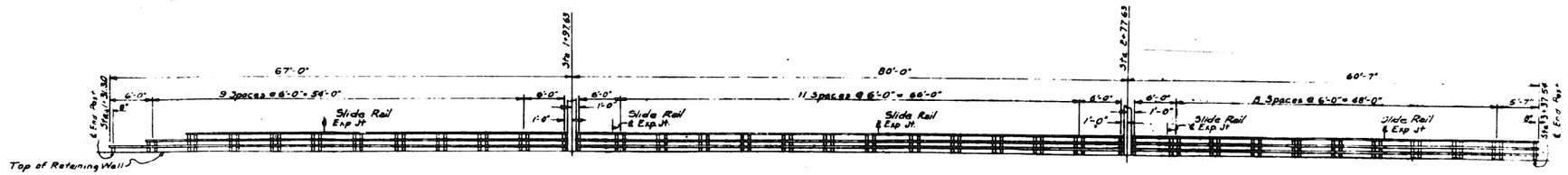
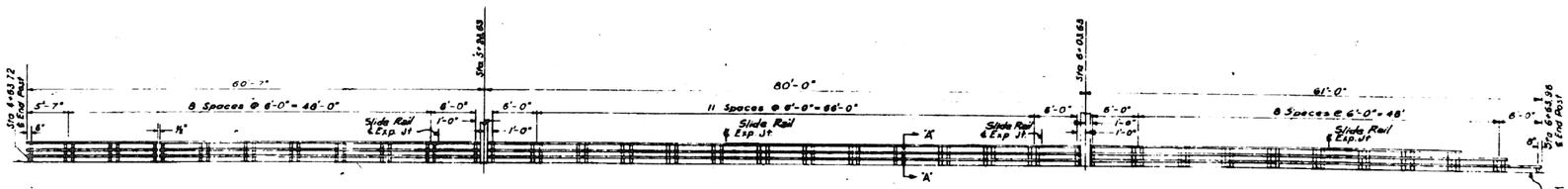
# FOR INFORMATION ONLY

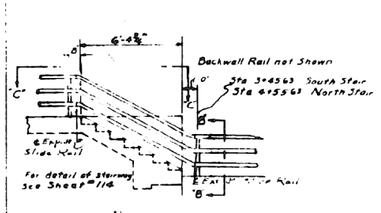
301-6-3



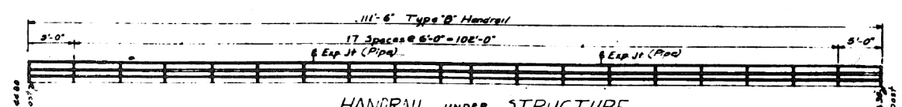

ELEVATION-SOUTH HANDRAIL-WEST SIDE
Scale ⅛"=1'-0"



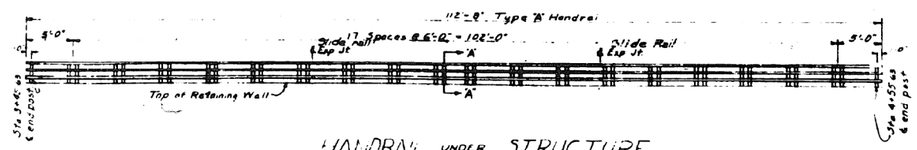

ELEVATION - NORTH HANDRAIL - WEST SIDE
Scale ⅛"=1'-0"



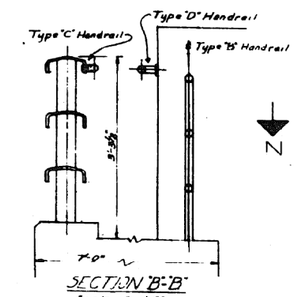

SOUTH STAIRWAY
North Stairway Opposite Hand
Scale ¼"=1'-0"



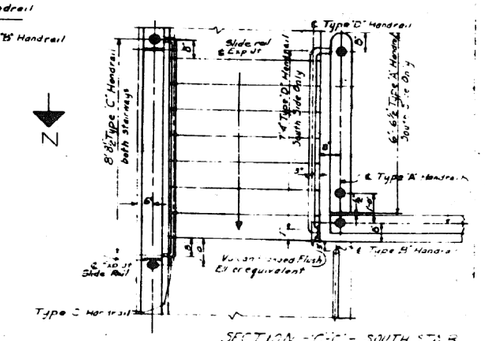

HANDRAIL UNDER STRUCTURE
Scale ⅛"=1'-0"




HANDRAIL UNDER STRUCTURE
Scale ⅛"=1'-0"




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




SECTION "C"-"C" - SOUTH STAIR
Scale ¼"=1'-0"

NOTE
For General Notes see Sheet #68.
For typical sections and expansion joints see Sheets #73 & 74
For Section A-A see Sheet #73
For details of Retaining Walls on West Side see Sheets #128, 139, & 160

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| | | |

| | | |
|---|---|---|
| Total length of Type "A" Handrail on this sheet | 523.708 | Lin Ft |
| Total length of Type "B" Handrail on this sheet | 111.50 | " " |
| Total length of Type "C" Handrail on this sheet | 7.42 | " " |
| Total length of Type "D" Handrail on this sheet | 7.34 | " " |
| Total length of Type "E" Handrail on this sheet | 6.92 | " " |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON, PRESIDENT BOARD OF COMMISSIONERS — GEORGE A. QUINLAN, ENGINEER-SECRETARY

HANDRAIL DETAIL WEST SIDE CANAL ST.
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

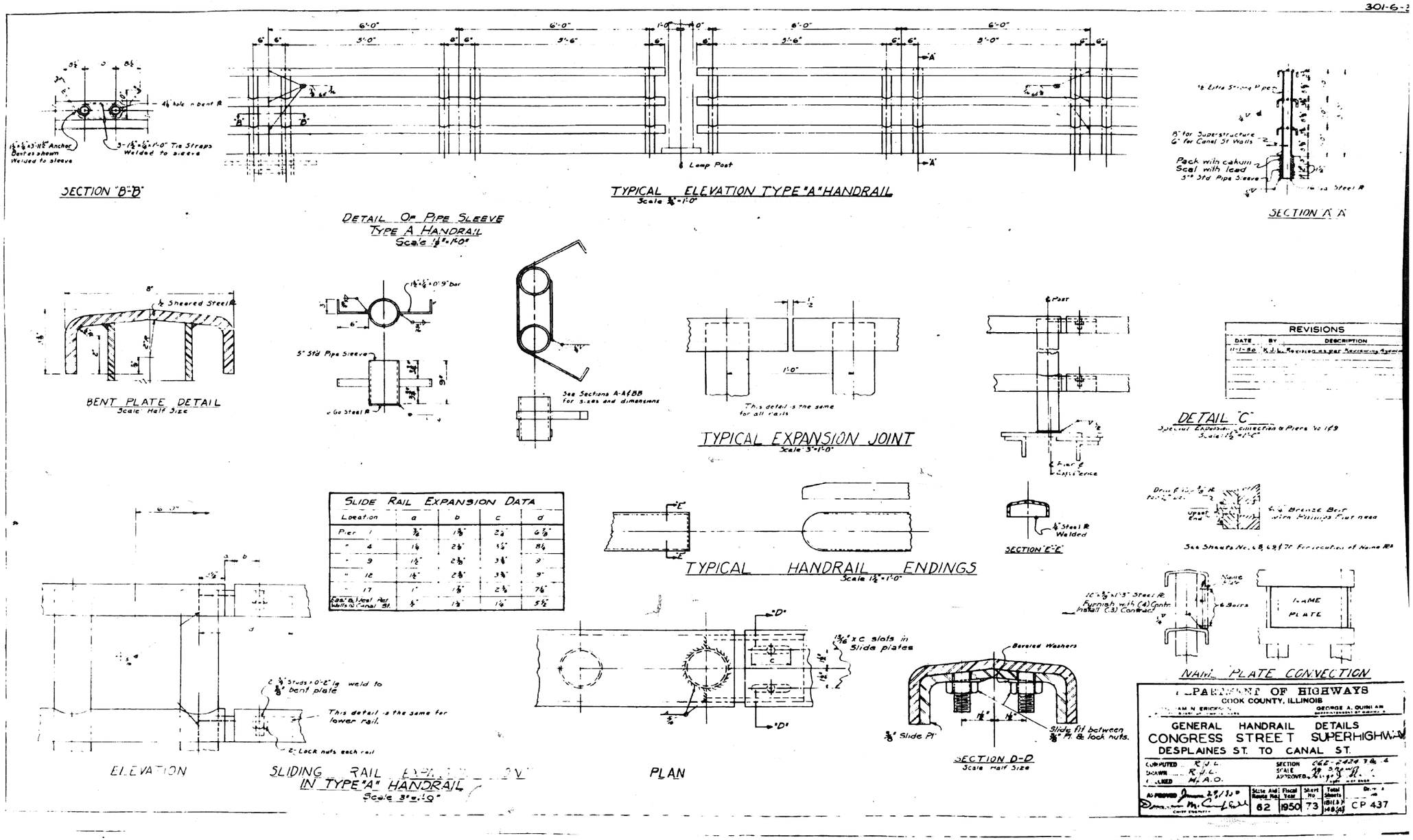
COMPUTED R.J.L. SECTION 062-2424.3 Oc-4
DRAWN R.J.L. J.P. SCALE As Shown
CHECKED H.A.O. APPROVED
APPROVED — CHIEF ENGINEER

| State Aid Route No. | Plan of Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1950 | 72 | 185(3) 148(4) | CR 440 |

0160461-60X75-5217-EXT.dgn

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 501 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 72 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

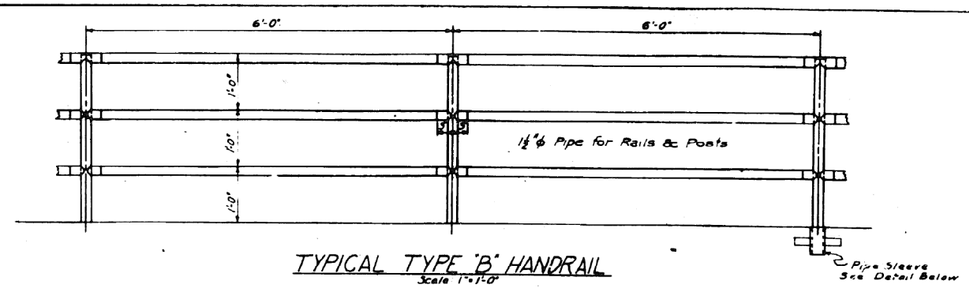



| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 502 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 73 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

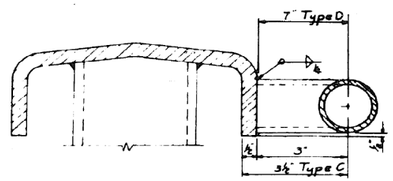
0160461-60X75-S218-EXT.dgn

# FOR INFORMATION ONLY

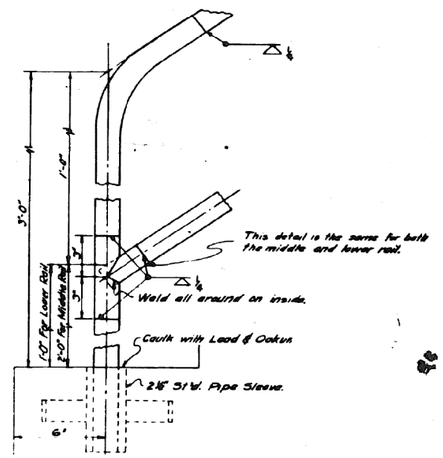
301-6-



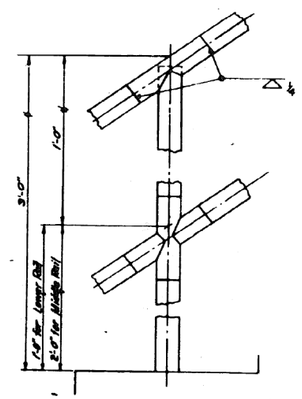

TYPICAL TYPE "B" HANDRAIL
Scale 1"=1'-0"




CONNECTION OF PIPE TO BENT PLATE
Scale Half Size
FOR TYPE C & D HANDRAIL

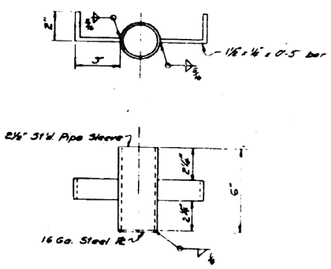



DETAIL OF BOTTOM POST
Reverse for Top Rail
Scale 3"=1'-0"

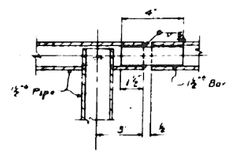



TYPICAL POST DETAIL AT STAIR
Scale 3"=1'-0"

TYPE "B" STAIR RAIL DETAIL FOR STAIR
AT PIER #16 & STAIR RTW. PIER #15 & 16




PIPE SLEEVE DETAIL
TYPE "B" RAIL
Scale 3"=1'-0"




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

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| 11-1-80 | R.J.L. | Revision as per Roadway Agreement |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
ARTHUR FRICKER — DIRECTOR OF HIGHWAYS
GEORGE A. QUINLAN — ASSISTANT DIRECTOR OF HIGHWAYS

GENERAL HANDRAIL DETAILS
CONGRESS STREET SUPERHIGHWAY
DESPLAINES ST. TO CANAL ST.

COMPUTED R.J.L. SECTION 62 2014-3 & 4
DRAWN R.M. R.J.L. SCALE 3"=1'-0"
CHECKED H.A.Q. APPROVED [signature]

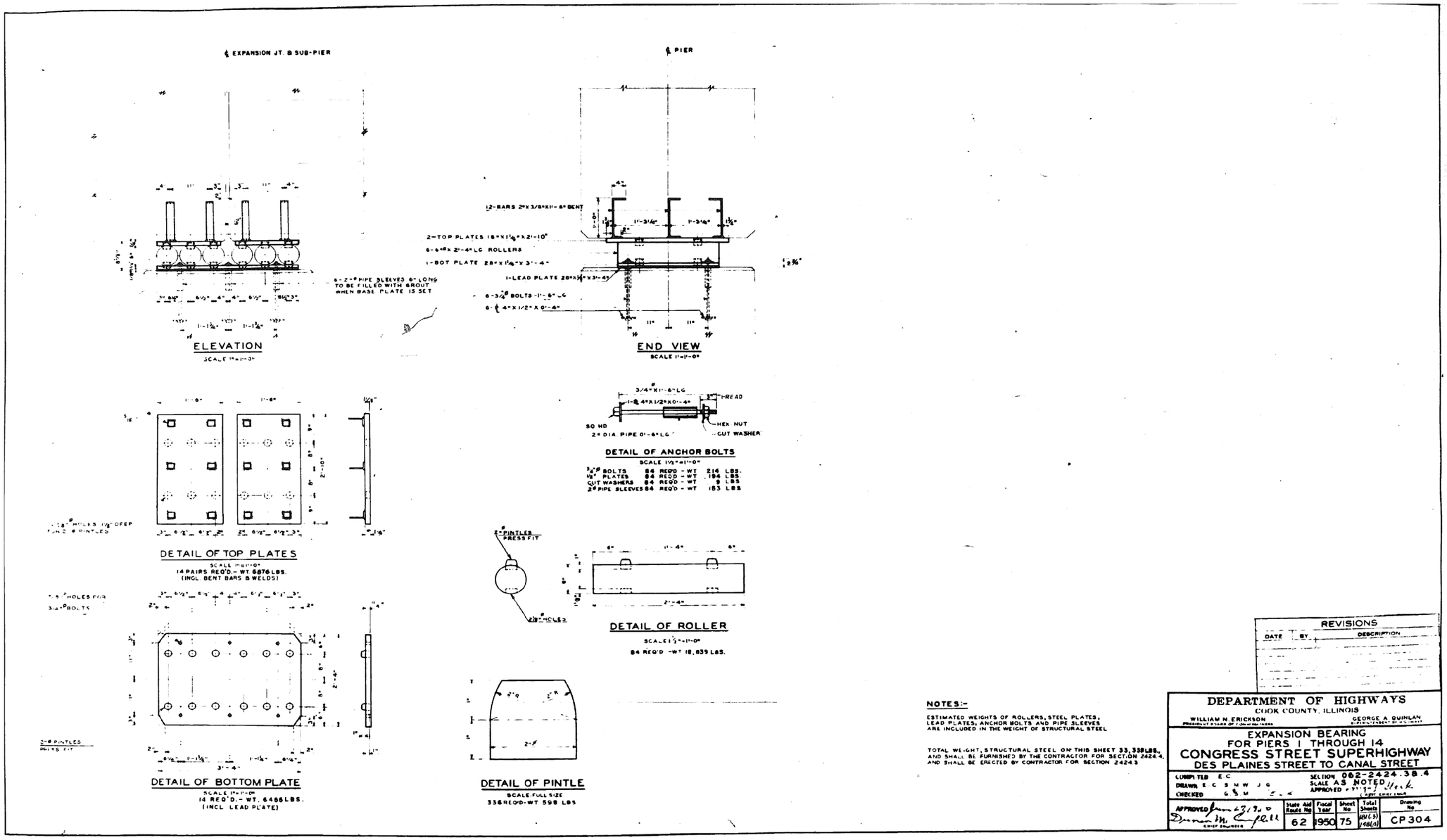
APPROVED [signature] 27, 1950
CHIEF ENGINEER

| State Aid Route No. | Fiscal Year | Sheet No. | Total Sheets | Dwg. No. |
|---|---|---|---|---|
| 62 | 85 | 74 | (SHEETS 14-194) | D 438 |

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 503 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 74 OF 194 SHEETS | | | ILLINOIS FED. AID PROJECT | | |

0160461-60X75-S219-EXT.dgn

# FOR INFORMATION ONLY




**NOTES:-**

ESTIMATED WEIGHTS OF ROLLERS, STEEL PLATES, LEAD PLATES, ANCHOR BOLTS AND PIPE SLEEVES ARE INCLUDED IN THE WEIGHT OF STRUCTURAL STEEL

TOTAL WEIGHT, STRUCTURAL STEEL ON THIS SHEET 33,358 LBS. AND SHALL BE FURNISHED BY THE CONTRACTOR FOR SECTION 2424.4, AND SHALL BE ERECTED BY CONTRACTOR FOR SECTION 2424.3

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |

**DEPARTMENT OF HIGHWAYS**
COOK COUNTY, ILLINOIS

WILLIAM N. ERICKSON
PRESIDENT BOARD OF COMMISSIONERS

GEORGE A. QUINLAN
SUPERINTENDENT OF HIGHWAYS

EXPANSION BEARING
FOR PIERS 1 THROUGH 14
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED E.C.
DRAWN E.C. S.M.W. J.G.
CHECKED G.S.M.
SECTION 062-2424.38.4
SCALE AS NOTED
APPROVED
CHIEF ENGINEER

APPROVED
CHIEF ENGINEER

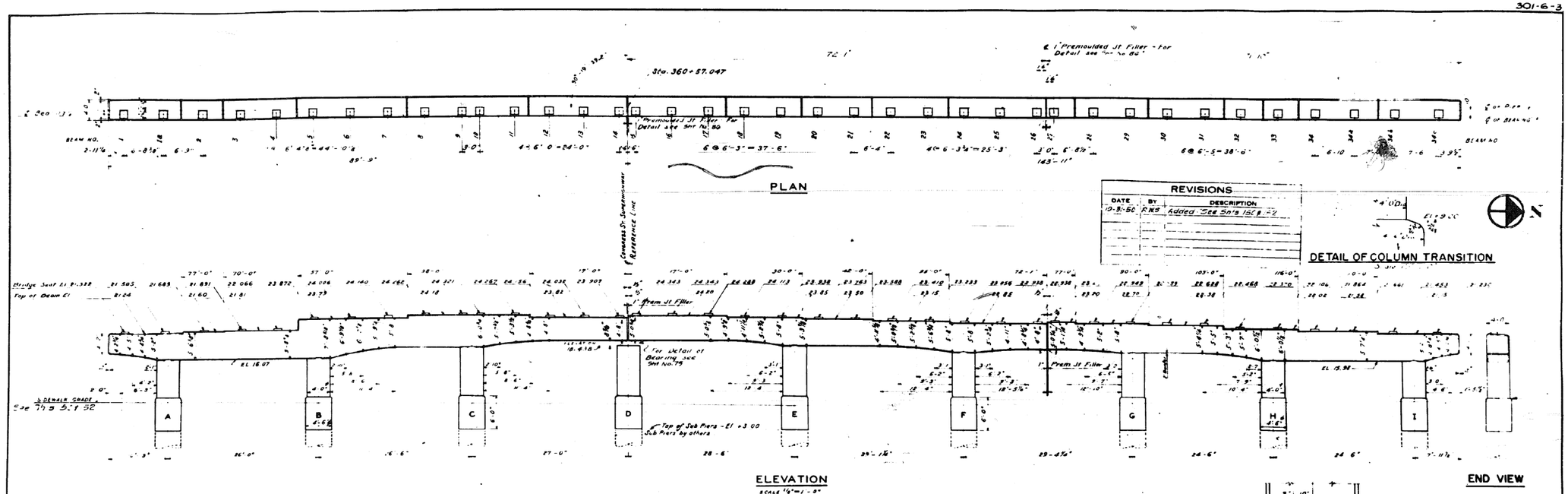
| State Aid Route No | Fiscal Year | Sheet No | Total Sheets | Drawing No |
|---|---|---|---|---|
| 62 | 1950 | 75 | 165(S) 148(A) | CP 304 |

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 504 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | CONTRACT NO. 60X75 | | | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 75 OF 194 SHEETS | ILLINOIS FED. AID PROJECT | | | | |

0160461-60X75-S220-EXT.dgn

# FOR INFORMATION ONLY

301-6-3




ELEVATION

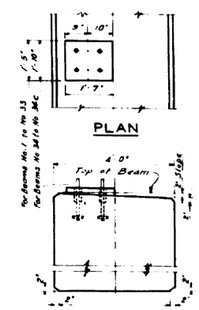
SCALE 1/8"=1'-0"

REVISIONS

| DATE | BY | DESCRIPTION |
|---|---|---|
| 10-3-50 | RKS | Added "See Sht's 15C & -2" |

DETAIL OF COLUMN TRANSITION

END VIEW




GENERAL NOTES FOR PIERS

All dimensions of bending details are out to out of bars.

Splicing of bars to be 33 diameters minimum

All bridge seats shall be constructed to the exact elevations shown. If such hammering or grinding is necessary, it shall be done at no additional cost.

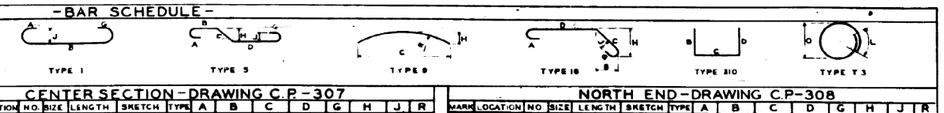
All reinforcement shall comply with Section 59 of the State Standard Specifications unless otherwise shown or noted.

Spirals shall be provided with 1½ extra turns at top and bottom. When necessary to splice spirals, it shall be done by welding or by a lap of 1½ turns. 4 spacers shall be furnished with each spiral.

All exterior corners not otherwise indicated shall have a ¾" chamfer.

All column ties shall be spaced about 12" o.c. unless otherwise shown or noted.

## -BAR SCHEDULE-




### SOUTH END - DRAWING C.P-306

| MARK | LOCATION | NO | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | G | H | J | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h1 | Cont A | 4 | 1 # | 9'-2 | | 8 | | | 9'-2 | | | 4½ | | 34-6 |
| h2 | Span AB | 2 | 1⅛ # | 21-5 | | 1 | 1-5 | 18-7 | | | 1-5 | | 1-0½ | |
| h3 | " | 4 | " | 24-9 | | 1 | 1-5 | 23-4 | | | | | 1-0½ | |
| h4 | " | 4 | " | 26-6 | | 1 | 1-5 | 25-1 | | | | | 1-0½ | |
| h5 | " | 4 | " | 20-0 | | 1 | 1-5 | 17-2 | | | 1-5 | | 1-0½ | |
| h6 | " | 2 | " | 30-3 | | 5 | 1-5 | 12-4 | 6-6 | 18-2 | | 4-7 | 1-0½ | |
| h7 | " | 4 | " | 14-0 | | | | | | | | | | |
| h8 | " | 2 | " | 31-8 | | 5 | 1-5 | 5-4 | 7-3⅞ | 17-7⅞ | | 5-8 | 1-0½ | |
| h9 | Span BC | 2 | " | 32-5 | | 5 | 1-5 | 5-7 | 7-2½ | 18-2⅞ | | 5-1 | 1-0½ | |
| h10 | " | 4 | " | 24-0 | | 1 | 1-5 | 22-7 | | | | | 1-0½ | |
| h11 | Span CD | 4 | " | 23-6 | | 1 | 1-5 | 20-9 | | | 1-5 | | 1-0½ | |
| h12 | " | 4 | " | 21-9 | | 1 | 1-5 | 20-4 | | | | | 1-0½ | |
| h13 | " | 6 | " | 27-3 | | 1 | 1-5 | 25-10 | | | | | 1-0½ | |
| h14 | " | 4 | " | 42-3 | | 5 | 1-5 | 13-1 | 6-3½ | 20-0½ | 1-5 | 4-5⅞ | 1-0½ | |
| h15 | Span BC | 2 | " | 39-1 | | 5 | 1-5 | 12-1 | 7-9½ | 17-9½ | | 5-6 | 1-0½ | |
| h16 | " | 4 | " | 22-6 | | | | | | | | | | |
| h17 | " | 4 | 1 # | 9-10 | | 9 | | | 9-9 | | | 7½ | | 22-0 |
| h18 | Span CD | 4 | " | 9-7 | | 9 | | | 9-7 | | | 4½ | | 38-6 |
| h19 | Temp Steel | 10 | ⅝ # | 31-0 | | | | | | | | | | |
| h20 | " | 20 | " | 20-0 | | | | | | | | | | |
| V1 | Cols AaB | 24 | 1⅛ # | 16-6 | | | | | | | | | | |
| V2 | C | 20 | " | 18-6 | | | | | | | | | | |
| Sp1 | Cols AaB | 2 | ⅝ # | @ 3⅞ Pitch - 44" Cons - 13'-0" long | | | | | | | | | | |
| Sp2 | C | 1 | " | " " " " - 17'-0" | | | | | | | | | | |
| S1 | Top | 16 | ⅝ # | 7-10 | | 5-10 | | 2-7 | 2-8 | 2-7 | | | | |
| S2 | " | 42 | " | 6-6 | | " | | 1-11 | 2-8 | 1-11 | | | | |
| S3 | " | 50 | " | 7-7 | | " | | 2-5½ | 2-8 | 2-5½ | | | | |
| S4 | Bot | 38 | " | 9-8 | | " | | 3-6 | 2-8 | 3-6 | | | | |
| S5 | " | 20 | " | 11-8 | | " | | 4-6 | 2-8 | 4-6 | | | | |
| S6 | " | 20 | " | 12-10 | | " | | 5-1 | 2-8 | 5-1 | | | | |
| S7 | " | 6 | " | 15-5 | | " | | 6-6 | 2-8 | 6-6 | | | | |
| S8 | " | 6 | " | 5-3 | | " | | 5-3 | 2-8 | 5-3 | | | | |
| S9 | " | 12 | " | 13-6 | | " | | 5-5 | 2-8 | 5-5 | | | | |

### CENTER SECTION - DRAWING C.P-307

| MARK | LOCATION | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | G | H | J | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h21 | Span DE | 4 | 1⅛ # | 18-0 | | 1 | 1-5 | 16-7 | | | | | 1-0½ | |
| h22 | " | 2 | " | 40-11 | | 5 | 1-5 | 12-2 | 4-10 | 21-1 | 1-5 | 3-5 | 1-0½ | |
| h23 | Sp DE&EF | 10 | " | 28-0 | | 1 | 1-5 | 25-2 | | | 1-5 | | 1-0½ | |
| h13 | Span DE | 4 | " | 28-0 | | 1 | 1-5 | 27-3 | | | | | 1-0½ | |
| h24 | " | 4 | 1 # | 3-10 | | 9 | | | 3-10 | | | 4½ | | 43-6 |
| h25 | " | 4 | 1⅛ # | 28-9 | | | | | | | | | | |
| h11 | " | 4 | " | 23-6 | | 1 | 1-5 | 20-8 | | | 1-5 | | 1-0½ | |
| h26 | Span EF | 2 | " | 39-0 | | 5 | 1-5 | 11-6 | 6-3 | 18-5 | 1-5 | 4-5 | 1-0½ | |
| h27 | " | 4 | " | 27-0 | | | | | | | | | | |
| h28 | " | 4 | 1 # | 10-4 | | 9 | | | 10-4 | | | 4½ | | 46-0 |
| h3 | " | 4 | 1⅛ # | 34-9 | | 1 | 1-5 | 33-4 | | | | | 1-0½ | |
| h29 | " | 2 | " | 44-0 | | 5 | 1-5 | 16-8⅞ | 5-9⅞ | 18-8 | 1-5 | 4-7 | 1-0½ | |
| h30 | " | 2 | " | 25-0 | | 1 | 1-5 | 22-6 | | | 1-5 | | 1-0½ | |
| h31 | Cont F | 2 | " | 25-1 | | 16 | 1-5 | 3-0⅞ | 4-7 | 20-8 | 1-5 | 3-9 | 1-0½ | |
| h32 | " | 4 | 1 # | 13-4 | | 9 | | | 13-4 | | | 4½ | | 73-0 |
| h33 | Temp Steel | 4 | ⅝ # | 16-8 | | | | | | | | | | |
| h34 | " | 10 | " | 25-3 | | | | | | | | | | |
| V3 | Col D | 12 | 1⅛ # | 15-0 | | | | | | | | | | |
| V2 | " C | 12 | " | 18-6 | | | | | | | | | | |
| V4 | " F | 12 | " | 17-6 | | | | | | | | | | |
| Sp2 | Col I | 1 | ⅝ # | @ 3⅞ Pitch - 44" Cons - 17'-0" long | | | | | | | | | | |
| Sp3 | " F | 1 | " | " " " " - 15'-0" " | | | | | | | | | | |
| t | Col D | 16 | ½ # | 13-0 | | T2 | L= 1'-5" | - 0 = 3'-8" | | | | | | |
| S1 | Top | 32 | ⅝ # | 7-10 | | 5-10 | | 2-7 | 2-8 | 2-7 | | | | |
| S2 | " | 26 | " | 6-6 | | " | | 1-11 | 2-8 | 1-11 | | | | |
| S3 | " | 34 | " | 7-7 | | " | | 2-5½ | 2-8 | 2-5½ | | | | |
| S4 | Bot | 40 | " | 9-8 | | " | | 4-6 | 2-8 | 4-6 | | | | |
| S10 | " | 36 | " | 10-9 | | " | | 4-0½ | 2-8 | 4-0½ | | | | |
| S11 | " | 18 | " | 10-6 | | " | | 3-11 | 2-8 | 3-11 | | | | |

### NORTH END - DRAWING C.P-308

| MARK | LOCATION | NO | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | G | H | J | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h35 | Cont G | 2 | 1 # | 18-3 | | 16 | 1-5 | 3-3 | 4-10½ | 10-6½ | 1-5 | 3-11½ | 1-0½ | |
| h36 | " | 2 | " | 27-1 | | 16 | 1-5 | 2-6½ | 3-11 | 20-4 | 1-5 | 3-3½ | 1-0½ | |
| h37 | " | 4 | 1 # | 13-9 | | 9 | | | 13-9 | | | 5 | | 29-0 |
| h13 | Span GH | 6 | 1⅛ # | 27-3 | | 1 | 1-5 | 24-5 | | | 1-5 | | 1-0½ | |
| h38 | " | 2 | " | 39-11 | | 5 | 1-5 | 15-5 | 6-3 | 16-10 | | 4-5 | 1-0½ | |
| h39 | Span GH&HI | 10 | " | 22-6 | | | | | | | | | | |
| h40 | Span GH | 4 | " | 32-0 | | | 1-5 | 30-7 | | | | | 1-0½ | |
| h41 | " | 4 | 1 # | 8-10 | | 9 | | | 8-10 | | | 4½ | | 32-6 |
| h42 | Span HI | 8 | 1⅛ # | 29-6 | | 1 | 1-5 | 26-1 | | | | | 1-0½ | |
| h43 | " | 2 | " | 34-7 | | 5 | 1-5 | 10-0 | 6-6 | 16-8 | | 4-7 | 1-0½ | |
| h48 | " | 4 | " | 18-9 | | 1 | 1-5 | 15-11 | | | 1-5 | | 1-0½ | |
| h44 | Cont I | 4 | 1 # | 6-11 | | 9 | | | 6-11 | | | 4½ | | 19-6 |
| h45 | Temp Steel | 4 | ⅝ # | 32-0 | | | | | | | | | | |
| h46 | " | 18 | " | 25-0 | | | | | | | | | | |
| h47 | " | 2 | " | 18-0 | | | | | | | | | | |
| V4 | Col G | 4 | 1⅛ # | 17-6 | | | | | | | | | | |
| V1 | Cols HaI | 32 | " | 18-6 | | | | | | | | | | |
| Sp3 | Col G | 1 | ⅝ # | @ 3⅞ Pitch - 44" Cons - 16'-0" long | | | | | | | | | | |
| Sp1 | Cols HaI | 2 | " | " " " " - 18'-0" " | | | | | | | | | | |
| S1 | Top | 38 | " | 7-10 | | 5-10 | | 2-7 | 2-8 | 2-7 | | | | |
| S2 | " | 6 | " | 6-6 | | " | | 1-11 | 2-8 | 1-11 | | | | |
| S3 | " | 40 | " | 7-7 | | " | | 2-5½ | 2-8 | 2-5½ | | | | |
| S4 | Bot | 18 | " | 9-8 | | " | | 3-6 | 2-8 | 3-6 | | | | |
| S8 | " | 30 | " | 11-8 | | " | | 4-6 | 2-8 | 4-6 | | | | |
| S10 | " | 36 | " | 10-9 | | " | | 4-0½ | 2-8 | 4-0½ | | | | |

Class "A" Concrete 24.34 Cu. Yds.
Reinforcement Bars 4,616 lbs.

PIER NO. 1
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

MELVIN CABLENS J.G. SCALE AS SHOWN 062-2424.384

| | | | | |
|---|---|---|---|---|
| 62 | 1950 | 76 | 18(C.B) 14(C.S) | CP 305 |

0160461-60X75-S221-EXT.dgn

| | | | |
|---|---|---|---|
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - |
| | | CHECKED - | REVISED - |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - |

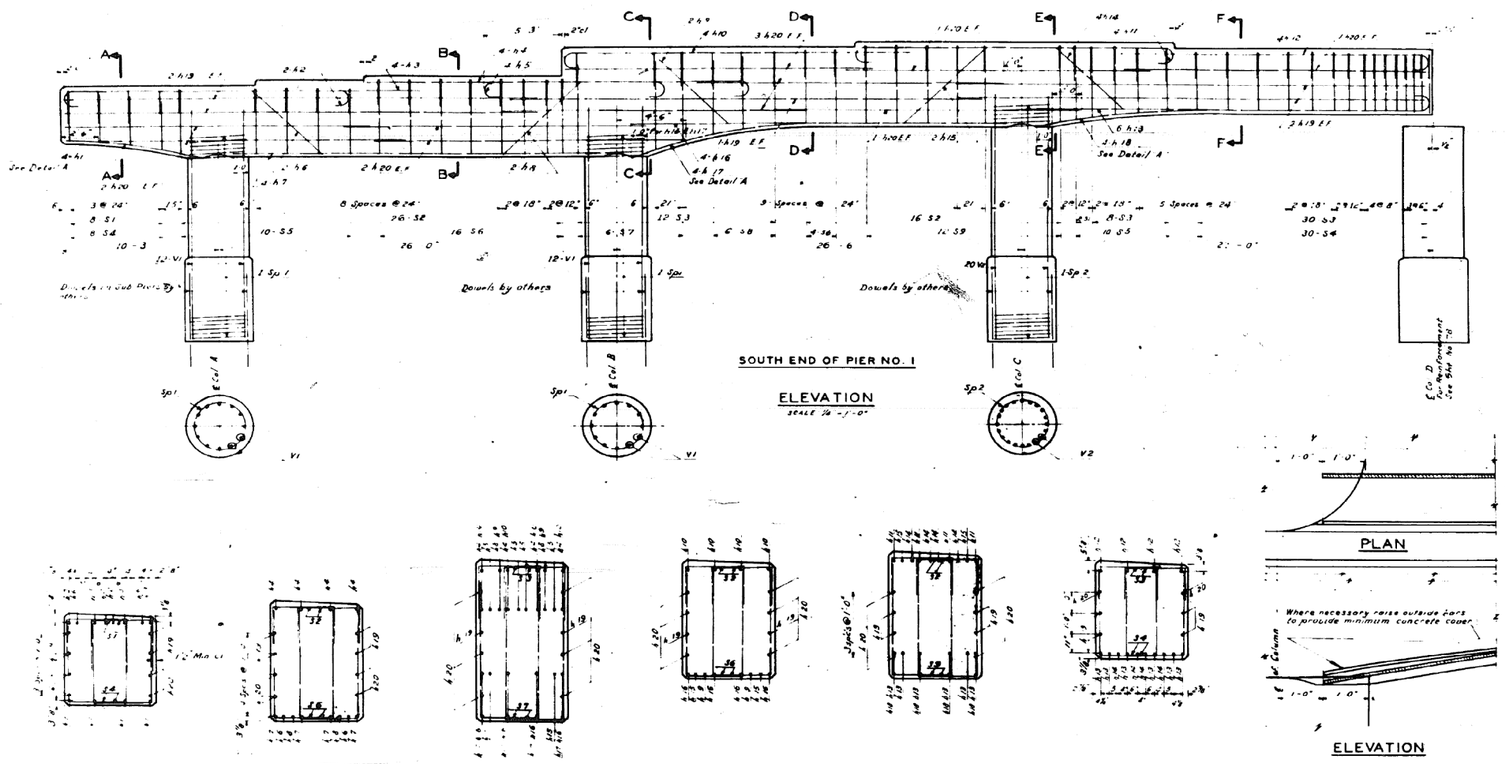
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 76 OF 194 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 505 |
| | | CONTRACT NO. 60X75 | | |
| | | ILLINOIS FED. AID PROJECT | | |

# FOR INFORMATION ONLY

301-6-3




| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| 10-3-86 | RMS | 5-15-91 |

PIER NO. 1
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

MADSEN
CABEZAS J.G.

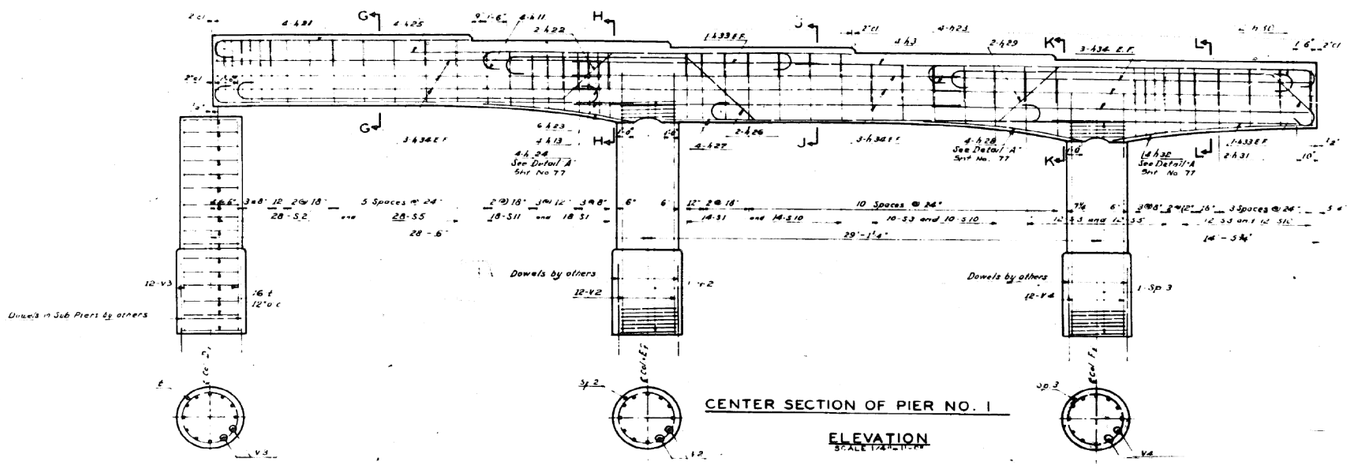
062-2424.384
AS SHOWN

| | | | | |
|---|---|---|---|---|
| 62 | 1950 | 77 | 1-101-4 | CP306 |

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 506 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 77 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

0160461-60X75-S222-EXT.dgn

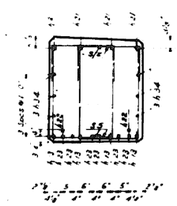
# FOR INFORMATION ONLY




CENTER SECTION OF PIER NO. 1

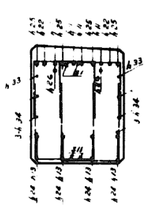
ELEVATION

SCALE 1/4"=1'-0"



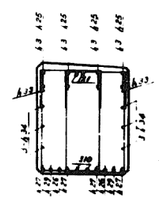
SECTION G-G

SCALE 3/8"=1'-0"



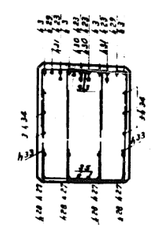
SECTION H-H

SCALE 3/8"=1'-0"



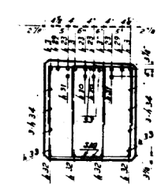
SECTION J-J

SCALE 3/8"=1'-0"



SECTION K-K

SCALE 3/8"=1'-0"



SECTION L-L

SCALE 3/8"=1'-0"

Note All stirrups in pairs

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON — GEORGE A. QUINLAN

PIER NO. 1
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED MADSEN
DRAWN CABEZAS, J GREGER
CHECKED
SECTION 062-2424 384
SCALE AS SHOWN
APPROVED

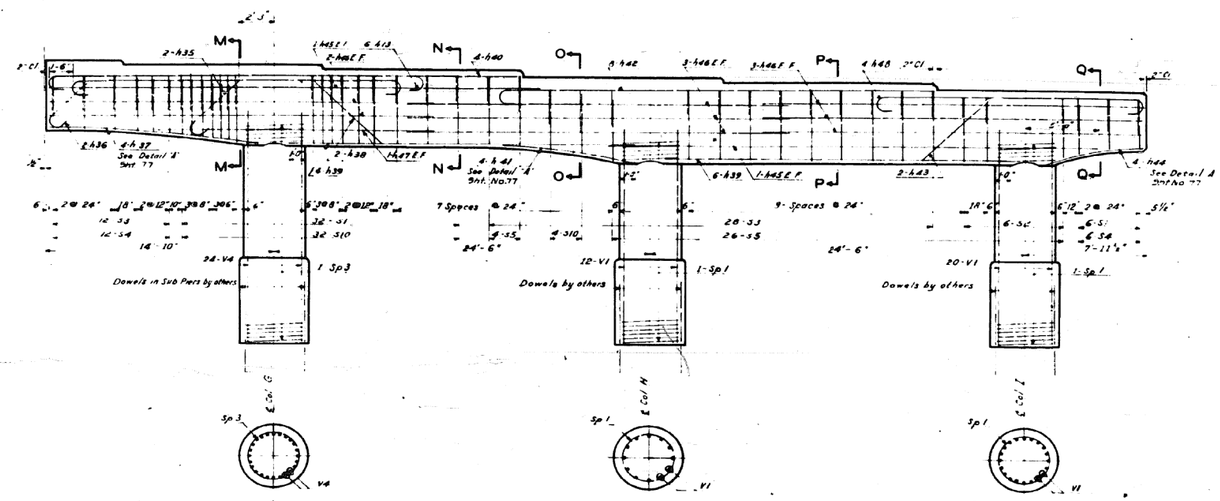
| APPROVED | State Aid Route No | Fiscal Year | Sheet No | Total Sheets | Drawing No |
|---|---|---|---|---|---|
| | 62 | 1950 | 78 | 1811(7) 1406(4) | CP307 |

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 507 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 78 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S223-EXT.dgn

# FOR INFORMATION ONLY

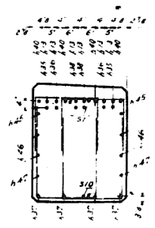
301-6-3




NORTH END OF PIER NO. 1

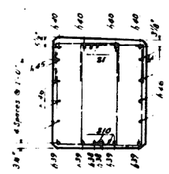
ELEVATION

SCALE 1/4"=1'-0"



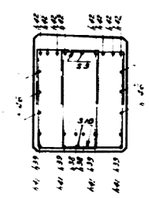
SECTION M-M

SCALE 3/8"=1'-0"



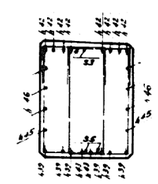
SECTION N-N

SCALE 3/8"=1'-0"



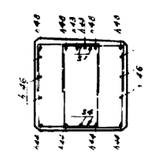
SECTION O-O

SCALE 3/8"=1'-0"



SECTION P-P

SCALE 3/8"=1'-0"



SECTION Q-Q

SCALE 3/8"=1'-0"

NOTE All stirrups in pairs.

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| | | |

DEPARTMENT OF HIGHWAY
COOK COUNTY, ILLINOIS

WILLIAM N ERICKSON — GEORGE A. QUINLAN

PIER NO. 1
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

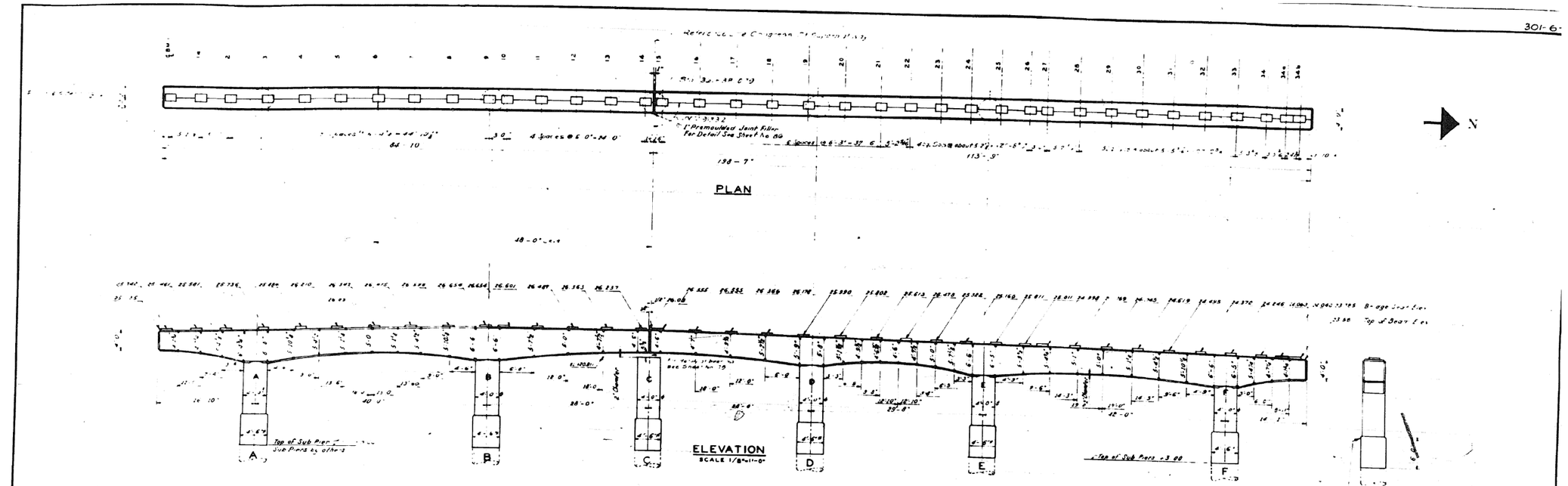
COMPUTED MADSEN — F.A.P. 082-2424.384
CABEZAS J.G — AS SHOWN
E.R.

| | | | | | |
|---|---|---|---|---|---|
| 62 | 1950 | 79 | (B)(E3) (4B)(4) | CP308 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 508 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 79 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S224-EXT.dgn

# FOR INFORMATION ONLY



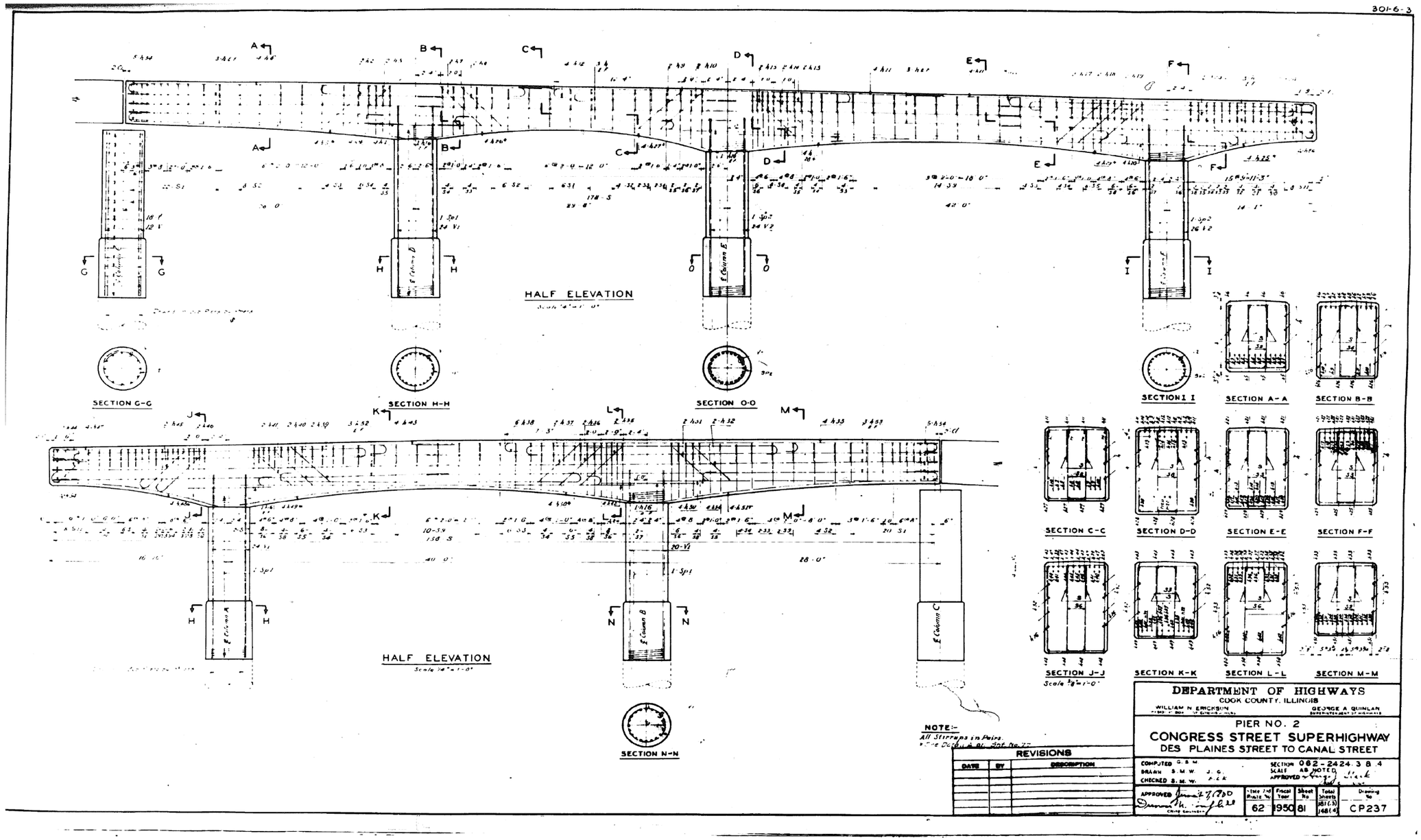

| MARK | NO | SIZE | LENGTH | SHETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h | 14 | 5/8 ϕ | 30-0 | | 1 | 1-5 | 28-4 | | | | | | 1-0% | | | |
| h1 | 4 | 1¼ □ | 28-3 | | 1 | 1-5 | 26-4 | 5-5 | 13-5 | | 1-5 | 4-1 | 1-0% | | | |
| h2 | 2 | " | 43-3 | | 3 | 1-5 | 15-0% | 5-5 | 13-5 | | 1-5 | 4-1 | 1-0% | | | |
| h3 | 2 | " | 43-3 | | 3 | 1-5 | 13-0% | 7-2 | 14-0 | | 1-5 | 4-1 | 1-0% | | | |
| h4 | 4 | 1¼ □ | 28-6 | | 1 | 1-5 | 25-0 | | | | 1-5 | | 1-0% | | | |
| h5 | 4 | 1 ϕ | 21-0 | | 6 | | | 21-0 | | | | 4 | | | 32-0 | |
| h6 | 4 | 1¼ □ | 42-6 | | 1 | 1-5 | 41-1 | | | | | | 1-0% | | | |
| h7 | 2 | " | 41-3 | | 3 | 1-5 | 11-8 | 5-5% | 18-0% | | | 4-1 | 1-0% | | | |
| h8 | 2 | " | 41-3 | | 3 | 1-5 | 13-8 | 5-5% | 17-0% | | | 4-1 | 1-0% | | | |
| h9 | 2 | " | 43-6 | | 3 | 1-5 | 16-3 | 5-5% | 20-0% | | | 4-1 | 1-0% | | | |
| h10 | 2 | " | 43-6 | | 3 | 1-5 | 14-3 | 5-5% | 22-0 | | | 4-1 | 1-0% | | | |
| h11 | 4 | " | 40-9 | | | | | | | | | | | | | |
| h12 | 4 | " | 37-9 | | 1 | 1-5 | 28-11 | | | | 1-5 | | 1-0% | | | |
| h13 | 2 | " | 56-3 | | 3 | 1-5 | 14-0% | 7-5 | 25-5 | | 1-5 | 3-11 | 1-0% | | | |
| h14 | 2 | " | 56-3 | | 3 | 1-5 | 14-2% | 7-6 | 24-0 | | 1-5 | 3-11 | 1-0% | | | |
| h15 | 2 | 1¼ □ | 58-6 | | 3 | 1-5 | 17-2 | 6-0 | 18-0 | | 1-5 | 4-3 | 1-0% | | | |
| h16 | 8 | 5/8 ϕ | 6-0 | | | | | | | | | | | | | |
| h17 | 2 | 1¼ □ | 53-6 | | 3 | 1-5 | 14-10 | 6-0 | 25-0 | | 1-5 | 4-3 | 1-0% | | | |
| h18 | 2 | " | 53-6 | | 3 | 1-5 | 16-10 | 6-0 | 27-0 | | 1-5 | 4-3 | 1-0% | | | |
| h19 | 2 | " | 53-6 | | 3 | 1-5 | 14-8 | 6-0 | 20-0 | | 1-5 | 4-3 | 1-0% | | | |
| h20 | 4 | " | 46-6 | | | | | | | | | | | | | |
| h21 | 4 | " | 40-9 | | 1 | 1-5 | 34-6 | | | | | | 1-0% | | | |
| h22 | 8 | " | 39-6 | | 1 | 1-5 | 37-7 | | | | 1-5 | | 1-0% | | | |
| h23 | 2 | " | 24-9 | | 2 | 1-6 | 14-1 | 9-10 | | | 1-5 | 4-0 | 1-0% | | | |
| h24 | 2 | 1¼ □ | 37-9 | | 2 | 1-5 | 24-10 | 4-9% | | | 1-5 | 3-3 | 1-0% | | | |
| h25 | 4 | 1 ϕ | 13-0 | | 6 | | | 13-0 | | | | 3% | | | 92-6 | |
| h26 | 4 | 1 ϕ | 11-0 | | 6 | | | 11-0 | | | | 3% | | | 78-6 | |
| h27 | 4 | 1 ϕ | 11-0 | | 6 | | | 11-0 | | | | 3% | | | 78-6 | |
| h28 | 4 | 1 ϕ | 16-6 | | 6 | | | 16-6 | | | | 4 | | | 118-6 | |
| h29 | 4 | 1 ϕ | 16-0 | | 6 | | | 16-0 | | | | 4 | | | 121-6 | |
| h30 | 6 | 1¼ □ | 20-3 | | 1 | 1-5 | 18-10 | | | | | | 1-0% | | | |
| h31 | 2 | " | 44-3 | | 3 | 1-5 | 14-0% | 8-5 | 21-5 | | 1-5 | 3-3 | 1-0% | | | |
| h32 | 2 | " | 44-3 | | 3 | 1-5 | 16-0% | 8-5% | 19-7 | | 1-5 | 3-3 | 1-0% | | | |
| h33 | 4 | " | 51-3 | | 1 | 1-5 | 48-10 | | | | | | 1-0% | | | |
| h34 | 4 | " | 53-6 | | 1 | 1-5 | 50-8 | | | | 1-5 | | 1-0% | | | |
| h35 | 2 | " | 55-3 | | 3 | 1-5 | 18-6 | 6-0 | 21-5 | | 1-5 | 4-3 | 1-0% | | | |
| h36 | 2 | " | 55-3 | | 3 | 1-5 | 17-6 | 6-0 | 20-0 | | 1-5 | 4-3 | 1-0% | | | |
| h37 | 2 | " | 55-0 | | 3 | 1-5 | 17-6 | 6-0 | 20-0 | | 1-5 | 4-3 | 1-0% | | | |
| h38 | 6 | " | 31-6 | | 1 | 1-5 | 28-6 | | | | 1-5 | | 1-0% | | | |
| h39 | 2 | " | 56-0 | | 4 | 1-5 | 19-8 | 6-4 | 21-7 | 7 | 1-5 | 5-11 | 1-0% | | | |
| h40 | 2 | 1¼ □ | 56-0 | | 4 | 1-5 | 19-7 | 6-6 | 20-7 | 7 | 1-5 | 5-11 | 1-0% | | | |

| MARK | NO | SIZE | LENGTH | SHETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h41 | 2 | 1¼ □ | 56-0 | | 4 | 1-5 | 17-7% | 5-5 | 16-4 | 3 | 1-5 | 5-11 | 1-0% | | | |
| h42 | 4 | " | 38-0 | | | | | | | | | | | | | |
| h43 | 4 | " | 40-9 | | 1 | 1-5 | 39-6 | | | | | | 1-0% | | | |
| h44 | 3 | " | 36-9 | | 2 | 1-5 | 26-0 | 5-3 | | | 1-5 | 3-7 | 1-0% | | | |
| h45 | 1 | " | 26-6 | | 2 | 1-5 | 18-0 | 5-3 | | | 1-5 | 3-7 | 1-0% | | | |
| h46 | 2 | " | 15-0 | | 2 | 1-5 | 12-1 | 6-1 | | | 1-5 | 4-2 | 1-0% | | | |
| h47 | 4 | 1¼ □ | 55 6 | | 1 | 1-5 | 53-0 | | | | 1-5 | | 1-0% | | | |
| h48 | 4 | 1 ϕ | 15-9 | | 6 | | | 15-9 | | | | | | 46-0 | | |
| h49 | 4 | 1 ϕ | 16 0 | | 6 | | | 16-0 | | | | 4% | | 48-6 | | |
| h50 | 4 | 1 ϕ | 17-0 | | 6 | | | 17-0 | | | | 4 | | 49-6 | | |
| h51 | 4 | 1 ϕ | 22-0 | | 6 | | | 22-0 | | | | 6 | | 42-6 | | |
| h52 | 6 | 5/8 ϕ | 38-0 | | | | | | | | | | | | | |
| h53 | 6 | " | 40-9 | | | | | | | | | | | | | |
| h54 | 12 | 5/8 ϕ | 7-6 | | 5 | | 6-0% | 3-2 | 6-0% | | | | | | | |
| h55 | 24 | 5/8 ϕ | 1-9 | | | | | | | | | | | | | |
| S | 336 | 1 ϕ | 7-0 | | 5 | 2-3 | 2-8 | 2-3 | | | | | | | | |
| S1 | 58 | " | 10-6 | | 5 | 1-0 | 2-6 | 6-0 | | | | | | | | |
| S2 | 30 | " | 18-0 | | 5 | 4-3 | 2-6 | 6-3 | | | | | | | | |
| S3 | 36 | " | 18-0 | | 5 | 4-3 | 2-6 | 6-3 | | | | | | | | |
| S4 | 40 | " | 18-6 | | 5 | 5-0 | 2-6 | 5-9 | | | | | | | | |
| S5 | 36 | " | 13-0 | | 5 | 5-3 | 2-6 | 2-3 | | | | | | | | |
| S6 | 42 | " | 16-0 | | 5 | 5-9 | 2-6 | 5-3 | | | | | | | | |
| S7 | 8 | " | 14-6 | | 5 | 6-0 | 2-6 | 6-0 | | | | | | | | |
| S8 | 32 | " | 13-6 | | 5 | 5-6 | 2-6 | 5-6 | | | | | | | | |
| S9 | 30 | " | 11 6 | | 5 | 4-6 | 1-9 | 4-6 | | | | | | | | |
| S10 | 8 | " | 10-0 | | 5 | 3-9 | 2-6 | 3-9 | | | | | | | | |
| S11 | 16 | 5/8 ϕ | 9-6 | | 5 | 3-6 | 2-6 | 3-6 | | | | | | | | |
| S12 | 21 | 5/8 ϕ | 3-6 | | 5 | 1-2 | 1-1 | 1-2 | | | | | | | | |
| V | 12 | 1¼ □ | 17-6 | | | | | | | | | | | | | |
| VI | 68 | " | 20-0 | | | | | | | | | | | | | |
| VII | 20 | 1¼ □ | 19-0 | | | | | | | | | | | | | |
| L | 18 | 5/8 ϕ | 13-0 | | 7 | | | | | | | 1-5 | 46 | | | |
| Sp1 | 3 | 5/8 ϕ | 4'-0" Core Dia. - 8¾" pitch-18-8 long | | | | | | | | | | | | | |
| Sp2 | 2 | 5/8 ϕ | 4'-0" Core Dia. - 3¾" pitch-18-8 long | | | | | | | | | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. 90/94/290 | SECTION 2014-001 R&B (EB) |
| | | CHECKED - | REVISED - | | | COUNTY COOK | TOTAL SHEETS 696 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | SHEET NO. 509 | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 80 OF 194 SHEETS | CONTRACT NO. 60X75 | |
| | | | | | | ILLINOIS FED. AID PROJECT | |

016O461-60X75-S225-EXT.dgn

# FOR INFORMATION ONLY

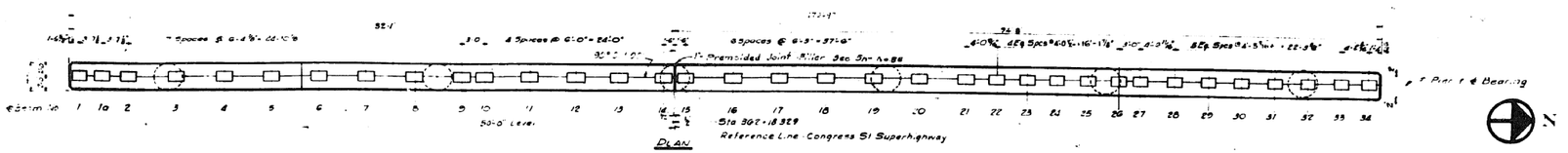


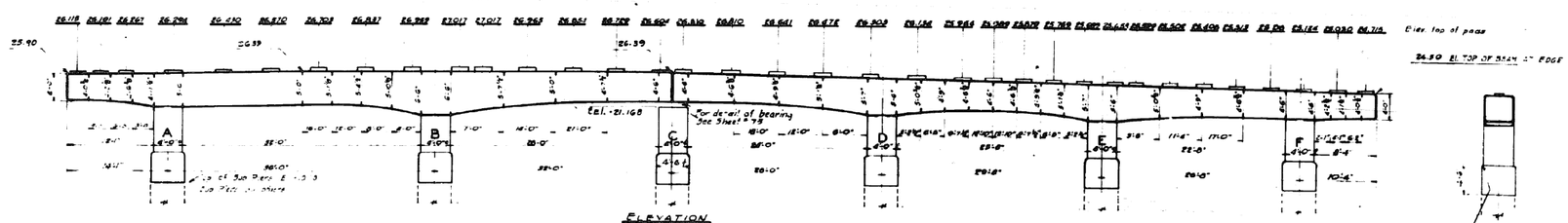

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 510 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 81 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

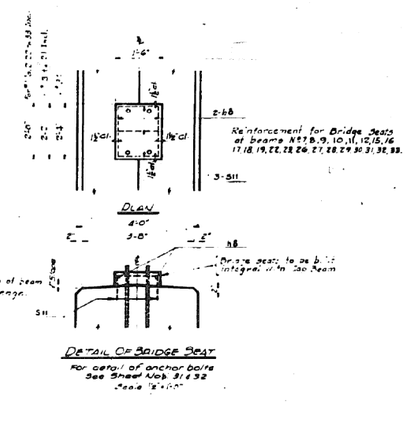
0160461-60X75-S226-EXT.dgn

# FOR INFORMATION ONLY

301-6-3




## -BILL OF MATERIAL-

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h 1 | 4 | 1 1/16" | 33-3 | | 1 | 1-3 | 30-10 | | | | | 4 | | 1-6 |
| h 2 | 4 | 1" | 12-6 | | 6 | | | 10-6 | | | | | | |
| h 3 | 2 | 1 1/16" | 27-0 | | 4 | 1-3 | 12-0 | 1-6 | | | | | | 72-0 |
| h 4 | 2 | " | 20-3 | | 4 | 1-3 | 14-0 | 1-6 | | | | | | |
| h 5 | 6 | " | 25-9 | | 1 | 1-3 | 22-11 | | | | | 1-3 | | 1-6 |
| h 6 | 2 | " | 46-3 | | 2 | 1-3 | 40-3 | 6-0 | 22-0 | | | 1-3 | 4-3 | 1-6 |
| h 7 | 2 | 1 1/16" | 46-3 | | 2 | 1-3 | 40-3 | 6-0 | 22-0 | | | 1-3 | 4-3 | 1-6 |
| h 8 | 42 | 7/16" | 1-9 | | | | | | | | | | | |
| h 9 | 4 | 1 1/16" | 38-6 | | | | | | | | | | | |
| h 10 | 4 | " | 34-6 | | | | | | | | | | | |
| h 11 | 2 | " | 50-6 | | 3 | 1-3 | 12-4 | 1-6 | 22-3 | 4 | 1-3 | 4-11 | 1-6 | |
| h 12 | 2 | " | 48-9 | | 3 | 1-3 | 4-1 | 1-6 | 24-6 | 4 | 1-3 | 4-1 | 1-6 | |
| h 13 | 2 | 1 1/16" | 48-9 | | 3 | 1-3 | 4-1 | 1-6 | 24-6 | 3 | 1-3 | 4-1 | 1-6 | |
| h 14 | 6 | 7/8" | 15-9 | | 6 | | | 12-0 | | | | 5 | | 12-0 |
| h 15 | 2 | 1 1/16" | 47-6 | | 2 | 1-3 | 8-2 | 1-6 | 23-6 | | 1-3 | 3-2 | 1-6 | |
| h 16 | 2 | " | 48-0 | | 2 | 1-3 | 8-3 | 1-6 | 23-6 | | 1-3 | 4-3 | 1-6 | |
| h 17 | 2 | " | 47-6 | | 2 | 1-3 | 8-2 | 1-6 | 23-6 | | 1-3 | 4-3 | 1-6 | |
| h 18 | 2 | " | 39-3 | | 1 | 1-3 | 36-3 | | | | 1-3 | | 1-6 | |
| h 19 | 4 | " | 39-9 | | 1 | 1-3 | 36-11 | | | | 1-3 | | 1-6 | |
| h 20 | 4 | 1 1/16" | 38-3 | | 1 | 1-3 | 34-11 | | | | | | 1-6 | |
| h 21 | 4 | 7/8" | 24-0 | | 6 | | | 24-0 | | | | 5 1/2 | | 48-0 |
| h 22 | 4 | 1 1/16" | 20-0 | | 1 | 1-3 | 16-7 | | | | | | 1-6 | |
| h 23 | 6 | 5/8" | 32-0 | | | | | | | | | | | |
| h 26 | 12 | " | 27-6 | | | | | | | | | | | |
| h 28 | 2 | 3/8" | 16-6 | | | | | | | | | | | |
| h 29 | 4 | 1 1/16" | 44-3 | | 1 | 1-3 | 40-10 | | | | | | 1-6 | |
| h 27 | 4 | " | 42-6 | | 1 | 1-3 | 37-1 | | | | | | 1-6 | |
| h 30 | 4 | 7/8" | 18-0 | | 6 | | | 6-0 | | | | 3 | | 12-0 |
| h 29 | 2 | 1 1/16" | 41-0 | | 6 | 1-3 | 8-2 | 1-6 | 23-6 | | 1-3 | 4-3 | 1-6 | |
| h 30 | 2 | " | 41-0 | | 6 | 1-3 | 8-2 | 1-6 | 23-6 | | 1-3 | 4-3 | 1-6 | |
| h 31 | 4 | 1 1/16" | 22-3 | | 1 | 1-3 | 18-7 | | | | 1-3 | | 1-6 | |
| h 32 | 4 | 7/8" | 10-6 | | 6 | | | 6-0 | | | | 3 | | 12-0 |
| h 33 | 2 | 1 1/16" | 42-0 | | 2 | 1-3 | 8-3 | 1-6 | 23-6 | | 1-3 | 4-3 | 1-6 | |
| h 34 | 4 | " | 24-3 | | 1 | 1-3 | 19-3 | | | | 1-3 | | 1-6 | |
| h 35 | 4 | " | 28-0 | | | | | | | | | | | |
| h 36 | 4 | " | 31-6 | | | | | | | | | | | |
| h 37 | 2 | 1 1/16" | 37-3 | | 2 | 1-3 | 8-4 | 1-6 | 23-6 | | 1-3 | 4-1 | 1-6 | |
| h 38 | 4 | 7/8" | 10-6 | | 5 | | | 10-6 | | | | 3 | | 24-0 |

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h 39 | 2 | 1 3/4" | 23-6 | | 1 | 1-3 | 22-3 | | | | 1-6 | | 1-6 | |
| h 40 | 4 | " | 20-0 | | 1 | 1-3 | 17-9 | | | | 1-3 | | 1-6 | |
| h 41 | 4 | 7/8" | 18-0 | | 6 | | | 18-0 | | | | 3 | | 36-0 |
| h 42 | 4 | 1 1/16" | 22-6 | | 1 | 1-3 | 18-3 | | | | 1-3 | | 1-6 | |
| h 43 | 4 | " | 25-0 | | | | | | | | | | | |
| h 44 | 4 | " | 28-0 | | 1 | 1-3 | 21-6 | | | | | | 1-6 | |
| h 45 | 6 | " | 30-6 | | 1 | 1-3 | 21-6 | | | | | | 1-6 | |
| h 46 | 2 | 1 1/16" | 21-6 | | 4 | 1-3 | 10-3 | 5-3 | | | 1-3 | 5-7 | 1-6 | |
| h 47 | 4 | 7/8" | 8-3 | | 6 | | | 8-3 | | | | 2 1/2 | | 16-6 |
| h 48 | 12 | 5/8" | 33-9 | | | | | | | | | | | |
| h 49 | 12 | " | 7-6 | | 6 | 3-0 | 3-5 | 1-6 | | | | | | |
| S | 278 | 5/8" | 7-0 | | 6 | 2-3 | 2-6 | 2-3 | | | | | | |
| S1 | 22 | " | 3-9 | | 6 | 3-9 | 2-6 | 1-3 | | | | | | |
| S2 | 60 | " | 10-3 | | 6 | 3-9 | 2-6 | 4-0 | | | | | | |
| S3 | 42 | " | 10-9 | | 6 | 4-1 | 2-6 | 4-0 | | | | | | |
| S4 | 50 | " | 11-3 | | 6 | 4-4 | 2-6 | 4-6 | | | | | | |
| S5 | 38 | " | 11-9 | | 6 | 4-7 | 2-6 | 4-9 | | | | | | |
| S6 | 24 | " | 12-3 | | 6 | 4-10 | 2-6 | 5-0 | | | | | | |
| S7 | 12 | " | 12-9 | | 6 | 5-1 | 2-6 | 5-3 | | | | | | |
| S8 | 10 | " | 13-3 | | 6 | 5-4 | 2-6 | 5-6 | | | | | | |
| S9 | 10 | " | 13-9 | | 6 | 5-7 | 2-6 | 5-9 | | | | | | |
| S10 | 10 | 5/8" | 14-3 | | 6 | 5-10 | 2-6 | 6-0 | | | | | | |
| S11 | 63 | 7/8" | 3-6 | | 6 | 1-3 | 1-3 | 1-3 | | | | | | |
| V | 18 | 1 1/16" | 14-6 | | | | | | | | | | | |
| V1 | 24 | " | 13-6 | | | | | | | | | | | |
| V2 | 18 | 1 1/16" | 11-0 | | | | | | | | | | | |
| V3 | 11 | 5/8" | 13-0 | | 7 | 3-8 | 1-8 | | | | | | | |
| SP | 1 | 3/8" | 3 1/2" Pitch - 44" Circ. dia. P.C. Spiral | | | | | | | | | | | |
| SP1 | 4 | 3/8" | 3 1/2" Pitch - 44" Circ. dia. P.C. Spiral | | | | | | | | | | | |

CLASS "A" CONCRETE 184.3 Cu. Yds.
REINFORCEMENT BARS 55,055 lbs.

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| 10-31-80 | R.M.S. | "h8", "S11", Type 6 & 8 Reinf. Mat. |

NOTE -
All dimensions on bending details are out to out of bar. Splicing of bars 33 dia. minimum lap.
All bridge seats shall be constructed to the exact elevations. If bush hammering or grinding is necessary it shall be done at no additional cost.

DEPARTMENT OF HIGHWAYS
STATE OF ILLINOIS
WILLIAM N. ERICKSON — GEORGE A. QUINLAN

PIER NO. 3
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED G.S.M.
DRAWN B.C.
CHECKED R.N.W.
062-2424.38.4
AS NOTED

APPROVED January 27, 1982
CHIEF ENGINEER

| | | | | |
|---|---|---|---|---|
| 62 | 1950 | 82 | 301(3) 301(4) | CP238 |

0160461-60X75-S227-EXT.dgn

| | | | |
|---|---|---|---|
| USER NAME = pateld | DESIGNED - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | |
| PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | |

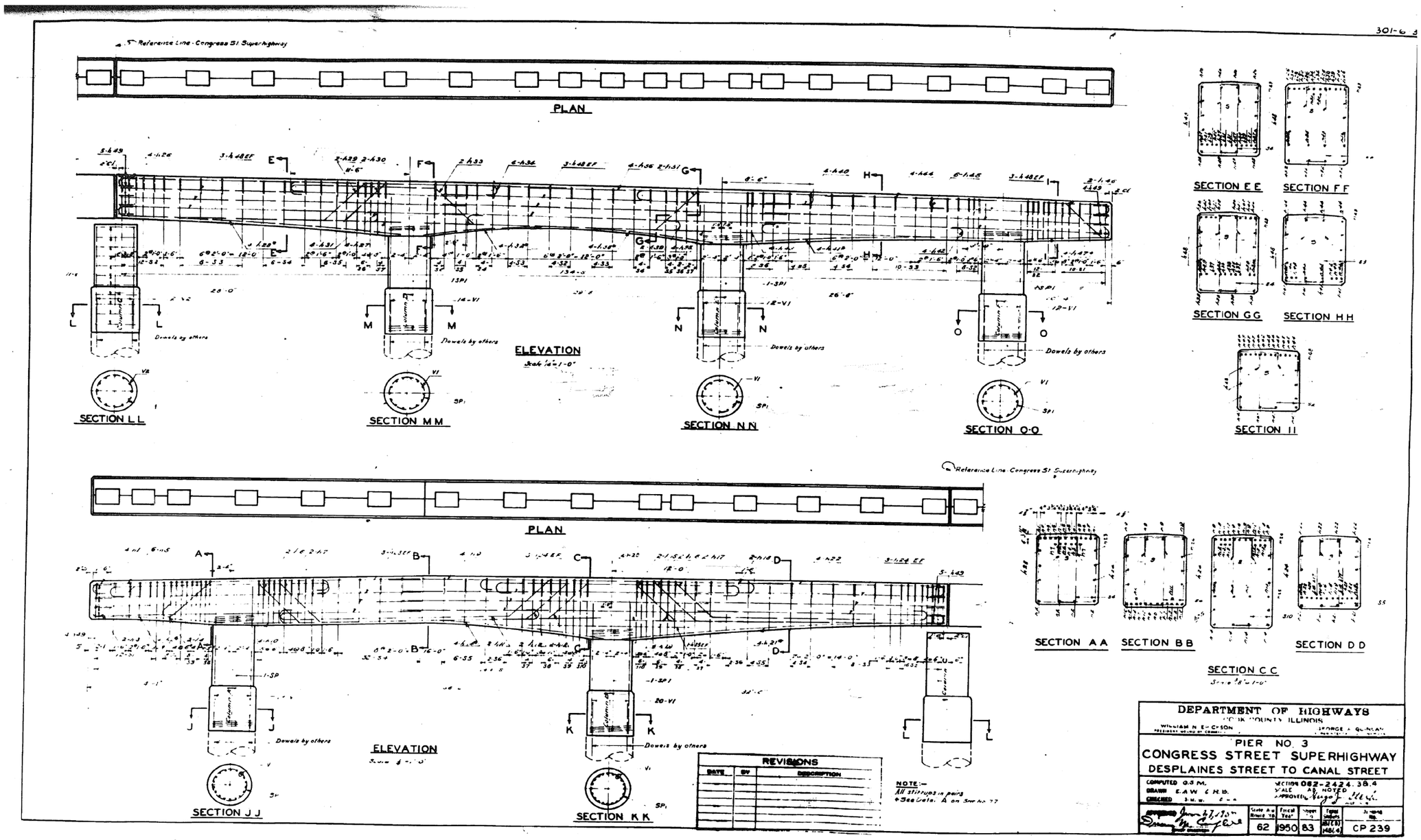
**PARSONS BRINCKERHOFF**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 82 OF 194 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 511 |
| | | CONTRACT NO. 60X75 | | |
| | | ILLINOIS FED. AID PROJECT | | |

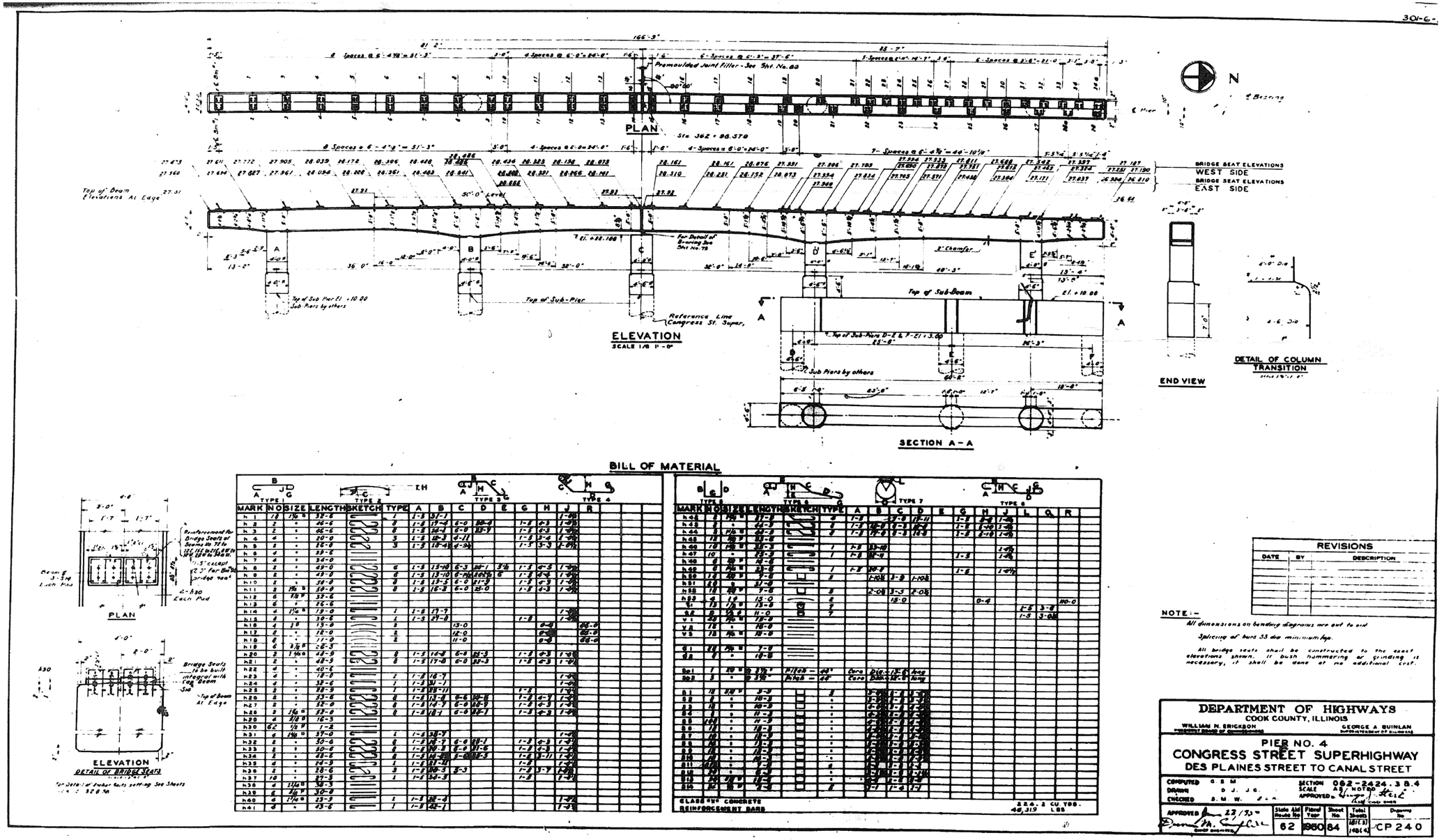
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 512 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 83 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

0160461-60X75-S228-EXT.dgn

# FOR INFORMATION ONLY







## BILL OF MATERIAL

| MARK | NO | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h 1 | 12 | 7/8" | 33'-6 | | 1 | 1'-5 | 33'-1 | | | | | | 1'-9½ | |
| h 2 | 2 | " | 46'-6 | | 2 | 1'-5 | 17'-4 | 6'-0 | 22'-4 | | 1'-5 | 6'-3 | 1'-9½ | |
| h 3 | 2 | " | 46'-6 | | 2 | 1'-5 | 26'-1 | 6'-0 | 33'-7 | | 1'-5 | 6'-3 | 1'-9½ | |
| h 4 | 4 | " | 20'-0 | | 3 | 1'-5 | 18'-3 | 6'-11 | | | 1'-5 | 5'-4 | 1'-9½ | |
| h 5 | 2 | " | 18'-0 | | 3 | 1'-5 | 16'-4 | 6'-9½ | | | 1'-5 | 5'-3 | 1'-9½ | |
| h 6 | 4 | " | 33'-6 | | | | | | | | | | | |
| h 7 | 4 | " | 34'-0 | | | | | | | | | | | |
| h 8 | 2 | " | 49'-0 | | 6 | 1'-5 | 15'-10 | 6'-3 | 22'-1 | 3'-6 | 1'-5 | 4'-5 | 1'-9½ | |
| h 9 | 2 | " | 49'-0 | | 6 | 1'-5 | 13'-10 | 6'-9½ | 20'-7½ | 6 | 1'-5 | 4'-5 | 1'-9½ | |
| h 10 | 2 | " | 50'-0 | | 8 | 1'-5 | 13'-5 | 6'-0 | 21'-5 | | 1'-5 | 4'-3 | 1'-9½ | |
| h 11 | 2 | 7/8" | 50'-0 | | 8 | 1'-5 | 16'-3 | 6'-0 | 22'-0 | | 1'-5 | 4'-3 | 1'-9½ | |
| h 12 | 6 | 7/8" | 37'-6 | | | | | | | | | | | |
| h 13 | 6 | " | 16'-6 | | | | | | | | | | | |
| h 14 | 6 | 1/2" | 19'-0 | | 1 | 1'-5 | 17'-7 | | | | | | 1'-9½ | |
| h 15 | 6 | " | 30'-6 | | 1 | 1'-5 | 27'-8 | | | | 1'-8 | | 1'-9½ | |
| h 16 | 4 | 7/8" | 13'-6 | | 3 | | | 13'-0 | | | | 6'-4 | | 06'-0 |
| h 17 | 4 | " | 12'-0 | | 3 | | | 12'-0 | | | | 6'-4 | | 06'-0 |
| h 18 | 4 | " | 11'-0 | | 3 | | | 11'-0 | | | | 6'-4 | | 06'-0 |
| h 19 | 6 | 3/8" | 26'-3 | | | | | | | | | | | |
| h 20 | 2 | 1 3/4" | 48'-9 | | 8 | 1'-5 | 16'-8 | 6'-0 | 23'-3 | | 1'-5 | 4'-3 | 1'-9½ | |
| h 21 | 2 | " | 48'-9 | | 8 | 1'-5 | 17'-8 | 6'-0 | 23'-3 | | 1'-5 | 4'-3 | 1'-9½ | |
| h 22 | 4 | " | 40'-6 | | | | | | | | | | | |
| h 23 | 4 | " | 18'-0 | | 1 | 1'-5 | 16'-7 | | | | | | 1'-9½ | |
| h 24 | 4 | " | 38'-6 | | 1 | 1'-5 | 36'-1 | | | | | | 1'-9½ | |
| h 25 | 2 | " | 53'-9 | | 1 | 1'-5 | 52'-11 | | | | 1'-8 | | 1'-9½ | |
| h 26 | 2 | " | 53'-6 | | 8 | 1'-5 | 13'-8 | 6'-6 | 20'-11 | | 1'-5 | 4'-1 | 1'-9½ | |
| h 27 | 2 | " | 52'-0 | | 8 | 1'-5 | 14'-7 | 6'-0 | 22'-7 | | 1'-5 | 4'-3 | 1'-9½ | |
| h 28 | 2 | 1/2" | 32'-0 | | 8 | 1'-5 | 18'-1 | 6'-0 | 22'-1 | | 1'-5 | 4'-3 | 1'-9½ | |
| h 29 | 4 | 3/8" | 16'-3 | | | | | | | | | | | |
| h 30 | 62 | 1/2" | 1'-2 | | | | | | | | | | | |
| h 31 | 6 | 1/2" | 37'-0 | | 1 | 1'-5 | 35'-7 | | | | | | 1'-9½ | |
| h 32 | 6 | " | 30'-6 | | 8 | 1'-5 | 16'-7 | 6'-0 | 22'-1 | | 1'-5 | 4'-3 | 1'-9½ | |
| h 33 | 6 | " | 30'-6 | | 8 | 1'-5 | 16'-3 | 6'-0 | 21'-6 | | 1'-5 | 4'-3 | 1'-9½ | |
| h 34 | 2 | " | 48'-6 | | 8 | 1'-5 | 16'-8 | 6'-0 | 22'-3 | | 1'-5 | 4'-11 | 1'-9½ | |
| h 35 | 6 | " | 24'-3 | | 1 | 1'-5 | 21'-10 | | | | 1'-5 | | 1'-9½ | |
| h 36 | 2 | " | 33'-6 | | 3 | 1'-5 | 30'-3 | 6'-3 | | | 1'-5 | 3'-7 | 1'-9½ | |
| h 37 | 10 | " | 37'-3 | | 1 | 1'-5 | 36'-3 | | | | 1'-5 | | 1'-9½ | |
| h 38 | 4 | 1 1/8" | 38'-3 | | | | | | | | | | | |
| h 39 | 6 | 7/8" | 30'-0 | | | | | | | | | | | |
| h 40 | 6 | 1 1/8" | 23'-9 | | 1 | 1'-5 | 22'-4 | | | | | | 1'-9½ | |
| h 41 | 6 | " | 23'-6 | | 1 | 1'-5 | 22'-1 | | | | | | 1'-9½ | |

| MARK | NO | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | Q | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h 42 | 2 | 7/8" | 11'-6 | | 2 | 1'-5 | 11'-1 | | | | 1'-5 | 2'-9 | 1'-9½ | | | |
| h 43 | 2 | " | 22'-3 | | 2 | 1'-5 | 18'-8 | 1'-0 | 18'-7 | | 1'-5 | 1'-10 | 1'-9½ | | | |
| h 44 | 2 | 1 1/8" | 22'-3 | | 2 | 1'-5 | 17'-8 | 1'-0 | 18'-7 | | 1'-5 | 2'-10 | 1'-9½ | | | |
| h 45 | 18 | 7/8" | 13'-6 | | | | | | | | | | | | | |
| h 46 | 10 | 1 1/8" | 13'-3 | | 1 | 1'-5 | 13'-0 | | | | | | 1'-9½ | | | |
| h 47 | 10 | " | 13'-3 | | 1 | 1'-5 | 13'-0 | | | | 1'-5 | | 1'-9½ | | | |
| h 48 | 8 | 7/8" | 21'-6 | | | | | | | | | | | | | |
| h 49 | 8 | 1 1/8" | 23'-0 | | 1 | 1'-5 | 22'-7 | | | | 1'-5 | | 1'-9½ | | | |
| h 50 | 18 | 7/8" | 7'-6 | | 2 | | 1'-03 | 3'-9 | 1'-03 | | | | | | | |
| h 51 | 18 | " | 12'-0 | | | | | | | | | | | | | |
| h 52 | 18 | 7/8" | 7'-6 | | 2 | | 2'-03 | 3'-3 | 2'-03 | | | | | | | |
| h 53 | 4 | 1/2 | 15'-0 | | 6 | | | 15'-0 | | | | 0'-4 | | | 10'-0 | |
| S1 | 18 | 1/2" | 13'-9 | | 9 | | | | | | | | | 1'-5 | 3'-0 | |
| S2 | 8 | 1/2" | 11'-0 | | 9 | | | | | | | | | 1'-5 | 3'-03 | |
| V 1 | 40 | 7/8" | 19'-9 | | | | | | | | | | | | | |
| V 2 | 18 | " | 18'-9 | | | | | | | | | | | | | |
| V 3 | 18 | 7/8" | 18'-9 | | | | | | | | | | | | | |
| G 1 | 18 | 7/8" | 7'-9 | | | | | | | | | | | | | |
| G 2 | 8 | " | 18'-8 | | | | | | | | | | | | | |
| Sol 1 | 1 | 20" x 2 3/4" | Piles — 40' | | Cure | Pile — 12'-0 | Avg | | | | | | | | | |
| Sol 2 | 3 | " 2 3/4" | Piles — 40' | | Cure | Pile — 12'-0 | Avg | | | | | | | | | |
| B 1 | 18 | 3/4" | 3'-9 | | 8 | | 3'-03 | 1'-3 | 3'-03 | | | | | | | |
| B 2 | 8 | " | 18'-3 | | " | | 18'-3 | 1'-3 | 18'-3 | | | | | | | |
| B 3 | 18 | " | 20'-3 | | " | | 6'-03 | 1'-3 | 6'-03 | | | | | | | |
| B 4 | 8 | " | 11'-3 | | " | | 6'-3 | 1'-3 | 6'-3 | | | | | | | |
| B 5 | 168 | " | 17'-9 | | " | | 6'-03 | 1'-3 | 6'-03 | | | | | | | |
| B 6 | 18 | " | 18'-3 | | " | | 6'-03 | 1'-3 | 6'-03 | | | | | | | |
| B 7 | 18 | " | 18'-3 | | " | | 6'-03 | 1'-3 | 6'-03 | | | | | | | |
| B 8 | 18 | " | 18'-3 | | " | | 6'-03 | 1'-3 | 6'-03 | | | | | | | |
| B 9 | 18 | " | 18'-3 | | " | | 6'-03 | 1'-3 | 6'-03 | | | | | | | |
| B 10 | 18 | " | 18'-3 | | " | | 6'-03 | 1'-3 | 6'-03 | | | | | | | |
| B 11 | 168 | " | 9'-3 | | " | | 3'-03 | 1'-3 | 3'-03 | | | | | | | |
| B 12 | 18 | " | 6'-3 | | 4 | | 3'-03 | 1'-3 | 3'-03 | | | | | | | |
| B 13 | 18 | 7/8" | 18'-9 | | " | | 6'-03 | 1'-3 | 6'-03 | | | | | | | |
| B 14 | 18 | " | 9'-3 | | 4 | | 3'-03 | 1'-3 | 3'-03 | | | | | | | |

CLASS "A" CONCRETE — 224.2 CU YDS.
REINFORCEMENT BARS — 46,319 LBS

NOTE:-

All dimensions on bending diagrams are out to out.

Splicing of bars 33 dia. minimum lap.

All bridge seats shall be constructed to the exact elevations shown. If bush hammering or grinding is necessary, it shall be done at no additional cost.

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| | | |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON — DIRECTOR, DIVISION OF HIGHWAYS
GEORGE A. QUINLAN — SUPERINTENDENT OF BUILDINGS

PIER NO. 4
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED G. S. M.
DRAWN D. J. J.G.
CHECKED S. M. W.
SECTION 062-2424.3 B.4
SCALE AS NOTED
APPROVED
CHIEF ENGINEER

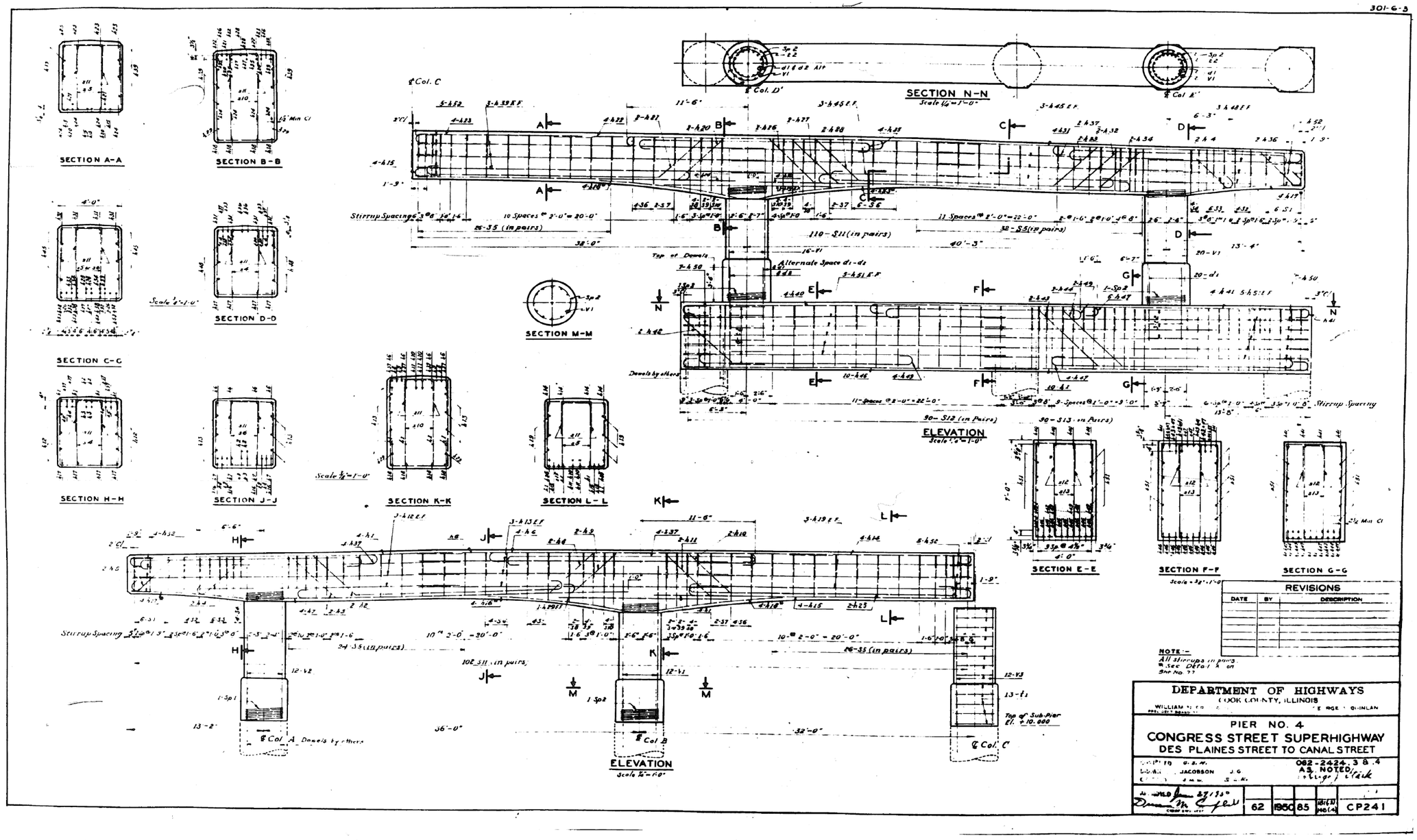
APPROVED 2/7/95
CHIEF ENGINEER

| State Aid Route No. | Federal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1950 | 84 | 101(3) 108(4) | CP 240 |

0160461-60X75-S229-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 513 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 84 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

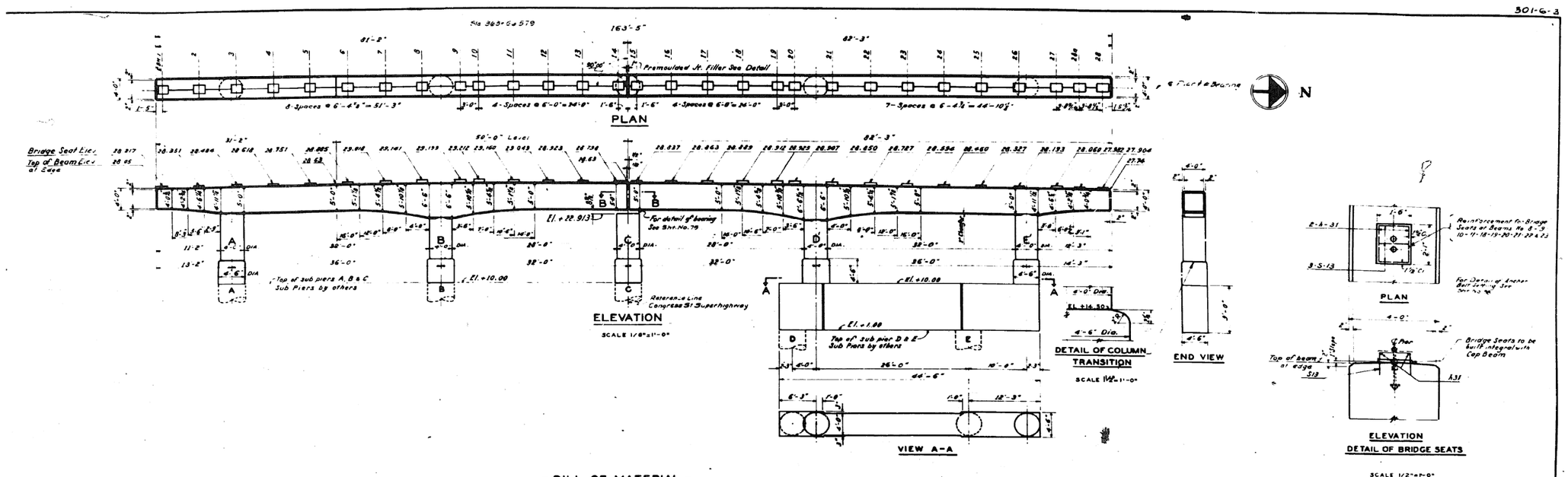
# FOR INFORMATION ONLY

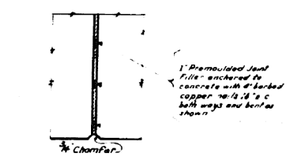



| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 514 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 85 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S230-EXT.dgn

# FOR INFORMATION ONLY




SECTION B-B
DETAIL OF EXPANSION JOINT

NOTE –
All dimensions on bending details are out to out of bar.
Splicing of bars 33 Dia. minimum lap.
2. Bridge seats and [illegible] as the exact elevations shown [illegible] as necessary. [illegible]

## - BILL OF MATERIAL -

| LOCATION | MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | G | J | H | E | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | h1 | 8 | 1¼" | 35-6 | | 4 | 1-5 | 34-1 | | | | 1-0½ | | | |
| | h3 | 8 | " | 26-9 | | 4 | 1-6 | 25-11 | | | 1-8 | 1-0½ | | | |
| | h11 | 8 | " | 53-3 | | 4 | 1-5 | 51-10 | | | | 1-0½ | | | |
| | h18 | 8 | " | 32-6 | | 4 | 1-5 | 31-1 | | | | 1-0½ | | | |
| | h19 | 6 | " | 30-3 | | 4 | 1-5 | 27-11 | | | 1-5 | 1-0½ | | | |
| | h20 | 4 | " | 27-0 | " | 4 | 1-5 | 24-8 | | | 1-5 | 1-0½ | | | |
| | h28 | 6 | " | 25-9 | " | 4 | 1-5 | 23-11 | | | 1-8 | 1-0½ | | | |
| | h37 | 2 | " | 19-3 | | 4 | 1-5 | 16-5 | | | 1-8 | 1-0½ | | | |
| | h38 | 6 | " | 33-0 | | 4 | 1-5 | 31-7 | | | | 1-0½ | | | |
| | h39 | 8 | " | [illegible] | | 4 | 1-5 | 23-11 | | | 1-5 | 1-0½ | | | |
| | h40 | 6 | " | 36-3 | " | 4 | 1-5 | 33-5 | | | 1-8 | 1-0½ | | | |
| | h41 | 10 | " | 33-3 | " | 4 | 1-5 | 30-5 | | | 1-5 | 1-0½ | | | |
| | h42 | 8 | 1¼" | 30-3 | | 4 | 1-5 | 27-3 | | | 1-5 | 1-0½ | | | |
| | h2 | 5 | 1¼" | 46-0 | | 2 | 1-8 | 13-6 | 6-6 | 33-4 | 1-8 | 1-0½ | 6-7 | | |
| | h6 | 2 | " | 52-0 | | 2 | 1-5 | 17-6 | 6-6 | 36-3 | | 1-0½ | 6-7 | | |
| | h15 | 4 | " | 49-6 | | 2 | 1-5 | 16-10 | 6-6 | 35-6 | 1-5 | 1-0½ | 6-7 | | |
| | h16 | 4 | " | 47-9 | " | 2 | 1-5 | 15-8 | 6-0 | 33-3 | 1-5 | 1-0½ | 6-3 | | |
| | h17 | 4 | " | 47-9 | " | 2 | 1-5 | 13-8 | 6-0 | 18-11 | 1-5 | 1-0½ | 6-3 | | |
| | h21 | 4 | " | 32-0 | " | 2 | 1-5 | 5-6 | 6-6 | 20-2 | 1-5 | 1-0½ | 6-7 | | |
| | h22 | 2 | " | 49-0 | | 2 | 1-5 | 16-5 | 6-6 | 33-3 | 1-5 | 1-0½ | 6-7 | | |
| | h24 | 2 | " | 52-6 | | 2 | 1-5 | 18-3 | 6-6 | 36-3 | | 1-0½ | 6-7 | | |
| | h28 | 2 | " | 48-6 | | 2 | 1-5 | 17-10 | 6-6 | 31-4 | 1-5 | 1-0½ | 6-7 | | |
| | h29 | 2 | " | 48-6 | " | 2 | 1-5 | 18-10 | 6-0 | 23-10 | 1-5 | 1-0½ | 6-3 | | |
| | h30 | 2 | " | 48-6 | " | 2 | 1-5 | 13-10 | 6-6 | 25-4 | 1-5 | 1-0½ | 6-7 | | |
| | h35 | 2 | " | 44-0 | " | 2 | 1-5 | 11-10 | 10-2 | 19-4 | 1-5 | 1-0½ | 7-2 | | |
| | h36 | 2 | 1¼" | 44-0 | | 2 | 1-5 | 9-10 | 10-2 | 21-2 | 1-8 | 1-0½ | 7-2 | | |
| | h8 | 2 | 1¼" | 48-3 | | 1 | 1-5 | 17-10 | 6-3½ | 21-3½ | 1-5 | 1-0½ | 4-0½ | 8 | |
| | h9 | 2 | " | 48-3 | " | 1 | 1-5 | 15-10 | 6-3½ | 23-9½ | 1-8 | 1-0½ | 4-1 | 5½ | |
| | h10 | 2 | " | 48-3 | " | 1 | 1-5 | 13-6 | 6-4½ | 25-8½ | 1-5 | 1-0½ | 4-4½ | 6 | |
| | | | " | | | | | | | | | | | | |
| | h5 | 2 | 1¼" | 27-6 | | 3 | 1-5 | 19-10½ | 4-5½ | | 1-5 | 1-0½ | 3-8 | | |
| | h4 | 4 | " | 20-9 | " | 3 | 1-5 | 18-7½ | 3-3½ | | 1-8 | 1-0½ | 3-7 | | |
| | h25 | 2 | " | 29-6 | " | 3 | 1-5 | 21-0½ | 4-5½ | | 1-5 | 1-0½ | 3-3 | | |
| | h26 | 2 | " | 22-9 | " | 3 | 1-5 | 14-7½ | 3-3½ | | 1-5 | 1-0½ | 3-7 | | |
| | h33 | 2 | " | 35-6 | " | 3 | 1-5 | 25-4½ | 10-7½ | | 1-5 | 1-0½ | 7-1½ | | |
| | h34 | 2 | " | 32-6 | | 3 | 1-5 | 18-6 | 10-2 | | 1-5 | 1-0½ | 7-½ | | |

| LOCATION | MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | G | J | H | E | R | L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | h7 | 4 | 1" | 12-0 | | 5 | | | 12-0 | | | | 4½ | | 66-0 | |
| | h13 | 8 | " | 13-0 | " | 5 | | | 13-0 | | | | 4 | | 86-0 | |
| | h14 | 8 | " | 11-0 | " | 5 | | | 11-0 | | | | 4 | | 66-0 | |
| | h27 | 4 | " | 13-0 | | 8 | | | 13-0 | | | | 6½ | | 77-0 | |
| | h46 | 18 | 5/8" | 7-6 | | 6 | | 2-0½ | 3-5 | 2-0½ | | | | | | |
| | h32 | 18 | " | 7-6 | " | 6 | | 1-10½ | 3-9 | 1-10½ | | | | | | |
| | B1 | 14 | " | 9-6 | " | 6 | | 3-6 | 2-6 | 3-6 | | | | | | |
| | B2 | 14 | " | 10-0 | " | 6 | | 3-9 | 2-6 | 3-9 | | | | | | |
| | B3 | 16 | " | 10-6 | " | 6 | | 4-0 | 2-6 | 4-0 | | | | | | |
| | B4 | 16 | " | 11-0 | " | 6 | | 4-3 | 2-6 | 4-3 | | | | | | |
| | B5 | 140 | " | 11-6 | " | 6 | | 4-6 | 2-6 | 4-6 | | | | | | |
| | B6 | 12 | " | 12-0 | " | 6 | | 4-9 | 2-6 | 4-9 | | | | | | |
| | B7 | 32 | " | 12-6 | " | 6 | | 5-0 | 2-6 | 5-0 | | | | | | |
| | B8 | 24 | " | 13-9 | " | 6 | | 5-7½ | 2-6 | 5-7½ | | | | | | |
| | B9 | 16 | " | 14-3 | " | 6 | | 5-10½ | 2-6 | 5-10½ | | | | | | |
| | B10 | 282 | " | 7-0 | " | 6 | | 2-3 | 2-6 | 2-3 | | | | | | |
| | B11 | 80 | " | 12-6 | " | 6 | | 5-6 | 2-6 | 5-6 | | | | | | |
| | B12 | 80 | 5/8" | 6-9 | " | 6 | | 2-1½ | 2-6 | 2-1½ | | | | | | |
| | B13 | 30 | 1/2" | 3-6 | | 6 | | 1-1½ | 1-3 | 1-1½ | | | | | | |
| | L1 | 13 | 1/2" | 15-0 | | 7 | | 3-8 | | | | | | | | 1-5 |
| | L2 | 12 | " | 11-0 | " | 7 | | 3-0½ | | | | | | | | 1-5 |
| | h12 | 4 | 1¼" | 34-0 | | | | | | | | | | | | |
| | h31 | 20 | 1/2" | 1-10 | " | | | | | | | | | | | |
| | h43 | 24 | 5/8" | 4-0 | " | | | | | | | | | | | |
| | h44 | 4 | " | 7-6 | " | | | | | | | | | | | |
| | h45 | 14 | " | 4-6 | " | | | | | | | | | | | |
| | V1 | 36 | 1¼" | 16-3 | " | | | | | | | | | | | |
| | V2 | 30 | " | 18-6 | " | | | | | | | | | | | |
| | V3 | 12 | " | 18-3 | " | | | | | | | | | | | |
| | B1 | 80 | " | 7-0 | " | | | | | | | | | | | |
| | B2 | 80 | " | 18-0 | | | | | | | | | | | | |
| | BP1 | 2 | 3/8"@ 3½" | Pitch - 44" Core Dia. - 14-0 Long | | | | | | | | | | | | |
| | BP2 | 2 | 3/8"@ 3½" | Pitch - 33" Core Dia. - 13-0 Long | | | | | | | | | | | | |
| | Class "X" Concrete | | | | | | | | | | | 22.3 Cu. Yds. | | | | |
| | Reinforcement Bars | | | | | | | | | | | 8,000 Lbs. | | | | |

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON — GEORGE A. QUINLAN

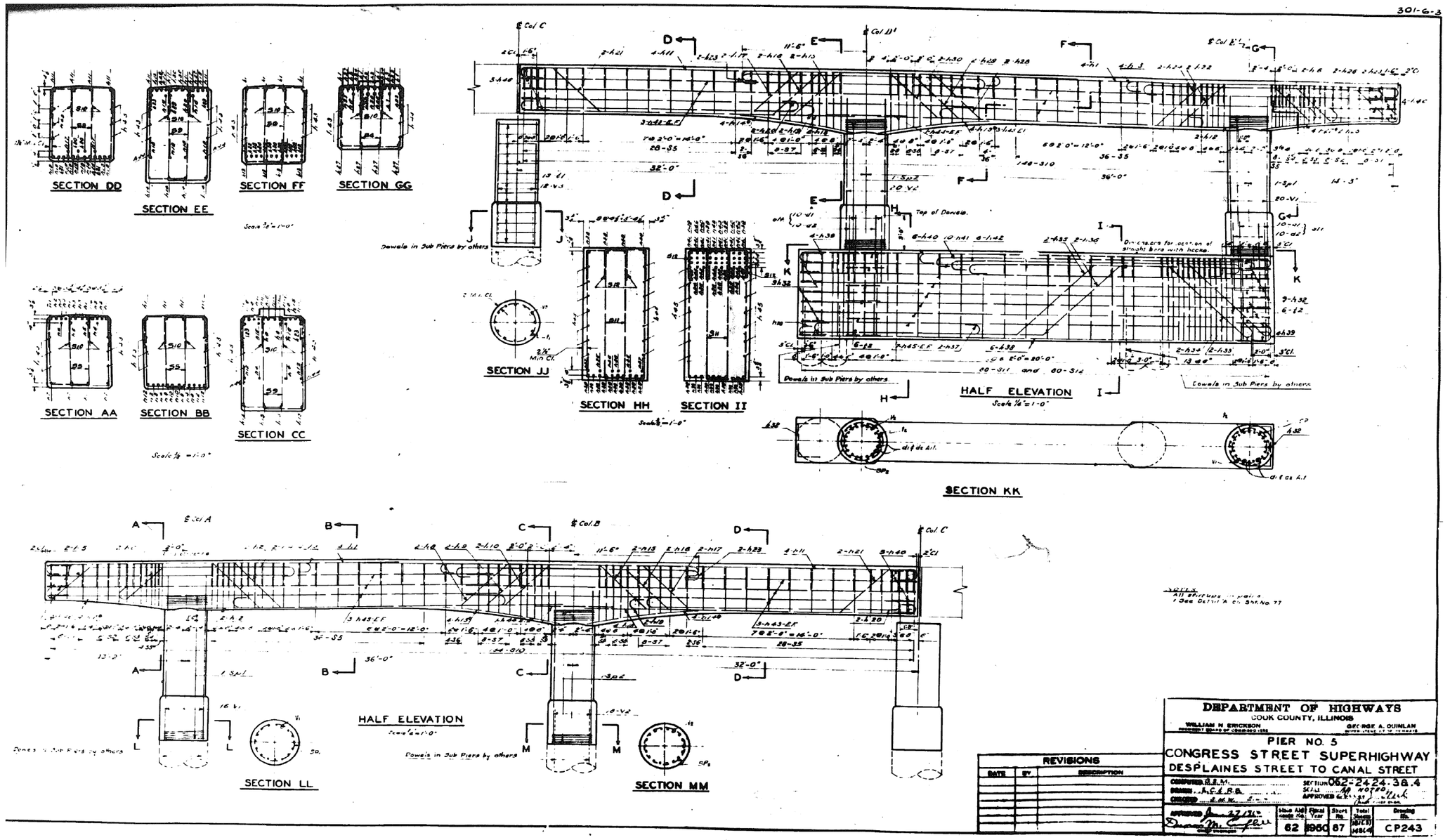
PIER NO. 5
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

| | | | | | |
|---|---|---|---|---|---|
| 62 | 1950 | 86 | | | CP242 |

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 515 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | SHEET NO. 86 OF 194 SHEETS | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | | | ILLINOIS FED. AID PROJECT | | | |

016046I-60X75-S231-EXT.dgn

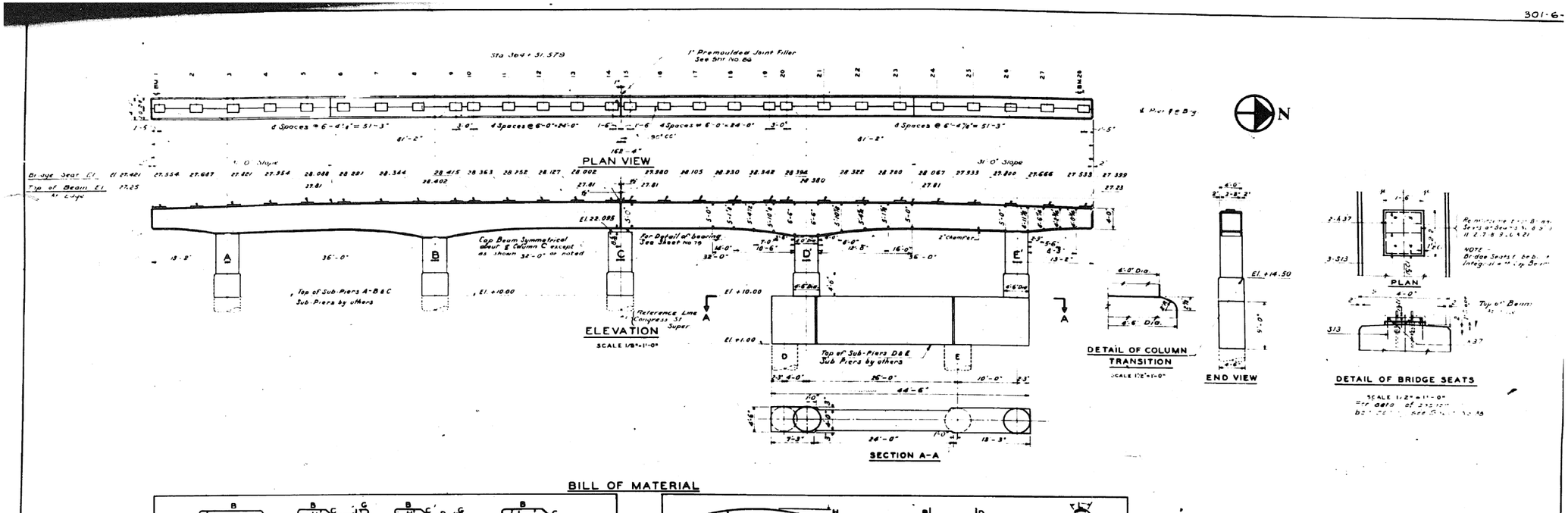
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 516 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 87 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-5232-EXT.dgn

# FOR INFORMATION ONLY




## BILL OF MATERIAL

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h1 | 6 | 1¼ ▱ | 33-9 | | 1 | | 32-4 | | | | 1-5 | | 1-0½ | | | |
| h2 | 8 | " | 26-3 | | 1 | 1-5 | 23-5 | | | | 1-5 | | 1-0½ | | | |
| h3 | 4 | " | 22-9 | | 1 | 1-5 | 19-11 | | | | 1-5 | | 1-0½ | | | |
| h4 | 4 | " | 48-9 | | 2 | 1-5 | 17-2 | 6-6 | 22-1 | | 1-5 | 4-7 | 1-0½ | | | |
| h5 | 4 | 1¼ ▱ | 42-9 | | 2 | 1-5 | 15-4 | 6-6 | 24-1 | | 1-5 | 4-7 | 1-0½ | | | |
| h6 | 8 | 1 ▱ | 12-0 | | 5 | | | 12-0 | | | | 4½ | | | 66-0 | |
| h7 | 4 | 1¼ ▱ | 35-9 | | 4 | 1-5 | 18-1½ | 4-5½ | | | 1-5 | 3-3 | 1-0½ | | | |
| h8 | 4 | 1¼ ▱ | 19-3 | | 4 | 1-5 | 11-0½ | 3-4½ | | | 1-5 | 3-8 | 1-0½ | | | |
| h9 | 8 | " | 34-0 | | | | | | | | | | | | | |
| h10 | 4 | 1¼ ▱ | 48-0 | | 3 | 1-5 | 16-0 | 5-9½ | 21-4½ | 5 | 1-5 | 4-1 | 1-0½ | | | |
| h11 | 4 | " | 49-6 | | 3 | 1-5 | 16-0 | 6-3 | 24-5 | 5½ | 1-5 | 4-5 | 1-0½ | | | |
| h12 | 4 | " | 48-0 | | 3 | 1-5 | 12-6 | 5-9½ | 26-10½ | 6 | 1-5 | 4-1 | 1-0½ | | | |
| h13 | 8 | " | 25-6 | | 1 | 1-5 | 24-1 | | | | | | 1-0½ | | | |
| h14 | 8 | " | 32-0 | | | | | | | | | | | | | |
| h15 | 4 | " | 44-9 | | 2 | 1-5 | 16-8 | 5-6½ | 19-8½ | | 1-5 | 3-11 | 1-0½ | | | |
| h16 | 4 | " | 47-3 | | 2 | 1-5 | 16-8 | 6-0 | 21-9 | | 1-5 | 4-3 | 1-0½ | | | |
| h17 | 4 | " | 48-0 | | 2 | 1-5 | 13-9 | 6-6 | 24-11 | | 1-5 | 4-7 | 1-0½ | | | |
| h18 | 4 | " | 23-6 | | 1 | 1-5 | 20-8 | | | | 1-5 | | 1-0½ | | | |
| h19 | 8 | " | 32-3 | | 1 | 1-5 | 30-10 | | | | | | 1-0½ | | | |
| h20 | 4 | " | 32-9 | | 2 | 1-5 | 2-6 | 6-6 | 20-11 | | 1-5 | 4-7 | 1-0½ | | | |
| h21 | 8 | 1¼ ▱ | 30-9 | | 1 | 1-5 | 27-11 | | | | 1-5 | | 1-0½ | | | |
| h22 | 8 | 1 ▱ | 11-0 | | 5 | | | 11-0 | | | | 4 | | | 66-0 | |
| h23 | 8 | 1 ▱ | 13-0 | | 5 | | | 13-0 | | | | 4 | | | 86-0 | |
| h24 | 8 | 1¼ ▱ | 30-6 | | 1 | 1-5 | 27-8 | | | | 1-5 | | 1-0½ | | | |
| h25 | 10 | " | 33-6 | | 1 | 1-5 | 30-8 | | | | 1-5 | | 1-0½ | | | |
| h26 | 6 | " | 36-6 | | 1 | 1-5 | 33-8 | | | | 1-5 | | 1-0½ | | | |
| h27 | 8 | " | 46-9 | | 1 | 1-5 | 43-11 | | | | 1-5 | | 1-0½ | | | |
| h28 | 2 | " | 35-3 | | 4 | 1-5 | 31-11½ | 10-5½ | | | 1-5 | 7-3 | 1-0½ | | | |
| h29 | 2 | " | 32-0 | | 4 | 1-5 | 19-1 | 10-1 | | | 1-5 | 7-0 | 1-0½ | | | |
| h30 | 6 | " | 32-9 | | 1 | 1-5 | 31-4 | | | | | | 1-0½ | | | |
| h31 | 2 | " | 42-3 | | 2 | 1-5 | 10-3 | 18-2 | 21-0 | | 1-6 | 7-2 | 1-0½ | | | |
| h32 | 2 | " | 44-3 | | 2 | 1-5 | 12-3 | 18-2 | 19-0 | | 1-5 | 7-2 | 1-0½ | | | |
| h33 | 2 | 1¼ ▱ | 23-6 | | 1 | 1-5 | 20-8 | | | | 1-5 | | 1-0½ | | | |
| h34 | 24 | ⅝ ▱ | 41-6 | | | | | | | | | | | | | |
| h35 | 4 | " | 14-6 | | | | | | | | | | | | | |
| h36 | 18 | ⅝ ▱ | 7-6 | | 6 | | 2-2½ | 3-5 | 2-0½ | | | | | | | |
| h37 | 20 | ⅝ ▱ | 1-11 | | | | | | | | | | | | | |
| h38 | 18 | ⅝ ▱ | 7-6 | | 6 | | 1-10½ | 3-9 | 1-10½ | | | | | | | |
| h39 | 16 | ⅝ ▱ | 44-0 | | | | | | | | | | | | | |

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| s | 332 | ⅝ ▱ | 7-0 | | 6 | | 2-3 | 2-6 | 2-3 | | | | | | | |
| s1 | 24 | " | 9-8 | | 6 | | 3-7½ | 2-6 | 3-7½ | | | | | | | |
| s2 | 16 | " | 10-3 | | 6 | | 3-10½ | 2-6 | 3-10½ | | | | | | | |
| s3 | 16 | " | 10-9 | | 6 | | 4-1½ | 2-6 | 4-1½ | | | | | | | |
| s4 | 8 | " | 11-3 | | 6 | | 4-4½ | 2-6 | 4-4½ | | | | | | | |
| s5 | 152 | " | 11-9 | | 6 | | 4-7½ | 2-6 | 4-7½ | | | | | | | |
| s6 | 20 | " | 12-3 | | 6 | | 4-10½ | 2-6 | 4-10½ | | | | | | | |
| s7 | 20 | " | 12-9 | | 6 | | 5-1½ | 2-6 | 5-1½ | | | | | | | |
| s8 | 28 | " | 13-3 | | 6 | | 5-4½ | 2-6 | 5-4½ | | | | | | | |
| s9 | 24 | " | 13-9 | | 6 | | 5-7½ | 2-6 | 5-7½ | | | | | | | |
| s10 | 24 | " | 14-3 | | 6 | | 5-10½ | 2-6 | 5-10½ | | | | | | | |
| s11 | 84 | " | 19-6 | | 6 | | 8-6 | 2-6 | 8-6 | | | | | | | |
| s12 | 84 | ⅝ ▱ | 6-9 | | 6 | | 2-1½ | 2-6 | 2-1½ | | | | | | | |
| s13 | 30 | ½ ▱ | 3-6 | | 6 | | 1-1½ | 1-3 | 1-1½ | | | | | | | |
| t | 12 | ⅞ ▱ | 13-0 | | 7 | | | | | | | | | 1-5 | 3-8 | |
| t1 | 12 | ⅞ ▱ | 11-0 | | 7 | | | | | | | | | 1-5 | 3-0½ | |
| v1 | 32 | ¾ ▱ | 16-0 | | | | | | | | | | | | | |
| v2 | 12 | " | 11-8 | | | | | | | | | | | | | |
| v3 | 30 | " | 3-6 | | | | | | | | | | | | | |
| v4 | 32 | 1¼ ▱ | 15-0 | | | | | | | | | | | | | |
| d | 20 | 1¼ ▱ | 7-0 | | | | | | | | | | | | | |
| d1 | 20 | 1¼ ▱ | 12-8 | | | | | | | | | | | | | |
| SP1 | 2 - ⅝ ▱ @ 3½" Pitch - 44" | | | | Core Dia.-12'-6" long | | | | | | | | | | | |
| SP2 | 2 - ⅝ ▱ @ 3½" Pitch - 44" | | | | Core Dia.-12'-6" long | | | | | | | | | | | |
| CLASS "X" CONCRETE | | | | | | | | | | | | | | | 218.0 CU YDS | |
| REINFORCEMENT BARS | | | | | | | | | | | | | | | 32,404 LBS | |

NOTE:-
Dimensions on bending details are out to out of bars.
Splicing of bars to be 33 diameter minimum lap.
All bridge seats shall be constructed exact elevations shown. If [illegible] of the [illegible] of the [illegible] shall be [illegible] of the [illegible] of the [illegible] shall be [illegible]

REVISIONS

| DATE | BY | DESCRIPTION |
|---|---|---|
| | | |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N ERICKSON — GEORGE A QUINLAN

PIER NO. 6
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

B G S M — 062-2424 3 8 4
E A W — J G — AS NOTED
S M W — APPROVED [illegible]

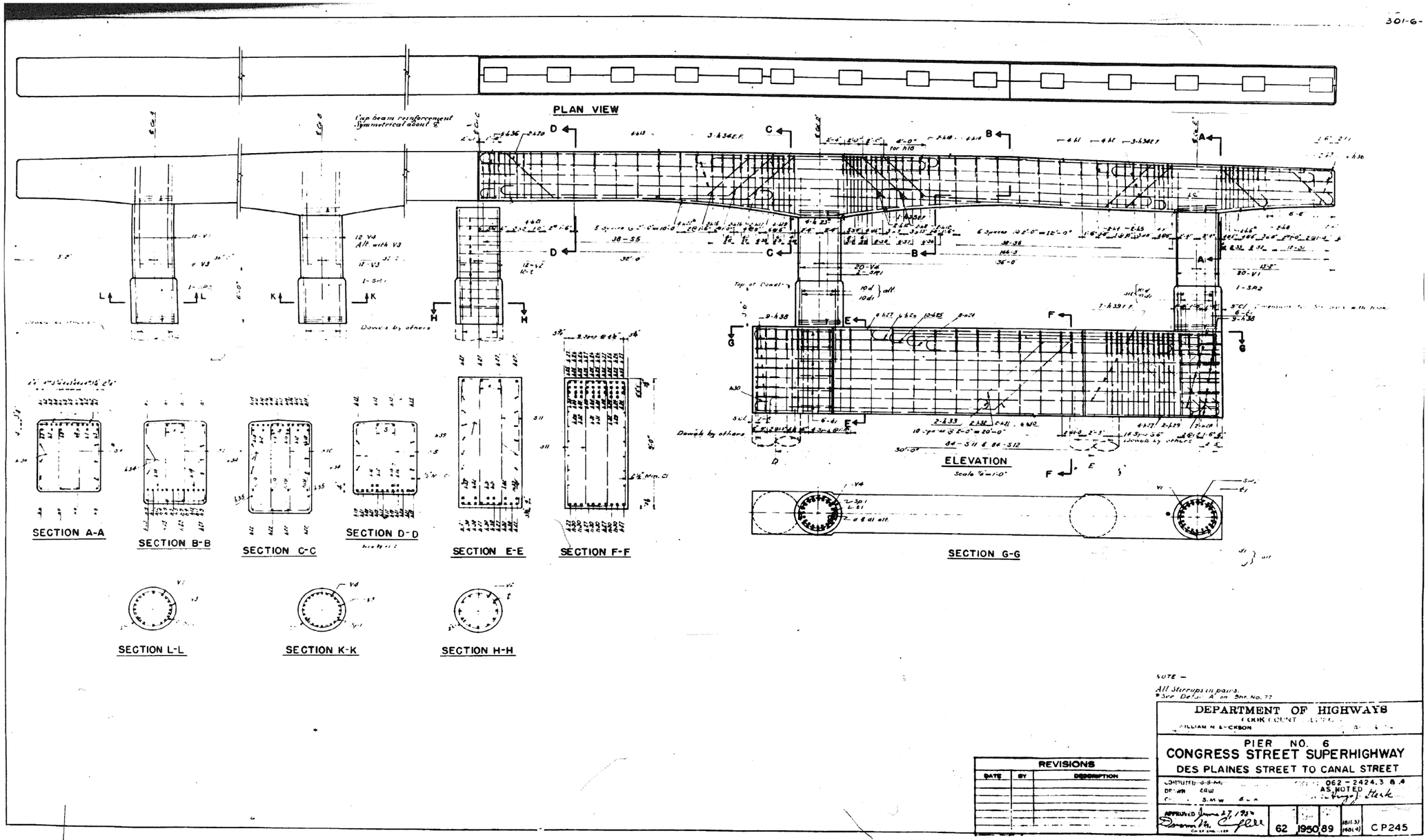
Dwn [illegible] Chkd [illegible]

62 | 1950 | 88 | HIT 31 HR(4) | CP244

0160461-60X75-S233-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 517 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | SHEET NO. 88 OF 194 SHEETS | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | | | | ILLINOIS FED. AID PROJECT | | |

# FOR INFORMATION ONLY

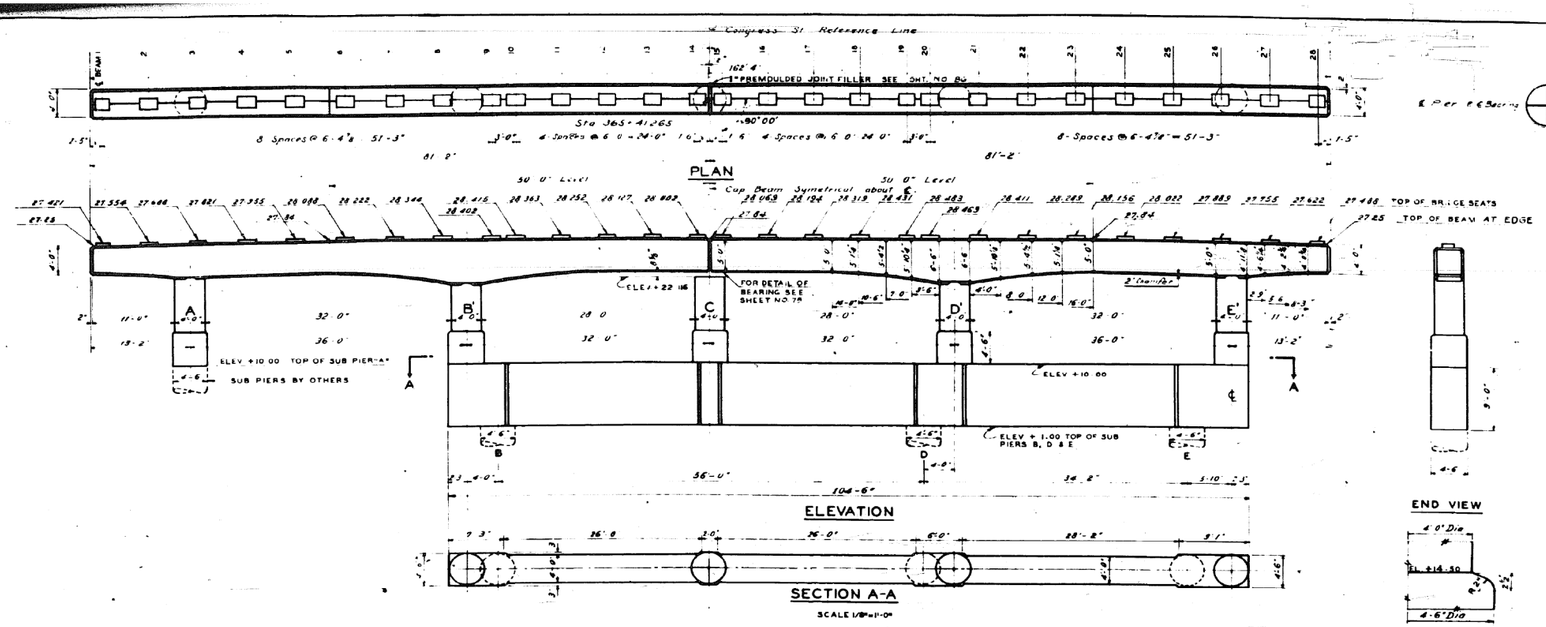



| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 518 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 89 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

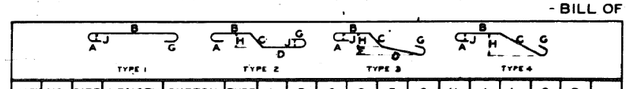
0160461-60X75-S234-EXT.dgn

# FOR INFORMATION ONLY

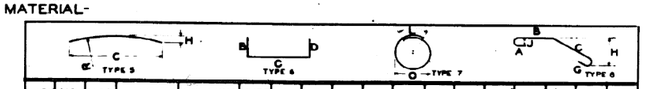
301-6-3




## - BILL OF MATERIAL -




| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h1 | 8 | 1 1/16" | 33-9 | | 1 | | 32-4 | | | | 1-5 | | 1-0 1/16 | | | |
| h2 | 8 | " | 26-3 | | 1 | 1-5 | 23-5 | | | | 1-5 | | 1-0 1/16 | | | |
| h3 | 6 | " | 22-9 | | 1 | 1-5 | 19-11 | | | | 1-5 | | 1-0 1/16 | | | |
| h4 | 4 | " | 48-9 | | 2 | 1-5 | 17-4 | 6-6 | 22-1 | | 1-5 | 4-7 | 1-0 1/16 | | | |
| h5 | 4 | 1 1/16" | 48-9 | | 2 | 1-5 | 18-4 | 6-6 | 24-1 | | 1-5 | 4-7 | 1-0 1/16 | | | |
| h6 | 8 | 1" | 12-0 | | 5 | | | 18-0 | | | | 4 1/16 | | | | 66-0 |
| h7 | 4 | 1 1/16" | 25-9 | | 4 | 1-5 | 18-11/16 | 4-9 1/16 | | | 1-5 | 3-3 | 1-0 1/16 | | | |
| h8 | 4 | " | 19-0 | | 4 | 1-5 | 10-11 | 5-3 | | | 1-5 | 3-7 | 1-0 1/16 | | | |
| h9 | 8 | " | 34-0 | | | | | | | | | | | | | |
| h10 | 4 | " | 48-0 | | 3 | 1-5 | 18-2 | 5-9 1/16 | 21-2 1/16 | 5 | 1-5 | 4-1 | 1-0 1/16 | | | |
| h11 | 4 | " | 49-6 | | 3 | 1-5 | 16-2 | 6-3 | 24-3 | 3 1/16 | 1-5 | 4-5 | 1-0 1/16 | | | |
| h12 | 4 | " | 48-0 | | 3 | 1-5 | 12-8 | 5-8 1/16 | 26-9 1/16 | 6 | 1-5 | 4-0 1/16 | 1-0 1/16 | | | |
| h13 | 8 | " | 25-6 | | 1 | 1-5 | 24-1 | | | | | | 1-0 1/16 | | | |
| h14 | 8 | " | 33-0 | | | | | | | | | | | | | |
| h15 | 4 | " | 44-9 | | 2 | 1-5 | 15-2 | 5-6 1/16 | 21-2 1/16 | | 1-5 | 3-11 | 1-0 1/16 | | | |
| h16 | 4 | " | 47-3 | | 2 | 1-5 | 17-2 | 6-0 | 21-3 | | 1-5 | 4-3 | 1-0 1/16 | | | |
| h17 | 4 | " | 48-0 | | 2 | 1-5 | 13-8 | 6-6 | 25-0 | | 1-5 | 4-7 | 1-0 1/16 | | | |
| h18 | 4 | " | 23-6 | | 1 | 1-5 | 20-8 | | | | 1-5 | | 1-0 1/16 | | | |
| h19 | 8 | " | 32-3 | | 1 | 1-5 | 30-10 | | | | | | 1-0 1/16 | | | |
| h20 | 4 | " | 32-9 | | 2 | 1-5 | 2-6 | 6-6 | 20-11 | | 1-5 | 4-7 | 1-0 1/16 | | | |
| h21 | 8 | 1 1/16" | 30-9 | | 1 | 1-5 | 27-11 | | | | 1-5 | | 1-0 1/16 | | | |
| h22 | 8 | 1" | 11-0 | | 5 | | | 11-0 | | | | 4 | | | | 66-0 |
| h23 | 8 | 1" | 13-0 | | 5 | | | 13-0 | | | | 4 | | | | 66-0 |
| h24 | 24 | 5/8" | 41-6 | | | | | | | | | | | | | |
| h25 | 4 | 5/8" | 14-6 | | | | | | | | | | | | | |
| h26 | 22 | 1/2" | 1-11 | | | | | | | | | | | | | |
| h27 | 18 | 5/8" | 7-6 | | 6 | | 2-0 1/16 | 3-5 | 2-0 1/16 | | | | | | | |
| h28 | 18 | 5/8" | 7-6 | | 6 | | 1-10 1/16 | 3-9 | 1-10 1/16 | | | | | | | |
| h29 | 6 | 1 1/16" | 25-6 | | 1 | 1-5 | 22-8 | | | | 1-5 | | 1-0 1/16 | | | |
| h30 | 4 | " | 52-9 | | 2 | 1-5 | 13-3 | 11-6 1/16 | 25-1 1/16 | | 1-5 | 8-2 | 1-0 1/16 | | | |
| h31 | 6 | " | 29-0 | | 1 | 1-5 | 26-2 | | | | 1-5 | | 1-0 1/16 | | | |
| h32 | 4 | " | 46-3 | | 1 | 1-5 | 44-10 | | | | | | 1-0 1/16 | | | |
| h33 | 6 | " | 21-9 | | 1 | 1-5 | 18-11 | | | | 1-5 | | 1-0 1/16 | | | |
| h34 | 4 | " | 22-3 | | 1 | 1-5 | 12-9 | 6-8 | | | 1-5 | 5-3 | 1-0 1/16 | | | |
| h35 | 2 | " | 59-3 | | 2 | 1-5 | 10-0 | 10-7 1/16 | 35-9 1/16 | | 1-5 | 7-6 | 1-0 1/16 | | | |
| h36 | 2 | " | 59-3 | | 2 | 1-5 | 6-0 | 10-7 1/16 | 39-9 1/16 | | 1-5 | 7-6 | 1-0 1/16 | | | |
| h37 | 4 | " | 55-9 | | 1 | 1-5 | 54-4 | | | | | | 1-0 1/16 | | | |
| h38 | 6 | " | 60-0 | | 1 | 1-5 | 58-7 | | | | | | 1-0 1/16 | | | |
| h39 | 10 | " | 50-0 | | 1 | 1-5 | 47-2 | | | | 1-5 | | 1-0 1/16 | | | |
| h40 | 4 | 1 1/16" | 46-0 | | 1 | 1-5 | 43-2 | | | | 1-5 | | 1-0 1/16 | | | |




| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h41 | 4 | 1 1/16" | 31-6 | | 8 | 1-5 | 9-10 | 8-10 | | | 1-5 | 6-9 | 1-0 1/16 | | | |
| h42 | 4 | " | 54-6 | | 1 | 1-5 | 53-1 | | | | | | 1-0 1/16 | | | |
| h43 | 2 | 1 1/16" | 36-6 | | 1 | 1-5 | 35-1 | | | | | | 1-0 1/16 | | | |
| h44 | 32 | 5/8" | 28-0 | | | | | | | | | | | | | |
| h45 | 4 | 1 1/16" | 30-6 | | 1 | | 29-1 | | | | 1-5 | | 1-0 1/16 | | | |
| h46 | 6 | " | 20-6 | | 1 | 1-5 | 17-8 | | | | 1-5 | | 1-0 1/16 | | | |
| h47 | 6 | " | 17-0 | | 1 | 1-5 | 14-2 | | | | 1-5 | | 1-0 1/16 | | | |
| h48 | 4 | 1 1/16" | 38-6 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| s1 | 24 | 5/8" | 9-9 | | 6 | | 3-7 1/16 | 2-6 | 3-7 1/16 | | | | | | | |
| s2 | 16 | " | 10-3 | | 6 | | 3-10 1/16 | 2-6 | 3-10 1/16 | | | | | | | |
| s3 | 16 | " | 10-9 | | 6 | | 4-1 1/16 | 2-6 | 4-1 1/16 | | | | | | | |
| s4 | 8 | " | 11-3 | | 6 | | 4-4 1/16 | 2-6 | 4-4 1/16 | | | | | | | |
| s5 | 152 | " | 11-9 | | 6 | | 4-7 1/16 | 2-6 | 4-7 1/16 | | | | | | | |
| s6 | 20 | " | 12-3 | | 6 | | 4-10 1/16 | 2-6 | 4-10 1/16 | | | | | | | |
| s7 | 20 | " | 12-9 | | 6 | | 5-1 1/16 | 2-6 | 5-1 1/16 | | | | | | | |
| s8 | 28 | " | 13-3 | | 6 | | 5-4 1/16 | 2-6 | 5-4 1/16 | | | | | | | |
| s9 | 24 | " | 13-9 | | 6 | | 5-7 1/16 | 2-6 | 5-7 1/16 | | | | | | | |
| s10 | 24 | " | 14-3 | | 6 | | 5-10 1/16 | 2-6 | 5-10 1/16 | | | | | | | |
| s11 | 332 | " | 7-0 | | 6 | | 2-3 | 2-6 | 2-3 | | | | | | | |
| s12 | 132 | " | 6-9 | | 6 | | 2-1 1/16 | 2-6 | 2-1 1/16 | | | | | | | |
| s13 | 132 | 5/8" | 18-6 | | 6 | | 8-6 | 2-6 | 8-6 | | | | | | | |
| s14 | 33 | 1/2" | 3-6 | | 6 | | 1-7 1/16 | 1-3 | 1-7 1/16 | | | | | | | |
| t1 | 21 | 1/2" | 11-0 | | 7 | | | | | | | | | 1-5 | 3-0 1/16 | |
| t2 | 12 | 1/2" | 13-0 | | 7 | | | | | | | | | 1-5 | 3-8 | |
| d | 45 | 1 1/16" | 7-0 | | | | | | | | | | | | | |
| d1 | 33 | 1 1/16" | 12-0 | | | | | | | | | | | | | |
| v | 32 | 1 1/16" | 15-6 | | | | | | | | | | | | | |
| v1 | 46 | " | 14-6 | | | | | | | | | | | | | |
| v2 | 12 | 1 1/16" | 11-6 | | | | | | | | | | | | | |
| sp1 | 2 | 3/8" @ 3 1/2" | | Pitch=4 | Curve | Dia=13'-6" | Long | | | | | | | | | |
| sp2 | 2 | 3/8" @ 3 1/2" | | Pitch=14 | Curve | Dia=12'-6" | Long | | | | | | | | | |
| Class "A" Concrete | | | | | | | | | | | | | 293.3 | Cu. Yds. | | |
| Reinforcement Bars | | | | | | | | | | | | | 64,965 | Lbs. | | |

NOTE

1. Dimensions of bearing details are not shown where a spacing of 1½" or more is shown. Bearing seats for bridge seats shall be constructed to the exact elevations shown. If such hammering or grinding is necessary, it shall be done at no additional cost.

REVISIONS

| DATE | BY | DESCRIPTION |
|---|---|---|
| | | |

**DEPARTMENT OF HIGHWAYS**
COOK COUNTY, ILLINOIS

WILLIAM N. ERICKSON
PRESIDENT BOARD OF COUNTY COMMISSIONERS

GEORGE A. QUINLAN
SUPERINTENDENT OF HIGHWAYS

PIER NO. 7
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED G.A.M. | SECTION 062-2424 38.4
DRAWN W.H.T. | SCALE AS NOTED
CHECKED S.M.W. S.E.A. | APPROVED

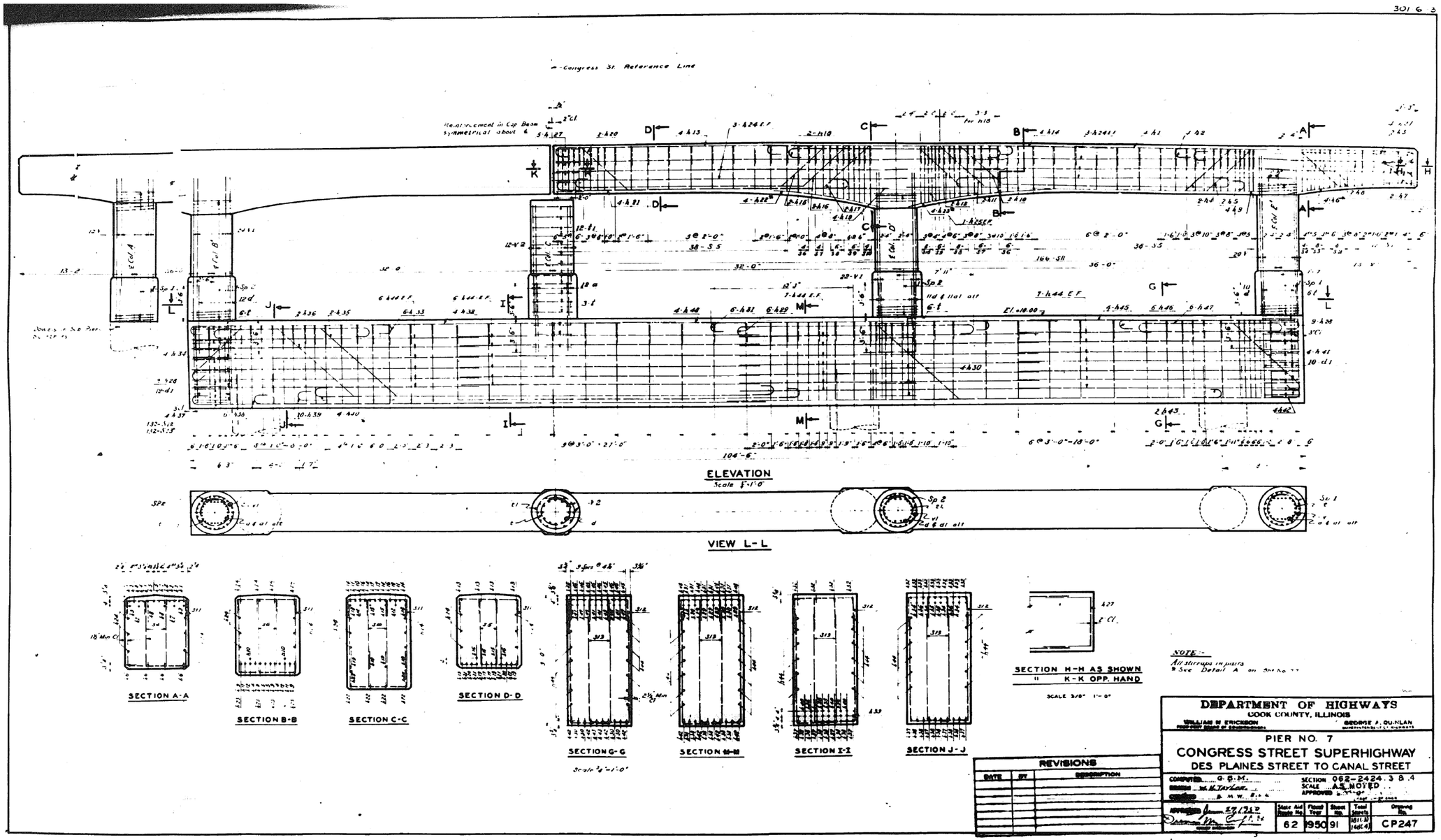
APPROVED 7/1/49
CHIEF ENGINEER

| State Aid Route No. | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1950 | 90 | 181(3) 181(4) | CP246 |

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 519 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 90 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

016046I-60X75-S235-EXT.dgn

# FOR INFORMATION ONLY

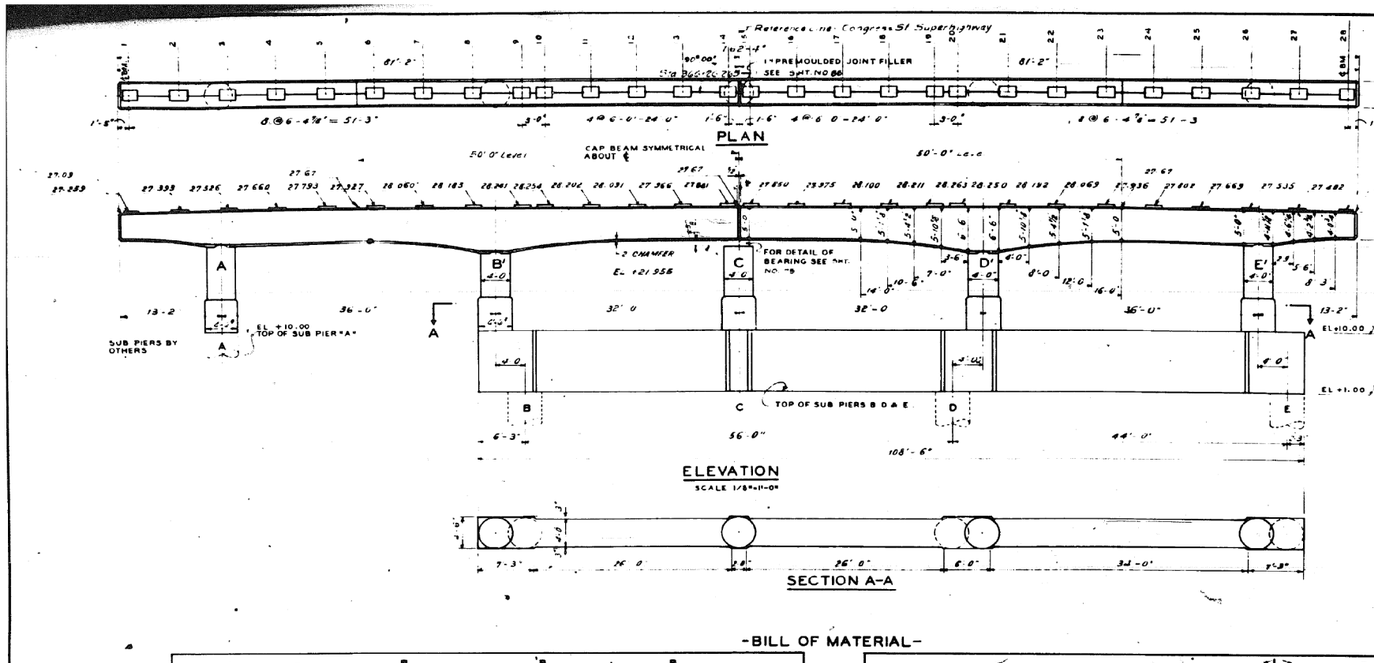


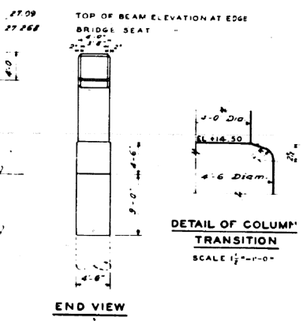

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 520 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | SHEET NO. 91 OF 194 SHEETS | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | | | ILLINOIS FED. AID PROJECT | | | |

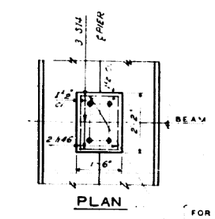
0160461-60X75-S236-EXT.dgn

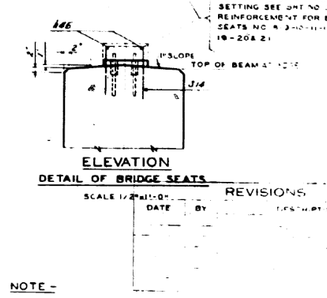
# FOR INFORMATION ONLY

301-6-3




FOR DETAIL OF ANCHOR BOLT SETTING SEE SHT. NO. 18
REINFORCEMENT FOR BRIDGE SEATS NO. 4 SHT. NO. 19-20 & 21

REVISIONS
DATE BY DESCRIPTION

NOTE -
ALL DIMENSIONS OF BENDING DIAGRAMS ARE OUT TO OUT OF BARS

SPLICING OF BARS TO BE 33 DIA. MINIMUM
L or D.B. bars shall be constructed to the exact length shown. If bush hammering or grinding is necessary, shall be done at no additional cost.

## -BILL OF MATERIAL-

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h | 32 | 5/8 ø | 28-6 | | | | | | | | | | | | | |
| h1 | 4 | " | 22-0 | | | | | | | | | | | | | |
| h2 | 8 | 1 1/4 □ | 34-6 | | 1 | 1-5 | 33-1 | | | | | | 1-0½ | | | |
| h3 | 4 | " | 26-6 | | 1 | 1-5 | 23-8 | | | | 1-5 | | 1-0½ | | | |
| h4 | 4 | " | 31-5 | | 2 | 1-5 | 17-4 | 6-6 | 26-6 | | | 4-7 | 1-0½ | | | |
| h5 | 4 | " | 47-6 | | 2 | 1-5 | 15-4 | 6-6 | 22-10 | | 1-5 | 4-7 | 1-0½ | | | |
| h6 | 4 | " | 22-6 | | 1 | 1-5 | 19-8 | | | | 1-5 | | 1-0½ | | | |
| h7 | 4 | " | 19-0 | | 4 | 1-5 | 11-0 | 5-2 | | | 1-5 | 3-6 | 1-0½ | | | |
| h8 | 4 | " | 60-5 | | 3 | 1-5 | 15-3 | 5-8½ | 28-6½ | 6½ | | 6-1½ | 1-0½ | | | |
| h9 | 4 | " | 49-3 | | 3 | 1-5 | 17-3 | 5-9½ | 25-4½ | 5½ | 1-5 | 4-1 | 1-0½ | | | |
| h10 | 4 | " | 62-0 | | 3 | 1-5 | 18-3 | 6-3½ | 23-11 | 5 | 1-5 | 4-5½ | 1-0½ | | | |
| h11 | 4 | " | 34-0 | | | | | | | | | | | | | |
| h12 | 4 | " | 49-3 | | 2 | 1-5 | 21-2 | 6-0 | 19-3 | | 1-5 | 4-3 | 1-0½ | | | |
| h13 | 4 | " | 63-3 | " | 2 | 1-5 | 17-6 | 6-0 | 22-11 | | 1-5 | 4-3 | 1-0½ | | | |
| h14 | 4 | " | 51-3 | " | 2 | 1-5 | 17-6 | 6-6 | 24-11 | | 1-5 | 4-7 | 1-0½ | | | |
| h15 | 8 | " | 33-0 | | | | | | | | | | | | | |
| h16 | 4 | " | 31-0 | | 1 | 1-5 | 28-2 | | | | 1-5 | | 1-0½ | | | |
| h17 | 8 | " | 32-3 | | 1 | 1-5 | 30-10 | | | | | | 1-0½ | | | |
| h18 | 4 | " | 32-0 | | 1 | 1-5 | 13-2 | | | | 1-5 | | 1-0½ | | | |
| h19 | 4 | " | 34-3 | | 2 | 1-5 | 2-0 | 6-6 | 26-4 | | | 4-7 | 1-0½ | | | |
| h20 | 4 | " | 28-0 | | 1 | 1-5 | 25-2 | | | | 1-5 | | 1-0½ | | | |
| h21 | 8 | 1 1/4 □ | 24-3 | | 1 | 1-5 | 22-10 | | | | | | 1-0½ | | | |
| h22 | 4 | 5/8 ø | 8-0 | | | | | | | | | | | | | |
| h23 | 4 | 1 1/4 □ | 27-3 | | 4 | 1-5 | 18-2 | 5-3 | | | 1-5 | 3-7 | 1-0½ | | | |
| h24 | 8 | ▯ ø | 12-0 | | 5 | | | 12-0 | | | | 4½ | | | 66-0 | |
| h25 | 8 | " | 13-0 | | 5 | | | 13-0 | | | | 4 | | | 86-0 | |
| h26 | 8 | " | 11-0 | | 5 | | | 11-0 | | | | 4 | | | 66-0 | |
| h27 | 16 | 5/8 ø | 7-6 | | 6 | | 2-0½ | 3-5 | 2-0½ | | | | | | | |
| h28 | 10 | 1 1/4 □ | 49-6 | | 1 | 1-5 | 46-1 | | | | | | 1-0½ | | | |
| h29 | 2 | " | 36-6 | | 8 | 1-5 | 22-10½ | 10-9½ | | | 1-5 | 8-2 | 1-0½ | | | |
| h30 | 4 | " | 31-0 | | 1 | 1-5 | 29-7 | | | | | | 1-0½ | | | |
| h31 | 4 | " | 60-0 | | | | | | | | | | | | | |
| h32 | 6 | " | 59-3 | | 1 | 1-5 | 57-10 | | | | | | 1-0½ | | | |
| h33 | 16 | " | 47-6 | | 1 | 1-5 | 44-4 | | | | 1-5 | | 1-0½ | | | |
| h34 | 4 | " | 43-6 | | 1 | 1-5 | 40-8 | | | | 1-5 | | 1-0½ | | | |
| h35 | 2 | " | 57-6 | | 2 | 1-5 | 6-9 | 18-7½ | 29-3½ | | 1-5 | 7-6 | 1-0½ | | | |
| h36 | 2 | " | 57-6 | " | 2 | 1-5 | 6-9 | 18-7½ | 29-3½ | | 1-5 | 7-6 | 1-0½ | | | |
| h37 | 4 | " | 48-0 | | | | | | | | | | | | | |
| h38 | 6 | " | 41-3 | | 1 | 1-5 | 38-5 | | | | 1-5 | | 1-0½ | | | |
| h39 | 10 | 1 1/4 □ | 27-3 | | 1 | 1-5 | 24-8 | | | | 1-5 | | 1-0½ | | | |

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h40 | 10 | 1 1/4 □ | 33-3 | | 1 | 1-5 | 30-6 | | | | 1-5 | | 1-0⅞ | | | |
| h41 | 4 | " | 48-6 | | 1 | 1-5 | 41-1 | | | | | | 1-0⅞ | | | |
| h42 | 6 | " | 20-6 | | 1 | 1-5 | 17-8 | | | | 1-5 | | 1-0⅞ | | | |
| h43 | 2 | " | 20-0 | | 8 | 1-5 | 11-3 | 5-11 | | | 1-5 | 4-8½ | 1-0⅞ | | | |
| h44 | 42 | 5/8 ø | 37-6 | | | | | | | | | | | | | |
| h45 | 18 | 5/8 ø | 7-6 | | 6 | | 1-10½ | 3-9 | 1-10½ | | | | | | | |
| h46 | 20 | 1/2 ø | 1-11 | | | | | | | | | | | | | |
| s | 124 | 5/8 ø | 11-8 | | 6 | | 4-7½ | 2-6 | 4-7½ | | | | | | | |
| s1 | 12 | " | 12-8 | " | 6 | | 4-9 | 2-6 | 4-9 | | | | | | | |
| s2 | 16 | " | 12-3 | " | 6 | | 4-4½ | 2-6 | 4-4½ | | | | | | | |
| s3 | 16 | " | 12-8 | " | 6 | | 5-1½ | 2-6 | 5-1½ | | | | | | | |
| s4 | 12 | " | 13-3 | " | 6 | | 5-4½ | 2-6 | 5-4½ | | | | | | | |
| s5 | 16 | " | 13-9 | " | 6 | | 5-7½ | 2-6 | 5-7½ | | | | | | | |
| s6 | 16 | " | 14-3 | " | 6 | | 5-10½ | 2-6 | 5-10½ | | | | | | | |
| s7 | 8 | " | 11-3 | " | 6 | | 4-4½ | 2-6 | 4-4½ | | | | | | | |
| s8 | 80 | " | 10-6 | " | 6 | | 4-0 | 2-6 | 4-0 | | | | | | | |
| s9 | 16 | " | 10-0 | " | 6 | | 3-9 | 2-6 | 3-9 | | | | | | | |
| s10 | 18 | " | 9-3 | " | 6 | | 3-7½ | 2-6 | 3-7½ | | | | | | | |
| s11 | 268 | " | 7-0 | " | 6 | | 2-3 | 2-6 | 2-3 | | | | | | | |
| s12 | 104 | " | 13-6 | " | 6 | | 8-6 | 2-6 | 8-6 | | | | | | | |
| s13 | 104 | 5/8 ø | 6-3 | " | 6 | | 2-1½ | 2-6 | 2-1½ | | | | | | | |
| s14 | 30 | 1/2 ø | 3-6 | | 6 | | 1-1½ | 1-3 | 1-1½ | | | | | | | |
| t | 12 | 1/2 ø | 13-0 | | 7 | | | | | | | | | 1-4 | 3-8 | |
| t1 | 21 | 1/2 ø | 11-0 | | 7 | | | | | | | | | 1-5 | 3 0½ | |
| d | 41 | 1 1/8 ø | 7-0 | | | | | | | | | | | | | |
| d1 | 29 | 1 1/8 ø | 12-0 | | | | | | | | | | | | | |
| V1 | 30 | 1 1/8 ø | 16-0 | | | | | | | | | | | | | |
| V2 | 46 | 1 1/8 ø | 12-0 | | | | | | | | | | | | | |
| V3 | 12 | 1 1/8 ø | 11-8 | | | | | | | | | | | | | |
| SP1 | 2 | 9 x 8 - 3 1/8" PITCH - 44" Core Dia. 18'-0" Long | | | | | | | | | | | | | | |
| SP2 | 2 | " " " " - 44" Core Dia. 12'-0" Long | | | | | | | | | | | | | | |
| CLASS "A" CONCRETE | | | | | | | | | | | | | | | 304.4 CU. YDS. | |
| REINFORCEMENT BARS | | | | | | | | | | | | | | | 68,306 LBS. | |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON, PRESIDENT BOARD OF TRANSPORTATION
GEORGE A. QUINLAN, SUPERINTENDENT OF HIGHWAYS

PIER NO. 8
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED G.S.M.
DRAWN J.W.H. J.G.
CHECKED J.M.W.
SECTION 062-2424-38.4
SCALE AS NOTED
APPROVED

APPROVED Jan. 9, 1950
CHIEF ENGINEER

| Index Abst. Sheets No. | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1950 | 92 | 191 (3) (461.4) | CP248 |

0160461-60X75-S237-EXT.dgn

| | | | |
|---|---|---|---|
| USER NAME = pateld | DESIGNED - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | |
| PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | |

**PARSONS BRINCKERHOFF**

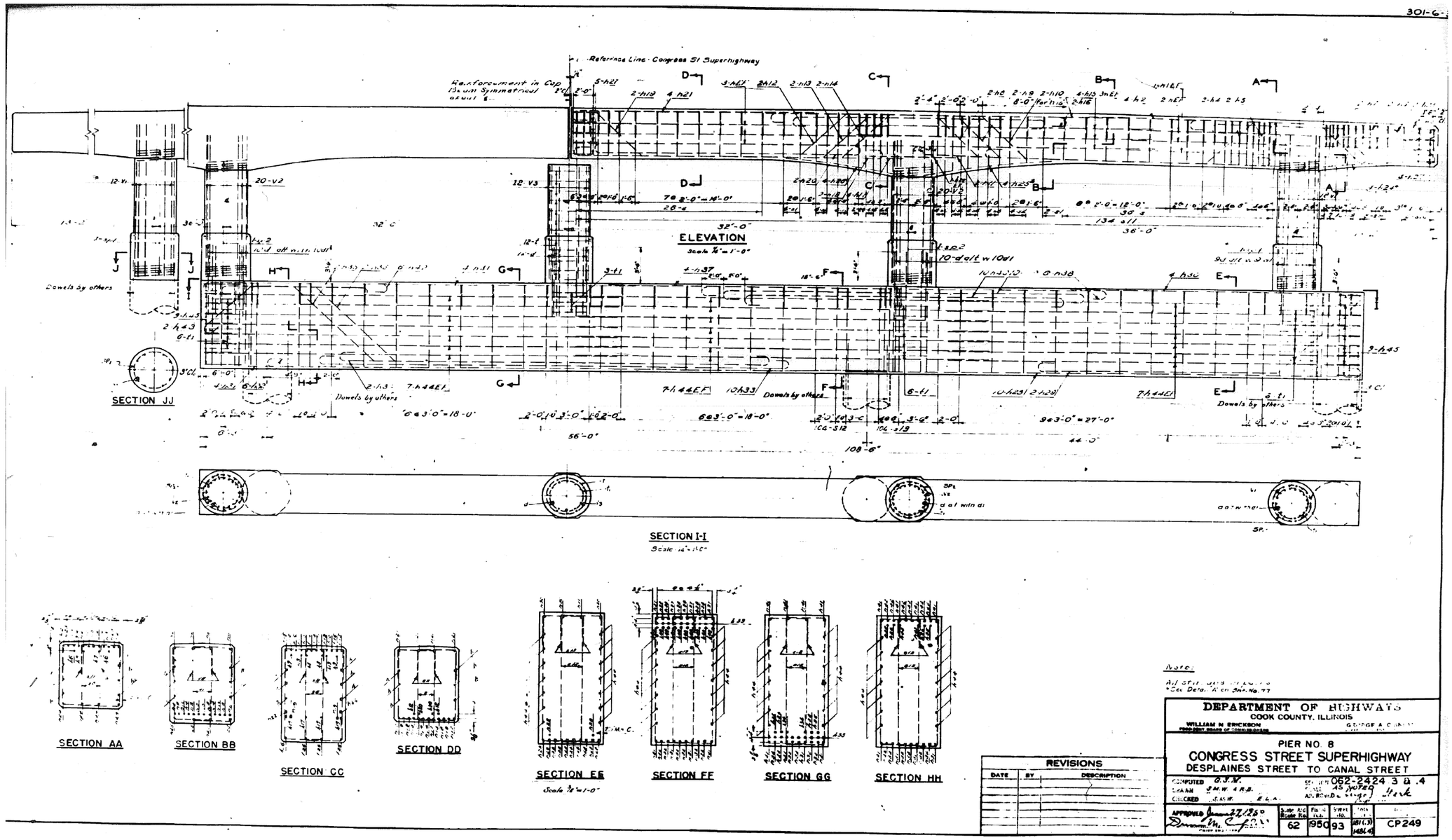
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**EXISTING PLANS**
**STRUCTURE NO. 016-0461**
SHEET NO. 92 OF 194 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 521 |

**CONTRACT NO. 60X75**
ILLINOIS FED. AID PROJECT

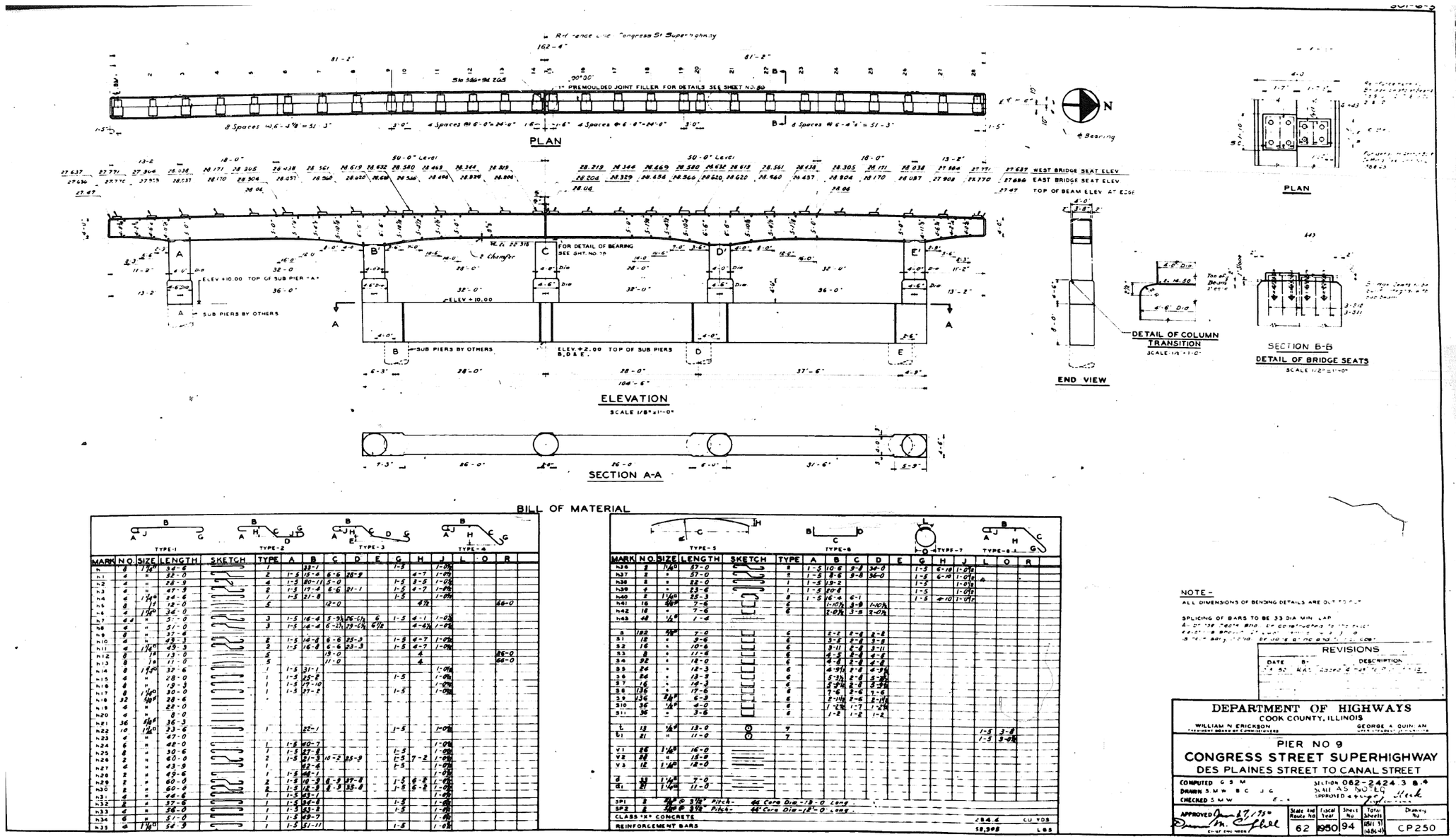
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 522 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 93 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S238-EXT.dgn

# FOR INFORMATION ONLY




## BILL OF MATERIAL

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h | 8 | 1 1/4" | 35-6 | | 1 | | 33-1 | | | | 1-5 | | 1-0 1/2 | | | |
| h1 | 4 | " | 52-0 | | 2 | 1-5 | 15-6 | 6-6 | 28-9 | | | 4-7 | 1-0 1/2 | | | |
| h2 | 4 | " | 28-9 | | 4 | 1-5 | 20-11 | 5-0 | | | 1-5 | 3-5 | 1-0 1/2 | | | |
| h3 | 4 | " | 47-3 | | 8 | 1-5 | 17-4 | 6-6 | 21-1 | | 1-5 | 4-7 | 1-0 1/2 | | | |
| h4 | 6 | 1 1/4" | 24-6 | | 1 | 1-5 | 21-8 | | | | 1-5 | | 1-0 1/2 | | | |
| h5 | 8 | " | 12-0 | | 5 | | 12-0 | | | | | 4 1/2 | | | 66-0 | |
| h6 | 4 | 1 1/4" | 34-0 | | | | | | | | | | | | | |
| h7 | 4 | " | 5-0 | | 3 | 1-5 | 16-4 | 5-5 1/2 | 26-1 1/2 | 6 | 1-5 | 4-1 | 1-0 1/2 | | | |
| h8 | 4 | " | 51-0 | | 3 | 1-5 | 16-4 | 6-2 1/2 | 29-1 1/2 | 6 1/8 | | 4-4 1/2 | 1-0 1/2 | | | |
| h9 | 8 | " | 37-6 | | | | | | | | | | | | | |
| h10 | 4 | " | 43-3 | | 2 | 1-5 | 14-6 | 6-6 | 25-3 | | 1-5 | 4-7 | 1-0 1/2 | | | |
| h11 | 4 | 1 1/4" | 49-3 | | 2 | 1-5 | 16-8 | 6-6 | 23-3 | | 1-5 | 4-7 | 1-0 1/2 | | | |
| h12 | 8 | 1 1/8 | 13-0 | | 5 | | | 13-0 | | | | 4 | | | 26-0 | |
| h13 | 8 | " | 11-0 | | 5 | | | 11-0 | | | | 4 | | | 66-0 | |
| h14 | 8 | 1 1/4" | 32-6 | | 1 | 1-5 | 31-1 | | | | | | 1-0 1/2 | | | |
| h15 | 4 | " | 28-0 | | 1 | 1-5 | 25-2 | | | | 1-5 | | 1-0 1/2 | | | |
| h16 | 8 | " | 18-3 | | 1 | 1-5 | 17-10 | | | | | | 1-0 1/2 | | | |
| h17 | 8 | 1 1/4" | 30-0 | | 1 | 1-5 | 27-2 | | | | 1-5 | | 1-0 1/2 | | | |
| h18 | 32 | 5/8" | 28-6 | | | | | | | | | | | | | |
| h19 | 4 | " | 22-0 | | | | | | | | | | | | | |
| h20 | 4 | " | 8-0 | | | | | | | | | | | | | |
| h21 | 36 | 5/8" | 36-3 | | | | | | | | | | | | | |
| h22 | 10 | 1 1/4" | 23-6 | | 1 | | 22-1 | | | | 1-5 | | 1-0 1/2 | | | |
| h23 | 4 | " | 47-0 | | | | | | | | | | | | | |
| h24 | 6 | " | 42-0 | | 1 | 1-5 | 40-7 | | | | | | 1-0 1/2 | | | |
| h25 | 8 | " | 30-6 | | 1 | 1-5 | 27-8 | | | | 1-5 | | 1-0 1/2 | | | |
| h26 | 2 | " | 60-0 | | 2 | 1-5 | 21-5 | 10-2 | 25-9 | | 1-5 | 7-2 | 1-0 1/2 | | | |
| h27 | 4 | " | 43-9 | | 1 | | 42-6 | | | | 1-5 | | 1-0 1/2 | | | |
| h28 | 2 | " | 49-6 | | 1 | 1-5 | 48-1 | | | | | | 1-0 1/2 | | | |
| h29 | 2 | " | 60-0 | | 2 | 1-5 | 18-9 | 8-5 | 37-8 | | 1-5 | 6-2 | 1-0 1/2 | | | |
| h30 | 2 | " | 60-0 | | 2 | 1-5 | 12-3 | 8-5 | 33-8 | | 1-5 | 6-2 | 1-0 1/2 | | | |
| h31 | 4 | " | 48-6 | | 1 | 1-5 | 43-1 | | | | | | 1-0 1/2 | | | |
| h32 | 2 | " | 37-6 | | 1 | 1-5 | 34-8 | | | | 1-5 | | 1-0 1/2 | | | |
| h33 | 4 | " | 36-0 | | 1 | 1-5 | 33-3 | | | | 1-5 | | 1-0 1/2 | | | |
| h34 | 6 | " | 51-0 | | 1 | 1-5 | 49-7 | | | | | | 1-0 1/2 | | | |
| h35 | 4 | 1 1/4" | 54-3 | | 1 | 1-5 | 51-11 | | | | 1-5 | | 1-0 1/2 | | | |

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h36 | 2 | 1 1/4" | 57-0 | | 2 | 1-5 | 10-6 | 9-8 | 34-0 | | 1-5 | 6-10 | 1-0 1/2 | | | |
| h37 | 2 | " | 57-0 | | 2 | 1-5 | 8-6 | 9-8 | 36-0 | | 1-5 | 6-10 | 1-0 1/2 | | | |
| h38 | 2 | " | 22-0 | | 1 | 1-5 | 19-2 | | | | 1-5 | | 1-0 1/2 | | | |
| h39 | 4 | " | 23-6 | | 1 | 1-5 | 20-8 | | | | 1-5 | | 1-0 1/2 | | | |
| h40 | 2 | 1 1/4" | 25-3 | | 8 | 1-5 | 16-4 | 6-1 | | | 1-5 | 4-10 | 1-0 1/2 | | | |
| h41 | 18 | 5/8" | 7-6 | | 6 | | 1-10 1/2 | 3-8 | 1-10 1/2 | | | | | | | |
| h42 | 18 | " | 7-6 | | 6 | | 2-0 1/2 | 3-8 | 2-0 1/2 | | | | | | | |
| h43 | 48 | 1/2" | 1-4 | | | | | | | | | | | | | |
| s | 192 | 5/8" | 7-0 | | 6 | | 2-2 | 2-8 | 2-8 | | | | | | | |
| s1 | 18 | " | 8-6 | | 6 | | 3-5 | 2-8 | 3-8 | | | | | | | |
| s2 | 16 | " | 10-6 | | 6 | | 3-11 | 2-8 | 3-11 | | | | | | | |
| s3 | 8 | " | 11-6 | | 6 | | 4-5 | 2-8 | 4-5 | | | | | | | |
| s4 | 92 | " | 12-0 | | 6 | | 4-8 | 2-8 | 4-8 | | | | | | | |
| s5 | 24 | " | 12-3 | | 6 | | 4-9 1/2 | 2-8 | 4-9 1/2 | | | | | | | |
| s6 | 24 | " | 12-9 | | 6 | | 5-3 1/2 | 2-8 | 5-3 1/2 | | | | | | | |
| s7 | 16 | " | 14-3 | | 6 | | 5-9 1/2 | 2-8 | 5-9 1/2 | | | | | | | |
| s8 | 136 | " | 17-6 | | 6 | | 7-6 | 2-6 | 7-6 | | | | | | | |
| s9 | 136 | 7/8" | 6-9 | | 6 | | 2-11 1/2 | 2-6 | 2-11 1/2 | | | | | | | |
| s10 | 36 | 1/2" | 4-0 | | 6 | | 1-2 1/2 | 1-7 | 1-2 1/2 | | | | | | | |
| s11 | 36 | " | 3-6 | | 6 | | 1-2 | 1-2 | 1-2 | | | | | | | |
| t | 12 | 1/2" | 13-9 | | 7 | | | | | | | | | 1-5 | 3-8 | |
| t1 | 21 | " | 11-9 | | 7 | | | | | | | | | 1-5 | 3-8 1/2 | |
| v1 | 24 | 1 1/4" | 16-0 | | | | | | | | | | | | | |
| v2 | 24 | " | 15-9 | | | | | | | | | | | | | |
| v3 | 12 | 1 1/4" | 14-0 | | | | | | | | | | | | | |
| d | 33 | 1 1/4" | 7-0 | | | | | | | | | | | | | |
| d1 | 21 | 1 1/4" | 11-0 | | | | | | | | | | | | | |
| SP1 | 2 | 7/8" @ 5 1/2" Pitch - 44' Core Dia. - 13'-0" Long. | | | | | | | | | | | | | | |
| SP2 | 2 | 7/8" @ 5 1/2" Pitch - 44' Core Dia. - 12'-0" Long. | | | | | | | | | | | | | | |
| CLASS "A" CONCRETE | | | | | | | | | | | | | | | 284.6 | CU. YDS. |
| REINFORCEMENT BARS | | | | | | | | | | | | | | | 58,398 | LBS. |

NOTE -

ALL DIMENSIONS OF BENDING DETAILS ARE OUT TO OUT.

SPLICING OF BARS TO BE 33 DIA. MIN. LAP.

ALL OF THE BEAMS AND CONSTRUCTED TO THE FULL LENGTH & BRACED AT MIDSPAN. [illegible]

[illegible]

REVISIONS

| DATE | BY | DESCRIPTION |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS

WILLIAM N. ERICKSON
PRESIDENT BOARD OF COMMISSIONERS

GEORGE A. QUINLAN
SUPERINTENDENT OF HIGHWAYS

PIER NO 9
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

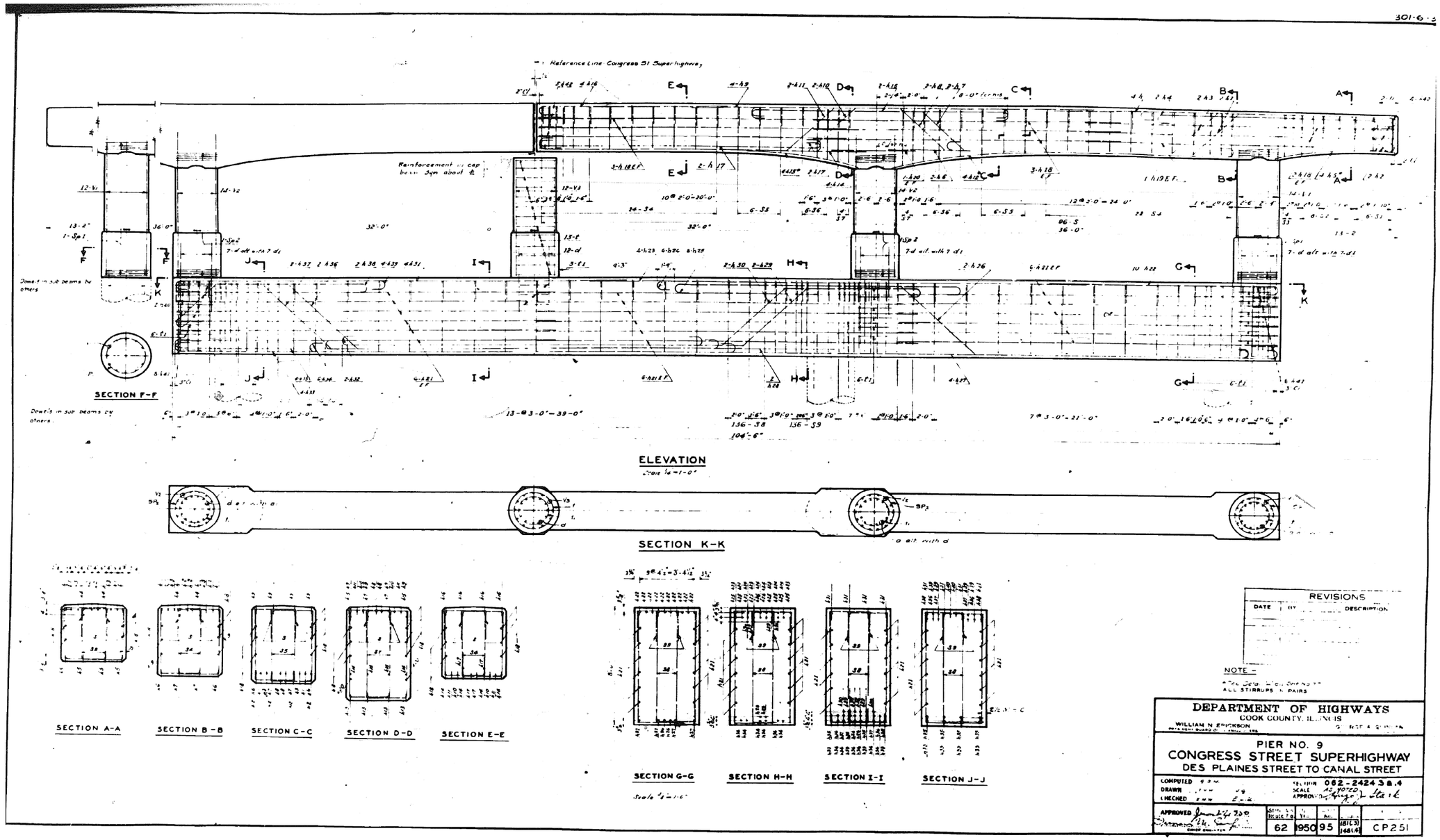
COMPUTED G.S.M.
DRAWN S.M.W. B.C. J.G.
CHECKED S.M.W. E.A.
SECTION 062-2424.3 & .4
SCALE AS NOTED
APPROVED 4/27/59
APPROVED M. Schiel
CHIEF ENGINEER

| STATE AND ROUTE NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS | DRAWING NO. |
|---|---|---|---|---|
| 62 | 1950 | 94 | 1951 (1 of 1) (1-26-51) | CP250 |

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 523 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | SHEET NO. 94 OF 194 SHEETS | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-5239-EXT.dgn

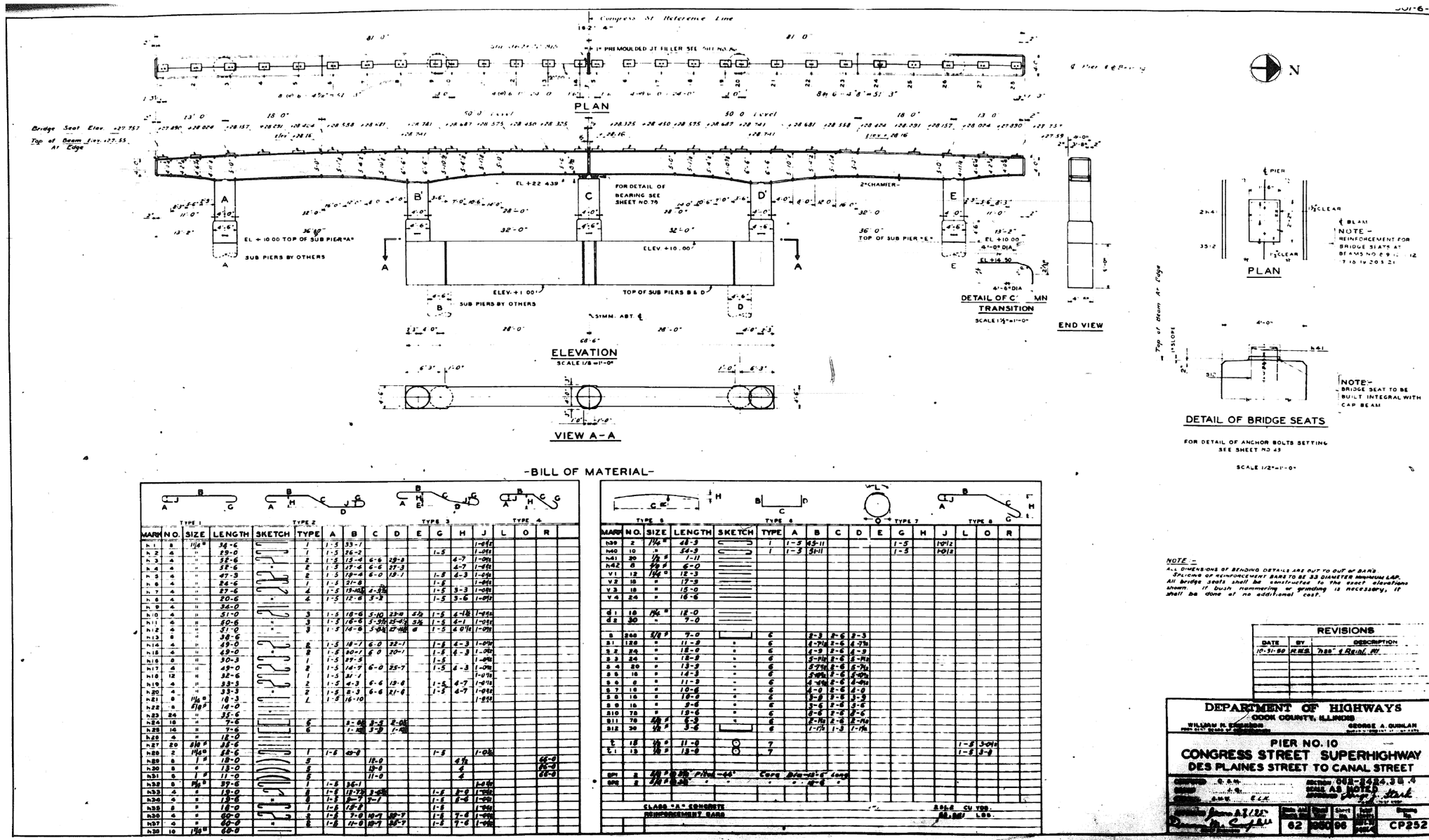
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 524 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 95 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S240-EXT.dgn

# FOR INFORMATION ONLY




## -BILL OF MATERIAL-

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h1 | 8 | 1¼" | 34-6 | | 1 | 1-5 | 33-1 | | | | | | 1-0½ | | | |
| h2 | 4 | " | 29-0 | | 1 | 1-5 | 26-2 | | | | 1-5 | | 1-0½ | | | |
| h3 | 4 | " | 58-6 | | 2 | 1-5 | 15-4 | 6-6 | 28-8 | | | 4-7 | 1-0½ | | | |
| h4 | 4 | " | 58-6 | | 2 | 1-5 | 17-6 | 6-6 | 27-3 | | | 4-7 | 1-0½ | | | |
| h5 | 4 | " | 47-3 | | 2 | 1-5 | 19-4 | 6-0 | 19-1 | | 1-5 | 4-3 | 1-0½ | | | |
| h6 | 4 | " | 24-6 | | 1 | 1-5 | 21-8 | | | | 1-5 | | 1-0½ | | | |
| h7 | 4 | " | 27-6 | | 4 | 1-5 | 15-10½ | 4-8½ | | | 1-5 | 3-3 | 1-0½ | | | |
| h8 | 4 | " | 20-6 | | 4 | 1-5 | 12-8 | 3-3 | | | 1-5 | 3-6 | 1-0½ | | | |
| h9 | 4 | " | 34-0 | | | | | | | | | | | | | |
| h10 | 4 | " | 51-0 | | 3 | 1-5 | 18-6 | 5-10 | 23-0 | 4½ | 1-5 | 4-1½ | 1-0½ | | | |
| h11 | 4 | " | 50-6 | | 3 | 1-5 | 18-6 | 5-9½ | 25-4½ | 3½ | 1-5 | 4-1 | 1-0½ | | | |
| h12 | 4 | " | 51-0 | | 3 | 1-5 | 14-6 | 5-9½ | 27-1½ | 0 | 1-5 | 4 0½ | 1-0½ | | | |
| h13 | 8 | " | 38-6 | | | | | | | | | | | | | |
| h14 | 4 | " | 49-0 | | 2 | 1-5 | 18-7 | 6-0 | 22-1 | | 1-5 | 4-3 | 1-0½ | | | |
| h15 | 4 | " | 49-0 | | 2 | 1-5 | 20-1 | 6 0 | 20-1 | | 1-5 | 4-3 | 1-0½ | | | |
| h16 | 8 | " | 30-3 | | 1 | 1-5 | 27-5 | | | | 1-5 | | 1-0½ | | | |
| h17 | 4 | " | 49-0 | | 2 | 1-5 | 14-7 | 6-0 | 25-7 | | 1-5 | 4-3 | 1-0½ | | | |
| h18 | 12 | " | 32-6 | | 1 | 1-5 | 32-1 | | | | | | 1-0½ | | | |
| h19 | 4 | " | 33-3 | | 2 | 1-5 | 4-3 | 6-6 | 19-8 | | 1-5 | 4-7 | 1-0½ | | | |
| h20 | 4 | " | 33-3 | | 2 | 1-5 | 8-3 | 6-6 | 21-8 | | 1-5 | 4-7 | 1-0½ | | | |
| h21 | 8 | 1¼" | 18-3 | | 1 | 1-5 | 16-10 | | | | | | 1-0½ | | | |
| h22 | 8 | 5/8" | 14-0 | | | | | | | | | | | | | |
| h23 | 24 | " | 32-6 | | | | | | | | | | | | | |
| h24 | 16 | " | 7-6 | | 6 | | 3-0 | 3-3 | 2-0½ | | | | | | | |
| h25 | 14 | " | 7-6 | | 6 | | 1-10 | 3-3 | 1-10 | | | | | | | |
| h26 | 4 | " | 12-0 | | | | | | | | | | | | | |
| h27 | 20 | 5/8" | 35-6 | | | | | | | | | | | | | |
| h28 | 2 | 1¼" | 52-6 | | 1 | 1-6 | 49-0 | | | | 1-5 | | 1-0½ | | | |
| h29 | 8 | 1" | 18-0 | | 5 | | | 18-0 | | | | 4½ | | | 66-0 | |
| h30 | 8 | " | 13-0 | | 5 | | | 10-0 | | | | 4 | | | 46-0 | |
| h31 | 8 | 1" | 11-0 | | 5 | | | 11-0 | | | | 4 | | | 68-0 | |
| h32 | 8 | 1¼" | 39-6 | | 1 | 1-6 | 36-1 | | | | | | 1-0½ | | | |
| h33 | 4 | " | 13-0 | | 1 | 1-6 | 12-7½ | 3-0½ | | | 1-5 | 3-0 | 1-0½ | | | |
| h34 | 4 | " | 13-6 | | 1 | 1-5 | 9-7 | 7-7 | | | 1-5 | 6-6 | 1-0½ | | | |
| h35 | 8 | " | 18-0 | | 1 | 1-6 | 15-8 | | | | 1-5 | | 1-0½ | | | |
| h36 | 4 | " | 60-0 | | 2 | 1-6 | 7-0 | 10-7 | 18-7 | | 1-5 | 7-6 | 1-0½ | | | |
| h37 | 4 | " | 60-0 | | 2 | 1-6 | 11-0 | 10-7 | 18-7 | | 1-5 | 7-6 | 1-0½ | | | |
| h38 | 10 | 1¼" | 60-0 | | | | | | | | | | | | | |

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h39 | 2 | 1¼" | 48-3 | | 1 | 1-5 | 45-11 | | | | 1-5 | | 1-0½ | | | |
| h40 | 10 | " | 54-3 | | 1 | 1-3 | 51-11 | | | | 1-3 | | 1-0½ | | | |
| h41 | 20 | ½" | 1-11 | | | | | | | | | | | | | |
| h42 | 8 | 5/8" | 6-0 | | | | | | | | | | | | | |
| V1 | 12 | 1¼" | 12-3 | | | | | | | | | | | | | |
| V2 | 18 | " | 17-9 | | | | | | | | | | | | | |
| V3 | 18 | " | 15-0 | | | | | | | | | | | | | |
| V4 | 24 | " | 16-6 | | | | | | | | | | | | | |
| d1 | 18 | 1¼" | 12-0 | | | | | | | | | | | | | |
| d2 | 30 | " | 7-0 | | | | | | | | | | | | | |
| S | 240 | 3/8" | 7-0 | | 6 | | 2-3 | 2-6 | 2-3 | | | | | | | |
| S1 | 128 | " | 11-8 | " | 6 | | 4-7½ | 2-6 | 4-7½ | | | | | | | |
| S2 | 24 | " | 18-0 | " | 6 | | 4-3 | 2-6 | 4-3 | | | | | | | |
| S3 | 24 | " | 18-9 | " | 6 | | 5-1½ | 2-6 | 5-1½ | | | | | | | |
| S4 | 20 | " | 13-9 | " | 6 | | 5-7½ | 2-6 | 5-7½ | | | | | | | |
| S5 | 16 | " | 14-3 | " | 6 | | 5-9½ | 2-6 | 5-9½ | | | | | | | |
| S6 | 8 | " | 11-3 | " | 6 | | 4-4½ | 2-6 | 4-4½ | | | | | | | |
| S7 | 16 | " | 10-6 | " | 6 | | 4-0 | 2-6 | 4-0 | | | | | | | |
| S8 | 16 | " | 10-0 | " | 6 | | 3-8 | 3-3 | 3-3 | | | | | | | |
| S9 | 16 | " | 9-6 | " | 6 | | 3-6 | 3-6 | 3-6 | | | | | | | |
| S10 | 78 | " | 13-6 | " | 6 | | 5-6 | 2-6 | 5-6 | | | | | | | |
| S11 | 70 | 5/8" | 6-3 | " | 6 | | 2-11½ | 2-6 | 2-11½ | | | | | | | |
| S12 | 30 | ½" | 3-6 | | 6 | | 1-11½ | 1-3 | 1-11½ | | | | | | | |
| t | 18 | ½" | 11-0 | | 7 | | | | | | | | | 1-5 | 3-0½ | |
| t1 | 13 | ½" | 13-0 | | 7 | | | | | | | | | 1-5 | 3-0 | |
| SPL | 2 | 5/8" | 2'-0" Plus -44° | Corg Dia-10'-6" Long | | | | | | | | | | | | |
| SPL | 2 | 3/8" | 2'-0" " " | " " 10'-6" " | | | | | | | | | | | | |
| CLASS "A" CONCRETE | | | | | | | | | | | | | 2016.6 CU YDS. | | | |
| REINFORCEMENT BARS | | | | | | | | | | | | | 68,861 LBS. | | | |

NOTE -
ALL DIMENSIONS OF BENDING DETAILS ARE OUT TO OUT OF BARS.
SPLICING OF REINFORCEMENT BARS TO BE 33 DIAMETER MINIMUM LAP.
All bridge seats shall be constructed to the exact elevations shown. If bush hammering or grinding is necessary, it shall be done at no additional cost.

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| 10-31-90 | H.W.S. | "FOR" & Reinf. Mat. |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM R. SCHERER — GEORGE A. QUINLAN

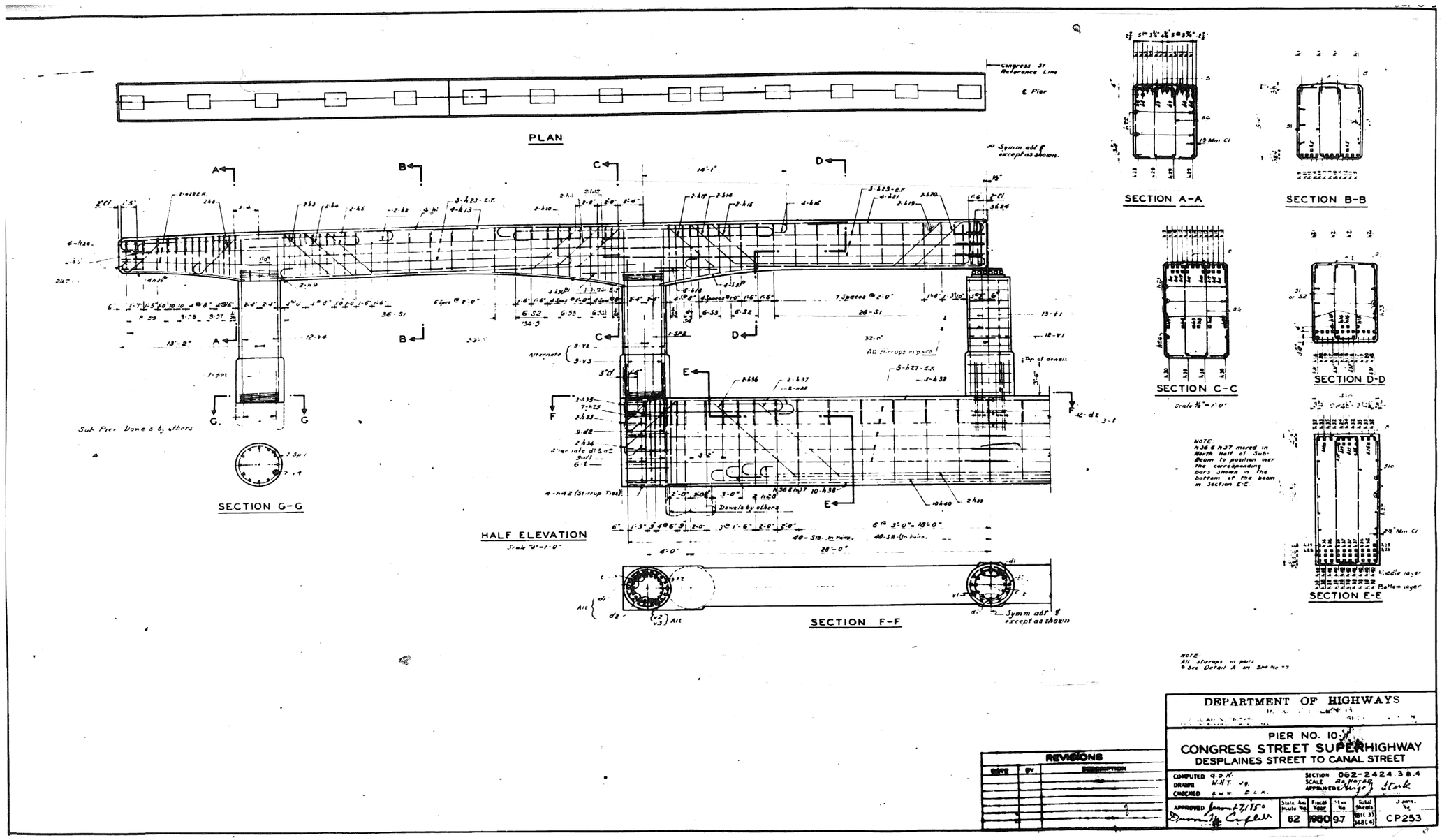
PIER NO. 10
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

SECTION 062-2424.3 & .4
SCALE AS NOTED
62 | 060 | 96 | CP252

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 525 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 96 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S241-EXT.dgn

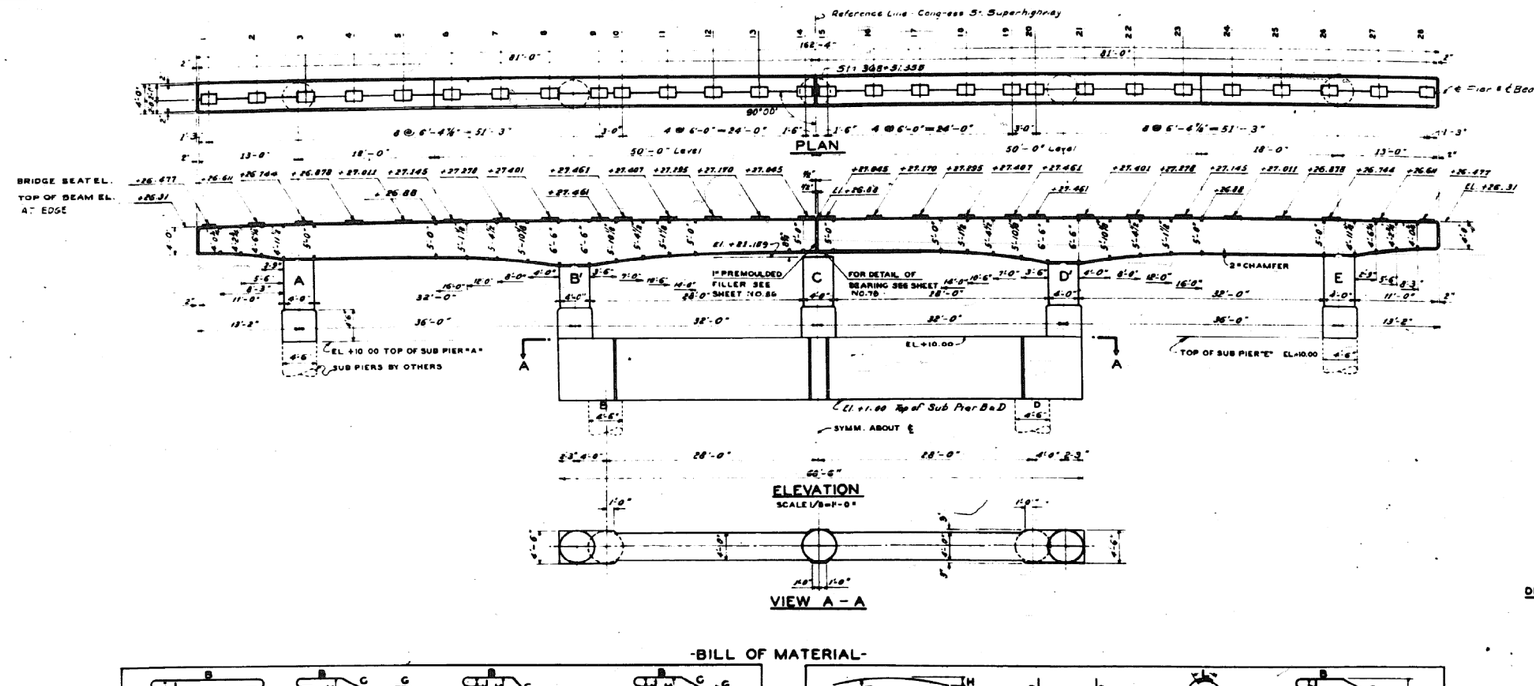
# FOR INFORMATION ONLY

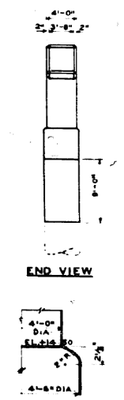


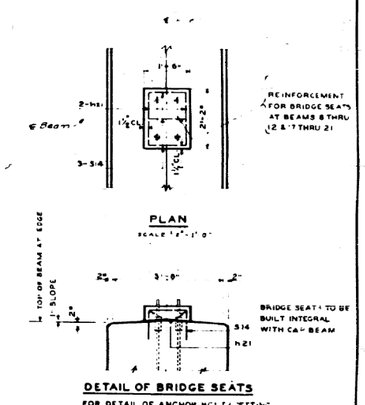

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 526 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 97 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S242-EXT.dgn

# FOR INFORMATION ONLY




## -BILL OF MATERIAL-

| MARK | NO. | SIZE | LENGTH | SHAPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h1 | 4 | 7/8" | 27-0 | 1 | 1-5 | 24-2 | | | | 1-5 | | 1-0½ | | | |
| h2 | 8 | " | 34-6 | 1 | 1-5 | 33-1 | | | | | | 1-0½ | | | |
| h3 | 4 | " | 50-6 | 2 | 1-5 | 13-10 | 6-6 | 30-9 | | | 4-7 | 1-0½ | | | |
| h4 | 4 | " | 50-6 | 2 | 1-5 | 15-10 | 6-6 | 30-9 | | | 4-7 | 1-0½ | | | |
| h5 | 4 | " | 46-0 | 2 | 1-5 | 17-10 | 6-8 | 19-4 | | 1-5 | 4-3 | 1-0½ | | | |
| h6 | 4 | " | 24-3 | 1 | 1-5 | 21-5 | | | | 1-5 | | 1-0½ | | | |
| h7 | 4 | " | 26-3 | 4 | 1-5 | 13-2 | 4-3 | | | 1-5 | 3-2½ | 1-0½ | | | |
| h8 | 4 | " | 20-6 | 4 | 1-5 | 18-6 | 5-2 | | | 1-5 | 3-6 | 1-0½ | | | |
| h9 | 4 | " | 50-3 | 3 | 1-5 | 18-4 | 6-3½ | 22-3½ | 5 | 1-5 | 4-8½ | 1-0½ | | | |
| h10 | 4 | " | 38-6 | 3 | 1-5 | 15-10 | 5-3½ | 15-3½ | 6 | | 4-1 | 1-0½ | | | |
| h11 | 4 | " | 49-6 | 3 | 1-5 | 13-10 | 5-8 | 27-1½ | 6 | 1-3 | 4-0½ | 1-0½ | | | |
| h12 | 12 | " | 34-0 | | | | | | | | | | | | |
| h13 | 8 | " | 28-6 | 1 | 1-3 | 21-1 | | | | | | 1-0½ | | | |
| h14 | 4 | " | 30-3 | 1 | 1-5 | 29-3 | | | | 1-5 | | 1-0½ | | | |
| h15 | 4 | " | 43-3 | 2 | 1-5 | 16-7 | 6-8 | 23-10 | | 1-5 | 4-3 | 1-0½ | | | |
| h16 | 4 | " | 47-9 | 2 | 1-5 | 17-1 | 5-6½ | 22-3½ | | 1-5 | 3-11 | 1-0½ | | | |
| h17 | 4 | " | 43-3 | 2 | 1-5 | 18-8 | 6-0 | 18-9 | | 1-5 | 4-4 | 1-0½ | | | |
| h18 | 4 | " | 31-9 | 2 | 1-5 | 4-3 | 6-6 | 18-9 | | 1-5 | 4-7 | 1-0½ | | | |
| h19 | 4 | " | 31-3 | 2 | 1-5 | 2-3 | 6-6 | 20-2 | | 1-5 | 4-7 | 1-0½ | | | |
| h20 | 12 | 1 1/8" | 32-6 | 1 | 1-5 | 31-1 | | | | | | 1-0½ | | | |
| h21 | 20 | 7/8" | 1-11 | | | | | | | | | | | | |
| h22 | 8 | 1" | 18-0 | 3 | | | 18-0 | | | | 4½ | | | | 66-0 |
| h23 | 8 | " | 13-0 | 3 | | | 13-0 | | | | 4 | | | | 86-0 |
| h24 | 8 | 1" | 11-0 | 3 | | | 11-0 | | | | 4 | | | | 66-0 |
| h25 | 12 | 5/8" | 14-0 | | | | | | | | | | | | |
| h26 | 24 | " | 35-6 | | | | | | | | | | | | |
| h27 | 4 | " | 15-3 | | | | | | | | | | | | |
| h28 | 18 | 5/8" | 7-6 | 6 | | 2-0½ | 3-8 | 2-0½ | | | | | | | |
| h29 | 12 | 1 1/8" | 18-3 | 1 | 1-5 | 15-3 | | | | 1-5 | | 1-0½ | | | |
| h31 | 8 | " | 37-6 | 1 | 1-5 | 34-1 | | | | | | 1-0½ | | | |
| h31 | 6 | " | 69-0 | 2 | 1-5 | 6-7 | 10-2 | 40-5 | | 1-5 | 7-2 | 1-0½ | | | |
| h32 | 4 | " | 60-8 | 2 | 1-5 | 10-7 | 10-2 | 36-5 | | 1-5 | 7-2 | 1-0½ | | | |
| h33 | 10 | " | 60-0 | | | | | | | | | | | | |
| h34 | 10 | " | 54-0 | 1 | 1-5 | 51-2 | | | | 1-5 | | 1-0½ | | | |
| h35 | 8 | 1 1/8" | 51-3 | 1 | 1-5 | 48-5 | | | | 1-5 | | 1-0½ | | | |
| h36 | 20 | 5/8" | 35-0 | | | | | | | | | | | | |
| h37 | 4 | 1 1/8" | 18-0 | 8 | 1-5 | 16-6 | 3-6 | | | 1-5 | 2-9 | 1-0½ | | | |
| h38 | 6 | " | 19-0 | 8 | 1-5 | 3-6 | 6-8 | | | 1-5 | 5-3 | 1-0½ | | | |

| MARK | NO. | SIZE | LENGTH | SHAPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h39 | 14 | 5/8" | 7-6 | 6 | | 1-10½ | 3-8 | 1-10½ | | | | | | | |
| h40 | 8 | 5/8" | 6-0 | | | | | | | | | | | | |
| S1 | 18 | 5/8" | 9-9 | 6 | | 3-7½ | 2-6 | 3-7½ | | | | | | | |
| S2 | 30 | " | 18-0 | 6 | | 3-9 | 2-6 | 3-9 | | | | | | | |
| S3 | 18 | " | 18-9 | 6 | | 4-1½ | 2-6 | 4-1½ | | | | | | | |
| S4 | 12 | " | 11-3 | 6 | | 4-4½ | 2-6 | 4-4½ | | | | | | | |
| S5 | 136 | " | 11-3 | 6 | | 4-7½ | 2-6 | 4-7½ | | | | | | | |
| S6 | 24 | " | 18-3 | 6 | | 4-10½ | 2-6 | 4-10½ | | | | | | | |
| S7 | 24 | " | 12-6 | 6 | | 5-0 | 2-6 | 5-0 | | | | | | | |
| S8 | 24 | " | 13-3 | 6 | | 5-4½ | 2-6 | 5-4½ | | | | | | | |
| S9 | 16 | " | 13-3 | 6 | | 5-7½ | 2-6 | 5-7½ | | | | | | | |
| S10 | 16 | " | 14-3 | 6 | | 5-10½ | 2-6 | 5-10½ | | | | | | | |
| S11 | 296 | " | 7-0 | 6 | | 2-3 | 2-6 | 2-3 | | | | | | | |
| S12 | 74 | " | 6-9 | 6 | | 2-1½ | 2-6 | 2-1½ | | | | | | | |
| S13 | 74 | 1/2" | 13-6 | 6 | | 8-6 | 2-6 | 8-6 | | | | | | | |
| S14 | 30 | 1/2" | 3-6 | | | 1-1½ | 1-3 | 1-1½ | | | | | | | |
| V1 | 12 | 1 1/4" | 11-0 | | | | | | | | | | | | |
| V2 | 82 | " | 16-0 | | | | | | | | | | | | |
| V3 | 32 | " | 14-0 | | | | | | | | | | | | |
| V4 | 24 | 1 1/4" | 15-6 | | | | | | | | | | | | |
| L1 | 11 | 5/8" | 13-0 | 7 | | | | | | | | | 1-5 | 3-4 | |
| L2 | 13 | 1/2" | 11-0 | 7 | | | | | | | | | 1-5 | 3-2½ | |
| d1 | 34 | 1 1/4" | 7-0 | | | | | | | | | | | | |
| d2 | 32 | 1 1/4" | 12-0 | | | | | | | | | | | | |
| SP1 | 2 | 5/8" - 3½" PITCH | | 44" CORE DIA. 11'-6" LONG | | | | | | | | | | | |
| SP2 | 2 | " " " | | " " 12'-6" " | | | | | | | | | | | |
| CLASS "X" CONCRETE | | | | | | | | | | | | 248.2 | CU. YDS | | |
| REINFORCEMENT BARS | | | | | | | | | | | | 27,494 | LB | | |

NOTE:-
All dimensions of bending diagrams are out to out of bars.
Splicing of bars to be 33 diameters minimum.
[illegible] shall be [illegible] elevations shown. If bush hammer [illegible] is necessary, it shall be done at no extra cost.

REVISIONS

| DATE | BY | DESCRIPTION |
|---|---|---|
| | | |

DEPARTMENT OF HIGHWAYS
COOK COUNTY ILLINOIS
WILLIAM N ERICKSON — GEORGE A QUINLAN

PIER NO 11
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED G S M
DRAWN J. G
CHECKED J M W
SECTION 062-2424.3 & 4
SCALE AS NOTED
APPROVED [illegible]

APPROVED [illegible] 12/15/95

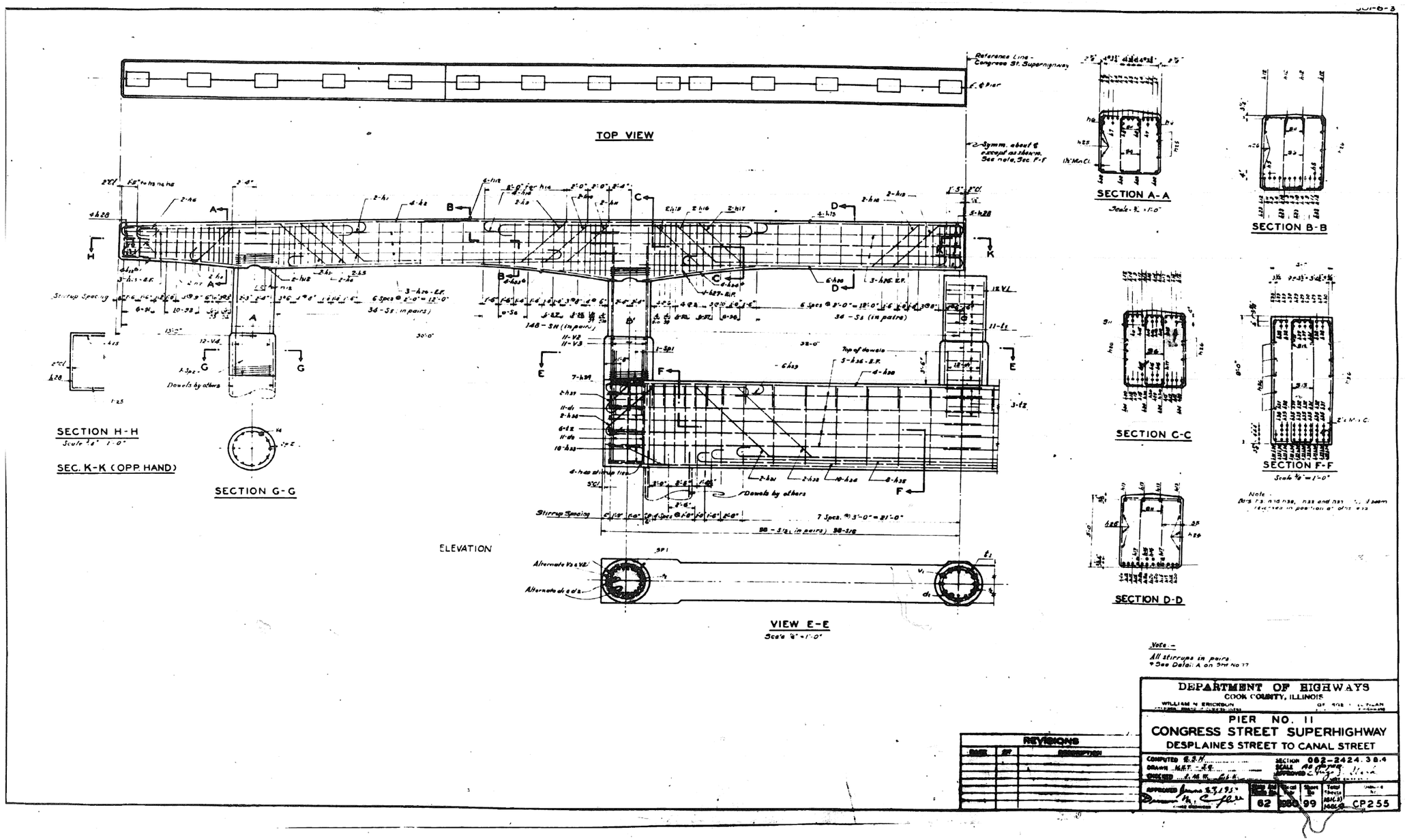
| State Aid Route No. | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1950 | 98 | 101 (3) 168 (4) | CP 254 |

0160461-60X75-S243-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 |
|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 98 OF 194 SHEETS |

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 527 |
| | | CONTRACT NO. 60X75 | | |
| | | ILLINOIS FED. AID PROJECT | | |

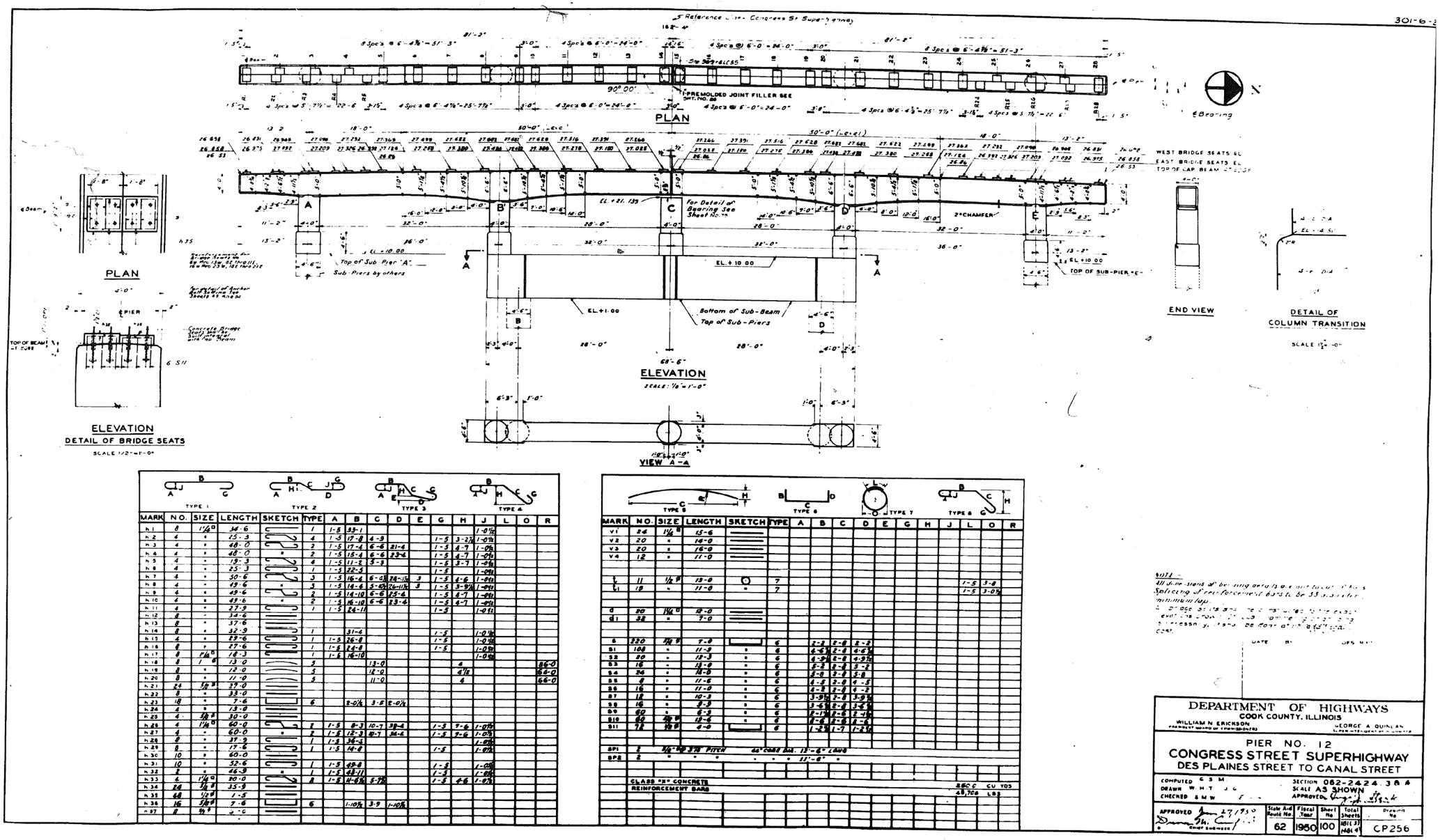
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 528 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | SHEET NO. 99 OF 194 SHEETS | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S244-EXT.dgn

# FOR INFORMATION ONLY




| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h1 | 8 | 1¼" | 34-6 | | 1 | 1-5 | 33-1 | | | | | | 1-0½ | | | |
| h2 | 4 | " | 25-3 | | 4 | 1-5 | 17-8 | 4-3 | | | 1-5 | 3-2½ | 1-0½ | | | |
| h3 | 4 | " | 48-0 | | 2 | 1-5 | 17-4 | 6-6 | 21-4 | | 1-5 | 4-7 | 1-0½ | | | |
| h4 | 4 | " | 48-0 | | 2 | 1-5 | 15-4 | 6-6 | 23-4 | | 1-5 | 4-7 | 1-0½ | | | |
| h5 | 4 | " | 19-3 | | 4 | 1-5 | 11-2 | 5-3 | | | 1-5 | 3-7 | 1-0½ | | | |
| h6 | 4 | " | 25-3 | | 1 | 1-5 | 22-4 | | | | 1-5 | | 1-0½ | | | |
| h7 | 4 | " | 50-6 | | 3 | 1-5 | 16-4 | 6-4½ | 24-1½ | 3 | 1-5 | 4-6 | 1-0½ | | | |
| h8 | 4 | " | 49-6 | | 3 | 1-5 | 14-4 | 5-4½ | 26-11½ | 3 | 1-5 | 3-9½ | 1-0½ | | | |
| h9 | 4 | " | 49-6 | | 2 | 1-5 | 14-10 | 6-6 | 25-4 | | 1-5 | 4-7 | 1-0½ | | | |
| h10 | 4 | " | 49-6 | | 2 | 1-5 | 16-10 | 6-6 | 23-4 | | 1-5 | 4-7 | 1-0½ | | | |
| h11 | 4 | " | 27-9 | | 1 | 1-5 | 24-11 | | | | 1-5 | | 1-0½ | | | |
| h12 | 8 | " | 34-6 | | | | | | | | | | | | | |
| h13 | 8 | " | 37-6 | | | | | | | | | | | | | |
| h14 | 8 | " | 32-9 | | 1 | | 31-4 | | | | 1-5 | | 1-0½ | | | |
| h15 | 4 | " | 29-6 | | 1 | 1-5 | 26-6 | | | | 1-5 | | 1-0½ | | | |
| h16 | 8 | " | 27-6 | | 1 | 1-5 | 24-6 | | | | 1-5 | | 1-0½ | | | |
| h17 | 8 | 1¼" | 18-3 | | 1 | 1-6 | 16-10 | | | | | | 1-0½ | | | |
| h18 | 8 | 1" | 13-0 | | 3 | | | 13-0 | | | | 4 | | | | 86-0 |
| h19 | 8 | " | 12-0 | | 3 | | | 12-0 | | | | 4½ | | | | 66-0 |
| h20 | 8 | " | 11-0 | | 3 | | | 11-0 | | | | 4 | | | | 66-0 |
| h21 | 24 | ⅝" | 27-0 | | | | | | | | | | | | | |
| h22 | 8 | " | 33-0 | | | | | | | | | | | | | |
| h23 | 18 | " | 7-6 | | 6 | | 2-0½ | 3-5 | 2-0½ | | | | | | | |
| h24 | 4 | " | 13-0 | | | | | | | | | | | | | |
| h25 | 4 | ⅝" | 30-0 | | | | | | | | | | | | | |
| h26 | 4 | 1¼" | 60-0 | | 2 | 1-5 | 8-3 | 10-7 | 38-4 | | 1-5 | 7-6 | 1-0½ | | | |
| h27 | 4 | " | 60-0 | | 2 | 1-5 | 12-3 | 10-7 | 36-4 | | 1-5 | 7-6 | 1-0½ | | | |
| h28 | 8 | " | 39-3 | | 1 | 1-5 | 36-3 | | | | | | 1-0½ | | | |
| h29 | 8 | " | 17-6 | | 1 | 1-5 | 14-4 | | | | 1-5 | | 1-0½ | | | |
| h30 | 10 | " | 60-0 | | | | | | | | | | | | | |
| h31 | 10 | " | 52-6 | | 1 | 1-5 | 49-8 | | | | 1-5 | | 1-0½ | | | |
| h32 | 2 | " | 46-9 | | 1 | 1-5 | 43-11 | | | | 1-5 | | 1-0½ | | | |
| h33 | 4 | 1¼" | 90-0 | | 8 | 1-5 | 41-6½ | 5-7½ | | | 1-5 | 4-6 | 1-0½ | | | |
| h34 | 24 | ⅞" | 35-9 | | | | | | | | | | | | | |
| h35 | 68 | 1/2" | 1-5 | | | | | | | | | | | | | |
| h36 | 16 | ⅝" | 7-6 | | 6 | | 1-0½ | 3-9 | 1-0½ | | | | | | | |
| h37 | 8 | ½" | 2-6 | | | | | | | | | | | | | |

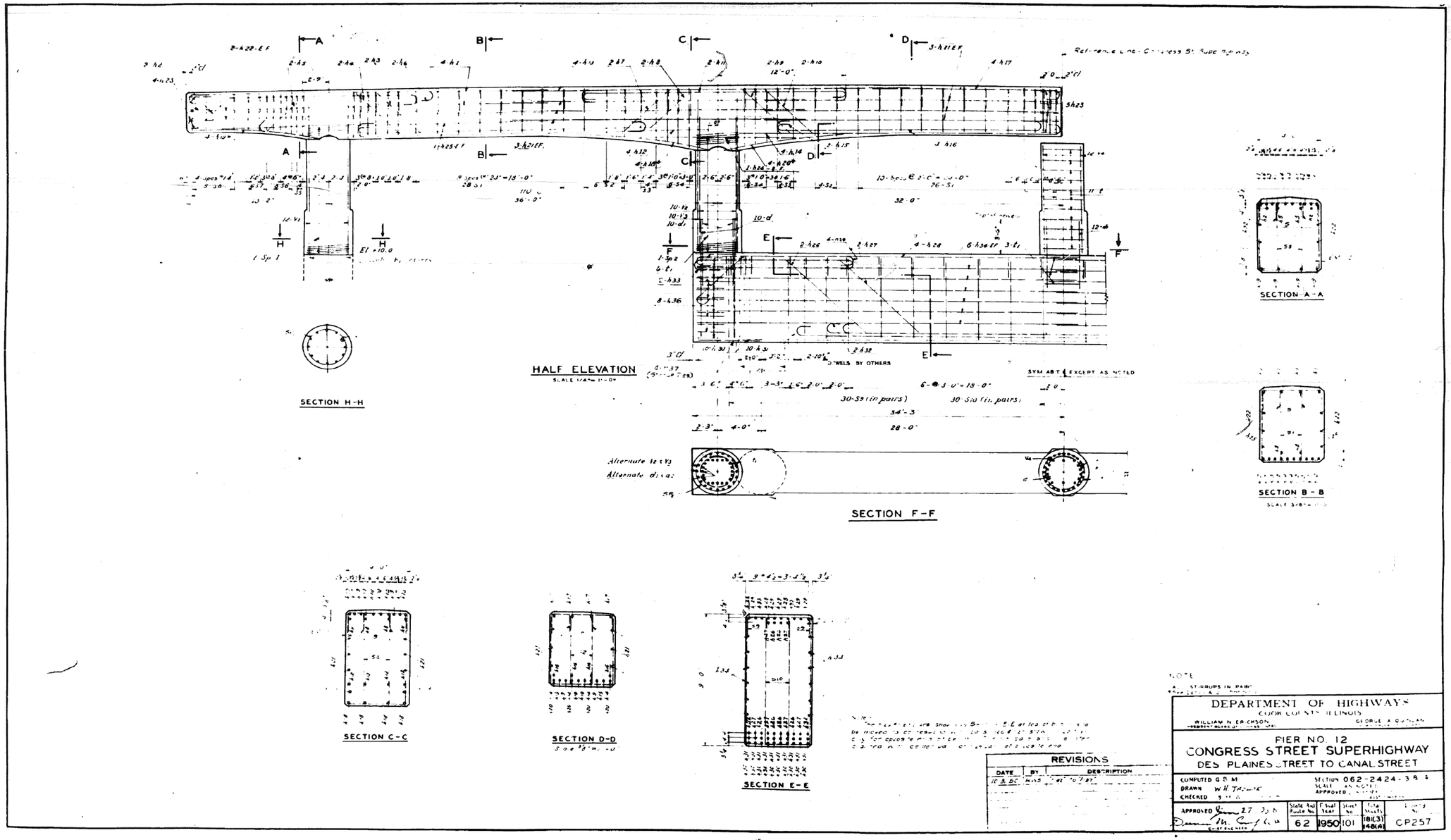
| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| v1 | 24 | 1¼" | 15-6 | | | | | | | | | | | | | |
| v2 | 20 | " | 14-0 | | | | | | | | | | | | | |
| v3 | 20 | " | 16-0 | | | | | | | | | | | | | |
| v4 | 12 | " | 11-0 | | | | | | | | | | | | | |
| t | 11 | ½" | 13-0 | | 7 | | | | | | | | | 1-5 | 3-8 | |
| t1 | 18 | " | 11-0 | | 7 | | | | | | | | | 1-5 | 3-0½ | |
| d | 20 | 1¼" | 12-0 | | | | | | | | | | | | | |
| d1 | 32 | " | 7-0 | | | | | | | | | | | | | |
| s | 220 | ⅝" | 7-0 | | 6 | | 2-8 | 2-8 | 2-8 | | | | | | | |
| s1 | 100 | " | 11-9 | | 6 | | 4-4½ | 2-8 | 4-4½ | | | | | | | |
| s2 | 20 | " | 12-3 | | 6 | | 4-9½ | 2-8 | 4-9½ | | | | | | | |
| s3 | 16 | " | 13-8 | | 6 | | 5-3 | 2-8 | 5-3 | | | | | | | |
| s4 | 36 | " | 14-0 | | 6 | | 5-8 | 2-8 | 5-8 | | | | | | | |
| s5 | 8 | " | 11-6 | | 6 | | 4-5 | 2-8 | 4-5 | | | | | | | |
| s6 | 16 | " | 11-0 | | 6 | | 4-3 | 2-8 | 4-3 | | | | | | | |
| s7 | 12 | " | 10-3 | | 6 | | 3-9½ | 2-8 | 3-9½ | | | | | | | |
| s8 | 16 | " | 9-9 | | 6 | | 3-6½ | 2-8 | 3-6½ | | | | | | | |
| s9 | 60 | " | 6-3 | | 6 | | 2-1½ | 2-8 | 2-1½ | | | | | | | |
| s10 | 60 | ⅝" | 10-6 | | 6 | | 2-6 | 2-8 | 2-6 | | | | | | | |
| s11 | 72 | ½" | 4-0 | | 6 | | 1-2½ | 1-7 | 1-2½ | | | | | | | |
| SP1 | 2 | ½" | 3'8" PITCH | | 46" CORE DIA. 13'-6" LONG | | | | | | | | | | | |
| SP2 | 2 | " | " | | " " 13'-6" " | | | | | | | | | | | |
| CLASS "X" CONCRETE | | | | | | | | | | | | | | 250 C.Y. | | |
| REINFORCEMENT BARS | | | | | | | | | | | | | | 48,700 LBS. | | |

NOTE -
All dimensions at bearing details are not focal points.
Splicing of reinforcement bars to be 33 diameters minimum lap.
[illegible]
DATE BY DES. NO.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. 90/94/290 | SECTION 2014-001 R&B (EB) |
| | | CHECKED - | REVISED - | | | COUNTY COOK | TOTAL SHEETS 696 / SHEET NO. 529 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | CONTRACT NO. 60X75 | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 100 OF 194 SHEETS | ILLINOIS FED. AID PROJECT | |

0160461-60X75-S245-EXT.dgn

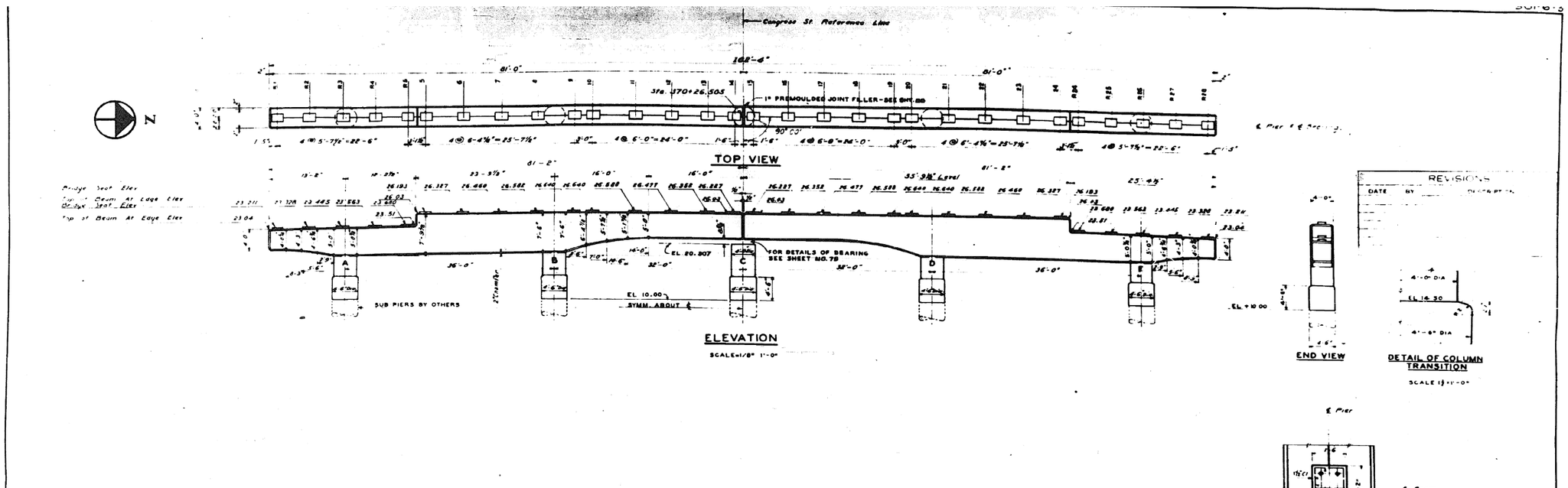
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 530 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 101 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

016046I-60X75-S246-EXT.dgn

# FOR INFORMATION ONLY




## -BILL OF MATERIAL-

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h1 | 8 | 1¼ □ | 19-6 | | 1 | | 18-1 | | | | 1-5 | | 1-0½ | | | |
| h1 | 8 | " | 32-9 | | 1 | | 31-4 | | | | 1-5 | | 1-0½ | | | |
| h2 | 8 | " | 29-0 | | 1 | 1-5 | 26-2 | | | | 1-5 | | 1-0½ | | | |
| h3 | 4 | " | 29-3 | | 2 | 1-5 | 1-3 | 6-0 | 13-2 | | 1-5 | 4-3 | 1-0½ | | | |
| h4 | 4 | " | 29-3 | " | 2 | 1-5 | 3-3 | 6-0 | 17-2 | | 1-5 | 4-3 | 1-0½ | | | |
| h5 | 4 | " | 45-3 | " | 2 | 1-5 | 11-2 | 6-0 | 25-3 | | 1-5 | 4-3 | 1-0½ | | | |
| h6 | 4 | " | 45-3 | | 2 | 1-5 | 13-2 | 6-0 | 23-3 | | 1-5 | 4-3 | 1-0½ | | | |
| h7 | 8 | " | 42-9 | | 1 | 1-5 | 41-4 | | | | | | 1-0½ | | | |
| h8 | 16 | " | 25-0 | | 1 | 1-5 | 22-2 | | | | 1-5 | | 1-0½ | | | |
| h9 | 4 | " | 47-6 | | 3 | 1-5 | 13-4 | 9-2 | 22-2 | 2½ | 1-5 | 6-5½ | 1-0½ | | | |
| h10 | 4 | " | 47-6 | " | 3 | 1-5 | 13-4 | 9-2½ | 20-1½ | 2 | 1-5 | 6-6 | 1-0½ | | | |
| h11 | 8 | " | 34-6 | | | | | | | | | | | | | |
| h12 | 4 | " | 43-3 | | 3 | 1-5 | 14-7 | 5-9½ | 20-0½ | 2¼ | 1-5 | 4-1 | 1-0½ | | | |
| h13 | 4 | " | 43-3 | " | 3 | 1-5 | 12-7 | 6-2½ | 21-7½ | 2½ | 1-5 | 4-4½ | 1-0½ | | | |
| h14 | 4 | " | 43-3 | | 3 | 1-5 | 10-7 | 6-2½ | 23-7½ | 2¾ | 1-5 | 4-4½ | 1-0½ | | | |
| h15 | 8 | " | 27-9 | | 1 | 1-5 | 24-11 | | | | 1-5 | | 1-0½ | | | |
| h16 | 8 | " | 30-0 | | 1 | 1-5 | 27-2 | | | | 1-5 | | 1-0½ | | | |
| h17 | 4 | " | 19-6 | | 4 | 1-5 | 11-5 | 5-3 | | | 1-5 | 3-7 | 1-0½ | | | |
| h18 | 4 | " | 31-0 | " | 4 | 1-5 | 23-4½ | 4-9½ | | | 1-5 | 3-3 | 1-0½ | | | |
| h19 | 12 | " | 26-6 | | 1 | 1-5 | 23-8 | | | | 1-5 | | 1-0½ | | | |
| h20 | 8 | 1¼ □ | 22-0 | | 1 | 1-5 | 19-2 | | | | 1-5 | | 1-0½ | | | |
| h21 | 8 | 1 ♯ | 11-6 | | 5 | | | 11-6 | | | | 6 | | | | 48-6 |
| h22 | 8 | 1 ♯ | 12-0 | | 5 | | | 12-0 | | | | 4½ | | | | 61-0 |
| h23 | 40 | 5/8 ♯ | 28-6 | | | | | | | | | | | | | |
| h24 | 18 | 5/8 ♯ | 7-6 | | 6 | | 2-0½ | 3-5 | 2-0½ | | | | | | | |
| h25 | 24 | ½ ♯ | 1-11 | | | | | | | | | | | | | |

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V1 | 12 | 1¼ □ | 10-0 | | | | | | | | | | | | | |
| V2 | 96 | 1¼ □ | 12-0 | | | | | | | | | | | | | |
| ℄ | 11 | ½ ♯ | 13-0 | | 7 | | | | | | | | | 1-5 | 3-8 | |
| S | 344 | 5/8 ♯ | 7-0 | | 6 | | 2-3 | 2-6 | 2-3 | | | | | | | |
| S1 | 132 | " | 11-9 | " | 6 | | 4-7½ | 2-6 | 4-7½ | | | | | | | |
| S2 | 12 | " | 12-3 | " | 6 | | 4-10½ | 2-6 | 4-10½ | | | | | | | |
| S3 | 8 | " | 12-9 | " | 6 | | 5-1½ | 2-6 | 5-1½ | | | | | | | |
| S4 | 8 | " | 13-3 | " | 6 | | 5-4½ | 2-6 | 5-4½ | | | | | | | |
| S5 | 8 | " | 13-9 | " | 6 | | 5-7½ | 2-6 | 5-7½ | | | | | | | |
| S6 | 8 | " | 14-3 | " | 6 | | 5-10½ | 2-6 | 5-10½ | | | | | | | |
| S7 | 8 | " | 14-9 | " | 6 | | 6-1½ | 2-6 | 6-1½ | | | | | | | |
| S8 | 4 | " | 15-3 | " | 6 | | 6-4½ | 2-6 | 6-4½ | | | | | | | |
| S9 | 4 | " | 15-9 | " | 6 | | 6-7½ | 2-6 | 6-7½ | | | | | | | |
| S10 | 4 | " | 16-3 | " | 6 | | 6-10½ | 2-6 | 6-10½ | | | | | | | |
| S11 | 4 | " | 16-6 | " | 6 | | 7-0 | 2-6 | 7-0 | | | | | | | |
| S12 | 80 | " | 16-9 | " | 6 | | 7-1½ | 2-6 | 7-1½ | | | | | | | |
| S13 | 16 | " | 17-3 | " | 6 | | 4-4½ | 2-6 | 4-4½ | | | | | | | |
| S14 | 12 | " | 10-9 | " | 6 | | 4-1½ | 2-6 | 4-1½ | | | | | | | |
| S15 | 16 | " | 10-3 | " | 6 | | 3-10½ | 2-6 | 3-10½ | | | | | | | |
| S16 | 20 | 5/8 ♯ | 9-9 | " | 6 | | 3-7½ | 2-6 | 3-7½ | | | | | | | |
| S17 | 36 | 1/2 ♯ | 3-6 | | 6 | | 1-1½ | 1-3 | 1-1½ | | | | | | | |
| SP1 | 4 | 5/8 ♯ @ 3½" Pitch - 44" Core Dia.-8'-6" Long | | | | | | | | | | | | | | |
| CLASS "X" CONCRETE | | | | | | | | | | | | | | 168.4 CU. YDS | | |
| REINFORCEMENT BARS | | | | | | | | | | | | | | 40,802 LBS | | |

NOTE-

ALL DIMENSIONS OF BENDING DETAILS ARE OUT TO OUT OF BARS. SPLICING OF REINFORCEMENT BARS TO BE 33 DIA. MINIMUM LAP. All bridge seats shall be constructed to the exact elevations shown. If bush hammering or grinding is necessary, it shall be done at no additional cost.

**DEPARTMENT OF HIGHWAYS**
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON, PRESIDENT BOARD OF COMMISSIONERS — GEORGE A. QUINLAN, COMMISSIONER BOARD OF COMMISSIONERS

PIER NO. 13
**CONGRESS STREET SUPERHIGHWAY**
**DES PLAINES STREET TO CANAL STREET**

COMPUTED G.S.M. — DRAWN S.A.W. — CHECKED S.M.W. — SECTION 062-2624.3 & 4 — SCALE AS NOTED — APPROVED

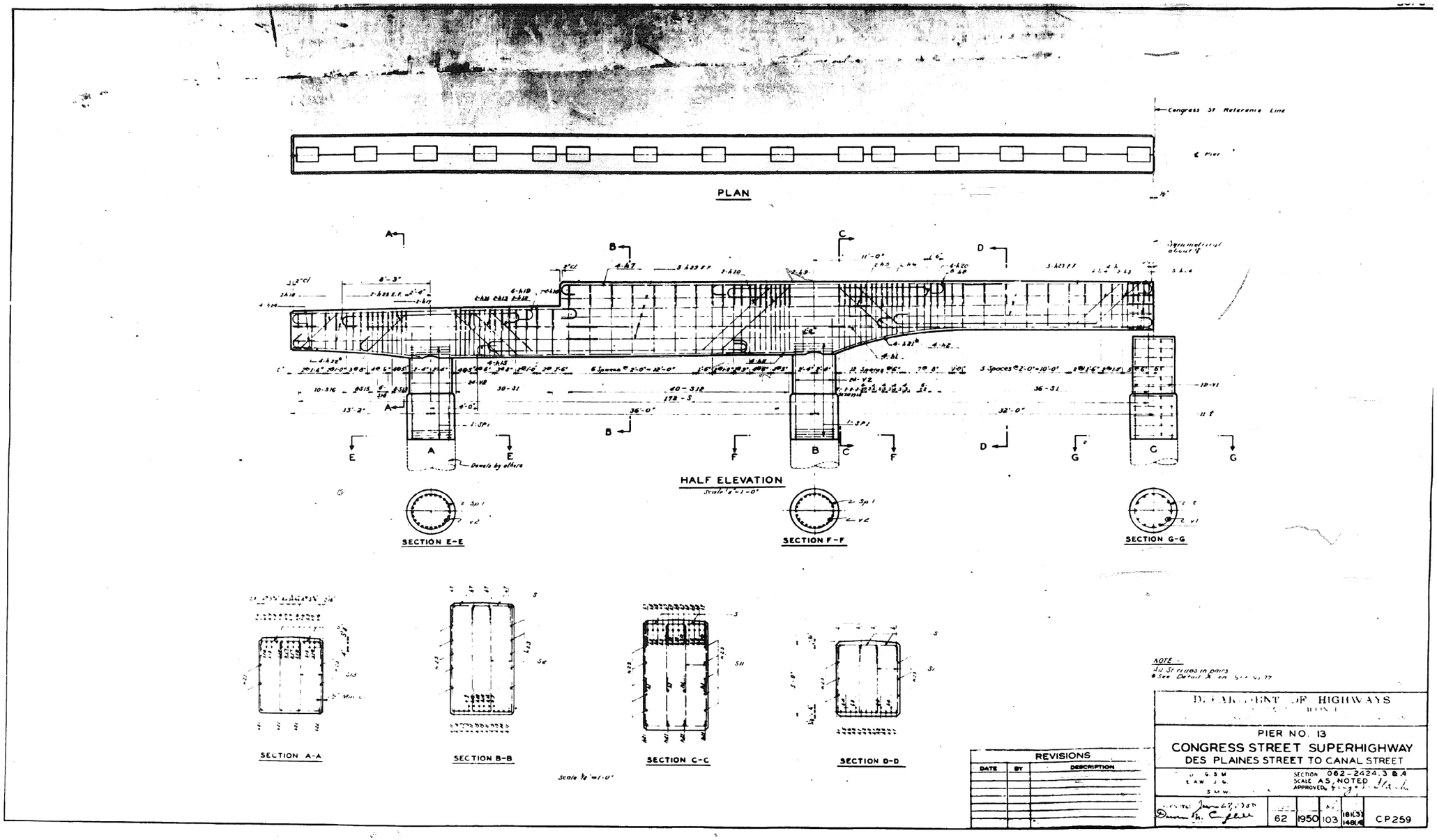
APPROVED June 27, 1980 — Director of Highways

| Date Add Addendum No. | Fiscal Year | Sheet No. | Total Drawing Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1980 | 102 | 108 | CP258 |

0160461-60X75-S247-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 531 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 102 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

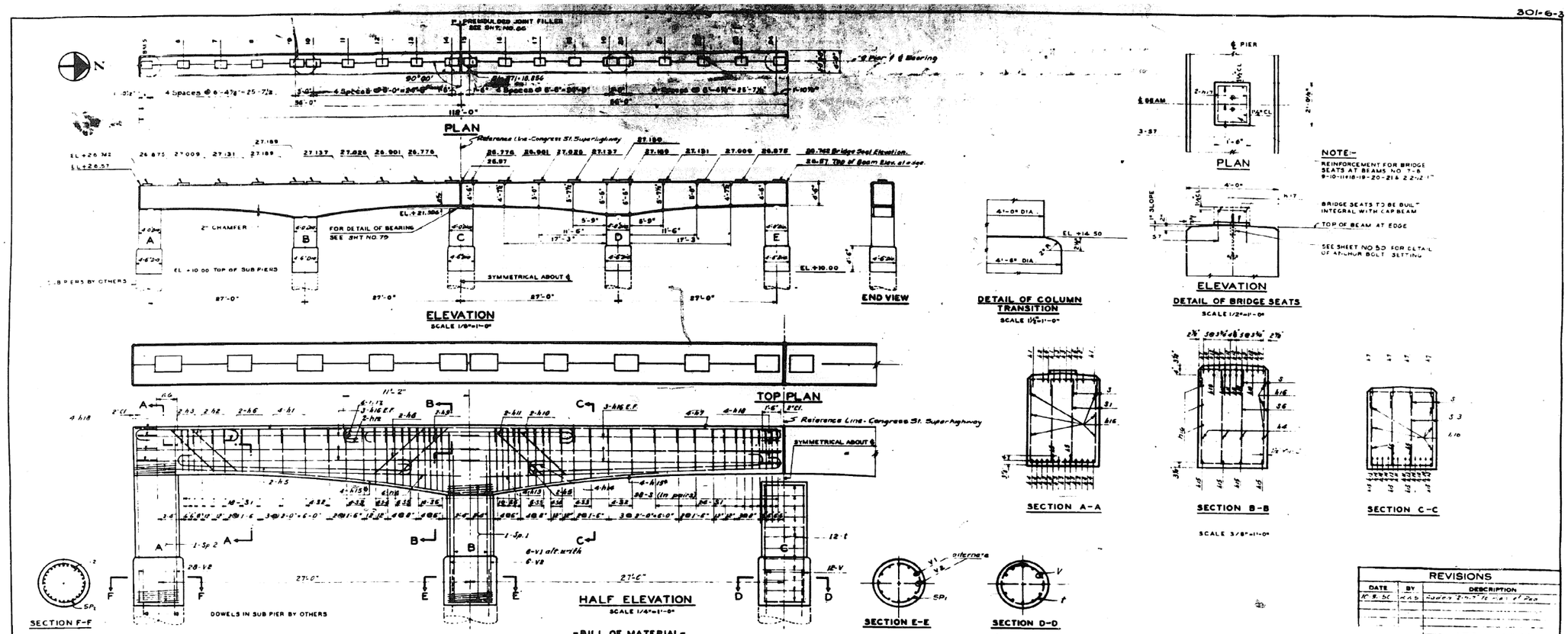



| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 532 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 103 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S248-EXT.dgn

# FOR INFORMATION ONLY

301-6-3




-BILL OF MATERIAL-

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h1 | 8 | 1¼" | 19-6 | | 1 | 1-5 | 18-1 | | | | | | 1-0½ | | | |
| h2 | 4 | " | 29-0 | | 2 | 1-5 | 5-0 | 5-10½ | 16-3½ | 6 | 1-5 | 6-2 | 1-0½ | | | |
| h3 | 4 | " | 29-0 | | 2 | 1-5 | 3-0 | 5-10 | 17-2 | 6½ | 1-5 | 6-1½ | 1-0½ | | | |
| h4 | 8 | | 20-0 | | | | | | | | | | | | | |
| h5 | 8 | " | 23-6 | | 1 | 1-5 | 20-8 | | | | 1-5 | | 1-0½ | | | |
| h6 | 4 | " | 12-6 | | 1 | 1-5 | 9-8 | | | | 1-5 | | 1-0½ | | | |
| h7 | 8 | " | 43-0 | | 1 | 1-5 | 41-7 | | | | | | 1-0½ | | | |
| h8 | 4 | " | 41-3 | | 6 | 1-5 | 13-0 | 6-5 | 20-5 | 8 | | 6-6½ | 1-0½ | | | |
| h9 | 4 | " | 41-3 | | 6 | 1-5 | 11-0 | 6-6 | 22-6 | 8½ | | 6-7 | 1-0½ | | | |
| h10 | 4 | " | 40-6 | | 6 | 1-5 | 13-6 | 5-11 | 18-3 | 1-7½ | 1-5 | 6-7½ | 1-0½ | | | |
| h11 | 4 | " | 40-6 | | 6 | 1-5 | 11-6 | 6-8 | 20-2 | 1-8 | 1-5 | 6-3 | 1-0½ | | | |
| h12 | 12 | " | 23-0 | | 1 | 1-5 | 20-2 | | | | 1-5 | | 1-0½ | | | |
| h13 | 8 | " | 27-0 | | 1 | 1-5 | 23-7 | | | | | | 1-0½ | | | |
| h14 | 8 | 1¼" | 25-0 | | 1 | 1-5 | 22-2 | | | | 1-5 | | 1-0½ | | | |
| h15 | 16 | 1" | 15-0 | | 3 | | | 15-0 | | | | 6 | | | | 132-0 |
| h16 | 24 | 5/8" | 28-9 | | | | | | | | | | | | | |
| h17 | 24 | ½" | 1-9 | | | | | | | | | | | | | |
| h18 | 16 | 5/8" | 9-6 | | 4 | | 2-9½ | 3-5 | 2-0½ | | | | | | | |

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| s | 196 | 5/8" | 7-0 | | 4 | | 2-3 | 2-6 | 2-3 | | | | | | | |
| s1 | 84 | " | 10-6 | " | 4 | | 4-8 | 2-6 | 4-8 | | | | | | | |
| s2 | 16 | " | 11-6 | " | 4 | | 4-6 | 2-6 | 4-6 | | | | | | | |
| s3 | 16 | " | 16-0 | " | 4 | | 4-9 | 2-6 | 4-9 | | | | | | | |
| s4 | 16 | " | 18-3 | " | 4 | | 5-9½ | 2-6 | 5-9½ | | | | | | | |
| s5 | 24 | " | 18-3 | " | 4 | | 5-9½ | 2-6 | 5-9½ | | | | | | | |
| s6 | 40 | 5/8" | 16-0 | " | 4 | | 5-3 | 2-6 | 5-3 | | | | | | | |
| s7 | 30 | ½" | 5-6 | | 4 | | 1-1½ | 1-3 | 1-1½ | | | | | | | |
| t | 12 | ¼" | 13-0 | | 5 | | | | | | | | | 1-5 | 3-8 | |
| v | 12 | 1¼" | 11-8 | | | | | | | | | | | | | |
| v1 | 12 | " | 13-6 | | | | | | | | | | | | | |
| v2 | 64 | 1¼" | 18-0 | | | | | | | | | | | | | |
| SP1 | 2 | 3/8" | 29-3½" PITCH | 44" CORE DIA. - 11'-0" LONG | | | | | | | | | | | | |
| SP2 | 2 | " | " " | " " " -13'-0" " | | | | | | | | | | | | |
| CLASS "X" CONCRETE | | | | | | | | | | | | | | 113.0 | CU YDS | |
| REINFORCEMENT BARS | | | | | | | | | | | | | | 20,801 | LBS | |

NOTE:-
ALL DIMENSIONS ON BAR BENDING DIAGRAMS ARE OUT TO OUT
ALL STIRRUPS ARE IN PAIRS
SPLICING OF REINFORCEMENT BARS TO BE 33 DIA MINIMUM LAP
All bridge seats shall be constructed to the exact elevations shown. If bump grinding is necessary, it shall be done at no additional cost
* See Detail on Sht. No. 7D

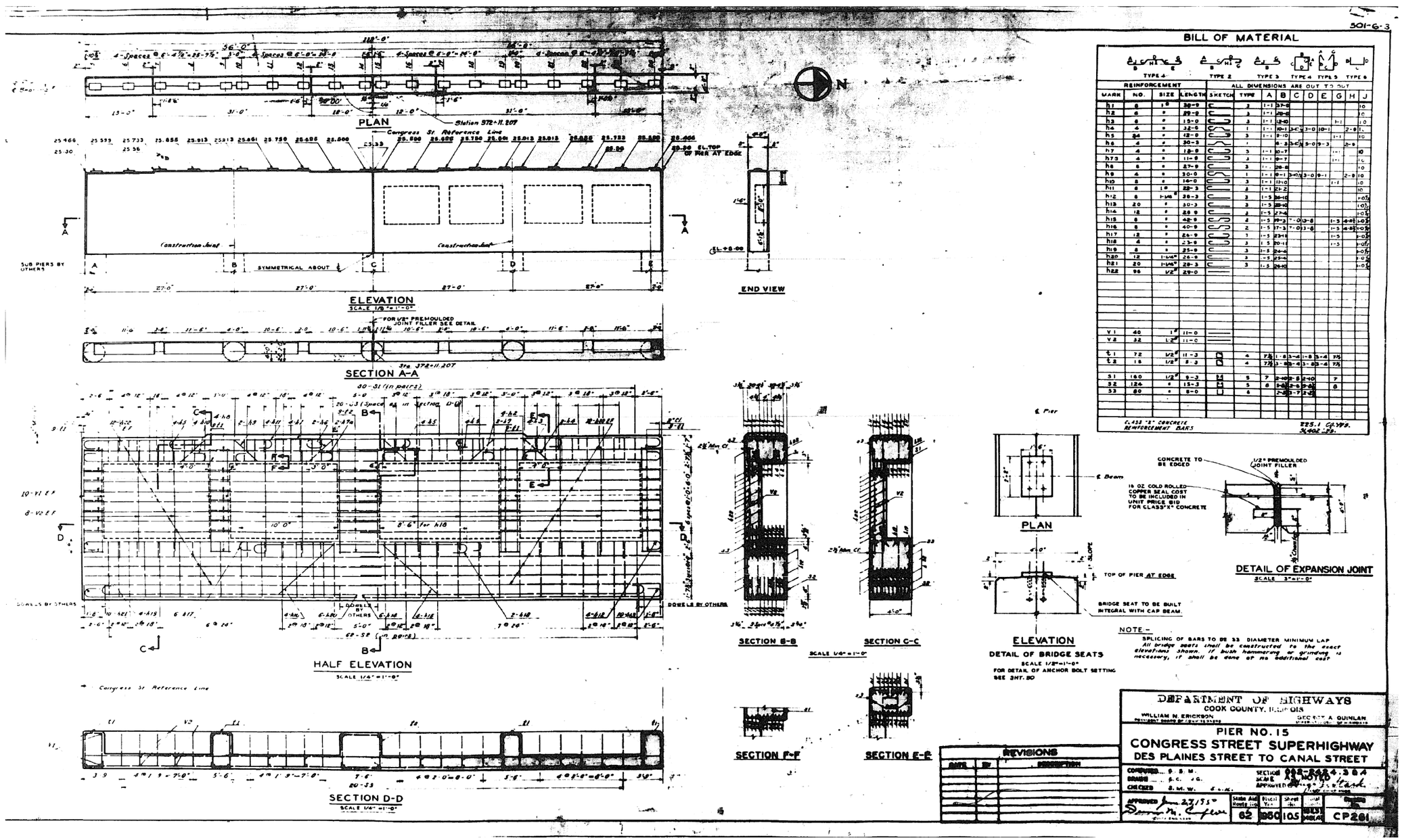
REVISIONS

| DATE | BY | DESCRIPTION |
|---|---|---|
| 10-8-56 | K.A.S. | Moved 2'-0" to right of Pier |

0160461-60X75-S249-EXT.dgn

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. 90/94/290 | SECTION 2014-001 R&B (EB) |
| | | CHECKED - | REVISED - | | | COUNTY COOK | TOTAL SHEETS 696 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | SHEET NO. 533 | CONTRACT NO. 60X75 |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 104 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT |

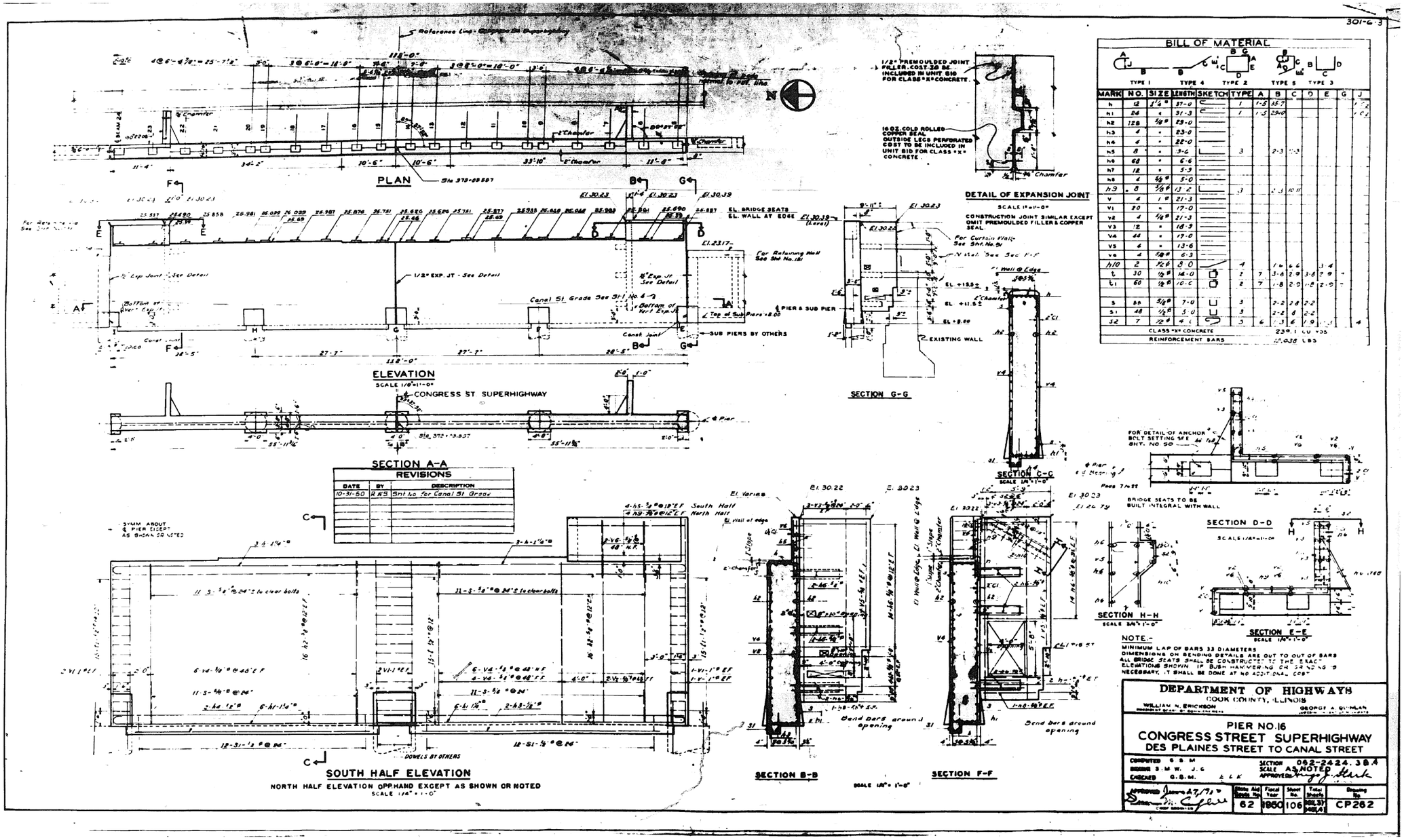
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 534 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | SHEET NO. 105 OF 194 SHEETS | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | | | | ILLINOIS FED. AID PROJECT | | |

0160461-60X75-5250-EXT.dgn

# FOR INFORMATION ONLY

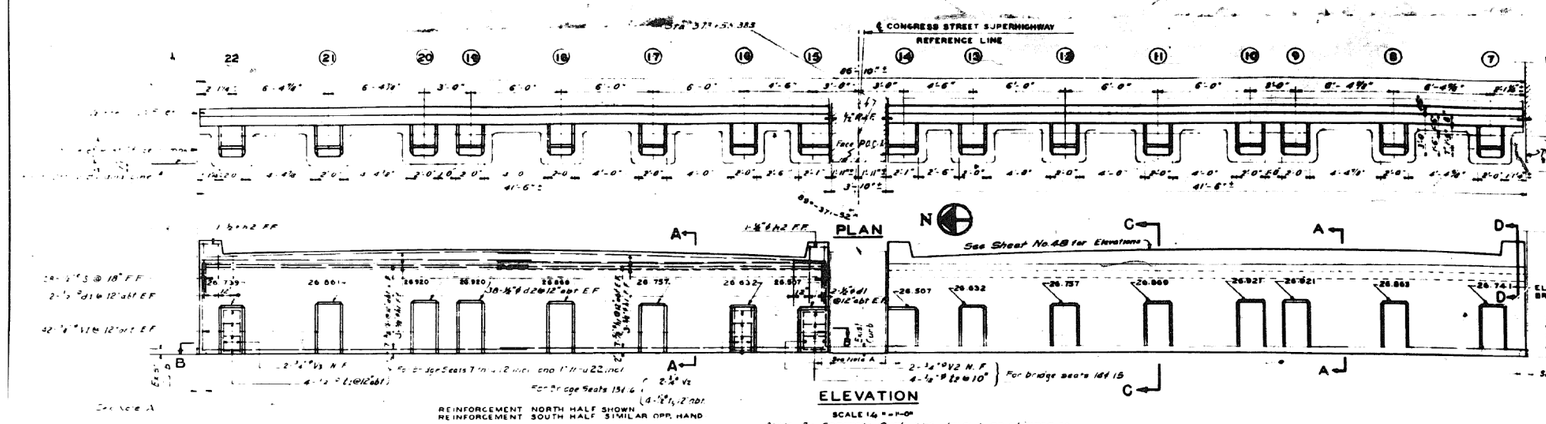



| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 535 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 106 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S251-EXT.dgn

# FOR INFORMATION ONLY

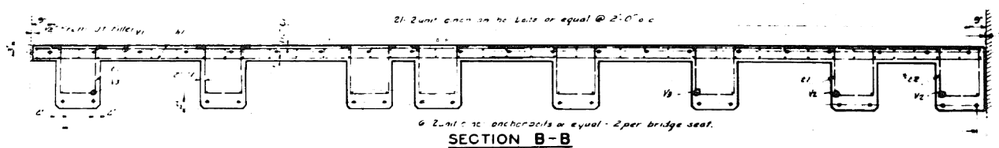
301-G-3




## SECTION A-A

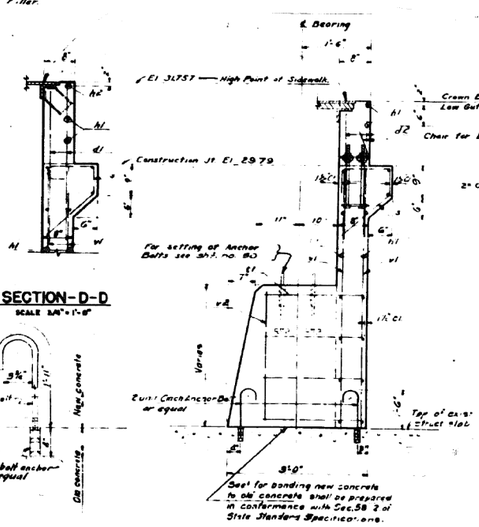
REMOVE PRESENT PAVING WITHOUT DAMAGING STRUCTURAL SLAB IN THE AREA COVERED BY PIER. SEE SHT 181
FOUND PIER ON PRESENT STRUCTURAL SLAB
REPLACE AND PATCH PAVING AROUND PIER ADDING COLLAR AS SHOWN BELOW
COST TO BE INCLUDED IN UNIT BID FOR CLASS "A" CONCRETE

See Drawings No's. 64 and 65 for Expansion Device Details



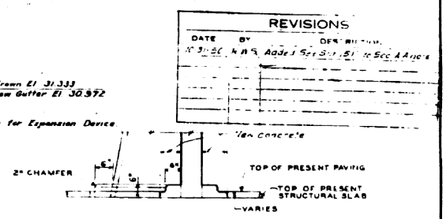

## SECTION B-B

SCALE 3/8" = 1'-0"




## SECTION C-C

SCALE 3/4" = 1'-0"



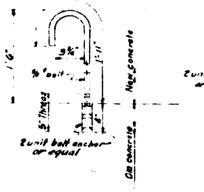

## DETAIL OF COLLAR AROUND PIER

SCALE 1/2" = 1'-0"

NOTE:
All dimensions of bending details are out to out of bars.
Splicing of reinforcement bars to be 33 diameter minimum lap.
All bridge seats shall be constructed to the exact elevations shown.
If bush hammering or grinding is necessary, it shall be done at no additional cost.
Cost of furnishing and installing anchor bolts to be included in Class "A" Concrete.

## SECTION-D-D

SCALE 3/4" = 1'-0"




## DETAIL OF CINCH ANCHOR BOLT

SCALE 1 1/2" = 1'-0"
74 Req'd

## -BILL OF MATERIAL-

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | H | J | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| h1 | 88 | 5/8 ϕ | 21-8 | | | | | | | | | | | |
| V1 | 188 | 5/8 ϕ | 6-0 | | | | | | | | | | | |
| V2 | 8 | 3/4 ϕ | 2-10 | | | | | | | | | | | |
| h2 | 4 | 1/2 ϕ | 1-2 | | | | | | | | | | | |
| S | 36 | 1/2 ϕ | 3-0 | | 3 | 6 | 11 | 6 | 1-1 | 9 | | | 4 | |
| L1 | 56 | 1/2 ϕ | 7-0 | | 4 | 7 | 2-1 | 1-8 | 2-1 | | | | | |
| L2 | 8 | 1/2 ϕ | 7-3 | | 5 | 7 | 2-1 | 1-8 | 2-1 | | | | | |
| d1 | 16 | 1/2 ϕ | 4-0 | | | | | | | | | | | |
| d2 | 152 | 1/2 ϕ | 3-6 | | | | | | | | | | | |
| r1 | 24 | 3/4 ϕ | 3 3 | | | | | | | | | | | |
| REINFORCEMENT BARS | | | | | | | | | | | | | 3340 | LBS. |
| CLASS "A" CONCRETE | | | | | | | | | | | | | 266 | CU YDS. |

## DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS

WILLIAM N. ERICKSON — PRESIDENT, BOARD OF COMMISSIONERS
GEORGE A. QUINLAN — COUNTY ENGINEER

PIER NO. 17
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED G.B.M.
DRAWN G.B.M. J.G.
CHECKED B.L.K.
SECTION 062-2424-384
SCALE AS SHOWN
APPROVED E.G.G. J.J. Hirk
APPROVED Jan 27, 1954 — Director of Highways

| State Aid Rte. No. | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1960 | 107 | 108 | CP 413 |

## REVISIONS

| DATE | BY | DESCRIPTION |
|---|---|---|
| 10-31-56 | K.M.S. | Added Sec. 3 of El. to Sec. A A Sheet |

REVISIONS

0160461-60X75-S252-EXT.dgn

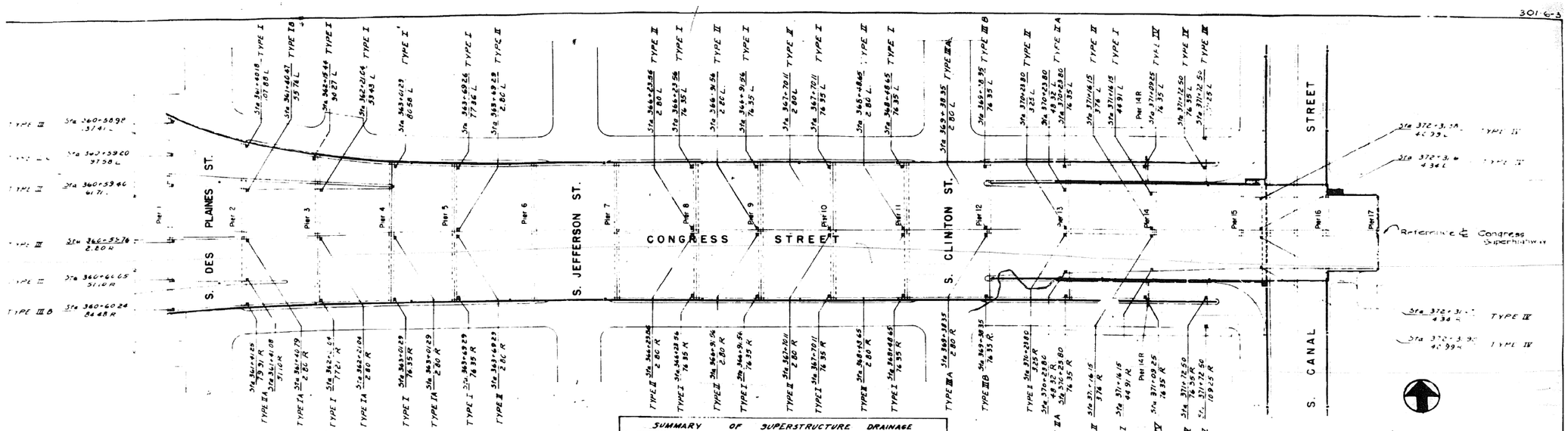
| | | | |
|---|---|---|---|
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - |
| | | CHECKED - | REVISED - |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 107 OF 194 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 536 |
| | | CONTRACT NO. 60X75 | | |
| | | ILLINOIS FED. AID PROJECT | | |

# FOR INFORMATION ONLY




SUMMARY OF SUPERSTRUCTURE DRAINAGE

| Pier No | Inlet Data (All Grates are Mod Type 4) Location | Frame No | Inlet Elevation | Detail Type | Downspout Data A | B | C | D | Length along 46" C.I. pipe |
|---|---|---|---|---|---|---|---|---|---|
| 2 | 360+38.98 / 37.41 L | 1 | 26.00 | IIIon | 1'-5½" | 6" | 0 | 4'-6½" | 18'-1⅞" |
| | 360+53.20 / 37.50 L | 1 | 27.29 | IIIC | 0'-7½" | 6⅜" | 5'-10½" | 4'-8½" | 26'-9⅞" |
| | 360+53.40 / 41.71 L | 1 | 27.57 | IIIon | 6'-1⅞" | 4½" | 5'-8" | 4'-3½" | 21'-6⅞" |
| | 360+53.76 / 2.80 R | 1 | 28.58 | III | 2'-9⅝" | 5" | 1'-9⅝" | 6'-10½" | 22'-3½" |
| | 360+60.05 / 51.10 R | 1 | 28.69 | IIIon | 2'-4⅝" | 5⅝" | 1'-2⅝" | 7'-2" | 22'-0⅝" |
| | 360+60.24 / 84.48 R | 1 | 26.09 | IIIB | 4'-1⅞" | 6" | 0'-0½" | 6'-3½" | 21'-0⅝" |
| 2 | 361+40.18 / 107.88 L | | 28.28 | Ion | 8'-2½" | 2'-3" | 5'-6½" | 9'-3½" | 26'-2½" |
| | 361+40.47 / 35.16 L | | 29.31 | IB | 1'-10½" | 2'-3" | 2'-10½" | 1'-1⅜" | 23'-9½" |
| | 361+40.79 / 2.80 R | | 30.49 | IA | 2'-9⅝" | 2'-3" | 1'-9⅝" | 3'-5½" | 24'-4½" |
| | 361+41.02 / 51.10 R | | 30.49 | IIA | 1'-10½" | 0'-11" | 1'-11½" | 9'-10½" | 48'-9⅜" |
| | 361+41.25 / 79.91 R | | 29.10 | | 1'-4½" | 2'-2½" | [illegible] | | |
| 3 | 362+18.44 / 36.61 L | 2 | 29.91 | I | 6'-1" | 3'-0" | 6'-1½" | 3'-9½" | 25'-3½" |
| | 362+21.61 / 35.50 L | 1 | 31.73 | I | 4'-6½" | 3'-0" | 1'-3" | 1'-10½" | 24'-1½" |
| | 362+21.91 / 2.80 R | | 31.60 | IA | 2'-3½" | 3'-3" | 1'-9⅝" | 1'-3½" | 23'-1½" |
| | 362+21.91 / [illegible] | 2 | 31.8 | I | 1'-10½" | 2'-0" | 1'-8½" | 1'-3½" | 28'-9½" |
| 4 | 363+01.29 / 86.58 L | 1 | 31.48 | Ion | 8'-4" | 2'-3" | 5'-8½" | 0'-5½" | 27'-1⅞" |
| | 363+01.29 / 2.80 R | 1 | 32.48 | IA | 2'-9⅝" | 3'-0" | 1'-9⅝" | 1'-2½" | 24'-2½" |
| | 363+01.29 / 76.35 R | 1 | 32.5 | I | 2'-4½" | 2'-3" | 5'-8½" | 0'-8½" | 27'-8½" |
| 5 | 363+69.26 / 77.36 L | 2 | 32.15 | Lon | 10'-4½" | 1'-0" | 7'-10½" | 9'-4½" | 27'-6½" |
| | 363+69.29 / 2.80 L | 1 | 32.49 | II | 2'-9⅝" | 2'-4½" | 1'-11½" | 11'-9½" | 31'-0⅞" |
| | 363+69.29 / 2.80 R | 1 | 32.97 | | 2'-9⅝" | 3'-3½" | 1'-1½" | | |
| | 363+69.29 / 76.35 R | 1 | 32.44 | I | 8'-4½" | 0 | 5'-8½" | 11'-0½" | 26'-9½" |
| 6 | 364+21.[illegible] / 76.35 L | 1 | 32.43 | Ion | 8'-4½" | 2'-3" | 5'-8½" | 7'-5½" | 24'-5½" |
| | 364+21.[illegible] / 2.80 L | 1 | 32.34 | II | 2'-9⅝" | 4'-3" | [illegible] | 8'-4½" | 29'-9⅝" |
| | 364+21.[illegible] / 2.80 R | 1 | 32.94 | | 2'-9⅝" | 4'-4" | [illegible] | | |
| | 364+21.[illegible] / 76.35 R | 1 | 32.42 | I | 8'-4½" | 2'-3" | 5'-8½" | 7'-5½" | 24'-5½" |
| 9 | 364+91.56 / 76.35 L | 1 | 34.19 | I | 8'-4½" | 2'-0" | 6'-8½" | 7'-2½" | 23'-4½" |
| | 364+91.56 / 2.80 L | 1 | 32.70 | II | 2'-9⅝" | 3'-8½" | 1'-1½" | 8'-5" | 28'-1⅝" |
| | 364+91.56 / 2.80 R | 1 | 32.76 | | 2'-9⅝" | 3'-8½" | 1'-1½" | | |
| | 364+91.56 / 76.35 R | 1 | 32.19 | Ion | 8'-4½" | 2'-0" | 5'-8½" | 7'-2½" | 23'-11⅝" |
| 10 | 367+72.11 / 76.35 L | 1 | 31.91 | I | 8'-4½" | 2'-3" | 5'-8½" | 6'-6½" | 23'-10⅝" |
| | 367+72.11 / 2.80 L | 1 | 32.44 | II | 2'-9⅝" | 3'-6" | 1'-1½" | 8'-7½" | 28'-7⅞" |
| | 367+72.11 / 2.80 R | 1 | 32.14 | | 2'-9⅝" | 3'-6" | 1'-1½" | | |
| | 367+72.11 / 76.35 L | 1 | 31.91 | Ion | 8'-4½" | 2'-3" | 5'-8½" | 6'-6½" | 23'-10⅝" |
| 11 | 368+48.65 / 76.35 L | 1 | 31.62 | I | 8'-4½" | 2'-0" | 5'-8½" | 7'-2½" | 23'-11⅝" |
| | 368+48.65 / 2.80 L | 1 | 32.14 | II | 2'-9⅝" | 4'-5" | 1'-1½" | 7'-8½" | 29'-6⅞" |
| | 368+48.65 / 2.80 R | 1 | 32.14 | | 2'-9⅝" | 4'-5" | 1'-1½" | | |
| | 368+48.65 / 76.35 R | 1 | 31.62 | Ion | 8'-4½" | 2'-0" | 5'-8½" | 7'-2½" | 23'-11⅝" |
| 12 | 369+38.35 / 76.35 L | 1 | 31.29 | IIB | 8'-4½" | 2⅝" | 5'-8" | 1'-1½" | 24'-11⅝" |
| | 369+38.35 / 2.80 L | 1 | 31.82 | IIIA | 2'-9⅝" | 5'-4" | 1'-1½" | 10'-10⅝" | 29'-3⅞" |
| | 369+38.35 / 2.80 R | 1 | 31.82 | | 2'-9⅝" | 5'-4" | 1'-1½" | | |
| | 369+38.35 / 76.35 R | 1 | 31.29 | IIB | 8'-4½" | 2⅝" | 5'-8" | 5'-11½" | 24'-11⅝" |
| 13 | 370+23.80 / 76.35 L | 1 | 28.47 | IIA | 8'-4½" | 2'-8½" | 4'-8½" | 1'-2⅝" | 41'-2⅞" |
| | 370+23.80 / 48.82 L | 2 | 31.61 | | 8'-4½" | 1'-6" | [illegible] | | |
| | 370+23.80 / 32.5 L | 1 | 31.46 | II | 3'-3" | 4'-0" | 2'-7½" | 6'-3½" | 28'-3⅞" |
| | 370+23.80 / 5.25 R | 1 | 31.46 | | 3'-3" | 4'-0" | 2'-7½" | | |
| | 370+23.80 / 48.82 R | 2 | 31.51 | IIA | 8'-4½" | 1'-6" | 1'-10" | 1'-2⅝" | 41'-2⅞" |
| | 370+23.80 / 76.35 R | 1 | 28.47 | | 8'-4½" | 2'-8½" | 4'-8½" | | |
| 14 | 371+09.25 / 76.35 L | 1 | 24.47 | IV | — | — | — | 1'-8½" | 4'-9¼" |
| | 371+16.15 / 44.91 L | 1 | 31.17 | I | 3'-9½" | 1'-0" | 6'-6" | 6'-1½" | 22'-8½" |
| | 371+16.15 / 37.76 L | 1 | 31.16 | II | 3'-9½" | 2'-1½" | 3'-3½" | 6'-8" | 26'-8" |
| | 371+16.15 / 2.76 R | 1 | 31.66 | | 3'-9½" | 2'-1½" | 3'-3½" | | |
| | 371+16.15 / 44.91 R | 1 | 31.17 | I | 3'-9½" | 1'-0" | 6'-6" | 6'-1½" | 22'-8½" |
| | 371+09.25 / 76.35 R | 1 | 24.47 | IV | — | — | — | 1'-7½" | 4'-8" |

SUMMARY OF SUPERSTRUCTURE DRAINAGE

| Pier No | Inlet Data (All Grates are Mod Type 4) Location | Frame No | Inlet Elevation | Downspout Data Detail Type | A | B | C | D | Length along 46" C.I. pipe |
|---|---|---|---|---|---|---|---|---|---|
| Ramp East of S.T.H. 37 | 371+72.50 / 49.68 L | 2 | 22.07 | IV | | | | | 4'-8½" 2'-1" |
| | 371+72.50 / 76.35 L | 1 | 22.17 | IV | | | | | 4'-10½" 7'-[illegible] |
| | 371+72.50 / 76.35 R | 1 | 22.17 | IV | | | | | 4'-10½" 7'-[illegible] |
| | 371+72.50 / 49.68 R | 2 | 22.07 | IV | | | | | 4'-8½" 7'-8½" |
| Ramp West of S.T.H. 37 / W. Side Canal St. | 372+31.38 / 45.99 L | 2 | 30.89 | IV | | | | | 13'-1⅜" 16'-1⅜" |
| | 372+34.61 / 4.34 L | 1 | 30.11 | IV | | | | | 12'-10⅝" 17'-10⅞" |
| | 372+34.61 / 4.34 R | 1 | 30.71 | IV | | | | | 12'-10⅝" 17'-10⅞" |
| | 372+31.38 / 45.99 R | 2 | 30.89 | IV | | | | | 13'-1⅜" 16'-1⅜" |

GENERAL NOTES

1. [illegible] are to be C.I. [illegible] See Specifications.
2. Frames are to be set where shown, or [illegible]
3. Manholes are [illegible] except where [illegible]
4. Hangers are [illegible] and anchors be [illegible]
5. Grates are Steel [illegible] as shown on sheet [illegible]
6. Corners of [illegible] are [illegible]
7. Station & Distance Right or Left of Reference ℄ of Congress Superhighway are in the ℄ of the Outer [illegible]

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS

WILLIAM N. FRICKSON, PRES. BD. ADMIN. COMMISSIONERS — GEORGE A. QUINLAN, ENGINEER-MANAGER

KEY LOCATION OF INLETS & DOWNSPOUTS
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED J.C.A.E. — SECTION 62 2-24.4
DRAWN [illegible] — SCALE 1" = 20' 0"
CHECKED H.A.O. & J.C.A.E.J. — APPROVED [illegible]

DESIGNED [illegible] — CHIEF ENGINEER [illegible]

| State A.A. Route No. | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1950 | 108 | 194 | CP 459 |

| | | | |
|---|---|---|---|
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - |
| | | CHECKED - | REVISED - |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - |

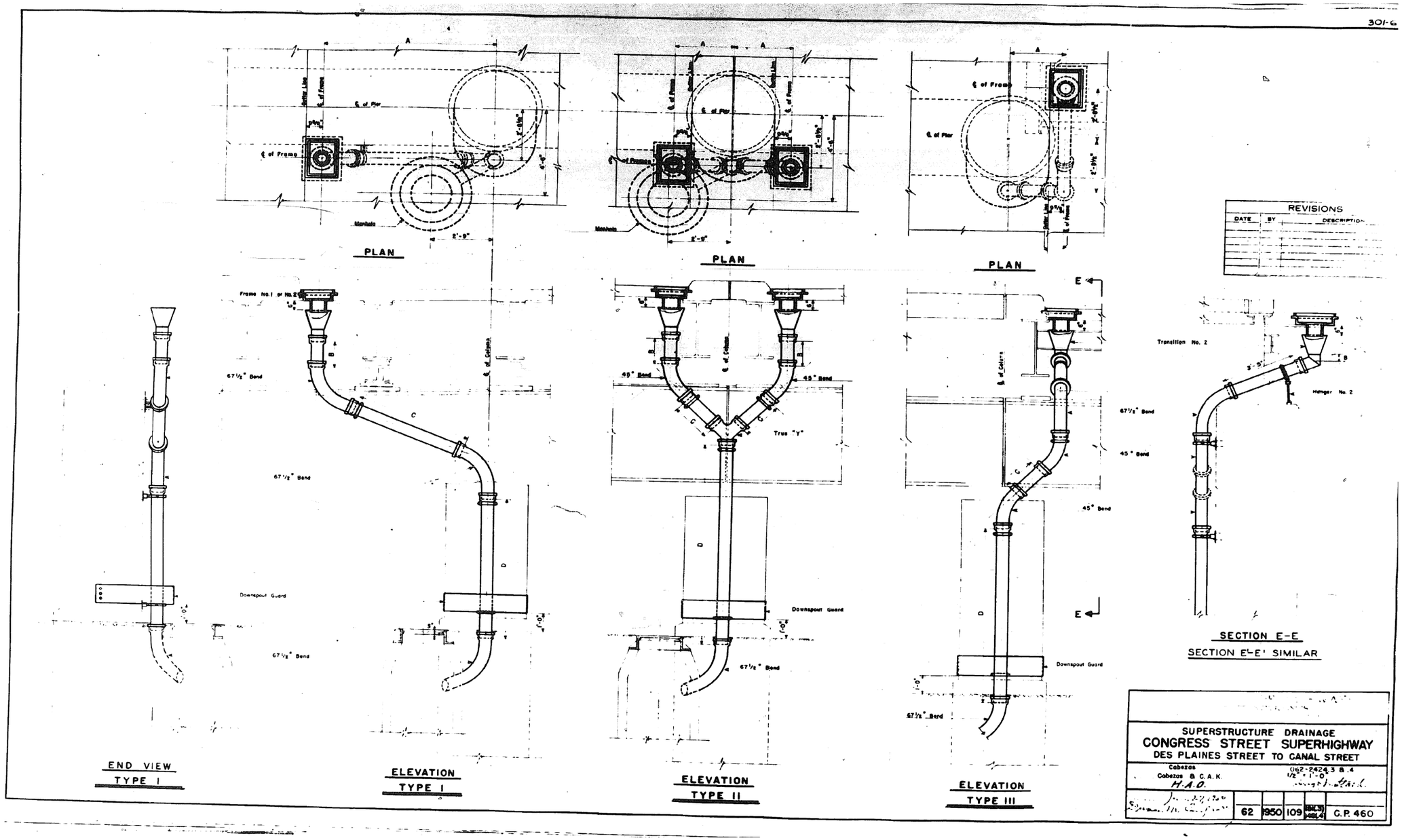
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 108 OF 194 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 537 |
| | | CONTRACT NO. 60X75 | | |
| | | ILLINOIS FED. AID PROJECT | | |

0160461-60X75-5253-EXT.dgn

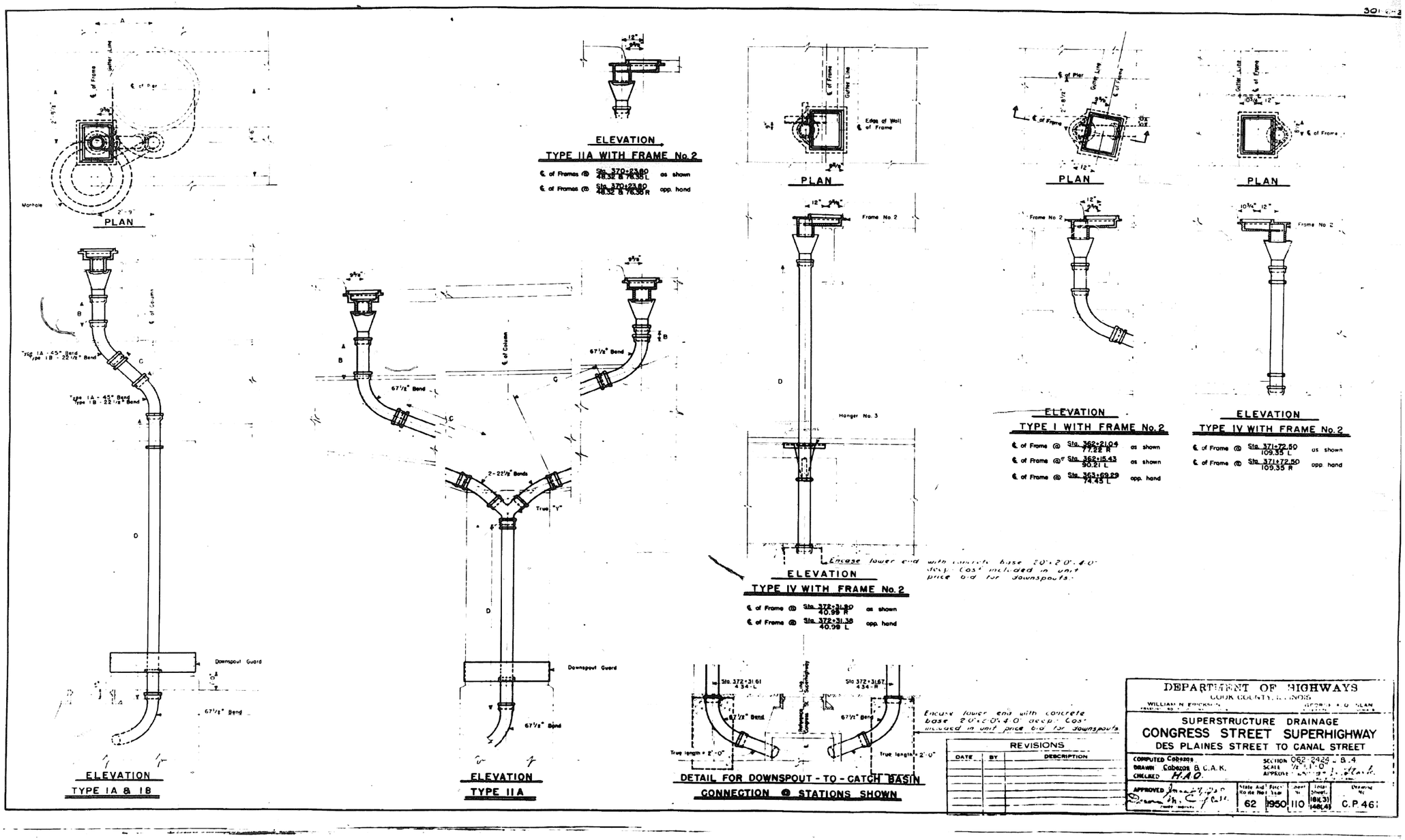
# FOR INFORMATION ONLY




| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS / SHEET NO. |
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 / 538 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | CONTRACT NO. 60X75 | | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 109 OF 194 SHEETS | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S254-EXT.dgn

# FOR INFORMATION ONLY

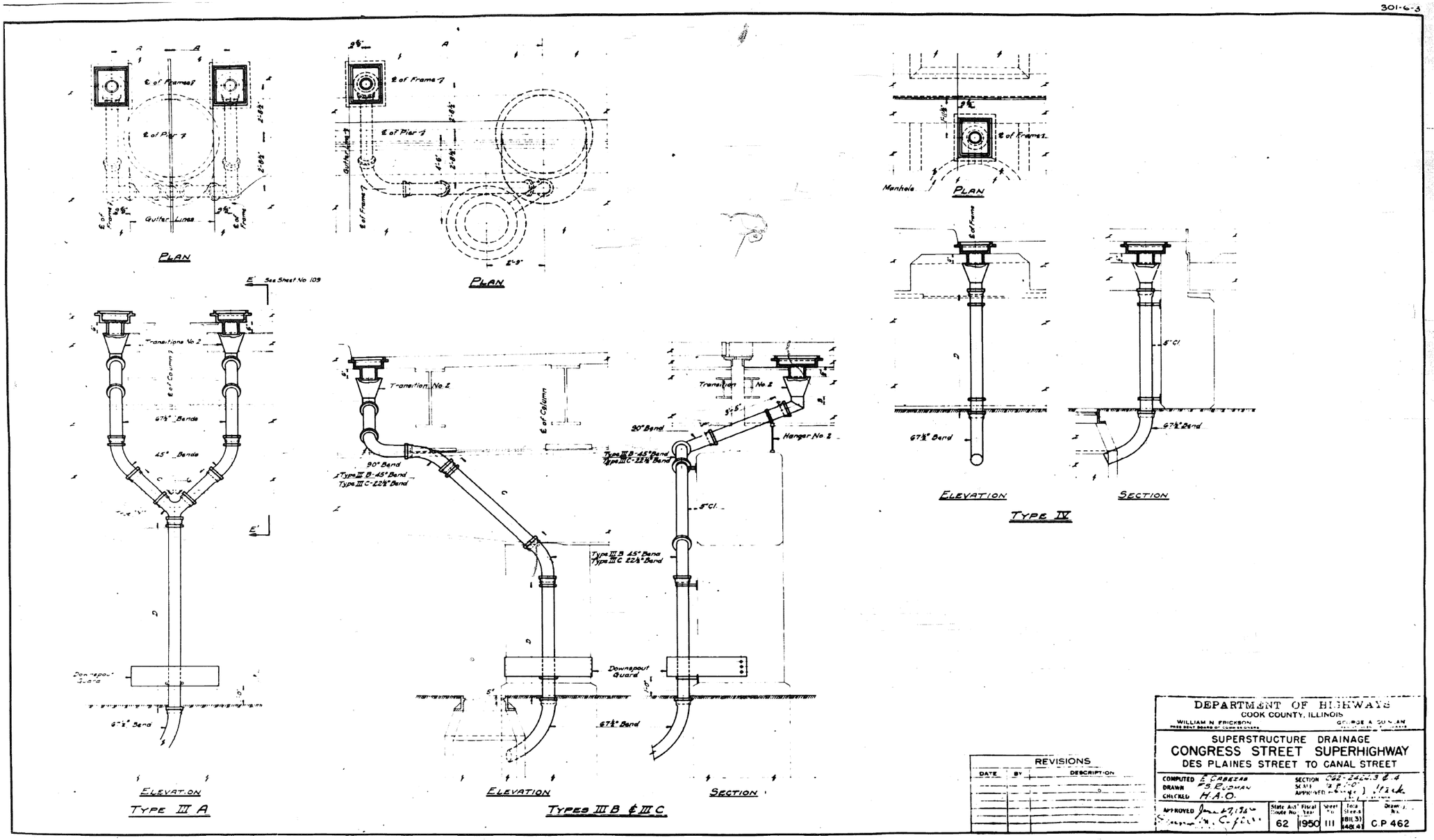



| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 539 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 110 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S255-EXT.dgn

# FOR INFORMATION ONLY

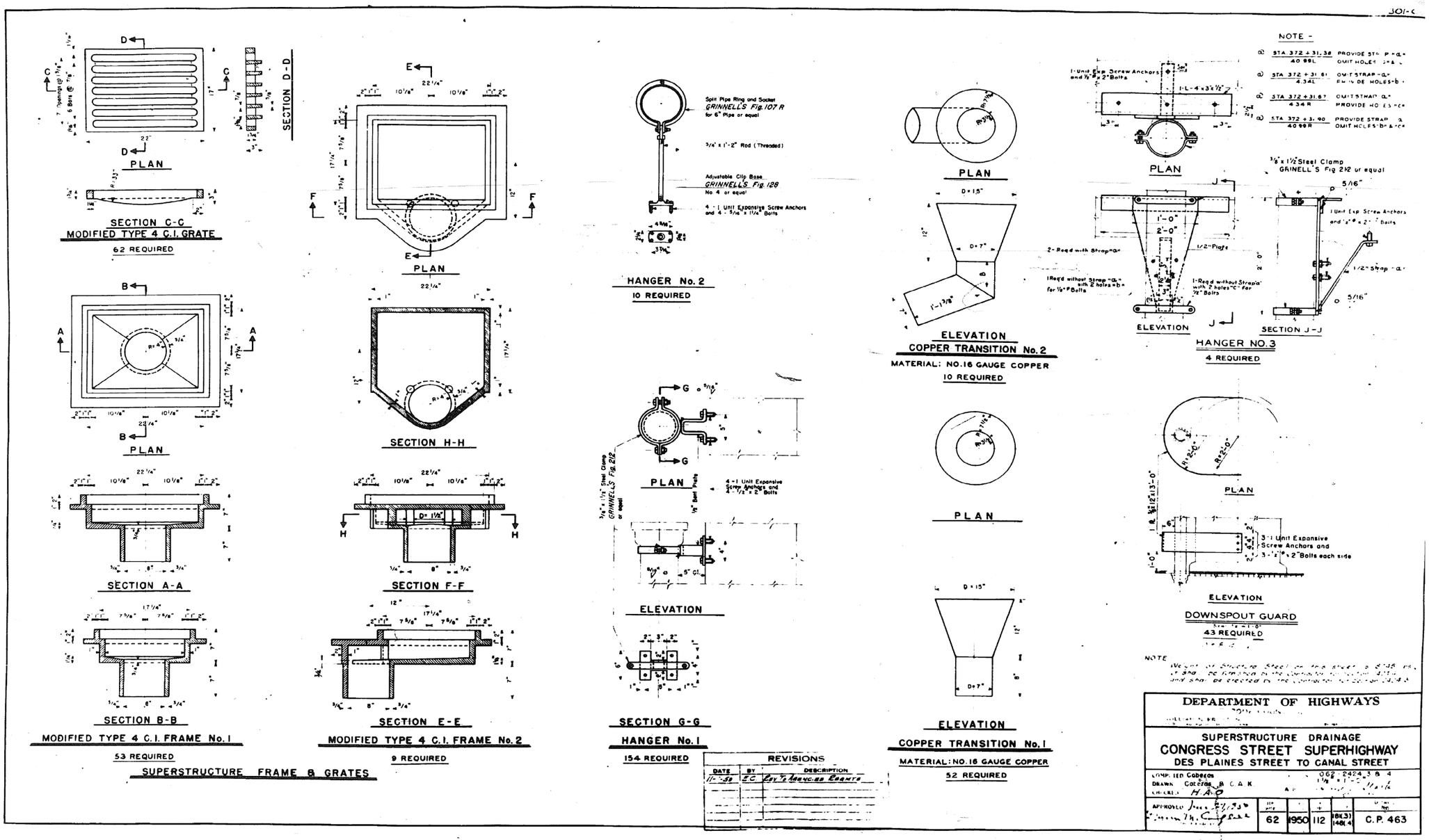
301-6-3




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 540 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 111 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S256-EXT.dgn

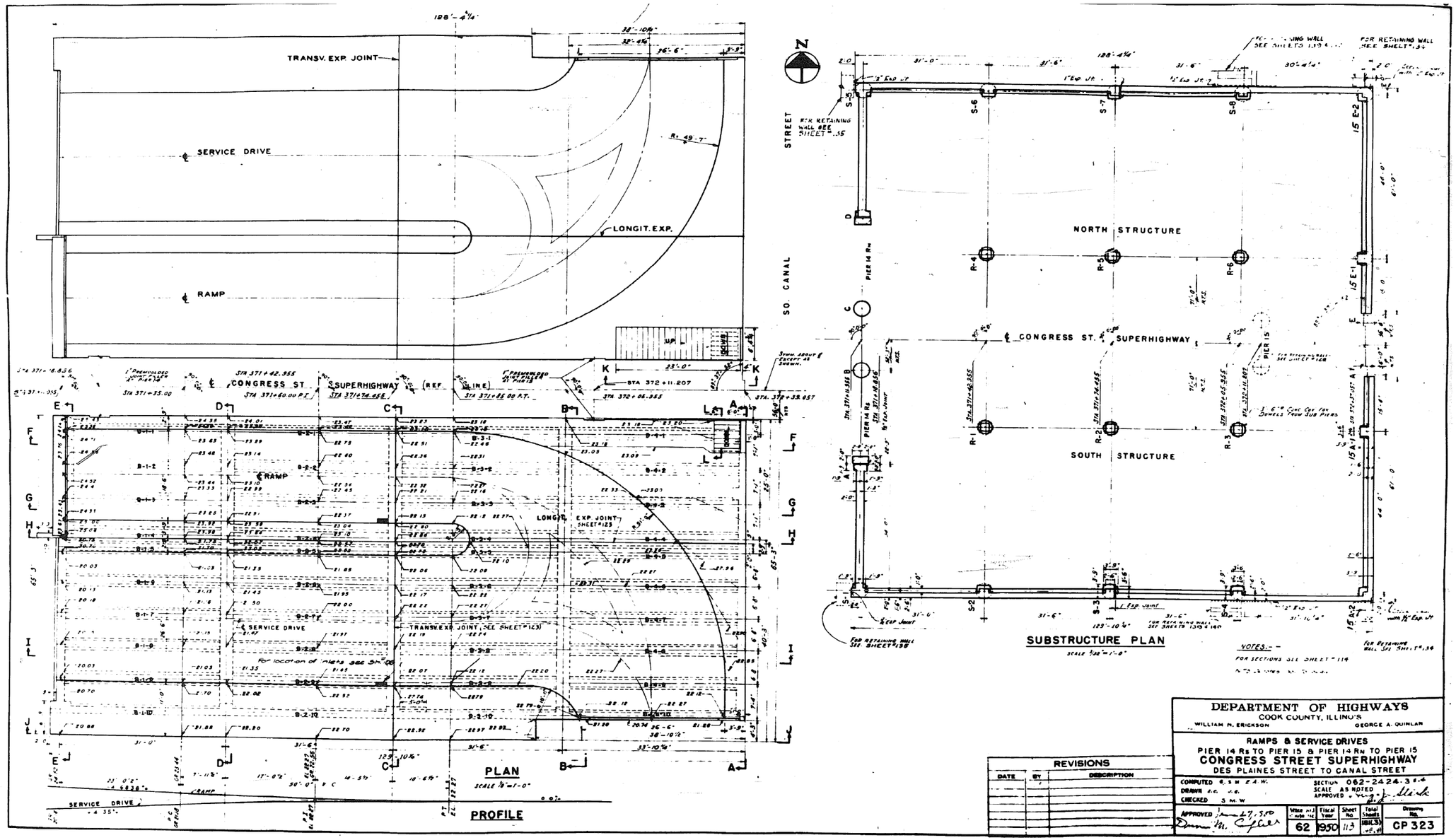
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 541 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 112 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

0160461-60X75-S257-EXT.dgn

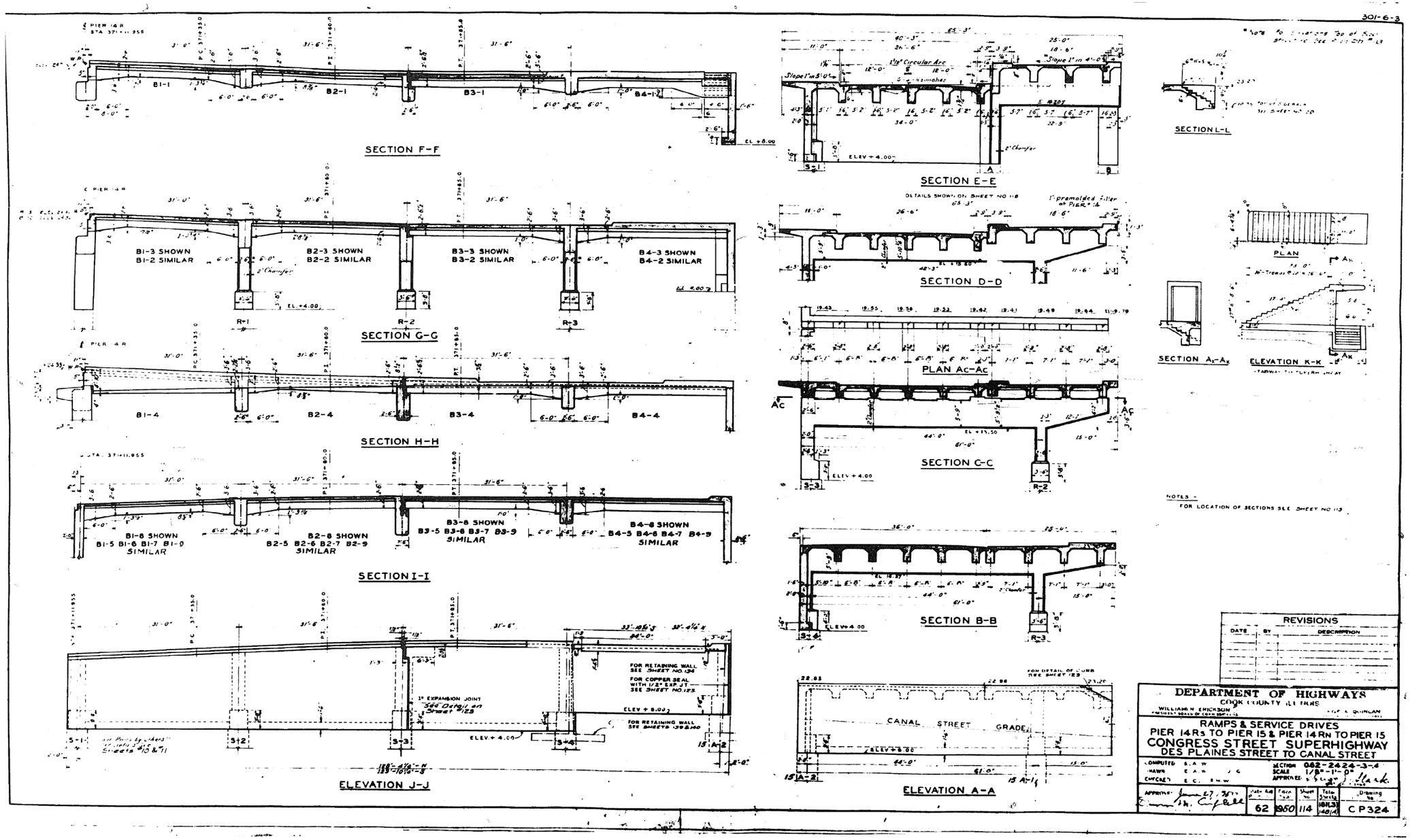
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 542 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 113 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S258-EXT.dgn

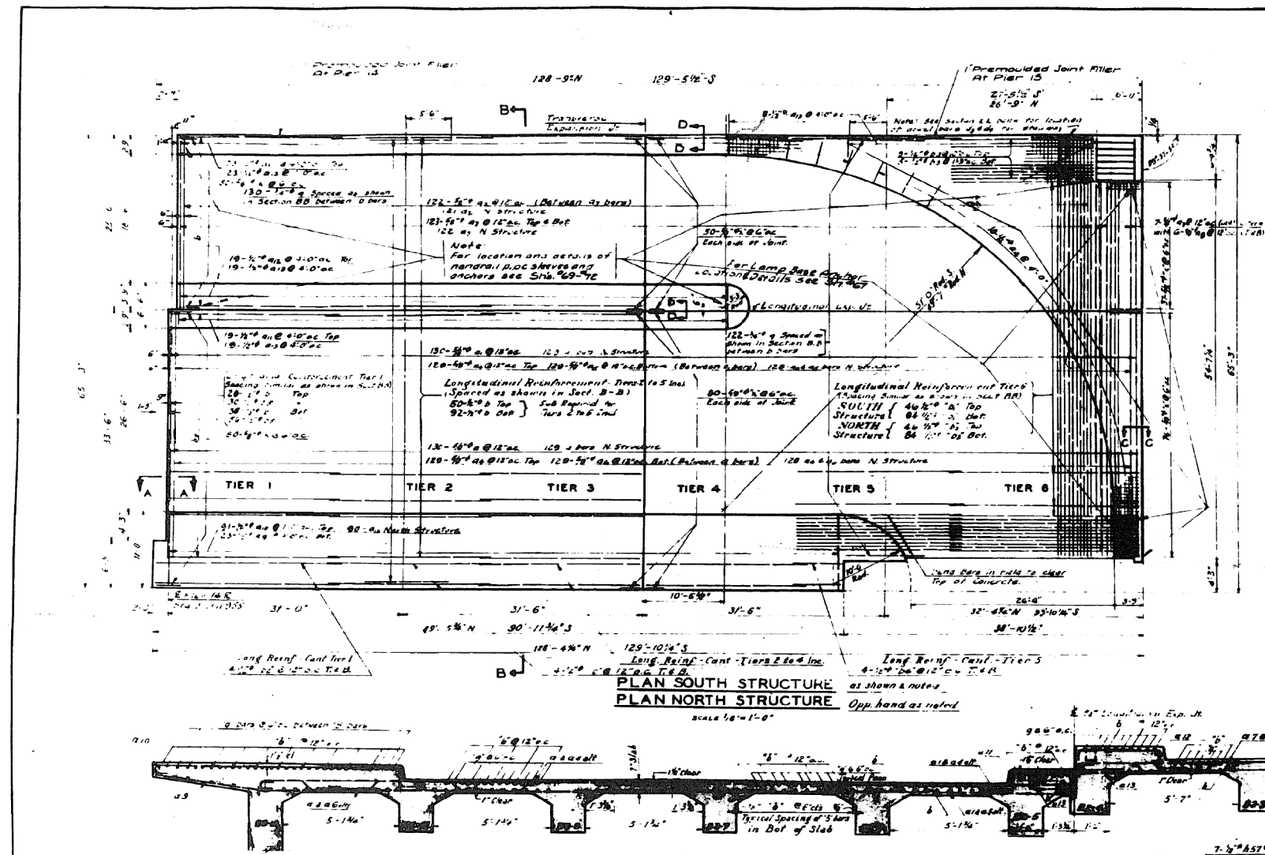
# FOR INFORMATION ONLY

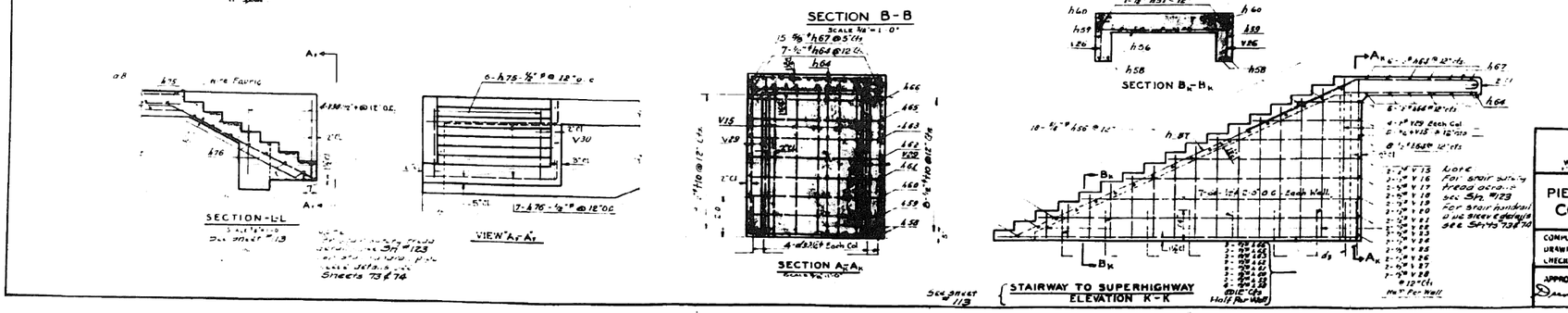



| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS / SHEET NO. |
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 / 543 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 114 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | |

0160461-60X75-S259-EXT.dgn

# FOR INFORMATION ONLY



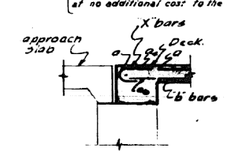

301-6-3

## SLAB REINFORCEMENT SCHEDULE

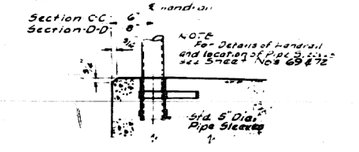
| MARK | NO | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | D1 | L2 | E | E1 | F | G | H | J | O2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| a | 159 | 5/8" | 21'-9" | | 1 | 6" | 1'-10 | 6½ | 2'-7 | 2'-7 | 2'-7 | 3'-4 | 3'-4 | 1'-9" | | 4½ | 4½ | |
| a1 | 139 | 5/8" | 18'-0 | | 1 | 6" | 3'-6" | 6½ | 2'-7 | 2'-7 | | 3'-4 | 3'-4 | | | 4½ | 4½ | 6'-0 |
| a2 | 143 | 5/8" | 16'-3 | | 1 | 6 | 2'-5" | 6½ | 2'-9" | 2'-9 | 2'-9" | 3'-7 | 3'-7" | 4'-8 | 6" | 4½ | 4½ | 5'-1 |
| a3 | 19 | 5/8" | 7'-8" | | 1 | 6" | 2'-5" | 6½ | 2'-9" | 2'-9 | 1'-5½ | 3'-7 | 3'-7" | | | 4½ | 4½ | 5'-11 |
| a4 | 316 | 5/8" | 12'-3" | | 2 | 6 | 10'-9 | | | | | | | | | | 4½ | |
| a5 | 157 | 5/8" | 13'-3 | | 2 | 6" | 15'-3 | | | | | | | | | | 4½ | |
| a6 | 157 | 5/8" | 18'-6" | | 2 | 6 | 22'-0 | | | | | | | | | | 4½ | |
| a7 | 490 | 5/8" | 25'-3 | | 2 | 6 | 24'-9 | | | | | | | | 6 | | 4½ | |
| a8 | 24 | 7/8" | 18'-3" | | 2 | 6" | 18'-3" | | | | | | | | | | 4½ | |
| a9 | 46 | 1/2" | 4'-3" | | | | | | | | | | | | | | | |
| a10 | 181 | 1/2" | 13'-0 | | 3 | 6" | 10'-7" | 10" | 1'-7 | | | | | | | | | |
| a11 | 86 | 1/2" | 4'-4" | | 3 | | 2'-8" | 10 | 1'-6 | | | | | | | | | |
| a12 | 76 | 1/2" | 5'-0" | | 3 | | 3'-2 | 10" | 1'-8 | | | | | | | | | |
| a13 | 158 | 1/2" | 5'-6" | | 4 | | 3'-4" | 10 | 2'-6 | | | | | | | | | |
| K | 1006 | 9/16" | 4'-3" | | 2 | 7" | 3'-8" | | | | | | | | | 5" | | |
| b | 1264 | 1/2" | 22'-0" | | | | | | | | | | | | | | | |
| b1 | 130 | 1/2" | 25'-3 | | | | | | | | | | | | | | | |
| b2 | 1.46 | 1/2" | 24'-3 | | | | | | | | | | | | | | | |
| b3 | 28 | 7/8" | 18'-0" | | | | | | | | | | | | | | | |
| b4 | 16 | 1/2" | 6'-6" | | | | | | | | | | | | | | | |
| b5 | 172 | 1/2" | 25'-0" | | | | | | | | | | | | | | | |
| b75 | 12 | 1/2" | 5'-0" | | 5 | | 2'-9" | 1'-3" | | | | | | | | 8" | | |
| b76 | 24 | 1/2" | 5'-6" | | 4 | | 1'-0" | 3'-6" | | | | | | | | | | |
| b30 | 8 | 5/8" | 6'-0" | | | | | | | | | | | | | | | |
| d3 | 8 | 5/8" | 5'-9" | | 4 | | 2'-9" | 1'-0" | | | | | | | | | | |
| d4 | 14 | 5/8" | 5'-9" | | 4 | | 2'-6" | 0'-9" | | | | | | | | | | |
| g | 504 | 9/16" | 11'-0" | | | | | | | | | | | | | | | |

The indicated temperature reinforcement placed 1½" clear below top of concrete shall consist of 4" 8 gauge cold drawn Welded Wire Fabric 6"x6" weighing not less than 78 lbs. per 100 sq. ft., or a Welded Bar Mat may be used having members of equal size in both directions spaced not more than 8" apart, weighing not less than 78 lbs per 100 sq. ft., and provided this Bar Mat is furnished at no additional cost to the County.

Note: The weight of the reinforcement bars in the above schedule is included on Sheet No. 122.




SECTION-A-A
Showing "X" bars & deck steel.




TYPICAL SECTIONS

NOTES -

The cost of furnishing and installing the Welded Wire Fabric shall be included in the contract unit price for Class "A" Concrete.

All splices of reinforcement wire shall be 33 diam. minimum lap.

For Location of Section A-A see Sheet #113.

For Reinforcement Schedule for Section A-A see Sheet #122.

REVISIONS

| DATE | BY | DESCRIPTION |
|---|---|---|
| | | |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON — GEORGE A. QUINLAN

RAMPS & SERVICE DRIVES
PIER 14 Rs TO PIER 15 & PIER 14Rn TO PIER 15
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED E.A.W.
DRAWN E.A.W.
CHECKED S.M.W.

SECTION 082-2424-3 & .4
SCALE AS SHOWN
APPROVED George J. Vlasek

APPROVED June 27, 1950
Dennis M. Cofrin

| 62 | 1950 | 115 | 181(3) 140(4) | CP325 |
|---|---|---|---|---|

| | | | |
|---|---|---|---|
| USER NAME = pateld | DESIGNED - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | |
| PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | |

**PARSONS BRINCKERHOFF**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

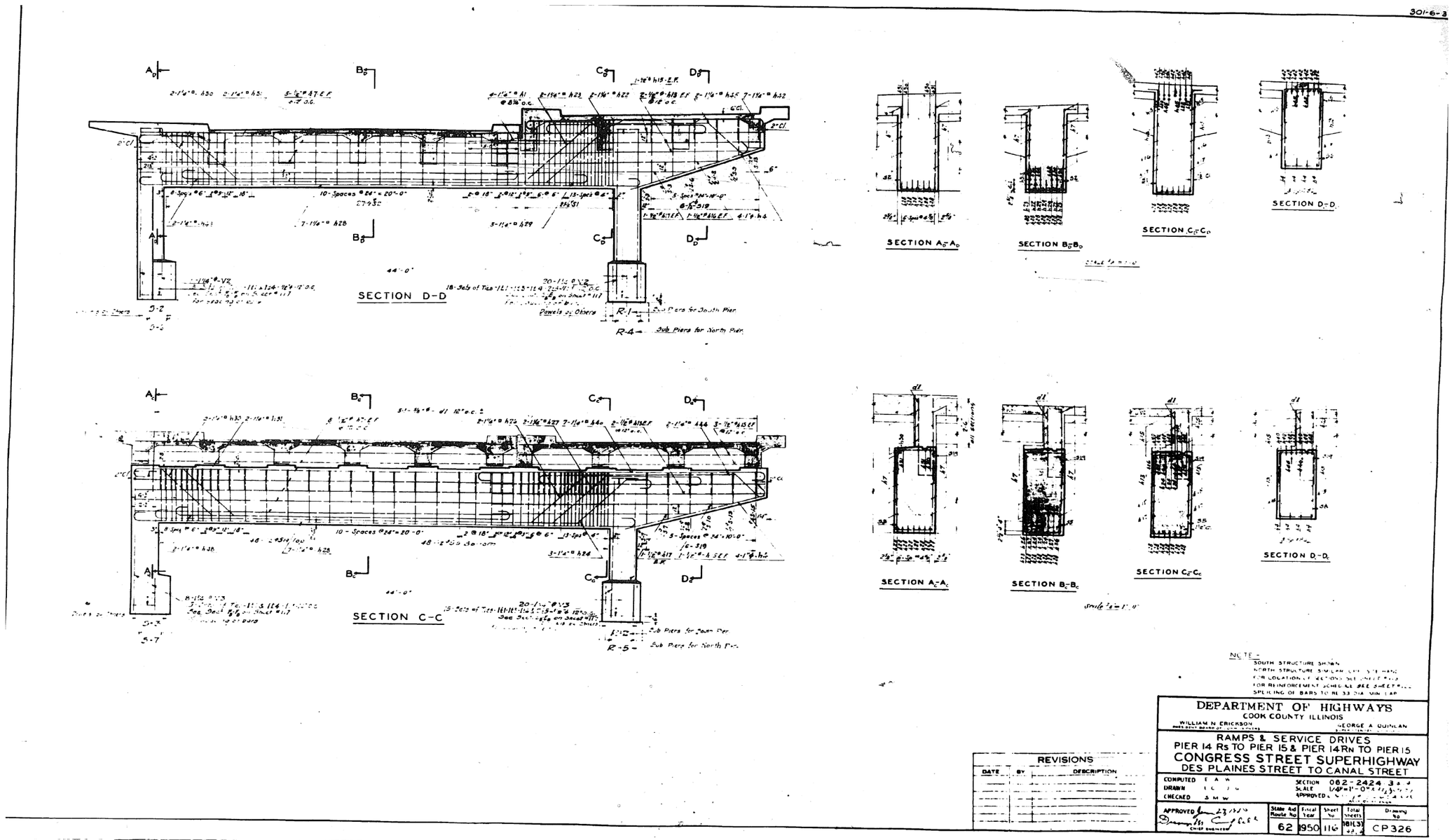
EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 115 OF 194 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 544 |

CONTRACT NO. 60X75
ILLINOIS FED. AID PROJECT

0160461-60X75-S260-EXT.dgn

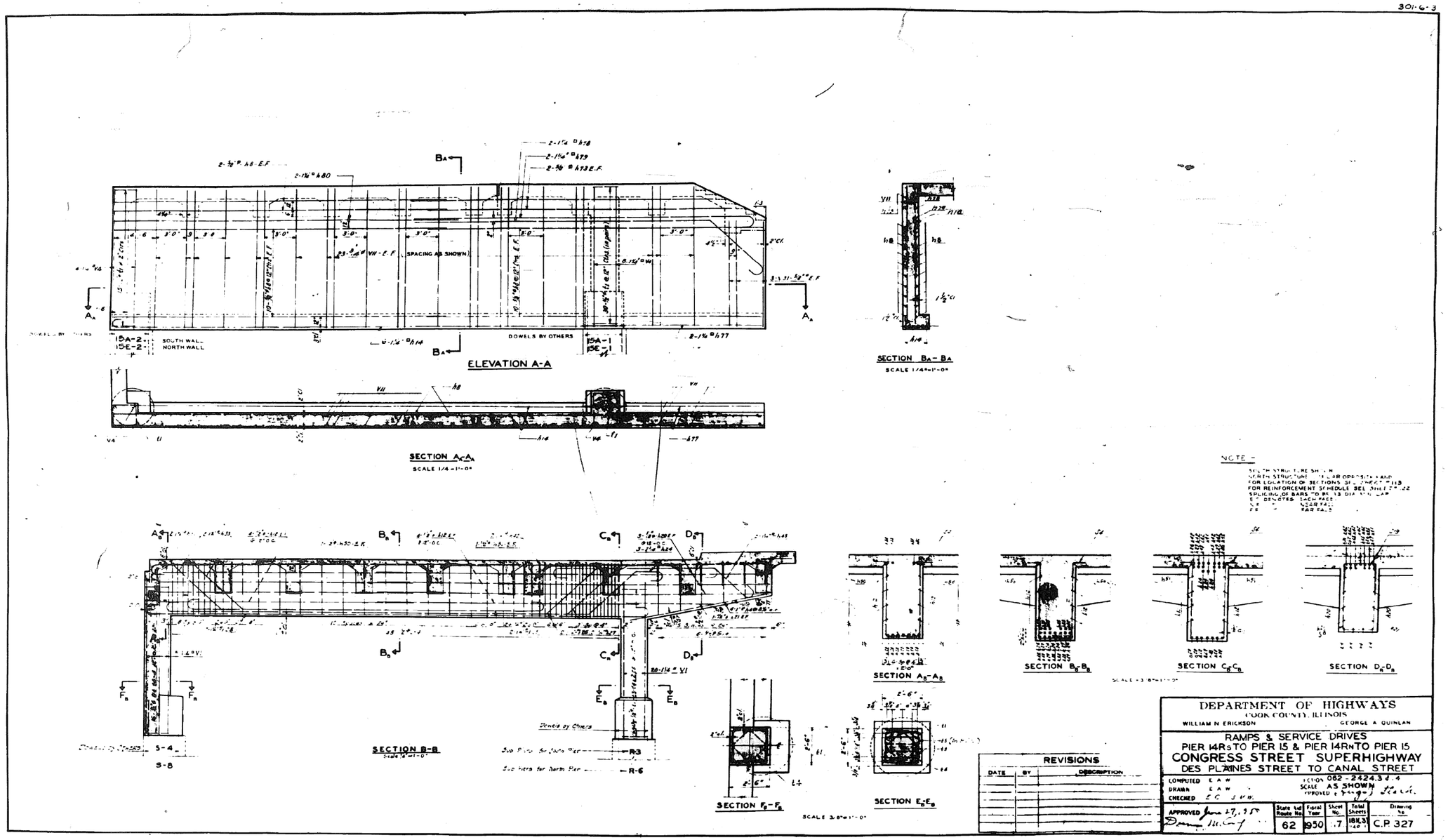
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 545 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 116 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S261-EXT.dgn

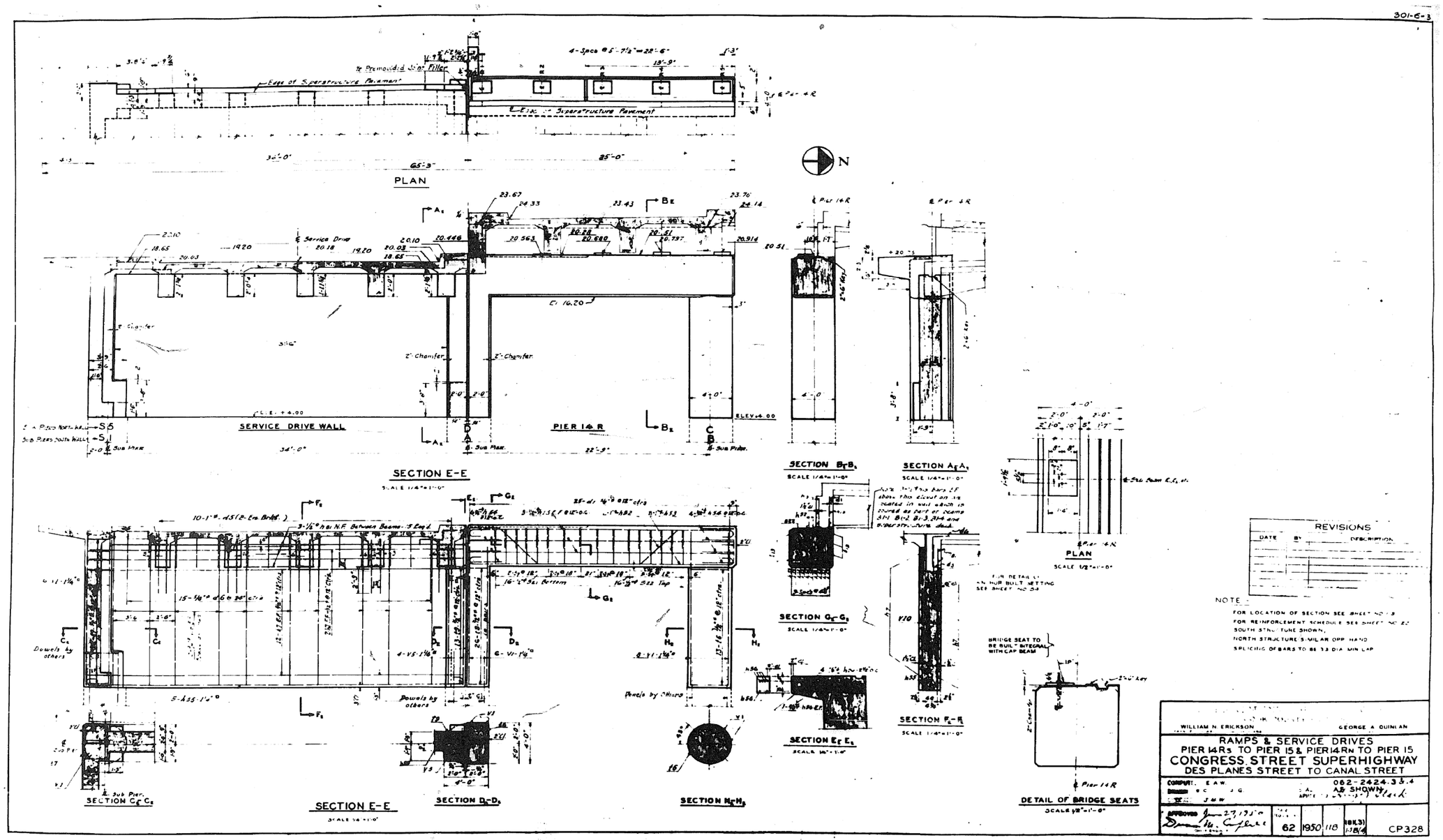
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 546 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 117 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S262-EXT.dgn

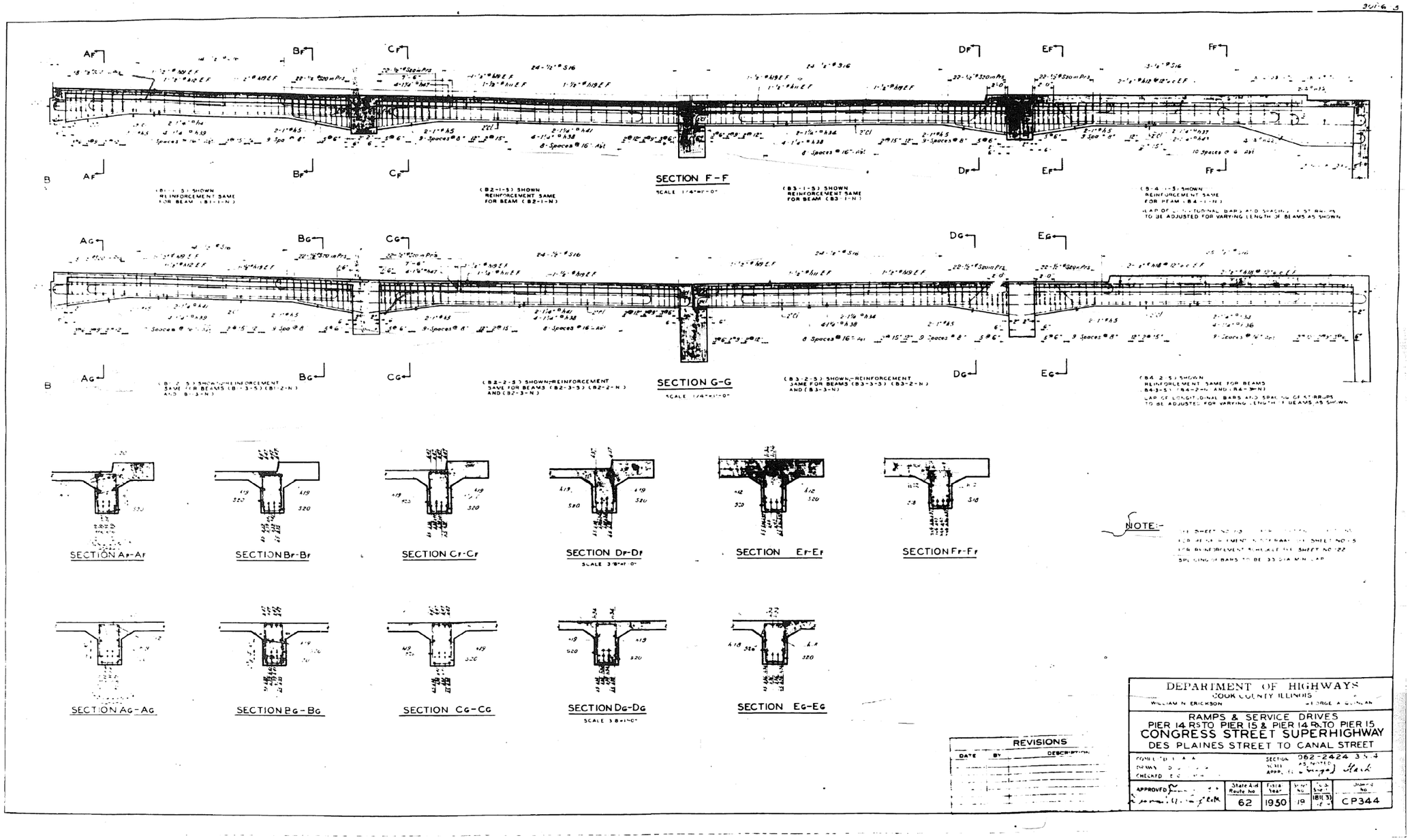
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 547 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 118 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S263-EXT.dgn

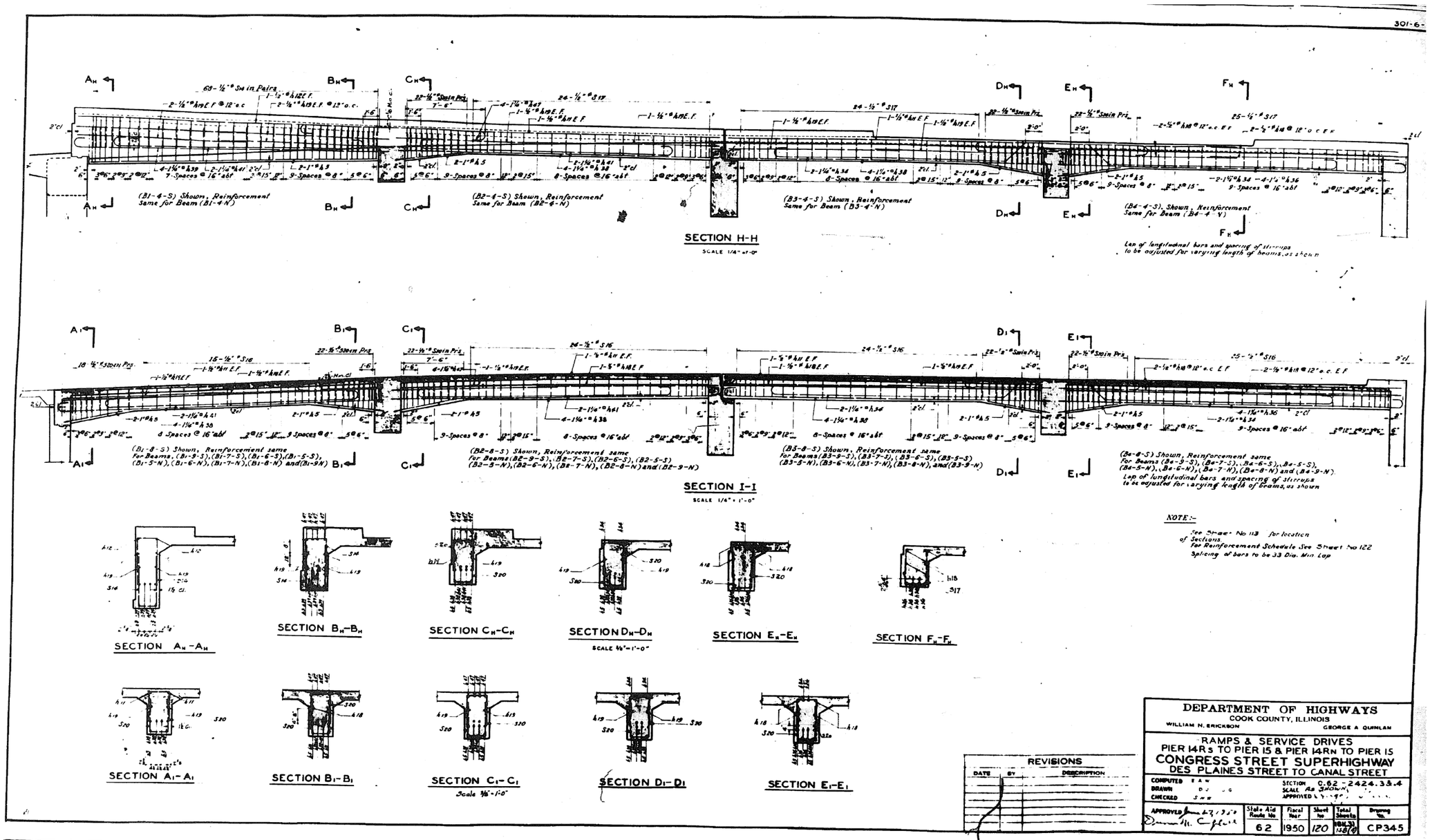
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 548 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 119 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

0160461-60X75-S264-EXT.dgn

# FOR INFORMATION ONLY




| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON — GEORGE A. QUINLAN

RAMPS & SERVICE DRIVES
PIER 14Rs TO PIER 15 & PIER 14Rn TO PIER 15
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

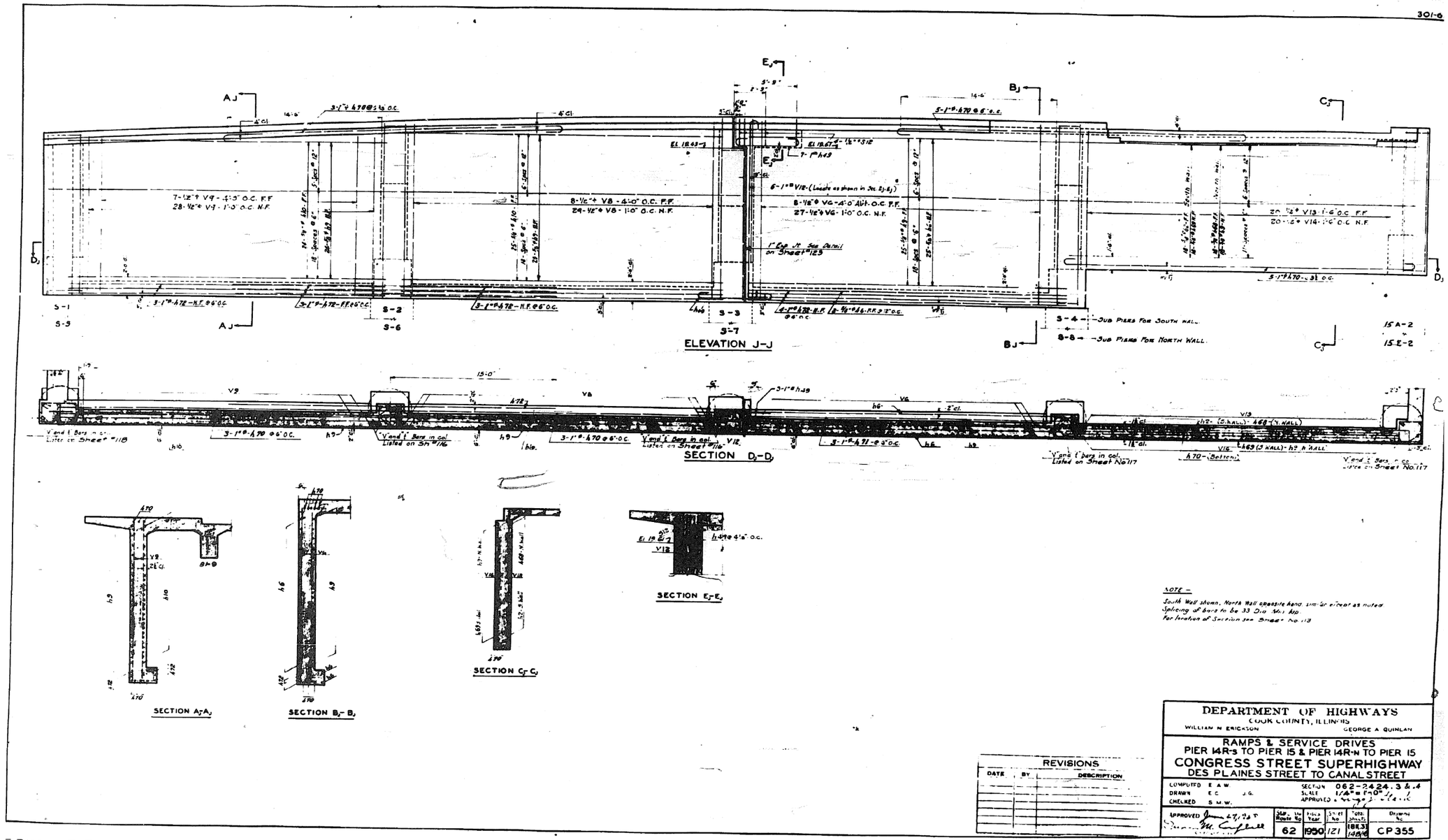
COMPUTED E.A.W.
DRAWN D.J.G.
CHECKED S.W.B.
SECTION 0.62 - 2424.33.4
SCALE As Shown
APPROVED

| APPROVED | State Aid Route No. | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|---|
| | 62 | 1950 | 120 | 108/0 | CP345 |

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 549 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 120 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S265-EXT.dgn

# FOR INFORMATION ONLY



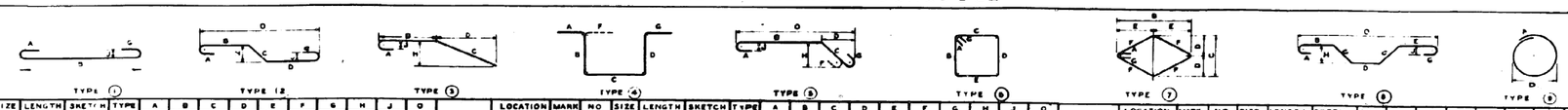

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 550 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 121 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S266-EXT.dgn

# FOR INFORMATION ONLY

301-6-3

## REINFORCEMENT SCHEDULE




| LOCATION | MARK | NO | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | F | G | H | J | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ELEV. A-A DRWG. C.P. 327 2-REQUIRED | V4 | 12 | 7/16" | 14-3 | | | | | | | | | | | | |
| | h4 | 6 | " | 48-3 | | 1 | 1-5 | 46-10 | | | | | | | 1-0½ | |
| | h77 | 2 | " | 17-9 | | | | | | | | | | | | |
| | n76 | 2 | " | 37-0 | | 5 | | 27-6 | 8-1 | | | 1-5 | | 8-3 | | |
| | h78 | 2 | " | 53-0 | | 1 | 1-9 | 21-1 | | | | | | | | |
| | h80 | 2 | " | 32-6 | | | | | | | | | | | | |
| | V11 | 44 | 3/8 φ | 14-3 | | | | | | | | | | | | |
| | h31 | 4 | 5/8 φ | 10-9 | | | | | | | | | | | | |
| | h8 | 64 | " | 31-3 | | | | | | | | | | | | |
| | h73 | 4 | " | 28-3 | | | | | | | | | | | | |
| | L1 | 4.5 | 7/8" | 10-2 | | G | 8 | 2-2 | 2-2 | 2-2 | 2-2 | | 8 | | | |
| SECTION B-B DRWG. C.P. 327 2-REQUIRED | h51 | 2 | 1/2" | 8-6 | | | | | | | | | | | | |
| | V1 | 28 | 1/2" | 16-0 | | | | | | | | | | | | |
| | h4 | 4 | 1/2" | 13-0 | | | | | | | | | | | | |
| | h12 | 16 | 1/2" | 24-0 | | | | | | | | | | | | |
| | h20 | 6 | " | 12-0 | | | | | | | | | | | | |
| | h21 | 2 | " | 7-0 | | | | | | | | | | | | |
| | h28 | 2 | 7/8" | 35-4 | | 2 | 1-5 | 10-11 | 6-4½ | 33-4½ | | | 1-5 | 4-6 | 1-0½ | |
| | h27 | 2 | " | 35-6 | | 2 | 1-5 | 8-11 | 6-4½ | 37-4½ | | | 1-5 | 4-6 | 1-0½ | |
| | h22 | 2 | " | 49-6 | | 1 | 1-5 | 46-8 | | | | | 1-5 | | 1-0½ | |
| | h24 | 3 | " | 30-6 | | 2 | 1-5 | 2-5 | 5-4½ | 33-4½ | | | 1-5 | 4-2 | 1-0½ | |
| | h32 | 2 | " | 41-0 | | 2 | 1-5 | 2-7 | 6½ | 39-4½ | | | 1-5 | 4-4 | 1-0½ | |
| | h33 | 2 | " | 41-0 | | 2 | 1-5 | 4-7 | 6½ | 37-4½ | | | 1-5 | 4-4 | 1-0½ | |
| | h35 | 2 | " | 36-0 | | 1 | 1-5 | 33-2 | | | | | 1-5 | | 1-0½ | |
| | h42 | 7 | " | 24-9 | | 1 | 1-5 | 21-11 | | | | | 1-5 | | 1-0½ | |
| | h43 | 2 | " | 22-3 | | 5 | 1-5 | 14-10 | 4-7 | | | | 1-5 | 3-1 | 1-0½ | |
| | L1 | 32 | 7/8 φ | 10-0 | | 2 | 8 | 2-2 | 2-2 | 2-2 | 2-2 | | 8 | | | |
| | L3 | 16 | 7/8 φ | 9-9 | | 6 | 8 | 2-2 | 1-6½ | 2-2 | 1-6½ | | 8 | | | |
| | L4 | 32 | " | 7-8 | | 7 | 8 | 2-2 | 2-2 | 1-1 | 1-1 | 1-6½ | 8 | | | |
| | L5 | 32 | " | 6-9 | | 6 | 8 | 2-2 | 6½ | 2-2 | 6½ | | 8 | | | |
| | h4 | 48 | " | 13-9 | | 4 | 8 | 5-1 | 2-3 | 5-1 | | | 8 | | | |
| | h6 | 1 | " | 12-3 | | 4 | | 5-0 | 2-3 | 5-0 | | | | | | |
| | h7 | 1 | " | 11-9 | | 4 | | 4-9 | 2-3 | 4-9 | | | | | | |
| | h8 | 1 | " | 10-9 | | 4 | | 4-3 | 2-3 | 4-3 | | | | | | |
| | h9 | 1 | " | 9-9 | | 4 | | 3-9 | 2-3 | 3-9 | | | | | | |
| | h10 | 1 | " | 9-3 | | 4 | | 3-6 | 2-3 | 3-6 | | | | | | |
| | h11 | 1 | " | 8-9 | | 4 | | 3-3 | 2-3 | 3-3 | | | | | | |
| | h18 | 6 | " | 6-3 | | 4 | | 2-0 | 2-3 | 2-0 | | | | | | |
| | h24 | 2 | " | 26-0 | | | | | | | | | | | | |
| SECTION C-C DRWG. C.P. 326 2-REQUIRED | V3 | 28 | 7/8" | 14-0 | | | | | | | | | | | | |
| | h4 | 4 | 7/8 | 18-0 | | | | | | | | | | | | |
| | h7 | 16 | 1/2" | 35-9 | | | | | | | | | | | | |
| | h13 | 4 | " | 24-6 | | | | | | | | | | | | |
| | h15 | 8 | " | 22-9 | | | | | | | | | | | | |
| | h17 | 2 | " | 18-9 | | | | | | | | | | | | |
| | h30 | 2 | 7/8" | 37-9 | | 2 | 1-5 | 2-7½ | 6-4½ | 26-1 | | | 1-5 | 4-6 | 1-0½ | |
| | h31 | 2 | " | 39-9 | | 2 | 1-5 | 4-5½ | 6-4½ | 26-1 | | | 1-5 | 4-6 | 1-0½ | |
| | h29 | 2 | " | 55-6 | | 2 | 1-5 | 10-11 | 6-4½ | 35-4½ | | | 1-5 | 4-6 | 1-0½ | |
| | h27 | 2 | " | 55-6 | | 2 | 1-5 | 8-11 | 6-4½ | 37-4½ | | | 1-5 | 4-6 | 1-0½ | |
| | h28 | 2 | " | 49-6 | | 1 | 1-5 | 46-8 | | | | | 1-5 | | 1-0½ | |
| | h26 | 3 | " | 50-6 | | 2 | 1-5 | 2-5 | 5-0½ | 39-4½ | | | 1-5 | 4-2 | 1-0½ | |
| | h25 | 2 | " | 36-0 | | 1 | 1-5 | 31-2 | | | | | 1-5 | | 1-0½ | |
| | h40 | 7 | " | 29-3 | | 1 | 1-5 | 26-5 | | | | | 1-5 | | 1-0½ | |
| | h44 | 8 | " | 26-6 | | 8 | 1-5 | 18-3 | 3-3 | | | | 1-5 | 2-2 | 1-0½ | |
| | L1 | 30 | 7/8 φ | 10-0 | | 6 | 8 | 2-2 | 2-2 | 2-2 | 2-2 | | 8 | | | |
| | L3 | 15 | " | 8-9 | | 6 | 8 | 2-2 | 1-6½ | 2-2 | 1-6½ | | 8 | | | |
| | L4 | 30 | " | 7-6 | | 7 | 8 | 2-2 | 2-2 | 1-1 | 1-1 | 1-6½ | 8 | | | |
| | L5 | 30 | " | 6-9 | | 6 | 8 | 2-2 | 6½ | 2-2 | 6½ | | 8 | | | |
| | D8 | 48 | " | 12-9 | | 4 | | 5-3 | 2-3 | 5-3 | | | | | | |
| | h7 | 2 | " | 11-9 | | 4 | | 4-9 | 2-3 | 4-9 | | | | | | |
| | h8 | 1 | " | 10-9 | | 4 | | 4-3 | 2-3 | 4-3 | | | | | | |
| | h10 | 1 | " | 9-3 | | 4 | | 3-6 | 2-3 | 3-6 | | | | | | |
| | h11 | 1 | " | 8-9 | | 4 | | 3-3 | 2-3 | 3-3 | | | | | | |
| | h13 | 4 | " | 6-3 | | 4 | | 2-0 | 2-3 | 2-0 | | | | | | |
| | h24 | 2 | " | 26-0 | | | | | | | | | | | | |
| SECTION D-D DRWG. C.P. 328 2-REQUIRED | V2 | 20 | 1/2" | 17-0 | | | | | | | | | | | | |
| | h1 | 4 | " | 10-6 | | | | | | | | | | | | |
| | h4 | 4 | 1/2 | 13-0 | | | | | | | | | | | | |
| | h7 | 10 | 1/2 φ | 35-0 | | | | | | | | | | | | |
| | h13 | 4 | " | 24-6 | | | | | | | | | | | | |
| | h16 | 2 | " | 20-9 | | | | | | | | | | | | |
| | h17 | 2 | " | 18-0 | | | | | | | | | | | | |
| | h22 | 2 | 1¼" | 56-0 | | 2 | 1-5 | 8-8 | 8-5½ | 36-7½ | | | 1-5 | 3-10½ | 1-0½ | |
| | h23 | 2 | " | 56-0 | | 2 | 1-5 | 10-0 | 8-7½ | 36-7½ | | | 1-5 | 3-10½ | 1-0½ | |
| | h30 | 2 | " | 39-9 | | 2 | 1-5 | 2-5½ | 6-4½ | 28-1 | | | 1-5 | 4-6 | 1-0½ | |
| | h31 | 2 | " | 39-9 | | 2 | 1-5 | 4-5½ | 6-4½ | 28-1 | | | 1-5 | 4-6 | 1-0½ | |
| | h26 | 7 | " | 49-6 | | 1 | 1-5 | 46-8 | | | | | 1-5 | | 1-0½ | |
| | h29 | 3 | " | 42-9 | | 1 | 1-5 | 39-11 | | | | | 1-5 | | 1-0½ | |
| | h42 | 2 | " | 34-0 | | 1 | 1-5 | 31-2 | | | | | 1-5 | | 1-0½ | |
| | h40 | 7 | " | 26-3 | | 1 | 1-5 | 21-11 | | | | | 1-5 | | 1-0½ | |
| | h43 | 2 | " | 28-3 | | 5 | 1-5 | 16-10 | 4-7 | | | | 1-5 | 3-1 | 1-0½ | |
| | L1 | 36 | 7/8 φ | 10-0 | | 6 | 8 | 2-2 | 2-2 | 2-2 | 2-2 | | 8 | | | |
| | h3 | 2 | " | 22-0 | | | | | | | | | | | | |

| LOCATION | MARK | NO | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | F | G | H | J | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SECTION D-D DRWG. C.P. 328 2-REQUIRED, CONT. | L3 | 18 | 1/2 φ | 8-3 | | 6 | 8 | 2-2 | 1-6½ | 2-2 | 1-6½ | | 8 | | | |
| | L4 | 36 | " | 7-0 | | 7 | 8 | 2-2 | 2-2 | 1-1 | 1-1 | 1-6½ | 8 | | | |
| | L5 | 18 | " | 6-3 | | 6 | 8 | 2-2 | 6½ | 2-2 | 6½ | | 8 | | | |
| | S1 | 21 | " | 17-2 | | 4 | 8½ | 2-9 | 2-3 | 6-2 | | | 8½ | | | |
| | S2 | 27 | " | 16-6 | | 4 | 8½ | 2-2 | 2-3 | 5-5 | | | 8½ | | | |
| | S3 | 2 | " | 13-3 | | 4 | | 5-3 | 2-3 | 5-3 | | | | | | |
| | S6 | 1 | " | 12-3 | | 4 | | 5-0 | 2-3 | 5-0 | | | | | | |
| | S8 | 1 | " | 10-3 | | 4 | | 4-3 | 2-3 | 4-3 | | | | | | |
| | S9 | 1 | " | 9-9 | | 4 | | 3-9 | 2-3 | 3-9 | | | | | | |
| | S13 | 1 | " | 8-3 | | 4 | | 3-0 | 2-3 | 3-0 | | | | | | |
| | S10 | 6 | 1/2 φ | 6-3 | | 4 | | 2-0 | 2-3 | 2-0 | | | | | | |
| SECTION E-E DRWG. C.P. 328 2-REQUIRED | d6 | 18 | 3/4 φ | 5-0 | | 2 | | 1-8 | 3-6 | | | | | | | |
| | h32 | 8 | 1 φ | 26-9 | | 1 | 1-1 | 24-7 | | | | | 1-1 | | 1φ | |
| | h52 | 8 | " | 23-3 | | 8 | 1-1 | 2-7 | 5-1 | 3-3 | 5-1 | | 1-1 | 3-7 | 1φ | 22-7 |
| | h13 | 12 | 1/2 φ | 24-6 | | | | | | | | | | | | |
| | h34 | 8 | | 8-0 | | 4 | | 2-11½ | 3-3 | 2-11½ | | | | | | |
| | V1 | 80 | 1/2 φ | 16-0 | | | | | | | | | | | | |
| | t8 | 12 | 1/2 φ | 13-0 | | 8 | 1-6 | | | 3-8 | | | | | | |
| | L6 | 24 | " | 8-6 | | 6 | 8 | 1-8 | 1-11 | 1-8 | 1-11 | | 8 | | | |
| | S21 | 16 | " | 10-9 | | 4 | | 3-5 | 3-3 | 3-4 | | | | | | |
| | S22 | 16 | " | 8-9 | | 4 | | 2-11½ | 3-3 | 2-11½ | | | | | | |
| | d1 | 12 | 3/4 φ | 10-6 | | 4 | | 6-8 | 1-2 | 6-8 | | | | | | |
| | h51 | 16 | " | 4-9 | | | | | | | | | | | | |
| | d5 | 18 | 1 φ | 5-8 | | | | | | | | | | | | |
| | h7 | 86 | 1/2 φ | 35-0 | | | | | | | | | | | | |
| | h46 | 8 | 1 φ | 28-9 | | 1 | 1-5 | 35-8 | | | | | 1-5 | | 1-0½ | |
| | V5 | 6 | 1/2 φ | 50-6 | | | | | | | | | | | | |
| | V10 | 20 | 3/8 φ | 16-6 | | | | | | | | | | | | |
| | L7 | 32 | 1/2 φ | 9-6 | | 6 | 8 | 2-2 | 1-9½ | 2-2 | 1-9½ | | 8 | | | |
| | L9 | 13 | " | 10-0 | | 6 | 8 | 2-6 | 1-8 | 2-6 | 1-8 | | 8 | | | |
| | h66 | 6 | 7/8 φ | 7-6 | | 1 | 7 | 6-6 | | | | | 7 | | 5 | |
| SECTION F-F DRWG. C.P. 344 2-REQUIRED | h2 | 10 | 1 φ | 6-0 | | | | | | | | | | | | |
| | h11 | 4 | 1/2 φ | 26-8 | | | | | | | | | | | | |
| | h12 | 6 | " | 22-0 | | | | | | | | | | | | |
| | h10 | 12 | 1/2 φ | 16-0 | | | | | | | | | | | | |
| | h36 | 2 | 1 φ | 60-0 | | 2 | 1-8 | 12-9 | 2-6 | 28-8 | | | 1-8 | 1-0½ | 1-0½ | |
| | h35 | 2 | " | 34-3 | | 1 | 1-8 | 32-10 | | | | | | | 1-0½ | |
| | h37 | 2 | " | 34-3 | | 2 | 1-8 | 2-3 | 2-6 | 19-8 | | | 1-5 | 1-4½ | 1-0½ | |
| | h38 | 2 | " | 32-3 | | 1 | 1-8 | 30-10 | | | | | | | 1-0½ | |
| | h39 | 2 | " | 31-6 | | 1 | 1-8 | 30-1 | | | | | | | 1-0½ | |
| | h41 | 4 | " | 27-6 | | 1 | 1-8 | 25-8 | | | | | | | 1-0½ | |
| | h43 | 2 | " | 22-9 | | 1 | 1-8 | 21-4 | | | | | 1-5 | | 1-0½ | |
| | h46 | 4 | " | 18-0 | | 8 | 1-8 | 6-2 | 2-0 | | | 1-5 | | 3-8 | 1-0½ | |
| | h47 | 4 | " | 30-0 | | 1 | 1-8 | 17-8 | | | | | 1-5 | | 1-0½ | |
| | S16 | 78 | 1/2 φ | 7-0 | | 4 | | 2-3 | 1-3 | 2-2 | | | 1½ | | | |
| | S18 | 8 | " | 6-6 | | 8 | | 1-7½ | 1-3 | 2-7½ | | | | | | |
| | S20 | 124 | " | 5-9 | | 8 | | 2-2 | 1-3 | 2-2 | | | | | | |
| SECTION G-G DRWG. C.P. 344 4-REQUIRED | h9 | 60 | 1 φ | 6-8 | | | | | | | | | | | | |
| | h11 | 6 | 1/2 φ | 26-6 | | | | | | | | | | | | |
| | h12 | 2 | " | 22-9 | | | | | | | | | | | | |
| | h13 | 6 | " | 17-0 | | | | | | | | | | | | |
| | h10 | 12 | " | 16-0 | | | | | | | | | | | | |
| | h34 | 6 | 1 φ | 60-0 | | 2 | 1-8 | 12-9 | 2-6 | 28-0 | | | 1-8 | 1-0½ | 1-0½ | |
| | h35 | 6 | " | 34-3 | | 1 | 1-8 | 32-10 | | | | | | | 1-0½ | |
| | h36 | 6 | " | 32-3 | | 1 | 1-8 | 30-10 | | | | | | | 1-0½ | |
| | h39 | 6 | " | 31-6 | | 1 | 1-8 | 30-1 | | | | | | | 1-0½ | |
| | h41 | 6 | " | 27-6 | | 1 | 1-8 | 25-8 | | | | | | | 1-0½ | |
| | h43 | 6 | " | 22-9 | | 1 | 1-8 | 21-4 | | | | | 1-5 | | 1-0½ | |
| | h46 | 6 | " | 18-0 | | 8 | 1-8 | 6-2 | 2-0 | | | 1-5 | | 3-8 | 1-0½ | |
| | h47 | 6 | " | 30-0 | | 1 | 1-8 | 17-8 | | | | | 1-5 | | 1-0½ | |
| | S16 | 78 | 1/2 φ | 7-0 | | 4 | | 2-3 | 1-3 | 2-2 | | | 1½ | | | |
| | S18 | 8 | " | 6-6 | | 8 | | 1-7½ | 1-3 | 2-7½ | | | | | | |
| | S20 | 124 | " | 5-9 | | 8 | | 2-2 | 1-3 | 2-2 | | | | | | |
| SECTION H-H DRWG. C.P. 344 2-REQUIRED | h3 | 2 | 1 φ | 22-3 | | | | | | | | | | | | |
| | h5 | 6 | " | 8-0 | | | | | | | | | | | | |
| | h11 | 4 | 1/2 φ | 26-6 | | | | | | | | | | | | |
| | h12 | 8 | " | 22-9 | | | | | | | | | | | | |
| | h13 | 8 | " | 17-0 | | | | | | | | | | | | |
| | h10 | 16 | " | 16-0 | | | | | | | | | | | | |
| | h34 | 6 | 1¼ φ | 60-0 | | 8 | 1-8 | 12-9 | 2-6 | 28-0 | | | 1-5 | 1-9½ | 1-0½ | |
| | h35 | 4 | " | 34-3 | | 1 | 1-8 | 32-10 | | | | | | | 1-0½ | |
| | h36 | 8 | " | 32-3 | | 1 | 1-8 | 30-10 | | | | | | | 1-0½ | |
| | h39 | 4 | " | 31-6 | | 1 | 1-8 | 30-1 | | | | | | | 1-0½ | |
| | h41 | 4 | " | 27-6 | | 1 | 1-8 | 25-8 | | | | | | | 1-0½ | |
| | h43 | 4 | " | 22-9 | | 1 | 1-8 | 21-4 | | | | | 1-5 | | 1-0½ | |
| | S14 | 60 | 1/2 φ | 7-0 | | 4 | | 2-3 | 1-3 | 2-2 | | | | | | |
| | S17 | 78 | " | 6-0 | | 4 | | 2-0 | 1-3 | 2-0 | | 1½ | 1½ | | | |
| | S20 | 68 | " | 5-9 | | 14 | | 2-2 | 1-3 | 2-2 | | | | | | |
| I-I CONT. | h3 | 12 | 1 φ | 22-3 | | | | | | | | | | | | |
| | h5 | 36 | 3/4 φ | 8-0 | | | | | | | | | | | | |
| | h8 | 36 | 3/4 φ | 24-6 | | | | | | | | | | | | |
| | h13 | 72 | " | 17-0 | | | | | | | | | | | | |

| LOCATION | MARK | NO | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | F | G | H | J | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SEC. I-I DRWG. C.P. 345 10-REQUIRED | h19 | 6 | 1/2 φ | 16-0 | | | | | | | | | | | | |
| | h34 | 4 | 1¼" | 40-0 | | 2 | 1-5 | 18-8 | 2-6 | 22-0 | | | 1-5 | 1-9½ | 1-0½ | |
| | h35 | 4 | " | 34-3 | | 1 | 1-5 | 32-10 | | | | | | | 1-0½ | |
| | h38 | 12 | " | 32-3 | | 1 | 1-5 | 30-10 | | | | | | | 1-0½ | |
| | h41 | 4 | " | 27-6 | | 1 | 1-5 | 26-8 | | | | | 1-5 | | 1-0½ | |
| | h47 | 4 | " | 20-6 | | 1 | 1-5 | 17-8 | | | | | 1-5 | | 1-0½ | |
| | S16 | 88 | 1/2 φ | 7-0 | | 4 | 7½ | 2-3 | 1-3 | 2-3 | | | 7½ | | | |
| | S20 | 166 | " | 5-9 | | 4 | | 2-3 | 1-3 | 2-3 | | | | | | |
| ELEVATION J-J DRWG. C.P. 355 1-REQUIRED | h2 | 18 | 5/8 φ | 35-0 | | | (Sheet wall only) | | | | | | | | | |
| | h6 | 84 | " | 30-6 | | | | | | | | | | | | |
| | h9 | 146 | " | 32-6 | | | | | | | | | | | | |
| | h10 | 98 | " | 33-9 | | | | | | | | | | | | |
| | h45 | 20 | 1 φ | 7-9 | | 1 | 1-1 | 5-7 | | | | | 1-1 | | 1φ | |
| | h64 | 18 | 5/8 φ | 34-6 | | | (Sheet wall only) | | | | | | | | | |
| | h49 | 18 | " | 39-0 | | | | | | | | | | | | |
| | h71 | 6 | " | 32-9 | | 1 | 1-1 | 32-7 | | | | | 1-1 | | 1φ | |
| | h72 | 6 | " | 31-1 | | 1 | 1-1 | 31-1 | | | | | 1-1 | | 1φ | |
| | h73 | 26 | 1/2 | 27-2 | | | | | | | | | | | | |
| | V6 | 70 | 1/2 φ | 18-0 | | | | | | | | | | | | |
| | V8 | 74 | " | 17-6 | | | | | | | | | | | | |
| | V9 | 70 | " | 16-9 | | | | | | | | | | | | |
| | V12 | 12 | 1 φ | 20-3 | | 1 | 1-1 | 18-1 | | | | | 1-1 | | 1φ | |
| | V13 | 40 | 1/2 φ | 13-9 | | | | | | | | | | | | |
| | V14 | 40 | " | 12-6 | | | | | | | | | | | | |
| | S12 | 8 | " | 8-2 | | 4 | 7 | 2-6 | 2-3 | 2-6 | | | 7 | | | |
| ELEVATION K-K DRWG. C.P. 325 1-REQUIRED | h57 | 7 | 1/2 φ | 18-0 | | | | | | | | | | | | |
| | h58 | 4 | " | 17-0 | | | | | | | | | | | | |
| | h59 | 2 | " | 15-0 | | | | | | | | | | | | |
| | h60 | 2 | " | 13-0 | | | | | | | | | | | | |
| | h61 | 2 | " | 11-0 | | | | | | | | | | | | |
| | h62 | 2 | " | 9-0 | | | | | | | | | | | | |
| | V12 | 7 | " | 7-3 | | | | | | | | | | | | |
| | V15 | 2 | " | 7-3 | | | | | | | | | | | | |
| | h63 | 2 | " | 7-0 | | | | | | | | | | | | |
| | V17 | 2 | " | 6-3 | | | | | | | | | | | | |
| | V18 | 2 | " | 6-3 | | | | | | | | | | | | |
| | h64 | 27 | " | 6-0 | | | | | | | | | | | | |
| | V19 | 2 | " | 5-3 | | | | | | | | | | | | |
| | V20 | 2 | " | 5-3 | | | | | | | | | | | | |
| | h65 | 2 | " | 5-0 | | | | | | | | | | | | |
| | V21 | 2 | " | 4-3 | | | | | | | | | | | | |
| | V22 | 2 | " | 4-3 | | | | | | | | | | | | |
| | V23 | 2 | " | 3-3 | | | | | | | | | | | | |
| | V24 | 2 | " | 3-3 | | | | | | | | | | | | |
| | h66 | 2 | " | 3-0 | | | | | | | | | | | | |
| | V25 | 2 | " | 2-3 | | | | | | | | | | | | |
| | V26 | 2 | " | 2-3 | | | | | | | | | | | | |
| | V27 | 2 | " | 1-3 | | | | | | | | | | | | |
| | V28 | 2 | " | 1-3 | | | | | | | | | | | | |
| | L10 | 16 | " | 4-3 | | 6 | 7½ | 9 | 9 | 9 | 9 | | 7½ | | | |
| | V29 | 5 | 1 φ | 8.0 | | | | | | | | | | | | |
| | h67 | 19 | 5/8 φ | 12-3 | | 3 | 7 | 5-10 | 5-10 | | | | | | | |
| | h36 | 18 | " | 7-6 | | 1 | 8 | 6-2 | | | | | | 8 | 2-7 | 5 |
| | | | | | | | | | | | | | | | | 5 |

Class "X" Concrete (from Sheets 113-123 inc.) 145.0 Cu. Yds.
Reinforcement Bars (from Sheets listed above) 310,915 lbs.

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| 11/1/50 | Lange | Bar Quantity |

DEPARTMENT OF HIGHWAYS
COOK COUNTY ILLINOIS
WILLIAM N. ERICKSON, PRESIDENT BOARD OF COMMISSIONERS — GEORGE A. DUNLAN, DEPARTMENT OF HIGHWAYS

RAMPS & SERVICE DRIVES
PIER 14 Rs TO PIER 15 & PIER 14Rn TO PIER 15
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED E.C. — DRAWN E.C. J.G. — CHECKED J.M.W. — SECTION 082-2424.33.4 — SCALE — APPROVED [signature]
APPROVED [signature] 4-7-1950 — M. C. [signature] C.E.E.

| State Aid Planks No. | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1950 | 122 | 194 | CP 356 |

PARSONS BRINCKERHOFF

| USER NAME = pateld | DESIGNED - | REVISED - |
|---|---|---|
| | CHECKED - | REVISED - |
| PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - |
| PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 122 OF 194 SHEETS

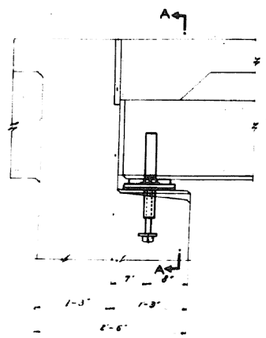
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 551 |

CONTRACT NO. 60X75
ILLINOIS FED. AID PROJECT

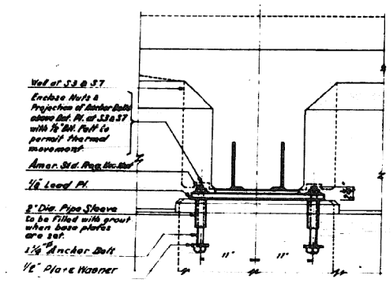
0160461-60X75-S267-EXT.dgn

# FOR INFORMATION ONLY

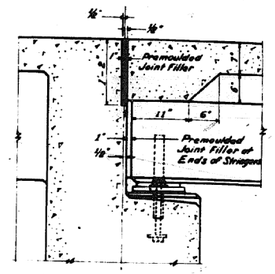
301-6-



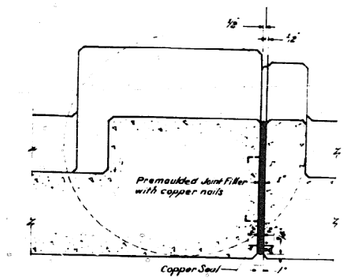

ELEVATION




SECTION A-A



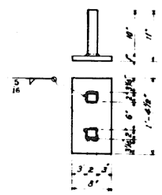

TRANS. EXPANSION JOINT FOR SLAB




SOUTH WALL EXPANSION JOINT (AT S-3)

NORTH WALL EXPANSION JOINT SIMILAR (AT S 7)

Note: Detail above is typical for all joints requiring premoulded joint filler & copper seal etc.

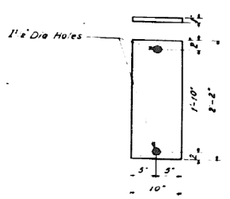



TOP PLATE

2- Straps 2" x 1/2" x 1'-0" (Welded to Top Pl.)
1- Top Pl. 8" x 1'-2" x 1'-6 1/2"
2- Cut washers
1- Bot. Pl. 10" x 1'-2" x 2'-2"
2- Anchor Bolts 1 1/4" x 2'-0" long (Bolt Details See Sh. No. 49)
2- 1/2" Plate Washers 4" x 4" x 3/8"
2- Pipe Sleeves 2" x 1'-6" long
1- Lead Pl. 10" x 1/2" x 2'-2"

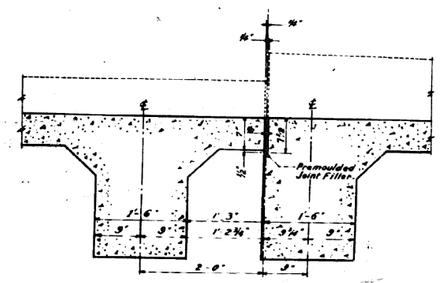
MATERIAL FOR ONE ASSEMBLY
20 REQUIRED - TOTAL WT. 3205 LBS

NOTE:-
Estimated weights of Steel Plates, Lead Plates Anchor Bolts and Pipe Sleeves are included in the weight of Structural Steel.
The Expansion Assemblies will be furnished by the Contractor for Sec. 062-2424.4 and erected by the Contractor for Sec. 062-2424.3.

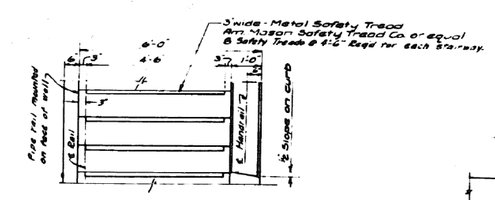



BOTTOM PLATE

DETAIL OF STRINGER EXPANSION BEARINGS



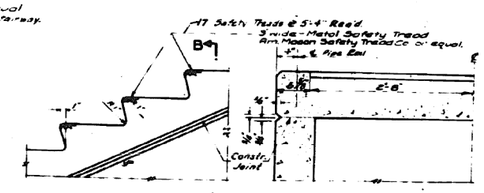

LONG. EXPANSION JOINT FOR SLAB




DETAIL OF LOWER STAIRWAYS

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

Note:
Metal Safety Tread to be flush with concrete.
For detail of Handrails and location of Pipe Sleeves see Sheet No. 69.




ELEVATION

SECTION B-B

DETAIL OF STAIR SLAB TO SUPERHIGHWAY

TREAD & RISER TYPICAL FOR CONCRETE STAIRS

SCALE: 1"=1'-0"

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| Oct. 1966 | J.C. | Rev. Expansion Bearings |

NOTE:-
Copper seal shall be 16 oz. cold rolled annealed copper with outside legs perforated. Cost of copper seal, premoulded joint filler, and copper nails to be included in unit price bid for Class "X" concrete.
Weight of Structural Steel on this Sheet is 3205 lbs. it shall be furnished by Contractor for Section 062-2424.3 and shall be erected by Contractor for Section 062-2424.3

Total Length of Metal Safety Tread = 25'-4"

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON, PRESIDENT BOARD OF COMMISSIONERS
GEORGE A. QUINLAN, SUPERINTENDENT OF HIGHWAYS

RAMPS & SERVICE DRIVES
PIER 14 R.S. TO PIER 15 & PIER 14 R.N. TO PIER 15
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED E.A.W.
DRAWN E.A.W. J.G.
CHECKED J.W.W.
SECTION 062-2424.3,4
SCALE 1" = 1'-0"
APPROVED J. J. Hack

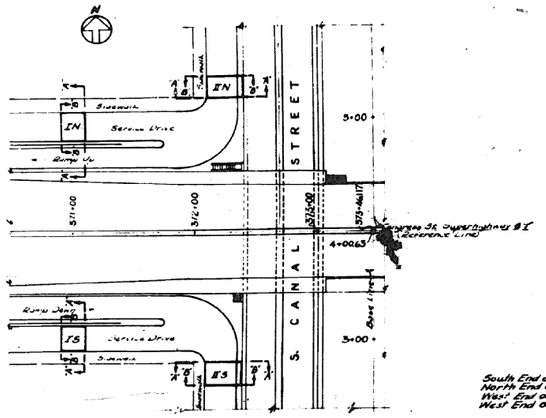
| APPROVED | State Aid Route No. | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|---|
| | 62 | 1950/123 | | 148/4 | CP357 |

0160461-60X75-S268-EXT.dgn

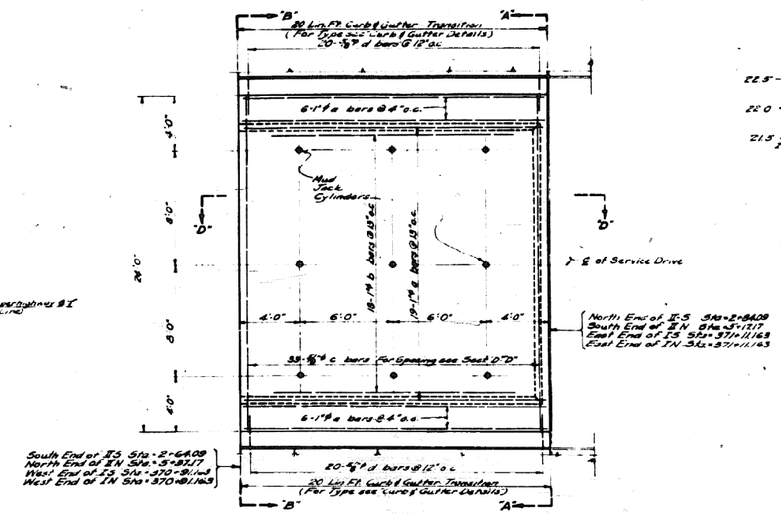
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 552 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 123 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

# FOR INFORMATION ONLY

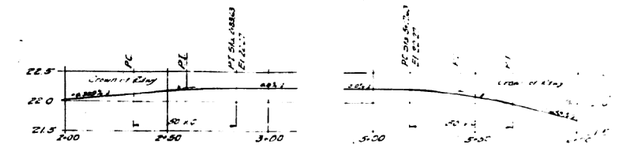
301-6



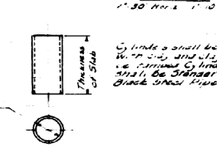

LOCATION PLAN
Scale: 1" = 50'




PLAN OF APPROACH SLAB
Scale: 1/4" = 1'-0"



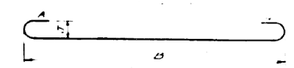

PROFILE
1" = 50' Hor. 1" = 10' Vert.




Cylinder shall be rolled. Worm strip and strip shall be removed. Cylinders shall be standard weight black steel pipe.

DETAIL OF MUD JACK CYLINDER

REVISIONS
DATE BY DESCRIPTION




TYPE 1

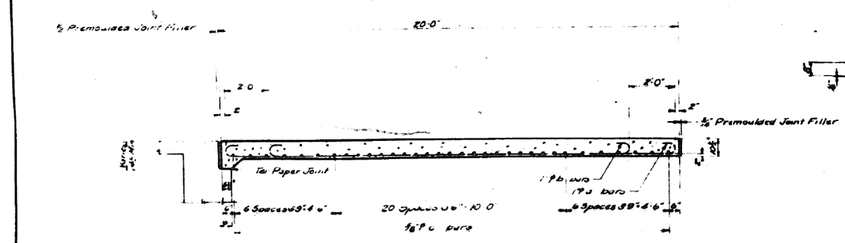
BAR SCHEDULE

| MARK | NUMBER | SIZE | LENGTH | SKETCH | TYPE | A | B | C | J |
|---|---|---|---|---|---|---|---|---|---|
| a | 124 | 1" | 21'-4" | | 1 | 10" | 19'-8" | 10" | 6'-2" |
| b | 72 | 1" | 7'-4" | | 1 | 10" | 15'-8" | 10" | 6'-2" |
| c | 132 | 5/8" | 23'-9" | | STR | | | | |
| d | 100 | 5/8" | 3'-0" | | STR | | | | |

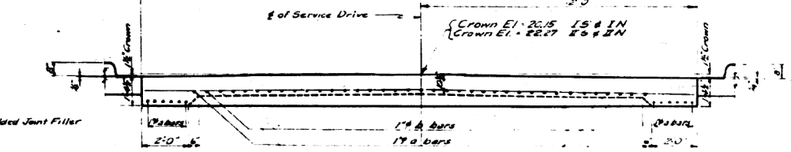
BILL OF MATERIAL

| | | |
|---|---|---|
| Reinforcement Bars | Lbs | 3,165 |
| P.C. Concrete Pavement (Ja's 10½-16½) | Sq Yds | 213.3 |
| Modified Type 32A C&G | Lin Ft | 120 |
| Modified Type 32B C&G | Lin Ft | 40 |

NOTES:
The slabs shall be laid for the full width of the roadway. Joints for the concrete pavement shall be as shown on the plans.
The Modified Type 32A Curb & Gutter, Type 1 and the Modified Type 32B Curb & Gutter, Modified Type 32A, shall be laid for the full width of the roadway and shall be considered as one unit for reinforcement bars.
All reinforcement bars including the Curb and Gutter, the bars shall be laid for the full width of the roadway and shall be considered as one unit for reinforcement bars.
The Mud Jack cylinders will be furnished and installed by the Joint Contractor and included in the contract unit price for P.C. Concrete Pavement (Ja's 10½-16½).
The cost of Premoulded Joint Filler shall be included in the unit price for P.C. Concrete Pavement (Ja's 10½-16½).
The Premoulded Joint Filler and the sealing of the joints specified in Article 420.06 of the Standard Specifications for Road and Bridge Construction.



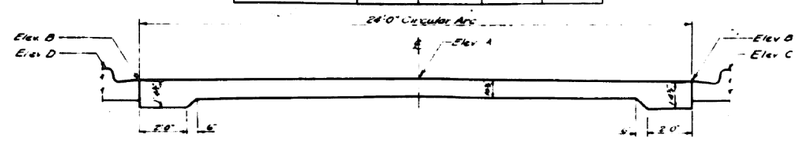

SECTION "D"-"D"
Scale: 1/8" = 1'-0"




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

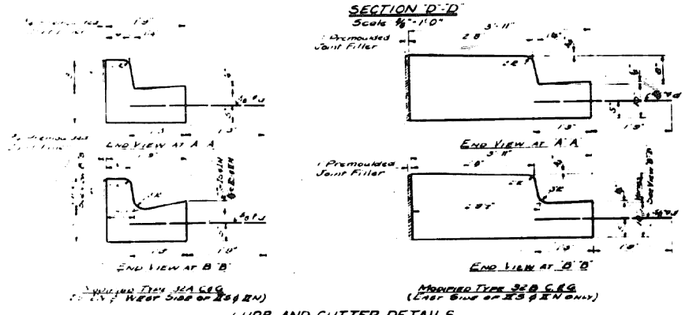
*TABLE I

| APPROACH SLAB (See Location Plan) | ELEVATION (See View "B"-"B") | | | |
|---|---|---|---|---|
| | Elev A | Elev B | Elev C | Elev D |
| IN | 19.28 | 19.16 | 19.66 | 19.66 |
| IS | 19.28 | 19.16 | 19.66 | 19.66 |
| IIN | 22.24 | 22.11 | 22.62 | 22.62 |
| IIS | 22.26 | 22.13 | 22.70 | 22.68 |




*No 6. See Table Above

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




Modified Type 32A C&G
(At West Side of IS & IIN)

Modified Type 32B C&G
(At East Side of IS & IIN Only)

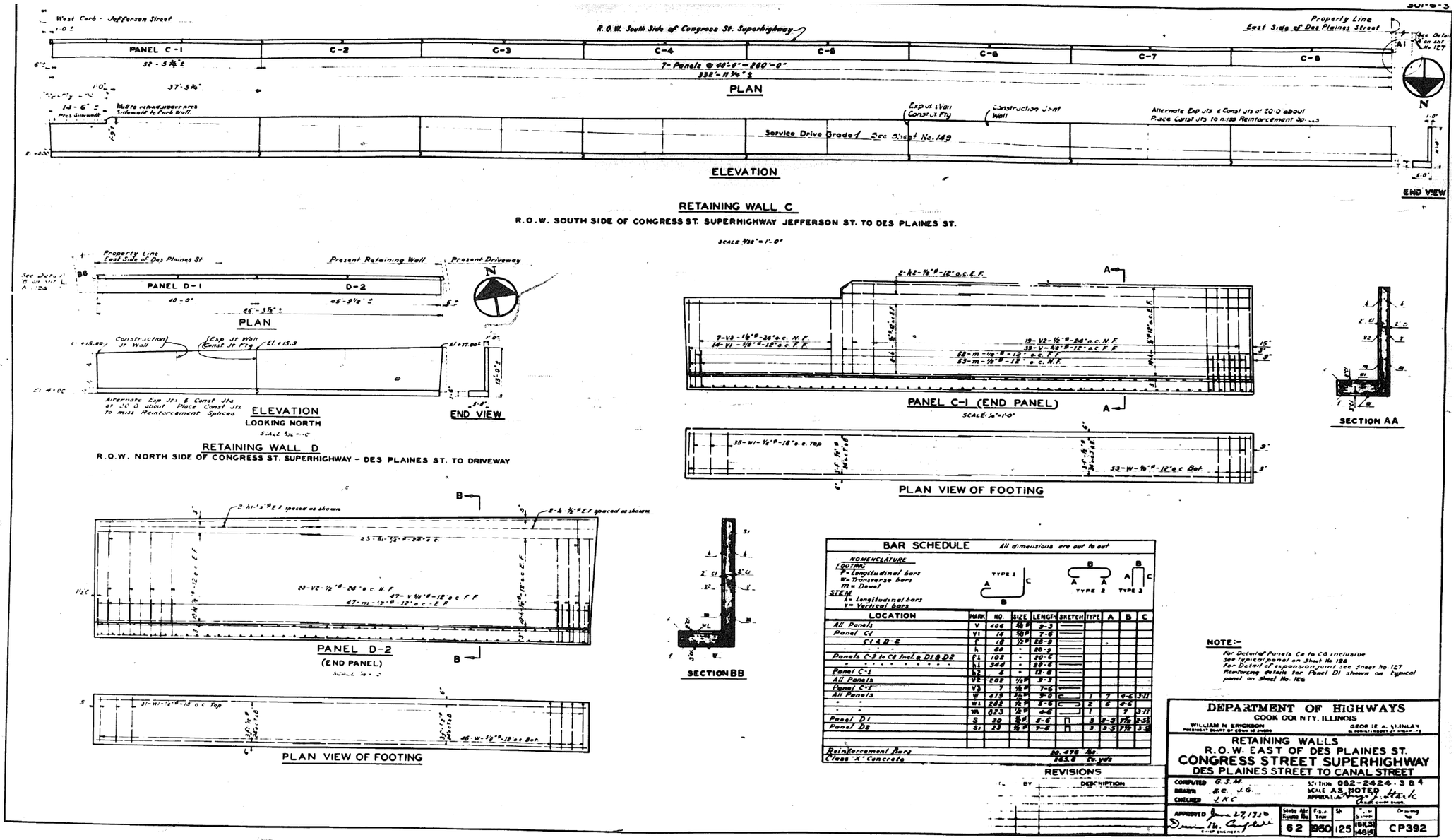
CURB AND GUTTER DETAILS
Scale: 1/8" = 1'-0"

RAMP B SERVICE DRIVE APPROACH SLABS
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED
DRAWN
CHECKED
APPROVED June 27, 1950

| STATE ROUTE | PLATE No. | YEAR | SHEET No. | TOTAL SHEETS | PLATE NAME |
|---|---|---|---|---|---|
| | 62 | 1950 | 12 | 18(13) | CP444 |

# FOR INFORMATION ONLY




## BAR SCHEDULE

All dimensions are out to out

NOMENCLATURE
FOOTING
F = Longitudinal bars
W = Transverse bars
M = Dowel
STEM
H = Longitudinal bars
V = Vertical bars

TYPE 1 TYPE 2 TYPE 3

| LOCATION | MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C |
|---|---|---|---|---|---|---|---|---|---|
| All Panels | V | 406 | 7/8" | 3-3 | | | | | |
| Panel C1 | V1 | 14 | 7/8" | 7-6 | | | | | |
| C1 & D2-2 | F | 18 | 1 1/2" | 25-9 | | | | | |
| " " " | h | 60 | " | 20-9 | | | | | |
| Panels C-2 to C8 Incl. & D1 & D2 | F1 | 102 | " | 20-6 | | | | | |
| " " " " " " " | h1 | 342 | " | 20-6 | | | | | |
| Panel C-1 | h2 | 4 | " | 12-6 | | | | | |
| All Panels | V2 | 202 | 7/8" | 3-3 | | | | | |
| Panel C-1 | V3 | 7 | 7/8" | 7-6 | | | | | |
| All Panels | V | 418 | 7/8" | 3-0 | C | 1 | 7 | 4-6 | 3-11 |
| " " | V1 | 288 | 7/8" | 3-6 | C | 2 | 6 | 4-6 | |
| " " | V4 | 623 | 7/8" | 4-6 | J | 1 | | 7 | 3-11 |
| Panel D1 | S | 20 | 5/8" | 5-6 | Π | 3 | 5-3 | 7 7/8 | 5-3 |
| Panel D2 | S1 | 23 | 5/8" | 7-6 | Π | 3 | 5-3 | 7 7/8 | 3-5 |
| Reinforcement Bars | | | | 20,476 lbs. | | | | | |
| Class "X" Concrete | | | | 243.8 cu. yds. | | | | | |

REVISIONS

| No. | BY | DESCRIPTION |
|---|---|---|
| | | |

NOTE:-
For Detail of Panels C2 to C8 inclusive See typical panel on Sheet No 126
For Detail of expansion joint See Sheet No. 127
Reinforcing details for Panel D1 shown on typical panel on Sheet No. 126

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON, DIRECTOR OF HIGHWAYS
GEORGE A. SHINLAK, ASSISTANT DIRECTOR OF HIGHWAYS

RETAINING WALLS
R.O.W. EAST OF DES PLAINES ST.
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

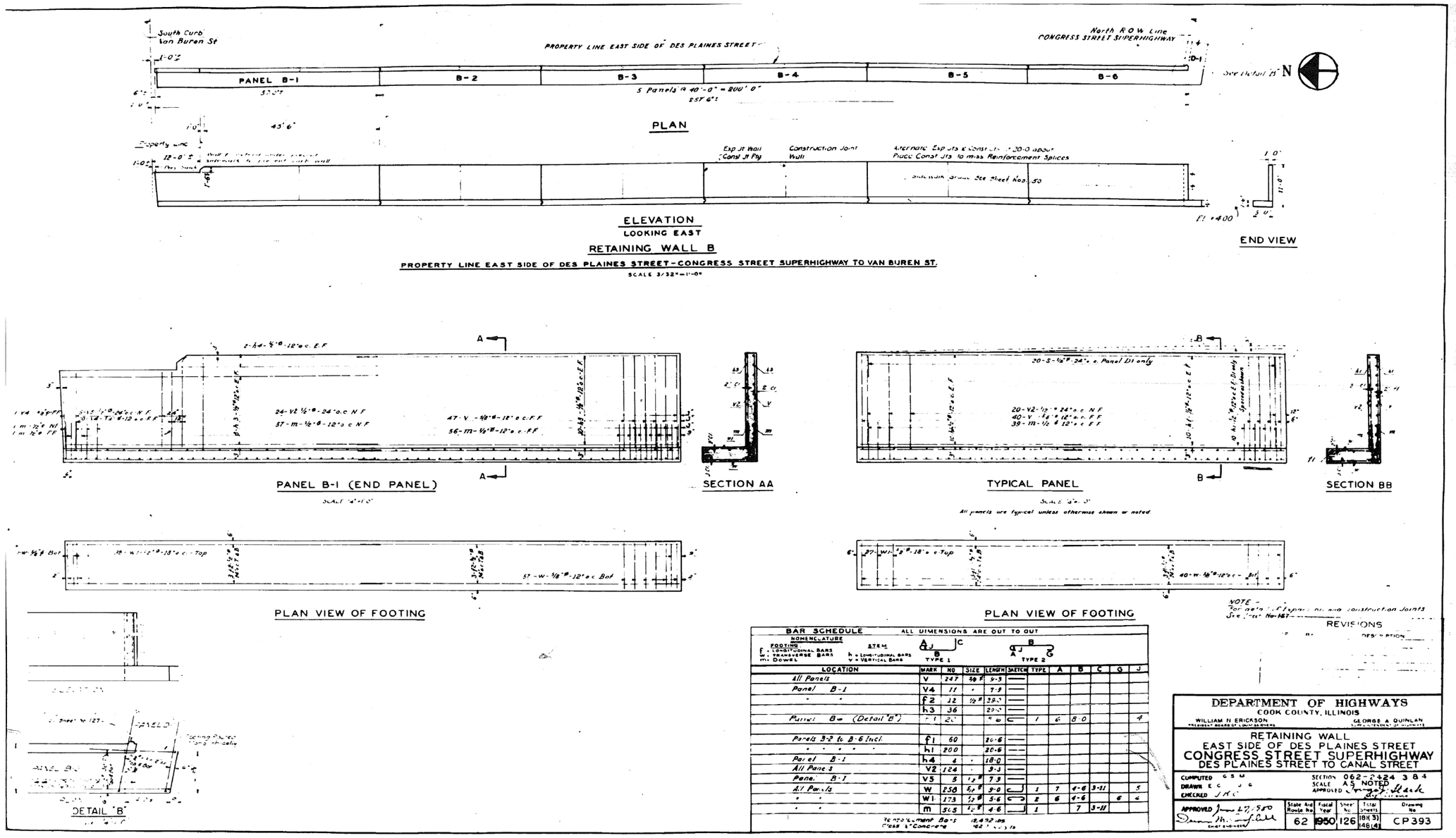
COMPUTED G.S.M. SECTION 062-2424-3 B 4
DRAWN E.C. J.G. SCALE AS NOTED
CHECKED J.K.C. APPROVED
APPROVED June 27, 1966 Chief Engineer

| State Air Route No. | F.A.P. Year | Sh. | Drawing No. |
|---|---|---|---|
| 62 | 950 | 125 | CP392 |

0160461-60X75-S270-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 554 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | SHEET NO. 125 OF 194 SHEETS | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY




**BAR SCHEDULE** ALL DIMENSIONS ARE OUT TO OUT

NOMENCLATURE
FOOTING
f = LONGITUDINAL BARS
w = TRANSVERSE BARS
m = DOWEL
STEM
h = LONGITUDINAL BARS
v = VERTICAL BARS

TYPE 1 TYPE 2

| LOCATION | MARK | NO | SIZE | LENGTH | SKETCH | TYPE | A | B | C | G | J |
|---|---|---|---|---|---|---|---|---|---|---|---|
| All Panels | V | 247 | #6 | 9-3 | | | | | | | |
| Panel B-1 | V4 | 11 | " | 7-9 | | | | | | | |
| " " | f2 | 12 | 1/2" | 39-3 | | | | | | | |
| | h3 | 36 | | 29-3 | | | | | | | |
| Panel B- (Detail "B") | [illegible] | 20 | | [illegible] | | 1 | 6 | 8-0 | | | 4 |
| Panels 3-2 to B-6 Incl. | f1 | 60 | | 20-6 | | | | | | | |
| " " " " | h1 | 200 | | 20-6 | | | | | | | |
| Panel B-1 | h4 | 4 | " | 18-0 | | | | | | | |
| All Panels | V2 | 124 | | 3-3 | | | | | | | |
| Panel B-1 | V5 | 5 | 1/2" | 7-3 | | | | | | | |
| All Panels | W | 258 | 5/8" | 3-0 | | 1 | 7 | 4-6 | 3-11 | | 5 |
| " " | W1 | 173 | 1/2" | 5-6 | | 2 | 6 | 4-6 | | 6 | 4 |
| " " | m | 505 | 1/2" | 4-6 | | 1 | | 7 | 3-11 | | |

Reinforcement Bars 18,492 lbs
Class "A" Concrete [illegible] cu. yds.

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON, PRESIDENT BOARD OF COUNTY COMMISSIONERS
GEORGE A. QUINLAN, SUPERINTENDENT OF HIGHWAYS

RETAINING WALL
EAST SIDE OF DES PLAINES STREET
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED G.S.M.
DRAWN E.C. J.G.
CHECKED J.H.C.
SECTION 062-2+24 3 B 4
SCALE AS NOTED
APPROVED [illegible]

APPROVED June 27, 1950
Director of Highways

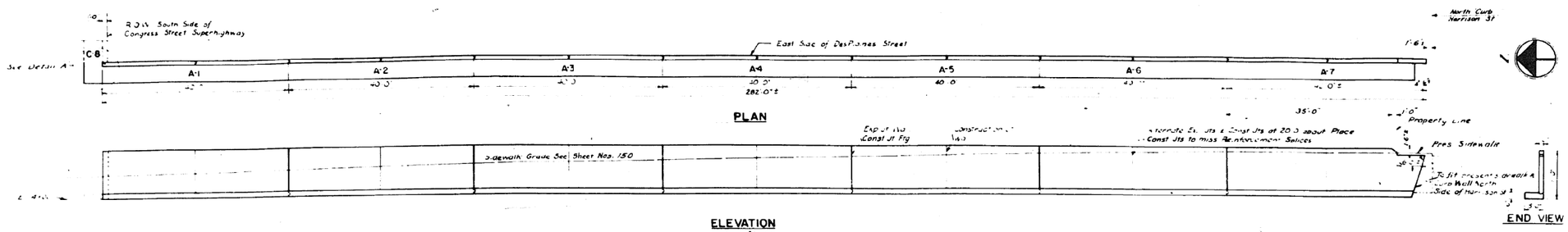
| State Aid Route No. | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1950 | 126 | 181(3) 148(4) | CP393 |

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 555 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | SHEET NO. 126 OF 194 SHEETS | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S271-EXT.dgn

# FOR INFORMATION ONLY

301-6-3

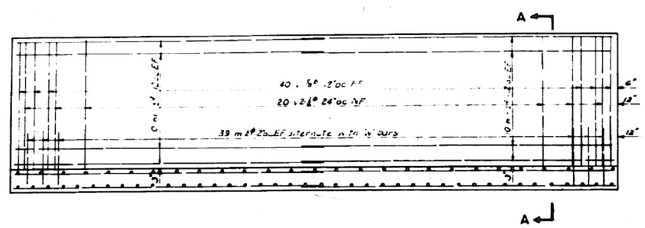



PLAN

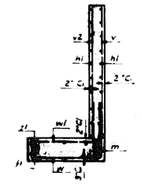
ELEVATION
Scale 1/4"=1'-0"

RETAINING WALL A

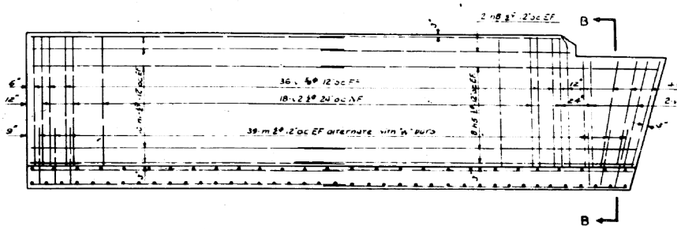
PROPERTY LINE EAST SIDE OF DES PLAINES STREET—CONGRESS STREET SUPERHIGHWAY TO HARRISON ST.



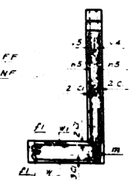

ELEVATION - TYPICAL PANEL (A-1 TO A-6)
Scale 1/4"=1'-0"



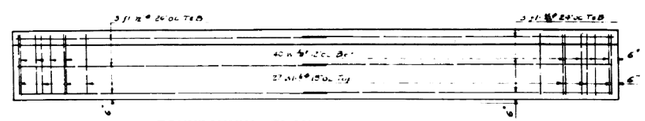
SECTION A-A



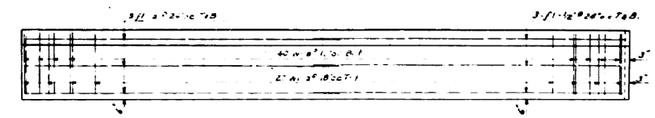

ELEVATION - END PANEL (A-7)
Scale 3/4"=1'-0"



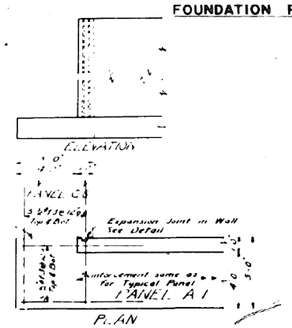
SECTION B-B



FOUNDATION PLAN

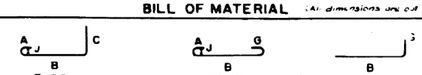


FOUNDATION PLAN



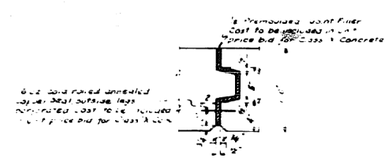

DETAIL "A"
Scale 1/4"=1'-0"

BILL OF MATERIAL (All dimensions are out to out)




| LOCATION | MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | G | J |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A Panels | s | 276 | #9 | 8.5 | | | | | | | |
| End Panel | s4 | 4 | " | 7.9 | | | | | | | |
| A Panels | w | 290 | " | 9.3 | C | 1 | | 4.0 | 3.1 | | 5 |
| | n | 290 | #8 | 20.6 | | | | | | | |
| End Panel | n5 | 16 | " | 12.4 | | | | | | | |
| | n6 | 4 | | 16.6 | | | | | | | |
| A Panels | r1 | 64 | | 20.6 | | | | | | | |
| Panel A (Det "A") | f3 | 20 | #8 | 8'-0" | C | 2 | 6 | 8'-0" | | | 4 |
| A Panels | r2 | 138 | | 9.3 | | | | | | | |
| End Panel | r3 | 2 | | 7.9 | | | | | | | |
| A Panels | w1 | 189 | " | 5.6 | C | 2 | 6 | 4.6 | | 6 | 4 |
| | m | 546 | " | 4.6 | | 3 | | 4.11 | | 7 | |

Reinforcement Bars 3631 lbs
Class A Concrete .77 cu yds




DETAIL OF EXPANSION JOINT
Scale 1" = 2"

Construction joint similar except omit Joint Filler & Copper Seal

REVISIONS

| DATE | BY | DESCRIPTION |
|---|---|---|
| | | |

DEPARTMENT OF HIGHWAYS
COOK COUNTY ILLINOIS
WILLIAM N. COLLISON
PRESIDENT TRUSTEES OF COUNTY HIGHWAYS

RETAINING WALL
EAST SIDE OF DESPLAINES STREET
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED GOM
DRAWN SMH
CHECKED JKC
APPROVED
SECTION 062-2424-3 & 4
SCALE AS NOTED
APPROVED

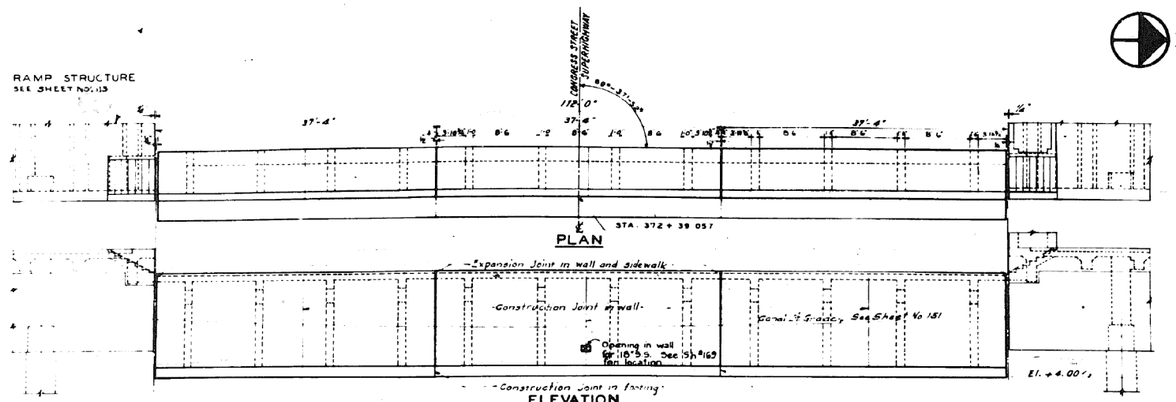
| State Aid Route No | Fiscal Year | Sheet No. | Total Sheets | Drawing No |
|---|---|---|---|---|
| 62 | 1950 | 127 | 194 (4) | CP 394 |

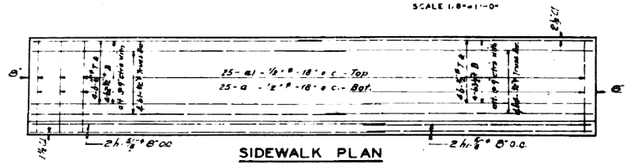
0160461-60X75-S272-EXT.dgn

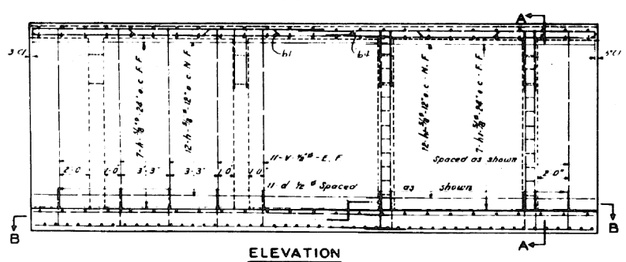
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 556 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 127 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

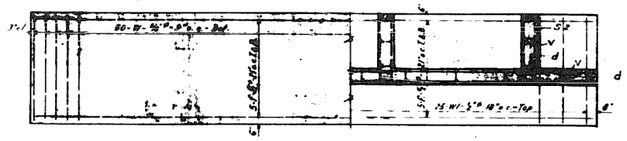
# FOR INFORMATION ONLY

301-6-3

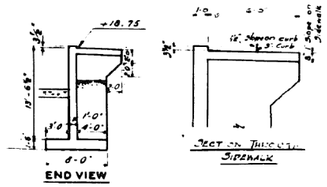


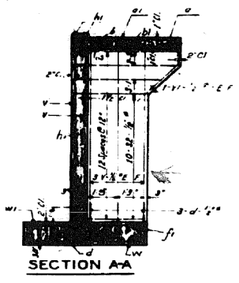



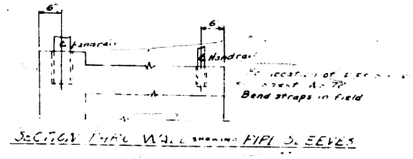




TYPICAL REINFORCEMENT FOR PANEL

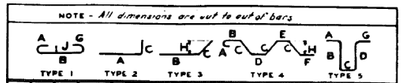



## -BILL OF MATERIAL-

NOTE - All dimensions are out to out of bars




| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | F | G | H | J |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| w | 150 | 5/8" | 8'-5 | | 1 | 7 | 7-7 | | | | | 7 | | 5 |
| f | 30 | 3/4" | 23-3 | | | | | | | | | | | |
| h | 63 | 3/4" | 23-3 | | | | | | | | | | | |
| b | 24 | 1/2" | 19-3 | | | | | | | | | | | |
| v | 138 | · | 13-3 | | | | | | | | | | | |
| w1 | 75 | · | 7-6 | | | | | | | | | | | |
| a | 75 | · | 6-9 | | | | | | | | | | | |
| b1 | 24 | · | 21-9 | | 4 | 6 | 6-5 | 7 | 4-6 | 4-6 | 4-5 | | 5 | |
| a1 | 75 | · | 7-3 | | 2 | | 6-8 | 7 | | | | | | |
| v1 | 24 | · | 5-3 | | 3 | | 3-6 | 1-9 | | | | | 1-3 | |
| s | 24 | · | 15-0 | | 5 | 6 | 6-8 | 8 | 6-8 | | | 6 | | |
| s1 | 12 | · | 13-0 | | 5 | 6 | 5-8 | 8 | 5-8 | | | 6 | | |
| s2 | 120 | · | 11-0 | | 5 | 6 | 4-8 | 8 | 4-8 | | | 6 | | |
| d | 63 | 7/8" | 6-3 | | 5 | | 2-8 | 8 | 2-8 | | | | | |
| f1 | 30 | · | 15-0 | | | | | | | | | | | |
| h1 | 63 | 3/4" | 15-0 | | | | | | | | | | | |
| b2 | 12 | 1/2" | 23-3 | | | | | | | | | | | |
| b3 | 12 | · | 13-0 | | | | | | | | | | | |
| b4 | 12 | · | 18-9 | | 4 | 6 | 6-5 | 7 | 4-4 | 4-4 | 1-5 | | 5 | |

| | |
|---|---|
| Class "X" Concrete | 147.0 Cu Yds |
| Reinforcement Bars | 9660. Lbs. |

NOTE:-
For detail of Expansion Joint in Sidewalk See Sheet No. 195
For detail of Expansion and construction Joints See Sheet No. 127
For details and location of anchorage for hand rail posts see Sheet No. 173 & 27

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| | | |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON — DIRECTOR OF HIGHWAYS
GEORGE A. QUINLAN — SUPERINTENDENT OF HIGHWAYS

RETAINING WALL
WEST SIDE OF CANAL STREET
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

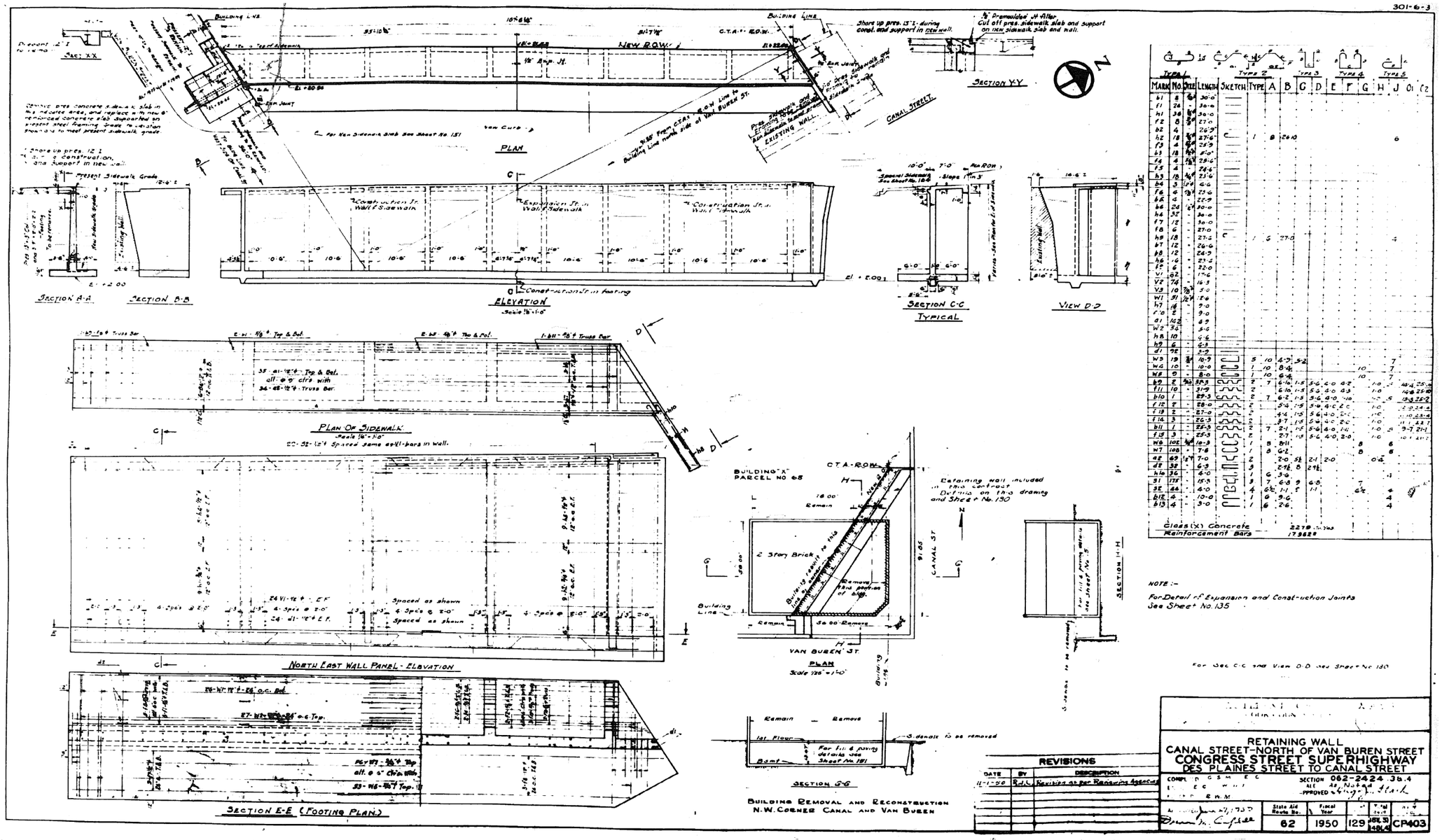
COMPUTED G S M L G
DRAWN E C J.G
CHECKED R W M
SECTION 082-2424.384
SCALE AS NOTED
APPROVED
CHIEF ENGINEER
APPROVED June 27, 1950
CHIEF ENGINEER

| Route Number | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1950 | 128 | 181 (53) 48 (6) | CP405 |

0160461-60X75-S273-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 557 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 128 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

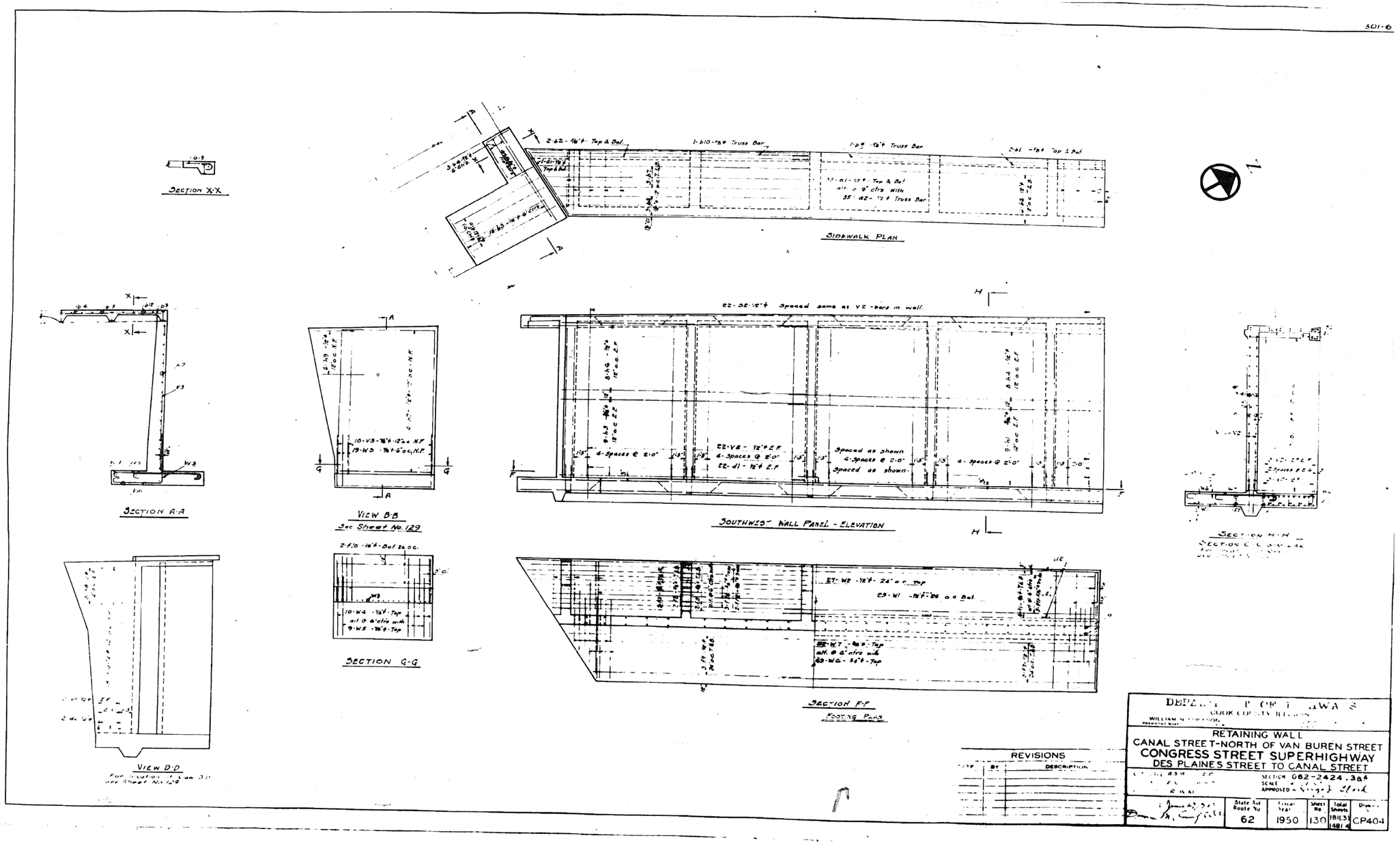
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 558 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 129 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S274-EXT.dgn

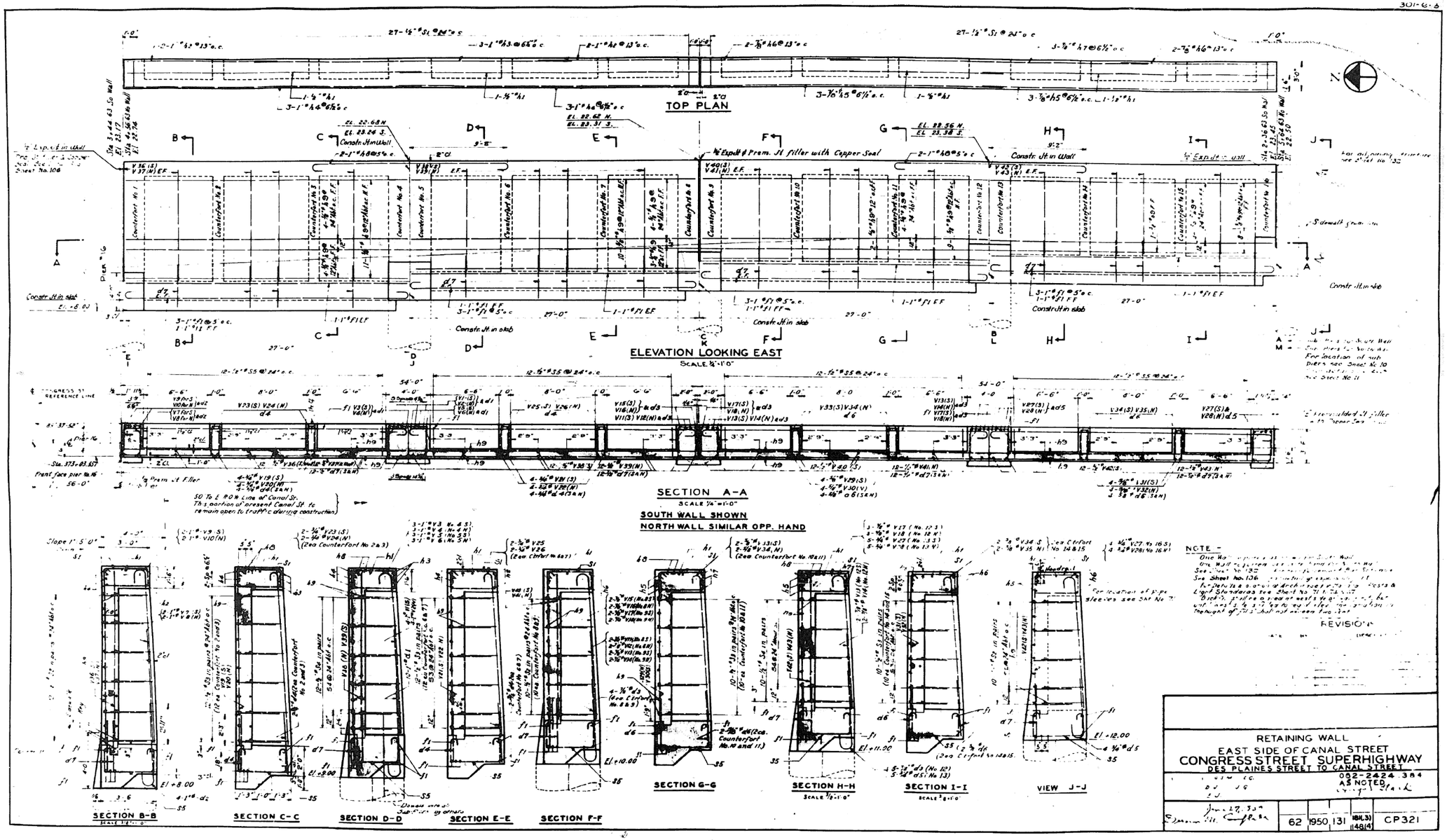
# FOR INFORMATION ONLY




| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 559 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 130 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

0160461-60X75-S275-EXT.dgn

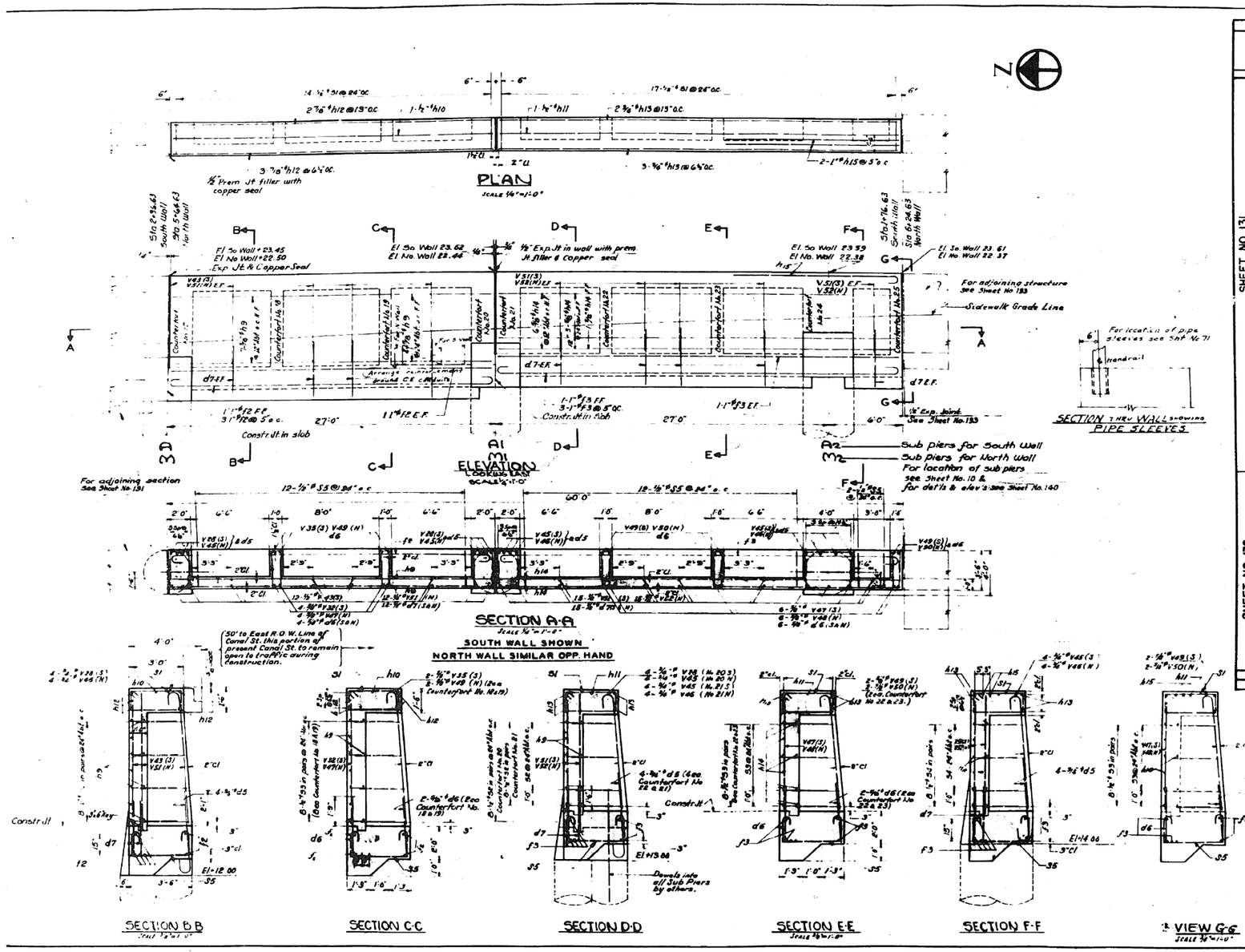
# FOR INFORMATION ONLY




| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **PARSONS BRINCKERHOFF** | USER NAME = pateld | DESIGNED - | REVISED - | **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** | **EXISTING PLANS STRUCTURE NO. 016-0461** | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS / SHEET NO. |
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 / 560 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | | CONTRACT NO. 60X75 |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 131 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | |

0160461-60X75-S276-EXT.dgn

# FOR INFORMATION ONLY




301-6-3

## BILL OF MATERIAL

| LOCATION | MARK | NO | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | F | G |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SHEET NO. 131 — NORTH WALL: PANELS I-J, J-K, K-L, L-M | Top Beam | h1 | 2 | #9 | 97-9 | | | | | | | | |
| | | h2 | 6 | | 44-3 | | | | | | | | |
| | | h3 | 6 | | 46-9 | | | | | | | | |
| | | h4 | 6 | #9 | 49-3 | | | | | | | | |
| | | h5 | 6 | | 49-9 | | | | | | | | |
| | | h6 | 6 | | 50-3 | | | | | | | | |
| | Wall | h7 | 8 | #9 | 52-3 | | 2 | 7-1 | 11-1 | | | 1-1 | 0 |
| | Footing | f1 | 48 | #9 | 28-9 | | 1 | 1-1 | 26-7 | | | 1-1 | 18 |
| | Footing | h8 | 6 | #9 | 6-3 | | 1 | 1-1 | 3-6 | | | | 6 |
| | | h9 | 6 | #9 | 6-3 | | 1 | 1-1 | 3-6 | | | | |
| | | h10 | 6 | #9 | 6-3 | | 1 | 1-8 | 3-3 | | | | |
| | | h11 | 6 | #9 | 6-3 | | 1 | 1-1 | 3-3 | | | | |
| | | h12 | 6 | #9 | 6-3 | | | 1 | 4-8 | | | | 6 |
| | | h13 | 6 | #9 | 6-3 | | | | | | | | |
| | Counterforts | V1 | 8 | #9 | 6-3 | | | | | | | | |
| | | V2 | 8 | | 6-3 | | | | | | | | |
| | | V3 | 8 | | 17-0 | | 1 | 1-1 | 14-11 | | | | 16 |
| | | V4 | 8 | | 15-6 | | 1 | 1-1 | 12-6 | | | | 16 |
| | | V5 | 8 | | 14-0 | | 1 | 1-1 | 10-11 | | | | 16 |
| | | V6 | 8 | | 12-6 | | 1 | 1-1 | 9-6 | | | | 16 |
| | | V7 | 8 | #9 | 6-3 | | | | | | | | |
| | | V8 | 8 | | 11-0 | | 1 | 1-1 | 8-11 | | | | 0 |
| | | V9 | 8 | | 12-6 | | | 1-1 | 10-3 | | | | 16 |
| | | V10 | 8 | | 7-3 | | | | | | | | |
| | | V11 | 8 | #9 | 7-3 | | | | | | | | |
| | | V12 | 8 | | 6-3 | | | | | | | | |
| | | V13 | 8 | | 6-3 | | | | | | | | |
| | | V14 | 8 | | 7-3 | | | | | | | | |
| | | V15 | 8 | | 7-3 | | 1 | 1-8 | 16-9 | | | | 7 |
| | | V16 | 8 | | 8-3 | | 1 | 1-8 | 13-3 | | | | 7 |
| | | V17 | 8 | | 9-3 | | 1 | 1-8 | 9-3 | | | | 7 |
| | | V18 | 8 | #9 | 9-3 | | | | | | | | |
| | | V19 | 8 | | 10-3 | | | | | | | | |
| | | V20 | 8 | | 11-3 | | | | | | | | |
| | | V21 | 8 | | 12-0 | | | | | | | | |
| | | V22 | 8 | | 12-0 | | | | | | | | |
| | | V23 | 8 | | 12-3 | | 1 | 1 | 11-9 | | | | 16 |
| | | V24 | 8 | | 11-3 | | 1 | 1 | 10-3 | | | | 16 |
| | | V25 | 8 | | 10-3 | | 1 | 1 | 9-3 | | | | 16 |
| | | V26 | 8 | | 9-3 | | 1 | 1 | 8-3 | | | | 16 |
| | | V27 | 8 | | 8-3 | | | | | | | | |
| | | V28 | 8 | #9 | 10-0 | | | | | | | | |
| | | V29 | 8 | | 8-0 | | | | | | | | |
| | | V30 | 8 | | 8-3 | | | | | | | | |
| | | V31 | 8 | | 8-3 | | | | | | | | |
| | | V32 | 8 | | 10-3 | | 1 | 1 | 10-3 | | | | 16 |
| | | V33 | 8 | | 9-3 | | 1 | 1 | 9-3 | | | | 16 |
| | | V34 | 8 | | 8-3 | | | | | | | | |
| | Wall | V35 | 17 | #9 | 17-6 | | | | | | | | |
| | | V36 | 17 | | 17-6 | | | | | | | | |
| | | V37 | 17 | | 17-6 | | | | | | | | |
| | | V38 | 17 | | 16-0 | | | | | | | | |
| | | V39 | 17 | | 16-0 | | | | | | | | |
| | | V40 | 17 | | 16-0 | | | | | | | | |
| | | V41 | 17 | | 6-0 | | | | | | | | |
| | | V42 | 17 | | 6-0 | | | | | | | | |
| | | V43 | 17 | | 6-3 | | | | | | | | |
| SHEET NO. 132 — NORTH WALL: PANELS M-N, M1-N2 / SOUTH WALL: PANELS A-A1, A1-2 | Top Beam Counterforts | S1 | 108 | #9 | 6-3 | | 5 | 6-3 | 1-3 | 1-3 | 1-3 | 2-8 | 6½ |
| | | S2 | 76 | | 6-3 | | 3 | | 2-3½ | 1-3 | 1-3 | | |
| | | S3 | 76 | | 6-3 | | 3 | | 1-10½ | 1-10½ | | | |
| | | S4 | 64 | | 6-3 | | 4 | | 1-7½ | 1-7½ | 1-7½ | | |
| | Footing | S5 | 64 | #9 | 6-3 | | | | | | | | |
| | Wall | h14 | 8 | #9 | 10-3 | | | | | | | | |
| | Top Beam | h15 | 8 | #9 | 10-3 | | | | | | | | |
| | | h16 | 8 | | 10-3 | | | | | | | | |
| | | h17 | 10 | #9 | 10-3 | | | | | | | | |
| | | h18 | 10 | | 10-3 | | | | | | | | |
| | | h19 | 10 | #9 | 10-3 | | | | | | | | |
| | Wall | h20 | 8 | #9 | 10-3 | | | | | | | | |
| | Top Beam | h21 | 8 | #9 | 10-3 | | 1 | 1-1 | 10-3 | | | | 16 |
| | Footing | f2 | 13 | | 14-3 | | 1 | 1-1 | 13-3 | | | | 16 |
| | | f3 | 13 | | 14-3 | | 1 | 1-1 | 13-3 | | | | 16 |
| | Counterforts | V44 | 3 | #9 | 6-3 | | 1 | 1 | 6-3 | | | | 7 |
| | | V45 | 3 | | 6-3 | | | | | | | | |
| | | V46 | 3 | | 6-3 | | | | | | | | |
| | | V47 | 10 | #9 | 7-3 | | | | | | | | |
| | | V48 | 10 | | 7-3 | | | | | | | | |
| | | V49 | 10 | | 7-3 | | | | | | | | |
| | Wall | V50 | 8 | | 7-3 | | | | | | | | |
| | | V51 | 15 | #9 | 7-3 | | | | | | | | |
| | | V52 | 15 | | 7-3 | | | | | | | | |
| | | V53 | 15 | | 7-3 | | | | | | | | |
| | | V54 | 15 | | 7-3 | | | | | | | | |
| | | V55 | 15 | | 7-3 | | | | | | | | |
| | | V56 | 8 | | 7-3 | | | | | | | | |
| | | V57 | 8 | | 7-3 | | | | | | | | |
| | | V58 | 8 | | 7-3 | | | | | | | | |
| | | V59 | 8 | | 7-3 | | | | | | | | |
| | | V60 | 8 | | 7-3 | | | | | | | | |
| | | V61 | 15 | #9 | 7-3 | | | | | | | | |
| | | V62 | 15 | | 7-3 | | | | | | | | |
| | Top Beam Counterforts | S6 | 108 | #9 | 6-3 | | 5 | 6-3 | 1-3 | 1-3 | 1-3 | 2-8 | 6½ |
| | | S7 | 76 | | 6-3 | | 3 | | 2-3½ | 1-3 | 1-3 | | |
| | | S8 | 76 | | 6-3 | | 3 | | 1-10½ | 1-10½ | | | |
| | Footing | S9 | 64 | #9 | 6-3 | | 4 | | 1-7½ | 1-7½ | 1-7½ | | |
| | Wall | h22 | 8 | #9 | 10-3 | | | | | | | | |
| | Top Beam | h23 | 8 | #9 | 10-3 | | | | | | | | |
| | | h24 | 8 | | 10-3 | | | | | | | | |
| | | h25 | 10 | #9 | 10-3 | | | | | | | | |
| | | h26 | 10 | | 10-3 | | | | | | | | |
| | | h27 | 10 | #9 | 10-3 | | | | | | | | |
| | Wall | h28 | 8 | #9 | 10-3 | | | | | | | | |
| | Top Beam | h29 | 8 | #9 | 10-3 | | 1 | 1-1 | 10-3 | | | | 16 |
| | Footing | f4 | 13 | | 14-3 | | 1 | 1-1 | 13-3 | | | | 16 |
| | | f5 | 13 | | 14-3 | | 1 | 1-1 | 13-3 | | | | 16 |
| | Counterforts | V63 | 3 | #9 | 6-3 | | 1 | 1 | 6-3 | | | | 7 |
| | | V64 | 3 | | 6-3 | | | | | | | | |
| | | V65 | 3 | | 6-3 | | | | | | | | |
| | | V66 | 10 | #9 | 7-3 | | | | | | | | |
| | | V67 | 10 | | 7-3 | | | | | | | | |
| | | V68 | 10 | | 7-3 | | | | | | | | |
| | Wall | V69 | 8 | | 7-3 | | | | | | | | |
| | | V70 | 15 | #9 | 7-3 | | | | | | | | |
| | | V71 | 15 | | 7-3 | | | | | | | | |
| | | V72 | 15 | | 7-3 | | | | | | | | |
| | Top Beam Counterforts | S10 | 108 | #9 | 6-3 | | 5 | 6-3 | 1-3 | 1-3 | 1-3 | 2-8 | 6½ |
| | | S11 | 76 | | 6-3 | | 3 | | 2-3½ | 1-3 | 1-3 | | |
| | | S12 | 76 | | 6-3 | | 3 | | 1-10½ | 1-10½ | | | |
| | Footing | S13 | 64 | #9 | 6-3 | | 4 | | 1-7½ | 1-7½ | 1-7½ | | |

REINFORCEMENT BARS 25,265 LBS

CLASS "X" CONCRETE 314.4 CU. YDS

REVISIONS

| DESCRIPTION |
|---|
| See Sht. Sheet No. 131 |

WILLIAM N ERICKSON — GEORGE A. QUINLAN

RETAINING WALL
EAST SIDE OF CANAL STREET
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

| | | | | | |
|---|---|---|---|---|---|
| 62 | 1950 | 120 | 1-1-50 | 1-1-50 | CP 322 |

0160461-60X75-S277-EXT.dgn

| | | | |
|---|---|---|---|
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - |
| | | CHECKED - | REVISED - |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - |

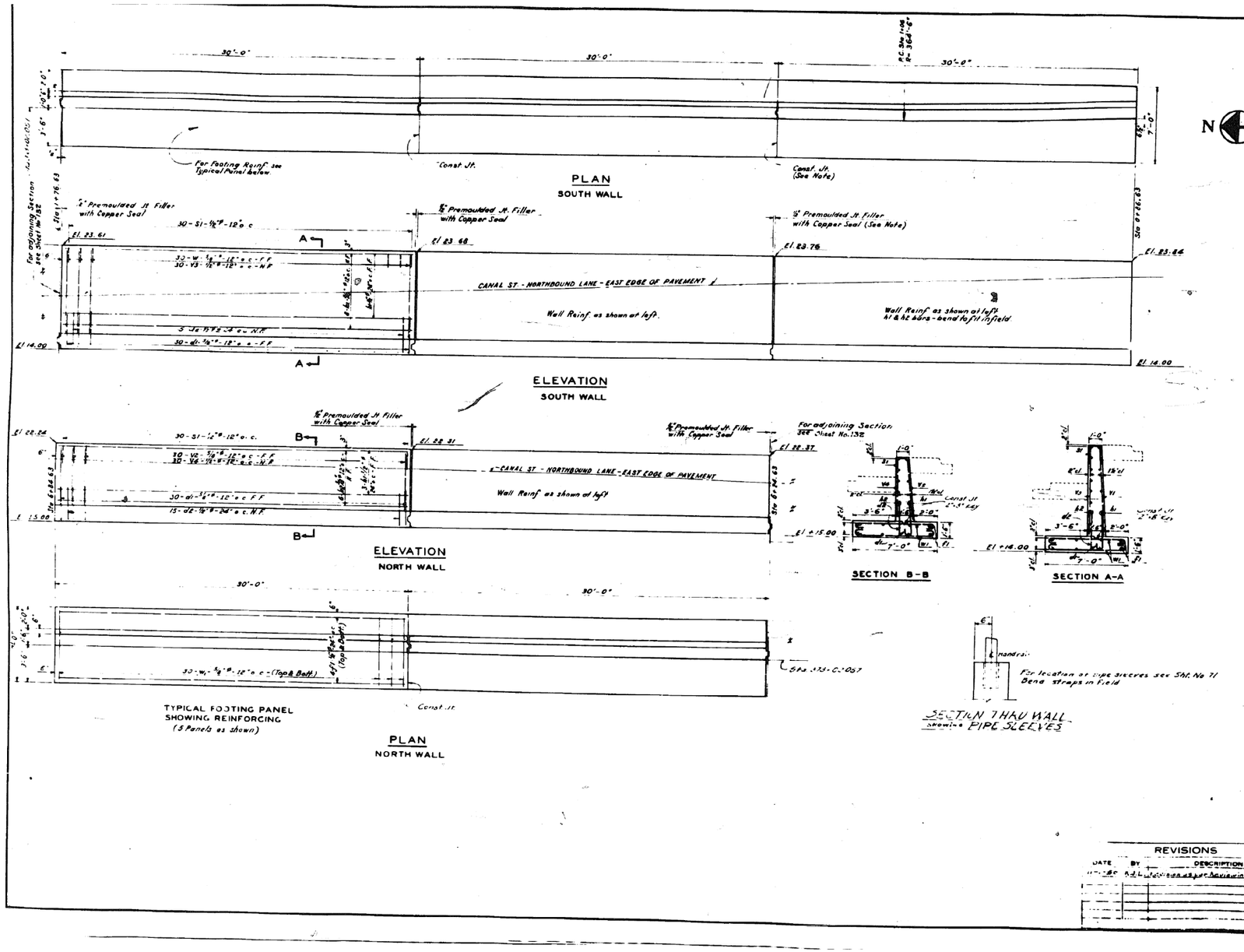
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 132 OF 194 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 561 |
| | | CONTRACT NO. 60X75 | | |
| | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

301-6




## BILL OF MATERIAL

| MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | G | J |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V1 | 90 | 5/8" | 7-9 | — | | | | | | | | |
| V2 | 60 | " | 5-6 | — | | | | | | | | |
| V3 | 90 | 1/2" | 7-9 | — | | | | | | | | |
| V4 | 60 | " | 5-6 | — | | | | | | | | |
| h1 | 18 | " | 29-6 | — | | | | | | | | |
| d1 | 150 | 5/8" | 3-9 | | 1 | 7 | 3-2 | | | | | 5 |
| W1 | 300 | " | 7-9 | | 1 | 7 | 6-7 | | | | 7 | 5 |
| f1 | 40 | 1/2" | 29-6 | — | | | | | | | | |
| S1 | 150 | " | 4-6 | | 2 | | 1-11 | 8 | 1-11 | 1 | | |
| h2 | 36 | 5/8" | 29-6 | — | | | | | | | | |
| d2 | 75 | 1/2" | 3-0 | — | | | | | | | | |

CLASS "X" CONCRETE 108.7 CU. YDS

REINFORCEMENT BARS 7625 LBS

**NOTES:** — For remainder of Retaining Wall East Side of Canal St See Sheet No. 132 & 133.
For Detail of Expansion & Construction Joints See Sheet No. 134.
For Details & Location of Hand Railing Posts see Sheet No. 73 & 74.

Backfill on both sides of wall shall be carried up simultaneously until bottom of West paving slab is reached. Until the west side is filled the maximum height of fills shall not exceed two feet.

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON — GEORGE A. QUINLAN

RETAINING WALL
EAST SIDE OF CANAL STREET
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED G.E.M. — E.C.
DRAWN B.C. — J.G.
CHECKED C.L.
SECTION 062-2424.35.4
SCALE 1/4" = 1'-0"
APPROVED V. J. Egan — J. Clark
APPROVED June 27, 1950 — Chas. H. Cofler

| State Aid Route No. | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1950 | 177 | 1814 | CP 429 |

REVISIONS

| DATE | BY | DESCRIPTION |
|---|---|---|
| [illegible] | [illegible] | Revised as per Reviewing Engineer |

0160461-60X75-S278-EXT.dgn

**PARSONS BRINCKERHOFF**

| | | | |
|---|---|---|---|
| USER NAME = pateld | DESIGNED - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | |
| PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | |

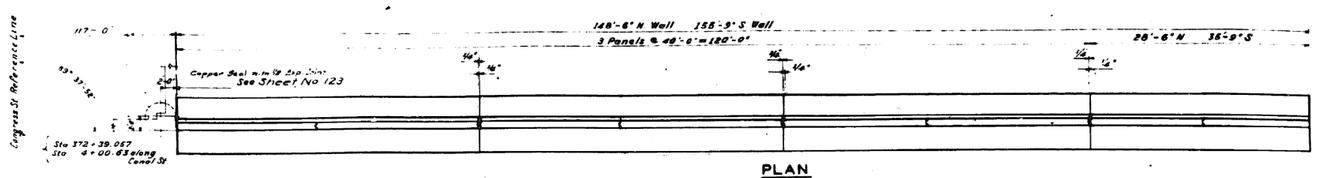
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

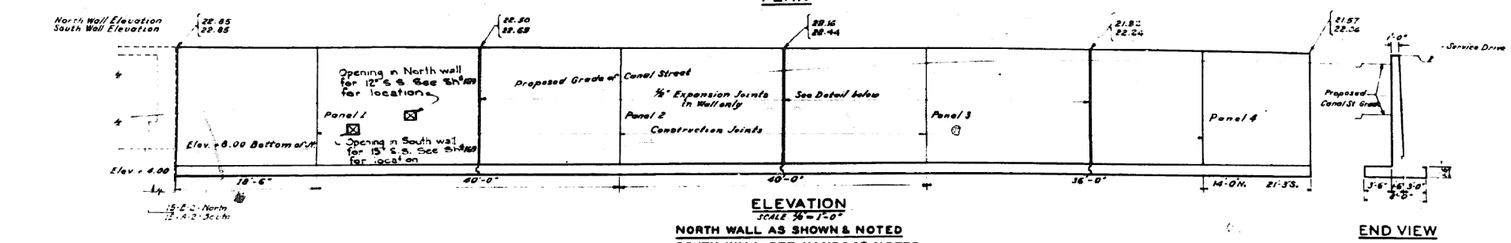
**EXISTING PLANS**
**STRUCTURE NO. 016-0461**
SHEET NO. 133 OF 194 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 562 |
| | | CONTRACT NO. 60X75 | | |
| | | ILLINOIS FED. AID PROJECT | | |

# FOR INFORMATION ONLY

301-6-3



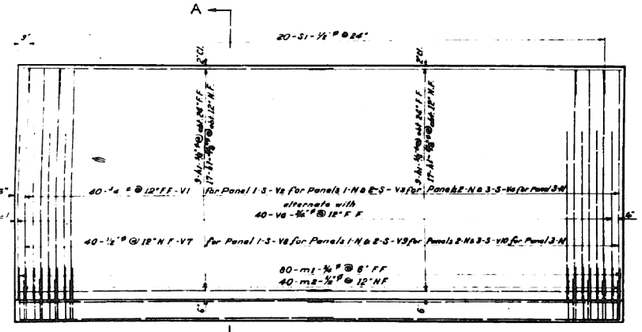


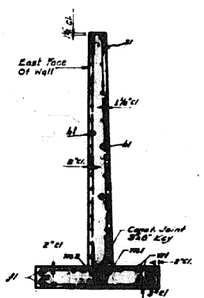


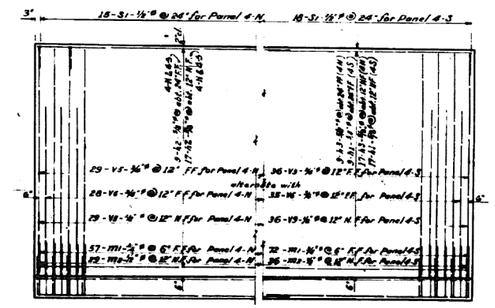
## BILL OF MATERIAL

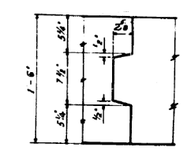
| LOCATION | MARK | NO | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | G | J |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1-S | V1 | 40 | 5/8" | 17-0 | — | | | | | | | |
| 1-N, 2-S | V2 | 80 | " | 16-9 | — | | | | | | | |
| 2-N, 3-S, 4-S | V3 | 116 | " | 16-6 | — | | | | | | | |
| 3-N | V4 | 40 | " | 16-3 | — | | | | | | | |
| 4-N | V5 | 29 | " | 16-0 | — | | | | | | | |
| All Panels | V6 | 303 | " | 12-0 | — | | | | | | | |
| 1-S | V7 | 40 | 5/8" | 17-0 | — | | | | | | | |
| 1-N, 2-S | V8 | 80 | " | 16-9 | — | | | | | | | |
| 2-N, 3S, 4S | V9 | 116 | " | 16-6 | — | | | | | | | |
| 3-N | V10 | 40 | " | 16-3 | — | | | | | | | |
| 4-N | V11 | 29 | " | 16-0 | — | | | | | | | |
| 1 to 3, 4-S | h1 | 336 | 5/8" | 20-9 | — | | | | | | | |
| 4-N, 4-S | h2 | 92 | " | 16-6 | — | | | | | | | |
| 4-N | h3 | 26 | " | 13-6 | — | | | | | | | |
| All Panels | s1 | 153 | 5/8" | 3-6 | | 1 | | 1-5 | 8 | 1-5 | | |
| " | m1 | 609 | 1/2" | 4-3 | | 2 | 8 | 3-7 | | | | 6 |
| " | m2 | 303 | 1/2" | 2-9 | | | | | | | | |
| " | w1 | 450 | 7/16" | 8-3 | | 2 | 7 | 7-7 | | | 7 | 5 |
| 1 to 3 | f1 | 108 | 5/8" | 20-9 | — | | | | | | | |
| 4-S | f2 | 18 | " | 18-6 | — | | | | | | | |
| 4-N | f3 | 18 | " | 15-0 | — | | | | | | | |

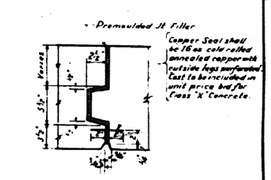
Class "A" Concrete 37.0 cu. Yds.
Reinforcement Steel 37,718 Lbs.

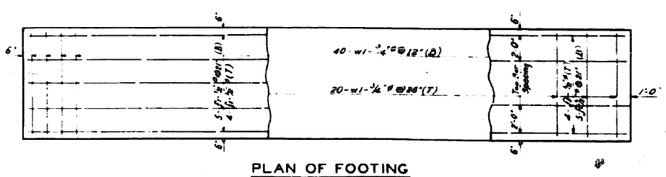


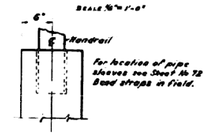



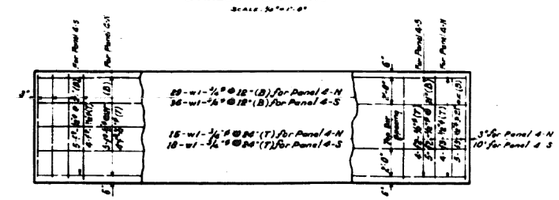




NOTE:
B = Bottom
T = Top
F.F. = West Face
N.F. = East Face




NOTES:-

Backfill on both sides of Wall shall be carried up simultaneously until bottom of East passing slab is reached. [illegible] of fill shall not exceed two feet.
For detail and location of anchorage for hand rails and light posts see Sheet No. 71 to 74 incl.

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| 11-1-50 | R.J.L. | [illegible] Revised Assembly |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON, PRESIDENT BOARD OF COMMISSIONERS
GEORGE A. QUINLAN, SUPERINTENDENT AND ENGINEER

RETAINING WALL ON WEST SIDE OF CANAL ST.
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED G. S. W.
DRAWN S. W. W. J.G.
CHECKED
SECTION 082-2424.38A
SCALE AS NOTED
APPROVED
Chief Engineer

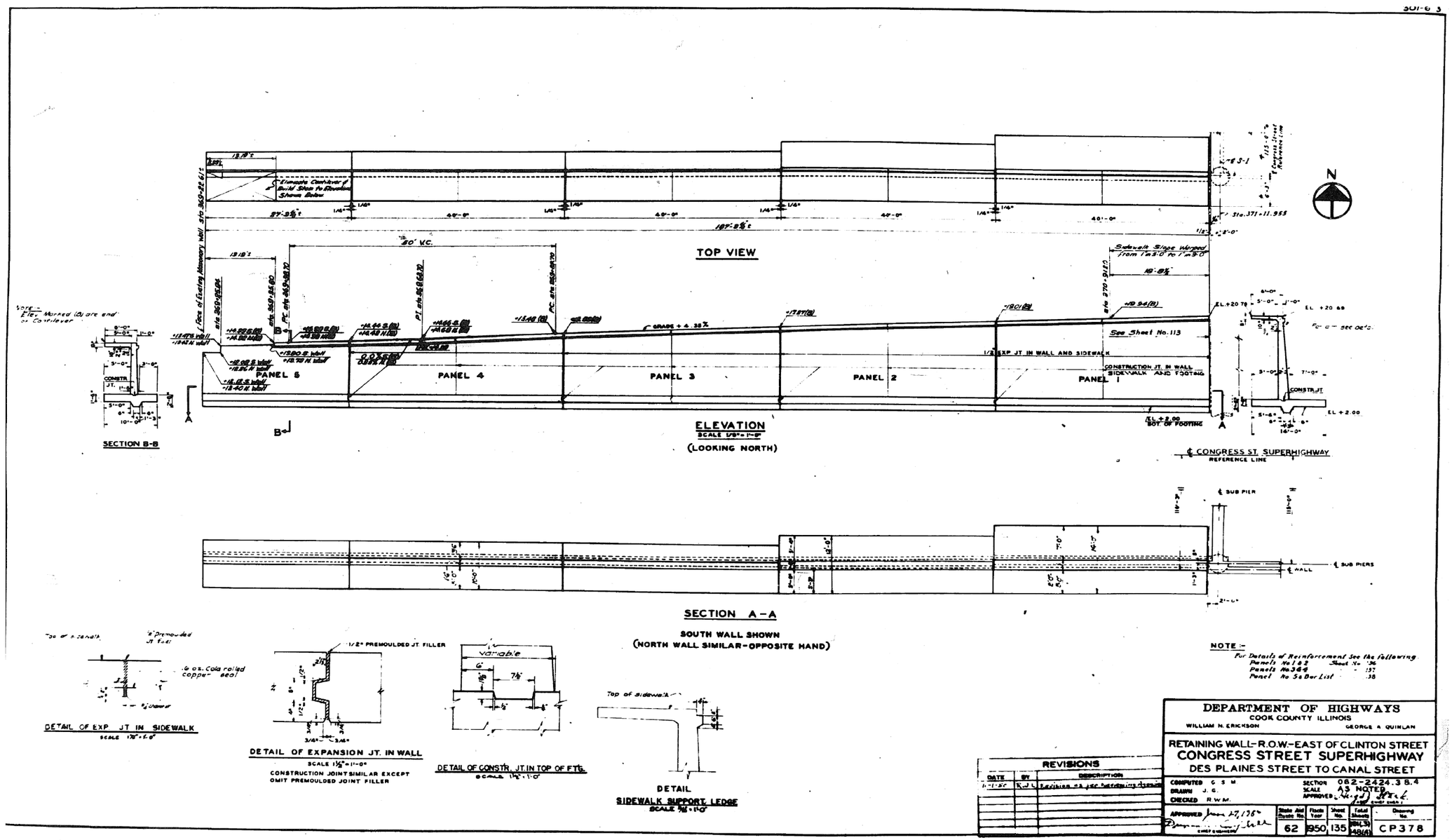
APPROVED June 27, 1950
Director of Highways
Chief Engineer

| State Aid Route No. | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 82 | 1950 | 134 | 1944,51 1944,51 | CP 377 |

0160461-60X75-S279-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 563 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 134 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

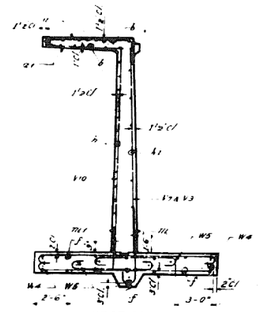
# FOR INFORMATION ONLY



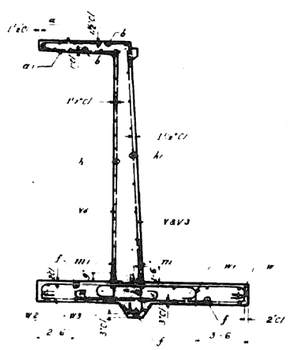

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 564 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 135 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S280-EXT.dgn

# FOR INFORMATION ONLY



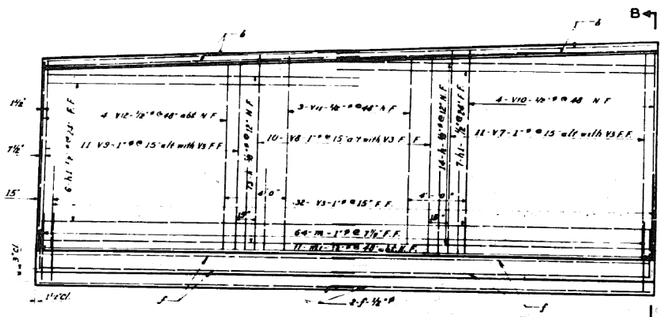
SECTION B-B



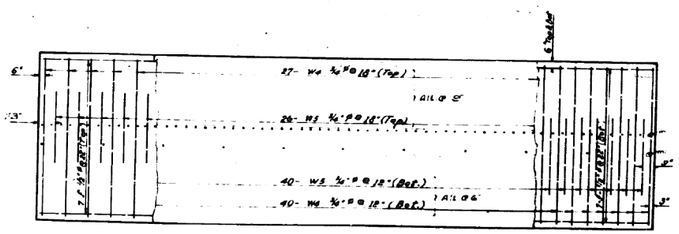
SECTION A-A

REINF. SIMILAR TO PANEL NO. 1

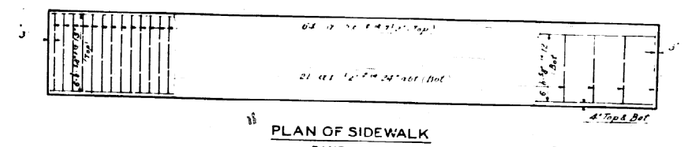
PLAN OF SIDEWALK
PANEL NO. 2



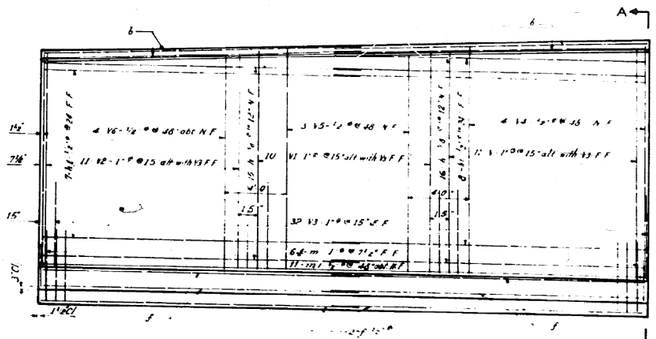
ELEVATION
PANEL NO. 2



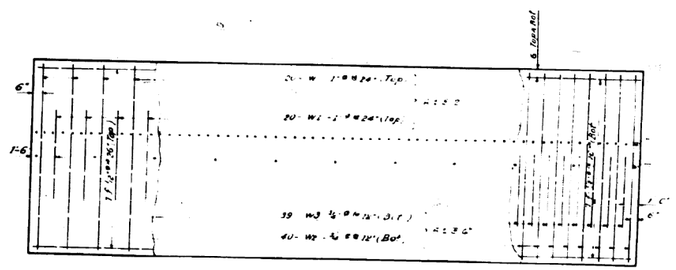
PLAN OF FOOTING
PANEL NO. 2



PLAN OF SIDEWALK
PANEL NO. 1



ELEVATION
PANEL NO. 1



PLAN OF FOOTING
PANEL NO. 1

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| | | |

NOTE - TO DETERMINE LENGTH OF PANELS SEE SHEET 13 OF 27

COOK COUNTY ILLINOIS
WILLIAM N ERICKSON GEORGE A QUINLAN

RETAINING WALL-R.O.W.-EAST OF CLINTON STREET
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

062-2424.3B.4
1/4"=1'-0"

| | | | | |
|---|---|---|---|---|
| 62 | 550 | 136 | 38(L3) 148(L4) | CP-379 |

| | | | |
|---|---|---|---|
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - |
| | | CHECKED - | REVISED - |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 136 OF 194 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 565 |
| | | CONTRACT NO. 60X75 | | |
| | | ILLINOIS FED. AID PROJECT | | |

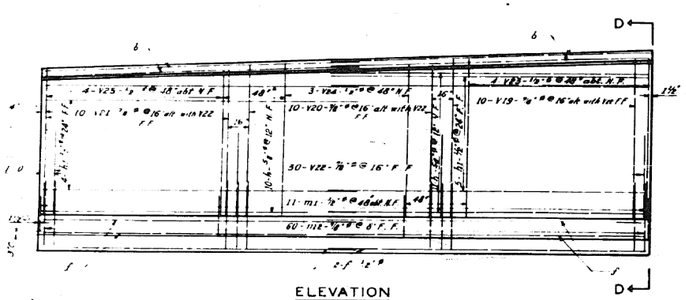
0160461-60X75-S281-EXT.dgn

# FOR INFORMATION ONLY

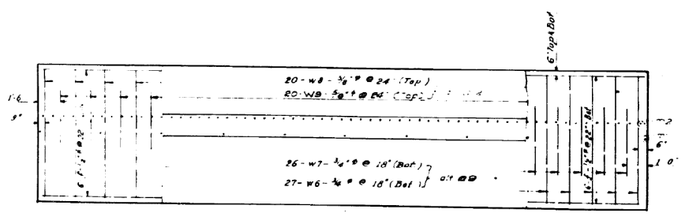
301-6-2

REINF. SIMILAR TO PANEL 1

PLAN OF SIDEWALK
PANEL 4



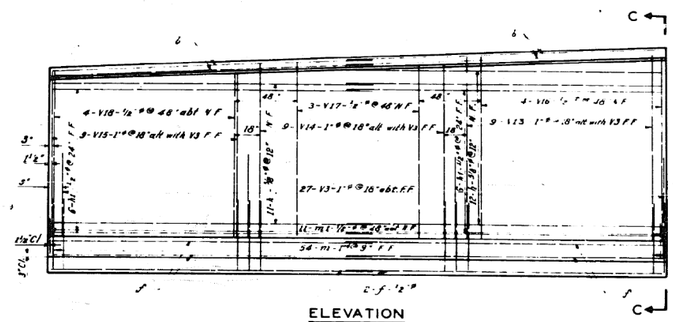
ELEVATION
PANEL 4



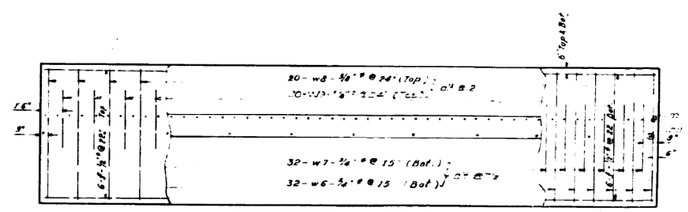
PLAN OF FOOTING
PANEL 4

REINF. SIMILAR TO PANEL 1

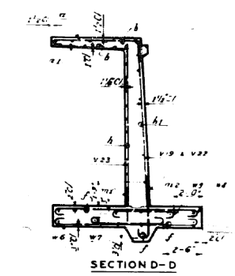
PLAN OF SIDEWALK
PANEL 3



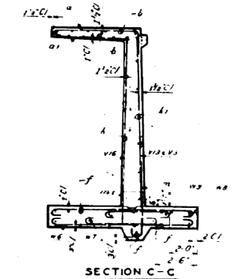
ELEVATION
PANEL 3



PLAN OF FOOTING
PANEL 3



SECTION D-D



SECTION C-C

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| | | |

NOTE -
For [illegible] see Sheet [illegible]

DEPARTMENT OF HIGHWAYS
COOK COUNTY ILLINOIS
WILLIAM N. ERICKSON, PRESIDENT BOARD OF COUNTY ENGRS.
GEORGE A. QUINLAN, SUPERINTENDENT OF HIGHWAYS

RETAINING WALL-R.O.W.-EAST OF CLINTON STREET
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

COMPUTED G.S.M.
DRAWN G.G.W. J.S.
CHECKED R.W.M.
SECTION 062-2424 38.4
SCALE 1/4" = 1'-0"
APPROVED [illegible]
CHIEF ENGINEER

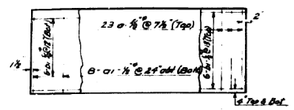
APPROVED [illegible]
CHIEF ENGINEER

| State Aid Route No. | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1950 | 137 | 18(L.3) 19(L.4) | CP 380 |

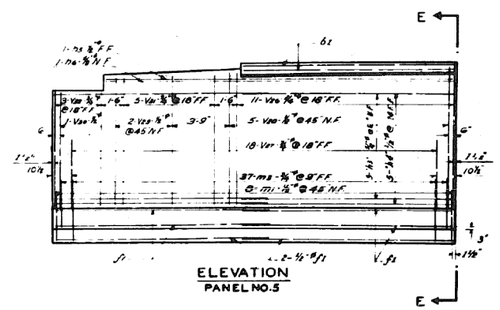
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 566 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 137 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

016046I-60X75-S282-EXT.dgn

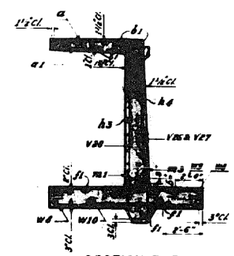
# FOR INFORMATION ONLY



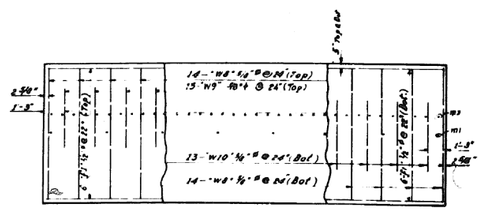
PLAN OF SIDEWALK
PANEL NO 5



ELEVATION
PANEL NO.5



SECTION E-E



PLAN OF FOOTING
PANEL NO.5

NOTE:-
FOR LOCATION OF PANEL SEE SHEET NO 135

301-6-

## BILL OF MATERIAL

TYPE 1 (A, B, J, G) — TYPE 2 (A, B, J, C)

| LOCATION | MARK | NO | SIZE | LENGTH | SKETCH | TYPE | A | B | C | G | H | J |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Panel No. 1 | | | | | | | | | | | | |
| Footing | W | 40 | 1# | 15-9 | | 1 | 1-1 | 13-7 | | 1-1 | | 10 |
| • | W1 | 40 | 1# | 8-9 | | 1 | 1-1 | 8-7 | | 1-1 | | 10 |
| • | W2 | 80 | 3/4# | 14-9 | | 1 | 8 | 13-3 | | 8 | | 6 |
| • | W3 | 72 | 3/4# | 8-9 | | 1 | 8 | 8-3 | | 8 | | 6 |
| • | f | 80 | 1/2# | 20-6 | | | | | | | | |
| • | m | 160 | 1# | 8-3 | | 1 | 1-1 | 5-8 | | | | 10 |
| • | m1 | 32 | 1/2# | 8-3 | | | | | | | | |
| Vertical Arm | V | 32 | 1# | 16-6 | | | | | | | | |
| • | V1 | 80 | 1# | 15-3 | | | | | | | | |
| • | V2 | 32 | 1# | 15-3 | | | | | | | | |
| • | V3 | 80 | 1# | 6-0 | | | | | | | | |
| • | V4 | 8 | 1/2# | 16-9 | | | | | | | | |
| • | V5 | 8 | 1/2# | 16-9 | | | | | | | | |
| • | V6 | 8 | 1/2# | 15-3 | | | | | | | | |
| • | h | 82 | 1/2# | 20-3 | | | | | | | | |
| • | h1 | 80 | 1/2# | 20-6 | | | | | | | | |
| Cantilever | b | 48 | 3/4# | 30-3 | | | | | | | | |
| • | a | 188 | 3/4# | 6-9 | | 2 | 7 | 5-8 | 4-6 | | 8 | |
| • | a1 | 48 | 3/4# | 5-3 | | | | | | | | |
| Panel No. 2 | | | | | | | | | | | | |
| Footing | W4 | 132 | 3/4# | 13-0 | | 1 | 8 | 11-6 | | 8 | | |
| • | W5 | 188 | 3/4# | 6-6 | | 1 | 8 | 5-2 | | 8 | | 6 |
| • | f | 80 | 1/2# | 20-6 | | | | | | | | |
| • | m | 132 | 1# | 6-9 | | See | Panel | No 1 | | | | |
| • | m1 | 32 | 1/2# | 2-9 | | | | | | | | |
| Vertical Arm | V3 | 82 | 1# | 6-0 | | | | | | | | |
| • | V7 | 32 | 1# | 16-9 | | | | | | | | |
| • | V8 | 80 | 1# | 16-0 | | | | | | | | |
| • | V9 | 32 | 1# | 13-6 | | | | | | | | |
| • | V10 | 8 | 1/2# | 16-9 | | | | | | | | |
| • | V11 | 6 | 1/2# | 16-0 | | | | | | | | |
| • | V12 | 8 | 1/2# | 13-6 | | | | | | | | |
| • | h | 34 | 1/2# | 20-3 | | | | | | | | |
| • | h1 | 26 | 1/2# | 20-6 | | | | | | | | |
| Cantilever | a | 156 | 3/4# | 6-9 | | See | Panel | No. 1 | | | | |
| • | a1 | 42 | 3/4# | 5-3 | | | | | | | | |
| • | b | 48 | 3/4# | 30-3 | | | | | | | | |
| Panel No. 3 | | | | | | | | | | | | |
| Footing | W6 | 88 | 3/4# | 11-0 | | 1 | 8 | 9-3 | | 8 | | 6 |
| • | W7 | 88 | 3/4# | 6-0 | | 1 | 8 | 4-8 | | 8 | | 6 |
| • | W8 | 88 | 3/4# | 10-3 | | 1 | 7 | 9-7 | | 7 | | 8 |
| • | W9 | 88 | 3/4# | 5-6 | | 1 | 7 | 5-4 | | 7 | | 8 |
| • | f | 32 | 1/2# | 20-6 | | | | | | | | |
| • | m | 168 | 1# | 6-3 | | See | Panel | No. 1 | | | | |
| • | m1 | 32 | 1/2# | 2-3 | | | | | | | | |
| Vertical Arm | V13 | 32 | 1# | 6-0 | | | | | | | | |
| • | V19 | 18 | 1# | 13-0 | | | | | | | | |
| • | V14 | 18 | 1# | 12-3 | | | | | | | | |
| • | V15 | 18 | 1# | 11-9 | | | | | | | | |
| • | V16 | 8 | 1/2# | 13-0 | | | | | | | | |
| • | V17 | 8 | 1/2# | 12-3 | | | | | | | | |
| • | V18 | 8 | 1/2# | 11-9 | | | | | | | | |
| • | h | 48 | 1/2# | 20-3 | | | | | | | | |
| • | h1 | 80 | 1/2# | 20-6 | | | | | | | | |
| Cantilever | a | 132 | 3/4# | 6-9 | | | See | Panel | No. 1 | | | |
| • | a1 | 42 | 3/4# | 5-3 | | | | | | | | |
| • | b | 48 | 3/4# | 30-3 | | | | | | | | |
| Panel No. 4 | | | | | | | | | | | | |
| Footing | W6 | 88 | 3/4# | 11-0 | | | See | Panel | No. 3 | | | |
| • | W7 | 88 | 3/4# | 6-0 | | | See | Panel | No. 3 | | | |
| • | W8 | 40 | 3/4# | 10-3 | | | See | Panel | No. 3 | | | |
| • | W9 | 40 | 3/4# | 5-6 | | | See | Panel | No. 3 | | | |
| • | f | 80 | 1/2# | 20-6 | | | | | | | | |
| • | m1 | 32 | 1/2# | 2-3 | | | | | | | | |
| • | m2 | 120 | 1/2# | 2-3 | | L | 10 | 4-11 | | | 7 | |
| Vertical Arm | V18 | 80 | 1/2# | 11-3 | | | | | | | | |
| • | V20 | 80 | 1/2# | 10-6 | | | | | | | | |
| • | V21 | 80 | 1/2# | 10-3 | | | | | | | | |
| • | V22 | 80 | 1/2# | 9-9 | | | | | | | | |

| LOCATION | MARK | NO | SIZE | LENGTH | SKETCH | TYPE | A | B | C | G | H | J |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vertical Arm | V23 | 6 | 1/2# | 11-3 | | | | | | | | |
| • | V24 | 6 | 1/2# | 10-6 | | | | | | | | |
| • | V25 | 8 | 1/2# | 10-3 | | | | | | | | |
| • | h | 48 | 1/2# | 20-3 | | | | | | | | |
| • | h1 | 48 | 1/2# | 20-6 | | | | | | | | |
| Cantilever | a | 128 | 3/4# | 6-9 | | See | Panel | No 1 | | | | |
| • | a1 | 48 | 3/4# | 5-3 | | | | | | | | |
| • | b | 48 | 3/4# | 30-3 | | | | | | | | |
| Panel No 3 | | | | | | | | | | | | |
| Footing | W5 | 36 | 3/4# | 10-3 | | See | Panel | No 3 | | | | |
| • | W6 | 36 | 3/4# | 5-6 | | See | Panel | No 3 | | | | |
| • | W10 | 36 | 3/4# | 6-3 | | 1 | 7 | 5-1 | | 7 | 5 | |
| • | f1 | 32 | 1/2# | 14-9 | | | | | | | | |
| • | m1 | 16 | 1/2# | 2-3 | | | | | | | | |
| • | m3 | 74 | 1/2# | 2-0 | | 1 | 8 | 4-4 | | | 6 | |
| Vertical Arm | V26 | 22 | 1/2# | 10-0 | | | | | | | | |
| • | V27 | 36 | 1/2# | 5-0 | | | | | | | | |
| • | V28 | 10 | 1/2# | 10-0 | | | | | | | | |
| • | h3 | 36 | 1/2# | 14-9 | | | | | | | | |
| • | h4 | 50 | 1/2# | 14-3 | | | | | | | | |
| Cantilever | a | 46 | 3/4# | 6-9 | | See | Panel | No. 1 | | | | |
| • | a1 | 16 | 3/4# | 5-3 | | | | | | | | |
| • | b1 | 24 | 3/4# | 13-9 | | | | | | | | |
| Vertical Arm | V29 | 4 | 1/2# | 5-6 | | | | | | | | |
| • | V30 | 2 | 1/2# | 8-0 | | | | | | | | |
| • | V31 | 10 | 3/8# | 9-6 | | | | | | | | |
| • | h5 | 2 | 1/2# | 23-0 | | | | | | | | |
| • | h6 | 2 | 3/8# | 23-0 | | | | | | | | |
| • | V32 | 6 | 3/8# | 8-0 | | | | | | | | |

Reinforcement Bars for Sheets No. 135, 136, 137 & 138 37,007 Lbs.
Class "X" Concrete 560 @ Cu. Yds.

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N ERICKSON — PRESIDENT BOARD OF SUPERVISORS
GEORGE A. QUINLAN — SUPERINTENDENT OF HIGHWAYS

RETAINING WALL-R.O.W.-EAST OF CLINTON STREET
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

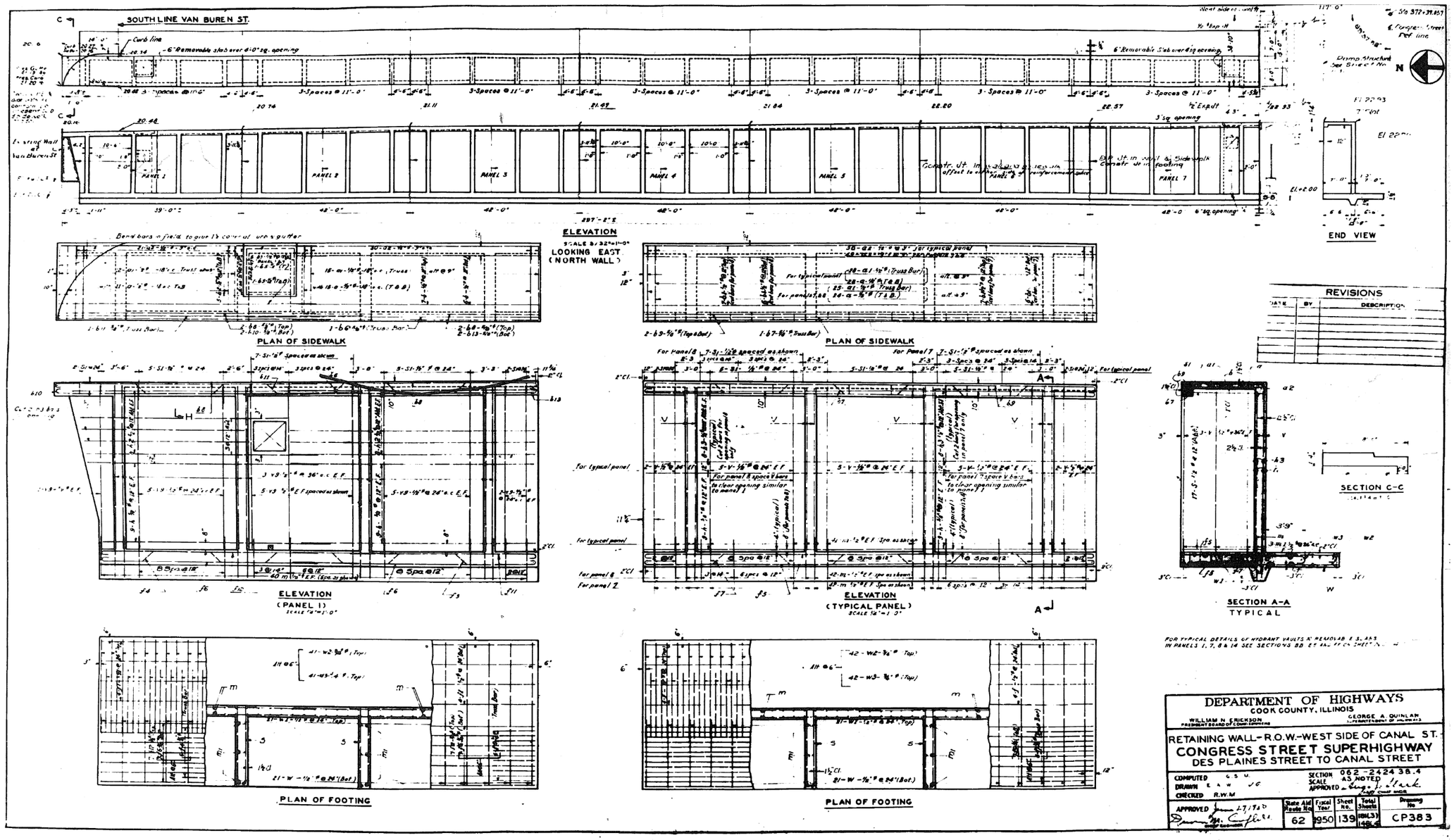
COMPUTED S.S.N.
DRAWN G.H.B.
CHECKED R.W.M.
SECTION 062-2424.3 & 4
SCALE 1" = 1'-0"
APPROVED
APPROVED — CHIEF ENGINEER

| State Aid Route No. | Fiscal Year | Sheet No | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 1950 | 138 | 188 (L.3) 48 (L.4) | CP 381 |

0160461-60X75-S283-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 567 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 138 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

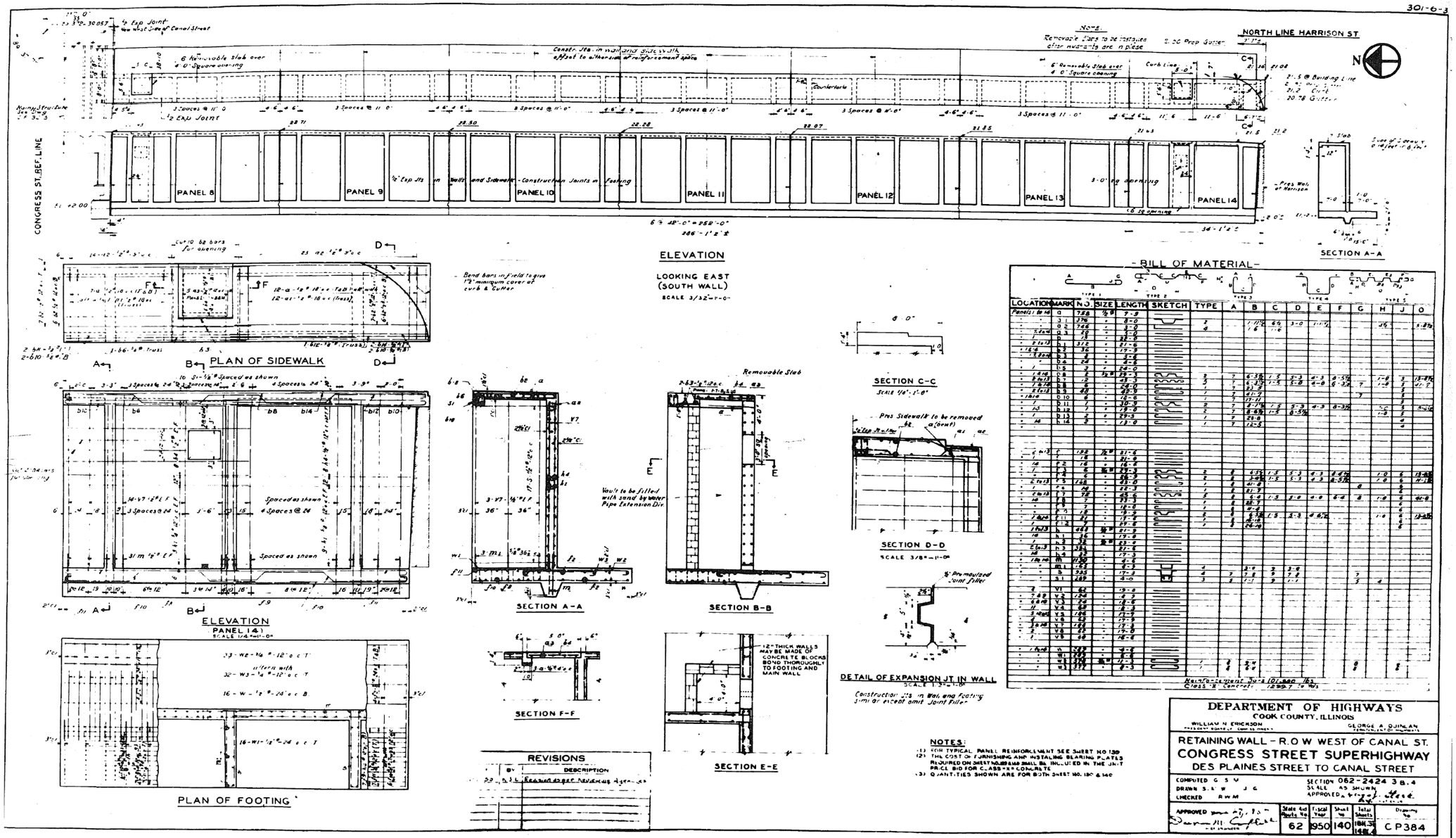



| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 568 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | SHEET NO. 139 OF 194 SHEETS | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S284-EXT.dgn

# FOR INFORMATION ONLY

301-6-3




- BILL OF MATERIAL -

| LOCATION | MARK | NO. | SIZE | LENGTH | SKETCH | TYPE | A | B | C | D | E | F | G | H | J | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Panels 8 to 14 | a | 788 | ½" | 7'-8 | | | | | | | | | | | | |
| " " | a1 | 376 | " | 8'-0 | | 2 | | 1'-11½ | 6½ | 3'-0 | 1'-11½ | | | 3½ | | 5-8½ |
| " " | a2 | 748 | " | 5'-0 | | 4 | | 1'-6 | 1'-6 | | | | | | | |
| " Total | a3 | 48 | " | 5'-0 | | | | | | | | | | | | |
| " " | b | 12 | " | 22'-0 | | | | | | | | | | | | |
| " 8 to 13 | b1 | 312 | " | 22'-0 | | | | | | | | | | | | |
| " 14 | b2 | 36 | " | 19'-9 | | | | | | | | | | | | |
| " Total | b3 | 48 | " | 19'-9 | | | | | | | | | | | | |
| " " | b4 | 24 | " | 8'-6 | | | | | | | | | | | | |
| " " | b5 | 2 | " | 24'-0 | | | | | | | | | | | | |
| " 14 | b6 | 6 | ⅝" | 22'-3 | | 3 | 7 | 6-3½ | 1'-5 | 5'-3 | 4'-3 | 8-3½ | | 1'-8 | 3 | 13-8½ |
| " 8 to 13 | b7 | 12 | " | 43'-7 | | 3 | 7 | 6-3½ | 1'-5 | 5'-8 | 4'-8 | 6'-3½ | 7 | 1'-8 | 3 | 27-7 |
| " 7 & 14 | b8 | 6 | " | 24'-0 | | 1 | 7 | 23'-9 | | | | | | | 3 | |
| " 8 to 13 | b9 | 60 | " | 22'-9 | | 1 | 7 | 21'-7 | | | | | 7 | | 3 | |
| " Total | b10 | 6 | " | 16'-6 | | 1 | 7 | 13'-11 | | | | | | | 3 | |
| " 14 | b11 | 6 | " | 30'-3 | | 2 | 7 | 8'-11½ | 1'-5 | 5'-3 | 4'-3 | 8-3½ | | 1'-8 | 3 | 8-3½ |
| " 14 | b12 | 6 | " | 19'-9 | | 2 | 7 | 8-6½ | 1'-5 | 8-5½ | | | | 1'-8 | 3 | |
| " 14 | b13 | 2 | " | 29'-3 | | 1 | 7 | 26'-6 | | | | | | | 4 | |
| " 14 | b14 | 2 | " | 17'-9 | | 1 | 7 | 15'-3 | | | | | | | 4 | |
| " 6 to 13 | c | 192 | ⅞" | 21'-6 | | | | | | | | | | | | |
| " " | c1 | 16 | " | 21'-6 | | | | | | | | | | | | |
| " 14 | c2 | 16 | " | 16'-6 | | | | | | | | | | | | |
| " " | c3 | 6 | ⅝" | 22'-3 | | 2 | 8 | 4-3½ | 1'-5 | 5'-3 | 4'-3 | 4-3½ | | 1'-0 | 6 | 13-8½ |
| " " | c4 | 6 | " | 26'-3 | | 2 | 8 | 3-8½ | 1'-5 | 5'-3 | 4'-3 | 4-3½ | | 1'-0 | 6 | 7-7 |
| " 6 to 13 | c5 | 156 | " | 21'-9 | | 1 | 8 | 21'-6 | | | | | 8 | | 6 | |
| " " | c6 | 14 | " | 22'-9 | | 1 | 8 | 21'-3 | | | | | | | 6 | |
| " 6 to 13 | c7 | 78 | " | 45'-6 | | 3 | 8 | 6'-4 | 1'-5 | 5'-8 | 4'-8 | 6'-4 | 8 | 1'-8 | 6 | 46'-8 |
| " 14 | c8 | 6 | " | 21'-3 | | 1 | 8 | 22'-7 | | | | | | | 6 | |
| " " | c9 | 2 | " | 16'-0 | | 1 | 8 | 15'-4 | | | | | | | 6 | |
| " " | c10 | 12 | " | 19'-3 | | 2 | 8 | 9'-8 | | | | | | | 6 | |
| " 8 to 13 | c11 | 84 | " | 17'-9 | | 2 | 8 | 8'-10½ | 1'-5 | 5'-3 | 4'-3½ | | | 1'-0 | 6 | 13-8½ |
| " 14 | c12 | 2 | " | 26'-10 | | 1 | 8 | 26'-10 | | | | | | | 6 | |
| " 6 to 13 | h | 288 | ⅝" | 21'-6 | | | | | | | | | | | | |
| " 14 | h1 | 36 | " | 19'-6 | | | | | | | | | | | | |
| " " | h2 | 32 | ⅝" | 23'-6 | | | | | | | | | | | | |
| " 6 to 13 | h3 | 336 | " | 22'-6 | | | | | | | | | | | | |
| " 14 | h4 | 32 | " | 19'-3 | | | | | | | | | | | | |
| " 14 to 20 | m | 1730 | " | 4'-6 | | | | | | | | | | | | |
| " " | m1 | 1621 | " | 4'-3 | | | | | | | | | | | | |
| " " | s | 945 | " | 17'-3 | | 4 | | 3'-9 | 2 | 3'-9 | | | | | | |
| " " | s1 | 485 | " | 5'-0 | | 4 | 7 | 7'-8 | 2 | 7'-8 | | | 7 | | | |
| " " | | | | | | 3 | 2 | 1'-1 | 2 | 1'-1 | | | 3 | 4 | | |
| " " | v1 | 62 | " | 19'-6 | | | | | | | | | | | | |
| " 7 & 8 | v2 | 124 | " | 4'-3 | | | | | | | | | | | | |
| " 6 & 13 | v3 | 74 | " | 18'-6 | | | | | | | | | | | | |
| " 11 | v4 | 62 | " | 18'-3 | | | | | | | | | | | | |
| " 5 & 12 | v5 | 186 | " | 17'-9 | | | | | | | | | | | | |
| " 4 | v6 | 62 | " | 17'-9 | | | | | | | | | | | | |
| " 3 & 10 | v7 | 186 | " | 17'-3 | | | | | | | | | | | | |
| " 2 | v8 | 62 | " | 17'-0 | | | | | | | | | | | | |
| " 1 | v9 | 62 | " | 16'-6 | | | | | | | | | | | | |
| " 14 | w | 372 | " | 4'-6 | | | | | | | | | | | | |
| " " | w1 | 372 | " | 8'-6 | | | | | | | | | | | | |
| " " | w2 | 372 | ⅝" | 17'-3 | | | | | | | | | | | | |
| " " | w3 | 372 | " | 8'-3 | | | | | | | | | | | | |

Reinforcement Bars 101,880 lbs.
Class B Concrete 1,293 C.Y.

NOTES:
(1) FOR TYPICAL PANEL REINFORCEMENT SEE SHEET NO. 139
(2) THE COST OF FURNISHING AND INSTALLING BEARING PLATES REQUIRED ON SHEET NOS. 138 AND SMALL BA. INCLUDED IN THE UNIT PRICE BID FOR C.ABB-XX CONCRETE
(3) QUANTITIES SHOWN ARE FOR BOTH SHEET NO. 139 & 140

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS
WILLIAM N. ERICKSON — PRESIDENT, NORTHWEST COMMISSIONER
GEORGE A. QUINLAN — PRESIDENT, BOARD OF HIGHWAYS

RETAINING WALL - R.O.W. WEST OF CANAL ST.
CONGRESS STREET SUPERHIGHWAY
DES PLAINES STREET TO CANAL STREET

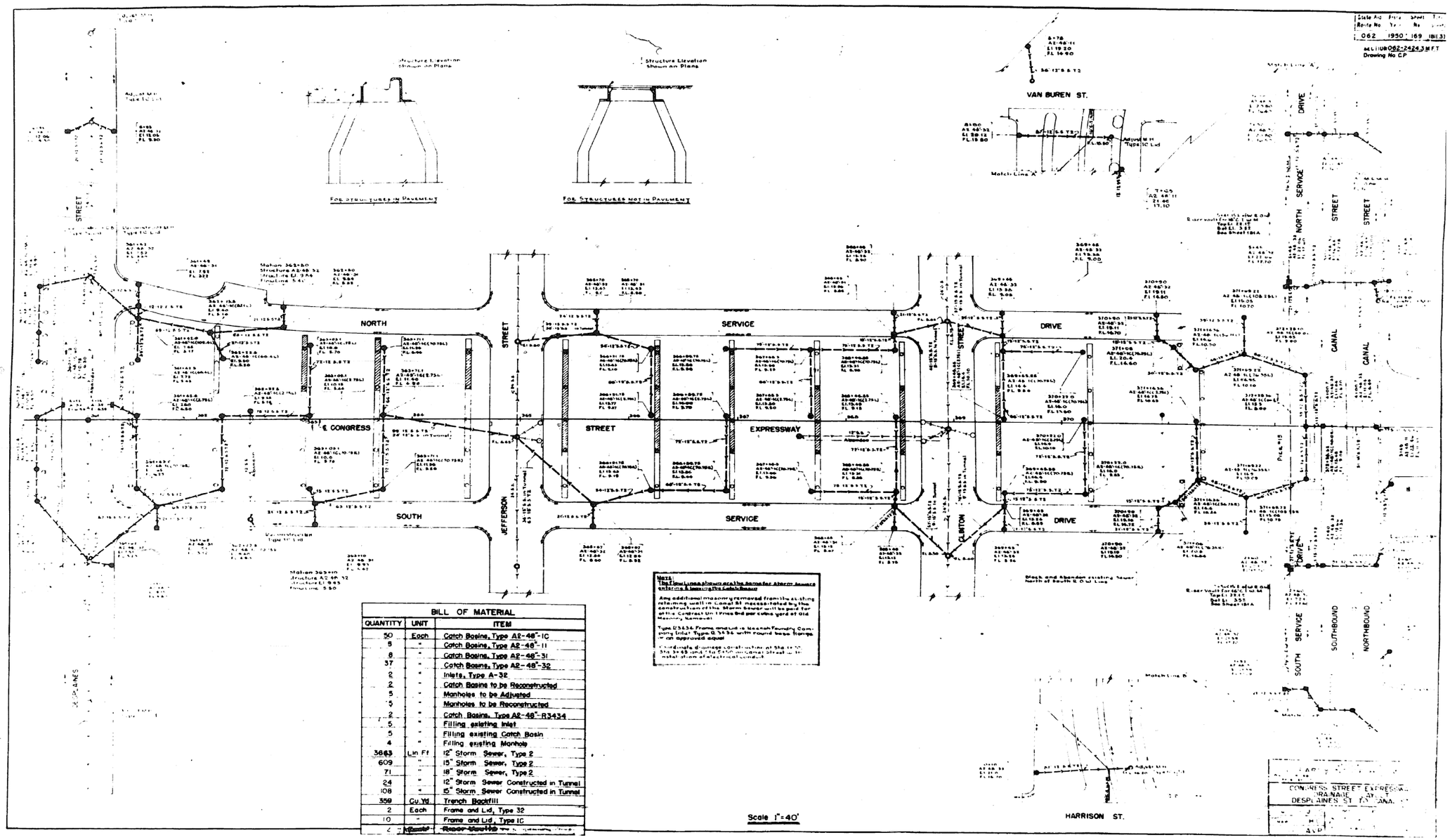
COMPUTED G. S. V.
DRAWN S. A. W. J. G.
CHECKED R.W.M.
SECTION 062-2424 3 B.4
SCALE AS SHOWN
APPROVED

| State Aid Route No. | Fiscal Year | Sheet No. | Total Sheets | Drawing No. |
|---|---|---|---|---|
| 62 | 950 | 140 | 194 | C P384 |

0160461-60X75-S285-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 569 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 140 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY




| BILL OF MATERIAL | | |
|---|---|---|
| QUANTITY | UNIT | ITEM |
| 50 | Each | Catch Basins, Type A2-48"-1C |
| 8 | " | Catch Basins, Type A2-48"-11 |
| 8 | " | Catch Basins, Type A2-48"-31 |
| 37 | " | Catch Basins, Type A2-48"-32 |
| 2 | " | Inlets, Type A-32 |
| 2 | " | Catch Basins to be Reconstructed |
| 5 | " | Manholes to be Adjusted |
| 5 | " | Manholes to be Reconstructed |
| 2 | " | Catch Basins, Type A2-48"-R3434 |
| 5 | " | Filling existing Inlet |
| 5 | " | Filling existing Catch Basin |
| 4 | " | Filling existing Manhole |
| 3863 | Lin Ft | 12" Storm Sewer, Type 2 |
| 609 | " | 15" Storm Sewer, Type 2 |
| 71 | " | 18" Storm Sewer, Type 2 |
| 24 | " | 12" Storm Sewer Constructed in Tunnel |
| 108 | " | 15" Storm Sewer Constructed in Tunnel |
| 359 | Cu.Yd. | Trench Backfill |
| 2 | Each | Frame and Lid, Type 32 |
| 10 | " | Frame and Lid, Type 1C |
| 2 | " | ~~Reset Manhole~~ |

**Note:**
**The Flow Lines shown are the Same for Storm Sewers entering a Inlet or the Catch Basins**

Any additional masonry removed from the existing retaining wall in Canal St. necessitated by the construction of the Storm Sewer will be paid for at the Contract Unit Price Bid per cubic yard of Old Masonry Removal.

Type 0 3434 Frame and Lid is Neenah Foundry Company Inlet Type 0 3434 with round base flange or an approved equal

Coordinate drainage construction at Sta 16+70 Sta 3+65 and Sta 5+70 in conduct street lighting installation of electrical conduit

| State Aid Route No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|
| 062 | 1950 | 169 (B13) | |

BELL (UR) 062-2424.3 W.F.T.
Drawing No. CF

0160461-60X75-S286-EXT.dgn

**PARSONS BRINCKERHOFF**

| | | | |
|---|---|---|---|
| USER NAME = pateld | DESIGNED - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | |
| PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**EXISTING PLANS**
**STRUCTURE NO. 016-0461**
SHEET NO. 141 OF 194 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 570 |
| | | CONTRACT NO. 60X75 | | |
| | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

NOTES

The asbestos cement conduit shall be run as straight as possible and shall be installed in a neat and workmanlike manner.

Where joints cannot be driven up tightly, they shall be sealed with an approved joint sealing compound to prevent concrete from entering the ducts. All joints shall be staggered a minimum of 6" unless otherwise noted so there are no unstaggered adjacent joints in either vertical or horizontal tiers of ducts.

Upon completion of a section of asbestos cement conduit and before acceptance by the engineer, the contractor shall test same by passing thru each completed straight run of duct an iron-clad mandrel 18" long, the diameter of which is 1/16" less than the inside diameter of the duct and through other than straight runs a similar mandrel 5" long. The inside surfaces of all ducts shall be cleaned by forcing an approved swab through the duct. If obstructions are encountered which cannot be removed by rodding or if any conditions are discovered that in the opinion of the engineer may result in damage to wires and cables pulled through the duct, the duct shall be removed and replaced by the contractor in a manner approved by the engineer, without additional cost. Wooden plugs shall be placed in each duct opening.

Within thirty days after the award of the contract and before any work is performed, the contractor shall submit for approval by the Superintendent of Highways of the County of Cook, State of Illinois, the following data:

Complete manufacturers specifications on rigid steel conduit and fittings

Complete and detailed shop drawings as to dimensions, sizes and strength of members, size and type of welds, and method of fabrication. The contractor shall make any corrections required on such shop drawings and shall file with Superintendent of Cook County Highway corrected copies thereof. This note refers to Transformer Boxes and Pull Boxes.

Coordinate electrical conduit installation with drainage construction at Sta 5+50, Sta 3+65 and Sta 1+70

Class A concrete shall be used for all duct encasement.

P.V.C. conduit is not in use.

All galvanized steel conduit

Anchor Bolts for Light Standards shall be nonfiber-wrapped and wrapped with burlap covering to protect threads.
Rigid steel conduit and fittings to be National Electric Products Sherardized or equal.

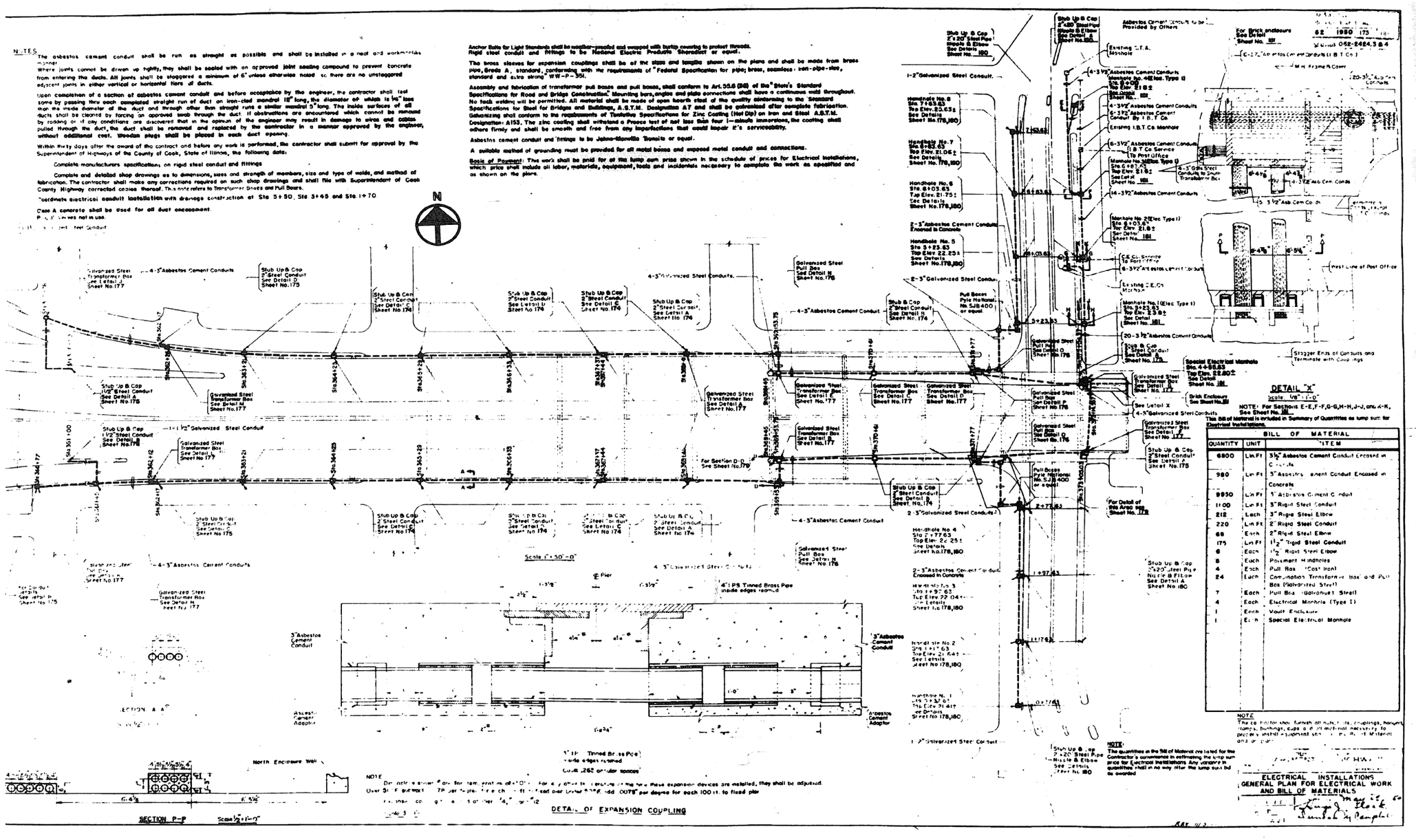
The brass sleeves for expansion couplings shall be of the sizes and lengths shown on the plans and shall be made from brass pipe, Grade A, standard, conforming with the requirements of "Federal Specification for pipe; brass, seamless: iron-pipe-size, standard and extra strong" WW-P-351.

Assembly and fabrication of transformer pull boxes and pull boxes, shall conform to Art. 556.6 (B&B) of the "State's Standard Specifications for Road and Bridge Construction". Mounting bars, angles and plate connections shall have a continuous weld throughout. No tack welding will be permitted. All material shall be made of open hearth steel of the quality conforming to the Standard Specifications for Steel for Bridges and Buildings, A.S.T.M. Designation A7 and shall be galvanized after complete fabrication. Galvanizing shall conform to the requirements of Tentative Specifications for Zinc Coating (Hot Dip) on Iron and Steel A.S.T.M. Designation A153. The zinc coating shall withstand a Preece test of not less than four 1-minute immersions, the coating shall adhere firmly and shall be smooth and free from any imperfections that would impair it's serviceability.

Asbestos cement conduit and fittings to be Johns-Manville "Bonsite" or equal.

A suitable method of grounding must be provided for all metal boxes and exposed metal conduit and connections.

Basis of Payment: This work shall be paid for at the lump sum price shown in the schedule of prices for Electrical Installations, which price shall include all labor, materials, equipment, tools and incidentals necessary to complete the work as specified and as shown on the plans.

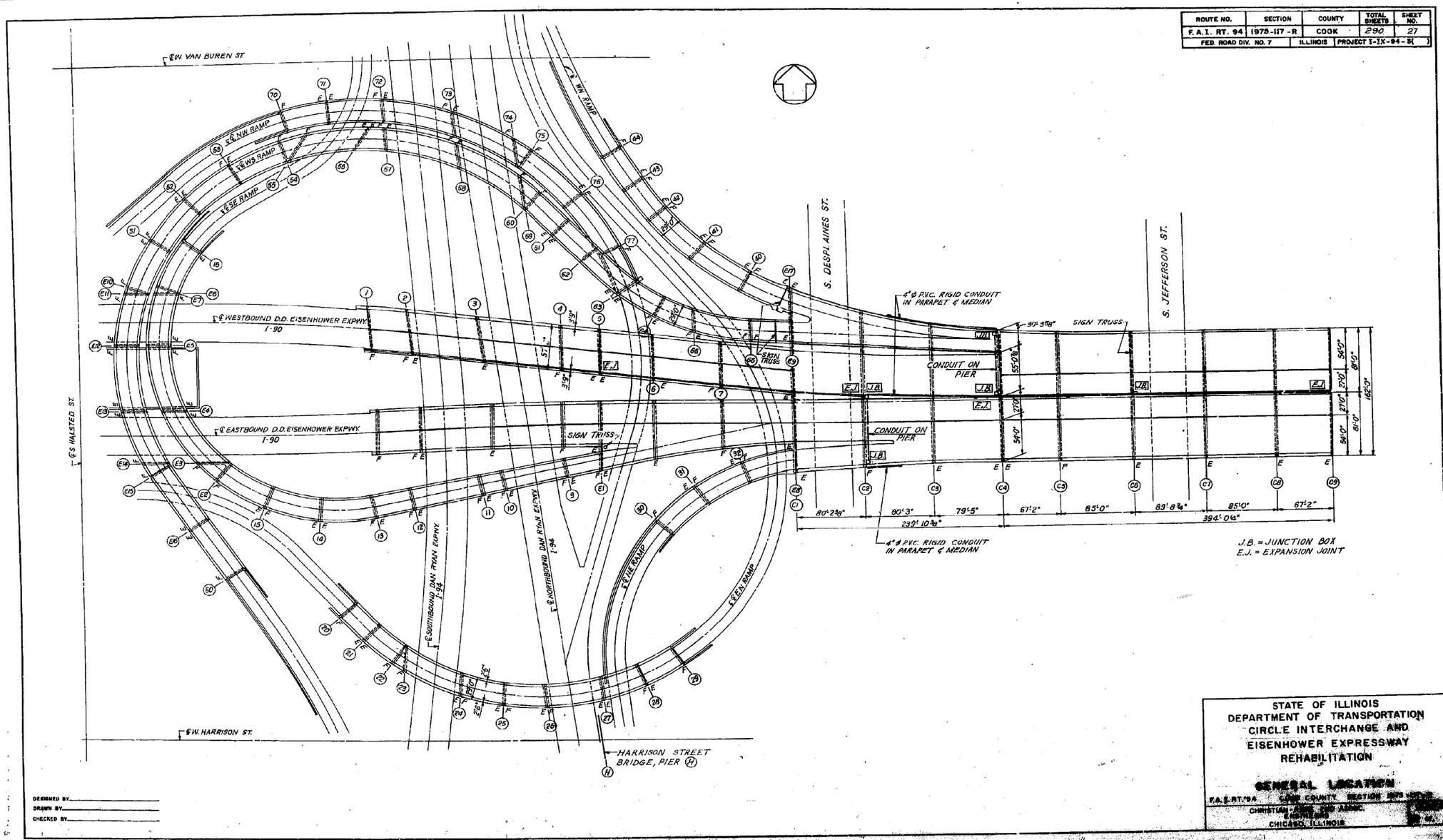



| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 571 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 142 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

0160461-60X75-S287-EXT.dgn

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F. A. I. RT. 94 | 1975-157-R | COOK | 290 | 27 |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-8( ) | |




STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION

GENERAL LOCATION

F.A.I. RT. 94 COOK COUNTY SECTION 1975-157-R
CHRISTIAN [illegible] ASSOC.
ENGINEERS
CHICAGO, ILLINOIS

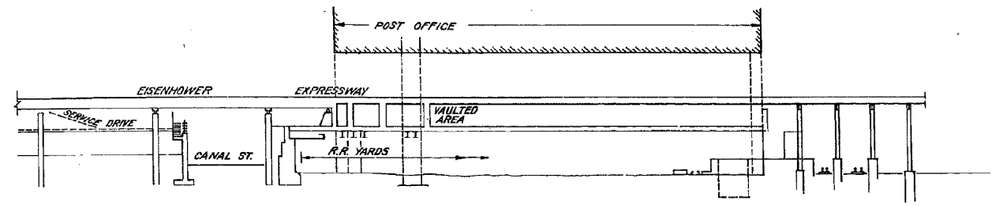
DESIGNED BY
DRAWN BY
CHECKED BY

0160461-60X75-5288-EXT.dgn

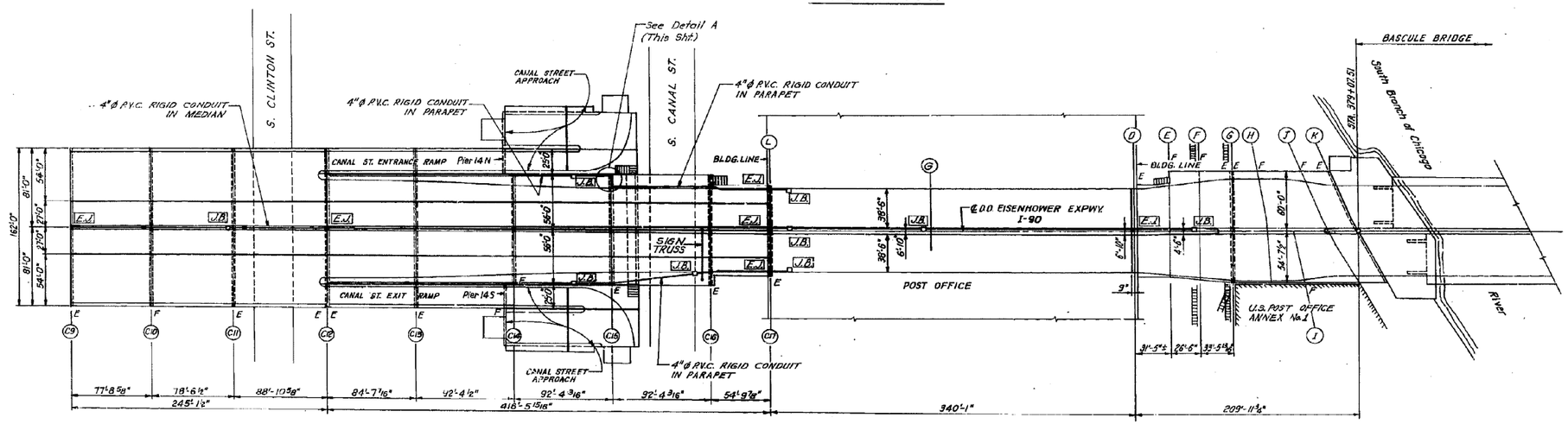
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 572 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 143 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. RT. 94 | 1973-117-R | COOK | 290 | 26 |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-3( ) | |

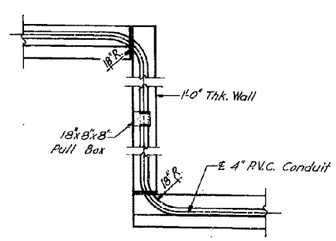



ELEVATION

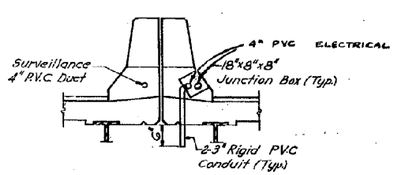



PLAN

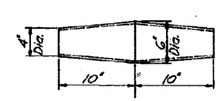
J.B. = Junction Box
E.J. = Expansion Joint




DETAIL A




TYP. JUNCTION BOX DETAIL




EXPANSION COUPLING

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION

GENERAL LOCATION

F.A.I. RT. 94 COOK COUNTY SECTION 1973-117-R

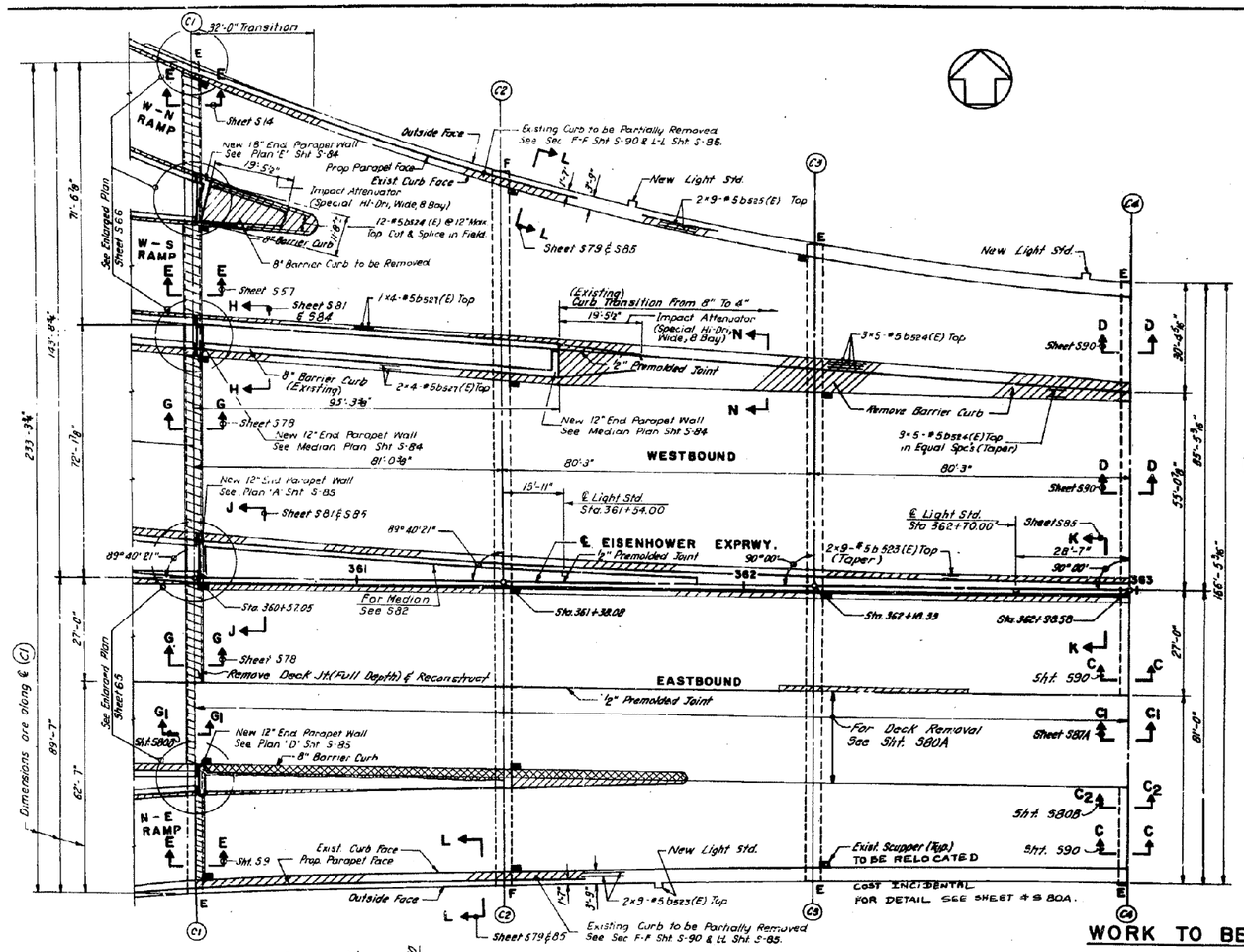
CHRISTIANI & NIELSEN ASSOC.
ENGINEERS
CHICAGO, ILLINOIS

0160461-60X75-S289-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 573 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 144 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

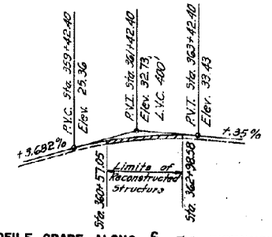
# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. 94 | 1975-117-R | COOK | 290 | 106 |
| FED. ROAD DIV. NO. 7 | ILLINOIS | PROJECT I-IX-94-3( ) | | |




## PLAN

BENT (C1) TO BENT (C4)




DESIGNED BY
DRAWN BY
CHECKED BY

PROFILE GRADE ALONG ℄ E.B. EISENHOWER
(Top of New Wearing Surface)

## GENERAL NOTES

ALL NEW STRUCTURAL STEEL SHALL BE SHOP PAINTED WITH TWO COATS OF BASIC LEAD SILICO CHROMATE PAINT.

FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM FLANGE OF BEAMS OR GIRDERS NOR TO THE TOP FLANGE FOR A DISTANCE EQUAL TO ONE-FOURTH THE SPAN LENGTH EACH WAY FROM THE PIER SUPPORTS. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.

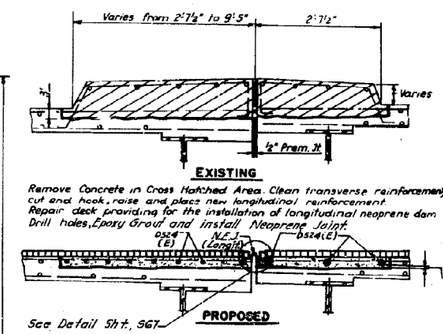
IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

THE CONCRETE RAIL SECTION ABOVE THE MANDATORY CONSTRUCTION JOINT AT THE TOP OF THE SLAB SHALL BE CONSTRUCTED OF CLASS X CONCRETE, EXCEPT THE AGGREGATES SHALL CONFORM TO THE REQUIREMENTS OF HANDRAIL CONCRETE.

PROTECTIVE COAT SHALL NOT BE APPLIED TO SURFACES TO WHICH WATERPROOFING MEMBRANE SYSTEM IS APPLIED.

SPECIAL CARE SHALL BE TAKEN IN COMPACTING BITUMINOUS CONCRETE SURFACE ALONG EXPANSION JOINTS TO ACHIEVE PROPER DENSITY AND TO FORM 1/4" LIP. SMALLER ROLLERS AND STEEL PLATES SHALL BE USED FOR THIS PURPOSE AS DIRECTED BY THE ENGINEER.

ALL REINFORCEMENT BARS SHALL CONFORM TO A.A.S.H.T.O. M-31 GRADE 60 OR M-53 GRADE 60.




## SECTION N – N

Note:
All Bars shown on this Sheet are billed on sheet S84

Min. Lap: 1'-8" For #5 Bars

Bars Indicated Thus 2×9-#5 etc., Indicate 2 Lines of Bars With 9 Lengths per Line.

## TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPERST. | SUB-STR. | TOTAL |
|---|---|---|---|---|
| Bridge Deck Overlay Removal | Sq. Yd. | 3,610 | — | 3,610 |
| Deck Slab Repair (Partial Depth) | Sq. Yd. | 157 | — | 157 |
| Deck Slab Repair (Full Depth) | Sq. Yd. | 15 | — | 15 |
| Waterproofing Membrane System | Sq. Yd. | 4638 | — | 4638 |
| Bit. Concrete Surface Course | Ton | 390 | — | 390 |
| Protective Coat | Sq. Yd. | 510 | — | 510 |
| Class X Concrete | Cu. Yd. | 327 | — | 327 |
| Reinforcement Bars | Lb. | 24,300 | — | 24,300 |
| Reinforcement Bars (Epoxy Coated) | Lb. | 46,400 | — | 46,400 |
| Repair Concrete Structure | Sq. Ft. | — | 985 | 985 |
| Concrete Removal | Cu. Yd. | 142 | — | 142 |
| Neoprene Expansion Jt. (Longitudinal) | Lin. Ft. | 146 | — | 146 |
| Preformed Joint Sealer (2½") | Lin. Ft. | 337 | — | 337 |
| Removal of Superstructure No. 5A | Ea. | 1 | — | 1 |
| Epoxy Mortar Repair | Cu. Ft. | | 204.9 | 204.9 |

## WORK TO BE PERFORMED

1 – REMOVE EXISTING DECK SLAB FROM ℄ EASTBOUND TO ℄ BEAM (P4). REMOVE EXISTING OVERLAY FROM ENTIRE AREA.

2 – REMOVE HANDRAIL AND PART OF EXISTING CURB AS WELL AS THE MEDIAN GUARDRAIL AND PART OF EXISTING MEDIAN, IF ANY, AS SHOWN ON THE CROSS-SECTIONS

3 – REMOVE ALL LOOSE AND DETERIORATED CONCRETE FROM DECK AT LOCATIONS MARKED BY THE ENGINEER

4 – RECONSTRUCT DECK SLAB FROM ℄ EASTBOUND TO ℄ BEAM (P4) USING EPOXY COATED TOP REINFORCEMENT. REPAIR REMAINDER OF DECK SLAB WITH CONCRETE.

5 – CONSTRUCT CONCRETE PARAPET AND MEDIAN

6 – RECONSTRUCT DECK EXPANSION JOINTS

7 – WATERPROOF AND RESURFACE DECK WITH 1½" BIT. SURF. COURSE

8 – REPAIR SUBSTRUCTURES AS REQUIRED

DESIGN SPECIFICATIONS

1977 A.A.S.H.T.O. and Interim Specifications as Applicable

DESIGN STRESSES (NEW CONSTR.)

f'c = 3,500 p.s.i., Deck Slab, Curb, Parapet
fy = 60,000 p.s.i., Reinforcement

REV. 3-17-80 CJR-RCS
REV. 3-14-80 C/R
REV. 1-18-80 C/R
Rev. 7-9-79
Rev. 10-14-80

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
GENERAL PLAN
BENT C1 TO BENT C4

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-BOSE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

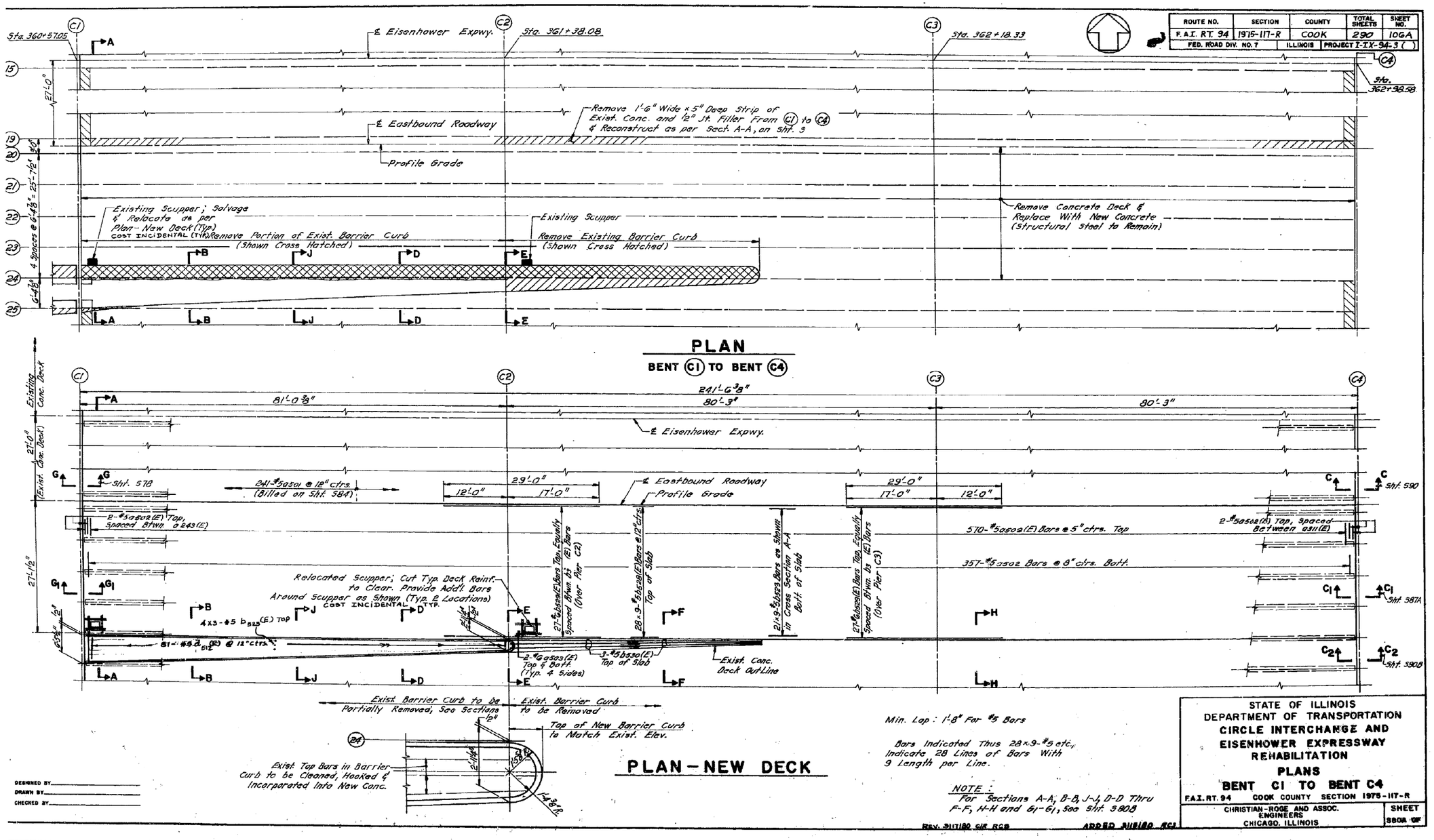
SHEET 390F

0160461-60X75-S290-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016–0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 574 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 145 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. RT. 94 | 1975-117-R | COOK | 290 | 10GA |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-3 ( ) | |



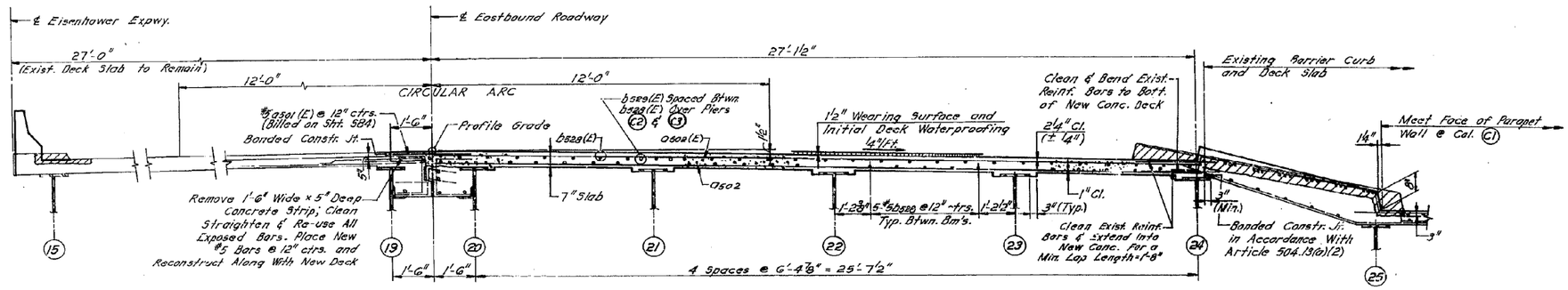

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND EISENHOWER EXPRESSWAY REHABILITATION
PLANS
BENT C1 TO BENT C4
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R
CHRISTIAN-ROGE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS
SHEET 590A OF

0160461-60X75-S291-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 575 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 146 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. RT. 94 | 1975-117-R | COOK | 290 | 106 B |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-3( ) | |

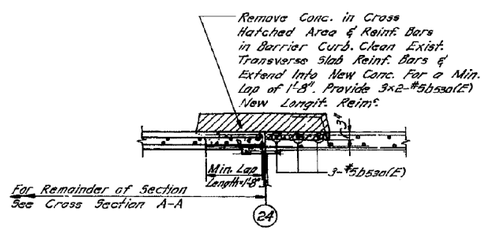



## CROSS SECTION A-A

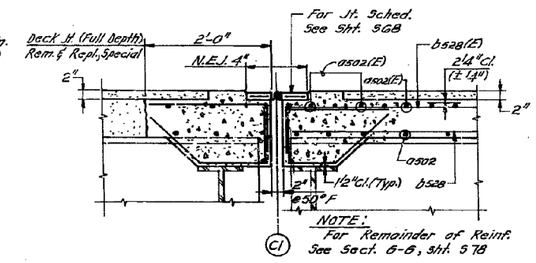
## BILL OF MATERIAL

| BAR | NO. | | SIZE | LENGTH | SHAPE |
|---|---|---|---|---|---|
| asa2 | 357 | | #5 | 27'-0" | |
| asa2(E) | — | 510 | #5 | 27'-0" | |
| asa1(E) | — | 92 | #6 | 6'-0" | |
| bsa2 | 189 | — | #5 | 28'-3" | |
| bsa2(E) | — | 270 | #5 | 28'-3" | |
| bsa1(E) | — | 54 | #6 | 29'-0" | |
| bsa1(E) | — | 6 | #5 | 24'-4" | |
| d512(E) | | 61 | #5 | 4'-6" | |
| | | | | | |
| Reinforcement Bars | | | | Lb. | 15,620 |
| Reinforcement Bars (Epoxy Coated) | | | | Lb. | 24,210 |
| Class X Concrete | | | | Cu. Yd. | 174 |
| Concrete Removal | | | | Cu. Yd. | 11 |

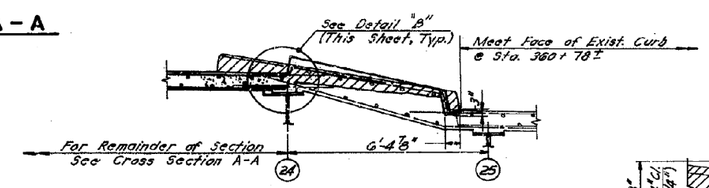
Reinforcement Bars Designated (E) Shall Be Epoxy Coated. See Special Provisions.



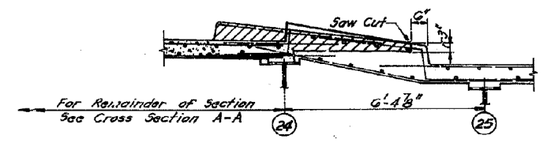

## SECTION F-F
FROM STA. 361+38.08 TO STA. 361+85.03



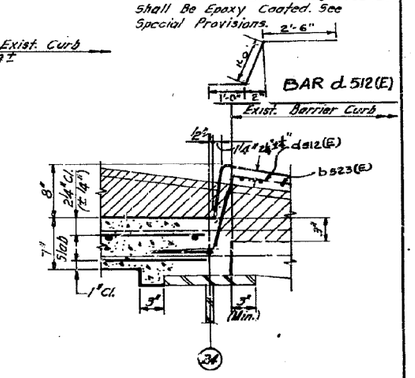

## SECTION G1-G1
(PROPOSED)



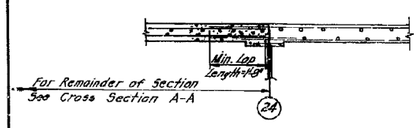

## SECTION B-B
AT STA. 360 + 78±



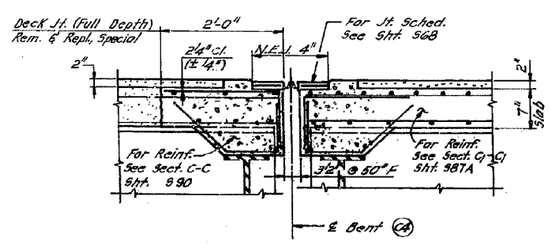

## SECTION J-J
AT STA. 360 + 98±



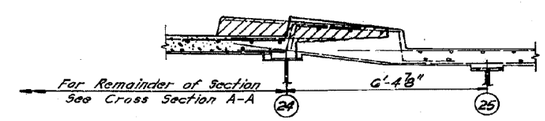

## DETAIL "B"



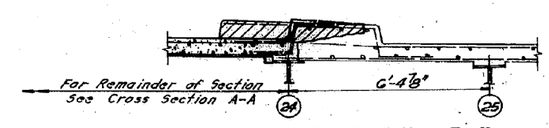

## SECTION H-H
FROM STA. 361+85.03 TO STA. 362+96.56




## SECTION C2-C2
(PROPOSED)




## SECTION D-D
AT STA. 361 + 18±




## SECTION E-E
AT ℄ PIER C2

REV. 3/17/80 CR RCS
ADDED 3/26/80 RCS

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND EISENHOWER EXPRESSWAY REHABILITATION

**SECTIONS AND DETAILS BENT C1 TO BENT C4**

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROGE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

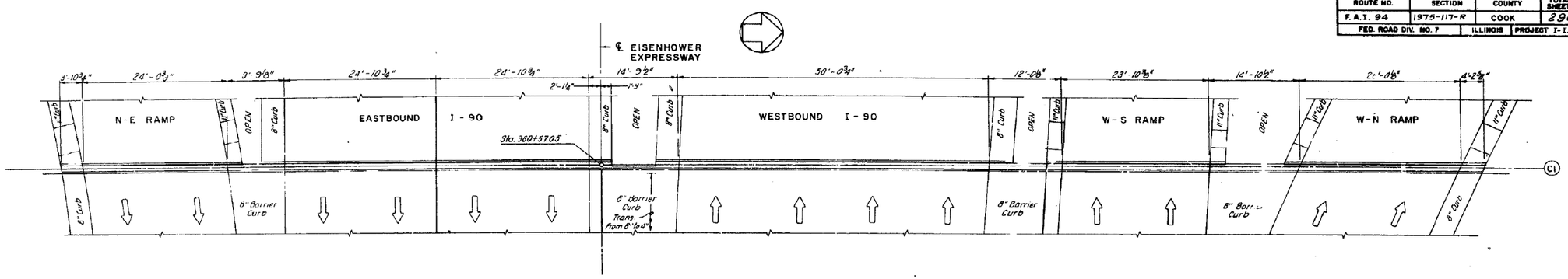
SHEET 58B OF

0160461-60X75-S292-EXT.dgn

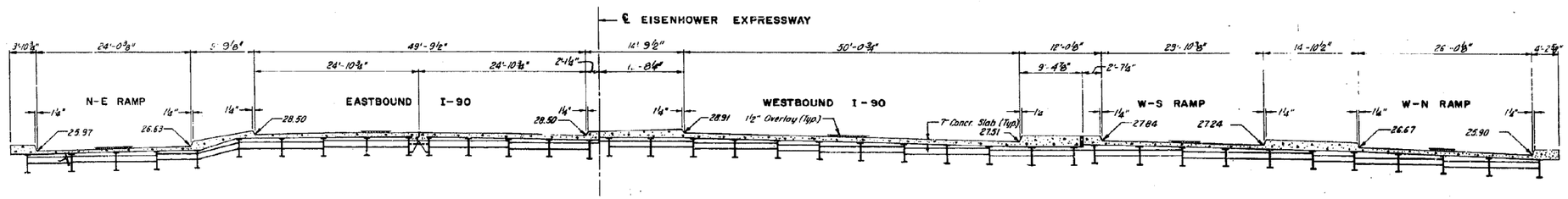
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 576 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 147 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. 94 | 1975-117-R | COOK | 290 | 107 |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-3( ) | |

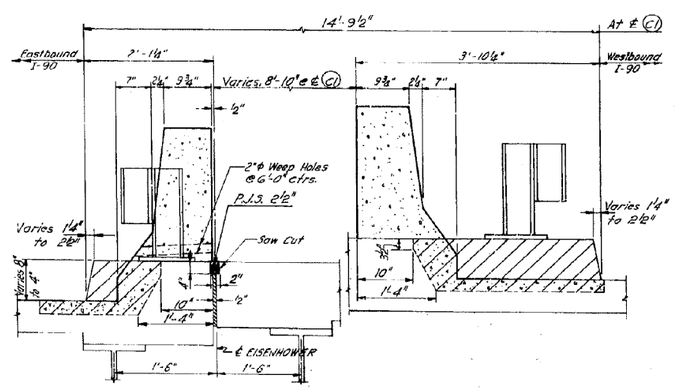



PLAN AT BENT CI

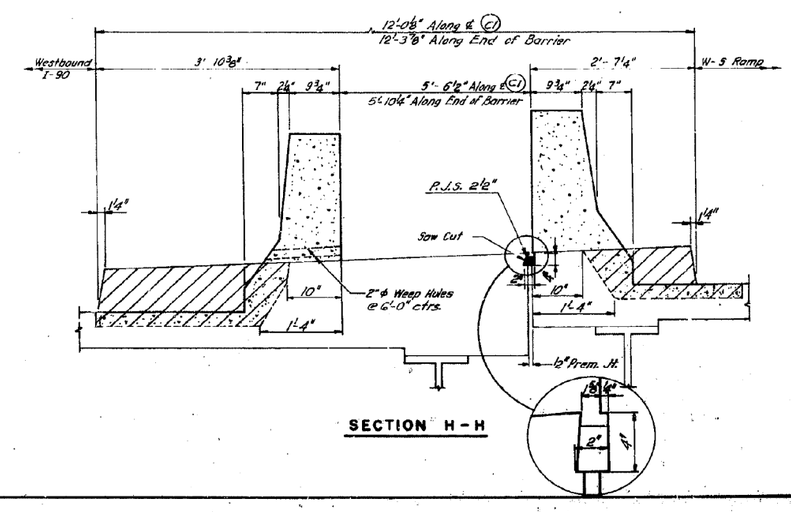



SECTION AT BENT CI

LOOKING WEST




SECTION J-J




SECTION H-H

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION

DECK DETAILS AT BENT CI
BENT CI TO BENT C4

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROSE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

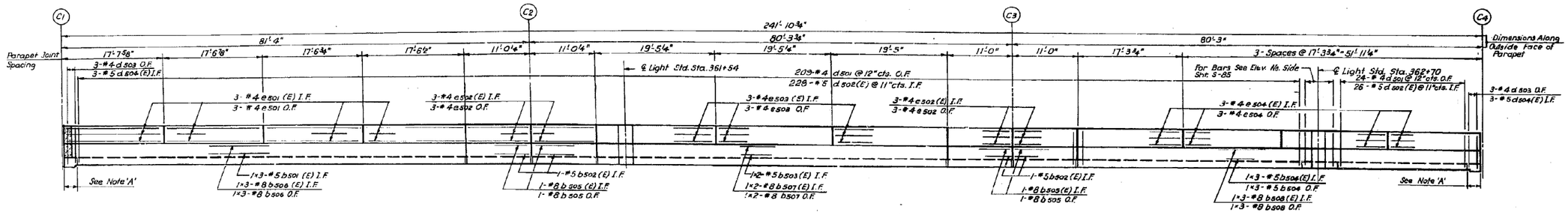
SHEET 58A OF

0160461-60X75-S293-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 577 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 148 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

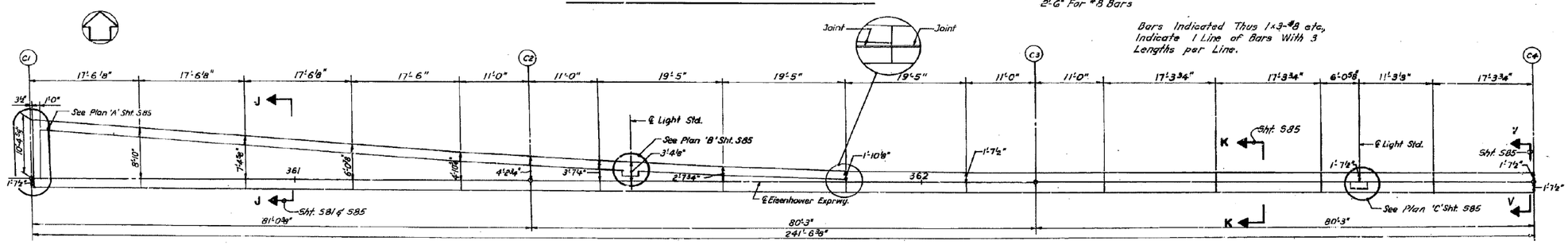
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. 94 | 1975-117-R | COOK | 290 | 108 |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-3( ) | |



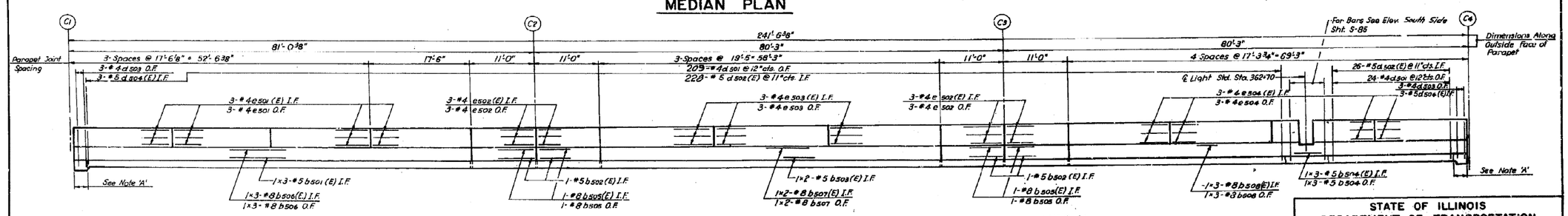

## ELEVATION MEDIAN NORTH SIDE

Min. Lap: 1'-8" For #5 Bars
2'-6" For #8 Bars

Bars Indicated Thus 1×3-#8 etc., Indicate 1 Line of Bars With 3 Lengths per Line.




## MEDIAN PLAN




## ELEVATION MEDIAN SOUTH SIDE

NOTE A:
Deck Joint (Full Depth) Removal and Replacement Special

NOTE:
All Bars Shown on This Sheet Are Billed on Sht. S83. For Bill of Material See Sht. S83.

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
MEDIAN
BENT C1 TO BENT C4

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROGE AND ASSOC.
ENGINEERS
CHICAGO, ILLINOIS

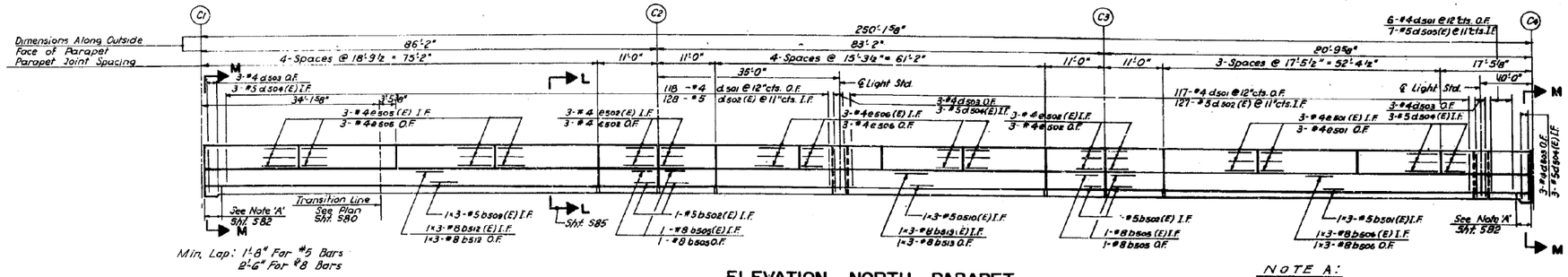
SHEET

0160461-60X75-S294-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 578 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 149 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

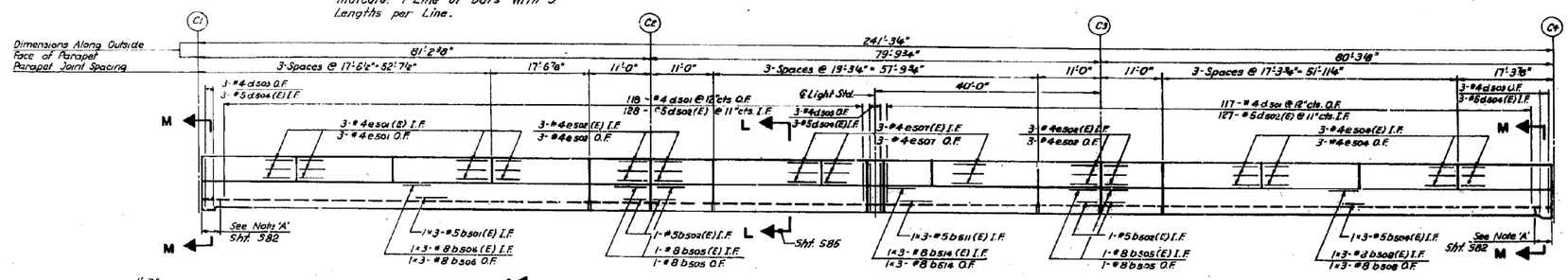
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. 94 | 1976-117-R | COOK | 290 | 109 |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-3( ) | |



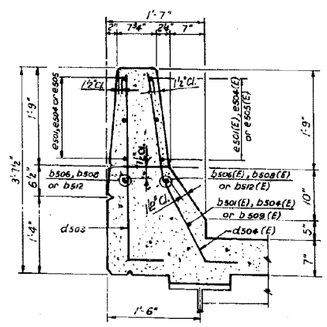

ELEVATION NORTH PARAPET

Bars Indicated Thus 1x3-#8 etc., Indicate 1 Line of Bars With 3 Lengths per Line.

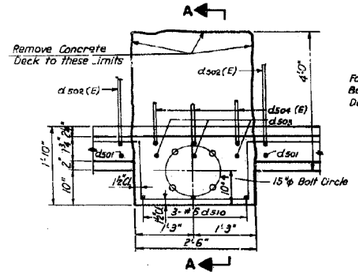
NOTE A:
Deck Joint (Full Depth) Removal & Replacement (Special)



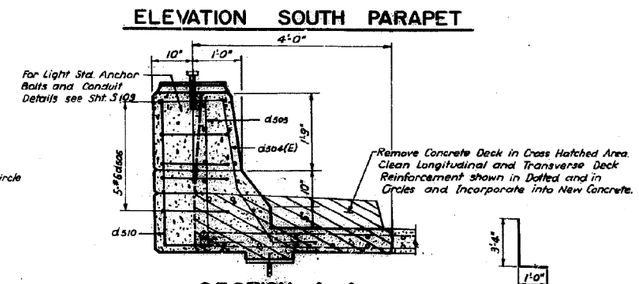

ELEVATION SOUTH PARAPET



SECTION M-M

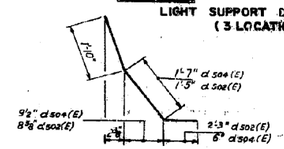



PLAN

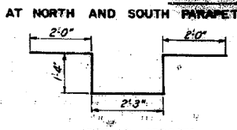



SECTION A-A

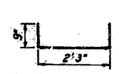
LIGHT SUPPORT DETAIL AT NORTH AND SOUTH PARAPETS (3 LOCATIONS)



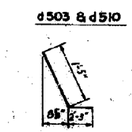
d504(E) & d502(E)



d506 & d506(E)

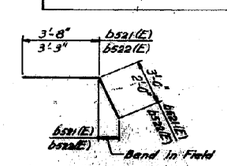


d507(E)



d503 & d510

d509(E)




b521(E) & b522(E)

## BILL OF MATERIAL

| BAR | NO. | E | SIZE | LENGTH | SHAPE |
|---|---|---|---|---|---|
| b501(E) | — | 18 | #5 | 24'-5" | — |
| b502(E) | — | 20 | #5 | 10'-8" | — |
| b503(E) | — | 4 | #5 | 29'-10" | — |
| b506 | 6 | — | #5 | 24'-1" | — |
| b504(E) | — | 9 | #5 | 24'-1" | — |
| b505 | 20 | — | #8 | 10'-8" | — |
| b505(E) | — | 20 | #8 | 10'-8" | — |
| b506 | 18 | — | #8 | 25'-10" | — |
| b506(E) | — | 18 | #8 | 25'-10" | — |
| b507 | 4 | — | #8 | 30'-4" | — |
| b507(E) | — | 4 | #8 | 30'-4" | — |
| b508 | 9 | — | #8 | 24'-7" | — |
| b508(E) | — | 9 | #8 | 24'-7" | — |
| b509(E) | — | 3 | #5 | 26'-1" | — |
| b510(E) | — | 3 | #5 | 21'-5" | — |
| b511(E) | — | 3 | #5 | 20'-4" | — |
| b512 | 3 | — | #8 | 26'-8" | — |
| b512(E) | — | 3 | #8 | 26'-8" | — |
| b513 | 3 | — | #8 | 22'-0" | — |
| b513(E) | — | 3 | #8 | 22'-0" | — |
| b514 | 3 | — | #8 | 20'-10" | — |
| b514(E) | — | 3 | #8 | 20'-10" | — |
| b515 | 4 | — | #5 | 11'-8" | — |
| b515(E) | — | 4 | #5 | 11'-8" | — |
| b516(E) | — | 2 | #5 | 3'-3" | — |
| b517 | 2 | — | #8 | 3'-3" | — |
| b517(E) | — | 2 | #8 | 3'-3" | — |
| b518 | 8 | — | #5 | 8'-6" | — |
| b518(E) | — | 8 | #5 | 8'-6" | — |
| b519(E) | — | 4 | #5 | 5'-9" | — |
| b520(E) | — | 4 | #5 | 11'-4" | — |
| b521(E) | — | 4 | #5 | 6'-8" | — |
| b522(E) | — | 4 | #5 | 5'-3" | — |
| b526(E) | — | 8 | #5 | 6'-0" | — |
| d501(E) | — | 29 | #4 | 3'-0" | — |
| d502(E) | — | 1231 | #5 | 5'-6" | L |
| d503 | 52 | — | #4 | 4'-4" | L |
| d504 | 1157 | — | #4 | 3'-0" | — |
| d504(E) | — | 48 | #5 | 3'-11" | L |
| d505(E) | — | 18 | #7 | 3'-0" | — |
| d506 | 19 | — | #6 | 8'-11" | U |
| d506(E) | — | 5 | #6 | 8'-11" | U |
| d507(E) | — | 3 | #6 | 3'-9" | U |
| d508(E) | — | 3 | #5 | 1'-7" | — |
| d509(E) | — | 3 | #5 | 3'-8" | L |
| d510 | 15 | — | #6 | 4'-4" | L |
| d511 | 6 | — | #6 | 3'-4" | — |
| e501 | 72 | — | #4 | 17'-3" | — |
| e501(E) | — | 12 | #4 | 17'-3" | — |
| e502 | 32 | — | #4 | 10'-8" | — |
| e502(E) | — | 60 | #4 | 10'-8" | — |
| e503 | 18 | — | #4 | 19'-1" | — |
| e503(E) | — | 18 | #4 | 19'-1" | — |
| e504 | 36 | — | #4 | 17'-0" | — |
| e504(E) | — | 36 | #4 | 17'-0" | — |
| e505 | 12 | — | #4 | 18'-6" | — |
| e505(E) | — | 12 | #4 | 18'-6" | — |
| e506 | 12 | — | #4 | 15'-0" | — |
| e506(E) | — | 12 | #4 | 15'-0" | — |
| e507 | 9 | — | #4 | 18'-11" | — |

## BILL OF MATERIAL (CONT.)

| BAR | NO. | | SIZE | LENGTH | SHAPE |
|---|---|---|---|---|---|
| e507(E) | — | 9 | #4 | 18'-11" | — |
| e508 | 6 | — | #4 | 3'-3" | — |
| e508(E) | — | 6 | #4 | 3'-3" | — |

| | | |
|---|---|---|
| Reinforcement Bars | Lb. | 8680 |
| Reinforcement Bars (Epoxy Coated) | Lb. | 14240 |
| Class X Concrete | Cu.Yd. | 124 |
| Protective Coat | Sq.Yd. | 411 |
| Concrete Removal | Cu.Yd. | 71 |

Reinforcement Bars Designated (E) Shall be Epoxy Coated. See Special Provisions.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND EISENHOWER EXPRESSWAY REHABILITATION

**PARAPETS AND DETAILS BENT C1 TO BENT C4**

F.A.I. RT. 94 COOK COUNTY SECTION 1976-117-R

CHRISTIANI & NIELSEN AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

SHEET 582

Rev. 7-9-79

DESIGNED BY
DRAWN BY
CHECKED BY

0160461-60X75-5295-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 579 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 150 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

# FOR INFORMATION ONLY

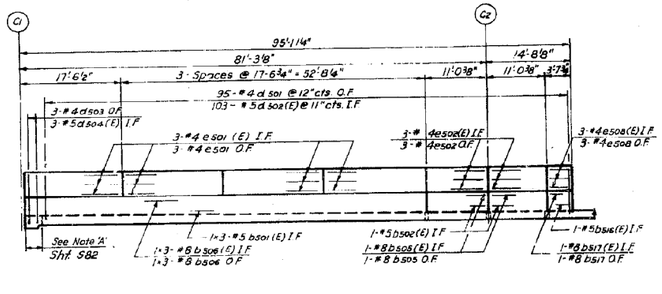
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. 94 | 1975-117-R | COOK | 290 | 110 |
| FED. ROAD DIV. NO. 7 | ILLINOIS | PROJECT I-IX-94-5( ) | | |

## BILL OF MATERIAL

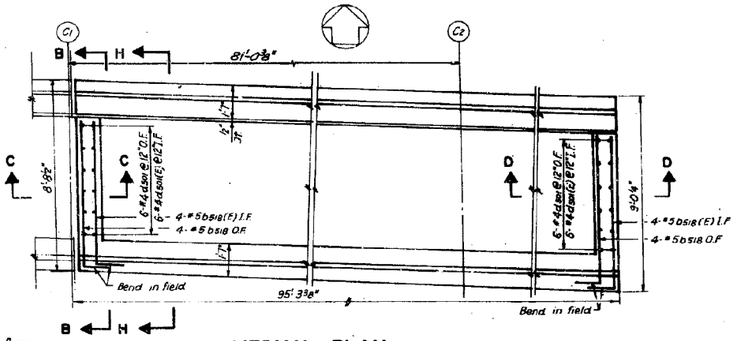
| BAR | NO. | (E) | SIZE | LENGTH | SHAPE |
|---|---|---|---|---|---|
| a501(E) | — | 241 | #5 | 2'-9" | — |
| b523(E) | — | 48 | #5 | 28'-4" | — |
| b524(E) | — | 72 | #5 | 30'-9" | — |
| b525(E) | — | 18 | #5 | 29'-4" | — |
| b527(E) | — | 12 | #8 | 25'-3" | — |

| | | |
|---|---|---|
| Reinforcement Bars | Lb. | — |
| Reinforcement Bars (Epoxy Coated) | Lb. | [illegible] |
| Class X Concrete | Cu. Yd. | 29 |
| Protective Coat | Sq. Yd. | 99 |
| Concrete Removal | Cu. Yd. | 17 |

Reinforcement Bars Designated (E) Shall be Epoxy Coated. See Special Provision.




ELEVATION MEDIAN NORTH SIDE

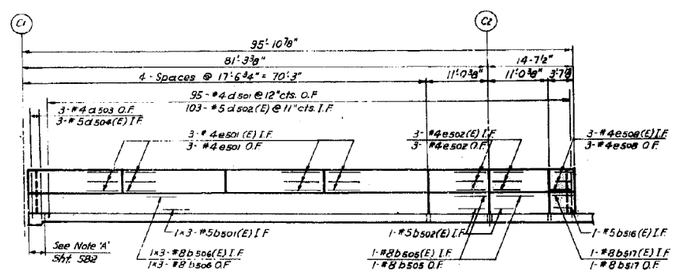



MEDIAN PLAN
BETWEEN W-S. RAMP AND W. BOUND ROADWAY

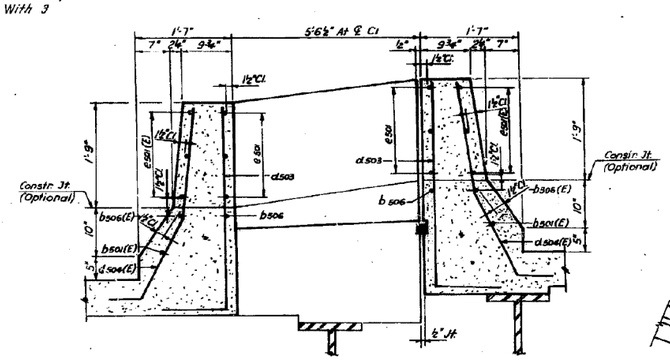
Min. Lap: 1'-8" For #5 Bars
2'-6" For #8 Bars

Bars Indicated Thus 1x3-#8 etc., Indicate 1 Line of Bars With 3 Lengths per Line.

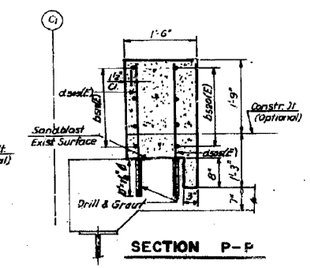
NOTE:
All Bars Shown on This Sheet Are Billed on Sht. 583.



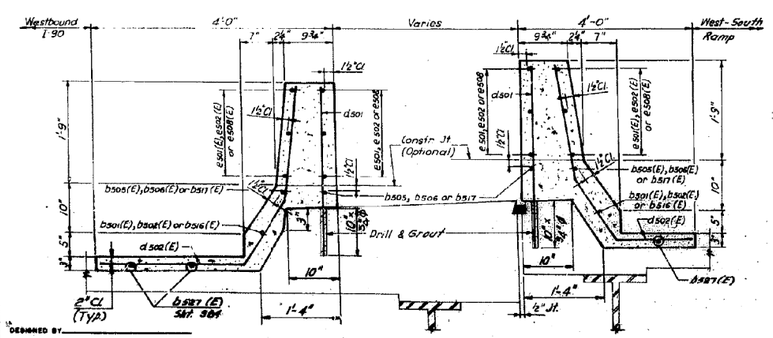

ELEVATION MEDIAN SOUTH SIDE



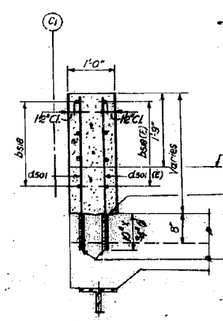

SECTION B-B



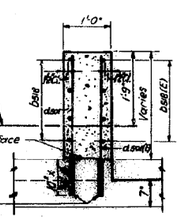

SECTION P-P



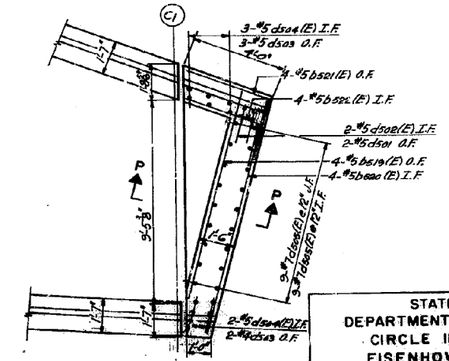

SECTION H-H




SECTION C-C



SECTION D-D



PLAN 'E'
(Between W-N Ramps and W-S Ramps)

For Concrete Removal See Sht. 566

3/16/80 GR RS
Rev. 1-18-80 CR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
MEDIAN BETWEEN W-S. RAMP AND W. BOUND ROADWAY
BENT C1 TO BENT C4
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIANI-BLUNE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

SHEET 29-B

Rev. 7-9-79

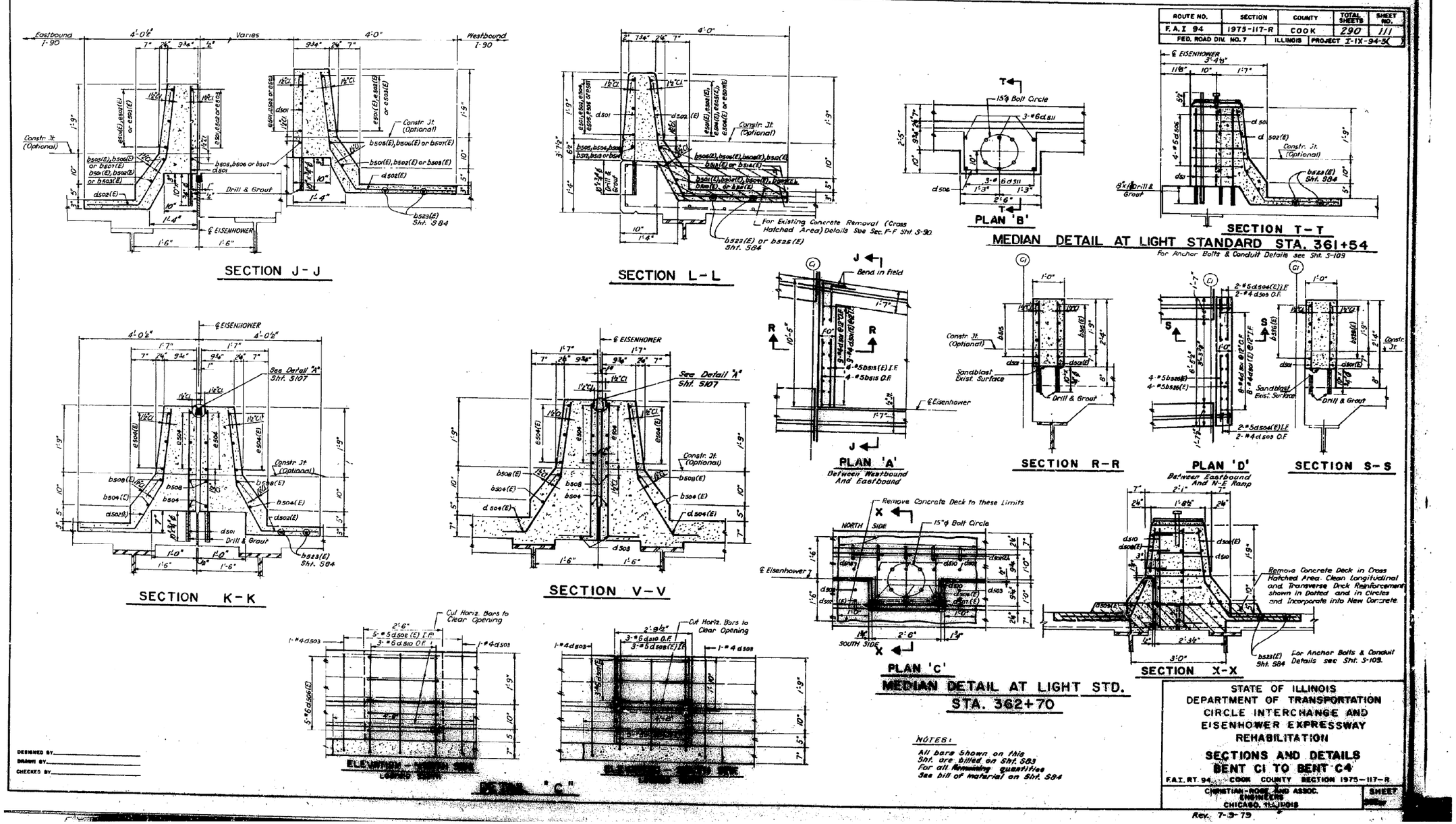
DESIGNED BY
DRAWN BY
CHECKED BY

0160461-60X75-S296-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 580 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 151 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I 94 | 1975-117-R | COOK | 290 | 111 |
| FED. ROAD DIV. NO. 7 | ILLINOIS | PROJECT I-IX-94-5( ) | | |

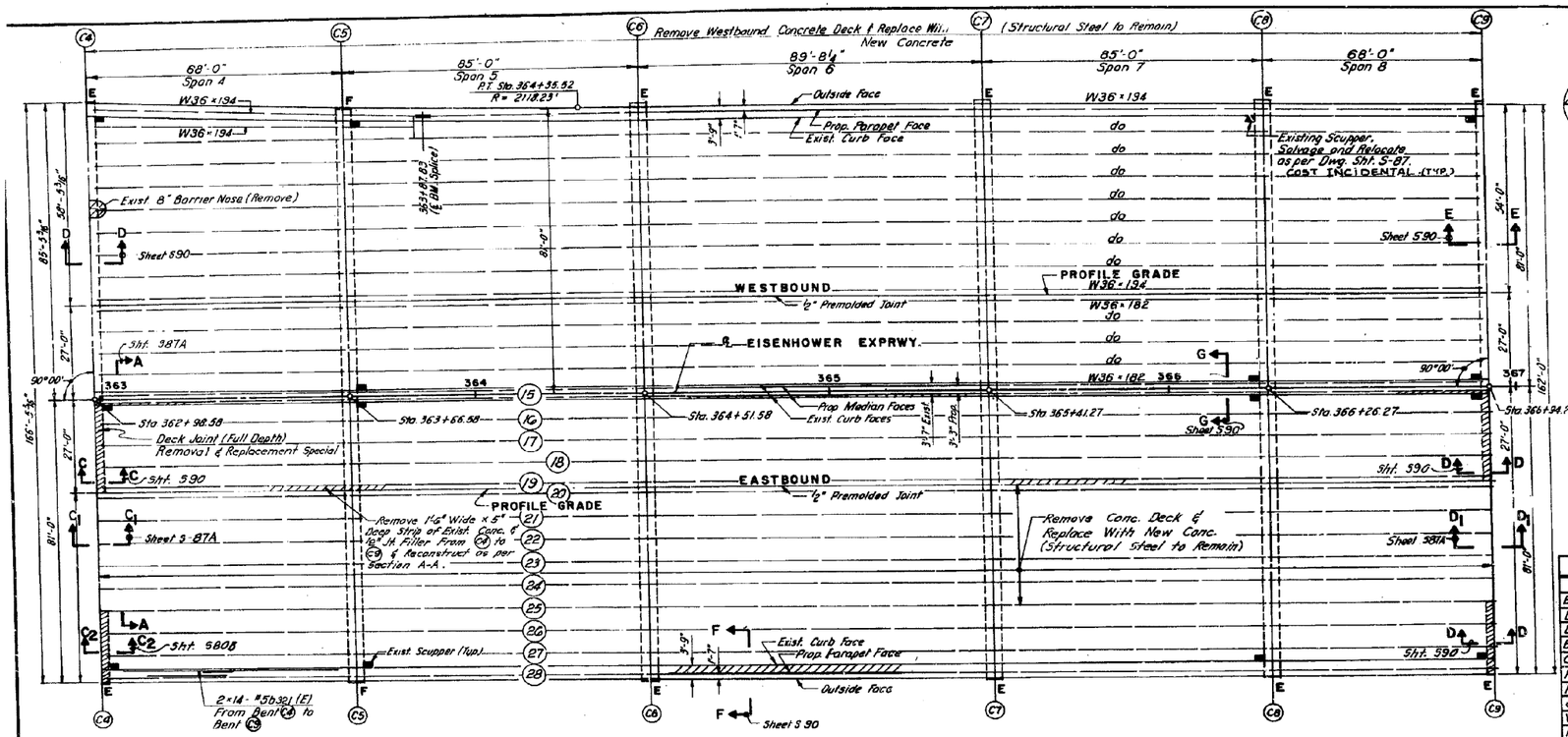



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **PARSONS BRINCKERHOFF** | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 581 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 152 OF 194 SHEETS | | | ILLINOIS FED. AID PROJECT | | |

0160461-60X75-5297-EXT.dgn

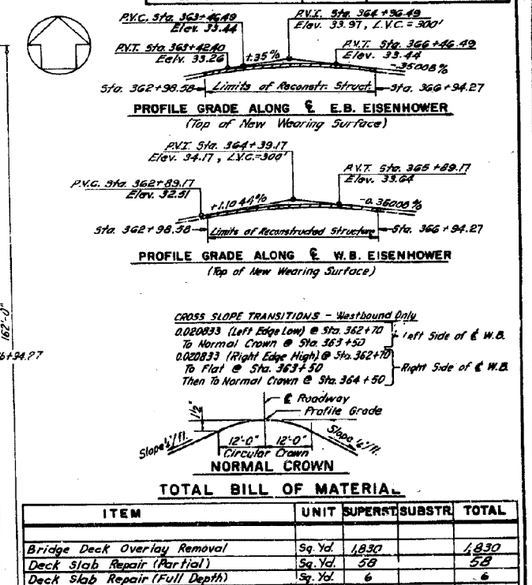
# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. RT. 94 | 1975-117-R | COOK | 290 | 112 |
| FED. ROAD DIV. NO. 7 | ILLINOIS | PROJECT I-IX-94-3(_) | | |




## PLAN

BENT (C4) TO BENT (C9)

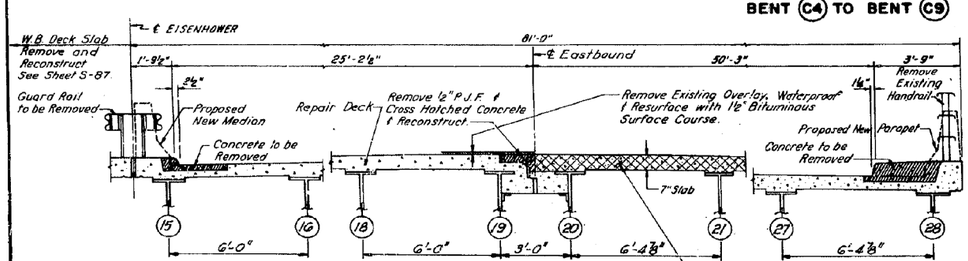



## TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPERST. | SUBSTR. | TOTAL |
|---|---|---|---|---|
| Bridge Deck Overlay Removal | Sq. Yd. | 1,830 | | 1,830 |
| Deck Slab Repair (Partial) | Sq. Yd. | 58 | | 58 |
| Deck Slab Repair (Full Depth) | Sq. Yd. | 6 | | 6 |
| Bit. Concrete Surface Course | Ton | 580 | | 580 |
| Class X Concrete | Cu. Yd. | 1,292 | | 1,292 |
| Reinforcement Bars | Lb. | 124,160 | | 124,160 |
| Reinforcement Bars (Epoxy Coated) | Lb. | 211,900 | | 211,900 |
| Concrete Removal | Cu. Yd. | 59.3 | | 59.3 |
| Waterproofing Membrane System | Sq. Yd. | 6,889 | | 6,889 |
| Protective Coat | Sq. Yd. | 668 | | 668 |
| Neoprene Expansion Joint 4" | Lin. Ft. | 173 | | 173 |
| Neoprene Expansion Joint 6½" | Lin. Ft. | 169 | | 169 |
| Deck Jt. (Full Depth) Rem. & Repl. Special | Sq. Yd. | 52 | | 52 |
| Removal of Existing Superstructure No. 5 | Ea. | 1 | | 1 |
| Removal of Exist. Superstructure No. 5B | Ea. | 1 | | 1 |
| Repair Concrete Structures | Sq. Ft. | | 70 | 70 |
| Resetting Expansion Bearings | Ea. | | 16 | 16 |
| Preformed Joint Sealer 2½" | Lin. Ft. | 386 | | 386 |

For General Notes See Sht. 580.

Expansion Bearings to be Reset are Located 8 on Pier (C4) and 8 on (C9).




## TYPICAL DECK CROSS SECTION

LOOKING EAST
EAST BOUND ROADWAY

## WORK TO BE PERFORMED

### West Bound Roadway

1. Remove Existing Deck Slab.
2. Reconstruct Deck Slab Using Epoxy Coated Top Reinforcement, Waterproof and Resurface with 1½" Bituminous Surface Course.
3. Repair Substructure as Required.

### East Bound Roadway

1. Remove Existing Overlay, & Existing Deck Slab From ℄ Eastbound to ℄ Beam (25).
2. Remove Handrail and Part of Existing Curb as well as the Median Guardrail and Part of Existing Median as shown on the Cross-Sections.
3. Remove all Loose and Deteriorated Concrete from Deck at Locations Marked by the Engineer.
4. Reset Expansion Bearings.
5. Reconstruct Deck Slab From E.B. to Beam (25) Using Epoxy Coated Top Reinforcement & Repair Remaining of Deck Slab With Conc.
6. Construct Concrete Parapet and Median.
7. Reconstruct Deck Expansion Joints.
8. Eliminate Longitudinal Expansion Joint.
9. Waterproof and Resurface Deck with 1½" Bituminous Surface Course.
10. Repair Substructures as Required.

DESIGNED BY
DRAWN BY
CHECKED BY

REV. 3-14-80 C/R
REV. 1-15-80 C/R

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
GENERAL PLAN
BENT C4 TO BENT C9

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROGE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

SHEET

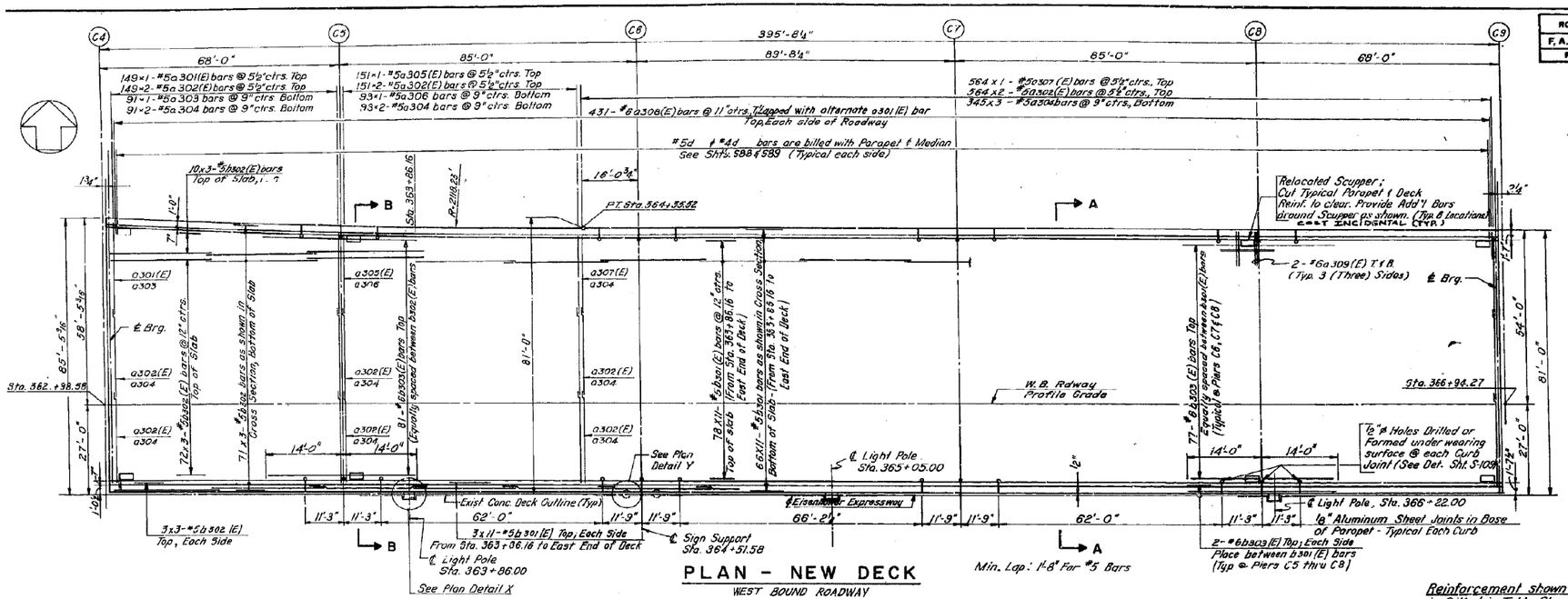
Rev. 10-18-80

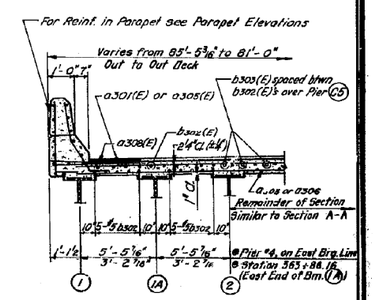
0160461-60X75-S298-EXT.dgn

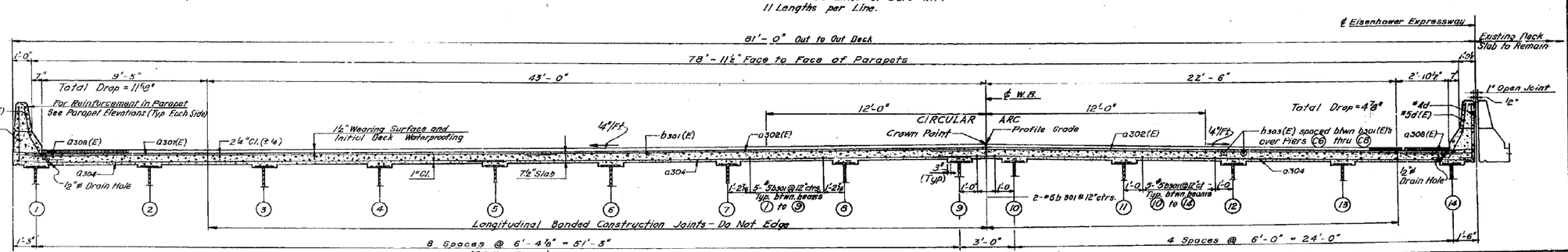
| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 582 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 153 OF 194 SHEETS | | | ILLINOIS FED. AID PROJECT | | |

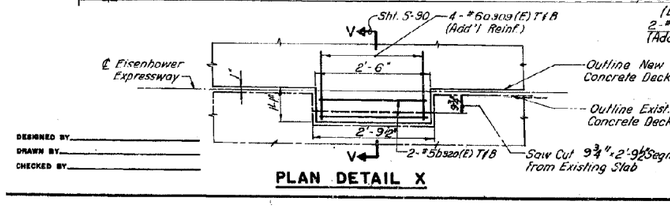
# FOR INFORMATION ONLY

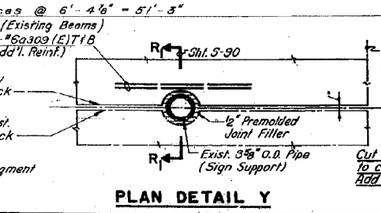
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. 94 | 1975-117-R | COOK | 290 | 113 |
| FED. ROAD DIV. NO. 7 | ILLINOIS | PROJECT I-IX-94-3( ) | | |




DESIGN SPECIFICATIONS

1977 A.A.S.H.T.O. and Interim Specifications as Applicable

DESIGN STRESSES (NEW CONSTR.)

f'c = 3,500 p.s.i., Deck Slab, Curb, Parapet

fy = 60,000 p.s.i., Reinforcement

Cut #5a Bars in New Deck to clear Opening & Provide Add'l Bars as shown.

REV. 3/17/80 RCS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND EISENHOWER EXPRESSWAY REHABILITATION
SUPERSTRUCTURE
BENT C4 TO BENT C9

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROSE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

SHEET 583 OF 696

DESIGNED BY
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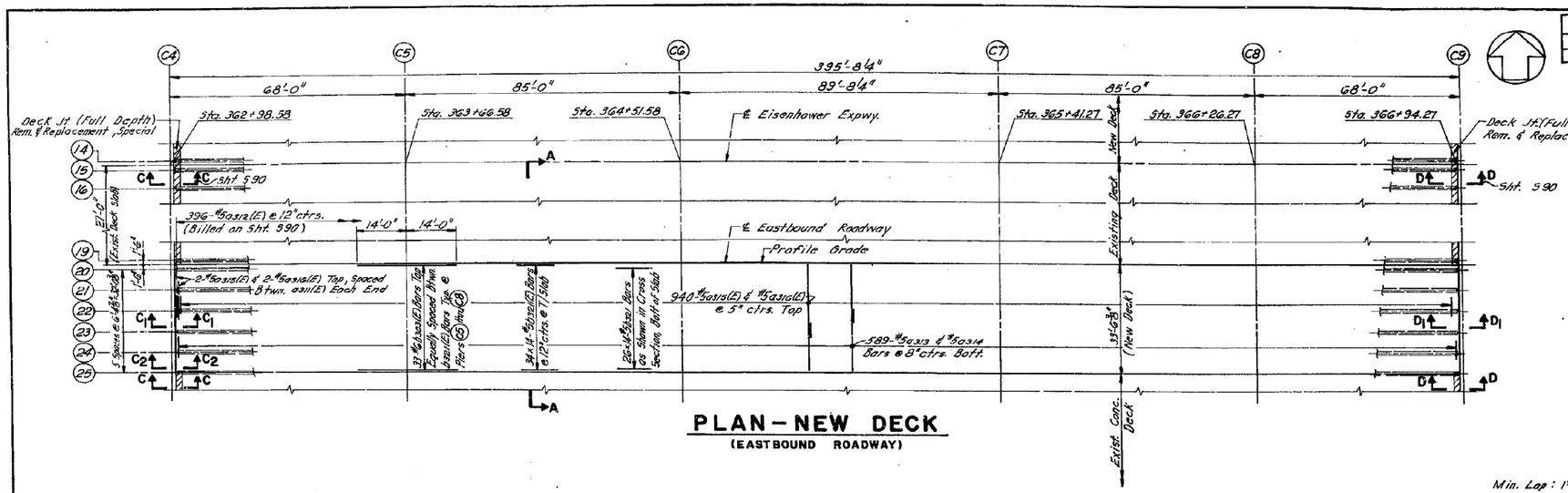
0160461-60X75-S299-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 583 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 154 OF 194 SHEETS | | | ILLINOIS FED. AID PROJECT | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. RT. 94 | 1975-117-R | COOK | 290 | 113A |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-3( ) | |




## PLAN – NEW DECK
(EASTBOUND ROADWAY)

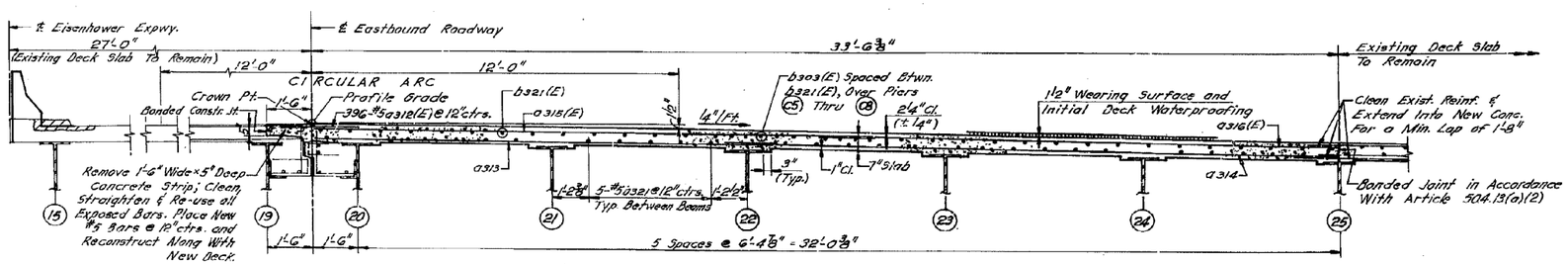
Min. Lap: 1'-8" For #5 bars

Bars Indicated Thus 34x14-#5 etc. Indicate 34 Lines of Bars With 14 Lengths per Line.

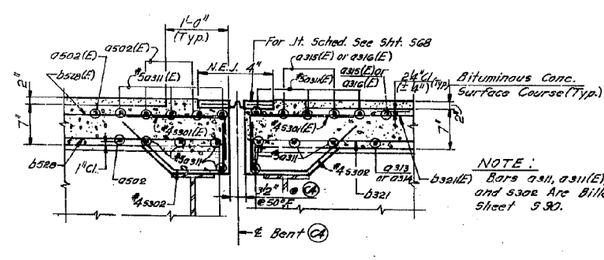
### BILL OF MATERIAL

| BAR | NO. | NO. (E) | SIZE | LENGTH | SHAPE |
|---|---|---|---|---|---|
| a313 | 589 | — | #5 | 15'-0" | —— |
| a314 | 589 | — | #5 | 19'-11" | —— |
| a313(E) | — | 944 | #5 | 18'-3" | —— |
| a314(E) | — | 944 | #5 | 16'-9" | —— |
| b303(E) | — | 132 | #6 | 28'-0" | —— |
| b321 | 364 | — | #5 | 29'-10" | —— |
| b321(E) | — | 476 | #5 | 29'-10" | —— |
| Reinforcement Bars | | | | Lb. | 32,780 |
| Reinforcement Bars (Epoxy Coated) | | | | Lb. | 54,830 |
| Class X Concrete | | | | Cu.Yd. | 315 |
| Concrete Removal | | | | Cu.Yd. | 9 |

Reinforcement Bars Designated (E) Shall be Epoxy Coated. See Special Provisions.

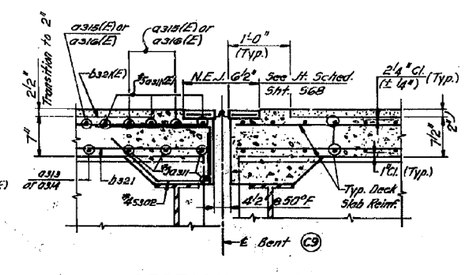



## CROSS SECTION A–A




NOTE: Bars a311, a311(E), a301(E) and a302 Are Billed on Sheet 590.

## SECTION $C_1$–$C_1$
(PROPOSED)




## SECTION $D_1$–$D_1$
(PROPOSED)

DESIGNED BY
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND EISENHOWER EXPRESSWAY REHABILITATION
SUPERSTRUCTURE
BENT C4 TO BENT C9
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROGE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

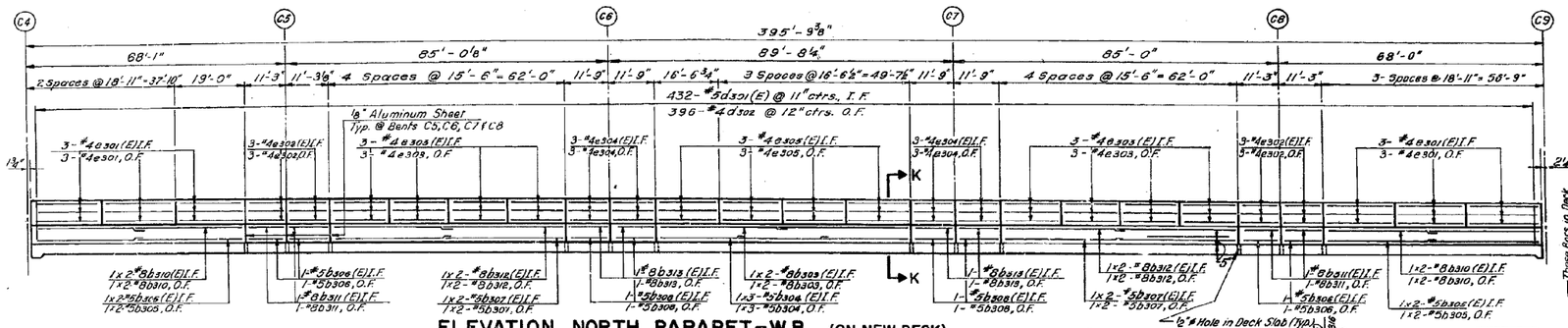
SHEET NO. OF

0160461-60X75-S300-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 584 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 155 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

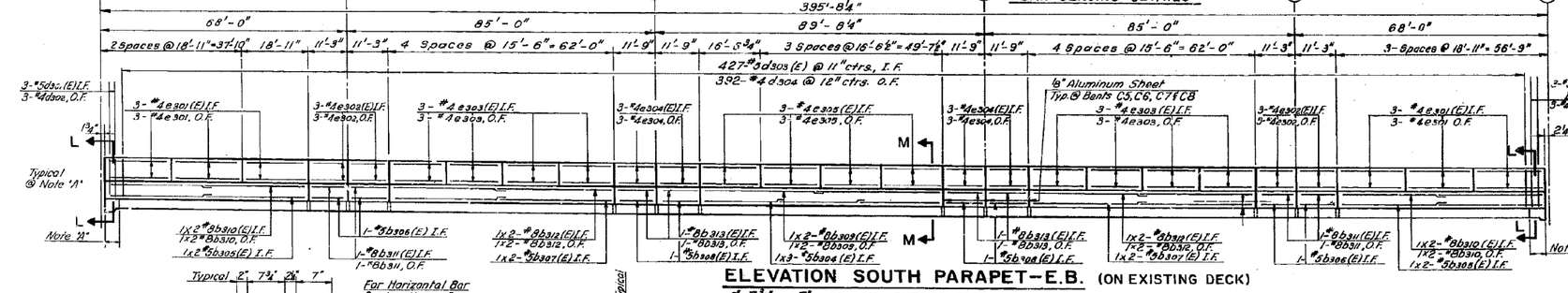
# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. 94 | 1975-117-R | COOK | 290 | 114 |
| FED. ROAD DIV. NO. 7 | ILLINOIS | PROJECT I-IX-94-3( ) | | |



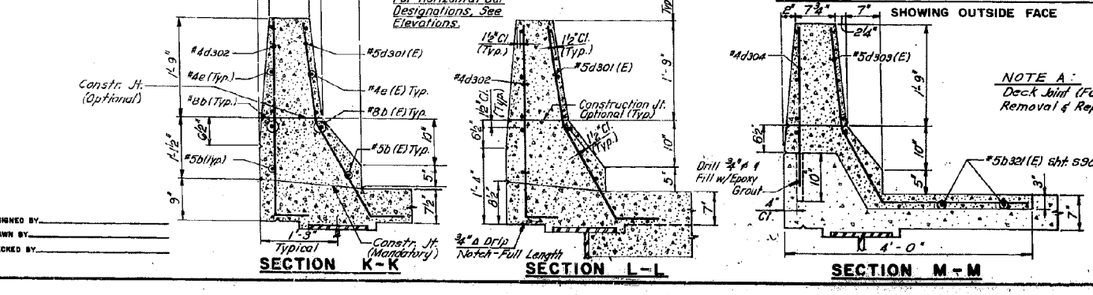

ELEVATION NORTH PARAPET-W.B. (ON NEW DECK)

SHOWING INSIDE FACE




ELEVATION SOUTH PARAPET-E.B. (ON EXISTING DECK)

SHOWING OUTSIDE FACE




NOTE A:
Deck Joint (Full Depth) Removal & Replacement Special

## BILL OF MATERIAL

| BAR | NO. PLAIN | NO. E | SIZE | LENGTH | SHAPE |
|---|---|---|---|---|---|
| a301(E) | – | 149 | #5 | 35'-6" | |
| a302(E) | – | 1728 | #5 | 27'-0" | |
| a303 | 91 | – | #5 | 32'-10" | |
| a304 | 1403 | – | #5 | 28'-4" | |
| a305(E) | – | 151 | #5 | 33'-6" | |
| a306 | 93 | – | #5 | 30'-10" | |
| a307(E) | – | 564 | #5 | 31'-0" | |
| a308(E) | – | 862 | #6 | 4'-0" | |
| a309(E) | – | 128 | #6 | 6'-0" | |
| b301 | 726 | – | #5 | 29'-6" | |
| b301(E) | – | 924 | #5 | 29'-6" | |
| b302 | 213 | – | #5 | 31'-0" | |
| b302(E) | – | 264 | #5 | 31'-0" | |
| b303(E) | – | 328 | #6 | 28'-0" | |
| b304 | 3 | – | #5 | 23'-2" | |
| b304(E) | – | 6 | #5 | 23'-2" | |
| b305 | 4 | – | #5 | 29'-0" | |
| b305(E) | – | 8 | #5 | 29'-0" | |
| b306 | 4 | – | #5 | 10'-11" | |
| b306(E) | – | 8 | #5 | 10'-11" | |
| b307 | 4 | – | #5 | 31'-8" | |
| b307(E) | – | 8 | #5 | 31'-8" | |
| b308 | 4 | – | #5 | 11'-5" | |
| b308(E) | – | 8 | #5 | 11'-5" | |
| b309 | 4 | – | #8 | 34'-3" | |
| b309(E) | – | 4 | #8 | 34'-3" | |
| b310 | 8 | – | #8 | 29'-5" | |
| b310(E) | – | 8 | #8 | 29'-5" | |
| b311 | 8 | – | #8 | 10'-11" | |
| b311(E) | – | 8 | #8 | 10'-11" | |
| b312 | 8 | – | #8 | 32'-1" | |
| b312(E) | – | 8 | #8 | 32'-1" | |
| b313 | 8 | – | #8 | 11'-5" | |
| b313(E) | – | 8 | #8 | 11'-5" | |
| b320(E) | – | 12 | #5 | 2'-2" | |
| d301(E) | – | 438 | #5 | 3'-11" | |
| d302 | 402 | – | #4 | 4'-4" | |
| d303(E) | – | 427 | #5 | 5'-5" | |
| d304 | 392 | – | #4 | 2'-11" | |
| e301 | 36 | – | #4 | 18'-6" | |
| e301(E) | – | 36 | #4 | 18'-6" | |
| e302 | 24 | – | #4 | 10'-11" | |
| e302(E) | – | 24 | #4 | 10'-11" | |
| e303 | 48 | – | #4 | 15'-2" | |
| e303(E) | – | 48 | #4 | 15'-2" | |
| e304 | 24 | – | #4 | 11'-5" | |
| e304(E) | – | 24 | #4 | 11'-5" | |
| e305 | 24 | – | #4 | 16'-3" | |
| e305(E) | – | 24 | #4 | 16'-3" | |

FOR CONTINUATION, SEE BELOW LEFT.

## BILL OF MATERIAL (CONT.)

| | | |
|---|---|---|
| Reinforcement Bars | Lb. | 82,850 |
| Reinf. Bars (Epoxy Coated) | Lb. | 143,560 |
| Class X Concrete | Cu. Yd. | 877.3 |
| Concrete Removal | Cu. Yd. | 98.1 |
| Protective Coat | Sq. Yd. | 327 |
| Waterproofing Membrane System | Sq. Yd. | 3,456 |
| Bit. Conc. Surface Course | Ton | 290.7 |

Reinforcement bars designated (E) Shall be Epoxy Coated. See Special Provisions.
Bill of Material on This Sheet Also Includes Sheet 587.

Rev. 1-18-90 CR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
PARAPETS
BENT C4 TO BENT C9

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROGE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

SHEET 588

DESIGNED BY
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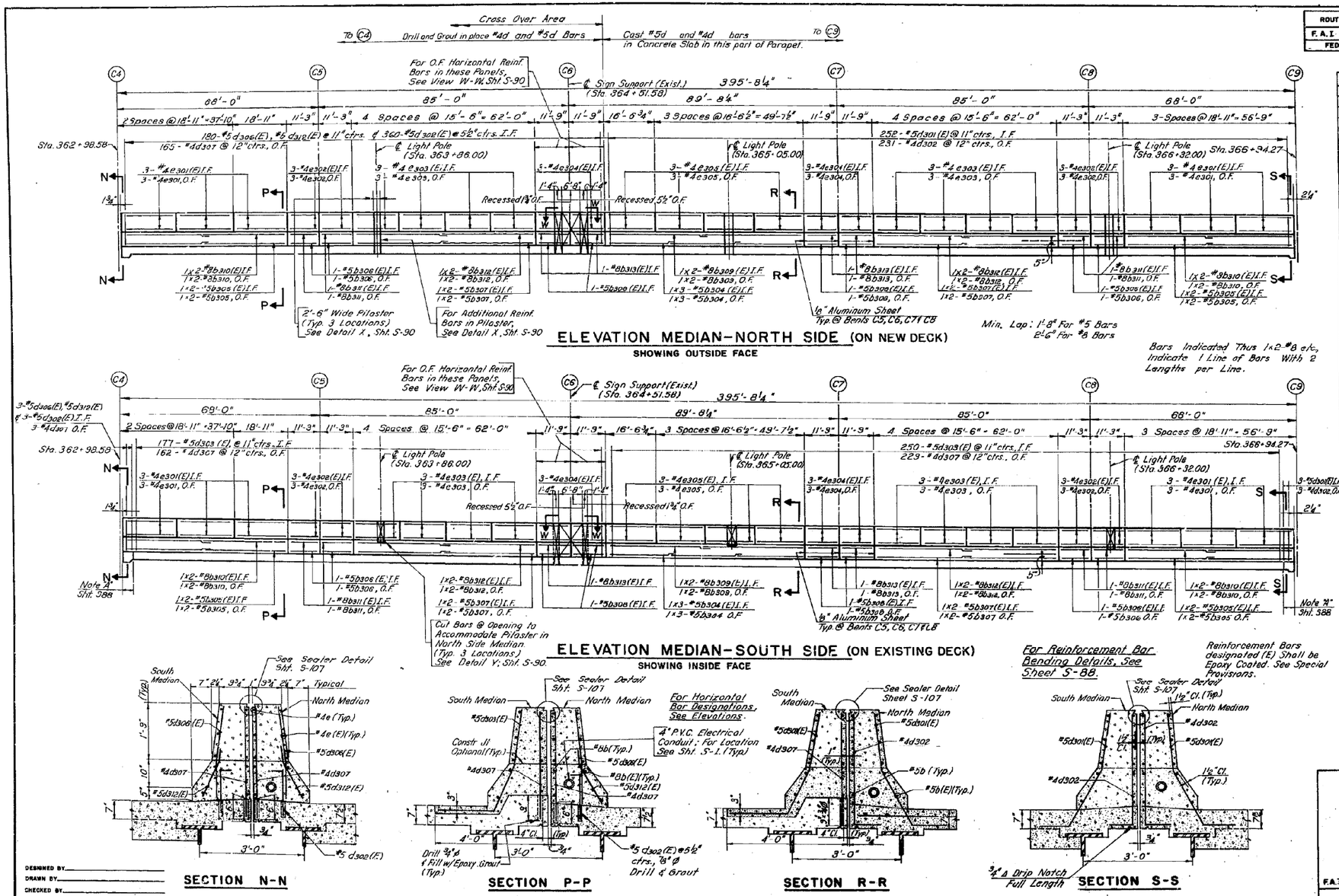
0160461-60X75-5301-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 585 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 156 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. 94 | 1975-117-R | COOK | 290 | 115 |
| FED. ROAD DIV. NO. 7 | ILLINOIS | PROJECT I-IX-94-3( ) | | |




ELEVATION MEDIAN-NORTH SIDE (ON NEW DECK)
SHOWING OUTSIDE FACE

ELEVATION MEDIAN-SOUTH SIDE (ON EXISTING DECK)
SHOWING INSIDE FACE




SECTION N-N




For Horizontal Bar Designations, See Elevations.

SECTION P-P




SECTION R-R




¾" Δ Drip Notch Full Length

SECTION S-S

For Reinforcement Bar Bending Details, See Sheet S-88.

Reinforcement Bars designated (E) Shall be Epoxy Coated. See Special Provisions.

## BILL OF MATERIAL

| BAR | NO. | NO. E | SIZE | LENGTH | SHAPE |
|---|---|---|---|---|---|
| b304 | 6 | – | #5 | 23'-2" | |
| b304(E) | – | 6 | #5 | 23'-2" | |
| b305 | 8 | – | #5 | 29'-0" | |
| b305(E) | – | 8 | #5 | 29'-0" | |
| b306 | 8 | – | #5 | 10'-11" | |
| b306(E) | – | 8 | #5 | 10'-11" | |
| b307 | 8 | – | #8 | 31'-8" | |
| b307(E) | – | 8 | #8 | 31'-8" | |
| b308 | 4 | – | #5 | 11'-8" | |
| b308(E) | – | 8 | #5 | 11'-8" | |
| b309 | 4 | – | #8 | 34'-3" | |
| b309(E) | – | 4 | #8 | 34'-3" | |
| b310 | 8 | – | #8 | 29'-5" | |
| b310(E) | – | 8 | #8 | 29'-5" | |
| b311 | 8 | – | #8 | 10'-11" | |
| b311(E) | – | 8 | #8 | 10'-11" | |
| b312 | 8 | – | #8 | 32'-1" | |
| b312(E) | – | 8 | #8 | 32'-1" | |
| b313 | 8 | – | #8 | 11'-8" | |
| b313(E) | – | 4 | #8 | 11'-5" | |
| b314 | 4 | – | #8 | 7'-3" | |
| b319 | 2 | – | #8 | 4'-0" | |
| b318 | 2 | – | #8 | 7'-2" | |
| b317 | 4 | – | #5 | 7'-3" | |
| b316 | 2 | – | #8 | 4'-0" | |
| b319 | 2 | – | #5 | 7'-2" | |
| | | | | | |
| d301(E) | – | 255 | #5 | 3'-11" | |
| d302 | 234 | – | #4 | 4'-4" | |
| d302(E) | | 363 | #5 | 2'-2" | |
| d303(E) | – | 421 | #5 | 5'-5" | |
| d303(E) | – | 183 | #5 | 2'-8" | |
| d307 | 559 | – | #4 | 5'-2" | |
| d308(E) | – | 6 | #6 | 4'-4" | |
| d309(E) | – | 15 | #6 | 8'-11" | |
| d310(E) | – | 9 | #4 | 1'-5" | |
| d311(E) | – | 9 | #4 | 5'-5" | |
| d312(E) | – | 183 | #5 | 2'-8" | |
| $d_{313}$(E) | | 6 | #6 | 3'-4" | |
| e301 | 36 | – | #4 | 18'-6" | |
| e301(E) | – | 36 | #4 | 18'-6" | |
| e302 | 24 | – | #4 | 10'-11" | |
| e302(E) | – | 24 | #4 | 10'-11" | |
| e303 | 48 | – | #4 | 18'-2" | |
| e303(E) | – | 48 | #4 | 18'-2" | |
| e304 | 12 | – | #4 | 11'-5" | |
| e304(E) | – | 24 | #4 | 11'-5" | |
| e305 | 24 | – | #4 | 16'-3" | |
| e305(E) | – | 24 | #4 | 16'-3" | |
| e306 | 12 | – | #4 | 7'-3" | |
| e307 | 8 | – | #4 | 4'-0" | |
| e308 | 6 | – | #4 | 7'-2" | |

| | | |
|---|---|---|
| Reinforcement Bars | Lb. | 6,570 |
| Reinf. Bars (Epoxy Coated) | Lb. | 9,960 |
| Class X Concrete | Cu.Yd. | 99.7 |
| Concrete Removal | Cu.Yd. | 12.2 |
| Protective Coat | Sq.Yd. | 341.3 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
MEDIAN
BENT C4 TO BENT C9

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROGE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

SHEET S89OF

DESIGNED BY
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CHECKED BY

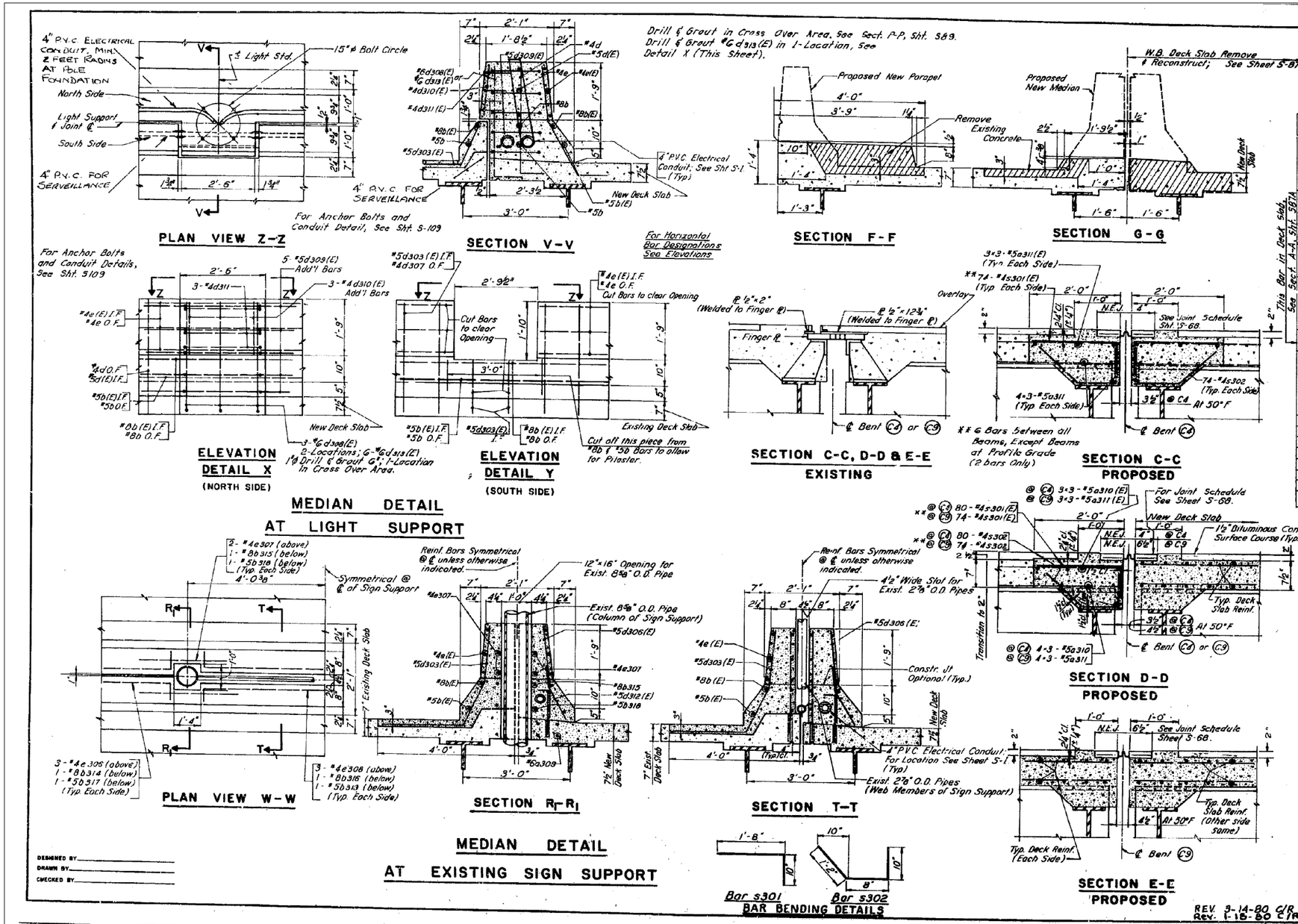
Rev. 1-18-80 C/R

0160461-60X75-S302-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 586 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | SHEET NO. 157 OF 194 SHEETS | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I 94 | 1975-117-R | COOK | 290 | 116 |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-3( ) | |




## BILL OF MATERIAL
## FOR DECK JOINT RECONSTRUCTION

| LOCATION | BAR | NO. — | NO. (E) | SIZE | LENGTH | SHAPE |
|---|---|---|---|---|---|---|
| Bent C4 W.B. | a310(E) | - | 9 | #5 | 29'-5" | |
| | a310 | 12 | - | #5 | 29'-5" | |
| | s301(E) | - | 80 | #4 | 2'-6" | |
| | s302 | 80 | - | #4 | 2'-8" | |
| Bent C4 E.B. | a311(E) | - | 18 | #5 | 28'-0" | |
| | a311 | 24 | - | #5 | 28'-0" | |
| | s301(E) | - | 148 | #4 | 2'-6" | |
| | s302 | 148 | - | #4 | 2'-8" | |
| Bent C9 W.B. | New Deck, Both Sides | | | | | |
| Bent C9 E.B. | a311(E) | - | 9 | #5 | 28'-0" | |
| | a311 | 12 | - | #5 | 28'-0" | |
| | s301(E) | - | 74 | #4 | 2'-6" | |
| | s302 | 74 | - | #4 | 2'-8" | |
| Long'l Jt. E.B. | a312(E) | - | 396 | #5 | 2'-8" | |
| | b321(E) | - | 28 | #5 | 29'-10" | |
| Long'l Bars E.B. Deck Adjacent to Curb | | | | | | |
| Reinforcement Bars | | | | Lb. | 1960 | |
| Reinf. Bars (Epoxy Coated) | | | | Lb. | 3550 | |
| Neoprene Expansion Jt. 2½" | | | | Lin. Ft. | 169 | |
| Neoprene Expansion Jt. 4" | | | | Lin. Ft. | 173 | |
| Deck Jt. (Full Depth) Removal & Replacement Special | | | | Sq. Yd. | 73 | |

Reinforcement Bars Designated (E) shall be Epoxy Coated. See Special Provisions.

This Bar in Deck Slab, See Sect. A-A, Sht. S8A

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION

**SECTIONS AND DETAILS**
**BENT C4 TO BENT C9**

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROGE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

SHEET S900F

REV. 9-14-80 C/R
REV. 1-15-80 C/R

DESIGNED BY
DRAWN BY
CHECKED BY

# FOR INFORMATION ONLY

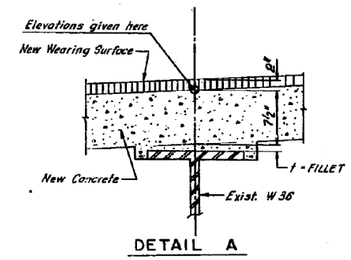
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. RT. 94 | 1975-117-R | COOK | 290 | 117 |
| FED. ROAD DIV. NO 7 | | ILLINOIS | PROJECT I-IR-94-3( ) | |

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| GIRDER 1 | ℄ E BRG PIER C4 | 35299.412 | -57.250 | 31.352 | 31.352 |
| | A | 36309.412 | -56.741 | 31.482 | 31.500 |
| | B | 36319.412 | -56.232 | 31.606 | 31.638 |
| | C | 36329.412 | -55.723 | 31.726 | 31.757 |
| | D | 36339.412 | -55.214 | 31.841 | 31.866 |
| | E | 36349.412 | -54.705 | 31.951 | 31.967 |
| | F | 36359.412 | -54.196 | 32.041 | 32.048 |
| | ℄ PIER C5 | 36366.578 | -53.831 | 32.102 | 32.102 |
| | G | 36376.578 | -53.322 | 32.184 | 32.193 |
| | H | 36386.578 | -52.814 | 32.260 | 32.279 |
| | J | 36396.578 | -52.750 | 32.322 | 32.349 |
| | K | 36406.578 | -52.750 | 32.378 | 32.412 |
| | L | 36416.578 | -52.750 | 32.429 | 32.458 |
| | M | 36426.578 | -52.750 | 32.475 | 32.494 |
| | N | 36436.578 | -52.750 | 32.517 | 32.528 |
| | O | 36446.578 | -52.750 | 32.553 | 32.557 |
| | ℄ PIER C6 | 36451.578 | -52.750 | 32.570 | 32.570 |
| | P | 36461.578 | -52.750 | 32.599 | 32.613 |
| | Q | 36471.578 | -52.750 | 32.623 | 32.651 |
| | R | 36481.578 | -52.750 | 32.643 | 32.681 |
| | S | 36491.578 | -52.750 | 32.658 | 32.705 |
| | T | 36501.578 | -52.750 | 32.667 | 32.715 |
| | U | 36511.578 | -52.750 | 32.672 | 32.710 |
| | V | 36521.578 | -52.750 | 32.673 | 32.700 |
| | W | 36531.578 | -52.750 | 32.668 | 32.681 |
| | ℄ PIER C7 | 36541.264 | -52.750 | 32.659 | 32.659 |
| | X | 36551.264 | -52.750 | 32.645 | 32.652 |
| | Y | 36561.264 | -52.750 | 32.626 | 32.640 |
| | Z | 36571.264 | -52.750 | 32.602 | 32.626 |
| | AA | 36581.264 | -52.750 | 32.573 | 32.607 |
| | AB | 36591.264 | -52.750 | 32.539 | 32.570 |
| | AC | 36601.264 | -52.750 | 32.504 | 32.528 |
| | AD | 36611.264 | -52.750 | 32.469 | 32.484 |
| | AE | 36621.264 | -52.750 | 32.434 | 32.439 |
| | ℄ PIER C8 | 36626.264 | -52.750 | 32.417 | 32.417 |
| | AF | 36636.264 | -52.750 | 32.382 | 32.391 |
| | AG | 36646.264 | -52.750 | 32.347 | 32.366 |
| | AH | 36656.264 | -52.750 | 32.312 | 32.340 |
| | AJ | 36666.264 | -52.750 | 32.277 | 32.308 |
| | AK | 36676.264 | -52.750 | 32.242 | 32.273 |
| | AL | 36686.264 | -52.750 | 32.207 | 32.220 |
| | ℄ W BRG PIER C9 | 36693.431 | -52.750 | 32.182 | 32.182 |

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| GIRDER 1A | ℄ E BRG PIER C4 | 36299.412 | -51.796 | 31.466 | 31.466 |
| | A | 36309.412 | -51.537 | 31.590 | 31.609 |
| | B | 36319.412 | -51.278 | 31.709 | 31.741 |
| | C | 36329.412 | -51.018 | 31.824 | 31.855 |
| | D | 36339.412 | -50.759 | 31.934 | 31.959 |
| | E | 36349.412 | -50.499 | 32.039 | 32.055 |
| | F | 36359.412 | -50.240 | 32.124 | 32.130 |
| | ℄ PIER C5 | 36366.578 | -50.054 | 32.181 | 32.181 |
| | G | 36376.578 | -49.795 | 32.257 | 32.267 |
| | H | 36386.578 | -49.535 | 32.328 | 32.348 |
| | J | | | | |
| | K | | | | |
| | L | | | | |
| | M | | | | |
| | N | | | | |
| | O | | | | |
| | ℄ PIER C6 | | | | |
| | P | | | | |
| | Q | | | | |
| | R | | | | |
| | S | | | | |
| | T | | | | |
| | U | | | | |
| | V | | | | |
| | W | | | | |
| | ℄ PIER C7 | | | | |
| | X | | | | |
| | Y | | | | |
| | Z | | | | |
| | AA | | | | |
| | AB | | | | |
| | AC | | | | |
| | AD | | | | |
| | AE | | | | |
| | ℄ PIER C8 | | | | |
| | AF | | | | |
| | AG | | | | |
| | AH | | | | |
| | AJ | | | | |
| | AK | | | | |
| | AL | | | | |
| | ℄ W BRG PIER C9 | | | | |

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| GIRDER 2 | ℄ E BRG PIER C4 | 36299.412 | -46.343 | 31.579 | 31.579 |
| | A | 36309.412 | -46.343 | 31.698 | 31.717 |
| | B | 36319.412 | -46.343 | 31.812 | 31.843 |
| | C | 36329.412 | -46.343 | 31.921 | 31.953 |
| | D | 36339.412 | -46.343 | 32.026 | 32.051 |
| | E | 36349.412 | -46.343 | 32.125 | 32.141 |
| | F | 36359.412 | -46.343 | 32.205 | 32.211 |
| | ℄ PIER C5 | 36366.578 | -46.343 | 32.258 | 32.258 |
| | G | 36376.578 | -46.343 | 32.329 | 32.338 |
| | H | 36386.578 | -46.343 | 32.394 | 32.414 |
| | J | 36396.578 | -46.343 | 32.455 | 32.482 |
| | K | 36406.578 | -46.343 | 32.511 | 32.546 |
| | L | 36416.578 | -46.343 | 32.562 | 32.591 |
| | M | 36426.578 | -46.343 | 32.608 | 32.628 |
| | N | 36436.578 | -46.343 | 32.650 | 32.661 |
| | O | 36446.578 | -46.343 | 32.686 | 32.690 |
| | ℄ PIER C6 | 36451.578 | -46.343 | 32.703 | 32.703 |
| | P | 36461.578 | -46.343 | 32.732 | 32.736 |
| | Q | 36471.578 | -46.343 | 32.756 | 32.784 |
| | R | 36481.578 | -46.343 | 32.776 | 32.814 |
| | S | 36491.578 | -46.343 | 32.791 | 32.838 |
| | T | 36501.578 | -46.343 | 32.801 | 32.848 |
| | U | 36511.578 | -46.343 | 32.806 | 32.844 |
| | V | 36521.578 | -46.343 | 32.806 | 32.833 |
| | W | 36531.578 | -46.343 | 32.801 | 32.815 |
| | ℄ PIER C7 | 36541.264 | -46.343 | 32.792 | 32.792 |
| | X | 36551.264 | -46.343 | 32.778 | 32.785 |
| | Y | 36561.264 | -46.343 | 32.759 | 32.774 |
| | Z | 36571.264 | -46.343 | 32.735 | 32.759 |
| | AA | 36581.264 | -46.343 | 32.706 | 32.740 |
| | AB | 36591.264 | -46.343 | 32.673 | 32.704 |
| | AC | 36601.264 | -46.343 | 32.638 | 32.661 |
| | AD | 36611.264 | -46.343 | 32.603 | 32.617 |
| | AE | 36621.264 | -46.343 | 32.568 | 32.573 |
| | ℄ PIER C8 | 36626.264 | -46.343 | 32.550 | 32.550 |
| | AF | 36636.264 | -46.343 | 32.515 | 32.524 |
| | AG | 36646.264 | -46.343 | 32.480 | 32.499 |
| | AH | 36656.264 | -46.343 | 32.445 | 32.473 |
| | AJ | 36666.264 | -46.343 | 32.410 | 32.441 |
| | AK | 36676.264 | -46.343 | 32.375 | 32.408 |
| | AL | 36686.264 | -46.343 | 32.340 | 32.353 |
| | ℄ W BRG PIER C9 | 36693.431 | -46.343 | 32.315 | 32.315 |

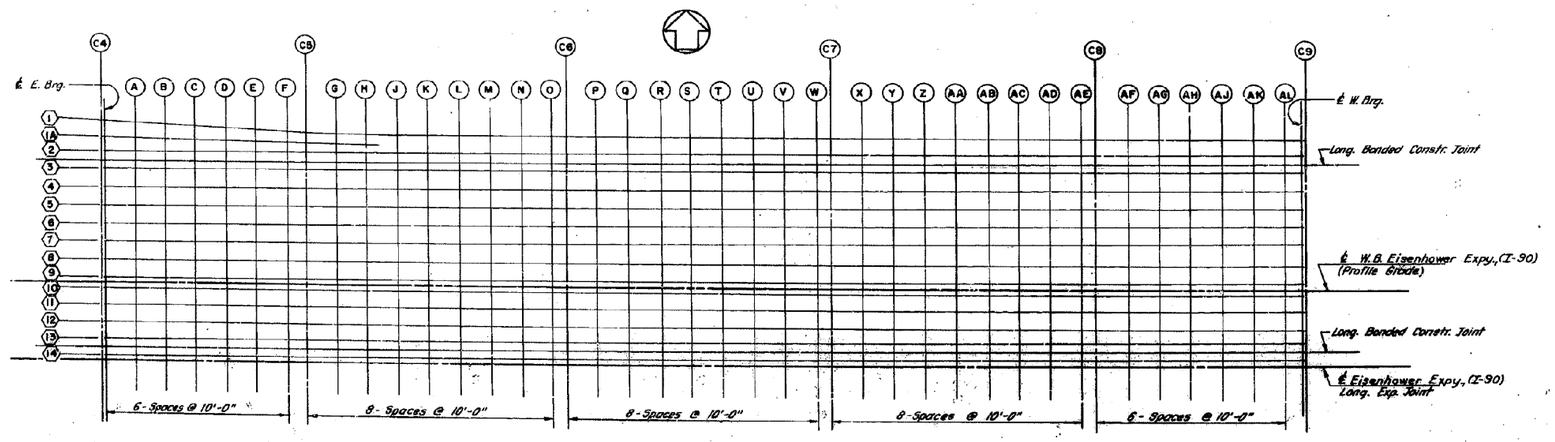
NOTE: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A.




DETAIL A

FILLET HEIGHTS

To determine "t" as shown in DETAIL A: After all existing concrete superstructure has been demolished and removed from each span, elevations of the top flanges of the beams shall be taken at intervals shown in Plan. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in tables minus slab thickness, equals the fillet heights "t" above the top flange of beams.




PLAN

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 W.B. BENT C4 TO BENT C9
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R
CHRISTIANSEN, [illegible] AND ASSOC.
CHICAGO, ILLINOIS

0160461-60X75-S304-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - |
|---|---|---|---|
| | | CHECKED - | REVISED - |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 159 OF 194 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 588 |
| | | CONTRACT NO. 60X75 | | |
| | | ILLINOIS FED. AID PROJECT | | |

# FOR INFORMATION ONLY

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E | BRG PIER C4 | 36299.412 | -42.999 | 31.649 | 31.649 |
| | A | 36309.412 | -42.999 | 31.768 | 31.786 |
| | B | 36319.412 | -42.999 | 31.802 | 31.913 |
| | C | 36329.412 | -42.999 | 31.991 | 32.022 |
| | D | 36339.412 | -42.999 | 32.095 | 32.120 |
| | E | 36349.412 | -42.999 | 32.195 | 32.211 |
| | F | 36359.412 | -42.999 | 32.274 | 32.281 |
| | ℄ PIER C5 | 36366.578 | -42.999 | 32.328 | 32.328 |
| | G | 36376.578 | -42.999 | 32.398 | 32.408 |
| | H | 36386.578 | -42.999 | 32.464 | 32.485 |
| | J | 36396.578 | -42.999 | 32.525 | 32.552 |
| | K | 36406.578 | -42.999 | 32.581 | 32.615 |
| | L | 36416.578 | -42.999 | 32.632 | 32.661 |
| | M | 36426.578 | -42.999 | 32.678 | 32.697 |
| | N | 36436.578 | -42.999 | 32.719 | 32.730 |
| | O | 36446.578 | -42.999 | 32.756 | 32.760 |
| | ℄ PIER C6 | 36451.578 | -42.999 | 32.772 | 32.772 |
| | P | 36461.578 | -42.999 | 32.802 | 32.816 |
| | Q | 36471.578 | -42.999 | 32.826 | 32.854 |
| | R | 36481.578 | -42.999 | 32.846 | 32.884 |
| | S | 36491.578 | -42.999 | 32.860 | 32.908 |
| | T | 36501.578 | -42.999 | 32.870 | 32.918 |
| | U | 36511.578 | -42.999 | 32.875 | 32.913 |
| | V | 36521.578 | -42.999 | 32.875 | 32.903 |
| | W | 36531.578 | -42.999 | 32.871 | 32.884 |
| | ℄ PIER C7 | 36541.264 | -42.999 | 32.862 | 32.862 |
| | X | 36551.264 | -42.999 | 32.847 | 32.855 |
| | Y | 36561.264 | -42.999 | 32.826 | 32.843 |
| | Z | 36571.264 | -42.999 | 32.804 | 32.829 |
| | AA | 36581.264 | -42.999 | 32.776 | 32.810 |
| | AB | 36591.264 | -42.999 | 32.742 | 32.773 |
| | AC | 36601.264 | -42.999 | 32.707 | 32.731 |
| | AD | 36611.264 | -42.999 | 32.672 | 32.687 |
| | AE | 36621.264 | -42.999 | 32.637 | 32.642 |
| | ℄ PIER C8 | 36626.264 | -42.999 | 32.620 | 32.620 |
| | AF | 36636.264 | -42.999 | 32.585 | 32.594 |
| | AG | 36646.264 | -42.999 | 32.550 | 32.568 |
| | AH | 36656.264 | -42.999 | 32.515 | 32.543 |
| | AJ | 36666.264 | -42.999 | 32.480 | 32.511 |
| | AK | 36676.264 | -42.999 | 32.445 | 32.476 |
| | AL | 36686.264 | -42.999 | 32.410 | 32.423 |
| ℄ W | BRG PIER C9 | 36693.431 | -42.999 | 32.385 | 32.385 |

LONGITUDINAL BORDER CONSTRUCTION JOINT

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E | BRG PIER C4 | 36299.412 | -39.937 | 31.713 | 31.713 |
| | A | 36309.412 | -39.937 | 31.832 | 31.850 |
| | B | 36319.412 | -39.937 | 31.945 | 31.977 |
| | C | 36329.412 | -39.937 | 32.055 | 32.086 |
| | D | 36339.412 | -39.937 | 32.159 | 32.184 |
| | E | 36349.412 | -39.937 | 32.258 | 32.274 |
| | F | 36359.412 | -39.937 | 32.338 | 32.345 |
| | ℄ PIER C5 | 36366.578 | -39.937 | 32.391 | 32.391 |
| | G | 36376.578 | -39.937 | 32.462 | 32.472 |
| | H | 36386.578 | -39.937 | 32.528 | 32.547 |
| | J | 36396.578 | -39.937 | 32.588 | 32.616 |
| | K | 36406.578 | -39.937 | 32.644 | 32.679 |
| | L | 36416.578 | -39.937 | 32.695 | 32.725 |
| | M | 36426.578 | -39.937 | 32.742 | 32.761 |
| | N | 36436.578 | -39.937 | 32.783 | 32.794 |
| | O | 36446.578 | -39.937 | 32.820 | 32.823 |
| | ℄ PIER C6 | 36451.578 | -39.937 | 32.836 | 32.836 |
| | P | 36461.578 | -39.937 | 32.865 | 32.879 |
| | Q | 36471.578 | -39.937 | 32.890 | 32.918 |
| | R | 36481.578 | -39.937 | 32.909 | 32.948 |
| | S | 36491.578 | -39.937 | 32.924 | 32.972 |
| | T | 36501.578 | -39.937 | 32.934 | 32.981 |
| | U | 36511.578 | -39.937 | 32.939 | 32.977 |
| | V | 36521.578 | -39.937 | 32.939 | 32.967 |
| | W | 36531.578 | -39.937 | 32.934 | 32.940 |
| | ℄ PIER C7 | 36541.264 | -39.937 | 32.925 | 32.925 |
| | X | 36551.264 | -39.937 | 32.911 | 32.919 |
| | Y | 36561.264 | -39.937 | 32.892 | 32.907 |
| | Z | 36571.264 | -39.937 | 32.868 | 32.892 |
| | AA | 36581.264 | -39.937 | 32.839 | 32.873 |
| | AB | 36591.264 | -39.937 | 32.806 | 32.847 |
| | AC | 36601.264 | -39.937 | 32.771 | 32.795 |
| | AD | 36611.264 | -39.937 | 32.736 | 32.751 |
| | AE | 36621.264 | -39.937 | 32.701 | 32.706 |
| | ℄ PIER C8 | 36626.264 | -39.937 | 32.683 | 32.683 |
| | AF | 36636.264 | -39.937 | 32.648 | 32.658 |
| | AG | 36646.264 | -39.937 | 32.613 | 32.632 |
| | AH | 36656.264 | -39.937 | 32.578 | 32.606 |
| | AJ | 36666.264 | -39.937 | 32.543 | 32.575 |
| | AK | 36676.264 | -39.937 | 32.508 | 32.540 |
| | AL | 36686.264 | -39.937 | 32.473 | 32.487 |
| ℄ W | BRG PIER C9 | 36693.431 | -39.937 | 32.448 | 32.448 |

GIRDER 3

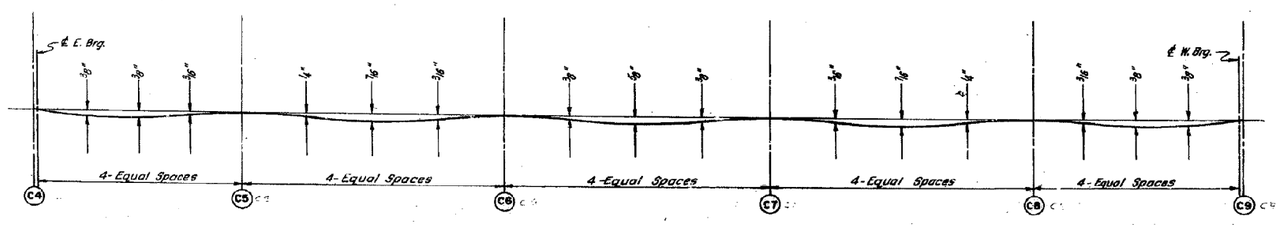
| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E | BRG PIER C4 | 36299.412 | -33.531 | 31.846 | 31.846 |
| | A | 36309.412 | -33.531 | 31.966 | 31.984 |
| | B | 36319.412 | -33.531 | 32.079 | 32.110 |
| | C | 36329.412 | -33.531 | 32.188 | 32.219 |
| | D | 36339.412 | -33.531 | 32.292 | 32.317 |
| | E | 36349.412 | -33.531 | 32.391 | 32.407 |
| | F | 36359.412 | -33.531 | 32.471 | 32.478 |
| | ℄ PIER C5 | 36366.578 | -33.531 | 32.525 | 32.525 |
| | G | 36376.578 | -33.531 | 32.595 | 32.605 |
| | H | 36386.578 | -33.531 | 32.661 | 32.680 |
| | J | 36396.578 | -33.531 | 32.722 | 32.749 |
| | K | 36406.578 | -33.531 | 32.778 | 32.812 |
| | L | 36416.578 | -33.531 | 32.829 | 32.858 |
| | M | 36426.578 | -33.531 | 32.875 | 32.894 |
| | N | 36436.578 | -33.531 | 32.916 | 32.927 |
| | O | 36446.578 | -33.531 | 32.953 | 32.957 |
| | ℄ PIER C6 | 36451.578 | -33.531 | 32.969 | 32.969 |
| | P | 36461.578 | -33.531 | 32.999 | 33.013 |
| | Q | 36471.578 | -33.531 | 33.023 | 33.051 |
| | R | 36481.578 | -33.531 | 33.043 | 33.081 |
| | S | 36491.578 | -33.531 | 33.057 | 33.105 |
| | T | 36501.578 | -33.531 | 33.067 | 33.114 |
| | U | 36511.578 | -33.531 | 33.072 | 33.110 |
| | V | 36521.578 | -33.531 | 33.072 | 33.100 |
| | W | 36531.578 | -33.531 | 33.068 | 33.081 |
| | ℄ PIER C7 | 36541.264 | -33.531 | 33.059 | 33.059 |
| | X | 36551.264 | -33.531 | 33.044 | 33.052 |
| | Y | 36561.264 | -33.531 | 33.025 | 33.040 |
| | Z | 36571.264 | -33.531 | 33.001 | 33.026 |
| | AA | 36581.264 | -33.531 | 32.973 | 33.007 |
| | AB | 36591.264 | -33.531 | 32.939 | 32.970 |
| | AC | 36601.264 | -33.531 | 32.904 | 32.928 |
| | AD | 36611.264 | -33.531 | 32.869 | 32.884 |
| | AE | 36621.264 | -33.531 | 32.834 | 32.839 |
| | ℄ PIER C8 | 36626.264 | -33.531 | 32.817 | 32.817 |
| | AF | 36636.264 | -33.531 | 32.782 | 32.791 |
| | AG | 36646.264 | -33.531 | 32.747 | 32.765 |
| | AH | 36656.264 | -33.531 | 32.712 | 32.740 |
| | AJ | 36666.264 | -33.531 | 32.677 | 32.705 |
| | AK | 36676.264 | -33.531 | 32.642 | 32.673 |
| | AL | 36686.264 | -33.531 | 32.607 | 32.620 |
| ℄ W | BRG PIER C9 | 36693.431 | -33.531 | 32.582 | 32.582 |

GIRDER 4

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E | BRG PIER C4 | 36299.412 | -27.124 | 31.980 | 31.980 |
| | A | 36309.412 | -27.124 | 32.098 | 32.117 |
| | B | 36319.412 | -27.124 | 32.212 | 32.243 |
| | C | 36329.412 | -27.124 | 32.321 | 32.352 |
| | D | 36339.412 | -27.124 | 32.425 | 32.451 |
| | E | 36349.412 | -27.124 | 32.525 | 32.541 |
| | F | 36359.412 | -27.124 | 32.604 | 32.611 |
| | ℄ PIER C5 | 36366.578 | -27.124 | 32.658 | 32.658 |
| | G | 36376.578 | -27.124 | 32.728 | 32.738 |
| | H | 36386.578 | -27.124 | 32.794 | 32.814 |
| | J | 36396.578 | -27.124 | 32.855 | 32.882 |
| | K | 36406.578 | -27.124 | 32.911 | 32.945 |
| | L | 36416.578 | -27.124 | 32.962 | 32.991 |
| | M | 36426.578 | -27.124 | 33.008 | 33.027 |
| | N | 36436.578 | -27.124 | 33.050 | 33.061 |
| | O | 36446.578 | -27.124 | 33.086 | 33.090 |
| | ℄ PIER C6 | 36451.578 | -27.124 | 33.103 | 33.103 |
| | P | 36461.578 | -27.124 | 33.132 | 33.146 |
| | Q | 36471.578 | -27.124 | 33.156 | 33.184 |
| | R | 36481.578 | -27.124 | 33.176 | 33.214 |
| | S | 36491.578 | -27.124 | 33.191 | 33.238 |
| | T | 36501.578 | -27.124 | 33.200 | 33.248 |
| | U | 36511.578 | -27.124 | 33.205 | 33.243 |
| | V | 36521.578 | -27.124 | 33.206 | 33.233 |
| | W | 36531.578 | -27.124 | 33.201 | 33.214 |
| | ℄ PIER C7 | 36541.264 | -27.124 | 33.192 | 33.192 |
| | X | 36551.264 | -27.124 | 33.178 | 33.185 |
| | Y | 36561.264 | -27.124 | 33.159 | 33.173 |
| | Z | 36571.264 | -27.124 | 33.135 | 33.159 |
| | AA | 36581.264 | -27.124 | 33.106 | 33.140 |
| | AB | 36591.264 | -27.124 | 33.072 | 33.103 |
| | AC | 36601.264 | -27.124 | 33.037 | 33.061 |
| | AD | 36611.264 | -27.124 | 33.002 | 33.017 |
| | AE | 36621.264 | -27.124 | 32.967 | 32.972 |
| | ℄ PIER C8 | 36626.264 | -27.124 | 32.950 | 32.950 |
| | AF | 36636.264 | -27.124 | 32.915 | 32.924 |
| | AG | 36646.264 | -27.124 | 32.880 | 32.899 |
| | AH | 36656.264 | -27.124 | 32.845 | 32.873 |
| | AJ | 36666.264 | -27.124 | 32.810 | 32.841 |
| | AK | 36676.264 | -27.124 | 32.773 | 32.806 |
| | AL | 36686.264 | -27.124 | 32.740 | 32.753 |
| ℄ W | BRG PIER C9 | 36693.431 | -27.124 | 32.715 | 32.715 |

GIRDER 5

NOTE: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A, On Sht. 8-9/




DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only)

NOTE: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above.

DESIGNED BY
DRAWN BY
CHECKED BY

| ROUTE NO. | SECTION | County |
|---|---|---|
| F.A.I. RT. 94 | 1075-117-R | COOK |
| FED. ROAD DIV. NO. 7 | ILLINOIS | PROJECT |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 W.B. BENT C4 TO BENT C9

F.A.I. RT. 94 COOK COUNTY SECTION 1075-117-R

CHANTIER, DAVIS AND ASSOC.
ENGINEERS
CHICAGO, ILLINOIS

SHEET

0160461-60X75-S305-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 589 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 160 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. RT. 94 | 1975-117-R | COOK | 290 | 119 |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-3( ) | |

GIRDER 6 — ℄ WESTBOUND EISENHOWER EXPRESSWAY (PROFILE GRADE)

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|
| ℄ E BRG PIER C4 | 36299.412 | -20.718 | 32.113 | 32.113 |
| A | 36309.412 | -20.718 | 32.232 | 32.250 |
| B | 36319.412 | -20.718 | 32.345 | 32.377 |
| C | 36329.412 | -20.718 | 32.454 | 32.486 |
| D | 36339.412 | -20.718 | 32.559 | 32.584 |
| E | 36349.412 | -20.718 | 32.658 | 32.674 |
| F | 36359.412 | -20.718 | 32.752 | 32.744 |
| ℄ PIER C5 | 36366.578 | -20.718 | 32.791 | 32.791 |
| G | 36376.578 | -20.718 | 32.862 | 32.871 |
| H | 36386.578 | -20.718 | 32.927 | 32.947 |
| J | 36396.578 | -20.718 | 32.988 | 33.018 |
| K | 36406.578 | -20.718 | 33.044 | 33.079 |
| L | 36416.578 | -20.718 | 33.095 | 33.124 |
| M | 36426.578 | -20.718 | 33.141 | 33.161 |
| N | 36436.578 | -20.718 | 33.183 | 33.194 |
| O | 36446.578 | -20.718 | 33.219 | 33.223 |
| ℄ PIER C6 | 36451.578 | -20.718 | 33.236 | 33.236 |
| P | 36461.578 | -20.718 | 33.265 | 33.279 |
| Q | 36471.578 | -20.718 | 33.289 | 33.317 |
| R | 36481.578 | -20.718 | 33.309 | 33.347 |
| S | 36491.578 | -20.718 | 33.324 | 33.371 |
| T | 36501.578 | -20.718 | 33.334 | 33.381 |
| U | 36511.578 | -20.718 | 33.339 | 33.377 |
| V | 36521.578 | -20.718 | 33.339 | 33.366 |
| W | 36531.578 | -20.718 | 33.334 | 33.348 |
| ℄ PIER C7 | 36541.264 | -20.718 | 33.325 | 33.325 |
| X | 36551.264 | -20.718 | 33.311 | 33.318 |
| Y | 36561.264 | -20.718 | 33.292 | 33.307 |
| Z | 36571.264 | -20.718 | 33.268 | 33.292 |
| AA | 36581.264 | -20.718 | 33.239 | 33.273 |
| AB | 36591.264 | -20.718 | 33.206 | 33.237 |
| AC | 36601.264 | -20.718 | 33.171 | 33.174 |
| AD | 36611.264 | -20.718 | 33.136 | 33.150 |
| AE | 36621.264 | -20.718 | 33.101 | 33.106 |
| ℄ PIER C8 | 36626.264 | -20.718 | 33.083 | 33.083 |
| AF | 36636.264 | -20.718 | 33.048 | 33.057 |
| AG | 36646.264 | -20.718 | 33.013 | 33.032 |
| AH | 36656.264 | -20.718 | 32.978 | 33.006 |
| AJ | 36666.264 | -20.718 | 32.943 | 32.974 |
| AK | 36676.264 | -20.718 | 32.908 | 32.939 |
| AL | 36686.264 | -20.718 | 32.873 | 32.886 |
| ℄ W BRG PIER C9 | 36693.431 | -20.718 | 32.848 | 32.848 |

GIRDER 7

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|
| ℄ E BRG PIER C4 | 36299.412 | -14.312 | 32.246 | 32.246 |
| A | 36309.412 | -14.312 | 32.365 | 32.384 |
| B | 36319.412 | -14.312 | 32.479 | 32.510 |
| C | 36329.412 | -14.312 | 32.588 | 32.619 |
| D | 36339.412 | -14.312 | 32.692 | 32.717 |
| E | 36349.412 | -14.312 | 32.791 | 32.807 |
| F | 36359.412 | -14.312 | 32.871 | 32.878 |
| ℄ PIER C5 | 36366.578 | -14.312 | 32.924 | 32.924 |
| G | 36376.578 | -14.312 | 32.995 | 33.005 |
| H | 36386.578 | -14.312 | 33.061 | 33.080 |
| J | 36396.578 | -14.312 | 33.121 | 33.149 |
| K | 36406.578 | -14.312 | 33.177 | 33.212 |
| L | 36416.578 | -14.312 | 33.228 | 33.258 |
| M | 36426.578 | -14.312 | 33.275 | 33.296 |
| N | 36436.578 | -14.312 | 33.316 | 33.327 |
| O | 36446.578 | -14.312 | 33.353 | 33.356 |
| ℄ PIER C6 | 36451.578 | -14.312 | 33.369 | 33.369 |
| P | 36461.578 | -14.312 | 33.398 | 33.412 |
| Q | 36471.578 | -14.312 | 33.423 | 33.451 |
| R | 36481.578 | -14.312 | 33.442 | 33.481 |
| S | 36491.578 | -14.312 | 33.457 | 33.505 |
| T | 36501.578 | -14.312 | 33.467 | 33.514 |
| U | 36511.578 | -14.312 | 33.472 | 33.510 |
| V | 36521.578 | -14.312 | 33.472 | 33.500 |
| W | 36531.578 | -14.312 | 33.467 | 33.481 |
| ℄ PIER C7 | 36541.264 | -14.312 | 33.458 | 33.458 |
| X | 36551.264 | -14.312 | 33.444 | 33.452 |
| Y | 36561.264 | -14.312 | 33.425 | 33.440 |
| Z | 36571.264 | -14.312 | 33.401 | 33.425 |
| AA | 36581.264 | -14.312 | 33.372 | 33.406 |
| AB | 36591.264 | -14.312 | 33.339 | 33.370 |
| AC | 36601.264 | -14.312 | 33.304 | 33.328 |
| AD | 36611.264 | -14.312 | 33.269 | 33.284 |
| AF | 36621.264 | -14.312 | 33.234 | 33.239 |
| ℄ PIER C8 | 36626.264 | -14.312 | 33.216 | 33.216 |
| AF | 36636.264 | -14.312 | 33.181 | 33.191 |
| AG | 36646.264 | -14.312 | 33.146 | 33.165 |
| AH | 36656.264 | -14.312 | 33.111 | 33.139 |
| AJ | 36666.264 | -14.312 | 33.076 | 33.108 |
| AK | 36676.264 | -14.312 | 33.041 | 33.073 |
| AL | 36686.264 | -14.312 | 33.006 | 33.020 |
| ℄ W BRG PIER C9 | 36693.431 | -14.312 | 32.981 | 32.981 |

GIRDER 8

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|
| ℄ E BRG PIER C4 | 36299.412 | -7.906 | 32.374 | 32.374 |
| A | 36309.412 | -7.906 | 32.491 | 32.510 |
| B | 36319.412 | -7.906 | 32.603 | 32.634 |
| C | 36329.412 | -7.906 | 32.710 | 32.742 |
| D | 36339.412 | -7.906 | 32.813 | 32.838 |
| E | 36349.412 | -7.906 | 32.910 | 32.920 |
| F | 36359.412 | -7.906 | 32.990 | 32.996 |
| ℄ PIER C5 | 36366.578 | -7.906 | 33.043 | 33.043 |
| G | 36376.578 | -7.906 | 33.114 | 33.124 |
| H | 36386.578 | -7.906 | 33.179 | 33.199 |
| J | 36396.578 | -7.906 | 33.240 | 33.267 |
| K | 36406.578 | -7.906 | 33.296 | 33.331 |
| L | 36416.578 | -7.906 | 33.347 | 33.376 |
| M | 36426.578 | -7.906 | 33.393 | 33.413 |
| N | 36436.578 | -7.906 | 33.435 | 33.446 |
| O | 36446.578 | -7.906 | 33.471 | 33.475 |
| ℄ PIER C6 | 36451.578 | -7.906 | 33.488 | 33.488 |
| P | 36461.578 | -7.906 | 33.517 | 33.531 |
| Q | 36471.578 | -7.906 | 33.542 | 33.569 |
| R | 36481.578 | -7.906 | 33.561 | 33.599 |
| S | 36491.578 | -7.906 | 33.576 | 33.623 |
| T | 36501.578 | -7.906 | 33.586 | 33.633 |
| U | 36511.578 | -7.906 | 33.591 | 33.629 |
| V | 36521.578 | -7.906 | 33.591 | 33.618 |
| W | 36531.578 | -7.906 | 33.586 | 33.600 |
| ℄ PIER C7 | 36541.264 | -7.906 | 33.577 | 33.577 |
| X | 36551.264 | -7.906 | 33.563 | 33.570 |
| Y | 36561.264 | -7.906 | 33.544 | 33.559 |
| Z | 36571.264 | -7.906 | 33.520 | 33.544 |
| AA | 36581.264 | -7.906 | 33.491 | 33.525 |
| AB | 36591.264 | -7.906 | 33.458 | 33.489 |
| AC | 36601.264 | -7.906 | 33.423 | 33.446 |
| AD | 36611.264 | -7.906 | 33.388 | 33.402 |
| AE | 36621.264 | -7.906 | 33.353 | 33.358 |
| ℄ PIER C8 | 36626.264 | -7.906 | 33.335 | 33.335 |
| AF | 36636.264 | -7.906 | 33.300 | 33.310 |
| AG | 36646.264 | -7.906 | 33.265 | 33.284 |
| AH | 36656.264 | -7.906 | 33.230 | 33.258 |
| AJ | 36666.264 | -7.906 | 33.195 | 33.226 |
| AK | 36676.264 | -7.906 | 33.160 | 33.191 |
| AL | 36686.264 | -7.906 | 33.125 | 33.139 |
| ℄ W BRG PIER C9 | 36693.431 | -7.906 | 33.100 | 33.100 |

GIRDER 9

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|
| ℄ E BRG PIER C4 | 36299.412 | -1.499 | 32.478 | 32.478 |
| A | 36309.412 | -1.499 | 32.585 | 32.603 |
| B | 36319.412 | -1.499 | 32.687 | 32.716 |
| C | 36329.412 | -1.499 | 32.784 | 32.815 |
| D | 36339.412 | -1.499 | 32.876 | 32.901 |
| E | 36349.412 | -1.499 | 32.963 | 32.979 |
| F | 36359.412 | -1.499 | 33.042 | 33.049 |
| ℄ PIER C5 | 36366.578 | -1.499 | 33.096 | 33.096 |
| G | 36376.578 | -1.499 | 33.166 | 33.176 |
| H | 36386.578 | -1.499 | 33.232 | 33.251 |
| J | 36396.578 | -1.499 | 33.293 | 33.320 |
| K | 36406.578 | -1.499 | 33.348 | 33.383 |
| L | 36416.578 | -1.499 | 33.400 | 33.429 |
| M | 36426.578 | -1.499 | 33.446 | 33.465 |
| N | 36436.578 | -1.499 | 33.487 | 33.498 |
| O | 36446.578 | -1.499 | 33.524 | 33.527 |
| ℄ PIER C6 | 36451.578 | -1.499 | 33.540 | 33.540 |
| P | 36461.578 | -1.499 | 33.569 | 33.583 |
| Q | 36471.578 | -1.499 | 33.594 | 33.622 |
| R | 36481.578 | -1.499 | 33.613 | 33.652 |
| S | 36491.578 | -1.499 | 33.628 | 33.676 |
| T | 36501.578 | -1.499 | 33.638 | 33.685 |
| U | 36511.578 | -1.499 | 33.643 | 33.681 |
| V | 36521.578 | -1.499 | 33.643 | 33.671 |
| W | 36531.578 | -1.499 | 33.639 | 33.652 |
| ℄ PIER C7 | 36541.264 | -1.499 | 33.630 | 33.630 |
| X | 36551.264 | -1.499 | 33.615 | 33.623 |
| Y | 36561.264 | -1.499 | 33.596 | 33.611 |
| Z | 36571.264 | -1.499 | 33.572 | 33.597 |
| AA | 36581.264 | -1.499 | 33.544 | 33.578 |
| AB | 36591.264 | -1.499 | 33.510 | 33.541 |
| AC | 36601.264 | -1.499 | 33.475 | 33.499 |
| AD | 36611.264 | -1.499 | 33.440 | 33.455 |
| AE | 36621.264 | -1.499 | 33.405 | 33.410 |
| ℄ PIER C8 | 36626.264 | -1.499 | 33.388 | 33.388 |
| AF | 36636.264 | -1.499 | 33.353 | 33.362 |
| AG | 36646.264 | -1.499 | 33.318 | 33.336 |
| AH | 36656.264 | -1.499 | 33.283 | 33.310 |
| AJ | 36666.264 | -1.499 | 33.248 | 33.279 |
| AK | 36676.264 | -1.499 | 33.213 | 33.244 |
| AL | 36686.264 | -1.499 | 33.178 | 33.191 |
| ℄ W BRG PIER C9 | 36693.431 | -1.499 | 33.152 | 33.152 |

NOTE: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A. On Sht. 8-9/

GIRDER 10

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|
| ℄ E BRG PIER C4 | 36299.412 | 0.000 | 32.498 | 32.498 |
| A | 36309.412 | 0.000 | 32.602 | 32.620 |
| B | 36319.412 | 0.000 | 32.700 | 32.731 |
| C | 36329.412 | 0.000 | 32.793 | 32.824 |
| D | 36339.412 | 0.000 | 32.882 | 32.907 |
| E | 36349.412 | 0.000 | 32.965 | 32.981 |
| F | 36359.412 | 0.000 | 33.044 | 33.051 |
| ℄ PIER C5 | 36366.578 | 0.000 | 33.098 | 33.098 |
| G | 36376.578 | 0.000 | 33.168 | 33.178 |
| H | 36386.578 | 0.000 | 33.234 | 33.253 |
| J | 36396.578 | 0.000 | 33.294 | 33.322 |
| K | 36406.578 | 0.000 | 33.350 | 33.385 |
| L | 36416.578 | 0.000 | 33.401 | 33.431 |
| M | 36426.578 | 0.000 | 33.448 | 33.467 |
| N | 36436.578 | 0.000 | 33.489 | 33.500 |
| O | 36446.578 | 0.000 | 33.526 | 33.529 |
| ℄ PIER C6 | 36451.578 | 0.000 | 33.542 | 33.542 |
| P | 36461.578 | 0.000 | 33.571 | 33.585 |
| Q | 36471.578 | 0.000 | 33.596 | 33.624 |
| R | 36481.578 | 0.000 | 33.613 | 33.654 |
| S | 36491.578 | 0.000 | 33.630 | 33.678 |
| T | 36501.578 | 0.000 | 33.640 | 33.687 |
| U | 36511.578 | 0.000 | 33.645 | 33.683 |
| V | 36521.578 | 0.000 | 33.645 | 33.673 |
| W | 36531.578 | 0.000 | 33.641 | 33.654 |
| ℄ PIER C7 | 36541.264 | 0.000 | 33.631 | 33.631 |
| X | 36551.264 | 0.000 | 33.617 | 33.625 |
| Y | 36561.264 | 0.000 | 33.598 | 33.613 |
| Z | 36571.264 | 0.000 | 33.574 | 33.599 |
| AA | 36581.264 | 0.000 | 33.546 | 33.580 |
| AB | 36591.264 | 0.000 | 33.512 | 33.543 |
| AC | 36601.264 | 0.000 | 33.477 | 33.501 |
| AD | 36611.264 | 0.000 | 33.442 | 33.457 |
| AE | 36621.264 | 0.000 | 33.407 | 33.412 |
| ℄ PIER C8 | 36626.264 | 0.000 | 33.390 | 33.390 |
| AF | 36636.264 | 0.000 | 33.355 | 33.364 |
| AG | 36646.264 | 0.000 | 33.320 | 33.338 |
| AH | 36656.264 | 0.000 | 33.284 | 33.312 |
| AJ | 36666.264 | 0.000 | 33.249 | 33.221 |
| AK | 36676.264 | 0.000 | 33.214 | 33.246 |
| AL | 36686.264 | 0.000 | 33.179 | 33.193 |
| ℄ W BRG PIER C9 | 36693.431 | 0.000 | 33.154 | 33.154 |

GIRDER 11

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|
| ℄ E BRG PIER C4 | 36299.412 | 1.500 | 32.518 | 32.518 |
| A | 36309.412 | 1.500 | 32.617 | 32.636 |
| B | 36319.412 | 1.500 | 32.712 | 32.743 |
| C | 36329.412 | 1.500 | 32.801 | 32.832 |
| D | 36339.412 | 1.500 | 32.886 | 32.911 |
| E | 36349.412 | 1.500 | 32.965 | 32.981 |
| F | 36359.412 | 1.500 | 33.044 | 33.051 |
| ℄ PIER C5 | 36366.578 | 1.500 | 33.097 | 33.097 |
| G | 36376.578 | 1.500 | 33.168 | 33.177 |
| H | 36386.578 | 1.500 | 33.233 | 33.253 |
| J | 36396.578 | 1.500 | 33.294 | 33.321 |
| K | 36406.578 | 1.500 | 33.349 | 33.384 |
| L | 36416.578 | 1.500 | 33.400 | 33.429 |
| M | 36426.578 | 1.500 | 33.446 | 33.466 |
| N | 36436.578 | 1.500 | 33.487 | 33.499 |
| O | 36446.578 | 1.500 | 33.524 | 33.527 |
| ℄ PIER C6 | 36451.578 | 1.500 | 33.540 | 33.540 |
| P | 36461.578 | 1.500 | 33.569 | 33.583 |
| Q | 36471.578 | 1.500 | 33.594 | 33.622 |
| R | 36481.578 | 1.500 | 33.613 | 33.652 |
| S | 36491.578 | 1.500 | 33.628 | 33.676 |
| T | 36501.578 | 1.500 | 33.638 | 33.685 |
| U | 36511.578 | 1.500 | 33.643 | 33.681 |
| V | 36521.578 | 1.500 | 33.643 | 33.671 |
| W | 36531.578 | 1.500 | 33.639 | 33.652 |
| ℄ PIER C7 | 36541.264 | 1.500 | 33.630 | 33.630 |
| X | 36551.264 | 1.500 | 33.615 | 33.623 |
| Y | 36561.264 | 1.500 | 33.596 | 33.611 |
| Z | 36571.264 | 1.500 | 33.572 | 33.597 |
| AA | 36581.264 | 1.500 | 33.544 | 33.578 |
| AB | 36591.264 | 1.500 | 33.510 | 33.541 |
| AC | 36601.264 | 1.500 | 33.475 | 33.499 |
| AD | 36611.264 | 1.500 | 33.440 | 33.455 |
| AE | 36621.264 | 1.500 | 33.405 | 33.410 |
| ℄ PIER C8 | 36626.264 | 1.500 | 33.388 | 33.388 |
| AF | 36636.264 | 1.500 | 33.353 | 33.362 |
| AG | 36646.264 | 1.500 | 33.318 | 33.336 |
| AH | 36656.264 | 1.500 | 33.283 | 33.310 |
| AJ | 36666.264 | 1.500 | 33.248 | 33.279 |
| AK | 36676.264 | 1.500 | 33.213 | 33.244 |
| AL | 36686.264 | 1.500 | 33.178 | 33.191 |
| ℄ W BRG PIER C9 | 36693.431 | 1.500 | 33.152 | 33.152 |

GIRDER 12

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|
| ℄ E BRG PIER C4 | 36299.412 | 7.500 | 32.597 | 32.597 |
| A | 36309.412 | 7.500 | 32.681 | 32.699 |
| B | 36319.412 | 7.500 | 32.759 | 32.791 |
| C | 36329.412 | 7.500 | 32.833 | 32.865 |
| D | 36339.412 | 7.500 | 32.902 | 32.928 |
| E | 36349.412 | 7.500 | 32.966 | 32.982 |
| F | 36359.412 | 7.500 | 33.039 | 33.046 |
| ℄ PIER C5 | 36366.578 | 7.500 | 33.089 | 33.089 |
| G | 36376.578 | 7.500 | 33.155 | 33.165 |
| H | 36386.578 | 7.500 | 33.216 | 33.235 |
| J | 36396.578 | 7.500 | 33.272 | 33.299 |
| K | 36406.578 | 7.500 | 33.323 | 33.357 |
| L | 36416.578 | 7.500 | 33.369 | 33.398 |
| M | 36426.578 | 7.500 | 33.410 | 33.430 |
| N | 36436.578 | 7.500 | 33.447 | 33.458 |
| O | 36446.578 | 7.500 | 33.479 | 33.482 |
| ℄ PIER C6 | 36451.578 | 7.500 | 33.493 | 33.493 |
| P | 36461.578 | 7.500 | 33.523 | 33.537 |
| Q | 36471.578 | 7.500 | 33.547 | 33.575 |
| R | 36481.578 | 7.500 | 33.567 | 33.605 |
| S | 36491.578 | 7.500 | 33.581 | 33.629 |
| T | 36501.578 | 7.500 | 33.591 | 33.638 |
| U | 36511.578 | 7.500 | 33.596 | 33.634 |
| V | 36521.578 | 7.500 | 33.596 | 33.624 |
| W | 36531.578 | 7.500 | 33.592 | 33.605 |
| ℄ PIER C7 | 36541.264 | 7.500 | 33.583 | 33.583 |
| X | 36551.264 | 7.500 | 33.566 | 33.576 |
| Y | 36561.264 | 7.500 | 33.549 | 33.564 |
| Z | 36571.264 | 7.500 | 33.525 | 33.550 |
| AA | 36581.264 | 7.500 | 33.497 | 33.531 |
| AB | 36591.264 | 7.500 | 33.463 | 33.494 |
| AC | 36601.264 | 7.500 | 33.428 | 33.452 |
| AD | 36611.264 | 7.500 | 33.393 | 33.408 |
| AE | 36621.264 | 7.500 | 33.358 | 33.363 |
| ℄ PIER C8 | 36626.264 | 7.500 | 33.341 | 33.341 |
| AF | 36636.264 | 7.500 | 33.306 | 33.315 |
| AG | 36646.264 | 7.500 | 33.271 | 33.289 |
| AH | 36656.264 | 7.500 | 33.236 | 33.264 |
| AJ | 36666.264 | 7.500 | 33.201 | 33.232 |
| AK | 36676.264 | 7.500 | 33.166 | 33.197 |
| AL | 36686.264 | 7.500 | 33.131 | 33.144 |
| ℄ W BRG PIER C9 | 36693.431 | 7.500 | 33.106 | 33.106 |

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|
| ℄ E BRG PIER C4 | 36299.412 | 13.500 | 32.676 | 32.676 |
| A | 36309.412 | 13.500 | 32.744 | 32.763 |
| B | 36319.412 | 13.500 | 32.807 | 32.839 |
| C | 36329.412 | 13.500 | 32.865 | 32.897 |
| D | 36339.412 | 13.500 | 32.919 | 32.944 |
| E | 36349.412 | 13.500 | 32.967 | 32.983 |
| F | 36359.412 | 13.500 | 33.029 | 33.036 |
| ℄ PIER C5 | 36366.578 | 13.500 | 33.072 | 33.072 |
| G | 36376.578 | 13.500 | 33.127 | 33.136 |
| H | 36386.578 | 13.500 | 33.177 | 33.196 |
| J | 36396.578 | 13.500 | 33.222 | 33.249 |
| K | 36406.578 | 13.500 | 33.262 | 33.297 |
| L | 36416.578 | 13.500 | 33.298 | 33.327 |
| M | 36426.578 | 13.500 | 33.328 | 33.347 |
| N | 36436.578 | 13.500 | 33.354 | 33.365 |
| O | 36446.578 | 13.500 | 33.375 | 33.379 |
| ℄ PIER C6 | 36451.578 | 13.500 | 33.386 | 33.386 |
| P | 36461.578 | 13.500 | 33.415 | 33.429 |
| Q | 36471.578 | 13.500 | 33.440 | 33.468 |
| R | 36481.578 | 13.500 | 33.459 | 33.498 |
| S | 36491.578 | 13.500 | 33.474 | 33.522 |
| T | 36501.578 | 13.500 | 33.484 | 33.531 |
| U | 36511.578 | 13.500 | 33.489 | 33.527 |
| V | 36521.578 | 13.500 | 33.489 | 33.516 |
| W | 36531.578 | 13.500 | 33.484 | 33.498 |
| ℄ PIER C7 | 36541.264 | 13.500 | 33.475 | 33.475 |
| X | 36551.264 | 13.500 | 33.461 | 33.468 |
| Y | 36561.264 | 13.500 | 33.442 | 33.457 |
| Z | 36571.264 | 13.500 | 33.418 | 33.442 |
| AA | 36581.264 | 13.500 | 33.389 | 33.423 |
| AB | 36591.264 | 13.500 | 33.356 | 33.387 |
| AC | 36601.264 | 13.500 | 33.321 | 33.344 |
| AD | 36611.264 | 13.500 | 33.286 | 33.301 |
| AE | 36621.264 | 13.500 | 33.251 | 33.256 |
| ℄ PIER C8 | 36626.264 | 13.500 | 33.233 | 33.233 |
| AF | 36636.264 | 13.500 | 33.198 | 33.208 |
| AG | 36646.264 | 13.500 | 33.163 | 33.182 |
| AH | 36656.264 | 13.500 | 33.128 | 33.156 |
| AJ | 36666.264 | 13.500 | 33.093 | 33.125 |
| AK | 36676.264 | 13.500 | 33.058 | 33.080 |
| AL | 36686.264 | 13.500 | 33.023 | 33.037 |
| ℄ W BRG PIER C9 | 36693.431 | 13.500 | 32.998 | 32.998 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION

**ELEVATIONS**

**I-90 W.B. BENT C4 TO BENT C9**

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROSE AND ASSOC.
ENGINEERS
CHICAGO, ILLINOIS

SHEET 293 OF

0160461-60X75-5306-EXT.dgn

**PARSONS BRINCKERHOFF**

| | | | |
|---|---|---|---|
| USER NAME = pateld | DESIGNED - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | |
| PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 161 OF 194 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 590 |
| | | CONTRACT NO. 60X75 | | |
| | | ILLINOIS FED. AID PROJECT | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | |
|---|---|---|---|
| F.A.I. RT. 94 | 1975-117-R | COOK | 29 |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-54-2 |

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| | ℄ E BRG PIER C4 | 36299.412 | 19.500 | 32.755 | 32.755 |
| GIRDER 13 | A | 36309.412 | 19.500 | 32.808 | 32.826 |
| | B | 36319.412 | 19.500 | 32.859 | 32.886 |
| | C | 36329.412 | 19.500 | 32.898 | 32.929 |
| | D | 36339.412 | 19.500 | 32.935 | 32.961 |
| | E | 36349.412 | 19.500 | 32.968 | 32.984 |
| | F | 36359.412 | 19.500 | 33.018 | 33.024 |
| | ℄ PIER C5 | 36366.578 | 19.500 | 33.051 | 33.051 |
| | G | 36376.578 | 19.500 | 33.093 | 33.103 |
| | H | 36386.578 | 19.500 | 33.131 | 33.151 |
| | J | 36396.578 | 19.500 | 33.164 | 33.191 |
| | K | 36406.578 | 19.500 | 33.191 | 33.226 |
| | L | 36416.578 | 19.500 | 33.214 | 33.244 |
| | M | 36426.578 | 19.500 | 33.233 | 33.252 |
| | N | 36436.578 | 19.500 | 33.246 | 33.257 |
| | O | 36446.578 | 19.500 | 33.254 | 33.258 |
| | ℄ PIER C6 | 36451.578 | 19.500 | 33.261 | 33.261 |
| | P | 36461.578 | 19.500 | 33.290 | 33.304 |
| | Q | 36471.578 | 19.500 | 33.319 | 33.343 |
| | R | 36481.578 | 19.500 | 33.334 | 33.373 |
| | S | 36491.578 | 19.500 | 33.349 | 33.397 |
| | T | 36501.578 | 19.500 | 33.358 | 33.406 |
| | U | 36511.578 | 19.500 | 33.364 | 33.402 |
| | V | 36521.578 | 19.500 | 33.364 | 33.392 |
| | W | 36531.578 | 19.500 | 33.360 | 33.373 |
| | ℄ PIER C7 | 36541.264 | 19.500 | 33.350 | 33.350 |
| | X | 36551.264 | 19.500 | 33.336 | 33.344 |
| | Y | 36561.264 | 19.500 | 33.317 | 33.332 |
| | Z | 36571.264 | 19.500 | 33.293 | 33.318 |
| | AA | 36581.264 | 19.500 | 33.265 | 33.299 |
| | AB | 36591.264 | 19.500 | 33.231 | 33.262 |
| | AC | 36601.264 | 19.500 | 33.196 | 33.220 |
| | AD | 36611.264 | 19.500 | 33.161 | 33.176 |
| | AE | 36621.264 | 19.500 | 33.126 | 33.131 |
| | ℄ PIER C8 | 36626.264 | 19.500 | 33.109 | 33.109 |
| | AF | 36636.264 | 19.500 | 33.074 | 33.083 |
| | AG | 36646.264 | 19.500 | 33.039 | 33.057 |
| | AH | 36656.264 | 19.500 | 33.003 | 33.031 |
| | AJ | 36666.264 | 19.500 | 32.968 | 33.000 |
| | AK | 36676.264 | 19.500 | 32.933 | 32.965 |
| | AL | 36686.264 | 19.500 | 32.898 | 32.912 |
| | ℄ W BRG PIER C9 | 36693.431 | 19.500 | 32.873 | 32.873 |

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| | ℄ E BRG PIER C4 | 36299.412 | 22.500 | 32.795 | 32.795 |
| LONGITUDINAL BONDED CONSTRUCTION JOINT | A | 36309.412 | 22.500 | 32.839 | 32.858 |
| | B | 36319.412 | 22.500 | 32.879 | 32.910 |
| | C | 36329.412 | 22.500 | 32.914 | 32.945 |
| | D | 36339.412 | 22.500 | 32.944 | 32.969 |
| | E | 36349.412 | 22.500 | 32.969 | 32.985 |
| | F | 36359.412 | 22.500 | 33.012 | 33.018 |
| | ℄ PIER C5 | 36366.578 | 22.500 | 33.041 | 33.041 |
| | G | 36376.578 | 22.500 | 33.077 | 33.087 |
| | H | 36386.578 | 22.500 | 33.108 | 33.128 |
| | J | 36396.578 | 22.500 | 33.135 | 33.162 |
| | K | 36406.578 | 22.500 | 33.156 | 33.191 |
| | L | 36416.578 | 22.500 | 33.173 | 33.202 |
| | M | 36426.578 | 22.500 | 33.185 | 33.204 |
| | N | 36436.578 | 22.500 | 33.192 | 33.203 |
| | O | 36446.578 | 22.500 | 33.194 | 33.198 |
| | ℄ PIER C6 | 36451.578 | 22.500 | 33.199 | 33.199 |
| | P | 36461.578 | 22.500 | 33.228 | 33.242 |
| | Q | 36471.578 | 22.500 | 33.252 | 33.280 |
| | R | 36481.578 | 22.500 | 33.272 | 33.310 |
| | S | 36491.578 | 22.500 | 33.287 | 33.334 |
| | T | 36501.578 | 22.500 | 33.297 | 33.344 |
| | U | 36511.578 | 22.500 | 33.302 | 33.340 |
| | V | 36521.578 | 22.500 | 33.302 | 33.329 |
| | W | 36531.578 | 22.500 | 33.297 | 33.311 |
| | ℄ PIER C7 | 36541.264 | 22.500 | 33.288 | 33.288 |
| | X | 36551.264 | 22.500 | 33.274 | 33.281 |
| | Y | 36561.264 | 22.500 | 33.255 | 33.270 |
| | Z | 36571.264 | 22.500 | 33.231 | 33.255 |
| | AA | 36581.264 | 22.500 | 33.202 | 33.236 |
| | AB | 36591.264 | 22.500 | 33.169 | 33.200 |
| | AC | 36601.264 | 22.500 | 33.134 | 33.157 |
| | AD | 36611.264 | 22.500 | 33.099 | 33.113 |
| | AE | 36621.264 | 22.500 | 33.064 | 33.069 |
| | ℄ PIER C8 | 36626.264 | 22.500 | 33.046 | 33.046 |
| | AF | 36636.264 | 22.500 | 33.011 | 33.020 |
| | AG | 36646.264 | 22.500 | 32.976 | 32.995 |
| | AH | 36656.264 | 22.500 | 32.941 | 32.969 |
| | AJ | 36666.264 | 22.500 | 32.906 | 32.937 |
| | AK | 36676.264 | 22.500 | 32.871 | 32.902 |
| | AL | 36686.264 | 22.500 | 32.836 | 32.869 |
| | ℄ W BRG PIER C9 | 36693.431 | 22.500 | 32.811 | 32.811 |

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| | ℄ E BRG PIER C4 | 36299.412 | 25.500 | 32.834 | 32.834 |
| GIRDER 14 | A | 36309.412 | 25.500 | 32.871 | 32.890 |
| | B | 36319.412 | 25.500 | 32.903 | 32.934 |
| | C | 36329.412 | 25.500 | 32.930 | 32.961 |
| | D | 36339.412 | 25.500 | 32.952 | 32.977 |
| | E | 36349.412 | 25.500 | 32.969 | 32.985 |
| | F | 36359.412 | 25.500 | 33.006 | 33.013 |
| | ℄ PIER C5 | 36366.578 | 25.500 | 33.030 | 33.030 |
| | G | 36376.578 | 25.500 | 33.060 | 33.070 |
| | H | 36386.578 | 25.500 | 33.085 | 33.105 |
| | J | 36396.578 | 25.500 | 33.105 | 33.133 |
| | K | 36406.578 | 25.500 | 33.121 | 33.155 |
| | L | 36416.578 | 25.500 | 33.131 | 33.160 |
| | M | 36426.578 | 25.500 | 33.137 | 33.156 |
| | N | 36436.578 | 25.500 | 33.138 | 33.149 |
| | O | 36446.578 | 25.500 | 33.134 | 33.137 |
| | ℄ PIER C6 | 36451.578 | 25.500 | 33.136 | 33.136 |
| | P | 36461.578 | 25.500 | 33.166 | 33.180 |
| | Q | 36471.578 | 25.500 | 33.190 | 33.218 |
| | R | 36481.578 | 25.500 | 33.210 | 33.248 |
| | S | 36491.578 | 25.500 | 33.224 | 33.272 |
| | T | 36501.578 | 25.500 | 33.234 | 33.282 |
| | U | 36511.578 | 25.500 | 33.239 | 33.277 |
| | V | 36521.578 | 25.500 | 33.239 | 33.267 |
| | W | 36531.578 | 25.500 | 33.235 | 33.248 |
| | ℄ PIER C7 | 36541.264 | 25.500 | 33.226 | 33.226 |
| | X | 36551.264 | 25.500 | 33.211 | 33.219 |
| | Y | 36561.264 | 25.500 | 33.192 | 33.207 |
| | Z | 36571.264 | 25.500 | 33.168 | 33.193 |
| | AA | 36581.264 | 25.500 | 33.140 | 33.176 |
| | AB | 36591.264 | 25.500 | 33.106 | 33.137 |
| | AC | 36601.264 | 25.500 | 33.071 | 33.095 |
| | AD | 36611.264 | 25.500 | 33.036 | 33.051 |
| | AE | 36621.264 | 25.500 | 33.001 | 33.006 |
| | ℄ PIER C8 | 36626.264 | 25.500 | 32.984 | 32.984 |
| | AF | 36636.264 | 25.500 | 32.949 | 32.958 |
| | AG | 36646.264 | 25.500 | 32.914 | 32.932 |
| | AH | 36656.264 | 25.500 | 32.879 | 32.907 |
| | AJ | 36666.264 | 25.500 | 32.844 | 32.875 |
| | AK | 36676.264 | 25.500 | 32.809 | 32.840 |
| | AL | 36686.264 | 25.500 | 32.774 | 32.787 |
| | ℄ W BRG PIER C9 | 36693.431 | 25.500 | 32.749 | 32.749 |

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| | ℄ E BRG PIER C4 | 36299.412 | 27.000 | 32.854 | 32.854 |
| ℄ EISENHOWER EXPRESSWAY & LONGITUDINAL EXPANSION JOINT | A | 36309.412 | 27.000 | 32.887 | 32.906 |
| | B | 36319.412 | 27.000 | 32.915 | 32.946 |
| | C | 36329.412 | 27.000 | 32.938 | 32.969 |
| | D | 36339.412 | 27.000 | 32.956 | 32.981 |
| | E | 36349.412 | 27.000 | 32.969 | 32.985 |
| | F | 36359.412 | 27.000 | 33.003 | 33.010 |
| | ℄ PIER C5 | 36366.578 | 27.000 | 33.025 | 33.025 |
| | G | 36376.578 | 27.000 | 33.052 | 33.062 |
| | H | 36386.578 | 27.000 | 33.074 | 33.09. |
| | J | 36396.578 | 27.000 | 33.091 | 33.118 |
| | K | 36406.578 | 27.000 | 33.103 | 33.138 |
| | L | 36416.578 | 27.000 | 33.111 | 33.140 |
| | M | 36426.578 | 27.000 | 33.113 | 33.132 |
| | N | 36436.578 | 27.000 | 33.111 | 33.122 |
| | O | 36446.578 | 27.000 | 33.104 | 33.107 |
| | ℄ PIER C6 | 36451.578 | 27.000 | 33.105 | 33.105 |
| | P | 36461.578 | 27.000 | 33.134 | 33.148 |
| | Q | 36471.578 | 27.000 | 33.159 | 33.187 |
| | R | 36481.578 | 27.000 | 33.178 | 33.217 |
| | S | 36491.578 | 27.000 | 33.193 | 33.241 |
| | T | 36501.578 | 27.000 | 33.203 | 33.250 |
| | U | 36511.578 | 27.000 | 33.208 | 33.246 |
| | V | 36521.578 | 27.000 | 33.208 | 33.236 |
| | W | 36531.578 | 27.000 | 33.204 | 33.217 |
| | ℄ PIER C7 | 36541.264 | 27.000 | 33.194 | 33.194 |
| | X | 36551.264 | 27.000 | 33.180 | 33.188 |
| | Y | 36561.264 | 27.000 | 33.161 | 33.176 |
| | Z | 36571.264 | 27.000 | 33.137 | 33.162 |
| | AA | 36581.264 | 27.000 | 33.109 | 33.143 |
| | AB | 36591.264 | 27.000 | 33.075 | 33.106 |
| | AC | 36601.264 | 27.000 | 33.040 | 33.064 |
| | AD | 36611.264 | 27.000 | 33.005 | 33.020 |
| | AE | 36621.264 | 27.000 | 32.970 | 32.975 |
| | ℄ PIER C8 | 36626.264 | 27.000 | 32.953 | 32.953 |
| | AF | 36636.264 | 27.000 | 32.918 | 32.927 |
| | AG | 36646.264 | 27.000 | 32.883 | 32.901 |
| | AH | 36656.264 | 27.000 | 32.847 | 32.875 |
| | AJ | 36666.264 | 27.000 | 32.812 | 32.844 |
| | AK | 36676.264 | 27.000 | 32.777 | 32.809 |
| | AL | 36686.264 | 27.000 | 32.742 | 32.756 |
| | ℄ W BRG PIER C9 | 36693.431 | 27.000 | 32.717 | 32.717 |

NOTE: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A., On Sht. 6-91

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 W.B. BENT C4 TO BENT C9

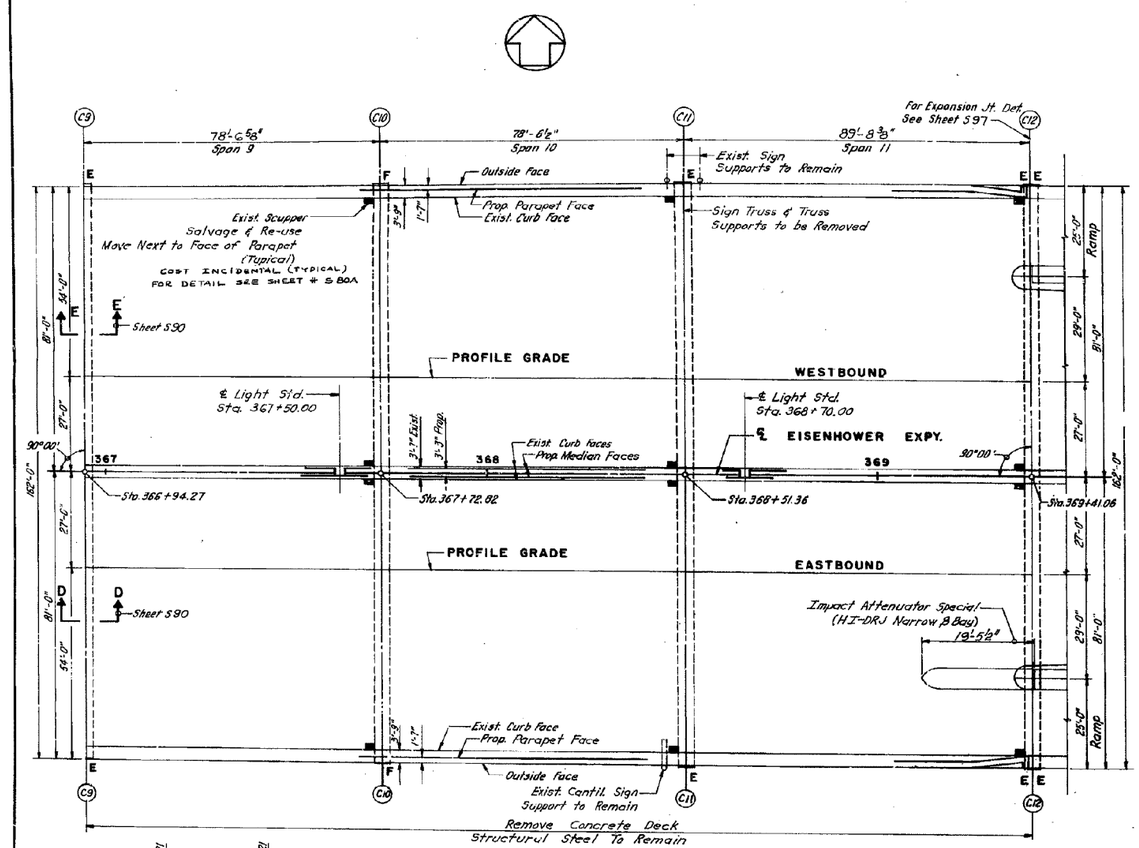
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

0160461-60X75-S307-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 591 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 162 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

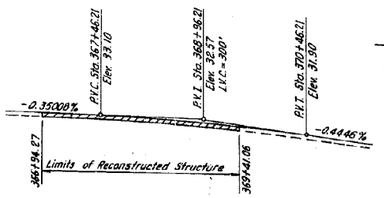
# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. 94 | 1975-117-R | COOK | 290 | 121 |
| FED. ROAD DIV. NO. 7 | ILLINOIS | PROJECT I-IX-94-3( ) | | |

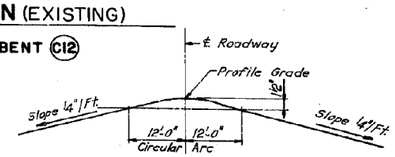



## PLAN (EXISTING)

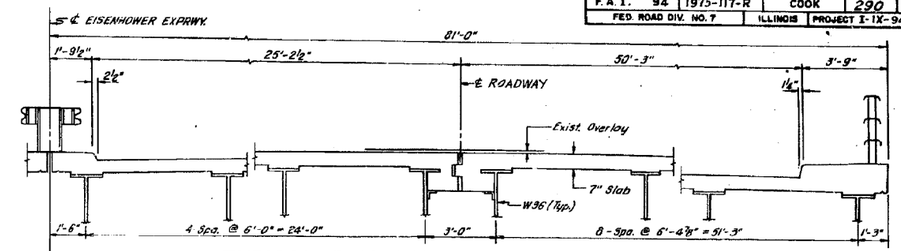
BENT C9 TO BENT C12




PROFILE GRADE ALONG ℄ W.B. & E.B. EISENHOWER
(Top of New Wearing Surface)




NORMAL CROWN
See Sht. S96




## TYPICAL EXISTING DECK CROSS SECTION

E.B. RDWY. LOOKING EAST & W.B. RDWY. LOOKING WEST

**DESIGN SPECIFICATIONS**

1978 A.A.S.H.T.O. and Interim Specifications As Applicable

**DESIGN CRITERIA**

DESIGN STRESSES
$f'_c$ = 3500 psi Deck Slab, Curb, Parapet
$f'_s$ = 60,000 psi Reinforcement

DESIGN METHOD
Load Factor Design

**LOADING**

HS 20-44 (New Construction)
25 #/□' Future Wearing Surface
Non-Composite Construction

## TOTAL BILL OF MATERIAL

| ITEM | UNIT | SUPERST. | SUBSTR. | TOTAL |
|---|---|---|---|---|
| Protective Coat | Sq. Yd. | 428 | | 428 |
| Waterproofing Membrane | Sq. Yd. | 4,256 | | 4,256 |
| Bit. Concrete Surface Course | Ton | 356 | | 356 |
| Removal of Existing Superstructure No. 6 | Ea. | 1 | | 1 |
| Neoprene Expansion Joint 6 1/2" | Lin. Ft. | 180 | | 180 |
| Repair Concrete Structures | Sq. Ft. | | 891 | 891 |
| Class X Concrete | Cu. Yd. | 1,116 | | 1,116 |
| Reinforcement Bars | Lb. | 103,190 | | 103,190 |
| Reinforcement Bars (Epoxy Coated) | Lb. | 174,000 | | 174,000 |
| Steel Pipe | Lin. Ft. | 120 | | 120 |
| Preformed Joint Sealer 2 1/2" | Lin. Ft. | 257 | | 257 |
| Epoxy Mortar Repair | Cu. Ft. | | 24 | 24 |

For General Notes See Sht. S-80

## WORK TO BE PERFORMED

1 — REMOVE EXISTING DECK SLAB
2 — RECONSTRUCT DECK SLAB USING EPOXY COATED TOP REINFORCEMENT
3 — REPAIR SUBSTRUCTURES AS REQUIRED
4 — WATERPROOF AND RESURFACE WITH 1 1/2" BITUMINOUS SURFACE COURSE

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
GENERAL PLAN
BENT C9 TO BENT C12

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROGE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

SHEET S95 OF

REV. 3/17/80 C/R RCS
Rev. 10-14-80

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 592 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 163 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

0160461-60X75-S308-EXT.dgn

# FOR INFORMATION ONLY

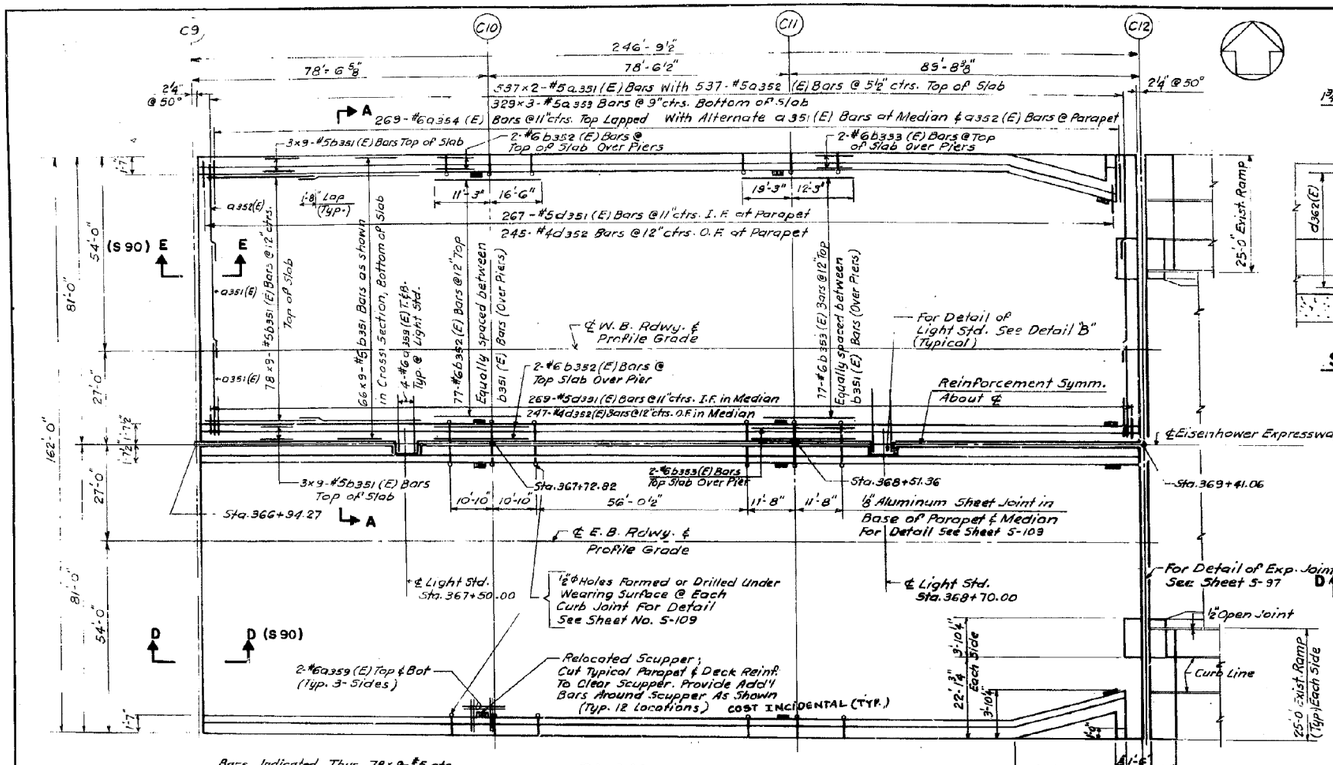
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I 94 | 1975-117-R | COOK | 290 | 122 |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-3( ) | |

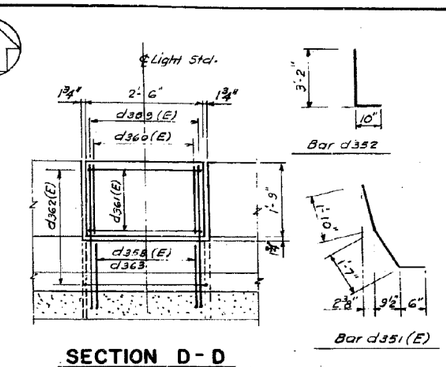
## BILL OF MATERIAL

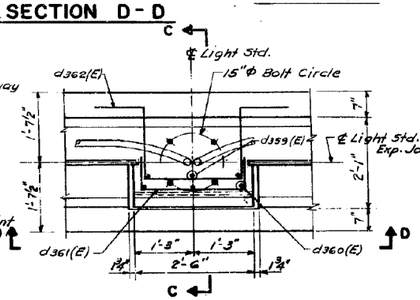
| BAR | NO. | NO. (E) | SIZE | LENGTH | SHAPE |
|---|---|---|---|---|---|
| a351(E) | — | 2148 | #5 | 27'-0" | |
| a352(E) | — | 1014 | #5 | 31'-0" | |
| a353 | 1974 | — | #5 | 28'-4" | |
| a354(E) | — | 1076 | #6 | 9'-0" | |
| a359(E) | — | 160 | #6 | 6'-0" | |
| b351(E) | — | 1512 | #5 | 28'-10" | |
| b351 | 1188 | — | #5 | 28'-10" | |
| b352(E) | — | 162 | #6 | 27'-9" | |
| b353(E) | — | 162 | #6 | 31'-6" | |
| d351(E) | — | 1072 | #5 | 3'-11" | |
| d352 | 984 | — | #4 | 4'-0" | |

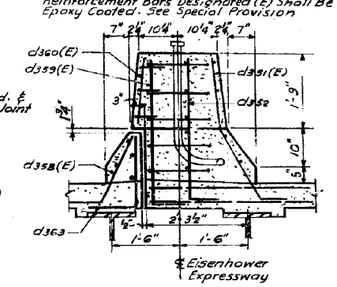
| | | |
|---|---|---|
| Reinforcement Bars | Lb. | 36,700 |
| Reinf. Bars (Epoxy Coated) | Lb. | 167,390 |
| Class X Concrete | Cu. Yd. | 1,000 |
| Waterproofing Membrane System | Sq. Yd. | 4,246 |
| Bitum. Conc. Surf. Course | Ton | 356 |

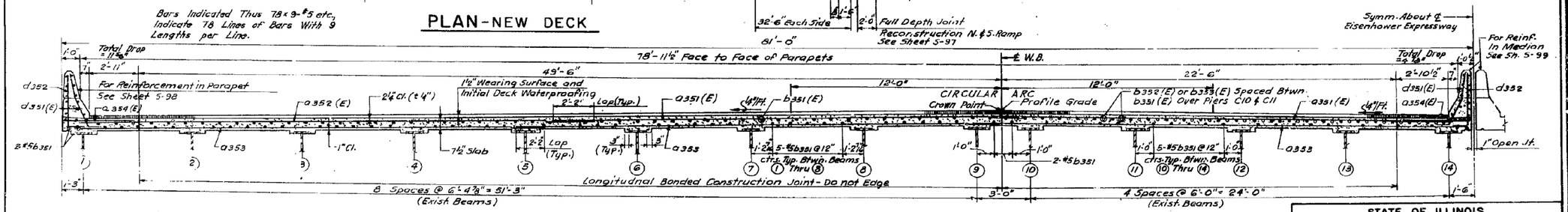
Reinforcement Bars Designated (E) Shall Be Epoxy Coated. See Special Provision




DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
PLAN AND CROSS SECTION
BENT C9 TO C12

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROGE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

SHEET S96a

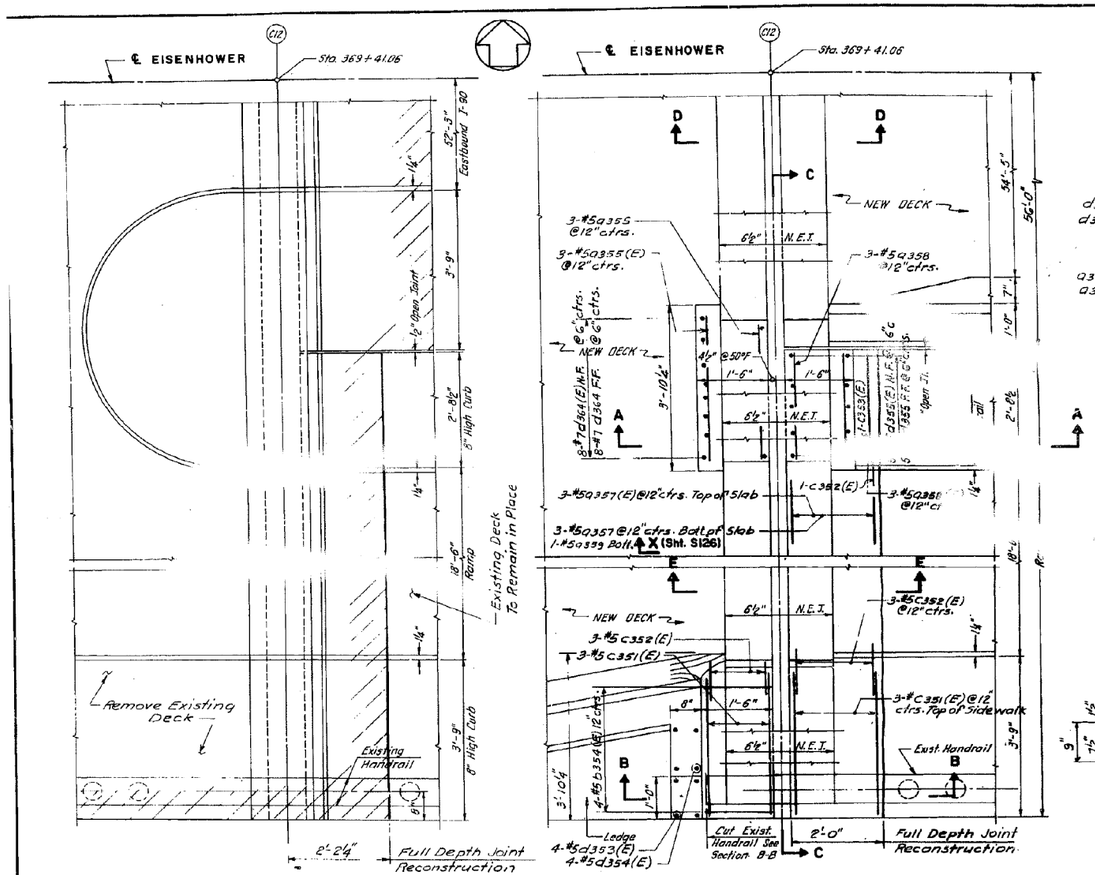
Rev. 3-18-90 RCS

0160461-60X75-S309-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 593 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 164 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I.-94 | 1975-117-R | COOK | 290 | 123 |
| FED. ROAD DIV. NO. 7 | ILLINOIS | PROJECT I-IX-94-3( ) | | |

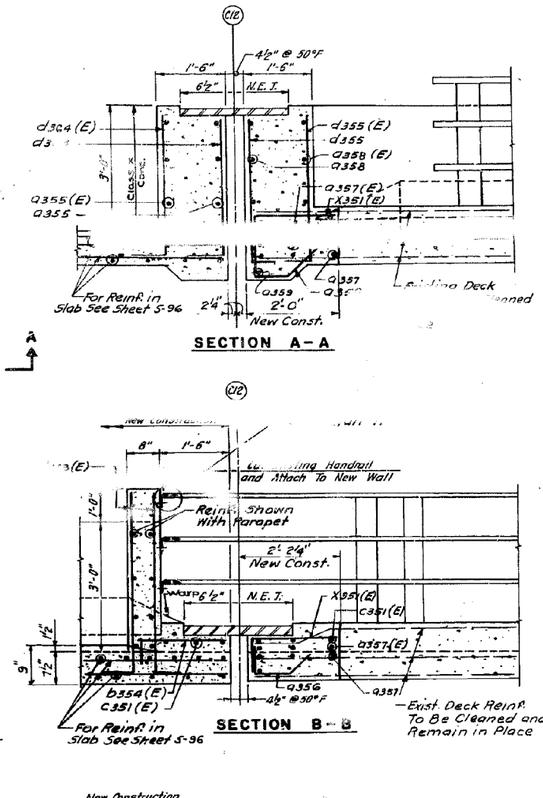



PLAN - EXISTING EXP. JOINT AT C12 E.B

W.B. SYMMETRICAL ABOUT ℄

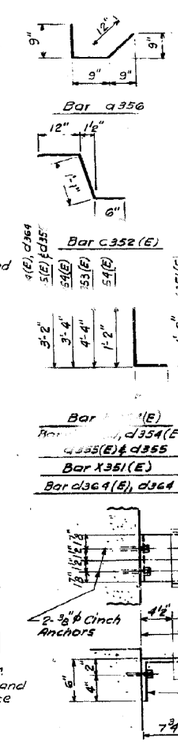
PLAN - PROPOSED EXP. JOINT AT C12 E.B.

W.B. SYMMETRICAL ABOUT ℄




SECTION A-A

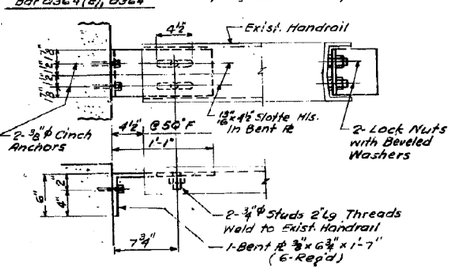
SECTION B-B




## BILL OF MATERIAL

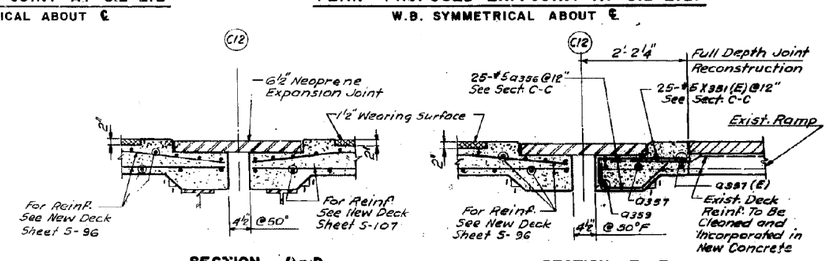
| BAR | NO. | (E) | SIZE | LENGTH | SHAPE |
|---|---|---|---|---|---|
| X351(E) | — | 50 | #5 | 2'-6" | |
| a355(E) | — | 6 | #5 | 2'-9" | |
| a355 | 6 | — | #5 | 2'-8" | |
| a356 | 50 | — | #5 | 2'-6" | |
| a357(E) | — | 6 | #5 | 24'-6" | |
| a357 | 6 | — | #5 | 24'-6" | |
| a358(E) | — | 6 | #5 | 2'-2" | |
| a358 | 6 | — | #5 | 2'-2" | |
| a359 | 2 | — | #5 | 22'-0" | |
| b364(E) | — | 8 | #5 | 1'-11" | |
| c351(E) | — | 12 | #5 | 3'-3" | |
| c352(E) | — | 14 | #5 | 2'-7" | |
| c353(E) | — | 2 | #5 | 2'-4" | |
| d364(E) | — | 16 | #7 | 3'-11" | |
| d364 | 16 | — | [illegible] | 3'-11" | |
| | | | | 5'-1" | |
| d354(E) | — | 8 | #5 | 4'-1" | |
| d355(E) | — | 10 | #5 | 3'-11" | |
| d355 | 10 | — | #5 | 3'-11" | |
| Reinforcement & Reinf. Bars (Epoxy [illegible] | | | | Lb. | 530 |
| [illegible] Concrete | | | | Lb. | 660 |
| [illegible] Neoprene [illegible] at 6½" | | | | Cu. Yd. | 2 |
| Deck [illegible] (Full Depth) Rem. & Repl. Spec. | | | | Lin. Ft. | 180 |
| | | | | Sq. Yd. | 11 |

Reinforcement Bars Designated (E) Shall Be Epoxy Coated. See Special Provision



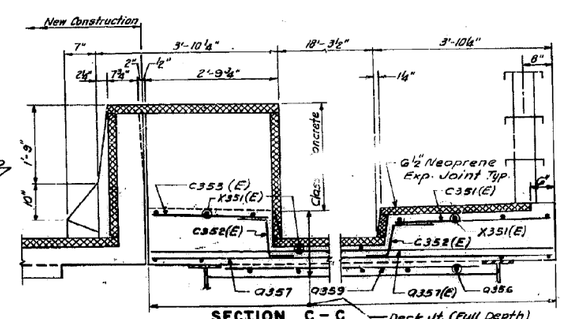

DETAIL "A"

Cost of Above Items Shown is Incidental.




SECTION D-D

SECTION E-E




SECTION C-C

Rev. 1-18-90 CJR

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION

**BENT 12 JOINT DETAILS**

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROSE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

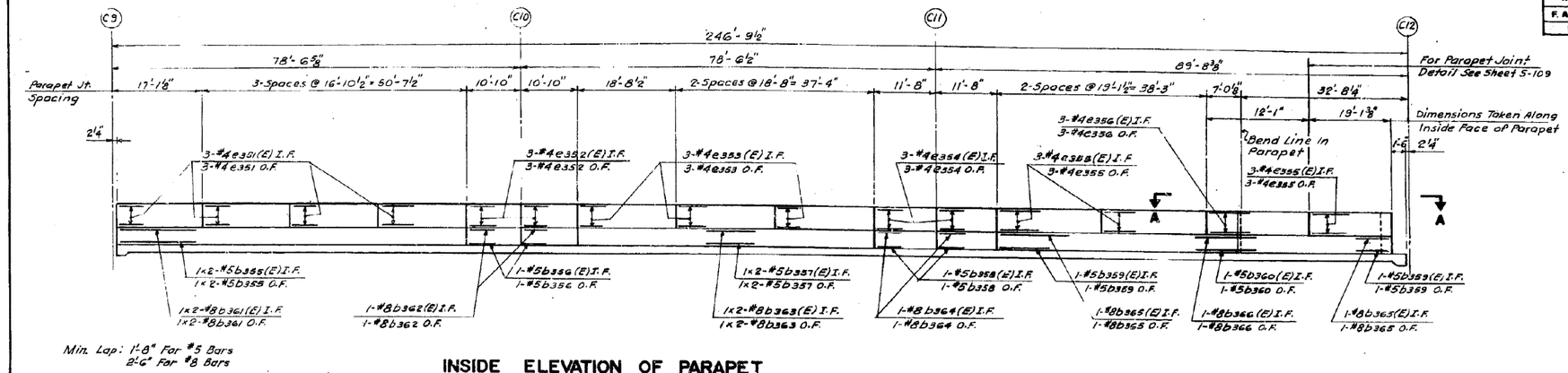
SHEET 39 OF

0160461-60X75-S310-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 594 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 165 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. 94 | 1975-117-R | COOK | 290 | 124 |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-5( ) | |

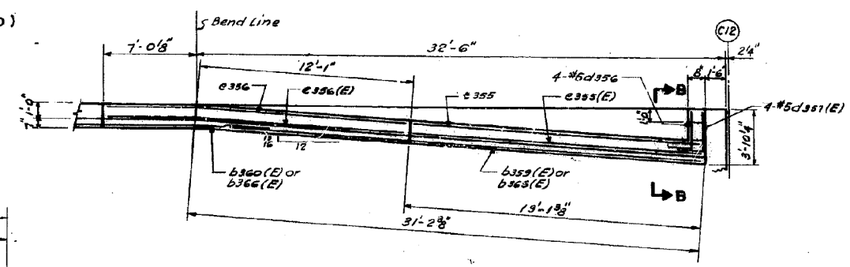



Min. Lap: 1'-8" For #5 Bars
2'-6" For #8 Bars

Bars Indicated Thus 1x2-#8 etc, Indicate 1 Line of Bars With 2. Length per Line.

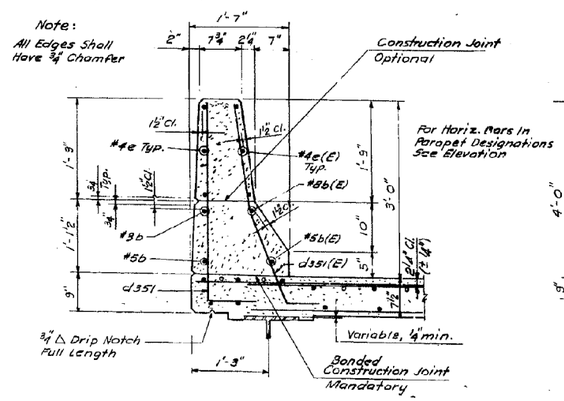
## INSIDE ELEVATION OF PARAPET

( NORTH PARAPET SHOWN, SOUTH PARAPET OPPOSITE HAND )

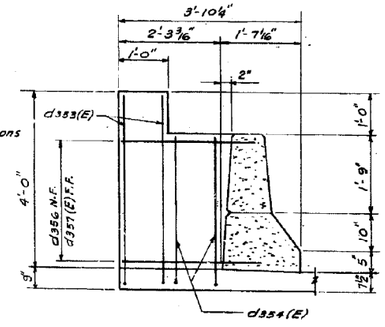



## SECTIONAL PLAN A-A

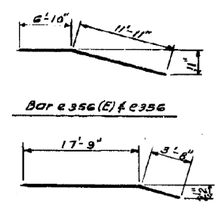
Note:
All Edges Shall Have ¾" Chamfer




## SECTION THRU PARAPET

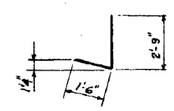



## SECTION B-B




Bar e356(E) & e356

Bar b360(E) & b360
Bar b366(E) & b366




Bar d356 & d357(E)

## BILL OF MATERIAL

| BAR | NO. | (E) | SIZE | LENGTH | SHAPE |
|---|---|---|---|---|---|
| e351(E) | — | 24 | #4 | 16'-7" | |
| e351 | 24 | — | #4 | 16'-7" | |
| e352(E) | — | 12 | #4 | 10'-7" | |
| e352 | 12 | — | #4 | 10'-7" | |
| e353(E) | — | 18 | #4 | 18'-5" | |
| e353 | 18 | — | #4 | 18'-5" | |
| e354(E) | — | 12 | #4 | 11'-5" | |
| e354 | 12 | — | #4 | 11'-5" | |
| e355(E) | — | 18 | #4 | 18'-10" | |
| e355 | 18 | — | #4 | 18'-10" | |
| e356(E) | — | 6 | #4 | 18'-9" | |
| e356 | 6 | — | #4 | 18'-9" | |
| | | | | | |
| | | | | | |
| | | | | | |
| b355(E) | — | 4 | #5 | 34'-6" | |
| b355 | 4 | — | #5 | 34'-6" | |
| b356(E) | — | 4 | #5 | 10'-7" | |
| b356 | 4 | — | #5 | 10'-7" | |
| b357(E) | — | 4 | #5 | 28'-8" | |
| b357 | 4 | — | #5 | 28'-8" | |
| b358(E) | — | 4 | #5 | 11'-5" | |
| b358 | 4 | — | #5 | 11'-5" | |
| b359(E) | — | 4 | #5 | 30'-0" | |
| b359 | 4 | — | #5 | 30'-0" | |
| b360(E) | — | 2 | #5 | 21'-5" | |
| b360 | 2 | — | #5 | 21'-5" | |
| b361(E) | — | 4 | #8 | 34'-11" | |
| b361 | 4 | — | #8 | 34'-11" | |
| b362(E) | — | 4 | #8 | 10'-7" | |
| b362 | 4 | — | #8 | 10'-7" | |
| b363(E) | — | 4 | #8 | 28'-1" | |
| b363 | 4 | — | #8 | 28'-1" | |
| b364(E) | — | 4 | #8 | 11'-5" | |
| b364 | 4 | — | #8 | 11'-5" | |
| b365(E) | — | 4 | #8 | 30'-0" | |
| b365 | 4 | — | #8 | 30'-0" | |
| b366(E) | — | 2 | #8 | 21'-5" | |
| b366 | 2 | — | #8 | 21'-5" | |
| | | | | | |
| | | | | | |
| d356 | 8 | — | #5 | 4'-3" | L |
| d357(E) | — | 8 | #5 | 4'-3" | L |

| | | |
|---|---|---|
| Reinforcement Bars | lb. | 2,880 |
| Reinf. Bars (Epoxy Coated) | lb. | 2,880 |
| Class X Concrete | Cu. Yd. | 55 |
| Protective Coat | Sq. Yd. | 209 |

Reinforcement Bars Designated (E) Shall Be Epoxy Coated. See Special Provision

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND EISENHOWER EXPRESSWAY REHABILITATION
PARAPETS
BENT C9 TO C12
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-ROSE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

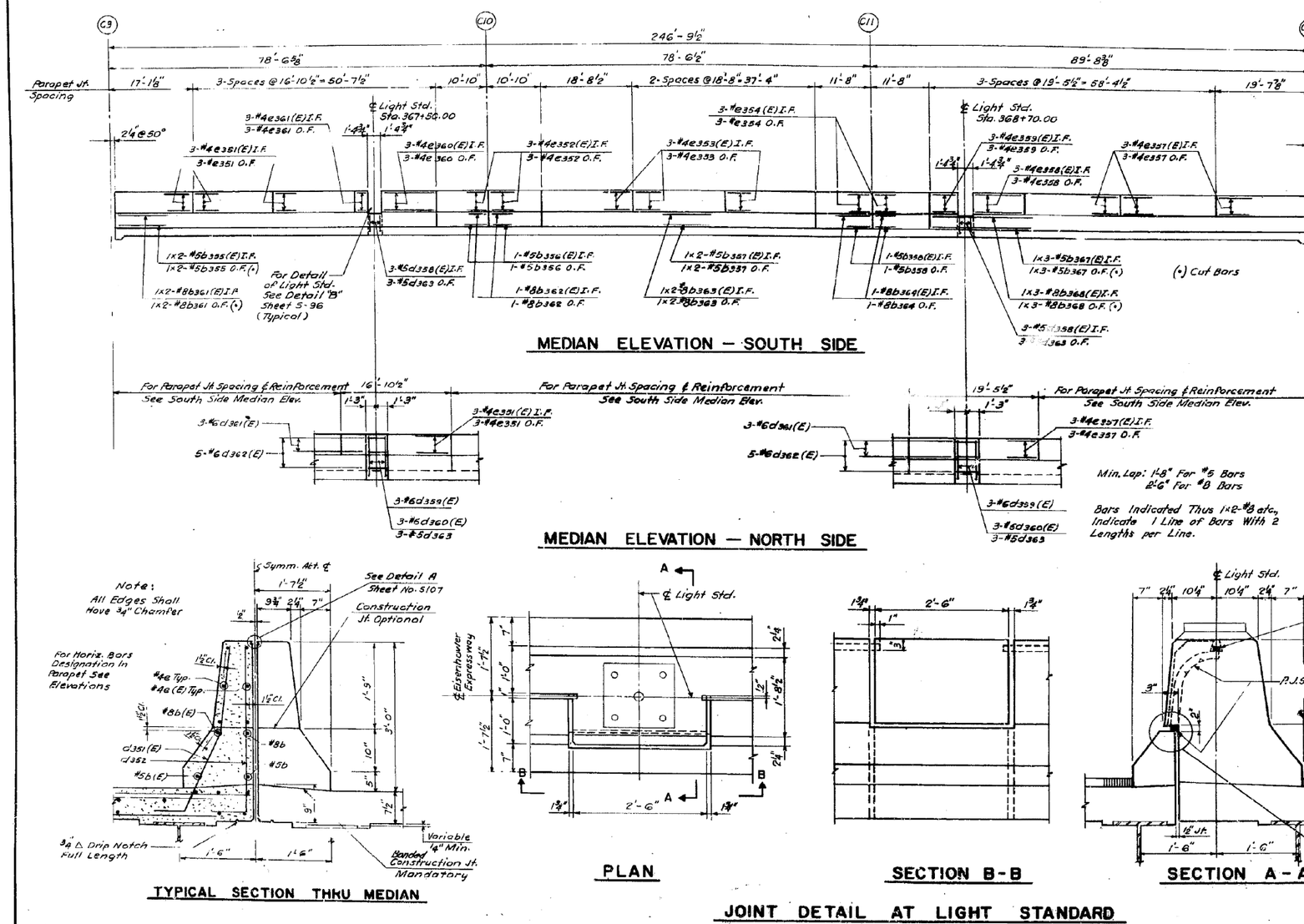
SHEET 124 of 290

0160461-60X75-S311-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 595 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 166 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. 94 | 1915-117-R | COOK | 290 | 125 |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-3( ) | |




## BILL OF MATERIAL

| BAR | NO. | NO. (E) | SIZE | LENGTH | SHAPE |
|---|---|---|---|---|---|
| e351(E) | — | 21 | #4 | 16'-7" | |
| e351 | 21 | — | #4 | 16'-7" | |
| e352(E) | — | 12 | #4 | 10'-7" | |
| e352 | 12 | — | #4 | 10'-7" | |
| e353(E) | — | 18 | #4 | 18'-5" | |
| e353 | 18 | — | #4 | 18'-5" | |
| e354(E) | — | 12 | #4 | 11'-5" | |
| e354 | 12 | — | #4 | 11'-5" | |
| e357(E) | — | 21 | #4 | 19'-2" | |
| e357 | 21 | — | #4 | 19'-2" | |
| e358(E) | — | 3 | #4 | 10'-11" | |
| e358 | 3 | — | #4 | 10'-11" | |
| e359(E) | — | 3 | #4 | 5'-4" | |
| e359 | 3 | — | #4 | 5'-4" | |
| e360(E) | — | 3 | #4 | 10'-4" | |
| e360 | 3 | — | #4 | 10'-4" | |
| e361(E) | — | 3 | #4 | 3'-5" | |
| e361 | 3 | — | 4 | 3'-5" | |
| | | | | | |
| b355(E) | — | 4 | #5 | 34'-6" | |
| b355 | 4 | — | #5 | 34'-6" | |
| b356(E) | — | 4 | #5 | 10'-7" | |
| b356 | 4 | — | #5 | 10'-7" | |
| b357(E) | — | 4 | #5 | 28'-8" | |
| b357 | 4 | — | #5 | 28'-8" | |
| b358(E) | — | 4 | #5 | 11'-5" | |
| b358 | 4 | — | #5 | 11'-5" | |
| b361(E) | — | 4 | #8 | 34'-11" | |
| b361 | 4 | — | #8 | 34'-11" | |
| b362(E) | — | 4 | #8 | 10'-7" | |
| b362 | 4 | — | #8 | 10'-7" | |
| b363(E) | — | 4 | #8 | 29'-1" | |
| b363 | 4 | — | #8 | 29'-1" | |
| b364(E) | — | 4 | #8 | 11'-8" | |
| b364 | 4 | — | #8 | 11'-8" | |
| b367(E) | — | 6 | #8 | 26'-6" | |
| b367 | 6 | — | #8 | 26'-6" | |
| b368(E) | — | 6 | #8 | 26'-9" | |
| b368 | 6 | — | #8 | 26'-9" | |
| | | | | | |
| d358(E) | — | 6 | #5 | 3'-8" | |
| d359(E) | — | 6 | #6 | 4'-0" | |
| d360(E) | — | 6 | #6 | 1'-5" | |
| d361(E) | — | 6 | #6 | 3'-7" | |
| d362(E) | — | 10 | #6 | 8'-11" | |
| d363 | 12 | — | #5 | 2'-6" | |
| Reinforcement Bars | | | | Lbs. | 3,080 |
| Reinf. Bars (Epoxy Coated) | | | | Lbs. | 3,070 |
| Class X Concrete | | | | Cu. Yd. | 59 |
| Protective Coat | | | | Sq. Yd. | 219 |

Reinforcement Bars Designated (E) Shall Be Epoxy Coated. See Special Provision

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
MEDIAN
BENT C9 TO BENT C12
F.A.I. RT. 94 COOK COUNTY SECTION 1915-117-R

CHRISTIAN-ROBE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

SHEET S99a

DESIGNED BY
DRAWN BY
CHECKED BY

0160461-60X75-S312-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 596 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 167 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

# FOR INFORMATION ONLY

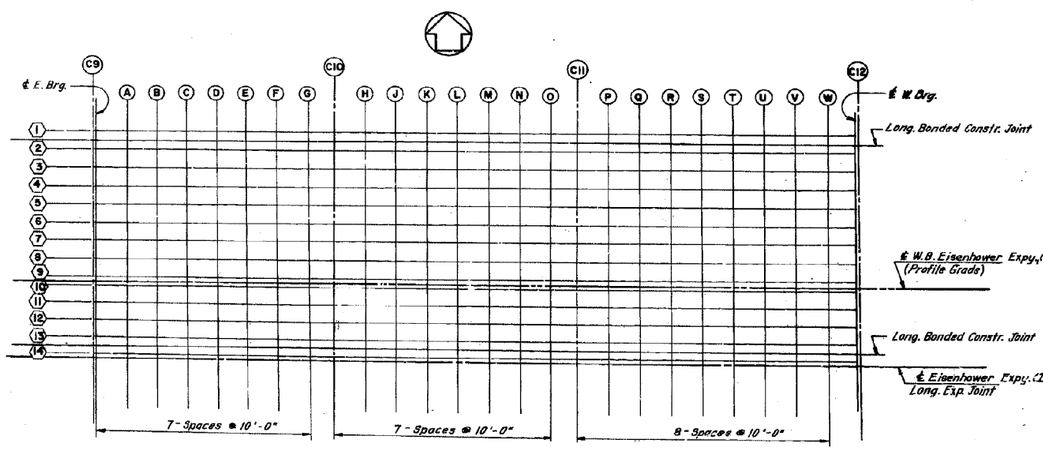
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. RT. 94 | 1975-117-R | COOK | 290 | 126 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | PROJECT I-IR-94-3( ) | | |

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| GIRDER 1 | ℄ E. BRG PIER C9 | 36695.098 | -52.750 | 32.176 | 32.176 |
| | A | 36705.098 | -52.750 | 32.161 | 32.173 |
| | B | 36715.098 | -52.750 | 32.106 | 32.119 |
| | C | 36725.098 | -52.750 | 32.071 | 32.142 |
| | D | 36735.098 | -52.750 | 32.035 | 32.112 |
| | E | 36745.098 | -52.750 | 32.001 | 32.081 |
| | F | 36755.098 | -52.750 | 31.966 | 32.009 |
| | G | 36765.098 | -52.750 | 31.930 | 31.949 |
| | ℄ PIER C10 | 36772.815 | -52.750 | 31.903 | 31.903 |
| | H | 36782.815 | -52.750 | 31.867 | 31.864 |
| | J | 36792.815 | -52.750 | 31.830 | 31.825 |
| | K | 36802.815 | -52.750 | 31.794 | 31.786 |
| | L | 36812.815 | -52.750 | 31.757 | 31.746 |
| | M | 36822.815 | -52.750 | 31.720 | 31.706 |
| | N | 36832.815 | -52.750 | 31.682 | 31.667 |
| | O | 36842.815 | -52.750 | 31.644 | 31.637 |
| | ℄ PIER C11 | 36851.355 | -52.750 | 31.611 | 31.611 |
| | P | 36861.355 | -52.750 | 31.573 | 31.599 |
| | Q | 36871.355 | -52.750 | 31.534 | 31.586 |
| | R | 36881.355 | -52.750 | 31.495 | 31.567 |
| | S | 36891.355 | -52.750 | 31.456 | 31.546 |
| | T | 36901.355 | -52.750 | 31.416 | 31.510 |
| | U | 36911.355 | -52.750 | 31.376 | 31.460 |
| | V | 36921.355 | -52.750 | 31.336 | 31.402 |
| | W | 36931.355 | -52.750 | 31.295 | 31.326 |
| | ℄ W. BRG PIER C12 | 36940.222 | -52.750 | 31.259 | 31.259 |

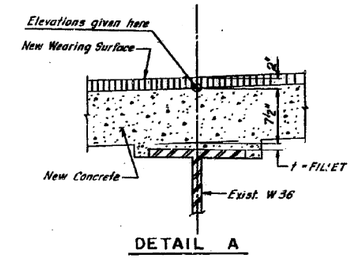
| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| LONGITUDINAL BONDED CONSTRUCTION JOINT | ℄ E. BRG PIER C9 | 36695.098 | -49.500 | 32.244 | 32.244 |
| | A | 36705.098 | -49.500 | 32.209 | 32.241 |
| | B | 36715.098 | -49.500 | 32.174 | 32.236 |
| | C | 36725.098 | -49.500 | 32.139 | 32.210 |
| | D | 36735.098 | -49.500 | 32.104 | 32.180 |
| | E | 36745.098 | -49.500 | 32.068 | 32.129 |
| | F | 36755.098 | -49.500 | 32.033 | 32.076 |
| | G | 36765.098 | -49.500 | 31.998 | 32.017 |
| | ℄ PIER C10 | 36772.815 | -49.500 | 31.970 | 31.970 |
| | H | 36782.815 | -49.500 | 31.936 | 31.932 |
| | J | 36792.815 | -49.500 | 31.898 | 31.893 |
| | K | 36802.815 | -49.500 | 31.861 | 31.853 |
| | L | 36812.815 | -49.500 | 31.824 | 31.814 |
| | M | 36822.815 | -49.500 | 31.787 | 31.774 |
| | N | 36832.815 | -49.500 | 31.750 | 31.735 |
| | O | 36842.815 | -49.500 | 31.712 | 31.705 |
| | ℄ PIER C11 | 36851.355 | -49.500 | 31.679 | 31.679 |
| | P | 36861.355 | -49.500 | 31.641 | 31.666 |
| | Q | 36871.355 | -49.500 | 31.602 | 31.653 |
| | R | 36881.355 | -49.500 | 31.563 | 31.635 |
| | S | 36891.355 | -49.500 | 31.523 | 31.614 |
| | T | 36901.355 | -49.500 | 31.484 | 31.577 |
| | U | 36911.355 | -49.500 | 31.443 | 31.528 |
| | V | 36921.355 | -49.500 | 31.403 | 31.470 |
| | W | 36931.355 | -49.500 | 31.362 | 31.394 |
| | ℄ W. BRG PIER C12 | 36940.222 | -49.500 | 31.326 | 31.326 |

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| GIRDER 2 | ℄ E. BRG PIER C9 | 36695.098 | -46.343 | 32.309 | 32.309 |
| | A | 36705.098 | -46.343 | 32.274 | 32.306 |
| | B | 36715.098 | -46.343 | 32.239 | 32.302 |
| | C | 36725.098 | -46.343 | 32.204 | 32.275 |
| | D | 36735.098 | -46.343 | 32.169 | 32.245 |
| | E | 36745.098 | -46.343 | 32.134 | 32.194 |
| | F | 36755.098 | -46.343 | 32.099 | 32.142 |
| | G | 36765.098 | -46.343 | 32.064 | 32.082 |
| | ℄ PIER C10 | 36772.815 | -46.343 | 32.036 | 32.036 |
| | H | 36782.815 | -46.343 | 32.000 | 31.997 |
| | J | 36792.815 | -46.343 | 31.964 | 31.958 |
| | K | 36802.815 | -46.343 | 31.927 | 31.919 |
| | L | 36812.815 | -46.343 | 31.890 | 31.879 |
| | M | 36822.815 | -46.343 | 31.853 | 31.840 |
| | N | 36832.815 | -46.343 | 31.815 | 31.800 |
| | O | 36842.815 | -46.343 | 31.777 | 31.771 |
| | ℄ PIER C11 | 36851.355 | -46.343 | 31.745 | 31.745 |
| | P | 36861.355 | -46.343 | 31.706 | 31.732 |
| | Q | 36871.355 | -46.343 | 31.667 | 31.719 |
| | R | 36881.355 | -46.343 | 31.628 | 31.700 |
| | S | 36891.355 | -46.343 | 31.589 | 31.680 |
| | T | 36901.355 | -46.343 | 31.549 | 31.643 |
| | U | 36911.355 | -46.343 | 31.509 | 31.594 |
| | V | 36921.355 | -46.343 | 31.469 | 31.535 |
| | W | 36931.355 | -46.343 | 31.428 | 31.459 |
| | ℄ W. BRG PIER C12 | 36940.222 | -46.343 | 31.392 | 31.392 |

NOTE: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A.



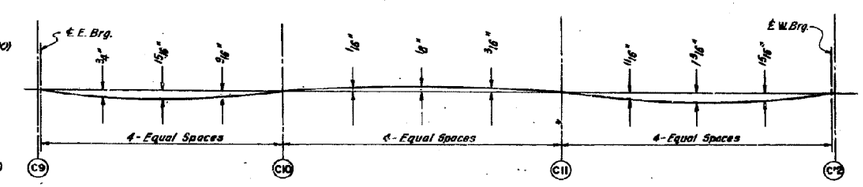

PLAN




DETAIL A

FILLET HEIGHTS

To determine "t" as shown in DETAIL A: After all existing concrete superstructure has been demolished and removed from each span, elevations of the top flanges of the beams shall be taken at intervals shown in Plan. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in tables minus slab thickness, equals the fillet heights "t" above the top flange of beams.




DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

NOTE: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above.

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 W.B. BENT C9 TO BENT C12
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R
CHICAGO, ILLINOIS

0160461-60X75-S313-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 597 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 168 OF 194 SHEETS | | ILLINOIS FED. AID PROJECT | | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. RT. 94 | 1975-117-R | COOK | 290 | 127 |
| FED. ROAD DIV. NO. 7 | | ILLINOIS | PROJECT I-IX-94-3( ) | |

GIRDER 3

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E | BRG PIER C9 | 36695.098 | -39.937 | 32.442 | 32.442 |
| | A | 36705.098 | -39.937 | 32.407 | 32.440 |
| | B | 36715.098 | -39.937 | 32.372 | 32.435 |
| | C | 36725.098 | -39.937 | 32.337 | 32.408 |
| | D | 36735.098 | -39.937 | 32.302 | 32.379 |
| | E | 36745.098 | -39.937 | 32.267 | 32.328 |
| | F | 36755.098 | -39.937 | 32.232 | 32.275 |
| | G | 36765.098 | -39.937 | 32.197 | 32.215 |
| | ℄ PIER C10 | 36772.815 | -39.937 | 32.169 | 32.169 |
| | H | 36782.815 | -39.937 | 32.133 | 32.131 |
| | J | 36792.815 | -39.937 | 32.097 | 32.092 |
| | K | 36802.815 | -39.937 | 32.060 | 32.052 |
| | L | 36812.815 | -39.937 | 32.023 | 32.013 |
| | M | 36822.815 | -39.937 | 31.986 | 31.973 |
| | N | 36832.815 | -39.937 | 31.948 | 31.934 |
| | O | 36842.815 | -39.937 | 31.911 | 31.904 |
| | ℄ PIER C11 | 36851.355 | -39.937 | 31.878 | 31.878 |
| | P | 36861.355 | -39.937 | 31.840 | 31.865 |
| | Q | 36871.355 | -39.937 | 31.801 | 31.852 |
| | R | 36881.355 | -39.937 | 31.762 | 31.839 |
| | S | 36891.355 | -39.937 | 31.722 | 31.819 |
| | T | 36901.355 | -39.937 | 31.682 | 31.776 |
| | U | 36911.355 | -39.937 | 31.642 | 31.727 |
| | V | 36921.355 | -39.937 | 31.602 | 31.668 |
| | W | 36931.355 | -39.937 | 31.561 | 31.593 |
| ℄ W | BRG PIER C12 | 36940.222 | -39.937 | 31.525 | 31.525 |

GIRDER 4

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E | BRG PIER C9 | 36695.098 | -33.531 | 32.576 | 32.576 |
| | A | 36705.098 | -33.531 | 32.541 | 32.573 |
| | B | 36715.098 | -33.531 | 32.506 | 32.569 |
| | C | 36725.098 | -33.531 | 32.471 | 32.542 |
| | D | 36735.098 | -33.531 | 32.436 | 32.512 |
| | E | 36745.098 | -33.531 | 32.401 | 32.461 |
| | F | 36755.098 | -33.531 | 32.366 | 32.408 |
| | G | 36765.098 | -33.531 | 32.330 | 32.349 |
| | ℄ PIER C10 | 36772.815 | -33.531 | 32.302 | 32.302 |
| | H | 36782.815 | -33.531 | 32.266 | 32.264 |
| | J | 36792.815 | -33.531 | 32.230 | 32.225 |
| | K | 36802.815 | -33.531 | 32.194 | 32.186 |
| | L | 36812.815 | -33.531 | 32.157 | 32.146 |
| | M | 36822.815 | -33.531 | 32.119 | 32.106 |
| | N | 36832.815 | -33.531 | 32.082 | 32.067 |
| | O | 36842.815 | -33.531 | 32.044 | 32.037 |
| | ℄ PIER C11 | 36851.355 | -33.531 | 32.011 | 32.011 |
| | P | 36861.355 | -33.531 | 31.973 | 31.999 |
| | Q | 36871.355 | -33.531 | 31.934 | 31.986 |
| | R | 36881.355 | -33.531 | 31.895 | 31.967 |
| | S | 36891.355 | -33.531 | 31.855 | 31.946 |
| | T | 36901.355 | -33.531 | 31.816 | 31.909 |
| | U | 36911.355 | -33.531 | 31.776 | 31.860 |
| | V | 36921.355 | -33.531 | 31.735 | 31.802 |
| | W | 36931.355 | -33.531 | 31.695 | 31.726 |
| ℄ W | BRG PIER C12 | 36940.222 | -33.531 | 31.658 | 31.658 |

GIRDER 5

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E | BRG PIER C9 | 36695.098 | -27.125 | 32.709 | 32.709 |
| | A | 36705.098 | -27.125 | 32.674 | 32.706 |
| | B | 36715.098 | -27.125 | 32.639 | 32.702 |
| | C | 36725.098 | -27.125 | 32.604 | 32.675 |
| | D | 36735.098 | -27.125 | 32.569 | 32.645 |
| | E | 36745.098 | -27.125 | 32.534 | 32.594 |
| | F | 36755.098 | -27.125 | 32.499 | 32.542 |
| | G | 36765.098 | -27.125 | 32.463 | 32.482 |
| | ℄ PIER C10 | 36772.815 | -27.125 | 32.436 | 32.436 |
| | H | 36782.815 | -27.125 | 32.400 | 32.397 |
| | J | 36792.815 | -27.125 | 32.363 | 32.358 |
| | K | 36802.815 | -27.125 | 32.327 | 32.319 |
| | L | 36812.815 | -27.125 | 32.290 | 32.279 |
| | M | 36822.815 | -27.125 | 32.253 | 32.239 |
| | N | 36832.815 | -27.125 | 32.215 | 32.200 |
| | O | 36842.815 | -27.125 | 32.177 | 32.170 |
| | ℄ PIER C11 | 36851.355 | -27.125 | 32.144 | 32.144 |
| | P | 36861.355 | -27.125 | 32.106 | 32.132 |
| | Q | 36871.355 | -27.125 | 32.067 | 32.119 |
| | R | 36881.355 | -27.125 | 32.028 | 32.100 |
| | S | 36891.355 | -27.125 | 31.989 | 32.079 |
| | T | 36901.355 | -27.125 | 31.949 | 32.043 |
| | U | 36911.355 | -27.125 | 31.909 | 31.993 |
| | V | 36921.355 | -27.125 | 31.869 | 31.939 |
| | W | 36931.355 | -27.125 | 31.828 | 31.859 |
| ℄ W | BRG PIER C12 | 36940.222 | -27.125 | 31.792 | 31.792 |

GIRDER 6

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E | BRG PIER C9 | 36695.098 | -20.718 | 32.842 | 32.842 |
| | A | 36705.098 | -20.718 | 32.807 | 32.839 |
| | B | 36715.098 | -20.718 | 32.772 | 32.835 |
| | C | 36725.098 | -20.718 | 32.737 | 32.808 |
| | D | 36735.098 | -20.718 | 32.702 | 32.778 |
| | E | 36745.098 | -20.718 | 32.667 | 32.727 |
| | F | 36755.098 | -20.718 | 32.632 | 32.675 |
| | G | 36765.098 | -20.718 | 32.597 | 32.615 |
| | ℄ PIER C10 | 36772.815 | -20.718 | 32.569 | 32.569 |
| | H | 36782.815 | -20.718 | 32.533 | 32.530 |
| | J | 36792.815 | -20.718 | 32.497 | 32.491 |
| | K | 36802.815 | -20.718 | 32.460 | 32.452 |
| | L | 36812.815 | -20.718 | 32.423 | 32.412 |
| | M | 36822.815 | -20.718 | 32.386 | 32.373 |
| | N | 36832.815 | -20.718 | 32.348 | 32.333 |
| | O | 36842.815 | -20.718 | 32.310 | 32.304 |
| | ℄ PIER C11 | 36851.355 | -20.718 | 32.278 | 32.278 |
| | P | 36861.355 | -20.718 | 32.239 | 32.265 |
| | Q | 36871.355 | -20.718 | 32.200 | 32.252 |
| | R | 36881.355 | -20.718 | 32.161 | 32.238 |
| | S | 36891.355 | -20.718 | 32.122 | 32.213 |
| | T | 36901.355 | -20.718 | 32.082 | 32.176 |
| | U | 36911.355 | -20.718 | 32.042 | 32.127 |
| | V | 36921.355 | -20.718 | 32.002 | 32.068 |
| | W | 36931.355 | -20.718 | 31.961 | 31.992 |
| ℄ W | BRG PIER C12 | 36940.222 | -20.718 | 31.925 | 31.925 |

GIRDER 7

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E | BRG PIER C9 | 36695.098 | -14.312 | 32.979 | 32.979 |
| | A | 36705.098 | -14.312 | 32.940 | 32.973 |
| | B | 36715.098 | -14.312 | 32.905 | 32.968 |
| | C | 36725.098 | -14.312 | 32.870 | 32.941 |
| | D | 36735.098 | -14.312 | 32.835 | 32.912 |
| | E | 36745.098 | -14.312 | 32.800 | 32.881 |
| | F | 36755.098 | -14.312 | 32.765 | 32.808 |
| | G | 36765.098 | -14.312 | 32.730 | 32.748 |
| | ℄ PIER C10 | 36772.815 | -14.312 | 32.702 | 32.702 |
| | H | 36782.815 | -14.312 | 32.666 | 32.664 |
| | J | 36792.815 | -14.312 | 32.630 | 32.625 |
| | K | 36802.815 | -14.312 | 32.593 | 32.585 |
| | L | 36812.815 | -14.312 | 32.556 | 32.546 |
| | M | 36822.815 | -14.312 | 32.519 | 32.506 |
| | N | 36832.815 | -14.312 | 32.481 | 32.467 |
| | O | 36842.815 | -14.312 | 32.444 | 32.437 |
| | ℄ PIER C11 | 36851.355 | -14.312 | 32.411 | 32.411 |
| | P | 36861.355 | -14.312 | 32.373 | 32.398 |
| | Q | 36871.355 | -14.312 | 32.334 | 32.385 |
| | R | 36881.355 | -14.312 | 32.295 | 32.367 |
| | S | 36891.355 | -14.312 | 32.255 | 32.346 |
| | T | 36901.355 | -14.312 | 32.215 | 32.309 |
| | U | 36911.355 | -14.312 | 32.173 | 32.260 |
| | V | 36921.355 | -14.312 | 32.133 | 32.201 |
| | W | 36931.355 | -14.312 | 32.094 | 32.126 |
| ℄ W | BRG PIER C12 | 36940.222 | -14.312 | 32.058 | 32.058 |

GIRDER 8

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E | BRG PIER C9 | 36695.098 | -7.906 | 33.094 | 33.094 |
| | A | 36705.098 | -7.906 | 33.059 | 33.091 |
| | B | 36715.098 | -7.906 | 33.024 | 33.087 |
| | C | 36725.098 | -7.906 | 32.989 | 33.060 |
| | D | 36735.098 | -7.906 | 32.954 | 33.031 |
| | E | 36745.098 | -7.906 | 32.919 | 32.979 |
| | F | 36755.098 | -7.906 | 32.884 | 32.927 |
| | G | 36765.098 | -7.906 | 32.849 | 32.867 |
| | ℄ PIER C10 | 36772.815 | -7.906 | 32.821 | 32.821 |
| | H | 36782.815 | -7.906 | 32.785 | 32.782 |
| | J | 36792.815 | -7.906 | 32.749 | 32.743 |
| | K | 36802.815 | -7.906 | 32.712 | 32.704 |
| | L | 36812.815 | -7.906 | 32.675 | 32.665 |
| | M | 36822.815 | -7.906 | 32.638 | 32.625 |
| | N | 36832.815 | -7.906 | 32.600 | 32.586 |
| | O | 36842.815 | -7.906 | 32.562 | 32.556 |
| | ℄ PIER C11 | 36851.355 | -7.906 | 32.530 | 32.530 |
| | P | 36861.355 | -7.906 | 32.491 | 32.517 |
| | Q | 36871.355 | -7.906 | 32.453 | 32.504 |
| | R | 36881.355 | -7.906 | 32.413 | 32.485 |
| | S | 36891.355 | -7.906 | 32.374 | 32.465 |
| | T | 36901.355 | -7.906 | 32.334 | 32.428 |
| | U | 36911.355 | -7.906 | 32.294 | 32.379 |
| | V | 36921.355 | -7.906 | 32.254 | 32.320 |
| | W | 36931.355 | -7.906 | 32.213 | 32.244 |
| ℄ W | BRG PIER C12 | 36940.222 | -7.906 | 32.177 | 32.177 |

GIRDER 9

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E | BRG PIER C9 | 36695.098 | -1.500 | 33.147 | 33.147 |
| | A | 36705.098 | -1.500 | 33.112 | 33.144 |
| | B | 36715.098 | -1.500 | 33.077 | 33.140 |
| | C | 36725.098 | -1.500 | 33.042 | 33.113 |
| | D | 36735.098 | -1.500 | 33.007 | 33.083 |
| | E | 36745.098 | -1.500 | 32.972 | 33.032 |
| | F | 36755.098 | -1.500 | 32.936 | 32.979 |
| | G | 36765.098 | -1.500 | 32.901 | 32.920 |
| | ℄ PIER C10 | 36772.815 | -1.500 | 32.873 | 32.873 |
| | H | 36782.815 | -1.500 | 32.837 | 32.835 |
| | J | 36792.815 | -1.500 | 32.801 | 32.796 |
| | K | 36802.815 | -1.500 | 32.764 | 32.756 |
| | L | 36812.815 | -1.500 | 32.727 | 32.717 |
| | M | 36822.815 | -1.500 | 32.690 | 32.677 |
| | N | 36832.815 | -1.500 | 32.653 | 32.638 |
| | O | 36842.815 | -1.500 | 32.615 | 32.608 |
| | ℄ PIER C11 | 36851.355 | -1.500 | 32.582 | 32.582 |
| | P | 36861.355 | -1.500 | 32.544 | 32.569 |
| | Q | 36871.355 | -1.500 | 32.505 | 32.556 |
| | R | 36881.355 | -1.500 | 32.466 | 32.538 |
| | S | 36891.355 | -1.500 | 32.426 | 32.517 |
| | T | 36901.355 | -1.500 | 32.387 | 32.480 |
| | U | 36911.355 | -1.500 | 32.347 | 32.431 |
| | V | 36921.355 | -1.500 | 32.306 | 32.373 |
| | W | 36931.355 | -1.500 | 32.265 | 32.297 |
| ℄ W | BRG PIER C12 | 36940.222 | -1.500 | 32.229 | 32.229 |

WESTBOUND EISENHOWER EXPRESSWAY (PROFILE GRADE)

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E | BRG PIER C9 | 36695.098 | -0.000 | 33.149 | 33.149 |
| | A | 36705.098 | -0.000 | 33.114 | 33.148 |
| | B | 36715.098 | -0.000 | 33.079 | 33.141 |
| | C | 36725.098 | -0.000 | 33.044 | 33.115 |
| | D | 36735.098 | -0.000 | 33.009 | 33.085 |
| | E | 36745.098 | -0.000 | 32.973 | 33.034 |
| | F | 36755.098 | -0.000 | 32.938 | 32.981 |
| | G | 36765.098 | -0.000 | 32.903 | 32.922 |
| | ℄ PIER C10 | 36772.815 | -0.000 | 32.875 | 32.875 |
| | H | 36782.815 | -0.000 | 32.839 | 32.837 |
| | J | 36792.815 | -0.000 | 32.803 | 32.798 |
| | K | 36802.815 | -0.000 | 32.766 | 32.758 |
| | L | 36812.815 | -0.000 | 32.729 | 32.719 |
| | M | 36822.815 | -0.000 | 32.692 | 32.679 |
| | N | 36832.815 | -0.000 | 32.655 | 32.640 |
| | O | 36842.815 | -0.000 | 32.617 | 32.610 |
| | ℄ PIER C11 | 36851.355 | -0.000 | 32.584 | 32.584 |
| | P | 36861.355 | -0.000 | 32.546 | 32.571 |
| | Q | 36871.355 | -0.000 | 32.507 | 32.558 |
| | R | 36881.355 | -0.000 | 32.468 | 32.540 |
| | S | 36891.355 | -0.000 | 32.428 | 32.519 |
| | T | 36901.355 | -0.000 | 32.389 | 32.482 |
| | U | 36911.355 | -0.000 | 32.348 | 32.435 |
| | V | 36921.355 | -0.000 | 32.308 | 32.375 |
| | W | 36931.355 | -0.000 | 32.267 | 32.299 |
| ℄ W | BRG PIER C12 | 36940.222 | -0.000 | 32.231 | 32.231 |

NOTE: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A, On Sht. 9-100

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 W.B. BENT C9 TO BENT C12

F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R

CHRISTIAN-DOWE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS

SHEET 127 OF 290

0160461-60X75-S314-EXT.dgn

PARSONS BRINCKERHOFF

| | | | |
|---|---|---|---|
| USER NAME = pateld | DESIGNED - | REVISED - | |
| | CHECKED - | REVISED - | |
| PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | |
| PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 016-0461
SHEET NO. 169 OF 194 SHEETS

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 598 |
| | | CONTRACT NO. 60X75 | | |
| | ILLINOIS | FED. AID PROJECT | | |

# FOR INFORMATION ONLY

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. RT. 94 | 1975-117-R | COOK | 290 | 128 |
| FED. ROAD DIV. NO. 7 | ILLINOIS | PROJECT I-IX-94-3( ) | | |

GIRDER 10

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| | ℄ E BRG PIER C9 | 36695.098 | 1.499 | 33.147 | 33.147 |
| | A | 36705.098 | 1.499 | 33.112 | 33.144 |
| | B | 36715.098 | 1.499 | 33.077 | 33.140 |
| | C | 36725.098 | 1.499 | 33.042 | 33.113 |
| | D | 36735.098 | 1.499 | 33.007 | 33.083 |
| | E | 36745.098 | 1.499 | 32.972 | 33.032 |
| | F | 36755.098 | 1.499 | 32.936 | 32.979 |
| | G | 36765.098 | 1.499 | 32.901 | 32.920 |
| | ℄ PIER C10 | 36772.815 | 1.499 | 32.873 | 32.873 |
| | H | 36782.815 | 1.499 | 32.837 | 32.835 |
| | J | 36792.815 | 1.499 | 32.801 | 32.796 |
| | K | 36802.815 | 1.499 | 32.764 | 32.756 |
| | L | 36812.815 | 1.499 | 32.727 | 32.717 |
| | M | 36822.815 | 1.499 | 32.690 | 32.677 |
| | N | 36832.815 | 1.499 | 32.653 | 32.638 |
| | O | 36842.815 | 1.499 | 32.615 | 32.602 |
| | ℄ PIER C11 | 36851.355 | 1.499 | 32.582 | 32.582 |
| | P | 36861.355 | 1.499 | 32.544 | 32.569 |
| | Q | 36871.355 | 1.499 | 32.505 | 32.556 |
| | R | 36881.355 | 1.499 | 32.466 | 32.538 |
| | S | 36891.355 | 1.499 | 32.426 | 32.517 |
| | T | 36901.355 | 1.499 | 32.387 | 32.480 |
| | U | 36911.355 | 1.499 | 32.347 | 32.431 |
| | V | 36921.355 | 1.499 | 32.306 | 32.373 |
| | W | 36931.355 | 1.499 | 32.265 | 32.297 |
| | ℄ W BRG PIER C12 | 36940.222 | 1.499 | 32.229 | 32.229 |

GIRDER 11

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| | ℄ E BRG PIER C9 | 36695.098 | 7.499 | 33.100 | 33.100 |
| | A | 36705.098 | 7.499 | 33.065 | 33.097 |
| | B | 36715.098 | 7.499 | 33.030 | 33.093 |
| | C | 36725.098 | 7.499 | 32.995 | 33.066 |
| | D | 36735.098 | 7.499 | 32.960 | 33.036 |
| | E | 36745.098 | 7.499 | 32.925 | 32.985 |
| | F | 36755.098 | 7.499 | 32.890 | 32.932 |
| | G | 36765.098 | 7.499 | 32.854 | 32.873 |
| | ℄ PIER C10 | 36772.815 | 7.499 | 32.827 | 32.827 |
| | H | 36782.815 | 7.499 | 32.791 | 32.788 |
| | J | 36792.815 | 7.499 | 32.754 | 32.749 |
| | K | 36802.815 | 7.499 | 32.718 | 32.710 |
| | L | 36812.815 | 7.499 | 32.681 | 32.670 |
| | M | 36822.815 | 7.499 | 32.643 | 32.630 |
| | N | 36832.815 | 7.499 | 32.606 | 32.591 |
| | O | 36842.815 | 7.499 | 32.568 | 32.561 |
| | ℄ PIER C11 | 36851.355 | 7.499 | 32.535 | 32.535 |
| | P | 36861.355 | 7.499 | 32.497 | 32.523 |
| | Q | 36871.355 | 7.499 | 32.458 | 32.510 |
| | R | 36881.355 | 7.499 | 32.419 | 32.491 |
| | S | 36891.355 | 7.499 | 32.379 | 32.470 |
| | T | 36901.355 | 7.499 | 32.340 | 32.434 |
| | U | 36911.355 | 7.499 | 32.300 | 32.384 |
| | V | 36921.355 | 7.499 | 32.259 | 32.326 |
| | W | 36931.355 | 7.499 | 32.219 | 32.250 |
| | ℄ W BRG PIER C12 | 36940.222 | 7.499 | 32.182 | 32.182 |

GIRDER 12

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| | ℄ E BRG PIER C9 | 36695.098 | 13.499 | 32.992 | 32.992 |
| | A | 36705.098 | 13.499 | 32.957 | 32.989 |
| | B | 36715.098 | 13.499 | 32.922 | 32.985 |
| | C | 36725.098 | 13.499 | 32.887 | 32.958 |
| | D | 36735.098 | 13.499 | 32.852 | 32.929 |
| | E | 36745.098 | 13.499 | 32.817 | 32.878 |
| | F | 36755.098 | 13.499 | 32.782 | 32.825 |
| | G | 36765.098 | 13.499 | 32.747 | 32.765 |
| | ℄ PIER C10 | 36772.815 | 13.499 | 32.719 | 32.719 |
| | H | 36782.815 | 13.499 | 32.683 | 32.680 |
| | J | 36792.815 | 13.499 | 32.647 | 32.641 |
| | K | 36802.815 | 13.499 | 32.610 | 32.602 |
| | L | 36812.815 | 13.499 | 32.573 | 32.563 |
| | M | 36822.815 | 13.499 | 32.536 | 32.523 |
| | N | 36832.815 | 13.499 | 32.498 | 32.484 |
| | O | 36842.815 | 13.499 | 32.461 | 32.454 |
| | ℄ PIER C11 | 36851.355 | 13.499 | 32.428 | 32.428 |
| | P | 36861.355 | 13.499 | 32.389 | 32.415 |
| | Q | 36871.355 | 13.499 | 32.351 | 32.402 |
| | R | 36881.355 | 13.499 | 32.312 | 32.388 |
| | S | 36891.355 | 13.499 | 32.272 | 32.363 |
| | T | 36901.355 | 13.499 | 32.232 | 32.326 |
| | U | 36911.355 | 13.499 | 32.192 | 32.277 |
| | V | 36921.355 | 13.499 | 32.152 | 32.218 |
| | W | 36931.355 | 13.499 | 32.111 | 32.142 |
| | ℄ W BRG PIER C12 | 36940.222 | 13.499 | 32.075 | 32.075 |

GIRDER 13

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| | ℄ E BRG PIER C9 | 36695.098 | 19.499 | 32.868 | 32.868 |
| | A | 36705.098 | 19.499 | 32.835 | 32.865 |
| | B | 36715.098 | 19.499 | 32.798 | 32.860 |
| | C | 36725.098 | 19.499 | 32.763 | 32.834 |
| | D | 36735.098 | 19.499 | 32.728 | 32.804 |
| | E | 36745.098 | 19.499 | 32.692 | 32.753 |
| | F | 36755.098 | 19.499 | 32.657 | 32.700 |
| | G | 36765.098 | 19.499 | 32.622 | 32.641 |
| | ℄ PIER C10 | 36772.815 | 19.499 | 32.594 | 32.594 |
| | H | 36782.815 | 19.499 | 32.558 | 32.556 |
| | J | 36792.815 | 19.499 | 32.522 | 32.517 |
| | K | 36802.815 | 19.499 | 32.485 | 32.477 |
| | L | 36812.815 | 19.499 | 32.448 | 32.438 |
| | M | 36822.815 | 19.499 | 32.411 | 32.398 |
| | N | 36832.815 | 19.499 | 32.374 | 32.359 |
| | O | 36842.815 | 19.499 | 32.336 | 32.329 |
| | ℄ PIER C11 | 36851.355 | 19.499 | 32.303 | 32.303 |
| | P | 36861.355 | 19.499 | 32.265 | 32.290 |
| | Q | 36871.355 | 19.499 | 32.226 | 32.277 |
| | R | 36881.355 | 19.499 | 32.187 | 32.259 |
| | S | 36891.355 | 19.499 | 32.147 | 32.238 |
| | T | 36901.355 | 19.499 | 32.108 | 32.201 |
| | U | 36911.355 | 19.499 | 32.067 | 32.152 |
| | V | 36921.355 | 19.499 | 32.027 | 32.094 |
| | W | 36931.355 | 19.499 | 31.986 | 32.018 |
| | ℄ W BRG PIER C12 | 36940.222 | 19.499 | 31.950 | 31.950 |

LONGITUDINAL BONDED CONSTRUCTION JOINT

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| | ℄ E BRG PIER C9 | 36695.098 | 22.500 | 32.805 | 32.805 |
| | A | 36705.098 | 22.500 | 32.770 | 32.802 |
| | B | 36715.098 | 22.500 | 32.735 | 32.798 |
| | C | 36725.098 | 22.500 | 32.700 | 32.771 |
| | D | 36735.098 | 22.500 | 32.665 | 32.741 |
| | E | 36745.098 | 22.500 | 32.630 | 32.690 |
| | F | 36755.098 | 22.500 | 32.595 | 32.638 |
| | G | 36765.098 | 22.500 | 32.560 | 32.578 |
| | ℄ PIER C10 | 36772.815 | 22.500 | 32.532 | 32.532 |
| | H | 36782.815 | 22.500 | 32.496 | 32.493 |
| | J | 36792.815 | 22.500 | 32.460 | 32.454 |
| | K | 36802.815 | 22.500 | 32.423 | 32.415 |
| | L | 36812.815 | 22.500 | 32.386 | 32.375 |
| | M | 36822.815 | 22.500 | 32.349 | 32.335 |
| | N | 36832.815 | 22.500 | 32.311 | 32.296 |
| | O | 36842.815 | 22.500 | 32.273 | 32.260 |
| | ℄ PIER C11 | 36851.355 | 22.500 | 32.241 | 32.241 |
| | P | 36861.355 | 22.500 | 32.202 | 32.228 |
| | Q | 36871.355 | 22.500 | 32.163 | 32.215 |
| | R | 36881.355 | 22.500 | 32.124 | 32.196 |
| | S | 36891.355 | 22.500 | 32.085 | 32.176 |
| | T | 36901.355 | 22.500 | 32.045 | 32.139 |
| | U | 36911.355 | 22.500 | 32.005 | 32.089 |
| | V | 36921.355 | 22.500 | 31.965 | 32.031 |
| | W | 36931.355 | 22.500 | 31.924 | 31.955 |
| | ℄ W BRG PIER C12 | 36940.222 | 22.500 | 31.888 | 31.888 |

GIRDER 14

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| | ℄ E BRG PIER C9 | 36695.098 | 25.499 | 32.743 | 32.743 |
| | A | 36705.098 | 25.499 | 32.708 | 32.740 |
| | B | 36715.098 | 25.499 | 32.673 | 32.736 |
| | C | 36725.098 | 25.499 | 32.638 | 32.709 |
| | D | 36735.098 | 25.499 | 32.603 | 32.679 |
| | E | 36745.098 | 25.499 | 32.568 | 32.628 |
| | F | 36755.098 | 25.499 | 32.533 | 32.575 |
| | G | 36765.098 | 25.499 | 32.497 | 32.516 |
| | ℄ PIER C10 | 36772.815 | 25.499 | 32.470 | 32.470 |
| | H | 36782.815 | 25.499 | 32.434 | 32.431 |
| | J | 36792.815 | 25.499 | 32.397 | 32.392 |
| | K | 36802.815 | 25.499 | 32.361 | 32.353 |
| | L | 36812.815 | 25.499 | 32.324 | 32.313 |
| | M | 36822.815 | 25.499 | 32.286 | 32.273 |
| | N | 36832.815 | 25.499 | 32.249 | 32.234 |
| | O | 36842.815 | 25.499 | 32.211 | 32.204 |
| | ℄ PIER C11 | 36851.355 | 25.499 | 32.178 | 32.178 |
| | P | 36861.355 | 25.499 | 32.140 | 32.166 |
| | Q | 36871.355 | 25.499 | 32.101 | 32.153 |
| | R | 36881.355 | 25.499 | 32.062 | 32.134 |
| | S | 36891.355 | 25.499 | 32.022 | 32.113 |
| | T | 36901.355 | 25.499 | 31.983 | 32.077 |
| | U | 36911.355 | 25.499 | 31.943 | 32.027 |
| | V | 36921.355 | 25.499 | 31.902 | 31.969 |
| | W | 36931.355 | 25.499 | 31.862 | 31.893 |
| | ℄ W BRG PIER C12 | 36940.222 | 25.499 | 31.825 | 31.825 |

℄ EISENHOWER EXPRESSWAY LONGITUDINAL EXPANSION JOINT

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| | ℄ E BRG PIER C9 | 36695.098 | 26.999 | 32.712 | 32.712 |
| | A | 36705.098 | 26.999 | 32.677 | 32.709 |
| | B | 36715.098 | 26.999 | 32.642 | 32.704 |
| | C | 36725.098 | 26.999 | 32.607 | 32.678 |
| | D | 36735.098 | 26.999 | 32.572 | 32.648 |
| | E | 36745.098 | 26.999 | 32.536 | 32.597 |
| | F | 36755.098 | 26.999 | 32.501 | 32.544 |
| | G | 36765.098 | 26.999 | 32.466 | 32.485 |
| | ℄ PIER C10 | 36772.815 | 26.999 | 32.438 | 32.438 |
| | H | 36782.815 | 26.999 | 32.402 | 32.400 |
| | J | 36792.815 | 26.999 | 32.365 | 32.361 |
| | K | 36802.815 | 26.999 | 32.329 | 32.321 |
| | L | 36812.815 | 26.999 | 32.292 | 32.282 |
| | M | 36822.815 | 26.999 | 32.255 | 32.242 |
| | N | 36832.815 | 26.999 | 32.218 | 32.203 |
| | O | 36842.815 | 26.999 | 32.180 | 32.173 |
| | ℄ PIER C11 | 36851.355 | 26.999 | 32.147 | 32.147 |
| | P | 36861.355 | 26.999 | 32.109 | 32.134 |
| | Q | 36871.355 | 26.999 | 32.070 | 32.121 |
| | R | 36881.355 | 26.999 | 32.031 | 32.103 |
| | S | 36891.355 | 26.999 | 31.991 | 32.082 |
| | T | 36901.355 | 26.999 | 31.952 | 32.045 |
| | U | 36911.355 | 26.999 | 31.911 | 31.996 |
| | V | 36921.355 | 26.999 | 31.871 | 31.938 |
| | W | 36931.355 | 26.999 | 31.830 | 31.862 |
| | ℄ W BRG PIER C12 | 36940.222 | 26.999 | 31.794 | 31.794 |

NOTE: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A., On Sht. S-100

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 W.B. BENT C9 TO BENT C12
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R
CHRISTIANI-RODE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS
SHEET S100

0160461-60X75-S315-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 599 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | | | CONTRACT NO. 60X75 | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 170 OF 194 SHEETS | | ILLINOIS | FED. AID PROJECT | | |

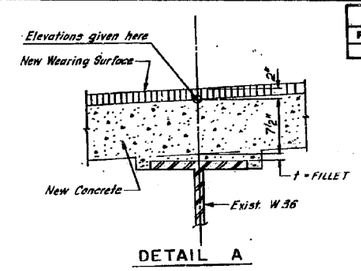
# FOR INFORMATION ONLY

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E. | BRG PIER C9 | 36695.098 | -26.999 | 32.712 | 32.712 |
| ℄ EISENHOWER EXPRESSWAY & LONGITUDINAL EXPANSION JOINT | A | 36705.098 | -26.999 | 32.677 | 32.709 |
| | B | 36715.098 | -26.999 | 32.642 | 32.704 |
| | C | 36725.098 | -26.999 | 32.607 | 32.678 |
| | D | 36735.098 | -26.999 | 32.572 | 32.648 |
| | E | 36745.098 | -26.999 | 32.536 | 32.597 |
| | F | 36755.098 | -26.999 | 32.501 | 32.544 |
| | G | 36765.098 | -26.999 | 32.466 | 32.485 |
| | ℄ PIER C10 | 36772.815 | -26.999 | 32.438 | 32.438 |
| | H | 36782.815 | -26.999 | 32.402 | 32.400 |
| | J | 36792.815 | -26.999 | 32.366 | 32.361 |
| | K | 36802.815 | -26.999 | 32.329 | 32.321 |
| | L | 36812.815 | -26.999 | 32.292 | 32.279 |
| | M | 36822.815 | -26.999 | 32.255 | 32.242 |
| | N | 36832.815 | -26.999 | 32.218 | 32.203 |
| | O | 36842.815 | -26.999 | 32.180 | 32.175 |
| | ℄ PIER C11 | 36851.355 | -26.999 | 32.147 | 32.147 |
| | P | 36861.355 | -26.999 | 32.109 | 32.134 |
| | Q | 36871.355 | -26.999 | 32.070 | 32.121 |
| | R | 36881.355 | -26.999 | 32.031 | 32.103 |
| | S | 36891.355 | -26.999 | 31.991 | 32.082 |
| | T | 36901.355 | -26.999 | 31.952 | 32.045 |
| | U | 36911.355 | -26.999 | 31.911 | 31.996 |
| | V | 36921.355 | -26.999 | 31.871 | 31.938 |
| | W | 36931.355 | -26.999 | 31.830 | 31.862 |
| ℄ W. | BRG PIER C12 | 36940.222 | -26.999 | 31.794 | 31.794 |

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E. | BRG PIER C9 | 36695.098 | -25.499 | 32.743 | 32.743 |
| GIRDER 15 | A | 36705.098 | -25.499 | 32.708 | 32.740 |
| | B | 36715.098 | -25.499 | 32.673 | 32.736 |
| | C | 36725.098 | -25.499 | 32.638 | 32.709 |
| | D | 36735.098 | -25.499 | 32.603 | 32.679 |
| | E | 36745.098 | -25.499 | 32.568 | 32.628 |
| | F | 36755.098 | -25.499 | 32.533 | 32.575 |
| | G | 36765.098 | -25.499 | 32.497 | 32.516 |
| | ℄ PIER C10 | 36772.815 | -25.499 | 32.470 | 32.470 |
| | H | 36782.815 | -25.499 | 32.434 | 32.431 |
| | J | 36792.815 | -25.499 | 32.397 | 32.392 |
| | K | 36802.815 | -25.499 | 32.361 | 32.353 |
| | L | 36812.815 | -25.499 | 32.324 | 32.313 |
| | M | 36822.815 | -25.499 | 32.286 | 32.273 |
| | N | 36832.815 | -25.499 | 32.249 | 32.234 |
| | O | 36842.815 | -25.499 | 32.211 | 32.204 |
| | ℄ PIER C11 | 36851.355 | -25.499 | 32.178 | 32.178 |
| | P | 36861.355 | -25.499 | 32.140 | 32.166 |
| | Q | 36871.355 | -25.499 | 32.101 | 32.153 |
| | R | 36881.355 | -25.499 | 32.062 | 32.134 |
| | S | 36891.355 | -25.499 | 32.022 | 32.113 |
| | T | 36901.355 | -25.499 | 31.983 | 32.077 |
| | U | 36911.355 | -25.499 | 31.943 | 32.027 |
| | V | 36921.355 | -25.499 | 31.902 | 31.969 |
| | W | 25931.355 | -25.499 | 31.862 | 31.893 |
| ℄ W. | BRG PIER C12 | 36940.222 | -25.499 | 31.825 | 31.825 |

| | LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATION | THEO. GRADE ELEV. ADJ. FOR ℄ DEFL. |
|---|---|---|---|---|---|
| ℄ E. | BRG PIER C9 | 36695.098 | -22.500 | 32.805 | 32.805 |
| LONGITUDINAL BONDED CONSTRUCTION JOINT | A | 36705.098 | -22.500 | 32.770 | 32.802 |
| | B | 36715.098 | -22.500 | 32.735 | 32.798 |
| | C | 36725.098 | -22.500 | 32.700 | 32.771 |
| | D | 36735.098 | -22.500 | 32.665 | 32.741 |
| | E | 36745.098 | -22.500 | 32.630 | 32.690 |
| | F | 36755.098 | -22.500 | 32.595 | 32.638 |
| | G | 36765.098 | -22.500 | 32.560 | 32.578 |
| | ℄ PIER C10 | 36772.815 | -22.500 | 32.532 | 32.532 |
| | H | 36782.815 | -22.500 | 32.496 | 32.493 |
| | J | 36792.815 | -22.500 | 32.460 | 32.454 |
| | K | 36802.815 | -22.500 | 32.423 | 32.415 |
| | L | 36812.815 | -22.500 | 32.386 | 32.375 |
| | M | 36822.815 | -22.500 | 32.349 | 32.335 |
| | N | 36832.815 | -22.500 | 32.311 | 32.296 |
| | O | 36842.815 | -22.500 | 32.273 | 32.256 |
| | ℄ PIER C11 | 36851.355 | -22.500 | 32.241 | 32.241 |
| | P | 36861.355 | -22.500 | 32.202 | 32.228 |
| | Q | 36871.355 | -22.500 | 32.163 | 32.215 |
| | R | 36881.355 | -22.500 | 32.124 | 32.196 |
| | S | 36891.355 | -22.500 | 32.085 | 32.176 |
| | T | 36901.355 | -22.500 | 32.045 | 32.139 |
| | U | 36911.355 | -22.500 | 32.005 | 32.089 |
| | V | 36921.355 | -22.500 | 31.965 | 32.031 |
| | W | 36931.355 | -22.500 | 31.924 | 31.955 |
| ℄ W. | BRG PIER C12 | 36940.222 | -22.500 | 31.888 | 31.888 |

NOTE: All elevations in the tables are given at the top of the concrete deck as shown in DETAIL A.

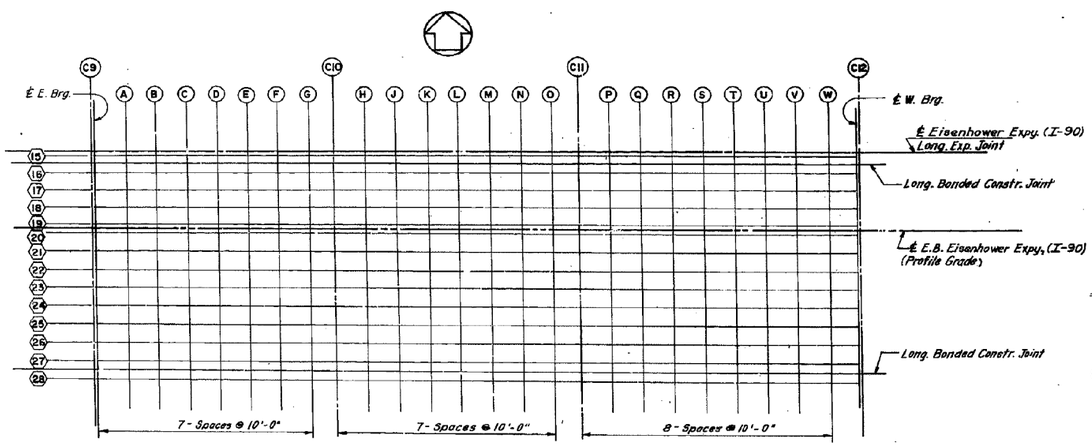



DETAIL A

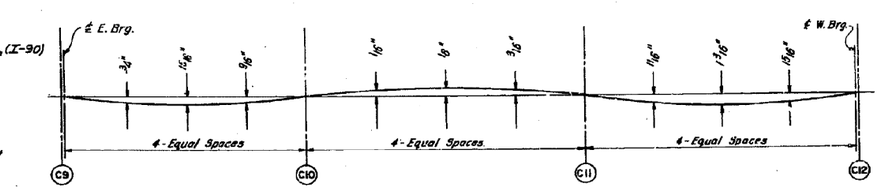
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| F.A.I. RT. 94 | 1975-117-R | COOK | 290 | 129 |
| FED. ROAD DIV. NO. 7 | ILLINOIS | PROJECT I-IX-94-3( ) | | |

FILLET HEIGHTS

To determine "t" as shown in DETAIL A: After all existing concrete superstructure has been demolished and removed from each span, elevations of the top flanges of the beams shall be taken at intervals shown in Plan. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in tables minus slab thickness, equals the fillet heights "t" above the top flange of beams.




PLAN




DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only)

NOTE: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above.

DESIGNED BY
DRAWN BY
CHECKED BY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
CIRCLE INTERCHANGE AND
EISENHOWER EXPRESSWAY
REHABILITATION
ELEVATIONS
I-90 E.B. BENT C9 TO BENT C12
F.A.I. RT. 94 COOK COUNTY SECTION 1975-117-R
CHRISTIAN-ROBE AND ASSOC. ENGINEERS
CHICAGO, ILLINOIS
SHEET

0160461-60X75-S316-EXT.dgn

| PARSONS BRINCKERHOFF | USER NAME = pateld | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING PLANS STRUCTURE NO. 016-0461 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CHECKED - | REVISED - | | | 90/94/290 | 2014-001 R&B (EB) | COOK | 696 | 600 |
| | PLOT SCALE = N.T.S. | DRAWN - DCP | REVISED - | | | CONTRACT NO. 60X75 | | | | |
| | PLOT DATE = 5/8/2017 | CHECKED - JIG | REVISED - | | SHEET NO. 171 OF 194 SHEETS | ILLINOIS FED. AID PROJECT | | | | |