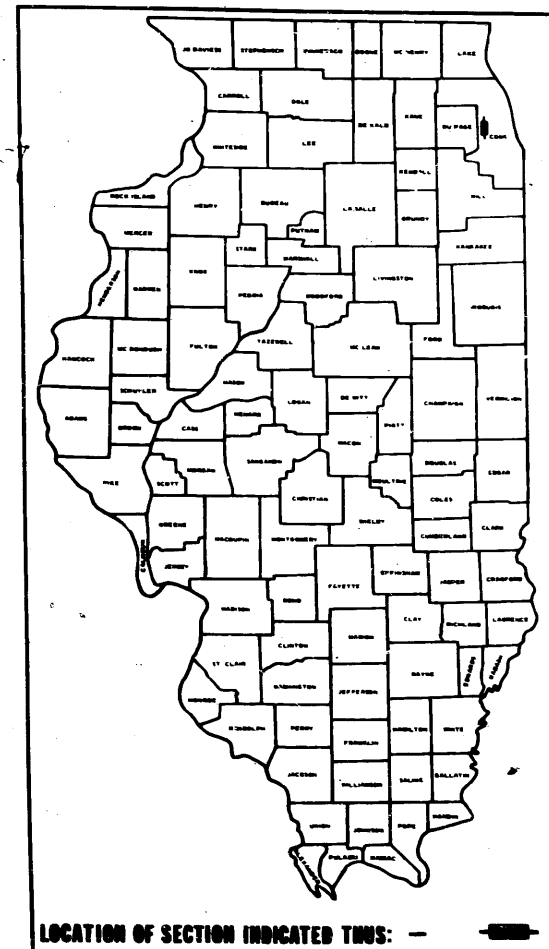


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

(0204, 0303-1 & 3091B) W & RS (82)  
F.A.U. RTE. SECTION COUNTY TOTAL SHEETS  
2746 E COOK 196 1  
P-91-458-82

PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY

F.A.U. ROUTE 2746 (FIRST AVE.)  
SECTION (0204, 0303-1 & 3091B) W & RS (82)  
0202B-R(82) & 1314B-R(82)  
PROJECT IX - 6003 - (383)  
COOK COUNTY



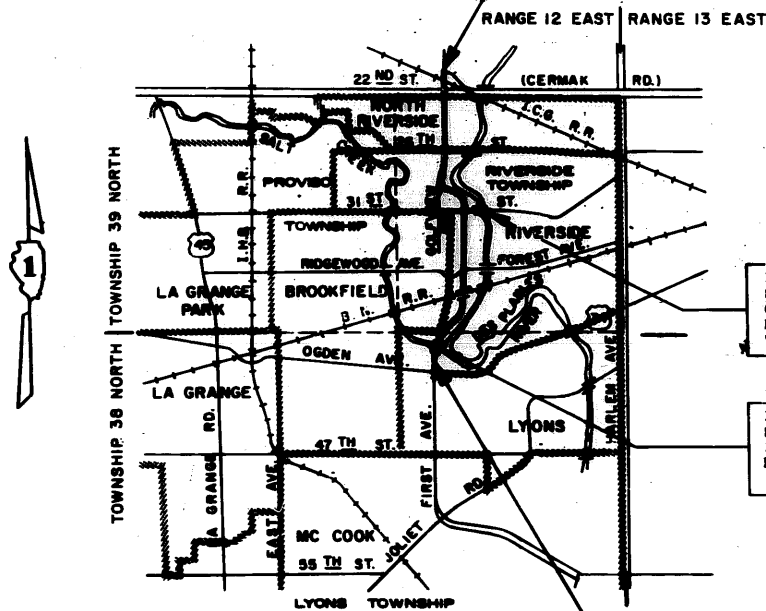
INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
2-4	TYPICAL SECTIONS
5	GENERAL NOTES
6-9	SUMMARY OF QUANTITIES
10-13	SCHEDULE OF QUANTITIES
14	GEOMETRIC PLAN
15-46	PLAN AND PROFILE
	FIRST AVENUE
	31ST STREET
	28TH STREET
47-64	DRAINAGE AND UTILITY PLANS
	FIRST AVENUE
	31ST STREET
	28TH STREET
65-87	TRAFFIC CONTROL PLANS
	RIDGEMOOD AVENUE/FOREST AVENUE
	31ST STREET
	GOLFVIEW ROAD
	28TH STREET
	CERMAK ROAD (22ND STREET)
	22ND STREET CUT-OFF
88-93	PAVEMENT STRIPING PLANS
94-103	TRAFFIC CONTROL PLANS
104-114	DETAILS
115-158	BRIDGE PLANS
	SALT CREEK
	31ST STREET
159-196	CROSS SECTIONS
	FIRST AVENUE
	31ST STREET
	GOLFVIEW ROAD
	28TH STREET



C-91-114-R4

PROJECT  
END STA. 509+66.61



INCLUDES A 4-SPAN R.C. DECK GIRDER  
STRUCTURE (CARRYING F.A.U. RTE. 1297  
OVER THE PLEASANT RIVER) ON R.C. ABUT-  
MENTS AND PIERS FROM STA. 24 + 63.40  
TO STA. 27 + 15.4.

INCLUDES A 2-SPAN R.C. DECK GIRDER  
STRUCTURE (CARRYING F.A.U. RTE.  
2746 OVER SALT CREEK) ON R.C. ABUT-  
MENTS AND ON CONCRETE PIERS FROM STA.  
375 + 16.84 TO STA. 376 + 20.24.

PROJECT  
BEGIN STA. 373+00.00

NET LENGTH OF PROJECT = 13,666.61 FT. = 2.588 MI.

LAYOUT



J.U.L.I.E. TOLL FREE # 1-800-892-0123

STANDARD DRAWINGS

1514-9	2168-10	2288-3	2372
1527-9	2213-4	2387-2	2373
1536-5	2217-3	2390-3	2374-1
1688-4	2230-15	2384-1	2375-1
1676	2230-7	2388	2376-1
2113-2	2288-1	2388-2	2388-1
2117-1	2288-10	2388	2384
2122-11	2388-3	2370-1	2304-6 2306-6
2130-8	2323-5	2371-1	2311-8 2316-8 U-4

DESIGN DESIGNATION  
3310 (00)-MAJOR ARTERIAL-15.04 (COMP.-20)

CONTRACT NO. 38324

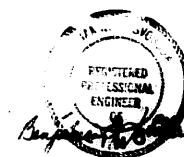
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED: MAY 3 1984

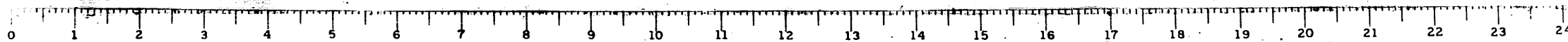
EXAMINED: 5-25 1984 DISTRICT ENGINEER

PASSED: 5-25 1984 ENGINEER OF RECORD AND CONTRACTS

APPROVED: 6-25 1984 ENGINEER OF RECORD



LESTER B. KNIGHT & ASSOCIATES, INC.  
549 W. RANDOLPH ST., CHGO. ILL., 60606



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

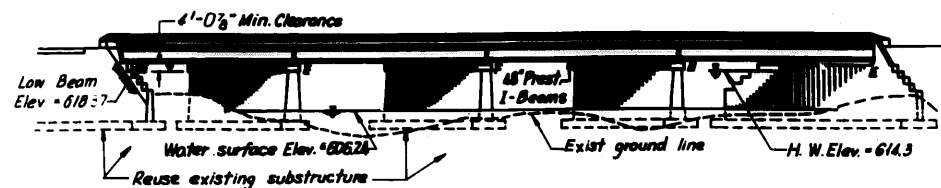
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			133	26 SHEETS

TOTAL BILL OF MATERIAL

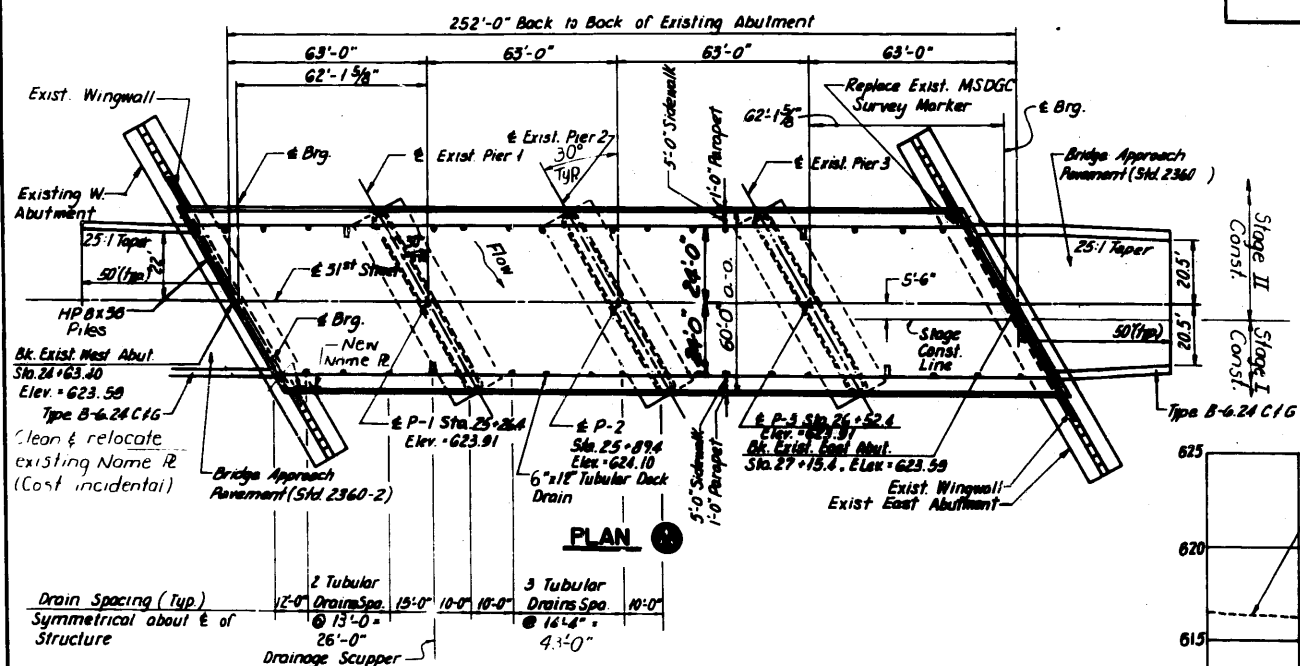
Item	Unit	Super	Sub	Total
Removal of Existing Superstructures	Each	1		1
Structure Excavation	Cu.Yd.		194	194
Floor Drains	Each	28		28
Drainage Scuppers	Each	4		4
Protective Coat	Sq.Yd.	1839		1839
Class X Concrete	Cu.Yd.	555.2	155.9	711.1
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48 Inch Reinforcement Bars	Lin. Ft.	1752		1752
Reinforcement Bars (Epoxy Coated)	Pound	118,110		118,110
Furnishing Steel Piles HP8x36	Lin. Ft.		342	342
Name Plates	Each	1		1
Structural Steel	Pound	5020		5020
Preformed Joint Seal 4"	Lin. Ft.	149		149
Elastomeric Bearing Assembly, Type I	Each	21		21
Temporary Concrete Barrier	Lin. Ft.	260		260
Aluminum Railing, Type L	Lin. Ft.	503		503
Concrete Removal	Cu.Yd.		79	79
Permanent Bench Mark	Each		1	1
Epoxy Crack Sealing	Lin. Ft.		299	299
Repair Concrete Structures	Sq. Ft.		319	319

GENERAL NOTES

All structural steel shall be shop primed with zinc-chrome paint and a vinyl paint system.  
 The structural steel shall be primed with zinc-chrome paint and a vinyl paint system.  
 The Assembly shall conform to the requirements of AASHTO M153.  
 Reinforcement bars shall conform to the requirements of AASHTO M31 or M53 (Grade 60).  
 The dimensions and details shown on this drawing have been taken from existing drawings and field measurements. The contractor shall be responsible for verifying the accuracy of the field measurements and for making necessary adjustments to the drawings if the field measurements differ from the drawings. The contractor shall be responsible for obtaining all necessary permits and for complying with all applicable laws, regulations, and ordinances. The contractor shall be responsible for obtaining all necessary permits and for complying with all applicable laws, regulations, and ordinances. The contractor shall be responsible for obtaining all necessary permits and for complying with all applicable laws, regulations, and ordinances.  
 The location and type of permanent bench mark shall be determined by the District.



ELEVATION



PLAN

Note:  
See sheet #5 for location of back of new abutments

STATION 25+89.40  
BUILT 19 BY  
STATE OF ILLINOIS  
F.A.U. RT. 1297 SEC. 1314B-R(82)  
F.A. PROJECT IX-6003(382)  
LOADING HS20  
STR. NO. 016-0870

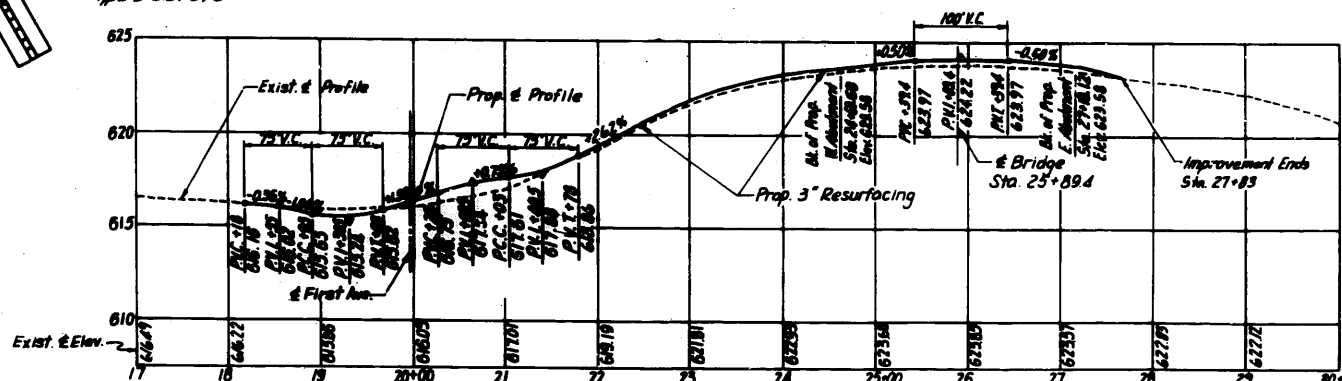
NAME PLATE  
(See Std. 2113)

LOADING HS20-44

Design specifications: 1977 AASHTO and 1978 thru 1983 interim specifications is applicable.  
 Allow for existing conditions shown herein.

DESIGN STRESSES

FIELD UNITS	PRECAST CONCRETE UNITS
f <sub>c</sub> = 5500 psi	f <sub>c</sub> = 5000 psi
f <sub>y</sub> = 60,000 psi (Reinf.)	f <sub>c</sub> = 4600 psi
f <sub>s</sub> = 20,000 psi (Struct.)	f <sub>s</sub> = 370,000 psi (2# Strands)
(AASHTO M-183)	f <sub>s</sub> = 153,000 psi (6# Strands)

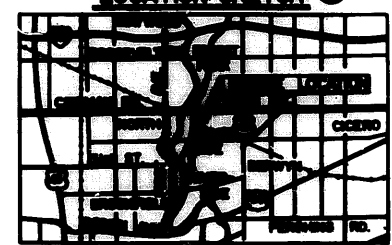


ROADWAY PROFILE

WATERWAY INFORMATION

FLOOD	FREQ. YR.	Q C.F.S.	OPENING SQ. FT.		NAT. H.W.E.	HEAD - FT.		HEADWATER EL.	
			EXIST.	PROP.		EXIST.	PROP.	EXIST.	PROP.
DESIGN	50	5790	1864	1864	64.3	0.04	0.04	64.34	64.34
BASE	100	790	1726	1726	64.6	0.06	0.06	64.66	64.66
OVERTOPPING									
MAX. CALC.	300	7290		1848	61.52		0.09		61.52

LOCATION SKETCH



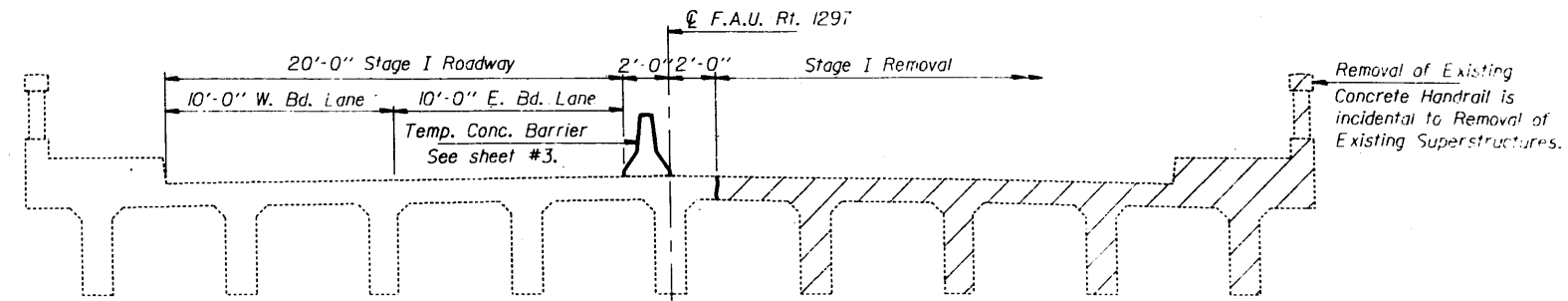
GENERAL PLAN & ELEVATION  
 F.A.U. ROUTE 1297 (31st STREET) BRIDGE  
 OVER THE DES PLAINES RIVER  
 F.A.U. RT. 1297 SEC. 1314B-R(82)  
 COOK COUNTY  
 STATION 25+89.40

DESIGNED	Mary Bloxdorf
CHECKED	L. A. Nash
DRAWN	R. Doty
CHECKED	L. A. Nash

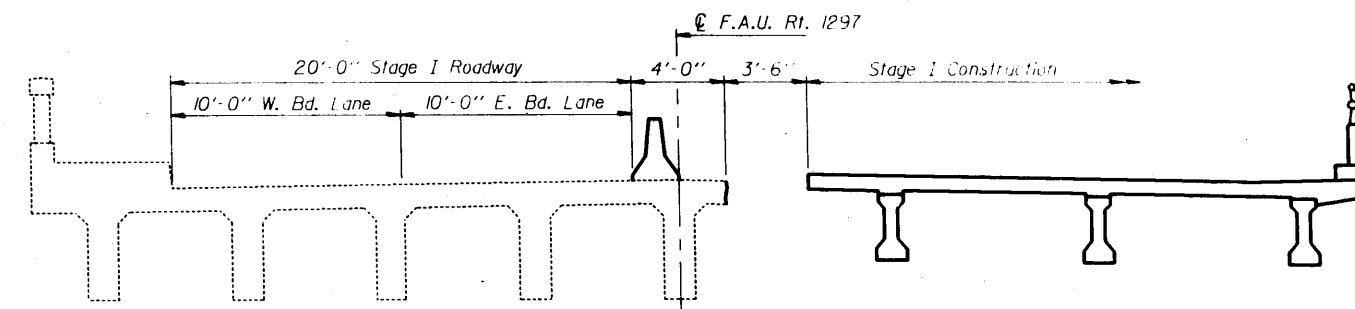
May 3, 1984  
 EXAMINED  
 PASSED  
 APPROVED  
 DIRECTOR OF HIGHWAYS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

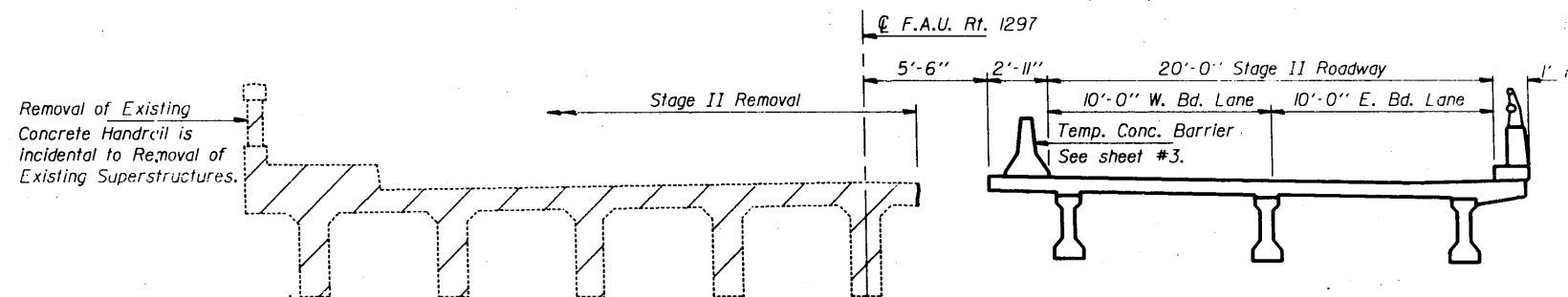
ROUTE NO.	SECTION	DATE	SCALE	SHEET NO.
				26 SHEETS



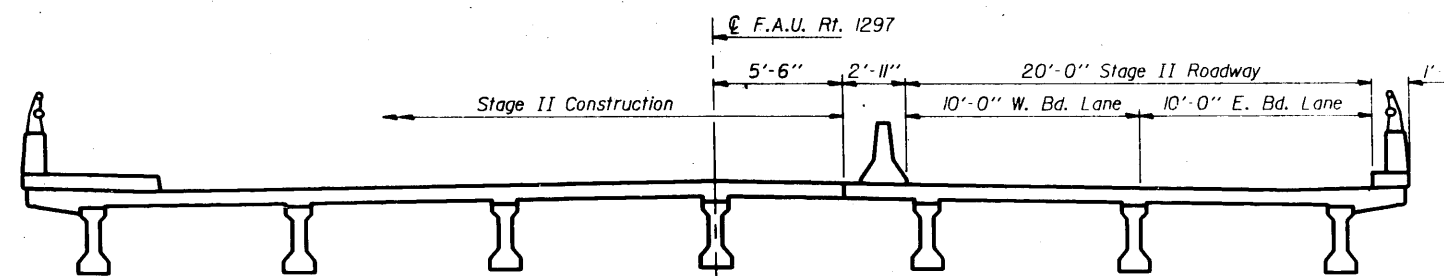
**\*STAGE I REMOVAL**



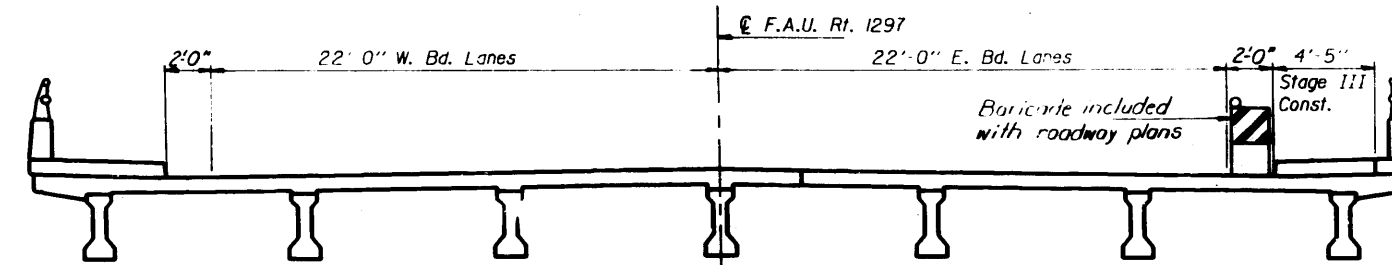
**\*STAGE I CONSTRUCTION**



**\*STAGE II REMOVAL**



**\*STAGE II CONSTRUCTION**



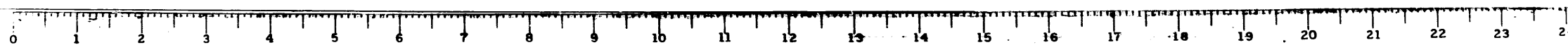
**\*STAGE III CONSTRUCTION**

\*Looking East

DESIGNED	Mary Bloxdorf
CHECKED	
DRAWN	R. Doty
CHECKED	

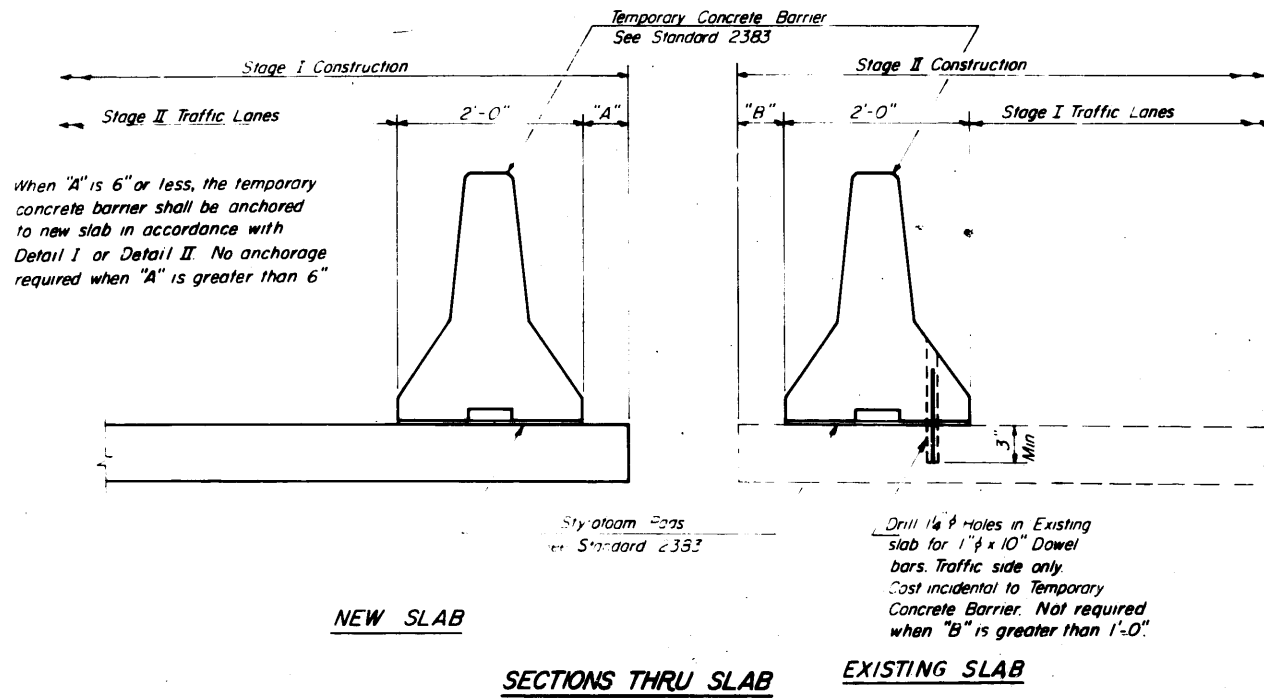
May 3, 1984  
 EXAMINED *[Signature]*  
 PASSED *[Signature]*  
 APPROVED *[Signature]*  
 DIRECTOR OF HIGHWAYS

STAGE CONSTRUCTION DETAILS  
 F.A.U. RT. 1297 SEC. 1314B-R(82)  
 COOK COUNTY  
 STA. 25+89.40



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NO. 11 NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3
			196	135	28 SHEETS
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT		

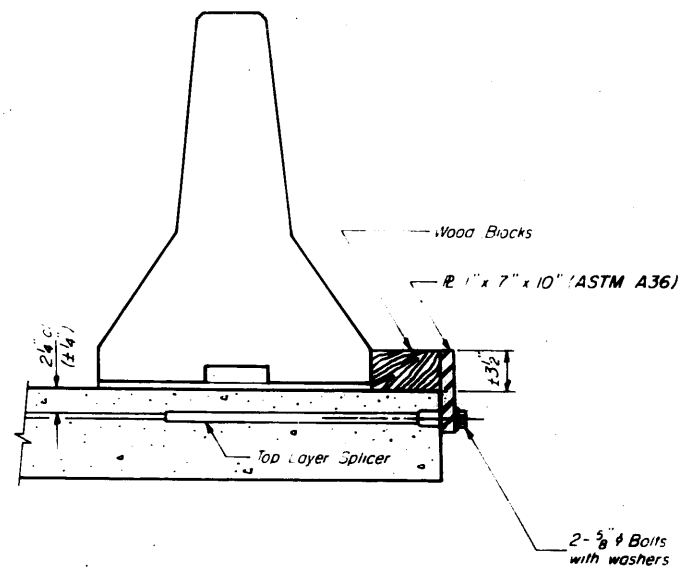


**NOTES**

**Detail I - With Bar Splicer or Couplers**  
Connect one (1) 1" x 7" x 10" steel PL to the top layer of couplers with 2-5/8" bolts screwed to coupler at approximate  $\frac{1}{2}$  of each 10'-0" barrier panel

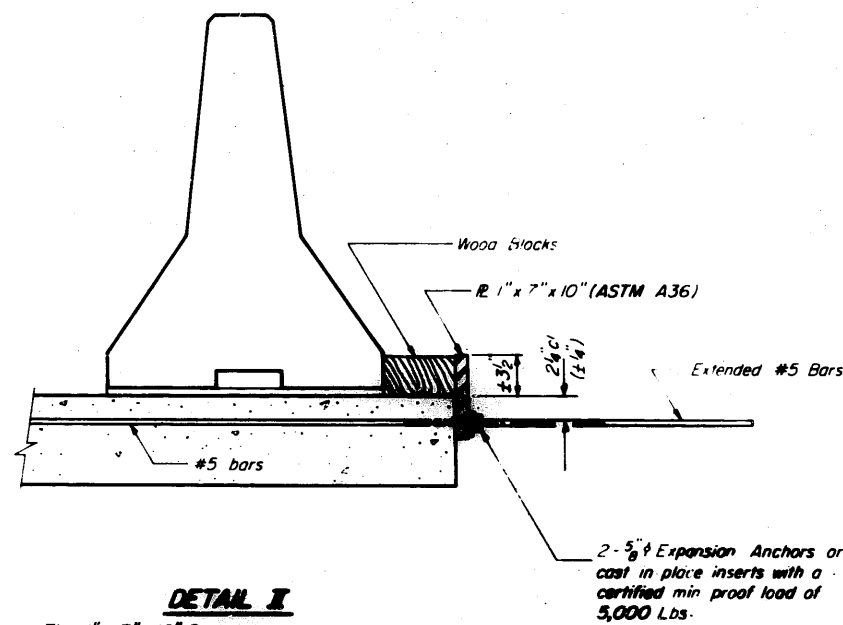
**Detail II - With Extended Reinforcement Bars**  
Connect one (1) 1" x 7" x 10" steel PL to the concrete slab with 2-5/8" Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\frac{1}{2}$  of each 10'-0" barrier panel

Cost of anchorage is incidental to Temporary Concrete Barrier



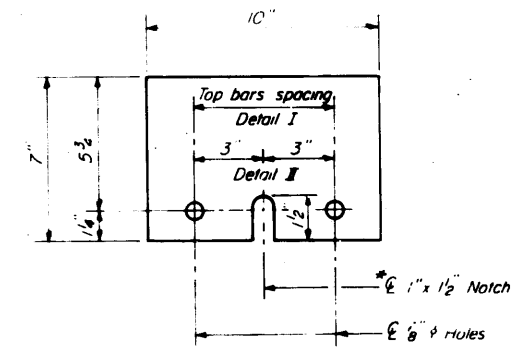
**DETAIL I**

The 1" x 7" x 10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



**DETAIL II**

The 1" x 7" x 10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



**1" x 7" x 10"**

\* Required only with Detail II

DESIGNED	Mary Blendorf
CHECKED	Louise Hill
DRAWN	R. Doty
CHECKED	Louise Hill

May 3, 1984

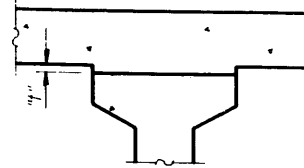
EXAMINED

APPROVED

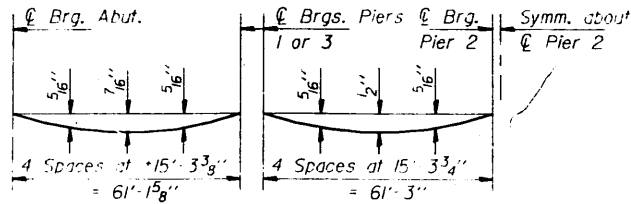
R-27 6-15-83

TEMPORARY CONCRETE BARRIER FOR  
STATE OF ILLINOIS  
FAU R-27 (REV. 1-1983) R(82)  
COOK COUNTY  
STA. 25+08.40

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



ROUTE NO.	SECTION	COUNTY	POST MILES	SHEET NO.
			116	136
SHEET NO.		SHEETS		



**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete slab 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 below.

To determine "f": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" minus slab thickness, equals the fillet heights "f" above top flanges of beams.

**FILLET HEIGHTS**

**\*BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	2445.236	26.750	623.082	623.082
€ Brg. West Abut.	2448.819	26.750	623.100	623.100
A	2458.819	26.750	623.150	623.167
B	2468.819	26.750	623.200	623.229
C	2478.819	26.750	623.250	623.286
D	2488.819	26.750	623.300	623.330
E	2498.819	26.750	623.350	623.370
€ Pier 1	2510.955	-26.750	623.410	623.410
F	2520.955	-26.750	623.460	623.477
G	2530.955	-26.750	623.510	623.541
H	2540.955	-26.750	623.560	623.601
I	2550.955	-26.750	623.604	623.637
J	2560.955	-26.750	623.637	623.659
€ Pier 2	2573.955	26.750	623.666	623.666
K	2583.955	26.750	623.676	623.693
L	2593.955	26.750	623.677	623.707
M	2603.955	26.750	623.667	623.707
N	2613.955	26.750	623.648	623.681
O	2623.955	26.750	623.618	623.640
€ Pier 3	2636.955	-26.750	623.565	623.565
P	2646.955	26.750	623.515	623.532
Q	2656.955	-26.750	623.465	623.494
R	2666.955	26.750	623.415	623.451
S	2676.955	-26.750	623.365	623.395
T	2686.955	26.750	623.315	623.335
€ Brg. East Abut.	2699.090	-26.750	623.254	623.254
Back of East Abut.	2702.673	26.750	623.236	623.236

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	2450.384	-17.833	623.247	623.247
€ Brg. West Abut.	2453.967	-17.833	623.265	623.265
A	2463.967	-17.833	623.315	623.331
B	2473.967	-17.833	623.365	623.394
C	2483.967	-17.833	623.415	623.450
D	2493.967	-17.833	623.465	623.495
E	2503.967	-17.833	623.515	623.535
€ Pier 1	2516.103	-17.833	623.575	623.575
F	2526.103	-17.833	623.625	623.642
G	2536.103	-17.833	623.675	623.706
H	2546.103	-17.833	623.723	623.763
I	2556.103	-17.833	623.761	623.795
J	2566.103	-17.833	623.790	623.811
€ Pier 2	2579.103	-17.833	623.812	623.812
K	2589.103	-17.833	623.817	623.833
L	2599.103	-17.833	623.812	623.842
M	2609.103	-17.833	623.797	623.838
N	2619.103	-17.833	623.773	623.806
O	2629.103	-17.833	623.738	623.760
€ Pier 3	2642.103	17.833	623.678	623.678
P	2652.103	-17.833	623.628	623.645
Q	2662.103	-17.833	623.578	623.607
R	2672.103	-17.833	623.528	623.564
S	2682.103	-17.833	623.478	623.509
T	2692.103	-17.833	623.428	623.449
€ Brg. East Abut.	2704.238	-17.833	623.368	623.368
Back of East Abut.	2707.822	-17.833	623.350	623.350

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	2455.532	8.916	623.412	623.412
€ Brg. West Abut.	2459.116	8.916	623.429	623.429
A	2469.116	8.916	623.479	623.496
B	2479.116	8.916	623.529	623.559
C	2489.116	8.916	623.579	623.615
D	2499.116	8.916	623.629	623.660
E	2509.116	8.916	623.679	623.700
€ Pier 1	2521.251	-8.916	623.740	623.740
F	2531.251	-8.916	623.790	623.807
G	2541.251	-8.916	623.840	623.870
H	2551.251	-8.916	623.883	623.923
I	2561.251	-8.916	623.916	623.950
J	2571.251	-8.916	623.939	623.961
€ Pier 2	2584.251	8.916	623.955	623.955
K	2594.251	-8.916	623.955	623.971
L	2604.251	-8.916	623.945	623.975
M	2614.251	-8.916	623.925	623.965
N	2624.251	-8.916	623.895	623.928
O	2634.251	-8.916	623.855	623.877
€ Pier 3	2647.251	-8.916	623.792	623.792
P	2657.251	8.916	623.742	623.758
Q	2667.251	-8.916	623.692	623.721
R	2677.251	-8.916	623.642	623.677
S	2687.251	-8.916	623.592	623.622
T	2697.251	-8.916	623.542	623.562
€ Brg. East Abut.	2709.386	-8.916	623.481	623.481
Back of East Abut.	2712.970	-8.916	623.463	623.463

**BEAM 4 & € ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	2465.668	0.000	623.756	623.756
€ Brg. West Abut.	2469.264	0.000	623.774	623.774
A	2474.264	0.000	623.744	623.744
B	2484.264	0.000	623.694	623.701
C	2494.264	0.000	623.644	623.658
D	2504.264	0.000	623.594	623.621
E	2514.264	0.000	623.544	623.584
€ Pier 1	2526.399	0.000	623.465	623.465
F	2536.399	0.000	623.384	623.372
G	2546.399	0.000	624.304	624.053
H	2556.399	0.000	624.224	624.021
I	2566.399	0.000	624.069	624.002
J	2576.399	0.000	624.087	624.076
€ Pier 2	2589.399	0.000	624.097	624.085
K	2599.399	0.000	624.090	624.107
L	2609.399	0.000	624.075	624.105
M	2619.399	0.000	624.050	624.090
N	2629.399	0.000	624.015	624.048
O	2639.399	0.000	623.970	624.000
€ Pier 3	2652.399	0.000	623.905	623.905
P	2662.399	0.000	623.855	623.872
Q	2672.399	0.000	623.805	623.834
R	2682.399	0.000	623.755	623.791
S	2692.399	0.000	623.705	623.735
T	2702.399	0.000	623.655	623.675
€ Brg. East Abut.	2714.535	0.000	623.614	623.614
Back of East Abut.	2718.118	0.000	623.576	623.576

\*Note: The theoretical grade elevations given for Beams 1 and 7 were obtained by extending the crown slope to an imaginary point located at the centerline of Beams 1 and 7.

Note:  
For Elevations Location Plan see sheet #5.

DESIGNED	Mary Bloxdorf	EXAMINED	May 3, 1984
CHECKED		APPROVED	
DRAWN	R. Doty		
CHECKED			

PI-E

TOP OF SLAB ELEVATIONS  
F.A.U. RT. 1297 SEC. 1314B-R(82)  
COOK COUNTY  
STA. 25+89.40



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

\*Note: The theoretical grade elevations given for Beams 1 and 7 were obtained by extending the crown slope to an imaginary point located at the centerline of Beams 1 and 7.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	134B	COOK	117	117
FED. ROAD DIST. NO.		PROJECT	SHEETS	

STAGE CONSTRUCTION LINE

BEAM 5

BEAM 6

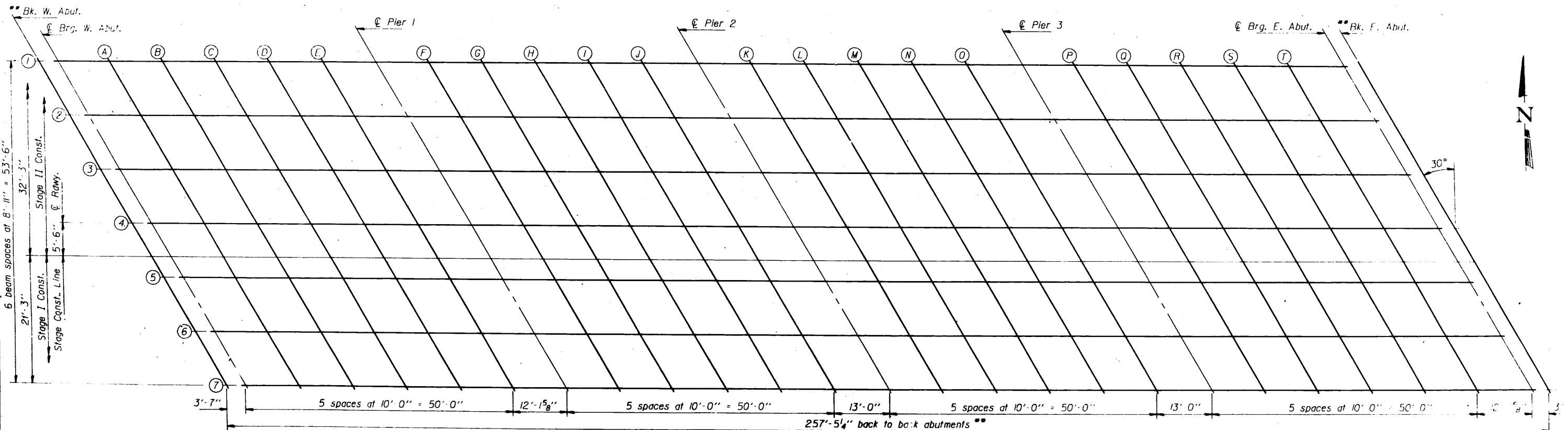
\*BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	2463.856	5.501	623.506	623.506
⊕ Brg. West Abut.	2467.439	5.501	623.524	623.524
A	2477.439	5.501	623.574	623.591
B	2487.439	5.501	623.624	623.653
C	2497.439	5.501	623.674	623.710
D	2507.439	5.501	623.724	623.755
E	2517.439	5.501	623.774	623.795
⊕ Pier 1	2529.575	5.501	623.835	623.855
F	2539.575	5.501	623.885	623.902
G	2549.575	5.501	623.930	623.960
H	2559.575	5.501	623.965	624.005
I	2569.575	5.501	623.990	624.023
J	2579.575	5.501	624.004	624.026
⊕ Pier 2	2592.575	5.501	624.019	624.029
K	2602.575	5.501	624.001	624.017
L	2612.575	5.501	623.982	624.013
M	2622.575	5.501	623.954	623.994
N	2632.575	5.501	623.916	623.949
O	2642.575	5.501	623.868	623.890
⊕ Pier 3	2655.575	5.501	623.803	623.803
P	2665.575	5.501	623.753	623.770
Q	2675.575	5.501	623.703	623.732
R	2685.575	5.501	623.653	623.689
S	2695.575	5.501	623.603	623.634
T	2705.575	5.501	623.553	623.574
⊕ Brg. East Abut.	2717.710	5.501	623.493	623.493
Back of East Abut.	2721.293	5.501	623.475	623.475

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	2465.829	8.918	623.463	623.463
⊕ Brg. West Abut.	2469.412	8.918	623.481	623.481
A	2479.412	8.918	623.531	623.548
B	2489.412	8.918	623.581	623.610
C	2499.412	8.918	623.631	623.667
D	2509.412	8.918	623.681	623.711
E	2519.412	8.918	623.731	623.751
⊕ Pier 1	2531.548	8.918	623.792	623.792
F	2541.548	8.918	623.841	623.858
G	2551.548	8.918	623.884	623.915
H	2561.548	8.918	623.917	623.957
I	2571.548	8.918	623.940	623.973
J	2581.548	8.918	623.953	623.974
⊕ Pier 2	2594.548	8.918	623.955	623.955
K	2604.548	8.918	623.944	623.961
L	2614.548	8.918	623.924	623.955
M	2624.548	8.918	623.894	623.934
N	2634.548	8.918	623.854	623.887
O	2644.548	8.918	623.805	623.827
⊕ Pier 3	2657.548	8.918	623.740	623.740
P	2667.548	8.918	623.690	623.707
Q	2677.548	8.918	623.640	623.669
R	2687.548	8.918	623.590	623.626
S	2697.548	8.918	623.540	623.571
T	2707.548	8.918	623.490	623.521
⊕ Brg. East Abut.	2719.683	8.918	623.429	623.429
Back of East Abut.	2723.266	8.918	623.412	623.412

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	2470.977	17.835	623.350	623.350
⊕ Brg. West Abut.	2474.560	17.835	623.368	623.368
A	2484.560	17.835	623.418	623.434
B	2494.560	17.835	623.468	623.497
C	2504.560	17.835	623.518	623.553
D	2514.560	17.835	623.568	623.598
E	2524.560	17.835	623.618	623.638
⊕ Pier 1	2536.696	17.835	623.678	623.678
F	2546.696	17.835	623.726	623.742
G	2556.696	17.835	623.761	623.794
H	2566.696	17.835	623.791	623.831
I	2576.696	17.835	623.809	623.842
J	2586.696	17.835	623.816	623.838
⊕ Pier 2	2599.696	17.835	623.811	623.811
K	2609.696	17.835	623.796	623.813
L	2619.696	17.835	623.771	623.811
M	2629.696	17.835	623.736	623.776
N	2639.696	17.835	623.690	623.724
O	2649.696	17.835	623.640	623.662
⊕ Pier 3	2662.696	17.835	623.575	623.575
P	2672.696	17.835	623.525	623.542
Q	2682.696	17.835	623.475	623.504
R	2692.696	17.835	623.425	623.461
S	2702.696	17.835	623.375	623.406
T	2712.696	17.835	623.325	623.346
⊕ Brg. East Abut.	2724.831	17.835	623.265	623.265
Back of East Abut.	2728.414	17.835	623.247	623.247

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	2476.125	26.752	623.036	623.036
⊕ Brg. West Abut.	2479.708	26.752	623.054	623.054
A	2489.708	26.752	623.104	623.119
B	2499.708	26.752	623.154	623.181
C	2509.708	26.752	623.204	623.243
D	2519.708	26.752	623.254	623.305
E	2529.708	26.752	623.304	623.367
⊕ Pier 1	2541.844	26.752	623.364	623.364
F	2551.844	26.752	623.414	623.426
G	2561.844	26.752	623.464	623.488
H	2571.844	26.752	623.514	623.550
I	2581.844	26.752	623.564	623.612
J	2591.844	26.752	623.614	623.674
⊕ Pier 2	2604.844	26.752	623.674	623.674
K	2614.844	26.752	623.624	623.636
L	2624.844	26.752	623.574	623.598
M	2634.844	26.752	623.524	623.560
N	2644.844	26.752	623.474	623.522
O	2654.844	26.752	623.424	623.484
⊕ Pier 3	2667.844	26.752	623.364	623.364
P	2677.844	26.752	623.314	623.326
Q	2687.844	26.752	623.264	623.288
R	2697.844	26.752	623.214	623.250
S	2707.844	26.752	623.164	623.212
T	2717.844	26.752	623.114	623.174
⊕ Brg. East Abut.	2729.979	26.752	623.054	623.054
Back of East Abut.	2733.563	26.752	623.036	623.036

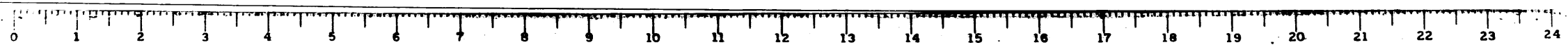


ELEVATIONS LOCATION PLAN

\*\* Back of New Abutment Caps.

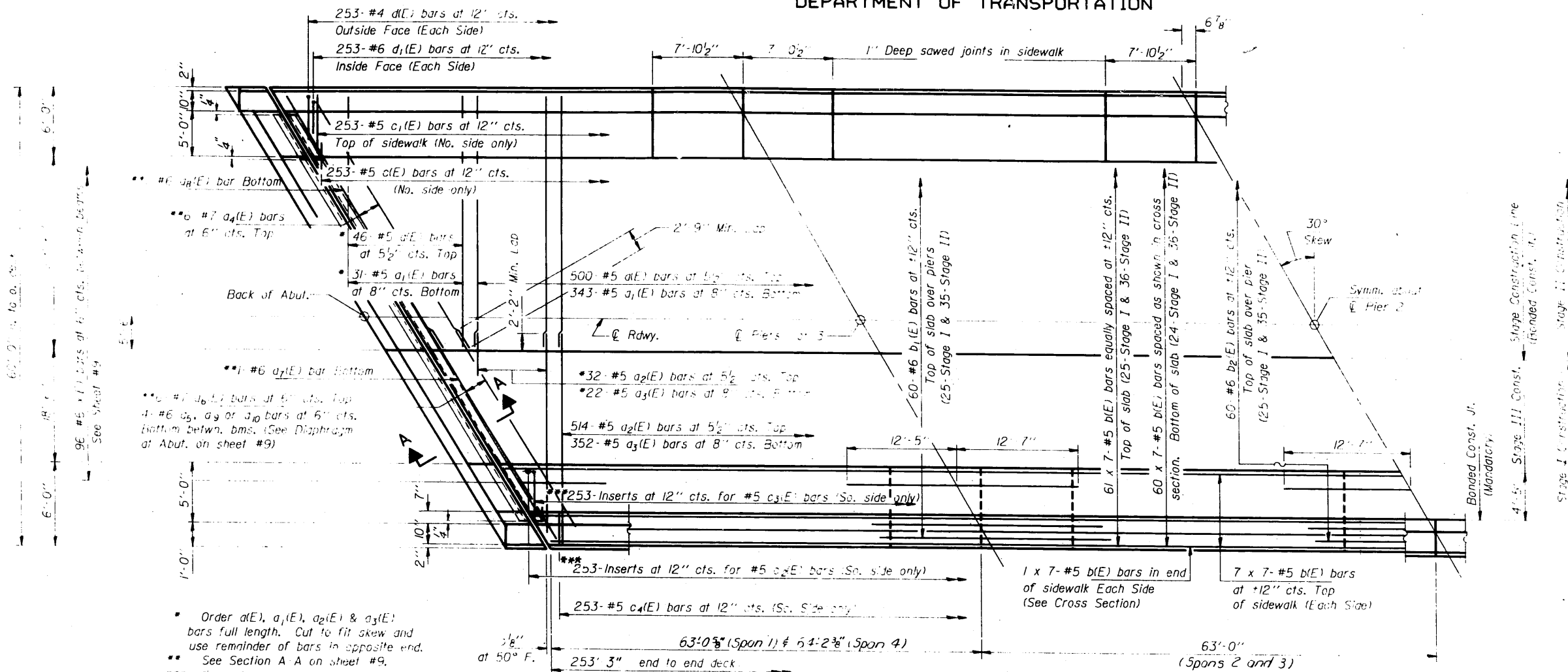
DESIGNED *Mary Blozdorf*  
 CHECKED *[Signature]*  
 DRAWN *R. Doty*  
 CHECKED *[Signature]*  
 PI-E

TOP OF SLAB ELEVATIONS  
 F.A.U. RT. 1297 SEC. 1314B-R(82)  
 COOK COUNTY  
 STA. 25+89.40



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

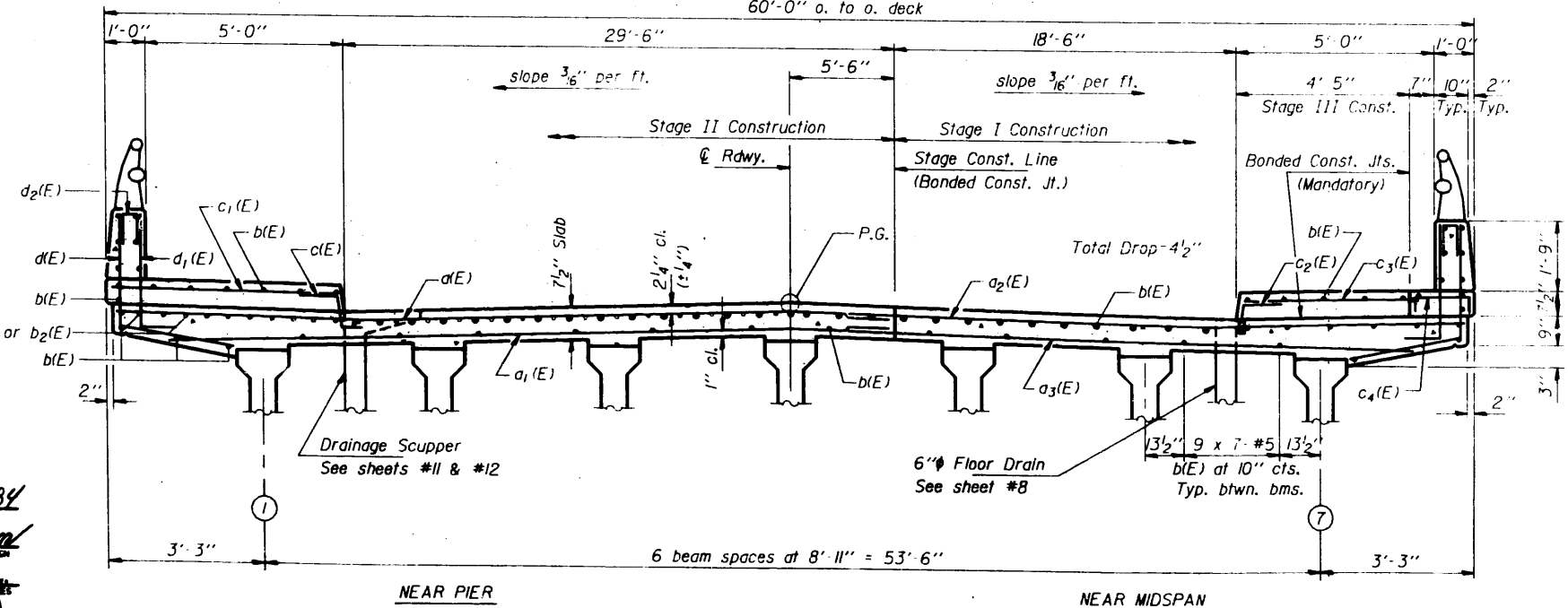
NO. OF SHEETS	NO. OF SHEETS	NO. OF SHEETS	NO. OF SHEETS	SHEET NO.
				11
				OF SHEETS



HALF PLAN

- Order a<sub>1</sub>(E), a<sub>2</sub>(E), a<sub>3</sub>(E) & a<sub>4</sub>(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
- See Section A-A on sheet #9.
- Cost of Inserts is incidental to Class X Concrete. Inserts shall be plugged or blocked off during Stage II Construction.

Notes: See sheets #7 & #8 for superstructure details and Bill of Material.  
Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
Min. lap for #5 bars - 2'-2".  
See sheet #9 for Section A-A.  
For drain spacing see sheet #1.  
For reinforcement at Scupper Drains see sheet #7.  
Inserts shall be epoxy coated.



CROSS SECTION  
(Looking East)

DESIGNED	Mary Bloxdorf
CHECKED	
DRAWN	R. Doty
CHECKED	

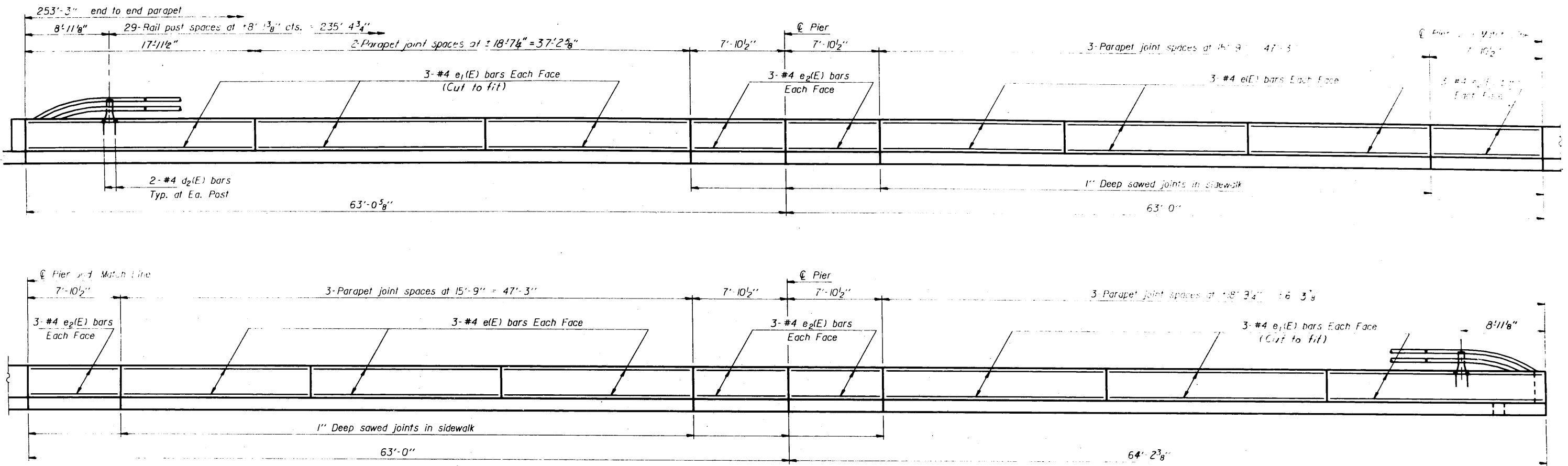
May 3, 1984  
EXAMINED  
PASSED  
APPROVED  
DIRECTOR OF HIGHWAYS

**SUPERSTRUCTURE**  
**F.A.U. RT. 1297 SEC. 1314B-R(82)**  
**COOK COUNTY**  
**STA. 25+89.40**

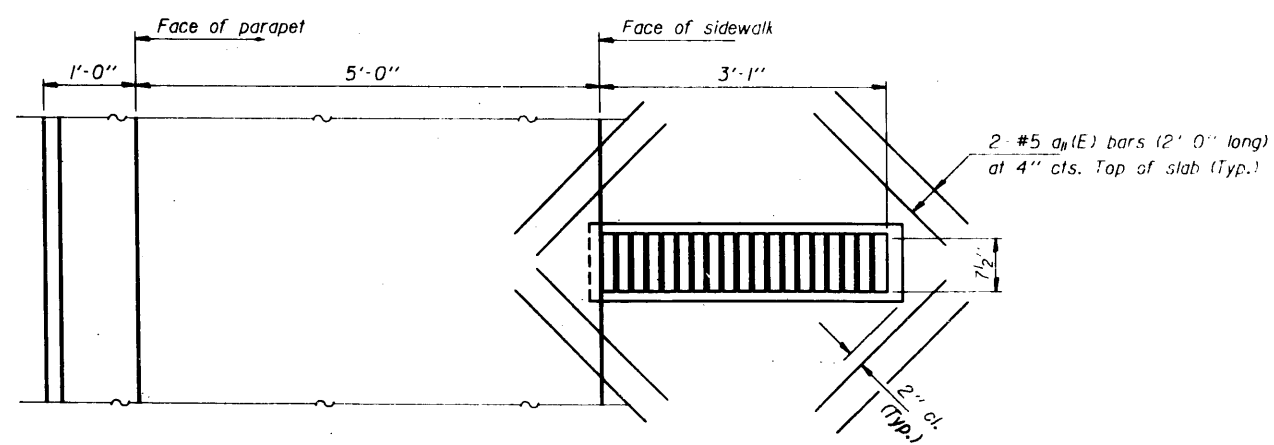
PI-1-R(>15°)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	LENGTH	SHEET NO.	SHEET NO.
			131	29 SHEETS



**ELEVATION OF PARAPET**  
(North Parapet-Looking So.)  
(South Parapet-Looking No.)



**REINFORCEMENT AT SCUPPER**

Notes:  
Reinforcement bars designated (E) shall be epoxy coated.

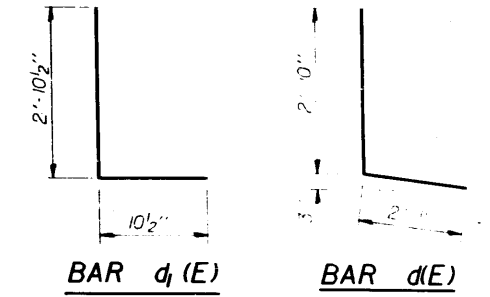
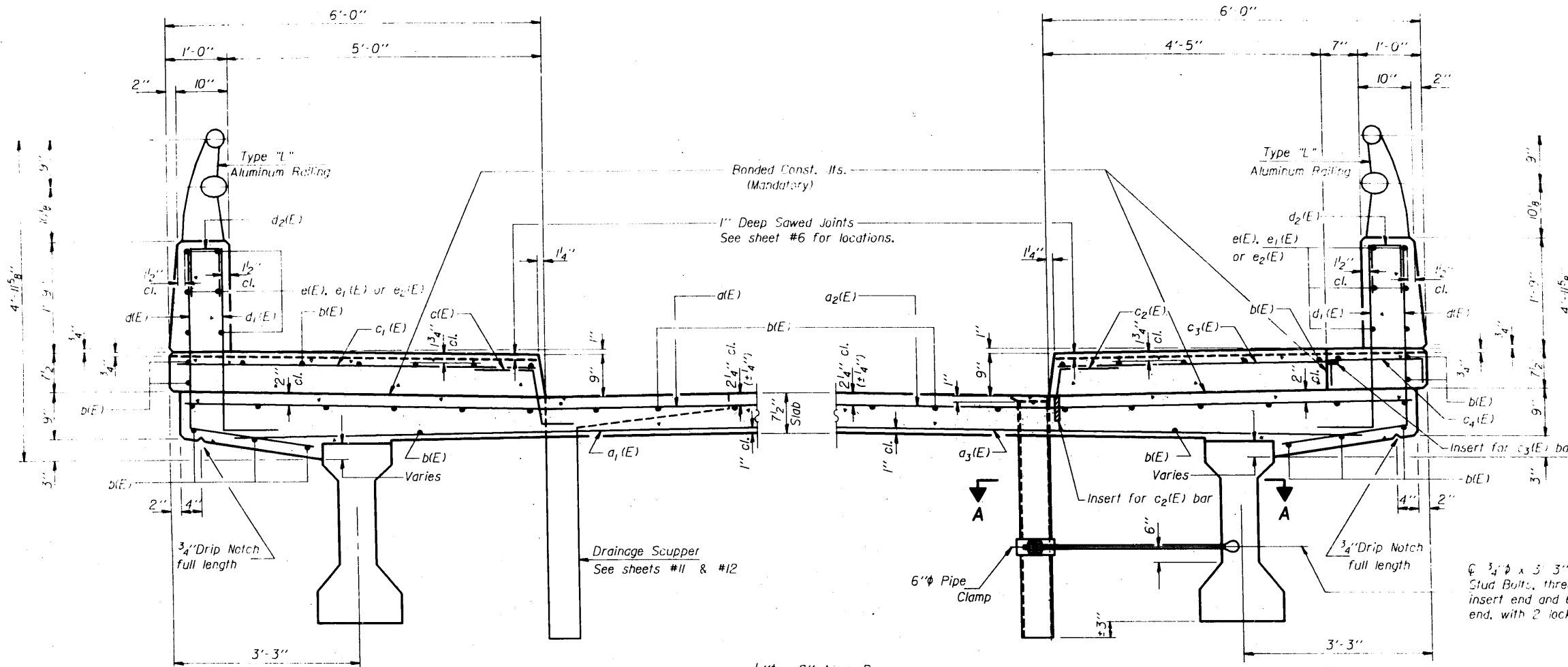
DESIGNED Mary Bloxdorf  
CHECKED  
DRAWN R. Doty  
CHECKED  
May 3 1984  
EXAMINED  
APPROVED  
DIRECTOR OF HIGHWAYS

**SUPERSTRUCTURE DETAILS**  
F.A.U. RT. 1297 SEC. 1314B-R(82)  
COOK COUNTY  
STA. 25+89.40



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DATE	SECTION	DATE	NO.	SHEET NO.
		1/76	1/75	
TOTAL SHEETS				2

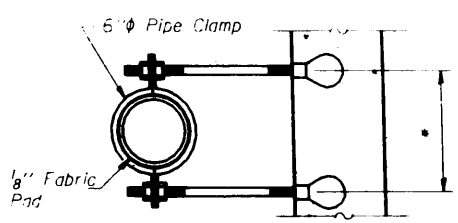


**SUPERSTRUCTURE  
BILL OF MATERIAL**

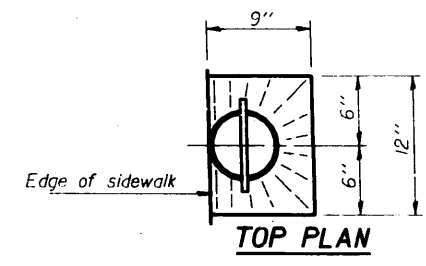
Bar	No.	Size	Length	Notes
a(E)	546	#5	35'-1"	
a1(E)	774	#5	35'-1"	
a2(E)	546	#5	35'-1"	
a3(E)	374	#4	25'-0"	
a4(E)	12	#5	4'-0"	
a5	40	#5	5'-3"	
a6	3	#5	5'-0"	
a7(E)	2	#5	5'-0"	
a8(E)	2	#6	3'-4"	
a9	8	#6	5'-5"	
a10	8	#6	5'-10"	
a11(E)	32	#5	2'-0"	
b(E)	959	#5	38'-0"	
b1(E)	120	#6	25'-0"	
b2(E)	60	#6	25'-2"	
c(E)	257	#5	27'-5"	
c1(E)	257	#5	5'-7"	
c2(E)	257	#5	1'-10"	
c3(E)	257	#5	4'-6"	
c4(E)	253	#5	2'-4"	
d(E)	506	#4	4'-11"	
d1(E)	506	#6	3'-9"	
d2(E)	120	#4	2'-0 1/2"	
e(E)	72	#4	15'-6"	
e1(E)	72	#4	18'-4"	
e2(E)	72	#4	7'-7"	
m	60	#4	9'-2"	
m1	30	#6	7'-10"	
m2	5	#8	5'-10"	
m3	6	#6	5'-0"	
m4	12	#4	5'-9"	
m5	6	#8	3'-8"	
m6	6	#6	4'-10"	
m7	12	#4	5'-4"	
s	42	#4	12'-0"	
s1	84	#4	11'-6"	
x(E)	192	#6	7'-7"	
Reinforcement Bars		Lbs.	2960	
Reinforcement Bars (Epoxy Coated)		Lbs.	11810	
Class X Concrete		Cu. Yds.	555.2	

SECTION THRU NORTH SIDEWALK

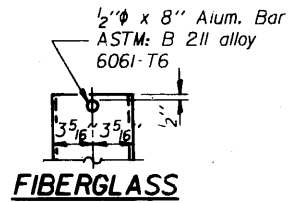
SECTION THRU SOUTH SIDEWALK



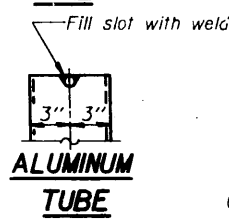
SECTION A-A  
\*Dimension as required by Pipe Clamp



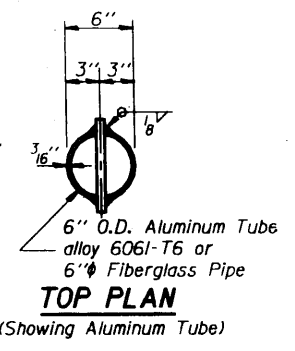
TOP PLAN



FIBERGLASS PIPE

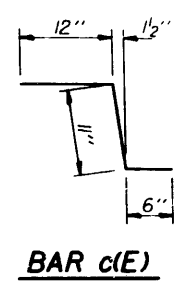


ALUMINUM TUBE

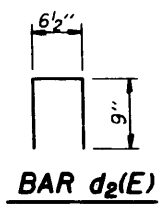


TOP PLAN (Showing Aluminum Tube)

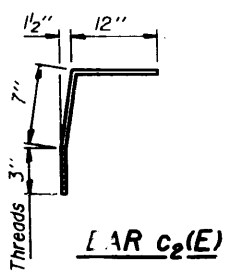
Notes:  
Fiberglass pipe shall conform to ASTM: D2996, with short time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.  
The surface of the Fiberglass pipe shall be free of bond inhibiting agents.  
The exterior surfaces of the Fiberglass Floor Drain shall be painted with one coat of Aluminum Paint. Painting of the Fiberglass Floor Drains will not be required when the exterior surfaces of the furnished drains are coated by the manufacturer with silver pigment or a pigment that matches the color of the concrete beam.  
The clamping device and inserts shall be galvanized in accordance with AASHTO M 272.



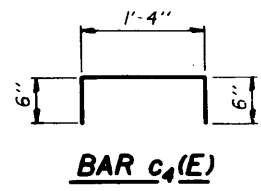
BAR c(E)



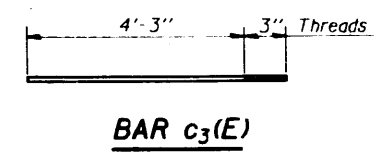
BAR d2(E)



BAR c2(E)



BAR c4(E)

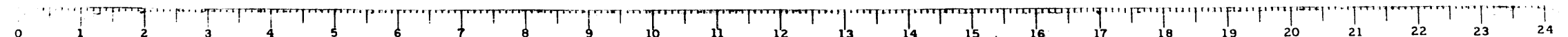


BAR c3(E)

DESIGNED Mary Bloxdorf  
CHECKED  
DRAWN R. Doty  
CHECKED  
PI-1-D

EXAMINED May 3, 1984  
PASSED  
APPROVED  
DIRECTOR OF HIGHWAYS

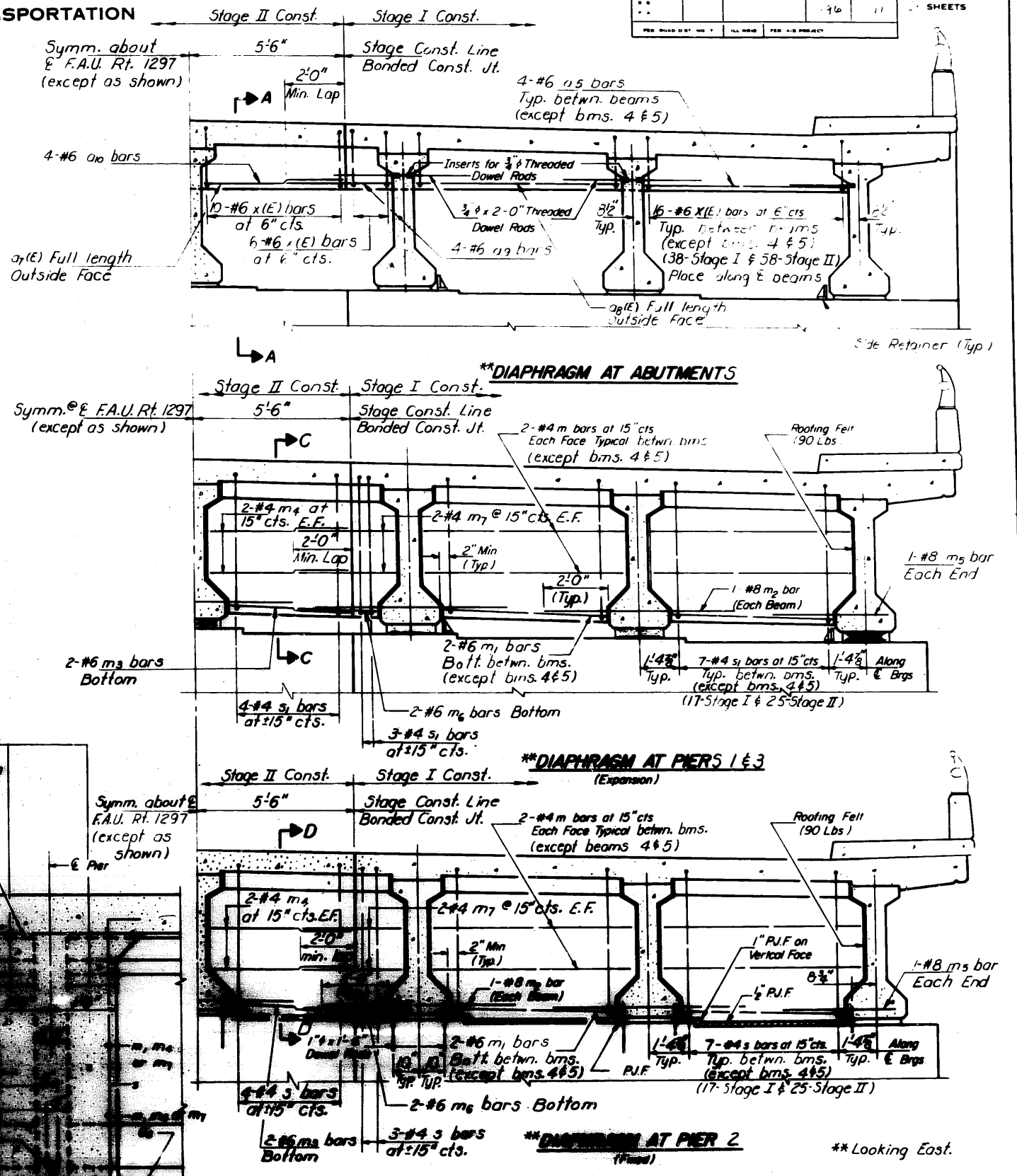
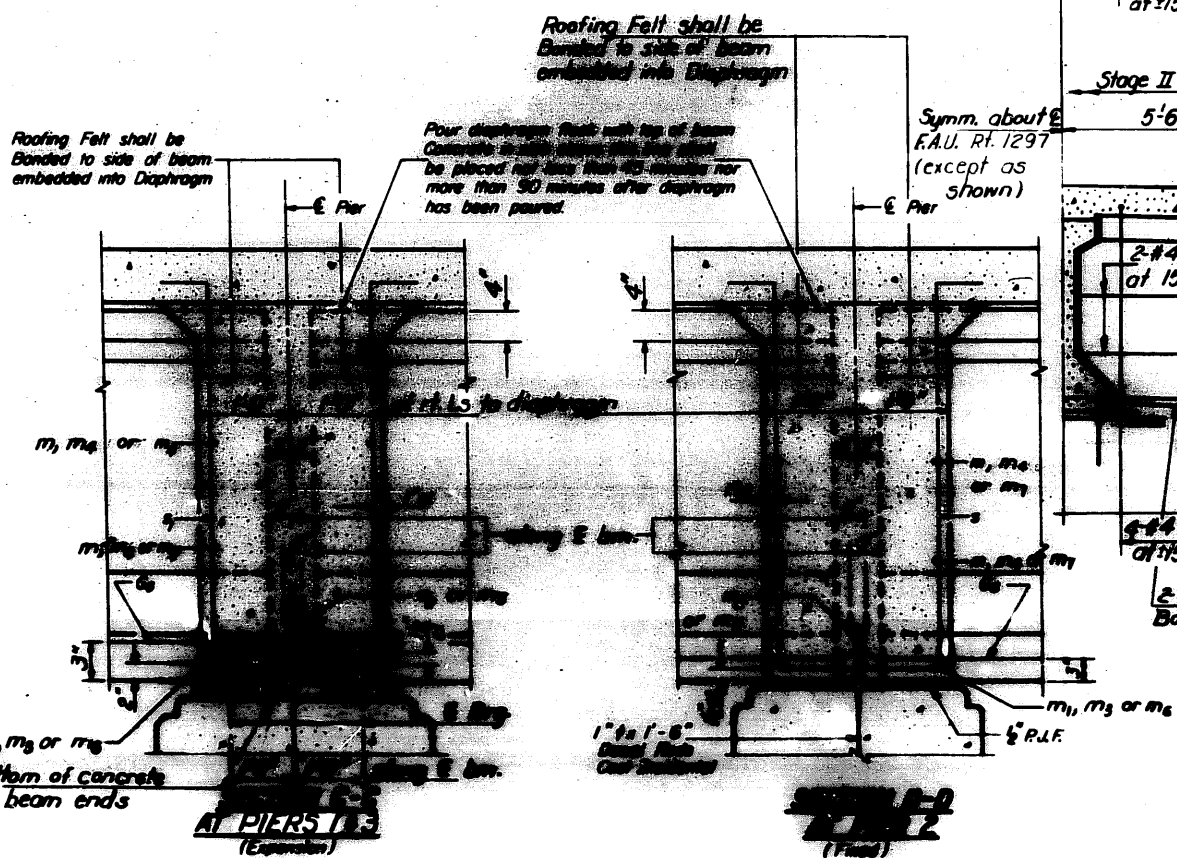
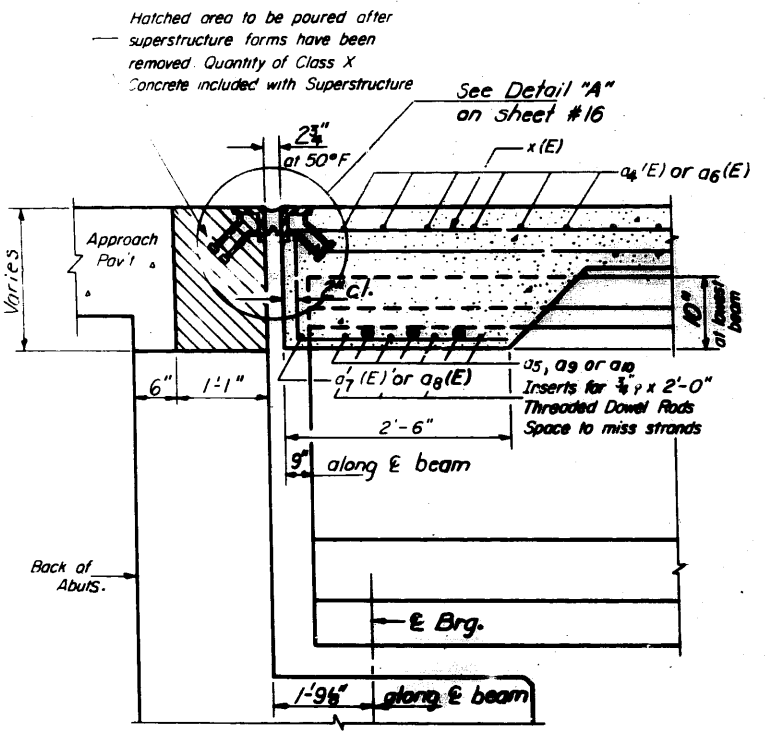
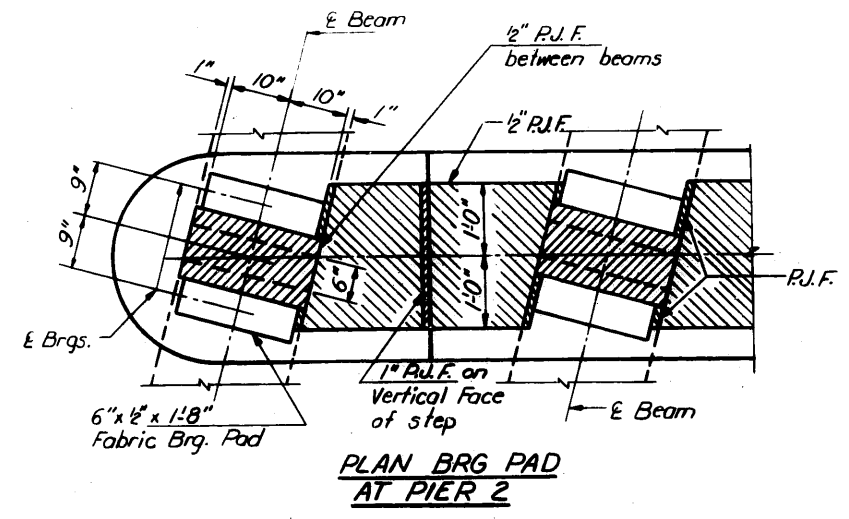
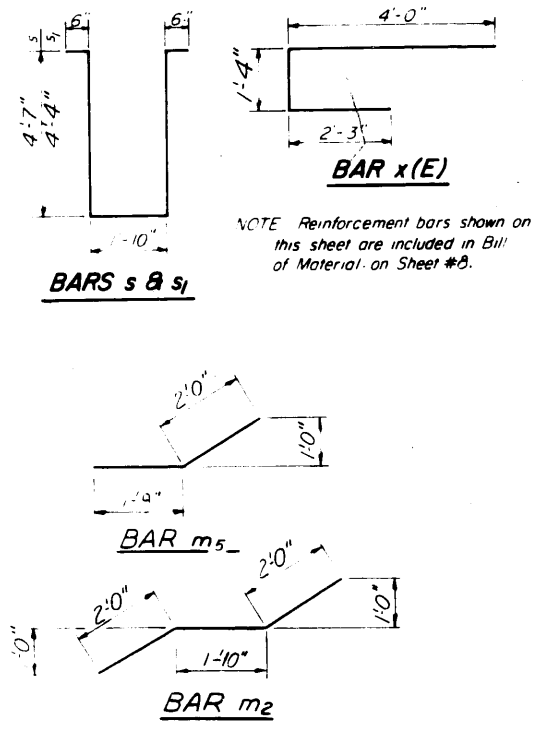
**SUPERSTRUCTURE DETAILS**  
F.A.U. RT. 1297 SEC. 1314B-R(82)  
COOK COUNTY  
STA. 25+89.40



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NO. TO	SHEET NO.	TOTAL SHEETS	SHEET NO.	SHEET NO.
		10	11	

SHEET NO. 11



DESIGNED *Mary Bloz Dorf*  
CHECKED *Loren Kehl*  
DRAWN *R. Doty*  
CHECKED *Loren Kehl*

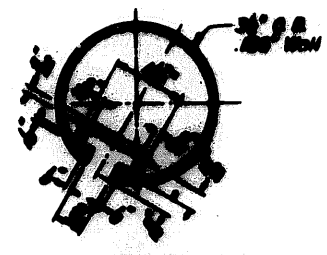
APPROVED  
*[Signature]*

SUPERSTRUCTURE DETAILS  
FAU. Rt. 1297 SEC. 134B-R02  
COOK COUNTY  
STA. 25+89.40

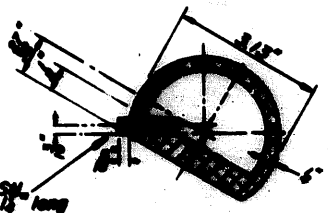
DEPARTMENT OF TRANSPORTATION

NO.	REV.	DATE	BY	CHK.
196	142			

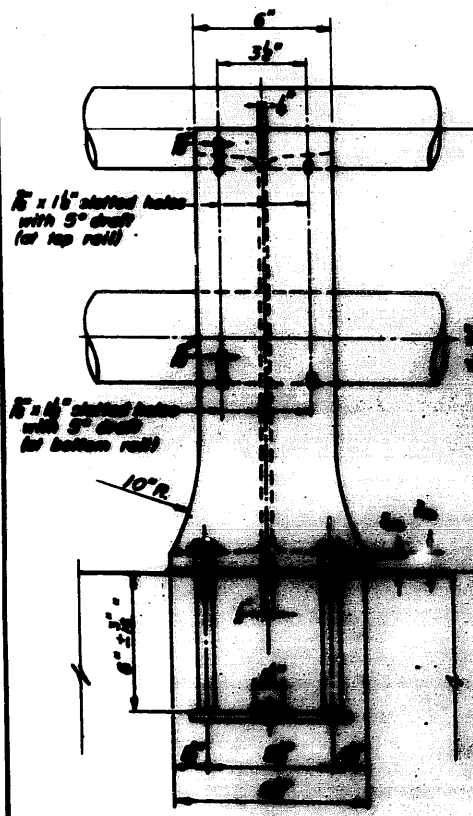
26 SHEETS



SECTION THRU TOP RAIL



SECTION THRU SPLICE  
TOP RAIL



VIEW A-B



NOTE: Top and rail post shall be cut back to provide for full contact with rail section.

DESIGNED BY Mary Blandy  
 CHECKED BY Lane Hill  
 DRAWN BY R. Doty  
 CHECKED BY Lane Hill

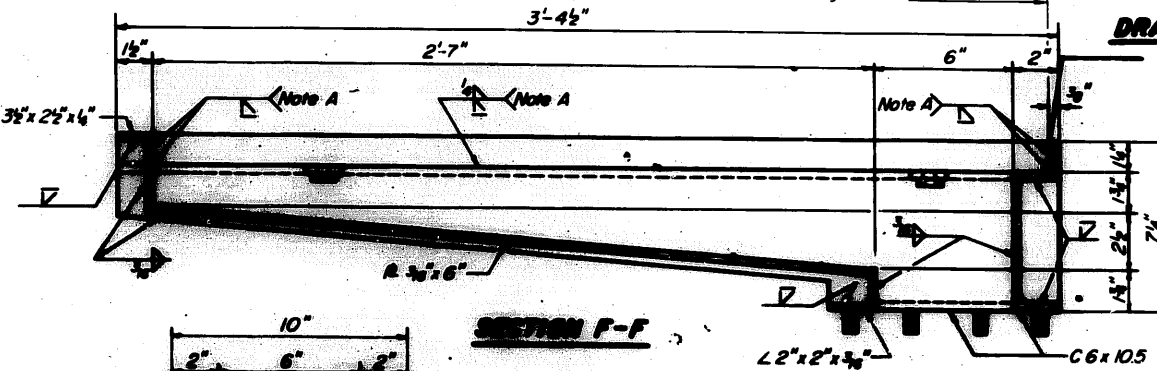
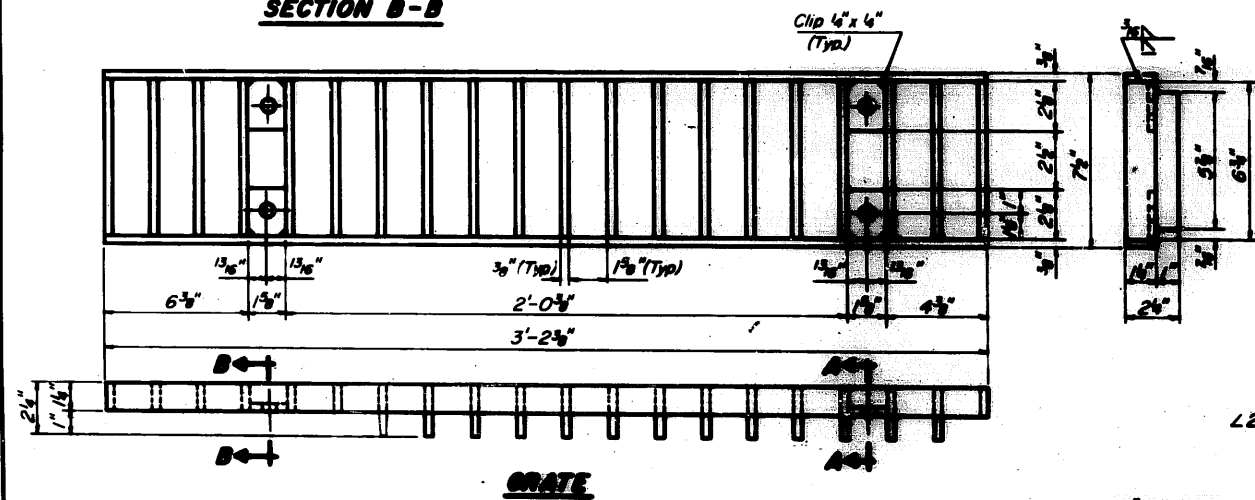
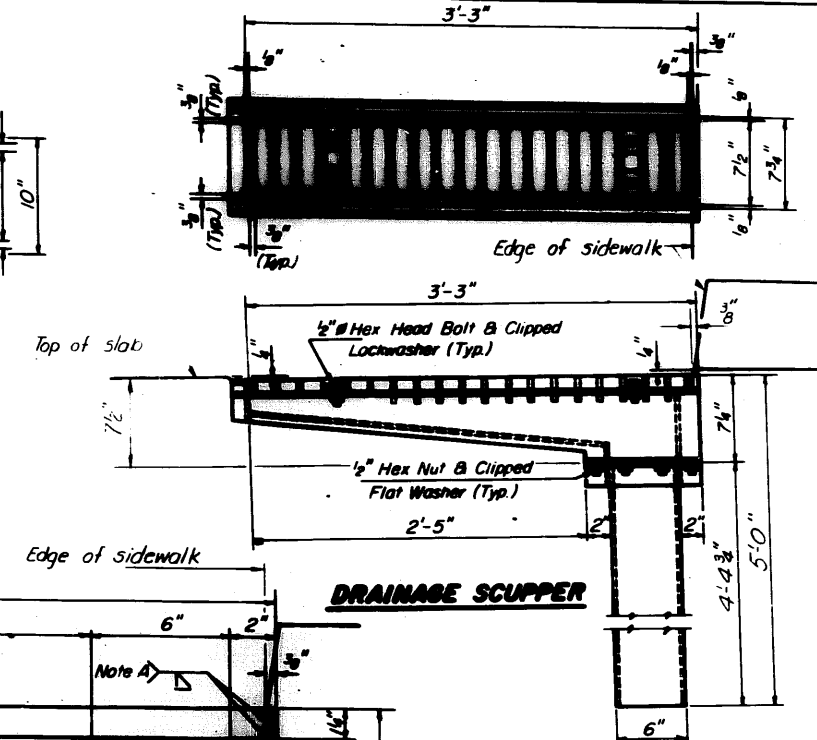
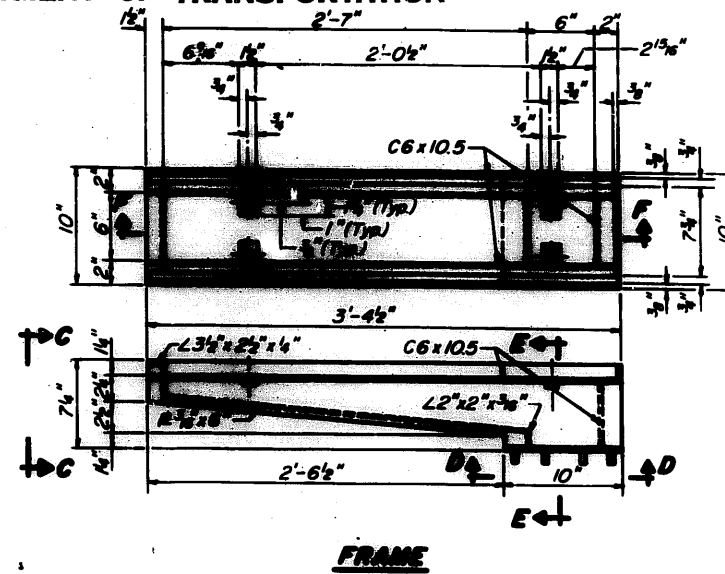
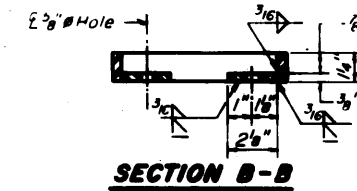
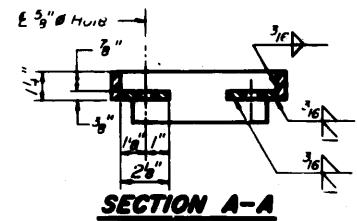
ALL DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED

TYPE L  
 15-B-R(82)

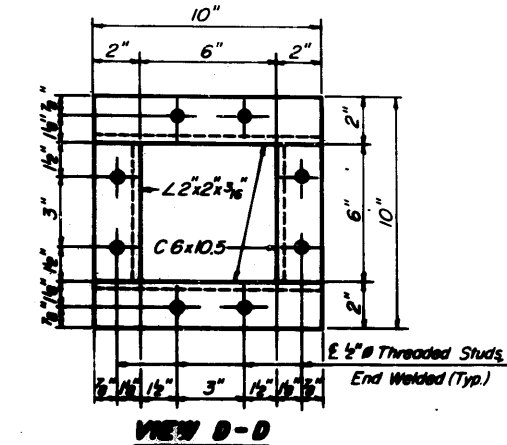
For rail post spacing see sheet #1.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

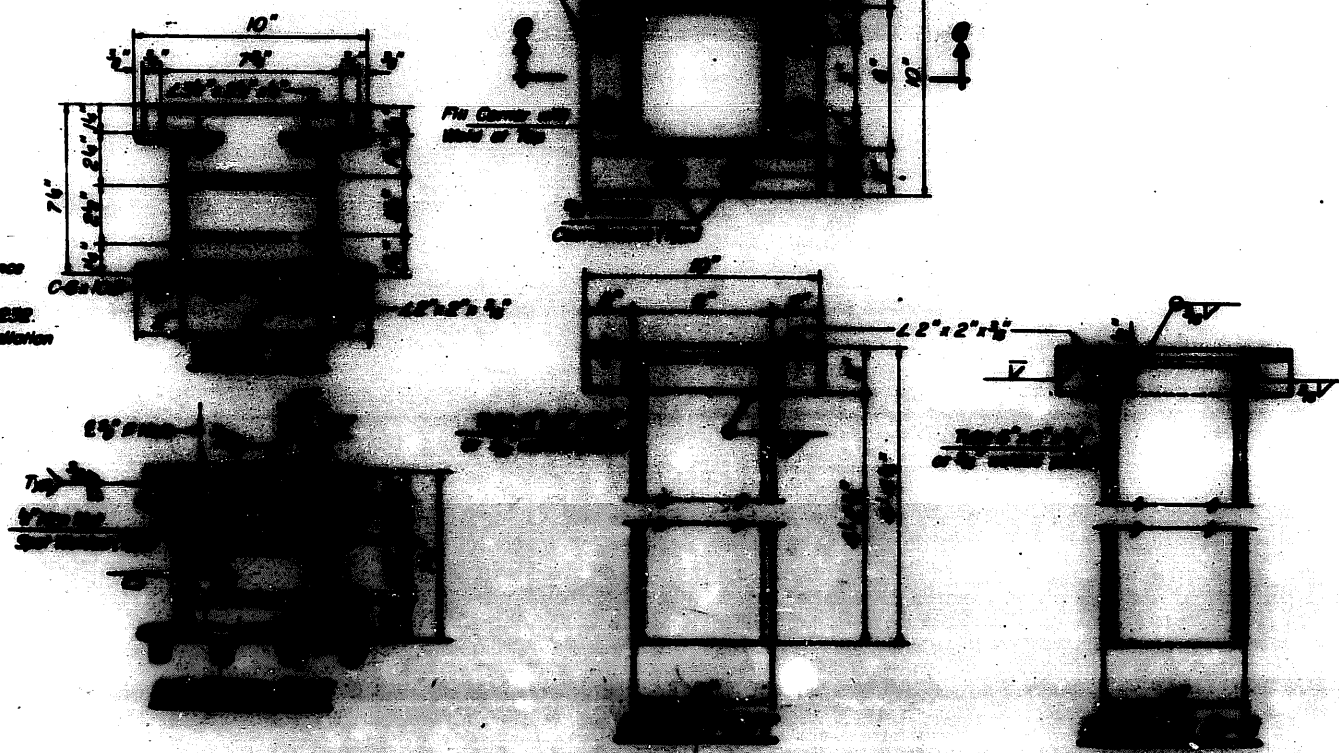
DATE	BY	CHECKED	SCALE	SHEET NO.
196	143			11
OF SHEETS				



Note A: Surface of welds shall be recessed 1/8" Max. or placed flush with inside face of bars to provide clearance for Grate.



Notes:  
Hollow structural steel tubing shall conform to the requirements of A.S.T.M. designation A-500 Grade B, or A-501 Structural Steel Tubing.  
All other shapes, plates and bars shall conform to the requirements of A.A.S.H.T.O. M 183.  
Bolts, studs, washers and nuts shall conform to the requirements of A.S.T.M. A-307.  
The Grate, Frame, and Downspout shall be galvanized after shop fabrication in accordance with A.A.S.H.T.O. M-III B A.S.T.M. A-385.  
All bolts, washers and nuts shall be galvanized in accordance with A.A.S.H.T.O. M-232.  
Cost of the Grate, Frame, Downspout, Bolts, Washers, and Nuts including complete installation of Scupper shall be paid for at the unit bid price for "DRAINAGE SCUPPERS".



Mary Blazdorsf  
Louise Field  
R. Dohy  
Louise Field

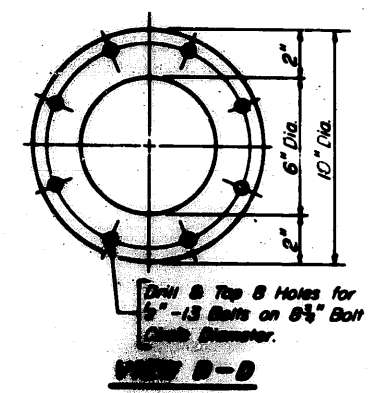
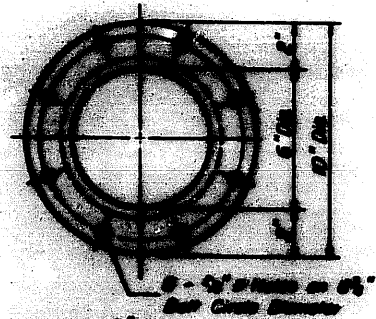
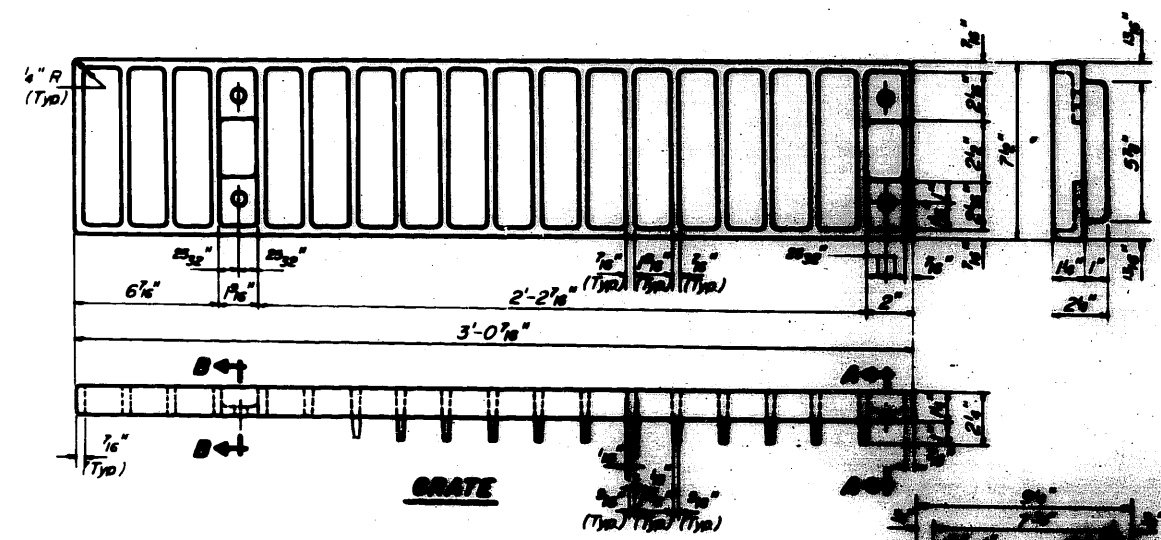
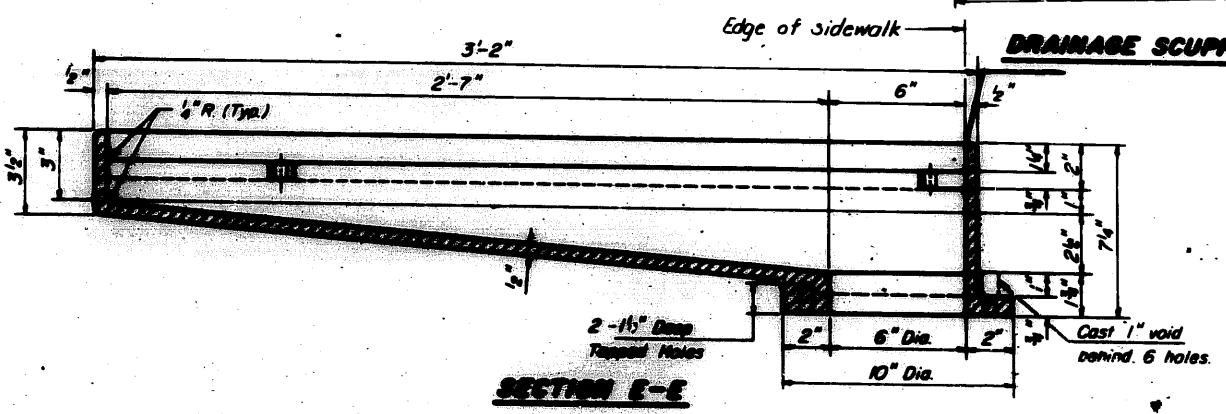
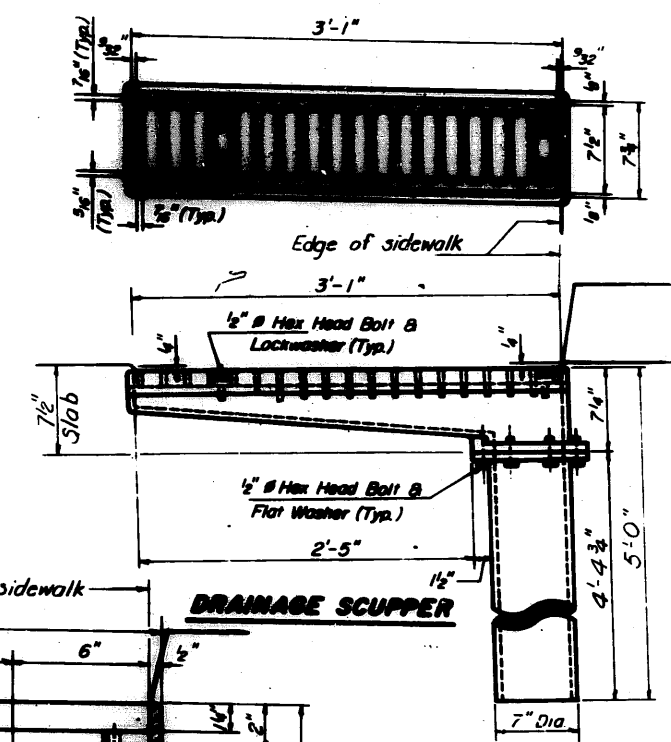
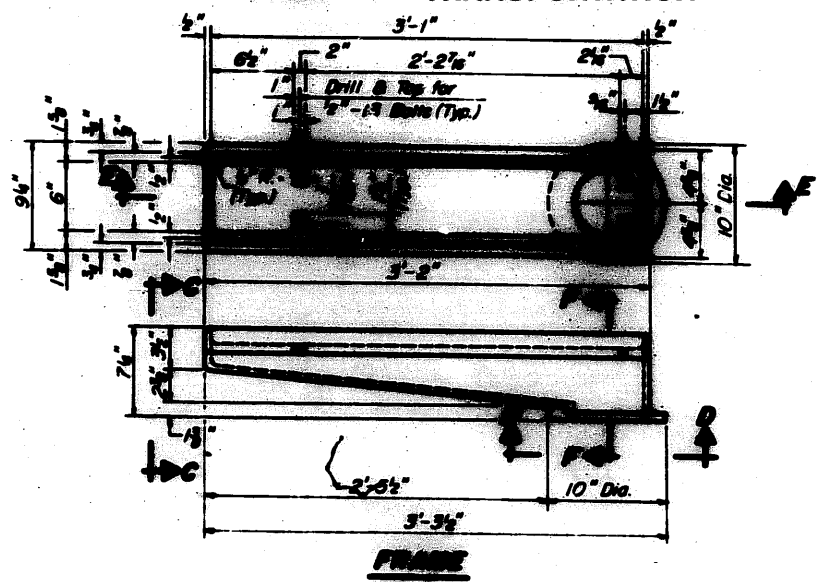
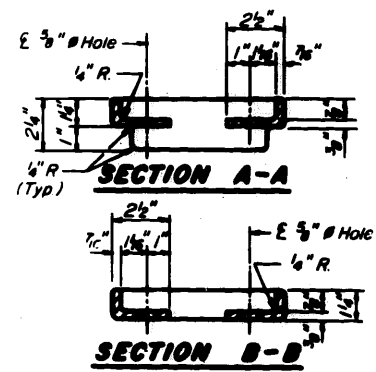
NO.	DESCRIPTION	QUANTITY
1	SCUPPER	4

(Sheet 1 of 2)  
SIDE DRAINAGE SCUPPER  
ELEVATION (S&B-R02)  
QUANTITY  
378,251,89,40

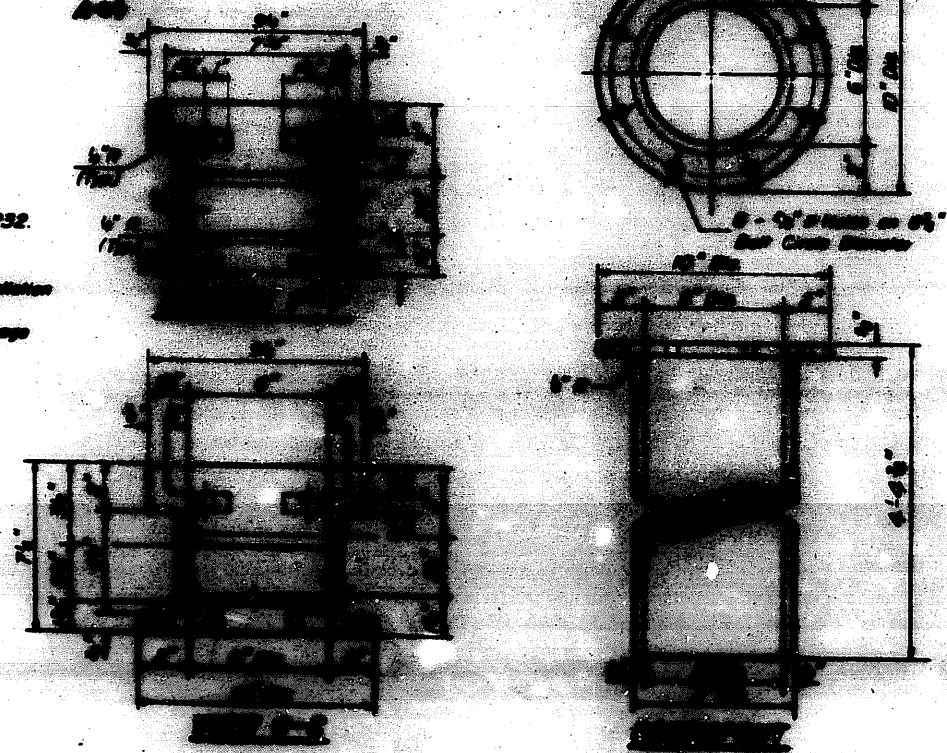
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DATE	BY	CHKD	APP'D
196	144		

SHEET NO. 12  
26 SHEETS



Notes  
All cast iron parts shall be gray iron conforming to the requirements of AASHTO M-105, Class 30.  
Bolts and washers shall conform to the requirements of A.S.T.M. A-307.  
All bolts and washers shall be galvanized in accordance with A.A.S.H.T.O. M-232.  
As an alternate bolts and washers may be stainless steel conforming to the requirements of A.S.T.M. A-193, Type 304.  
Cost of the Grate, Frame, Downspout, bolts and washers including complete installation of Scupper shall be paid for at the unit bid price for "Drainage Scupper".  
The Contractor may use at his option steel drainage scuppers or cast iron drainage scuppers.



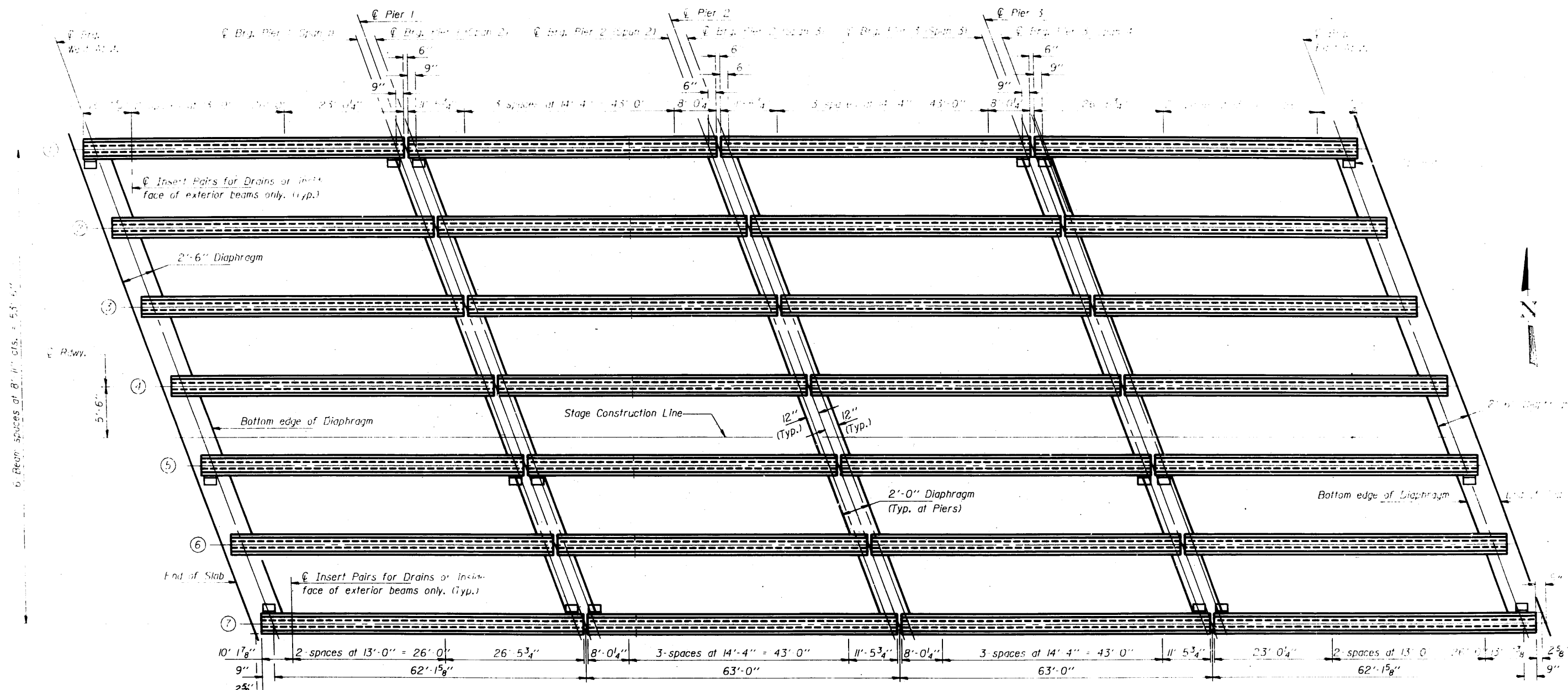
Mary Blunderf  
Lone Hill  
R. Doty  
Lone Hill

(Sheet 2 of 2)  
**ALUMINUM - CAST IRON**  
**SCUPPER**  
FAU. RE. 111 SEC. 134 B-R (82)  
COOK COUNTY  
STA. 25+89.40

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5

SHEET NO. 1  
SHEETS 12



FRAMING PLAN

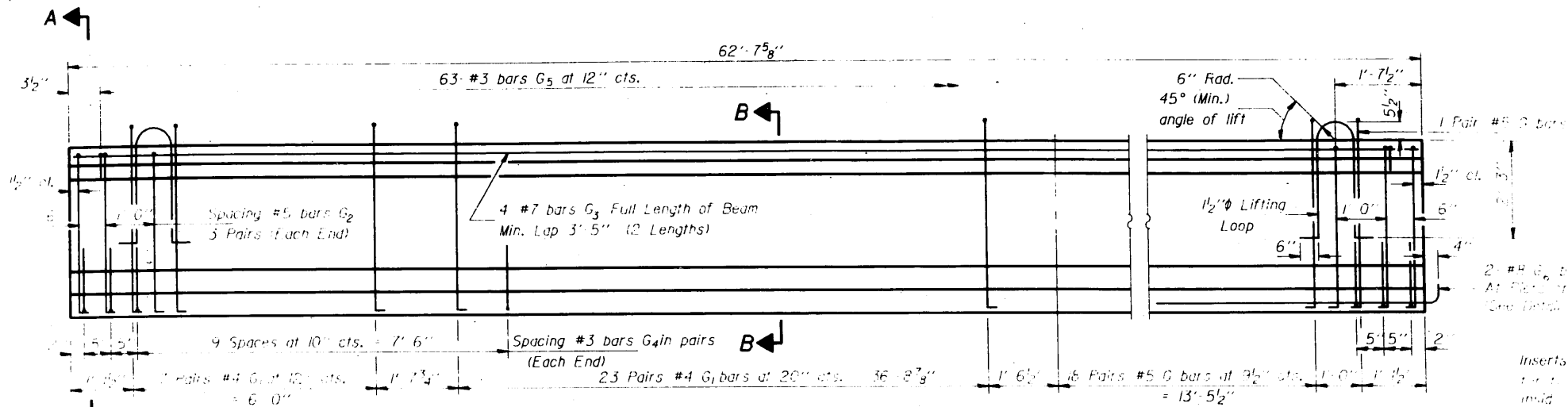
DESIGNED *Mary Bloxaarf*  
CHECKED  
DRAWN *R. Doty*  
CHECKED

May 3, 1924  
EXAMINED *James J. Robinson*  
PASSED  
APPROVED *[Signature]*  
DIRECTOR OF HIGHWAYS

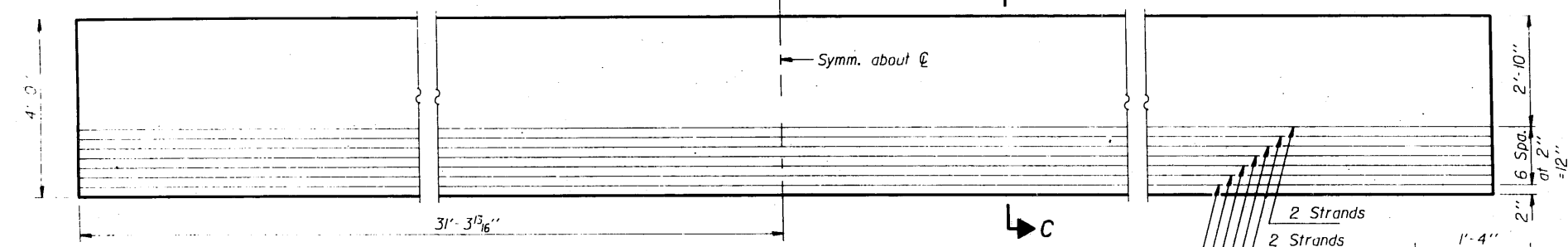
FRAMING PLAN  
F.A.U. RT. 1297 SEC. 1314B-R(82)  
COOK COUNTY  
STA. 25+89.40

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

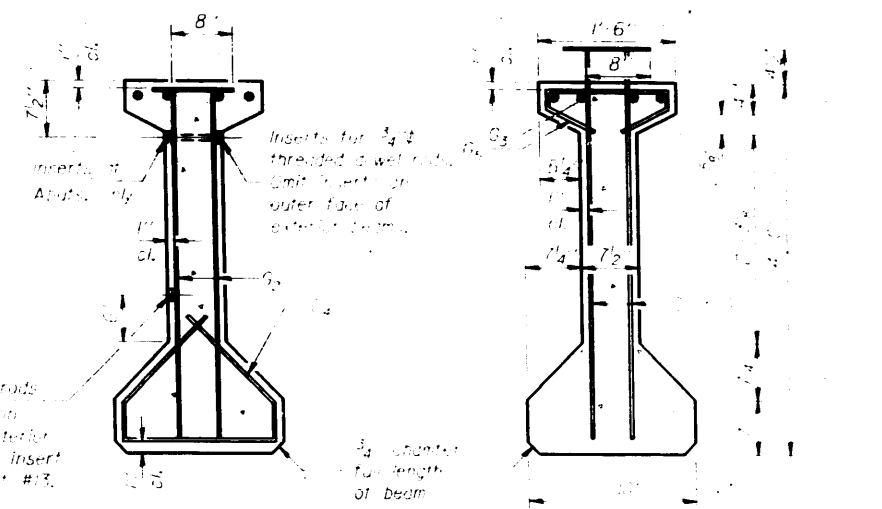
PROJECT NO.	SECTION	DATE	SCALE	SHEET NO.
				26 SHEETS



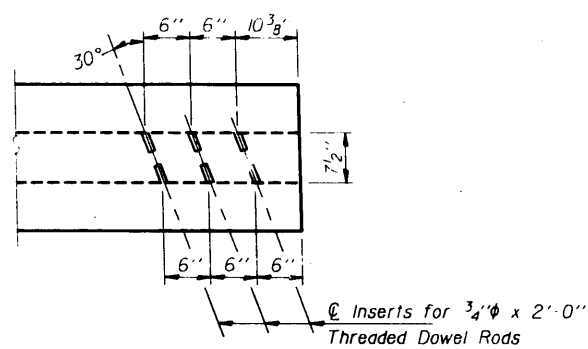
**ELEVATION OF BEAM**  
(Showing Reinforcement & Dimensions)  
(Span 1 - Looking No. & Span 4 - Looking No.)



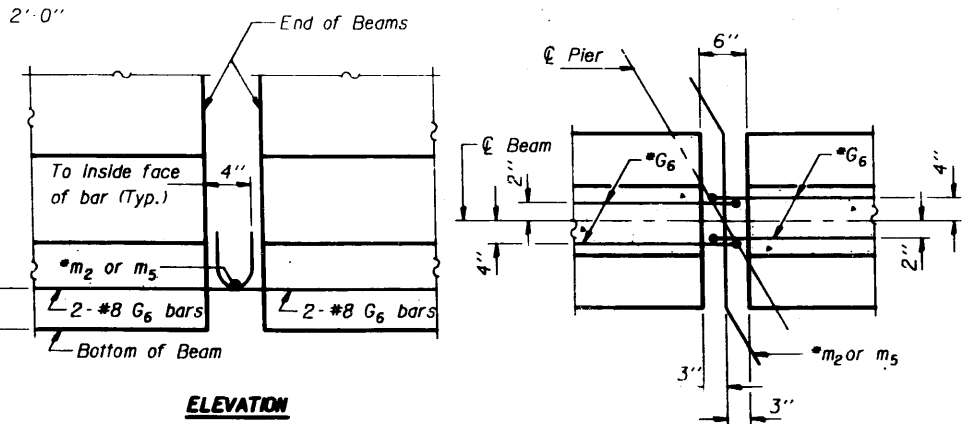
**ELEVATION OF BEAM**  
(Showing Prestressing Steel)



**SECTION A-A**      **SECTION B-B**

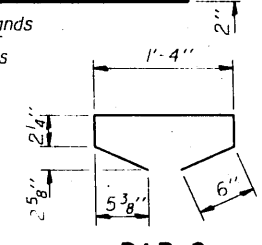


**INSERT LOCATIONS**  
(At Abuts. only)

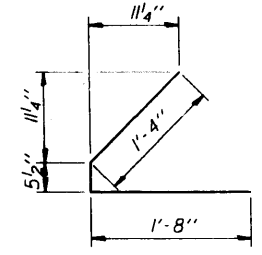


**ELEVATION**  
\*Tie #8 bars with No. 9 wire tightly fastened to prevent any movement between bars.

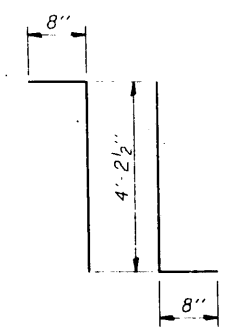
**DETAIL "A"**      **PLAN**



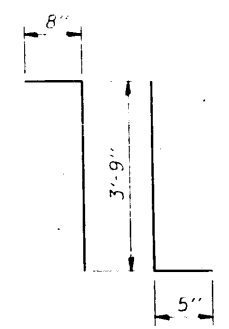
**BAR G5**



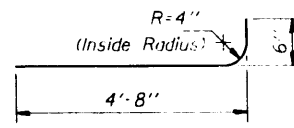
**BAR G4**



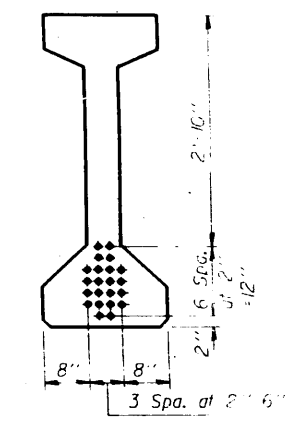
**BARS G & G1**



**BAR G2**



**BAR G6**



**SECTION C-C**

**\*\* BAR LIST**

Bar	No.	Size	Length	Shape
G	38	#5	5'-6 1/2"	TL
G1	60	#4	5'-6 1/2"	TL
G2	12	#5	4'-10"	TL
G3	8	#7	33'-0"	—
G4	40	#3	3'-5 1/2"	—
G5	63	#3	2'-8 1/2"	—
G6	2	#8	5'-2"	—

\*\* For one beam only.

**NOTES**

All inserts and threaded dowel rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per lined foot of "Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48 in."  
Insert for 3/4" threaded dowel rods are to be two strut, coil type for interior I-Beams and single coil, flared loop type for exterior I-Beams.  
Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand, Grade 270.  
The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.  
Non-prestressing steel shall conform to AASHTO designation M-31 or M-53 Grade 60.  
Steel for lifting loops shall be non-deformed bars f'y=40,000 psi. Required release strength, f'ci, shall be 4600 psi.  
For Bill of Material see sheet #15.

**BEAM DETAILS**  
**SPANS 1 AND 4**  
**F.A.U. RT. 1297 SEC. 1314B-R(82)**  
**COOK COUNTY**  
**STA. 25+89.40**

DESIGNED *Mary Bloxdorf*  
CHECKED \_\_\_\_\_  
DRAWN *R. Doty*  
CHECKED \_\_\_\_\_

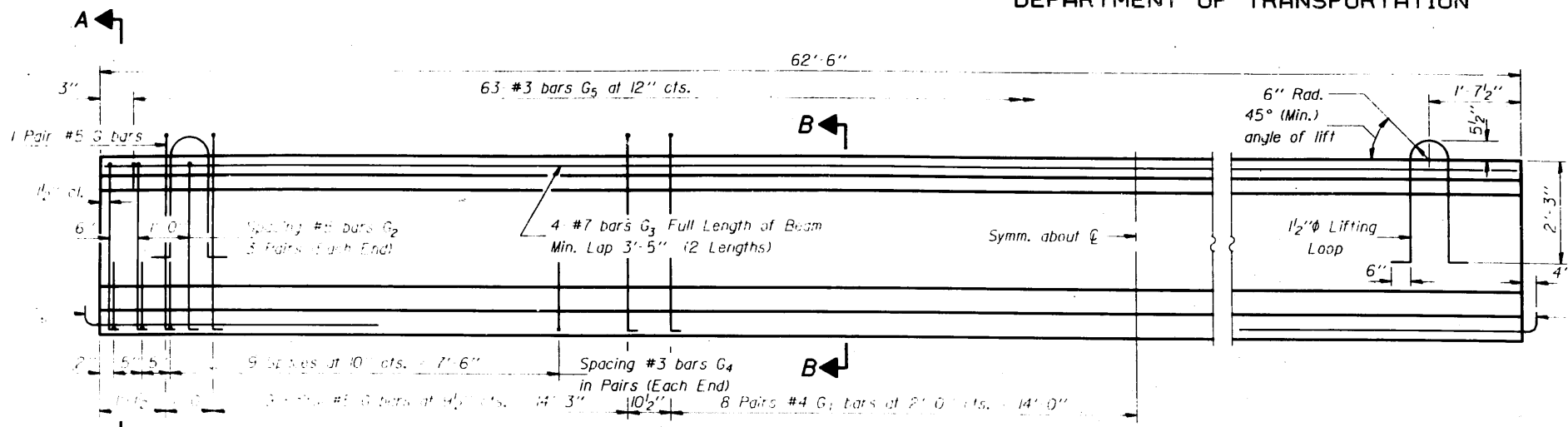
EXAMINED *James J. [Signature]*  
PASSED \_\_\_\_\_  
APPROVED \_\_\_\_\_  
DIRECTOR OF HIGHWAYS

May 3, 1984

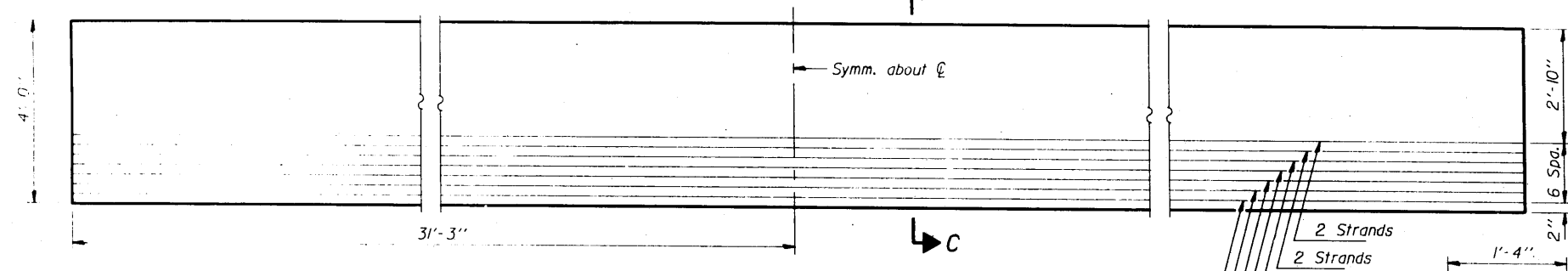
PI-4-48 4-15-83

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

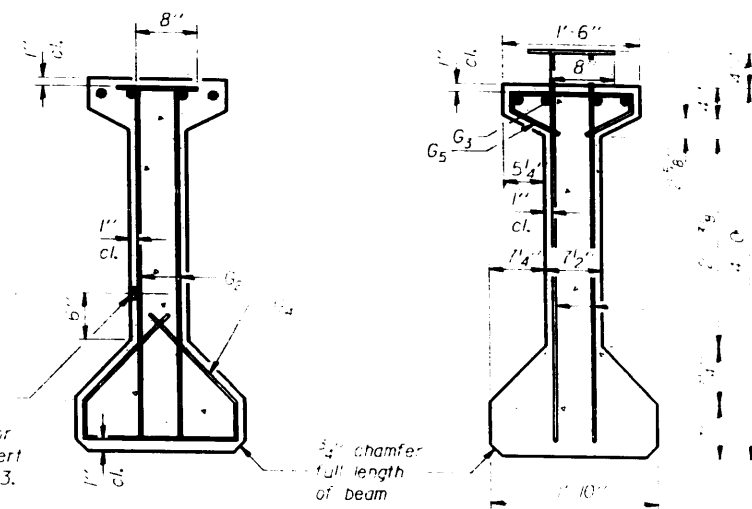
ROUTE NO.	SECTION	DATE	SCALE	SHEET NO.
116		11/6	1/4"	28 SHEETS
FED. ROAD DIST. NO. 116-116				



**ELEVATION OF BEAM**  
(Showing Reinforcement & Dimensions)

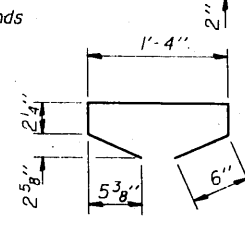


**ELEVATION OF BEAM**  
(Showing Prestressing Steel)

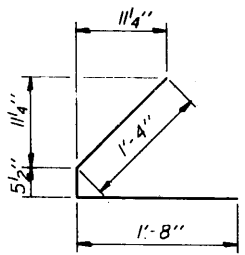


**SECTION A-A**

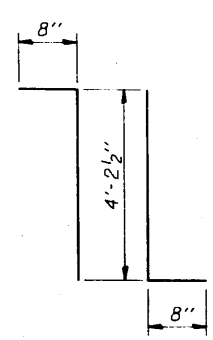
**SECTION B-B**



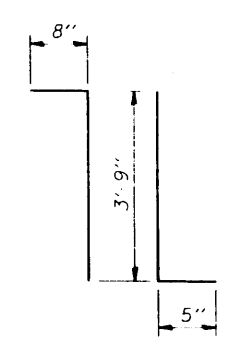
**BAR G5**



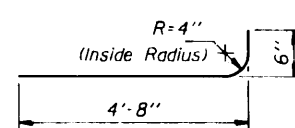
**BAR G4**



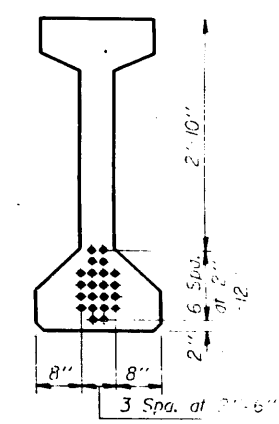
**BARS G & G1**



**BAR G2**



**BAR G6**



**SECTION C-C**

**\*\* BAR LIST**

Bar	No.	Size	Length	Shape
C	80	#5	5'-6 1/2"	7L
G1	30	#4	5'-6 1/2"	7L
G2	12	#5	4'-10"	7L
G3	8	#7	33'-0"	
G4	40	#3	3'-5 1/2"	
G5	63	#3	2'-8 1/2"	
G6	4	#8	5'-2"	

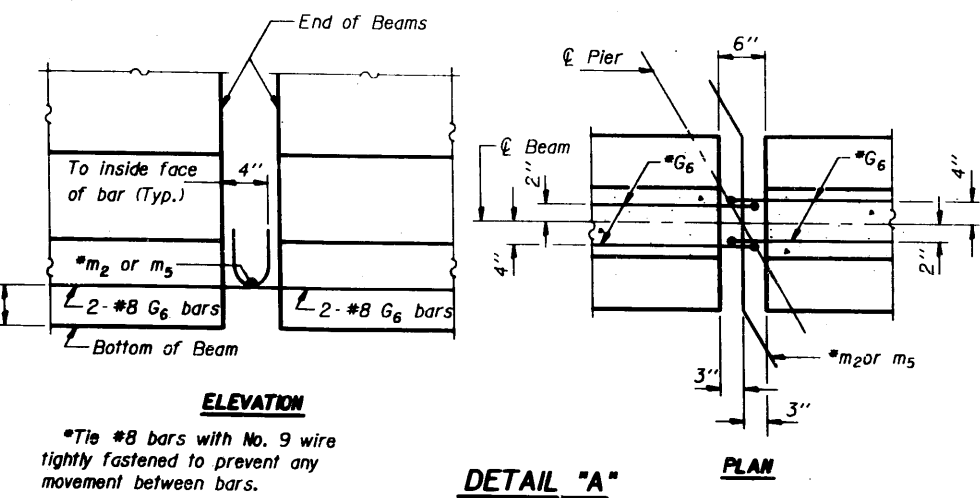
\*\* For one beam only.

**BILL OF MATERIAL**

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Lin. Ft.	175.2

**NOTES**

All inserts and threaded dowel rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I Beams shall be included in the contract unit price per lineal foot of "Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48 in." Insert for 3/4" threaded dowel rods are to be two strut, coil type for interior I-Beams and single coil, flared loop type for exterior I-Beams. Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Non-prestressing steel shall conform to AASHTO designation M-31 or M-53 Grade 60. Steel for lifting loops shall be non-deformed bars f'y=40,000 psi. Required release strength, f'ci, shall be 4600 psi.



**ELEVATION**

**PLAN**

\*Tie #8 bars with No. 9 wire tightly fastened to prevent any movement between bars.

DESIGNED	Mary Bloxdorf
CHECKED	
DRAWN	R. Doty
CHECKED	

May 3, 1984  
EXAMINED  
PASSED  
APPROVED

PI-4-48 4-15-83

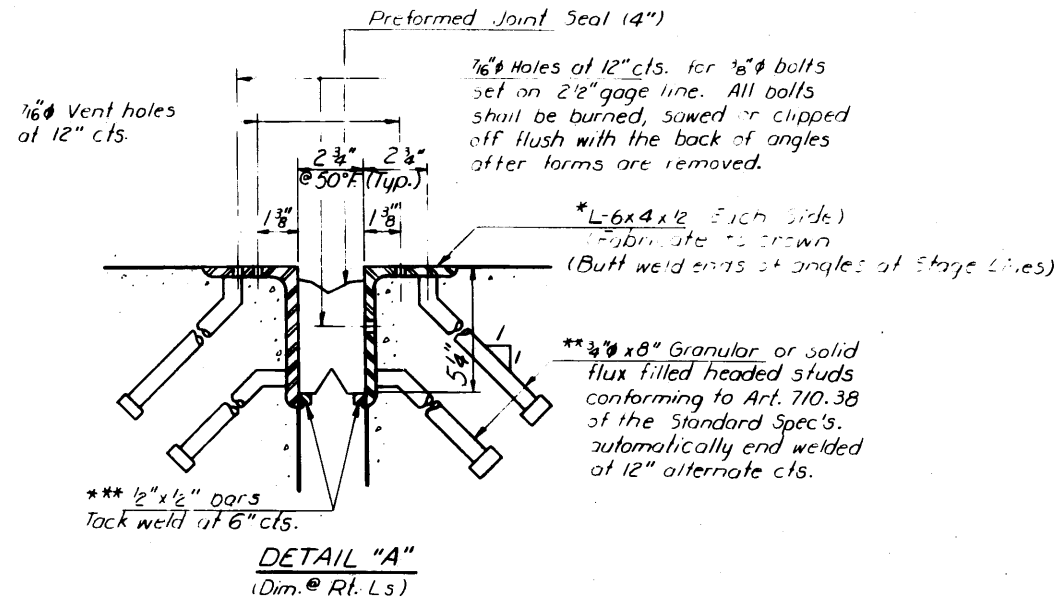
**BEAM DETAILS**  
**SPANS 2 AND 3**  
**F.A.U. RT. 1297 SEC. 1314B-R(82)**  
**COOK COUNTY**  
**STA. 25+69.40**



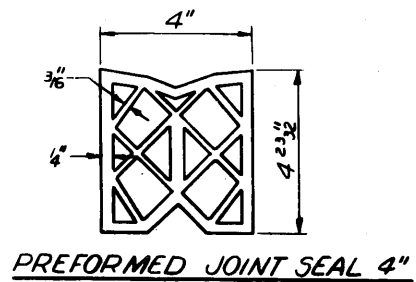
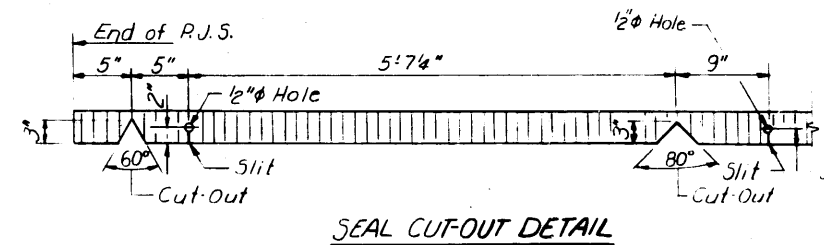
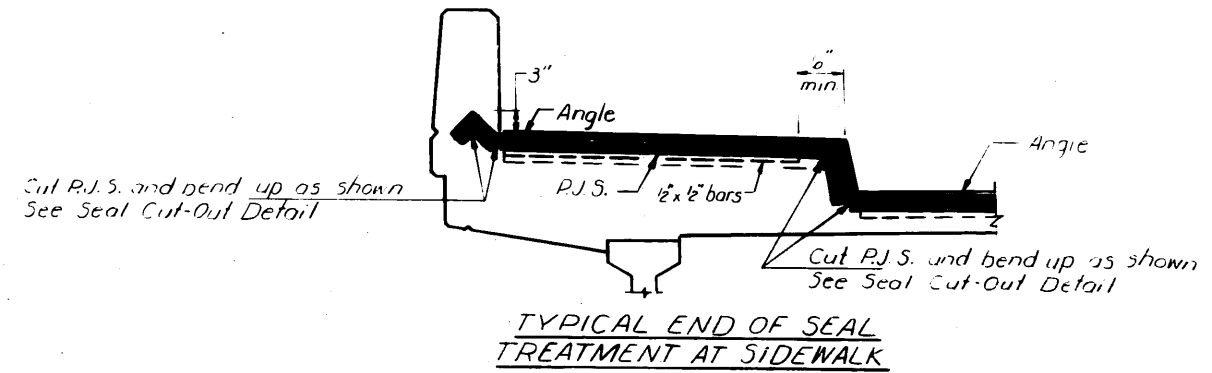
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

REVISE NO.	REVISION	QUANTITY	TOTAL SHEETS	SHEET NO.
1			196	148
PREPARED BY: [ ] DRAWN BY: [ ] CHECKED BY: [ ]				

SHEET NO 16  
OF 26 SHEETS



- \* 21'4" long in roadway and 7 3/4" long in sidewalk (Stage I)
- 34'0 1/2" long in roadway and 5'7 1/2" long in sidewalk (Stage II)
- 4'11 3/4" long in sidewalk (Stage III)
- \*\* 22- Required Each Side in roadway and 1- Each Side in sidewalk (Stage I)
- 34- Required Each Side in roadway and 5- Each Side in sidewalk (Stage II)
- 4- Required Each Side in sidewalk (Stage III)
- \*\*\* 21'4" long in roadway and 7 3/4" long in sidewalk (Stage I)
- 34'0 1/2" long in roadway and 5'7 1/2" long in sidewalk (Stage II)
- 4'5 3/4" long in sidewalk (Stage III)



DESIGNED	May 3, 1984
CHECKED	[Signature]
DRAWN	R. Doty
CHECKED	

DESIGNED: May 3, 1984

CHECKED: [Signature]

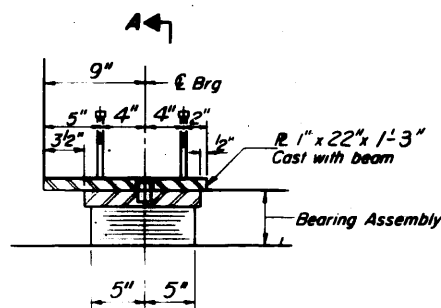
DRAWN: R. Doty

CHECKED: [Signature]

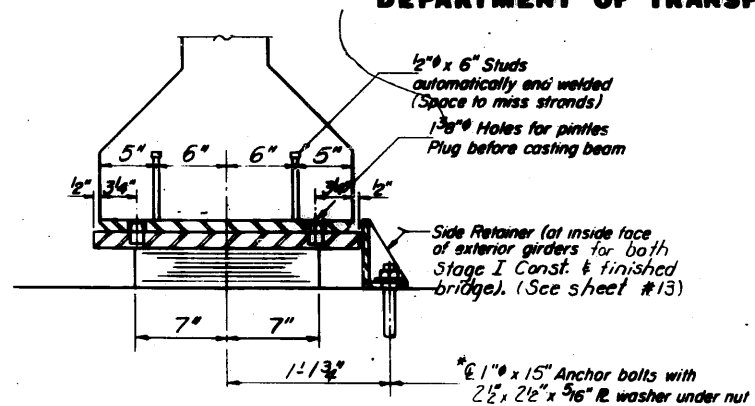
PREFORMED JOINT SEAL (4")  
F.A.U. RT. 1297 SEC. 1314B-R(82)  
COOK COUNTY  
STA. 25+89.40

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 17
			196	47	2 SHEETS
FED. ROAD DIST. NO. 1		ILLINOIS	FOR AID PROJECT		



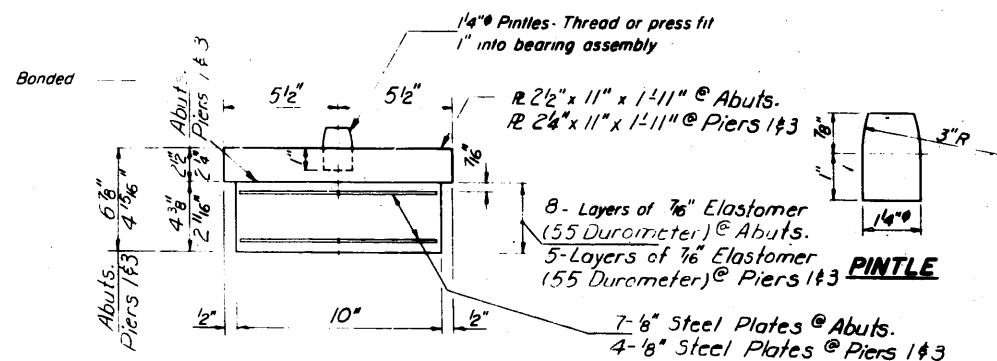
**SECTION AT ABUT.  
AND PIERS 1 & 3**



**SECTION A-A**

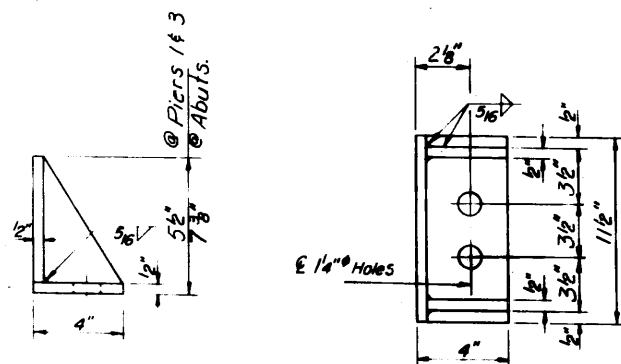
**TYPE I ELASTOMERIC EXP. BRG.**

Note: After beams have been erected holes at expansion bearings shall be drilled and anchor bolts grouted in place. For detail of anchor bolt see sheet #18.



**BEARING ASSEMBLY**

Note: Shim plates shall not be placed under bearing assembly.



**SIDE RETAINER**

(Retainers built from 1/2" angles are permitted)

DESIGNED	Mary Blaxdorf
CHECKED	L. E. Hill
DRAWN	R. Doty
CHECKED	L. E. Hill

APPROVED  
*[Signature]*

PI-2E-1 4-15-83

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	21

**BEARING DETAILS**  
F.A.U. RT. 1297 SEC. 1314 B-R182  
COOK COUNTY  
STA. 25+89.40

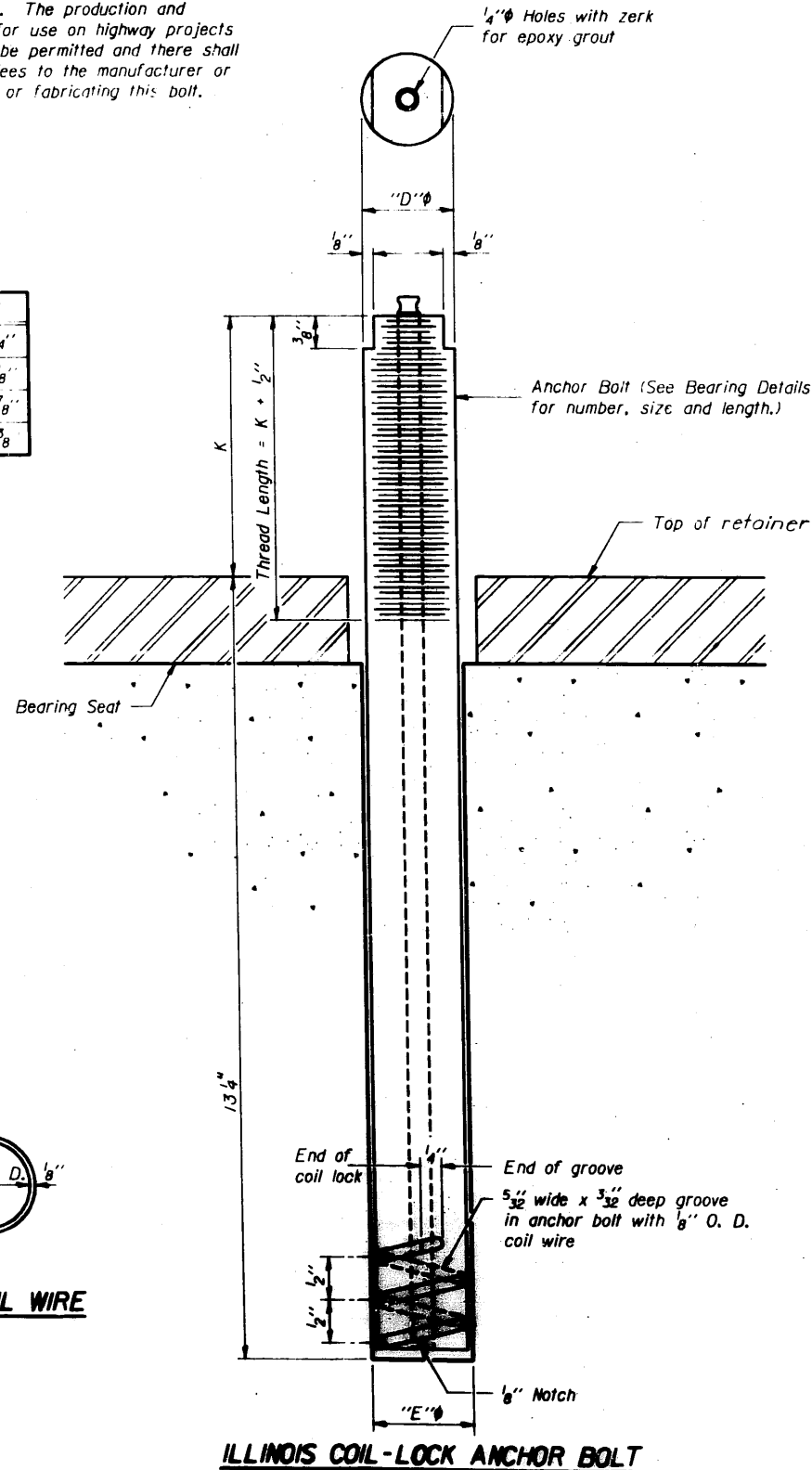


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.
			196	150
SHEET NO.		SHEETS		

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	F	H	K
1"	1 1/8"	1 3/8"	1 3/4"
1 1/2"	1 5/8"	1 5/8"	2 1/8"
2"	2 1/8"	1 3/8"	2 7/8"
2 1/2"	2 5/8"	2 5/8"	3 3/8"



**MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT**

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A519, Grade 1026 and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C881, Type I, Grade I and of a Class suitable for the temperature at installation.

**INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT**

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

**ALTERNATE ANCHOR BOLTS**

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes in accordance with the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer conforming to ASTM A307.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

**GENERAL NOTES**

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with the manufacturer's recommendation, after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

DESIGNED	Mary Blozdorf
CHECKED	Lois Hand
DRAWN	R. Doty
CHECKED	Lois Hand

ABB-1 6 15 83

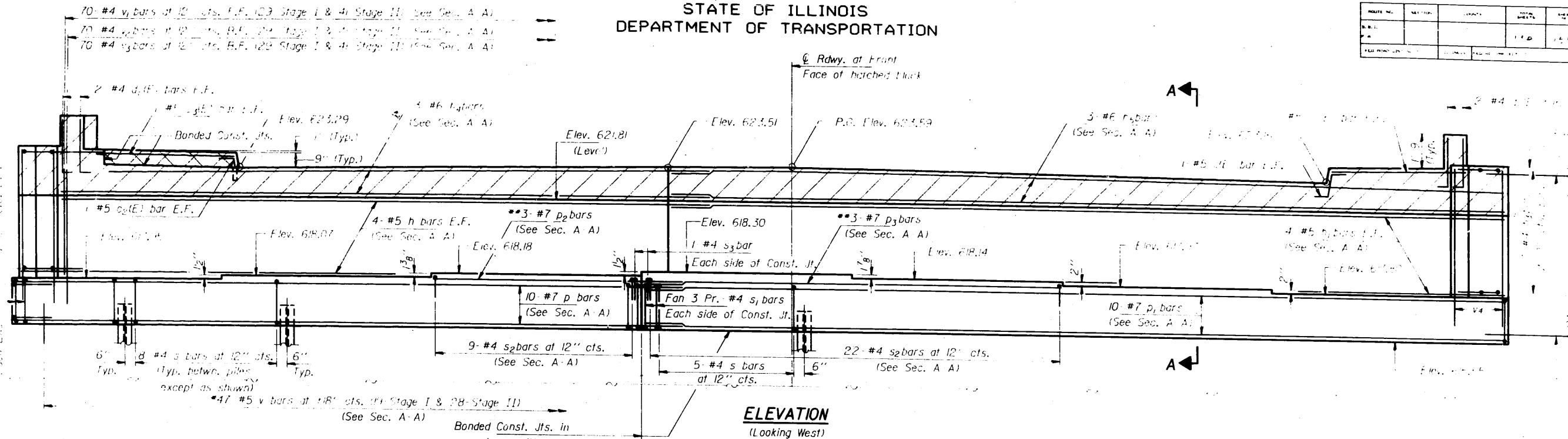
APPROVED  
*[Signature]*  
DIRECTOR OF HIGHWAYS

ANCHOR BOLT DETAILS  
FOR BEARINGS  
F.A.U. RT. 127 SEC. 134B-R(82)  
COOK COUNTY  
STA. 25+89.40



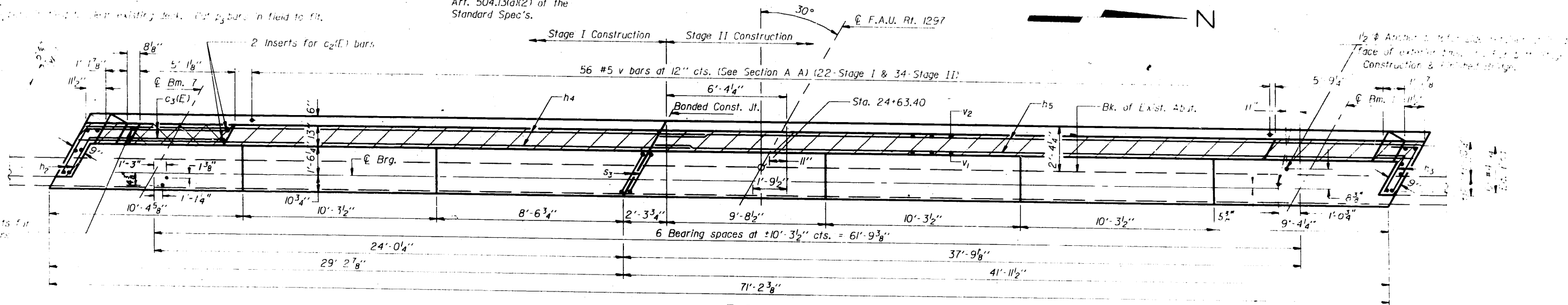
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	LENGTH	TOTAL SHEETS	SHEET NO.
			110	107
SHEETS				



• All reinforcement bars shall be steel. See Special Provisions.  
• All reinforcement bars shall be steel. See existing deck. Cut p<sub>3</sub> bars in field to fit.

Bonded Const. Jts. in accordance with Art. 504.13(a)(2) of the Standard Specs.



2 Inserts for c<sub>3</sub>(E) bars

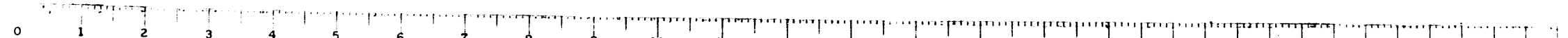
DESIGNED	Mary Bloxdorf
CHECKED	
DRAWN	R. Doty
CHECKED	

May 3 1984  
EXAMINED  
PASSED  
APPROVED

Note: Work this sheet with sheet #20.

Notes:  
Hatched area to be poured after superstructure is in place. Quantity of Class X Concrete included with superstructure.  
Cross hatched area indicates Stage III Construction. Quantity of Class X Concrete included with superstructure.  
Bars d<sub>1</sub>(E) and c<sub>1</sub>(E) thru c<sub>3</sub>(E) are billed with superstructure on sheet #9. Cast of inserts is incidental to Class X Concrete. Inserts shall be plugged or blocked off during Stage II Construction.  
Pour steps monolithically with cap.  
Existing reinforcement extending into removed areas shall be cleaned and incorporated into the new construction.

**WEST ABUTMENT**  
**F.A.U. RT. 1297 SEC. 1314B-R(82)**  
**COOK COUNTY**  
**STA. 25+89.40**



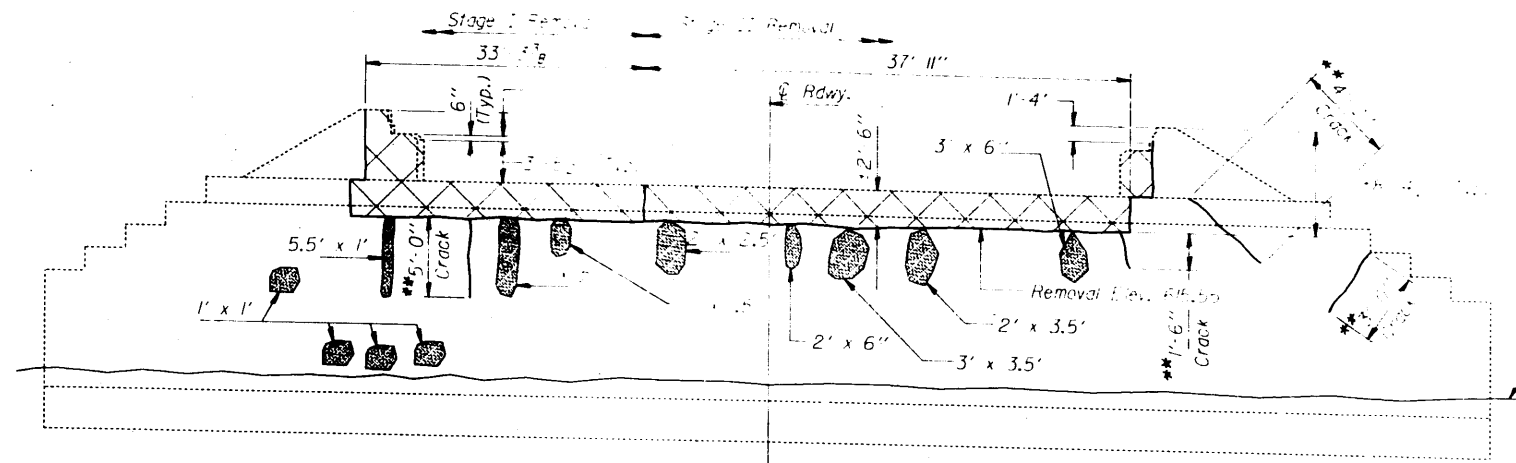
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	DATE	SCALE	SHEET NO.
SHEETS				

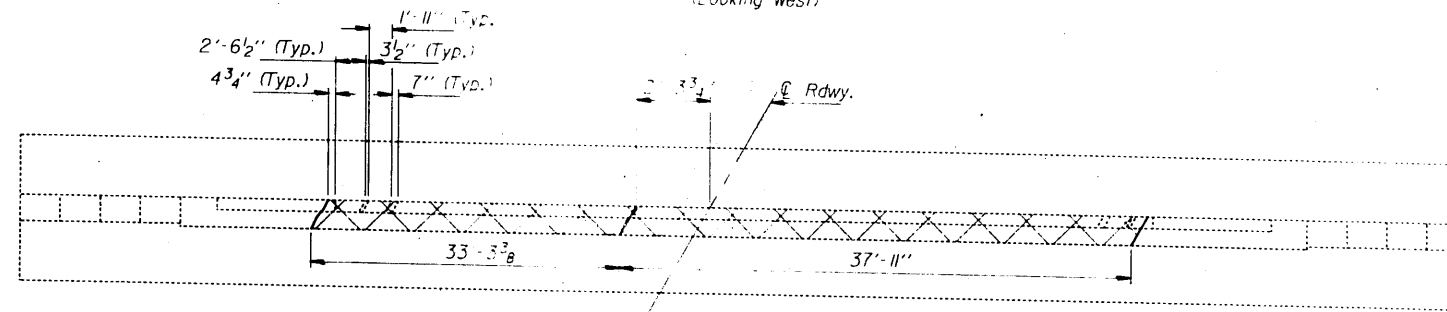
**PILE DATA**

Type: Steel HP8 x 36  
Capacity: \*Set on Existing Footing  
Fst. Length: \*9'  
No. Required: 9

\*Note:  
Steel HP8 x 36 piles shall be set on top of existing footing thru holes precast in existing back fill and, after setting the piles, the holes shall be filled with sand. Cost incidental to Furnishing Steel Piles HP8 x 36.



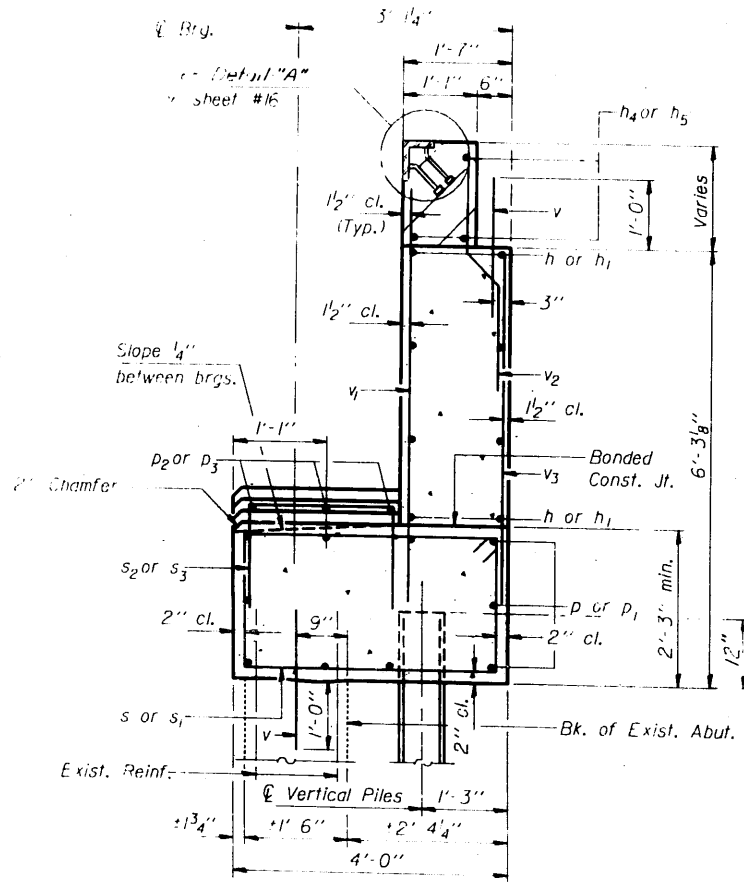
**ELEVATION**  
(Looking West)



**PLAN**

**CONCRETE REMOVAL DETAILS**

**END VIEW**



**SECTION A-A**  
(Dim. at Rt. Ls)

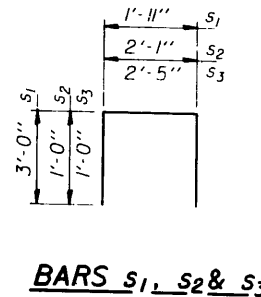
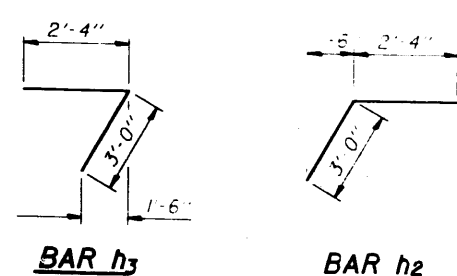
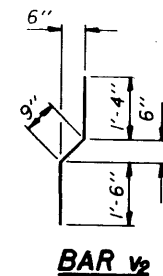
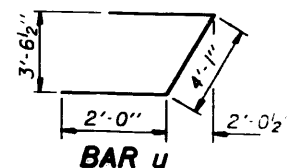
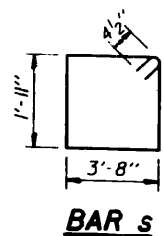
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h	8	#5	31'-1"	
h1	9	#5	41'-8"	
h2	14	#4	5'-4"	
h3	14	#4	5'-4"	
h4	3	#6	31'-1"	
h5	3	#6	41'-8"	
D	10	#7	32'-5"	
D1	10	#7	41'-9"	
D2	3	#7	13'-5"	
D3	3	#7	22'-0"	
s	61	#4	11'-11"	
s1	20	#4	7'-11"	
s2	31	#4	4'-1"	
s3	2	#4	4'-5"	
u	8	#6	8'-1"	
v	103	#5	2'-0"	
v1	70	#4	6'-2"	
v2	70	#4	3'-7"	
v3	70	#4	5'-0"	
v4	12	#4	7'-5"	
Class X Concrete			Cu. Yds.	42.1
Reinforcement Bars			Lbs.	4510
Concrete Removal			Cu. Yds.	14
Furnishing Steel Piles HP8 x 36			Lin. Ft.	171
Epoxy Crack Sealing			Lin. Ft.	14
Repair Conc. Struct.			Sq. Ft.	41

Legend:  
Cross hatched areas indicate Concrete Removal.  
■ Indicates areas to be repaired. Billed as Repair Concrete Structures.  
\*\* Indicates Epoxy Crack Sealing

DESIGNED	Mary Bloxdorf
CHECKED	
DRAWN	R. Doty
CHECKED	

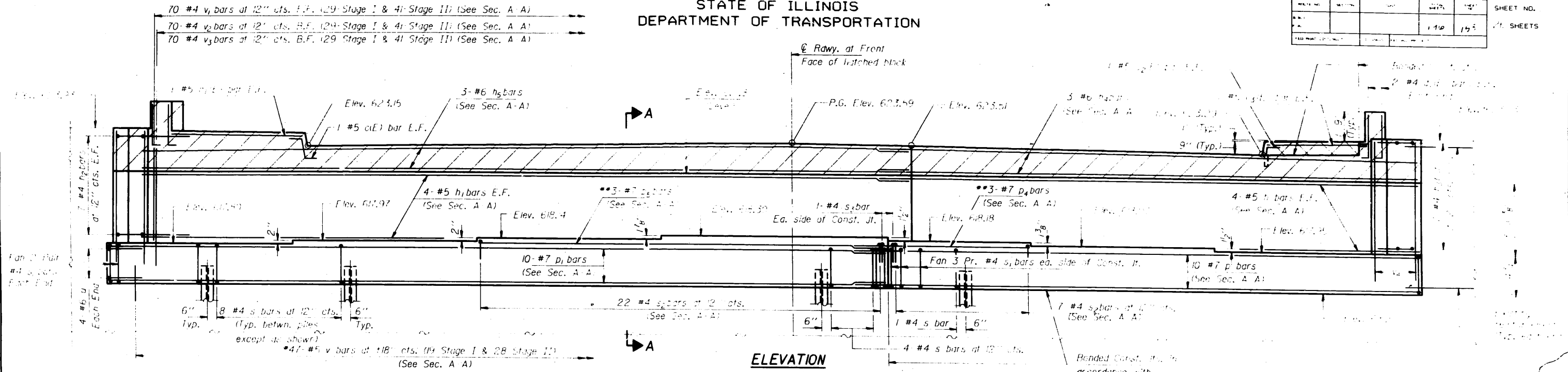
EXAMINED	May 3 1984
PASSED	
APPROVED	



**WEST ABUTMENT DETAILS**  
F.A.U. RT. 1297 SEC. 1314B-R(82)  
COOK COUNTY  
STA. 25+89.40

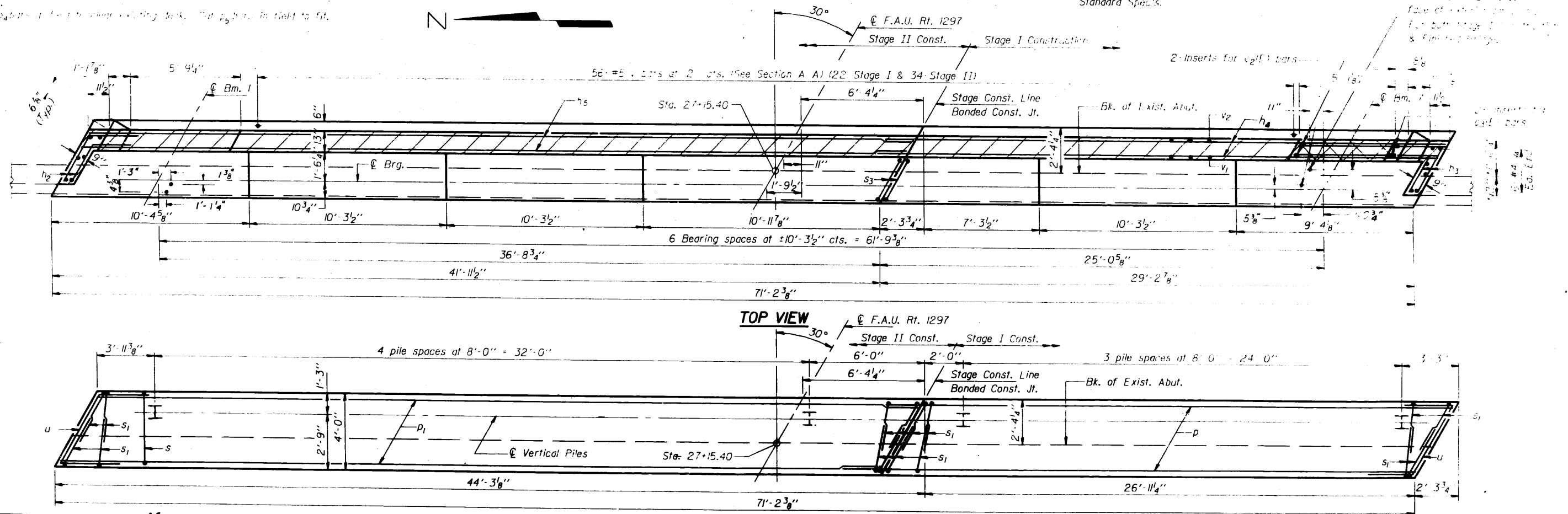
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DATE	BY	NO.	REV.	SHEET NO.
				155
				2 SHEETS



**ELEVATION**  
(Looking East)

- \*Drill #4 bars into existing abutment. See Special Provisions.
- \*\*Cut #4 bars in to fit over existing back. Put #5 bars in field to fit.



**TOP VIEW**

**PLAN-PILE CAP**

DESIGNED	Mary Bloxdorf
CHECKED	
DRAWN	R. Doty
CHECKED	

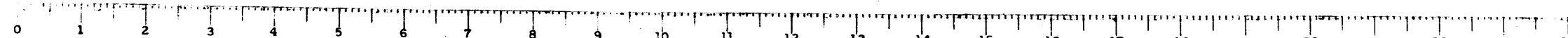
  

EXAMINED	May 3, 1984
PASSED	
APPROVED	

Note: Work this sheet with sheet #22.

- Notes:
- Hatched area to be poured after superstructure is in place.
  - Quantity of Class X Concrete included with superstructure.
  - Cross hatched area indicates Stage III Construction. Quantity of Class X Concrete included with superstructure.
  - Bars d<sub>1</sub>(E) and c<sub>1</sub>(E) thru c<sub>3</sub>(E) are billed with superstructure on sheet #8.
  - Cost of inserts is incidental to Class X Concrete. Inserts shall be plugged or blocked off during Stage II Construction.
  - Existing reinforcement extending into removed areas shall be cleaned and incorporated into the new construction.
  - Pour steps monolithically with cap.

**EAST ABUTMENT**  
**F.A.U. RT. 1297 SEC. 1314B-R(82)**  
**COOK COUNTY**  
**STA. 25+89.40**



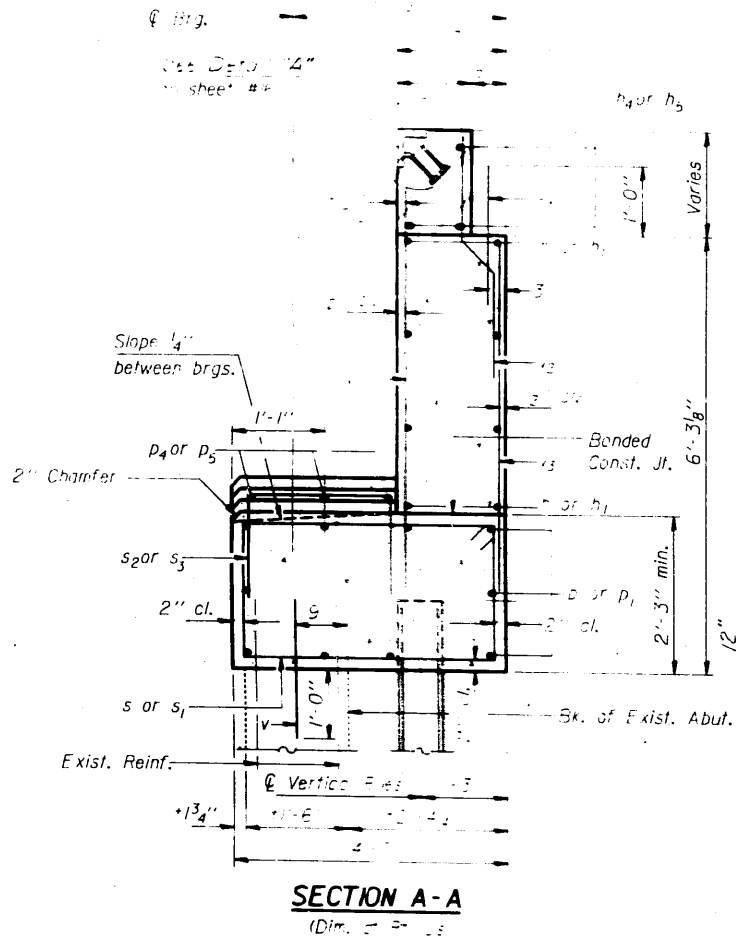
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NO. 1	SECTION	DATE	BY	SCALE	SHEET NO.
					26 SHEETS
			16	154	

**PILE DATA**

Type: Steel HPB x 36  
Capacity: 500 kips  
Est. Length: 100 ft  
No. Required: 9

\*Note: Steel HPB x 36 piles are to be installed through holes prepared in the concrete of the abutment. The holes shall be prepared by cutting to furnishing Steel Piles.



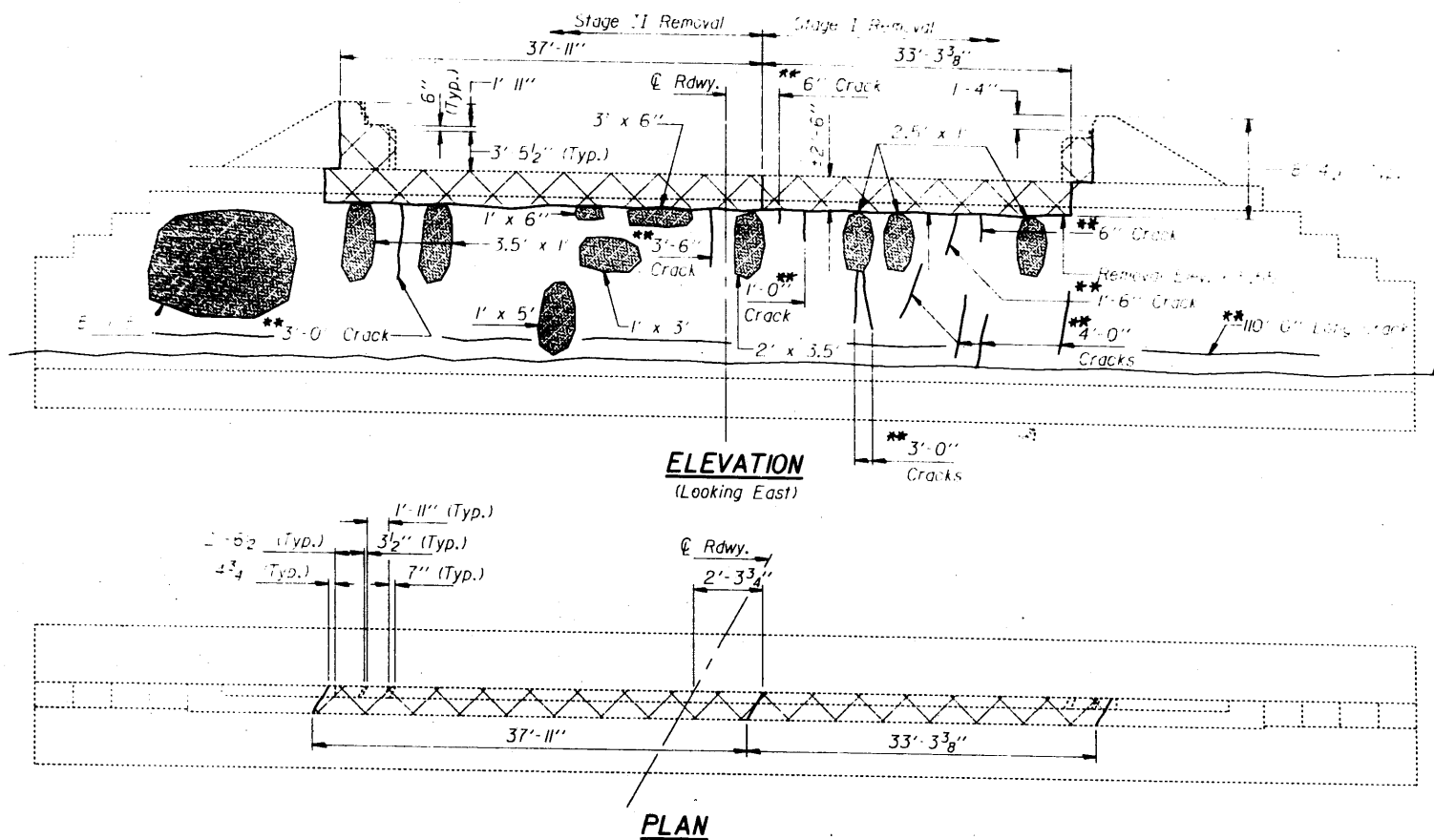
**SECTION A-A**  
(Dim. in Feet)

**Legend:**

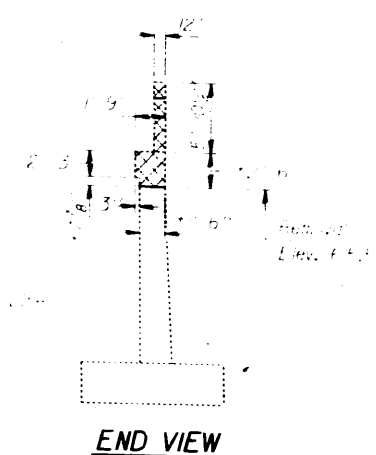
- Cross hatched area indicates Concrete to be Removed.
- Indicates areas to be repaired with Repair Concrete Structures.
- \*\* Indicates Epoxy Crack Sealing.

DESIGNED	Mary Bloxdorf
CHECKED	
DRAWN	R. Doty
CHECKED	

May 3, 1984  
 EXAMINED  
 APPROVED



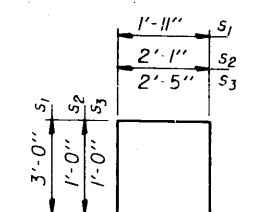
**CONCRETE REMOVAL DETAILS**



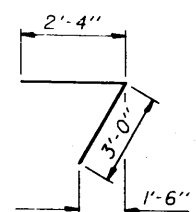
**END VIEW**

**BILL OF MATERIAL**

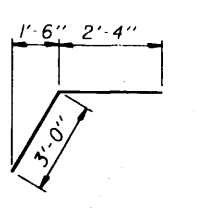
Bar	No.	Size	Length	Shape
h	5	#5	31' 1"	
h1	3	#5	41' 8"	
h2	14	#4	5' 4"	
h3	14	#4	5' 4"	
h4	3	#6	31' 1"	
h5	3	#6	41' 8"	
p	10	#7	32' 5"	
p1	10	#7	41' 9"	
p4	3	#7	13' 0"	
p5	3	#7	22' 5"	
s	61	#4	11' 11"	
s1	20	#4	7' 11"	
s2	29	#4	4' 1"	
s3	2	#4	4' 5"	
u	8	#6	8' 1"	
v	103	#5	2' 0"	
v1	70	#4	6' 2"	
v2	70	#4	3' 7"	
v3	70	#4	5' 0"	
v4	12	#4	7' 5"	
Class X Concrete			Cu. Yds.	42.1
Reinforcement Bars			Lbs.	4517
Concrete Removal			Cu. Yds.	14
Furnishing Steel Piles HPB x 36			Lin. Ft.	171
Epoxy Crack Sealing			Lin. Ft.	142
Repair Conc. Struct.			Sq. Ft.	107



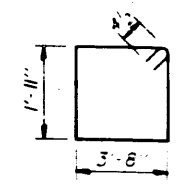
**BARS s1, s2 & s3**



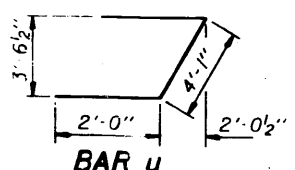
**BAR h3**



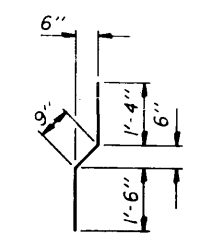
**BAR h2**



**BAR s**

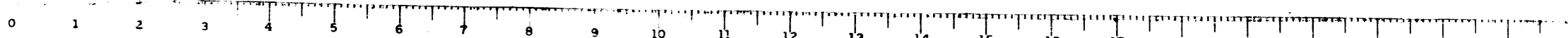


**BAR u**



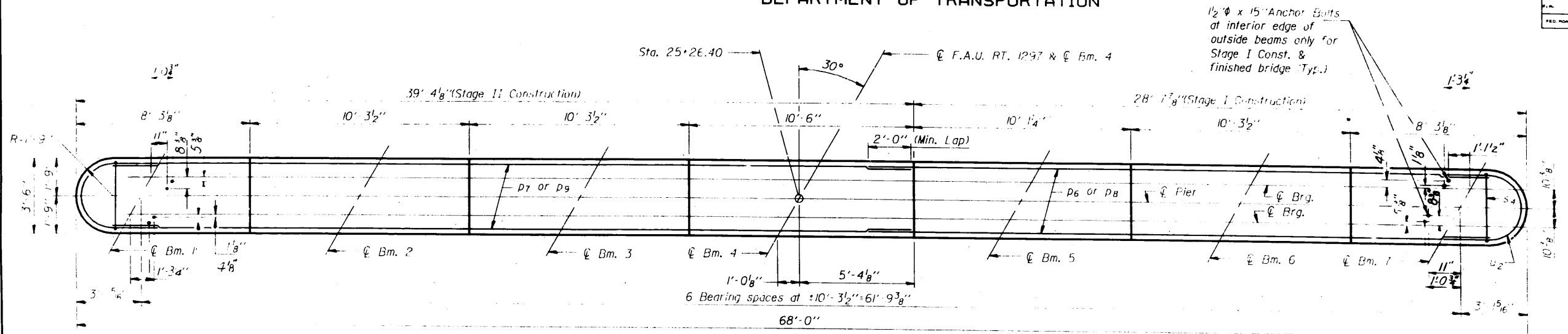
**BAR v2**

**EAST ABUTMENT DETAILS**  
**F.A.U. RT. 1297 SEC. 1314B-R(82)**  
**COOK COUNTY**  
**STA. 25+89.40**

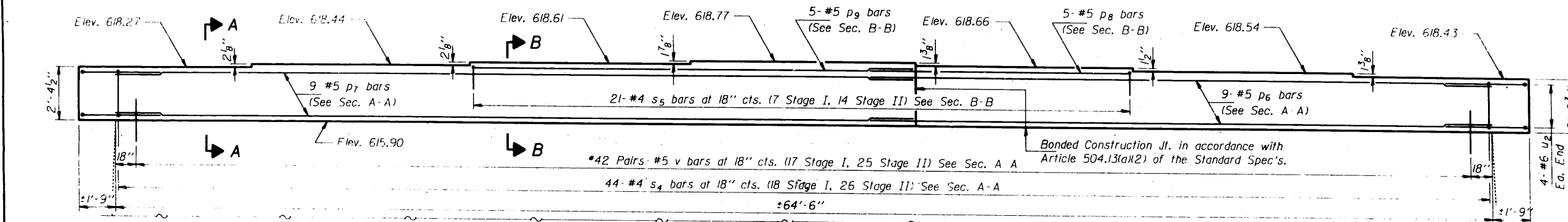


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	QUANTITY	TOTAL SHEETS	SHEET NO.
			10	27
SHEETS				

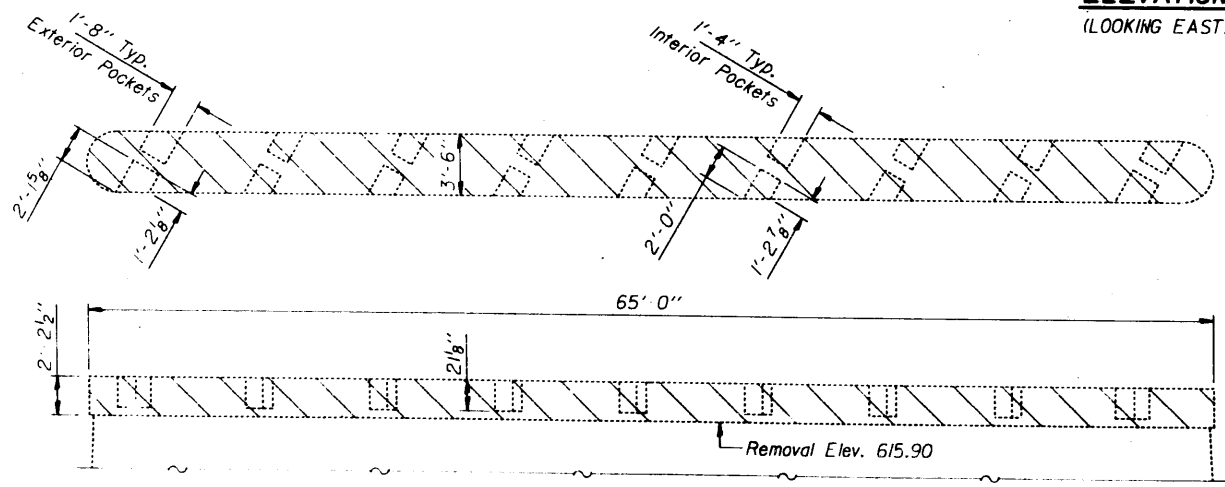


PLAN

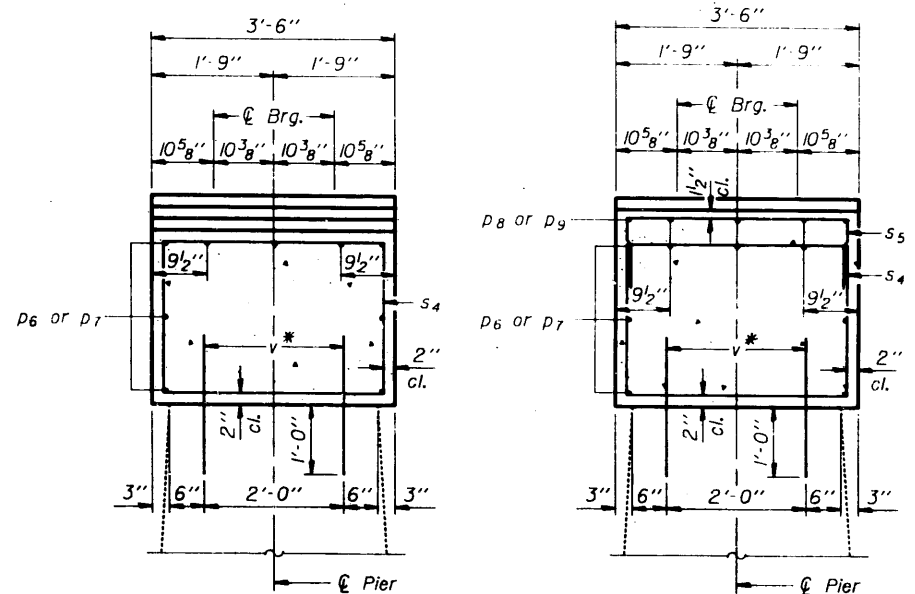


ELEVATION  
(LOOKING EAST)

\*Drill 1"φ x 1'-0" holes and epoxy grout v bars in them. See Special Provisions.



REMOVAL DETAIL



SECTION A-A

SECTION B-B

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p6	9	#5	28'-10"	—
p7	9	#5	37'-4"	—
p8	5	#5	12'-1"	—
p9	5	#5	20'-0"	—
s4	44	#4	11'-1"	□
s5	21	#4	5'-2"	□
u2	8	#6	9'-0"	U
v	84	#5	2'-0"	—
Class X Concrete			Cu. Yds.	23.1
Reinforcement Bars			Lbs.	1470
Concrete Removal			Cu. Yds.	16

PIER I  
F.A.U. RT. 1297 SEC. 1314B-R(82)  
COOK COUNTY  
STA. 25+89.40

Notes: All edges shall have standard 3/4" chamfer except as noted.  
Pour steps monolithically with cap.  
Hatched area indicates Concrete Removal.  
See sheet #26 for pier repair details.

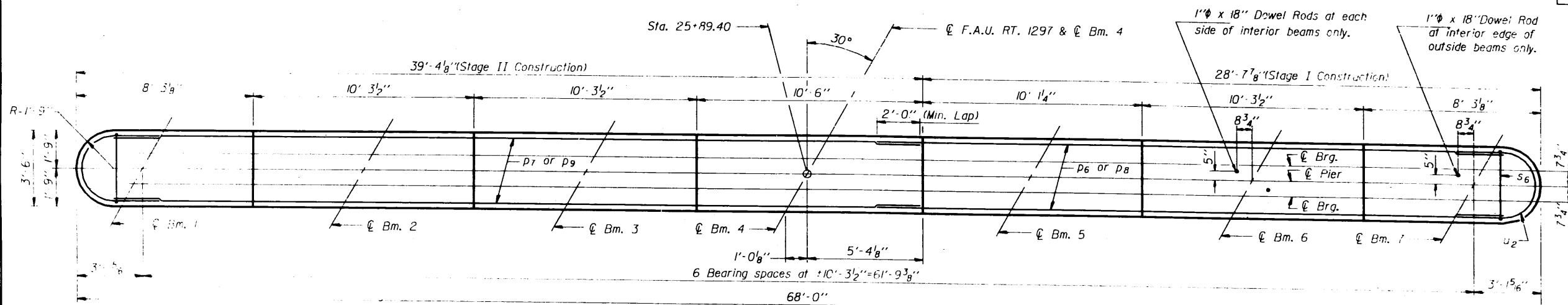
DESIGNED *Mary Bloxdorf*  
CHECKED \_\_\_\_\_  
DRAWN *R. P. Summer*  
CHECKED \_\_\_\_\_

EXAMINED *May 3 1984*  
PASSED \_\_\_\_\_  
APPROVED \_\_\_\_\_  
DIRECTOR OF HIGHWAYS

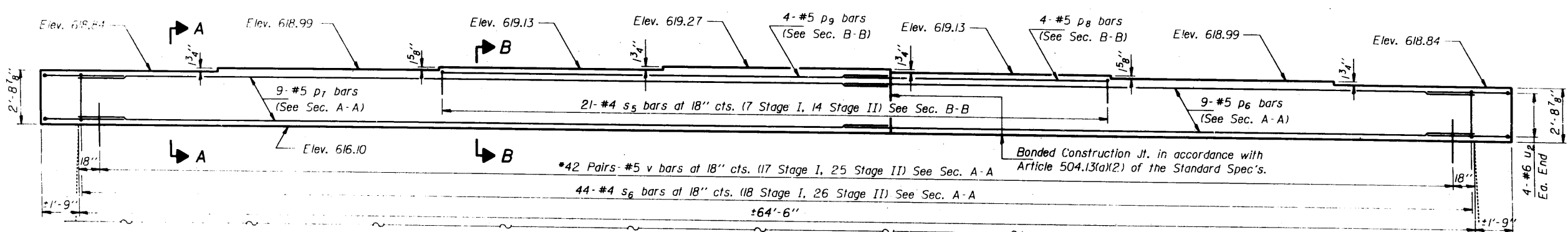


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNT	TOTAL SHEETS	SHEET NO.
			6	26
SHEETS				

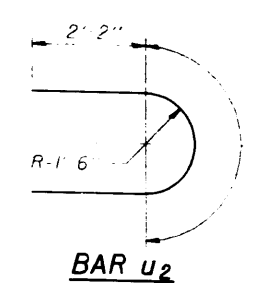


PLAN

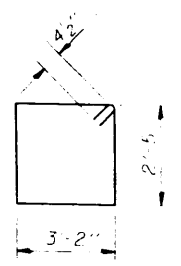


ELEVATION  
(LOOKING EAST)

\*Drill 1" x 1'-0" holes and epoxy grout v bars in them. See Special Provisions.



BAR U2



BAR S6

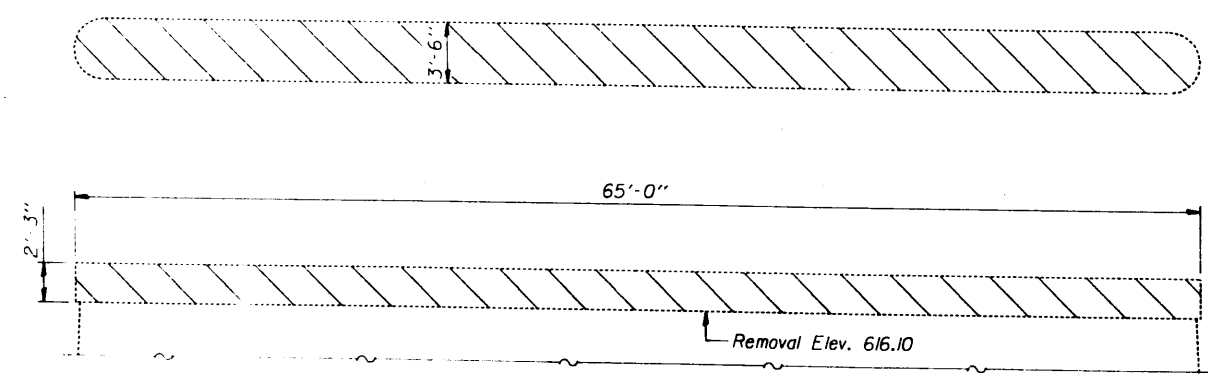


BAR S5

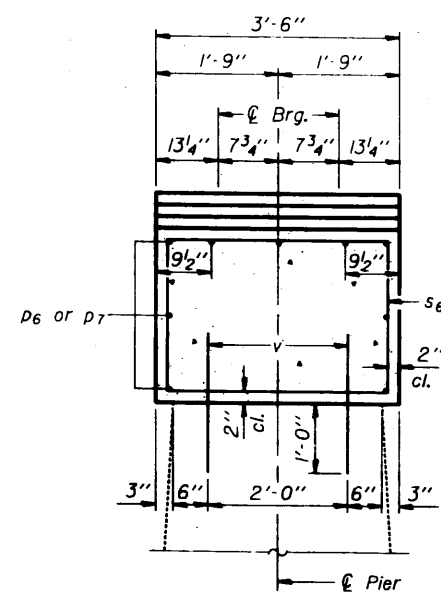
BILL OF MATERIAL

Bar	No.	Size	Length	Qty
p6	9	#5	28'-10"	
p7	9	#5	37'-4"	
p8	5	#5	12'-1"	
p9	5	#5	20'-6"	
s5	21	#4	5'-2"	
s6	44	#4	11'-11"	
u2	8	#6	9'-0"	
v	84	#5	2'-0"	
Class X Concrete			Cu. Yds.	25.5
Reinforcement Bars			Lbs.	1500
Concrete Removal			Cu. Yds.	19

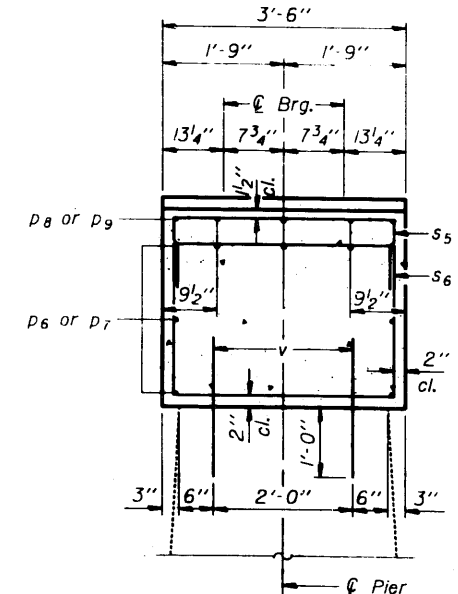
PIER 2  
F.A.U. RT. 1297 SEC. 1314B-R(82)  
COOK COUNTY  
STA. 25+89.40



REMOVAL DETAIL



SECTION A-A



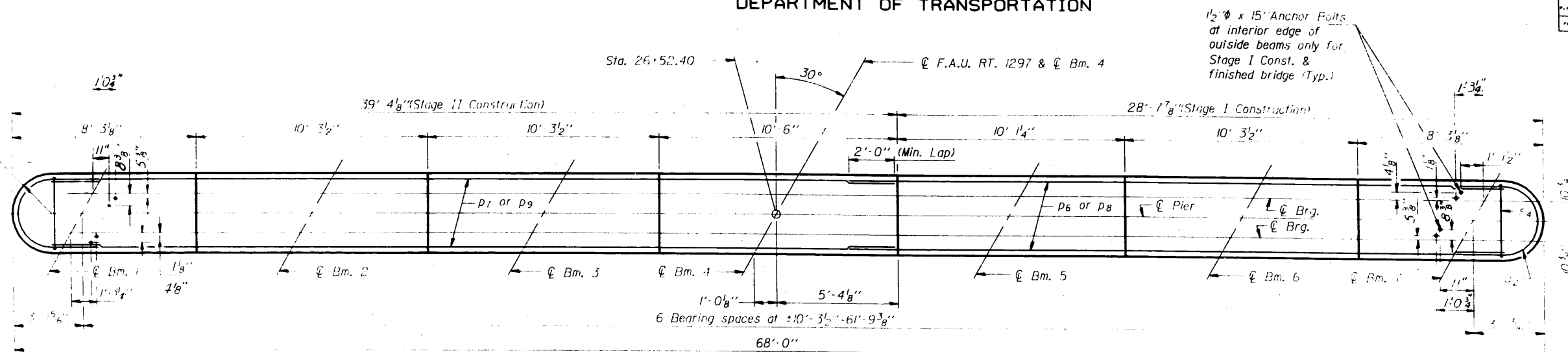
SECTION B-B

Notes: All edges shall have standard 3/4" chamfer except as noted.  
Pour steps monolithically with cap.  
Hatched area indicates Concrete Removal.  
See sheet #26 for pier repair details.

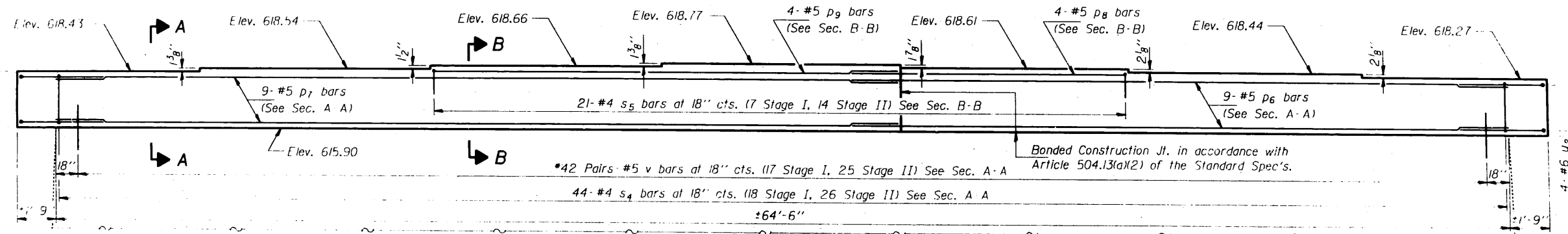
DESIGNED Mary Bloxdorf  
CHECKED  
DRAWN R. P. Summer  
CHECKED  
EXAMINED May 3, 1984  
PASSED  
APPROVED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	CONTRACT	DATE	SHEET NO.
				27 SHEETS

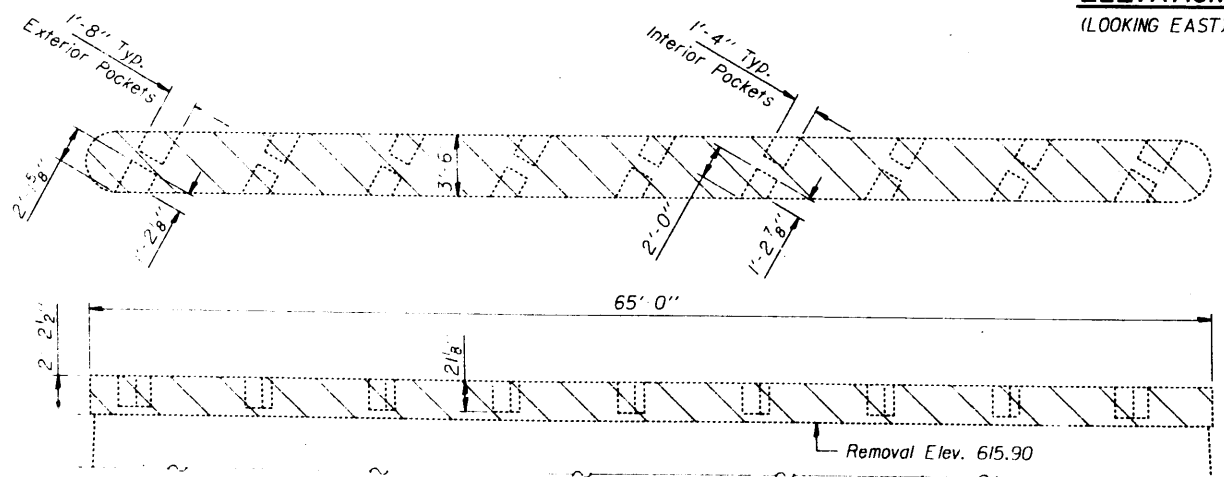


PLAN

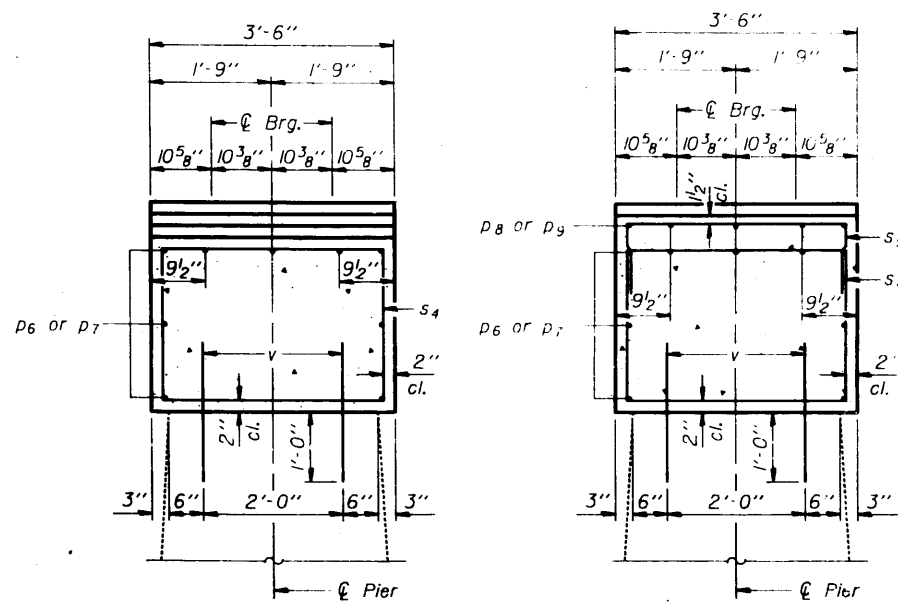


ELEVATION  
(LOOKING EAST)

\*Drill 1" x 1'-0" holes and epoxy grout v bars in them. See Special Provisions.

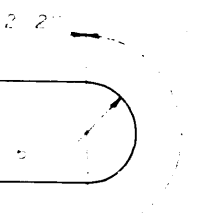


REMOVAL DETAIL

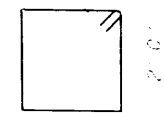


SECTION A-A

SECTION B-B



BAR U2



BAR S4



BAR S5

BILL OF MATERIAL

Bar	No.	Size	Length	
p6	9	#5	28'-10"	
p7	9	#5	37'-4"	
p8	5	#5	12'-1"	
p9	5	#5	20'-6"	
s4	44	#4	11'-1"	
s5	21	#4	5'-2"	
u2	8	#6	9'-0"	
v	84	#5	2'-0"	
Class X Concrete			Cu. Yds.	23.1
Reinforcement Bars			Lbs.	1470
Concrete Removal			Cu. Yds.	16

DESIGNED Mary Bloxdorf  
 CHECKED \_\_\_\_\_  
 DRAWN R. P. Summer  
 CHECKED \_\_\_\_\_

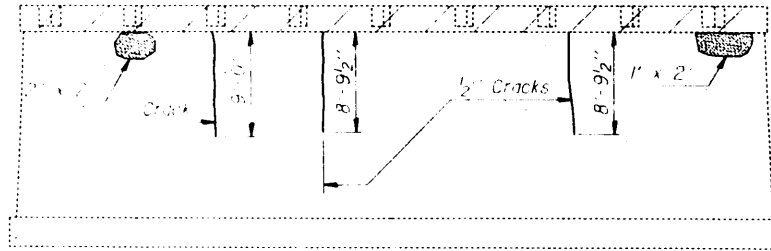
EXAMINED May 3 1984  
 PASSED \_\_\_\_\_  
 APPROVED \_\_\_\_\_

Notes: All edges shall have standard 3/4" chamfer except as noted.  
 Pour steps monolithically with cap.  
 Hatched area indicates Concrete Removal.  
 See sheet #26 for pier repair details.

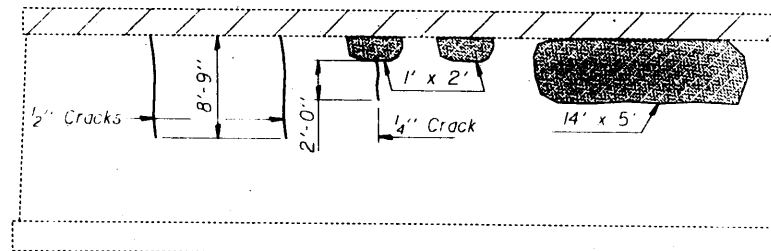
PIER 3  
 F.A.U. RT. 1297 SEC. 1314B-R(82)  
 COOK COUNTY  
 STA. 25+89.40

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

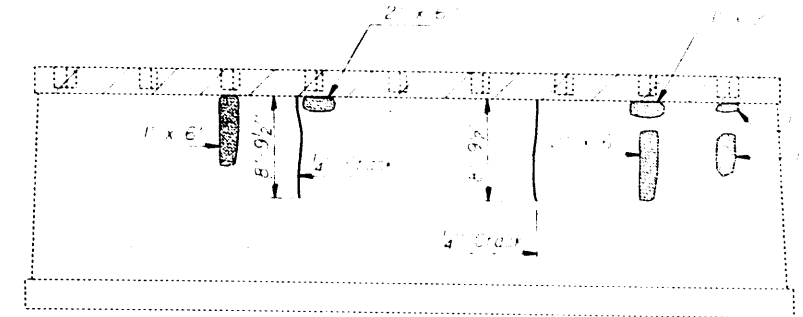
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U.				SHEETS
FED. ROAD DIST. NO.				



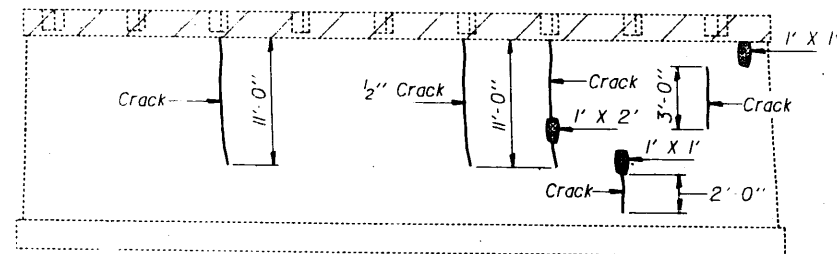
**PIER 1**  
(Looking West)



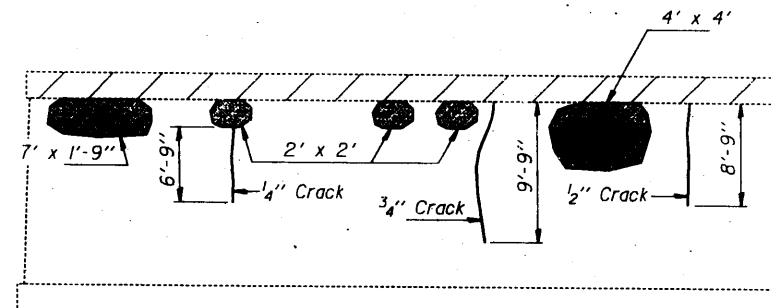
**PIER 2**  
(Looking West)



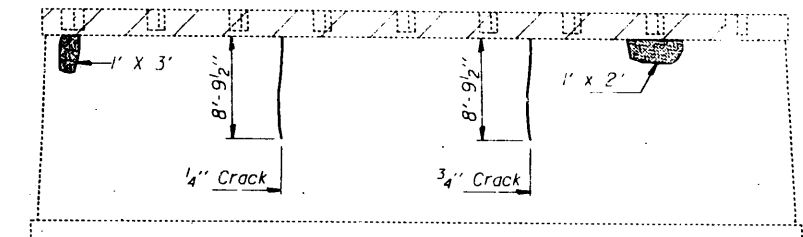
**PIER 3**  
(Looking West)



**PIER 1**  
(Looking East)



**PIER 2**  
(Looking East)



**PIER 3**  
(Looking East)

Legend:  
Hatched areas indicate Concrete Removal.  
■ Indicates areas to be repaired. Billed as Repair Concrete Structures.

**BILL OF MATERIAL**

Item	Un#	Total
Repair Concrete Structures	Sq. Ft.	171
Epoxy Crack Sealing	Lin. Ft.	143

DESIGNED	Mary Bloxdorf
CHECKED	
DRAWN	R. Doty
CHECKED	

May 3, 1984  
EXAMINED  
PASSED  
APPROVED  
DIRECTOR OF HIGHWAYS

**PIER REPAIR DETAILS**  
F.A.U. RT. 1297 SEC. 1314B-R(82)  
COOK COUNTY  
STA. 25+89.40

