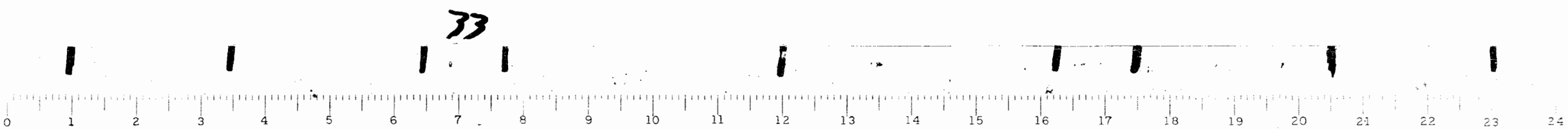
RT. FA-26

SEC. 139SB & SF



FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
26	139SB 139SF	KANKAKEE	31 23	1
FED. AID DIST. NO. 7	ILLINOIS	PROJECT	UGI-29(5)	

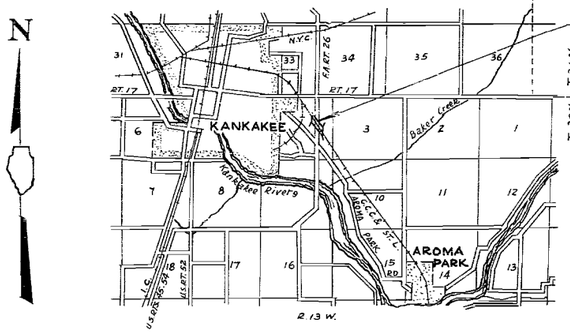
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

SCALES

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

F.A. ROUTE 26, SECTION 139SB AND 5F KANKAKEE COUNTY

PROJECT UGI-29(5)



SECTION 139 SB - INCLUDES A DECK PLATE GIRDER RAILROAD SUBWAY STRUCTURE, 2 SPANS @ 65'-0¼" C. TO C. BEARINGS, NEAR THE S.W. CORNER OF THE S.E.¼ OF THE N.E.¼ OF SEC. 4, T-30-N, R-13-W OF THE 2ND P.M. - STA. 216+08.0

SECTION 139 5F - INCLUDES FURNISHING AND FABRICATION OF STRUCTURAL AND CAST STEEL, FURNISHING AND APPLICATION OF SHOP COAT OF PAINT AND DELIVERY F.O.B. BRIDGE SITE

LAYOUT

APPROXIMATE SCALE - 1 INCH = 1 MILE

LOCATION OF SECTION INDICATED THUS:-

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

SUBMITTED 12-13 1952
John Stoghazzi Jr.
CHIEF ENGINEER

EXAMINED Oct. 21 1952
W. H. Chatten
ENGINEER OF ROAD PLANS AND SPECIFICATIONS

PASSED Oct. 21 1952
E. L. Shaw
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED Oct. 21 1952
J. P. Barker
CHIEF ENGINEER

APPROVED Oct. 21 1952
Adam Benning
DIRECTOR

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL

[redacted] DISTRICT ENGINEER [redacted] DATE

APPROVED

[redacted] DIVISION ENGINEER [redacted] DATE

Rev HHM 10-14-52

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 26	139SF	KANKAKEE	23	2
FED. ROAD DIST. 7	ILLINOIS	PROJECT	[redacted]	

INDEX OF SHEETS

Sheet 1 - Title Sheet

Sheet 2 - Index of Sheets, Summary of Quantities

Sheet 3-23 - Special Bridge Plans (Sheets 1 to 21 of 21)

SUMMARY OF QUANTITIES

532,000 lbs. Structural Steel

14,840 lbs. Cast Steel

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 26	139SB	Kankakee	31	2
FED. ROAD DIST. 7	ILLINOIS	PROJECT		

INDEX OF SHEETS

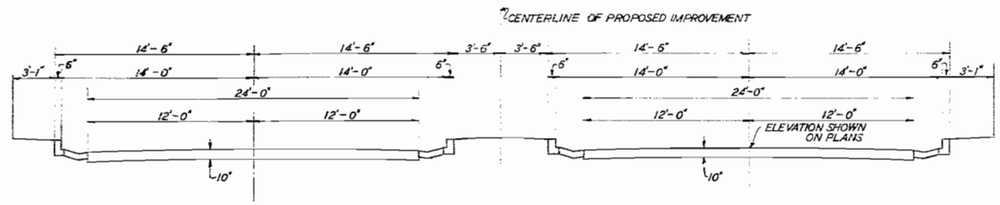
Sheet 1 - Title Sheet
Sheet 2 - Index of Sheets, Summary of Quantities,
Std. 1961, [redacted]
Sheet 3 - Typical Sections
Sheet 4 - Plan and Profile - Sta. 200-230
Sheets 5-25 - Special Bridge Plans (Sheets 1 to 21 of 21)
Sheets 26-30- Cross Sections
Sheet 31- Std. 1971S, 1972

SUMMARY OF QUANTITIES

18,852	Cu. Yds.	Earth Excavation
~~4,700~~	~~Cu. Yds.~~	~~Earth Backfill~~
1,300	Cu. Yds.	Class A Excavation for Structures
265	Cu. Yds.	Gravel or Crushed Stone Embankment
1,682	Cu. Yds.	Class A Concrete
123	Cu. Yds.	Class X Concrete
3.5	Cu. Yds.	Handrail Concrete
86,309	Lbs.	Reinforcement Bars
532,000	Lbs.	Structural Steel
14,840	Lbs.	Cast Steel
300	Lin. Ft.	Deck Drains (Castings and Special Connections)
32	Lin. Ft.	Abutment Drains (8" Cast Iron Pipe)
328	Lin. Ft.	Abutment Drains (8" Extra Strength Perforated Vit. Clay Sewer Pipe)
202	Lin. Ft.	Abutment Drains (6" Extra Strength Vit. Clay Sewer Pipe)
54	Lin. Ft.	Pipe Culverts (CMCP) 18"
260	Lin. Ft.	Pipe Handrail
1,383	Sq. Ft.	Steel Sheet Piling
3,415	Sq. Ft.	Deck Waterproofing
1	Each	Name Plates
2	Each	Railroad Insignia

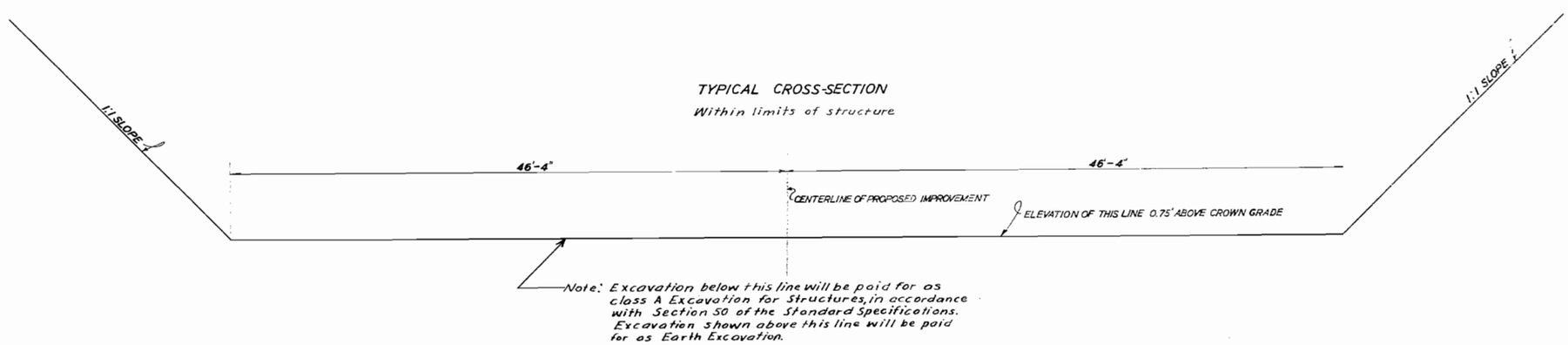
26 139SB KANKAKEE 31 3

PROPOSED ULTIMATE CROSS-SECTION SHOWING FUTURE PAVEMENT GUTTER AND CURB



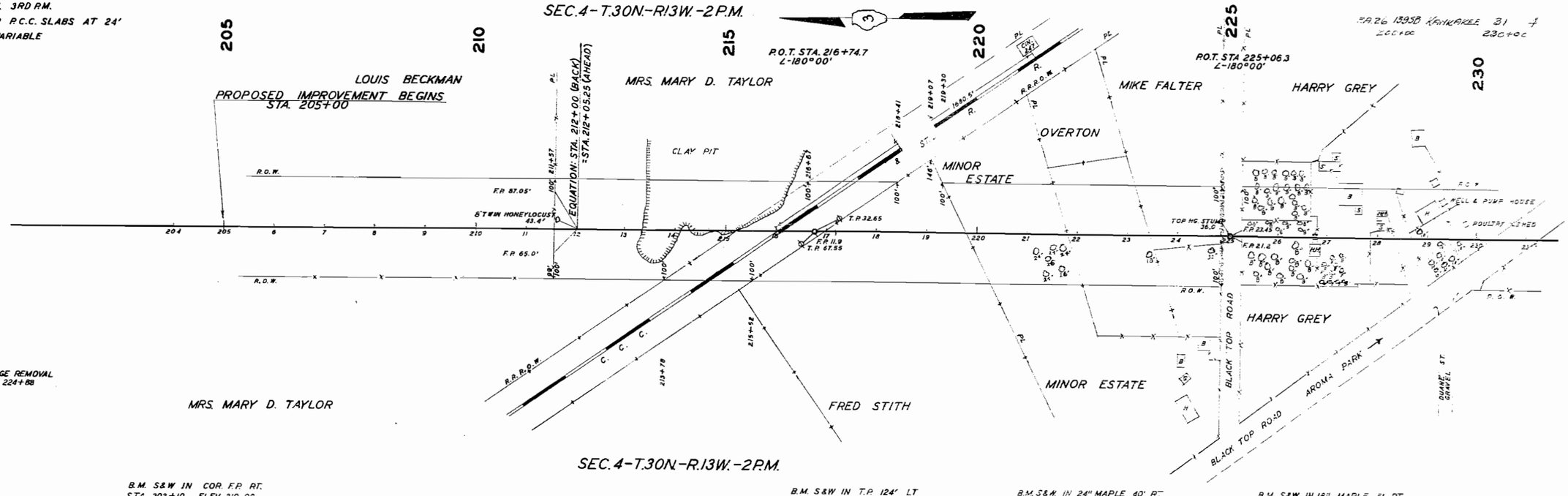
TYPICAL CROSS-SECTION

Within limits of structure



F.A. ROUTE 26 SEC. 139SA KANKAKEE CO.
SEC. 139 SB

STATION 205+00 IS A POINT APPROXIMATELY 1412 FEET SOUTH AND 103 FEET EAST OF THE S.W. CORNER OF SEC. 34 T.31N. R.12E. 3RD P.M.
ROAD SECTION 2 P.C.C. SLABS AT 24'
ROADBED 108' & VARIABLE



ENTIRE SECTION EXAMINED AND APPROVED AS TO POLICY

DISTRICT ENGINEER

DATE

APPROXIMATE QUANTITIES

Description	Quantities	Units	Section 1395B	Section 1343F
SUBSTRUCTURE				
Class "A" Excavation for Structures	1300	Cu. Yd.	1300	
Concrete - Class "A"	1682	Cu. Yd.	1682	
Reinforcement Bars	73594	Lb.	73594	
+ Damp-proofing	5700.	Sq. Ft.		
+ 1/2" Cork Expansion Joint Material	360	Sq. Ft.		
Gravel or Crushed Stone Embankment	265	Cu. Yd.	265	
+ 1/8" Sheet Lead	960	Lb.		
Abutment Drains - 8" Cast Iron Pipe	32	Lin. Ft.	32	
" " - 8" E.S. Vit. Sewer Pipe, Perforated	328	" "	328	
" " " " " "	202	" "	202	
Name Plate	1	Each	1	
Steel Sheet Piling	1383	Sq. Ft.	1383	
‡ + Timber for Temp. Sheeting & Bracing	6663.	F.B.M.		
‡ + Hardware - " " " "	243	Lb.		
~~Earth Backfill in Railroad Embankment~~	~~2700.~~	~~Cu. Yd.~~	~~2700~~	
SUPERSTRUCTURE				
Reinforcement Bars	127715	Lb.	127715	
Structural Steel	532000.	Lb.	532000	532000
Cast Steel	14840	Lb.	14840	14840
Deck Drains (Castings & Special Connections)	300	Lin. Ft.	300	
♦ Protection Coat - Asphalt Mastic	2040	Sq. Ft.		
♦ " " - Concrete	10.5	Cu. Yd.		
♦ Welded Wire Fabric	3090	Sq. Ft.		
Deck Waterproofing, Type "a" and Type "d"	3415	Sq. Ft.	3415	
Pipe Hand-rail	260	Lin. Ft.	260	
◇ 1/2" Cork Expansion Joint Material	50	Sq. Ft.		
♦ 1/8" Sheet Lead	560	Lb.		
Railroad Insignia	2	Each	2	
♦ 65# Grade Asphalt Roofing	350	Sq. Ft.		
Handrail Concrete -	3.5	Cu. Yd.	3.5	
Concrete - Class "X"	123	Cu. Yd.	123	

+ Cost included in Unit Price bid for Class "A" Concrete.
◇ " " " " " "X" "
♦ " " " " " " Deck Waterproofing.
‡ " " " " " " Steel Sheet Piling

C.C.C. & ST.L.R.R.
BUILT 195 BY
STATE OF ILLINOIS
F.A.R.T. 26 SEC. 13958-SF
FAPROJ. UGI-29(5)

NAME PLATE
See Std. 961

LIST OF PLANS MADE PART OF CONTRACT

Description	Sheet No.	Plan No.	File No.
Title Sheet	1	1157	101-19
General Plan	2	1141	101-3
Profiles	3	1142	101-4
Temporary Track Detour Plan	4	1143	101-5
Cross Sections of Railroad	5	1158	101-20
Masonry Plan - East Abutment	6	1149	101-10
" " - West "	7	1149	101-11
" " - Pier	8	1150	101-12
Date Plate Plan	9	1156	101-18
Reinforcing Plan - East Abutment Footing	10	1151	101-13
" " - West " "	11	1152	101-14
" " - East " Walls	12	1153	101-15
" " - West " "	13	1154	101-16
Drainage Plan	14	1155	101-17
Steel Plan - Stress Sheet	15	1144	101-6
Steel Details	16	1145	101-7
Solid Floor Plan	17	1146	101-8
Fascia Reinforcing & Railing Details	18	1147	101-9
Communication Line Changes	19	1159	101-21
Temporary Steel & Wood Sheeting - South Wings	20	1148a	101-10a
Details of Railroad Insignia	21	1156a	101-18a

Sheet 1 of 21

Correct: Geo. T. Robinson, Engineer of Structures
Approved: E. A. Dougherty, Chief Engineer

Drawn: E.E.D.	Traced:	Checked: G.P.B.

REVISIONS

Date	By	Description
4-26-46	E.E.D.	2% State Changes - Letter of 3/12/46
2-24-45	F.J.E.	4% " " " " 2/20/45
2-5-47	A.C.R.	4% " " " " 2/4/47
8-15-51	State	Added Class "A" Excavation.
3-6-52	F.R.P.	4% change in Deck Drains & W.P.
7-18-52	State	Revised Reinf. Bar Wt.

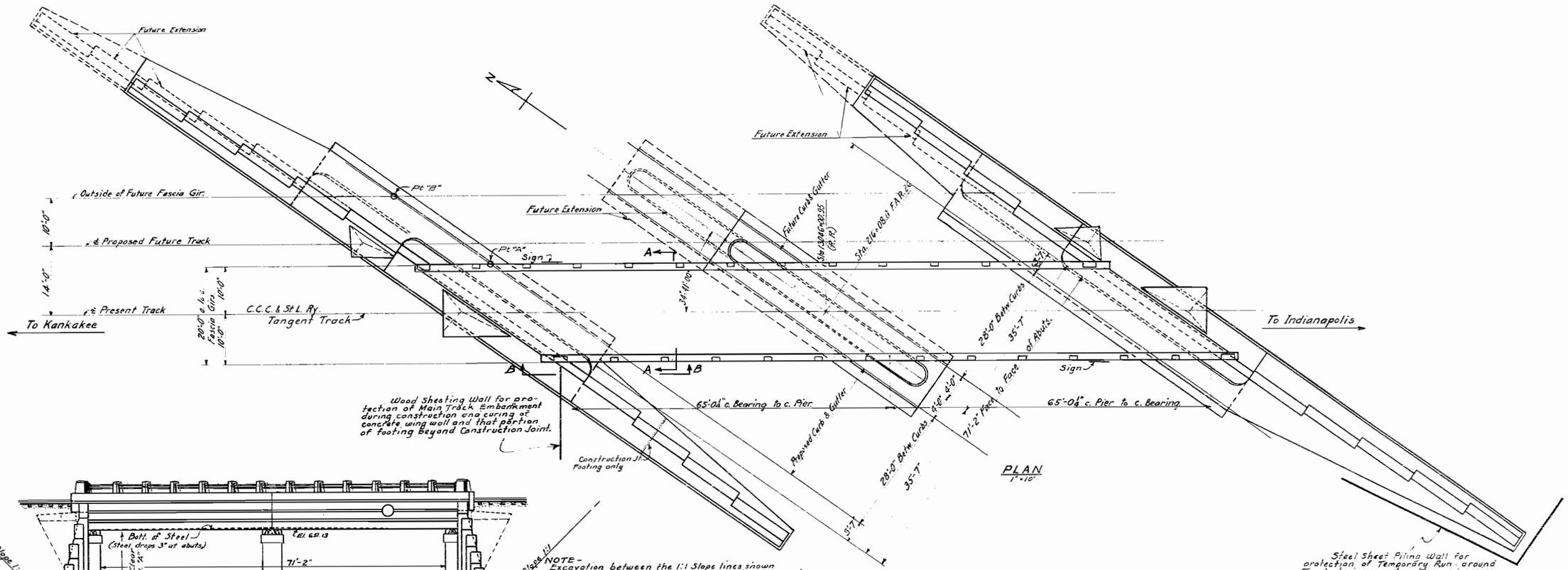
N.Y.C. System	Office of Chief Engineer	Chicago, Ill.

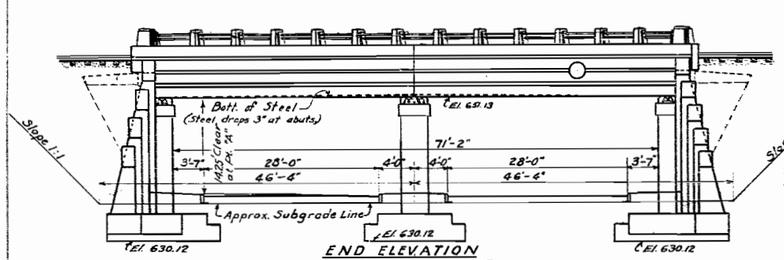
B.R. #743-C CHICAGO DIVISION STA. 13046+00.95
GRADE SEPARATION - SEC. 13958-F
F.A. ROUTE 26 S.R. 49 1.53 MI. SO. OF KANKAKEE, ILL.

TITLE SHEET

C.C.C. & St.L. R.R.	Chicago Division	Plan No. 1157
Scale - As Shown	Dec. 1, 1941	Val. Sec. 16	File No. 101-19

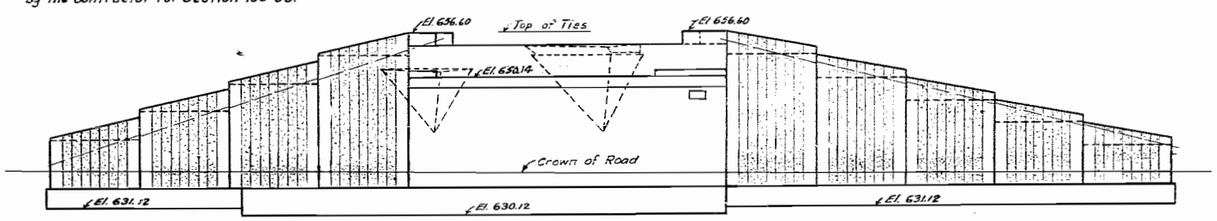
FA26 139JB 139JF KANKAKEE 31 23 6 4



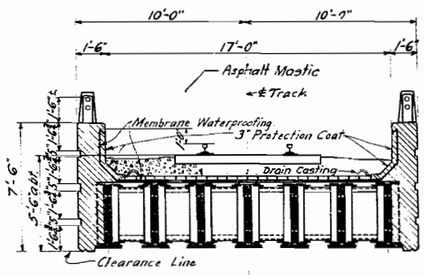


END ELEVATION
AT RT. ANGLES TO STREET
1" = 10'-0"

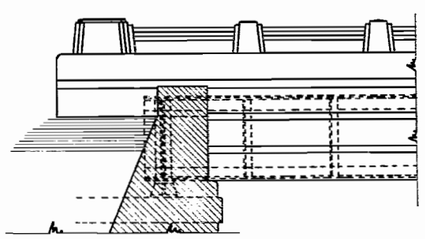
NOTE - Excavation between the 1:1 Slope lines shown and within the limits of the Structure will be performed by the Contractor for Section 139-SB and backfilled by the Contractor for Section 139-SB.



FRONT ELEVATION EAST ABUTMENT
1" = 10'



SECTION A-A
1" = 4'



SECTION B-B
1" = 4'

EXHIBIT 3

Sheet 2 of 21

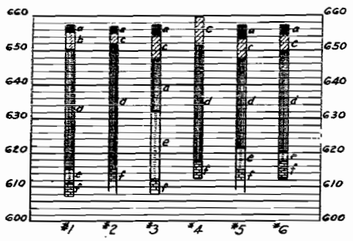
Correct Geo. E. Robison
Engineer of Structures

Approved E. G. Dougherty
Chief Engineer

Drawn - M.H.S. E.A.O.	Traced E.A.O.	Checked G.F.B.
REVISIONS		
Date	By	Description
4-26-44	E.E.D.	w/c State Changes - Letter of 3/12/44
2-5-47	A.C.F.	" " " " 2/14/47
6-6-52	F.R.P.	Br. Seal and Deck Revised

N.Y.C. System	Office of Chief Engineer	Chicago, Ill.
BR. #743-C CHICAGO DIVISION STA. 13046+00.95		
GRADE SEPARATION - SEC. 139SBF		
F.A. ROUTE 26 (S.R. 49) 1.53 MI. SO. OF KANKAKEE, ILL.		
GENERAL PLAN		
C.C.C. & St.L. Ry.	Chicago Division	Plan No. 1141
Scales as noted	Feb. 24, 1941 Vol. Sec. 16	File No. 101-3

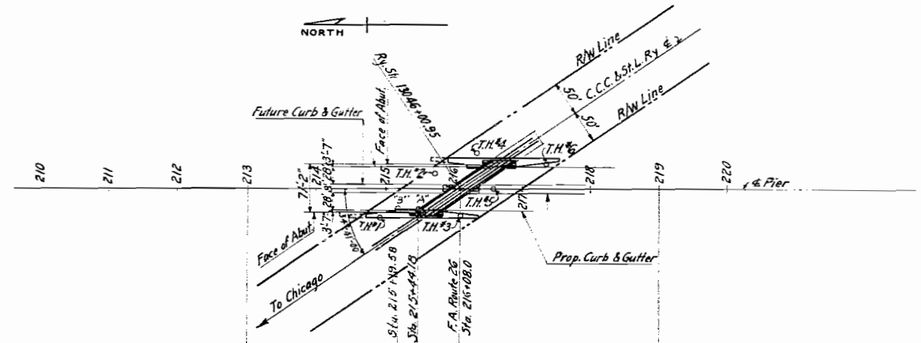
FA 26 13938 13932F KANKAKEE 31/23 7/5



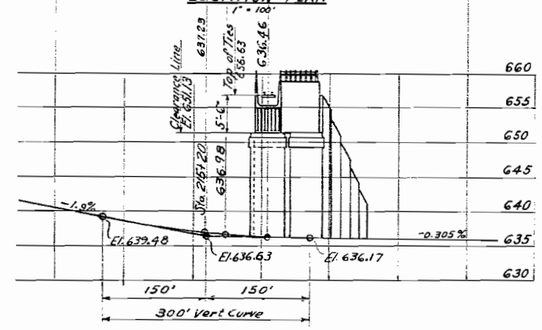
a Loam
b Yellow clay, med. hard.
c " " , hard.
d Gray clay, med. hard.
e Stony gray clay, hard.
f Limestone

LOG OF BORINGS

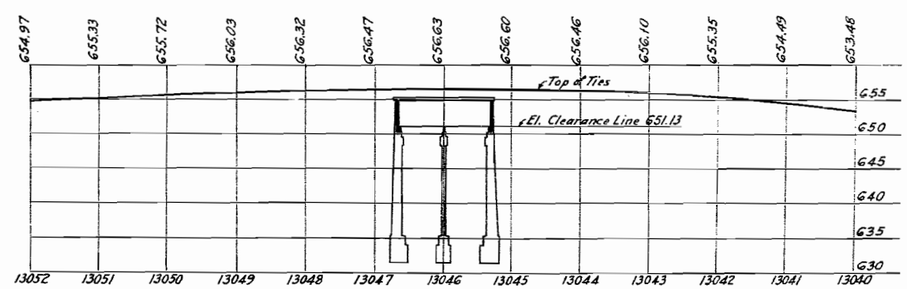
Note: Borings are shown only as a guide to bidders in estimating soil conditions which may be encountered in the work.



LOCATION PLAN
1" = 100'



SECTION ON ℄ OF PIER
EL. ON VERT. CURVE, CROWN OF STREET
VERT. CLEARANCE 14'-0" MIN. ABOVE
EDGE OF PAVEMENT AT PT. "B"
SCALES: HORIZ. 1" = 100' VERT. 1" = 10'



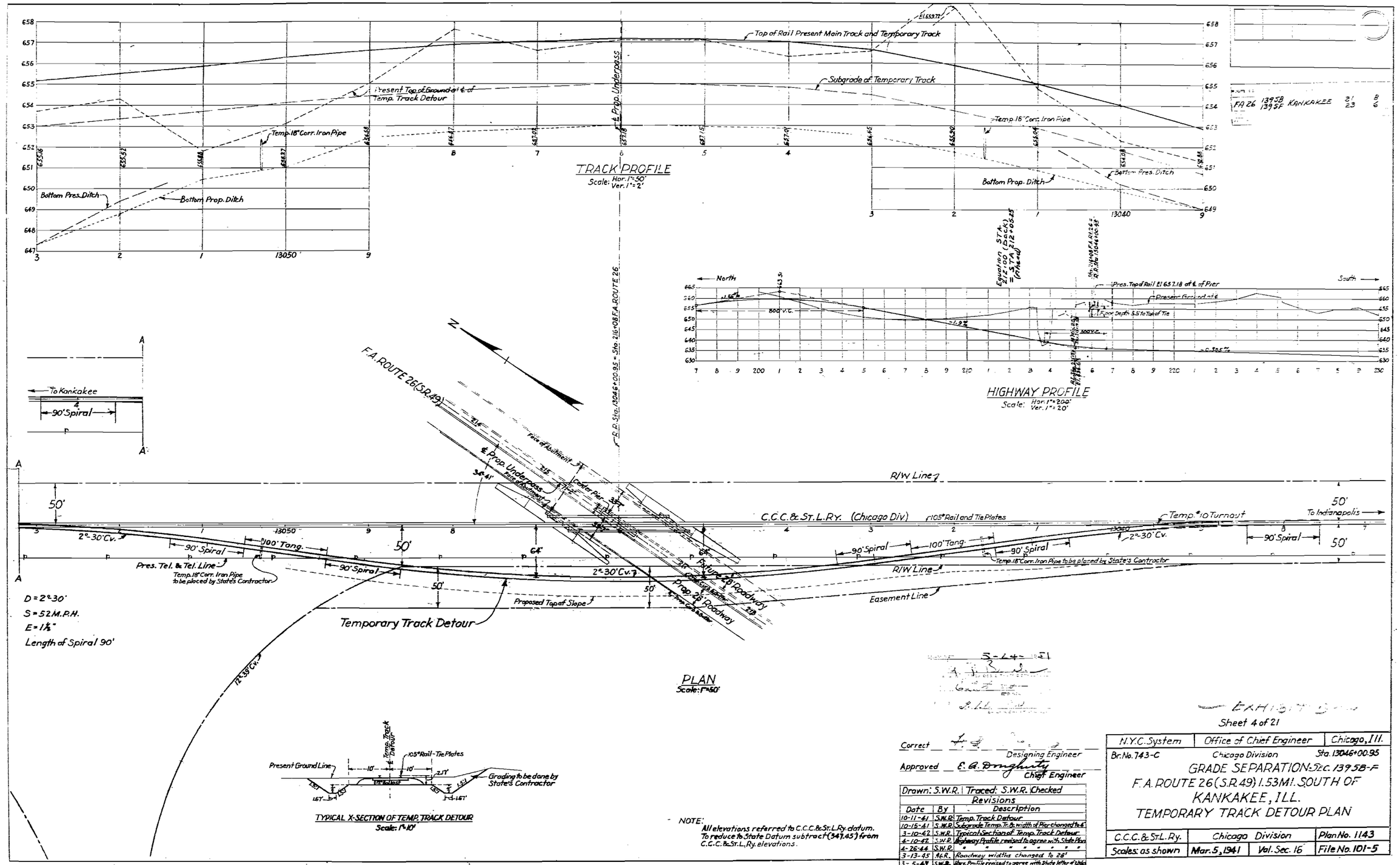
℄ TRACK PROFILE - TOP OF TIE - Ry. DATUM
HORIZ. SCALE 1" = 100'
VERT. " 1" = 10'
EQUATION - EL. R.R. DATUM = F.A. ROUTE No. 26
DATUM + 347.45'

EXHIBIT 4
Sheet 3 of 21

Correct Geo. E. Robison
Engineer of Structures
Approved E. A. Dougherty
Chief Engineer

Drawn - W.M.S. E.A.O.	Traced E.A.O.	Checked G.R.B.
REVISIONS		
Date	By	Description
4-26-44	E.E.D.	a/c State Changes - Letter of 3/12/62
3-5-47	A.C.M.	" " " " 2/4/47
8-15-51	State	Highway Profile Elevations
6-6-57	State	" " " "

N.Y.C. System	Office of Chief Engineer	Chicago, Ill.
BR. #743-C CHICAGO DIVISION STA. 13046+00.95		
GRADE SEPARATION - SEC 13938-F		
F.A. ROUTE 26 (S.R. 49) 1.53 MI. SO. OF KANKAKEE, ILL.		
PROFILES		
C.C.C.&St.L. Ry.	Chicago Division	Plan No. 1142
Scales as noted	Feb. 24, 1941 Val. Sec. 16	File No. 101-4



NOTE:
All elevations referred to C.C.C.&St.L.Ry. datum. To reduce to State Datum subtract (347.45') from C.C.C.&St.L.Ry. elevations.

Correct _____ Designing Engineer

Approved E. A. Dougherty Chief Engineer

Drawn: S.W.R.	Traced: S.W.R.	Checked
Revisions		
Date	By	Description
10-11-41	S.W.R.	Temp. Track Detour
10-15-41	S.W.R.	Subgrade Temp. Tr. & width of Pier changed to 6'
3-10-42	S.W.R.	Typical Sections of Temp. Track Detour
4-10-42	S.W.R.	Highway Profile revised to agree with State Plan
4-26-44	S.W.R.	" " " " " " "
3-13-45	H.G.R.	Roadway width changed to 28'
3-5-49	S.W.R.	Hwy. Profile revised to agree with State letter of 12/6/48
8-15-51	State	Highway Profile

EXHIBIT D

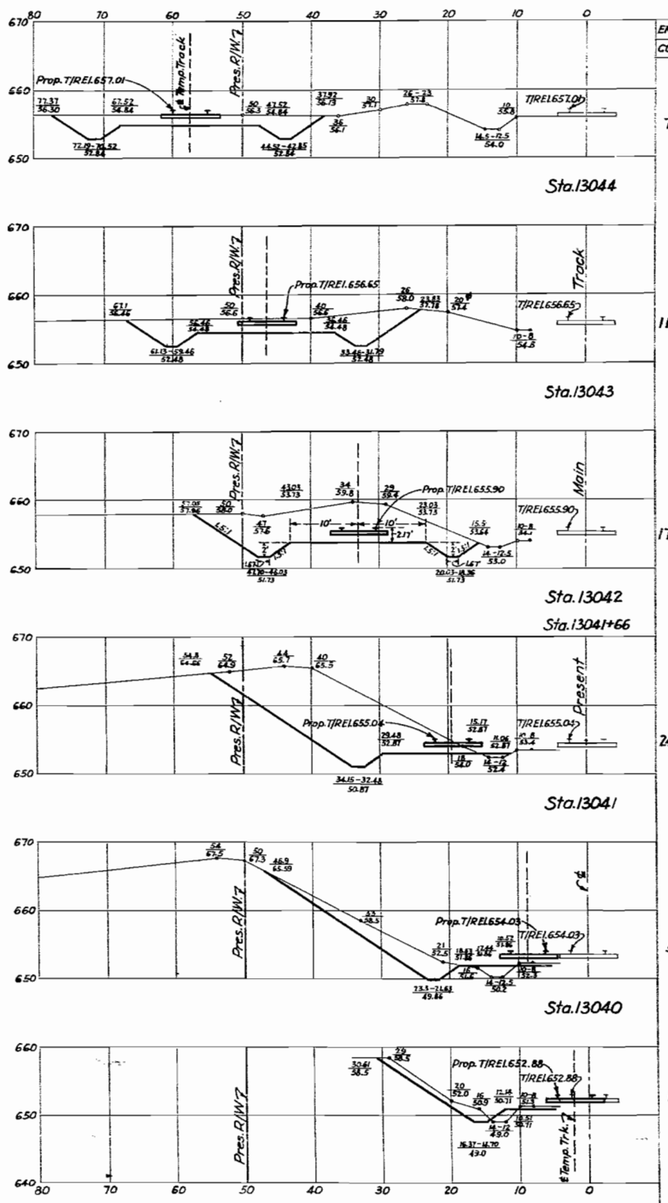
Sheet 4 of 21

N.Y.C. System	Office of Chief Engineer	Chicago, Ill.
Br. No. 743-C	Chicago Division	Sta. 13046+00.95

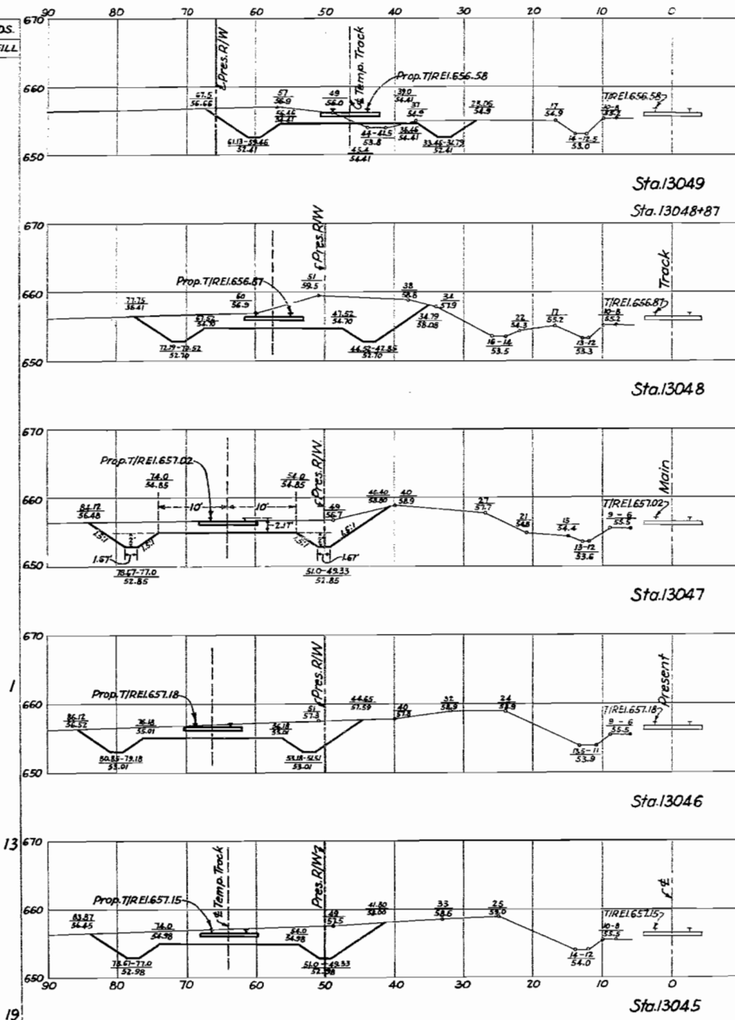
GRADE SEPARATION-Sec. 13958-F
F.A. ROUTE 26 (S.R. 49) 1.53 MI. SOUTH OF KANKAKEE, ILL.
TEMPORARY TRACK DETOUR PLAN

C.C.C.&St.L.Ry.	Chicago Division		Plan No. 1143
Scales: as shown	Mar. 5, 1941	Vol. Sec. 16	File No. 101-5

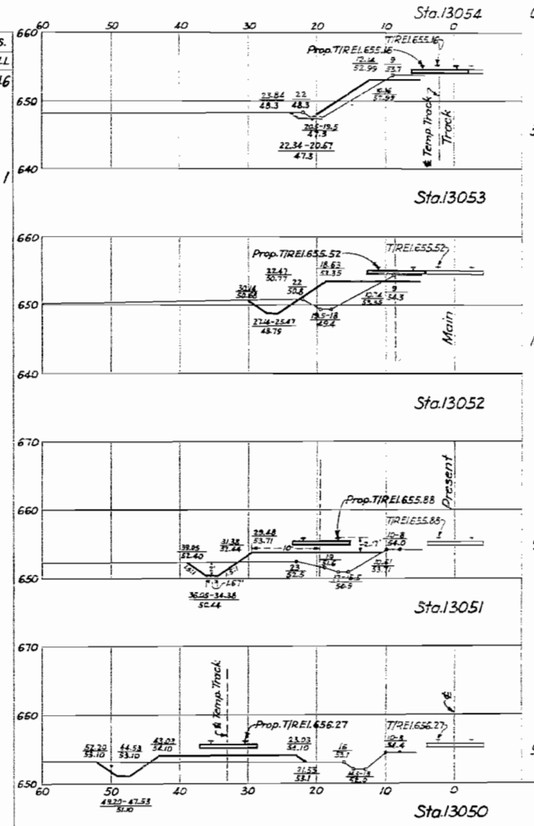
ROUTE NO.	SECTION		
FA 26	139SB	91	9
	139SF KANKAKEE	23	7



	END AREA CUT	END AREA FILL	CU. YDS. CUT	CU. YDS. FILL
Sta. 13044				319
	72			
Sta. 13043			339	
	111			
Sta. 13042			537	
	179			
Sta. 13041+66		0		780
	242	1		
Sta. 13041			554	13
	57	6		
Sta. 13040			141	19
	19	4		
Sta. 13039			35	7
Sta. 13038	0	0		



	END AREA CUT	END AREA FILL	CU. YDS. CUT	CU. YDS. FILL
Sta. 13049			135	46
	64	3		
Sta. 13048+87			0	385
	144			
Sta. 13048				435
	91			
Sta. 13047			342	
	94			
Sta. 13046			359	
	100			
Sta. 13045				



	END AREA CUT	END AREA FILL	CU. YDS. CUT	CU. YDS. FILL
Sta. 13054			0	0
	9	15		
Sta. 13053			5	8
	35	61		
Sta. 13052			14	25
	43	105		
Sta. 13051			9	32
	33	100		
Sta. 13050			9	22

Total Railroad Excavation 4481 C.Y.

Note: To be wasted 4113 C.Y.
To be placed for Temporary Track Embankment 368 C.Y.
4481 C.Y.

5-24-1951

NOTE:-
All elevations referred to C.C.C.&St.L.Ry. datum.
To reduce to State Datum subtract (347.45') from C.C.C.&St.L.Ry. elevations.

Correct _____ Designing Engineer
Approved E. A. Dougherty Chief Engineer

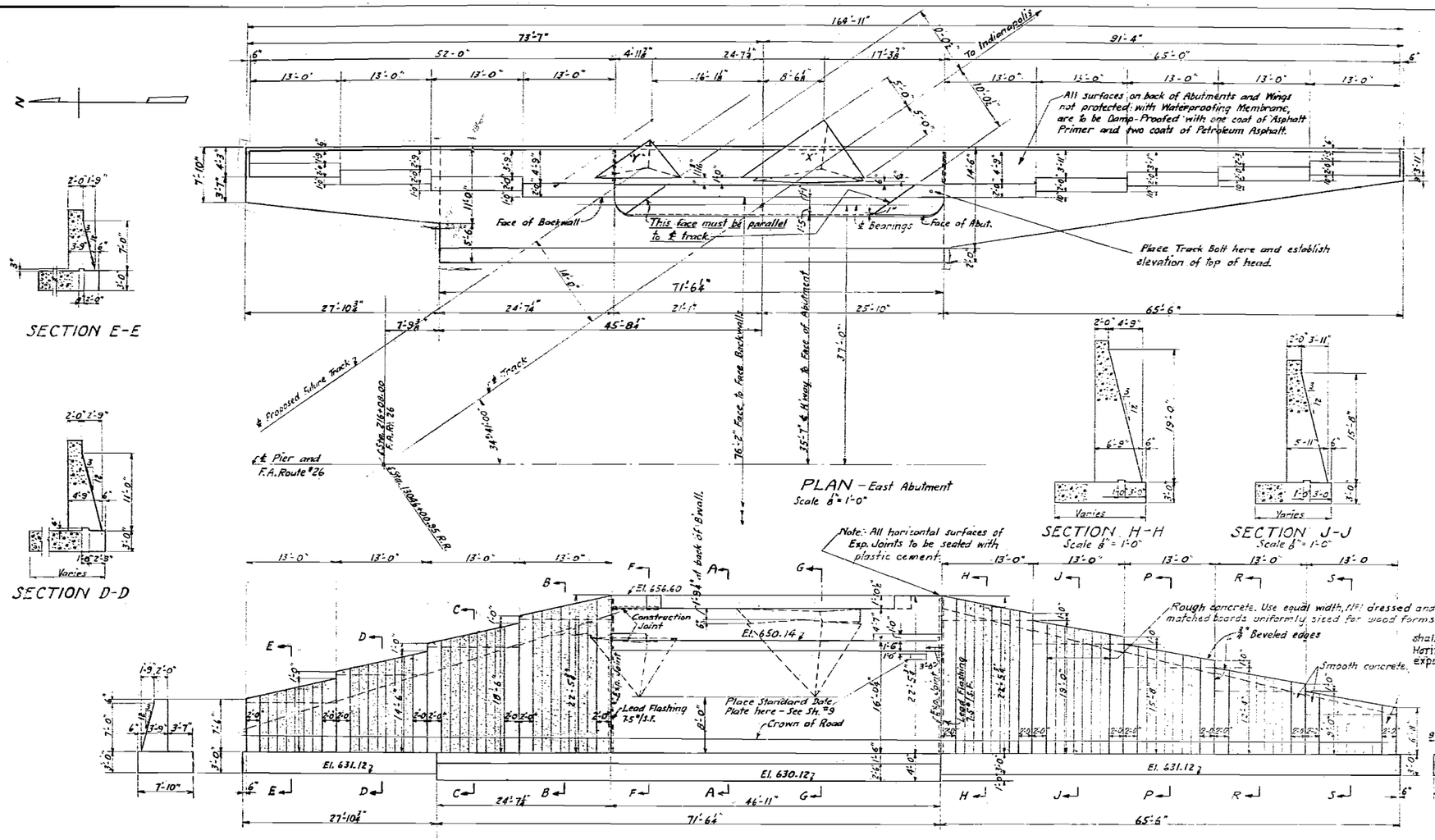
Drawn: S.W.R.	Traced: S.W.R.	Checked
Revisions		
Date	By	Description

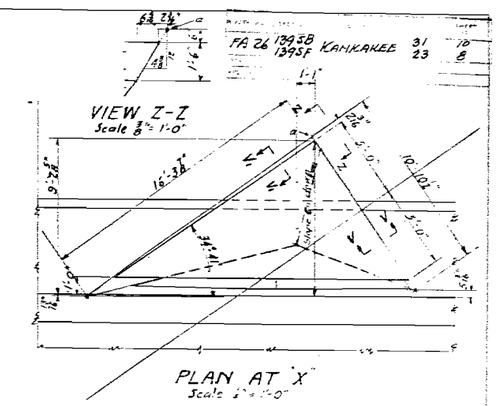
Sheet 5 of 21

N.Y.C. System	Office of Chief Engineer	Chicago, Ill.
Br. No. 743-C	Chicago Division	Sta. 13046+00.95

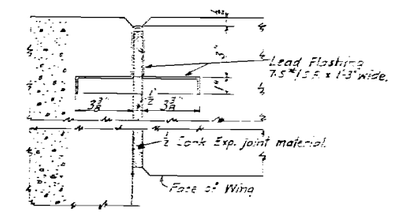
GRADE SEPARATION-SEC. 139-SB-F
F.A. ROUTE 26 (S.R. 49) 1.53 MI. SOUTH OF
KANKAKEE, ILL.
CROSS SECTIONS OF RAILROAD

C.C.C.&St.L.Ry.	Chicago Division		Plan No. 1158
Scale: 1" = 10'	Oct. 11, 1941	Val. Sec. 16	File No. 101-20





Note:- For Typical Plan of "Tie Rest" at point "Y" see West Abutment Sh. #7.

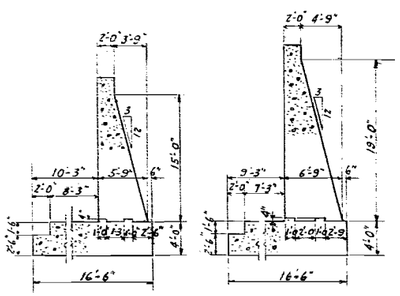


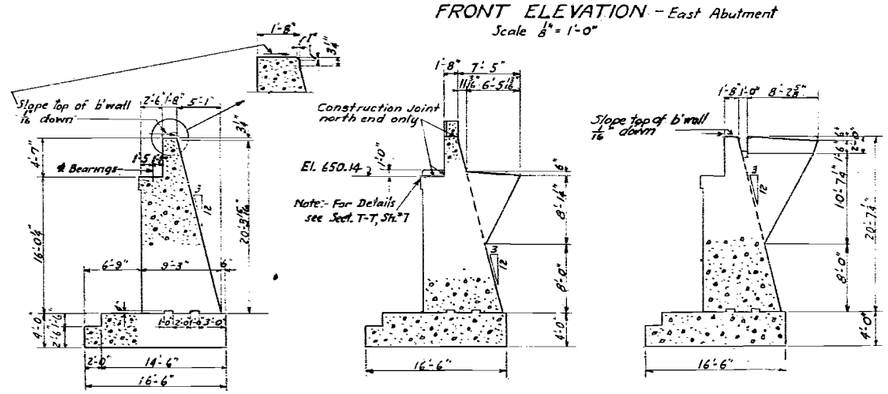
EXPANSION JOINT DETAIL
Scale 3" = 1'-0"

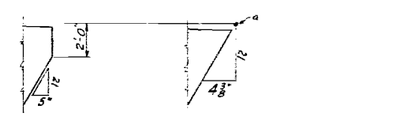
Note:- If additional construction joints are approved by the Engineer they shall be protected by Lead Waterstops as shown for expansion joints. Horizontal and vertical waterstops to be soldered at junctions. No cork expansion joint material required at construction joints.

ESTIMATED QUANTITES	
EAST ABUTMENT	
Concrete - Class "A" - Footing	369. Cu.Yd.
Concrete - " " - Neat Work	462. " "
1/2" Cork Exp. Jt. Material	180 Sq.Ft.
*Sheet Lead - 1#/Ft. Thick 7.5#/Sq.Ft.	490 Lb.
*Damp-proofing	2850 Sq.Ft.
Reinforcing Steel (See Sh. #10 & 12)	31039 Lb.

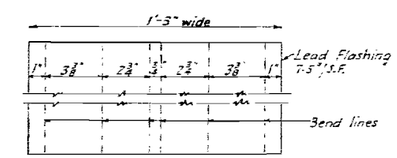
*Cost included in Unit Price bid for Concrete, Class "A"







Note:- For Sections P-P, R-R and S-S see West Abutment Sh. #7



DEVELOPMENT OF LEAD FLASHING
Scale 3" = 1'-0"

For General Notes see sheet #7.

Sheet 6 of 21

Correct Geo. E. Robinson — Engineer of Structures
Approved E. Q. Dougherty — Chief Engineer

Drawn. H.L.R.	Traced.	Checked G.P.B.

REVISIONS.

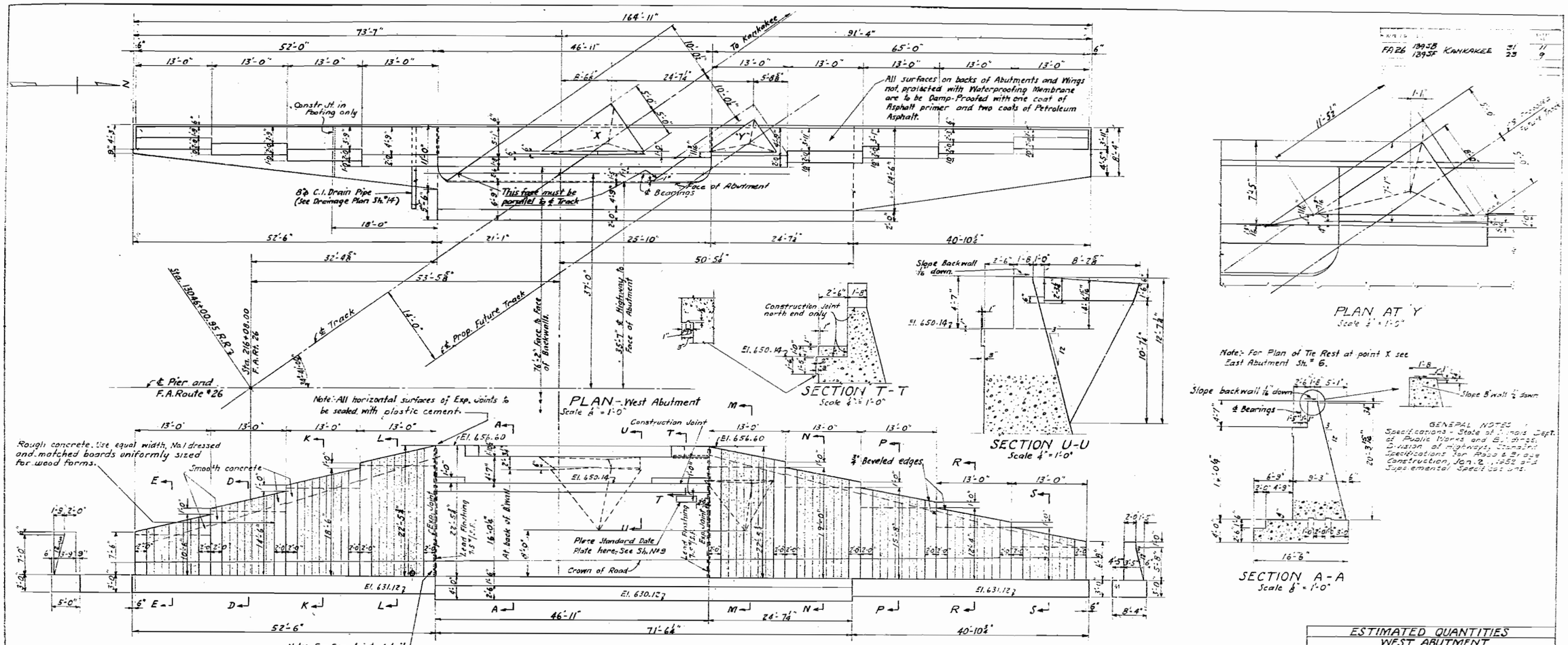
Date	By	Description.
4-26-44	E.E.D.	o/c. State Changes - Letter of 3/21/42.
5-5-47	R.E.R.	" " " " " 7/8/47
6-6-52	F.P.P.	Br. Seat elev. revised

N.Y.C. System	Office of Chief Engineer	Chicago, Ill.

BR. #743-C CHICAGO DIVISION STA. 13046+00.95
GRADE SEPARATION - SEC. 139.5B
F.A. ROUTE 26 (S.R. 49) 1.53 MI. SO. OF KANKAKEE, ILL.

MASONRY PLAN - EAST ABUT.

C.C.C. & St. L. Ry.	Chicago Division	Plan No. 1148
Scales as shown	Nov. 27, 1941	Val. Sec. 16	File No. 101-10



PLAN - West Abutment
Scale ⅛" = 1'-0"

SECTION T-T
Scale ¼" = 1'-0"

SECTION U-U
Scale ¼" = 1'-0"

PLAN AT 'Y'
Scale ¼" = 1'-0"

SECTION A-A
Scale ⅛" = 1'-0"

FRONT ELEVATION - West Abutment
Scale ⅛" = 1'-0"

SECTION K-K
Scale ⅛" = 1'-0"

SECTION L-L
Scale ⅛" = 1'-0"

SECTION M-M
Scale ⅛" = 1'-0"

SECTION N-N
Scale ⅛" = 1'-0"

SECTION P-P
Scale ⅛" = 1'-0"

SECTION R-R
Scale ⅛" = 1'-0"

SECTION S-S
Scale ⅛" = 1'-0"

GENERAL NOTES
Specifications - State of Illinois Dept. of Public Works and Buildings, Division of Highways, Standard Specifications for Road & Bridge Construction, Jan. 2, 1952 and Supplemental Specifications.

ESTIMATED QUANTITIES WEST ABUTMENT	
Concrete - Class "A" - Footings	228 Cu.Yd.
Concrete - " " - Neat Work	423. " "
*1/2" Cork Exp. Jt. Material	180 Sq.Ft.
*Sheet Lead - 1/8" Thick, 7.5#/sq.ft.	470 Lb.
*Damp-proofing	2850 Sq.Ft.
Reinforcing Steel (See Sh. #11 & 13)	51,551 Lb.

*Cost included in Unit Price bid for Concrete, Class "A"

Note:- For Details of Expansion Joint and Lead Flashing see East Abutment Sh. # 6
Construction joint Note on Sheet #6 applies to both East & West Abuts.

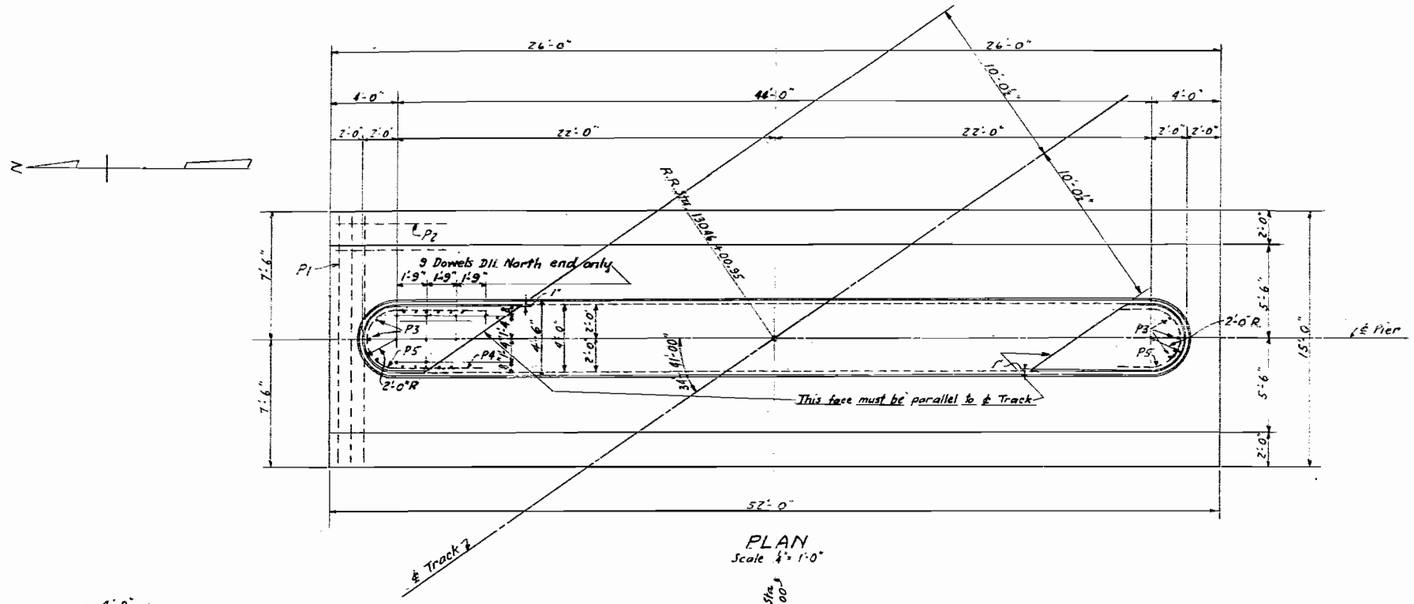
Sheet 7 of 21

Correct Geo. E. Robinson Engineer of Structures
Approved E. A. Doughty Chief Engineer

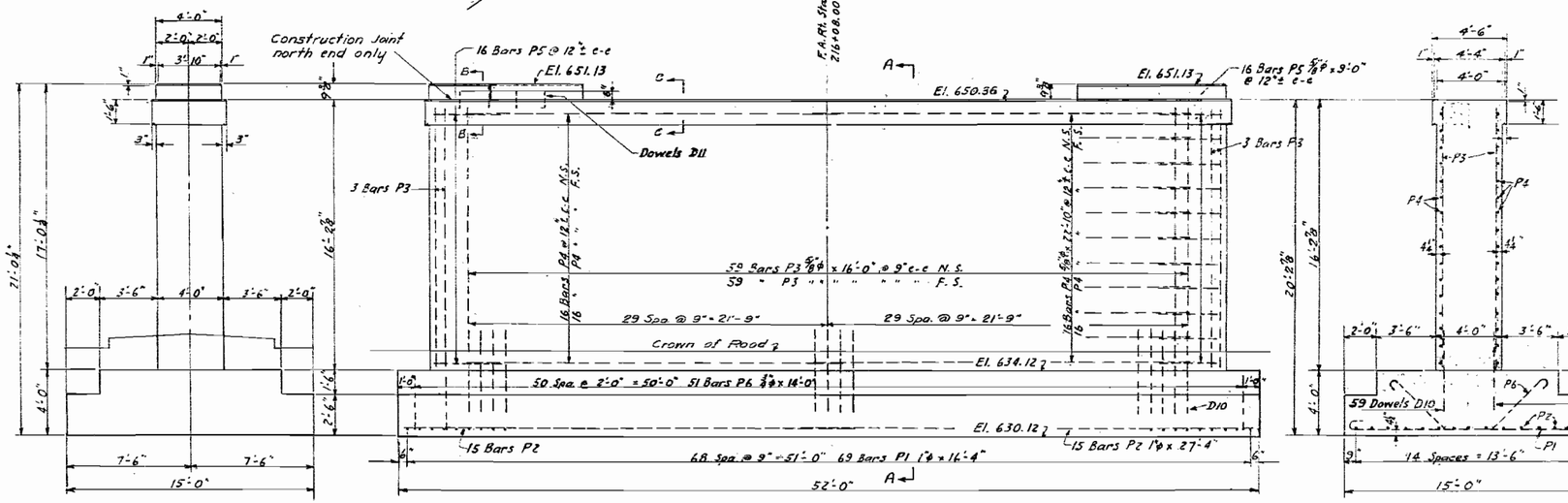
Drawn. A.L.R.	Traced.	Checked. G.P.B.
REVISIONS.		
Date	By	Description
6-26-49	E.L.D.	s/c State Changes: Letter of 5/15/42
3-5-47	K.C.P.	Do. " " " " 2/6/47
6-8-52	F.R.P.	Br. Seat elev. revised.

N.Y.C. System	Office of Chief Engineer	Chicago, Ill.
BR. #743-C CHICAGO DIVISION STA. 13046+00.95		
GRADE SEPARATION - SEC. 139.5B		
F.A. ROUTE 26 (S.R. 49) 1.53 MI. SO. OF KANKAKEE, ILL.		
MASONRY PLAN - WEST ABUT.		
C.C.C. & St. L. Ry.	Chicago Division	Plan No. 1149
Scales as shown	Nov. 27, 1941	Val. Sec. 16	File No. 101-11

FA 26	1893B	KANKAKEE	31 12
	1893F		23 10

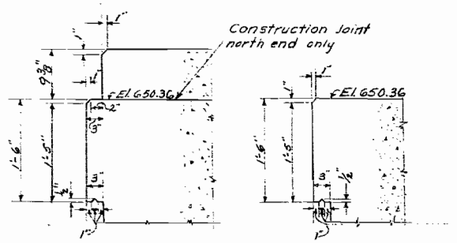


PLAN
Scale ¼" = 1'-0"



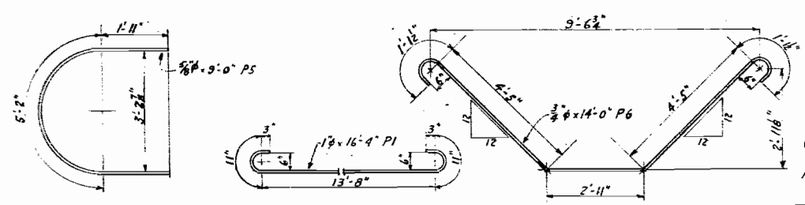
ELEVATION
Scale ¼" = 1'-0"

SECTION A-A



SECTION B-B
Scale 1" = 1'-0"

SECTION C-C
Scale 1" = 1'-0"



BENDING DETAILS

BILL OF BARS						
Mark	No.	Size	Length	Location	Remarks	Weight
P1	69	1"φ	16'-0"	Footing trans.	Rest. ℄	2868#
P2	30	1"φ	27'-4"	" long.	Stagger	2120
P3	124	5/8"φ	16'-0"	Pier vert.		2070
P4	64	"	22'-10"	" horiz		1524
P5	32	"	9'-0"	" ends	Bent	520
P6	51	3/4"φ	14'-0"	Footing, Trans	"	1072
D10	118	3/4"φ	5'-0"	Dowels	Stagger	386
D11	9	"	1'-0"	"	"	14
					Total =	11004#

Note:- All bars are deformed, and of intermediate grade billet steel.

ESTIMATED QUANTITIES	
PIER	
Concrete, Class "A" Footings	104 C.Y.
" " " Neat Work	116 C.Y.
Reinforcing Steel	11004 Lb.

FINAL REPORT ON MASONRY AS BUILT
Station and Plus at center of Bridge
A.F.E. No. Built by
Work started Work completed

ACTUAL QUANTITIES

DESCRIPTION	EAST ABUT	WEST ABUT	PIER No. 1	PIER No. 2	ARCH RINGS, PARAPETS FLOOR SLABS, ETC. SPAN 1	SPAN 2	SPAN 3	TOTAL QUANT.
Grading, Cubic Yard								
Dry Earth Excavated, Cu. Yd.								
Wet Earth Excavated, Cu. Yd.								
Dry Rock Excavated, Cu. Yd.								
Wet Rock Excavated, Cu. Yd.								
Foundation Piling, Lineal Ft.								
Cofferdam Timber, Ft. B.M.								
Steel Sheet Piling, Left In, Tons								
Steel Sheet Piling, Removed, Tons								
Puddle Dam Material, Cu. Yd.								
Reinforcing Bars, Lb.								
Class "A" Concrete, Cu. Yd.								
Class "B" Concrete, Cu. Yd.								
Class "C" Concrete, Cu. Yd.								
Class "X" Concrete, Cu. Yd.								
Waterproofing Sq. Ft.								
Source, Size, Kind Stone								
Source, Size, Kind Sand								
Brand of Cement								
Elevation Top of Coping								
" Top of Footing								
" Bottom of Footing								
Character of Foundation								

Bench mark used in Constr; Location Elevation Sea Level Datum
Bench mark established on Struct. Elevation Sea Level Datum
Remarks

I hereby certify that the above information is correct, and that on this print ALL deviations from the plan are correctly shown.
Title
Place Date
The above information and the changes shown on this print have been recorded on the original drawing this date.
Checked by Draftsman

For General Notes see Sheet 7

Sheet 8 of 21

Correct Geo. E. Robinson Engineer of Structures.
Approved E. A. Doughty Chief Engineer.

Drawn. A.C.R.	Traced.	Checked. G.P.B.
REVISIONS.		
Date	By	Description.
7-5-47	A.C.R.	To state changes-letter 7/9/47
6-6-52	E.P.P.	Br. Seat elevation revised

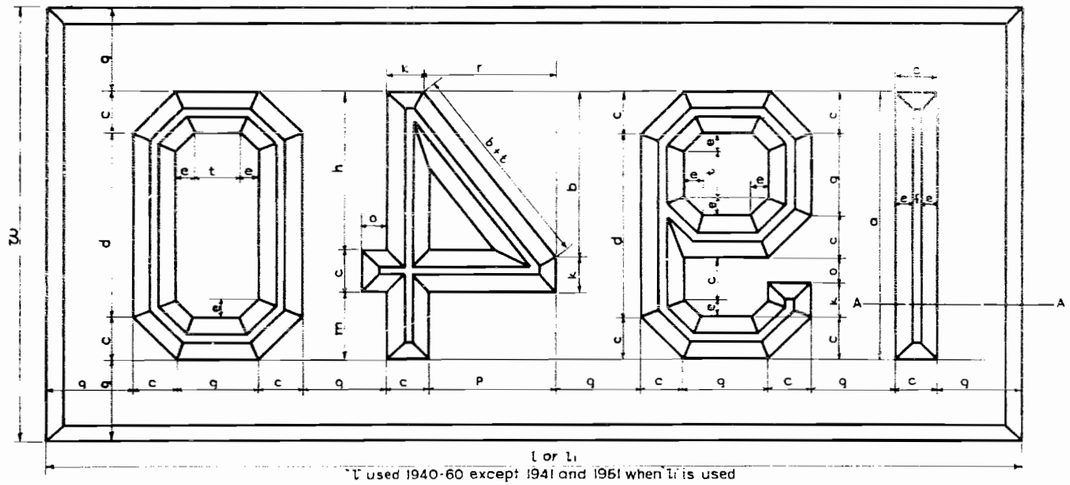
N.Y.C. System	Office of Chief Engineer.	Chicago, Ill.

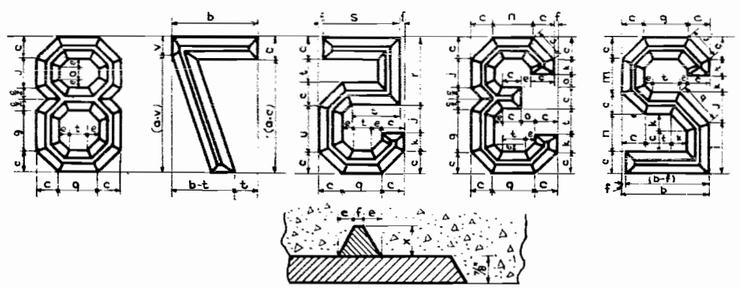
Br. # 743-C CHICAGO DIVISION STA. 13046+00.95
GRADE SEPARATION - SEC. 139-5B
F.A. ROUTE 26 S.R. 49 1.53 MI. SO. OF KANKAKEE, ILL.

MASONRY PLAN - PIER.

C.C.C. & St. L. Ry.	Chicago Division	Plan No. 1150
Scales as shown	Nov. 27, '41 Val. Sec. 16	File No. 101-12

FA 26 1395B 1395F KANKAKEE 31 13 23 11





DIMENSIONS FOR VARIOUS SIZES OF LETTERS																								
a	b	c	d	e	f	q	h	i	j	k	m	n	o	p	r	s	t	u	v	x	l	l_1	w
8"	5"	1¼"	5½"	½"	¼"	2½"	4¾"	5"	1⅜"	1"	2"	2½"	¾"	3¾"	4"	4½"	1½"	2¾"	⅞"	⅞"	18¾"	25"	13"

STANDARD DATE PLATE FORM
Incidental to concrete.

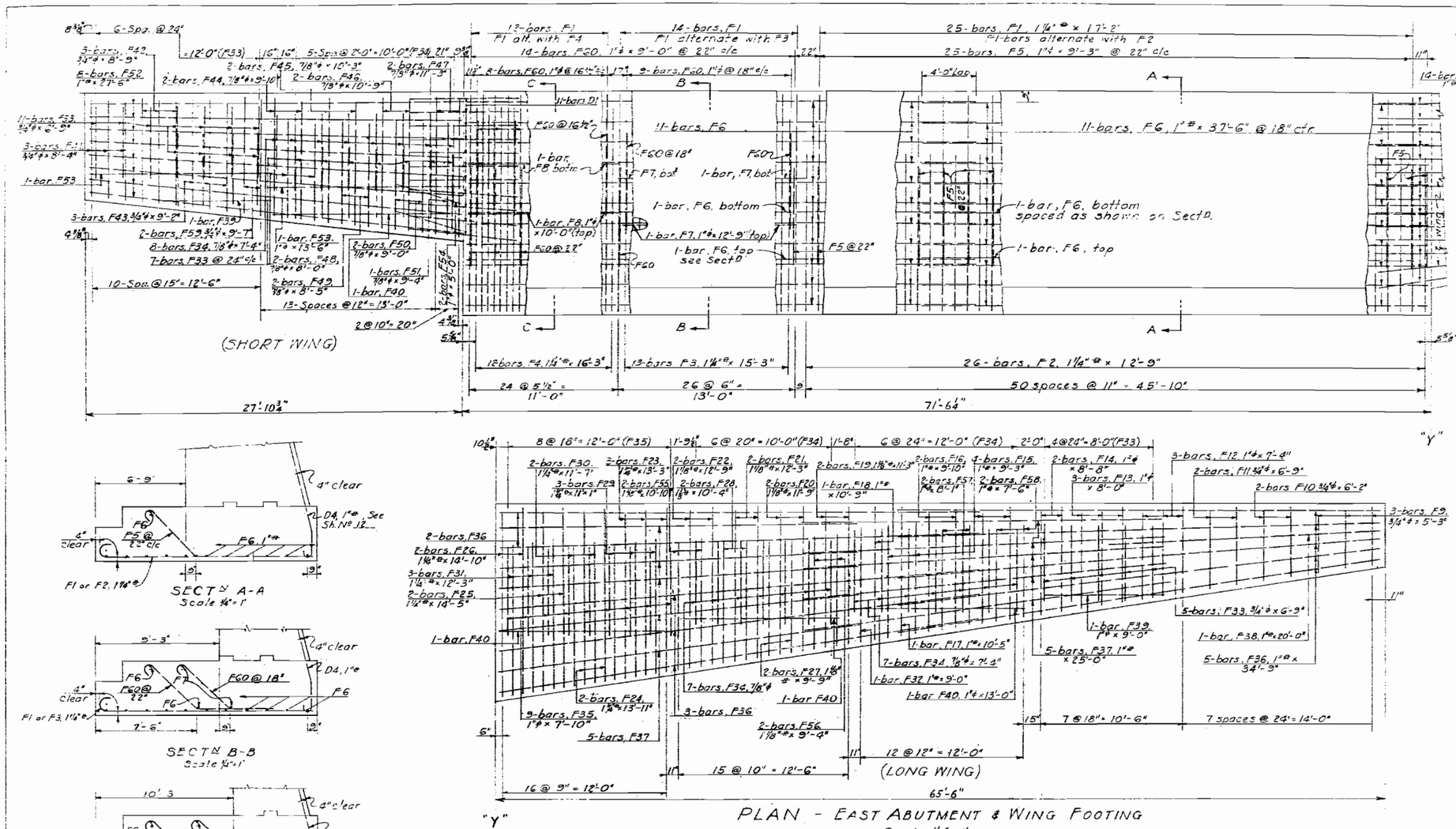
5-24-51
H. T. Bruce

Correct Geo. E. Robinson
Engineer of Structures
Approved E. A. Dougherty
Chief Engineer

Drawn		Traced	Checked
REVISIONS			
Date	By		
3-5-41	H.C.R.	% State Changes-Lettered 2/18/47	

Sheet 9 of 21

N.Y.C. System	Office of Chief Engineer	Chicago, Ill.
BR. NO. 743-C CHICAGO DIVISION STA. 13046+00.95		
GRADE SEPARATION-SEC. 1395B		
F.A. ROUTE 26 S.R. 49 1.53 MI. SO. OF KANKAKEE, ILL.		
DATE PLATE PLAN		
C.C.C. & St.L. R.R.	Chicago Division	Plan No. 1156
Scale-	Dec. 1, 1941 Val. Sec. 16	File No. 101-18



FA 26 1395B 1395F KANKAKEE 31 14 23 12

*NOTE-
All bars are deformed, and are of intermediate grade billet steel.

*BILL OF REINFORCING BARS
EAST ABUTMENT & WING FOOTINGS

Mark	Size	No	Length	Location		Remarks	Wgt
F1	1 1/8 ⊕	51	17'-2"	trans. main ftg. bars	Bent see sch.		4550
F2	1 1/8 ⊕	26	13'-9"	" " " "	" " " "		1
F3	1 1/8 ⊕	13	15'-3"	" " " "	" " " "		253
F4	1 1/8 ⊕	12	16'-9"	" " " "	" " " "		242
F5	1 ⊕	89	9'-3"	" " " "	" " " "		1
F6	1 ⊕	26	37'-6"	length	4 ft. b.	Stff	3315
F7	1 ⊕	2	12'-9"	"	4 ft. b.		68
F8	1 ⊕	2	10'-0"				68
F9	3/4 ⊕	3	5'-3"	transv. crawl ftg. bars	Bent see sch.		32
F10	3/4 ⊕	2	6'-2"	" " " "	" " " "		18
F11	3/4 ⊕	2	6'-9"	" " " "	" " " "		20
F12	1 ⊕	2	9'-4"	" " " "	" " " "		59
F13	1 ⊕	3	6'-2"	" " " "	" " " "		63
F14	1 ⊕	2	8'-9"	" " " "	" " " "		56
F15	1 ⊕	4	9'-9"	" " " "	" " " "		156
F16	1 ⊕	2	9'-10"	" " " "	" " " "		62
F17	1 ⊕	1	10'-5"	" " " "	" " " "		35
F18	1 ⊕	1	10'-9"	" " " "	" " " "		37
F19	1 1/8 ⊕	2	11'-3"	" " " "	" " " "		87
F20	1 1/8 ⊕	2	11'-9"	" " " "	" " " "		101
F21	1 1/8 ⊕	2	12'-3"	" " " "	" " " "		105
F22	1 1/8 ⊕	2	12'-9"	" " " "	" " " "		110
F23	1 1/8 ⊕	3	13'-3"	" " " "	" " " "		211
F24	1 1/8 ⊕	2	13'-11"	" " " "	" " " "		128
F25	1 1/8 ⊕	2	14'-5"	" " " "	" " " "		133
F26	1 1/8 ⊕	2	14'-10"	" " " "	" " " "		138
F27	1 1/8 ⊕	2	9'-9"	" " " "	" " " "		90
F28	1 1/8 ⊕	2	10'-4"	" " " "	" " " "		96
F29	1 1/8 ⊕	3	11'-1"	" " " "	" " " "		155
F30	1 1/8 ⊕	2	11'-7"	" " " "	" " " "		108
F31	1 1/8 ⊕	3	12'-3"	" " " "	" " " "		172
F32	1 ⊕	1	9'-0"	" " " "	" " " "		31
F33	3/4 ⊕	23	6'-9"	" " " "	" " " "		353
F34	7/8 ⊕	22	7'-4"	" " " "	" " " "		352
F35	1 ⊕	9	7'-10"	" " " "	" " " "		125
F36	1 ⊕	10	34'-9"	length	Stff		1215
F37	1 ⊕	10	25'-0"	"	"		850
F38	1 ⊕	1	20'-0"	"	"		68
F39	1 ⊕	2	9'-0"	both " "	"		35
F40	1 ⊕	4	13'-0"	both " "	"		104
F41	3/4 ⊕	3	8'-0"	transv. short ftg. bot	Bent see Sch.		28
F42	3/4 ⊕	3	8'-5"	" " " "	" " " "		29
F43	3/4 ⊕	3	9'-2"	" " " "	" " " "		31
F44	7/8 ⊕	2	9'-10"	" " " "	" " " "		40
F45	7/8 ⊕	2	10'-3"	" " " "	" " " "		42
F46	7/8 ⊕	2	10'-9"	" " " "	" " " "		44
F47	7/8 ⊕	2	11'-3"	" " " "	" " " "		46
F48	7/8 ⊕	2	5'-0"	" " " "	" " " "		23
F49	7/8 ⊕	2	8'-5"	" " " "	" " " "		35
F50	7/8 ⊕	2	9'-0"	" " " "	" " " "		37
F51	7/8 ⊕	1	9'-2"	" " " "	" " " "		19
F52	1 ⊕	8	27'-5"	length	Stff		728
F53	1 ⊕	2	13'-6"	"	"		72
F54	1 ⊕	2	5'-0"	"	"		27
F55	1 1/8 ⊕	2	10'-10"	transv. crawl ftg. bot	Bent see Sch.		93
F56	1 1/8 ⊕	2	5'-4"	" " " "	" " " "		50
F57	1 ⊕	2	8'-1"	" " " "	" " " "		55
F58	1 ⊕	2	7'-6"	" " " "	" " " "		51
F59	3/4 ⊕	2	5'-11"	short " " " "	" " " "		39
D1	1 ⊕	25	8'-0"	dowels main ftg. to W. ftg.	Stff		680
*D2	3/4 ⊕	4	9'-11"	long wing ftg. Vert. bars	Bent see Detail		60
*D3	1 ⊕	10	13'-6"	" " " "	" " " "		228
*D4	1 ⊕	50	9'-3"	Short " Abut. "	" " " "		1573
*D5	3/4 ⊕	5	11'-2"	" " " "	" " " "		99
*D6	3/4 ⊕	15	7'-3"	Both " " " "	" " " "		163
*D7	1 ⊕	27	8'-3"	long " " " "	" " " "		367
F60	1 ⊕	31	8'-0"	transv. main ftg. bot	" " " "		258
					Total =		22601#

*Note-See Sh. No. 12 for Bending Diagrams and Location

Correct: Geo. T. Robinson Engineer of Structures
Approved: E. A. Doughty Chief Engineer

Drawn: E.E.D.	Traced:	Checked: G.P.B.
REVISIONS		
Date	By	Description
5-5-47	A.C.R.	W/c State Changes - Letter of 3/4/47

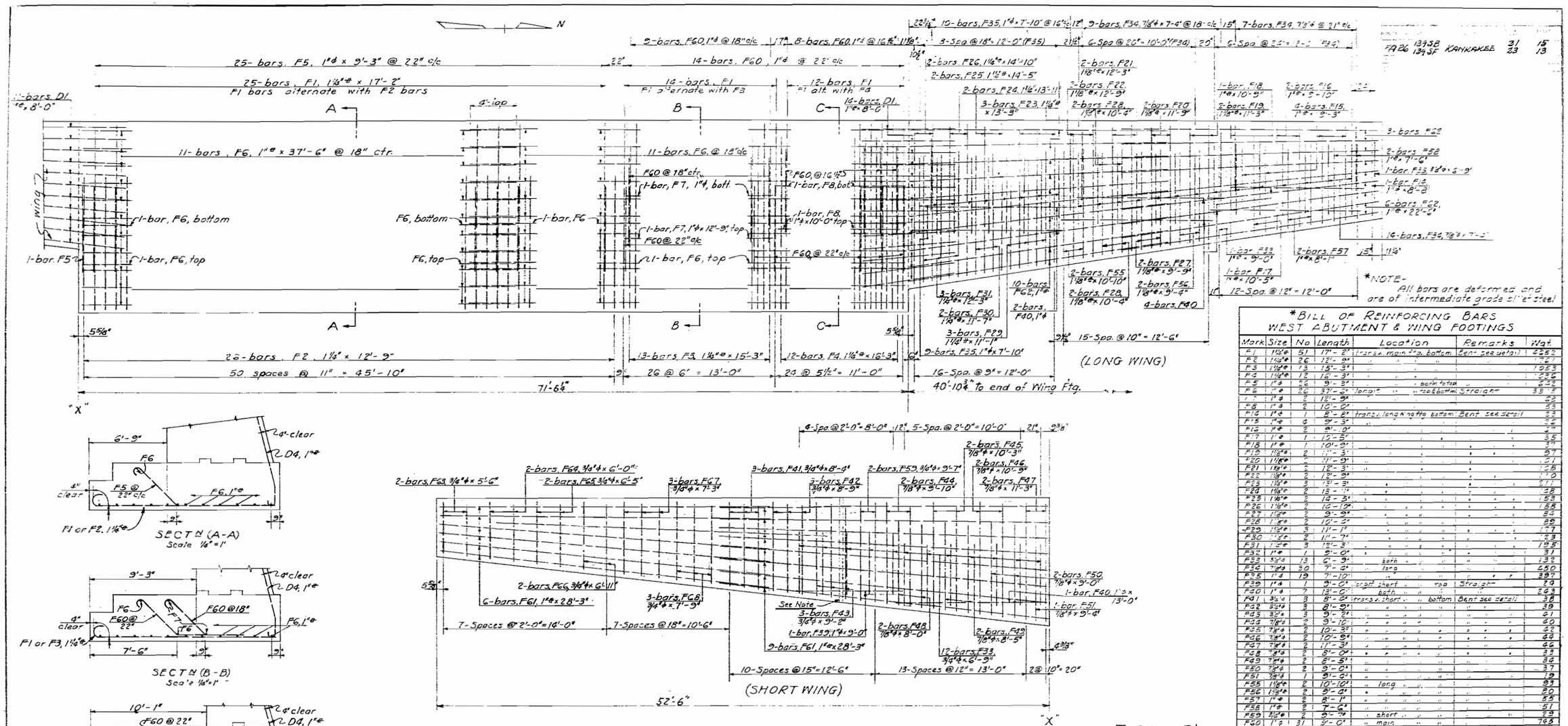
Sheet 10 of 21

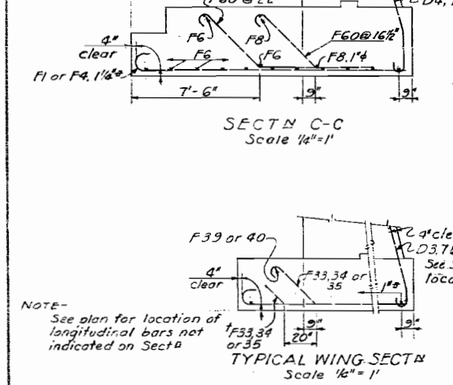
N.Y.C. System	Office of Chief Engineer	Chicago, Ill.

BR #743-C CHICAGO DIVISION STA. 13046+00.95
GRADE SEPARATION - SEC. 1395B
F.A. ROUTE 26 S.R. 49 1.53 MI. SO. OF KANKAKEE, ILL.

REINF. PLAN - EAST ABUT. F'T'G

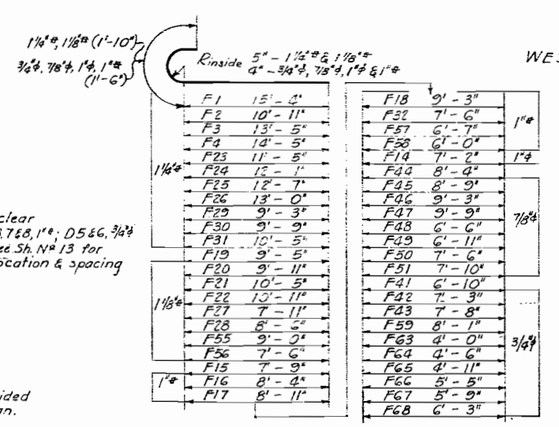
C.C.C.&St.L.R.R.	Chicago Division	Plan No. 1151
Scale - As Shown	Dec. 1, 1941	Vol. Sec. 16	File No. 101-13



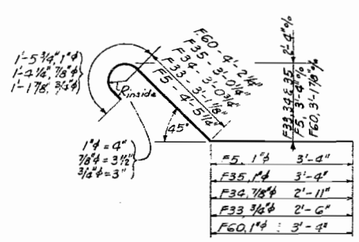


NOTE-
See plan for location of longitudinal bars not indicated on Sect^n

†NOTE-
Additional F33, 34 & 35 - bars are provided in Footg of long wing only, see plan.



PLAN
WEST ABUTMENT & WING FOOTINGS
Scale — ½" = 1'



BAR BENDING DIAGRAMS

Note- Constr.^n in S.W. Wing Footing necessitates respacing of longitudinal reinforcement and some of the dowels, D1, as shown on Plan No. 1148a.

*Note-See Sh. No. 12 for Bending Diagrams and Location

Correct Geo. E. Robinson
Engineer of Structures
Approved E. A. Gonnitty
Chief Engineer

Drawn: E.E.D.	Traced:	Checked: G.P.B.
REVISIONS		
Date	By	Description
3-6-47	R.C.R.	To State changes - Letter of 3/14/47

*BILL OF REINFORCING BARS
WEST ABUTMENT & WING FOOTINGS

Mark	Size	No	Length	Location	Remarks	Wgt
F1	1⅛"ϕ	51	17'-2"	trans., main ftg. bottom	Bent see detail	2252
F2	1⅛"ϕ	26	12'-9"	" " "	" "	1421
F3	1⅛"ϕ	13	15'-3"	" " "	" "	1053
F4	1⅛"ϕ	12	16'-9"	" " "	" "	1296
F5	1"ϕ	56	9'-3"	" " both	" "	864
F6	1"ϕ	20	37'-6"	long^l " " bottom	Straight	38 2
F7	1"ϕ	1	12'-9"	" " "	"	43
F8	1"ϕ	2	10'-0"	" " "	"	68
F12	1"ϕ	1	8'-2"	trans., long^l ftg. bottom	Bent see detail	33
F13	1"ϕ	4	9'-3"	" " "	" "	62
F14	1"ϕ	2	8'-2"	" " "	" "	54
F17	1"ϕ	1	12'-5"	" " "	" "	35
F18	1"ϕ	1	10'-9"	" " "	" "	37
F19	1⅛"ϕ	2	11'-3"	" " "	" "	97
F20	1⅛"ϕ	2	11'-9"	" " "	" "	101
F21	1⅛"ϕ	2	12'-3"	" " "	" "	105
F22	1⅛"ϕ	2	12'-9"	" " "	" "	110
F23	1⅛"ϕ	3	13'-3"	" " "	" "	171
F24	1⅛"ϕ	2	13'-11"	" " "	" "	128
F25	1⅛"ϕ	2	14'-5"	" " "	" "	133
F26	1⅛"ϕ	2	16'-10"	" " "	" "	158
F27	1⅛"ϕ	2	9'-9"	" " "	" "	85
F28	1⅛"ϕ	2	10'-4"	" " "	" "	88
F29	1⅛"ϕ	3	11'-1"	" " "	" "	177
F30	1⅛"ϕ	2	11'-7"	" " "	" "	113
F31	1⅛"ϕ	3	12'-3"	" " "	" "	195
F32	1"ϕ	1	9'-0"	" " "	" "	31
F33	¾"ϕ	13	6'-9"	both " "	" "	132
F34	⅞"ϕ	50	7'-2"	long " "	" "	650
F35	1"ϕ	19	7'-10"	" " "	" "	297
F39	1"ϕ	1	9'-0"	long^l short " "	rod	Straight 20
F40	1"ϕ	7	13'-0"	both " "	"	243
F41	¾"ϕ	3	8'-2"	trans., short " "	bottom	Bent see detail 38
F42	¾"ϕ	3	8'-9"	" " " "	" "	38
F43	¾"ϕ	3	9'-2"	" " " "	" "	41
F44	⅞"ϕ	2	9'-10"	" " " "	" "	60
F45	⅞"ϕ	2	10'-3"	" " " "	" "	42
F46	⅞"ϕ	2	10'-9"	" " " "	" "	44
F47	⅞"ϕ	2	11'-3"	" " " "	" "	46
F48	⅞"ϕ	2	8'-0"	" " " "	" "	33
F49	⅞"ϕ	2	8'-5"	" " " "	" "	34
F50	⅞"ϕ	2	9'-0"	" " " "	" "	37
F51	⅞"ϕ	1	9'-4"	" " " "	" "	19
F55	1⅛"ϕ	2	10'-10"	" long " "	" "	93
F56	1⅛"ϕ	2	9'-4"	" " " "	" "	80
F57	1"ϕ	2	8'-1"	" " " "	" "	53
F58	1"ϕ	2	7'-6"	" " " "	" "	51
F59	¾"ϕ	2	9'-7"	" short " "	" "	23
F60	1"ϕ	31	9'-0"	" main " "	" "	768
F61	1"ϕ	15	28'-3"	long^l short^t " "	Straight	1041
F62	1"ϕ	19	22'-6"	" long " "	"	1256
F63	¾"ϕ	2	5'-6"	trans., short " "	Bent see detail	17
F64	¾"ϕ	2	6'-0"	" " " "	" "	18
F65	¾"ϕ	2	6'-5"	" " " "	" "	19
F66	¾"ϕ	2	6'-11"	" " " "	" "	21
F67	¾"ϕ	3	7'-3"	" " " "	" "	33
F68	¾"ϕ	3	7'-9"	" " " "	" "	35
D1	1"ϕ	55	8'-0"	dowels, main ftg. to W. ftg.	Straight	680
⊗D3	1"ϕ	4	13'-2"	long wing ftg., vert. dowel	Bent See detail	136
⊗D4	1"ϕ	54	9'-3"	rod^ns " "	"	692
⊗D5	¾"ϕ	3	11'-0"	short wing " "	"	56
⊗D6	¾"ϕ	58	7'-3"	" " " "	"	325
⊗D7	1"ϕ	24	8'-3"	long " "	"	273
⊗D8	1"ϕ	4	10'-3"	" " "	"	139
					Total =	26,192#

Sheet 11 of 21

N.Y.C. System	Office of Chief Engineer	Chicago, Ill.

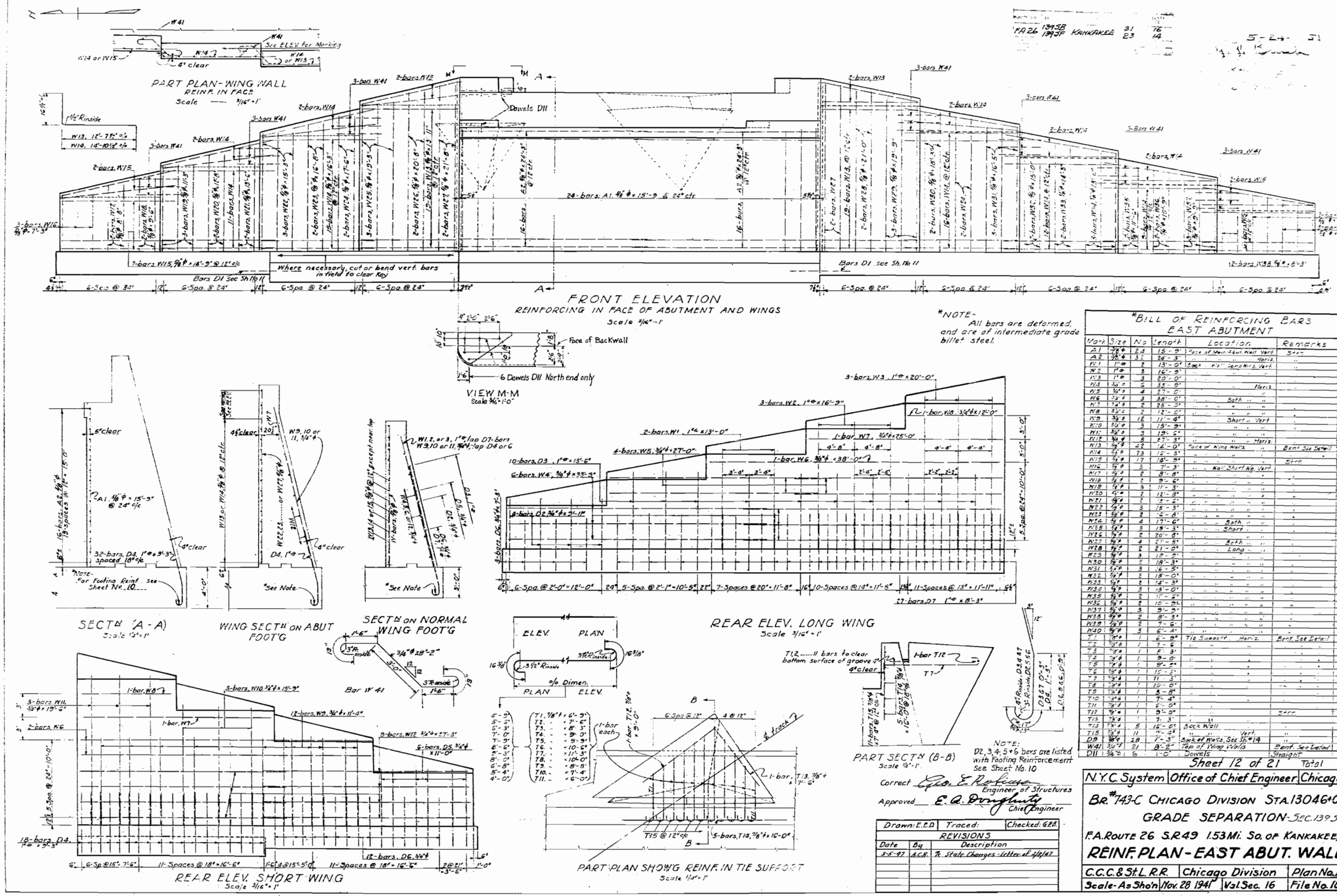
BR. #743-C CHICAGO DIVISION STA. 13046+00.95
GRADE SEPARATION-SEC. 139-5B
F.A. ROUTE 26 S.R. 49 1.53 Mi. So. OF KANKAKEE, ILL.

REINF. PLAN-WEST ABUT. F'T'G

C.C.C.& St.L.R.R.	Chicago Division	Plan No. 1152
Scale-As Shown	Dec. 1 1941	Vol. Sec. 16	File No. 101-14

FA 26 139SB 139JF KANKAKEE 31 23 76 14

5-24-31



*NOTE- All bars are deformed, and are of intermediate grade billet steel.

*BILL OF REINFORCING BARS EAST ABUTMENT

Mark	Size	No	Length	Location	Remarks	Wgt
A1	⅝"φ	24	15'-9"	Face of Main Abut. Wall Vert	Sect	394
A2	⅝"φ	32	26'-3"	" " " " Horiz	"	209
W1	1"φ	2	13'-0"	2 bars W1, long Wing Vert	"	88
W2	1"φ	3	16'-9"	" " " "	"	171
W3	1"φ	3	20'-0"	" " " "	"	220
W4	⅜"φ	5	33'-9"	" " " Horiz	"	304
W5	⅜"φ	4	27'-0"	" " " "	"	162
W6	⅜"φ	3	38'-0"	" " " Both " "	"	171
W7	⅜"φ	2	25'-0"	" " " " "	"	75
W8	⅜"φ	2	12'-0"	" " " " "	"	36
W9	⅜"φ	12	11'-4"	" " " Short " Vert	"	204
W10	⅜"φ	3	15'-9"	" " " " "	"	71
W11	⅜"φ	3	19'-6"	" " " " "	"	88
W12	⅜"φ	8	27'-3"	" " " " Horiz	"	327
W13	⅝"φ	22	12'-0"	Face of Wing Walls " "	Bent See Detail	613
W14	⅝"φ	73	12'-3"	" " " " "	"	1257
W15	⅝"φ	17	14'-9"	" " " " "	Sect	262
W16	⅝"φ	3	7'-3"	" " Wall Short No. Vert	"	23
W17	⅝"φ	2	8'-6"	" " " " "	"	18
W18	⅝"φ	2	9'-6"	" " " " "	"	20
W19	⅝"φ	3	11'-3"	" " " " "	"	35
W20	⅝"φ	2	12'-3"	" " " " "	"	26
W21	⅝"φ	2	13'-2"	" " " " "	"	28
W22	⅝"φ	3	15'-3"	" " " " "	"	49
W23	⅝"φ	2	16'-8"	" " " " "	"	35
W24	⅝"φ	4	17'-6"	" " Both " "	"	78
W25	⅝"φ	3	19'-3"	" " Short " "	"	60
W26	⅝"φ	2	20'-8"	" " " " "	"	43
W27	⅝"φ	4	21'-8"	" " Both " "	"	92
W28	⅝"φ	2	21'-0"	" " Long " "	"	44
W29	⅝"φ	3	19'-0"	" " " " "	"	62
W30	⅝"φ	2	18'-3"	" " " " "	"	38
W31	⅝"φ	3	16'-5"	" " " " "	"	51
W32	⅝"φ	2	15'-0"	" " " " "	"	31
W33	⅝"φ	2	14'-3"	" " " " "	"	30
W34	⅝"φ	3	13'-0"	" " " " "	"	41
W35	⅝"φ	2	11'-2"	" " " " "	"	24
W36	⅝"φ	2	10'-2½"	" " " " "	"	22
W37	⅝"φ	3	9'-9"	" " " " "	"	31
W38	⅝"φ	2	8'-3"	" " " " "	"	17
W39	⅝"φ	2	7'-6"	" " " " "	"	16
W40	⅝"φ	3	6'-4"	" " " " "	"	20
T1	⅞"φ	1	6'-9"	Tie Support Horiz	Bent See Detail	14
T2	⅞"φ	1	7'-6"	" " " "	"	15
T3	⅞"φ	1	8'-3"	" " " "	"	17
T4	⅞"φ	1	9'-0"	" " " "	"	18
T5	⅞"φ	1	9'-9"	" " " "	"	20
T6	⅞"φ	1	10'-6"	" " " "	"	21
T7	⅞"φ	1	11'-3"	" " " "	"	23
T8	⅞"φ	1	10'-0"	" " " "	"	21
T9	⅞"φ	1	8'-8"	" " " "	"	18
T10	⅞"φ	1	7'-4"	" " " "	"	15
T11	⅞"φ	1	6'-0"	" " " "	"	12
T12	⅞"φ	1	9'-0"	" " " "	Sect	18
T13	⅞"φ	1	7'-3"	" " " "	"	15
T14	⅞"φ	5	16'-0"	Back Wall " "	"	164
T15	⅞"φ	11	7'-2"	" " Vert "	"	165
D9	⅝"φ	28	7'-3"	Back of Walls, See Sh. No 14	"	74
W41	¾"φ	21	8'-2"	Top of Wing Walls	Bent See Detail	258
D11	¾"φ	6	1'-0"	Dowels	Straight	9
					Sheet 12 of 21 Total	7038#

Drawn: E.E.D.	Traced:	Checked: G.P.B.
REVISIONS		
Date	By	Description
3-5-47	A.C.R.	To State Changes - letter of 2/6/47

Correct Geo. E. Rokicka Engineer of Structures

Approved E. A. Dougherty Chief Engineer

N.Y.C. System | Office of Chief Engineer | Chicago, Ill.

BR. #743-C CHICAGO DIVISION STA. 13046+00.95

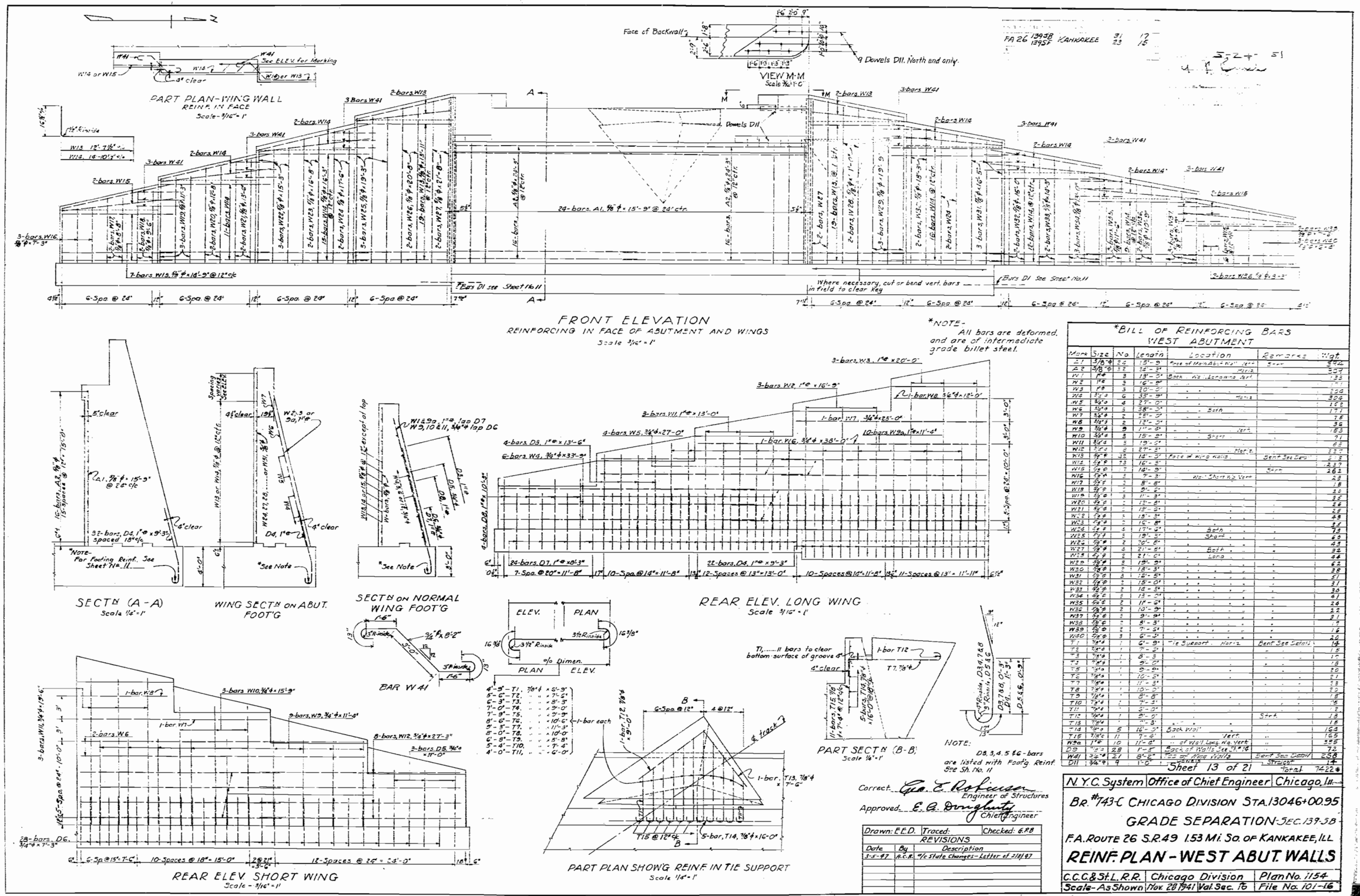
GRADE SEPARATION-SEC. 139.5B

F.A. ROUTE 26 S.R. 49 1.53 Mi. So. of KANKAKEE, ILL.

REINF. PLAN-EAST ABUT. WALLS

C.C.C. & St. L. R.R.	Chicago Division	Plan No. 1153
Scale-As Sho'n	Nov. 28 1941	Val. Sec. 16	File No. 101-15

FA 26 13938 13957 KANKAKEE 31 23 17 18



*NOTE- All bars are deformed, and are of intermediate grade billet steel.

NOTE: D8, 3, 4, 5 & 6-bars are listed with Foot'g. Reinf. See Sh. No. 11

*BILL OF REINFORCING BARS WEST ABUTMENT

Mark	Size	No	Length	Location	Remarks	Wgt
A1	5/8"ϕ	24	15'-9"	Face of Main Abut. Wall Vert.	Straight	946
A2	5/8"ϕ	32	32'-3"	" " " Horiz.		1307
W1	1"ϕ	3	13'-0"	Back Wall Longitd. Vert.		138
W2	1"ϕ	3	16'-9"	" " " "		171
W3	1"ϕ	3	20'-0"	" " " "		204
W4	3/4"ϕ	6	33'-9"	" " " Horiz.		900
W5	3/4"ϕ	4	27'-0"	" " " "		192
W6	3/4"ϕ	3	38'-0"	" " " Both		171
W7	3/4"ϕ	2	25'-0"	" " " "		75
W8	3/4"ϕ	2	13'-0"	" " " "		39
W9	3/4"ϕ	9	11'-0"	" " " Vert.		153
W10	3/4"ϕ	3	15'-9"	" " " Short		71
W11	3/4"ϕ	3	19'-0"	" " " "		85
W12	3/4"ϕ	2	27'-9"	" " " Horiz.		337
W13	5/8"ϕ	22	12'-0"	Face of Wing Walls	Bent See Dwg.	2.5
W14	5/8"ϕ	73	16'-9"	" " " "		2.5
W15	5/8"ϕ	7	16'-9"	" " " "	Strt.	262
W16	5/8"ϕ	3	7'-3"	" " " Short Vert.		23
W17	5/8"ϕ	3	8'-8"	" " " "		18
W18	5/8"ϕ	3	9'-6"	" " " "		20
W19	5/8"ϕ	3	11'-3"	" " " "		22
W20	5/8"ϕ	3	12'-8"	" " " "		26
W21	5/8"ϕ	3	14'-0"	" " " "		28
W22	5/8"ϕ	3	15'-3"	" " " "		49
W23	5/8"ϕ	3	16'-8"	" " " "		25
W24	5/8"ϕ	3	17'-6"	" " " Both		73
W25	5/8"ϕ	3	19'-3"	" " " Short		62
W26	5/8"ϕ	2	20'-8"	" " " "		43
W27	5/8"ϕ	4	21'-8"	" " " Both		82
W28	5/8"ϕ	2	21'-0"	" " " Long		44
W29	5/8"ϕ	3	19'-9"	" " " "		62
W30	5/8"ϕ	2	18'-3"	" " " "		38
W31	5/8"ϕ	3	16'-5"	" " " "		51
W32	5/8"ϕ	3	15'-0"	" " " "		31
W33	5/8"ϕ	2	13'-3"	" " " "		20
W34	5/8"ϕ	2	13'-0"	" " " "		41
W35	5/8"ϕ	2	11'-6"	" " " "		24
W36	5/8"ϕ	2	10'-9"	" " " "		22
W37	5/8"ϕ	3	9'-9"	" " " "		31
W38	5/8"ϕ	2	8'-3"	" " " "		17
W39	5/8"ϕ	2	7'-6"	" " " "		16
W40	5/8"ϕ	3	6'-3"	" " " "		20
T1	7/8"ϕ	1	6'-9"	Tie Support Horiz.	Bent See Detail	14
T2	7/8"ϕ	1	7'-6"	" " "	"	15
T3	7/8"ϕ	1	8'-3"	" " "	"	17
T4	7/8"ϕ	1	9'-0"	" " "	"	18
T5	7/8"ϕ	1	9'-9"	" " "	"	20
T6	7/8"ϕ	1	10'-6"	" " "	"	21
T7	7/8"ϕ	1	11'-3"	" " "	"	23
T8	7/8"ϕ	1	12'-0"	" " "	"	25
T9	7/8"ϕ	1	8'-6"	" " "	"	18
T10	7/8"ϕ	1	7'-6"	" " "	"	15
T11	7/8"ϕ	1	6'-0"	" " "	"	12
T12	7/8"ϕ	1	8'-0"	" " "	Strt.	18
T13	7/8"ϕ	1	7'-3"	" " "	"	15
T14	7/8"ϕ	5	16'-0"	Back Wall		164
T15	7/8"ϕ	11	7'-6"	" " " Vert.	"	165
W40	1"ϕ	10	11'-0"	" of Wall Long. Vert.	"	598
D9	1"ϕ	28	1'-5"	Back of Walls See Sh. No. 10	"	72
W41	3/4"ϕ	21	8'-2"	Face of Wing Walls	Bent See Detail	258
D11	3/4"ϕ	9	1'-0"	Tie Support	Straight	14

Sheet 13 of 21 Total 7422#

Correct. Geo. E. Robinson Engineer of Structures

Approved. E. A. Doughty Chief Engineer

Drawn: E.E.D.	Traced:	Checked: G.P.B.

REVISIONS

Date	By	Description
3-5-47	A.C.R.	*c State Changes - Letter of 2/11/47

N.Y.C. System | Office of Chief Engineer | Chicago, Ill.

BR. #743-C CHICAGO DIVISION STA. 13046+00.95

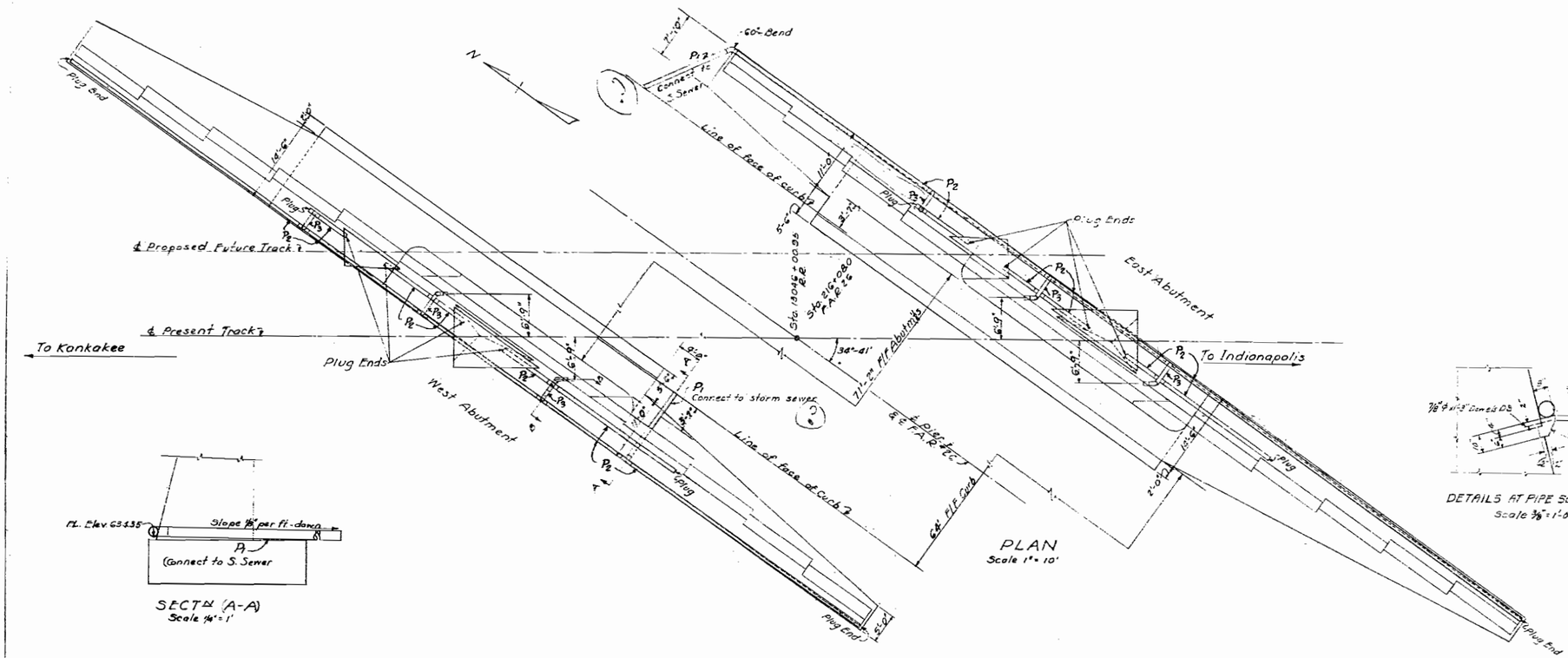
GRADE SEPARATION-SEC. 139-3B

F.A. ROUTE 26 S.R. 49 1.53 Mi. So. OF KANKAKEE, ILL.

REINF. PLAN - WEST ABUT. WALLS

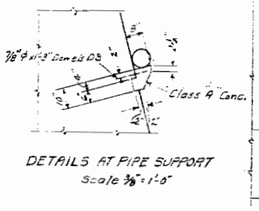
C.C.C.&St.L.R.R.	Chicago Division	Plan No. 1154
Scale-As Shown	Nov. 28 1941 Val. Sec. 16	File No. 101-16

FA26 13998 / 139SF KANKAKEE 21 / 29 18 / 16

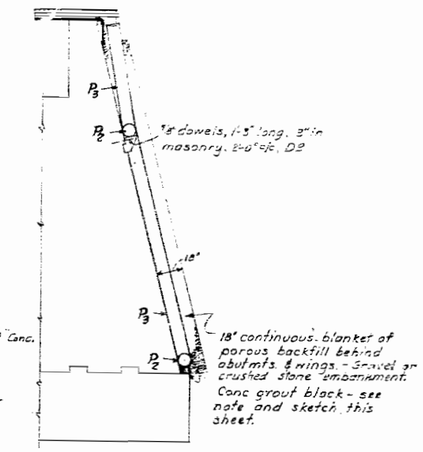


PLAN
Scale 1" = 10'

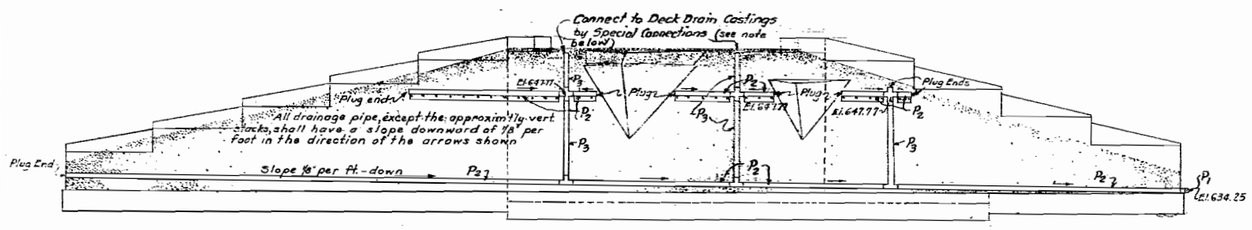
SECT^N (A-A)
Scale 1/4" = 1'



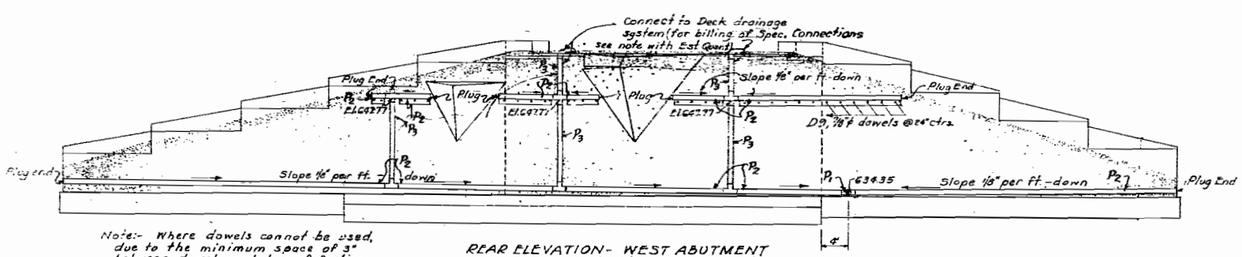
DETAILS AT PIPE SUPPORT
Scale 3/8" = 1'-0"



SECT^N (B-B)
Scale 1/2" = 1'

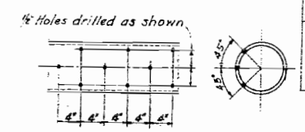


REAR ELEVATION - EAST ABUTMENT
Scale 1" = 10'



Note:- Where dowels cannot be used, due to the minimum space of 3" between dowels and top of footing, the pipe shall be supported on concrete grout blocks (Conc. grout blocks and cement for same included for payment with 8" Perf. E.S. Vit. Sewer Pipe - Abutment Drains.)

REAR ELEVATION - WEST ABUTMENT
Scale 1" = 10'



DETAIL OF 8" PERFORATED PIPE ABUTMENT DRAINS
Scale 1" = 1'

ESTIMATED QUANTITIES - STRUCTURE DRAINAGE

	Reference No.	Description	Quantity
Abutment Drains	P_1	8" ϕ Cast Iron Pipe Min. - 42"	32 Lin. Ft.
	P_2	8" ϕ Perf. Extra Strength Vitrified Sewer Pipe	328 " "
	P_3	8" ϕ Extra Strength Vitrified Sewer Pipe	202 " "
		Gravel or Crushed stone Embankment	265 C. Yd.

Note- Special Connections are billed with Superstructure Drainage on Sheet 17.
D3, 7/8" ϕ Dowels are billed with Reinf. Bars on Sheet 12 & 13

5-24-51

Correct Geo. E. Robinson
Engineer of Structures

Approved E. A. Draughon
Chief Engineer

Drawn: E.E.D.	Traced:	Checked: G.P.B.
REVISIONS		
Date	By	Description
4-26-44	E.E.D.	a/c State Changes - Letter of 3/12/62
2-24-45	A.L.F.	" " " " " 2/26/65
3-5-47	A.L.F.	" " " " " 2/11/67
3-6-52	E.P.B.	Drain Pipe Modification

Sheet 14 of 21

N.Y.C. System	Office of Chief Engineer	Chicago, Ill.

BR. #743-C CHICAGO DIVISION STA. 13046+00.95

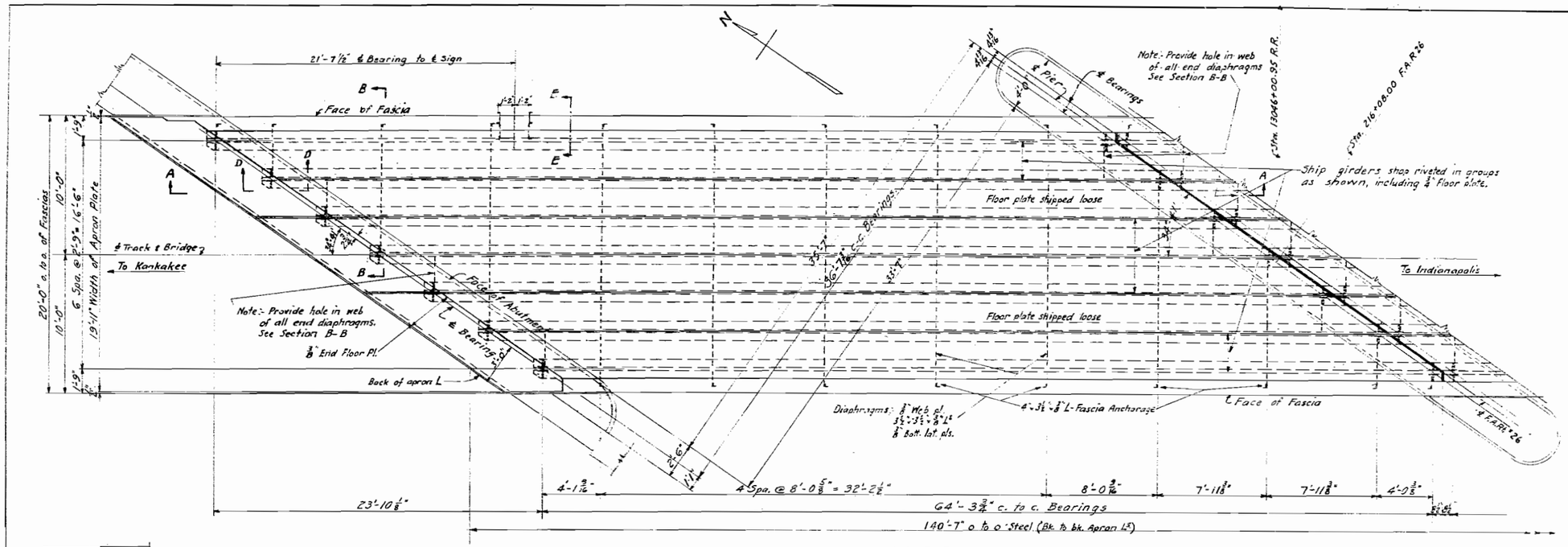
GRADE SEPARATION - SEC. 139.5B

F.A. ROUTE 26 S.R. 49 1.53 Mi. So. OF KANKAKEE, ILL.

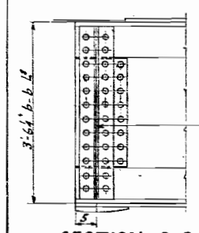
DRAINAGE PLAN

C.C.C.& St.L.R.R.	Chicago Division	Plan No. 1155
Scale - As Shown	Nov. 27 1941	Vol. Sec. 16	File No. 101-17

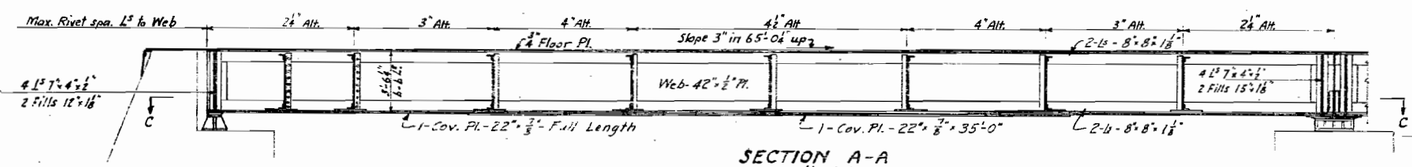
FA26 13958 13958F KANKAKEE 31 23 19 17



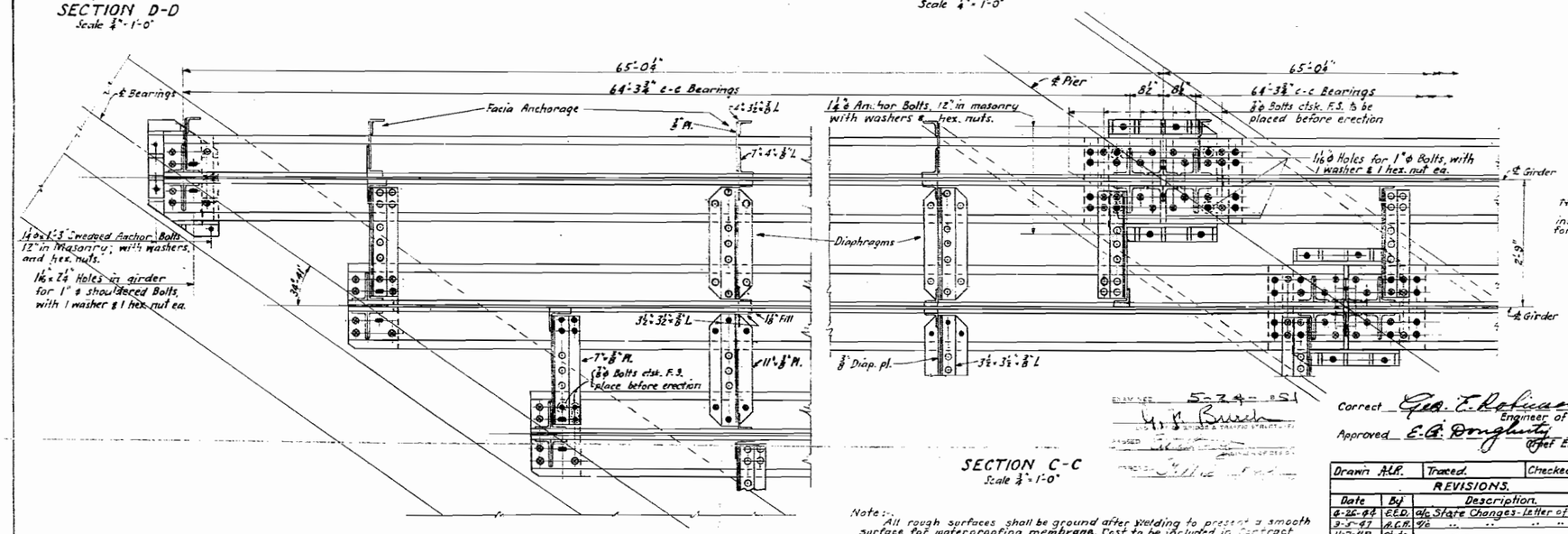
HALF PLAN
Scale ¼" = 1'-0"



SECTION D-D
Scale ¾" = 1'-0"



SECTION A-A
Scale ¼" = 1'-0"



SECTION C-C
Scale ¾" = 1'-0"

Note:- All rough surfaces shall be ground after welding to present a smooth surface for waterproofing membrane. Cost to be included in contract price for Structural Steel (Section 159-SF).

For General Notes & Structural Steel Quantities see Sh. #16.

DESIGN DATA

E 72 Loading — Specifications A.R.E.A. 1944 (For Steel Railway Bridges for Fixed Spans less than 400 Ft. in length) (Except for Welding and Painting)

Dead Load

Track & Ballast	= 213	#/□'
Prot. & W.P.	= 22	"
Steel	= 210	"
	451	"

Total per Girder = 451 × 2.75 = 1240 #/L.F.

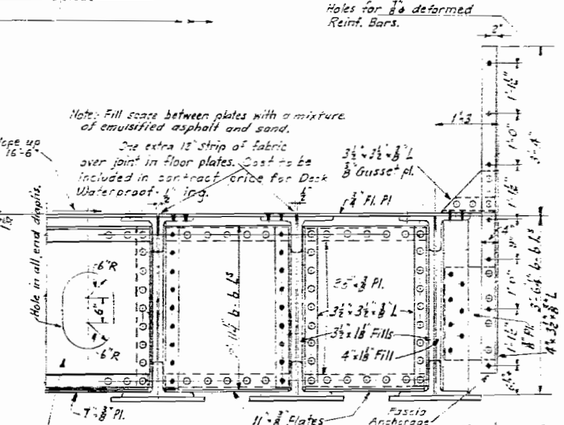
Girder :- Design Span 64.5'

	Shear	Moment
D.L.	40.0 K	645 K
L.L.	102.1	1462
I 47.2%	68.6	942
	210.7	3049 'K

Section of Track Girder

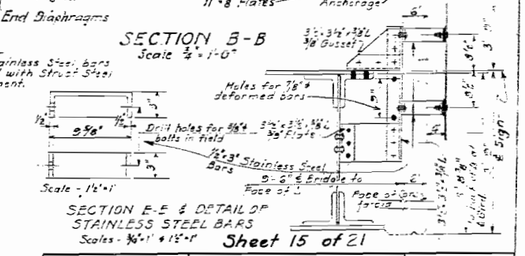
Web Pl. 42"×½"	Gross I =	56100 in⁴
4-Ls 8"×8"×1⅛"	" S.M. =	2337 in³
Floor Pl. 32½"×¾"		
Bott. Cov. Pl. 22"×⅞" - F.L.	Net I =	48800 in⁴
" " " 22"×⅞"×35'	" S.M. =	2360 in³

Stresses :-	Permissible	Actual
Flange compr.	15,800 #/□"	15,300 #/□"
" tension.	15,700 "	15,700 "
Web shear	11,000 "	10,035



SECTION B-B
Scale ¾" = 1'-0"

NOTE:- Stainless Steel bars included with Struct. Steel for Payment.



SECTION E-E & DETAIL OF STAINLESS STEEL BARS
Scales - ½" = 1' & 1½" = 1'

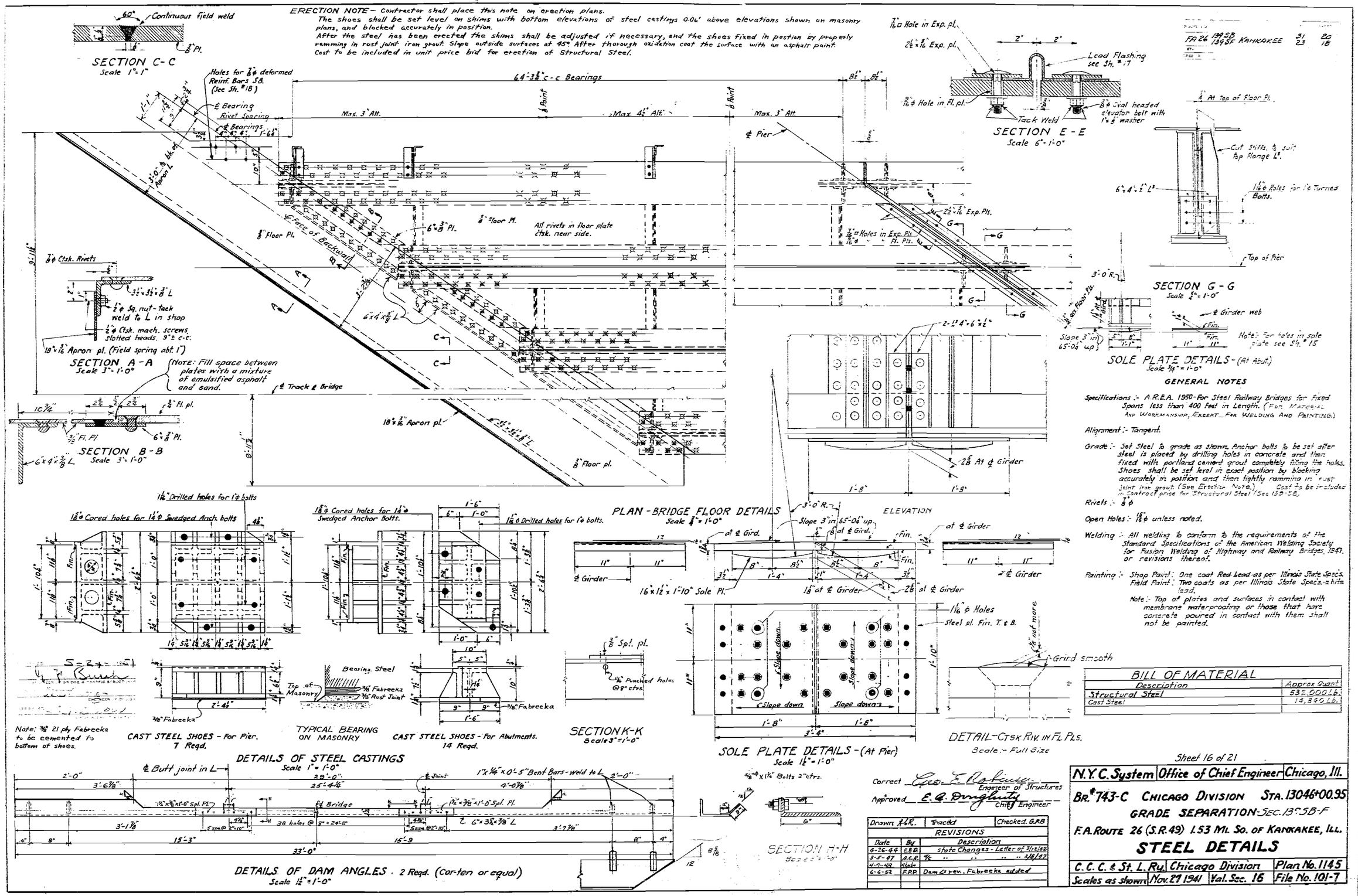
Sheet 15 of 21

Correct Geo. E. Rolman — Engineer of Structures.
Approved E. A. Dougherty — Chief Engineer.

Drawn A.L.R.	Traced.	Checked. G.P.B.
REVISIONS.		
Date	By	Description.
6-26-44	E.E.D.	a/c State Changes - Letter of 3/25/42
3-5-47	A.G.H.	a/c " " " " 3/26/47
4-7-48	Slpk.	

N.Y.C. System	Office of Chief Engineer.	Chicago, Ill.
Br. #743-C Chicago Division		Sta. 13046 00.95
Grade Separation - Sec. 13958-F		
F.A. Route 26 S.R. 49 1.53 Mi. So. of Kankakee, Ill.		
STEEL PLAN - STRESS SHEET		
C.C.C. & St. L. Ry.	Chicago Division	Plan No. 1144
Scales as shown	Nov. 27 1941	Val. Sec. 16	File No. 101-6

ERECTION NOTE – Contractor shall place this note on erection plans.
The shoes shall be set level on shims with bottom elevations of steel castings 0.06' above elevations shown on masonry plans, and blocked accurately in position.
After the steel has been erected the shims shall be adjusted if necessary, and the shoes fixed in position by properly ramming in rust joint iron grout. Slope outside surfaces at 45°. After thorough oxidation coat the surface with an asphalt paint.
Cost to be included in unit price bid for erection of Structural Steel.



GENERAL NOTES

Specifications :- A.R.E.A. 1950 - For Steel Railway Bridges for Fixed Spans less than 400 feet in Length. (For Material and Workmanship, Except for Welding and Painting.)

Alignment :- Tangent.

Grade :- Set Steel to grade as shown. Anchor bolts to be set after steel is placed by drilling holes in concrete and then fixed with portland cement grout completely filling the holes. Shoes shall be set level in exact position by blocking accurately in position and then tightly ramming in rust joint iron grout. (See Erection Note.) Cost to be included in contract price for Structural Steel (Sec. 139-SB.)

Rivets :- 7/8" φ

Open Holes :- 15/16" φ unless noted.

Welding :- All welding to conform to the requirements of the Standard Specifications of the American Welding Society for Fusion Welding of Highway and Railway Bridges, 1941, or revisions thereof.

Painting :- Shop Paint : One coat Red Lead as per Illinois State Specs.
Field Paint : Two coats as per Illinois State Specs.-white lead.

Note :- Top of plates and surfaces in contact with membrane waterproofing or those that have concrete poured in contact with them shall not be painted.

BILL OF MATERIAL

Description	Approx Quant.
Structural Steel	532,000 Lbs.
Cast Steel	14,849 Lbs.

Correct Geo. E. Rahm — Engineer of Structures
Approved E. A. Dougherty — Chief Engineer

Drawn J.L.R.	Traced	Checked G.R.B

REVISIONS

Date	By	Description
4-26-44	E.B.D.	state Changes - Letter of 3/22/44
3-5-47	J.C.R.	" " " " 4/14/47
4-7-48	State	
6-6-52	F.R.P.	Dam ∠s rev., Fabreeka added

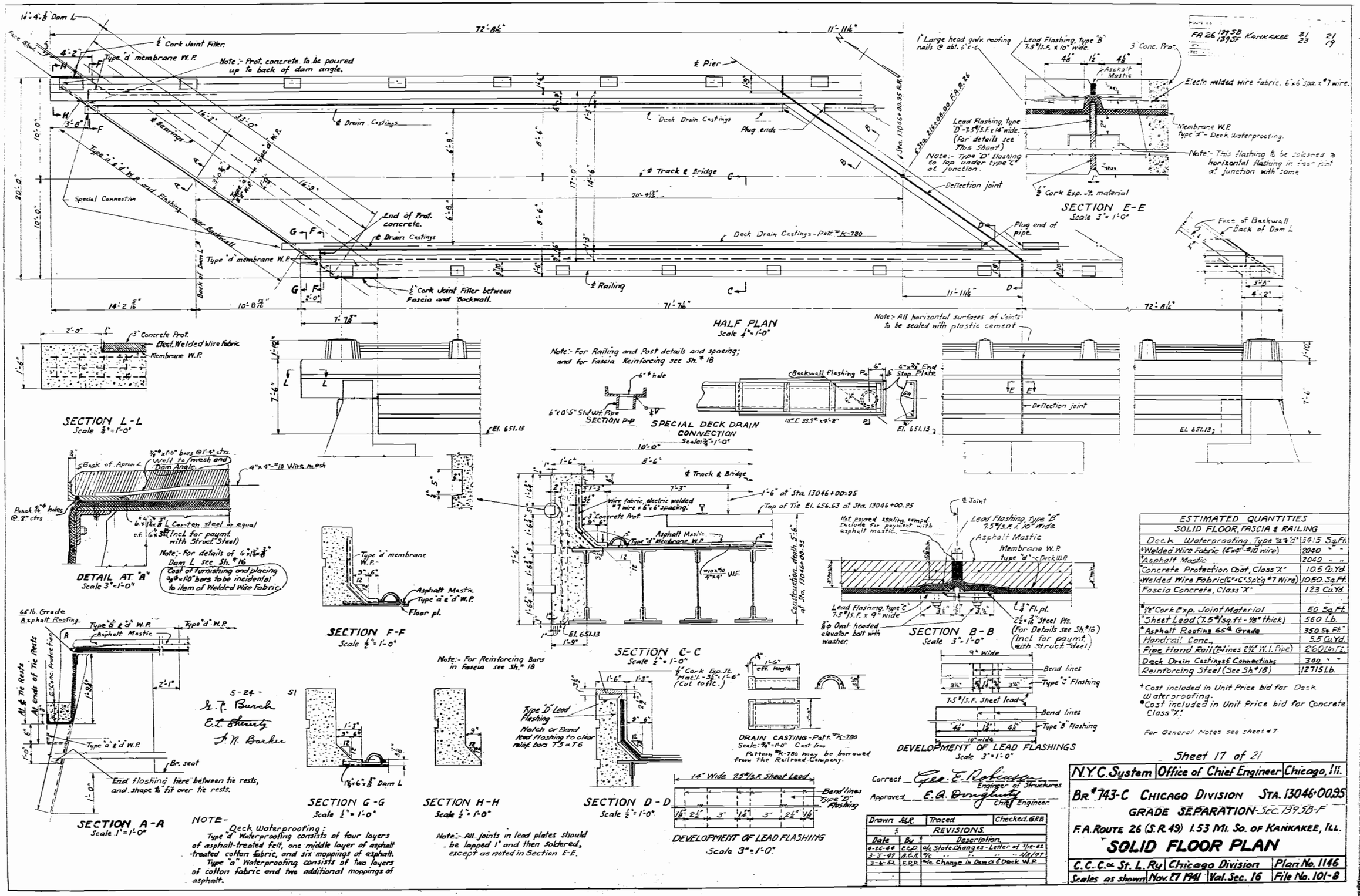
Sheet 16 of 21

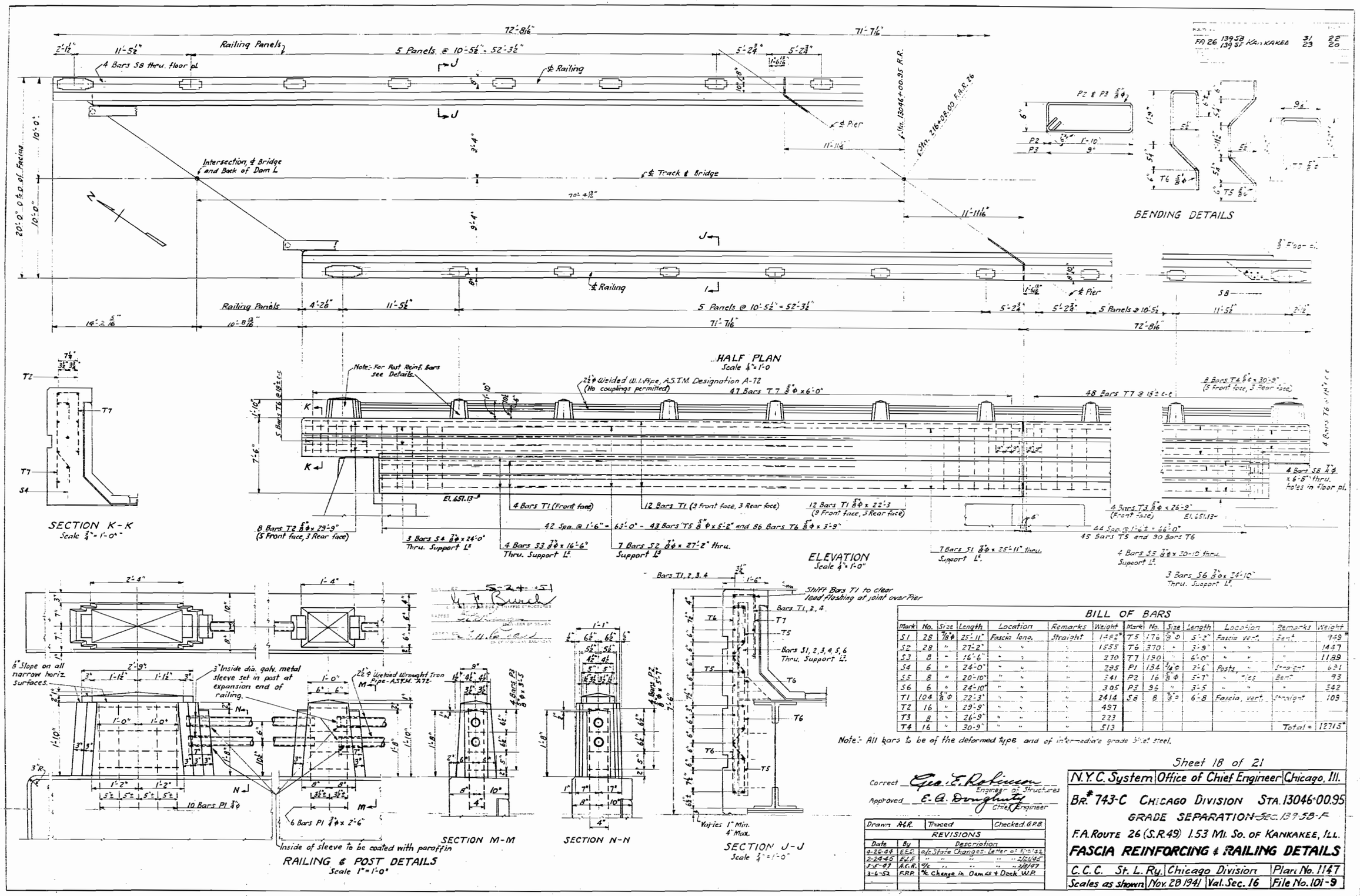
N.Y.C. System	Office of Chief Engineer	Chicago, Ill.

BR. #743-C CHICAGO DIVISION STA. 13046+00.95
GRADE SEPARATION - SEC. 13°SB-F
F.A. ROUTE 26 (S.R. 49) 1.53 MI. SO. OF KANKAKEE, ILL.

STEEL DETAILS

C.C.C. & St. L. Ry.	Chicago Division	Plan No. 1145
Scales as shown	Nov. 27 1941	Val. Sec. 16	File No. 101-7


HALF PLAN
Scale 1/4" = 1'-0"
SECTION E-E
Scale 3" = 1'-0"
SECTION L-L
Scale 3/4" = 1'-0"
SPECIAL DECK DRAIN CONNECTION
Scale 3/4" = 1'-0"
SECTION P-P
DETAIL AT "A"
Scale 3" = 1'-0"
SECTION F-F
Scale 1/2" = 1'-0"
SECTION C-C
Scale 1/2" = 1'-0"
SECTION B-B
Scale 3" = 1'-0"
SECTION A-A
Scale 1" = 1'-0"
SECTION G-G
Scale 1/2" = 1'-0"
SECTION H-H
Scale 1/2" = 1'-0"
SECTION D-D
Scale 1/2" = 1'-0"
DRAIN CASTING - Patt. #K-780
Scale: 3/4" = 1'-0" Cast Iron
Pattern #K-780 may be borrowed from the Railroad Company.
DEVELOPMENT OF LEAD FLASHINGS
Scale 3" = 1'-0"
DEVELOPMENT OF LEAD FLASHING
Scale 3" = 1'-0"
Note:- For Railing and Post details and spacing; and for Fascia Reinforcing see Sh. # 18
Note:- All horizontal surfaces of Joints to be sealed with plastic cement
Note:- For Reinforcing Bars in Fascia see Sh. # 18
Note:- All joints in lead plates should be lapped 1" and then soldered, except as noted in Section E-E.
Cost of Furnishing and placing 3/8"ø x 1'-0" bars to be incidental to item of Welded Wire Fabric.
Note:- For details of 6"x3/8" Dam L see Sh. # 16
Note:- Type "D" flashing to lap under type "C" at junction.
Note:- This flashing to be soldered to horizontal flashing in floor joint at junction with same
Deck Drain Castings
Deck Drain Castings - Patt. #K-780
Track ℄ Bridge
Pier
Railing
Deflection joint
Plug ends
Plug end of pipe
End of Prot. concrete.
Special Connection
Type "d" membrane W.P.
Type "a" & "d" W.P. and Flashing over Backwall
Back of Dam L
Face of Backwall
Back of Dam L
Face Bkwl.
Dam L
1/2" Cork Joint Filler.
Note:- Prot. concrete to be poured up to back of dam angle.
1/2" Cork Joint Filler between Fascia and Backwall.
1/2" Cork Exp. Jt. material
Lead Flashing, type "B" 7.5#/S.F. x 10" wide.
Lead Flashing, type "D" 7.5#/S.F. x 14" wide. (For details see This Sheet)
1" Large head galv. roofing nails @ abt. 6" c-c.
Asphalt Mastic
Electr. welded wire fabric. 6"x6" Spa. x #7 wire.
Membrane W.P. type "d" - Deck Waterproofing.
3" Conc. Prot.
Lead Flashing, type "C" 7.5#/S.F. x 9" wide
Lead Flashing, type "B" 7.5#/S.F. x 10" wide
Hot poured sealing compd. Include for payment with asphalt mastic.
Membrane W.P. type "d" - Deck W.P.
Sta. 136+28.00 F.A.R. 26
Sta. 136+00.95 R.R.
Construction depth 5'-6" at Sta. 130+00.95
Top of Tie El. 656.63 at Sta. 130+00.95
Wire fabric, electric welded #7 wire x 6" x 6" spacing.
Concrete Prot.
Asphalt Mastic
Type "d" Membrane W.P.
Type "d" membrane W.P.
Asphalt Mastic
Type "a" & "d" W.P.
Floor pl.
65 lb. Grade Asphalt Roofing
Type "a" & "d" W.P.
Type "d" W.P.
Asphalt Mastic
Br. seat
End flashing here between tie rests, and shape to fit over tie rests.
Type "D" Lead Flashing
Notch or Bend lead flashing to clear reinf. bars T5 & T6
Cork Exp. Jt. Mat'l. - 3/8" x 1'-6" (Cut to fit.)
Band lines Type "D" Flashing
Band lines
Type "C" Flashing
Type "B" Flashing
Dam L
El. 651.13
Deflection joint
Joint
Face of Backwall
Back of Dam L
Backwall Flashing
End Stop Plate
6" x 3/8" End Stop Plate
6" ø hole
6" x 0'-5" Std. Wt. Pipe
SECTION P-P
Back of Apron L
Weld to mesh and Dam Angle
4" x 4" - #10 Wire mesh
Punch 3/16" ø holes @ 8" ctrs.
6" x 3/8" L Cor-ten steel or equal
Incl. for paymt. with Struct. Steel)
Asphalt Mastic
Type "a" & "d" W.P.
At ends of Tie Rests
At ℄ Tie Rests
Conc. Protection
Type "a" & "d" W.P.
Br. seat
Dam L
Type "d" W.P.
Type "a" & "d" W.P.
Asphalt Mastic
Membrane W.P.
Type "d" - Deck W.P.
Lead Flashing, type "C" 7.5#/S.F. x 9" wide
3/8" ø Oval head elevator bolt with washer.
3/4" Fl. pl.
2 1/2" x 3/16" Steel Pls. (For Details see Sh. # 16) (Incl. for paymt. with Struct. Steel)
Sheet lead
Bend lines
Type "B" Flashing
10" wide
9" wide
Bend lines
Type "C" Flashing
Sheet Lead
Bend lines
Type "D" Flashing
Eff. length
Construction joint
Wire fabric
Dam L
Floor pl.
Type "d" membrane W.P.
Asphalt Mastic
Type "a" & "d" W.P.
Br. seat
Type "a" & "d" W.P.
Type "d" W.P.
Asphalt Mastic
Conc. Protection
At ℄ Tie Rests
At ends of Tie Rests
Type "a" & "d" W.P.
End flashing here between tie rests, and shape to fit over tie rests.
Type "d" W.P.
Type "a" & "d" W.P.
Br. seat
Dam L
El. 651.13
Deflection joint
Face of Backwall
Back of Dam L
Backwall Flashing
End Stop Plate
6" x 3/8" End Stop Plate
6" ø hole
6" x 0'-5" Std. Wt. Pipe
SECTION P-P
Back of Apron L
Weld to mesh and Dam Angle
4" x 4" - #10 Wire mesh
Punch 3/16" ø holes @ 8" ctrs.
6" x 3/8" L Cor-ten steel or equal
Incl. for paymt. with Struct. Steel)
Asphalt Mastic
Type "a" & "d" W.P.
Br. seat
Dam L
El. 651.13
Deflection joint



BILL OF BARS

Mark	No.	Size	Length	Location	Remarks	Weight	Mark	No.	Size	Length	Location	Remarks	Weight
S1	28	7/8" φ	25'-11"	Fascia long.	Straight	1482*	T5	176	5/8" φ	5'-2"	Fascia vert.	Bent	949*
S2	28	"	27'-2"	" "	"	1555	T6	370	"	3'-9"	" "	"	1447
S3	8	"	16'-6"	" "	"	270	T7	190	"	6'-0"	" "	"	1189
S4	6	"	24'-0"	" "	"	295	P1	134	7/8" φ	2'-6"	Posts, "	Straight	631
S5	8	"	20'-10"	" "	"	341	P2	16	5/8" φ	5'-7"	" Ties	Bent	93
S6	6	"	24'-10"	" "	"	305	P3	96	"	3'-5"	" "	"	342
T1	104	5/8" φ	22'-3"	" "	"	2414	SB	8	3/4" φ	6'-8"	Fascia, vert.	Straight	108
T2	16	"	29'-9"	" "	"	497							
T3	8	"	26'-9"	" "	"	223							
T4	16	"	30'-9"	" "	"	513						Total =	12715*

Note:- All bars to be of the deformed type and of intermediate grade billet steel.

Correct Geo. E. Robinson, Engineer of Structures

Approved E. A. Dougherty, Chief Engineer

Drawn A.G.R.	Traced	Checked G.P.B.

REVISIONS

Date	By	Description
4-26-44	E.E.D.	a/c State Changes. Letter of 3/31/42
2-24-45	E.L.F.	" " " " " 2/12/45
8-5-47	A.G.R.	a/c " " " " 7/8/47
3-6-52	F.P.P.	a/c Change in Dam 45 & Deck W.P.

Sheet 18 of 21

N.Y.C. System	Office of Chief Engineer	Chicago, Ill.

BR. # 743-C CHICAGO DIVISION STA. 13046+00.95

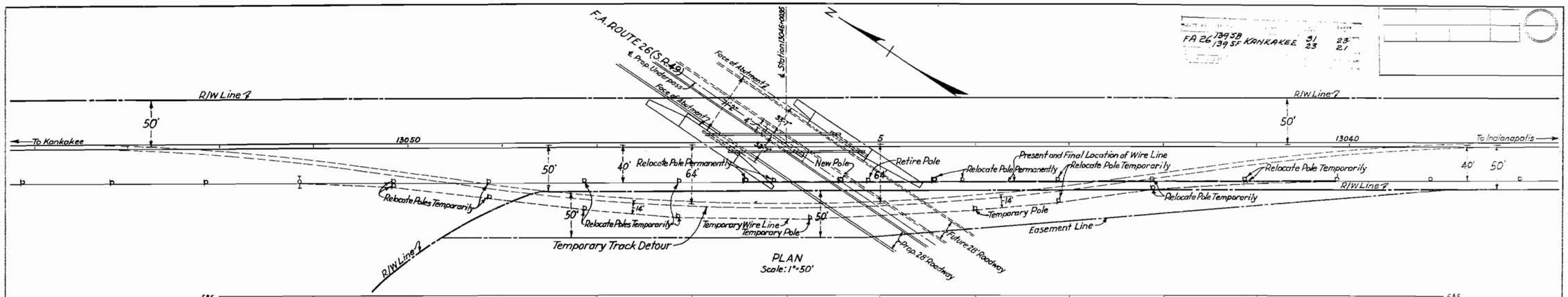
GRADE SEPARATION - SEC. 139 SB-F

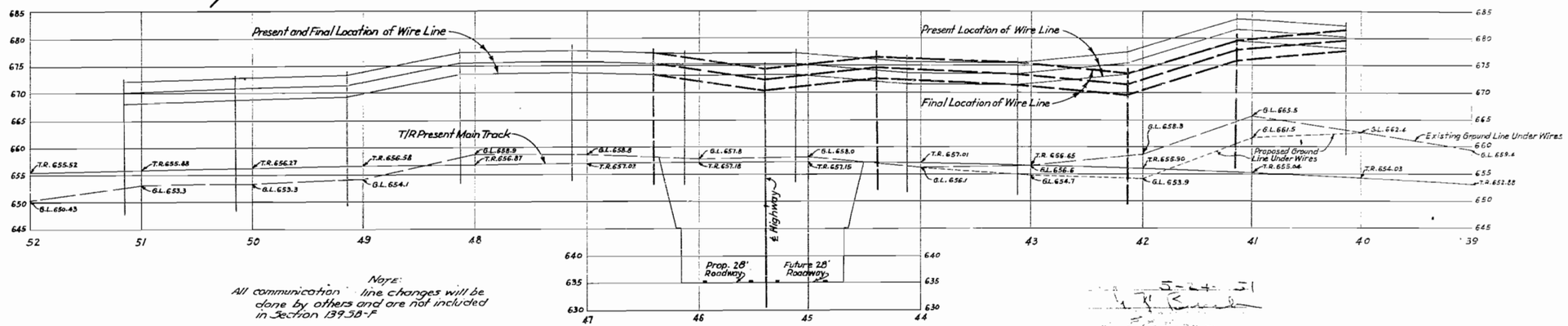
F.A. ROUTE 26 (S.R. 49) 1.53 MI. SO. OF KANKAKEE, ILL.

FASCIA REINFORCING & RAILING DETAILS

C.C.C. St. L. Ry.	Chicago Division	Plan No. 1147
Scales as shown	Nov. 28 1941	Val. Sec. 16	File No. 101-9

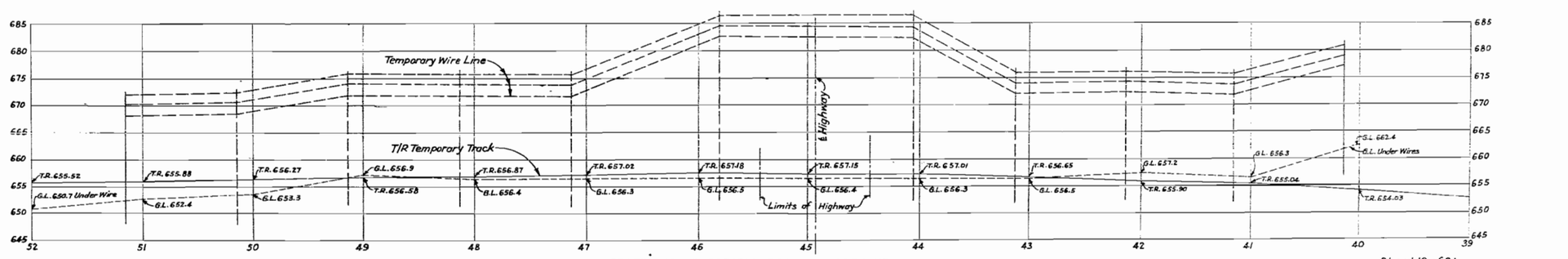
FA 26 139SB 139SF KANKAKEE 21 23 23 21





Note:
All communication line changes will be done by others and are not included in Section 139SB-F

PROFILE OF TRACK AND PRESENT AND FINAL WIRE LINE
Scale: Hor. 1"=50' Ver. 1"=10'



PROFILE OF TEMPORARY TRACK AND WIRE LINE
Scale: Hor. 1"=50' Ver. 1"=10'

Sheet 19 of 21

Correct _____ Designing Engineer

Approved E. A. Dougherty Chief Engineer

Drawn: S.W.R.	Traced: S.W.R.	Checked
Revisions		
Date	By	Description
2-24-45	F.J.F.	% State Changes - Letter of 2/20/45
6-24-52	S.W.R.	Wording in Title changed

LEGEND:-
- Present Wire and Pole Line
- Final Location of Wire and Pole Line
- Temporary Location of Wire and Pole Line

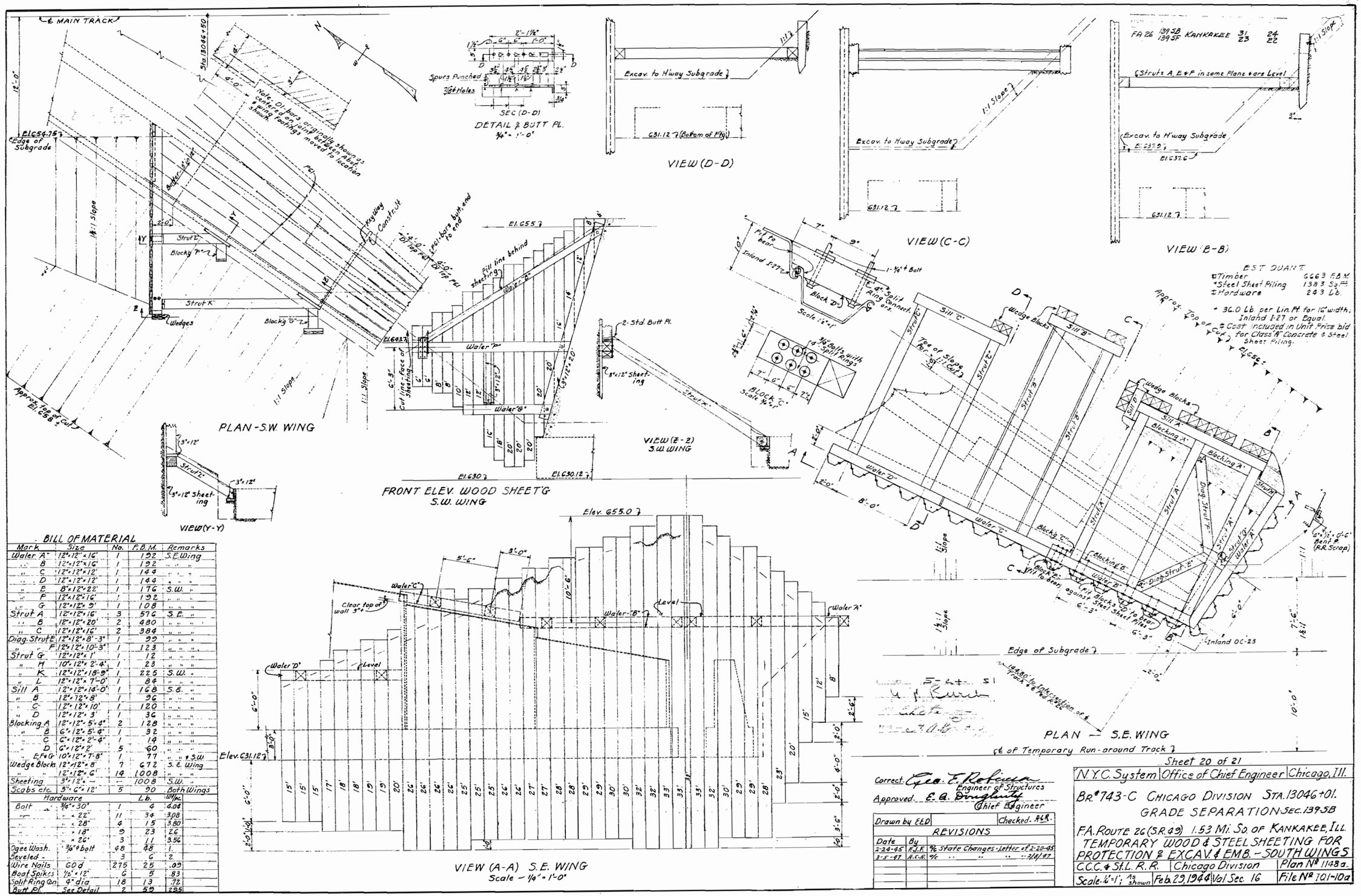
NOTE:-
All elevations referred to C.C.C.&St.L.Ry. datum. To reduce to State Datum subtract (347.45) from C.C.C.&St.L.Ry. elevations.

N.Y.C. System	Office of Chief Engineer	Chicago, Ill.
Br. No. 743-C	Chicago Division	Sta. 13046+00.95

GRADE SEPARATION
F.A. ROUTE 26 (S.R. 49) 1.53 MI. SOUTH OF
KANKAKEE, ILL.
COMMUNICATION LINE CHANGES

C.C.C.&St.L.Ry.	Chicago Division		Plan No. 1159
Scales: As shown	Feb. 5, 1942	Vol. Sec. 16	File No. 101-21

EXHIBIT 6



BILL OF MATERIAL

Mark	Size	No.	F.B.M.	Remarks
Waler A"	12"×12"×16'	1	192	S.E. Wing
" B	12"×12"×16'	1	192	" " "
" C	12"×12"×12'	1	144	" " "
" D	12"×12"×12'	1	144	" " "
" E	8"×12"×22'	1	176	S.W. "
" F	12"×12"×16'	1	192	" " "
" G	12"×12"×9'	1	108	" " "
Strut A	12"×12"×16'	3	576	S.E. "
" B	12"×12"×20'	2	480	" " "
" C	12"×12"×16'	2	384	" " "
Diag. Strut E	12"×12"×8'-3"	1	99	" " "
" " F	12"×12"×10'-3"	1	123	" " "
Strut G	12"×12"×1'	1	12	" " "
" H	10"×12"×2'-4"	1	23	" " "
" K	12"×12"×18'-9"	1	225	S.W. "
" L	12"×12"×7'-0"	1	84	" " "
Sill A	12"×12"×14'-0"	1	168	S.E. "
" B	12"×12"×8'	1	96	" " "
" C	12"×12"×10'	1	120	" " "
" D	12"×12"×3'	1	36	" " "
Blocking A	12"×12"×5'-4"	2	128	" " "
" B	6"×12"×5'-4"	1	32	" " "
" C	6"×12"×2'-4"	1	14	" " "
" D	6"×12"×2'	5	60	" " "
" E & G	10"×12"×7'-8"	1	77	" " & S.W.
Wedge Blocks	12"×12"×8'	7	672	S.E. Wing
" "	12"×12"×6'	14	1008	" " "
Sheeting	3"×12"×—	—	1008	S.W. "
Scabs etc.	3"×6"×12'	5	90	Both Wings
Hardware			**Lb.**	**Wt/pc.**
Bolt	⅝"×30"	1	4	4.06
"	" × 22"	11	34	3.08
"	" × 28"	4	15	3.80
"	" × 18"	9	23	2.6
"	" × 26"	3	11	3.56
Ogee Wash.	⅝" ϕ bolt	48	48	1
Beveled "		3	6	2
Wire Nails	60d	275	25	.09
Boat Spikes	½"×12"	6	5	.83
Split Ring On	4" dia	18	13	.72
Butt Pl.	See Detail	2	59	29.5

EST. QUANT.

▪ Timber	6663 F.B.M.
* Steel Sheet Piling	1383 Sq. Ft.
‡ Hardware	243 Lb.

* 36.0 Lb. per Lin. Ft. for 16" width, Inland I-27 or Equal.
‡ Cost included in Unit Price bid for Class "A" Concrete & Steel Sheet Piling.

Correct: Geo. E. Robinson, Engineer of Structures
Approved: E. A. Dougherty, Chief Engineer

Drawn by E.E.D.		Checked. A.L.R.
REVISIONS		
Date	By	
2-24-45	F.J.F.	% State Changes - Letter of 2-20-45
3-5-47	A.L.R.	% " " " " 2/14/47

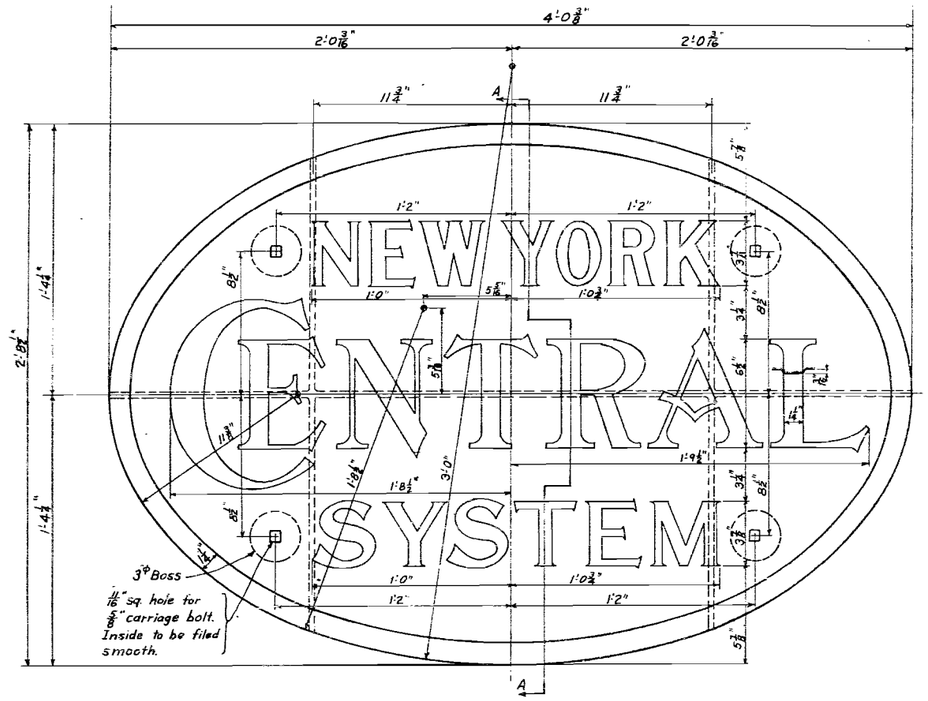
Sheet 20 of 21

N.Y.C. System | Office of Chief Engineer | Chicago, Ill.

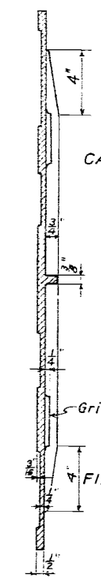
BR. # 743-C CHICAGO DIVISION STA. 13046+01.
GRADE SEPARATION SEC. 139-SB
F.A. ROUTE 26 (S.R. 49) 1.53 MI. SO. OF KANKAKEE, ILL.
TEMPORARY WOOD & STEEL SHEETING FOR PROTECTION & EXCAV. & EMB. - SOUTH WINGS

C.C.C. & St. L. R.R.	Chicago Division	Plan No. 1148a.
Scale: ½" = 1'; As shown	Feb. 29, 1944 Vol. Sec. 16	File No. 701-10a

ROUTE NO.	SECTION		SHEET NO.	TOTAL SHEETS
FA 26	1395B	KANKAKEE	31	25
	1395F		23	23



DETAIL OF SIGN
Scale 3" = 1'-0



Sect. A-A

CAST IRON - shall be made of the following composition:

Silicon 2.25 % to 2.75 %
Phosphorus 0.50 % to 0.75 %
Chromium not less than 0.75 %
Nickel " " " 0.75 %

The casting shall be free from pit holes and the surface of the border and of the letters shall be smoothly finished.

FINISH : First; thoroughly remove all scale and rust.

Second ; paint entire casting with two coats of red lead.

Third ; paint back with one coat of pure linseed oil carbon black paint.

Fourth ; paint letters, border and edges with two coats of white enamel paint.

Fifth ; paint face except for letters, border and edges with two coats of black enamel paint, then sift on black smalt.

Approx. weight of one cast iron sign = 104 lbs.
2 - required.

DRAWN 5-24-51
H. T. Burch
CHECKED
APPROVED

Correct. Geo. E. Robinson
Engineer of Structures
Approved. E. A. Dougherty
Chief Engineer.

Drawn		Traced M.J.P.	Checked
REVISIONS			
Date	By	Description	
3-5-47	A.C.R.	4/c State Changes - Letter of 2/6/47	

Sheet 21 of 21

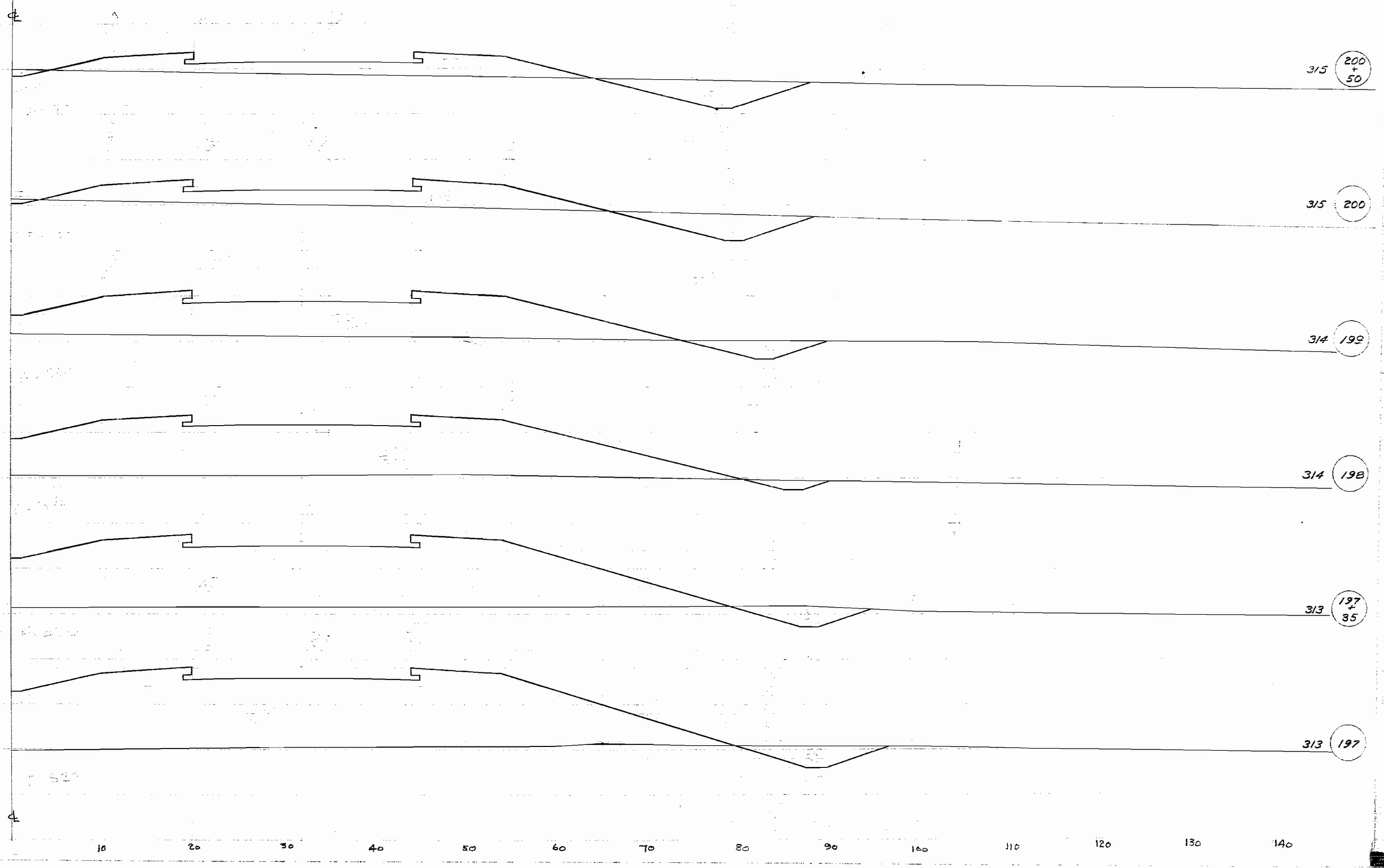
N.Y.C. System	Office of Chief Engineer	Chicago, Ill.

BR. #743-C CHICAGO DIVISION STA. 13046+00.95
GRADE SEPARATION-SEC. 139-5B
F.A. ROUTE 26 S.R. 49 1.53 MI. SO. OF KANKAKEE, ILL.

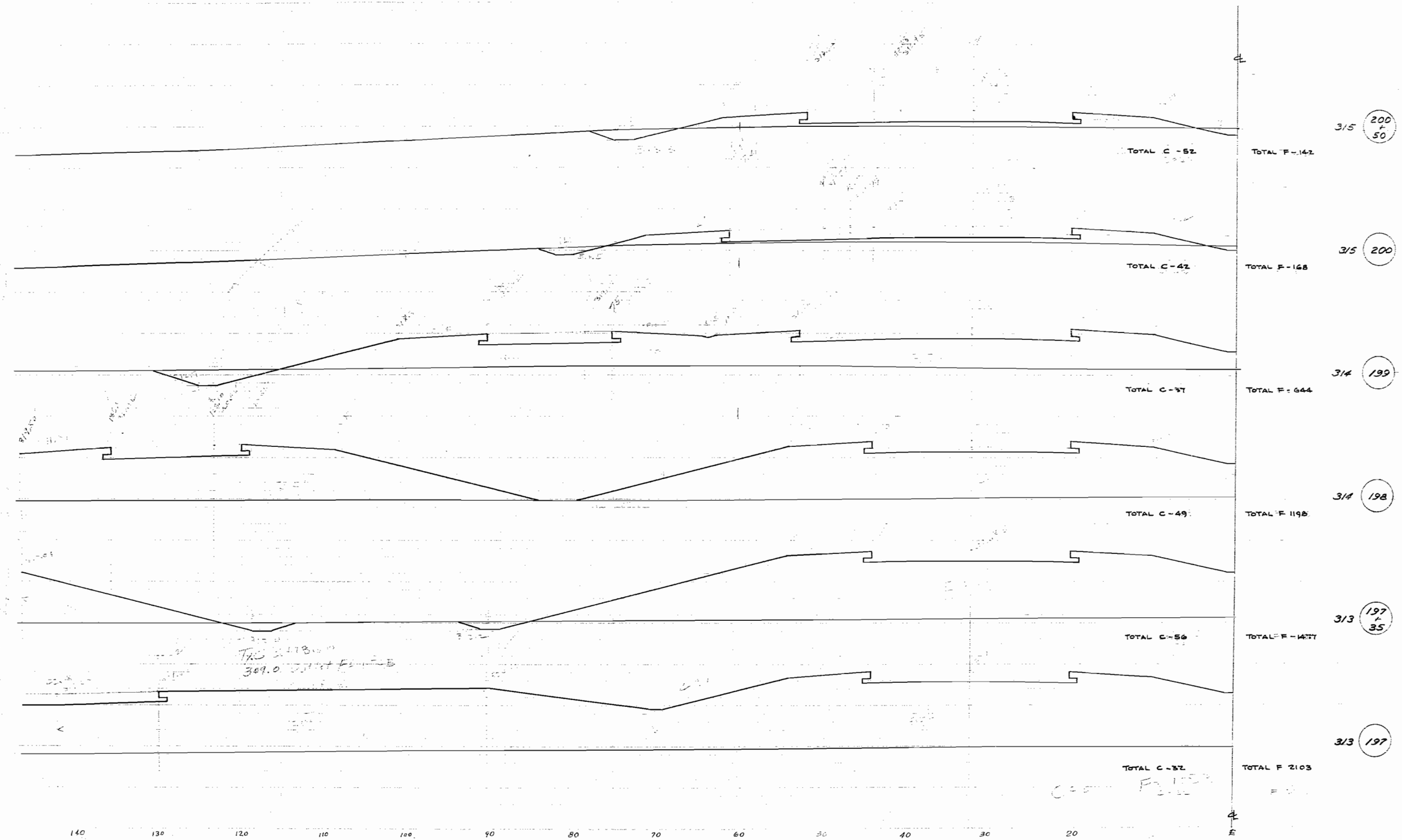
RAILROAD INSIGNIA

C.C.C. & St. L. R.R.	Chicago Division	Plan No. 1156a
Scale as shown	Dec. 1, 1941 Vol. Sec. 16	File No. 101-18a

Note: Fill Sections shown on Sheets 26 to 30 indicate approximate lines and grades for disposal of surplus excavation. See Special Provisions.

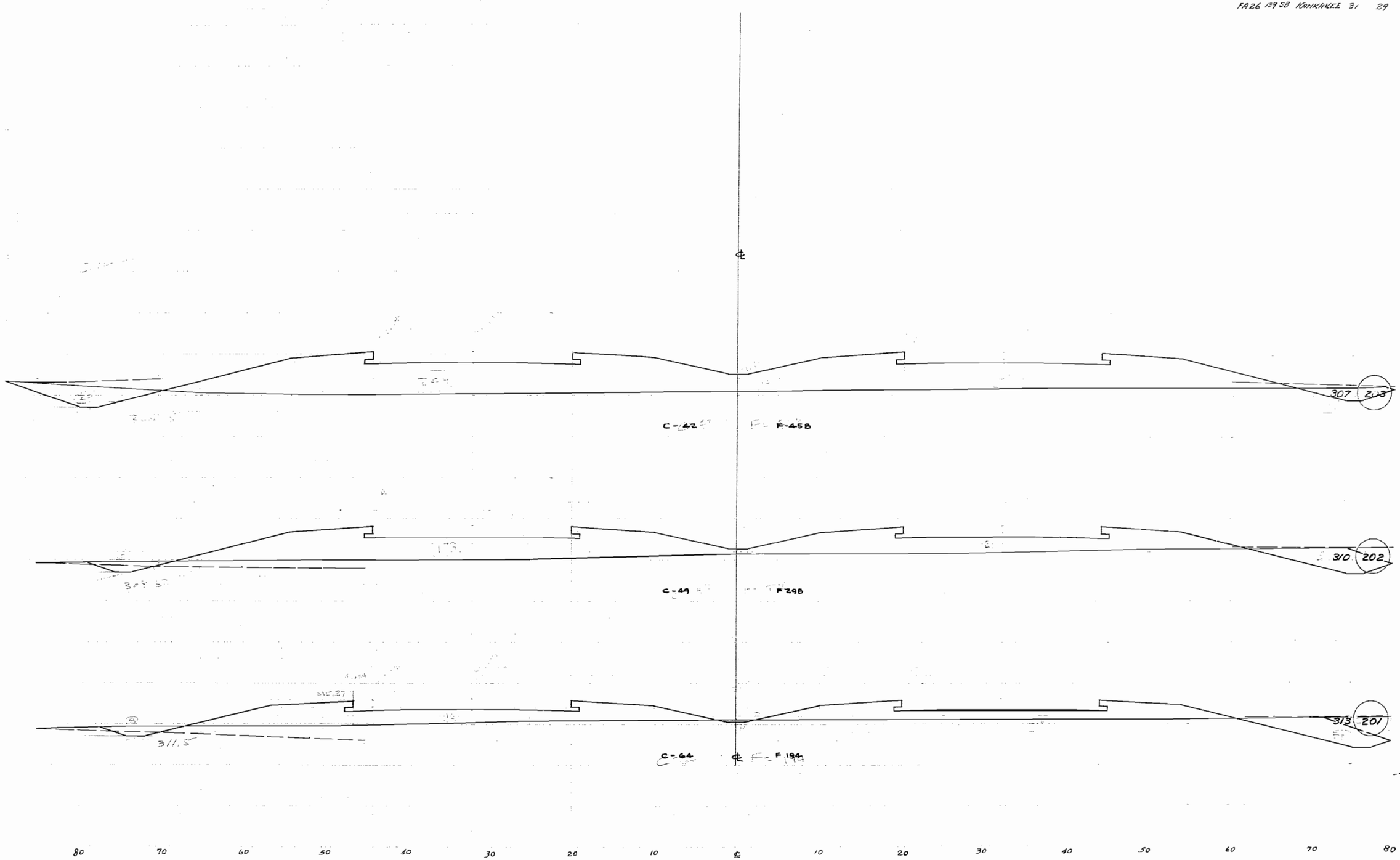


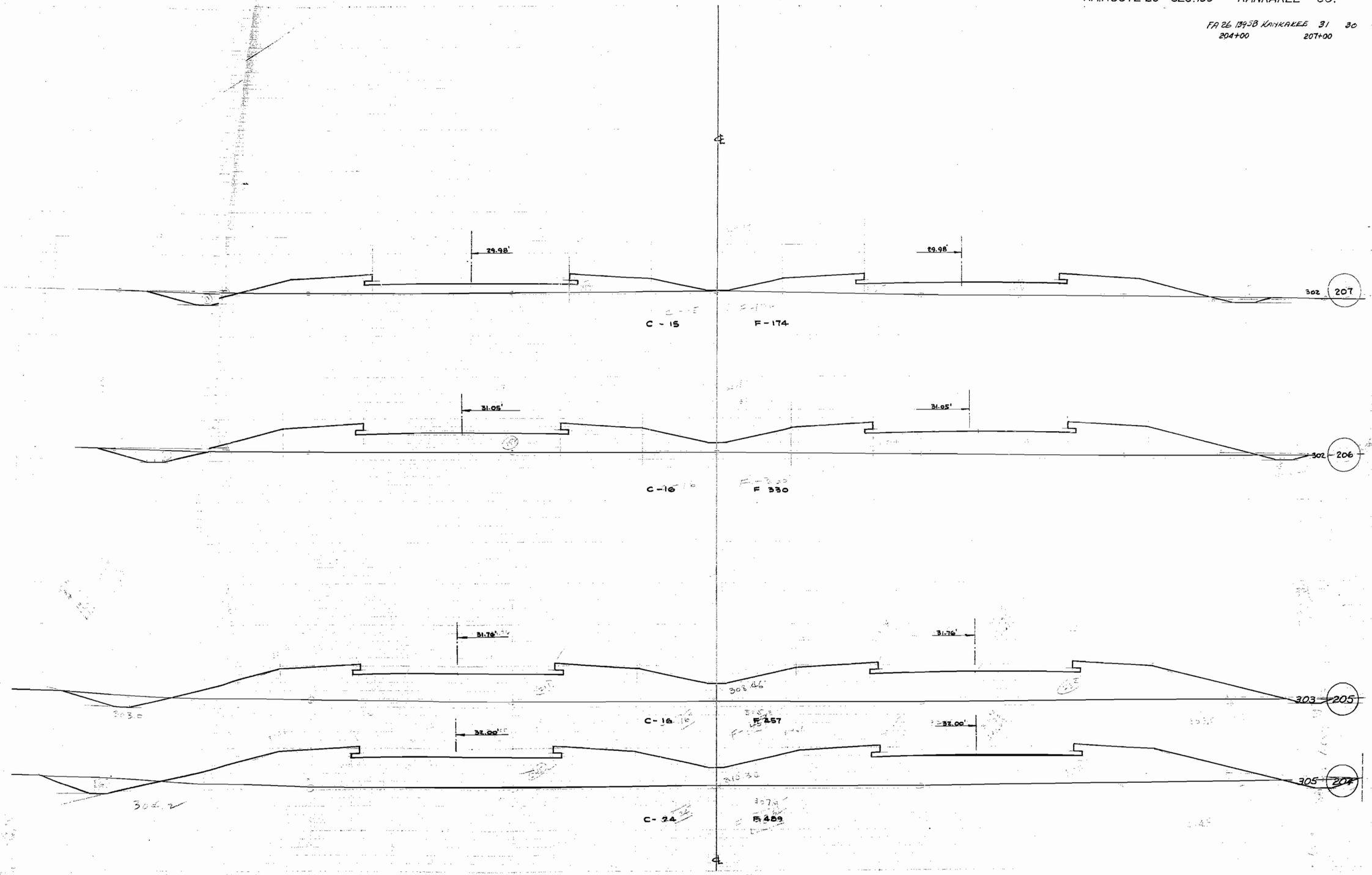
FA 26 13938 KANKAKEE 31 27



FA 26 13958 KANKAKEE 31 28

FA26 139 SB KANKAKEE 31 29



F.A. ROUTE 26 - SEC. 139 KANKAKEE CO.

FA 26 139SB KANKAKEE 31 30
204+00 207+00