STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
BUREAU OF DESIGN

CONSTRUCTION PLAN INDEX

REEL 0-19

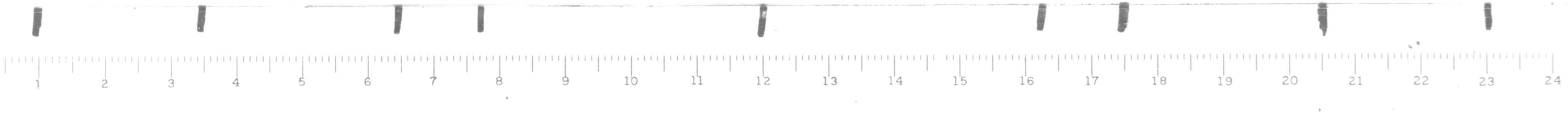
ROUTE	SECTION	COUNTY	NO. OF EXP.	REMARKS
SBI-55	551-X-3-W	COOK	15	
SBI-55	551-Y	COOK	93	
SBI-55	551-Y-1	COOK	45	
SBI-55	551-Y-1-RS	COOK	7	
SBI-55	551-Y-RS	COOK	11	
SBI-55	551-Y-1-TS	COOK	10	
SBI-55	551-Y-TS	COOK	10	
SBI-55	1962-14-RS	COOK	10	
SBI-55	551-W	COOK	7	
SBI-56	561	COOK-DU PAGE	48	
SBI-53	TS-1963-7	COOK	16	
SBI-55	55 SD-NRM-1, 55 SF-NRM-1 55 SE-NRM-1, 55 SD-NRM-1 55 SF-NRM-1	COOK	45	
SBI-57	57-L-NRM-M	COOK	13	
SBI-57	57-NRM-1	COOK	24	
SBI-57	57-NRM-2	COOK	17	
SBI-57	57-NRM-3	COOK	16	
SBI-57	57-NRM-4	COOK	12	
SBI-57	57-SB-NRM-5	COOK	22	
SBI-57	57-NRM-6	COOK	7	
SBI-57	57-NRM-7	COOK	8	
SBI-57	57-NRM-8	COOK	8	

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
BUREAU OF DESIGN

CONSTRUCTION PLAN INDEX

REEL 0-19

ROUTE	SECTION	COUNTY	NO. OF EXP.	REMARKS
SBI-57	57-9	COOK	12	
SBI-57	103	COOK -LAKE	117	
		Total	573	



FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I.55 (FA-131)	551-Y	COOK	98	1
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	U-377(23)	

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

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

SCALES		
PLAN	1 INCH	50 FT
PROFILE, HOR.	1 INCH	50 FT
PROFILE, VERT.	1 INCH	10 FT
CROSS-SECTIONS	1 INCH	5 FT

DISTRICT 10
CERMAK ROAD
S.B.I. ROUTE 55 (F.A. ROUTE 131) SECTION 551-Y
PROJECT U-377(25)
COOK COUNTY

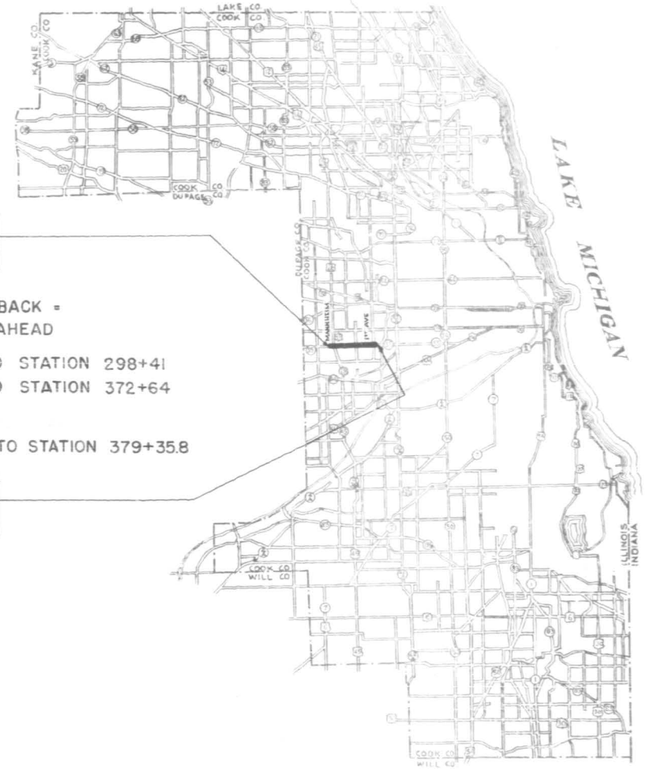
GROSS LENGTH 16,548.98 LIN. FT.

NET LENGTH 12,214.18 LIN. FT. OR 2.313 MILES

N

10

LOCATION OF SECTION INDICATED THUS:—



IMPROVEMENT BEGINS
STA. 221+04

STATION EQUATION: STATION 229+85.88 BACK =
STATION 230+17.90 AHEAD

OMISSION: STATION 258+13 TO STATION 298+41
STATION 372+02 TO STATION 372+64
STATION 376+91 TO STATION 379+35.8

IMPROVEMENT ENDS
STA. 386+85

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

SUBMITTED 4-22-58. J.P. Sutfield DISTRICT ENGINEER
EXAMINED May 8, 1958. Ralph K. Mumm ENGINEER OF PLANS AND CONTRACTS
PASSED May 8, 1958. [illegible] ENGINEER OF DIVISION
APPROVED May 8, 1958. [illegible] CHIEF ENGINEER
APPROVED May 8, 1958. [illegible] DIRECTOR

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED [redacted]
DIVISION ENGINEER [redacted] DATE

S.B.I. 55 F.A. 131	551-Y	COOK	98	2
STA.		STA.		
U.S. ROUTE				

PLANS PREPARED BY BUREAU OF DESIGN — DATE 4-14-58
EXAMINED BY BUREAU OF CONSTRUCTION — DATE 4-14-58
EXAMINED BY BUREAU OF MAINTENANCE — DATE 4-14-58
EXAMINED BY BUREAU OF TRAFFIC — DATE 4-14-58
ENTIRE SECTION INSPECTED AND APPROVED AS TO POLICY
DISTRICT ENGINEER — DATE 4-22-58.

INDEX OF SHEETS

SHEET NO.

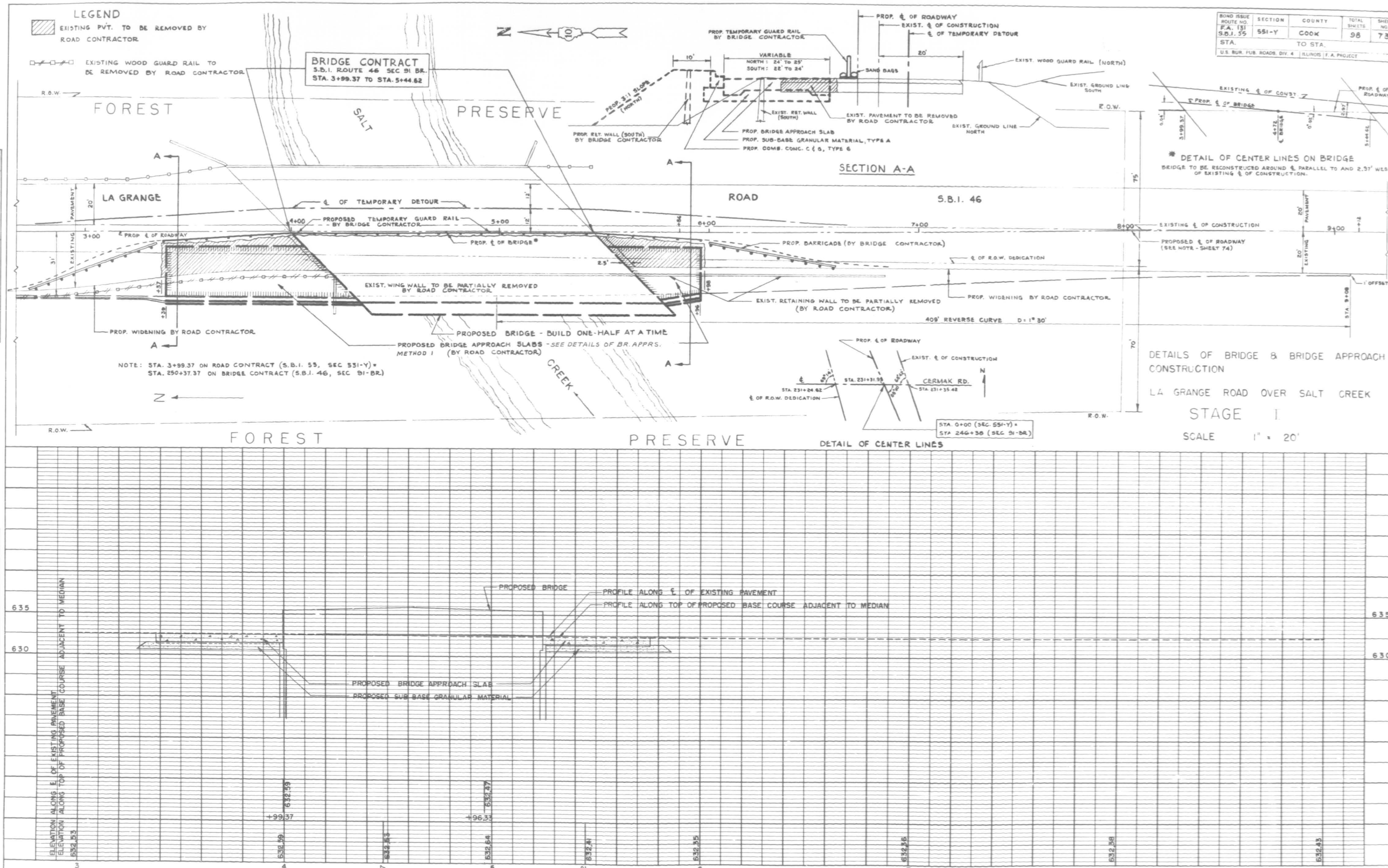
NOTE: THE "STANDARD SPECIFICATION FOR ROAD CONSTRUCTION" ADOPTED JANUARY 2, 1952 & SUPPLEMENTAL SPECIFICATION EFFECTIVE JULY 1, 1955, SHALL GOVERN THE CONSTRUCTION OF THIS WORK.

TOTAL SUMMARY OF QUANTITIES

	ITEM	UNIT	TOTAL
1.	EARTH EXCAVATION	CU YDS	21,625
2.	BORROW EXCAVATION	CU YDS	36,800
3.	PAVEMENT REMOVAL	SQ YDS	5,971
4.	DRIVEWAY PAVEMENT REMOVAL	SQ YDS	2,422
5.	COMBINATION CURB AND GUTTER REMOVAL	LIN FT	10,668
6.	CURB REMOVAL	LIN FT	829
7.	SIDEWALK REMOVAL	SQ FT	79,574
8.	CABLE ROAD GUARD REMOVAL	LIN FT	1,854
9.	WOOD GUARD RAIL REMOVAL	LIN FT	936
10.	CONCRETE REMOVAL	CU YDS	30
11.	SAWING P.C. CONCRETE PAVEMENT	LIN FT	3,821
12.	SAWING P.C. CONCRETE DRIVEWAY PAVEMENT	LIN FT	488
13.	SAWING SIDEWALK	LIN FT	411
14.	TREE REMOVAL- ~~INCH DIAMETER~~ SPECIAL (6 INCH TO 15 INCH DIAMETER)	INCH DIA	3.000
15.	TREE REMOVAL- ~~INCH DIAMETER~~ SPECIAL (OVER 15 INCH DIAMETER)	INCH DIA	1,500
16.	ASPHALT SURFACE REMOVAL	SQ YDS	4,567
17.	SUB-BASE GRANULAR MATERIAL, TYPE "A"	TONS	28,775
18.	PORTLAND CEMENT CONCRETE BASE COURSE (9")	SQ YDS	70,000
19.	PORTLAND CEMENT CONCRETE BASE COURSE (6")	SQ YDS	845
20.	PORTLAND CEMENT CONCRETE BASE COURSE (16½"-10½"-16½")	SQ YDS	1,379
21.	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT (8")	SQ YDS	1,854
22.	PORTLAND CEMENT CONCRETE SIDEWALK (5")	SQ FT	77,150
23.	PORTLAND CEMENT CONCRETE SIDEWALK (5")	SQ FT	79,177
24.	GRAVEL OR CRUSHED STONE	TONS	1,500
25.	CRUSHED STONE, COMPACTED	TONS	2,830
26.	COMBINATION CONCRETE CURB & GUTTER, TYPE 1	LIN FT	1,817
27.	COMBINATION CONCRETE CURB & GUTTER, TYPE 3	LIN FT	33,115
28.	COMBINATION CONCRETE CURB & GUTTER, TYPE 3 (SPECIAL)(ABUTTING EXISTING PAVEMENT)	LIN FT	768
29.	CONCRETE CURB, TYPE 4	LIN FT	1,592
30.	CONCRETE CURB, TYPE 4 (MODIFIED)	LIN FT	17,862
31.	COMBINATION CONCRETE CURB & GUTTER, TYPE 6	LIN FT	455
32.	COMBINATION CONCRETE CURB & GUTTER, TYPE 6 (VARIABLE WIDTH GUTTER FLAG)	LIN FT	120
33.	4 FOOT CORRUGATED MEDIAN	LIN FT	5,656
34.	CONCRETE MEDIAN, TYPE 4	LIN FT	60
35.	BARRIER TYPE MEDIAN (ON BRIDGE)	SQ YDS	668
36.	PORTLAND CEMENT CONCRETE PATCHING (9")	SQ YDS	1,000
37.	CLASS X CONCRETE	CU YDS	510.5
38.	REINFORCEMENT BARS	LBS	152,494
39.	EXPANSION BOLTS, SPECIAL	EACH	296
40.	EXPANSION BOLTS	EACH	12
41.	LONGITUDINAL CURB EXPANSION JOINTS	SQ FT	5,207
42.	STORM SEWERS, TYPE 1, 8 INCH	LIN FT	4,417
43.	STORM SEWERS, TYPE 1, 10 INCH	LIN FT	394
44.	STORM SEWERS, TYPE 1, 12 INCH	LIN FT	529
45.	STORM SEWERS, TYPE 1, 18 INCH	LIN FT	588
46.	STORM SEWERS, TYPE 1, 42 INCH	LIN FT	126
47.	STORM SEWERS, TYPE 2, 12 INCH	LIN FT	1,549
48.	STORM SEWERS, TYPE 2, 15 INCH	LIN FT	1,726
49.	STORM SEWERS, TYPE 2, 18 INCH	LIN FT	1,410
50.	STORM SEWERS, TYPE 2, 21 INCH	LIN FT	586
51.	STORM SEWERS, TYPE 2, 24 INCH	LIN FT	321
52.	STORM SEWERS, TYPE 2, 27 INCH	LIN FT	1,602
53.	STORM SEWERS, TYPE 2, 30 INCH	LIN FT	2,295
54.	STORM SEWERS, TYPE 2, 33 INCH	LIN FT	514
55.	STORM SEWERS, TYPE 2, 36 INCH	LIN FT	1,706
56.	STORM SEWERS, TYPE 2, 39 INCH	LIN FT	1,261
57.	STORM SEWERS, TYPE 2, 42 INCH	LIN FT	1,806
58.	STORM SEWERS, TYPE 3, 42 INCH	LIN FT	331
59.	STORM SEWERS, TYPE 3, 48 INCH	LIN FT	310
60.	STORM SEWERS, TYPE 1, 8 INCH (JACKED)	LIN FT	770
61.	STORM SEWERS, TYPE 2, 12 INCH (JACKED)	LIN FT	96
62.	STORM SEWERS, TYPE 2, 18 INCH (JACKED)	LIN FT	27
63.	STORM SEWERS CROSSING UNDER RAILROAD (42")	LIN FT	140
64.	PIPE CULVERTS, TYPE 1 (SSRCCP) 18"	LIN FT	120
65.	PIPE CULVERTS, TYPE 2 (SSRCCP) 24"	LIN FT	20
66.	CORRUGATED METAL PIPE, 8 INCH	LIN FT	40
67.	MANHOLES, TYPE A, TYPE 1 FRAME, CLOSED LID	EACH	19
68.	MANHOLES, TYPE A, 5' DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	35
69.	MANHOLES, TYPE A, 5' DIAMETER, TYPE 5 FRAME, CLOSED LID	EACH	1
70.	MANHOLES, TYPE F-2, TYPE 1 FRAME, CLOSED LID	EACH	3
71.	CATCH BASINS, TYPE A, TYPE 3 FRAME, 4' DIA.	EACH	1
72.	CATCH BASINS, TYPE A, TYPE 5 FRAME, OPEN LID, 4' DIA	EACH	142
73.	CATCH BASINS, TYPE A, TYPE 37 GRATE, 4' DIA.	EACH	9
74.	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1
75.	INLETS, TYPE A, TYPE 3 FRAME	EACH	2
76.	INLETS, TYPE A, TYPE 5 FRAME, OPEN LID	EACH	54
77.	CAST IRON FRAMES, TYPE 5, CLOSED LID	EACH	59
78.	MANHOLES TO BE ADJUSTED	EACH	93
79.	MANHOLES TO BE RECONSTRUCTED	EACH	4
80.	PILLING EXISTING MANHOLES	EACH	1
81.	CATCH BASINS TO BE ADJUSTED	EACH	1
82.	PILLING EXISTING CATCH BASINS	EACH	74
83.	PILLING EXISTING INLETS	EACH	47
84.	VALVE VAULTS TO BE ADJUSTED	EACH	50
85.	DOMESTIC BUFFALO BOXES TO BE MOVED	EACH	23
86.	LIGHT STANDARDS TO BE MOVED	EACH	19
87.	FIRE HYDRANTS TO BE MOVED	EACH	20
88.	METAL FLAP GATES	EACH	2
89.	TRENCH BACKFILL	CU YDS	1,945
90.	STEEL PLATE BEAM GUARD RAIL	LIN FT	1,075
91.	BROKEN CONCRETE RIPRAP	SQ YDS	75
92.	BARRICADE FOR WIDENING	UNITS	18
93.	TOP SOIL	CU YDS	3,850
94.	TEMP. SEEDING	ACRES	7.2
95.	COMPLETE SEEDING	ACRES	7.2
96.	SODDING	SQ YDS	2,900
97.	FURNISHING AND ERECTING STRUCTURAL STEEL	LBS	9,740
98.	FURNISHING AND ERECTING METAL HANDRAIL	LIN FT	205
99.	FURNISHING PRECAST CONCRETE PILES (14")	LIN FT	1,584
100.	DRIVING PRECAST CONCRETE PILES	LIN FT	1,584
101.	TEST PILES (14" PRECAST CONCRETE)	EACH	4
102.	FURNISHING CREOSOTED PILES, UP TO 20'	LIN FT	320
103.	DRIVING TIMBER PILES	LIN FT	320
104.	TEST PILES (TIMBER)	EACH	2
105.	NAME PLATES	EACH	1
106.	CHANNEL EXCAVATION	CU YDS	1,070
107.	CLASS A EXCAVATION FOR STRUCTURE	CU YDS	190
108.	STEEL SHEET PILING	SQ FT	800
109.	SLOPE WALL	SQ YDS	629
110.	REMOVAL OF EXISTING STRUCTURE	LUMP SUM	
111.	HANDRAIL CONCRETE	CU YDS	7.7
112.	BITUMINOUS MATERIALS (PRIME COAT)	GALS	77
113.	AGGREGATE (PRIME COAT)	TONS	2
114.	BITUMINOUS CONCRETE SURFACE COURSE, FINE DENSE GRADED AGGREGATE TYPE, SUBCLASS I-11	TONS	43
115.	BITUMINOUS CONCRETE BINDER COURSE	TONS	63
116.	GRAVEL OR CRUSHED STONE BASE COURSE, TYPE "A"	TONS	422
117.	WOOD GUARD RAIL	LIN FT	40
118.	SIDEWALK REMOVAL (SPECIAL)	SQ FT	378
119.	PERMANENT BARRICADES	EACH	4
120.	TEMPORARY GUARD RAIL	LIN FT	410
121.	POROUS GRANULAR BACKFILL	CU YDS	4,500
122.	PROJECT MARKERS	EACH	2
123.	REMOVAL OF BUILDINGS	EACH	4
124.	GRANULAR EMBANKMENT (SPECIAL)	CU YDS	2000
125.	CORPORATE BUFFALO BOXES TO BE ADJUSTED	EACH	5
126.	FERTILIZER NUTRIENTS	TONS	1.1
127.	SUPPLEMENTAL WATERING	UNITS	12

HIGHWAY CLASSIFICATION
2500-T-45

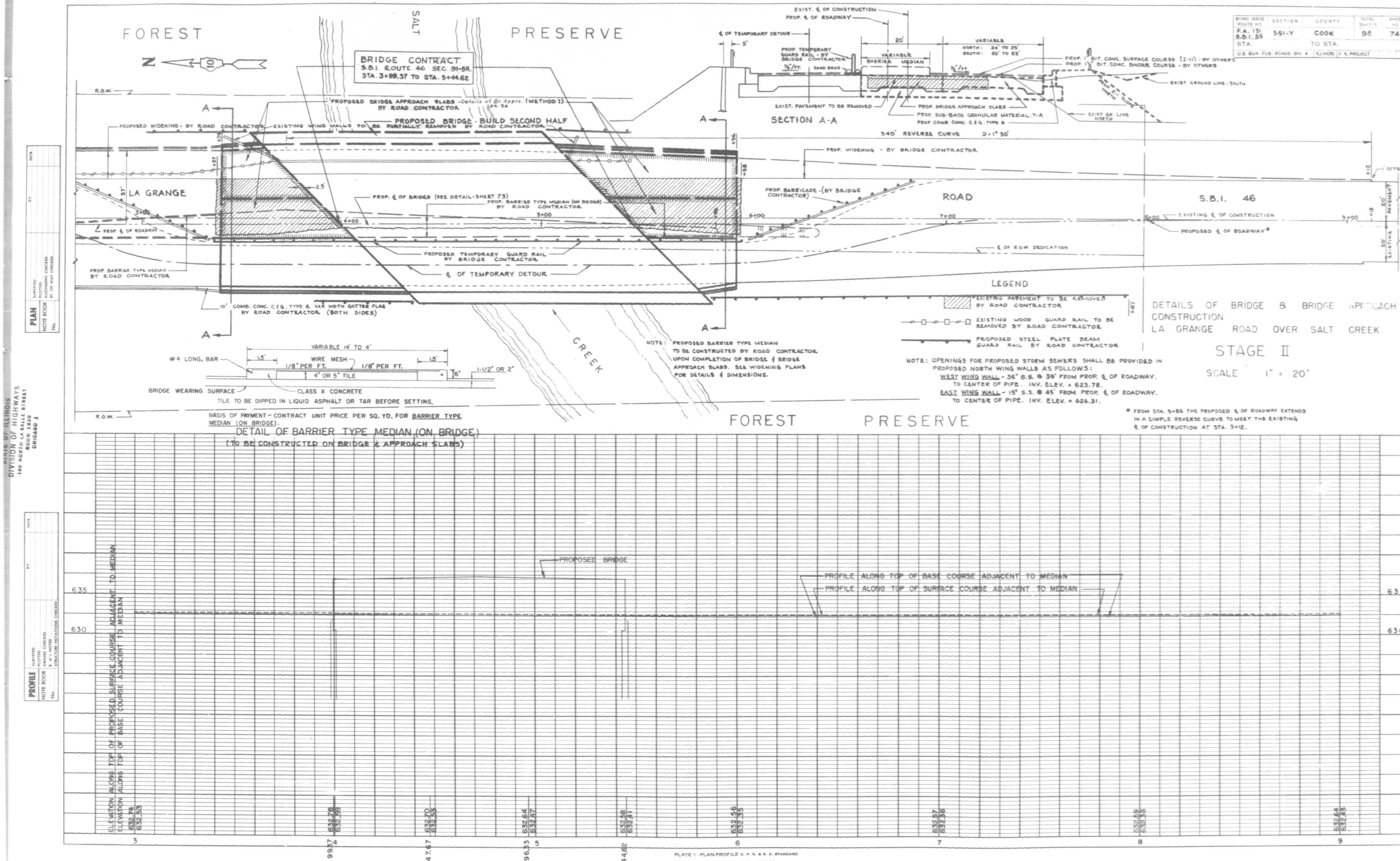
Note: Two signs conforming to Standard 2136 shall be erected at locations as directed by the Engineer.



BOND ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 131 S.B.I. 55	551-Y	COOK	98	73
STA.		TO STA.		
U.S. BUR. PUB. ROADS, DIV. 4	ILLINOIS	F.A. PROJECT		

STATE OF ILLINOIS
DIVISION OF HIGHWAYS
160 NORTH LA SALLE STREET
ROOM 1020
CHICAGO 1

PLATE 1 - PLAN-PROFILE C. P. R. & R. E. STANDARD
THE FREDERICK POST CO., CHICAGO



F.A. 151 S.B.I. 55 | 551-Y | COOK | 98 | 74
FOREST PRESERVE
SALT CREEK
BRIDGE CONTRACT
S.B.I. ROUTE 46 SEC. 91-BR.
STA. 3+99.37 TO STA. 5+44.62
PROPOSED BRIDGE APPROACH SLABS - Details of Br. Apprs. (METHOD I) Sh. 56 BY ROAD CONTRACTOR
PROPOSED BRIDGE - BUILD SECOND HALF
PROPOSED WIDENING - BY ROAD CONTRACTOR
EXISTING WING WALLS TO BE PARTIALLY REMOVED BY ROAD CONTRACTOR
LA GRANGE
PROP. ℄ OF ROADWAY
PROP. ℄ OF BRIDGE (SEE DETAIL-SHEET 73)
PROP. BARRIER TYPE MEDIAN (ON BRIDGE) BY ROAD CONTRACTOR
PROPOSED TEMPORARY GUARD RAIL BY BRIDGE CONTRACTOR
℄ OF TEMPORARY DETOUR
PROP. BARRIER TYPE MEDIAN BY ROAD CONTRACTOR
10' COMB. CONC. C & G. TYPE 6. VAR. WDTH GUTTER FLAG BY ROAD CONTRACTOR (BOTH SIDES)
SECTION A-A
EXIST. ℄ OF CONSTRUCTION
PROP. ℄ OF ROADWAY
℄ OF TEMPORARY DETOUR
PROP. TEMPORARY GUARD RAIL - BY BRIDGE CONTRACTOR
SAND BAGS
BARRIER MEDIAN
VARIABLE
NORTH: 24' TO 25'
SOUTH: 20' TO 23'
PROP. 1" BIT. CONC. SURFACE COURSE (I-11) - BY OTHERS
PROP. 1½" BIT. CONC. BINDER COURSE - BY OTHERS
EXIST. GROUND LINE - SOUTH
EXIST. PAVEMENT TO BE REMOVED
PROP. BRIDGE APPROACH SLABS
PROP. SUB-BASE GRANULAR MATERIAL, T-A
PROP. COMB. CONC. C & G., TYPE 6
EXIST. GR. LINE NORTH
540' REVERSE CURVE D=1° 30'
PROP. WIDENING - BY BRIDGE CONTRACTOR
PROP. BARRICADE - (BY BRIDGE CONTRACTOR)
ROAD
S.B.I. 46
EXISTING ℄ OF CONSTRUCTION
PROPOSED ℄ OF ROADWAY*
℄ OF R.O.W. DEDICATION
LEGEND
EXISTING PAVEMENT TO BE REMOVED BY ROAD CONTRACTOR
EXISTING WOOD GUARD RAIL TO BE REMOVED BY ROAD CONTRACTOR
PROPOSED STEEL PLATE BEAM GUARD RAIL BY ROAD CONTRACTOR
DETAILS OF BRIDGE & BRIDGE APPROACH CONSTRUCTION
LA GRANGE ROAD OVER SALT CREEK
STAGE II
SCALE 1" = 20'
NOTE: PROPOSED BARRIER TYPE MEDIAN TO BE CONSTRUCTED BY ROAD CONTRACTOR UPON COMPLETION OF BRIDGE & BRIDGE APPROACH SLABS. SEE WIDENING PLANS FOR DETAILS & DIMENSIONS.
NOTE: OPENINGS FOR PROPOSED STORM SEWERS SHALL BE PROVIDED IN PROPOSED NORTH WING WALLS AS FOLLOWS:
WEST WING WALL - 36" S.S. @ 39' FROM PROP. ℄ OF ROADWAY. TO CENTER OF PIPE. INV. ELEV. = 623.78.
EAST WING WALL - 15" S.S. @ 45' FROM PROP. ℄ OF ROADWAY. TO CENTER OF PIPE. INV. ELEV. = 626.31.
* FROM STA. 5+86 THE PROPOSED ℄ OF ROADWAY EXTENDS IN A SIMPLE REVERSE CURVE TO MEET THE EXISTING ℄ OF CONSTRUCTION AT STA. 9+12.
VARIABLE 14' TO 4'
#4 LONG. BAR
WIRE MESH
1/8" PER FT.
4" OR 5" TILE
1-1/2" OR 2"
BRIDGE WEARING SURFACE
CLASS X CONCRETE
TILE TO BE DIPPED IN LIQUID ASPHALT OR TAR BEFORE SETTING.
BASIS OF PAYMENT - CONTRACT UNIT PRICE PER SQ. YD. FOR BARRIER TYPE MEDIAN (ON BRIDGE).
DETAIL OF BARRIER TYPE MEDIAN (ON BRIDGE)
(TO BE CONSTRUCTED ON BRIDGE & APPROACH SLABS)
STATE OF ILLINOIS DIVISION OF HIGHWAYS 160 NORTH LA SALLE STREET ROOM 1020 CHICAGO 1
PROPOSED BRIDGE
PROFILE ALONG TOP OF BASE COURSE ADJACENT TO MEDIAN
PROFILE ALONG TOP OF SURFACE COURSE ADJACENT TO MEDIAN
635
630
ELEVATION ALONG TOP OF PROPOSED SURFACE COURSE ADJACENT TO MEDIAN
ELEVATION ALONG TOP OF BASE COURSE ADJACENT TO MEDIAN
632.74 632.53
632.76 632.59
632.70 632.53
632.64 632.47
632.58 632.41
632.56 632.35
632.57 632.36
632.59 632.38
632.64 632.43
+99.37
+47.67
+96.33
+44.62
3 4 5 6 7 8 9
PLATE 1 - PLAN-PROFILE
THE FREDERICK POST CO., CHICAGO

ROAD ISSUE ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 7 S.B.I. 55	551-Y	COOK	98	75
F.T.A.	TO STA			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

PLANS PREPARED BY BUREAU OF DESIGN Kenneth G. Boyd DATE 12-9-57
EXAMINED BY BUREAU OF CONSTRUCTION _____ DATE _____
EXAMINED BY BUREAU OF MAINTENANCE C.W. Gilmore DATE 12-16-57
EXAMINED BY BUREAU OF TRAFFIC Russell G. Newell DATE 12-9-57
ENTIRE SECTION INSPECTED AND APPROVED AS TO POLICY
DISTRICT ENGINEER J.D. Hartwell DATE 4-22-58.

INDEX OF SHEETS
FOR ADDISON CREEK BRIDGE

SHEET NO

NOTE: THE "STANDARD SPECIFICATION FOR ROAD CONSTRUCTION" ADOPTED JANUARY 2, 1952 & SUPPLEMENTAL SPECIFICATION EFFECTIVE JULY 1, 1955, SHALL GOVERN THE CONSTRUCTION OF THIS WORK.

SCHEDULE OF QUANTITIES

	ITEM	UNIT	TOTAL
37.	CLASS "X" CONCRETE	CU YDS	486.5
38.	REINFORCEMENT BARS	LBS	102,050
97.	FURNISHING AND ERECTING STRUCTURAL STEEL	LBS	9,740
98.	FURNISHING AND ERECTING METAL HANDRAIL	LIN FT	205
99.	FURNISHING PRECAST CONCRETE PILES (14")	LIN FT	1,584
100.	DRIVING PRECAST CONCRETE PILES	LIN FT	1,584
101.	TEST PILES (14" PRECAST CONCRETE	EACH	4
102.	FURNISHING CREOSOTED PILES	LIN FT	320
103.	DRIVING TIMBER PILES	LIN FT	320
104.	TEST PILES (TIMBER)	EACH	2
105.	NAME PLATES	EACH	1
106.	CHANNEL EXCAVATION	CU YDS	1,070
107.	CLASS "A" EXCAVATION FOR STRUCTURE	CU YDS	190
3.	PAVEMENT REMOVAL	SQ YDS	168
108.	STEEL SHEET PILING	SQ FT	800
109.	SLOPE WALL	SQ.YDS	829
110.	REMOVAL OF EXISTING STRUCTURES	LUMP SUM	
111.	HANDRAIL CONCRETE	CU YDS	7.7
112.	BITUMINOUS MATERIALS (PRIME COAT)	GALS	77
113.	AGGREGATE (PRIME COAT)	TONS	2
114.	BITUMINOUS CONCRETE SURFACE COURSE, FINE DENSE GRADED AGGREGATE, TYPE SUBCLASS I-11	TONS	43
115.	BITUMINOUS CONCRETE BINDER COURSE	TONS	63
116.	GRAVEL OR CRUSHED STONE BASE COURSE, TYPE "A"	TONS	378
24.	GRAVEL OR CRUSHED STONE	TONS	18
117.	WOOD GUARD RAIL	LIN FT	40
9.	WOOD GUARD RAIL REMOVAL	LIN FT	42
118.	SIDEWALK REMOVAL (SPECIAL)	SQ FT	378
119.	PERMANENT BARRICADES	EACH	4
14.	TREE REMOVAL - INCH DIAMETER - SPECIAL (6 INCH TO 15 INCH DIAMETER)	INCH DIA	39
15.	TREE REMOVAL - INCH DIAMETER - SPECIAL (OVER 15 INCH DIAMETER)	INCH DIA	30
1.	EARTH EXCAVATION	CU YDS	160
87.	FIRE HYDRANTS TO BE MOVED	EACH	1
120.	TEMPORARY GUARD RAIL	LIN FT	410

NOTE: THE ABOVE QUANTITIES ARE FOR THE PROPOSED RECONSTRUCTION OF THE ADDISON CREEK BRIDGE AND ARE INCLUDED IN THE TOTAL SUMMARY OF QUANTITIES ON SHEET 2.

B.M.-S.E. angle of intersection of Mannheim Rd. and Thirty-First St., in Concrete post Standard Tablet stamped "Prim Trav Sta. No. 12K1924 K50 Elev. 635.050 U.S.G.S.

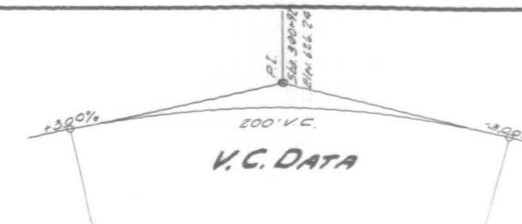
Existing Structure - P.C.C. Slab, 2 Spans @ 21'-5", Rdwy 2@ 22'-0" on Concrete Piers and Abutments.

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

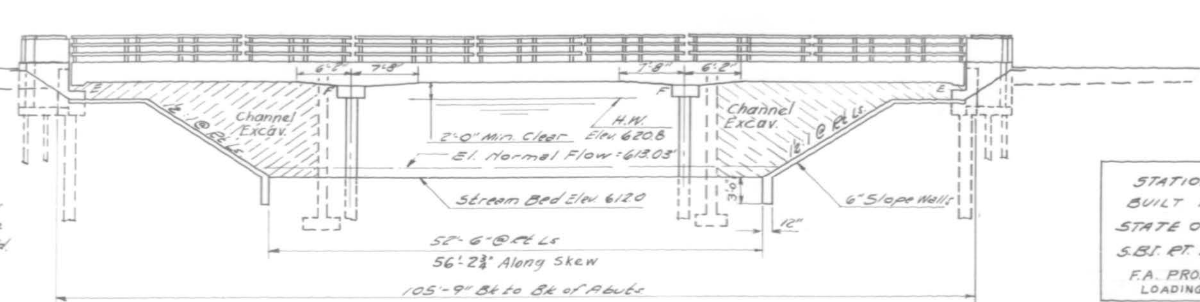
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 55 F.A.	551-Y	Cook	98	76

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

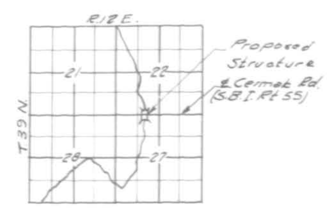
SHEET NO. 1
5 SHEETS



V.C. DATA



ELEVATION



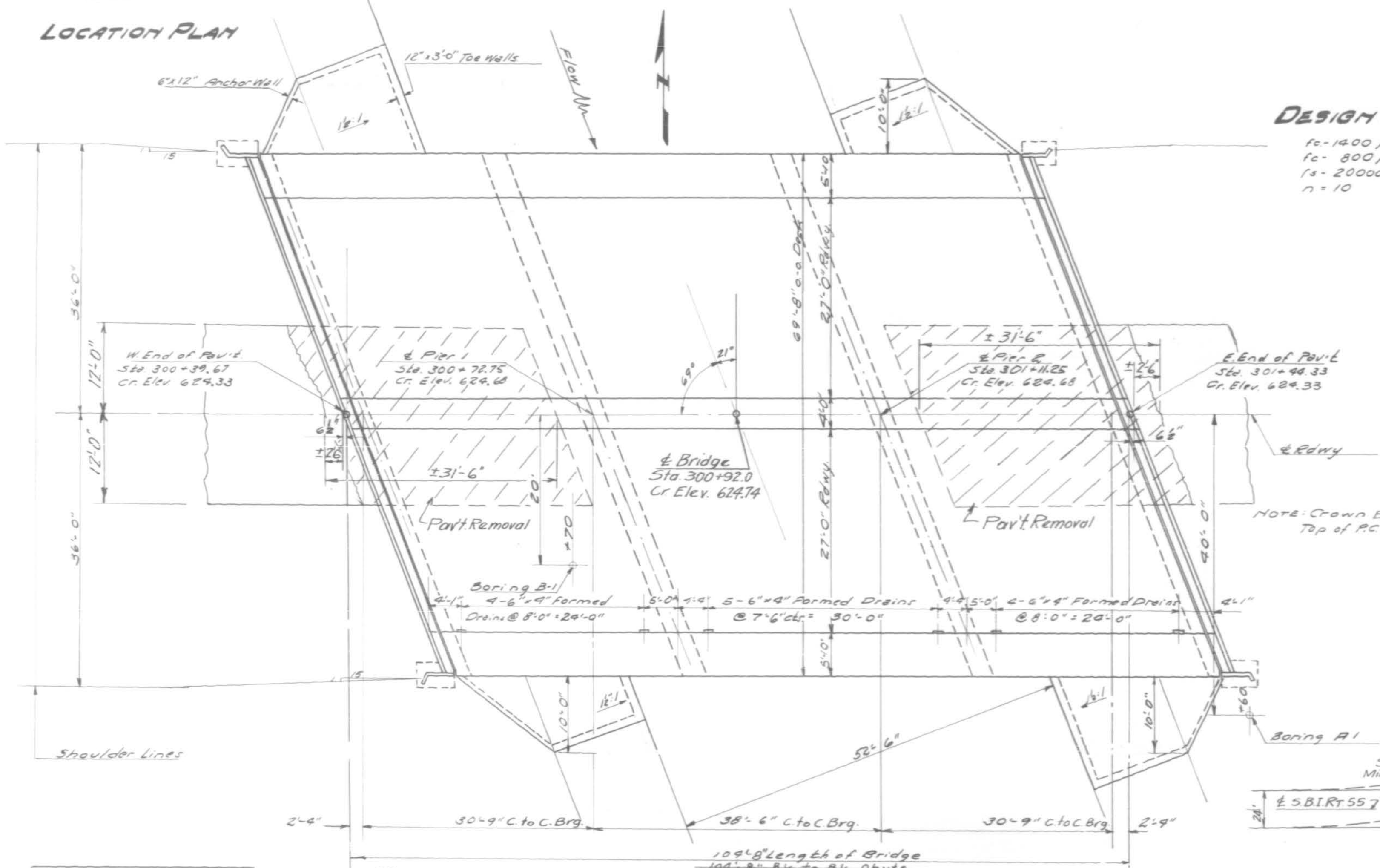
LOCATION PLAN

STATION 300+92
BUILT 195 BY
STATE OF ILLINOIS
S.B.I. RT. 55-SEC. 551-Y
F.A. PROJ. U-377 (25)
LOADING H20-S16

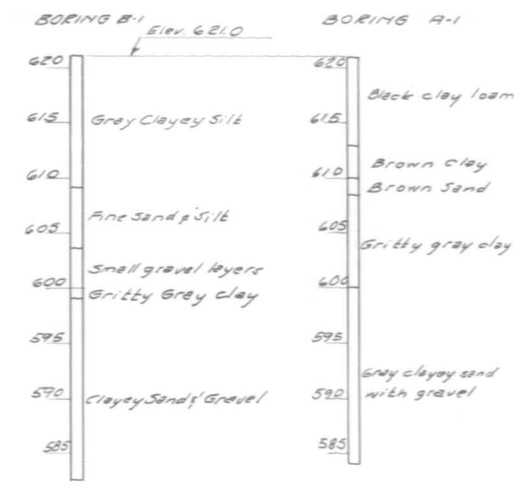
NAME PLATE

DESIGN STRESSES

fc - 1400 p.s.i. Super
fc - 800 p.s.i. Sub
fs - 20000 p.s.i. Reinf.
n = 10



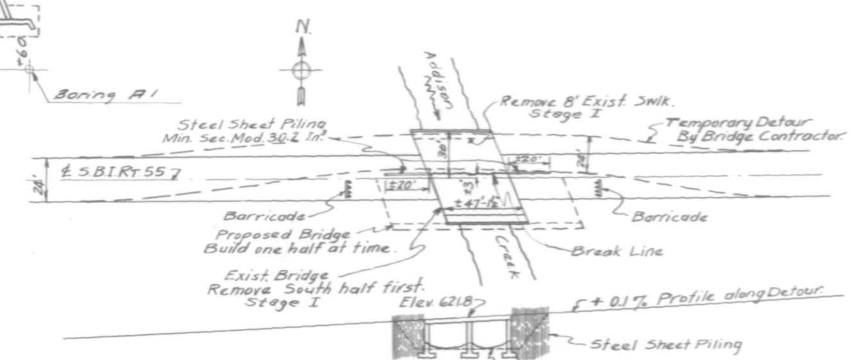
PLAN



BORING DATA

WATERWAY INFORMATION

Required Opening (50 Yr. Flood) ... 555 □'
Proposed Opening ... 555 □'



STAGE I OF PROPOSED CONSTRUCTION

GENERAL NOTES

Class X Concrete Shall be used throughout

The Concrete floor slab shall be finished in accordance with Art. 51.18(a) of the Standard Specifications.

Slope wall shall be reinforced with welded wire fabric 6"×6" mesh, #4 wires, weighing 58# per 100 Sq. Ft.

Layout of Slope walls may be varied to suit ground conditions in the field, as directed by the Engineer.

The Contractor shall construct the proposed bridge in two stages. The Contractor shall construct and maintain the temporary detours while removing existing structure and constructing the proposed bridge one half at a time. See Special Provisions.

All rollers, rockers, bearing plates, lead plates, pintles and anchor bolts shall be fabricated and set in accordance with Art. 51.14 of the Standard Specifications and are included for payment as Structural Steel.

Steel Sheet Piling shall have a minimum Section Modulus of 30.2 in³ and is estimated to be 20' long.

Except as otherwise provided, all Structural Steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Arts. 57.1 to 57.5 inclusive of the Standard Specifications. All paint shall be furnished and applied by the Contractor.

All inaccessible parts after erection shall be given two shop coats of red lead paint. Straps shall not be painted.

The contractor shall drive 4 Precast Test Piles in permanent locations as directed by the Engineer before casting remainder of piles. One test pile shall be driven in each abutment and pier.

The Contractor shall drive 2 Timber Test Piles, one pile at each abutment before ordering remainder of timber piles.

BILL OF MATERIAL

ITEM	SUPER	SUB	TOTAL
Class X Concrete Cu. Yds.	403.2	85.3	488.5
Reinforcement Bars Lbs.	95420	6630	102,050
Structural Steel Lbs.	9740		9740
Metal Handrail Lin. Ft.	205.		205
Precast Concrete Piles (14) Lin. Ft.		1584	1584
Test Piles (14 Precast Conc.) Ea.		4	4
Creosoted Piles Lin. Ft.		320	320
Test Piles (Timber) Ea.		2	2
Name Plates Ea.	1		1
Channel Excavation Cu. Yds.			1070
Class A Excav. for Struct. Cu. Yds.			190
Pavement Removal Sq. Yds.			168
Steel Sheet Piling Sq. Ft.			800.
Slope Wall Sq. Yds.			629
Removal of Exist. Struct. Ea.			One
Handrail Concrete Cu. Yd.		7.7	7.7

GENERAL PLAN

CERMAK RD. OVER ADDISON CREEK
S.B.I. RT. 55 - SEC. 551-Y
COOK COUNTY
STA. 300+92.0

DESIGNED Haile A. Menghistu
CHECKED C.W. Glick
DRAWN H.S.M. F. Mercado
CHECKED M.G. Peter

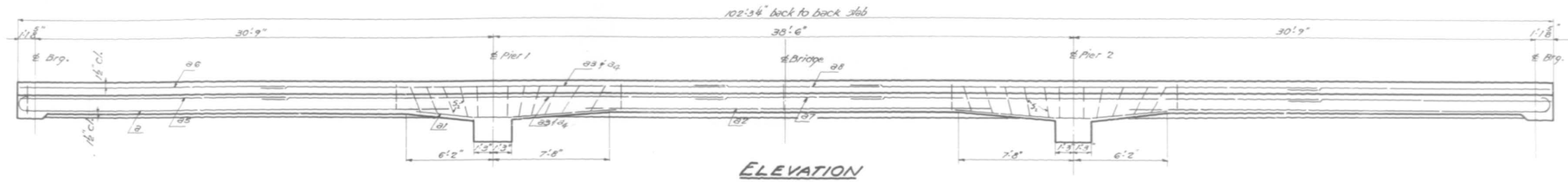
July 31 1957
EXAMINED M. Romine — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED C.T. Sturdy — ENGINEER OF DESIGN
APPROVED R.R. Bartelsmeyer — CHIEF HIGHWAY ENGINEER

LOADING H20-S16-44

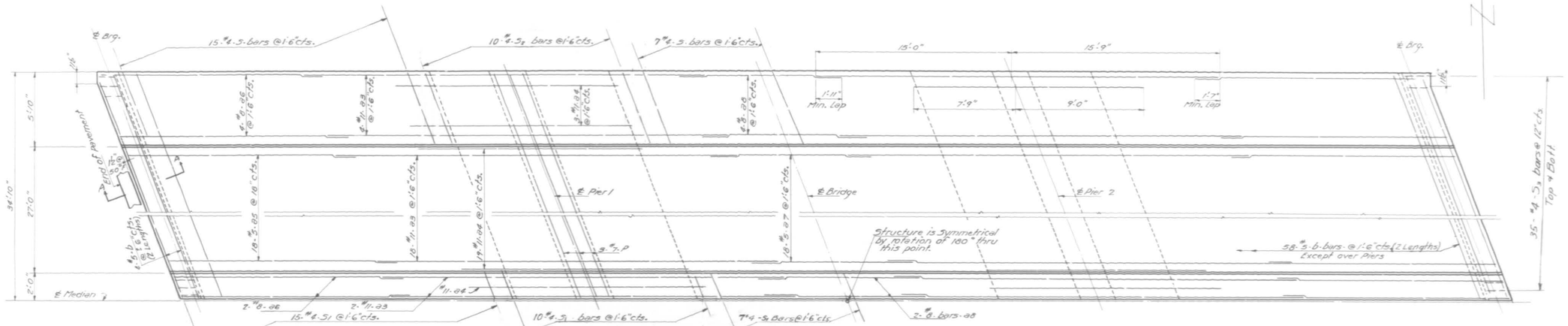
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 55 F.A.	551-Y	Cook	98	77
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2
5 SHEETS



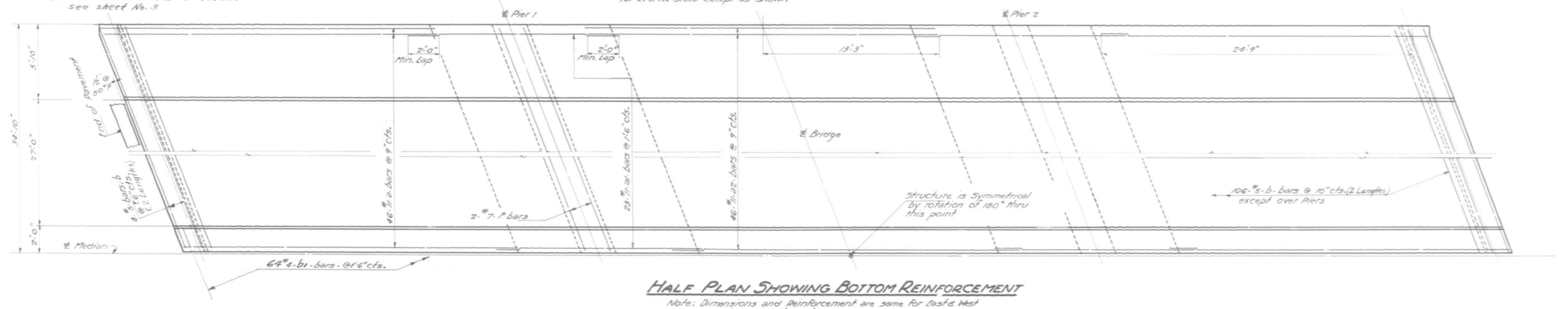
ELEVATION



HALF PLAN SHOWING TOP REINFORCEMENT

Note: Dimensions and Reinforcement are same for E. & W. sides except as shown

Note: For Sec. A-A & Bill of Material see sheet No. 3



HALF PLAN SHOWING BOTTOM REINFORCEMENT

Note: Dimensions and Reinforcement are same for East & West sides except as shown

DESIGNED	Haile A. Monghisha
CHECKED	Charles W. Glock
DRAWN	M.S.M. M. Miller
CHECKED	[illegible]

July 31 1957

EXAMINED [signature] ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

PASSED [signature] ENGINEER OF DESIGN

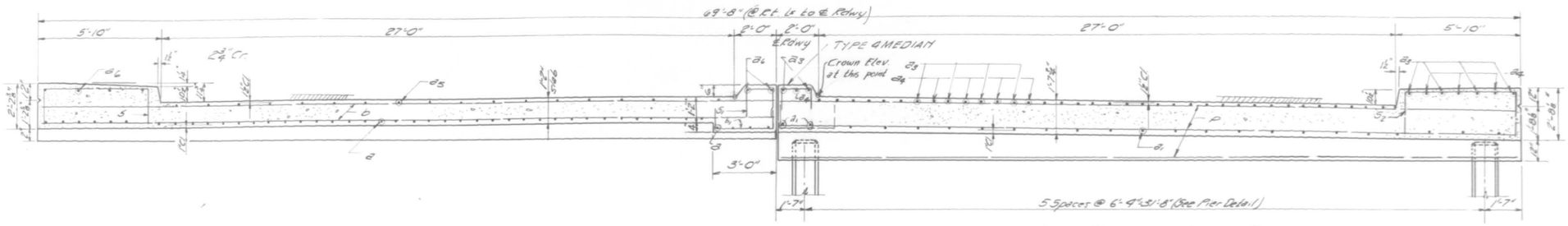
APPROVED [signature] CHIEF HIGHWAY ENGINEER

SUPERSTRUCTURE
CERMAK RD. OVER ADDISON CREEK
S.B.I. RT. 55 - SEC. 551-Y
COOK COUNTY
STATION 300+92.0

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I. R. I. 55 F. A.	551-Y	Cook	98	78
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 3
5 SHEETS

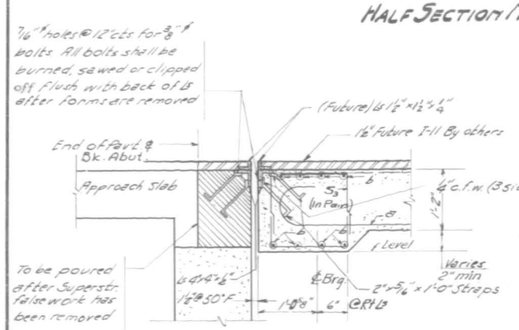


HALF SECTION NEAR ABUTMENT

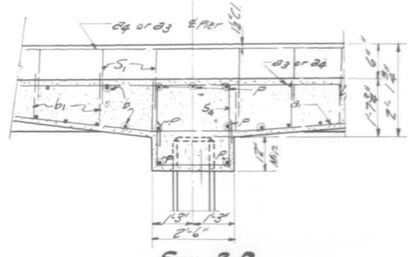
HALF SECTION OVER PIERS

CROSS SECTION

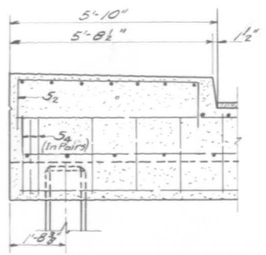
NOTE: Struct. is Symm. @ ℄ Rdwy. except as noted

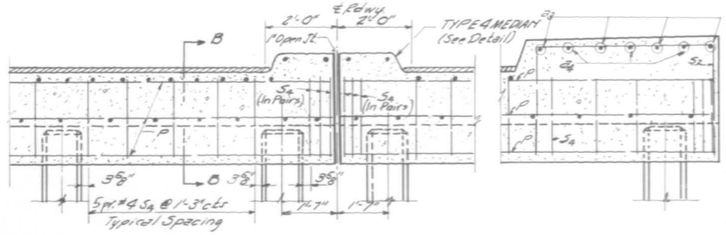


SECTION A-A
(Shown on Sheet 2)



SEC. B-B



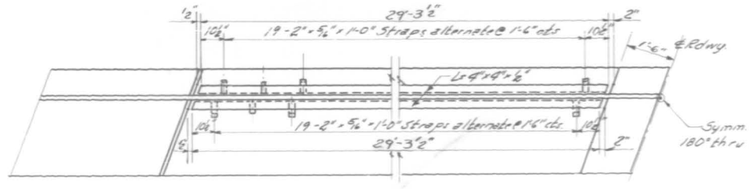


BILL OF MATERIAL

BAR	NO	SIZE	LENGTH	SHAPE
a	184	#11	28'-9"	
a1	92	#11	14'-6"	
a2	92	#11	27'-3"	
a3	96	#11	30'-9"	
a4	92	#11	16'-9"	
a5	72	#5	17'-6"	
a6	24	#5	17'-6"	
a7	36	#5	2'-6"	
a8	12	#8	12'-6"	
b	720	#3	19'-6"	
b1	192	#4	5'-6"	
p	28	#7	37'-0"	
s	88	#4	9'-3"	
s1	128	#4	3'-7"	
s2	40	#4	10'-3"	
s3	880	#4	3'-6"	
s4	124	#4	6'-0"	
Class X Concrete			Cu Yds.	403.2
Reinforcement Bars			Lbs.	95420
Structural Steel			Lbs.	9740
Precast Conc. Piles (12" Sq.)			Lin. Ft.	880
Test Piles (14" Prec. Conc.)			Ea.	2

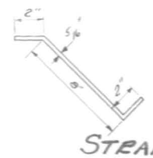
PIER DETAILS

NOTE: Structure is Symm. @ ℄ Rdwy. except as noted

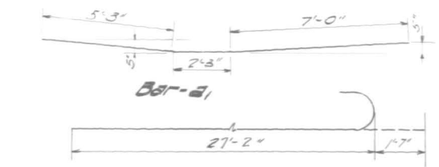


EXPANSION GUARD DETAIL
Estimated Wt. 3320 Lbs.

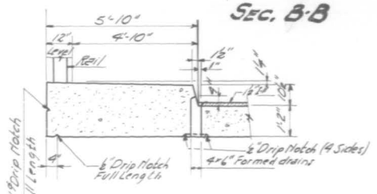
PILE DATA: 12"-14" Precast Concrete Piles required for each pier
Capacity = 45 Tons
Estimated Length = 40'-0"



STRAP DETAIL



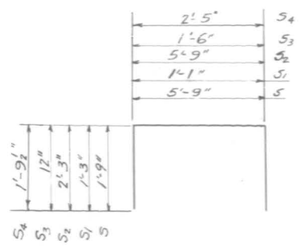
MEDIAN



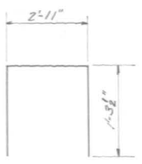
CURB & FLOOR DRAIN DETAIL

Bar a1

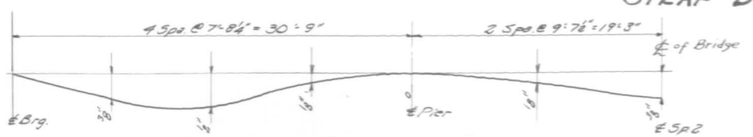
Bar a



Bars S, S1, S2, S3 & S4



Bar b1



DEAD LOAD DEFLECTION DIAGRAM
NOTE: In addition to D.L. deflection the contractor shall make allowances for shrinkage and settlement.

DESIGNED	H.S. Manghistu	EXAMINED	July 31 19 57
CHECKED	C.W. Glick	PASSED	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
DRAWN	H.S.M. F. Mercado P.	APPROVED	ENGINEER OF DESIGN
CHECKED	C.W.G. M.S.B.		CHIEF HIGHWAY ENGINEER

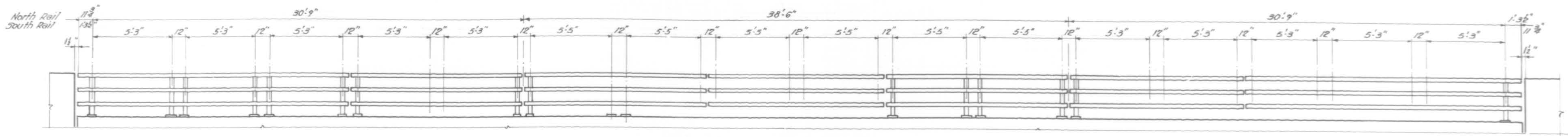
SUPERSTRUCTURE

CERMAK RD. OVER ADDISON CREEK
S.B.I. Rt. 55-Sec. 551-Y
COOK COUNTY
STA. 300+92.0

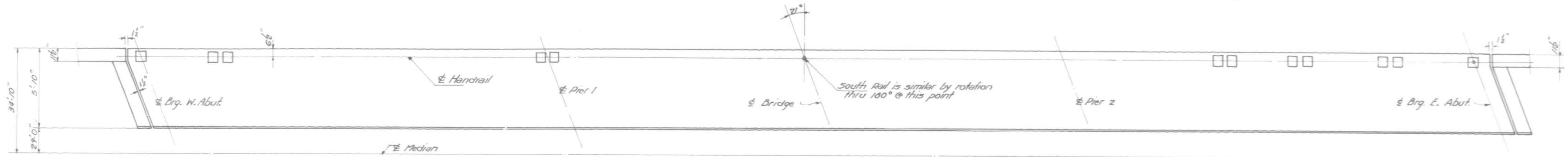
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	551-Y	Cook	98	79

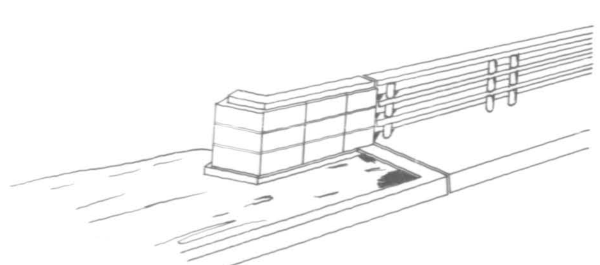
SHEET NO 4
5 SHEETS



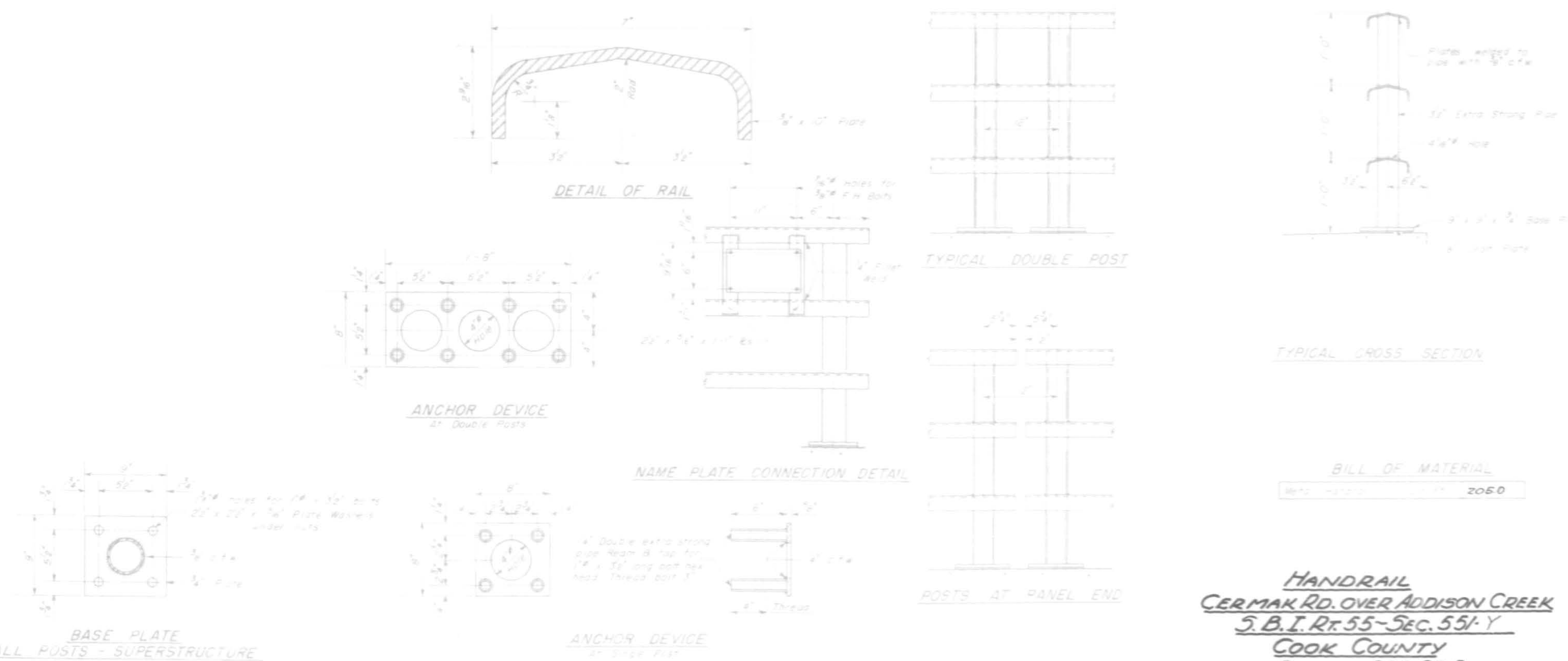
HANDRAIL ELEVATION



PLAN OF NORTH HANDRAIL



PERSPECTIVE VIEW



DESIGNED	Haile A. Minghistu
CHECKED	Charles W. Gleck
DRAWN	H.S.W. M. Miller
CHECKED	C.W.G. M.G.P.

July 31 1957

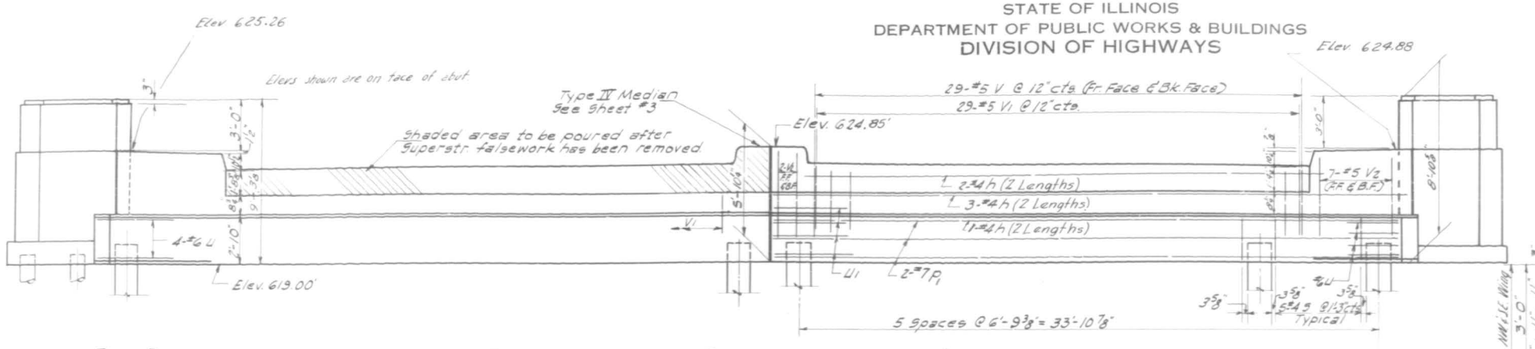
EXAMINED V. M. Romine
PASSED E. F. Stuntz
APPROVED R. R. Bartelsmeyer

HANDRAIL
CERMAK RD. OVER ADDISON CREEK
S.B.I. RT. 55 - SEC. 551-Y
COOK COUNTY
STATION 300+92.0

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I.B.I.55 F.A.	551-Y	Cook	98	80
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5
5 SHEETS

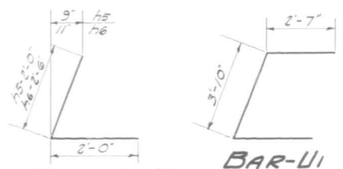


ELEVATION OF ABUTMENTS

Elevations for East & West Abutments identical

PILE DATA
12-14" Precast Concrete Piles required for each Abutment.
Capacity - 40 Ton
Estimated Length - 32 Ft.

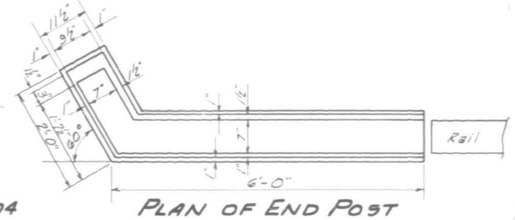
8-10 Ton Creosoted Piles required for each Abutment
Estimated Length - 20 Ft.



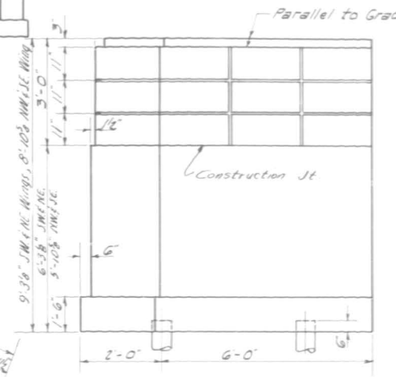
BARS-h5 & h6

BAR-U1

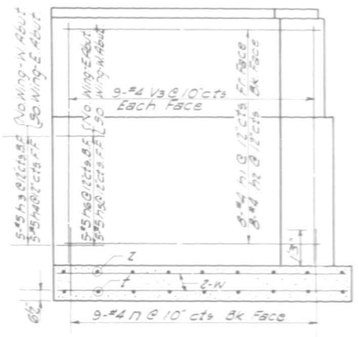
BARS-h3 & h4



PLAN OF END POST

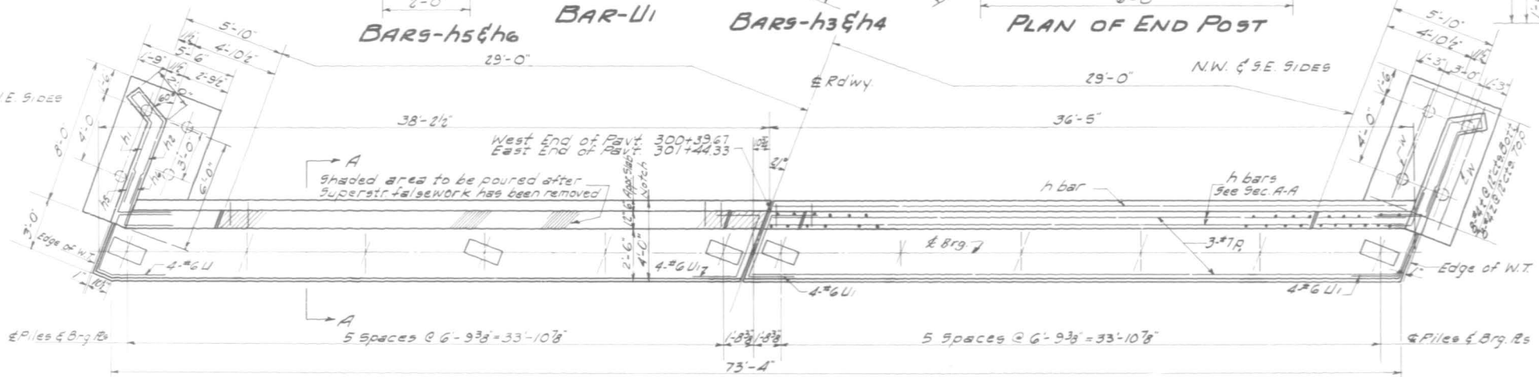


DIMENSIONS



REINFORCEMENT

WING ELEVATION



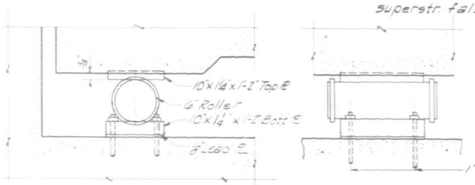
PLAN OF ABUTMENTS

Note: Dimensions and Reinforcement are same for N & S sides except as noted

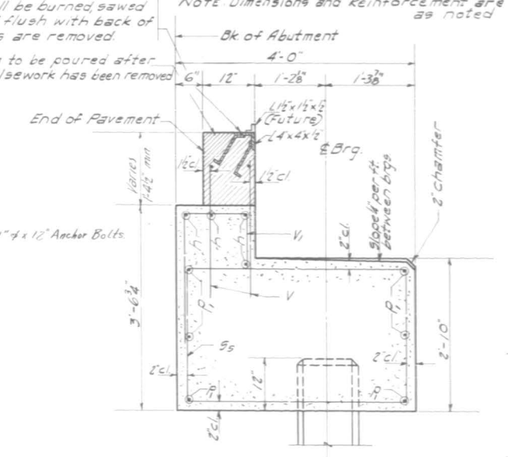
BAR-Π

BILL OF MATERIAL
TWO ABUTMENTS

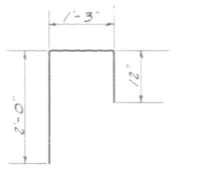
BAR	NO.	SIZE	LENGTH	SHAPE
h	48	#4	19'-3"	
h1	32	#4	6'-6"	
h2	32	#4	7'-3"	
h3	10	#5	4'-0"	
h4	10	#5	4'-6"	
h5	10	#5	4'-0"	
h6	10	#5	4'-6"	
Π	36	#4	2'-9"	
R1	24	#7	36'-6"	
S5	100	#4	13'-1"	
T	32	#4	5'-3"	
U	8	#6	8'-9"	
U1	24	#6	9'-0"	
V	232	#5	3'-6"	
V1	116	#5	2'-3"	
V2	72	#5	4'-0"	
V3	72	#4	7'-3"	
W	16	#4	7'-6"	
Z	32	#4	5'-3"	
Class X Concrete		Cu Yds		85.3
Reinforcement Bars		Lbs.		6630
Precast Conc. Piles (14") in Ft.				704
Test Piles (14" Precast Conc.)		Ea		2
Creosoted Piles		Lin. Ft.		320
Test Piles (Timber)		Ea		2
Handrail Concrete		Cu Yd.		7.7



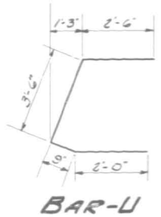
END BEARING DETAIL



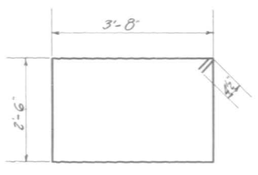
SECTION A-A



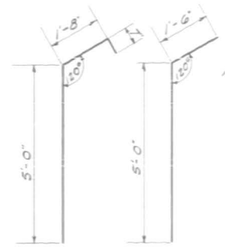
BAR-V1



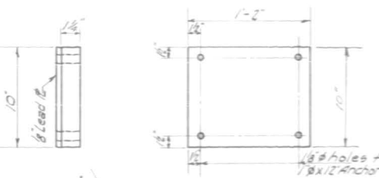
BAR-U



BAR-S5

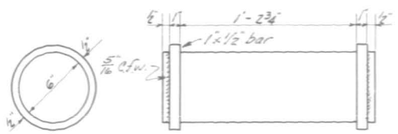


BAR-h2 BAR-h1

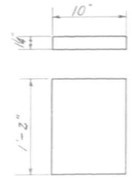


BOTTOM PLATE

Note: Wt. of Rollers, Plates, Bolts = 6420 lbs. is included in Structural Steel on sheet 3.



ROLLER DETAILS



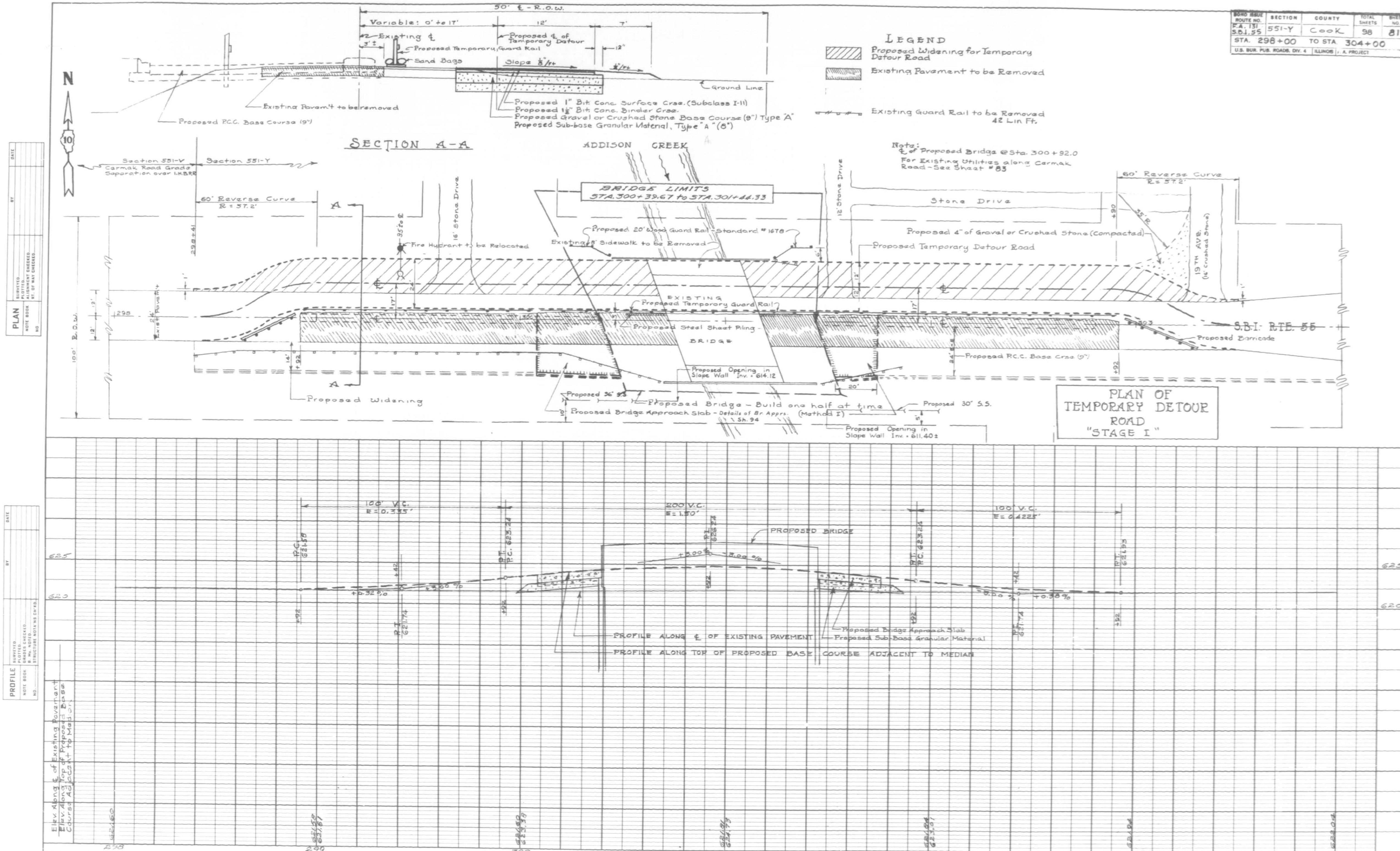
Top Plate

DESIGNED	Haile A. Menghisha		
CHECKED	C.W. Glick		
DRAWN	J. SANDOVAL H.S.M.		
CHECKED	C.W.G. M.G.P.		
EXAMINED	July 31 19.57		
	ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES		
PASSED			
	ENGINEER OF DESIGN		
APPROVED			
	CHIEF HIGHWAY ENGINEER		

ABUTMENTS & END BEARING DETAIL

CERMAK RD. OVER ADDISON CREEK
S.B.I. RT. 55 SEC. 551-Y
COOK COUNTY
STATION 300+92.0

Bond Issue Route No.	Section	County	Total Sheets	Sheet No.
F.A. 131 S.B.I. 55	551-Y	Cook	98	81
STA. 298+00	TO STA. 304+00			
U.S. BUR. PUB. ROADS, DIV. 4	ILLINOIS	F. A. PROJECT		



SECTION A-A
50' ℄ - R.O.W.
Variable: 0' to 17'
Existing ℄
Proposed ℄ of Temporary Detour
Proposed Temporary Guard Rail
Sand Bags
Slope ⅛"/ft
Ground Line
Existing Pavem't to be removed
Proposed P.C.C. Base Course (9")
Proposed 1" Bit. Conc. Surface Crse. (Subclass I-11)
Proposed 1½" Bit. Conc. Binder Crse.
Proposed Gravel or Crushed Stone Base Course (9") Type "A"
Proposed Sub-base Granular Material, Type "A" (8")
LEGEND
Proposed Widening for Temporary Detour Road
Existing Pavement to be Removed
Existing Guard Rail to be Removed 42 Lin Ft.
Note: ℄ of Proposed Bridge @ Sta. 300+92.0
For Existing Utilities along Cermak Road - See Sheet #83
ADDISON CREEK
BRIDGE LIMITS STA. 300+39.67 to STA. 301+44.33
Section 551-V Cermak Road Grade Separation over I.H.B.R.R.
Section 551-Y
60' Reverse Curve R = 57.2'
Stone Drive
16' Stone Drive
12' Stone Drive
19th AVE. (16' Crushed Stone)
Fire Hydrant to be Relocated
Proposed 20' Wood Guard Rail - Standard #1678
Existing 8' Sidewalk to be Removed
Proposed 4" of Gravel or Crushed Stone (Compacted)
Proposed Temporary Detour Road
EXISTING
Proposed Temporary Guard Rail
Proposed Steel Sheet Piling
BRIDGE
Proposed Opening in Slope Wall Inv. = 614.12
Proposed Opening in Slope Wall Inv. = 611.40±
S.B.I. RTE. 55
Proposed Barricade
Proposed P.C.C. Base Crse (9")
Proposed Widening
Proposed 36' S.S.
Proposed 30' S.S.
Proposed Bridge - Build one half at time (Method I)
Proposed Bridge Approach Slab - Details of Br. Apprs. Sh. 94
100' R.O.W.
PLAN OF TEMPORARY DETOUR ROAD "STAGE I"
PLAN
PROFILE
100' V.C. E = 0.335'
200' V.C. E = 1.50'
100' V.C. E = 0.4225'
PROPOSED BRIDGE
+0.32%
+3.00%
-3.00%
+0.38%
PROFILE ALONG ℄ OF EXISTING PAVEMENT
PROFILE ALONG TOP OF PROPOSED BASE COURSE ADJACENT TO MEDIAN
Proposed Bridge Approach Slab
Proposed Sub-Base Granular Material
Elev. Along ℄ of Existing Pavement
Elev. Along Top of Proposed Base Course Adj't to Median
625
620
298
299
300
301
302
303
304

PLATE 1-PLAN-PROFILE D.P.R.&R.E. STANDARD

100% RAG PAPER MADE AND PRINTED IN U.S.A.

EUGENE DIETZGEN CO.

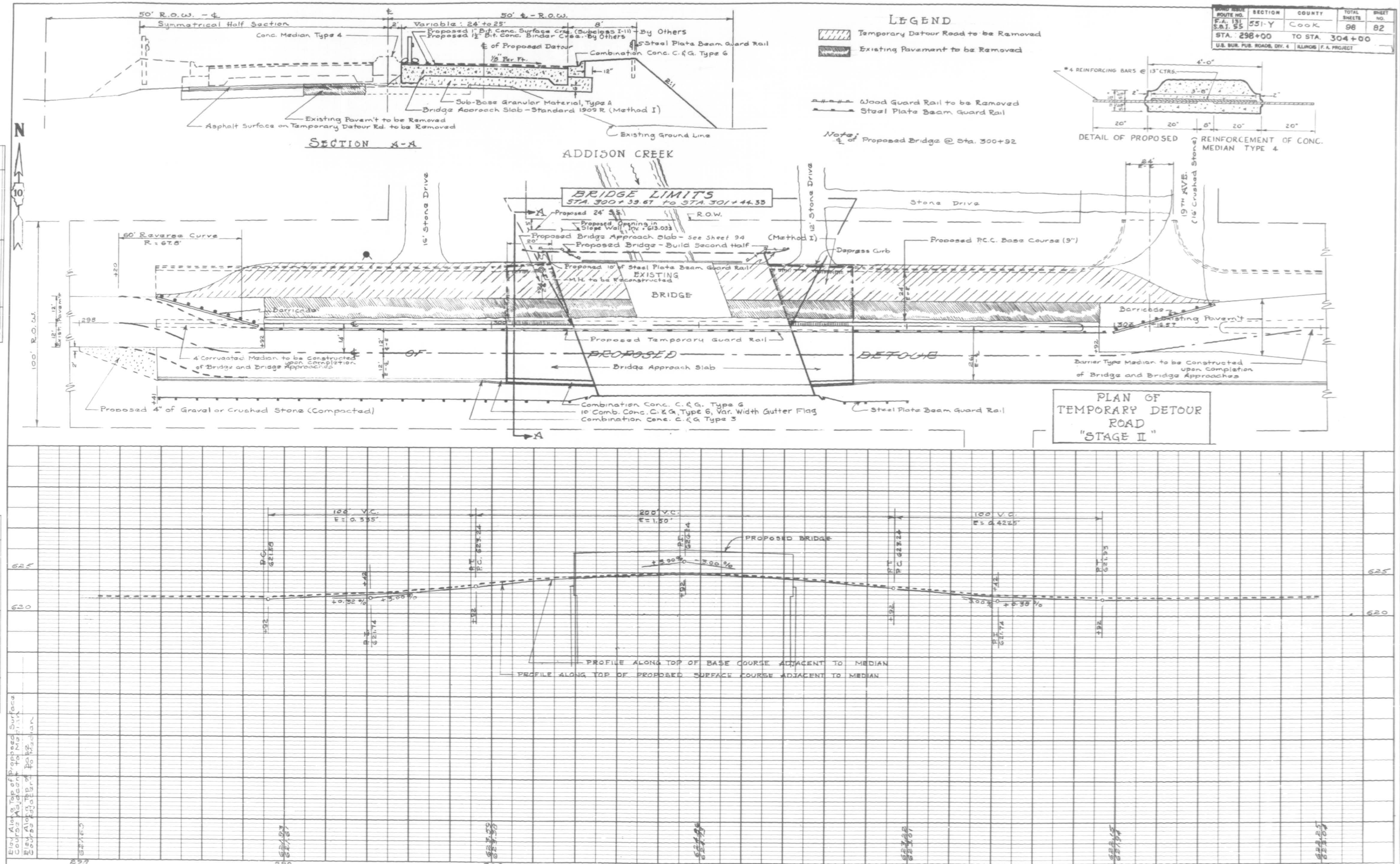
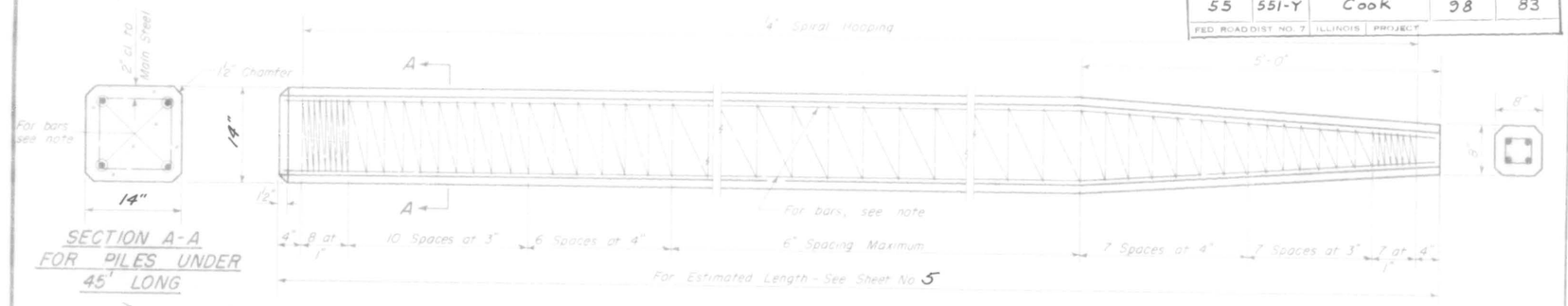
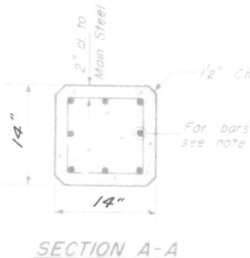


PLATE 1-PLAN-PROFILE O.P.R.&R.E. STANDARD
EUGENE DIETZGEN CO.

SBI ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
55	551-Y	Cook	98	83
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



SECTION A-A
FOR PILES UNDER
45' LONG



SECTION A-A
FOR PILES 45'
OR MORE

Note For 14" Piles 45' long or more use Bar #8 bars - 4 for the full length and 4 to the point of bevel.
For 14" Piles under 45'-0" long use 4 - #9 bars the full length

Handling For Pile lengths up 45 Ft. use two slings placed at a distance of 0.21 L* from each end
For Piles longer than 45 Ft., use three slings placed at a distance of 0.12 L from each end and at mid-point of pile

* L = Over all length of pile to be handled

DESIGNED	H.S. Menghistu
CHECKED	C.W. Glick
DRAWN	W.A. Sausaman
CHECKED	M.G. Peter

July 31 1957

EXAMINED T.M. Romine
ENGINEER OF BRIDGES AND GRADE SEPARATIONS

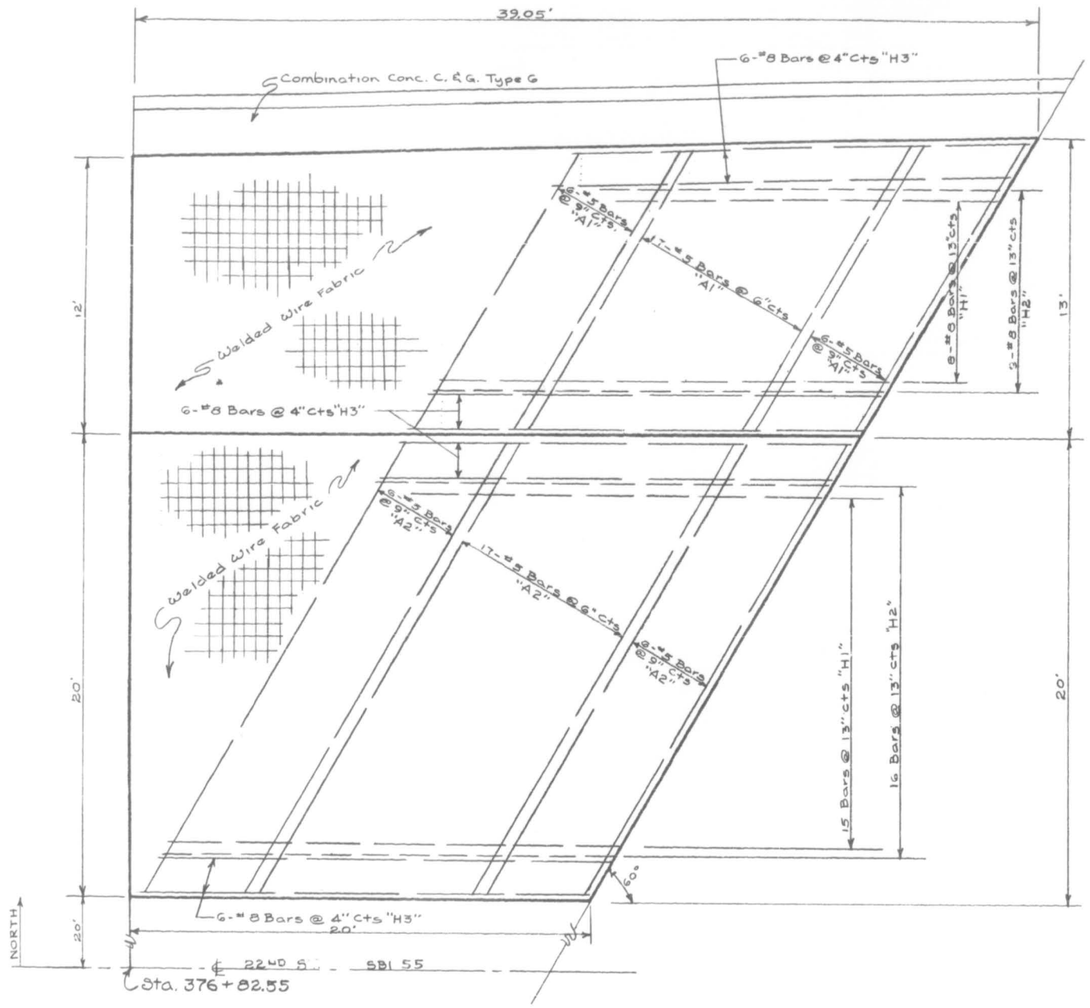
PASSED E.A. Shaw
ENGINEER OF DESIGN

APPROVED R.R. Bartelmeyer
CHIEF ENGINEER

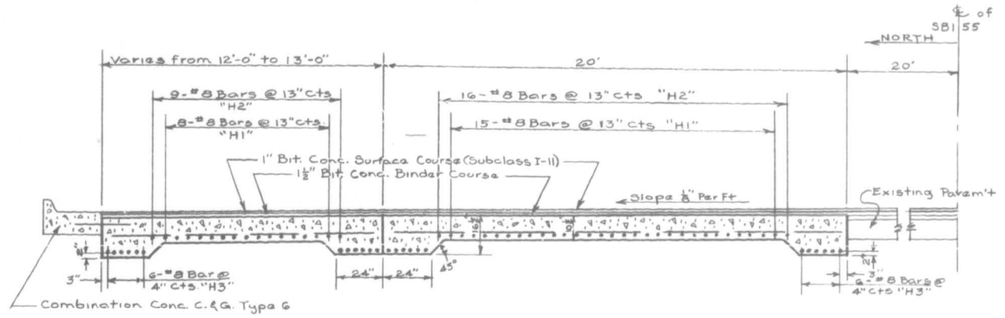
X-1 DRAWN 5-31-57

DETAIL OF PRECAST CONCRETE PILES

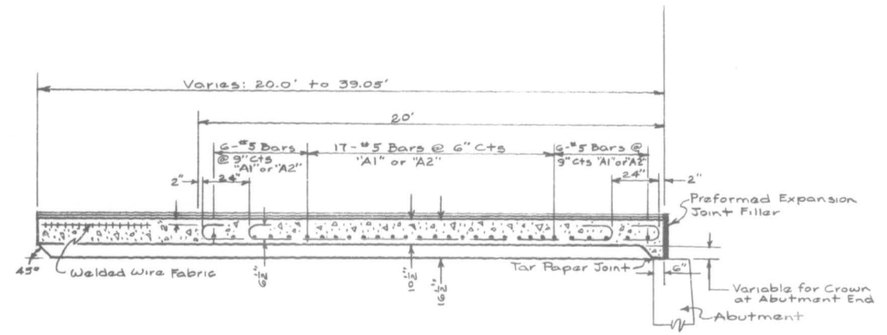
ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 131 SBI 55	55I-Y	Cook	98	86
STA	376+82.55			



PLAN



TYPICAL CROSS SECTION



TYPICAL LONGITUDINAL SECTION

BAR SCHEDULE

BAR	NO.	SIZE	LENGTH	SHAPE
"A1"	29	#5	Variable 14'-0" to 14'-6"	straight
"A2"	29	#5	22'-6"	straight
"H1"	23	#8	18'-0"	bent
"H2"	25	#8	22'-0"	bent
"H3"	24	#8	22'-0"	bent

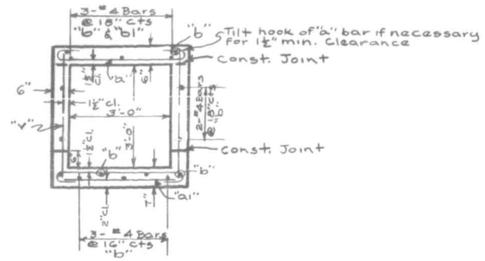
Reinforcement Bars - Total = 5,096 Lbs
P.C.C. Base Course (16½"-10½"-16½") - Total = 106 Sq Yds

NOTE: All Reinforcement Bars except the Curb & Gutter Tie Bars, shall be paid for at the Contract Unit Price for Reinforcement Bars

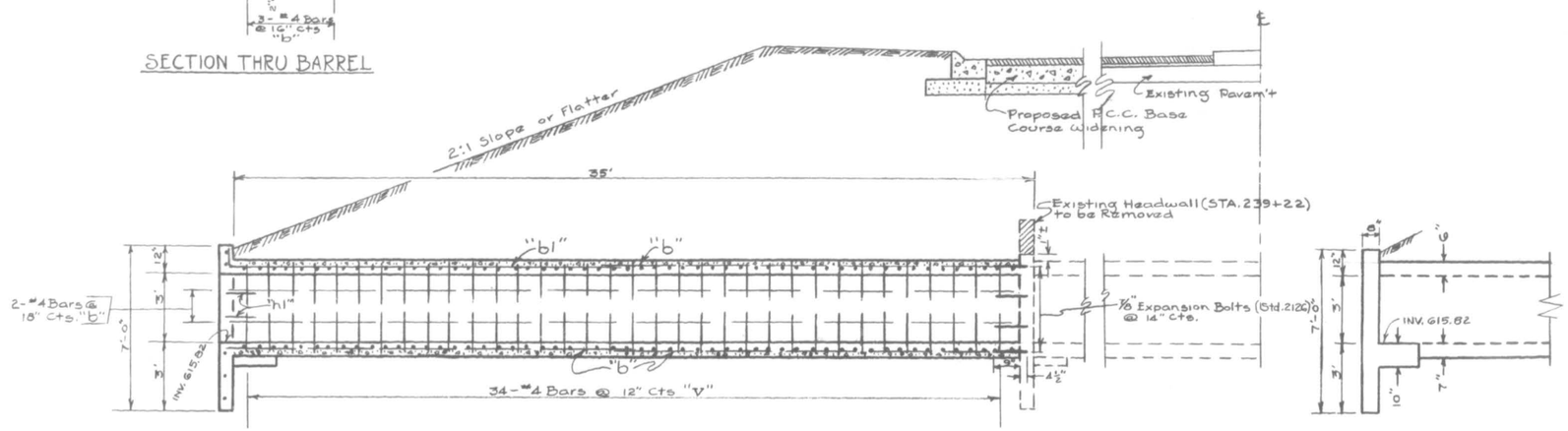
The Welded Wire Fabric shall be furnished and and installed by the Contractor and included in the Contract Unit Price for P.C. Concrete Base Course (16½"-10½"-16½")

SUPPLEMENTARY DETAILS OF BRIDGE APPROACH SLABS STATION 376+82.55

ROU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 131 S.B.I. 55	55I-Y	COOK	98	87
STA. 239+22				

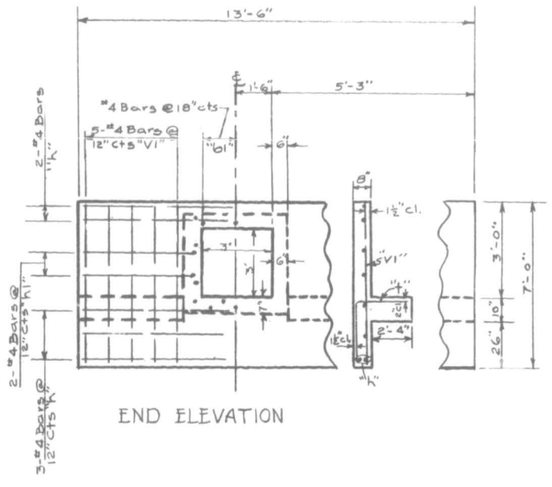


SECTION THRU BARREL

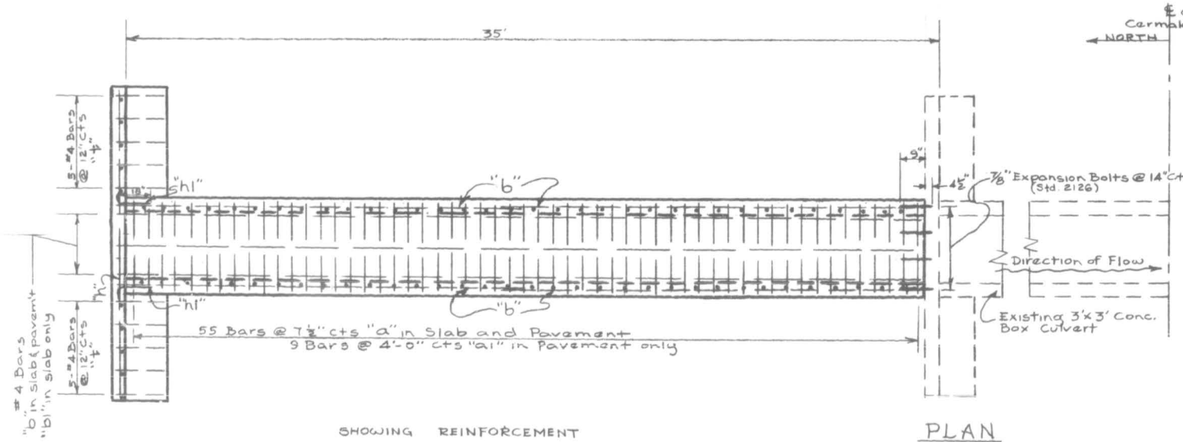


LONGITUDINAL SECTION

ELEVATION



END ELEVATION



SHOWING REINFORCEMENT

PLAN

SHOWING OUTLINES

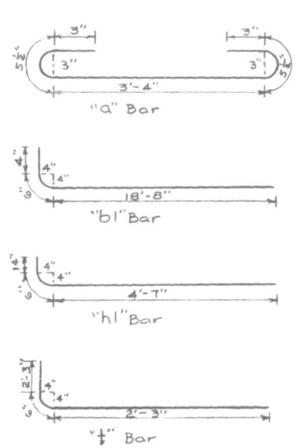
NOTE: All Bars are of #4 Size

BAR SCHEDULE

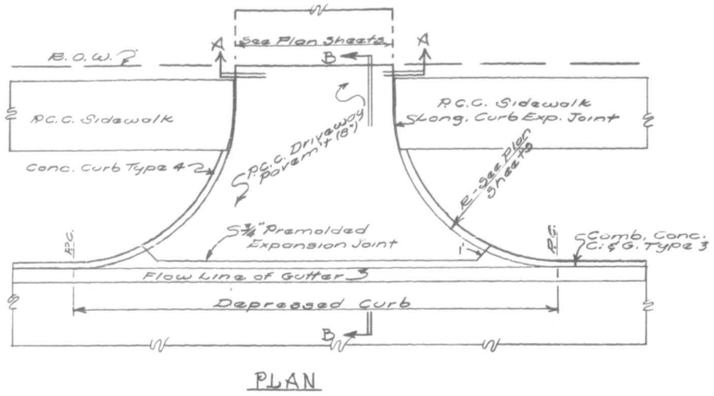
Reinforcing Steel-Lbs. 1,092
Concrete-Cu. Yds. 12.1

BAR	NO.	LENGTH	SHAPE
"a"	110	4'-9"	
"b"	29	19'-0"	
"b1"	3	19'-6"	
"h"	6	13'-0"	
"h1"	4	6'-3"	
"V"	68	3'-9"	
"V1"	10	6'-6"	
"t"	10	5'-0"	
"a1"	9	3'-3"	

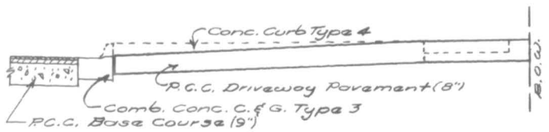
For Details of ⅞" Expansion Bolt - See Sheet #98
Total ⅞" Expansion Bolts = 12



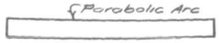
CULVERT EXTENSION AT STATION 239+22



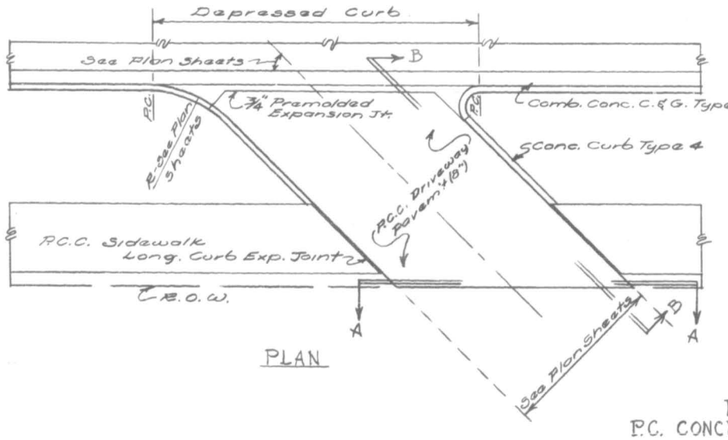
PLAN



SECTION B-B



SECTION A-A (CONCAVE)



PLAN

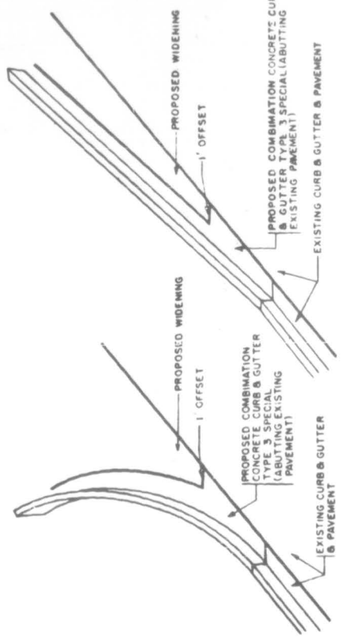
DETAIL
OF
PROPOSED
P.C. CONCRETE DRIVEWAYS

NOTE: CURB ANCHORS SHALL BE INSTALLED IN THE EXISTING PAVEMENT AND PROPOSED CURB AND GUTTER AT INTERVALS SHOWN, THE 5/8 INCH CURB ANCHOR SHALL BE MADE OF BILLET-STEEL STRUCTURAL GRADE, MEETING THE REQUIREMENTS OF ARTICLE 124.8 OF THE STANDARD SPECIFICATIONS.

THE HOLES SHALL BE 4-1/4 INCHES DEEP AND PARALLEL TO THE SURFACE OF THE PAVEMENT. AFTER THE HOLES HAVE BEEN DRILLED IN THE EXISTING PAVEMENT AND THE CURB ANCHORS PLACED, THE STEEL WEDGE SHALL BE DRIVEN BY A SUITABLE TOOL UNTIL THE LEAD SLEEVE IS PROPERLY EXPANDED. THE CURB ANCHORS SHALL BE SIMILAR AND EQUAL TO THOSE MANUFACTURED BY THE AMERICAN EXPANSION BOLT M'F'G CO. OF CHICAGO, ILLINOIS.

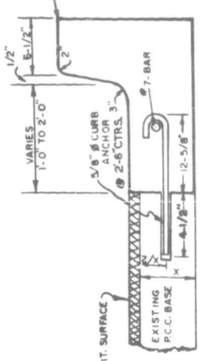
BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR COMBINATION CONCRETE CURB AND GUTTER, OF THE TYPE SPECIFIED (SPECIAL)(ABUTTING EXISTING PAVEMENT), AND THE CONTRACT UNIT PRICE EACH FOR EXPANSION BOLTS, WHICH PRICE SHALL BE PAYMENT IN FULL FOR COMPLETING THE WORK AND FURNISHING THE #7 BAR.

FOR CURVE



FOR TAPER

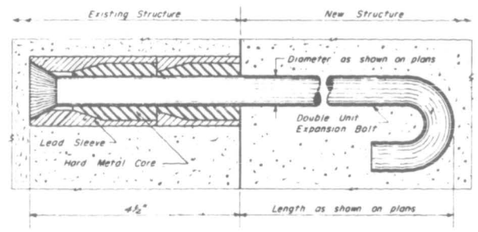
ROAD ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 31 SBI-55	551-Y	Cook	98	88
STA.	TO STA.			
U.S. BUR. PUB. ROADS, DIV. 4	ILLINOIS F.A. PROJECT			



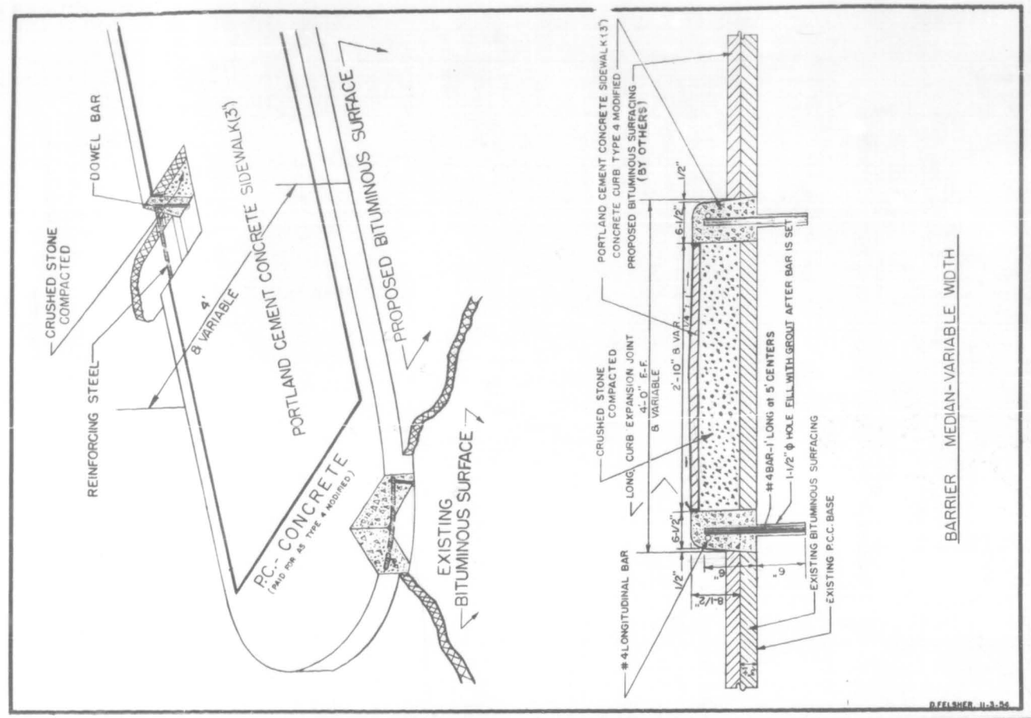
DETAIL OF
PROPOSED COMBINATION CONCRETE CURB & GUTTER
TYPE 3 SPECIAL (ABUTTING EXISTING PAVEMENT)

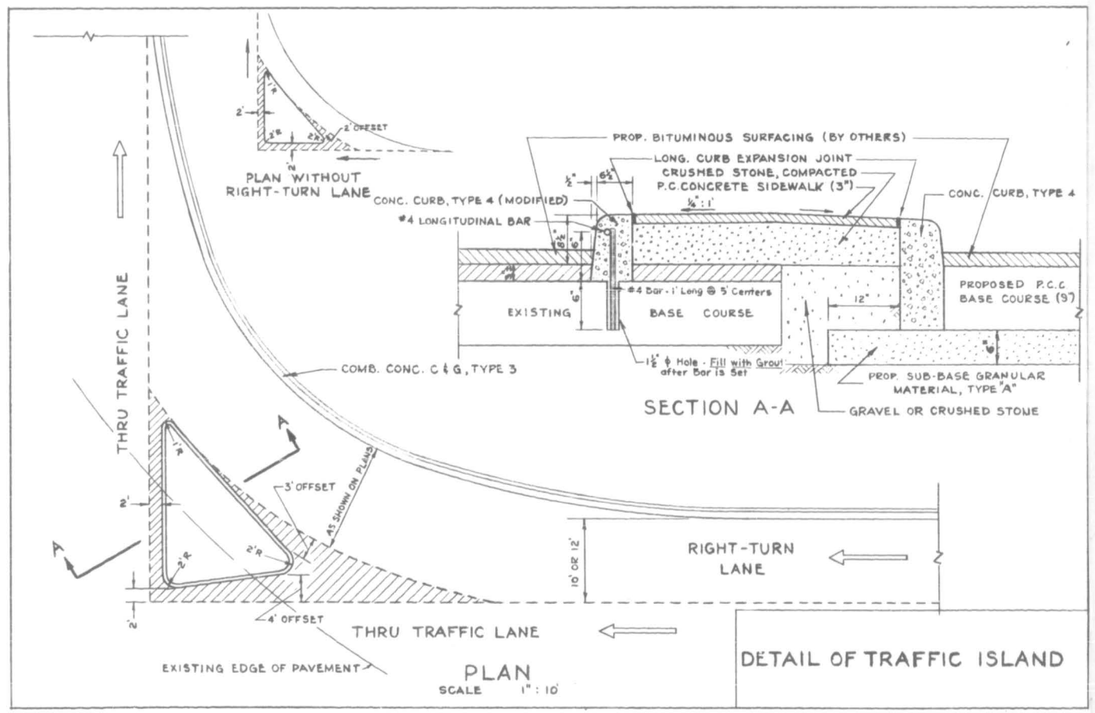
D FELSHER 10-22-54

STANDARD DESIGN
FOR
EXPANSION BOLTS, SPECIAL

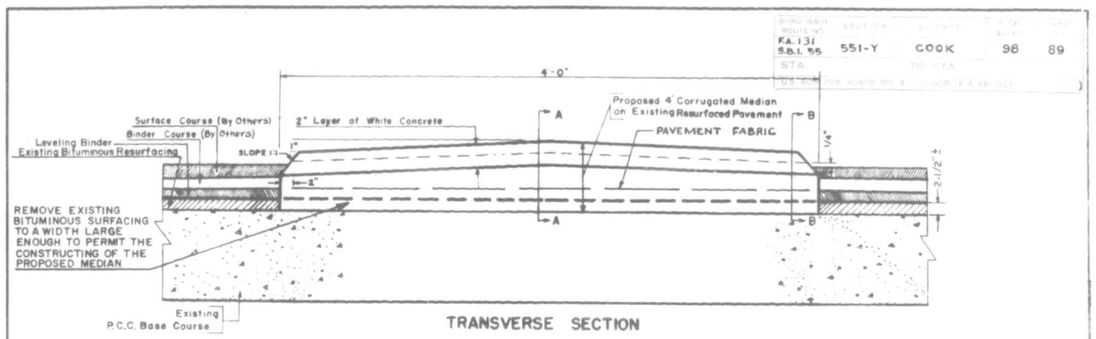


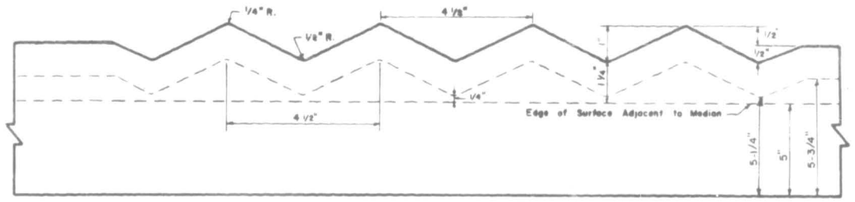
Note Furnishing the expansion bolts, drilling holes, and installing the bolts complete in place will be paid for at the contract unit price each for EXPANSION BOLTS, SPECIAL

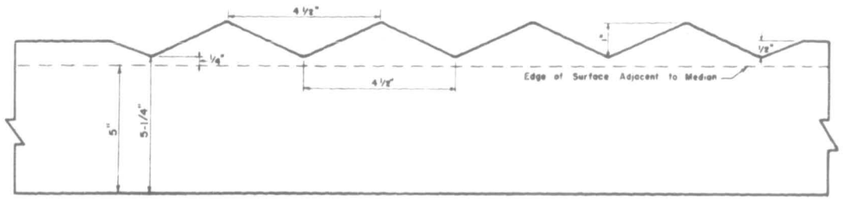


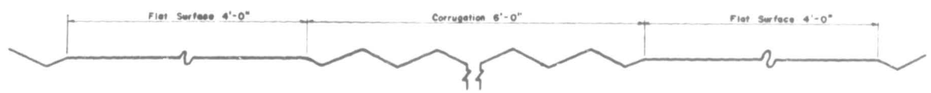


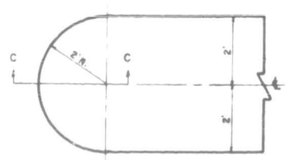
BIDDING ISSUE	SECTION	COUNTY	P.A.	SHT.
FA.131 S.B.I. 55	551-Y	COOK	98	89
STA.	TO STA.			

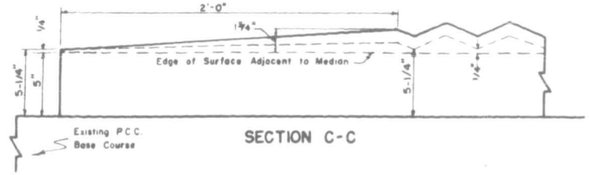












NOTE

Where new P.C.C. Base Course is constructed, median is constructed full depth of P.C.C. Base Course. Where median is placed on existing base, minimum depth of median shall be 4".

1" Bituminous Premoulded Expansion Joints Shall Be Placed Transversely in the 4' Median at Approximately 150 Ft. Intervals or as Directed by the Engineer.

Pavement Fabric to be used in this Median (Cost incidental to Cost of Median)
Cost of Bituminous Surface Removal for the placement of Median shall be **PAID FOR SEPARATELY.**

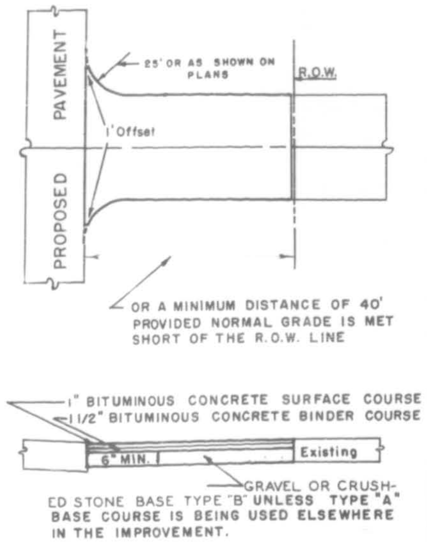
DETAILS OF 4'-0" CORRUGATED MEDIAN ON RESURFACED PAVEMENT

STATE OF ILLINOIS
DIVISON OF HIGHWAYS

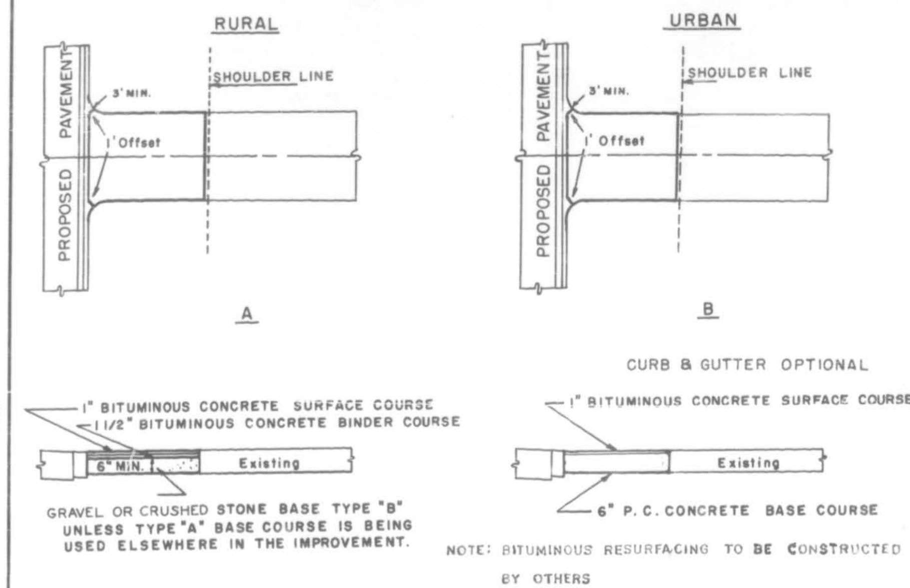
DATE	DRAWN BY:	APPR. BY
OCT. 28, 85	FLLSHER	R. L. B.

TREATMENT OF SIDE ROADS & PRIVATE ENTRANCES ADJACENT TO NEWLY CONSTRUCTED P. C. CONCRETE PAVEMENT OR P. C. CONCRETE BASE COURSE

SIDE ROADS



PRIVATE ENTRANCES



NOTE: WHERE THE EXISTING SIDE ROAD, OR ENTRANCE, IS P. C. CONCRETE PAVEMENT OR P. C. CONCRETE BASE COURSE, REPLACEMENT SHALL BE IN KIND. (COMMERCIAL ENTRANCES SHALL BE TREATED IN THE SAME MANNER AS PRIVATE ENTRANCES.) SURFACING REQUIRED BEYOND THE RIGHT OF WAY OR SHOULDER LINE TO MEET NORMAL GRADE SHALL BE OF THE SAME GENERAL TYPE AS THE EXISTING SURFACE ON THE SIDE ROAD OR PRIVATE ENTRANCE.

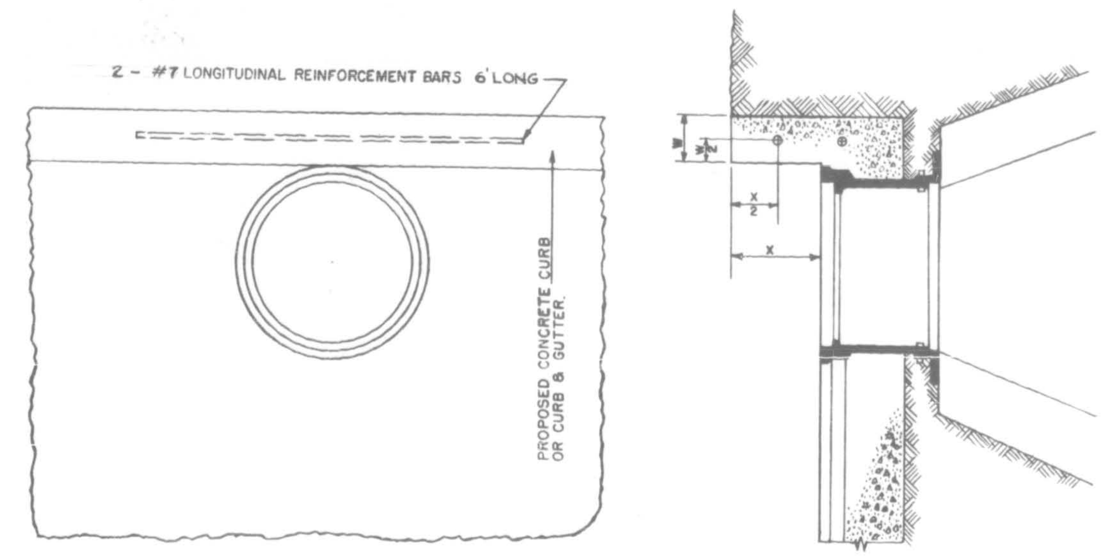
12/57 A.S.

ROAD ISSUE ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 131 S.B.I. 55	551-Y	COOK	98	90

STA. TO STA.

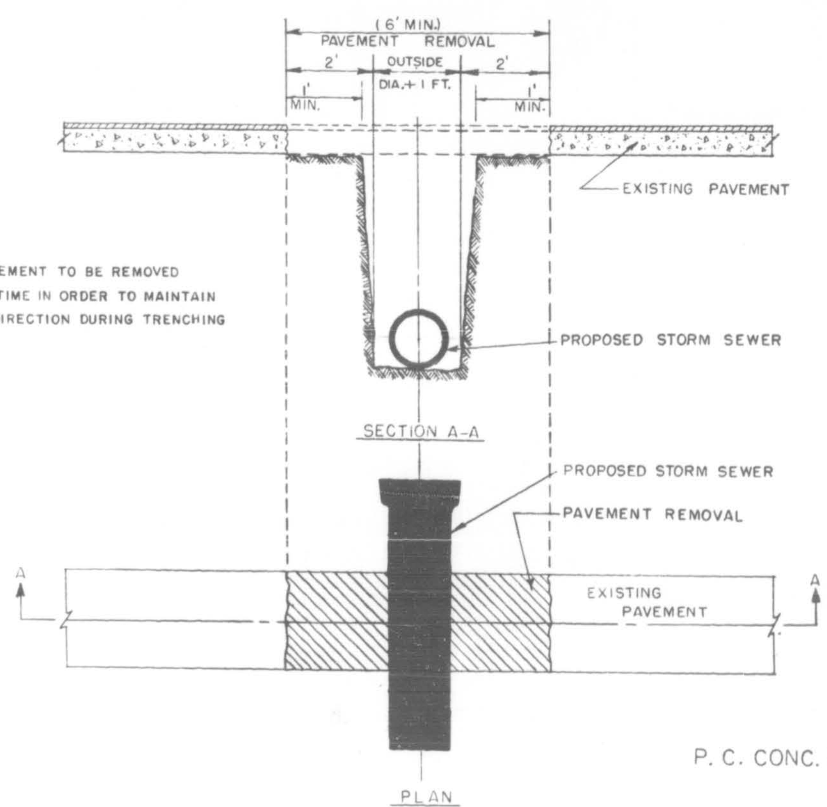
U.S. BUR. PUB. ROADS, DIV. 4 | ILLINOIS | F. A. PROJECT

CURB REINFORCEMENT BACK OF CATCH BASINS & INLETS.



REINFORCEMENT BARS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE ITEM OF CURB OR CURB & GUTTER.

FELSHER 2-15-56



NOTE: ONE-HALF OF PAVEMENT TO BE REMOVED & REPLACED AT A TIME IN ORDER TO MAINTAIN TRAFFIC IN EACH DIRECTION DURING TRENCHING OPERATIONS.

P. C. CONC. PAVEMENT REMOVAL FOR TRENCH

BERGLUND, DAN OCT. 1957

DETAIL OF STORM SEWER CONNECTIONS TO SEWERS

NOTES.

DESCRIPTION.

All catch basin and inlet connections shall be eight (8) inch storm sewer pipe, unless shown or specified otherwise on plan sheets.

CONSTRUCTION METHODS.

(a) CONNECTION TO PROPOSED STORM SEWER. Where a storm sewer connection is to be connected to a proposed storm sewer a Y branch section or a section with an opening made in the pipe at the time it is manufactured of the proper diameter shall be installed in the sewer at the junction providing the type of pipe used is manufactured with Y branches or with openings made in the pipe.

The junction of the proposed storm sewer connection with the proposed storm sewer shall be constructed as follows:

1. Similar to Detail 1 and Detail 2 below except no brick will be required if sections with Y branches or sections with openings made in the pipe are used.
2. Same as Detail 3 below.

(b) CONNECTION TO EXISTING SEWER. Where a storm sewer connection is to be connected to an existing sewer a circular opening shall be made in the existing sewer of the same size as the internal diameter of the proposed storm sewer connection.

If the existing sewer pipe is cracked, broken or otherwise injured by the Contractor in making this circular opening, the Contractor shall replace this section of pipe with a pipe equal and similar in all other respects to the pipe in the existing sewer, in a careful workmanlike manner without extra compensation.

The joint between the existing sewer and the proposed sewer shall be completely sealed with brick as shown below. The brick (Grade B Masonry Brick) shall be laid in mortar the same as specified for Brick Masonry.

(c) GENERAL.

Care must be taken to prevent mud, sand, or other obstructing materials from entering the sewer. All such materials which get into the sewer must be removed, and the sewer left clean and unobstructed upon completion of the work.

The Contractor shall, when directed by the Engineer, construct riser pipes from the connection with the sewer to such a height as directed.

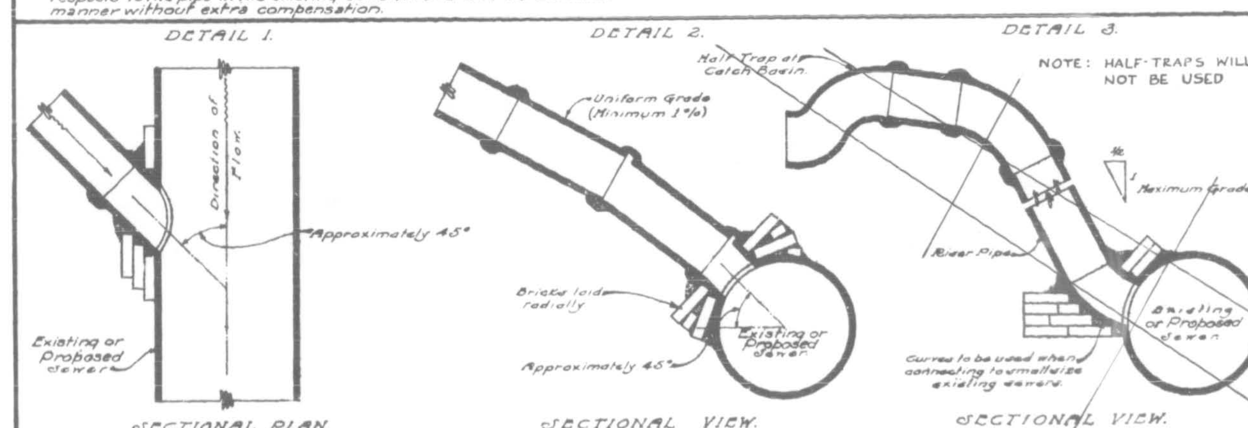
Where the proposed catch basin or inlet connections are constructed through existing catch basins or inlets, which have been abandoned, all that portion of the existing catch basin or inlet within six (6) inches of the proposed connection shall be removed.

BASIS OF PAYMENT.

All fittings such as elbows and curves shall be paid for at the contract unit price per lineal foot for Storm Sewer measured in place.

The cost of making all junctions with existing or proposed sewers, manholes or catch basins shall be included in the contract unit price per lineal foot for Storm Sewer.

No extra compensation will be allowed where it is necessary to increase the depth of catch basin or inlet connections because of existing underground structures.



Redrawn 11-14-54.

DETAIL OF TYPE F MANHOLE

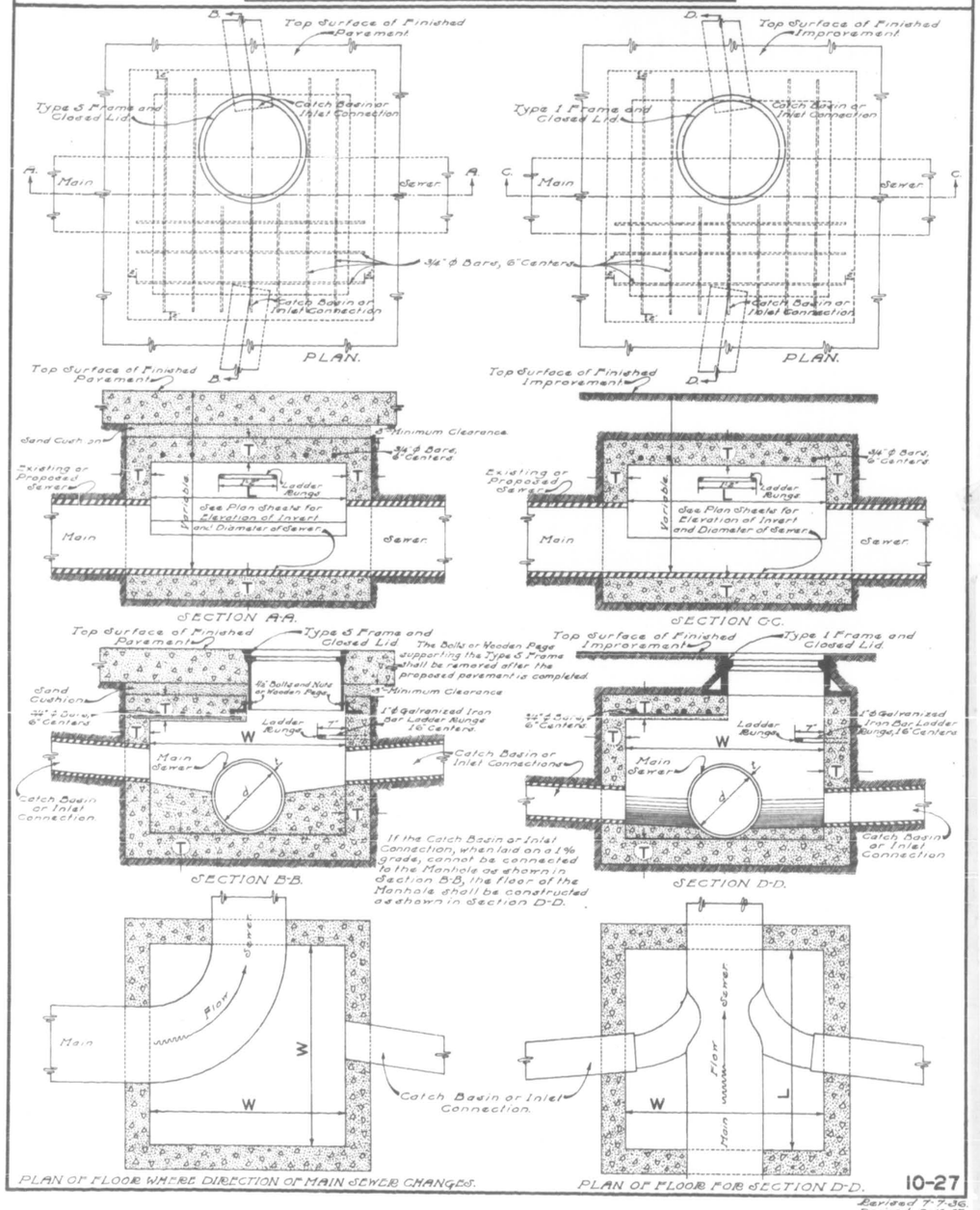
NOTE

Class 'X' Concrete shall be used throughout. All reinforcing shall be wired securely in place before the concrete is poured. One(1) inch of concrete required below bottom of bars.

The contract unit price shall include furnishing and placing cement, reinforcement bars and the frame and lid as specified.

d is the diameter of the largest sewer entering Manhole.
t is thickness of largest sewer pipe.

Type of Manhole	Diameter of Main Sewer	L	W	T
F-1	15" and under	3'-0"	3'-0"	6"
F-2	18" to 30" inclusive	4'-0"	4'-0"	6"
F-3	33" and up.	4'-0"	d or d+2t when that is greater than d+8	8"

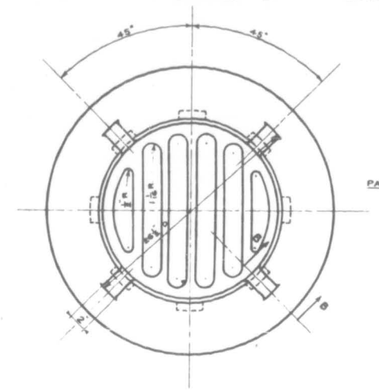


10-27

Revised 7-7-36.
Revised 9-16-37

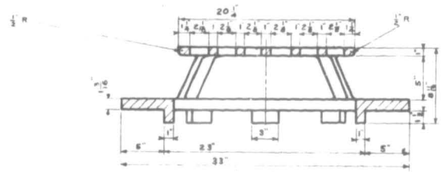
TYPE 37 GRATE

ROAD DIST. & ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 55 F.A. 131	551-Y	COOK	98	91
STA.	TO STA.			
U.S. BUR. PUB. ROADS, DIV. 4 — ILLINOIS F.A. PROJECT				



TOTAL WEIGHT - 209 LBS

MATERIAL: C.I.



SCALE: 1/8" = 1'-0"

1-27-54

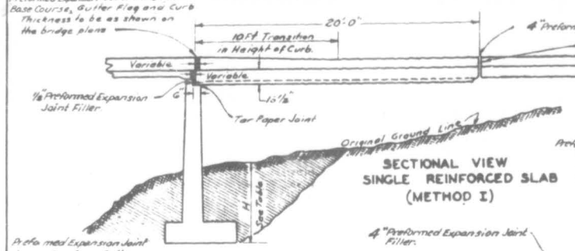
10-SS-504

S.B.I. ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
55	551-Y	Cook	98	94
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

DETAILS OF BRIDGE APPROACHES

USING COMBINATION CONCRETE CURB AND GUTTER TYPE 6

NOTE: Mud Jack Cylinders will not be required when approach slab is used as P.C. Concrete Base Course.



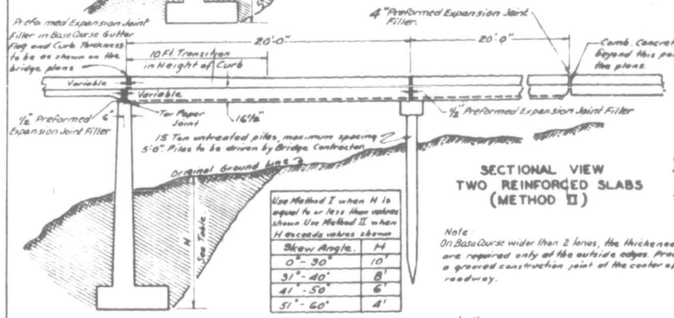
SECTIONAL VIEW
SINGLE REINFORCED SLAB
(METHOD I)

Preformed Expansion Joint Filler shall conform to Articles 128.4 or 128.5 of the Standard Specifications for Cypress or Redwood

Cylinder shall be filled with clay and clay shall be tamped

DETAIL OF MUD JACK CYLINDER

Cylinders shall be Standard Weight Black Steel Pipe.



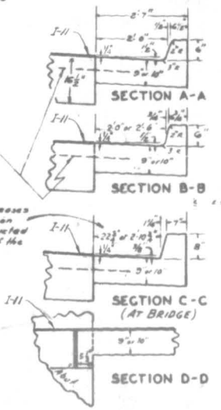
SECTIONAL VIEW
TWO REINFORCED SLABS
(METHOD II)

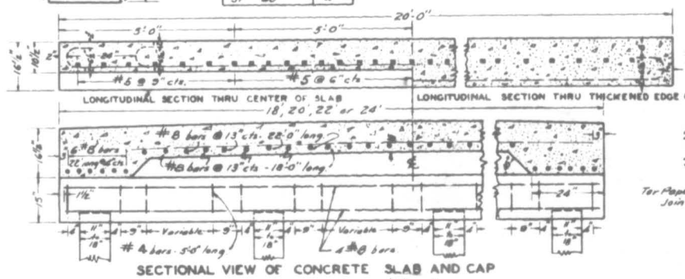
Use Method I when H is equal to or less than values shown. Use Method II when H exceeds values shown	
Skew Angle	H
0° - 30°	10'
31° - 40°	8'
41° - 50°	6'
51° - 60°	4'

Note:
On Base Course wider than 2 lanes, the thickened edges are required only at the outside edges. Provide a grooved construction joint at the center of the roadway.

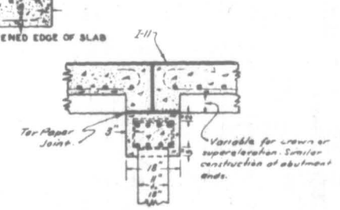
#4 tie bars, 2'-6" long @ 2'-6" c/s

This dimension increases when the 20 Ft. transition curb & gutter is constructed only on the low side of the Base Course



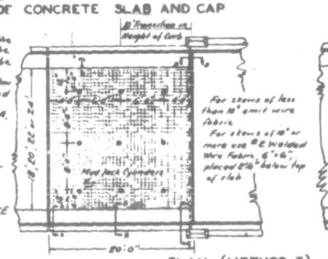


SECTIONAL VIEW OF CONCRETE SLAB AND CAP



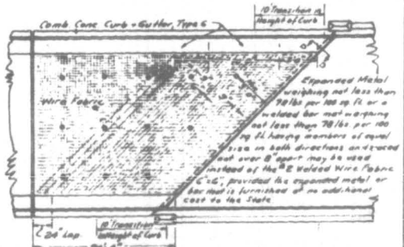
Where the roadway width of the bridge exceeds the width of the approach Base Course by more than 6 ft. the Type 6 Curb & Gutter may be omitted, except where the Base Course slopes in one direction only, in which case the Type 6 Curb & Gutter shall be constructed only on the low side of the Base Course. The cross section of the curb and gutter of the bridge shall be transformed uniformly to the cross section shown in Section A-A, by a 20 ft transition curb. Where the Type 6 Curb and Gutter is omitted, the earth shoulders shall be shaped up uniformly to a height of 8 inches above the edge of the Base Course and this shoulder area shall extend approximately 10 ft back of the bridge and taper in another 10 ft to the standard shoulder.

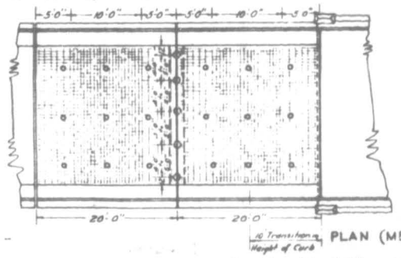
The Preformed Expansion Joint Filler shall be included in the contract unit prices for P.C. CONCRETE BASE COURSE (16½", 10½", 16½") and COMBINATION CONCRETE CURB & GUTTER, TYPE 6, and shall conform to Articles 128.4 & 128.5 of the Standard Specifications.



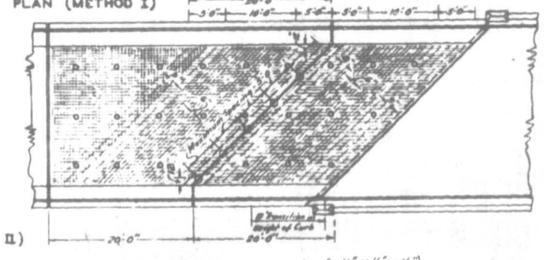
PLAN (METHOD I)

For stems of less than 10" omit wire fabric.
For stems of 10" or more use #2 E Welded wire fabric, 6"x6", placed 2½" below top of slab





PLAN (METHOD II)



The slab or slabs shall be paid for at the contract unit price for P.C. CONCRETE BASE COURSE (16½", 10½", 16½").
The Type 6 Curb & Gutter (including the 10 ft transition in height and including the bars) shall be paid for at the contract unit price for COMBINATION CONCRETE CURB AND GUTTER, TYPE 6
The concrete cap shall be paid for at the contract unit price for CLASS X CONCRETE

All Reinforcement Bars, except the curb & gutter tie bars, shall be paid for at the contract unit price for REINFORCEMENT BARS.
The welded Wire Fabric _____ shall be furnished and installed by the paving contractor and included in the contract unit price for P.C. CONCRETE BASE COURSE (16½", 10½", 16½")

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