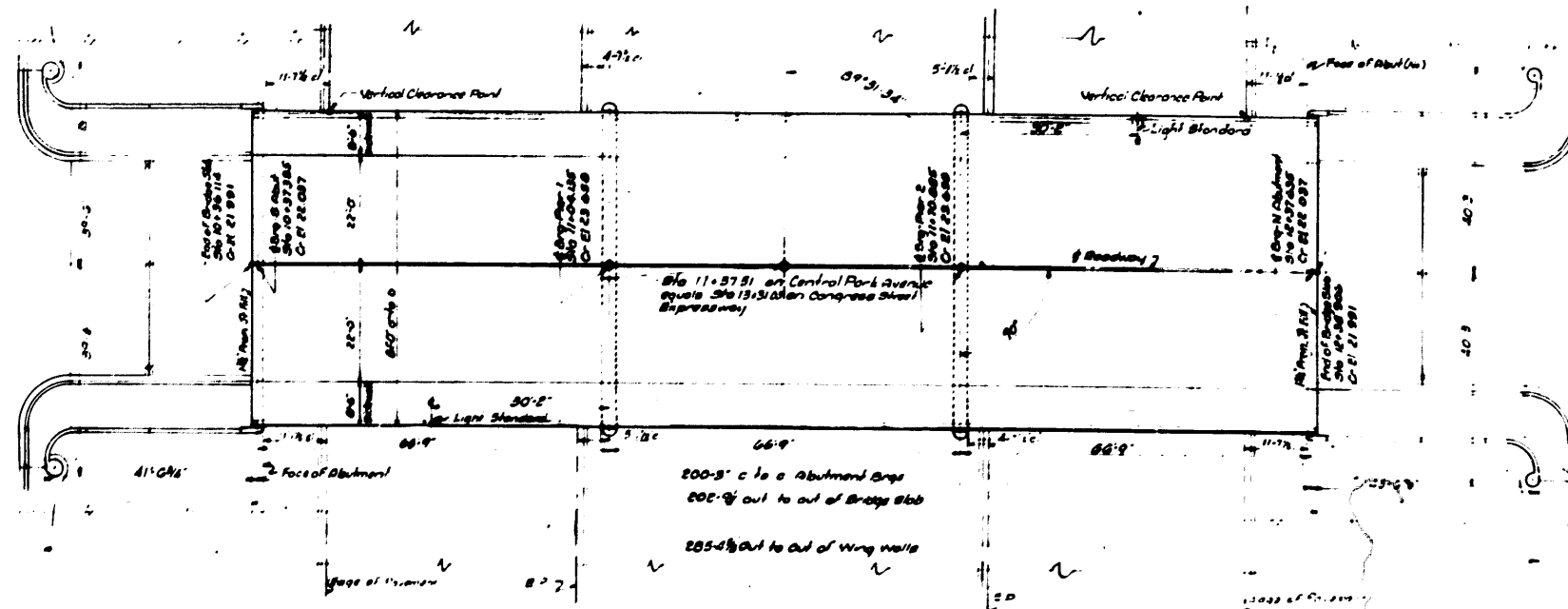




2. Congress St Expressway

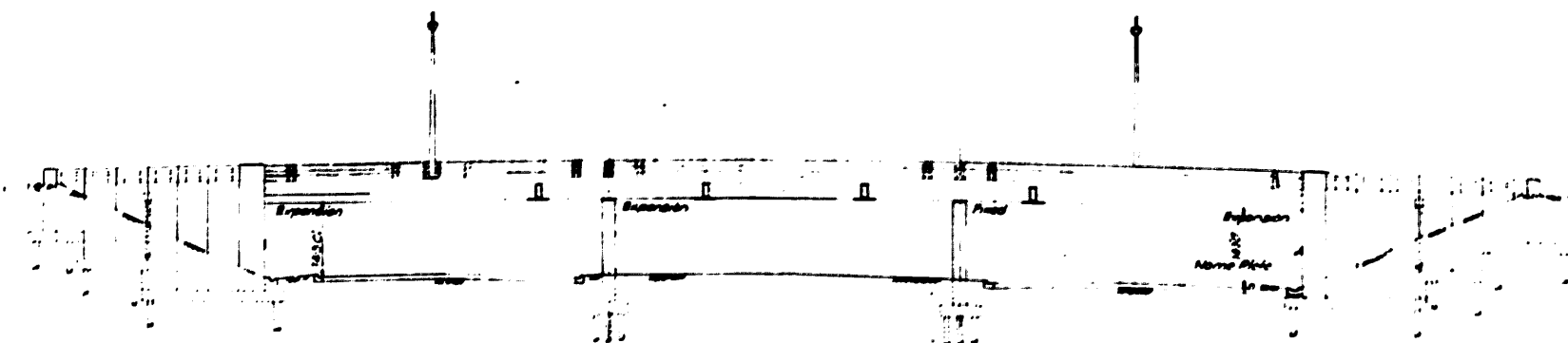
± Existing Ground Line



PLAN

DESIGN DATA

4/20-56-44
30' Fluid Pressure
15000 #/sq inch
20000 #/sq inch
200 #/sq inch
500 #/sq inch



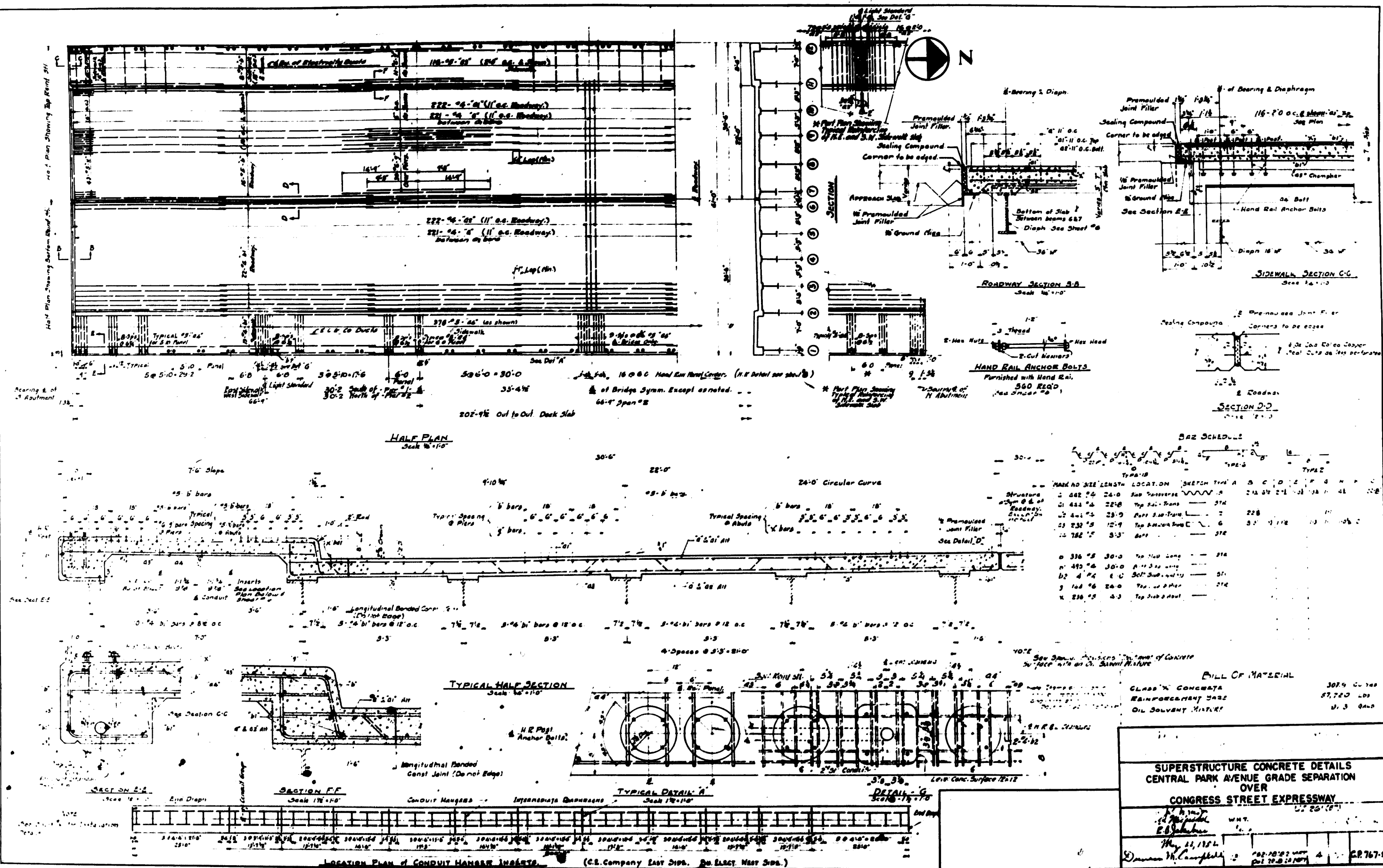
ELEVATION

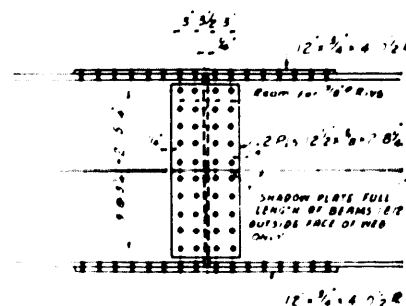
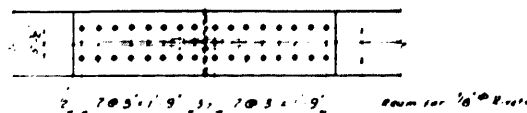
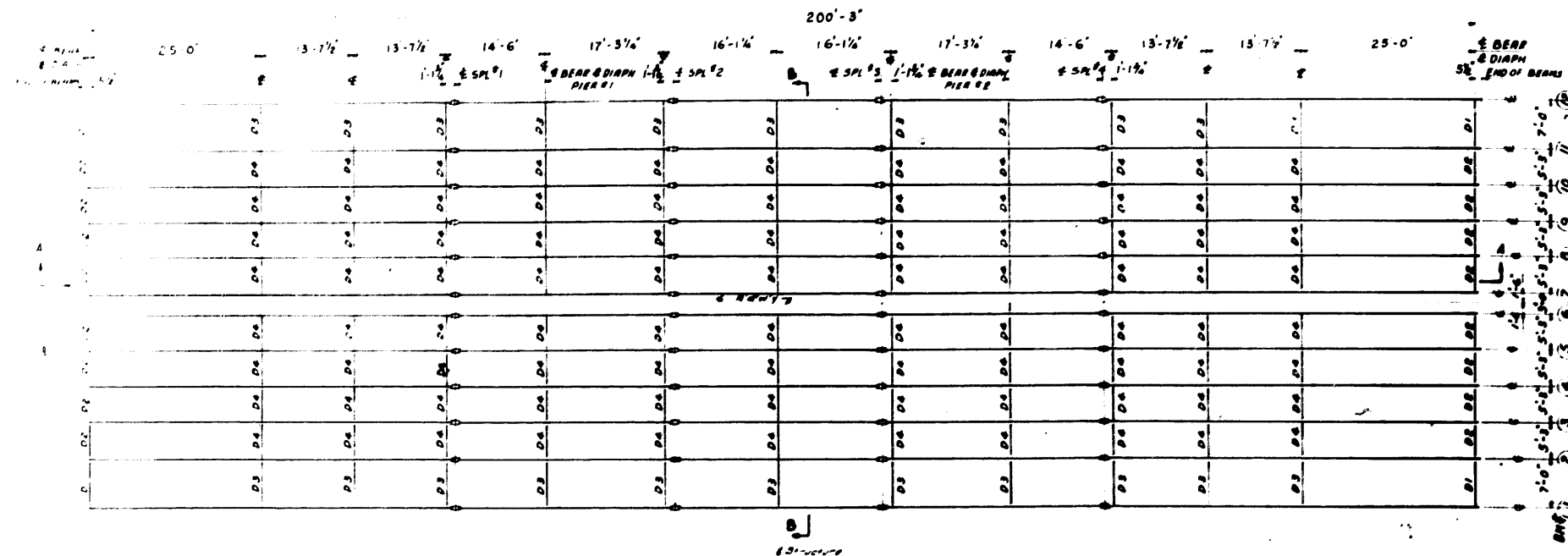
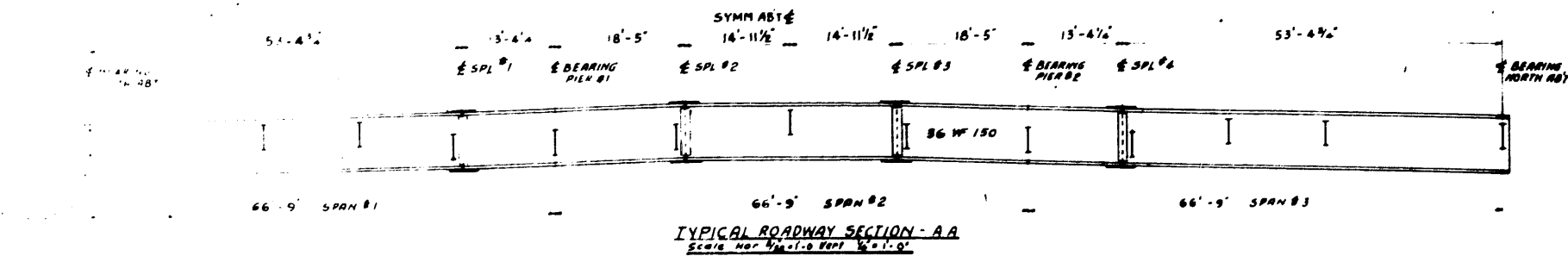
GENERAL NOTES

The location and drive piles as part of permanent structure shall be directed by the Engineer, before ordering balance of pile.
The pile shall be driven to obtain a minimum penetration of 30' into a stratum of solid material, regardless of bearing capacity developed.
Each section of bridge fiber-stab shall be poured in one continuous operation from abutment to abutment.
Fiber-stab shall comply with Section 51 of the Standard Specifications.
The cost of raprap water seal, copper nails and precasted joint fiber-stab shall be included in the bid price of Class 1 Concrete. The Copper Water Seal splices shall be bolted or welded.
The water seal shall be bonded through concrete in continuous operation, be bonded through concrete.

GENERAL PLAN CENTRAL PARK AVENUE GRADE SEPARATION OVER CONGRESS STREET EXPRESSWAY					
DATE 4/20-56-44	BY J. A. 193	CHKD BY J. A. 193	APP'D BY J. A. 193	REV 3	FILE NO CR766-3







NOTES

STRUCTURAL STEEL SHALL BE CARBON STEEL AND SHALL CONFORM TO A S T M A 36 SPEC AMENDED TO DATE. RIVETS FOR W/ BEAMS SHALL BE 3/4\"/>

NOTE: TOP OF BEAM IS A STRAIGHT LINE BETWEEN BEAM SPLICE. ROADWAY SLAB IS ON A GRADE LINE VERTICAL CURVE. SEE SHEET 8 FOR PILE HEIGHT DETERMINATION INSTRUCTIONS.

ELEVATIONS TOPS OF BEAMS AND SLAB												
NO.	LOCATION	ABUT.	POINT	SPLICE	PIER	SPLICE	POINT	SPLICE	PIER	SPLICE	POINT	ABUT.
1	TOP OF W/	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50
2	TOP OF W/	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50
3	TOP OF W/	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50
4	TOP OF W/	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50
5	TOP OF W/	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50
6	TOP OF W/	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50
7	TOP OF W/	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50
8	TOP OF W/	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50
9	TOP OF W/	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50
10	TOP OF W/	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50
11	TOP OF W/	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50
12	TOP OF W/	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50	21.50

BEAD LOAD DEFLECTION NOT INCLUDED - SEE SHEET 8 FOR ALL DEFLECTION

NOTE: SEE SHEET 8 FOR DETAILS OF DIAPHRAGMS, BRIDGE CONNECTIONS & UTILITY LAYOUT. THE WEIGHT OF STRUCTURAL STEEL SHALL BE TAKEN INTO ACCOUNT IN THE DESIGN OF THE BRIDGE. STRUCTURAL STEEL SHALL BE PAINTED.

STRUCTURAL STEEL FRAMING PLAN			
CENTRAL PARK AVENUE GRADE SEPARATION			
OVER			
CONGRESS STREET EXPRESSWAY			
DATE	BY	CHECKED	APPROVED

CP 769-S



VOTES

Rollers shall be turned down from a solid bar. For all plates in contact with the rollers, the edges adjacent to the rollers shall be rolled, cut square or finished.

Estimated weights of rollers, rockers, steel @s, lead @s, anchor bolts and nuts, pipe sleeves are included in the weight of structural steel.

Costalast shall conform to the Tentative Specifications for Castings Strength in Carbon Steel Castings for General Applications, A S T M, A-27 Grade of 35 Full Annealed.

Unless otherwise noted, items listed on this sheet are to be furnished by the contractor.

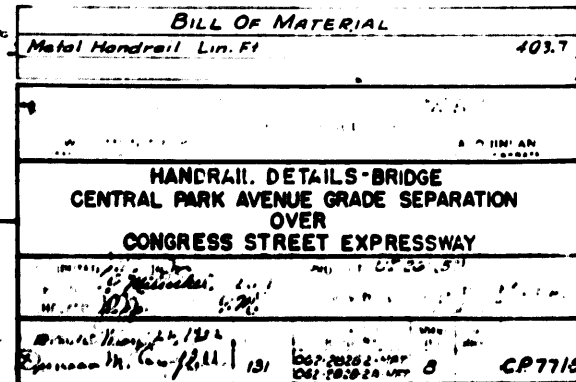
Pipe sleeves will be temporarily plugged with wood during construction, in the time and place shown in Section C01, 1968 E.

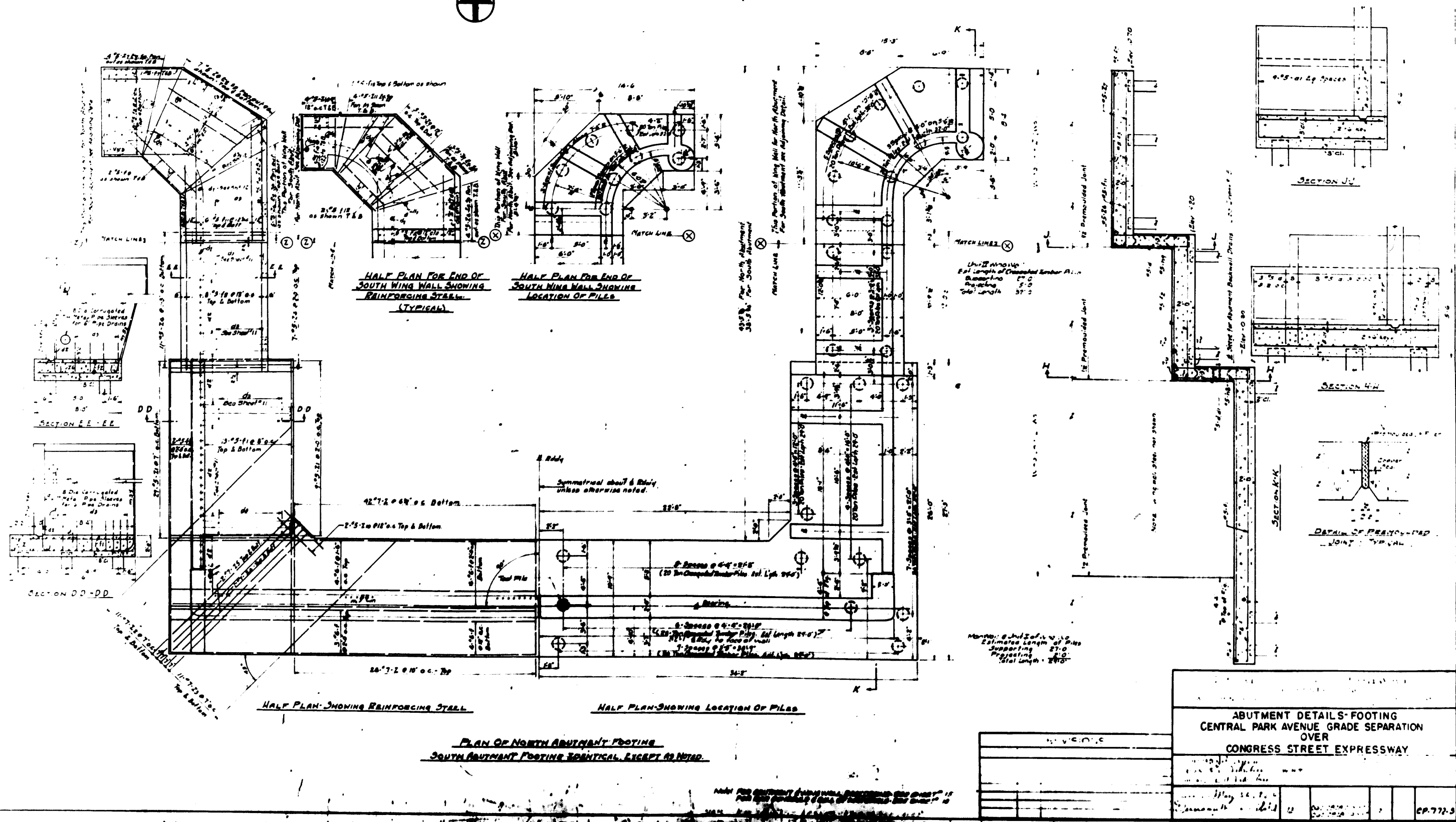


U.S. DEPARTMENT OF AGRICULTURE

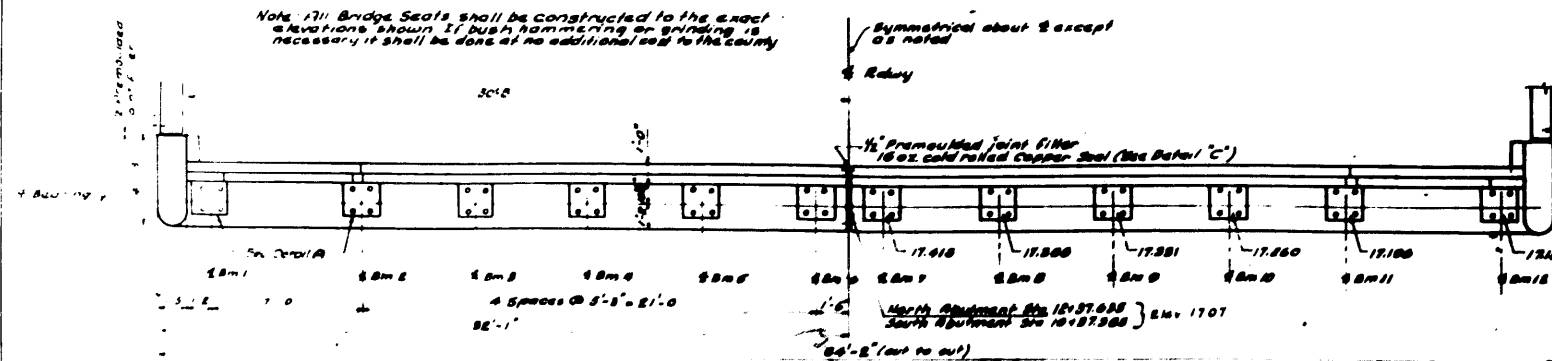


DEPARTMENT OF HIGHWAYS COOK COUNTY, ILLINOIS		GEORGE A. GUHLAN COUNTY CLERK OF COOK COUNTY	
WILLIAM H. BRIDGES COUNTY ENGINEER OF COOK COUNTY			
ROCKERS, ROLLERS & BEARING PLATES CENTRAL PARK AVENUE GRADE SEPARATION OVER CONGRESS STREET EXPRESSWAY			
COMPUTER DRAWN CHECKED	2/2/64 2/2/64 2/2/64	PROJECT SCALE APPROVED	11/25/63 1/2" = 1'-0" 1/2" = 1'-0"
APPROVED 2/2/64 2/2/64	2/2/64 2/2/64	11/25/63 1/2" = 1'-0" 1/2" = 1'-0"	11/25/63 1/2" = 1'-0" 1/2" = 1'-0"

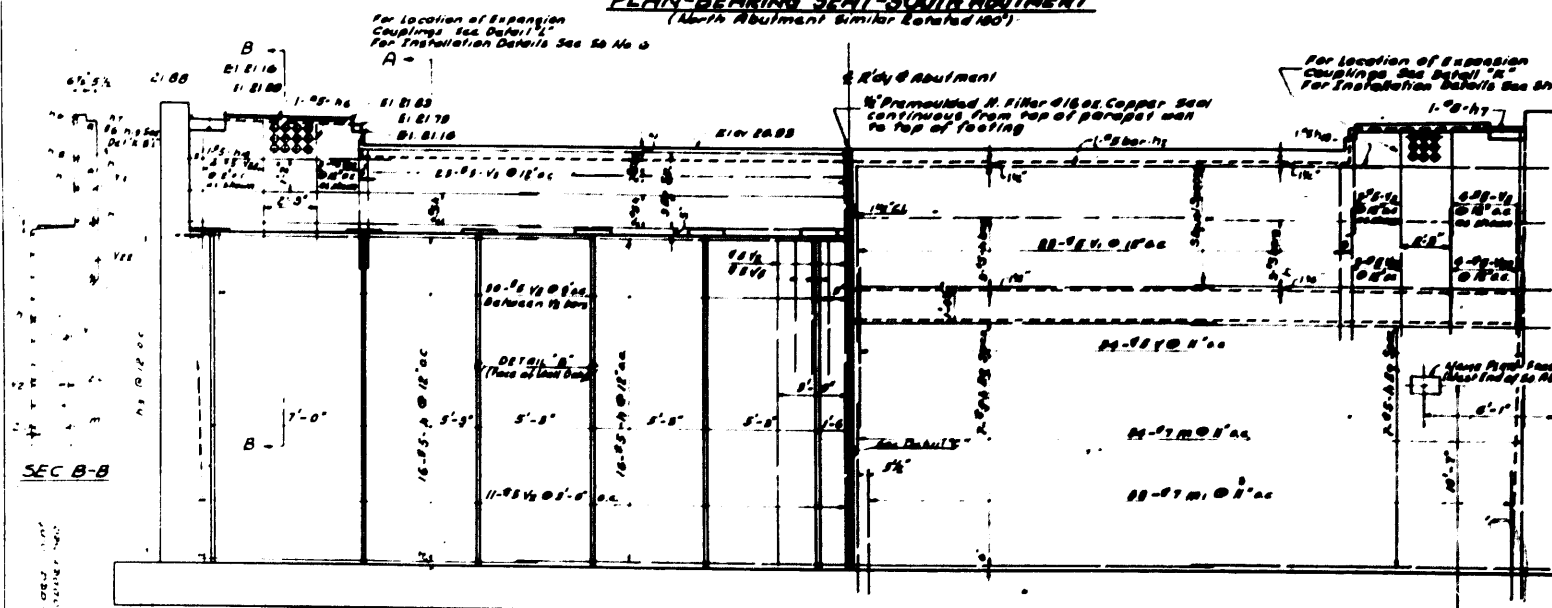




Note: All Bridge Seats shall be constructed to the exact elevations shown. If bush hammering or grinding is necessary it shall be done at no additional cost to the owner.

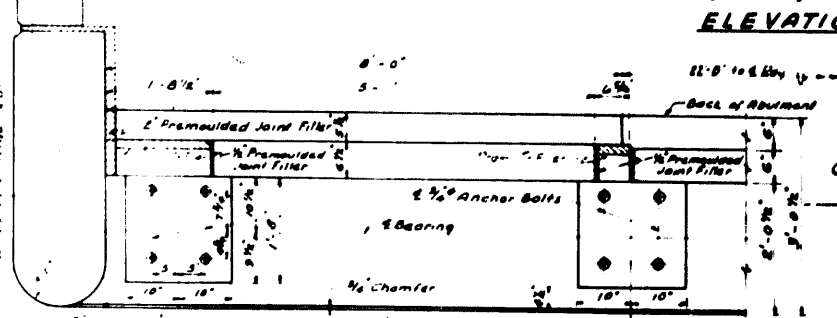


PLAN-BEARING SEAT-SOUTH ABUTMENT
(North Abutment Similar Located 180°)

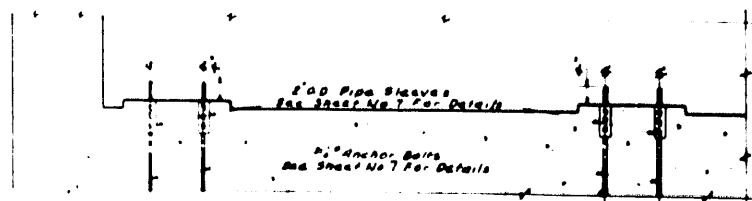


Note: For Pile Spacing & Footing Reinforcement See Sheet No. 8

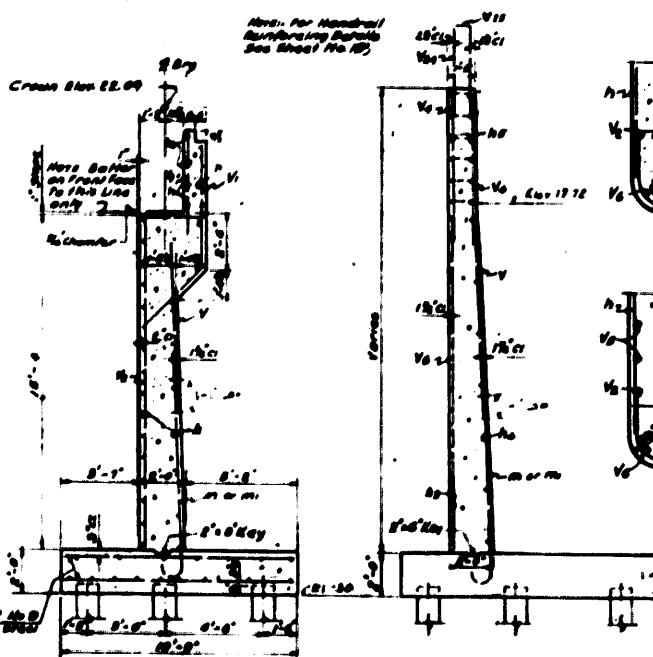
ELEVATION



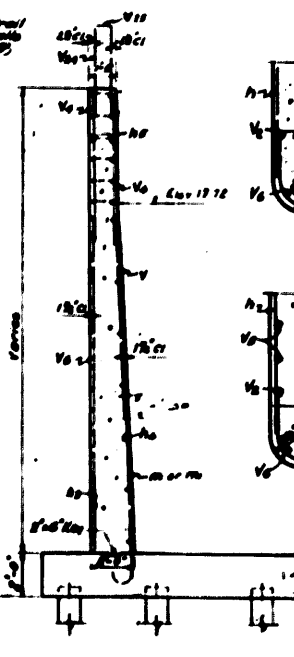
DETAIL 'A'



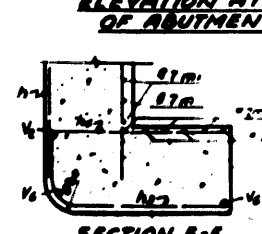
SECTION C-C
(Anchor Bolt Projection)



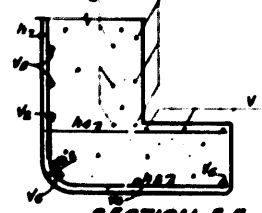
SECTION A-A



SECTION D-D

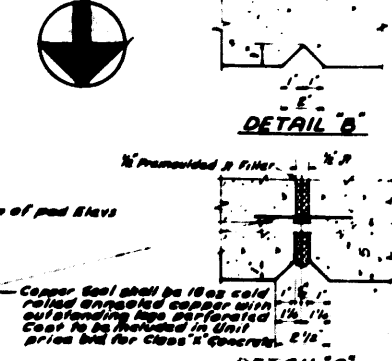


SECTION E-E

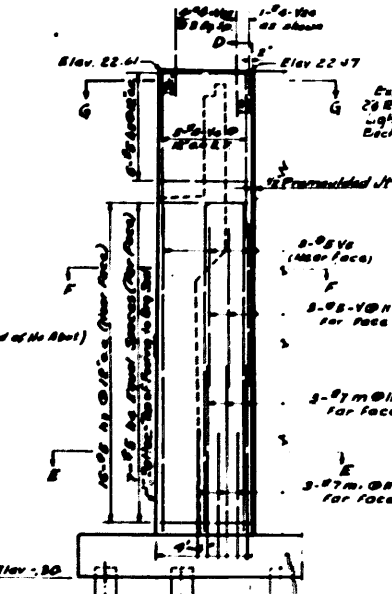


SECTION F-F

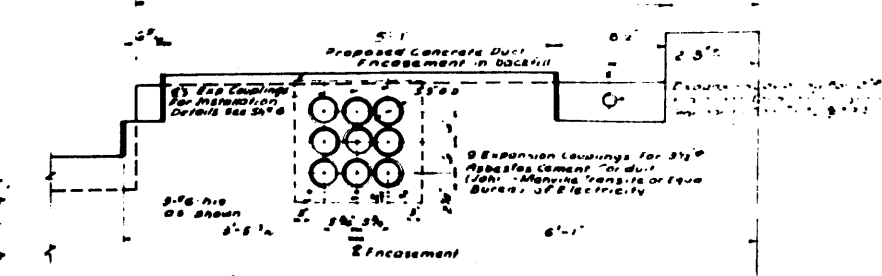
ELEVATION AT END OF ABUTMENT



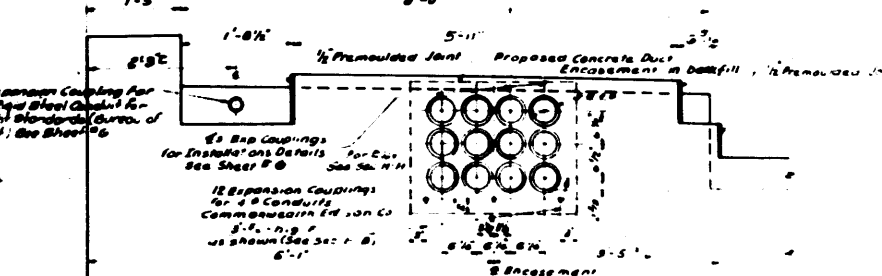
DETAIL 'B'



DETAIL 'C'

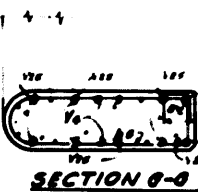


DETAIL 'K'

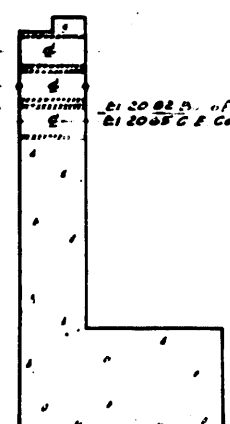


DETAIL 'L'

Note: Expansion couplings in abutment walls shall be installed with 1/2 inch O.D. pipe and 1/2 inch O.D. couplings. The couplings shall be filled with paper and grease. It is the responsibility of the contractor to provide the paper and grease.



SECTION G-G



SECTION H-H

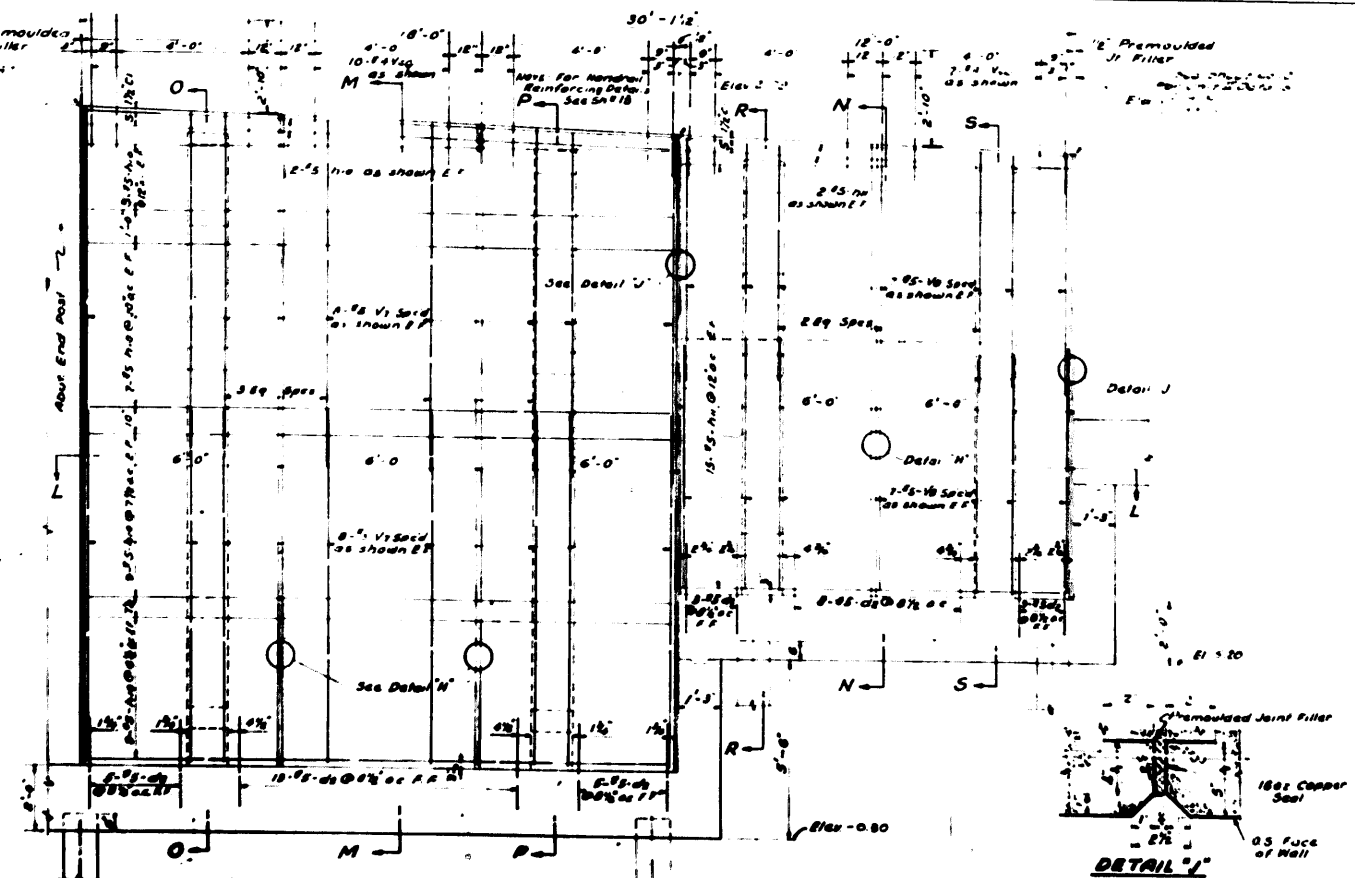
Note: The bearing abutments shall be waterproofed from the top of the footing to the top of the footing. The cost of this waterproofing shall be included in the contract unit price per cubic yard of Class A concrete.

See Sheet 918 for Bill of Material & Quantities

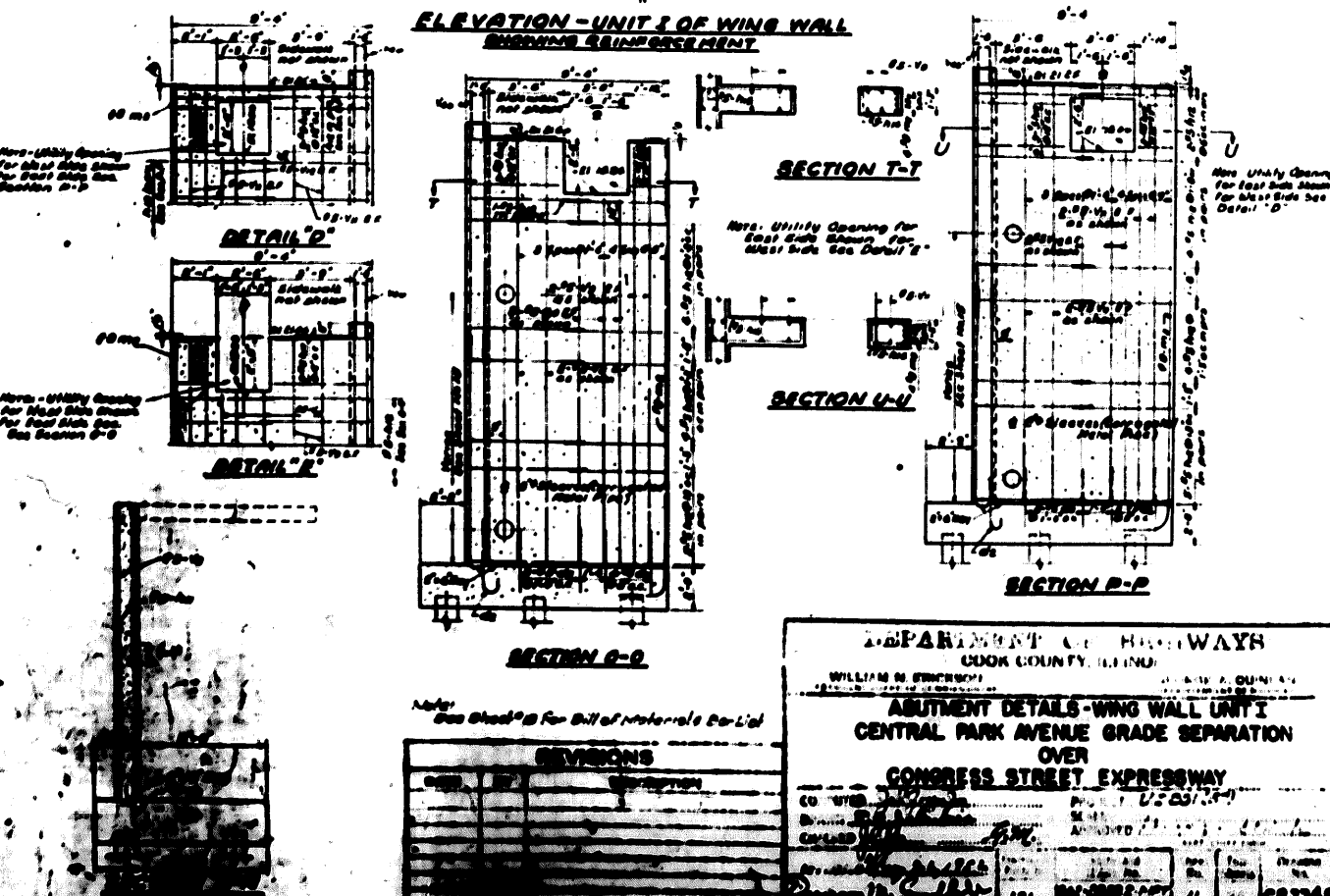
ABUTMENT DETAILS-MAIN WALL
CENTRAL PARK AVENUE GRADE SEPARATION
OVER
CONGRESS STREET EXPRESSWAY

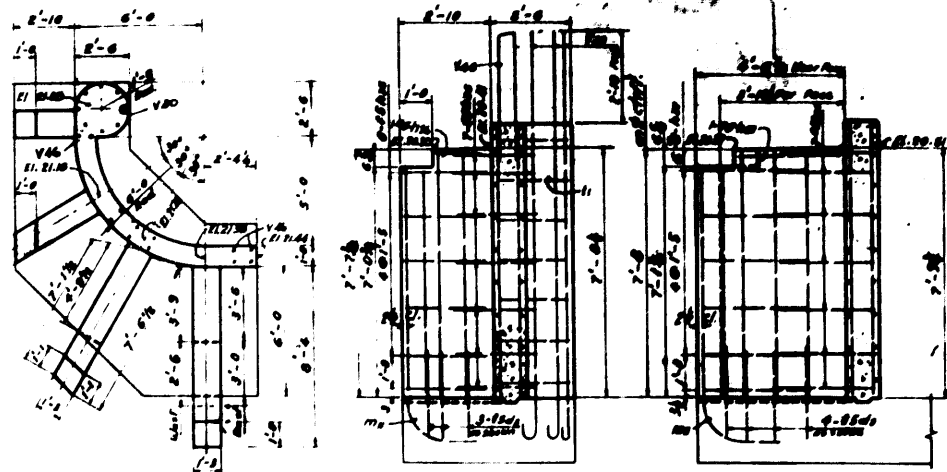
Prepared by
Checked by
Approved by
Date: May 11, 1954
Drawn by: [Signature]

CP 7753



ELEVATION - UNIT 1 OF WING WALL
SHOWING REINFORCEMENT

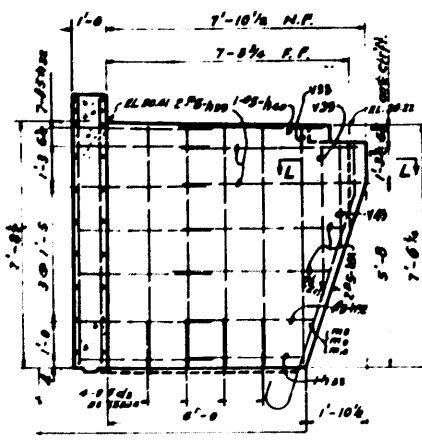
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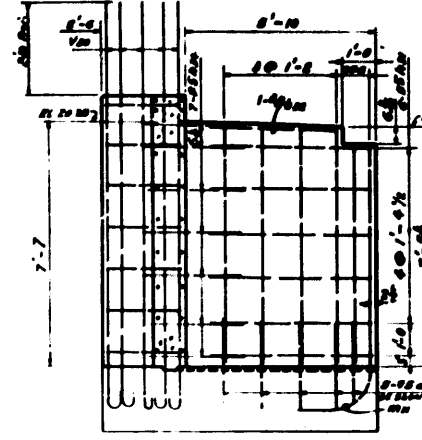
TOP PLAN OF UNIT II SOUTH WEST WING
TOP PLAN OF UNIT II SOUTH EAST WING OPPOSITE EXCEPT AS NOTED
Scale: 1/8" = 1'-0"

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

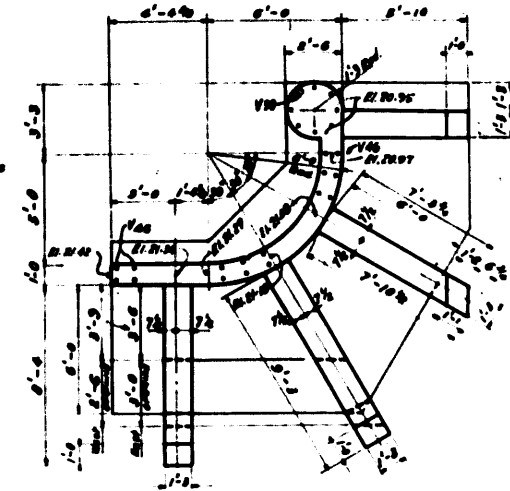
SECTION B-B
Scale: 1/8" = 1'-0"



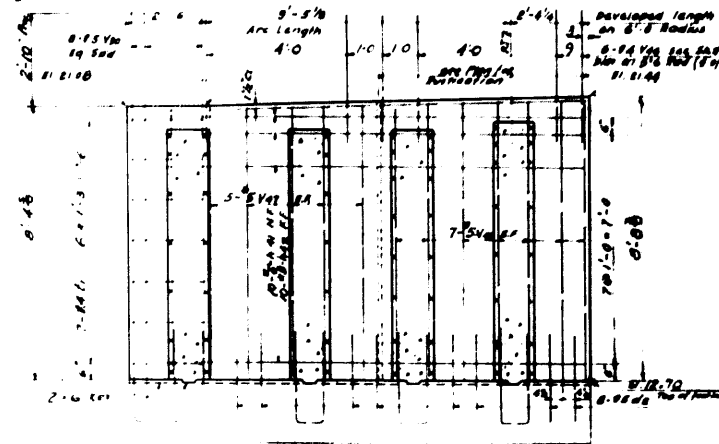
SECTION F-F
Scale: 1/8" = 1'-0"



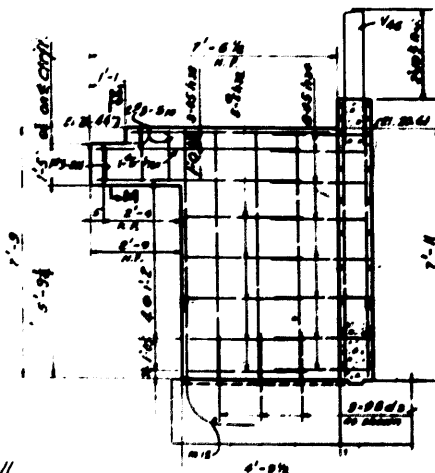
SECTION E-E
Scale: 1/8" = 1'-0"



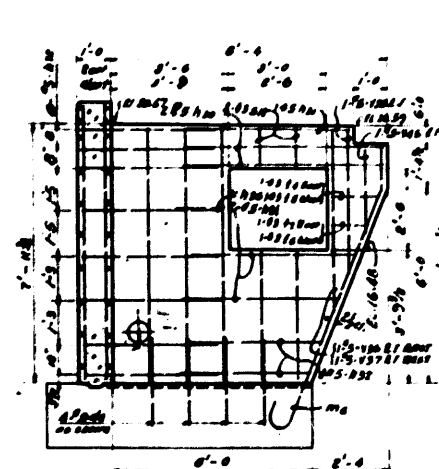
TOP PLAN OF UNIT II NORTH WEST WING
TOP PLAN OF UNIT II NORTH EAST WING OPPOSITE EXCEPT AS NOTED
Scale: 1/8" = 1'-0"



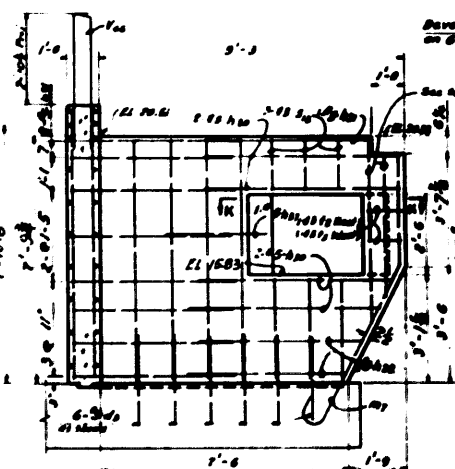
WALL ELEVATION OF UNIT II SOUTH WEST WING
WALL ELEVATION OF UNIT II SOUTH EAST WING OPPOSITE
Scale: 1/8" = 1'-0"



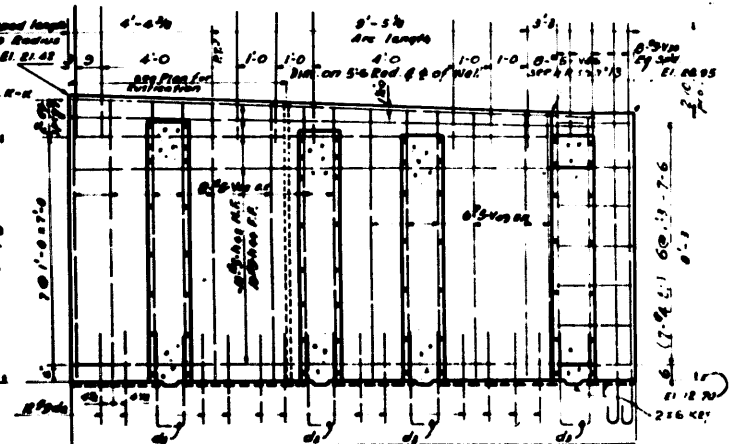
SECTION C-C
Scale: 1/8" = 1'-0"



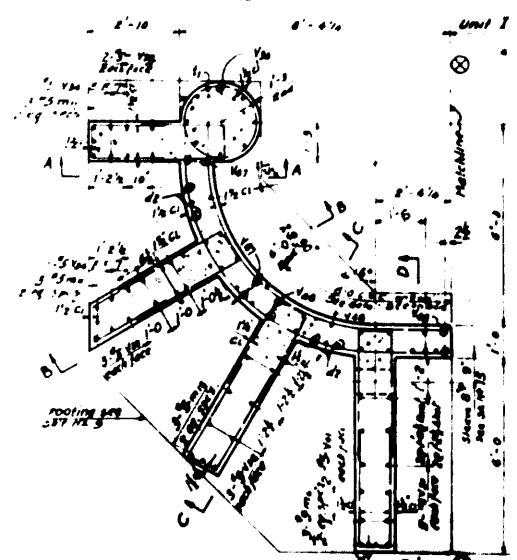
SECTION H-H
Scale: 1/8" = 1'-0"



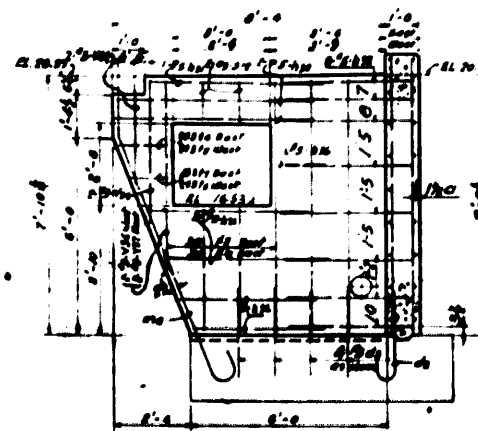
SECTION G-G
Scale: 1/8" = 1'-0"



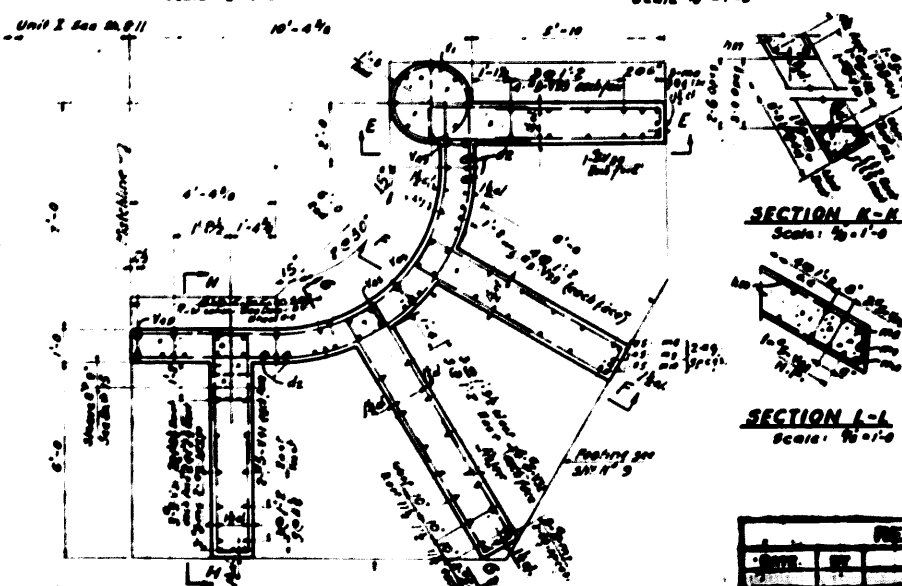
WALL ELEVATION OF UNIT II NORTH WEST WING
WALL ELEVATION OF UNIT II NORTH EAST WING OPPOSITE
Scale: 1/8" = 1'-0"



SECTION AT FOOTING OF UNIT II SOUTH WEST WING
SECTION AT FOOTING UNIT II SOUTH EAST WING OPPOSITE EXCEPT AS NOTED
Scale: 1/8" = 1'-0"



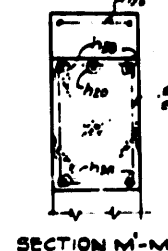
SECTION D-D
Scale: 1/8" = 1'-0"



SECTION AT FOOTING OF UNIT II NORTH WEST WING
SECTION AT FOOTING OF UNIT II NORTH EAST WING OPPOSITE EXCEPT AS NOTED
Scale: 1/8" = 1'-0"

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

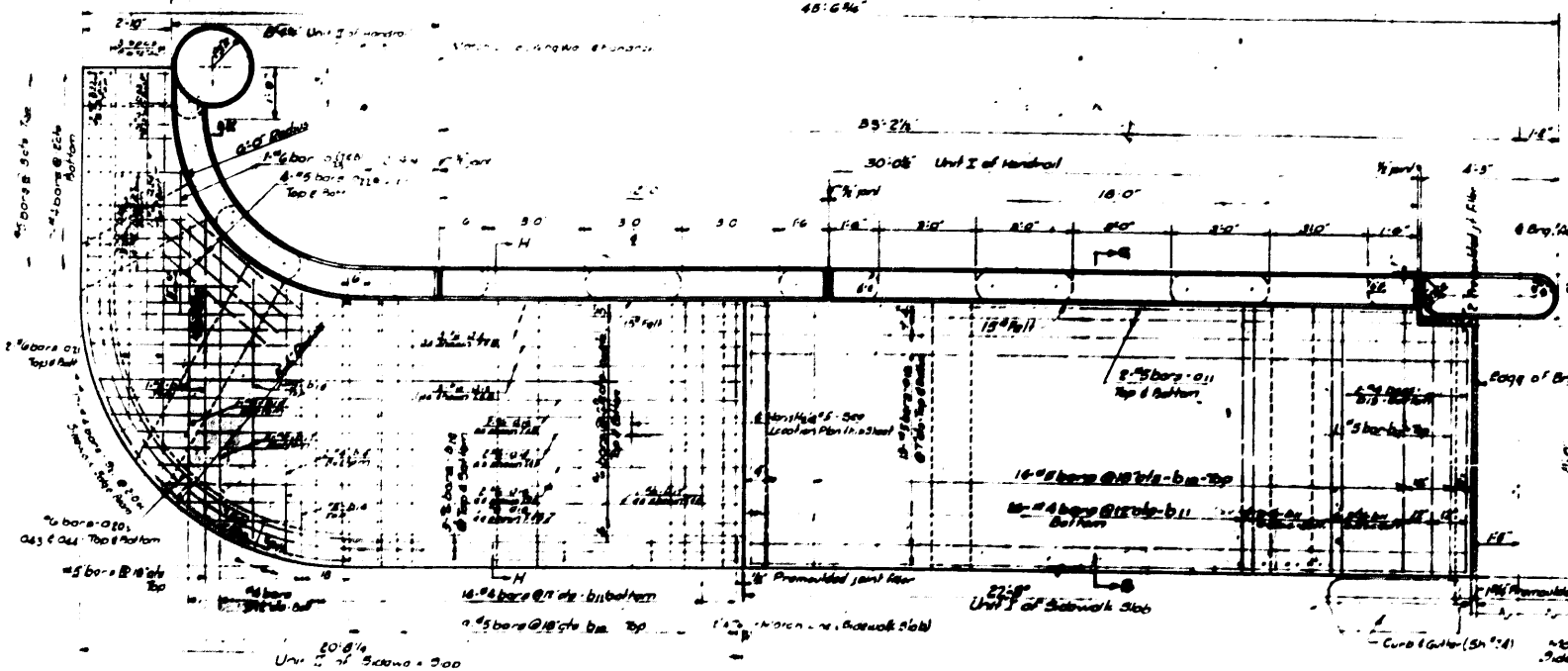
SECTION L-L
Scale: 1/8" = 1'-0"



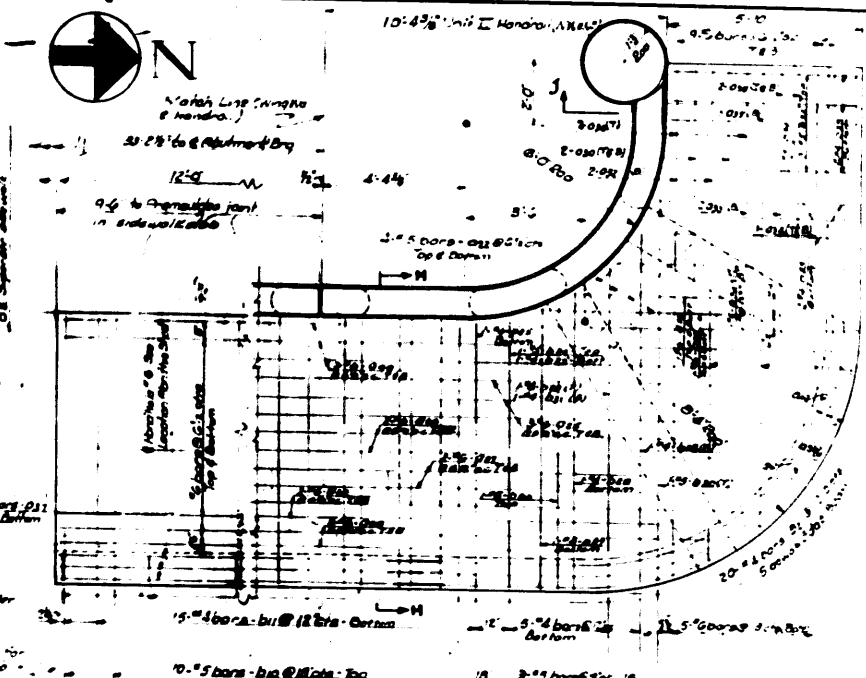
SECTION M-M

See Sheet #10 for Location of Footing Plans
See Sheet #11 for Detail of Rustication (Detail 1)
See Sheet #11 for Detail of Copper Seal (Detail 1)
See Sheet #12 for Bar Details and Bill of Materials

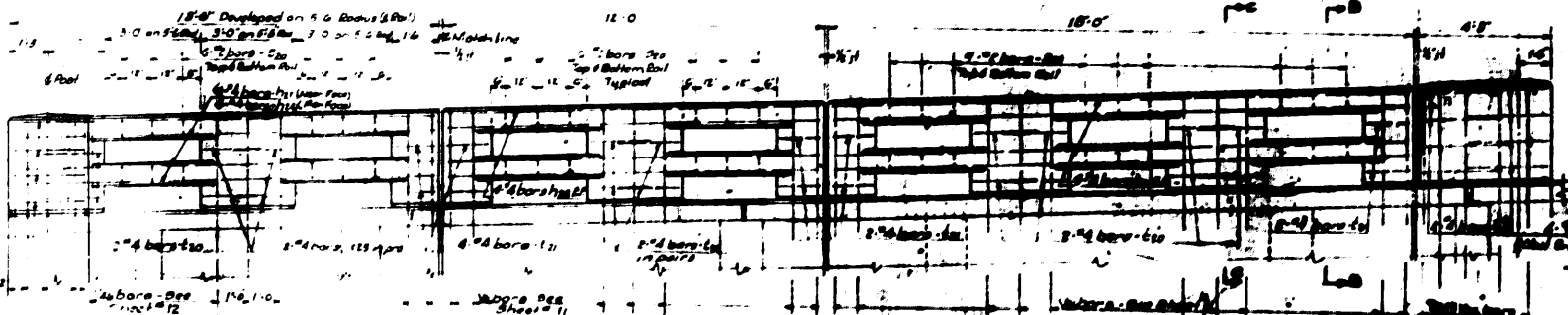
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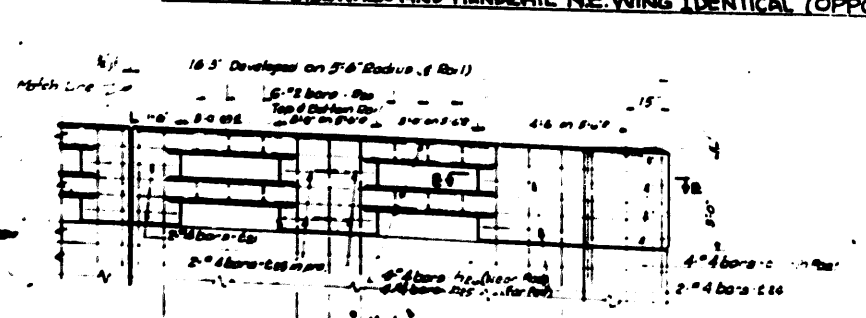
PLAN OF SIDEWALK AND HANDRAIL-UNIT I & II
S.W. WING SHOWN - S.E. WING IDENTICAL (OPPOSITE HAND)



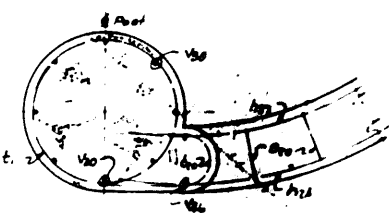
PLAN OF SIDEWALK AND HANDRAIL-UNIT II OF SIDEWALK AND HANDRAIL N.W. WING SHOWN
UNIT II OF SIDEWALK AND HANDRAIL N.E. WING IDENTICAL (OPPOSITE HAND)



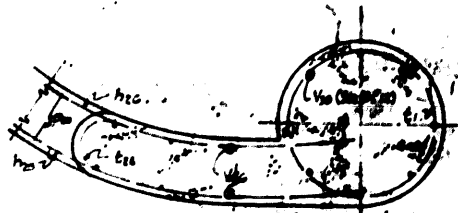
ELEVATION OF HANDRAIL (LOOKING WEST) UNIT I & II
SHOWING HANDRAIL S.E. WING (S.W. WING IDENTICAL-OPPOSITE HAND)



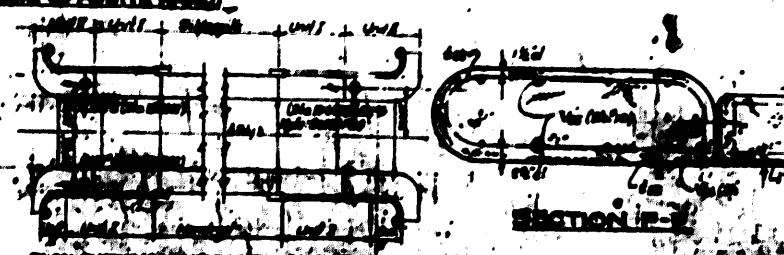
ELEVATION OF HANDRAIL - UNIT II OF N.E. HANDRAIL SHOWN
(UNIT II N.W. WING IDENTICAL-OPPOSITE HAND)



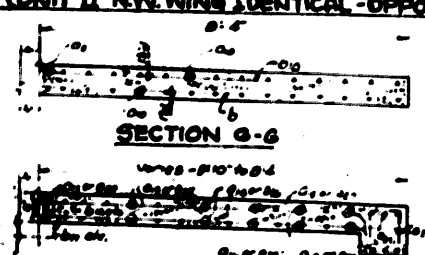
SECTION A-A



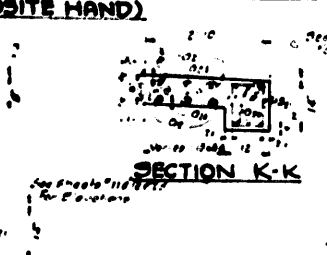
SECTION E-E



SECTION F-F



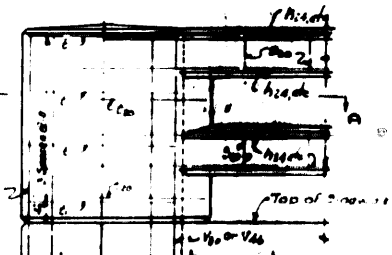
SECTION G-G



SECTION K-K

NOTES

See San Diego & San Antonio, etc. for details of sidewalk and handrail construction. See also San Diego & San Antonio, etc. for details of sidewalk and handrail construction. See also San Diego & San Antonio, etc. for details of sidewalk and handrail construction.



ELEVATION - END PORT-TYPE A



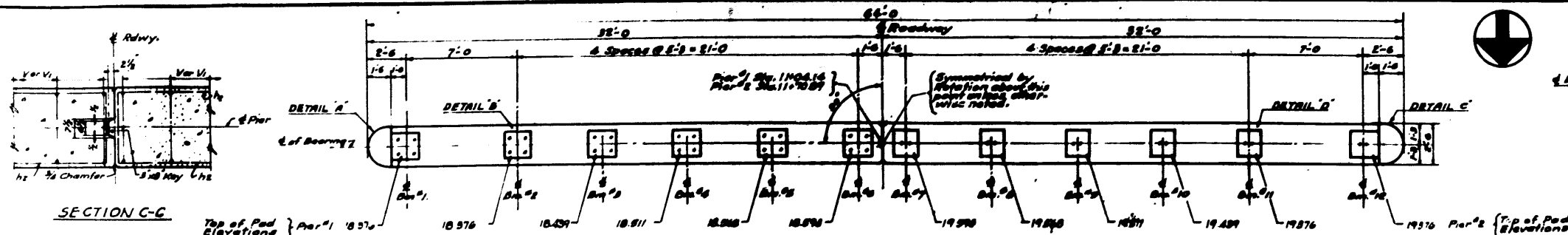
SECTION B-B



SECTION C-C

REVISIONS	
NO.	DESCRIPTION
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

DEPARTMENT	
ABUT-DETAILS WING WALL-SIDEWALK-HANDRAIL CENTRAL PARK AVENUE GRADE SEPARATION OVER CONGRESS STREET EXPRESSWAY	
Date: 10/24/54 Drawn by: C. J. [illegible] Checked by: [illegible] Approved by: [illegible]	
10	CP 776-5



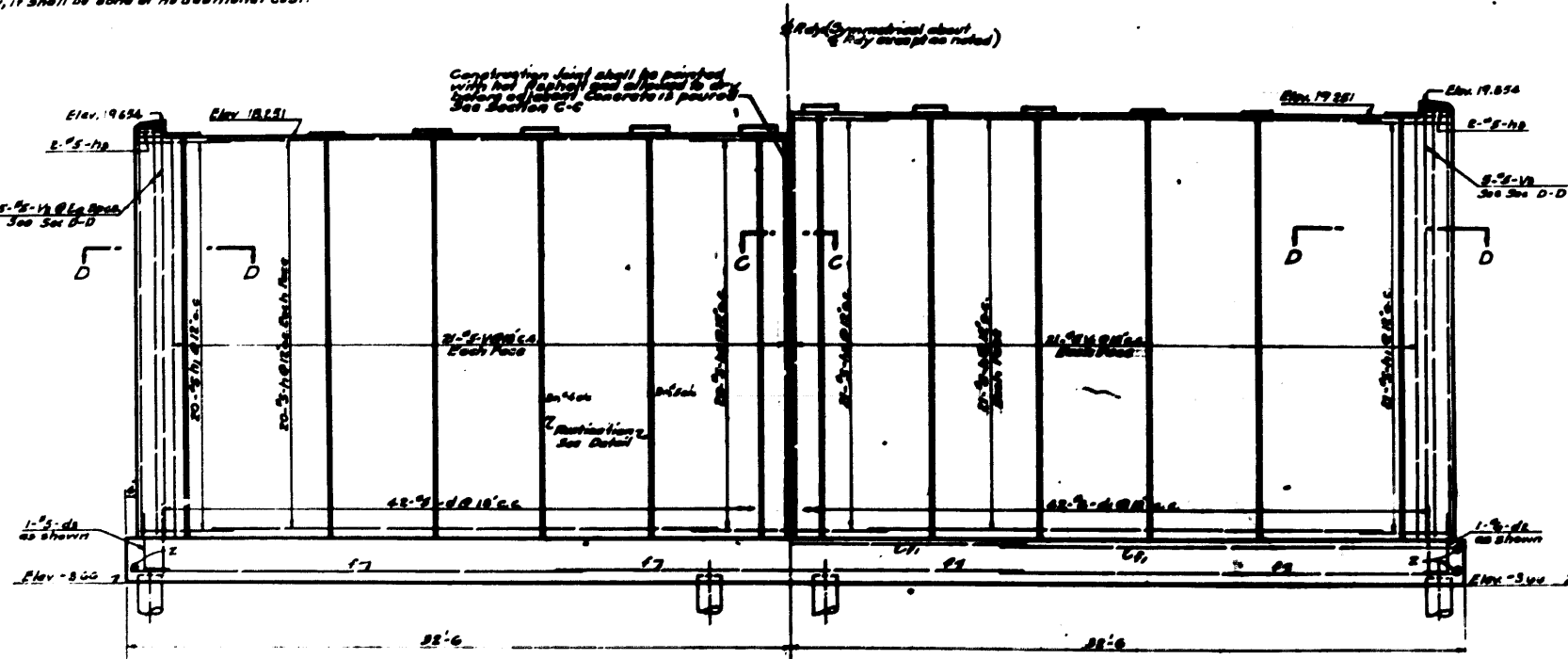
SECTION C-C

Top of Pad Elevations

HALF PLAN
PIER 1

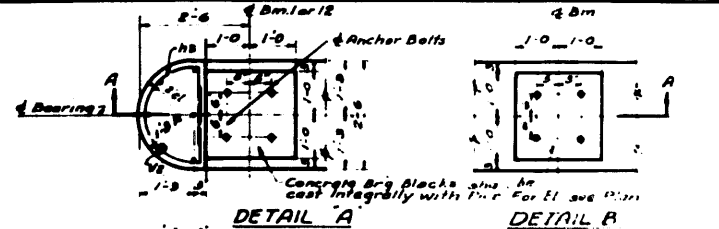
HALF PLAN
PIER 2

Note: 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.



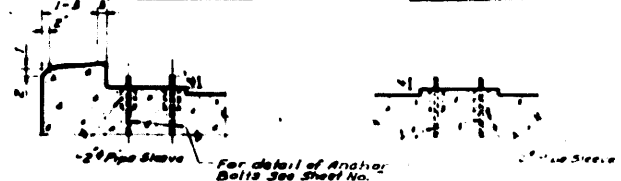
HALF ELEVATION
PIER 1

HALF ELEVATION
PIER 2



DETAIL A

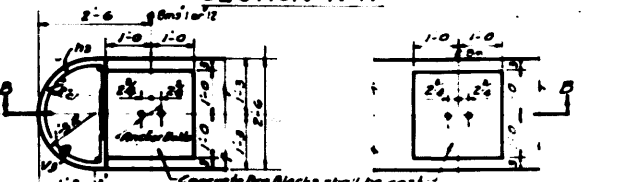
DETAIL B



DETAIL C

DETAIL D

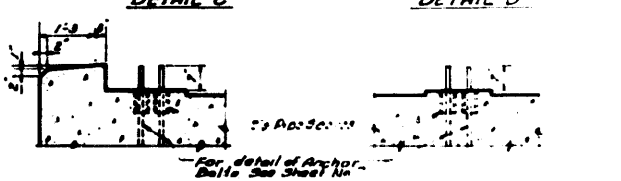
SECTION A-A



DETAIL E

DETAIL F

SECTION B-B



DETAIL G

DETAIL H

BAR SCHEDULE - ERS - 02													
All dimensions out to out of bar													
BAR NO.	SIZE	LENGTH	SKETCH TYPE	A	B	C	D	E	F	G	H	I	LOCATION
1	42	7'-6"	TYPE 310	2'-0"	2'-2"								Footings - Pier 1
2	42	7'-10"	TYPE 310	2'-10"	2'-2"								Footings - Pier 2
3	42	4'-1"	TYPE 310	2'-10"	1'-3"								Footings - Pier 1
4	42	8'-11"	TYPE 310	2'-0"	1'-3"								Bottom of footings
5	48	22'-8"	TYPE 311										Top of footing - Pier 2
6	48	22'-8"	TYPE 311										Wall horizontal
7	48	22'-8"	TYPE 311										Wall horizontal
8	48	22'-8"	TYPE 311										Wall horizontal
9	48	22'-8"	TYPE 311										Wall horizontal
10	48	22'-8"	TYPE 311										Wall horizontal
11	48	22'-8"	TYPE 311										Wall horizontal
12	48	22'-8"	TYPE 311										Wall horizontal
13	48	22'-8"	TYPE 311										Wall horizontal
14	48	22'-8"	TYPE 311										Wall horizontal
15	48	22'-8"	TYPE 311										Wall horizontal
16	48	22'-8"	TYPE 311										Wall horizontal
17	48	22'-8"	TYPE 311										Wall horizontal
18	48	22'-8"	TYPE 311										Wall horizontal
19	48	22'-8"	TYPE 311										Wall horizontal
20	48	22'-8"	TYPE 311										Wall horizontal
21	48	22'-8"	TYPE 311										Wall horizontal
22	48	22'-8"	TYPE 311										Wall horizontal
23	48	22'-8"	TYPE 311										Wall horizontal
24	48	22'-8"	TYPE 311										Wall horizontal
25	48	22'-8"	TYPE 311										Wall horizontal
26	48	22'-8"	TYPE 311										Wall horizontal
27	48	22'-8"	TYPE 311										Wall horizontal
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29	48	22'-8"	TYPE 311										Wall horizontal
30	48	22'-8"	TYPE 311										Wall horizontal
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45	48	22'-8"	TYPE 311										Wall horizontal
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80	48	22'-8"	TYPE 311										Wall horizontal
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91	48	22'-8"	TYPE 311										Wall horizontal
92	48	22'-8"	TYPE 311										Wall horizontal
93	48	22'-8"	TYPE 311										Wall horizontal
94	48	22'-8"	TYPE 311										Wall horizontal
95	48	22'-8"	TYPE 311										Wall horizontal
96	48	22'-8"	TYPE 311										Wall horizontal
97	48	22'-8"	TYPE 311										Wall horizontal
98	48	22'-8"	TYPE 311										Wall horizontal
99	48	22'-8"	TYPE 311										Wall horizontal
100	48	22'-8"	TYPE 311										Wall horizontal

Note: All bars shall be round A.S.T.M. A305-42. The size number is the number of eighths in the nominal diameter.

See Notes on page 1 of this set for details of reinforcement.

See Notes on page 1 of this set for details of reinforcement.

See Notes on page 1 of this set for details of reinforcement.

See Notes on page 1 of this set for details of reinforcement.

See Notes on page 1 of this set for details of reinforcement.

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See Notes on page 1 of this set for details of reinforcement.

See Notes on page 1 of this set for details of reinforcement.

See Notes on page 1 of this set for details of reinforcement.

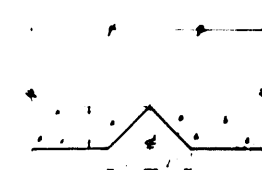
See Notes on page 1 of this set for details of reinforcement.

See Notes on page 1 of this set for details of reinforcement.

See Notes on page 1 of this set for details of reinforcement.

See Notes on page 1 of this set for details of reinforcement.

TYPICAL SECTION
PIERS 1 & 2



RUSTICATION DETAIL

20 in. Casted Timber Piles
Estimated Length 29'-0"

Estimated Length of Piles
under Pier 1
Supporting Lin. P. 22'-0"
Projecting Lin. P. 2'-0"
Total Length 29'-0"

Estimated Length of Piles
under Pier 2
Supporting Lin. P. 22'-0"
Projecting Lin. P. 2'-0"
Total Length 29'-0"

Estimated Length of Piles
under Pier 1
Supporting Lin. P. 22'-0"
Projecting Lin. P. 2'-0"
Total Length 29'-0"

Estimated Length of Piles
under Pier 2
Supporting Lin. P. 22'-0"
Projecting Lin. P. 2'-0"
Total Length 29'-0"

Estimated Length of Piles
under Pier 1
Supporting Lin. P. 22'-0"
Projecting Lin. P. 2'-0"
Total Length 29'-0"

Estimated Length of Piles
under Pier 2
Supporting Lin. P. 22'-0"
Projecting Lin. P. 2'-0"
Total Length 29'-0"

Estimated Length of Piles
under Pier 1
Supporting Lin. P. 22'-0"
Projecting Lin. P. 2'-0"
Total Length 29'-0"

Estimated Length of Piles
under Pier 2
Supporting Lin. P. 22'-0"
Projecting Lin. P. 2'-0"
Total Length 29'-0"

Estimated Length of Piles
under Pier 1
Supporting Lin. P. 22'-0"
Projecting Lin. P. 2'-0"
Total Length 29'-0"

Estimated Length of Piles
under Pier 2
Supporting Lin. P. 22'-0"
Projecting Lin. P. 2'-0"
Total Length 29'-0"

Estimated Length of Piles
under Pier 1
Supporting Lin. P. 22'-0"
Projecting Lin. P. 2'-0"
Total Length 29'-0"

Estimated Length of Piles
under Pier 2
Supporting Lin. P. 22'-0"
Projecting Lin. P. 2'-0"
Total Length 29'-0"

Estimated Length of Piles
under Pier 1
Supporting Lin. P. 22'-0"
Projecting Lin. P. 2'-0"
Total Length 29'-0"

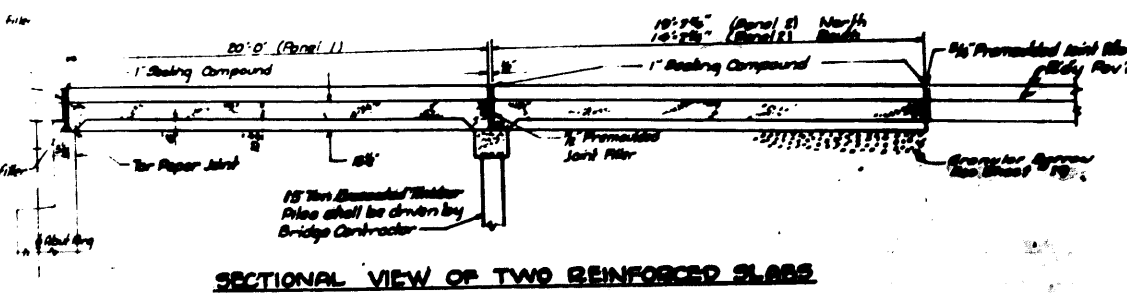
HALF FOOTING PLAN
PIER 1

HALF FOOTING PLAN
PIER 2

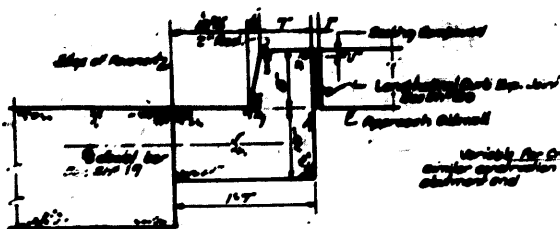




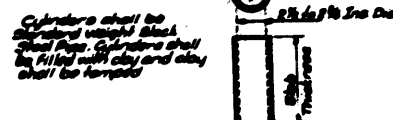
SECTIONAL VIEW OF TWO REINFORCED SLABS



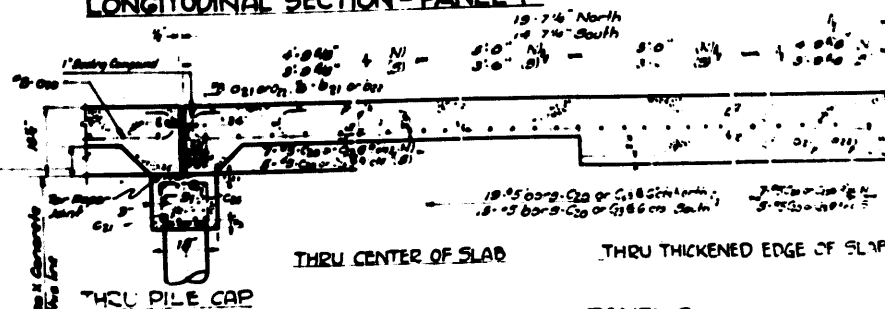
TYPICAL CURB SECTION AT BRIDGE



DETAIL OF MUD JACK CYLINDER



LONGITUDINAL SECTION - PANEL 1



LONGITUDINAL SECTION - PANEL 2 (TYPICAL)

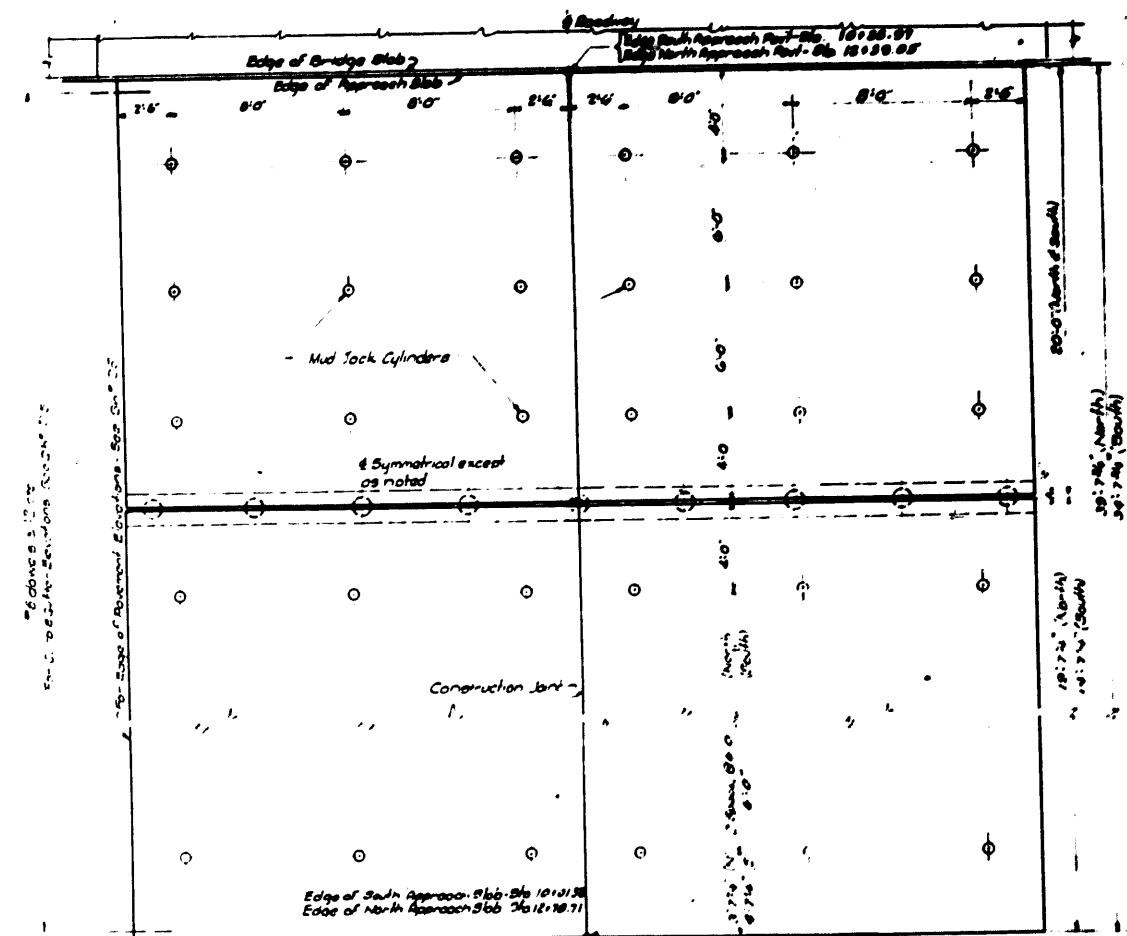
BILL OF MATERIAL AND BAR SCHEDULE

TYPE 1											
Mark	No	SIZE	LENGTH	LOCATION	TYPE	QUANTITY	A	B	C	D	E
Q22	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q23	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q24	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q25	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q26	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q27	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q28	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q29	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q30	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q31	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q32	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q33	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q34	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q35	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q36	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q37	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q38	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q39	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q40	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q41	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q42	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q43	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q44	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q45	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q46	10	18	21'-0"	Panel 1 - N	1	11	11	11			
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Q48	10	18	21'-0"	Panel 1 - N	1	11	11	11			
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Q54	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q55	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q56	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q57	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q58	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q59	10	18	21'-0"	Panel 1 - S	1	11	11	11			
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Q61	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q62	10	18	21'-0"	Panel 1 - N	1	11	11	11			
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Q71	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q72	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q73	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q74	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q75	10	18	21'-0"	Panel 1 - S	1	11	11	11			
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Q77	10	18	21'-0"	Panel 1 - S	1	11	11	11			
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Q79	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q80	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q81	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q82	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q83	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q84	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q85	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q86	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q87	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q88	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q89	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q90	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q91	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q92	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q93	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q94	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q95	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q96	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q97	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q98	10	18	21'-0"	Panel 1 - N	1	11	11	11			
Q99	10	18	21'-0"	Panel 1 - S	1	11	11	11			
Q100	10	18	21'-0"	Panel 1 - N	1	11	11	11			

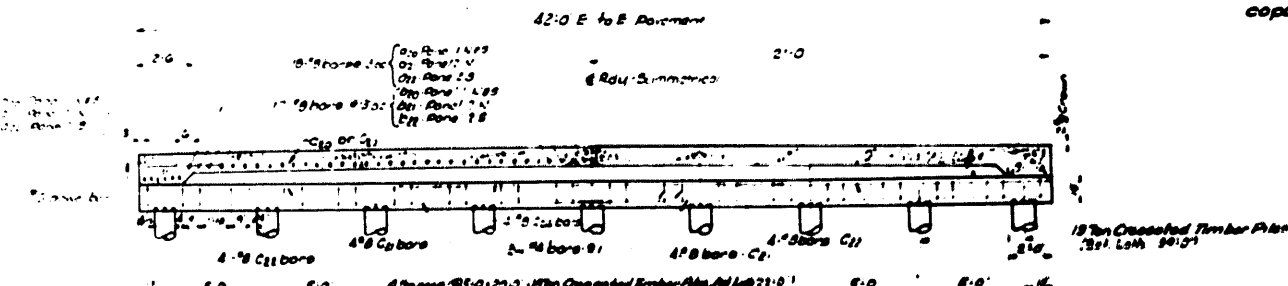
NOTES

- The slabs shall be paid for at the contract unit price for RC Concrete Pavement (16 1/2" - 10 1/2" - 10 1/2")
- The Concrete Cap shall be paid for at the contract unit price for Class X Concrete.
- All Reinforcement Bars, including the Curb and Gutter bars, shall be paid for at the contract unit price for Reinforcement Bars.
- The Mud Jack Cylinders shall be furnished and installed by the Bridge Contractor and included in the contract unit price for RC Concrete Pavement (16 1/2" - 10 1/2" - 10 1/2").
- The 1/2" Precast Joint Filler and Tar Paper Joint over the Cap shall be included in the contract unit price for RC Concrete Pavement (16 1/2" - 10 1/2" - 10 1/2").
- Precast Joint Filler shall conform to any of the fillers specified in Articles 128.4 & 128.5 of the Standard Specifications for Road and Bridge Construction.
- All piles shall be driven to obtain a minimum penetration of 10'-0" into stratum of solid material regardless of bearing capacity developed.

PLAN-NORTH APPROACH SLAB
SOUTH APPROACH SLAB SAME ROTATED 180°

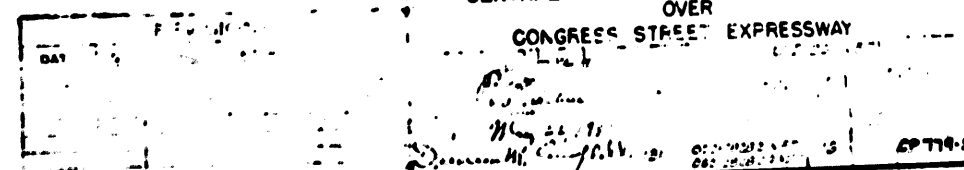


SECTIONAL VIEW OF SLAB AND PILE CAP

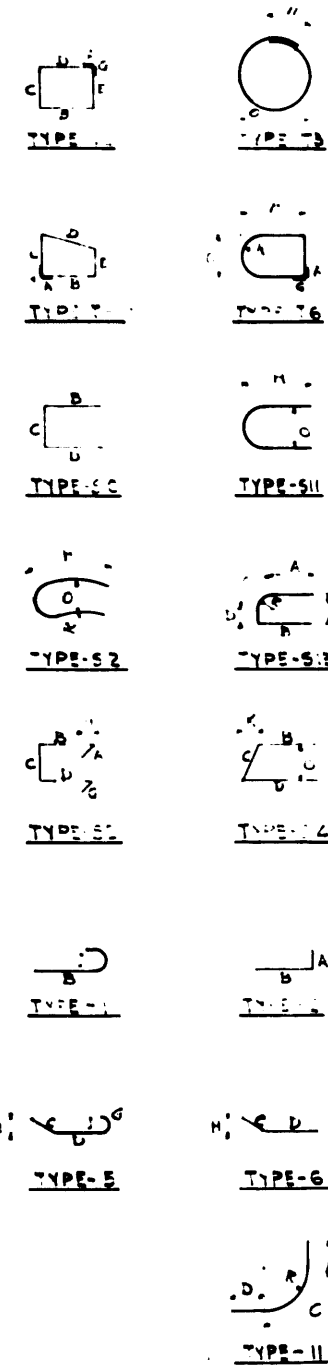


ESTIMATED PILE LENGTH	ESTIMATED PILE LENGTH	ESTIMATED PILE LENGTH
Projecting	20'-0"	Projecting
Supporting	20'-0"	Supporting
Total	22'-0"	Total

APPROACH SLAB
CENTRAL PARK AVENUE GRADE SEPARATION
OVER
CONGRESS STREET EXPRESSWAY



BAR SCHEDULE

[illegible]

BILL OF MATERIAL		
CLASS X CONCRETE	CJ YDS	756
HAND RAIL CONCRETE		10.5
REINFORCING BARS	LBS	84470
OIL SOLVENT MIXTURE	GALS	11.2
CREOSOTED TIMBER PILING (29'-0" LG)	LIN. FT.	4502
" " " (32'-0" LG)	LIN. FT.	2240
TEST PILES	EACH	2

* NOTE: Bar schedule and Bill of Materials includes Quantities for Abutment main walls and footings, Wing Walls and Footings, Wing and Head Rail.

Only Bar Marks used are shown. Items scheduled in Bill of Materials shall be furnished as noted.

Section 06-2-220 2 MF

REV 5 ONE

BILL OF MATERIALS AND BAR SCHEDULE
CENTRAL FARM AERIAL GRADE SEPARATION
CONCRETE SCHEDULE AND RAILWAY

May 24, 1952					CP 78
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