Air Valve in M.H., Rim Elev. 337.1 — Existing R.O.W.

Rim Elev. 335.6 — Rim Elev. 335.1 — Rim Elev. 335.4

Sta. 1327+85 Remove 3'x2'x60' RCB with Conc. Hdwls.

HARRY TOPPING, ET UX

Sec. 16

1320 — 1325 — 1330 — 1335

350 — 340 — 330

Existing ℄ Profile U.S. 54 — Proposed Profile

Elev. 334.3 — Elev. 331.5 — Elev. 333.8

Approximate Elev. top of exist. 16" asb.-cem. water main

339.94 340.14 — 339.53 339.61 — 339.10 339.48 — 338.43 339.15 — 337.78 338.82 — 337.16 338.49 — 336.51 338.16 — 336.08 337.83 — 335.57 337.58 — 334.28 337.80 — 337.00 338.10 — 337.60 338.20 — 336.01 338.70 — 335.19 339.00 — 338.07 339.30 — 337.94 339.38

S.B.I. ROUTE 49 (EXIST.)

PLATE 1 - PLAN - PROFILE. O.P.R. & R.E. STANDARD

KEUFFEL & ESSER CO. NEW YORK

K. & E. Co. No. 348-IC

PLAN — NOTE BOOK NO. 2869 — SURVEYED — PLOTTED — ALIGNMENT CHECKED — P.L. PART CHECKED — DATE 1-26-59 — EHS EHN HCF

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FA 2-57 FA 2-74		KANKAKEE	125	21
STA. 1335+00		TO STA. 1350+00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

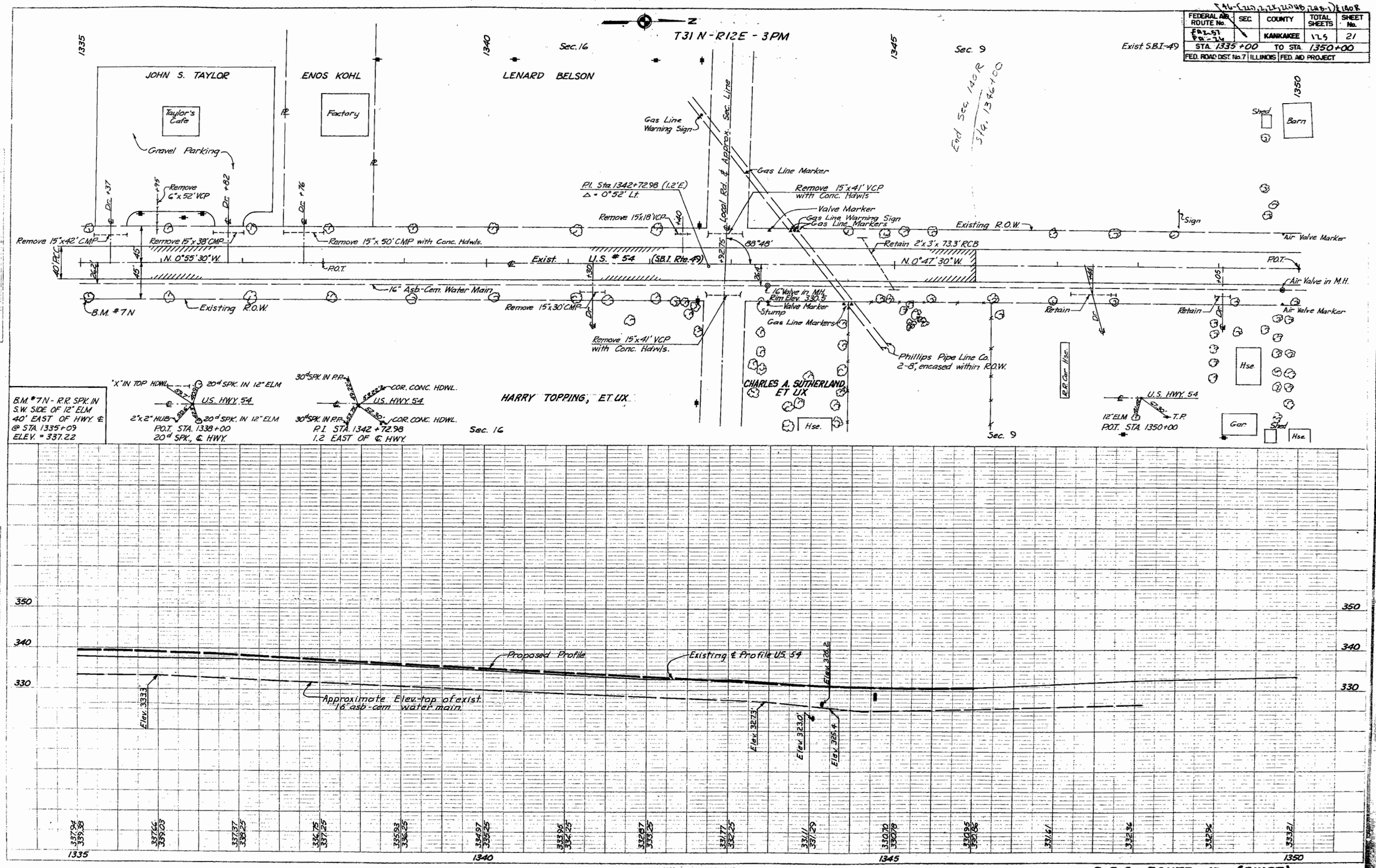


PLATE 1 - PLAN - PROFILE U.P.R. & R.E. STANDARD
PFEIFFER & ESSER CO. NEW YORK
K & E Co No 346-IC

S.B.I. ROUTE 49 (EXIST.)

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FA-49		KANKAKEE	125	22
STA. 1277+00		TO STA. 1290 00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

T31N - R12E - 3PM

Sec. 21

NOTE:
SHEETS 22 THRU 26 SHOW PROPOSED IMPROVEMENTS ALONG S.B.I. RTE. 49.
SEE SHEETS 17 THRU 21 FOR EXISTING IMPROVEMENTS.

Move exist. Fire Hyd. from 42' Lt. to 60' Lt. Sta. 1278+17

Move exist. Water Valve (12 in.) from 42' Lt. to 68.2' Lt. Sta. 1278+32

R=6' Contractor's Right to perform Constr. Operations

Sta. 1277+00 Begin Proposed Improvement & Sec. 14 02, Proj. F-139 ( )

Sta. 1280+51 Lt. & Rt. Begin Type 3 Curb & Gutter, 6" high

Construct 104 Lin. Ft. Type 3 Median, Modified, Sta. 1279+45 to 1280+49

Construct 112 Lin. Ft. Type 4 Curb, 6" high Lt. & Rt. Sta. 1279+96 to 1280+49

Sta. 1279+00 to Sta. 1290+50 Rt.
Construct 1098± Lin. Ft. of 16" Water Main Relocation.
Construct 123± Lin. Ft. of 12" C.I. Water Main Relocation.
Encase 120± Lin. Ft. of exist. 16" Asb.-Cem. Water Main and extend casing 15± Lin. Ft. for exist. 12" C.I. Water Main; encase in 30" CMP.
Const. 57± Lin. Ft. of 16" Water Main Encased in 30" CMP
For Details see Sht. 44.

PROP. S.B.I.-49

For Intersection Details of S.A. Rte. 1E with S.B.I. Rte. 49 see Shts. 39, 40 & 41

For continuation of Water Mains see Sht. 40.

Exist. 12" C.I. Water Main, Elev. ± 317.0 to be lowered to Elev. 313.0

℄ P.I. 1282+52.72 (Survey back)
= P.I. 1282+52.16 (Reloc. ahead)
Exist. 16" C.I. Water Main

Exist. 40' P.C.C. Pav't.

℄ SBI-49 (U.S. #54) (Survey & Constr.)

Shldr. Line

Existing casing

30" CMP Casing for exist. Water Main

℄ S.B.I.-49 (Office Reloc.)

℄ SA-1E

Detail 1 · Detail 2 · Detail 3 · Detail 4

Exist. R.O.W.

Construct Std. 1976 D15-2 Hdwl. Rt. Sta. 1280+50, 0.60 Cu. Yds. Class X Conc. (Culv.) 30 Lbs. Reinf. Bars (Culv.)

Construct 39 Lin. Ft. 12" S.S. Type 1 Rt. Sta. 1280+50

Construct 6 Lin. Ft. 10" S.S. Type 1 Sta. 1280+50

Construct 2 - Std. 1683-1 Inlets, Type A with Type 11 Frame Lt. & Rt. Sta. 1280+50

Construct Std. 1976 D15-2 Hdwl. Rt. Sta. 1283+25, 0.60 Cu. Yds. Class X Conc. (Culv.) 30 Lbs. Reinf. Bars (Culv.), 3 Sq. Yds. Broken Conc. Riprap

Construct 39 Lin. Ft. 12" S.S. Type 1 Rt. Sta. 1283+25

Construct 25 Lin. Ft. 10" S.S. Type 1 Lt. & Rt. Sta. 1283+25

Construct 2 - Std. 1683-1 Inlets, Type A with Type 11 Frame Lt. & Rt. Sta. 1283+25

Sta. 1286+00
Construct Std. 2020, 3'x2'x107'-0" R.C. Box Culv. with 2 Conc. Inlets and Type 11 Frame
27.9 Cu. Yds. Class X Conc. (Culv.)
3276 Lbs. Reinf. Bars (Culv.)

Construct F.E. and Pipe Culv. (15"x24") Type 1, South of ℄ S.A.1E 300'± East of S.B.I. Rte. 49

Note:
For South Approach Details see Sht. 37
For Sequence of Construction see Special Provisions.
For Office Relocation Alignment see Sht. 32

Sec. 21

Sta. 1280 to 1281
For Crown Transition see "South Approach", Sht. 37

T.B.M. #1 - HEAD OF 60" SPK. IN P.P. 128' RT. STA. 1275+21, ELEV. 315.45

B.M. # 7-S, R.R. SPK. IN W. SIDE P.P. 165' E. OF EXIST ℄ STA. 1289+45 S. OF S.A.1E, ELEV. 320.10

Cut 2,926 Cu. Yds. Earth Excav.
Borrow 0
Fill 2,342 Cu. Yds.

Cut 3,713 Cu. Yds. Earth Excav.
Borrow 0
Fill 2,370 Cu. Yds.

Sta. 1275+00

Sta. 1284+86.00

Sta. 1277+00 Begin Proposed Improvement

P.I. 1280+40
Elev. 314.27
680' V.C.
K=0.0418

P.V.T. 1283+80
Elev. 316.92

+0.22%

+0.78%

Exist. 16" Asb-Cem. Water Main

Proposed 16" Water Main

30.56'

Profile of Proposed Improvement (along center joint of N.B. & S.B. lanes)

Approximate Profile of Top of exist. 16" Asb-Cem. Water Main, also Profile of Proposed 16" Water Main

P.I. 0+90 W
Elev. 321.20
100' V.C.
K=0.485

P.I. 1+00 E
Elev. 320.44
100' V.C.
K=1.100

℄ S.B.I. Rte. 49

Exist. ℄ Profile

End P.C. conc. Elev. 322.28

℄ Armour Dr. Elev. 321.69

℄ Front Rd. Elev. 321.57

End P.C. conc. Elev. 320.81

PROP. ℄ PROFILE SA-1E
Scale: 1" = 2' Vert.
1" = 50' Hor.

S.B.I. ROUTE 49 (PROP.)

PLATE 1 - PLAN - PROFILE "D.P.R. & R.E. STANDARD"
KEUFFEL & ESSER CO. NEW YORK
K. & E. Co. No. 346-1C

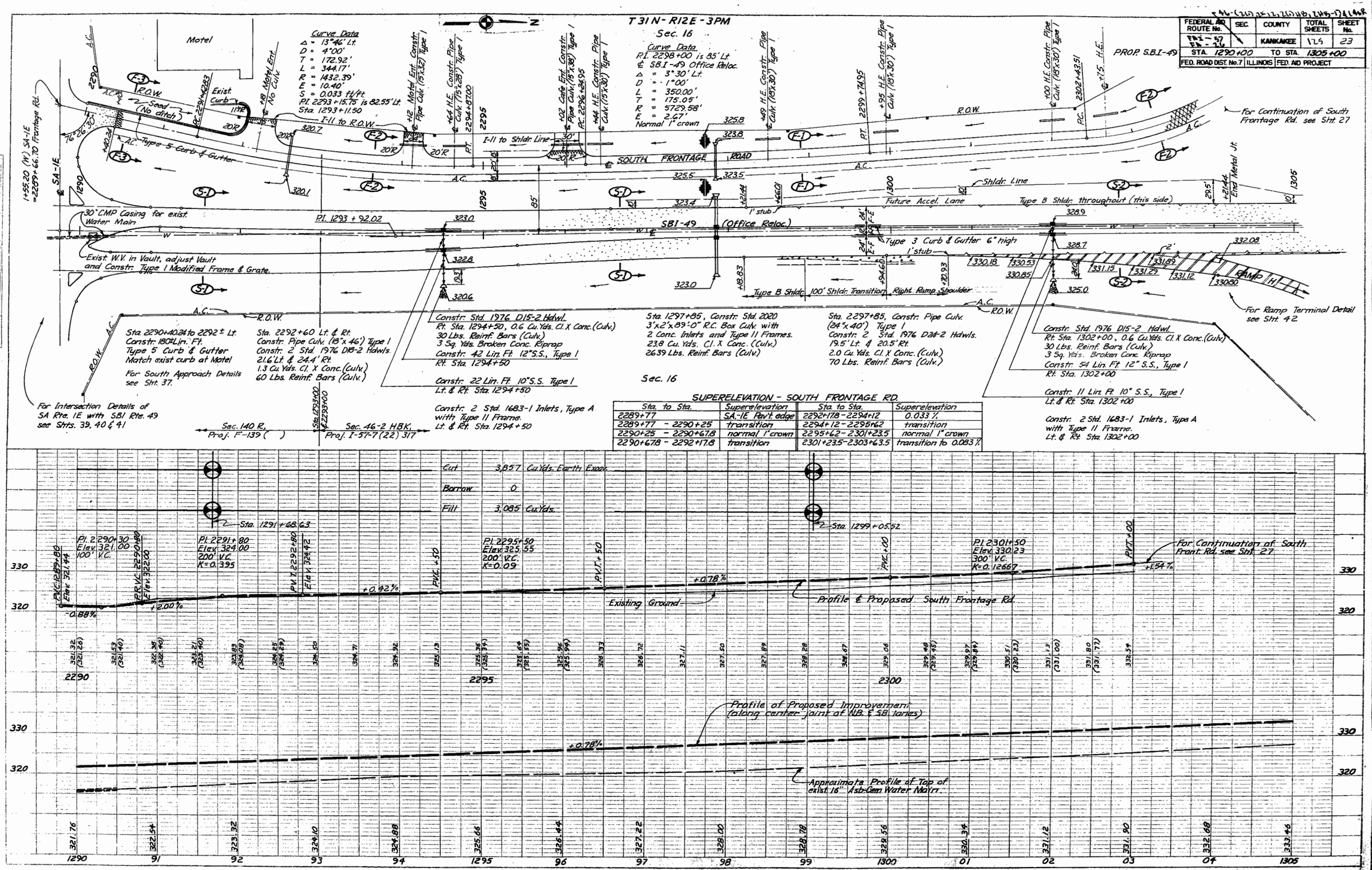
FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57 FA-76		KANKAKEE	125	23
STA. 1290+00		TO STA. 1305+00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

T31N-R12E-3PM

Sec. 16

Curve Data
Δ = 13°46' Lt.
D = 4°00'
T = 172.92'
L = 344.17'
R = 1432.39'
E = 10.40'
S = 0.033 ft/ft
P.I. 2293+15.75 is 82.55' Lt.
Sta. 1293+11.50

Curve Data
P.I. 2298+00 is 85' Lt. ℄ S.B.I.-49 Office Reloc.
Δ = 3°30' Lt.
D = 1°00'
L = 350.00'
T = 175.05'
R = 5729.58'
E = 2.67'
Normal 1" crown



Sta. to Sta.	Superelevation	Sta. to Sta.	Superelevation
2289+77	SA-1E Pav't. edge	2292+17.8 - 2294+12	0.033 %
2289+77 - 2290+25	transition	2294+12 - 2295+62	transition
2290+25 - 2290+67.8	normal 1" crown	2295+62 - 2301+23.5	normal 1" crown
2290+67.8 - 2292+17.8	transition	2301+23.5 - 2303+63.5	transition to 0.083 %

SUPERELEVATION - SOUTH FRONTAGE RD.

PLAN | SURVEYED | PLOTTED | QUANTITIES CHECKED | NOTE BOOKS | NO. | DATE | BY | REVISIONS | 3-3-39 | 4-28-39 | RJH | JHC

PROFILE | DATE | BY | REVISIONS | 3-3-39 | 4-28-39 | JHC

PLATE 1 - PLAN-PROFILE D.P.R. & R.E. STANDARD
STEIFFEL & ESSER CO. NEW YORK
K & E CO. No 346-HC

S.B.I. ROUTE 49 (PROP.)

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57 / FAS-34		KANKAKEE	125	24
STA. 1305+00		TO STA. 1320+00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

(FA-(217), 2-25, 2(2) 1810, 2-18-1) & 1408

Sta. 1306+30
Constr. 45 ± Lin. Ft. of 30" CMP Casing for exist. Water Main

Sta. 1310+20 to Sta. 1312+77
Constr. 193 ± Lin. Ft. of 16" Water Main Relocation
Constr. 99 ± Lin. Ft. of 16" Water Main Encased in 30" C.M.P.
For Details see Sht. 44

T 31 N - R 12 E - 3 PM
Sec. 16

Sta. 3315+18 (Tan.), 30' Lt.
Constr. Pipe Culv. (15"x40'), Type 1
Constr. 2 Std. 1976 D15-2 Hdwls.
1.2 Cu. Yds. Cl. X Conc. (Culv.)
60 Lbs. Reinf. Bars (Culv.)

For North Front. Rd. Loop Details see Sht. 43

Curve Data
Sta. 3317+50 to 3320+50
Δ = 2°17'30"
D = 1°31'38"
T = 74.75'
L = 300'
R = 3751.5'
Normal 1' crown
Prop. S.B.I. 49

Sta. 1316+70
Constr. 45 ± Lin. Ft. of 30" CMP Casing for exist. water main

Constr. Std. 1683-1 Inlet, Type A
2' Lt. Sta. 1306+16.15
with Type 11 Frame.

Constr. 49 Lin. Ft. 12" S.S.
Type 1, Rt. Sta. 1306+16.15

Constr. Std. 1976 D15-2 Hdwl.
Rt. Sta. 1306+16.15
0.6 Cu. Yds. Cl. X Conc. (Culv.)
30 Lbs. Reinf. Bars (Culv.)

Provide Left Turn Opening for Future Ramp, see Details, Shts. 10 & 43

Provide Temp. Left Turn Opening to Temp. Ramp, see Details, Shts. 10 & 43

Type B Shldr. throughout (this side)

Future Ramp A

Future Ramp D

Future Decel. Lane

30" CMP Casing for exist. Water Main

Type 3 Curb & Gutter, 6' high

Shldr. Line

℄ FAI-Old Future Construction

Constr. 37 Lin. Ft. 12" S.S., Type 1
Lt. Sta. 1313+00

Constr. Std. 1976 D15-2 Hdwl.
Lt. Sta. 1313+00
0.6 Cu. Yds. Cl. X Conc. (Culv.)
30 Lbs. Reinf. Bars (Culv.)

Future Culv. (By Others)

Future Ramp F

Constr. Pipe Culv. (15"x30'), Type 1

Constr. Pipe Culv. (15"x30'), Type 1

R.O.W.

NORTH FRONTAGE ROAD

Future Decel. Lane

SBI-49 (Office Reloc.)

Detail 6

Detail 2

Future Decel. Lane

Future Ramp C

Constr. Std. 1972-1 Barricade

Constr. 11 Lin. Ft. 10" S.S., Type 1
Lt. & Rt. Sta. 1313+00

Constr. 2 Std. 1683-1 Inlets, Type A, Lt. & Rt.
Sta. 1313+00, with Type 11 Frame.
East Inlet to be blocked until traffic is diverted from exist. rdwy. onto N.B. Lanes.

Sec. 16

30" CMP Casing for exist. Water Main

Provide Left Turn Opening for Ramp B, see Details, Shts. 10 & 43

Exist. air relief valve in M.H.

Type B Shldr.: Right Ramp Shoulder

RAMP B

RAMP G

For Detail of Ramp B & G Terminals see Sht. 42

Constr. Std. 1976 D 15-2 Hdwl.
Rt. Sta. 1316+51.8, 0.6 Cu. Yds. Cl. X Conc. (Culv.)
30 Lbs. Reinf. Bars (Culv.)

Constr. 51 Lin. Ft. 12" S.S., Type 1
Rt. Sta. 1316+51.8

Constr. Std. 1683-1 Inlet, Type A
2' Lt. Sta. 1316+51.8, with Type 11 Frame.

Sta. 1306+75, 120' Rt.
Constr. Temp. Pipe Culv. (18"x50') Type 2, No Hdwls.
Culv. will become property of the Department.

Temp. Ramp Connection (Ramp K) see Typical Section T-1 Sht. 10

RAMP H

B.M. #7 - R.R. SPK. IN N. SIDE OF 10" OAK 42' RT. (EXIST. ℄) STA. 1306+36, ELEV. 333.67
TO BE TRANSFERRED BY ENGINEER

Constr. Std. 1976 D15-2 Hdwl.
Rt. Sta. 1309+00, 0.6 Cu. Yds. Cl. X Conc. (Culv.)
30 Lbs. Reinf. Bars (Culv.)

Constr. 48 Lin. Ft. 12" S.S., Type 1
Rt. Sta. 1309+00

Constr. 11 Lin. Ft. 10" S.S., Type 1
Lt. & Rt. Sta. 1309+00

Constr. 2 Std. 1683-1 Inlets, Type A, Lt. & Rt.
Sta. 1309+00, with Type 11 Frame.

Cut 11,898 Cu. Yds. Earth Excav.
Borrow 126 Cu. Yds.
Fill 9707* Cu. Yds.
*Includes 700 Cu. Yds. for Temp. Ramp K.

Sta. 1316+21.53

APPROX. ℄ PROFILE, TEMP. RAMP K
RT. S.B.I. RTE. 49 STA. 1306+75

Scale: 1" = 2' Vert.
1" = 50' Hor.

Profile ℄ Proposed North Frontage Road

Existing Ground

Profile of Proposed Improvement (along center joint of N.B. & S.B. lanes)

Approximate Profile of Top of exist. 16" Asb-Cem. Water Main. Also Profile of Proposed 16" Water Main

Exist. 16" Asb-Cem. Water Main

Proposed 16" Water Main

Exist. 16" Asb-Cem. Water Main

PI. 1308+00
Elev. 335.80
300' V.C.
K = 0.04667

PI. 1318+00
Elev. 340.80
300' V.C.
K = 0.13833

PLATE 1 - PLAN - PROFILE G.P.E. & R.E. STANDARD
KEUFFEL & ESSER CO. NEW YORK
K & E Co. No. 346-10

S.B.I. ROUTE 49 (PROP.)

A.C. Revised 2-27-6

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAS-47, FA-74		KANKAKEE	125	25
STA. 1320+00		TO STA. 1332+00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

PROP. S.B.I.-49

T31N - R12E - 3PM
Sec. 16

Sta. 1325+63
Constr. 32± Lin. Ft. of 36" CMP Casing for exist. Water Main

Sta. 1325+81
Constr. 32± Lin. Ft. of 30" CMP Casing for exist. Water Main

Sta. 3328+02.4
Constr. Pipe Culv. (24"x40") Type 1
Constr. 2 Std. 1976 D24-2 Hdwls.
19.5' Lt. & 20.5' Rt.
2.0 Cu. Yds. Cl. X Conc. (Culv.)
70 Lbs. Reinf. Bars (Culv.)

Constr. Pipe Culv. (15"x30") Type 1 — +39 H.E. Ft. 3320+50; +36 H.E.; +35 H.E.; +20 H.E.; +43 Comm. Ent. Constr. (15"x30") Type 1; +43 Comm. Ent. Constr. (15"x40") Type 1; +31 Comm. Ent. Constr. (15"x40") Type 1

Exist. Water Mains

I-11 to Shldr. Line — NORTH FRONTAGE ROAD — 10'R (typ.) — I-11 to Shldr. Line

36" CMP Casing for exist. Water Main — 30" CMP Casing for exist. Water Main

Type B Shldr. throughout (this side)

S.B.I.-49 (Office Relocation) — Face of Curb — Water Valves — 1' stub — Type 3 Curb & Gutter, 6" high

Shldr. Line — A.C. — R.O.W.

100' Shldr. Transition — Type B Shldr.

Constr. Std. 1976 D15-2 Hdwl.
Lt. Sta. 1321+00, 0.6 Cu. Yds. Cl. X Conc. (Culv.)
30 Lbs. Reinf. Bars (Culv.)
3 Sq. Yds. Broken Conc. Riprap

Constr. 39 Lin. Ft. 12" S.S., Type 1
Lt. Sta. 1321+00

Constr. 11 Lin. Ft. 10" S.S., Type 1
Lt. & Rt. Sta. 1321+00

Constr. 2 Std. 1683-1 Inlets, Type A with Type 11 Frame
Lt. & Rt. Sta. 1321+00

Note: East Inlet to be blocked until traffic is diverted from exist. rdwy. onto N.B. Lanes

Constr. Std. 1976 D15-2 Hdwl.
Rt. Sta. 1325+00, 0.6 Cu. Yds. Cl. X Conc. (Culv.)
30 Lbs. Reinf. Bars (Culv.)

Constr. 40 Lin. Ft. 12" S.S., Type 1
Rt. Sta. 1325+00

Constr. 11 Lin. Ft. 10" S.S., Type 1
Lt. & Rt. Sta. 1325+00

Constr. 2 Std. 1683-1 Inlets, Type A with Type 11 Frame, Lt. & Rt. Sta. 1325+00

Sec. 16

Sta. 1328+02.4
Constr. Std. 2020, 3'x2'x90'-0" R.C. Box Culv. with 2 Conc. Inlets and Type 11 Frame
24.1 Cu. Yds. Cl. X Conc. (Culv.)
3425 Lbs. Reinf. Bars (Culv.)

Sta. 1330+00 & 3330+00

Sec. 46-2 HBK, Proj. I-57-7(22) 317 — Sec. 140 R, Proj. F-139 ( )

Constr. 11 Lin. Ft. 10" SS, Type 1
Lt. & Rt. Sta. 1332+00

Constr. 35 Lin. Ft. 12" S.S., Type 1
Rt. Sta. 1332+00

Constr. Std. 1976 D15-2 Hdwl.
Rt. Sta. 1332+00
0.6 Cu. Yds. Cl. X Conc. (Culv.)
30 Lbs. Reinf. Bars (Culv.)

Constr. 2 Std. 1683-1 Inlets, Type A
Lt. & Rt. Sta. 1332+00
with Type 11 Frame

Cut	3,232	Cu. Yds. Earth Excav.
Borrow	0	
Fill	2,475	Cu. Yds.

℄ Sta. 1325+88.22

Pl. 3320+50, Elev. 340.99, 200' V.C., K=0.18500, 0.00% — P.V.T. 1+50 — Profile ℄ Proposed North Frontage Road — P.V.C. 1+50 — Pl. 3327+00, Elev. 336.70, 300' V.C., K=0.16000 — P.V.T. 3+50 — −0.66% — Existing Ground — −0.66% — +0.30% — +0.30%

Profile of Proposed Improvement (along center joint of N.B. & S.B. lanes) — Pl. 1328+00, Elev. 337.50, 100' V.C., K=0.31500 — −0.33% — +0.30%

Approximate Profile of Top of exist. 16" Asb.-Cem. Water Main.

PLAN: SURVEYED / PLOTTED / NOTE BOOK / NO. — STRUCT. CHECKED / ST. RT. WAY CHECKED — DATE 3-4-59, 4-30-59 — BY RTW, JTC

PROFILE: DRAWN / CHECKED — DATE 3-4-59, 4-30-59 — BY RTW, JTC

PLATE 1 PLAN-PROFILE & P.R.&R.E. STANDARD
CHARTER & ESSINGER NEW YORK
K & E CO. NO. 348-HC

S.B.I. ROUTE 49 (PROP.)

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAS-49 FB-35	1	KANKAKEE	125	26
STA. 1332+00		TO STA. 1346+00		
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

T 31 N - R 12 E - 3 PM

Curve Data:
P.I. Sta. 3335+00
Δ = 3°33'45" Lt
D = 1°00'
L = 356.25'
T = 178.18'
E = 2.77'
R = 5729.58'
Normal 1' crown

Sta. 1338+70 Lt. & Rt
End Type 3 Curb & Gutter, 6" high

Constr. 207.97 Lin. Ft. Type 3 Median Modified
Sta. 1338+72 to 1340+79.97

Constr. 107± Lin. Ft
Type 4 Curb, 6" high
Lt. & Rt. Sta. 1338+72 to
Sta. 1339+51.32

Sta. 3342+40
Constr. Pipe Culv. (18"x40')
Type 1
Constr. 2 Std. 1976 D182 Hdwls.
19.5' Lt. & 20.5' Rt.
1.3 Cu. Yds. Cl. X Conc. (Culv.)
60 Lbs. Reinf. Bars (Culv.)

Sta. 1342+92.75 - 57' Lt
Constr. Pipe Culv. (24"x40'), Type 1
Constr. 2 Std. 1976 D24-2 Hdwls.
20 Cu. Yds. Cl. X Conc. (Culv.)
70 Lbs. Reinf. Bars (Culv.)

Prop. S.B.I-49

Sec. 16 | Sec. 9

Exist. 40' P.C.C. Pav't

Sta. 1346+00 End Prop. Improvement
Sec. 140 R, 14 Rj, F-1 (36)

S.B.I.-49 (Office Reloc.)

Type 3 Curb & Gutter 6" high

See Preceding Sht.

For Crown Transition see Sht. 38

Detail 6

30" CMP Casing

Detail 2

Note:
East Inlet to be blocked until traffic is diverted from exist. rdwy unto N.B. Lanes

Constr. 6 Lin. Ft. 10" S.S., Type 1
Rt. Sta. 1338+71

Constr. 42 Lin. Ft. 12" S.S., Type 1
Lt. Sta. 1338+71

Constr. Std. 1976 D15-2 Hdwl.
Lt. Sta. 1338+71, 0.6 Cu. Yds. Cl. X Conc. (Culv.)
30 Lbs. Reinf. Bars (Culv.), 3 Sq. Yds. Broken Conc. Riprap

Constr. 2 Std. 1683-1 Inlets, Type A
with Type 11 Frame.
Lt. & Rt. Sta. 1338+71

P.I. 1342+73.44 (Office Reloc.)
= P.I. 1342+72.98 (Survey)
Δ = 0°53.027' Rt. (Off. Reloc.)

S.B.I.-49 (Survey)

Sta. 1342+92.75 - 48' Rt.
Constr. Pipe Culv. (24"x40'), Type 1
Constr. 2 Std. 1976 D24-2 Hdwls.
2.0 Cu. Yds. Cl. X Conc. (Culv.)
70 Lbs. Reinf. Bars (Culv.)

Note:
Exist. Drive @ 1341+30 Rt. to be removed. Farm hse. to have access from exist. drive 200'± E. of Sta. 1342+92.75

Detail 1

For Intersection Details of Local Road with S.B.I. Rte. 49 see Sht. 43

For North Approach Details see Sht. 38

Sta. 1344+80
Exist. 3'x2' R.C. Box Culv.
Retain in Place.
Contractor to clean culv.
(cost incidental to Contract)

Sec. 16 | Sec. 9

B.M. #7 N - R.R. SPK. IN S.W. SIDE OF 12" ELM 42' E. & EXIST. S.B.I. RTE. 49 @ STA. 1335+09 - ELEV. 337.22 TO BE TRANSFERRED BY ENGINEER

P.I. 1333+12.32 (Office Reloc.) Δ = 1°50.527' Lt.

SUPERELEVATION - NORTH FRONTAGE RD.

Sta.	to	Sta.	Superelevation
3315+00±	-	3342+46.5	normal 1' crown
3342+46.5	-	3342+84.54	transition
3342+84.54			Local Road E.O.P. (1" below Local Rd. crown)

Sta. 1336+50 to Sta. 1343+45
Constr. 668± Lin. Ft. 16" Water Main Relocation
Constr. 40± Lin. Ft. 16" Water Main - Encased in 30" CMP. For Details see Sht. 44

Cut 8,185 Cu. Yds. Earth Excav.
Borrow 0
Overhaul 2,331 Sta. Yds.
Fill 6,549 Cu. Yds.

Profile ℄ Proposed North Frontage Road

Existing Ground

PI 3335+50
Elev. 339.25
300' V.C.
K = 0.21667

PI 1335+50
Elev. 339.75
300' V.C.
K = 0.21667

Profile of Proposed Improvement (along center joint of NB. & SB. lanes)

Exist. 16" Asb-Cem. Water Main

Proposed 16" Water Main

Approximate Profile of Top of 16" Asb-Cem. Water Main also Profile of Proposed 16" Water Main

Proposed 16" Water Main

Exist. 16" Asb-Cem. Water Main

PI 1345+15
Elev. 330.10
300' V.C.
K = 0.29167

PROP. PROFILE OF LOCAL ROAD
LT & RT. S.B.I. STA. 1342+92.75

S.B.I. ROUTE 49 (PROP.)

PLAN-PROFILE
KEUFFEL & ESSER CO. NEW YORK
K & E CO. No. 348-10

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAS-97 FA-22		KANKAKEE	125	27
STA. 2302+00		TO STA. 2315+75.50		
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

T31N - R12E - 3P.M.

Sec. 16

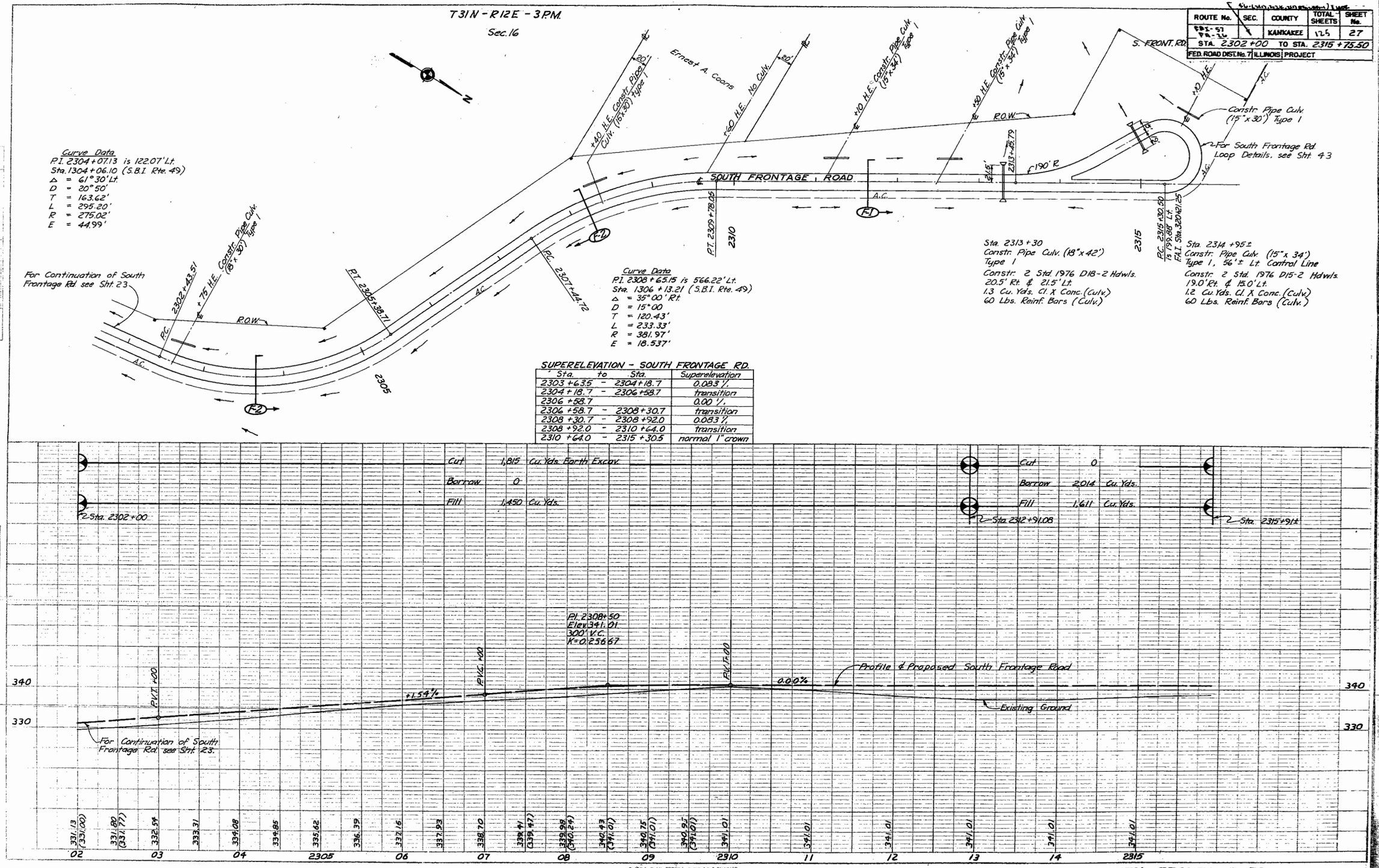
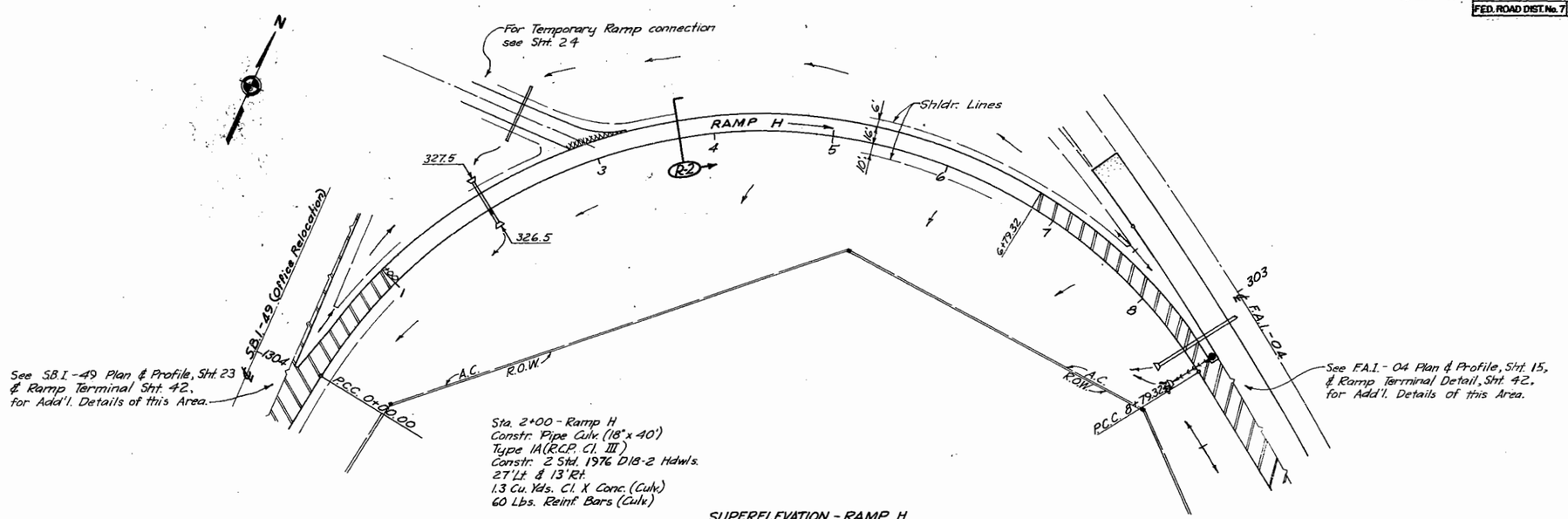


PLATE 1 PLAN-PROFILE O.P.R. & R.E. STANDARD
KEUFFEL & ESSER CO. NEW YORK
K & E Co. No. 348-10

SOUTH FRONTAGE RD.

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
52 - 57 52 - 36		KANKAKEE	125	28
STA. 0+00		TO STA. 8+79.32		
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

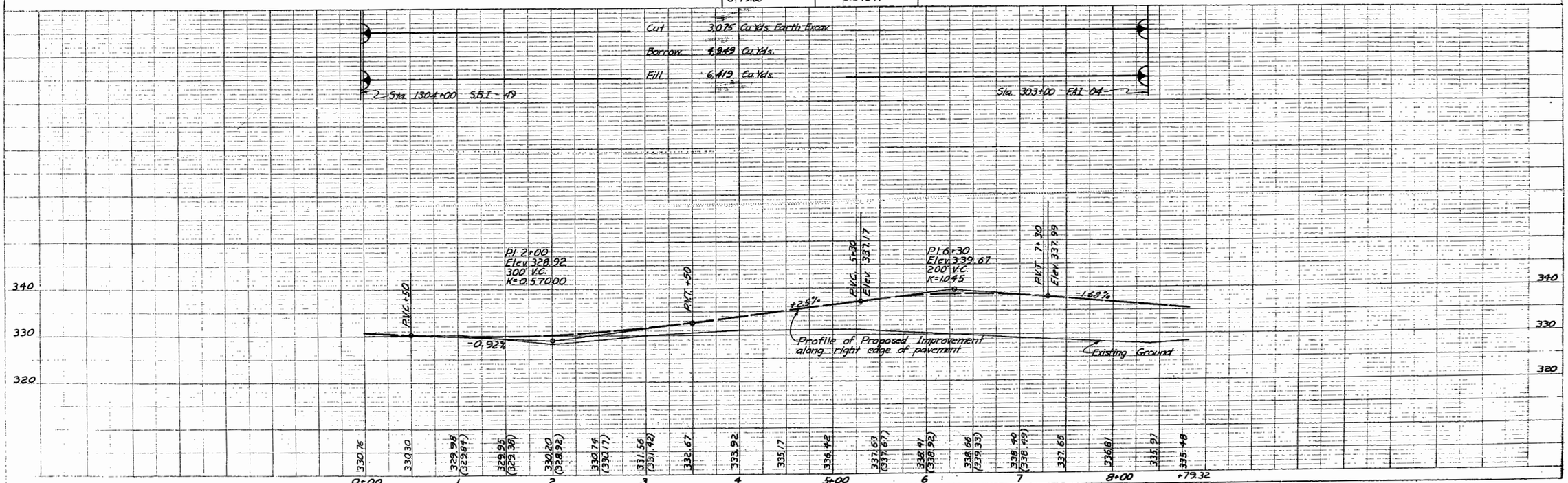
RAMP H



SUPERELEVATION - RAMP H

Sta. to Sta.	Superelevation
0+00 - 7+79	0.083 %
7+79 - 8+79.32	transition
8+79.32	0.042 %

Cut	3,075 Cu. Yds. Earth Excav.
Borrow	4,949 Cu. Yds.
Fill	6,419 Cu. Yds.



RAMP H

PLATE 1 - PLAN - PROFILE O.A.A. & W.E. STANDARD
KEUFFEL & ESSER CO. NEW YORK
K & E Co. No. 348-1E

PLAN
SURVEYED
PLOTTED
EQUIPMENT CHECKED
NOTE BOOK
NO.
DATE
3-9-59
4-22-59
JMZ
JHC
3-24-59
4-22-59

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57 FAI-34		KANKAKEE	125	29
STA. 0+00 0+00		TO STA. 12+39.97 14+51.77		
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

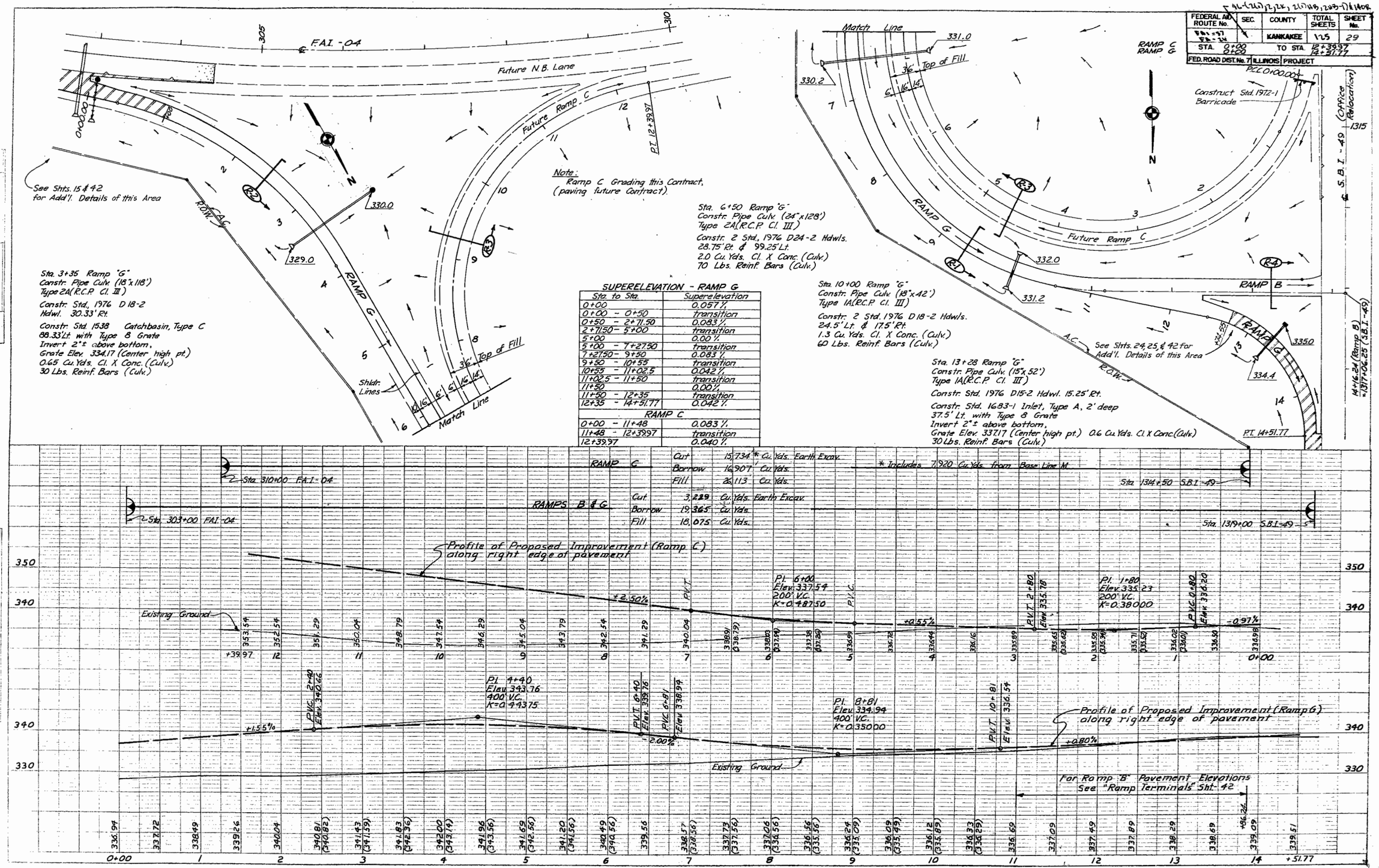


PLATE 1 PLAN-PROFILE of P.R.R. & R.E. STANDARD
KUFFEL & ESSER CO. NEW YORK
K & E Co. No. 346-IC

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57 Sta-34		KANKAKEE	125	30
STA. 1273+84.06 TO STA. 1289+45.27				
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

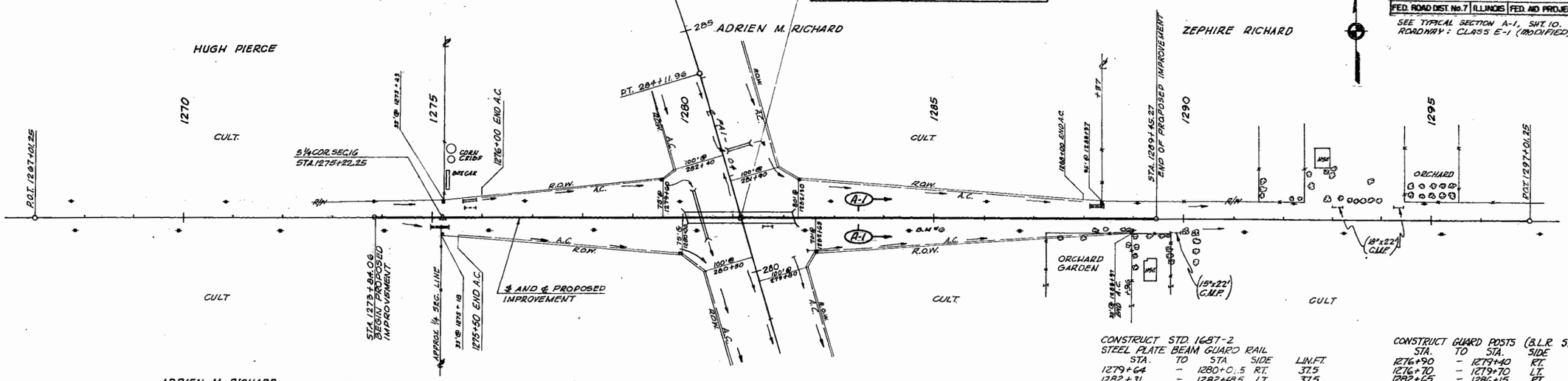
SEE TYPICAL SECTION A-1, SHT. 10.
ROADWAY: CLASS E-1 (MODIFIED)

STA. 1275+77 LT.
CONSTRUCT FIELD ENTRANCE DRIVE
REMOVE EXISTING 15"x22' C.M.P. &
REPLACE WITH 18"x30'
PIPE CULV. TYPE 1

STA. 280+90 TO 281+96 LT.
CONSTRUCT 24" PIPE CULV.
SEE STRUCTURAL DWGS.

STA. 281+16.40 (℄ FAI.-04)
STA. 281+16.40 (℄ AND ℄ PROP. IMPROVEMENT)
CONSTRUCT 24'-0" X 209'-6"
R.C. GIRDER BRIDGE
SEE STRUCTURE SEC. 46-C HB-1
PROJ. I-57-1( )315

STA. 1288+26 LT.
CONSTRUCT FIELD ENTRANCE DRIVE
REMOVE EXISTING 18"X22' C.M.P. &
REPLACE WITH 24"X26'
PIPE CULV. TYPE 1



STA. 1275+18 RT.
CONSTRUCT DOUBLE FIELD ENTRANCE DRIVE (32' TOP WIDTH)
REMOVE EXISTING 15"x22' C.M.P. &
REPLACE WITH 18"x42'
PIPE CULV. TYPE 1

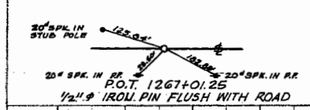
STA. 1281+69-18' RT
REMOVE EXISTING 15"x22' C.M.P.

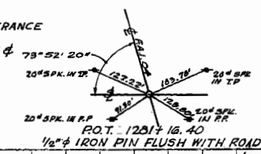
CONSTRUCT STD. 1687-2
STEEL PLATE BEAM GUARD RAIL

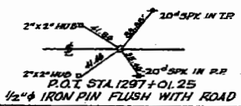
STA.	TO	STA.	SIDE	LIN. FT.
1279+64	–	1280+0.5	RT.	37.5
1282+31	–	1282+68.5	LT.	37.5
			TOTAL	75.0 LIN. FT.

CONSTRUCT GUARD POSTS (B.L.R. STD. NO. 7)

STA.	TO	STA.	SIDE	EACH
1276+90	–	1279+40	RT.	6
1276+70	–	1279+70	LT.	7
1282+65	–	1286+15	RT.	8
1282+90	–	1286+40	LT.	8
			TOTAL	29 EACH







SEC. 21
T31N-R12E-3P.M

B.M. #6 R.R. SPK. IN W. SIDE P.P. 319.3' RT.
℄ FAI.-04 STA. 279+95 ELEV. 316.35

CUT (RDWY.)	1,475	CU. YDS. EARTH EXCAV.
BORROW (RDWY.)	41,085	CU. YDS.
OVERHAUL	0	
FILL (RDWY.)	35,667	CU. YDS.

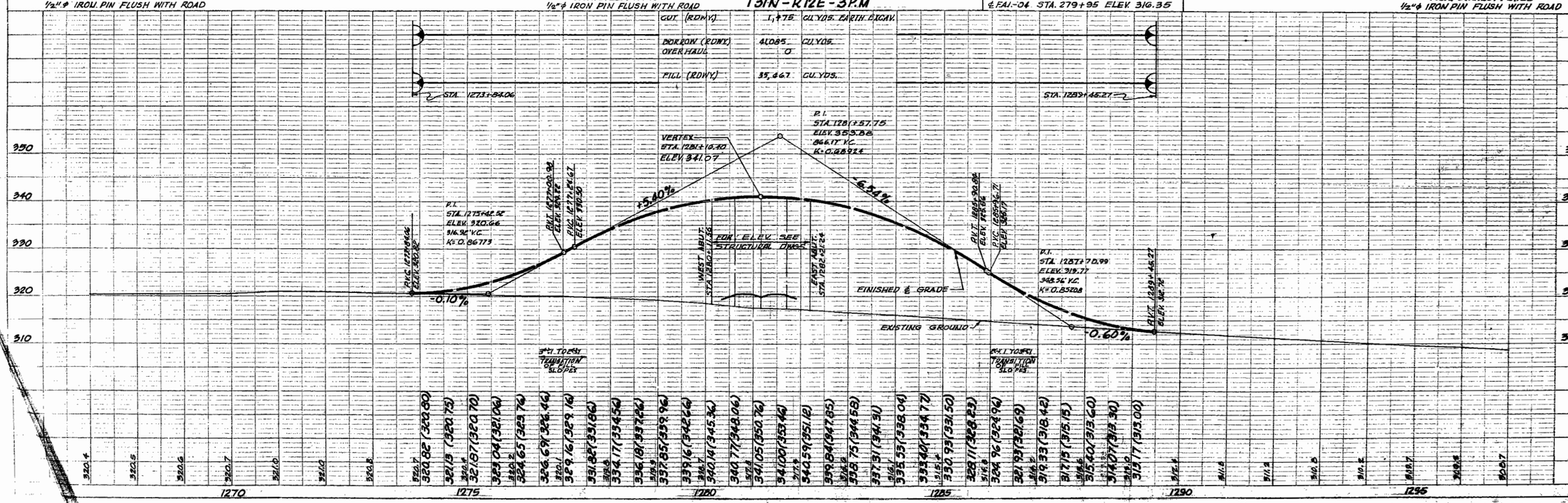


PLATE 1 - PLAN-PROFILE F.A.I. & F.A.E. STANDARD
KEUFFEL & ESSER CO., NEW YORK
K. & E. Co. No. 346-10

LOCAL ROAD AT F.A.I. STA. 281+16.40

*11.

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I.-57 (S.B.-24)		KANKAKEE	175	31
STA. 1218+35.36 TO STA. 1233+96.57				
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

UNLESS OTHERWISE NOTED, DIMENSIONS AND STATIONS REFER TO THE SPUR TRANSIT LINE (SEC. LINE) OR TO THE ℄ OF F.A.I.-04. SEE TYPICAL SECTIONS A-1 & A-2, SHT. 10. ROADWAY: CLASS E. (MODIFIED)

CONSTRUCT GUARD POSTS (B.L.R. STD. NO. 7)

STA.	TO STA.	SIDE	EACH
1221+37	1224+37	LT.	7
1221+30	1223+80	RT.	6
1227+20	1230+70	LT.	8
1227+00	1230+00	RT.	7
TOTAL			28 EACH

STA. 225+60±, LT. & RT. 2 EXIST. 30" x 48" RCP RETAIN IN PLACE & EXTEND, SEE F.A.I.-04 PLAN & STRUCTURAL DWGS.

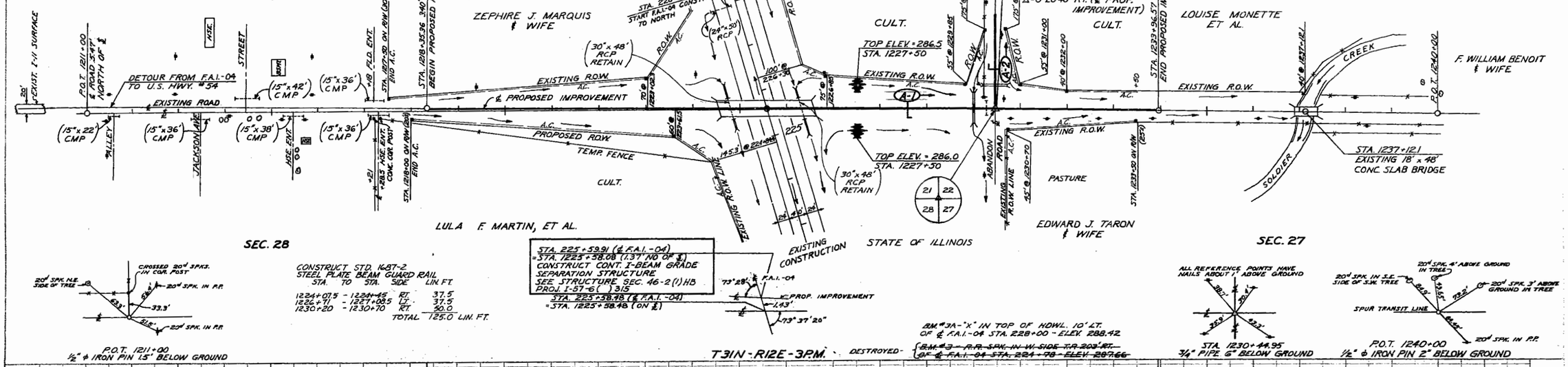
STA. 1230+00 CONSTRUCT PIPE CULV. (24" x 68') TYPE 2 CONSTRUCT 2 STD. 1976 D 24-2 HDWLS. 33.3' LT. & 34.7' RT. 2.0 CU. YDS. CL. X CONC. (CULV.) 70 LBS. REINF. BARS (CULV.)

STA. 1230+26 REMOVE EXIST. DRAIN. STRUCTURE (FLAT SLAB CULV.)

STA. 1230+44.95 CONSTRUCT FARM ACCESS ROAD APPROACH FILL

STA. 1230+45 - 50' NORTH CONSTRUCT PIPE CULV. (30" x 48') TYPE 2 CONSTRUCT 2 STD. 1976 D 30-2 HDWLS. 23.1' WEST & 24.9' EAST 2.6 CU. YDS. CL. X CONC. (CULV.) 80 LBS. REINF. BARS (CULV.)

FROM STA. 1234+13.06 TO SOLDIER CREEK CLEAN LT. ROAD DITCH SEE CROSS SECTIONS



CONSTRUCT STD. 1687-2 STEEL PLATE BEAM GUARD RAIL

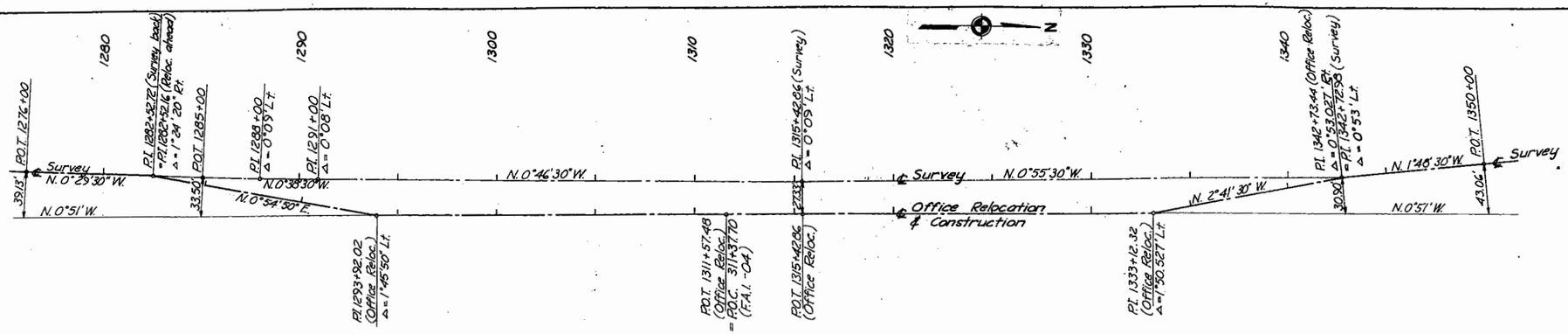
STA.	TO STA.	SIDE	LIN. FT.
1224+07.5	1224+45	RT.	37.5
1226+71	1227+08.5	LT.	37.5
1230+20	1230+70	RT.	50.0
TOTAL			125.0 LIN. FT.

PLATE 1 - PLAN - PROFILE O.P.R. & R.E. STANDARD
KRUFFEY & LISLE CO. NEW YORK
K & E Co. No. 346-1G

LOCAL ROAD AT F.A.I. STA. 225+59.91

#12

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
BRS-9 BR-1W	1	KANKAKEE	115	32
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



WIDTHS OF AUXILIARY LANES (PAVING)

STATION	WIDTH
CURVE A- (1)	
1308+75	28.79
1309+00	25.35
1309+25	22.15
1309+50	19.15
1309+75	16.38
1310+00	13.83
1310+25	11.49
1310+50	9.37
1310+75	7.47
1311+00	5.79
1311+25	4.32
1311+50	3.06
1311+75	2.02
1312+00	1.20
1312+25	0.59
1312+50	0.19
1312+75	0.01
CURVE C- (1)	
1310+50	0.08
1310+75	0.37
1311+00	0.88
1311+25	1.60
1311+50	2.54
1311+75	3.69
1312+00	5.05
1312+25	6.64
1312+50	8.43
1312+75	10.45
1313+00	12.68
1313+25	15.13
1313+50	17.80
1313+75	20.68
1314+00	23.79
1314+25	27.11
CURVE E- (5) to E- (4)	
1298+50	0.41
1299+00	3.11
1299+50	8.00
1300+00	11.34
1300+50	12.57
1301+00	13.57
1301+50	14.57
1302+00	15.57
1302+50	16.57
1303+00	17.57
1303+50	18.57
1304+00	19.57
CURVE F- (1)	
1317+00	12.00
1317+50	11.31
1318+00	7.01
1318+50	1.60

STATION	WIDTH
CURVE G- (1)	
297+50	0.04
297+75	0.18
298+00	0.43
298+25	0.80
298+50	1.27
298+75	1.84
299+00	2.53
299+25	3.33
299+50	4.23
299+75	5.24
300+00	6.37
300+25	7.60
300+50	8.94
300+75	10.38
301+00	11.94
301+25	13.60
301+50	15.38
301+75	17.26
302+00	19.35
302+25	21.62
302+50	24.12
302+75	26.84
CURVE H- (1)	
1300+00	0.01
1300+25	0.16
1300+50	0.53
1300+75	1.11
1301+00	1.91
1301+25	2.92
1301+50	4.15
1301+75	5.59
1302+00	7.25
1302+25	9.12
1302+50	11.22
1302+75	13.52
1303+00	16.05
1303+25	18.79
1303+50	21.76
1303+75	24.94
1304+00	28.34
CURVE H- (4)	
295+00	0.74
295+50	2.82
296+00	6.21
296+50	10.42
CURVE A- (5)	
304+50	0.80
305+00	2.93
305+50	6.39
306+00	10.50
306+50	12.00

STATION	WIDTH
CURVE A- (4)	
307+00	12.05
307+25	12.10
307+50	12.19
307+75	12.29
308+00	12.42
308+25	12.57
308+50	12.74
308+75	12.94
309+00	13.15
309+25	13.40
309+50	13.66
309+75	13.95
310+00	14.26
310+25	14.59
310+50	14.95
310+75	15.33
311+00	15.73
311+25	16.16
311+50	16.61
311+75	17.08
312+00	17.57
312+25	18.08
312+50	18.62
312+75	19.18
313+00	19.76
CURVE G- (4) to G- (5)	
1319+00	19.61
1319+50	18.61
1320+00	17.61
1320+50	16.61
1321+00	15.61
1321+50	14.61
1322+00	13.61
1322+50	12.61
1323+00	11.42
1323+50	8.18
1324+00	3.27
1324+50	0.47
CURVE H- (3)	
297+25	12.01
297+50	12.06
297+75	12.14
298+00	12.25
298+25	12.39
298+50	12.57
298+75	12.77
299+00	13.01
299+25	13.28
299+50	13.59
299+75	13.92
300+00	14.29
300+25	14.69
300+50	15.12
300+75	15.58
301+00	16.08
301+25	16.60
301+50	17.16
301+75	17.75
302+00	18.37
302+25	19.03
302+50	19.71

OFFICE RELOCATION OF S.B.I. -49

Approx. Scale: N-S: 1"=300'
E-W: 1"=50'

SUGGESTED SURVEY OUTLINE
OFFICE RELOCATION S.B.I. RTE. 49

1. SET OFFSETS FROM THE SURVEY LINE, AS SHOWN ABOVE, AT STATIONS 1276+00, 1285+00, 1315+42.86, 1342+72.98 AND 1350+00. THESE SURVEY LINE STATIONS ARE TIED ON THE PLAN SHEETS FOR THE EXIST. IMPROVEMENTS ALONG S.B.I. RTE 49.
2. RUN THE OFFICE RELOCATION CENTERLINE (STRAIGHT LINE, BEARING N 0°51'W) THROUGH THESE OFFSET POINTS, CHAINING IN BOTH DIRECTIONS FROM STA. 1315+42.86 AND ESTABLISH POT'S AS REQUIRED.
3. RUN IN THE SOUTH AND NORTH APPROACH CUT-OFF LINES, AS SHOWN ON ABOVE SKETCH.
4. TRANSFER BENCH MARKS NO. 7 AND 7-K TO LOCATIONS OUTSIDE THE CONSTRUCTION AREA.

NOTE: THE CONTRACTOR SHALL NOT REMOVE THE EXISTING PAVEMENT OF S.B.I. RTE 49 NOR THE TREES ALONG THE ROADWAY UNTIL THE CENTERLINE OF THE OFFICE RELOCATION HAS BEEN ESTABLISHED AND TIED IN. THE CONTRACTOR SHALL COOPERATE WITH THE ENGINEER BY REMOVING TREES WHICH ARE IN THE LINE OF SIGHT IF REQUESTED BY THE ENGINEER.

APPROX. OFFSETS FROM ℄ SURVEY TO ℄ OFFICE RELOC.

(FOR GENERAL INFORMATION ONLY—
NOT TO BE USED FOR SURVEY CONTROL)

STATION	OFFSET	STATION	OFFSET	STATION	OFFSET
1283+00	1.2	1305+00	28.7	1325+00	28.6
1284+00	3.6	1306+00	28.6	1326+00	28.7
		1307+00	28.4	1327+00	28.8
1285+00	6.1	1308+00	28.3	1328+00	29.0
1286+00	8.5	1309+00	28.2	1329+00	29.1
1287+00	10.8				
1288+00	13.4	1310+00	28.0	1330+00	29.2
1289+00	16.1	1311+00	27.9	1331+00	29.4
		1312+00	27.8	1332+00	29.5
1290+00	18.9	1313+00	27.7	1333+00	29.6
1291+00	21.6	1314+00	27.5	1334+00	26.9
1292+00	24.6				
1293+00	27.7	1315+00	27.4	1335+00	23.8
1294+00	30.5	1316+00	27.5	1336+00	20.8
		1317+00	27.6	1337+00	17.7
1295+00	30.0	1318+00	27.7	1338+00	14.6
1296+00	29.9	1319+00	27.8	1339+00	11.5
1297+00	29.7				
1298+00	29.6	1320+00	27.9	1340+00	8.4
1299+00	29.5	1321+00	28.1	1341+00	5.3
		1322+00	28.2	1342+00	2.3
1300+00	29.3	1323+00	28.3		
1301+00	29.2	1324+00	28.5		
1302+00	29.1				
1303+00	29.0				
1304+00	28.8				

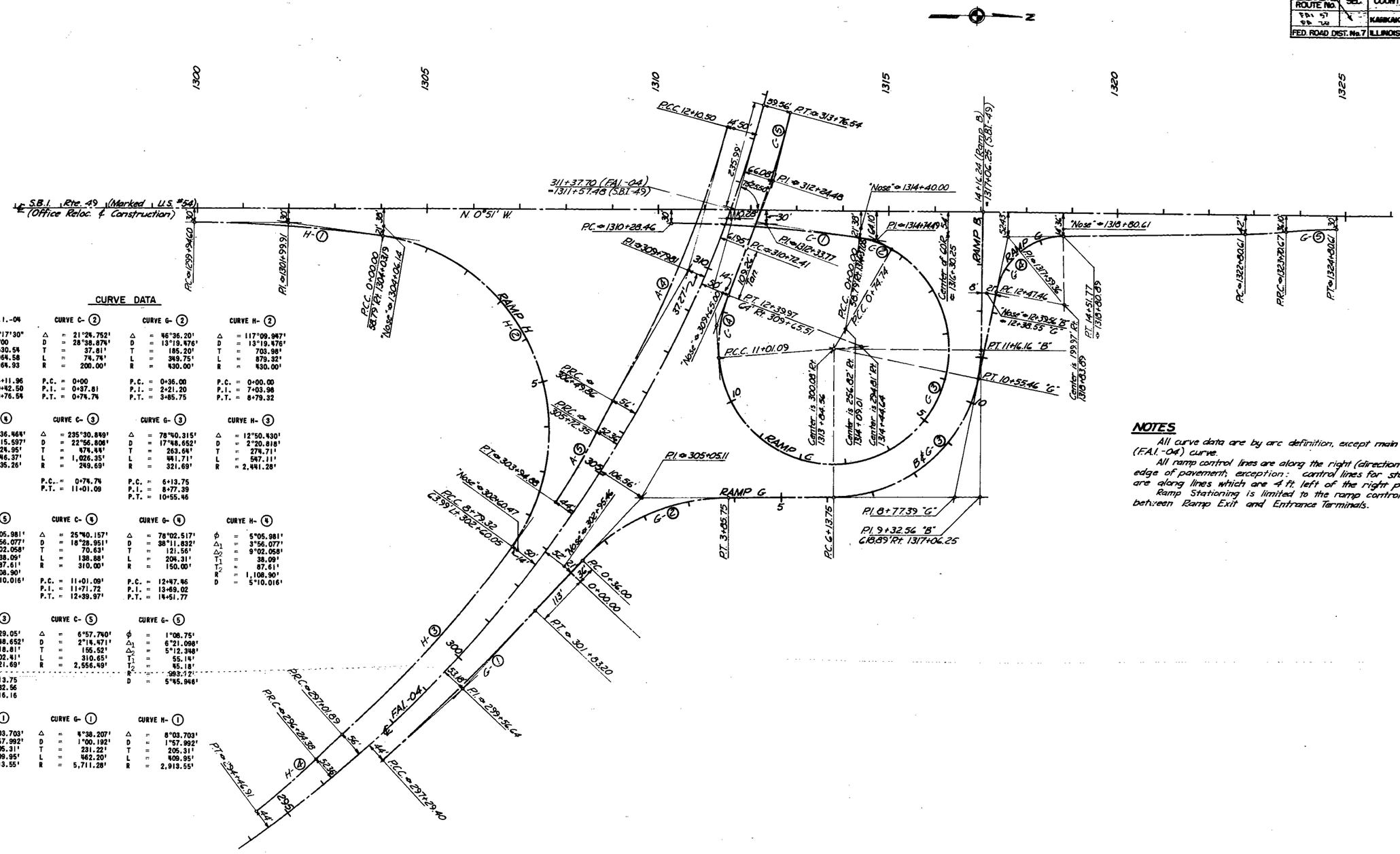
PIPE CULVERT REMOVAL ALONG S.B.I. RTE. 49

(Not a Pay Item)

STATION	SIDE	DIST.	KIND	DIA.	LIN. FT.
1289+27	Rt.	37'	VCP	2-15"	2 @ 19'
1289+48	Lt.	114'	Conc	15"	106'
1289+39	Lt.	34'	VCP	15"	56'
			Conc	18"	
1289+48	Rt.	38'	CMP	24"	57'
1289+59	Rt.	52'	VCP	24"	26'
1289+96	Rt.	55'	CMP	15"	13'
1289+96	Rt.	62'	Conc	15"	43'
1290+04	Rt.	40'	CMP	15"	18'
1290+00	Lt.	160'	CMP	15"	32'
1290+00	Lt.	72'	CMP	15"	32'
1290+05	Lt.	89'	CMP	12"	100'
1290+06 to 1292+43	Rt.	35'±	Conc	15"	235'
1290+61	Lt.	34.5'	CMP	15"	50'
1291+51	Lt.	35'	CMP	15"	50'
1292+06 to 1293+05	Lt.	35'	CMP	15"	101'
1293+05 to 1296+63	Lt.	35'	VCP	15"	353'
1298+49	Lt.	34'	CMP	15"	20'
1299+95	Lt.	34'	CMP	15"	18'
1302+00	Lt.	36'	CMP	15"	24'
1304+40	Lt.	34'	CMP	15"	20'
1305+85	Lt.	34'	CMP	15"	16'
1307+12	Lt.	37'	CMP	15"	16'
1308+34	Lt.	35'	CMP	15"	18'
1310+03	Lt.	34'	CMP	15"	16'
1310+94	Lt.	35'	CMP	15"	36'
1311+85	Rt.	34'	CMP	16"	40'
1312+75	Rt.	35'	CMP	15"	16'
1313+37	Lt.	33'	CMP	15"	15'
1314+77	Lt.	35'	CMP	15"	20'
1314+82	Rt.	35'	CMP	15"	40'
1316+54	Lt.	35'	CMP	15"	20'
1317+77	Lt.	34'	CMP	15"	16'
1318+40	Lt.	34'	CMP	15"	22'
1319+34	Lt.	34'	CMP	15"	22'
1320+47	Lt.	35'	CMP	15"	22'
1321+36	Lt.	34'	CMP	15"	21'
1322+35	Lt.	36'	CMP	15"	20'
1323+20	Lt.	35'	CMP	15"	20'
1325+43	Lt.	35'	CMP	15"	24'
1329+43	Lt.	35'	CMP	12"	20'
1331+31	Lt.	35'	CMP	12"	30'
1333+49	Lt.	35'	CMP	18"	40'
1334+35	Lt.	35'	CMP	15"	20'
1335+37	Lt.	35'	CMP	15"	42'
1335+95	Lt.	35'	VCP	6"	52'
1336+82	Lt.	37'	CMP	15"	38'
1337+76	Lt.	37'	CMP	15"	50'
1341+30	Rt.	35'	CMP	15"	30'
1342+40	Lt.	37'	VCP	15"	18'
1342+91	Lt.	37'	VCP	15"	41'
1342+97	Rt.	38.5'	VCP	15"	41'

S.B.I. ROUTE 49
SURVEY DATA

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI 57 SB 49		KANKAKEE	125	33
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



CURVE DATA

ROADWAY F.A.I.-04

Δ =	59°17'30"
D =	2°00
T =	1,630.54
L =	2,964.58
R =	2,864.93
P.C. =	284+11.96
P.I. =	300+42.50
P.T. =	313+76.54

CURVE C- (2)

Δ =	21°24.752'
D =	28°38.874'
T =	37.81'
L =	74.74'
R =	200.00'
P.C. =	0+00
P.I. =	0+37.81
P.T. =	0+74.74

CURVE G- (2)

Δ =	46°36.20'
D =	13°19.476'
T =	185.20'
L =	349.75'
R =	430.00'
P.C. =	0+36.00
P.I. =	2+21.20
P.T. =	3+85.75

CURVE H- (2)

Δ =	117°09.947'
D =	13°19.476'
T =	703.98'
L =	879.32'
R =	430.00'
P.C. =	0+00.00
P.I. =	7+03.98
P.T. =	8+79.32

CURVE A- (4)

Δ =	16°36.46¼'
D =	2°15.597'
T =	324.95'
L =	646.37'
R =	2,535.26'

CURVE C- (3)

Δ =	235°30.849'
D =	22°56.806'
T =	474.44'
L =	1,026.35'
R =	249.69'
P.C. =	0+74.74
P.T. =	11+01.09

CURVE G- (3)

Δ =	78°40.315'
D =	17°48.652'
T =	263.64'
L =	441.71'
R =	321.69'
P.C. =	6+13.75
P.I. =	8+77.39
P.T. =	10+55.46

CURVE H- (3)

Δ =	12°50.430'
D =	2°20.818'
T =	274.71'
L =	547.11'
R =	2,441.28'

CURVE A- (5)

ϕ =	5°05.981'
Δ_1 =	3°56.077'
Δ_2 =	9°02.058'
T_1 =	38.09'
T_2 =	87.61'
R =	1,108.90'
D =	5°10.016'

CURVE C- (4)

Δ =	25°40.157'
D =	18°28.951'
T =	70.63'
L =	138.88'
R =	310.00'
P.C. =	11+01.09'
P.I. =	11+71.72
P.T. =	12+39.97'

CURVE G- (4)

Δ =	78°02.517'
D =	38°11.832'
T =	121.56'
L =	204.31'
R =	150.00'
P.C. =	12+47.46
P.I. =	13+69.02
P.T. =	14+51.77

CURVE H- (4)

ϕ =	5°05.981'
Δ_1 =	3°56.077'
Δ_2 =	9°02.058'
T_1 =	38.09'
T_2 =	87.61'
R =	1,108.90'
D =	5°10.016'

CURVE B- (3)

Δ =	89°29.05'
D =	17°48.652'
T =	318.81'
L =	502.41'
R =	321.69'
P.C. =	6+13.75
P.I. =	9+32.56
P.T. =	11+16.16

CURVE C- (5)

Δ =	6°57.740'
D =	2°14.471'
T =	155.52'
L =	310.65'
R =	2,556.49'

CURVE G- (5)

ϕ =	1°08.75'
Δ_1 =	6°21.098'
Δ_2 =	5°12.348'
T_1 =	55.14'
T_2 =	95.18'
R =	993.72'
D =	5°45.946'

CURVE C- (1)

Δ =	8°03.703'
D =	1°57.992'
T =	205.31'
L =	409.95'
R =	2,913.55'

CURVE G- (1)

Δ =	16°38.207'
D =	1°00.192'
T =	231.22'
L =	462.20'
R =	5,711.28'

CURVE H- (1)

Δ =	8°03.703'
D =	1°57.992'
T =	205.31'
L =	409.95'
R =	2,913.55'

NOTES

All curve data are by arc definition, except main line (F.A.I.-04) curve.

All ramp control lines are along the right (direction of traffic) edge of pavement; exception: control lines for stubs "B" and "D" are along lines which are 4 ft. left of the right pavement edge.

Ramp Stationing is limited to the ramp control lines between Ramp Exit and Entrance Terminals.

INTERCHANGE GEOMETRICS

F.A.I.-04 & S.B.I. RTE. 49

EAST PART

SCALE: 1" = 100'

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A.I.-57 S.B.I.-49	1	KANKAKEE	115	34
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

CURVE DATA

ROADWAY F.A.I.-04

Δ	= 59°17'30"
D	= 2°00'
T	= 1,630.54
L	= 2,964.58
R	= 2,864.93
P.C.	= 284+11.96
P.I.	= 300+42.50
P.T.	= 313+76.54

CURVE C-(5)

Δ	= 6°57.740'
D	= 2°14.471'
T	= 155.52'
L	= 310.65'
R	= 2,556.49'

CURVE E-(3)

Δ	= 62°07.507'
D	= 18°24.639'
T	= 187.46'
L	= 337.44'
R	= 311.21'
P.C.	= 6+32.79
P.I.	= 8+20.25
P.T.	= 9+70.23

CURVE F-(3)

Δ	= 17°44.50'
D	= 13°19.475'
T	= 67.11'
L	= 133.15'
R	= 430.00'
P.C.	= 6+52.25
P.I.	= 7+19.38
P.T.	= 7+85.40

CURVE A-(1)

Δ	= 8°03.703'
D	= 1°57.992'
T	= 205.31'
L	= 409.95'
R	= 2,913.55'

CURVE C-(6)

ϕ	= 0°52.78'
Δ_1	= 5°05.878'
Δ_2	= 4°13.088'
T_1	= 68.55'
T_2	= 56.71'
R	= 1,539.73'
D	= 3°43.269'

CURVE E-(4)

Δ	= 77°17.583'
D	= 38°11.832'
T	= 119.94'
L	= 202.35'
R	= 150.00'

CURVE F-(4)

ϕ	= 0°50.00'
Δ_1	= 5°06.988'
Δ_2	= 4°16.988'
T_1	= 68.18'
T_2	= 57.07'
R	= 1,526.09'

CURVE A-(2)

Δ	= 230°48.040'
D	= 23°57.153'
T	= 503.76'
L	= 963.57'
R	= 239.21'
P.C.	= 0+00
P.T.	= 9+63.57

CURVE D-(3)

Δ	= 73°41.174'
D	= 18°24.639'
T	= 233.18'
L	= 400.24'
R	= 311.21'
P.C.	= 6+32.79
P.I.	= 8+65.97
P.T.	= 10+33.03

CURVE E-(5)

ϕ	= 1°08.75'
Δ_1	= 6°21.098'
Δ_2	= 5°12.348'
T_1	= 55.14'
T_2	= 45.18'
R	= 993.72'
D	= 5°45.845'

CURVE A-(3)

Δ	= 45°38.296'
D	= 18°28.951'
T	= 130.43'
L	= 246.83'
R	= 310.00'
P.C.	= 9+63.57
P.I.	= 10+94.00
P.T.	= 12+10.50

CURVE E-(1)

Δ	= 5°45.497'
D	= 1°00.040'
T	= [illegible]96'
L	= 575.44'
R	= 5,725.72'

CURVE F-(1)

ϕ	= 0°00
$\Delta_1 = \Delta_2$	= 7°50.725'
$T_1 = T_2$	= 43.96'
R	= 641.02'
D	= 8°56.293'

CURVE A-(4)

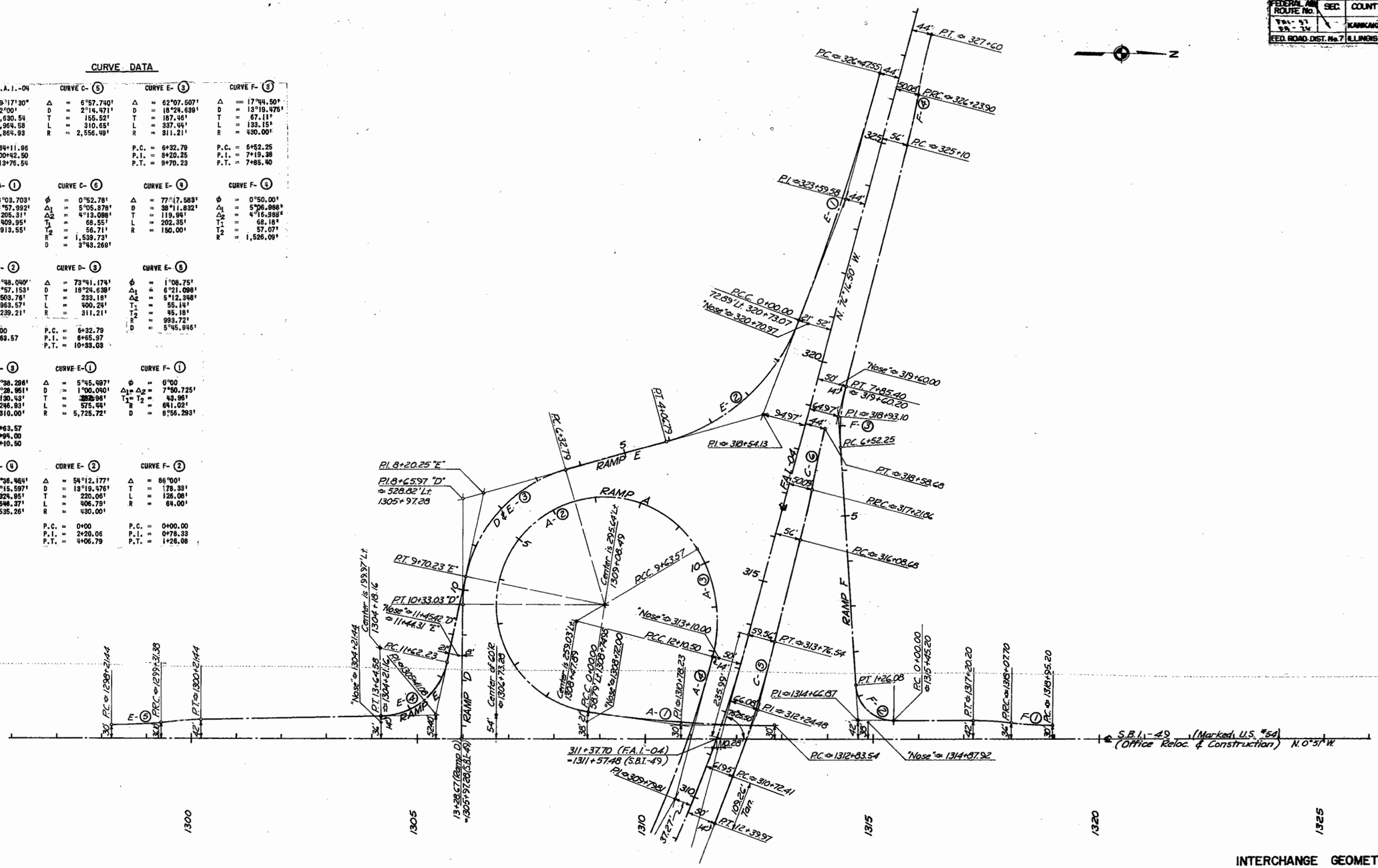
Δ	= 14°36.464'
D	= 2°15.597'
T	= 324.95'
L	= 648.37'
R	= 2,535.26'
P.C.	= 0+00
P.I.	= 2+20.06
P.T.	= 4+06.79

CURVE E-(2)

Δ	= 54°12.177'
D	= 13°19.476'
T	= 220.06'
L	= 406.79'
R	= 430.00'

CURVE F-(2)

Δ	= 86°00'
T	= 78.33'
L	= 126.08'
R	= 84.00'
P.C.	= 0+00.00
P.I.	= 0+78.33
P.T.	= 1+26.08



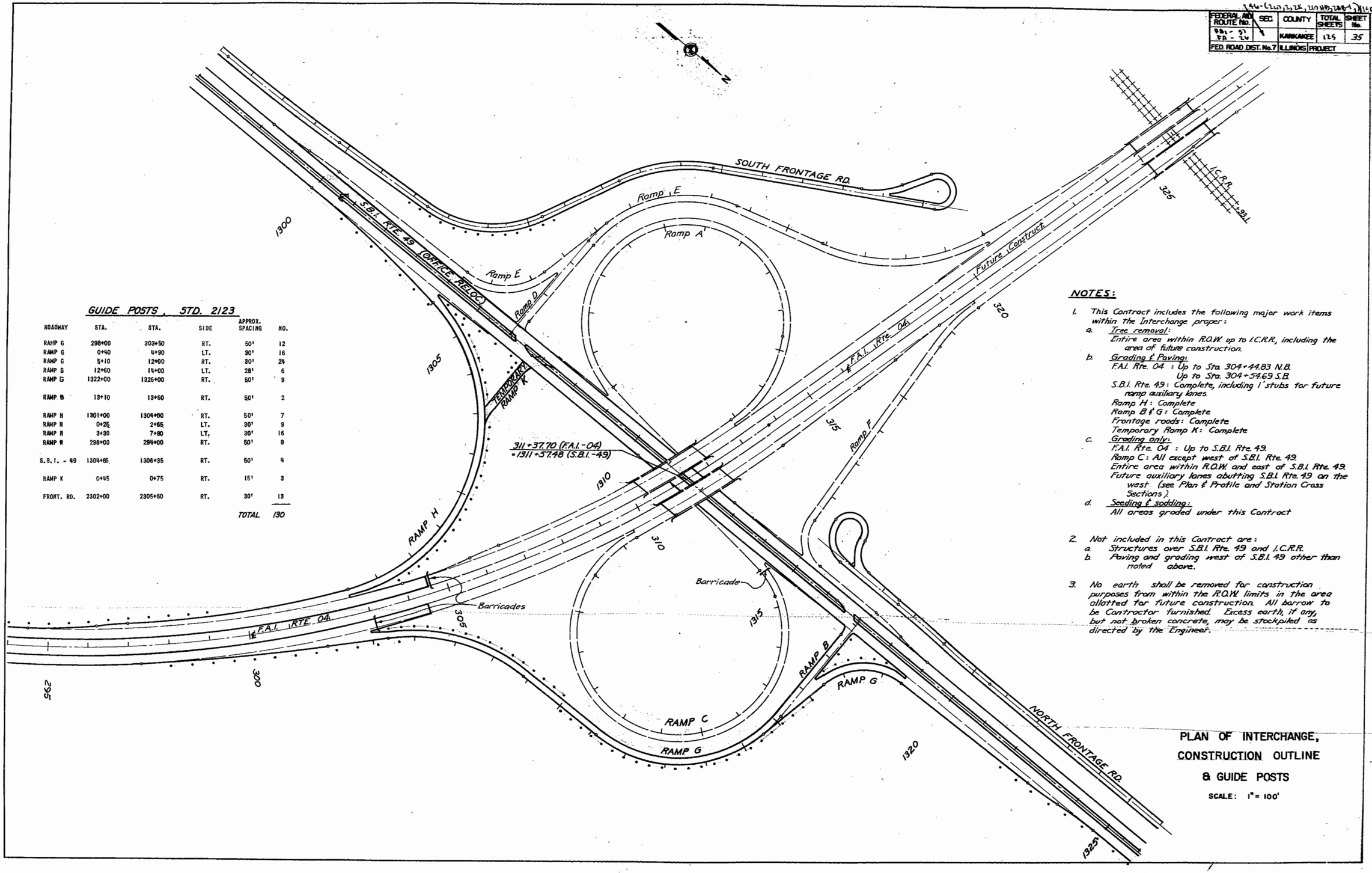
INTERCHANGE GEOMETRICS

F.A.I.-04 & S.B.I. RTE. 49

WEST PART

SCALE: 1" = 100'

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
BRI - 57 FA - 24		KANKAKEE	125	35
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



GUIDE POSTS, STD. 2123

ROADWAY	STA.	STA.	SIDE	APPROX. SPACING	NO.
RAMP G	298+00	303+50	RT.	50'	12
RAMP G	0+40	4+90	LT.	30'	16
RAMP G	5+10	12+00	RT.	30'	24
RAMP G	12+60	14+00	LT.	28'	6
RAMP G	1322+00	1326+00	RT.	50'	9
RAMP B	13+10	13+60	RT.	50'	2
RAMP H	1301+00	1304+00	RT.	50'	7
RAMP H	0+25	2+65	LT.	30'	9
RAMP H	3+30	7+80	LT.	30'	16
RAMP H	298+00	284+00	RT.	50'	9
S.B.I. - 49	1304+65	1306+35	RT.	50'	4
RAMP K	0+45	0+75	RT.	15'	3
FRONT. RD.	2302+00	2305+60	RT.	30'	13
				TOTAL	130

NOTES:

1. This Contract includes the following major work items within the Interchange proper:
   a. Tree removal:
      Entire area within R.O.W. up to I.C.R.R., including the area of future construction.
   b. Grading & Paving:
      F.A.I. Rte. 04 : Up to Sta. 304+44.83 N.B.
      Up to Sta. 304+54.69 S.B.
      S.B.I. Rte. 49: Complete, including 1' stubs for future ramp auxiliary lanes.
      Ramp H: Complete
      Ramp B & G: Complete
      Frontage roads: Complete
      Temporary Ramp K: Complete
   c. Grading only:
      F.A.I. Rte. 04 : Up to S.B.I. Rte. 49.
      Ramp C: All except west of S.B.I. Rte. 49.
      Entire area within R.O.W. and east of S.B.I. Rte. 49.
      Future auxiliary lanes abutting S.B.I. Rte. 49 on the west (see Plan & Profile and Station Cross Sections).
   d. Seeding & sodding:
      All areas graded under this Contract

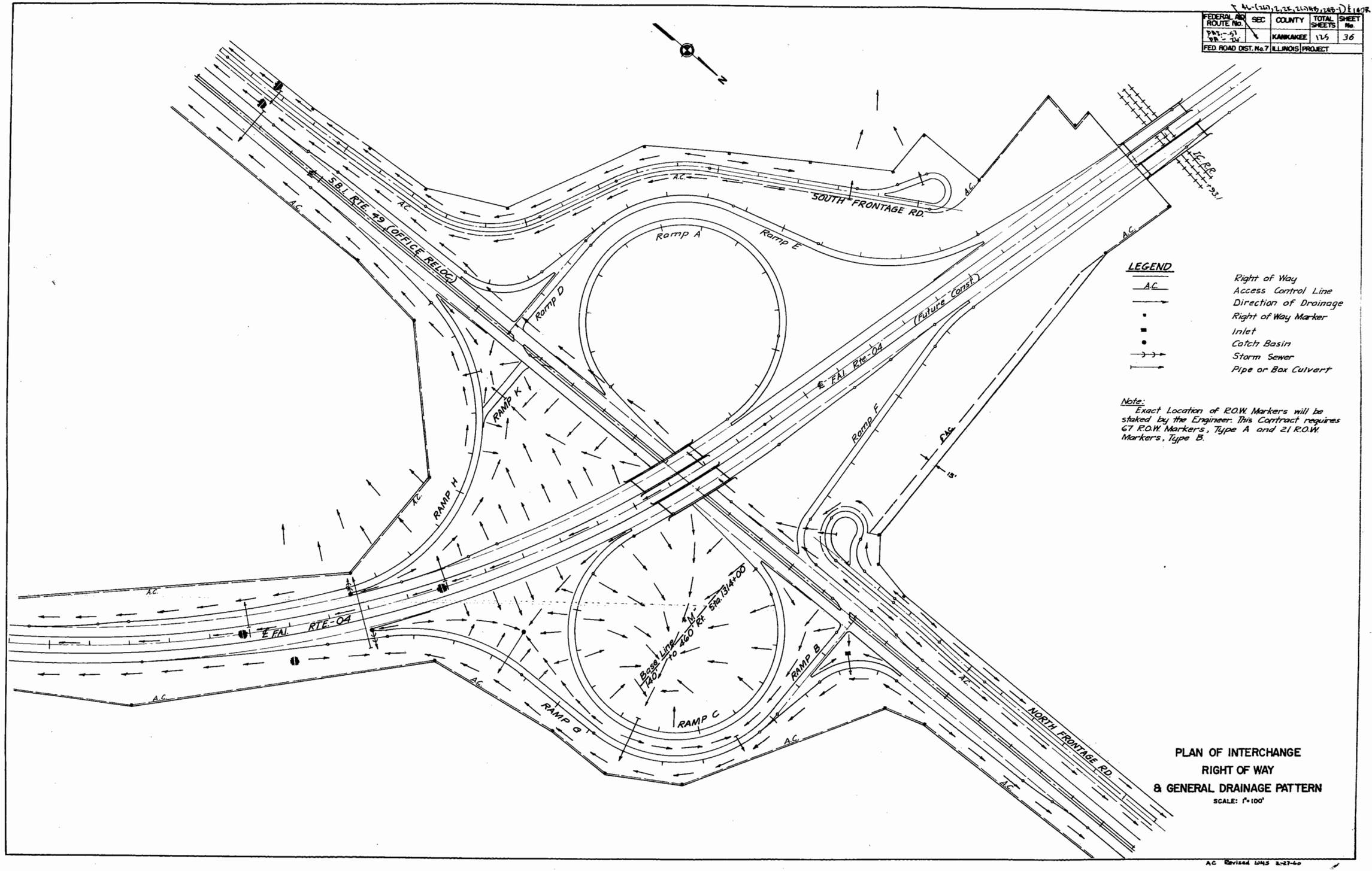
2. Not included in this Contract are:
   a. Structures over S.B.I. Rte. 49 and I.C.R.R.
   b. Paving and grading west of S.B.I. 49 other than noted above.

3. No earth shall be removed for construction purposes from within the R.O.W. limits in the area allotted for future construction. All borrow to be Contractor furnished. Excess earth, if any, but not broken concrete, may be stockpiled as directed by the Engineer.

PLAN OF INTERCHANGE, CONSTRUCTION OUTLINE & GUIDE POSTS

SCALE: 1" = 100'

FEDERAL AID ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57 SB-57-DX		KANKAKEE	125	36
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

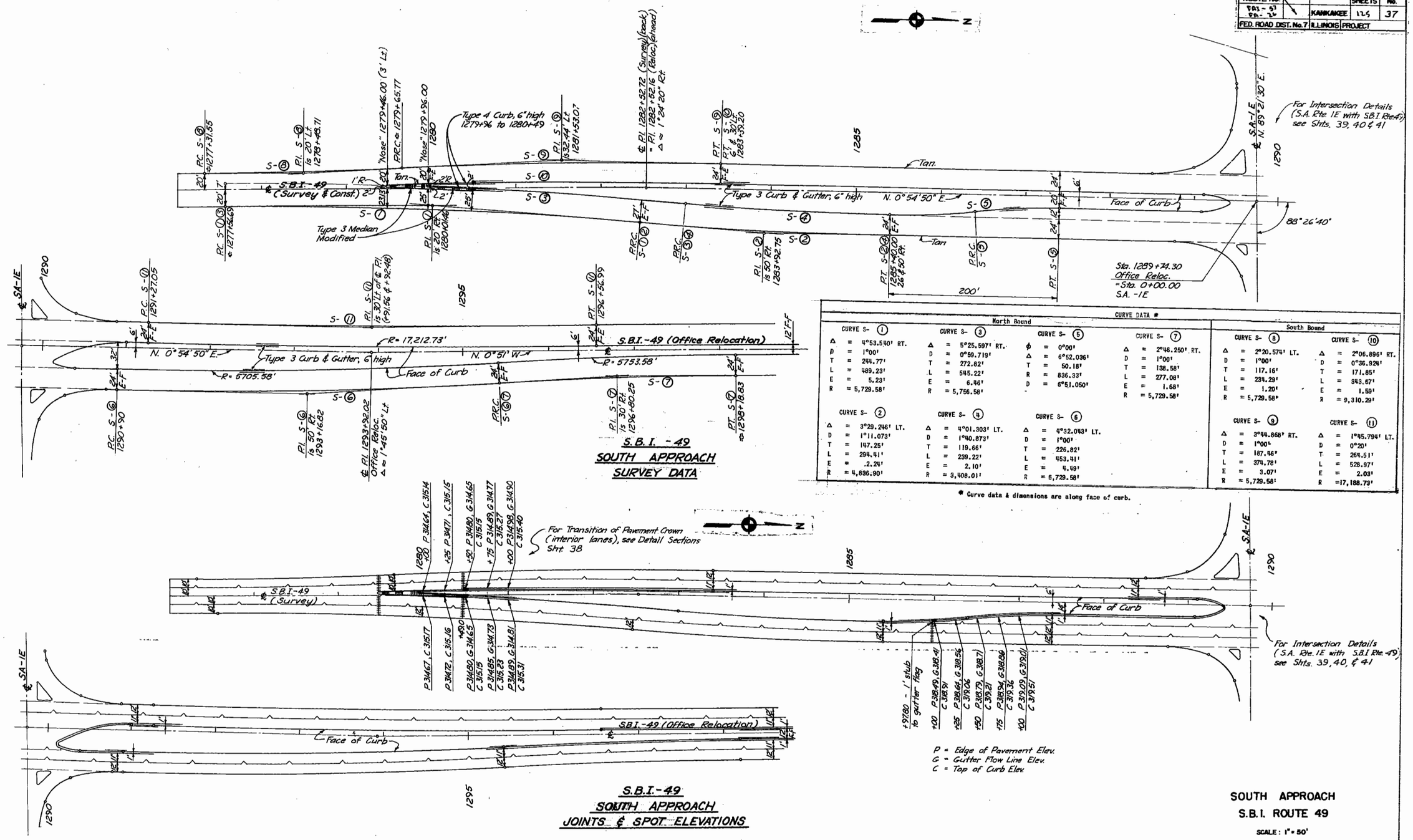


Note:
Exact Location of R.O.W. Markers will be staked by the Engineer. This Contract requires 67 R.O.W. Markers, Type A and 21 R.O.W. Markers, Type B.

PLAN OF INTERCHANGE
RIGHT OF WAY
& GENERAL DRAINAGE PATTERN
SCALE: 1" = 100'

A.C. Revised W.H.S. 2-27-60

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAS-57 FA-36		KANKAKEE	125	37
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



CURVE DATA *

North Bound

CURVE S- 1
Δ = 4°53.540' RT.
D = 1°00'
T = 244.77'
L = 489.23'
E = 5.23'
R = 5,729.58'

CURVE S- 2
Δ = 3°29.246' LT.
D = 1°11.073'
T = 147.25'
L = 294.41'
E = 2.24'
R = 4,836.90'

CURVE S- 3
Δ = 5°25.597' RT.
D = 0°59.719'
T = 272.82'
L = 545.22'
E = 6.46'
R = 5,756.58'

CURVE S- 4
Δ = 4°01.303' LT.
D = 1°40.873'
T = 119.66'
L = 239.22'
E = 2.10'
R = 3,408.01'

CURVE S- 5
Φ = 0°00'
Δ = 6°52.036'
T = 50.18'
R = 836.33'
D = 6°51.050'

CURVE S- 6
Δ = 4°32.043' LT.
D = 1°00'
T = 226.82'
L = 453.41'
E = 4.49'
R = 5,729.58'

CURVE S- 7
Δ = 2°46.250' RT.
D = 1°00'
T = 138.58'
L = 277.08'
E = 1.68'
R = 5,729.58'

South Bound

CURVE S- 8
Δ = 2°20.574' LT.
D = 1°00'
T = 117.16'
L = 234.29'
E = 1.20'
R = 5,729.58'

CURVE S- 9
Δ = 3°44.868' RT.
D = 1°00'
T = 187.46'
L = 374.78'
E = 3.07'
R = 5,729.58'

CURVE S- 10
Δ = 2°06.896' RT.
D = 0°36.924'
T = 171.85'
L = 343.67'
E = 1.59'
R = 9,310.29'

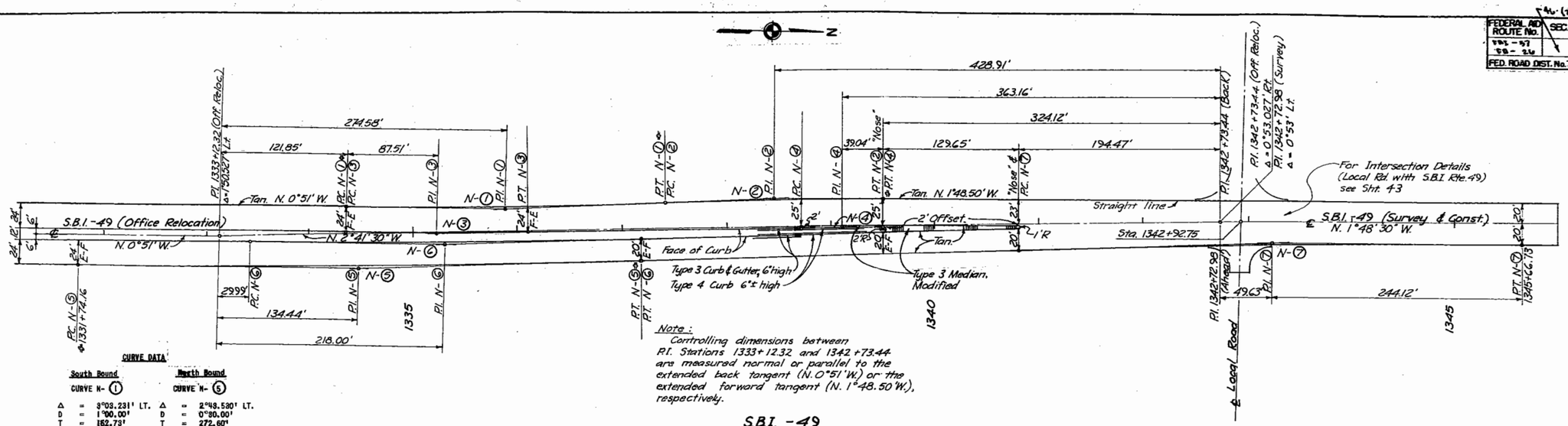
CURVE S- 11
Δ = 1°45.794' LT.
D = 0°20'
T = 264.51'
L = 528.97'
E = 2.03'
R = 17,188.73'

* Curve data & dimensions are along face of curb.

SOUTH APPROACH
S.B.I. ROUTE 49

SCALE: 1" = 50'

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAS - 97 / FS - 26		KANKAKEE	125	38
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



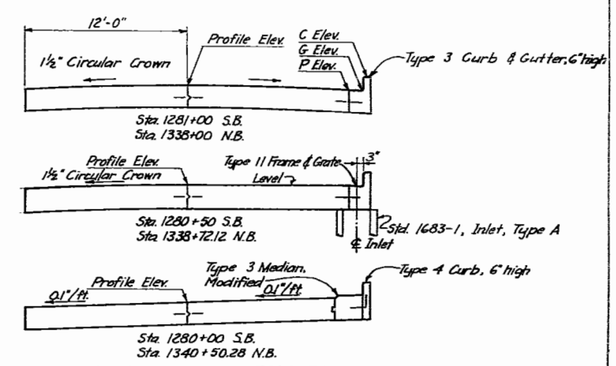
Note:
Controlling dimensions between P.I. Stations 1333+12.32 and 1342+73.44 are measured normal or parallel to the extended back tangent (N. 0°51' W.) or the extended forward tangent (N. 1°48.50' W.), respectively.

S.B.I. -49
NORTH APPROACH
SURVEY DATA

CURVE DATA

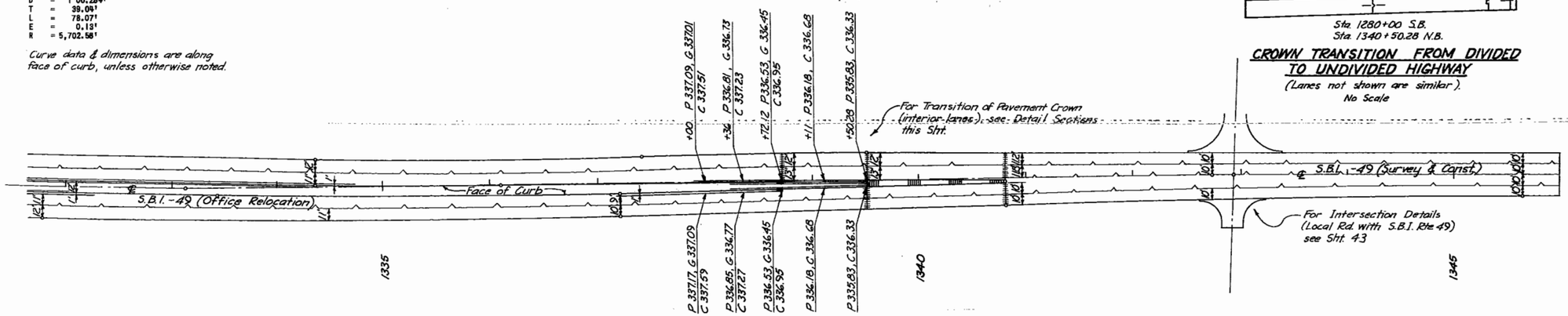
South Bound		North Bound	
CURVE N-1		CURVE N-5	
Δ =	3°03.231' LT.	Δ =	2°43.530' LT.
D =	1°00.00'	D =	0°30.00'
T =	152.73'	T =	272.60'
L =	305.39'	L =	545.10'
E =	2.03'	E =	3.24'
R =	5,729.58'	R =	11,459.16'
CURVE N-2		CURVE N-6	
Δ =	2°05.731' RT.	Δ =	2°43.530' LT.
D =	1°00.00'	D =	0°43.499'
T =	104.79'	T =	188.01'
L =	209.55'	L =	375.94'
E =	0.96'	E =	2.24'
R =	5,729.58'	R =	7,903.09'
CURVE N-3		CURVE N-7	
Δ =	1°44.564' LT.	Δ =	1°46.030' RT.
D =	0°59.750'	D =	0°21.718'
T =	87.51'	T =	244.12'
L =	175.00'	L =	488.21'
E =	0.67'	E =	1.88'
R =	5,753.58'	R =	15,828.81'
CURVE N-4			
Δ =	0°47.064' RT.		
D =	1°00.284'		
T =	39.04'		
L =	78.07'		
E =	0.13'		
R =	5,702.58'		

Curve data & dimensions are along face of curb, unless otherwise noted.



CROWN TRANSITION FROM DIVIDED TO UNDIVIDED HIGHWAY

(Lanes not shown are similar).
No Scale

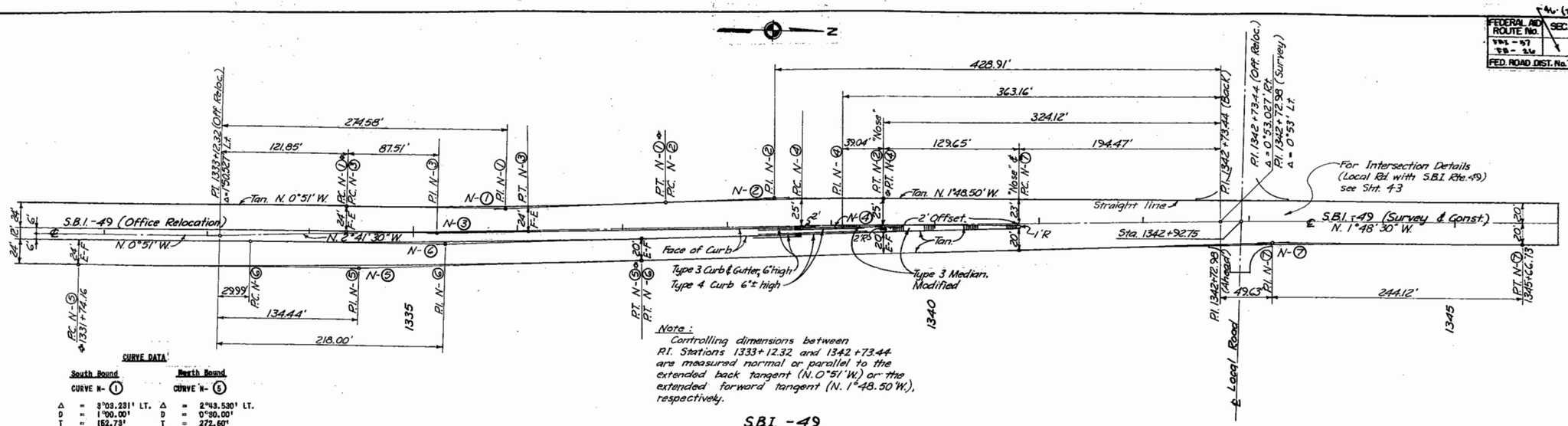


S.B.I.-49
NORTH APPROACH
JOINTS & SPOT ELEVATIONS

NORTH APPROACH
S.B.I. ROUTE 49

SCALE: 1" = 50'

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAS - 67 / SB - 26		KANKAKEE	125	38
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



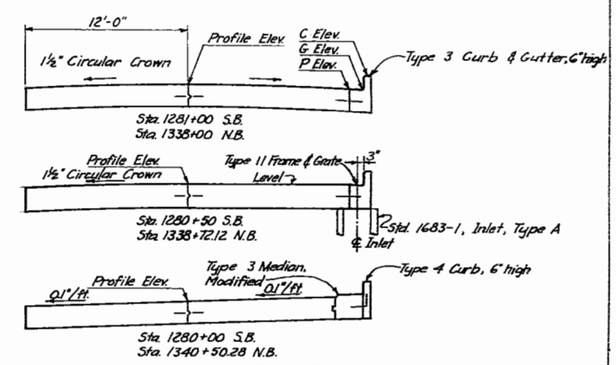
Note:
Controlling dimensions between P.I. Stations 1333+12.32 and 1342+73.44 are measured normal or parallel to the extended back tangent (N. 0°51' W.) or the extended forward tangent (N. 1°48.50' W.), respectively.

S.B.I. -49
NORTH APPROACH
SURVEY DATA

CURVE DATA

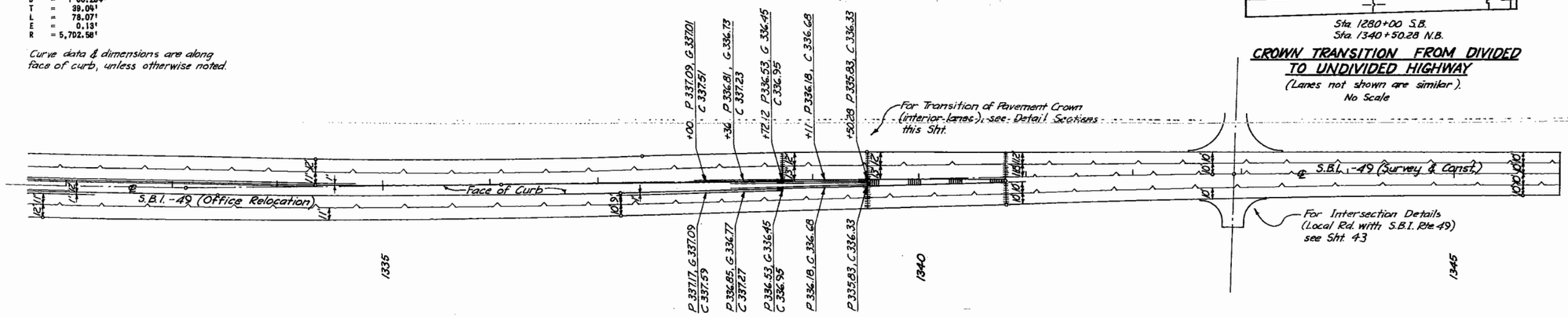
South Bound	North Bound
CURVE N- 1	CURVE N- 5
Δ = 3°03.231' LT.	Δ = 2°43.530' LT.
D = 1°00.00'	D = 0°30.00'
T = 152.73'	T = 272.60'
L = 305.39'	L = 545.10'
E = 2.03'	E = 3.24'
R = 5,729.58'	R = 11,459.16'
CURVE N- 2	CURVE N- 6
Δ = 2°05.731' RT.	Δ = 2°43.530' LT.
D = 1°00.00'	D = 0°43.499'
T = 104.79'	T = 188.01'
L = 209.55'	L = 375.96'
E = 0.96'	E = 2.24'
R = 5,729.58'	R = 7,903.09'
CURVE N- 3	CURVE N- 7
Δ = 1°44.564' LT.	Δ = 1°46.090' RT.
D = 0°59.750'	D = 0°21.718'
T = 87.51'	T = 244.12'
L = 175.00'	L = 488.21'
E = 0.67'	E = 1.88'
R = 5,753.58'	R = 15,828.81'
CURVE N- 4	
Δ = 0°47.064' RT.	
D = 1°00.284'	
T = 39.04'	
L = 78.07'	
E = 0.13'	
R = 5,702.58'	

Curve data & dimensions are along face of curb, unless otherwise noted.



CROWN TRANSITION FROM DIVIDED TO UNDIVIDED HIGHWAY

(Lanes not shown are similar).
No Scale

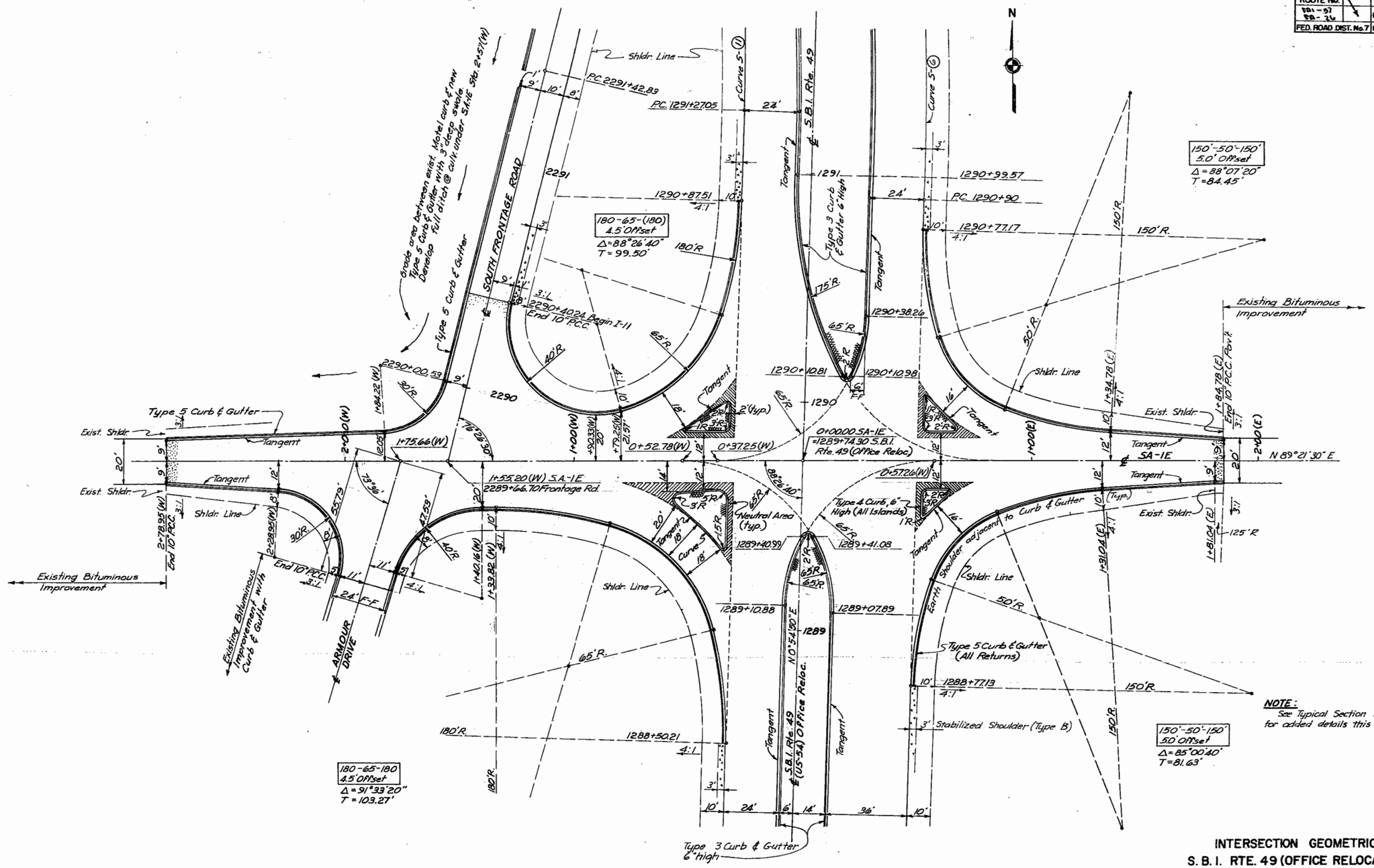


S.B.I.-49
NORTH APPROACH
JOINTS & SPOT ELEVATIONS

NORTH APPROACH
S.B.I. ROUTE 49

SCALE: 1" = 50'

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FA1-97 FA-36		KANKAKEE	125	39
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

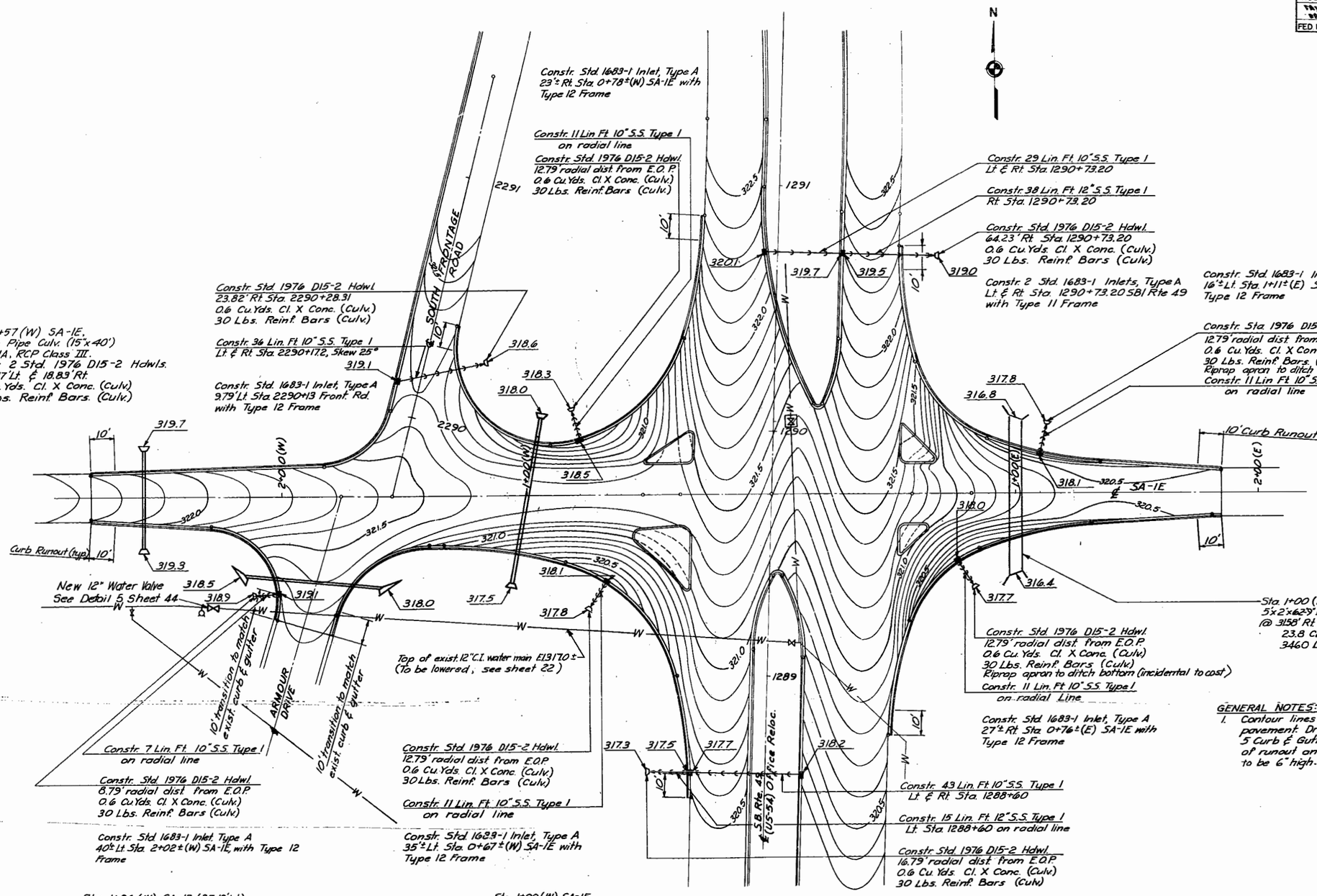


NOTE:
See Typical Section SA-1, Sht. 10 for added details this intersection.

INTERSECTION GEOMETRICS
S. B. I. RTE. 49 (OFFICE RELOCATION)
WITH S.A.- 1E.

SCALE 1" = 20'

FEDERAL AID ROUTE No.	SEC	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57		KANKAKEE	125	40
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



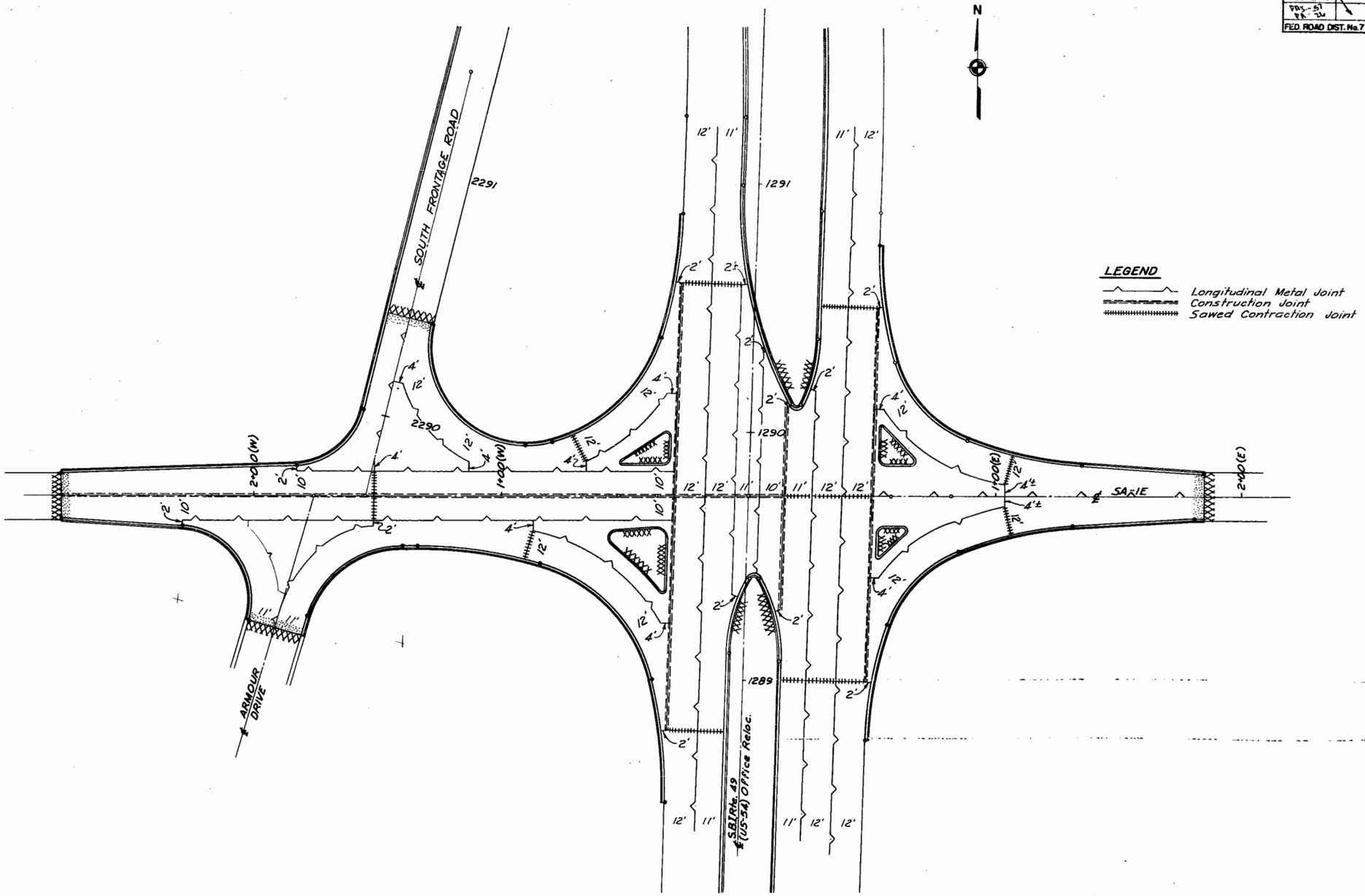
GENERAL NOTES:

1. Contour lines are drawn to edge of pavement. Drop to Flow Line of Type 5 Curb & Gutter is 1', except in areas of runout and transition. All curbs to be 6" high.

INTERSECTION
S.B.I.-RTE. 49 WITH S.A.-1E.
DRAINAGE & PAVEMENT CONTOURS

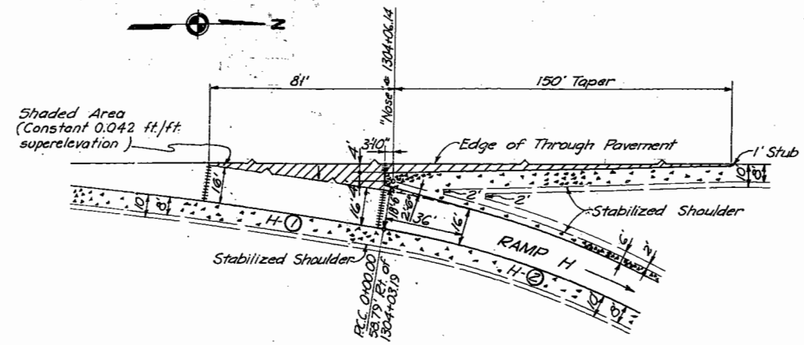
SCALE: 1" = 20'

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAS-51 FR-34		KANKAKEE	126	41
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

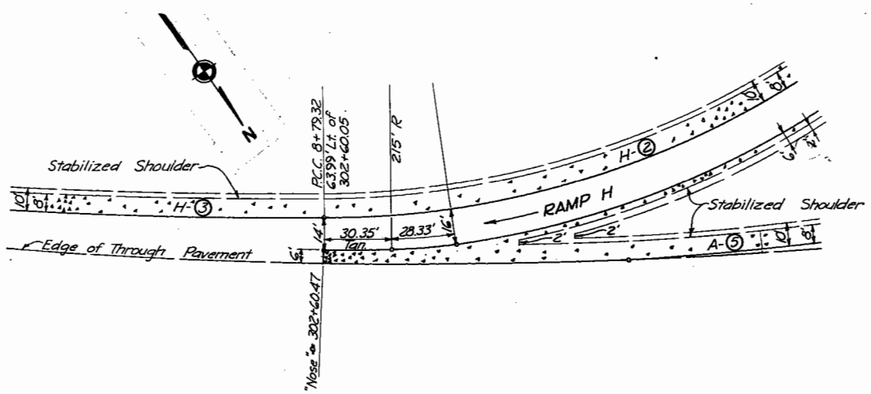


INTERSECTION
S.B.I. RTE. 49 WITH S.A.-IE.
JOINTING
SCALE: 1" = 20'

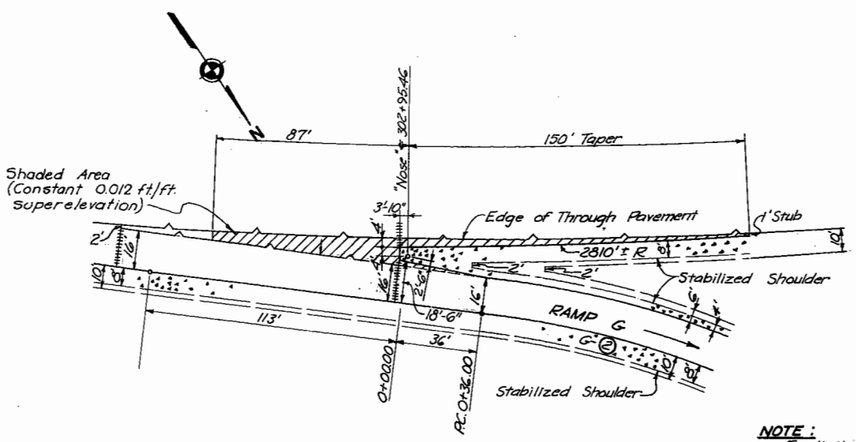
FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAS - 97 FAI - 24		KANKAKEE	125	42
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



RAMP "H" EXIT TERMINAL

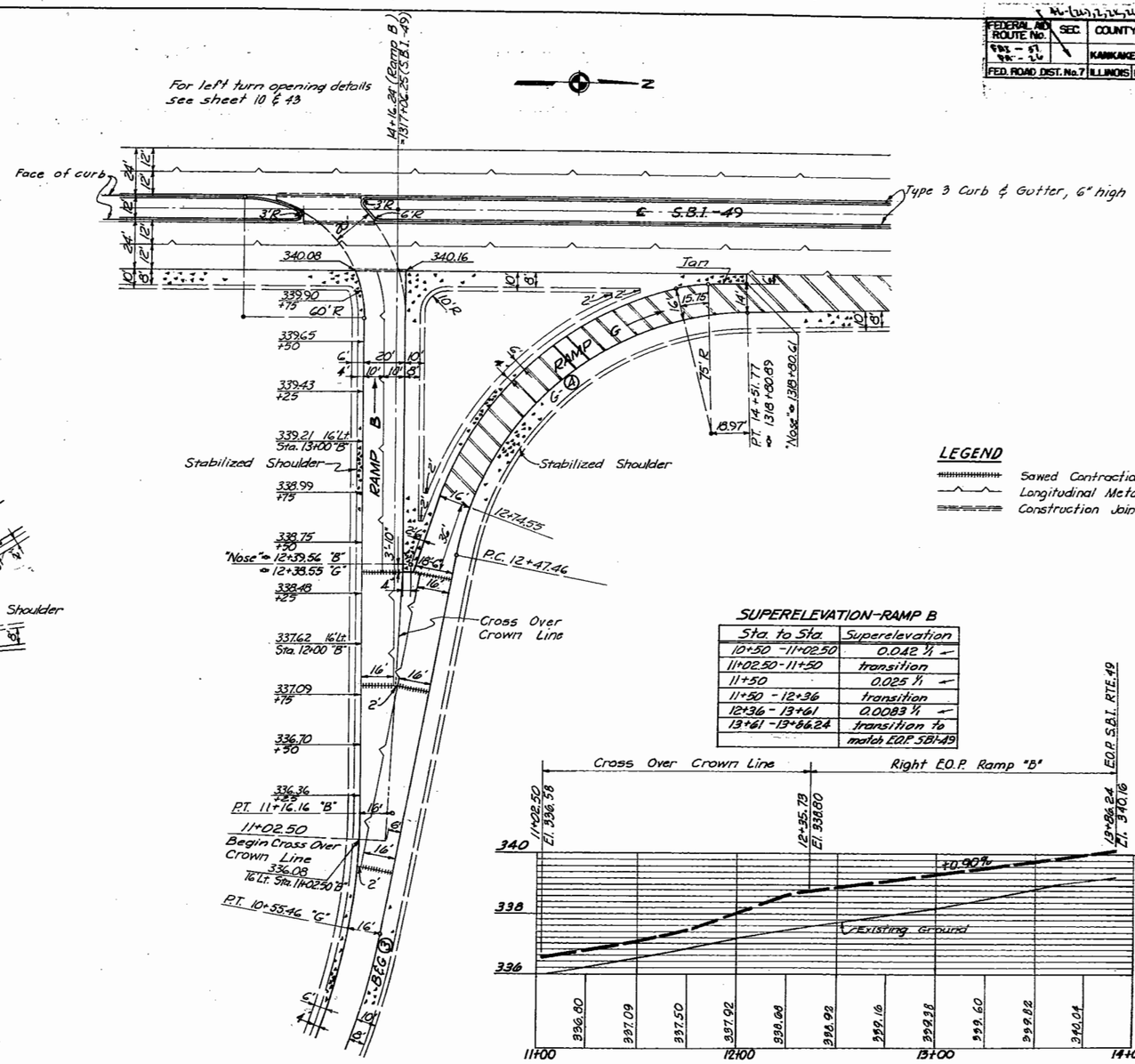


RAMP "H" ENTRANCE TERMINAL



RAMP "G" EXIT TERMINAL

NOTE:
For limits of Colored Concrete see Plan & Profile Shts.



LEGEND

- Sawed Contraction Joint
- Longitudinal Metal Joint
- Construction Joint

SUPERELEVATION-RAMP B

Sta. to Sta.	Superelevation
10+50 - 11+02.50	0.042 ft/ft
11+02.50 - 11+50	transition
11+50	0.025 ft/ft
11+50 - 12+36	transition
12+36 - 13+61	0.0083 ft/ft
13+61 - 13+86.24	transition to
	match E.O.P. SBI-49

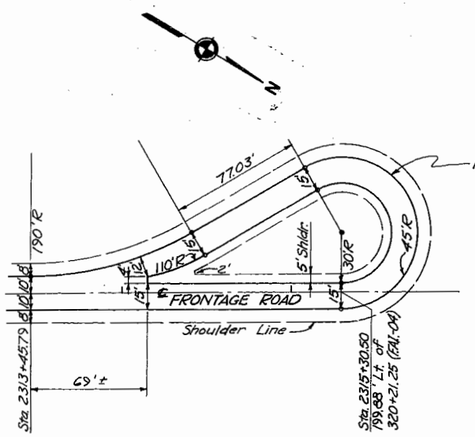
RAMPS "B" & "G" ENTRANCE TERMINALS & RAMP "B" PROFILE

Ramp "G" Control Line = Right edge of pavement (E.O.P.).
Ramp "B" Control Line = 16' Right of Left E.O.P.

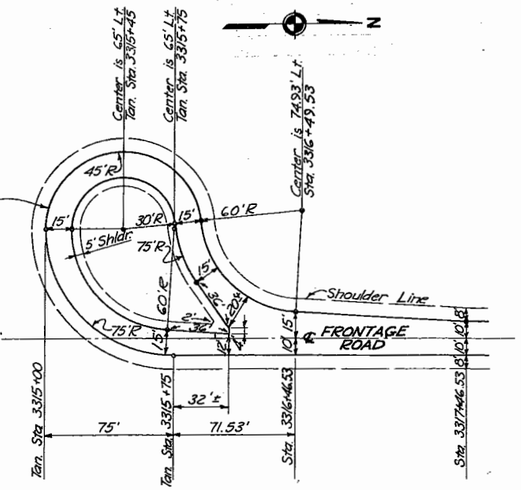
RAMP TERMINALS

SCALE : 1" = 30'

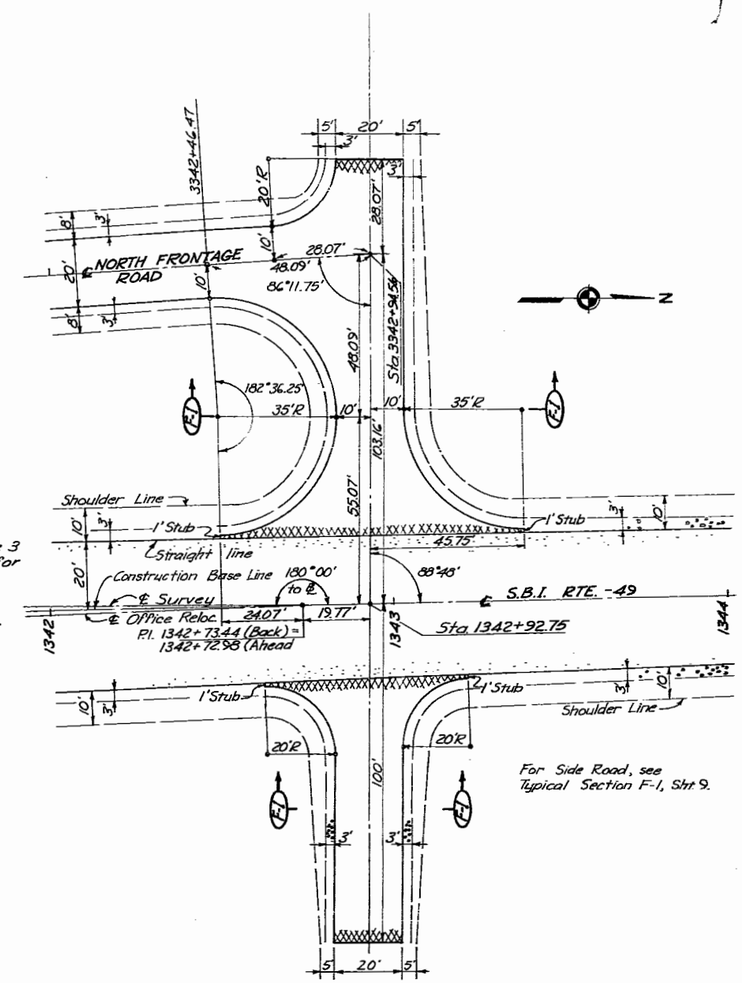
FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAP-51		KANKAKEE	125	93
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



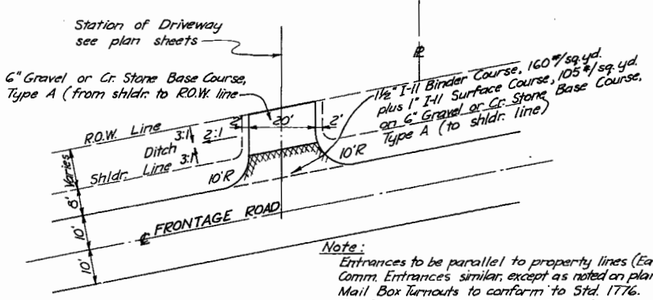
SOUTH FRONTAGE ROAD LOOP
Scale: 1"=40'



NORTH FRONTAGE ROAD LOOP
Scale: 1"=40'

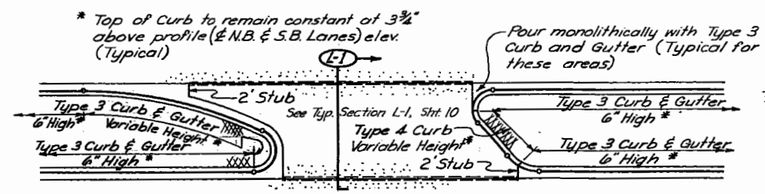


NORTH APPROACH INTERSECTION
Scale: 1"=20'

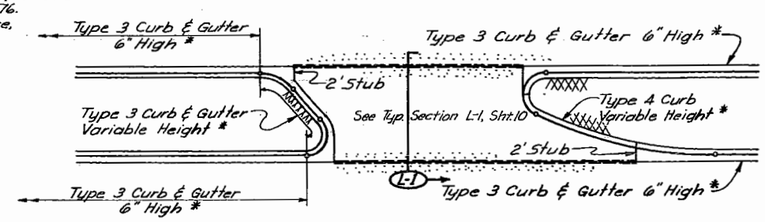


Note:
Entrances to be parallel to property lines (East-West).
Comm. Entrances similar, except as noted on plan shts.
Mail Box Turnouts to conform to Std. 1776.
Pay Item: Gravel or Cr. Stone Base Course, Type A.

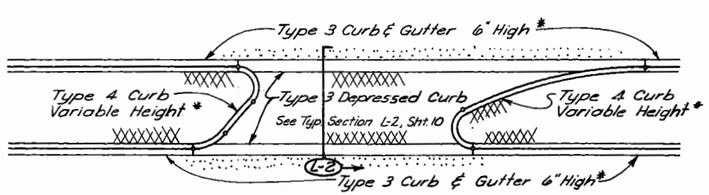
PRIVATE NON-COMMERCIAL ENTRANCES TO FRONTAGE ROAD
Scale: 1"=20'



DETAIL OF PERMANENT LEFT TURN OPENING AT STA. 1316+70±
(S.B.I. Rte. 49 Median)
Scale: 1"=10'



DETAIL OF PERMANENT LEFT TURN OPENING AT STA. 1306+30±
(S.B.I. Rte. 49 Median)
Scale: 1"=10'



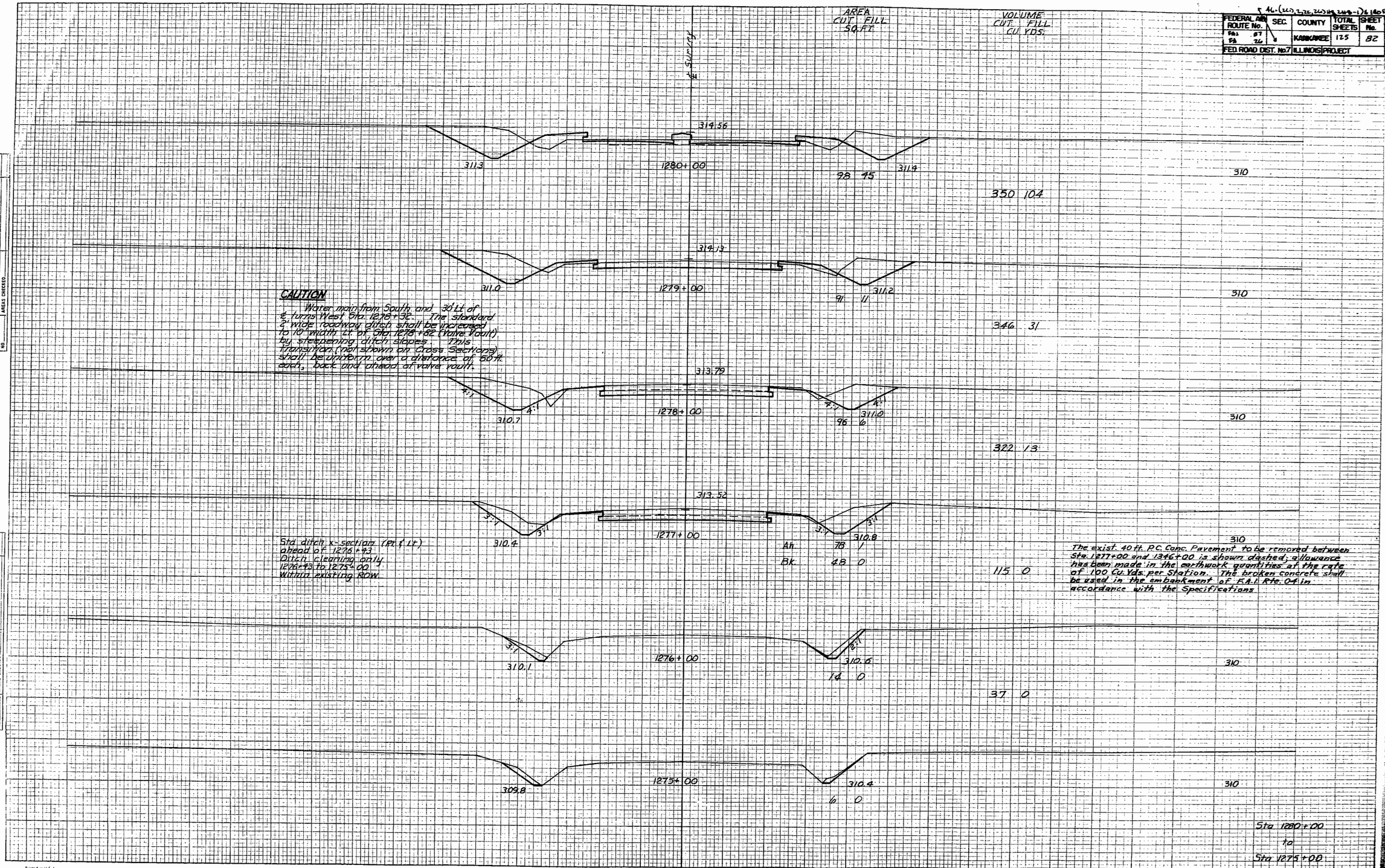
DETAIL OF TEMPORARY LEFT TURN OPENING AT STA. 1307+00±
(S.B.I. Rte. 49 Median)
Scale: 1"=10'

* Top of Curb to remain constant at 3¾" above profile (℄ N.B. & S.B. Lanes) elev. (Typical)

MISCELLANEOUS DETAILS
S.B.I. RTE. 49 AND FRONTAGE ROADS
SCALE: AS SHOWN

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI 57 / FA 26		KANKAKEE	125	82
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

AREA CUT FILL SQ. FT. | VOLUME CUT FILL CU. YDS.



CAUTION

Water main from South and 30' Lt. of ℄ turns West Sta. 1278+32. The standard 2' wide roadway ditch shall be increased to 10' width Lt. of Sta. 1278+82 (Valve Vault) by steepening ditch slopes. This transition (not shown on Cross Sections) shall be uniform over a distance of 50 ft. each, back and ahead of valve vault.

Std ditch x-section (Rt. & Lt.) ahead of 1276+93 Ditch cleaning only 1276+93 to 1275+00 Within existing ROW.

The exist. 40 ft. P.C. Conc. Pavement to be removed between Sta. 1277+00 and 1346+00 is shown dashed; allowance has been made in the earthwork quantities at the rate of 100 Cu. Yds. per Station. The broken concrete shall be used in the embankment of F.A.I. Rte. 04 in accordance with the Specifications.

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	E.H.S.	7-27
	PLOTTED	W.J.W.	3-58
	TEMPLATE	W.J.W.	3-59
	AREAS	K.E.H.	2-62
NO. 2283	AREAS CHECKED		

Printed in U.S.A. Co. ARKWRIGHT Tracing Cloth

PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

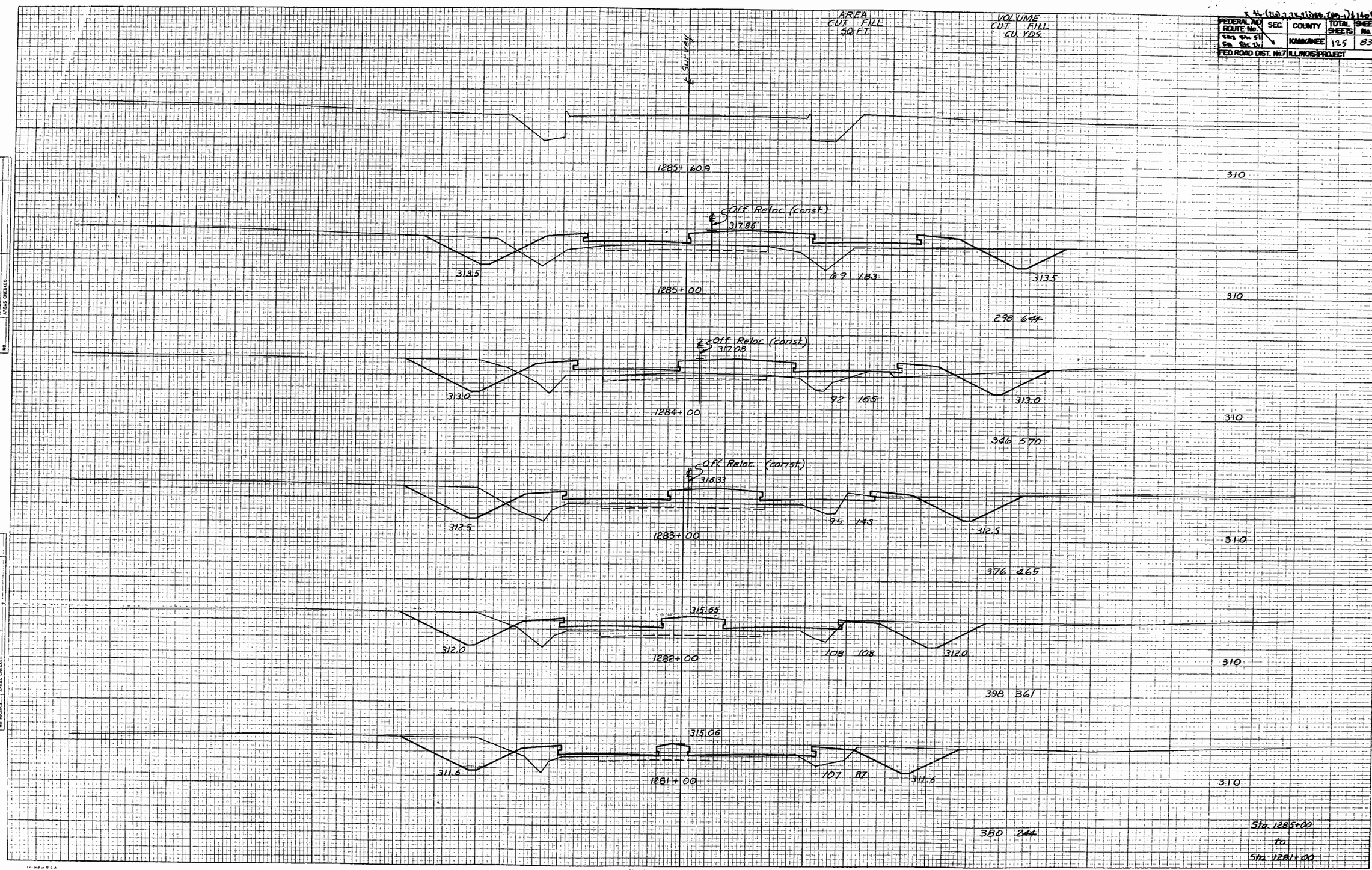
S.B.I. ROUTE 49

Printed in U.S.A. Co. ARKWRIGHT Tracing Cloth

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A.S. Rte. 51 / S.B.I. Rte. 49		KANKAKEE	125	83
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK 2332 2327 NO 2322	SURVEYED	ELLS	7-57
	PLOTTED	WWW	7-57
	TEMPLATE	WEH	3-58
	AREAS	WEH	8-58
	AREAS CHECKED	WEH	8-58



Printed in U.S.A. On ARWRIGHT Tracing Cloth

PLATE 3 CROSS SECTION U.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO-NEW YORK

S.B.I. ROUTE 49

Printed in U.S.A. On ARWRIGHT Tracing Cloth

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI 57 FA 26	4	KANKAKEE	125	84
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

FINAL SURVEY	
NOTE BOOK	SURVEYED
	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED
NO.	BY
	DATE

ORIGINAL SURVEY	
NOTE BOOK	SURVEYED
	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED
NO. 2857	BY
	DATE

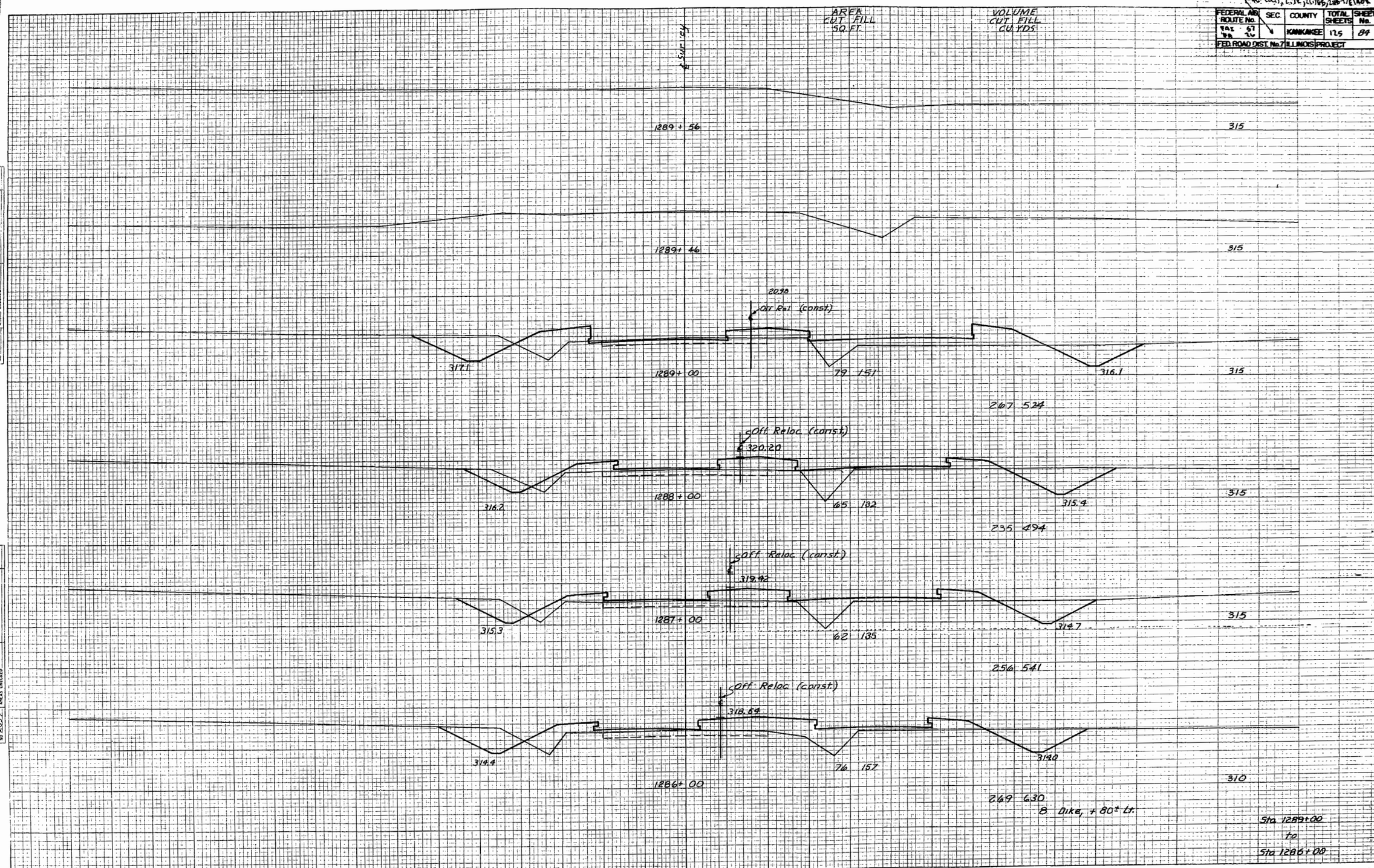


PLATE 3 CROSS SECTION B P R STANDARD

S.B.I. ROUTE 49

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAS 51 Sta. 3.4		KANKAKEE	125	85
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

FINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
NOTE BOOK 8887	SURVEYED	2-27
	PLOTTED E.H.S.	2-28
	TEMPLATE W.L.M.	2-28
	AREAS W.E.L.	2-29
	AREAS CHECKED	

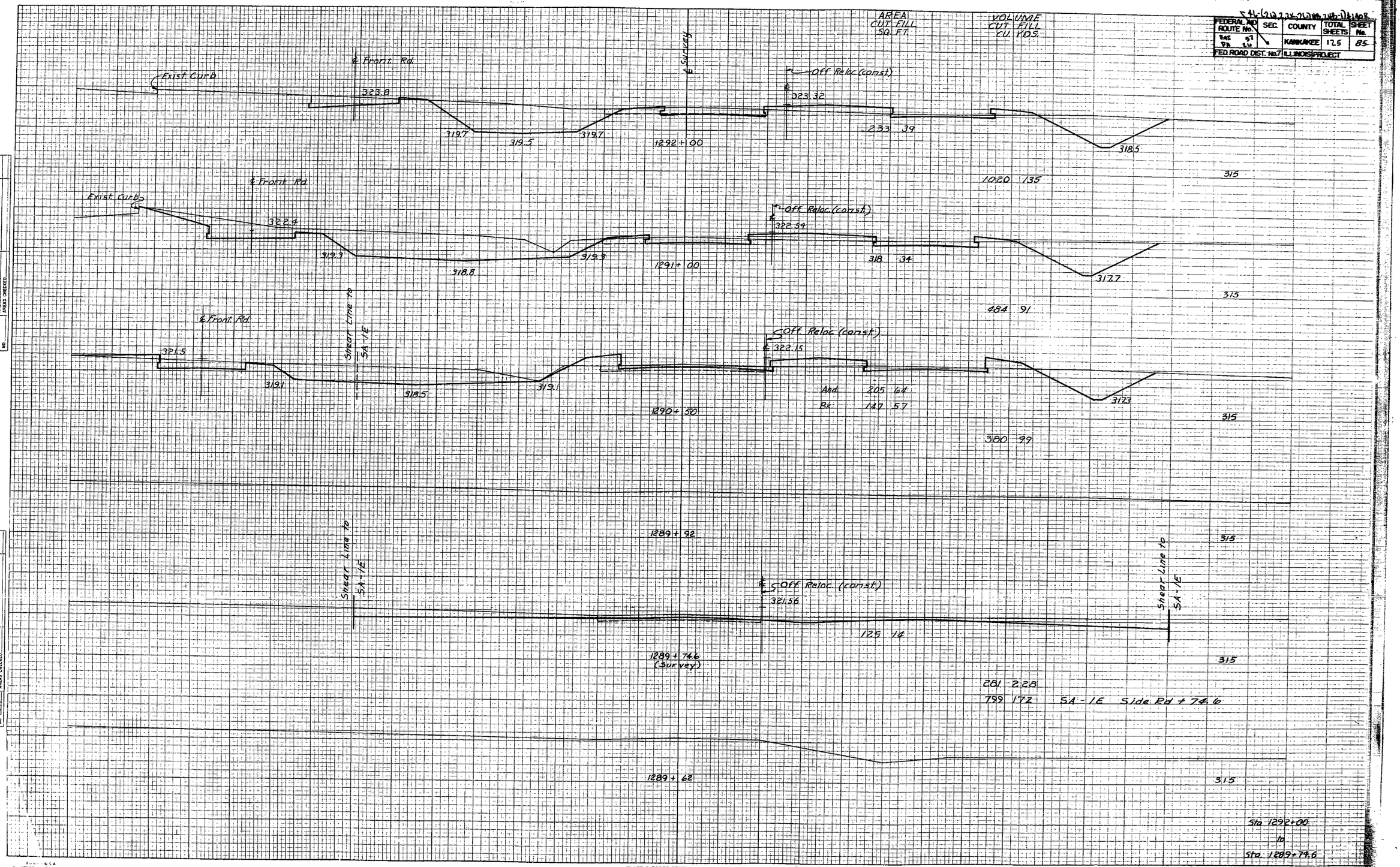


PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

S.B.I. ROUTE 49

FEDERAL AID ROUTE No.	SEC	COUNTY	TOTAL SHEETS	SHEET No.
FAI - 57 FAS - 126		KANKAKEE	125	86
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

FINAL SURVEY			
NOTE BOOK	SURVEYED		DATE
NO.	PLOTTED		BY
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY			
NOTE BOOK	SURVEYED	EDS	DATE
2857	PLOTTED	WJM	7-57
NO. 2869	TEMPLATE	WJM	2-58
	AREAS	WJM	2-59
	AREAS CHECKED	WJM	4-59

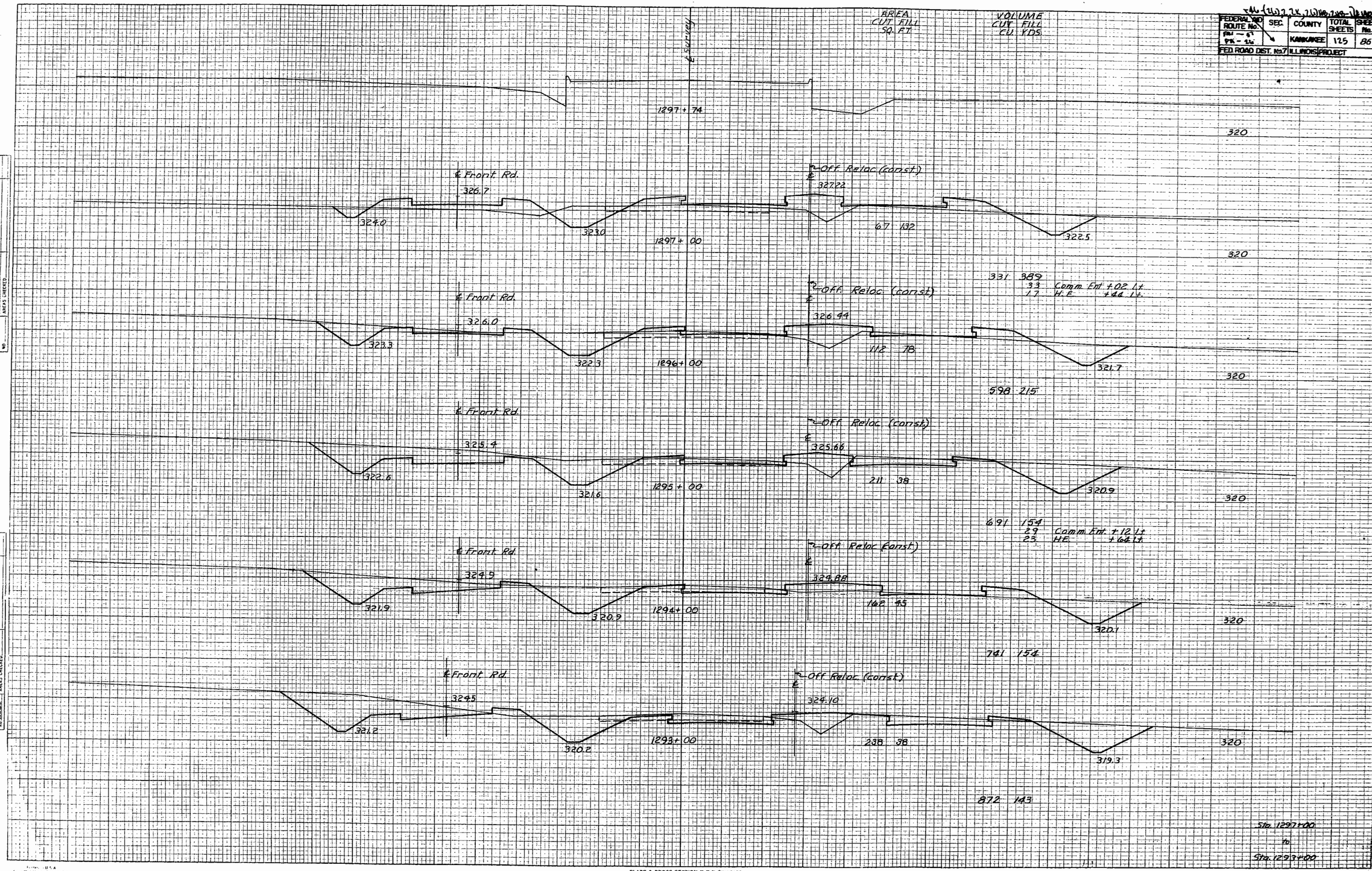


PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

S.B.I. ROUTE 49

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAS-57, 128-2		KANKAKEE	125	87
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO. 2662	SURVEYED	EHS	7-53
	PLOTTED	WJW	7-53
	TEMPLATE	WEH	3-58
	AREAS	WEH	3-58
	AREAS CHECKED	WEH	6-59

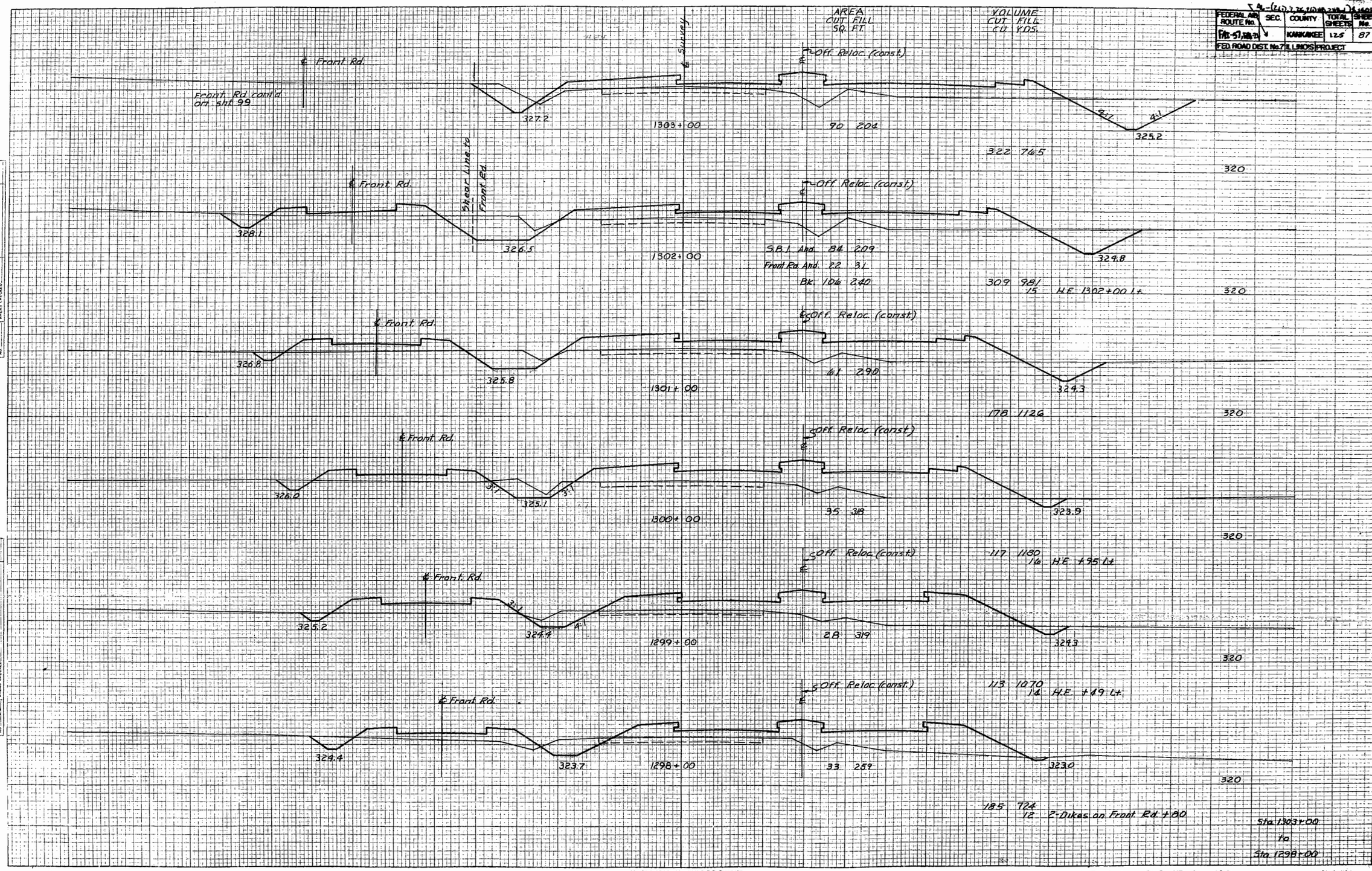
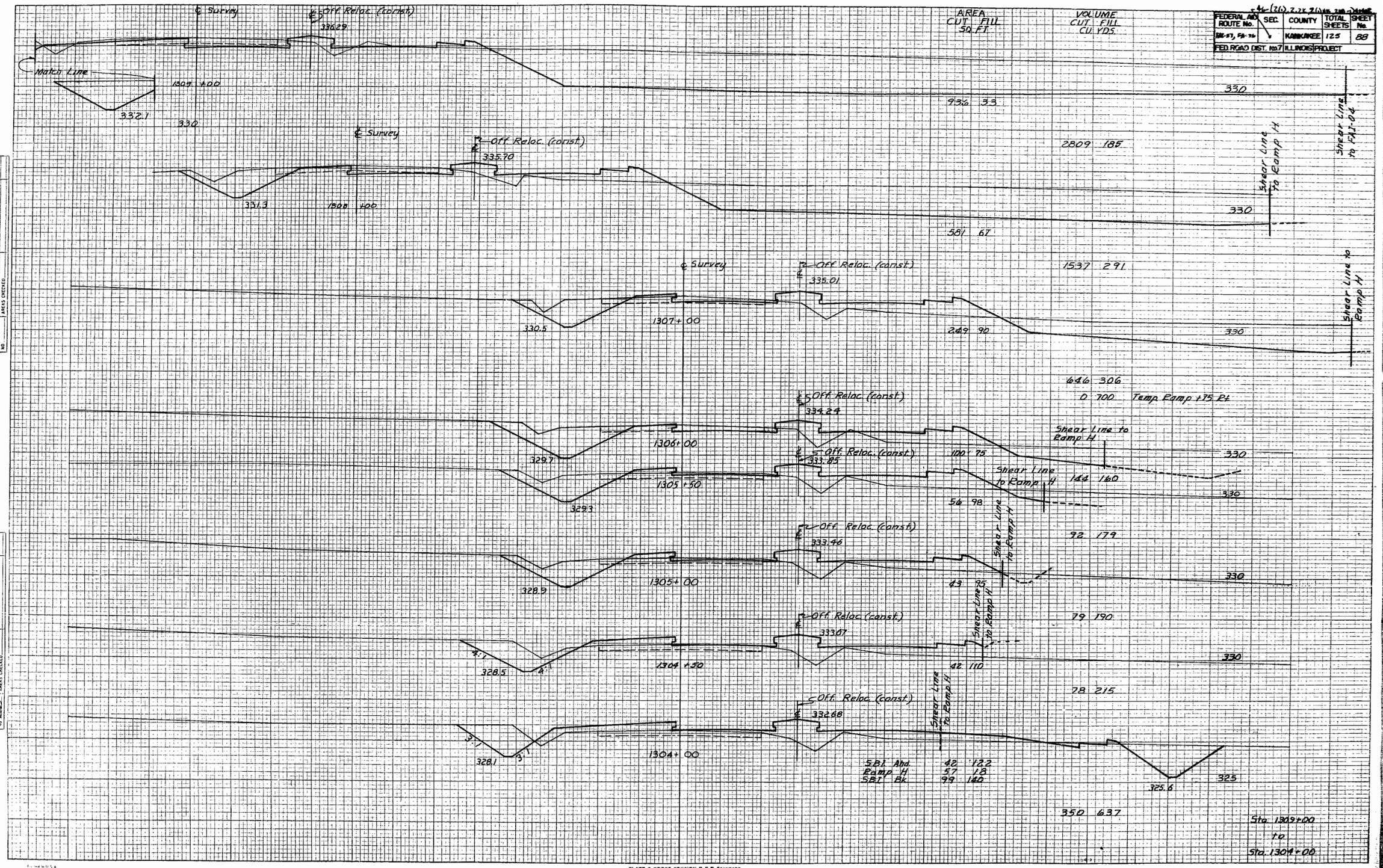


PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

S.B.I. ROUTE 49

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57, FA-26		KANKAKEE	125	88
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK		
NO.		

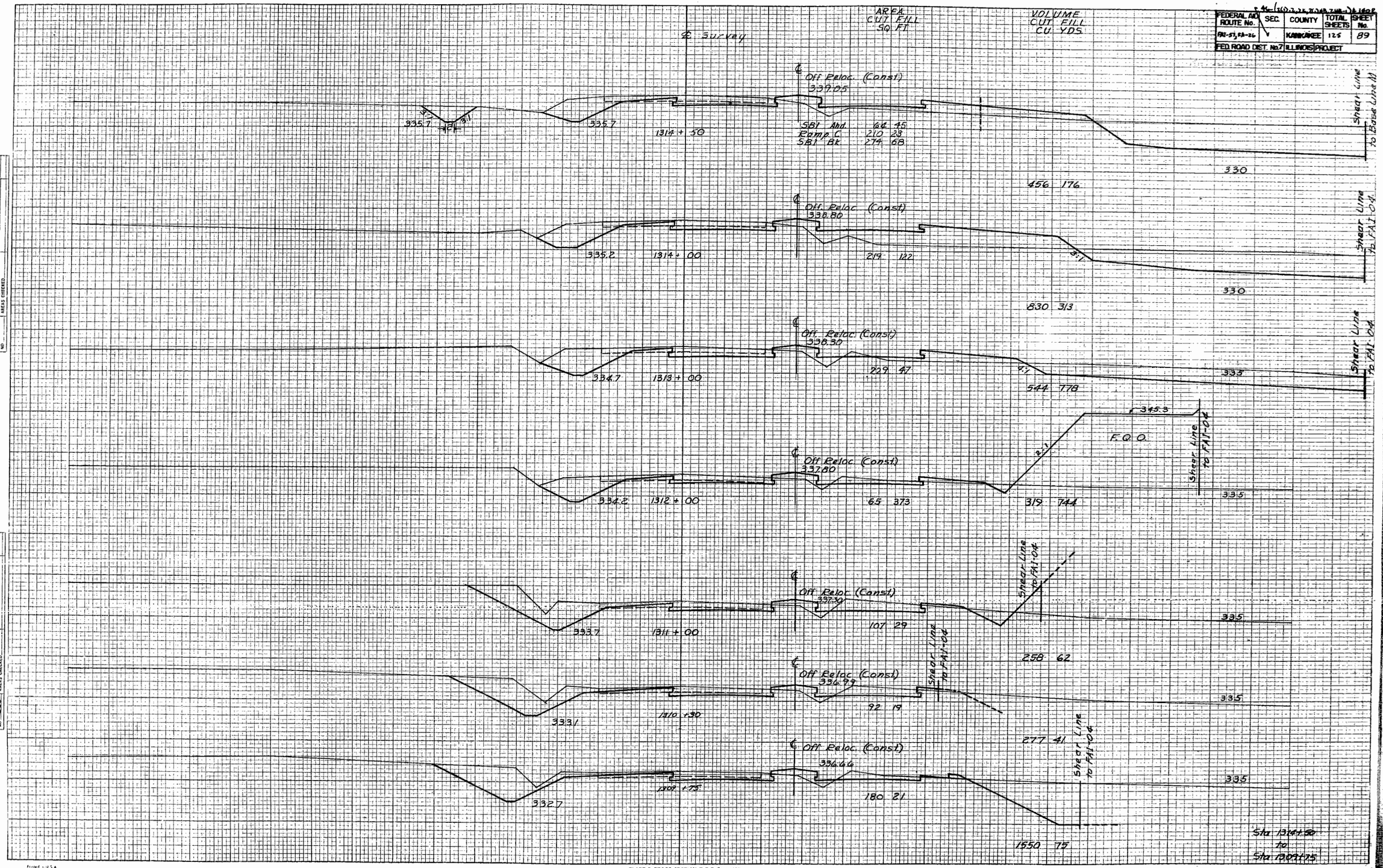
ORIGINAL SURVEY	BY	DATE
SURVEYED	EPS	8-7-57
PLOTTED	WJH	8-28
TEMPLATE	WPH	7-13
AREAS	WPH	7-30
AREAS CHECKED	WPH	
NO. 2869		

PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

Printed in U.S.A.
On ARWRIGHT Tracing Cloth

S.B.I. ROUTE 49

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57, FA-26	V	KANKAKEE	125	89
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	E.H.S.	7-57
	PLOTTED	R.J.W.	7-57
	TEMPLATE	W.E.H.	8-58
	AREAS	W.E.H.	8-58
NO. 2869	AREAS CHECKED		8-58

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PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO., CHICAGO - NEW YORK

S.B.I. ROUTE 49

Printed in U.S.A. On ARKWRIGHT Tracing Cloth

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57, FA-26	8	KANKAKEE	125	90
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

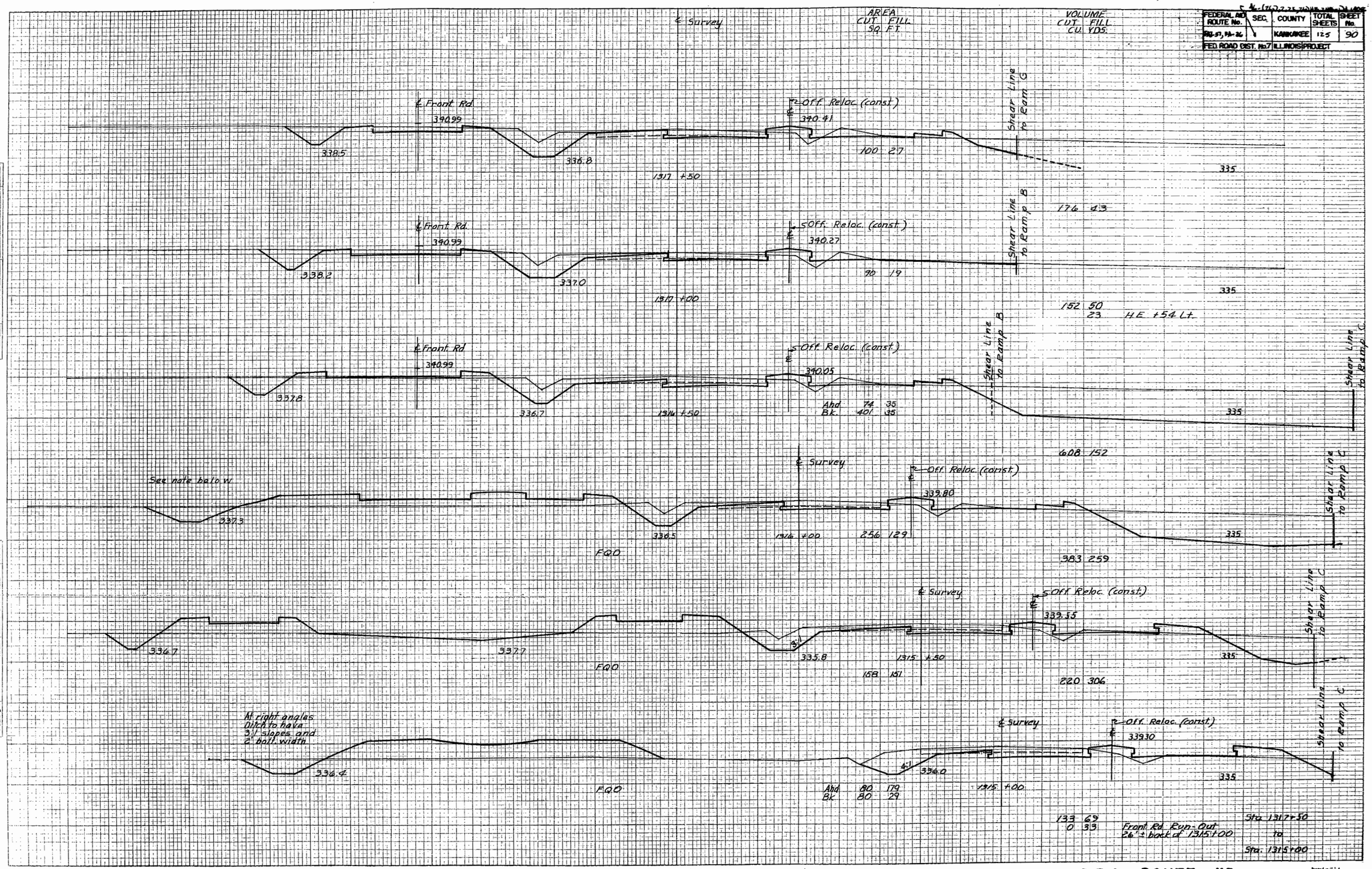


PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

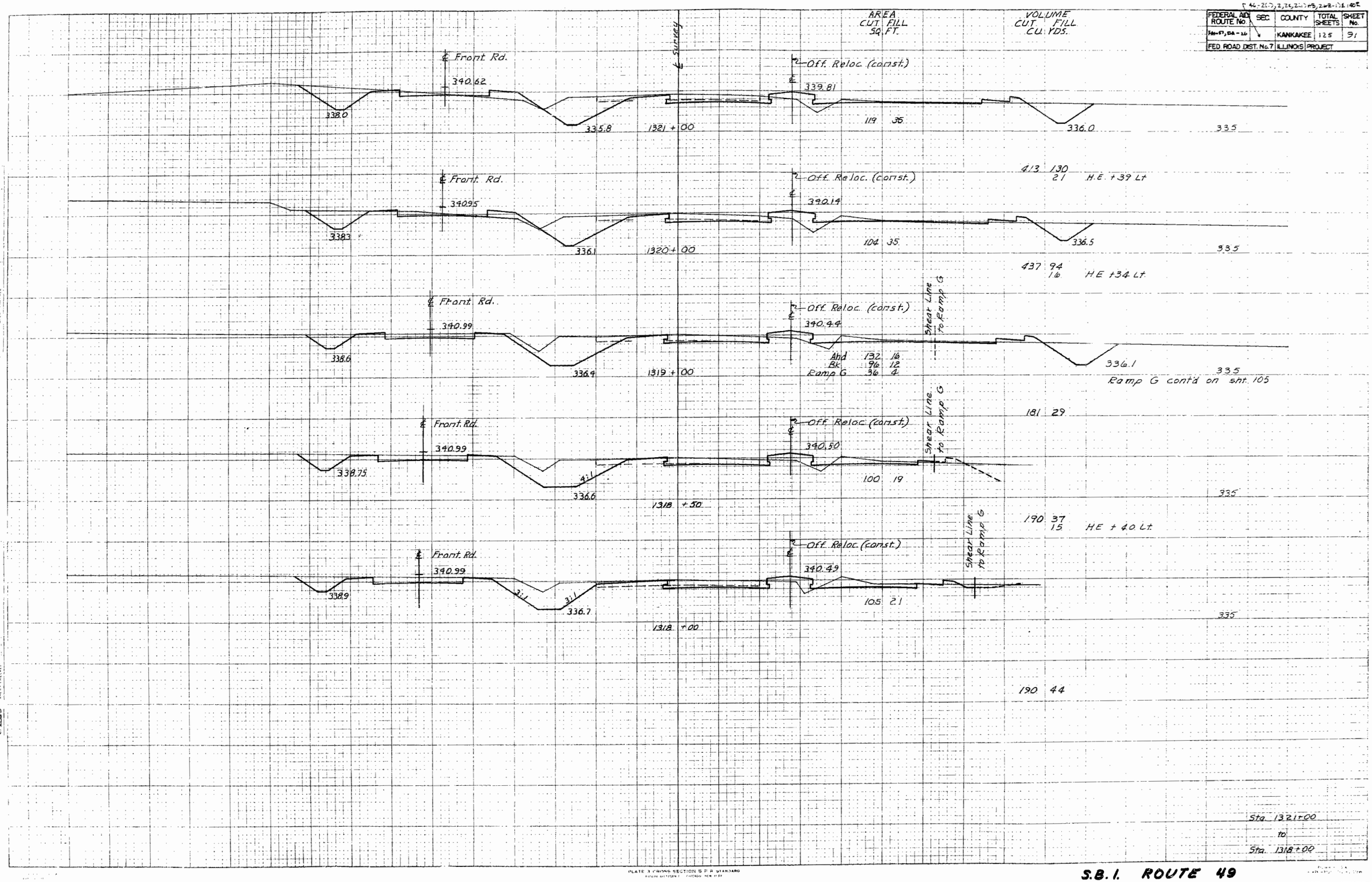
S.B.I. ROUTE 49

Printed in U.S.A.
On ALBANY BOND Training Cloth

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		
NO.			

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	EHS	7-37
	PLOTTED	WLW	7-38
	TEMPLATE	WLW	7-38
	AREAS	WEH	7-39
	AREAS CHECKED		
NO. 2869			

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FA-F, BA-26		KANKAKEE	125	91
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

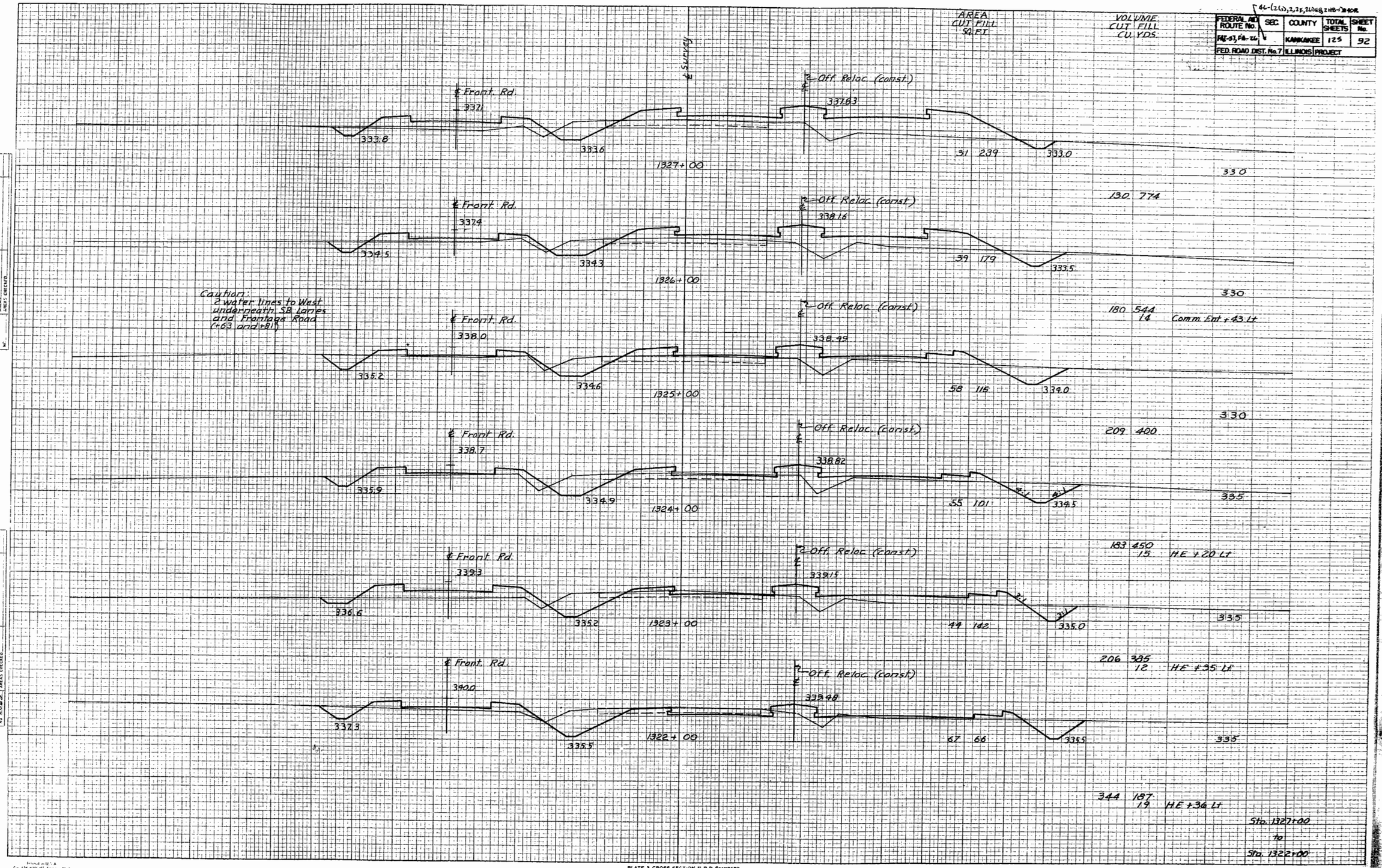


Sta. 1321+00
to
Sta. 1318+00

PLATE 3 CROSS SECTION S.P.R. STANDARD

S.B.I. ROUTE 49

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57, FA-22 (44-(26),2,28,26)B, 2 HB-1 & 40R		KANKAKEE	125	92
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK		
NO.		

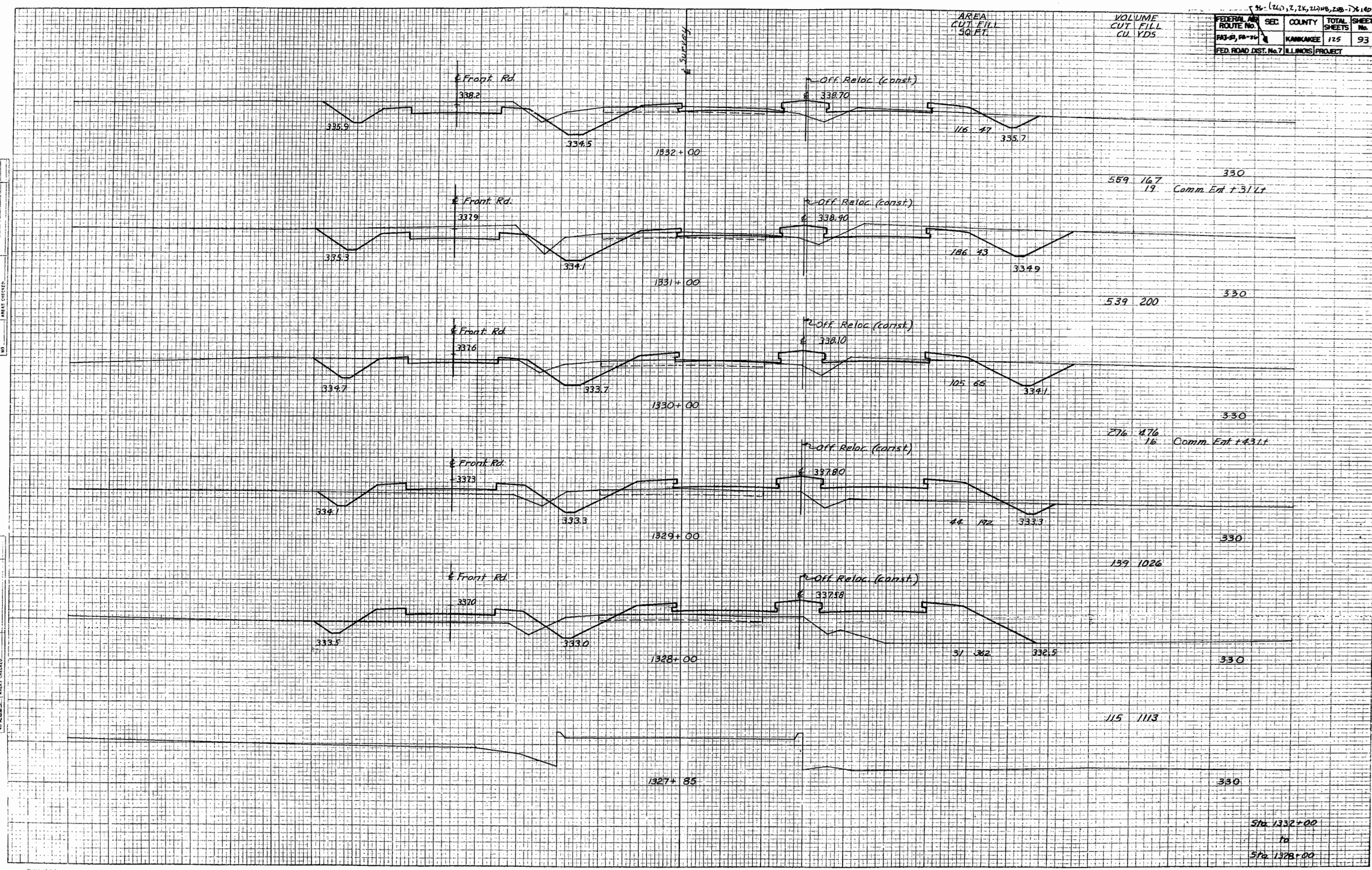
ORIGINAL SURVEY	BY	DATE
SURVEYED	EHS	3-57
PLOTTED	WJW	3-58
TEMPLATE	W.E.H.	3-59
AREAS	W.E.H.	4-59
AREAS CHECKED		
NOTE BOOK		
NO. 2069		

PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO., CHICAGO - NEW YORK

S.B.I. ROUTE 49

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57, FB-26		KANKAKEE	125	93
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

56-(2L), 2, 2K, 2L) HB, 2HB-1) 61 HDR



FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK		
NO		

ORIGINAL SURVEY	BY	DATE
SURVEYED	E.H.C.	7-27
PLOTTED	R.J.M.	7-28
TEMPLATE	W.E.H.	7-29
AREAS	W.R.H.	7-29
AREAS CHECKED		
NOTE BOOK 2869		

PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

Printed in U.S.A.

S. B. I. ROUTE 49

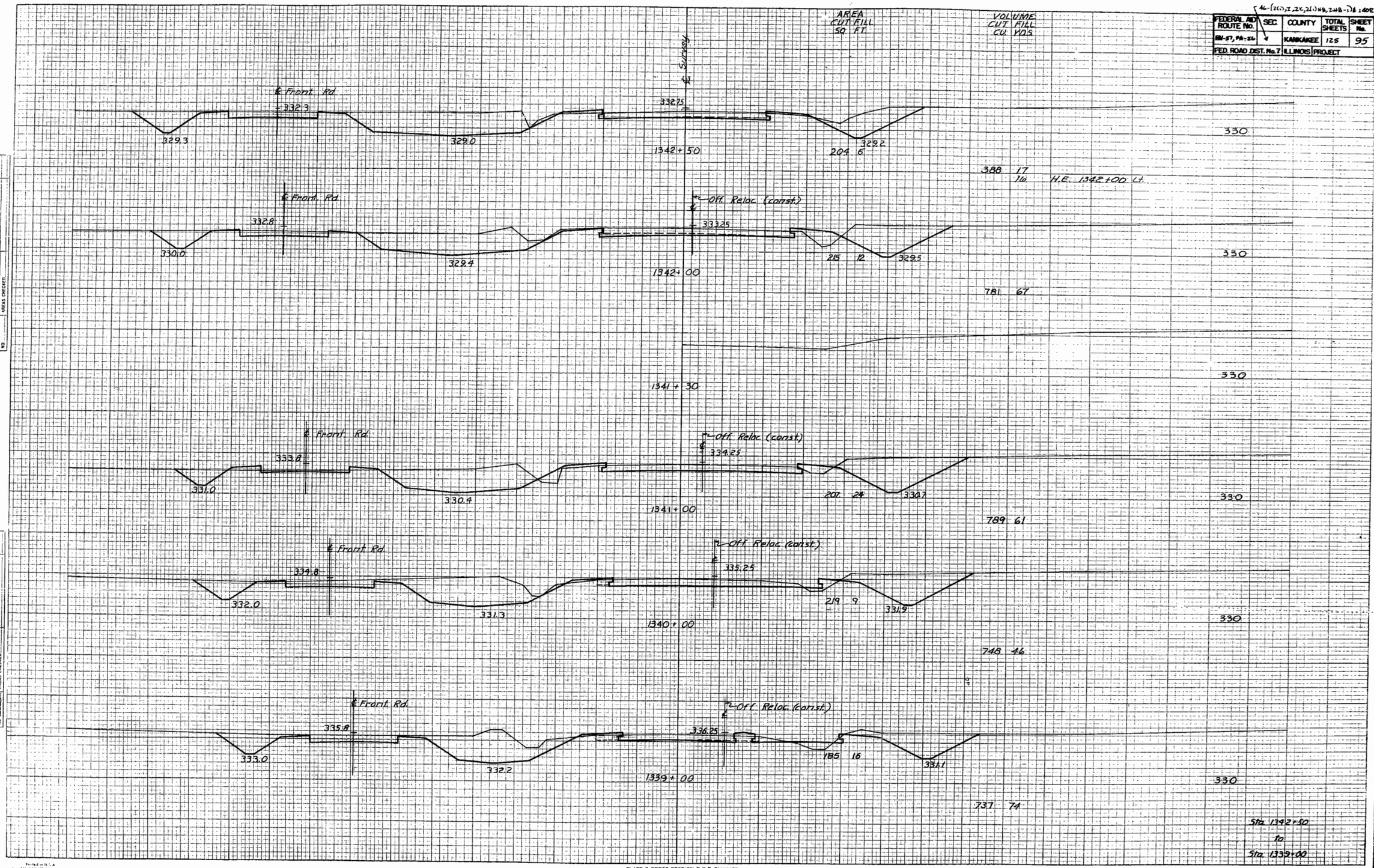
Printed in U.S.A.
On ARNEWRIGHT Tracing Cloth

FEDERAL AID ROUTE No.	SEC	COUNTY	TOTAL SHEETS	SHEET No.
BM-57, PA-26		KANKAKEE	125	95
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

46-(26), 2, 26, 26) 4B, 24B-1) B 1402

FINAL SURVEY	BY	DATE
SURVEYED	EHS	7-57
PLOTTED	WEW	7-58
TEMPLATE	WEW	7-58
AREAS	WEZ	7-59
AREAS CHECKED		
NOTE BOOK		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK NO. 2933		



Sta. 1342+50
to
Sta. 1339+00

Printed in U.S.A.
On ARWBC-47 Tracing Cloth

PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

S.B.I. ROUTE 49

Printed in U.S.A.
On ARWBC-47 Tracing Cloth

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
BR-37, FA-26		KANKAKEE	125	96
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED	EHS	7-27
	PLOTTED	WLM	7-28
	TEMPLATE	WRH	3-49
	AREAS	WRH	4-59
NO 2933	AREAS CHECKED	WRH	

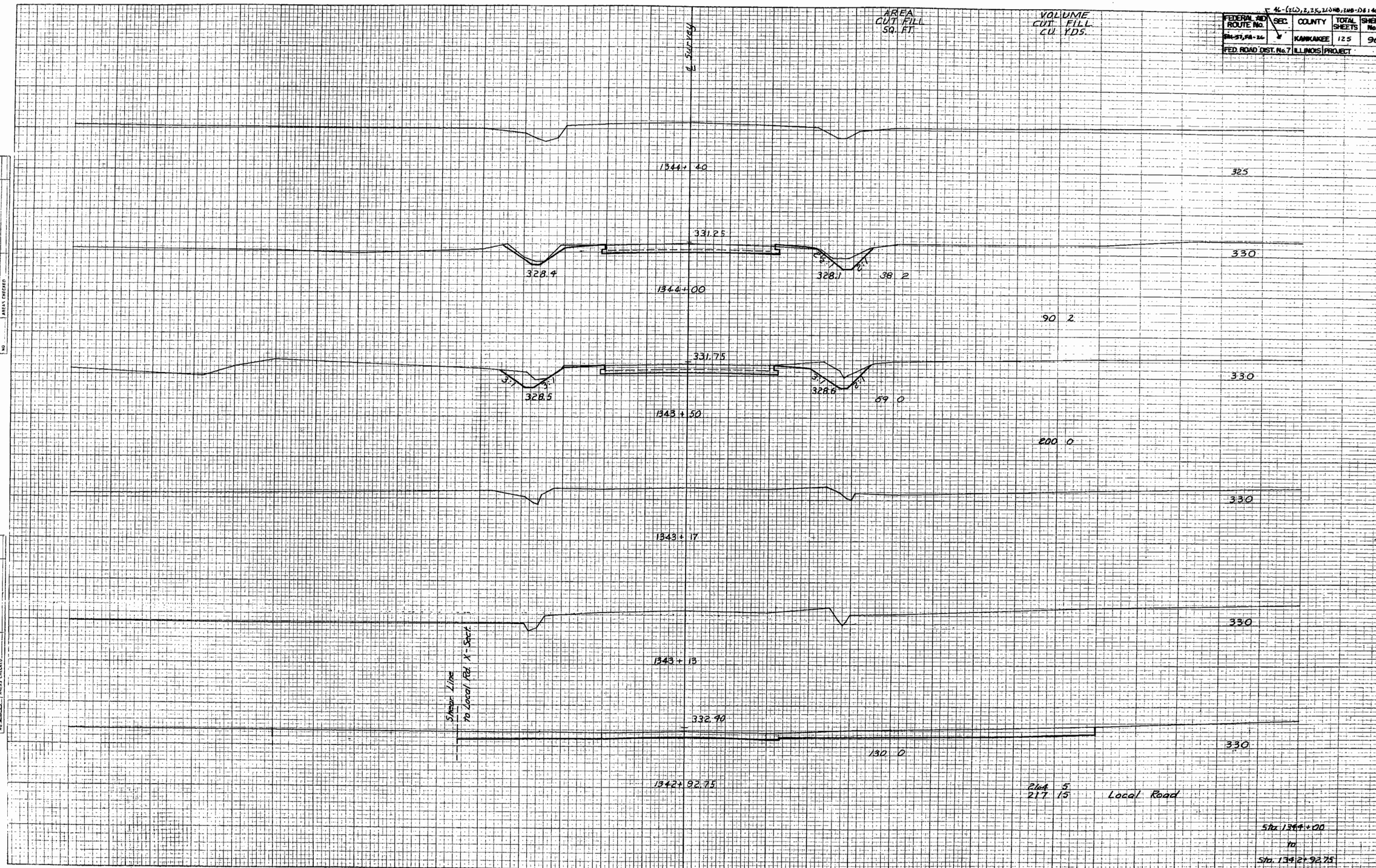


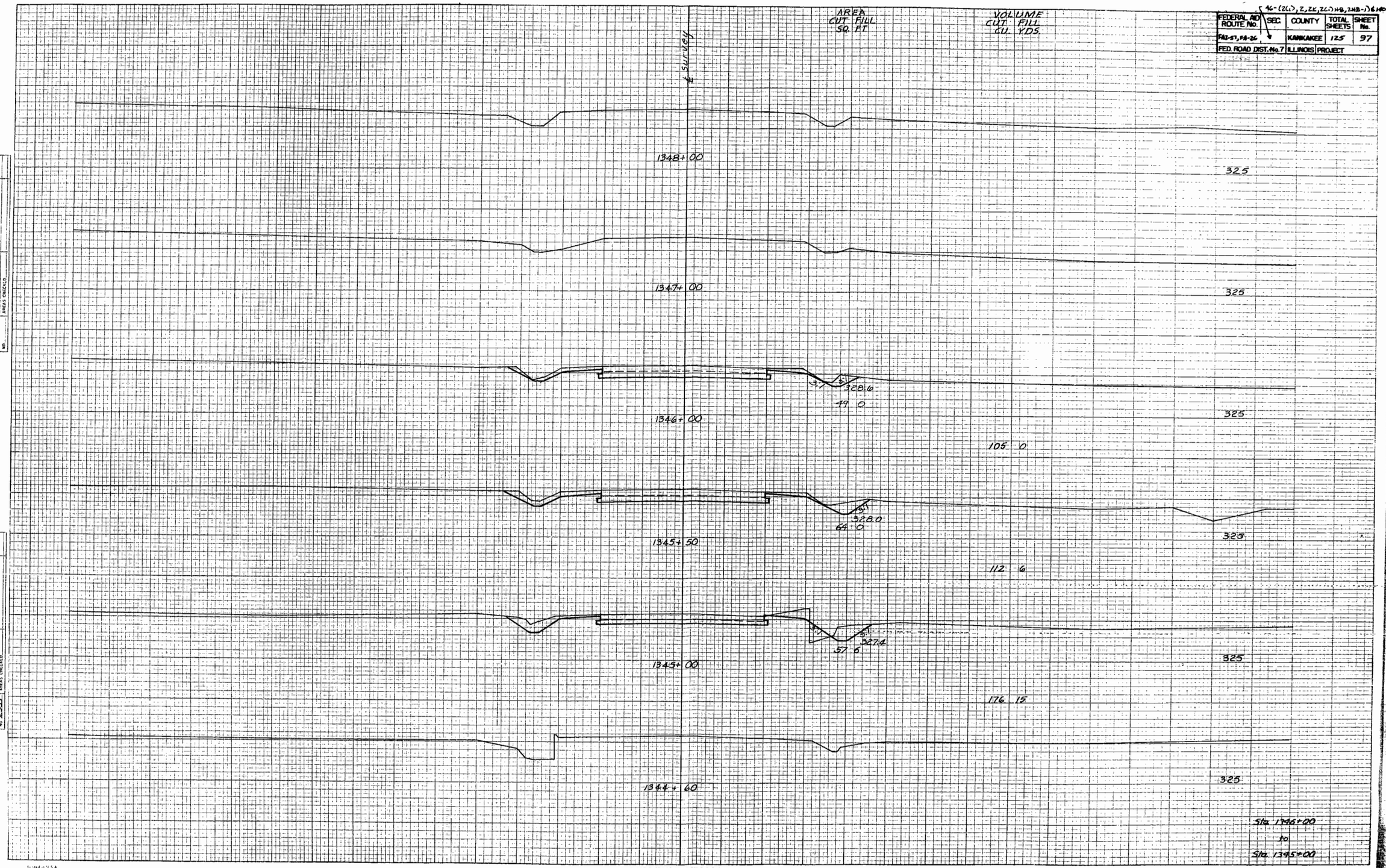
PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

Printed in U.S.A.
On ARWRIGHT Tracing Cloth

S.B.I. ROUTE 49

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57, FA-26		KANKAKEE	125	97
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

46-(2L), 2, 2L, 2L) 4B, 2NB-1) 6,400R



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO 2933	SURVEYED	EHS	2-57
	PLOTTED	MJW	7-58
	TEMPLATE	WLZH	7-58
	AREAS	WLZH	2-59
	AREAS CHECKED		

PLATE 3 CROSS SECTION S P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

Printed in U.S.A.
On ARCHWRIGHT Tracing Cloth

S.B.I. ROUTE 49

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57, FA-26		KANKAKEE	125	98

FED. ROAD DIST. No. 7 ILLINOIS PROJECT

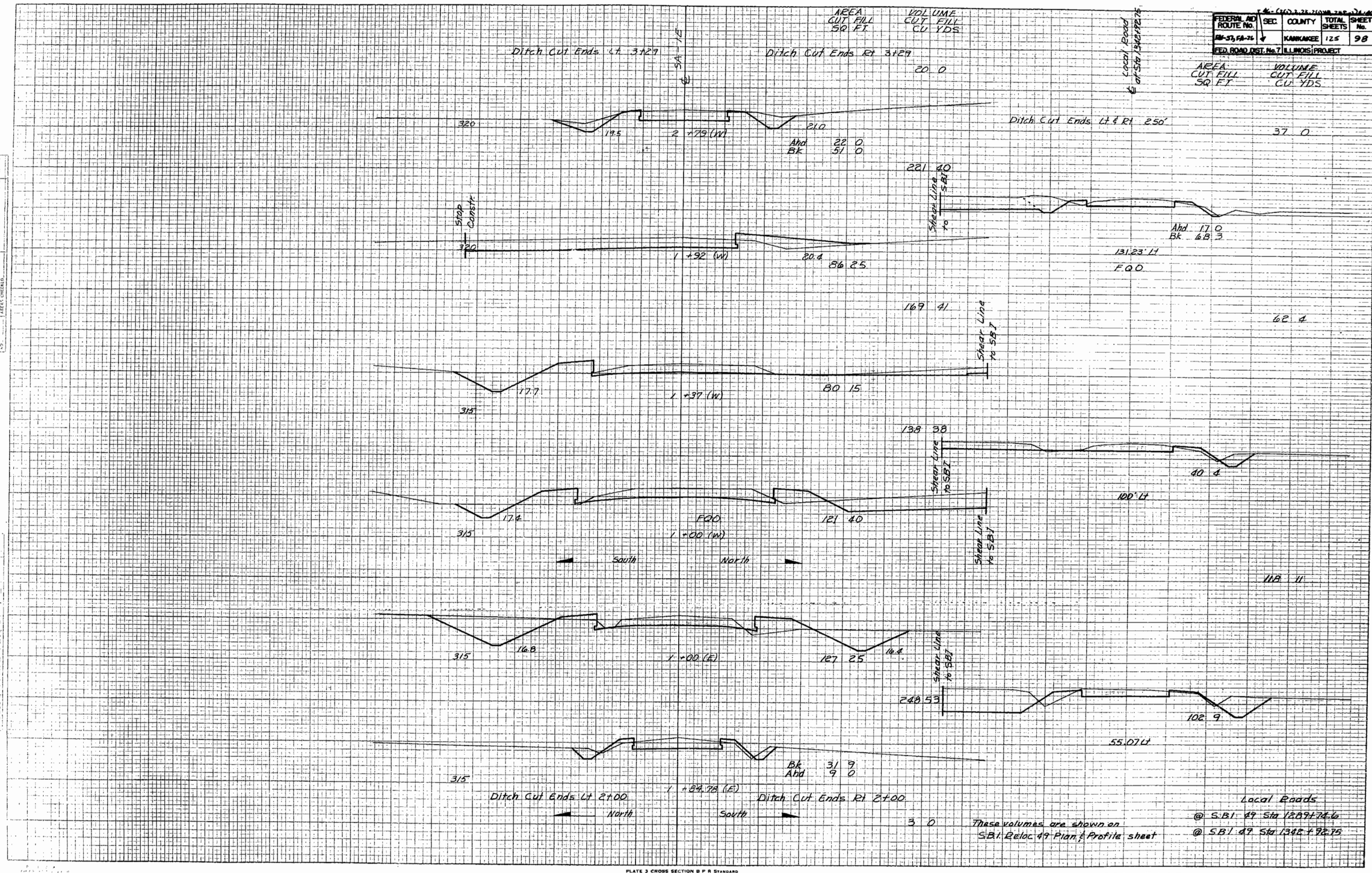


PLATE 3 CROSS SECTION B.P.R. STANDARD
ENGINE DIVISION C.T. CHICAGO - NEW YORK

LOCAL ROADS

Printed in U.S.A.
Co. - MEMPHIS Trade Clak

98

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57, FA-26	Y	KANKAKEE	125	99
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

AREA CUT FILL SQ. FT. — VOLUME CUT FILL CU. YDS.

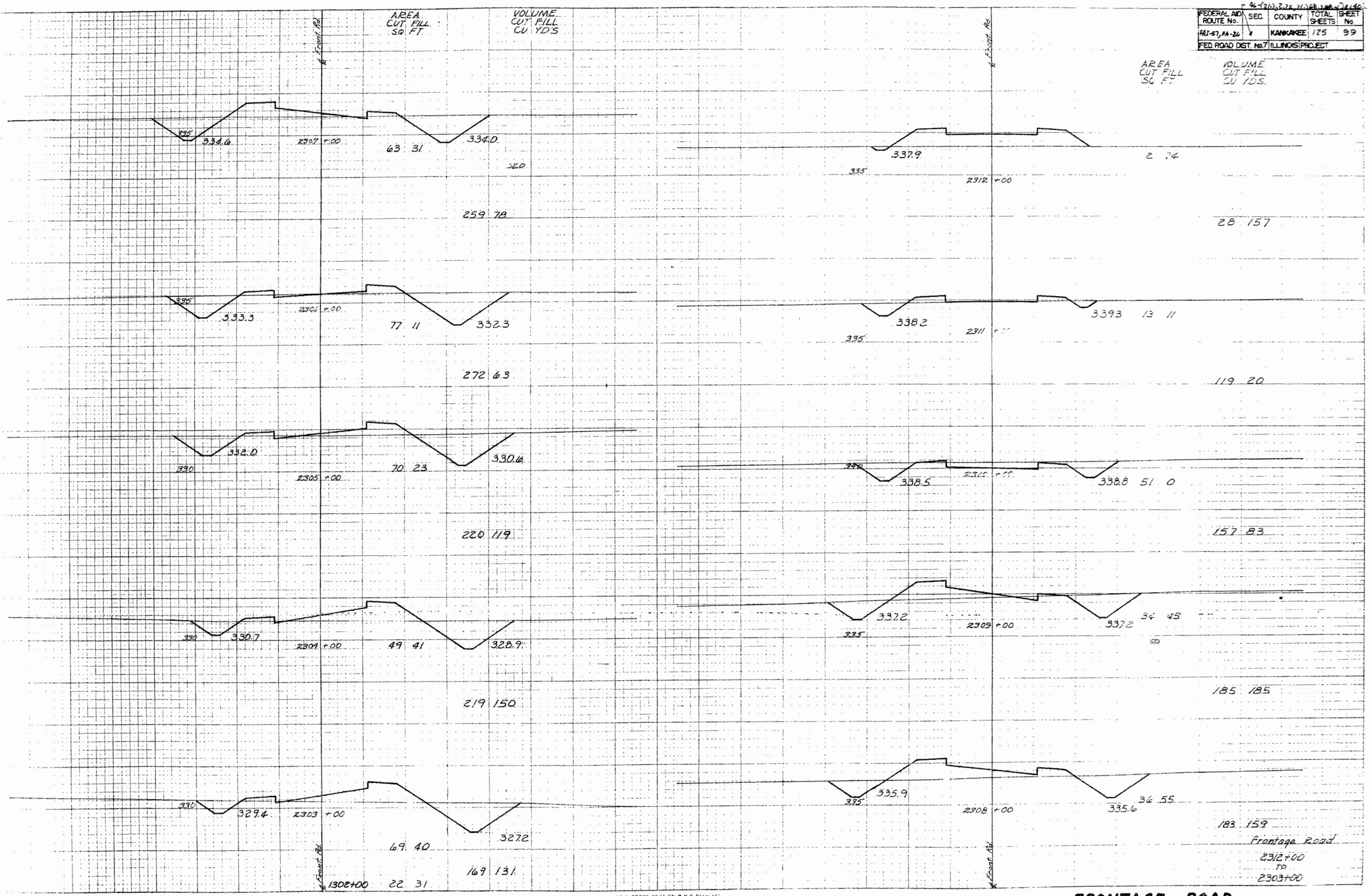


PLATE 3 CROSS SECTION & M.R. STANDARD

FRONTAGE ROAD

FEDERAL AID ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57, 6A-26		KANKAKEE	125	100
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

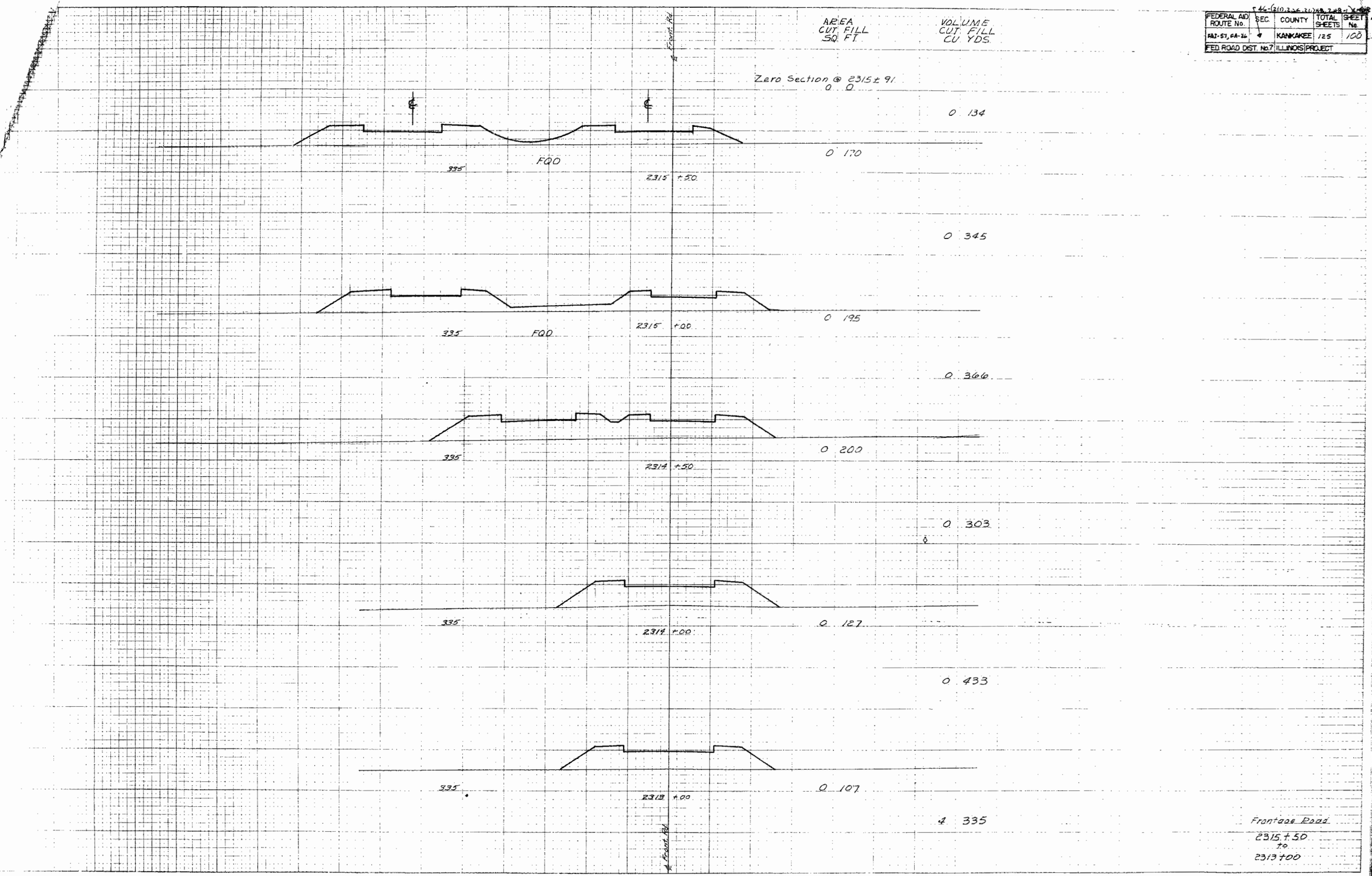


PLATE 3 CROSS SECTION & P.A. STANDARD
(JOINT PROJECT) CHICAGO, NEW YORK

FRONTAGE ROAD

RCW 6.87
SJC 3/89
WEH 3/89
WEH 4/89

FEDERAL AID ROUTE No.	SEC	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57, FA-26		KANKAKEE	125	109
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

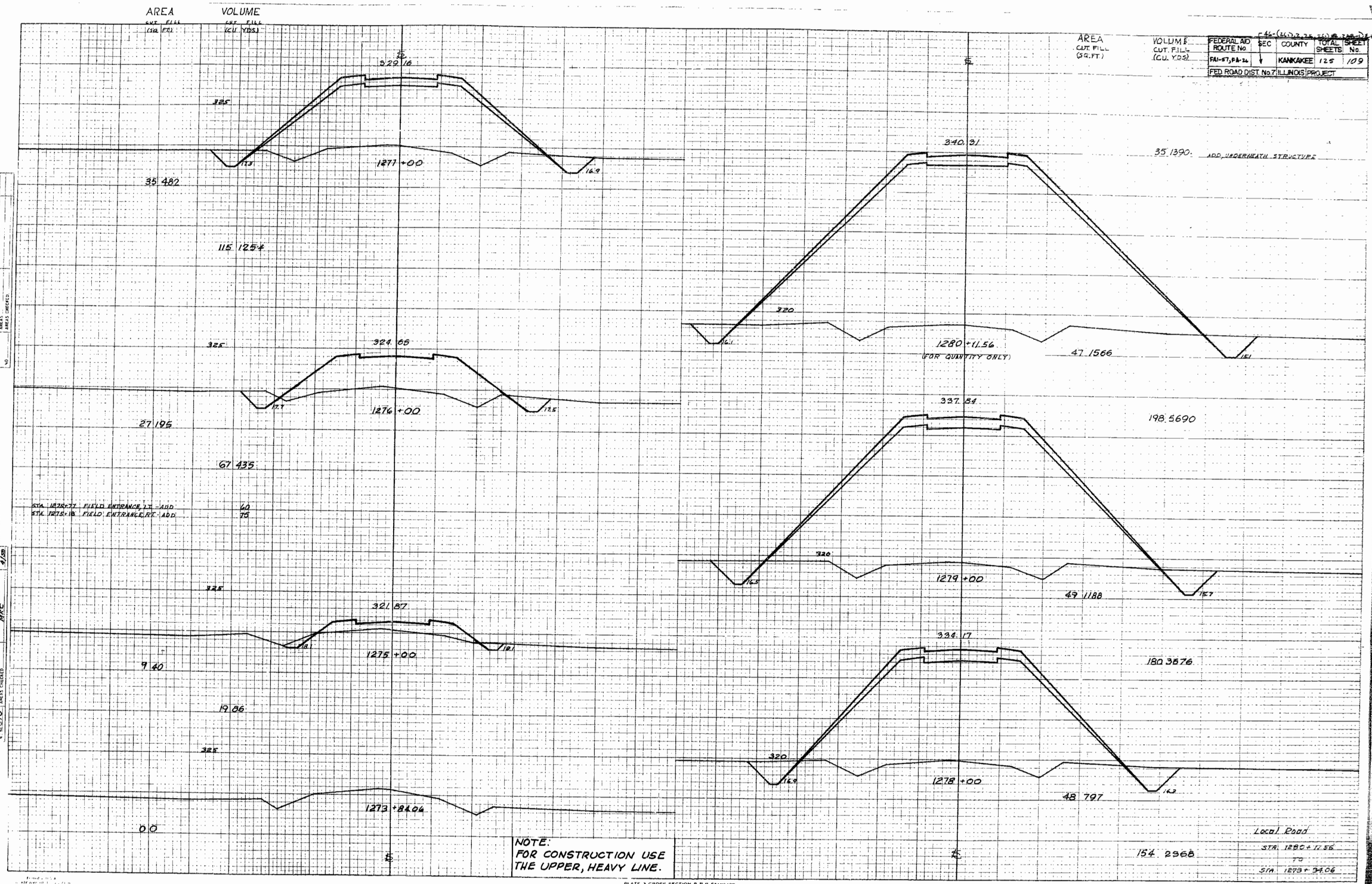


PLATE 3 CROSS SECTION B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO NEW YORK

LOCAL ROAD AT F.A.I. STA. 281+16.40

#11

FEDERAL AID ROUTE No.	SEC	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57, FA-26		KANKAKEE	125	110
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

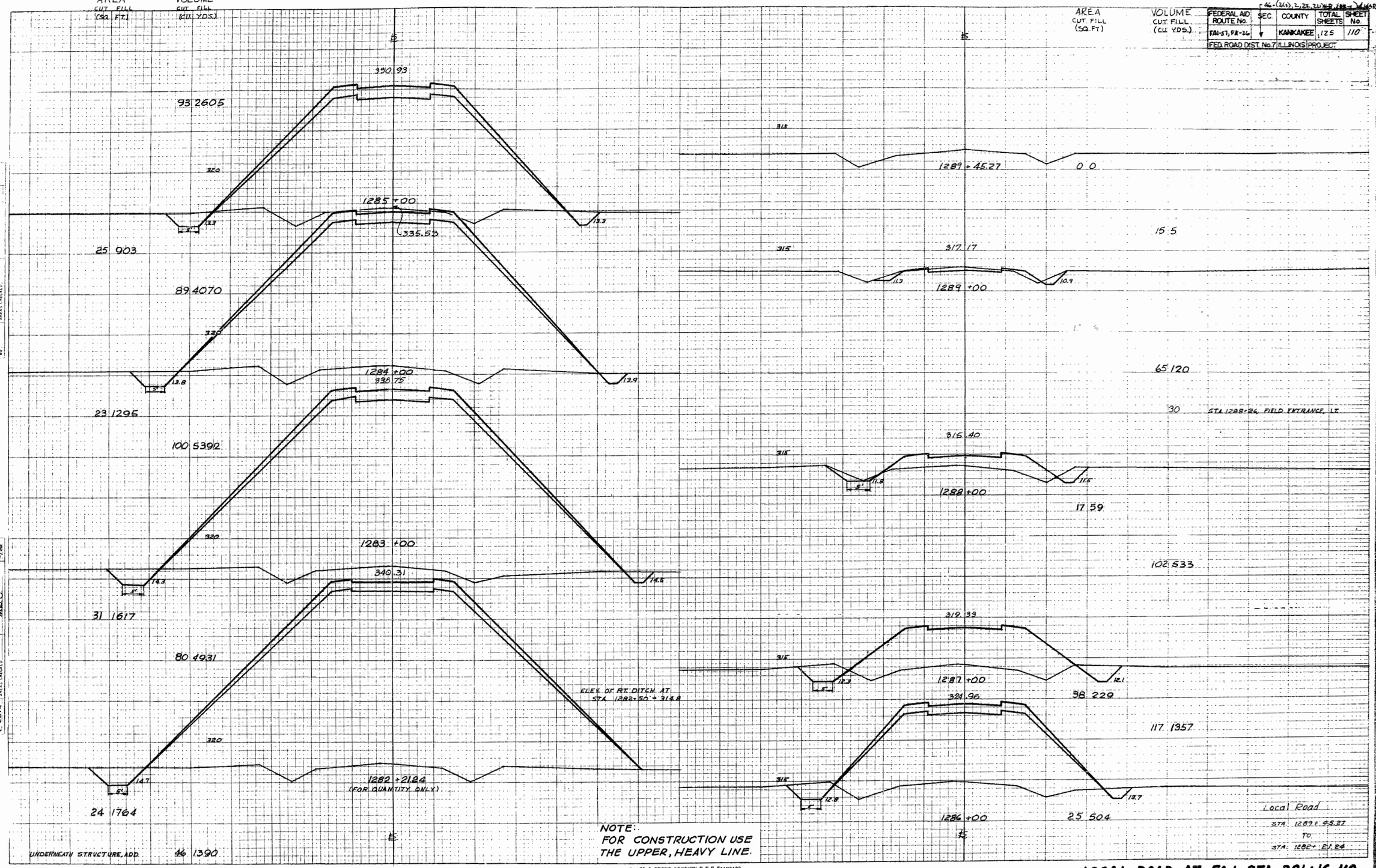


PLATE 3 CROSS SECTION B.P.R. STANDARD

LOCAL ROAD AT F.A.I. STA. 281+16.40

#11

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
FAI-57, FA-26		KANKAKEE	125	111
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

[FA-(26), 2, 24, 26) SB, 2B3-1) 6160

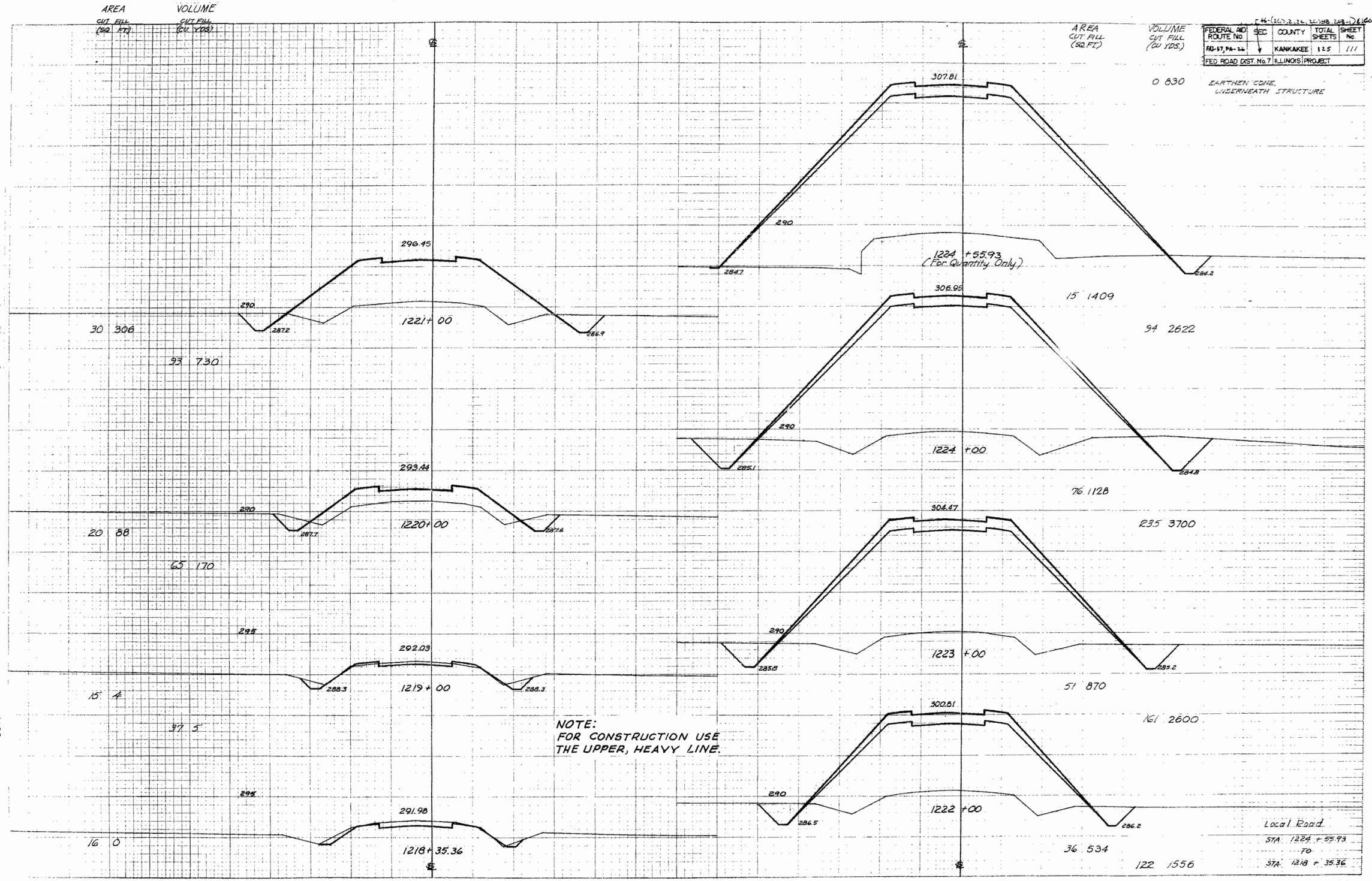


PLATE 3 CROSS SECTION E.F.N. STANDARD

LOCAL ROAD AT F.A.I. STA. 225+59.91

#12

REV. FEB. 3-60
REV. NOV. 8 1956
REV. JUL. 1 1952
REV. JAN. 1 1949
REV. JUN. 1 1942
2867