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

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

SCALES

PLAN	1 INCH	100 FT.
PROFILE, HOR.	1 INCH	100 FT.
PROFILE, VERT.	1 INCH	10 FT.
CROSS-SECTIONS	1 INCH	5 FT.

F.A. ROUTE 45
SECTION 15,16 (R,W&RS),16 BR & 16 BR-1
PROJECT F-30(8)
KANKAKEE COUNTY

C-93-039-65

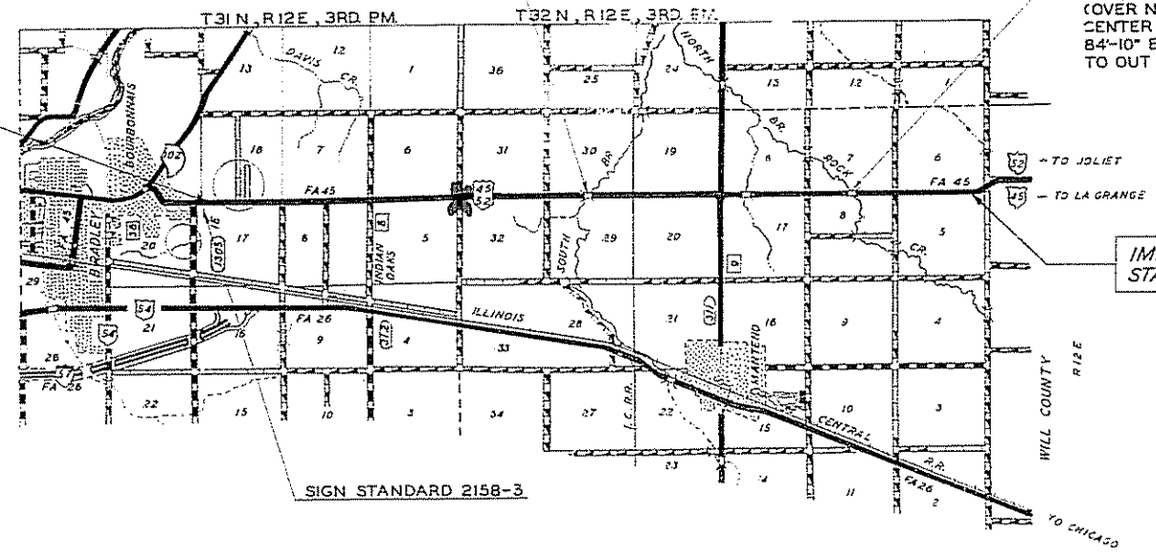
INDEX OF SHEETS ON SHEET NO. 5

STATION 355+59.23 TO STATION 356+75.77
PROPOSED 3 SPAN PRECAST PRESTRESSED CONCRETE BRIDGE DECK (OVER SOUTH BRANCH OF ROCK CREEK) CENTER SPAN 37'-9 1/2", 2 END SPANS 37'-1 1/2", 116'-6 1/2" BK TO BK OF ABUTMENTS, 46'-7" OUT TO OUT DECK

STATION 516+66.58 TO STATION 517+51.42
PROPOSED 3 SPAN CONTINUOUSLY REINFORCED CONCRETE BRIDGE DECK (OVER NORTH BRANCH OF ROCK CREEK) CENTER SPAN 30'-10", 2 END SPANS 24'-7", 84'-10" BK TO BK OF ABUTMENTS, 46'-6" OUT TO OUT DECK.

IMPROVEMENT BEGINS AT STATION 131+76.42

IMPROVEMENT ENDS AT STATION 579+20.42

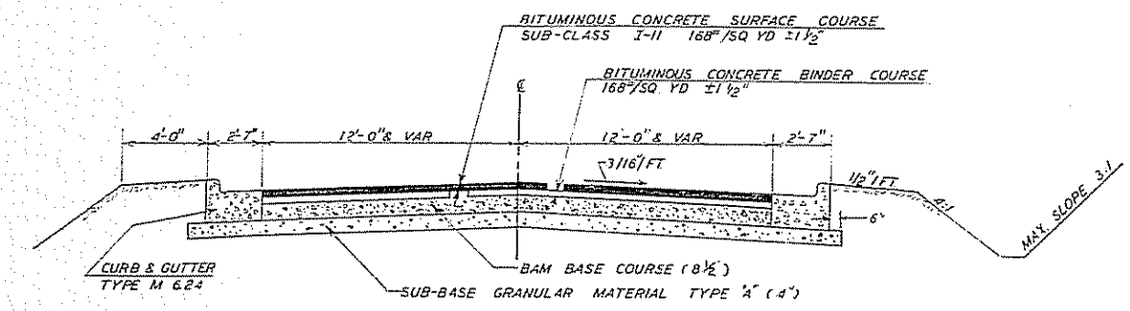


SIGN STANDARD 2158-3

SCALE 1" = 1 MILE APPROX.
NET LENGTH = 44,744.00 FT = 8.47424 MILES

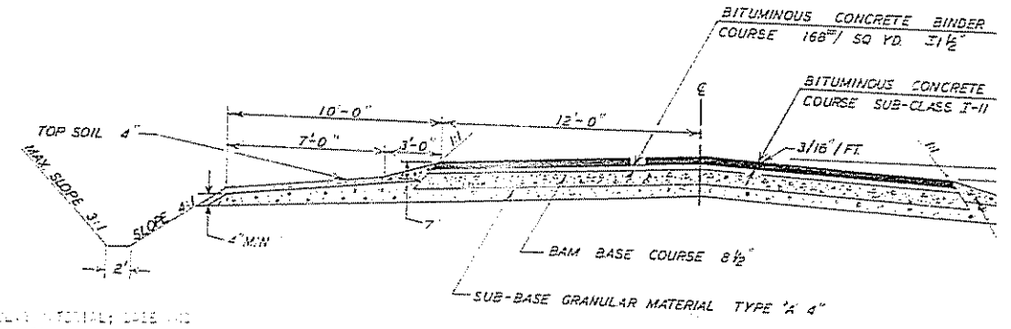
LOCATION OF S

HIGHW
488 (8



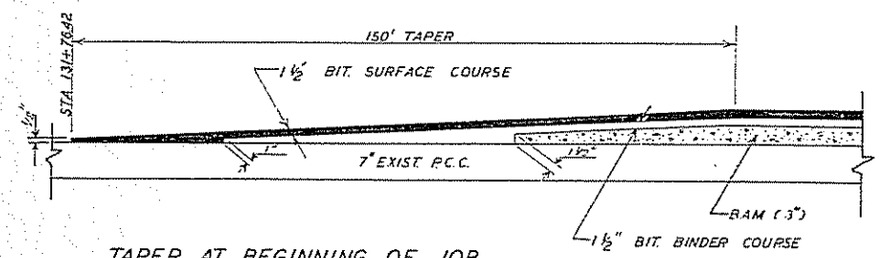
TYPICAL SECTION MANTENO ROAD

STA. 8+76.06 TO 9+88
STA 10+12 TO 11+25.78

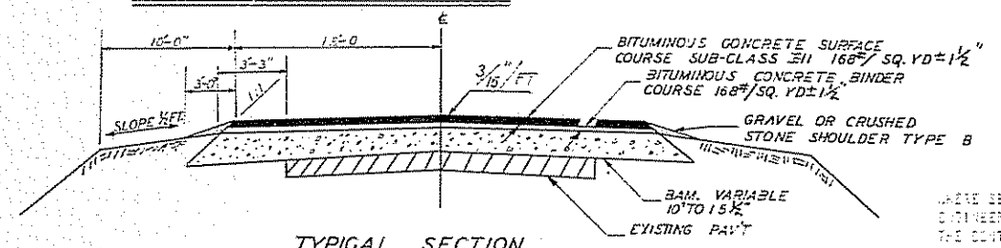


TYPICAL SECTION

STA. 177+10	TO	STA. 185+60	STA. 452+85	TO	ST
STA. 188+75	TO	STA. 193+00	STA. 453+15.95	TO	ST
STA. 267+10	TO	STA. 276+40	STA. 490+45	TO	ST
STA. 297+40	TO	STA. 298+75			

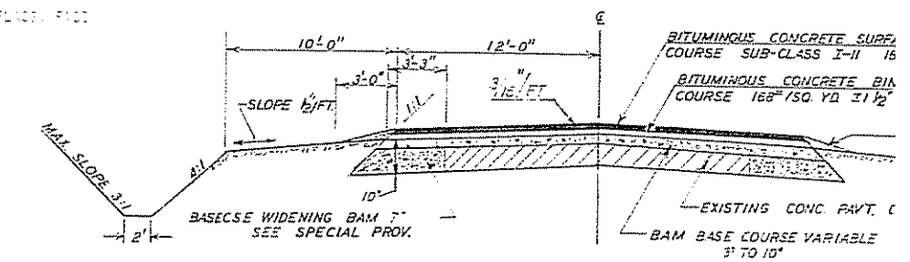


TAPER AT BEGINNING OF JOB



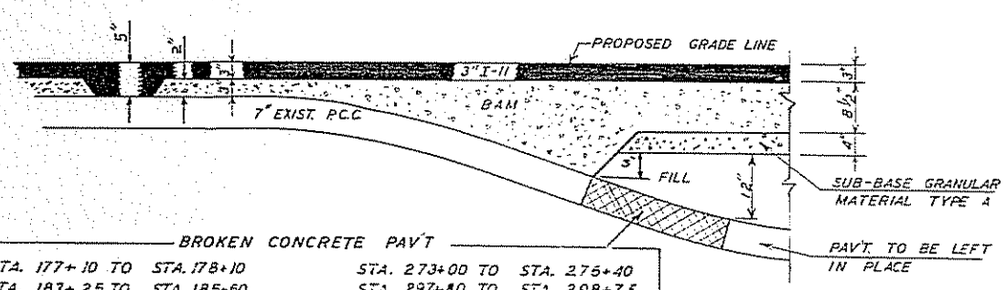
TYPICAL SECTION

STA. 176+35	TO	177+10	STA 295+40	TO	297+40
STA. 185+60	TO	187+50	STA 298+75	TO	302+50
STA. 265+00	TO	267+10	STA 349+40	TO	355+38.15
STA. 276+40	TO	277+65	STA 356+86.85	TO	364+00



TYPICAL SECTION

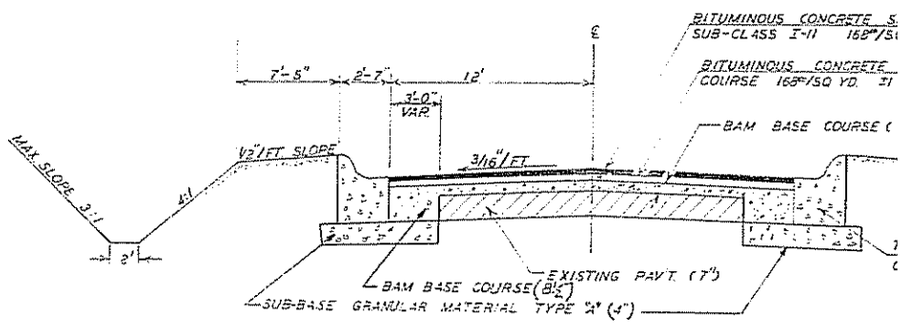
STA. 131+76.42	TO	STA. 176+35	STA 364+00	TO	
STA. 187+50	TO	STA. 188+75	STA. 439+08.83	TO	
STA. 193+00	TO	STA. 266+00	STA. 453+25	TO	
STA. 277+65	TO	STA. 295+40	STA. 490+55	TO	
STA. 302+50	TO	STA. 349+40	STA. 517+74.18	TO	



BROKEN CONCRETE PAV'T

STA. 177+10	TO	STA. 178+10	STA. 273+00	TO	STA. 275+40
STA. 183+25	TO	STA. 185+50	STA 297+80	TO	STA. 298+75
STA. 267+10	TO	STA. 271+00			

METHOD OF TRANSITIONING FROM RESURFACING TO RECONSTRUCTION



TYPICAL SECTION

@ STA. 436+59.11 & STA. 439+08.83

TYPICAL

RIGHT OF WAY MARKERS

STATION	SIDE	DISTANCE FROM ℄	LOCATION
129+01	RT	50'	
130+76.7	LT	45'	P.L.
130+76.7	LT	50'	P.L.
138+99.2	RT	50'	P.L.
142+17.5	RT	50'	
142+17.5	RT	40'	
143+17.5	RT	40'	
143+17.5	RT	50'	
154+52	RT	50'	
159+05	LT	50'	P.L.
159+97.06	RT	50'	P.I.
171+33.53	RT	50'	
172+12.02	RT	112'	
			P.L.
172+78.38	RT	112'	
173+57.53	RT	50'	
175+74.62	RT	50'	P.I.
175+74.62	LT	50'	P.I.
179+00	LT	50'	
184+00	RT	50'	
185+00	LT	50'	
185+00	RT	60'	
186+00	LT	60'	
194+00	LT	60'	
194+00	RT	60'	
195+00	RT	50'	
195+00	LT	50'	
198+08.71	RT	50'	
198+50.52	LT	50'	P.I.
198+90.96	RT	112'	
199+06.5	LT	50'	
199+45.88	RT	112'	
200+32.71	RT	50'	
212+00	RT	50'	
212+00	LT	50'	
213+00	RT	60'	
213+00	LT	60'	
216+00	RT	60'	
217+00	RT	50'	
221+00	LT	60'	
222+00	LT	50'	
224+47.58	RT	50'	
224+50.94	LT	50'	
225+36.07	RT	112'	
225+43.59	LT	112'	
225+96.24	RT	112'	
226+03.76	LT	112'	
226+71.24	RT	60'	
226+75.28	LT	60'	
228+01.93	RT	60'	P.I.
228+01.93	LT	60'	P.I
231+00	RT	60'	
232+00	RT	50'	
234+00	LT	60'	
246+00	RT	50'	
247+00	LT	60'	
			P.L
			P.L
256+00	RT	50'	
257+00	RT	60'	
257+00	LT	60'	
261+00	RT	50'	
262+00	LT	60'	
263+00	LT	50'	
			P.L
266+69.34	RT	50'	P.I.
266+69.34	LT	50'	P.I
278+32.29	RT	50'	
278+33.33	LT	50'	

RIGHT OF WAY MARKERS

STATION	SIDE	DISTANCE FROM ℄	LOCATION
279+16.11	RT	112'	
279+17.17	LT	112'	
279+78.83	RT	112'	
279+81.17	LT	112'	
280+56.29	RT	50'	
280+57.33	LT	50'	
283+00	LT	50'	
284+00	LT	60'	
284+00	RT	50'	
285+00	RT	60'	
292+00	LT	60'	
293+00	LT	50'	
293+00	RT	60'	
301+00	RT	60'	
302+00	RT	50'	
307+32.6	LT	50'	P.I.
307+32.6	RT	50	P.I.
315+00	RT	50'	
315+00	LT	50	
322+91.70	RT	50'	P.O.T.
322+91.70	LT	50'	P.O.T.
331+41.93	RT	50'	
331+42.47	LT	50'	
332+27.38	LT	112'	
332+28.55	RT	112'	
332+88.4	LT	112'	
332+90.55	RT	112'	
333+65.93	RT	50'	
333+66.47	LT	50'	
345+00	RT	50	
345+00	LT	50'	
351+00	RT	60'	
351+00	LT	60'	
354+00	RT	60'	
354+00	LT	60'	
355+00	RT	70'	
355+00	LT	70'	
356+00	RT	70'	
357+00	RT	60'	
358+65	RT	60'	P.L.
358+72	LT	70'	P.L.
362+00	RT	60'	
363+00	RT	50'	
363+00	LT	70'	
364+00	LT	60'	
370+00	LT	60'	
371+00	LT	50'	
379+94.95	RT	50'	P.I.
379+94.95	LT	50	P.I.
384+86	RT	50'	P.L.
386+00	LT	50'	
396+59	RT	50'	P.L
398+00	LT	50'	
400+79	RT	50'	P.L
404+52.4	RT	50'	P.I
404+52.4	LT	50'	P.I
			P.L
419+56.67	RT	50'	P.O.T.
419+56.67	LT	50'	P.O.T.
424+58.39	LT	50'	P.L.
435+85.5	RT	50'	
436+72.08	LT	50'	
437+35.5	LT	112'	
438+18.48	LT	299.5[illegible]'	
438+26.58	LT	10[illegible].43'	
439+75.3[illegible]	LT	50'	

RIGHT OF WAY MARKERS

STATION	SIDE	DISTANCE FROM ℄	LOCATION
439+88	RT	50'	
445+00	RT	50'	
445+00	LT	50'	
452+00	RT	50	
452+00	LT	50'	
459+00	RT	50'	
459+00	LT	50'	
466+41.36	RT	50'	P.O.T.
466+41.36	LT	50'	P.O.T.
472+00	RT	50'	
474+00	LT	50'	
487+50.52	RT	50'	
487+50.52	LT	50'	
489+99.05	RT	50'	
490+01.04	LT	50'	
490+85.13	RT	112'	
490+87.78	LT	112'	
491+33.13	RT	112'	
491+39.77	LT	112'	
492+24.05	RT	50'	
492+25.03	LT	50'	
497+00	RT	50'	P.I.
497+00	LT	50'	P.I.
513+00	RT	50'	
513+00	LT	50'	
514+00	RT	60'	
514+00	LT	60'	
518+50	RT	60'	P.I
518+50	LT	60'	P.I.
525+00	RT	60'	
525+00	LT	60'	
526+00	RT	50'	
526+00	LT	50'	
531+08	LT	50'	P.L.
533+00	RT	50'	
537+00	RT	50'	
538+00	RT	60'	
543+24.22	RT	60'	
543+24.90	LT	50'	
544+12.96	RT	112'	
544+13.06	LT	112'	
544+62.90	RT	112'	
544+65.06	LT	50'	
545+48.90	RT	60'	
550+97.78	RT	60'	P.I
550+97.78	LT	50'	P.I
555+00	RT	60'	
556+00	RT	50'	
557+00	LT	50'	
564+00	RT	50'	P.O.T
564+00	LT	50'	P.O.T.
578+00	LT	50'	
579+00	LT	60'	
579+00	RT	50'	
579+20.42	RT	52.0[illegible]'	
579+20.42	LT	60'	

TOTAL R.O.W. MARKERS = 186

SCHEDULE OF MAILBOX TURNOUTS

[illegible] STA.	STATION	SIDE	AREA (SQ. YDS.)	DEPTH	AGGREGATE SURFACE COURSE GRAVEL [illegible] (TONS)
	140+61	RT	42	6"	1[illegible]
141+63	141+88	LT	23.77	[illegible]	11.8
154+39	154+13	LT	23.11	6"	8.4
160+03	159+24	LT	23.11	6"	8.4
174+03	174+07	LT	27.33	6"	9.8
[illegible]	190+13	RT	27.20	6"	9.8
[illegible]+13	[illegible]+39	RT	27.59	[illegible]	9.8
459+09	459+24	LT	23.11	6"	8.4
			TOTAL		[illegible]

STEEL PLATE BEAM GUARD RAIL

STATION	TO	STATION	SIDE	HORIZONTAL LENGTH	GUARD RAIL ACTUAL LENGTH
[illegible]		355+62.06	LT	112.94'	112.50'
[illegible]		355+56.42	RT	112.94'	112.50'
[illegible]		359+16.26	LT	137.[illegible]'	137.50'
[illegible]		357+0[illegible]	RT	112.94'	112.50'
451+81.51		452+94.45	LT	112.94'	112.50'
451+81.51		452+94.45	RT	112.94'	112.50'
453+15.95		454+28.89	LT	112.94'	112.50'
453+15.95		454+28.89	RT	112.94'	112.50'
515+59.53		516+72.47	RT	112.94'	112.50'
515+47.75		516+60.69	LT	112.94'	112.50'
517+45.53		518+58.47	LT	112.94'	112.50'
517+57.31		518+70.25	RT	112.94'	112.50'
				TOTAL	[illegible]

QUANTITIES FOR 3" GRAVEL

[illegible]

STATION	TO STATION	LENGTH
[illegible]	[illegible]	[illegible]

GRAVEL OR CRUSHED STONE [illegible]

STATION	TO	STATION	SIDE
[illegible]		[illegible]	[illegible]

I-11 SURFACE QUANTITIES

FROM MAINLINE

STATION	TO STATION	LENGTH (FEET)	I-11 BINDER CSE 1 1/2" (TONS)	I-11 SURFACE CSE 1 1/2" (TONS)
131+71.42	133+21.42	150.00	35.[illegible]	39.90
133+21.42	176+75.00	4348.58	839.35	879.16
176+75.00	193+00.00	1625.00	369.69	385.95
193+00.00	265+75.00	7275.00	1655.06	1638.09
265+75.00	277+00.00	1125.00	255.94	253.34
277+00.00	355+38.17	7838.17	1783.34	1715.15
355+38.17	355+59.73	21.56	-	4.85
356+73.27	356+94.83	21.56	-	4.85
356+94.83	436+59.11	7962.28	1811.42	1792.54
436+59.11	439+08.83	249.72	55.94	55.94
439+08.83	452+94.45	1385.62	313.33	313.00
453+19.95	516+43.83	6327.38	1437.19	1425.32
516+43.83	516+67.05	23.22	-	5.24
517+50.92	517+74.17	23.25	-	5.24
517+74.17	579+20.42	6146.25	1396.37	1383.42
579+20.42	581+20.42	200.00	34.23	30.94
581+20.42	581+80.42	60.00	1.40	7.38
			10119.33	10063.35

[illegible]

STATION	SIDE	TYPE	SQUARE (SQ. FEET)
179+21	RT & LT	[illegible]	[illegible]
223+27	RT & LT	[illegible]	[illegible]
248+00 TO 248+40	(RT DITCH)		[illegible]
270+32.4	RT & LT	[illegible]	[illegible]
297+60.9	RT & LT	[illegible]	[illegible]
354+34.4	RT & LT	[illegible]	[illegible]
398+00 TO 402+44	(RT DITCH)		317
434+39.0	RT & LT	[illegible]	[illegible]
453+05.22	RT & LT	[illegible]	[illegible]
479+10.3	RT & LT	[illegible]	[illegible]
481+52	RT & LT	[illegible]	[illegible]
			[illegible]
			33
			145

* LUMP SUM QUANTITY FOR SLOPE WEEDKILLER. ADDITIONAL QUANTITIES REQUIRED FOR FIELD TILE OUTLETS IN DITCHES.

SIDE ROAD QUANTITIES

STATION	WIDTH	SIDE	SURF. CSE 1 1/2" TON	BINDER CSE 1 1/2" TON	BIT MAT (PRIME COAT) GALLON	AGGREGATE (PRIME COAT) TON	SR OR CR ST BSE CSE B" TY A TON	SR OR CR ST SHLDRS TY B TON
146+00.63	18'	LT	12.63	12.63	61.01	.33	74.12	2.66
148+39.64	20'	LT	13.32	13.32	64.17	.34	77.96	2.64
151+39.52	21'	LT	13.68	13.68	65.76	.35	79.88	4.37
154+39.38	20'	LT	13.32	13.32	64.17	.34	77.96	4.37
157+64.38	20'	LT	13.32	13.32	64.17	.34	77.96	4.37
172+48.82	22'	RT	32.43	32.43	155.35	.83	188.73	10.01
199+22.54	21'	RT	31.5	31.5	151.19	.81	183.68	10.01
225+61.26	21'	LT & RT	63.0	63.0	302.38	1.62	367.36	20.02
278+[illegible]	21' & 21'	LT & RT	55.33	55.33	281.54	1.51	342.05	20.02
332+51.21	18'	LT & RT	53.66	53.66	260.70	1.39	316.74	20.02
491+12.54	19' & 18'	LT & RT	58.33	58.33	281.54	1.51	342.05	20.02
544+34.86	17' & 15'	LT & RT	53.66	53.66	260.70	1.39	316.74	20.02
TOTALS			417.18	417.18	2012.88	10.74	2445.23	138.53

6000 N.

MANTENO ROAD QUANTITIES

STATION TO STATION		SURF CSE 1 1/2" TON	BINDER CSE 1 1/2" TON	BIT MAT (PRIME COAT) GALLON	SUB-BSE GRAN MAT. TY-A 4" TON	BAM BASE COURSE B 1/2" TONS
8+16.06	8+76.06	11.13	1.34	11.56		12.91
8+76.06	9+88	48.19	48.19		130.68	264.15
10+12	11+25.78	48.82	48.82		132.39	267.60
11+25.78	11+85.78	11.13	1.34	11.56	-	12.91
TOTALS		119.37	100.69	23.12	263.07	597.57

PRIVATE AND FIELD ENTRANCE QUANTITIES

STATION	ROW	SIDE	TYPE	I-11 2 1/2" TON	PRIME COAT GALLON	SR OR CR ST BSE CSE 2 B" TON
131+35	50'	LT	P.E.	4.67	16.04	18.22
132+10	50'	LT	P.E.	4.67	16.04	18.22
132+99	50'	LT	P.E.	4.67	16.04	18.22
134+12	50'	LT	P.E.	4.67	16.04	18.22
135+76.7	50'	LT	P.E.	4.67	16.04	18.22
137+56	50'	LT	P.E.	4.17	14.35	16.17
137+84	50'	LT	P.E.	4.17	14.35	16.17
138+68	50'	LT	P.E.	4.39	15.02	16.98
139+00	50'	LT	P.E.	4.39	15.02	16.98
140+30	50'	LT	P.E.	4.67	16.04	18.22
140+82	50'	LT	P.E.	4.67	16.04	18.22
141+63 SKEWED 60°	50'	RT	P.E.	4.67	16.04	18.22
141+64	50'	LT	P.E.	4.67	16.04	18.22
142+55	50'	LT	P.E.	4.67	16.04	18.22
143+67	50'	LT	P.E.	4.67	16.04	18.22
144+86	50'	LT	P.E.	4.67	16.04	18.22
145+55	50'	LT	P.E.	3.45	12.28	13.44
147+36	50'	LT	P.E.	4.67	16.04	18.22
149+39	50'	LT	P.E.	4.67	16.04	18.22
154+39	50'	RT	P.E.	4.67	16.04	18.22
160+08	50'	LT	P.E.	4.67	16.04	18.22
174+03	50'	LT	P.E.	4.67	16.04	18.22
185+89	60'	RT	P.E.	4.67	16.04	18.22
189+90	59'	LT	P.E.	4.67	16.04	18.22
199+32	50'	LT	P.E.	4.67	16.04	18.22
213+70	57'	LT	P.E.	4.67	16.04	18.22
234+61	60'	LT	P.E.	4.67	16.04	18.22
265+98	50'	RT	P.E.	4.67	16.04	18.22
281+17	50'	LT	P.E.	4.67	16.04	18.22
353+00	60'	LT	P.E.	4.67	16.04	18.22
356+34	60'	RT	P.E.	4.67	16.04	18.22
358+39	70'	LT	P.E.	4.67	16.04	18.22
366+07	50'	RT	P.E.	4.67	16.04	18.22
371+70	50'	LT	P.E.	4.67	16.04	18.22
364+60	50'	RT	P.E.	4.67	16.04	18.22
386+34	50'	LT	P.E.	4.67	16.04	18.22
395+08	50'	RT	P.E.	4.67	16.04	18.22
396+37	50'	RT	P.E.	4.67	16.04	18.22
397+11	50'	RT	P.E.	4.67	16.04	18.22
402+80	50'	LT	P.E.	4.67	16.04	18.22
407+59	50'	LT	P.E.	4.67	16.04	18.22
410+13	50'	RT	P.E.	4.67	16.04	18.22
417+78	50'	LT	P.E.	4.67	16.04	18.22
424+67	50'	LT	P.E.	4.67	16.04	18.22
437+80	50'	RT	P.E.	4.67	16.04	18.22
437+96	50'	LT	P.E.	4.67	16.04	18.22
459+45	50'	RT	P.E.	4.67	16.04	18.22
459+45	50'	LT	P.E.	4.67	16.04	18.22
462+39	50'	LT	P.E.	4.67	16.04	18.22
464+61	50'	LT	P.E.	4.67	16.04	18.22
464+65	50'	RT	P.E.	4.67	16.04	18.22
469+92	50'	RT	P.E.	4.67	16.04	18.22
477+75	50'	RT	P.E.	4.67	16.04	18.22
477+77	50'	LT	P.E.	4.67	16.04	18.22
510+80	50'	LT	P.E.	4.67	16.04	18.22
514+41	60'	LT	P.E.	4.67	16.04	18.22
514+41	60'	RT	P.E.	4.67	16.04	18.22
521+48	60'	LT	P.E.	4.67	16.04	18.22
543+19	60'	RT	P.E.	4.67	16.04	18.22
570+94	50'	RT	P.E.	4.67	16.04	18.22
TOTALS				277.[illegible]	953.22	1082.[illegible]
MANTENO RD						
5+56	30'	RT	P.E.	4.67	16.04	18.22
332+51.21						
X RD 3+66	35'	LT	P.E.			
491+12.5						
X RD 6+34	30'	LT	P.E.			
GRAND TOTALS				282.37	969.26	1100.22

SEC. 18, T. 31 N., R. 12 E., 3RD. P.M.

SEC. 7, T. 31 N., R. 12 E., 3RD. P.M.

170 175 180 185 190 195

HOWARD FARMER

FRANK WEBER

S.S. TYPE 1 8"X 25' STA 179+14 LT. 28' TO STA 179+27 LT. 50

P. 18"X36" TYPE 1

ABANDON TILE

172+46.82

INSPECTION WELL

EXIST INSPECTION WELLS TO BE REMOVED

P. 18"X68" TYPE 1A

4' X 3' R.C. BOX CULVERT STA. 179+20

S.S. TYPE 1 8"X 24' STA 179+00 RT. 50' TO STA 179+12 RT. 31

P. 18" X 51' TYPE 1A

INSPECTION WELLS

J. C. BOHMKER

EVA L. MINOR, TRUSTEE

PIN IN PAV'T

SEC. LINE

SEC. CORNER 172+46.82 IRON PIN IN CHISELED "+"

12" D TREE WASHER ON F.P. 1' HIGH

P.I. STA. 175+74.62 CONC. NAIL & WASHER IN CENTER "X" ON ℄ PAV'T.

N. & CAP 181.10 196.60 N. & CAP

P.O.T. STA 190+72.23 CONC. NAIL & WASHER 2" W. OF ℄ PAV'T.

P.I STA. 19 CHISELED "+ 9 1/2" E. O

CULVERT REMOVAL

STA	LOC	SIZ
172+45	RT	12" X
174+03	LT	12" X
179+22	℄	3'X3'X
185+86	RT	12" X
185+90	LT	12" X
199+15	LT	12" X
199+26	RT	12" X

SEC. 17, T. 31 N., R. 12 E., 3RD. P.M.

SEC. 8, T. 31 N., R. 12 E., 3RD. P.M.

B.M. #38 S & W	B.M. #39 S & W	U S C & GS B26-1934	B.M. #40 S & W	B.M. #41 S & W
IN P.P. 30' RT.	IN T.P. 30' LT.	DISK IN S. END CULV. HDWL.	IN T.P. 30' LT	IN T.P. 30' LT
STA. 170+10	STA. 175+03	16' RT. STA. 177+15	STA 185+30	STA. 188+72
ELEV. 698.89	ELEV. 695.20	ELEV. 694.26	ELEV. 697.15	ELEV. 701.21

P.I. STA. 176+00
ELEV=694.64
400' V.C.
e=0.56

EARTH EXCAVATION = 4231 CU. YDS.
EMBANKMENT = 322.3 CU. YDS.
WASTE = 42 CU. YDS.

EARTH EXCAVATION = 5700 CU. YDS.
EMBANKMENT = 38.26 CU. YDS
WASTE = 535 CU. YDS.

P.I. STA. 190+00
ELEV=698.84
600' V.C.
e=0.87

710 700 690 680 670

-0.825%

+0.56%

+0.30%

-0.86

698.51 697.81 697.09 696.41 695.78 (696.29) 696.29 694.94 (695.46) 695.60 694.26 (694.64) 695.20 693.61 (694.94) 695.08 693.02 (695.24) 695.24 692.74 695.54 692.84 695.84 693.25 696.14 693.78 696.44 694.39 696.74 694.94 697.04 695.61 697.34 696.22 697.64 696.70 697.94 697.94 697.22 698.24 698.14 697.78 698.54 698.16 697.95 698.84 697.97 697.69 697.98 697.60 697.03 697.12 697.02 696.76 696.26 696.26 694.96 694.10 693.11

SEC. 7, T 31 N., R. 12 E., 3RD. P.M.

200 205 210 215 220 225

MAXINE LE BEAU

EXISTING 10" TILE TO BE ABANDONED

CULVERT REMOVAL

STA.	LOC.	SIZE
212+70	LT.	12" X 19'
225+73	RT.	12" X 43
225+73	LT.	12" X 43

SECTION LINE

REPORTED TILE

P. 18" X 40' TYPE I

225+61.26

INSPECTION WELL

S.S. CAP FOR DETAILS SEE SHEET NO. 3

STA 203+27.4
10' X 3'
R.C. BOX CULVERT EXTENSION

S.S. TYPE 1
10" X 40'
STA 202+60 RT. 49' TO
STA 202+80 RT. 19'

N. & CAP — 185.2' — 165.5' — S.E. CORNER HDWL.

POT STA. 211+00 CONC. NAIL & WASHER IN CHISELED "+" ON E. EDGE TAR JOINT

S. W. EVANS

16D NAIL IN CRACK

SEC. CORNER

SEC. CORNER STA 225+61.26 CHISELED "+" IN PAV'T.

SEC. 8, T. 31 N., R. 12 E., 3RD. P.M.

B.M. #43 S & W IN T.P. 30' LT. STA. 201+80 ELEV. 690.84

B.M. #44 S & W IN T.P. 30' LT. STA. 205+50 ELEV. 691.65

B.M. #45 S & W IN T.P. 30' LT. STA. 209+12 ELEV. 692.14

B.M. #46 S & W IN T.P. 30' LT. STA. 212+90 ELEV. 695.53

B.M. #47 S & W IN T.P. 30' LT. STA. 216+40 ELEV. 698.76

B.M. #48 S & W IN T.P. 30' LT. STA. 220+12 ELEV. 700.15

720
710
700
690
680

EARTH EXCAVATION = 2387 CU. YDS.
EMBANKMENT = 1676 CU. YDS.
WASTE = 1244 CU. YDS.

EARTH EXCAVATION = 5889 CU. YDS.
EMBANKMENT = 918 CU. YDS.
WASTE = 4649 CU. YDS.

+00

+0.735%

+0.83%

691.98 691.99 691.93 691.90 692.01 691.98 692.01 692.03 692.08 692.13 692.15 692.49 692.92 693.68 694.45 695.36 696.03 696.70 697.39 698.12 698.88 699.70 700.59 701.28 702.02 702.74 703.69

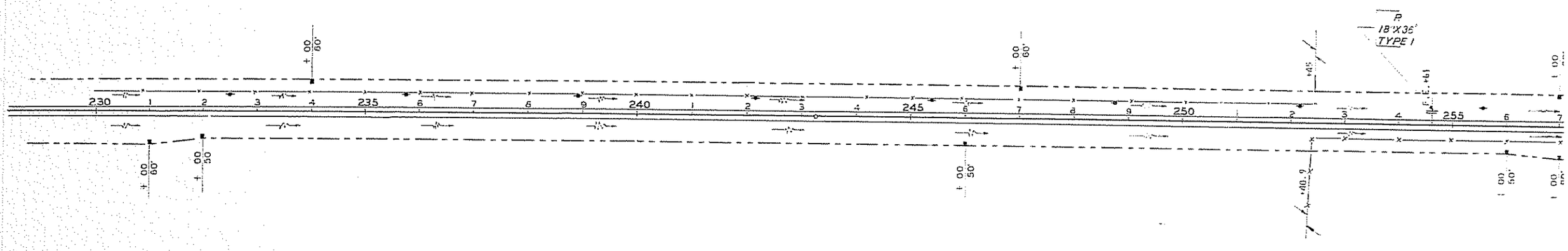
SEC. 6 T. 31 N. R. 12 E. 3RD. P.M.

230 235 240 245 250 255

CULVERT REMOVAL		
STA.	LOC.	SIZE
253+51	LT	15" X 18'

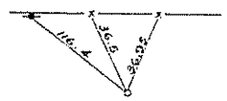
ALFRED KUNDE

MRS. JOSEPH



MABEL FLAGEOLE

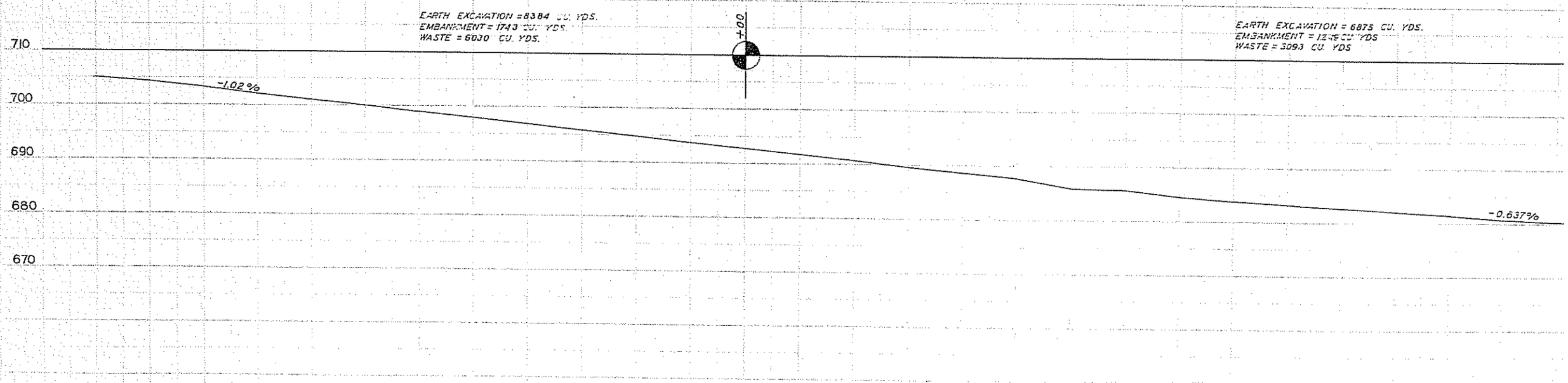
LIONEL CYRIER

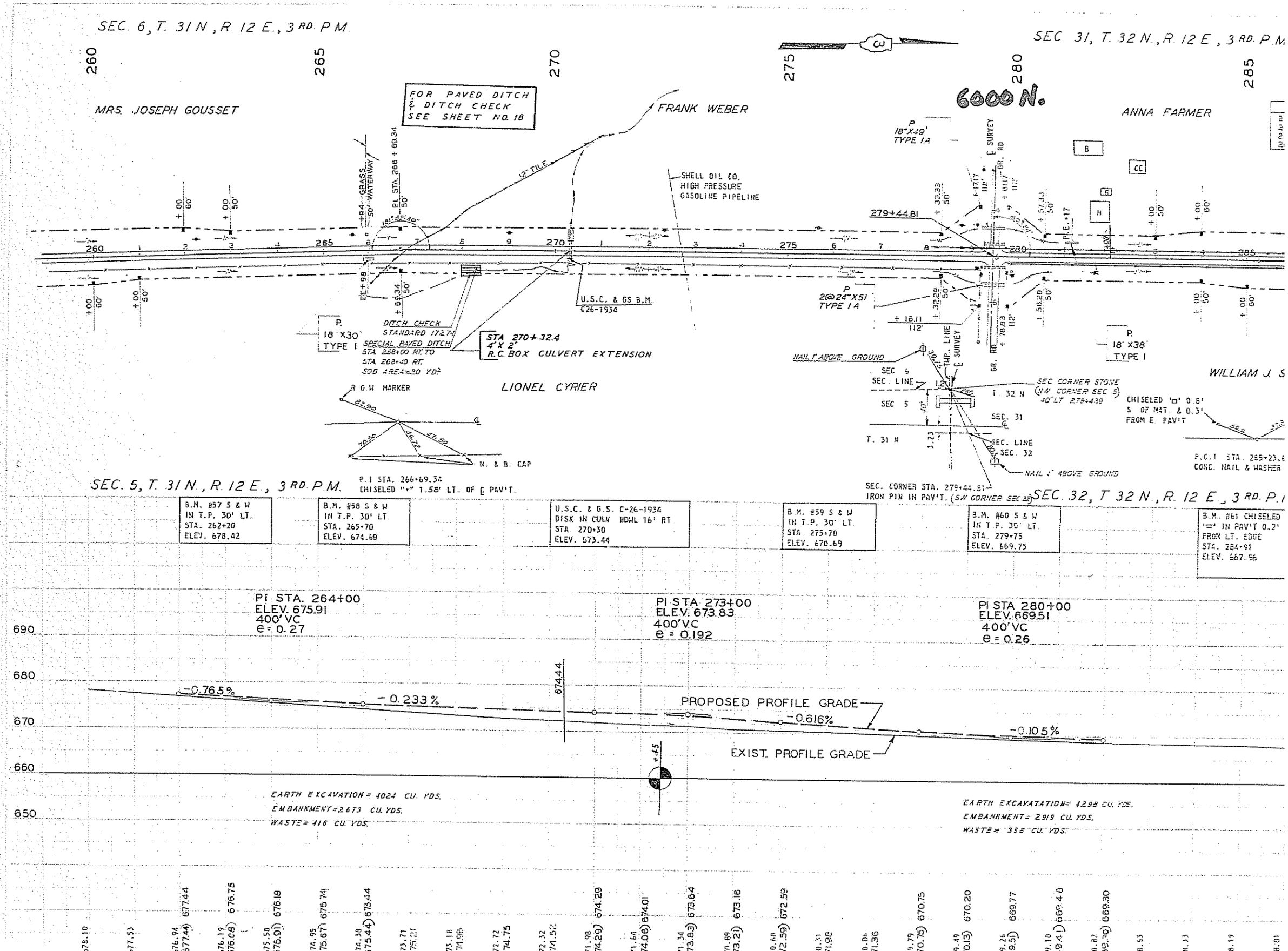


P.O.T. STA. 243+26.00
CHISELED "+" 0.1' LT. OF ℄ PAV'T.

SEC. 5. T. 31 N. R. 12 E. 3RD. P.M.

B.M. #50 S & W	B.M. #51 S & W	B.M. #52 S & W	B.M. #53 S & W	B.M. #54 S & W	B.M. #55 S & W
IN T.P. 32.5' LT.	IN T.P. 30' LT.	IN T.P. 30' LT.	IN T.P. 30' LT.	IN T.P. 30' LT.	IN T.P. 30' LT.
STA. 232+50	STA. 235+80	STA. 238+90	STA. 245+30	STA. 248+75	STA. 252+20
ELEV. 705.74	ELEV. 700.90	ELEV. 697.98	ELEV. 691.58	ELEV. 688.33	ELEV. 685.88



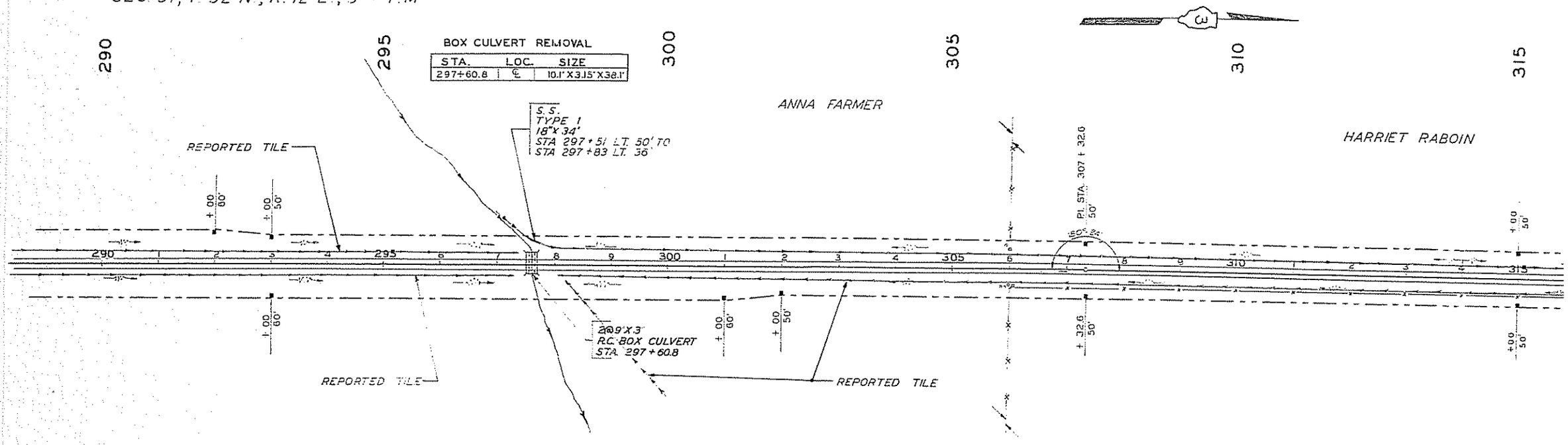


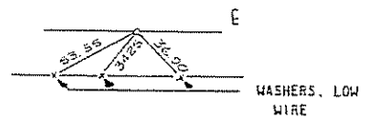
SEC. 6, T. 31 N., R. 12 E., 3 RD. P.M.
SEC. 31, T. 32 N., R. 12 E., 3 RD. P.M.
SEC. 5, T. 31 N., R. 12 E., 3 RD. P.M.
SEC. 32, T. 32 N., R. 12 E., 3 RD. P.M.
6000 N.
MRS. JOSEPH GOUSSET
FRANK WEBER
ANNA FARMER
LIONEL CYRIER
WILLIAM J. S
FOR PAVED DITCH & DITCH CHECK SEE SHEET NO. 18
SHELL OIL CO. HIGH PRESSURE GASOLINE PIPELINE
12" TILE
U.S.C. & GS B.M. C26-1934
DITCH CHECK STANDARD 172.7
SPECIAL PAVED DITCH STA. 268+00 RT. TO STA. 268+40 RT. SOD AREA=20 YD²
STA 270+32.4 4' X 2' R.C. BOX CULVERT EXTENSION
P. 18" X30' TYPE I
P. 18" X38' TYPE I
P. 18" X49' TYPE IA
P. 2@24" X51' TYPE IA
279+44.81
NAIL 1' ABOVE GROUND
SEC. CORNER STONE (N.W. CORNER SEC. 5) 40' LT. 279+439
SEC. CORNER STA. 279+44.81 IRON PIN IN PAV'T. (SW CORNER SEC. 32)
CHISELED "□" 0.6' S. OF MAT. & 0.3' FROM E. PAV'T
P.O.T. STA. 285+23.6 CONC. NAIL & WASHER
R.O.W. MARKER
N. & B. CAP
P.I. STA. 266+69.34 CHISELED "+" 1.58' LT. OF ℄ PAV'T.
B.M. #57 S & W IN T.P. 30' LT. STA. 262+20 ELEV. 678.42
B.M. #58 S & W IN T.P. 30' LT. STA. 265+70 ELEV. 674.69
U.S.C. & G.S. C-26-1934 DISK IN CULV. HDWL 16' RT. STA. 270+30 ELEV. 673.44
B.M. #59 S & W IN T.P. 30' LT. STA. 275+70 ELEV. 670.69
B.M. #60 S & W IN T.P. 30' LT. STA. 279+75 ELEV. 669.75
B.M. #61 CHISELED "□" IN PAV'T 0.2' FROM LT. EDGE STA. 284+91 ELEV. 667.96
PI STA. 264+00 ELEV. 675.91 400' VC e = 0.27
PI STA. 273+00 ELEV. 673.83 400' VC e = 0.192
PI STA. 280+00 ELEV. 669.51 400' VC e = 0.26
-0.765%
-0.233%
-0.616%
-0.105%
PROPOSED PROFILE GRADE
EXIST. PROFILE GRADE
EARTH EXCAVATION = 4024 CU. YDS.
EMBANKMENT = 2673 CU. YDS.
WASTE = 416 CU. YDS.
EARTH EXCAVATATION = 4298 CU. YDS.
EMBANKMENT = 2919 CU. YDS.
WASTE = 358 CU. YDS.
C. SKINNER R.S. R.A.G.
S.B.I. 44 00-1
S.B.I. 44 00-3

SEC. 31, T. 32 N., R. 12 E., 3 RD. P.M.

BOX CULVERT REMOVAL

STA.	LOC.	SIZE
297+60.8	℄	10.1'X3.15'X38.1'





P.I. STA. 307+32.61
CHISELED "+" 0.3 W. OF ℄ PAV'T.

SEC. 32, T. 32 N., R. 12 E., 3 RD. P.M.

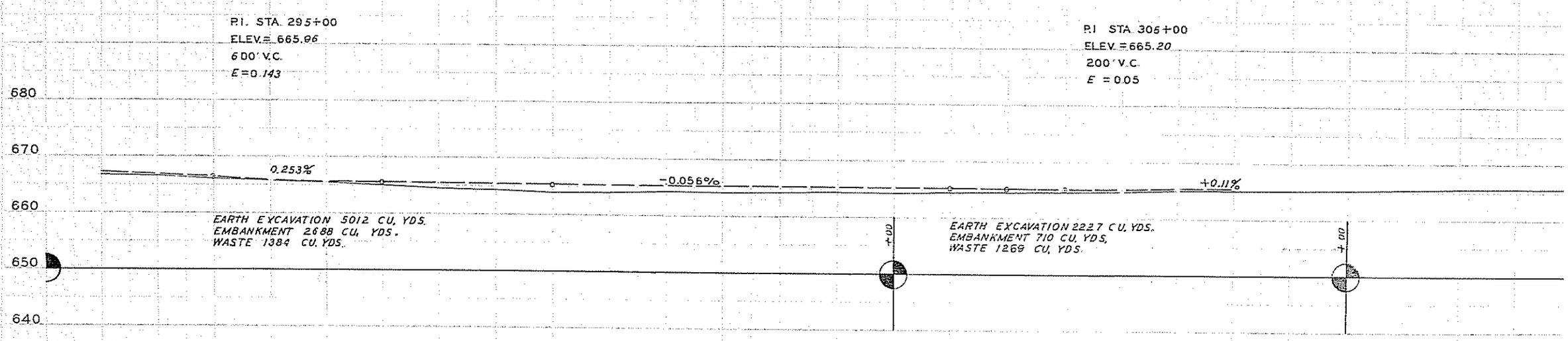
B.M. #62 N. & W.
0.3' IN FROM LT. EDGE
ASPHALT STA. 290+00
ELEV. 666.76

B.M. #63 CHISELED
"□" 0.2' FROM LT. EDGE
PAV'T STA. 295+00
ELEV. 664.87

B.M. #64 CHISELED
"□" 0.2' FROM LT. EDGE
PAV'T STA. 300+00
ELEV. 664.07

B.M. #65 CHISELED
"□" 0.2' FROM LT. EDGE
PAV'T STA. 305+00
ELEV. 664.35

B.M. #66 CHISELED
"□" 0.2' FROM LT. EDGE
PAV'T STA. 310+00
ELEV. 664.94



SEC. 31, T. 32 N., R. 12 E., 3RD P.M.

SEC. 30, T. 32 N., R. 12 E., 3RD P.M.

CULVERT REMOVAL

STA.	LOC.	SIZE
332+57	LT.	15"X43'
332+60	RT.	15"X43'
4+44 SD.RD.	LT.	12"X15'

320 325 330 335 340 345

HARRIET RABOIN

PATRICK LAMONTAGUE SR. TRUST

CHARLES RIESZ

CHARLES RIESZ

SECTION LINE

P 18"X51' TYPE IA

P 18"X27' TYPE I

REPORTED TILE

S.S. TYPE I 18"X 700' STA 333+00 LT. 24' TO STA 340+00 LT. 23'

S.S. TYPE I 18"X 100' STA 343+60 LT. 23' STA 344+60 LT. 23'

18" DIA. TILE

+27.38 112'

+86.4 112'

332+54.21= 5+00 X-RD.

FF 3+66

+42.47 50'

+66.47 50'

90°19'

+91.70 50'

+86

+45

+41.95 50'

+29

+28.55 112'

+65.95 50'

+90.55 112'

P 18"X68 TYPE IA

+00 50'

WELL

REPORTED TILE

ABANDON EXIST. WELL SEE SPEC. PROV.

℄ GR.

N. & CAP

76.42

116.55

116.80

N. & CAP

P.O.T. STA. 335+29.50
CONC. N. & W. 0.2' RT. OF ℄ PAV'T

43.26

42.65

42.70

P.O.T. STA. 322+91.70
CONC. N & W 4" E. OF ℄ PAV'T.

B. CAPS WIRED TO ST'L. F.P.

SEC. 32, T. 32 N., R. 12 E., 3RD P.M.

SEC. 29, T. 32 N., R. 12 E., 3RD P.M.

B.M. #68 CHISELED "□" 0.2' FROM LT. EDGE PAV'T STA. 320+03 ELEV. 665.52

B.M. #69 CONC. N & W 0.2' FROM LT. EDGE PAV'T STA. 324+96 ELEV. 662.72

B.M. #70 VERT. NAIL IN ROOT, 15" TREE 40' RT STA. 329+94 ELEV. 658.77

B.M. #71 S & W IN T.P. 30' LT STA. 332+85 ELEV. 657.65

B.M. #72 S & W IN T.P. 30' LT STA. 338+20 ELEV. 654.96

B.M. #73 S & W IN T.P. 35' LT STA. 341+61 ELEV. 654.05

EARTH EXCAVATION = 6998 CU. YDS.
EMBANKMENT = 6754 CU. YDS.
OVERHAUL = 29859 STA. YDS.

680

670

660

650

640

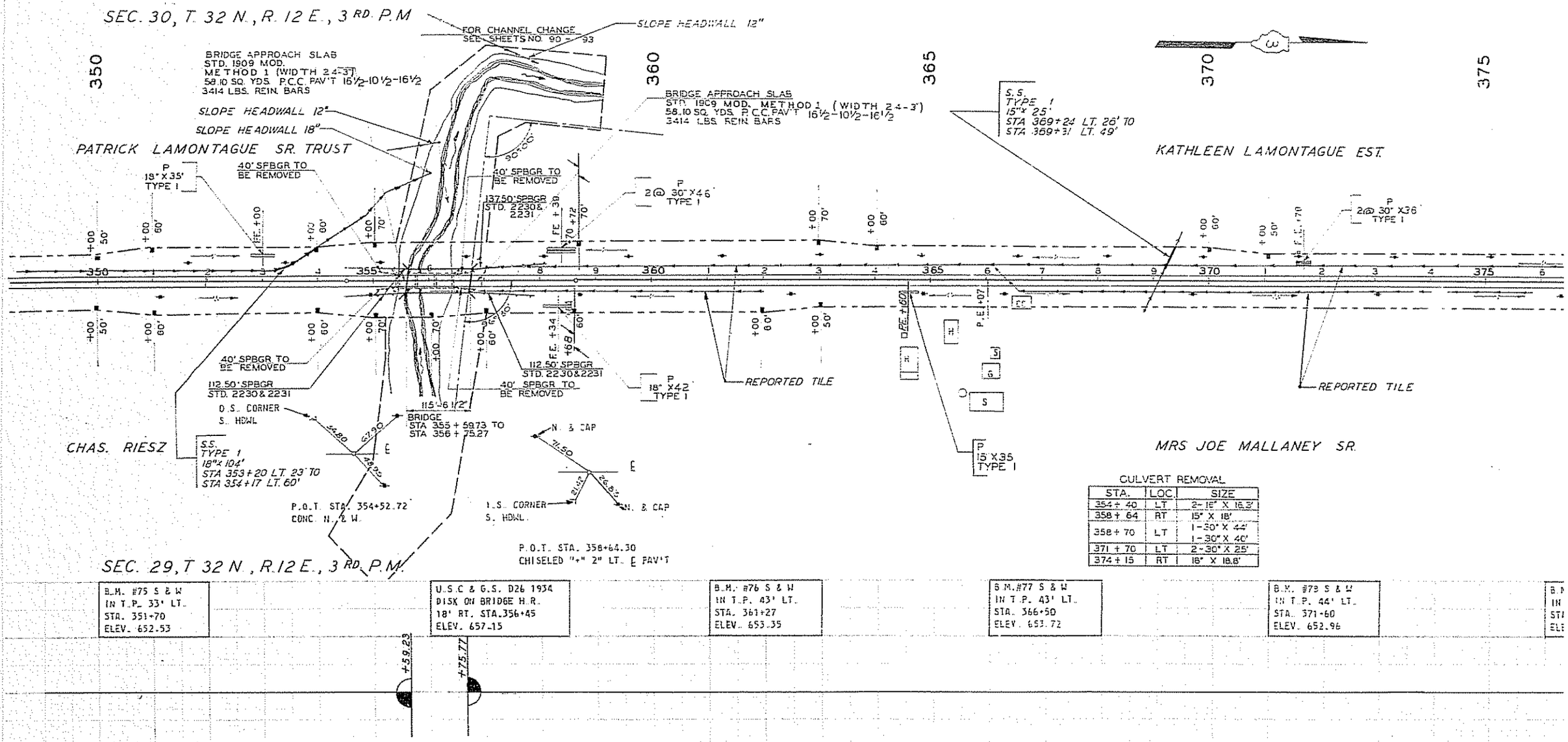
-0.655%

-0.41%

-0.18%

665.68 665.26 664.86 664.20 663.55 662.88 662.20 661.39 660.61 659.99 659.44 658.79 658.12 657.45 656.92 656.43 656.03 655.50 655.07 654.55 654.27 653.98 653.79 653.59 653.41 653.93 653.22 653.75

320 1 2 3 4 325 6 7 8 9 330 1 2 3 4 335 6 7 8 9 340 1 2 3 4 345



CULVERT REMOVAL

STA.	LOC	SIZE
354 + 40	LT	2-16" X 16.3'
358 + 64	RT	15" X 18'
358 + 70	LT	1-30" X 44' 1-30" X 40'
371 + 70	LT	2-30" X 25'
374 + 15	RT	18" X 18.8'

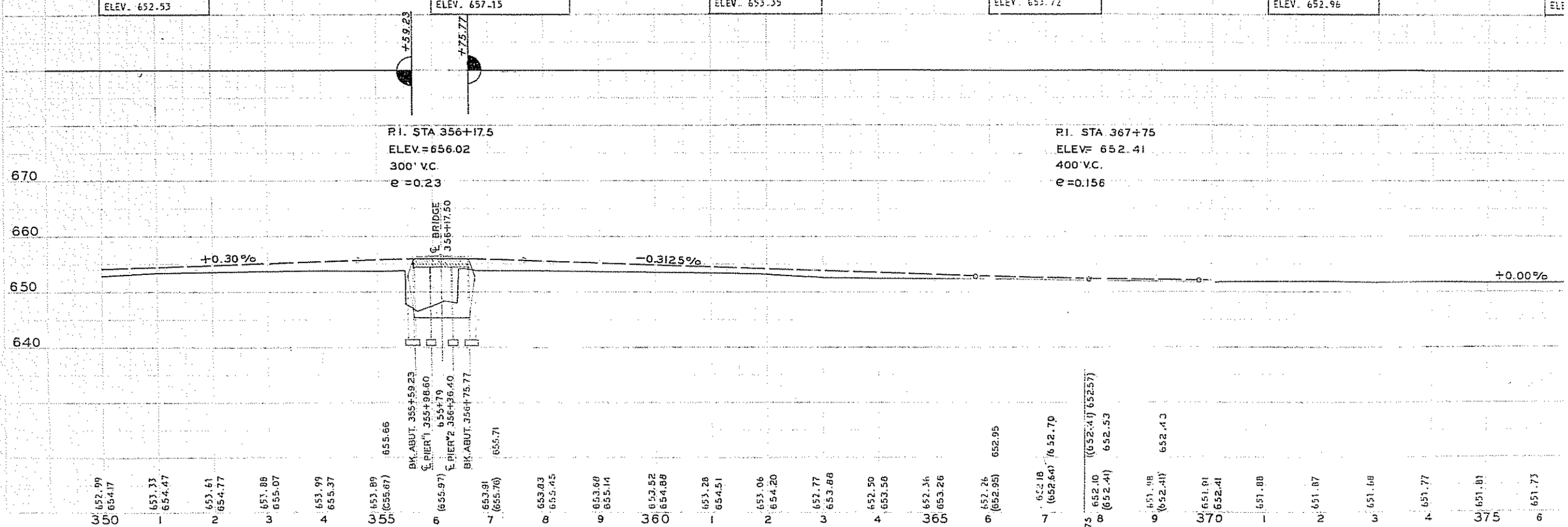
B.M. #75 S & W IN T.P. 33' LT. STA. 351+70 ELEV. 652.53

U.S.C & G.S. D26 1934 DISK ON BRIDGE H.R. 18' RT. STA. 356+45 ELEV. 657.15

B.M. #76 S & W IN T.P. 43' LT. STA. 361+27 ELEV. 653.35

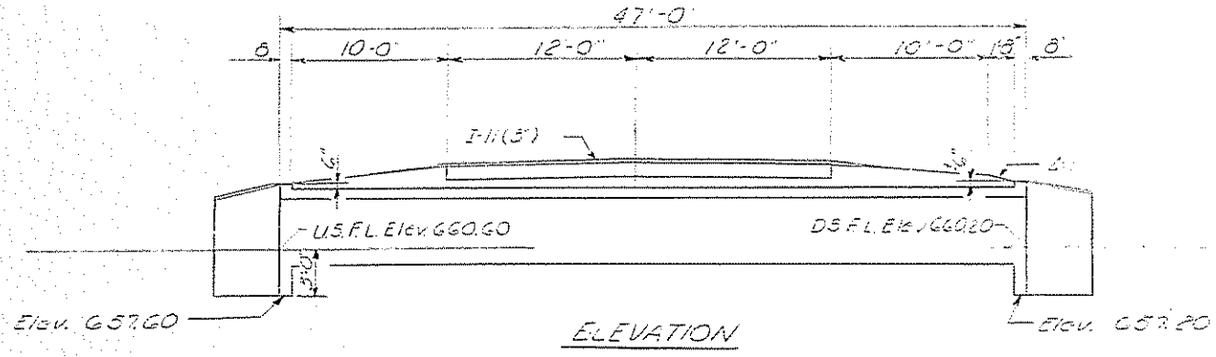
B.M. #77 S & W IN T.P. 43' LT. STA. 366+50 ELEV. 653.72

B.M. #79 S & W IN T.P. 44' LT. STA. 371+60 ELEV. 652.96

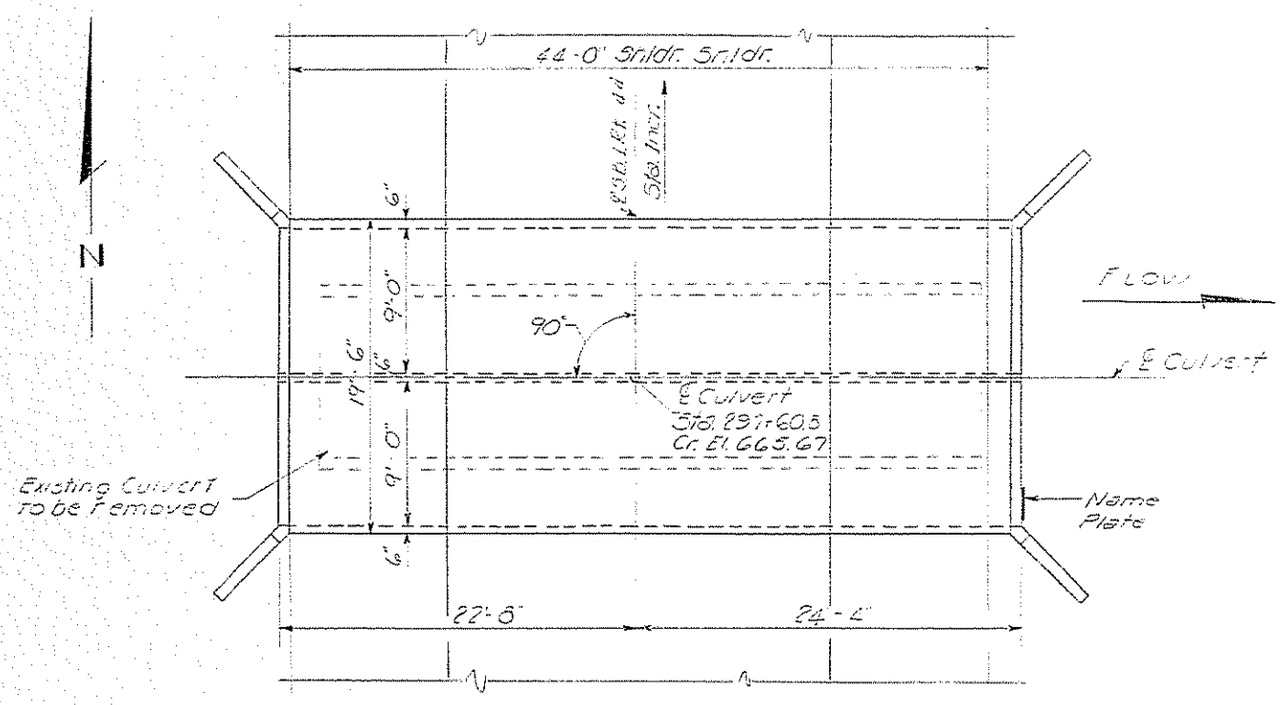


B.M. #63 ⊡ Chiseled 0.2' from left edge Pavt.
Sta. 295+00 Elev. 66487
Existing Structure: R.C. Culvert to be Removed.

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



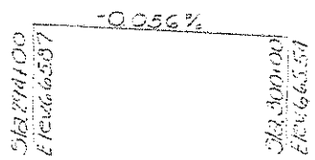
ELEVATION



PLAN

STATION 297+60.5
BUILT 196 BY
STATE OF ILLINOIS
F.A. RT 45 SEC 15 & 16 (RW & RS)
PROJ.
LOADING HS20-44

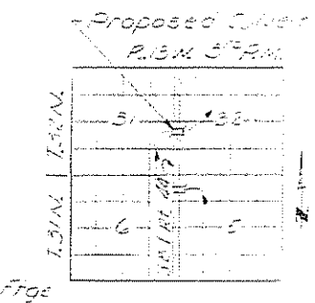
NAME PLATE
See Std 2113-1



PROFILE F.A. RT. 45

GEN

Class X C
throughout.
Exposed
For pavt
see Std. Spec
All bars
unless otherw
The top
the sidewalls
joints and ba
waterproofed
51.21 of the St
At least
be poured



LOCATION PLAN

GENER
P
F.A. RT.

WATERWAY INFORMATION

Drainage Area	1200 Acres
Character	Level & Cultivated
Req'd. Opening (25 yr. Flood)	49.50 Sq. Ft.
Present Opening	8.00 Sq. Ft.
Proposed Opening	49.50 Sq. Ft.

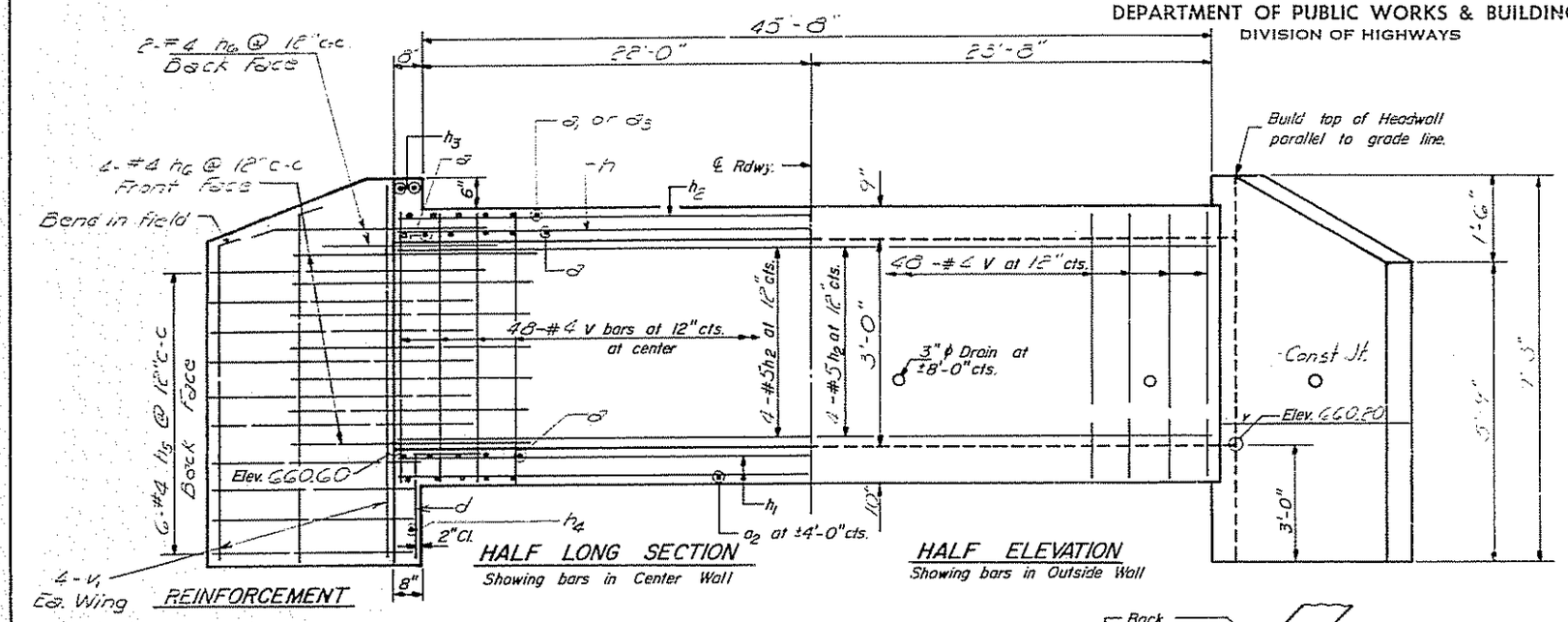
STRESSES

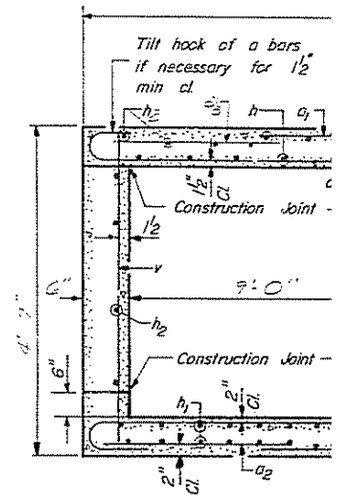
fs = 20,000 psi
fc = 1,400 psi Barrel
fc = 1,200 psi Wings
v = 90 psi. Barrels. 75 psi Ftgs
n = 10
LOADING HS20-44

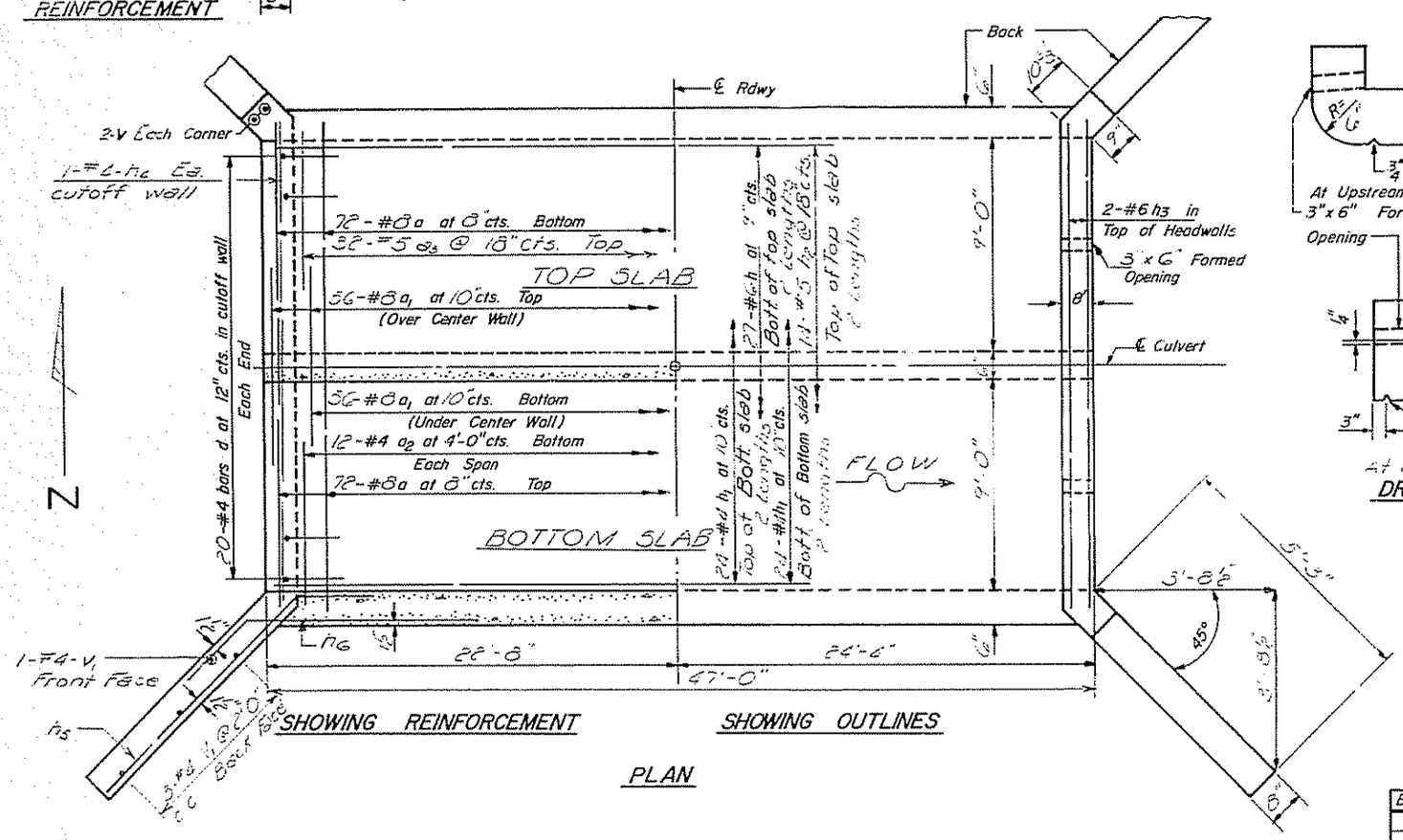
DESIGNED	[signature]
CHECKED	[signature]
DRAWN	J. SCHNELLER
CHECKED	[signature]

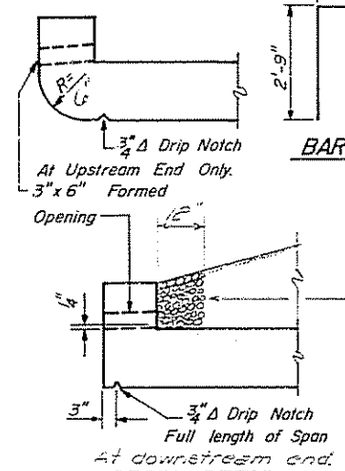
EXAMINED [signature] ENGINEER OF DESIGN
PASSED H. J. Alton ENGINEER OF DESIGN
APPROVED V. E. Staff CHIEF HIGHWAY ENGINEER

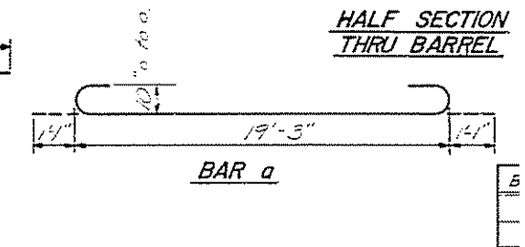
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

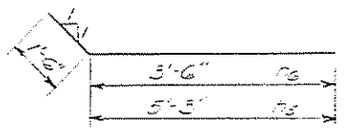












Bar	Location	No.
h_2	Top of top slab	12
h	Bottom of top slab	27
h_1	Top of bottom slab	24
h_1	Bottom of bottom slab	24
h_2	Each outside wall	4
h_2	Center wall	4

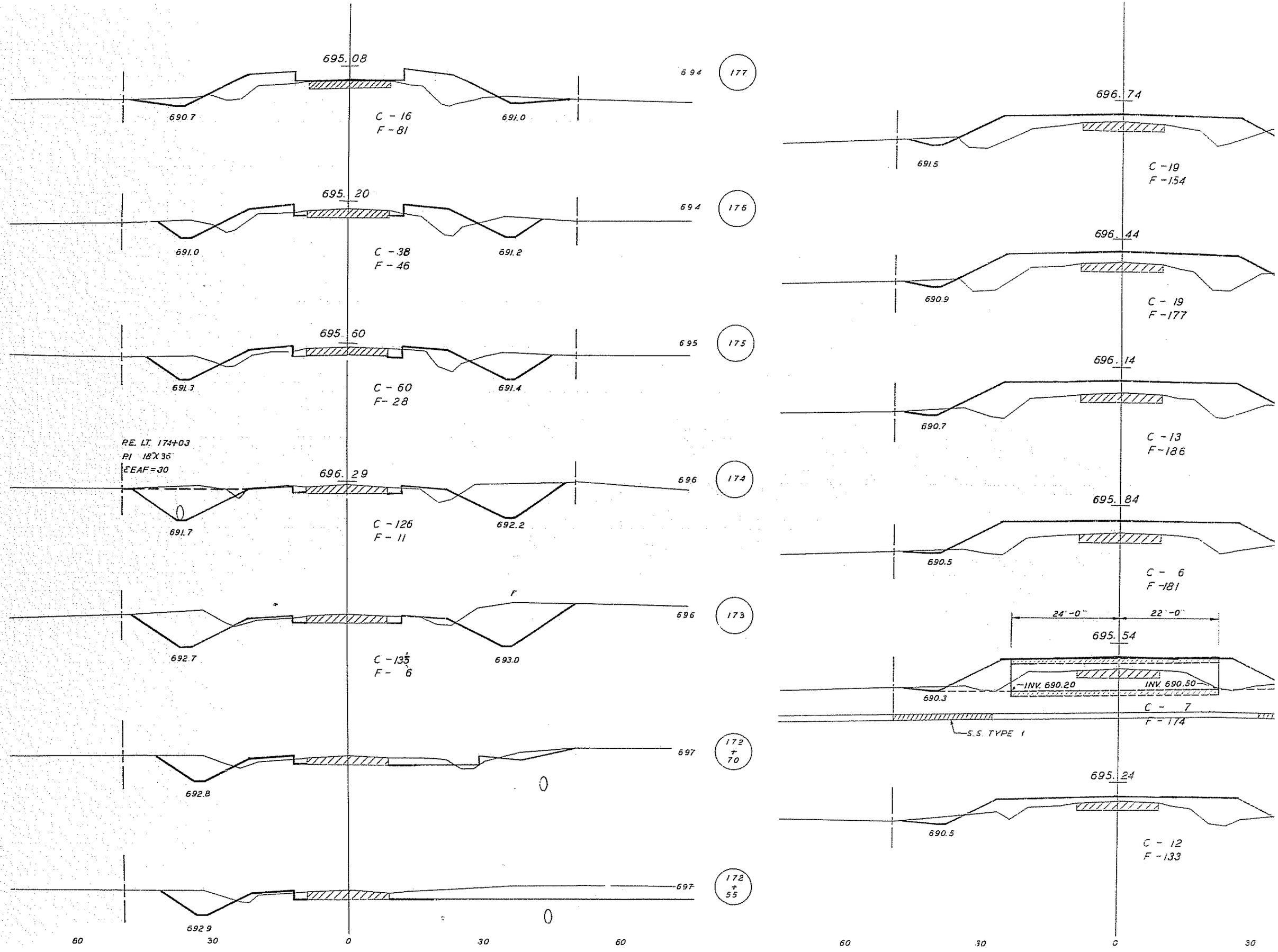
℄ Lengths each required

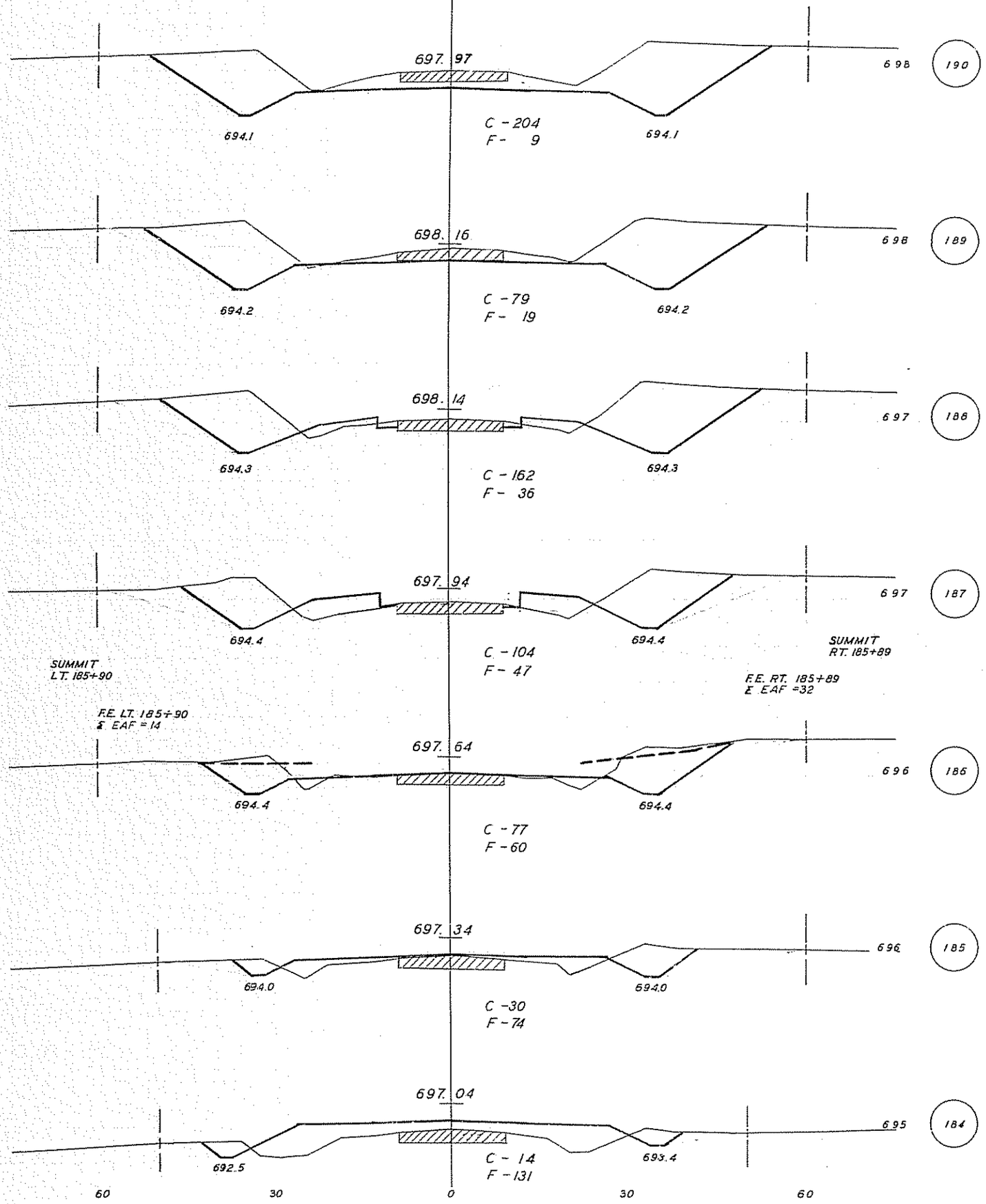
DESIGNED	
CHECKED	
DRAWN J. SCHNELLER	
CHECKED	

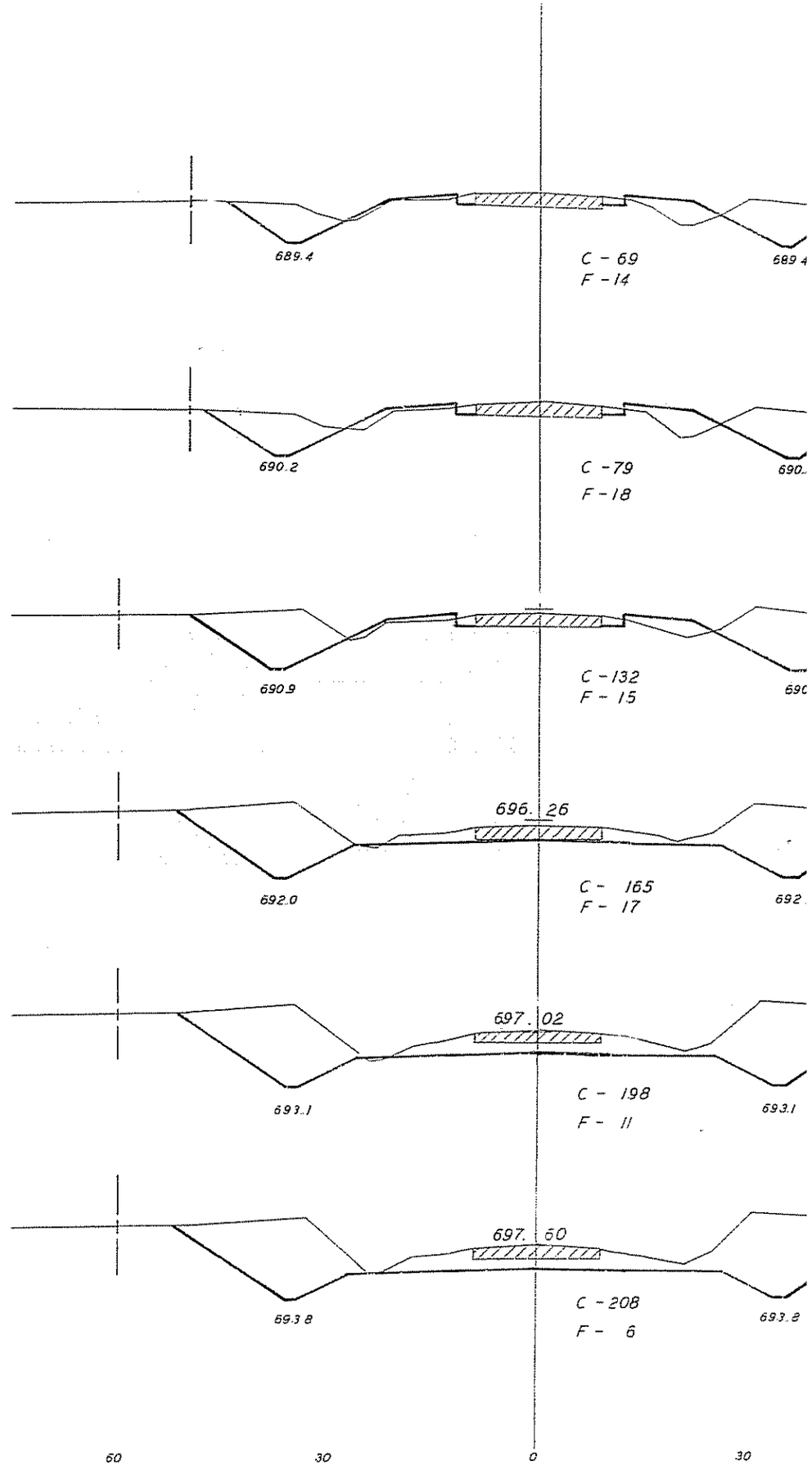
EXAMINED — ENGINEER OF VEHICLE AND TRAFFIC STRUCTURES
PASSED H. L. Alton — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

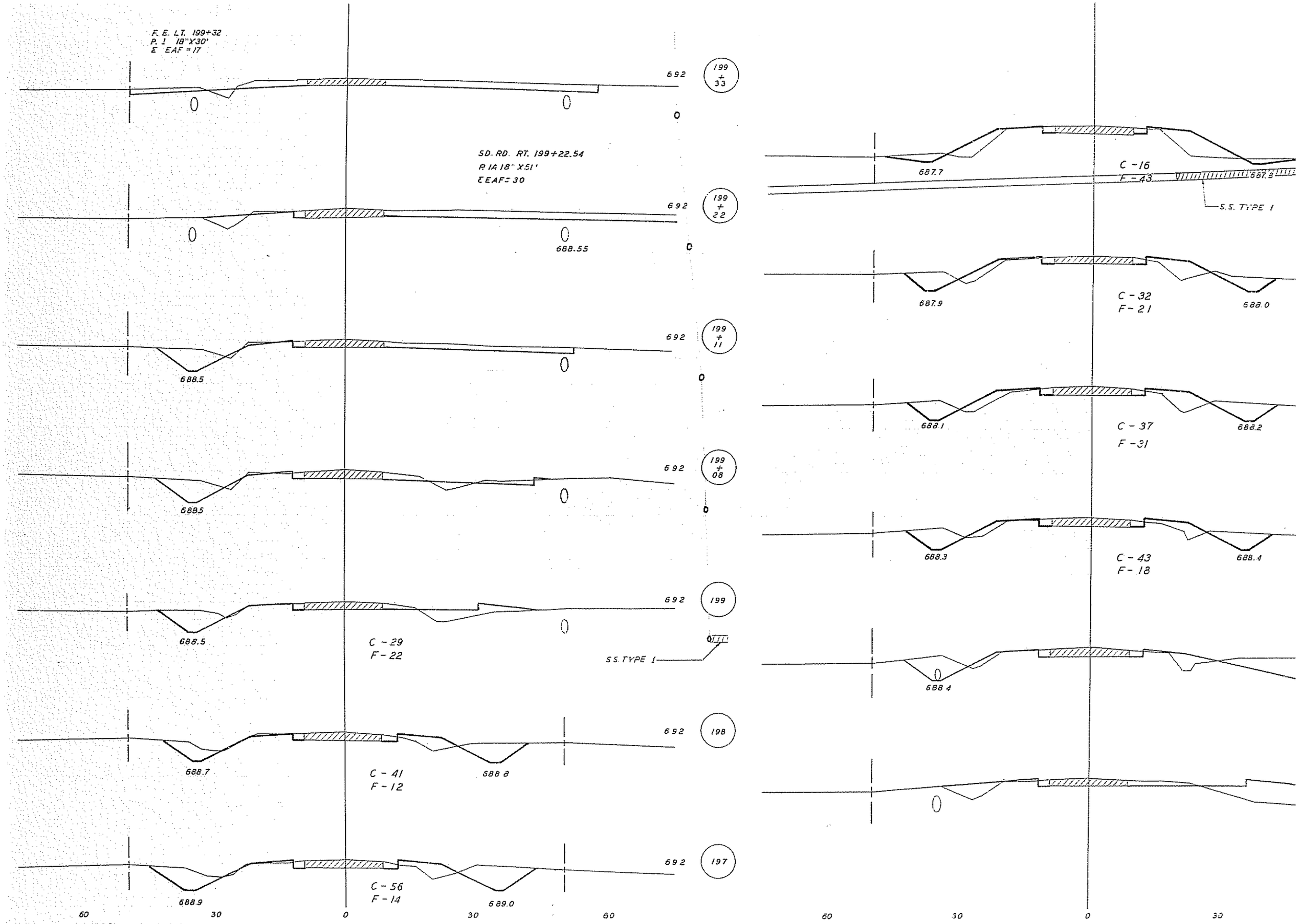
DB-H-0

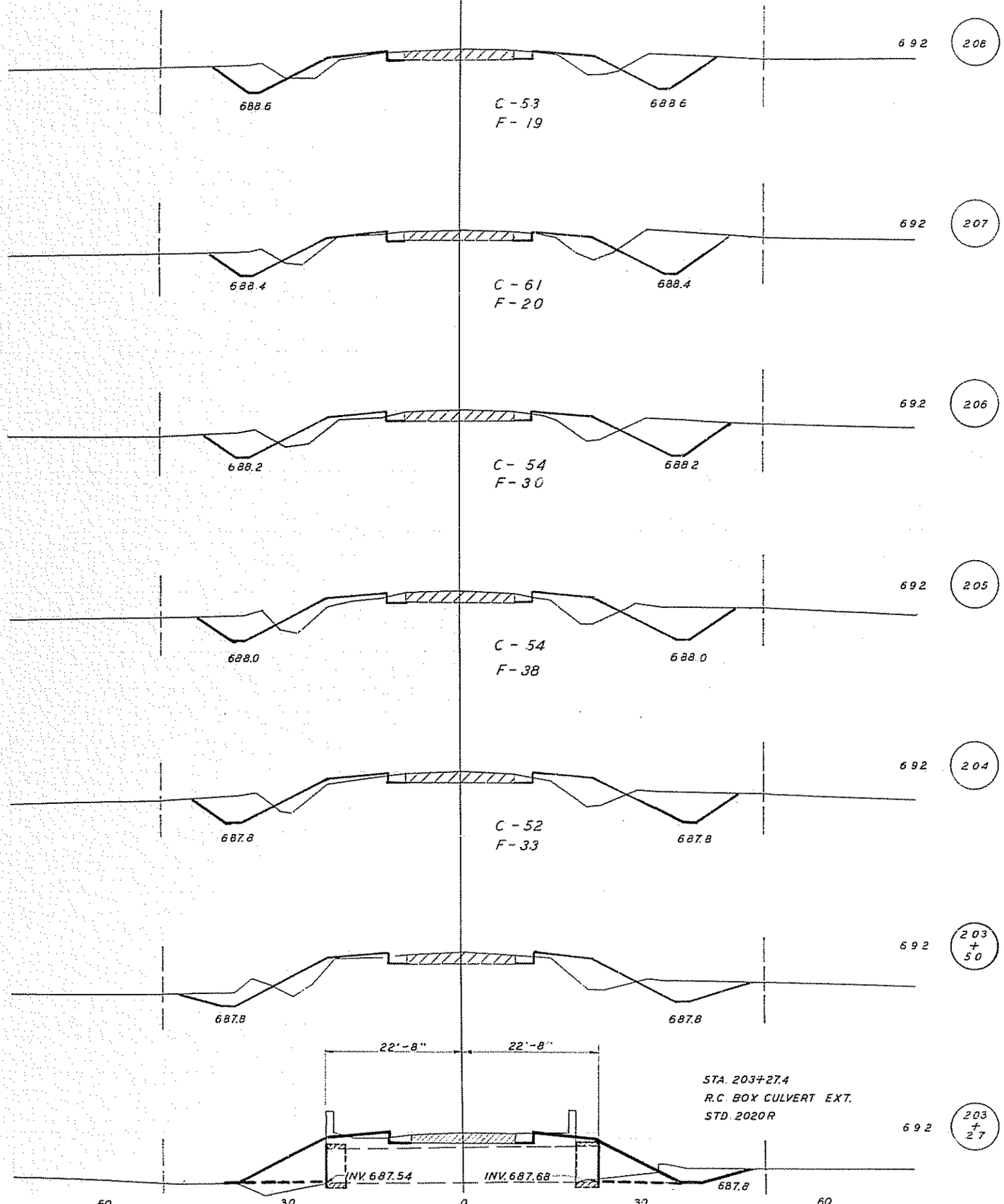
F.A. R

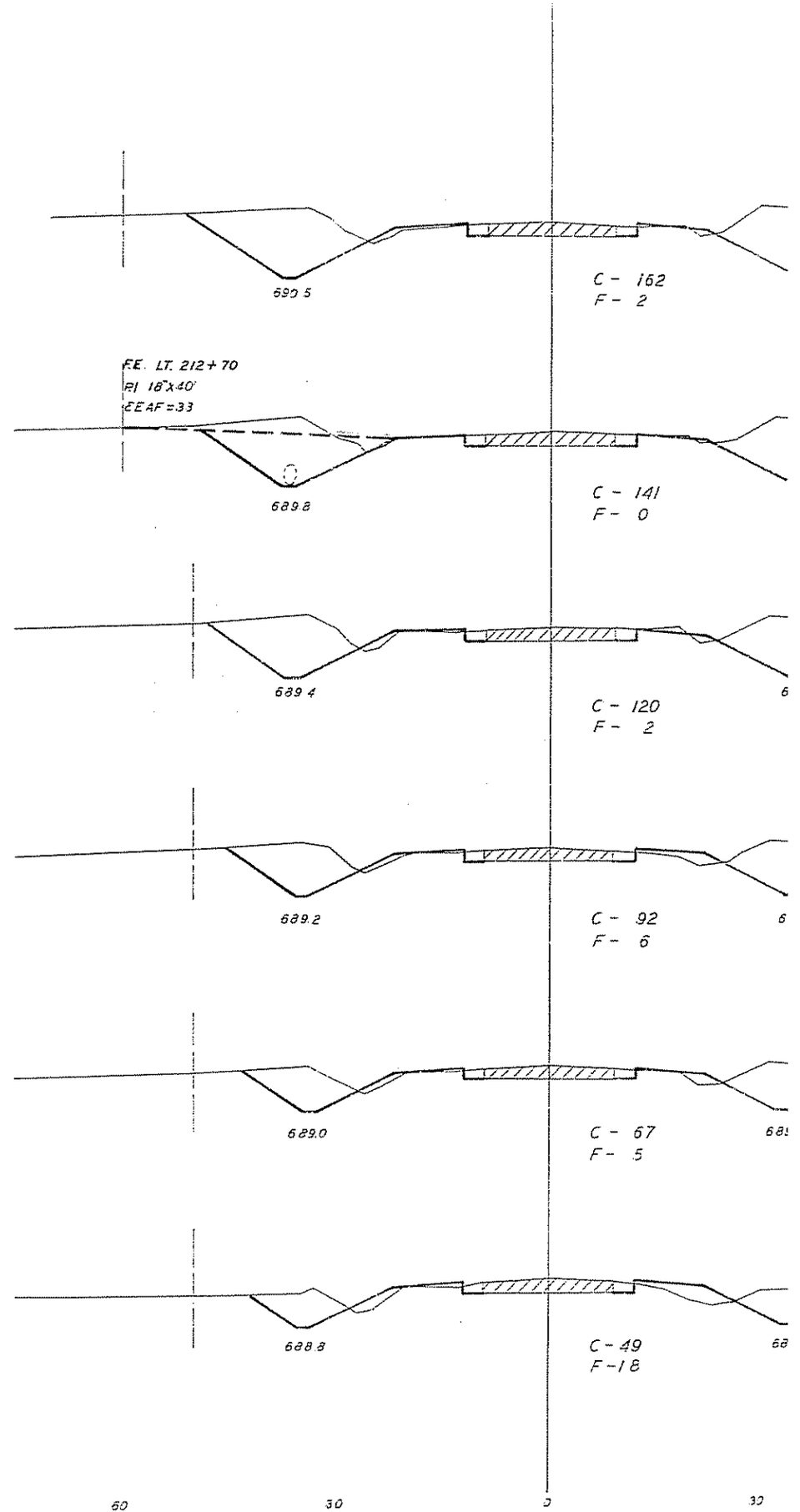

695.08
690.7
691.0
C - 16
F - 81
694
177
695.20
691.0
691.2
C - 38
F - 46
694
176
695.60
691.3
691.4
C - 60
F - 28
695
175
R.E. LT. 174+03
PI 18'X 36'
℄EAF = 30
696.29
691.7
692.2
C - 126
F - 11
696
174
692.7
693.0
C - 135
F - 6
696
173
692.8
697
172 + 70
692.9
697
172 + 55
696.74
691.5
C - 19
F - 154
696.44
690.9
C - 19
F - 177
696.14
690.7
C - 13
F - 186
695.84
690.5
C - 6
F - 181
24'-0"
22'-0"
695.54
INV. 690.20
INV. 690.50
690.3
C - 7
F - 174
S.S. TYPE 1
695.24
690.5
C - 12
F - 133
60
30
0
30
60
60
30
0
30


697.97
694.1
C - 204
F - 9
694.1
698.16
694.2
C - 79
F - 19
694.2
698.14
694.3
C - 162
F - 36
694.3
697.94
694.4
C - 104
F - 47
694.4
SUMMIT
LT. 185+90
SUMMIT
RT. 185+89
F.E. RT. 185+89
Σ EAF =32
F.E. LT. 185+90
Σ EAF = 14
697.64
694.4
C - 77
F - 60
694.4
697.34
694.0
C - 30
F - 74
694.0
697.04
692.5
C - 14
F - 131
693.4
6.98
190
6.98
189
6.97
188
6.97
187
6.96
186
6.96
185
6.95
184
60
30
0
30
60

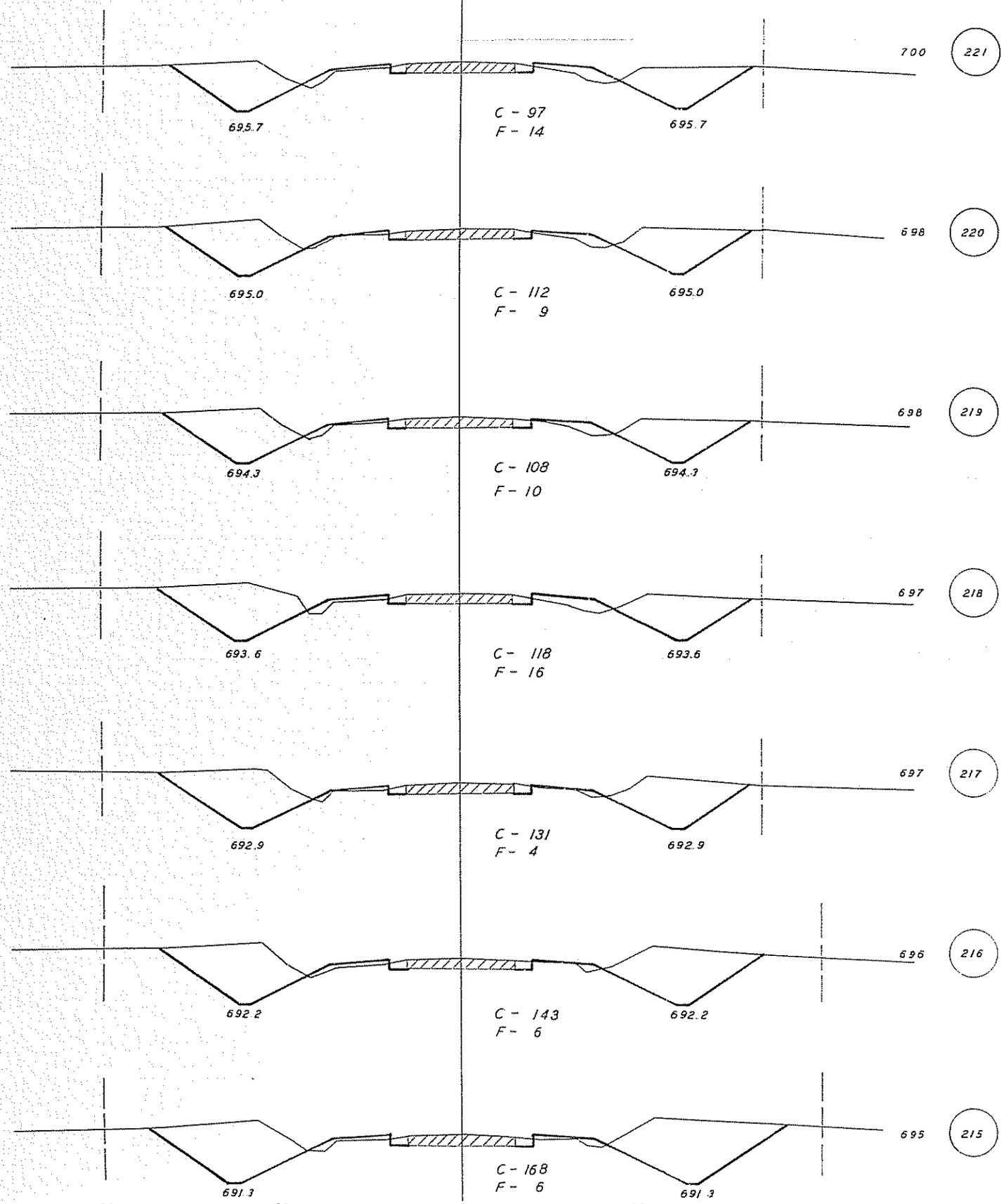

689.4
C - 69
F - 14
689.4
690.2
C - 79
F - 18
690.
690.9
C - 132
F - 15
690
696.26
692.0
C - 165
F - 17
692.
697.02
693.1
C - 198
F - 11
693.1
697.60
693.8
C - 208
F - 6
693.8
60
30
0
30

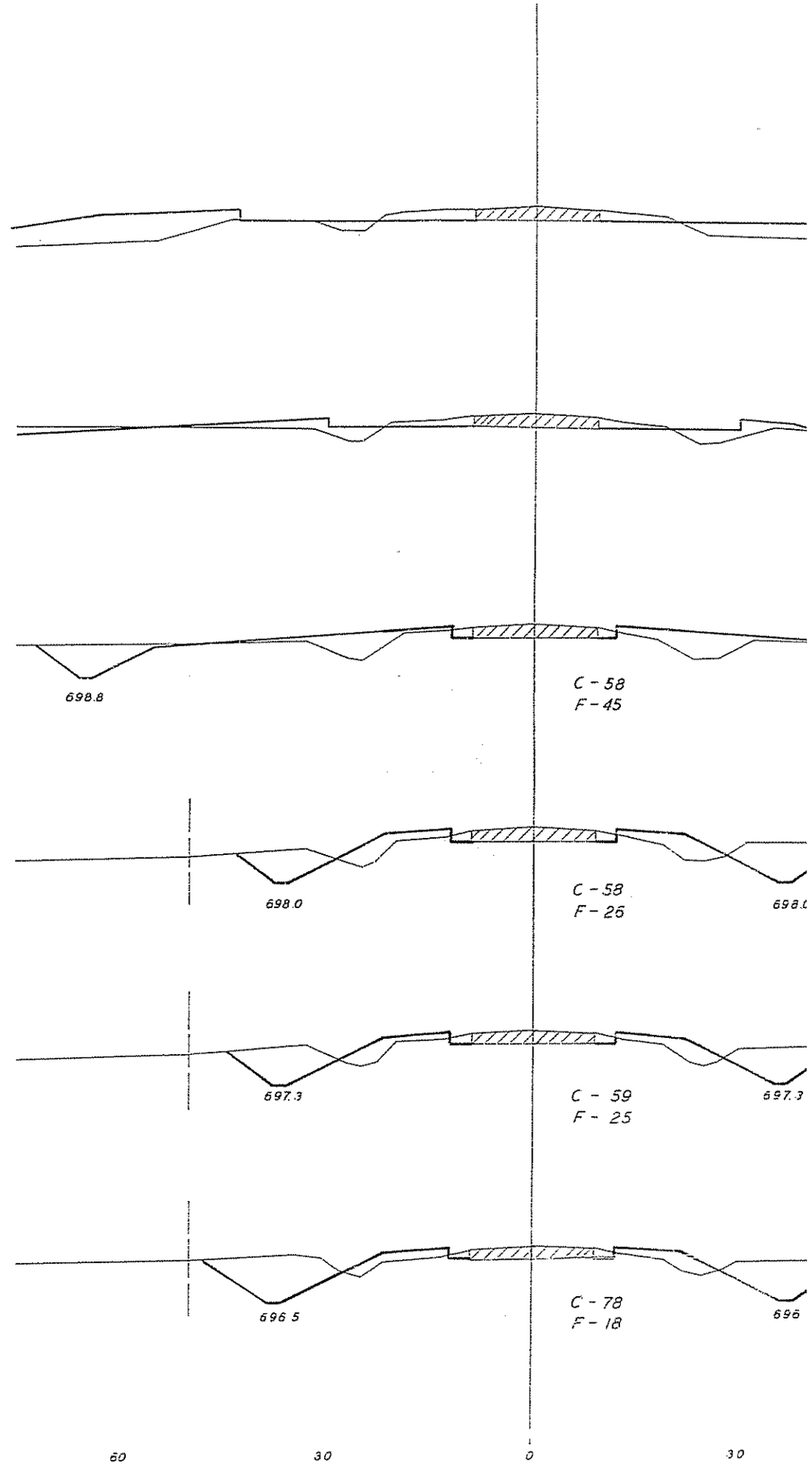

F. E. LT. 199+32
P. I 18"X30'
Σ EAF = 17
692
199 + 33
SD. RD. RT. 199+22.54
P. IA 18" X 51'
Σ EAF = 30
692
199 + 22
688.55
692
199 + 11
688.5
692
199 + 08
688.5
692
199
688.5
C - 29
F - 22
S.S. TYPE 1
692
198
688.7
C - 41
F - 12
688.8
692
197
688.9
C - 56
F - 14
689.0
60
30
0
30
60
687.7
C - 16
F - 43
687.8
S.S. TYPE 1
687.9
C - 32
F - 21
688.0
688.1
C - 37
F - 31
688.2
688.3
C - 43
F - 18
688.4
688.4
60
30
0
30

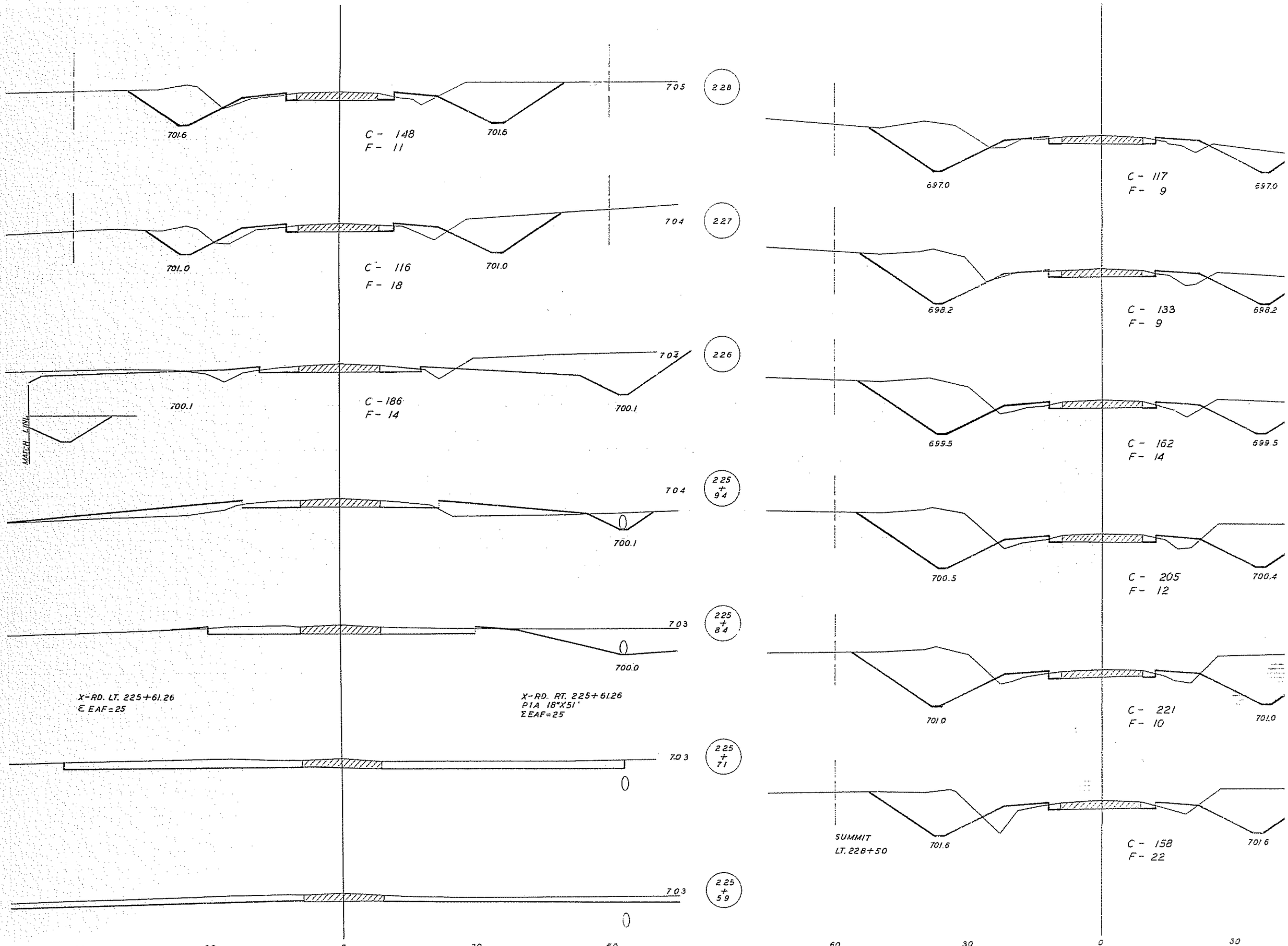

692
206
688.6
C - 53
F - 19
688.6
692
207
688.4
C - 61
F - 20
688.4
692
206
688.2
C - 54
F - 30
688.2
692
205
688.0
C - 54
F - 38
688.0
692
204
687.8
C - 52
F - 3.3
687.8
692
203 + 50
687.8
687.8
22'-8"
22'-8"
STA. 203+27.4
R.C. BOX CULVERT EXT.
STD. 2020R
692
203 + 27
INV. 687.54
INV. 687.68
687.8
60
30
0
30
60

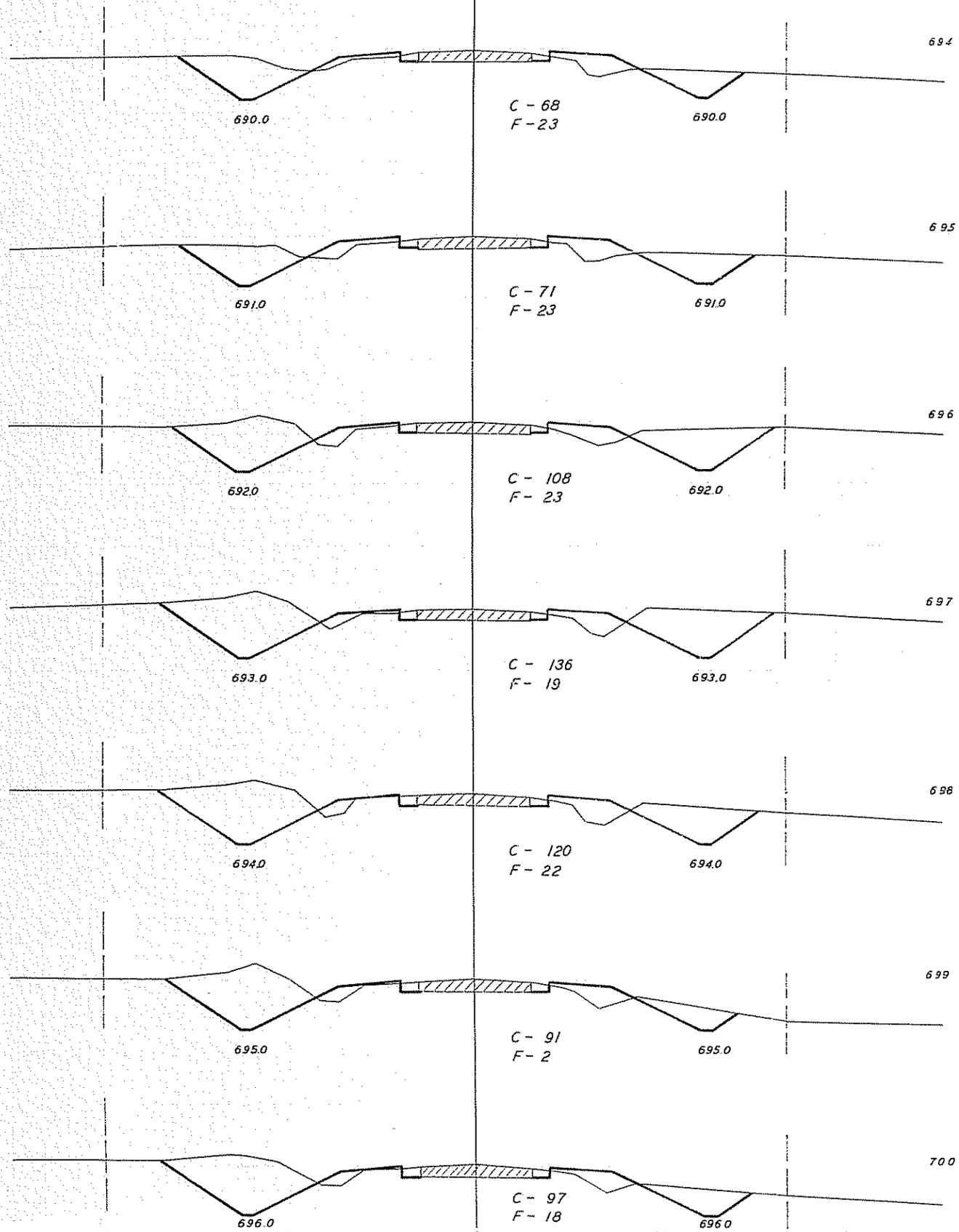

690.5
C - 162
F - 2
F.E. LT. 212+70
RI 18"x40'
EEAF=.33
689.8
C - 141
F - 0
689.4
C - 120
F - 2
689.2
C - 92
F - 6
689.0
C - 67
F - 5
688.8
C - 49
F - 18
60
30
0
30

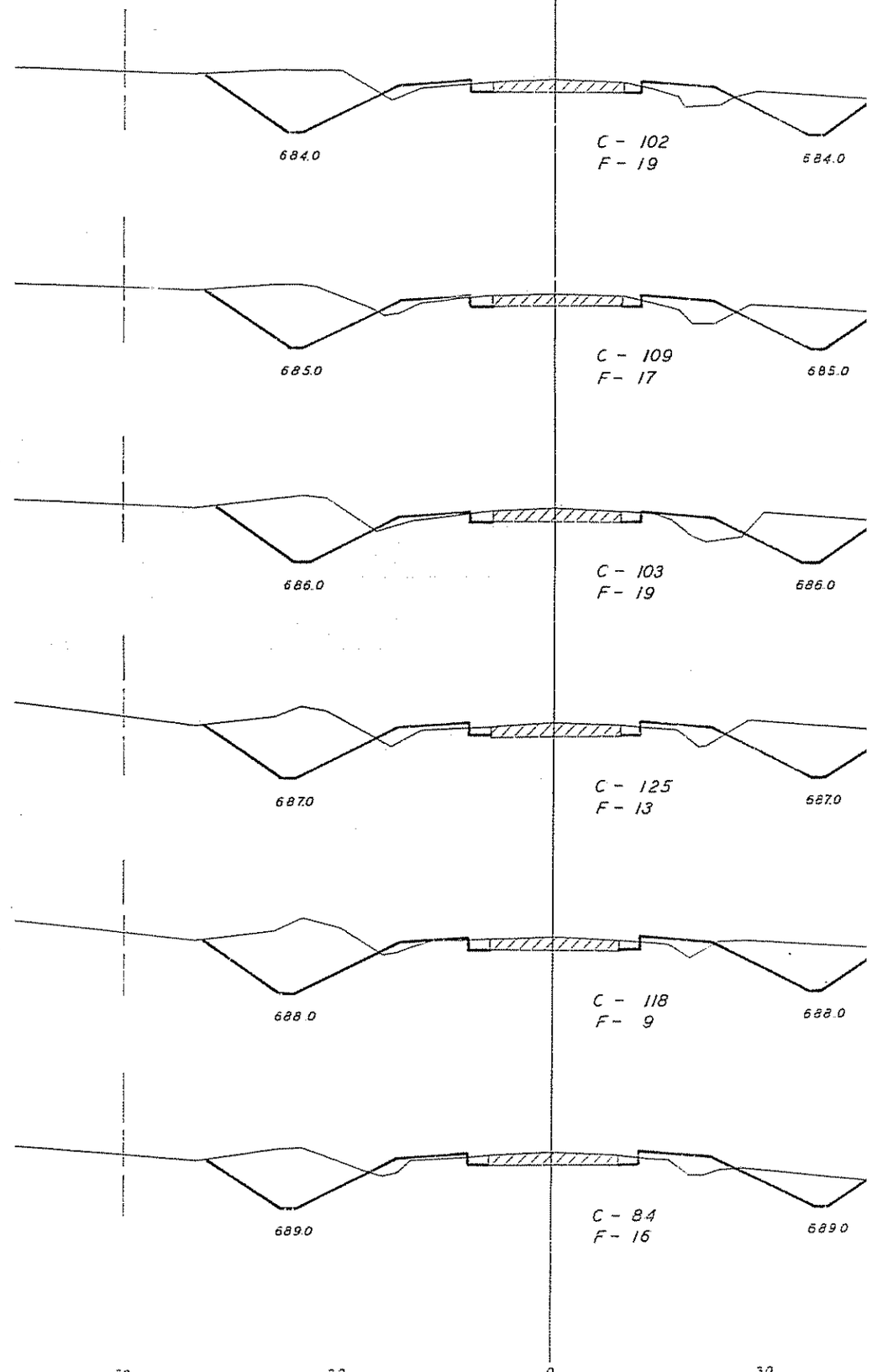
C.H.S. 8-22-63

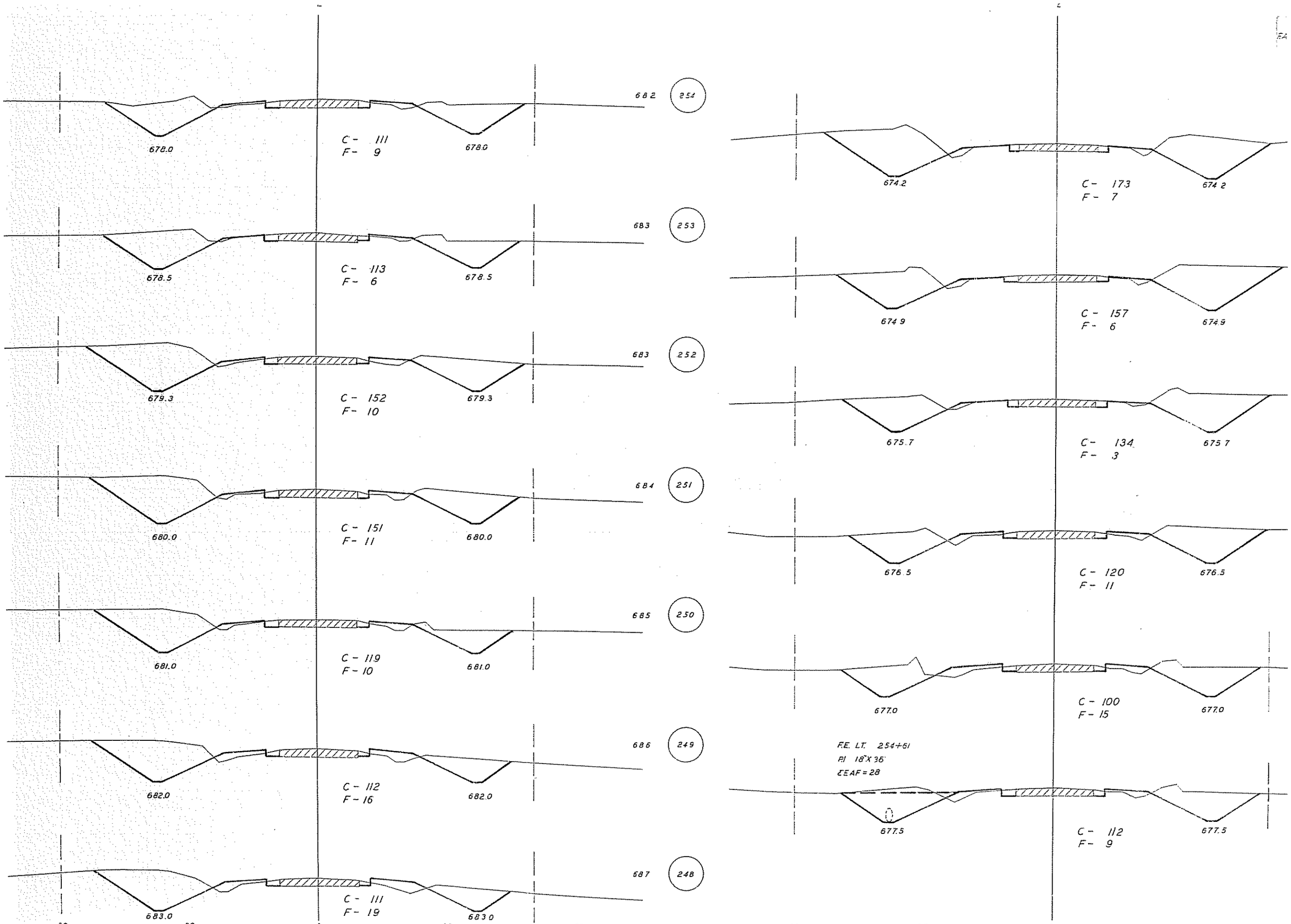

700
221
695.7
C - 97
F - 14
695.7
698
220
695.0
C - 112
F - 9
695.0
698
219
694.3
C - 108
F - 10
694.3
697
218
693.6
C - 118
F - 16
693.6
697
217
692.9
C - 131
F - 4
692.9
696
216
692.2
C - 143
F - 6
692.2
695
215
691.3
C - 168
F - 6
691.3
60
30
0
30
60

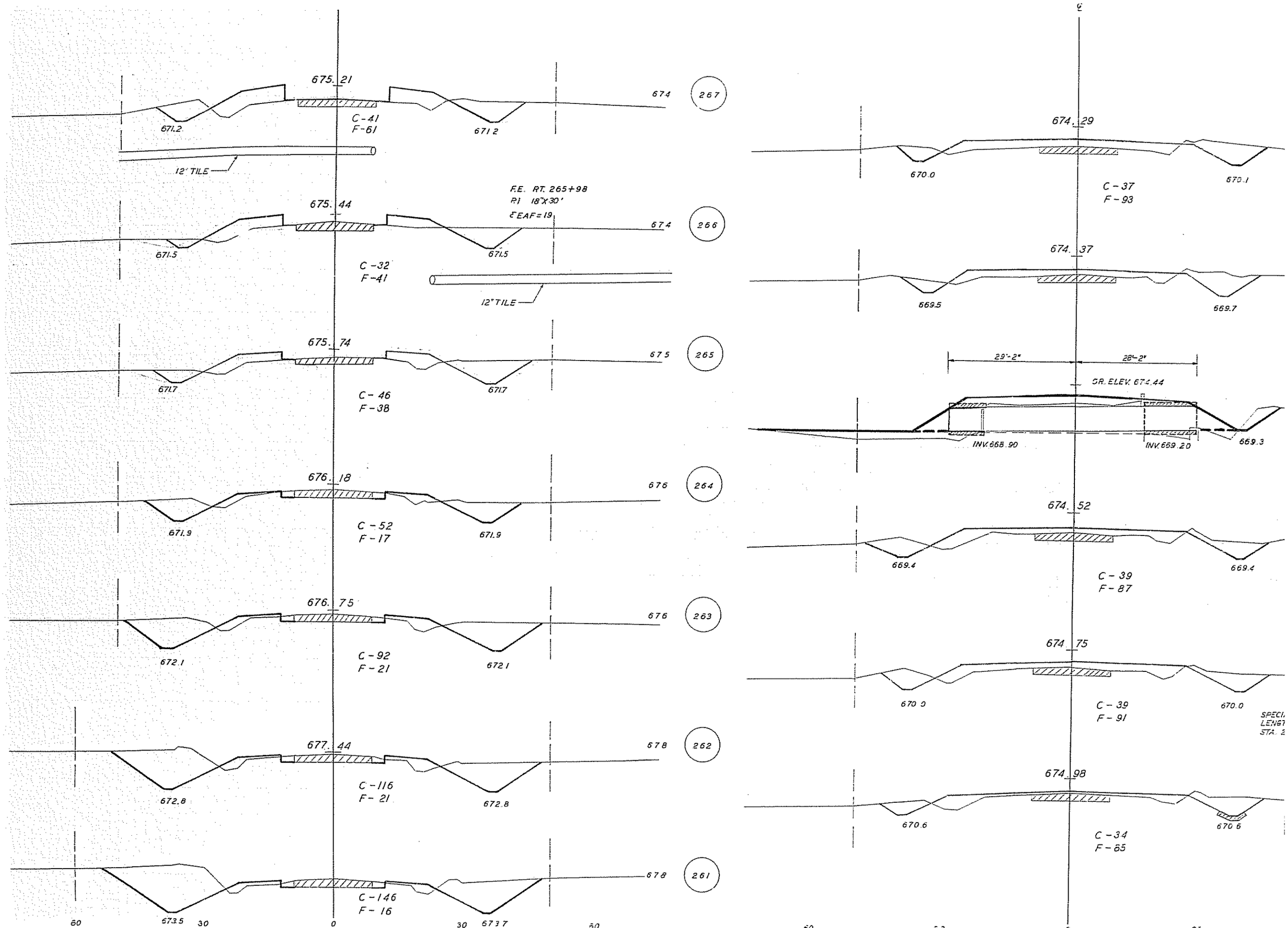

698.8
C - 58
F - 45
698.0
C - 58
F - 26
697.3
C - 59
F - 25
697.3
696.5
C - 78
F - 18
696
60
30
0
30

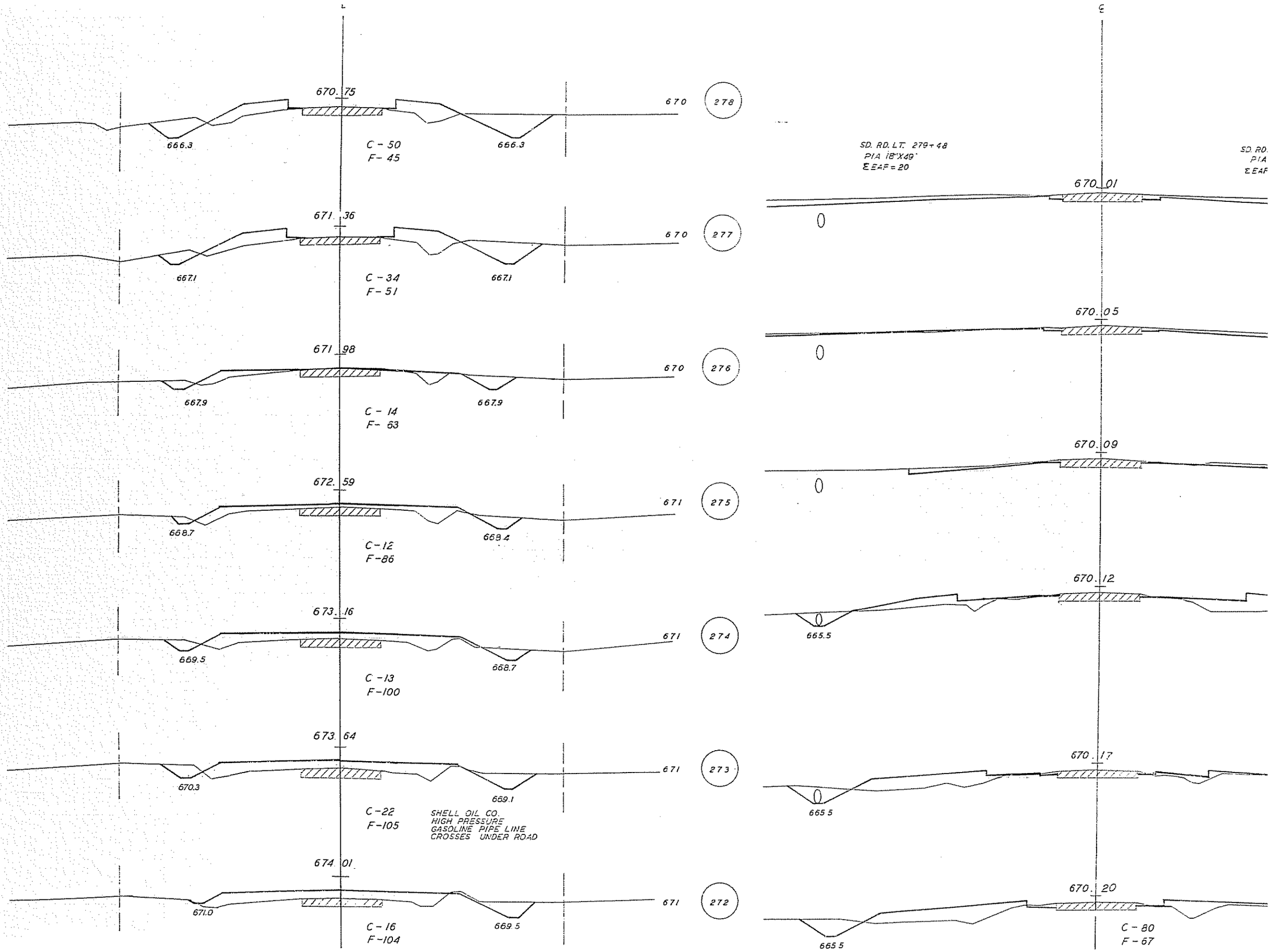

228
705
701.6
C - 148
F - 11
701.6
697.0
C - 117
F - 9
697.0
227
704
701.0
C - 116
F - 18
701.0
698.2
C - 133
F - 9
698.2
226
704
700.1
C - 186
F - 14
700.1
699.5
C - 162
F - 14
699.5
MAT-H LINE
225 + 94
704
700.1
700.5
C - 205
F - 12
700.4
225 + 84
703
700.0
X-RD. LT. 225+61.26
Σ EAF=25
X-RD. RT. 225+61.26
P1A 18"X51'
ΣEAF=25
701.0
C - 221
F - 10
701.0
225 + 71
703
SUMMIT
LT. 228+50
701.6
C - 158
F - 22
701.6
225 + 59
703
60
30
0
30


694
241
690.0
C - 68
F - 23
690.0
695
240
691.0
C - 71
F - 23
691.0
696
239
692.0
C - 108
F - 23
692.0
697
238
693.0
C - 136
F - 19
693.0
698
237
694.0
C - 120
F - 22
694.0
699
236
695.0
C - 91
F - 2
695.0
700
235
696.0
C - 97
F - 18
696.0

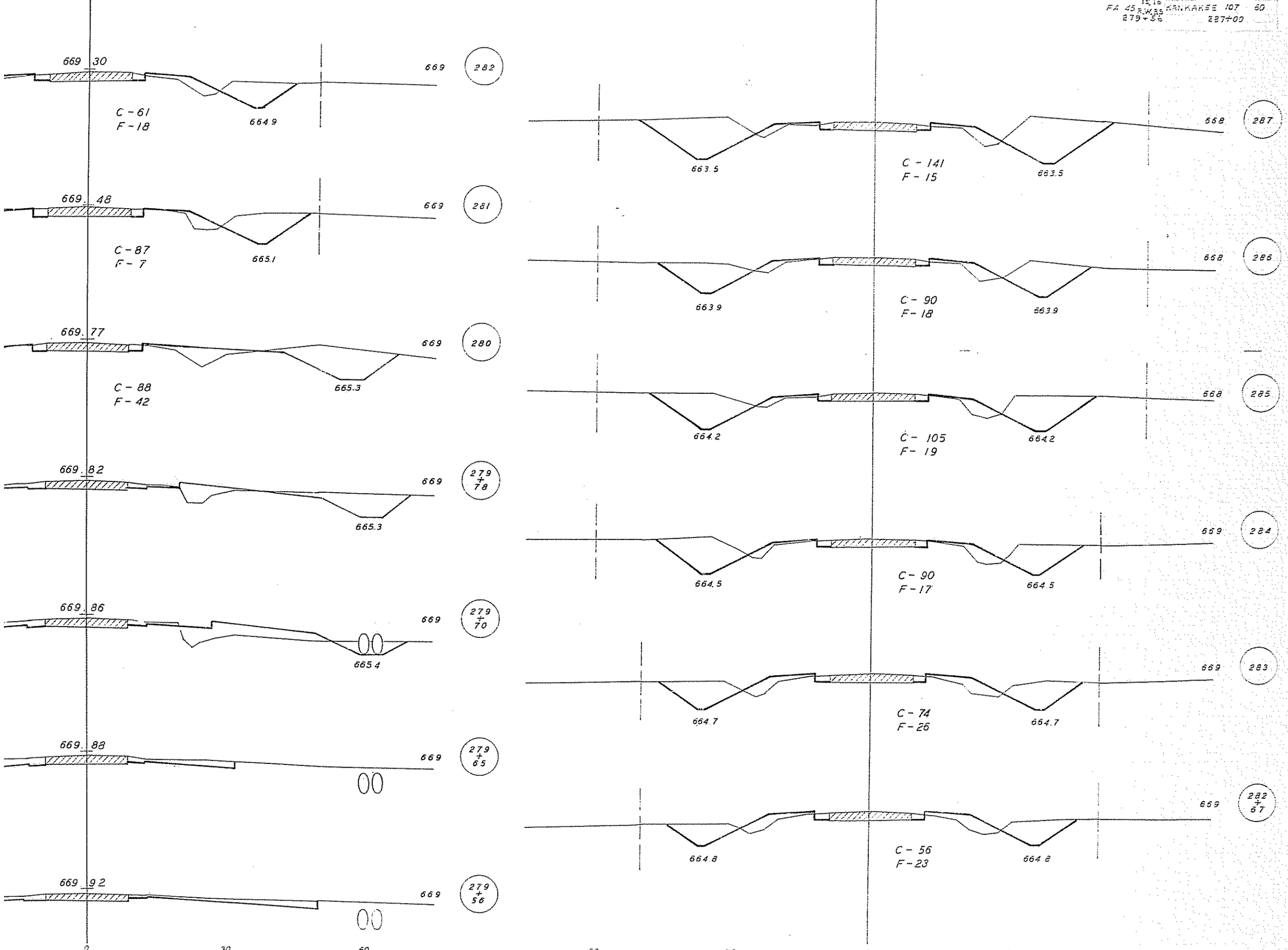

684.0
C - 102
F - 19
684.0
685.0
C - 109
F - 17
685.0
686.0
C - 103
F - 19
686.0
687.0
C - 125
F - 13
687.0
688.0
C - 118
F - 9
688.0
689.0
C - 84
F - 16
689.0


682
254
678.0
C - 111
F - 9
678.0
683
253
678.5
C - 113
F - 6
678.5
683
252
679.3
C - 152
F - 10
679.3
684
251
680.0
C - 151
F - 11
680.0
685
250
681.0
C - 119
F - 10
681.0
686
249
682.0
C - 112
F - 16
682.0
687
248
683.0
C - 111
F - 19
683.0
674.2
C - 173
F - 7
674.2
674.9
C - 157
F - 6
674.9
675.7
C - 134
F - 3
675.7
676.5
C - 120
F - 11
676.5
677.0
C - 100
F - 15
677.0
F.E. LT. 254+61
PI 18"X 36'
ΣEAF = 28
677.5
C - 112
F - 9
677.5

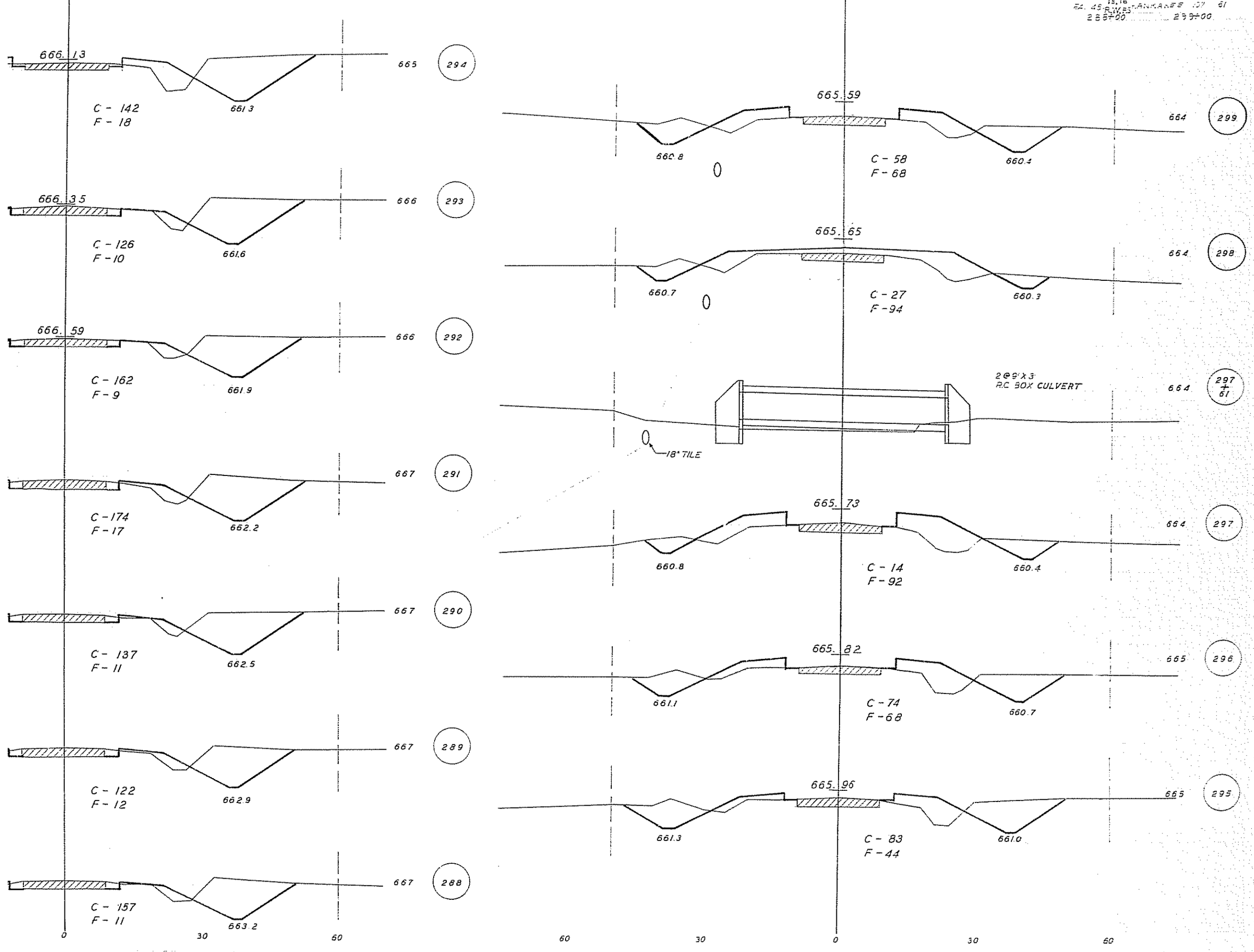

675.21
674
267
671.2
C-41
F-61
671.2
12" TILE
675.44
F.E. RT. 265+98
P.I. 18"X30'
ΣEAF=19
674
266
671.5
671.5
C-32
F-41
12" TILE
675.74
675
265
671.7
C-46
F-38
671.7
676.18
676
264
671.9
C-52
F-17
671.9
676.75
676
263
672.1
C-92
F-21
672.1
677.44
678
262
672.8
C-116
F-21
672.8
678
261
C-146
F-16
60
673.5
30
0
30
673.7
60
674.29
670.0
C-37
F-93
670.1
674.37
669.5
669.7
29'-2"
28'-2"
GR. ELEV. 674.44
INV. 668.90
INV. 669.20
669.3
674.52
669.4
C-39
F-87
669.4
674.75
670.0
C-39
F-91
670.0
674.98
670.6
C-34
F-65
670.6

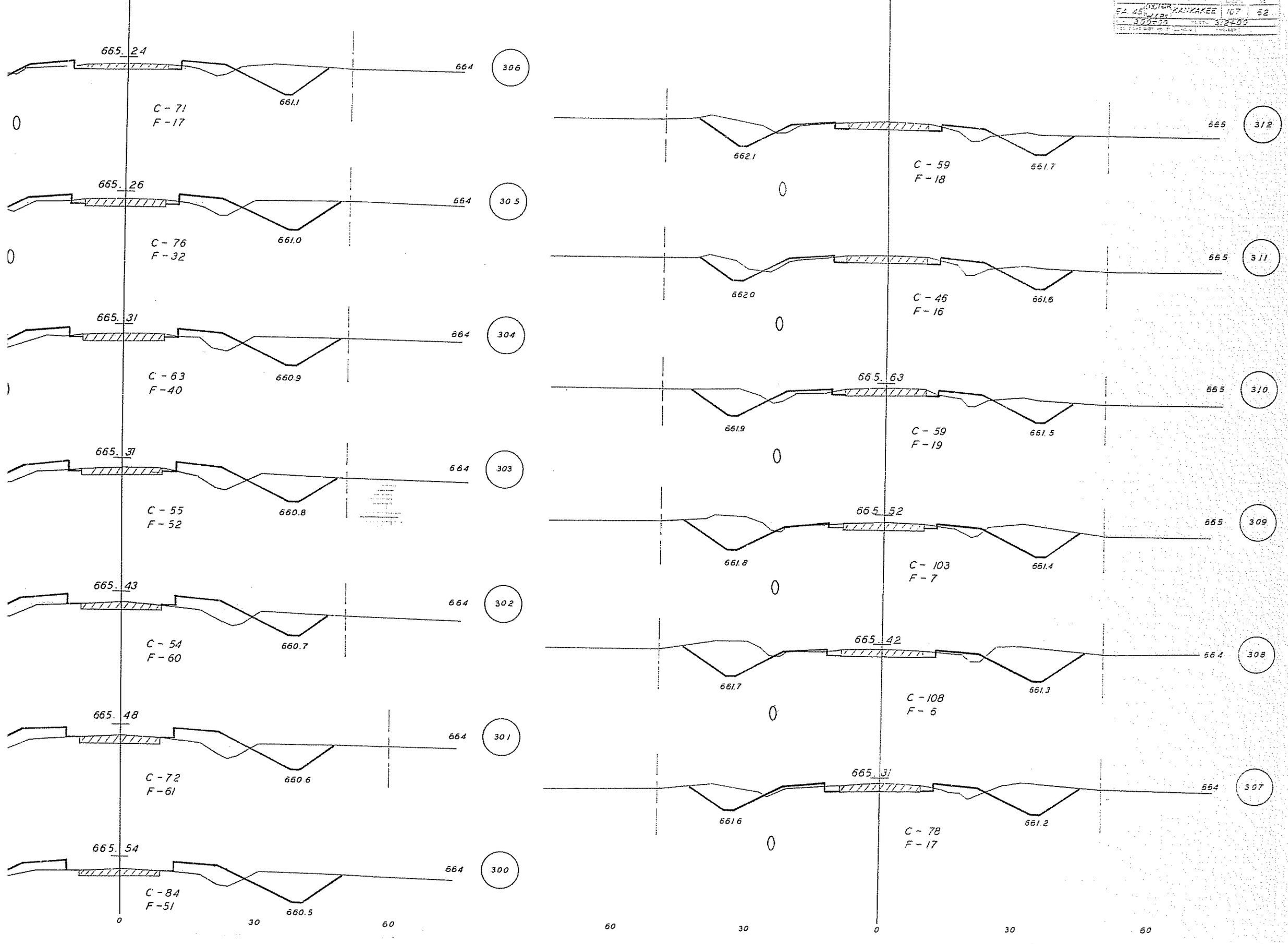

670.75
670
278
666.3
C - 50
F - 45
666.3
671.36
670
277
667.1
C - 34
F - 51
667.1
671.98
670
276
667.9
C - 14
F - 63
667.9
672.59
671
275
668.7
C - 12
F - 86
668.4
673.16
671
274
669.5
C - 13
F - 100
668.7
673.64
671
273
670.3
C - 22
F - 105
669.1
SHELL OIL CO.
HIGH PRESSURE
GASOLINE PIPE LINE
CROSSES UNDER ROAD
674.01
671
272
671.0
C - 16
F - 104
669.5
SD. RD. LT. 279+48
PIA 18"X49'
ΣEAF = 20
670.01
0
670.05
0
670.09
0
670.12
665.5
670.17
665.5
670.20
665.5
C - 80
F - 67

C.H.S. 8-22-63

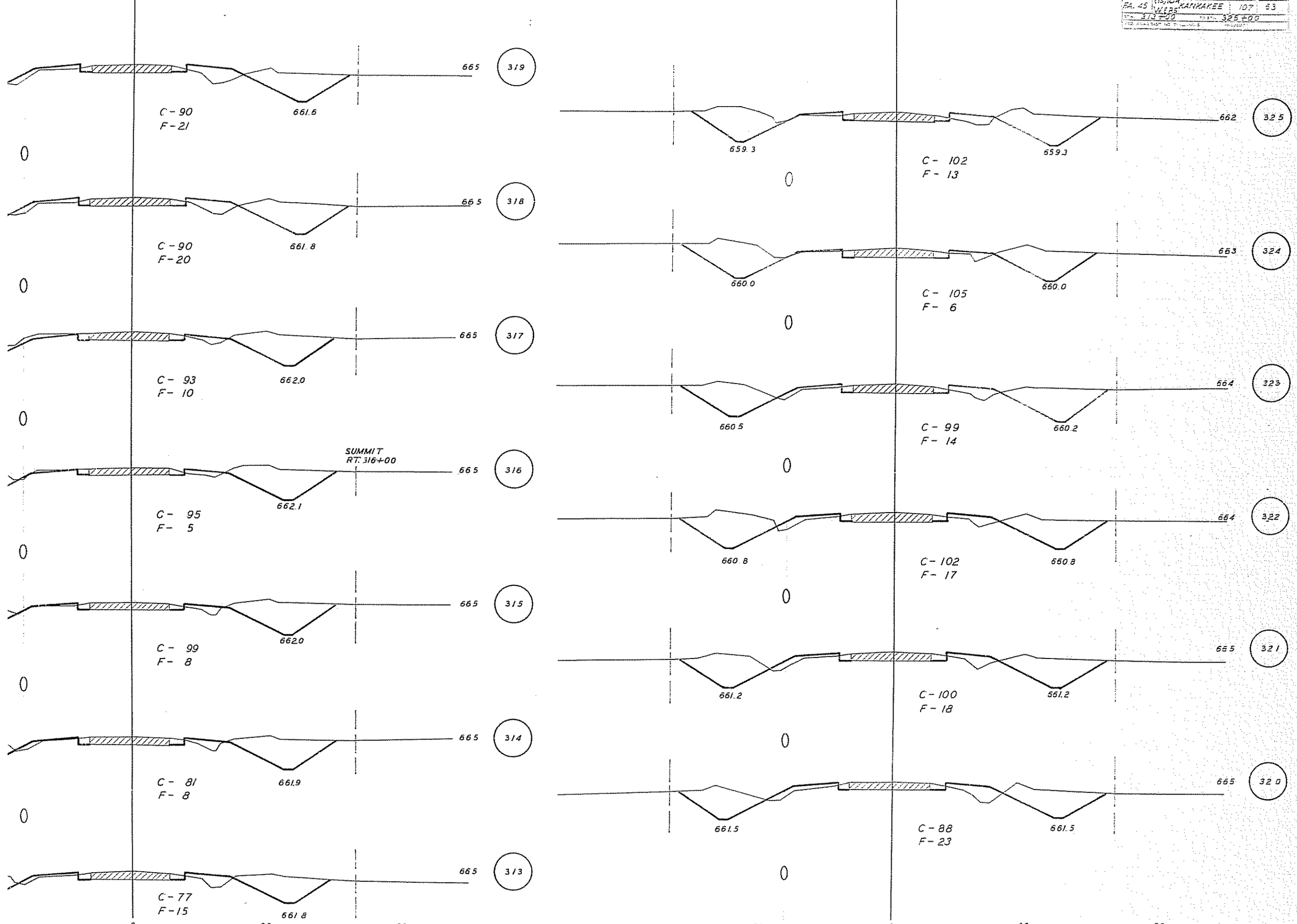


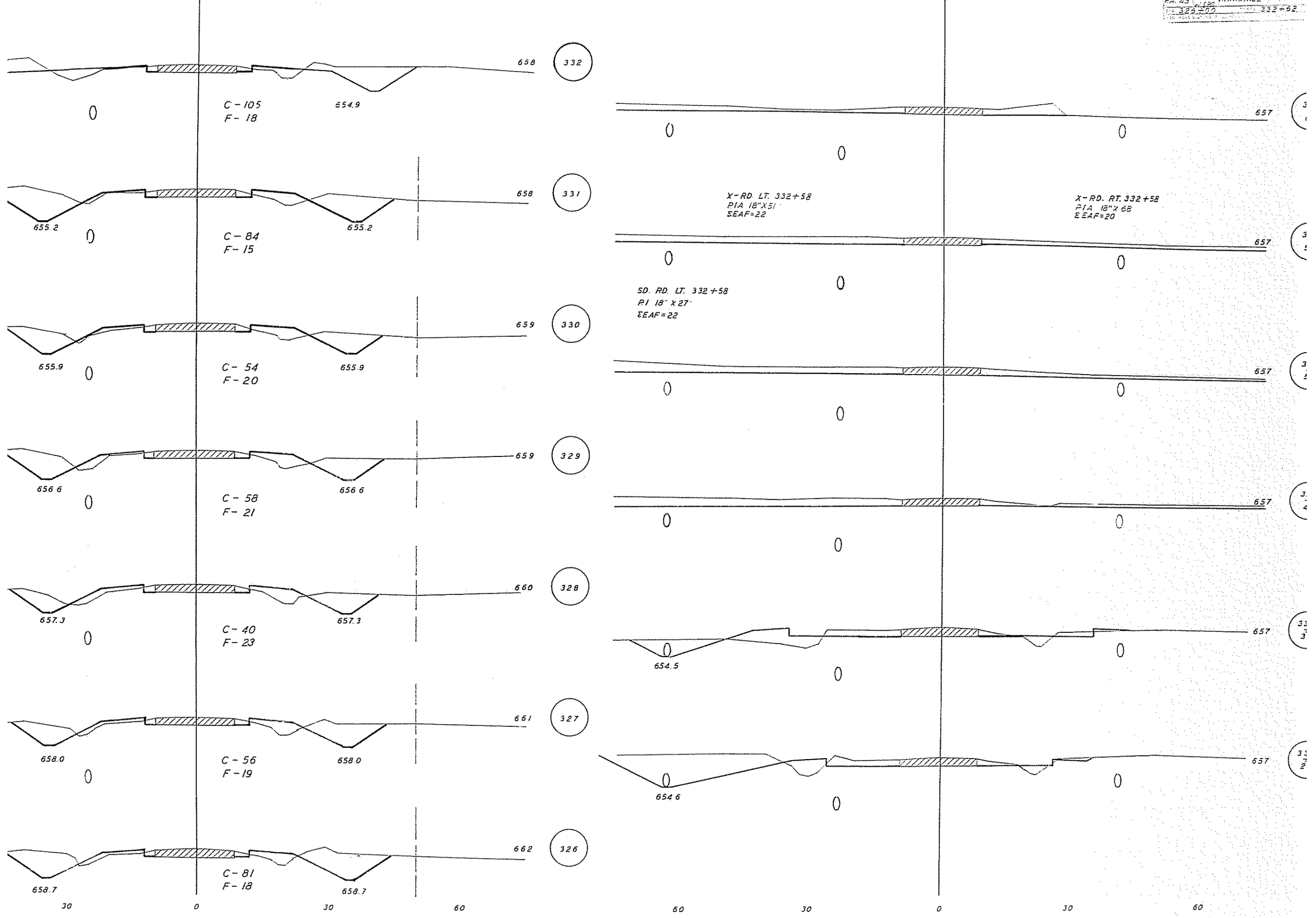
FA 45 R.W.RS KANKAKEE 107 60
279+56 287+00
669 30
669
282
C - 61
F - 18
664.9
669 48
669
281
C - 87
F - 7
665.1
669 77
669
280
C - 88
F - 42
665.3
669 82
669
279 + 78
665.3
669 86
669
279 + 70
665.4
669 88
669
279 + 65
669 92
669
279 + 56
0
30
60
668
287
663.5
C - 141
F - 15
663.5
668
286
663.9
C - 90
F - 18
663.9
668
285
664.2
C - 105
F - 19
664.2
669
284
664.5
C - 90
F - 17
664.5
669
283
664.7
C - 74
F - 26
664.7
669
282 + 67
664.8
C - 56
F - 23
664.8
60
30
0
30
60

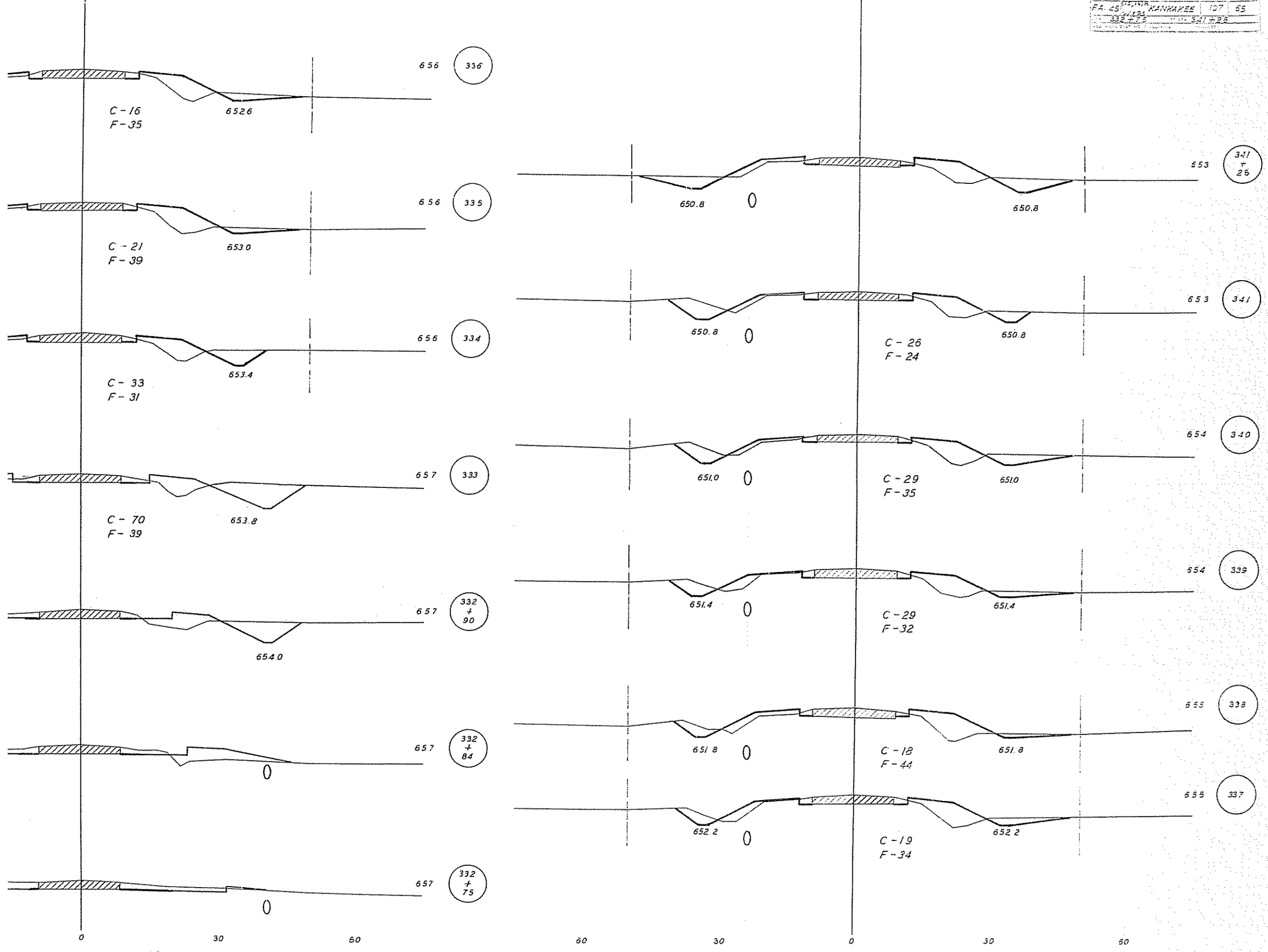

666.13
665
294
C - 142
F - 18
661.3
666.35
666
293
C - 126
F - 10
661.6
666.59
666
292
C - 162
F - 9
661.9
667
291
C - 174
F - 17
662.2
667
290
C - 137
F - 11
662.5
667
289
C - 122
F - 12
662.9
667
288
C - 157
F - 11
663.2
0
30
60
665.59
664
299
660.8
C - 58
F - 68
660.4
665.65
664
298
660.7
C - 27
F - 94
660.3
2@9'X3'
R.C. BOX CULVERT
664
297
61
18" TILE
665.73
664
297
660.8
C - 14
F - 92
660.4
665.82
665
296
661.1
C - 74
F - 68
660.7
665.96
665
295
661.3
C - 83
F - 44
661.0
60
30
0
30
60



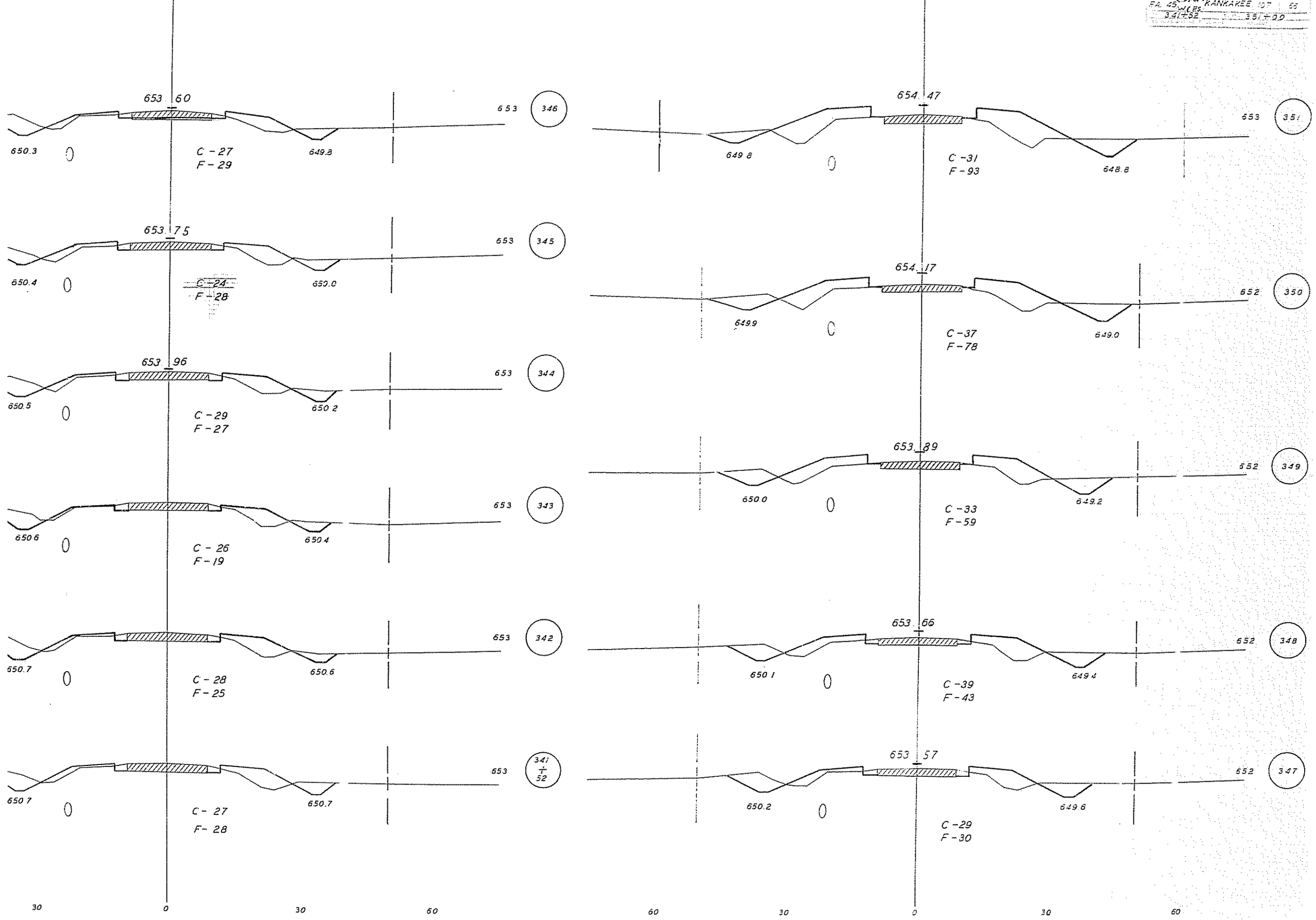
FA 45
KANKAKEE
107
62
665.24
664
306
661.1
C - 71
F - 17
665.26
664
305
661.0
C - 76
F - 32
665.31
664
304
660.9
C - 63
F - 40
665.37
664
303
660.8
C - 55
F - 52
665.43
664
302
660.7
C - 54
F - 60
665.48
664
301
660.6
C - 72
F - 61
665.54
664
300
660.5
C - 84
F - 51
0
30
60
665
312
662.1
661.7
C - 59
F - 18
665
311
662.0
661.6
C - 46
F - 16
665.63
665
310
661.9
661.5
C - 59
F - 19
665.52
665
309
661.8
661.4
C - 103
F - 7
665.42
664
308
661.7
661.3
C - 108
F - 6
665.31
664
307
661.6
661.2
C - 78
F - 17
60
30
0
30
60


665
319
C - 90
F - 21
661.6
0
665
318
C - 90
F - 20
661.8
0
665
317
C - 93
F - 10
662.0
0
SUMMIT
RT. 316+00
665
316
C - 95
F - 5
662.1
0
665
315
C - 99
F - 8
662.0
0
665
314
C - 81
F - 8
661.9
0
665
313
C - 77
F - 15
661.8
0
30
60
662
32.5
659.3
C - 102
F - 13
659.3
0
663
32.4
660.0
C - 105
F - 6
660.0
0
664
32.3
660.5
C - 99
F - 14
660.2
0
664
32.2
660.8
C - 102
F - 17
660.8
0
665
32.1
661.2
C - 100
F - 18
661.2
0
665
32.0
661.5
C - 88
F - 23
661.5
0
60
30
0
30
60


332+92
658
332
C-105
F-18
654.9
657
X-RD. LT. 332+58
PIA 18"X51'
ΣEAF=22
X-RD. RT. 332+58
PIA 18"X 68
ΣEAF=20
658
331
655.2
C-84
F-15
655.2
657
SD. RD. LT. 332+58
PI 18" X 27'
ΣEAF=22
659
330
655.9
C-54
F-20
655.9
657
659
329
656.6
C-58
F-21
656.6
657
660
328
657.3
C-40
F-23
657.3
657
654.5
661
327
658.0
C-56
F-19
658.0
657
654.6
662
326
658.7
C-81
F-18
658.7
30
0
30
60
60
30
0
30
60



FA. 45
KANKAKEE
107
65
332 + 75
341 + 25
656
336
C - 16
F - 35
652.6
656
335
C - 21
F - 39
653.0
656
334
C - 33
F - 31
653.4
657
333
C - 70
F - 39
653.8
657
332 + 90
654.0
657
332 + 84
657
332 + 75
653
341 + 25
650.8
650.8
653
341
650.8
650.8
C - 26
F - 24
654
340
651.0
651.0
C - 29
F - 35
654
339
651.4
651.4
C - 29
F - 32
655
338
651.8
651.8
C - 18
F - 44
655
337
652.2
652.2
C - 19
F - 34
0
30
60
60
30
0
30
60



FA. 45 KANKAKEE 107 66
341+52 351+00
653.60
653
346
650.3
C - 27
F - 29
649.8
653.75
653
345
650.4
C - 24
F - 28
650.0
653.96
653
344
650.5
C - 29
F - 27
650.2
653
343
650.6
C - 26
F - 19
650.4
653
342
650.7
C - 28
F - 25
650.6
653
341 + 52
650.7
C - 27
F - 28
650.7
654.47
653
351
649.8
C - 31
F - 93
648.8
654.17
652
350
649.9
C - 37
F - 78
649.0
653.89
652
349
650.0
C - 33
F - 59
649.2
653.66
652
348
650.1
C - 39
F - 43
649.4
653.57
652
347
650.2
C - 29
F - 30
649.6
30
0
30
60
60
30
0
30
60