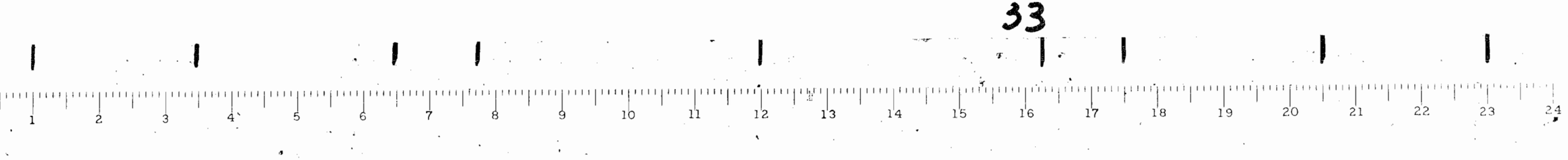
RT. FAS-1305

SEC. 19 R-UB
19 R-UF



F.A.S. ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
1305	79R-VB 79R-VF	KANKAKEE	21	1
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT USG-1305-1(1)		

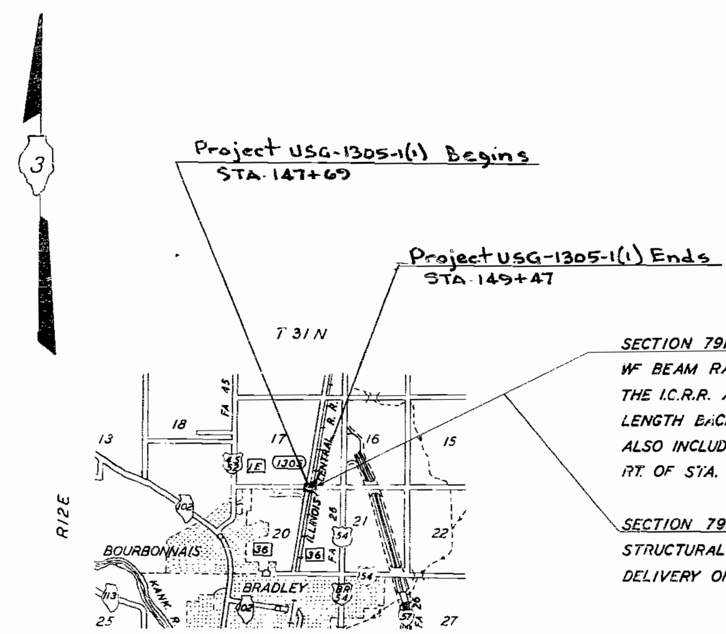
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL-AID SECONDARY PROJECT

INDEX :- SHEET No. 2

SCALES		
	PLAN	1 INCH = 50 FEET
	PROFILE HOR.	1 INCH = 50 FEET
	PROFILE VERT.	1 INCH = 5 FEET
	CROSS SECTIONS	1 INCH = 1 FEET OR 5 FEET VERT.
		1 INCH = 10 FEET HOR.

F.A.S. ROUTE 1305 SECTIONS 79R-VB & 79R-VF
PROJECT USG-1305-1(1)
KANKAKEE COUNTY



SECTION 79R-VB CONSISTS OF CONSTRUCTING A 3 SPAN WF BEAM RAILROAD GRADE SEPARATION STRUCTURE OVER THE I.C.R.R. AT STA. 148+43.23. RDWY. = 2@27' WITH 4' MEDIAN, LENGTH BACK TO BACK OF ABUTMENTS = 178'-0" ALONG ℄, AND ALSO INCLUDES THE CONSTRUCTION OF THE ACCESS ROAD RT. OF STA. 157+00 - SPANS 1 @ 68'-9" AND 2 @ 52'-9"

SECTION 79R-VF CONSISTS OF FURNISHING AND FABRICATING STRUCTURAL STEEL APPLYING SHOP COAT OF PAINT AND DELIVERY OF STRUCTURAL STEEL.

APPROXIMATE SCALE: 1" = 1 MILE
PROJECT LENGTH: F.A.S. RTE. 1305 178 FT. = 0.034 MILES

HIGHWAY CLASSIFICATION
F.A.S. 1305 1982 DHV 853 M 50

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

SUBMITTED July 23 1962
Orville A. Evans
DISTRICT ENGINEER

EXAMINED July 27 1962

PASSED July 27 1962

APPROVED July 27 1962

APPROVED July 27 1962

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED
DIVISION ENGINEER DATE

Job No 22572 (F) & 22573 (B)

INDEX OF SHEETS—SECS. 79R-VB & VF

Sec 79R-VF	Sec 79R-VB	DESCRIPTION
1	1	TITLE SHEET
2	2	INDEX OF SHEETS, SUMMARY OF QUANTITIES, TABLE OF R.O.W. MARKERS, TYPICAL SECTIONS
3	3	PLAN AND PROFILE OF EXISTING F.A.S. RTE. 1305
4	4	PLAN AND PROFILE OF PROPOSED F.A.S. RTE. 1305
	5	PLAN AND PROFILE ARMOUR DRIVE
5-12	6-13	BRIDGE PLANS
	14-19	CROSS SECTIONS F.A.S. RTE. 1305
	20	STANDARDS 2113, 1686-1
	21	STANDARDS 1744-1, 1971-3, 1972-1, 2159-1
	22	STANDARDS 1258 R, 1976

SUMMARY OF QUANTITIES — SECTION 79R-VB

QUANTITY	UNIT	ITEM	CODE NO.
2879	CU. YD.	EARTH EXCAVATION	011001
18 632	CU. YD.	BORROW EXCAVATION	013001
1 966	TON	SUB-BASE ___ GRANULAR MATERIAL, TYPE A	024001
565	TON	GRAVEL OR CRUSHED STONE BASE COURSE, TYPE A	029001
366	GALLON	BITUMINOUS MATERIALS (PRIME COAT)	046001
2	TON	AGGREGATE (PRIME COAT)	046002
55	TON	BITUMINOUS CONCRETE BINDER COURSE	046006
55	TON	BITUMINOUS CONCRETE SURFACE COURSE SUB-CLASS I-11	046007
1	EACH	REMOVAL OF EXISTING STRUCTURES	049001
330	CU. YD.	CLASS A EXCAVATION FOR STRUCTURES	050001
20	CU. YD.	ROCK EXCAVATION FOR STRUCTURES	050003
677.3	CU. YD.	CLASS X CONCRETE	052003
1.0	CU. YD.	CLASS X CONCRETE (HEADWALL)	052016
1 343	SQ. YD.	PROTECTIVE COAT	052021

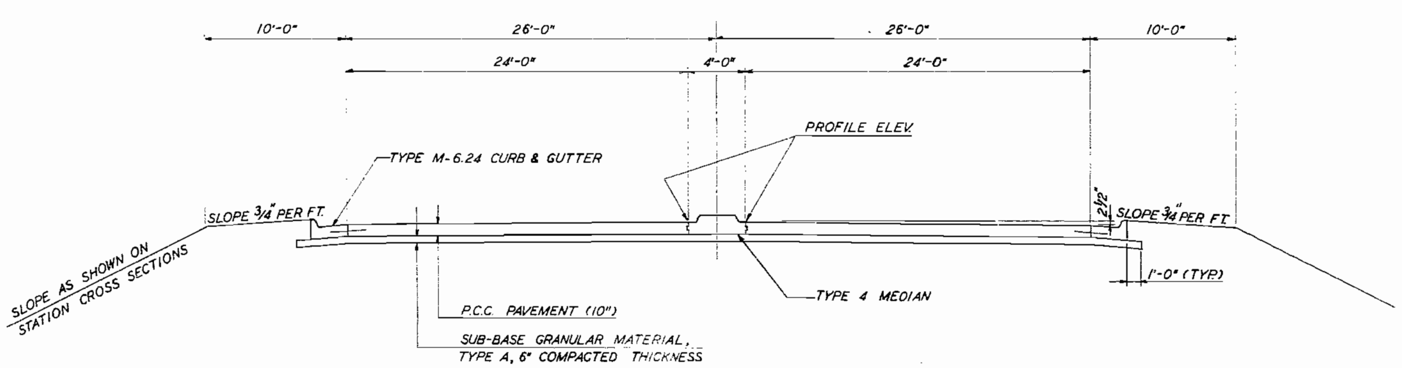
QUANTITY	UNIT	ITEM	CODE NO.
304 010	POUND	ERECTING STRUCTURAL STEEL	054003
352	LIN. FT.	ALUMINUM HANDRAIL	Z00004
160	LIN. FT.	PIPE CULVERT TYPE 3 R.C.P. IV 24"	058317
95,000	POUND	REINFORCEMENT BARS	059001
360	LIN. FT.	FURNISHING CREOSOTED PILES UP TO 20 FEET	060004
360	LIN. FT.	DRIVING TIMBER PILES	060008
756	LIN. FT.	FURNISHING STEEL PILES 8 BP 36	060027
2	EACH	TEST PILE STEEL 8 BP 36	060036
756	LIN. FT.	DRIVING STEEL PILES	060037
960	SQ. FT.	TEMPORARY STEEL SHEET PILING	060050
1	EACH	NAME PLATES	061001
1	EACH	INLET	075111
933	SQ. YD.	SLOPE WALL 4 INCH	083002
6	EACH	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	104001
0.5	ACRE	TEMPORARY SEEDING	110001
0.5	ACRE	COMPLETE SEEDING	110004
0.1	TON	FERTILIZER NUTRIENTS	110005
3	TON	AGRICULTURAL GROUND LIMESTONE	110006
2	TON	STRAW FOR ASPHALT-COATED MULCH	111002
200	GAL.	EMULSIFIED ASPHALT	111003
1	LUMP SUM	RAILROAD PROTECTIVE SERVICES	Z01065

R.O.W. MARKERS

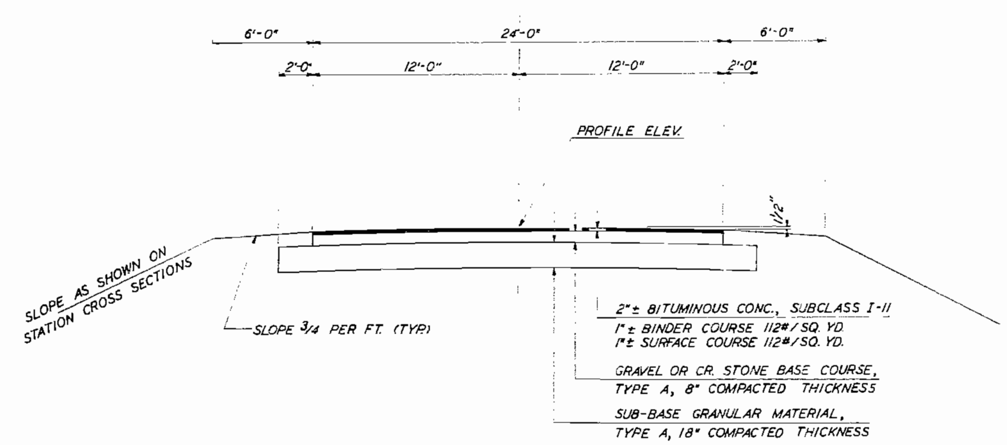
STATION	SIDE	DIST.
145+00	LT.	84'
147+04.8	LT.	84'
149+26.1	RT.	125'
149+58.1	LT.	95'
151+50	LT.	85'
153+18.64	LT.	68'

SUMMARY OF QUANTITIES — SECTION 79R-VF

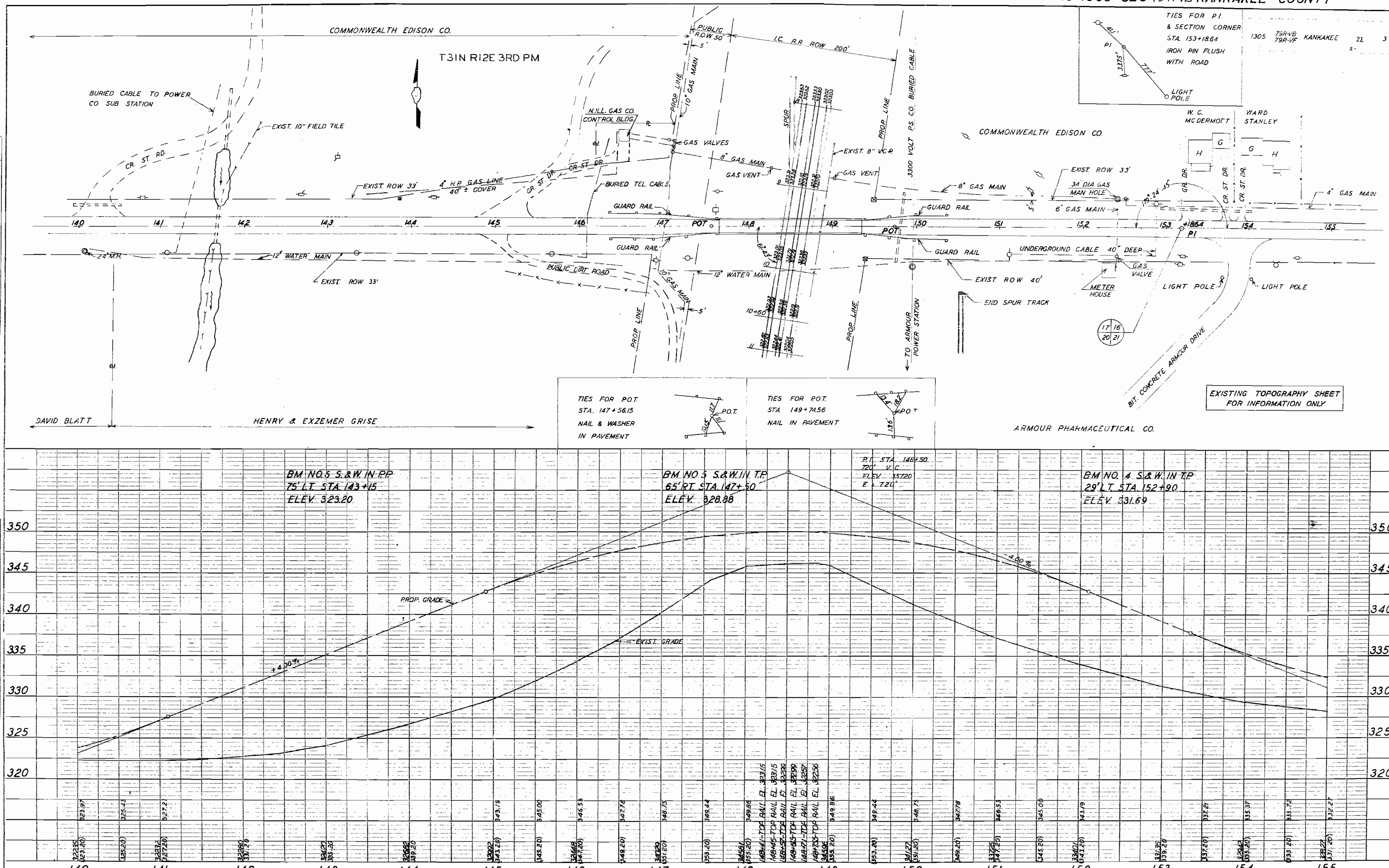
QUANTITY	UNIT	ITEM	CODE NO.
304 010	POUND	FURNISHING STRUCTURAL STEEL	054002



TYPICAL SECTION
BASIC SECTION FOR F.A.S. ROUTE 1305 ADJACENT TO R.R. GRADE SEPARATION STRUCTURE



TYPICAL SECTION
BASIC SECTION FOR ARMOUR DRIVE RT. STA. 157+00



TIES FOR P.I. & SECTION CORNER STA. 153+18.64 IRON PIN FLUSH WITH ROAD
LIGHT POLE
1305 79R-VB 79R-VF KANKAKEE 21 3
COMMONWEALTH EDISON CO.
T31N R12E 3RD PM
PUBLIC R.O.W. 50'
I.C. R.R. ROW 200'
BURIED CABLE TO POWER CO SUB STATION
EXIST. 10" FIELD TILE
N.I.L.L. GAS CO. CONTROL BLDG.
PROP. LINE
10" GAS MAIN
GAS VALVES
8" GAS MAIN
GAS VENT
SPUR
EXIST. 8" V.C.P.
3300 VOLT P.S. CO. BURIED CABLE
W. C. MCDERMOTT
WARD STANLEY
CR. ST. RD.
EXIST. ROW 33'
4" H.P. GAS LINE 40" ± COVER
CR. ST. DR.
BURIED TEL. CABLE
GUARD RAIL
8" GAS MAIN
34" DIA GAS MAN HOLE
6" GAS MAIN
4" GAS MAIN
POT
P.I.
24" M.H.
12" WATER MAIN
EXIST. ROW 33'
PUBLIC DIRT ROAD
10" GAS MAIN
UNDERGROUND CABLE 40" DEEP
GAS VALVE
EXIST. ROW 40'
METER HOUSE
LIGHT POLE
END SPUR TRACK
TO ARMOUR POWER STATION
BIT. CONCRETE ARMOUR DRIVE
EXISTING TOPOGRAPHY SHEET FOR INFORMATION ONLY
DAVID BLATT
HENRY & EXZEMER GRISE
TIES FOR P.O.T. STA. 147+56.15 NAIL & WASHER IN PAVEMENT
TIES FOR P.O.T. STA 149+74.56 NAIL IN PAVEMENT
ARMOUR PHARMACEUTICAL CO.
BM NO. 5 S.&W. IN P.P. 75' LT. STA. 143+15 ELEV. 323.20
BM NO. 5 S.&W. IN T.P. 65' RT. STA. 147+50 ELEV. 328.88
P.I. STA. 148+50 720' V.C. ELEV. 351.20 E = 7.20
BM NO. 4 S.&W. IN T.P. 29' LT. STA. 152+90 ELEV. 331.69
PROP. GRADE
+4.00%
-4.00%
EXIST. GRADE
350 345 340 335 330 325 320
140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155

PLAN		
NOTE BOOK NO. 47	BY	DATE
SURVEYED	C.G.	1961
PLOTTED	R.D.	1961
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		

PROFILE		
NOTE BOOK NO. 47-1	BY	DATE
SURVEYED	C.G.	1961
PLOTTED	R.D.	1961
GRADES CHECKED		
B.M.s NOTED		
STRUCTURE NOTATIONS CHKD		

FAS 1305, SEC. 79R-VB KANKAKEE COUNTY

PLAN
NOTE BOOK
NO. 42
SURVEYED
PLOTTED
CHECKED
R/W CHECKED
BY C.G. J.S.H.
DATE 8-61 12-61

PROFILE
NOTE BOOK
NO. 42
SURVEYED
PLOTTED
CHECKED
R/W CHECKED
B.M.'s NOTED
STRUCTURE NOTATNS CHKD
BY C.G. J.S.H. J.S.M.
DATE 8-61 12-61 12-61

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

COMMONWEALTH EDISON CO.

COMMONWEALTH EDISON CO.

CURVE DATA
P.I. STA. 153+18.64
Δ = 0° 35' 15" LT.
D = 0° 17' 37.5"
L = 200'
R = 19,504.95
T = 100.00
E = 0.26'
P.C. = STA. 152 + 18.64
P.T. = STA. 154 + 18.64

STA. 148+43.23 (℄ FAS 1305)
= STA. 9+49.13 (℄ I.C.R.R.)
CONSTRUCT 58' X 17.8'
CONT. I-BEAM STRUCTURE
SEE STRUCTURE SEC. 79R-VB

BURIED CABLE TO POWER CO. SUBSTATION

EXIST. 10" FIELD TILE

STA. 140+50 FAS 1305 =
STA. 21+39.62.17

139+91.90 R.O.W. 50' & 80'

142+00 R.O.W. 80'

143+00 R.O.W. 70'

145+50 R.O.W. 84'

147+04.8 R.O.W. = 84'

149+58.1 R.O.W. = 95'

151+50 R.O.W. = 85'

152+65 C.A. = 75.4' & 130'

153+58 C.A. = 180'

154+04 C.A. = 70'

N. ILL. GAS CO. CONTROL 2L106

10" GAS MAIN

GAS VALVES

8" GAS MAIN

VENT

4" H.P. GAS LINE 30" COVER

BURIED TEL. CABLE

EXIST. 8" V.C.P. TO REMAIN

GAS VENT

3300 VOLT P.S. CO BURIED CHALF

PROP. R.O.W.

EXIST. R.O.W.

8" GAS MAIN

3-4 GAS MANHOLE

2" STUB

2" STUB

8"W.

VALVE VAULT

EXIST. R.O.W.

12" WATER MAIN

12" WATER MAIN

10" GAS MAIN

SPLICE VAULT

EXIST. R.O.W.

GAS VALVE

METER HOUSE

END SPUR TRACK TO BE MOVED BY OTHERS

PROP. R.O.W.

Proj. USG-1305-1(1)
Begins. Sta. 147+69

Proj USG-1305-1(1)
Ends Sta. 149+47

TO ARMOUR POWER STATION

STA. 150+50 CONSTRUCT
1 INLET STD. 1258 R
24"x160' P. CUL. TY. 3 RCP IV
1 HEADWALL STD. 1976 D24-2
10 CU. YD. CL. X CONC.
35 LBS. REINF. BARS

ARMOUR PHARMATHEUTICAL CO.

NOTE: FOR ARMOUR DRIVE DETAIL SEE SHEET 5

TO ARMOUR RD.

SECTION 79R-VB INCLUDES CONSTRUCTION OF R.R. GRADE SEPARATION AT STA. 148+43.23 AND THE CONSTRUCTION OF THE ACCESS ROAD PT. OF STA. 157+00. OTHER DETAILS SHOWN ARE FOR INFORMATION ONLY.

SE CORNER OF HOUSE

139+91.92 R.O.W. 150' 81.61' 81.0' 32.95' ℄ 4"x4" POST

℄ FAS 1305

P.O.T. STA. 139+92.15
NAIL & WASHER IN PAV'T.

HENRY & EXZEMER GRISE

146+69.8 R.O.W. 150'

EXISTING GUARD RAIL

℄ FAS 1305

EXIST. GUARD RAIL

℄ FAS 1305

P.O.T. STA. 147+56.15
NAIL & WASHER IN PAV'T.

P.O.T. STA. 149+74.56
NAIL IN PAV'T.

P.I. STA. 153+18.64
IRON PIN FLUSH WITH PAV'T.

LIGHT POLE 152+16 C.A. = 255'

153+34 C.A. = 255'

BM NO. 6 S+W IN T.P.
75' LT. STA. 143+15
ELEV. 343.20

BM NO. 5 S+W IN T.P.
45' RT. STA. 147+50
ELEV. 328.68

BM NO. 4 S+W IN T.P.
29' LT. STA. 152+90
ELEV. 351.69

CUT = 89 CU. YDS.
FILL = 17,559 CU. YDS.
BORROW = 18,632 CU. YDS.
HAUL 2350 CU. YDS. FROM ARMOUR DRIVE

P.I. STA. 148+50
720' V.C.
EL. 337.20
E = 7.20'

PROPOSED GRADE

EXISTING GRADE

4.00%

-4.00%

PIER 1

PIER 2

350
345
340
335
330
325
320

140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155

PLATE 1 PLAN - PROFILE 8 1/2 R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

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

ROAD ISSUE ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S 1305	79R-VB	KANKAKEE	22	5
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT S-		

PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED BY
QUANT. CHECKED
RT. OF WAY CHECKED
BY
DATE

Earthwork Quantities
Armour Drive
Cut = 2790 cu yds.
Fill = 350 cu yds.
Haul 2350 cu yds. to Bridge Cones
Sta. 145+68 To Sta. 151+50

Armour Drive sta. 1+84.26 to sta. 5+50

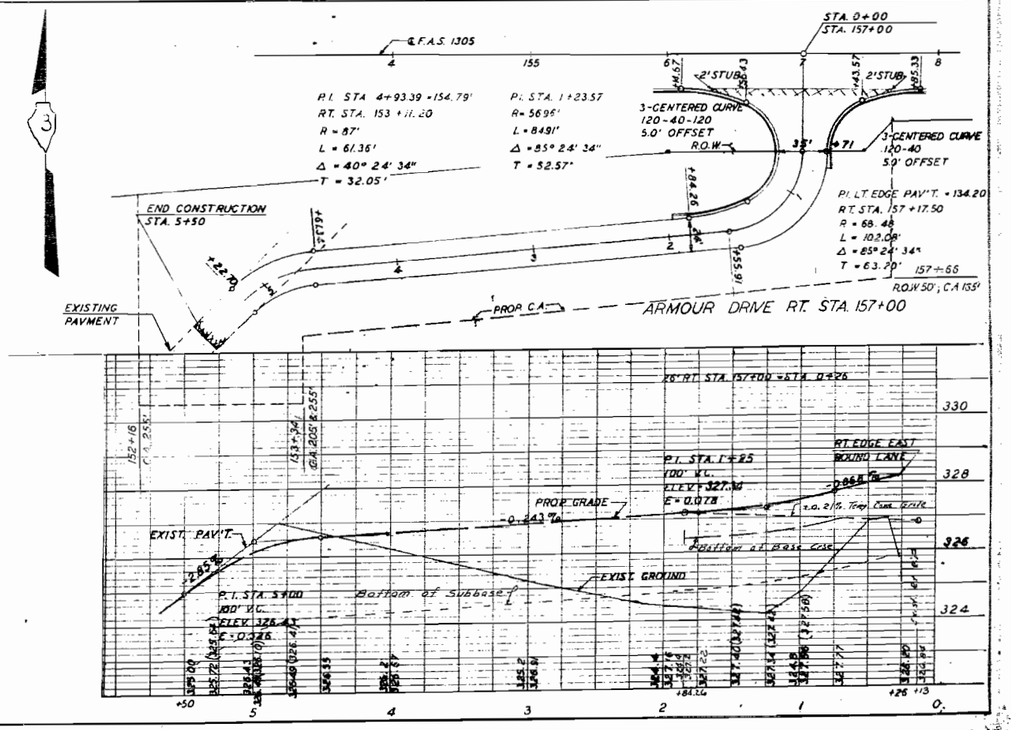
Total	Unit	Item	Code No.
1166	Ton	Sub-base Granular Material, Type A	024001
445	Ton	Gravel or Crushed Stone Base Course, Type A	029001
366	Gal.	Bituminous Materials (Prime Coat)	046001
2	Ton	Aggregate (Prime Coat)	046002
55	Ton	Bituminous Concrete Binder Course	046006
55	Ton	Bituminous Concrete Surface Course, Sub-Class I-11	046007

Armour Drive sta. 0+13 to sta. 1+84.26

Total	Unit	Item	Code No.
800	Ton	Sub-base Granular Material, Type A	024001
120	Ton	Gravel or Crushed Stone Base Course, Type A	029001

~ General Notes ~

1. From sta. 0+13 (existing rt. edge of F.A.S. 1305) to sta. 1+84.26, construct temp. connection.
2. From sta. 1+84.26 to sta. 5+50, construct Armour Drive according to the typical section on sheet no. 2
3. Seeding to be done within the limits of the Construction Agreement.



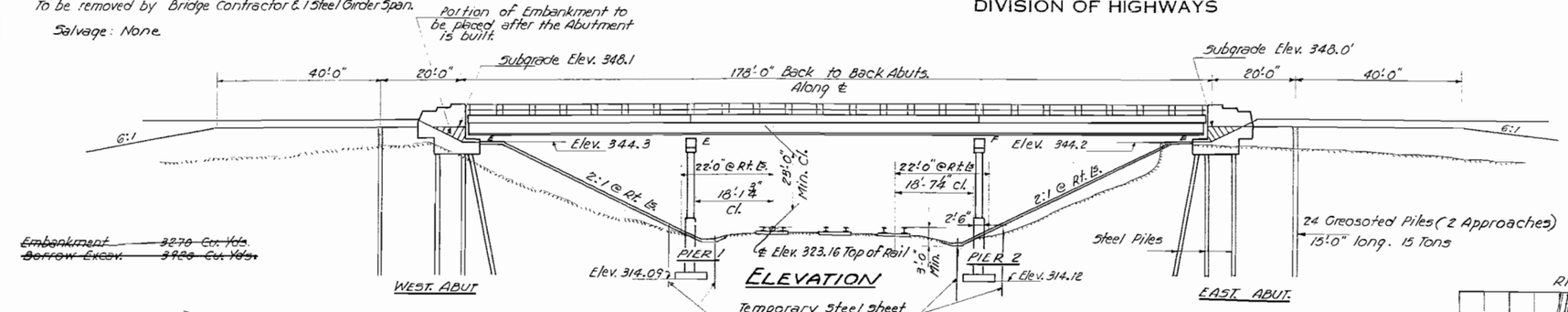
B.M.: "S. S. & W. in T.P. 55' Rt. Sta. 147+30 Elev. 328.88

Existing Structure: 8 Timber Spans To be removed by Bridge Contractor & 1 Steel Girder Span.

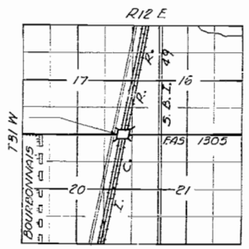
Salvage: None.

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

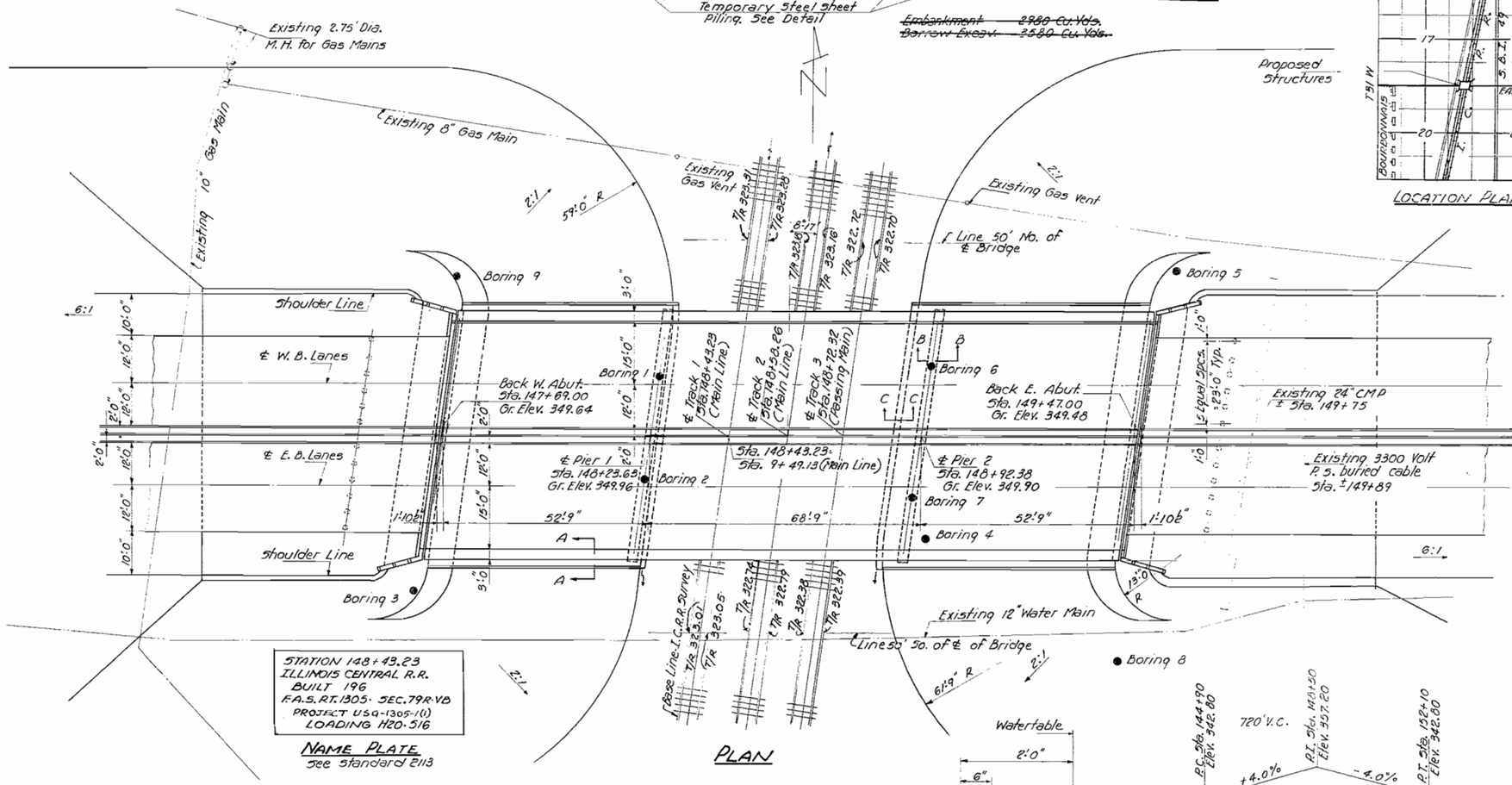
					SHEET NO. 1
S.B.I.	79R-15	Kankakee	22	1	6 SHEETS
F.A.S. 1305	79R-1F		2	2	
F.A.S. ROUTE NO.	SECTION NO.	COUNTY	TOTAL SHEETS IN CONTRACT	SHEET NO. IN CONTRACT	



ELEVATION



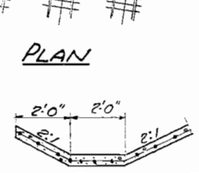
LOCATION PLAN



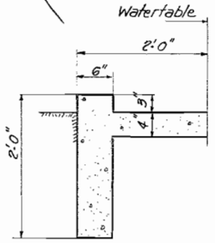
STATION 148+43.23
ILLINOIS CENTRAL R.R.
BUILT 196
F.A.S. RT. 1305 · SEC. 79R-VB
PROJECT USQ-1305-1(1)
LOADING H20-S16

NAME PLATE
See Standard 2113

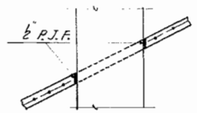
PLAN



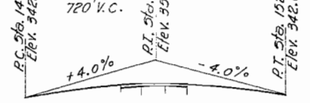
SECTION C-C



SECTION A-A



SECTION B-B



VERTICAL CURVE DATA

DESIGN STRESSES

fc - - - - 1400 #/□" Super. & Sub.
Vc - - - - 75 #/□" Ftg.
fs - - - - 20 000 #/□" Reinf.
fs - - - - 20 000 #/□" Struct.
n - - - - 10

GENERAL NOTES

Class-X Concrete shall be used throughout.

Coarse aggregate which is to be used in parapet handrails (exc. post mix) must be free of chert, flint, limonite, lignite and soft sandstone.

The concrete floor slab shall be finished in accordance with Art. 51.19 of the Standard Specifications.

Slope Wall shall be reinforced with welded wire fabric 6'x6' mesh, #4 wires weighing 58 Lbs. per 100 sq. ft.

Rivets ⅞" ℄ Open Holes 15/16" unless noted.

All Structural Steel shall conform to the A.S.T.M. Specifications for Structural Steel A.S.T.M. Designation A 36

All rollers, rockers, bearing plates, lead plates, pintles and anchor bolts shall be fabricated and set in accordance with Art. 51.15 of the Standard Specifications and are included in quantity of Structural Steel. Estimated Wt. = 13000 Lbs.

Anchor Bolts shall be set before riveting diaphragms over supports.

Expansion Guards shall be fabricated and erected in accordance with Art. 51.13 (d) of the Standard Specifications. Expansions Guards are included in quantity of Structural Steel. Estimated Wt. = 3070 Lbs.

Except as otherwise provided all Structural Steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Arts. 56.1 to 56.5 inclusive of the Standard Specifications.

The Contractor shall drive one test pile at each Abutment in permanent locations as directed by the Engineer before ordering remainder of piles.

SHEET PILING DETAIL

TOTAL BILL OF MATERIAL · SEC. 79R-VB

ITEM	UNIT	SUPER.	SUBSTR.	TOTAL
~~Borrow Excavation~~	~~Cu. Yds.~~		~~7300~~	~~7300~~
Removal of Existing Structures	Each			1
Class-A Excavation for Structures	Cu. Yds.		330	330
Rock Excavation for Structures	Cu. Yds.		20	20
Erecting Structural Steel	Lbs.	304010		304010
Class-X-Concrete	Cu. Yds.	312.1	365.2	677.3
Aluminum Handrail	Lin. Ft.	352		352
Reinforcement Bars	Lbs.	63980	31020	95000
Creosoted Piles - Up to 20'	Lin. Ft.		360	360
Steel Piles	Lin. Ft.		756	756
Test Piles (Steel)	Each		2	2
Name Plates	Each	1		1
Slope Wall - 4"	Sq. Yds.		933	933
Protective Coat	Sq. Yds.			1343
* Temporary Steel Sheet Piling (Sec. Mod. 2.4 in³)	Sq. Ft.		980	980
SECTION 79R-VF				
Furnishing Structural Steel	Lbs.	304010		304010

* Sheet Piling to be reused in erecting the Second Pier

DESIGNED	Walter Perry
CHECKED	Mario G. Perilli
DRAWN	W.P. M. Miller
CHECKED	M.P.

MAY 24 1962

EXAMINED H. E. Baumann, ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

PASSED _____

APPROVED _____, ENGINEER OF DESIGN

_____, CHIEF HIGHWAY ENGINEER

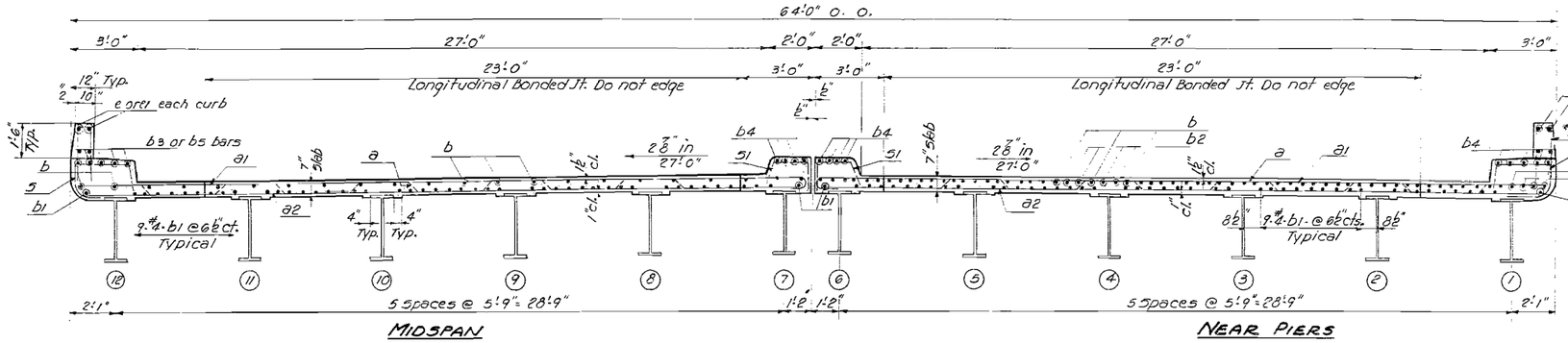
Loading H20-S16-44

GENERAL PLAN & ELEVATION
F.A.S. RT. 1305 OVER ILL. CENTRAL R.R.
SEC. 79R-VCB, F)
KANKAKEE COUNTY
STATION 148+43.23

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

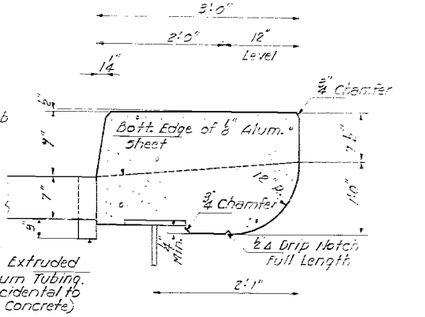
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 1305	7-79R-1C	Kankakee	8	2
F.A.S. 1305	7-79R-1F	Kankakee	8	2
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO 2
8 SHEETS

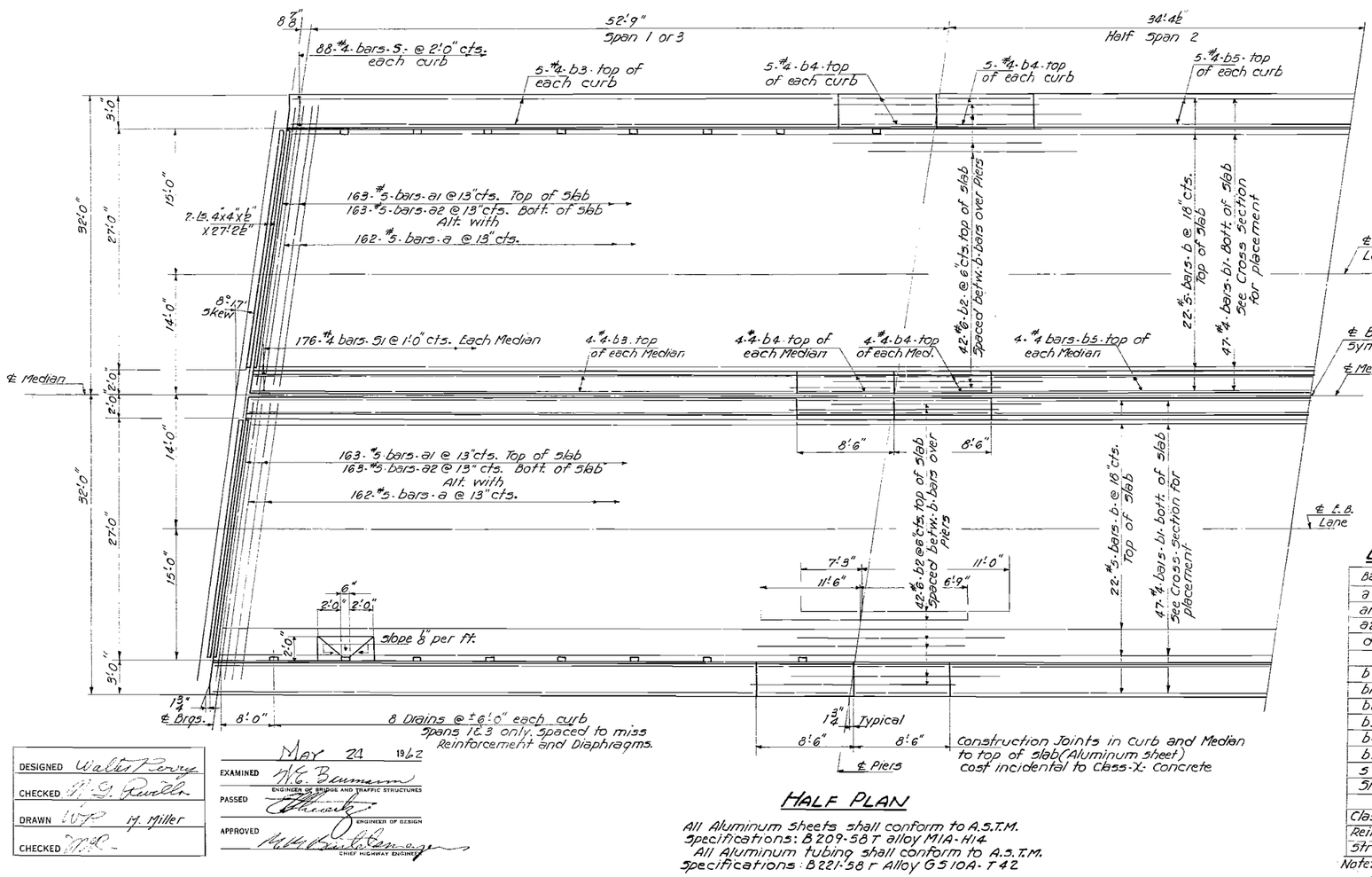


MIDSPAN NEAR PIERS

CROSS SECTION

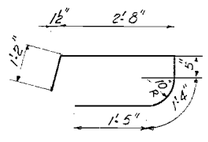


CURB DETAIL



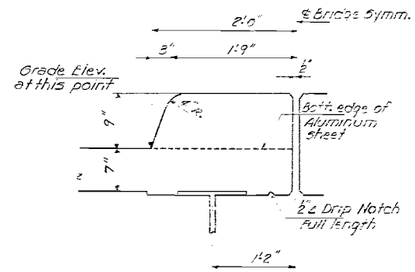
HALF PLAN

All Aluminum sheets shall conform to A.S.T.M. Specifications: B 209-58 T alloy M1A-H14.
All Aluminum tubing shall conform to A.S.T.M. Specifications: B 221-58 T Alloy G 51 0A-T 42

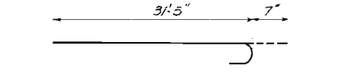


BAR 5

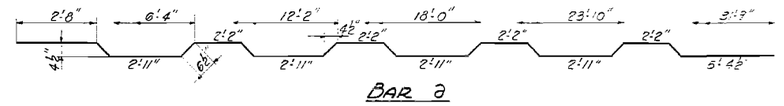
BAR 5



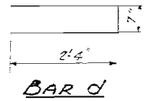
MEDIAN DETAIL



BAR 21



BAR 2



BAR d

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	324	#5	33'3"	
a1	326	#5	32'0"	
a2	326	#5	31'0"	
d	352	#5	5'9"	
b	352	#5	23'3"	
b1	752	#4	23'0"	
b2	168	#6	16'3"	
b3	72	#4	23'0"	
b4	72	#4	8'3"	
b5	36	#4	26'3"	
5	176	#4	7'0"	
51	352	#4	3'6"	
Class X Concrete		Cu.Yds.	312.1	
Reinforcement Bars		Lbs.	63960	
Structural Steel		Lbs.	304010	

Note: Bill of Material includes Reinf. quantity for Parapet Handrail. See Sheet 4

DESIGNED	Walter Perry	
CHECKED	H. G. Ruehle	
DRAWN	W.P.	M. Miller
CHECKED	M.R.	

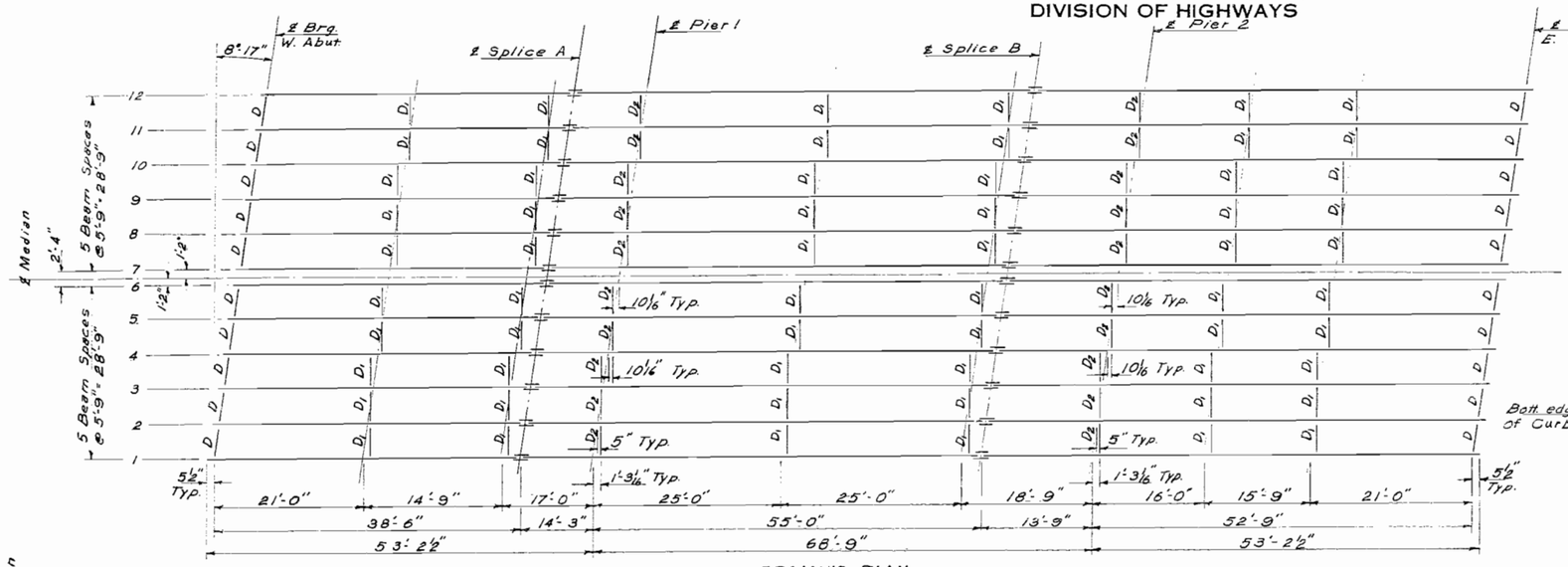
EXAMINED May 24 1962
H E Baumann
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

SUPERSTRUCTURE
F.A.S. RT. 1305 ~ SEC. 7-79R-V(B,F)
KANKAKEE COUNTY
STATION 148+43.23

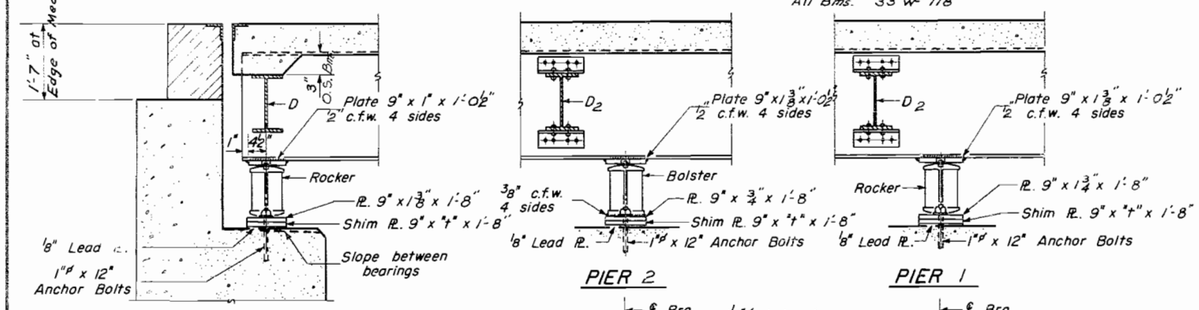
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. R. I. 1305	79R-VB	Kankakee	22	6
	79R-VF		12	7
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO 3
5 SHEETS



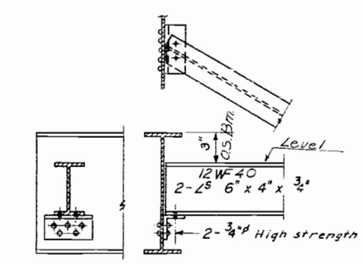
FRAMING PLAN
All Bms. 33 WF 118



SECTION AT ABUTMENT

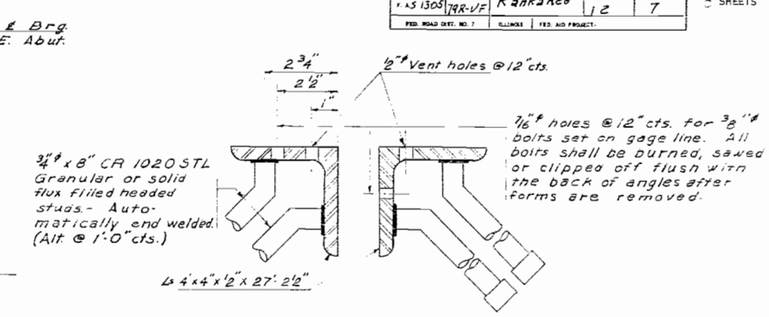
PIER 2

PIER 1

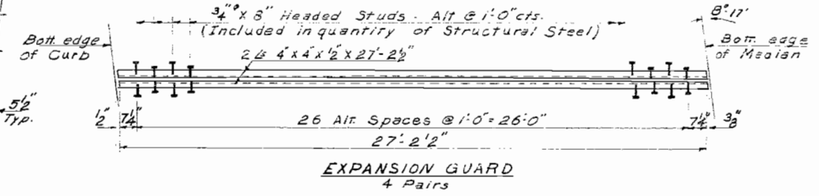


DIAPHRAGM D
60 Required D1
20 Required D2

DIAPHRAGM D
20 Required



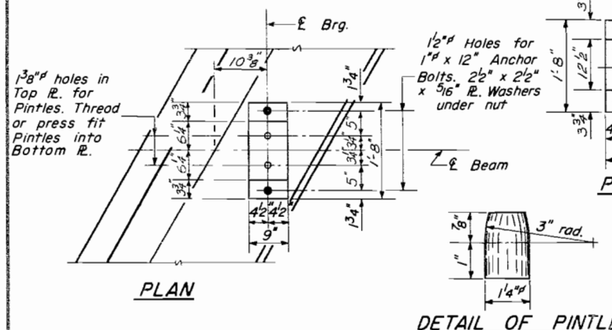
EXPANSION GUARD DETAIL



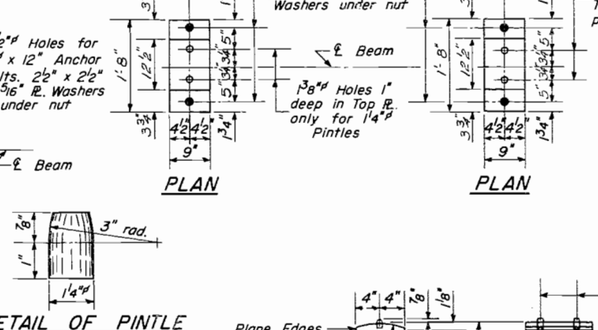
EXPANSION GUARD
4 Pairs

TOP OF BEAM ELEVATION

Bm	Loc.	℄ Brg. W. Abut	Splice A	Pier 1	Splice B	Pier 2	℄ Brg. E. Abut
1		348.81	349.02	349.03	349.07	348.99	348.68
2		348.86	349.07	349.08	349.12	349.04	348.73
3		348.92	349.13	349.14	349.18	349.10	348.79
4		348.97	349.18	349.19	349.23	349.15	348.84
5		349.03	349.24	349.25	349.29	349.21	348.90
6		349.07	349.28	349.29	349.33	349.25	348.94
7		349.09	349.28	349.28	349.29	349.20	348.86
8		349.06	349.25	349.25	349.26	349.17	348.83
9		349.01	349.20	349.20	349.21	349.12	348.78
10		348.96	349.15	349.15	349.16	349.07	348.73
11		348.92	349.11	349.11	349.12	349.03	348.69
12		348.87	349.06	349.06	349.07	348.98	348.64



PLAN



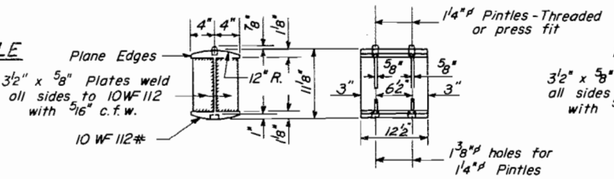
PLAN

PLAN

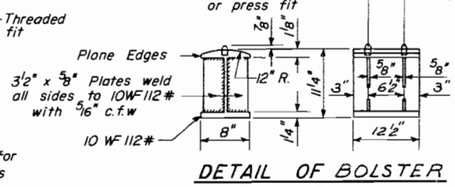
DETAIL OF PINTLE

TABLE OF "t" DIMENSIONS

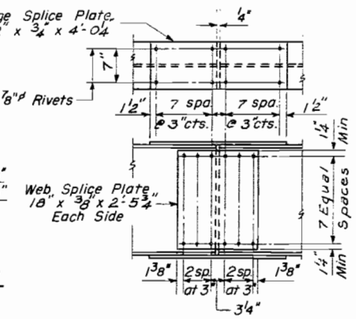
Brg. \ Bm.	1	2	3	4	5	6	7	8	9	10	11	12
W. Abut.	–	5/8"	–	5/8"	–	½"	¾"	3/8"	5/8"	–	5/8"	–
Pier 1	–	5/8"	–	5/8"	–	½"	3/8	–	5/8"	–	1"	3/8"
Pier 2	⅛"	¾"	–	5/8"	⅛"	5/8"	–	5/8"	–	¼"	5/8"	–
E. Abut.	–	5/8"	–	5/8"	–	½"	3/8	–	3/8"	–	5/8"	–



DETAIL OF ROCKER AT PIER 1 & ABUT.



DETAIL OF BOLSTER AT PIER 2



DETAIL OF SPLICE

DESIGNED	Walter Perry
CHECKED	W. E. Revell
DRAWN	W. A. Sausaman
CHECKED	M.R.

May 24 1962
EXAMINED W.E. Baumann, ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED ENGINEER OF DESIGN
APPROVED CHIEF HIGHWAY ENGINEER

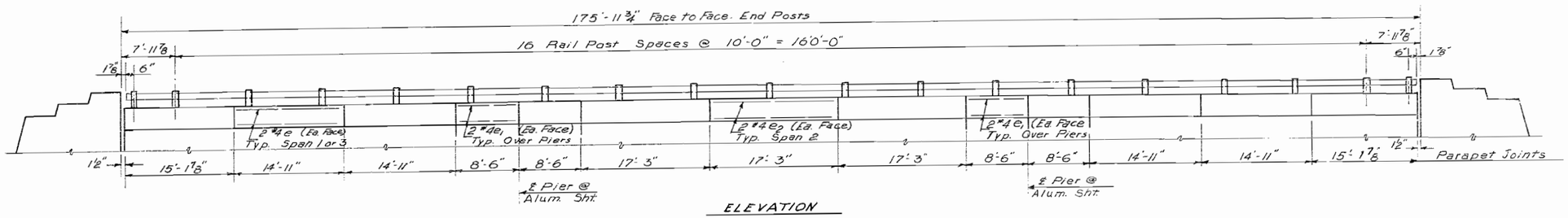
I-2-L Re-drawn 9-21-59

STRUCTURAL STEEL
FAS. RT. 1305 ~ SEC. 79R-VB
79R-VF
KANKAKEE COUNTY
STA. 148+43.23

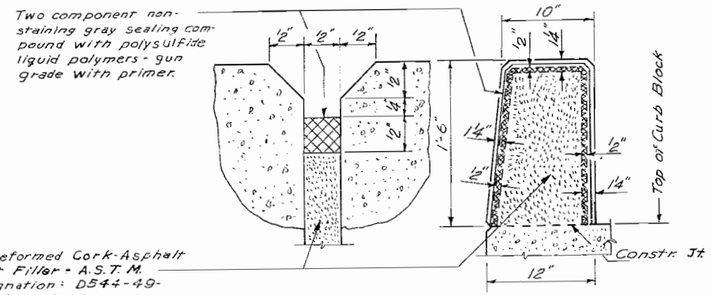
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

		79R-VB		22	9
61305	79R-VF	Kankakee		12	8

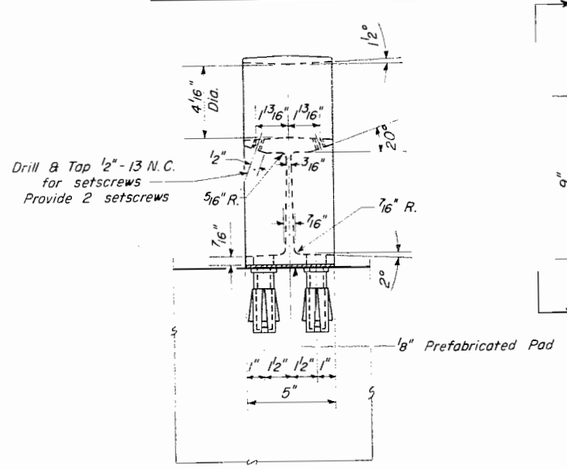
SHEET NO 4
8 SHEETS



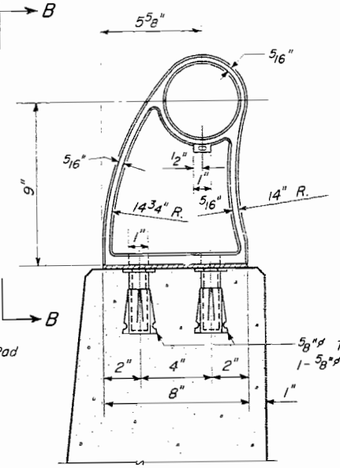
ELEVATION



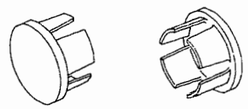
PARAPET HANDRAIL JOINT DETAIL



VIEW B-B



SECTION A-A

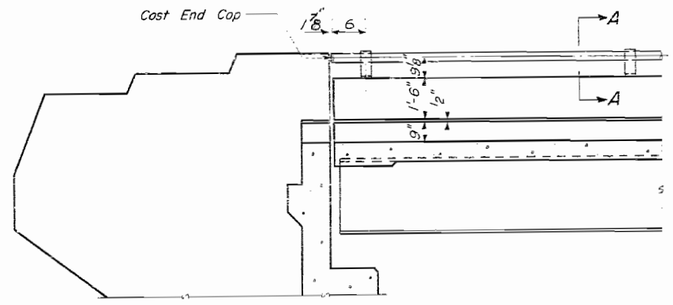


CAST END CAP
DRIVE FIT TYPE
4 - Required
Incidental to item "Aluminum Handrail"

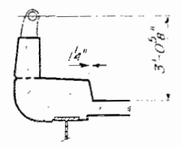
RAIL POST DETAILS

NOTES

All Posts shall be placed normal to parapet
All Posts shall be of Aluminum conforming to ASTM Specification B-108 alloy SG-70B-T6.
All Rail Tubing shall be of Aluminum conforming to ASTM Specification B-235 alloy GS-11A-T6.
Alclad Washers shall be made from sheet conforming to ASTM Specification B-209 alloy clad CG-42A-T4.
Rail Tubing may be cut to random lengths.
For material composition of Prefabricated Pad, See Art. 54.9 (f), (Bearings and Anchorage), of the Std. Specs.
Set Screws shall be of Aluminum conforming to ASTM Specifcotion B-211 alloy CG-42A-T4.



ELEVATION - END POST



SEC. THRU CURB

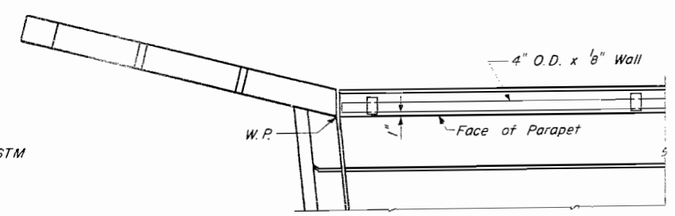
BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Handrail	Lin. Ft.	352

BAR LIST

Bar	No.	Size	Length	Shape
e	48	#4	14'-8"	—
e_1	32	#4	8'-3"	—
e_2	24	#4	17'-0"	—

Quantity of Reinforcement Bars included in Superstructure Bill of Material.



PLAN - END POST

DESIGNED	Walter Perry
CHECKED	Robert A Kowert
DRAWN	W. A. Sausaman.
CHECKED	RK

19
EXAMINED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

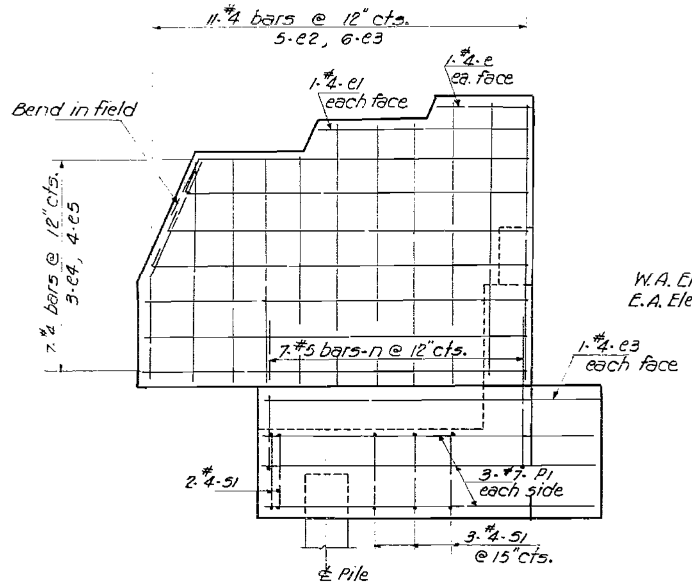
PARAPET HANDRAIL
F.A.S. RT. 1305 ~ SEC. 79R-VB
KANKAKEE COUNTY
STATION 148+43.23

R-10 Drawn 2-16-60

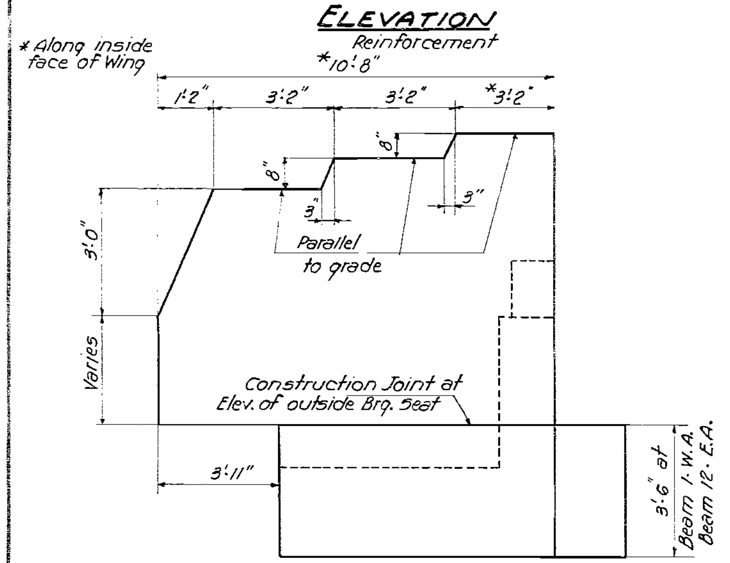
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I.	79R-VB	Kankakee	22	10
F.A.S. 1305	79R-VF		12	9
FED. ROAD DIST. NO. 2	ILLINOIS	FED. AID PROJECT		

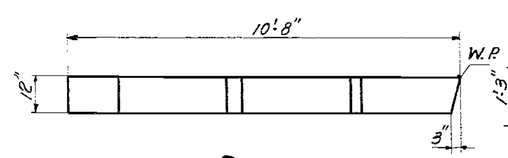
SHEET NO. 5
8 SHEETS



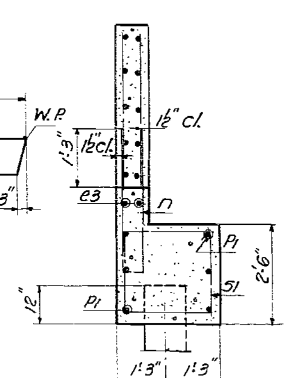
ELEVATION
Reinforcement



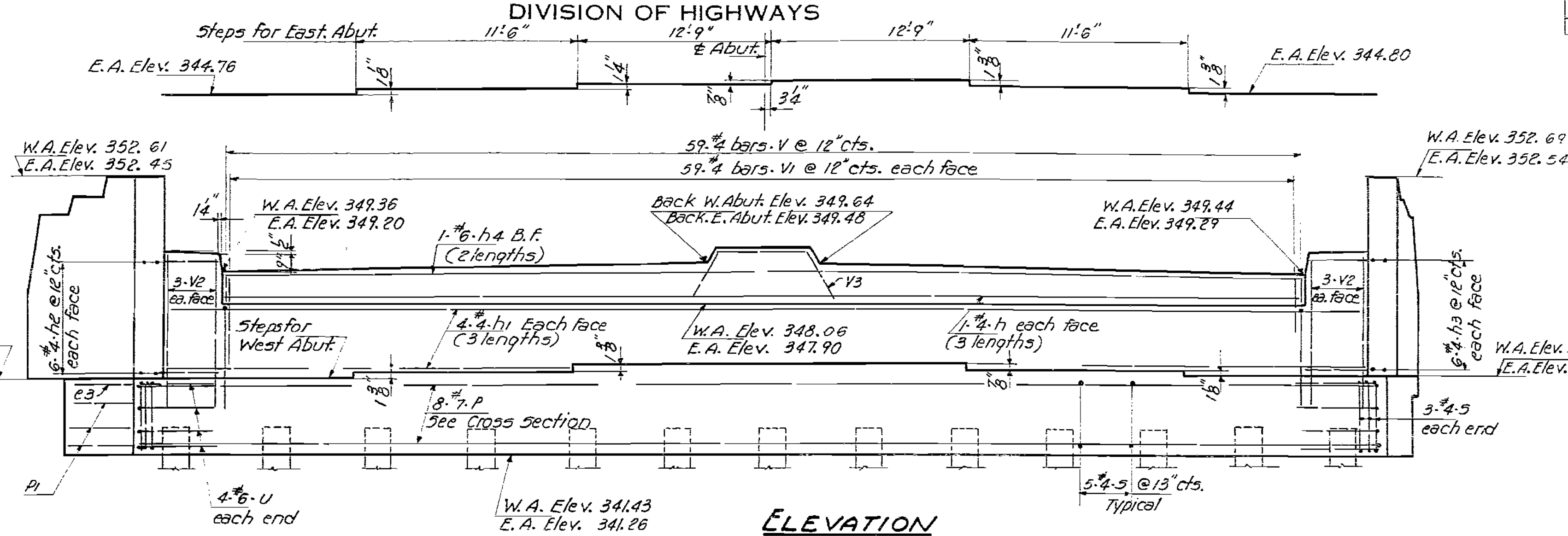
ELEVATION
Dimensions



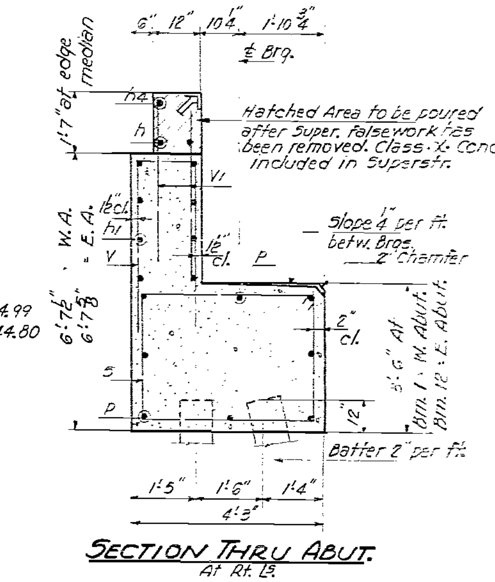
PLAN



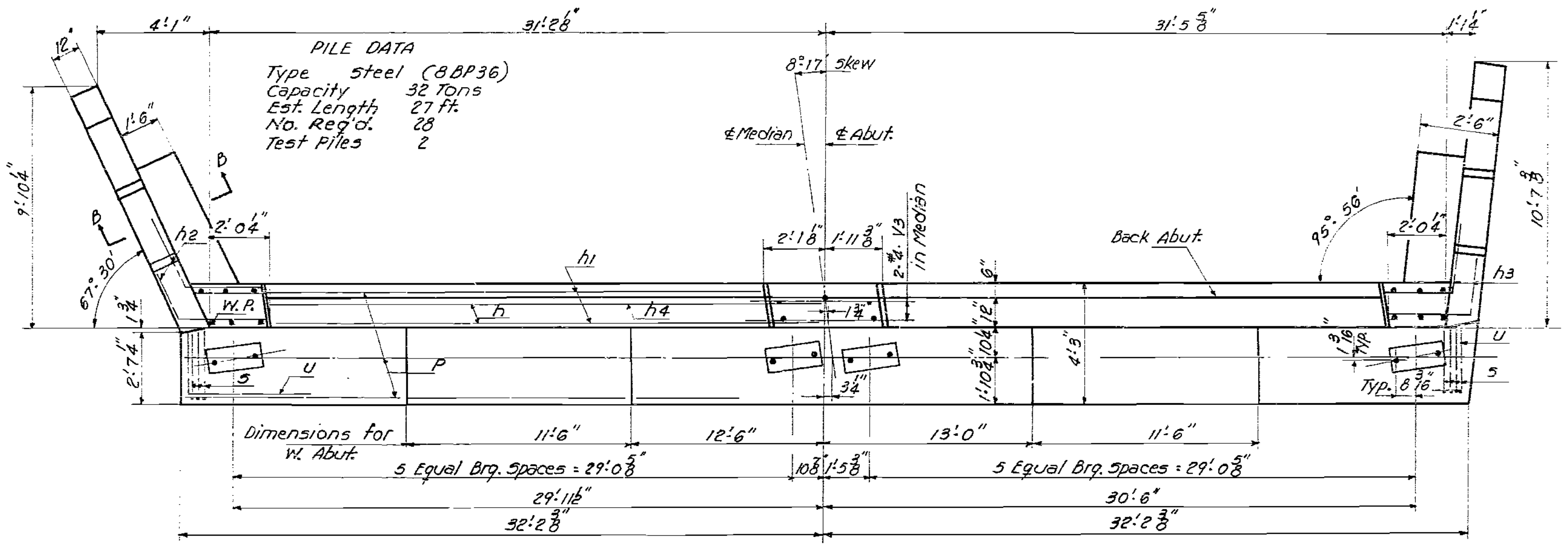
SECTION B-B



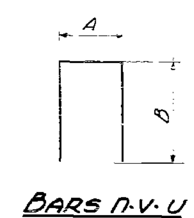
ELEVATION



SECTION THRU ABUT.
At Rt. ℄



PLAN



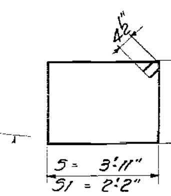
BARS n·v·u

BAR	A	B
n	9"	3'-6"
v	1'-3"	4'-0"
u	3'-10	3'-4"

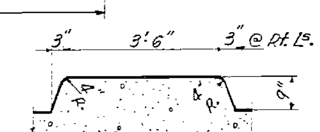
BILL OF MATERIAL
Two Abutments

Bar	No.	Size	Length	Shape
h	12	#4	20'-3"	—
h1	48	#4	21'-9"	—
h2	24	#4	4'-9"	—
h3	24	#4	4'-9"	—
h4	4	#6	30'-0"	—
n	28	#5	7'-9"	⊐
P	32	#7	32'-9"	—
P1	24	#7	8'-0"	—
S	192	#4	14'-11"	◻
S1	20	#4	9'-5"	◻
U	16	#6	10'-6"	⊐
V	118	#4	9'-3"	⊐
V1	236	#4	5'-3"	—
V2	24	#4	6'-3"	—
V3	4	#4	6'-8"	⊓
e	8	#4	2'-9"	—
e1	8	#4	6'-0"	—
e2	40	#4	6'-3"	—
e3	56	#4	7'-0"	—
e4	24	#4	9'-9"	—
e5	32	#4	10'-3"	—

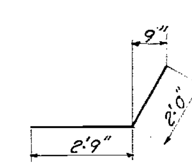
Class-X-Concrete	Cu. Yds. 113.0
Reinforcement Bars	Lbs. 8180
Steel Piles (8BP36)	Lin. Ft. 756
Test Piles (8BP36)	Each 2



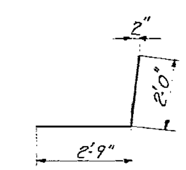
BARS S·S1



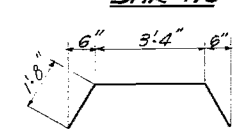
MEDIAN DETAIL



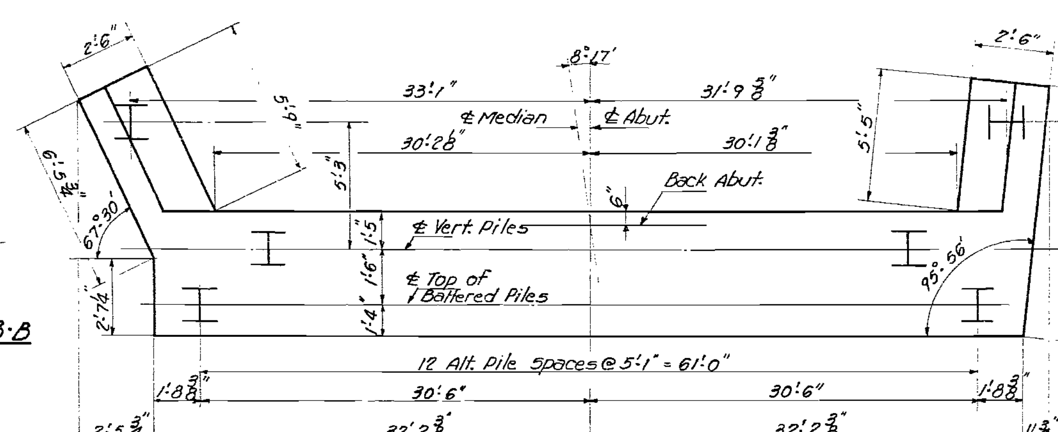
BAR h2



BAR h3



BAR V3



PLAN-PILE CAP

DESIGNED	Walter Perry
CHECKED	M. L. Revello
DRAWN	W.P. M. Miller
CHECKED	M.R.

May 24 1962

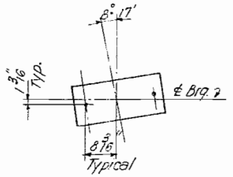
EXAMINED W. E. Baumann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

ABUTMENTS
F.A.S. RT. 1305 - SEC. 79R-VB
KANKAKEE COUNTY
STATION 148+43.23

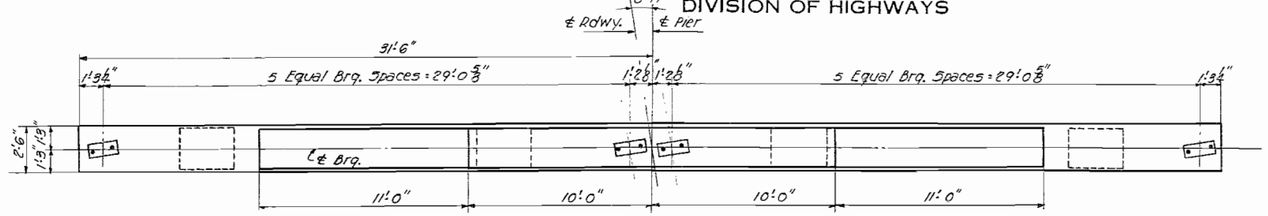
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S.	79R-13	Kankakee	22	11
F.A.S. 1305	79R-1F		12	10
FED. ROAD DIST. NO. 7				

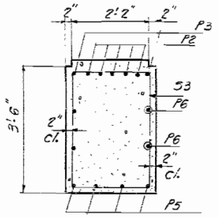
SHEET NO. 8
8 SHEETS



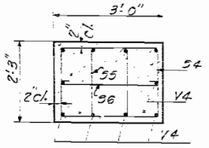
BEARING DETAIL



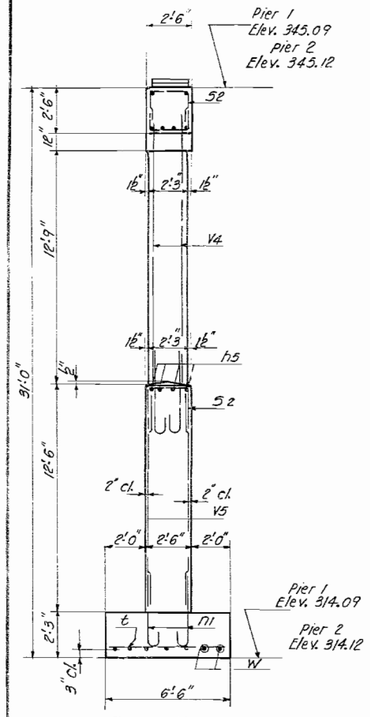
TOP PLAN



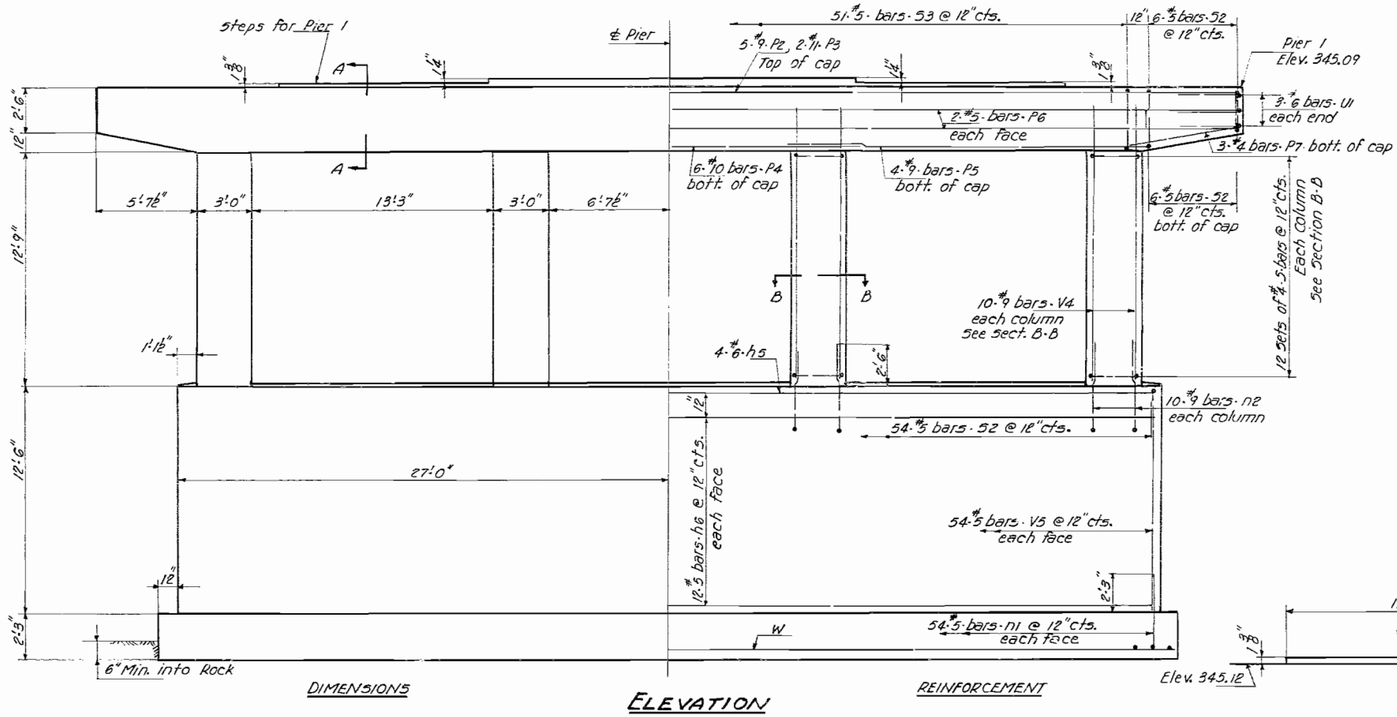
SECTION A-A



SECTION B-B



END VIEW

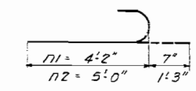


DIMENSIONS

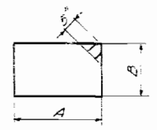
ELEVATION
Looking West

REINFORCEMENT

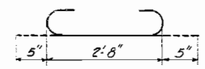
Max. Hg. Pressure = 2.1 t/ft²



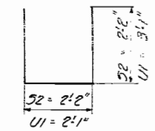
BARS n1-n2



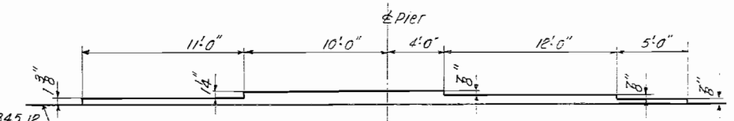
BAR	A	B
S3	3'-2"	2'-2"
S4	2'-8"	1'-11"
S5	1'-11"	12"



BAR S6

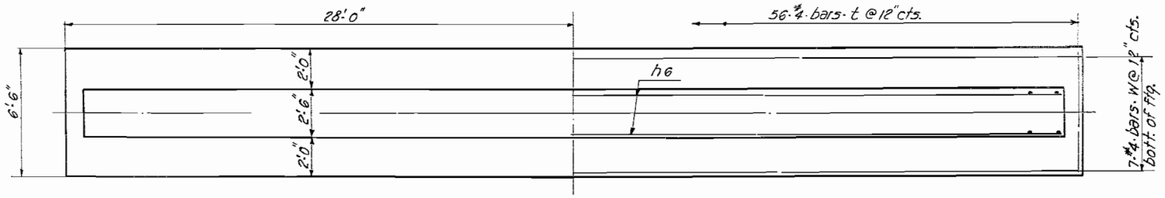


BARS S2-U1



STEPS FOR PIER 2
Looking West

Note: All edges shall have standard ¾ chamfer except footing



FOOTING PLAN

BILL OF MATERIAL-TWO PIERS

BAR	NO.	SIZE	LENGTH	SHAPE	BAR	NO.	SIZE	LENGTH	SHAPE
h5	16	#6	27'-9"	—	S5	96	#4	6'-8"	
h6	96	#5	27'-6"	—	S6	96	#4	3'-6"	
					V4	80	#9	14'-9"	—
n1	216	#5	4'-9"		V5	216	#5	12'-0"	—
n2	80	#9	6'-3"		t	112	#4	6'-3"	—
U1	12	#6	8'-3"		W	28	#4	28'-3"	—
P2	20	#9	32'-3"	—	Class X Concrete			Cu. Yds. 252.2	
P3	8	#11	32'-6"	—	Reinforcement Bars			Lbs 22840	
P4	12	#10	19'-3"	—					
P5	16	#9	19'-3"	—					
P6	16	#5	32'-0"	—					
P7	12	#4	5'-9"	—					
S2	136	#5	6'-6"						
S3	102	#5	11'-6"						
S4	96	#4	10'-0"						

DESIGNED	Walter Perry
CHECKED	M. L. Revilla
DRAWN	W.P. M. Miller
CHECKED	W.P.

May 24 1962

EXAMINED W. E. Bauman
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

PASSED
ENGINEER OF DESIGN

APPROVED
CHIEF HIGHWAY ENGINEER

PIERS
F.A.S. Rt. 1305-Sec. 79R-VB
KANKAKEE COUNTY
STATION 148+43.23

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.	79R-VB		22	12
F.A.S. 1305	79R-VB	Kankakee	12	11
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO 7
8 SHEETS

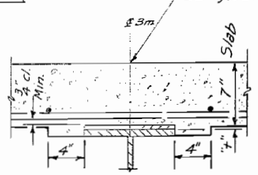
Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
2	14765.482	24.166	349.410	349.410
3	14766.319	18.416	349.468	349.468
4	14767.156	12.666	349.526	349.526
5	14767.993	6.916	349.584	349.584
6	14768.830	1.166	349.634	349.634
Bk W. Abut.	14769.000 -	.000	349.636	349.636
7	14769.170 -	1.166	349.637	349.637
8	14770.007 -	6.916	349.602	349.602
9	14770.844 -	12.666	349.559	349.559
10	14771.681 -	18.416	349.516	349.516
11	14772.518 -	24.166	349.474	349.474
2	14767.357	24.166	349.428	349.428
3	14768.194	18.416	349.485	349.485
4	14769.031	12.666	349.543	349.543
5	14769.868	6.916	349.600	349.600
6	14770.705	1.166	349.651	349.651
℄ Brg. W. Abut. 7	14770.875 -	.000	349.652	349.652
7	14771.045 -	1.166	349.654	349.654
8	14771.882 -	6.916	349.618	349.618
9	14772.719 -	12.666	349.575	349.575
10	14773.556 -	18.416	349.533	349.533
11	14774.393 -	24.166	349.490	349.490
	14777.357	24.166	349.514	349.525
	14778.194	18.416	349.571	349.581
	14779.031	12.666	349.627	349.638
	14779.868	6.916	349.684	349.695
	14780.705	1.166	349.733	349.744
	14780.875 -	.000	349.735	349.745
	14781.045 -	1.166	349.736	349.746
	14781.882 -	6.916	349.699	349.710
	14782.719 -	12.666	349.656	349.666
	14783.556 -	18.416	349.612	349.622
	14784.393 -	24.166	349.568	349.579
	14787.357	24.166	349.589	349.604
	14788.194	18.416	349.645	349.660
	14789.031	12.666	349.701	349.715
	14789.868	6.916	349.756	349.771
	14790.705	1.166	349.805	349.819
	14790.875 -	.000	349.806	349.820
	14791.045 -	1.166	349.807	349.822
	14791.882 -	6.916	349.770	349.784
	14792.719 -	12.666	349.725	349.740
	14793.556 -	18.416	349.680	349.695
	14794.393 -	24.166	349.635	349.650
	14797.357	24.166	349.653	349.666
	14798.194	18.416	349.708	349.721
	14799.031	12.666	349.763	349.776
	14799.868	6.916	349.818	349.831
	14800.705	1.166	349.865	349.878
	14800.875 -	.000	349.866	349.879
	14801.045 -	1.166	349.867	349.880
	14801.882 -	6.916	349.829	349.842
	14802.719 -	12.666	349.783	349.796
	14803.556 -	18.416	349.737	349.750
	14804.393 -	24.166	349.692	349.705
	14807.357	24.166	349.706	349.713
	14808.194	18.416	349.760	349.766
	14809.031	12.666	349.814	349.820
	14809.868	6.916	349.868	349.874
	14810.705	1.166	349.914	349.921
	14810.875 -	.000	349.915	349.921
	14811.045 -	1.166	349.916	349.922
	14811.882 -	6.916	349.877	349.883
	14812.719 -	12.666	349.830	349.836
	14813.556 -	18.416	349.783	349.790
	14814.393 -	24.166	349.737	349.743
2	14820.107	24.166	349.758	349.758
3	14820.944	18.416	349.810	349.810
4	14821.781	12.666	349.863	349.863
5	14822.618	6.916	349.916	349.916
℄ Brg. Pier 1 6	14823.455	1.166	349.961	349.961
7	14823.625 -	.000	349.961	349.961
8	14823.795 -	1.166	349.962	349.962
9	14824.632 -	6.916	349.921	349.921
10	14825.469 -	12.666	349.874	349.874
11	14826.306 -	18.416	349.826	349.826
12	14827.143 -	24.166	349.778	349.778

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	14830.107	24.166	349.785	349.796
	14830.944	18.416	349.837	349.848
	14831.781	12.666	349.889	349.900
	14832.618	6.916	349.940	349.952
	14833.455	1.166	349.985	349.996
	14833.625 -	.000	349.985	349.996
	14833.795 -	1.166	349.985	349.997
	14834.632 -	6.916	349.944	349.955
	14835.469 -	12.666	349.895	349.907
	14836.306 -	18.416	349.847	349.858
	14837.143 -	24.166	349.798	349.809
	14840.107	24.166	349.802	349.823
	14840.944	18.416	349.853	349.874
	14841.781	12.666	349.903	349.925
	14842.618	6.916	349.954	349.975
	14843.455	1.166	349.998	350.019
	14843.625 -	.000	349.998	350.019
	14843.795 -	1.166	349.998	350.019
	14844.632 -	6.916	349.956	349.977
	14845.469 -	12.666	349.906	349.927
	14846.306 -	18.416	349.856	349.878
	14847.143 -	24.166	349.807	349.828
	14850.107	24.166	349.807	349.834
	14850.944	18.416	349.857	349.884
	14851.781	12.666	349.907	349.934
	14852.618	6.916	349.957	349.984
	14853.455	1.166	349.999	350.027
	14853.625 -	.000	349.999	350.026
	14853.795 -	1.166	349.999	350.026
	14854.632 -	6.916	349.956	349.983
	14855.469 -	12.666	349.906	349.933
	14856.306 -	18.416	349.855	349.882
	14857.143 -	24.166	349.804	349.831
	14860.107	24.166	349.801	349.828
	14860.944	18.416	349.851	349.877
	14861.781	12.666	349.899	349.926
	14862.618	6.916	349.948	349.975
	14863.455	1.166	349.990	350.016
	14863.625 -	.000	349.990	350.016
	14863.795 -	1.166	349.989	350.016
	14864.632 -	6.916	349.945	349.972
	14865.469 -	12.666	349.895	349.920
	14866.306 -	18.416	349.842	349.869
	14867.143 -	24.166	349.791	349.817
	14870.107	24.166	349.785	349.805
	14870.944	18.416	349.833	349.853
	14871.781	12.666	349.881	349.901
	14872.618	6.916	349.929	349.949
	14873.455	1.166	349.969	349.990
	14873.625 -	.000	349.969	349.989
	14873.795 -	1.166	349.969	349.989
	14874.632 -	6.916	349.924	349.944
	14875.469 -	12.666	349.871	349.892
	14876.306 -	18.416	349.819	349.839
	14877.143 -	24.166	349.766	349.787
	14880.107	24.166	349.757	349.767
	14880.944	18.416	349.806	349.814
	14881.781	12.666	349.851	349.861
	14882.618	6.916	349.898	349.908
	14883.455	1.166	349.938	349.948
	14883.625 -	.000	349.937	349.947
	14883.795 -	1.166	349.937	349.946
	14884.632 -	6.916	349.891	349.901
	14885.469 -	12.666	349.837	349.847
	14886.306 -	18.416	349.786	349.796
	14887.143 -	24.166	349.731	349.740
2	14888.857	24.166	349.723	349.723
3	14889.694	18.416	349.770	349.770
4	14890.531	12.666	349.816	349.816
5	14891.368	6.916	349.862	349.862
℄ Brg. Pier 2 6	14892.205	1.166	349.901	349.901
7	14892.375 -	.000	349.900	349.900
8	14892.545 -	1.166	349.899	349.899
9	14893.382 -	6.916	349.853	349.853
10	14894.219 -	12.666	349.799	349.799
11	14895.056 -	18.416	349.744	349.744
	14895.893 -	24.166	349.690	349.690

Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
	14901.607	24.166	349.659	349.666
	14902.444	18.416	349.704	349.711
	14903.281	12.666	349.749	349.756
	14904.118	6.916	349.795	349.801
	14904.955	1.166	349.832	349.839
	14905.125 -	.000	349.831	349.838
	14905.295 -	1.166	349.830	349.837
	14906.132 -	6.916	349.782	349.789
	14906.969 -	12.666	349.727	349.733
	14907.806 -	18.416	349.672	349.678
	14908.643 -	24.166	349.616	349.622
	14911.607	24.166	349.596	349.609
	14912.444	18.416	349.641	349.653
	14913.281	12.666	349.685	349.698
	14914.118	6.916	349.729	349.742
	14914.955	1.166	349.766	349.778
	14915.125 -	.000	349.764	349.777
	14915.295 -	1.166	349.763	349.776
	14916.132 -	6.916	349.714	349.727
	14916.969 -	12.666	349.658	349.671
	14917.806 -	18.416	349.602	349.615
	14918.643 -	24.166	349.545	349.558
	14921.607	24.166	349.522	349.537
	14922.444	18.416	349.566	349.580
	14923.281	12.666	349.609	349.623
	14924.118	6.916	349.652	349.667
	14924.955	1.166	349.688	349.702
	14925.125 -	.000	349.686	349.701
	14925.295 -	1.166	349.685	349.700
	14926.132 -	6.916	349.635	349.650
	14926.969 -	12.666	349.578	349.593
	14927.806 -	18.416	349.521	349.535
	14928.643 -	24.166	349.464	349.478
	14931.607	24.166	349.437	349.448
	14932.444	18.416	349.480	349.490
	14933.281	12.666	349.522	349.532
	14934.118	6.916	349.564	349.575
	14934.955	1.166	349.599	349.610
	14935.125 -	.000	349.597	349.608
	14935.295 -	1.166	349.596	349.606
	14936.132 -	6.916	349.545	349.556
	14936.969 -	12.666	349.487	349.498
	14937.806 -	18.416	349.429	349.439
	14938.643 -	24.166	349.371	349.381
2	14941.607	24.166	349.341	349.341
3	14942.444	18.416	349.382	349.382
4	14943.281	12.666	349.424	349.424
5	14944.118	6.916	349.465	349.465
6	14944.955	1.166	349.499	349.499
℄ Brg. E. Abut. 7	14945.125 -	.000	349.497	349.497
8	14945.295 -	1.166	349.495	349.496
9	14946.132 -	6.916	349.444	349.444
10	14946.969 -	12.666	349.385	349.385
11	14947.806 -	18.416	349.326	349.326
	14948.643 -	24.166	349.267	349.267
2	14943.482	24.166	349.322	349.322
3	14944.319	18.416	349.363	349.363
4	14945.156	12.666	349.404	349.404
5	14945.993	6.916	349.445	349.445
6	14946.830	1.166	349.479	349.479
Bk E. Abut.	14947.000 -	.000	349.477	349.477
7	14947.170 -	1.166	349.475	349.475
8	14948.007 -	6.916	349.424	349.424
9	14948.844 -	12.666	349.364	349.364
10	14949.681 -	18.416	349.305	349.305
11	14950.518 -	24.166	349.246	349.246

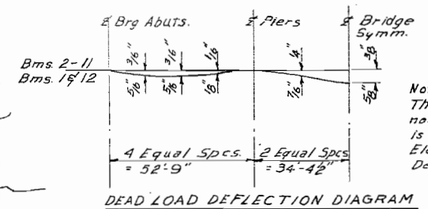
Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk W. Abut. 1	14764.645	29.916	349.352	349.352
12	14773.355 -	29.916	349.431	349.431
1	14756.520	29.916	349.370	349.370
12	14775.230 -	29.916	349.447	349.447
	14776.520	29.916	349.457	349.476
	14785.230 -	29.916	349.524	349.542
	14786.520	29.916	349.533	349.559
	14795.230 -	29.916	349.590	349.616
	14796.520	29.916	349.598	349.621
	14805.230 -	29.916	349.646	349.668
	14806.520	29.916	349.652	349.663
	14815.230 -	29.916	349.690	349.701
Pier 1 1	14819.270	29.916	349.705	349.705
12	14827.980 -	29.916	349.730	349.730
	14829.270	29.916	349.733	349.753
	14837.980 -	29.916	349.749	349.769
	14839.270	29.916	349.751	349.788
	14847.980 -	29.916	349.757	349.794
	14849.270	29.916	349.757	349.804
	14857.980 -	29.916	349.754	349.801
	14859.270	29.916	349.752	349.798
	14867.980 -	29.916	349.739	349.785
	14869.270	29.916	349.736	349.772
	14877.980 -	29.916	349.714	349.749
	14879.270	29.916	349.710	349.727
	14887.980 -	29.916	349.677	349.694
Pier 2 1	14888.020	29.916	349.677	349.677
12	14896.730 -	29.916	349.636	349.636
	14900.770	29.916	349.614	349.625
	14909.480 -	29.916	349.561	349.572
	14910.770	29.916	349.552	349.574
	14919.480 -	29.916	349.489	349.511
	14920.770	29.916	349.479	349.504
	14929.480 -	29.916	349.406	349.432
	14930.770	29.916	349.395	349.413
	14939.480 -	29.916	349.312	349.331
1	14940.770	29.916	349.299	349.299
12	14949.480 -	29.916	349.207	349.207
Bk. E. Abut. 1	14942.645	29.916	349.280	349.280
12	14951.355 -	29.916	349.186	349.186

Adjusted Top of Slab Elevations as given in Table



METHOD OF DETERMINING FILLETS HEIGHTS "t"

After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the stations shown in the chart. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in the chart, minus floor thickness equals the fillet heights above top of beams.



DEAD LOAD DEFLECTION DIAGRAM
Includes weight of concrete only

Note:
The Dead Load Deflection Diagram is not for use in the field if the Engineer is working from the Theoretical Grade Elevations Adjusted for Dead Load Deflection.

DESIGNED	Walter Borys
CHECKED	M. L. Revella
DRAWN	W.B.
CHECKED	M.M.R.

MAY 24 1962

EXAMINED H. E. Baumann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED M. M. Rutledge — CHIEF HIGHWAY ENGINEER

SLAB ELEVATIONS
F.A.S. RT. 1305 ~ SEC. 79R-VB
KANKAKEE COUNTY
STA. 148 + 43.23

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

Route No.	Section	County	Total Sheets	Sheet No.
F.A.S. 1305	79R-VB	Kankakee	22	13
	79R-VF		12	12

SHEET NO. 8
8 SHEETS

Pier #1 — Boring No. 1 — Station 148+23 — Offset 20' Lt on Skew

Stratum	Elevation	N	Qu t/s.f.	w (%)
Ground Surface	320.78 (0)			
Loose Yellowish Brown SANDY LOAM (Fill)	319.28			
Soft Yellowish Brown CLAY LOAM (Fill)	318.28	3	--	
Hard Yellowish Brown CLAY (Till)	316.28	14	4.3 S	20
Very Stiff Gray CLAY (Till)	314.78 (-5)	21	3.1 B	17 / 18
Very Dense Yellowish Brown Fine Gravel & Limestone Fragments		61	--	--
Thin layers of porous LIMESTONE, soft layers of Rock Dust or Clay (Cored) 10% recovery	309.28 (-10)			
Light Buff Colored Porous LIMESTONE (Dolomite) thin to Medium Bedding (Cored) 25% recovery	304.28 (-15)			

Pier #1 — Boring No. 2 — Station 148+23 — Offset 16' Rt ℄ on Skew

Stratum	Elevation	N	Qu t/s.f.	w (%)
Ground Surface	320.88 (0)			
Clay Loam and CLAY (Till)	314.88 (-5)			
Light Buff Porous LIMESTONE (Dolomite) Thin Bedding (Cored) 30% recovery	311.38			
Light Buff Porous LIMESTONE (Dolomite) Thin to Medium Bedding (Cored) 70% recovery	307.88 (-10)			

W. Abut. — Boring No. 3 — Station 147+69 — Offset 38' Rt ℄ on Skew

Stratum	Elevation	N	Qu t/s.f.	w (%)
Ground Surface	329.88 (0)			
Embankment and Overburden	315.38 (-5, -10)			
Limestone Rubble	314.88 (-15)			
Light Buff Porous LIMESTONE (Dolomite) Thin Bedding, Soft Layers (Cored) 15% recovery	311.88			
Light Buff Porous Limestone (Dolomite) Thin Bedding, some soft layers (Cored) 20% recovery	306.38 (-20)			

Pier #2 — Boring No. 4 — Station 148+96 — Offset 26' Rt ℄ on Skew

Stratum	Elevation	N	Qu t/s.f.	w (%)
Ground Surface	322.68 (0)			
	321.18			
Stiff Yellowish Brown and Black CLAY (Fill)	319.18	11	1.5 E	--
Very Stiff Yellowish Brown CLAY (Till)	317.18 (-5)	15	2.9 B	21
LIMESTONE Rubble	316.18	300 3/4"		
Light Gray and Buff Porous LIMESTONE (Dolomite) thin to Medium Bedding (Cored) 55% recovery	311.18 (-10)			

E. Abut. — Boring No. 5 — Station 149+47 — Offset 38' Lt ℄ on Skew

Stratum	Elevation	N	Qu t/s.f.	w (%)
Ground Surface	330.58 (0)			
Embankment	328.08			
Stiff Brownish Black CLAY LOAM	325.58 (-5)	11	1.5 E	--
Stiff Brown CLAY	323.58	9	1.8 S	25
Hard Yellowish Brown and Gray CLAY (Till)	318.58 (-10)	25	5.4 S	19
		18	4.1 S	21
Stiff Yellowish Brown and Gray CLAY (Till)	316.58			22
		15	1.4 B	27
Limestone Layers, Rubble and CLAY (Cored) 10% recovery	312.88 (-15)			
Gray and Light Buff Porous LIMESTONE (Dolomite) thin Bedding. (cored) Recovery 35%	305.88 (-20, -25)			

Pier #2 — Boring No. 6 — Station 148+92 — Offset 23' Lt ℄ on Skew

Stratum	Elevation	N	Qu t/s.f.	w (%)
Ground Surface	322.28 (0)			
Fill	319.78			
Yellowish Brown and Gray CLAY (Till)	317.28 (5)			
Yellowish Brown CLAY LOAM (Gravelly)	314.78			
Limestone Rubble		300 3 1/2"		
LIMESTONE	313.28			

Pier #2 — Boring No. 7 — Station 148+88 — Offset 20' Rt ℄ on Skew

Stratum	Elevation	N	Qu t/s.f.	w (%)
Ground Surface	320.0 (0)			
Overburden	315.0 (-5)			
LIMESTONE Rubble	314.3			
Auger Stopped on Hard Material.				

E. Abut. — Boring No. 8 — Station 149+47 — Offset 53' Rt ℄ on Skew

Stratum	Elevation	N	Qu t/s.f.	w (%)
Ground Surface	320.98 (0)			
Clay and Clay (Till) Overburden	315.78 (-5)			
LIMESTONE Rubble	314.78			
Auger stopped on hard Material				

W. Abut. — Boring No. 9 — Station 147+69 — Offset 38' Lt ℄ on Skew

Stratum	Elevation	N	Qu t/s.f.	w (%)
Ground Surface	330.88 (0)			
CLAY and CLAY LOAM (Embankment	(-5)	12	---	--
	324.88			
Medium Yellowish Brown Gravelly LOAM		24	--	13
	322.38			
Hard Yellowish Brown and Gray CLAY (Till)	(-10)	28	6.2 S	18
		21	4.7 B	20
	316.38	200 9"		
LIMESTONE Rubble	315.38 (-15)			
Auger Stopped on Hard Material				

N - Standard Penetration Test - Blows per foot to drive 2" O.D Split Spoon Sampler 12" with 140# hammer falling 30".

Qu - Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%.

Type failure
B - Bulge Failure
S - Shear Failure
E - Estimated Value

DESIGNED	Walter Berry
CHECKED	M. G. Revilla
DRAWN	WJP
CHECKED	MJK

May 24 1962

EXAMINED W. E. Baumann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

PASSED [signature] — ENGINEER OF DESIGN

APPROVED [signature] — CHIEF HIGHWAY ENGINEER

BORINGS
F.A.S. RT. 1305 OVER ILLINOIS CENTRAL RR
SECTION 79 R-VB
KANKAKEE COUNTY
STATION 148+43.23

FAS 1305 SEC. 79R-VB KANKAKEE COUNTY

1305 79-R-VB KANKAKEE 21 14
S-

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

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — REPLATE — AREAS — AREAS CHECKED — BY — DATE

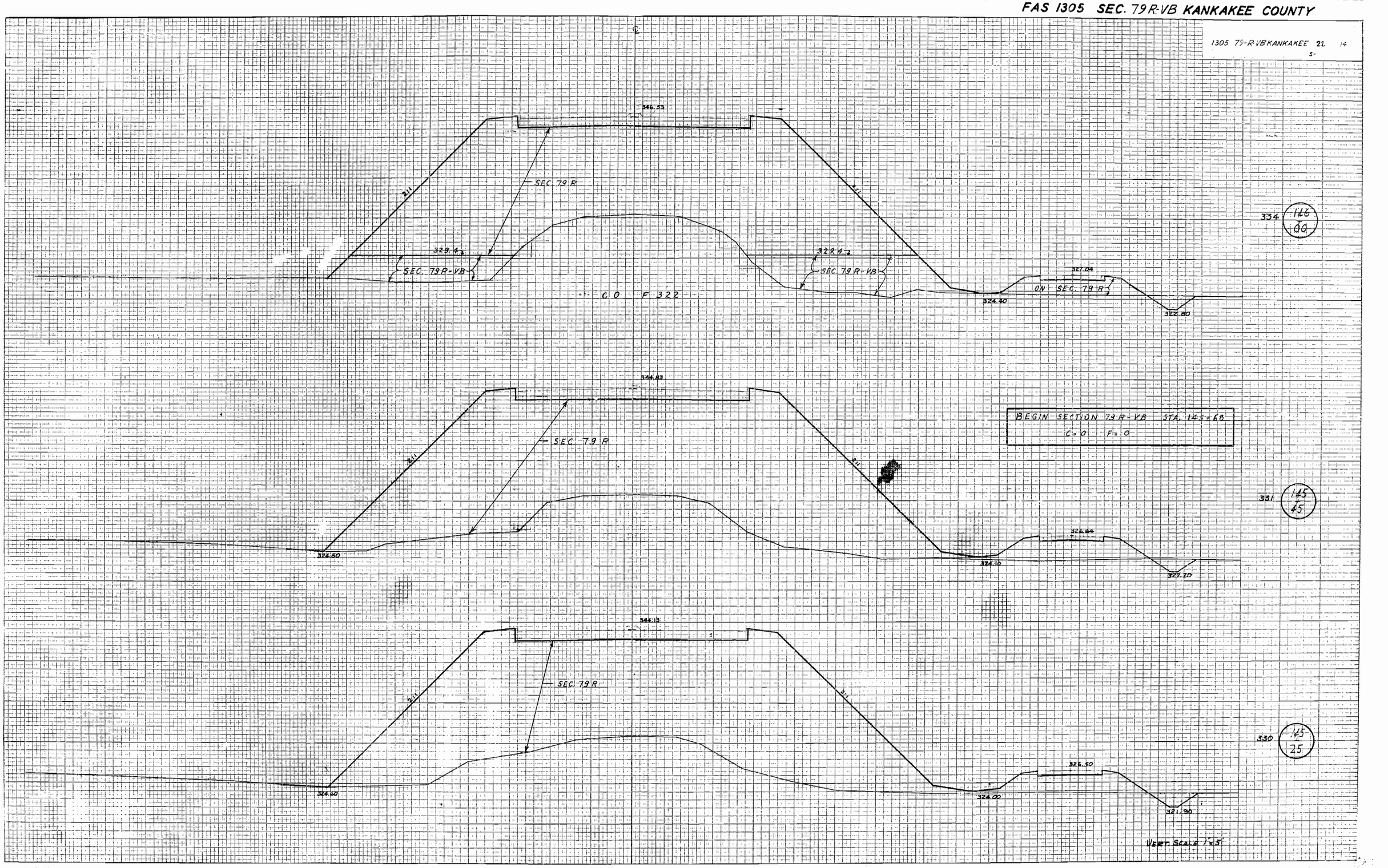


PLATE 3 CROSS SECTION D P R STANDARD
EUGENE DITZEN CO. CHICAGO-NEW YORK

Printed in U.S.A.
The ARKWRIGHT Drafting Plan

Printed in U.S.A.
The ARKWRIGHT Drafting Co.

FAS 1305 SEC. 79R-VB KANKAKEE COUNTY

1305 79R-VB KANKAKEE 22 15
S-

SEC. 79R-VB STA. 148+25
ZERO SECTION C O F O
STA 147+61 TO STA 148+25
COMPUTED F=2000 CU YDS

SEC. 79R-VB STA. 147+09.5
C O F 1650 (EST.)

ON SEC. 79R

C O F 1492

C O F 1516

C O F 952

SEC. 79R

SEC. 79R-VB

349.56

348.75

345.07

342.78

337.72

327.00

325.00

324.70

323.40

327.03

GAS CO 8.0 ø

4:1

2:1

344 147+61

340 147+00

337 146+50

VERT SCALE 1"=5'

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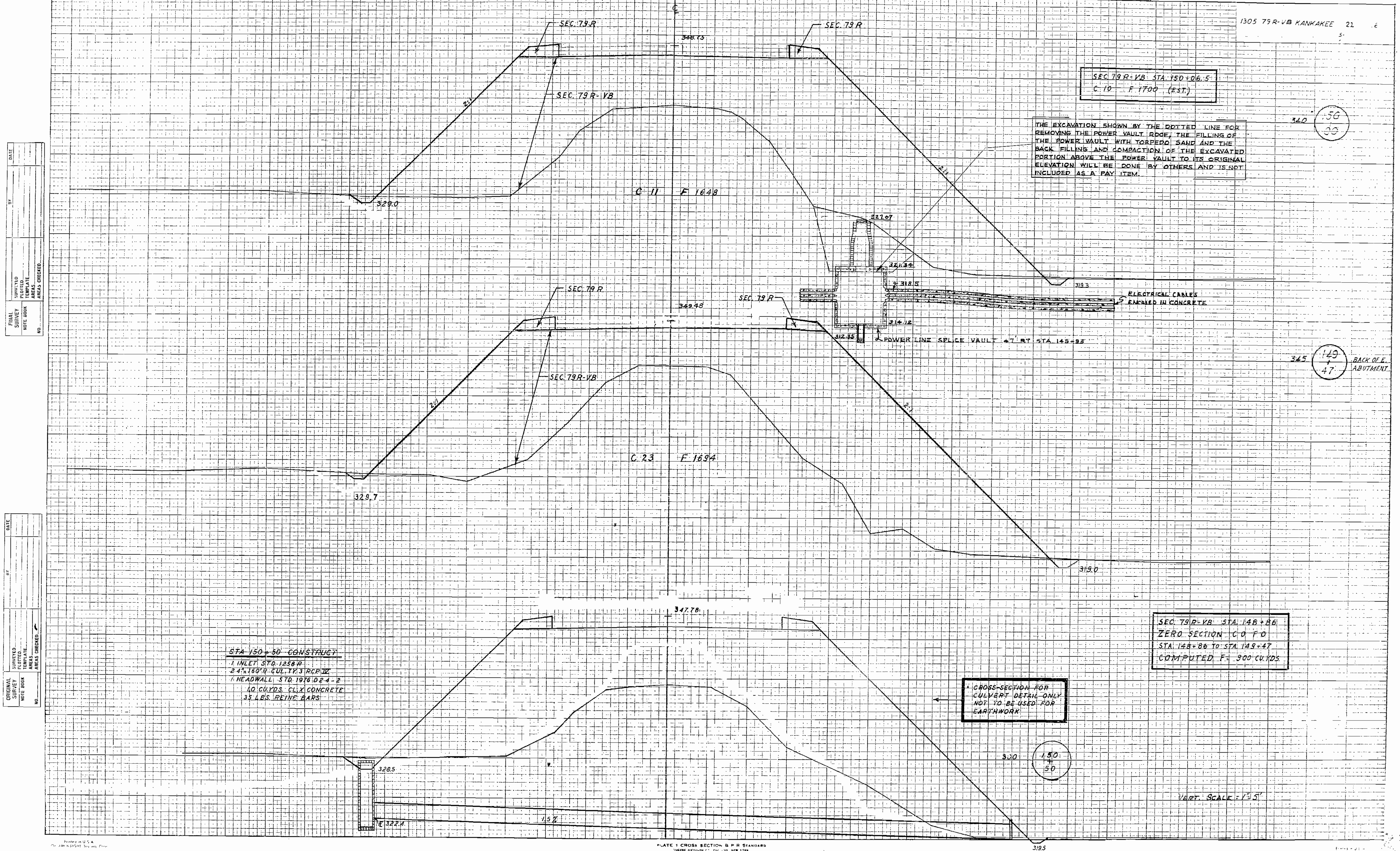
BY
DATE

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


1305 79R-VB KANKAKEE 22
SEC. 79R
SEC. 79R
348.73
SEC. 79R-VB
2:1
2:1
SEC. 79R-VB STA. 150+06.5
C. 19 F. 1700 (EST.)
THE EXCAVATION SHOWN BY THE DOTTED LINE FOR REMOVING THE POWER VAULT ROOF, THE FILLING OF THE POWER VAULT WITH TORPEDO SAND AND THE BACK FILLING AND COMPACTION OF THE EXCAVATED PORTION ABOVE THE POWER VAULT TO ITS ORIGINAL ELEVATION WILL BE DONE BY OTHERS AND IS NOT INCLUDED AS A PAY ITEM.
340
150
00
329.0
C. 11 F. 1648
322.07
321.34
318.5
319.3
ELECTRICAL CABLES ENCASED IN CONCRETE
SEC. 79R
SEC. 79R
349.48
314.12
312.35
POWER LINE SPLICE VAULT 47' RT. STA. 145+95
345
149
47
BACK OF E. ABUTMENT
SEC. 79R-VB
2:1
2:1
C. 23 F. 1694
329.7
319.0
347.78
SEC. 79R-VB STA. 148+86
ZERO SECTION C.0 F.0
STA. 148+86 TO STA. 149+47
COMPUTED F. 900 CU.YDS.
STA. 150+50 CONSTRUCT
1 INLET STD. 1258 R
2 4'x160'R CUL. TY. 3 RCP IV
1 HEADWALL STD. 1976 D.2.4-2
1.0 CU.YDS. CL.X CONCRETE
35 LBS. REINF. BARS
CROSS-SECTION FOR CULVERT DETAIL ONLY NOT TO BE USED FOR EARTHWORK
330
150
50
328.5
322.1
1.5%
319.5
VERT. SCALE: 1"=5'
FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
ORIGINAL SURVEY
NOTE BOOK
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SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
PLATE 1 CROSS SECTION B.P.R. STANDARD

FAS 1305 SEC. 79R-VB KANKAKEE COUNTY

1305 79R-VB KANKAKEE 22

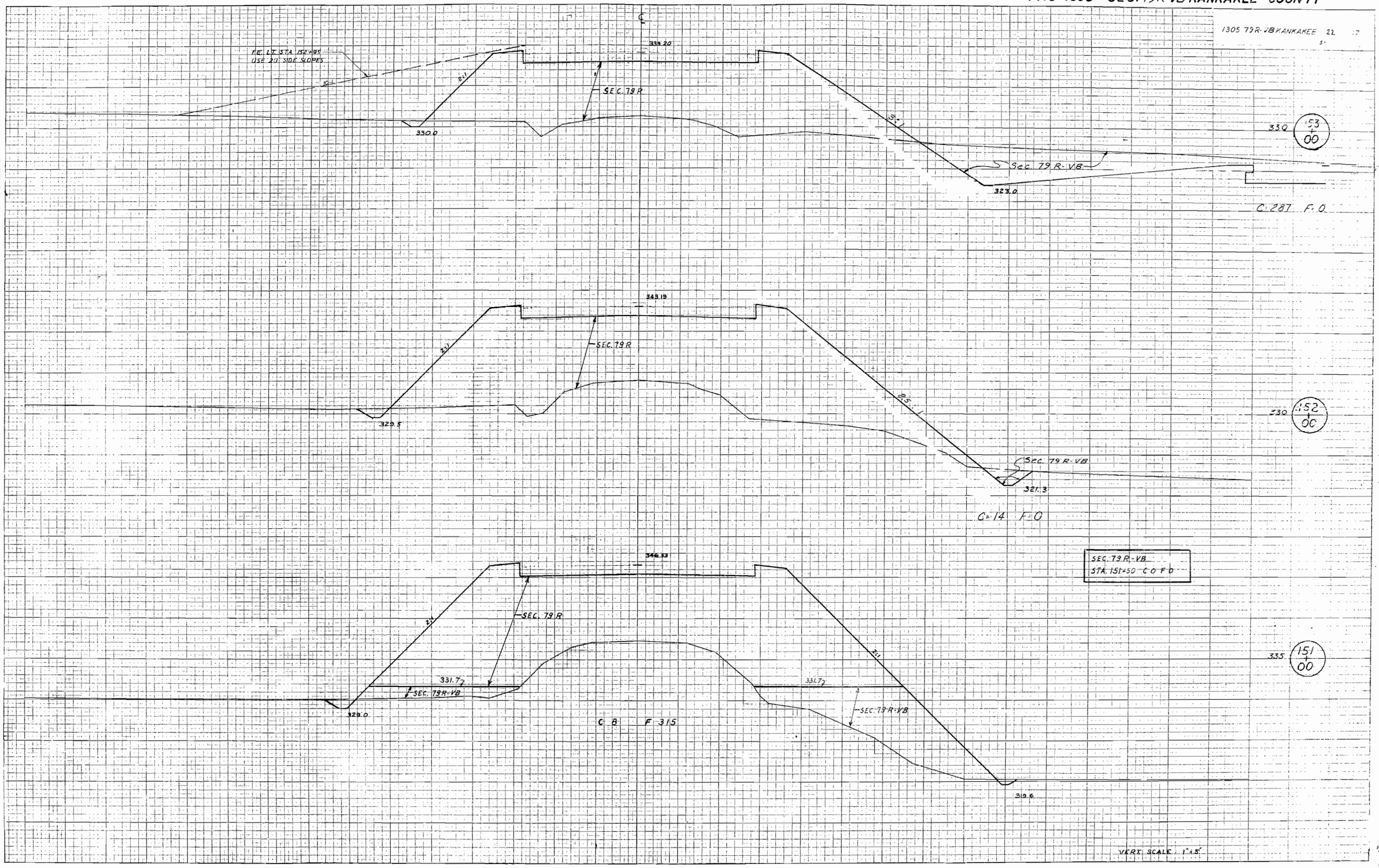
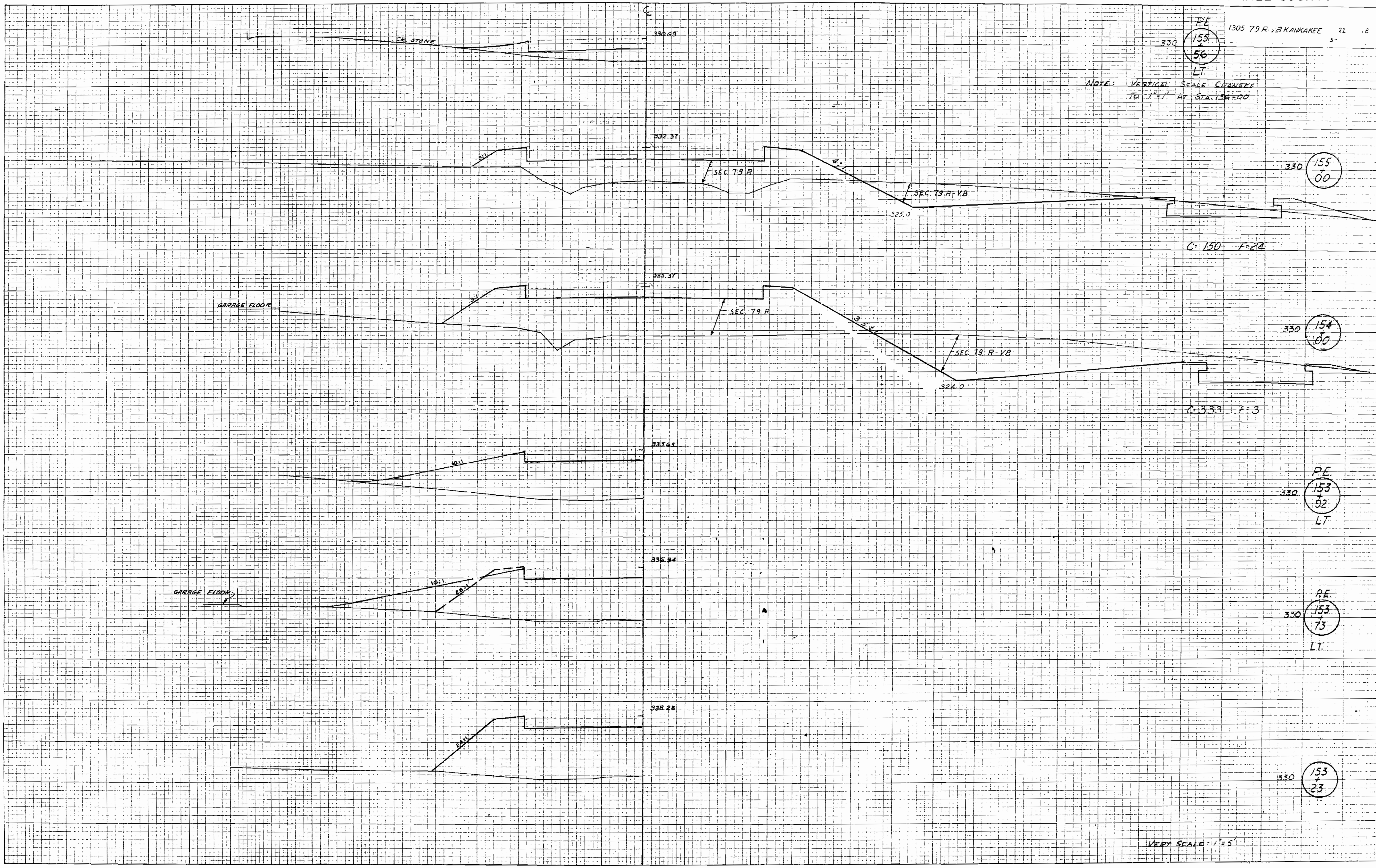


PLATE 3 CROSS SECTION B P R STANDARD
EUGENE DIETZGEN CO. PHILADELPHIA NEW YORK

FAS 1305 SEC. 79 R-VB KANKAKEE COUNTY



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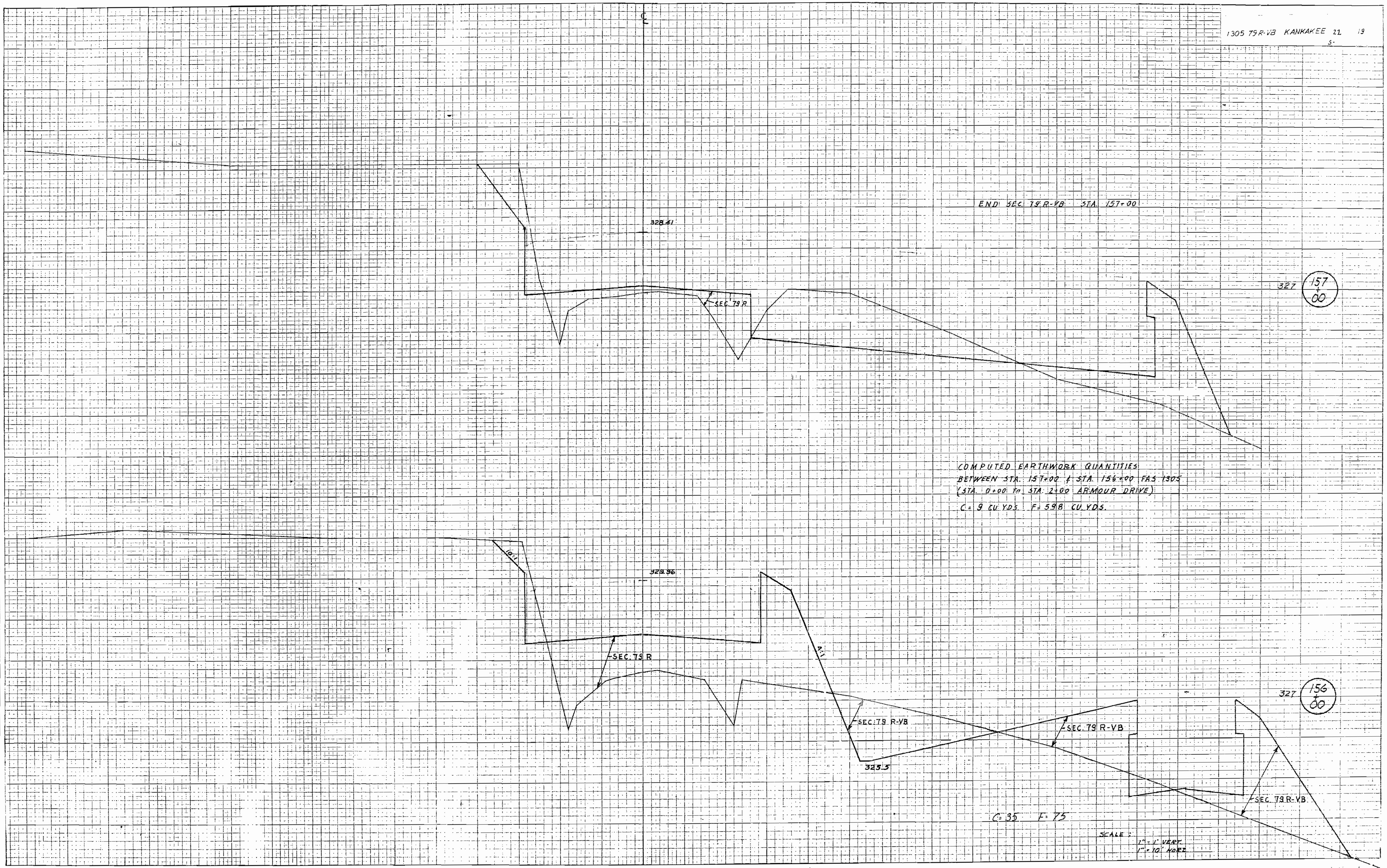

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ORIGINAL SURVEY | NOTE BOOK | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE | NO.