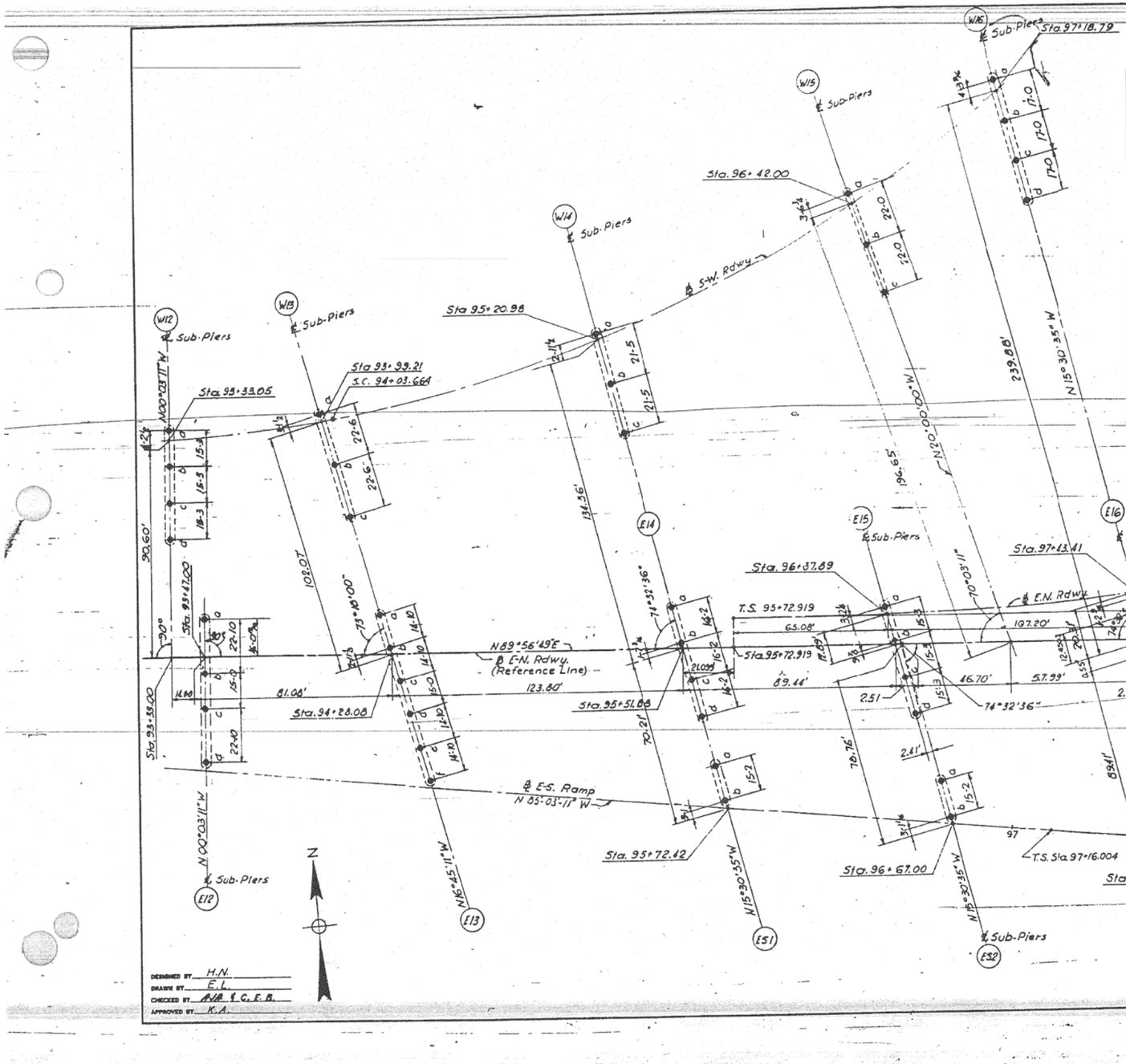
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.—55	SW-1818.3-2H	COOK	99	26
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.—55-7(59)-288		



REINFORCEMENT BAR LIST

Bar Mark	Size	Length	Core Dia. out to out of contin. tie	No of turns for contin. tie	Number of Bars Required E12	E13	E14	E15	E16	E17	ES1	ES2	ES3	ES4	W12	W13	W14	W15	W16	Total No Reqd.
V200	#10	30'-0"			20	30	20	20							20					110
V201	#10	40'-0"			20	30	20	20							20					110
V202	#10	28'-3"			20										20					40
V203	#10	22'-9"				30														30
V204	#10	26'-9"					20	20												40
V205	#11	30'-0"							15	15	20	30	30	12		15	27	15	20	199
V206	#11	40'-0"							15	15	20	30	30	12		15	27	15	20	199
V207	#11	25'-9"							15											15
V208	#11	24'-9"								15	20						27			62
V209	#11	23'-9"										30	30							60
V210	#11	28'-9"												12		15				27
V211	#11	27'-3"																15		15
V212	#11	26'-9"																	20	20
SP200	#3	30'-0"	2'-6 3/4"	33	4	6	4	4							4					22
SP201	#3	32'-0"	2'-6 3/4"	32	4										4					8
SP202	#3	27'-0"	2'-6 3/4"	27		6														6
SP203	#3	31'-0"	2'-6 3/4"	31			4	4												8
SP204	#3	30'-0"	3'-0 1/4"	33					6	3	2	2	2	2		3	3	3	4	30
SP205	#3	29'-0"	3'-0 1/4"	29						3	2						3			8
SP206	#3	28'-0"	3'-0 1/4"	28								2	2							4
SP207	#3	27'-0"	3'-0 1/4"	27										2		3				5
SP209	#3	31'-0"	3'-0 1/4"	31														3	4	7

SUB-PIER SCHEDULE

Pier No	No of Sub-Piers	Sub-Pier Dia.	Top El. Sub-Pier	Bott. El. Sub-Pier	Dim. "H"	Concrete Cu. Ft.
E12	4	3'-0	+12.50	-50.00	62'-6"	1765
E13	6	3'-0	+ 5.90	-51.10	57'-0"	2416
E14	4	3'-0	+ 5.85	-55.15	61'-0"	1723
E15	4	3'-0	+ 5.00	-56.00	61'-0"	1723
E16	3	3'-6"	+ 3.80	-56.20	60'-0"	1728
E17	3	3'-6"	+ 3.80	-55.20	59'-0"	1699
ES1	2	3'-6"	+ 5.82	-53.18	59'-0"	1133
ES2	2	3'-6"	+ 5.00	-53.00	58'-0"	1114
ES3	2	3'-6"	+ 5.00	-53.00	58'-0"	1114
ES4	2	3'-6"	+ 3.80	-53.20	57'-0"	1094
W12	4	3'-0"	+12.50	-50.00	62'-6"	1765
W13	3	3'-6"	+ 5.90	-51.10	57'-0"	1642
W14	3	3'-6"	+ 5.82	-53.18	59'-0"	1699
W15	3	3'-6"	+ 5.40	-56.10	61'-6"	1771
W16	4	3'-6"	+ 3.80	-57.20	61'-0"	2345

Note: For Sub-Pier Details see Sheet No. S-6 & S-7

BILL OF MATERIAL (This Sheet only)

Description	Unit	Quantity
Sub-Piers	Cu. Ft.	24,729
Reinforcement Bars	Lbs.	155,709

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY ELEVATED HIGHWAY

S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE

SECTION SW-1818.3-2H

SUB-PIERS — PLAN I

SCALE: 1" = 20' DEC. 1964

SHEET NO. S-5 OF 99 SHEETS

210-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 52 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	401
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

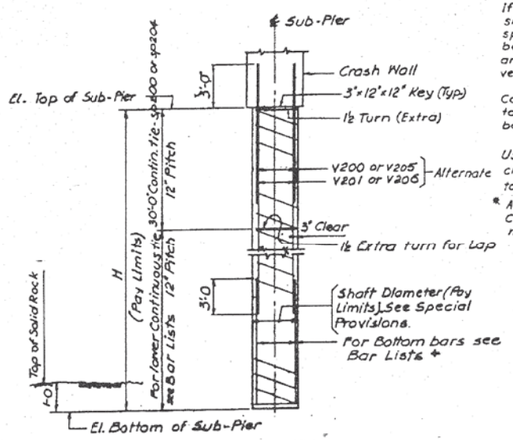
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-2H	COOK	99	27
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(38)-388		

NOTES:
The Elevation of the bottom of Sub-Pier shall be raised or lowered when the exact elevation of top of rock is determined by the Engineer. If bottom of Sub-Pier is lowered, the contractor shall extend the Sub-Pier reinforcement by splicing bars of equal size to half of the vertical bars, extending these to the bottom of the Sub-Pier and lapping 20 bar diameters with the Sub-Pier verticals. Provide #3 circular ties @18" max.

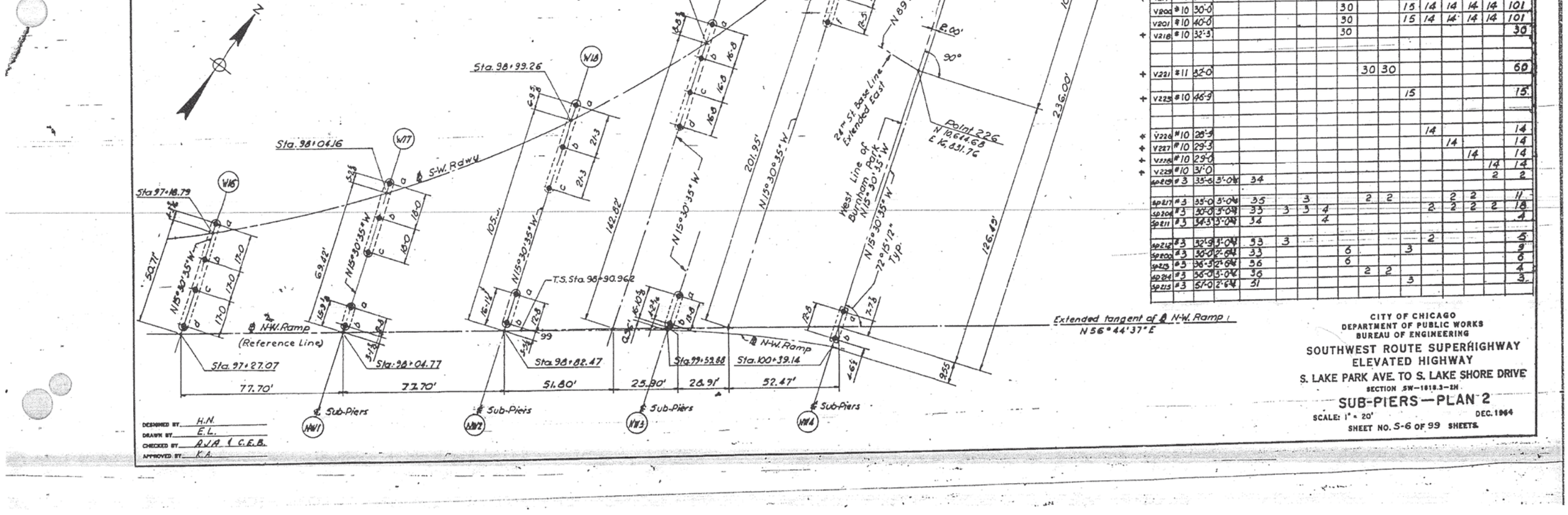
Contractor shall make proper arrangements to maintain 3" clearance to vertical reinforcement bars for entire depth of Sub-Piers.

Use 3 spacers for each contin. tie Unit. Spacers may be channels, tees or angles. Cost of spacers is incidental to the item, "Reinforcement Bars".

* Approximate location of 24" Water Line. Care shall be taken during sub-pier excavation not to damage pipe.



SUB-PIER DETAIL
TYPICAL FOR ALL SUB-PIERS
EXCEPT E57R, E57L, W21L & W21R



SUB-PIER SCHEDULE

Pier No	No of Sub-Piers	Sub-Pier Dia.	Top El. Sub-Pier	Bott El. Sub-Pier	Dim. "H"	Concrete Cu.Ft.
W17	3	3'-6"	+3.80'	-59.20'	63'-0"	1814
W18	3	3'-6"	+3.30'	-60.20'	63'-6"	1829
W19	4	3'-6"	+3.30'	-61.20'	64'-6"	2417
W20	6	3'-0"	+3.30'	-63.20'	66'-6"	2817
W21L	2	3'-6"	+3.25'	-63.00'	66'-3"	1272
W21R	2	3'-6"	+3.25'	-63.00'	66'-3"	1272
W22	3	3'-0"	+15.00'	-66.00'	81'-0"	1716
NW1	2	3'-6"	+3.80'	-59.20'	63'-0"	1210
NW2	2	3'-6"	+3.30'	-60.20'	63'-6"	1219
NW3	2	3'-6"	+3.30'	-60.00'	65'-3"	1219
NW4	2	3'-6"	+4.25'	-61.00'	65'-3"	1253

Note: For Sub-Pier Details see this sheet and sheet S-7

BILL OF MATERIAL (This Sheet only)

Description	Unit	Quantity
Sub-Piers	Cu.Ft.	18,098
Reinforcement Bars	Lbs.	127,868

REINFORCEMENT BAR LIST

Bar Mark	Size	Length	Core Dia. & No. of Cores	No of Turns for Contin. tie	Number of Bars Required W17	W18	W19	W20	W21L	W21R	W22	NW1	NW2	NW3	NW4	Total Wt. Weight
V200	#11	30'-0			36	33	32		30	30						161
V206	#11	40'-0			36	33	32		30	30						161
V215	#11	28'-9			36											36
V216	#11	29'-3				33										33
V217	#11	30'-3					32									32
V202	#10	30'-0						30			15	14	14	14	14	101
V201	#10	40'-0						30			15	14	14	14	14	101
V218	#10	32'-3						30								30
V231	#11	32'-0							30	30						60
V225	#10	46'-9									15					15
V226	#10	28'-9										14				14
V227	#10	29'-3											14			14
V228	#10	29'-0												14		14
V229	#10	31'-0													14	14
SP201	#3	35'-0	3'-0"	34											2	2
SP217	#3	35'-0	3'-0"	35				3			2	2		2	2	11
SP204	#3	30'-0	3'-0"	33	3	3	4					2	2	2	2	18
SP211	#3	34'-3	3'-0"	34			4									4
SP212	#3	32'-9	3'-0"	33	3							2				5
SP200	#3	30'-0	2'-6"	33				6			3					9
SP213	#3	30'-3	2'-6"	36				6								6
SP214	#3	35'-0	3'-0"	36					2	2						4
SP215	#3	51'-0	2'-6"	31							3					3

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

SUB-PIERS — PLAN 2

SCALE: 1" = 20' DEC. 1964

SHEET NO. S-6 OF 99 SHEETS.

DESIGNED BY H.N.
DRAWN BY E.L.
CHECKED BY A.V.A. & C.E.B.
APPROVED BY K.A.

211-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

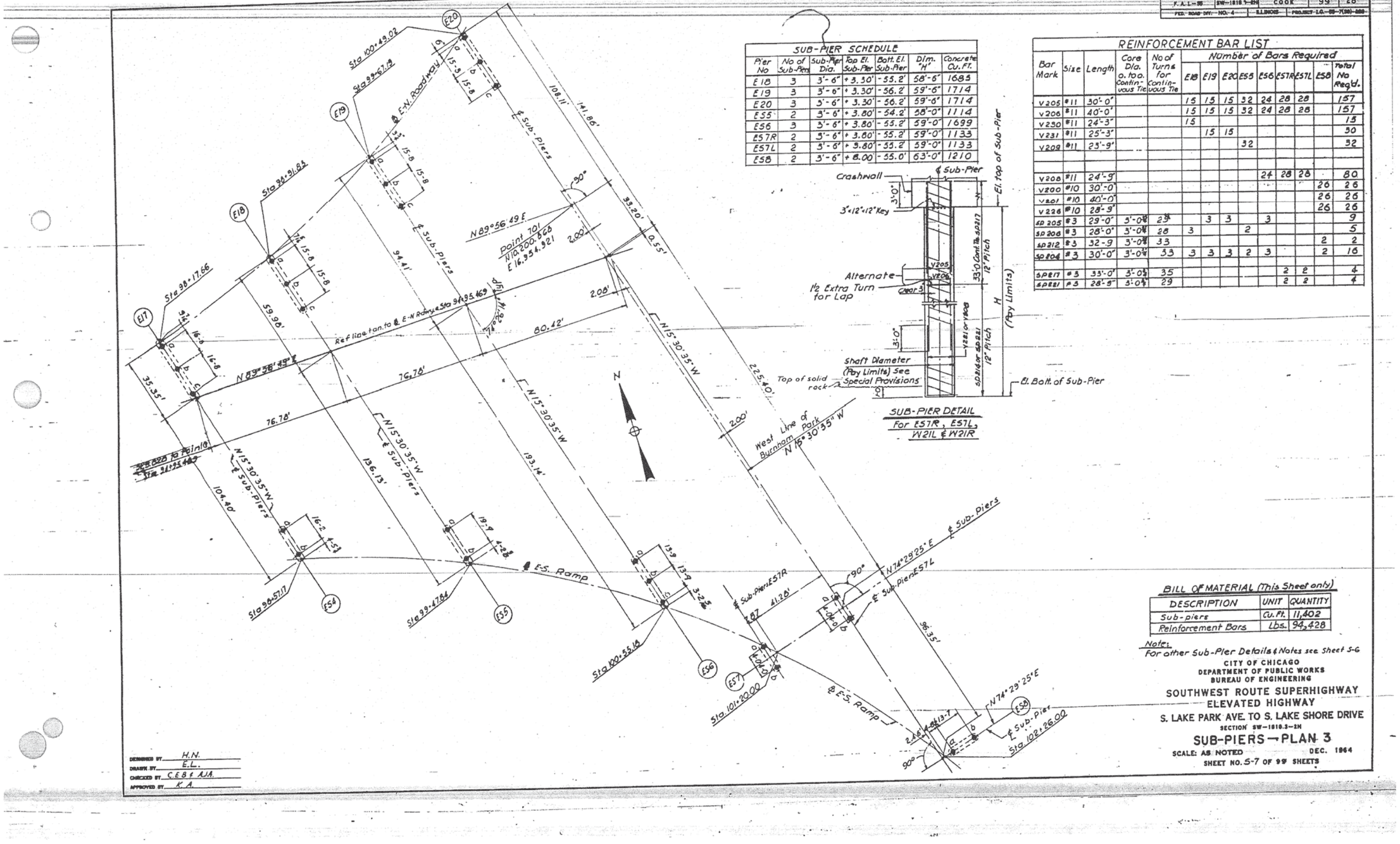
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 53 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	402
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.—55	SW—1818.3—2H	COOK	99	28
FED. ROAD DIV.—NO. 4	ILLINOIS	PROJECT-I.Q.—88—7(38)-888		



SUB-PIER DETAIL
For E57R, E57L, W21L & W21R

SUB-PIER SCHEDULE

Pier No	No of Sub-Piers	Sub-Pier Dia.	Top El. Sub-Pier	Bott. El. Sub-Pier	Dim. "H"	Concrete Cu. Ft.
E18	3	3'-6"	+3.30'	-55.2'	58'-6"	1685
E19	3	3'-6"	+3.30'	-56.2'	59'-6"	1714
E20	3	3'-6"	+3.30'	-56.2'	59'-6"	1714
E55	2	3'-6"	+3.80'	-54.2'	58'-0"	1114
E56	3	3'-6"	+3.80'	-55.2'	59'-0"	1699
E57R	2	3'-6"	+3.80'	-55.2'	59'-0"	1133
E57L	2	3'-6"	+3.80'	-55.2'	59'-0"	1133
E58	2	3'-6"	+8.00'	-55.0'	63'-0"	1210

REINFORCEMENT BAR LIST

Bar Mark	Size	Length	Core Dia. o. to o. Continuous Tie	No of Turns for Continuous Tie	Number of Bars Required								
					E18	E19	E20	E55	E56	E57R	E57L	E58	Total No Reqd.
V205	#11	30'-0"			15	15	15	32	24	28	28		157
V206	#11	40'-0"			15	15	15	32	24	28	28		157
V230	#11	24'-3"			15								15
V231	#11	25'-3"				15	15						30
V209	#11	23'-9"						32					32
V208	#11	24'-9"							24	28	28		80
V200	#10	30'-0"										26	26
V201	#10	40'-0"										26	26
V226	#10	28'-9"										26	26
SP205	#3	29'-0"	3'-0"	23		3	3		3				9
SP206	#3	28'-0"	3'-0"	28	3			2					5
SP212	#3	32'-9	3'-0"	33								2	2
SP204	#3	30'-0"	3'-0"	33	3	3	3	2	3			2	16
SPE1T	#3	33'-0"	3'-0"	35						2	2		4
SPE2I	#3	28'-9"	3'-0"	29						2	2		4

BILL OF MATERIAL (This Sheet only)

DESCRIPTION	UNIT	QUANTITY
Sub-piers	Cu. Ft.	11,402
Reinforcement Bars	Lbs.	94,428

Note:
For other Sub-Pier Details & Notes see Sheet S-6

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW—1818.3—2H

SUB-PIERS — PLAN 3

SCALE: AS NOTED DEC. 1964
SHEET NO. S-7 OF 99 SHEETS

DESIGNED BY H.N.
DRAWN BY E.L.
CHECKED BY C.E.B & A.J.A.
APPROVED BY K.A.

212-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

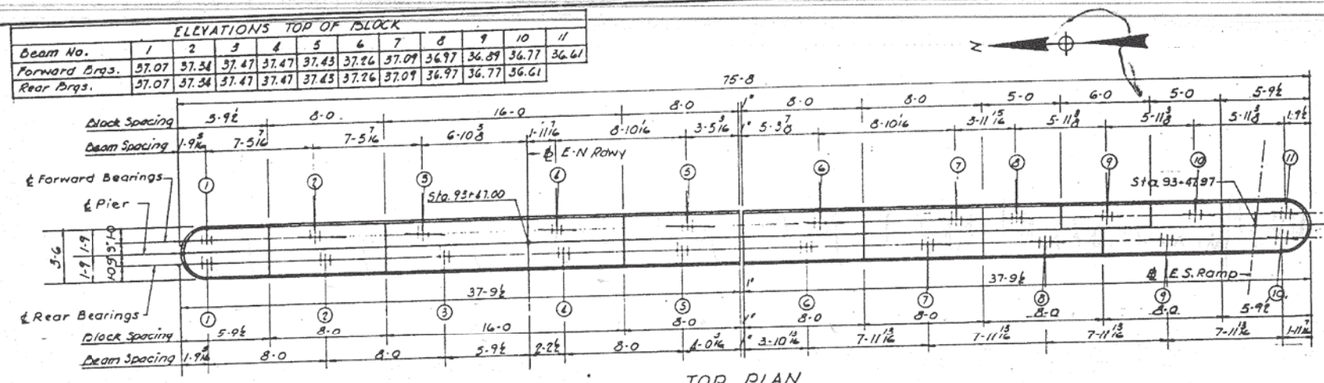
AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 54 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	403
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

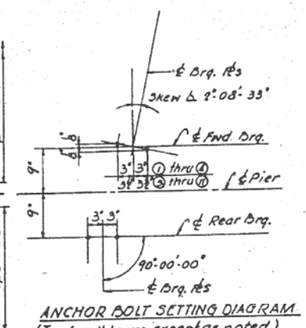
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.—55	SW-1818.3-2H	COOK	99	39
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.Q.—55-7(39)-388		

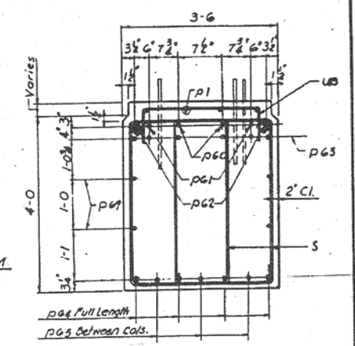
ELEVATIONS TOP OF BLOCK											
Beam No.	1	2	3	4	5	6	7	8	9	10	11
Forward Brgs.	37.07	37.34	37.47	37.47	37.43	37.26	37.09	36.97	36.89	36.77	36.61
Rear Brgs.	37.07	37.34	37.47	37.47	37.43	37.26	37.09	36.97	36.77	36.61	



TOP PLAN
Scale ½"=1'-0

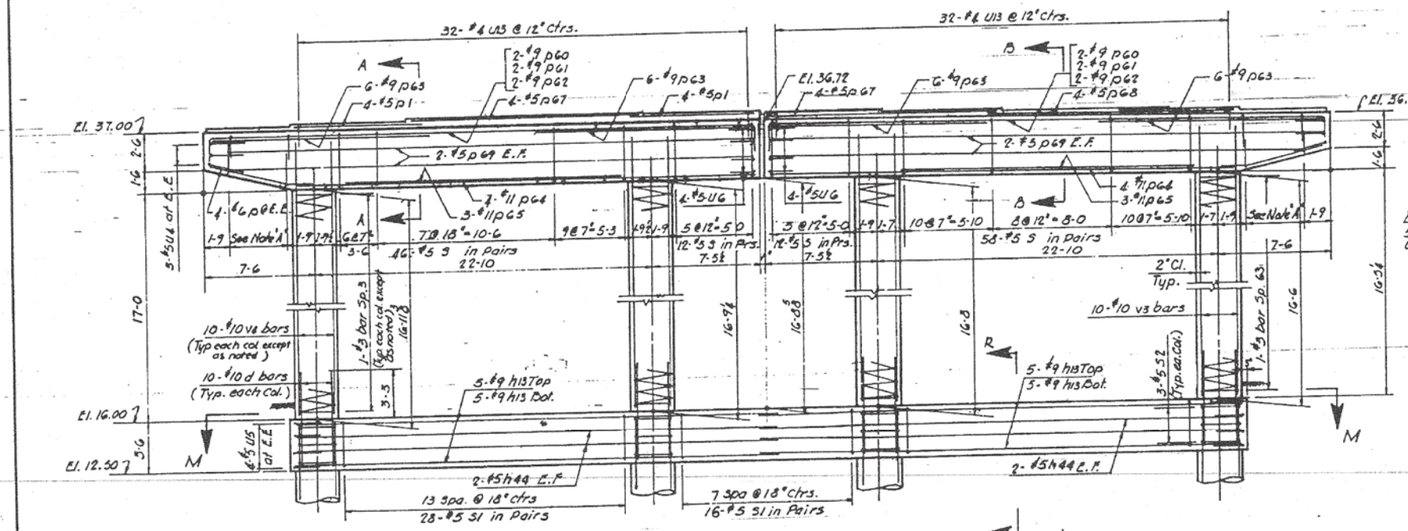


ANCHOR BOLT SETTING DIAGRAM
(Typ. for all beams except as noted)

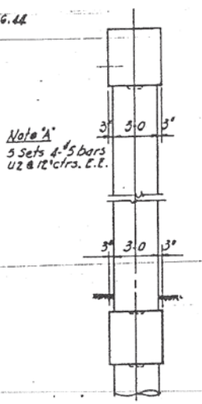


P63 Full Length
P64 Between Cols.

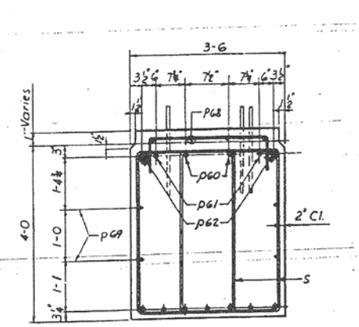
SECTION A-A
Scale ¾"=1'-0"



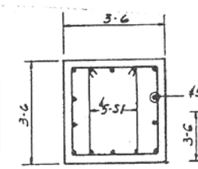
ELEVATION
Scale ½"=1'-0



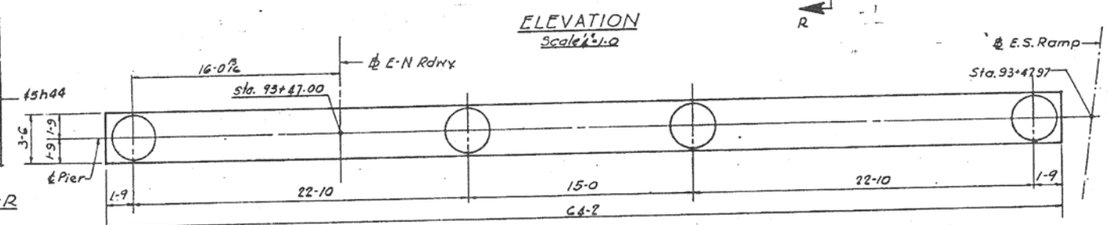
END VIEW
Scale ½"=1'-0"



SECTION B-B
Scale ½"=1'-0"



SECTION R-R
Scale ½"=1'-0



PLAN M-M
Scale ½"=1'-0

NOTE:
For additional pier sections and notes see sheet No. 930.

BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY
Class X Concrete	Cu. Yds.	69.0
Reinforcement Bars	Lbs.	16,290
Class A Excavation for Structure	Cu. Yds.	37

DESIGNED BY
DRAWN BY A.S.
CHECKED BY D.H. 6.19.65
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

PIER E12

SCALE: AS NOTED DEC. 1964
SHEET NO. S-18 OF 99 SHEETS

213-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 55 OF 173 SHEETS

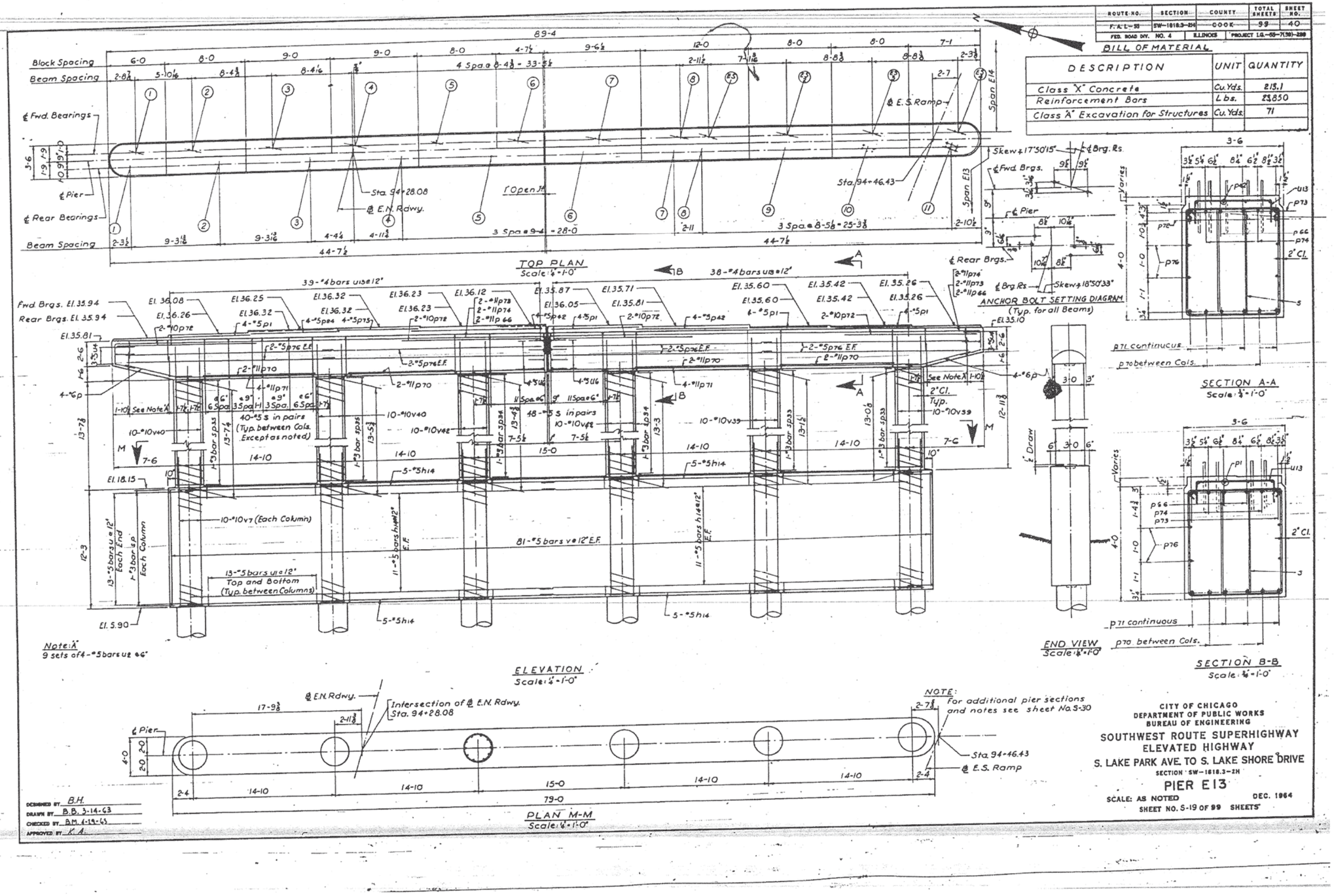
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	404
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.3-2H	COOK	99	40
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(38)-288		

BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY
Class "X" Concrete	Cu. Yds.	215.1
Reinforcement Bars	Lbs.	23,850
Class "A" Excavation for Structures	Cu. Yds.	71



CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

PIER E13

SCALE: AS NOTED — DEC. 1964
SHEET NO. S-19 OF 99 SHEETS

DESIGNED BY B.H.
DRAWN BY B.B. 3-14-63
CHECKED BY B.M. 4-19-63
APPROVED BY K.A.

214-60X07_As-Builts.dgn

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

AECOM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

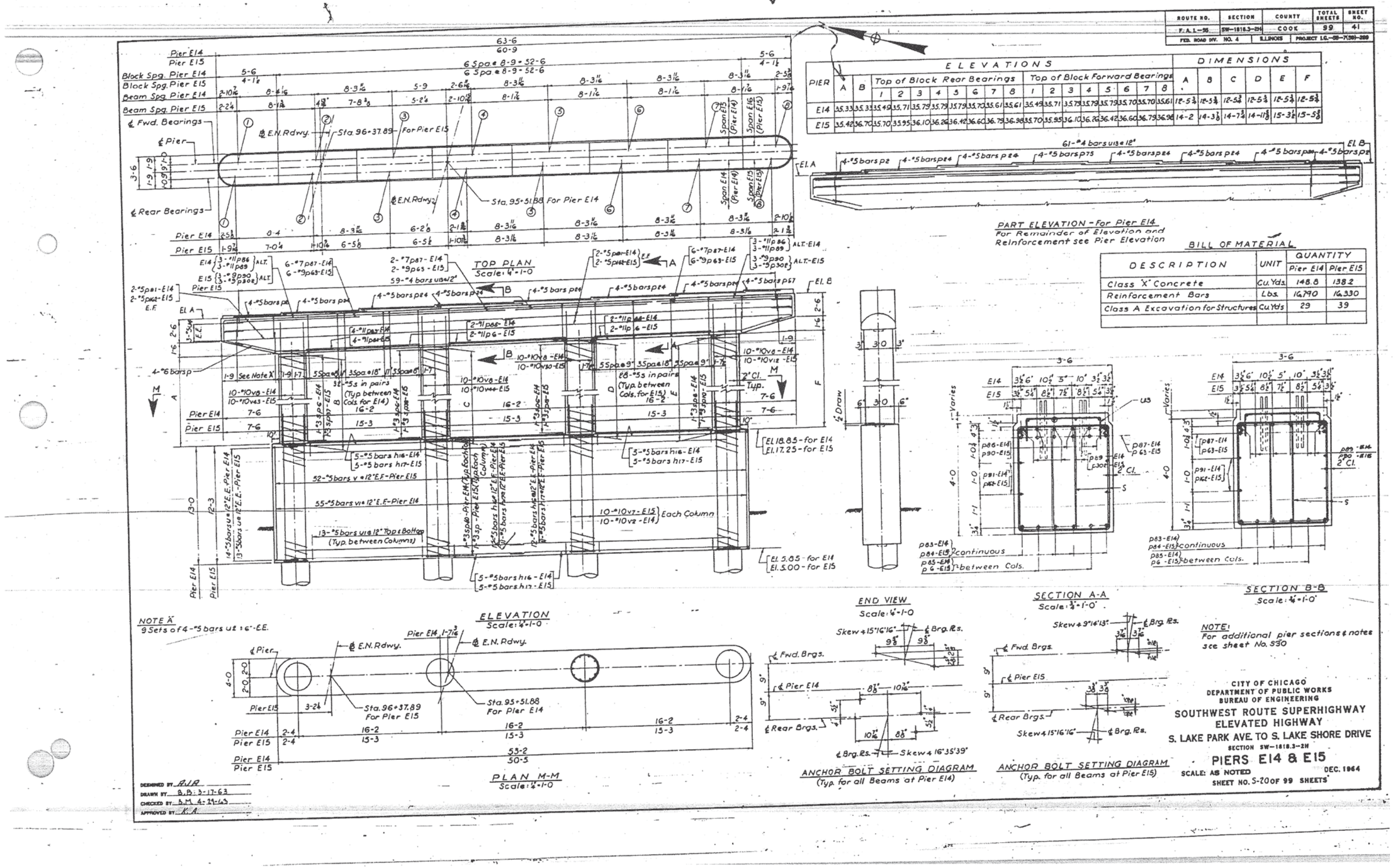
AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 56 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	405
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-2H	COOK	99	41
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.C.—88-7(59)-289		

PIER	A	B	Top of Block Rear Bearings 1	2	3	4	5	6	7	8	Top of Block Forward Bearings 1	2	3	4	5	6	7	8	DIMENSIONS A	B	C	D	E	F
E14	35.33	35.33	35.33	35.49	35.71	35.79	35.79	35.79	35.70	35.61	35.49	35.71	35.79	35.79	35.79	35.70	35.70	35.61	12-5⅜	12-5⅜	12-5⅜	12-5⅜	12-5⅜	12-5⅜
E15	35.42	36.70	35.70	35.95	36.10	36.26	36.42	36.60	36.75	36.98	35.70	35.95	36.10	36.26	36.42	36.60	36.75	36.98	14-2	14-3⅛	14-7⅜	14-11⅝	15-3⅛	15-5⅜



PART ELEVATION - For Pier E14
For Remainder of Elevation and Reinforcement see Pier Elevation

BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY Pier E14	Pier E15
Class 'X' Concrete	Cu. Yds.	148.8	138.2
Reinforcement Bars	Lbs.	16,790	16,330
Class A Excavation for Structures	Cu. Yds.	29	39

NOTE X
9 Sets of 4-#5 bars u2 @ 6"-E.E.

ELEVATION
Scale: 1/4"-1'-0"

PLAN M-M
Scale: 1/4"-1'-0"

END VIEW
Scale: 1/4"-1'-0"

ANCHOR BOLT SETTING DIAGRAM
(Typ. for all Beams at Pier E14)

SECTION A-A
Scale: 3/4"-1'-0"

ANCHOR BOLT SETTING DIAGRAM
(Typ. for all Beams at Pier E15)

SECTION B-B
Scale: 1/4"-1'-0"

NOTE:
For additional pier sections & notes see sheet No. S30

DESIGNED BY A.J.R.
DRAWN BY B.B. 3-17-63
CHECKED BY B.M. 4-24-63
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

PIERS E14 & E15

SCALE: AS NOTED DEC. 1964
SHEET NO. S-20 OF 99 SHEETS

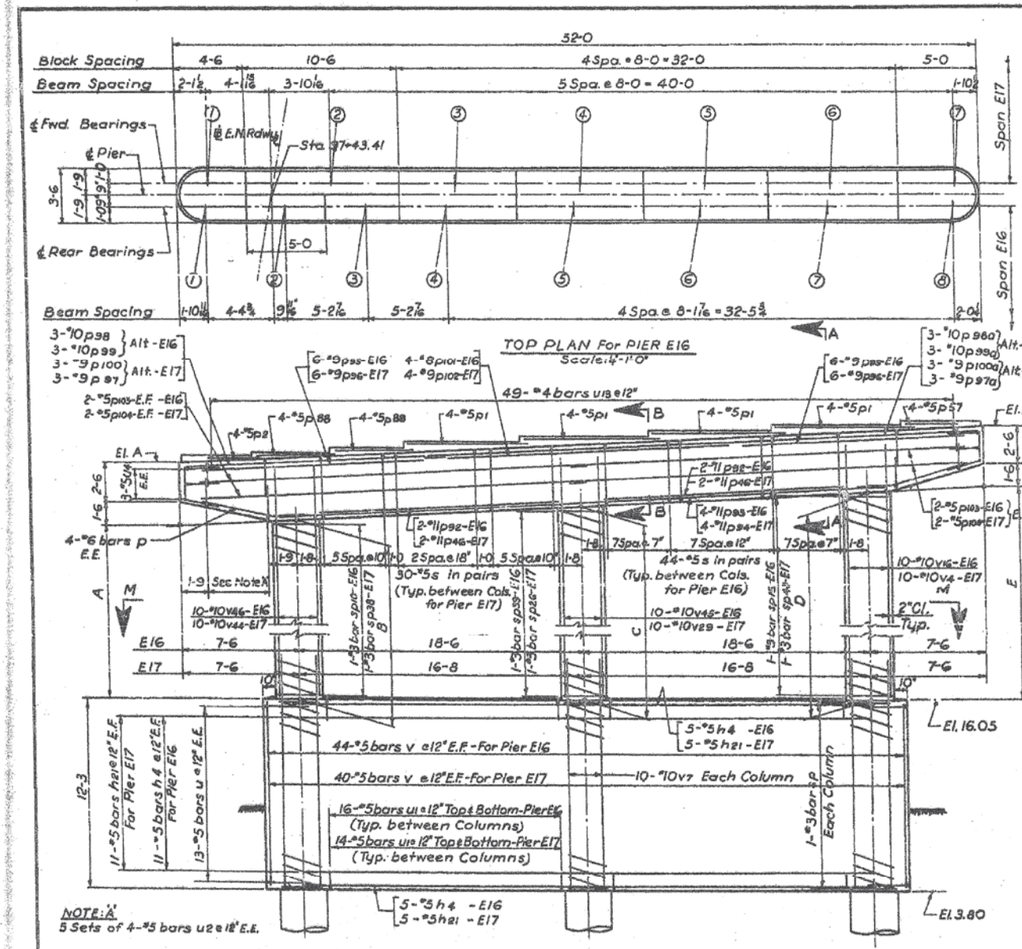
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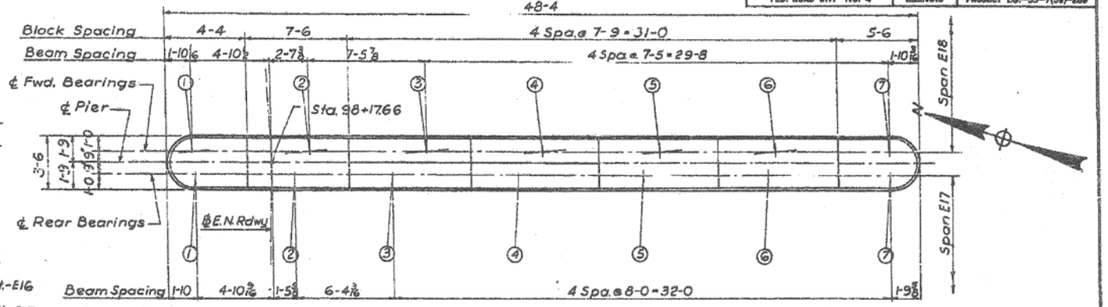
AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILTS I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
		CHECKED -	REVISED -		
	PLOT SCALE =	DRAWN - HAY	REVISED -		SHEET NO. 57 OF 173 SHEETS
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -		

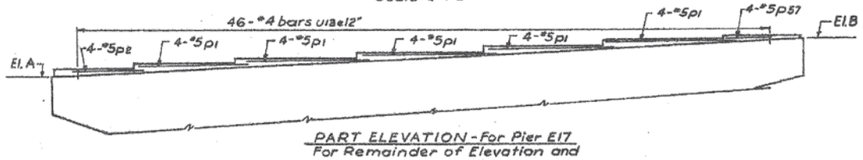
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	406
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

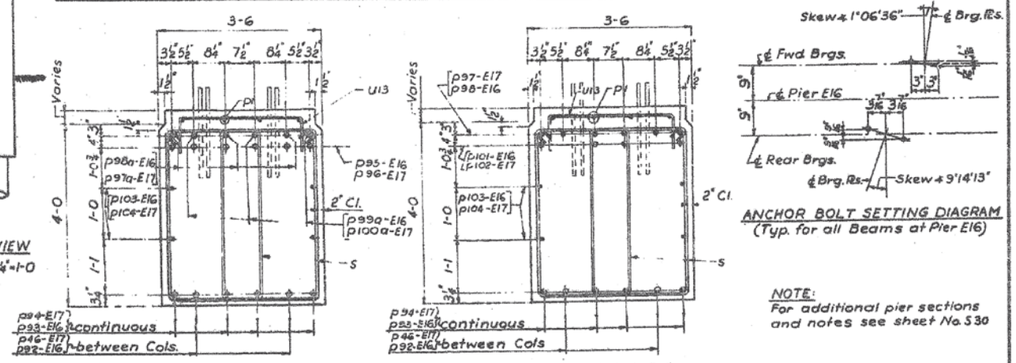
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-2H	COOK	99	42
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(99)-289		

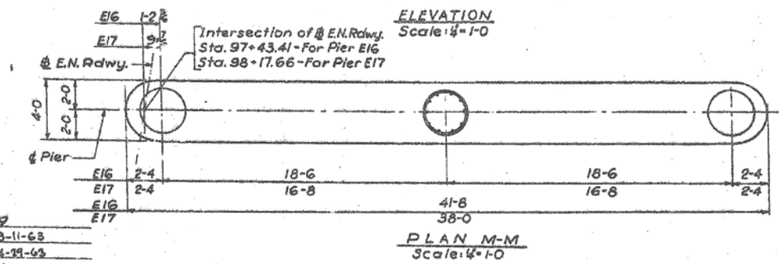






PIER	ELEVATIONS A	B	Top of Block Rear Bearings 1	2	3	4	5	6	7	8	Top of Block Forward Bearings 1	2	3	4	5	6	7	DIMENSIONS A	B	C	D	E
E16	34.79	37.38	36.30	35.60	35.67	36.14	36.56	36.99	37.38	37.63	35.30	35.76	36.14	36.56	36.99	37.38	37.63	14-8⅜	15-1⅜	16-0⅜	16-11½	17-4
E17	34.32	36.88	34.74	35.15	35.52	35.98	36.47	36.89	37.14	—	34.74	35.15	35.65	36.08	36.47	36.89	37.14	14-3¼	14-8	15-6⅝	16-5¼	16-10





BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY Pier E16	Pier E17
Class "X" Concrete	Cu. Yds	115.5	106.2
Reinforcement Bars	Lbs.	13,470	12,270
Class A Excavation for Structures	Cu. Yds	31	29

DESIGNED BY A.J.A
DRAWN BY B.B. 3-11-65
CHECKED BY B.M. A-29-65
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

PIERS E16 & E17

SCALE: AS NOTED DEC. 1964
SHEET NO. S-21 OF 99 SHEETS

216-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

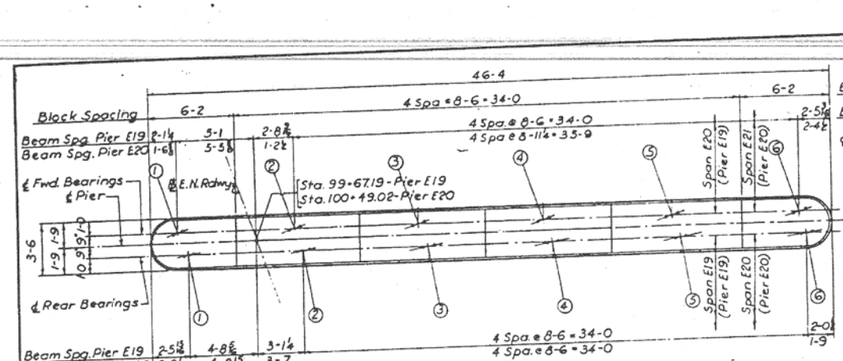
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

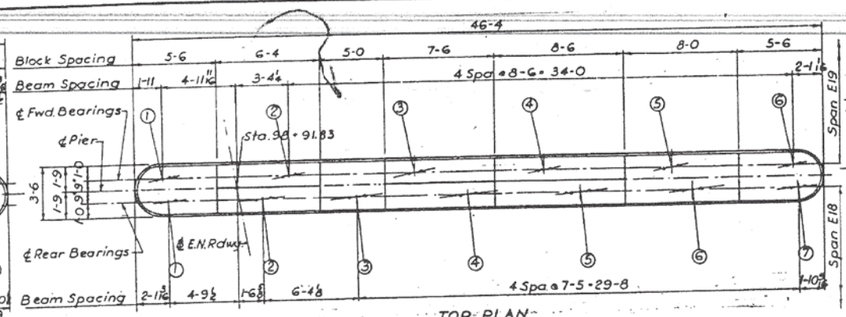
AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 58 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	407
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

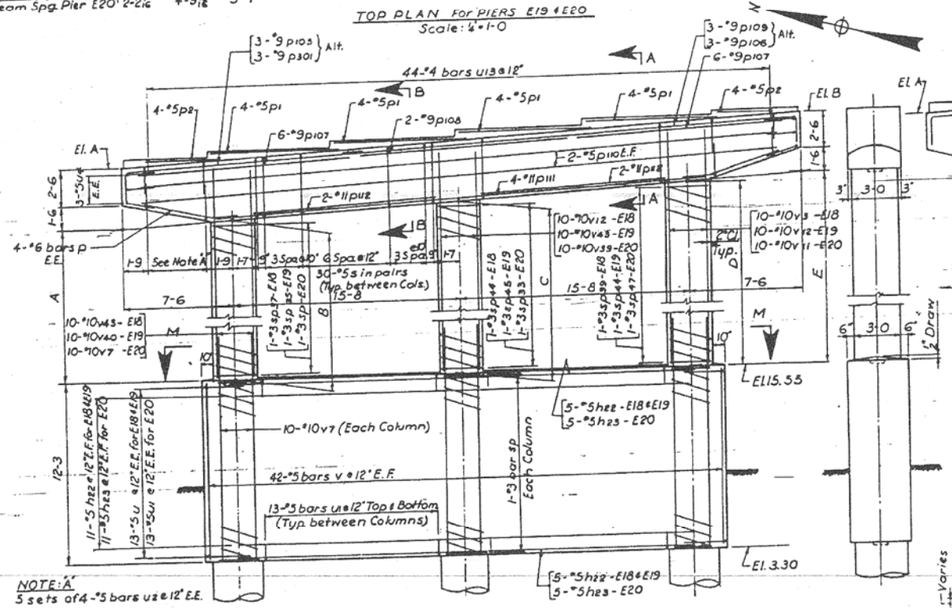
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.3-2H	COOK	99	43
FED. ROAD DIST. NO. 4	ILLINOIS	PROJECT I-G-55-7(189)-288		





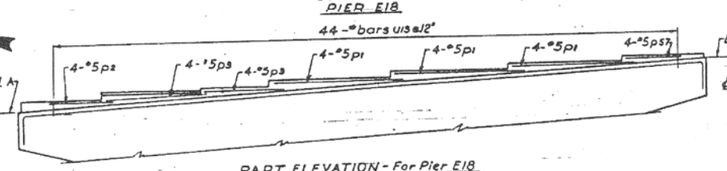
TOP PLAN FOR PIERS E19 & E20
Scale: ¼"=1-0



NOTE: 'A'
5 sets of 4-#5 bars U2 @ 12" E.E.

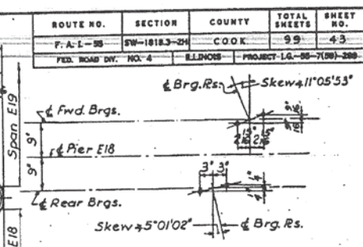
END VIEW
Scale: ½"=1-0

TOP PLAN
Scale: ¼"=1-0
PIER E18

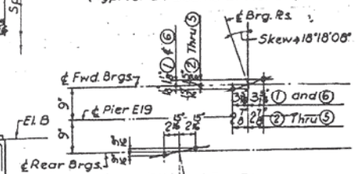


PART ELEVATION - For Pier E18
For Remainder of Elevation and Reinforcement see Pier Elevation

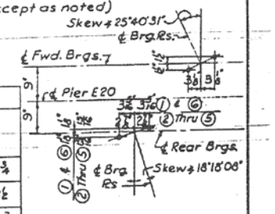
PIER	ELEVATIONS A	ELEVATIONS B	Top of Block Rear Bearings. 1	2	3	4	5	6	7	Top of Block Forward Brgs. 1	2	3	4	5	6	DIMENSIONS A	B	C	D	E
E18	33.60	36.20	34.10	34.52	34.90	35.34	35.78	36.11	36.40	34.10	34.62	35.13	35.64	36.11	36.40	14-0⅜	14-5⅜	15-4¼	16-2⅝	16-7⅝
E19	32.67	35.26	33.23	33.70	34.22	34.73	35.19	35.49	—	33.23	33.70	34.22	34.73	35.19	35.49	13-1½	13-6½	14-5	15-3½	15-8½
E20	31.38	34.04	31.94	32.41	32.86	33.50	33.98	34.27	—	31.94	32.41	32.95	33.50	33.98	34.27	11-10	12-3⅜	13-1⅜	14-0¼	14-5⅜



ANCHOR BOLT SETTING DIAGRAM
(Typ. for all Beams at Pier E18)

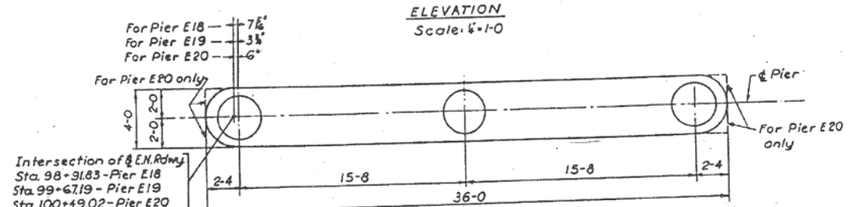


ANCHOR BOLT SETTING DIAGRAM
(Typ. for Beams at Pier E19 Except as noted)

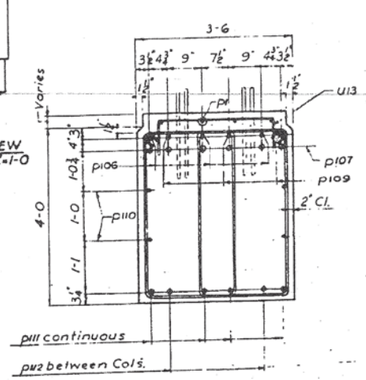


ANCHOR BOLT SETTING DIAGRAM
(Typ. for Beams at Pier E20 Except as noted)

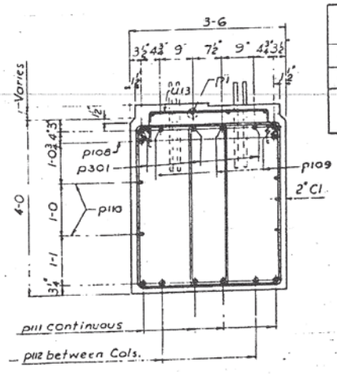
ELEVATION
Scale: ½"=1-0



PLAN M-M
Scale: ½"=1-0



SECTION A-A
Scale: ½"=1-0"



SECTION B-B
Scale: ½"=1-0"

BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY Pier E18	Pier E19	Pier E20
Class 'X' concrete	Cu.Yds.	101.4	100.8	100.0
Reinforcement Bars	Lbs.	11,830	11,690	11,590
Class A Excavation for Structures	Cu.Yds.	27	27	28

NOTE: For additional pier sections and notes see sheet No. 330

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

PIERS E18, E19 & E20

SCALE: AS NOTED
DEC. 1964
SHEET NO. 5-22 OF 99 SHEETS

DESIGNED BY A.V.A
DRAWN BY B.B. 4-15-63
CHECKED BY B.M. 4-19-63
APPROVED BY K.A.

217-60X07.As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

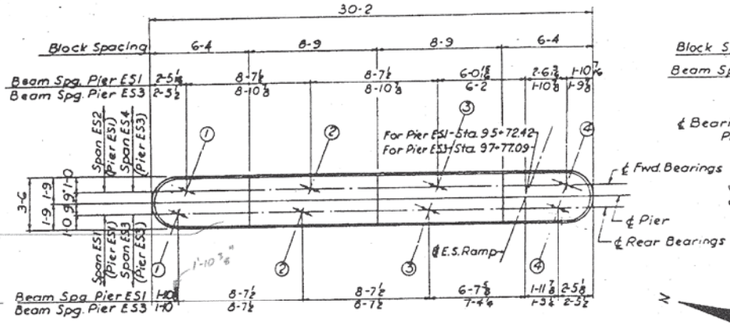
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

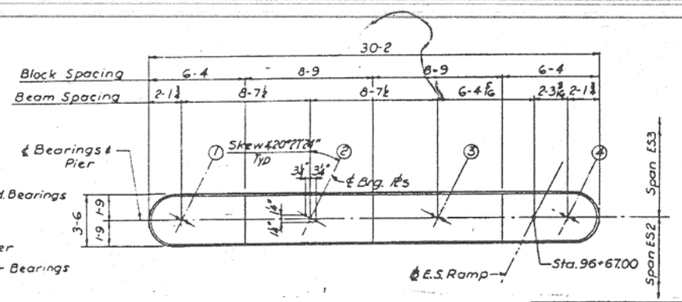
AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 59 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	408
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.3-2H	COOK	99	46
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.C.-88-7(38)-288		





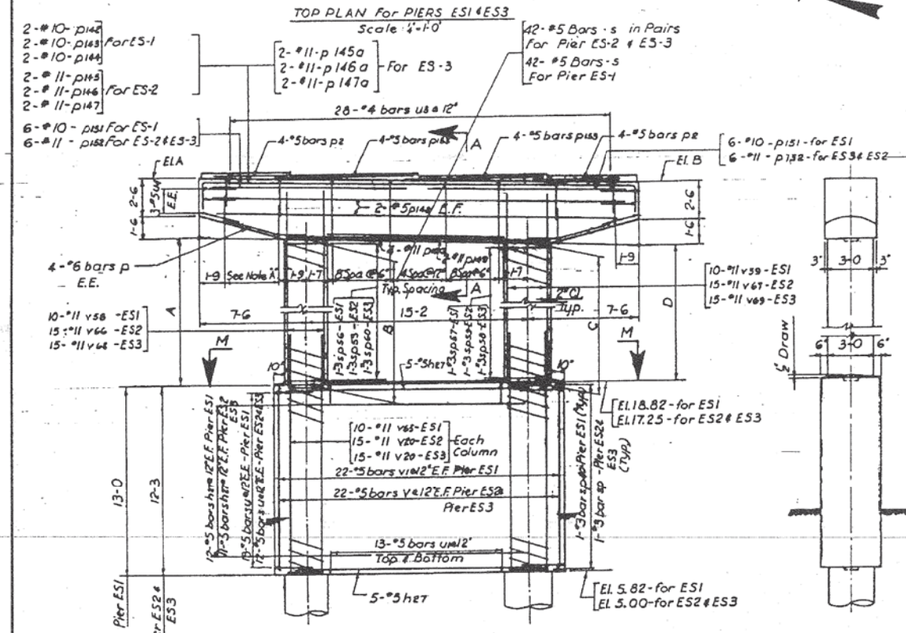
TOP PLAN For PIER ES2
Scale: 1/4"-1'-0"

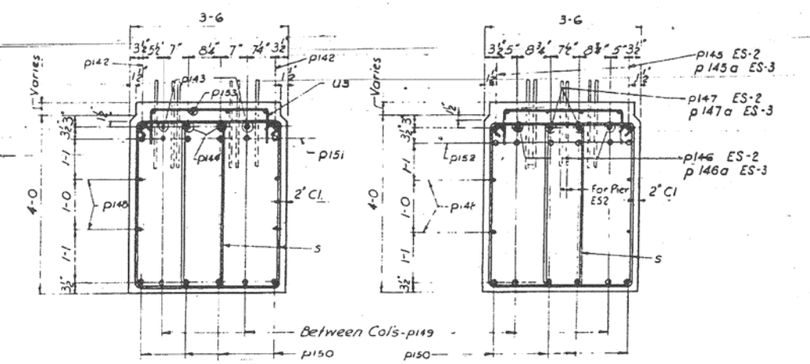
BILL OF MATERIAL

DESCRCIPTION	UNIT	QUANTITY		
		Pier ES1	Pier ES2	Pier ES3
Class "X" Concrete	Cu. Yds.	58.2	57.1	57.2
Reinforcement Bars	Lbs.	8,740	11,080	11,030
Class A Excavation for Structures	Cu. Yds.	12	14	13

PIER	EL. A	EL. B	Top of Block Elevation Beam No. 1	2	3	4	DIMENSIONS A	B	C	D	E
ES1	34.76	34.17	35.02	34.81	34.64	34.51	11-11 1/4	11-9 1/2	11-6	11-4 1/4	3-1
ES2	35.04	34.47	35.30	35.10	34.93	34.81	13-9 1/2	13-7 7/8	13-4 3/8	13-2 3/8	3-1 1/4
ES3	34.99	33.84	35.27	34.92	34.59	34.28	13-8 7/8	13-5 5/8	12-10 1/2	12-7 5/8	3-9 1/4

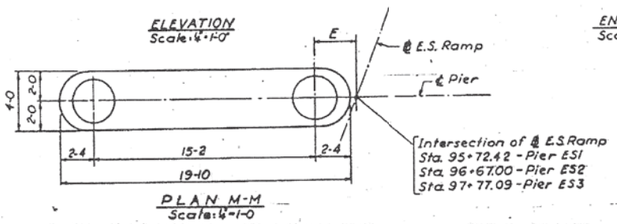
TOP PLAN For PIERS ES1 & ES3
Scale: 1/4"-1'-0"





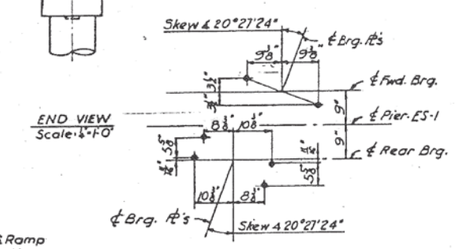
SECTION A-A FOR PIER ES-1
Scale: 1/4"-1'-0"

SECTION A-A FOR PIERS ES2 & ES3
Scale: 1/4"-1'-0"



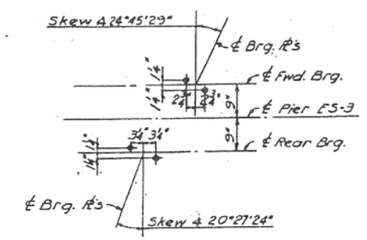
NOTE 'A'
9 sets of 4-#5 bars u @ 6" E.E. For ES-1
13 sets of 4-#5 bars u @ 4" E.E. For ES2 & ES-3.

DESIGNED BY R.V.R.
DRAWN BY B.B. 4-8-65
CHECKED BY R.V.R.
APPROVED BY K.A.



END VIEW
Scale: 1/4"-1'-0"

ANCHOR BOLT SETTING DIAGRAM
Typ. Pier ES-1



ANCHOR BOLT SETTING DIAGRAM
Typ. Pier ES-3

NOTE:
For additional pier sections and notes see sheet No. 530

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

PIERS ES1, ES2 & ES3

SCALE: AS NOTED DEC. 1964
SHEET NO. 5-25 OF 99 SHEETS

218-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

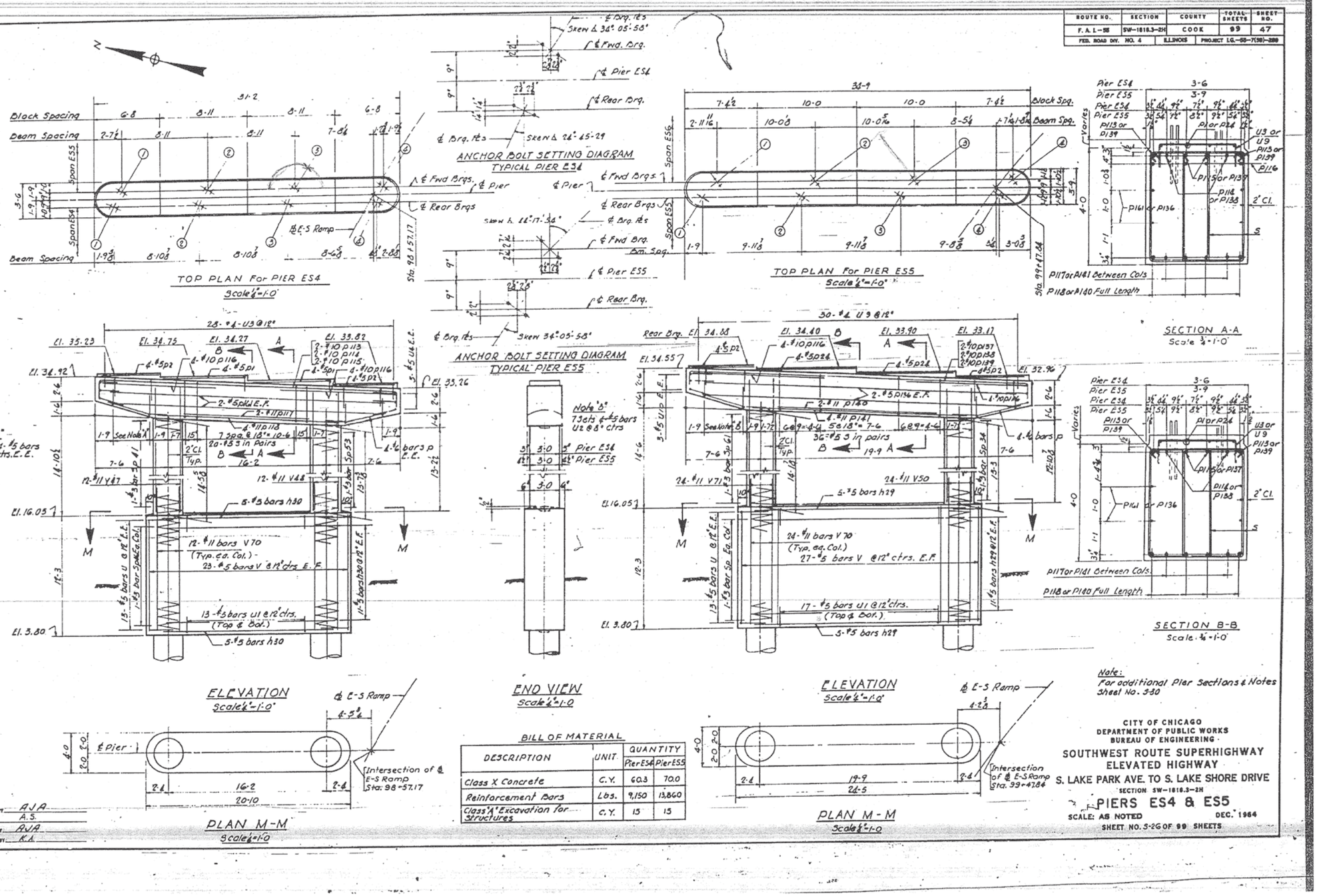
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 60 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	409
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-2H	COOK	99	47
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(39)-289		



BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY Pier ES4	QUANTITY Pier ES5
Class X Concrete	C.Y.	60.3	70.0
Reinforcement Bars	Lbs.	9,150	13,860
Class 'A' Excavation for Structures	C.Y.	15	15

Note: For additional Pier Sections & Notes Sheet No. 5-30

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H
PIERS ES4 & ES5
SCALE: AS NOTED DEC. 1964
SHEET NO. 5-2G OF 99 SHEETS

DESIGNED BY A.J.A.
DRAWN BY A.S.
CHECKED BY A.J.A.
APPROVED BY K.A.

219-60X07_As-Builts.dgn

USER NAME = auyeungh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

AECOM

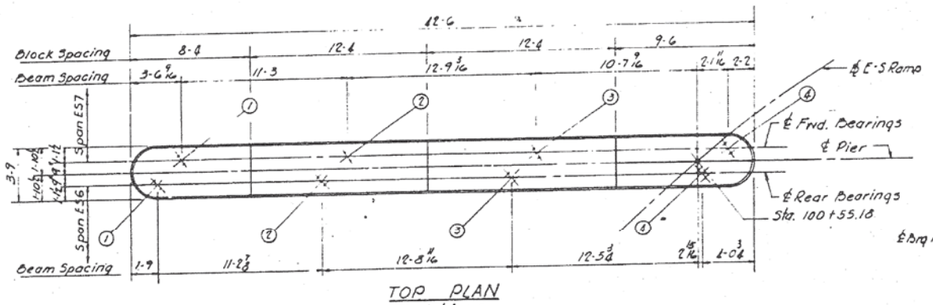
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 61 OF 173 SHEETS

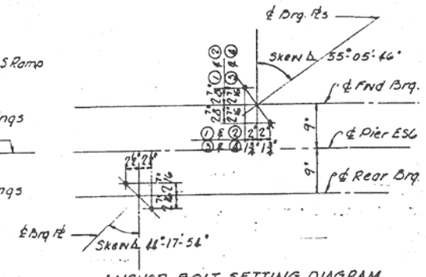
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	410
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.–55	SW–1818.3–2H	COOK	99	48
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.–55–7(39)–289		

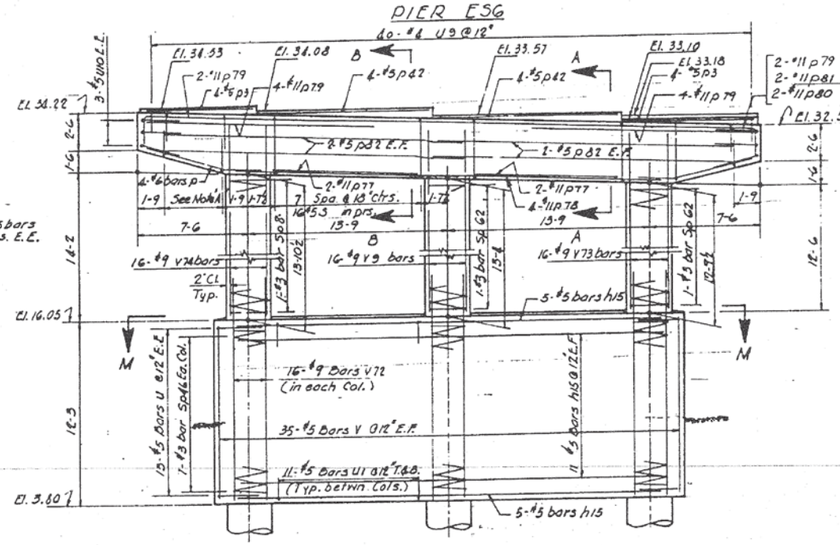


TOP PLAN
Scale 1/4"=1'-0



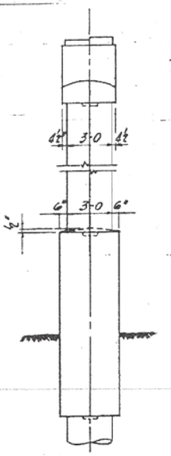
ANCHOR BOLT SETTING DIAGRAM
(Typ. Pier ES6 except as noted)

PIER ES6

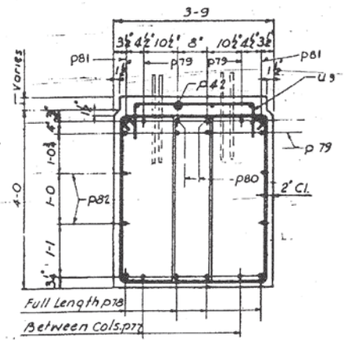


Note 'A'
9 Sets of #5 bars U2 @6" ctrs. E.E.

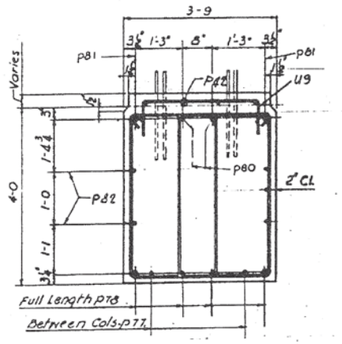
ELEVATION
Scale 1/4"=1'-0



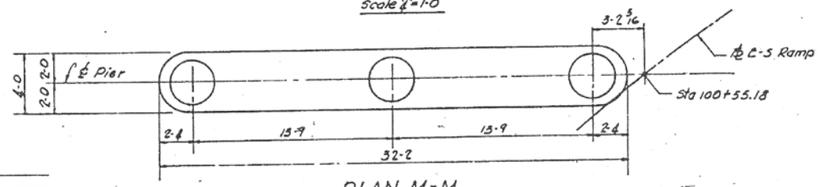
END VIEW
Scale 1/2"=1'-0



SECTION A-A
Scale 1/4"=1'-0"



SECTION B-B
Scale 1/4"=1'-0"



PLAN M-M
Scale 1/4"=1'-0

Note
For additional Pier Sections & notes see Sheet 530.

BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY
Class X Concrete	Cu. Yds.	92.1
Reinforcement Bars	Lbs.	18,230
Class 'A' Excavation for Structures	Cu. Yds.	24

DESIGNED BY A.J.A
DRAWN BY A.S.
CHECKED BY A.J.A
APPROVED BY K.A

CITY OF CHICAGO
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SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW–1818.3–2H

PIER ES6

SCALE: AS NOTED DEC. 1964
SHEET NO. 5-27 OF 99 SHEETS

220-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 62 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	411
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.-55	SW-1618.3-2H	COOK	99	49
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(58)-288		

Intermediate Stiffeners PL 8" × 1/2"

Span ES8

Span ES7

℄ Brgs.

℄ Pier

N

14'-11 3/8" | 7'-8 5/8" | 9'-5 13/16" | 9'-5 13/16" | 7'-6 9/16"

4'-11" | 4'-8" | 3'-3 5/8" | 5'-6 5/8" | 3'-9 1/4" | 3'-11 3/8" | 8'-7 1/8" | 4'-8" | 4'-9 15/16" | 9'-5 13/16" | 4'-8" | 4'-9 15/16" | 8'-9 15/16" | 4'-0" | 3'-6 9/16"

Work Chord

See Details 'A' & 'B'

Sta. 101+20.00

Work Chord

For Angles & (P) See Girder Schedule Sheet No. 548

℄ E.S. Ramp

℄ East Col.

℄ West Col.

15'-3 5/16" | 7'-8 5/8" | 9'-6" | 9'-6" | 7'-2 5/8"

49'-1 13/16"

1:6

℄ Bearings

23°-59'-32" Typ. Skew

1 1/16" ø Holes in Shelf PL for 1 1/2" ø Steel Bolts

℄ Bearing

℄ Pier

SECTION A-A

Scale: 1/4" = 1'-0"

DETAIL "B"

Setting Diagram for Bearings (Span ES8)

El. 39.385

2 PL 14" × 1/4" Brg. Stiffeners End PL-30" × ℄

℄ Expansion Brg.

Web PL 62" × 3/8"

Top Col. El. 33.500

PL-30" × 1 1/2"

15'-1 13/16"

29 spa. @ 12" = 29'-0"

Stud Shear Connectors

℄ Fixed Brg.

5'-0"

2 PL 14" × 1/4" Brg. Stiffeners

El. 37.485

End PL 30" × 1 1/2"

Top Col. El. 31.500

PL-30" × 2 1/4"

See Detail 'A' Sheet No. 540

PL-30" × 1 1/2"

13'-3"

12'-3"

23'-7 13/16"

49'-1 9/16"

26 - #11 bars V65

26 - #11 bars V64

17'-5 3/8"

12'-5"

15'-6 7/8"

12'-3"

El. 3.80'

El. 16.05'

El. 13.60'

1-#5 bar sp65

1-#3 bar sp66

3'-9"ø

2'-0" 2'-0"

2" Cl. Typ.

Deflection and Camber Data

Point	A	B	C
Steel deflection	1/16	1/8	1/16
Concrete deflection	1/4	3/8	5/16
Required Camber	3/8	1/2	3/8

Δ steel Δ concrete Required Camber

A B C

4 Equal Spaces

℄ East Brg. ℄ West Brg.

DEFLECTION AND CAMBER DIAGRAM

VIEW C-C

Scale: 1/4" = 1'-0"

2-#5 bars V @ 12" E.F.

4-#8 bars h_{18} @ 12"

16-#5 bars U_1 @ 12" Top & Bottom

16-#5 bars V @ 12" E.F.

26-#11 bars V34

11-#5 bars h_{18} @ 12" E.F.

13-#5 bars U_{12} @ 12" E.F.

1-#3 bar sp36

4-#10 bars h_{31} @ 12"

3'-6" | 4'-0" | 4'-0" | 3'-6"

7'-6" | 7'-6"

SECTION D-D

Scale: 1/4" = 1'-0"

℄ Sub-Pier ES-7L

℄ E.S. Ramp

U_1 h_{18} V 41'-3 3/16"

h_{10} or h_{18}

℄ Pier & Girder

90°00'00"

Sta. 101+20.00

sp63 or sp64

sp65 or sp66

V64 or V65

7'-6"

2'-0" 2'-0"

ELEVATION

Scale: 1/4" = 1'-0"

SECTION H-H

Scale: 1/4" = 1'-0"

℄ Girder

9" | 9"

2-#8 bars h_{33}

2-#8 bars h_{34}

℄ Col.

2" Cl. Typ.

h_{34} h_{32} U_1 h_{12}

2'-0" 2'-0"

VIEW E-E

Scale: 1/4" = 1'-0"

12-#5 bars U_1 @ 12" Top & Bottom

18-#5 bars V @ 12" E.F.

11-#5 bars h_{18} @ 12" E.F.

13-#5 bars U_{12} @ 12" E.F.

1-#3 bar sp36

(2-#10 bars h_{35})

(2-#10 bars h_{33})

3'-6" | 4'-0" | 4'-0" | 3'-6"

7'-6" | 7'-6"

Sta. 101+20.00

SECTION F-F

Scale: 1/4" = 1'-0"

℄ E.S. Ramp

2'-0" 2'-0"

℄ Sub-Pier ES-7R

h_{34} h_{32} h_{12} V U_1 U

V64 V34 sp66 sp35

7'-6" 7'-10 1/2"

℄ Col.

90°00'00"

℄ Pier & Girder

Note: The Girder Web shall be vertical when all dead loads have been applied

1 1/8" × 3" Slotted Holes

PL-14" × 1/4"

PL 16 1/2" × 1 1/2" × 1'-10"

PL-14" × 1/4"

℄ Brg.

9"

2" Clear

℄ Pier

1'-2"

2" Clear

11"

11"

1/2" ø

Cut Girder flanges and Sole PL in cut portion weld Sole Plate to Bottom Flange with 1/2 bevel groove weld (Sole PL beveled)

DETAIL 'A'

Scale: 1" = 1'-0"

9" ℄ Brg.

4" @ 50°F

℄ Pier Slope 5/8"

8 1/2"

16 Spa. @ 5"-0 = 6'-8"

4 1/2" ø Holes for 1 1/2" ø Bolts

1'-2"

2" Clear

Type E16a Bearing 1 1/2" ø H.S. Bolts with Hexagon Head & Nut, & Washer. For Brg. Details see Sheet No. 542

Tight fit

2 Fill PL 4'-6" × 3/8"

2 PL 4-13 1/2" × 1/2"

PL - 8" × 5/8"

Shelf PL-16 1/2" × 1 1/2" × 1'-10"

PL-14" × 1/4"

SECTION B-B

Scale: 1/2" = 1'-0"

5/8"

Finish to bear

12"

BEARING STIFFENERS

Scale: 2"-1'-0"

INTERMEDIATE STIFFENERS

Scale: 1/2" = 1'-0"

Typ.

Do not paint lower surface of Sole PL & upper surface of Masonry PL

Lead PL-13" × 1/8" × 2'-2"

SECTION G-G

Scale: 3/8" = 1'-0"

SP65 & SP66

V64 & V65

EXPANSION BEARING

Scale: 1" = 1'-0"

℄ Brg.

Hex. Nut

Bevel Washer

14" ø Swedge Bolt × 2'-0"

1 5/8" × 2 3/4" Slotted Holes in Flange & Sole PL. Anchor Bolt to be set at center of the slot at 50°F

Level

Bevel To Grade.

Sole PL-13" × 24" × 2'-2"

Masonry PL-13" × 2'-2" × 2'-2"

5" 5"

3 1/2" 3 1/2"

6 1/2" 6 1/2"

1 5/8" ø Holes

Bronze PL 11" × 3" × 2'-0 Self Lubricating Drilled-in or Trepanned Recesses on the top and bottom surfaces See Special Provisions.

Structural Steel Quantities in Lbs.	
Cap Girder and Details	34,700
Shear Connector Studs	80
Bearings	1,640
Total	36,420

℄ Girder

9" 9"

8" Clear (Typ.)

See Note B Sheet No. 542

1-0 1-1

FIXED BEARING

Scale: 1" = 1'-0"

BILL OF MATERIAL

Description	Unit	Quantity
Class 'X' Concrete	Cu. Yds.	67.6
Reinforcement Bars	Lbs.	12,180
Structural Steel	Lbs.	36,420
Class 'A' Excavation for Structs	Cu. Yds.	23

For Structural Steel Notes see Sheet 5-34

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SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE

SECTION SW-1618.3-2H

PIER ES7

SCALE: AS NOTED DEC. 1964

SHEET NO. 5-28 OF 99 SHEETS

DESIGNED BY _____
DRAWN BY K.M. 3.16.65
CHECKED BY A.M. 4.27.65
APPROVED BY K.A.

221-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

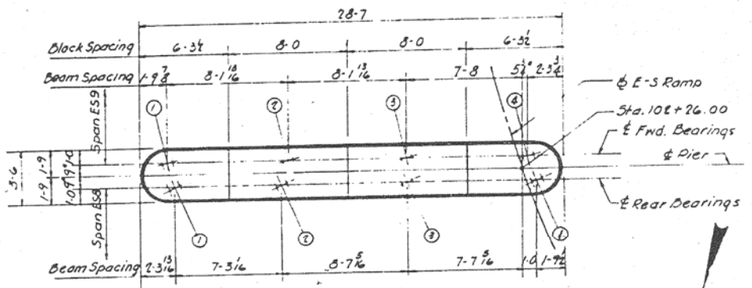
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 63 OF 173 SHEETS

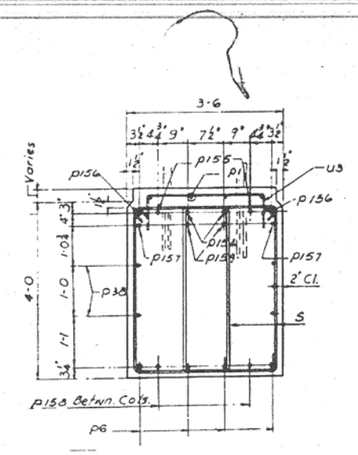
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	412
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

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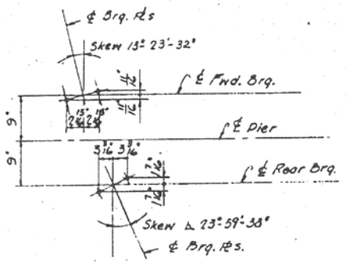
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.3-2H	COOK	99	50
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(59)-288		



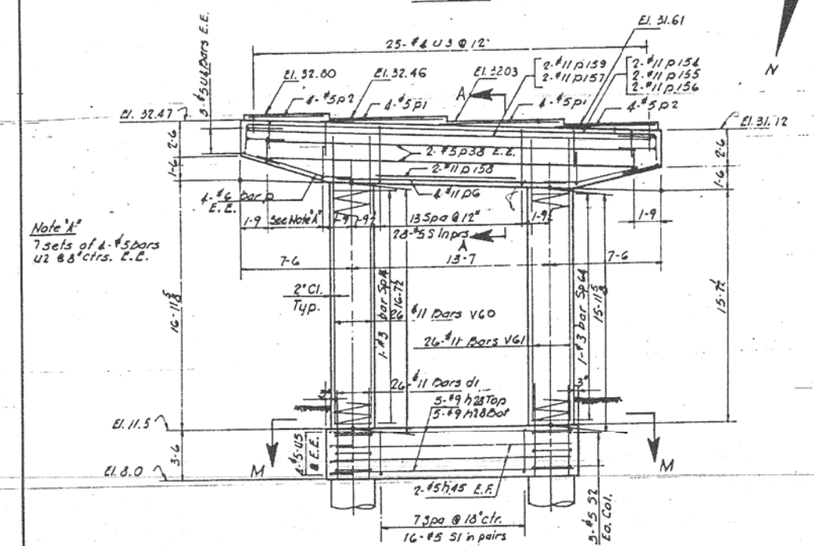
TOP PLAN
Scale ¼"=1-0



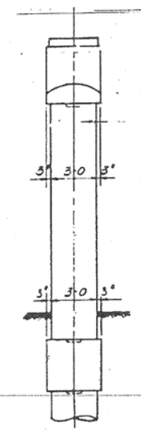
SECTION A-A
Scale ¼"=1'-0"



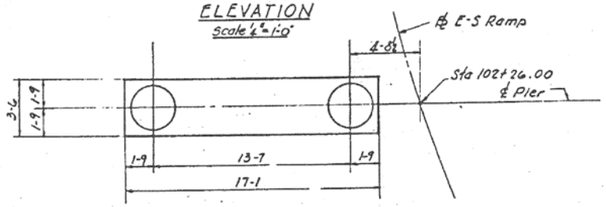
ANCHOR BOLT SETTING DIAGRAM
(Typ. for Pier ES8)



ELEVATION
Scale ¼"=1-0"



END VIEW
Scale ¼"=1'-0"



PLAN M-M
Scale ¼"=1'-0"

DESIGNED BY A.J.A
DRAWN BY A.S.
CHECKED BY A.J.A
APPROVED BY K.A.

Note
For additional Pier Sections & Notes
see Sheet No. S30.

BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY
Class X Concrete	Cu. Yds	32.5
Reinforcement Bars	Lbs.	11,640
Class 'A' Excavation for Structures	Cu. Yds.	11

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SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

PIER ES8

SCALE: AS NOTED DEC. 1964
SHEET NO. S-29 OF 99 SHEETS

222-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

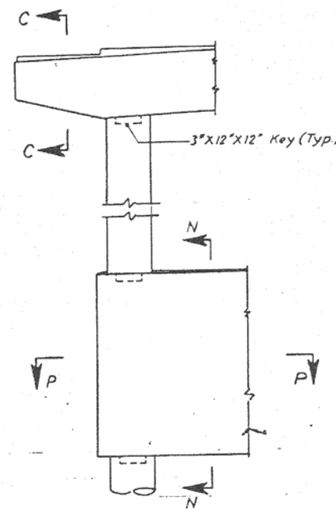
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 64 OF 173 SHEETS

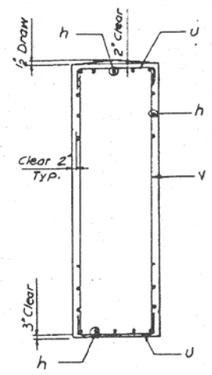
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	413
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

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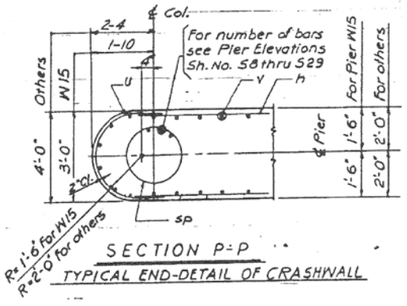
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-90	SW-1818.3-EH	COOK	99	51
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-90-7(39)-288		



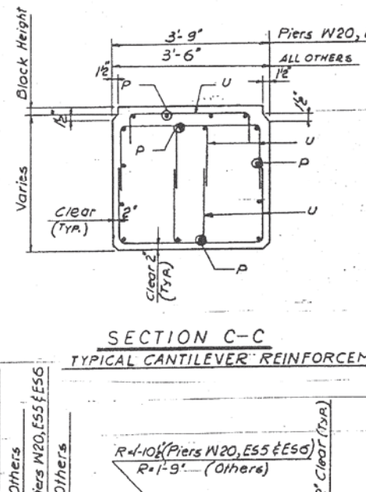
PARTIAL ELEVATION OF PIER



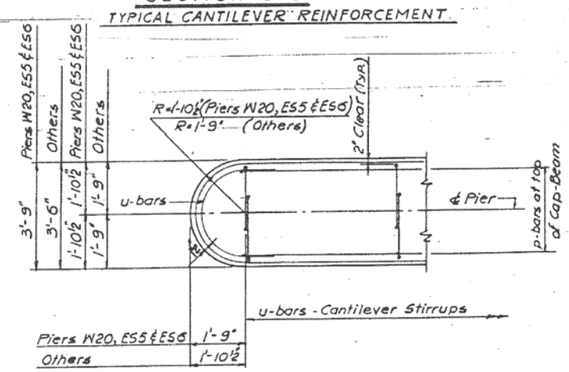
SECTION N-N
TYPICAL CRASHWALL REINFORCEMENT



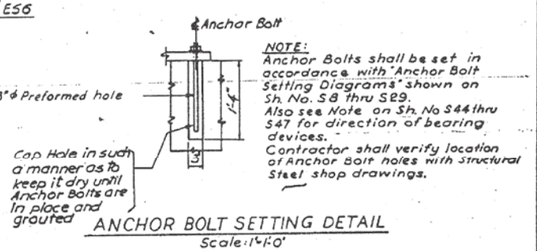
SECTION P-P
TYPICAL END-DETAIL OF CRASHWALL



SECTION C-C
TYPICAL CANTILEVER REINFORCEMENT

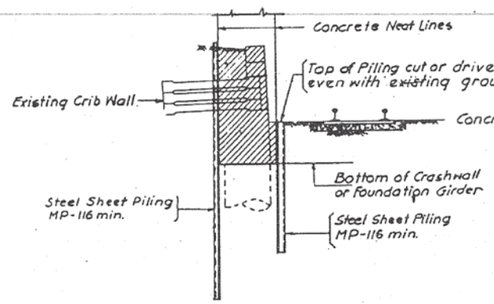


TYPICAL END DETAIL OF PIER CAP

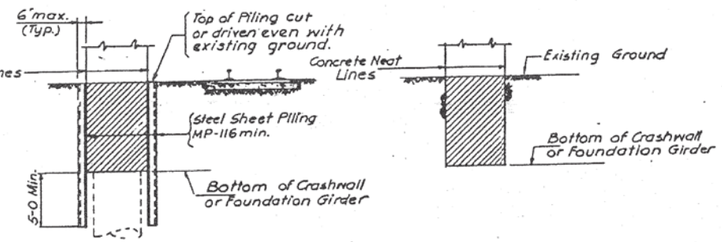


NOTE:
Anchor Bolts shall be set in accordance with "Anchor Bolt Setting Diagrams" shown on Sh. No. 58 thru 529.
Also see Note on Sh. No 544 thru 547 for direction of bearing devices.
Contractor shall verify location of Anchor Bolt holes with structural steel shop drawings.

ANCHOR BOLT SETTING DETAIL
Scale: 1"=1'-0"



NOTE:
For additional Steel Sheet Piling details see Sh. S-4



PAY LIMITS
For Class "A" Excavation for Structures

Note:
For Location of Steel Sheet Piling see Sheet No. 52, 53 & 54

Notes:
1. Bearing Blocks to be poured monolithic with Pier Cap.
2. Adjust Stirrup spacing to avoid interference with Anchor Bolt Forms.
3. For reinforcement bar lists see Sheets S-31 thru S-33 inclusive.
4. Use 20 bar diameters as minimum Lap for reinforcement unless otherwise shown or noted.
5. E.E. indicates Each End
6. E.F. indicates Each Face
7. All corners shall be chamfered ¾" unless otherwise shown or noted

DESIGNED BY H.N.
DRAWN BY K.M. 3.20.68
CHECKED BY A.J.A.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-EH

COMMON PIER DETAILS

SCALE: AS NOTED DEC. 1964
SHEET NO. 5-30 OF 99 SHEETS

223-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 65 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	414
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-2H	COOK	99	53
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(399)-888		

Bar	No	Size	Length	Shape
	PIER	E12		
P	8	#6	6-0	
P1	8	#5	9-0	
P2	8	#5	4-6	
P3	8	#5	7-0	
P105	3	#9	18-2	
P106	3	#9	18-2	
P107	12	#9	13-6	
P108	2	#9	15-6	
P109	3	#9	32-0	
P110	4	#5	43-10	
P111	4	#11	34-4	
P112	4	#11	12-8	
P57	4	#5	3-0	
P88	8	#3	4-0	
U	26	#5	7-11	
U1	64	#5	5-10	
U2	40	#5	6-9	
U4	6	#5	7-4	
U13	44	#4	6-2	
V	84	#5	11-9	
V3	10	#10	19-6	
V7	30	#10	15-0	
V12	10	#10	18-8	
V43	10	#10	17-7	
h22	32	#5	31-4	
SP	3	#3	12-0	○ n=19
SP37	1	#3	14-4	○ n=21
SP39	1	#3	15-4	○ n=22
SP46	1	#3	16-6	○ n=23
P301	3	#9	32-0	

Bar	No	Size	Length	Shape
	PIER	E16		
P	8	#6	6-0	
P1	16	#5	9-0	
P2	8	#5	4-6	
P103	3	#9	18-2	
P106	3	#9	18-2	
P107	12	#9	13-6	
P108	2	#9	15-6	
P109	3	#9	32-0	
P110	4	#5	43-10	
P111	4	#11	34-4	
P112	4	#11	12-8	
U1	78	#5	5-10	
U2	40	#5	6-9	
U4	6	#5	7-4	
U13	44	#4	6-2	
V	84	#5	11-9	
V7	30	#10	15-0	
V11	10	#10	17-5	
V39	10	#10	16-3	
h23	32	#5	35-8	
S	60	#5	12-4	□
SP	4	#3	12-0	○ n=19
SP33	1	#3	13-1	○ n=20
SP47	1	#3	14-0	○ n=22
P301	3	#9	32-0	

Bar	No	Size	Length	Shape
	PIER	E14		
P	8	#6	6-0	
P2	8	#5	4-6	
P24	20	#5	10-0	
P83	4	#11	51-6	
P85	6	#5	13-2	
P87	16	#7	16-2	
P89	6	#11	51-3	
P91	8	#5	30-6	
P96	6	#11	16-1	
U	28	#5	7-11	
U1	78	#5	5-10	
U4	6	#5	7-4	
U13	61	#4	6-2	
U2	72	#5	6-9	
V1	110	#5	12-6	
V2	40	#10	16-0	
V8	40	#10	15-9	
h16	88	#5	24-9	
S	96	#5	12-4	□
SP6	4	#3	12-6	○ n=20
SP40	4	#3	13-0	○ n=20
p75	4	#5	8-5	

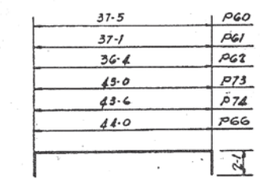
Bar	No	Size	Length	Shape
	PIER	E15		
P	8	#6	6-0	
P2	8	#5	4-6	
P2G2	8	#5	28-8	
P24	24	#5	10-0	
P84	4	#11	48-9	
P5	6	#11	12-3	
P63	16	#9	15-0	
P90	6	#9	48-6	
P57	4	#5	3-0	
U	26	#5	7-11	
U1	78	#5	5-10	
U4	6	#5	7-4	
U13	59	#4	6-2	
U2	72	#5	6-9	
V	104	#5	11-9	
V7	40	#10	15-0	
V12	10	#10	18-8	
V30	10	#10	18-4	
V45	10	#10	17-7	
V44	10	#10	17-11	
h17	84	#5	23-4	
SP	4	#3	12-0	○ n=19
SP10	1	#3	15-2	○ n=23
SP13	1	#3	15-0	○ n=23
SP37	1	#3	14-4	○ n=22
SP38	1	#3	14-8	○ n=23
S	84	#5	12-4	□
P302	6	#9	16-1	

Bar	No	Size	Length	Shape
	PIER	E17		
P	8	#6	6-0	
P1	20	#5	9-0	
P2	4	#5	4-6	
P46	4	#11	13-8	
P94	4	#11	36-4	
P96	12	#9	13-11	
P97	3	#9	33-0	
P100	3	#9	19-2	
P102	4	#9	16-5	
P104	8	#5	23-5	
P57	4	#5	3-0	
U	26	#5	7-11	
U1	56	#5	5-10	
U2	40	#5	6-9	
U4	6	#5	7-4	
U13	46	#4	6-2	
V	80	#5	11-9	
V4	10	#10	20-1	
V7	30	#10	15-0	
V29	10	#10	18-10	
V44	10	#10	17-11	
h21	32	#5	35-4	
S	60	#5	12-4	□
SP	3	#3	12-0	○ n=19
SP26	1	#3	15-6	○ n=24
SP38	1	#3	14-8	○ n=23
SP43	1	#3	16-4	○ n=25
p97a	3	#9	33-0	
p100a	3	#9	19-2	

Bar	No	Size	Length	Shape
	PIER	E18		
P	8	#6	6-0	
P1	12	#5	9-0	
P2	4	#5	4-6	
P3	8	#5	7-0	
P105	3	#9	18-2	
P106	3	#9	18-2	
P107	12	#9	13-6	
P108	2	#9	15-6	
P109	3	#9	32-0	
P110	4	#5	43-10	
P111	4	#11	34-4	
P112	4	#11	12-8	
P57	4	#5	3-0	
U	26	#5	7-11	
U1	58	#5	5-10	
U2	40	#5	6-9	
U4	6	#5	7-4	
U13	44	#4	6-2	
V	84	#5	11-9	
V3	10	#10	19-6	
V7	30	#10	15-0	
V12	10	#10	18-8	
V43	10	#10	17-7	
h22	32	#5	31-4	
SP	3	#3	12-0	○ n=19
SP37	1	#3	14-4	○ n=21
SP39	1	#3	15-4	○ n=22
SP46	1	#3	15-4	○ n=23
S	60	#5	12-4	□
P301	3	#9	32-0	

Bar	No	Size	Length	Shape
	PIER	E19		
P	8	#6	6-0	
P1	16	#5	9-0	
P2	8	#5	4-6	
P105	3	#9	18-2	
P106	3	#9	18-2	
P107	12	#9	13-6	
P108	2	#9	15-6	
P109	3	#9	32-0	
P110	4	#5	43-10	
P111	4	#11	34-4	
P112	4	#11	12-8	
U	26	#5	7-11	
U1	52	#5	5-10	
U2	40	#5	6-9	
U4	6	#5	7-4	
U13	44	#4	6-2	
V	84	#5	11-9	
V3	30	#10	15-0	
V12	10	#10	18-8	
V80	10	#10	16-9	
V43	10	#10	17-7	
h22	32	#5	31-4	
S	60	#5	12-4	□
SP	3	#3	12-0	○ n=19
SP35	1	#3	13-6	○ n=21
SP44	1	#3	15-4	○ n=23
SP45	1	#3	16-6	○ n=22
P301	3	#9	32-0	

Bar	No	Size	Length	Shape
	PIER	E20		
P	8	#6	6-0	
P1	16	#5	9-0	
P2	8	#5	4-6	
P103	3	#9	18-2	
P106	3	#9	18-2	
P107	12	#9	13-6	
P108	2	#9	15-6	
P109	3	#9	32-0	
P110	4	#5	43-10	
P111	4	#11	34-4	
P112	4	#11	12-8	
U1	78	#5	5-10	
U2	40	#5	6-9	
U4	6	#5	7-4	
U13	44	#4	6-2	
V	84	#5	11-9	
V7	40	#10	15-0	
V11	10	#10	17-5	
V39	10	#10	16-3	
h23	32	#5	35-8	
S	60	#5	12-4	□
SP	4	#3	12-0	○ n=19
SP33	1	#3	13-1	○ n=20
SP47	1	#3	14-0	○ n=22
P301	3	#9	32-0	



NOTE:
For Bar Details not shown
see Sheet S-31.

DESIGNED BY A.J.A.
DRAWN BY A.S.
CHECKED BY BM 5-14-63
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

REINFORCEMENT BAR LISTS — E-PIERS

SCALE: AS NOTED DEC. 1964
SHEET NO. S-32 OF 99 SHEETS

224-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 66 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	415
		CONTRACT NO. 60X07		
		ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.3-2H	COOK	99	54
FED ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-90-7(38)-388		

PIER NW1

Bar	No	Size	Length	Shape
P	8	#6	6-0	
P1	8	#5	9-0	
P2	8	#5	4-6	
P122	4	#5	24-2	
P119	2	#11	9-8	
P120	4	#11	15-2	
P10	2	#11	25-0	
P123	2	#11	27-1	
P127	2	#11	29-3	
P128	2	#11	30-8	
P129	2	#11	31-4	
U	26	#5	7-11	
U1	20	#5	5-10	
U3	25	#4	4-8	
U4	6	#5	7-4	
V	40	#5	11-9	
V20	28	#11	15-6	
V52	28	#11	28-5	
h26	32	#5	19-8	
S	20	#8	12-4	
SP	2	#3	12-0	○ n=19
SP30	2	#3	21-2	○ n=31

PIER NW2

Bar	No	Size	Length	Shape
P	8	#6	6-0	
P1	8	#5	9-0	
P2	8	#5	4-6	
P123	4	#5	24-2	
P119	2	#11	9-8	
P120	4	#11	15-2	
P10	2	#11	25-0	
P123	2	#11	27-1	
P127	2	#11	29-3	
P128	2	#11	30-8	
P129	2	#11	31-4	
U	26	#5	7-11	
U1	20	#5	5-10	
U3	25	#4	4-8	
U4	6	#5	7-4	
V	40	#5	11-9	
V20	28	#11	15-6	
V52	28	#11	28-5	
h26	32	#5	19-8	
S	20	#8	12-4	
SP	2	#3	12-0	○ n=19
SP30	2	#3	21-2	○ n=31

PIER NW3

Bar	No	Size	Length	Shape
P	8	#6	6-0	
P1	8	#5	9-0	
P2	8	#5	4-6	
P54	2	#11	10-8	
P121	4	#11	16-2	
P157	2	#11	26 0	
P115	2	#11	28-1	
P124	4	#5	25-2	
P130	2	#11	30-3	
P131	2	#11	31-8	
P132	2	#11	32-4	
U	26	#5	7-11	
U1	22	#5	5-10	
U2	56	#5	6-9	
U3	26	#4	4-8	

PIER NW3 CONTINUED

Bar	No	Size	Length	Shape
U4	6	#5	7-4	
V	40	#5	11-9	
V20	28	#11	15-6	
V53	14	#11	25-11	
V55	14	#11	25-6	
h25	32	#5	15-3	
S	22	#5	12-4	
SP	2	#3	12-0	○ n=19
SP51	1	#3	22-8	○ n=33
SP52	1	#3	22-3	○ n=33

PIER NW4

Bar	No	Size	Length	Shape
P	8	#6	6-0	
P1	8	#5	9-0	
P2	8	#5	4-6	
P122	4	#5	24-2	
P119	2	#11	9-8	
P120	4	#11	15-2	
P10	2	#11	25-2	
P160	2	#11	27-2	
P133	2	#11	29-4	
P134	2	#11	30-8	
P135	2	#11	31-4	
U1	48	#5	5-10	
U2	56	#5	6-9	
U3	25	#4	4-8	
U4	6	#5	7-4	
V	40	#5	11-9	
V20	28	#11	15-6	
V56	14	#11	26-11	
V57	14	#11	26-3	
h26	32	#5	17-0	
S	20	#8	18-4	
SP	2	#3	12-0	○ n=19
SP54	1	#3	23-8	○ n=35
SP55	1	#3	23-0	○ n=34

PIER ES1

Bar	No	Size	Length	Shape
P	8	#6	6-0	
P2	8	#5	4-6	
P142	2	#10	31-10	
P143	2	#10	33-1	
P144	2	#10	33-9	
P148	4	#5	26-8	
P149	2	#11	18-2	
P150	4	#11	17-8	
P151	12	#10	13-9	
P153	8	#5	9-9	
U	26	#5	7-11	
U1	26	#5	5-10	
U2	72	#5	6-9	
U3	28	#4	4-8	
U4	6	#5	7-4	
V1	44	#5	18-6	
V65	20	#11	16-3	
V58	10	#11	15-1	
V59	10	#11	14-9	
h27	36	#5	19-6	
S	42	#5	12-4	
SP40	2	#3	13-0	○ n=20
SP56	1	#3	11-9	○ n=18
SP57	1	#3	11-6	○ n=18

PIER ES2

Bar	No	Size	Length	Shape
P	8	#6	6-0	
P2	8	#5	4-6	
P145a	2	#11	31-10	
P146a	2	#11	33-1	
P147a	2	#11	33-10	
P148	4	#5	26-8	
P149	2	#11	18-2	
P150	4	#11	17-8	
P151	12	#11	13-9	
P153	8	#5	9-9	
U	24	#5	7-11	
U1	26	#5	5-10	
U2	104	#5	6-9	
U3	98	#4	4-8	
U4	6	#5	7-4	
V	44	#5	11-9	
V20	30	#11	15-6	
V66	15	#11	16-8	
V69	15	#11	16-2	
h27	32	#5	19-4	
S	42	#5	12-4	
SP	2	#3	12-0	○ n=19
SP60	1	#5	13-5	○ n=21
SP58	1	#3	12-10	○ n=20

PIER E33

Bar	No	Size	Length	Shape
P	8	#6	6-0	
P2	8	#5	4-6	
P145a	2	#11	31-10	
P146a	2	#11	33-1	
P147a	2	#11	33-10	
P148	4	#5	26-8	
P149	2	#11	18-2	
P150	4	#11	17-8	
P152	12	#11	13-9	
P153	8	#5	9-9	
U	24	#5	7-11	
U1	26	#5	5-10	
U2	104	#5	6-9	
U3	98	#4	4-8	
U4	6	#5	7-4	
V	44	#5	11-9	
V20	30	#11	15-6	
V68	15	#11	16-8	
V69	15	#11	16-2	
h27	32	#5	19-4	
S	42	#5	12-4	
SP	2	#3	12-0	○ n=19
SP60	1	#5	13-5	○ n=21
SP58	1	#3	12-10	○ n=20

PIER E34

Bar	No	Size	Length	Shape
P	8	#6	6-0	
P1	8	#5	8-9	
P2	8	#5	4-6	
P161	4	#5	27-8	
P113	2	#10	32-9	
P114	2	#10	34-0	
P115	2	#10	34-10	
P116	8	#10	15-0	
P117	2	#11	13-0	
P118	4	#11	19-0	
U	26	#5	7-11	
U1	26	#5	5-10	
U2	40	#5	6-9	
U3	28	#4	4-8	
U4	6	#5	7-4	

PIER ES3 CONTINUED

Bar	No	Size	Length	Shape
V	46	#5	11-9	
V70	24	#11	15-10	
V67	12	#11	17-9	
V48	12	#11	14-10	
h30	32	#5	16-10	
S	40	#5	12-4	
SP 46	2	#3	12-3	○ n=19
SP53	1	#3	13-7	○ n=21
SP 41	1	#3	14-5	○ n=21

PIER E35

Bar	No	Size	Length	Shape
P	8	#6	6-0	
P2	8	#5	4-6	
P24	8	#5	9-9	
P136	4	#5	31-3	
P116	8	#10	15-0	
P137	2	#10	38-6	
P138	2	#10	37-9	
P139	2	#10	36-6	
P140	2	#11	16-6	
P141	4	#11	22-6	
U	26	#5	7-11	
U1	34	#5	5-10	
U2	56	#5	6-9	
U10	6	#5	7-9	
U9	30	#4	4-11	
V	54	#5	11-9	
V70	48	#11	15-10	
V71	24	#11	17-5	
Y50	24	#11	16-6	
h29	32	#5	20-5	
S	36	#5	12-4	
SP	2	#3	12-0	○ n=19
SP 34	1	#3	13-3	○ n=21
SP 61	1	#3	14-1	○ n=21

PIER ES6

Bar	No	Size	Length	Shape
P	8	#6	6-0	
P3	6	#5	7-0	
P42	8	#5	13-0	
P18	4	#11	30-6	
P17	4	#11	10-9	
P19	12	#11	15-7	
P20	2	#11	46-3	
P21	2	#11	45-2	
P22	8	#5	20-0	
U	76	#5	7-7	
U1	44	#5	5-10	
U2	72	#5	6-9	
U10	6	#5	7-9	
U9	40	#4	4-11	
V	70	#5	11-9	
V72	48	#9	15-6	
V73	16	#9	16-1	
V9	16	#9	16-7	
V74	16	#9	17-3	
h15	32	#5	28-2	
S	32	#5	12-4	
SP46	3	#3	12-3	○ n=19
SP62	2	#3	12-9	○ n=21
SP8	1	#3	13-10	○ n=21

PIER ES7

Bar	No	Size	Length	Shape
h10	22	#5	16-8	
h12	22	#5	11-0	
h18	4	#8	16-8	
h31	4	#10	14-8	
h32	2	#8	11-0	
h33	2	#10	11-0	
U	26	#5	7-4	
U1	54	#5	5-10	
U12	26	#5	5-8	
V	72	#5	11-9	
V34	52	#11	15-11	
V63	26	#11	17-3	
V64	26	#11	15-3	
SP36	2	#3	15-3	○ n=19
SP65	1	#3	17-3	○ n=26
SP66	1	#3	15-3	○ n=23
h34	2	#8	14-0	
h35	2	#10	14-0	

PIER ES8

Bar	No	Size	Length	Shape
P	8	#6	6-0	
P1	8	#5	9-0	
P2	8	#5	4-6	
P38	4	#5	25-0	
P159	2	#11	28-3	
P157	2	#11	26-0	
P154	2	#11	32-3	
P155	2	#11	31-5	
P156	2	#11	30-2	
P6	4	#11	16-0	
P158	2	#11	10-6	
U2	56	#5	6-9	
U3	25	#4	4-8	
U4	6	#5	7-4	
U5	8	#5	1-0	
V1	52	#11	7-1	
V60	26	#11	19-11	
V61	10	#9	19-3	
h28	10	#9	16-5	
S	28	#5	12-4	
S1	16	#5	11-10	
S2	6	#5	9-9	
SP1d	1	#3	14-7	○ n=25
SP64	1	#3	15-11	○ n=24
h45	4	#8	16-5	

28-7	b=1¼"	P113		
29-10	b=1¼"	P114		
30-8	b=1¼"	P115		
25-1	b=0"	P127		
26-6	b=0"	P128		
27-2	b=0"	P129		
26-1	b=¾"	P130		
27-6	b=¾"	P131		
28-2	b=¾"	P132		
34-4	b=1¼"	P137		
33-7	b=1¼"	P138		
32-2	b=1¼"	P139		
27-8	b=0'	P147-P145		
28-11	b=0'	P143-P146		
29-7	b=0"	P144		
29-8	b=0"	P147		
28-1	b=1¼"	P154		
27-3	b=1¼"	P155		
26-0	b=1¼"	P156		

b

P113-P114-P115-P127-P128-P129-P130
P131-P132-P137-P138-P139-P147-P143
P144-P145-P146-P147-P154-P155-P156
BARS

4"

25-2	P133
26-6	P134
27-2	P135

2'-1"

1½"

P133-P134-P135 BARS

29-8	p147a
28-11	p146a
27-8	p145a
42-1	p 80

2'-1"

1"

p 80-p145a-p146a-p147a
BARS
41-0

2'-1"

1"

p81 BAR

NOTE:
For Bar Details not shown see Sheet 3-31.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

REINFORCEMENT BAR LISTS — NW & ES PIERS

SCALE: AS NOTED DEC. 1964
SHEET NO. 5-33 OF 99 SHEETS

DESIGNED BY A.J.A.
DRAWN BY A.S.
CHECKED BY B.M. 5-1-15
APPROVED BY K.A.

225-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

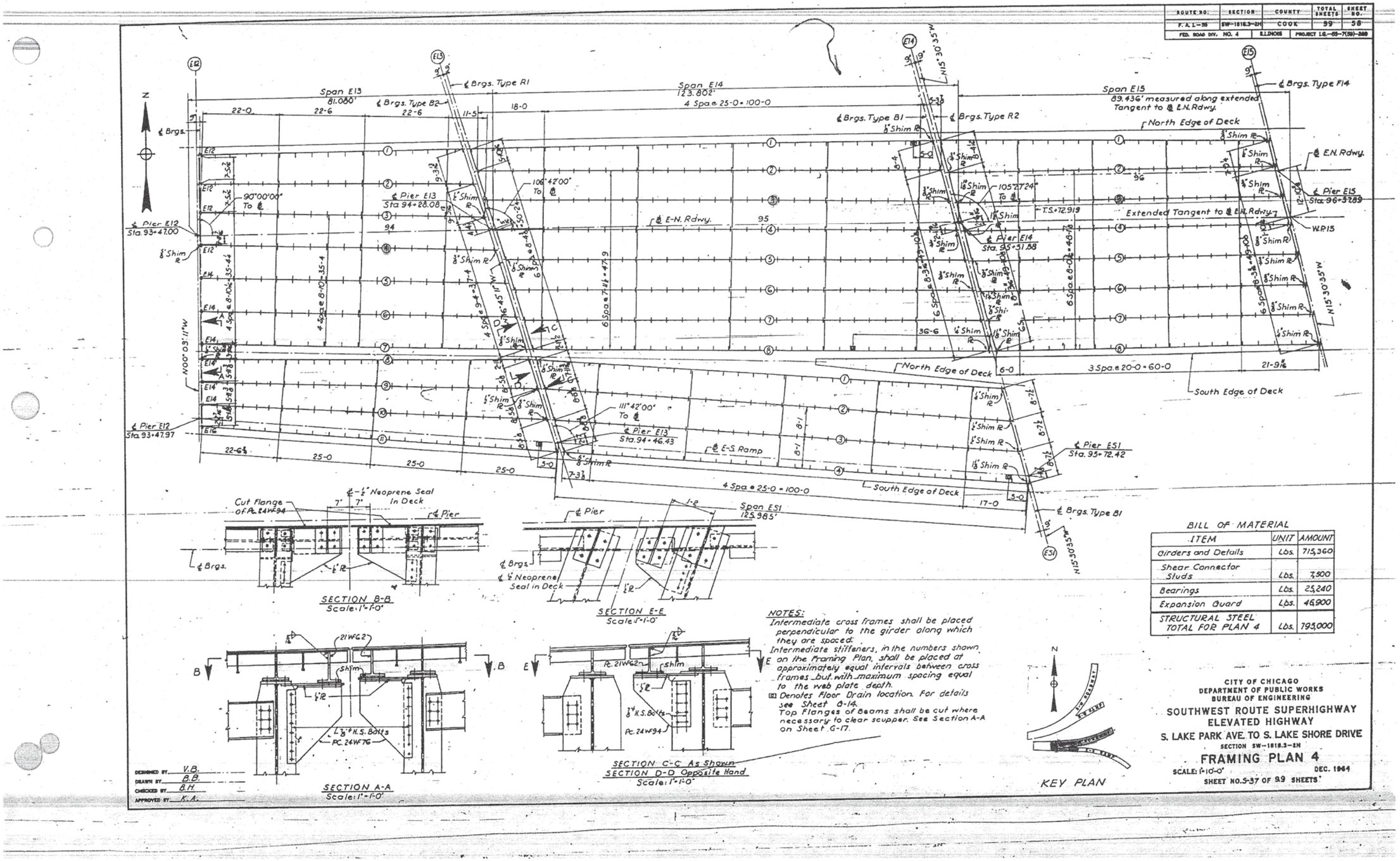
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 67 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	416
			CONTRACT NO. 60X07	
		ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.3-2H	COOK	99	58
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-IL-55-7(159)-288		



NOTES:
Intermediate cross frames shall be placed perpendicular to the girder along which they are spaced.
Intermediate stiffeners, in the numbers shown on the Framing Plan, shall be placed at approximately equal intervals between cross frames but with maximum spacing equal to the web plate depth.
⊠ Denotes Floor Drain location. For details see Sheet G-14.
Top Flanges of Beams shall be cut where necessary to clear scupper. See Section A-A on Sheet G-17.

BILL OF MATERIAL

ITEM	UNIT	AMOUNT
Girders and Details	Lbs.	715,360
Shear Connector Studs	Lbs.	7,500
Bearings	Lbs.	25,240
Expansion Guard	Lbs.	46,900
STRUCTURAL STEEL TOTAL FOR PLAN 4	Lbs.	793,000

KEY PLAN

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

FRAMING PLAN 4

SCALE: 1"=10'-0" DEC. 1964
SHEET NO. 5-37 OF 99 SHEETS

DESIGNED BY V.B.
DRAWN BY B.B.
CHECKED BY B.H.
APPROVED BY K.A.

226-60X07.As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

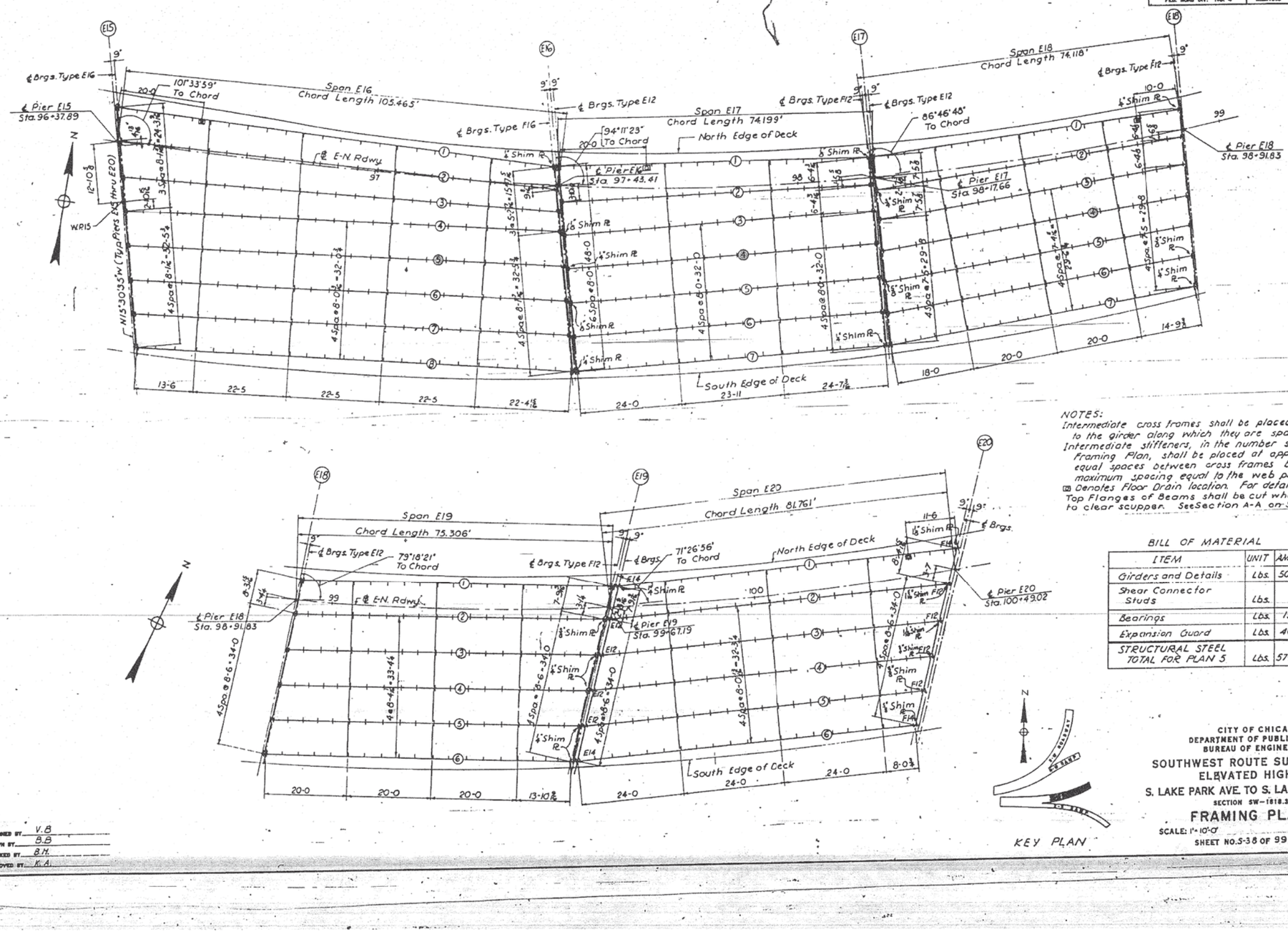
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 68 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	417
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-2H	COOK	99	59
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(39)-289		



NOTES:
Intermediate cross frames shall be placed perpendicular to the girder along which they are spaced.
Intermediate stiffeners, in the number shown on the Framing Plan, shall be placed at approximately equal spaces between cross frames but with maximum spacing equal to the web plate depth.
Ⓓ Denotes Floor Drain location. For details see Sheet G-14
Top Flanges of Beams shall be cut where necessary to clear scupper. See Section A-A on Sheet G-17.

BILL OF MATERIAL

ITEM	UNIT	AMOUNT
Girders and Details	Lbs.	509,210
Shear Connector Studs	Lbs.	7,220
Bearings	Lbs.	15,750
Expansion Guard	Lbs.	46,890
STRUCTURAL STEEL TOTAL FOR PLAN 5	Lbs.	579,070

KEY PLAN

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

FRAMING PLAN 5

SCALE: 1"=10'-0" DEC. 1964
SHEET NO. 5-38 OF 99 SHEETS

DESIGNED BY V.B
DRAWN BY B.B
CHECKED BY B.H.
APPROVED BY K.A.

227-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

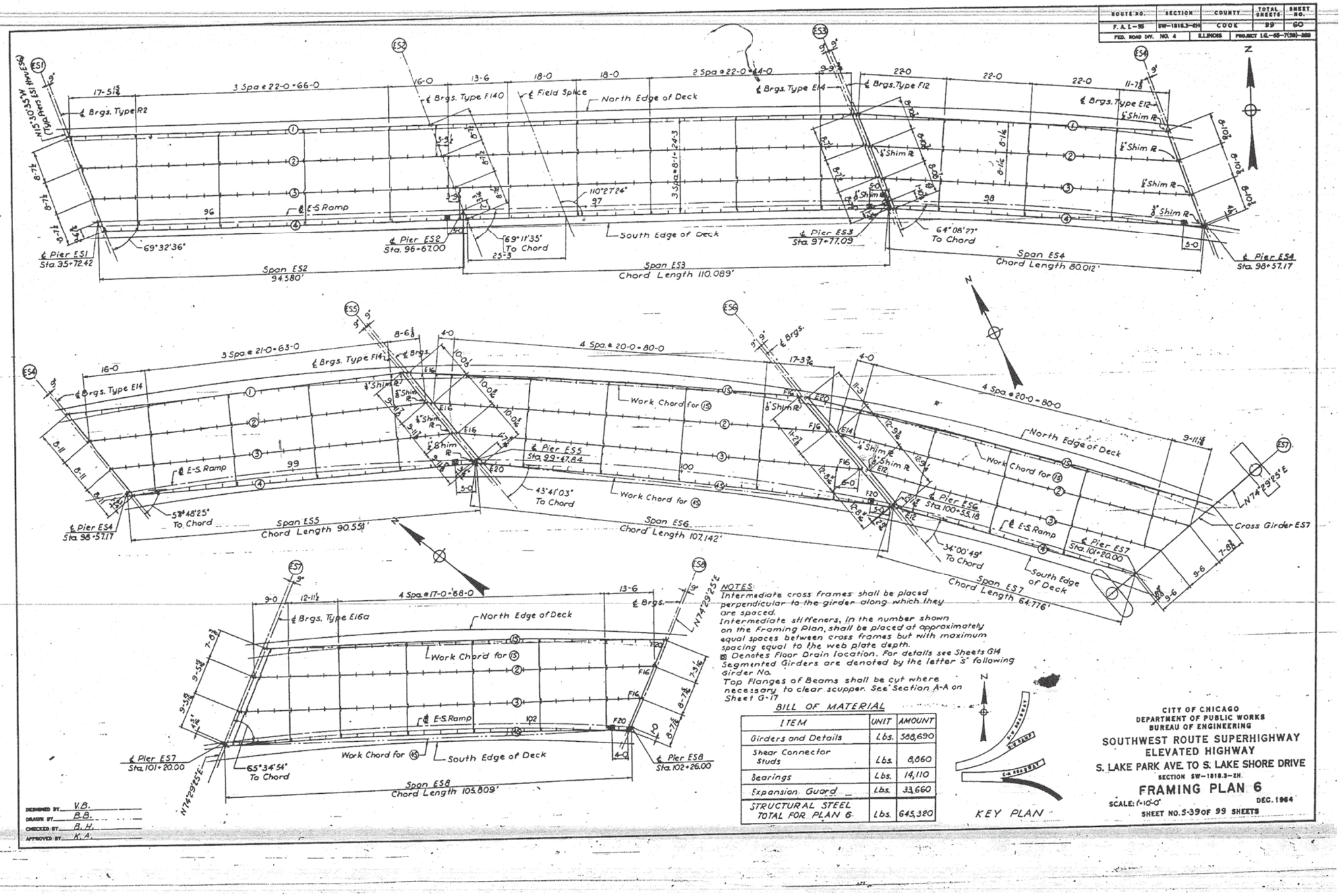
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 69 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	418
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.–55	SW–1818.3–2H	COOK	99	60
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.–55–7(39)–389		



NOTES:
Intermediate cross frames shall be placed perpendicular to the girder along which they are spaced.
Intermediate stiffeners, in the number shown on the Framing Plan, shall be placed at approximately equal spaces between cross frames but with maximum spacing equal to the web plate depth.
◘ Denotes Floor Drain location. For details see Sheets G14
Segmented Girders are denoted by the letter 'S' following Girder No.
Top Flanges of Beams shall be cut where necessary to clear scupper. See Section A-A on Sheet G-17

BILL OF MATERIAL

ITEM	UNIT	AMOUNT
Girders and Details	Lbs.	588,690
Shear Connector Studs	Lbs.	8,060
Bearings	Lbs.	14,110
Expansion Guard	Lbs.	33,660
STRUCTURAL STEEL TOTAL FOR PLAN 6	Lbs.	645,380

KEY PLAN

DESIGNED BY V.B.
DRAWN BY B.B.
CHECKED BY B.H.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW–1818.3–2H.

FRAMING PLAN 6

SCALE: 1-10-0 DEC. 1964
SHEET NO. 5-39 OF 99 SHEETS

228-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

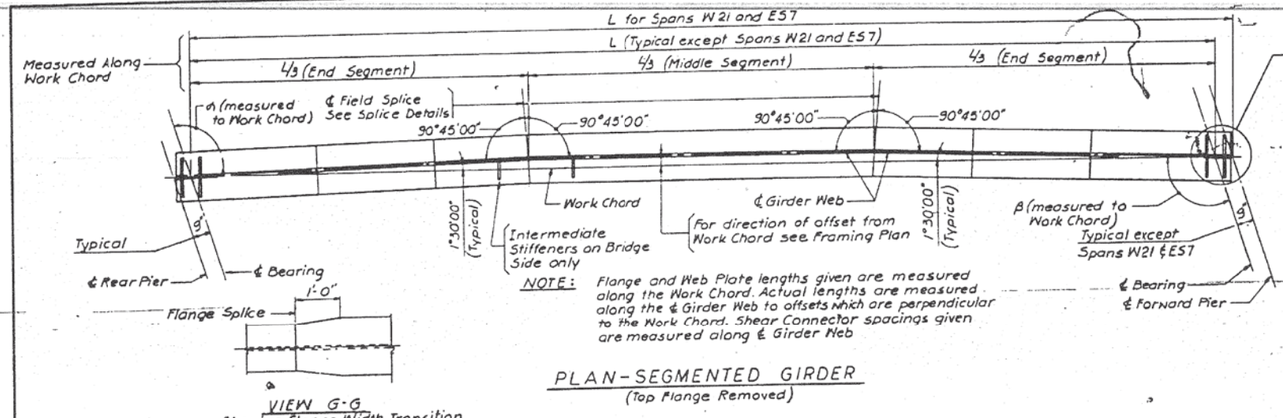
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 70 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	419
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

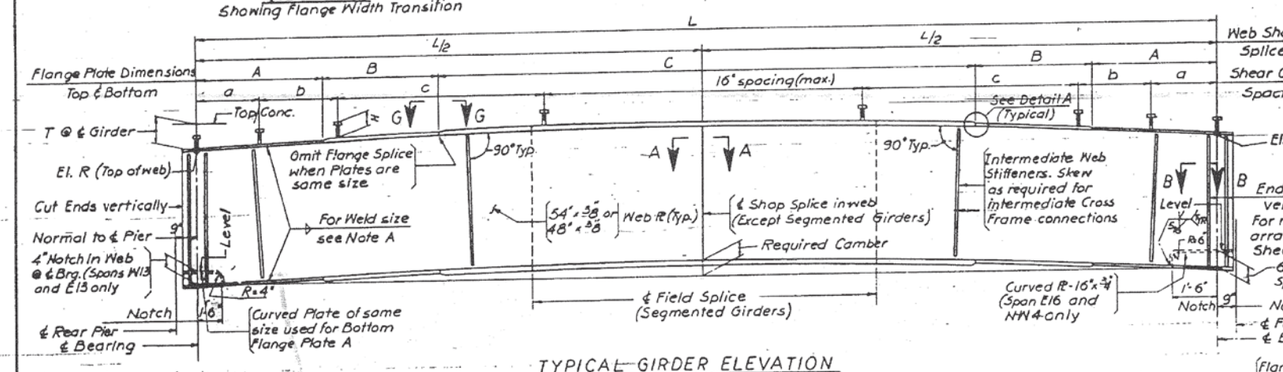
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F-A-I-55	SW-1818.3-2H	COOK	99	61
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(50)-288		

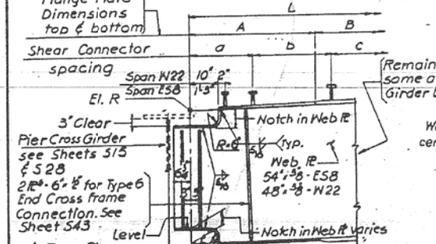


VIEW G-G
Showing Flange Width Transition

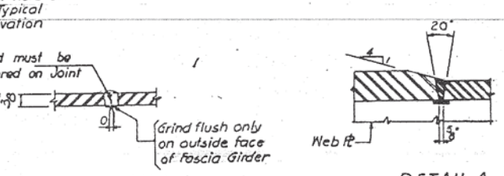
PLAN-SEGMENTED GIRDER
(Top Flange Removed)



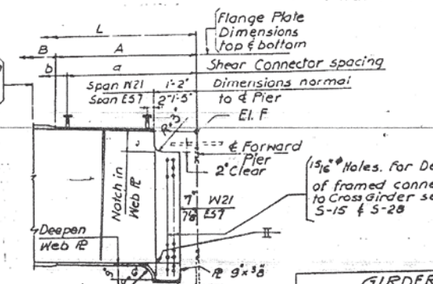
TYPICAL GIRDER ELEVATION
(Straight & Segmented)



GIRDER PARTIAL ELEVATION
(Spans W22 and E58 only)



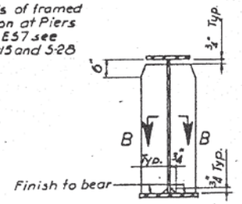
TYPICAL WELD DETAILS



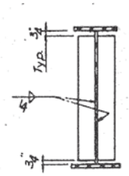
GIRDER PARTIAL ELEVATION
(Spans W21 and E57 only)

Note A
Use following fillet weld size for web to flange weld:

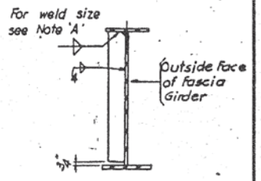
Flange Thickness	Weld size
¾" to 1½"	⅝"
over 1½" to 2¼"	⅜"
over 2¼"	½"



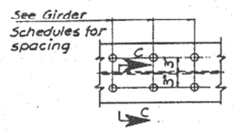
END BEARING STIFFENERS



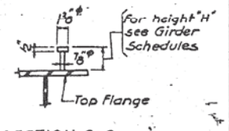
INTERIOR GIRDER FASCIA GIRDER INTERMEDIATE STIFFENERS



STIFFENER DETAILS

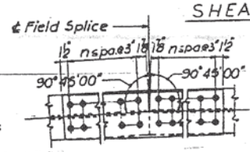


PLAN VIEW OF TOP FLANGE

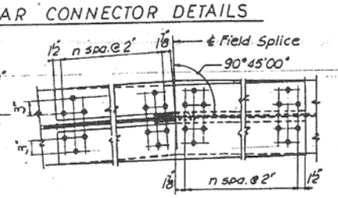


SECTION C-C

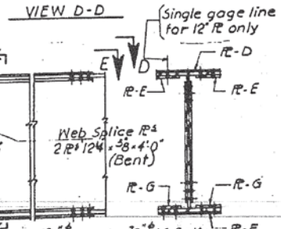
SHEAR CONNECTOR DETAILS



VIEW E-E
(12" Top Flange)



VIEW D-D



ELEVATION

SECTION F-F

SEGMENTED GIRDER FIELD SPLICE DETAILS

Notes: for Girder information indicated on this Sheet see Girder Schedules, Sheets S-46 through S-48

GIRDER SPLICE DATA

Span	Web	Top Flange Splice PL D	Top Flange Splice PL E	Top Flange Splice n	Bottom Flange Splice PL F	Bottom Flange Splice PL G	Bottom Flange Splice n
W14	7	14"x¼"	6"x⅜"	21 spa.	20"x1¼"	9"x⅜"	28 spa.
W13	7						
W14	8	20"x⅜"	9"x¼"	26 spa.	20"x1½"	9"x⅜"	34 spa.
W13	8						
W21	6	20"x1"	9"x⅜"	23 spa.	20"x⅞"	9"x⅜"	31 spa.
E56	1	12"x⅜"	5"x⅜"	15 spa.	16"x⅜"	7"x⅜"	25 spa.
E56	4	14"x1"	6"x¼"	17 spa.	20"x⅜"	9"x¼"	26 spa.
E58	4	14"x¼"	6"x⅜"	19 spa.	20"x1¼"	9"x¼"	28 spa.
E57	1						
E58	1						

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

TYPICAL GIRDER DETAILS
SCALE: NO SCALE
DEC. 1964
SHEET NO. S-40 OF 99 SHEETS

DESIGNED BY H.N
DRAWN BY K.M. 3.25.63
CHECKED BY E.N. 4-22-63
APPROVED BY K.A.

229-60X07_As-Builts.dgn

USER NAME = auyeungh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

AECOM

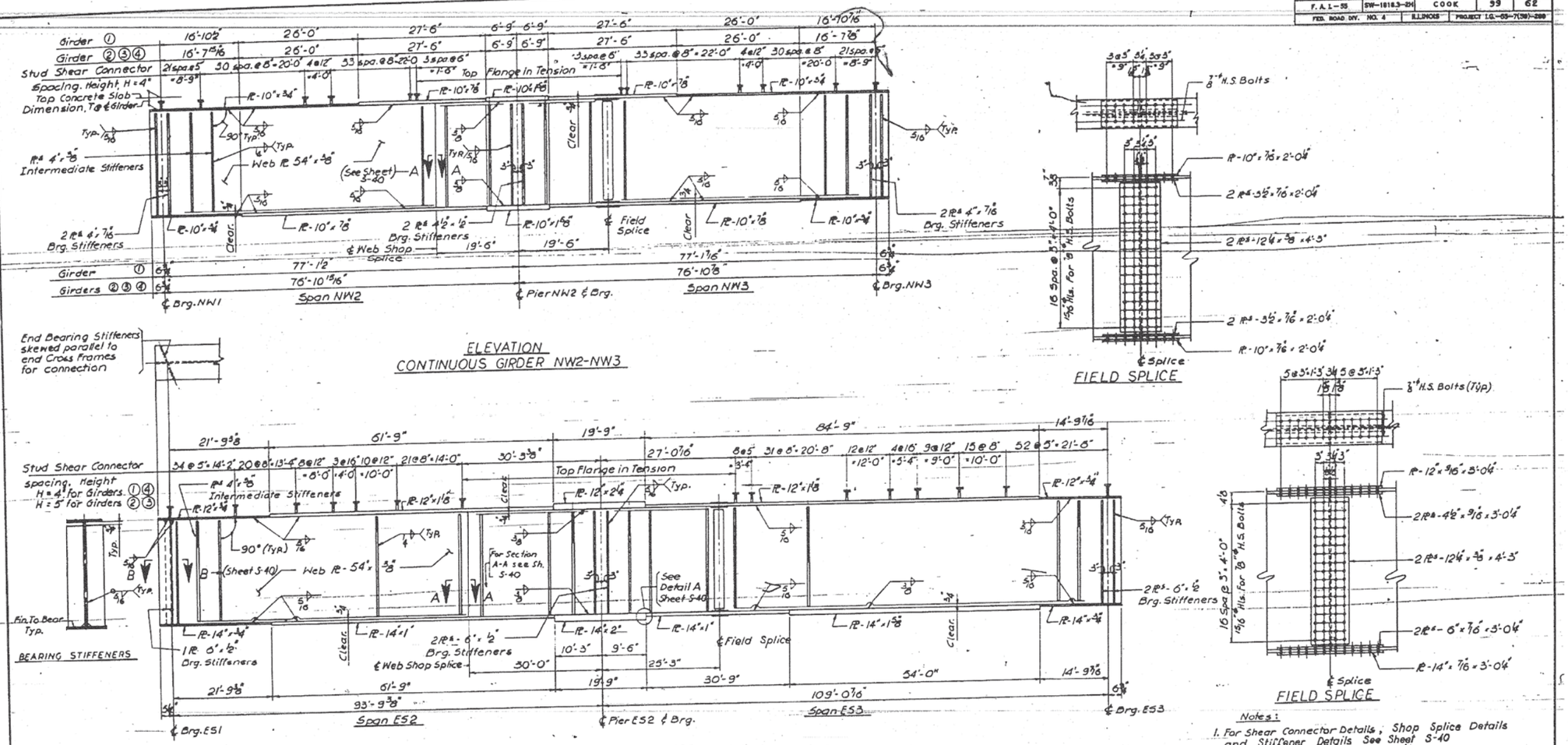
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 71 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	420
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-2H	COOK	99	62
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(138)-288		

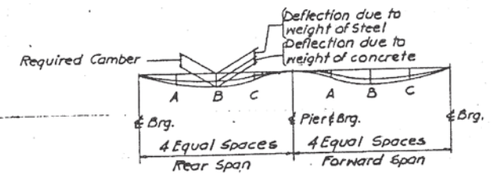


ELEVATION
CONTINUOUS GIRDER NW2-NW3

FIELD SPLICE

ELEVATION
CONTINUOUS GIRDER ES2-ES3

FIELD SPLICE



DEFLECTION AND CAMBER DIAGRAM
TWO SPANS CONTINUOUS GIRDERS

Deflection and Camber Data												
Girder	①thru④NW2			①thru④NW3			①thru④ES2			①thru④ES3		
Point	A	B	C	A	B	C	A	B	C	A	B	C
Steel Deflection	1/16	1/16	0	0	1/16	1/16	1/8	1/8	0	3/16	3/16	1/4
Concrete Deflection	3/8	7/16	3/16	3/16	7/16	3/8	1/2	9/16	1/8	11/16	15/16	1 1/8
Required Camber	7/16	1/2	3/16	3/16	1/2	7/16	5/8	11/16	1/8	7/8	1 1/8	1 3/8

Notes:

1. For Shear Connector Details, Shop Splice Details and Stiffener Details See Sheet S-40
2. For Additional Tabulated Girder Information See Sheet S-48
3. Bearing Stiffeners and ends of Girders shall be vertical. Intermediate Stiffeners shall be normal to the Web unless skewed parallel to Cross Frames for connection.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

CONTINUOUS GIRDER DETAILS

SCALE: AS NOTED DEC. 1964

SHEET NO. S-41 OF 99 SHEETS.

DESIGNED BY B.H.
DRAWN BY E.M. 3.8.1963
CHECKED BY B.H.
APPROVED BY K.A.

230-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

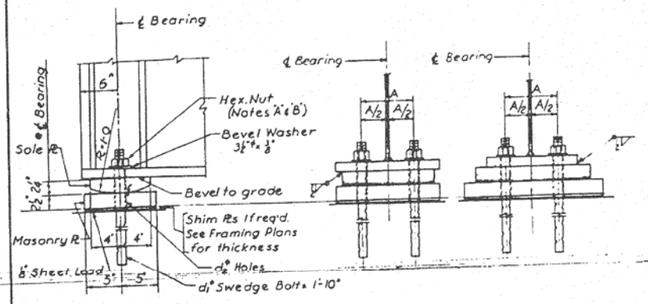
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 72 OF 173 SHEETS

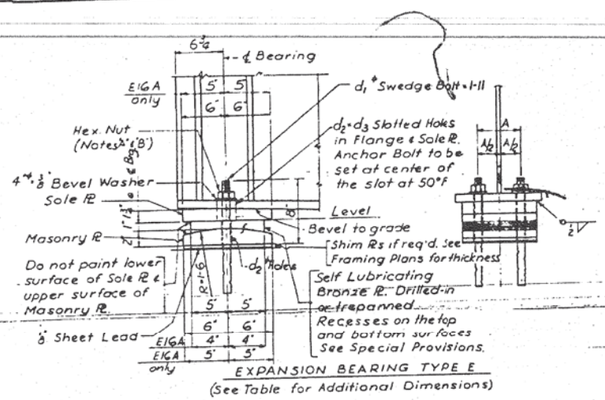
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	421
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-2H	COOK	99	63
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(59)-288		



FIXED BEARING TYPE F
(See Table for Additional Dimensions)



EXPANSION BEARING TYPE E
(See Table for Additional Dimensions)

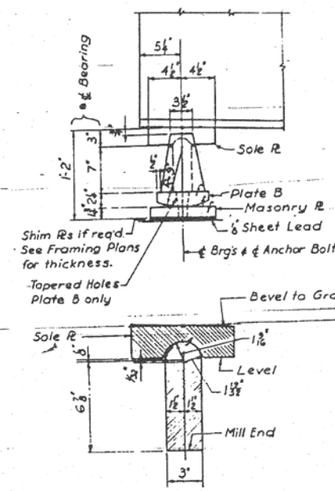
FIXED BEARING TYPE F TABLE

Mark	Total	Sole Pl *	Masonry Pl	Lead Pl	A	d_1"	d_2"
F12	57	8"x2'-6"x0'-10½"	10"x2'-½"x1'-0"	10"x6"x1'-0"	6"	1¼"	1⅝"
F14	25	8"x2'-6"x1'-0"	10"x2'-½"x1'-2"	10"x6"x1'-2"	7"	1¼"	1⅝"
F16	19	8"x2'-6"x1'-1"	10"x2'-½"x1'-3"	10"x6"x1'-3"	7"	1½"	1⅝"
F20	3	8"x2'-6"x1'-4"	10"x2'-½"x1'-6"	10"x6"x1'-6"	7"	1½"	1⅝"
F100	4	8"x2'-6"x1'-4"	10"x2'-½"x1'-9"	10"x6"x1'-9"	6"	1½"	1⅝"
F140	4	8"x2'-6"x1'-8"	10"x2'-½"x2'-3"	10"x6"x2'-3"	7"	1½"	1⅝"

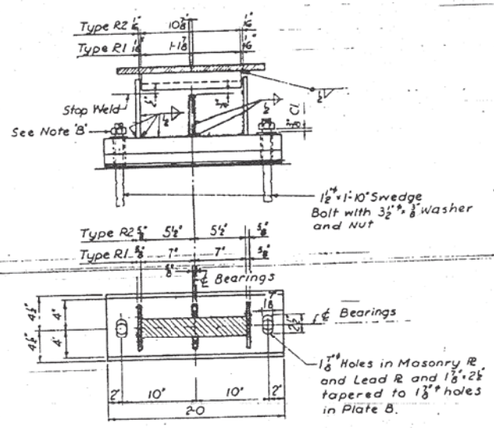
EXPANSION BEARING TYPE E TABLE

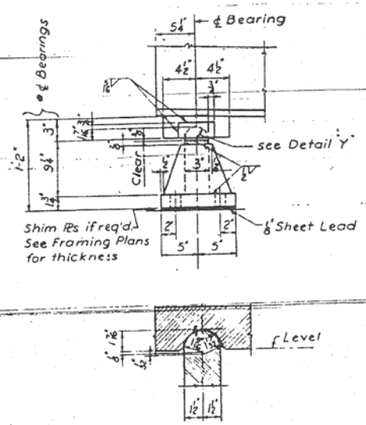
Mark	Total	Sole Pl *	Bronze Pl	Masonry Pl	Lead Pl ‡	A	d_1"	d_2"	d_2-d_3
E10	10	12"x1¾"x0'-8⅝"	10"x1¾"x0'-8⅝"	12"x2'-0"x8⅝"	12"x6"x0'-8⅝"	6"	1¼"	1⅝"	1⅝"x2⅝"
E12	64	12"x1¾"x0'-10⅝"	10"x1¾"x0'-10⅝"	12"x2'-0"x10⅝"	12"x6"x0'-10⅝"	6"	1¼"	1⅝"	1⅝"x2⅝"
E14	29	12"x1¾"x1'-0⅝"	10"x1¾"x1'-0⅝"	12"x2'-1'-0⅝"	12"x6"x1'-0⅝"	7"	1¼"	1⅝"	1⅝"x2⅝"
E16	13	12"x1¾"x1'-2"	10"x1¾"x1'-2"	12"x2'-1'-2"	12"x6"x1'-2"	7"	1½"	1⅝"	1⅝"x3"
E20	3	12"x1¾"x1'-6"	10"x1¾"x1'-6"	12"x2'-1'-6"	12"x6"x1'-6"	7"	1½"	1⅝"	1⅝"x3"
E16A	10	10"x1¾"x1'-2	8"x1¾"x1'-2"	10"x2'-1'-2"	none	7"	#	1⅝"	1⅝"x3"

* 1¼"x0'-9½" Steel bolt with Hex. Hd. and nut (see Notes 'A' & 'B')
‡ Thickness shown is at ℄ Bearing.

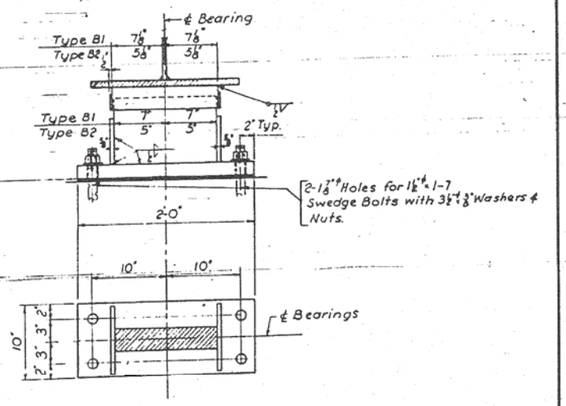


ROCKER BEARING TYPE R1 As Shown (28 Required)
ROCKER BEARING TYPE R2 As Noted (20 Required)





DETAIL 'Y'



BOLSTER BEARING TYPE B1 As Shown (28 Required)
BOLSTER BEARING TYPE B2 As noted (19 Required)

NOTES:
A. Nut shall be drawn up finger tight, then backed off ⅓ turn.
B. After nut is properly adjusted, burr off threads of bolt at face of nut with a pointed tool. Shim plates to be same width and length as bottom plates.
For location and thickness of shim plates see Sheets S-34 thru S-39

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H
BEARING DETAILS
SCALE: AS NOTED DEC. 1964
SHEET NO. S-42 OF 99 SHEETS

DESIGNED BY H.N.
DRAWN BY B.B.
CHECKED BY B.H. 3-22-65
APPROVED BY K.A.

231-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

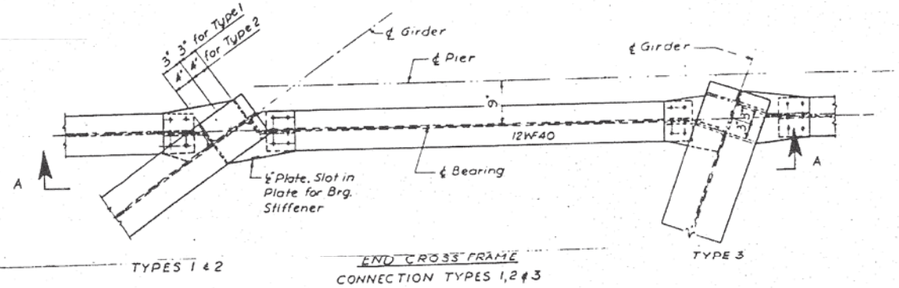
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 73 OF 173 SHEETS

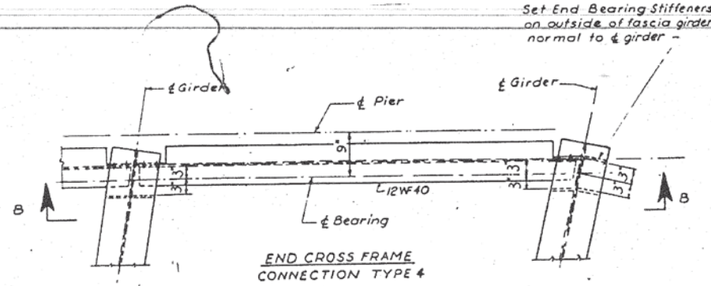
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	422
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

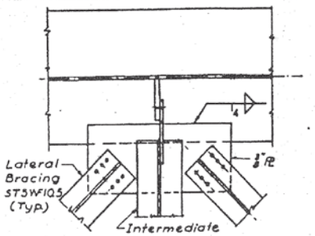
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. – 55	SW–1818.3–2H	COOK	99	G4
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.–55–7(59)–289		



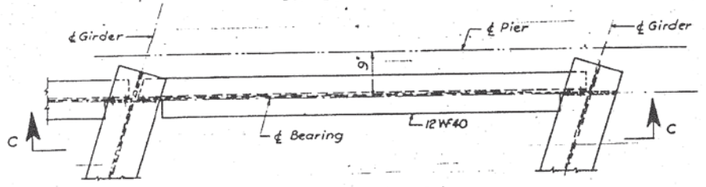
END CROSS FRAME
CONNECTION TYPES 1, 2 & 3



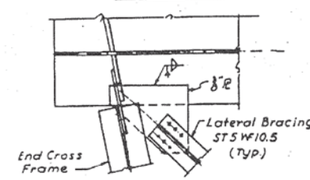
END CROSS FRAME
CONNECTION TYPE 4



SECTION F-F

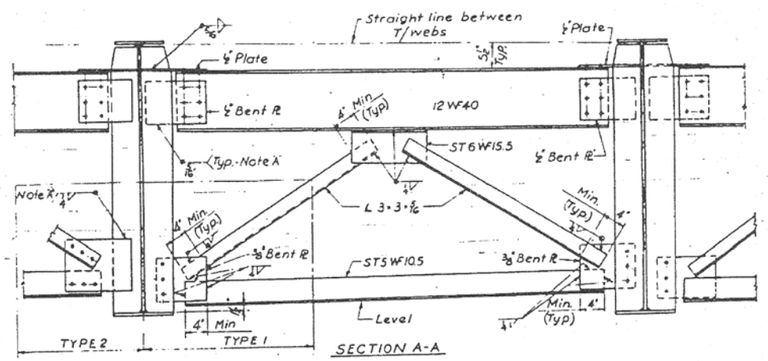


END CROSS FRAME
CONNECTION TYPE 5



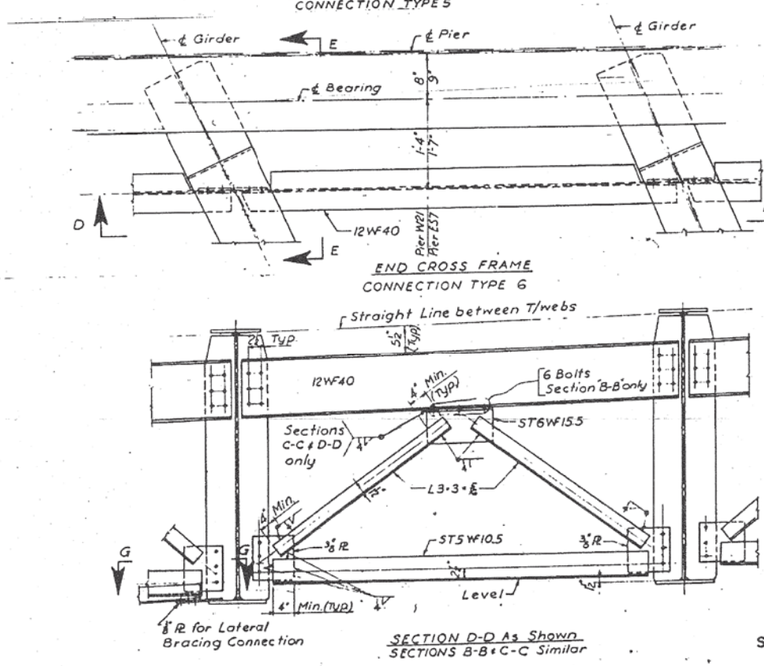
SECTION G-G

LATERAL CHORD BRACING DETAILS



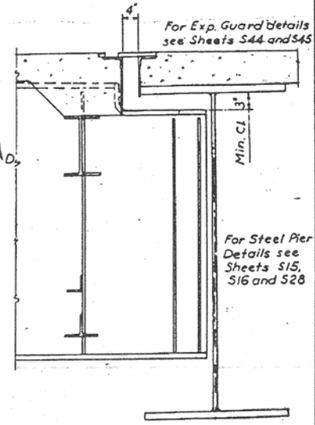
SECTION A-A

NOTE A:
Weld to stiffener prior to placing stiffener in position.

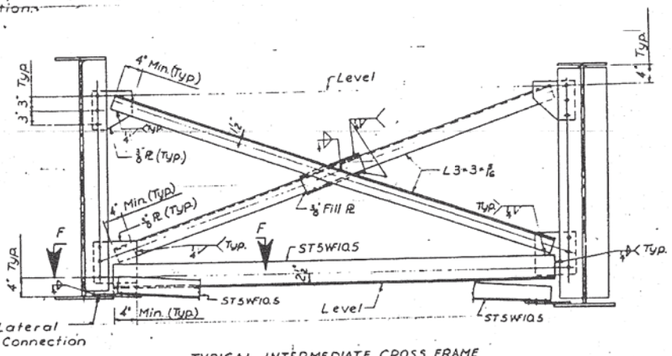


SECTION D-D As Shown
SECTIONS B-B & C-C Similar

END CROSS FRAME
CONNECTION TYPE 6



SECTION E-E



TYPICAL INTERMEDIATE CROSS FRAME

DESIGNED BY H.N.
DRAWN BY A.B.
CHECKED BY B.H.
APPROVED BY K.A.

NOTE–All bolted connections shown on this Sheet shall be made with ⅞" High Strength Bolts For location of typical End Cross Frames see Girder Schedule Sh. No. S-46 thru S-48.

"CITY OF CHICAGO
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BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW–1818.3–2H

TYPICAL CROSS FRAME DETAILS

SCALE: AS NOTED DEC. 1964
SHEET NO. S-43 OF 99 SHEETS

232-60X07_As-Builts.dgn

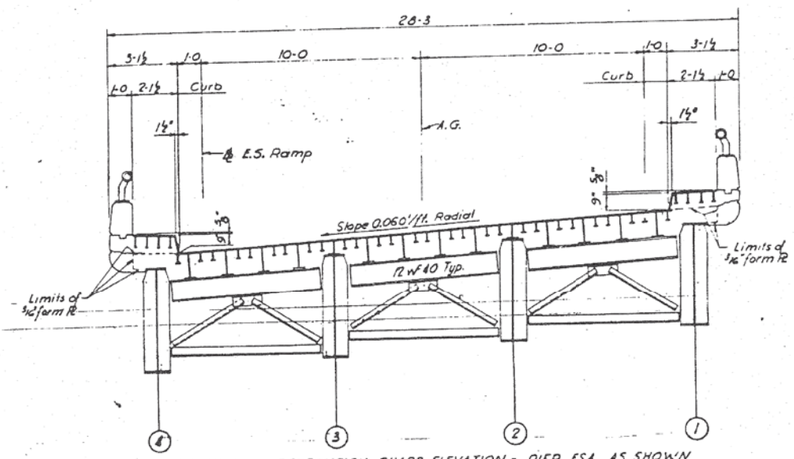
AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED -	REVISED -	
	PLOT SCALE =	DRAWN - HAY	REVISED -	
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 74 OF 173 SHEETS

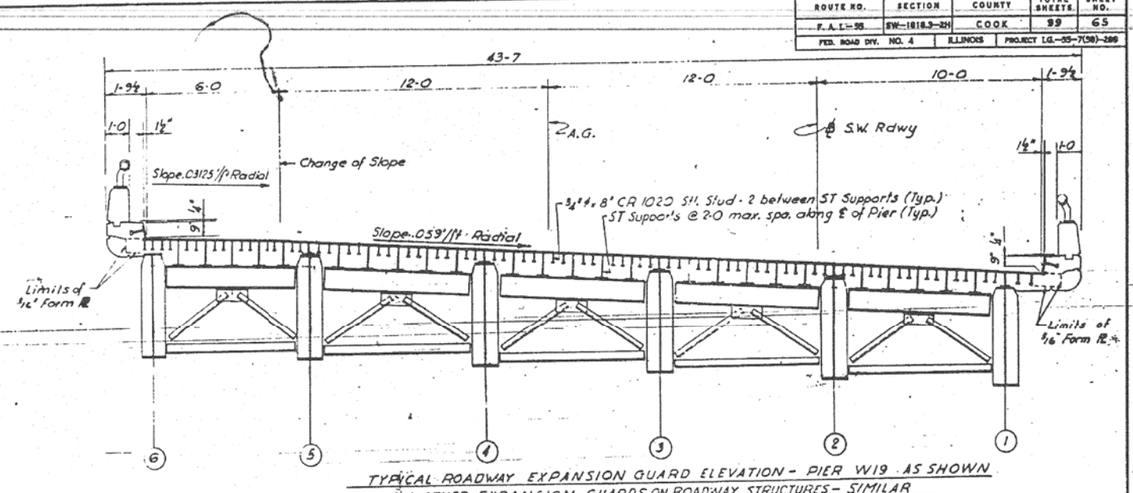
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	423
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.-55	SW-1818.3-2H	COOK	99	65
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(58)-288		

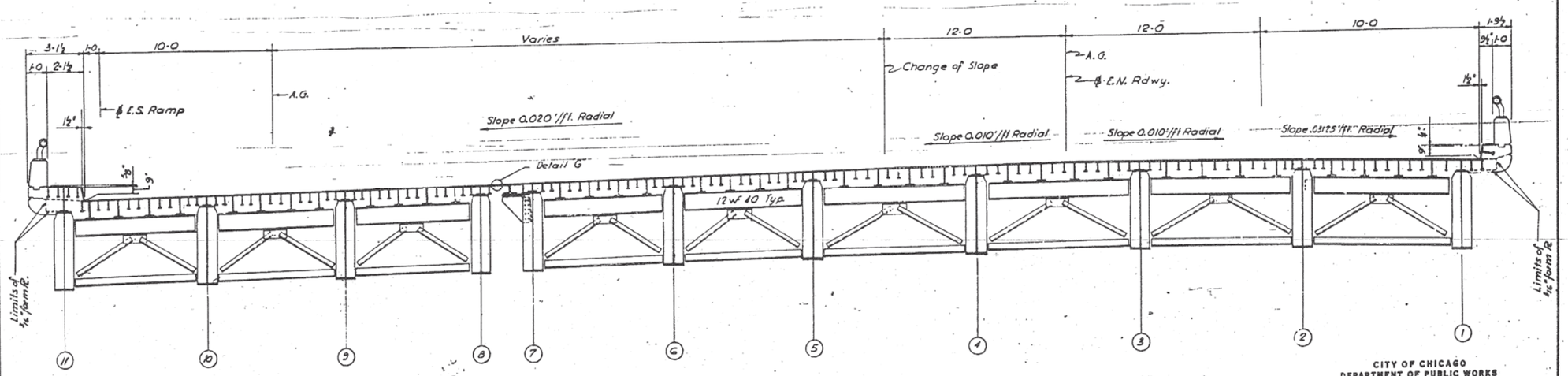


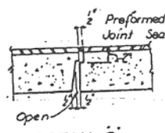
TYPICAL RAMP EXPANSION GUARD ELEVATION - PIER ES4 AS SHOWN
ALL OTHER EXPANSION GUARDS ON RAMP STRUCTURES SIMILAR
Scale ⅜"=1-0



TYPICAL ROADWAY EXPANSION GUARD ELEVATION - PIER W19 AS SHOWN
ALL OTHER EXPANSION GUARDS ON ROADWAY STRUCTURES - SIMILAR
Scale ⅜"=1-0

NOTE: Dimensions shown are Radial Distances





DETAIL 'G'

ELEVATION OF EXPANSION GUARD AT PIER E13
Scale ⅜"=1-0

Note: For Expansion Guard elevations and dimensions see Sheets S-49 thru S-51

DESIGNED BY H.N.
DRAWN BY E.L. 4-3-68
CHECKED BY B.H. 4-4-68
APPROVED BY F.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

EXPANSION GUARD DETAILS

SCALE: AS NOTED DEC. 1964
SHEET NO. S-44 OF 99 SHEETS

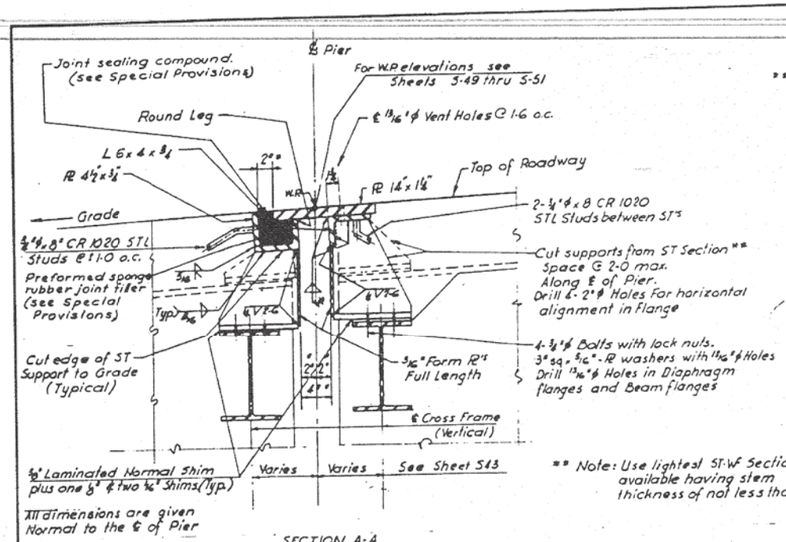
233-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILTS I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES) SHEET NO. 75 OF 173 SHEETS
		CHECKED -	REVISED -		
	PLOT SCALE =	DRAWN - HAY	REVISED -		
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	424
		CONTRACT NO. 60X07		
		ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY

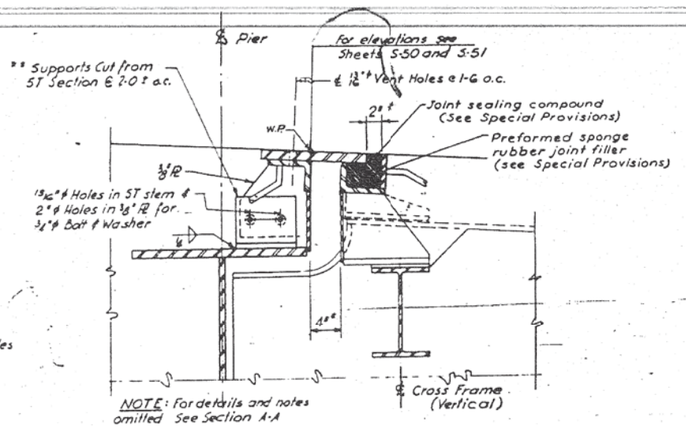
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1816.3-2H	COOK	99	66
FED. ROAD DIST. NO. 4	ILLINOIS	PROJECT I.G.—55-7(59)-288		



SECTION A-A
TYPICAL EXPANSION GUARD @ CONCRETE PIERS
Scale 1 1/2" = 1'-0

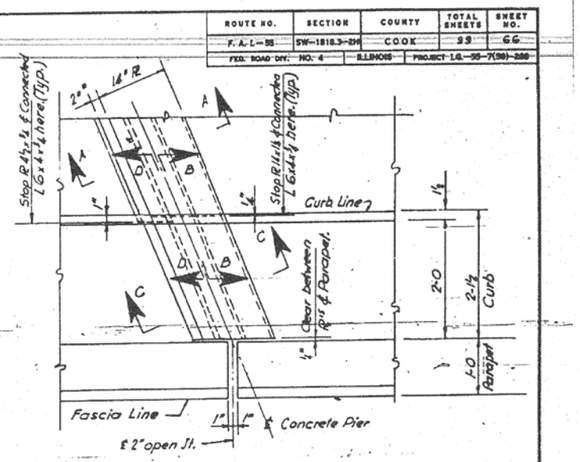
** Note: Use lightest ST-WF Sections available having stem thickness of not less than 3/8"

Joint Adjustment Table For 100' of Girder - length						
Temperatures	110° F	90° F	70° F	50° F	30° F	10° F
Adjustment "S" along ℄ of beam	-0.468"	-0.312"	-0.156"	0"	+0.156"	+0.312"



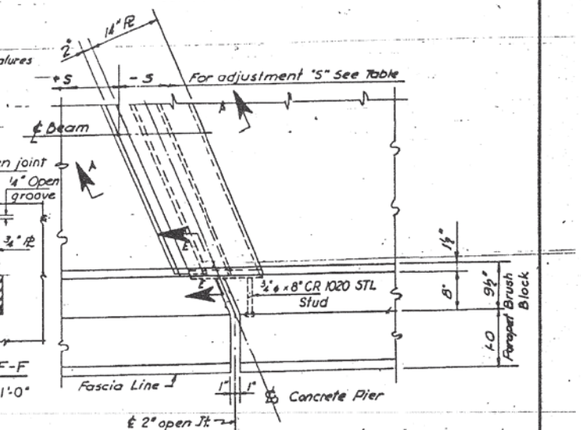
NOTE: For details and notes omitted See Section A-A

TYPICAL SECTION THROUGH EXPANSION GUARD AT STEEL PIERS
Scale 1 1/2" = 1'-0

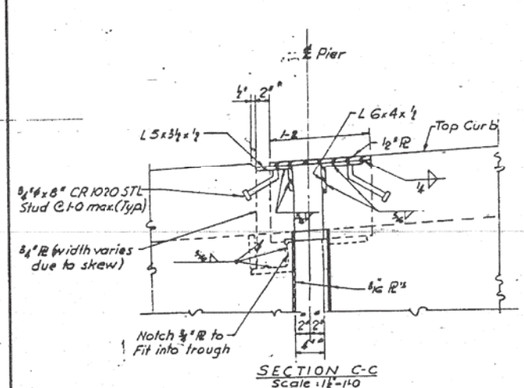


PARTIAL DECK PLAN WITH - 2'-1 1/2" CURB
Scale 1" = 1'-0

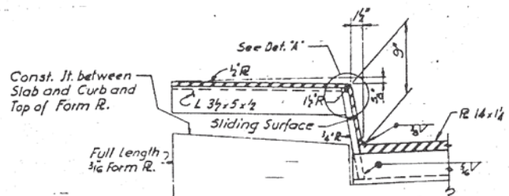
* Note:
Dimensions marked so (*) shall be used at 50°F. for Temperatures other than 50°F adjustment will be made in accordance with table below. Adjustment shall be made along ℄ of beam marked [E] in the girder schedule. Multiply values given in the table by the length of girder in feet and divide by 100. This is the required adjustment measured along ℄ of girder.



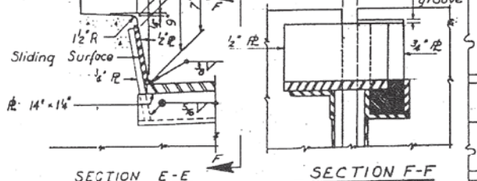
PARTIAL DECK PLAN WITH 9 1/2" CURB
Scale 1" = 1'-0

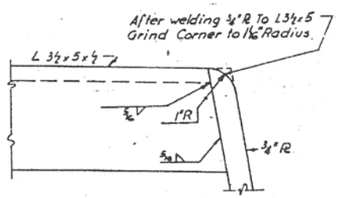


SECTION C-C
Scale 1 1/2" = 1'-0

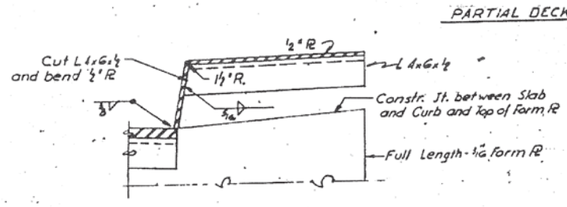


SECTION D-D
Scale 1 1/2" = 1'-0

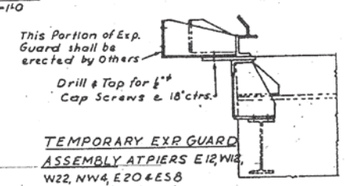




DETAIL "A"
Scale 6" = 1'-0



SECTION B-B
Scale 1 1/2" = 1'-0



TEMPORARY EXP GUARD ASSEMBLY AT PIERS E12, W12, W22, NW4, E20 & ES8
(No Scale)

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1816.3-2H

EXPANSION GUARD DETAILS
SCALE: AS NOTED
DEC. 1964
SHEET NO. 5-45 OF 99 SHEETS

DESIGNED BY	H.N.
DRAWN BY	E.L.
CHECKED BY	BH 4-5-63
APPROVED BY	K.A.

234-60X07_As-Builts.dgn

USER NAME = auyeungh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

AECOM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 76 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	425
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.–55	SW–1818.3–2H	COOK	99	68
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.–55–7(218)–289		

SPAN	GIRDER	L	WEB PL.	GIRDER DIMENSIONS A	B	C	CAMBER	TOP FLANGE PLATES A	B	C	BOTTOM FLANGE PLTS. A	B	C	STIFFENERS BRG.	INT.	SHEAR CONNECTOR SPACING a	b	c	STUD HEIGHT H	D.L. DEFLECTION & V.C. ORDINATES @ 1/4 & 3/4 L D.L.	V.C.	@ 1/2 L D.L.	V.C.	℄ BEARING AT REAR PIER EL. "R"	∝	BEARING TYPE	END DIAPHRAGM CONNECTION TYPE	DIM. T	℄ BEARING AT FORWARD PIER EL. "F"	β	BEARING TYPE	END DIAPHRAGM CONNECTION TYPE	DIM. T	GIRDER
E13	† 1	73-0⅛	54"×⅜"	19-0	—	35-0⅛	½"	10"×⅜"	—	10"×⅜"	12"×¾"	—	12"×⅞"	6"×½"	4"×⅜"	32@6"	17@5"	8@12"	4"	⅞"	⅞"	1⅛"	1"	41.704	89°59'27"	E12	4	9"	41.681	106°41'27"	B2	5	9"	1
	† 2	75-0⅜		16-6	9-0	24-8⅛	1"	10"×¾"	10"×⅜"	10"×⅜"	12"×⅞"	12"×1"	12"×1⅛"			32@6"	17@5"	8@12"		1⅛"	¼"	1⅜"	5/16"	41.979	91°06'16"			8½"	41.997	107°48'16"			8½"	2
	† 3	78-5		15-9	11-6	23-11	1⅜"	10"×¾"	10"×⅜"	10"×⅜"	12"×⅞"	12"×1¼"	12"×1½"			30@6"	20@5"	9@12"		1"	¼"	1⅜"	5/16"	42.104	92°08'33"				42.101	108°50'33"				3
	† 4	81-1⅜		14-0	12-0	29-1⅛"	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅞"	12"×1⅜"	12"×1⅞"			35@5"	23@6"	10@12"		1⅛"	¼"	1⅜"	5/16"	42.153	92°08'33"	E12			42.086	108°50'33"				4
	† 5	83-9⅜		15-6	10-6	31-9⅛	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	14"×⅜"	14"×1¼"	14"×1½"			31@6	24@5"	10@12"		1⅛"	5/16	1⅜"	5/16"	42.064	92°08'33"	E14			41.972	108°50'33"				5
	† 6	86-5⅝		13-6	13-6	32-5⅝	1⅜"	10"×⅜"	10"×⅜"	10"×1"	14"×⅜"	14"×1⅜"	14"×1⅜"			35@5"	23@5"	9@12"		1⅛"	¼"	1⅜"	3/8"	41.900	92°08'33"				41.788	108°50'33"				6
	† 7	89-11⅝		13-0	8-6	46-11⅝	1½"	10"×⅜"	10"×⅜"	10"×⅝"	14"×⅜"	14"×1⅝"	14"×1⅝"			36@6"	22@6"	10@12"		1"	5/16	1⅜"	3/8"	41.723	92°08'33"				41.604	108°50'33"				7
	† 8	89-11⅝		18-0	11-0	31-11⅝	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	14"×⅜"	14"×1⅝"	14"×1⅜"			35@5	22@5"	10@12"		⅞"	5/16	1⅜"	5/16"	41.645	91°21'35"				41.551	108°03'35"				8
	† 9	92-5⅜		15-0	13-6	35-5⅜	2"	10"×⅜"	10"×⅜"	10"×⅞"	14"×⅜"	14"×1⅝"	14"×1⅝"			17@7"	29@5"	11@12"		1⅛"	5/16	1⅜"	5/16"	41.526	92°38'19"				41.383	109°20'19"				9
	† 10	94-11⅝		15-0	13-6	37-11⅝	2"	10"×⅜"	10"×⅜"	10"×⅞"	14"×⅜"	14"×1⅝"	14"×1⅝"	6"×½"	4"×⅜"	17@7"	23@5"	11@12"		1⅛"	⅜"	1⅜"	⅜"	41.407	93°51'02"	E14		8½"	41.214	110°33'02"			8½"	10
E13	† 11	97-6⅜		16-6	15-0	34-6⅜	2⅜	12"×⅜"	12"×⅝"	12"×⅞"	16"×¾"	16"×1¼"	16"×1½"	7"×⅝"	5"×⅜"	17@7"	23@5"	11@12"		1⅜"	⅜"	1⅝"	⅜"	41.246	94°59'59"	E16	4	9"	41.003	111°41'59"	B2		9"	11
E14	1	122-9⅛		14-6	18-6	56-9⅛	3⅜"	14"×¾"	14"×1⅛"	14"×1⅜"	18"×¾"	18"×1½"	18"×2"	8"×½"	6"×⅜"	25@6	36@6"	12@12"		2"	½"	2 1/16"	7/16"	41.678	106°42'19"	R1	5	9"	41.829	107°50'15"			9"	1
	2	123-3⅜		17-0	19-0	51-3⅜	3⅜"	14"×¾"	14"×1⅜"	14"×1¾"	20"×⅜"	20"×1⅜"	20"×2"	9"×½"		25@6"	36@8"	12@12"		1⅛"	⅞"	2⅜"	¾"	41.822	107°50'15"			9¼"	41.4581	106°35'39"			9¼"	2
	3	123-1⅞		16-6	20-0	50-1⅞	3⅜"	14"×¾"	14"×1½"	14"×1⅜"	20"×⅞"	20"×1⅜"	20"×2⅛"			34@6"	30@8"	9@12"		2¼"	⅝"	3⅜"	1⅜"	41.995	107°50'15"				41.565	106°35'39"				3
	4	122-11⅝		16-6	20-0	49-11⅝	3⅜"	14"×¾"	14"×1½"	14"×1⅜"	20"×⅞"	20"×1⅜"	20"×2⅛"							2¼"	⅝"	3⅜"	1⅜"	42.071	107°50'15"				41.597	106°35'39"				4
	5	122-9⅛		16-6	20-0	49-9⅛	4"	14"×¾"	14"×1½"	14"×1⅜"	20"×⅞"	20"×1⅜"	20"×2⅛"							2¼"	⅝"	3⅜"	1⅜"	41.990	107°50'15"				41.540	106°35'39"				5
	6	122-6⅜		16-6	20-0	49-6⅜	4⅜"	14"×¾"	14"×1½"	14"×1⅜"	20"×⅞"	20"×1⅜"	20"×2⅛"						4"	2¼"	—	3⅜"	—	41.667	107°50'15"			9¼"	41.403	106°35'39"			9¼"	6
	7	122-4⅛		16-6	20-0	49-4⅛	4⅜"	14"×¾"	14"×1½"	14"×1⅜"	20"×⅞"	20"×1⅜"	20"×2⅛"	9"×⅜"					5"	2¼"	—	3 5/16"	—	41.619	107°50'15"			10¼"	41.355	106°35'39"			10¼"	7
E14	8	122-2⅛		12-6	14-5	68-2⅛	4"	14"×¾"	14"×⅞"	14"×1⅜"	18"×¾"	18"×1⅛"	18"×2⅛"	8"×½"	6"×⅜"	34@6"	30@8"	9@12"	5"	2 1/16"	—	2 3/8"	—	41.496	107°50'15"	R1		9¾"	41.366	106°35'39"	B1	5	9¾"	8
E15	1	88-1⅛		13-0	8-6	45-1⅛	1⅜"	10"×⅜"	10"×¾"	10"×⅝"	14"×¾"	14"×1⅛"	16"×1⅜"	6"×½"	4"×⅜"	36@6"	22@8"	10@12"	4"	1"	1/16"	1 1/16"	3/16"	41.232	106°05'42"	R2		9"	40.782	106°05'42"	F14	3	9"	1
	2	87-9⅛		16-0	11-6	32-9⅛	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	14"×⅜"	14"×1⅛"	14"×1½"			32@6"	21@8"			1⅝"	1/16"	1 3/16"	5/16"	41.514	105°16'16"			8½"	40.961	105°16'16"			8½"	2
	3	87-9⅝		14-6	15-6	27-9⅝	1⅜"	10"×⅜"	10"×⅜"	10"×⅞"	14"×⅜"	14"×1⅜"	14"×1⅜"							1⅝"	¼"	1 5/8"	5/16"	41.620	105°16'16"				41.125	105°16'16"				3
	4	87-9⅛		14-6	15-6	27-9⅛	2"	10"×⅜"	10"×¾"	10"×⅞"	14"×⅜"	14"×1⅜"	14"×1⅜"							1⅝"	—	1⅝"	—	41.653	105°16'16"				41.281	105°16'16"				4
	5	87-9⅛		14-6	15-6	27-9⅛	2"	10"×⅜"	10"×⅜"	10"×⅞"	14"×⅜"	14"×1⅜"	14"×1⅜"							1⅝"	—	1 5/8"	—	41.600	105°16'16"				41.447	105°16'16"				5
	6	87-9⅝		14-6	15-6	27-9⅝	2"	10"×⅜"	10"×⅜"	10"×⅞"	14"×⅜"	14"×1⅜"	14"×1⅜"							1⅝"	—	1⅝"	—	41.548	105°16'16"				41.623	105°16'16"				6
	7	87-9⅛		14-6	15-6	27-9⅛	2"	10"×⅜"	10"×¾"	10"×⅞"	14"×⅜"	14"×1⅜"	14"×1⅜"							1⅝"	—	1 5/8"	1/16"	41.508	105°16'16"			8½"	41.810	105°16'16"			8½"	7
E15	8	87-9⅝		18-0	11-6	28-9⅝	1⅜"	10"×⅜"	10"×¾"	10"×⅞"	14"×⅜"	14"×1⅜"	14"×1⅜"	6"×½"	4"×⅜"	32@6"	21@8"			1"	1/16"	1 1/16"	3/8"	41.441	105°16'16"	R2	5	9"	41.964	105°16'16"	F14	3	9"	8
E16	◊ 1	104-10⅜		16-6	10-6	50-10⅜	2⅜	12"×⅜"	12"×⅜"	12"×⅛"	16"×⅜"	16"×1⅜"	16"×1⅝"	7"×⅜"	5"×⅜"	6@7"	37@8"			1½"	—	2 1/16"	—	40.666	103°55'40"	E16	4	9½"	39.785	103°55'40"	F16	4	9½"	1
	◊ 2	104-3		18-3	13-0	41-9	3	12"×⅜"	12"×⅜"	12"×1	16"×⅜"	16"×1¼"	16"×1⅜"			6@7"	37@8"			1⅝"	—	2⅛"	—	40.915	102°22'55"			9¼"	40.071	102°22'55"			9¼"	2
	◊ 3	103-8		18-3	13-0	41-2	3	12"×⅜"	12"×⅜"	12"×1	16"×⅜"	16"×1¼"	16"×1⅜"			6@7"	37@8"	10@12"		1⅝"	—	2⅛"	—	41.068	100°49'04"				40.338	100°49'04"				3
	◊ 4	103-11⅝		14-6	12-0	50-11⅝	2⅜"	12"×⅜"	12"×⅜"	12"×1⅛"	16"×⅜"	16"×1¼"	16"×1⅜"			21@6"	32@8"	12@12"		1⅜"	—	2⅛"	—	41.225	99°14'13"				40.607	99°14'13"				4
	◊ 5	103-11⅝		13-0	10-6	56-11⅝	2⅜"	12"×⅜"	12"×⅜"	12"×1⅛"	16"×⅜"	16"×1¼"	16"×1⅜"			40@6"	29@8"	12@12"		1⅜"	—	2⅛"	—	41.392	99°14'13"				41.032	99°14'13"				5
	◊ 6	103-11⅝		13-0	10-6	56-11⅝	2⅜"	12"×⅜"	12"×⅜"	12"×1⅛"	16"×⅜"	16"×1¼"	16"×1⅜"			40@6"	29@8"	12@12"		1⅜"	—	2⅛"	—	41.569	99°14'13"				41.463	99°14'13"				6
	◊ 7	103-11⅝		13-0	10-6	56-11⅝	2⅜"	12"×⅜"	12"×⅜"	12"×1⅛"	16"×⅜"	16"×1¼"	16"×1⅜"			40@6"	29@8"	12@12"		1⅜"	—	2⅛"	—	41.755	99°14'13"				41.849	99°14'13"				7
E16	◊ 8	103-11⅝	54"×⅝"	12-6	16-6	45-11⅝	2⅜"	12"×⅜"	12"×1"	12"×1⅛"	16"×⅜"	16"×1⅜"	16"×1⅜"	7"×⅜"	5"×⅜"	40@6"	29@8"	12@12"		1 3/8"	3/8"	2 1/16"	1/4"	41.950	99°14'13"	E16		9¼"	42.102	99°14'13"	F16		9¼"	8
E17	1	72-7⅜	48"×⅜"	19-0	—	34-7⅜	¼"	10"×⅜"	—	10"×⅜"	12"×⅜"	—	12"×⅛"	6"×½"	4"×⅜"	24@6"	20@8"	8@12"		½"	—	1⅛"	—	40.204	92°24'38"	E12		9¼"	39.618	92°24'38"			9¼"	1
	2	72-6¾		16-6	—	39-6¾	¼"	10"×⅜"	—	10"×⅜"	12"×⅜"	—	12"×1¼"			24@6"	20@8"	8@12"		¾"	—	1"	—	40.621	91°06'36"				39.992	91°06'36"				2
	3	72-6⅝		15-6	9-0	23-6⅝	¼"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1⅛"	12"×1⅜"			31@6"	17@8"	8@12"		¾"	—	1 1/16"	—	41.044	91°06'36"				40.463	91°06'36"				3
	4	72-6⅝		14-0	8-0	28-6⅝	¼"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1⅛"	12"×1⅜"			35@5"	20@8"	7@12"		¾"	—	1 1/16"	—	41.472	91°06'36"				40.935	91°06'36"				4
	5	72-6⅝		14-0	8-0	28-6⅝	⅜"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1⅛"	12"×1⅜"			35@5"	20@8"	7@12"		¾"	—	1 1/16"	—	41.852	91°06'36"				41.356	91°06'36"				5
	6	72-6⅝		14-0	8-0	28-6⅝	½"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1⅛"	12"×1⅜"			35@5"	20@8"	7@12"		¾"	—	1 1/16"	—	41.852	91°06'36"				41.356	91°06'36"				6
E17	7	72-6⅝		15-6	—	41-6⅝	⅜"	10"×⅜"	—	10"×⅜"	12"×⅜"	—	12"×1⅜"			35@5"	20@8"	7@12"		⅞"	—	1 1/8"	—	42.122	91°06'36"	E12		9"	41.627	91°06'36"	F12		9"	7
E18	1	72-7⅜		19-0	—	34-7⅜	¼"	10"×⅜"	—	10"×⅜"	12"×⅜"	—	12"×1⅛"			24@6"	20@8"	8@12"		1⅛"	—	1⅝"	—	39.211	86°46'48"	E12		9½"	38.585	86°46'48"	F12		9½"	1
	2	72-8¼		16-6	—	39-8¼	¼"	10"×¾"	—	10"×⅜"	12"×⅜"	—	12"×1¼"			24@6"	20@8"			¾"	—	1"	—	39.674	85°52'49"			9¼"	38.985	85°52'49"			9¼"	2
	3	72-9⅛		16-6	—	39-9⅛	¼"	10"×⅜"	—	10"×⅜"	12"×⅜"	—	12"×1¼"			24@6"	20@8"			¾"	—	1"	—	40.115	84°58'58"				39.365	84°58'58"				3
	4	72-9⅜		15-6	9-0	23-9⅜	¼"	10"×¾"	10"×¾"	10"×⅜"	12"×⅜"	12"×1⅛"	12"×1⅜"			31@6"	17@8"			¾"	—	1⅛"	—	40.552	84°58'58"				39.808	84°58'58"				4
	5	72-9⅜		15-6	9-0	23-9⅜	¼"	10"×¾"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1⅛"	12"×1⅜"			31@6"	17@8"			¾"	—	1⅛"	—	40.990	84°58'58"				40.251	84°58'58"				5
	6	72-9⅜		15-6	9-0	23-9⅜	¼"	10"×¾"	10"×⅜"	10"×¾"	12"×⅜"	12"×1⅛"	12"×1⅜"			31@6"	17@8"			¾"	—	1 1/16"	—	41.362	84°58'58"			9¼"	40.628	84°58'58"			9¼"	6
	7	72-9⅜		16-6	—	39-3⅜	⅜"	10"×¾"	—	10"×¾"	12"×⅜"	—	12"×1⅜"			31@6"	17@8"	8@12"		1 3/16"	—	1 3/16"	—	41.613	84°58'58"	E12		9"	40.887	84°58'58"	F12		9"	7
E19	1	73-9⅛		15-6	—	42-9⅛	¼"	10"×⅜"	—	10"×⅜"	12"×⅜"	—	12"×1⅜"			40@5"	21@8"	5@12"		⅜"	—	1 1/16"	—	38.570	79°18'21"	E12		9½"	37.702	79°18'21"	F12		9½"	1
	2	73-10⅜		11-6	10-6	29-10⅜	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1¼"	12"×1⅜"							⅜"	—	1 1/16"	—	39.089	78°54'07"			9¼"	38.194	78°54'07"			9¼"	2
	3	73-10⅜		11-6	10-6	29-10⅜	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1¼"	12"×1⅜"							⅜"	—	1¼"	—	39.597	78°54'07"				38.708	78°54'07"				3
	4	73-10⅜		11-6	10-6	29-10⅜	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1¼"	12"×1⅜"							⅜"	—	1 1/16"	—	40.105	78°54'07"				39.221	78°54'07"				4
	5	73-10⅜		11-6	10-6	29-10⅜	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1¼"	12"×1⅜"							⅜"	—	1 1/16"	—	40.575	78°54'07"			9¼"	39.677	78°54'07"			9¼"	5
E19	6	73-10⅜		12-6	12-0	24-10⅜	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1¼"	12"×1½"				21@8"	5@12"		1⅝"	—	1⅝"	—	40.671	78°54'07"	E12	4	9"	39.982	78°54'07"	F12	4	9"	6
E20	1	80-3⅛		16-6	9-6	28-3⅛	1⅝"	10"×⅜"	10"×⅜"	10"×⅜"	14"×⅜"	14"×1⅝"	14"×1⅝"	6"×½"			23@8"	8@12"		1 5/8"	—	1 5/8"	—	37.723	71°16'58"	E14	3	9"	36.501	71°16'58"	F14	3	9"	1
	2	80-0⅜		11-0	15-0	28-0⅜	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1⅛"	12"×1⅜"	5"×⅛"						1"	—	1 1/16"	—	38.173	71°41'52"	E12		9¼"	36.992	71°41'52"	F12		9¼"	2
	3	80-0⅜		11-0	15-0	28-0⅜	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1⅛"	12"×1⅜"							1"	—	1 1/16"	—	38.687	71°41'52"				37.509	71°41'52"				3
	4	80-0⅜		11-0	15-0	28-0⅜	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1⅛"	12"×1⅜"							1"	—	1 1/16"	—	39.200	71°41'52"				38.025	71°41'52"				4
	5	80-0⅜		11-0	15-0	28-0⅜	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	12"×⅜"	12"×1⅛"	12"×1⅜"	5"×⅛"						1"	—	1 1/16"	—	39.656	71°41'52"	E12		9¼"	38.476	71°41'52"	F12		9¼"	5
E20	6	80-0⅜	48"×⅝"	13-6	13-0	27-0⅜	1⅜"	10"×⅜"	10"×⅜"	10"×⅜"	14"×⅜"	14"×1⅜"	14"×1½"	6"×½"	4"×⅜"	40@5"	23@8"	8@12"	4"	1 1/16"	—	1 1/16"	—	39.961	71°41'52"	E14	3	9"	38.792	71°41'52"	F14	3	9"	6

NOTES:

† Indicates stepped bottom flange at Rear Pier Bearings.

◊ Indicates stepped bottom flange at Forward Pier Bearings.

□ Set all bearing devices of a given span in the direction of the girder indicated. See Anchor Bolt Setting Diagrams, Sheets S8 through S29.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW–1818.3–2H

GIRDER SCHEDULE — E-N ROADWAY

SCALE: AS NOTED DEC. 1964

SHEET NO. S-47 OF 99 SHEETS

235-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 77 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	426
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

SPAN	GIRDER	L	WEB PL.	GIRDER DIMENSIONS A	B	C	CAMBER	TOP FLANGE PLATES A	B	C	BOTTOM FLANGE PLTS. A	B	C	STIFFENERS BRG.	INT.	SHEAR CONNECTOR SPACING a	b	c	STUD HEIGHT	DL DEFLECTION & V.C. ORDINATES @ 3/10 L DL	V.C.	@ 1/2 L DL	V.C.	℄ BEARING AT REAR PIER EL. "R"	∠	BEARING TYPE	END DIAPHRAGM CONNECTION TYPE	DIM. T	℄ BEARING AT FORWARD PIER EL. "F"	∠	BEARING TYPE	END DIAPHRAGM CONNECTION TYPE	DIM. T	GIRDER
NW1	1	78-4 5/8	54"×3/8	16-6	7-0	31-4 1/2	1"	10"×3/4	10"×3/4	10"×3/4	12"×3/8	12"×1	12"×1/4	5"×7/16	4"×3/8	14c7'	23e8'	9e12'	4"	1 5/16	—	1 1/16	—	44.301	67°41'21"	E12	1	9 3/8	44.827	67°41'21"	F12	1	9 3/8	1
NW1	2	77-9 1/2		18-6	—	40-9 1/2	1 1/4	10"×1/2	—	10"×3/8	12"×1/2	—	12"×1/8						5"	1 1/16	—	1"	—	44.317	68°44'57"		1	10 1/4	44.862	68°44'57"		1	10 1/4	2
NW1	3	76-9 5/8		18-6	—	39-9 1/2	1 1/4	10"×1/2	—	10"×3/8	12"×1/2	—	12"×1/8						5"	1 1/8	—	1"	—	44.405	70°47'48"		3	10 1/4	44.993	70°47'49"		3	10 1/4	3
NW1	4	75-10 1/8		18-3	—	39-4 1/2	1 1/4	10"×1/2	—	10"×3/8	12"×1/2	—	12"×1 1/8	5"×7/16		14a7'	23e8'	9e12'	4"	1 3/16	—	1 1/16	—	44.567	72°53'49"	E12	3	9 3/8	45.197	72°53'49"	F12	3	9 3/8	4
NW4	1	77-6 1/2		16-0	—	45-6 1/2	1 1/2	10"×1/2	—	10"×1/2	12"×1/2	—	12"×1 3/8	6"×1/2		37e5'	21e8'	8e12'		1 3/16	—	1"	—	44.667	78°40'50"	F12	4		49.303	78°40'50"	E12	4		1
NW4	2	77-8 1/2		14-0	11-0	27-8 1/2	1 3/8	10"×3/8	10"×1/2	10"×1/2	12"×3/8	12"×1/4	12"×1 1/2							1 5/16	—	1 1/16	—	44.833	77°56'07"				48.925	77°56'07"				2
NW4	3	77-8 3/8		14-0	11-0	27-8 3/8	1 3/8	10"×3/8	10"×1/2	10"×1/2	12"×3/8	12"×1/4	12"×1 1/2							1 5/16	—	1 1/16	—	44.494	77°56'07"				48.494	77°56'07"				3
NW4	4	77-8 3/8		16-6	7-0	30-8 1/2	1 1/2	10"×3/8	10"×3/8	10"×1/2	12"×3/8	12"×1	12"×1/4	6"×1/2	4"×3/8	37e5'	21e8'	8e12'		1 5/16	—	1 1/16	—	44.667	77°56'07"				48.667	77°56'07"				4
ES1	1	124-7 1/4		14-0	16-0	63-7 1/8	4	14"×3/8	14"×1/2	14"×2 1/4	20"×3/8	20"×1/2	20"×2 3/8	9"×3/8	6"×3/8	47e5'	27e8'	13e12'		1 5/16	—	1 1/16	—	46.987	77°56'07"	F12	4		48.069	77°56'07"	E12	4		1
ES1	2	124-8 3/8		14-0	17-6	61-8 3/8	3 3/8	14"×3/8	14"×1/2	14"×2 3/8	20"×3/8	20"×1/2	20"×2 3/8		6"×3/8					1 3/8	3/8"	3 1/2"	1/2"	41.473	111°22'30"	R1	5	9 3/8	40.793	110°07'54"	B1	5	9 3/8	1
ES1	3	124-6 3/8		14-0	17-6	61-6 3/8	3 3/8	14"×3/8	14"×1/2	14"×2 3/8	20"×3/8	20"×1/2	20"×2 3/8		6"×3/8					1 7/16	7/16"	3 1/2"	1/2"	41.303	111°42'00"			9 1/2	40.604	110°27'24"			9 1/2	2
ES1	4	124-3 1/2		14-6	21-0	53-3 1/2	4	20"×7/16	20"×1/2	20"×1 3/8	20"×3/8	20"×1/2	20"×2 3/8	9"×3/8	6"×3/8	37e5'	21e8'	8e12'		1 5/8	5/8"	3 1/2"	5/8"	41.129	111°42'00"			9 1/2	40.426	110°27'24"			9 1/2	3
ES4	1	77-7 5/8		16-0	8-0	29-7 5/8	1 3/8	10"×3/8	10"×3/8	10"×3/8	12"×3/8	12"×1/2	12"×1 3/8	5"×3/8	4"×3/8	37e5'	21e8'	8e12'		1 7/8	7/8"	3 1/2"	7/8"	41.058	111°42'00"	R1	5	8 1/4	40.352	110°27'24"	B1	5	8 1/4	4
ES4	2	77-7 5/8		14-0	11-0	27-7 5/8	1 3/8	10"×3/8	10"×3/8	10"×3/8	12"×3/8	12"×1/2	12"×1 3/8							1 5/16	—	1 1/16	—	40.235	114°45'29"	F12	1	9 3/8	40.241	114°45'29"	E12	1	9 3/8	1
ES4	3	77-7 5/8		14-0	11-0	27-7 5/8	1 3/8	10"×3/8	10"×3/8	10"×3/8	12"×3/8	12"×1/2	12"×1 3/8	5"×3/8		37e5'		8e12'	4"	1 3/16	—	1 1/16	—	39.906	114°45'29"			9 3/8	39.758	114°45'29"			9 3/8	2
ES4	4	77-11 3/8		16-6	7-0	30-11 3/8	1 1/2	10"×3/8	10"×3/8	10"×1	14"×3/8	14"×1/2	14"×1 5/8	6"×1/2		43e5'		9e12'	5"	1 1/16	—	1"	—	39.557	114°45'29"			9 3/8	39.277	114°45'29"			9 3/8	3
ES5	1	86-11 1/2		14-0	10-6	37-11 1/2	2 1/8	10"×3/8	10"×3/8	10"×1	14"×3/8	14"×1/2	14"×1 5/8						5"	1 1/16	—	1 1/16	—	39.245	115°18'33"	F12		9 3/8	38.820	115°18'33"	E12		9 3/8	4
ES5	2	87-6 3/8		14-0	11-0	37-6 3/8	2	10"×3/8	10"×3/8	10"×3/8	14"×3/8	14"×1/2	14"×1 5/8							1 3/16	—	1 1/16	—	40.203	123°30'53"	E14		10"	39.907	123°30'53"	F14		10"	1
ES5	3	88-1 3/8		14-0	11-0	37-1 3/8	2	10"×3/8	10"×3/8	10"×3/8	14"×3/8	14"×1/2	14"×1 5/8							1 3/16	—	1 1/16	—	39.720	124°05'56"			10"	39.417	124°05'56"			10"	2
ES5	4	88-9 3/8		15-0	13-6	31-9 3/8	2	10"×3/8	10"×3/8	10"×3/8	14"×3/8	14"×1/2	14"×1 5/8	6"×1/2	4"×3/8	43e5'	21e8'	9e12'	4"	1 1/16	—	1 1/16	—	39.240	124°40'34"			10"	38.931	124°40'34"			10"	3
ES6	1S	100-5 3/8		10-0	11-0	38-5 3/8	2	12"×3/8	12"×1/4	12"×2 1/4	16"×3/8	16"×1/2	16"×2 3/8	7"×3/8	5"×3/8	50e5'	24e8'	10e12'	5"	1 1/16	—	1 1/16	—	38.792	125°14'41"	E14	1	9 3/8	38.480	125°14'41"	F14	1	9 3/8	4
ES6	2	101-3 3/8		12-0	15-0	47-3 3/8	2 3/8	14"×3/8	14"×1/2	14"×1 5/8	16"×3/8	16"×1/2	16"×2	7"×3/8	5"×3/8				5"	1 3/8	—	2 1/4"	—	39.857	133°47'54"	E16	2	10 1/2	39.518	133°47'54"	F16	2	10 1/2	1S
ES6	3	103-2 3/8		12-0	15-0	49-2 3/8	2 3/8	14"×3/8	14"×1/2	14"×1 5/8	16"×3/8	16"×1/2	16"×2	7"×3/8	5"×3/8				5"	1 5/8	—	2 1/4"	—	39.368	134°17'54"	E16		10 1/2	39.053	134°17'54"	F16		10 1/2	2
ES6	4S	105-1 3/8		11-6	16-0	50-1 3/8	2 3/8	14"×3/8	14"×1/2	14"×2	20"×3/8	20"×1/2	20"×2 1/4	9"×3/8	6"×3/8	50e5'	24e8'	10e12'	*5or4	1 3/8	—	2 1/4"	—	38.881	135°22'08"	E16		10 1/2	38.535	135°22'08"	F16		10 1/2	3
ES7	1S	107-7 1/2		11-6	15-0	54-7 1/2	1 3/8	14"×3/8	14"×1/2	14"×2 3/8	20"×3/8	20"×1/2	20"×2 3/8	9"×3/8	6"×3/8	29e6'	25e8'	10e12'	*5or4	1 1/4	—	1 1/2"	—	38.450	136°24'02"	E20		9 3/8	38.080	136°24'02"	F20	2	9 3/8	4S
ES7	2	93-11 3/8		13-0	16-0	35-11 3/8	2 3/8	10"×3/8	10"×3/8	10"×1	14"×3/8	14"×1/2	14"×1 3/8	6"×3/8	4"×3/8	29e6'	25e8'	10e12'	*5or4	1 3/16	—	1 3/4"	—	39.508	145°09'38"	E20		10 1/2	39.146	55°09'38"	F	—	10 1/2	1S
ES7	3	78-1 3/8		14-0	11-0	28-1 3/8	1 3/8	10"×3/8	10"×3/8	10"×3/8	12"×3/8	12"×1/4	12"×1 1/2	5"×3/8	4"×3/8	37e5'	21e8'	8e12'	5"	1 3/8	—	1 1/2"	—	39.066	145°05'46"	E14		10 1/4	38.782	55°05'46"	F	—	10 1/4	2
ES7	4	62-2 3/8		—	—	62-2 3/8	5/8	—	—	10"×3/4	—	—	12"×3/8	5"×3/8	4"×3/8	25e6'	18e8'	6e12'	4"	1 3/16	—	1 1/16	—	38.549	145°27'13"	E12		10 1/4	38.306	55°27'13"	F	—	10 1/4	3
ES8	† 1S	103-3 3/8		11-6	15-0	50-3 3/8	1 3/8	14"×3/4	14"×1 1/2	14"×2 3/8	20"×3/8	20"×1/2	20"×2 3/8	9"×3/8	6"×3/8	50e5'	24e8'	10e12'	4"	1 3/16	—	1 1/16	—	38.146	145°59'24"	E12	2	9"	37.935	55°59'26"	F	—	9"	4
ES8	† 2	103-5 1/2		12-0	15-0	49-5 1/2	2	14"×3/4	14"×1/2	14"×1 5/8	16"×3/8	16"×1/2	16"×2	7"×3/8	5"×3/8					1 3/16	7/16"	2 1/4"	1/16"	39.231	66°40'47"	E16a	6	9 1/2	38.856	66°27'16"	F16	1	9 1/2	1S
ES8	† 3	103-9 1/2		11-0	14-0	53-9 1/2	1 3/8	12"×3/8	12"×1	12"×1 1/2	16"×3/8	16"×1/2	16"×2 3/8	7"×3/8	5"×3/8					1 1/4	1/4"	2 3/8"	1/16"	38.381	66°00'22"	E16a	6	9 1/4	37.030	66°00'22"	F16	1	9 1/4	2
ES8	† 4S	104-2 3/8	54"×3/8	11-6	16-0	49-2 3/8	1 1/2	14"×3/8	14"×1/2	14"×2	20"×3/8	20"×1/2	20"×2 1/4	9"×3/8	6"×3/8	50e5'	24e8'	10e12'	4"	1 1/16	1/16"	1 1/2"	1/8"	37.927	65°33'40"	E16a	6	9"	36.592	65°33'40"	F20	1	9"	3
NW2	1	77-1 1/2	54"×3/8																					44.842	71°46'06"	E10	3	9 3/8	46.035	71°46'06"	F100		9 3/8	1
NW2	2	76-10 3/8																						44.918	72°15'12"			9 3/8	45.970	72°15'12"			9 3/8	2
NW2	3	76-10 3/8																						45.050	72°15'12"			9 3/8	45.946	72°15'12"			9 3/8	3
NW2	4	76-10 3/8																						45.213	72°15'12"	E10	3	9 3/8	45.969	72°15'12"	F100		9 3/8	4
NW3	1	77-1 1/2																						—	—	—	—	9 3/8	47.654	71°46'06"	E10	3	9 3/8	1
NW3	2	76-10 3/8																						—	—	—	—	9 3/8	47.383	72°15'12"			9 3/8	2
NW3	3	76-10 3/8																						—	—	—	—	9 3/8	47.153	72°15'12"			9 3/8	3
NW3	4	76-10 3/8																						—	—	—	—	9 3/8	46.966	72°15'12"	E10	3	9 3/8	4
ES2	1	93-9 3/8																						40.763	110°27'24"	R2	5	9 3/8	40.374	110°27'24"	F140		9 3/8	1
ES2	2																							40.554	110°27'24"			10"	40.171				10"	2
ES2	3																							40.376	110°27'24"			10"	39.999				10"	3
ES2	4	93-9 3/8																						40.251	110°27'24"	R2	5	9 3/8	39.879		F140		9 3/8	4
ES3	1	109-0 1/16																						—	—	—	—		40.235		E14	3	9 3/8	1
ES3	2																							—	—	—	—		39.689				10"	2
ES3	3																							—	—	—	—		39.557				10"	3
ES3	4	109-0 1/16	54"×3/8																					—	—	—	—		39.258	110°27'24"	E14	3	9 3/8	4

NOTE: For Continuous Girder Data Omitted See sheet No 541

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1816.3-2H	COOK	99	69
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-IG-55-7(205)-289		

NOTES:

"T" Indicates stepped Top and Bottom Flange at Rear Pier Bearings.
"F" Indicates framed connection to Steel Pier.
* Use 4" stud height on Top Flange Plate C and 5" height on Plates A and B.
☐ Set all bearing devices of a given span in the direction of the girder indicated. See Anchor Bolt Setting Diagrams, Sheets 58 through 529.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1816.3-2H

GIRDER SCHEDULE—N-W & E-S RAMPS

SCALE: AS NOTED DEC. 1964
SHEET NO. 5-48 OF 99 SHEETS

236-60X07.As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

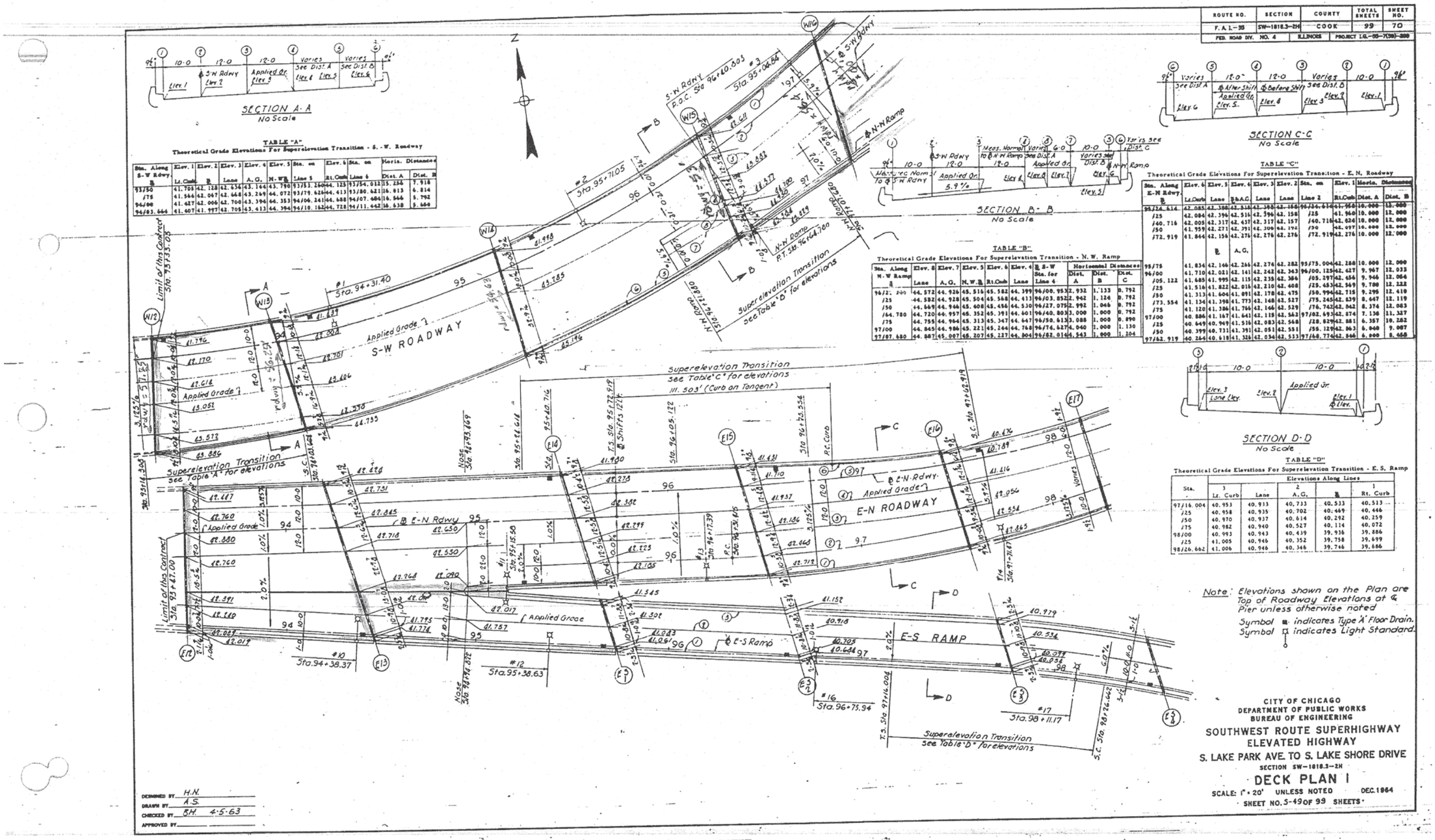
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 78 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	427
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.–55	SW–1818.3–2H	COOK	99	70
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.R.–55–7(39)–888		



USER NAME = auyeungh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

AECOM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 79 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	428
		CONTRACT NO. 60X07		
		ILLINOIS FED. AID PROJECT		

237-60X07_As-Builts.dgn

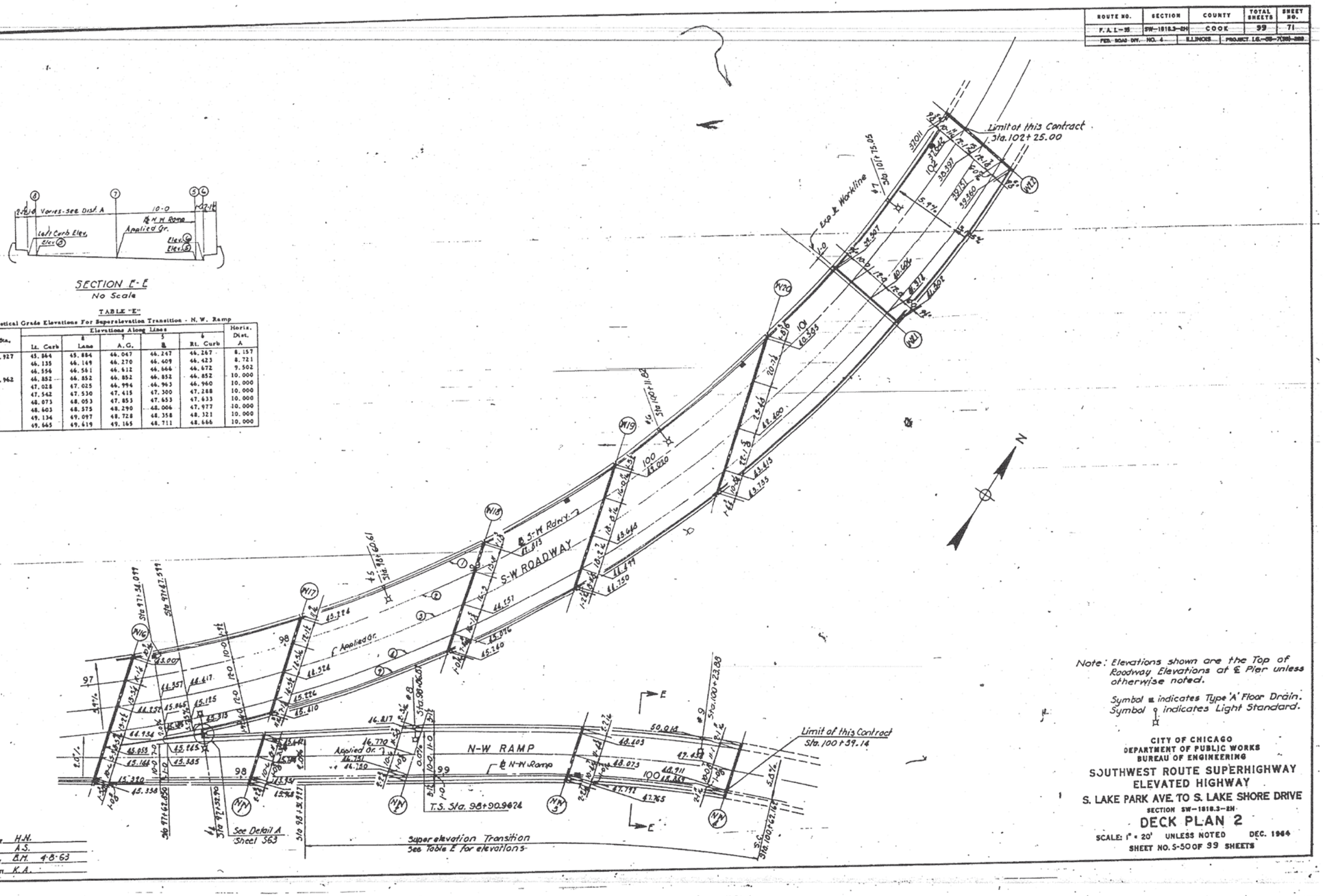
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-EH	COOK	99	71
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.S.—55-7(189)-889		

SECTION E-E
No Scale

TABLE "E"
Theoretical Grade Elevations For Superelevation Transition - N.W. Ramp

Sta.	Elevations Along Lines 4 Lt. Curb	4 Lane	3 A.G.	5 ℄	6 Rt. Curb	Horiz. Dist. A
98/31.927	45.884	45.884	46.047	46.247	46.267	8.157
/50	46.135	46.149	46.270	46.409	46.423	8.721
/75	46.556	46.561	46.612	46.666	46.672	9.302
98/90.962	46.852	46.852	46.852	46.852	46.852	10.000
99/00	47.028	47.025	46.994	46.963	46.960	10.000
/25	47.542	47.530	47.415	47.300	47.288	10.000
/50	48.073	48.053	47.853	47.653	47.633	10.000
/75	48.603	48.575	48.290	48.006	47.977	10.000
100/00	49.134	49.097	48.728	48.358	48.321	10.000
/25	49.665	49.619	49.165	48.711	48.666	10.000



Note: Elevations shown are the Top of Roadway Elevations at ℄ Pier unless otherwise noted.

Symbol ▣ indicates Type 'A' Floor Drain.
Symbol ♀ indicates Light Standard.

CITY OF CHICAGO
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SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE

SECTION SW-1818.3-EH

DECK PLAN 2

SCALE: 1" = 20' UNLESS NOTED DEC. 1964
SHEET NO. S-50 OF 99 SHEETS

238-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

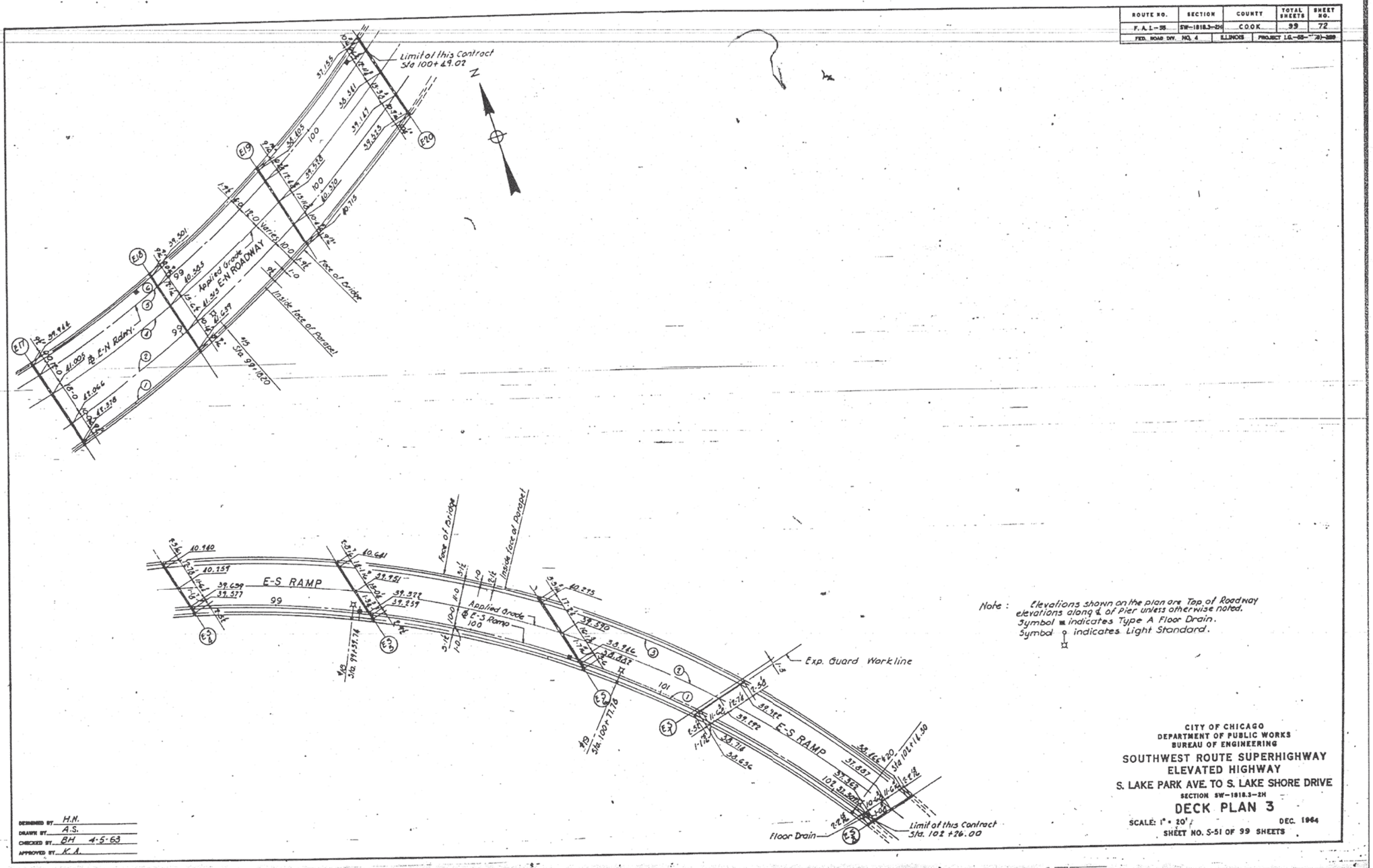
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 80 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	429
		CONTRACT NO. 60X07		
ILLINOIS	FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.–55	SW–1818.3–2H	COOK	99	72
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.–55–1"20)–388		



Note : Elevations shown on the plan are Top of Roadway elevations along ℄ of pier unless otherwise noted.
Symbol ■ indicates Type A Floor Drain.
Symbol ♀ indicates Light Standard.

DESIGNED BY H.N.
DRAWN BY A.S.
CHECKED BY BH 4-5-63
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW–1818.3–2H

DECK PLAN 3

SCALE: 1" = 20' DEC. 1964
SHEET NO. S-51 OF 99 SHEETS

239-60X07.As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

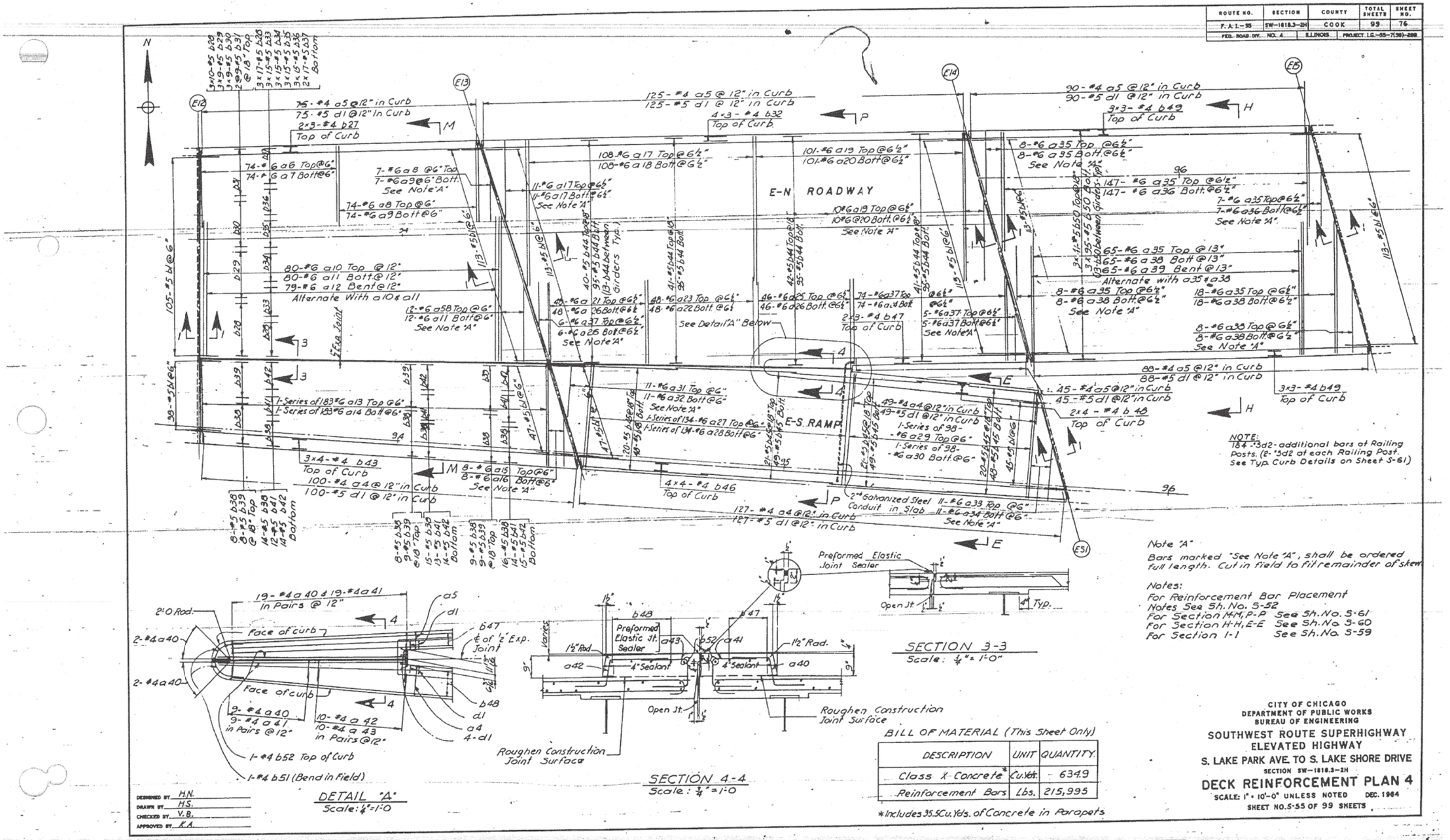
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 81 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	430
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.3-2H	COOK	99	76
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(39)-288		



NOTE:
184 - #3d2 - additional bars at Railing Posts. (8 - #5d2 at each Railing Post. See Typ. Curb Details on Sheet S-61)

Note "A"
Bars marked "See Note "A", shall be ordered full length. Cut in field to fit remainder of skew

Notes:
For Reinforcement Bar Placement Notes See Sh. No. 5-52
For Section M-M, P-P See Sh. No. 5-61
For Section H-H, E-E See Sh. No. 5-60
For Section I-1 See Sh. No. 5-59

DESIGNED BY H.N.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

BILL OF MATERIAL (This Sheet Only)

DESCRIPTION	UNIT	QUANTITY
Class X Concrete*	Cu.Yds.	634.9
Reinforcement Bars	Lbs.	215,995

*Includes 35.5 Cu. Yds. of Concrete in Parapets

CITY OF CHICAGO
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SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

DECK REINFORCEMENT PLAN 4

SCALE: 1" = 10'-0" UNLESS NOTED DEC. 1984
SHEET NO. 5-55 OF 99 SHEETS

240-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

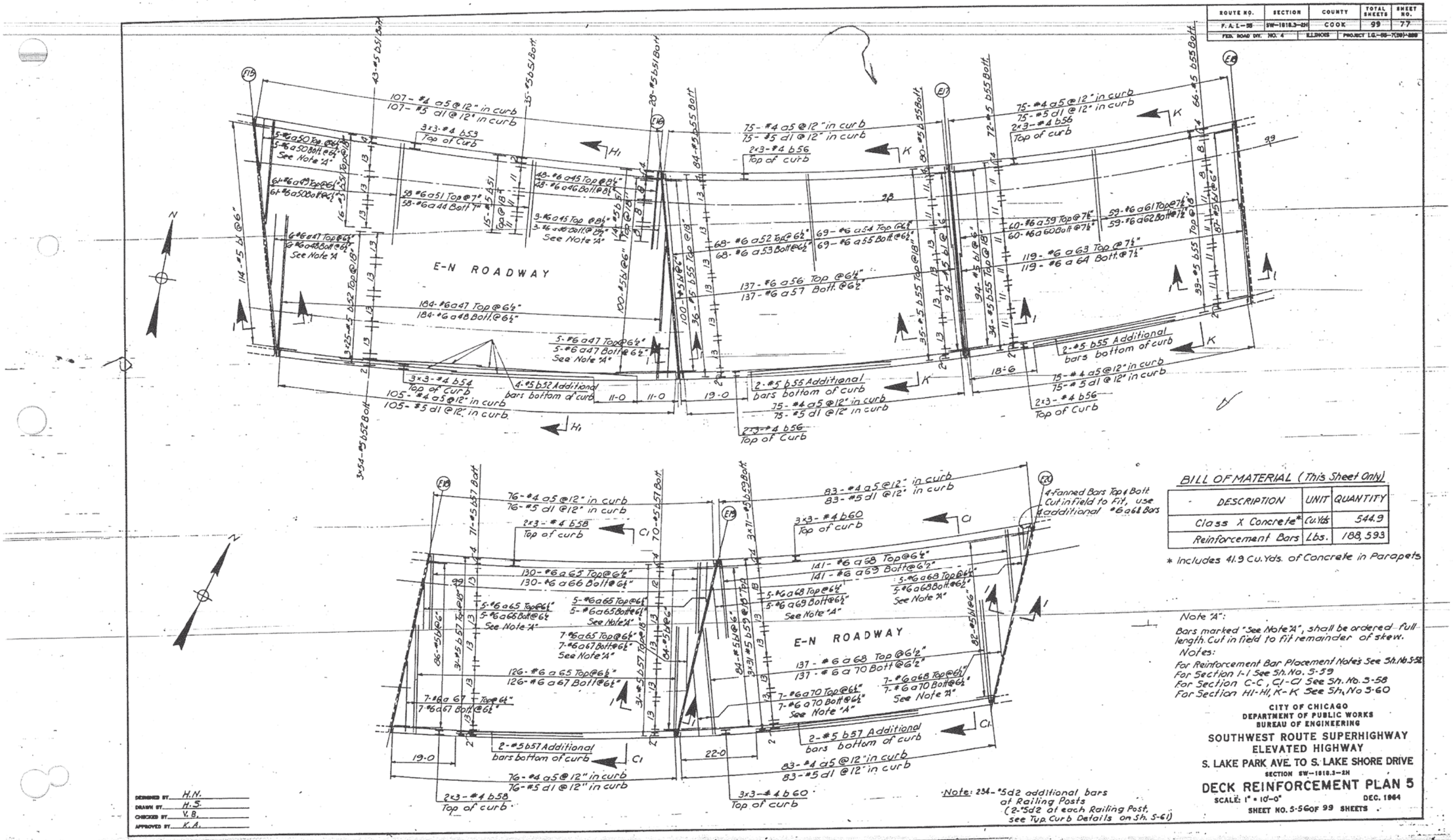
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 82 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	431
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-2H	COOK	99	77
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(139)-888		



BILL OF MATERIAL (This Sheet Only)

DESCRIPTION	UNIT	QUANTITY
Class X Concrete*	Cu.Yds.	544.9
Reinforcement Bars	Lbs.	188,593

* Includes 41.9 Cu.Yds. of Concrete in Parapets

Note "A":
Bars marked "See Note "A", shall be ordered full length. Cut in field to fit remainder of skew.

Notes:
For Reinforcement Bar Placement Notes See Sh. No. 5-52
For Section I-I See Sh. No. 5-59
For Section C-C, C1-C1 See Sh. No. 3-58
For Section H1-H1, K-K See Sh. No 5-60

CITY OF CHICAGO
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SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

DECK REINFORCEMENT PLAN 5

SCALE: 1" = 10'-0" DEC. 1964
SHEET NO. 5-56 OF 99 SHEETS

DESIGNED BY H.N.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

241-60X07.As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

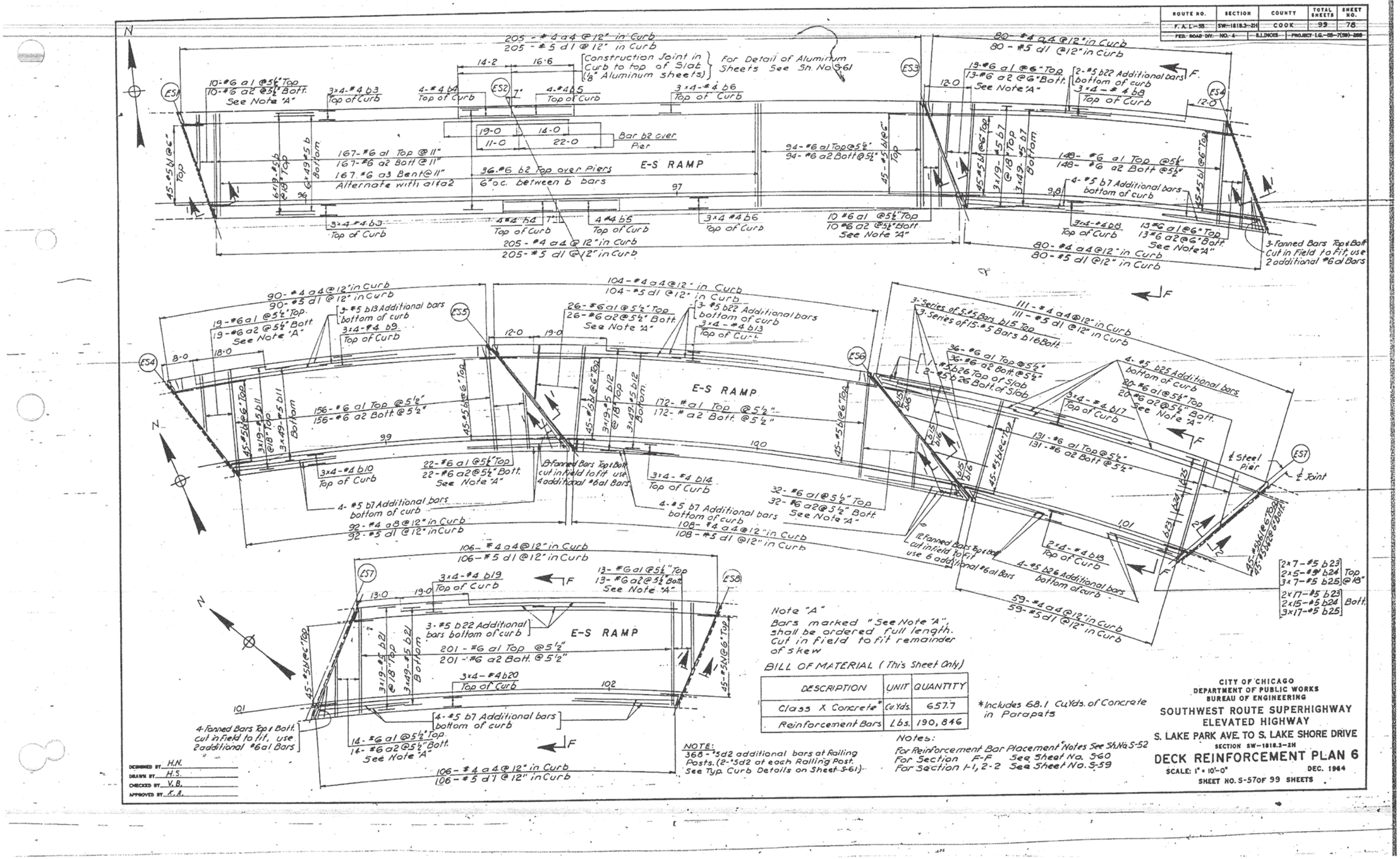
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 83 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	432
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-2H	COOK	99	78
FED. ROAD DIV.—NO. 4	ILLINOIS	PROJECT I.-G.-55-7(59)-388		



242-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

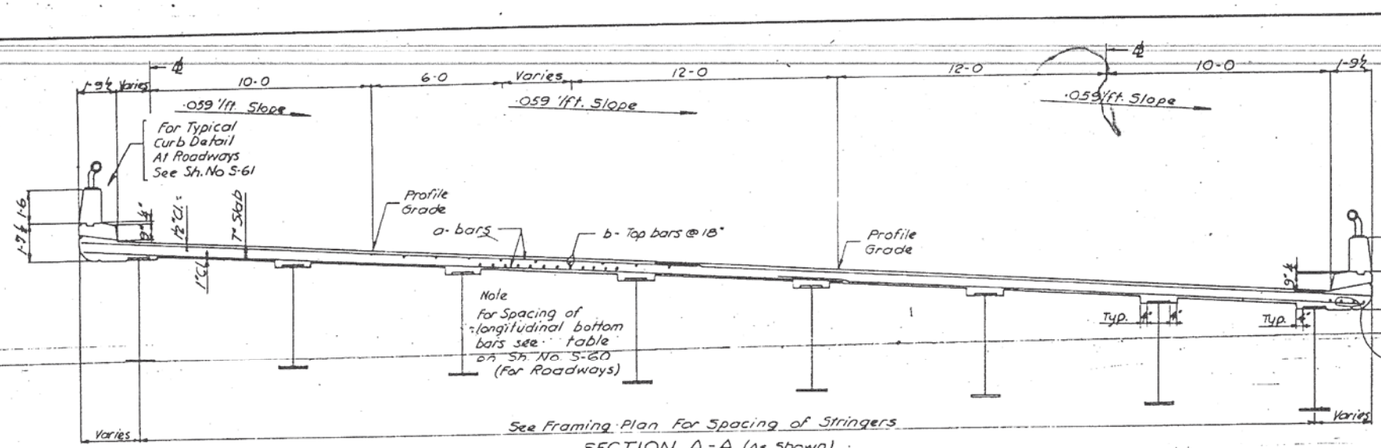
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 84 OF 173 SHEETS

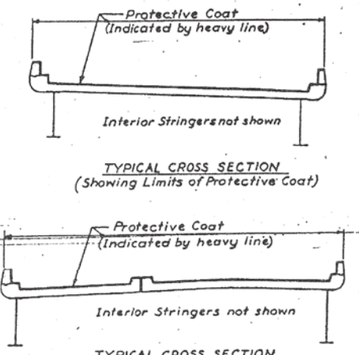
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	433
			CONTRACT NO. 60X07	
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-2H	COOK	99	79
FED. ROAD DIST. NO. 4	ILLINOIS	PROJECT I.G.—88-7(38)-288		

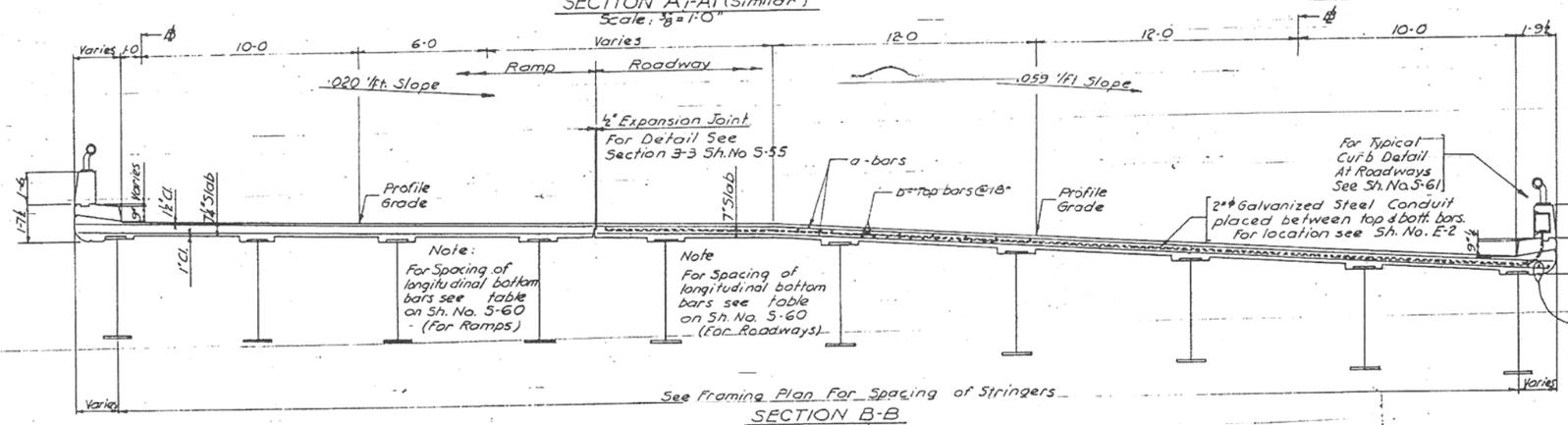


SECTION A-A (As Shown)
SECTION A1-A1 (Similar)
Scale: ⅜"=1'-0"

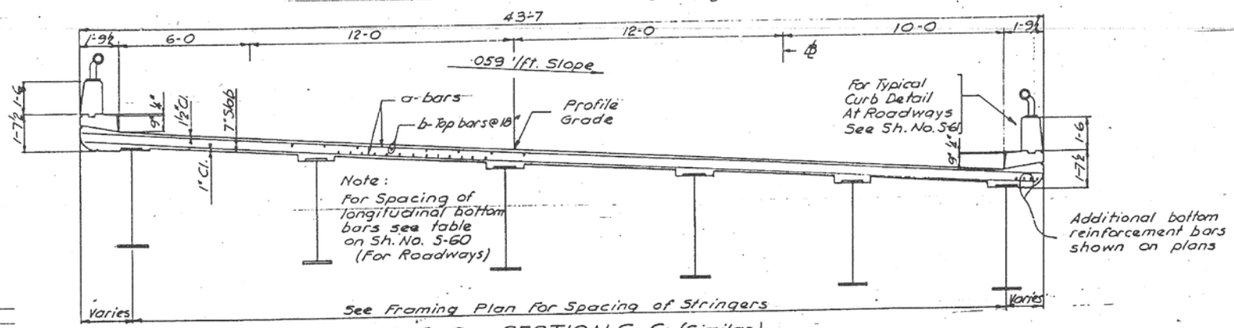


TYPICAL CROSS SECTION
(Showing Limits of Protective Coat)

TYPICAL CROSS SECTION
(Showing Limits of Protective Coat)



SECTION B-B
Scale: ⅜"=1'-0"



SECTION C-C SECTION C1-C1 (Similar)
Scale: ⅜"=1'-0"

Note:
For Location of Sections See Sh. No. 5-52, 5-53, 5-54 & 5-56.

DESIGNED BY H.N.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

TYPICAL CROSS SECTIONS
SCALE: AS NOTED DEC. 1964
SHEET NO. 5-58 OF 99 SHEETS

243-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

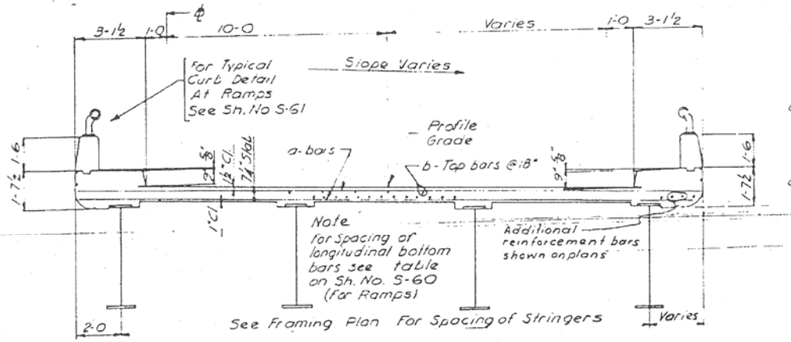
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 85 OF 173 SHEETS

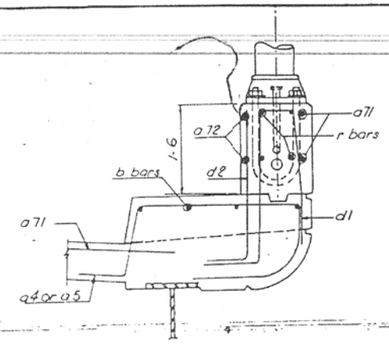
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	434
		CONTRACT NO. 60X07		
		ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY

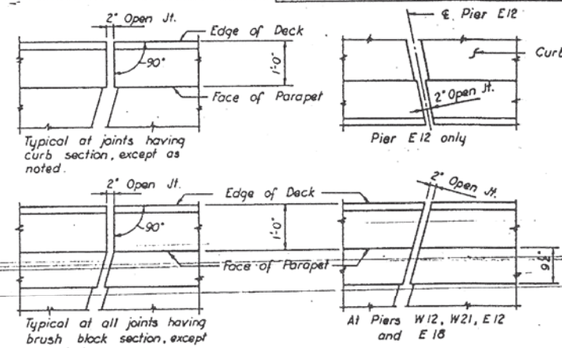
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.-55.	SW-1818.3-2H	COOK	99	80
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(59)-288		



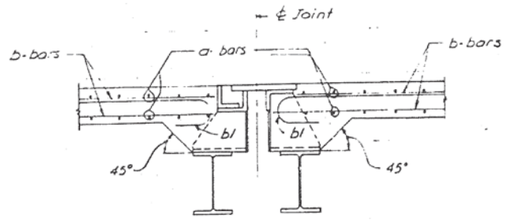
SECTION D-D
Scale : ⅛"=1'-0"



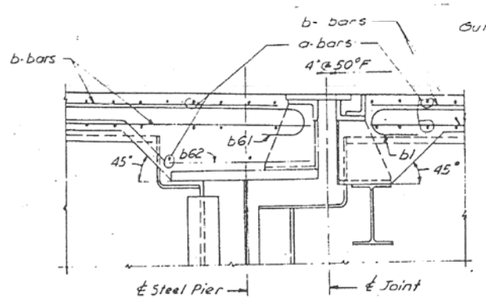
SECTION 6-6
Scale 1"= 1'-0



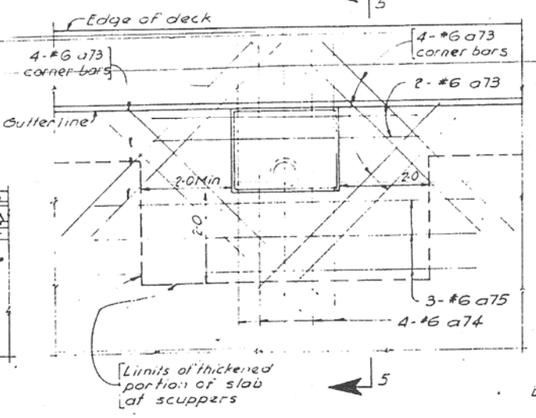
EXPANSION JOINT DETAIL AT PARAPET
Showing concrete outlines only. Steel expansion guard not shown. For details see Sheet S-45



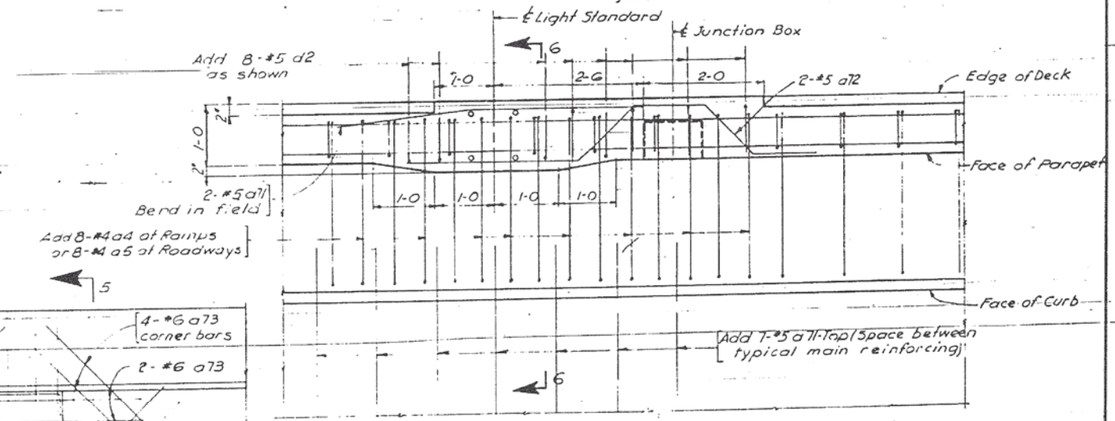
SECTION 1-1
Scale : 1"=1'-0"



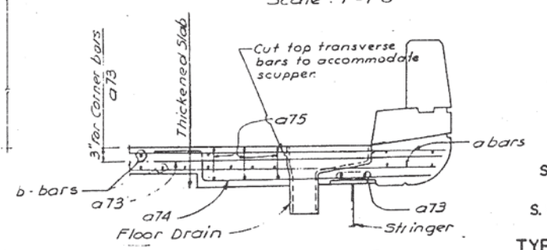
SECTION 2-2
Scale : 1"=1'-0"



TYPICAL DETAIL AT FLOOR DRAIN
Scale ¾"=1'-0"



TYPICAL DETAIL AT LIGHT STANDARD AND JUNCTION BOX
Scale : 1"=1'-0"



SECTION 5-5
Scale : ¾"=1'-0"

Note:
For Reinforcement Bar Placement Notes See Sh. No. 5-52
For Location of Sect. D-D See Sh. No. S-53
For Location of Sect. 1-1 & Sect. 2-2 See Sh. No. S-52 thru S-57.

CITY OF CHICAGO
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BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

TYPICAL CROSS SECTIONS & DETAILS

SCALE: AS NOTED DEC. 1964
SHEET NO. S-59 OF 99 SHEETS

DESIGNED BY H.I.I.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

244-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

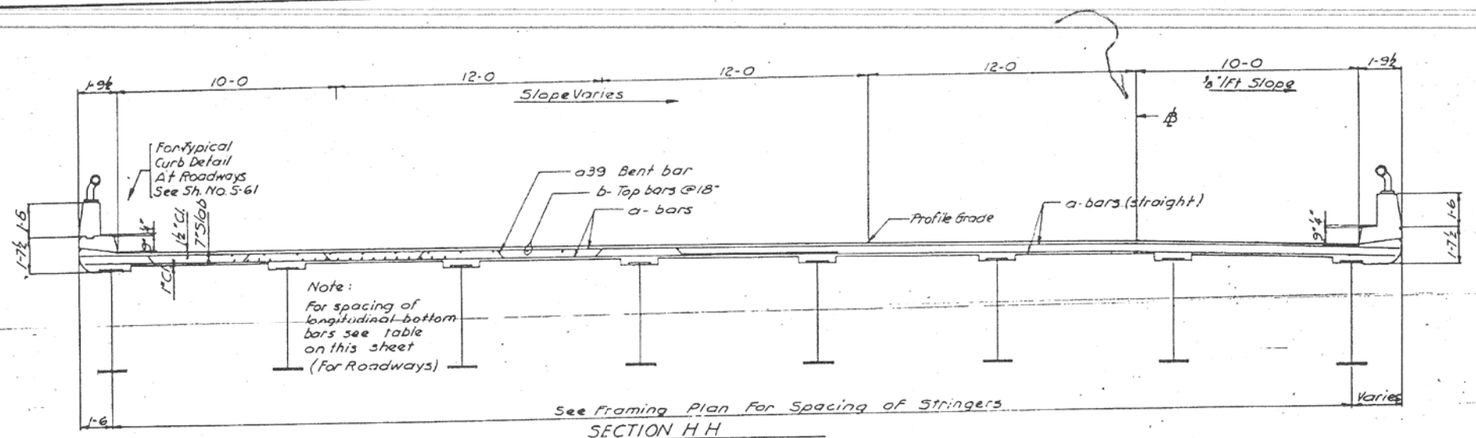
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 86 OF 173 SHEETS

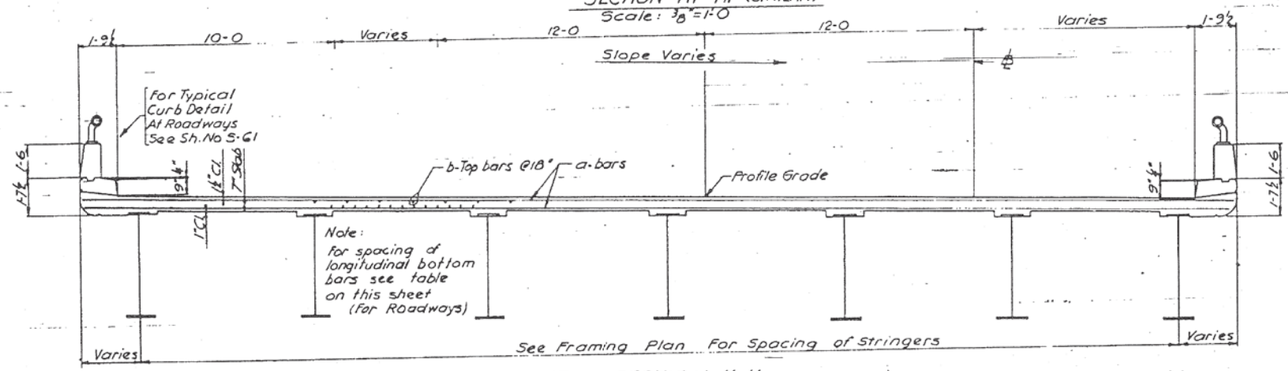
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	435
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

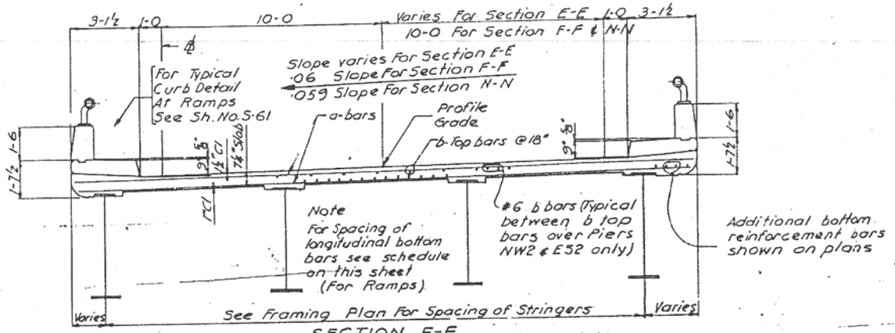
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-2H	COOK	99	81
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.—55-7(39)-388		



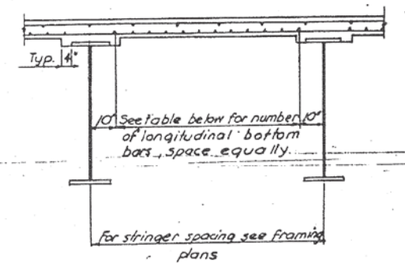
SECTION H H
SECTION H_1-H_1 (SIMILAR)
Scale: ⅜"=1'-0"



SECTION K-K
Scale: ⅜"=1'-0"



SECTION E-E
SECTION F-F SECTION N-N
Scale: ⅜"=1'-0"



Beam Spacing	Number of longitudinal bottom bars	
	For Roadways	For Ramps
5'-0" to 6'-0"	7	—
6'-1" to 6'-6"	8	9
6'-7" to 7'-0"	9	10
7'-1" to 7'-6"	10	12
7'-7" to 8'-0"	12	14
8'-1" to 8'-6"	13	15
8'-7" to 9'-0"	15	—

SPACING OF LONGITUDINAL BOTTOM BARS

Note:
For Location of Sections
E-E & H'-H See Sh. No. S-55
H_1-H_1 & K-K See Sh. No. S-56
F-F See Sh. No. S-57
N-N See Sh. No. S-53

DESIGNED BY H.N.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

TYPICAL CROSS SECTIONS

SCALE: AS NOTED DEC. 1964
SHEET NO. S-60 OF 99 SHEETS

245-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
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PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

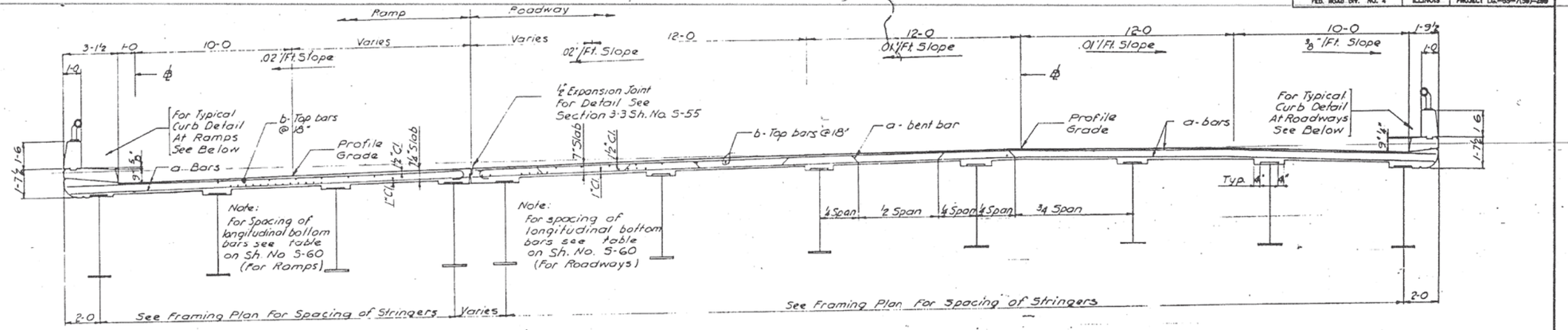
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 87 OF 173 SHEETS

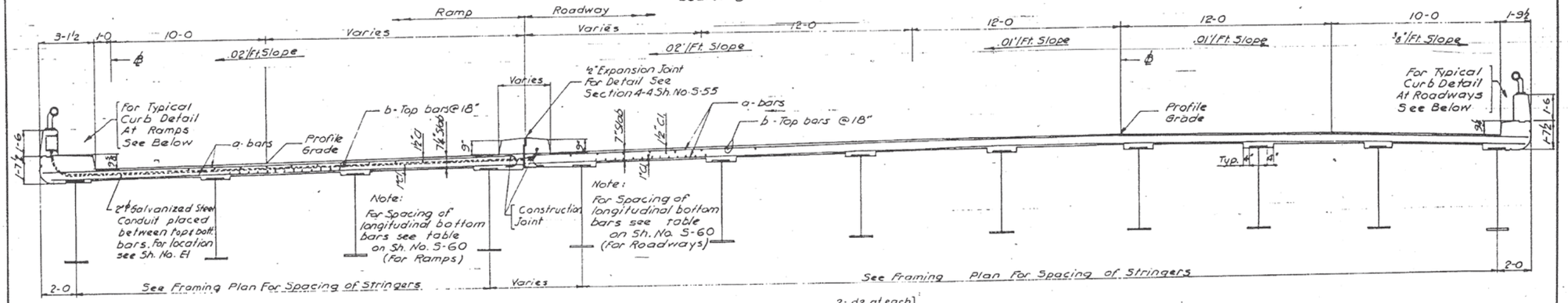
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	436
		CONTRACT NO. 60X07		
		ILLINOIS FED. AID PROJECT		

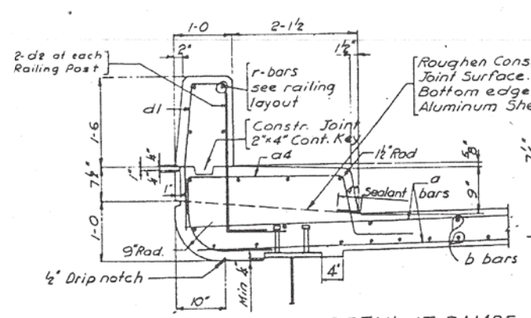
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.-55	SW-1818.3-2H	COOK	99	82
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(39)-289		

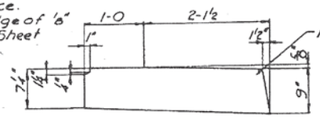


SECTION M-M
Scale: 3/8" = 1'-0

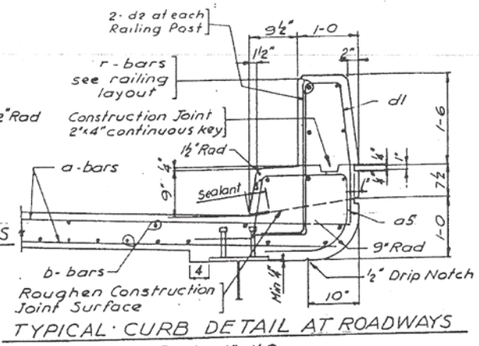




SECTION P-P
Scale: 3/8"=1'-0



DETAIL OF 6" ALUMINUM SHEETS
ASTM: B209 Alloy 3003-H14 used in curb joints at Piers NW2 & ES2. For Location See Sh. No. S-53 & S-57



Notes:
For Reinforcement Bar Placement Notes See Sh. No. S-52
For Method of determining fillet heights "t" see "Tables of Elevations" Sh. No. S68 thru S71
For Location of Sections M-M & P-P See Sh. No. S-55
All corners shall be chamfered 3/4" unless otherwise shown.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

TYPICAL CROSS SECTIONS

SCALE: AS NOTED DEC. 1964
SHEET NO. S-61 OF 99 SHEETS

DESIGNED BY H.N.
DRAWN BY H.S
CHECKED BY V.B.
APPROVED BY K.A.

246-60X07.As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

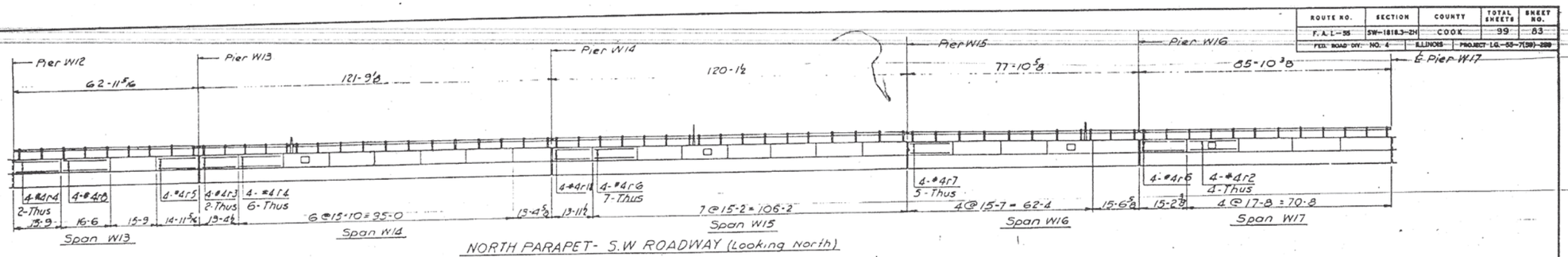
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

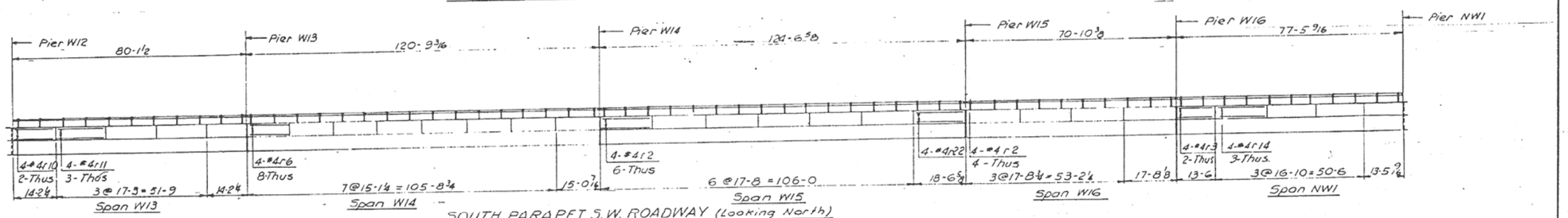
AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 88 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	437
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.3-2H	COOK	99	83
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-55-7(59)-288		





Symbol □ Indicates Junction Box.

BILL OF MATERIAL (This Sheet Only)

DESCRIPTION	UNIT	QUANTITY
Reinforcement Bars	Lbs.	4,080

DESIGNED BY H.K.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

PARAPET REINFORCEMENT DETAILS

SCALE: VERTICAL 1/16" = 1'-0" HORIZONTAL 1/16" = 1'-0" DEC. 1964
SHEET NO. 5-62 OF 99 SHEETS.

247-60X07.As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	
		CHECKED -	REVISED -	
	PLOT SCALE =	DRAWN - HAY	REVISED -	
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

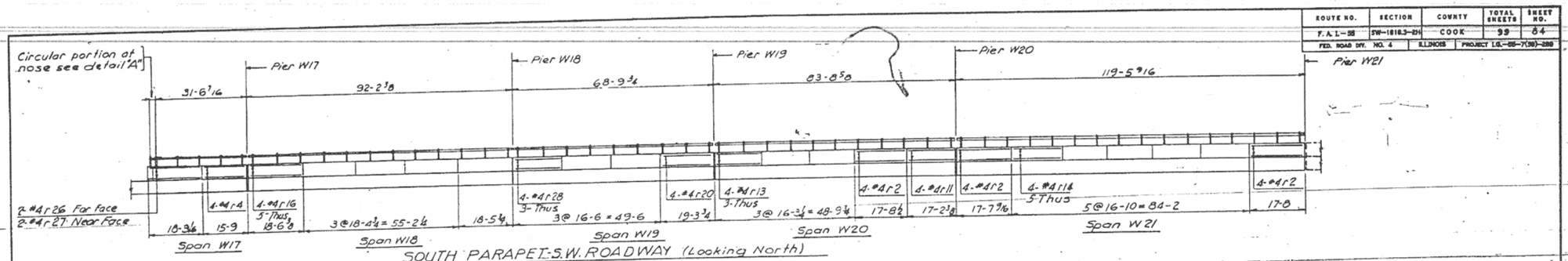
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 89 OF 173 SHEETS

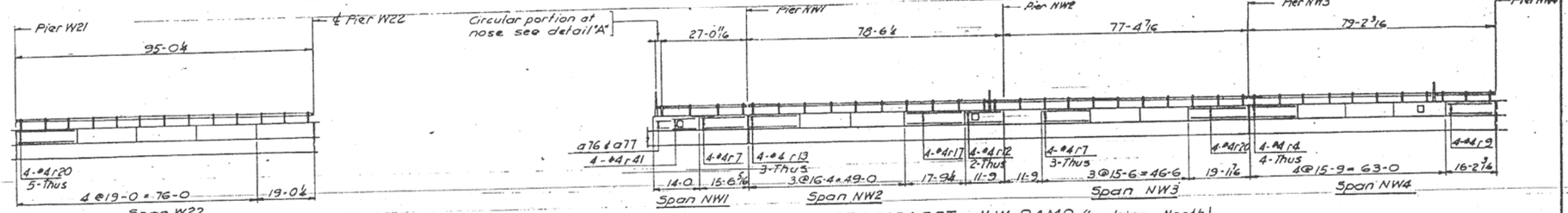
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	438
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1616.3-2H	COOK	99	84
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.—55-7(39)-288		

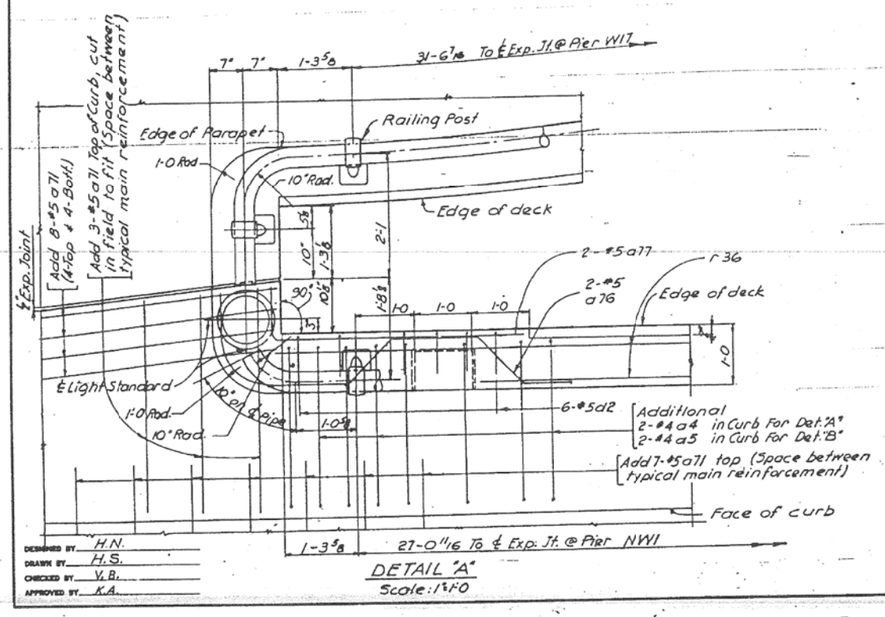


SOUTH PARAPET-S.W. ROADWAY (Looking North)



SOUTH PARAPET S.W. ROADWAY (Looking North)

NORTH PARAPET N.W. RAMP (Looking North)



DETAIL "A"
Scale: 1½"=1'-0"

DESIGNED BY H.N.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

Symbol □ Indicates Junction Box.

BILL OF MATERIAL (This Sheet Only)

DESCRIPTION	UNIT	QUANTITY
Reinforcement Bars	Lbs.	2,340

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1616.3-2H

PARAPET REINFORCEMENT DETAILS

SCALE: VERTICAL 3/16" = 1'-0" HORIZONTAL 1/8" = 1'-0" DEC. 1964
SHEET NO. S-G5 OF 99 SHEETS

248-60X07_As-Builts.dgn

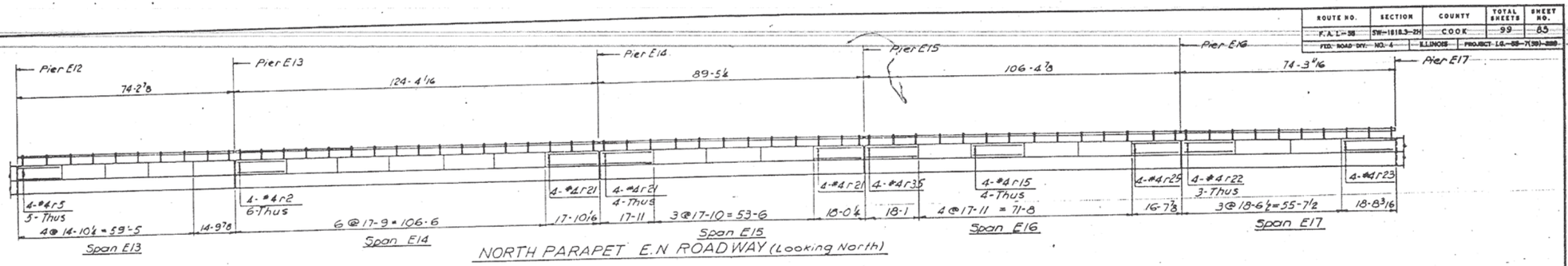
AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED -	REVISED -	
	PLOT SCALE =	DRAWN - HAY	REVISED -	
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

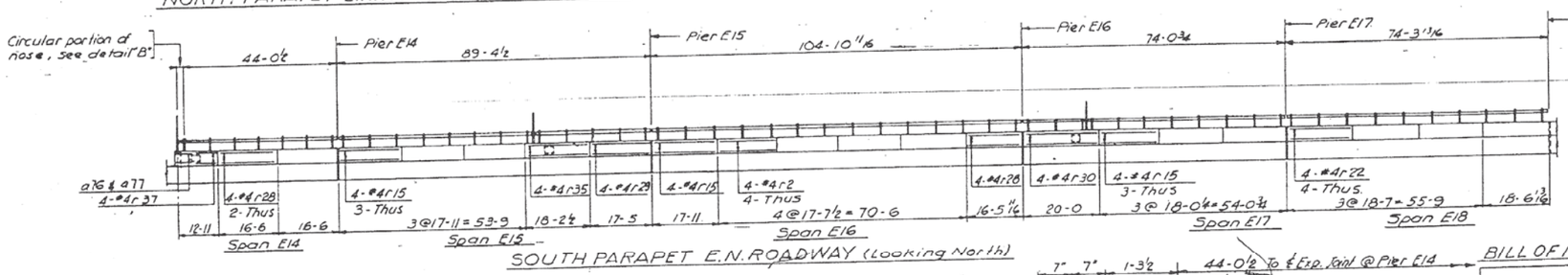
AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 90 OF 173 SHEETS

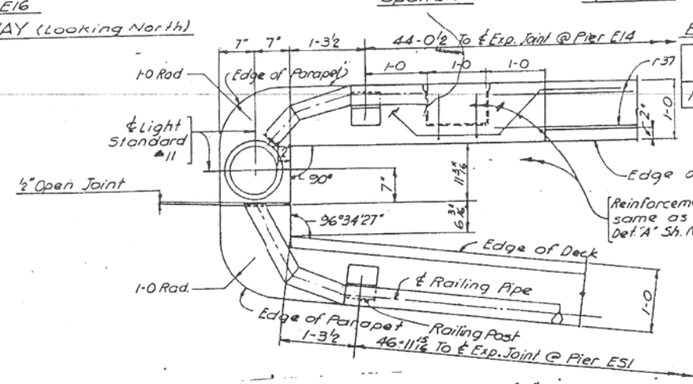
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	439
		CONTRACT NO. 60X07		
		ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.3-2H	COOK	99	85
FED. ROAD DIV. NO. 6	ILLINOIS	PROJECT I.G.-55-7(39)-3880		







BILL OF MATERIAL (This Sheet Only)

DESCRIPTION	UNIT	QUANTITY
Reinforcement Bars	Lbs.	4,330

Symbol □ Indicates Junction Box

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

PARAPET REINFORCEMENT DETAILS

SCALE: VERTICAL 1/16" = 1'-0" HORIZONTAL 1/8" = 1'-0" DEC. 1964
SHEET NO. S-64 OF 99 SHEETS

DESIGNED BY H.N.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

249-60X07_As-Builts.dgn

USER NAME = auyeungh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

AECOM

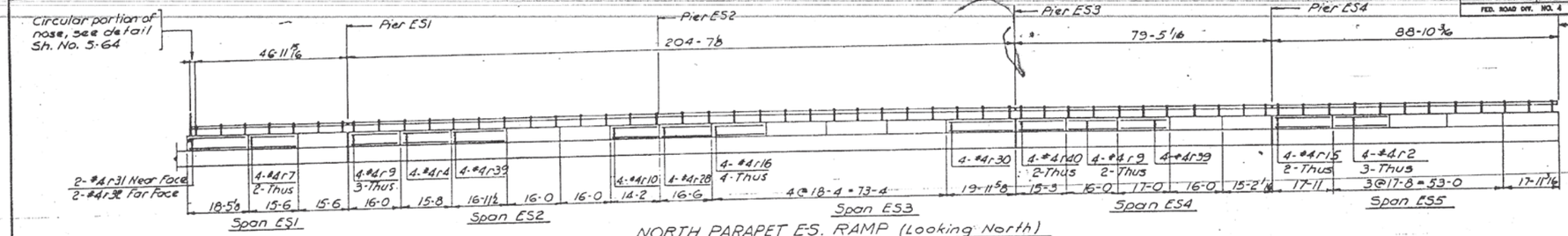
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 91 OF 173 SHEETS

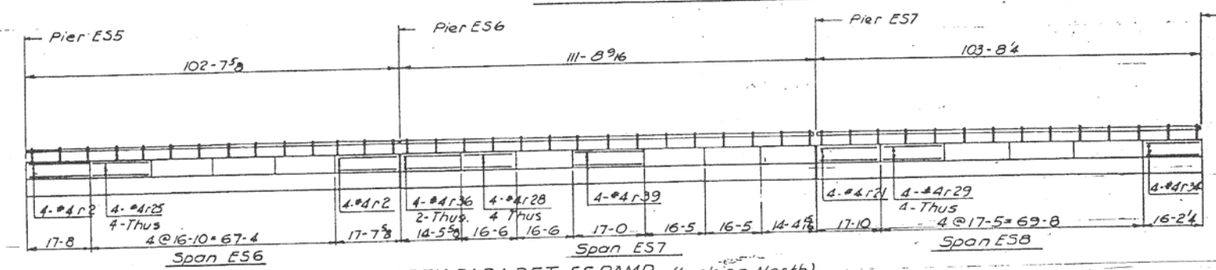
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	440
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

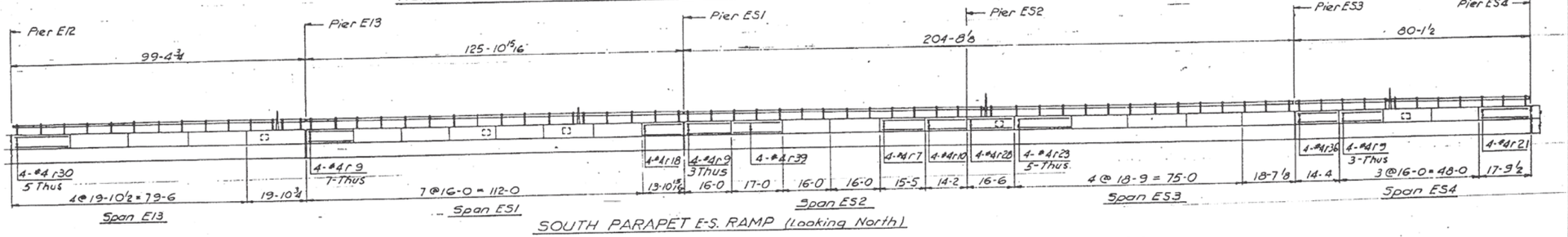
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.3-2H	COOK	99	66
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.—55-X(39)-888		



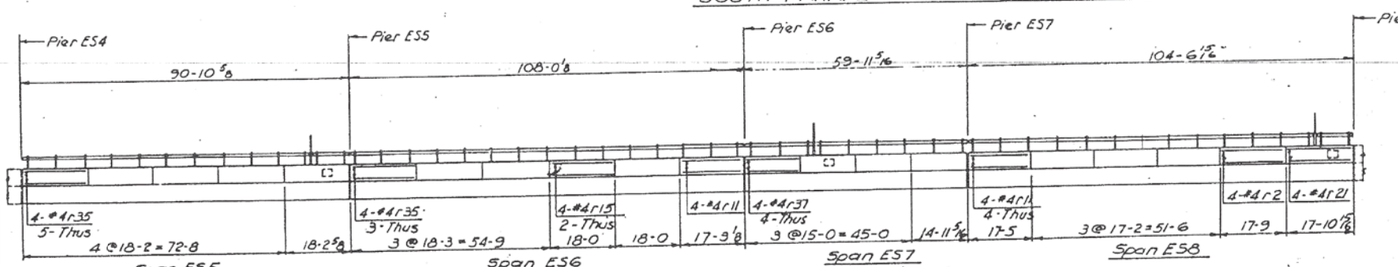
NORTH PARAPET E-S. RAMP (Looking North)



NORTH PARAPET E-S.RAMP. (Looking North)



SOUTH PARAPET E-S. RAMP (Looking North)



SOUTH PARAPET - E-S. RAMP (Looking North)

Symbol □ Indicates Junction Box

DESIGNED BY H.N.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

BILL OF MATERIAL (This Sheet Only)

DESCRIPTION	UNIT	QUANTITY
Reinforcement Bars	Lbs	4,260

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

PARAPET REINFORCEMENT DETAILS

SCALE: VERTICAL 1/16" = 1'-0" HORIZONTAL 1/16" = 1'-0" DEC. 1964
SHEET NO. 5-65 OF 99 SHEETS

250-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 92 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	441
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.3-2H	COOK	99	87
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.G.-88-7(98)-288		

Bar	No.	Size	Length	Shape
	SPAN W13			
a5	144	#4	5-9	
a231	126	#6	26-6	
a232	268	#6	31-0	
a233	142	#6	35-0	
b1	229	#5	4-6	
b260	9	#4	27-3	
b261	2	#5	9-0	
b262	44		36-6	
b263	38		35-5	
b264	38		34-3	
b265	38		33-0	
b266	38		31-10	
b267	40		30-8	
b268	44		32-0	
b269	7 series of 14		varies from 6-3 to 7-6	
b270	7 series of 6		varies from 6-3 to 7-6	
b271	4	#5	15-0	
b272	6	#4	31-10	
d1	144	#5	6-8	
d2	40	#5	3-2	
	SPAN W14			
a5	243	#4	5-9	
a234	225	#6	28-6	
a235	95	#6	25-0	
a236	225	#6	32-0	
a237	95	#6	35-0	
a245	130	#6	27-0	
a247	130	#6	36-0	
b1	225	#5	4-6	
b273	12	#4	30-10	
b274	316	#5	31-0	
b275	236	#5	31-3	
b276	5	#5	40-0	
b277	12	#4	31-2	
b278	4	#5	27-0	
d1	243	#5	6-8	
d2	66	#5	3-2	
	SPAN W15			
a5	146	#4	5-9	
a238	231	#6	29-0	
a239	67	#6	24-6	
a240	229	#6	30-6	
a241	67	#6	35-0	
a249	149	#6	26-0	
a250	146	#6	33-0	
b1	222	#5	4-6	
b279	12	#4	31-8	
b280	5	#5	36-0	
b281	308	#5	31-9	
b282	232	#5	31-0	
b283	12	#4	30-9	
b284	4	#5	32-0	
d1	146	#5	6-8	
d2	68	#5	3-2	
	SPAN W16			
a5	99	#4	5-9	
a242	75	#6	28-0	
a243	85		31-0	
a244	63		24-0	
a245	63		27-0	
a246	117		32-0	
a247	151	#6	36-0	
a248	52	#4	3-9	
a 251	52	#4	3-7	
b1	231	#5	4-6	

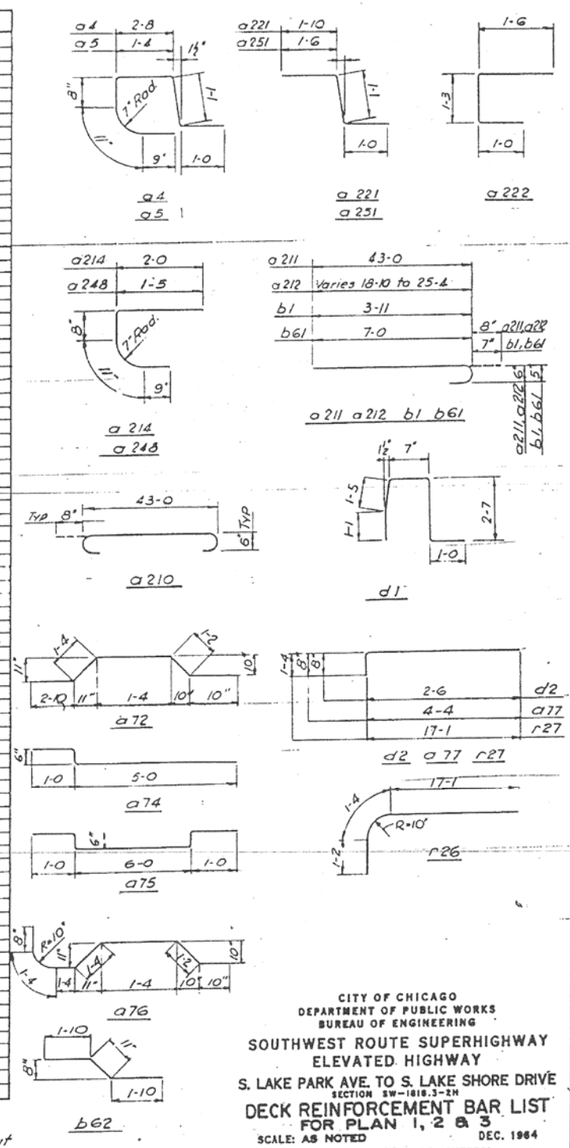
Bar	No.	Size	Length	Shape
b285	80	#5	36-9	
b286	76		37-6	
b287	38		38-0	
b288	38		38-9	
b289	42	#5	39-5	
b290	6	#4	39-3	
b291	6	#4	35-9	
d1	151	#5	6-8	
d2	42	#5	3-2	
	SPAN W17			
a210	19	#6	44-4	
a211	55	#6	43-8	
a218	130	#6	43-3	
a219	112	#6	42-3	
a4	120	#4	5-9	
a221	22	#4	3-11	
a222	22	#4	3-9	
b1	170	#5	4-6	
b210	329	#5	28-2	
b211	9	#4	29-0	
b212	6	#4	27-0	
b218	4	#5	26-0	
b219	1	#4	4-0	
d1	120	#5	6-8	
d2	36	#5	3-2	
	SPAN W18			
a218	245	#6	43-3	
a219	111	#6	42-3	
a5	189	#4	5-9	
b1	170	#5	4-6	
b209	327	#5	32-2	
b214	4	#5	26-0	
b217	9	#4	31-6	
b218	13	#5	32-6	
d1	189	#5	6-8	
d2	52	#5	3-2	
	SPAN W19			
a218	146	#6	43-3	
a219	142	#6	42-3	
a5	145	#4	5-9	
b223	6	#4	34-6	
b224	2	#5	38-0	
b225	6	#4	37-0	
b226	4	#5	25-0	
b227	134	#5	34-6	
b228	44	#5	31-0	
b229	40	#5	35-9	
b1	170	#5	4-6	
d1	145	#5	6-8	
d2	38	#5	3-2	
	SPAN W20			
a218	300	#6	43-3	
a219	62	#6	42-3	
a5	182	#4	5-9	
b1	170	#5	4-6	
b230	63		28-6	
b231	63		29-6	
b232	63		30-6	
b233	63		31-6	
b234	63	#5	32-6	
b235	9	#4	32-6	
b236	9	#4	28-4	
b237	2	#5	39-0	
b226	4	#5	25-0	
d1	182	#5	6-8	
d2	50	#5	3-2	

Bar	No.	Size	Length	Shape
	SPAN W21			
a218	220	#6	43-3	
a219	85	#6	42-3	
a5	169	#4	5-9	
b61	89	#5	7-7	
b1	25	#5	4-6	
b237	3		39-0	
b238	2		17-0	
b239	46		24-2	
b240	38		28-6	
b241	38		36-0	
b242	57		29-0	
b243	43	#5	34-0	
b244	2	#4	30-0	
b245	6	#4	24-0	
b246	5 series of 14	#5	varies from 5-0 to 6-9	
b247	5 series of 6	#5	varies from 5-0 to 6-0	
b62	85	#5	4-7	
d1	169	#5	6-8	
d2	46	#5	3-2	
	SPAN W22			
a218	194	#6	43-3	
a219	168	#6	42-3	
a5	190	#4	5-9	
b1	170	#5	4-6	
b248	4	#5	20-0	
b249	2	#5	40-0	
b250	297	#5	32-3	
b251	18	#4	32-0	
d1	190	#5	6-8	
d2	52	#5	3-2	
	SPAN NW1			
a4	28	#4	7-1	
a208	61	#6	24-9	
a209	37	#6	23-9	
a212	one series of 94	#6	varies from 15-6 to 16-0	
a213	one series of 94	#6	varies from 10-0 to 10-10	
a214	78	#4	4-4	
a216	12	#6	18-0	
a221	100	#4	3-11	
a222	22	#4	3-9	
b1	70	#5	4-6	
b204	8	#4	25-0	
b206	179	#5	27-0	
b207	12	#5	26-4	
b219	1	#4	4-0	
d1	109	#5	6-8	
d2	30	#5	3-2	
	SPAN NW2 & NW3			
a201	132	#6	27-11	
a202	110	#6	27-0	
a4	312	#4	7-1	
a204	110	#6	26-3	
a205	110	#6	25-3	
a206	117	#6	25-6	
a207	91	#6	24-6	
b1	85	#5	4-6	
b201	414	#5	27-0	
b203	16	#4	11-5	
b205	36	#6	25-4	
b208	32	#4	33-3	
d1	372	#5	6-8	
d2	82	#5	3-2	

Bar	No.	Size	Length	Shape
	SPAN W1 & W2			
a201	187	#6	27-11	
a202	159	#6	27-0	
a4	160	#4	7-1	
b1	90	#5	4-6	
b201	207	#5	27-0	
b202	24	#4	26-10	
d1	160	#5	6-8	
d2	44	#5	3-2	
	PARAPET REINFORCEMENT SPANS W13 TO W22 & NW1 TO NW4			
r2	60	#4	17-4	
r3	16		13-0	
r4	44		15-5	
r5	40		14-6	
r6	64		14-9	
r7	64		15-2	
r8	4		16-3	
r22	4		18-2	
r10	8		13-9	
r11	12		16-11	
r12	8		11-4	
r13	16		16-0	
r14	16		16-6	
r18	8		13-7	
r34	12		15-10	
r17	16		17-2	
r33	8	#4	16-8	
	PARAPET REINFORCEMENT SPANS W17 TO W22 & NW1 TO NW4			
r2	12	#4	17-4	
r9	4		15-8	
r16	20		18-0	
r14	20		16-6	
r17	4		17-2	
r13	24		16-0	
r11	4		16-11	
r4	20		15-5	
r7	16		15-2	
r12	8		11-4	
r30	28		18-9	
r26	2		19-7	
r27	2		18-3	
r28	12		16-2	
r41	4	#4	8-6	
	ADDITIONAL REINFORCEMENTAT LIGHT STANDARDS & FLOOR DRAINS			
	SPAN W13			
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPAN W14			
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
a5	8	#4	5-9	
a71	9	#5	4-6	
a72	2	#5	7-6	
d2	8	#5	3-2	

Bar	No.	Size	Length	Shape
	SPAN W15			
a5	8	#4	5-9	
a71	9	#5	4-6	
a72	2	#5	7-6	
d2	8	#5	3-2	
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPAN W16			
a5	8	#4	5-9	
a71	9	#5	4-6	
a72	2	#5	7-6	
d2	8	#5	3-2	
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPAN W17			
a75	3	#6	9-0	
a73	10	#6	6-0	
a74	4	#6	6-6	
a12	2	#5	7-6	
d2	5	#5	3-2	
	SPAN W18			
a5	8	#4	5-9	
a71	9	#5	4-6	
a72	2	#5	7-6	
d2	8	#5	3-2	
	SPAN W19			
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPAN W20			
a5	8	#4	5-9	
a71	9	#5	4-6	
a72	2	#5	7-6	
d2	8	#5	3-2	
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPAN W22			
a5	8	#4	5-9	
a71	9	#5	4-6	
a72	2	#5	7-6	
d2	8	#5	3-2	
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPAN NW1			
a4	2	#4	7-1	
a71	18	#5	4-6	
a76	8	#5	8-0	
d2	6	#5	3-2	
a77	2	#5	5-0	
	SPAN NW2			
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPAN NW2			
a4	8	#4	5-9	
a71	9	#5	4-6	
a72	2	#5	7-6	
d2	10	#5	3-2	
	SPAN NW4			
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
a4	8	#4	5-9	
a71	9	#5	4-6	
a72	2	#5	7-6	
d2	8	#5	3-2	

Note:
All dimensions are out to out



CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

DECK REINFORCEMENT BAR LIST FOR PLAN 1, 2 & 3

SCALE: AS NOTED DEC. 1964
SHEET NO. 5-66 OF 99 SHEETS

DESIGNED BY.. H.N.
DRAWN BY.. H.S.
CHECKED BY.. V.B.
APPROVED BY.. K.A.

251-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 93 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	442
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F-A-I-55	SW-1818.3-2H	COOK	99	88
FED. ROAD DIV NO. 4	ILLINOIS	PROJECT I.G.-55-7(38)-288		

Bar	No.	Size	Length	Shape
	SPAN E52 & E53			
a1	281	#6	27-11	
a2	281	#6	27-0	
a3	167	#6	28-9	
a4	410	#5	7-7	
b	408	#5	35-0	
b1	90	#5	4-6	
b2	36	#6	33-0	
b3	24	#4	21-4	
b4	8	#4	13-10	
b5	8	#4	16-2	
b6	24	#4	31-10	
d1	410	#4	6-8	
d2	110	#5	3-2	
	SPAN E54			
a1	176	#6	27-11	
a2	174	#6	27-0	
a4	160	#4	7-1	
b1	90	#5	4-6	
b7	208	#5	27-0	
b8	24	#4	27-0	
b22	2	#5	40-0	
d1	160	#4	6-8	
d2	46	#5	3-2	
	SPAN E55			
a1	201	#6	27-11	
a2	197	#6	27-0	
a4	182	#4	7-1	
b1	90	#5	4-6	
b7	4	#5	27-0	
b9	12	#4	30-3	
b10	12	#4	30-10	
b11	204	#5	30-10	
b13	3	#3	35-0	
d1	182	#4	6-8	
d2	48	#5	3-2	
	SPAN E56			
a1	236	#6	27-11	
a2	230	#6	27-0	
a4	212	#4	7-1	
b1	90	#5	4-6	
b7	4	#5	27-0	
b12	204	#5	36-9	
b13	12	#4	33-0	
b14	12	#4	36-9	
b22	3	#5	40-0	
d1	212	#4	6-8	
d2	58	#5	3-2	
	SPAN E57			
d2	48	#5	3-2	
b61	45	#5	7-7	
b62	45	#5	4-7	
a1	187	#6	27-11	
a2	181	#6	27-0	
a4	170	#4	7-1	
d1	170	#4	6-8	
b1	45	#5	4-6	
b15	3-Series of 15 bars	#5	varies from 50 to 190	
b16	3-Series of 15 bars	#5	varies from 50 to 190	
b17	12	#4	37-4	
b18	12	#4	30-0	
b23	48	#5	30-6	
b24	40	#5	38-2	
b25	76	#5	31-0	
b26	6	#3	20-0	

Bar	No.	Size	Length	Shape
	SPAN E58			
a1	233	#6	27-11	
a2	231	#6	27-0	
a4	212	#4	7-1	
b1	90	#5	4-6	
b7	4	#5	27-0	
b19	12	#4	33-9	
b20	12	#4	36-0	
b21	2nd	#5	36-0	
b22	3	#5	40-0	
d1	212	#4	6-8	
d2	58	#5	3-2	
	SPAN E13			
a4	100	#4	7-1	
a5	75	#4	5-9	
a6	74	#6	24-3	
a7	74		19-7	
a8	81		26-0	
a9	81		27-4	
a10	80		34-0	
a11	92		37-11	
a12	79		38-9	
a13	one series of 181		varies from 21-11 to 26-0	
a14	one series of 181		varies from 20-10 to 25-9	
a15	8		26-4	
a16	8		26-1	
a38	12	#6	34-8	
b1	303	#5	4-6	
b27	6	#4	37-6	
b28	81	#5	31-0	
b29	27		29-6	
b30	27		28-0	
b31	18		33-10	
b33	45		30-0	
b34	45		29-2	
b35	45		28-4	
b36	45		27-4	
b37	32		38-6	
b38	70		34-0	
b39	26		32-0	
b41	39		32-10	
b42	43	#5	31-10	
b43	12	#4	34-0	
d1	175	#5	6-8	
d2	58	#5	3-2	
	SPAN E14			
a4	136	#4	7-1	
a5	170	#4	5-9	
a17	130	#6	37-6	
a18	108		33-6	
a19	111		38-6	
a20	111		34-6	
a21	48		22-6	
a22	48		27-3	
a23	48		23-0	
a24	74		25-9	
a25	46		24-0	
a26	100		26-9	
a27	one series of 134		varies from 26-6 to 30-4	
a28	one series of 134		varies from 25-9 to 29-7	
a29	one series of 98		varies from 21-11 to 24-4	
a30	one series of 98		varies from 21-5 to 23-10	
a31	11		27-2	
a32	11		25-9	
a33	11		28-0	
a34	11		27-6	
a37	90	#6	25-9	
a40	32	#4	3-10	

Bar	No.	Size	Length	Shape
a41	28	#4	3-10	
a42	10	#4	4-3	
a43	10	#4	4-3	
b1	318	#5	4-6	
b32	2	#4	32-0	
b44	342	#5	32-3	
b45	276	#5	32-5	
b46	16	#4	32-3	
b47	6		33-9	
b48	8		35-6	
b51	2		4-2	
b52	2	#4	19-8	
d1	350	#5	6-8	
d2	96	#5	3-2	
	SPAN E15			
a5	178	#5	5-9	
a35	261	#6	30-5	
a36	154	#6	26-6	
a38	107	#5	34-2	
a39	65	#5	35-0	
b1	226	#5	4-6	
b49	18	#4	30-4	
b50	408	#5	30-6	
d1	178	#5	6-8	
d2	40	#5	3-2	
	SPAN E16			
a5	212	#4	5-9	
a49	61	#6	22-6	
a50	71		26-0	
a51	58		21-0	
a44	58		24-6	
a45	51		19-6	
a46	51		22-3	
a47	206		33-6	
a48	130	#6	35-6	
b1	214	#5	4-6	
b51	151	#5	36-4	
b52	241	#5	35-9	
b53	9	#4	36-2	
b54	9	#4	35-7	
d1	212	#5	6-8	
d2	64	#5	3-2	
	SPAN E17			
a5	150	#4	5-9	
a52	68	#6	24-0	
a53	68		27-9	
a54	69		22-0	
a55	69		25-9	
a56	137		31-0	
a57	137	#6	26-9	
b1	194	#5	4-6	
b55	237	#5	31-7	
b56	12	#4	37-6	
d1	150	#5	6-8	
d2	42	#5	3-2	
	SPAN E18			
a5	150	#4	5-9	
a59	60	#6	22.3	
a60	60		25-0	
a61	59		20-3	
a62	59		23-0	
a63	119		20-6	
a64	119	#6	25-3	
b1	181	#5	4-6	
b55	207	#5	37-7	
b56	12	#4	37-6	
d1	150	#5	6-8	
d2	40	#5	3-2	

Bar	No.	Size	Length	Shape
	SPAN E19			
a5	152	#4	5-9	
a65	278	#6	23-10	
a66	135	#6	19-9	
a67	147	#6	29-9	
b1	170	#5	4-6	
b57	205	#5	38-3	
b58	12	#4	38-0	
d1	152	#5	6-8	
d2	42	#5	3-2	
	SPAN E20			
a5	166	#4	5-9	
a68	304	#6	23-3	
a69	146	#6	19-0	
a70	138	#6	27-0	
b1	166	#5	4-6	
b57	2	#4	38-3	
b59	306	#5	28-0	
b60	18	#4	27-10	
d1	166	#5	6-8	
d2	44	#5	3-2	

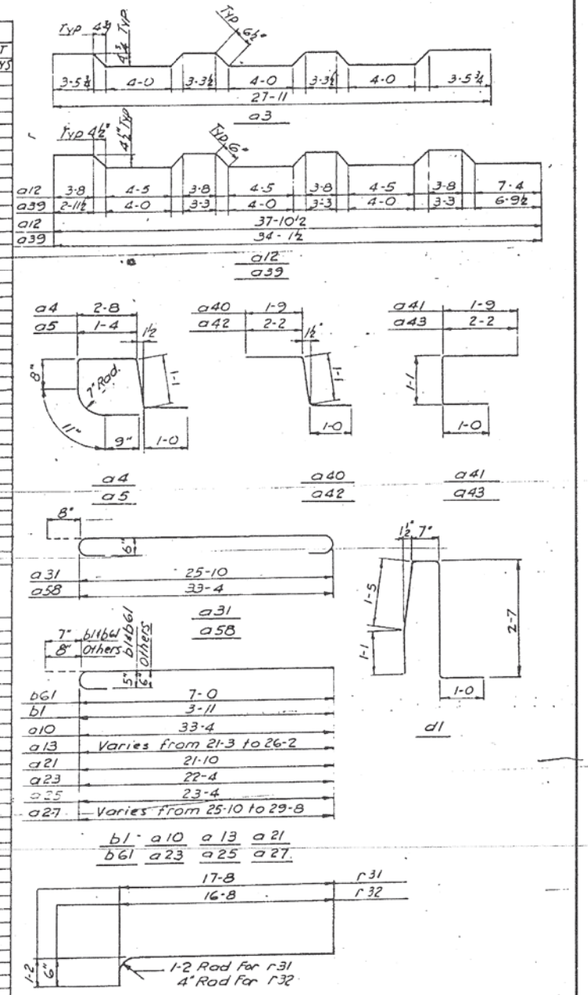
PARAPET REINFORCEMENT
SPANS E13 TO E20

r2	40	#4	17-4	
r4	16		15-5	
r5	24		14-6	
r8	44		17-8	
r22	48		18-2	
r23	8		18-4	
r24	16		18-6	
r25	4		16-4	
r37	4		7-0	
r38	8		19-2	
r28	20		16-2	
r29	8		17-1	
r30	8		19-7	
r21	24		17-6	
r14	4		16-6	
r33	4		16-0	
r35	8	#4	17-10	

PARAPET REINFORCEMENT
SPANS E13 & E51 TO E58

r31	2	#4	18-8	
r32	2		17-8	
r4	4		15-5	
r9	72		15-8	
r25	16		16-4	
r10	8		13-9	
r16	16		18-0	
r30	24		19-7	
r2	21		17-4	
r15	16		17-0	
r11	20		16-11	
r28	24		16-2	
r7	12		13-2	
r29	16		17-1	
r34	4		15-10	
r39	16		16-8	
r23	20		18-4	
r36	12		14-1	
r35	32		17-10	
r21	12		17-6	
r37	16		14-8	
r18	4		13-7	
r40	8	#4	14-11	

Bar	No.	Size	Length	Shape
ADDITIONAL REINFORCEMENT AT LIGHT STANDARDS & FLOOR DRAINS				
	SPAN E13			
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPAN E14			
a77	2	#5	5-0	
a5	2	#4	5-9	
a71	18	#5	4-6	
a76	2	#5	8-0	
d2	6	#5	3-2	
a73	20	#6	6-0	
a74	8	#6	6-6	
a75	6	#6	9-0	
	SPAN E15 & E15			
a4	16	#4	5-9	
a71	18	#5	4-6	
a72	4	#5	7-6	
d2	16	#5	3-2	
	SPAN E16			
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPAN E17			
a4	8	#4	5-9	
a71	9	#5	4-6	
a72	2	#5	7-6	
d2	8	#5	3-2	
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPAN E18			
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPAN E19			
a4	8	#4	5-9	
a71	9	#5	4-6	
a72	2	#5	7-6	
d2	8	#5	3-2	
	SPAN E20			
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPAN E51			
a4	8	#4	5-9	
a71	9	#5	4-6	
a72	4	#5	7-6	
d2	13	#5	3-2	
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPAN E52 & E53			
a4	8	#4	5-9	
a71	9	#5	4-6	
a72	4	#5	7-6	
d2	8	#5	3-2	
a73	10	#6	6-0	
a74	8	#6	6-6	
a75	6	#6	9-0	
	SPAN E54			
a4	8	#4	5-9	
a71	9	#5	4-6	
a72	2	#5	7-6	
d2	8	#5	3-2	
a73	10	#6	6-0	
a74	4	#6	6-6	
a75	3	#6	9-0	
	SPANS E55 THRU E58			
a4	24	#4	5-9	
a71	27	#5	4-6	
a72	6	#5	7-6	
d2	24	#5	3-2	
a73	30	#6	6-0	
a74	12	#6	6-6	
a75	9	#6	9-0	



DESIGNED BY H.N.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

Notes:
All dimensions are out to out.
For Bending diagrams of bars a72, a74, a75, a76, a77, d2 & b62 See Sh. No. 3-66

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1818.3-2H

DECK REINFORCEMENT BAR LIST FOR PLAN 4, 5 & 6

SCALE: AS NOTED DEC. 1964
SHEET NO. 5-67 OF 99 SHEETS

252-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -		REVISED -
	CHECKED -		REVISED -
PLOT SCALE =	DRAWN - HAY		REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB		REVISED -

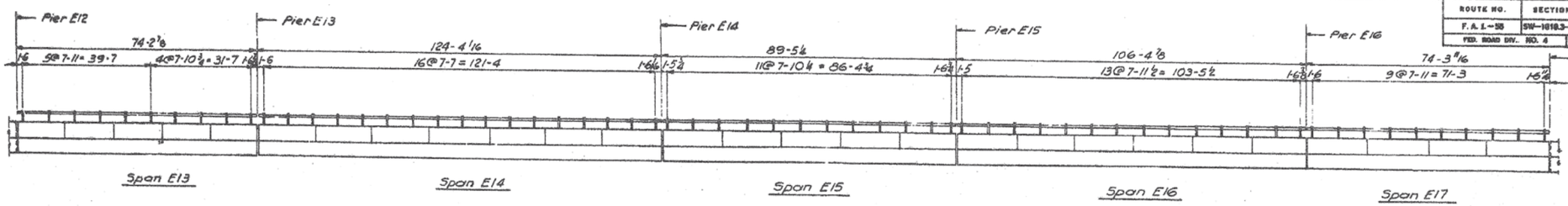
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 94 OF 173 SHEETS

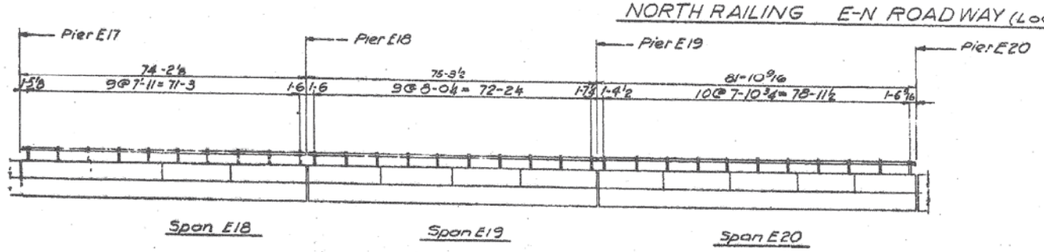
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	443
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

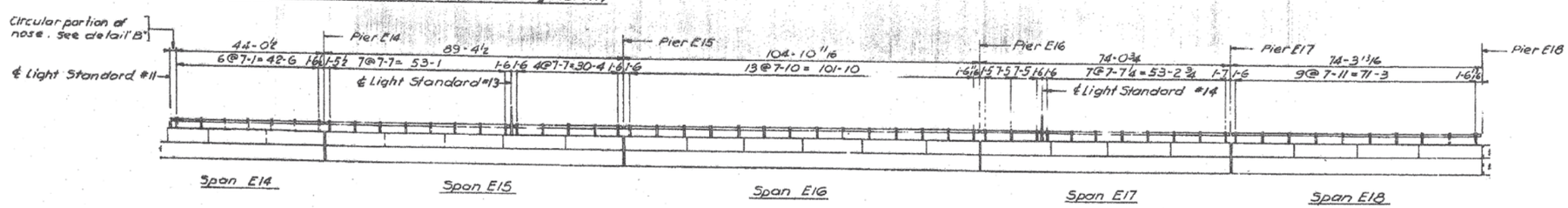
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.-55	SW-1918.3-2H	COOK	99	89
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.C.-55-7(09)-888		



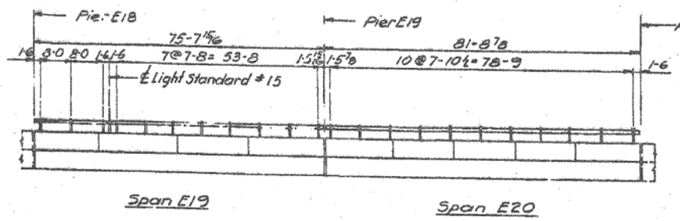
NORTH RAILING E-N ROADWAY (Looking North)



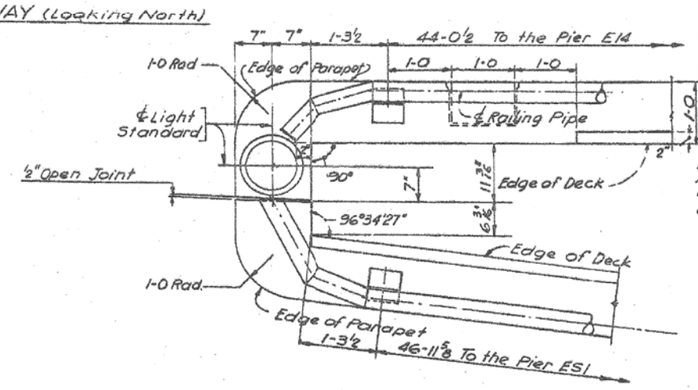
NORTH RAILING E-N ROADWAY (Looking North)



SOUTH RAILING E-N. ROADWAY (Looking North)



SOUTH RAILING E-N. ROADWAY (Looking North)



DETAIL "B"
Scale : 1½"-1'-0"

BILL OF MATERIAL (This Sheet Only)

DESCRIPTION	UNIT	QUANTITY
Metal Handrail	Lin.Ft.	1246

Note:
Elevation shown is a developed view. All dimensions are horizontal and along ℄ of railing and are not true dimensions along surface of the bridge.

DESIGNED BY H.N.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1918.3-2H

HANDRAIL ELEVATIONS

SCALE: VERTICAL 3/16" = 1'-0" HORIZONTAL 1/16" = 1'-0" DEC. 1964
SHEET NO. A-1 OF 99 SHEETS

253-60X07_As-Builts.dgn

AECOM

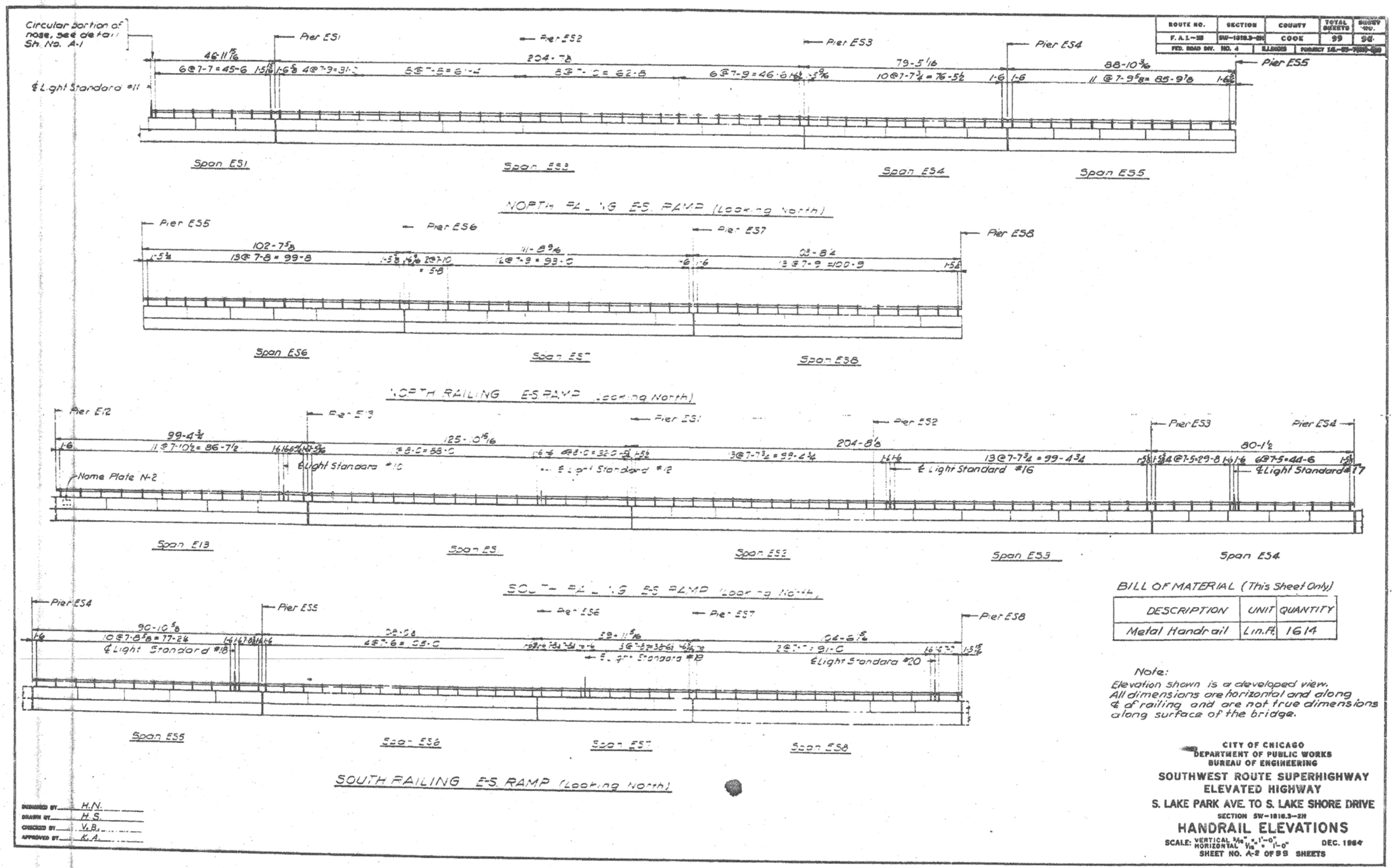
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	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 95 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	444
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1816.3-2R	COOK	99	96
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.M.-55-7(205)288		

DESIGNED BY H.N.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

BILL OF MATERIAL (This Sheet Only)

DESCRIPTION	UNIT	QUANTITY
Metal Handrail	Lin.Ft.	1614

Note:
Elevation shown is a developed view. All dimensions are horizontal and along ℄ of railing and are not true dimensions along surface of the bridge.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW-1816.3-2R

HANDRAIL ELEVATIONS

SCALE: VERTICAL 3/16" = 1'-0" HORIZONTAL 1/8" = 1'-0" DEC. 1984
SHEET NO. A-2 OF 99 SHEETS

254-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

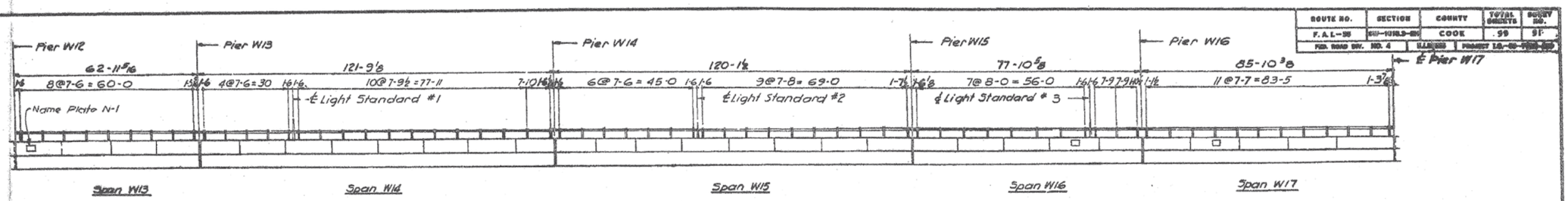
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 96 OF 173 SHEETS

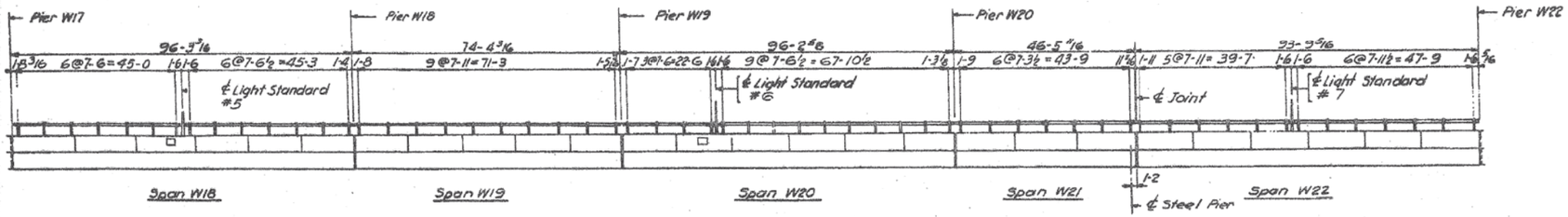
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55	2013-049B	COOK	888	445
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

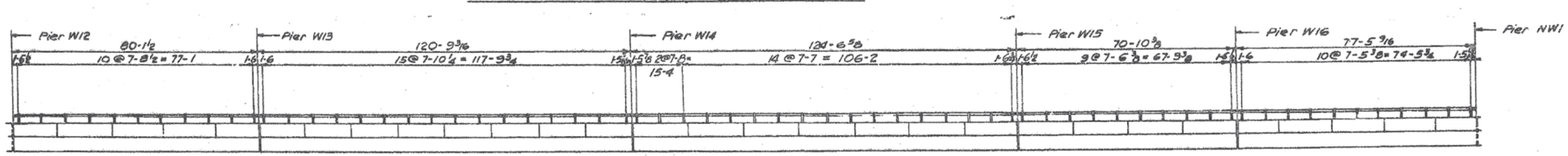
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SURVEY NO.
F.A.I.—55	2013-049SB-2H	COOK	99	9F
FED. ROAD DIST. NO. 4	ILLINOIS	PROJECT I-55-6(X07)888-446		



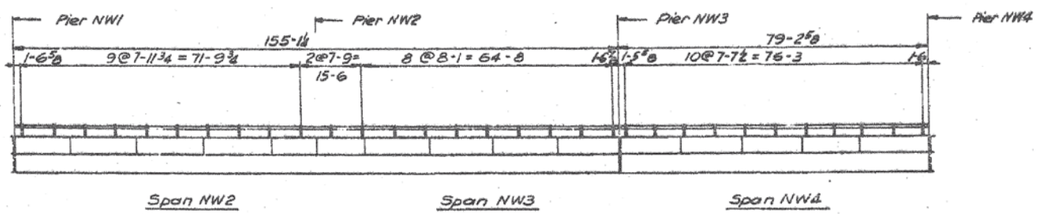
NORTH RAILING S-W. ROADWAY (Looking North)



NORTH RAILING S-W. ROADWAY (Looking North)



SOUTH RAILING - S-W. ROADWAY (Looking North)



SOUTH RAILING N-W. RAMP (Looking North)

BILL OF MATERIAL (This Sheet Only)

DESCRIPTION	UNIT	QUANTITY
Metal Handrail	Lin.Ft.	1584

Note:
Elevation shown is a developed view.
All dimensions are horizontal and along ℄ of railing and are not true dimensions along surface of the bridge.

DESIGNED BY H.K.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION SW—1818.3—2H

HANDRAIL ELEVATIONS

SCALE: VERTICAL 3/16" = 1'-0", HORIZONTAL 1/8" = 1'-0" DEC. 1984
SHEET NO. A-3 OF 99 SHEETS

255-60X07_As-Builts.dgn

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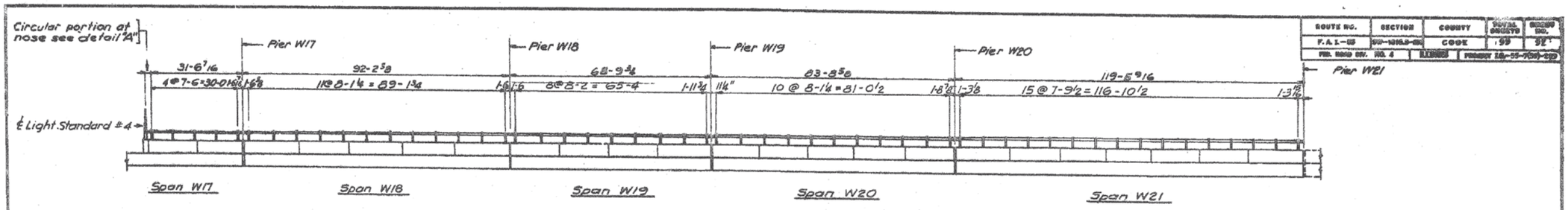
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	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 97 OF 173 SHEETS

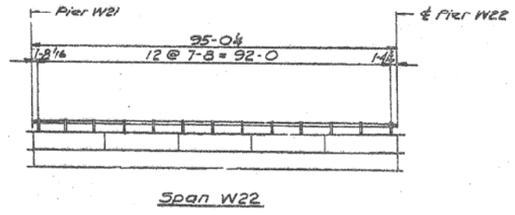
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	446
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

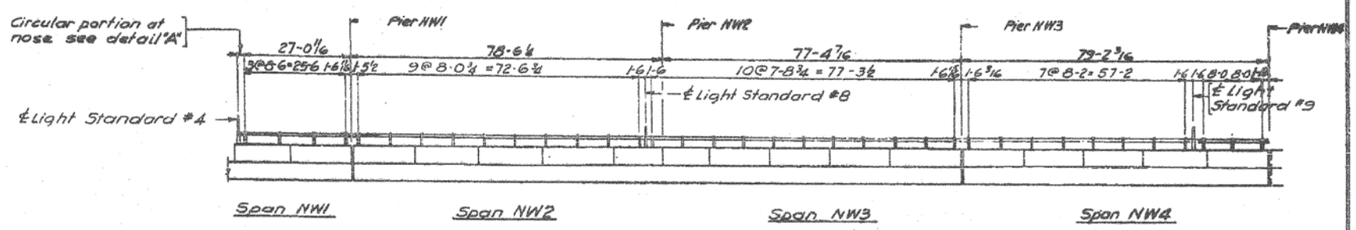


SOUTH RAILING S-W. ROADWAY (Looking North)

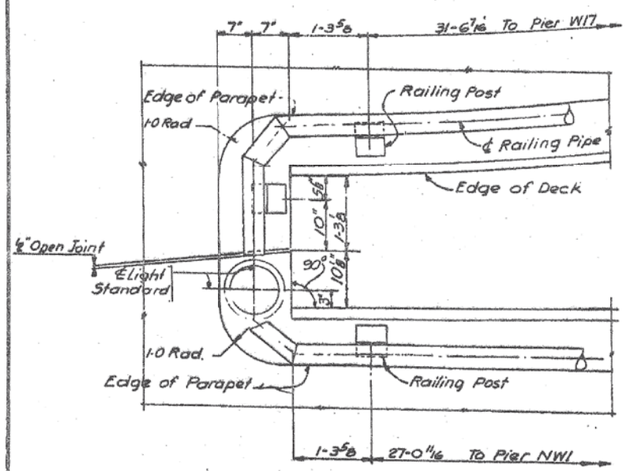
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	99-1616.2-2H	COOK	199	98
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT IR-55-7(259)-ESD		



SOUTH RAILING S-W. ROADWAY (Looking North)



NORTH RAILING N-W. RAMP (Looking North)



DETAIL "A"
Scale: 1"=1'-0"

DESIGNED BY H.N.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY

BILL OF MATERIAL (This Sheet Only)

DESCRIPTION	UNIT	QUANTITY
Metal Handrail	Lin.Ft.	758

Note:
Elevation shown is a developed view. All dimensions are horizontal and along ℄ of railing and are not true dimensions along surface of the bridge.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE PARK AVE. TO S. LAKE SHORE DRIVE
SECTION 99-1616.2-2H

HANDRAIL ELEVATIONS

SCALE: VERTICAL 3/16" = 1'-0" HORIZONTAL 1/16" = 1'-0" DEC. 1964
SHEET NO. A-4 OF 99 SHEETS

256-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	
		CHECKED -	REVISED -	
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	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

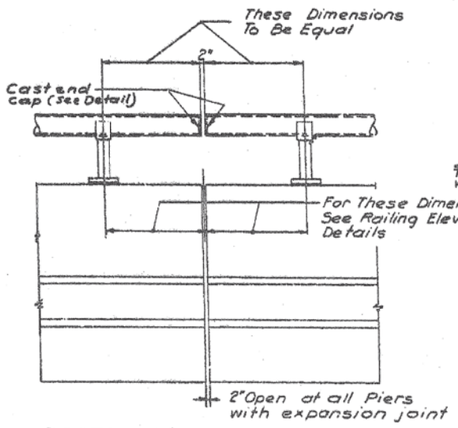
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 98 OF 173 SHEETS

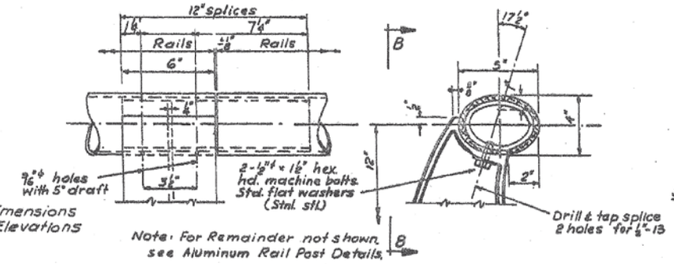
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	447
		CONTRACT NO. 60X07		
		ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.-55	SW-1616.3-2H	COOK	99	99
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(250)-220		

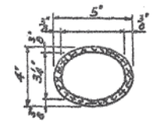


POSTS AT JOINTS OVER PIERS
Scale : 1"=1'-0

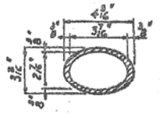


VIEW B-B SECTION A-A

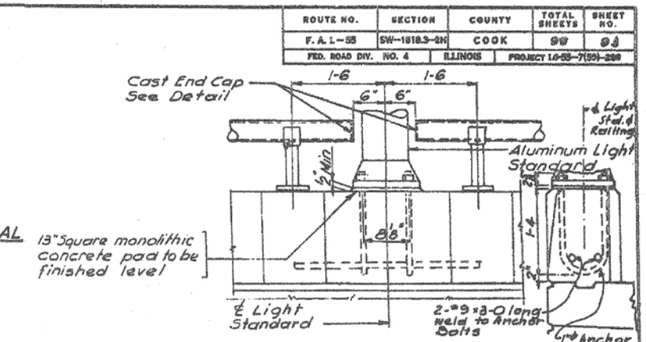
RAIL POST DETAILS
(Metal)



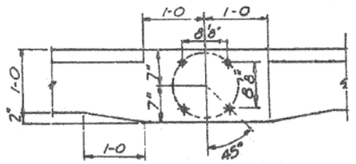
SECTION THRU ELLIPTICAL RAIL SECTION



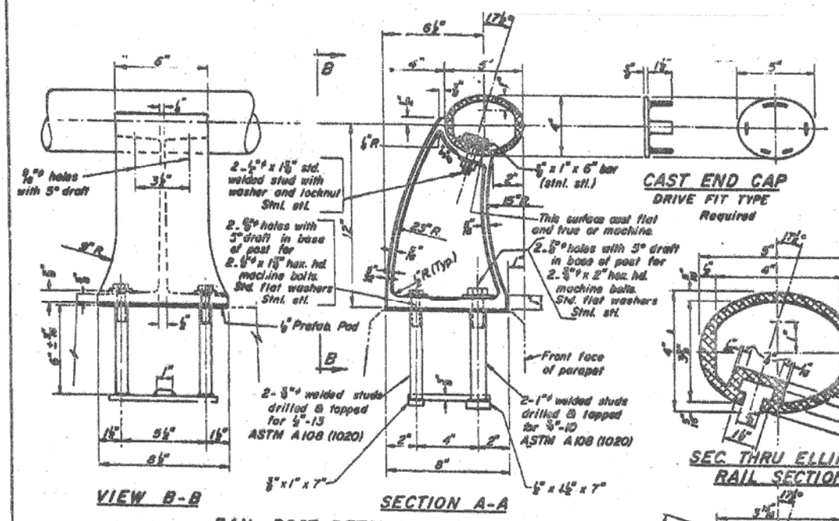
SECTION THRU SPLICE



POST AT LIGHT STANDARD
Scale: 1"=1'-0"



PLAN
Scale 1"=1'-0"


6"
6½"
17½"
B
4"
5"
⅝"
⅜"R
5"
1½"
5"
¾"R
¾"R
2"
15½"
12"
¾"R (Typ)
6"
6"
¾"R
¾"R
¾"ø holes with 5° draft
3½"
2-⅝"ø x 15" std. welded stud with washer and locknut Stnl. stl.
2-⅝"ø holes with 5° draft in base of post for 2-⅝"ø x 15" hex. hd. machine bolts. Std. flat washers Stnl. stl.
6" Prefab. Pad
B
2-⅝"ø welded studs drilled & tapped for ⅝"-13 ASTM A108 (1020)
⅝"x1"x7"
2-1"ø welded studs drilled & tapped for ⅝"-10 ASTM A108 (1020)
⅝"x1½"x7"
Front face of parapet
4"R
5"
5"
1½"
6"
6"
6"
6"
5"
5"
5

FOR INFORMATION ONLY

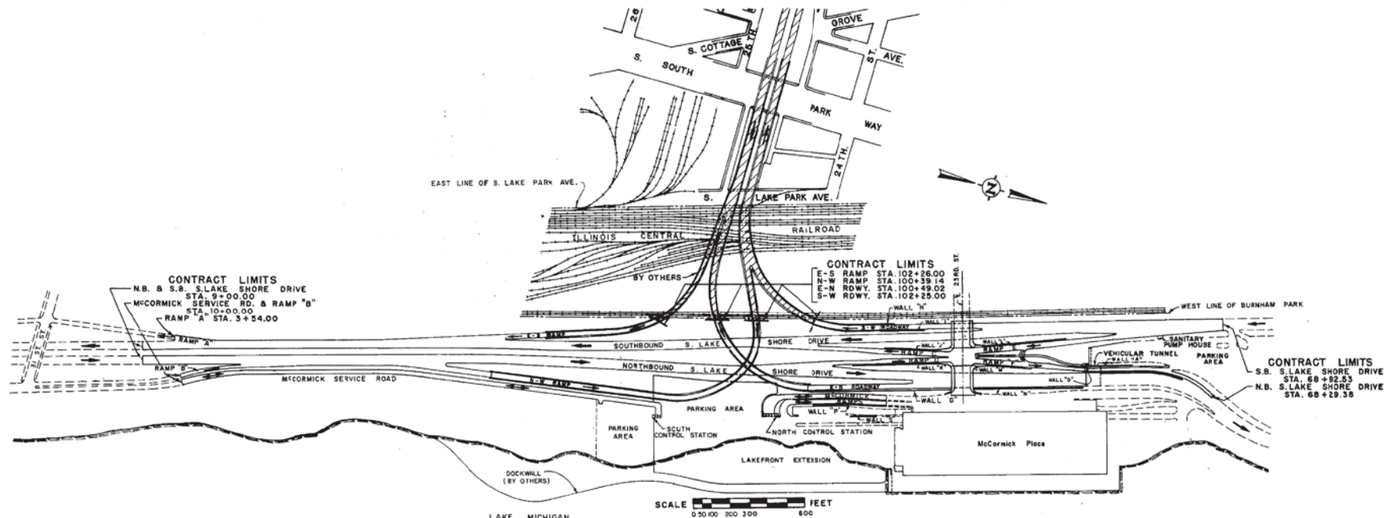
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.6 2P	COOK	395	1
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		

STATE OF ILLINOIS
CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY

PLANS FOR
S. LAKE SHORE DRIVE
SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

F.A.I. ROUTE 55 PROJECT I-UI-55-7(60)-289



LOCATION PLAN
PREPARED FOR
THE CITY OF CHICAGO
BY
H.W. LOCHNER INC.
ENGINEERS

PLANS APPROVED
BY THE STATE DIVISION OF HIGHWAYS

APPROVED AS TO SEWER ALTERATIONS AND ADDITIONS
CHIEF ENGINEER OF SEWERS
DEPUTY COMMISSIONER FOR SEWERS

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
DATE APRIL 8, 1965
APPROVED _____ CHIEF TRANSPORTATION ENGINEER
APPROVED _____ ASST. CHIEF ENGINEER
APPROVED _____ CHIEF ENGINEER
APPROVED _____ COMMISSIONER

THE DEPARTMENT OF
PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
APPROVED _____ 19 ____
CHIEF HIGHWAY ENGINEER
APPROVED _____ 19 ____
DIRECTOR

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED _____ 19 ____
DIVISION ENGINEER DATE

1616290001

SHEET NO. G-1 OF 395 SHEETS

301-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILTS I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
		CHECKED -	REVISED -		
	PLOT SCALE =	DRAWN - HAY	REVISED -		
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -		SHEET NO. 100 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	449
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	2
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		

TITLE

SHEET NO.	GENERAL PLANS	PAGE NO.
G-1	TITLE SHEET	1
G-2	LIST OF PLANS #1	2
G-3	LIST OF PLANS #2	3
G-4	SUMMARY OF ITEMS	4
G-4A	SUMMARY OF ITEMS (CONT.)	5
G-5	GENERAL PLAN	6
G-6	STAGES OF CONSTRUCTION-GENERAL PLAN	7
G-7	STAGES OF CONSTRUCTION-GENERAL PLAN	8
G-8	STAGE 1 OF CONSTRUCTION-DETAILED PLANS OF 23RD ST.	9
G-9	STAGES OF CONSTRUCTION-DETAILED PLANS OF 23RD ST.	10
G-10	STAGES OF CONSTRUCTION-DETAILED PLANS OF S. LAKE SHORE DRIVE	11
G-11	STAGES OF CONSTRUCTION DETOUR DETAILS OF S. LAKE SHORE DR. NORTH OF 31ST ST.	12
G-12	STAGES OF CONSTRUCTION DETOUR DETAILS (PLAN & PROFILE) OF TRI-LEVEL AREA	13
G-13	STAGES OF CONSTRUCTION DETOUR DETAILS (PLAN & PROFILE) NORTH OF 23RD ST.	14
G-14	TYPICAL CROSS SECTIONS	15
G-15	TYPICAL CROSS SECTIONS	16
G-16	TYPICAL CROSS SECTIONS	17
G-17	EXISTING CONDITIONS S. LAKE SHORE DRIVE 31ST. TO STA. 17+60	18
G-18	EXISTING CONDITIONS S. LAKE SHORE DRIVE STA. 16+70 TO STA. 32+50	19
G-19	EXISTING CONDITIONS S. LAKE SHORE DRIVE STA. 31+85 TO STA. 47+85	20
G-20	EXISTING CONDITIONS S. LAKE SHORE DRIVE STA. 44+70 TO STA. 60+60	21
G-21	EXISTING CONDITIONS S. LAKE SHORE DRIVE STA. 57+60 TO STA. 68+82.53	22
G-22	ALIGNMENT PLAN	23
G-23	ALIGNMENT PLAN	24
G-24	COORDINATES AND DESCRIPTIONS OF ALIGNMENT AND TRAVERSE POINTS	25
G-25	COORDINATES AND DESCRIPTIONS OF ALIGNMENT AND TRAVERSE POINTS	26
G-26	APPURTENANCES S. B. DRIVE STA. 4+00. TO STA. 16+00	27
G-27	APPURTENANCES S. B. DRIVE STA. 16+00 TO STA. 29+00	28
G-28	APPURTENANCES S. B. DRIVE STA. 29+00 TO STA. 42+00	29
G-29	APPURTENANCES S. B. DRIVE STA. 42+00 TO STA. 56+00	30
G-30	APPURTENANCES S. B. DRIVE STA. 56+00 TO STA. 68+82.53	31
G-31	NORTHBOUND S. LAKE SHORE DRIVE PROFILE	32
G-32	SOUTHBOUND S. LAKE SHORE DRIVE PROFILE	33
G-33	E-N & S-W ROADWAY PROFILES	34
G-34	E-S & N-W RAMP PROFILES	35
G-35	RAMPS "C", "D","E", & "F" PROFILES	36
G-36	McCORMICK SERVICE ROAD, RAMPS "A" & "B", McCORMICK RAMPS, & 23RD ST., PROFILES	37
G-37	TRANSITION NORTHBOUND S. LAKE SHORE DRIVE	38
G-38	TRANSITION E-N ROADWAY	39
G-39	TRANSITION S-W ROADWAY	40
G-40	TRANSITION E-S RAMP	41
G-41	TRANSITION N-W RAMP	42
G-42	SOUTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 4+00 TO STA. 9+00	43
G-43	SOUTHBOUND S. LAKE SHORE DRIVE RAMP "A" PLAN & PROFILE STA. 9+00 TO STA. 14+50	44
G-44	SOUTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 14+50 TO STA. 20+00	45
G-45	SOUTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 20+00 TO STA. 26+00	46
G-46	SOUTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 26+00 TO STA. 32+00	47
G-47	SOUTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 32+00 TO STA. 38+00	48
G-48	SOUTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 38+00 TO STA. 44+00	49
G-49	SOUTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 44+00 TO STA. 50+00	50
G-50	SOUTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 50+00 TO STA. 56+00	51
G-51	SOUTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 56+00 TO STA. 61+50	52
G-52	SOUTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 61+50 TO STA. 67+00	53
G-53	SOUTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 67+00 TO STA. 68+82.533	54
G-54	NORTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 4+00 TO STA. 9+00	55
G-55	NORTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 9+00 TO STA. 14+00	56
G-56	NORTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 14+00 TO STA. 19+50	57
G-57	NORTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 19+50 TO STA. 25+00	58
G-58	NORTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 25+00 TO STA. 31+00	59
G-59	NORTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 31+00 TO STA. 37+00	60
G-60	NORTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 37+00 TO STA. 43+00	61
G-61	NORTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 43+00 TO STA. 49+00	62
G-62	NORTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 49+00 TO STA. 55+50	63
G-63	NORTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 55+00 TO STA. 60+50	64
G-64	NORTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 60+50 TO STA. 65+00	65
G-65	NORTHBOUND S. LAKE SHORE DRIVE PLAN & PROFILE STA. 65+00 TO STA. 68+29.381	66
G-66	EAST-NORTH ROADWAY PLAN & PROFILE STA. 106+50 TO STA. 111+50	67
G-67	EAST-NORTH ROADWAY PLAN & PROFILE STA. 111+50 TO STA. 117+00	68
G-68	EAST-NORTH ROADWAY PLAN & PROFILE STA. 117+00 TO STA. 119+92.495	69
G-69	SOUTH-WEST ROADWAY PLAN & PROFILE STA. 105+50 TO STA. 111+00	70
G-70	SOUTH-WEST ROADWAY PLAN & PROFILE STA. 111+00 TO STA. 116+00	71
G-71	SOUTH-WEST ROADWAY PLAN & PROFILE STA. 116+00 TO STA. 118+56.443	72
G-72	NORTH-WEST RAMP PLAN & PROFILE STA. 118+00 TO STA. 123+82.366	73
G-73	EAST-SOUTH RAMP PLAN & PROFILE STA. 107+00 TO STA. 113+00	74
G-74	EAST-SOUTH RAMP PLAN & PROFILE STA. 113+00 TO STA. 117+40.054	75
G-75	RAMP "B" PLAN & PROFILE STA. 10+00 TO STA. 14+00	76
G-76	RAMP "B" PLAN & PROFILE STA. 14+00 TO STA. 17+35.701	77
G-77	RAMP "C" PLAN & PROFILE STA. 6+78.298 TO STA. 11+00	78
G-78	RAMP "C" PLAN & PROFILE STA. 11+00 TO STA. 16+00	79
G-79	RAMP "C" PLAN & PROFILE STA. 16+00 TO STA. 19+48.322	80
G-80	RAMP "D" PLAN & PROFILE STA. 3+88.835 TO STA. 9+00	81
G-81	RAMP "D" PLAN & PROFILE STA. 9+00 TO STA. 13+50	82
G-82	RAMP "D" PLAN & PROFILE STA. 13+50 TO STA. 17+49.997	83
G-83	RAMP "E" PLAN & PROFILE STA. 10+00 TO STA. 15+00	84
G-84	RAMP "E" PLAN & PROFILE STA. 15+00 TO STA. 20+00	85
G-85	RAMP "E" PLAN & PROFILE STA. 20+00 TO STA. 24+43.827	86
G-86	RAMP "F" PLAN & PROFILE STA. 10+00 TO STA. 14+50	87
G-87	RAMP "F" PLAN & PROFILE STA. 14+50 TO STA. 19+50	88
G-88	RAMP "F" PLAN & PROFILE STA. 19+50 TO STA. 24+01.755	89
G-89	McCORMICK SERVICE ROAD PLAN & PROFILE STA. 10+00 TO STA. 16+00	90
G-90	McCORMICK SERVICE ROAD PLAN & PROFILE STA. 16+00 TO STA. 22+00	91
G-91	McCORMICK SERVICE ROAD PLAN & PROFILE STA. 22+00 TO STA. 28+00	92
G-92	McCORMICK SERVICE ROAD PLAN & PROFILE STA. 28+00 TO STA. 33+17	93
G-93	23RD ST. PLAN & PROFILE STA. 9+73 TO STA. 13+98	94
G-94	McCORMICK RAMPS PLAN & PROFILE STA. 0+00 TO STA. 6+80	95
G-95	McCORMICK RAMPS PLAN & PROFILE STA. 6+80 TO STA. 9+47	96
G-96	TURNAROUND AND PARKING LOT ENTRANCE AND GUARD RAIL ANCHORAGE DETAILS	97
G-96A	LAKEFRONT EXTENSION DETAILS	98
G-96B	LAKEFRONT EXTENSION DETAILS	99
G-96C	LAKEFRONT EXTENSION DETAILS	100
G-96D	EXISTING DOCKWALL DETAILS	101
G-96E	EXISTING DOCKWALL DETAILS	102
G-96F	CROSS SECTIONS LAKEFRONT EXTENSION	103
G-96G	PROPOSED S. PARKING LOT LAYOUT FOR McCORMICK PLACE	104
G-97	DRAINAGE S. B. DRIVE STA. 4+00 TO STA. 16+00	105
G-98	DRAINAGE S. B. DRIVE STA. 16+00 TO STA. 29+00	106
G-99	DRAINAGE S. B. DRIVE STA. 29+00 TO STA. 42+00	107
G-100	DRAINAGE S. B. DRIVE STA. 42+00 TO STA. 56+00	108
G-101	DRAINAGE S. B. DRIVE STA. 56+00 TO STA. 68+82.53	109
G-102	STORM SEWER PROFILES	110
G-103	STORM SEWER PROFILES	111
G-104	STORM SEWER PROFILES	112
G-105	STORM SEWER PROFILES	113
G-106	STORM SEWER PROFILES	114
G-106A	STORM SEWER PROFILES	115
G-107	UNDERDRAIN DETAILS	116
G-108	DETAILS OF RELOCATION OF McCORMICK PLACE WATER LINE	117
G-108A	EXISTING & PROPOSED PARK DISTRICT WATER FACILITIES	118
G-108B	EXISTING & PROPOSED PARK DISTRICT WATER FACILITIES	119
G-108C	EXISTING & PROPOSED PARK DISTRICT WATER FACILITIES	120
G-108D	EXISTING & PROPOSED PARK DISTRICT WATER FACILITIES	121
G-108E	EXISTING & PROPOSED PARK DISTRICT WATER FACILITIES	122
G-109	CROSS SECTIONS STA. 4+00 TO STA. 6+00	123
G-110	CROSS SECTIONS STA. 6+50 TO STA. 8+50	124
G-111	CROSS SECTIONS STA. 9+00 TO STA. 10+50	125
G-112	CROSS SECTIONS STA. 11+00 TO STA. 12+00	126
G-113	CROSS SECTIONS STA. 12+58.8 TO STA. 13+50	127
G-114	CROSS SECTIONS STA. 14+00 TO STA. 15+00	128
G-115	CROSS SECTIONS STA. 15+50 TO STA. 16+50	129
G-116	CROSS SECTIONS STA. 17+00 TO STA. 18+00	130
G-117	CROSS SECTIONS STA. 18+50 TO STA. 19+71.8	131
G-118	CROSS SECTIONS STA. 20+00 TO STA. 21+00	132
G-119	CROSS SECTIONS STA. 21+50 TO STA. 22+59.5	133
G-120	CROSS SECTIONS STA. 23+00 TO STA. 24+04.2	134
G-121	CROSS SECTIONS STA. 24+39.1 TO STA. 25+41	135
G-122	CROSS SECTIONS STA. 26+00 TO STA. 27+00	136
G-123	CROSS SECTIONS STA. 27+50 TO STA. 28+50	137
G-124	CROSS SECTIONS STA. 29+25.1 TO STA. 30+00	138
G-125	CROSS SECTIONS STA. 30+50 TO STA. 31+54	139
G-126	CROSS SECTIONS STA. 32+00 TO STA. 32+95	140
G-127	CROSS SECTIONS STA. 33+56.8 TO STA. 34+50	141
G-128	CROSS SECTIONS STA. 35+00 TO STA. 36+00	142
G-129	CROSS SECTIONS STA. 36+50 TO STA. 37+50	143
G-130	CROSS SECTIONS STA. 38+00 TO STA. 39+00	144
G-131	CROSS SECTIONS STA. 39+50 TO STA. 40+50	145
G-132	CROSS SECTIONS STA. 41+00 TO STA. 42+00	146
G-133	CROSS SECTIONS STA. 42+69 TO STA. 43+50	147
G-134	CROSS SECTIONS STA. 44+00 TO STA. 44+65	148
G-135	CROSS SECTIONS STA. 45+00 TO STA. 45+50	149
G-136	CROSS SECTIONS STA. 45+76.9 TO STA. 46+50.7	150
G-137	CROSS SECTIONS STA. 46+89.5 TO STA. 47+43.3	151
G-138	CROSS SECTIONS STA. 48+02 TO STA. 48+50	152
G-139	CROSS SECTIONS STA. 48+00 TO STA. 49+50	153
G-140	CROSS SECTIONS STA. 50+00.6 TO STA. 50+25	154
G-141	CROSS SECTIONS STA. 50+61 TO STA. 51+11.5	155
G-142	CROSS SECTIONS STA. 51+68.5 TO STA. 52+36.7	156
G-143	CROSS SECTIONS STA. 53+00 TO STA. 109+01.6	157
G-144	CROSS SECTIONS STA. 109+21.7 TO STA. 109+39.7	158
G-145	CROSS SECTIONS STA. 109+99.6 TO STA. 110+59.7	159
G-146	CROSS SECTION S STA. 110+74 TO STA. 110+84.2	160
G-147	CROSS SECTIONS STA. 111+08.7 TO STA. 111+50	161
G-148	CROSS SECTIONS STA. 112+00 TO STA. 112+50	162
G-149	CROSS SECTIONS STA. 113+00 TO STA. 113+50	163
G-150	CROSS SECTIONS STA. 113+79.6 TO STA. 114+40.6	164
G-151	CROSS SECTIONS STA. 115+00 TO STA. 115+69.5	165
G-152	CROSS SECTIONS STA. 116+00 TO STA. 116+50	166
G-153	CROSS SECTIONS STA. 116+95.7 TO STA. 117+17	167
G-154	CROSS SECTIONS STA. 117+45.5 TO STA. 118+00	168
G-155	CROSS SECTIONS S. B. STA. 62+94.9 TO STA. 64+00 N. B. STA. 62+98 TO STA. 64+00	169
G-156	CROSS SECTIONS S. B. STA. 64+50 TO STA. 65+50 N. B. STA. 64+50 TO STA. 65+50	170
G-157	CROSS SECTIONS S. B. STA. 66+00 TO STA. 67+00 N. B. STA. 65+77 TO STA. 67+00	171
G-158	CROSS SECTIONS S. B. STA. 67+50 TO STA. 68+82.5 N. B. STA. 67+50 TO STA. 68+29.4	172
G-159	PAVEMENT DETAILS-PAVEMENT SECTIONS	173
G-160	PAVEMENT DETAILS-PAVEMENT SECTIONS	174
G-161	PAVEMENT DETAILS-EXTENSION OF VEHICULAR TUNNEL	175
G-162	SHOULDER DETAILS	176
G-163	BRIDGE APPROACH DETAILS	177
G-164	ENTRANCE & EXIT RAMP NOSING DETAILS	178
G-165	ENTRANCE RAMP NOSING DETAILS (SPECIAL)	179
G-166	EXIT RAMP NOSING DETAILS (SPECIAL)	180
G-167	CURB & GUTTER DETAILS	181
G-168	PAVEMENT DETAIL AT METAL FRAMES, FRAME AND GRATE DETAILS	182
G-169	TRENCH BACKFILL, CATCH BASIN, INLET, MANHOLE, AND STORM SEWER CONNECTION DETAILS	183
G-170	DRAINAGE INLET DETAILS	184
G-171	23RD STREET BRIDGE DRAINAGE AND FLAG POLE FOUNDATION DETAIL	185
G-172	PAVEMENT ACCESSORIES CONVENTIONAL SYMBOLS	186
G-173	P.C.C. PAVT., FOUNDATION REMOVAL, SIDEWALK CONSTRUCTION DETAILS	187
G-174	GUARD RAIL & FENCE DETAILS	188
G-175	PROJECT SIGN, SHIELD & BARRICADE DETAILS	189
G-176	SPECIAL MANHOLES NO. B-5 & NO. 1 DETAILS	190
G-177	SPECIAL MANHOLE NO. 2 DETAILS	191
G-178	SPECIAL MANHOLE NO. 3 DETAILS	192
G-179	SPECIAL MANHOLE NO. 4 DETAILS	193
G-180	SPECIAL MANHOLE NO. 5 DETAILS	194
G-181	SPECIAL MANHOLE NO. A-2 DETAILS	195
G-182	SPECIAL MANHOLE NO. B-2 DETAILS	196
G-183	SPECIAL MANHOLE NO. C-2 DETAILS	197
G-184	SPECIAL MANHOLES NO. C-3 & NO. G-4 DETAILS	198
G-185	SPECIAL MANHOLE NO. G-2 DETAILS	199
G-186	RELOCATED WATER LINE THRUST BLOCK DETAILS	200
G-187	RELOCATED WATER LINE VALVE VAULT DETAILS	201
G-188	UTILITIES FOR CONTROL STATIONS	202
G-189	DETAILS OF PROPOSED PARK DISTRICT WATER FACILITIES	203
G-189A	CHICAGO PARK DISTRICT LAWN HYDRANT DETAILS	204
G-189B	CHICAGO PARK DISTRICT FIRE HYDRANT DETAILS	205
G-190	SOIL BORINGS	206
G-191	SOIL BORINGS	207
G-192	SOIL BORINGS	208
G-193	SOIL BORINGS	209
G-194	SOIL BORINGS	210
G-195	SOIL BORINGS	211
G-196	SOIL BORINGS	212
G-197	SOIL BORINGS	213
G-198	SOIL BORINGS	214

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CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

LIST OF PLANS #1

SCALE: APR. 1965

SHEET NO. G-2 OF 395 SHEETS

302-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 101 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	450
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.6-2P	COOK	395	3
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(601-289		

SHEET No.	TITLE	PAGE No.
	STRUCTURAL PLANS	
S-1	KEY PLAN (SOUTH) & GENERAL NOTES	215
S-2	KEY PLAN 2 (CENTER)	216
S-3	KEY PLAN 3 (NORTH)	217
S-4	STRUCTURE ELEVATIONS	218
S-5	SUB-PIERS PLAN 1 (SOUTH)	219
S-6	SUB-PIERS PLAN 2 (CENTER)	220
S-7	SUB-PIERS PLAN 3 (NORTH)	221
S-8	SUB-PIERS - SCHEDULE 1	222
S-9	SUB-PIERS - SCHEDULE 2	223
S-10	SUB-PIERS - SCHEDULE 3	224
S-11	PIER E-21	225
S-12	PIER E-22	226
S-13	PIER E-23	227
S-14	PIER E-24	228
S-15	PIER NW5 & NW6	229
S-16	PIER NW7 & NW8	230
S-17	PIER NW9 & NW10	231
S-18	PIER NW11 & NW12	232
S-19	PIER NW13 & NW14	233
S-20	PIER NW15	234
S-21	PIERS NW16, NW19, NW22 & NW25	235
S-22	PIERS NW17, NW18, NW20, NW21, NW23, NW24, NW26 & NW27	236
S-23	PIERS ES9 & ES10	237
S-24	PIERS ES11 & ES12	238
S-25	COMMON PIER DETAILS	239
S-26	REINFORCEMENT BAR LISTS - NW PIERS	240
S-27	REINFORCEMENT BAR LISTS - NW & ES PIERS	241
S-28	REINFORCEMENT BAR LISTS - E PIERS	242
S-29	FRAMING PLAN E-N ROADWAY	243
S-30	FRAMING PLAN - E-S RAMP & S-W RDWY	244
S-31	FRAMING PLAN 1 - NW RAMP	245
S-32	FRAMING PLAN 2 - NW RAMP	246
S-33	WF BEAM SCHEDULE & DETAILS	247
S-34	TYPICAL GIRDER DETAILS	248
S-35	TYPICAL GROSS FRAME DETAILS	249
S-36	GIRDER & GROSS FRAME DETAILS	250
S-37	BEARING DETAILS	251
S-38	BEARING AND TIE ROD DETAILS	252
S-39	EXPANSION GUARD ELEVATIONS	253
S-40	EXPANSION GUARD DETAILS	254
S-41	GIRDER SCHEDULE E-N ROADWAY AND 23RD STREET	255
S-42	GIRDER SCHEDULE N-W RAMP & S-W RDWY.	256
S-43	DECK PLAN - N-W RAMP	257
S-44	DECK PLAN - E-N RDWY, E-S RAMP & S-W RDWY	258
S-45	DECK REINFORCEMENT PLAN E-N RDWY	259
S-46	DECK REINFORCEMENT PLAN E-S RAMP & S-W RDWY	260
S-47	DECK REINFORCEMENT PLAN 1 N-W RAMP	261
S-48	DECK REINFORCEMENT PLAN 2 N-W RAMP	262
S-49	TYPICAL CROSS SECTIONS AND DETAILS	263
S-50	TYPICAL CROSS SECTIONS AND DETAILS	264
S-51	TYPICAL DECK DETAILS	265
S-52	PARAPET REINFORCEMENT DETAILS E-N ROADWAY	266
S-53	PARAPET REINFORCEMENT DETAILS N-W RAMP	267
S-54	PARAPET REINFORCEMENT DETAILS N-W RAMP	268
S-55	PARAPET REINFORCEMENT DETAILS E-S RAMP AND S-W ROADWAY	269
S-56	DECK REINFORCEMENT BAR LISTS	270
S-57	DECK REINFORCEMENT BAR LISTS	271
	E-N ROADWAY TERMINAL STRUCTURE	
S-58	PIER E25	272
S-59	ABUTMENT	273
S-60	WEST AND EAST WALLS	274
S-61	CONCRETE DECK	275
S-62	SECTIONS	276
S-63	REINFORCEMENT BAR LISTS	277
	S-W ROADWAY TERMINAL STRUCTURE	
S-64	PIER W23	278
S-65	ABUTMENT	279
S-66	WEST WALL	280
S-67	EAST WALL	281
S-68	CONCRETE DECK	282
S-69	SECTIONS AND DETAILS	283
S-70	REINFORCEMENT BAR LISTS	284
S-71	**N-W RAMP TERMINAL STRUCTURE** PIER NW 28	285
S-72	ABUTMENT	286
S-73	EAST AND WEST WALLS	287
S-74	CONCRETE DECK	288
S-75	**E-S RAMP TERMINAL STRUCTURE** PIER ES13	289
S-76	ABUTMENT	290
S-77	EAST AND WEST WALLS	291
S-78	CONCRETE DECK	292
S-79	REINFORCEMENT BAR LISTS (N-W & E-S)	293
S-80	**23RD STREET BRIDGES** SITE PLAN	294
S-81	ABUTMENT E1	295
S-82	PIER E2	296
S-83	PIER E3	297
S-84	ABUTMENT E4	298
S-85	ABUTMENT W1	299
S-86	PIER W2	300
S-87	ABUTMENT W3	301
S-88	END SPAN E1	302
S-89	END SPAN E3	303
S-90	END SPAN W1	304
S-91	WING WALL "B" & "C"	305
S-92	STEEL FRAMING PLANS	306
S-93	EXPANSION GUARD DETAILS	307
S-94	DECK REINFORCEMENT PLANS	308
S-95	DECK DETAILS	309
S-96	REINFORCEMENT BAR LISTS	310
S-97	**RETAINING WALLS** RETAINING WALL "J"	311
S-98	RETAINING WALL "J"	312
S-99	RETAINING WALL "J"	313
S-100	RETAINING WALL "J" SECTIONS	314
S-101	RETAINING WALL "K"	315
S-102	RETAINING WALL "K"	316
S-103	RETAINING WALL "K"	317
S-104	RETAINING WALL "K"	318
S-105	RETAINING WALL "K" SECTIONS	319
S-106	RETAINING WALL "L"	320
S-107	RETAINING WALL "L"	321
S-108	RETAINING WALL "L"	322
S-109	RETAINING WALL "L" SECTIONS	323
S-110	RETAINING WALL "M"	324
S-111	RETAINING WALL "M"	325
S-112	RETAINING WALL "M" SECTIONS	326
S-113	RETAINING WALLS "H" & "I" KEY PLAN & SECTIONS	327
S-114	RETAINING WALL "H"	328
S-115	RETAINING WALL "I"	329
S-116	RETAINING WALL "N"	330
S-117	RETAINING WALL "N"	331
S-118	RETAINING WALL "N"	332
S-119	RETAINING WALL "G" KEY PLAN & SECTIONS	333
S-120	RETAINING WALL "G"	334
S-121	RETAINING WALL "G"	335
S-122	RETAINING WALL "G"	336
S-123	RETAINING WALL "G"	337
S-124	RETAINING WALL "G"	338
S-125	RETAINING WALL "P"	339
S-126	RETAINING WALL "P"	340
S-127	RETAINING WALL "P"	341
S-128	RETAINING WALL "A"	342
S-129	RETAINING WALL "A"	343
S-130	RETAINING WALL "D"	344
S-131	RETAINING WALLS - TYPICAL DETAILS	345
S-132	RETAINING WALLS "N", "J", "A" & "D" REINFORCEMENT BAR LISTS	346
S-133	RETAINING WALLS "M" & "L" REINFORCEMENT BAR LISTS	347
S-134	RETAINING WALLS "G", "P" & "S" REINFORCEMENT BAR LISTS	348
S-135	WALLS "H", "I" & "K" & VEHICULAR TUNNEL REINFORCEMENT BAR LISTS	349
S-136	VEHICULAR TUNNEL EXTENSION	350
S-137	PUMP HOUSE TOP SLAB	351
S-138	TEMPORARY TRESTLE BRIDGE NO. 1	352
S-139	TEMPORARY PEDESTRIAN OVERPASS	353
S-140	TEMPORARY TRESTLE BRIDGE NO. 2	354
S-141	TEMPORARY TRESTLE BRIDGE NO. 2 BENT DETAILS	355
S-142	TEMPORARY TRESTLE BRIDGE NO. 2 BENT DETAILS	356
S-143	TEMPORARY TRESTLE BRIDGE NO. 2 FRAMING PLAN & DETAILS	357
S-144	RETAINING WALL "S"	358
S-145	RETAINING WALL "S"	359
S-146	SIGN FOUNDATIONS D1 THRU D6	360
S-147	SIGN FOUNDATION D-1A AND D5A	361
	ARCHITECTURAL PLANS	
A-1	LANDSCAPING PLANS S. B. DRIVE STA. 4+00 TO STA. 16+00	362
A-2	LANDSCAPING PLANS S. B. DRIVE STA. 16+00 TO STA. 29+00	363
A-3	LANDSCAPING PLANS " S. B. DRIVE STA. 29+00 TO STA. 42+00	364
A-4	LANDSCAPING PLANS S. B. DRIVE STA. 42+00 TO STA. 56+00	365
A-5	LANDSCAPING PLANS S. B. DRIVE STA. 56+00 TO STA. 68+82.53	366
A-6	HANDRAIL ELEVATIONS E-N ROADWAY	367
A-7	HANDRAIL ELEVATIONS N-W RAMP	368
A-8	HANDRAIL ELEVATIONS N-W RAMP	369
A-9	HANDRAIL ELEVATIONS E-S RAMP & S-W ROADWAY	370
A-10	HANDRAIL ELEVATIONS WALLS "H", "I", "J" & "K" AND 23RD STREET	371
A-11	HANDRAIL ELEVATIONS WALLS "L", "A", "M", "D", "G" AND 23RD STREET	372
A-12	DETAILS OF ALUMINUM AND METAL HANDRAILS	373
A-13	DETAILS OF ALUMINUM AND METAL HANDRAILS	374
A-14	PARKING LOT ENTRANCES AND CONTROL STATIONS	375
A-15	PARKING LOT ENTRANCES AND CONTROL STATIONS	376
A-16	PARKING LOT ENTRANCES AND CONTROL STATIONS	377
A-17	TEMPORARY PARKING LOT ENTRANCE STATION	378
A-18	NAME PLATES	379
	ELECTRICAL PLANS	
E-1	ELECTRICAL PLAN 1	380
E-2	ELECTRICAL PLAN 2	381
E-3	ELECTRICAL PLAN 3	382
E-4	23RD STREET BRIDGES ELECTRICAL PLAN 4	383
E-5	ELECTRICAL DETAILS	384
E-6	ELECTRICAL DETAILS	385
E-7	DETAIL FOR STEEL LIGHT STANDARDS	386
E-8	McCORMICK PLACE LIGHTING DETAILS STA. 33+00 TO STA. 42+00	387
E-9	McCORMICK PLACE LIGHTING DETAILS STA. 42+00 TO STA. 56+00	388
E-10	HANDHOLE & LIGHTING DETAILS McCORMICK PLACE AREA	389
E-11	LIGHT STANDARD DETAILS McCORMICK PLACE AREA	390
E-12	LIGHTING DETAILS McCORMICK PLACE AREA	391
E-13	SCHEMATIC WIRING DIAGRAMS	392
E-14	LIGHTING DETAILS FOR McCORMICK PLACE VEHICULAR TUNNEL EXTENSION	393
E-15	TEMPORARY LIGHTING	394
E-16	TEMPORARY LIGHTING PLAN FOR TEMPORARY TRESTLE BRIDGE NO. 2	395

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CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE

SECTION SW-1818.6-2P

LIST OF PLANS #2

SCALE: APR. 1965

SHEET NO. G-3 OF 395 SHEETS

303-60X07.As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

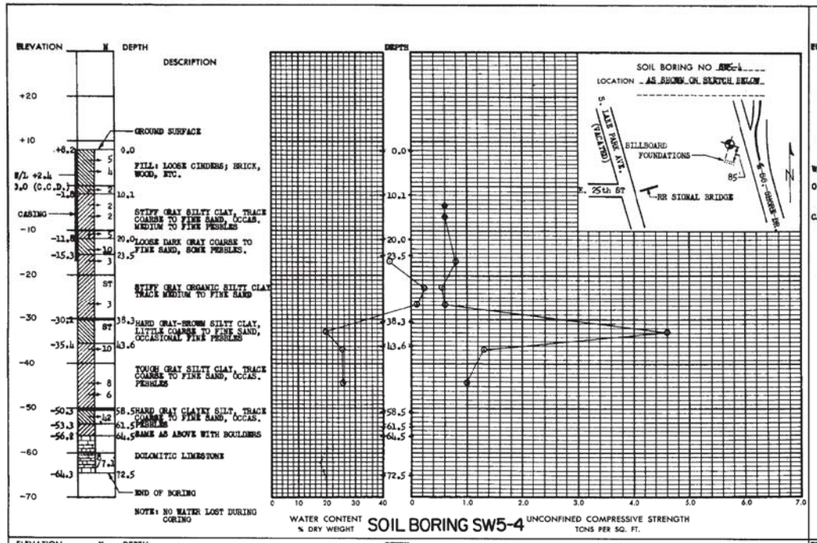
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 102 OF 173 SHEETS

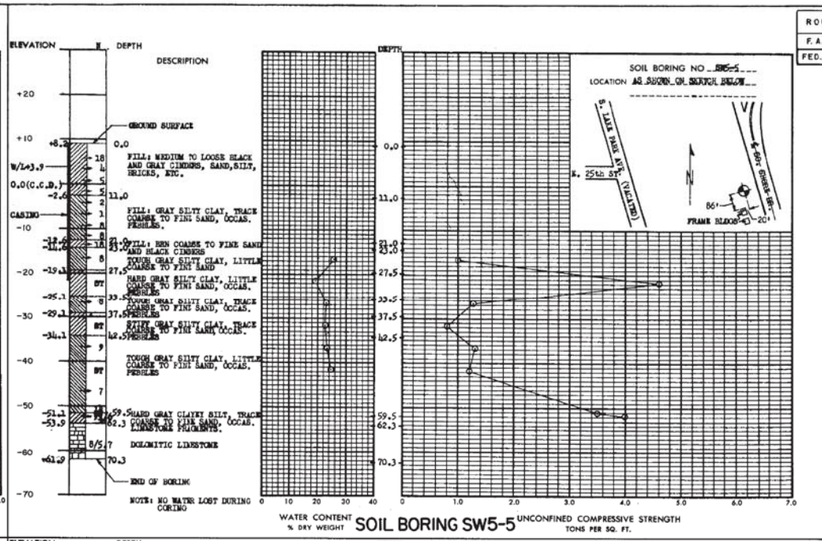
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	451
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

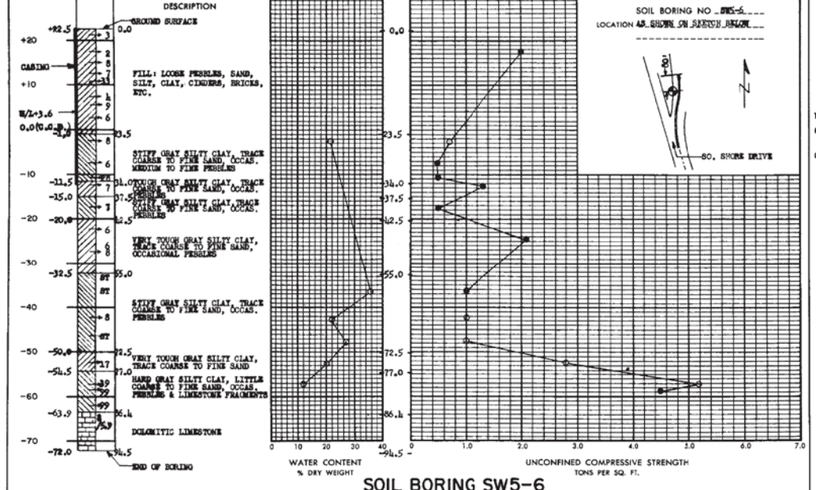
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F.A.I.—55	SW-1818.6-2P	C O O K	395	206
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



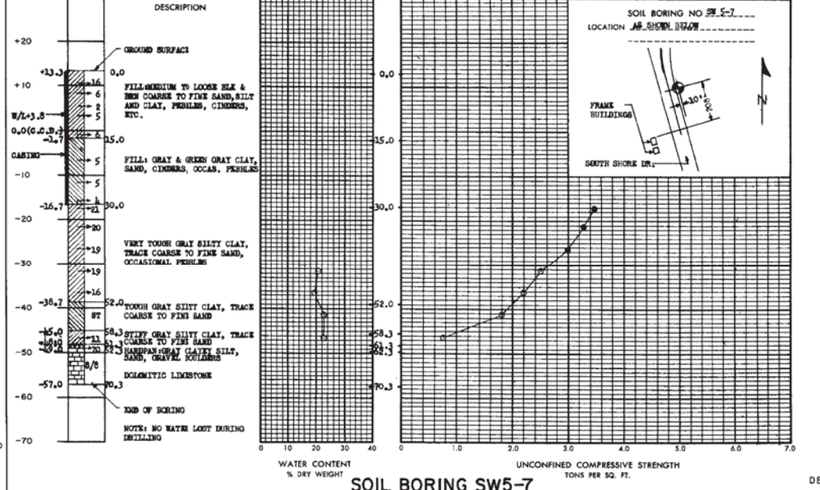
SOIL BORING SW5-4



SOIL BORING SW5-5



SOIL BORING SW5-6



SOIL BORING SW5-7

NOTES:
For Location of Boring Holes SW5-5 & SW5-7 see Sheet No.17.
For Location of Boring Hole SW5-6 see Sheet No.18.
Boring Hole SW5-4 is not in this Contract.

REMARKS

N	NUMBER OF BLOWS OF 140 LB WT. FALLING 30" TO PENETRATE 12"
Q	TEST VALUE
⊕	ESTIMATED TEST VALUE
W/L	WATER LEVEL - 1 HOUR AFTER DRILLING
5/5	DEPTH OF ROCK CORED / AMOUNT RECOVERED
ST	SHELBY TUBE SAMPLE - 2" O.D.
→	SPLIT SPOON SAMPLE - 1 3/8" I.D., 2" O.D.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE–SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

SOIL BORINGS

SCALE: AS NOTED APR. 1965

SHEET NO. G-190 OF 395 SHEETS

[redacted] – 1616290206

304-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

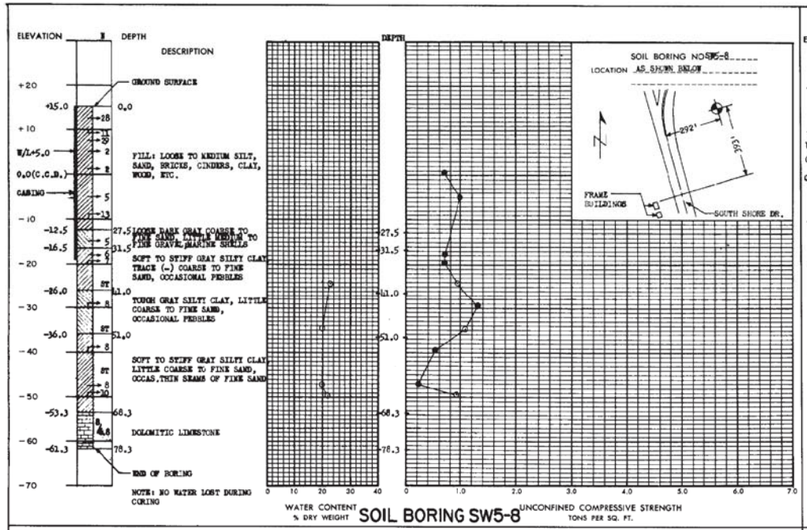
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 103 OF 173 SHEETS

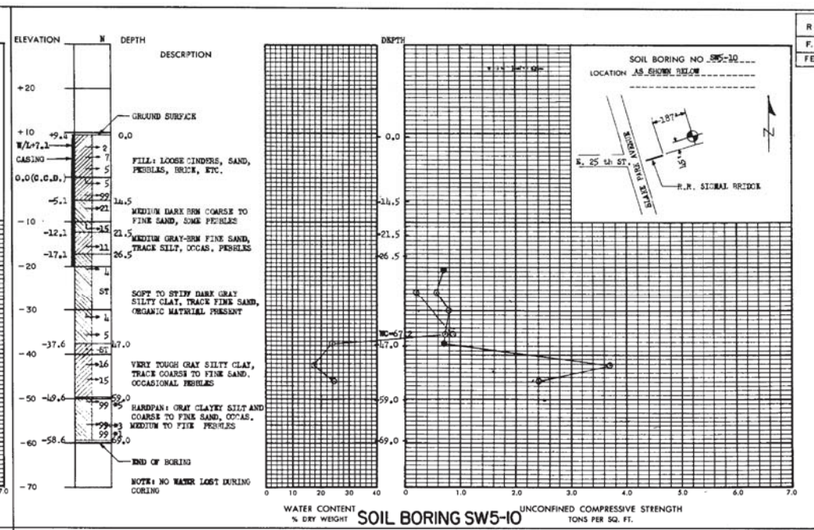
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	452
		CONTRACT NO. 60X07		
		ILLINOIS	FED. AID PROJECT	

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.—55	SW-1818.6-2P	C O O K	395	207
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(660-289		



SOIL BORING SW5-8



SOIL BORING SW5-10

SOIL BORING SW5-9

SOIL BORING SW5-11

NOTES:
For Location of Boring Hole SW5-8 see Sheet No.18
For Location of Boring Hole SW5-9 see Sheet No.17
Boring Holes SW5-10 & SW5-11 are not in this Contract.

REMARKS
- N — NUMBER OF BLOWS OF 140 LB. WT. FALLING 30" TO PENETRATE 12"
- 5/5 — DEPTH OF ROCK CORED / DEPTH OF ROCK RECOVERED
- W/L — WATER LEVEL 1 HOUR AFTER BORING
- ○ — TEST VALUE
- ● — ESTIMATED TEST VALUE
- ST — SHELBY TUBE SAMPLE - 2" O.D.
- SPLIT SPOON SAMPLE - 1 3/8" I.D., 2" O.D.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P
SOIL BORINGS
SCALE: AS NOTED
APR. 1965
SHEET NO.G-191 OF 395 SHEETS

1616290207

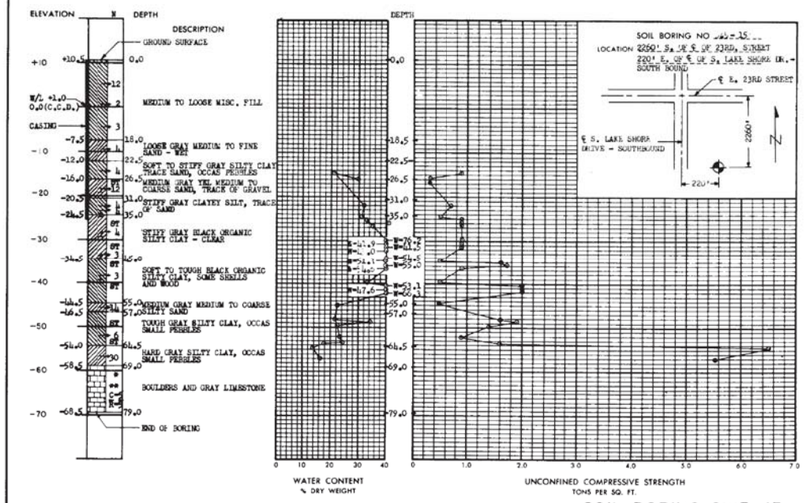
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AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILTS I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
		CHECKED -	REVISED -		
	PLOT SCALE =	DRAWN - HAY	REVISED -		SHEET NO. 104 OF 173 SHEETS
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -		

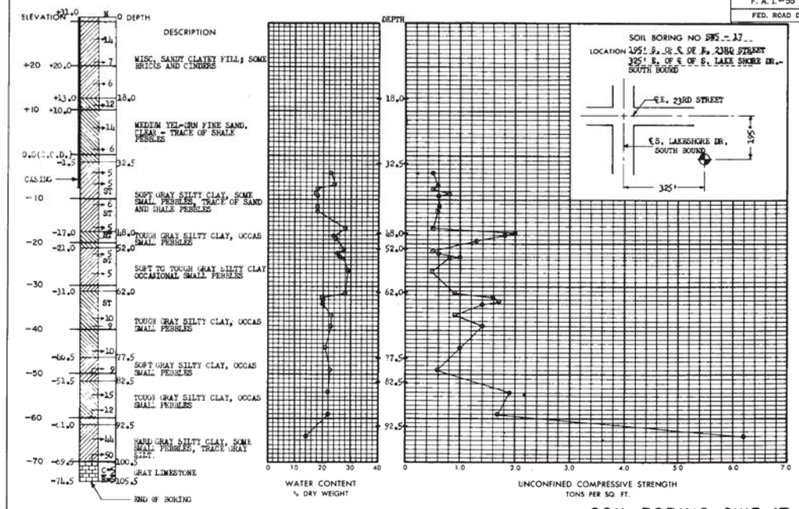
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

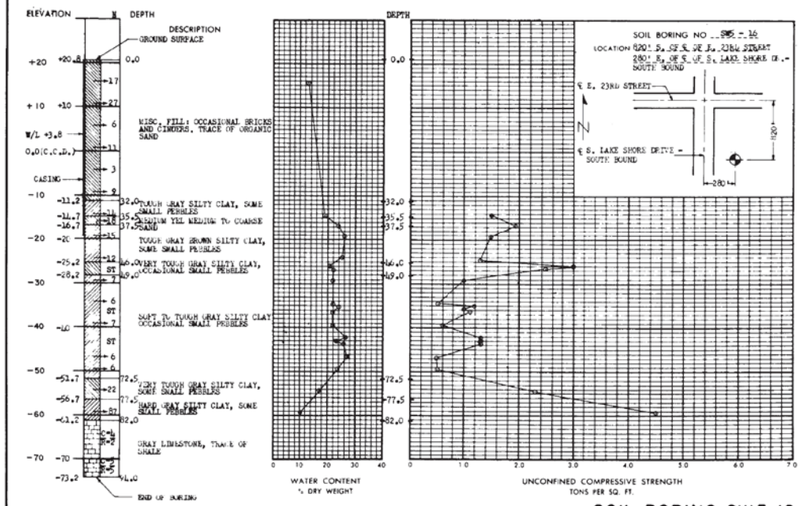
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. – 55	SW–1818.6–2P	COOK	395	208
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I–55–7(60)–289		



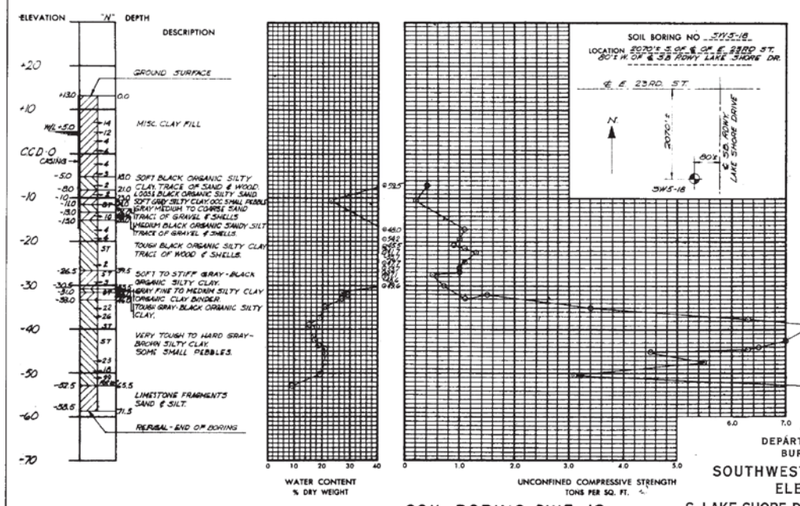
SOIL BORING SW5–15



SOIL BORING SW5–17



SOIL BORING SW5–16



SOIL BORING SW5–18

REMARKS
N = NUMBER OF BLOWS OF 140 LB. WT. FALLING 30" TO PENETRATE 12"
• = 50 BLOWS TO PENETRATE 2"
•• = 75 BLOWS TO PENETRATE 3"
C = AMOUNT CURED
R = AMOUNT RECOVERED
• = TEST VALUE
• = ESTIMATED TEST VALUE
ST SHELBY TUBE SAMPLE – 2" O.D.
SPLIT SPOON SAMPLE – 1-3/8" I.D., 2" O.D.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW–1818.6–2P

SOIL BORINGS

SCALE: AS NOTED APR. 1965

SHEET NO. G-192 OF 395 SHEETS

[redacted] – 1616290208

306-60X07_As-Builts.dgn

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

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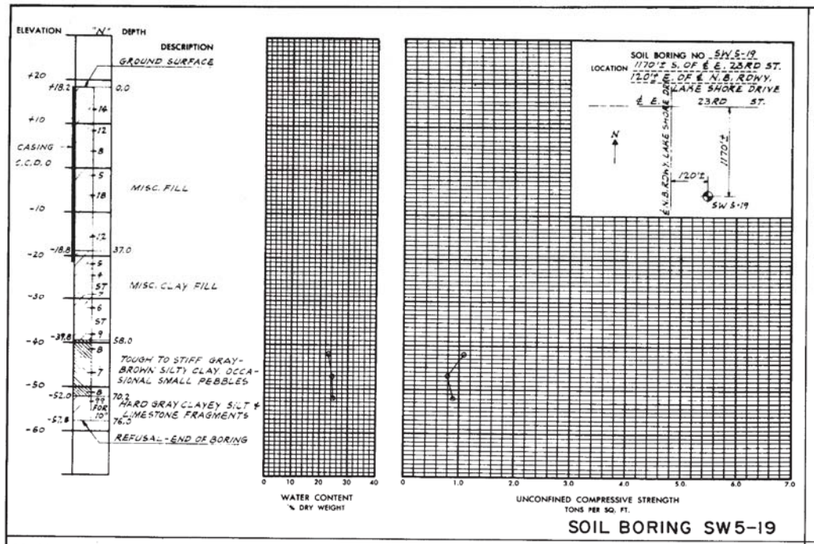
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 105 OF 173 SHEETS

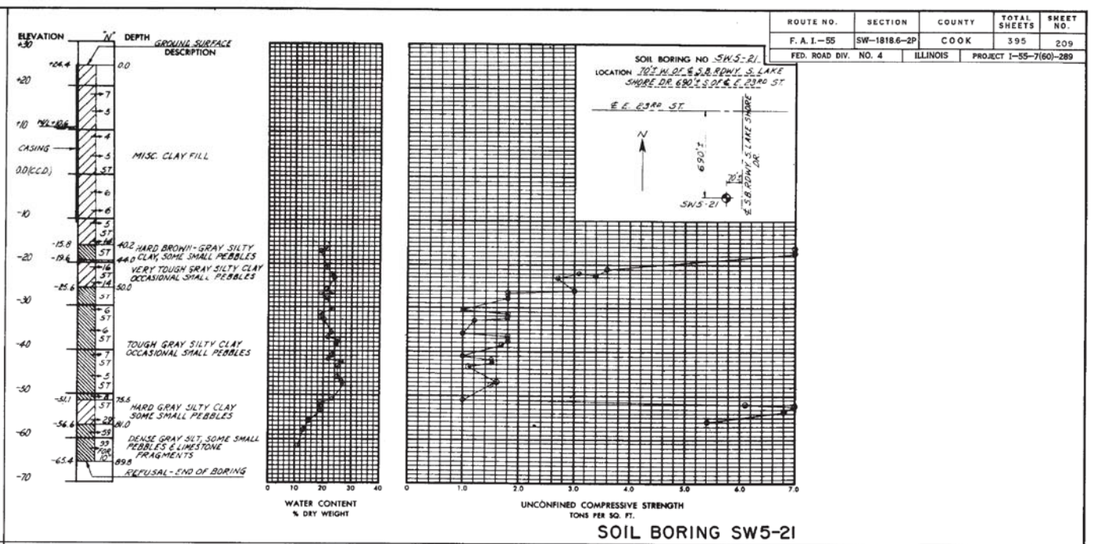
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		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

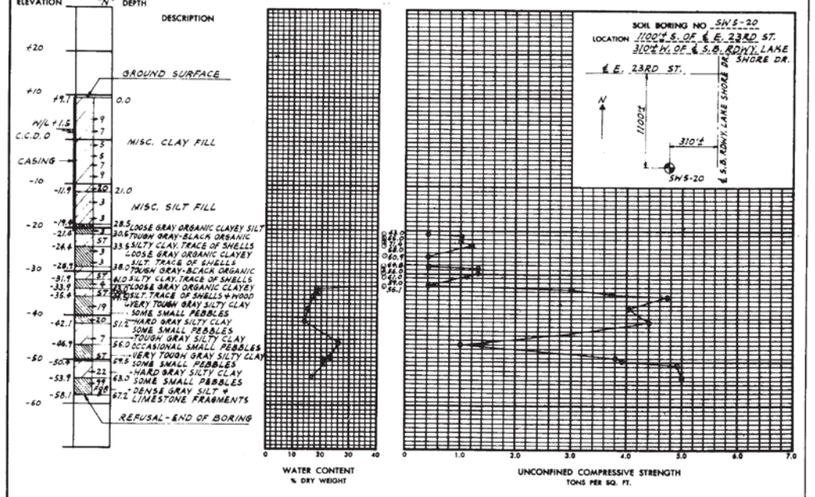
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I—55—7(60)—289		



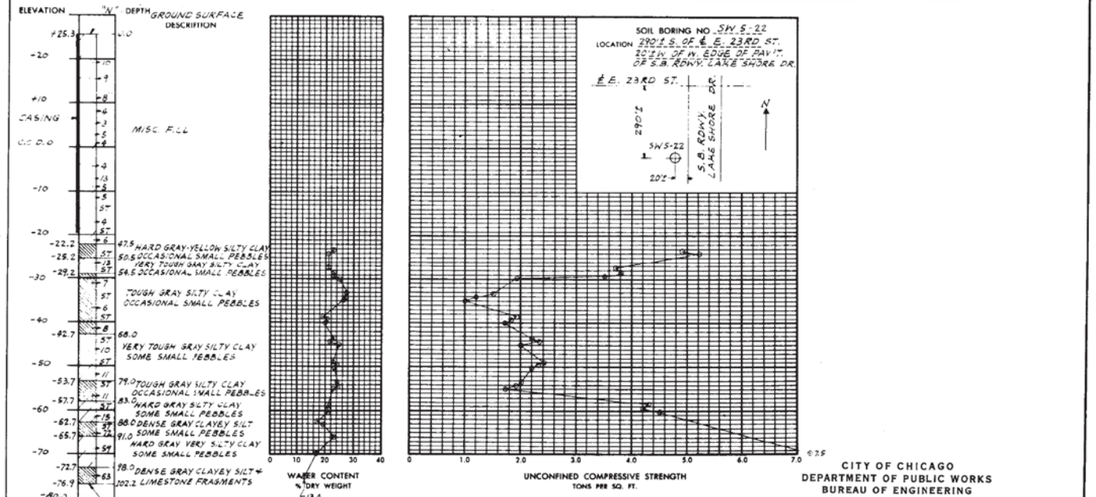
SOIL BORING SW5-19



SOIL BORING SW5-21



SOIL BORING SW5-20



SOIL BORING SW5-22

REMARKS

"N" NUMBER OF BLOWS OF 140# WT. FALLING 30" TO PENETRATE 12"
0 TEST VALVE
* ESTIMATED VALUE
N/L WATER LEVEL - 24 HR. PERIOD
→ SPLIT SPOON SAMPLE
ST SHELBY TUBE SAMPLE

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW—1818.6—2P

SOIL BORINGS

SCALE: AS NOTED — APR. 1965

SHEET NO. G-193 OF 395 SHEETS

1616290209

307-60X07_As-Builts.dgn

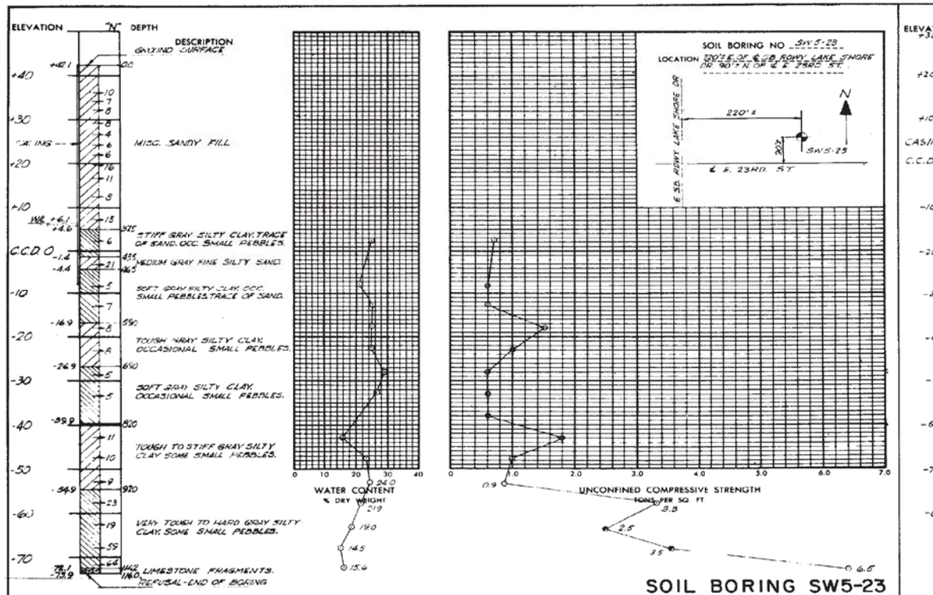
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	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

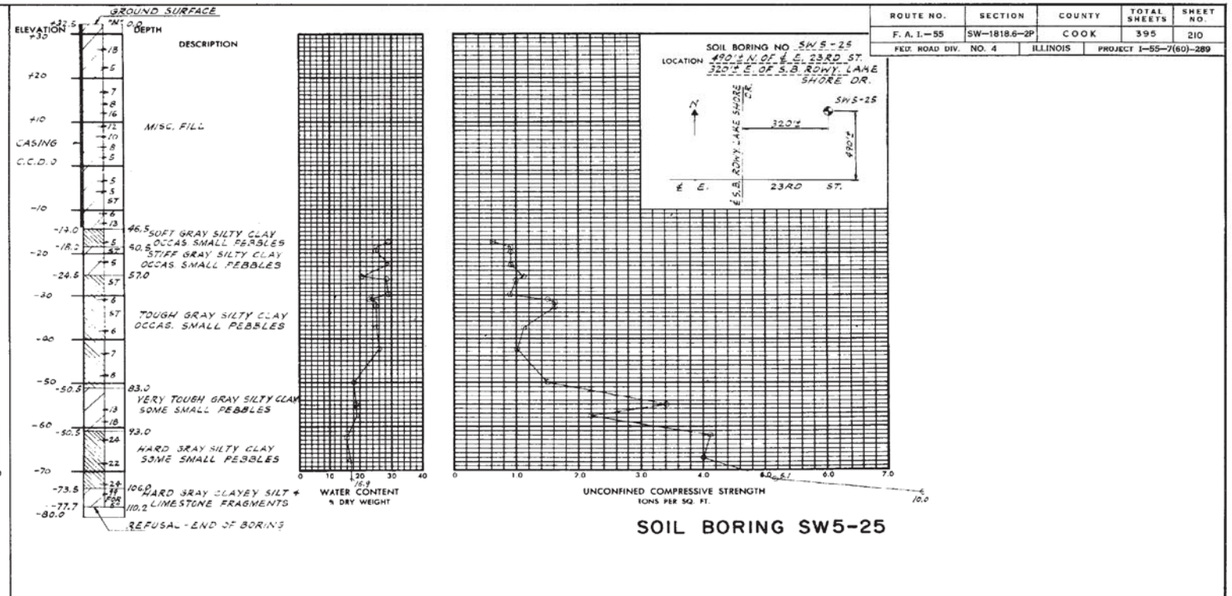
AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 106 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

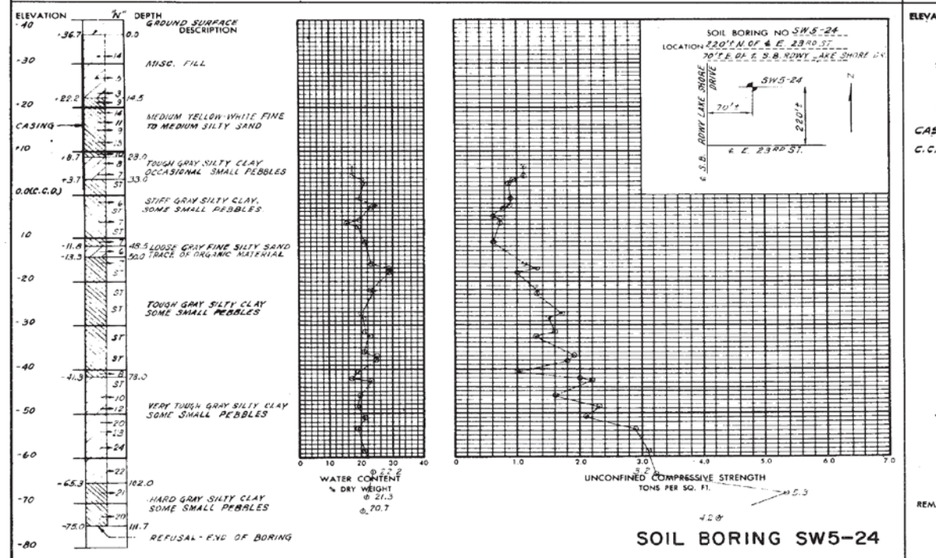


SOIL BORING SW5-23

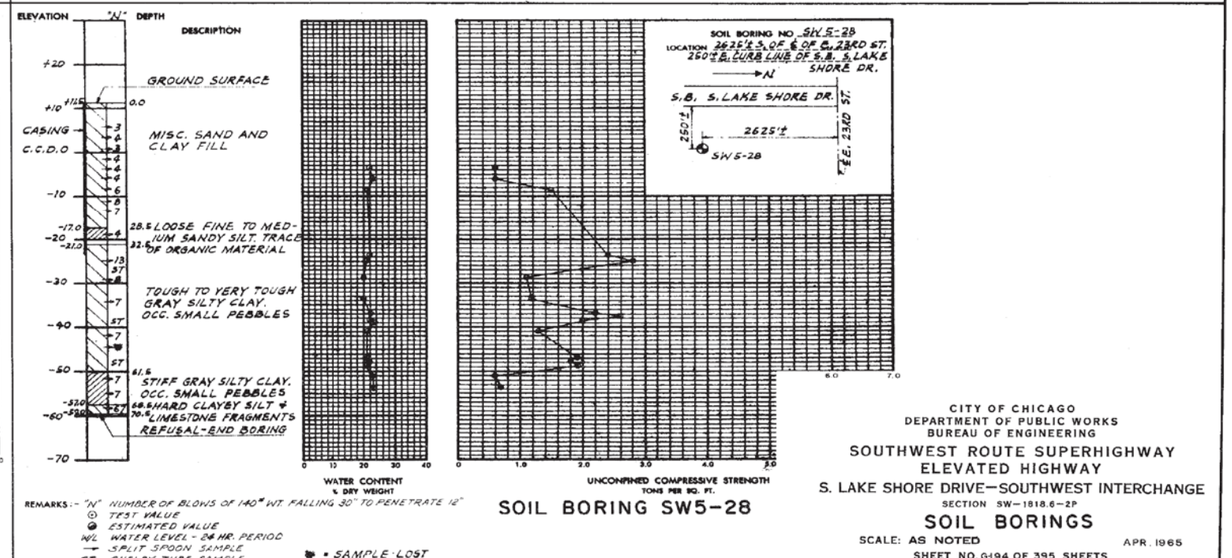


SOIL BORING SW5-25

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW—1818.6—2P	COOK	395	210
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I—55—7(60)—289		



SOIL BORING SW5-24



SOIL BORING SW5-28

REMARKS:- "N" NUMBER OF BLOWS OF 140# WT. FALLING 30" TO PENETRATE 12"
- ⊙ TEST VALUE
- ◉ ESTIMATED VALUE
- WOL WATER LEVEL - 24 HR. PERIOD
- SS SPLIT SPOON SAMPLE
- ST SHELBY TUBE SAMPLE
- ▪ = SAMPLE LOST

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW—1818.6—2P

SOIL BORINGS

SCALE: AS NOTED
APR. 1965
SHEET NO. 6194 OF 395 SHEETS

[redacted]
1616290210

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		CHECKED -	REVISED -
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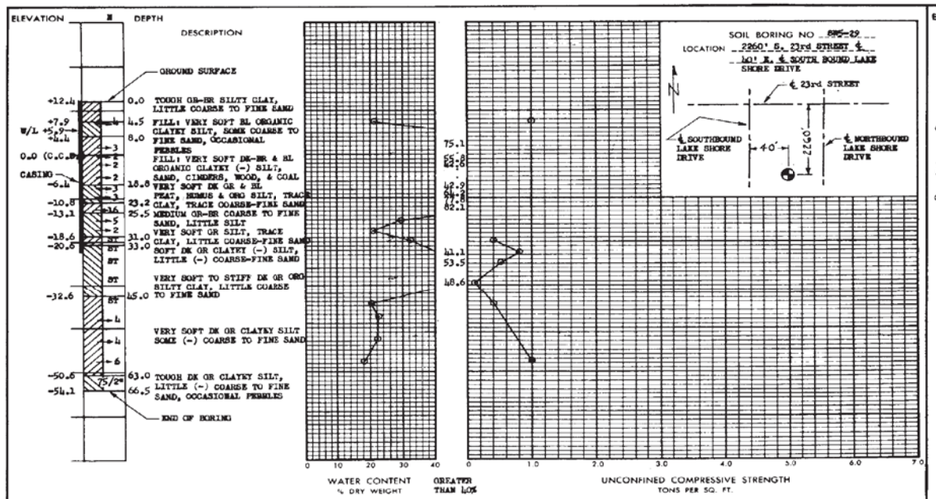
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 107 OF 173 SHEETS

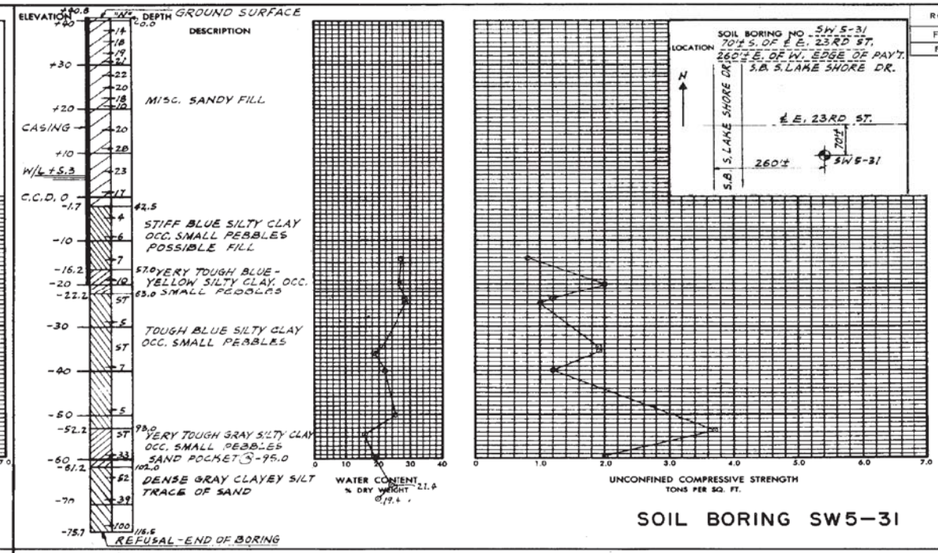
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		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

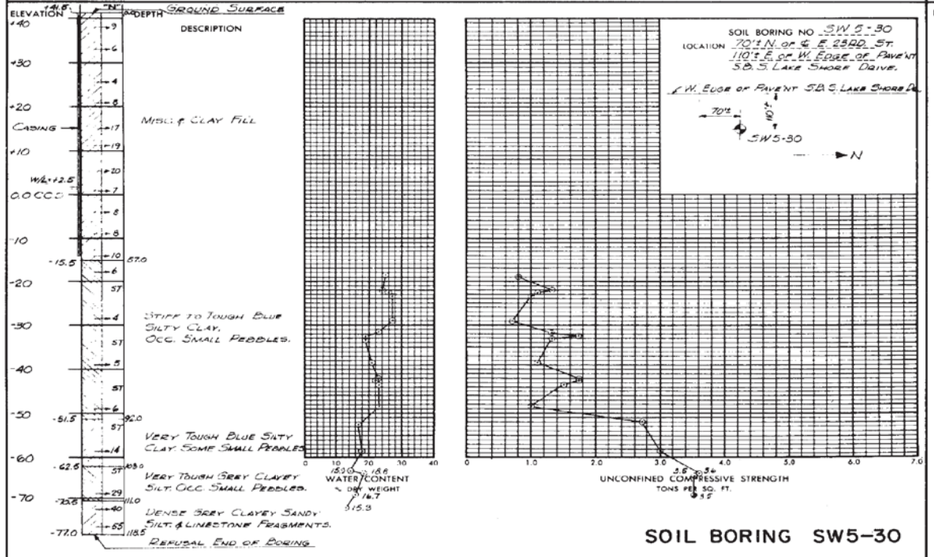
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(601)-289		



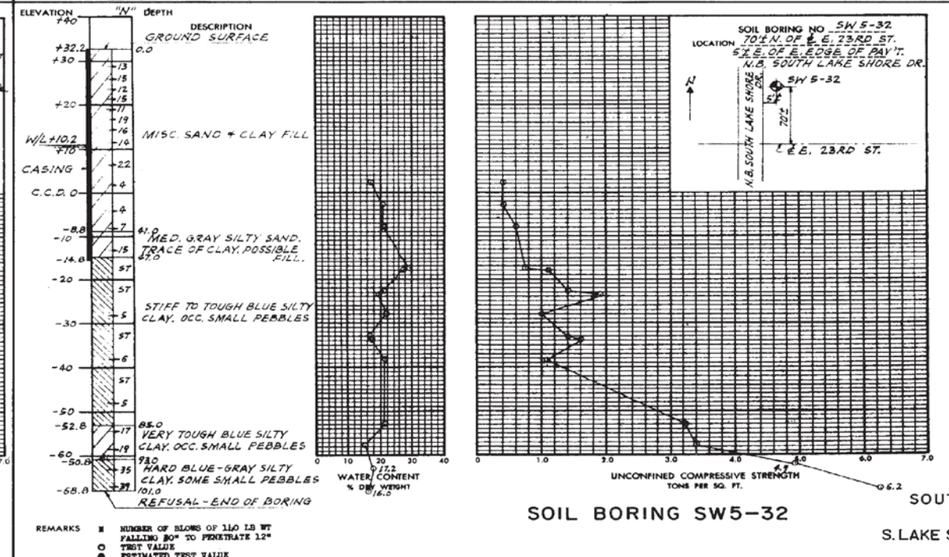
SOIL BORING SW5—29



SOIL BORING SW5—31



SOIL BORING SW5—30



SOIL BORING SW5—32

REMARKS
- N NUMBER OF BLOWS OF 140 LB WT FALLING 30" TO PENETRATE 12"
- C TEST VALUE
- ● ESTIMATED TEST VALUE
- W/L WATER LEVEL - 24 HOURS AFTER DRILLING
- ST SHELBY TUBE SAMPLE - 3" O. D.
- SPLIT SPOON SAMPLE - 1 3/8" I.D., 2" O.D.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW—1818.6—2P

SOIL BORINGS

SCALE: AS NOTED
APR. 1965
SHEET NO. 6-195 OF 395 SHEETS

1616290211

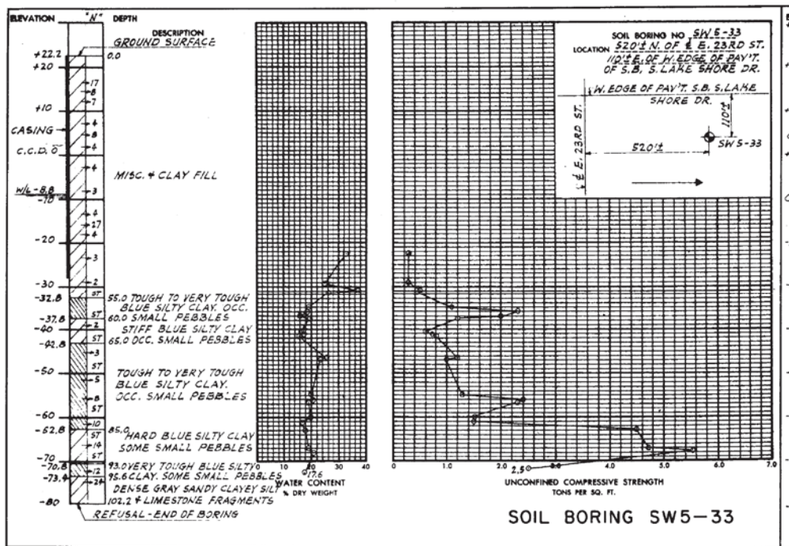
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USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

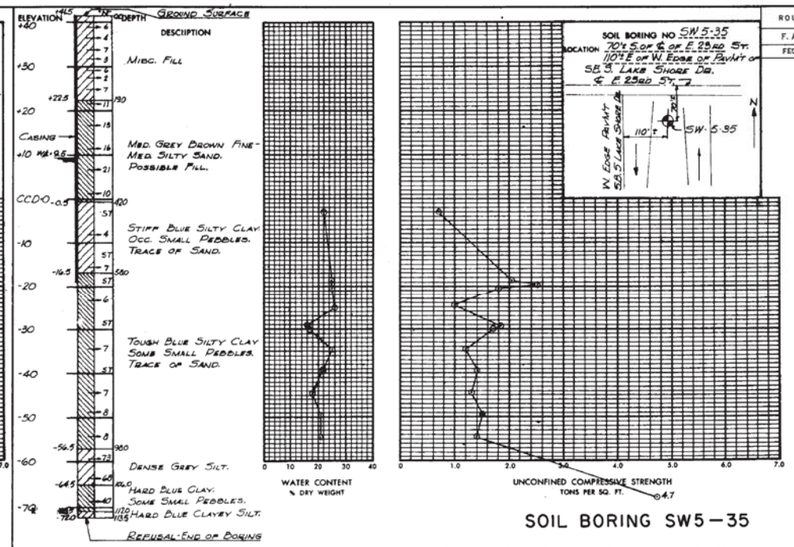
AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 108 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	457
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

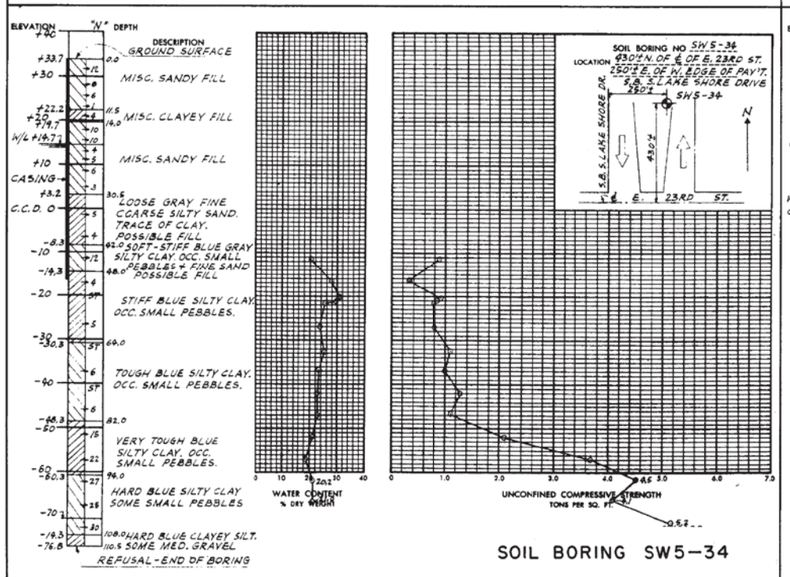


SOIL BORING SW5—33

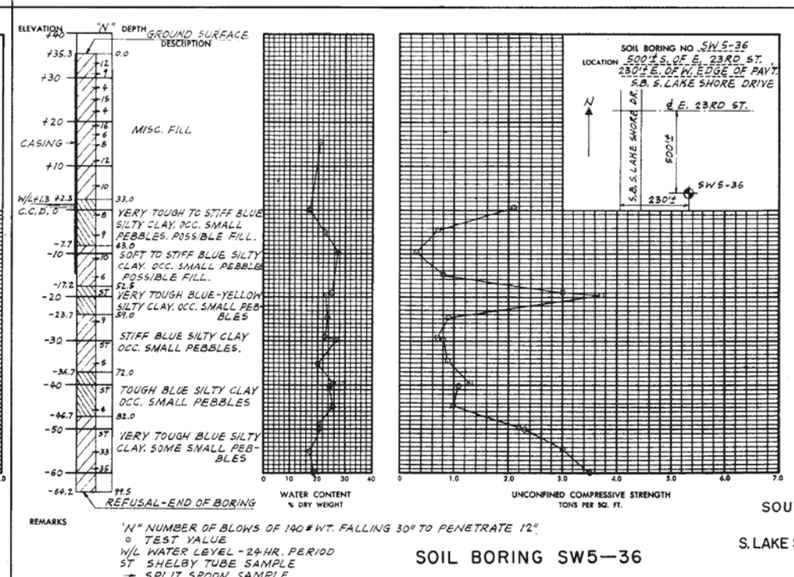


SOIL BORING SW5—35

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	212
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(601)-289		



SOIL BORING SW5—34



SOIL BORING SW5—36

REMARKS

'N" NUMBER OF BLOWS OF 140# WT. FALLING 30" TO PENETRATE 12"
⊙ TEST VALUE
W/L WATER LEVEL - 24 HR. PERIOD
ST SHELBY TUBE SAMPLE
→ SPLIT SPOON SAMPLE
e ESTIMATED VALUE

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW—1818.6—2P

SOIL BORINGS

SCALE: AS NOTED APR. 1965

SHEET NO. G-198 OF 395 SHEETS

1616290212

310-60X07_As-Builts.dgn

USER NAME = auyeungh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

AECOM

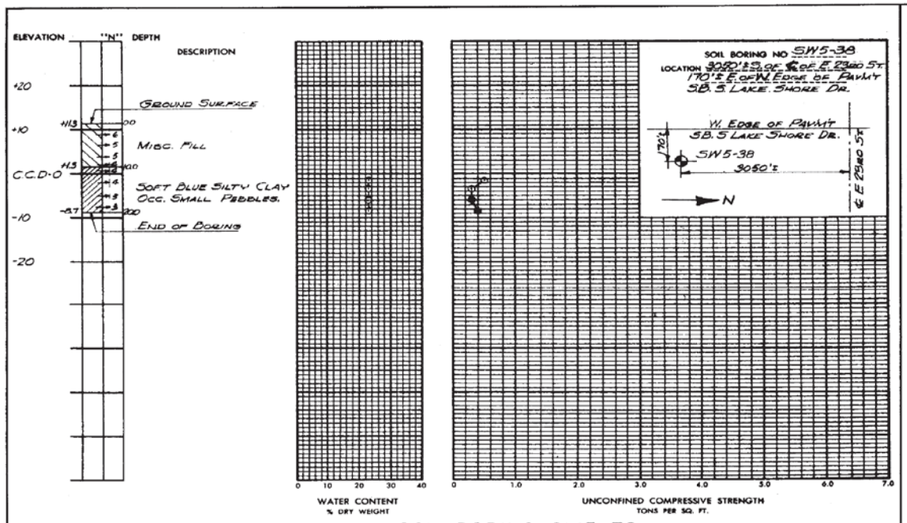
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 109 OF 173 SHEETS

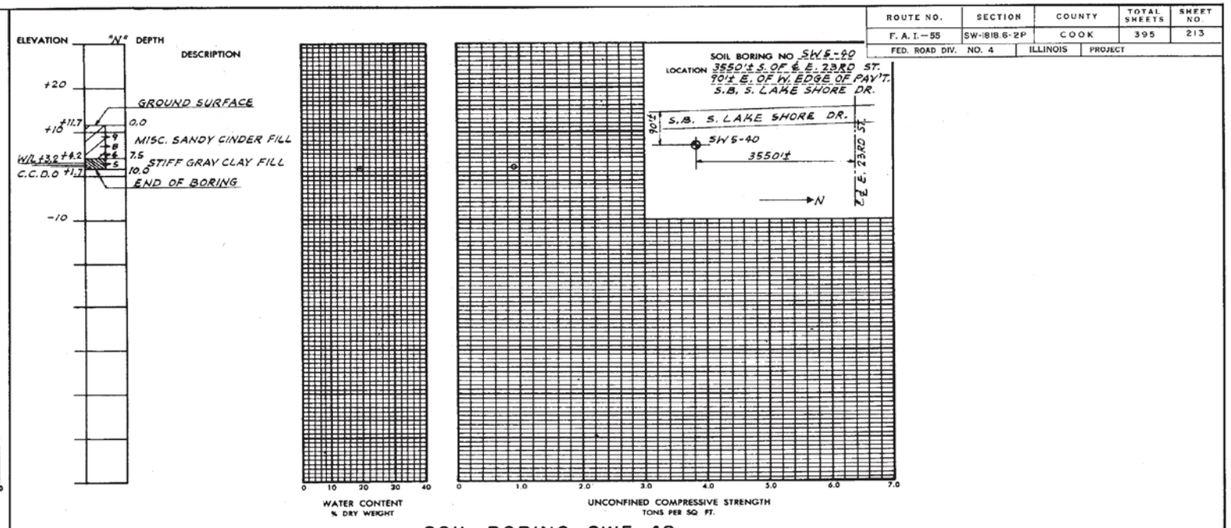
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		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

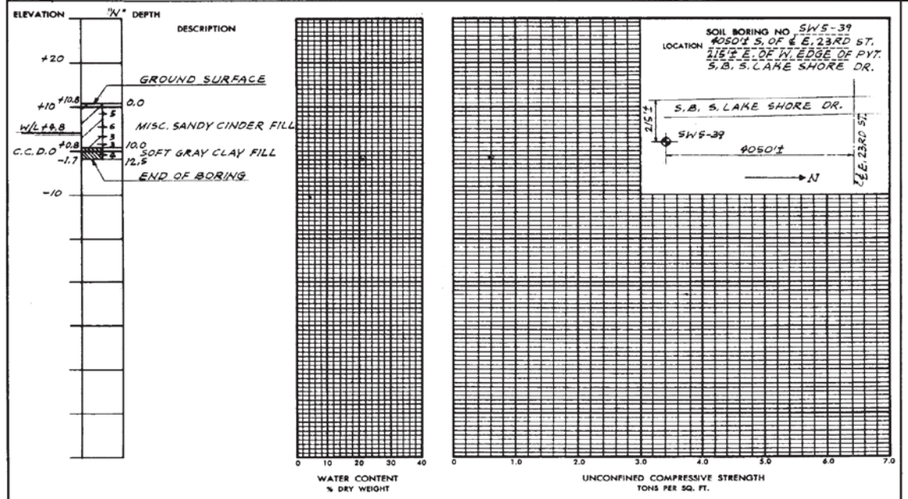
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. – 55	SW-1818.6-2P	COOK	395	213
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT		



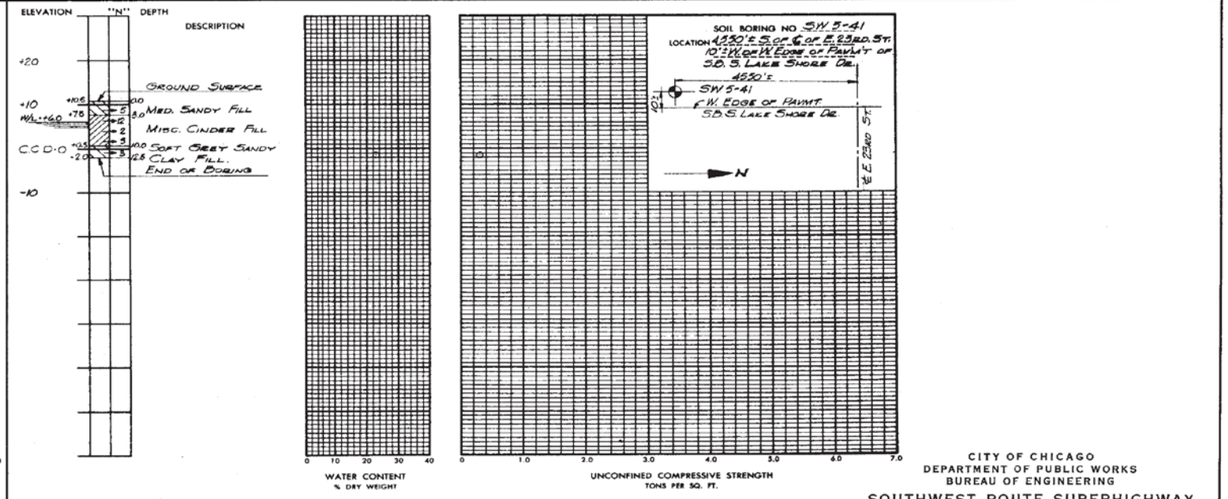
SOIL BORING SW5–38



SOIL BORING SW5–40



SOIL BORING SW5–39



SOIL BORING SW5–41

REMARKS
"N" = NUMBER OF BLOWS OF 140# WT. FALLING 30" TO PENETRATE 12"
⊕ = TEST VALUE
W/L = WATER LEVEL – 24 HR. PERIOD
→ = SPLIT SPOON SAMPLE

DESIGNED BY
DRAWN BY
CHECKED BY
APPROVED BY

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE – SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

SOIL BORINGS

SCALE: AS NOTED
APR. 1965
SHEET NO. 0-187 OF 395 SHEETS

1616290213

311-60X07_As-Built-s.dgn

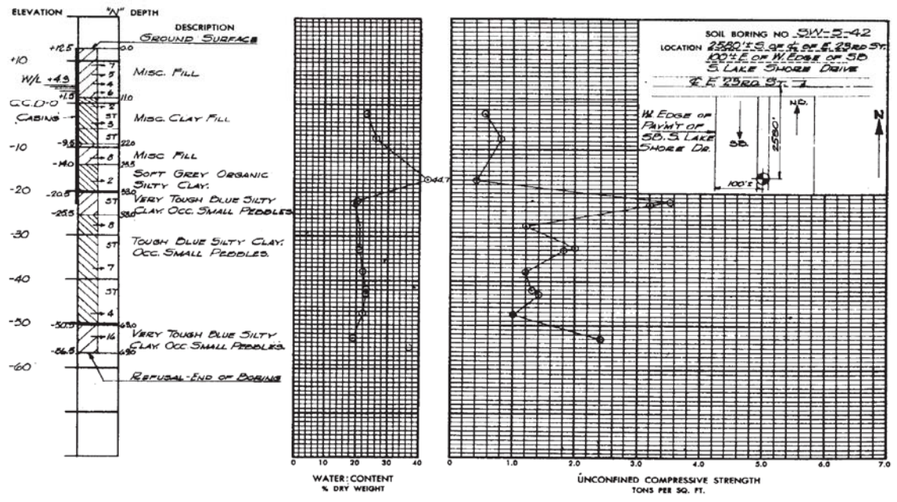
AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED -	REVISED -	
	PLOT SCALE =	DRAWN - HAY	REVISED -	
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 110 OF 173 SHEETS

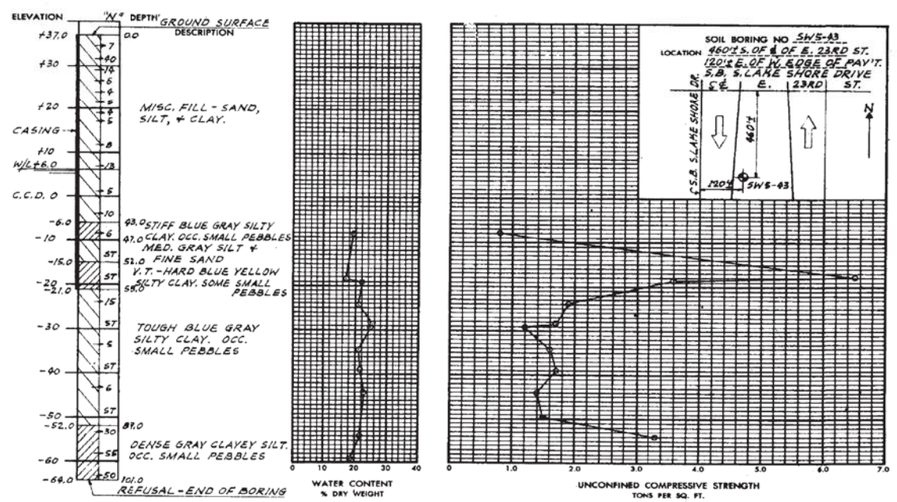
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	459
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	214
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT		



SOIL BORING SW5-42



SOIL BORING SW5-43

REMARKS

"N" = NUMBER OF BLOWS OF 140# WT. FALLING 30" TO PENETRATE 12"
W/L = WATER LEVEL - 24 HR. PERIOD
— = SPLIT SPOON SAMPLE
ST = SHELBY TUBE SAMPLE
⊙ = TEST VALUE
● = ESTIMATED VALUE

DESIGNED BY
DRAWN BY
CHECKED BY
APPROVED BY

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

SOIL BORINGS

SCALE: AS NOTED APR. 1965
SHEET NO. G-198 OF 395 SHEETS

1616290214

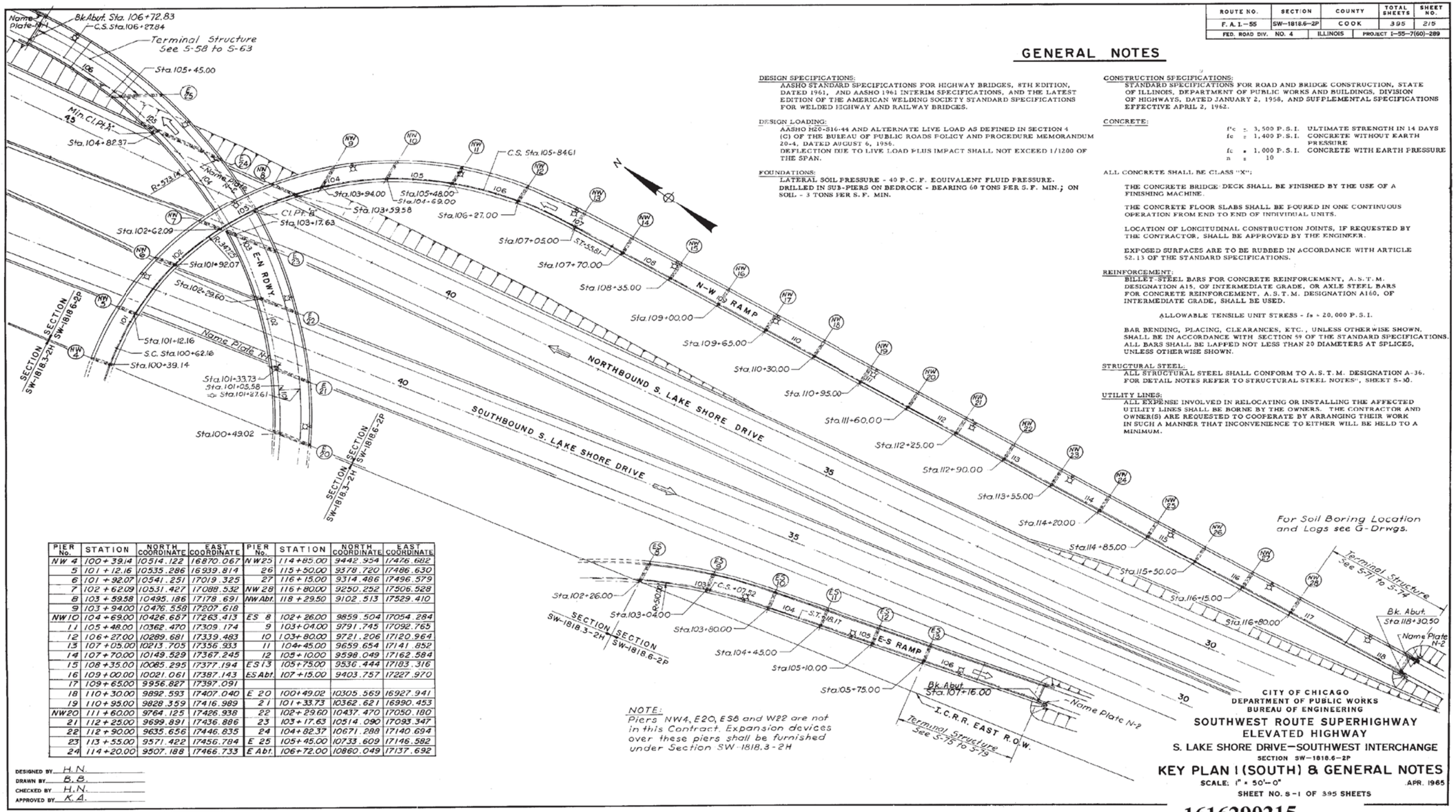
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AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILTS I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
		CHECKED -	REVISED -		
	PLOT SCALE =	DRAWN - HAY	REVISED -		
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -		SHEET NO. 111 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	460
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	215
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



NOTE:
Piers NW4, E20, ES8 and W22 are not in this Contract. Expansion devices over these piers shall be furnished under Section SW-1818.3-2H

PIER No.	STATION	NORTH COORDINATE	EAST COORDINATE	PIER No.	STATION	NORTH COORDINATE	EAST COORDINATE
NW 4	100+39.14	10514.122	16870.067	NW25	114+85.00	9442.954	17476.682
5	101+12.16	10535.286	16939.814	26	115+50.00	9378.720	17486.630
6	101+92.07	10541.251	17019.325	27	116+15.00	9314.486	17496.579
7	102+62.09	10531.427	17088.532	NW 28	116+80.00	9250.252	17506.528
8	103+59.58	10495.186	17178.691	NW Abt.	118+29.50	9102.513	17529.410
9	103+94.00	10476.558	17207.618				
NW10	104+69.00	10426.657	17263.413	ES 8	102+26.00	9859.504	17054.284
11	105+48.00	10362.470	17309.174	9	103+04.00	9791.745	17092.765
12	106+27.00	10289.681	17339.483	10	103+80.00	9721.206	17120.964
13	107+05.00	10213.705	17356.933	11	104+45.00	9659.654	17141.852
14	107+70.00	10149.529	17367.245	12	105+10.00	9598.049	17162.584
15	108+35.00	10085.295	17377.194	ES 13	105+75.00	9536.444	17183.316
16	109+00.00	10021.061	17387.143	ES Abt.	107+15.00	9403.757	17227.970
17	109+65.00	9956.827	17397.091				
18	110+30.00	9892.593	17407.040	E 20	100+49.02	10305.569	16927.941
19	110+95.00	9828.359	17416.989	21	101+33.73	10362.621	16990.453
NW20	111+60.00	9764.125	17426.938	22	102+29.60	10437.470	17050.180
21	112+25.00	9699.891	17436.886	23	103+17.63	10514.090	17093.347
22	112+90.00	9635.656	17446.835	24	104+82.37	10671.288	17140.694
23	113+55.00	9571.422	17456.784	E 25	105+45.00	10733.609	17146.582
24	114+20.00	9507.188	17466.733	E Abt.	106+72.00	10860.049	17137.692

DESIGNED BY H.N.
DRAWN BY B.B.
CHECKED BY H.N.
APPROVED BY K.A.

GENERAL NOTES

DESIGN SPECIFICATIONS:
AASHO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 8TH EDITION, DATED 1961, AND AASHO 1961 INTERIM SPECIFICATIONS, AND THE LATEST EDITION OF THE AMERICAN WELDING SOCIETY STANDARD SPECIFICATIONS FOR WELDED HIGHWAY AND RAILWAY BRIDGES.

DESIGN LOADING:
AASHO H20-S16-44 AND ALTERNATE LIVE LOAD AS DEFINED IN SECTION 4 (C) OF THE BUREAU OF PUBLIC ROADS FOLIGY AND PROCEDURE MEMORANDUM 20-4, DATED AUGUST 6, 1956.
DEFLECTION DUE TO LIVE LOAD PLUS IMPACT SHALL NOT EXCEED 1/1200 OF THE SPAN.

FOUNDATIONS:
LATERAL SOIL PRESSURE - 40 P.C.F. EQUIVALENT FLUID PRESSURE.
DRILLED IN SUB-PIERS ON BEDROCK - BEARING 60 TONS PER S.F. MIN.; ON SOIL - 3 TONS PER S.F. MIN.

CONSTRUCTION SPECIFICATIONS:
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, STATE OF ILLINOIS, DEPARTMENT OF PUBLIC WORKS AND BUILDINGS, DIVISION OF HIGHWAYS, DATED JANUARY 2, 1958, AND SUPPLEMENTAL SPECIFICATIONS EFFECTIVE APRIL 2, 1962.

CONCRETE:
f'c = 3,500 P.S.I. ULTIMATE STRENGTH IN 14 DAYS
fc = 1,400 P.S.I. CONCRETE WITHOUT EARTH PRESSURE
fc = 1,000 P.S.I. CONCRETE WITH EARTH PRESSURE
n = 10

ALL CONCRETE SHALL BE CLASS "X";

THE CONCRETE BRIDGE DECK SHALL BE FINISHED BY THE USE OF A FINISHING MACHINE.

THE CONCRETE FLOOR SLABS SHALL BE POURED IN ONE CONTINUOUS OPERATION FROM END TO END OF INDIVIDUAL UNITS.

LOCATION OF LONGITUDINAL CONSTRUCTION JOINTS, IF REQUESTED BY THE CONTRACTOR, SHALL BE APPROVED BY THE ENGINEER.

EXPOSED SURFACES ARE TO BE RUBBED IN ACCORDANCE WITH ARTICLE 52.13 OF THE STANDARD SPECIFICATIONS.

REINFORCEMENT:
BILLET STEEL BARS FOR CONCRETE REINFORCEMENT, A.S.T.M. DESIGNATION A15, OF INTERMEDIATE GRADE, OR AXLE STEEL BARS FOR CONCRETE REINFORCEMENT, A.S.T.M. DESIGNATION A160, OF INTERMEDIATE GRADE, SHALL BE USED.

ALLOWABLE TENSILE UNIT STRESS - f_s = 20,000 P.S.I.

BAR BENDING, PLACING, CLEARANCES, ETC., UNLESS OTHERWISE SHOWN, SHALL BE IN ACCORDANCE WITH SECTION 59 OF THE STANDARD SPECIFICATIONS. ALL BARS SHALL BE LAPPED NOT LESS THAN 20 DIAMETERS AT SPLICES, UNLESS OTHERWISE SHOWN.

STRUCTURAL STEEL:
ALL STRUCTURAL STEEL SHALL CONFORM TO A.S.T.M. DESIGNATION A-36. FOR DETAIL NOTES REFER TO STRUCTURAL STEEL NOTES", SHEET S-30.

UTILITY LINES:
ALL EXPENSE INVOLVED IN RELOCATING OR INSTALLING THE AFFECTED UTILITY LINES SHALL BE BORNE BY THE OWNERS. THE CONTRACTOR AND OWNER(S) ARE REQUESTED TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

KEY PLAN I (SOUTH) & GENERAL NOTES
SCALE: 1" = 50'-0" APR. 1965
SHEET NO. S-1 OF 395 SHEETS

1616290215

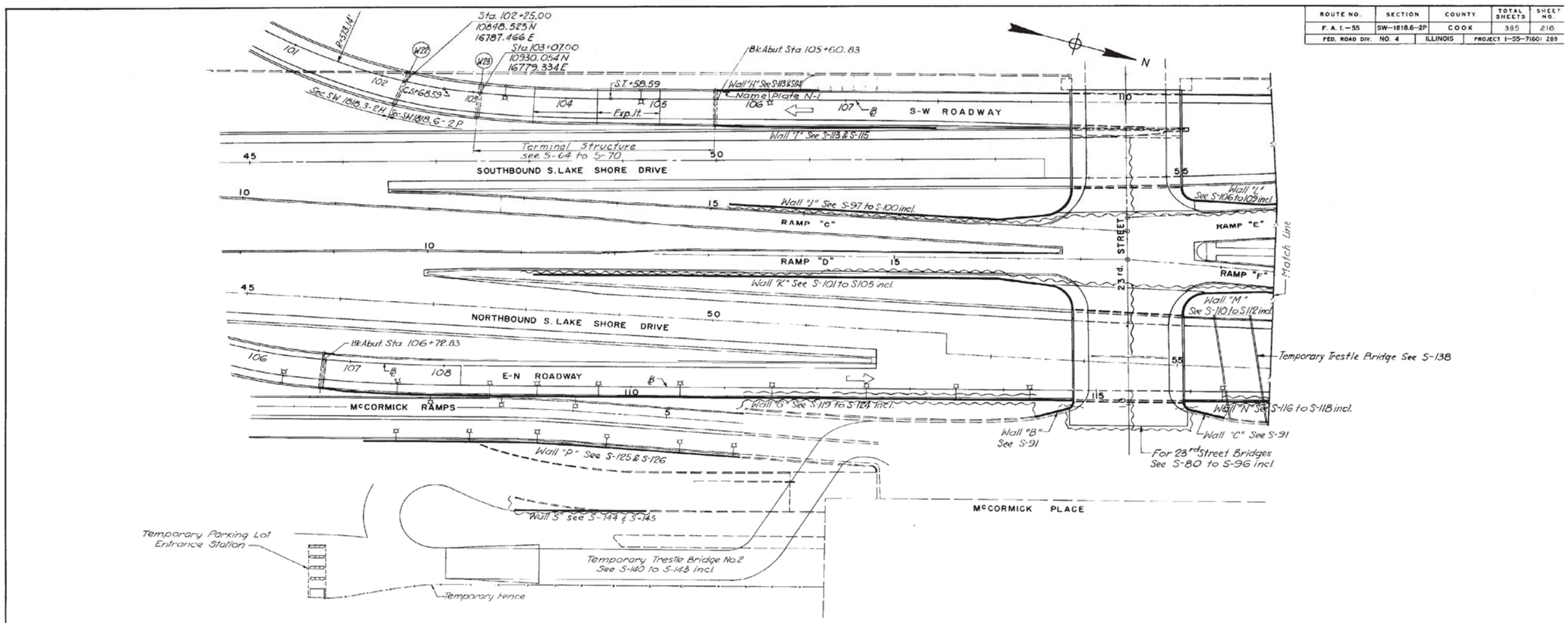
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AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILTS I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
		CHECKED -	REVISED -		
	PLOT SCALE =	DRAWN - HAY	REVISED -		SHEET NO. 112 OF 173 SHEETS
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	461
		CONTRACT NO. 60X07		
		ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. — 55	SW—1818.6—2P	COOK	395	216
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(601) 289		



Symbol ~~~~ indicates temporary Steel Sheet Piling MZ-27 or equal. See Sh. S-130 for Pressure Diagram and Design Notes.

For Soil Boring Location and Logs see G-Drwgs.

DESIGNED BY H.N.
DRAWN BY J.P.
CHECKED BY H.N.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW—1818.6—2P

KEY PLAN 2 (CENTER)

SCALE HORIZ. 1"=50' APR. 1965
SHEET NO. S-2 OF 395 SHEETS

1616290216

314-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

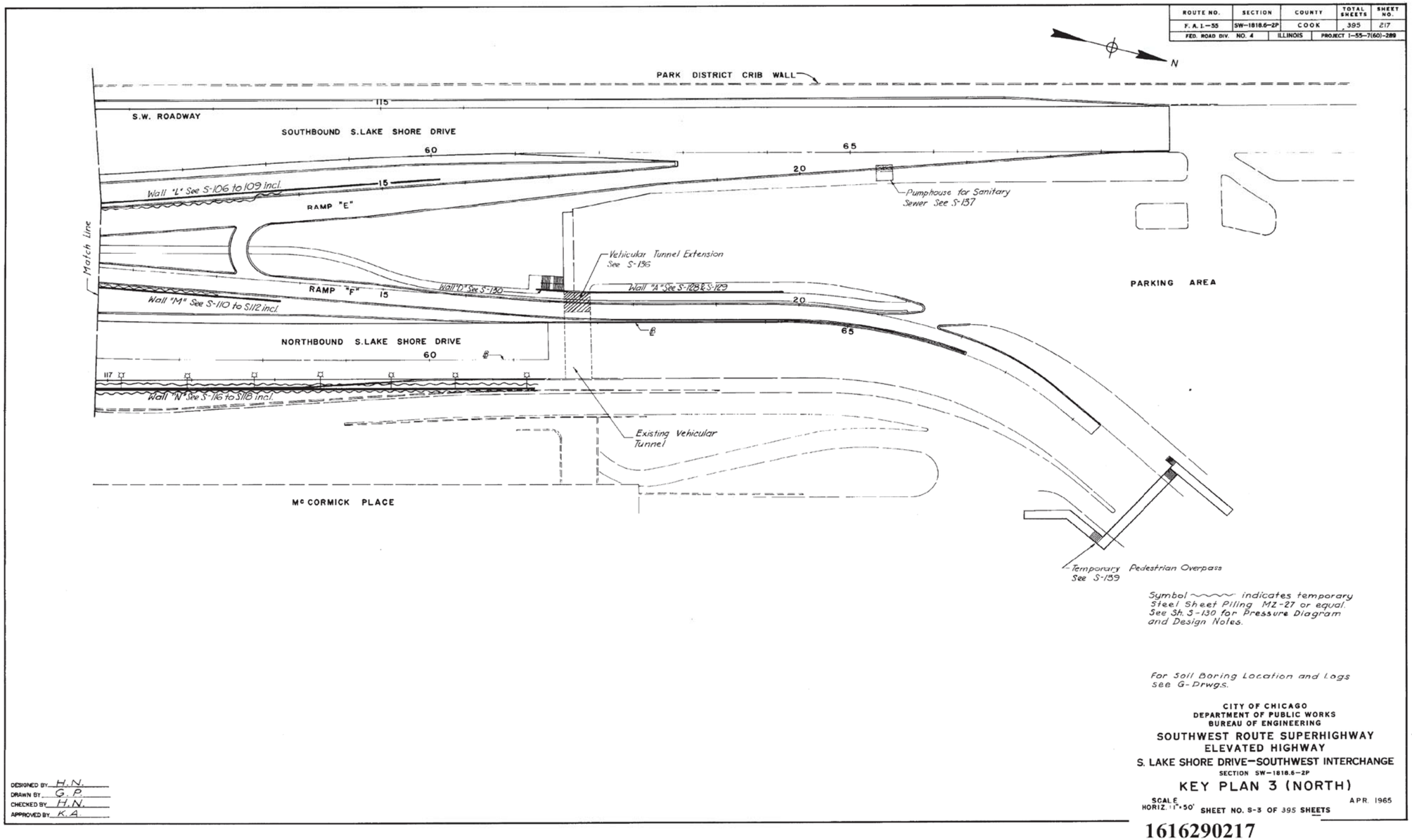
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 113 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	462
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	217
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



Symbol ~~~~ indicates temporary Steel Sheet Piling MZ-27 or equal. See Sh. S-130 for Pressure Diagram and Design Notes.

For Soil Boring Location and Logs see G-Drwgs.

DESIGNED BY H.N.
DRAWN BY G.P.
CHECKED BY H.N.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

KEY PLAN 3 (NORTH)

SCALE HORIZ. 1"=50' APR. 1965
SHEET NO. S-3 OF 395 SHEETS

1616290217

315-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
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	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

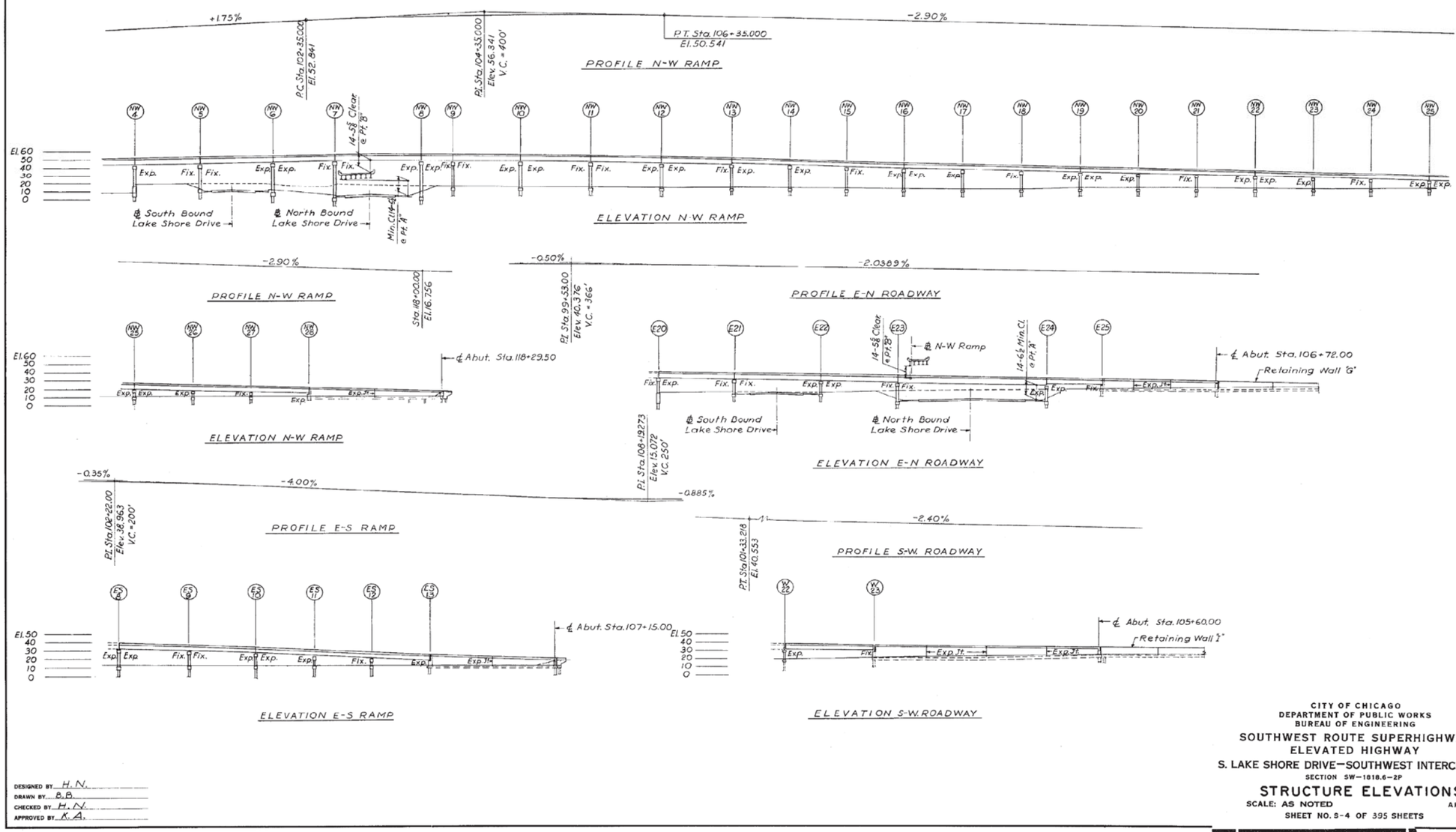
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 114 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	463
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW—1818.6—2P	COOK	395	218
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



DESIGNED BY H. N.
DRAWN BY B.B.
CHECKED BY H. N.
APPROVED BY K. A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW—1818.6—2P

STRUCTURE ELEVATIONS

SCALE: AS NOTED APR. 1965
SHEET NO. 3-4 OF 395 SHEETS

1616290218

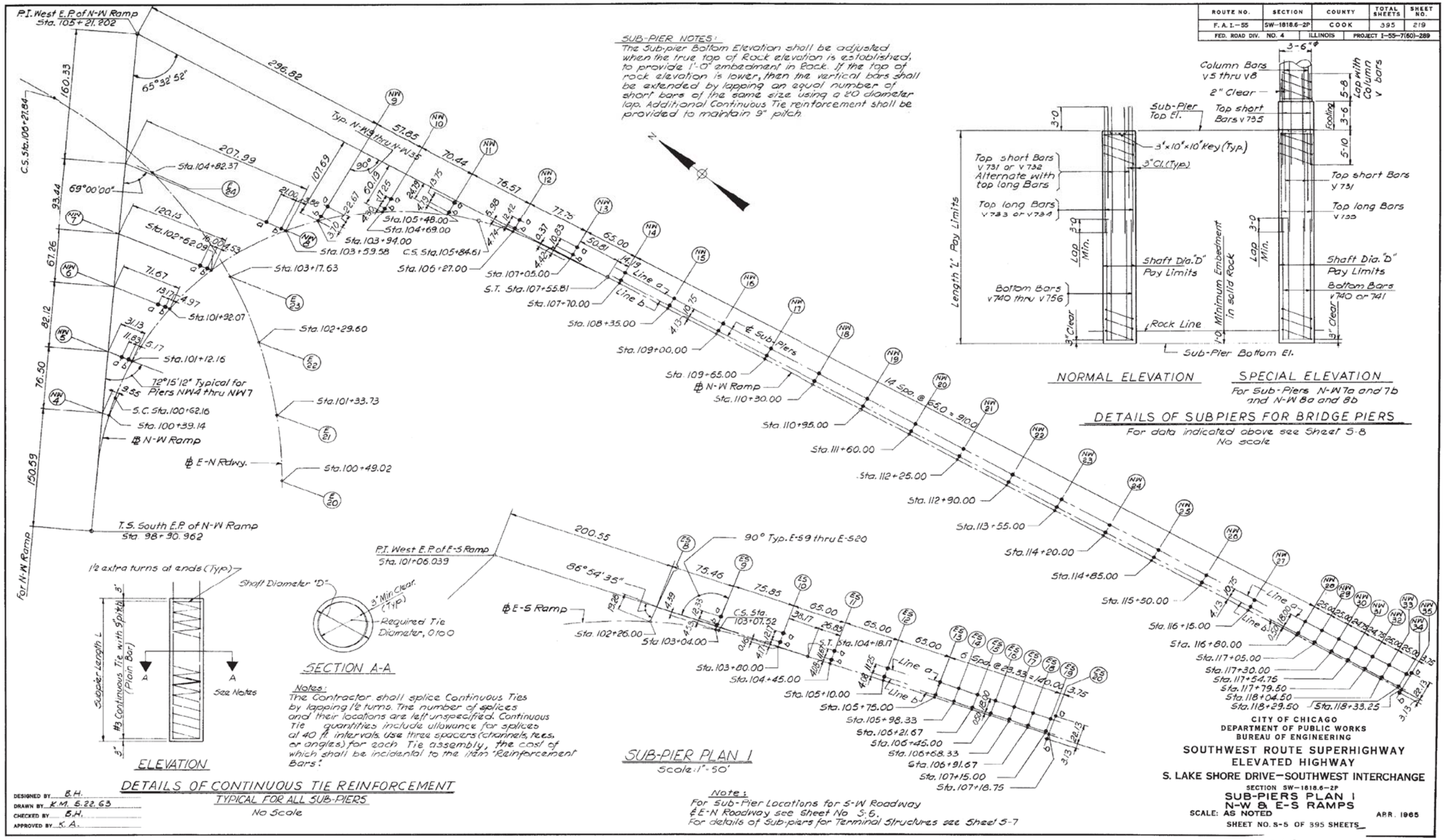
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		CHECKED -	REVISED -		
	PLOT SCALE =	DRAWN - HAY	REVISED -		
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -		SHEET NO. 115 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	464
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	219
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



DESIGNED BY B.H.
DRAWN BY K.M. 5.22.63
CHECKED BY B.H.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE

SECTION SW-1818.6-2P
SUB-PIERS PLAN I
N-W & E-S RAMPS

SCALE: AS NOTED APR. 1965

SHEET NO. S-5 OF 395 SHEETS

1616290219

317-60X07_As-Builts.dgn

USER NAME = auyeungh	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

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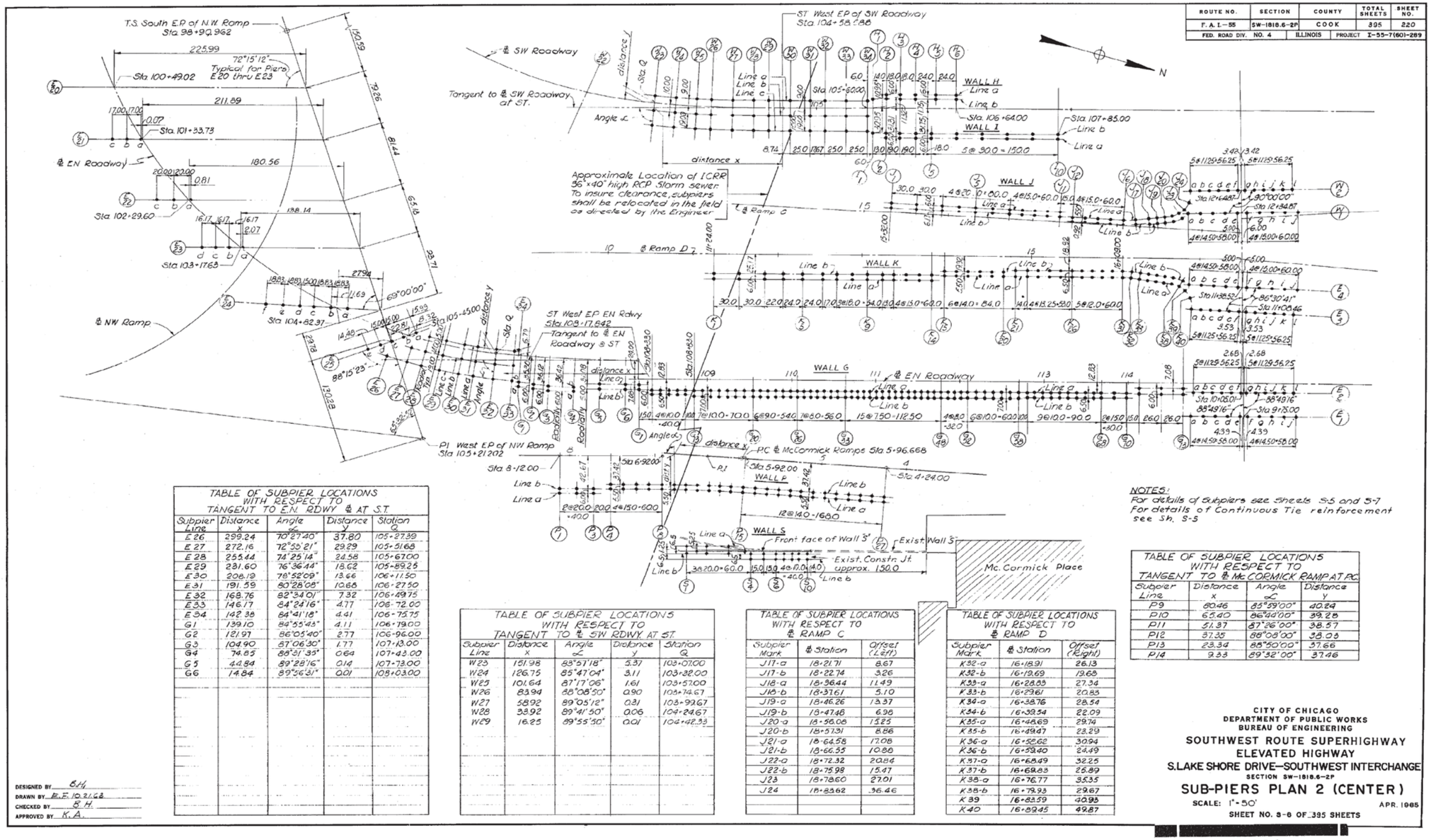
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 116 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	465
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	220
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(601)-269		



NOTES:
For details of Subpiers see Sheets S-5 and S-7
For details of Continuous Tie reinforcement see Sh. S-5

TABLE OF SUBPIER LOCATIONS WITH RESPECT TO TANGENT TO ℄ E.N. RDWY. AT S.T.

Subpier Line	Distance x	Angle ∠	Distance y	Station Q
E 26	299.24	70°27'40"	37.80	105+27.39
E 27	272.16	72°55'21"	29.29	105+51.68
E 28	255.44	74°25'14"	24.58	105+67.00
E 29	231.60	76°36'44"	18.62	105+89.25
E 30	206.19	78°52'09"	13.66	106+11.50
E 31	191.59	80°28'08"	10.68	106+27.50
E 32	168.76	82°34'01"	7.32	106+49.75
E 33	146.17	84°24'16"	4.77	106+72.00
E 34	142.38	84°41'18"	4.41	106+75.75
G1	139.10	84°55'43"	4.11	106+79.00
G2	121.97	86°05'40"	2.77	106+96.00
G3	104.90	87°06'30"	1.77	107+13.00
G4	74.83	88°51'39"	0.64	107+43.00
G5	44.84	89°28'16"	0.14	107+73.00
G6	14.84	89°56'31"	0.01	108+03.00

TABLE OF SUBPIER LOCATIONS WITH RESPECT TO TANGENT TO ℄ SW RDWY AT ST.

Subpier Line	Distance x	Angle ∠	Distance y	Station Q
W23	151.98	83°51'18"	5.37	103+07.00
W24	126.75	85°47'04"	3.11	103+32.00
W25	101.64	87°17'06"	1.61	103+57.00
W26	83.94	88°08'50"	0.90	103+74.67
W27	58.92	89°05'12"	0.31	103+99.67
W28	38.92	89°41'50"	0.06	104+24.67
W29	16.25	89°55'50"	0.01	104+42.33

TABLE OF SUBPIER LOCATIONS WITH RESPECT TO ℄ RAMP C

Subpier Mark	℄ Station	Offset (Left)
J17-a	18+21.71	8.67
J17-b	18+22.74	3.26
J18-a	18+36.44	11.49
J18-b	18+37.61	5.10
J19-a	18+46.26	13.37
J19-b	18+47.46	6.96
J20-a	18+56.08	15.25
J20-b	18+57.31	8.86
J21-a	18+64.58	17.08
J21-b	18+66.55	10.86
J22-a	18+72.32	20.84
J22-b	18+75.98	15.47
J23	18+78.60	27.01
J24	18+83.62	36.46

TABLE OF SUBPIER LOCATIONS WITH RESPECT TO ℄ RAMP D

Subpier Mark	℄ Station	Offset (Right)
K32-a	16+18.91	26.13
K32-b	16+19.69	19.68
K33-a	16+28.85	27.34
K33-b	16+29.61	20.85
K34-a	16+38.76	28.54
K34-b	16+39.54	22.09
K35-a	16+48.69	29.74
K35-b	16+49.47	23.29
K36-a	16+52.62	30.94
K36-b	16+53.40	24.49
K37-a	16+58.49	32.25
K37-b	16+59.83	25.89
K38-a	16+76.77	35.35
K38-b	16+79.93	29.67
K 39	16+83.59	40.95
K 40	16+89.45	49.87

TABLE OF SUBPIER LOCATIONS WITH RESPECT TO TANGENT TO ℄ Mc CORMICK RAMP AT P.C.

Subpier Line	Distance x	Angle ∠	Distance y
P9	60.46	85°59'00"	40.24
P10	65.40	86°40'00"	39.28
P11	51.37	87°26'00"	38.57
P12	37.35	88°08'00"	38.05
P13	23.34	88°50'00"	37.66
P14	9.33	89°32'00"	37.46

DESIGNED BY B.H.
DRAWN BY E.F. 10.21.68
CHECKED BY B.H.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

SUB-PIERS PLAN 2 (CENTER)

SCALE: 1"=50' APR. 1985
SHEET NO. 3-6 OF 395 SHEETS

1616290220

318-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	
		CHECKED -	REVISED -	
	PLOT SCALE =	DRAWN - HAY	REVISED -	
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

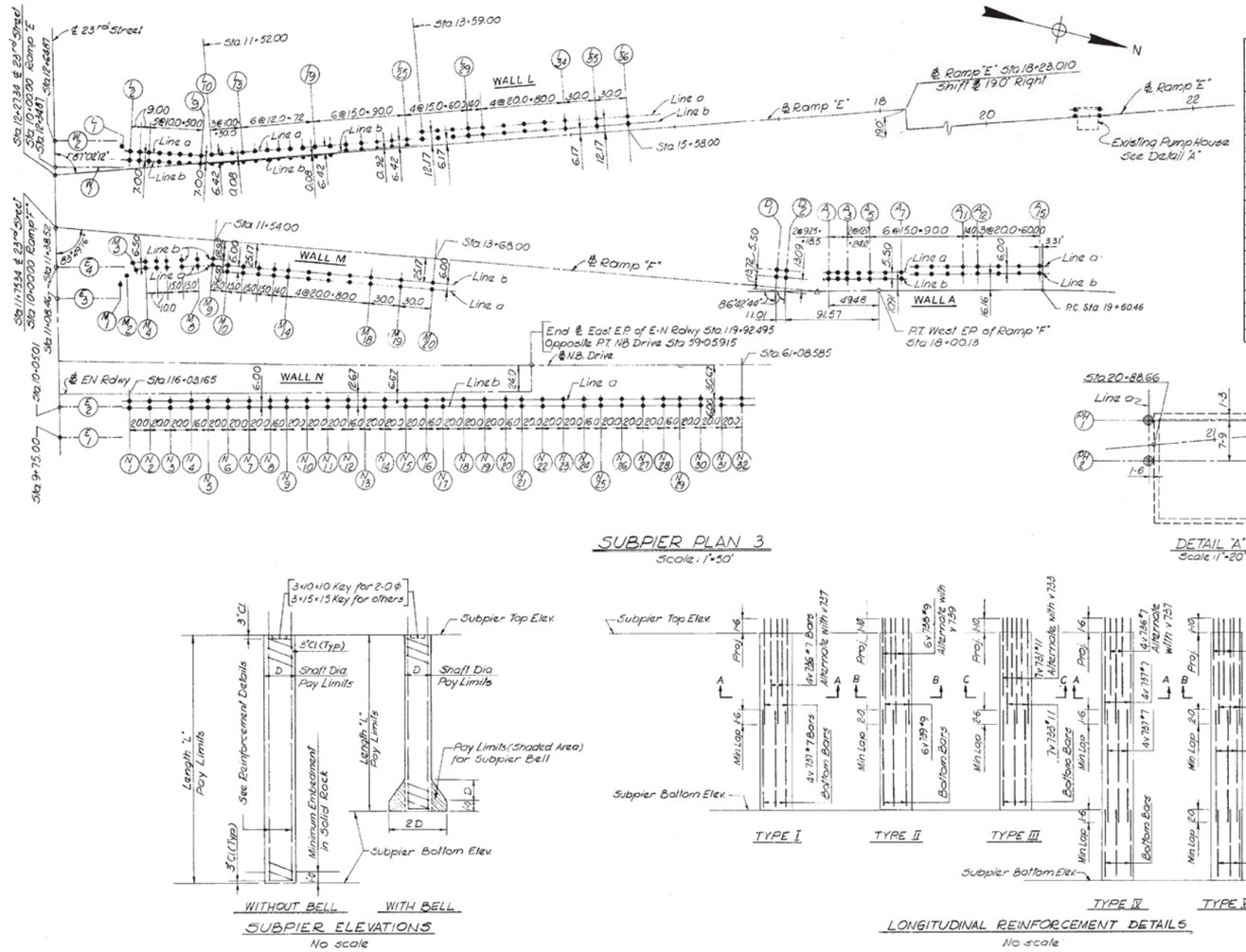
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 117 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	466
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.–55	SW-1818.6-2P	COOK	395	221
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT	I-55-7(601-289	



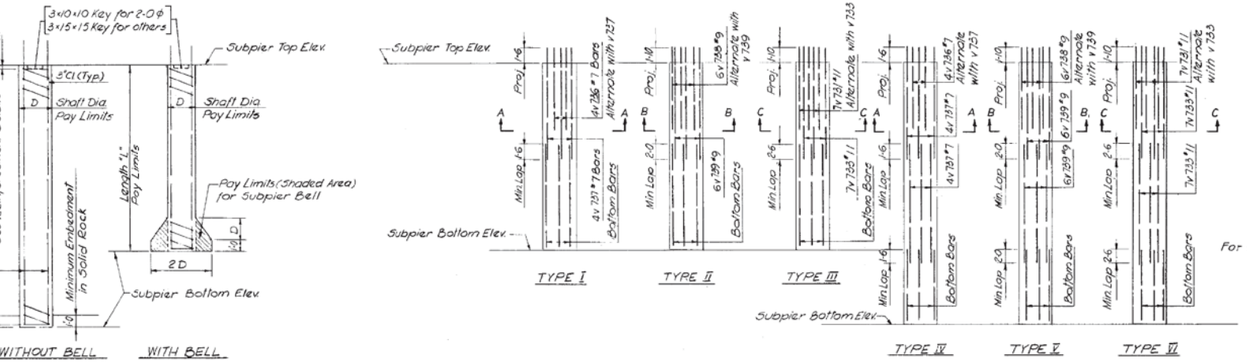
SUBPIER PLAN 3
Scale: 1"=50'

TABLE OF SUBPIER LOCATIONS WITH RESPECT TO ℄ RAMP "E"		
Subpier Mark	℄ Station	Offset (Left)
L1	10+66.11	19.43
L2a	10+74.64	15.55
L2b	10+73.74	8.60
L3a	10+83.57	14.39
L3b	10+82.67	7.45
L4a	10+92.89	13.23
L4b	10+91.59	6.29
L5a	11+02.41	1.04
L5b	11+01.51	5.00
L6a	11+12.33	10.66
L6b	11+11.43	4.72
L7a	11+22.24	9.37
L7b	11+21.34	2.43
L8a	11+32.16	8.08
L8b	11+31.26	1.14
L9a	11+42.08	6.80
L9b	11+41.18	−0.14

'−' Indicates Right

TABLE OF SUBPIER LOCATIONS WITH RESPECT TO ℄ RAMP "F"		
Subpier Mark	℄ Station	Offset (Right)
M1	10+67.56	49.25
M2	10+73.71	39.46
M3a	10+81.76	34.00
M3b	10+79.41	27.94
M4a	10+89.95	32.32
M4b	10+88.70	25.86
M5a	10+99.38	31.17
M5b	10+98.63	24.71
M6a	11+09.31	30.02
M6b	11+08.57	23.56
M7a	11+24.21	28.29
M7b	11+23.47	21.83
M8a	11+39.11	26.56
M8b	11+38.37	20.11

SUBPIER ELEVATIONS
No scale



LONGITUDINAL REINFORCEMENT DETAILS
No scale

Note:
For details of Continuous Tie reinf. see Sheet S-5

DETAILS OF SUBPIERS FOR RETAINING WALLS, TERMINAL STRUCTURES, AND 23RD STREET BRIDGES
For data indicated above see Sheets S-8, S-9, S-10

DESIGNED BY B.H.
DRAWN BY E.F. 10.15.65
CHECKED BY B.H.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE–SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P
SUB-PIERS PLAN 3 (NORTH)
SCALE: AS NOTED 1963
SHEET NO. S-7 OF 395 SHEETS

1616290221

319-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 118 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	467
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	222
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		

SUB-PIERS SCHEDULE—REINFORCEMENT BAR LIST
SUB-PIERS WITHOUT BELLS
FOR RETAINING WALLS, TERMINAL STRUCTURES AND 23RD STREET BRIDGES

Subpier Mark	Dia. D	Top Elev.	Bott. Elev.	Length L	Reinforcement Type	Bottom Bars Mark	No. Req'd	Size	Length
NW28a&b									
thru	2-0	77	-61.0	68.7×16	I	√764	16×4=64	#7	32.0
NW30a&b									
ES18a&b									
thru	2-0	90	-59.5	68.5×16	I	√764	16×4=64	#7	32.0
ES20a&b									
E23a	2-6	11.2	-60.5	71.7	II	√795	6	#9	36.0
E23b		14.8	-60.0	74.8		√798			39.0
E23c		15.6	-60.0	75.6		√739			40.0
E23d		16.3	-59.5	75.8		√739			40.0
E25a	2-6	14.0	-59.0	73.0	II	√796	6	#9	37.0
E25b	2-0	12.1	-61.0	73.1	I	√765	4	#7	36.0
E29a		14.2	-61.0	75.2		√767		#7	38.0
E30a		16.8	-61.5	77.3		√769			41.0
E31a		17.8	-61.5	79.3		√771			43.0
E32a	2-0	18.4	-61.5	79.9	I	√771	4	#7	43.0
E33a	2-6	19.0	-62.0	81.0	II	√1104	6	#9	45.0
E34a	2-0	19.0	-62.0	81.0	I	√772	4	#7	44.0
E27b	2-6	24.7	-59.5	84.2	V	√775	6	#9	10.0
E28b		24.9	-60.0	84.9					
E29b		24.0	-60.0	84.0					
E30b		23.5	-60.5	84.0					
E31b	2-6	23.2	-61.0	84.2					
E32b	2-6	22.7	-61.5	84.2	V	√775	6	#9	10.0
E33b	2-6	18.0	-62.0	80.0	II	√1103	6	#9	44.0
E26c	2-0	14.3	-59.0	73.3	I	√766	4	#7	37.0
E27c		14.8	-59.5	74.3		√767			38.0
E28c		15.1	-59.5	74.6		√767			38.0
E29c		15.5	-60.0	75.5		√768			39.0
E30c		16.0	-60.0	76.0		√768			39.0
E31c		16.3	-60.5	76.8		√787			40.0
E32c	2-0	16.7	-60.5	77.2	I	√787	4	#7	40.0
E33c	2-6	17.2	-61.0	78.2	II	√1101	6	#9	42.0
W23a	2-0	19.0	-68.0	87.0	IV	√757	4	#7	12.0
W24a	2-0	19.5	-68.5	88.0	IV	√758	4	#7	13.0
W25a		20.1	-69.0	89.1		√759			14.0
W26a		20.5	-69.0	89.5		√759			14.0
W27a		20.8	-69.5	90.3		√760			15.0
W28a		20.9	-69.5	90.4		√760			15.0
W29a		21.0	-70.0	91.0		√761			16.0
W30a		21.1	-70.5	91.6		√761			16.0
W31a		21.2	-70.5	91.7		√761			16.0
W32a			-71.0	92.2		√762			17.0
W33a	2-0		-72.0	93.2	IV	√763	4	#7	18.0
W34a	2-6	21.2	-72.0	93.2	V	√784	6	#9	19.0
W28b	2-6	21.7	-68.0	89.7	V	√781	6	#9	16.0
W26b		32.2	-68.5	100.7		√792			27.0
W25b		31.6	-69.0	100.6		√792			27.0
W26b		31.2	-69.5	100.7		√792			27.0
W27b		30.6	-69.5	100.1		√791			26.0
W28b		30.0	-70.0	100.0		√791			26.0
W29b		29.6	-70.5	100.1		√791			26.0
W30b		29.0	-70.5	99.5		√791			25.0
W31b		28.4	-71.0	99.4		√790			26.0
W32b		28.0	-71.5	99.5		√791			25.0
W33b		27.4	-71.5	98.9		√790			24.0
W34b	2-6	21.5	-72.0	93.5	V	√785	6	#9	20.0
W23c	2-0	18.5	-68.5	87.0	IV	√757	4	#7	12.0
W24c	2-0	18.7	-68.5	87.2	IV	√757	4	#7	12.0
W25c		19.0	-69.0	88.0		√758			13.0
W26c		19.1	-69.5	88.6		√758			13.0
W27c		19.4	-70.0	89.4		√759			14.0
W28c		19.6	-70.5	90.1		√760			15.0
W29c		19.8	-70.5	90.3		√760			15.0
W30c		20.0	-71.0	91.0		√761			16.0
W31c		20.3	-71.0	91.3		√761			16.0
W32c		20.4	-71.5	91.9		√762			17.0
W33c	2-0	20.7	-72.0	92.7	IV	√762	4	#7	17.0
W34c	2-6	21.8	-72.0	93.8	V	√785	6	#9	20.0
E27d		22.3	-72.5	94.8		√786			21.0
E28d		22.8	-73.0	95.8		√787			22.0
E29d		23.2	-73.5	96.7		√788			23.0
E30d		23.7	-74.0	97.7		√789			24.0
E31d		24.2	-74.5	98.7		√790			25.0
E32d		24.6	-75.0	99.6		√791			26.0
E33d		25.1	-75.5	100.6		√792			27.0
E34d		25.5	-76.0	101.5		√793			28.0
E35d		26.0	-76.5	102.5		√794			29.0
E36d		26.4	-77.0	103.4		√795			30.0
E37d		26.9	-77.5	104.4		√796			31.0
E38d		27.3	-78.0	105.3		√797			32.0
E39d		27.8	-78.5	106.3		√798			33.0
E40d		28.2	-79.0	107.2		√799			34.0
E41d		28.7	-79.5	108.2		√800			35.0
E42d		29.1	-80.0	109.1		√801			36.0
E43d		29.6	-80.5	110.1		√802			37.0
E44d		30.0	-81.0	111.0		√803			38.0
E45d		30.5	-81.5	112.0		√804			39.0
E46d		30.9	-82.0	112.9		√805			40.0
E47d		31.4	-82.5	113.9		√806			41.0
E48d		31.8	-83.0	114.8		√807			42.0
E49d		32.3	-83.5	115.8		√808			43.0
E50d		32.7	-84.0	116.7		√809			44.0
E51d		33.2	-84.5	117.7		√810			45.0
E52d		33.6	-85.0	118.6		√811			46.0
E53d		34.1	-85.5	119.6		√812			47.0
E54d		34.5	-86.0	120.5		√813			48.0
E55d		35.0	-86.5	121.5		√814			49.0
E56d		35.4	-87.0	122.4		√815			50.0
E57d		35.9	-87.5	123.4		√816			51.0
E58d		36.3	-88.0	124.3		√817			52.0
E59d		36.8	-88.5	125.3		√818			53.0
E60d		37.2	-89.0	126.2		√819			54.0
E61d		37.7	-89.5	127.2		√820			55.0
E62d		38.1	-90.0	128.1		√821			56.0
E63d		38.6	-90.5	129.1		√822			57.0
E64d		39.0	-91.0	130.0		√823			58.0
E65d		39.5	-91.5	131.0		√824			59.0
E66d		39.9	-92.0	131.9		√825			60.0
E67d		40.4	-92.5	132.9		√826			61.0
E68d		40.8	-93.0	133.8		√827			62.0
E69d		41.3	-93.5	134.8		√828			63.0
E70d		41.7	-94.0	135.7		√829			64.0
E71d		42.2	-94.5	136.7		√830			65.0
E72d		42.6	-95.0	137.6		√831			66.0
E73d		43.1	-95.5	138.6		√832			67.0
E74d		43.5	-96.0	139.5		√833			68.0
E75d		44.0	-96.5	140.5		√834			69.0
E76d		44.4	-97.0	141.4		√835			70.0
E77d		44.9	-97.5	142.4		√836			71.0
E78d		45.3	-98.0	143.3		√837			72.0
E79d		45.8	-98.5	144.3		√838			73.0
E80d		46.2	-99.0	145.2		√839			74.0
E81d		46.7	-99.5	146.2		√840			75.0
E82d		47.1	-100.0	147.1		√841			76.0
E83d		47.6	-100.5	148.1		√842			77.0
E84d		48.0	-101.0	149.0		√843			78.0
E85d		48.5	-101.5	150.0		√844			79.0
E86d		48.9	-102.0	150.9		√845			80.0
E87d		49.4	-102.5	151.9		√846			81.0
E88d		49.8	-103.0	152.8		√847			82.0
E89d		50.3	-103.5	153.8		√848			83.0
E90d		50.7	-104.0	154.7		√849			84.0
E91d		51.2	-104.5	155.7		√850			85.0
E92d		51.6	-105.0	156.6		√851			86.0
E93d		52.1	-105.5	157.6		√852			87.0
E94d		52.5	-106.0	158.5		√853			88.0
E95d		53.0	-106.5	159.5		√854			89.0
E96d		53.4	-107.0	160.4		√855			90.0
E97d		53.9	-107.5	161.4		√856			91.0
E98d		54.3	-108.0	162.3		√857			92.0
E99d		54.8	-108.5	163.3		√858			93.0
E100d		55.2	-109.0	164.2		√859			94.0
E101d		55.7	-109.5	165.2		√860			95.0
E102d		56.1	-110.0	166.1		√861			96.0
E103d		56.6	-110.5	167.1		√862			97.0
E104d		57.0	-111.0	168.0		√863			98.0
E105d		57.5	-111.5	169.0		√864			99.0
E106d		57.9	-112.0	169.9		√865			100.0
E107d		58.4	-112.5	170.9		√866			101.0
E108d		58.8	-113.0	171.8		√867			102.0
E109d		59.3	-113.5	172.8		√868			103.0
E110d		59.7	-114.0	173.7		√869			104.0
E111d		60.2	-114.5	174.7		√870			105.0
E112d		60.6	-115.0	175.6		√871			106.0
E113d		61.1	-115.5	176.6		√872			107.0
E114d		61.5	-116.0	177.5		√873			108.0
E115d		62.0	-116.5	178.5		√874			109.0
E116d		62.4	-117.0	179.4		√875			110.0
E117d		62.9	-117.5	180.4		√876			111.0
E118d		63.3	-118.0	181.3		√877			112.0
E119d		63.8	-118.5	182.3		√878			113.0
E120d		64.2	-119.0	183.2		√879			114.0
E121d		64.7	-119.5	184.2		√880			115.0
E122d		65.1	-120.0	185.1		√881			116.0
E123d		65.6	-120.5	186.1		√882			117.0
E124d		66.0	-121.0	187.0		√883			118.0
E125d		66.5	-121.5	188.0		√884			119.0
E126d		66.9	-122.0	188.9		√885			120.0
E127d		67.4	-122.5	189.9		√886			121.0
E128d		67.8	-123.0	190.8		√887			122.0
E129d		68.3	-123.5	191.8		√888			123.0
E130d		68.7	-124.0	192.7		√889			124.0
E131d		69.2	-124.5	193.7		√890			125.0
E132d		69.6	-125.0	194.6		√891			126.0
E133d		70.1	-125.5	195.6		√892			127.0
E134d		70.5	-126.0	196.5		√893			128.0
E135d		71.0	-126.5	197.5		√894			129.0
E136d		71.4	-127.0	198.4		√895			130.0
E137d		71.9	-127.5	199.4		√896			131.0
E138d		72.3	-128.0	200.3		√897			132.0
E139d		72.8	-128.5	201.3		√898			133.0
E140d		73.2	-129.0	202.2		√899			134.0
E141d		73.7	-129.5	203.2		√900			135.0
E142d		74.1	-130.0	204.1		√901			136.0
E143d		74.6	-130.5	205.1		√902			137.0
E144d		75.0	-131.0	206.0		√903			138.0
E145d		75.5	-131.5	207.0		√904			139.0
E146d		75.9	-132.0	207.9		√905			140.0
E147d		76.4	-132.5	208.9		√906			141.0
E148d		76.8	-133.0	209.8		√907			142.0
E149d		77.3	-133.5	210.8		√908			143.0
E150d		77.7	-134.0	211.7		√909			144.0
E151d		78.2	-134.5	212.7		√910			145.0
E152d		78.6	-135.0	213.6		√911			146.0
E153d		79.1	-135.5	214.6		√912			147.0
E154d		79.5	-136.0	215.5		√913			148.0
E155d		80.0	-136.5	216.5		√914			149.0
E156d		80.4	-137.0	217.4		√915			150.0
E157d		80.9	-137.5	218.4		√916			151.0
E158d		81.3	-138.0	219.3		√917			152.0
E159d		81.8	-138.5	220.3		√918			153.0
E160d		82.2	-139.0	221.2		√919			154.0
E161d		82.7	-139.5	222.2		√920			155.0
E162d		83.1	-140.0	223.1		√921			156.0
E163d		83.6	-140.5	224.1		√922			157.0
E164d		84.0	-141.0	225.0		√923			158.0
E165d		84.5	-141.5	226.0		√924			159.0
E166d		84.9	-142.0	226.9		√925			160.0
E167d		85.4	-142.5	227.9		√926			161.0
E168d		85.8	-143.0	228.8		√927			162.0
E169d		86.3	-143.5	229.8		√928			163.0
E170d		86.7	-144.0	230.7		√929			164.0
E171d		87.2	-144.5	231.7		√930			165.0
E172d		87.6	-145.0	232.6		√931			166.0
E173d		88.1	-145.5	233.6		√932			167.0
E174d		88.5	-146.0	234.5		√933			168.0
E175d		89.0	-146.5	235.5		√934			169.0
E176d		89.4	-147.0	236.4		√935			170.0
E177d		89.9	-147.5	237.4		√936			171.0
E178d		90.3	-148.0	238.3		√937			172.0
E179d		90.8	-148.5	239.3		√938			173.0
E180d		91.2	-149.0	240.2		√939			174.0
E181d		91.7	-149.5	241.2		√940			175.0
E182d		92.1	-150.0	242.1		√941			176.0
E183d		92.6	-150.5	243.1		√942			177.0
E184d		93.0	-151.0	244.0		√943			178.0
E185d		93.5	-151.5	245.0		√944			179.0
E186d		93.9	-152.0	245.9		√945			180.0
E187d		94.4	-152.5	246.9		√946			181.0
E188d		94.8	-153.0	247.8		√947			182.0
E189d		95.3	-153.5	248.8		√948			183.0
E190d		95.7	-154.0	249.7		√949			184.0
E191d		96.2	-154.5	250.7		√950			185.0
E192d		96.6	-155.0	251.6		√951			186.0
E193d		97.1	-155.5	252.6		√952			187.0
E194d		97.5	-156.0	253.5		√953			188.0
E195d		98.0	-156.5	254.5		√954			189.0
E196d		98.4	-157.0	255.4		√955			190.0
E197d		98.9	-157.5	256.4		√956			191.0
E198d		99.3	-158.0	257.3		√957			192.0
E199d		99.8	-158.5	258.3		√958			193.0
E200d		100.2	-159.0	259.2		√959			194.0
E201d		100.7	-159.5	260.2		√960			195.0
E202d		101.1	-160.0	261.1		√961			196.0
E203d		101.6	-160.5	262.1		√962			197.0
E204d		102.0	-161.0	263.0		√963			198.0
E205d		102.5	-161.5	264.0		√964			199.0
E206d		102.9	-162.0	264.9		√965			200.0
E207d		103.4	-162.5	265.9		√966			201.0
E208d		103.8	-163.0	266.8		√967			202.0
E209d		104.3	-163.5	267.8		√968			203.0
E210d		104.7	-164.0	268.7		√969			204.0
E211d		105.2	-164.5	269.7		√970			205.0
E212d		105.6	-165.0	270.6		√971			206.0
E213d		106.1	-165.5	271.6		√972			207.0
E214d		106.5	-166.0	272.5		√973			208.0
E215d		107.0	-166.5	273.5		√974			209.0
E216d		107.4	-167.0	274.4		√975			210.0
E217d		107.9	-167.5	275.4		√976			211.0
E218d		108.3	-168.0	276.3		√977			212.0
E219d		108.8	-168.5	277.3		√978			213.0
E220d		109.2	-169.0	278.2		√979			214.0
E221d		109.7	-169.5	279.2		√980			215.0
E222d		110.1	-170.0	280.1		√981			216.0
E223d		110.6	-170.5	281.1		√982			217.0
E224d		111.0	-171.0	282.0		√983			218.0
E225d		111.5	-171.5	283.0		√984			219.0
E226d		111.9	-172.0	283.9		√985			220.0
E227d		112.4	-172.5	284.9		√986			221.0
E228d		112.8	-173.0	285.8		√987			222.0
E229d		113.3	-173.5	286.8		√988			223.0
E230d		113.7	-174.0	287.7		√989			224.0
E231d		114.2	-174.5	288.7		√990			225.0
E232d		114.6	-175.0	289.6		√991			226.0
E233d		115.1	-175.5	290.6		√992			227.0
E234d		115.5	-176.0	291.5		√993			228.0
E235d		116.0	-176.5	292.5		√994			229.0
E236d		116.4	-177.0	293.4		√995			230.0
E237d		116.9	-177.5	294.4		√996			231.0
E238d		117.3	-178.0	295.3		√997			232.0
E239d		117.8	-178.5	296.3		√998			233.0
E240d		118.2	-179.0	297.2		√999			234.0
E241d		118.7	-179.5	298.2		√1000			235.0
E242d		119.1	-180.0	299.1		√1001			236.0
E243d		119.6	-180.5	300.1		√1002			237.0
E244d		120.0	-181.0	301.0		√1003			238.0
E245d		120.5	-181.5	302.0		√1004			239.0
E246d		120.9	-182.0	302.9		√1005			240.0
E247d		121.4	-182.5	303.9		√1006			241.0
E248d		121.8	-183.0	304.8		√1007			242.0
E249d		122.3	-183.5	305.8		√1008			243.0
E250d		122.7	-184.0	306.7		√1009			244.0
E251d		123.2	-184.5	307.7		√1010			245.0
E252d		123.6	-185.0	308.6		√1011			246.0
E253d		124.1	-185.5	309.6		√1012			247.0
E254d		124.5	-186.0	310.5		√1013			248.0
E255d		125.0	-186.5	311.5		√1014			249.0
E256d		125.4	-187.0	312.4		√1015			250.0
E257d		125.9	-187.5	313.4		√1016			251.0
E258d		126.3	-188.0	314.3		√1017			252.0
E259d		126.8	-188.5	315.3		√1018			253.0
E260d		127.2	-189.0	316.2		√1019			254.0
E261d		127.7	-189.5	317.2		√1020			255.0
E262d		128.1	-190.0	318.1		√1021			256.0
E263d		128.6	-190.5	319.1		√1022			257.0
E264d		129.0	-191.0	320.0		√1023			258.0
E265d		129.5	-191.5	321.0		√1024			259.0
E266d		129.9	-192.0	321.9		√1025			260.0
E267d		130.4	-192.5	322.9		√1026			261.0
E268d		130.8	-193.0	323.8		√1027			262.0
E269d		131.3	-193.5	324.8		√1028			263.0
E270d		131.7	-194.0	325.7		√1029			264.0
E271d		132.2	-194.5	326.7		√1030			265.0
E272d		132.6	-195.0	327.6		√1031			266.0
E273d		133.1	-195.5	328.6		√1032			267.0
E274d		133.5	-196.0	329.5		√1033			268.0
E275d		134.0	-196.5	330.5		√1034			269.0
E276d		134.4	-197.0	331.4		√1035			270.0
E277d		134.9	-197.5	332.4		√1036			271.0
E278d		135.3	-198.0	333.3		√1037			272.0
E279d		135.8	-198.5	334.3		√1038			273.0
E280d		136.2	-199.0	335.2		√1039			274.0
E281d		136.7	-199.5	336.2		√1040			275.0
E282d		137.1	-200.0	337.1		√1041			276.0
E283d		137.6	-200.5	338.1		√1042			277.0
E284d		138.0	-201.0	339.0		√1043			278.0
E285d		138.5	-201.5	340.0		√1044			279.0
E286d		138.9	-202.0	340.9		√1045			280.0
E287d		139.4	-202.5	341.9		√1046			281.0
E288d		139.8	-203.0	342.8		√1047			282.0
E289d		140.3	-203.5	343.8		√1048			283.0
E290d		140.7	-204.0	344.7		√1049			284.0
E291d		141.2	-204.5	345.7		√1050			285.0
E292d		141.6	-205.0	346.6		√1051			286.0
E293d		142.1	-205.5	347.6		√1052			287.0
E294d		142.5	-206.0	348.5		√1053			288.0
E295d		143.0	-206.5	349.5		√1054			289.0
E296d		143.4	-207.0	350.4		√1055			290.0
E297d		143.9	-207.5	351.4		√1056			291.0
E298d		144.3	-208.0	352.3		√1057			292.0
E299d		144.8	-208.5	353.3		√1058			293.0
E300d		145.2	-209.0	354.2		√1059			294.0
E301d		145.7	-209.5	355.2		√1060			295.0
E302d		146.1	-210.0	356.1		√1061			296.0
E303d		146.6	-210.5	357.1		√1062			297.0
E304d		147.0	-211.0	358.0		√1063			298.0
E305d		147.5	-211.5	359.0		√1064			299.0
E306d		147.9	-212.0	359.9		√1065			300.0
E307d		148.4	-212.5	360.9		√1066			301.0
E308d		148.8	-213.0	361.8		√1067			302.0
E309d		149.3	-213.5	362.8		√1068			303.0
E310d		149.7	-214.0	363.7		√1069			304.0
E311d		150.2	-214.5	364.7		√1070			305.0
E312d		150.6	-215.0	365.6		√1071			306.0
E313d		151.1	-215.5	366.6		√1072			307.0
E314d		151.5	-216.0	367.5		√1073			308.0
E315d		152.0	-216.5	368.5		√1074			309.0
E316d		152.4	-217.0	369.4		√1075			310.0
E317d		152.9	-217.5	370.4		√1076			311.0
E318d		153.3	-218.0	371.3		√1077			312.0
E319d		153.8	-218.5	372.3		√1078			313.0
E320d		154.2	-219.0	373.2		√1079			314.0
E321d		154.7	-219.5	374.2		√1080			315.0
E322d		155.1	-220.0	375.1		√1081			316.0
E323d		155.6	-220.5	376.1		√1082			317.0
E324d		156.0	-221.0	377.0		√1083			318.0
E325d		156.5	-221.5	378.0		√1084			319.0
E326d		156.9	-222.0	378.9		√1085			320.0
E327d		157.4	-222.5	379.9		√1086			321.0
E328d		157.8	-223.0	380.8		√1087			322.0
E329d		158.3	-223.5	381.8		√1088			323.0
E330d		158.7	-224.0	382.7		√1089			324.0
E331d		159.2	-224.5	383.7		√1090			325.0
E332d		159.6	-225.0	384.6		√1091			326.0
E333d		160.1	-225.5	385.6		√1092			327.0
E334d		160.5	-226.0	386.5		√1093			328.0
E335d		161.0	-226.5	387.5		√1094			329.0
E336d		161.4	-227.0	388.4		√1095			330.0
E337d		161.9	-227.5	389.4		√1096			331.0
E338d		162.3	-228.0	390.3		√1097			332.0
E339d		162.8	-228.5	391.3		√1098			333.0
E340d		163.2	-229.0	392.2		√1099			334.0
E341d		163.7	-229.5	393.2		√1100			335.0
E342d		164.1	-230.0	394.1		√1101			336.0
E343d		164.6	-230.5	395.1		√1102			337.0
E344d		165.0	-231.0	396.0		√1103			338.0
E345d		165.5	-231.5	397.0		√1104			339.0
E346d		165.9	-232.0	397.9		√1105			340.0
E347d		166.4	-232.5	398.9		√1106			341.0
E348d		166.8	-233.0	399.8		√1107			342.0
E349d		167.3	-233.5	400.8		√1108			343.0
E350d		167.7	-234.0	401.7		√1109			344.0
E351d		168.2	-234.5	402.7		√1110			345.0
E352d		168.6	-235.0	403.6		√1111			346.0
E353d		169.1	-235.5	404.6		√1112			347.0
E354d		169.5	-236.0	405.5		√1113			348.0
E355d		170.0	-236.5	406.5		√1114			349.0
E356d		170.4	-237.0	407.4		√1115			350.0
E357d		170.9	-237.5	408.4		√1116			351.0
E358d		171.3	-238.0	409.3		√1117			352.0
E359d		171.8	-238.5	410.3		√1118			353.0
E360d		172.2	-239.0	411.2		√1119			354.0
E361d		172.7	-239.5	412.2		√1120			355.0

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	223
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(601)-289		

SUB-PIERS SCHEDULE—REINFORCEMENT BAR LIST
SUB-PIERS WITHOUT BELLS
FOR RETAINING WALLS

Subpier Mark	Dia. D	Top Elev.	Bott. Elev.	Length L	Reinforcement: Type	Bottom Bars: Mark	No. Req'd	Size	Length
L25a	2-6	25.7	7.9.0	104.7	V	v743	6	#9	31.0
L26a		23.3		102.3		v793			28.0
L27a		23.2		102.2		v793			28.0
L28a		23.1		102.1					
L29a		22.9		101.9					
L30a		22.8	-79.0	101.8					
L31a		22.6	-79.5	102.1					
L32a		22.2		101.7					
L33a		21.9		101.4					
L34a		21.5		101.0		v793			28.0
L35a		21.0		100.5		v792			27.0
L36a	2-6	20.4	-79.5	99.0	V	v791	6		26.0
N1	2-6	22.5	-73.0	95.5	V	v787	6		22.0
N2		26.9		99.9		v791			26.0
M3a		30.1		103.1		v794			29.0
M4a		30.3	-73.0	103.3		v794			29.0
M5a		30.6	-73.5	104.1		v738			30.0
M6a		31.0	-73.5	104.5		v743			31.0
M7a		31.4	-73.5	104.9		v743			31.0
M8a		31.9	-74.0	105.9		v744			32.0
M9a		32.4	-74.0	106.4		v744			32.0
M10a		30.1	-74.0	104.1		v738			30.0
M11a		29.9	-74.5	104.4		v738			30.0
M12a		29.7	-74.5	104.2		v738			30.0
M13a		29.5	-75.0	104.5		v743			31.0
M14a		29.3	-75.0	104.3		v738			30.0
M15a		29.0	-75.5	104.5		v743			31.0
M16a		28.7	-75.5	104.2		v738			30.0
M17a		28.5	-76.0	104.5		v743			31.0
M18a		28.2	-76.0	104.2		v738			30.0
M19a		27.8	-76.5	104.3		v738			30.0
M20a	2-6	27.4	-77.0	104.4	V	v738	6	#9	30.0
N1a	2-6	19.6	-70.0	89.6	V	v781	6	#9	16.0
N2a		19.8	-70.0	89.8		v781			16.0
N3a		20.0	-71.0	91.0		v782			17.0
N4a		20.2	-71.0	91.2		v782			17.0
N5a		20.3	-71.0	91.3		v782			17.0
N6a		20.5	-72.0	92.5		v784			19.0
N7a		20.7	-72.0	92.7		v784			19.0
N8a		20.9	-73.0	93.9		v785			20.0
N9a		21.1	-73.0	94.1		v785			20.0
N10a		21.3	-74.0	95.3		v786			21.0
N11a		21.5	-74.0	95.5		v787			22.0
N12a		21.7	-75.0	96.7		v788			23.0
N13a		21.8	-75.0	96.8		v788			23.0
N14a		22.0	-75.0	97.0		v788			23.0
N15a		22.2	-76.0	98.4		v789			24.0
N16a		22.4	-76.0	98.4		v789			24.0
N17a		22.5	-77.0	99.5		v791			26.0
N18a			-77.0	99.5		v791			26.0
N19a			-77.0	99.5		v791			26.0
N20a			-78.0	100.5		v792			27.0
N21a			-78.0	100.5		v792			27.0
N22a			-78.0	100.5		v792			27.0
N23a			-79.0	101.5		v793			28.0
N24a		22.5		101.5		v793			28.0
N25a		22.4		101.4		v792			27.0
N26a		22.0		101.0		v792			27.0
N27a		21.7		100.7		v792			27.0
N28a		21.4		100.4		v791			26.0
N29a		21.1		100.1		v791			26.0
N30a		20.8		99.8		v791			26.0
N31a		20.5		99.5		v791			26.0
N32a	2-6	20.1	-79.0	99.1	V	v790	6	#9	25.0

Subpier Mark	Dia. D	Top Elev.	Bott. Elev.	Length L	Reinforcement: Type	Bottom Bars: Mark	No. Req'd	Size	Length
A1a	2-6	10.0	-80.0	90.0	V	v781	6	#9	16.0
A2a		12.5		92.5		v784			19.0
A3a									
A4a									
A5a									
A6a									
A7a		12.5		92.5		v784			19.0
A8a		10.3		90.3		v781			16.0
A9a									
A10a									
A11a									
A12a									
A13a									
A14a									
A15a	2-6	10.3	-80.0	90.3	V	v781	6	#9	16.0
D1a	2-6	15.9	-80.0	95.9	V	v787	6	#9	22.0
D2a	2-6	10.4	-80.0	90.4	V	v781	6	#9	16.0
G1a	2-6	17.4	-62.0	79.4	II	v1102	6	#9	43.0
G2a		18.3		60.3		v1103			44.0
G3a		19.1		81.1		v1104			45.0
G4a		20.5	-62.0	82.5		v1106			47.0
G5a		19.9	-63.0	82.9		v1106			47.0
G6a		19.1		82.1		v1105			46.0
G7a		18.7		81.7		v1105			46.0
G8a		18.3		81.3		v1104			45.0
G9a		18.0	-63.0	81.0		v1104			45.0
G10a		17.7	-64.0	81.7		v1105			46.0
G11a		17.4		81.4		v1104			45.0
G12a	2-6	17.2		81.2	II	v1104	6	#9	45.0
G13a	3-0	16.9		80.9	III	v1110	7	#11	45.0
G14a		16.6		80.6		v1110			45.0
G15a		16.3		80.3		v1110			45.0
G16a		16.1		80.1		v1110			45.0
G17a		15.9		79.9		v1109			44.0
G18a		15.8	-64.0	79.8		v1109			44.0
G19a		15.6	-65.0	80.6		v1110			45.0
G20a		15.5		80.5					
G21a		15.3		80.3					
G22a		15.2		80.2					
G23a		15.0		80.0		v1110			45.0
G24a		14.9		79.9		v1109			44.0
G25a		14.7		79.7					
G26a		14.6		79.6					
G27a		14.5		79.5					
G28a		14.3	-65.0	79.3		v1109			44.0
G29a		14.2	-66.0	80.2		v1110			45.0
G30a		14.1		80.1		v1110			45.0
G31a		13.9		79.9		v1109			44.0
G32a		13.8		79.8					
G33a		13.7		79.7					
G34a		13.6		79.6					
G35a		13.4		79.4					
G36a		13.3		79.3					
G37a		13.3		79.3					
G38a		13.4		79.4					
G39a		13.5	-66.0	79.5		v1109			44.0
G40a		13.5	-67.0	80.5		v1110			45.0
G41a		13.6		80.6					
G42a		13.7		80.7					
G43a		13.8		80.8					
G44a		13.9		80.9		v1110			45.0
G45a		14.0		81.0		v1111			46.0
G46a		14.1		81.1					
G47a		14.2		81.2					
G48a		14.2		81.2					
G49a		14.3	-67.0	81.3	III	v1111			46.0
G50a		14.4	-68.0	82.4	VI	v1107			9.0
G51a		14.5		82.5		v1108			10.0
G52a		14.6		82.6					
G53a		14.7		82.7					
G54a	3-0	14.9	-68.0	82.9	VI	v1108	7	#11	10.0

Subpier Mark	Dia. D	Top Elev.	Bott. Elev.	Length L	Reinforcement: Type	Bottom Bars: Mark	No. Req'd	Size	Length
G55a	3-0	15.0	-68.0	88.0	VI	v1108	7	#11	10.0
G56a		15.1	-68.0	88.1	VI	v1108	7	#11	10.0
G57a		15.2	-68.0	88.2	VI	v1108	7	#11	10.0
G58a	3-0	15.3	-69.0	84.3	VI	v1109	7	#11	11.0
G59a	2-6	15.4		84.4	V	v776	6	#9	11.0
G60a		15.6		84.6		v777			12.0
G61a		15.7		84.7					
G62a		15.8		84.8					
G63a		15.9		84.9					
G64a		16.0	-69.0	85.0		v777			12.0
G65a		16.1	-70.0	86.1		v778			13.0
G66a		16.3		86.3		v778			13.0
G67a		16.4		86.4		v778			13.0
G68a		16.5		86.5		v779			14.0
G69a		16.7		86.7					
G70a		16.8		86.8					
G71a		17.0		87.0					
G72a		17.3		87.3		v779			14.0
G73a	2-6	17.6	-70.0	87.6	V	v780	6	#9	15.0
P1a	2-6	15.3	-60.0	75.3	II	v798	6	#9	39.0
P2a		15.3	-60.0	75.3		v798			39.0
P3a		15.3	-60.0	75.3		v798			39.0
P4a		17.5	-61.0	78.5		v1102			43.0
P5a									
P6a									
P7a									
P8a			-61.0	78.5		v1102			43.0
P9a		17.5	-62.0	79.5		v1103			44.0
P10a		17.8		79.8		v1103			44.0
P11a		18.5		80.5		v1104			45.0
P12a		19.1		81.1		v1104			45.0
P13a		19.8		81.8		v1105			46.0
P14a		20.5		82.5		v1106			47.0
P15a		21.1		83.1	II	v1106			47.0
P16a		21.8	-62.0	83.8	V	v775			10.0
P17a		22.5	-63.0	85.5		v777			12.0
P18a		23.1		86.1		v777			12.0
P19a		23.8		86.8		v778			13.0
P20a		24.4		87.4		v778			13.0
P21a		25.1	-63.0	88.1		v779			14.0
P22a		25.8	-64.0	89.8		v781			16.0
P23a		26.0		90.0					
P24a									
P25a									
P26a									
P27a	2-6	26.0	-64.0	90.0	V	v781	6	#9	16.0
PH1a	2-0	11.8	-80.0	91.8	IV	v762	4	#7	17.0
PH1b									
PH2a									
PH2b	2-0	11.8	-80.0	91.8	IV	v762	4	#7	17.0
S1a	2-6	11.4	-65.0	76.4	II	v739	6	#9	40.0
S2a		10.7		75.7		v739			40.0
S3a		9.6		74.6		v798			33.0
S4a		8.4		73.4		v797			38.0
S5a		7.5		72.5		v796			37.0
S6a		6.6		71.6		v795			36.0
S7a		5.9		70.9		v747			35.0
S8a		5.4		70.4		v747			35.0
S9a		4.8		69.8		v746			34.0
S10a	2-6	4.2	-65.0	69.2	II	v745	6	#9	33.0

DESIGNED BY B.H.
DRAWN BY E.E. 10.17.68
CHECKED BY B.H.
APPROVED BY K.A.

CONTINUOUS TIE REINFORCEMENT BAR LIST *

Subpier D	Continuous Tie D 0100	Size	Total number of turns
2-6	2-0	#3	18,309
3-0	2-6	#3	5,142
2-0	1-6	#3	510

REINFORCEMENT BAR LIST OF STANDARD REINFORCING IN SUBPIERS FOR RETAINING WALLS, TERMINAL STRUCTURES AND 23rd ST BRIDGES *

MARK	NUMBER REQUIRED	SIZE	LENGTH
v781	322	#11	30-0
v783	385	#11	40-0
v738	870	#9	30-0
v739	1518	#9	40-0
v736	16	#7	30-0
v737	32	#7	

BILL OF MATERIAL *

DESCRIPTION	UNIT	AMOUNT
Subpier Shafts	Cu.Ft.	92,100
Reinforcement Bars	Lbs.	635,706

* For Subpiers billed on this Sheet only.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P
SUB-PIERS SCHEDULE 2
SCALE: NONE
APR. 1965
SHEET NO. S-9 OF 395 SHEETS

1616290223

321-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 120 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	469
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. – 55	SW–1818.6–2P	COOK	395	224
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I–55–7(601)–289		

SUB-PIERS SCHEDULE–REINFORCEMENT BAR LIST
SUB-PIERS WITH BELLS
FOR RETAINING WALLS

Subpier Mark	Dia. D	Top Elev.	Bott. Elev.	Length L	Reinforcement Type	Bottom Bars Mark	No. Req'd	Size	Length
H2b	2-6	21.2	-51.0	72.2	II	v795	6	#9	36.0
H3b									
H4b									
H5b									
H6b		21.2	-51.0	72.2					
I2b		20.4	-52.0	72.4					
I3b									
I4b									
I5b									
I6b									
I7b									
I8b									
I9b									
I10b		20.4		72.4	II	v795			36.0
J1b		25.7		77.7		v1101			42.0
J2b		26.4		78.4		v1101			42.0
J3b		27.1	-52.0	79.1		v1102			43.0
J4b		27.6	-53.0	80.6		v1104			45.0
J5b		28.0		81.0		v1104			45.0
J6b		28.5		81.5		v1105			46.0
J7b		29.0	-53.0	82.0	II	v1105			46.0
J8b		29.3	-54.0	83.3	V	v774			9.0
J9b		29.7		83.7		v775			10.0
J10b		30.0		84.0		v775			10.0
J11b		30.3	-54.0	84.3		v775			10.0
J12b		31.7	-55.0	86.7		v778			13.0
J13b		32.0	-55.0	87.0		v778			13.0
J14b		32.4	-55.0	87.4		v778			13.0
J15b		32.7	-56.0	88.7		v780			15.0
J16b		33.1		89.1		v780			15.0
J17b		32.4		88.4		v779			14.0
J18b		31.5	-56.0	87.5		v779			14.0
J19b		30.9	-51.0	87.9		v779			14.0
J20b		30.3		87.3		v778			13.0
J21b		29.7		86.7		v778			13.0
J22b		29.2	-51.0	86.2	V	v777			12.0
K1b		15.2	-47.0	62.2	II	v791			26.0
K2b		16.0		63.0		v792			27.0
K3b		16.8		63.8		v793			28.0
K4b		17.4		64.4		v793			29.0
K5b		18.1		65.1		v794			30.0
K6b		18.7		65.7		v738			30.0
K7b		19.2		66.2		v738			30.0
K8b		19.7	-47.0	66.7		v743			31.0
K9b		20.2	-48.0	68.2		v744			32.0
K10b		20.7		68.7		v745			33.0
K11b		21.0		69.0		v745			33.0
K12b		21.4		69.4		v745			33.0
K13b		21.8	-48.0	69.8		v746			34.0
K14b		22.3	-49.0	71.3		v741			35.0
K15b		23.7		72.7		v796			37.0
K16b		24.0		73.0		v796			37.0
K17b		24.4		73.4		v796			37.0
K18b		24.8	-49.0	73.8		v797			38.0
K19b		25.2	-50.0	75.2		v798			39.0
K20b		25.6		75.6		v789			40.0
K21b		25.9		75.9		v789			40.0
K22b		26.3		76.3		v739			40.0
K23b		26.7		76.7		v799			41.0
K24b		27.0	-51.0	77.0		v799			41.0
K25b		27.4		78.4		v1101			42.0
K26b		27.8		78.8		v1102			43.0
K27b		28.1		79.1		v1102			43.0
K28b		28.4	-51.0	79.4		v1102			43.0
K29b		28.7	-52.0	80.7		v1104			45.0
K30b		29.1		81.1		v1104			45.0
K31b		29.4		81.4		v1104			45.0
K32b	2-6	29.4	-52.0	81.4	II	v1104	6	#9	45.0

Subpier Mark	Dia. D	Top Elev.	Bott. Elev.	Length L	Reinforcement Type	Bottom Bars Mark	No. Req'd	Size	Length
K33b	2-6	29.1	-52.0	81.1	II	v1104	6	#9	45.0
K34b		28.8	-53.0	81.8		v1105			46.0
K35b		28.5		81.5		v1105			46.0
K36b		28.2		81.2		v1104			45.0
K37b		28.0		81.0		v1104			45.0
K38b	2-6	27.1	-53.0	80.1	II	v1104	6	#9	45.0
L2b	3-0	25.7	-52.0	77.7	III	v1107	7	#11	42.0
L3b		25.9		77.9		v1107			42.0
L4b		26.1		78.1		v1108			43.0
L5b		26.4		78.4					
L6b		26.7		78.7					
L7b		26.9		78.9		v1108			43.0
L8b		27.2		79.2		v1109			44.0
L9b	3-0	27.4		79.4	III	v1109	7	#11	44.0
L10b	2-6	27.4		79.4	II	v1102	6	#9	43.0
L11b		27.3	-52.0	79.3		v1102			43.0
L12b		27.3	-53.0	80.3		v1103			44.0
L13b		27.2		80.2					
L14b		27.1		80.1					
L15b		26.9		79.9					
L16b		26.8		79.8					
L17b		26.7		79.7					
L18b		26.6		79.6					
L19b		26.5		79.5		v1103			44.0
L20b		26.4		79.4		v1102			43.0
L21b		26.2		79.2					
L22b		26.1		79.1					
L23b		26.0		79.0					
L24b		25.8	-53.0	78.8		v1102			43.0
L25b		25.7	-54.0	79.7		v1103			44.0
L26b		24.5		78.5		v1102			43.0
L27b		24.4		78.4		v1101			42.0
L28b		24.3		78.3					
L29b		24.1		78.1					
L30b		24.0		78.0					
L31b		23.8		77.8		v1101			42.0
L32b		23.4		77.4		v799			41.0
L33b		23.1		77.1		v799			41.0
L34b		22.7		76.7		v799			41.0
L35b		22.2		76.2		v789			40.0
L36b		21.6	-54.0	75.6	II	v739			40.0
M3b		30.1	-56.0	86.1	V	v777			12.0
M4b		30.3	-55.0	85.3	V	v776			11.0
M5b		30.6	-55.0	85.6		v111			12.0
M6b		31.0	-55.0	86.0		v777			12.0
M7b		31.4	-54.0	85.4		v776			11.0
M8b		31.9		85.9		v777			12.0
M9b		32.4		86.4		v777			12.0
M10b		31.3	-54.0	85.3		v776			11.0
M11b		31.1	-53.0	84.1		v115			10.0
M12b		30.9		83.9					
M13b		30.7		83.7					
M14b		30.5		83.5		v775			10.0
M15b		30.2		83.2		v774			9.0
M16b		29.9	-53.0	82.9		v774			9.0
M17b		29.7	-52.0	82.7	V	v774			9.0
M18b		29.4		81.4	II	v1104			45.0
M19b		29.0		81.0		v1104			45.0
M20b		28.6	-52.0	80.6		v1104			45.0
N1b		19.6	-53.0	72.6		v796			37.0
N2b		19.8		72.8					
N3b		20.0		73.0					
N4b		20.2		73.2					
N5b		20.3		73.3		v796			37.0
N6b		20.5		73.5		v797			38.0
N7b		20.7		73.7					
N8b		20.9		73.9					
N9b		21.1		74.1					
N10b		21.3	-53.0	74.3					
N11b		21.5	-52.0	73.5					
N12b		21.7	-52.0	73.7					
N13b		21.8	-52.0	73.8					
N14b	2-6	22.0	-52.0	74.0	II	v797	6	#9	38.0

Subpier Mark	Dia. D	Top Elev.	Bott. Elev.	Length L	Reinforcement Type	Bottom Bars Mark	No. Req'd	Size	Length
N15b	2-6	22.2	-52.0	74.2	II	v797	6	#9	38.0
N16b		22.4		74.4		v797			38.0
N17b		22.5		74.5		v798			39.0
N18b									
N19b									
N20b									
N21b			-52.0	74.5		v798			39.0
N22b			-51.0	73.5		v797			38.0
N23b				73.5		v797			38.0
N24b		22.5		73.5		v797			38.0
N25b		22.4		73.4		v796			37.0
N26b		22.0		73.0		v796			37.0
N27b		21.7		72.7		v796			37.0
N28b		21.4		72.4		v795			36.0
N29b		21.1		72.1		v795			36.0
N30b		20.8		71.8		v795			36.0
N31b		20.5		71.5		v795			36.0
N32b	2-6	20.1	-51.0	71.1	II	v747	6	#9	35.0
A1b	2-6	10.0	-52.0	62.0	II	v791	6	#9	26.0
A2b		12.5		64.5		v794			29.0
A3b									
A4b									
A5b									
A6b									
A7b		12.5		64.5		v794			29.0
A8b		11.5		63.5		v793			28.0
A9b									
A10b									
A11b									
A12b									
A13b									
A14b									
A15b	2-6	11.5	-52.0	63.5	II	v793	6	#9	28.0
D1b	2-6	15.9	-52.0	67.9	II	v744	6	#9	32.0
D2b	2-6	10.4	-52.0	62.4	II	v791	6	#9	26.0
G1b	2-6	17.4	-52.0	69.4	II	v745	6	#9	33.0
G2b		18.3		70.3		v746			34.0
G3b		19.1		71.1		v747			35.0
G4b		20.5		72.5		v796			37.0
G5b		19.9		71.9		v795			36.0
G6b		19.1		71.1		v747			35.0
G7b		18.7		70.7		v747			35.0
G8b		18.3		70.3		v746			34.0
G9b		18.0		70.0		v746			34.0
G10b		17.7		69.7		v746			34.0
G11b		17.4		69.4		v745			33.0
G12b	2-6	17.2		69.2	II	v745	6	#9	33.0
G13b	3-0	16.9		68.9	III	v754	7	#11	33.0
G14b		16.6		68.6		v754			33.0
G15b		16.3		68.3		v754			33.0
G16b		16.1		68.1		v754			33.0
G17b		15.9		67.9		v753			32.0
G18b		15.8		67.8		v753			32.0
G19b		15.6		67.6		v753			32.0
G20b		15.5		67.5		v753			32.0
G21b		15.3		67.3		v753			32.0
G22b		15.2		67.2		v753			32.0
G23b		15.0		67.0		v753			32.0
G24b		14.9		66.9		v752			31.0
G25b		14.7		66.7		v752			31.0
G26b		14.6		66.6		v752			31.0
G27b		14.5		66.5		v752			31.0
G28b		14.3		66.3		v752			31.0
G29b		14.2		66.2		v752			31.0
G30b		14.1		66.1		v752			31.0
G31b		13.9		65.9		v731			30.0
G32b		13.8		65.8					
G33b		13.7		65.7					
G34b		13.6		65.6					
G35b		13.4		65.4					
G36b	3-0	13.3	-52.0	65.3	III	v731	7	#11	30.0

Subpier Mark	Dia. D	Top Elev.	Bott. Elev.	Length L	Reinforcement Type	Bottom Bars Mark	No. Req'd	Size	Length
G37b	3-0	13.3	-52.0	65.3	III	v731	7	#11	30.0
G38b		13.4		65.4					
G39b		13.5		65.5					
G40b		13.5		65.5					
G41b		13.6		65.6					
G42b		13.7		65.7					
G43b		13.8		65.8					
G44b		13.9		65.9		v731			30.0
G45b		14.0		66.0		v732			31.0
G46b		14.1		66.1					
G47b		14.2		66.2					
G48b		14.3		66.3					
G49b		14.3		66.3					
G50b		14.4		66.4					
G51b		14.5		66.5					
G52b		14.6		66.6					
G53b		14.7		66.7					
G54b		14.9		66.9		v732			31.0
G55b		15.0		67.0		v733			32.0
G56b		15.1		67.1		v733			32.0
G57b		15.2		67.2		v733			32.0
G58b	3-0	15.3		67.3	III	v733	7	#11	32.0
G59b	2-6	15.4		67.4	II	v743	6	#9	31.0
G60b		15.6		67.6		v744			32.0
G61b		15.7		67.7					
G62b		15.8		67.8					
G63b		15.9		67.9					
G64b		16.0		68.0					
G65b		16.1		68.1					
G66b		16.3		68.3					
G67b		16.4		68.4		v744			32.0
G68b		16.5		68.5		v745			33.0
G69b		16.7		68.7					
G70b		16.8		68.8					
G71b		17.0		69.0					
G72b		17.3		69.3		v745			33.0
G73b	2-6	17.6	-52.0	69.6	II	v746	6	#9	34.0
P1b	2-6	16.5	-52.0	67.5	II	v744	6	#9	32.0
P2b		16.5		67.5		v744			32.0
P3b		16.5		67.5		v744			32.0
P4b		17.5		69.5		v746			34.0
P5b									
P6b									
P7b									
P8b									
P9b		17.5		69.5					
P10b		17.8		69.8		v746			34.0
P11b		18.5		70.5		v747			35.0
P12b		19.1		71.1		v747			35.0
P13b		19.8		71.8		v795			36.0
P14b		20.5		72.5		v796			37.0
P15b		21.1		73.1		v796			37.0
P16b		21.8		73.8		v797			38.0
P17b		22.5		74.5		v798			39.0
P18b		23.1		75.1		v798			39.0
P19b		23.8		75.8		v739			40.0
P20b		24.4		76.4		v739			40.0
P21b		25.1		77.1		v799			41.0
P22b		25.8		77.8		v1101			42.0
P23b		26.0		78.0		v1101			42.0
P24b									
P25b									
P26b									
P27b	2-6	26.0	-52.0	78.0	II	v1101	6	#9	42.0
S1b	2-6	11.4	-52.0	63.4	II	v793	6	#9	28.0
S2b		10.7		62.7		v792			27.0
S3b		9.6		61.6		v791			26.0
S4b		6.4		60.4		v790			25.0
S5b		7.5		59.5		v789			24.0
S6b		6.6		58.6		v788			23.0
S7b	2-6	5.9	-52.0	57.9	II	v788	6	#9	23.0

Subpier Mark	Dia. D	Top Elev.	Bott. Elev.	Length L	Reinforcement Type	Bottom Bars Mark	No. Req'd	Size	Length
S8b	2-6	5.4	-52.0	57.4	II	v787	6	#9	22.0
S9b	2-6	4.8	-52.0	56.8	II	v786	6	#9	21.0
S10b	2-6	4.2	-52.0	56.2	II	v786	6	#9	21.0

DESIGNED BY B.H.
DRAWN BY E.F. 10.21.68.
CHECKED BY B.H.
APPROVED BY K.A.

CONTINUOUS TIE REINFORCEMENT BAR LIST *

Subpier D	Continuous tie D 0100	Size	Total number of turns
2-6	2-0	#3	23,854
3-0	2-6	#3	5128

REINFORCEMENT BAR LIST OF STANDARD REINFORCING IN SUBPIERS FOR RETAINING WALLS, TERMINAL STRUCTURES AND 23rd ST BRIDGES *

MARK	NUMBER REQUIRED	SIZE	LENGTH
v731	378	#11	30-0
v733	378	#11	40-0
v735	1392	#9	30-0
v739	1572	#9	40-0

BILL OF MATERIAL *

DESCRIPTION	UNIT	AMOUNT
Subpier Shafts	C.Y.Ft.	110,400
Subpier Bells	Cu.Ft.	9,960
Reinforcement Bars	Lbs.	790,274

* For subpiers billed on this sheet only.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE–SOUTHWEST INTERCHANGE
SECTION SW–1818.6–2P
SUB-PIERS SCHEDULE 3
SCALE: NONE APR. 1965
SHEET NO. 8-10 OF 395 SHEETS

1616290224

322-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

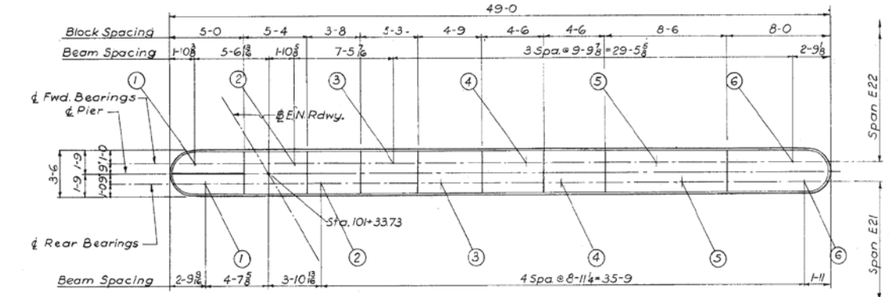
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 121 OF 173 SHEETS

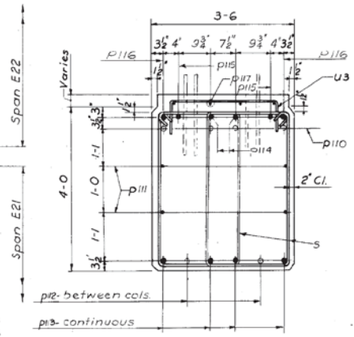
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	470
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

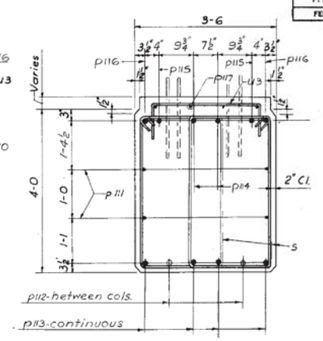
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW—1818.6—2P	COOK	395	225
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



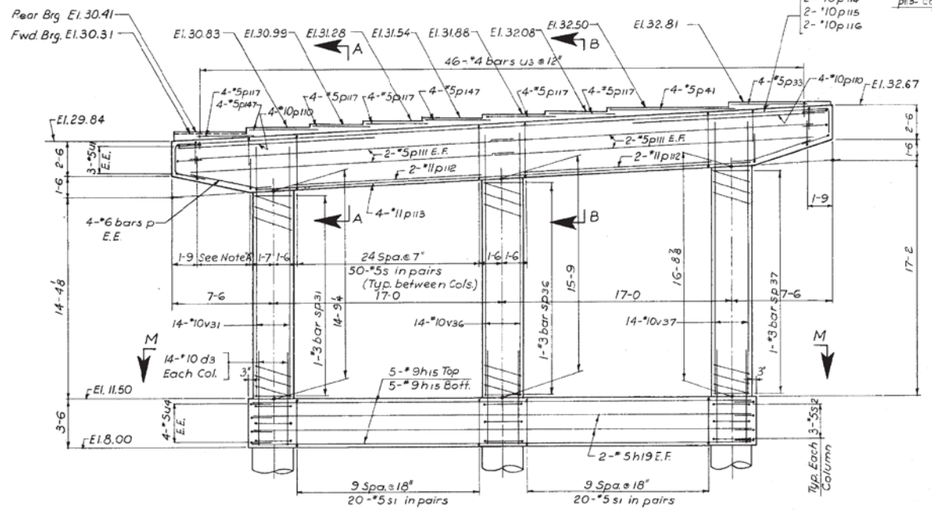
TOP PLAN
Scale: ¼"=1-0



SECTION A-A
Scale: ¼"=1-0"

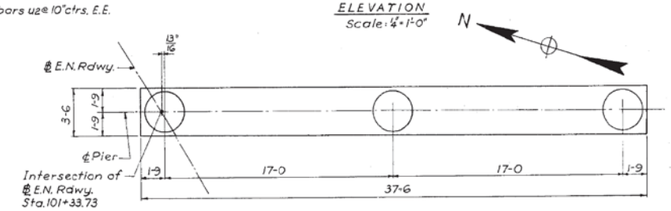


SECTION B-B
Scale: ¼"=1-0"

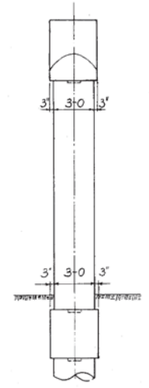


NOTE 'A'
6 Sets of 4-#5 bars use 10" ctrs. E.E.

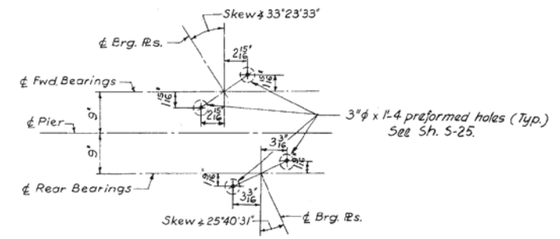
ELEVATION
Scale: ¼"=1'-0"



PLAN M-M
Scale: ¼"=1'-0"



END VIEW
Scale: ¼"=1'-0"



ANCHOR BOLT SETTING PLAN
(Typ. for all Beams)

NOTE:
For additional sections and notes see Sheet No. S-25

BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY
Class 'X' Concrete	Cu. Yds.	56.3
Reinforcement Bars	Lbs.	12,145
Class 'A' Excavation for Structures	Cu. Yds.	22

DESIGNED BY B.M.
DRAWN BY B.B.
CHECKED BY B.M. 7-31-63
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW—1818.6—2P
PIER E21
SCALE: AS NOTED
APR. 1965
SHEET NO. S-11 OF 395 SHEETS

1616290225

323-60X07_As-Builts.dgn

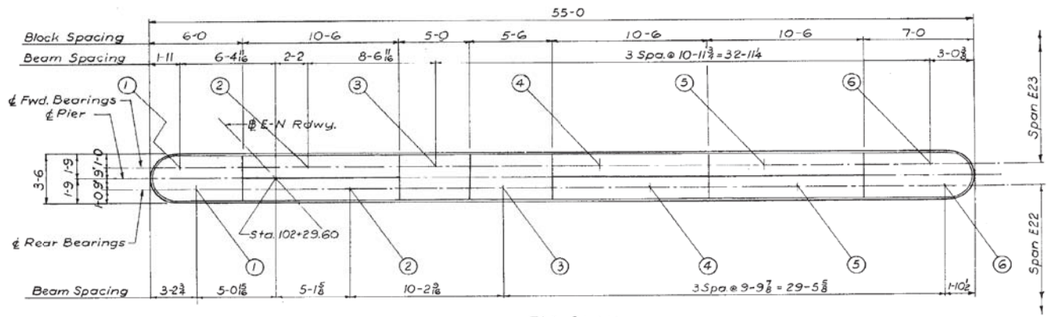
AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED -	REVISED -	
	PLOT SCALE =	DRAWN - HAY	REVISED -	
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 122 OF 173 SHEETS

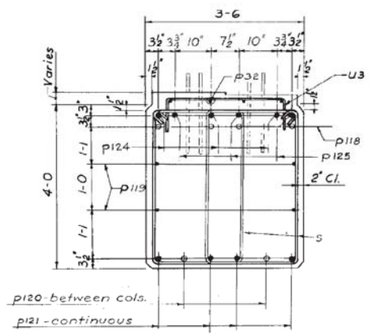
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	471
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

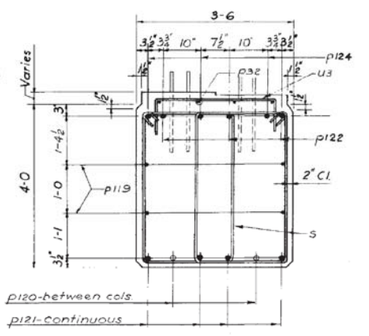
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	226
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



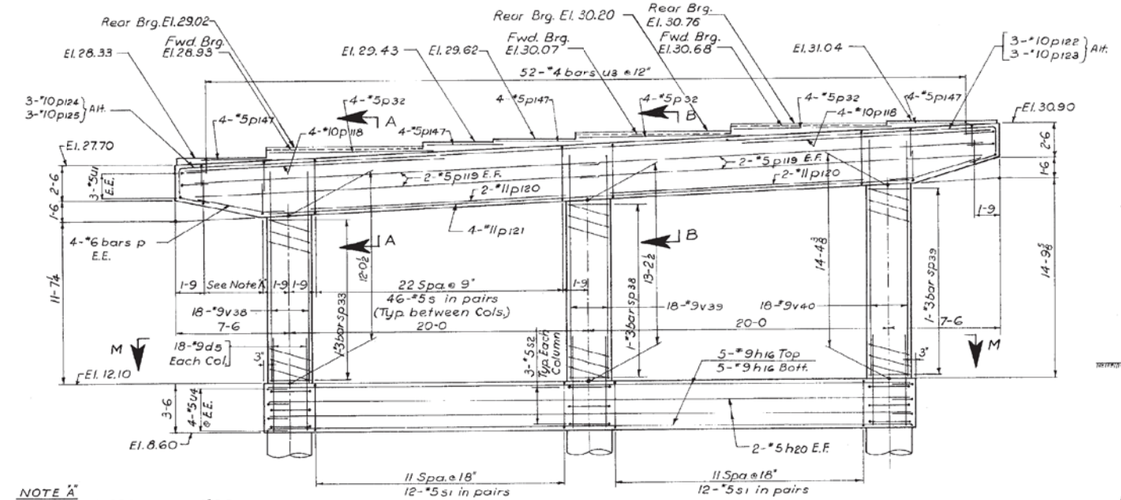
TOP PLAN
Scale: 1/4"-1'-0"



SECTION A-A
Scale: 3/4"-1'-0"

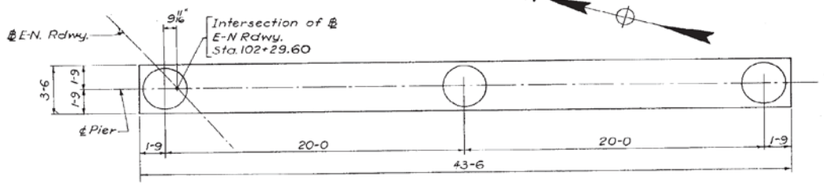


SECTION B-B
Scale: 3/4"-1'-0"

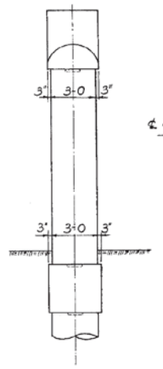


NOTE "A"
5 sets of 4-#5 bars u2 @ 12" E.E.

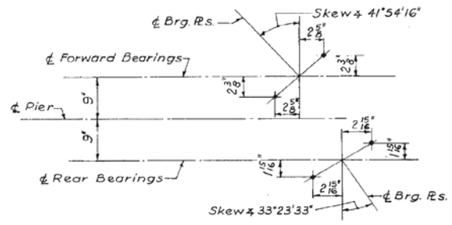
ELEVATION
Scale: 1/4"-1'-0"



PLAN M-M
Scale: 1/4"-1'-0"



END VIEW
Scale: 1/4"-1'-0"



ANCHOR BOLT SETTING PLAN
(Typ. for all Beams)

NOTE:
For additional sections and notes see Sheet No. S-25

BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY
Class "X" Concrete	Cu. Yds.	60.5
Reinforcement Bars	Lbs.	11,931
Class "A" Excavation for Structures	Cu Yds.	27

DESIGNED BY B.M.
DRAWN BY B.B.
CHECKED BY B.M.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

PIER E22

SCALE: AS NOTED
APR. 1966
SHEET NO. S-12 OF 395 SHEETS

1616290226

324-60X07.As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

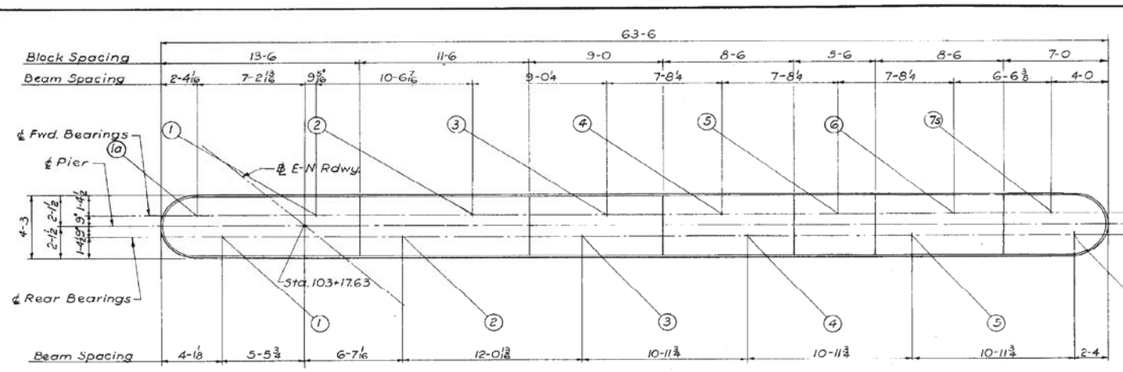
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 123 OF 173 SHEETS

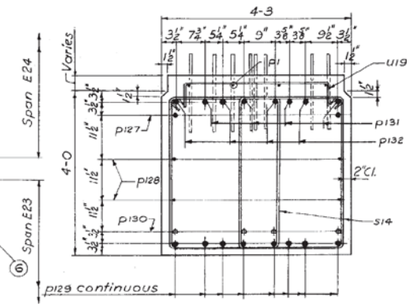
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	472
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

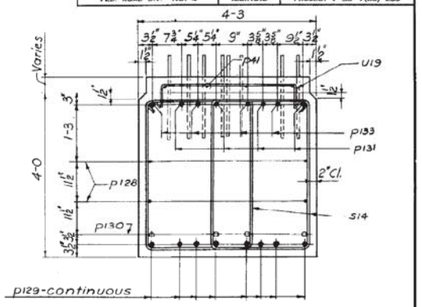
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I—55—7(60)—289		



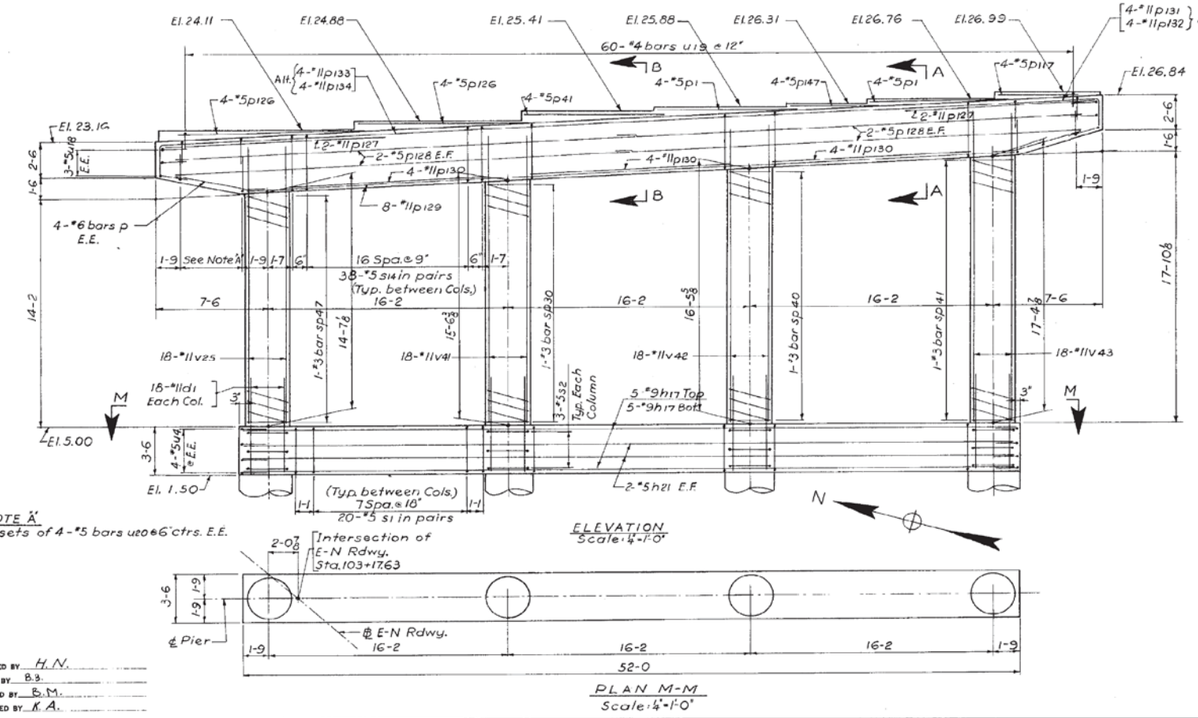
TOP PLAN
Scale: 1/4"=1'-0"



SECTION A-A
Scale: 3/4"=1'-0"



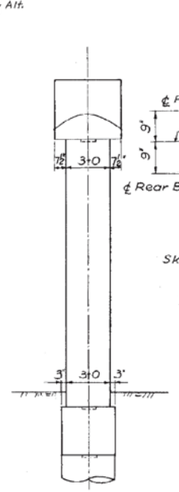
SECTION B-B
Scale: 3/4"=1'-0"



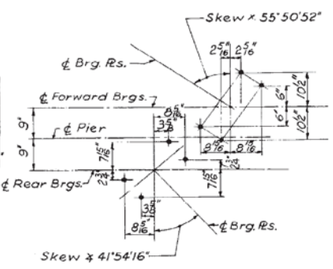
NOTE A
9 sets of 4-#5 bars u/s @ 6" ctrs. E.E.

ELEVATION
Scale: 1/4"=1'-0"

PLAN M-M
Scale: 1/4"=1'-0"



END VIEW
Scale: 1/4"=1'-0"



ANCHOR BOLT SETTING DIAGRAM
(Typ. for Beams except as noted)

BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY
Class 'X' Concrete	Cu. Yds.	83.5
Reinforcement Bars	Lbs.	22,285
Class 'A' Excavation for Structures	Cu. Yds.	30

NOTE:
For additional sections and notes see Sheet No. S-25

DESIGNED BY H.N.
DRAWN BY B.S.
CHECKED BY B.M.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

PIER E23

SCALE: AS NOTED
APR. 1965
SHEET NO. S-13 OF 395 SHEETS

1616290227

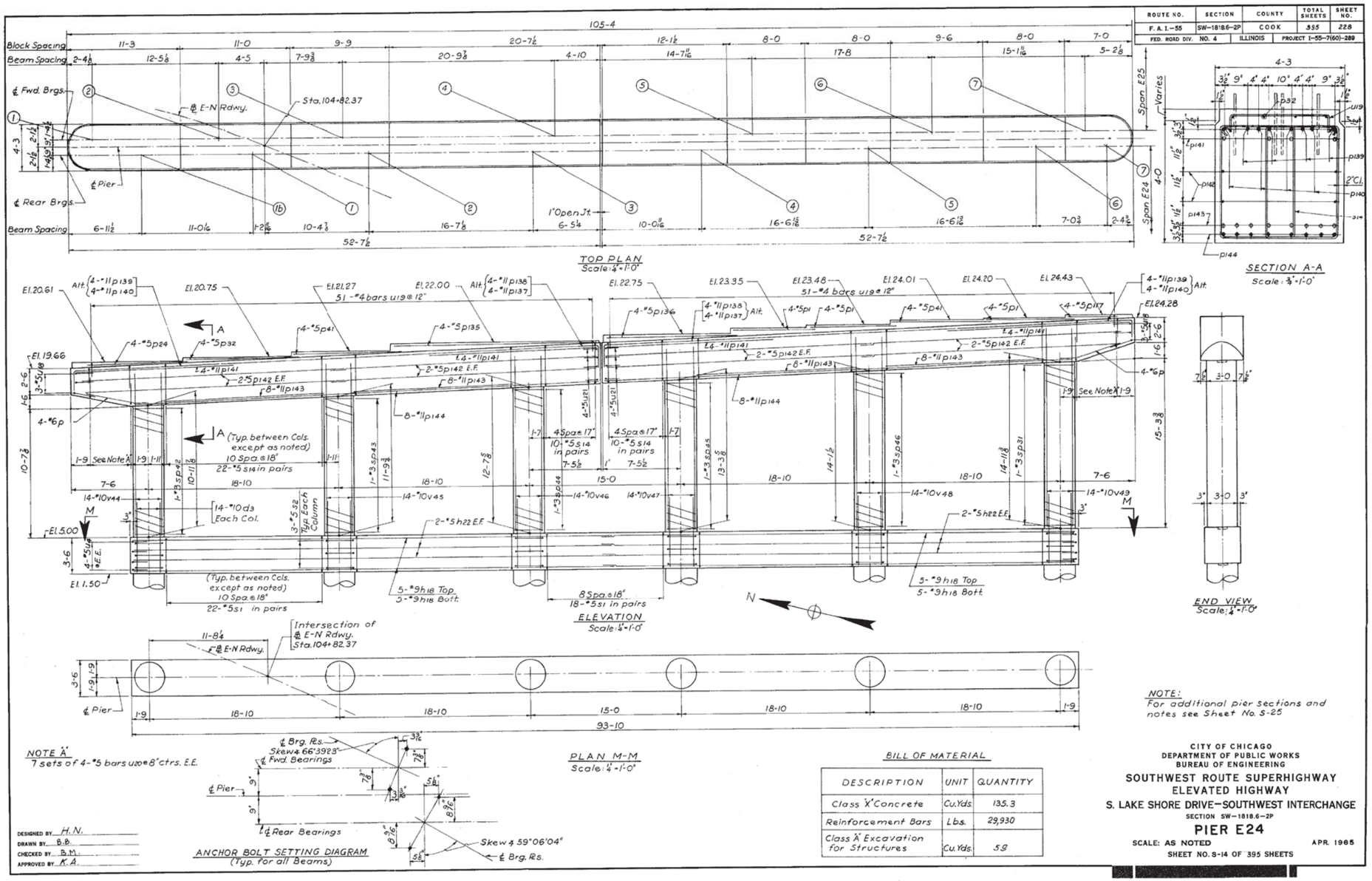
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AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILTS I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
		CHECKED -	REVISED -		
	PLOT SCALE =	DRAWN - HAY	REVISED -		
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -		SHEET NO. 124 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	473
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	228
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



NOTE A
7 sets of 4-"5 bars u20 @ 8" ctrs. E.E.

NOTE:
For additional pier sections and notes see Sheet No. S-25

BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY
Class 'X' Concrete	Cu.Yds.	135.3
Reinforcement Bars	Lbs.	29,930
Class 'X' Excavation for Structures	Cu.Yds.	5.9

DESIGNED BY H.N.
DRAWN BY B.P.
CHECKED BY B.M.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

PIER E24

SCALE: AS NOTED
APR. 1965
SHEET NO. S-14 OF 395 SHEETS

1616290228

326-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

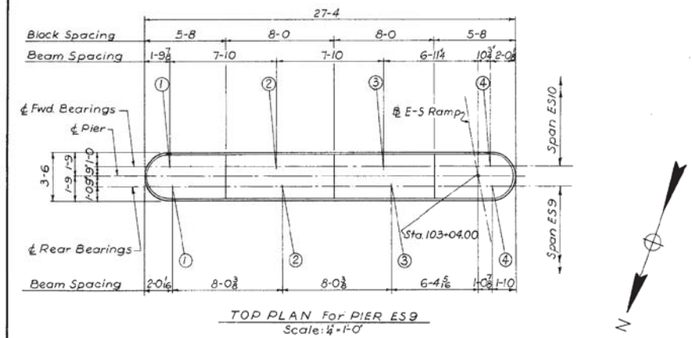
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 125 OF 173 SHEETS

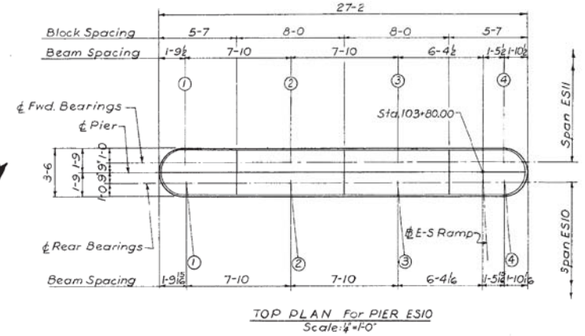
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	474
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

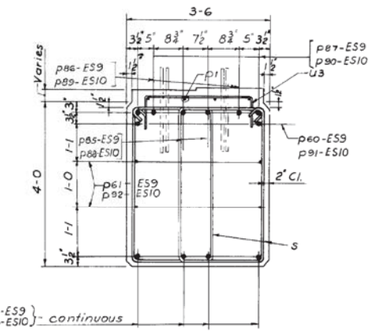
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	237
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



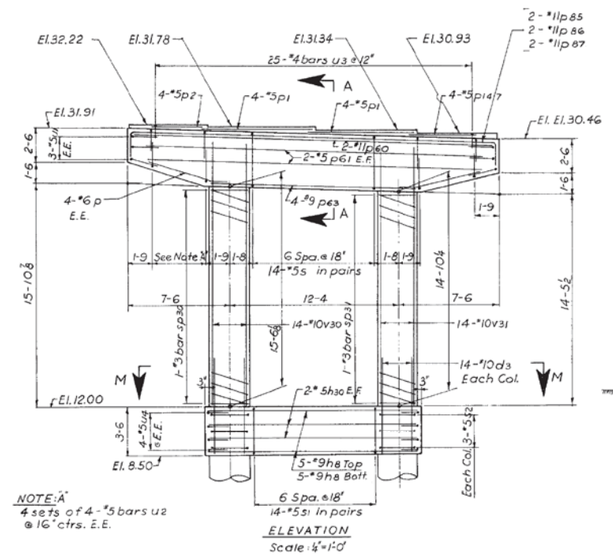
TOP PLAN For PIER ES9
Scale: ¼"=1'-0"



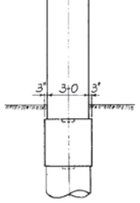
TOP PLAN For PIER ES10
Scale: ¼"=1'-0"



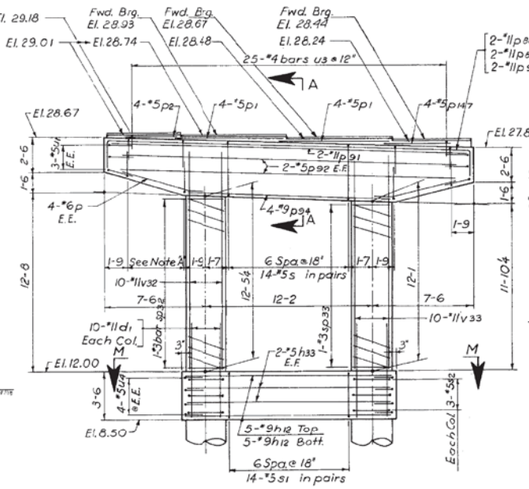
SECTION A-A
Scale: ¾"=1'-0"



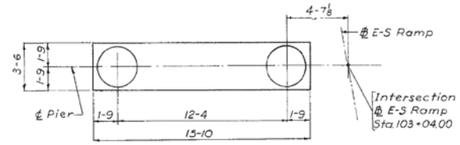
ELEVATION
Scale: ¼"=1'-0"



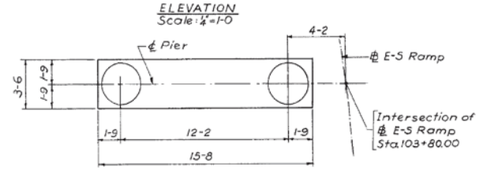
END VIEW
Scale: ¼"=1'-0"



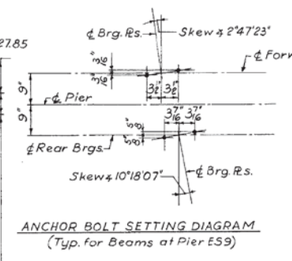
ELEVATION
Scale: ¼"=1'-0"



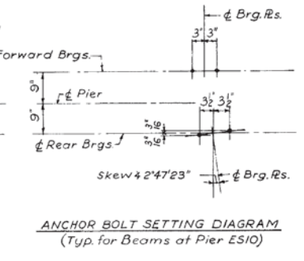
PLAN M-M
Scale: ¼"=1'-0"



PLAN M-M
Scale: ¼"=1'-0"



ANCHOR BOLT SETTING DIAGRAM
(Typ. for Beams at Pier ES9)



ANCHOR BOLT SETTING DIAGRAM
(Typ. for Beams at Pier ES10)

DESIGNED BY B.M.
DRAWN BY B.B.
CHECKED BY B.M. 7-31-65
APPROVED BY K.A.

BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY	
		Pier ES9	Pier ES10
Class "X" Concrete	Cu.Yds.	29.1	27.0
Reinforcement Bars	Lbs.	6,461	6,184
Class "A" Excavation for Structures	Cu.Yds.	11	11

NOTE:
For additional pier sections and notes see Sheet No. S-25

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

PIERS ES9 & ES10

SCALE: AS NOTED — APR. 1965
SHEET NO. S-23 OF 395 SHEETS

1616290237

327-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

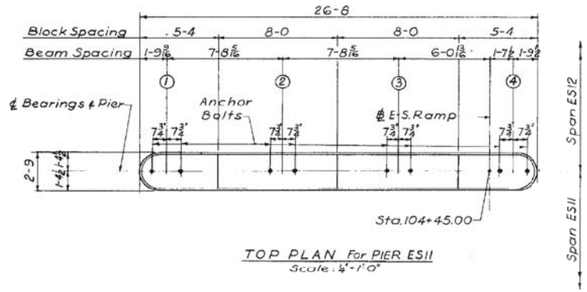
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 126 OF 173 SHEETS

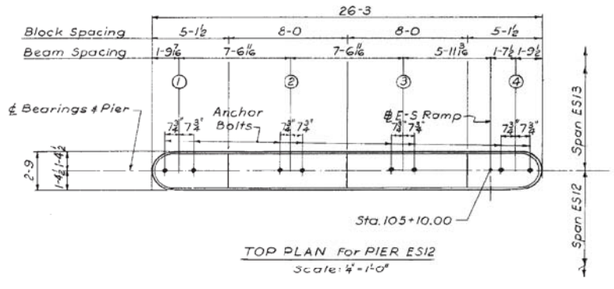
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	475
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

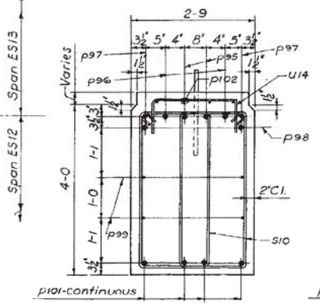
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	238
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



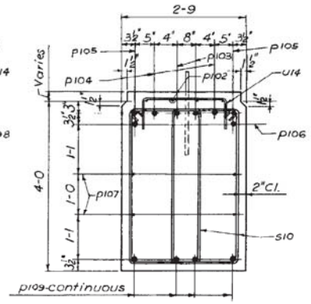
TOP PLAN For PIER ES11
Scale: 1/4"-1'-0"



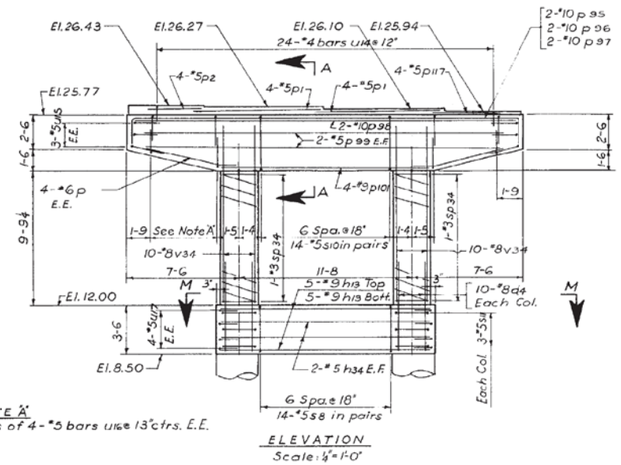
TOP PLAN For PIER ES12
Scale: 1/4"-1'-0"



SECTION A-A
Scale: 3/4"-1'-0"
For Pier ES11

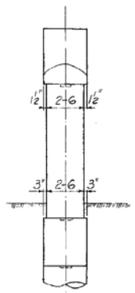


SECTION A-A
Scale: 3/4"-1'-0"
For Pier ES12

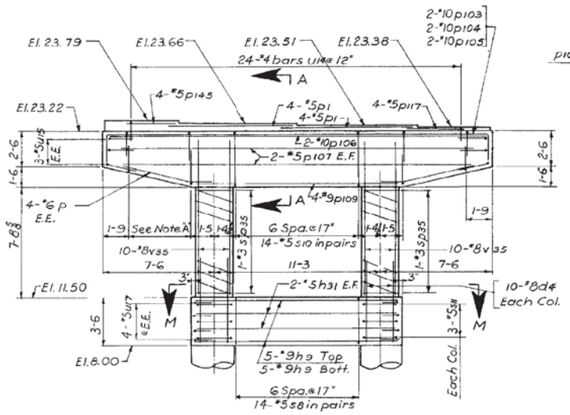


NOTE A
5 sets of 4-#5 bars U15@ 13" ctrs. E.E.

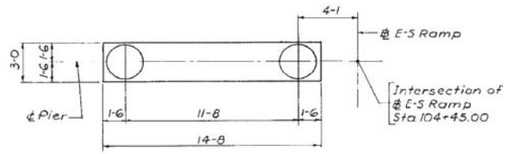
ELEVATION
Scale: 1/4"-1'-0"



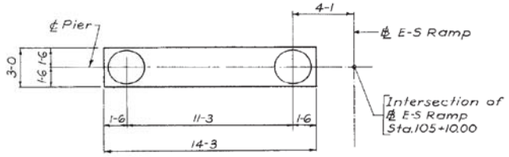
END VIEW
Scale: 1/4"-1'-0"



ELEVATION
Scale: 1/4"-1'-0"



PLAN M-M
Scale: 1/4"-1'-0"



PLAN M-M
Scale: 1/4"-1'-0"

BILL OF MATERIAL

DESCRIPTION	UNIT	QUANTITY	
		Pier ES11	Pier ES12
Class 'X' Concrete	Cu.Yds.	20.0	16.8
Reinforcement Bars	Lbs.	4,072	4,155
Class A Excavation for Structures	Cu.Yds.	9	8

NOTE:
For additional pier sections and notes see Sheet No. S-25

DESIGNED BY S.M.
DRAWN BY B.B.
CHECKED BY S.M. 7-31-15
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

PIERS ES11 & ES12

SCALE: AS NOTED — APR. 1965
SHEET NO. S-24 OF 395 SHEETS

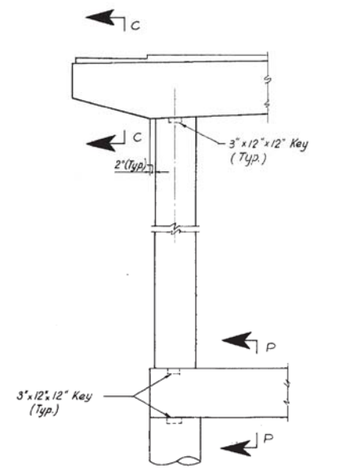
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328-60X07_As-Builts.dgn

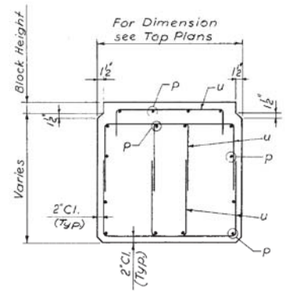
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USER NAME = auyeungh	DESIGNED -	REVISED -				55	2013-049B	COOK	888	476
	CHECKED -	REVISED -							CONTRACT NO. 60X07	
PLOT SCALE =	DRAWN - HAY	REVISED -			SHEET NO. 127 OF 173 SHEETS			ILLINOIS	FED. AID PROJECT	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -								

FOR INFORMATION ONLY

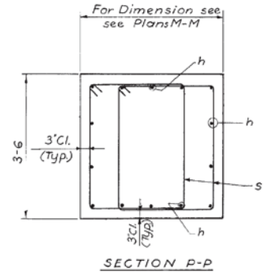
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	239
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



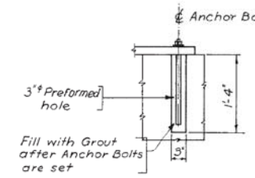
PARTIAL ELEVATION OF PIER



SECTION C-C
(TYPICAL CANTILEVER REINFORCEMENT)

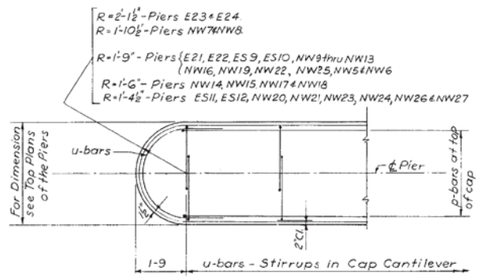


SECTION P-P

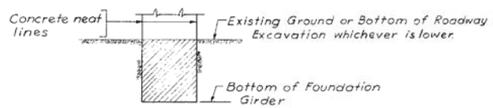


ANCHOR BOLT SETTING DETAIL

NOTE:
Anchor Bolts shall be set in accordance with "Anchor Bolt Setting Diagram" shown on Sh. No. S-41 thru S-24
Also see Note on Sh. No. S-41 & S-42 for direction of bearing devices.
Contractor shall verify location of Anchor Bolt holes with Structural Steel Shop Drawings.



TYPICAL END DETAIL OF PIER CAP



PAY LIMITS
Class 'A' Excavation for Structures

NOTES:
1. Bearing Blocks to be poured monolithic with Pier Cap.
2. Adjust Stirrup spacing to avoid interference with Anchor Bolt forms.
3. For Reinforcement Bar Lists see Sh. No. S-26 thru S-28 inclusive.
4. Use 20 bar diameters as minimum Lap for reinforcement.
5. E.E. indicates Each End.
6. E.F. indicates Each Face.
7. All corners shall be chamfered ¾" unless otherwise shown or noted.

DESIGNED BY H.N.
DRAWN BY B.G.
CHECKED BY B.M.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

COMMON PIER DETAILS

SCALE: NO SCALE APR. 1965
SHEET NO. S-25 OF 395 SHEETS

1616290239

329-60X07_As-Built's.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED -	REVISED -	
	PLOT SCALE =	DRAWN - HAY	REVISED -	
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 128 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	477
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.–55	SW–1818.6–2P	COOK	395	240
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I–55–7(60)–289		

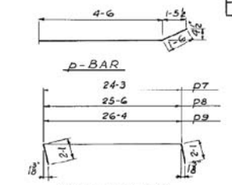
Bar	Nº	Size	Length	Shape
	PIER	NW5		
P	8	#6	6-0	
P1	8	#5	9-0	
P145	4	#5	4-0	
P3	4	#5	23-4	
P4	2	#11	24-4	
P6	4	#10	14-4	
P7	2	#11	28-5	
P8	2	#11	29-8	
P9	2	#11	30-6	
P147	4	#5	6-0	
U1	6	#5	7-0	
U2	32	#5	6-9	
U3	24	#4	4-8	
U4	8	#5	7-0	
S	14	#5	12-4	
S1	14	#5	11-10	
H1	10	#9	14-8	
S2	6	#5	9-9	6
d1	28	#11	7-1	
V1	14	#11	30-6	
V2	14	#11	29-11	
SP1	1	#3	27-3	o n=39
SP2	1	#3	26-7	o n=38
H23	4	#5	14-8	
	PIER	NW6		
P	8	#6	6-0	
P1	8	#5	9-0	
P2	4	#5	4-4	
P10	4	#5	24-8	
P12	4	#10	16-0	
P13	2	#11	25-8	
P14	2	#11	29-9	
P15	2	#11	31-0	
P16	2	#11	31-10	
P147	4	#5	6-0	
U1	6	#5	7-0	
U2	32	#5	6-9	
U3	25	#4	4-8	
U5	8	#5	7-3	
S	16	#5	12-4	
S1	16	#5	11-10	
S3	6	#5	10-6	
H2	10	#9	16-3	
d1	40	#11	7-1	
V3	20	#11	32-1	
V4	20	#11	31-5	
SP3	1	#3	28-10	o n=41
SP4	1	#3	28-2	o n=40
H24	4	#5	16-3	
	PIER	NW7		
P	8	#6	6-0	
P1	4	#5	9-0	
P145	8	#5	4-0	
P17	4	#5	27-6	
P19	2	#11	12-6	
P19	4	#11	19-0	
P20	2	#11	28-2	
P21	2	#11	32-6	
P22	2	#11	33-11	
P23	2	#11	34-9	
P17	8	#5	5-0	
U6	6	#5	7-5	
U7	8	#5	7-6	
U8	28	#4	4-11	
U9	32	#5	6-10	
S4	6	#5	11-4	
S5	32	#5	12-6	
S1	18	#5	11-10	
P147	4	#5	6-0	
H3	10	#9	19-4	
V5	20	#14	42-6	
V6	20	#14	41-9	
SP5	1	#3	39-0	o n=55
SP6	1	#3	38-3	o n=54
H25	4	#5	19-4	

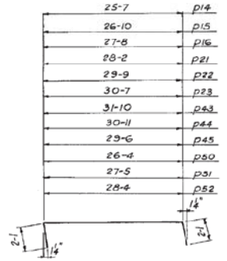
Bar	Nº	Size	Length	Shape
	PIER	NW8		
P	8	#6	6-0	
P33	4	#5	6-6	
P2	4	#5	4-4	
P147	20	#5	6-0	
P25	2	#11	37-4	
P26	2	#11	38-11	
P27	2	#11	39-9	
P28	2	#11	33-2	
P29	4	#5	32-2	
P30	2	#11	17-6	
P31	4	#11	24-6	
U6	6	#5	7-5	
U7	8	#5	7-6	
U9	32	#5	6-10	
S5	44	#5	12-9	
S6	6	#5	11-4	
S1	24	#5	11-10	
V7	20	#14	43-6	
V8	20	#14	42-7	
H6	10	#9	24-4	
U8	33	#4	4-11	
SP7	1	#3	40-0	o n=56
SP8	1	#3	39-1	o n=55
H26	4	#5	24-4	
	PIER	NW9		
P	8	#6	6-0	
P32	8	#5	12-0	
P33	4	#5	6-6	
P34	2	#11	39-1	
P35	2	#11	40-6	
P36	2	#11	41-5	
P37	2	#11	34-11	
P38	4	#5	34-2	
P39	2	#11	19-5	
P40	4	#11	25-11	
P149	4	#5	8-0	
U1	6	#5	7-0	
U2	32	#5	6-9	
U3	35	#4	4-8	
U5	8	#5	7-3	
V9	20	#11	33-9	
V10	20	#11	32-10	
d1	40	#11	7-1	
S	30	#5	12-4	
S1	28	#5	11-0	
S3	6	#5	10-6	o
H5	10	#9	25-9	
SP9	1	#3	30-6	o n=44
SP10	1	#3	29-7	o n=42
H27	4	#5	25-9	
	PIER	NW10		
P	8	#6	6-0	
P117	8	#5	5-0	
P41	4	#5	10-0	
P149	4	#5	8-0	
P43	2	#11	36-0	
P44	2	#11	35-1	
P45	2	#11	33-8	
P46	2	#11	29-6	
P47	4	#5	28-9	
P48	2	#11	14-0	
P49	4	#11	20-6	
P147	4	#5	6-0	
U1	6	#5	7-0	
U2	32	#5	6-9	
U3	29	#4	4-8	
U5	8	#5	7-3	
S	20	#5	12-4	
S1	20	#5	11-10	
S3	6	#5	10-6	
V9	20	#11	33-9	
V10	20	#11	32-10	
H6	10	#9	20-4	
d1	40	#11	7-1	
SP9	1	#3	30-6	o n=44
SP10	1	#3	29-7	o n=42
H28	4	#5	20-4	

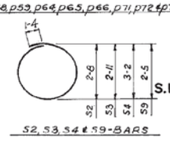
Bar	Nº	Size	Length	Shape
	PIER	NW11		
P	8	#6	6-0	
P1	8	#5	9-0	
P2	4	#5	4-4	
P50	2	#11	30-6	
P51	2	#11	31-7	
P52	2	#11	32-6	
P53	2	#11	26-4	
P54	4	#5	25-4	
P56	4	#9	17-0	
P33	4	#5	6-6	
U1	6	#5	7-0	
U2	32	#5	6-9	
U3	26	#4	4-8	
U5	6	#5	7-3	
S	16	#5	12-4	
S1	16	#5	#10	
S3	6	#5	10-6	
V10	20	#11	32-10	
V11	20	#11	32-4	
d1	40	#11	7-1	
H7	10	#9	16-10	
SP10	1	#3	29-7	o n=42
SP11	1	#3	29-0	o n=42
H29	4	#5	16-10	
	PIER	NW12		
P	8	#6	6-0	
P1	8	#5	9-0	
P2	4	#5	4-4	
P57	2	#11	31-2	
P58	2	#11	30-8	
P59	2	#11	28-10	
P60	2	#11	24-8	
P61	4	#5	24-0	
P63	4	#9	15-4	
P147	4	#5	6-0	
U1	6	#5	7-0	
U2	32	#5	6-9	
U3	25	#4	4-8	
U4	8	#5	7-0	
S	14	#5	12-4	
S1	14	#5	11-10	
S2	6	#5	9-9	
H8	10	#9	15-3	
V12	20	#11	31-8	
V13	20	#11	31-3	
d1	40	#11	7-1	
SP12	1	#3	28-5	o n=41
SP13	1	#3	28-0	o n=40
H30	4	#5	15-3	
	PIER	NW13		
P	8	#6	6-0	
P2	4	#5	4-4	
P64	2	#11	29-6	
P65	2	#11	28-9	
P66	2	#11	27-2	
P67	2	#11	23-0	
P68	4	#5	22-4	
P70	4	#9	13-9	
P149	4	#5	8-0	
U1	6	#5	7-0	
U2	32	#5	6-9	
U3	11	#4	4-8	
U4	8	#5	7-0	
S	12	#5	12-4	
S1	12	#5	11-10	
S2	6	#5	9-9	
d1	28	#11	7-1	
V14	28	#11	29-9	
H9	10	#9	13-8	
SP14	2	#3	26-6	o n=38
H31	4	#5	13-8	

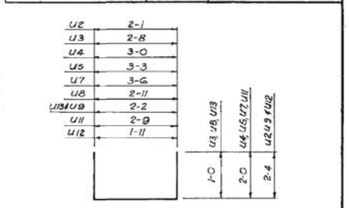
Bar	Nº	Size	Length	Shape
	PIER	NW14		
P	8	#6	6-0	
P68	4	#5	22-4	
P71	2	#10	29-7	
P72	2	#10	29-1	
P73	2	#10	27-9	
P75	4	#9	13-6	
P76	2	#10	23-7	
U10	6	#5	6-4	
U11	8	#5	6-9	
U12	32	#5	6-7	
S7	12	#5	12-0	
S8	12	#5	10-10	
S9	6	#5	8-11	
V15	32	#11	34-3	
d1	32	#11	7-1	
H10	10	#9	13-4	
SP15	2	#3	31-6	o n=45
H32	4	#5	13-4	
	PIER	NW15		
P	8	#6	6-0	
P1	8	#5	9-0	
P68	4	#5	22-4	
P71	2	#10	29-7	
P72	2	#10	29-1	
P73	2	#10	27-9	
P75	4	#9	13-6	
P76	2	#10	23-7	
P146	4	#5	3-6	
U10	6	#5	6-4	
U11	8	#5	6-9	
U12	32	#5	6-7	
U13	19	#4	4-2	
S7	12	#5	12-0	
S8	12	#5	10-10	
S9	6	#5	8-11	
d1	32	#11	7-1	
V16	32	#11	28-3	
H10	1	#9	13-4	
SP16	2	#3	25-0	o n=36
H32	4	#5	13-4	
	PIER	NW16		
P	8	#6	6-0	
P1	8	#5	9-0	
P64	2	#11	29-6	
P65	2	#11	28-9	
P66	2	#11	27-2	
P67	2	#11	23-0	
P68	4	#5	22-4	
P70	4	#9	13-9	
P146	4	#5	3-6	
U1	6	#5	7-0	
U2	32	#5	6-9	
U3	19	#4	4-8	
U4	8	#5	7-0	
S	12	#5	12-4	
S1	12	#5	11-10	
S2	6	#5	9-9	
V18	32	#11	26-10	
d1	32	#11	7-1	
H9	10	#9	13-8	
SP18	2	#3	23-7	o n=34
H31	4	#5	13-8	

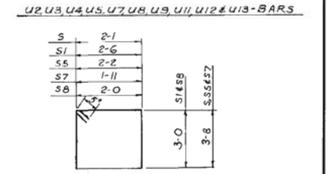
Bar	Nº	Size	Length	Shape
	PIER	NW17		
P	8	#6	6-0	
P1	8	#5	9-0	
P68	4	#5	22-4	
P71	2	#10	29-7	
P72	2	#10	29-1	
P73	2	#10	27-9	
P76	2	#10	23-7	
P81	4	#9	13-3	
P117	4	#5	5-0	
P146	4	#5	3-6	
S7	12	#5	12-0	
S8	12	#5	10-10	
S9	6	#5	8-11	
V10	6	#5	6-4	
U11	8	#5	6-9	
U13	23	#4	4-2	
V22	28	#11	25-11	
d1	28	#11	7-1	
H10	10	#9	13-4	
U12	32	#5	6-7	
SP22	2	#3	22-8	o n=33
H32	4	#5	13-4	

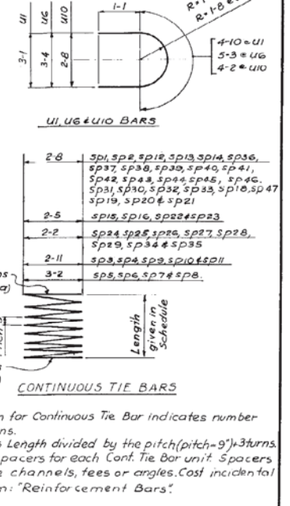












NOTE:
"n" given for Continuous Tie Bar indicates number of turns.
n-equals Length divided by the pitch(pitch-9")÷3turns.
Use 3 spacers for each Cont. Tie Bar unit Spacers may be channels, tees or angles. Cost incidental to Item: "Reinforcement Bars".

DESIGNED BY
DRAWN BY B.B
CHECKED BY B.M.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE SOUTHWEST INTERCHANGE
SECTION SW–1818.6–2P

REINFORCEMENT BAR LISTS
NW PIERS

SCALE: AS NOTED
APR. 1965
SHEET NO. S-26 OF 395 SHEETS

1616290240

330-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 129 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	478
			CONTRACT NO. 60X07	
		ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY

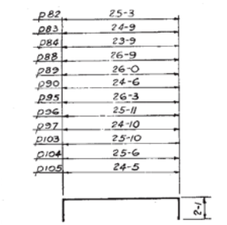
Bar	Nº	Size	Length	Shape
	PIER	NW18		
p	8	#6	6-0	
p1	8	#5	9-0	
p68	4	#5	22-4	
p71	2	#10	28-7	
p72	2	#10	29-1	
p73	2	#10	27-9	
p76	2	#10	23-7	
p81	4	#9	13-3	
p117	4	#5	5-0	
p146	4	#5	3-6	
u10	6	#5	6-4	
u11	8	#5	6-9	
u12	32	#5	6-7	
u13	23	#4	4-2	
V23	24	#11	24-1	
d1	24	#11	7-1	
s7	12	#5	12-0	
s8	12	#5	10-10	
s9	6	#5	8-11	
h10	10	#9	13-4	
sp23	2	#3	20-10	o n=31
h32	4	#5	13-4	
	PIER	NW19		
p	8	#6	6-0	
p1	8	#5	9-0	
p64	2	#11	29-6	
p65	2	#11	28-9	
p66	2	#11	27-2	
p67	2	#11	23-0	
p68	4	#5	22-4	
p70	4	#9	13-9	
p146	4	#5	3-6	
u1	6	#5	7-0	
u2	32	#5	6-9	
u3	19	#4	4-8	
u4	8	#5	7-0	
s	12	#5	12-4	
s1	12	#5	11-10	
s2	6	#5	9-9	
V19	24	#11	21-9	
d1	24	#11	7-1	
h9	10	#9	13-8	
sp19	2	#3	18-6	o n=28
h31	4	#5	13-8	
	PIER	NW20		
p	6	#6	6-0	
p1	8	#5	9-0	
p68	4	#5	22-4	
p76	2	#10	23-7	
p82	2	#10	29-5	
p83	2	#10	28-11	
p84	2	#10	27-11	
p117	4	#5	5-0	
p146	4	#5	3-6	
p151	4	#9	13-3	
U14	23	#4	3-11	
U15	6	#5	5-10	
U16	32	#5	6-4	
U17	8	#5	6-6	
S8	12	#5	10-10	
S10	12	#5	11-6	
S11	6	#5	8-2	
V24	20	#11	19-10	
d1	20	#11	7-1	
h10	10	#9	13-4	
sp24	2	#3	16-7	o n=25
h32	4	#5	13-4	

Bar	Nº	Size	Length	Shape
	PIER	NW21		
p	8	#6	6-0	
p1	8	#5	9-0	
p68	4	#5	22-4	
p76	2	#10	23-7	
p82	2	#10	29-5	
p83	2	#10	28-11	
p84	2	#10	27-11	
p117	4	#5	5-0	
p146	4	#5	3-6	
p151	4	#9	13-3	
U14	23	#4	3-11	
U15	6	#5	5-10	
U16	32	#5	6-4	
U17	8	#5	6-6	
S8	12	#5	10-10	
S10	12	#5	11-6	
S11	6	#5	8-2	
V25	20	#11	17-11	
d1	20	#11	7-1	
h10	10	#9	13-4	
sp25	2	#3	14-8	o n=23
h32	4	#5	13-4	
	PIER	NW22		
p	8	#6	6-0	
p1	8	#5	9-0	
p64	2	#11	29-6	
p65	2	#11	28-9	
p66	2	#11	27-2	
p67	2	#11	23-0	
p68	4	#5	22-4	
p70	4	#9	13-9	
p146	4	#5	3-6	
u1	6	#5	7-0	
u2	32	#5	6-9	
u3	19	#4	4-8	
u4	8	#5	7-0	
s	12	#5	12-4	
s1	12	#5	11-10	
s2	6	#5	9-9	
V20	20	#10	16-1	
d3	20	#10	6-9	
h9	10	#9	13-8	
sp20	2	#3	12-9	o n=20
h31	4	#5	13-8	
	PIER	NW23		
p	8	#6	6-0	
p1	8	#5	9-0	
p68	4	#5	22-4	
p76	2	#10	23-7	
p82	2	#10	29-5	
p83	2	#10	28-11	
p84	2	#10	27-11	
p117	4	#5	5-0	
p146	4	#5	3-6	
p151	4	#9	13-3	
U14	23	#4	3-11	
U15	6	#5	5-10	
U16	32	#5	6-4	
U17	8	#5	6-6	
S8	12	#5	10-10	
S10	12	#5	11-6	
S11	6	#5	8-2	
V26	20	#8	14-2	
d4	20	#8	6-0	
h10	10	#9	13-4	
sp26	2	#3	10-11	o n=18
h32	4	#5	13-4	

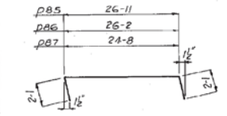
Bar	Nº	Size	Length	Shape
	PIER	NW24		
p	8	#6	6-0	
p1	8	#5	9-0	
p68	4	#5	22-4	
p76	2	#10	23-7	
p82	2	#10	29-5	
p83	2	#10	28-11	
p84	2	#10	27-11	
p117	4	#5	5-0	
p146	4	#5	3-6	
p160	4	#5	13-3	
u14	23	#4	3-11	
u15	6	#5	5-10	
u16	40	#5	6-4	
u22	16	#5	5-4	
h32	19	#5	11-0	
s17	12	#5	13-0	
V61	26	#8	10-0	
	PIER	NW25		
p	8	#6	6-0	
p1	8	#5	9-0	
p64	2	#11	29-6	
p65	2	#11	28-9	
p66	2	#11	27-2	
p67	2	#11	23-0	
p68	4	#5	22-4	
p70	4	#9	13-9	
p146	4	#5	3-6	
u1	6	#5	7-0	
u2	32	#5	6-9	
u3	19	#4	4-8	
u4	8	#5	7-0	
s	12	#5	12-4	
s1	12	#5	11-10	
s2	6	#5	9-9	
v21	20	#10	10-11	
d3	20	#10	6-9	
h9	10	#9	13-8	
sp21	2	#3	7-8	o n=15
h31	4	#5	13-8	
	PIER	NW26		
p	8	#6	6-0	
p1	8	#5	9-0	
p68	4	#5	22-4	
p76	2	#10	23-7	
p82	2	#10	29-5	
p83	2	#10	28-11	
p84	2	#10	27-11	
p117	4	#5	5-0	
p146	4	#5	3-6	
p160	4	#5	13-3	
u14	23	#4	3-11	
u15	6	#5	5-10	
u16	40	#5	6-4	
u22	20	#5	5-4	
h32	23	#5	11-0	
s17	12	#5	13-0	
V60	26	#8	12-4	

Bar	Nº	Size	Length	Shape
	PIER	ES9		
p	8	#6	6-0	
p1	8	#5	9-0	
p2	4	#5	4-4	
p60	2	#11	24-8	
p61	4	#5	24-0	
p63	4	#9	15-4	
p85	2	#11	31-1	
p86	2	#11	30-4	
p87	2	#11	28-10	
p147	4	#5	6-0	
s	14	#5	12-4	
s1	14	#5	11-10	
s2	6	#5	9-9	
u1	6	#5	7-0	
u2	32	#5	6-9	
u3	25	#4	4-8	
u4	8	#5	7-0	
V30	14	#10	18-9	
V31	14	#10	18-1	
d3	28	#10	6-9	
h8	10	#9	15-3	
sp30	1	#3	15-6	o n=24
sp31	1	#3	14-10	o n=23
h30	4	#5	15-3	
	PIER	ES10		
p	8	#6	6-0	
p1	8	#5	9-0	
p2	4	#5	4-4	
p88	2	#11	30-11	
p89	2	#11	30-2	
p90	2	#11	28-8	
p91	2	#11	24-6	
p92	4	#11	23-8	
p94	4	#9	15-2	
p147	4	#5	6-0	
u1	6	#5	7-0	
u2	32	#5	6-9	
u3	25	#4	4-8	
u4	8	#5	7-0	
s	14	#5	12-4	
s1	14	#5	11-10	
s2	6	#5	9-9	
h12	10	#9	15-0	
d1	20	#11	7-1	
V32	10	#11	15-8	
V33	10	#11	15-4	
sp32	1	#3	12-5	o n=20
sp33	1	#3	12-1	o n=19
h33	4	#5	15-0	

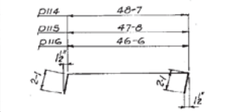
Bar	Nº	Size	Length	Shape
	PIER	ES11		
p	8	#6	6-0	
p1	8	#5	9-0	
p2	4	#5	4-4	
p35	2	#10	30-5	
p96	2	#10	30-1	
p97	2	#10	29-0	
p98	2	#10	24-10	
p99	4	#5	23-10	
p101	4	#9	14-2	
p117	4	#5	5-0	
u14	24	#4	3-11	
u15	6	#5	5-10	
u16	40	#5	6-4	
u17	8	#5	6-6	
s8	14	#5	10-10	
s10	14	#5	11-6	
s11	6	#5	8-2	
V34	20	#8	13-0	
d4	20	#8	6-0	
h13	10	#9	14-0	
sp34	2	#3	9-9	o n=16
h34	4	#5	14-0	
	PIER	ES12		
p	8	#6	6-0	
p1	8	#5	9-0	
p103	2	#10	30-0	
p104	2	#10	29-8	
p105	2	#10	28-7	
p106	2	#10	24-5	
p107	4	#10	23-5	
p109	4	#9	13-9	
p117	4	#5	5-0	
p145	4	#5	4-0	
s8	14	#5	10-10	
s10	14	#5	11-6	
s11	6	#5	8-2	
u14	24	#4	3-11	
u15	6	#5	5-10	
u16	40	#5	6-4	
u17	8	#5	6-6	
v35	20	#8	10-11	
d4	20	#8	6-0	
h9	10	#9	13-8	
sp35	2	#9	7-8	o n=13
h31	4	#5	13-8	



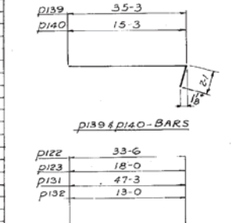
p82, p83, p84, p88, p89, p90, p95, p96 p97, p103, p104, p105 - BARS



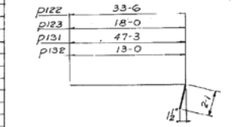
p85, p86 & p87 - BARS



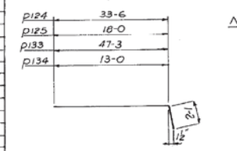
p114, p115 & p116 - BARS



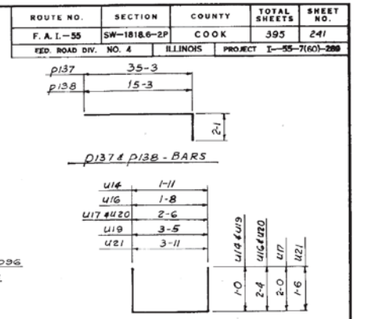
p139 & p140 - BARS



p122, p123, p131 & p132 - BARS

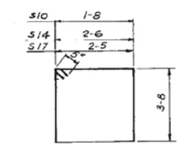


p124, p125, p133 & p134 - BARS

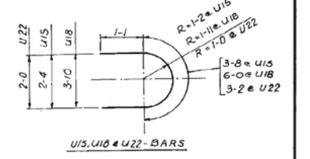


p137 & p138 - BARS

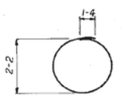
U14, U16, U17, U19, U20 & U21 - BARS



S17, S10 & S14 - BARS



U15, U18 & U22 - BARS



S11 - BAR

NOTE:
For Bar Details not shown here see Sheet S-26

DESIGNED BY
DRAWN BY B.B. & J.W.
CHECKED BY B.M.
APPROVED BY K.A.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.6-2P	COOK	395	241
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-288		

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

REINFORCEMENT BAR LISTS
NW & ES PIERS

SCALE: AS NOTED APR. 1965
SHEET NO. S-27 OF 395 SHEETS

1616290241

331-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 130 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	479
		CONTRACT NO. 60X07		
		ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.–55	SW–1818.6–2P	COOK	395	242
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I–55–7(60)–289		

Bar	N°	Size	Length	Shape
	PIER	E21		
p	8	#6	6-0	
p33	4	#5	6-6	
p41	4	#5	10-0	
p110	8	#10	14-6	
p111	8	#5	23-6	
p112	4	#11	14-0	
p113	4	#11	37-0	
p114	2	#10	52-9	
p115	2	#10	51-10	
p116	2	#10	50-8	
p117	20	#5	5-0	
p147	8	#4	6-0	
U1	6	#5	7-0	
U2	48	#5	6-9	
U3	46	#4	4-8	
U4	8	#5	7-0	
S	100	#5	18-4	
S1	40	#3	11-10	
S2	9	#5	9-9	
d3	42	#10	6-9	
h15	10	#9	37-0	
V31	14	#10	18-1	
V36	14	#10	19-0	
V37	14	#10	20-0	
Sp31	1	#3	14-10	o n=23
Sp36	1	#3	15-9	o n=24
Sp37	1	#3	16-3	o n=25
h19	4	#5	37-0	
	PIER	E22		
p	8	#6	6-0	
p32	12	#5	12-0	
p118	8	#10	16-3	
p119	8	#5	26-6	
p120	4	#11	17-0	
p121	4	#11	43-0	
p122	3	#10	35-7	
p123	3	#10	20-1	
p124	3	#10	35-7	
p125	3	#10	20-1	
p147	16	#5	6-0	
U1	6	#5	7-0	
U2	40	#5	6-9	
U3	32	#4	4-8	
U4	8	#5	7-0	
S	92	#5	12-4	
S1	24	#5	11-10	
S2	9	#5	9-9	
d5	54	#9	6-3	
h16	10	#9	43-0	
V38	18	#9	15-3	
V39	18	#9	16-5	
V40	18	#9	17-7	
Sp33	1	#3	12-1	o n=19
Sp38	1	#3	13-2	o n=21
Sp39	1	#3	14-4	o n=22
h20	4	#5	43-0	
	PIER	E23		
p	8	#6	6-0	
p1	8	#5	9-0	
p41	4	#5	10-0	
p117	4	#5	5-0	
p126	8	#5	12-6	
p127	4	#11	14-0	
p128	8	#5	30-3	
p129	8	#11	51-6	
p130	12	#11	13-2	
p131	4	#11	49-4	
p132	4	#11	15-1	
p133	4	#11	49-4	
p134	4	#11	15-1	
p147	4	#5	6-0	
U4	8	#5	7-0	
U18	6	#5	8-2	
U19	60	#6	5-5	
U20	72	#5	7-0	

Bar	N°	Size	Length	Shape
	PIER	E23		
S1	60	#5	11-10	
S2	12	#5	9-9	
S14	114	#5	13-2	
d1	72	#11	7-1	
V25	18	#11	17-11	
V41	18	#11	16-9	
V42	18	#11	19-8	
V43	18	#11	20-8	
h17	10	#9	51-6	
Sp30	1	#3	15-6	o n=24
Sp40	1	#3	16-5	o n=25
Sp41	1	#3	17-4	o n=26
Sp47	1	#3	14-8	o n=23
h21	4	#5	51-6	
	PIER	E24		
p	8	#6	6-0	
p1	12	#5	9-0	
p24	4	#5	11-0	
p32	4	#5	12-0	
p41	8	#5	10-0	
p117	4	#5	5-0	
p135	4	#5	20-6	
p136	4	#5	13-0	
p137	8	#11	37-4	
p138	8	#11	17-4	
p139	8	#11	37-4	
p140	8	#11	17-4	
p141	16	#11	16-9	
p142	16	#5	36-10	
p143	32	#11	15-10	
p144	16	#11	46-6	
U4	8	#5	7-0	
U18	6	#5	8-2	
U19	102	#6	5-5	
U20	56	#5	7-2	
U21	8	#5	6-11	
S1	106	#5	11-10	
S2	18	#5	9-9	
S14	108	#5	13-2	
V44	14	#10	14-0	
V45	14	#10	15-0	
V46	14	#10	15-10	
V47	14	#10	16-6	
V48	14	#10	17-4	
V49	14	#10	18-3	
d3	84	#10	6-9	
h18	20	#9	47-9	
Sp42	1	#3	11-0	o n=18
Sp43	1	#3	11-9	o n=19
Sp44	1	#3	12-7	o n=20
Sp45	1	#3	13-3	o n=21
Sp46	1	#3	14-1	o n=22
Sp31	1	#3	14-10	o n=23
h22	8	#5	47-9	

Bar	N°	Size	Length	Shape

Bar	N°	Size	Length	Shape

Bar	N°	Size	Length	Shape

DESIGNED BY
DRAWN BY M.T.
CHECKED BY B.M.
APPROVED BY K.A.

NOTE:
For Bar Details not shown here see Sheet S-27

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE–SOUTHWEST INTERCHANGE
SECTION SW–1818.6–2P

REINFORCEMENT BAR LISTS — E-PIERS

SCALE: AS NOTED
APR. 1965
SHEET NO. S-28 OF 395 SHEETS

1616290242

332-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

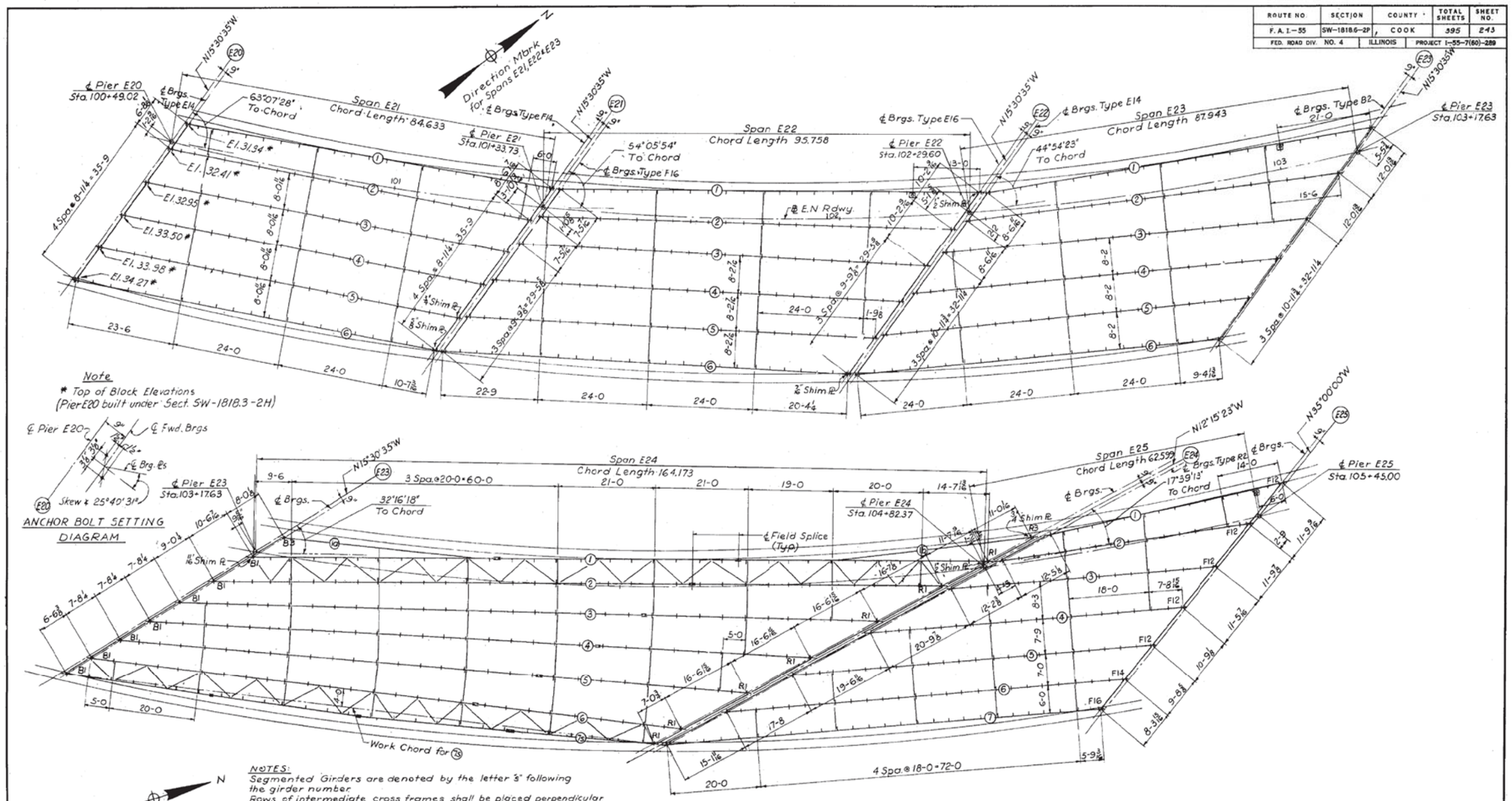
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 131 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	480
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. – 55	SW-1818.6-2P	COOK	395	243
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



NOTES:
Segmented Girders are denoted by the letter 'S' following the girder number.
Rows of intermediate cross frames shall be placed perpendicular to the girder along which they are spaced except for Span E24 cross frames shall be perpendicular to Girders 1, 2, 4 and 6.
Intermediate stiffeners, in the numbers shown on the Framing Plans, shall be placed at approximately equal intervals between cross frames but with maximum spacing equal to the web plate depth.
⊡ – denotes Floor Drain Location. For Details see G drawings.
For Girder Schedule See Sh. S-41

BILL OF MATERIAL

ITEM	UNIT	AMOUNT
Girders & Details	Lbs.	835,870
Shear Connector Studs	Lbs.	7,342
Bearings	Lbs.	23,105
Expansion Guard	Lbs.	35,732
STRUCTURAL STEEL TOTAL FOR PLAN	Lbs.	902,649

DESIGNED BY B.H.
DRAWN BY B.B.
CHECKED BY B.H.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE – SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

FRAMING PLAN — E-N ROADWAY

SCALE: 1"=10'-0" APR. 1965
SHEET NO. S-29 OF 395 SHEETS

1616290243

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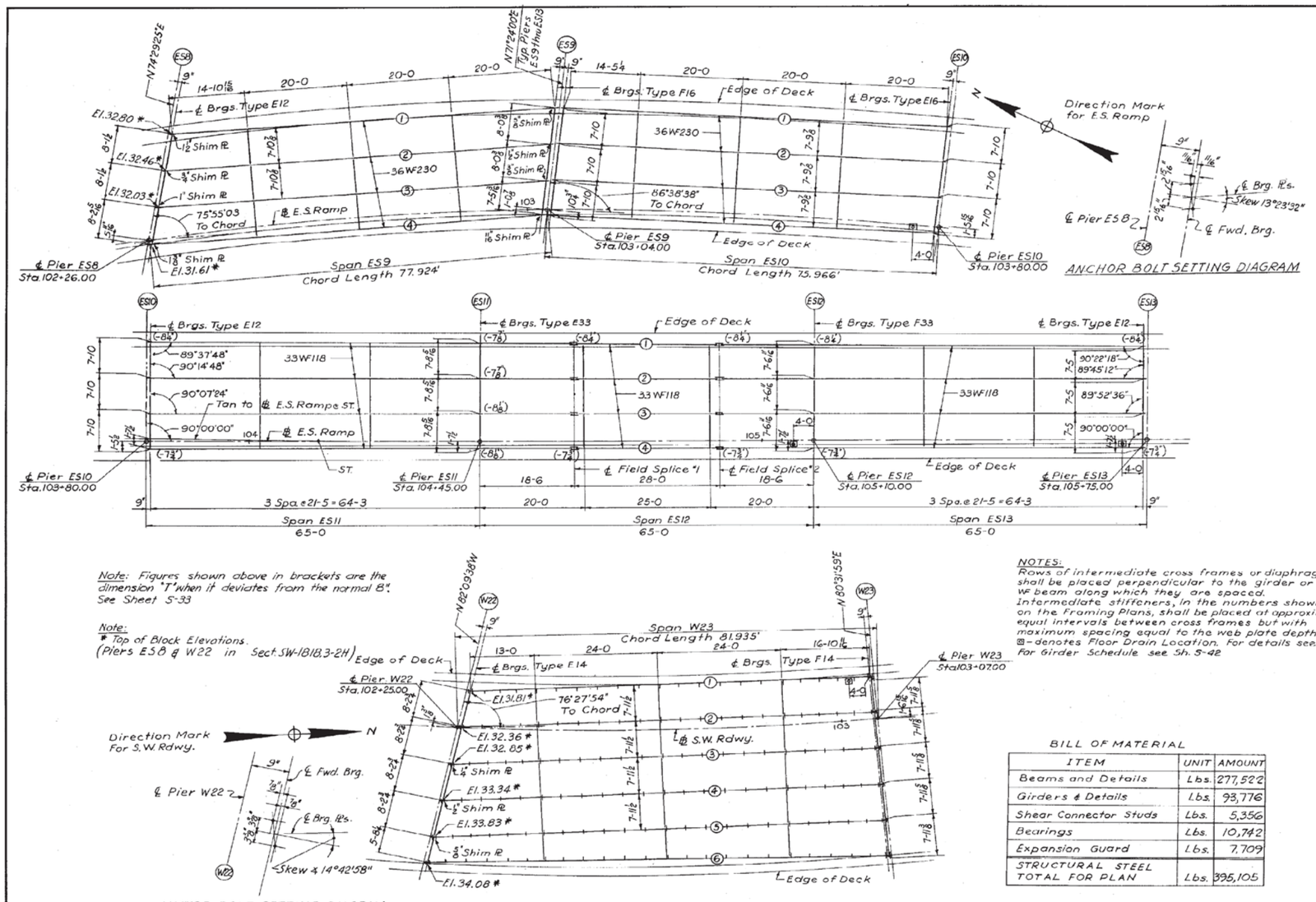
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		CHECKED -	REVISED -	
	PLOT SCALE =	DRAWN - HAY	REVISED -	
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 132 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	481
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SH
F. A. I.—55	SW—1818.6—2P	COOK	395	2
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I—55—7(60)		



Note: Figures shown above in brackets are the dimension "T" when it deviates from the normal 8". See Sheet S-33

Note:
* Top of Block Elevations.
(Piers ES8 & W22 in Sect. SW-1818.3-2H)

NOTES:
Rows of intermediate cross frames or diaphragms shall be placed perpendicular to the girder or W beam along which they are spaced. Intermediate stiffeners, in the numbers shown on the Framing Plans, shall be placed at approximately equal intervals between cross frames but with maximum spacing equal to the web plate depth.
⊠ - denotes Floor Drain Location. For details see G drawings
For Girder Schedule see Sh. S-42

BILL OF MATERIAL

ITEM	UNIT	AMOUNT
Beams and Details	Lbs.	277,522
Girders & Details	Lbs.	93,776
Shear Connector Studs	Lbs.	5,356
Bearings	Lbs.	10,742
Expansion Guard	Lbs.	7,709
STRUCTURAL STEEL TOTAL FOR PLAN	Lbs.	395,105

STRUCTURAL STEEL NOTES

ALL FURNISHING, FABRICATING, TRANSPORTING, ERECTING AND PAINTING OF STRUCTURAL STEEL SHALL BE IN ACCORDANCE WITH SECTION 54 AND 56 OF THE STANDARD SPECIFICATIONS.

BEARING AND SPLICE NOTES:

ALL GIRDER FIELD SPLICES SHALL BE SUB-PUNCHED, REAMED AND MATCH-MARKED FOR SHIPMENT WHILE THE MEMBERS ARE SHOP ASSEMBLED IN PROPER ALIGNMENT, WITH OR WITHOUT DIAPHRAGMS. ALL GIRDER FIELD SPLICES SHALL BE SUB-PUNCHED 11/16" AND REAMED TO 15/16" FOR 7/8" BOLTS.

ALL GIRDERS SHALL BE ERECTED FULL LENGTH IN THE SHOP BEFORE REAMING AND INSPECTION.

ALL FIELD CONNECTIONS SHALL BE MADE WITH 3/4" OR 7/8" HIGH STRENGTH BOLTS AS INDICATED.

STRUCTURAL STEEL SHALL RECEIVE ONE SHOP COAT OF RED LEAD PAINT. PARTS INACCESSIBLE AFTER ERECTION SHALL HAVE TWO SHOP COATS OF RED LEAD PAINT. FOR ADDITIONAL SHOP AND FIELD PAINT COATS, SEE THE SPECIAL PROVISIONS.

ALL ROCKERS, BOLSTERS, BEARING PLATES, LEAD PLATES, PINTLES, ANCHOR BOLTS AND SPLICES SHALL BE FABRICATED, SET AND FINISHED IN ACCORDANCE WITH ARTICLE 54.5 OF THE STANDARD SPECIFICATIONS. THESE ITEMS ARE INCLUDED IN THE WEIGHT OF STRUCTURAL STEEL.

SPLICE PLATES TO BE MATCH-MARKED FOR SHIPMENT.

ANCHOR BOLTS SHALL BE SET IN ACCORDANCE WITH CHECKED SHOP DRAWINGS BEFORE BOLTING DIAPHRAGMS OVER PIERS.

FINISHED SURFACES OF BEARING DEVICES SHALL BE TREATED WITH ANTI-RUST COMPOUND BEFORE SHIPMENT AS STATED IN ARTICLE 56.4 OF THE STANDARD SPECIFICATIONS.

DESIGNED BY B.H.
DRAWN BY B.B.
CHECKED BY B.H.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANG
SECTION SW—1818.6—2P
FRAMING PLAN — E-S RAMP & S-W RDW
SCALE: 1"=10'-0" APR. 1
SHEET NO. S-30 OF 395 SHEETS

1616290244

334-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

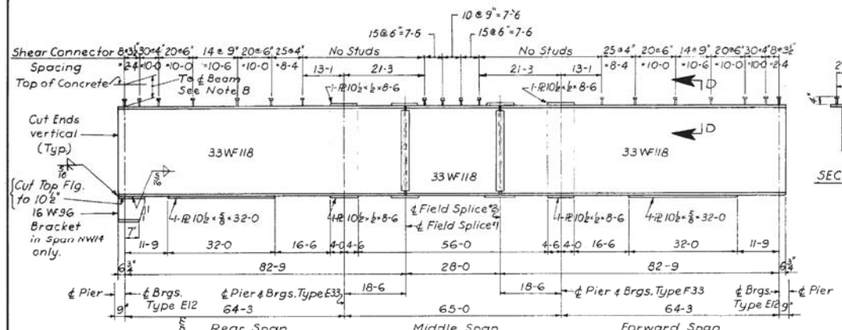
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 133 OF 173 SHEETS

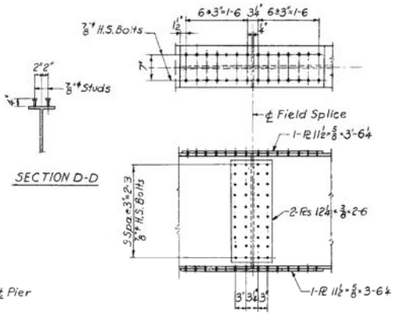
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	482
		CONTRACT NO. 60X07		
		ILLINOIS	FED. AID PROJECT	

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-55	SW-1818.6-2P	COOK	395	247
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(601)-289		

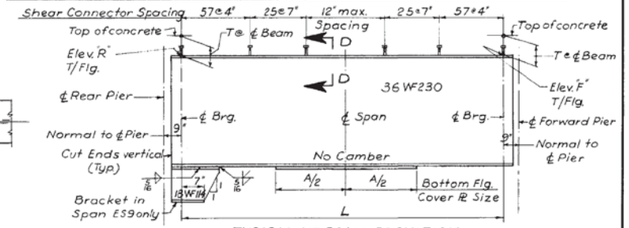


TYPICAL 3 SPAN CONTINUOUS WF BEAM ELEVATION
No Scale

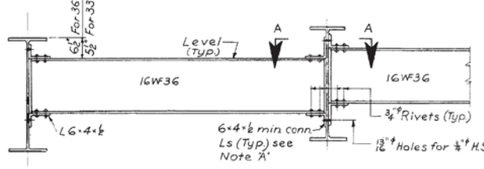


TYPICAL FIELD SPLICE DETAILS
Scale: ¾"=1'-0

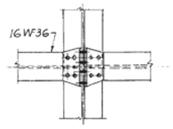
TABLE OF TOP OF FLANGE ELEVATIONS FOR CONTINUOUS BEAMS												
Reference Line / Beam Line	℄ Brg. ES10	℄ Pier ES11	℄ Splice #1	℄ Splice #2	℄ Pier ES12	℄ Brg. ES13	℄ Brg. NW13	℄ Pier NW14	℄ Splice #1	℄ Splice #2	℄ Pier NW15	℄ Brg. NW16
1	32.316	29.618	28.841	27.718	26.976	24.397	47.994	45.906	45.305	44.398	43.861	41.998
2	32.079	29.462	28.709	27.587	26.845	24.270	47.874	45.943	45.387	44.546	44.009	42.146
3	31.820	29.286	28.556	27.435	26.694	24.181	47.743	45.980	45.469	44.695	44.158	42.294
4	31.583	29.130	28.424	27.304	26.564	23.994	47.631	46.016	45.551	44.843	44.302	42.422
Reference Line / Beam Line	℄ Brg. NW16	℄ Pier NW17	℄ Splice #1	℄ Splice #2	℄ Pier NW18	℄ Brg. NW19	℄ Brg. NW19	℄ Pier NW20	℄ Splice #1	℄ Splice #2	℄ Pier NW21	℄ Brg. NW22
1	41.954	40.091	39.555	38.743	38.206	36.343	36.299	34.436	33.900	33.088	32.551	30.688
2	42.103	40.239	39.703	38.891	38.354	36.491	36.448	34.584	34.048	33.236	32.699	30.836
3	42.251	40.388	39.851	39.039	38.503	36.639	36.596	34.733	34.196	33.384	32.846	30.984
4	42.378	40.515	39.979	39.167	38.630	36.767	36.723	34.860	34.324	33.512	32.975	31.112
Reference Line / Beam Line	℄ Brg. NW22	℄ Pier NW23	℄ Splice #1	℄ Splice #2	℄ Pier NW24	℄ Brg. NW25	℄ Brg. NW25	℄ Pier NW26	℄ Splice #1	℄ Splice #2	℄ Pier NW27	℄ Brg. NW28
1	30.644	28.781	28.245	27.433	26.896	25.033	24.989	23.126	22.590	21.778	21.241	19.378
2	30.793	28.929	28.393	27.581	27.044	25.181	25.138	23.274	22.738	21.926	21.389	19.526
3	30.941	29.078	28.541	27.729	27.193	25.329	25.286	23.423	22.886	22.074	21.538	19.674
4	31.068	29.205	28.669	27.857	27.320	25.457	25.413	23.550	23.014	22.202	21.665	19.802



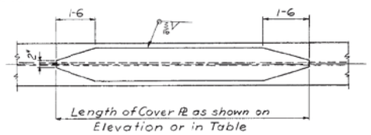
TYPICAL WF BEAM ELEVATION
(SINGLE SPAN)
No scale



TYPICAL INTERMEDIATE DIAPHRAGM
Scale: ¾"=1'-0



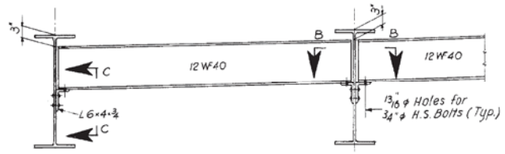
SECTION A-A



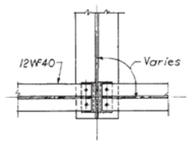
COVER PLATE DETAIL
No scale

NOTE 'A'
All diaphragms between adjacent stringers shall be made level by varying the gage and/or size of the connection angles. Use L's 6×4×½, 6×6×½ or 6×8×⅜ as required.

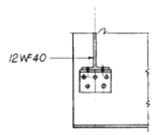
NOTE B: The 'T' dimension at ℄ bearings and field splices is 8" unless noted by a figure in brackets (7⅞") on the Framing Plans.



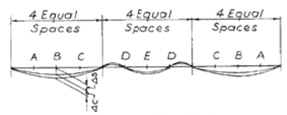
TYPICAL END DIAPHRAGM
Scale: ¾"=1'-0



SECTION B-B



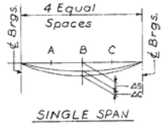
SECTION C-C



3 SPAN CONTINUOUS

TABLE OF DEFLECTIONS ALL CONTINUOUS WF BEAMS					
POINT	A	B	C	D	E
Deflection due to wt of steel as	1" ϕ	1" ϕ	15/16"	0	0
Deflection due to wt of concrete as	9/16"	11/16"	3/8"	-1/16"	1/16"

'-' indicates upward deflection.



SINGLE SPAN

DEFLECTION DIAGRAMS

NOTE: Above deflections shall not be used in the field if the Engineer is working from Theoretical Grade Elevations adjusted for Dead Load Deflection.

SCHEDULE FOR SINGLE SPAN WF BEAMS														
Span	Beam	L	Bottom Cover Plate Section	Bottom Cover Plate A	D.L. Deflection Ordinates @A ΔS	@A ΔC	@C ΔS	@B ΔC	℄ Bearing at Rear Pier Elev. 'R"	∝	Bearing Type	Dim. T	℄ Bearing at Forward Pier Elev. 'F"	β	Bearing Type	Dim. T
ES 9	1	74-10 5/16	PL 15"×⅞"	47-0	5/16	1"	7/16	13/8	37.864	76°36'28"	E12	8"	35.664	79°41'53"	F16	8"
↓	2	75-4¼	↓	48-3	5/16	1"	7/16	13/8	37.456	76°36'28"	E12	8"	35.217	79°41'53"	F16	8"
↓	3	75-9 5/8	↓	48-9	5/16	1"	7/16	13/8	37.050	76°36'28"	E12	8"	34.772	79°41'53"	F16	8"
ES 9	4	76-4 7/16	PL 15"×⅞"	48-0	5/16	1"	7/16	13/8	36.662	76°07'10"	E12	7 7/8"	34.381	79°12'35"	F16	7 7/8"
ES10	1	74-5¼	PL 15"×⅞"	48-0	5/16	1"	7/16	13/8	35.611	87°12'37"	F16	8"	32.402	87°12'37"	E16	8"
↓	2	74-5¼	PL 15"×11/16"	46-3	¼	15/16"	3/8	15/8	35.174	87°12'37"	F16	8"	32.140	87°12'37"	E16	8"
↓	3	74-5¼	PL 15"×11/16"	46-3	¼	15/16"	3/8	15/8	34.739	87°12'37"	F16	8"	31.878	87°12'37"	E16	8"
ES10	4	74-5¼	PL 15"×⅞"	48-0	5/16	1"	7/16	13/8	34.325	87°12'37"	F16	7 7/8"	31.636	87°12'37"	E16	7 7/8"

DESIGNED BY B.H.
DRAWN BY B.B.
CHECKED BY B.H.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

WF BEAM SCHEDULE AND DETAILS

SCALE: AS NOTED APR. 1965
SHEET NO. S-33 OF 395 SHEETS

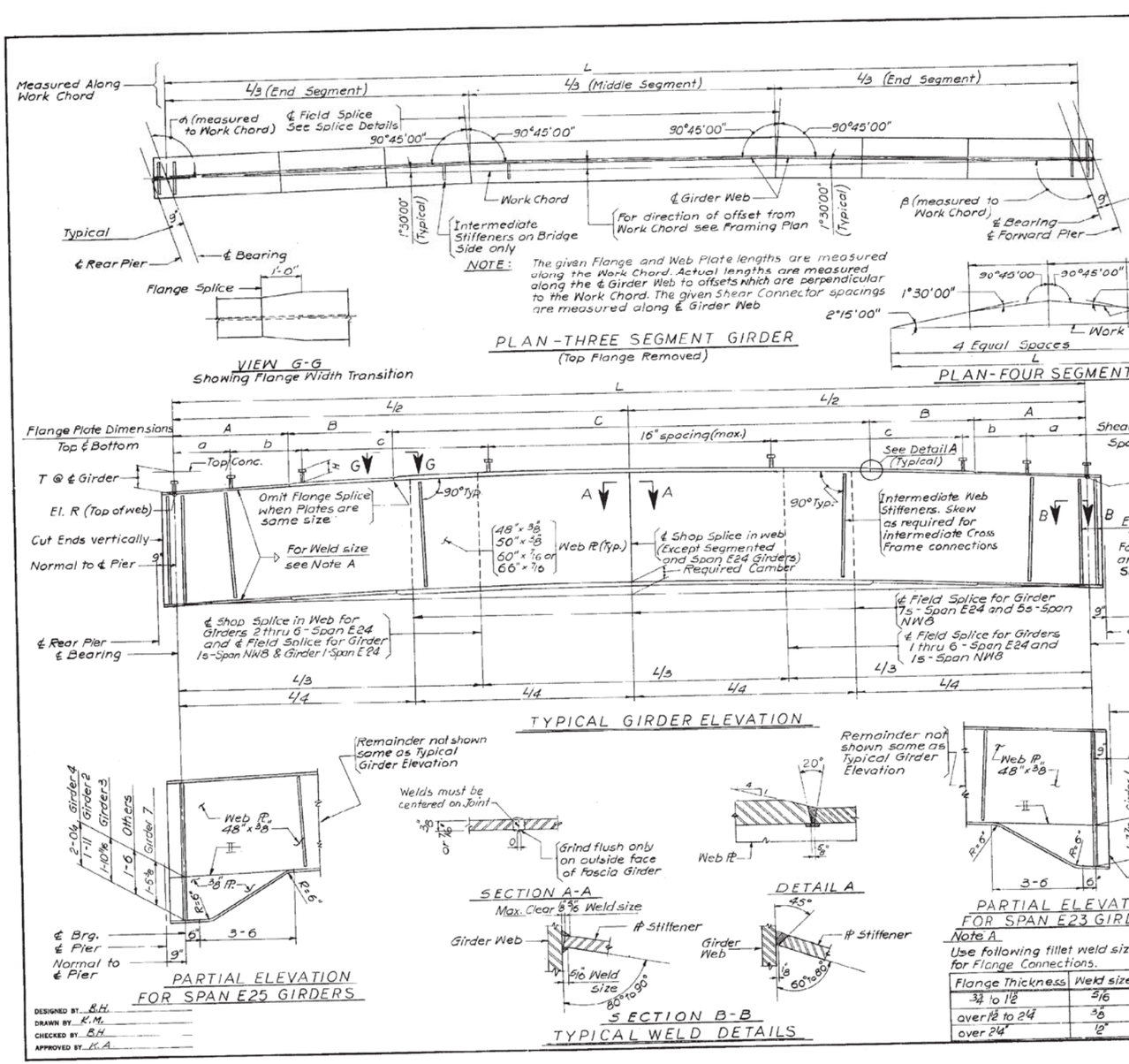
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335-60X07_As-Builts.dgn

AECOM				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILTS I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = auyeungh	DESIGNED -	REVISED -				55	2013-049B	COOK	888	483
	CHECKED -	REVISED -			SHEET NO. 134 OF 173 SHEETS				CONTRACT NO. 60X07	
PLOT SCALE =	DRAWN - HAY	REVISED -						ILLINOIS	FED. AID PROJECT	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -								

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	248
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.-55-7(80)-289		



Notes: For Girder information indicated on this Sheet see Girder Schedules, Sheets S-41 and S-42

GIRDER SPLICE DATA

Span	Gir.	Web Pl	Top Flange Splice Pl "D"	Pl "E"	n	Bottom Flange Splice Pl "F"	Pl "G"	n
E24	7s	4 3/8	22"x 2 1/4	10"x 1 5/8	10	22"x 1 5/8	10"x 1 5/8	15
E24	7s	1/2	22"x 1 1/4	10"x 1 1/2	17	22"x 1 1/2	10"x 1 5/8	20
NW8	1s	4 3/8	16"x 7/8	7"x 1"	13	20"x 1 1/8	9"x 1 1/4	13
NW8	5s	4 3/8	16"x 1/2	7"x 5/8	7	16"x 5/8	7"x 3/4	9
NW8	5s	1/2	16"x 5/8	7"x 7/8	9	16"x 1"	7"x 1"	15

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.8-2P

TYPICAL GIRDER DETAILS

SCALE: NO SCALE APR. 1965

SHEET NO. S-34 OF 395 SHEETS

DESIGNED BY B.H.
DRAWN BY K.M.
CHECKED BY B.H.
APPROVED BY K.A.

1616290248

336-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

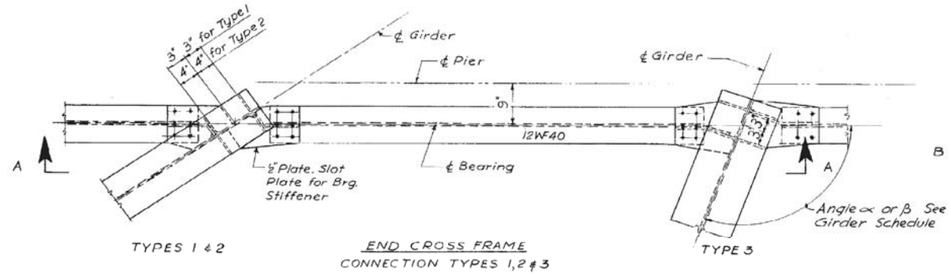
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 135 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	484
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

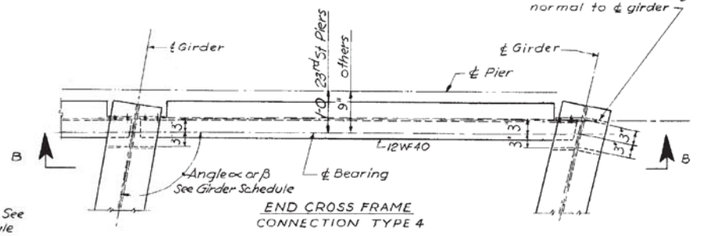
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW—1818.6—2P	COOK	395	249
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		

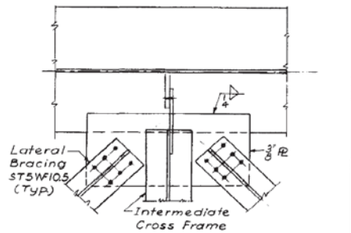


TYPES 1 & 2

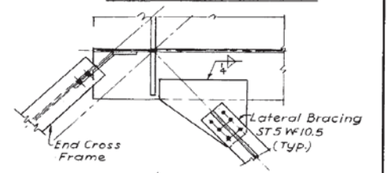
END CROSS FRAME
CONNECTION TYPES 1, 2 & 3



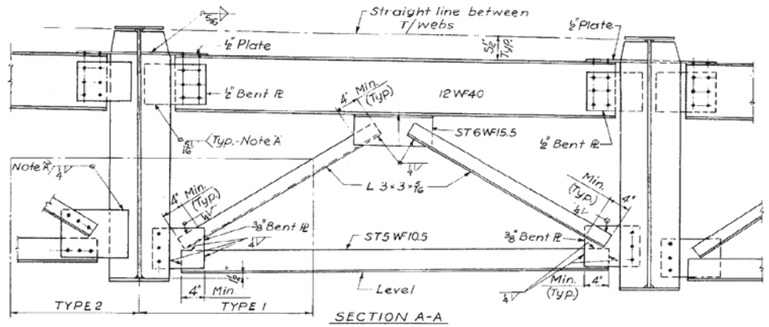
END CROSS FRAME
CONNECTION TYPE 4



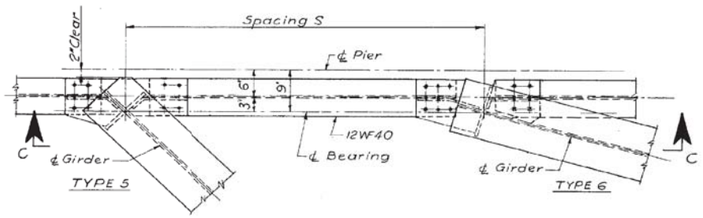
AT INTERMEDIATE STIFFENER



AT ℄ BEARING
LATERAL CHORD BRACING DETAILS

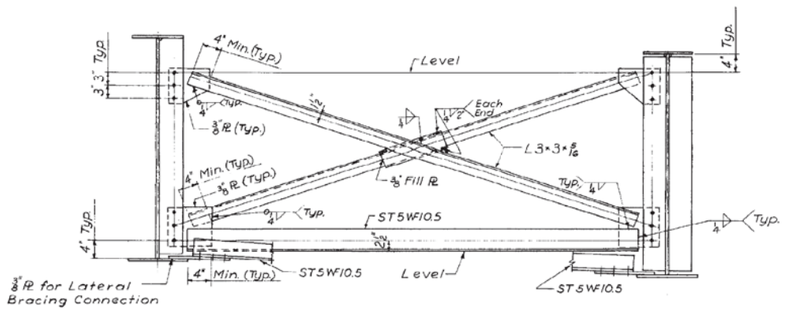


SECTION A-A

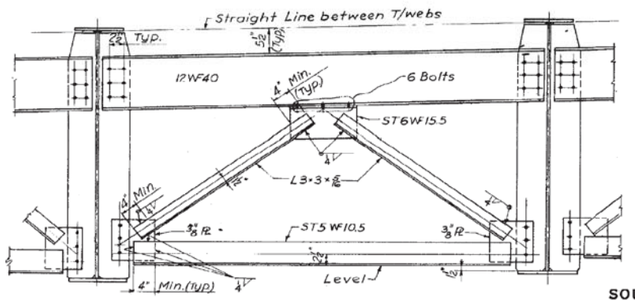


END CROSS FRAME
CONNECTION TYPES 5 & 6

NOTE A:
Weld to stiffener prior to placing stiffener in position.



TYPICAL INTERMEDIATE CROSS FRAME



SECTION B-B

NOTE:
For Sections C-C see Sheet S-36.

DESIGNED BY H.N.
DRAWN BY B.B.
CHECKED BY BH
APPROVED BY K.A.

NOTE: All bolted connections shown on this sheet shall be made with ¾" High Strength Bolts
For location of typical End Cross Frames see Girder Schedule Sh. No. S-41 thru S-42

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW—1818.6—2P

TYPICAL CROSS FRAME DETAILS

SCALE: AS NOTED
APR. 1965
SHEET NO. S-35 OF 395 SHEETS

1616290249

337-60X07_As-Builts.dgn

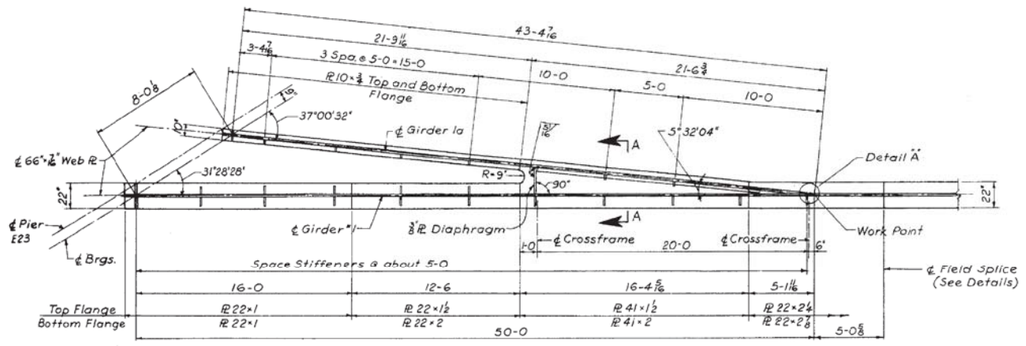
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USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED -	REVISED -	
PLOT SCALE =	DRAWN - HAY	REVISED -	
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 136 OF 173 SHEETS

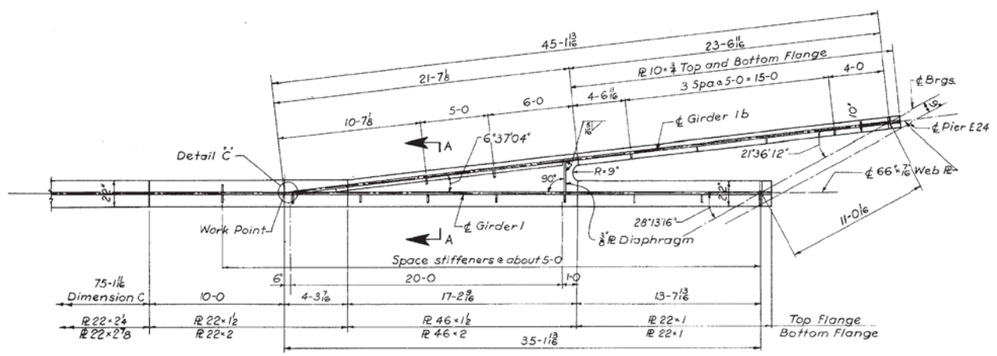
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	485
		CONTRACT NO. 60X07		
ILLINOIS	FED. AID PROJECT			

FOR INFORMATION ONLY

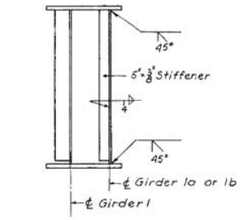
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	250
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



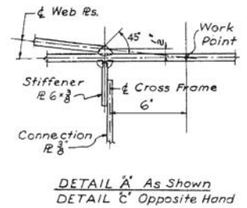
PLAN OF SPAN E24 GIRDER 1a
(Top Flange Removed)
Scale 1/4"=1'-0"



PLAN OF SPAN E24 GIRDER 1b
(Top Flange Removed)
Scale 1/4"=1'-0"



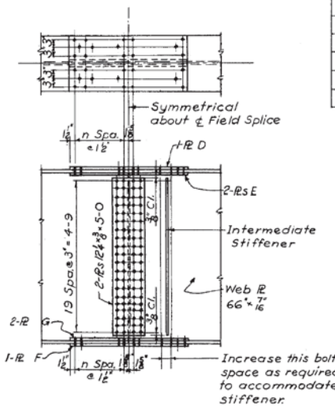
SECTION A-A
Scale: 1/2"=1'-0"



DETAIL "A" As Shown
DETAIL "C" Opposite Hand

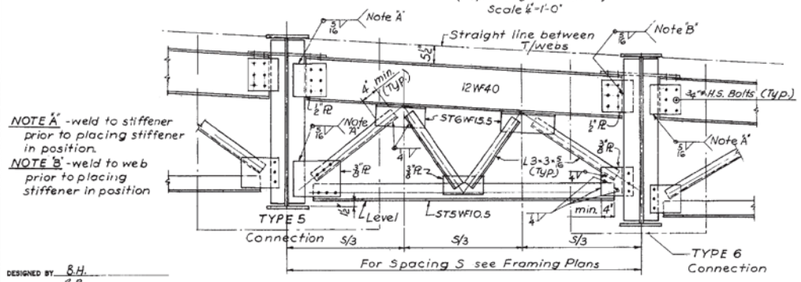
GIRDER SPLICE TABLE

Girder	Top Flange Splice			Bottom Flange Splice		
	Plate D	Plate E	n	Plate F	Plate G	n
1	22"x1 1/16"	10"x1 3/8"	15	22"x1 1/2"	10"x1 5/8"	20
2	22"x 7/8"	10"x1	12	22"x1 1/4"	10"x1 1/2"	17
3	22"x 7/8"	10"x1	12	22"x1 1/4"	10"x1 1/2"	17
4	22"x 3/4"	10"x 7/8"	10	22"x1 1/8"	10"x1 3/8"	15
5	20"x 3/4"	9"x 7/8"	9	20"x1 1/4"	9"x1 3/8"	15
6	20"x 1/2"	9"x 5/8"	6	20"x1"	9"x1 1/16"	12



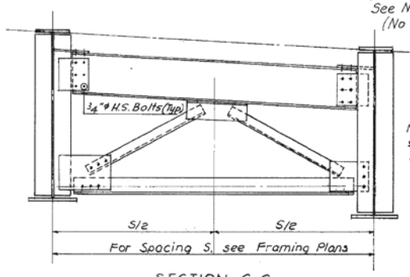
FIELD SPLICE DETAILS
For Span E24 Girders 1 thru 6
See Note 5-30
(No Scale)





NOTE 'A' -weld to stiffener prior to placing stiffener in position.
NOTE 'B' -weld to web prior to placing stiffener in position

SECTION C-C
(With Spacing S greater than 15'-0)



Note: For details omitted see Section C-C with Spacing S greater than 15'-0

SECTION C-C
(With Spacing S less than 15'-0")

DESIGNED BY B.H.
DRAWN BY B.B.
CHECKED BY G.H.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

GIRDER AND CROSS FRAME DETAILS

SCALE: AS NOTED APR. 1965
SHEET NO. S-36 OF 395 SHEETS

1616290250

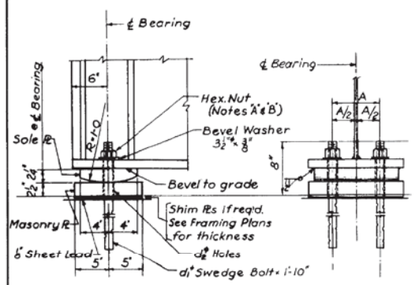
338-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILTS I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
		CHECKED -	REVISED -		
	PLOT SCALE =	DRAWN - HAY	REVISED -		
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -		SHEET NO. 137 OF 173 SHEETS

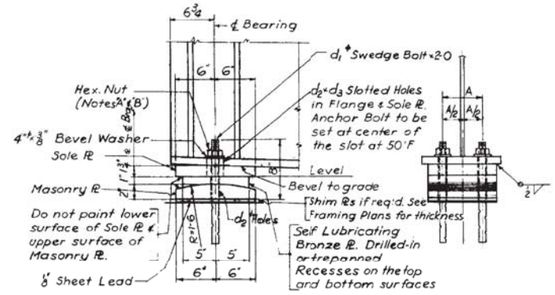
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	486
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. – 55	SW–1818.6–2P	COOK	395	251
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I–55–7(60)–288		



FIXED BEARING TYPE F
(See Table for Additional Dimensions)



EXPANSION BEARING TYPE E
(See Table for Additional Dimensions)

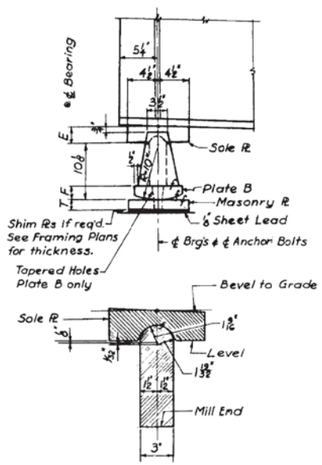
FIXED BEARING TYPE F TABLE

Mark	Total	Sole Pl. ‡	Masonry Pl.	Lead Pl.	A	d_1*	d_2*
F12	37	8"×2'-4"×0'-10½"	10"×2'-6"×1'-0"	10"×⅜"×1'-0"	6"	1¼"*	1⅝"*
F14	16	8"×2'-4"×1'-0"	10"×2'-6"×1'-2"	10"×⅜"×1'-2"	7"	1¼"*	1⅝"*
F16	47	8"×2'-4"×1'-1"	10"×2'-6"×1'-3"	10"×⅜"×1'-3"	7"	1½"*	1⅞"*
F20	2	8"×2'-4"×1'-4"	10"×2'-6"×1'-6"	10"×⅜"×1'-6"	7"	1½"*	1⅞"*

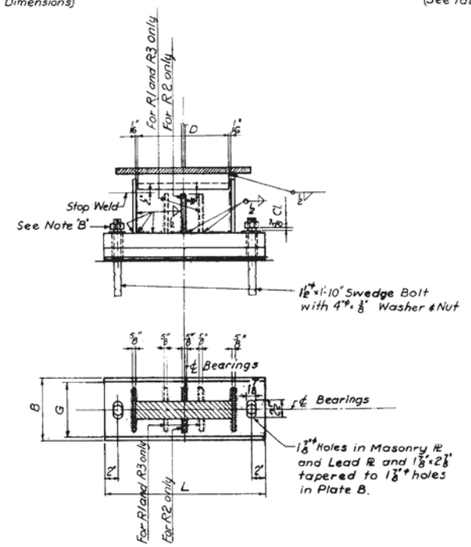
EXPANSION BEARING TYPE E TABLE

Mark	Total	Sole Pl. ‡	Bronze Pl.	Masonry Pl.	Lead Pl.	A	d_1*	d_2*	d_2-d_3
E12	84	12"×1'-3"×0'-10½"	10"×1'-3"×0'-10½"	12"×2'-0"×0'-10½"	12"×⅜"×0'-10½"	6"	1¼"*	1⅝"*	1⅝"×2¾"
E14	21	12"×1'-3"×1'-0½"	10"×1'-3"×1'-0½"	12"×2'-0"×1'-0½"	12"×⅜"×1'-0½"	7"	1¼"*	1⅝"*	1⅝"×2¾"
E16	42	12"×1'-3"×1'-2	10"×1'-3"×1'-2	12"×2'-0"×1'-2	12"×⅜"×1'-2	7"	1½"*	1⅞"*	1⅞"×3"
E20	2	12"×1'-3"×1'-6	10"×1'-3"×1'-6	12"×2'-0"×1'-6	12"×⅜"×1'-6	7"	1½"*	1⅞"*	1⅞"×3"

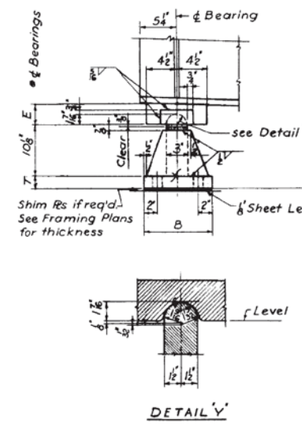
‡ Thickness shown is at ℄ Bearing.



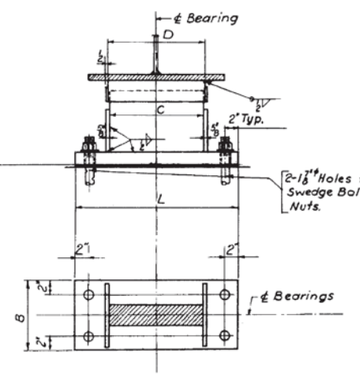
ROCKER BEARING TYPES R1, R2 & R3
(See Table below for Additional Dimensions)



Mark	Total	B	G	D	L	E	F	T
R1	7	11"	9"	1'-2"	2'-0"	3½"	2½"	2"
R2	7	9"	8"	10"	1'-8"	3"	2¼"	1¾"
R3	1	9"	8"	8"	2'-0"	3"	2¼"	1¾"



DETAIL 'Y'



BOLSTER BEARING TYPES B1, B2 & B3
(See Table below for Additional Dimensions)

Mark	Total	B	C	D	E	L	T
B1	7	1'-0"	1'-2"	1'-2½"	3½"	2'-0"	2"
B2	6	11"	10"	10¼"	3"	1'-8"	1¾"
B3	1	1'-0"	8"	8¼"	3"	2'-0"	1¾"

NOTES:
A. Nut shall be drawn up finger tight, then backed off ⅛ turn.
B. After nut is properly adjusted, burr off threads of bolt at face of nut with a pointed tool. Shim plates to be same width and length as bottom plates.
For location and thickness of shim plates see Sheets S-29 thru S-32

DESIGNED BY H.N.
DRAWN BY B.B.
CHECKED BY RH.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE–SOUTHWEST INTERCHANGE
SECTION SW–1818.6–2P

BEARING DETAILS

SCALE: AS NOTED
APR. 1965
SHEET NO. S-37 OF 395 SHEETS

1616290251

339-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

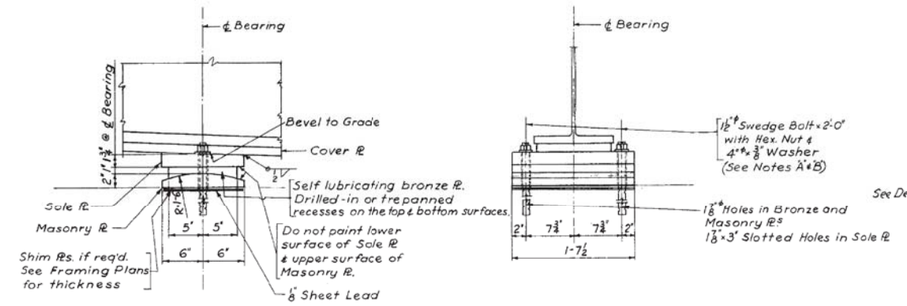
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 138 OF 173 SHEETS

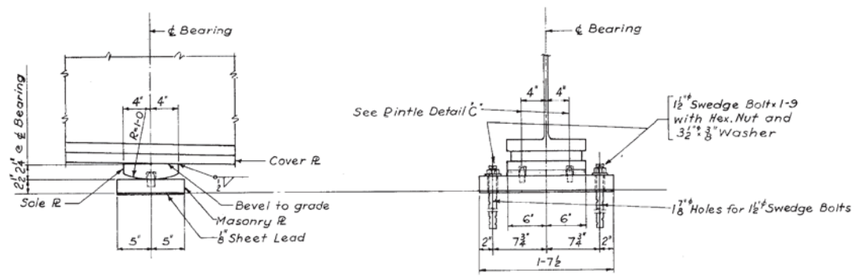
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	487
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

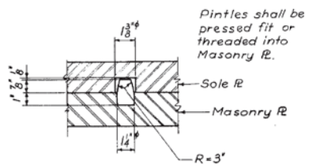
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	252
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



EXPANSION BEARING TYPE E33
(24 Required)

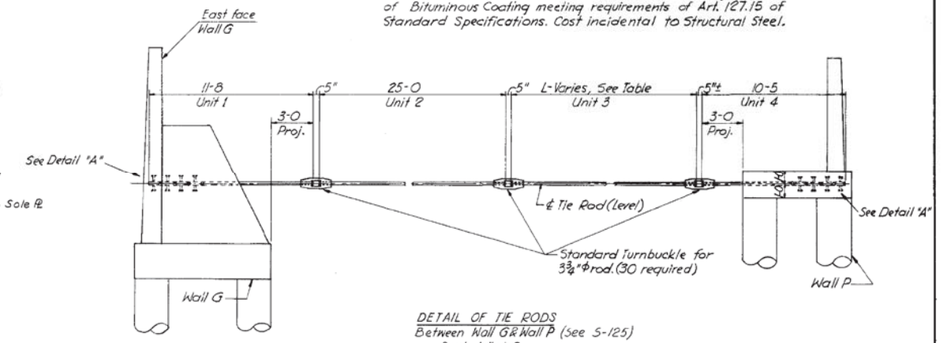


FIXED BEARING TYPE F33
(24 Required)

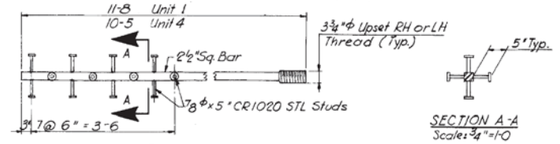


PINTLE DETAIL 'C'

Note:
All exposed Tie Rods & Turnbuckles shall receive a thorough application of Bituminous Coating meeting requirements of Art. 127.15 of Standard Specifications. Cost incidental to Structural Steel.



DETAIL OF TIE RODS
Between Wall G & Wall P (see S-125)
Scale: ¼" = 1'-0



DETAIL "A"
Scale: ¾" = 1'-0

SECTION A-A
Scale: ¾" = 1'-0

TIE ROD - UNIT 3	
Tie No.	Dimension L
1	11-2
2	11-0
3	12-3
4	14-3
5	16-2
6	18-1
7	19-9
8	21-6
9	23-8
10	25-3

BILL OF MATERIAL

ITEM	UNIT	AMOUNT
Structural Steel (Tie Rods)	Lbs.	16,666

NOTES:
A. Nuts shall be drawn up finger tight, then backed off ⅛ turn.
B. After nut is properly adjusted, burr off threads of bolt at face of nut with a pointed tool. Shim plates to be same width and length as bottom plates.
for location and thickness of shim plates see Sheets S-29 thru S-32

DESIGNED BY B.H.
DRAWN BY B.B.
CHECKED BY B.H.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P
BEARING AND TIE ROD DETAILS
SCALE: AS NOTED APR. 1965
SHEET NO. S-38 OF 395 SHEETS

[redacted]

1616290252

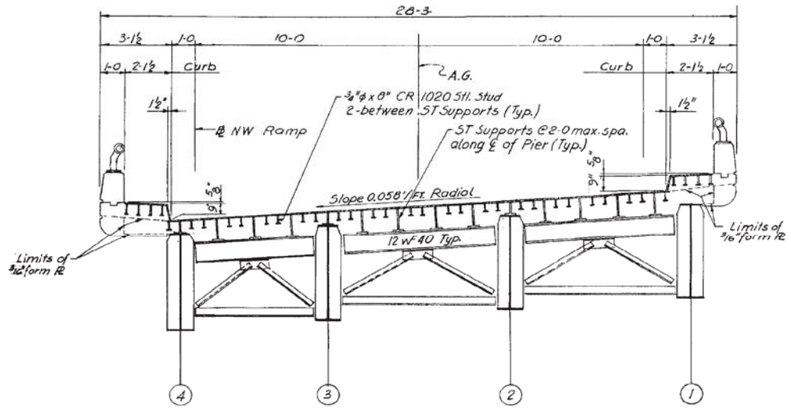
340-60X07_As-Builts.dgn

AECOM					
	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILTS I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
		CHECKED -	REVISED -		
	PLOT SCALE =	DRAWN - HAY	REVISED -		
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -		SHEET NO. 139 OF 173 SHEETS

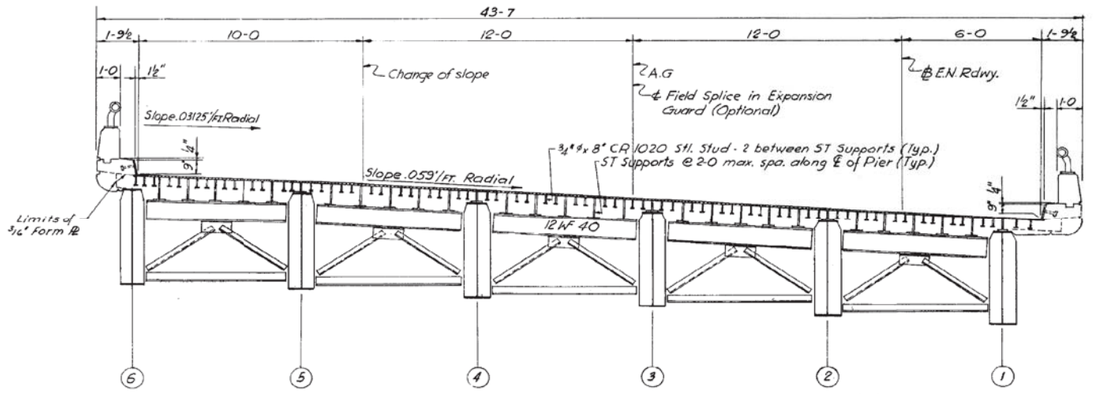
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	488
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. – 55	SW–1818.6–2P	COOK	395	253
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I–55–7(60)–289		

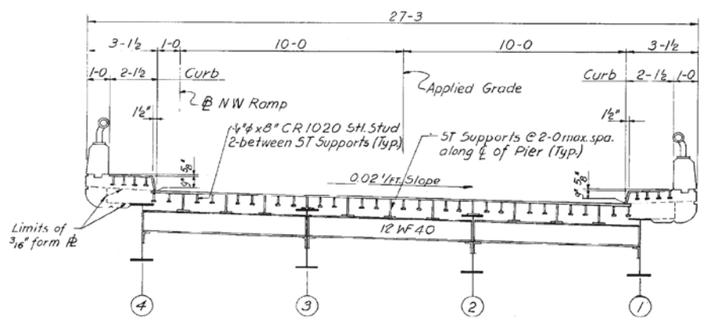


TYPICAL RAMP EXPANSION GUARD ELEVATION ON PLATE GIRDERS
PIER NW6 SHOWN, ALL OTHERS SIMILAR



TYPICAL ROADWAY EXPANSION GUARD ELEVATION - PIER E 22 AS SHOWN
ALL OTHER EXPANSION GUARDS ON ROADWAY STRUCTURES – SIMILAR

NOTE: Dimensions Shown are Radial Distances



TYPICAL RAMP EXPANSION GUARD ELEVATION ON WF BEAMS
PIER NW 19, ALL OTHERS SIMILAR

DESIGNED BY S.H.
DRAWN BY E.L.
CHECKED BY S.H.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE–SOUTHWEST INTERCHANGE
SECTION SW–1818.6–2P

EXPANSION GUARD ELEVATIONS

SCALE: APR. 1965

SHEET NO. S-39 OF 395 SHEETS

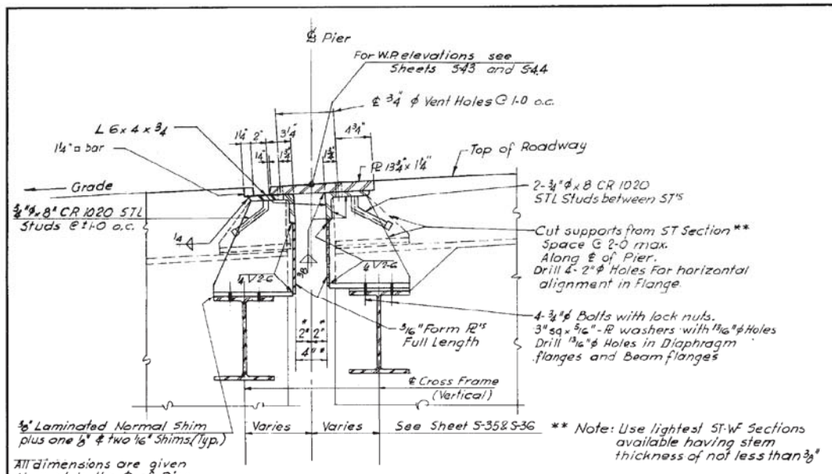
1616290253

341-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS–BUILTS I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED -	REVISED -			55	2013-049B	COOK	888	489
	PLOT SCALE =	DRAWN - HAY	REVISED -						CONTRACT NO. 60X07	
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -		SHEET NO. 140 OF 173 SHEETS			ILLINOIS	FED. AID PROJECT	

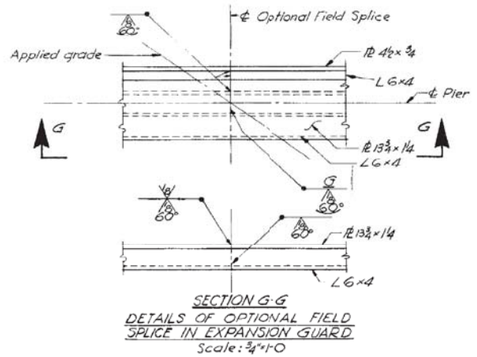
FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. – 55	SW–1818.6–2P	COOK	395	254
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I–55–7(60)–289		



** Note: Use lightest ST-WF Sections available having stem thickness of not less than ⅜"

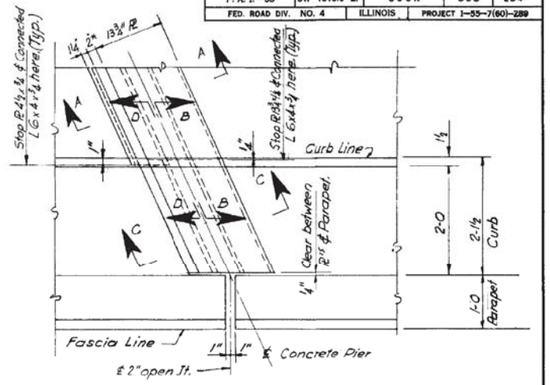
SECTION A-A
TYPICAL EXPANSION GUARD @ CONCRETE PIERS
Scale 1½" = 1-0



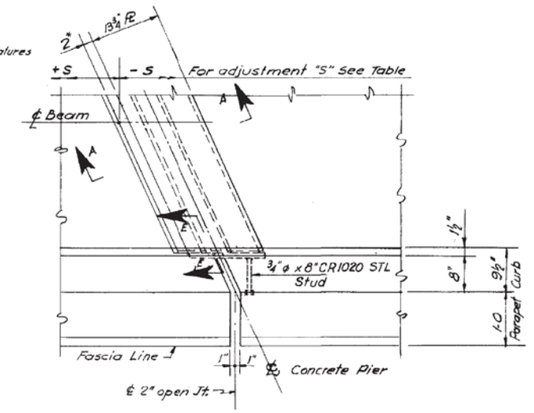
SECTION G-G
DETAILS OF OPTIONAL FIELD SPLICE IN EXPANSION GUARD
Scale: ¾" = 1-0

Joint Adjustment Table For 100' of Girder-length						
Temperatures	110° F	90° F	70° F	50° F	30° F	10° F
Adjustment "S" along ℄ of beam	-0.468"	-0.312"	-0.156"	0"	+0.156"	+0.312"

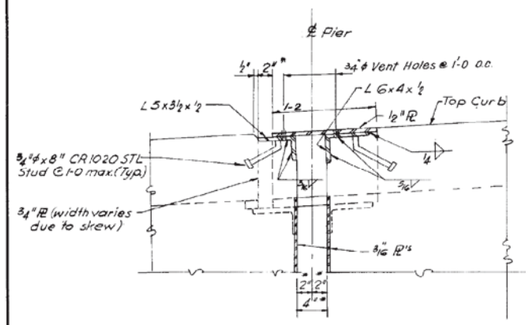
* Note:
Dimensions marked so (*) shall be used at 50°F. For Temperatures other than 50°F adjustment will be made in accordance with table below. Adjustment shall be made along ℄ of beam marked [N] in the girder schedule. Multiply values given in the table by the length of girder in feet and divide by 100. This is the required adjustment measured along ℄ of girder.



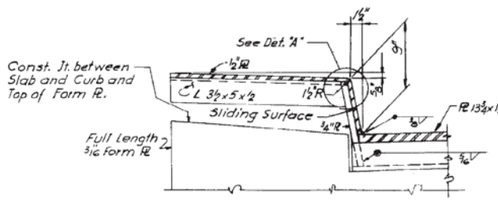
PARTIAL DECK PLAN
WITH - 2'-1½" CURB
Scale 1" = 1'-0



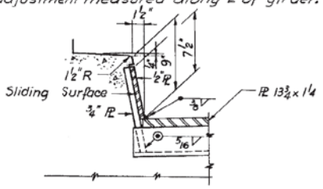
PARTIAL DECK PLAN WITH 9½" CURB
Scale 1" = 1-0



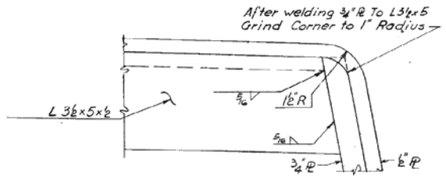
SECTION C-C
Scale 1½" = 1-0



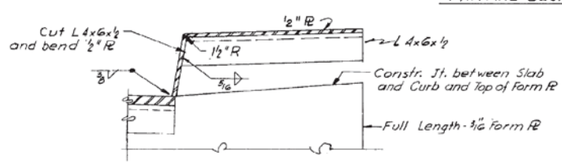
SECTION D-D
Scale 1½" = 1'-0"



SECTION E-E
Scale 1½" = 1'-0"



DETAIL "A"
Scale 6" = 1-0



SECTION B-B
Scale 1½" = 1'-0"

DESIGNED BY H.N.
DRAWN BY E.L.
CHECKED BY B.H.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW–1818.6–2P

EXPANSION GUARD DETAILS

SCALE: AS NOTED APR. 1965
SHEET NO. S-40 OF 395 SHEETS

1616290254

342-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

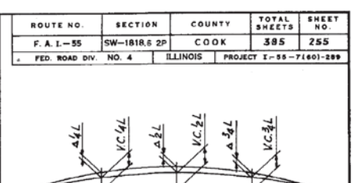
AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 141 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	490
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

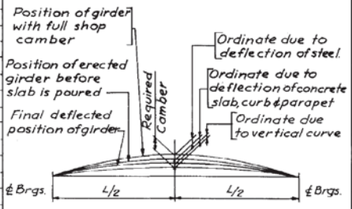
SPAN	GIRDER	L	WEB PL.	GIRDER DIMENSIONS A	B	C	CAMBER	TOP FLANGE PLATES A	B	C	BOTTOM FLANGE PLTS. A	B	C	STIFFENERS BRG.	INT.	SHEAR CONNECTOR SPACING a	b	c	STUD HEIGHT H*	DL. DEFLECTION & V.C. ORDINATES @1/4 & 3/4 L DL.	V.C.	@ 1/2 L DL.	V.C.	℄ BEARING AT REAR PIER EL. "R"	∝	BEARING TYPE	END DIAPHRAGM CONNECTION TYPE	DIM. T	℄ BEARING AT FORWARD PIER EL. "F"	β	BEARING TYPE	END DIAPHRAGM CONNECTION TYPE	DIM. T	GIRDER
E21	1	82-11⅙	48"×⅜	16-6	9-6	30-11⅙	1⅝"	10"×⅜"	10"×⅜	10"×⅜	14"×⅜	14"×1⅛	14"×1⅜	6"×⅝	4"×⅜	40@5"	23@8"	9@12	4"	1⅛"	—	1⅛"	—	36.410	63°09'53"	E14	1	9¼"	34.877	63°09'53"	F14	1	9¼"	1
	2	82-1⅞		11-0	15-0	30-1⅞	1⅞"			10"×½		14"×1⅛	14"×1⅝							1	—	1/16	—	36.880	64°19'29"			9"	35.461	64°19'29"			9"	2
	3	82-1⅞		12-0	11-0	36-1⅛	1⅞			10"×1"		14"×1⅛	14"×1⅝							1⅛	—	1⅛	—	37.424	64°19'29"			9"	36.005	64°19'29"			9"	3
	4	82-1⅞		12-0	11-0	36-1⅛	1⅞			10"×1"		14"×1⅛	14"×1⅝							1⅛	—	1⅛	—	37.967	64°19'29"			9"	36.548	64°19'29"			9"	4
	5	82-1⅞		12-0	11-0	36-1⅛	1⅞			10"×1"		14"×1⅛	14"×1⅝							1⅛	—	1⅛	—	38.447	64°19'29"			9"	37.031	64°19'29"			9"	5
E21	6	82-1⅛	48"×⅝	13-0	11-0	34-1⅜	1⅞	10"×⅜	10"×⅜	10"×1"	14"×⅜	14"×1¼	14"×1⅝	6"×½	4"×⅜	40@5"	23@8	9@12	4"	1⅛	—	1⅛	—	38.736	64°19'29"	E14	1	9¼"	37.335	64°19'29"	F14	1	9¼"	6
E22	1	94-3⅛	48"×⅜	14-0	15-0	36-3⅛	2⅛	12"×⅜	12"×⅜	12"×1"	16"×⅜	16"×1⅛	16"×1⅝	7"×⅝	5"×⅜	29@6"	25@8	9@12	5"	1½	—	1½	—	34.778	53°48'09"	F16	1	10½"	32.841	53°48'09"	E16	1	10½"	1
	2	92-7⅛		15-0	14-6	33-7⅛	2⅜					16"×1⅝	16"×1⅝			31@6	24@8	11@12		1⅝	—	2⅛	—	35.294	55°10'52"			9⅜"	33.496	55°10'52"			9⅜"	2
	3	91-1¼		14-0	14-0	35-1¼	2⅜					16"×1½	16"×1¾			30@6	26@8	12@12		1⅝	—	2⅛	—	35.748	56°36'27"			9⅜"	34.090	56°36'27"			9⅜"	3
	4	91-1¼		14-0	14-0	35-1¼	2⅜					16"×1½	16"×1¾			30@6	26@8	12@12	5"	1⅝	—	2⅛	—	36.345	56°36'27"			9⅜"	34.662	56°36'27"			9⅜"	4
	5	91-1¼		14-0	14-0	35-1¼	2⅜		12"×⅜	12"×1"		16"×1½	16"×1¾			30@6	26@8	12@12	4"	1⅝	—	2⅛	—	36.966	56°36'27"			9"	35.228	56°36'27"			9"	5
E22	6	91-1¼	48"×⅜	12-0	18-0	31-1¼	2⅜	12"×⅜	12"×1⅛	12"×1⅛	16"×⅜	16"×1½	16"×1¾	7"×⅝	5"×⅜	36@6	21@8	9"12	4"	1½	—	1½	—	37.281	56°36'27"	F16	1	9¼"	35.545	56°36'27"	E16	1	9¼"	6
E23	‡ 1	86-2⅛	48"×⅛	13-6	12-0	35-2⅛	2"	10"×⅜	10"×⅜	10"×1"	14"×⅜	14"×1⅛	14"×1⅜	6"×½	4"×⅜	34@6	21@8	9@12	5"	1¼	—	1⅛	—	32.800	44°37'34"	E14	2	10½"	31.039	44°37'34"	B2	5	10½"	1
	‡ 2	83-9⅛		12-0	11-0	37-9⅛	1⅞					14"×1¼	14"×1⅝			40@5	23@8		4	1⅛	—	1⅛	—	33.400	46°18'39"			9¼"	31.794	46°18'39"			9¼"	2
	‡ 3	81-4½		12-0	11-0	35-4½	1⅞									40@5	23@8		4	1⅛	—	1⅛	—	33.897	48°05'44"			9¼"	32.447	48°05'44"			9¼"	3
	‡ 4	81-4½		12-0	11-0	35-4½	1⅞									40@5	23@8		4	1⅛	—	1⅛	—	34.585	48°05'44"			9¼"	33.044	48°05'44"			9¼"	4
	‡ 5	81-4½		12-0	11-0	35-4½	1⅞									40@5	23@8	9@12	4	1⅛	—	1⅛	—	35.149	48°05'44"			9"	33.592	48°05'44"			9"	5
E23	‡ 6	81-4½	48"×⅜	16-0	12-0	25-4½	1⅞	10"×⅜	10"×⅜	10"×1"	14"×⅜	14"×1¼	14"×1⅝	6"×½	4"×⅜	32@6	22@8	7@12	4	1	—	1⅛	—	35.508	46°05'44"	E14	2	9¼"	33.941	46°05'44"	B2	5	9¼"	6
E24	ϕ 1a	43-4⅛	66"×⅛	—	—	43-4⅛	0	—	—	10"×⅜	—	—	10"×⅜	4½"×⅜	4½"×⅜	@12"	@12"	@12"	6	0	—	0	—	30.921	37°00'32"	B3	5	11⅜"	—	—	—	—	—	1a
	ϕ 1b	45-1⅞		—	—	45-1⅞	0	—	—	10"×⅜	—	—	10"×⅜	4½"×⅜	4½"×⅜	@12	@12	@12	6	0	—	0	—	—	—	—	—	—	27.493	21°36'12"	R3	6	10⅝"	1b
	ϕ 1	165-11⅜		—	—	—	6½	22@1	1⅞"@	22"×2⅛	22-1	2"@	22"×2⅛	10"×⅜	6"×⅜	22@9	17@12	@16	9-7-4	2⅜	—	3½	—	31.060	31°28'28"	B1	5	1-2⅛	27.691	28°13'16"	R1	5	1-1⅞	1
	2	163-10⅜		21-0	23-0	75-10⅜	5⅜	16"×⅜	22"×1¼	22"×1⅜	22"×1⅛	22"×1⅜	22"×2⅛	10"×⅜		32@8	14@12		8-6-4	2⅜	—	3⅞	—	31.784	31°28'28"			1-1	28.175	28°13'16"			1-1	2
	3	156-11⅜		21-0	26-0	62-11⅜	5⅛	16"×⅜	22"×1¼	22"×1⅜	22"×1⅛	22"×1⅜	22"×2⅛	10"×⅜		36@8	16@12		7-5-4	2⅛	—	3½	—	32.313	32°37' 11"			1-0½	28.901	29°21'59"			1-0½	3
	4	149-01⅜		24-0	20-0	61-01⅜	4⅜	16"×⅜	22"×1⅛	22"×1⅛	22"×1	22"×1⅜	22"×2¼	10"×⅜		36@8	16@12		7-5-4	2⅞	—	3¼	—	32.773	34°09'08"			1-0	29.643	30°53'56"			1-0	4
	5	141-3⅞		20-0	22-0	57-3⅞	4¼	14"×⅜	20"×1	20"×1½	20"×1	20"×1⅜	20"×2⅜	9"×⅜		42@8	14@12		7-5-4	2⅛	—	3	—	33.203	35°51'18"			11⅜"	30.380	32°36'06"			11⅜"	5
	6	133-7⅞		26-0	14-0	53-7⅞	3⅜	14"×⅜	20"×¼	20"×1	20"×⅛	20"×1⅛	20"×1⅞	9"×⅜		23@9	17@12		4	2	—	2½	—	33.643	37°45'14"			9⅜"	31.087	34°30'02"			9⅜"	6
E24	7‡	132-11⅛	66"×7/16	17-0	22-0	54-11⅛	2¼	16"×⅜	22"×1½	22"×2½	22"×1	22"×2	22"×2⅞	10"×⅜	6"×⅜	20@9	12"12	@16	4	1½	—	1½	—	33.886	37°45'14"	B1	5	9⅝"	31.322	34°30'02"	R1	5	9⅝"	7‡
E25	† 1	52-9⅛	48"×⅜	—	—	52-9⅛	⅜	—	—	10"×⅜	—	—	12"×⅜	5"×½	4"×⅜	18@8	8"12	@16	4	½	—	¼	—	27.424	15°26'07"	R2	6	9⅞"	26.331	38°10'44"	F12	2	9¼"	1
	† 2	55-7⅜		—	—	55-7⅜	⅜	—	—	10"×⅜	—	—	12"×¾	5"×⅛		6@7	19@8	11@12		¼	—	⅜	—	27.984	19°32'40"			9"	26.964	42°17'17"	F12		9"	2
	† 3	58-5⅜		18-0	—	22-5⅜	⅜	10"×⅜	—	10"×⅜	12"×⅜	—	12"×1	5"×⅛		24@6	18@8	5@12		⅛	—	⅜	—	28.473	23°20'37"			9"	27.582	46°05'14"	F12		9"	3
	† 4	69-7⅛		14-0	9-0	23-7⅛	⅛		10"×⅜	10"×⅜	12"×⅜	12"×⅛	12"×⅛	5"×⅛		34@5	21@8	6@12		1/16	—	1/16	—	29.329	23°20'37"			9"	28.184	46°05'14"	F12		9"	4
	† 5	80-1⅛		11-0	15-0	28-1⅛	1⅜		10"×⅜	10"×⅜	12"×⅜	12"×½	12"×⅛	5"×⅛		40@5	23@8	8@12		1	—	1⅛	—	30.157	23°20'37"			9"	28.758	46°05'14"	F12		9"	5
	† 6	89-7⅛		15-0	10-0	39-7⅛	2¼	10"×⅜	10"×⅜	10"×1"	14"×⅜	14"×⅛	14"×1⅜	6"×½	4"×⅜	18@6	29@8	10@12		1⅛	—	1⅛	—	30.835	23°20'37"			9"	29.139	46°05'14"	F14		9"	6
E25	† 7	97-9⅜	48"×⅜	14-0	9-0	51-9⅜	2⅞	12"×⅜	12"×⅜	12"×1⅛	16@1	16"×1½	16"×1⅞	7"×⅝	5"×⅜	16@7	30@8	10@12	4	1⅛	—	2⅛	—	31.291	23°20'37"	R2	6	9¾"	29.410	46°05'14"	F16	2	9¾"	7
E2	1	105-9¼	50"×⅜	16-0	13-6	46-9¼	5	12"×⅜	12"1	12"×1⅛	16"×¾	16"×1½	16"×1⅝	7"×⅝	5"×⅜	28@9	13@12	@16	4"	2⅜	—	4⅛	—	42.829	88°49'16"	E16	4		43.039	86°30'41"	F16	4		1
	2	105-5⅝		19-6	10-6	45-5⅝	4⅜		12"×⅜	12"×⅞		16"×1⅛	16"×1⅜			16@7	35@8	14@12		2⅜	—	3⅜	—	42.749					42.959					2
	3	105-11⅝		13-6	18-0	42-11⅝	2⅜		12"-1	12"×1⅛		16"×1½	16"×1⅛			21@6	25@8	10@12		1½	—	2⅛	—	42.669				9"	42.879				9"	3
	4	104-10⅛		10-6	13-6	56-10⅛	2⅞			12"×1⅜			16"×2⅛			50@5	23@8	11@12			—		—	42.830					43.039					4
	5	104-6⅜				56-6⅜															—		—	42.991					43.200					5
	6	104-2⅛				56-2⅛															—		—	43.153					43.361					6
	7	103-10⅝		10-6	13-6	55-10⅝	2⅞			12"×1⅝			16"×2⅛				23@8	11@12		1½	—	2⅛	—	43.311					43.519					7
	8	103-6⅜		11-6	15-0	50-6⅜	2⅜			12"×1⅜			16"×2				27@8	10@12		1⅛	—	1⅞	—	43.395					43.602					8
	9	103-4⅛		11-6	15-0	50-4⅛	2⅜			12"×1⅜			16"×2				27@8	10@12		1⅛	—	1⅞	—	43.395					43.602					9
	10	103-0⅝		11-0	10-6	60-0⅝	2⅜			12"×1½			16"×2⅛				23@8	11@12		1½	—	2⅛	—	43.310					43.516					10
	11	102-8⅜				59-8⅜															—		—	43.151					43.356					11
	12	102-4¼				59-4¼															—		—	42.989					43.194					12
	13	102-0⅜		11-0	10-6	59-0⅜	2⅜		12"-1	12"×1½		16"×1½	16"×2⅛			50@5	23@8	11@12			—		—	42.827					43.031					13
	14	101-8⅜		13-0	10-0	55-8⅜	2⅜		12"×¾	12"×1⅛		16"×1⅛	16"×1⅜			20@6	26@8	9@12		1½	—	2⅛	—	42.665				9"	42.868				9"	14
	15	101-5⅛		21-0	12-6	34-5⅛	4⅛		12"×¾	12"×⅜		16"×1⅛	16"×1⅜			15@7	35@8	13@12		2⅜	—	3⅜	—	42.745					42.948					15
E2	16	101-1⅞	50"×⅜	18-0	10-0	45-1⅞	4⅜	12"×¾	12"×¾	12"×1⅛	16"×¾	16"×1⅛	16"×1⅜	7"×⅝	5"×⅜	30@8	13@12	@16	4"	2⅜	—	3⅜	—	42.825	88°49'16"	E16	4		43.028	86°30'41"	F16	4		16
W2	1‡	112-6⅜	60"×⅜	20-6	8-6	54-6⅜	2⅛	12"×⅜	12"×⅜	12"×1⅛	16"×⅜	16"×1⅜	16"×1⅝	7"×⅝	5"×⅜	16@10	17@12	@16	4"	2⅜	—	4	—	43.284	90°00'00"	E16	4	1-7	44.231	90°00'00"	F16	4	1-8¼	1‡
	2			24-0	—	64-6⅜	1⅝		—	12"×¾		—	16"×1⅛			42@8	17@12	@16		2⅛	—	3⅝	—	43.204				1-6⅜	44.151				1-7⅝	2
	3			18-6	11-6	52-6⅜	—		12"×⅜	12"×1¼		16"×1¼	16"×1⅜			6@7	30@8	11@12		1½	—	2⅛	—	43.124				9⅜	44.070				9⅜	3
	4			13-6	16-6		—		12"1	12"×1⅜		16"×1½	16"×2			27@6	31@8	14@12			—		—	43.286					44.232					4
	5						—														—		—	43.448					44.394					5
	6						—														—		—	43.609					44.555					6
	7			13-6	16-6	52-6⅜	—		12"-1	12"×1⅜		16"×1½	16"×2							1½	—	2⅛	—	43.768					44.714					7
	8			14-6	14-0	55-6⅜	—		12"×¾	12"×1⅛		16"×1⅜	16"×1⅜							1¼	—	1⅜	—	43.853					44.799					8
	9			14-6	14-0	55-6⅜	—		12"×¾	12"×1¼		16"×1⅜	16"×1⅜							1¼	—	1⅜	—	43.853					44.799					9
	10			13-6	16-6	52-6⅜	—		12"-1	12"×1⅜		16"×1½	16"×2							1½	—	2⅛	—	43.768					44.714					10
	11						—														—		—	43.609					44.555					11
	12						—														—		—	43.448					44.394					12
	13			13-6	16-6		—		12"-1	12"×1⅜		16"×1½	16"×2			27@6	31@8	14@12			—		—	43.286					44.232					13
	14			18-6	11-6	52-6⅜	—		12"×¾	12"×1⅛		16"×1¼	16"×1⅜			6@7	30@8	11@12		1½	—	2⅛	—	43.124				9⅜	44.070				9⅜	14
	15			24-0	—	64-6⅜	1⅝		—	12"×¾		—	16"×1¼			42@8	17@12	@16		2⅛	—	3⅜	—	43.204				1-6¼	44.151				1-7⅜	15
W2	16	112-6⅜	60"×⅝	20-6	8-6	54-6⅜	2⅛	12"×⅜	12"×¾	12"×1⅛	16"×¾	16"×1	16"×1⅜	7"×⅝	5"×⅜	16@10	17@12	@16	4"	2⅛	—	4	—	43.284	90°00'00"	E16	4	1-6¾	44.231	90°00'00"	F16	4	1-8¼	16

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6 2P	COOK	385	255
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(601-289		



DEAD LOAD DEFLECTION DIAGRAM

Dead Load Deflections shown in the Girder Schedules include weight of concrete only. They shall not be used in the field if the Engineer is working from the Theoretical Grade Elevations adjusted for Dead Load Deflections.



CAMBER DIAGRAM

NOTE:
‡ Denotes stepped bottom flange at Forward Pier Bearings.
† Denotes stepped bottom flange at Rear Pier Bearings.
☐ Denotes the girder to which all bearings for that span shall be set parallel.
* Where more than one height of stud is given, the first height shall be used on top flange plates A, the second on plates B, and the third on Plate C.
ϕ For special Details see Sheet S-36

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW 1818.6-2P
GIRDER SCHEDULE
E-N ROADWAY AND 23RD STREET
SCALE: NO SCALE APR. 1965
SHEET NO. S-41 OF 395 SHEETS

1616290255

343-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED -	REVISED -	
	PLOT SCALE =	DRAWN - HAY	REVISED -	
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -	

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 142 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	491
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

SPAN	GIRDER	L	WEB PL.	GIRDER DIMENSIONS A	B	C	CAMBER	TOP FLANGE PLATES A	B	C.	BOTTOM FLANGE PLTS. A	B	C	STIFFENERS BRG.	INT.	SHEAR CONNECTOR SPACING a	b	c	STUD HEIGHT H	D.L. DEFLECTION & V.C. ORDINATES @ 1/4 & 3/4 L D.L.	V.C.	@ 1/2 L D.L.	V.C.	℄ BEARING AT REAR PIER EL. "R"	∝	BEARING TYPE	END DIAPHRAGM CONNECTION TYPE	DIM. T	℄ BEARING AT FORWARD PIER EL. "F"	β	BEARING TYPE	END DIAPHRAGM CONNECTION TYPE	DIM. T	GIRDER
NW5	1	71-4 3/8	48"×3/8"	13-0	10-6	24-4 5/8	1 1/4"	10"×3/4"	10"×3/4"	10"×3/4"	12"×3/4"	12"×1 1/4"	12"×1 1/2"	6"×1/2"	4"×5/16"	36@5"	18@8"	8@12"	4"	3/8"	–	1 1/8"	–	49.322	88°40'09"	E12	4	9 1/2"	50.585	88°40'09"	F12	4	9 1/2"	1
↓	2	71-4 3/8		13-0	10-6	24-4 5/8	1 1/8					12×1 1/4	12×1 1/2			39@5	19@8	6@12	4"	3/8	–	1 1/16	–	48.903	88°40'09"	E12	4	9 1/2"	50.139	88°40'09"	F12	4	9 1/2"	2
↓	3	71-4 3/8		13-0	10-6	24-4 5/8	1 1/8					12×1 1/4	12×1 1/2			39@5	19@8	6@12	4"	3/8	–	1 1/16	–	48.488	88°40'09"	E12	4	9 1/2"	49.693	88°40'09"	F12	4	9 1/2"	3
NW5	4	71-4 1/8		14-0	9-0	25-4 1/8	1 1/8			10"×3/8		12×1 1/8	12×1 3/8			34@5	17@8	10@12	4"	3/8	–	1 1/16	–	48.057	88°11'06"	E12	4	9 3/8"	49.261	88°11'06"	F12	4	9 3/8"	4
NW6	1	78-0 4		11-0	14-0	28-0 4	1 3/8			10"×1"		12×1 1/2	12×1 3/8			35@5	18@8	10@12	5"	1 1/16	–	1 1/16	–	50.527	100°31'27"	F12	4	10 1/2"	51.810	100°31'27"	E12	4	10 1/2"	1
↓	2	78-0 4		11-0	13-6	29-0 4	1 1/2			10"×3/8		12×1 1/2	12×1 3/8			44@5	21@8	7@12	4"	1	–	1 3/8	–	50.159	100°31'27"	F12	4	9 5/8"	51.480	100°31'27"	E12	4	9 5/8"	2
↓	3	78-0 4		11-0	13-6	29-0 4	1 1/2					12×1 1/2	12×1 3/8			44@5	21@8	7@12	4"	1	–	1 3/8	–	49.693	100°31'27"	F12	4	9 3/8"	51.087	100°31'27"	E12	4	9 1/2"	3
NW6	4	78-2 1/2		15-0	12-0	24-2 1/2	1 1/2			10"×3/8		12×1 1/4	12×1 1/2	6"×1/2		16@6	23@8	7@12	4"	1 1/16	–	1 3/8	–	49.308	101°14'01"	F12	4	9 1/2"	50.681	101°14'01"	E12	4	9 1/2"	4
NW7	1	67-5 13/16		15-0	–	37-5 13/16	1			–		–	12×1 1/4	5"×7/16		33@5	19@8	7@12	5"	3/4	–	1	–	51.858	112°01'33"	E12	1	10 1/4"	52.958	112°01'33"	F12	1	10 1/4"	1
↓	2	67-5 13/16		13-0	8-6	24-5 13/16	1		10"×3/8			12×1 1/8	12×1 3/8			40@5	16@8	6@12	4"	1/16	–	3/8	–	51.480	112°01'33"	E12	1	9 1/2"	52.633	112°01'33"	F12	1	9 1/2"	2
↓	3	67-5 13/16		13-0	8-6	24-5 13/16	1		10"×3/4"			12×1 1/8	12×1 3/8			40@5	16@8	6@12		1/16	–	3/8	–	51.044	112°01'33"	E12	1	9 1/2"	52.236	112°01'33"	F12	1	9 3/8"	3
NW7	4	68-3 7/16		13-0	–	42-3 7/16	1	10"×3/8		–	12"×3/4	–	12×1 1/4	5"×7/16	4"×3/8"	26@6	17@8	6@12		3/4	–	1	–	50.709	113°36'40"	E12	1	9 1/2"	51.867	113°36'40"	F12	1	9 1/2"	4
NW8	1s	94-4 3/8		12-0	16-0	38-4 3/8	2 1/2	16"×3/8	16×1/4	16"×1 5/8	20"×7/8	20×1 1/2	20"×2 1/8	9"×3/8	6"×3/8	27@8	10@12	14@16		1 1/16	3/4"	1 5/8	1/2"	52.855	124°53'22"	F20	1	9 5/8"	53.981	121°38'10"	E20	1	9 5/8"	1s
↓	2	94-0 4		14-0	14-0	38-0 4	2 3/8	10"×3/4	10"×3/8	10"×1/2	14"×3/4	14×1 1/8	14"×1 5/8	6"×1/2	4"×3/8	20@6	27@8	10@12		1 1/16	–	2 1/16	–	52.855	124°53'22"	F14	1	9"	53.806	121°38'10"	E14	1	9"	2
↓	3	94-11 4		12-0	13-0	44-11 4	2 3/8	10"×3/4	10×1	10"×1 3/8	14"×3/4	14×1 1/2	14"×2	6"×1/2	4"×3/8	36@6	21@8	10@12		1 1/8	–	2 1/16	–	52.343	126°13'11"	F14	1	9"	53.416	122°37'09"	E14	1	9"	3
↓	4	95-10 1/16		12-0	13-0	45-10 1/16	2 3/8	10"×3/8	10×1	10"×1 3/8	14"×3/8	14×1 1/2	14"×2	6"×1/2	4"×3/8	36@6	21@8	10@12		1 1/8	–	2 1/16	–	52.236	127°31'24"	F14	1	9"	53.030	124°16'12"	E14	1	9"	4
NW8	5s	95-5 1/16		20-0	18-0	19-5 1/16	3 1/2	16"×3/8	16×1	16"×1 1/2	16"×3/4	16×1 1/2	16"×1 5/8	7"×3/8	5"×3/8	@16"	@16"	@16		1 1/16	3/4"	1 5/8	1"	51.889	127°31'24"	F20	1	9 1/2"	52.712	124°16'12"	E20	1	9 1/2"	5s
NW9	1	76-8 7/16		11-0	14-0	26-8 1/16	1 3/8	10"×3/8	10"×3/8	10"×1"	12"×3/4	12×1 1/2	12"×1 3/8	5"×7/16	4"×3/8	35@5	18@8	9@12		1 1/16	–	1 1/16	–	53.971	135°15'52"	E12	2	9 3/8"	54.041	41°48'44"	F12	2	9 1/2"	1
↓	2	61-6 3/8		18-0	—	25-6 3/8	3/8	10"×3/8	—	10"×3/8	12"×3/4	—	12×1			24@6	18@8	6@12		1/2	–	5/8	–	53.600	135°15'52"	E12	2	9"	53.635	41°48'44"	F12	2	9 1/8"	2
↓	3	46-3 3/8		—	—	46-3 3/8	0	—	—	10"×3/8	—	—	12"×3/8			14@6	14@8	7@12		3/16	–	1/4	–	53.180	135°15'52"	E12	2	9"	53.207	41°48'44"	F12	2	9 1/8"	3
NW9	4	31-1 5/8		—	—	31-1 5/8	0	—	—	10"×1/2	—	—	12"×3/8			9@8	5@12	9@16		1/16	–	1/16	–	52.712	135°15'52"	E12	2	9 3/8"	52.746	41°48'44"	F12	2	9 1/2"	4
NW10	1	70-2 1/16		14-0	7-0	28-2 1/16	1 1/4	10"×3/8	10"×3/8	10"×3/8	12"×3/4	12×1	12"×1 1/4			24@6	17@8	7@12		1 1/16	–	1 1/16	–	54.036	53°25'26"	F12	1	9 1/2"	53.554	53°25'26"	E12	1	9 1/2"	1
↓	2	73-1 7/16		12-0	11-0	27-1 7/16	1 1/4			10"×3/8		12×1 1/8	12"×1 3/8			43@5	18@8	6@12		3/8	–	1 1/8	–	53.635	50°24'16"	F12	1	9"	53.327	50°24'16"	E12	1	9"	2
↓	3	73-1 7/16		12-0	11-0	27-1 7/16	1 1/4			10"×3/8		12×1 1/8	12"×1 3/8			43@5	18@8	6@12		3/8	–	1 1/8	–	53.207	50°24'16"	F12	1	9"	52.864	50°24'16"	E12	1	9"	3
NW10	4	73-1 7/16		13-0	11-0	25-1 7/16	1 1/4			10"×3/8		12×1 1/4	12×1 1/2			36@5	21@8	7@12		1/2	–	1 1/8	–	52.783	50°24'16"	F12	1	9"	52.388	50°24'16"	E12	1	9 1/8"	4
NW11	1	75-11 3/8		11-0	14-0	25-11 3/8	1 3/8			10"×3/8		12×1 1/2	12×1 3/8			35@5	18@8	10@12		1 1/16	–	1 9/16	–	53.536	65°08'09"	E12	1	9 1/2"	52.421	65°08'09"	F12	1	9 1/2"	1
↓	2	75-11 3/8		11-0	13-6	26-11 3/8	1 1/2			10"×3/8		12×1 1/2	12×1 5/8			44@5	21@8	6@12		1	–	1 1/8	–	53.181	65°08'09"	E12	1	9"	52.026	65°08'09"	F12	1	9"	2
↓	3	75-11 3/8		11-0	13-6	26-11 3/8	1 1/2			10"×3/8		12×1 1/2	12×1 5/8			44@5	21@8	6@12		1	–	1 1/8	–	52.786	65°08'09"	E12	1	9"	51.591	65°08'09"	F12	1	9"	3
NW11	4	77-1 7/8		15-0	12-0	23-1 7/8	1 3/8			10"×3/8		12×1 4	12×1 1/2	5"×7/16		16@6	23@8	7@12		1 1/16	3/4"	1 3/8	1/4"	52.388	63°19'03"	E12	1	9"	51.280	63°19'03"	F12	1	9"	4
NW12	1	77-0 1/2		11-0	14-0	27-0 1/2	2 3/8			10"×3/8		12×1 1/2	12×1 3/8	6"×1/2		35@5	18@8	10@12		1 1/2	3/4"	1 5/16	1"	52.392	77°00'27"	F12	4	9 3/8"	50.449	77°00'27"	E12	4	9 3/8"	1
↓	2	77-0 1/2		11-0	13-6	28-0 1/2	1 1/2			10"×3/8		12×1 1/2	12×1 3/8			44@5	21@8	7@12		1	–	1 3/8	–	52.026	77°00'27"	F12	4	9 3/8"	50.177	77°00'27"	E12	4	9"	2
↓	3	77-0 1/2		11-0	13-6	28-0 1/2	1 1/2			10"×3/8		12×1 1/2	12×1 3/8			44@5	21@8	7@12		1	–	1 3/8	–	51.644	77°00'27"	F12	4	9"	49.853	77°00'27"	E12	4	9"	3
NW12	4	77-3 1/4		15-0	12-0	23-3 1/4	1 1/2			10"×3/8		12×1 4	12×1 1/2			16@6	23@8	7@12		1 1/16	–	1 3/8	–	51.230	76°20'21"	F12	4	9 3/8"	49.534	76°20'21"	E12	4	9 3/8"	4
NW13	1	76-4 5/8		11-0	14-0	26-4 5/8	1 3/8			10"×3/8		12×1 1/2	12×1 3/8			35@5	18@8	10@12		1 1/16	–	1 1/16	–	50.402	87°11'44"	E12	4	9 1/2"	47.917	87°11'44"	F12	4	9 1/2"	1
↓	2	76-4 5/8		11-0	13-6	27-4 5/8	1 1/2			10"×3/8		12×1 1/2	12×1 5/8			44@5	21@8	6@12		1	–	1 3/8	–	50.151	87°11'44"	E12	4	9"	47.831	87°11'44"	F12	4	9"	2
↓	3	76-4 5/8		11-0	13-6	27-4 5/8	1 1/2			10"×3/8		12×1 1/2	12×1 5/8			44@5	21@8	6@12		1	–	1 3/8	–	49.853	87°11'44"	E12	4	9"	47.702	87°11'44"	F12	4	9"	3
NW13	4	76-4 15/16	48"×3/8"	11-0	14-0	26-4 15/16	1 3/8	10"×3/8	10"×3/8	10"×1"	12"×3/8	12×1 1/2	12"×1 3/8	6"×1/2	4"×3/8	35@5	18@8	10@12	4"	1 1/16	–	1 1/16	–	49.534	86°16'39"	E12	4	9"	47.586	86°16'39"	F12	4	9"	4
W23	1	77-10 11/16	48"×3/8"	16-0	10-0	25-10 11/16	1 5/8"	10"×3/4	10"×3/8	10"×3/4	14"×3/4	14×1 5/8	14"×1 5/8	6"×1/2"	4"×3/8"	30@6"	18@8"	9@12"	5"	15/16"	–	1 1/4"	–	36.279'	75°17'02"	E14	3	10"	34.459	92°35'24"	F14	4	10"	1
↓	2	80-4 1/16		11-0	15-0	28-4 1/16	1 1/2			10"×3/8		14×1 1/4	14"×1 3/8			40@5	23@8	8@12	4	1	–	1 1/16	–	36.832	75°17'02"			9 1/2"	34.908	92°35'24"			9 1/2"	2
↓	3	82-9 1/2		12-0	11-0	36-9 1/2	1 3/8			10"×3/8		14×1 1/4	14"×1 5/8			40@5	23@8	10@12		1 1/16	–	1 1/16	–	37.343	75°17'02"				35.317	92°35'24"				3
↓	4	85-2 5/8		12-0	13-0	35-2 5/8	2			10×1		14×1 1/2	14"×1 3/8			43@5	24@8	8@12		1/4	–	1 3/8	–	37.853	75°17'02"				35.725	92°35'24"				4
↓	5	87-8 1/16		12-0	13-0	37-8 1/16	2		10"×3/8	10×1		14×1 1/2	14"×1 3/8			43@5	24@8	9@12		1/4	–	1 3/8	–	38.353	75°17'02"				36.133	92°35'24"				5
W23	6	89-6 5/16	48"×3/8"	13-0	14-0	35-6 5/16	2 3/8"	10"×3/4	10"×1 5/8	10"×1 5/8	14"×3/4	14×1 1/2	14"×1 3/4	6"×1/2	4"×3/8	26@6	23@8	9@12	4	1 1/2	3/8"	2	1/2"	38.549	76°50'37"	E14	3	9 1/2"	36.339	94°08'59"	F14	4	9 1/2"	6

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	325	256
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		

Note:
☐ Denotes the girder to which all bearings for that span shall be set parallel.

CITY OF CHICAGO
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SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

GIRDER SCHEDULE — N-W RAMP & S-W RDWY.

SCALE: NO SCALE APR. 1965
SHEET NO. S-42 OF 325 SHEETS

1616290256

344-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 143 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	492
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	258
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I.-55-7(603)289		

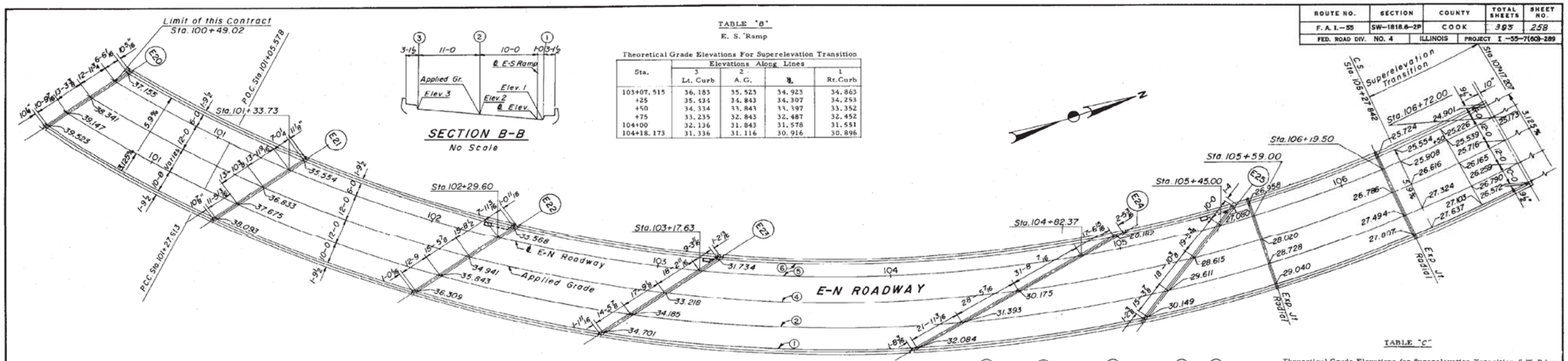


TABLE "B"
E. S. Ramp

Theoretical Grade Elevations For Superelevation Transition

Sta.	Elevations Along Lines 3 Lt. Curb	2 A. G.	1 Rt. Curb
103+07.515	36.183	35.523	34.923 / 34.863
+25	35.431	34.843	34.307 / 34.253
+50	34.334	33.843	33.397 / 33.352
+75	33.235	32.843	32.487 / 32.452
104+00	32.136	31.843	31.578 / 31.551
104+18.173	31.336	31.116	30.916 / 30.896

TABLE "C"
Theoretical Grade Elevations for Superelevation Transition-S.W. Rdwy.

Sta.	Elevations Along Lines 1 Lt. Curb	2	3 A. G.	4 Lane	9 Rt. Curb
102+68.587	36.006	36.596	37.304	38.012	38.200
+75	35.881	36.458	37.150	37.842	38.017
103+00	35.394	35.920	36.550	37.181	37.306
+25	34.907	35.381	35.950	36.519	36.595
+50	34.420	34.843	35.350	35.858	35.884
+75	33.933	34.304	34.750	35.196	35.174
104+00	33.446	33.766	34.150	34.534	34.463
+03.780	33.372	33.685	34.060	34.434	34.355
+25	32.915	33.228	33.550	33.873	33.752
+50	32.377	32.689	32.950	33.211	33.041
104+58.587	32.192	32.504	32.744	32.984	32.797

NOTE:
Elevations shown on the Plan are Top of Roadway Elevations at ℄ Piers unless otherwise noted.
Symbol ▭ indicates Type "A" Floor Drain.

DESIGNED BY H.N.
DRAWN BY V.R.
CHECKED BY C.E.B
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P
E-N ROADWAY, E-S RAMP & S-W ROADWAY
DECK PLAN
SCALE: AS NOTED APR. 1965
SHEET NO. S-44 OF 395 SHEETS

1616290258

345-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

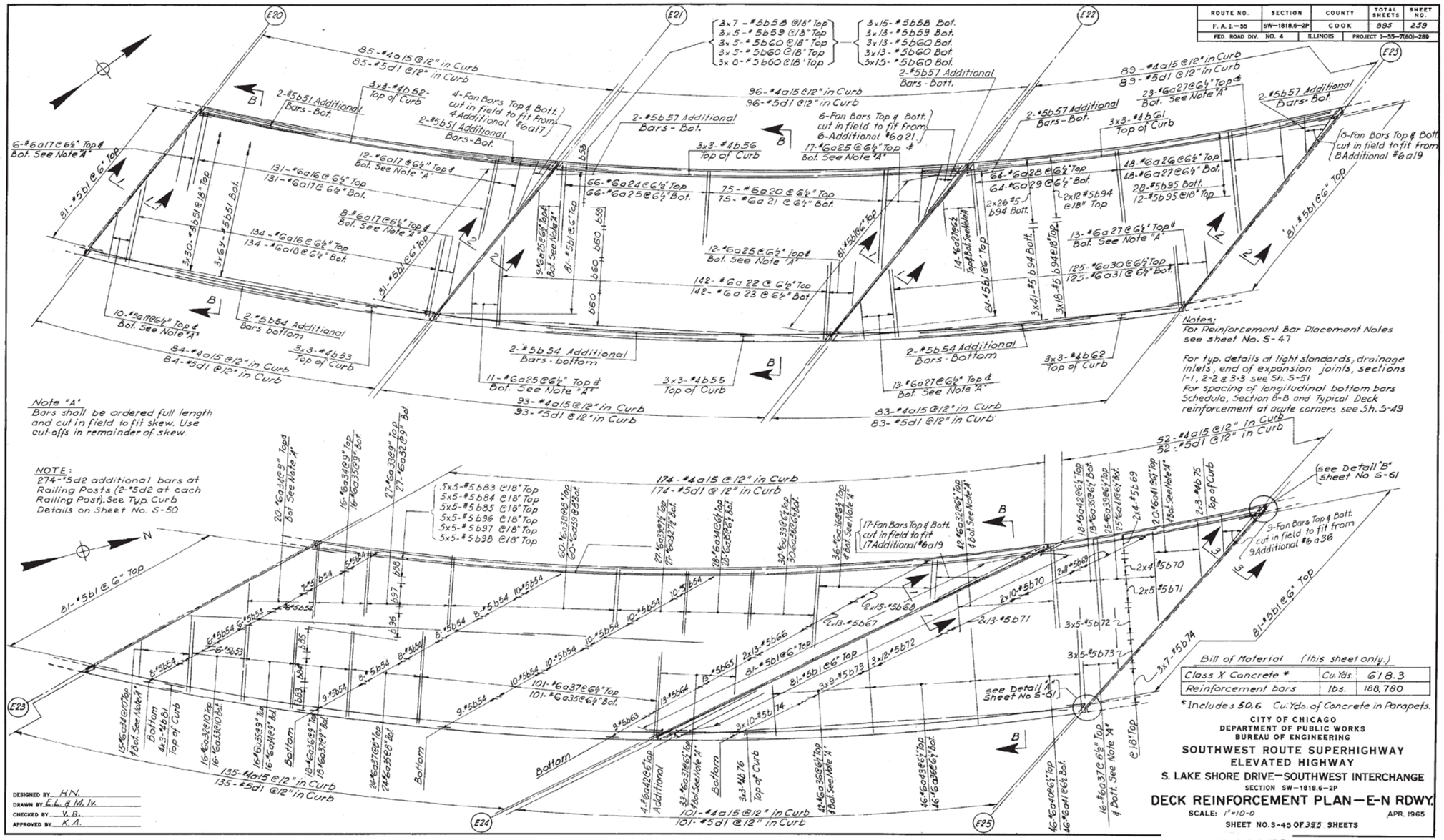
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AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 144 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	493
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	259
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



Bill of Material (this sheet only.)		
Class X Concrete *	Cu. Yds.	618.3
Reinforcement bars	lbs.	188,780

*Includes 50.6 Cu. Yds. of Concrete in Parapets.

CITY OF CHICAGO
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SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

DECK REINFORCEMENT PLAN—E-N RDWY.

SCALE: 1"=10-0 APR. 1965
SHEET NO. S-45 OF 395 SHEETS

DESIGNED BY H.N.
DRAWN BY E.L. & M. IV.
CHECKED BY V. B.
APPROVED BY K. A.

1616290259

346-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

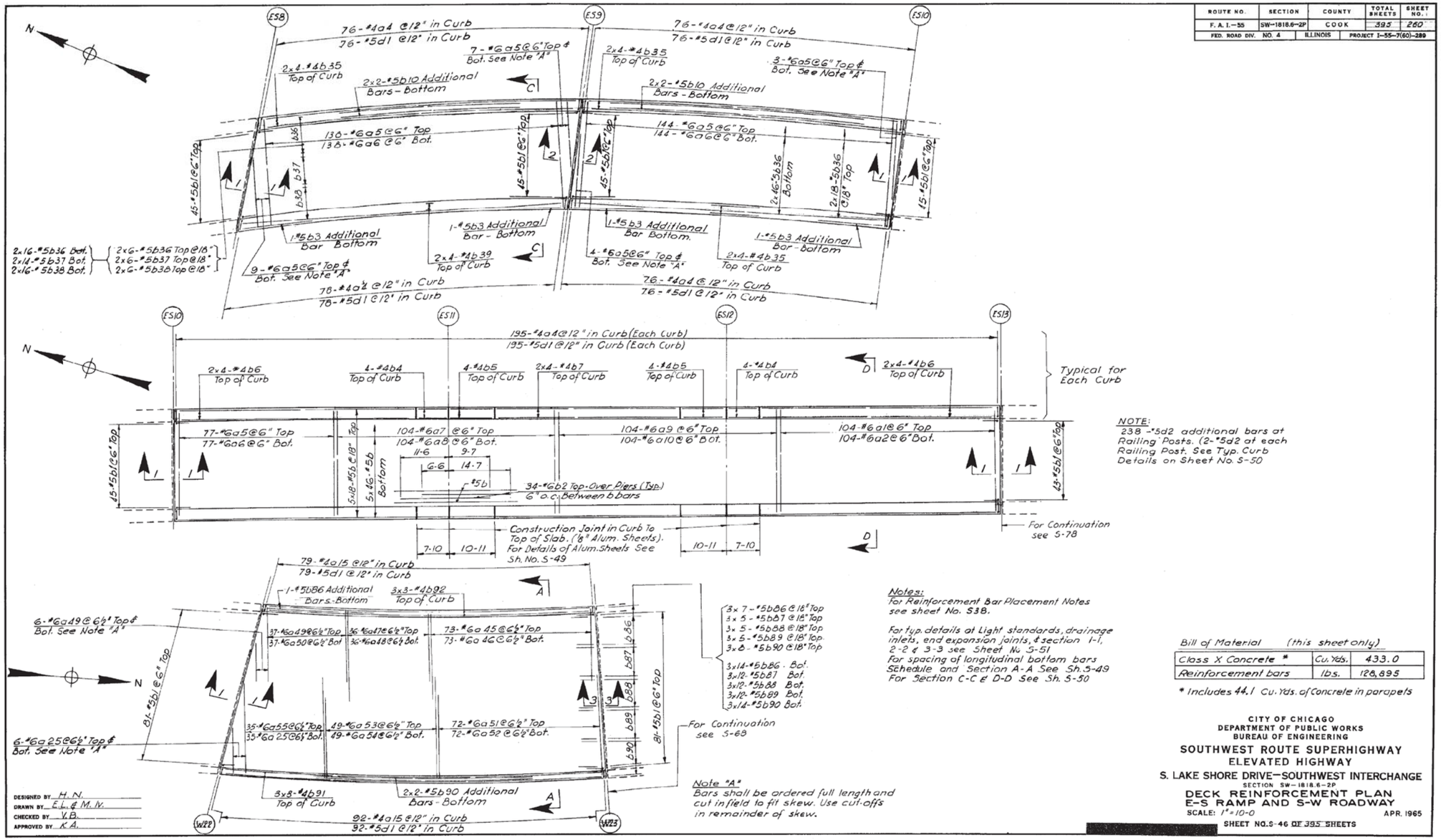
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AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 145 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	494
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	260
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



NOTE:
238-#5d2 additional bars at Railing Posts. (2-#5d2 at each Railing Post. See Typ. Curb Details on Sheet No. S-50

Notes:
For Reinforcement Bar Placement Notes see sheet No. S38.

For typ. details at Light standards, drainage inlets, end expansion joints, & section 1-1, 2-2 & 3-3 see Sheet No. S-51
For spacing of longitudinal bottom bars Schedule and Section A-A See Sh. S-49
For Section C-C & D-D See Sh. S-50

Note "A"
Bars shall be ordered full length and cut in field to fit skew. Use cut-offs in remainder of skew.

Bill of Material (this sheet only)

Class X Concrete *	Cu. Yds.	433.0
Reinforcement bars	lbs.	128,895

* Includes 44.1 Cu. Yds. of Concrete in parapets

DESIGNED BY H. N.
DRAWN BY E.L. & M. IV.
CHECKED BY V.B.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P
DECK REINFORCEMENT PLAN
E-S RAMP AND S-W ROADWAY
SCALE: 1"=10-0 APR. 1965
SHEET NO. S-46 OF 395 SHEETS

1616290260

347-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

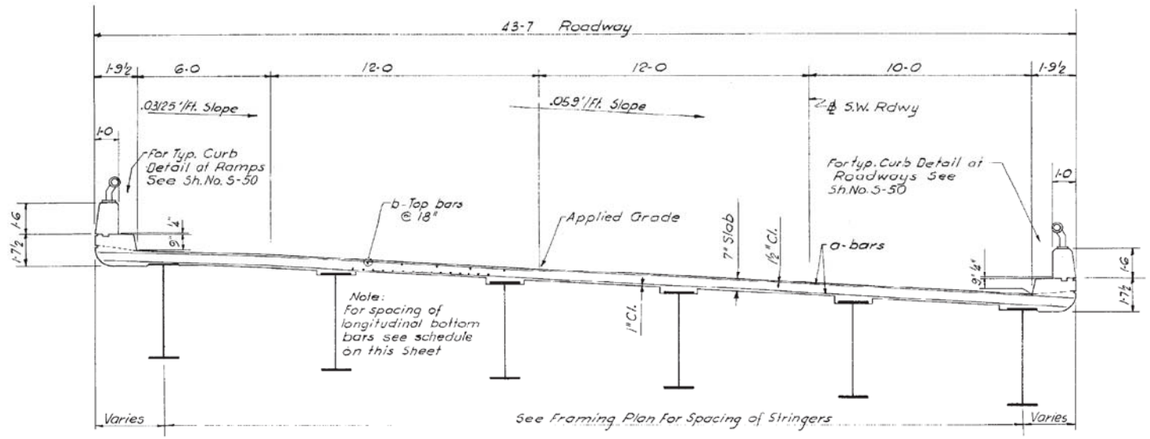
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 146 OF 173 SHEETS

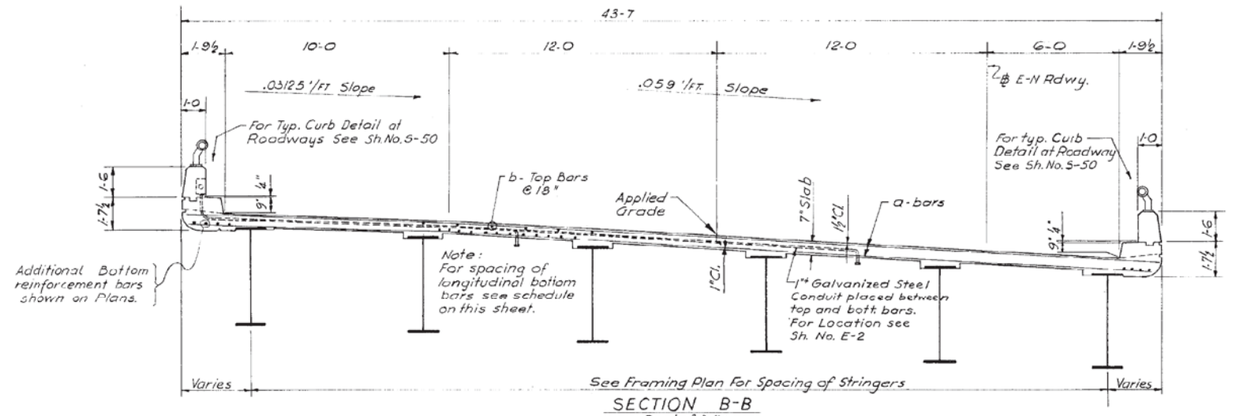
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	495
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

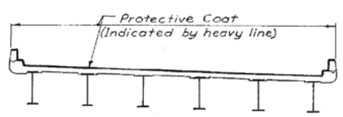
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	263
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



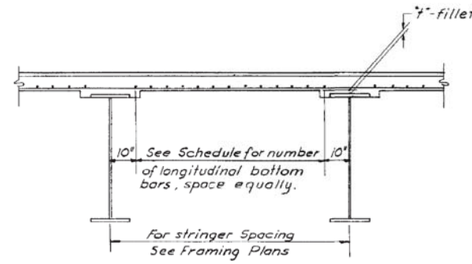
SECTION A-A
Scale: ⅜" = 1'-0



SECTION B-B
Scale: ⅜" = 1'-0

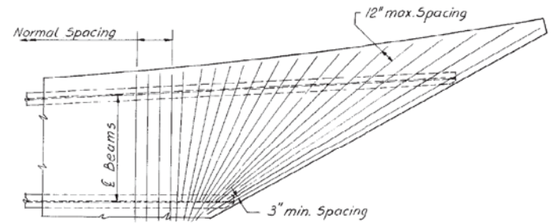


TYPICAL CROSS SECTION
(Showing Limits of Protective Coat)



Beam Spacing	Number of longitudinal bottom bars	
	For Roadways	For Ramps
5-0 to 6-0	7	———
6-1 to 6-6	8	9
6-7 to 7-0	9	10
7-1 to 7-6	10	12
7-7 to 8-0	12	14
8-1 to 8-6	13	15
8-7 to 9-0	15	———

SPACING OF LONGITUDINAL BOTTOM BARS



TYPICAL DECK REINFORCEMENT AT ACUTE CORNERS
Scale: ¼" = 1'-0

NOTES:
For reinforcement Bar Placement Notes see Sh. No. 5-47.
For Method of determining fillet heights "f" see "Tables of Elevations".
All corners shall be chamfered ¾" unless otherwise shown.

DESIGNED BY H.N.
DRAWN BY E.L. & M.N.
CHECKED BY V.B
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

TYPICAL CROSS SECTIONS AND DETAILS

SCALE: AS NOTED APR. 1965
SHEET NO. 5-49 OF 395 SHEETS

1616290263

348-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

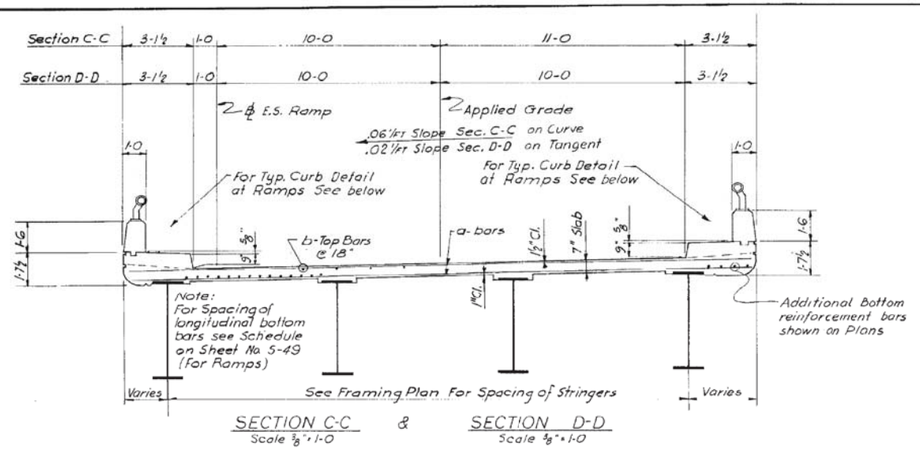
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 147 OF 173 SHEETS

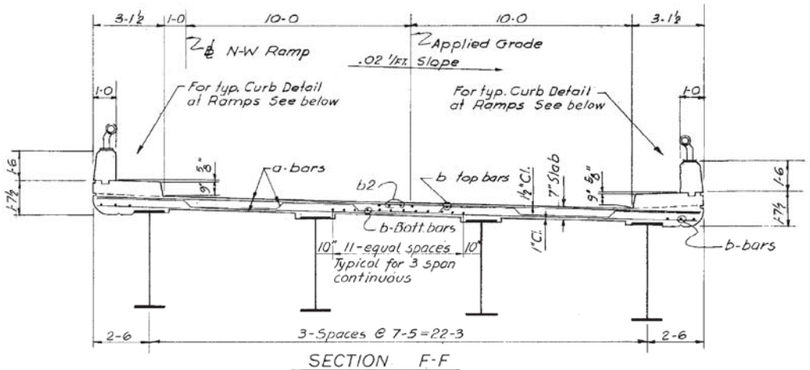
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	496
		CONTRACT NO. 60X07		
		ILLINOIS	FED. AID PROJECT	

FOR INFORMATION ONLY

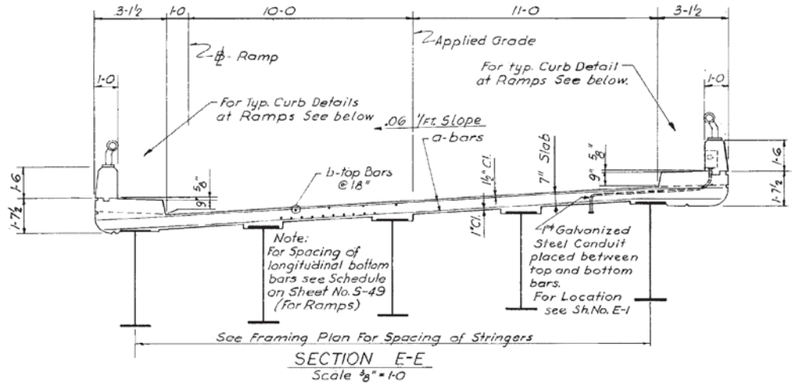
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.–55	SW–1818.6–2P	COOK	395	264
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I–55–7(60)–289		



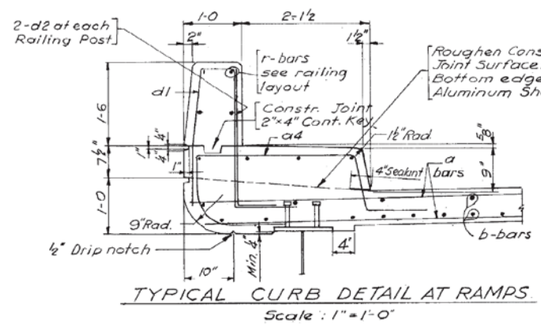
SECTION C-C & SECTION D-D
Scale ⅜"=1-0 Scale ⅜"=1-0



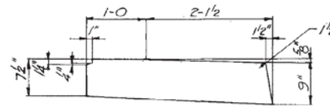
SECTION F-F
Scale: ⅜"=1-0



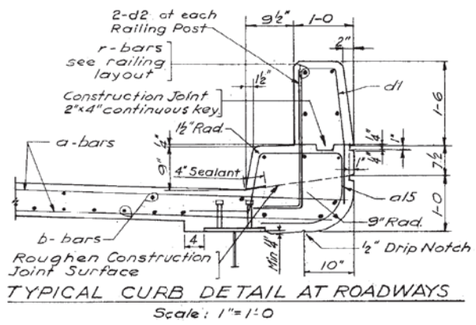
SECTION E-E
Scale ⅜"=1-0



TYPICAL CURB DETAIL AT RAMPS
Scale : 1"=1'-0"



DETAIL OF ⅛" ALUMINUM SHEETS
ASTM: B209 Alloy 3003-H14
Used in curb joints at Piers of continuous spans.
For Location See Sh. No. S-46 & S-48. Cost incidental to Concrete.



TYPICAL CURB DETAIL AT ROADWAYS
Scale : 1"=1'-0

DESIGNED BY H.N.
DRAWN BY H.S.
CHECKED BY V.B
APPROVED BY K.A

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE–SOUTHWEST INTERCHANGE
SECTION SW–1818.6–2P

TYPICAL CROSS SECTIONS AND DETAILS

SCALE: AS NOTED APR. 1965

SHEET NO. S-50 OF 395 SHEETS

1616290264

349-60X07_As-Builts.dgn

AECOM

USER NAME = auyeungh	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN - HAY	REVISED -
PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

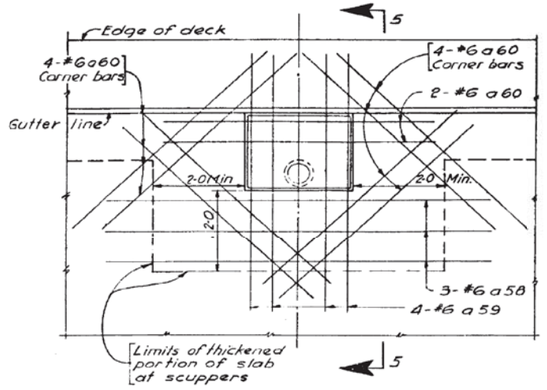
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 148 OF 173 SHEETS

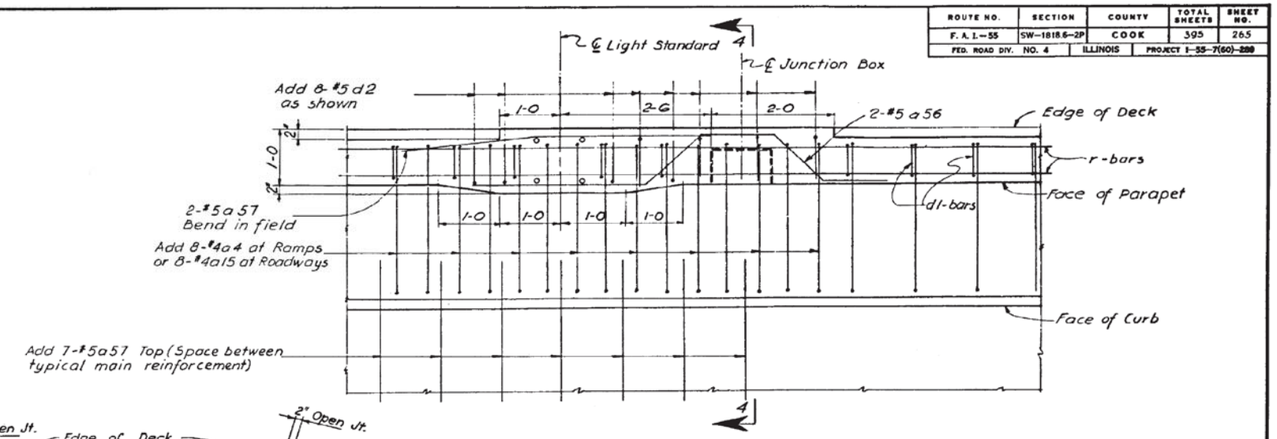
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	497
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

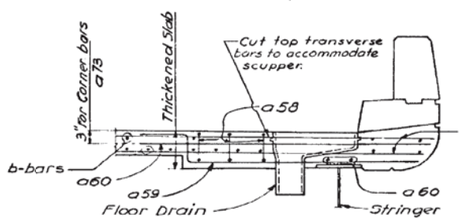
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.–55	SW–1818.6–2P	COOK	395	265
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I–55–7(60)–288		



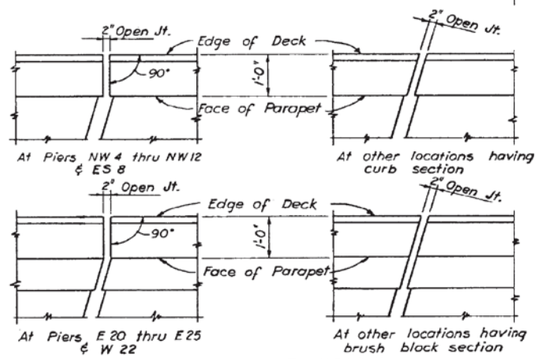
TYPICAL DETAIL AT FLOOR DRAIN
Scale: ¾"=1-0



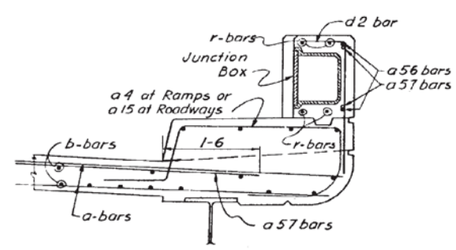
TYPICAL DETAIL AT LIGHT STANDARD AND JUNCTION BOX
Scale: 1"=1-0



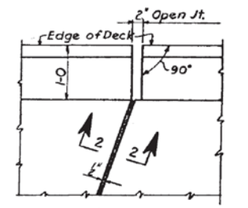
SECTION 5-5
Scale: ¾"=1-0



EXPANSION JOINT DETAIL AT PARAPET
Showing concrete outlines only. Steel exp. guard not shown. For details see sheet S-40



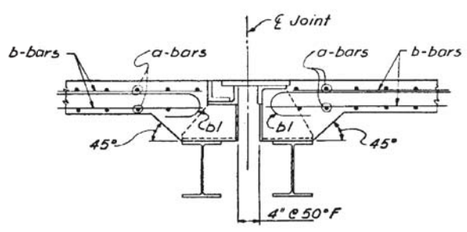
SECTION 4-4
Scale: 1" 1-0



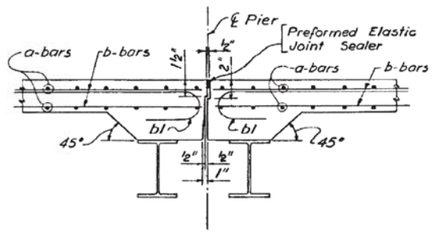
AT PIERS
ES 9, NW 5, NW 7, NW 9 & NW 11

DETAIL AT END OF FIXED JOINT
Scale: 1"=1-0

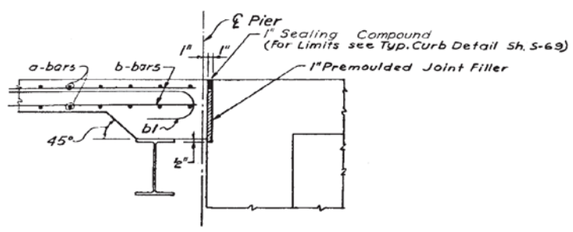
Note:
For Reinforcement Bar Placement Notes See Sh. No. S-47
For Location of Sections 1-1, 2-2 and 3-3 See Sh. No. S-45 thru S-48



SECTION 1-1
Scale: 1"=1-0



SECTION 2-2
Scale: 1"=1-0



SECTION 3-3
Scale: 1"=1-0

DESIGNED BY H.N.
DRAWN BY E.L. & M.N.
CHECKED BY V.B.
APPROVED BY K.A.

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE–SOUTHWEST INTERCHANGE
SECTION SW–1818.6–2P

TYPICAL DECK DETAILS

SCALE: AS NOTED APR. 1965
SHEET NO. S-51 OF 395 SHEETS

1616290265

350-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

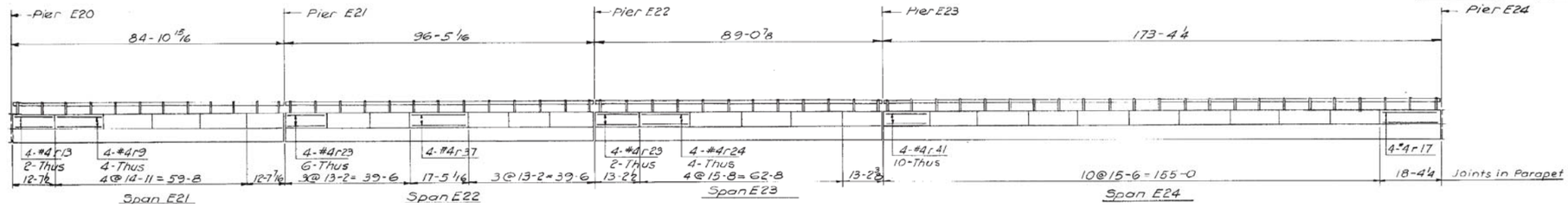
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILTS
I–55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 149 OF 173 SHEETS

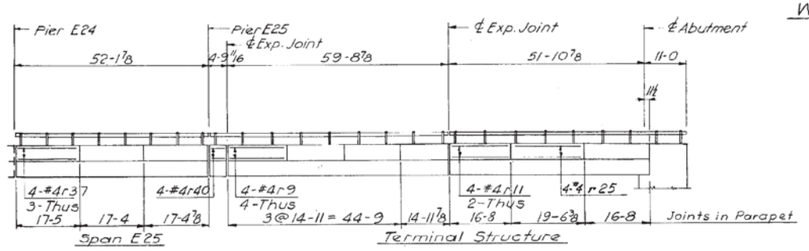
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	498
		CONTRACT NO. 60X07		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

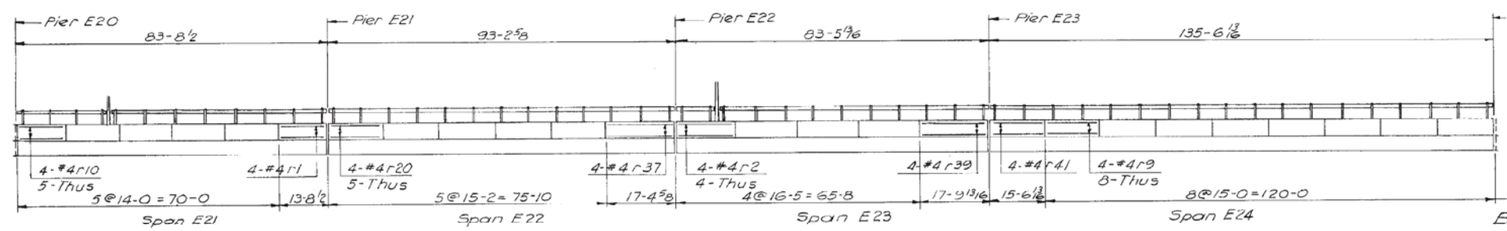
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	266
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



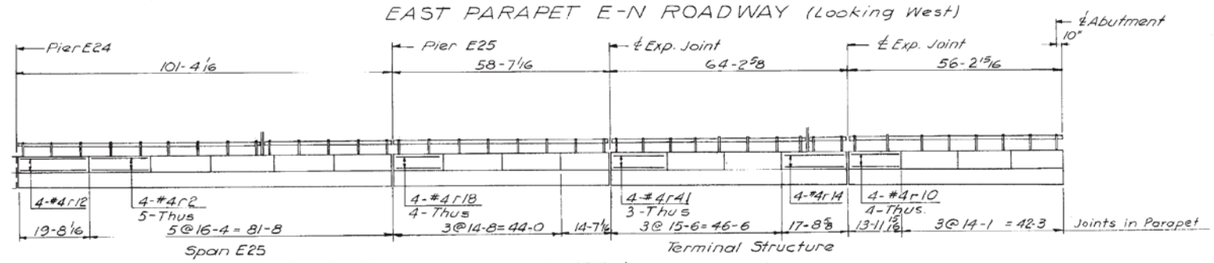
WEST PARAPET E-N ROADWAY (Looking West)



WEST PARAPET E-N ROADWAY (Looking West)



EAST PARAPET E-N ROADWAY (Looking West)



EAST PARAPET E-N ROADWAY (Looking West)

DESIGNED BY V.B.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

BILL OF MATERIAL (This Sheet Only)

DESCRIPTION	UNIT	QUANTITY
Reinforcement Bars	Lbs.	3,382

Notes:
For Reinforcement Bar Schedule See Sh. No. S-57
Elevation Shown is a developed view
All dimensions are horizontal and along ℄ of railing and are not true dimensions along surface of the bridge.
For Detail of Joint in Parapet see Sh A-12

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P
PARAPET REINFORCEMENT DETAILS
E-N ROADWAY
SCALE: HOR. 1/16"=1'-0"; VERT. 3/16"=1'-0" APR. 1965
SHEET NO. S-52 OF 395 SHEETS

1616290266

351-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

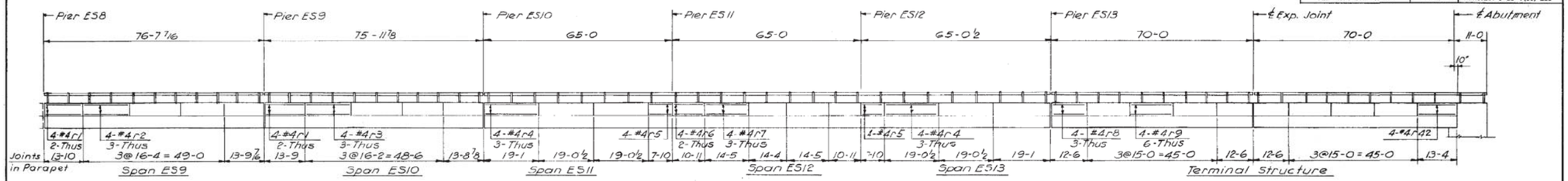
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 150 OF 173 SHEETS

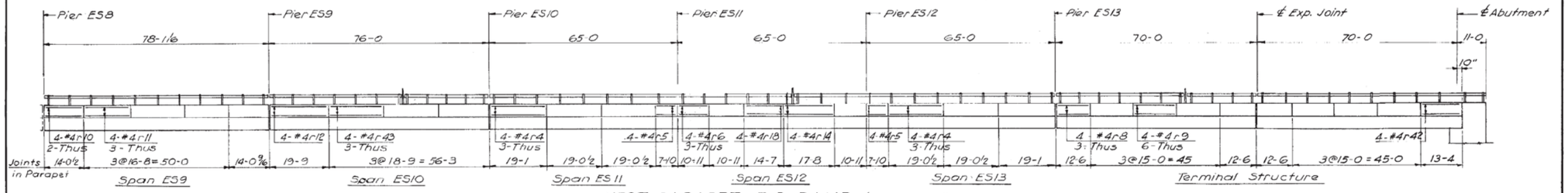
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	499
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

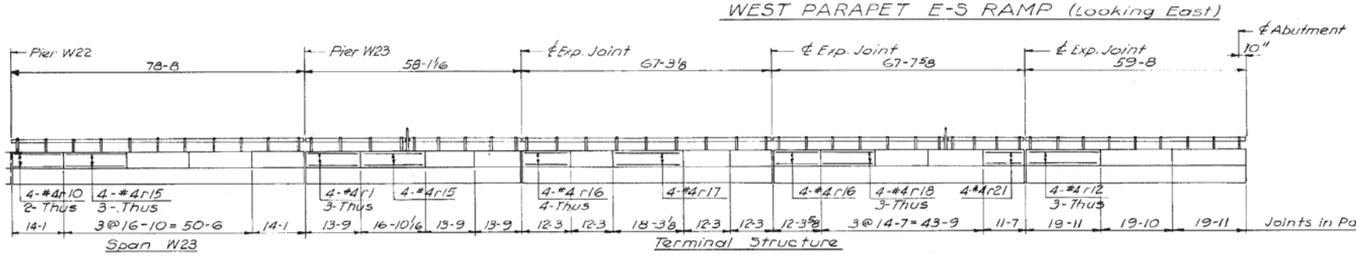
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I.—55	SW-1818.6-2P	COOK	395	269
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT I-55-7(60)-289		



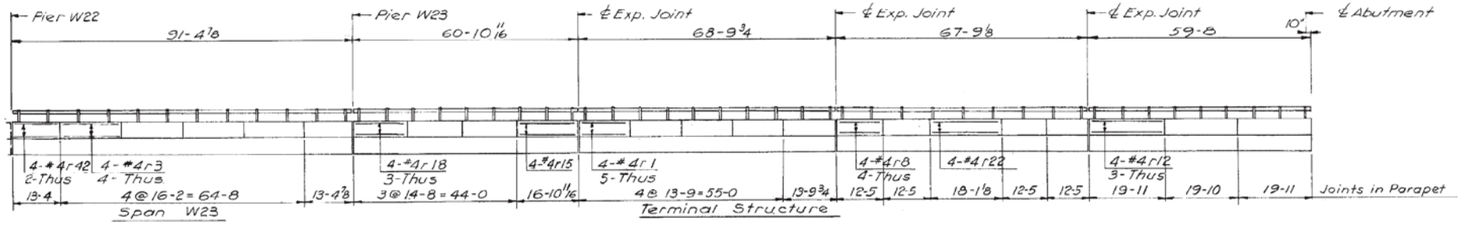
EAST PARAPET E-S RAMP (Looking East)



WEST PARAPET E-S RAMP (Looking East)



WEST PARAPET S-W ROADWAY (Looking West)



EAST PARAPET S-W ROADWAY (Looking West)

DESIGNED BY H.S.
DRAWN BY H.S.
CHECKED BY V.B.
APPROVED BY K.A.

BILL OF MATERIAL (This Sheet Only)

DESCRIPTION	UNIT	QUANTITY
Reinforcement bars	Lbs.	4,345

Notes:
For Reinforcement Bar Schedule See Sh. No. S-57
Elevation Shown is a developed view
All dimensions are horizontal and along ℄ of railing and are not true dimensions along surface of the bridge.
For Detail of Joint in Parapet see Sh. A-12

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SOUTHWEST ROUTE SUPERHIGHWAY
ELEVATED HIGHWAY
S. LAKE SHORE DRIVE—SOUTHWEST INTERCHANGE
SECTION SW-1818.6-2P

PARAPET REINFORCEMENT DETAILS
E-S RAMP AND S-W ROADWAY
SCALE: HOR. 1/8" = 1'-0"; VERT. 3/16" = 1'-0" APR. 1965
SHEET NO. S-55 OF 395 SHEETS

1616290269

352-60X07_As-Builts.dgn

AECOM	USER NAME = auyeungh	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - HAY	REVISED -
	PLOT DATE = 5/22/2015	CHECKED - ATB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILTS
I-55 & LAKE SHORE DRIVE INTERCHANGE (INBOUND STRUCTURES)
SHEET NO. 151 OF 173 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2013-049B	COOK	888	500
		CONTRACT NO. 60X07		
	ILLINOIS FED. AID PROJECT			