

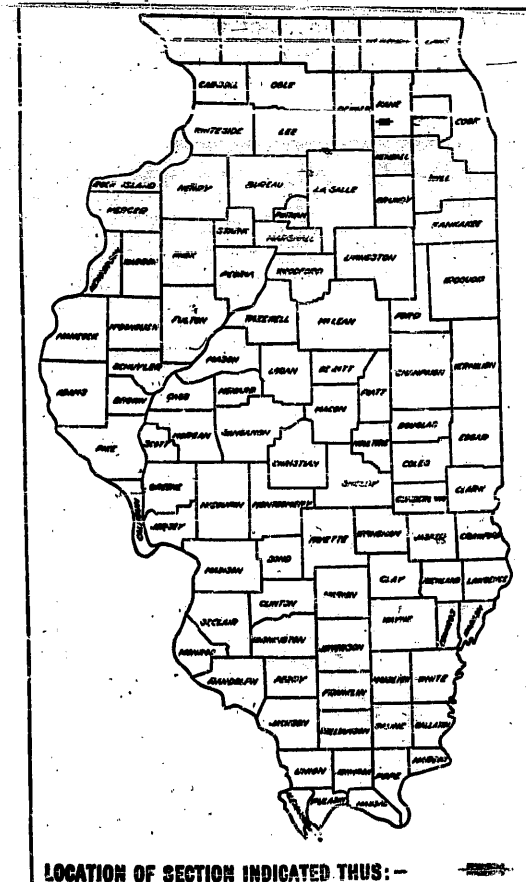
**STATE OF ILLINOIS**  
**DEPARTMENT OF PUBLIC WORKS AND BUILDINGS**  
**DIVISION OF HIGHWAYS**  
**PLANS FOR PROPOSED**  
**FEDERAL AID HIGHWAY**

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 7	5VB	KANE	40	1
FED. ROAD DIST. NO. 4 ILLINOIS PROJECT FG-1(51)				

SUMMARY OF QUANTITIES			
QUANTITY	UNIT	DESCRIPTION	CODE NUMBER
00200	CU. YD.	BORROW EXCAVATION	03001
204	CU. YD.	CLASS. A EXCAVATION FOR STRUCTURES	050001
1000	CU. YD.	CLASS. X CONCRETE	052003
1100	SQ. YD.	PROTECTIVE COAT	052021
120000	POUND	FURNISHING AND ERECTING STRUCTURAL STEEL	054001
182000	POUND	REINFORCEMENT BARS	059001
848	LIN. FT.	FURNISHING CREOSOTED PILES UP TO 20 FEET	060004
420	LIN. FT.	FURNISHING CREOSOTED PILES 20.1 TO 38 FEET	060005
1	EACH	TEST PILE CREOSOTED	060007
1880	LIN. FT.	DRIVING TIMBER PILES	060008
405	LIN. FT.	FURNISHING PRECAST CONCRETE PILES 18"	060011
1	EACH	TEST PILES PRECAST CONCRETE	060012
405	LIN. FT.	DRIVING PRECAST CONCRETE PILES	060013
47	EACH	METAL SHOES	060042
1035	LIN. FT.	DRIVING CONCRETE PILES	060043
1035	LIN. FT.	FURNISHING CONCRETE PILES	060044
1	EACH	TEST PILE CONCRETE	060047
1	EACH	NAME PLATES	061001
824	SQ. YD.	PAVEMENT REMOVAL	082001
878	SQ. YD.	KUOFE WALL 4 INCH	083002
100	LIN. FT.	ALUMINUM HANDRAIL	200004
100	LIN. FT.	RAILROAD PROTECTIVE SERVICE	200005
100	LIN. FT.	BRIDGE SEALANT	201003
ALTERNATE A			
1000	LIN. FT.	DRILLED PILES (TYPE A) 12" Ø	060009
1000	LIN. FT.	DRILLED PILES (TYPE A) 16" Ø	060002
ALTERNATE B			
1000	LIN. FT.	DRILLED PILES (TYPE B) 14" Ø	060000
1000	LIN. FT.	DRILLED PILES (TYPE B) 20" Ø	060001

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 7**  
**SECTION 5VB**  
**PROJECT FG-1(51)**  
**KANE COUNTY**  
**(STRUCTURE OVER C. & N.W. RY.)**



LOCATION OF SECTION INDICATED THUS: —

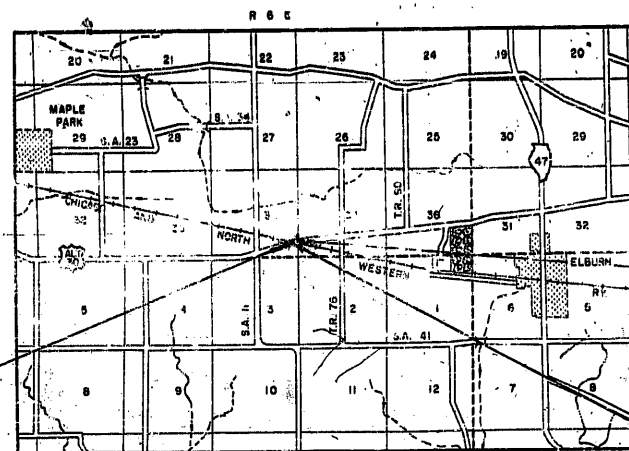
**INDEX OF SHEETS**

- 1 COVER SHEET
- 2 TYPICAL X SECTIONS
- 3 PLAN & PROFILE
- 4-34 BRIDGE PLANS
- 35-38 X SECTIONS
- 39 STANDARDS 1996-2, 2113
- 40 STANDARDS 1972-1, 2158-1 & 2114, 1971-3
- 40A CRITICAL PATH SCHEDULE

**GENERAL NOTE**

WHEREVER IN THESE PLANS REFERENCE IS MADE TO THE STANDARD SPECIFICATIONS, IT IS UNDERSTOOD TO INCLUDE THE SUPPLEMENTAL SPECIFICATIONS, EFFECTIVE APRIL 2, 1962.

THESE PLANS CONFORMING TO STANDARD NO. 2158-1 SHALL BE CHECKED AT THE LOCATIONS AS SHOWN ON THE PLANS.



START OF PROJECT FG-1(51)  
 STA. 663 + 73.96

END OF PROJECT FG-1(51)  
 STA. 668 + 36.42

SCALE 1" = 1 MILE

**LENGTH OF IMPROVEMENT**

462.84 LIN. FT. = 0.098 MILES

**HIGHWAY CLASSIFICATION**

F.A. RTE. 7 - 545-M-70 (1965)

SECTION 5VB INCLUDES THE FURNISHING OF ALL MATERIALS AND THE COMPLETE CONSTRUCTION OF A RAILROAD GRADE SEPARATION STRUCTURE CONSISTING OF 4-WF BEAM SPANS, 2 @ 74'-0", 2 @ 76'-11 1/2" AND 1-PLATE GIRDER SPAN, 1 @ 140'-6" (CARRYING FA ROUTE 7 OVER THE C&N.W. RR.) AT STATION 666 + 00.42.

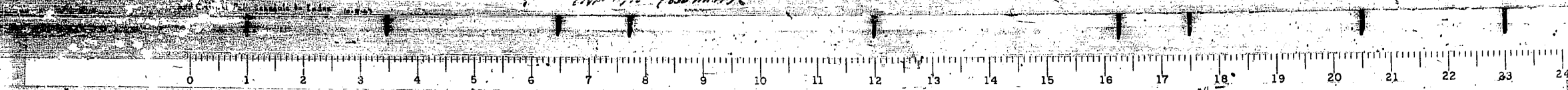
DEPARTMENT OF COMMERCE  
 BUREAU OF PUBLIC ROADS

APPROVED: \_\_\_\_\_  
 DISTRICT ENGINEER

DATE: \_\_\_\_\_

CONTRACT NO. 23330

SECTION 5VB F.A. ROUTE 7  
 No. 10/19/62 - N.M.D. - Drilled Piles (Type A) 12" Ø & (Type B) 14" Ø to Drilled Piles (Type A) 16" Ø & (Type B) 20" Ø



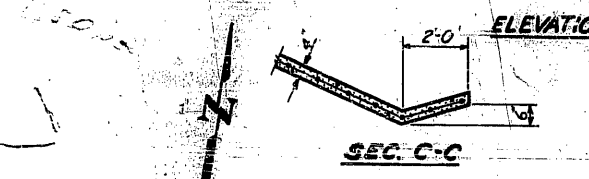
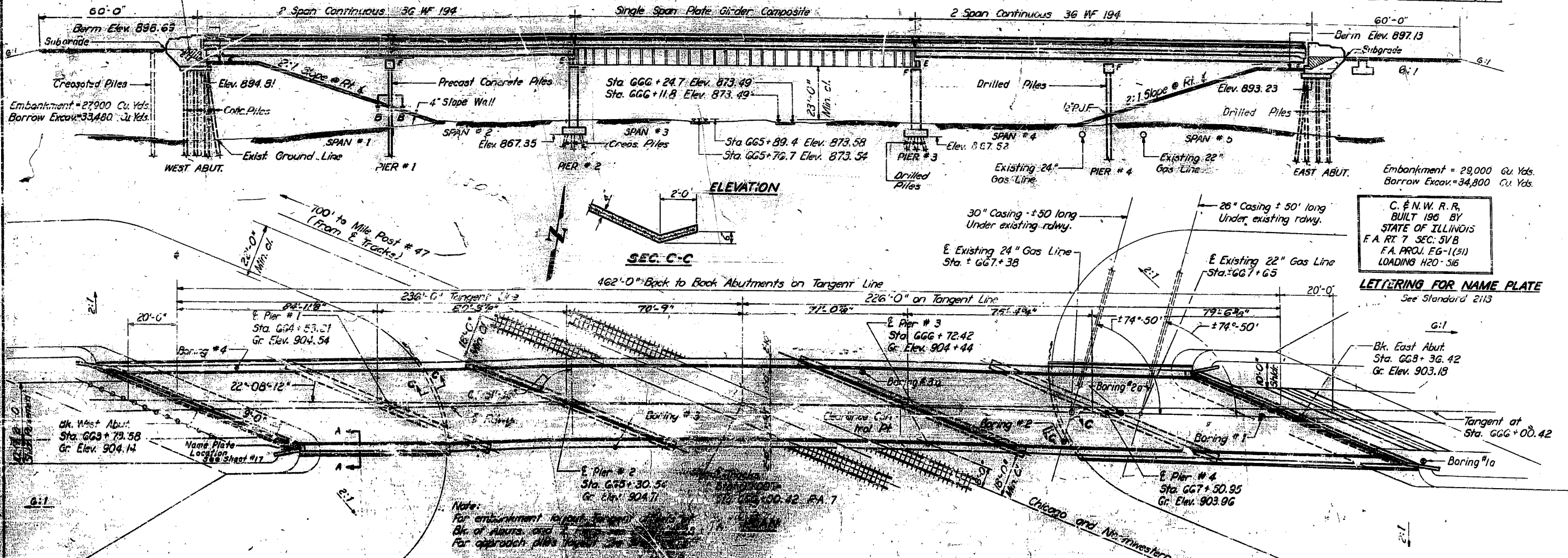




B.M. 52 Chiselet "a" in concrete base of telegraph booth. 24' R. Sta. 665+84 Elev. 873.09

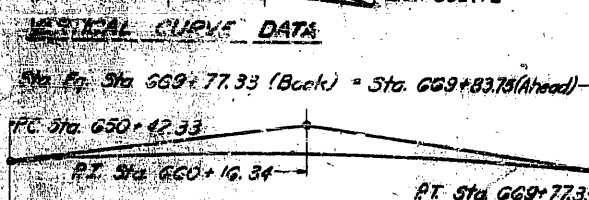
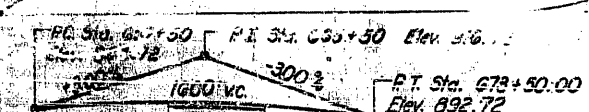
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	DISTRICT	COUNTY	TOTAL SHEETS	SHEET NO.
7	5VB	KANE	40	4
SHEET NO. 1 31 SHEETS				



C. & N. W. R. R.  
BUILT 196 BY  
STATE OF ILLINOIS  
F. A. R. 7 SEC. 5VB  
F. A. PROJ. FG-1(51)  
LOADING H20-316

LETTERING FOR NAME PLATE  
See Standard 2113



CHECKED: [Signature]  
 DRAWN: [Signature]  
 DEPT. 13 1951  
 [Signatures]

**GENERAL NOTES**

Class A Casters shall be used for all concrete. The concrete shall be placed in accordance with Article 518 of the Standard Specifications.

Slab walls shall be reinforced with #4 bars spaced at 12" on center.

Riverside Cement Co. Portland Cement, Type 1, shall be used for all concrete.

All concrete shall be placed in accordance with Article 603 of the Standard Specifications.

Anchor bolts shall be set before placing concrete.

Diaphragms shall be placed in accordance with Article 603 of the Standard Specifications.

Expansion joints are included in quantity of structure and estimated weight 6,350 lbs.

Steel reinforcement shall be placed in accordance with Article 603 of the Standard Specifications.

Reinforcing steel shall be placed in accordance with Article 603 of the Standard Specifications.

**GENERAL NOTES (CONT.)**

All Structural Steel shall conform to A.S.T.M. Specification A-36.

The exposed surfaces of the expansion girders shall be given two shop coats of red lead paint. The contact surfaces shall be given one coat of red lead paint. Anchor studs shall not be painted.

The concrete shall be placed in accordance with Article 603 of the Standard Specifications.

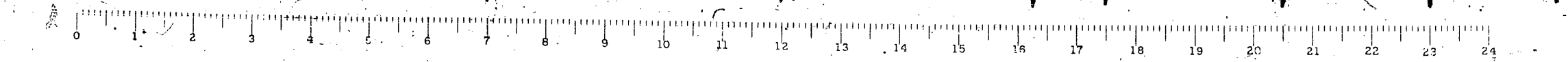
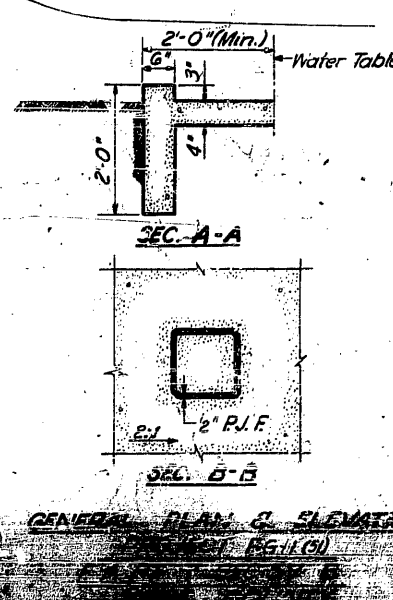
One concrete test pile shall be placed at Pier #1 and one encased test pile of Pier #2.

Permanent forms will not be permitted in forming the concrete floor.

Reinforcing steel shall be placed in accordance with Article 603 of the Standard Specifications.

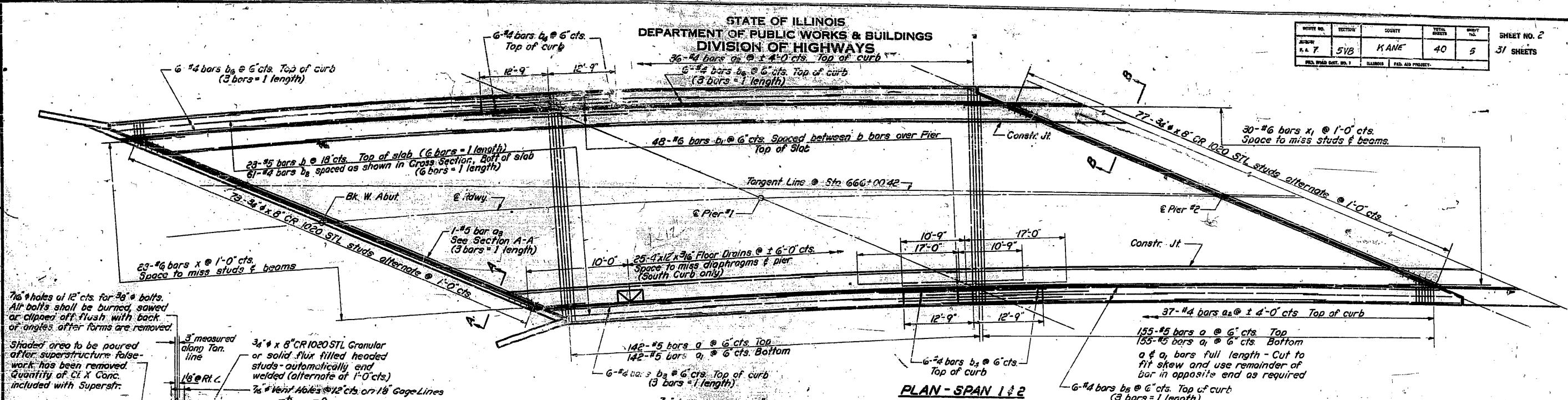
**BILL OF MATERIALS (SEC. 5VB)**

Item	Unit	Super. str.	Substr.	Total
Barrow Excavation	Cu. Yds.	34,800	68,280	68,280
Class #1 Expanded Metal	Sq. Yds.	484	404	404
Structural Steel	Lbs.	750,000	750,000	750,000
Class A Concrete	Cu. Yds.	306.8	781.5	1,088.3
Aluminum Handrail	Lin. Ft.	314	914	914
Reinforcement Bars	Lbs.	115,970	160,900	192,060
Crested Piles	Lin. Ft.	1,266	1,866	1,866
Test Piles Crested	Each	1	1	1
Precast Conc. Piles 18" Dia.	Lin. Ft.	2,205	405	405
Test Piles Precast Conc.	Each	1	1	1
Concrete Piles	Lin. Ft.	1,035	1,035	1,035
Test Piles Concrete	Each	1	1	1
Name Plates	Each	1	1	1
Slab Wall	Sq. Yds.	876	876	876
Met. Shoes	Each	47	47	47
Steel Piles (Cty. A) 12" Dia.	Lin. Ft.	2,089	2,089	2,089
Drilled Piles (Cty. A) 16" Dia.	Lin. Ft.	628	1,628	1,628
Drilled Piles (Cty. B) 16" Dia.	Lin. Ft.	1,535	1,535	1,535
Drilled Piles (Cty. B) 24" Dia.	Lin. Ft.	1,243	1,243	1,243
Protective Coat	Sq. Yds.	2,210	2,210	2,210
Ground Seat Sealant	Gal.	1	1	1



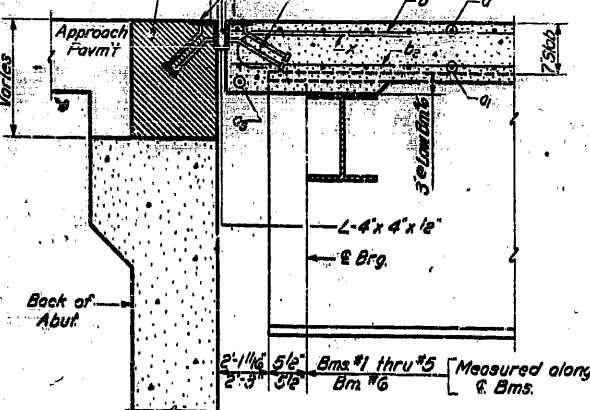
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
518	518	KANE	40	5
DATE: 10/1/42		ILLINOIS	SHEET NO. 2	
		31 SHEETS		

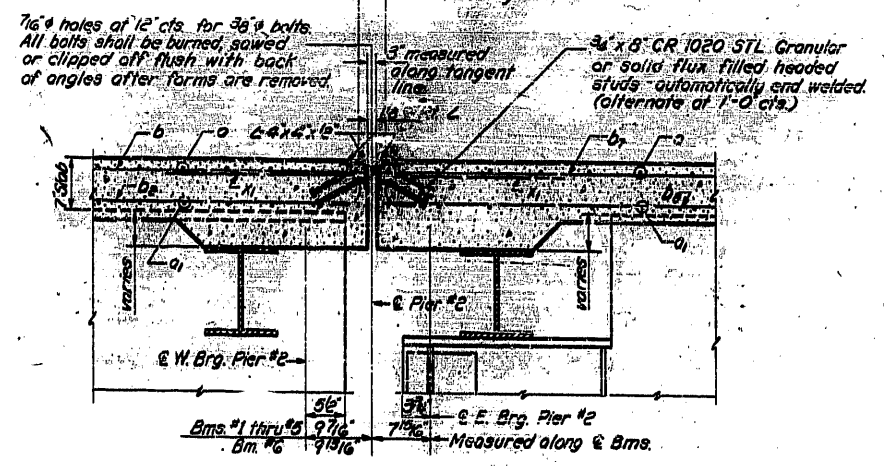


7/8" holes at 12" cts. for 3/8" bolts. All bolts shall be burned, sawed or clipped off flush with back of angles after forms are removed.

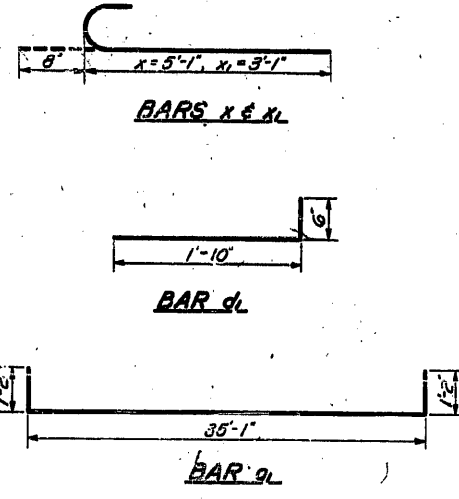
Shaded area to be poured after superstructure falsework has been removed. Quantity of C. X. Conc. included with Superstr.



SECTION A-A



SECTION B-B



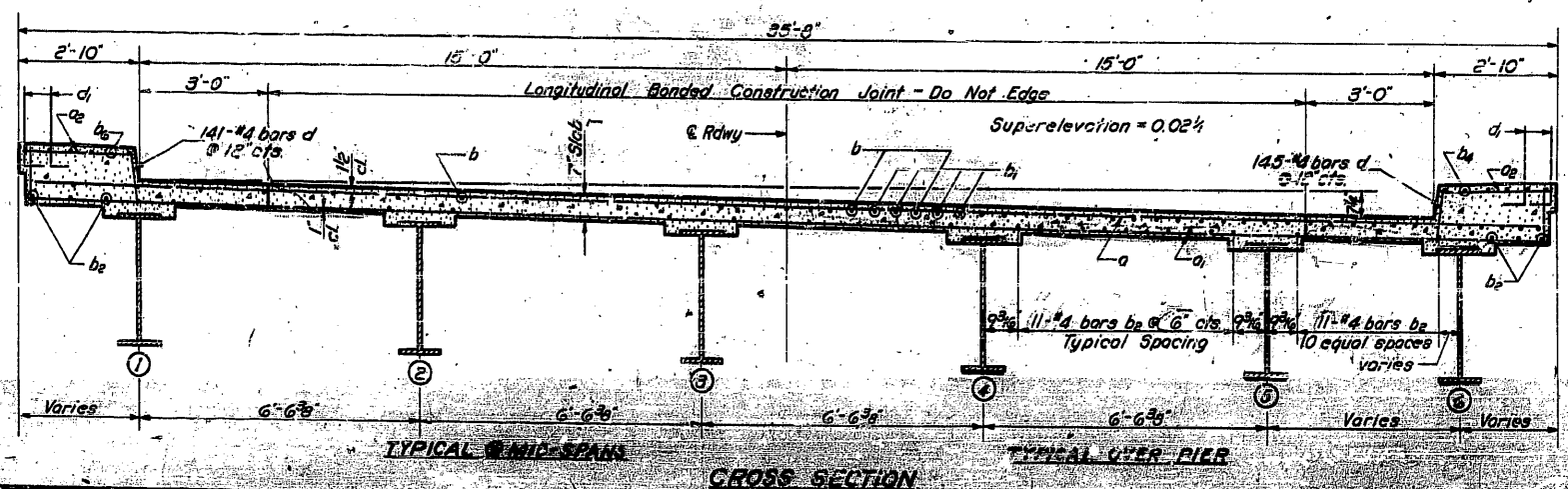
Note: For Drain and Curb Detail See Sheet #4.

**METHOD OF DETERMINING FILLET HEIGHTS 'f'**

After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the stations shown on Sheet #29. These elevations subtracted from the Theoretical Grade Elevations Adjusted for Dead Load Deflection shown on Sheet #29, minus floor thickness equals the fillet heights above top of beams. See Sheet #30 for Span 3 and Sheet #31 for Spans 4 & 5.

DESIGNED	T. Tamba	EXAMINED	H. B. Bass
CHECKED	J. L. Armstrong	PASSED	[Signature]
DRAWN	J. L. Armstrong	APPROVED	[Signature]
CHECKED	T. Tamba		

31 SEPT 13 1942



TYPICAL MID-SPAN

GROSS SECTION

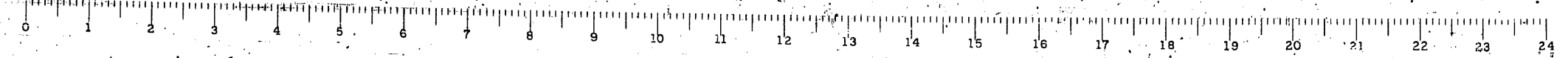
TYPICAL OVER PIER

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a	297	#5	35'-1"	
a1	297	#5	37'-5"	
a2	73	#4	2'-6"	
a3	3	#5	26'-0"	
b	138	#5	27'-0"	
b1	48	#6	27'-9"	
b2	366	#4	27'-0"	
b3	18	#4	23'-6"	
b4	24	#4	12'-6"	
b5	18	#4	25'-0"	
b6	36	#4	22'-0"	
d	286	#4	1'-2"	
d1	170	#5	2'-4"	
d2	28	#5	11'-3"	
d3	56	#5	10'-3"	
d4	26	#5	10'-9"	
x	28	#6	5'-9"	
x1	30	#6	3'-9"	
Class X Concrete			Cu. Yds.	168.4
Structural Steel			Lbs.	213,710
Reinforcement Bars			Lbs.	40,090
Name Plates			Each	One

\* Class X Concrete includes Handrail Parapet Wall. For placement of d, d1, d2, d3, d4 bars see Handrail Sheet #13.  
\* Weight of Busters, Rockers, Bearing Plates, Lead Plates and Anchor Bolts included in Structural Steel.

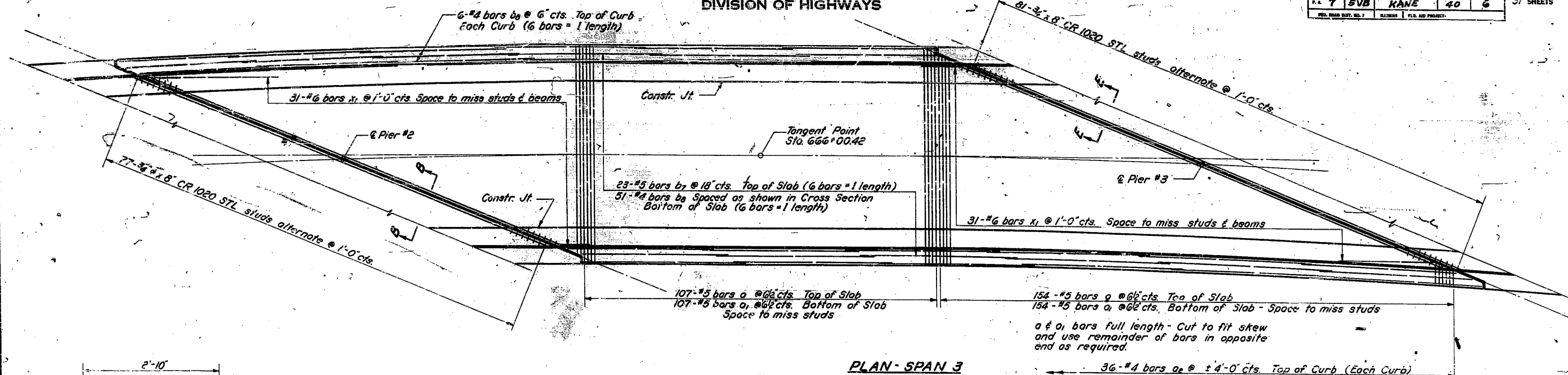
STRUCTURE - SPAN 1 & 2  
DATE: 10/1/42  
BY: T. Tamba





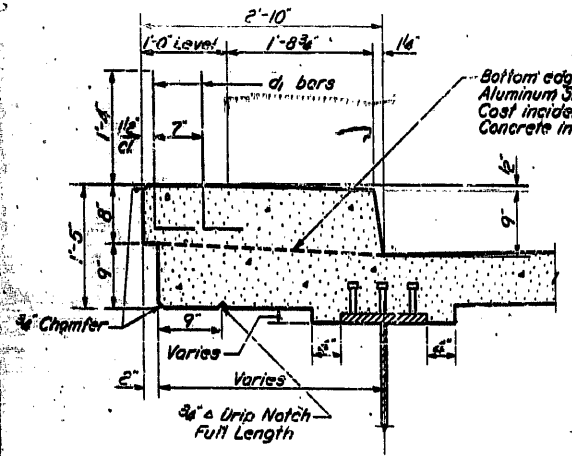
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7	SVB	KANE	40	6
SHEET NO. 3 31 SHEETS				

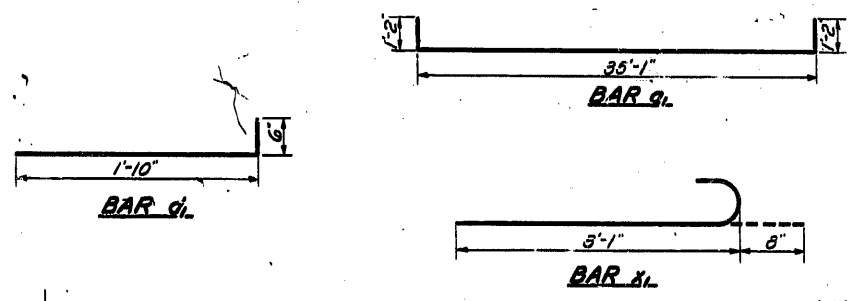


PLAN - SPAN 3

Note: For Section B-B see Sheet #2.  
For Section E-E see Sheet #4.  
No Floor Drains in Span 3.  
For Detail of Method of Determining  
Fillet Height "Y" see Sheet #2.



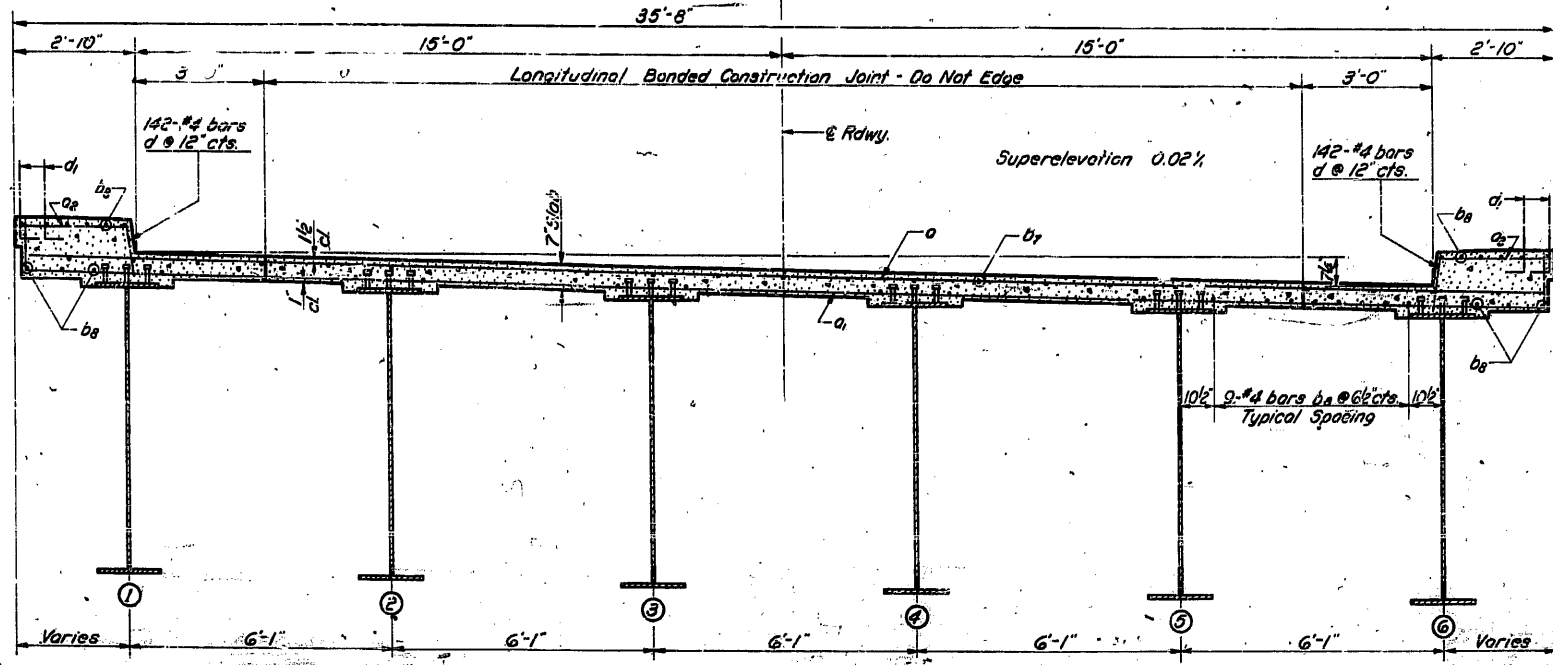
CURB DETAIL



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a	261	#5	35'-1"	
a1	261	#5	37'-5"	
a2	72	#4	2'-6"	
b2	198	#5	24'-6"	
b8	378	#4	24'-6"	
d	254	#4	1'-2"	
d1	648	#5	2'-4"	
e2	52	#5	10'-9"	
e16	52	#5	10'-6"	
x1	62	#6	3'-9"	
Class X Concrete				Cu. Yds. 159.4
Structural Steel				Lbs. 314,760
Reinforcement Bars				Lbs. 32,860

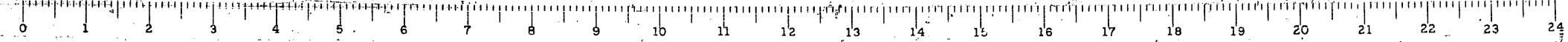
\* Class X Concrete includes Handrail Parapet Wall.  
For placement of d1, e16 & e16 bars see Handrail Sheet #4.  
\* Weight of Bolsters, Rockers, Bearing Plates, Lead Plates and Anchor Bolts included as Structural Steel. Est. Weight = 6490 Lbs.



CROSS SECTION

DESIGNED: T. T. Jones  
CHECKED: [Signature]  
DRAWN: J. L. Armstrong  
CHECKED: T. T. Jones  
EXAMINED: H. G. Blumstein  
APPROVED: [Signature]

**SUPERSTRUCTURE - SPAN 3**  
F.A. RT. 7 SEC. 5 V. B.  
KANE COUNTY  
STA. 666+00.42





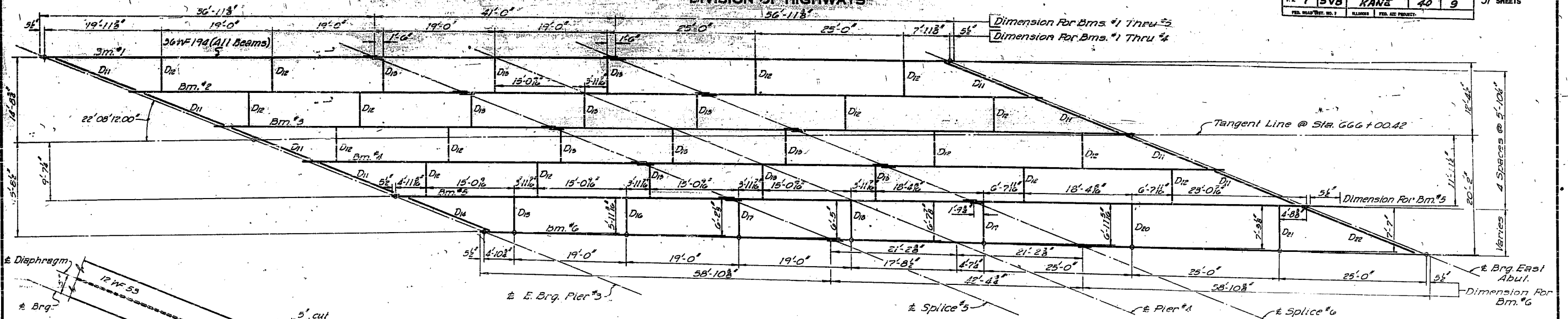




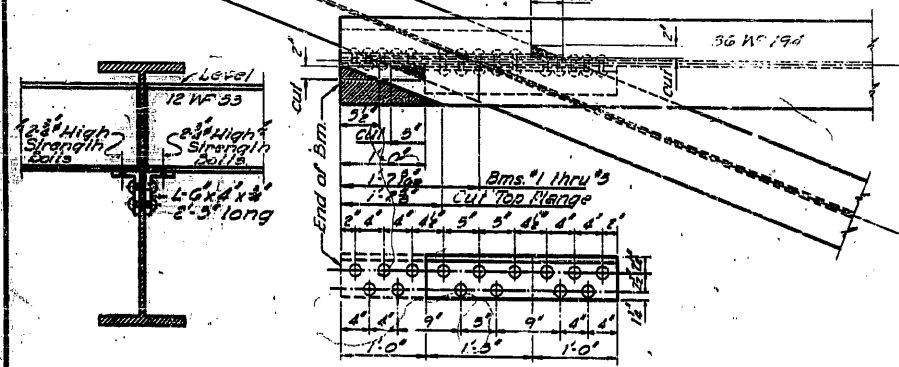
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7	5VB	KANE	40	9
P.A. 7		KANE		40
P.A. 7		KANE		40

SHEET NO. 6  
31 SHEETS

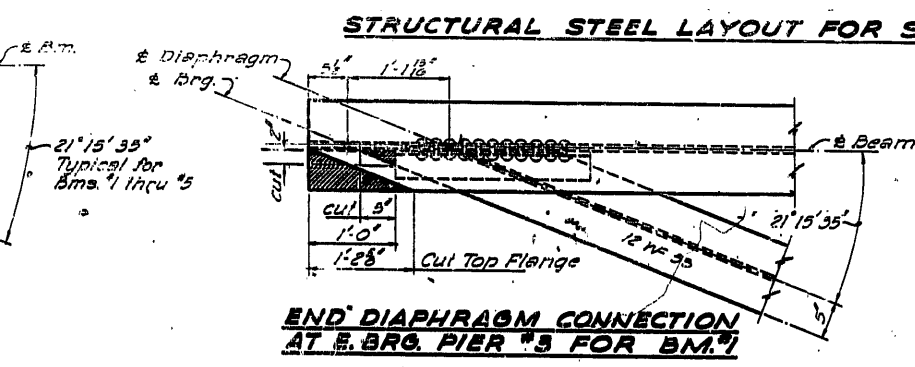


**STRUCTURAL STEEL LAYOUT FOR SPANS #4 & #5**

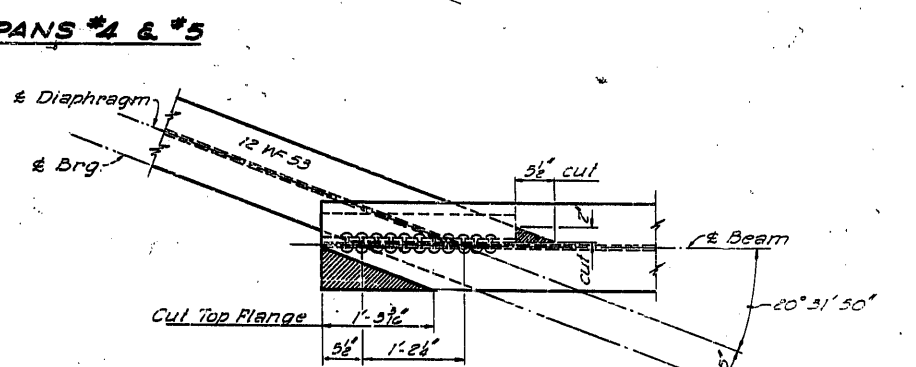


**END DIAPHRAGM CONNECTION AT E. BRG. PIER #3 FOR BMS. #2, #3 & #4**

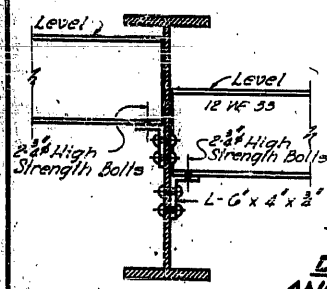
Diaphragm Connection for Bms. #2 & #4 @ E. Abut. similar by 30° Rotation. Top Flange of Bms. @ E. Abut. shall not be cut.



**END DIAPHRAGM CONNECTION AT E. BRG. PIER #3 FOR Bm. #5**

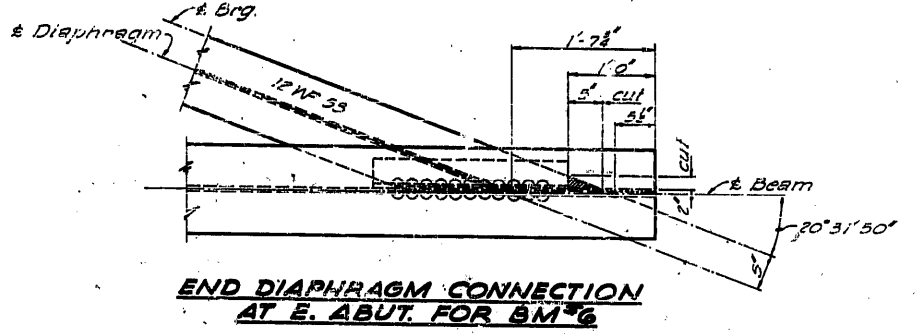


**END DIAPHRAGM CONNECTION AT E. BRG. PIER #3 FOR Bm. #6**

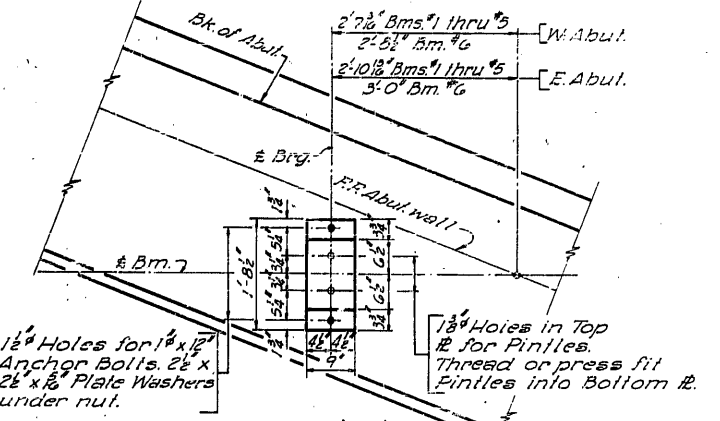


**DETAIL OF END DIAPHRAGM SEAT ANGLE AT E. BRG. PIER #3 FOR BMS. #1, #3 & #6**

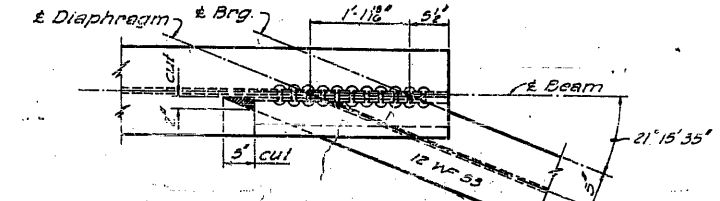
End Diaphragm Seat Angle For Bms. #1, #3, #5 & #6 @ E. Abut. Similar



**END DIAPHRAGM CONNECTION AT E. ABUT. FOR Bm. #6**



**PLAN OF BOTTOM & TOP BEARING PLATE AT ABUTS.**



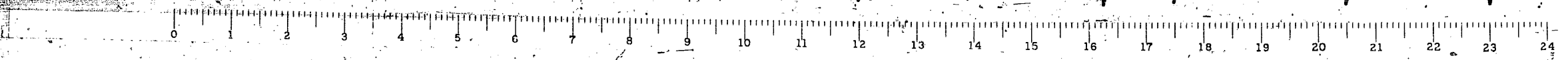
**END DIAPHRAGM CONNECTION AT E. ABUT. FOR Bm. #1**

Note: For details of Bearings, Cover Plates, Splices, Elevations Top of Beams, Shim Plate thicknesses and Diaphragms - See Sheet #7.

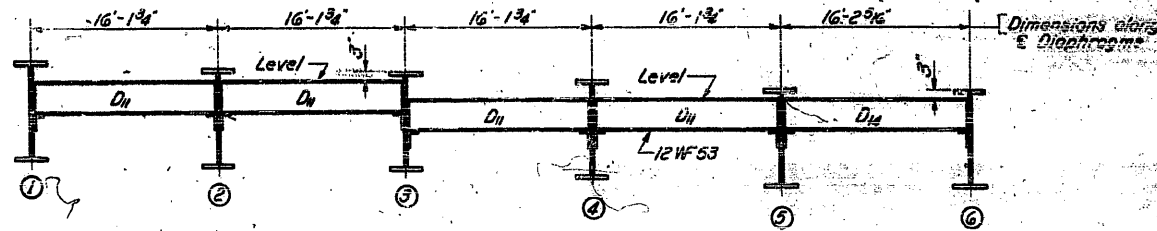
**STRUCTURAL STEEL  
P.A. RT. 7 SEC. 5V.3  
KANE COUNTY  
STATION 666+00.42**

DESIGNED	T. T. Mullenix	SEPT 13 1961
CHECKED	J. C. Mullenix	EXAMINED
DRAWN	T. T. Mullenix	PASSED
CHECKED	T. T. Mullenix	APPROVED

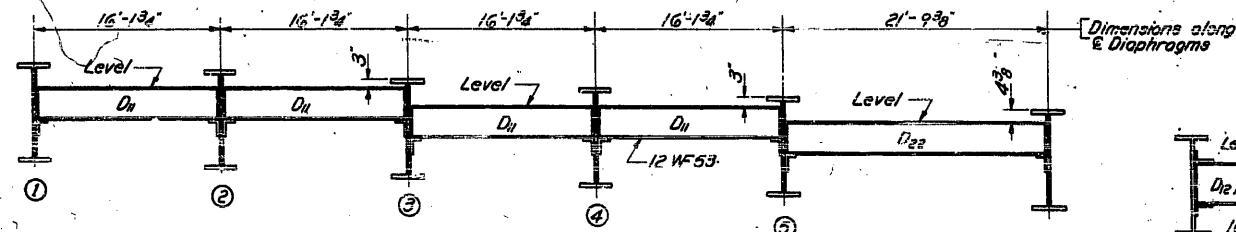
RAU 4-10-63 Removed E. Sec. from Plans. W.L.R.



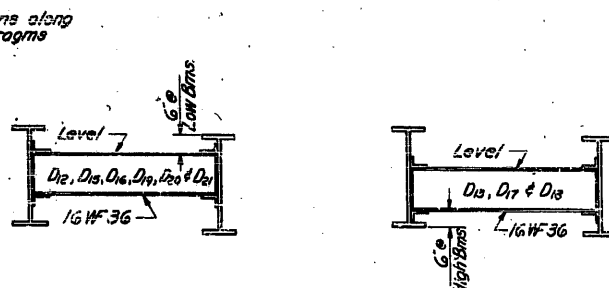




END DIAPHRAGM AT E. BRG. PIER #3



END DIAPHRAGM AT E. ABUT.



INTERIOR DIAPHRAGMS FOR SPANS #4 & #5

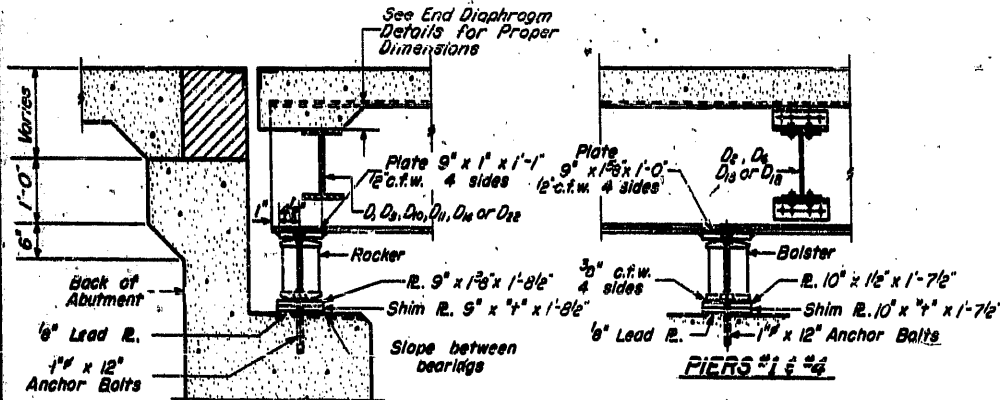
**ELEVATIONS TOP OF BEAMS**

Location	#1	#2	#3	#4	#5	#6
E Brg. W. Abut.	903.650	903.626	903.596	903.558	903.512	903.483
E Splice #1	903.920	903.869	903.811	903.745	903.672	903.606
E Pier #1	904.018	903.953	903.889	903.813	903.730	903.661
E Splice #2	904.117	904.046	903.963	903.882	903.789	903.696
E W. Brg. Pier #2	904.387	904.289	904.183	904.069	903.948	903.819
E E. Brg. Pier #3	904.293	904.120	903.940	903.752	903.556	903.351
E Splice #5	903.949	903.747	903.537	903.319	903.092	902.820
E Pier #4	903.824	903.611	903.390	903.161	902.924	902.628
E Splice #6	903.699	903.476	903.244	903.004	902.756	902.436
E Brg. E. Abut.	903.355	903.102	902.841	902.571	902.293	901.905

TABLE OF REQUIRED DIAPHRAGMS \*

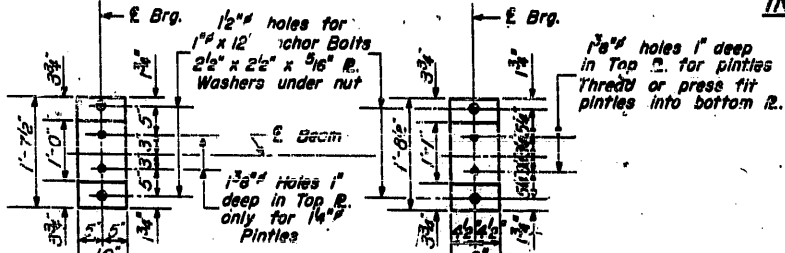
Designation	No. Reqd.	Designation	No. Reqd.
D <sub>1</sub>	16	D <sub>19</sub>	8
D <sub>2</sub>	8	D <sub>14</sub>	1
D <sub>3</sub>	1	D <sub>15</sub>	1
D <sub>4</sub>	1	D <sub>16</sub>	1
D <sub>5</sub>	1	D <sub>17</sub>	1
D <sub>6</sub>	1	D <sub>18</sub>	1
D <sub>7</sub>	1	D <sub>19</sub>	1
D <sub>8</sub>	1	D <sub>20</sub>	1
D <sub>9</sub>	1	D <sub>21</sub>	1
D <sub>10</sub>	1	D <sub>22</sub>	1
D <sub>11</sub>	8		

\* Spans 1, 2 & 4, 5



SECTION AT ABUTMENTS

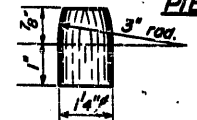
Bearing assembly similar for Piers #2 & #3. For placement of bottom plate see Sheet #10.



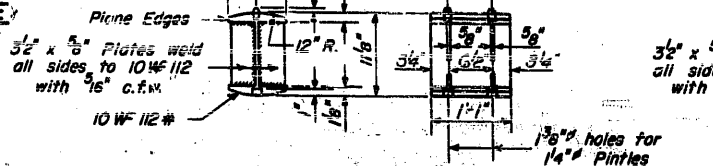
PLAN PIERS #1 & #4

PLAN PIERS #2 & #3 & ABUTS.

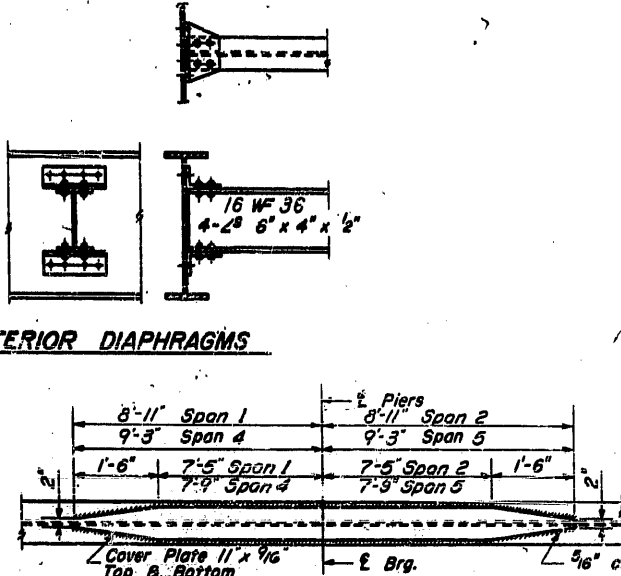
DETAIL OF PINTLE



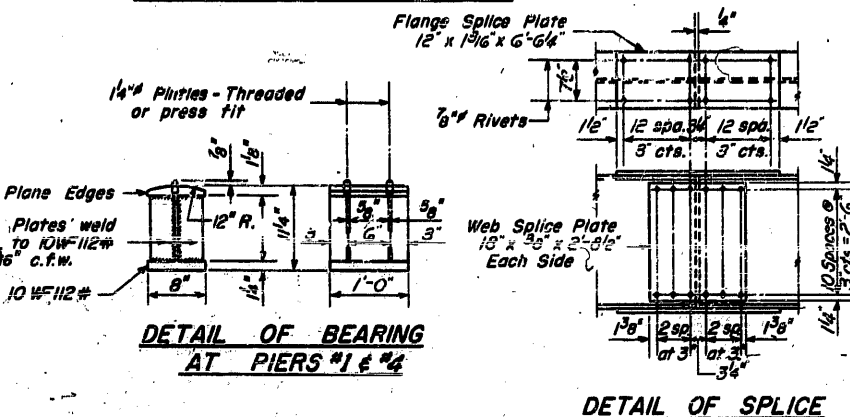
DETAIL OF BEARING AT PIERS #2 & #3 & ABUTS.



INTERIOR DIAPHRAGMS



DETAIL OF COVER PLATES



DETAIL OF BEARING AT PIERS #1 & #4

DETAIL OF SPLICE

TABLE OF 't' DIMENSIONS \*

Location	Beam	#1	#2	#3	#4	#5	#6
E Brg. W. Abut.		1/8"	0	3/8"	0	9/16"	0
E Pier #1		0	3/8"	7/8"	0	0	0
E W. Brg. Pier #2		0	1/8"	1/8"	9/16"	1 1/16"	1/8"
E E. Brg. Pier #3		0	1/8"	7/8"	0	0	0
E Pier #4		0	0	0	0	0	0
E Brg. E. Abut.		0	0	0	0	0	0

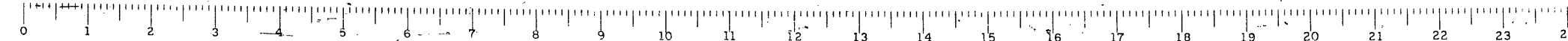
\* 't' Dimensions Denotes Shim Plate thickness.

DESIGNED T. Fenske  
CHECKED R. L. Sauter  
DRAWN J. L. Armstrong  
W. A. Sausaman

EXAMINED H. G. B...  
APPROVED

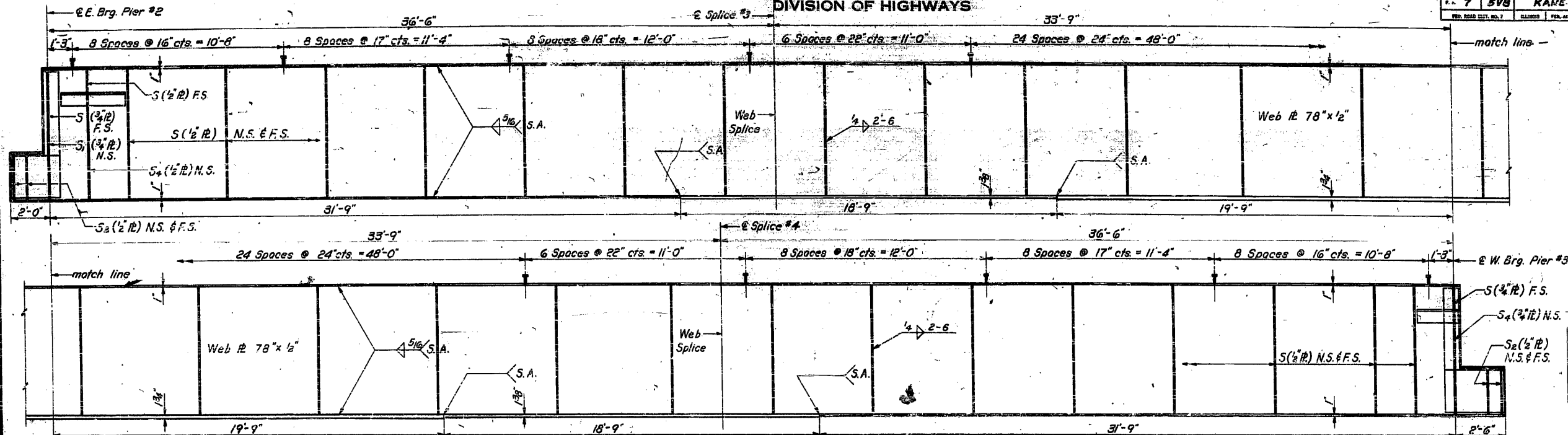
I-2-R Re-drawn 9-23-59

STRUCTURAL STEEL  
F.A.R.T. 7 SEC. 5 V B  
KANE COUNTY  
STA. 666+00.47



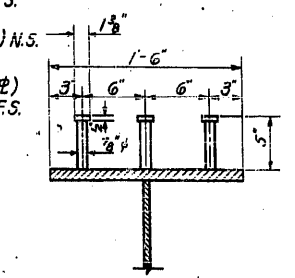
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

SECTION NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7	SVB	KANE	40	11
SHEET NO. 8		31 SHEETS		

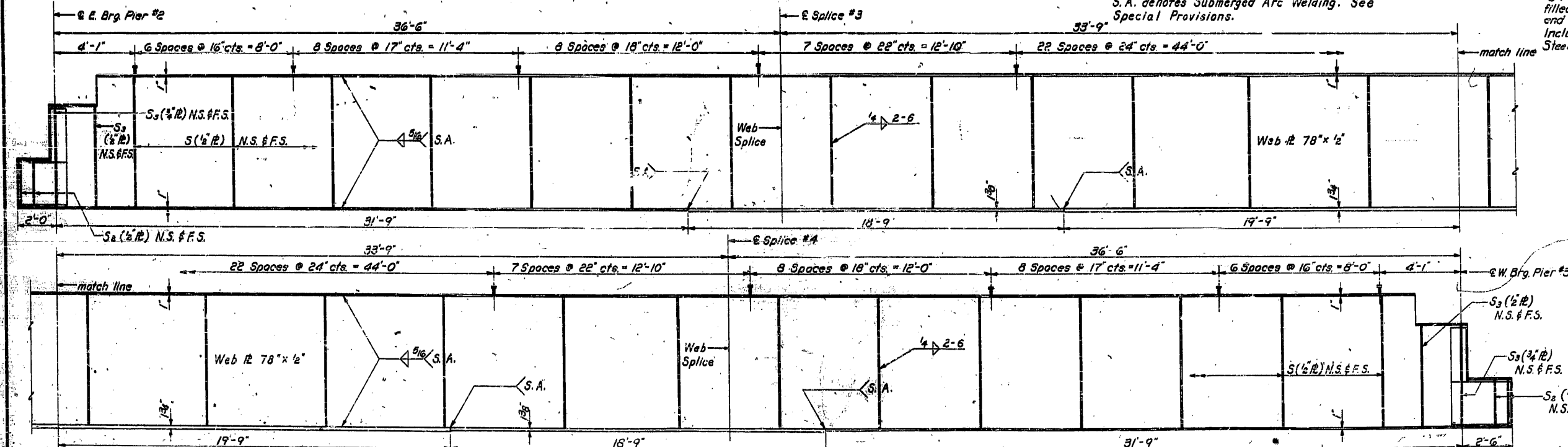


ELEVATION ~ GIRDERS #1 & #6

Note: All intermediate stiffeners shall have intermittent weld of 2 in. of  $\frac{1}{4}$  fillet in each 6 in. length except stiffeners which will have Cross Frame connection shall be  $\frac{1}{4}$  C.F.W. S.A. denotes Submerged Arc Welding. See Special Provisions.



**STUD SPACING**  
78" x 1/2" Granular or solid flux filled headed studs - automatically and welded. (1482 Studs required. Included in weight of Structural Steel)



ELEVATION ~ GIRDERS #2 THRU #5

ELEVATIONS TOP OF BEAMS

Location	Beam #1	#2	#3	#4	#5	#6
E.E. Brg. Pier #2	904.392	904.293	904.127	904.097	903.841	903.822
E. Splice #3	904.339	904.432	904.325	904.175	903.980	903.974
E. Splice #4	904.584	904.296	904.188	904.038	903.844	903.712
E.W. Brg. Pier #3	904.100	904.016	903.912	903.762	903.566	903.363

TABLE OF SHIM PLATE THICKNESS

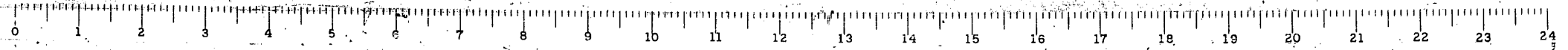
Location	Girder #1	#2	#3	#4	#5	#6
E.E. Brg. Pier #2	0	0	0	0	0	0
E.W. Brg. Pier #3	0	0	0	0	0	0

DESIGNED: T. T. ...  
CHECKED: ...  
DRAWN: J.L. Armstrong  
CHECKED: J.T. D.F.S.  
EXAMINED: H.C. ...  
APPROVED: ...

STRUCTURAL STEEL DETAILS  
F.A. RT. 7, SEC. 5 V. B  
KANE COUNTY  
STA 666+0042

Rev. 2-10-63 Revised E. Sec. Draw. Plans. M.L.R.

14' Plans corrected 1-25-64 H.P.G.

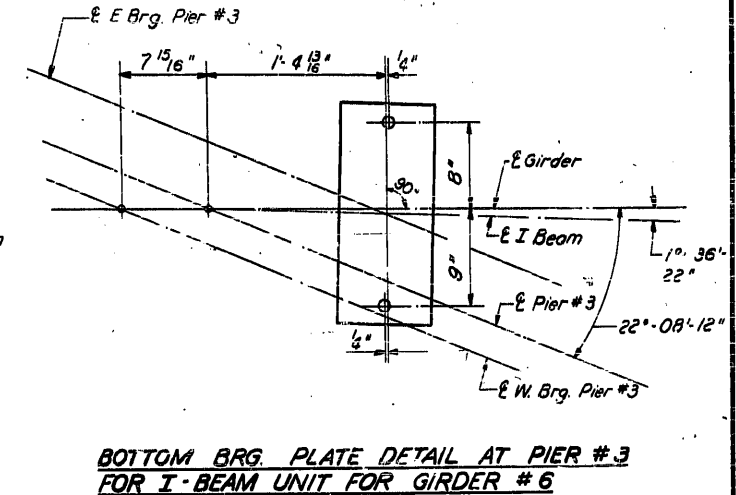
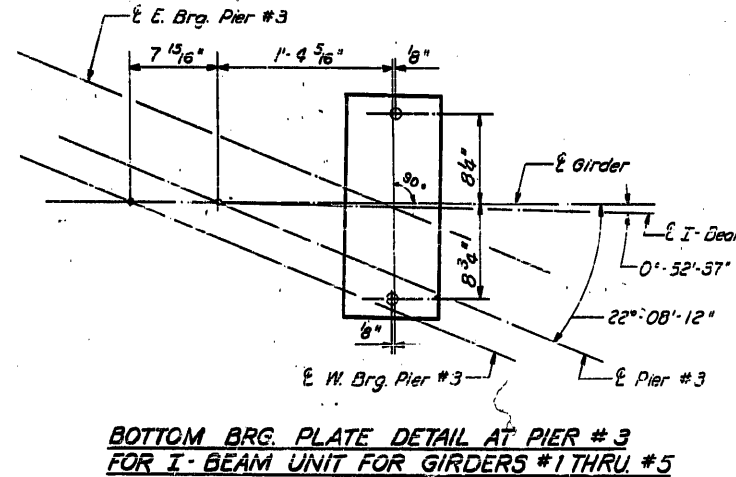
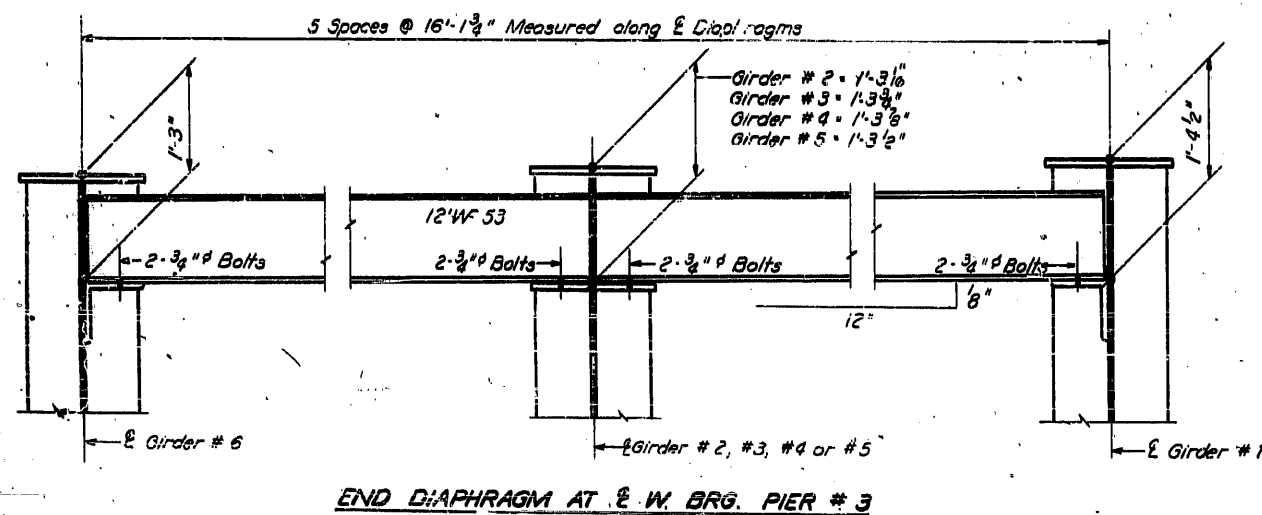
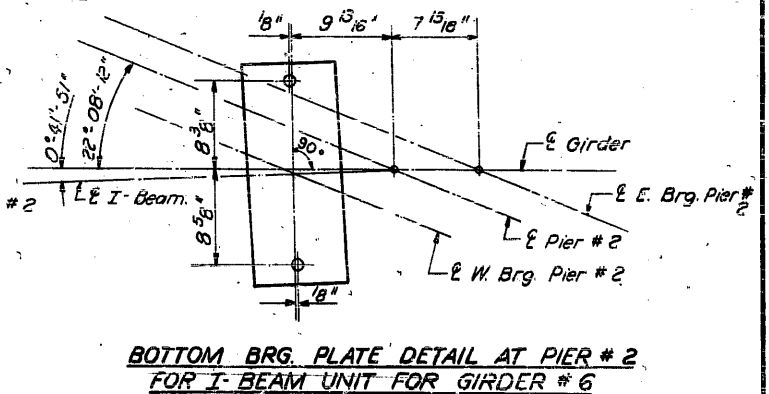
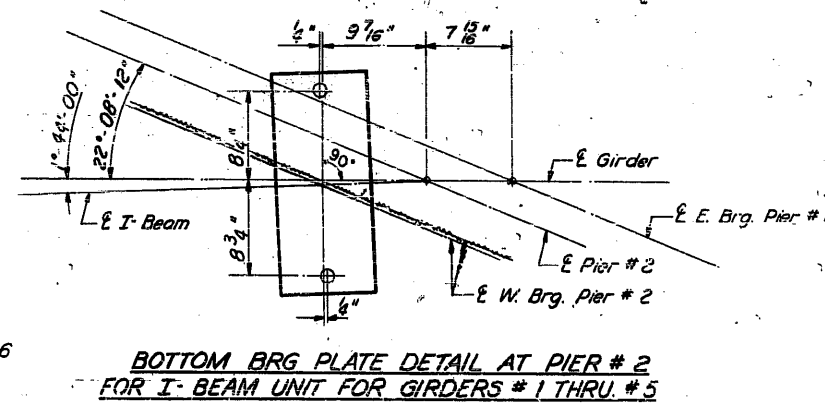
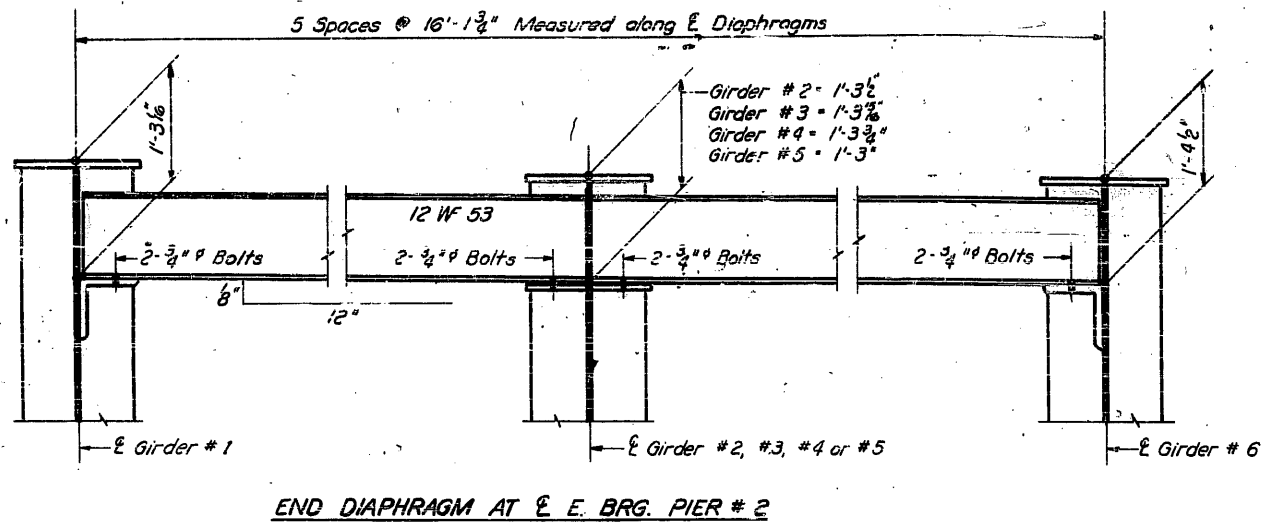






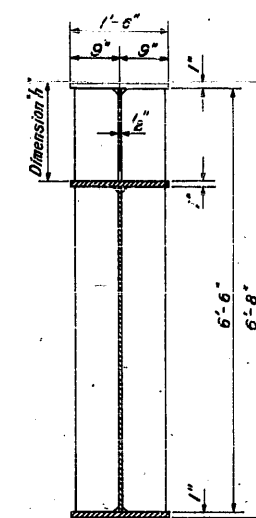
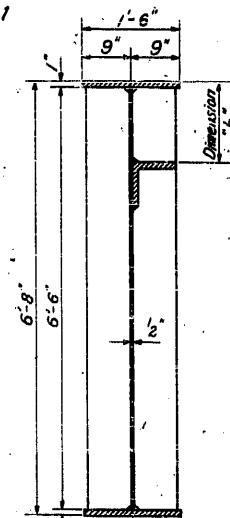
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	ACTION	COUNTY	TOTAL SHEETS	SHEET NO.
7	SVB	KANE	40	13
SHEET NO. 10		31 SHEETS		



DIMENSION "h"

Girder	Pier #2	Pier #3
1	1'-3 1/8"	1'-4 1/2"
2	1'-3 1/8"	1'-3 1/8"
3	1'-3 3/8"	1'-3 3/8"
4	1'-3 3/8"	1'-3 3/8"
5	1'-3 1/8"	1'-3 1/8"
6	1'-4 1/8"	1'-3"



SEC. A-A PIER # 2  
Sec. A-A Pier #3 similar  
by 180° Rotation

SEC. D-D

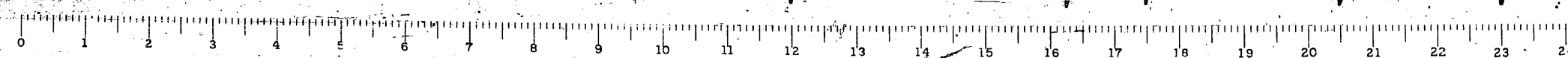
STRUCTURAL STEEL DETAILS  
E.A. RT 7 SEC. 5V B  
KANE COUNTY  
STA. 666 + 00. 42

DESIGNED T. Tombs  
CHECKED W. L. S. Jr.  
DRAWN K. T. Putnam  
CHECKED T. T. D.F.S.

SEPT 13 1961  
EXAMINED H. B. ...  
PASSED ...  
APPROVED ...

Rev. 2-11-61 - Removed E. Sec. from plans. W.L.P.

Rev. E. W. Brg. Pier # 2 2-17-64 D.F.S.

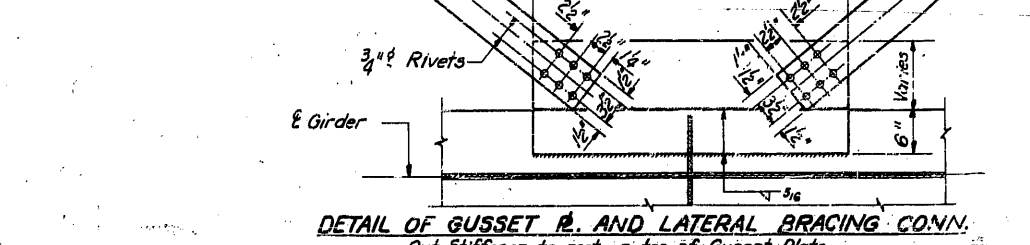
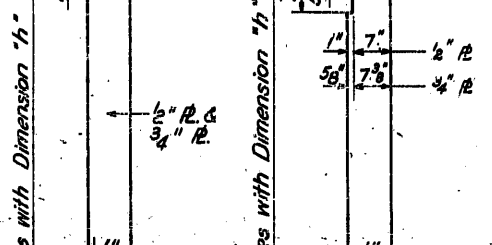
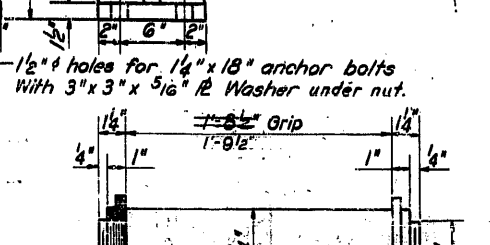
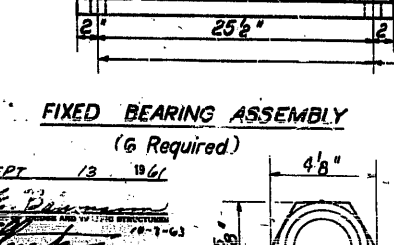
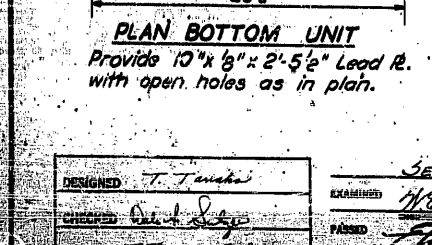
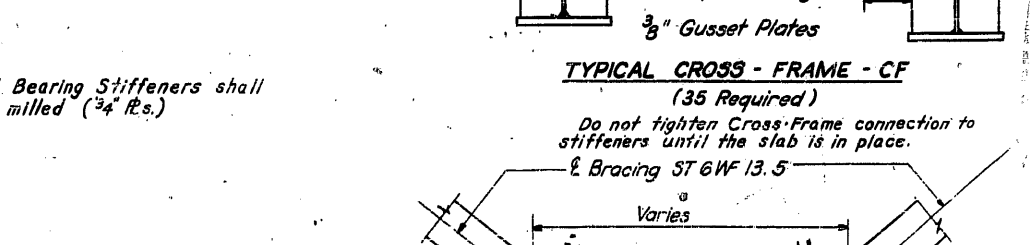
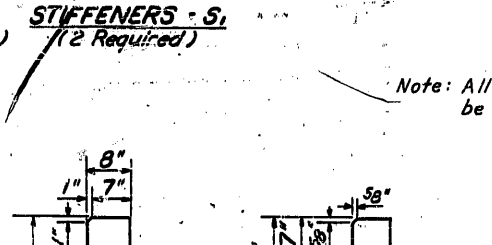
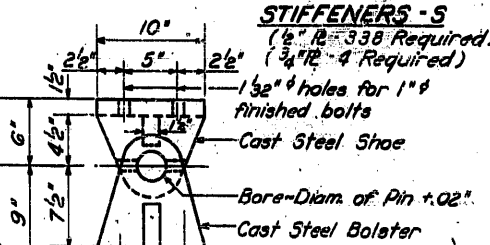
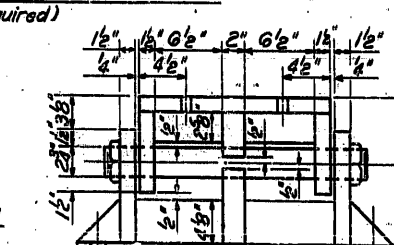
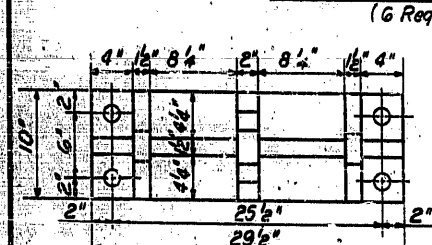
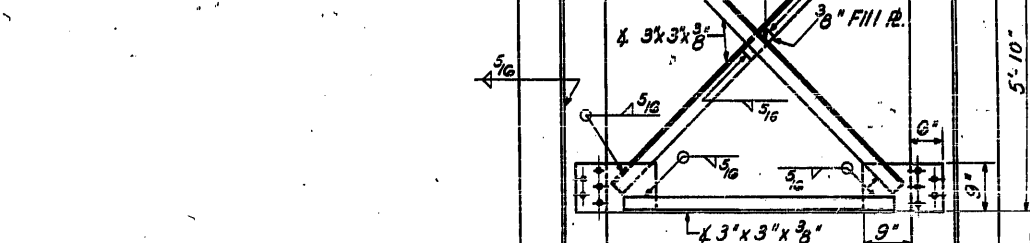
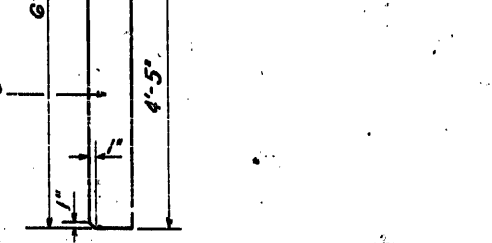
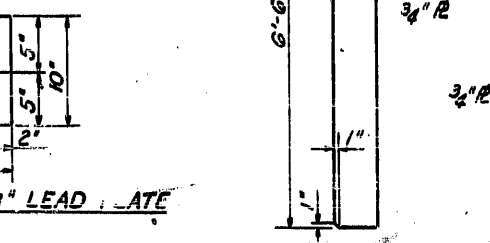
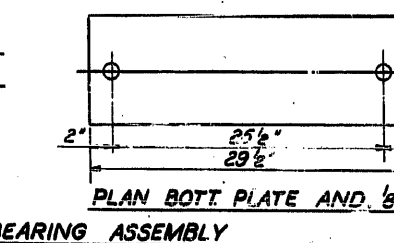
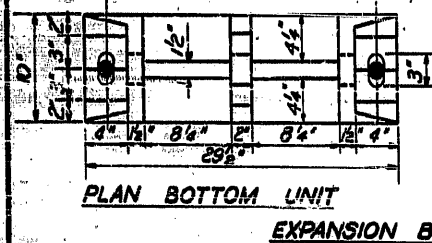
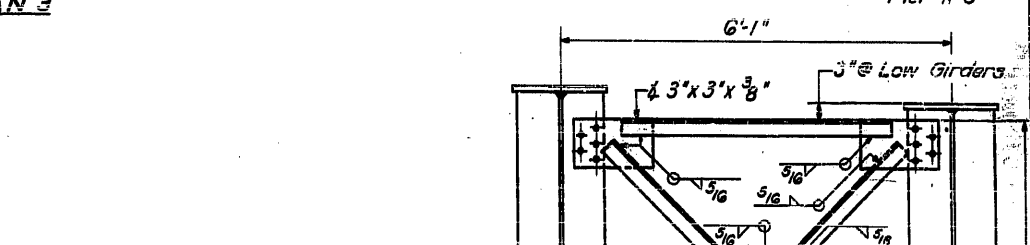
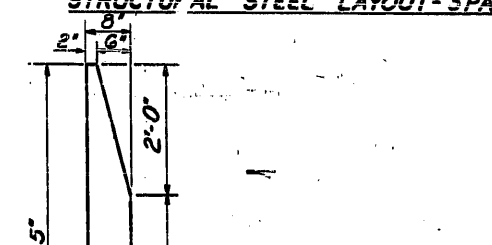
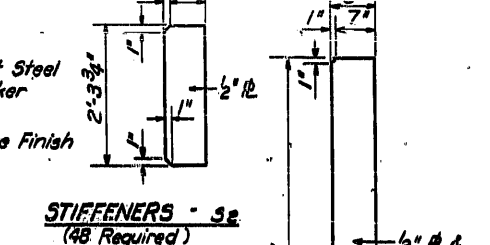
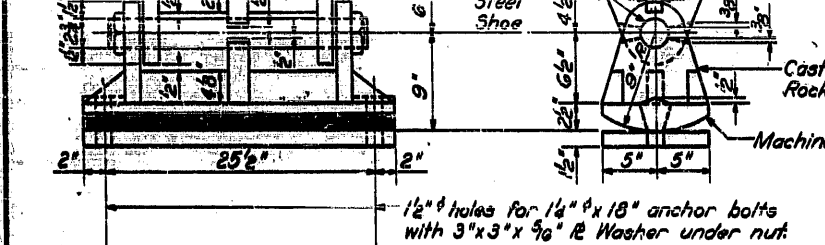
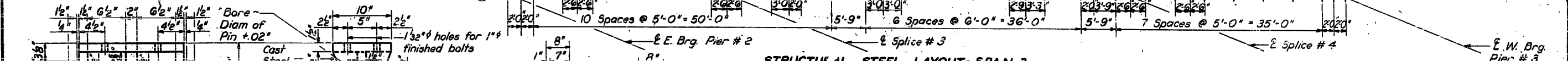
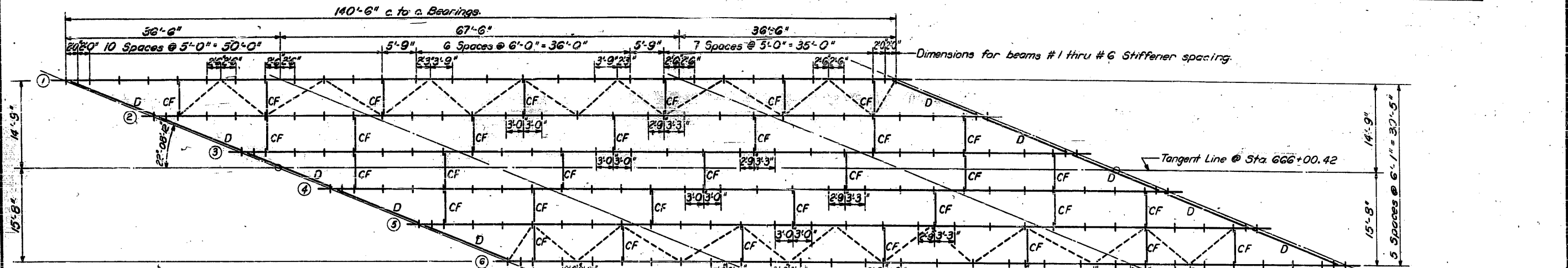




STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7	5VB	KANE	40	14

SHEET NO. 11  
31 SHEETS



DESIGNED: T. Tanaka  
CHECKED: J. Putnam  
DRAWN: J. Putnam  
APPROVED: J. Putnam

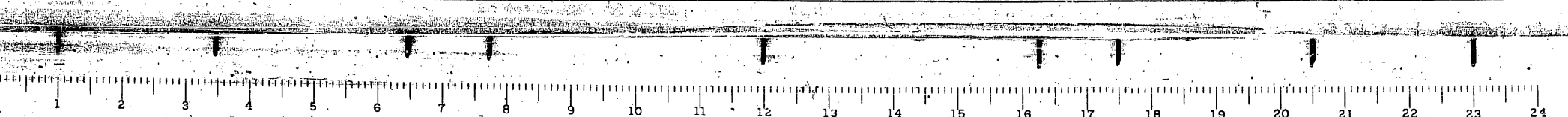
EXAMINED: H. E. Putnam  
DATE: SEPT 13 1961  
APPROVED: J. Putnam

STANDARD PIN DETAIL  
(12 Required)

STIFFENERS - S  
(2 Required)

DETAIL OF GUSSET R. AND LATERAL BRACING CONN.  
Cut Stiffener to rest on top of Gusset Plate.  
STRUCTURAL STEEL DETAILS  
F.A. RT. 7 SEC. 5V B  
KANE COUNTY  
STA. 666+00.42

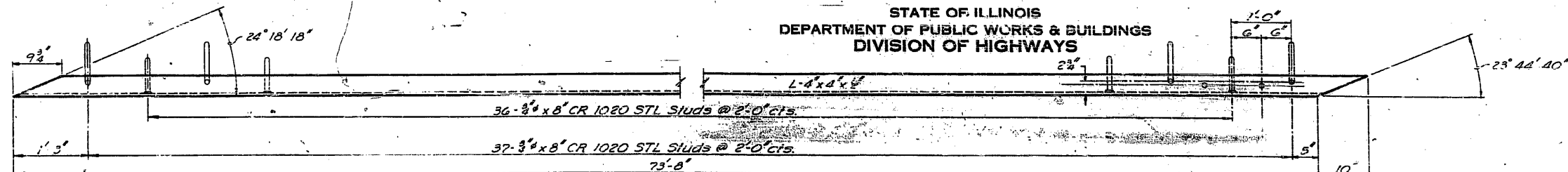
Rev. 1-1-61 - Revised R. Sec. from plans 144-B  
The grip of the Std. Pin has been corrected to 1-9/16" 1-28-61 H.P.C.



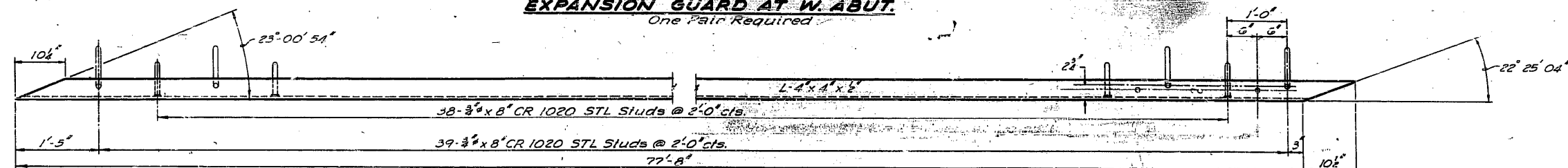
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7	SVB	KANE	40	15
F.A. RT. 7		ILLINOIS	FED. AID PROJECT	

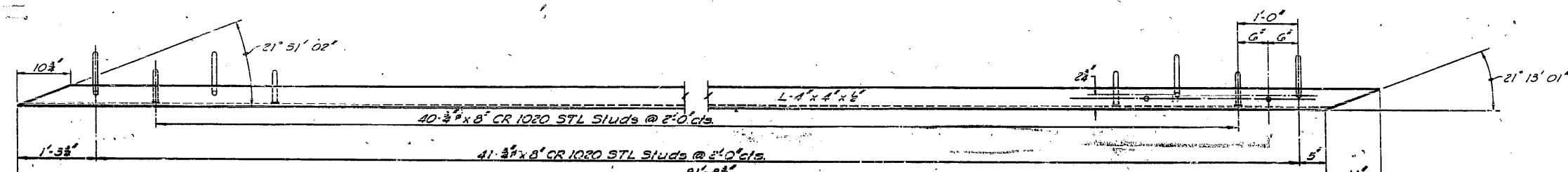
SHEET NO. 12  
31 SHEETS



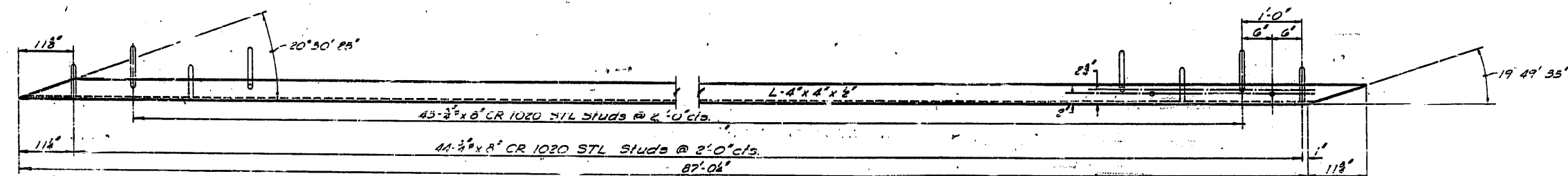
**EXPANSION GUARD AT W. ABUT.**  
One Pair Required



**EXPANSION GUARD AT PIER #2**  
One Pair Required



**EXPANSION GUARD AT PIER #3**  
One Pair Required

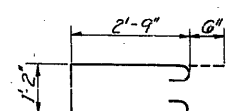


**EXPANSION GUARD AT E. ABUT.**  
One Pair Required

Note: Expansion guards may be fabricated from two separate sections welded together at or around the mid point of each unit.

**BAR LIST**

BAR	No.	SIZE	LENGTH	SHAPE
S	17	#4	7'-8"	—
T	17	#4	2'-9"	—
W	17	#4	24'-0"	—

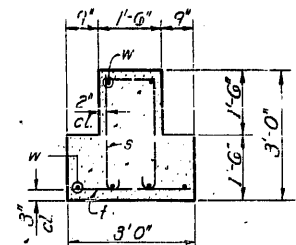


BAR S

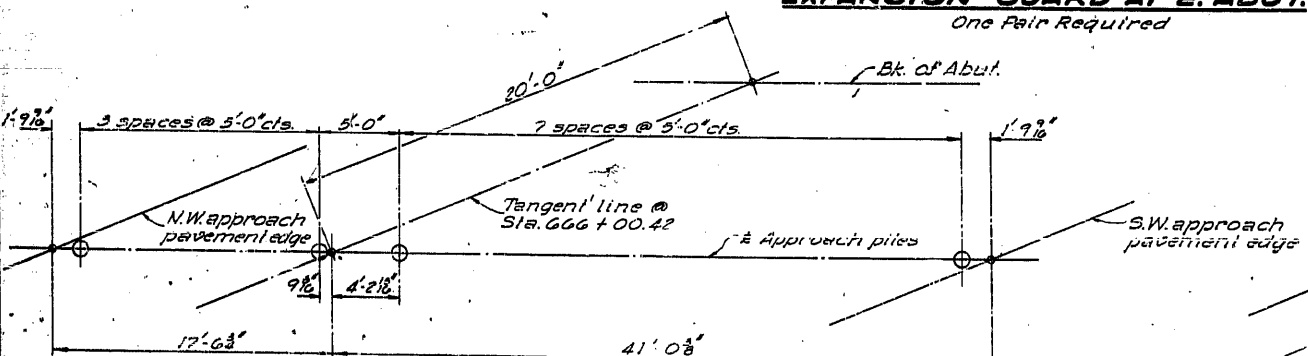
**APPROACH PILE DATA**  
Type-Creosoted Timber Piles  
Estimated Length-35'-0"  
No Required-12

**BILL OF MATERIAL**

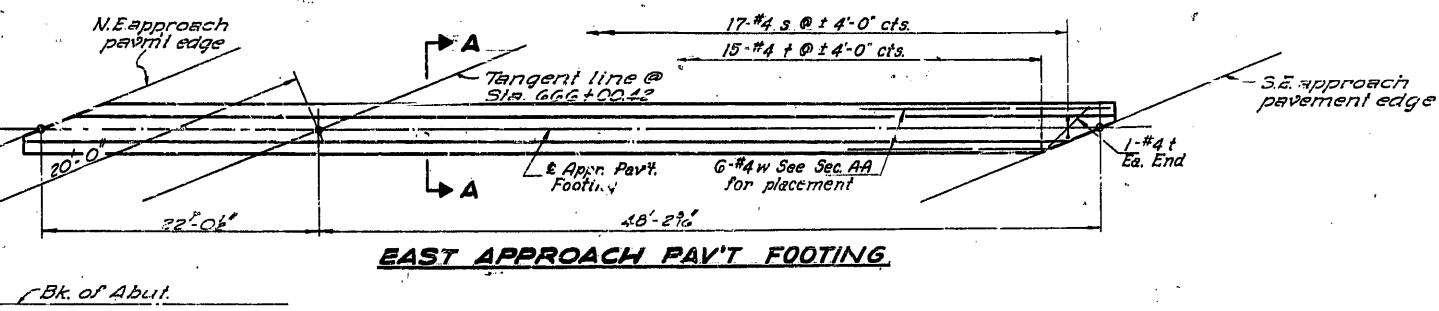
ITEM	UNIT	TOTAL
Structural Steel	Lbs.	8940
Creosoted Timber Piles	Lin. Ft.	420
Class X Concrete	Cu. Yds.	17.5
Reinforcement Bars	Lbs.	410



SEC. A-A



**WEST APPROACH PILE SPACING**



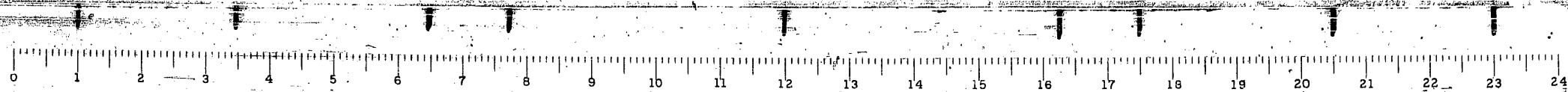
**EAST APPROACH PAV'T FOOTING**

**DETAIL OF EXPANSION GUARD,  
APPR. PILE SPACING & APPR. PAV'T**  
F.A. RT. 7 SEC. 5V B  
STATION 666+00.42

DESIGNED: T. Tamba	EXAMINED: M. B. [Signature]
CHECKED: [Signature]	PASSED: [Signature]
DRAWN: T. T.	APPROVED: [Signature]
CHECKED: [Signature]	

SEPT 13 1961

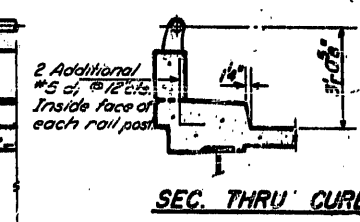
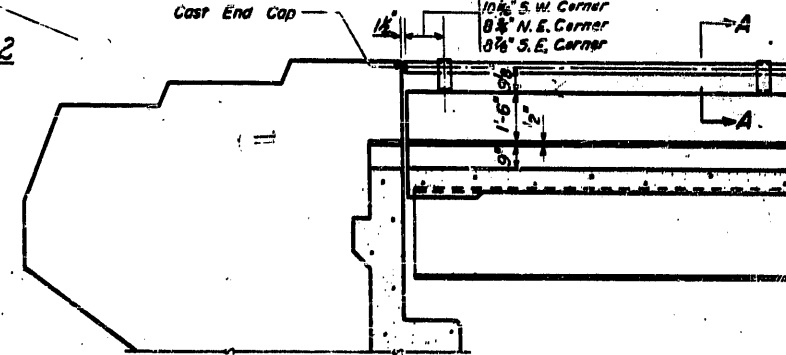
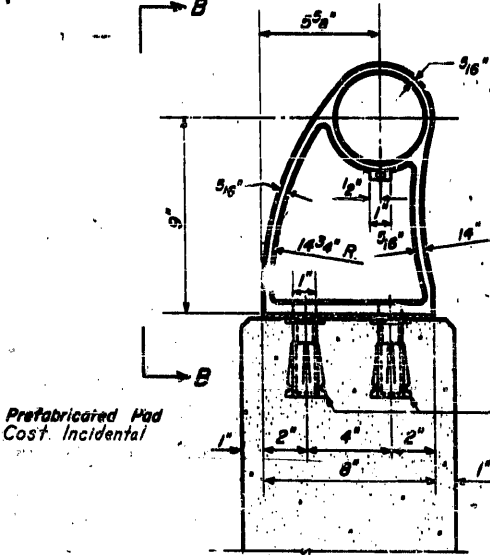
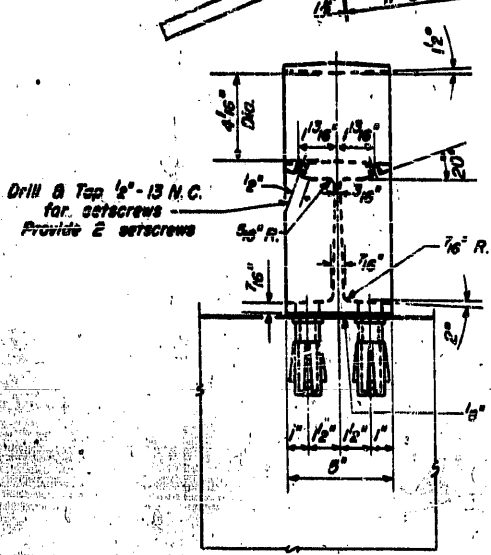
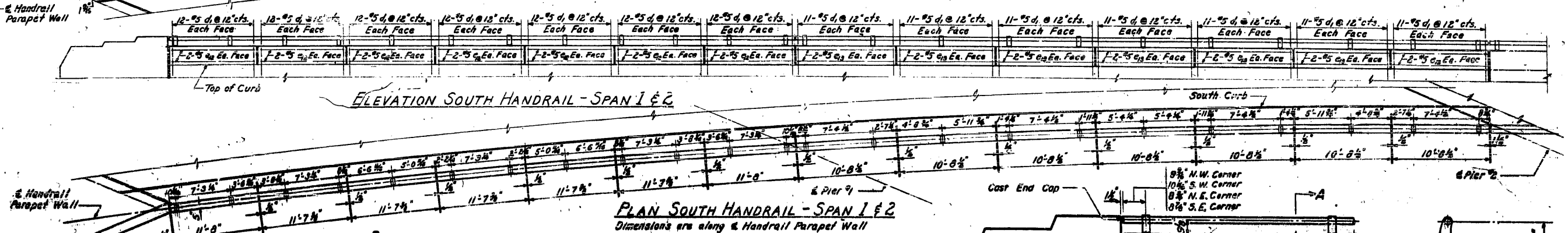
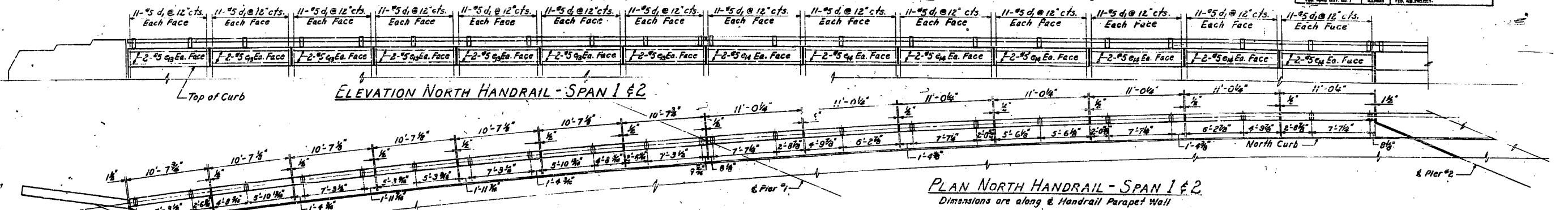
Rev. 6-10-63. Replaced East Approach Piling & replaced with a Pav't Footing. Added Bar List, Bars Detail, & Sec. A-A to Plans. All of West Approach Piling from 666+00 to 666+00.42. Added Class X Conc. 12" of Reinf. Bars. Rev. 6-10-63. Added East Approach Piling from 666+00 to 666+00.42. Rev. 6-10-63. Sec. 5V B. Station 666+00.42.





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

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13
7	SVB	KANE	40	15	31 SHEETS
FED. ROAD DIST. NO. 7					



**BILL OF MATERIAL**

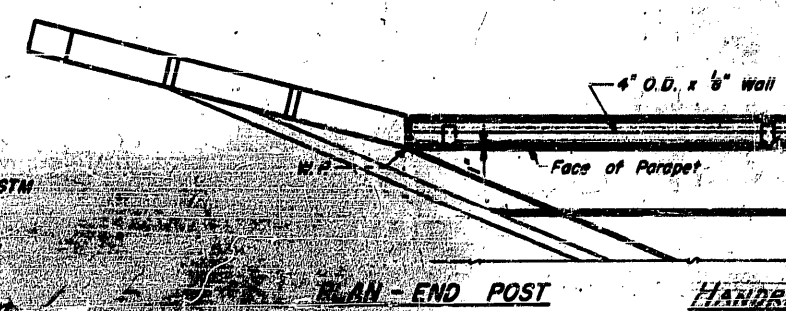
Item	Unit	Quantity
Aluminum Handrail	Lm. Ft.	914

Note: Concrete for Handrail Parapet Wall and Bars d, e, f, g, h, i, j, k, l, m, n, o, p, q, r, s, t, u, v, w, x, y, z, are included with Superstr. Span I & 2 - sheet #2. For Section over Pier #1 see Sheet #15. For detail of joint in parapet wall see Sheet #14.

**NOTES**

All Posts shall be placed normal to parapet  
All Posts shall be of Aluminum conforming to ASTM Specification B-103 alloy SG-700-T6  
All Rail Tubing shall be of Aluminum conforming to ASTM Specification B-235 alloy 6061-T6  
The contract unit price per linear foot for aluminum handrail shall include the furnishing, fabrication, transportation and erection of all material

For material composition of Prefabricated Pad, See Art. 54.9 (1), (Bearing and Anchorage), of the Std. Spec.  
Set Screws shall be of Aluminum conforming to ASTM Specification B-211 alloy 2024-T4  
Rail Tubing may extend a maximum of three panel lengths



**HANDRAIL DETAILS - SPAN I & 2**

SEP 13 1961

DESIGNED: T. Tumbler  
CHECKED: W. A. Soussan  
DRAWN: W. A. Soussan  
APPROVED: [Signature]

DESIGNED: T. Tumbler  
CHECKED: W. A. Soussan  
DRAWN: W. A. Soussan  
APPROVED: [Signature]







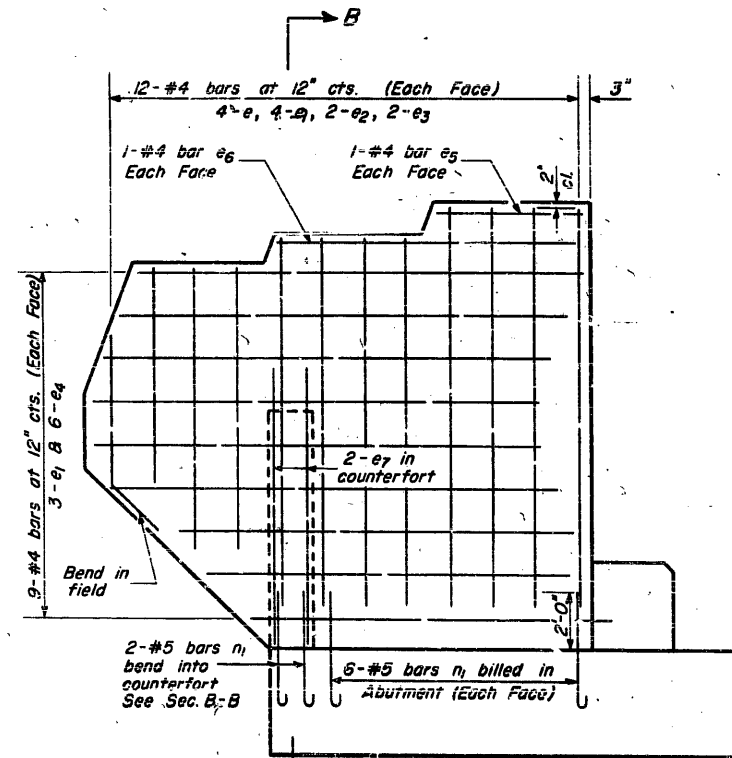




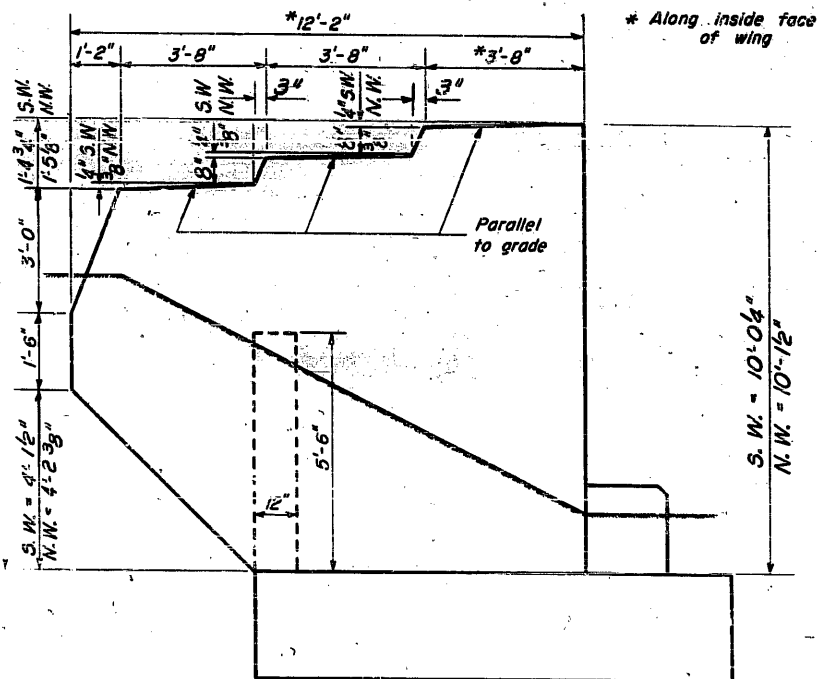


STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

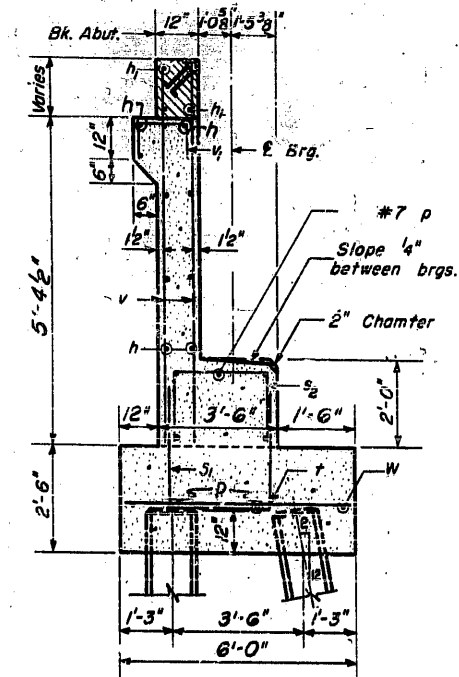
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
7	5VB	KANE	40	20	31 SHEETS



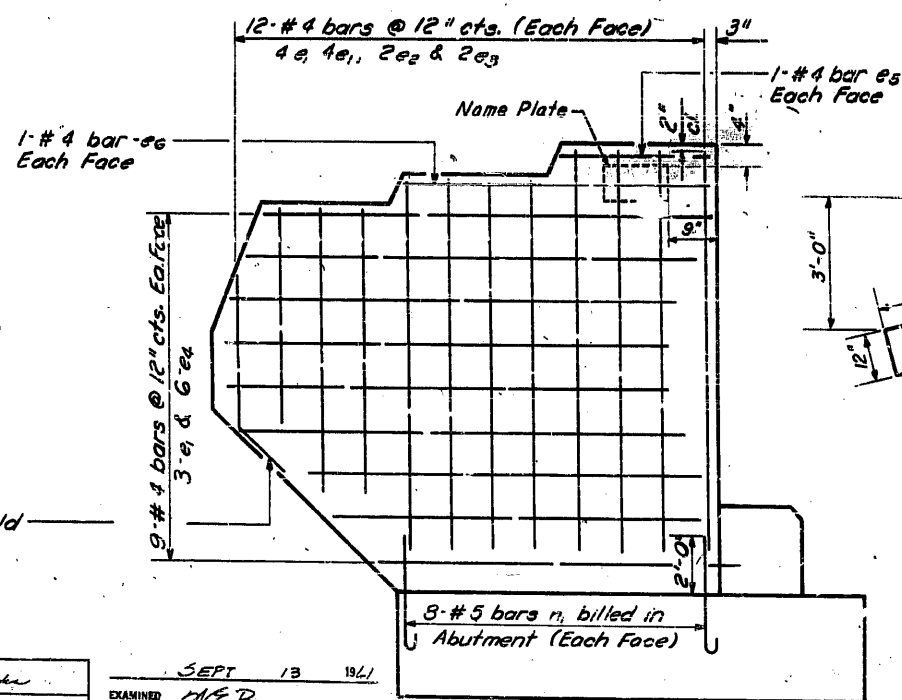
ELEVATION N.W. END POST



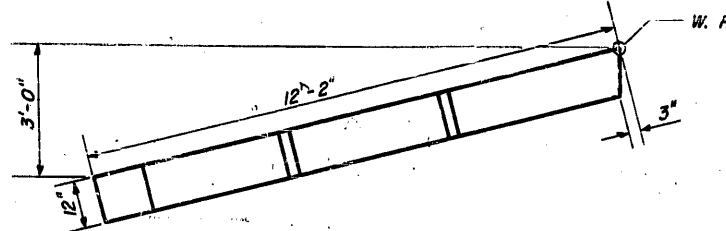
ELEVATION



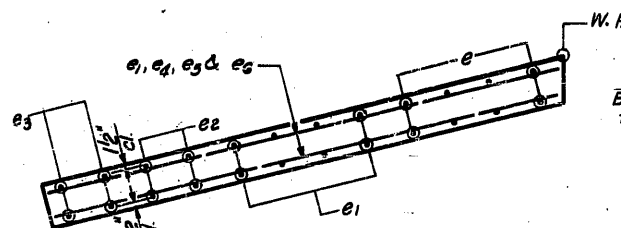
SECTION A-A



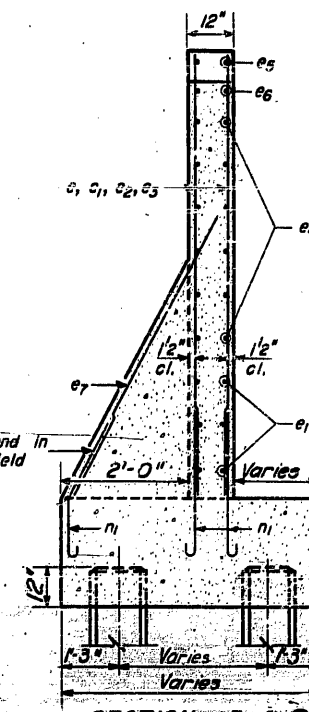
ELEVATION S.W. END POST



PLAN



PLAN



SECTION B-B @ N.W. END POST

TWO END POSTS  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e	16	#4	9'-3"	—
e1	28	#4	8'-6"	—
e2	8	#4	6'-6"	—
e3	8	#4	5'-0"	—
e4	24	#4	10'-6"	—
e5	4	#4	3'-6"	—
e6	4	#4	7'-0"	—
e7	2	#5	7'-0"	—
Class X Concrete			Cu. Yds.	7.7
Reinforcement Bars			Lbs.	530

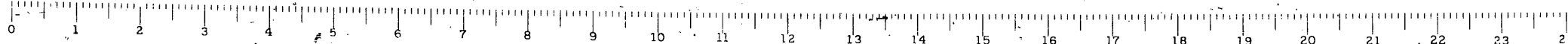
Note: End Post quantities included with West Abutment Sheet # 16

WEST ABUTMENT END POSTS  
F.A. RT. 7 SEC. 5VB  
KANE COUNTY  
STA. 666+00.42

DESIGNED	T. Tomber
CHECKED	W. A. Sausaman
DRAWN	W. A. Sausaman
CHECKED	T. L. D.F.S.

EXAMINED	W. E. Bauman
PASSED	[Signature]
APPROVED	[Signature]

AW-1 Drawn 1-29-60

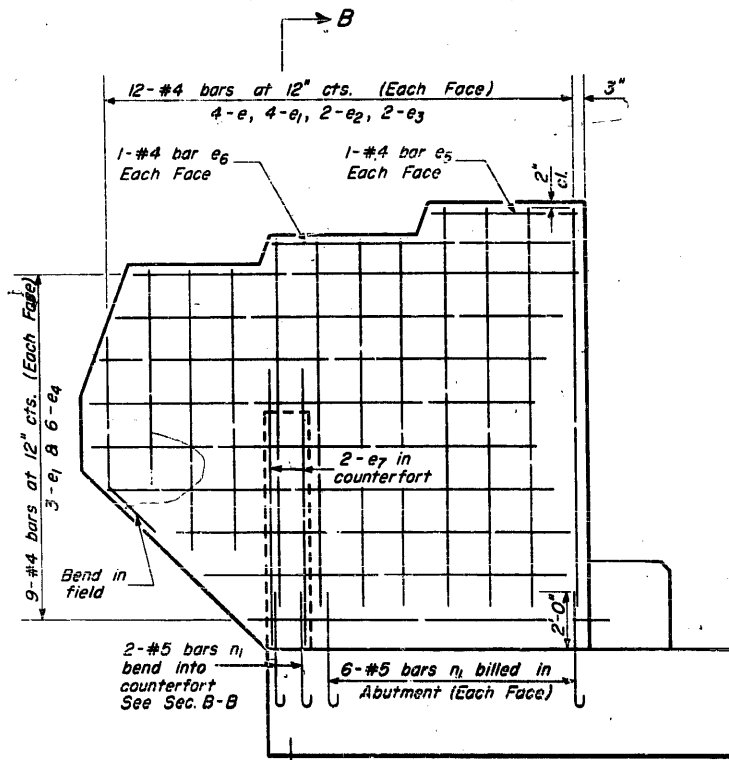




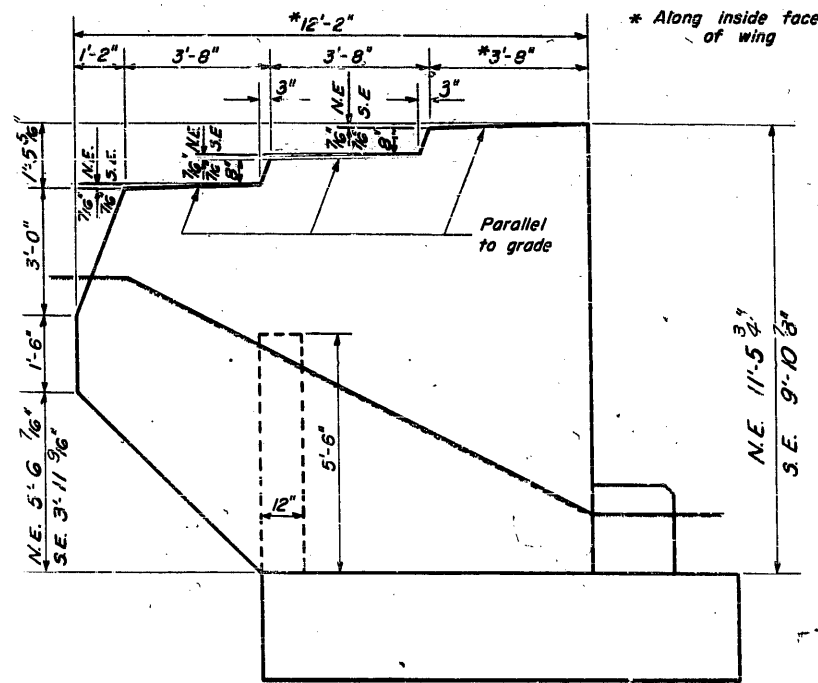


STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

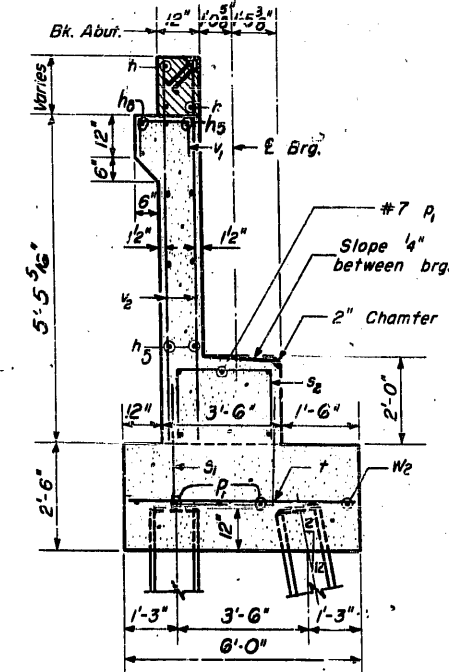
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7	5VB	KANE	40	22
FED. ROAD DIST. NO. 7	P.A. DIST.	FED. AID PROJECT	SHEET NO. 19	
			71 SHEETS	



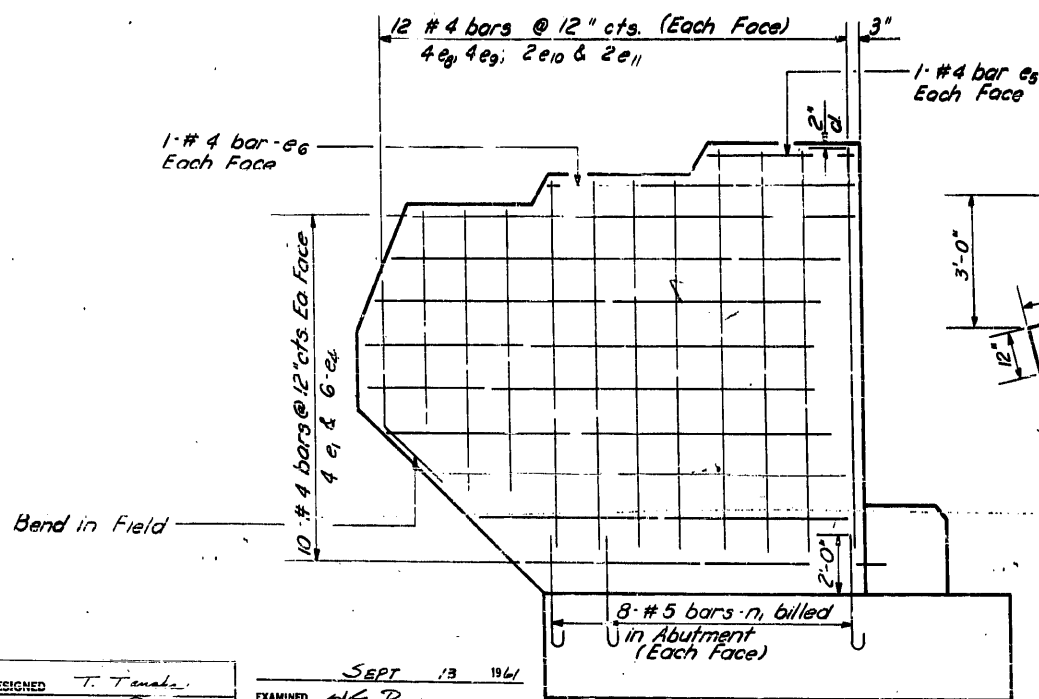
ELEVATION S. E. END POST



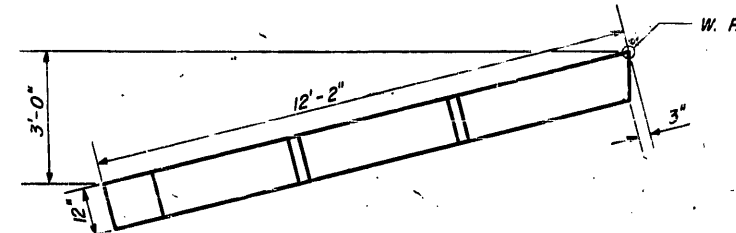
ELEVATION



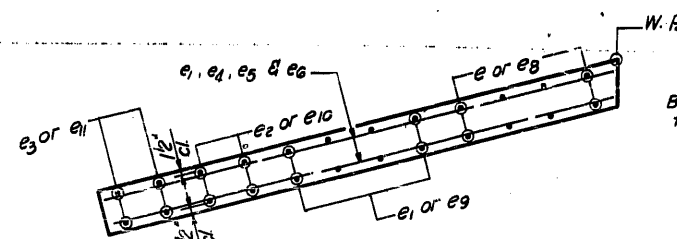
SECTION A-A



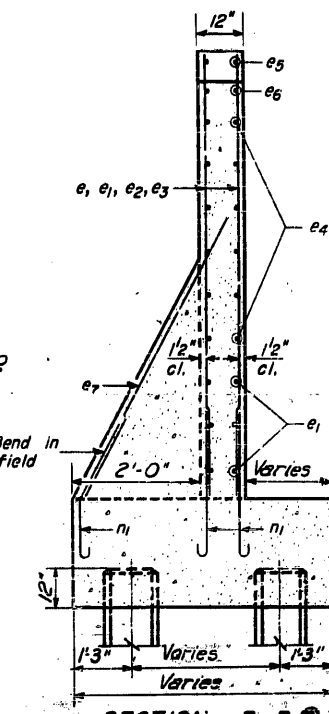
ELEVATION N. E. END POST



PLAN



PLAN



SECTION B-B @ S. E. END POST

TWO END POSTS  
BILL OF MATERIAL

Bar	No	Size	Length	Shape
e	8	#4	9'-3"	---
e1	22	#4	8'-6"	---
e2	4	#4	6'-6"	---
e3	4	#4	5'-0"	---
e4	24	#4	10'-6"	---
e5	4	#4	3'-6"	---
e6	4	#4	7'-0"	---
e7	2	#5	7'-0"	---
e8	8	#4	11'-0"	---
e9	8	#4	10'-3"	---
e10	4	#4	8'-3"	---
e11	4	#4	6'-0"	---
Class X Concrete			Cu.Yds	8.1
Reinforcement Bars			Lbs	570

Note: End Post quantities included with East Abutment Sheet #18

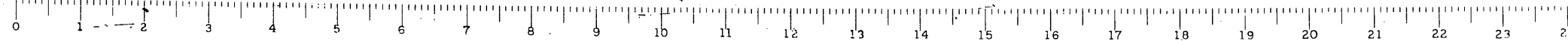
EAST ABUTMENT END POSTS  
F.A. RT 7 SEC. 5VB  
KANE COUNTY  
STA. 666 + 00.42

DESIGNED T. Tanaka  
CHECKED W. A. Sausaman  
DRAWN W. A. Sausaman  
CHECKED T. T. D.F.S.

EXAMINED H. B. ...  
PASSED ...  
APPROVED ...

SEPT 13 1961

AW-1 Drawn 1-29-60



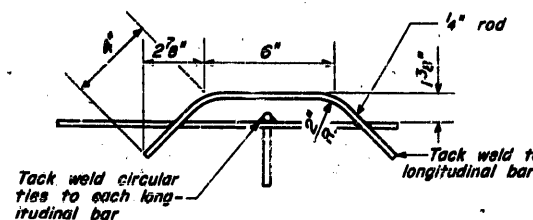
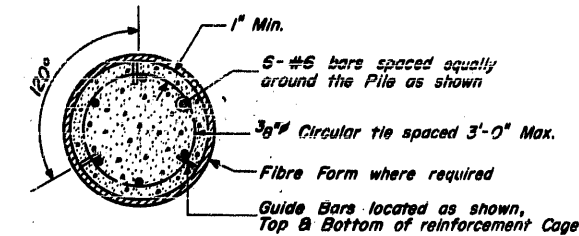
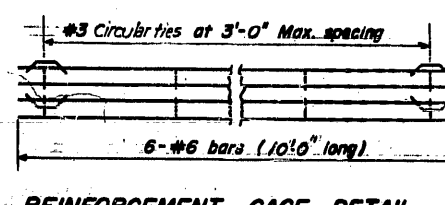
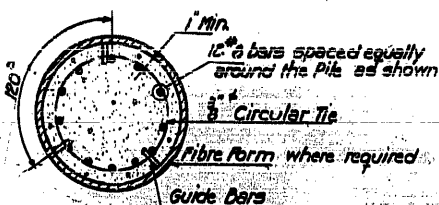
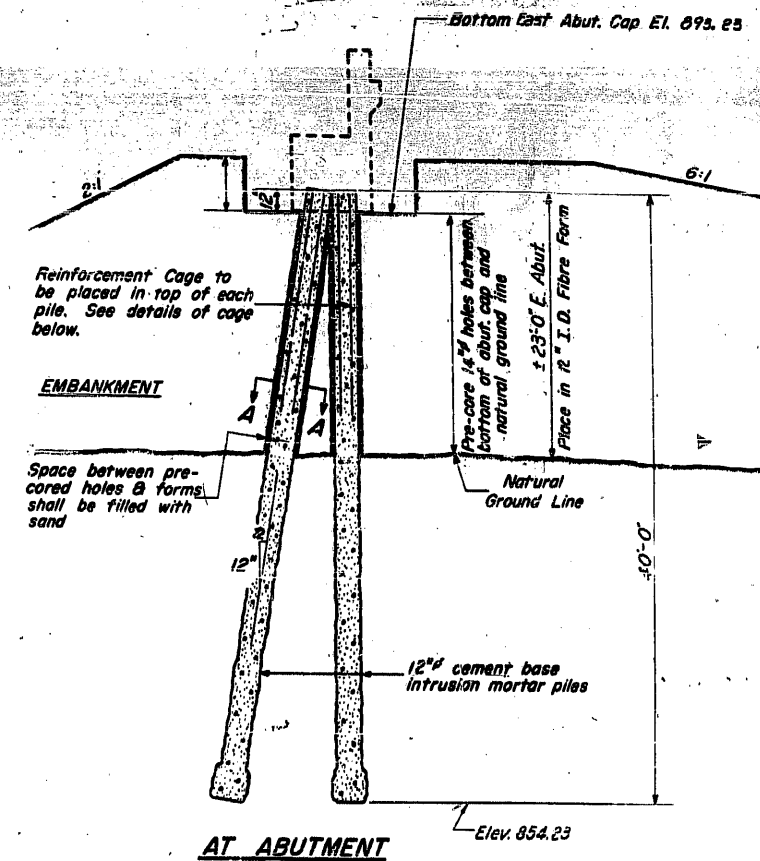
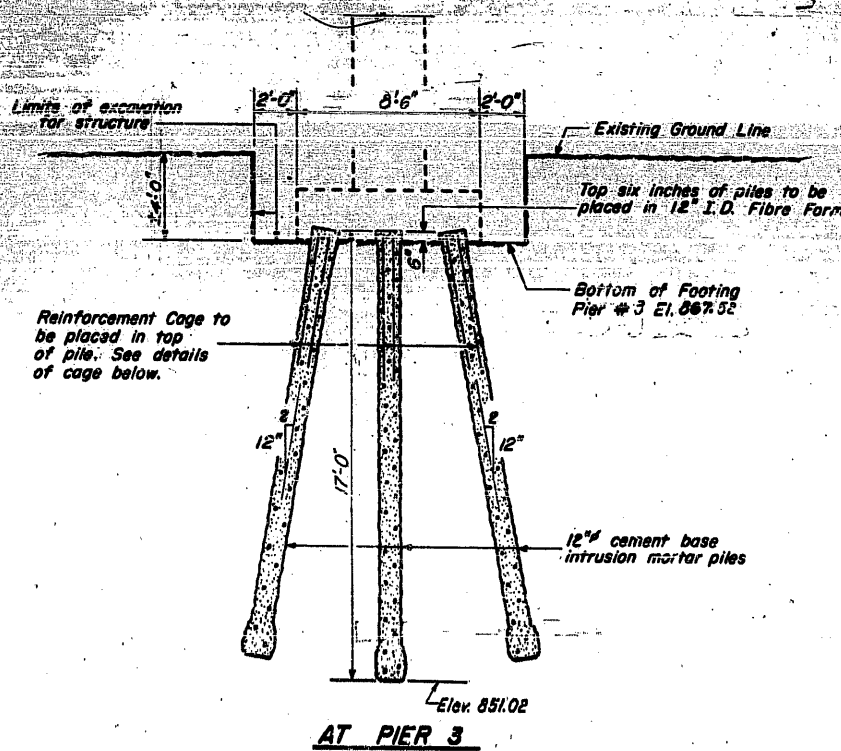
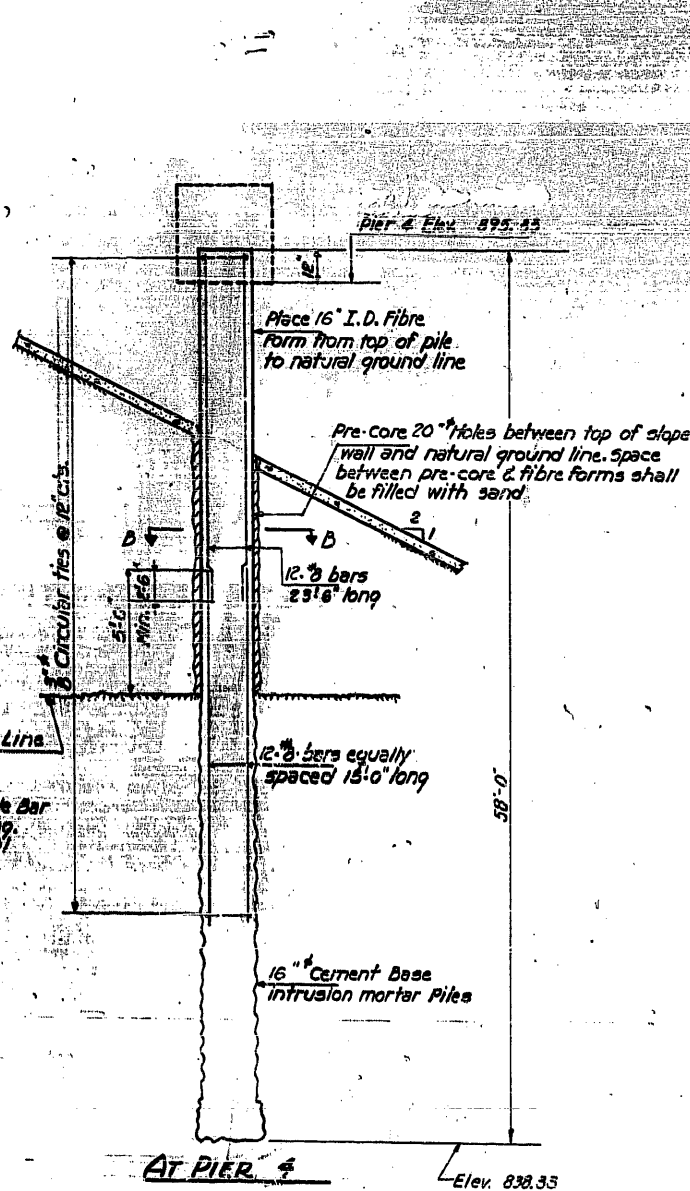












SECTION B-B

REINFORCEMENT CAGE DETAIL

SECTION A-A

GUIDE BAR DETAIL

DETAIL OF CEMENT BASE INTRUSION MORTAR PILES

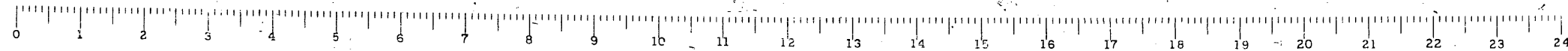
DESIGNED	Walt Kery	EXAMINED	W.E. [Signature]
CHECKED	R. Kowal	APPROVED	[Signature]
DRAWN	Barrozo - Sausamon		
CHECKED	R.K.		

9-1-51 REV. 1-15-63

Rev. 10-9-63 Chg. Plan of Pile at Pier 4 from 20" to 16" & Added 6 additional #6 bars to Pier 4 Pile - RAK.

DRILLED PILES  
TYPE "A"

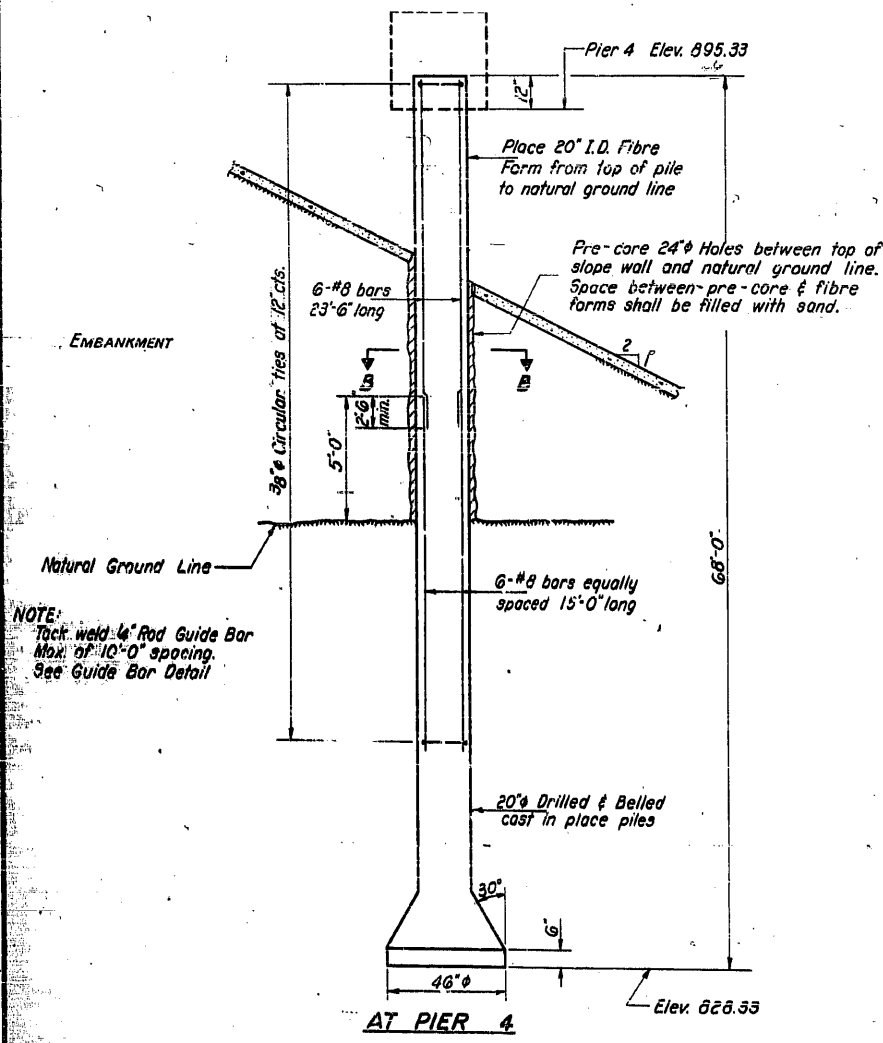
EA. RT. 7-SEC. 5VB  
KANE COUNTY  
STATION 666+00.42



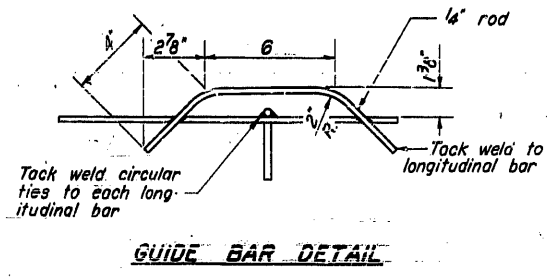
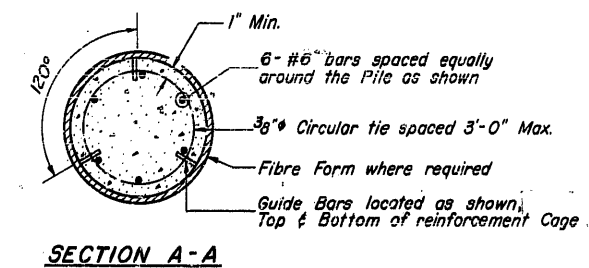
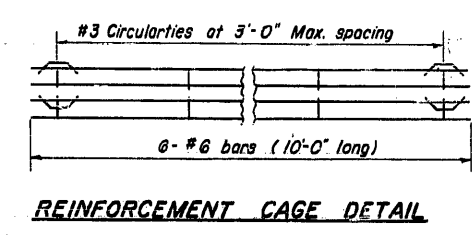
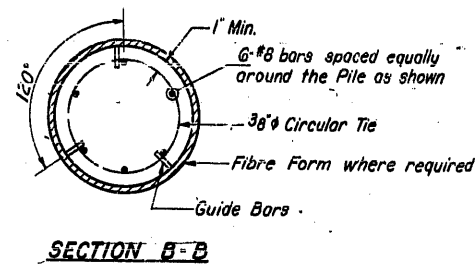
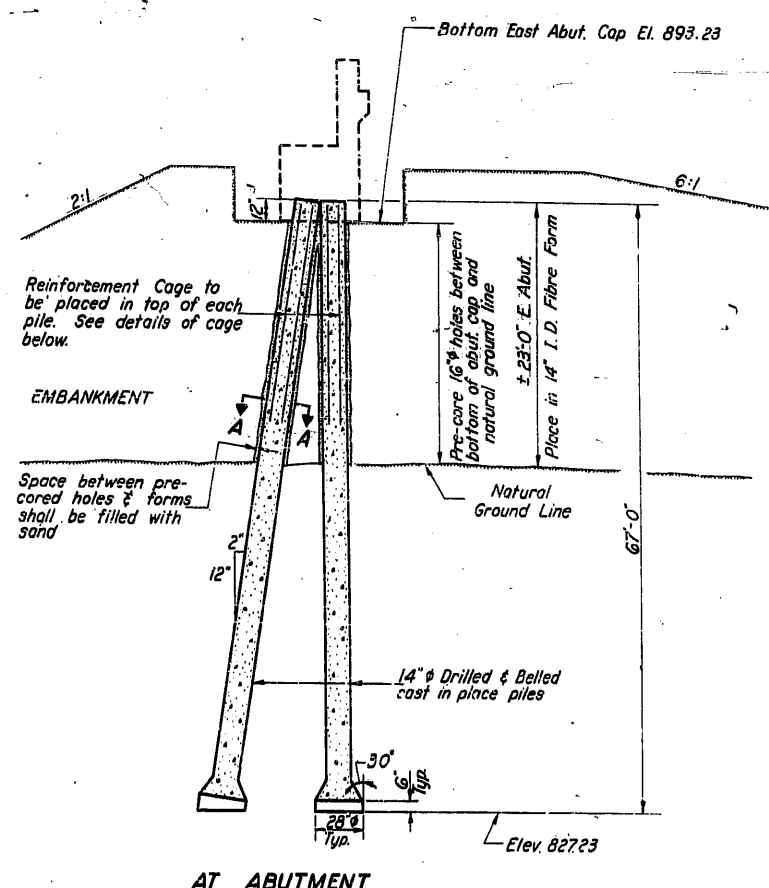
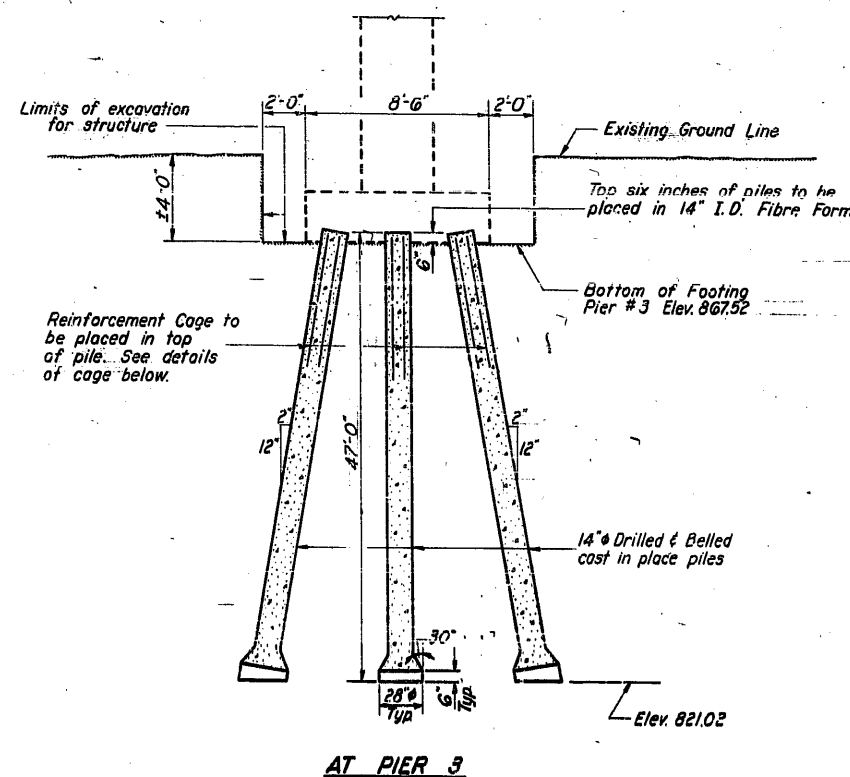


STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 25 31 SHEETS
7	5VB	KANE	40	28	
FED. ROAD DIST. NO. 7		MARKING		FED. AID PROJECT	



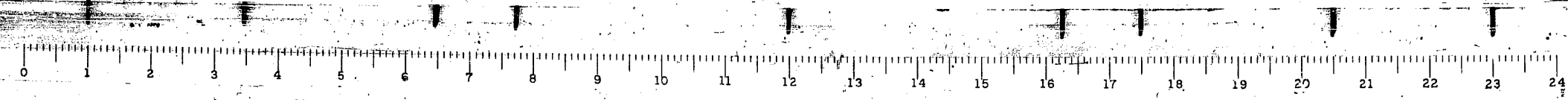
NOTE:  
Tack weld 1/4" Rod Guide Bar  
Max. of 10'-0" spacing.  
See Guide Bar Detail



DESIGNED BY: *W. H. Perry*  
CHECKED BY: *R. Hand*  
DRAWN BY: *W. P. J. Armstrong*  
DATE: Oct 3 1963

EXAMINED BY: *W. H. Perry*  
PASSED BY: *Shultz*  
APPROVED BY: *Shultz*

DRILLED PILES  
TYPE "B"  
F.A. RT. 7 SEC. 5VB  
KANE COUNTY  
STA. 666+00.42



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

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 26
7	5VB	KANE	40	29	31 SHEETS

BORING #1

Boring No. 1	Elevation	Blows per Foot	Qu
Boring located at Station 668+16 on Centerline.			
Surface of Ground.	871.2		
Stiff brown gravelly clay.	868.0		
Very dense brown gravelly sandy clay loam.	866.0	72	
	864.5		
	864.0		
	863.5		
Very stiff gray sandy clay loam.	862.0	24	2.00
Free water el. 861.5	861.5		
	861.0	28	2.12
	859.5		
	859.0		
	858.5		
Stiff gray sandy clay loam.	857.0	25	1.15
	856.5		
Medium gray sandy clay loam.	856.0	27	
	854.5		
	854.0		
	853.5		
Dense gray well graded sandy loam.	852.0	46	
	851.0		
	851.0	48	
	849.5		
	849.0		
	848.5		
Very dense gray well graded sand.	847.0	51	
	846.5		
	846.0		
Medium gray well graded sand, with lenses of clay.	845.0	26	
	844.5		
	844.0		
	843.5		
Very dense gray uniform fine sand, occasional gravel.	842.0	77	
	841.5		
	841.0		
Dense gray uniform fine sand, occasional gravel.	841.0	48	
	839.5		
	839.0		
	838.5		
Stiff gray sandy clay loam.	837.0	30	Lost
	836.0	24	1.98
	834.5		

BORING #2

Boring No. 2	Elevation	Blows per Foot	Qu
Boring located at Station 667+34, 12 Ft. Rt. Centerline.			
Surface of Ground.	870.7		
Stiff black and brown gravelly sandy clay loam.	866.5		
	865.5		
Medium brown clay loam.	864.0	6	0.49
	863.0	20	Lost
	861.5		
	861.0		
Dense brown well graded gravel.	860.5	38	
	859.0		
	858.5		
Very dense gray well graded gravel.	858.0	50	
	856.5		
	856.0		
	855.5		
Dense gray poorly graded gravel.	854.0	39	
	853.0		
	852.0	45	
	851.5		
	851.0		
Medium gray poorly graded gravel.	850.5	23	
	849.0		
Medium gray poorly graded gravel.	848.0	23	
	848.5		
	847.5		
Dense gray poorly graded sandy loam, occasional gravel, clay loam lenses.	845.5	31	
	844.5		
	844.0		
	843.5		
	843.0		
Stiff gray clay loam till, pebbly.	841.5	22	1.15
	841.0		
	840.5		
	839.0	35	Lost
	838.0		
	838.0	30	3.26
	836.5		
	835.5		
Very stiff gray pebbly clay loam till.	834.0	24	2.90
	833.0		
	833.0	30	Lost
	831.5		
	830.5		
	829.0	43	3.68
	828.5		
Hard gray clay loam till	826.5	101	6.54

BORING #3

Boring No. 3	Elevation	Blows per Foot	Qu
Boring located at Station 665+48, 18 Ft. Rt. Centerline.			
Surface of Ground.	872.8		
Medium to dense brown gravelly sandy clay loam.	870.0		
	868.0		
Stiff gray clay loam.	866.5	14	
	865.5		
	864.0	12	1.50
	863.5		
	863.0		
Medium gray clay loam.	861.5	3	0.75
	861.0		
	860.5		
Very stiff gray gravelly sandy clay loam.	859.5	53	2.04
	858.0		
	857.5		
	857.0		
	856.0		
	855.5		
	855.0		
Dense brown silty loam, occasional gravel.	854.0	36	
	853.5		
	853.0		
Very dense gray gravelly sandy loam.	852.0	57	
	851.5		
	851.0		
Very dense gray gravelly sandy loam.	850.5	100	
	849.0		
	848.0		
	848.0	54	
	846.5		
	846.0		
	845.5		
Dense gray sandy loam, occasional gravel.	844.0	33	
	843.5		
	843.0		
Very dense gray sandy loam, occasional gravel.	841.5	54	
	841.0		
	840.5		
Dense gray gravelly sandy loam.	840.0	32	
	839.0		
	838.5		
	838.0		
Very dense gray sandy loam.	836.5	54	

BORING #4

Boring No. 4	Elevation	Blows per Foot	Qu
Boring located at Station 663+92, 17 Ft. Lt. Centerline.			
Surface of Ground.	872.4		
Medium silty sand, sand, and gravel.	870.0		
	867.5	25	
	866.0		
	865.5		
Dense brown poorly graded gravelly clay loam.	865.0	39	
	863.5		
	863.0		
	862.5		
	861.0	32	
Dense brown gravelly sandy loam.	860.0	33	
	858.5		
	857.5		
	857.0		
	856.0		
	855.5		
	855.0		
Very dense gray sandy loam, occasional gravel.	854.0	70	
	853.5		
Very dense gray sandy loam, occasional gravel.	852.5	59	
	851.0		
	850.5		
	850.0		
Dense gray sandy loam, occasional gravel. Clay loam lenses.	848.5	45	
	848.0		
	847.5		
	847.0		
Dense gray sandy loam, occasional gravel.	846.0	36	
	845.0		
	845.0	35	
	843.5		
	843.0		
	842.5		
Medium gray sandy loam.	841.0	29	
	840.0		
	840.0	27	
	838.5		
	838.0		
Dense gray sandy loam, gravelly.	837.5	39	
	836.0		

Note: N = Blows per foot of penetration of sampling spoon. Hammer Weight = 355 Lbs. Drop = 12 inches.  
Qu = Unconfined compressive strength in tons per square foot.

DESIGNED: T. L. Linder  
CHECKED: D. L. Linder  
DRAWN:  
CHECKED: T. T. D.P.S.

EXAMINED: H. P. R.  
PASSED: [Signature]  
APPROVED: [Signature]

SEPT 13 1961

BORINGS  
E.A. RT. 7 SEC. 5VB  
KANE COUNTY  
STA. 666+00.42



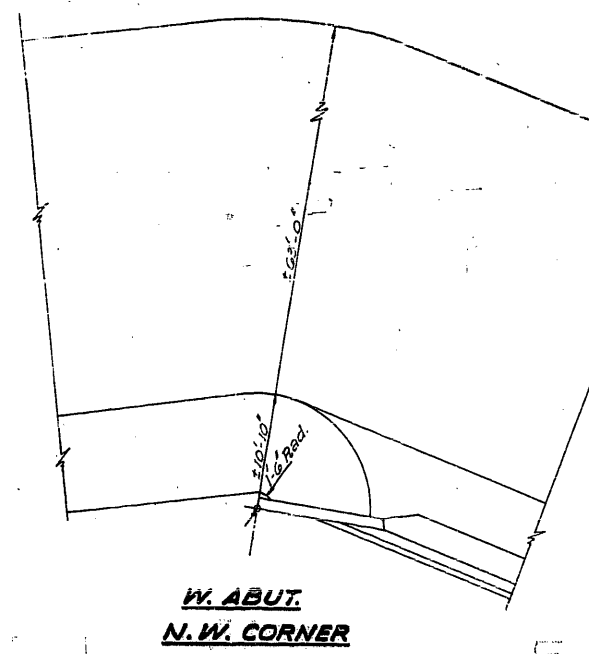




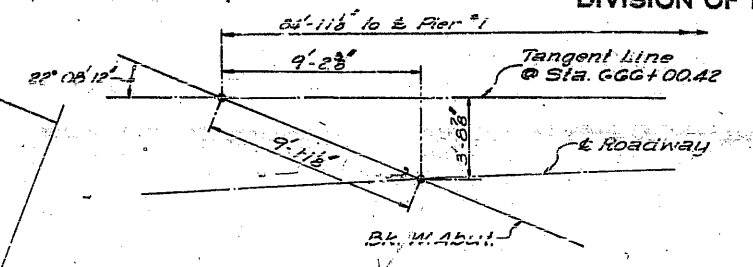
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7	5VB	KANE	40	31

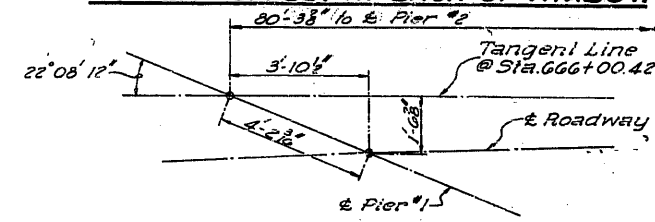
31 SHEETS



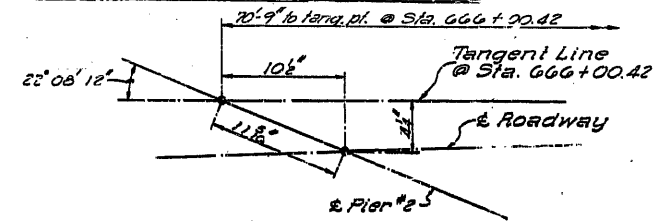
**W. ABUT.**  
**N.W. CORNER**



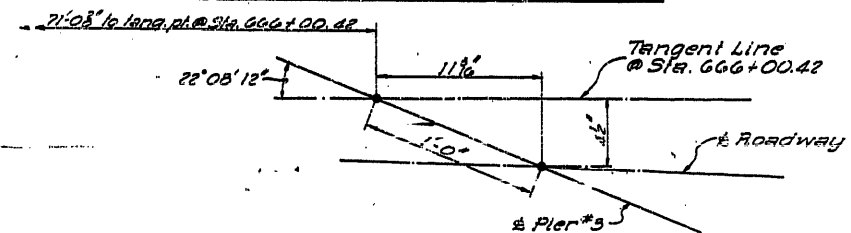
**TANGENT OFFSET AT BACK OF W. ABUT.**



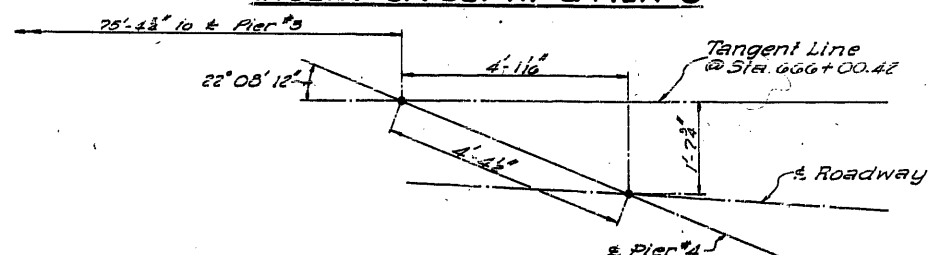
**TANGENT OFFSET AT PIER #1**



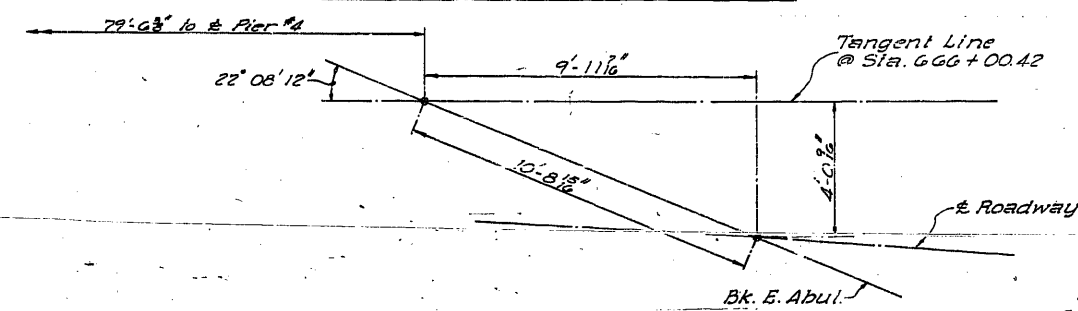
**TANGENT OFFSET AT PIER #2**



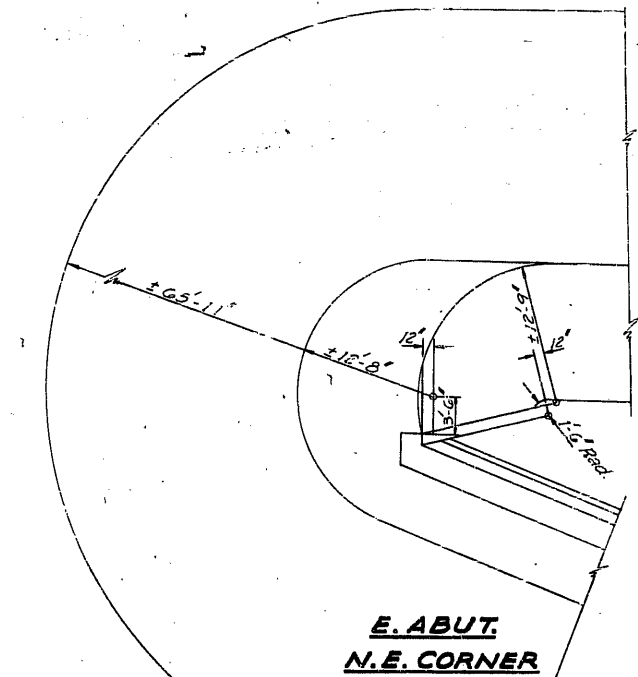
**TANGENT OFFSET AT PIER #3**



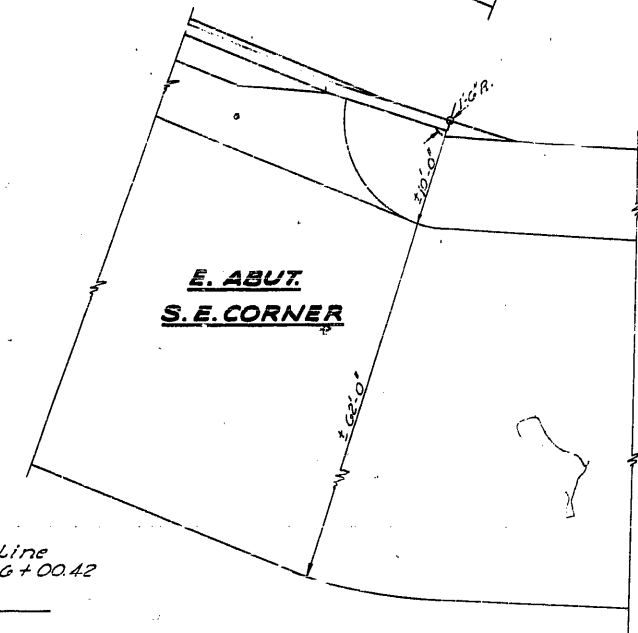
**TANGENT OFFSET AT PIER #4**



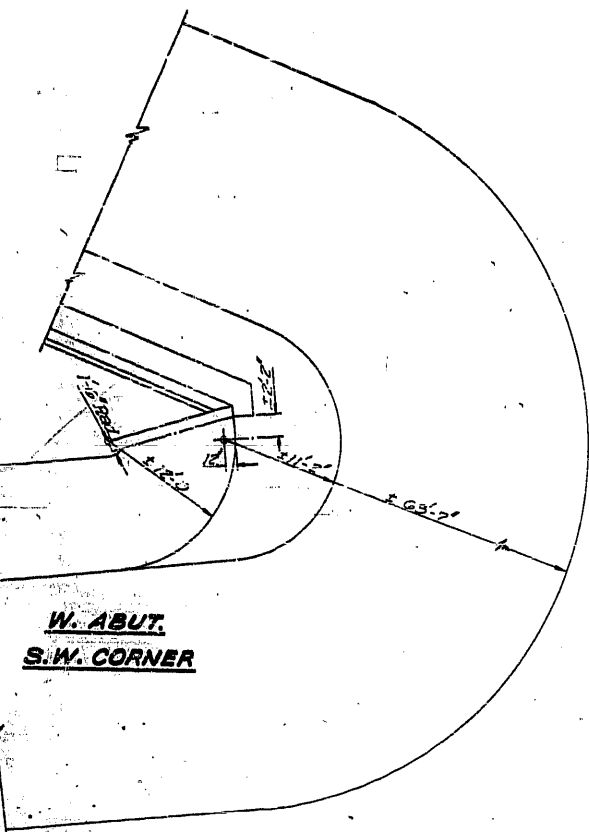
**TANGENT OFFSET AT BACK OF E. ABUT.**



**E. ABUT.**  
**N.E. CORNER**



**E. ABUT.**  
**S.E. CORNER**



**W. ABUT.**  
**S.W. CORNER**

**DETAIL OF EMBANKMENT LAYOUT  
AND TANGENT OFFSET AT SUPPORTS**

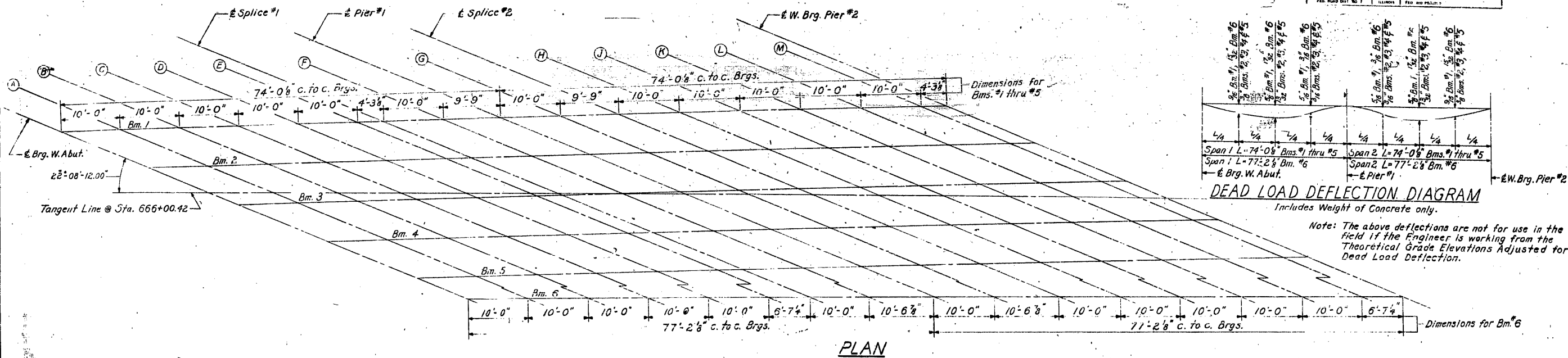
**F.A.R.T. 7 SEC. 5VB  
KANE COUNTY  
STA. 666+00.42**

SEPT 13 1961

DESIGNED: [Signature]  
CHECKED: [Signature]  
DRAWN: [Signature]  
EXAMINED: [Signature]  
PASSED: [Signature]  
APPROVED: [Signature]

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

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
7	518	KANE	40	32
SHEET NO. 29				31 SHEETS



PLAN

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Brg. W. Abut.	66345.102	15.001	904.233	904.233
(A)	66355.140	14.939	904.307	904.332
(B)	66365.118	14.892	904.377	904.424
(C)	66375.097	14.839	904.444	904.494
(D)	66385.075	14.841	904.507	904.553
(E)	66395.053	14.837	904.567	904.600
Splice #1	66399.303	14.840	904.591	904.619
(F)	66409.283	14.857	904.646	904.660
Pier #1	66419.012	14.888	904.696	904.696
(G)	66428.990	14.933	904.744	904.753
Splice #2	66438.719	14.992	904.788	904.813
(H)	66448.597	15.066	904.829	904.871
(J)	66458.075	15.135	904.867	904.918
(K)	66468.652	15.258	904.901	904.930
(L)	66478.629	15.376	904.932	904.968
(M)	66488.606	15.509	904.960	904.970
Brg. W. Pier #2	66492.856	15.570	904.970	904.970

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
(A)	66359.858	0.383	904.210	904.210
(B)	66374.582	1.798	904.179	904.179
(C)	66378.588	0.014	904.169	904.169
(D)	66389.333	4.755	904.141	904.141
(E)	66404.115	11.278	904.095	904.095
(F)	66369.046	8.343	904.278	904.295
(G)	66384.580	1.779	904.243	904.259
(H)	66386.588	0.001	904.232	904.248
(I)	66399.342	4.753	904.199	904.216
(J)	66414.132	11.254	904.149	904.166
(K)	66379.834	8.317	904.337	904.375
(L)	66394.277	1.774	904.303	904.334
(M)	66398.588	0.002	904.290	904.322
(N)	66409.348	4.736	904.254	904.286
(O)	66424.148	11.215	904.199	904.230
(P)	66389.821	8.306	904.405	904.438
(Q)	66404.574	1.785	904.359	904.392
(R)	66408.588	0.018	904.345	904.378
(S)	66419.355	4.704	904.306	904.339
(T)	66434.164	11.162	904.245	904.278
(U)	66399.809	8.309	904.463	904.494
(V)	66414.572	1.809	904.417	904.443
(W)	66418.588	0.049	904.397	904.428
(X)	66429.362	4.658	904.354	904.385
(Y)	66444.180	11.094	904.288	904.319
(Z)	66409.797	8.327	904.318	904.339
(AA)	66424.569	1.840	904.462	904.483
(AB)	66428.588	0.046	904.445	904.467
(AC)	66439.369	4.592	904.399	904.420
(AD)	66454.196	11.012	904.327	904.349
(AE)	66414.053	8.339	904.340	904.357
(AF)	66428.828	1.870	904.482	904.499
(AG)	66432.848	0.117	904.465	904.482
(AH)	66443.632	4.567	904.417	904.433
(AI)	66458.478	10.972	904.363	904.360
(AJ)	66424.040	8.378	904.590	904.598
(AK)	66438.825	1.930	904.527	904.535
(AL)	66442.848	0.183	904.508	904.517
(AM)	66453.638	4.485	904.456	904.464
(AN)	66468.478	10.869	904.378	904.386
(AO)	66433.778	8.429	904.635	904.635
(AP)	66448.572	2.982	904.567	904.567
(AQ)	66452.597	0.261	904.547	904.547
(AR)	66463.394	4.392	904.492	904.492
(AS)	66478.243	10.755	904.408	904.408

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
(G)	66443.766	8.496	904.678	904.687
(H)	66458.569	2.021	904.608	904.614
(I)	66462.596	0.356	904.594	904.592
(J)	66473.399	4.281	904.524	904.524
(K)	66488.758	10.623	904.436	904.433
(L)	66433.303	8.576	904.717	904.734
(M)	66448.315	2.191	904.639	904.656
(N)	66452.345	0.462	904.616	904.633
(O)	66463.135	4.460	904.553	904.553
(P)	66478.022	10.480	904.460	904.477
(Q)	66463.490	8.672	904.753	904.780
(R)	66478.311	2.309	904.670	904.697
(S)	66482.343	0.585	904.646	904.646
(T)	66493.160	4.021	904.579	904.606
(U)	66508.035	10.319	904.481	904.507
(V)	66473.477	8.782	904.786	904.819
(W)	66488.307	2.441	904.697	904.721
(X)	66492.341	0.723	904.672	904.705
(Y)	66503.164	3.867	904.602	904.635
(Z)	66518.049	10.144	904.498	904.531
(AA)	66483.463	8.907	904.813	904.847
(AB)	66498.302	2.587	904.722	904.754
(AC)	66502.339	0.876	904.695	904.727
(AD)	66513.168	3.699	904.621	904.653
(AE)	66528.062	9.954	904.512	904.544
(AF)	66493.449	9.046	904.841	904.865
(AG)	66508.297	2.748	904.742	904.766
(AH)	66512.336	1.043	904.714	904.738
(AI)	66523.172	3.317	904.636	904.660
(AJ)	66538.074	9.750	904.522	904.546
(AK)	66503.435	8.200	904.863	904.871
(AL)	66518.291	2.924	904.760	904.767
(AM)	66522.333	1.224	904.730	904.737
(AN)	66533.175	3.319	904.648	904.656
(AO)	66548.085	9.531	904.529	904.536
(AP)	66507.680	9.270	904.872	904.872
(AQ)	66522.549	3.003	904.766	904.766
(AR)	66526.592	1.306	904.736	904.736
(AS)	66537.436	3.231	904.652	904.652
(AT)	66552.331	9.434	904.531	904.531

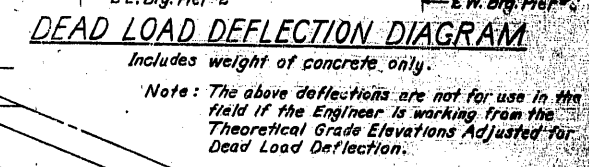
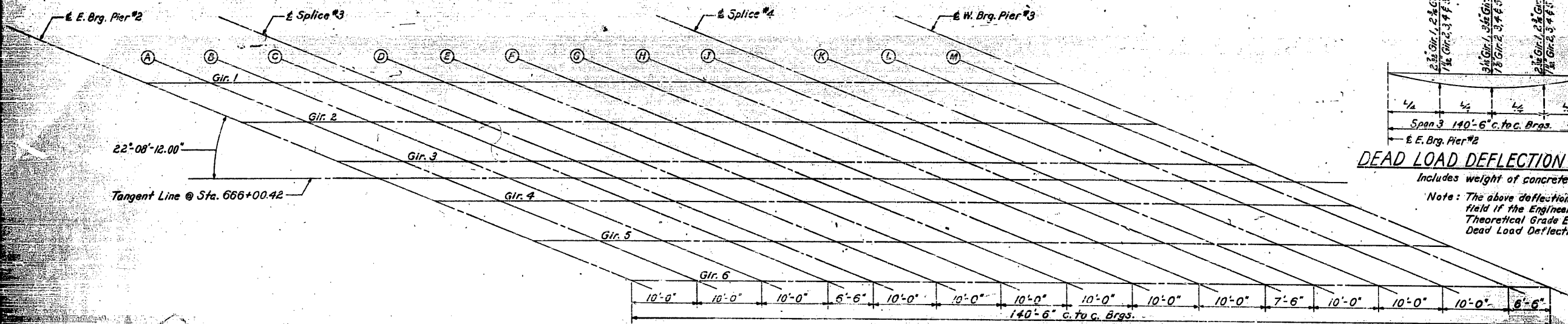
Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Brg. W. Abut.	66412.386	14.995	904.066	904.066
(A)	66422.607	13.139	904.173	904.133
(B)	66432.628	13.269	904.156	904.196
(C)	66442.630	13.384	904.196	904.238
(D)	66452.672	13.484	904.233	904.275
(E)	66462.694	13.570	904.260	904.293
Splice #1	66469.313	13.619	904.276	904.303
(F)	66479.336	13.681	904.313	904.321
Pier #1	66489.333	13.730	904.338	904.338
(G)	66499.356	13.762	904.358	904.366
Splice #2	66510.353	13.779	904.375	904.393
(H)	66520.376	13.781	904.388	904.421
(J)	66530.399	13.768	904.398	904.441
(K)	66540.622	13.741	904.404	904.445
(L)	66550.645	13.699	904.406	904.440
(M)	66560.667	13.642	904.405	904.418
Brg. W. Pier #2	66567.286	13.597	904.402	904.402

DESIGNED: T. T. ...  
CHECKED: ...  
DRAWN: T. T.  
CHECKED: T. T., D.F.S.  
EXAMINED: H.C. ...  
APPROVED: ...  
SEPT 13 1961

SPAN 1 & 2  
TOP OF SLAB ELEVATION  
F.A.R.T. 7 SEC. 5 V.B  
KANE COUNTY  
STA. 666+00.42

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

PROJECT NO.	7 5VB	KANE	40	35
SHEET NO.	31 SHEETS			



PLAN

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
E. Brg. Pier #2	66606.850	13.543	904.976	904.976
A	66506.006	13.332	904.822	905.044
B	66516.003	13.269	903.004	903.109
C	66525.882	13.153	903.012	903.170
Splice #3	66532.456	13.086	903.016	903.204
D	66532.444	14.926	903.019	903.226
E	66538.482	14.917	903.018	903.246
F	66540.620	14.855	903.014	903.262
G	66542.878	14.802	903.007	903.269
H	66548.737	14.773	904.996	905.219
I	66557.253	14.724	904.984	905.186
Splice #4	66558.618	14.749	904.988	905.156
J	66569.258	14.736	904.988	905.088
K	66572.776	14.727	904.924	905.011
L	66579.753	14.812	904.897	904.931
W. Brg. Pier #3	66626.241	14.852	905.877	904.877

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
E. Brg. Pier #2	66510.890	9.250	904.876	904.876
3	66525.757	2.988	904.769	904.769
4	66532.078	3.320	904.724	904.724
5	66535.372	9.437	904.531	904.531
A	66520.076	9.127	904.947	904.718
3	66525.752	2.987	904.774	904.769
4	66532.077	3.320	904.724	904.724
5	66535.381	9.482	904.526	904.537
B	66530.862	9.618	904.894	904.957
3	66532.255	2.990	904.774	904.769
4	66532.077	3.320	904.724	904.724
5	66535.382	9.338	904.450	904.714
C	66540.849	8.954	904.897	904.993
3	66542.252	2.725	904.776	904.870
4	66542.076	3.106	904.715	904.812
5	66545.383	9.267	904.663	904.739
D	66547.126	9.267	904.503	904.600
E. Brg. Pier #3	66547.340	8.871	904.897	905.011
3	66549.241	2.669	904.771	904.843
4	66549.576	3.072	904.715	904.829
5	66557.148	9.440	904.637	904.751
6	66562.121	8.578	904.495	904.609
D	66557.327	8.801	904.893	905.021
3	66572.227	2.641	904.764	904.890
4	66578.576	3.034	904.702	904.831
5	66582.122	9.487	904.624	904.731
6	66582.126	9.583	904.477	904.604
E	66547.314	8.784	904.889	905.028
3	66582.233	2.697	904.733	904.822
4	66588.576	3.050	904.692	904.831
5	66597.128	9.429	904.608	904.747
6	66612.130	9.573	904.454	904.593
F	66572.301	8.708	904.880	905.021
3	66592.229	2.588	904.738	904.890
4	66598.576	3.000	904.676	904.827
5	66607.222	9.422	904.580	904.745
6	66622.166	9.548	904.431	904.583

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
G	66587.188	8.613	904.888	905.016
3	66592.222	2.583	904.721	904.849
4	66598.576	3.004	904.656	904.804
5	66607.188	9.479	904.544	904.714
6	66622.179	9.510	904.403	904.532
H	66597.274	8.447	904.851	904.987
3	66612.221	2.595	904.699	904.835
4	66618.575	3.025	904.639	904.768
5	66627.132	9.447	904.539	904.679
6	66642.191	9.458	904.372	904.507
I	66607.262	8.670	904.832	904.933
3	66622.218	2.637	904.673	904.798
4	66628.576	3.037	904.603	904.738
5	66637.198	9.401	904.509	904.632
6	66652.205	9.388	904.336	904.439
Splice #4	66614.754	8.681	904.815	904.929
3	66629.713	2.645	904.624	904.767
4	66636.076	3.092	904.583	904.697
5	66644.702	9.337	904.485	904.598
6	66659.715	9.327	904.308	904.421
J	66624.761	8.705	904.789	904.874
3	66639.711	2.695	904.622	904.797
4	66646.075	3.151	904.552	904.654
5	66654.706	9.285	904.449	904.533
6	66669.728	9.234	904.287	904.351
K	66634.728	8.752	904.750	904.813
3	66649.706	2.760	904.589	904.661
4	66656.075	3.225	904.526	904.566
5	66664.711	9.192	904.429	904.502
6	66679.741	9.126	904.222	904.274
L	66644.716	8.809	904.728	904.769
3	66659.702	2.838	904.551	904.572
4	66666.074	3.313	904.475	904.439
5	66674.715	9.098	904.346	904.387
6	66689.753	9.003	904.174	904.194
M	66651.207	8.854	904.702	904.705
3	66666.199	2.899	904.523	904.523
4	66672.575	3.374	904.446	904.446
5	66681.217	9.054	904.347	904.347
6	66696.261	8.916	904.161	904.161

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
E. Brg. Pier #2	66574.500	15.681	904.400	904.400
A	66580.543	15.636	904.309	904.451
B	66589.564	15.659	904.278	904.500
C	66598.588	15.648	904.359	904.511
Splice #3	66607.600	15.663	904.314	904.521
D	66617.124	15.644	904.323	904.530
E	66627.149	15.634	904.395	904.537
F	66637.171	15.568	904.264	904.511
G	66647.190	15.509	904.280	904.479
H	66657.216	15.432	904.186	904.412
I	66667.238	15.342	904.153	904.335
Splice #4	66674.757	15.265	904.152	904.289
K	66684.776	15.150	904.072	904.211
L	66694.797	15.020	903.926	904.132
M	66704.818	14.873	903.873	904.067
W. Brg. Pier #3	66711.331	14.774	903.906	904.026

SEPT 13 1961  
EXAMINED  
APPROVED

SPAN 3  
TOP OF SLAB ELEVATION  
F.A. RT 7 SEC 5V B  
KANE COUNTY  
STA. 666+00.42



